Perkins&Will

Date: 12.15.2023

City of Puyallup

Re: **DRT Letters**

Dear Planning, Building, Engineering and Traffic Engineering Reviewers,

Please find attached to this letter the following items for the correction response resubmittal for the Good Samaritan Hospital Master Plan:

- Planning Review Response to DRT Letter
- Building Review Response to DRT Letter
- Engineering Review Response to DRT Letter
- Traffic Engineering Review Response to DRT Letter
- Fire and EMS Info Needs Response Letter (also sent via email to Chris Beale on 12.04.2023)
- Response to markups on 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) as downloaded from the City of Puyallup Portal

A clean updated version of the Master Plan document has been uploaded separately via the portal under the Master Plan tab.

(The most updated response to the Outstanding GSH Info Needs have been sent separately on 12.08.2023 via email to Chris Beale.)

Sincerely,

Brad Hinthorne

1301 Fifth Avenue, Suite 2300
Seattle, Washington 98101

www.perkinswill.com

Perkins&Will

Date: 12.15.2023

Chris Beale | AICP
Senior Planner
253.841.5418
City of Puyallup

Re: **DRT Letter – Planning Review**

Dear Chris,

Please see below our responses to the DRT Letter – Planning Review dated November 21, 2023.

Comments appear in bold with responses following.

Planning Review:

1. **November 2, 2023 Updated Comment [Planning]: In the first review, we itemized a series of questions and comments, mainly through markups on the Master Plan document with identifying page numbers throughout. In reviewing the resubmitted Master Plan document, it does not appear that there is a response to comment letter or any corresponding corrections made to the Master Plan in response to our 05/01/23 review letter notes. When resubmitting, please provide an itemized response to comment letter with associated track changes version of the Master Plan document. If you have questions about my comments prior to resubmitting, please reach out to me directly.**
   Response: See revisions on attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

2. **This zone is called RM-20, please correct reference [planning comment, master plan doc, page 14]**
   Response: See revisions on attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

3. **Please describe how the houses are being used [planning comment, master plan doc, page 14]**
   Response: The buildings are storage and office space.

4. **Briefly describe the relationship of the 2007 master plan with the 2003 master plan. This is a global comment throughout the document (anywhere the 2007 approval is mentioned) [planning comment, master plan doc, page 41]**
   Response: The 2007 Master Plan was an amendment to the 2003 Master Plan that significantly modified the development plan. The 2003 Master Plan authorized the construction of approximately 850,000 square feet of development over 16 phases, but only an approximately 40,000 square foot building was actually constructed

under that Plan. Instead, in 2005 the hospital acquired the remainder of the block immediately to the south of the Main Hospital complex across 14th Avenue SE, which increased the building inventory and land area. Subsequently, in 2006, Good Samaritan Community Healthcare also affiliated with MultiCare. Those two big changes led to a revisioning of the development program and to the 2007 Master Plan, which authorized 900,000 sf of development in two phases.
The verbiage above has been added to page 3 of the Master Plan and referenced on page 41 of the Master Plan as well.

5. **The FEIS will need to be an appendix to the final approved master plan [planning comment, master plan doc, page 41]**
   Response: Acknowledged and will add Final EIS as appendix to the Master Plan when completed.

6. **Please provide a short description of what the Supply Tower would be in terms of interior space and uses. Is this all admin. offices to support in patient beds? Also, in other parts of this document it's called the Central Support Tower – which is correct? [planning comment, master plan doc, page 43]**
   Response: Correct is Central Support Tower. See revisions on attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file. For purposes of the Master Plan, the Program for that portion of the tower is still to be determined.

7. **Please provide a short description of the Dally Tower expansion in terms of interior space and uses [planning comment, master plan doc, page 44]**
   Response: The Dally Tower is 357,000 gsf patient care building including emergency, diagnostic and treatment services, and nursing units which significantly increased the hospital's capacity and established a new main entrance. It was developed part of the prior Master Plan, a nine-level acute care tower including 82 inpatient beds, emergency, surgical and imaging services. An additional 80 beds were added in 2018 when the upper two floors of Dally Tower were finished. See pages 7, 8, 41, 47 of the Master Plan document.

8. **This section needs to define how the project new construction will (or is proposing to deviate from) the applicable design review code (PMC 20.26.300) [planning comment, master plan doc, page 46]**
   Response: We anticipate compliance with all baseline codes and design review standards.

9. **Please specify the maximum height of the Dally Tower in numerical feet based on PMC measurements for commercial development structure height [planning comment, master plan doc, page 47]**
   Response: The height of the Dally Tower is approx. 157'-6" (7'-6" below the max height limit of 165') from the finished average adjoining grade to the top of the penthouse roof. The elevation at the top of the penthouse for the new Patient Care Tower will not exceed the elevation at the top of the penthouse for the Dally Tower.

10. **7th is labeled as a bike lane corridor connection in the city's Active Transportation plan. It would seem more like 11 foot drive lanes with 5 foot bike lane and a 2 foot striped buffer (18 feet each way) would make the most sense [planning comment, master plan doc, page 56]**
    Response: See revisions on attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

11. **Clarify how the additional expansions don't require parking. PMC would require parking for the Support Tower and Dally tower expansions if code were applied. [planning comment, master plan doc, page 65]**
    Response: The Master Plan does not state that the expansions do not require additional parking. The analysis for the future parking supply is described on pages 63-68. Table III-I summarizes the results of that analysis, including the estimated displaced spaces, new spaces, and net new spaces. Figure III-I identifies the location of two new parking structures to support the expansions. Chapter 20.88.020.1c and 20.88.030.f of the Puyallup Municipal Code provides discretion in the master plan process to set development standards, including parking. We propose to set the parking standards based on the demand ratios studied and described in Table III-I.

12. **10 percent of 1,450 would equal 1,595 stalls. Please clarify how the 1,650 is determined [planning comment, master plan doc, page 65]**
    Response: Step 2 of the parking analysis was performed to calibrate the parking ratios to be utilized when estimating future demand, ensuring that the ratios best reflect typical GSH demand. The peak demand of 1,450 was first adjusted by 4% (see footnote 5) and then 10%, for a total of 1,658 ("approximately 1,650"), This number is representative of current demand ratios of 3 spaces per bed and 3.23 per GSF for MOB.

13. **Table III-I needs to be modified to demonstrate total parking stalls (existing + new) to demonstrate compliance with PMC 20.88.030 (1)(F), and what parking # will be tied to each building and/or phase. This is needed so the planner can verify the number of parking stalls needed to tie back to each building permit. Please also remove the term Up To and simplify this table with a max # of stalls. [planning comment, master plan doc, page 67]**
    Response: Chapter 20.88.020.1c and 20.88.030.f of the Puyallup Municipal Code provides discretion to the applicant in the master plan process to set development standards, including parking. Table III-I summarizes the analysis conducted to demonstrate compliance, including by phase. The parking approach for the Master Plan assumes a campus-managed approach, allowing the future net new parking demand to utilize a portion of existing underutilized parking (see summary of existing parking analysis on page 39 and methods on pages 63-68.)
    In Table III-I, Phase 1A + 1B are inclusive of the PCT (200 beds), Phase 2 is inclusive of the PCT and one MOB, and Phase 3 is inclusive of the PCT and two MOBs.
    The "up to" language was removed. Please note, that is what was utilized to demonstrate the potential for "maximum" build out of the MOBs, recognizing that their final designs may be smaller. In addition, "up to" was utilized to indicate that the final designs of the MOBs and parking garages were TBD, and, therefore, the amount of existing surface parking to be removed (and replaced) is TBD.

14. **Is the net total parking needed for the entire campus at full build 1,494 plus 1,650, equaling 3,144? [planning comment, master plan doc, page 67]**
    Response: The maximum total parking needed for the entire campus at full build is estimated at 1,858 (the total existing spaces, see Table II-C) plus (1,494 the net new spaces needed, which reflects total new parking demand resulting from expansion as well as the removal of any existing spaces,) which equals 3,352 estimated total parking spaces.

15. **Will MultiCare meet existing MED code allowances for sign area and size or is there a proposal to exceed those standards [planning comment, master plan doc, page 77]**
    Response: MultiCare intends to meet the existing MED code allowances for sign area and size.

16. **Will need to update language once FEIS is complete [planning comment, master plan doc, page 80]**
    Response: Acknowledged and will be updated when the Final EIS is complete.

17. **Table III-A states 2043 full build date. Is the build horizon year 2043 (20 year master plan)? [planning comment, master plan doc, page 80]**
    Response: Yes, see revisions on attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

18. **Code contains heights based on elevations. Applicant should carefully review and consider going with an overall vertical height measurement from finished grade of each building. Staff recommends this approach. Staff anticipates modifying 20.43.020-2 to accommodate. [planning comment, master plan doc, page 80]**
    Response: Each building part of the Master Plan will ne max 165' from the finished average adjoining grade.

19. **Please clarify that all setback yards will be landscaped. We will also want to review the Type IV parking lot landscaping requirements as they are substantially different than 2007 and will effect parking count due to design requirements for landscape islands. Surface lot on SE corner of 5th and 14th currently meets type IV standards [planning comment, master plan doc, page 80]**
    Response: The landscape requirements will be addressed during the design and permitting of the buildings and site to comply with the codes.

20. **Will the large open space plaza currently SE of the Dally Tower be replicated or replaced after the new patient care tower is installed? That plaza is a significant feature of the campus open space and it's not clear if that will be replaced [planning comment, master plan doc, page 81]**
    Response: A portion of the plaza to the East of the Dally Tower will be replaced with the new patient care tower. However, as shown on our map III-M, a portion of that plaza will remain and will be redesigned to maximize its impact to the campus open space.

21. **Planning staff sent this section through Legal review. This comment will need to be corrected for accuracy of what vests under a Master Plan. Development regulations specifically adopted in PMC 20.43.020-1 that are different from base zoning will apply for the build out of the Master Plan. Further discussion with the applicant is necessary to clarify this statement for accuracy. [planning comment, master plan doc, page 85]**
    Response: MGSH recognized that its development is governed by the development standards in this Master Plan and PMC Table 20.43.020-2 for the term of the Plan. If MGSH must amend the Master Plan prior to the end of the term, then it recognizes it will be obligated to comply with all regulations applicable to the amended Plan.

Sincerely,

Brad Hinthorne

1301 Fifth Avenue, Suite 2300
Seattle, Washington 98101

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Perkins&Will

Date: 12.15.2023

Ray Cockerham
Building Code official
253.841.5585
City of Puyallup

Re: **DRT Letter – Building Review**

Dear Ray,

Please see below our responses to the DRT Letter – Building Review dated November 21, 2023.

Comments appear in bold with responses following.

Building Review:

1. **Building permit reviews are subject to the applicable codes at the time of complete building permit application. Complete building permit submittals include applications: architectural, structural, mechanical, plumbing, energy code, and related submittals for constructability.**
   Response: Acknowledged and all needed applications for all involved disciplines will be submitted part of the design and permitting of the buildings.

Sincerely,

Brad Hinthorne

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Seattle, Washington 98101

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Perkins&Will

Date: 12.15.2023

Mark Higginson, P.E.
Civil Engineer
253.842.5559
City of Puyallup

Re: **DRT Letter – Engineering Review**

Dear Mark,

Please see below our responses to the DRT Letter – Engineering Review dated November 21, 2023.

Comments appear in bold with responses following.

Engineering Review:

1. **The applicant shall "acknowledge" the engineering CONDITIONS described later in this letter prior to final approval of the Master Plan.**
   Response: Received and acknowledged.

2. **PER PRIOR COMMENT – Puyallup River**
   [Master Plan, page 29; Pg 226 of 343]
   Response: See corrected p29 of the Master Plan in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

3. **PER PRIOR COMMENT – Verify Callout (Fig II-O?)**
   [Master Plan, page 32; Pg 229 of 343]
   Response: See corrected callout to be Fig II-O in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

4. **PER PRIOR COMMENT – Verify Statement (higher elevation at south end)**
   [Master Plan, page 32; Pg 229 of 343]
   Response: See corrected callout to be Fig II-O in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

5. **PER PRIOR COMMENT – The City will not allow sewer flows to be conveyed out-of-basin.**
   [Master Plan, page 55; Pg 255 of 343]
   Response: Added sentence in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file. It was identified that there is an alternative route that would direct sanitary sewer flows to the east into a different sanitary sewer sub basin. However, the City of Puyallup Engineering indicated this was not a supported option.

6. **PER PRIOR COMMENT – "northern"**
   [Master Plan, page 56; Pg 256 of 343]
   Response: See corrected in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

7. **PER PRIOR COMMENT – "southern"**
   [Master Plan, page 56; Pg 256 of 343]
   Response: See corrected in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

8. **Legibility.**
   [Master Plan; Pg 258 of 343]
   Response: See corrected map III-F in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

9. **PER PRIOR COMMENT – Puyallup River**
   [Master Plan; Pg 272 of 343]
   Response: See corrected p72 of the Master Plan in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

10. **Legibility.**
    [Master Plan; Pg 273 of 343]
    Response: See corrected map III-J in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

11. **Provide legible exhibit.**
    [Master Plan; Pg 338 of 343]
    Response: See corrected Exhibit A in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

12. **Provide legible exhibit.**
    [Master Plan; Pg 343 of 343]
    Response: See corrected Exhibit B in attached 2023_0705 – MultiCare Good Samaritan Hospital Campus Masterplan – Clarification & Response0 (Flattened) file.

Sincerely,

Brad Hinthorne

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Date: 12.15.2023

Bryan Roberts, P.E.
Traffic Engineer
253.841.5542
City of Puyallup

Re: **DRT Letter – Engineering Traffic Review**

Dear Bryan,

Please see below our responses to the DRT Letter – Engineering Traffic Review dated November 21, 2023.

Comments appear in bold with responses following.

Engineering Traffic Review:

Provide a detailed response to each of the following items:

1. **Provide a detailed summary of Puyallup's comprehensive plan as it relates to the surrounding campus area. For example, Puyallup's comprehensive plan identifies 15th Ave SE and 7th St SE as bicycle priority networks. How will the Hospital accommodate these improvements?**
   Response: The Master Plan is discussed relative to the Comprehensive Plan's Transportation Goals and Policies on pages 61-63. The future bicycle network, including identified projects from the Comprehensive Plan, are discussed on pages 69-70. Future design phases would advance bicycle facility design to meet all applicable design requirements and required mitigations that are warranted by the Plan. If the 7th Street Connection is not justified by the impacts of the Plan, then bike priority networks on that street would not be completed.

2. **The requirement for the 7th St SE connection will not be based solely on the traffic analysis. This connection may also be necessary to provide EV access for proposed buildings. This connection is also identified in our comprehensive plan to provide non-motorized connectivity.**
   Response: Comment noted. 7th Street SE is discussed and referenced relative to the Comprehensive Plan on pages 8, 32-33, 37, 56-60, and 69. Regardless of the Comprehensive Plan note, the 7th Street Connection may also have challenges with nexus and proportionality to the project if it is not a justified transportation improvement, in addition to significant grade that may make EV access infeasible. Further discussion of the Connection is warranted.

3. **As part of the traffic analysis, the previous TIA will be reviewed. Does the applicant have design documents from 2007 that were used to determine the alignment of the 7th St SE connection per ordinance #2900?**
   Response: Nelson-Nygaard did not review the 2007 TIA or 2007 design documents. We do not have this

information.

4. **Regarding the existing offset of 7th Street SE at 15th, the Hospital's design would be required to mitigate the skewed approach. Per ordinance #2900, Good Samaritan Hospital will not be required to procure additional 7th St SE ROW. However, additional ROW dedication may be required to facilitate modification to design per City code.**
   Response: Noted. Further discussion of whether the 7th Street Connection is warranted is anticipated.

5. **Entire site will be required to complete a comprehensive lighting analysis to ensure ANSI/IES RP-8 compliance.**
   Response: Noted.

6. **Entire site will be required to complete a comprehensive analysis of existing frontage improvements. Non-standard existing frontage (narrow sidewalk, lack of planter strips/street trees, City standard streetlighting, etc.) must be identified.**
   Response: Noted.

7. **15th Ave SE, 13th Ave SE, 3rd St SE, 7th St SE are all designated as Major Collectors. City standards (Section 101.10.1) require minimum spacing of 150 feet from the intersection & driveways measured between closest edges of the driveway.**

- **Per City standards, commercial driveways must be aligned with intersections/driveways across the street.**
- **Access restrictions may be necessary if City Standards are not met.**

   Response: Comment noted. Table II-B and Figure II-Q summarize the City Street Classification system relative to the Master Plan. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

8. **AutoTurn analysis for the largest anticipated design vehicle that would access the site. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.**
   Response: Comment noted. It was assumed that the EIS would conduct detailed traffic, intersection, driveway, safety, and/or turning analysis to identify needed mitigations. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

9. **City standard commercial driveway shall be required along frontage. Minimum commercial driveway width is 30ft with 35ft radius.**
   Response: Comment noted. It was assumed that the EIS would conduct detailed traffic, intersection, driveway, safety, and/or turning analysis to identify needed mitigations. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

10. **All roadways serving campus (internal/external) must meet MUTCD/AASHTO requirements for signage, striping, pavement markings, geometry, barricades, railing, sight distance, speeds, etc. A comprehensive analysis will be required throughout the campus area. For example, the internal intersection of 14th Ave SE/5th St SE does not meet any nationally accredited standards and will require significant mitigation.**
    Response: Comment noted. It was assumed that the EIS would conduct detailed traffic, intersection, driveway, safety, and/or turning analysis to identify needed mitigations. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

11. **The south side of 13th Ave SE shall be improved with City standard frontage improvements. All on-street parking shall be removed to facilitate improvements (between 3rd St SE & 7th St SE.) Curb alignment will be continuous on the south side and must be offset from buildings to maintain 24ft wide roadway. Existing marked crosswalks do not meet current standards and must be consolidated. Sight distance deficiencies existing along 13th Ave driveways/pedestrian crossings. Streetlighting will be required along this segment as well. Applicant will be required to propose mitigation.**
    Response: Comment noted. It was assumed that the EIS would conduct detailed traffic, intersection, driveway, safety, and/or turning analysis to identify needed mitigations. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

12. **The north side of 13th Ave has gaps in ADA accessible pathways. Mitigation will be required to meet standards.**
    Response: Comment noted. It was assumed that the EIS would conduct detailed traffic, intersection, driveway, safety, and/or turning analysis to identify needed mitigations. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

13. **Sight distance analysis (ESD & SSD) will be required for intersections and roadway segments serving site.**
    Response: Comment noted. It was assumed that the EIS would conduct detailed traffic, intersection, driveway, safety, and/or turning analysis to identify needed mitigations. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

14. **Comprehensive analysis of existing/proposed non-motorized ADA/PROWAG compliance (on-site & off-site) will be required. Evaluate existing non-motorized facilities. This will include on/off site facilities near Hospital. To minimize conflict points with at-grade crossings, the City will require the applicant to study pedestrian bridges to connect buildings/ parking structures.**
    Response: Comment noted. It was assumed that the EIS would conduct detailed traffic, intersection, driveway, safety, and/or turning analysis to identify needed mitigations. Future design phases would advance roadway, intersection, and driveway designs to meet all applicable design requirements and required mitigations.

15. **Transit facilities are located along S Meridian. Mitigation will be required to expand/improve non-motorized facilities between Campus and S Meridian transit facilities.**
Response: Existing and future transit service is described on pages 38, 40, and 69-70 of the Master Plan. Comment noted. It was assumed that the EIS would identify required mitigations to improve safety and access to transit.

Sincerely,

Brad Hinthorne

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Perkins&Will

Date: 12.04.2023

Chris Beale | AICP
Senior Planner
253.841.5418
City of Puyallup

Re: **Fire and EMS Info Needs**
MGSH Master Plan

Dear Chris,

Please see below our responses to item 5. 11/21/23 "Fire and EMS info needs GSH EIS" letter.

Comments appear in bold with responses following.

City of Puyallup requirements:

1. **Based on a comment from Central Pierce Fire & rescue, the Ambulance bays are inadequate to handle the current level of emergency vehicle traffic. Provide a larger ambulance bay considering the amount of more patients the hospital will be taking in and consider the population rising. This is a concern for all responding agencies and will need to be code compliant for fire apparatus turning radiuses and angle of inclination.**
   Response: The Master Plan does not include any proposed expansion of the existing Ambulance Bays. MGSH and the City are coordinating a meeting with Central Pierce Fire & Rescue, the City, and the Policy Department onsite for early January 2024 to discuss the Ambulance Bay comments further. MGSH has deployed operational changes to Ambulance Bay management in the last few months that are anticipated to alleviate concerns. If Central Pierce Fire & Rescue concerns remain following the meeting and further discussion, then additional operational or physical changes could be considered as mitigation measures if supported by the City's adopted policies and the SEPA Rules.

2. **Consider in design, the ER Lobby cannot encroach into fire lane. Fire lane should be a minimum of 26' clear width for fire access. Fire apparatus turning radius need to be maintained and may be affected by item 1.**
   Response: Acknowledged and will address during building and site design and permitting.

3. **Auto-turn or equivalent program, will be required to demonstrate fire apparatus turning radius in all areas.**
   Response: Comment acknowledged. MGSH will address minimum fire lane width during detailed building and site design and permitting.

4. **Future support tower is encroaching in a specific fire access area. This will cut off required fire access and not be allowed without adequate accommodations.**
   Response: Comment acknowledged. MGSH will address alternative fire access during detailed building and site design and permitting.

5. **5th street headed into 14th Ave SE needs a fire truck turn around.**
   Response: Comment acknowledged. MGSH will address a turnaround or alternative fire access during detailed building and site design and permitting. Site grades may call for consideration of several alternative solutions.

6. **7th Street extension needs to be less than 10% grade.**
   Response: The 7th Street extension is not proposed by MGSH as part of the Master Plan. The 7th Street extension is being evaluated as a potential mitigation measure that may be warranted based on the results of the traffic analysis. If it is warranted (and we do not currently have any information that it is in fact warranted), then it will exceed 10% grade as it is not feasible to construct the road at a lower slope based on the City's alignment and existing slopes.

7. **7th Street extension will need a fire apparatus lane onto 14th Ave SE. This requirement will allow existing facility building fire access along with the Proposed parking deck, and Future parking deck.**
   Response: The 7th Street extension is not proposed by MGSH as part of the Master Plan. The 7th Street extension is being evaluated as a potential mitigation measure that may be warranted based on the results of the traffic analysis. If it is warranted (and we do not currently have any information that it is in fact warranted), then MGSH will consider whether the extension onto 14th Avenue SE is also feasible and desirable to address fire and emergency access concerns. Again, 7th Street will exceed 10% grade, so a connection to 14th Avenue SE may be undesirable.

8. **A fire hydrant will be required on 7th St SE.**
   Response: The 7th Street extension is not proposed by MGSH as part of the Master Plan. The 7th Street extension is being evaluated as a potential mitigation measure that may be warranted based on the results of the traffic analysis. If it is warranted (and we do not currently have any information that it is in fact warranted), then MGSH will advance the design including civil design and infrastructure. Again, 7th Street will exceed 10% grade, so a hydrant may be unnecessary as it may be undesirable for fire and emergency vehicles to use the Street.

9. **Fire access will be required between the medical office building, Proposed parking deck, future parking deck, and Future Medical office building. It looks that an access road could be created off 5th St SE.**
   Response: Comment acknowledged. MGSH will address fire access for the Medical Office Buildings during detailed building design and permitting.

10. **Dry standpipes will be required in all parking garages and retrofitted in existing.**
    Response: Comment acknowledged. Dry standpipes are anticipated in all new parking garages. The Master Plan does not contemplate retrofits of existing garages.

11. **With the high risk of shadowing other buildings for emergency radio, before construction begins, a radio survey will need to be done inside and around surrounding buildings to serve as a benchmark for existing radio coverage, this benchmarking report shall include recommendations for mitigation. Near completion of construction of the new tower a comparison survey will be required to see if there was any negative impact to the surrounding areas. If radio coverage within the nearby buildings has been reduced beyond an unusable level, the loss will need to be mitigated by MultiCare. A certified radio contractor shall propose to the City how large of an area will need to be tested. The qualified contractor will provide the owner and City a report with conclusions and recommendations for code compliance. Based on their recommendations the City will have our**

third party consultant review for compliance.
Response: Please provide further information, rationale, and code citations for the City's specific policies and thresholds that justify this request so that MGSH can craft an appropriate response.

12. **The emergency radio system needs to be updated to allow surrounding agencies to have radio coverage throughout the campus. Pierce County Sherriff.**
Response: Please provide further information, rationale, and code citations for the City's specific policies and thresholds that justify this request so that MGSH can craft an appropriate response.

<u>Central Pierce Fire & Rescue operational concerns:</u>

1. **7th St SE between 23rd Ave SE and 15th Ave SE is one of the main routes into the hospital, and will increase significantly in traffic volume with the planned extension. The existing portion is too narrow with no place for traffic to cede the right-of-way to emergency vehicles. It is also extremely uneven which necessitates a massive reduction in speed to ensure proper patient care in the back of medic units transporting to the hospital. Improvements need to be made to address these deficiencies.**
Response: This improvement is not part of the proposed Master Plan. We observe that the existing stretch of right of way is narrow, with many surrounding residential homes close to the street. MGSH is concerned with the feasibility, nexus, and proportionality of this request as it is a significant request and MGSH has no condemnation authority. More detail will need to be provided by the City to understand the scope of this request, and whether it is justified under the SEPA rules. Further, we observe that the improvement is listed as a project in the City's 20-year CIP.

2. **The existing ambulance bay is inadequate to handle the current level of emergency vehicle traffic. We often have all ambulance stalls filled, with additional units lined up in the ambulance bay approach. We would like to see an expansion of the ambulance bay with additional parking stalls that also addresses the police parking that interferes with egress. The police parking needs to be maintained in the vicinity, but reconfigured or relocated.**
Response: The Master Plan does not include any proposed expansion of the existing Ambulance Bays. MGSH and the City are coordinating a meeting with Central Pierce Fire & Rescue, the City, and the Policy Department onsite for early January 2024 to discuss the Ambulance Bay comments further. MGSH has deployed operational changes to Ambulance Bay management in the last few months that are anticipated to alleviate concerns. If Central Pierce Fire & Rescue concerns remain following the meeting and further discussion, then additional operational or physical changes could be considered as mitigation measures if supported by the City's adopted policies and the SEPA Rules.

3. **Provide a minimum of two dedicated parking stalls for fire department engine apparatus that respond to the hospital to retrieve personnel involved in emergency patient case. Currently, emergency rigs park along 3d St SE and partially block the right-of-way creating an additional hazard.**
Response: MGSH proposes to discuss this comment with the City, Police Department, and Pierce County Fire & Rescue during the onsite meeting. Additional response will be provided following that meeting.

4. **The expansion of the ER waiting room will eliminate access and turnaround for fire apparatus. This must be mitigated to maintain clear width for fire access.**
   Response: Comment acknowledged. MGSH will address minimum fire lane width during detailed building and site design and permitting.

5. **The future support tower appears to encroach/eliminate an existing fire access area. Accommodations must be made to ensure fire access.**
   Response: Comment acknowledged. MGSH will address alternative fire access during detailed building and site design and permitting.

6. **With limited access for fire apparatus to the parking garages, dry standpipes need to be installed to ensure efficient water supply for fire suppression activities.**
   Response: Comment acknowledged. Dry standpipes are anticipated in all new parking garages.

Sincerely,

Brad Hinthorne

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Seattle, Washington 98101

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MultiCare
Good Samaritan Hospital

2022 Master Plan Proposal Clarification & Response

City of Puyallup, Washington

July 5th, 2023

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[PW, 2023.12.15]
The duplicate copy of the Geotech Reports has been removed per Correction Letter Comment

MultiCare Good Samaritian Hospital Campus

Aerial Photograph of Existing Campus

Executive Summary: Proposed Development Project

I. Background

Multicare Good Samaritian Hospital (MGSH) last submitted a Master Plan in 2007, which was approved by the City of Puyallup for a period of ten years as goverened by Chapter 20.88 of the City of Puyallup Zoning Code. The 2007 Master Plan allowed for the development of 913,000 new gross square footage, which would have brought the campus to total 1.59 million gsf. The hospital constructed approximately 648,000 GSF of the prior Master Plan including: Dally Tower, a Medical Office Building (MOB), the Central Utility Plant (CUP), and a structured parking garage. The remaining 265,000 GSF within the 2007 Master Plan remained undeveloped. Subsequently, there have also been multiple demolitions on the MGSH campus. The most significant demolition was the Education Buildings, totaling approximately 40,000 GSF.

II. Proposed Master Plan

MGSH is seeking approval for a new 20-year Master Plan to address the current identified needs and to accommodate future growth and demand on the campus. The proposed Master Plan involves the development of approximately 1,012,000 GSF to be completed in a series of phases. The initial phase focuses on addressing the need for additional inpatient beds and includes the construction of a new Patient Care Tower. The tower will house 160 licensed inpatient beds and 30 observation beds. Furthermore, a shell floor will be included, allowing for the potential expansion of an additional 40 licensed beds, bringing the total bed count to 200 impatient beds and 30 observation beds.

III. Supporting Projects

In addition to the Patient Care Tower, the Master Plan Proposal includes enabling projects that support the development. These projects consist of an expansion to the Central Utility Plant (CUP), and the construction of a parking structure to meet the anticipated parking demand. The initial phase also addresses the immediate need to expand the existing Emergency Department by approximately 2,000 GSF and includes site improvements at the emergency department entrance.

IV. Future Expansion

Following the initial bed expansion phase, the Master Plan Proposal allows for the potential development of up to two new medical office buildings and additional expansions to the hospital. The specific details of these future expansions will be detailed at a later stage, however, future expansions identified in the Master Plan includes up to 200,000 GSF in Medical Office Buildings. Moreover, the Master Plan anticipates the removal of approximately 210 – 450 existing parking spaces and proposes the construction of approximately 1,060 – 1,500 total parking spaces to accommodate the increased demand through the construction of two new parking garages.

V. Conclusion

The proposed 20 – year Master Plan for MGSH addresses the current and future needs of the campus, with a focus on additional inpatient beds, the plan includes the construction of a Patient Care Tower, supporting projects such as a CUP expansion, parking structures, and roadways to create a cohesive and efficent plan that will meet the needs of the community for years to come.

Please note that the details provided in this summary are based on the available information and may be subject to change during the planning and approval process.

Should you require further information or clarification, please do not hesitiate to contact us.

MultiCare
Good Samaritan Hospital

401 15th Avenue SE, Puyallup, WA 98372
253-697-4000 ~ multicare.org

Project Goals and Development Alternatives

MultiCare Good Samaritan Hospital Master Plan

March 22, 2023

In January 2023, a new Master Plan for development on the MultiCare Good Samaritan Hospital (MGSH) campus was submitted to City of Puyallup (City) as outlined in Puyallup Municipal Code (PMC) 20.88.030. A State Environmental Policy Act (SEPA) Checklist was submitted for the proposal in November 2022, prior to submittal of the Master Plan, but after the proposal was reasonably defined. The City, as lead agency, subsequently issued a Determination of Significance requiring preparation of an Environmental Impact Statement (EIS) for the Master Plan proposal.

As part of the SEPA EIS process, the MGSH team has worked alongside the City to identify potential alternatives for study that meet the Project Objectives in compliance with WAC 197-11-786. The Project Objectives and alternatives are identified below.

<u>Project Objectives</u>

The objectives of the MGSH Master Plan are as follows:

1. **Patient Care Tower.** Construct a new Patient Care Tower on a timeline that will support MGSH's Certificate of Need approval, which anticipates licensing and opening of the new facility in 2026. To achieve this target, construction activities are planned to commence as early as mid-2024. The Tower will accommodate an additional 200 licensed inpatient beds and 30 replacement Observation (non-licensed) beds on campus. It must also include sufficient space for diagnostic and treatment, ancillary, support, utility, public and administrative activities appropriate to inpatient bed growth of this magnitude.

2. **Clinical Space.** Construct sufficient outpatient clinical space through the development of one or more medical office buildings (MOBs) to support new patient and clinical service demand generated by hospital and regional growth.

3. **Parking.** Provide for adequate vehicular parking for employees, patients, and visitors through a combination of structured and surface parking facilities to support the new campus facilities.

4. **Invest in Current Facilities.** Strategically renew, expand, and modernize existing facilities on the MGSH campus, to support both clinical and nonclinical functions.

5. **Futureproof.** Thoughtfully locate facility and infrastructure development on the MGSH campus in such a way that it maximizes future site flexibility and efficiency to respond to evolving campus and healthcare needs and priorities. This pertains to construction of buildings, roads and driveways, utilities, landscaping, public amenities, etc.

Master Plan and Alternatives

The following potential alternatives have been identified and discussed between the MGSH team and the City of Puyallup.

1. **Alternative 1:** Full build out of all facilities identified in the Master Plan.

2. **Alternative 2:** Reduced MOB size – The Master Plan identifies the future development of two (2) 100,000 building gross square feet (bgsf) medical office buildings ("MOBs") (total 200,000 bgsf), plus necessary parking facilities. The size of the MOBs identified in the Master Plan is based on a reasonable projection of the amount of square footage necessary to meet out-patient clinical demand for the East Pierce County community in the next ten years, consistent with Objective 2. The size is also based on benchmark information indicating 100,000 bgsf medical office buildings are an efficient scale to effectively deliver patient services. However, it is possible a reduced square footage could also meet anticipated demand. Therefore, MGSH proposes that Alternative 2 study elimination of the second MOB from the Master Plan.

   This approach provides for evaluation of the two anticipated bookends of likely MOB development necessary to meet Objective 2. Study of this Alternative will provide clear understanding of environmental impacts of Alternative 1 versus Alternative 2, and guide evaluation and potential phased implementation of any appropriate mitigation measures associated with the MOBs.

3. **Extension of 7th Street:** The Master Plan notes the extension of 7th Street SE between 15th Avenue SE and 13th Avenue SE (the 7th Street Extension) as a project identified in the City's CIP, and a potential solution to traffic flow concerns on and around the campus. However, this improvement is not a part of the Master Plan proposal. The 7th Street Extension is a potential mitigation measure that would be a significant investment for MGSH and must be justified by the results of the traffic impact analysis (TIA) for the Master Plan. To appropriately assess whether this infrastructure project is warranted as mitigation, the MGSH team agrees the TIA and transportation section of the EIS should study Alternative 1 and Alternative 2 with and without this improvement.

NO.	INFORMATION REQUESTS	CONTENT INFORMATION
	Background Information	
1	Provide copies of any applicable **technical data** relevant to the campus (including the potential 7th Street extension), including any environmental site assessments, geotechnical reports, arborist reports, traffic reports, utilities info, etc. if there are any	The current Geotech report was extrapolated from an existing feasibility study for projects located within the MGSH campus. Please refer to the attached available Geotechnical reports section for information. Further technical data may be required as the project proceeds into the initial design phase.
2	Provide a copy of the **Master Plan** when it is available.	A copy of the Master Plan Proposal is attached at the end of the clarification submittal for your use and reference. See table of contents.
	Existing Conditions	
3	Provide a copy of a to-scale **base map** of the campus, 7th Street extension site, and the immediate surrounding areas that identifies the following: • Campus boundary. • 7th Street extension site. • Topography, including any steep slopes, and other relevant natural features; • Existing built features including: buildings, roadways, pedestrian paths, parking areas, open space, and other relevant features. • Areas within campus boundary not owned by the Hospital, if any. The base map should account for the entire campus and surrounding area within approximately 0.10 mile. The map should be able to be printed at 8½ x 11 inches and should be in PDF or JPG format.	PW has revised the base maps to include a scale. Each map accounts for the entire campus and surrounding area within approximately 0.10 miles from the center of the campus. The base maps are sized to be printed on an 8.5 x 11. Topographical information can be referenced on the site survey. Detailed information of the 7th Street Extention can be found on page 33 in Figure II-O: 7th Street Extention existing conditions & Figure III-G: 7th Street Extension Road Design, on page 59. Areas within the campus boundary not owned by the hospital are noted in the legend. Architectural Base Maps/Vicinity Maps of the campus can be found: (Page 11, Figure II-C), (Page 13, Figure II-D), (pg. 45, Figure III-A), (Pg. 48, Figure III-B), (pg. 52 - 54, Figures III-C - E).
4	Provide an **aerial photo** of the existing campus and area within approximately 0.25 mile of the campus. Please indicate campus boundary and 7th Street extension site. The photo should be in JPG format and be sized for printing at 8 ½ x 11 inches.	See attached aerial photograph on page 3.
5	Provide a **table** that identifies the **square footage** of the following existing site coverage characteristics of the campus: • **Impervious areas** (buildings, sidewalks, pedestrian paths, parking, access roadways, other applicable areas). • **Pervious areas** (landscaping, grass areas, natural area, other applicable areas). Note that the total impervious area and total pervious area should total the entire campus area. Please also provide the above information for the 7th Street extension site.	This information is provided in table III-J: Summary of Lot Coverage on page 74 for information regarding pervious and impervious areas. See figure II-M: Existing and Full Build-out lot coverage exhibit on page 27. Additional site information can be found attached in Figure II-S: Landscape Conceptual Plan.
6	Total **building square footage** on the campus (please indicate amount in medical/office/ other and amount in parking structure).	See Table II-A: Parcel Summary for existing building SF on page 10.
7	Indicate **heights of existing buildings**.	Refer to the attached Table III-K: Existing and Proposed Building Heights for more information.
8	As available, describe **existing landscaping** and ornamental/significant trees within the campus.	The site consists of five types of landscaping: trees/lawn, trees/shrub, shrubs, tree canopy and lawn. Trees/Lawn: These areas are located in vehicular entry drives, parking lots and perimeter areas and comprise 15-20% of the planted areas. The trees in the vehicular entry drives are primarily deciduous, with many maple varieties, and some conifers, including Western redcedar, and the lawn is irrigated. The parking lots and perimeter areas are a mix of deciduous and coniferous trees with lawn that does not appear to be irrigated. Trees/Shrubs: These areas are located throughout the site in the interior pedestrian areas, parking lots and along some drive lanes along the perimeter of the site and in the south drive lanes. This type makes up approximately 30-35% of the planted areas. The trees are a mix of primarily deciduous ornamental species, including a variety of maples. The shrubs consisted of several species, including rock rose, roses, Epimedium, heavenly bamboo, viburnum and many more. Shrubs: These areas are primarily under building eaves or against buildings without sufficient space for trees, in the entry drop-off circle and along some parking areas. This planting type consists of approximately 5-10% of the planting areas. The species is the same as those found in the trees in shrub areas. Tree Canopy: There are unimproved areas along the perimeter of the site that consist of a variety of deciduous trees and some conifers. The area to the north of the site is primarily bid leaf maple with approximately 5% significant trees. See "7th Street SE ROW Improvements" for a description of the existing plantings in that area. This area consists of approximately 20-5% of the planting areas Lawn: Some areas consist of primarily lawn and most of those areas do not appear to be irrigated with the exception of the area near the circular patio and associated paths. Lawn areas consist of approximately 15-20% of the planting areas. *Refer to the attached Landscape Narrative for additional information.*
9	Indicate number of current **hospital beds** and currently licensed beds	MGSH's current licensed bed count is 375. See page 42 of Master Plan Proposal.
10	Provide a **map and description of existing infrastructure** on campus (including roads, water, sewer, stormwater, and electricity, etc.). Indicate the condition and capacity of these systems to accommodate	Refer to Figure II-N: Existing Utility Map, on page 31 and Figure II-O: 7th Street SE Extension -

10	stormwater, and electricity, etc.). Indicate the condition and capacity of these systems to accommodate future development.	Existing Conditions on page 33.
11	Provide a map and description of any identified **environmentally critical areas** on the campus or in the adjacent area (i.e., steep slope areas, wetlands, significant trees, etc.). As applicable, provide for the 7th Street extension site.	Refer to Figures II-F: Critical Aquifer Recharge Area on page 19, through Figure II-L: Previously contaminated Site Map on page 25 for maps and descriptions of identified environmentally critical areas on the campus.
12	Provide a brief description of any **public access** through the campus, existing formal and informal **recreational use** of the campus (if any) and any other existing community amenities.	The paths around the existing buildings are publicly accessible and there is a large plaza with plantings and seating an adjacent path with benches and roses that are in an area proposed for development. No other publicly-accessible seating areas were observed. Courtyards within the campus interior were not accessible to the public. There are paths along the perimeter and along the proposed 7th Street corridor that may be used as a walking or running route. Interior paths to not easily connect to exterior sidewalks due to retaining walls, grade changes, and paths that end at entries to locked doors. *Refer to page 37, for additional information regarding Existing Bike & Pedestrian Network. See Table III-D, bicycle & pedestrian pg. 69, Sections ix & X of code justification pg. 81.*
13	Provide a general description of any existing sources of **nighttime lighting** on the campus.	Surface parking lots and pedestrian walkways are lit by a combination of 20' ht. pole mounted lights as well as some limited 12' pedestrian scale poles with decorative shielded fixtures. Across the campus there are multiple differing vehicle drop off points, some having lighted bollards, canopy up lights, and tree up lighting and most having illuminated monument signage. Building entry points observed included exterior sconce and wall wash lighting. Additional Information can be found in the attached Landscape Narrative.
14	As possible, indicate existing campus **population** (primarily Good Sam population); please breakdown by type, if available. Also indicate non-Good Sam population, as applicable and available.	Refer to Page 42, paragraph titled Need for information detailing existing campus population, as well as the attached Staffing Proforma found in section: Staff Population & Projections.
15	Describe overall **stormwater collection and discharge system(s)**.	*see Appendix B.* Refer to Storm Sewer Section on page 29. See Stormwater collection, determination, flood control and treatment **page 55 & 72**. Figure III-K.
16	Provide current procedures for the collection, treatment and disposal of **hazardous wastes** from medical and other operations.	See Pharmaceutical Waste Management Policy & Infectious Waste Management Plan.
17	Indicate existing uses within the campus and immediately adjacent where **medical operations and/or equipment** is **sensitive to noise and vibrations,** as possible.	**Excessive Vibration**: may trigger the seismic alarms in the Dally Tower public elevators and possibly the River Elevators **Possible Noise Impacts**: Inpatient rooms on east end of Dally Tower, Registration offices, possibly OR waiting room, Starbucks, and Gift Shop
18	As available, indicate **existing utility** providers (water, sewer, electricity) and locations of primary utility infrastructure serving the campus.	The utility provider for water, sewer, and stormwater utilities is the City of Puyallup. Electricity and natural gas are provided by Puget Sound Energy.
	Permits	
19	Provide a list of all **City of Puyallup permits and approvals** that would be required for the Proposed Master Plan. Also, provide City permits required for the potential 7th Street extension.	City of Puyallup to provide list of required anticipated permits.
20	Provide a list of **State permits and approvals** that could ultimately be required as part of the Proposed Master Plan, if any. Also, provide State permits required for the potential 7th Street extension.	Aside from stormwater-related permits, no state or federal approvals are anticipated.
21	Confirm that there are no **Federal Approvals or Permits** necessary for this project. Also, please confirm the same for the potential 7th Street extension.	No federal approvals or permits are anticipated.
NO.	INFORMATION REQUESTS	
	Information Needed for the Proposed Master Plan and EACH of the Alternatives	
	At this point it is assumed that the Draft EIS will analyze a No Action Alternative and two (2) Action Alternatives, as follows: • *No Action Alternative – new future projects would apply for individual permits under PMC 20.43 on a site-by-site basis adhering to development standards available in the* • *Proposed Action – Proposed Master Plan; and* • *Alternative 1 – Reduced MOB Alternative.* *The following information is required for the No Action Alternative and each Action Alternative, as applicable :*	
22	Proposed Master Plan **Goals and Objectives, and Executive Summary**.	This section is currently designated as purpose and vision/values on page 7.
23	Generally describe the proposed construction and redevelopment **phasing plan and schedule**, and identify the assumed year of full buildout.	Phasing schedule is defined on page 44 in table III-A: Proposed Campus Build-Out. There are graphic diagrams supporting this phasing on the following pages: 49-52. For the reduced MOB alternitive, the assumed timelines would be the same, but the second MOB would not be constructed.

24	Provide a **site plan** for each of the alternatives that includes the primary roadway network, proposed building footprints, hardscape, and landscape areas.	Refer to (pg. 45, Figure III-A), (Pg. 48, Figure III-B), (pg. 52 - 54, Figures III-C - E) for site plans of each phase of the build-out including primary roadway networks, proposed building footprints, hardscape, and landscape areas.
25	Indicate the following square footages: a) **building demolition**, b) **new building area,** c) **total building area**.	See Table II-A: Parcel Summary for existing building SF on page 10 & III-A: Proposed Campus Build-Out, page 44 for more detail. Additional Information can be found on page 140 in the appendix and in attached Table III-K: Existing and Proposed Building Heights.
26	As possible, indicate any assumed increase in **medical center staff/employee and other population**. Indicate if any temporary staff displacement anticipated.	Refer to Page 42, paragraph titled Need for information detailing existing campus population, as well as the attached Staffing Proforma found in section: Staff Population & Projections.
27	Indicate number of **new hospital beds** and **licensed beds** under the Master Plan (if any).	Estimates indicate that Puyallup and surrounding communities will require an additional 140 acute care beds by 2028, and 250 new beds by 2036. This represents a 33% increase over MGSH's current licensed bed count of 375.
28	Provide a **table that identifies the square footage** of the following site coverage features under the Master Plan and Alternatives: • **Impervious areas** (buildings, sidewalks, pedestrian paths, parking, access roadways, other applicable areas). • **Pervious areas** (landscaping, grass areas, natural area, other applicable areas). This information will be compared to the information provided **for Item #5.** Note that the total impervious area and total pervious area should total the entire campus area Please provide for 7th Street extension site.	Please refer to table III-J: Summary of Lot Coverage, on page 74 that identifies the square footage of impervious and pervious site coverage features under the Master Plan and Alternatives. Additional information can be found in Figure II-M and attached Figure II-S: Landscape Conceptual Plan.
29	Indicate **heights of new buildings** under the proposed Master Plan and Alternatives.	Please refer to the attached Table III- K: Existing and Proposed Building Heights in addition to pages 47 and 50, detailing the proposed and future phases of the campus build-out.
30	Provide a **map** showing potential new and/or enhanced **Landscaped/open space improvements,** if any. Indicate existing **landscaped or vegetation area removed**.	Map showing potential new and/or enhanced Landscaped/open space improvements is detailed on page 78 in Figure III-M. Additional information can be found on the attached Figure II-S: Landscape Conceptual Plan.
31	Provide a **description** of **potential circulation changes** including vehicular, pedestrian, bicycle and transit.	The future transportation network is described in pages 69-70. Multiple figures summarize the existing and proposed circulation network (Figures II-C, II-Q, III-A, III-B, III-C, III-D, III-I). The 7th Street Extension is the primary circulation change - it is discussed on pgs. 32, 56-57 and shown in Figures II-O, III-G, III-H. NN understands that it will be an option to be analyzed as part of several network alternatives in further detail as part of the TIA.
32	As available, provide a **map** illustrating **proposed circulation systems** including vehicular, pedestrian, bicycle and transit improvements under the Master Plan.	The future transportation network is described in pages 69-70. Multiple figures summarize the existing and proposed circulation network (Figures II-C, II-Q, III-A, III-B, III-C, III-D, III-I). The 7th Street Extension is the primary circulation change - it is discussed on pgs. 32, 56-57 and shown in Figures II-O, III-G, III-H. NN understands that it will be an option to be analyzed as part of several network alternatives in further detail as part of the TIA. Existing parking is discussed on pages. 37-39. Future parking analysis is discussed on pages 63-68. Maps and tables summarizing existing parking supply are shown in Table II-C, Table II-D, Figure II-R, Figure II-S. Maps and tables summarizing future parking supply are shown in Table III-H, Table III-I, Figure III-I.
33	Provide a **description** and/or list of potential **parking changes** including displaced spaces, new spaces, and net new spaces.	Existing parking is discussed on pages. 37-39. Future parking analysis is discussed on pages 63-68.
34	As available, provide a **map** illustrating existing **parking, new structured** parking and **new surface** parking.	Maps and tables summarizing existing parking supply are shown in Table II-C, Table II-D, Figure II-R, Figure II-S. Maps and tables summarizing future parking supply are shown in Table III-H, Table III-I, Figure III-I.
35	Describe any proposed **alley and/or street vacations** and provide a map indicating these areas. Please provide the rationale for each of the vacations.	Alley and/or street vacations are not proposed at this time.
36	As available, provide proposed building **massing simulation(s)** under the proposed Master Plan and Alternatives.	Refer to Figures III-B.1: Campus Master Plan Vision - Phase 1 & III-B.2: Campus Master Plan Vision - Full Build-Out on pages 50-51.
37	Indicate **utility improvements** (electric, water, sewer, and fuel storage) under the proposed Master Plan and Alternatives. Indicate any proposed changes to the **stormwater system**. Indicate utility/stormwater improvements associated with potential 7th Street extension.	Refer to exhibit III-K and III-L, Phase 1 narrative provided on pages 55-56, Remaining improvements for buildout on pages 71-72 There are (2) 30,000 gallon below grade fuel oil storage tanks located by the existing central utility plant. These tanks will be used to supply fuel for the additional generator required for the new patient tower. Puget Sound Energy has aerial and below grade power lines around the perimeter of the campus.
38	Provide a **grading concept** and textual description of the key elements of the plan, including approximate amounts of cut and fill; locations of major cut/fill; and amount of material that would be imported and exported to/from the site. If not available, indicate anticipated amount of below-grade space (including parking structures). Indicate grading associated with potential 7th Street extension.	The proposed cut and fill for the 7th Street Corridor is 42,000 CY of Cut and 1300 CY of fill. This is a "neat line" quantity determined by the volume between the existing grade elevations and the proposed finish grade elevations shown on our preliminary plan in the Master Plan document. It doesn't account for items such as road sections, etc. *Please Refer to attached Table III-K: Existing/Proposed Building Heights and Below Grade for information.*
39	Indicate new provisions for handling of **hazardous materials**, if any.	None. See attached Hazardous Waste Clarification Section.
40	Indicate new provisions to protect areas employing **sensitive equipment** from development under the Master Plan and Alternatives, if any.	N/A. See SEPA report & attached Hazardous Waste Clarification Section.

[PW, 2023.12.15]
Corrected typo.

41	Describe through text (and illustrations/ sketches, if available) the **sustainability features** for the site, including LEED, native landscaping, water reuse, etc. Describe any **"low-impact development" measures**, including stormwater, water/resource conservation, alternative energy, or other measures.	Sustainability features play an important role on the project and are integrated into many systems on site through the use of native landscaping, stormwater retention, and will be fully designed as the project progress through the phases of design. Please refer to the Landscape Narrative attached. Information on Stormwater strategies can be found on page 29 in the Master Plan report. However, LEED rating /other certifications are not anticipated at this time.
42	Provide **visual depictions** of identified development (i.e., massing simulations or conceptual building renderings). EA will work with CBRE and P+W regarding viewpoints and simulations. As possible, provide visual simulations with 7th Street extension.	Refer to Figures III-B.1 & III-B.2 on pages 50-51.
NO.	INFORMATION REQUESTS	
	Additional Information Needs for Specific Technical Analyses	
	The following are information requests by the EIS Technical Consultants in addition to those listed above. All technical consultants are listed below even if there is currently no information requested, as there may be additional information requests in the future as we progress through preparation of the preliminary Draft	
	Landau – Geotechnical, Air Quality, Noise, Environmental Health – Haz Mat	
43	Please describe any new equipment added as part of the expansion which would produce air emissions (emergency generators, for example) or significant noise (sizable HVAC systems).	Emergency generators and chillers for the inpatient expansion will be located inside the central plant and will have sound attenuation to comply with local noise ordinances. Additionally a cooling tower will be added on the roof of the central plant for that project and will be sized and configured to meet the local noise ordinances. Medical office buildings may have generators and rooftop equipment associated with them, but will be screened or enclosed to mitigate visual impact and noise in accordance with local noise ordinances.
44	Describe any greenhouse gas reducing measures not addressed under item 41, (i.e., commute reduction incentives, bicycle parking, energy conservation, etc.).	The existing bicycle and pedestrian network is summarized on pg. 37. Existing transit and commute management programs are discussed on page 40. Future commute management programs are discussed on page 70-71.
45	Describe existing procedures and processes used in procuring, managing, and disposing of wastes (universal and hazardous).	See Dangerous Waste Management Plan Attached
46	Provide a list of hazardous substances that will be used on site and will need to be disposed offsite, including pharmaceuticals, volatile organic chemicals, radiological materials, used oils and greases, and other hazardous materials.	Jack Rogers provided this information separately
47	Describe any existing training programs related to procuring, handling and disposing of Hazardous Waste.	See Safe Handling of Hazardous Drugs policy, we also have DOT training on MHS LMS (attached).
48	Please provide any geotechnical reports (also requested under item 1).	Please refer to the available Geotechnical reports from projects within and surrounding the MGSH campus attached.
49	Provide the following for each alternative: peak hour traffic volumes on roads within the study area, ratio of heavy trucks to autos, projected increase in vehicle miles traveled.	NN provided existing and net new average daily trips and AM/PM peak hour trips per the City's required Traffic Scoping Sheet in September 2022. All other traffic/VMT information was not analyzed as part of this Master Plan process. NN understands that detailed traffic analysis (including VMT?) will be conducted as part of the TIA, per the scope confirmed by the City, CBRE, and EA/Jacobs in Spring 2023. NN is not current on TIA status.
	MIG - Utilities	
50		
	Watershed – Habitat, Wetlands, Streams	
51		
	Perteet – Cultural Resources	
52	Please provide any geotechnical reports (also requested under item 1).	Please refer to the available Geotechnical reports from projects within and surrounding the MGSH campus attached.
53	In addition to amounts of cut and fill and amounts of below ground space (No. 38), please provide approximate maximum depth below surface or elevation of proposed base of excavation.	The proposed storm sewer collection lines will range from 3 - 13-ft below grade. The proposed Pond is planned to be 8.5 ft deep, the planned vaults 10.5 ft deep. The depths of the ponds provided is the live storage of the facilities. Based upon site grading and depths for vault footings, etc. the over required excavation could be slightly deeper. The proposed sanitary sewer lines are expected to range from 4 - 10 ft deep. The proposed water lines are expected to be 4 - 6 ft deep typically.
54	Provide build dates for existing structures	Refer to page 13: Building Dates Clarification Table for more information.
55	If available, provide as built and/or grading plans from previous improvements on the campus.	As-built PDF plans for the on-site and off-site improvements related to the Dally Tower project are attached.
	Fieldwork Studio – Historic Resources	
56		
	Stepherson – Public Outreach	
57		

Table III-K: Existing/Proposed Building Heights and Below Grade

Table III-K: Existing and Proposed Building Heights				
Existing				
Building Identifer	**Facility / Site Name**	**Building Gross Square Footage**	**Building Height**	**Below Grade**
A	Puyallup Valley Medical Clinic	22,482	38'-0"	NA
B	Central Utility Plant	15,401	44'-0"	NA
C	Cancer Center	35,537	32'-0"	NA
D	Children's Therapy Unit	47,541	44'-0"	NA
E	Pavilion - Meadow Addition Pavilion - Forest Pavilion - River	359,057	86'-0" 76'-0" 37'-0"	NA
F	Daily Tower	375,800	157'-6"	NA
G	P2 Parking Garage (1990)	138,484	40'-0'	34,600 GSF
H	P1 Parking Garage (2010)	150,103	37'-0"	25,000 GSF
I	Medical Office Building	83,736	65'-0"	NA
J	Facilities Building	12,471	24'-0"	NA
K	622-623 14th (Marketing)	3,784	15'-0"	NA
Proposed				
N	Patient Care Tower	230,000 gsf	141'-6"	15,000 GSF
P	Parking Structure 1	190,000 gsf	50'-0"	50,000 GSF
L	Central Utility Plant Expansion	10,000 gsf	44'-0"	NA
N	Patient Care Tower Shell Buildout	Shell Build-out	56'-0"	NA
M	Daily Tower Emergency Dept. Exp.	2,000 gsf	15'-0"	NA
Q	Medical Office Building A	100,000 gsf	85'-0"	NA
S	Central Supply Tower	90,000 gsf	90'-0"	NA
U	Medical Office Building B	100,000 gsf	85'-0"	NA
O	Parking Structure 2	260,000 gsf	68'-0"	44,000 GSF
R	Daily Tower Expansion to 3rd St.	30,000 gsf	50'-0"	NA

Campus Map

Building Entrances

- 14 Cancer Center
- 12 Children's Therapy Unit
- 10 Diagnostic Imaging Northwest
- 9 East Pierce Family Medicine
- 2 EMERGENCY Entrance
- 3 Family Birth Center
- 7 Human Resources
- 1 Main Entrance to Hospital

Building Entrances

- 16 Medical Building
- 6 Outpatient Physical Therapy
- 4 Rehabilitation Services
- 5 Rehab/OB Pick-Up
- 11 Rieder Medical Building
- 15 Rieder Medical Building #2
- 13 Sleep Medicine Center
- 8 Surgery Center

Vicinity Map

Build dates for the following existing structures on the campus:

- Puyallup Valley Medical Clinic – 1322 3rd St. SE, Puyallup, WA 98372 – *Constructed 1980. Adjusted year built 1998*

- The Central Utility Plant – Not found in Pierce County Assessor/Treasurer site or Google Maps – Unsure of location

- The Cancer Center – 400 15th Ave. SE, Puyallup, WA 98372 – *Constructed in 2004*

- Children's Therapy Unit – 402 15th Ave. SE, Puyallup, WA 98372 – *Constructed in 1995*

- Meadow, Forest, & River Pavilions – 401 14th Ave. SE, Puyallup, WA 98372 – *Original Hospital construction listed as 1950. Adjusted year built 1993* – Unsure if Meadow, Forest & River Pavilions are the 1993 construction. Images are not available

- Dally Tower – 401 14th Ave. SE, Puyallup, WA 98372 – *Listed with original hospital and adjusted construction above, constructed in 2010. Unsure if Dally Tower is the 2010*. Site does not state or list separate construction area names or titles. Images are not available

- Medical Office Building – 1450 5th St. SE, Puyallup, WA 98372 – *Constructed in 2010*

- Facilities Building – 602 13th Ave. SE, Puyallup, WA 98372 – *Constructed in 1999*

Confirmation on:

- P2 Parking Garage (1990) – Construction date not provided. Images are not available

- P1 Parking Garage (2010) – Construction date not provided. ssible 2010 construction instead of Dally Tower listed in Meadow, Forest & River

This zone is called RM-20, please correct reference [planning comment, master plan doc, page 14]

[PW, 2023.12.15]
This comment was provided by the City flattened on this page but it belongs in the Master Plan document starting on page 94 of 319 of this PDF.

This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

Master Plan – Landscape Narrative

Existing Landscaping

The site consists of five types of landscaping: trees/lawn, trees/shrub, shrubs, tree canopy and lawn.

Trees/Lawn: These areas are located in vehicular entry drives, parking lots and perimeter areas and comprise 15-20% of the planted areas. The trees in the vehicular entry drives are primarily deciduous, with many maple varieties, and some conifers, including Western redcedar, and the lawn is irrigated. The parking lots and perimeter areas are a mix of deciduous and coniferous trees with lawn that does not appear to be irrigated.

Trees/Shrubs: These areas are located throughout the site in the interior pedestrian areas, parking lots and along some drive lanes along the perimeter of the site and in the south drive lanes. This type makes up approximately 30-35% of the planted areas. The trees are a mix of primarily deciduous ornamental species, including a variety of maples. The shrubs consisted of several species, including rock rose, roses, Epimedium, heavenly bamboo, viburnum and many more.

Shrubs: These areas are primarily under building eaves or against buildings without sufficient space for trees, in the entry drop-off circle and along some parking areas. This planting type consists of approximately 5-10% of the planting areas. The species is the same as those found in the trees in shrub areas.

Tree Canopy: There are unimproved areas along the perimeter of the site that consist of a variety of deciduous trees and some conifers. The area to the north of the site is primarily bid leaf maple with approximately 5% significant trees. See "7th Street SE ROW Improvements" for a description of the existing plantings in that area. This area consists of approximately 20-5% of the planting areas

Lawn: Some areas consist of primarily lawn and most of those areas do not appear to be irrigated with the exception of the area near the circular patio and associated paths. Lawn areas consist of approximately 15-20% of the planting areas.

7th Street SE ROW Improvements: The potential work to extend and improve the 7th Street SE roadway between 15th Ave SE and 7th Ave SE would involve clearing and grading across varied land cover types, from mixed native urban forest, maintained lawn areas, and code required parking lot landscaping based on the City of Puyallup Vegetation Management Standards. The south end of the future roadway is semi-developed, and an existing asphalt road extends up to a small gravel and paved parking area. The vegetation along the ROW is a mix of few over-mature ornamental rhododendrons, native upland forest shrubs and deciduous trees typical to the region, as well as many common invasive weeds such as English ivy, Himalayan blackberry, holly, and Japanese knotweed. The trees in this area are mostly insignificant sized except for the trees on parcel #0420342149, there a group of a half dozen mature significant coniferous trees (Western hemlock, Western red cedar, and Douglas fir) are present along the northern boundary of the proposed grading limits. Moving south the vegetation turns to mostly lawn areas around the existing surface parking lots with some limited non-native woody groundcovers and a small number of insignificant coniferous trees planted along a tall northeast facing slope. The south end of the ROW contains a small stand of native bigleaf maple and red alder trees, two of

them being large enough diameter to be considered significant. Understory vegetation at the intersection with 15th Ave SE is mainly invasive woody shrubs such as Himalayan blackberry and English laurel.

Site Lighting

Surface parking lots and pedestrian walkways are lit by a combination of 20' ht. pole mounted lights as well as some limited 12' pedestrian scale poles with decorative shielded fixtures. Across the campus there are multiple differing vehicles drop off points, some having lighted bollards, canopy up lights, and tree up lighting and most having illuminated monument signage. Building entry points observed included exterior sconce and wall wash lighting.

Public Access and Recreational Use

The paths around the existing buildings are publicly accessible and there is a large plaza with plantings and seating an adjacent path with benches and roses that are in an area proposed for development. No other publicly accessible seating areas were observed. Courtyards within the campus interior were not accessible to the public.

There are paths along the perimeter and along the proposed 7th Street corridor that may be used as a walking or running route. Interior paths to not easily connect to exterior sidewalks due to retaining walls, grade changes, and paths that end at entries to locked doors.

[PW, 2023.12.15]
This comment was provided by the City flattened on this page but it belongs in the Master Plan document starting on page 94 of 319 of this PDF.

This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

Please describe how the houses are being used [planning comment, master plan doc, page 14]

TREES / LAWN

TREES / SHRUBS

SHRUBS

TREE CANOPY

LAWN

PROPOSED DEVELOPMENT

PROPOSED LIMIT OF LANDSCAPE REMOVAL

MGSH CAMPUS

LOCATION OF SIGNIFICANT TREE

AHBL

MULTICARE GOOD SAMARITIAN HOSPITAL

LANDSCAPE CONCEPTUAL PLAN

II-S

Status Active PolicyStat ID 10897189

Origination	09/1987
Last Approved	01/2021
Effective	01/2021
Last Revised	04/2017
Next Review	01/2024

Owner	Angela Todd: Infection Prevention-Pract
Area	Infection Prevention
Applicability	PSR Full (just hospitals)

Infectious Waste Management Plan – Puget Sound Region Hospitals

COPY

Scope:

This policy applies to all Puget Sound Region, MultiCare Health System (MHS) employees who handle and manage infectious waste (including sharps waste) and cleanup of infectious waste spills.

The locations include Tacoma General Hospital, Allenmore Hospital, Mary Bridge Children's Hospital, Good Samaritan Hospital, Auburn Medical Center, Covington Medical Center, and Capital Medical Center.

Note: See *Infectious Waste Management Plan, Physician Office/Ambulatory Clinic* policy for more information on ambulatory areas.

Policy Statement:

All infectious waste will be managed in compliance with federal, state, and local regulations per the procedure below.

Each clinical area and any area where spills of blood or other potentially infectious materials may occur must have an infectious waste spill kit as defined below.

Definitions

Infectious Waste - Any waste that is capable of causing an infectious disease via exposure to pathogenic organisms of sufficient virulence and dosage through a portal of entry in a susceptible host. Such waste consists of liquid or semi-liquid blood or other potentially infectious materials (OPIM) in a liquid or semi-liquid state if compressed; items caked with dried blood or other potentially infectious materials and are capable of releasing these materials during handling; contaminated sharps;

pathological and microbiological laboratory wastes containing blood or other potentially infectious materials.

Other Potentially Infectious Materials (OPIM) - Semen; vaginal secretions; cerebrospinal, amniotic, pericardial, peritoneal, pleural or synovial fluids; saliva in dental settings; any fluid with visible blood; all body fluids when it is difficult or impossible to differentiate between body fluids; unfixed tissue or organ other than intact skin. Stool, urine, saliva, tears, and sweat are not considered to be OPIM unless they contain visible blood.

Responsibilities:

A. Environmental Services manages the infectious waste management plan for the organization. The Environment of Care Advisory Board provides oversight of the plan and includes representatives from Safety and Infection Prevention & Control to provide direction via guidelines, policies and procedures.

B. Directors, Managers, and Supervisors are responsible to ensure employees in their areas understand and comply with the Infectious Waste Management Plan.

Procedure

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A. General Considerations:

1. Wear gloves for contact with infectious waste or used infectious waste bags and containers. Wear additional personal protective equipment (gown, mask, eye protection) as necessary to prevent exposure. Wash or sanitize hands when gloves are removed.
2. Segregate infectious waste at the point of origin. Infectious waste with multiple hazards (i.e. toxic, radioactive, or other hazardous chemicals) must be segregated from the general infectious waste stream when additional or alternate treatment is required or when waste is regulated under state or federal authority.
3. Using special care to ensure that contamination of personnel and the immediate environment do not occur during disposal, place general infectious waste/infectious waste only in appropriately labeled or color-coded leak-proof, puncture-resistant container lined with a red plastic bag. All bagged infectious waste must be placed for storage or handling in disposable, reusable, containers, totes and/or portable bins.
4. Ensure infectious waste storage containers are not accessible to patients, the public, rodents, insects, or exposed to the elements.
5. Use red bags **only** for disposal of infectious waste.
    a. Discard **only** items meeting the definition of infectious waste in red bags.
    b. Handle all waste bags by the top and avoid contact with the body.
    c. Do not shake or compress infectious waste bags to reduce volume.
    d. Do not remove cans, other recyclables or items inappropriately placed in red bags

6. Place sealed bags in the designated area for colletion and transport to designated storage/treatment area. Bags must be securely tied using a single knot to prevent leaking during storage, handling, and transport.
7. Designated infectious waste storage areas must be marked with warning signs, on or adjacent to the exterior of all entry doors or gates. Warning signs must read "CAUTION INFECTIOUS (or BIOMEDICAL or BIOHAZARDOUS WASTE) STORAGE AREA" and be accompanied by the international biohazard symbol. Warning signs must be visible from a distance of 25 feet.
8. Infectious waste may not be stored longer than 7 days before pickup by the infectious waste hauler.

B. **Specific Items:**

1. Sharps: (See *Sharps Safety and Sharps Safety Device Exemption* policy for more information).
2. Blood and Other Potentially Infectious Materials (OPIM):
    a. Small volumes of blood and/or OPIM where the fluids are well absorbed by a dressing or other material may be disposed of in general waste.
    b. Items where blood or OPIM fluids might pool in the bottom of the bag, or leak or flake will be disposed in a red bag or other appropriately labeled or color-coded container.
    c. Pour liquid waste, such as urine, feces, vomitus, nasopharyngeal secretions, and sputum down the sanitary sewer, e.g. toilet, hopper, or clinical sink, NOT a handwashing sink.
    d. Items such as empty urine cups, Foley bags, etc. (unless visibly bloody) may be discarded in general waste containers. Specimen containers with protected health information (PHI) may go in the red bag for autoclaving as thermal labels are used and this turns patient labels black and unreadable.
3. Suction canisters:
    a. Seal all openings on the canister or liner and place in a red bag if blood or OPIM present, or in the general trash if there is no blood or OPIM, **OR**
    b. Process surgical suction canisters through the Neptune system, **OR**
    c. Add an EPA-approved disinfectant solidifier (Premicide, others) to the container, seal carefully and place in the regular trash, **OR**
    d. Wearing impervious gown, gloves, and face protection, carefully pour contents down a hopper and place the container in a regular trash bag.
4. Closed drainage systems: (Thoraclex, Pleurevac, Atrium, etc.)
    a. Tie or cap, and tape shut containers with blood or bloody body fluids to prevent leakage and place in red bags **OR**
    b. Add an EPA-approved disinfectant solidifier (Premicide, others) and place the container in the regular trash.

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5. Microbiology and pathology waste:
    a. **At Tacoma General and Good Samaritan:** Seal containers at the point of origin and transport via cart to the trash room where is will be sent off-site to be incinerated. Containers need to be lined with two red biohazard linders. Both liners will be tired in a single knot. Any liquid or items that may melt (if waste is frozen) should be packaged in secondary container (i.e., bucket or plastic container). (See Waste Management Pathological Packing Poster for more information).
    b. **At TG**: Placentas and larger pathology waste such as amputated limbs are stored in the refrigerator in the MMC trash room prior to pickup for incineration.
    c. **At GSH**: Placentas are stored in the OB department for two days before they are picked up for incineration. Larger pathology waste such as amputated limbs are stored in pathology prior to pickup for incineration. All Pathological waste and placentas are placed in the large gray biohazard bins for incineration by the contractor.
    d. At all other sites, it is picked up by the contract waste hauler for incineration.
6. Isolation patient rooms: Place waste in the regular waste stream unless bloody.
    a. All waste from patients with/suspected CDC Category IV diseases (Smallpox, SARS, Ebola, Marburg Virus, Lassa Fever and other diseases requiring a P4 biosafety level) will be considered highly infectious waste. Should one of these be identified, the waste will be segregated and held until appropriate plans can be made with the local health jurisdiction on acceptable disposal and management.

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C. **Labels and Signs:**
    1. Label all containers with the words "INFECTIOUS WASTE or BIOHAZARDOUS WASTE" or by using the international biohazard symbol on both sides of container to ensure visibility.
    2. Post Biohazard signs at the entrance to biohazard waste storage and treatment areas. Signs will have the word "CAUTION INFECTIOUS WASTE (or BIOHAZARDOUS) WASTE STORAGE AREA" and the international biohazard symbol. Warnimg signs must be visible from 25 feet. Signs are available from Environmental Services.

D. **Infectious Waste Spills/Clean-up Procedure:**
    1. Refer to MHS "Emergency Response Plan (ERP) Hazardous Spill/Exposure Code Orange" policy for spill management procedure.
    2. Spill containment and cleanup equipment must be kept in areas, or immediately available to areas, utilized for collection, storage, transport, and treatment of infectious waste. Refer to the MHS "Infectious Waste Spill Kit and Use of (Pierce County Only)" policy for further information. Infectious Waste Spill Kits are available through materials management. (Order information can be found below in Reference Section).

3. Contact Environmental Services in acute care facilities to assist with the clean up of large infectious waste spills (> 1 liter liquid or 32 dry gallons.).
4. Report all infectious waste spills of greater than 1 liter (quart) liquid or 32 dry gallons by completing a HeRO within 24 hours of the spill.

E. **Contaminated Waste Containers/Transport Carts/Vehicles:**

1. If a waste container or cart is contaminated by infectious waste, apply germicidal solution to the contaminated area, leave wet for 10 minutes, and then wipe the area clean with paper towels or cleaning rags. Gloves and other Personal Protective Equipment will be worn as needed. Discard paper towels and place rags into a laundry bag.
2. If a TUG/AGV cart is involved, run the cart through the cart wash cycle. (The cart wash cycle includes a wash cycle at 130 F, a rinse cycle at 180 F and a dry cycle at 200 F. The entire cycle takes approximately 3 minutes per cart.) If the cart washer is not working, follow the steps above.

F. **Management of Waste Handled and Disposed of by MultiCare Health System:**

1. Steam sterilization/autoclave operating process must include, but is not limited to:
    a. Adoption of written SOP's for each steam sterilizer including time, temperature and pressure, type of waste, types of container(s), closure on container(s), loading pattern, water content, and maximum load quantity.
    b. Review of recording or indicating thermometers during each complete cycle to ensure sufficient temperature and time duration. Perform temperature and pressure accuracy confirmation or calibration test at least annually.
    c. Use of heat sensitive tape, strips, or other sterilization indicator on each bag or container to demonstrate it has been sterilized.
    d. Use of biological indicator placed at the center of a representative load processed under standard operating conditions, to confirm adequate sterilization.
        i. At least monthly for Class I-A and I-B generators
        ii. At least weekly for Class I-C generators and Class III treatment facilities
    e. Use of a third-party certified laboratory to verify quarterly biological indicator tests.
    f. Maintenance records and procedures maintained for a minimum of three years
2. In case of autoclave equipment breakdown, the emergency contingency plan will be to contract out treatment and disposal services to medical waste vendor.
    a. Second emergency vendor will be identified by MHS Environmental Services.
    b. Incinerate off-site human pathological waste (contracted service.)

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c. Incinerate off-site infectious waste-containing chemotherapy agents (contracted service.)

G. **Record Keeping**:

1. Infectious waste records must be maintained for a minimum of three-years. These records include:
    a. Documentation of infectious waste management training, including date, name, and position of participants.
    b. Individual departments may have additional training/continuing education regarding waste management. This record will be the responsibility of that individual department to maintain.
    c. Manifests, receipts or logs of off-site disposal of infectious waste.
    d. Permits, inspection reports and other related records pertaining to the handling, storage, treatment and disposal of infectious wastes.
    e. Spill Reports: Report within 24 hours by completing a HeRO event report
2. Autoclave Records: Records may be found in Environmental Services Office verifying time and temperature of autoclave loads and weekly spore test results.
3. Waste Disposal Records
    a. Regular waste records may be found in the Engineering Department verifying dates and pick-up of regular waste.
    b. Infectious Waste Reports may be found in Environmental Services Offices verifying date and pick-up of waste handled by the contract hauler.
    c. Medical waste vendor reports are available. Contact Environmental Services.

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References:

Applicable County Permits

The Joint Commission (TJC) Standard **Management of the Environment of Care.**

OSHA Bloodborne Pathogens Standard 29 CFR1910.1030.

WAC 296-823-18015 Occupational Exposure to Bloodborne Pathogens.

Tacoma-Pierce County Health Department, Environmental Health Code; Infectious Waste Regulations, Chapter 6.

Seattle-King County Solid Waste Code , Title 10.04.010

Materials Management Lawson Information:

- Chemo Spill Kit – ENV00223
- Multi-Purpose Spill Kit – ENV00224
- Bloodborne Pathogen Spill Kit – MM005332

- For additional spill kit information please contact Materials Management

Notes:
Scope/locations of services updated March, 2017
Approved by MHS QSSC 12/2021 to apply to Capital Medical Center

Approval Signatures

Step Description	Approver	Date

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Status **Active** PolicyStat ID **13031471**

Origination	06/2005	Owner	Joshua Andrews: Dir-Sys Environmental Services
Last Approved	02/2023	Area	EOC/LS/Facilities
Effective	02/2023	Applicability	All Hospitals + Ambulatory
Last Revised	02/2023		
Next Review	07/2023		

Pharmaceutical Waste Management

COPY

Scope:

MultiCare Health System (MHS) policy and procedure for handling, treating, storing and disposal of pharmaceutical waste managed as RCRA Hazardous Waste and/or WA State-Only Dangerous Waste.

This scope applies to all areas within the MultiCare Health System (MHS) which are responsible for managing pharmaceutical waste.

Locations include: Tacoma General Hospital/Allenmore Hospital, Mary Bridge Children's Hospital, Good Samaritan Hospital, Auburn Medical Center, Covington Medical Center, Capital Medical Center, Deaconess Hospital, Valley Hospital, Gig Harbor Medical Park, OCED's and all Ambulatory areas.

Policy Statement:

All MHS employees, staff and contractors will adhere to this pharmaceutical waste management policy for handling, treating, storing, and disposing of pharmaceutical waste.

Special Instructions:

This scope applies to all areas of MHS, specific procedures vary depending on regulatory requirements and the waste program each location follows. Programs include either:

Responsibilities:

Program Coordinator - The MHS Waste Management Program Coordinator is appointed as MultiCare Health System's Dangerous Waste Management Program Coordinator. (See the MHS "*Waste Management, Dangerous*" Policy)

Department Directors and Clinic/Office Managers:

1. Conduct training as required informing employees of the pharmaceutical waste requirements in collaboration with the Safety Department, Environmental Services, and Pharmacy Services. (See the MHS *"Ambulatory Infectious Waste Management Plan for Physician Office/Clinic"* Policy).
2. Oversee the day-to-day collection of pharmaceutical waste in collaboration with Pharmacy Services, Safety Department, and Environmental Services.
3. Assure all non-pharmaceutical waste, except when authorized are not disposed in pharmaceutical waste accumulation containers.

Pharmacy Services:

1. Pharmacy Services shall contract with a reverse distributor vendor for removal/return and destruction of out-of-date and deteriorated pharmaceuticals, after collaboration with Safety Department ensuring all regulatory disposal requirements are met.
2. Eliminate where possible pharmaceutical waste streams through product substitutions and other waste minimization methods.
3. Maintain a proper process for the disposal of controlled substances.

Procedures:

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I. **Pharmaceutical Waste Program:**

A. **In the event a pharmaceutical (controlled substance, legend drug, IV solution with pharmaceuticals, or over-the-counter drugs) becomes waste**

1. Return pharmaceutical(s) through the reverse distributor contractor if possible. Examples include where unused pharmaceuticals that are expired, unopened and allowed to be returned to the Pharmacy.
2. Controlled substances that cannot be returned through the reverse distributor will be destroyed by two licensed employees by witnessed wasting into the hospital approved controlled substance deactivation system.
3. Cytotoxic hazardous drugs (U listed coded wastes) or IV solutions containing cytotoxic drugs that are <3% must be placed in pharmaceutical waste accumulation container. Containers containing cytotoxic drugs that are >3% must be placed in the trace chemotherapy waste accumulation container.
4. All other pharmaceutical wastes except those as listed below will be placed in the pharmaceutical waste accumulation containers in the medication rooms and/or other appropriately secured pharmaceutical container when not located within a medication room and managed under the requirements of the WA State Department of Ecology Pharmaceutical Guide. All waste managed under this policy is required to be incinerated at a RCRA approved facility.

a. Thimerosal preservative (mercury compound) containing pharmaceuticals will be placed in the designated mercury pharmaceutical accumulation container located in the department/unit medication room (D009 waste code).

b. Compressed gas containers (inhalers) pharmaceutical wastes must be returned to the pharmacy and placed into the designated aerosol container. This waste must be shipped separately than other pharmaceutical waste.

5. Pharmaceutical(s) that are not Dangerous waste and are not required to be placed in pharmaceutical waste containers may be disposed of down the sink or in the regular trash. These include:

    a. Plain IV solutions and IV's containing, electrolytes and vitamins, including unused dextrose and saline solutions.

6. Anesthesia carts will have designated pharmaceutical waste accumulation container attached to the cart for proper disposal of pharmaceutical waste in OR's and other procedural areas. Controlled substance waste is to be destroyed with a witness into the hospital approved controlled substance deactivation system.

7. Empty containers that held pharmaceuticals may also be pharmaceutical waste and disposal requirements are based on whether the container is considered "Empty" or not. This does not apply to containers that previously held P listed or U listed waste(s) (for example Coumadin). These containers must be regulated as Dangerous Waste regardless of residual volume and/or container size.

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Examples may include residues in "Empty" dispensing and unit-dose containers. A dispensing unit includes:

- A bottle, vial, or ampule not to exceed one liter or one thousand pills.
- A unit-dose container (e.g., a unit-dose packet, cup, wrapper or blister pack).
- A unit-dose delivery device (such as a patch).

These containers are considered "Empty" and the residues are NOT regulated as Dangerous Waste if the following are met:

- All contents have been removed by normal means, and Before disposing of any dispensing bottle or unit-dose container that is an original manufacturers product package, the container is destroyed to prevent any future use of the container .

Examples of an "Empty" dispensing and unit-dose containers include:

- The wrapper and backing from a nicotine patch administered to a patient.

The wrapper and backing may be placed in a general trash/solid waste container.

- The blister pack of a lozenge administered to a patient. An empty blister pack may be placed in a general trash/solid waste container.
- A paper cup used to transport and/or administer a patient's pills. The empty cup may be placed in a general trash/solid waste container.

Empty syringes that held pharmaceuticals - A syringe is considered "Empty" when its plunger has been fully depressed, and the contents of the syringe has been fully dispensed. Empty syringes are NOT regulated as Dangerous Waste and the weight of the empty syringe is not counted toward generator status.

Examples include:

- A syringe that contained morphine is considered "Empty" when the contents have been fully administered by fully depressing the plunger. Manage this syringe as solid waste.
- A syringe that contained epinephrine is considered "Empty" when the contents have been fully administered by fully depressing the plunger. Manage this waste as solid waste.

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Residues in other container and "Non-Empty" dispensing and unit dose containers. Some containers cannot be emptied using normal means. These containers are NOT "Empty" and CANNOT be managed as solid waste.

Examples include:

- Residue in intravenous (IV) bags and tubing.
- Residue in syringes when the plunger wasn't fully depressed.
- Residue in inhalers, aerosols, and nebulizers.
- Residue in tubes of ointment, gels, or creams.
- Dispensing bottles, vials, or ampules exceeding one liter or one thousand pills.

B. **The Waste Management Program Coordinator, Environmental Services, or a contractor designated by the Waste Management.**

1. Waste Program Coordinator will arrange for transportation, manifesting, shipping and disposition of waste containers in accordance with the facility generator status and requirements under the Dangerous Waste Regulations WAC 173-303 and the Interim Pharmaceutical Waste Policy. (See the MHS "*Dangerous Waste Management"* Policy**).**
2. All pharmaceutical waste will be transported to the designated waste accumulation areas for consolidation into the appropriate shipping containers.

3. The Safety Department will maintain documents, manifests and other related documents consistent with recordkeeping requirements in WAC 173-303.
4. The Safety Department will routinely report pharmaceutical waste activity summaries to the MHS EOC Advisory Board and MHS EOC-Safety Committees.
5. Waste Program Coordinator will prepare pharmaceutical waste profiles for each facility in accordance with **WAC 173-303 and the WA State Department of Ecology Interim Pharmaceutical Waste Policy requirements**.

II. A.

1. Cytotoxic hazardous drugs (U listed coded wastes) or IV solutions containing cytotoxic drugs that are not empty must be placed in the sharps or comingled waste accumulation container.
2. All other pharmaceutical wastes except those as listed below will be placed in the sharps or comingled waste accumulation containers in the medication rooms and/or other appropriately secured comingled container when not located within a medication room. This waste is managed as WA State-Only Dangerous Waste and managed under the Comingled Waste Program. Waste managed under the Comingled Waste Program is required to be incinerated at a facility that meets the Conditional Exclusion rules WAC 173-303-071(3)(nn).
3. Pharmaceutical(s) that are not Dangerous waste and are not required to be placed in a pharmaceutical waste container and may be disposed of down the sink or in the regular trash. These include:
    a. Plain IV solutions and IV's containing, electrolytes and vitamins, including unused dextrose and saline solutions.
4. Empty containers that held pharmaceuticals may also be pharmaceutical waste and must be placed in sharps or comingled waste accumulation containers. This does not apply to containers that previously held P listed or U listed waste(s) (for example Coumadin). These containers must be regulated as RCRA Hazardous waste regardless of residual volume and/or container size. **Contact the MHS Waste Management Program Coordinator for help with this waste.**

For WA State-Only Dangerous Comingled Waste:

B. **The Clinic/Office manager and staff or a contractor designated by Safety is responsible for routinely emptying of the waste accumulation containers in each unit/department medication room.**

1. Clinic/Office managers and staff or a contractor designated by Safety will arrange for transportation, manifesting, shipping of waste containers in accordance with the requirements under the Dangerous Waste Regulations WAC 173-303-071(3)(nn) Conditional Exclusion for Pharmaceutical waste.

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2. All pharmaceutical waste will be transported to the designated waste accumulation areas for consolidation into the appropriate shipping containers.
3. The Environmental Services Department and Clinic and/or Department Managers or the site's designated Infectious Waste Coordinator is responsible for maintaining all Non-RCRA/Infectious Waste documents, shipping papers and other Infectious Waste related information consistent with infectious waste recordkeeping requirements. (See MHS *"Ambulatory Infectious Waste Management Plan for Physician Office/Clinic*" Policy)
4. The Safety Department will routinely report pharmaceutical waste activity summaries to the MHS EOC Advisory Board and MHS EOC-Safety Committees.

Definitions:

Hazardous waste is any solid, liquid, or contained gaseous material that MultiCare no longer uses and either recycles, throws away, or stores until there is enough to treat or dispose of that may require special handling and/or disposal of and poses a danger to the environment and/or health and safety of people.

Dangerous waste is a hazardous waste that has been identified as being on the RCRA listing (i.e. P listed, U listed, D and F coded waste) or Washington State-Only waste that have been identified through specific characteristics.

Pharmaceutical waste is any re-packaged or opened (spiked or partially used) pharmaceuticals or IV solutions that are classified as hazardous or dangerous that cannot be returned to the Pharmacy.

RCRA - Resource Conservation and Recovery Act of 1976

CFR - Code of Federal Regulations

SDS – Safety Data Sheets

Empty Container –Any container that once held or holds a pharmaceutical that is less than 3% of the original volume, or all contents have been removed by using practices commonly employed to remove the material from the container and prior to disposal.

Related Policies:

MHS Policy: *"Chemotherapy General Practices"*
MHS Policy: "*Disposition of Returned and Outdated Medication"*
MHS Policy: *"Controlled Substances Distribution to Multicare Ambulatory Clinics"*
MHS Policy: *"Waste Management, Dangerous"*
MHS Policy: *"Infectious Waste Management Plan–Physician Office/Ambulatory Clinic"*

Related Forms:

References:

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Washington Administrative Code (WAC) 173-303, **Dangerous Waste Regulations**
Joint Commission Standards
RCRA Resource Conservation Recovery Act - The law that directed the USEPA to institute a national program to control dangerous waste from the time it is generated to its final disposal ("cradle-to-grave").
CFR, Protection of Environment, Title 40, part 261.30 - 261.33 - RCRA regulations that lists waste to be considered hazardous (dangerous).
Washington State Department of Ecology Dangerous Waste Pharmaceuticals Guide 20-04-049, revised May 2021.

Notes:
Scope/locations of services updated October 2018
Approved by MHS QSSC March 2022 to apply to Capital Medical Center
Approved by INW EOC October 2022 to apply to Deaconess and Valley Hospitals

Approval Signatures

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Step Description	Approver	Date
Council / Committee Final Approvals	Michelle Bowers: Admin Asst I	02/2023
Policy Coordinator	Michelle Bowers: Admin Asst I	02/2023
	Joshua Andrews: Dir-Sys Environmental Services	02/2023

Status **Active** PolicyStat ID **12711210**

Origination	10/2014
Last Approved	01/2023
Effective	01/2023
Last Revised	01/2023
Next Review	01/2024

Owner	Shawna Fletcher: Clinical Coord-Oncology Pharmacy
Area	Pharmacy
Applicability	All Hospitals + Ambulatory

Safe Handling of Hazardous Drugs (HDs)

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Scope/Patient Population:

This policy applies to all staff employed by MultiCare Health System who may have occupational exposure to HD. This policy replaces the MHS policy previously titled Hazardous (Biohazardous and Chemotherapeutic) Medications.

The scope applies to all inpatient and outpatient areas and clinics at MultiCare Health System. It includes Tacoma General/Allenmore Hospital, Mary Bridge Children's Hospital, Good Samaritan Hospital, Auburn Medical Center, Covington Medical Center, Capital Medical Center, Deaconess Hospital, Deaconess Infusion Centers, Valley Hospital, and all Puget Sound ambulatory infusion areas.

Policy Statement:

WAC 296-62-500 describes minimum requirements for worker protection from Hazardous Drug exposure. Drugs are defined as hazardous if they meet one or more of the following criteria, set by the most recent official list from National Institute for Occupational Safety and Health (NIOSH):

- Carcinogenic (known or suspected to cause cancer)
- Genotoxic (toxic to genes)
- Teratogenic (toxic to fetal development)
- Reproductive toxicity (toxic to men or women trying to conceive)
- Organ toxicity at low doses
- Additionally, an initial Assessment of Risk (AoR) is performed on:
    - New drugs (including drugs which enter the market after publication of the most recent NIOSH list of HDs or edits to this list) that are similar in structure and toxicity profiles to other drugs defined as hazardous
    - Drugs used for research studies

MultiCare maintains a list of HDs used within our organization. This includes drugs from the most recent official NIOSH list, as well as other drugs which meet similar criteria. MultiCare performs an AoR on all HDs to determine the minimum requirements for handling.

Occupational exposure to HDs may occur at any point in the medication use process from product receipt, drug preparation, medication administration, clean-up of patient care areas and waste management. Occupational exposure may occur through contact with exposed skin, ingestion, or inhalation.

It is imperative that workers be protected from the risks of occupational exposure to HDs. Required safe handling practices, including use of personal protective equipment (PPE) and engineering controls, etc. are described in this policy.

Procedure:

I. **General Safe Handling Practices**

A. Storage and Work Areas

1. HDs will be stored and transported in a manner that minimizes the risk of breakage and leakage.
2. Designated work areas will be provided for the preparation of HDs and access limited during preparation. This may include a disposable plastic-backed pad covering a standard work counter. The HDs preparation area will be decontaminated with a designated decontamination agent after completion of tasks.
3. HDs will be clearly labeled as such, identified on the label and/or using ancillary stickers, and packaged in a designated HDs zip-lock bag for transport.
4. Special Transportation: Based on the most recent official NIOSH list or drugs placed in a specific NIOSH Table-per the AoR:
    a. All dosage forms of NIOSH Table 1 - antineoplastic medications will be hand delivered to patient care areas. These HDs are never sent via the pneumatic tube.
    b. All dosage forms of NIOSH Table 2 - non-antineoplastic medications (except oral liquids & injectables) may be sent via the pneumatic tube unless otherwise stated in the AoR. Exceptions must be hand delivered.
    c. All dosage forms of NIOSH Table 3 - reproductive risk only medications (except oral liquids & injectables) may be sent via the pneumatic tube unless otherwise stated in the AoR. Exceptions must be hand delivered.
5. Eating and drinking in areas where HDs are handled is prohibited.

B. Preparation (General):

1. Pharmacy will spike and prime IV tubing for HDs and prepare injectable medication doses in a manner that most effectively limits occupational exposure.
    a. Commercially available sterile containers of HDs (NIOSH Table 2 and 3) may be spiked and primed in the med rooms. Appropriate PPE is

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required.

2. IV tubing should never be removed from a HD infusion bag.
3. All parenteral hazardous drugs/agents will be prepared by pharmacy personnel using primary engineering controls (IV Hoods) and based on the AoR.
4. All syringes and supplies used in the preparation and administration of HDs must be equipped with Luer-Lock fittings and closed-system transfer devices (CSTD) tips (or equivalent products) when the dosage form allows.
    a. Exceptions for use of CSTD may include:
        i. Intrathecal doses
        ii. Doses 3mL or less where the residual volume in the Spiros tip (0.1mL) will result in at least 10% of the therapeutic dose not reaching the patient.
5. Crushing of Oral Tablets: Consult the EHR eMAR and/or pharmacy to determine if the HD may be crushed or split. Follow PPE instructions listed on the eMAR.
    a. Use a pill splitter dedicated for HDs. Reference the Acute Care Medication Administration Policy.
    b. Use a pill crusher dedicated for HDs or a containment crushing device such as Silent Knight®. Appropriate PPE, as listed in the eMAR is required.
    c. When transferring powder to format for patient administration, use caution to minimize spread of dust or powders and use appropriate PPE, as listed in the eMAR.

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II. **Personal Protective Equipment (PPE):** All staff must wear appropriate PPE when handling HDs, HD waste materials, or HD spills.

- Refer to Appendix A for specific PPE required by job task.
- Refer to Appendix B for proper methods for donning and removing PPE.
- Refer to Appendix C for eMAR visuals for NIOSH Table 1 (antineoplastic meds), NIOSH Table 2 (non-antineoplastic meds), and NIOSH Table 3 (reproductive risk meds).
- Refer to Appendix D for the Process for Handling Chemotherapy Contaminated Linen.

A. **GLOVES:** Gloves that have been tested (ASTM D-6978) must be worn when whenever handling any HD, including oral medications.

1. HDs on the MHS HD list - Table 1: Two pairs of gloves rated ASTM D-6978 must be worn during preparation and administration activities for all dosage forms.
2. HDs on the MHS HD list - Table 2 & 3: Based on the AoR, follow instructions on the eMAR (nursing) or see the AoR document (pharmacy).
3. A single pair of sterile gloves rated ASTM D-6978 may be used for pharmacy sterile compounding of NIOSH Table 2 & 3 HDs. This is based on the AoR.
4. Before donning, gloves should be inspected for tears/holes and changed every 30 minutes if worn continuously, become visibly soiled or a tear/hole appears.

5. Hands must be washed with soap and water after doffing gloves used for handling HDs. **Note: alcohol-based hand gel/foam/spray/wipes are not sufficient to remove trace amounts of potential HDs.**

B. **GOWNS:** Gowns will be approved for use with HDs.

1. Gowns will be long-sleeved with cuffs or thumb hooks and a closed front.
2. Gowns will be worn whenever there is a risk of splash or spill.
3. If permeability data is unavailable, gowns will be changed every 30 minutes if worn continuously. See pharmacy specific SOPs for pharmacy process.
4. When two pairs of gloves are worn, one pair will be worn under the gown cuff/ thumb hook and the second pair will be worn over the cuff/thumb hook.
5. Remove and dispose of gowns at the end of HD handling activities (IV admixing, at the completion of HD administration, when leaving the HD handling areas and as soon as possible when damaged, contaminated, or contamination suspected).
6. Gowns used for HD handling are not to be reused.

C. **FACE EYE PROTECTION:** Mask with a face shield and safety goggles must be used for adequate face and eye protection and especially when handling dosage forms with a splash/spill risk.

D. **RESPIRATORY PROTECTION:** Use a fit tested N95 or equivalent respiratory protection for all HD spill clean-ups. Pharmacy staff must follow Pharmacy specific SOPs.

E. **DISPOSAL OF PPE:** PPE must be discarded into appropriate HD waste containers immediately after use.

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III. **Engineering Controls:** Engineering controls include devices designed to eliminate or reduce worker exposure to hazards. Examples include Biologic Safety Cabinet (BSC), Containment Ventilated Enclosures (CVE), closed-system transfer devices (CSTD), and other containment devices. Operation and selection of engineering controls are primarily described in Pharmacy SOPs. Additional controls may include:

A. Absorbent pads with plastic backing (i.e. Chux pad) for one-time use under any open connections, potential sites of leakage or spills, or to create a designated space for HD preparation or manipulation (i.e crushing of tablets, drawing up oral liquids, etc.).

B. Silent Knight® contained crushing device with appropriate PPE as listed on the eMAR.

C. RX Crush® system.

IV. **Staff Qualifications and Training:**

A. **ALL STAFF** who may have reasonably anticipated occupational exposure to HDs will receive training on HD exposure and safe handling practices at initial hire and annually thereafter. Annual training will, at a minimum, include the following elements:

1. Overview of HDs used within MultiCare
2. Risks of occupational exposure to HDs
3. Proper use of PPE, engineering controls, and devices, appropriate to their job function
4. Spill management

5. Response to known or suspected HD exposure

B. **Staff of Reproductive Potential:** Male or female staff who are actively planning a pregnancy and women who are pregnant or are breast-feeding, must be given the option to avoid exposure to HDs, including alternate duties or patient care assignments.

C. Additional Competency: Additional department or role specific competencies may be developed where necessary to support safe handling practices for unique areas or procedures.

V. **Hazardous Drug Waste Disposal:** Supplies used in the preparation and administration of HDs will be disposed of in approved HD waste containers. Refer to MHS P&P Pharmaceutical Waste Management.

A. It is acceptable to utilize approved chemotherapy/hazardous medication zip-lock bag and transport waste to HD waste bin.

B. Sharps contaminated with HDs must be disposed in the appropriate waste container. Do not disconnect the needle from the connection.

C. Non-empty, unused or partially infused medication containers should be disposed of in an approved pharmaceutical waste container.

D. Foley bags post intra-vesicular administration of HDs and diapers containing urine and chemotherapy should be disposed of in the pharmaceutical waste container.

E. Waste containers will be distinctly identified as containing hazardous waste and will be used only for the disposal of hazardous medications.

1. Remove when three-quarters full.
2. Keep lid closed when not in use.
3. Do not dispose of any used materials in the regular trash.
4. These rigid plastic containers will be kept in areas where HDs are prepared or administered on a regular basis.

F. Chemotherapy Precautions: These procedures apply to handling of contaminated body fluids, linen, mattresses for 48 hours following completion of administration of chemotherapy only.

1. Precautions should be used from initiation of drug until 48 hours post administration.
2. Identify patient room with "Chemotherapy Precautions." Be sure to include discontinuation date and time.
3. All personnel should wear chemotherapy approved gloves (ASTM D-6978 rated) for any potential contact with body fluids during this time frame. If there is a high likelihood of soiling, a protective gown should be worn.
4. PPE should be discarded after each use in a yellow trace hazardous waste container.
5. Chemotherapy contaminated linen should be placed in a laundry bag separate from regular linen. Contaminated linen should be double bagged in a designated laundry bag for soiled linen (purple bag), with both bags tied or taped securely.

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6. Mattresses with surface contamination will be double cleaned by unit-specific cleaning staff. If the mattress is compromised (i.e. cracks or tears) and has become soaked or grossly contaminated with chemotherapy or body fluids from patients who have received chemotherapy in the previous 48 hours, the mattress should be set aside for removal. Staff should contact the Safety Officer for further guidance.

VI. **HD Spill Management:** Manage HD spills or accidental exposure in accordance with MHS P&P Emergency Response Plan (ERP) Hazardous Material Spill Exposure-Code Orange. Primary responsibility for the spill is the department user of the material. General Spill Management guidelines are as follows:

A. A Chemo Safety Spill Kit will be kept in all areas where HDs are received, unpacked, prepared and administered. HDs are to be transported with a spill kit.

B. Immediately don all PPE provided in the Spill Kit to minimize risk of exposure.

C. Patients, caregivers, and staff should be removed from the spill area until clean-up is complete. Always restrict access to the spill area. Request assistance of another staff member if spill is in hallway or other traffic area.

D. Incidental spills (i.e. 100mL or less in volume) may be cleaned following instructions on the spill kit. For moderate or larger spills (i.e. greater than 100mLs), notify the Hazardous Material Spill Response team (code orange).

E. Overtly contaminated gloves or outer garments should be removed and replaced immediately after an exposure.

F. Skin contaminated by HDs should be washed thoroughly with large amounts of soap and water. After thorough washing, the employee will notify supervisor and report to Employee Health Services for follow-up care and documentation of the incident.

G. If a HD is splashed or sprayed into the eyes, they to be flushed immediately with large amounts of water by using the eye wash station for 15 minutes. The employee will immediately report to the Emergency Department or Urgent Care. Notify supervisor and Employee Health.

H. Discard all materials used in the spill cleanup in designated HD waste containers.

I. Report HD spills and exposure using the internal reporting platform.

J. Pharmacy staff to follow pharmacy specific HD SOPs.

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Attachments:

Appendix A: Personal Protective Equipment for Handling of Hazardous Drugs

Appendix B: Sequence of Donning and Removing Personal Protective Equipment

Appendix C: eMAR visuals for NIOSH Table 1 (antineoplastic meds), NIOSH Table 2 (non-antineoplastic meds), and NIOSH Table 3 (reproductive risk meds)

Appendix D: Process for Handling Chemotherapy Contaminated Linen

References:

WAC 296-62-500 Hazardous Drugs

WAC 296-800-170 Employer chemical hazard communication
Connor, et al. NIOSH List of Antineoplastic and Other Hazardous Drugs in Healthcare Settings 2016. NIOSH
Joint Commission Standard EC 02.02.01
United States Pharmacopeia <800>: Safe Handling of Hazardous Drugs, 2019

Notes:
Previously titled: *Hazardous (Chemotherapy and Biohazardous) Medications*
Scope/locations of services updated March, 2017
Approved MHS QSSC May 2019 to apply to Deaconess Hospital and Deaconess Infusion Centers
Approved at MHS QSSC October 2020 to apply to Valley Hospital
Approved by Rockwood Pharmacy Leadership April 2021 to apply to Rockwood Clinic
Approved by MHS QSSC 12/2021 to apply to Capital Medical Center

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Appendix A: Personal Protective Equipment for Handling of Hazardous Drugs

	Medication Use Process	Chemo Gloves	Chemo Gown	Face Shield (if splash risk)	Respiratory Protection	Cap	Shoe Covers
Pharmacy	See Pharmacy specific SOPs						
Patient Care	Administration						
	• Parenteral	XX*	X	X			
	• Solid oral	X**					
	• Liquid oral	X**	X (if splash risk)	X			
	• Crushing/ splitting	XX					
	• Topical	X**					
	• Aerosolized	X**	X	X	X		
	Patient care	X					
	Handling of contaminated linens	X					
	Handling of excreta or soiled dressings	X	X (if contact risk)				
	Waste management (collection and transport)	X					
	Spill or damaged or broken container	XX	X	X	X		X (if on the floor)

* NIOSH Table 2 and 3 HDs may be administered with a single pair of gloves. See eMAR for details.
** NIOSH Table 1 HDs require 2 pairs of gloves for administration regardless of dosage form. See eMAR for details.
X indicates required. XX indicates required double gloving.

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Appendix B: Sequence of Donning and Removing Personal Protective Equipment. See pharmacy specific SOPs for pharmacy processes.

Manipulation/Administration of Drugs/Patient Care	
Donning and Doffing when wearing ***ONE*** pair of gloves	
DONNING 1. Wash hands with soap and water 2. Gown (if required) 3. Pair of gloves (over the cuff of gown) 4. Face & eye protection, if required--includes facemask with a shield and goggles	**DOFFING** 1. Pair of gloves 2. Gown (if required) 3. Face & eye protection, if used 4. Wash hands with soap and water
Donning and Doffing when wearing ***TWO*** pairs of gloves	
DONNING 1. Wash hands 2. Pair of inner gloves (under cuff of gown) 3. Gown 4. Pair of outer gloves (over cuff of gown) 5. Face & eye protection, if required--includes facemask with a shield and goggles	**DOFFING** 1. Outer pair of gloves 2. Gown 3. Inner pair of gloves 4. Face protection, if used 5. Wash hands with soap and water

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Appendix C: eMAR visuals for NIOSH Table 1 (antineoplastic meds), NIOSH Table 2 (non-antineoplastic meds), and NIOSH Table 3 (reproductive risk meds)

NIOSH Table 1 (Antineoplastic meds)

-When administering (IV, IM, SC, Intrathecal), wear 2 pairs of gloves and chemo gown. Wear face/eye shield (if spill/splash risk) -When administering solid oral dosage form, wear 2 pairs of gloves. Notify pharmacy if patient unable to take medication whole. -When administering liquid oral dosage forms, wear 2 pairs of gloves, and face/eye shield (due to spill/splash risk).

NIOSH Table 2 (Non-antineoplastic meds)

HAZARDOUS DRUG

-When administering wear one pair of gloves

-Wear face/eye shield and

[PW, 2023.12.15]
This comment was provided by the City flattened on this page but it belongs in the Master Plan document starting on page 94 of 319 of this PDF.

This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

mask if crushing/cutting tablet(s), opening capsule(s) or using liquid form
-Wear gown and fac/eye shield if spill/splash risk

NIOSH Table 3 (Reproductive risk meds)

HAZARDOUS DRUG

-When administering wear one pair of gloves

-Wear face/eye shield

mask if crushing/cutting tablet(s), opening capsule(s) or using liquid form
-Wear gown and fac/eye shield if spill/splash risk

Briefly describe the relationship of the 2007 master plan with the 2003 master plan. This is a global comment throughout the document (anywhere the 2007 approval is mentioned) [planning comment, master plan doc, page 41]

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The FEIS will need to be an appendix to the final approved master plan [planning comment, master plan doc, page 41]

[PW, 2023.12.15]
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This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

Appendix D: Process for Handling Chemotherapy Contaminated Linen

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Updated Process for Handling Soiled Linens for Patients Receiving Chemotherapy

During chemotherapy administration and 48 hours following completion of administration:

"Chemotherapy contaminated linen should be ced in a laundry bag separate from ular linen. Contaminated linen should be ble bagged in a designated laundry bag soiled linen (purple bag), with both bags or taped securely. "

Policy: Hazardous Drugs

f handling soiled linen will:

Wear personal protective equipment ppropriate for the source of the ontamination.

Place contaminated linen in **PURPLE** lastic linen bags. Do not overfill. Tie or tape shut.

- **Double bag** in another purple bag. Tie or tape shut.
- Put labeled bag in soiled linen cart

Please provide a short description of what the Supply Tower would be it terms of interior space and uses. Is this all admin. offices to support in patient beds? Also, in other parts of this document its called the Central Support Tower - which is correct? [planning comment, master plan doc, page 43]

[PW, 2023.12.15]
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This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

Approval Signatures

Step Description	Approver	Date
Council / Committee Approvals	Michelle Bowers: Admin Asst I	01/2023
Policy Coordinator	Michelle Bowers: Admin Asst I	01/2023
	Shawna Fletcher: Clinical Coord-Oncology Pharmacy	11/2022

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Please provide a short description of the Dally Tower expansion in terms of interior space and uses [planning comment, master plan doc, page 44]

[PW, 2023.12.15]
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This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

Status **Active** PolicyStat ID **10904126**

Origination	09/2000	Owner	Nicole Wenzel: VP
Last Approved	05/2018	Area	EOC/LS/Facilities
Effective	05/2018	Applicability	All Hospitals + Ambulatory
Last Revised	12/2017		
Next Review	04/2021		

Waste Management, Dangerous

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Scope:

This policy applies to all MultiCare Health System employees and facilities. It includes Tacoma General Hospital / Allenmore Hospital, Mary Bridge Children's Hospital, Good Samaritan Hospital, Auburn Medical Center, Covington Medical Center, Capital Medical Center, Deaconess Hospital, Valley Hospital, and all ambulatory sites.

Policy Statement:

MultiCare Health System will adhere to a waste management program for handling, treating, storing, and disposing of its dangerous wastes.

Procedure:

I. **Program Coordinator** - The MHS Safety Manager is appointed as MultiCare Health System's Dangerous Waste Management Program Coordinator and has the following responsibilities:

   A. Obtain USEPA RCRA I.D. Numbers for MultiCare Health System facilities as appropriate.

   B. Assure all federal, state and local regulations are complied with in regards to dangerous waste handling, packaging, manifesting, transporting and disposing of dangerous chemicals.

   C. Coordinate with outside vendors in regards to waste disposal of those wastes that cannot be recycled and/or treated.

   D. Report to the business unit EC Committees and MHS EOC Advisory Board periodically on the functioning of this program.

   E. Prepare and submit Washington State **Dangerous Waste Annual Reports** for MHS

facilities with RCRA ID numbers to the Washington State DOE.

II. **Department Directors/Managers:**

A. Develop a department specific procedure for handling and disposal of wastes within their departments in accordance with this program.

B. Based on the criteria for determining a dangerous waste, compile a list of those wastes and quantities for the Safety Department.

C. Assure a Safety Data Sheet (SDS) is available for every hazardous chemical used (See Administrative Safety Policy **Employer Chemical Hazard Communication Program**).

D. Assure universal wastes (i.e. used batteries, cathode ray tubes (CRT), mercury containing articles, used oil, and fluorescent light bulbs) are not placed into regular trash streams and are segregated into the appropriate stream for disposal and recycling.

E. Contact Safety when a department has generated a dangerous waste or a hazardous waste that they are uncertain on how to dispose of. Provide the information requested on the Hazardous Waste Management Inventory. See attachment.

III. **The Safety Department will:**

A. Review all documents provided and determine a safe storage method for the material.

1. Once a decision has been made, the Safety Department will pick up the waste and transport it to the hazardous waste storage room or the waste will be maintained until shipment can be arranged.
2. Contact a vendor and request disposal of the waste, which must be accomplished within the prescribed number of days depending on the facility generator status.

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[PW, 2023.12.15]
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This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

B. Once the vendor has approved the disposal, assure the waste is packed into DOT approved containers or contract with the vendor to pack and prepare the appropriate manifests.

C. The Safety Department and/or vendor will contact a licensed dangerous waste transporter and the waste will be transported to an appropriate Transportation, Storage, and Disposal (TSD) facility.

D. Maintain records of these procedures. All costs and volumes will be reported to the Business Unit EC Committees and EOC Advisory Board.

IV. Policy Review - This program will be reviewed at least every two-years by the EOC Advisory Board.

V. Definitions:

A hazardous waste is any solid, liquid, or contained gaseous material that MultiCare no longer uses and may require special handling when being recycled, stored or disposed of.

s waste that has been identified in the RCRA listing and

This section needs to define how the project new construction will (or is proposing to deviate from) the applicable design review code (PMC 20.26.300) [planning comment, master plan doc, page 46]

identified through specific characteristics according to Washington State WAC 173-303 **Dangerous Waste Regulations**.

USEPA - United States Environmental Protection Agency

RCRA - Resource Conservation and Recovery Act of 1976

DOE - Washington State Department of Ecology

DOT - Department of Transportation

CFR - Code of Federal Regulations

MSDS - Material Safety Data Sheet

NFPA - National Fire Protection Association

SARA, Title III - Superfund Amendments and Reauthorization Act of 1986: The Emergency Planning and Community Right-to-Know Act.

[PW, 2023.12.15]
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Please specify the maximum height of the Dally Tower in numerical feet based on PMC measurements for commercial development structure height [planning comment, master plan doc, page 47]

Classifications of Dangerous Waste - A discarded material is a dangerous waste if

1. It is a listed waste on the hazardous substance lists in the WAC 173-303, Waste Regulations, sections 9903 through 9905. Commonly referred to a "F", "K", and "W" lists.
2. It has one of the following four characteristics (WAC 173-303-090, (comm referred to as "D" code list):
    a. Ignitability - Easily combustible or flammable (with a closed-cu point of less than 140 degrees Fahrenheit) Examples: xylene, b ethyl ether, acetone, methanol, organic peroxides (D001)
    b. Corrosivity - Dissolves metals, other materials, or burns the ski of less than or equal to 2 or greater than or equal to 12. Examp hydroxide, hydrochloric acid, alkaline batteries, peracetic acid. (D002)
    c. Reactivity - Unstable or undergoes rapid or violent chemical reaction with water or other materials, or has explosive characteristics. Examples: azides, hydrogen peroxides 30%, picric acid. (D003)
    d. EP Toxicity - May release toxic substances into the groundwater or cause a toxic hazard to human health or the environment. Examples: compounds containing lead, mercury, silver, all types of batteries and fluorescent light bulbs (D004-D043)
3. It is a WA State Dangerous Waste criterion, as defined by WAC 173-303-100, by the following:
    a. Toxicity – Greater than 0.001% and Less than 1.0% (less than 0.01% for special wastes dangerous waste (WT02), Greater than or equal to 1.0% extremely hazardous wastes (WT01). Toxic categories (X, A, B, C, D) exist

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for fish, oral (rat), inhalation (rat), dermal (rabbit) and all wastes constituents will be investigated for toxicity. Examples are high level disinfectants used to disinfect medical equipment. See **High Level Disinfectant Neutralization Policy.**

b. Persistent – Halogenated organic compounds HOC) 0.01% to 1.0% (WP02) or greater than 1.0% EHW (WP01). Polycyclic aromatic hydrocarbons (PAH) greater than 1.0% EHW (WP03).

4. It is a conditional exclusion medication waste as defined in WAC 173-303-071 or managed under the Interim Enforcement Policy. Examples are medication wastes designated as WA State toxic only and require disposal by incineration at greater than 1500 degrees Fahrenheit. See MHS Policy Pharmaceutical Waste Management.
5. It is universal waste as defined in WAC 173-303-077. Examples are waste oil (unless contaminated with HOC greater than 1000 PPM or PCB's), used batteries, fluorescent light tubes, electronic ballasts (unless manufactured with PCB's), CRT (cathode ray tubes), and mercury containing equipment (thermometers, mercury switches, mercury blood pressure gauges, mercury dialators)
6. It is WA State corrosive solid waste when water is added the solution has a pH of less than or equal to 2 or greater than or equal to 12. (WSC2) Examples: Carbon dioxide absorber (SodaSorb)

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References:

Washington Administrative Code (WAC) 173-303, **Dangerous Waste Regulations**

Joint Commission Standard EC.3.10 **Hazardous Materials and Waste Management Plan**

USEPA - An agency that exercises control over the release of harmful materials into the environment. Washington State Department of Ecology is the USEPA equivalent in Washington State enforcing USEPA and state dangerous waste regulations.

RCRA – Resource Conservation and Recovery Act. The law that directed the USEPA to institute a national program to control dangerous waste from the time it is generated to its final disposal ("cradle-to-grave").

CFR, Protection of **Environment, Title 40, part 261.30 - 261.33** - RCRA regulations that lists wastes to be considered hazardous (dangerous).

CFR, Transportation, **Title 49, part 172.101 - DOT** regulations for the manifesting, packing, labeling and transportation of hazardous waste.

Notes:
Approved by MHS QSSC March 2022 to apply to Capital Medical Center
Approved by INW EOC October 2022 to apply to Deaconess and Valley Hospitals

Attachments

1: Hazardous Material Waste Disposal Request

Approval Signatures

Step Description	Approver	Date

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Also included in Appendix B of "MP Proposal" (Pg 290 of 343). [Master Plan; Pg 50 of 343]

Cobalt Geosciences

P.O. Box 82243
Kenmore, Washington 98028
(206) 331-1097

February 6, 2018
Revised and Updated May 24, 2018

John Klopsch | Director, Project Management
CBRE | Healthcare
1225 17th Street, Suite 3200
Denver, CO 80202

RE: Stormwater Feasibility Evaluation
Proposed Parking Lots
Good Samaritan Hospital
Puyallup, Washington

Dear Mr. Klopsch,

In accordance with your authorization, Cobalt Geosciences, LLC has prepared this letter to discuss the results of our stormwater feasibility evaluation at the referenced site. In preparation of this letter, we reviewed our previous preliminary investigation dated December 30, 2015.

Site and Project Description

The site is located near the intersection of 5th Street SE and 14th Avenue SE in Puyallup, Washington (Figure 1). The area of the proposed pervious parking lot development includes the areas north and south of 14th Avenue SE as shown (approximately) on the site plan (Figure 1).

The north portion of the site is developed with a multi-story building, associated roadways and parking areas, and local rockery walls. This area is known as the North Parking Lot. The south portion of the site is developed with several buildings, a stormwater basin, and local paved parking areas. This area is known as the Central Parking Lot area.

The site slopes downward toward the north at variable magnitudes ranging from 10 to 80 percent. There is a steep slope along the north site margin extending down toward 13th Avenue SE. This slope is up to 20 feet in height and ranges from 50 to 100 percent in magnitude. Site vegetation includes grasses, sparse deciduous and evergreen trees, and local areas of brush and vines.

The overall site is bordered to the north by 13th Avenue SE, to the south by a paved parking lot, to the east by the Child Development Center, and to the west by 5th Street SE and Good Samaritan Hospital.

The proposed development includes demolition of existing buildings, parking lots, and other surface features, followed by construction of new parking lots with localized pervious pavement surfacing in select parking stalls. Based on the updated plans, we anticipate cuts on the order of 1 to 6 feet will be required in the south portion of the site to create grades suitable for vehicle traffic and parking.

We have reviewed site plans dated November 9, 2015 and April 6, 2016 (Clark Kjos and Novadyne) that show the general locations of the proposed pervious and impervious parking lots. The site plan indicates that the south pervious parking lot will have 125 spaces and the north pervious parking lot will have 67 parking spaces.

Area Geology

The Geologic Map of the South Half of the Tacoma Quadrangle, indicates that the site is underlain by Vashon Glacial Drift.

Drift includes variable mixtures of silt, sand, gravel, and cobbles and is typically medium dense to very dense. Drift can resemble glacial till, undifferentiated outwash, and ice-contact deposits. In this area, drift includes large amounts of gravel and cobbles with variable amounts of silt and sand underlain by fine grained soils.

Subsurface Conditions

The geotechnical field investigation program was completed on January 27 and 28, 2018 and included excavating five test pits where accessible within the site. A previous investigation that included four drilled borings was performed in December 2015. Logs from this report are attached at the end of this report for reference.

The soils encountered were logged in the field and are described in accordance with the Unified Soil Classification System (USCS).

A Cobalt Geosciences field representative conducted the explorations, collected disturbed soil samples, classified the encountered soils, kept a detailed log of each test pit, and observed and recorded pertinent site features.

TP-1

Test Pit TP-1 encountered approximately 1.5 feet of loose to medium dense, silty-fine to medium grained sand with gravel (Fill). This layer was underlain by medium dense to dense, silty-gravel with sand (Drift), which continued to the termination depth of the test pit.

TP-2

Test Pit TP-2 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 2 feet of loose, silty-fine to medium grained sand (Fill). This layer was underlain by loose to medium dense, silty-fine to medium grained sand (Drift), which continued to the termination depth of the test pit.

TP-3

Test Pit TP-3 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 4 feet of loose to medium dense, silty-fine to medium grained sand (Weathered Drift). This layer was underlain by medium dense to dense, silty-fine to medium grained sand with gravel (Drift), which continued to the termination depth of the test pit.

TP-4

Test Pit TP-4 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 3 feet of loose, silty-fine to medium grained sand (Weathered Drift or Fill). This layer was underlain by medium dense, silty-fine to medium grained sand with gravel (Drift), which continued to the termination depth of the test pit.

TP-5

Test Pit TP-5 encountered approximately 12 inches of vegetation and topsoil underlain by loose to dense, silty-fine to medium grained sand with areas of gravel (Drift), which continued to the termination depth of the test pit.

Conclusions & Recommendations

The site is underlain by loose to dense mixtures of silt and sand with lesser amounts of clay and gravel. There are likely areas of fill adjacent to buildings and locally within existing parking lot areas and roadways. Since a majority of the site areas are developed, it is difficult to determine the extent, condition, and depth of any fill soils. Groundwater was not encountered in any of our January 2018 explorations or in our previously drilled borings in December 2015.

Limited infiltration, utilizing permeable pavements for flow control, is feasible within the upper weathered glacial drift provided there is an adequate overflow system for significant runoff events and to reduce lateral migrating interflow. We anticipate that infiltration rates at parking lot subgrade elevations will vary with location and depth due to variation in soil composition and density.

The Education Building in the northwest portion of the site has a basement level that we would anticipate being backfilled during parking lot construction. There is a steep slope located north of this building. We do not recommend utilizing pervious pavements over the basement of this building since runoff will likely become ponded within backfill and could result in slope instability of the adjacent steep slope. This area is designated as the North Parking Lot area.

Permeable pavements are suitable for the Central Parking Lot which is located upslope and to the south of this building. The area of the Central Parking Lot is currently developed with eight small buildings and one residential structure. Following mass grading, native soils will likely be exposed in the Central Parking Lot, which will allow for the use of permeable pavements.

Infiltration Rates

We conducted small-scale pilot infiltration tests (PIT) at three locations at or near likely parking lot subgrade elevations. Once the rate of infiltration became stable during a pre-soaking period, a falling head test was performed at each location. Each area was then excavated to a depth of 3 to 5 feet below the likely parking lot subgrade elevations to verify that groundwater was not present.

The infiltration rates at the tested locations are as follows:

Test Pit Number	Elevation (Feet Below Grade)	USDA Soil Classification	Factored Infiltration Rate
TP-1	1.5	Sandy Loam	0.21 in/hr
TP-4	3	Loam	0.15 in/hr
TP-5	5.5	Loam	0.12 in/hr

The soils that underlie the proposed parking lot areas are somewhat variable in both density and composition. We did not observe groundwater in any of the explorations. The Shannon and Wilson report from the site to the west and south indicates that groundwater is locally present at elevations ranging from 148 to 190 feet in elevation. Their data suggests locally perched areas of groundwater within slightly coarser grained sediments since not all of their borings encountered groundwater and the groundwater depths were somewhat variable.

Permeable Pavements

Typically, pervious pavements are supported by a leveling course and storage reservoir course placed on prepared native soils. These courses typically consist of open graded angular rock, 5/8 to 2 inches in diameter, with a total thickness ranging from 6 to 18 inches.

We recommend removal of loose topsoil prior to placement of the clean crushed rock. The exposed subgrades should NOT be re-compacted to 95 percent of the modified proctor as is typical for roadway and parking lot subgrade preparation.

We should be on site to verify 'firm and unyielding' soil conditions are present prior to rock placement. For this site, this generally equates to a relative soil compaction of 90 to 92 percent of the standard proctor. Local scarification may be necessary to loosen surface materials at the subgrade elevations.

An underdrain system within the rock should be incorporated to remove excess runoff and to cutoff lateral interflow along the perimeter of the parking lot. Note that we did not encounter groundwater in any of our explorations and did not observe evidence of active interflow from off-site areas.

Additional information regarding permeable pavement design, construction, and maintenance can be found in the Pierce County Stormwater and Site Development Manual (2015).

Basement Backfill Recommendations

We have included backfill recommendations in case they are needed as part of this phase of construction. As discussed previously, we do not recommend the use of permeable pavements over the backfilled basement of the existing building located in the northwest portion of the site (North Parking Lot area).

This is primarily due to the relative close proximity of steep slope to the north. Permeable pavement may be used just south of the building (North Parking Lot) as long as the native soils are sloped slightly to the south to prevent rapid lateral migration of runoff into the basement area. A cutoff drain system may be necessary just south of the basement area and should be evaluated during construction by the geotechnical engineer.

The native soils consist of glacial drift which are relatively fine-grained and should be considered highly moisture sensitive. These materials are generally considered suitable for use as structural fill provided they are within 3 percent of the optimum moisture content, which will only be possible during the summer months (mid-June through September). Even during the summer months, some aeration and drying may be required to achieve suitable moisture levels for compaction.

Structural fill should be placed in maximum lift thicknesses of 12 inches and should be compacted to a minimum of 95 percent of the modified proctor maximum dry density, as determined by the ASTM D 1557 test method.

We should be provided with samples of proposed structural fill for use in basement backfilling to determine their suitability. To limit infiltration, it may be advisable to use native soils or imported soils with at least 30 percent fines (passing the No. 200 sieve).

Erosion and Sediment Control

Erosion and sediment control (ESC) is used to reduce the transportation of eroded sediment to wetlands, streams, lakes, drainage systems, and adjacent properties. Erosion and sediment control measures should be implemented, and these measures should be in general accordance with local regulations. At a minimum, the following basic recommendations should be incorporated into the design of the erosion and sediment control features for the site:

- Schedule the soil, foundation, utility, and other work requiring excavation or the disturbance of the site soils, to take place during the dry season (generally May through September). However, provided precautions are taken using Best Management Practices (BMP's), grading activities can be completed during the wet season (generally October through April).
- All site work should be completed and stabilized as quickly as possible.
- Additional perimeter erosion and sediment control features may be required to reduce the possibility of sediment entering the surface water. This may include additional silt fences, silt fences with a higher Apparent Opening Size (AOS), construction of a berm, or other filtration systems.
- Any runoff generated by dewatering discharge should be treated through construction of a sediment trap if there is sufficient space. If space is limited other filtration methods will need to be incorporated.

Closure

The information presented herein is based upon professional interpretation utilizing standard practices and a degree of conservatism deemed proper for this project. We emphasize that this report is valid for this project as outlined above and for the current site conditions and should not be used for any other site. Soil and groundwater conditions change over time; therefore, the conditions during construction and the life span of the development may differ from those during

our investigation or construction. Our field work occurred at small locations and may not fully represent the conditions throughout the development areas.

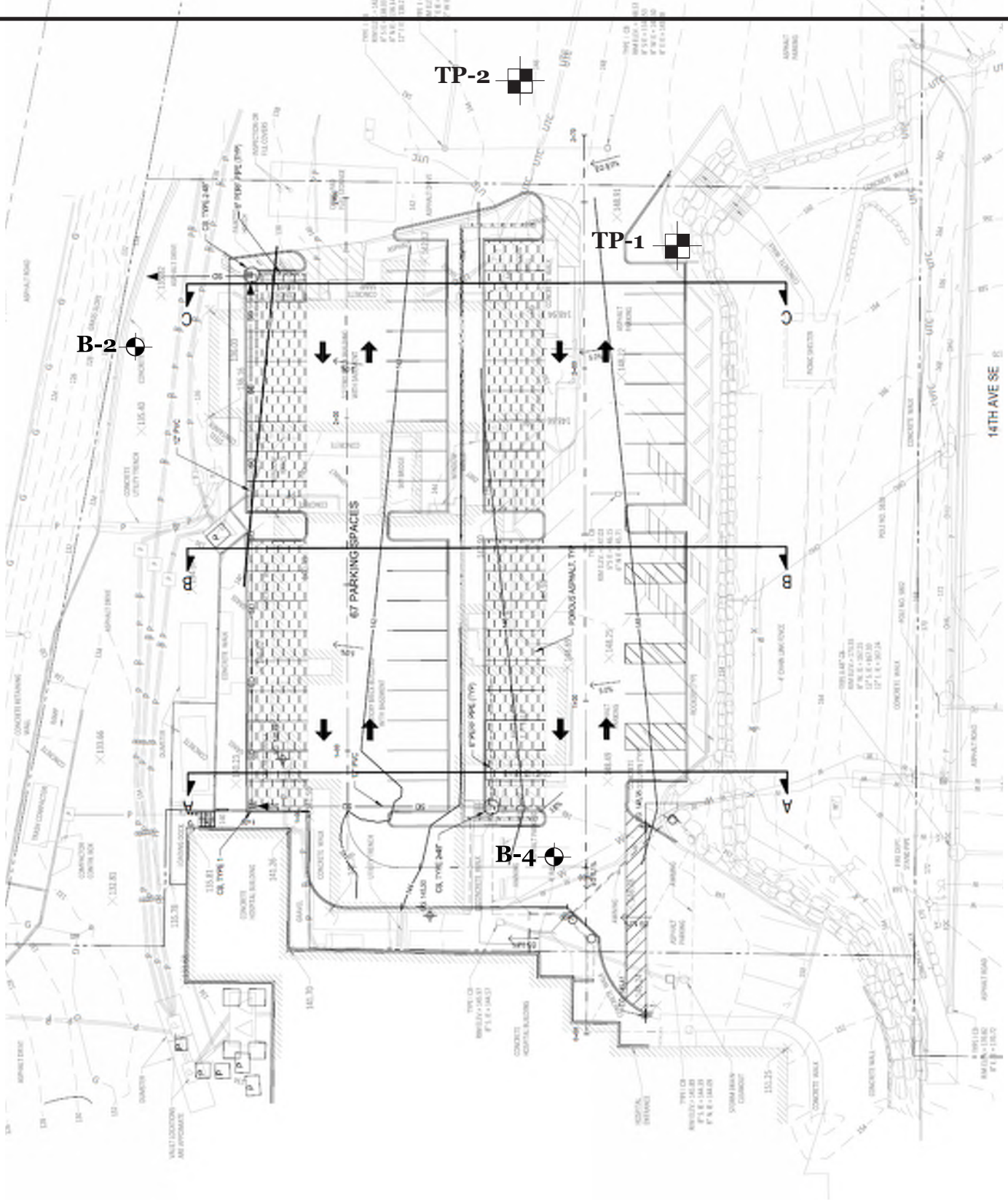
Sincerely,

Cobalt Geosciences, LLC

Phil Haberman, PE, LG, LEG
Principal

PH/sc

Attachments: Site Plans; Figure 1 and Figure 2
Test Pit Logs
Previous Boring Logs
Laboratory Analyses

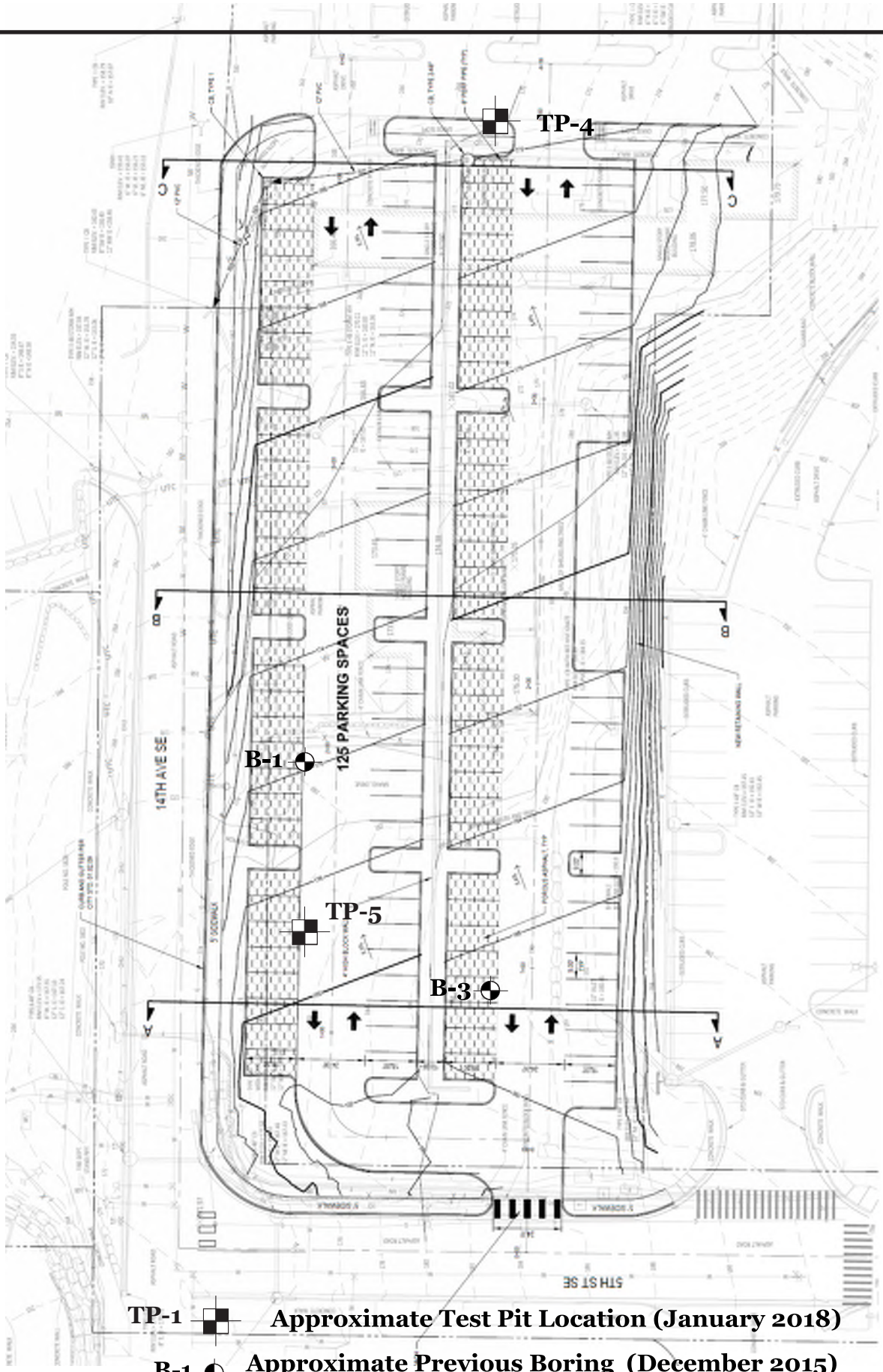


TP-1 **Approximate Test Pit Location (January 2018)**

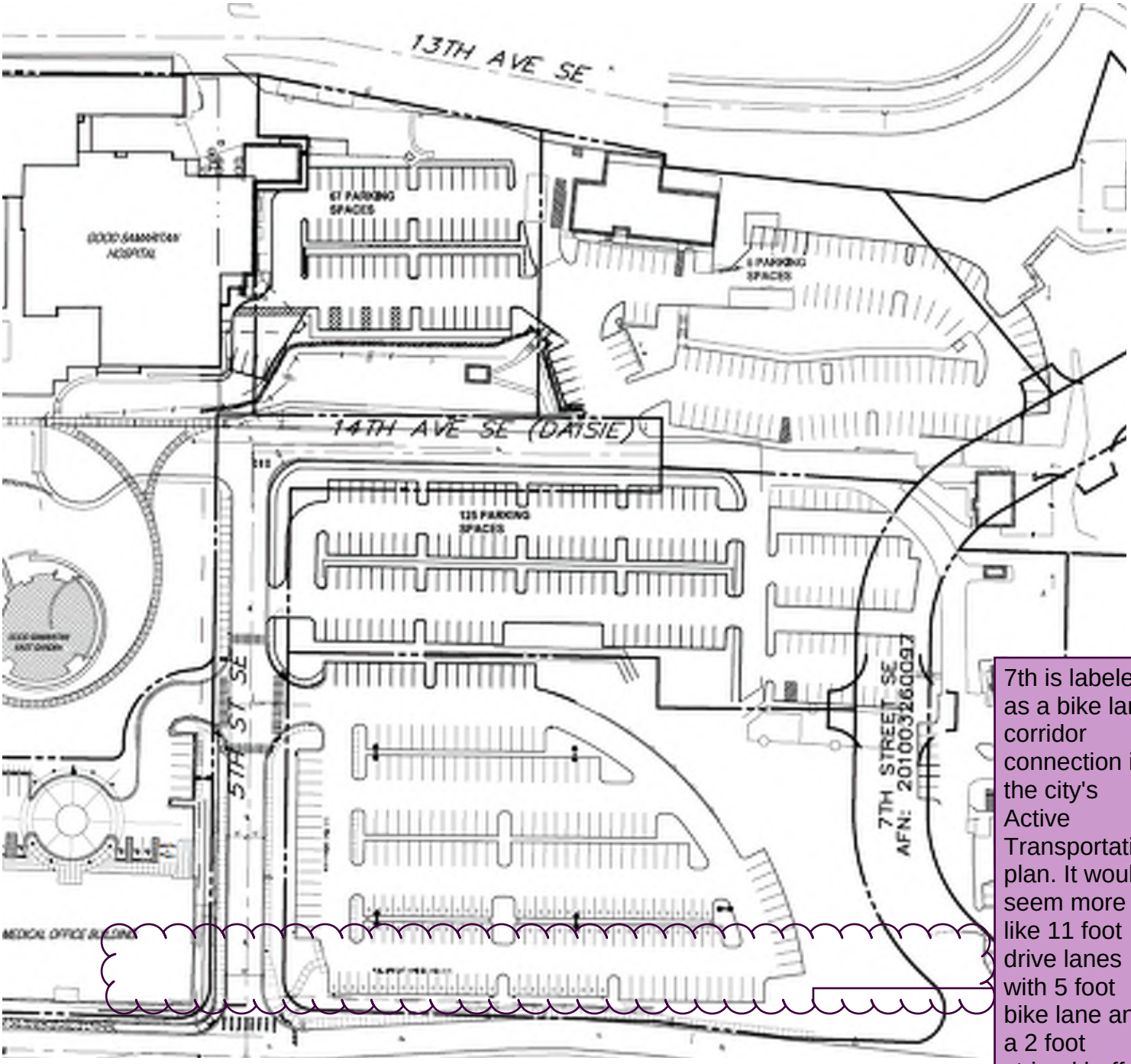
B-1 **Approximate Previous Boring (December 2015) Location**

N

Good Samaritan Hospital Puyallup, Washington	Site Plan Figure 1	Cobalt Geosciences P.O. Box 82243 Kenmore, WA 98028 (206) 331-1097 cobaltgeo@gmail.com



Good Samaritan Hospital Puyallup, Washington	Site Plan Figure 2	Cobalt Geosciences P.O. Box 82243 Kenmore, WA 98028 (206) 331-1097 cobaltgeo@gmail.com



7th is labeled as a bike lane corridor connection in the city's Active Transportation plan. It would seem more like 11 foot drive lanes with 5 foot bike lane and a 2 foot striped buffer (18 feet each way) would make the most sense [planning comment, master plan doc, page 56]

[PW, 2023.12.15]
This comment was provided by the City flattened on this page but it belongs in the Master Plan document starting on page 94 of 319 of this PDF.

This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

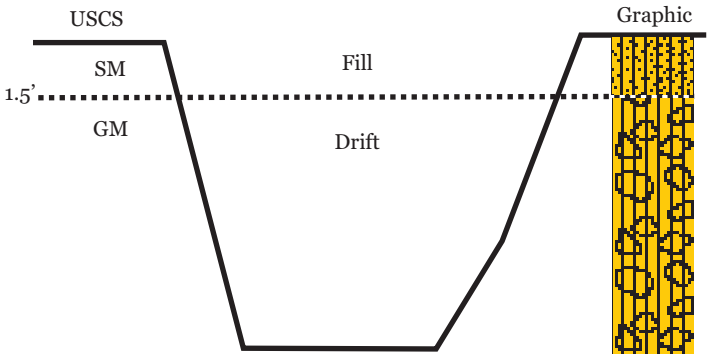
TP-1 **Approximate Test Pit Location (January 2018)**

B-1 **Approximate Previous Boring (December 2015) Location**

N

Good Samaritan Hospital Puyallup, Washington	Site Plan Figure 2	Cobalt Geosciences P.O. Box 82243 Kenmore, WA 98028 (206) 331-1097 cobaltgeo@gmail.com

Test Pit TP-1

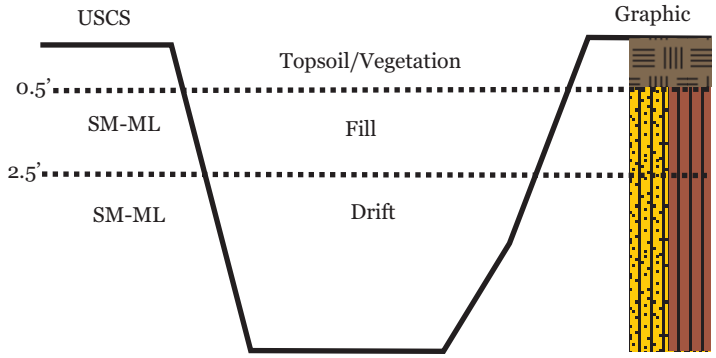


0-1.5' Silty Sand with Gravel (SM)
Loose to medium dense, silty-fine to medium grained sand with gravel, yellowish brown to grayish brown, moist. (Fill)

1.5-5' Silty-Gravel with Sand (GM)
Medium dense to dense, silty-gravel with sand yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5'
No Groundwater
No Caving

Test Pit TP-2



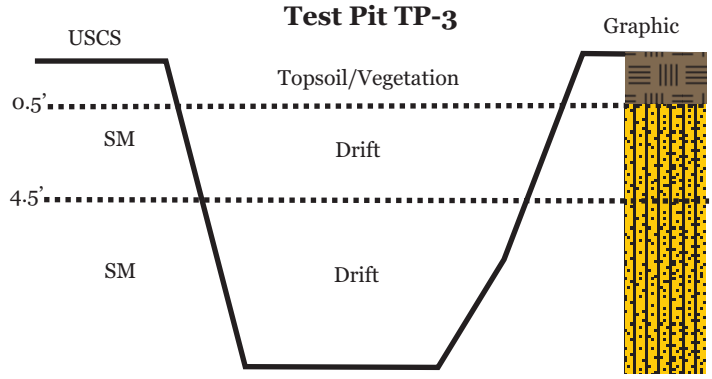
0-0.5' Vegetation/Topsoil

0.5-2.5' Silty Sand to Sandy Silt (SM-ML)
Loose, silty-fine to medium grained sand yellowish brown to grayish brown, moist. (Fill)

2.5-5' Silty Sand to Sandy Silt (SM-ML)
Loose to medium dense, silty-fine to medium grained sand trace gravel, yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5'
No Groundwater
No Caving

Test Pit TP-3



0-0.5' Vegetation/Topsoil

0.5-4.5' Silty Sand (SM)
Loose to medium dense, silty-fine to medium grained sand trace gravel, yellowish brown to grayish brown, moist. (Drift)

4.5-5.5' Silty Sand with Gravel (SM)
Medium dense to dense, silty-fine to medium grained sand with gravel, yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5.5'
No Groundwater
No Caving

Good Samaritan Hospital
Puyallup, Washington

TEST PIT LOGS

EXCAVATED JANUARY 2018

Cobalt Geosciences LLC
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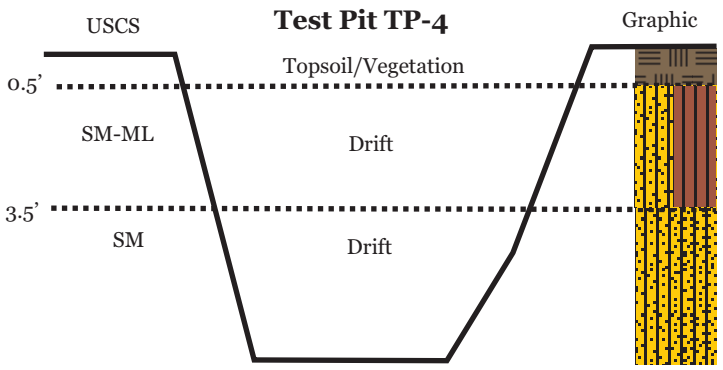
cobaltgeo@gmail.com

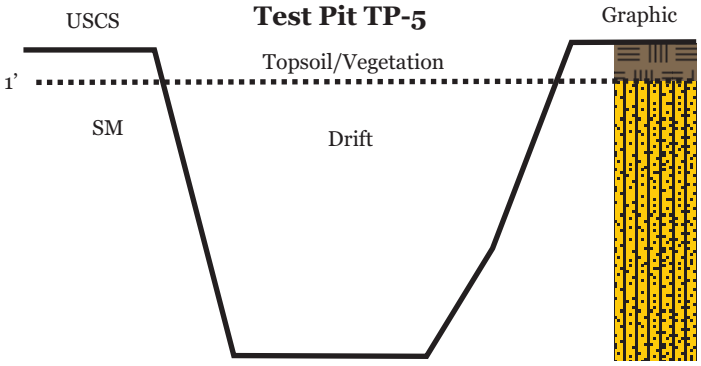


0-0.5' Vegetation/Topsoil

0.5-3.5' Silty Sand to Sandy Silt (SM-ML)
Loose to medium dense, silty-fine to medium grained sand
trace gravel, yellowish brown
to grayish brown, moist. (Drift?)
Locally mottled at 2'

3.5-5.5' Silty Sand with Gravel (SM)
Medium dense, silty-fine to medium grained sand
with gravel, grayish brown, moist. More gravel at 3.5'
(Drift)

End of Test Pit 5.5'
No Groundwater
No Caving



0-1' Vegetation/Topsoil

1-10' Silty Sand (SM)
Loose to dense, silty-fine to medium grained sand
trace to some gravel, yellowish brown
to grayish brown, moist. (Drift)
Slightly mottled at 3'

End of Test Pit 10'
No Groundwater
No Caving

Good Samaritan Hospital
Puyallup, Washington

TEST PIT LOGS

EXCAVATED
JANUARY 2018

Cobalt Geosciences LLC
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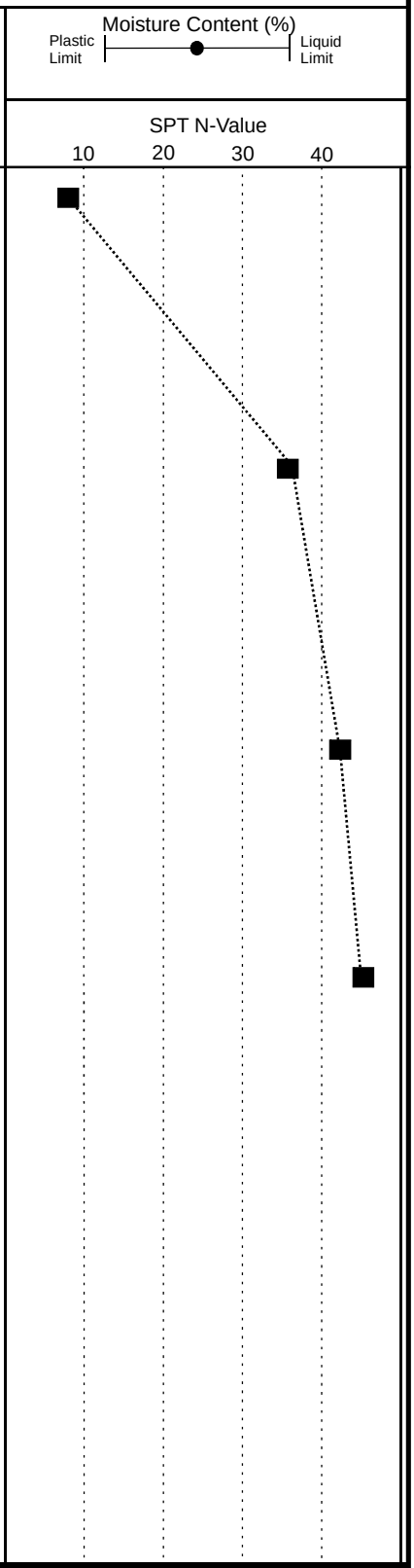
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-1

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	3 3 4		SM	Grass and Topsoil Loose to medium dense, silty-fine to medium grained sand with gravel and debris, yellowish brown, dry to moist. (Fill) -Local areas of concrete and rebar to 3 feet	
5		75	11 15 20		GM	Medium dense to very dense, fine to coarse gravel with silt and sand, yellowish brown to grayish brown, moist.. (Drift)	
10		90	18 23 23				
15		100	12 24 32				
						End of Boring 16.5 Feet	
20							
25							



Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

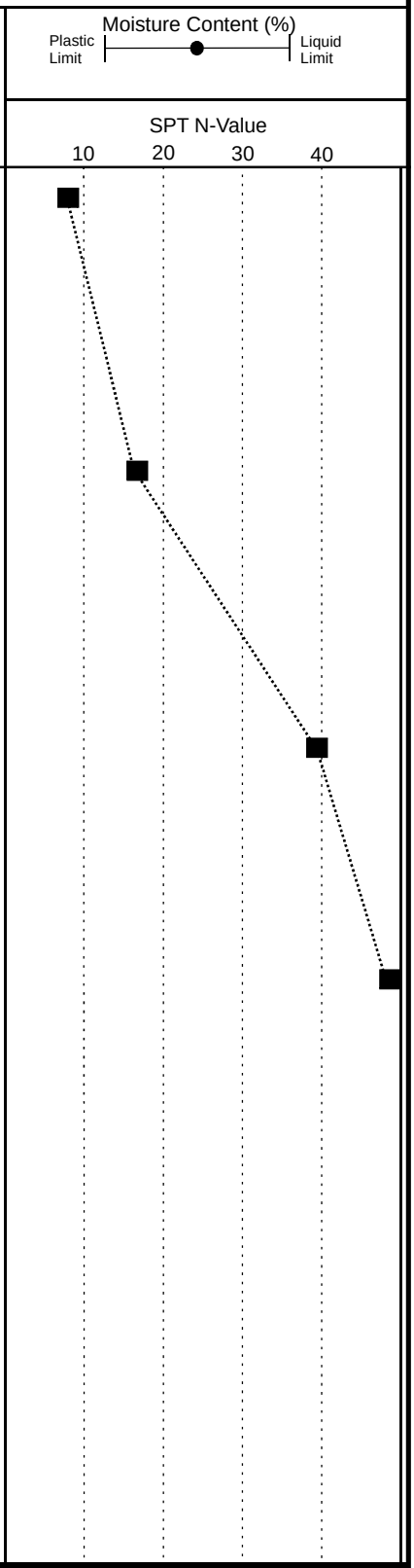
Boring B-1

Cobalt Geosciences
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-2

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	5 6 9			Asphalt/Rockl	
					SM	Medium dense, silty-fine to medium grained sand with gravel, yellowish brown, moist. (Fill)	
					ML	Stiff to hard, silt with sand and clay, trace gravel, grayish brown, moist.. (Drift)	
5		75	5 8 8			-Local areas of silty-gravel and silty sand with gravel	
10		90	12 20 24				
15		100	26 28 30				
						End of Boring 16.5 Feet	
20							
25							



Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

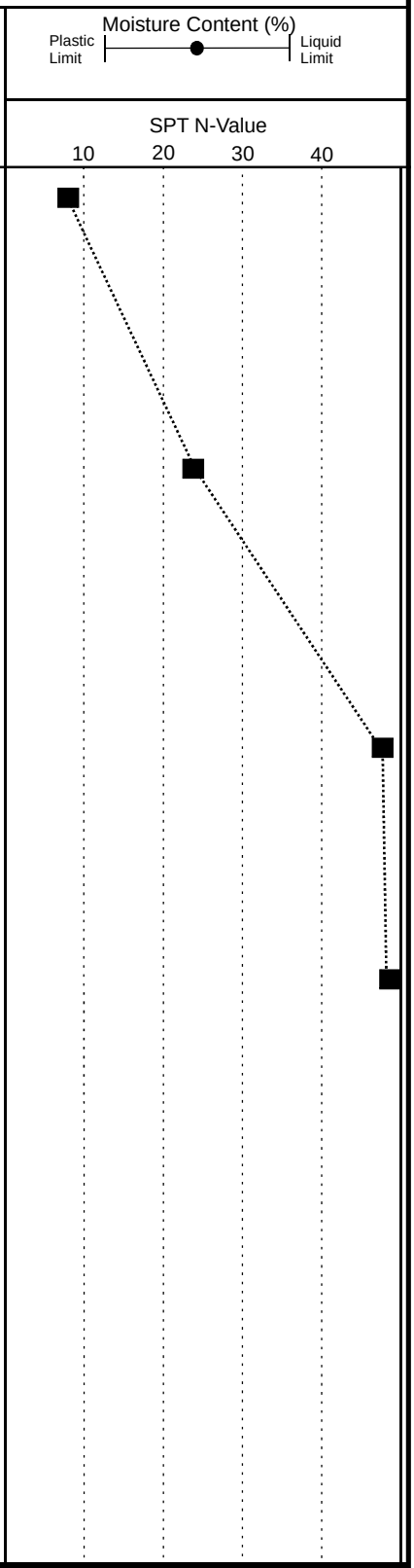
Boring B-2

Cobalt Geosciences
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-3

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	2 3 6		SM	Grass and Topsoil Loose to medium dense, silty-fine to medium grained sand with gravel and debris, yellowish brown, dry to moist. (Fill)	
5		75	9 10 12		GM	Medium dense to very dense, fine to coarse gravel with silt and sand, yellowish brown to grayish brown, moist.. (Drift)	
10		90	17 26 24				
15		100	25 28 32				
						End of Boring 16.5 Feet	
20							
25							



Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

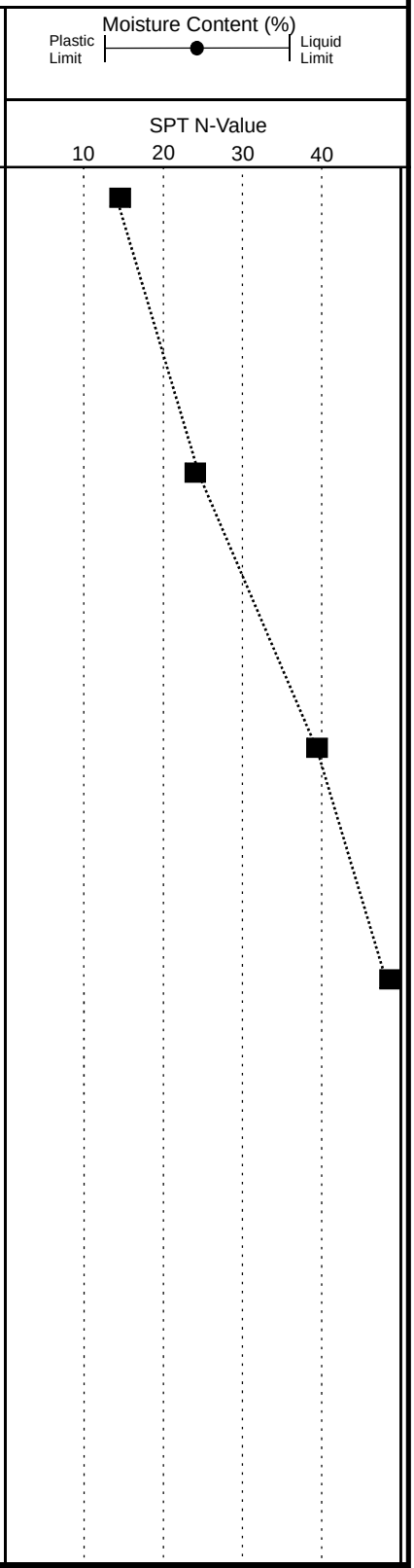
Boring B-3

Cobalt Geosciences
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-4

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	8 6 8		SM	Asphalt/Rock Medium dense, silty-fine to medium grained sand with gravel, yellowish brown, moist. (Fill)	
5		75	10 12 13		ML	Stiff to hard, silt with sand and clay, trace gravel, grayish brown, moist.. (Drift) -Local areas of silty-gravel and silty sand with gravel	
10		90	9 13 24				
15		100	20 21 25				
20						End of Boring 16.5 Feet	
25							



Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

Boring B-4

Cobalt Geosciences
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(206) 331-1097
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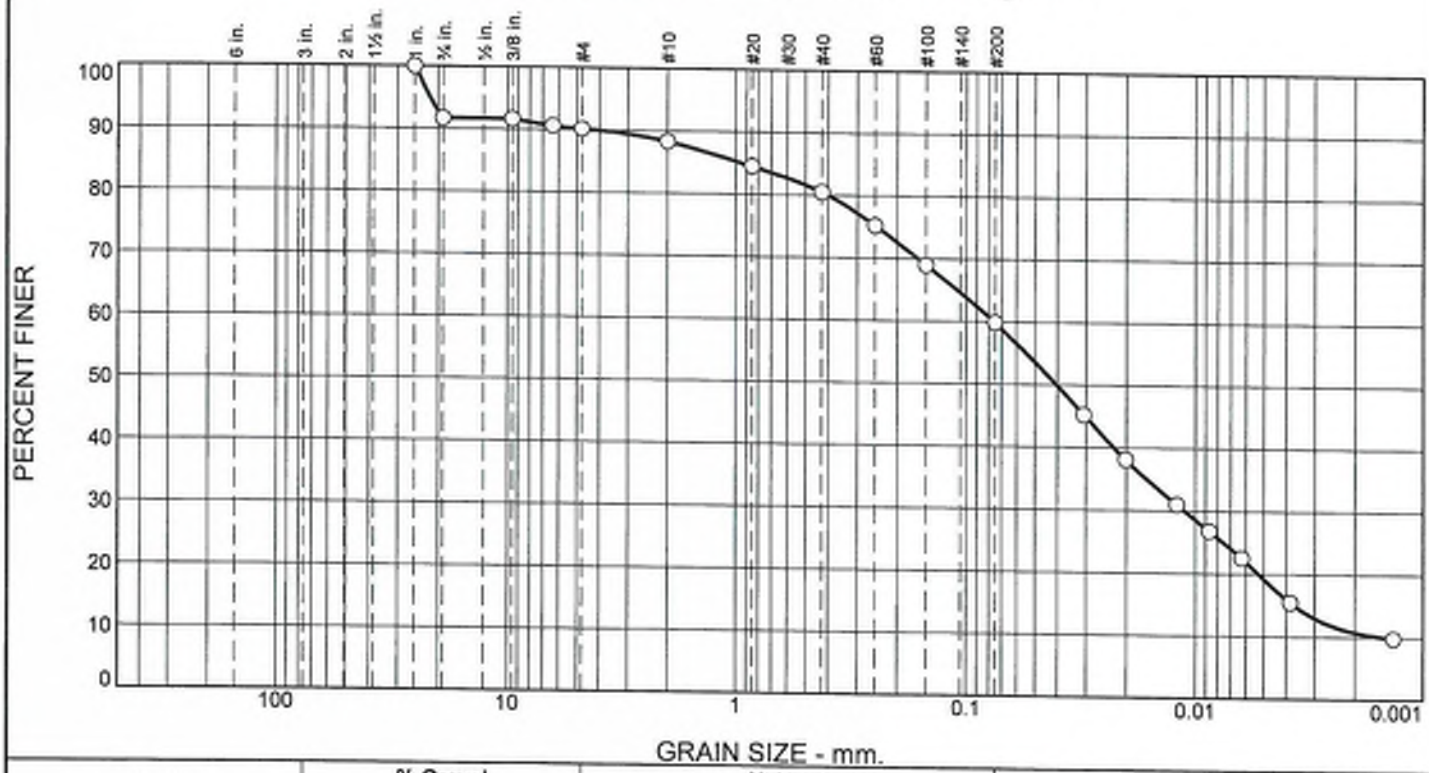
Krazan & Assoc. Sieve Analysis



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	8.3	1.5	1.8	7.9	20.6	40.7	19.2

Test Results (ASTM D-421 & ASTM D-422)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
1	100.0		
.75	91.7		
.375	91.7		
.25	90.7		
#4	90.2		
#10	88.4		
#20	84.5		
#40	80.5		
#60	75.3		
#100	69.0		
#200	59.9		
0.0306 mm.	45.2		
0.0201 mm.	38.1		
0.0121 mm.	31.1		
0.0087 mm.	26.8		
0.0063 mm.	22.6		
0.0038 mm.	15.5		
0.0014 mm.	9.8		

* (no specification provided)

Material Description

Olive-brown sandy silt.

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI=

Classification

USCS (D 2487)= ML AASHTO (M 145)= A-4(0)

Coefficients

D_{90}= 4.0391 D_{85}= 0.9400 D_{60}= 0.0756
D_{50}= 0.0404 D_{30}= 0.0111 D_{15}= 0.0037
D_{10}= 0.0015 C_u= 51.79 C_c= 1.12

Remarks

Sample ID: 53628-C.
B-2 / S-1

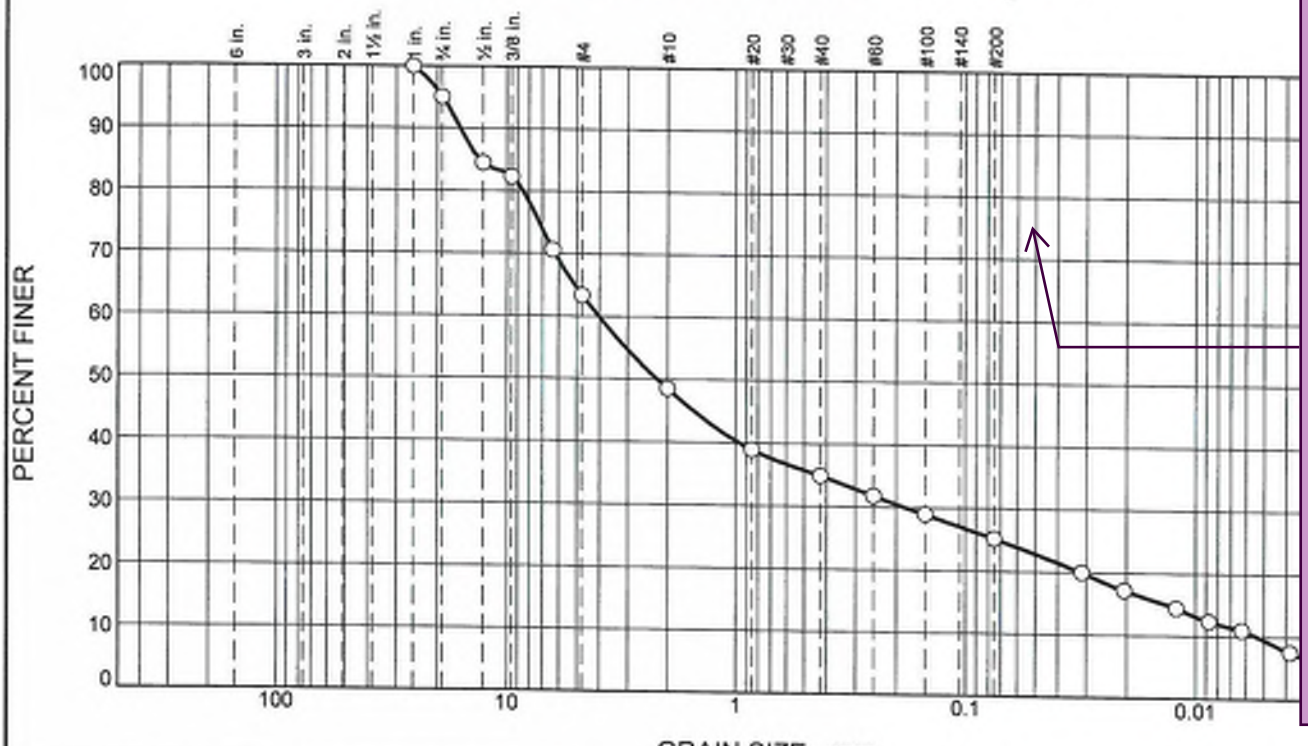
Date Received: 12/11/15 **Date Tested:** 12/15/15
Tested By: Corbett Mercer
Checked By: Corbett Mercer
Title: Lab Manager

Location: Client Supplied; B-2 / S-1
Sample Number: 53628-C
Date Sampled: 12/11/15

Krazan

Client: Cobalt Geosciences
Project: 2015 Control Samples
Project No: 09615424 **Figure**

Krazan & Assoc. Sieve Analysis



Clarify how the additional expansions don't require parking. PMC would require parking for the support tower and Dally tower expansions if code were applied. [planning comment, master plan doc, page 64]

% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	4.9	31.7	14.9	13.5	9.8	15.7	9.5

Test Results (ASTM D-421 & ASTM D-422)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
1	100.0		
.75	95.1		
.5	84.5		
.375	82.3		
.25	70.6		
#4	63.4		
#10	48.5		
#20	39.0		
#40	35.0		
#60	31.8		
#100	29.0		
#200	25.2		
0.0313 mm.	20.0		
0.0204 mm.	17.2		
0.0121 mm.	14.5		
0.0088 mm.	12.4		
0.0063 mm.	11.0		
0.0038 mm.	7.6		
0.0014 mm.	4.8		

* (no specification provided)

Material Description

Brown silty sand with gravel.

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI=

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-1-b

Coefficients

D_{90}= 15.9555 D_{85}= 13.1398 D_{60}= 4.0243
D_{50}= 2.2166 D_{30}= 0.1810 D_{15}= 0.0132
D_{10}= 0.0053 C_u= 755.30 C_c= 1.53

Remarks

Sample ID: 53628-D.
B-1 / S-2

Date Received: 12/11/15 **Date Tested:** 12/15/15
Tested By: Corbett Mercer
Checked By: Corbett Mercer
Title: Lab Manager

[PW, 2023.12.15] This comment was provided by the City flattened on this page but it belongs in the Master Plan document starting on page 94 of 319 of this PDF.

This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

Location: Client Supplied; B-1 / S-2
Sample Number: 53628-D
Date Sampled: 12/11/15

Krazan

Client: Cobalt Geosciences
Project: 2015 Control Samples
Project No: 09615424 **Figure**

Duplicate Geotech Report has been removed from the PDF per Correction markup.

GEOTECHNICAL REPORT

Puyallup MOB
1710, 1716, and 1724 – 5th Street SE
Puyallup, Washington

Project No. T-7288

[PW, 2023.12.15]
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Terra Associates, Inc.

10 percent of 1,450 would equal 1,595 stalls. Please clarify how the 1,650 is determined [planning comment, master plan doc, page 65]

Prepared for:

Latitude Development, LLC
Auburn, Washington

September 24, 2015

TERRA ASSOCIATES, Inc.

Consultants in Geotechnical Engineering, Geology
and
Environmental Earth Sciences

September 24, 2015
Project No. T-7288

Mr. Dave Kessler
Latitude Development, LLC
P.O. Box 817
Auburn, Washington 98071-0817

Subject: Geotechnical Report
Puyallup MOB
1710, 1716, and 1724 – 5th Street SE
Puyallup, Washington

Dear Mr. Kessler:

As requested, we conducted a geotechnical engineering study for the subject project. The attached report presents our findings and recommendations for the geotechnical aspects of project design and construction.

Our field exploration indicates the site is underlain at relatively shallow depths by glacial deposits comprised predominantly of medium dense to dense silty sand with varying amounts of gravel and cobbles, and medium dense to dense/very stiff to hard silt with varying amounts of fine sand. We did not observe groundwater seepage in any of the test pits.

In our opinion, there are no geotechnical conditions that would preclude the proposed development. The structure can be supported on conventional spread footings bearing on competent native soils or on structural fill placed on a competent native soil subgrade. Floor slabs and pavements can be similarly supported.

Detailed recommendations addressing these issues and other geotechnical design considerations are presented in the attached report. We trust the information presented is sufficient for your current needs. If you have any questions or require additional information, please call.

Sincerely yours,
TERRA ASSOCIATES, INC.

John G. Sadler, L.E.G., L.H.G.
Project Manager/Engineering Geologist

9-24-15

Theodore J. Schepper, P.E.
Principal

12220 113th Avenue NE, Ste. 130, Kirkland, Washington 98034
Phone (425) 821-7777 • Fax (425) 821-4334

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Field Exploration and Laboratory Testing ..... Appendix A

[PW, 2023.12.15]
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Table III-I needs to be modified to demonstrate total parking stalls (existing + new) to demonstrate compliance with PMC 20.88.030 (1)(F), and what parking # will be tied to each building and/or phase. This is needed so the planner can verify the number of parking stalls needed to tie back to each building permit. Please also remove the term Up To and simplify this table with a max # of stalls. [planning comment, master plan doc, page 67]

Is the net total parking needed for the entire campus at full build 1,494 plus 1,650, equaling 3,144? [planning comment, master plan doc, page 67]

[PW, 2023.12.15]
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Geotechnical Report
Puyallup MOB
1710, 1716, and 1724 – 5th Street SE
Puyallup, Washington

1.0 PROJECT DESCRIPTION

The project will consist of constructing a two-story medical office building along with infrastructure improvements including utilities and pavement. Based on review of a site plan prepared by Helix Design Group dated August 14, 2015, the building will be centrally located within the property, and will cover an area of approximately 20,900 square feet. We expect structural loading will be light to moderate with isolated columns carrying 150 to 300 kips with bearing walls carrying 4 to 8 kips per foot.

Based on review of the site grading plan prepared by Barghausen Consulting Engineers the building main floor level will be constructed at elevation 205 feet. This will require cuts on the order of six to seven feet along the southern portion of the building with fills of about five feet to the north. Grading to establish site access and pavement elevations will also involve cuts approaching 10 feet along the south and east with fills of up to 12 feet in the sites northwest corner. Grade transitions will be accommodated by site retaining walls and rockeries. Development stormwater will be routed for detention and controlled release from a detention vault located on the western site margin. The vault will be below-grade to the south and will daylight to the northwest. Excavation approaching 16 feet below existing grade will be required on the south end of the vault. The vault will serve to accommodate grade transition from the western parking/access area to the west property line.

The recommendations in the following sections of this report are based on our understanding of the preceding design features. We should review design drawings as they become available to verify that our recommendations have been properly interpreted and to supplement them, if required.

2.0 SCOPE OF WORK

Our work was completed in accordance with our proposal that was authorized by e-mail communication on September 4, 2015. Accordingly on September 11, 2015, we explored subsurface conditions at the site by observing conditions in 5 test pits excavated to maximum depths of about 8 feet below existing surface grades using a track-mounted excavator. Using the results of our field study and laboratory testing, analyses were undertaken to develop geotechnical recommendations for project design and construction.

Specifically, this report addresses the following:

- Soil and groundwater conditions
- Geologic hazards per the City of Puyallup Municipal Code
- Seismic design parameters per the current International Building Code (IBC)
- Site preparation and grading
- Excavations

- Foundations
- Slab-on-grade floors
- Lateral earth pressures for retaining wall design
- Subsurface drainage
- Stormwater infiltration feasibility
- Utilities
- Pavements

It should be noted that recommendations outlined in this report regarding drainage are associated with soil strength, design earth pressures, erosion, and stability. Design and performance issues with respect to moisture as it relates to the structure environment (i.e., humidity, mildew, mold) is beyond Terra Associates' purview. A building envelope specialist or contactor should be consulted to address these issues, as needed.

3.0 SITE CONDITIONS

3.1 Surface

The site is an approximately 3.26-acre assemblage of 3 residential parcels located west of and adjacent to 5th Street SE, approximately 350 to 700 feet north of the intersection with 19th Avenue SE in Puyallup, Washington. The approximate location of the site is shown on Figure 1.

Existing site improvements include four single-family residences and a detached garage. Site topography is relatively flat with a gentle slope down to the west-northwest. We observed a west-facing slope adjacent to the west site margin, west of the southwestern residence. The slope is about six to eight feet in height, and appears to have been created by yard grading associated with the southwestern residence. Areas adjacent to the residences are typically vegetated with grass lawn and landscape trees and shrubs. Undeveloped site areas are typically vegetated with mature coniferous trees and brush.

3.2 Soils

The site soils generally consist of about three to four inches of sod/duff and topsoil overlying native glacial deposits comprised of medium dense to dense, dry to moist, silty sand and fine sandy silt with varying amounts of gravel and cobbles, and very stiff to hard, moist, trace to slightly clayey silt. Test Pits TP-1, TP-4, and TP-5 all terminated in a medium dense to dense, weakly cemented, silty sand with gravel that appeared till-like.

The *Geologic Map of the Puyallup 7.5-minute Quadrangle, Washington* by K.G. Troost (in preparation, U.S. Geological Survey, Open-File Report, scale 1:24,000) shows the site soils mapped as Vashon recessional lacustrine deposits (Qvrl) consisting of interbedded fine sand and silt to laminated silt and clay. In our opinion, the soils we observed in the test pits are more characteristic of ice contact deposits than the mapped recessional lacustrine deposits.

Detailed descriptions of the subsurface conditions we observed in the test pits are presented on the Test Pit Logs in Appendix A. The approximate locations of the test pits are shown on Figure 2.

3.3 Groundwater

We did not observe groundwater seepage in any of the test pits. We observed scattered mottling in the upper three to six feet of soil in four of the five test pits, which is an indication that the soils have been impacted by fluctuating perched groundwater at times.

The occurrence of shallow perched groundwater is typical for sites underlain by till and other relatively impermeable soils. We expect that perched groundwater levels and flow rates will fluctuate seasonally and will typically reach their highest levels during and shortly following the wet winter months (October through May).

3.4 Geologic Hazards

We evaluated site conditions for the presence of geologic hazards as designated in the Puyallup Municipal Code (PMC). Article XII (Geologically Hazardous Areas), Chapter 21.06.1210 (Designation, mapping, and classification) of the LMC defines geologically hazardous areas as areas susceptible to erosion, landsliding, earthquake, volcanic activity, or other potentially hazardous geological processes.

3.4.1 Erosion Hazard Areas

Chapter 21.06.1210.3.a of the PMC defines erosion hazard areas as those areas "...identified by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) as having a moderate to severe, severe, or very severe erosion hazard because of natural characteristics, including vegetative cover, soil texture, slope, gradient, and rainfall patterns, or human-induced changes to natural characteristics. We did not observe any indication of significant erosion or sediment deposition at the site.

The NRCS has mapped the site soils as *Kapowsin gravelly ashy loam, 6 to 15 percent slopes* and *Kitsap silt loam, 8 to 15 percent slopes*, which are described as having slight and moderate erosion potential, respectively. Based on the criteria given above, areas underlain by the Kitsap silt loam soils are considered an erosion hazard area.

We did not observe any indications of significant erosion at the site; however, the site soils will be susceptible to erosion when exposed during construction. In our opinion, proper implementation and maintenance of Best Management Practices (BMPs) for erosion prevention and sedimentation control will adequately mitigate the erosion potential in the planned development area. Erosion protection measures as required by the City of Puyallup will need to be in place prior to and during grading activity on the site.

3.4.2 Landslide Hazard Areas

Chapter 21.06.1210.3.a of the PMC defines landslide hazard areas as areas with the following characteristics:

i. Areas that have shown mass movement during the Holocene epoch (from 10,000 years ago to the present) or that are underlain or covered by mass wastage debris of that epoch.

ii. Slopes that are parallel or subparallel to planes of weakness (such as bedding planes, joint systems, and fault planes) in subsurface materials.

iii. Slopes having gradients steeper than 80 percent subject to rock fall during seismic shaking.

iv. Areas potentially unstable because of stream incision or stream bank erosion.

v. Areas located in a canyon, ravine, or on an active alluvial fan, presently or potentially subject to inundation by debris flows or flooding.

vi. Any area with a slope of 40 percent or steeper and a vertical relief of 10 or more feet, except areas composed of consolidated rock and properly engineered manmade slopes/retained fill.

vii. Areas with a severe limitation for building development because of slope conditions, according to the Natural Resource Conservations Service.

viii. Areas meeting all three of the following criteria: (A) slopes steeper than 15 percent, except that slopes of less than 15 percent may be considered erosion hazard areas if they have certain unstable soil and drainage characteristics; (B) hillsides intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; and (C) wet season springs or groundwater seepage.

We did not observe conditions meeting any of the above criteria. In our opinion, landslide hazard areas do not exist at the site.

3.4.3 Seismic Hazard Areas

Chapter 21.06.1210.3.b of the PMC defines seismic hazard areas as "...areas subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, soil liquefaction, lateral spreading, or surface faulting." Based on the subsurface conditions observed in our test pits and our understanding of local geologic conditions, it is our opinion that there is little to no risk for damage resulting from seismically induced landslides, settlement, soil liquefaction, lateral spreading, or surface faulting. In our opinion, unusual seismic hazard areas do not exist at the site, and design in accordance with local building codes for determining seismic forces would adequately mitigate impacts associated with ground shaking.

3.4.4 Volcanic Hazard Areas

Chapter 21.06.1210.3.c of the PMC defines volcanic hazard areas as "...areas subject to pyroclastic flows, lava flows, debris avalanche, inundation by debris flows, lahars, mudflows, or related flooding resulting from volcanic activity." The site is not located in an area susceptible to the processes described above. Therefore, in our opinion, volcanic hazard areas do not exist at the subject site.

3.5 Seismic Design Parameters

Based on soil conditions observed in the test pits and CPT data, and our knowledge of the area geology, per Chapter 16 of the 2012 International Building Code (IBC), site class "D" should be used in structural design. Based on this site class, in accordance with the 2012 IBC, the following parameters should be used in computing seismic forces:

Seismic Design Parameters (IBC 2012)

Spectral response acceleration (Short Period), S_{Ms}	1.249 g
Spectral response acceleration (1 – Second Period), S_{M1}	0.633 g
Five percent damped .2 second period, S_{Ds}	0.833 g
Five percent damped 1.0 second period, S_{D1}	0.422 g

The values were determined using the United States Geological Survey (USGS) U.S. Seismic Design Maps web application web site http://earthquake.usgs.gov/designmaps/us/application.php, accessed September 22, 2015.

4.0 DISCUSSION AND RECOMMENDATIONS

4.1 General

Based on our study, there are no geotechnical conditions that would preclude the planned development. The proposed structure can be supported on conventional spread footings bearing on competent native soils underlying the surficial organic soils, or on structural fill placed that is placed on a competent native soil subgrade. Floor slabs and pavements can be similarly supported.

The site soils contain a sufficient amount of fines (silt- and clay-sized particles) such that they will be difficult to compact as structural fill when too wet or too dry. Accordingly, the ability to use the soils from site excavations as structural fill will depend on their moisture content and the prevailing weather conditions at the time of construction. If grading activities will take place during the winter season, the owner should be prepared to import free-draining granular material for use as structural fill and backfill.

Detailed recommendations regarding these issues and other geotechnical design considerations are provided in the following sections of this report. These recommendations should be incorporated into the final design drawings and construction specifications.

4.2 Site Preparation and Grading

To prepare the site for construction, all vegetation, organic surface soils, and other deleterious materials should be stripped and removed from the site. We expect surface stripping depths of about four to six inches will be required to remove the organic surficial soils in the developed site areas. Stripped vegetation debris should be removed from the site. Demolition of existing structures should include removal of existing foundations and abandonment of underground septic systems and other buried utilities, as necessary. Abandoned utility pipes that fall outside of new building and paved areas can be left in place provided they are sealed to prevent intrusion of groundwater and soil. Organic soils will not be suitable for use as structural fill, but may be used for limited depths in nonstructural areas or for landscaping purposes.

Once clearing and grubbing operations are complete, cut and fill operations to establish desired building grades can be initiated. A representative of Terra Associates, Inc. should examine all bearing surfaces to verify that conditions encountered are as anticipated and are suitable for placement of structural fill or direct support of building and pavement elements. Our representative may request proofrolling exposed surfaces with a heavy rubber-tired vehicle to determine if any isolated soft and yielding areas are present. If unstable yielding areas are observed, they should be cut to firm bearing soil and filled to grade with structural fill. If the depth of excavation to remove unstable inorganic soils is excessive, use of geotextile fabric such as Mirafi 500X or equivalent in conjunction with structural fill can be considered in order to limit the depth of removal. In general, our experience has shown that a minimum of 18 inches of clean, granular structural fill over the geotextile fabric should establish a stable bearing surface.

The native soils observed at the site contain a sufficient amount of fines (silt and clay size particles) that will make them difficult to compact as structural fill if they are too wet or too dry. Accordingly, the ability to use these soils from site excavations as structural fill will depend on their moisture content and the prevailing weather conditions when site grading activities take place. Soils that are too wet to properly compact could be dried by aeration during dry weather conditions, or mixed with an additive such as cement, cement kiln dust (CKD), or lime to stabilize the soil and facilitate compaction. If an additive is used, additional Best Management Practices (BMPs) for its use will need to be incorporated into the Temporary Erosion and Sedimentation Control (TESC) plan for the project. Soils that are dry of optimum should be moisture conditioned by controlled addition of water and blending prior to material placement. Due to the fine-grained nature of the site soils, it is our opinion that compaction of properly moisture conditioned fill materials can best be accomplished using a sheep's-foot compactor.

If grading activities are planned during the wet winter months, or if they are initiated during the summer and extend into fall and winter, the owner should be prepared to import wet weather structural fill. For this purpose, we recommend importing a granular soil that meets the following grading requirements:

U.S. Sieve Size	Percent Passing
6 inches	100
No. 4	75 maximum
No. 200	5 maximum*

*Based on the 3/4-inch fraction.

Prior to use, Terra Associates, Inc. should examine and test all materials imported to the site for use as structural fill.

Structural fill should be placed in uniform loose layers not exceeding 12 inches and compacted to a minimum of 95 percent of the soil's maximum dry density, as determined by American Society for Testing and Materials (ASTM) Test Designation D-698 (Standard Proctor). The moisture content of the soil at the time of compaction should be within two percent of its optimum, as determined by this ASTM standard. In nonstructural areas, the degree of compaction can be reduced to 90 percent.

4.3 Excavations

All excavations at the site associated with confined spaces, such as lower building level retaining walls, must be completed in accordance with local, state, and federal requirements. Based on the Washington State Safety and Health Administration (WSHA) regulations, the weathered, medium dense to dense soils would typically be classified as Type C soils. The unweathered, dense, moderately cemented till-like soils and dense/very stiff to hard silt soils would typically be classified as Type A soils.

Accordingly, for temporary excavations of more than 4 feet and less than 20 feet in depth, the side slopes in Type C soils should be laid back at a slope inclination of 1.5:1 (Horizontal:Vertical) or flatter. Temporary excavations in Type B soils can be laid back at inclinations of .75:1 or flatter. If there is insufficient room to complete the excavations in this manner, or if excavations greater than 20 feet deep are planned, you may need to use temporary shoring to support the excavations.

Although not observed in our test pits, seepage of perched groundwater should be anticipated within the upper approximately three to six feet of site excavations completed during the wet winter and spring months. In our opinion, the volume of water and rate of flow into site excavations should be relatively minor and would not be expected to impact the stability of the excavations when completed as described above. Conventional sump pumping procedures along with a system of collection trenches, if necessary, should be capable of maintaining a relatively dry excavation for construction purposes in these soils.

The above information is provided solely for the benefit of the owner and other design consultants, and should not be construed to imply that Terra Associates, Inc. assumes responsibility for job site safety. It is understood that job site safety is the sole responsibility of the project contractor.

4.4 Foundations

The structure may be supported on conventional spread footing foundations bearing on competent native soils or on structural fill placed above these native soils. Foundation subgrades should be prepared as recommended in Section 4.2 of this report. Perimeter foundations exposed to the weather should bear at a minimum depth of 1.5 feet below final exterior grades for frost protection. Interior foundations can be constructed at any convenient depth below the floor slab.

We recommend designing foundations for a net allowable bearing capacity of 4,000 pounds per square foot (psf). For short-term loads, such as wind and seismic, a one-third increase in this allowable capacity can be used in design. With the anticipated loads and this bearing stress applied, building settlements should be less than one-half inch total and one-fourth inch differential.

For designing foundations to resist lateral loads, a base friction coefficient of 0.35 can be used. Passive earth pressure acting on the sides of the footings may also be considered. We recommend calculating this lateral resistance using an equivalent fluid weight of 350 pounds per cubic foot (pcf). We recommend not including the upper 12 inches of soil in this computation because they can be affected by weather or disturbed by future grading activity. This value assumes the foundations will be constructed neat against competent native soil or the excavations are backfilled with structural fill, as described in Section 4.2 of this report. The recommended passive and friction values include a safety factor of 1.5.

4.5 Slab-on-Grade Floors

Slab-on-grade floors may be supported on a subgrade prepared as recommended in Section 4.2 of this report. Immediately below the floor slab, we recommend placing a four-inch thick capillary break layer composed of clean, coarse sand or fine gravel that has less than three percent passing the No. 200 sieve. This material will reduce the potential for upward capillary movement of water through the underlying soil and subsequent wetting of the floor slab.

The capillary break layer will not prevent moisture intrusion through the slab caused by water vapor transmission. Where moisture by vapor transmission is undesirable, such as covered floor areas, a common practice is to place a durable plastic membrane on the capillary break layer and then cover the membrane with a layer of clean sand or fine gravel to protect it from damage during construction, and aid in uniform curing of the concrete slab. It should be noted that if the sand or gravel layer overlying the membrane is saturated prior to pouring the slab, it will be ineffective in assisting uniform curing of the slab and can actually serve as a water supply for moisture seeping through the slab and affecting floor coverings. Therefore, in our opinion, covering the membrane with a layer of sand or gravel should be avoided if floor slab construction occurs during the wet winter months and the layer cannot be effectively drained.

4.6 Lateral Earth Pressures for Below-Grade Walls

The magnitude of earth pressures developing on below-grade walls will depend on the quality and compaction of the wall backfill. We recommend placing and compacting wall backfill as structural fill, as described in Section 4.2 of this report. To prevent overstressing the walls during backfilling, heavy construction machinery should not be operated within five feet of the wall. Wall backfill in this zone should be compacted with hand-operated equipment. To prevent hydrostatic pressure development, wall drainage must also be installed. A typical wall drainage detail is shown on Figure 3.

With wall backfill placed and compacted as recommended, and drainage properly installed, we recommend designing unrestrained walls for an active earth pressure equivalent to a fluid weighing 35 pounds per cubic foot (pcf). For restrained walls, an additional uniform load of 100 psf should be added to the 35 pcf. To account for typical traffic surcharge loading, the walls can be designed for an additional imaginary height of two feet (two-foot soil surcharge). For evaluation of wall performance under seismic loading, a uniform pressure equivalent to 8H psf, where H is the height of the below-grade portion of the wall should be applied in addition to the static lateral earth pressure. These values assume a horizontal backfill condition and that no other surcharge loading, sloping embankments, or adjacent buildings will act on the wall. If such conditions exist, then the imposed loading must be included in the wall design. Friction at the base of foundations and passive earth pressure will provide resistance to these lateral loads. Values for these parameters are provided in Section 4.4 of this report.

Gravity block or mechanically stabilized earth (MSE) walls can also be used to accommodate vertical breaks in grade that may be required to achieve desired site elevations. We can design or provide soil design parameters for a design build approach for these alternative wall systems, if requested.

4.7 Drainage

Surface

Final exterior grades should promote free and positive drainage away from the building area. We recommend providing a positive drainage gradient away from the building perimeter. If a positive gradient cannot be provided, provisions for collection and disposal of surface water adjacent to the structure should be provided.

Surface water from developed areas must not be allowed to flow in an uncontrolled and concentrated manner over the crests of site slopes and embankments. Surface water should be directed away from the slope crests to a point of collection and controlled discharge. If site grades do not allow for directing surface water away from the slopes, then the water should be collected and tightlined to an approved point of controlled discharge.

Subsurface

We recommend installing a continuous drain along the outside lower edge of the perimeter building foundation. The drains can consist of four-inch diameter perforated PVC pipe that is enveloped in washed ½- to ¾-inch gravel-sized drainage aggregate that extends six inches above and to the sides of the pipe. The pipe can be laid to grade at an invert elevation equivalent to the bottom of footing grade.

The foundation drains and roof downspouts should be tightlined separately to an approved point of controlled discharge. All drains should be provided with cleanouts at easily accessible locations. These cleanouts should be serviced at least once each year.

4.8 Infiltration Feasibility

Based on the conditions observed in our test pits, it is our opinion that on-site infiltration is not a viable option for management of site stormwater. However, that there may be opportunities to infiltrate limited amounts of site stormwater into the upper approximately 1.5 to 4.0 feet of soil at the site using natural drainage practices (NDPs).

In our opinion, the soils we observed above these depths in four of the five test pits would generally be classified as sandy loam using the USDA Textural Triangle. Using Table 3.7 of Volume III, Section 3.3.6 (Design Infiltration Rate Determination – Guidelines and Criteria) of the Washington State Department of Ecology *Stormwater Management Manual for Western Washington* (SMMWW) dated February 2005, an estimated long-term (design) infiltration rate of 0.25 inches per hour (in/hr) may be used for soils classified as sandy loam.

4.9 Utilities

Utility pipes should be bedded and backfilled in accordance with American Public Works Association (APWA) or local jurisdictional requirements. At minimum, trench backfill should be placed and compacted as structural fill as described in Section 4.2 of this report. As noted, the native soils are moisture sensitive and will require careful control of moisture to facilitate proper compaction. If utility construction takes place during the winter or if it is not feasible to properly moisture condition the excavated soil at the time of construction, it may be necessary to import suitable wet weather fill for utility trench backfilling.

4.10 Pavements

Pavements should be constructed on subgrades prepared as recommended in Section 4.2 of this report. Regardless of the degree of relative compaction achieved, the subgrade must be firm and relatively unyielding before paving. Proofrolling the subgrade with heavy construction equipment should be completed to verify this condition.

The pavement design section is dependent upon the supporting capability of the subgrade soils and the traffic conditions to which it will be subjected. For traffic consisting mainly of light passenger vehicles with only occasional heavy traffic, and with a stable subgrade prepared as recommended, we recommend the following pavement sections:

- Two inches of hot mix asphalt (HMA) over four inches of crushed rock base (CRB)
- 3 ½ inches full depth HMA over prepared subgrade

The paving materials used should conform to the Washington State Department of Transportation (WSDOT) specifications for ½-inch class HMA and CRB.

Long-term pavement performance will depend on surface drainage. A poorly-drained pavement section will be subject to premature failure as a result of surface water infiltrating into the subgrade soils and reducing their supporting capability. For optimum pavement performance, we recommend surface drainage gradients of at least two percent. Some degree of longitudinal and transverse cracking of the pavement surface should be expected over time. Regular maintenance should be planned to seal cracks when they occur.

5.0 ADDITIONAL SERVICES

Terra Associates, Inc. should review the final designs and specifications in order to verify that earthwork and foundation recommendations have been properly interpreted and implemented in project design. We should also provide geotechnical services during construction in order to observe compliance with our design concepts, specifications, and recommendations. This will allow for design changes if subsurface conditions differ from those anticipated prior to the start of construction.

6.0 LIMITATIONS

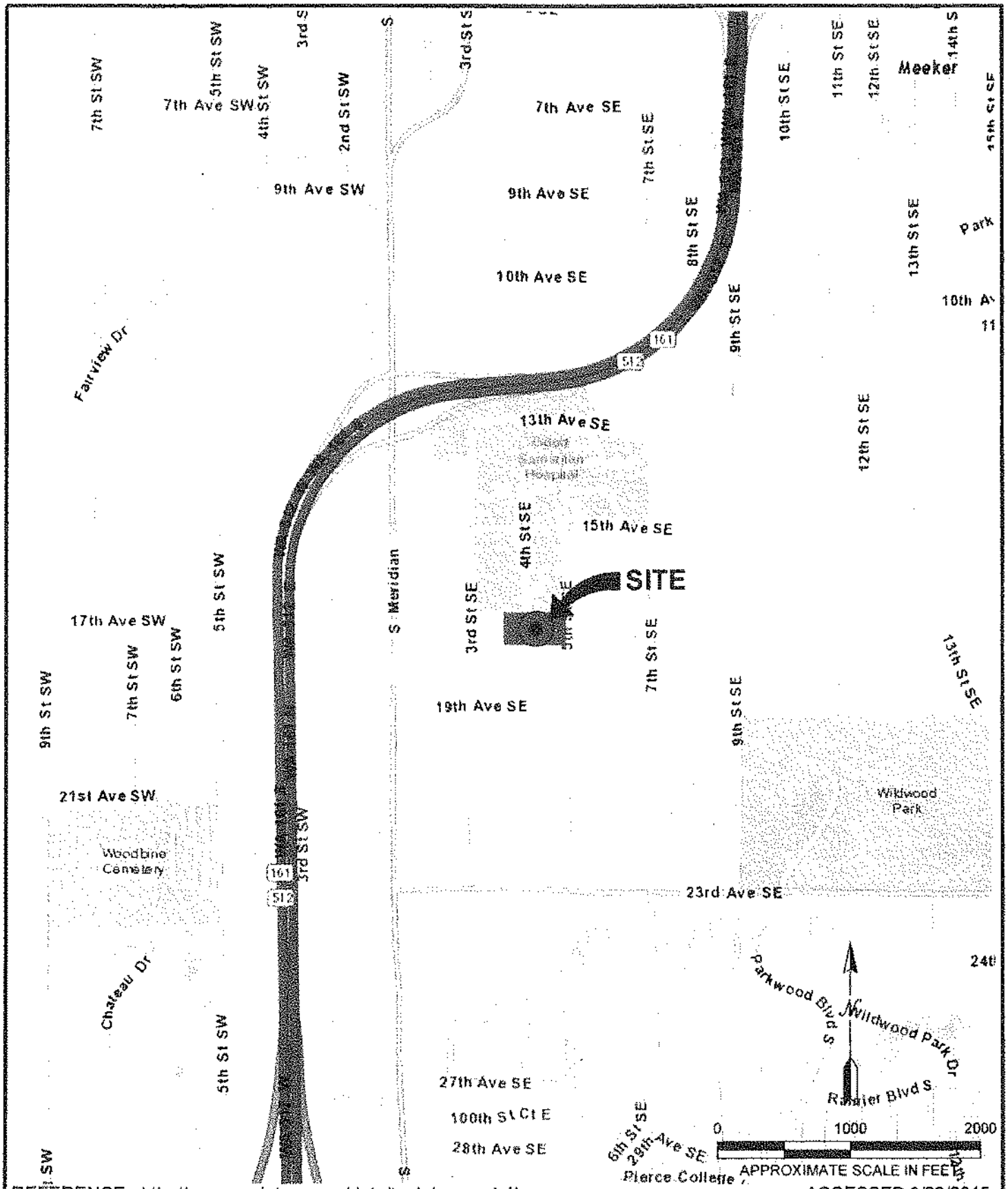
We prepared this report in accordance with generally accepted geotechnical engineering practices. No other warranty, expressed or implied, is made. This report is the copyrighted property of Terra Associates, Inc. and is intended for specific application to the Puyallup MOB project. This report is for the exclusive use of Latitude Development, LLC and their authorized representatives. No other warranty, expressed or implied, is made.

The analyses and recommendations presented in this report are based on data obtained from our on-site test pits. Variations in soil conditions can occur, the nature and extent of which may not become evident until construction. If variations appear evident, Terra Associates, Inc. should be requested to reevaluate the recommendations in this report prior to proceeding with construction.

Will MultiCare meet existing MED code allowances for sign area and size or is there a proposal to exceed those standards [planning comment, master plan doc, page 77]

[PW, 2023.12.15]
This comment was provided by the City flattened on this page but it belongs in the Master Plan document starting on page 94 of 319 of this PDF.

This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

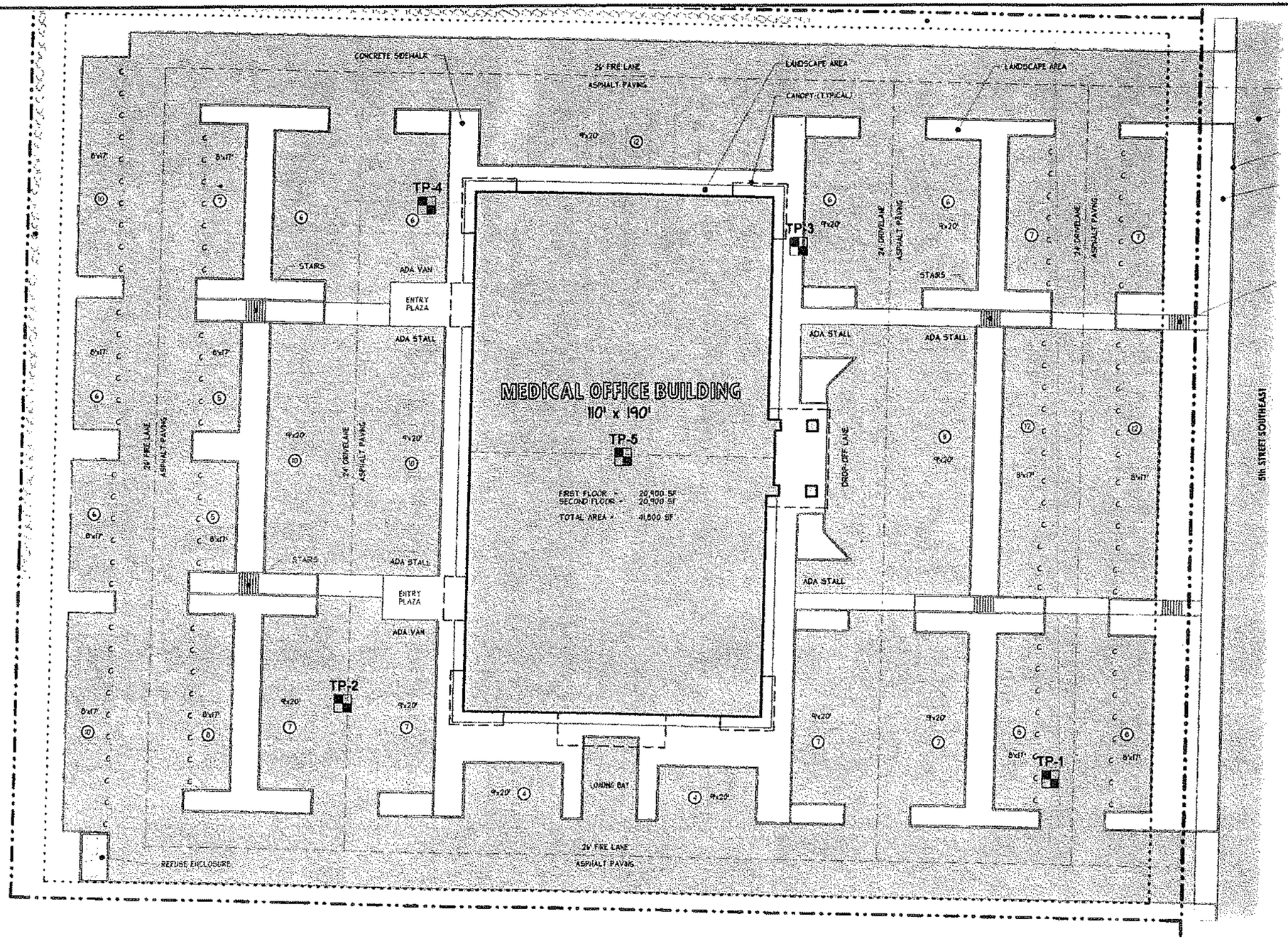


REFERENCE: http://www.wsdot.wa.gov/data/tools/geoportal/ ACCESSED 9/22/2015

Terra Associates, Inc.
Consultants in Geotechnical Engineering
Geology and
Environmental Earth Sciences

VICINITY MAP
PUYALLUP MOB
PUYALLUP, WASHINGTON

Proj. No.T-7288	Date SEPT 2015	Figure 1



NOTE:

THIS SITE PLAN IS SCHEMATIC. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE. IT IS INTENDED FOR REFERENCE ONLY AND SHOULD NOT BE USED FOR DESIGN OR CONSTRUCTION PURPOSES.

REFERENCE: SITE PLAN PROVIDED BY HELIX DESIGN GROUP.

LEGEND:

APPROXIMATE TEST PIT LOCATION

0 40 80

APPROXIMATE SCALE IN FEET 80

N

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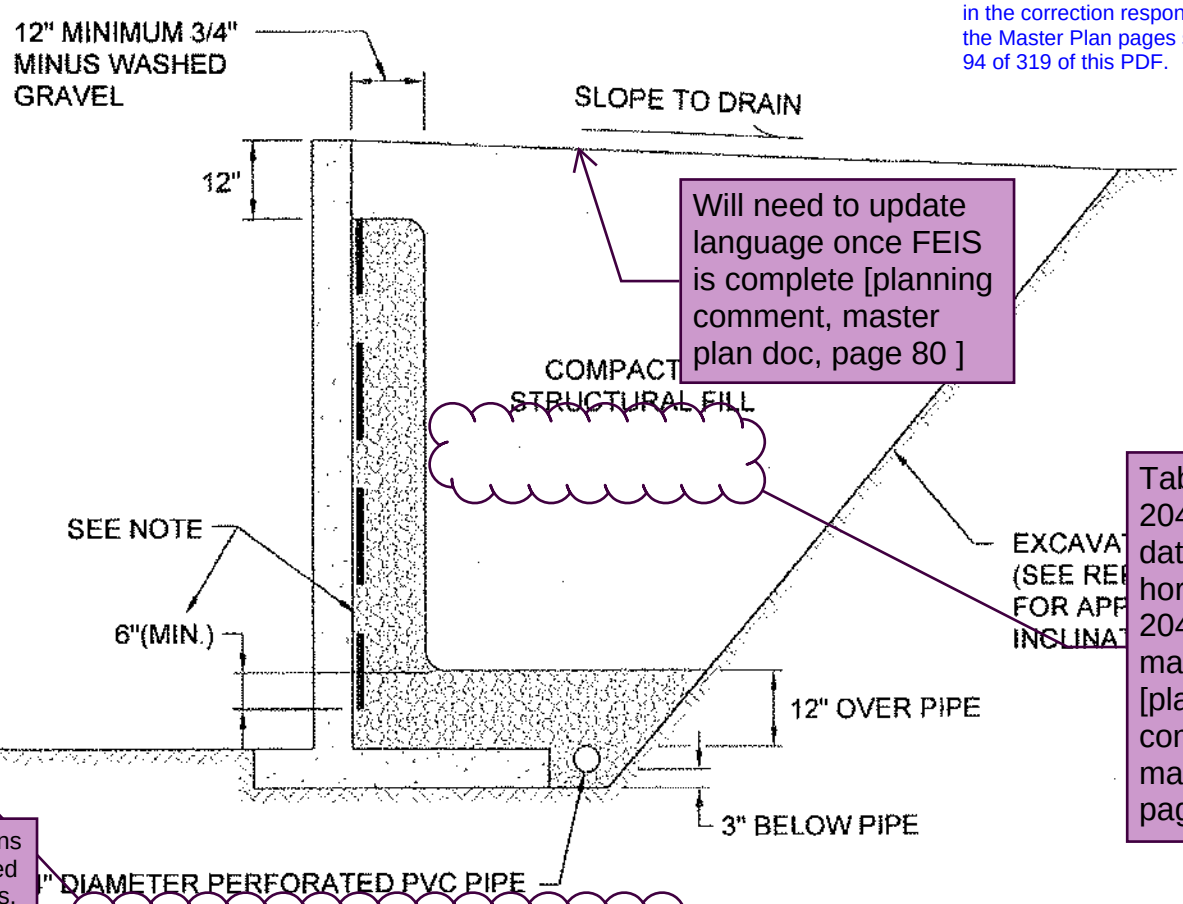
Geology and
Environmental Earth Sciences

EXPLORATION LOCATION PLAN
PUYALLUP MOB
PUYALLUP, WASHINGTON

Proj. No T-7288	Date SEPT 2015	Figure 2

[PW, 2023.12.15]
These comments were provided by the City flattened on this page but it belongs in the Master Plan document starting on page 94 of 319 of this PDF.

These comments have been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.



Will need to update language once FEIS is complete [planning comment, master plan doc, page 80]

Table III-A states 2043 full build date. Is the build horizon year 2043 (20 year master plan)? [planning comment, master plan doc, page 80]

Code contains heights based on elevations. Applicant should carefully review and consider going with an overall vertical height measurement from finished grade of each building. Staff recommends this approach. Staff anticipates modifying 20.43.020-2 to accommodate . [planning comment, master plan doc, page 80]

Please clarify that all setback yards will be landscaped. We will also want to review the Type IV parking lot landscaping requirements as they are substantially different than 2007 and will effect parking count due to design requirements for landscape islands. Surface lot on SE corner of 5th and 14th currently meets type IV standards [planning comment, master plan doc, page 80]

NOT TO SCALE

NOTE:

MIRADRAIN G100N PREFABRICATED DRAINAGE PANELS OR SIMILAR PRODUCT CAN BE SUBSTITUTED FOR THE 12-INCH WIDE GRAVEL DRAIN BEHIND WALL. DRAINAGE PANELS SHOULD EXTEND A MINIMUM OF SIX INCHES INTO 12-INCH THICK DRAINAGE GRAVEL LAYER OVER PERFORATED DRAIN PIPE.

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TYPICAL WALL DRAINAGE DETAIL
PUYALLUP MOB
PUYALLUP, WASHINGTON

Proj. No.T-7288	Date SEPT 2015	Figure 3

APPENDIX A
FIELD EXPLORATION AND LABORATORY TESTING

Puyallup MOB
Puyallup, Washington

On September 11, 2015, we investigated subsurface conditions at the site by excavating 5 test pits to maxin depths of about 7 to 8 feet below existing surface grades using a track-mounted excavator. The test pit locat are shown on Figure 2. The test pit locations were approximately determined in the field by sighting relativ existing surface features. The Test Pit Logs are presented on Figures A-2 through A-6.

An engineering geologist from our office maintained a log of each test pit as it was excavated, classified the conditions encountered, and obtained representative soil samples. All soil samples were visually classified in field in accordance with the Unified Soil Classification System. A copy of this classification is presente Figure A-1.

Representative soil samples obtained from the test pits were placed in sealed plastic bags and taken to laboratory for further examination and testing. The laboratory testing included determining soil moisture cont of all soil samples, Atterberg Limits of two soil samples, and grain size analyses of three soil samples. moisture and Atterberg Limits are shown on the Test Pit Logs. The results of the grain size analyses are sh on Figure A-7.

Will the large open space plaza currently SE of the Dally Tower be replicated or replaced after the new patient care tower is installed? That plaza is a significant feature of the campus open space and its not clear if that will be replaced [planning comment, master plan doc, page 81]

[PW, 2023.12.15]
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This comment has been addressed in the correction response letters and in the Master Plan pages starting on page 94 of 319 of this PDF.

MAJOR DIVISIONS			LETTER SYMBOL	TYPICAL DESCRIPTION
COARSE GRAINED SOILS More than 50% material larger than No. 200 sieve size	**GRAVELS** More than 50% of coarse fraction is larger than No. 4 sieve	Clean Gravels (less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines.
		Gravels with fines	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines.
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines.
	SANDS More than 50% of coarse fraction is smaller than No. 4 sieve	Clean Sands (less than 5% fines)	SW	Well-graded sands, sands with gravel, little or no fines.
			SP	Poorly-graded sands, sands with gravel, little or no fines.
		Sands with fines	SM	Silty sands, sand-silt mixtures, non-plastic fines.
			SC	Clayey sands, sand-clay mixtures, plastic fines.
FINE GRAINED SOILS More than 50% material smaller than No. 200 sieve size	**SILTS AND CLAYS** Liquid Limit is less than 50%		ML	Inorganic silts, rock flour, clayey silts with slight plasticity.
			CL	Inorganic clays of low to medium plasticity. (Lean clay)
			OL	Organic silts and organic clays of low plasticity.
	SILTS AND CLAYS Liquid Limit is greater than 50%		MH	Inorganic silts, elastic.
			CH	Inorganic clays of high plasticity. (Fat clay)
			OH	Organic clays of high plasticity.
HIGHLY ORGANIC SOILS			PT	Peat.

DEFINITION OF TERMS AND SYMBOLS

COHESIONLESS

Density	Standard Penetration Resistance in Blows/Foot
Very Loose	0-4
Loose	4-10
Medium Dense	10-30
Dense	30-50
Very Dense	>50

COHESIVE

Consistancy	Standard Penetration Resistance in Blows/Foot
Very Soft	0-2
Soft	2-4
Medium Stiff	4-8
Stiff	8-16
Very Stiff	16-32
Hard	>32

I	2" OUTSIDE DIAMETER SPILT SPOON SAMPLER
II	2.4" INSIDE DIAMETER RING SAMPLER OR SHELBY TUBE SAMPLER
▼	WATER LEVEL (Date)
Tr	TORVANE READINGS, tsf
Pp	PENETROMETER READING, tsf
DD	DRY DENSITY, pounds per cubic foot
LL	LIQUID LIMIT, percent
PI	PLASTIC INDEX
N	STANDARD PENETRATION, blows per foot

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UNIFIED SOIL CLASSIFICATION SYSTEM
PUYALLUP MOB
PUYALLUP, WASHINGTON

Proj. No.T-7288	Date SEPT 2015	Figure A-1

LOG OF TEST PIT NO. 1

FIGURE A-2

PROJECT NAME: Puyallup MOB **PROJ. NO:** T-7288 **LOGGED BY:** JCS

LOCATION: Puyallup, Washington **SURFACE CONDS:** Lawn **APPROX. ELEV:** N/A

DATE LOGGED: September 11, 2015 **DEPTH TO GROUNDWATER:** N/A **DEPTH TO CAVING:** N/A

DEPTH (FT.)	SOIL SAMPLE	DESCRIPTION	CONSISTENCY/ RELATIVE DENSITY	W (%)	POCKET PEN. (TSF)	REMARKS
		(3 inches SOD and TOPSOIL) Brown silty SAND to silty SAND with gravel, dry to moist, numerous fine roots. (SM)	Medium Dense			
1 2						
3	G			8.4		
4 5 6		Light brown silty fine SAND to silty fine SAND with gravel, dry to moist, weakly cemented, interbedded with slightly clayey silt layers between 4 and 7 feet, till-like below 7 feet, scattered mottling. (SM)	Medium dense to Dense			
7	G			13.9		
8		Test pit terminated at 8 feet. No groundwater seepage.				
9 10						

NOTE: This subsurface information pertains only to this test pit location and should not be interpreted as being indicative of other locations at the site.

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LOG OF TEST PIT NO. 2

FIGURE A-3

PROJECT NAME: Puyallup MOB **PROJ. NO:** T-7288 **LOGGED BY:** JCS

LOCATION: Puyallup, Washington **SURFACE CONDS:** Lawn **APPROX. ELEV:** N/A

DATE LOGGED: September 11, 2015 **DEPTH TO GROUNDWATER:** N/A **DEPTH TO CAVING:** N/A

DEPTH (FT.)	SOIL SAMPLE	DESCRIPTION	CONSISTENCY/ RELATIVE DENSITY	W (%)	POCKET PEN. (TSF)	REMARKS
		(4 inches SOD and TOPSOIL)				
1		Brown silty fine SAND, trace of gravel, dry to moist, trace of fine roots. (SM)	Medium Dense			
2	G			14.7		
3		Brown silty fine SAND to silty fine SAND with gravel, dry to moist, numerous trace to slightly clayey silt layers, scattered mottling. (SM)	Medium Dense to Dense			
4						
5						
6	G			36.4	4.5+	LL=39, PL=29, PI=10
7		Gray trace to slightly clayey SILT, moist, trace of mottling. (ML)	Hard			
8		Test pit terminated at 8 feet. No groundwater seepage.				
9						
10						

NOTE: This subsurface information pertains only to this test pit location and should not be interpreted as being indicative of other locations at the site.

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Environmental Earth Sciences

LOG OF TEST PIT NO. 3

FIGURE A-4

PROJECT NAME: Puyallup MOB **PROJ. NO:** T-7288 **LOGGED BY:** JCS

LOCATION: Puyallup, Washington **SURFACE CONDS:** Lawn **APPROX. ELEV:** N/A

DATE LOGGED: September 11, 2015 **DEPTH TO GROUNDWATER:** N/A **DEPTH TO CAVING:** N/A

DEPTH (FT.)	SOIL SAMPLE	DESCRIPTION	CONSISTENCY/ RELATIVE DENSITY	W (%)	POCKET PEN. (TSF)	REMARKS
		(4 inches SOD and TOPSOIL)				
1		Brown silty fine SAND, trace of gravel, dry to moist. (SM)	Medium Dense			
2		Light brown to brown silty fine SAND, trace of gravel to fine sandy SILT, trace of gravel, dry to moist, scattered cobbles. (SM/ML)	Medium Dense to Dense			
3						
4						
5	G	Gray-brown slightly clayey SILT, moist. (ML)	Very Stiff to Hard	1		
6						
7						
8		Test pit terminated at 8 feet. No groundwater seepage.				
9						
10						

Planning staff sent this section through Legal review. This comment will need to be corrected for accuracy of what vests under a Master Plan. Development regulations specifically adopted in PMC 20.43.020-1 that are different from base zoning will apply for the build out of the Master Plan. Further discussion with the applicant is necessary to clarify this statement for accuracy. [planning comment, master plan doc, page 85]

[PW, 2023, 12.15]
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NOTE: This subsurface information pertains only to this test pit location and should not be interpreted as being indicative of other locations at the site.

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LOG OF TEST PIT NO. 4

FIGURE A-5

PROJECT NAME: Puyallup MOB **PROJ. NO:** T-7288 **LOGGED BY:** JCS

LOCATION: Puyallup, Washington **SURFACE CONDS:** Lawn **APPROX. ELEV:** N/A

DATE LOGGED: September 11, 2015 **DEPTH TO GROUNDWATER:** N/A **DEPTH TO CAVING:** N/A

DEPTH (FT.)	SOIL SAMPLE	DESCRIPTION	CONSISTENCY/ RELATIVE DENSITY	W (%)	POCKET PEN. (TSF)	REMARKS
		(3 inches SOD and TOPSOIL)				
		Gray-brown fine SAND, dry to moist. (SP)				
1			Medium Dense			
2		Gray-brown silty fine SAND to fine sandy SILT, trace to scattered gravel, dry to moist, weakly cemented, scattered mottling, trace of cobbles. (SM/ML)				
3						
4	G	Gray-brown silty fine SAND with gravel, moist, weakly cemented. (SM) (Till-like)		11.7		
5			Dense			
6	G			13.1		
7		Test pit terminated at 7 feet. No groundwater seepage.				
8						
9						
10						

NOTE: This subsurface information pertains only to this test pit location and should not be interpreted as being indicative of other locations at the site.

Terra Associates, Inc.
Consultants in Geotechnical Engineering
Geology and
Environmental Earth Sciences

LOG OF TEST PIT NO. 5

FIGURE A-6

PROJECT NAME: Puyallup MOB **PROJ. NO:** T-7288 **LOGGED BY:** JCS

LOCATION: Puyallup, Washington **SURFACE CONDS:** Lawn **APPROX. ELEV:** N/A

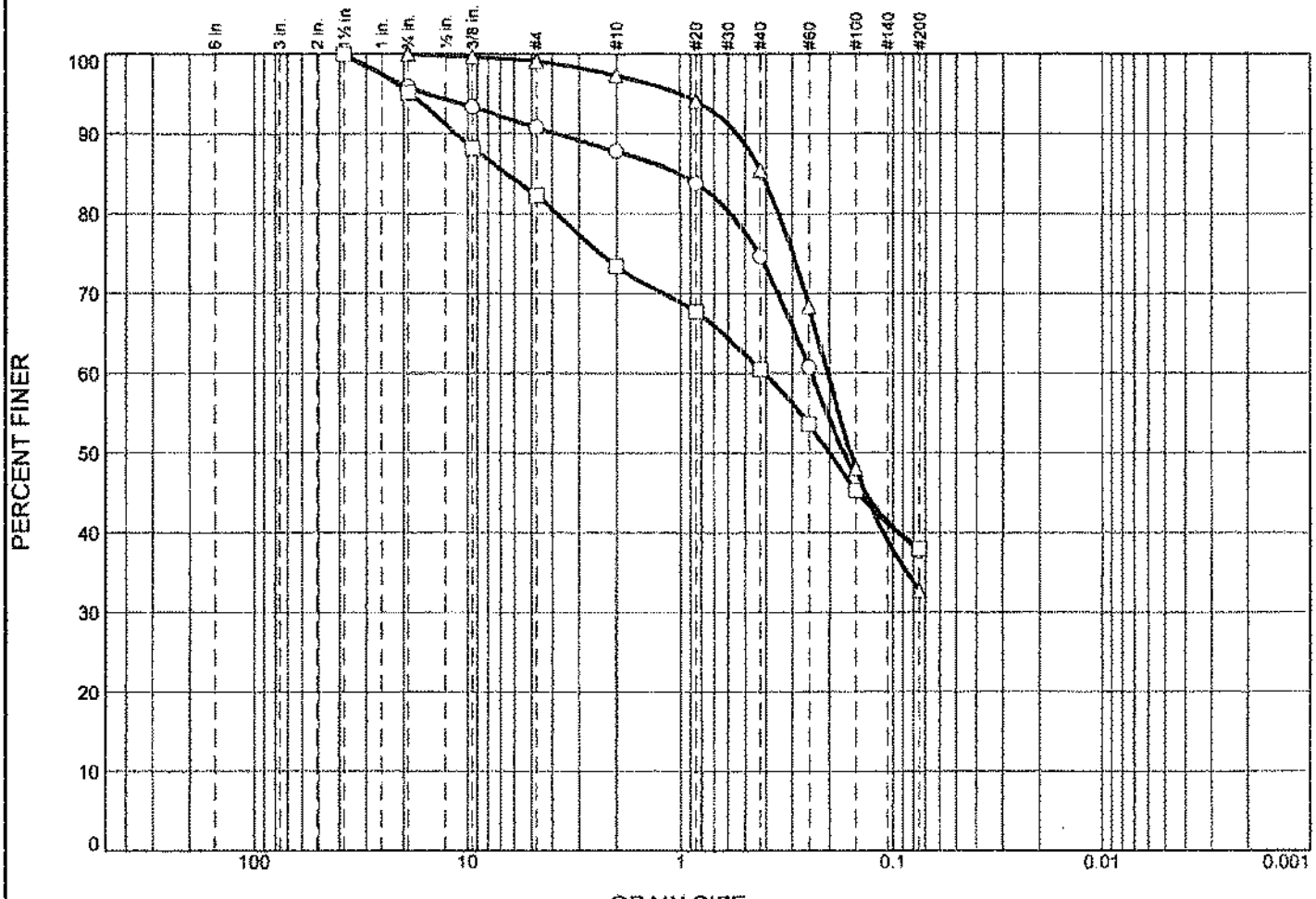
DATE LOGGED: September 11, 2015 **DEPTH TO GROUNDWATER:** N/A **DEPTH TO CAVING:** N/A

DEPTH (FT.)	SOIL SAMPLE	DESCRIPTION	CONSISTENCY/ RELATIVE DENSITY	W (%)	POCKET PEN. (TSF)	REMARKS
		(4 incehs SOD and TOPSOIL)				
		Dark gray SILT, moist. (ML)	Medium Dense			
1	G			28.9		
2		Gray to gray-brown, slightly clayey, fine sandy SILT, trace of gravel, moist, mottled. (ML)				
3	G		Medium Dense to Dense/Hard	28.1	4.0	
4						
5						
6	G	Gray silty fine SAND grading to silty fine SAND with gravel, moist. (SM) (Till-like)	Medium Dense to Dense	19.6		
7						
8		Test pit terminated at 8 feet. No groundwater seepage.				
9						
10						

NOTE: This subsurface information pertains only to this test pit location and should not be interpreted as being indicative of other locations at the site.

Terra Associates, Inc.
Consultants in Geotechnical Engineering
Geology and
Environmental Earth Sciences

Particle Size Distribution Report



	% +3"	% Gravel		% Sand			% Fines	
		Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
○	0.0	4.2	5.0	3.0	13.2	36.9	37.7	
□	0.0	4.9	12.9	8.8	12.9	22.5	38.0	
△	0.0	0.0	0.9	1.8	11.9	52.7	32.7	

	LL	PL	D_{85}	D_{60}	D_{50}	D_{30}	D_{15}	D_{10}	C_c	C_u
○			1.0145	0.2433	0.1704					
□			6.5482	0.4070	0.1999					
△			0.4177	0.2040	0.1584					

Material Description	USCS	AASHTO
○ silty SAND	SM	
□ silty SAND with gravel	SM	
△ silty SAND	SM	

Project No. T-7288 **Client:** Latitude Development, LLC

Project: Puyallup MOB

○ **Location:** TP-1 **Depth:** 3'

□ **Location:** TP-1 **Depth:** 7'

△ **Location:** TP-5 **Depth:** 6'

Remarks:

○ Tested 9-15-15

□ Tested 9-15-15

△ Tested 9-15-15

Terra Associates, Inc.

Kirkland, WA

Figure A-7

Tested By: FQ

MultiCare Good Samaritan Pro Forma
Staffing

FTE SCHEDULE	GOOD SAMARITAN HISTORICALS		
	2020	**2021**	**2022**
Productive FTEs			
Management	32.17	36.71	40.75
RN	519.98	542.08	483.55
LPN	44.62	43.42	35.79
Professional	114.84	120.23	119.36
Technical	227.37	229.41	222.82
Physician	12.00	12.00	13.00
Supervision	30.57	33.71	45.69
Service/Maintenance	157.88	157.81	149.06
Resident	20.40	31.22	24.00
Orientation	25.43	29.40	32.14
Education	14.23	11.82	13.94
Professional Fixed	51.23	51.68	50.12
Technical Fixed	22.11	21.23	22.10
CNA/MA	207.59	205.80	199.74
Outside Wages	140.71	192.65	292.19
Service & Maintenance Fixed	84.38	80.63	82.63
Other	316.00	315.00	313.60
Total Productive FTEs	2,021.52	2,114.80	2,140.48
Non-Productive FTEs			
Paid Time Off (PTO)	176.60	176.21	173.85
Extended Illness (EIT)	29.63	31.11	29.18
Vacation	0.11	0.28	0.17
Jury Duty	0.20	0.26	0.15
Sick Leave	5.27	5.88	4.65
Bereavement	2.71	3.42	2.85
Total Non-Productive FTEs	214.52	217.16	210.84
Allocated FTEs	-	-	-
Total FTEs	2,236.04	2,331.96	2,351.32

MultiCare Good Samaritan Pro Forma
Staffing

FTE SCHEDULE	WITHOUT THE PROJECT						
	2023	2024	2025	2026	2027	2028	2029
Productive FTEs							
Management	37	37	37	37	37	37	37
RN	548	555	562	562	562	562	562
LPN	43	43	43	43	43	43	43
Professional	120	120	120	120	120	120	120
Technical	230	230	231	231	231	231	231
Physician	12	12	12	12	12	12	12
Supervision	34	34	34	34	34	34	34
Service/Maintenance	158	158	158	158	158	158	158
Resident	31	31	31	31	31	31	31
Orientation	30	30	30	30	30	30	30
Education	12	12	12	12	12	12	12
Professional Fixed	52	52	52	52	52	52	52
Technical Fixed	21	21	21	21	21	21	21
CNA/MA	209	212	216	216	216	216	216
Outside Wages	195	197	200	200	200	200	200
Service & Maintenance Fixed	81	81	81	81	81	81	81
Other	315	315	315	315	315	315	315
Total Productive FTEs	2,126.46	2,141.13	2,156.09	2,156.09	2,156.09	2,156.09	2,156.09
Non-Productive FTEs							
Paid Time Off (PTO)	177.16	178.36	179.58	179.58	179.58	179.58	179.58
Extended Illness (EIT)	31.29	31.51	31.73	31.73	31.73	31.73	31.73
Vacation	0.28	0.28	0.28	0.28	0.28	0.28	0.28
Jury Duty	0.26	0.26	0.26	0.26	0.26	0.26	0.26
Sick Leave	5.91	5.95	5.98	5.98	5.98	5.98	5.98
Bereavement	3.44	3.47	3.49	3.49	3.49	3.49	3.49
Total Non-Productive FTEs	218.34	219.82	221.33	221.33	221.33	221.33	221.33
Allocated FTEs	-	-	-	-	-	-	-
Total FTEs	2,344.81	2,360.95	2,377.42	2,377.42	2,377.42	2,377.42	2,377.42

MultiCare Good Samaritan Pro Forma
Staffing

FTE SCHEDULE	THE PROJECT (Acute Care and Surgical Services Cost Centers Only)						
	2023	2024	2025	2026	2027	2028	2029
Productive FTEs							
Management	-	-	-	3.00	5.00	5.00	5.00
RN	-	-	-	9.32	44.59	56.44	68.55
LPN	-	-	-				
Professional	-	-	-				
Technical	-	-	-	0.76	3.65	4.61	5.61
Physician							
Supervision	-	-	-	0.14	0.67	0.85	1.03
Service/Maintenance	-	-	-				
Resident	-	-	-				
Orientation	-	-	-	0.33	1.58	2.00	2.43
Education	-	-	-	0.14	0.67	0.85	1.03
Professional Fixed	-	-	-	-	-	-	-
Technical Fixed	-	-	-	0.10	0.49	0.62	0.75
CNA/MA	-	-	-	4.58	21.93	27.77	33.72
Outside Wages	-	-	-	3.35	16.04	20.30	24.66
Service & Maintenance Fixed	-	-	-	0.35	1.67	2.11	2.56
Other	-	-	-	-	-	-	-
Total Productive FTEs	-	-	-	22.07	96.28	120.55	145.34
Non-Productive FTEs							
Paid Time Off (PTO)	-	-	-	1.80	7.87	9.86	11.89
Extended Illness (EIT)	-	-	-	0.33	1.45	1.81	2.18
Vacation	-	-	-				
Jury Duty	-	-	-	0.00	0.01	0.01	0.02
Sick Leave	-	-	-	0.05	0.23	0.29	0.35
Bereavement	-	-	-	0.04	0.16	0.20	0.24
Total Non-Productive FTEs	-	-	-	2.23	9.72	12.17	14.68
Allocated FTEs							
Total FTEs	-	-	-	24.30	106.01	132.72	160.02

MultiCare
Good Samaritan Hospital

[PW, 2023.12.15]

THIS MP VERSION CONTAINS TRACKED CHANGES AND OTHER INSERTED PAGES BY THE CITY. FOR THE LATEST CLEAN VERSION OF THE MASTER PLAN REFER TO VERSION UPLOADED SEPARATELY ON THE CIT PORTAL DATED DECEMBER 15, 2023.

2022 Master Plan Proposal to City of Puyallup, Washington

January 09, 2023

SUMMARY OF PROPOSAL

Applicant/Owner:	Jim Beatty, President MultiCare Good Samaritan Hospital 401 15th Ave. SE Puyallup, WA 98372
Architect:	Brad Hinthorne, AIA, LEED AP BD+C, Principal Perkins & Will 1301 5th Avenue, Suite 2300 Seattle, Washington 98101 Telephone: 206.334.3822 Facsimile: 206.441.4981 Email: brad.hinthorne@perkinswill.com
Land Use Planning:	Curtis Skolnick, MHA, Managing Director CBRE 1802 Bayberry Court, Suite 201 Richmond, Virginia 23226 Telephone: 804.401.4000 Facsimile: 804.401.4040 Email: curtis.skolnick@cbre.com
Traffic Consultant:	Phil Olmstead, Principal Michael Riebe, PE Nelson\Nygaard 811 1st Ave #610 Seattle, WA. 98101 Telephone: 503.488.2242 Email: polmstead@nelsonnygaard.com
Civil Engineer:	David Nason, PE, Principal AHBL 2215 N 30th Street, Ste 200 Tacoma, WA 98403 Telephone: 253.383.2422 Email: dnason@ahbl.com
Request:	Approval of a Master Plan, as governed by Chapter 20.88 of the City of Puyallup Zoning Code, to approve a multi-phased plan calling for construction of approximately 1,012,000 gross square feet (gsf) of new space, bringing total on-campus development up to 2.2 million gsf by 2043, with companion submissions for: • Environmental Impact Statement (EIS) (Companion Document)

Location: 401 15th Avenue SE

Site Size: 34.86 acres

Zoning: Medical (MED) Zone

Summary: MultiCare Good Samaritan Hospital (MGSH) last submitted a Master Plan in 2007, which was approved by the City of Puyallup for a period of ten years as governed by Chapter 20.88 of the City of Puyallup Zoning Code. The 2007 Master Plan allowed for the development of 913,000 new gsf, which would have brought the campus total to 1.59 million gsf. The hospital only developed approximately 648,000 gsf of the prior Master Plan including Dally Tower, a medical office building (MOB), central utility plant (CUP) and structured parking to accommodate these buildings. This left 265,000 gsf approved within the 2007 Master Plan undeveloped. Subsequently, there have also been multiple building demolitions on the MGSH campus. The most significant demolition was the prior Education Buildings which totaled approximately 40,000 gsf.

The 2007 Master Plan was an amendment to the 2003 Master Plan that significantly modified the development plan. The 2003 Master Plan authorized the construction of approximately 850,000 square feet of development over 16 phases, but only an approximately 40,000 square foot building was actually constructed under that Plan. Instead, in 2005 the hospital acquired the remainder of the block immediately to the south of the Main Hospital complex across 14th Avenue SE, which increased the building inventory and land area. Subsequently, in 2006, Good Samaritan Community Healthcare also affiliated with MultiCare. Those two big changes led to a revisioning of the development program and to the 2007 Master Plan, which authorized 900,000 sf of development in two phases.

[PW, 2023.12.15]
Added paragraph

As of 2022, MGSH currently maintains a building inventory of 1.24 million gsf on its 34.86-acre campus. This is 345,000 gsf below the amount allowed under the prior Master Plan. The current off-street parking supply totals 1,858 spaces.

Recent studies have identified a need for an additional 249 beds by 2036. For these reasons, MGSH is requesting approval of a new 20-year Master Plan to be referred to henceforth as the Master Plan.

This Master Plan proposes the development of approximately 1,012,000 additional gsf in multiple phases. To address the need for additional inpatient beds, the initial phase of the Master Plan includes a new patient care tower which will include 160 licensed inpatient beds plus 30 observation beds. It is also proposed to include a shell floor which would

allow the future build out of 40 additional licensed beds, bringing the new building's total bed count to 200 inpatient plus 30 observation beds.

The Master Plan provides for enabling projects in support of the new tower, including an expansion to the CUP as well as a parking structure to satisfy the anticipated parking demand. The initial phase will also address an immediate need to expand the existing Emergency Department by approximately 2,000 gsf and enabling site improvements at the emergency department entrance.

Following the initial bed expansion phase, the Master Plan includes up to two new medical office buildings, additional hospital expansions to be defined, and parking to accommodate the added demand. The Master Plan assumes the removal of approximately 210-450 existing parking spaces and proposes the construction of approximately 1,060-1,500 total new gross parking spaces at full build out, of which approximately 850-950 would be net new parking spaces to accommodate the proposed development. The amount of new parking build depends on several assumptions and factors, notably the number of net new beds and the size of the medical office buildings.

At full build-out, this will bring total campus development to approximately 2.2 million gsf, inclusive of parking structures and support buildings.

The Master Plan is also considering the potential connection of 7th Street between 13th Avenue SE and 15th Avenue SE with a roadway and pedestrian facilities, as contemplated by the City's Comprehensive Plan (CIP Project No. 15). The need for 7th Street extension will be determined based on future building design and campus phasing.

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GOOD SAMARITAN HOSPITAL
EXPANSION STREET IMPROVEMENTS

CITY OF PUYALLUP, PIERCE COUNTY, WASHINGTON

NW ¼ AND SW ¼, SEC. 34, T. 20 N., R. 4 E., W.M.

Document Set 5-26-10

SHEET INDEX

ARCHITECTURAL

A0.00	COVER SHEET
A2.00	STREET LIGHTING PLAN

CIVIL

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ELECTRICAL

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L102	IRRIGATION AND PLANTING PLAN
L103	IRRIGATION & PLANTING PLAN
L104	IRRIGATION & PLANTING PLAN
L201	IRRIGATION DETAILS
L202	PLANTING DETAILS

SURVEY

Sheets 1-14	SURVEY

CONTACTS

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CIVIL ENGINEER
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CONTACT: DON SCARBERRY
(206) 340-2255

TRANSPORTATION ENGINEER
TSI
CONTACT: DAVID JOHNSON
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ELECTRICAL ENGINEER
SPARLING
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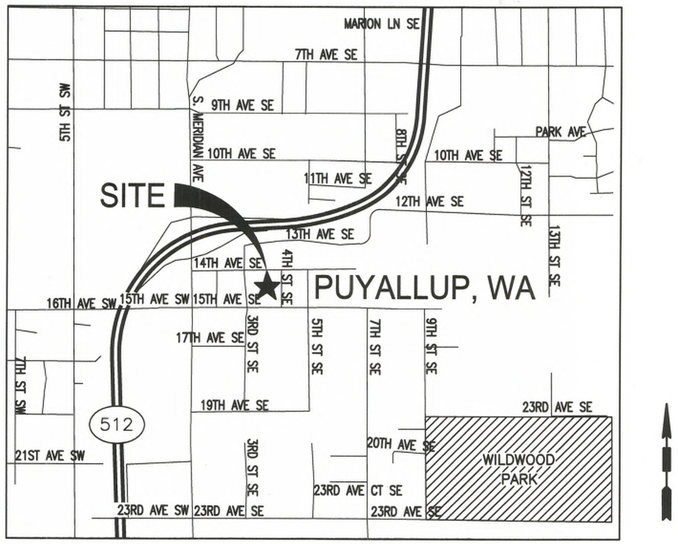
(206) 667-0568

LANDSCAPE ARCHITECT
WALKER MACY
CONTACT: TIM CLEMEN
(503) 228-3122



VICINITY MAP

0' 1500' 3000' 4500'
SCALE: 1"=1500'

CITY OF PUYALLUP CONTACTS

STORM SEWER
CITY OF PUYALLUP PUBLIC WORKS
(253) 841-5485

SANITARY SEWER
CITY OF PUYALLUP PUBLIC WORKS COLLECTION DIVISION
(253) 541-5505

WATER
CITY OF PUYALLUP PUBLIC WORKS
(253) 841-5505

CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

7043 REGISTERED ARCHITECT R. DAVID FRUM STATE OF WASHINGTON

APPROVED
BY Collin Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7-13-09

NOTES:
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 CITY ENGINEER.

KEY PLAN

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

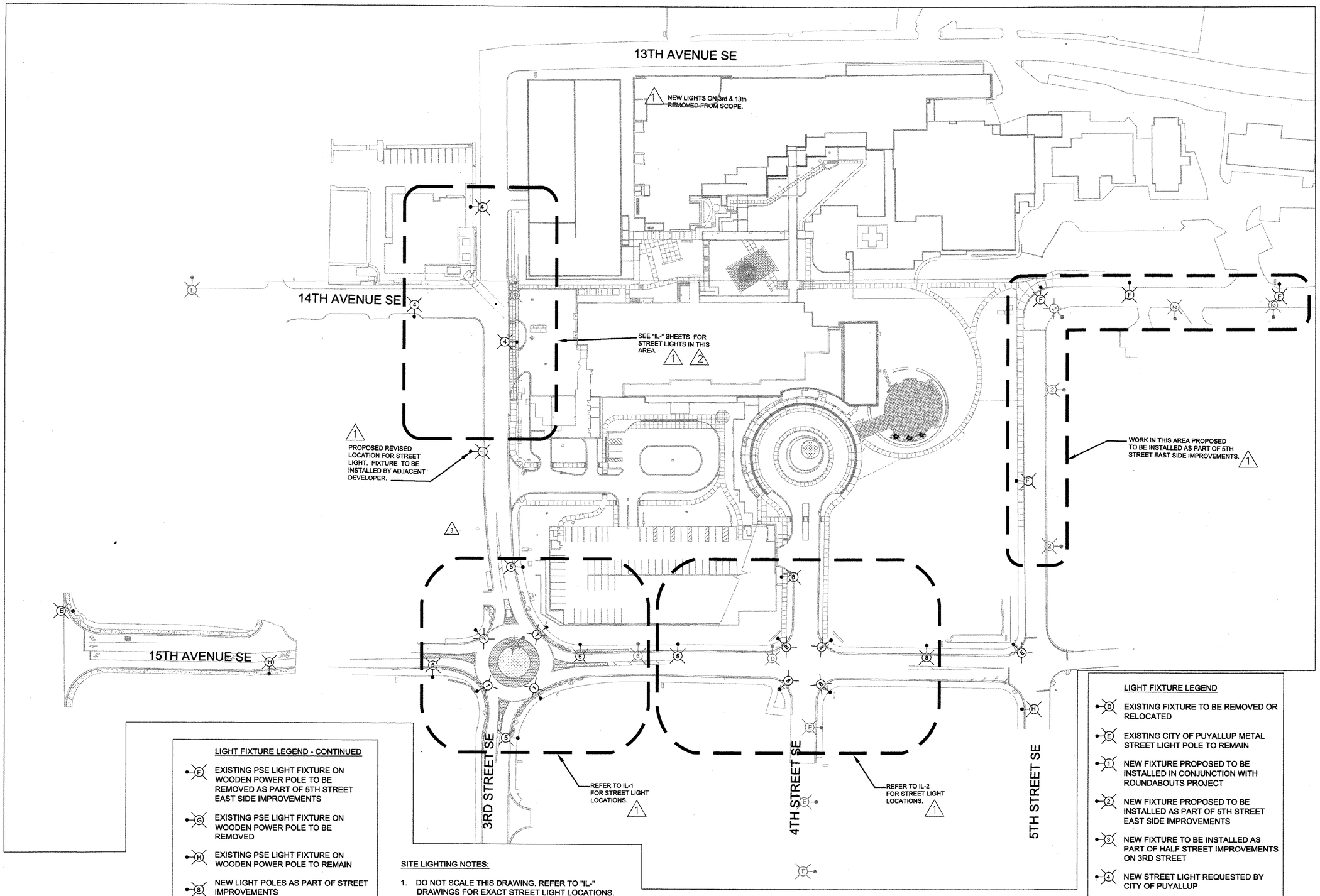
STREET IMPROVEMENTS

DATE: 6/16/2009
SCALE: AS NOTED
PROJECT NO. : 07039

OVERALL PROJECT COVER SHEET

SHEET 1 OF 55

A0.00



LIGHT FIXTURE LEGEND - CONTINUED

- (F) EXISTING PSE LIGHT FIXTURE ON WOODEN POWER POLE TO BE REMOVED AS PART OF 5TH STREET EAST SIDE IMPROVEMENTS
- (G) EXISTING PSE LIGHT FIXTURE ON WOODEN POWER POLE TO BE REMOVED
- (H) EXISTING PSE LIGHT FIXTURE ON WOODEN POWER POLE TO REMAIN
- (8) NEW LIGHT POLES AS PART OF STREET IMPROVEMENTS

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

SITE LIGHTING NOTES:

1. DO NOT SCALE THIS DRAWING. REFER TO "IL-" DRAWINGS FOR EXACT STREET LIGHT LOCATIONS.
2. REFER TO E9.01 AND E9.02 FOR STANDARD STREET LIGHTING DETAILS.
3. REFER TO E1.00 IN GOOD SAMARITAN HOSPITAL BID PACKAGE 5 - PCT CORE AND SHELL VOLUME II. FOR EXTERIOR LIGHTING ON THE NEW HOSPITAL CAMPUS.
4. SEE CIVIL SHEETS FOR PROVISIONAL 2" PVC CONDUIT FIBER OPTICS.

1 **SITE PLAN**
SCALE: 1" = 60'-0"

N

0 6' 30' 60' 120' 180' 240'

LIGHT FIXTURE LEGEND

- (D) EXISTING FIXTURE TO BE REMOVED OR RELOCATED
- (E) EXISTING CITY OF PUYALLUP METAL STREET LIGHT POLE TO REMAIN
- (1) NEW FIXTURE PROPOSED TO BE INSTALLED IN CONJUNCTION WITH ROUNDABOUTS PROJECT
- (2) NEW FIXTURE PROPOSED TO BE INSTALLED AS PART OF 5TH STREET EAST SIDE IMPROVEMENTS
- (3) NEW FIXTURE TO BE INSTALLED AS PART OF HALF STREET IMPROVEMENTS ON 3RD STREET
- (4) NEW STREET LIGHT REQUESTED BY CITY OF PUYALLUP
- (5) ADDITIONAL STREET LIGHT REQUESTED BY CITY'S ROUNDABOUT REVIEW.
- (6) PREVIOUSLY CITY-REQUESTED LIGHT. LOCATION NO LONGER PROPOSED DUE TO OTHER NEW LIGHTS.
- (7) EXISTING NON-STANDARD STREET LIGHT TO BE REPLACED BY NEW STANDARD STREET LIGHTS NEARBY.

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

7043 REGISTERED ARCHITECT
R. DAVID PRUNE
STATE OF WASHINGTON

APPROVED
BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7-13-09

NOTES:
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NO	REVISIONS	DATE
1	Revisions from City Approved Street Lighting Plan Indicated	12-17-2008
2	Revisions per City of Puyallup review	4-20-2009
3	Revisions per City of Puyallup review	6-16-2009

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

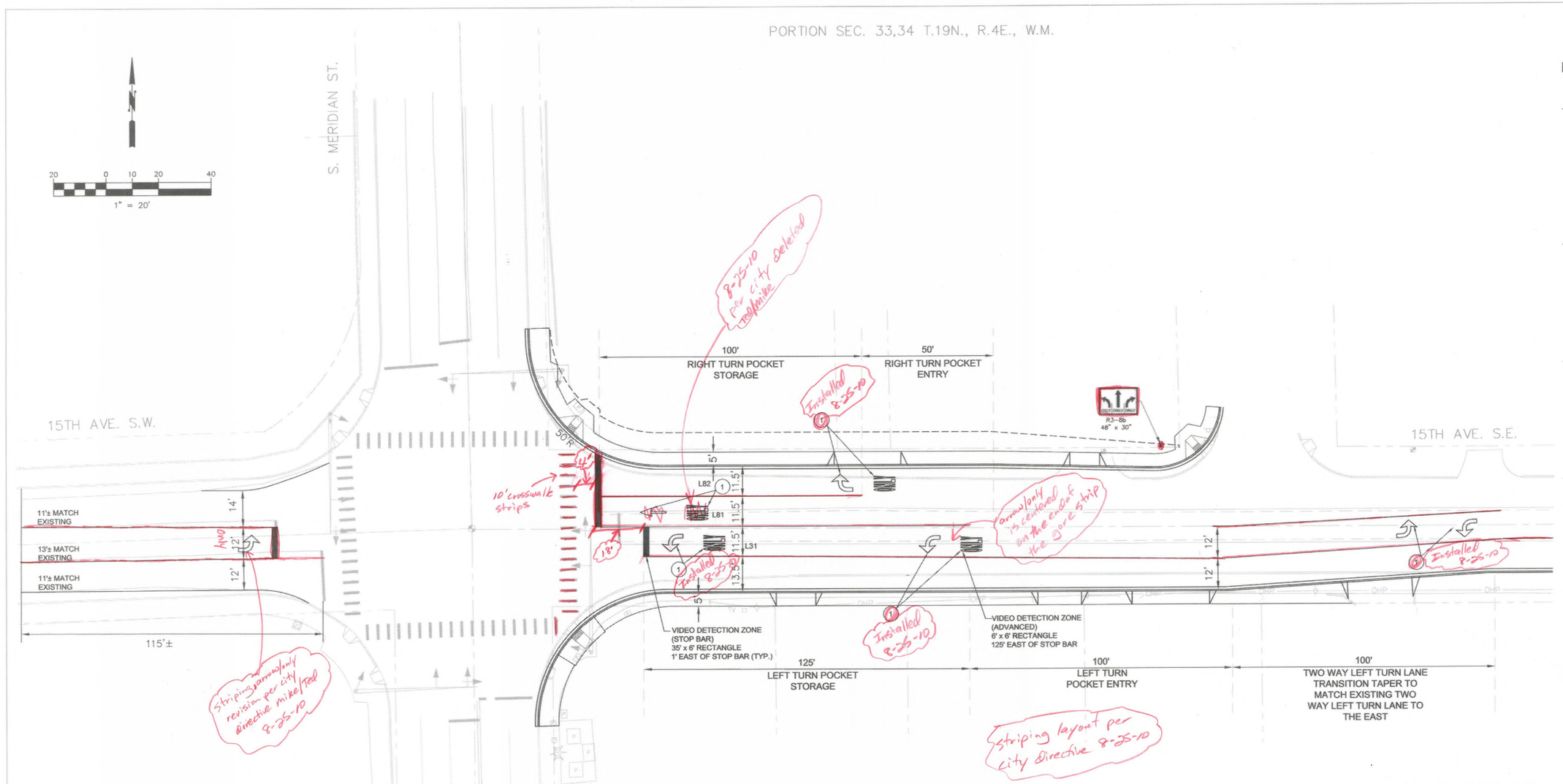
STREET IMPROVEMENTS

DATE: 6/16/2009
SCALE: AS NOTED
PROJECT NO.: 07039

STREET LIGHT KEY PLAN

SHEET 2 OF 55

A200



407 14th Avenue SE Puyallup, WA 98371

OWNER

John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME

15th Ave Corridor Improvements

TRANSPORTATION ENGINEER

TSI
8250 - 165th Avenue NE, Suite 100
Redmond, Washington 98052-6628
(425) 883-4134 | www.tsinw.com
Transportation Solutions, Inc.

ANDREW D. DEMPSEY
STATE OF WASHINGTON
29975
REGISTERED
PROFESSIONAL ENGINEER
12/22/2009

KEY PLAN

NO.	REVISIONS DATE
0	06/24/08
1	07/01/08
2	12/01/08
3	12/17/08
4	01/16/09
5	04/17/09
6	05/01/09
7	12/22/09

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1-800-424-5555
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APPROVED

BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE 4.20.10

NOTES:
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710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 12/22/09

SCALE: AS SHOWN

PROJECT NO. : 207065

SHEET TITLE:

CHANNELIZATION PLAN
MERIDIAN ST AND 15TH AVE

SHEET NUMBER:

C-1

NW ¼ AND SW ¼, SEC. 34, T. 20 N., R. 4 E., W.M.

GOOD SAMARITAN HOSPITAL EXPANSION
STREET IMPROVEMENTS

CITY OF PUYALLUP, PIERCE COUNTY, WASHINGTON

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34	C414	ROADWAY CROSS SECTIONS
35	C415	ROAD DETAILS
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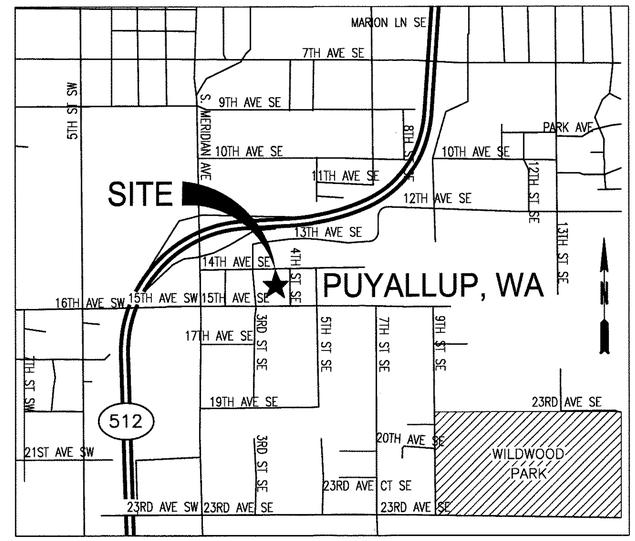
57	C515	STD COP WATER DETAILS
58	C516	STD COP WATER DETAILS
~~59~~	~~C517~~	~~SEWER AND WATER PLAN AND PROFILE (13th Avenue SE Sta 7+00 to 12+50)~~
~~Sheets 1-14~~	~~SURVEY~~	



VICINITY MAP

0' 1500' 3000' 4500'
SCALE: 1"=1500'

NOTE:
THE MULTICARE, CONTRACTOR AND IT'S ASSIGNEES ARE AWARE THAT BY CONSTRUCTING THE IMPROVEMENTS AS SHOWN ON THESE CIVIL DRAWINGS WHICH MAY NEED TO BE MODIFIED DUE TO FUTURE PHASES OF THE PROJECT, **THE CITY OF PUYALLUP AND ABKJ WILL NOT BE HELD RESPONSIBLE FOR ANY CHANGE ORDERS DUE TO THIS FAST-TRACK PROJECT AND STARTING CONSTRUCTION WORK PRIOR TO CHANGES AS THE DESIGN PROGRESSES. ACCEPTANCE OF THESE PLANS AND APPROVALS ARE DEEMED ACCEPTANCE OF THESE TERMS.**

BASIS OF BEARING

BASIS OF BEARING IS FROM THE FOUND MONUMENT AT THE INTERSECTION OF 14TH AVE SE AND 3RD ST SE AND THE FOUND MONUMENT AT THE INTERSECTION OF 14TH AVE SE AND 4TH STREET SE.
BEARING BEING N88°40'53"E

VERTICAL DATUM

CITY OF PUYALLUP BENCH MARK... BM 123

TOP "R" IN COREY, HYDRANT AT THE NORTHWEST CORNER OF 14TH AVENUE SE AND 3RD STREET SE.
ELEVATION=111.94'

NOTES:

1. FOR CHANNELIZATION, SIGNAGE, ILLUMINATION, STRIPING, SIDEWALKS AND GEOMETRY REFER TO TRANSPORTATON SOLUTIONS INC. PLANS.
2. FOR LANDSCAPING PLANTING PLANS AND IRRIGATION REFER TO WALKER MACY PLANS.

BOUNDARY AND TOPOGRAPHICAL SURVEY PROVIDED BY DAN PRICE LAND SURVEYING AND OTHERS. EXISTING UTILITIES AND GRADE DETERMINATIONS ARE SHOWN IN AN APPROXIMATE WAY ONLY. THEY HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE AND THERE MAY BE OTHER UTILITIES IN THE PROJECT AREA NOT SHOWN ON THE PLANS. CONTRACTORS SHALL VERIFY EXISTING CONDITIONS AND DETERMINE THE EXACT LOCATION OF ALL UTILITIES BY OBTAINING LOCATES PRIOR TO STARTING CONSTRUCTION AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.

PROPERTY ADDRESS: 407 14TH AVENUE SE
PUYALLUP, WA 98371

PARCEL NO: 981000013

CONTACTS

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GOOD SAMARITAN COMMUNITY HEALTHCARE
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ARCHITECT
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WATER
CITY OF PUYALLUP PUBLIC WORKS
(253) 841–5505

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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
20018347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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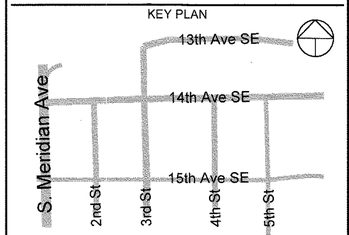
KEY PLAN



NO.	REVISIONS	DATE
⚠	SHEETS ADDED	11/02/09

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/26/2009
SCALE: AS NOTED
PROJECT NO. : 07087

COVER SHEET

SHEET 1 OF 59

C100

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project or completion of this project by others, CAD files shall remain the property of ABKJ. The information on the CAD files may be subject to unauthorized changes by others without ABKJ's consent. Attached exhibits, if any, are an integral part of the CAD files. Any revisions made after the date indicated on the CAD files may not have been incorporated. In the event of a conflict between ABKJ's sealed contract drawings and given CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any conflict exists. The CAD files shall not be considered to be Contract Documents as defined by the General Conditions of the Contract for Construction. The Recipient shall, to the fullest extent permitted by law, indemnify, defend and hold Harmless ABKJ Engineers, Inc. and its Consultants from and against any claims, suits, demands, losses, and liabilities (including but not limited to defense costs) arising out of or in connection with the Recipient's use of the CAD files if it believes that its licensing or copyright fees, if any, due to others, on account of the transfer of the CAD files, but to the extent of its share, the Recipient will pay the appropriate fees and hold ABKJ Harmless from such claims. Use of these CAD files is on acceptance, by the Recipient, of these terms and conditions. This agreement was approved by the Risk Manager of ABKJ.

Plot date: 10/30/2009 4:46:02 PM, Paul Wilhelm
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All information contained in electronic files is for information only. All information on the CAD Files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project or completion of this project by others, except by written agreement with ABKJ. ABKJ makes no representations as to compatibility of software or computer files with any other software or computer files. In the event of a conflict between ABKJ's sealed Contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any modifications made other than those specified in writing by ABKJ have been incorporated in the CAD files. The CAD files shall not be considered to be Contract Documents or Construction Documents unless specifically designated as such in writing by ABKJ. Recipient shall indemnify, defend and hold harmless ABKJ Engineers, Inc. and its sub-consultants from and against any claims, suits, actions, liabilities, losses, expenses, and damages of any nature whatsoever, including but not limited to, claims of infringement of any proprietary rights or violation of any statutes, rules or regulations, arising out of, or in any way related to the use, reuse, or modification of the CAD Files by the Recipient or any other party who shall obtain the CAD Files from the Recipient, except for those claims caused by the sole negligence of ABKJ. The Recipient believes that no licensing or copyright fees are due to others on account of this transfer of the CAD Files, but to the extent, if any, that such fees are due, the Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD Files is on acceptance by the Recipient of these terms and conditions. The agreement shall be governed by the laws of the principal place of business of ABKJ.

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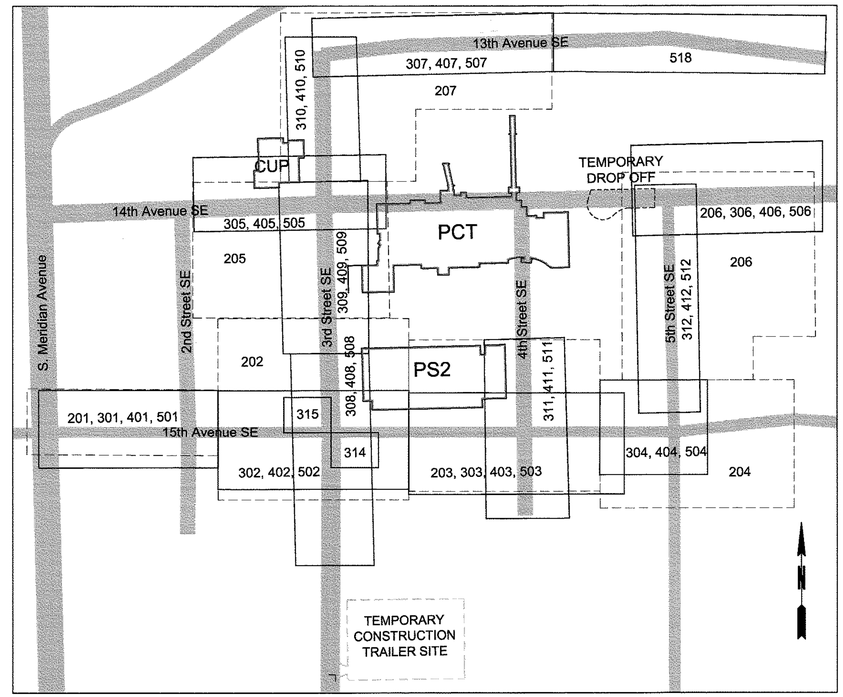
LEGEND

EXISTING	PROPOSED	
		LIMIT OF WORK
		EXISTING R.O.W. / PROPERTY LINE (ℙ)
		PROPOSED R.O.W.
		MONUMENT
		PK NAIL
S	SS	SANITARY SEWER
SSMH	SSMH #1	SEWER MANHOLE
D	SD	STORM DRAIN
SDMH	SDMH #10	STORM DRAIN MANHOLE
SDCB	CB #11	CATCH BASIN
W	W	WATER
	FW	WATER (FIRE)
		WATER MANHOLE
		WATER METER
		WATER VALVE
		IRRIGATION
		GATE VALVE
		FL TEE WITH THRUST BLOCK
		FIRE HYDRANT
		FIRE DEPARTMENT CONNECTION
UGE		UNDERGROUND ELECTRICAL
OHP	OH	OVERHEAD POWER
		UTILITY POWER POLE
		STREET LIGHT
		SIGNAL POLE
		SIGN
	P	POWER BOX
UGT		UNDERGROUND TELEPHONE
T		TELEPHONE
		TELEPHONE MANHOLE
		TELEPHONE BOX
TV		TELEVISION BOX
		GUY WIRE
		LUMINAIRE
		SIGNAL CONTROLLER
		SIGNAL POLE
G		GAS
		GAS VALVE
FO		FIBER OPTIC
		FENCE
		TREE
		MONITORING WELL
	F	FILL LIMITS
	C	CUT LIMITS
	71.73	SPOT ELEVATION
		ASPHALT PAVEMENT
		CONCRETE
		FIRE LANE MARKING



KEY MAP

0' 120' 240' 360'
SCALE: 1"=120'

DEMOLITION

- ABANDON SANITARY SEWER
- ABANDON STORM DRAIN
- ABANDON WATERLINE
- REMOVAL OF STRUCTURE AND OBSTRUCTION, CURB
- REMOVING ROCK WALL

TESC

- INTERCEPTOR DITCH
- SILT FENCE
- INLET PROTECTION
- CHECK DAM

INVENTORY

STRUCTURE	*QUANTITY
STORM DRAINAGE	
CATCH BASIN TYPE I	17 EA
CATCH BASIN TYPE II	18 EA
8" STORMDRAIN	452 LF
12" STORMDRAIN	1,411 LF
15" STORMDRAIN	13 LF
18" STORMDRAIN	300 LF
WATER	
8" WATERMAIN	21 LF
12" WATERMAIN	1,002 LF
SANITARY	
8" SANITARY SEWER PVC	499 LF
MANHOLE	3 EA

*QUANTITY ESTIMATION FOR CITY REVIEW PURPOSES ONLY

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 0018347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

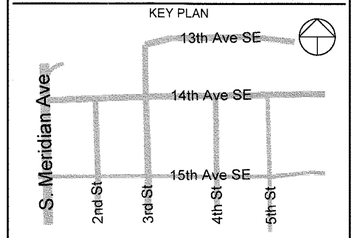
DATE _____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

LEGEND AND KEY MAP

SHEET 4 OF 59

C101

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Plot date: 6/29/2009 11:51:43 AM Hide Alum
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GENERAL NOTES (CITY OF PUYALLUP)

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 CENTER TO BE ATTENDED BY ALL MAJOR CONTRACTORS, REPRESENTATIVES OF INVOLVED UTILITIES, AND THE CITY OF PUYALLUP. CONTACT THE ENGINEERING DIVISION TO SCHEDULE THE MEETING (253-841-5481). THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR SET OF PLANS AT THE MEETING.
2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS").
4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.
5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER AND THE 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 (1-800-424-5555) AT LEAST 48 HOURS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.
7. 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.
8. THE CONTRACTOR SHALL INSTALL, REPLACE, OR RELOCATE ALL SIGNS, AS SHOWN ON THE PLANS OR AS AFFECTED BY CONSTRUCTION, PER CITY STANDARD NO.'S 112.1 AND 112.2.
9. 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, STORM) OF 5 FEET.
10. 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.
11. 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.
12. CERTIFIED AS-BUILT DRAWINGS ARE REQUIRED PRIOR TO PROJECT ACCEPTANCE.
13. A NPDES STORMWATER GENERAL PERMIT MAY BE REQUIRED BY THE DEPARTMENT OF ECOLOGY FOR THIS PROJECT. FOR INFORMATION CONTACT THE DEPARTMENT OF ECOLOGY AT (360) 407-6300.
14. ANY DISTURBANCE OR DAMAGE TO CRITICAL AREAS AND ASSOCIATED BUFFERS, OR SIGNIFICANT TREES 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.

GRADING, EROSION AND SEDIMENTATION CONTROL NOTES (CITY OF PUYALLUP)

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 CENTER TO BE ATTENDED BY ALL MAJOR CONTRACTORS, REPRESENTATIVES OF INVOLVED UTILITIES AND THE CITY OF PUYALLUP. CONTACT THE ENGINEERING DIVISION AT THE CITY OF PUYALLUP TO SCHEDULE THE MEETING (253-841-5481). THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR SET OF PLANS AT THE MEETING.
2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS").
4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.
5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER AND THE 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 (1-800-424-5555) AT LEAST 48 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 PERMITEE.
9. THE EROSION AND SEDIMENTATION CONTROL SYSTEM FACILITIES DEPICTED ON THESE PLANS ARE INTENDED TO BE MINIMUM REQUIREMENTS TO MEET ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, FACILITIES WILL BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE PERMITTEE TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES, OVER AND ABOVE THE MINIMUM REQUIREMENTS, AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES, SENSITIVE AREAS, NATURAL WATER COURSES, AND/OR STORM DRAINAGE SYSTEMS.
10. APPROVAL OF THESE PLANS IS FOR GRADING, TEMPORARY DRAINAGE, EROSION AND SEDIMENTATION CONTROL ONLY. IT DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT STORM DRAINAGE DESIGN, SIZE OR LOCATION OF PIPES, RESTRICTORS, CHANNELS, OR RETENTION FACILITIES.
11. ANY DISTURBED AREA WHICH HAS BEEN STRIPPED OF VEGETATION AND WHERE NO FURTHER WORK IS ANTICIPATED FOR A PERIOD OF 30 DAYS OR MORE, MUST BE IMMEDIATELY STABILIZED WITH MULCHING, GRASS PLANTING, OR OTHER APPROVED EROSION CONTROL TREATMENT APPLICABLE TO THE TIME OF YEAR IN QUESTION. GRASS SEEDING ALONE WILL BE ACCEPTABLE ONLY DURING THE MONTHS OF APRIL THROUGH SEPTEMBER INCLUSIVE. SEEDING MAY PROCEED OUTSIDE THE SPECIFIED TIME PERIOD WHENEVER IT IS IN THE INTEREST OF THE PERMITTEE BUT MUST BE AUGMENTED WITH MULCHING, NETTING, OR OTHER TREATMENT APPROVED BY THE CITY.
12. IN CASE EROSION OR SEDIMENTATION OCCURS TO ADJACENT PROPERTIES, ALL CONSTRUCTION WORK WITHIN THE DEVELOPMENT THAT WILL FURTHER AGGRAVATE THE SITUATION MUST CEASE, AND THE OWNER/CONTRACTOR WILL IMMEDIATELY COMMENCE RESTORATION METHODS. RESTORATION ACTIVITY WILL CONTINUE UNTIL SUCH TIME AS THE AFFECTED PROPERTY OWNER IS SATISFIED.
13. NO TEMPORARY OR PERMANENT STOCKPILING OF MATERIALS OR EQUIPMENT SHALL OCCUR WITHIN CRITICAL AREAS OR ASSOCIATED BUFFERS, OR THE CRITICAL ROOT ZONE FOR VEGETATION PROPOSED FOR RETENTION.

ROADWAY NOTES (CITY OF PUYALLUP)

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 CENTER TO BE ATTENDED BY ALL MAJOR CONTRACTORS, REPRESENTATIVES OF INVOLVED UTILITIES, AND THE CITY OF PUYALLUP. CONTACT THE ENGINEERING DIVISION AT THE CITY OF PUYALLUP TO SCHEDULE THE MEETING (253-841-5481). THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR SET OF PLANS AT THE MEETING.
2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATION 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 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 (1-800-424-5555) AT LEAST 48 HOURS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.
7. ANY STRUCTURE AND/OR OBSTRUCTION WHICH REQUIRES REMOVAL OR RELOCATION RELATING TO THIS PROJECT, SHALL BE DONE SO AT THE DEVELOPER'S EXPENSE.
8. MONUMENTS SHALL BE INSTALLED AT ALL STREET INTERSECTIONS, AT ANGLE POINTS, AND POINTS OF CURVATURE IN EACH STREET. ALL BOUNDARY MONUMENTS MUST BE INSTALLED ACCORDING TO THE WASHINGTON STATE SUBDIVISION LAWS.
9. CURB AND GUTTER INSTALLATION SHALL CONFORM TO CITY STANDARD NO. 105.1. SIDEWALKS AND DRIVEWAYS SHALL BE INSTALLED AS LOTS ARE BUILT ON.
10. SIDEWALKS SHALL CONFORM TO CITY STANDARD NO.'S 111.1 AND 111.2. DRIVEWAYS SHALL CONFORM TO CITY STANDARD NO, 111.9. IF ASPHALT IS DAMAGED DURING REPLACEMENT OF CURB AND GUTTER, THE REPAIR SHALL CONFORM TO CITY STANDARD NO. 111.5.
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. 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'S 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'S SIGN SPECIALIST (253) 841-5471 TO ARRANGE FOR AN ON-SITE MEETING TO DISCUSS PLACEMENT AND UNIFORMITY.
14. NEW TRAFFIC SIGNALS, STOP SIGNS, OR YIELD SIGNS SHALL BE ADVANCE WARNED USING THE FOLLOWING PROCEDURE. NEW SIGNAL HEADS INSTALLED ON MAST ARM AND NOT IN THE FLASH MODE SHALL BE BAGGED. BAGS SHALL PROVIDE A SMALL VISIBILITY HOLE AT EACH LENS. SIGNAL HEADS CAN BE BAGGED FOR A MAXIMUM OF THREE (3) DAYS. NEW TRAFFIC SIGNALS SHALL FLASH FOR FIVE (5) DAYS PRIOR TO FULL ACTIVATION. THE DAY THE TRAFFIC SIGNAL IS ACTIVATED PROPER ADVANCE WARNING SIGNS SHALL BE IN PLACE. THESE SIGNS SHALL BE MAINTAINED BY THE INSTALLER FOR 30 DAYS. PROPER ADVANCE WARNING SIGNS SHALL CONSIST OF W3-3 PLACED ON ALL NEWLY SIGNALIZED APPROACH LEGS AT A DISTANCE FROM THE SIGNAL BASED ON CONDITION B, TABLE II-1, PAGE 2C-2a OF THE MUTCD. THE NEXT SIGN IN ADVANCE OF W3-3 SHALL BE W20-910, MEASURED 200 FEET BETWEEN WARNING SIGNS FOR ROADWAYS POSTED 30 MPH OR LESS AND 350 FEET FOR ROADWAYS WITH SPEEDS GREATER THAN 30 MPH. NEW STOP OR YIELD SIGNS SHALL HAVE W20-910 PLACED ON ALL APPROACH LEGS. DISTANCE BETWEEN NEW STOP OR YIELD SIGNS SHALL BE BASED ON CONDITION B, TABLE II-1, PAGE 2C-2a OF THE MUTCD. AN ORANGE FLUORESCENT FLAG SHALL BE MOUNTED AT THE TOP OF NEW STOP SIGN. WARNING FLAG AND W20-910 SIGNS SHALL BE MAINTAINED BY THE INSTALLER FOR 30 DAYS. THE INSTALLER SHALL BE RESPONSIBLE TO ENSURE ALL ADVANCE WARNING SIGNS ARE CLEARLY VISIBLE TO MOTORISTS BASED ON THE COMPUTED SAFE STOPPING DISTANCE. ON THE 30TH DAY THE CITY WILL REMOVE ALL ADVANCE WARNING SIGNS.

CONSTRUCTION SEQUENCE

1. HOLD A PRECONSTRUCTION MEETING WITH THE CITY AND OBTAIN REQUIRED PERMITS.
2. ESTABLISH CLEARING AND GRADING LIMITS.
3. CONSTRUCT TEMPORARY CONSTRUCTION ENTRANCE.
4. CONSTRUCT PERIMETER DITCHES, SILT FENCES, AND OTHER EROSION CONTROL DEVICES NOT INCLUDED.
5. CONSTRUCT PROTECTION DEVICES FOR CRITICAL AREAS AND SIGNIFICANT TREES PROPOSED FOR RETENTION.
6. SCHEDULE AN EROSION CONTROL INSPECTION WITH THE CITY.
7. INSTALL SDMH WITH INLET PROTECTION AND OVERFLOW GRATE IN BIOSWALE NEAR INTERSECTION OF 3RD STREET AND 15TH AVENUE.
8. ALL DITCHES AND SWALES AS SHOWN SHALL BE PROVIDED TO DIRECT ALL SURFACE WATER TO THE SEDIMENTATION TANKS AS CLEARING AND GRADING PROGRESSES. NO UNCONTROLLED SURFACE WATER SHALL BE ALLOWED TO LEAVE THE SITE OR BE DISCHARGED TO A CRITICAL AREA AT ANYTIME DURING THE GRADING OPERATIONS.
9. GRADING ACTIVITIES CAN BEGIN ONLY AFTER ALL DRAINAGE AND EROSION CONTROL MEASURES ARE IN PLACE.
10. IDENTIFY EROSION CONTROL MEASURES WHICH REQUIRE REGULAR MAINTENANCE.

CALL 2 WORKING DAYS BEFORE YOU DIG 1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS

710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 00183431 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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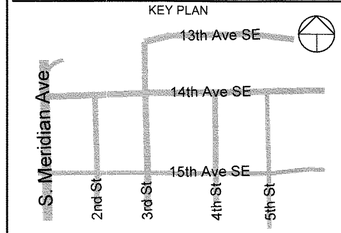
FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

GENERAL NOTES

SHEET 5 OF 59

C102

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project, or completion of this project by others, unless written agreement is obtained from ABKJ. Reproducing, copying, or distributing the information on the CAD files in any form without the express written consent of ABKJ is prohibited. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any conflict exists. The CAD files shall not be considered to be contract documents as defined by the General Conditions of the Contract for Construction. In addition, the Recipient agrees that all CAD files shall be used by the Recipient and its employees, agents, and contractors only for the purposes of this project. The Recipient further agrees that it will not distribute any CAD files or any information from such files to any other parties. The Recipient believes that no licensing or copyright fees are due to others on account of the transfer of the CAD files, but to the extent any such fees are due, the Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is on acceptance by the Recipient of these terms and conditions. No warranties are granted by the owner of the project such as ABKJ.

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SANITARY SEWER NOTES (CITY OF PUYALLUP)

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 CENTER TO BE ATTENDED BY ALL MAJOR CONTRACTORS, REPRESENTATIVES OF INVOLVED UTILITIES, AND THE CITY OF PUYALLUP. CONTACT THE ENGINEERING DIVISION AT THE CITY OF PUYALLUP TO SCHEDULE THE MEETING (253-841-5481). THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR SET OF PLANS AT THE MEETING.
2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS").
4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.
5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER AND THE 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 (1-800-424-5555) AT LEAST 48 HOURS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.
7. ANY STRUCTURE AND/OR OBSTRUCTION WHICH REQUIRES REMOVAL OR RELOCATION RELATING TO THIS PROJECT, SHALL BE DONE SO AT THE DEVELOPER'S EXPENSE.
8. MINIMUM GRADE ON ALL SIDE SEWERS SHALL BE 2 PERCENT; MAXIMUM SHALL BE 8 PERCENT. SIDE SEWERS SHALL BE INSTALLED IN ACCORDANCE WITH CITY STANDARD NO.'S 405.1, 405.2, 405.3 AND 405.4.
9. SIDE SEWER INSTALLATION WORK SHALL BE DONE IN ACCORDANCE WITH THE WASHINGTON STATE INDUSTRIAL SAFETY AND HEALTH ACT (WISHA).
10. ALL SEWER PIPE SHALL BE PVC SEWER PIPE CONFORMING TO ASTM D-3034, SDR35 FOR PIPE SIZES 15-INCH AND SMALLER AND ASTM F679 FOR PIPE SIZES 18- TO 27-INCH, OR DUCTILE IRON PIPE CLASS 51 OR GREATER, UNLESS OTHERWISE NOTED. TRENCHING, BEDDING, AND BACKFILL SHALL BE IN ACCORDANCE WITH CITY STANDARD NO. 503. MINIMUM COVER ON PVC PIPE SHALL BE 3.0 FEET. MINIMUM COVER ON DUCTILE IRON PIPE SHALL BE 1.0 FOOT.
11. SANITARY SEWER MANHOLE FRAMES AND COVERS SHALL CONFORM TO CITY STANDARD NO.'S 504.1 AND 504.2. COVERS SHALL BE MARKED "SEWER", WITH 2-INCH RAISED LETTERS. MINIMUM WEIGHT OF THE FRAME SHALL BE 210 POUNDS. MINIMUM WEIGHT OF THE COVER SHALL BE 150 POUNDS.
12. SANITARY SEWER MANHOLES SHALL CONFORM TO CITY STANDARD NO.'S 401, 402.1, 402.2 AND 403. ALL MANHOLES SHALL BE CHANNELED FOR FUTURE LINES AS SPECIFIED ON THESE PLANS. MANHOLE STEPS AND LADDER SHALL CONFORM TO STANDARD NO. 505.
13. SANITARY SEWER PIPE AND SIDE SEWERS SHALL BE 10 FEET AWAY FROM BUILDING FOUNDATIONS AND/OR ROOF LINES.
14. NO SIDE SEWERS SHALL BE CONNECTED TO ANY HOUSE OR BUILDING UNTIL ALL MANHOLES ARE ADJUSTED TO THE FINISHED GRADE OF THE COMPLETED ASPHALT ROADWAY AND THE ASPHALT PATCH AND SEAL AROUND THE RING ARE ACCEPTED.
15. ALL PUBLIC SANITARY SEWER MAINS SHALL BE TELEVISION INSPECTED PRIOR TO ACCEPTANCE BY THE CITY. A COPY OF THE TAPE SHALL BE PROVIDED TO THE CITY.
16. AFTER ALL OTHER UTILITIES ARE INSTALLED AND PRIOR TO ASPHALT WORK, ALL SANITARY PIPES SHALL PASS A LOW PRESSURE AIR TEST IN ACCORDANCE WITH SECTION 7-17 OF THE STANDARD SPECIFICATIONS. PRODUCTS USED TO SEAL THE INSIDE OF THE PIPE ARE NOT TO BE USED TO OBTAIN THE AIR TEST.
17. FOR COMMERCIAL DEVELOPMENTS IN WHICH SOURCES OF GREASE AND/OR OILS MAY BE INTRODUCED TO THE CITY SANITARY SEWER SYSTEM, A CITY-APPROVED GREASE INTERCEPTOR SHALL BE INSTALLED DOWNSTREAM FROM THE SOURCE.
18. ALL SANITARY SEWER MAINS SHALL BE MANDRELLED.

WATER SYSTEM NOTES (CITY OF PUYALLUP)

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 CENTER TO BE ATTENDED BY ALL MAJOR CONTRACTORS, REPRESENTATIVES OF INVOLVED UTILITIES, AND THE CITY OF PUYALLUP. CONTACT THE ENGINEERING DIVISION TO SCHEDULE THE MEETING (253-841-5481). THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR SET OF PLANS AT THE MEETING.
2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS"), OR AS DIRECTED BY FRUITLAND MUTUAL WATER COMPANY WHEN SERVED BY FRUITLAND.
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, AND THE FRUITLAND MUTUAL WATER MANAGER WHEN SERVED BY FRUITLAND, 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 (1-800-424-5555) AT LEAST 48 HOURS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.
7. ANY STRUCTURE AND/OR OBSTRUCTION WHICH REQUIRES REMOVAL OR RELOCATION RELATING TO THIS PROJECT SHALL BE DONE SO AT THE DEVELOPER'S EXPENSE.
8. BIOLOGICAL TEST SAMPLES WILL BE TAKEN BY THE CITY (OR FRUITLAND WATER WHEN SERVED BY FRUITLAND) AND PAID FOR BY THE CONTRACTOR.
9. WATER MAINS SHALL HAVE A MINIMUM COVER OF 42 INCHES IN IMPROVED RIGHT-OF-WAY AND A MINIMUM OF 48 INCHES IN UNIMPROVED RIGHT-OF-WAY AND EASEMENTS.
10. PIPE FOR WATER MAINS SHALL BE DUCTILE IRON CONFORMING TO SECTION 7-09 OF THE STANDARD SPECIFICATIONS AND AS OF JULY 1, 1993, SHALL BE THICKNESS CLASS 52 OR GREATER, WITH TYTON OR APPROVED EQUAL JOINTS. PIPE SHALL BE CEMENT LINED IN ACCORDANCE WITH A.S.A. SPECIFICATION A 21.4-1964.
11. CONNECTIONS TO EXISTING WATER MAINS SHALL BE WET TAPS THROUGH A TAPPING "TEE" AND TAPPING VALVE AND SHALL BE MADE BY A CITY-APPROVED CONTRACTOR. THE TAPPING SLEEVE SHALL BE EPOXY COATED OR DUCTILE IRON. STAINLESS SLEEVES SHALL ONLY BE USED ON AC PIPE. THE CITY (OR FRUITLAND WATER WHEN SERVED BY FRUITLAND) SHALL APPROVE THE TIME AND LOCATION FOR THESE CONNECTIONS.
12. ALL WATER MAINS AND APPURTENANCES SHALL BE HYDROSTATICALLY TESTED AT 200 PSI IN ACCORDANCE WITH SECTION 7-11.3(11) OF THE STANDARD SPECIFICATIONS.
13. FIRE HYDRANT SHALL BE INSTALLED CONFORMING TO CITY STANDARD NO. 304.
14. VALVE MARKER POSTS SHALL BE INSTALLED WHERE VALVE BOXES ARE HIDDEN FROM VIEW OR IN UNPAVED AREAS. THE INSTALLATION SHALL CONFORM TO CITY STANDARD NO. 306.
15. RESILIENT SEATED WEDGE GATE VALVES SHALL BE USED FOR 8-INCH MAINS AND SMALLER. BUTTERFLY VALVES SHALL BE USED FOR MAINS GREATER THAN 8 INCHES.
16. PIPE FITTING FOR WATER MAINS SHALL BE DUCTILE IRON AND SHALL BE MECHANICAL JOINT CONFORMING TO AWWA SPECIFICATION C111-72.
17. WATER MAIN PIPE AND SERVICE CONNECTIONS SHALL BE 10 FEET AWAY FROM BUILDING FOUNDATIONS AND/OR ROOF LINES.
18. WHERE A WATER MAIN CROSSES THE NORTHWEST GAS PIPELINE, THE WATER LINE SHALL BE CASED WITH PVC PIPE A MINIMUM OF 10 FEET BEYOND EACH SIDE OF THE GASE LINE EASEMENT. CONTACT NORTHWEST GAS BEFORE THE CROSSING IS MADE.
19. TRENCHING, BEDDING, AND BACKFILL FOR WATER MAINS SHALL BE IN ACCORDANCE WITH CITY STANDARD NO. 503.
20. ALL COMMERCIAL DEVELOPMENTS, IRRIGATION SYSTEMS, AND MULTI-FAMILY WATER SERVICE CONNECTIONS SHALL BE PROTECTED BY A DOUBLE CHECK VALVE ASSEMBLY OR A REDUCED PRESSURE BACKFLOW ASSEMBLY AS DIRECTED BY THE CITY (OR FRUITLAND WATER WHEN SERVED BY FRUITLAND) CONFORMING TO CITY STANDARD NO.'S 309 THROUGH 311.3.

STORMWATER NOTES (CITY OF PUYALLUP)

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 CENTER TO BE ATTENDED BY ALL MAJOR CONTRACTORS, REPRESENTATIVES OF INVOLVED UTILITIES AND THE CITY OF PUYALLUP. CONTACT THE ENGINEERING DIVISION AT THE CITY OF PUYALLUP TO SCHEDULE THE MEETING (253-841-5481). THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR SET OF PLANS AT THE MEETING.
2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"), WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER, LATEST EDITION, UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP CITY STANDARDS FOR PUBLIC WORKS ENGINEERING AND CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "CITY STANDARDS").
4. A COPY OF THESE APPROVED PLANS AND APPLICABLE CITY DEVELOPER SPECIFICATIONS AND DETAILS SHALL BE ON SITE DURING CONSTRUCTION.
5. ANY REVISIONS MADE TO THESE PLANS MUST BE REVIEWED AND APPROVED BY THE DEVELOPER'S ENGINEER AND THE 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 (1-800-424-5555) AT LEAST 48 HOURS IN ADVANCE. THE OWNER AND HIS/HER ENGINEER SHALL BE CONTACTED IMMEDIATELY IF A CONFLICT EXISTS.
7. ANY STRUCTURE AND/OR OBSTRUCTION WHICH REQUIRES REMOVAL OR RELOCATION RELATING TO THIS PROJECT, SHALL BE DONE SO AT THE DEVELOPER'S EXPENSE.
8. DURING CONSTRUCTION, ALL EXISTING AND NEWLY INSTALLED DRAINAGE STRUCTURES SHALL BE PROTECTED FROM SEDIMENTS.
9. ALL STORM MANHOLES SHALL CONFORM TO CITY STANDARD NO. 201. FLOW CONTROL MANHOLE/OIL WATER SEPARATOR SHALL CONFORM TO CITY STANDARD NO. 205.
10. MANHOLE RING AND COVER SHALL CONFORM TO CITY STANDARD NO. 504.1. THE COVER SHALL BE MARKED WITH "STORM" OR "DRAIN" IN 2-INCH RAISED LETTERS. MINIMUM WEIGHT OF THE FRAME SHALL BE 210 POUNDS. MINIMUM WEIGHT OF THE COVER SHALL BE 150 POUNDS.
11. CATCH BASINS TYPE I SHALL CONFORM TO CITY STANDARD NO. 202 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 NO. 203 AND SHALL BE USED FOR DEPTHS GREATER THAN 5 FEET FROM TOP OF THE GRATE TO THE INVERT OF THE STORM PIPE.
13. CAST IRON OR DUCTILE IRON FRAME AND GRATE SHALL CONFORM TO CITY STANDARD NO. 204. GRATE SHALL BE MARKED WITH "DRAINS TO STREAM". SOLID CATCH BASIN LIDS (SQUARE UNLESS NOTED AS ROUND) SHALL CONFORM TO WSDOT STANDARD PLAN B-2 (OLYMPIC FOUNDRY NO. SM60 OR EQUAL). VANED GRATES SHALL CONFORM TO WSDOT STANDARD PLAN B-2a (OLYMPIC FOUNDRY NO. SM60V OR EQUAL).
14. STORMWATER PIPE SHALL BE ONLY PVC, CONCRETE, OR DUCTILE IRON PIPE.
    A. THE USE OF ANY OTHER TYPE SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER 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 BE NOT LESS THAN 3.0 FEET.
    D. DUCTILE IRON PIPE SHALL BE CLASS 50, CONFORMING TO AWWA C151. MINIMUM COVER ON DUCTILE PIPE SHALL BE 1.0 FOOT.
15. TRENCHING, BEDDING, AND BACKFILL FOR PIPE SHALL CONFORM TO CITY STANDARD NO. 503.
16. STORM PIPE SHALL BE A MINIMUM OF 10 FEET AWAY FROM BUILDING FOUNDATIONS AND/OR ROOF LINES.
17. ALL STORM DRAIN MAINS SHALL BE TELEVISION INSPECTED PRIOR TO FINAL ACCEPTANCE BY THE CITY. A COPY OF THE TAPE SHALL BE PROVIDED TO THE CITY.
18. AFTER ALL OTHER UTILITIES ARE INSTALLED AND PRIOR TO ASPHALT WORK, ALL STORM PIPE SHALL PASS A LOW PRESSURE AIR TEST IN ACCORDANCE WITH SECTION 7-04.3(4)d OF THE STANDARD SPECIFICATIONS. PRODUCTS USED TO SEAL THE INSIDE OF THE PIPE ARE NOT TO BE USED TO OBTAIN THE AIR TEST.
19. ALL STORM DRAIN MAINS SHALL BE MANDRELLED.
20. ALL TEMPORARY SEDIMENTATION AND EROSION CONTROL MEASURES, AND PROTECTIVE MEASURES FOR CRITICAL AREAS AND SIGNIFICANT TREES SHALL BE INSTALLED PRIOR TO INITIATING AND CONSTRUCTION ACTIVITIES.

ADDITIONAL STORMWATER NOTES

1. STORM INLETS SHALL HAVE A VANED GRATE, PER C.O.P. STD DETAIL 204, WHEN THE ROADWAY SLOPE EXCEEDS 6%.

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 00183347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.

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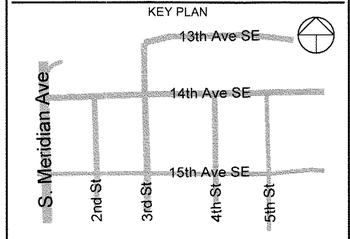
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

GENERAL NOTES

SHEET 6 OF 59

C103

VERTICAL DATUM

CITY OF PUYALLUP BENCH MARK... BM 123

TOP "R" IN COREY, HYDRANT AT THE NORTHWEST CORNER OF 14TH AVENUE SE. AND 3RD STREET SE. ELEVATION=111.94'

HORIZONTAL CONTROL

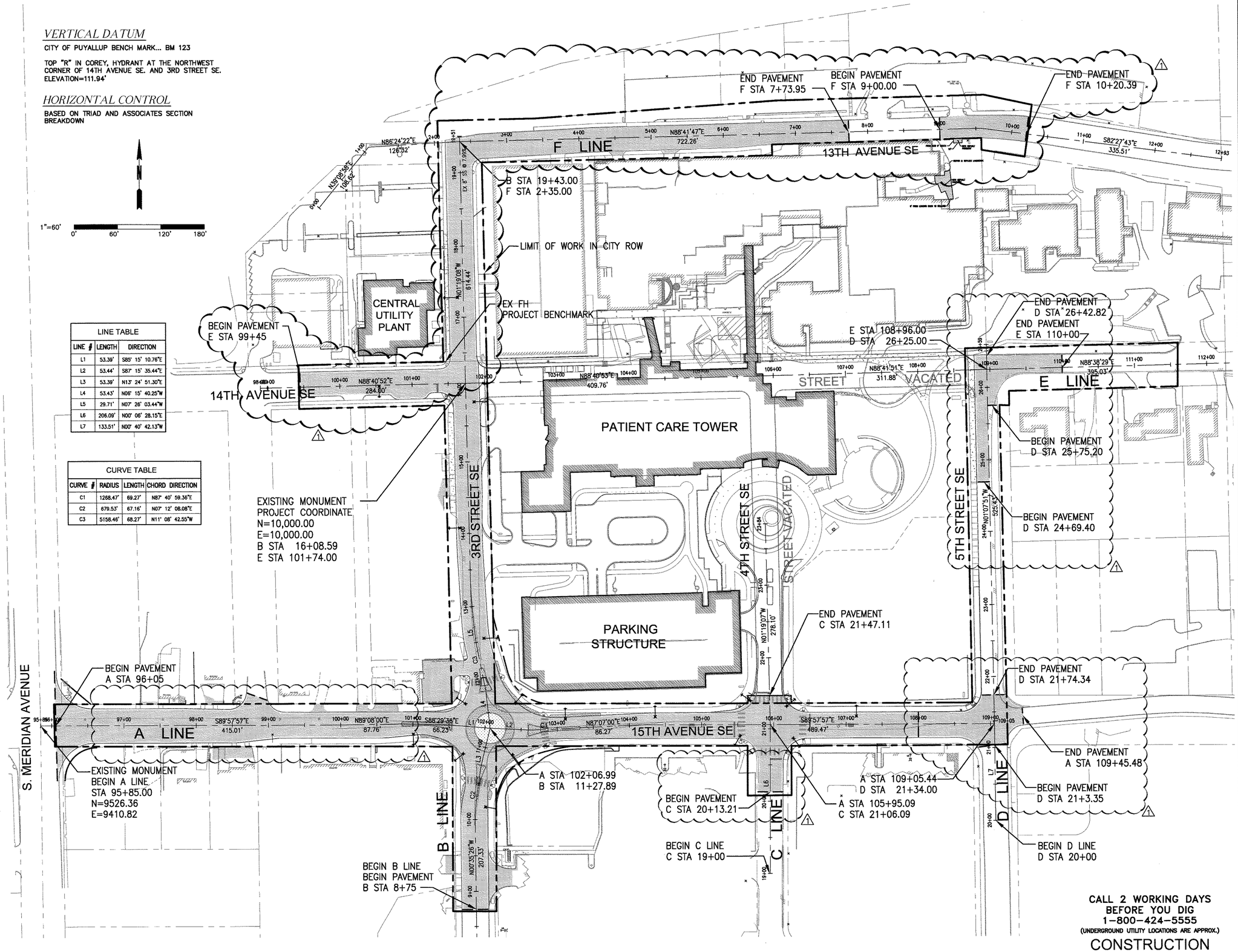
BASED ON TRIAD AND ASSOCIATES SECTION BREAKDOWN

1"=60'

0' 60' 120' 180'

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	53.39'	S85° 15' 10.76"E
L2	53.44'	S87° 15' 35.44"E
L3	53.39'	N13° 24' 51.30"E
L4	53.43'	N06° 15' 40.25"W
L5	29.71'	N07° 26' 03.44"W
L6	206.09'	N00° 06' 28.15"E
L7	133.51'	N00° 40' 42.13"W

CURVE TABLE				
CURVE #	RADIUS	LENGTH	CHORD	DIRECTION
C1	1268.47'	69.27'		N87° 40' 59.36"E
C2	679.53'	67.16'		N07° 12' 08.08"E
C3	5158.46'	68.27'		N11° 08' 42.55"W



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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
20183471
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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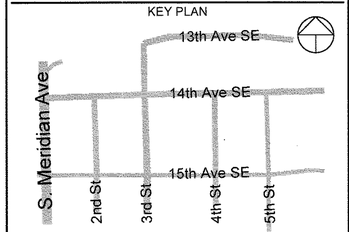

NO.	REVISIONS	DATE
1	MODIFIED PAVING AREAS	11/20/09

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

SITE PLAN AND HORIZONTAL CONTROL

SHEET 5 OF 59

C200

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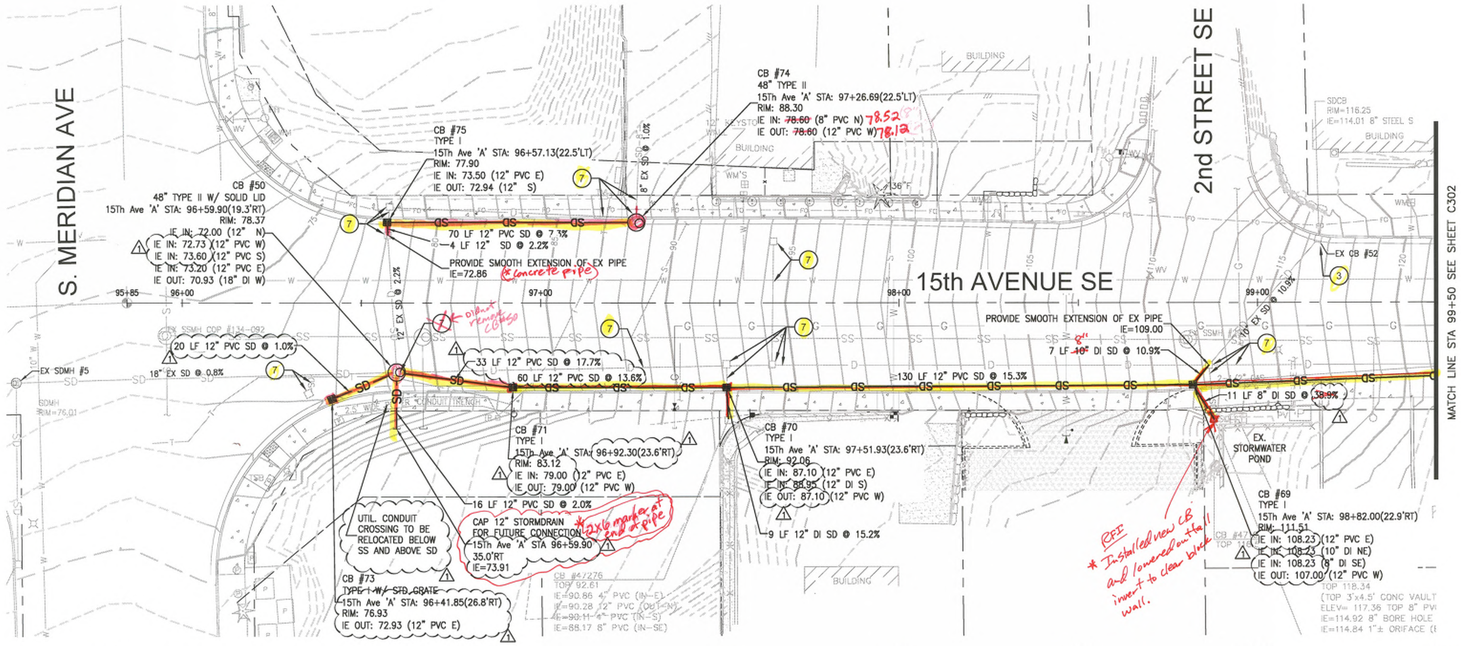

PROFILE VIEW: 15TH AVENUE SE STA 95+80 TO 99+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

(3) ADJUST RIM TO GRADE

(7) REMOVE EXISTING PIPE OR STRUCTURE

LEGEND

SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II
	PROPOSED SIGNAL POLE

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. ALL CATCH BASINS TO BE TYPE I W/VANED GRATE PER COP STD NO. 204 UNLESS OTHERWISE NOTED.
3. ALL STORMDRAIN PIPE WITH MIN. 3' COVER SHALL BE PVC. STORMDRAIN PIPE LESS THAN 3' COVER SHALL BE DI CL-50. MIN 1' COVER IS REQUIRED FOR DI PIPE.
4. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
5. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
6. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20018347 — PROFESSIONAL ENGINEER
March 09, 2010

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

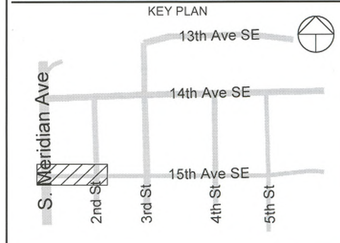
DATE _____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE
1	STORM SYSTEM ELEVATIONS ADJUSTED	03/09/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 02/02/2010
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE
Sta 95+80 to 99+50
Stormwater Plan & Profile

SHEET 6 OF 60

C301

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Plot date: 3/9/2010 2:21:05 PM Mira Basikov
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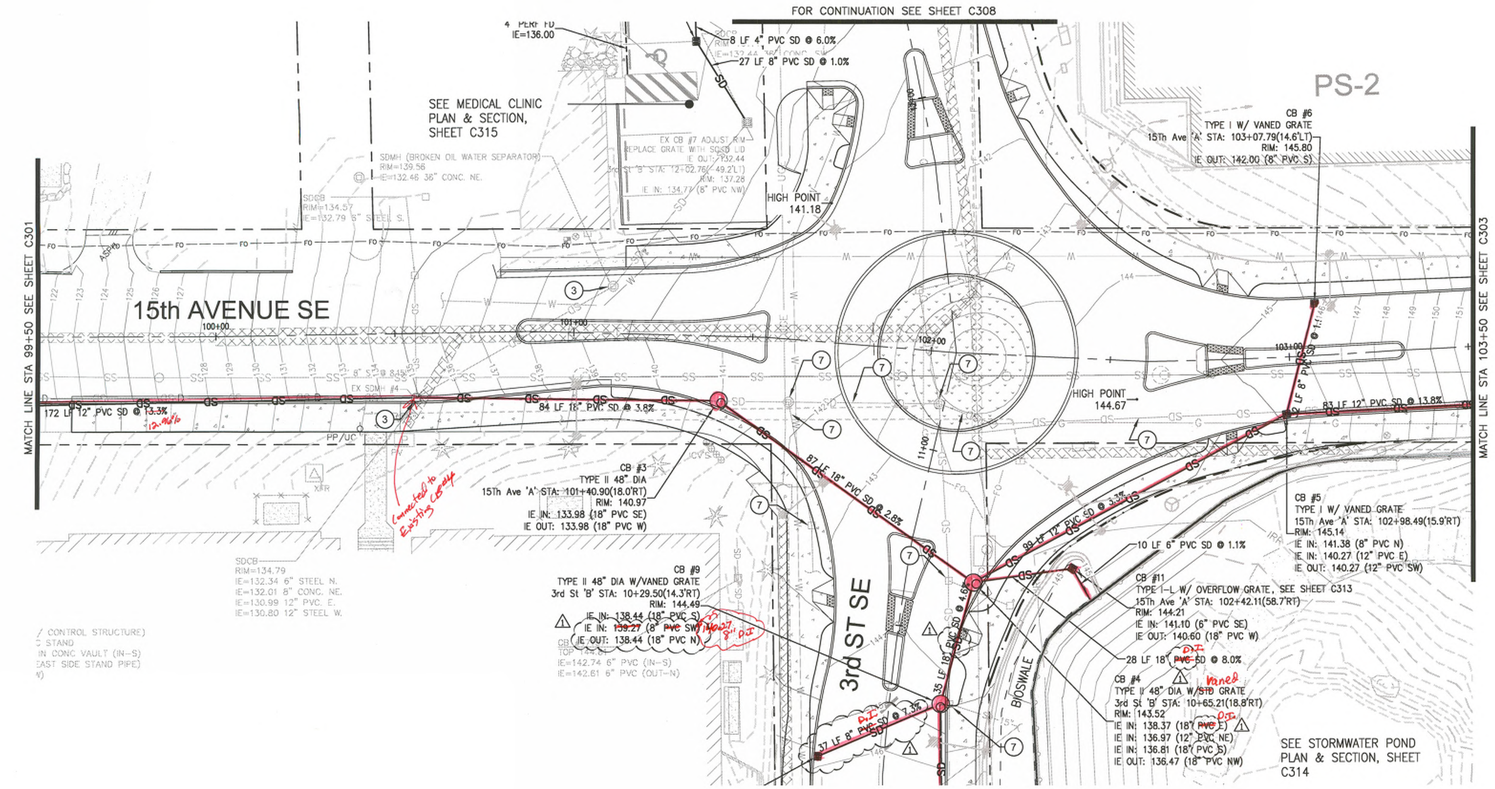

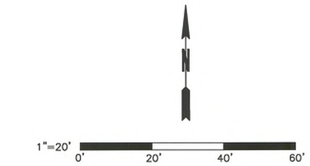

CONSTRUCTION NOTES

(3) ADJUST RIM TO GRADE

(7) REMOVE EXISTING PIPE OR STRUCTURE

LEGEND

SDCB — EXISTING STORM CATCH BASIN

SDMH — EXISTING STORM MANHOLE

CB #11 — PROPOSED STORM CATCH BASIN TYPE I

CB #5 — PROPOSED STORM CATCH BASIN TYPE II

PROPOSED SIGNAL POLE

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. ALL CATCH BASINS TO BE TYPE I W/VANED GRATE PER COP STD NO. 204 UNLESS OTHERWISE NOTED.
3. ALL STORMDRAIN PIPE WITH MIN. 3' COVER SHALL BE PVC. STORMDRAIN PIPE LESS THAN 3' COVER SHALL BE DI CL-50. MIN 1' COVER IS REQUIRED FOR DI PIPE.
4. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
5. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
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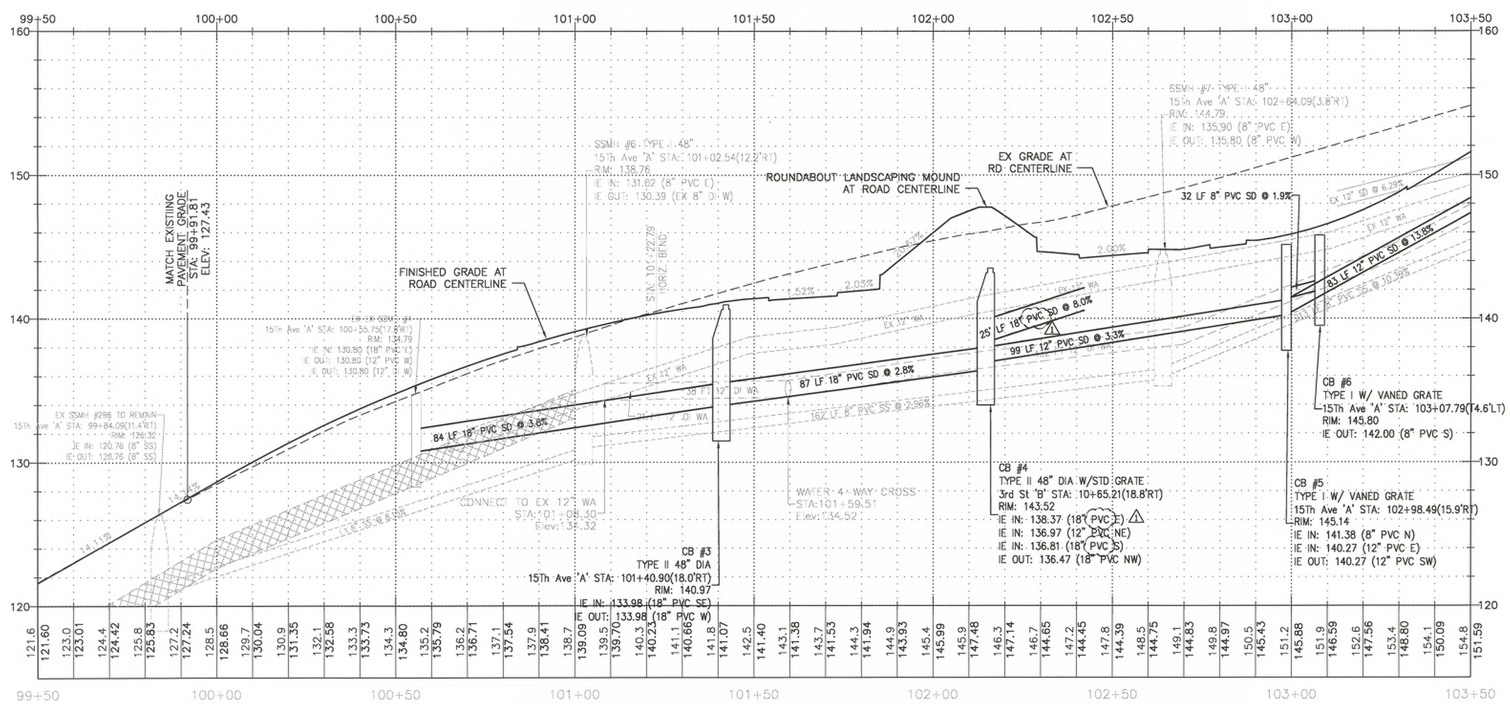

PROFILE VIEW: 15TH AVENUE SE STA 99+50 TO 103+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20018347 — REGISTERED PROFESSIONAL ENGINEER
August 27, 2009

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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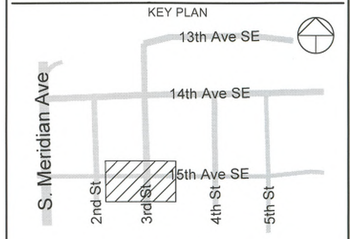
KEY PLAN



NO.	REVISIONS	DATE
1.	STORMDRAIN ON 3RD ST SE	08/27/09

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/3rd Street SE
Sta 99+50 to 103+50
Stormwater Plan & Profile

SHEET 8 OF 59

C302

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project or completion of this project by others, unless written agreement is made with the consent of ABKJ. The information contained in the CAD files may not have been incorporated into the official contract drawings and specifications. Only those drawings and specifications bearing the seal and signature of a registered professional engineer or architect are the official contract documents. Revisions made after the date indicated on the CAD files may not have been incorporated. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any discrepancy exists between the contract documents and the information on the CAD files. The Recipient shall indemnify and hold ABKJ harmless from any claims, losses, expenses, penalties and liabilities of any kind, including attorneys fees, arising out of or resulting from the use of the CAD files by the Recipient, or by third party Recipients of the CAD files from the primary recipient, ABKJ sub-consultants from all claims, corrections, losses, expenses, penalties and liabilities of any kind, including attorneys fees, arising out of or resulting from the use of the CAD files by the Recipient. The Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is on acceptance, by the Recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 8/28/2009 3:24:10 PM Miro Bosikov
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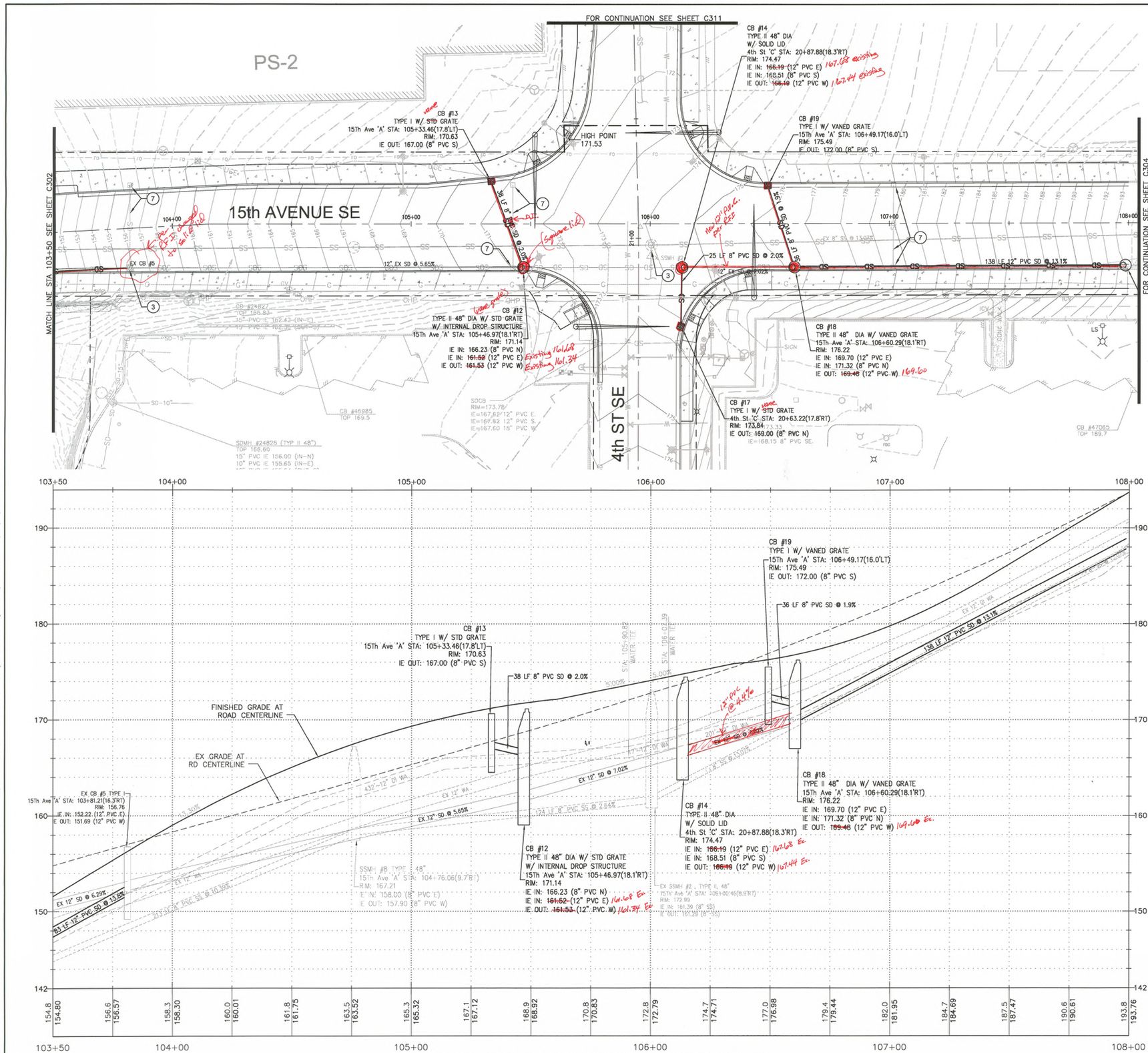

PROFILE VIEW: 15TH AVENUE SE STA103+50 TO 108+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

(3) ADJUST RIM TO GRADE

(7) REMOVE EXISTING PIPE OR STRUCTURE

LEGEND

SDCB — EXISTING STORM CATCH BASIN

SDMH — EXISTING STORM MANHOLE

CB #11 — PROPOSED STORM CATCH BASIN TYPE I

CB #5 — PROPOSED STORM CATCH BASIN TYPE II

PROPOSED SIGNAL POLE

PLAN AND PROFILE NOTES

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TEL: 206.340.2255
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DONALD K. SCARBERRY — STATE OF WASHINGTON — 20183467 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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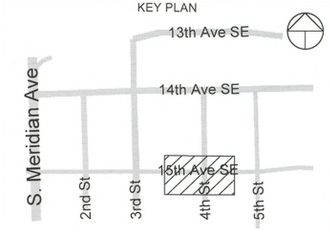
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/4th Street SE
Sta 103+50 to 108+00
Stormwater Plan & Profile

SHEET 9 OF 59

C303

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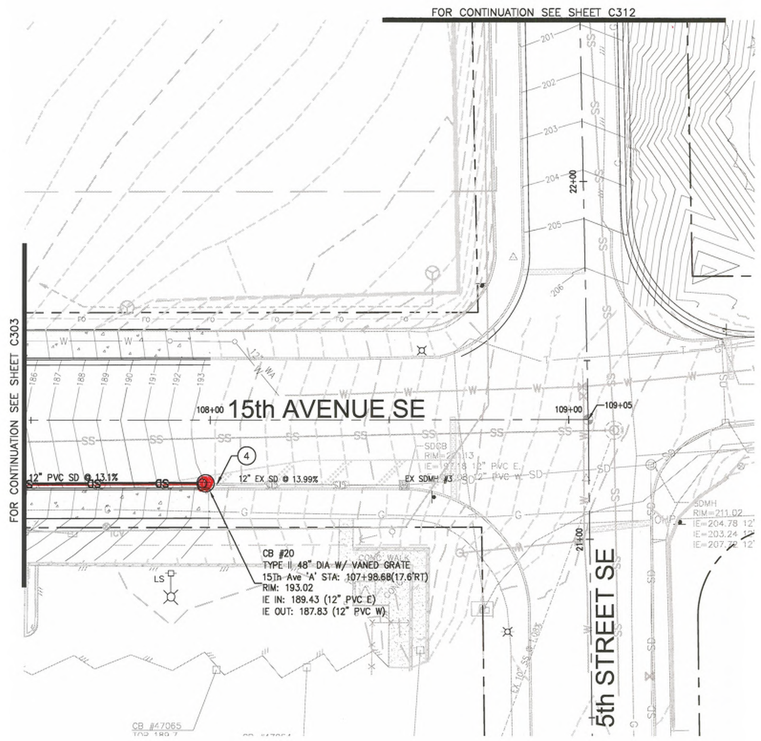
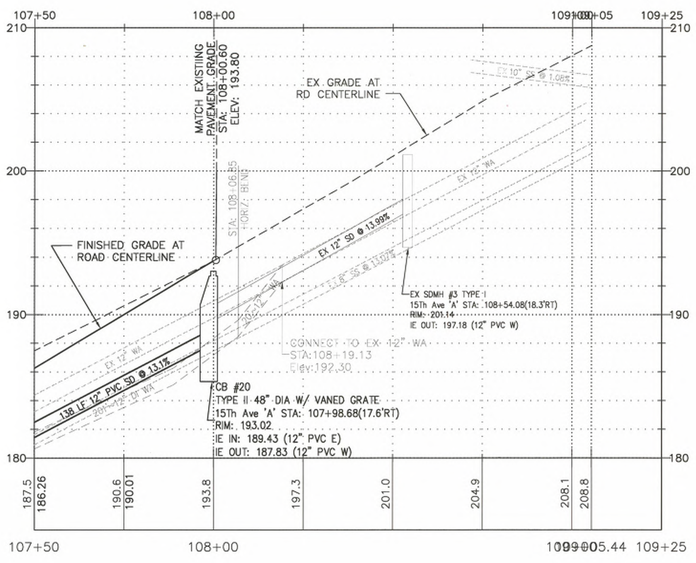
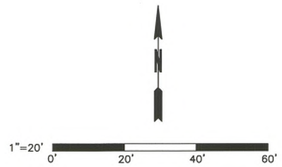




PROFILE VIEW: 15TH AVENUE SE STA 107+50 TO 109+25

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'



CONSTRUCTION NOTES

(4) CONNECT EXISTING STORMDRAIN PIPE TO NEW STRUCTURE

LEGEND

SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II
	PROPOSED SIGNAL POLE

PLAN AND PROFILE NOTES

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800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20113347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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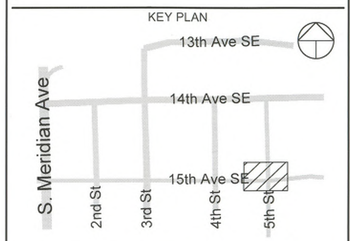
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/5th Street SE
Sta 107+50 to 109+25
Stormwater Plan & Profile

SHEET 10 OF 59

C304

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Plot date: 6/26/2009 4:50:27 PM Hilde Allum
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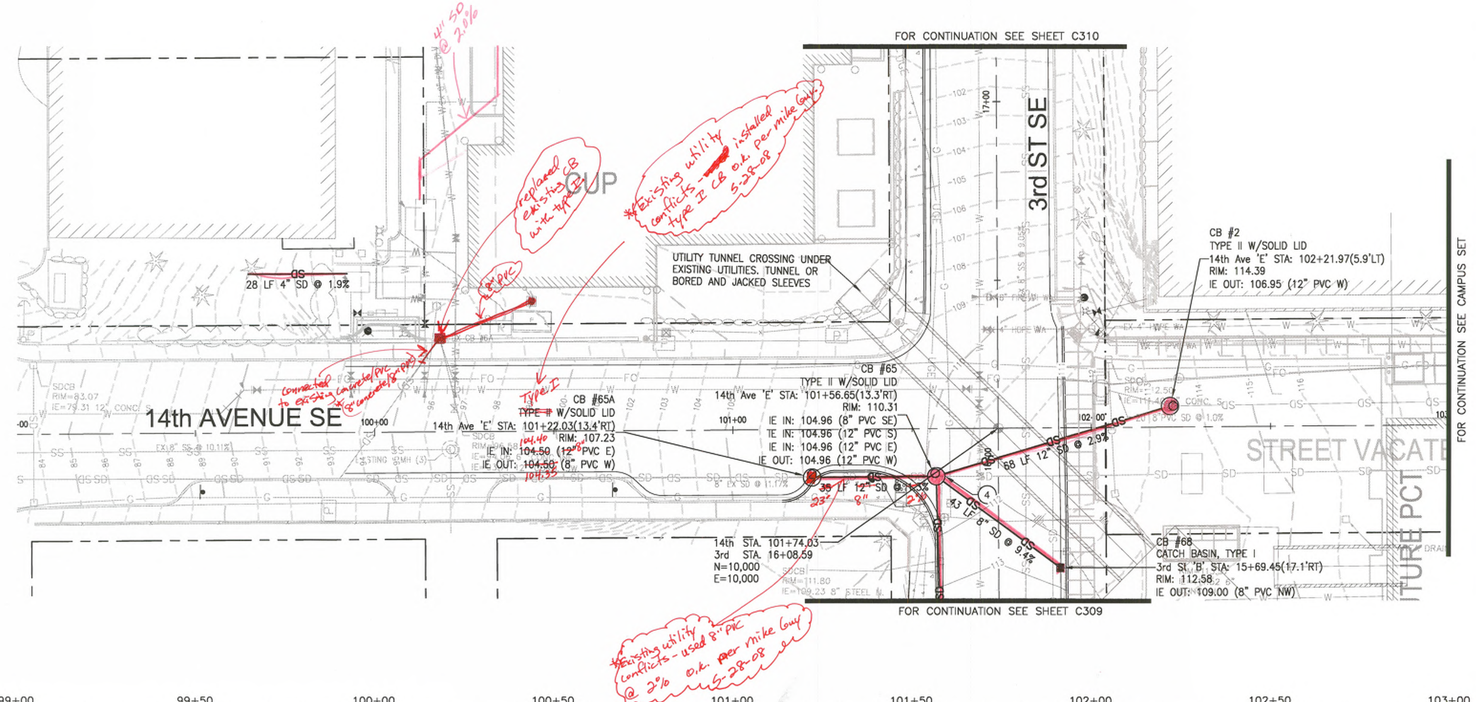

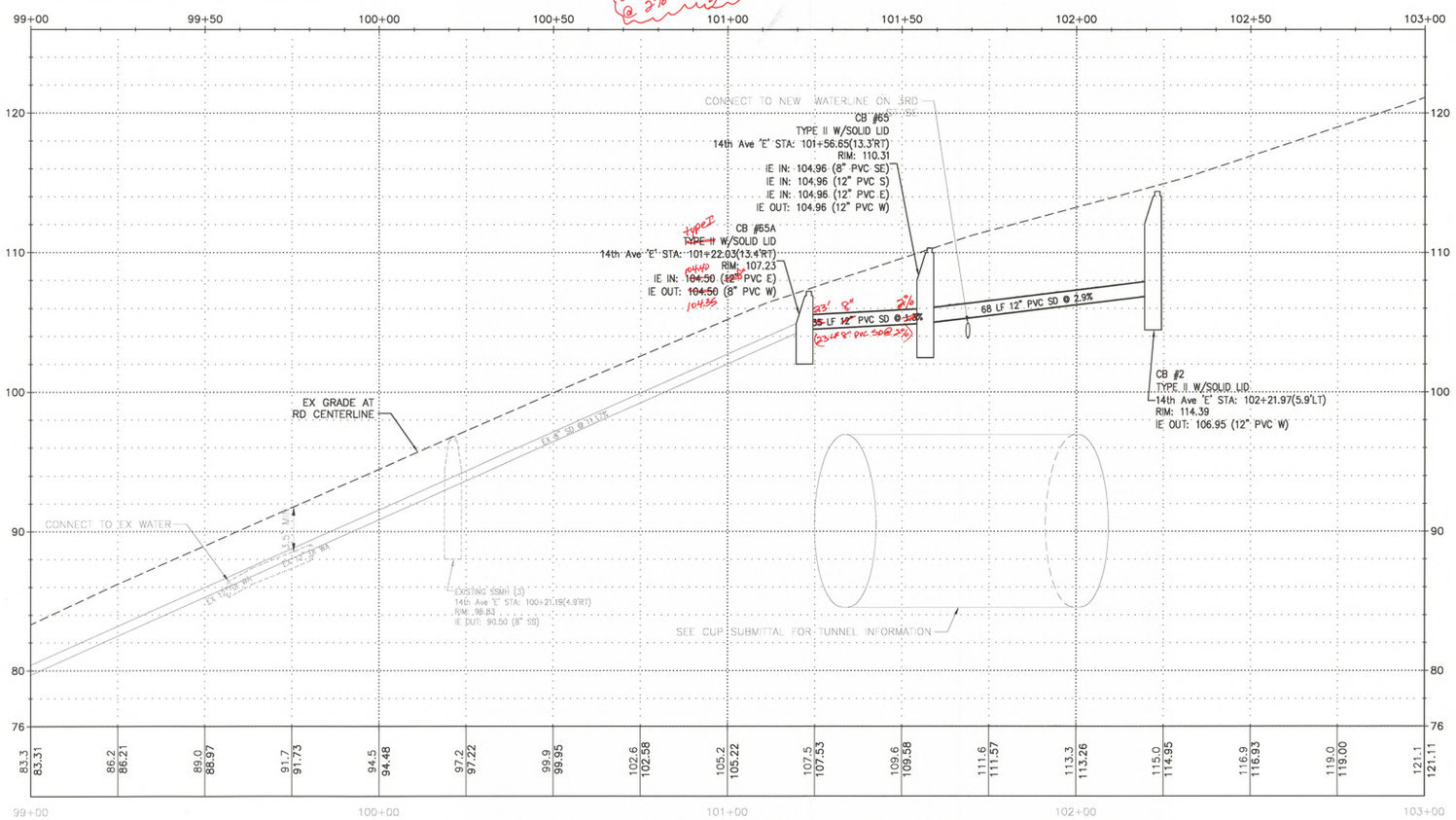

PROFILE VIEW: 14TH AVENUE SE STA 99+00 TO 103+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

(4) CONNECT EXISTING STORMDRAIN PIPE TO NEW STRUCTURE

LEGEND

SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II
	PROPOSED SIGNAL POLE

PLAN AND PROFILE NOTES

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PERMIT REVIEW

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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20183447 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
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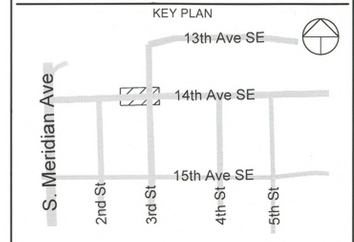

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

14th Avenue SE/3rd Street SE
Sta 99+00 to 103+00
Stormwater Plan & Profile

SHEET 10 OF 59

C305

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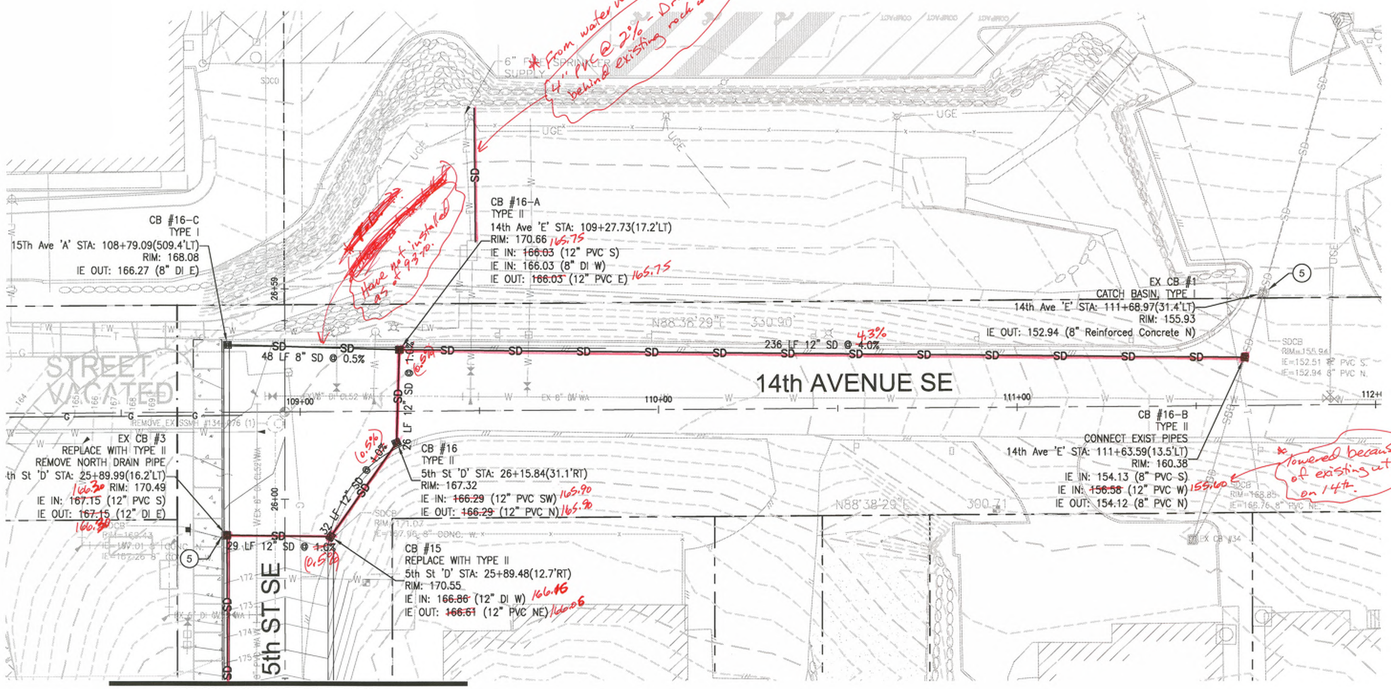

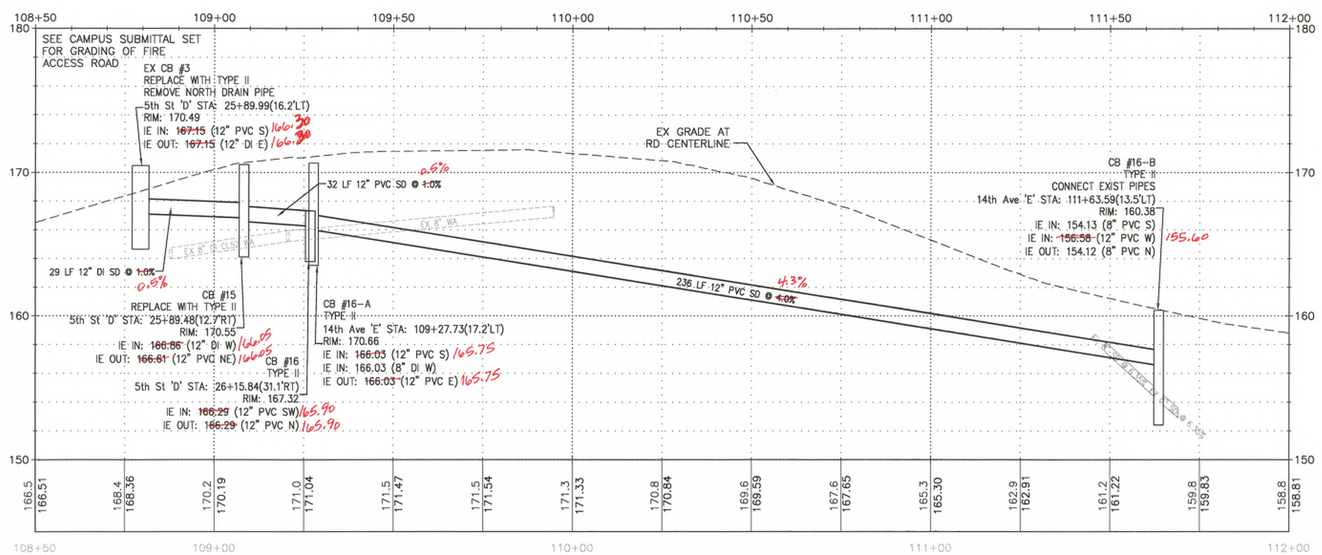

PROFILE VIEW: 14TH AVENUE SE STA 108+50 TO 112+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

(5) CONNECT TO EXISTING STRUCTURE

LEGEND

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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

PERMIT REVIEW

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SEATTLE, WA 98104

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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
D018347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
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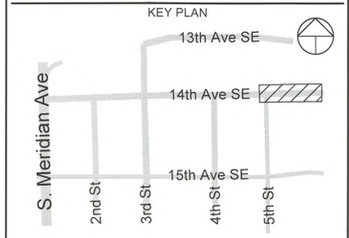
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

14th Avenue SE/5th Street SE
Sta 108+50 to 112+00
Stormwater Plan & Profile

SHEET 11 OF 59

C306

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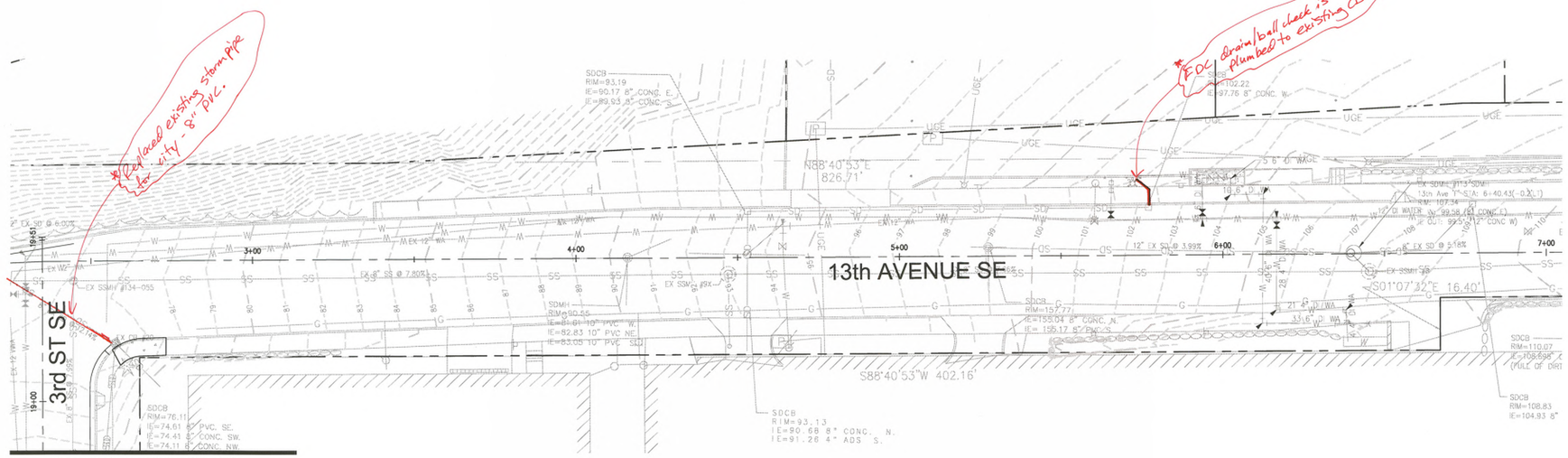

FOR CONTINUATION SEE SHEET C310

PROFILE VIEW: 13TH AVENUE SE STA 2+25 TO 7+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0 20' 40' 60'

CONSTRUCTION NOTES

LEGEND

SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II
	PROPOSED SIGNAL POLE

PLAN AND PROFILE NOTES

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DONALD K. SCARBERRY — STATE OF WASHINGTON — 20018347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

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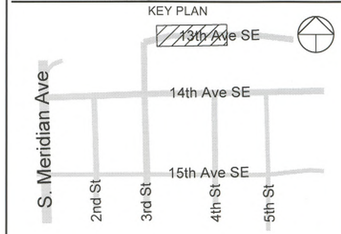

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

13th Avenue SE
Sta 2+25 to 7+00
Stormwater Plan & Profile

SHEET 12 OF 59

C307

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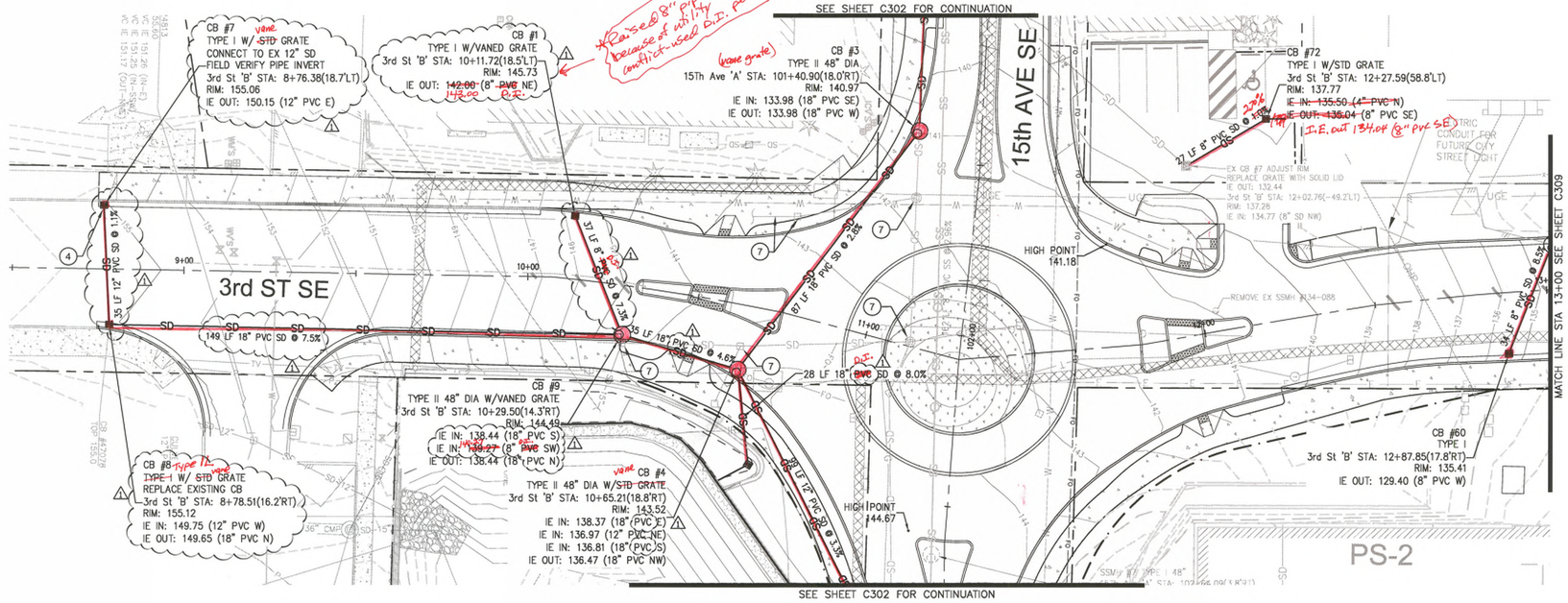

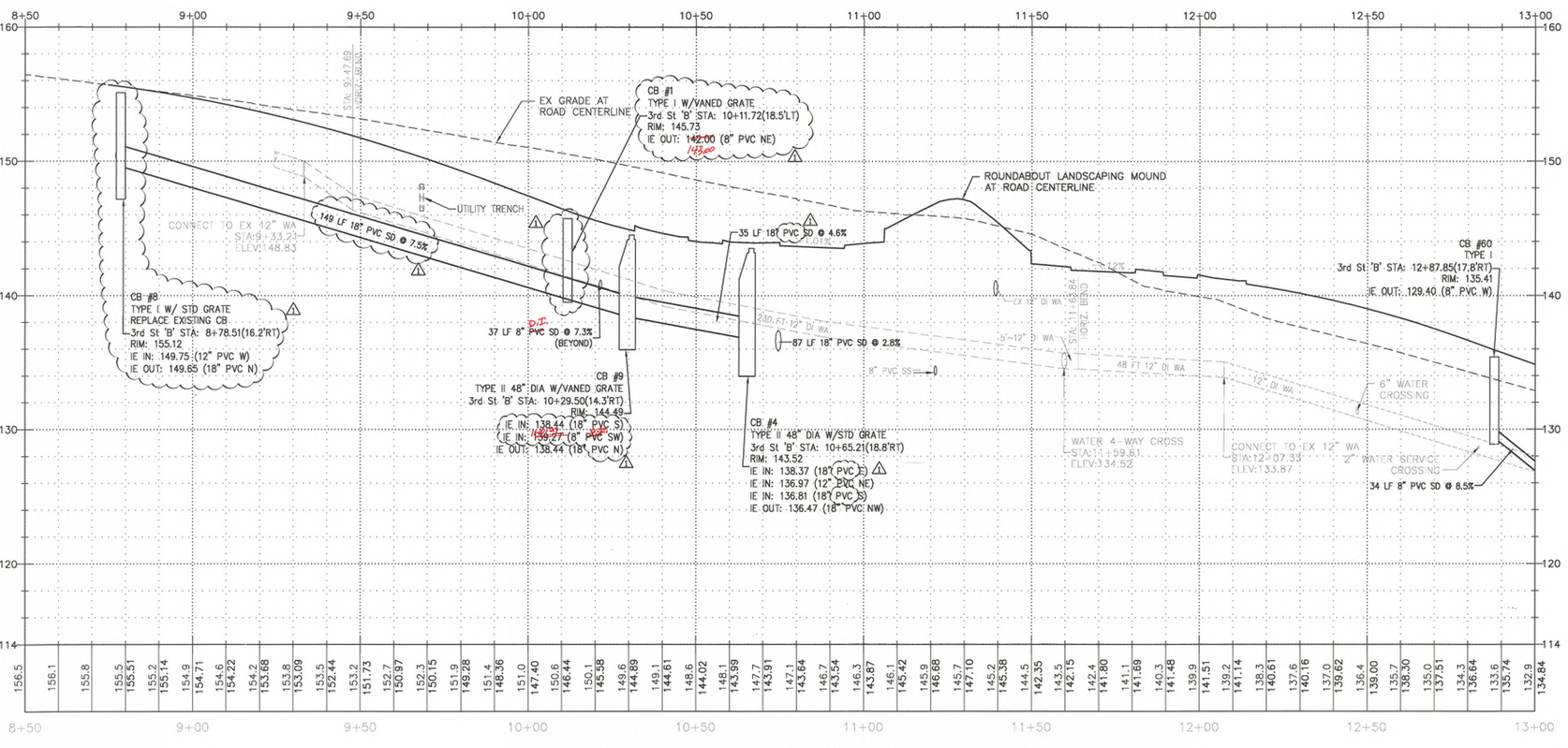

PROFILE VIEW: 3RD STREET SE STA 8+50 TO 13+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

4. CONNECT EXISTING STORMDRAIN PIPE TO NEW STRUCTURE
7. REMOVE EXISTING PIPE OR STRUCTURE

LEGEND

SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II
	PROPOSED SIGNAL POLE

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CONSTRUCTION DOCUMENTS

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800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

STATE OF WASHINGTON — DONALD K. SCARBERRY — 20183473 — REGISTERED PROFESSIONAL ENGINEER
August 27, 2009

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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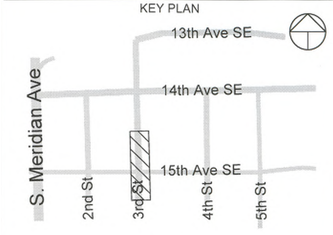
KEY PLAN



NO.	REVISIONS	DATE
1.	STORMDRAIN ON 3RD ST SE	08/27/09

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/15th Avenue SE
Sta 8+50 to 13+00
Stormwater Plan & Profile

SHEET 11 OF 59

C308

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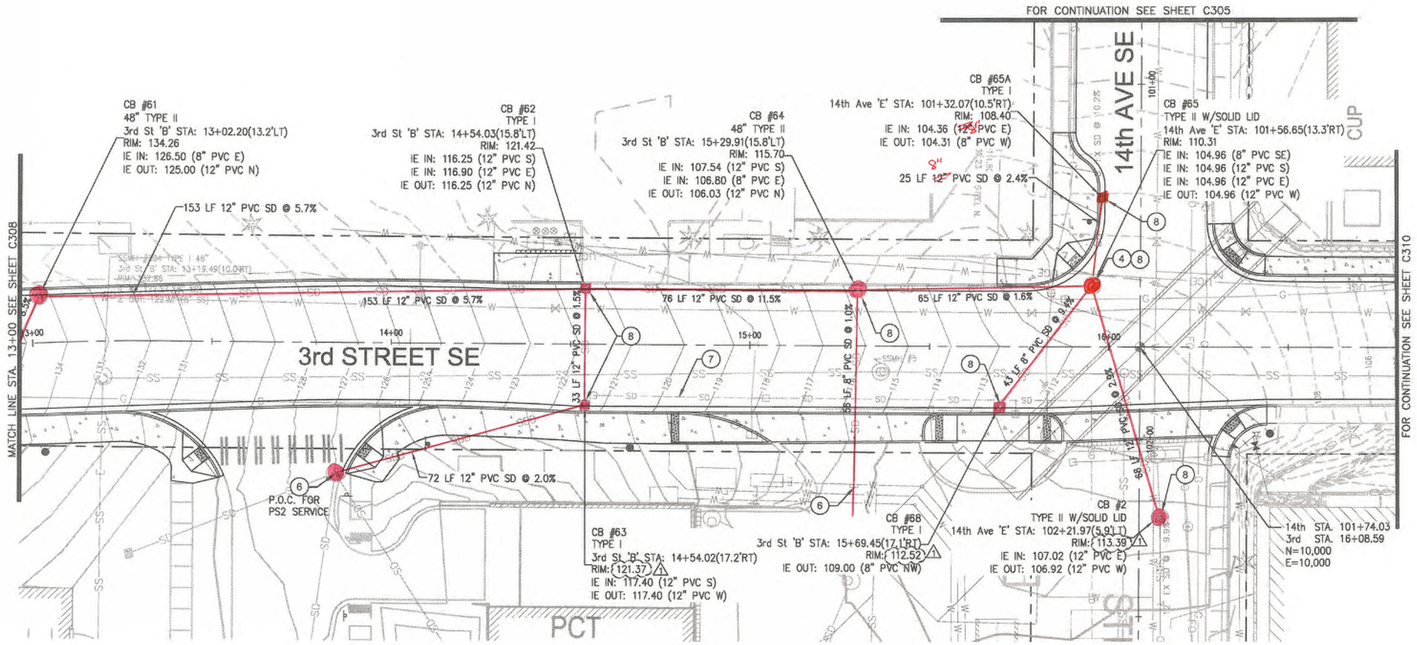

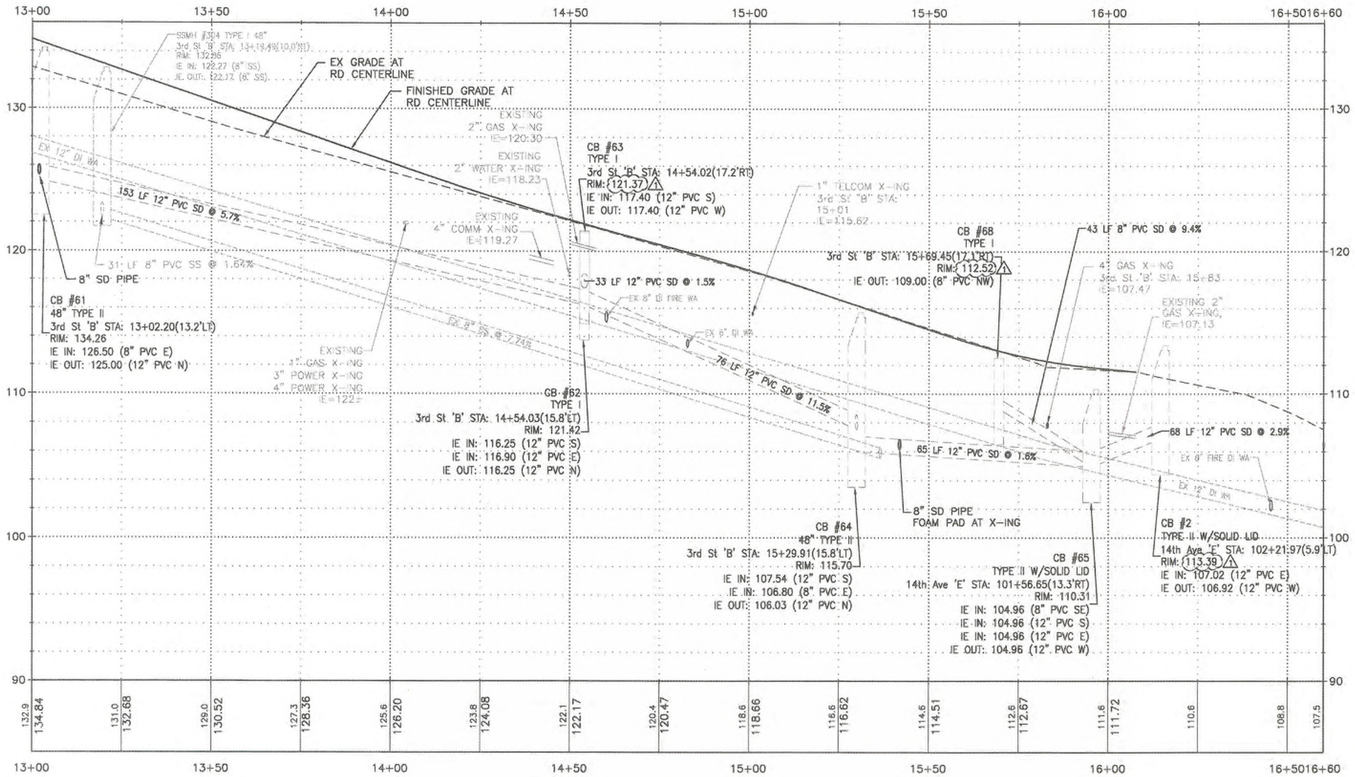

PROFILE VIEW: 3RD STREET SE STA 13+00 TO 16+60

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

CONSTRUCTION NOTES

4. CONNECT EXISTING STORMDRAIN PIPE TO NEW STRUCTURE
6. STORMDRAIN SERVICE POINT OF CONNECTION
7. REMOVE EXISTING PIPE OR STRUCTURE
8. ADJUST RIM ELEVATION TO FINISH GRADE AS NECESSARY

LEGEND

SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II
	PROPOSED SIGNAL POLE

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RIM ELEVATIONS MODIFIED DUE TO CHANGE IN GRADES TO MATCH EXISTING CONDITIONS AT WOMEN'S CENTER FRONTAGE

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

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TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER — 22018347
January 25, 2010

APPROVED
BY Calvin M. Nannio
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 1-26-2010

NOTES:
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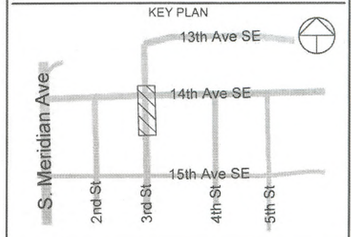
KEY PLAN



NO.	REVISIONS	DATE
1	MODIFIED RIM ELEVATIONS	01/25/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 01/25/2010
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/14th Avenue SE
Sta 13+00 to 16+60
Stormwater Plan & Profile

SHEET 14 OF 60

C309

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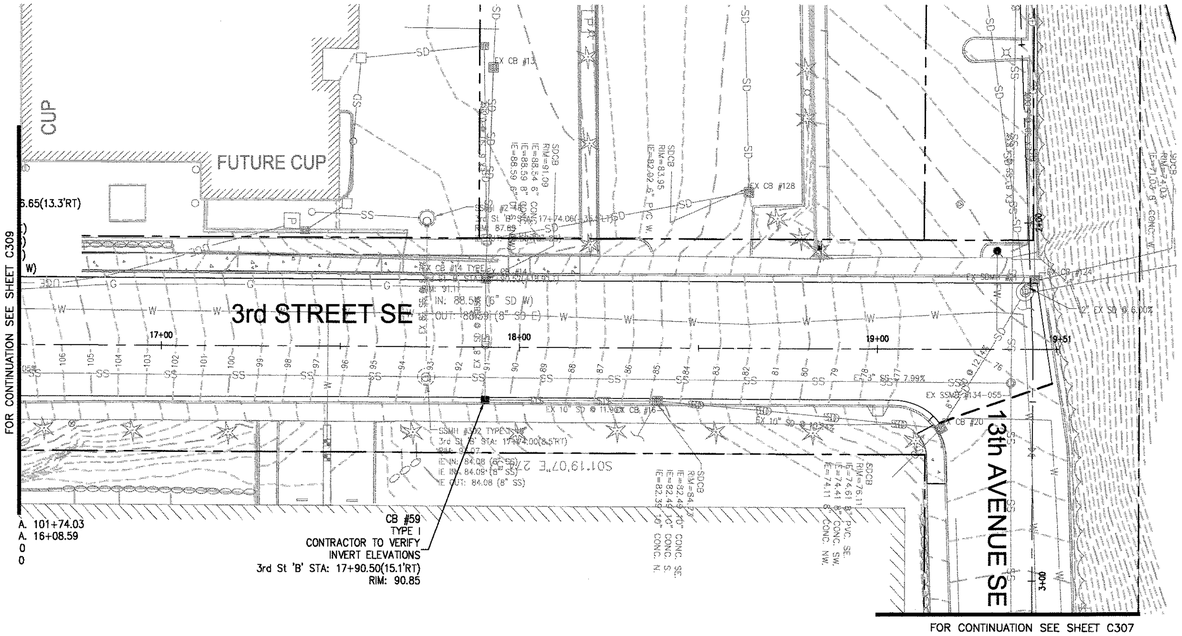

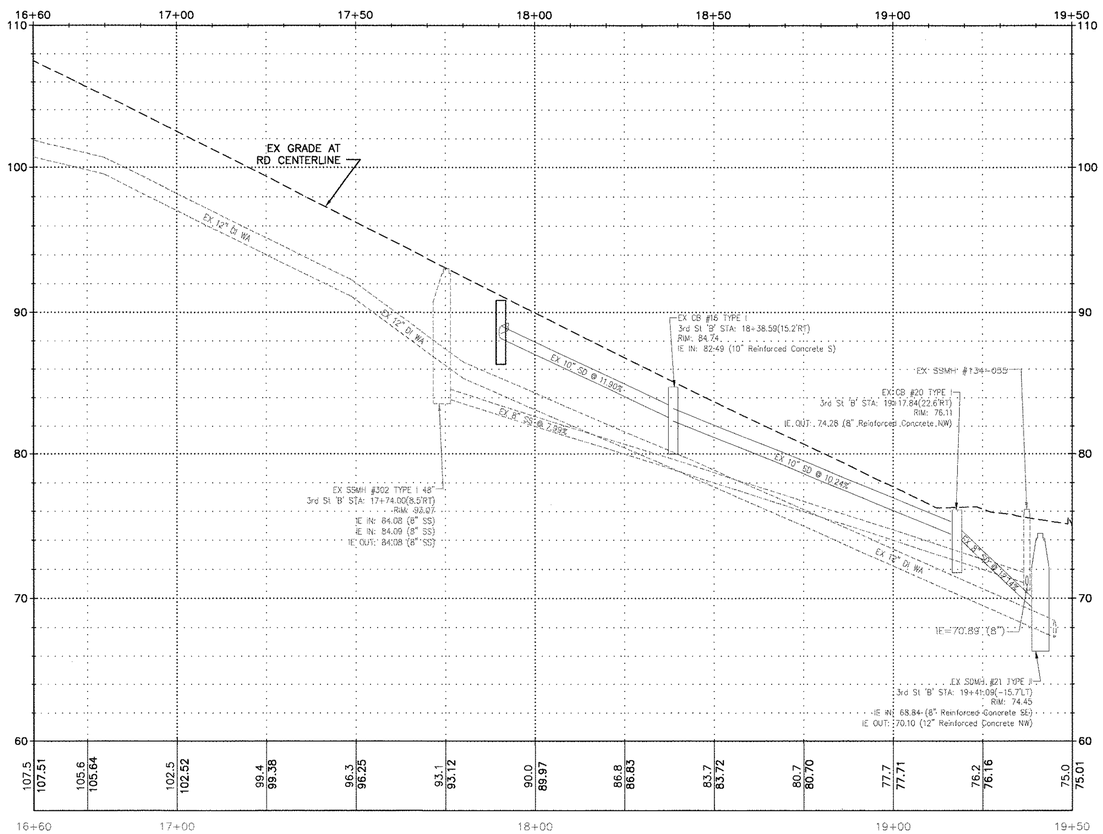

PROFILE VIEW: 3RD STREET SE STA 16+60 TO 19+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

CONSTRUCTION NOTES

LEGEND

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SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCABBERRY
STATE OF WASHINGTON
20018347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

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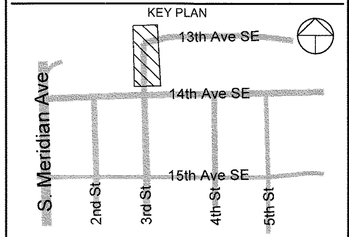

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/13th Avenue SE
Sta 16+60 to 19+50
Stormwater Plan & Profile

SHEET 15 OF 59

C310

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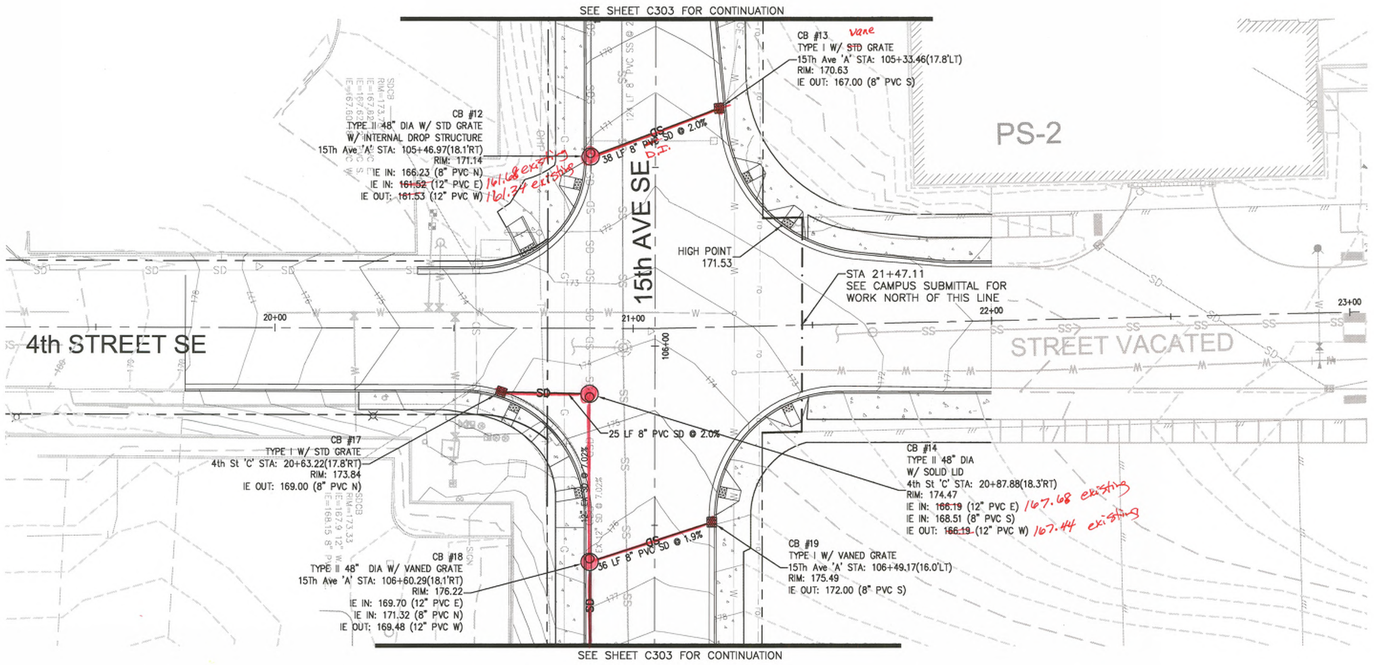

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

(3) ADJUST RIM TO GRADE

LEGEND

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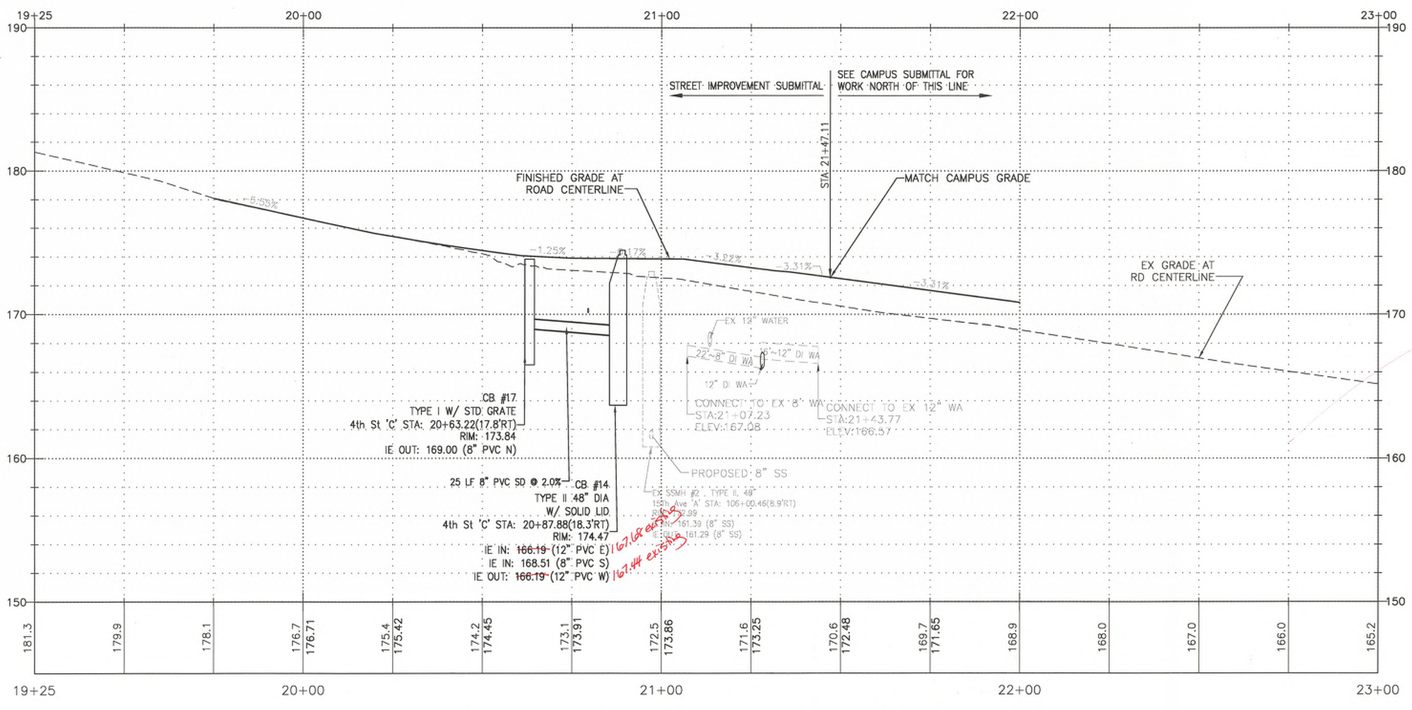
5. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
6. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.



PROFILE VIEW: 4TH STREET SE STA 19+25 TO 23+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20018347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
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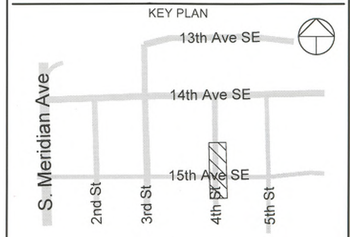
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

4th Street SE/15th Avenue SE
Sta 19+25 to 23+00
Stormwater Plan & Profile

SHEET 13 OF 59

C311

All information contained in electronic files is for information only. All information on the CAD files is considered 'instruments of service of ABKJ and shall not be used for other projects, for addition to this project or completion of this project by others. CAD files shall remain the property of ABKJ, and in no case shall the transfer of these files be considered a sale. ABKJ makes no representation regarding the accuracy, completeness, or permanence of CAD files, nor for their merchantability or fitness for a particular purpose. Added information or revisions made after the CAD files are transferred may not have been incorporated in the CAD files. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any conflicts exist between the CAD files and the contract drawings. Use of these CAD files by the Recipient or by third party Recipients of the CAD files from the primary recipient, ABKJ, or any other party shall be at the Recipient's or third party Recipient's sole risk and without liability to ABKJ. The Recipient shall indemnify and hold harmless ABKJ and its sub-consultants from all claims, damages, losses, expenses, penalties and liabilities of any kind, including attorneys fees, arising out of or resulting from the use of the CAD files by the Recipients, or by third party Recipients of the CAD files from the primary recipient, ABKJ or any other party. Any transfer of these CAD files to the Recipient will pay its appropriate share and ABKJ licenses from each client. Use of these CAD files is on acceptance, by the Recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 6/26/2009 4:55:45 PM Hide Album
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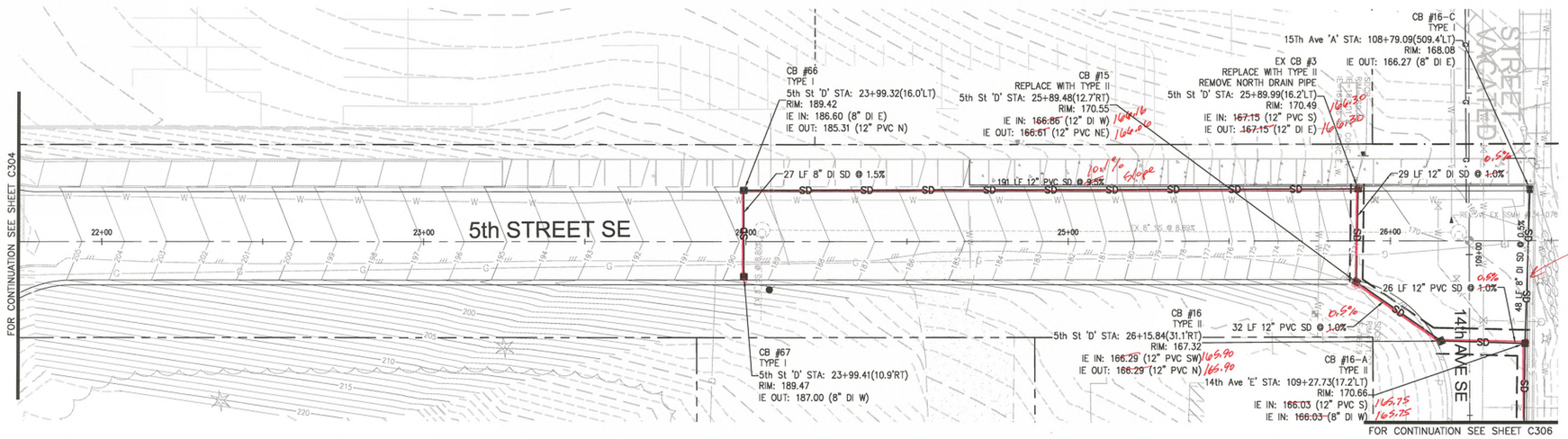
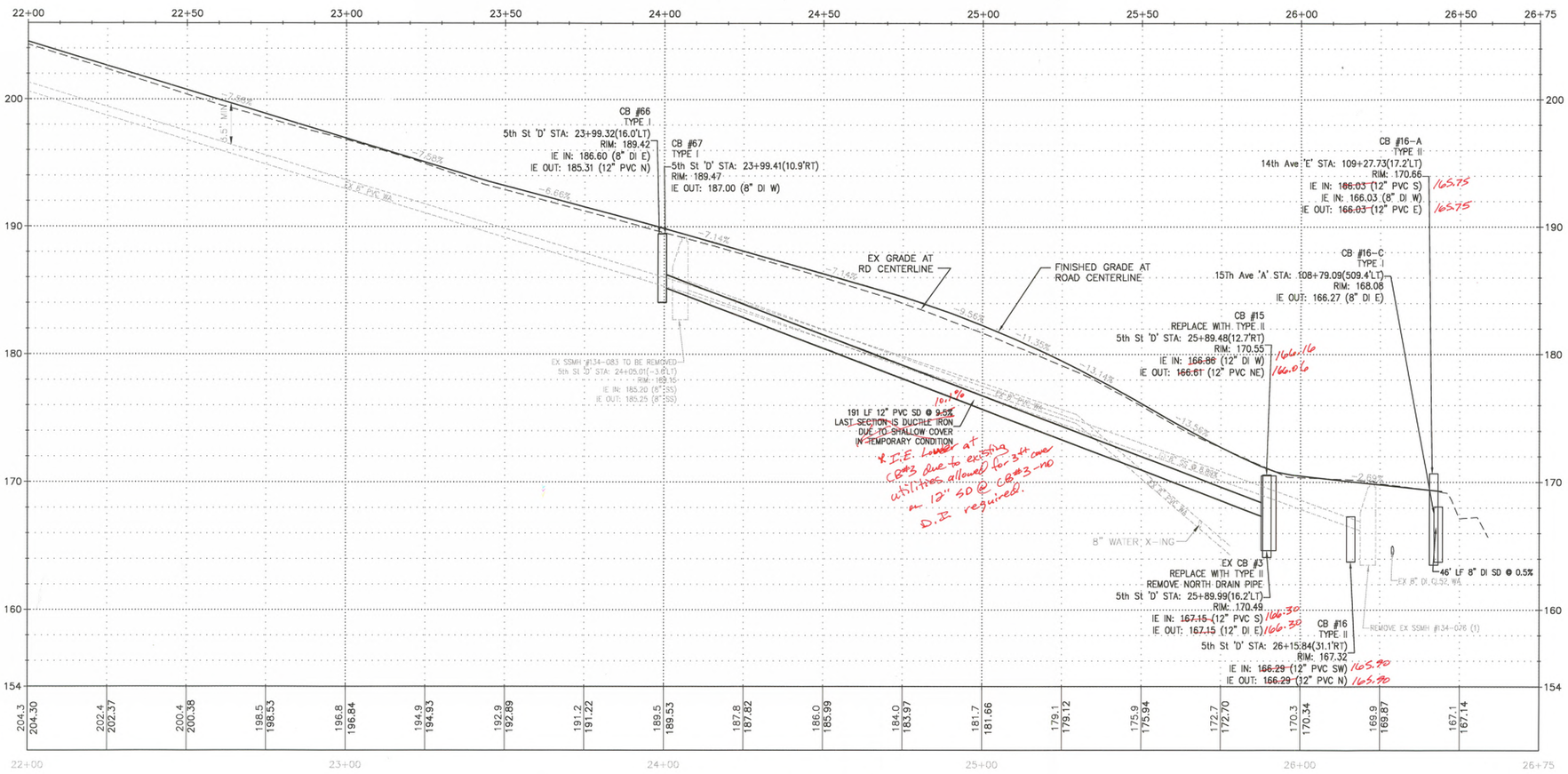


1"=20'
0' 20' 40' 60'

SEE SHEETS C301 TO C311 FOR CONSTRUCTION NOTES, PLAN AND PROFILE NOTES, AND LEGEND.



PROFILE VIEW: 5TH STREET SE STA 21+75 TO 26+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS BEFORE YOU DIG
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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

PERMIT REVIEW

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GOOD SAM
DESIGN COLLABORATIVE

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DONALD K. SCARBERRY
STATE OF WASHINGTON
20018347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

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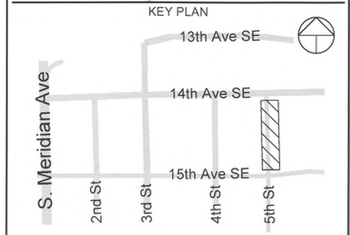
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

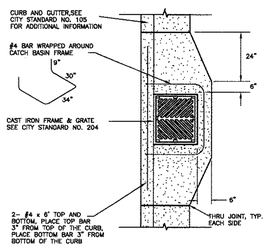
STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

5th Street SE
Sta 21+75 to 26+50
Stormwater Plan & Profile

SHEET 17 OF 59

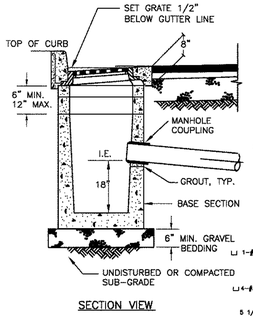
C312



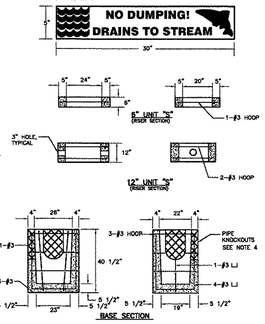
PLAN VIEW

NOTES:

1. MAXIMUM LENGTH OF PIPE BETWEEN CATCH BASINS SHALL BE 400'.
2. MAXIMUM GUTTER LINE FLOW LENGTH SHALL BE 300'.
3. TYPE I CATCH BASIN IS USED FOR DEPTHS LESS THAN 5'–0" FROM TOP OF GRATE TO I.E.(PIPE INVERT).
4. PRECAST BASE SECTION SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. KNOCKOUTS SHALL BE ON 4 SIDES WITH A MAXIMUM DIAMETER OF 20" TO PROVIDE FOR A MINIMUM SUMP DEPTH OF 18".
5. REINFORCING BARS SHALL BE CUT OR BENT AS REQUIRED TO CLEAR CUTOUTS.
6. THE TAPER ON THE SIDES OF THE PRECAST BASE SECTION SHALL NOT EXCEEED 1/2" PER FOOT.
7. CATCH BASIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C 478 (AASHTO M 199) AND ASTM C 890 UNLESS OTHERWISE NOTED.
8. THE APRON SHALL BE 8" IN DEPTH.
9. CATCH BASIN SIGNAGE SHALL BE APPLIED TO TOP OF CURB DIRECTLY ABOVE CATCH BASIN IT SHALL BE 90ML TORCH-DOWN "HOT TAPE STORM DRAIN MARKINGS", OR APPROVED EQUAL. IT SHALL READ "NO DUMPING! DRAINS TO STREAM".

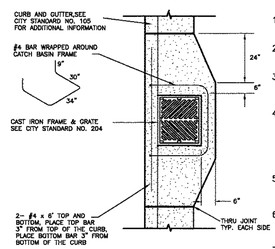


SECTION VIEW



CATCH BASIN TYPE I (GUTTER DRAIN)

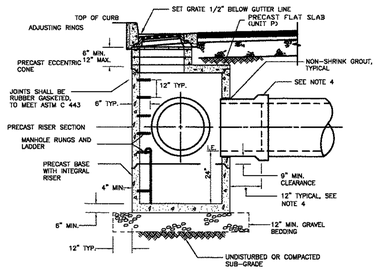
NTS — CITY OF PUYALLUP STD. NO. 202.1



PLAN VIEW

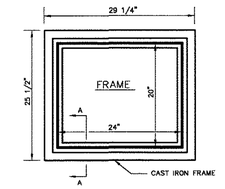
NOTES:

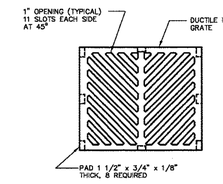
1. MAXIMUM LENGTH OF PIPE BETWEEN CATCH BASINS SHALL BE 400'.
2. MAXIMUM GUTTER LINE FLOW LENGTH SHALL BE 300'.
3. TYPE II CATCH BASIN IS USED FOR DEPTHS GREATER THAN 5'–0" FROM TOP OF GRATE TO I.E.(PIPE INVERT).
4. PRECAST BASE SECTION SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL THE PIPE OUTER DIAMETER PLUS THE MANHOLE WALL THICKNESS.
5. SEE CITY STANDARD NO. 201 FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF MANHOLE SECTION.
6. CATCH BASIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C 478 (AASHTO M 199) AND ASTM C 890 UNLESS OTHERWISE NOTED.
7. CATCH BASIN SIGNAGE SHALL BE APPLIED TO TOP OF CURB DIRECTLY ABOVE CATCH BASIN IT SHALL BE 90ML TORCH-DOWN "HOT TAPE STORM DRAIN MARKINGS", OR APPROVED EQUAL. IT SHALL READ "NO DUMPING! DRAINS TO STREAM".



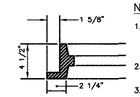
CATCH BASIN TYPE II

NTS — CITY OF PUYALLUP STD. NO. 203





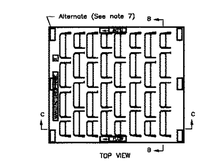
GRATE



SECTION A–A

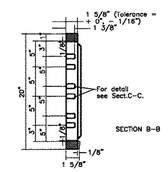
NOTES:

1. MATERIAL SHALL CONFORM TO SECTION 9-05.15 "METAL CASTINGS" OF THE "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION" PUBLISHED BY THE STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER.
2. THE NAME OF THE MANUFACTURE AND DIRECTION OF FLOW SHALL BE EMBOSSED ON THE TOP SURFACE OF EACH GRATE. LETTERING TO BE RECESSED 1/16".
3. THE MATERIAL USED FOR THE GRATE SHALL BE DESIGNATED BY EMBASSING EITHER DI (FOR DUCTILE IRON) OR CS (FOR CAST STEEL) NEAR THE NAME OF THE MANUFACTURER.
4. DIMENSIONS SHALL HAVE A +/– 1/16" TOLERANCE, EXCEPT AS NOTED.
5. EDGES SHALL HAVE 1/8" RADIUS.
6. WELDING IS NOT PERMITTED.
7. AS AN ALTERNATE, 8 PADS 1 1/2" X 3/4" X 1/8", INTEGRALLY CAST WITH THE GRATE, MAY BE USED.

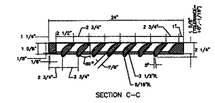


TOP VIEW

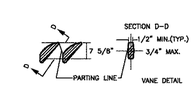
VANED GRATE



SECTION B–B

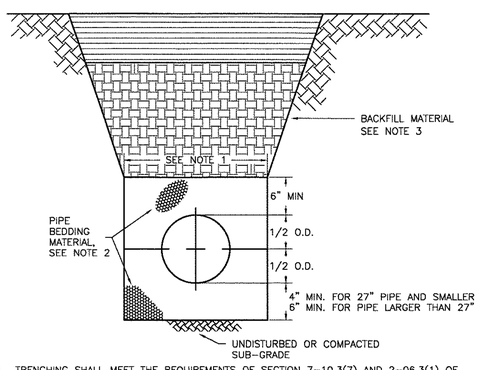


SECTION C–C



CATCH BASIN FRAME & GRATE/VANED GRATE

NTS — CITY OF PUYALLUP STD. NO. 204



1. TRENCHING SHALL MEET THE REQUIREMENTS OF SECTION 7-10.3(7) AND 2-06.3(1) OF THE WASDOT SPECIFICATIONS.
2. BEDDING MATERIAL FOR PIPE SHALL BE CRUSHED OR PARTIALLY CRUSHED MATERIAL CONFORMING TO THE FOLLOWING GRADATION:

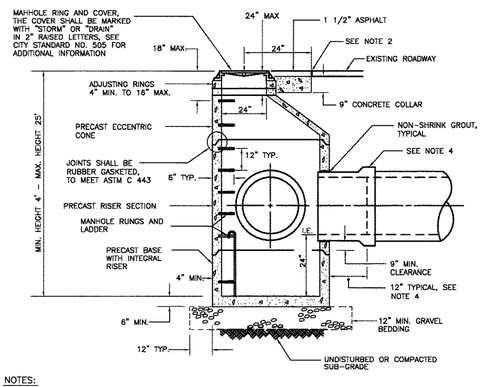
SIEVE SIZE	PERCENT PASSING
1-1/4" SQUARE	100
1/4" SQUARE	30-50
U.S. NO. 40	3-18
U.S. NO. 200	7.0 MAX.
SAND EQUIVALENT	35 MIN.

ALL PERCENTAGES ARE BY WEIGHT.
NATIVE MATERIAL SHALL NOT BE USED FOR PIPE BEDDING.

3. GRAVEL BACKFILL FOR ABOVE BEDDING SHALL CONSIST OF CRUSHED, PROCESSED, OR NATURALLY OCCURRING GRANULAR MATERIAL. IT SHALL BE ESSENTIALLY FREE FROM VARIOUS TYPES OF WOOD WASTE OR OTHER EXTRANEOUS OR OBJECTIONABLE MATERIALS. IT SHALL HAVE SUCH CHARACTERISTICS OF SIZE AND SHAPE THAT IT WILL COMPACT READILY.

PIPE TRENCHING BEDDING AND BACKFILL

NTS — CITY OF PUYALLUP STD. NO. 503

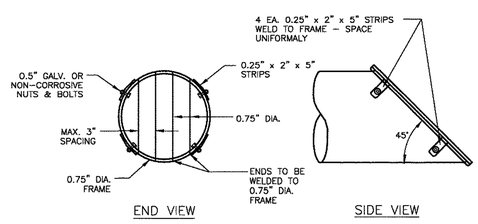


NOTES:

1. THE CONSTRUCTION AND INSTALLATION OF STORM SEWER MANHOLES SHALL CONFORM TO THE REQUIREMENTS OF WSDOT SPEC. SECTION 7-05 AND ASTM C 478.
2. THE FACE OF NEAT LINE CUTS IN EXISTING ASPHALT PAVEMENTT SHALL BE TACK COATED AND THE TOP OF THE JOINT SHALL BE SEALED WITH A HOT PAVING GRADE ASPHALT.
3. PRECAST RISER SECTION OR PRECAST BASE WITH INTEGRAL RISER SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS WITH A MINIMUM WALL THICKNESS OF 2". THE SIZE OF THE KNOCKOUT SHALL BE EQUAL TO THE PIPE OUTER DIAMETER PLUS THE MANHOLE WALL THICKNESS. THE MAXIMUM HOLE SIZE IS 36" FOR A 48" MANHOLE, 42" FOR A 54" MANHOLE, 60" FOR A 72" MANHOLE, AND 84" FOR A 96" MANHOLE.
4. A FLEXIBLE GASKETED JOINT SHALL BE INSTALLED WITHIN 12" OF EACH CONNECTION TO A MANHOLE. THE CONNECTION OF CONCRETE OR DUCTILE IRON PIPE TO A MANHOLE SHALL BE CEMENT MORTARED. DUCTILE IRON PIPE SHALL BE SEALED WITH MASTIC AT THE CONNECTION POINT PRIOR TO BEING MORTARED. THE CONNECTION OF PVC PIPE TO A MANHOLE SHALL UTILIZE A MANHOLE COUPLING (SAND COLLAR) WITH A RUBBER GASKET.
5. THE MANHOLE COVER SHALL BE MARKED WITH "STORM" OR "DRAIN" IN 2 INCH RAISED LETTERS. MANHOLE RING AND COVER SHALL CONFORM TO CITY STANDARD NO. 504.1
6. MANHOLE STEP AND LADDER SHALL CONFORM TO CITY STANDARD NO. 505

STORM SEWER MANHOLE

NTS — CITY OF PUYALLUP STD. NO. 201

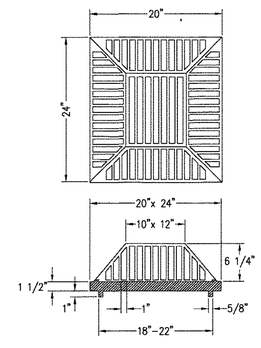


NOTES:

1. ALL STEEL PARTS MUST BE GALVANIZED AND ASPHALT COATED (TREATMENT 1 OR BETTER).
2. TRASH RACKS SHALL BE INSTALLED AT ALL OPEN ENDS OF STORM DRAINAGE PIPE 12" DIA. AND GREATER.

TRASH RACK DETAIL

NTS — CITY OF PUYALLUP STD. NO. 209



OVERFLOW GRATE

NTS

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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

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DESIGN COLLABORATIVE

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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20153457 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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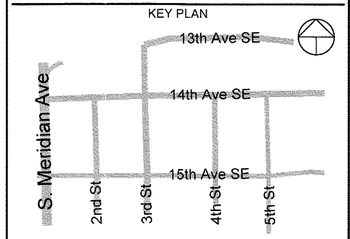
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

STD COP STORMWATER DETAILS

SHEET 14 OF 59

C313

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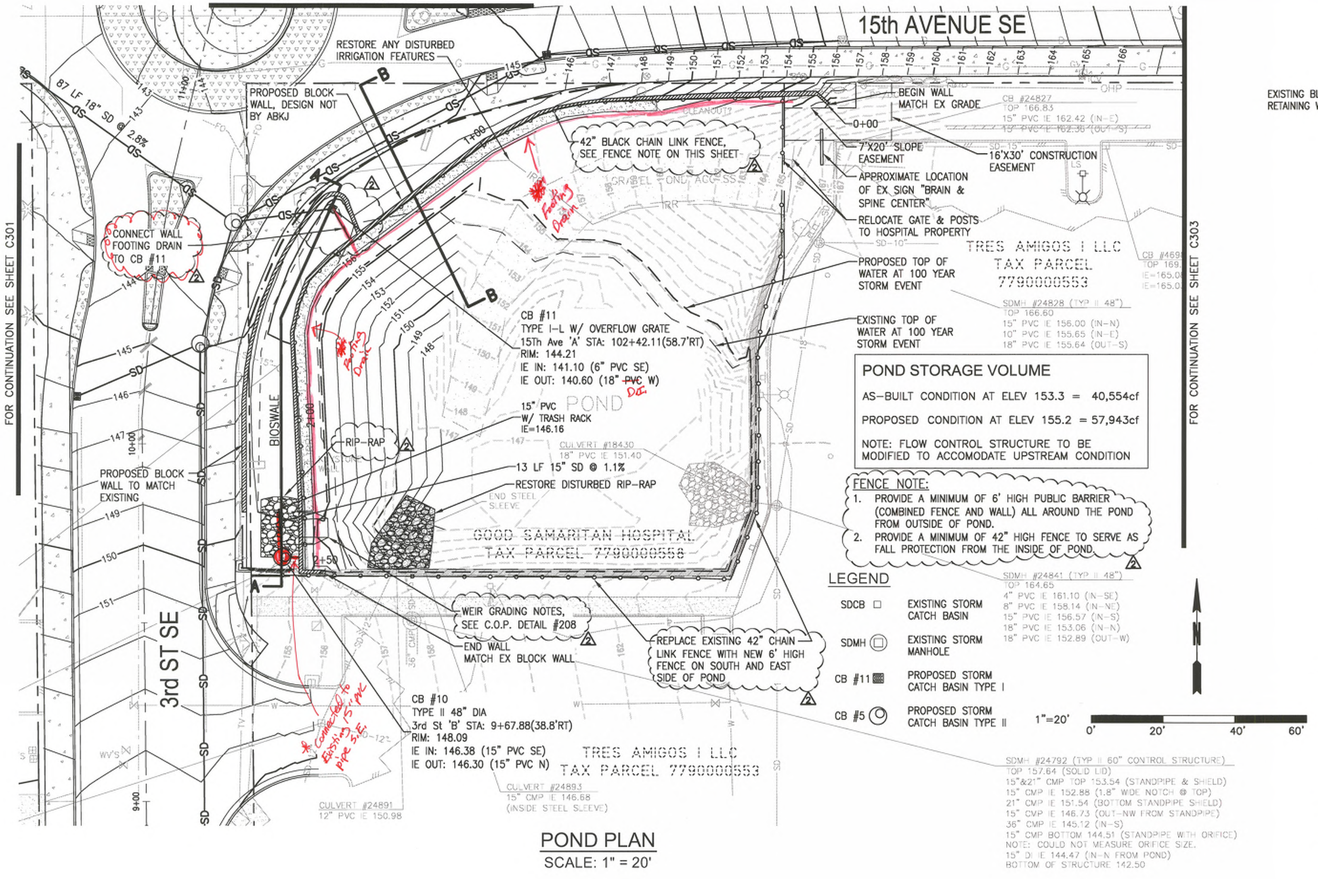


POND STORAGE VOLUME

AS-BUILT CONDITION AT ELEV 153.3 = 40,554cf

PROPOSED CONDITION AT ELEV 155.2 = 57,943cf

NOTE: FLOW CONTROL STRUCTURE TO BE MODIFIED TO ACCOMODATE UPSTREAM CONDITION

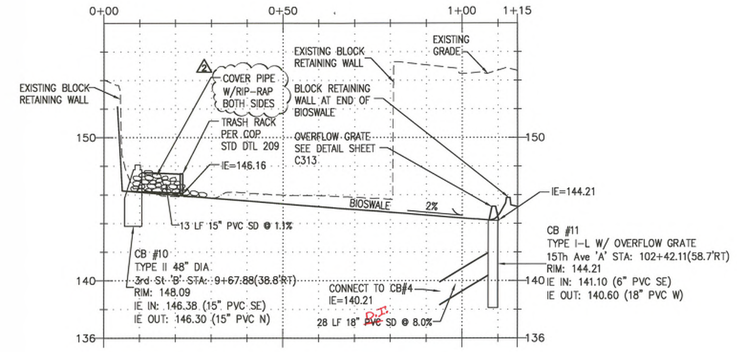
FENCE NOTE:
1. PROVIDE A MINIMUM OF 6' HIGH PUBLIC BARRIER (COMBINED FENCE AND WALL) ALL AROUND THE POND FROM OUTSIDE OF POND.
2. PROVIDE A MINIMUM OF 42" HIGH FENCE TO SERVE AS FALL PROTECTION FROM THE INSIDE OF POND.

LEGEND

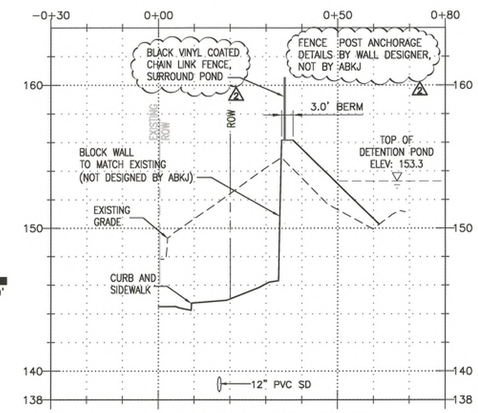
SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II

1"=20' 0' 20' 40' 60'

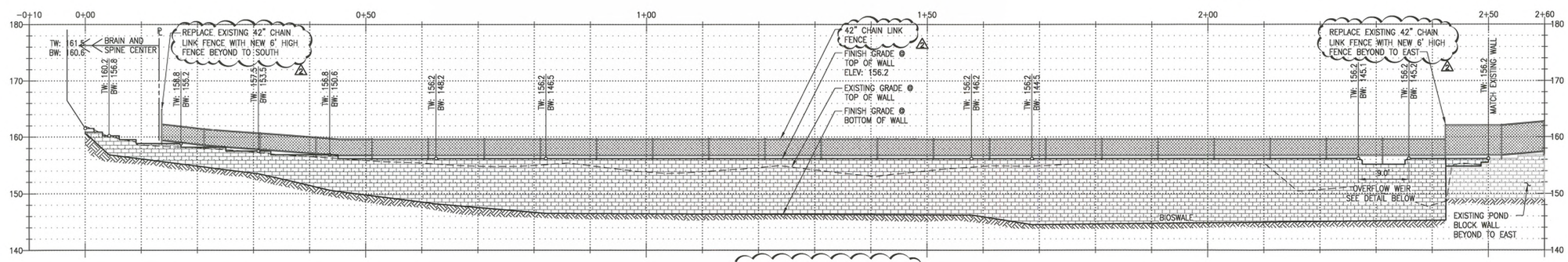
POND PLAN
SCALE: 1" = 20'



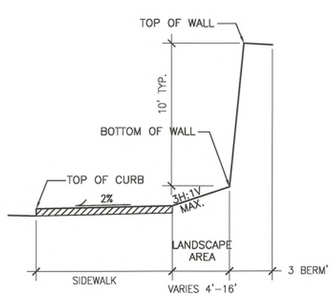
POND SECTION A-A
SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'



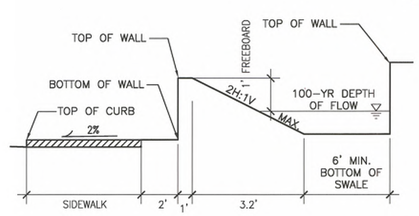
POND SECTION B-B
SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'



POND WALL PROFILE
SCALE: 1" = 10'



TYPICAL WALL SECTION
NO SCALE



TYPICAL SWALE SECTION
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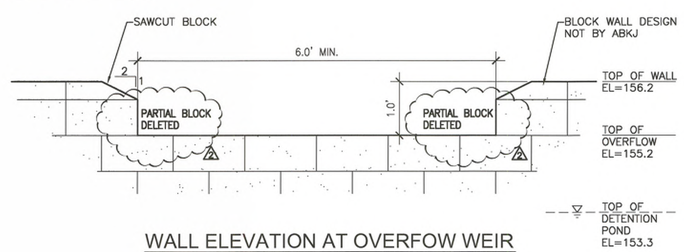

WALL ELEVATION AT OVERFOW WEIR
NO SCALE

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER
August 27, 2009

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.

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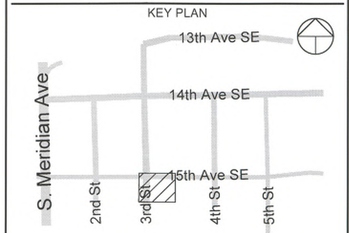
KEY PLAN



NO.	REVISIONS	DATE
1.	ADD POND WALL PROFILE	08/03/2009
2.	REVISE POND FENCE	08/25/2009

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009

SCALE: AS NOTED

PROJECT NO. : 07087

STORMWATER POND PLAN & SECTIONS

SHEET 15 OF 59

C314

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project or completion of this project by others. CAD files shall remain the property of ABKJ and shall be returned upon request. ABKJ makes no representation regarding the accuracy, completeness, or permanence of CAD files, nor for their merchantability or fitness for a particular purpose. Recipient agrees to indemnify and hold harmless ABKJ from any claims, damages, or costs arising from the use of the CAD files by Recipient or any person or entity that Recipient distributes the CAD files to. Any use of the CAD files by Recipient or persons or entities that receive the CAD files from Recipient for any purpose other than those contemplated by the Contract Documents as defined by the General Conditions of the Contract for Construction, shall be at Recipient's sole risk and without liability to ABKJ. In the event of conflict between the CAD files and the Contract Documents, the Contract Documents govern. Recipient agrees to defend, indemnify and hold harmless ABKJ from any claim, injury or damage resulting from or pertaining to any such conflict exists. The CAD files shall not be considered to be Contract Documents as defined by the General Conditions of the Contract for Construction. Recipient agrees that ABKJ's CAD files are instruments of service of ABKJ. Recipient believes that no licensing or copyright fees are due to others on account of the transfer of the CAD files, but to the extent any are, the Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is at acceptance, by the Recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 8/31/2009 5:42:02 PM, Paul Wilhelm
L:\2007\07087\Civil\CADD_ST IMPROVEMENTS\GSII-ST_C314_STRM-POND.dwg

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ, and shall not be used for other projects, for addition to this project or completion of this project by others. CAD files shall remain the property of ABKJ, and in no case shall the transfer of these files be considered a sale. ABKJ makes no representation regarding the accuracy, completeness, or permanence of CAD files, nor for their merchantability or fitness for a particular purpose. Addenda information or revisions made to the CAD files after the date of transfer may not be reflected in the data received by the Recipient. Any reuse of the CAD files for other projects, for addition to this project, or for other purposes, unless agreed to in writing by the General Conditions of the Contract for Construction, the Recipient shall, to the fullest extent permitted by law, indemnify, defend and hold harmless ABKJ Engineers, Inc and it's subconsultants against all claims and liabilities, losses, and costs arising out of or in connection with such reuse by the Recipient or others. Any such reuse or modification without written verification or adaptation by the ABKJ, or its subconsultants, shall be at the Recipient's sole risk, and the Recipient shall, to the extent permitted by law, indemnify and hold harmless ABKJ and its subconsultants against all claims and liabilities, losses, and costs arising out of or in connection with such reuse or modification. Under no circumstances shall delivery of this CAD file be deemed a sale by the owner of the CAD file, that is the principal place of business of ABKJ. This agreement shall be governed by the laws of the principal place of business of ABKJ.

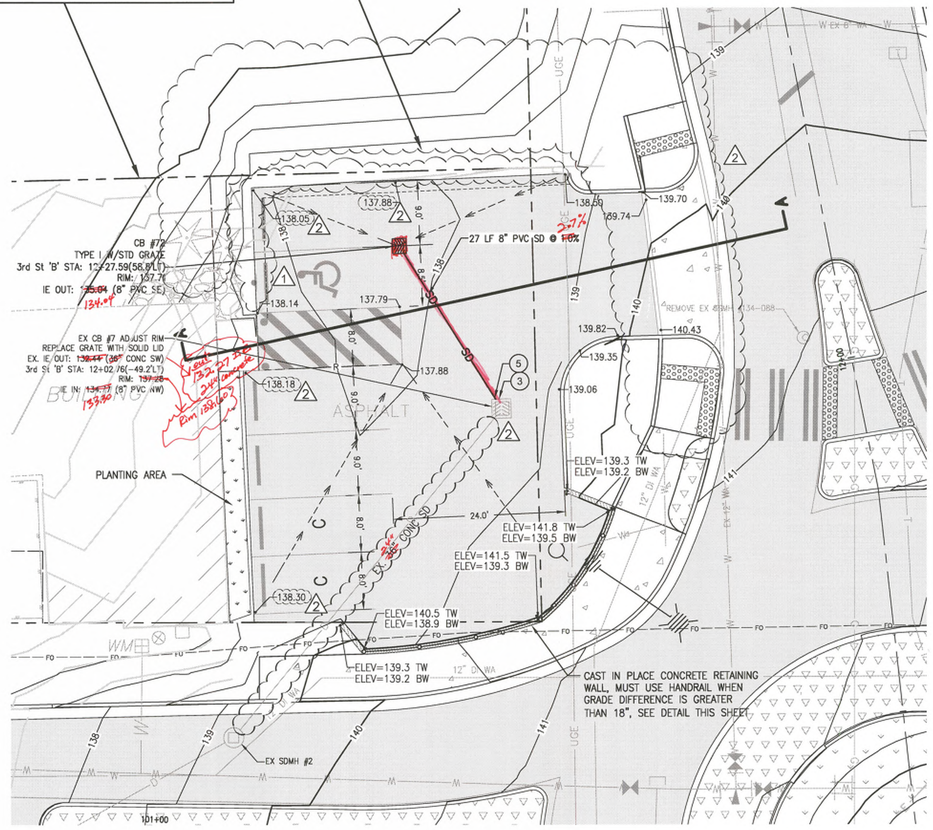
Plot date: 3/31/2010 3:32:22 PM Mirko Bosilkov
C:\2007\07087\Civil\04DR_ST IMPROVEMENTS\07-ST_C315_MED-CLINIC.dwg

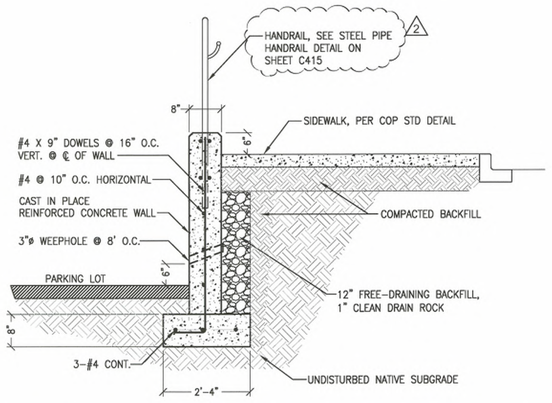
WALL DETAIL REMOVED

1

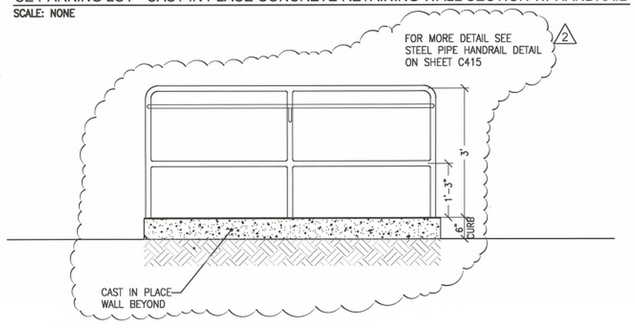
FOR GRADING ON DAHAN PROPERTY, SEE DAHAN PLANS

APPROXIMATE PROPERTY LINE LOCATION, CONTRACTOR TO VERIFY

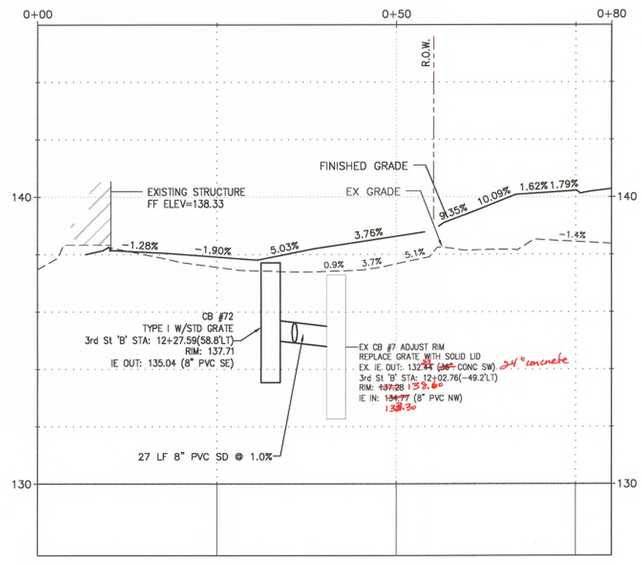




SE PARKING LOT - CAST IN PLACE CONCRETE RETAINING WALL SECTION W/ HANDRAIL
SCALE: NONE



HANDRAIL ELEVATION
SCALE: NONE



PARKING LOT SECTION A-A
SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=10'
0' 10' 20' 30'

CONSTRUCTION NOTES

3 ADJUST RIM TO GRADE

5 CONNECT TO EXISTING STRUCTURE

LEGEND

SDCB	EXISTING STORM CATCH BASIN
SDMH	EXISTING STORM MANHOLE
CB #11	PROPOSED STORM CATCH BASIN TYPE I
CB #5	PROPOSED STORM CATCH BASIN TYPE II

PLAN AND PROFILE NOTES

1. PIPE LENGTHS AND ADJUSTMENTS TO EXISTING STRUCTURES ARE CALLED OUT IN PLAN VIEW ON THE SHEET THEY ARE PROFILED ON.
2. ALL MANHOLES AND CATCHBASINS PER COP STD DETAILS.
3. COORDINATE ALL WORK WITH UTILITY COMPANIES.
4. ALL CATCH BASINS TO BE TYPE I W/VANED GRATE PER COP STD NO. 204 UNLESS OTHERWISE NOTED.
5. PROPOSED RIGHT-OF-WAY LOCATED 1' BEHIND SIDEWALK.
6. ALL STORMDRAIN PIPE WITH MIN. 3' COVER SHALL BE PVC. STORMDRAIN PIPE LESS THAN 3' COVER SHALL BE DI CL-50. MIN 1' COVER IS REQUIRED FOR DI PIPE.
7. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
8. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
9. ALL RIM ELEVATIONS OF PROPOSED STRUCTURES SHALL BE SET TO EXISTING GRADE AND BE ADJUSTED TO FINISHED GRADE WHEN THAT INFORMATION IS AVAILABLE IN THE APPROVED STREET IMPROVEMENT DOCUMENTS. FINISHED GRADE SHOWN IS FOR REFERENCE ONLY.

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1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

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SEATTLE, WA 98104

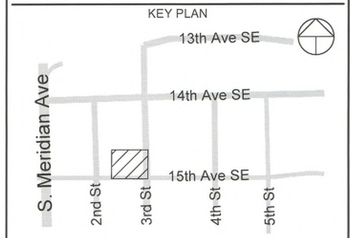
ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCABERRY
STATE OF WASHINGTON
20018347
REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY_____
CITY OF PUYALLUP
ENGINEERING DEPT.
DATE_____
NOTES:
THIS APPROVAL IS VALID FOR 1 YEAR FROM APPROVAL DATE.
ENGINEER SHALL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS ON THESE PLANS.
FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

PLAN CHANGE REQUEST
MARCH 26, 2010

KEY PLAN



NO.	REVISIONS	DATE
1	RETAINING WALL REMOVED	12/25/09
2	PAVING/GRADING, ADA, AND HANDRAIL	03/26/10

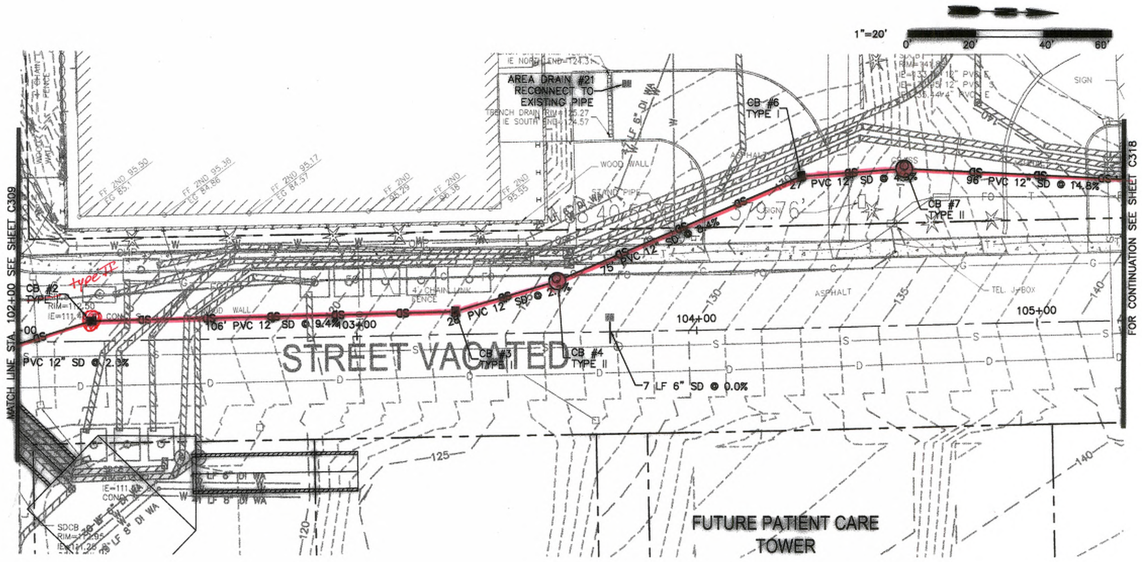
Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

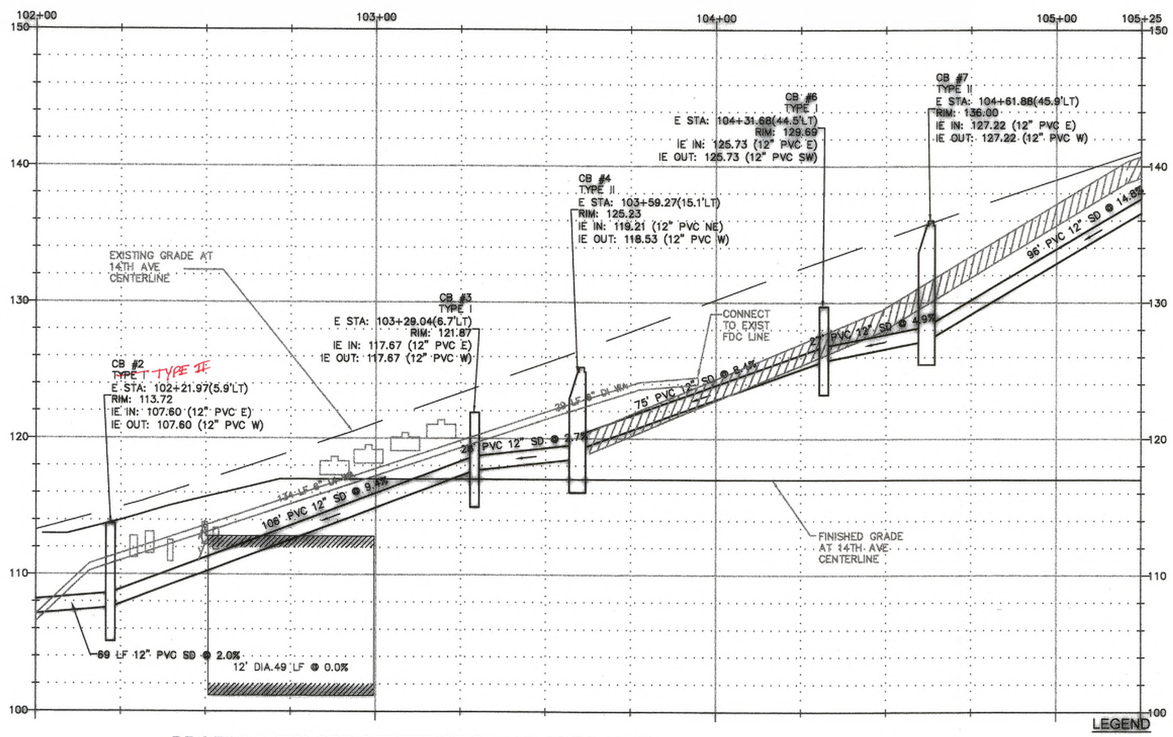
STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

MEDICAL CLINIC
PLAN & SECTION

SHEET 20 OF 60
C315





PROFILE VIEW: 3RD STREET SE STA 13+60 TO 16+60

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

PRINT DATE:4/22/08

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4, SHEET C315
2. MATCH EXISTING GRADE
3. COMMERCIAL APPROACH PER COP STD NO. 111.9, SHEET C315
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO 111.2, SHEET C315
5. ROADWAY WIDENING PER COP STD NO. 110.5, SHEET C314
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER COP STD NO. 111.12, SHEET C315
7. WHEEL CHAIR RAMP RETROFIT PER COP STD NO. 111.14, SHEET C314
8. SOLID LID
9. OFFSET SOLID LID MAX 6" TO CLEAR CURB
10. ADJUST RIM TO GRADE
11. NOT USED
12. CONNECT EXISTING STORMDRAIN PIPE TO NEW STRUCTURE
13. RETAINING WALL
14. CONNECT TO EXISTING STRUCTURE
15. CURB CUT
16. SIDE SEWER STUB PER COP STD NO. 405.1, SHEET C511
17. ROUNDABOUT PER DET 1, SHEET C314
18. STORMDRAIN SERVICE POINT OF CONNECTION
19. OVERFLOW WEIR MATCH EX ELEV. AND WIDTH
20. CEMENT CONCRETE PAVEMENT, SEE DET 6, SHEET C314
21. REPLACE EXISTING SANITARY SEWER IN 3RD ST SE: 15TH AVE SE TO 13TH AVE SE, WITH NEW PVC PIPE, MATCH EXISTING PIPE SIZE.
22. ADJUST EX WATER VALVE BOXES TO GRADE IN NEW TRAFFIC RAB. ADJUST SDCB TO GRADE. ADJUST SSMH RIM TO GRADE.

PLAN AND PROFILE NOTES

1. PIPE LENGTHS AND ADJUSTMENTS TO EXISTING STRUCTURES ARE CALLED OUT IN PLAN VIEW ON THE SHEET THEY ARE PROFILED ON.
2. SEE DEMO AND SWPPP FOR CONTOURS AND EXISTING TOPO TO BE DEMOLISHED.
3. ALL MANHOLES AND CATCHBASINS PER COP STD NO.S 201, 202.1 AND 203, SHEET C313.
4. COORDINATE ALL WORK WITH UTILITY COMPANIES.
5. ALL CATCH BASINS TO BE TYPE I W/VANED GRATE PER COP STD NO. 204 UNLESS OTHERWISE NOTED.
6. PROPOSED RIGHT-OF-WAY LOCATED 1' BEHIND SIDEWALK.
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LEGEND

- STREET PATCH PER COP STD NO. 110.6
- FIRE LANE MARKING
- SDCB — EXISTING STORM CATCH BASIN
- CB #11 — PROPOSED STORM CATCH BASIN TYPE I

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS
PHASE 1 UTILITIES ONLY

GOOD SAM DESIGN COLLABORATIVE
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800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCHARFENBERG — STATE OF WASHINGTON — 22303 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 4/23/08

NOTES:
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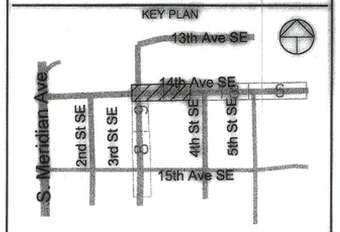
KEY PLAN



NO.	REVISIONS	DATE
1.	Revisions to roundabout design per City comments	11-21-2007
2.	Revisions to roundabout design per City comments	12-31-2008
3.	Revisions per City Consultant review for Utilities in 3rd & 5th St SE only (other sheets for reference only)	02-22-2008
4.	Revisions per City Engineering Review Phase 1 Utilities	03-03-2008

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

PHASE 1 UTILITIES

DATE: 03/03/2008
SCALE: AS NOTED
PROJECT NO. : 07087

14th Ave SE
Sta 101+50 to 105+25
Stormwater Plan & Profile

SHEET 23 OF 70

C317

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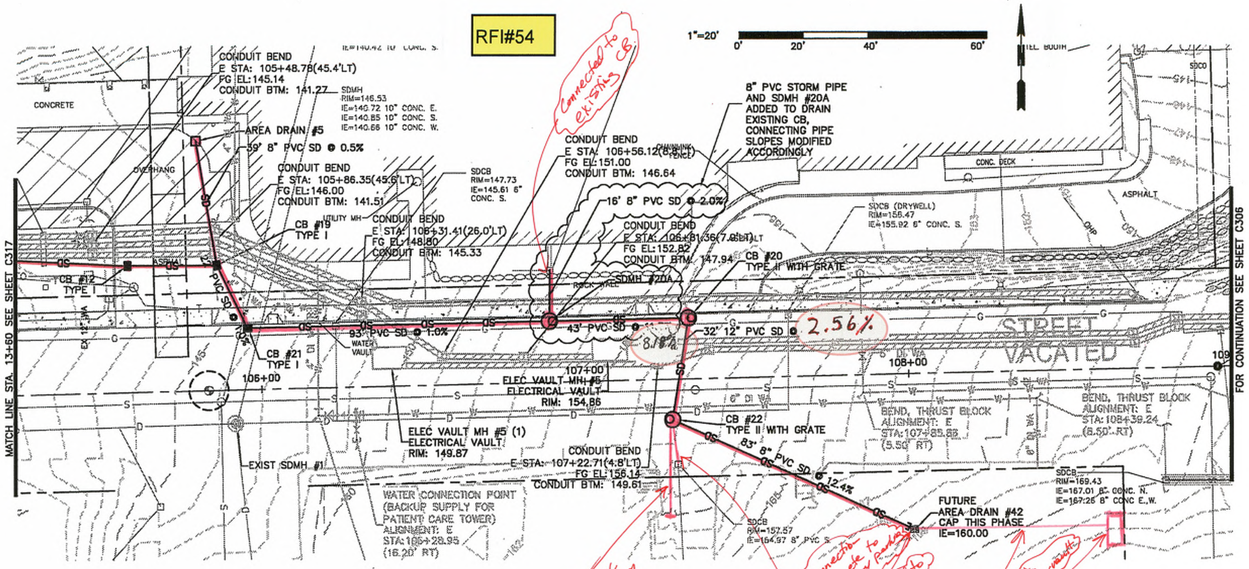
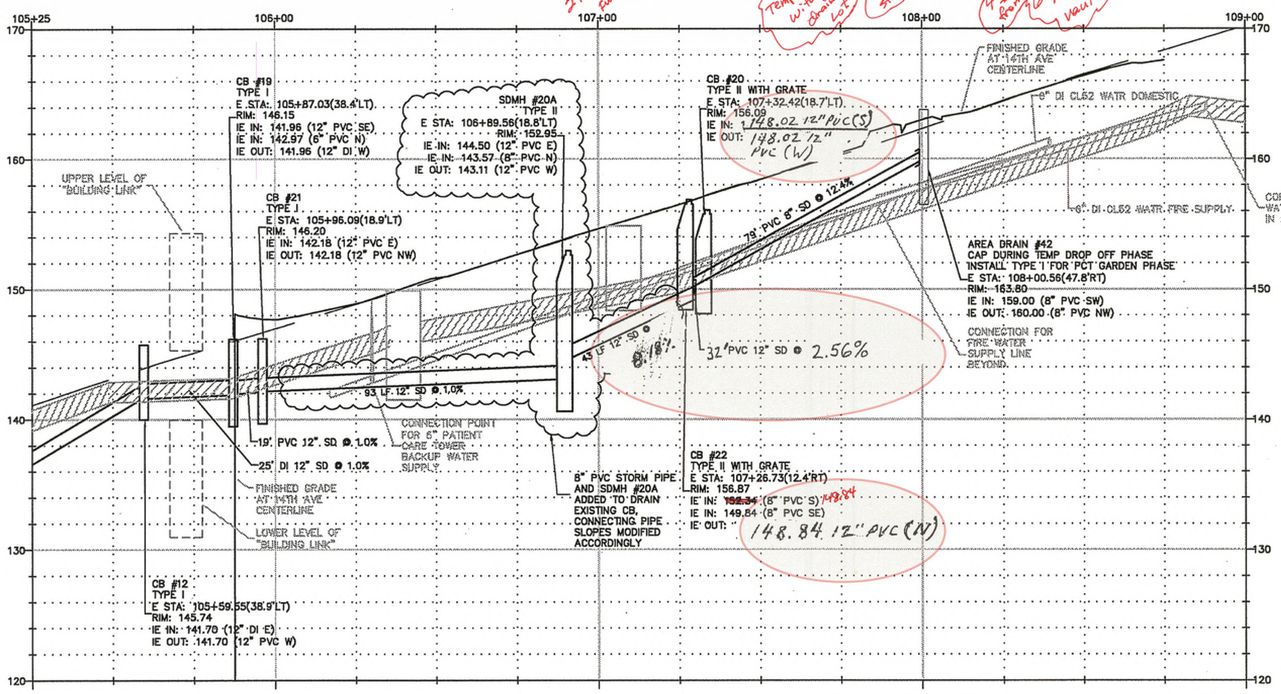
03 MARCH 2008
L:\07087\Civil\CAD\Phase1 Utilities\GSH-PH1_C317-C318_STORM-P&P.dwg





PROFILE VIEW: 3RD STREET SE STA 13+60 TO 16+60

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

PRINT DATE:5/30/08

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4, SHEET C315
2. MATCH EXISTING GRADE
3. COMMERCIAL APPROACH PER COP STD NO. 111.9, SHEET C315
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO 111.2, SHEET C315
5. ROADWAY WIDENING PER COP STD NO. 110.5, SHEET C314
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER COP STD NO. 111.12, SHEET C315
7. WHEEL CHAIR RAMP RETROFIT PER COP STD NO. 111.14, SHEET C314
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10. ADJUST RIM TO GRADE
11. NOT USED
12. CONNECT EXISTING STORMDRAIN PIPE TO NEW STRUCTURE
13. RETAINING WALL
14. CONNECT TO EXISTING STRUCTURE
15. CURB CUT
16. SIDE SEWER STUB PER COP STD NO. 405.1, SHEET C511
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18. STORMDRAIN SERVICE POINT OF CONNECTION
19. OVERFLOW WEIR MATCH EX ELEV. AND WIDTH
20. CEMENT CONCRETE PAVEMENT, SEE DET 6, SHEET C314
21. REPLACE EXISTING SANITARY SEWER IN 3RD ST SE; 15TH AVE SE TO 13TH AVE SE, WITH NEW PVC PIPE, MATCH EXISTING PIPE SIZE.
22. ADJUST EX WATER VALVE BOXES TO GRADE IN NEW TRAFFIC RAB. ADJUST SDCB TO GRADE. ADJUST SSMH RIM TO GRADE.

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LEGEND

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- FIRE LANE MARKING
- SDCB — EXISTING STORM CATCH BASIN
- CB #11 — PROPOSED STORM CATCH BASIN TYPE I

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A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCANBERRY — STATE OF WASHINGTON — 20011 REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

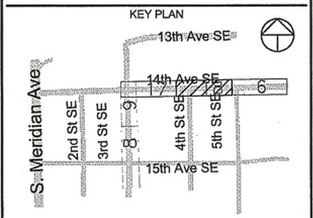
DATE_____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE
1.	Revisions to roundabout design per City comments	11-21-2007
2.	Revisions to roundabout design per City comments	12-31-2008
3.	Revisions per City Consultant review for Utilities in 3rd & 5th St SE only (other sheets for reference only)	02-22-2008
4.	Revisions per City Engineering Review Phase 1 Utilities	03-03-2008

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

PHASE 1 UTILITIES

DATE: 03/03/2008
SCALE: AS NOTED
PROJECT NO. : 07087

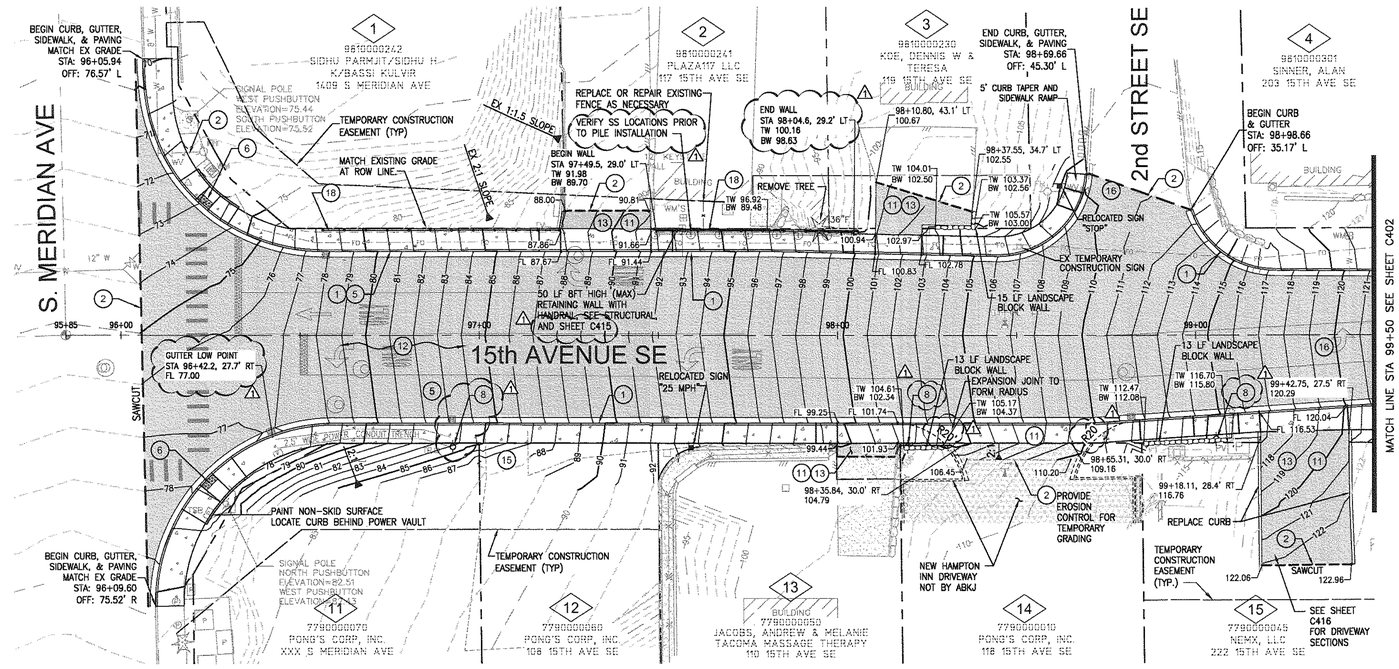
14th Ave SE
Sta 105+25 to 109+00
Stormwater Plan & Profile

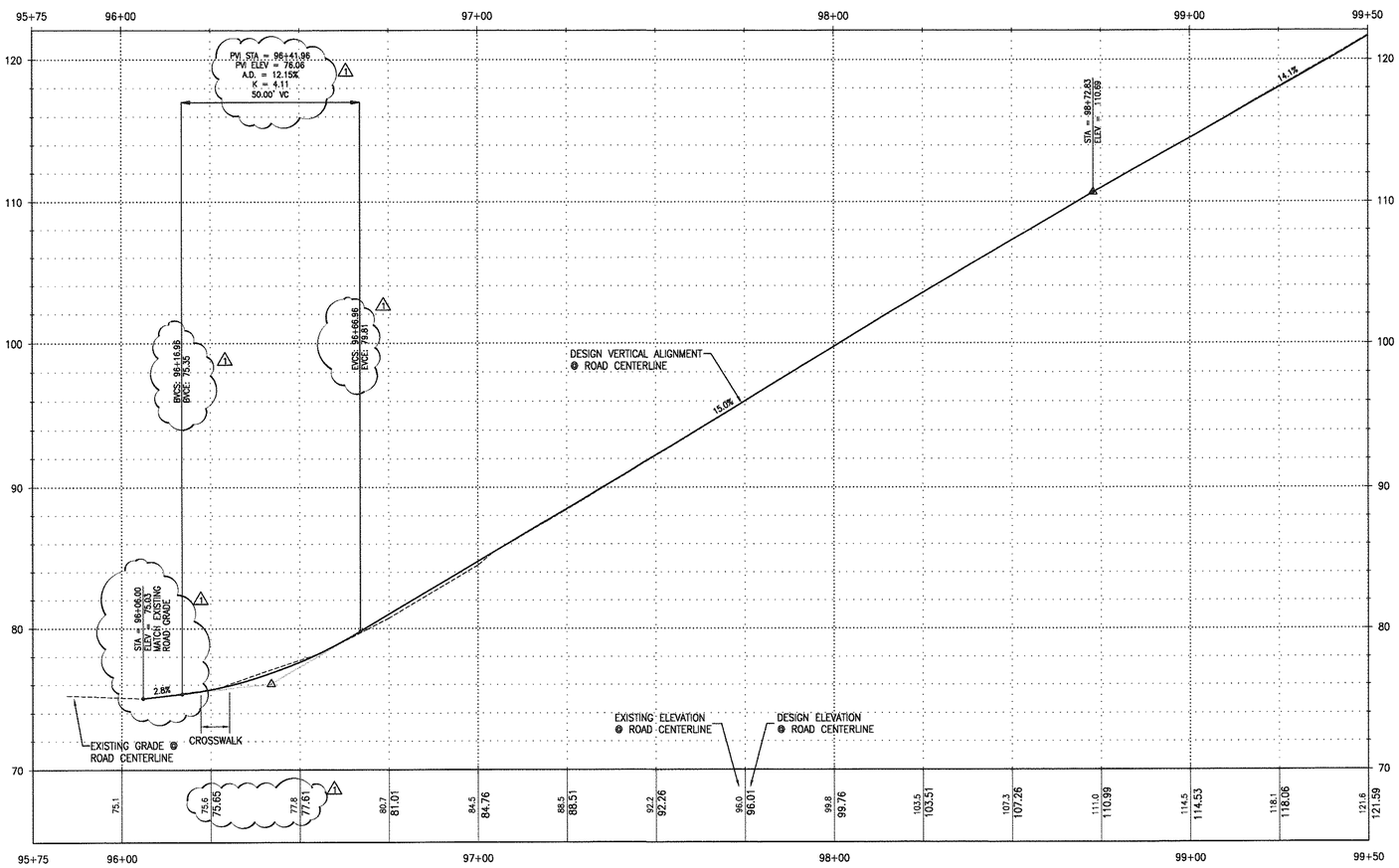
SHEET 23 OF 70

C318

All information contained in electronic files is for information only. All information on the CAD files is compiled from various sources and is not guaranteed to be accurate or complete. Use of information on the CAD files shall remain the property of ABKJ. In the event of a conflict between ABKJ's sealed contract drawings and documents and the CAD files, the sealed contract drawings and documents shall govern. It is the recipients responsibility to determine if any conflicts exist. Recipient agrees to indemnify and hold harmless ABKJ for any claims, damages, or costs arising out of or resulting from the use of the CAD files from the primary recipient, the ABKJ sub-consultants, from all claims, demands, losses, expenses, penalties and costs, of any kind, including attorney fees, arising out of or resulting from the use of the CAD files from any third party. Recipients of the CAD files from the primary recipient, by the receipt of the CAD files, agree to be bound by the terms and conditions of this agreement. Use of these CAD files is on complete, by the recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

03 MARCH 2008
L:\07087\CWR\CADD\Phase1 Utilities\GSH-PH1_C317-C318_STORM-P&P.dwg





PROFILE VIEW: 15TH AVENUE SE STA 95+75 TO 99+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

NOTE:
STATIONS AND OFFSETS ARE FROM 15TH AVE SE ALIGNMENT

SEE SHEET C401-T FOR LINE & CURVE TABLES

1"=20' 0' 20' 40' 60'

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
5. ROADWAY WIDENING PER COP STD NO. 110.5
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER WSDOT STD NO. F-40
8. RELOCATE POLE SOUTH OF ROW. PSE TO DETERMINE LOCATION
11. DRIVEWAY PER COP STD NO. 111.11
12. ROAD SECTION PER COP STD NO. 110.1 EXCEPT SLOPE SHALL BE 2% FROM CROWN
13. SAWCUT, REMOVE PORTION OF EX DRIVEWAY, REPAVE, PROVIDE SMOOTH TRANSITION, AND SEAL
15. REMOVE ASPHALT PAVEMENT
16. GRIND AND OVERLAY AS REQUIRED
18. SIDEWALK SUPPORT WALL WITH HANDRAIL, SEE DETAIL SHEET C415

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. SLOPE, TEMPORARY CONSTRUCTION AND OTHER EASEMENTS WILL BE SHOWN ON CONSTRUCTION DOCUMENTS.
3. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
4. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
5. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

FL	FLOW LINE
	PROPOSED R.O.W.
	EXISTING R.O.W.
	SAWCUT, MATCH EXISTING
	PATTERNED CONCRETE/TRUCK APRON
	PROPOSED PAVING
	CONCRETE SIDEWALK
	LANDSCAPING, SEE LANDSCAPE PLANS
	STREETLIGHT, SEE ELECTRICAL PLANS
	PROPOSED SIGNAL POLE

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE
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FAX: 206.340.2266

RONALD K. SCARBERRY, STATE OF WASHINGTON, 18018347, PROFESSIONAL ENGINEER
March 09, 2010

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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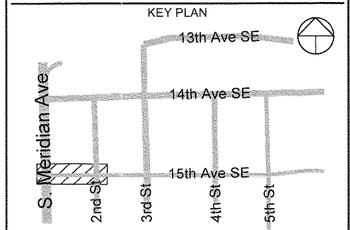
KEY PLAN



NO.	REVISIONS	DATE
1	REVISED GRADING TO MATCH UPDATED TOPO	03/09/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 02/02/2010
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE
Sta 95+75 to 99+50
Road Plan & Profile

SHEET 21 OF 60

C401

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project by others, CAD files shall remain the property of ABKJ. The data shown on these electronic files is furnished to the recipient as a courtesy to the recipient. Recipient agrees to make no changes or revisions made after the date indicated on the CAD files may not have been incorporated. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any such conflict exists. The recipient agrees to hold ABKJ harmless from any claims, liability, or expenses including attorneys fees, arising out of or resulting from the use of the CAD files by the Recipient, or by third party Recipients of the CAD files from the primary recipient. ABKJ makes no representations as to compatibility of these files with hardware or software other than ABKJ's. Use of these CAD files is an acceptance by the Recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 3/9/2010 1:30:06 PM M/ro Basilkov
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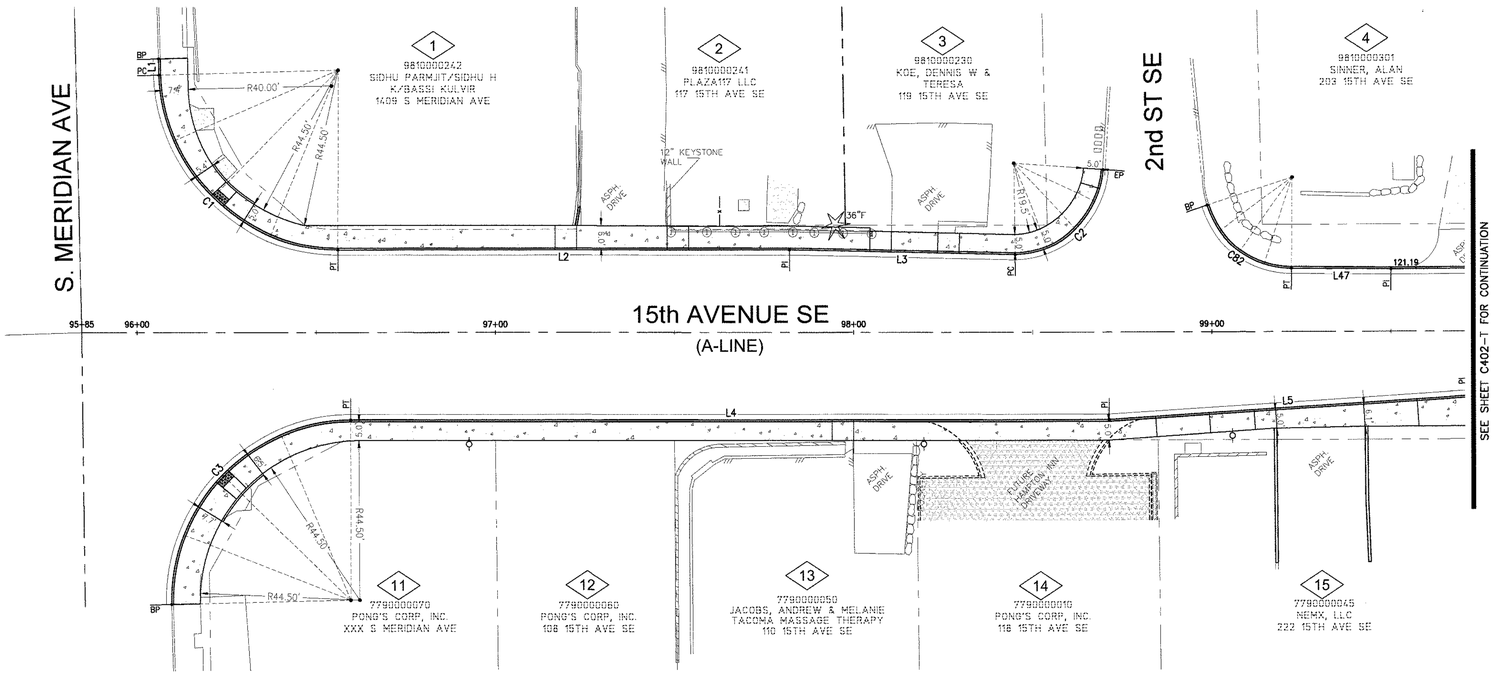

1"=20'

0' 20' 40' 60'

LINE/CURVE TABLE												
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV. BEGIN	1/4	1/2	3/4	END	END STATION	OFFSET
L1	4.50	S01°33'28"E		"A" 96+05.94	76.57' LT.	69.90				70.21	"A" 96+06.06	72.07' LT.
C1	77.15	088°24'39"	50.00	"A" 96+06.06	72.07' LT.	70.21	71.72	73.40	75.26	78.18	"A" 96+56.04	23.46' LT.
L2	126.06	S89°58'07"E		"A" 96+56.04	23.46' LT.	78.18	82.88	87.61	92.34	97.06	"A" 97+82.10	23.46' LT.
L3	62.98	S88°42'12"E		"A" 97+82.10	23.46' LT.	97.06	99.43	101.80	104.16	106.54	"A" 98+45.07	22.08' LT.
C2	37.14	085°07'48"	25.00	"A" 98+45.07	22.08' LT.	106.54	108.00	109.27	110.14	110.59	"A" 98+69.66	45.30' LT.
C3	79.73	091°21'31"	50.00	"A" 96+09.62	75.73' RT.	80.25	79.12	78.23	77.42	78.67	"A" 96+59.60	24.54' RT.
L4	211.71	S89°58'07"E		"A" 96+59.60	24.54' RT.	78.67	87.11	95.05	102.49	110.42	"A" 98+71.31	24.53' RT.
L5	100.24	N86°19'26"E		"A" 98+71.31	24.53' RT.	110.42	114.48	117.56	121.12	125.19	"A" 99+71.34	18.03' RT.
C82	31.14	071°21'52"	25.00	"A" 98+98.68	35.16' LT.	111.92	113.56	115.16	116.95	118.26	"A" 99+22.22	17.96' LT.
L47	27.78	S89°29'36"E		"A" 99+22.22	17.96' LT.	118.26		120.23		122.19	"A" 99+50.00	17.73' LT.

NOTE:
TOP OF CURB ELEVATIONS ARE BASED ON 6 INCH CONCRETE CURB AND DO NOT REFLECT CURB HEIGHT CHANGES AT CURB CUTS FOR DRIVEWAYS AND ADA RAMPS.

CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION
DOCUMENTS

GOOD SAM
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DONALD K. SCARBERRY
STATE OF WASHINGTON
20018347
PROFESSIONAL ENGINEER
March 09, 2010

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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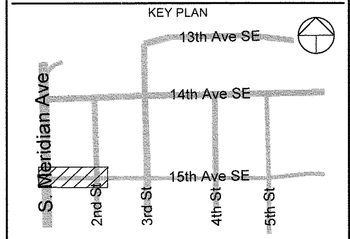
KEY PLAN



NO.	REVISIONS	DATE
1	CURB ELEVS ADJUSTED TO LATEST TOPO	03/09/2010

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 01/27/2010

SCALE: AS NOTED

PROJECT NO. : 07087

15th Avenue SE
Sta 95+75 to 99+50
LINE/CURVE TABLES

SHEET 38 OF 60

C401-T

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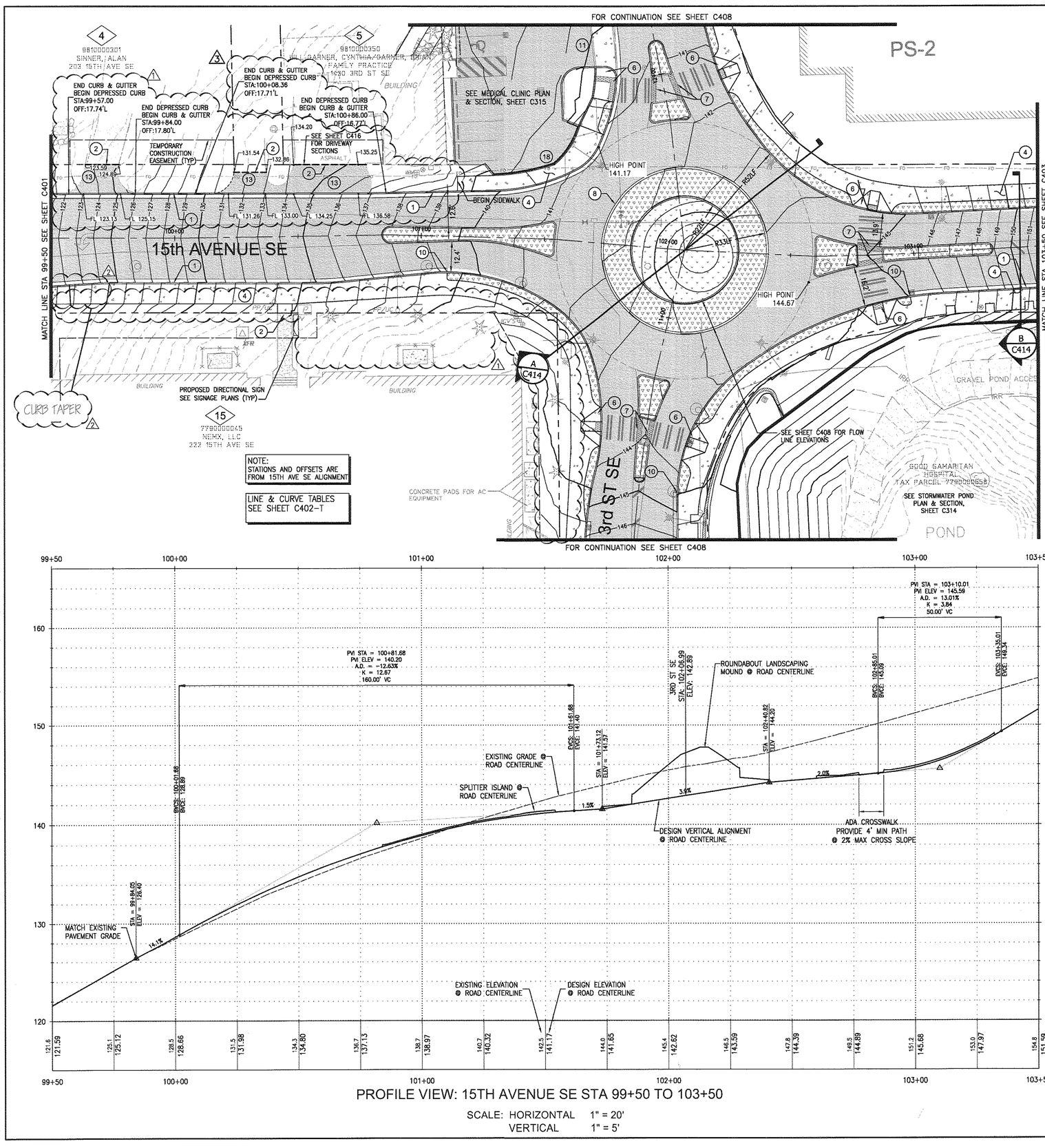

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO. 111.2
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER WSDOT STD NO. F-40
7. TACTILE WARNING STRIP
8. ROUNDABOUT, SEE SECTION, SHEET C415
10. END STANDARD CONCRETE CURB & GUTTER PER COP STD NO. 111.4 START MOUNTABLE CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD F-10.12-00
11. DRIVEWAY PER COP STD NO. 111.11
13. SAWCUT, REMOVE PORTION OF EX DRIVEWAY, REPAVE, PROVIDE SMOOTH TRANSITION, AND SEAL
2. 42" HIGH METAL TUBING HANDRAIL, SEE DETAIL SHEET C415
18

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. SLOPE, TEMPORARY CONSTRUCTION AND OTHER EASEMENTS WILL BE SHOWN ON CONSTRUCTION DOCUMENTS.
3. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
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5. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

FL	FLOW LINE
	PROPOSED R.O.W.
	EXISTING R.O.W.
	SAWCUT, MATCH EXISTING
	PATTERNED CONCRETE/TRUCK APRON
	PROPOSED PAVING
	CONCRETE SIDEWALK
	LANDSCAPING, SEE LANDSCAPE PLANS
	STREETLIGHT, SEE ELECTRICAL PLANS
	PROPOSED SIGNAL POLE

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CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE

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TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 001834? — REGISTERED PROFESSIONAL ENGINEER

APPROVED

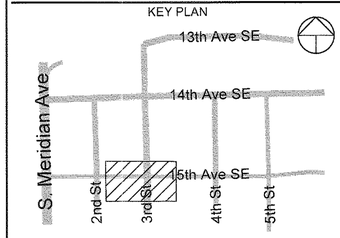
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTM

DATE _____

NOTES:
THIS APPRO
APPROVAL EAR FROM
T RESPONSIBLE FOR
ER MISSIONS ON THESE PLANS.
FIELD TIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

PLAN CHANGE REQUEST MARCH 26, 2010

KEY PLAN



NO.	REVISIONS	DATE
1	MODIFIED PAVING AREAS & GRADING	11/20/09
2	UPDATE PROFILE BAND ELEVATIONS, & MODIFY CURB TAPER	12/22/09
3	ADJUST CURB CUTS ON 15TH AVE SE	03/26/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/3rd Street SE
Sta 99+50 to 103+50
Road Plan & Profile

SHEET 22 OF 60

C402

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Plot date: 3/31/2010 1:44:15 PM Mira Basilov
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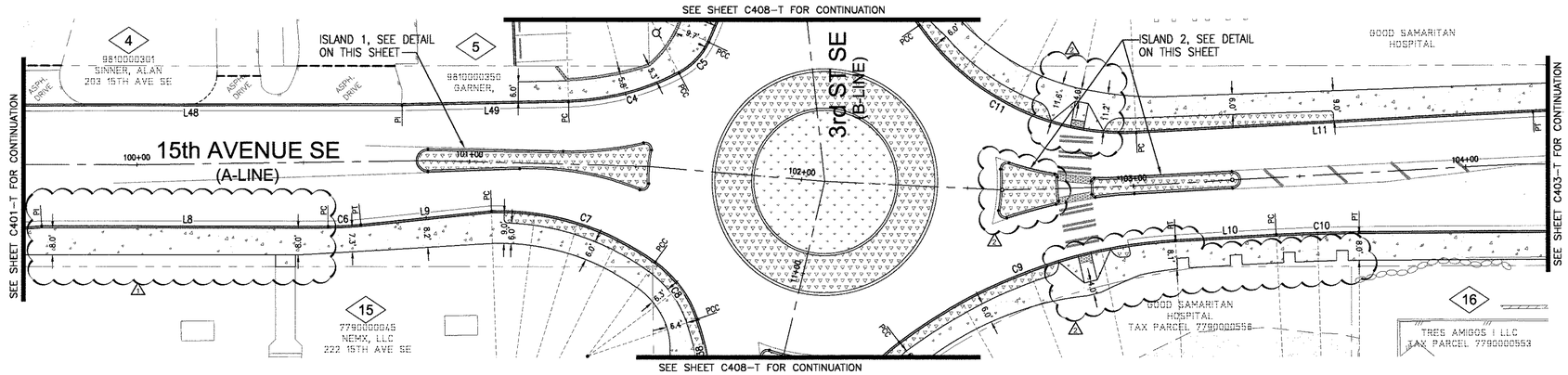
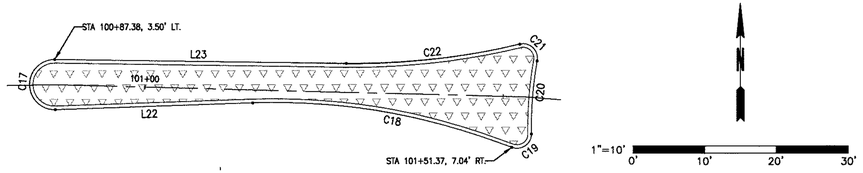


1"=20'
0' 20' 40' 60'

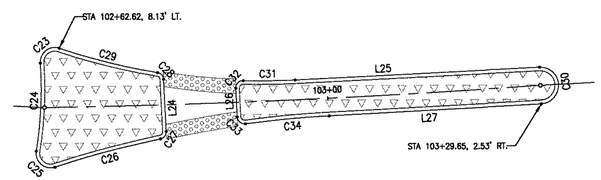
LINE/CURVE TABLE												
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV. BEGIN	1/4	1/2	3/4	END	END STATION	OFFSET
L48	129.64	N89°54'59"E		"A" 99+50.00	17.73' LT.	121.69	126.34	130.83	134.65	137.50	"A" 100+79.92	16.73' LT.
L49	50.07	N88°50'18"E		"A" 100+79.92	16.73' LT.	137.50		139.07		140.41	"A" 101+29.25	18.74' LT.
C4	34.75	026°22'19"	75.50	"A" 101+29.25	18.74' LT.	140.41	140.71	141.00	141.36	141.60	"A" 101+60.71	28.81' LT.
C5	13.15	036°44'34"	20.50	"A" 101+60.71	28.81' LT.	141.60		141.62		141.67	"A" 101+68.83	38.86' LT.
L8	86.07	S89°59'49"E		"A" 99+71.34	18.04' RT.	124.69	127.82	130.89	133.66	135.78	"A" 100+57.12	18.91' RT.
C6	9.91	005°40'47"	100.00	"A" 100+57.12	18.91' RT.	135.78		135.92		136.36	"A" 100+67.03	18.56' RT.
L9	39.45	N84°19'25"E		"A" 100+67.03	18.56' RT.	136.36		138.03		139.93	"A" 101+06.96	14.46' RT.
C7	52.44	037°33'33"	80.00	"A" 101+06.96	14.46' RT.	139.43	140.20	140.98	141.68	142.28	"A" 101+58.21	27.88' RT.
C8	21.64	035°25'37"	35.00	"A" 101+58.21	27.88' RT.	142.28		142.87		143.12	"A" 101+72.29	43.86' RT.

LINE/CURVE TABLE												
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV. BEGIN	1/4	1/2	3/4	END	END STATION	OFFSET
C9	89.87	034°19'43"	150.00	"A" 102+31.62	46.70' RT.	144.64	144.88	144.93	145.17	146.53	"A" 103+11.68	16.76' RT.
L10	30.32	N87°03'06"E		"A" 103+11.68	16.76' RT.	146.53		148.18		150.37	"A" 103+42.07	16.88' RT.
C10	24.98	002°51'45"	500.00	"A" 103+42.07	16.88' RT.	150.37		152.24		154.46	"A" 103+67.04	17.41' RT.
C11	76.22	058°13'52"	75.00	"A" 102+33.00	48.23' LT.	143.24	143.85	144.46	145.00	145.79	"A" 103+01.45	16.11' LT.
L11	119.53	S87°11'56"W		"A" 103+01.50	15.94' LT.	145.79	148.83	157.60	162.03	153.21	"A" 104+20.29	15.90' LT.



1"=10'
0' 10' 20' 30'

SPLITTER ISLAND 1 DETAIL
SCALE: 1"=10'



1"=10'
0' 10' 20' 30'

SPLITTER ISLAND 2 DETAIL
SCALE: 1"=10'

SPLITTER ISLAND LINE/CURVE TABLE						
NO.	LENGTH	BEARING/DELTA	RADIUS	TOC ELEV BEGIN	TOC ELEV 1/2	TOC ELEV END
C17	11.00	S00°32'53"E	3.45	138.21	138.20	138.22
L22	27.57	N88°05'09"E		138.22	139.19	140.00
C18	36.91	S80°11'33"E	90.20	140.00	140.89	141.60
C19	3.92	N55°23'30"E	2.00	141.60		141.61
C20	10.11	N04°43'45"E	52.91	141.61	141.50	141.42
C21	3.96	N46°28'00"W	2.00	141.42		141.34
C22	24.41	S83°50'25"W	100.20	141.34	140.97	140.54
L23	40.68	N89°10'55"W		140.54	139.53	138.21

SPLITTER ISLAND LINE/CURVE TABLE						
NO.	LENGTH	BEARING/DELTA	RADIUS	TOC ELEV BEGIN	TOC ELEV 1/2	TOC ELEV END
C23	3.92	N52°16'54"E	2.00	144.77		144.75
C24	12.21	N02°45'25"E	52.91	144.75	144.83	144.89
C25	4.09	N49°14'11"W	2.00	144.89		144.92
C26	15.27	S75°04'11"W	150.20	144.92	144.94	144.99
C27	1.41	S37°34'01"W	1.00	144.99		145.03
L24	7.14	S02°50'54"E		145.03	145.14	145.03
C28	1.36	S41°42'32"E	1.00	145.03		144.99
C29	14.15	S76°04'31"E	90.20	144.99	144.82	144.77
C30	7.94	S02°49'06"E	2.53	148.75	149.19	148.75
L25	34.15	N87°10'54"E		148.75	146.82	145.64
C31	7.24	N89°30'12"E	90.20	145.64	145.54	145.37
C32	1.65	N44°27'31"E	1.00	145.37		145.38
L26	3.91	N02°53'06"W		145.38	145.44	145.38
C33	1.65	N50°09'36"W	1.00	145.38		145.37
C34	11.76	S84°48'30"W	150.20	145.37	145.60	145.88
L27	29.63	S87°03'06"W		145.88	147.03	148.75

CURB ELEVATIONS NOTE:
TOP OF CURB ELEVATIONS ARE BASED ON:
1. 6 INCH CONCRETE CURB AT STREET;
2. 3 INCH CONCRETE CURB AT THE ISLANDS.
TOP OF CURB ELEVATIONS DO NOT REFLECT CURB HEIGHT CHANGES AT CURB CUTS FOR DRIVEWAYS AND ADA RAMPS.

CALL 2 WORKING DAYS BEFORE YOU DIG
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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

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Plot date: 3/26/2010 3:14:24 PM Paul Wilhelm
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GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
20183471
REGISTERED
PROFESSIONAL ENGINEER

APPROVED
BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE_____
NOTES:
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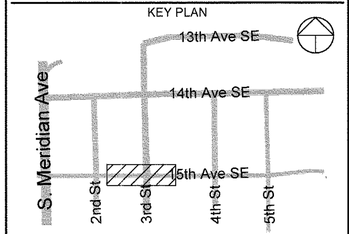
ENGINEER WILL BE RESPONSIBLE FOR ERRORS OR OMISSIONS ON THESE PLANS.
FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

PLAN CHANGE REQUEST
MARCH 26, 2010

KEY PLAN



NO.	REVISIONS	DATE
1	CURB TAPER	12/22/09
2	GUTTER GRADE ADJUSTMENTS	03/26/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

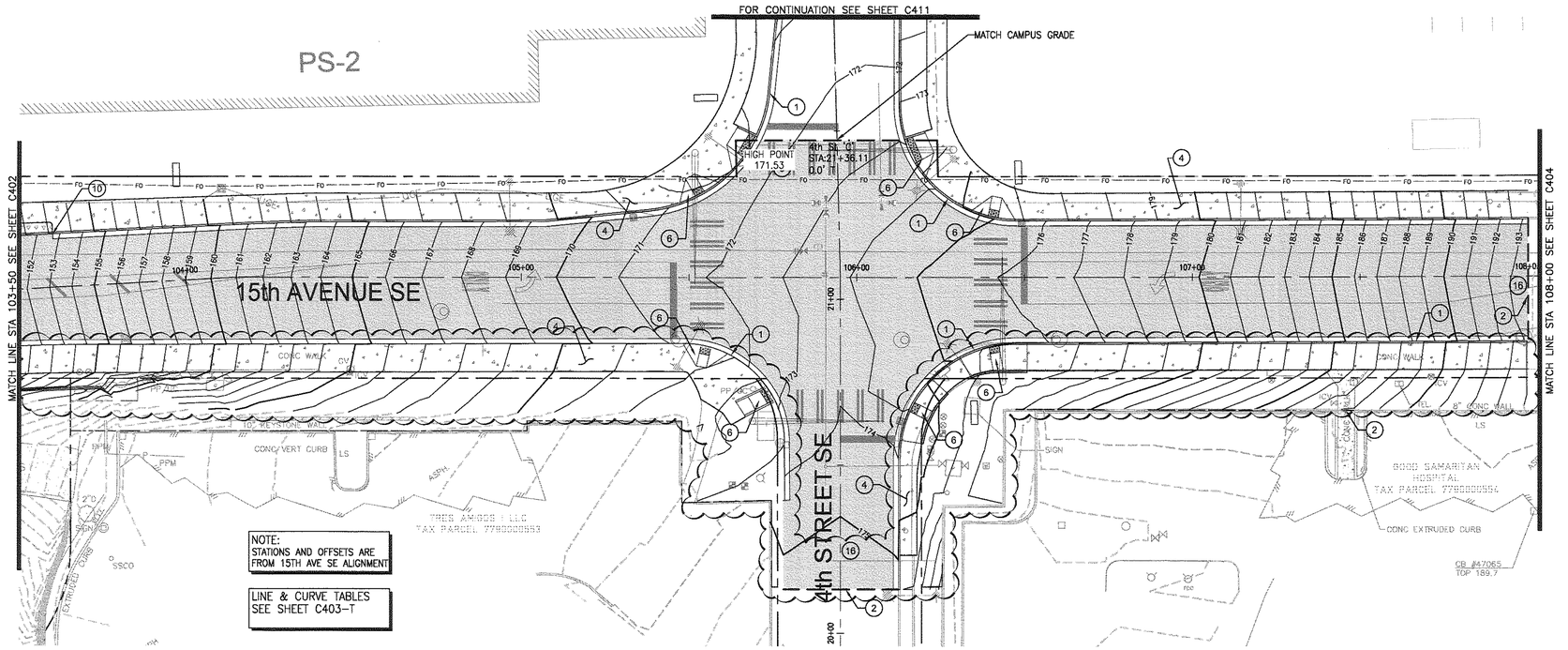
STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/3rd Street SE
Sta 99+50 to 103+50
LINE/CURVE TABLES

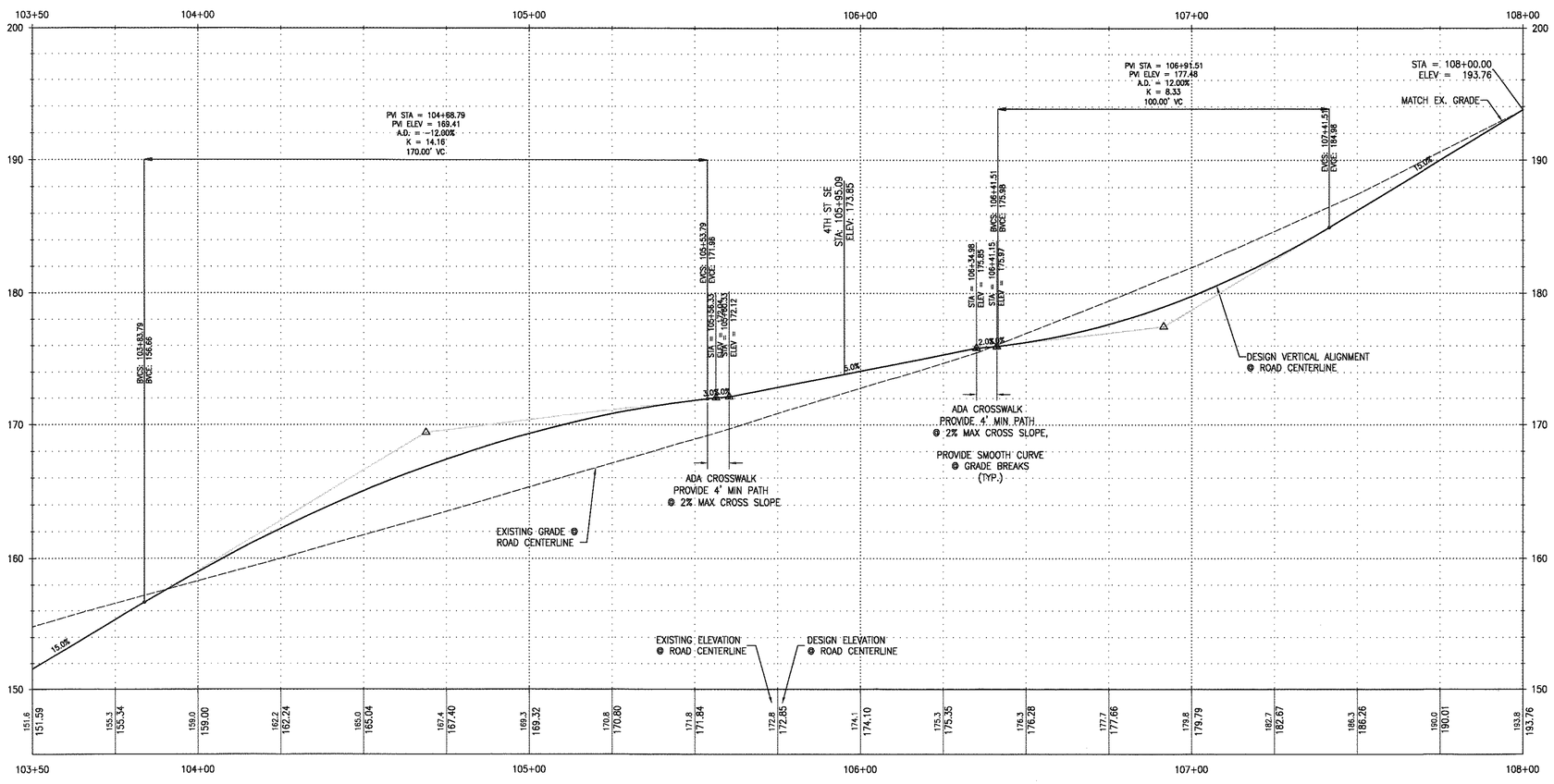
SHEET 39 OF 60

C402-T



1"=20'

0' 20' 40' 60'



PROFILE VIEW: 15TH AVENUE SE STA103+50 TO 108+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO 111.2
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER WSDOT STD NO. F-40
10. END STANDARD CONCRETE CURB & GUTTER PER COP STD NO. 111.4 START MOUNTABLE CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD NO. F-10.12-00
16. GRIND AND OVERLAY AS REQUIRED

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. SLOPE, TEMPORARY CONSTRUCTION AND OTHER EASEMENTS WILL BE SHOWN ON CONSTRUCTION DOCUMENTS.
3. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
4. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
5. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

- FL — FLOW LINE
- PROPOSED R.O.W.
- EXISTING R.O.W.
- SAWCUT, MATCH EXISTING
- PATTERNED CONCRETE/TRUCK APRON
- PROPOSED PAVING
- CONCRETE SIDEWALK
- LANDSCAPING, SEE LANDSCAPE PLANS
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

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DONALD K. SCABERRY
STATE OF WASHINGTON
CD18347
REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

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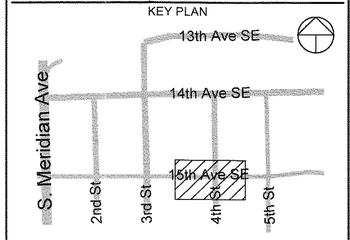
KEY PLAN



NO.	REVISIONS	DATE
1	MODIFIED PAVING AREAS & GRADING	11/02/09

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/26/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/4th Street SE
Sta 103+50 to 108+00
Road Plan & Profile

SHEET 18 OF 59

C403

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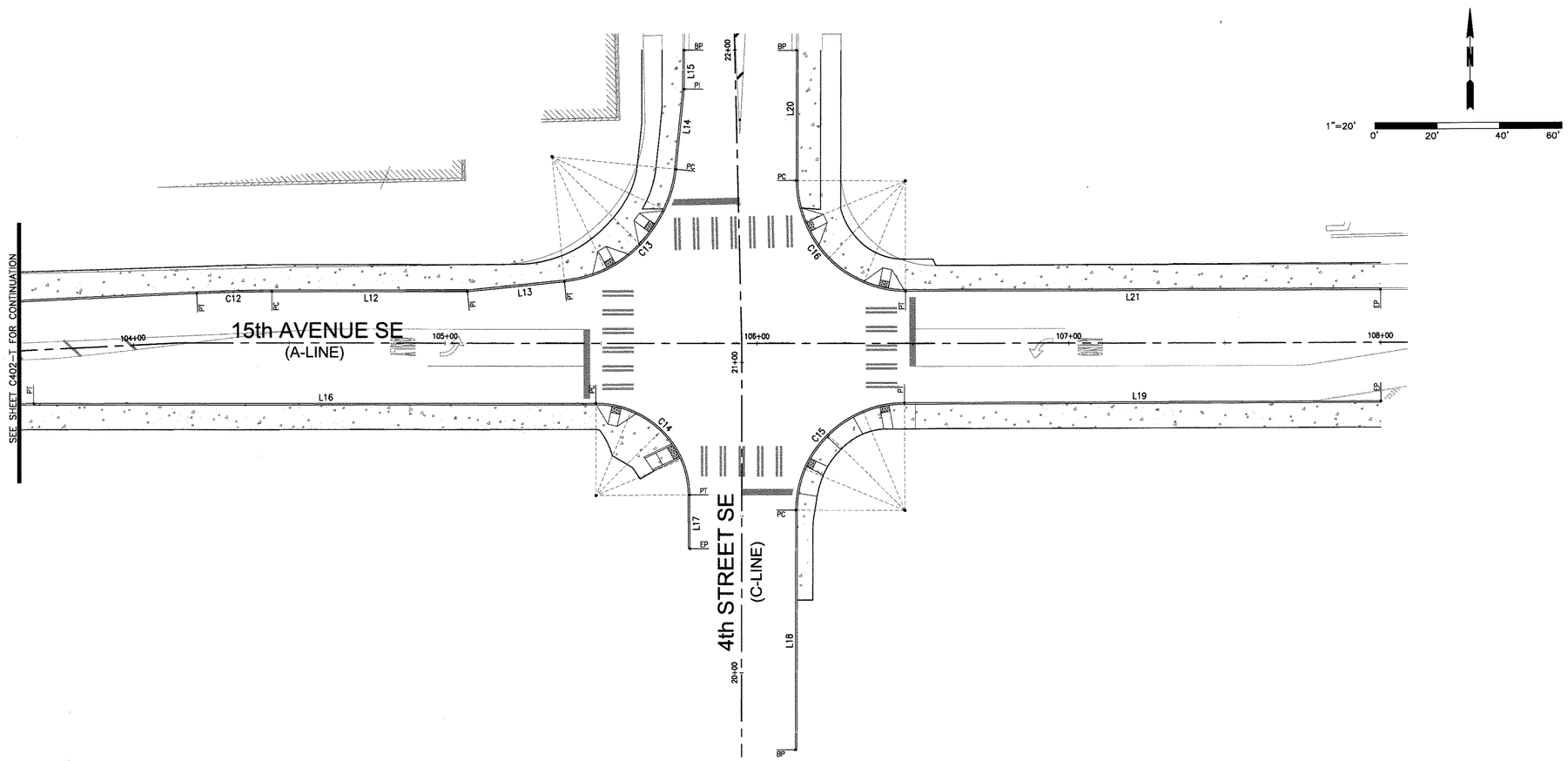

LINE/CURVE TABLE												
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV.					END STATION	OFFSET
						BEGIN	1/4	1/2	3/4	END		
C12	24.09	S88°34'46"W	500.00	"A" 104+20.30	15.83' LT.	161.68		163.10		164.43	"A" 104+44.39	16.44' LT.
L12	62.74	S89°57'35"W		"A" 104+44.39	16.44' LT.	164.43		167.11		169.77	"A" 105+07.12	16.52' LT.
L13	31.26	S84°20'08"W		"A" 105+07.12	16.52' LT.	169.77		170.57		171.30	"A" 105+38.23	19.62' LT.
C13	54.86	S45°02'45"W	40.00	"A" 105+38.23	19.62' LT.	171.30	171.71	171.98	171.94	171.75	"C" 21+62.01	19.72' LT.
L14	26.06	S05°47'28"W		"C" 21+62.01	19.72' LT.	171.75		171.56		171.22	"C" 21+87.87	16.49' LT.
L15	12.53	S00°10'06"W		"C" 21+87.87	16.49' LT.	171.22		171.02		170.81	"C" 22+00.40	16.17' LT.
L16	180.26	N89°54'51"E		"A" 103+67.05	17.31' RT.	154.12		165.27		171.60	"A" 105+48.25	19.40' RT.
C14	47.00	S45°12'12"E	30.00	"A" 105+48.25	19.40' RT.	171.60	171.84	172.73	173.43	173.94	"C" 20+56.86	16.71' LT.
L17	17.13	S00°19'15"E		"C" 20+56.86	16.71' LT.	173.94		173.94		174.72	"C" 20+39.72	16.58' LT.

LINE/CURVE TABLE												
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV.					END STATION	OFFSET
						BEGIN	1/4	1/2	3/4	END		
L20	42.03	S00°10'06"W		"C" 21+99.46	19.82' RT.	170.77		171.90		173.05	"C" 21+57.45	18.73' RT.
C16	55.11	S44°56'09"E	35.00	"C" 21+57.45	18.73' RT.	173.05	173.55	174.45	175.15	175.84	"A" 106+47.65	16.70' LT.
L21	152.33	N89°57'35"E		"A" 106+47.65	16.70' LT.	175.84	177.84	181.69	187.53	193.71	"A" 107+99.98	16.90' LT.
L18	76.98	N00°07'54"E		"C" 19+75.00	17.28' RT.	178.25		175.96		174.50	"C" 20+51.98	17.32' RT.
C15	54.85	N45°01'23"E	35.00	"C" 20+51.98	17.32' RT.	174.50	174.42	175.13	175.85	176.21	"A" 106+47.26	19.19' RT.
L19	152.77	N89°54'51"E		"A" 106+47.26	19.19' RT.	176.21	178.36	182.40	187.93	194.23	"A" 108+00.03	18.87' RT.

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CONSTRUCTION
DOCUMENTS

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DONALD K. SCARBERRY
STATE OF WASHINGTON
00185347
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APPROVED

BY_____
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ENGINEERING DEPARTMENT

DATE_____

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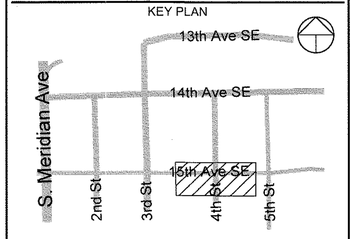

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009

SCALE: AS NOTED

PROJECT NO. : 07087

15th Avenue SE/4th Street SE
Sta 103+50 to 108+00
LINE/CURVE TABLES

SHEET 26 OF 59

C403-T

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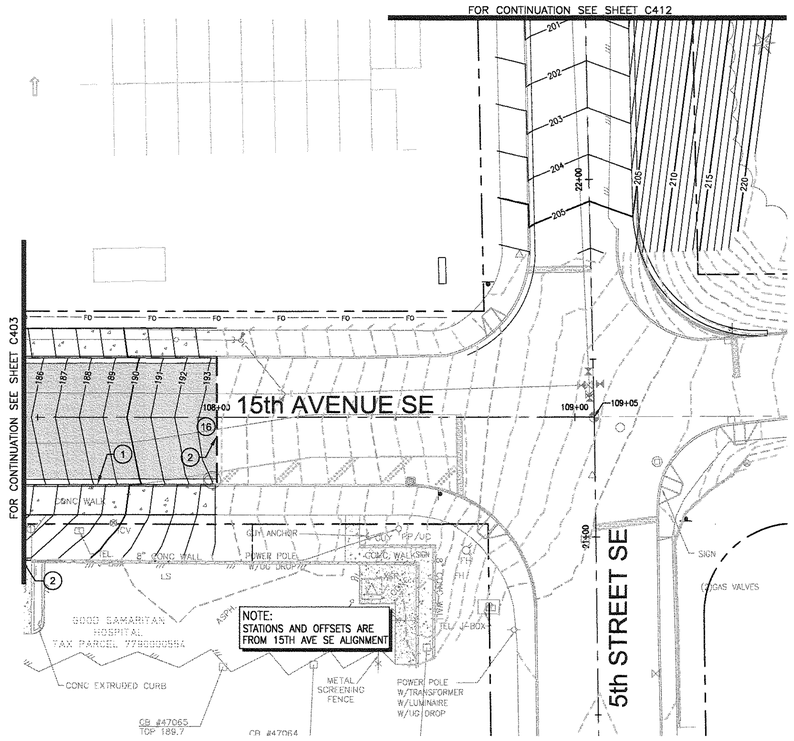

1"=20'

0' 20' 40' 60'

CONSTRUCTION NOTES

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2. MATCH EXISTING GRADE
16. GRIND AND OVERLAY AS REQUIRED

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LEGEND

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	PROPOSED R.O.W.
	EXISTING R.O.W.
	SAWCUT, MATCH EXISTING
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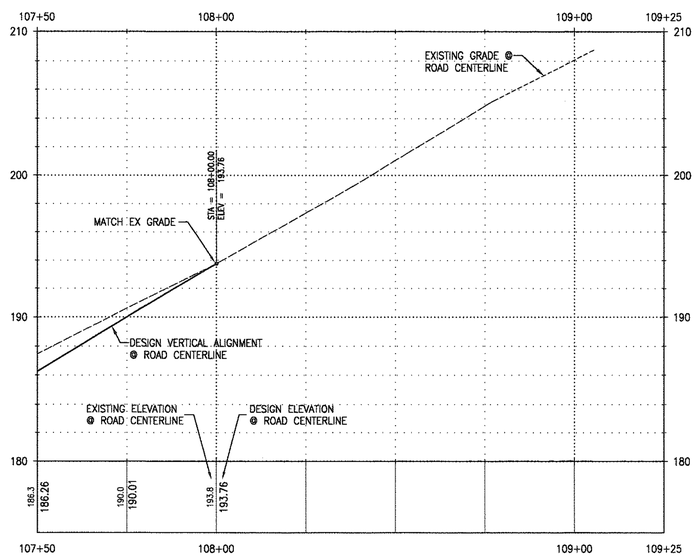

PROFILE VIEW: 15TH AVENUE SE STA 107+50 TO 109+25

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

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DONALD K. SCARBERRY
STATE OF WASHINGTON
0018347
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APPROVED

BY_____
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ENGINEERING DEPARTMENT

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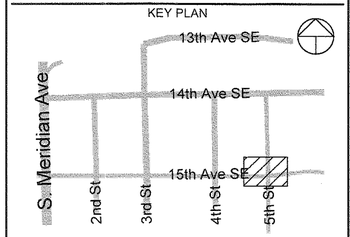

NO.	REVISIONS	DATE

Good Samaritan
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407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/5th Street SE
Sta 107+50 to 109+25
Road Plan & Profile

SHEET -- OF 59

C404

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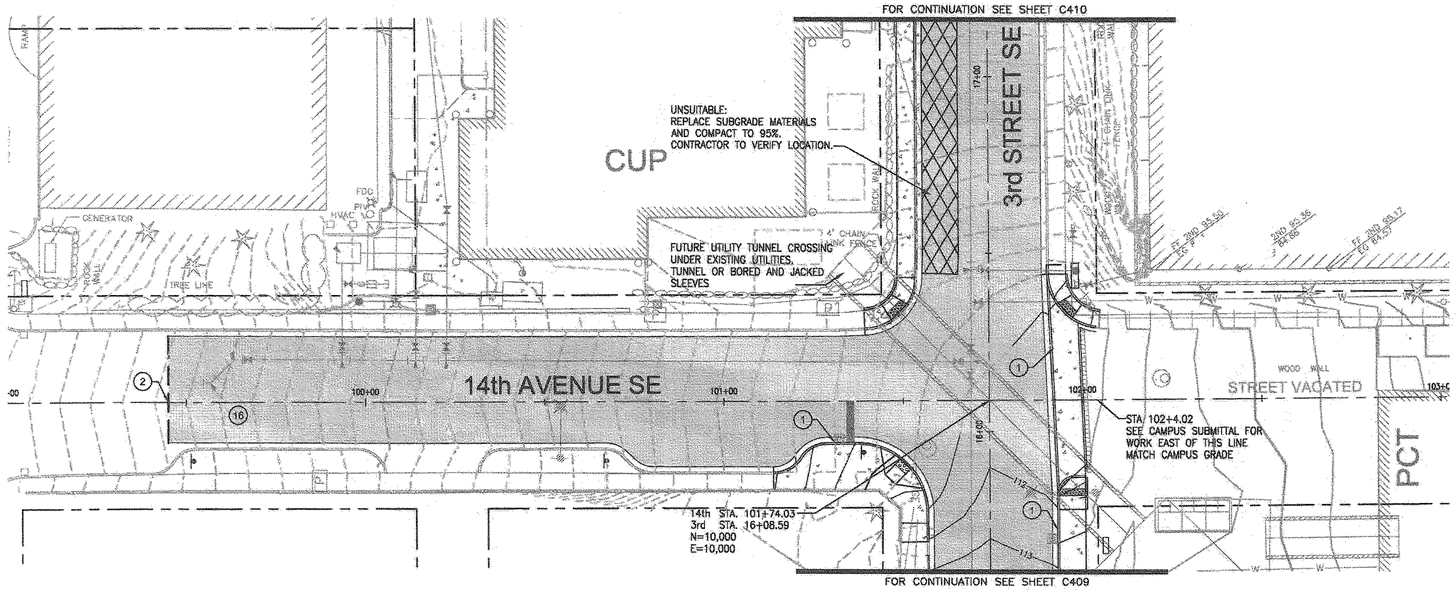
L:\2007\07087\Civil\CADD_ST IMPROVEMENTS\GSH-ST_C401-C407_ROAD-PLAN-PROF.dwg



1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

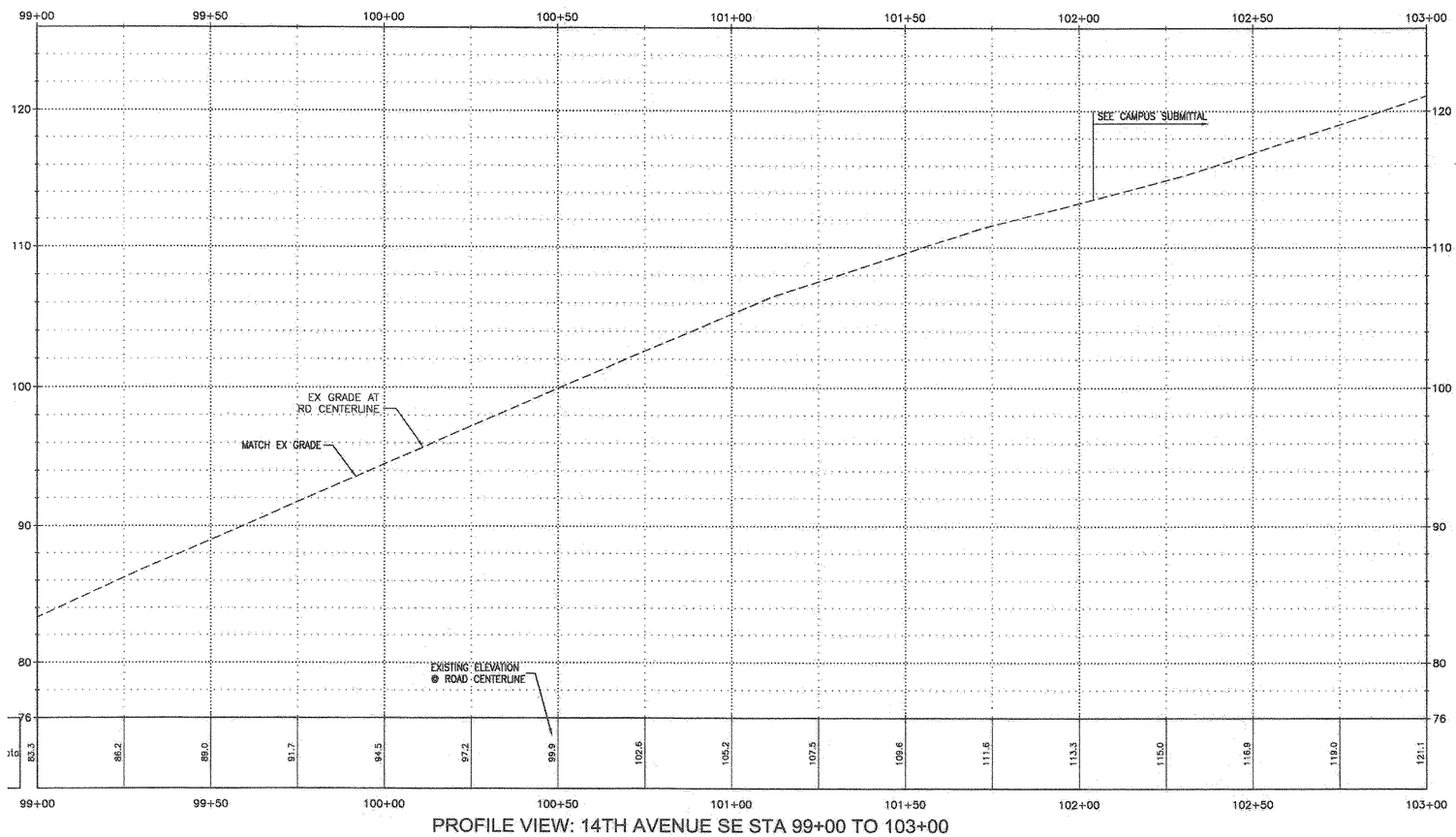
1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
16. GRIND AND OVERLAY AS REQUIRED

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. SLOPE, TEMPORARY CONSTRUCTION AND OTHER EASEMENTS WILL BE SHOWN ON CONSTRUCTION DOCUMENTS.
3. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
4. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
5. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

- FL — FLOW LINE
- PROPOSED R.O.W.
- EXISTING R.O.W.
- SAWCUT, MATCH EXISTING
- PATTERNED CONCRETE/TRUCK APRON
- PROPOSED PAVING
- CONCRETE SIDEWALK
- LANDSCAPING, SEE LANDSCAPE PLANS
- REPLACE SUBGRADE MATERALS
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE



PROFILE VIEW: 14TH AVENUE SE STA 99+00 TO 103+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION
DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
20183347
REGISTERED PROFESSIONAL ENGINEER
January 25, 2010

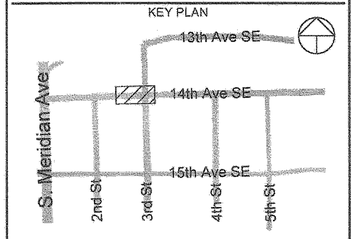
APPROVED
BY Colleen M Nanno
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 1.26.2010

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 01/25/2010
SCALE: AS NOTED
PROJECT NO. : 07087

14th Avenue SE/3rd Street SE
Sta 99+00 to 103+00
Road Plan & Profile

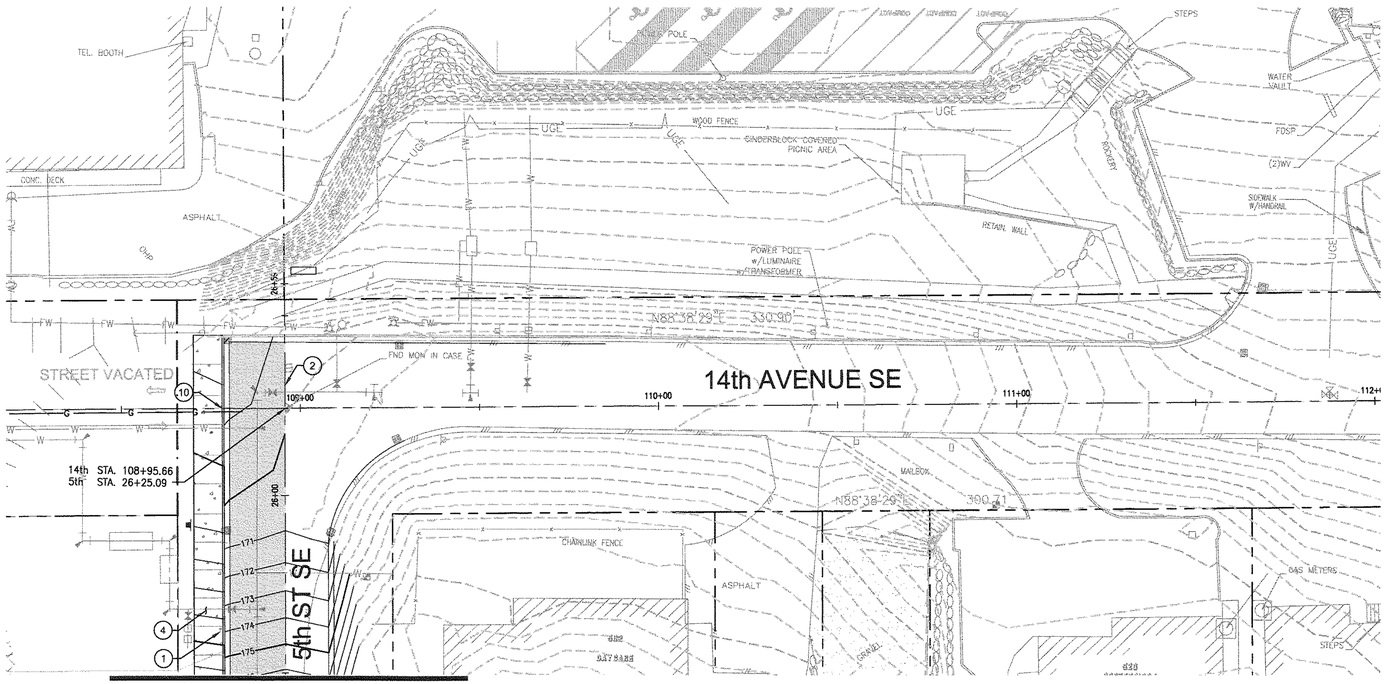
SHEET 25 OF 60

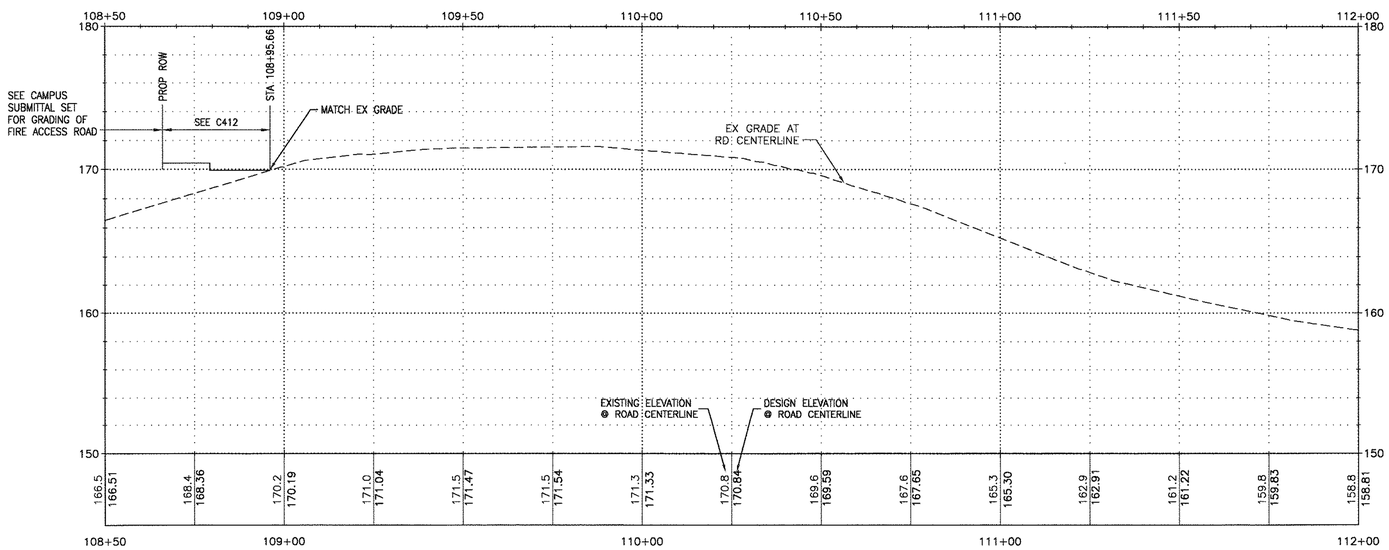
C405

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project, or completion of this project by others. CAD files shall remain the property of ABKJ. The data indicated on the CAD files may not have been incorporated in the construction documents by ABKJ. It is the Recipients responsibility to determine if any revisions made after the date indicated on the CAD files may not have been incorporated. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. ABKJ makes no representations as to the compatibility of these files with hardware or software other than ABKJ's current versions. The Recipient agrees to indemnify and hold harmless ABKJ, its officers, directors, employees and sub-consultants from all claims, demands, losses, expenses, penalties and liabilities of any kind, including attorney fees, arising out of or resulting from the use of the CAD files by the Recipient, or by third party Recipients of the CAD files from the primary recipient. ABKJ makes no representations as to the suitability of the information for any purpose other than those specified by the Recipient. The Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is at acceptance, by the Recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 1/25/2010 12:52:06 PM Paul Wilhelm
L:\2007\07087\Civil\CADD_ST IMPROVEMENTS\GSH-ST_C401-C407_ROAD-PLAN-PROF.dwg

2007/07087/Civil/CADD/_ST IMPROVEMENTS/GSH-ST_C401-C407_ROAD-PLAN-PROF.dwg, 1/25/2010 12:51:47 PM, ARCH full bleed D (36.00 x 24.00 Inches)





PROFILE VIEW: 14TH AVENUE SE STA 108+50 TO 112+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO 111.2
10. END CURB & GUTTER PER COP STD NO. 111.4 BEGIN MOUNTABLE CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD NO. F-10.12

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. SLOPE, TEMPORARY CONSTRUCTION AND OTHER EASEMENTS WILL BE SHOWN ON CONSTRUCTION DOCUMENTS.
3. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
4. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
5. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

FL	FLOW LINE
	PROPOSED R.O.W.
	EXISTING R.O.W.
	SAWCUT, MATCH EXISTING
	PATTERNED CONCRETE/TRUCK APRON
	PROPOSED PAVING
	CONCRETE SIDEWALK
	LANDSCAPING, SEE LANDSCAPE PLANS
	STREETLIGHT, SEE ELECTRICAL PLANS
	PROPOSED SIGNAL POLE

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
20183247
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.

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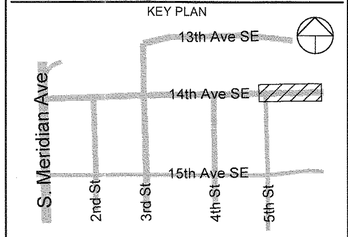
FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

14th Avenue SE/5th Street SE
Sta 108+50 to 112+00
Road Plan & Profile

SHEET 35 OF 59

C406

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project, or completion of this project, by others, unless approved by ABKJ. The electronic files will be maintained to the extent they are considered to be accurate. Subsequent changes to plans, specifications, or other documents may not be reflected in the electronic files. Accordingly, ABKJ makes no representations as to the accuracy or completeness of the CAD files, and the Recipient agrees that it will not make any claim against ABKJ for any alleged inaccuracies in the CAD files. The Recipient agrees that it will use the CAD files only for its own benefit and that it will not transfer the CAD files to others without ABKJ's express written consent. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipient's responsibility to determine if any conflict exists. The CAD files shall not be considered to be Contract Documents. Recipient agrees to defend, indemnify, and hold ABKJ harmless from any claim or liability resulting from any reuse of the CAD files without ABKJ's express written consent. The Recipient shall be solely responsible for any decisions or actions taken based on the information in the CAD files. The Recipient agrees that ABKJ makes no representations as to the compatibility of the CAD files with any software or hardware other than that described above. The Recipient agrees that ABKJ makes no warranties, express or implied, including without limitation the implied warranties of merchantability and fitness for a particular purpose, regarding the CAD files, and that ABKJ makes no warranty that the CAD files will be free from computer viruses. In consideration for the Recipient's use of the CAD files, the Recipient agrees that ABKJ shall not be liable for any damages arising out of the use of the CAD files, including but not limited to lost profits or other incidental or consequential damages, even if ABKJ has been advised of the possibility of such damages. Except as otherwise agreed in writing by the parties, the Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is on acceptance by the Recipient of the above terms and conditions, the agreement, and a waiver of the provisions of Section 117 of the Uniform Copyright Act.

Plot date: 10/30/2009 5:08:44 PM Hilda Allum
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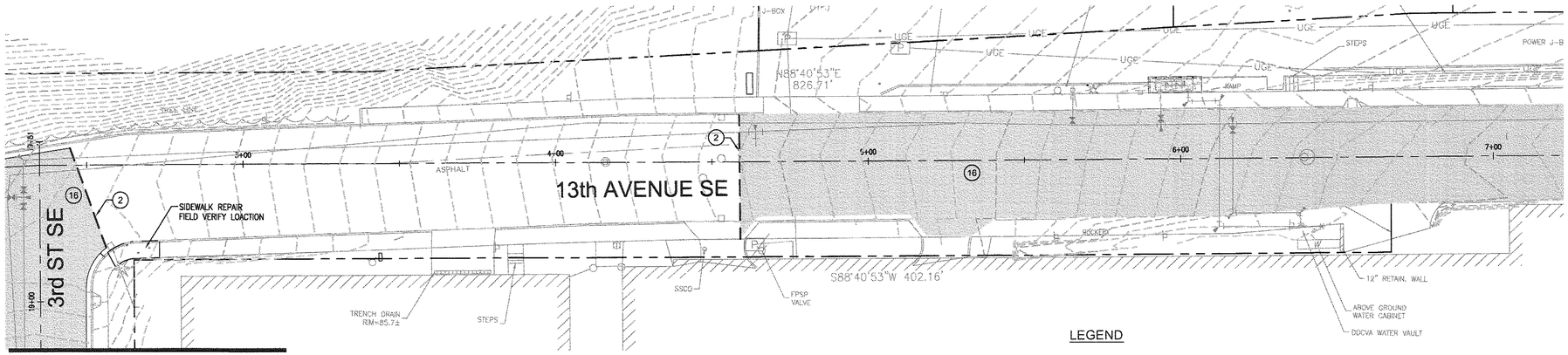


FOR CONTINUATION SEE SHEET C410

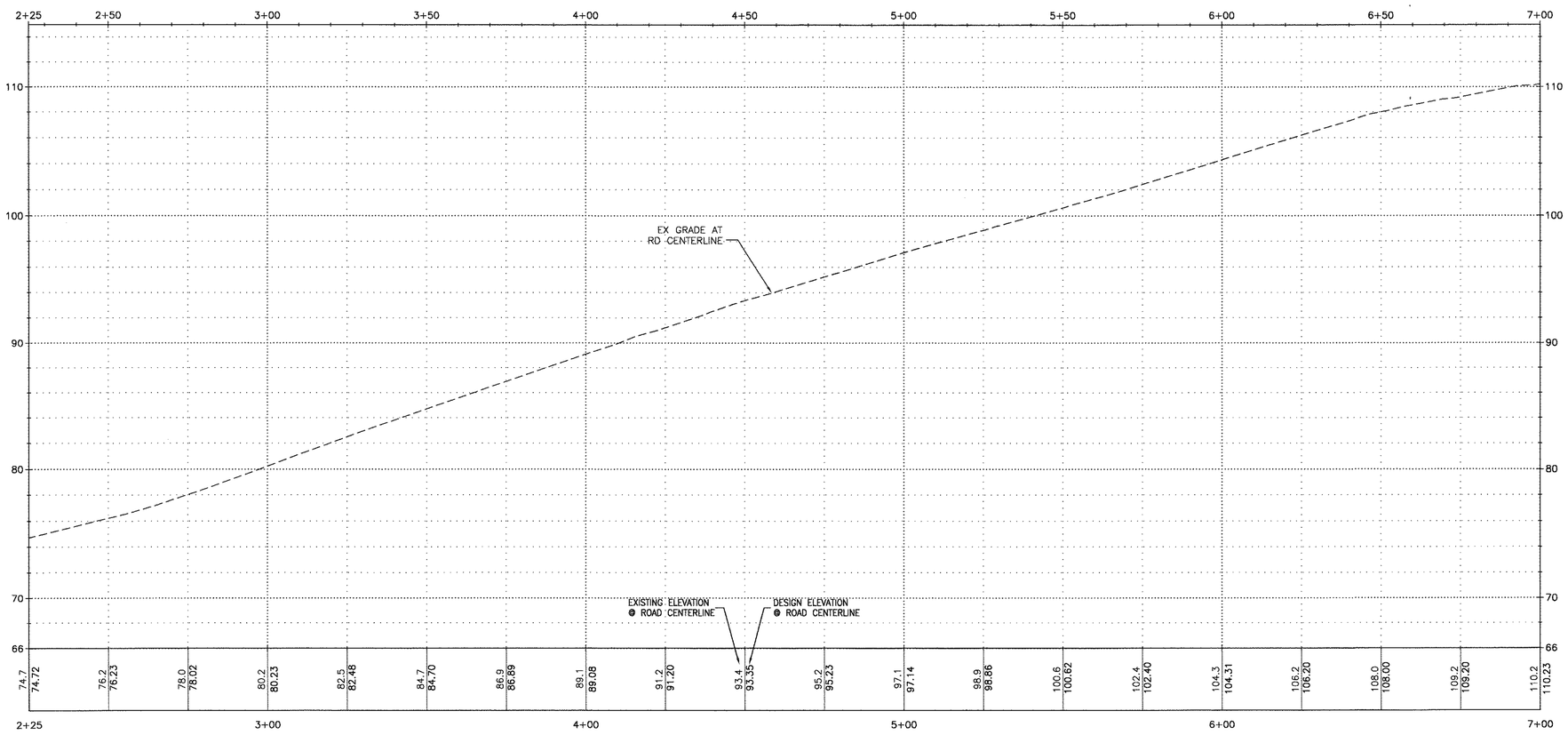
LEGEND

- PROPOSED R.O.W.
- EXISTING R.O.W.
- SAWCUT, MATCH EXISTING
- PATTERNED CONCRETE/TRUCK APRON
- PROPOSED PAVING
- CONCRETE SIDEWALK
- LANDSCAPING, SEE LANDSCAPE PLANS
- STREETLIGHT, SEE ELECTRICAL PLANS

1"=20'

0' 20' 40' 60'

SEE SHEETS C401 TO C411 FOR CONSTRUCTION NOTES, PLAN AND PROFILE NOTES.



PROFILE VIEW: 13TH AVENUE SE STA 2+25 TO 7+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

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Plot date: 10/30/2009 5:09:59 PM Hide Allum
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GOOD SAM
DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS

710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCABERRY
STATE OF WASHINGTON
C018347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.

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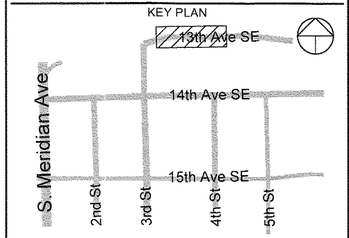
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009

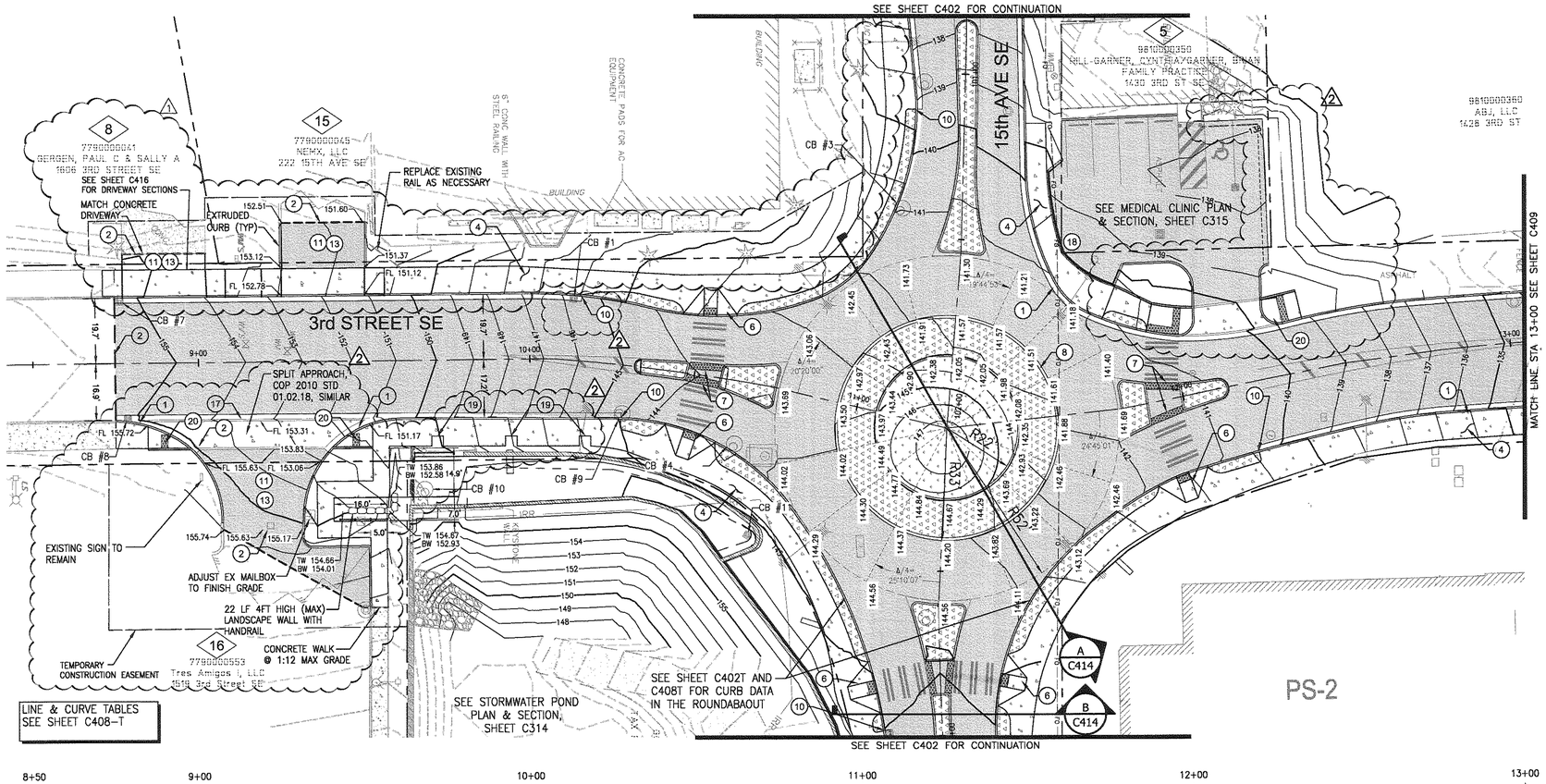
SCALE: AS NOTED

PROJECT NO. : 07087

13th Avenue SE
Sta 2+25 to 7+00
Road Plan & Profile

SHEET 36 OF 59

C407



1"=20' 0' 20' 40' 60'

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO. 111.2
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER WSDOT STD NO. F-40
7. TACTILE WARNING STRIP
8. ROUNDABOUT SEE SECTION, SHEET C415
10. END CURB & GUTTER PER COP STD NO. 111.4 BEGIN MOUNTABLE CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD NO. F-10.12
11. DRIVEWAY PER COP STD NO 111.11
13. SAWCUT, REMOVE PORTION OF EXISTING DRIVEWAY, REPAVE, PROVIDE SMOOTH TRANSITION AND SEAL
17. 1" CEMENT CONCRETE CURB PER WSDOT STD NO. F-10
18. 42" HIGH METAL TUBING HANDRAIL, SEE DETAIL SHEET C415
19. STREET TREE PLANTER BLOCKOUT IN SIDEWALK PER COP STD NO. 01.02.04 OF THE 2010 DESIGN STANDARD MANUAL
20. SIDEWALK RAMP PER COP STD NO. 01.02.19 OF THE 2010 DESIGN STANDARD MANUAL

PLAN AND PROFILE NOTES

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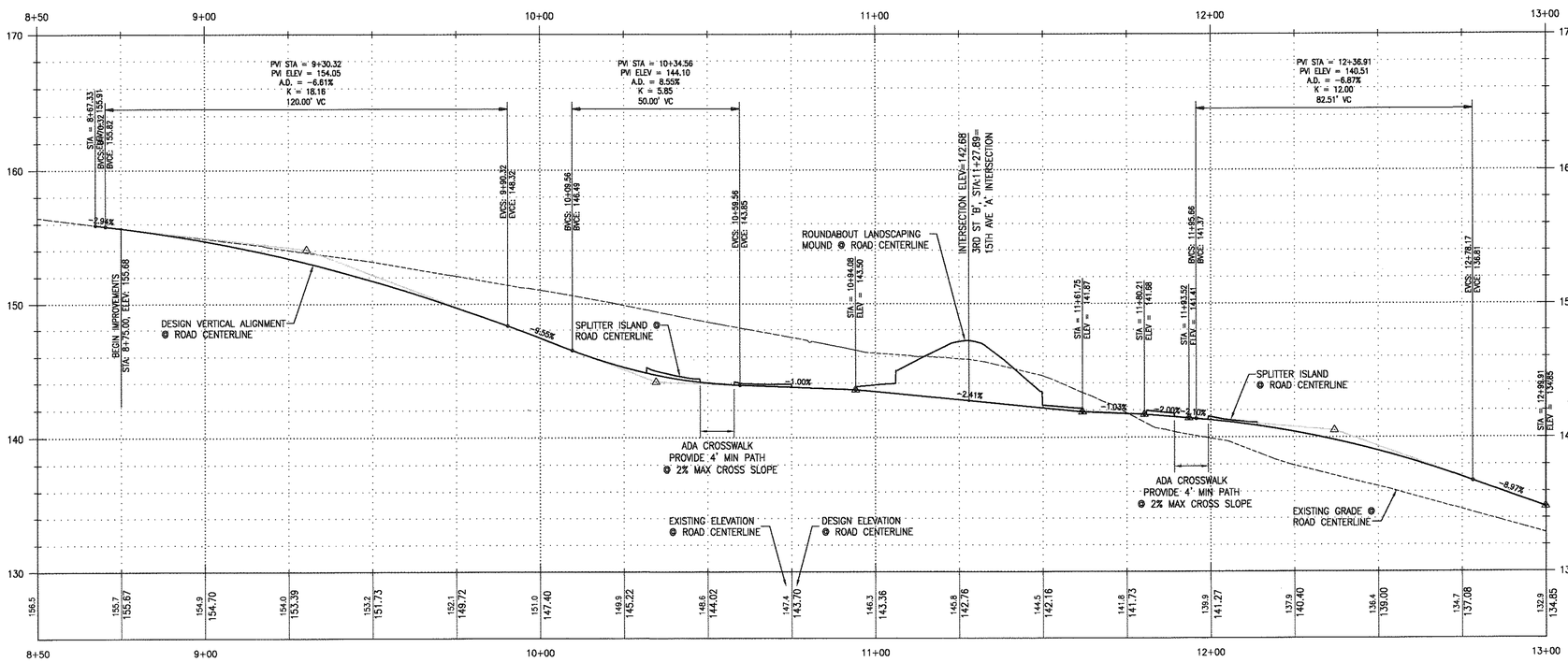
LEGEND

- FL — FLOW LINE
- PROPOSED R.O.W.
- EXISTING R.O.W.
- SAWCUT, MATCH EXISTING
- PATTERNED CONCRETE/TRUCK APRON
- PROPOSED PAVING
- CONCRETE SIDEWALK
- LANDSCAPING, SEE LANDSCAPE PLANS
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE



PROFILE VIEW: 3RD STREET SE STA 8+50 TO 13+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

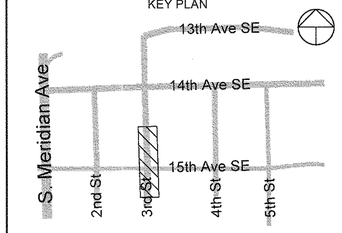
ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20018347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP ENGINEERING DEPARTMENT
DATE _____
NOTES:
THIS APPROVAL ... YEAR FROM APPROVAL ...
... RESPONSIBLE FOR ERRORS OR OMISSIONS ON THESE PLANS.
FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

PLAN CHANGE REQUEST MARCH 26, 2010

KEY PLAN



NO.	REVISIONS	DATE
1	MODIFIED PAVING AREAS & GRADING	11/20/09
2	ADA CROSSWALKS, STREET TREES	03/26/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/15th Avenue SE Sta 8+50 to 13+00 Road Plan & Profile

SHEET 28 OF 60

C408

All information contained in electronic files is for information only. All information on the CAD files shall remain the property of ABKJ. Any reproduction or distribution of these CAD files, in whole or in part, without the express written consent of ABKJ is prohibited. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any revisions made after the date indicated on the CAD files may not have been incorporated. In the event of any such revisions, the Recipient shall be responsible for the accuracy and adequacy of the CAD files. Recipient shall indemnify and hold harmless ABKJ from any and all claims, demands, losses, expenses, penalties and liabilities of any kind, including attorneys fees, arising out of or resulting from the use of the CAD files by the Recipient, or by third party Recipients of the CAD files from the primary recipient, ABKJ shall not be responsible for any incorrect or incomplete information transferred. Use of these CAD files is an acceptance by the Recipient of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 3/31/2010 2:18:26 PM Mirko Bosilkov
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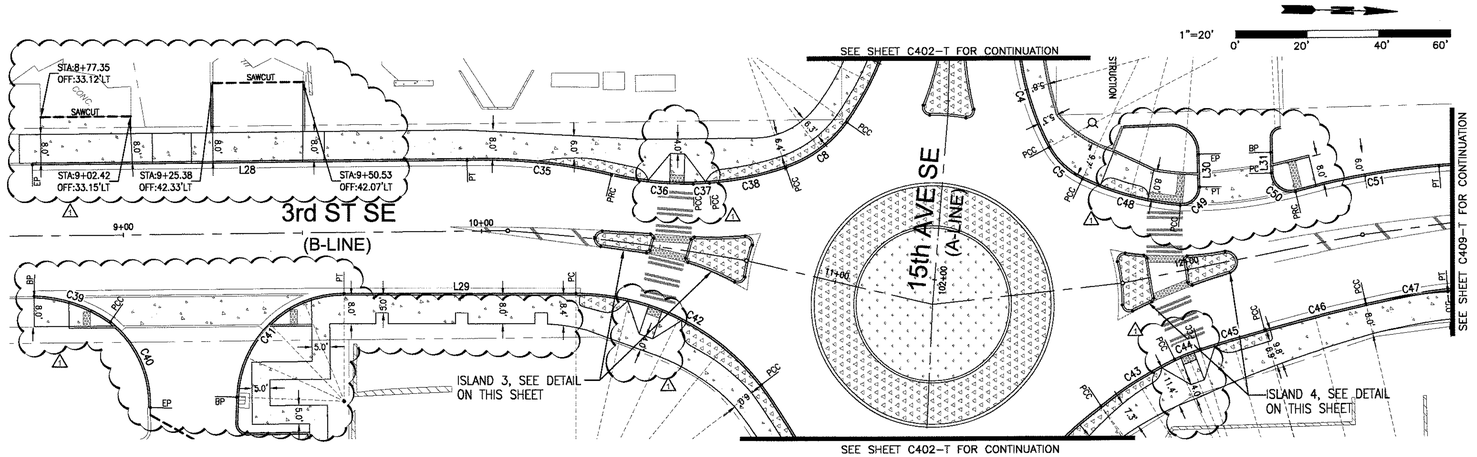
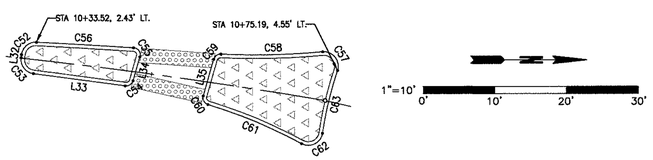
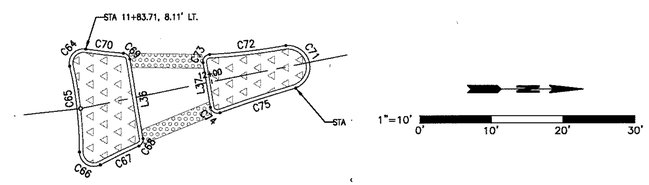


LINE/CURVE TABLE													
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV. BEGIN	1/4	1/2	3/4	END	END STATION	OFFSET
L28	121.36	S00°33'41"E		"B" 8+74.81	19.75' LT.	155.84		152.61		147.64	"B" 9+96.17	19.68' LT.
C35	40.65	015°22'28"	151.50	"B" 9+96.17	19.68' LT.	147.64		146.00		144.58	"B" 10+34.31	18.07' LT.
C36	23.06	014°55'45"	88.50	"B" 10+34.31	18.07' LT.	144.58		144.10		143.79	"B" 10+56.70	18.64' LT.
C37	4.52	002°54'54"	88.80	"B" 10+56.70	18.64' LT.	143.79		143.75		143.71	"B" 10+61.00	19.54' LT.
C38	21.87	015°04'28"	83.13	"B" 10+61.00	19.54' LT.	143.71		143.46		143.12	"B" 10+79.30	27.70' LT.
C39	22.78	033°37'37"	38.82	"B" 8+74.88	16.87' RT.	155.70		156.19		155.79	"B" 8+96.11	24.18' RT.
C40	27.24	053°16'49"	29.29	"B" 8+96.11	24.18' RT.	155.79		155.94		156.21	"B" 9+07.00	48.09' RT.
C41	46.00	087°51'03"	30.00	"B" 9+31.13	45.64' RT.	155.21	154.07	152.93	151.83	151.20	"B" 9+61.41	17.07' RT.
L29	64.74	N00°00'00"E		"B" 9+61.41	17.07' RT.	151.20		148.44		145.03	"B" 10+28.09	15.74' RT.
C42	59.81	052°43'24"	65.00	"B" 10+28.09	15.74' RT.	145.03	144.24	143.97	144.77	144.64	"B" 10+86.56	32.86' RT.

LINE/CURVE TABLE												
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV. BEGIN	1/4	1/2	3/4	END	END STATION	OFFSET
C43	24.31	011°36'22"	120.00	"B" 11+71.45	33.23' RT.	143.24		142.65		142.13	"B" 11+91.24	23.74' RT.
C44	7.72	008°50'41"	50.00	"B" 11+91.24	23.74' RT.	142.13		142.05		141.90	"B" 11+98.86	22.36' RT.
C45	18.75	002°00'06"	536.67	"B" 11+98.86	22.36' RT.	141.90		141.44		140.97	"B" 12+17.62	20.73' RT.
C46	29.19	002°47'08"	600.34	"B" 12+17.62	20.73' RT.	140.97		140.12		139.62	"B" 12+46.88	19.17' RT.
C47	23.10	008°49'26"	150.00	"B" 12+46.88	19.17' RT.	139.62		138.81		137.85	"B" 12+71.08	18.97' RT.
C48	28.53	020°18'11"	80.50	"B" 11+73.31	30.04' LT.	141.68		141.37		141.08	"B" 12+01.38	17.92' LT.
C49	8.41	096°19'55"	5.00	"B" 12+01.38	17.92' LT.	141.08		141.11		141.02	"B" 12+07.68	21.85' LT.
L30	9.23	S88°43'25"W		"B" 12+07.68	21.85' LT.	141.02		140.84		140.38	"B" 12+09.27	30.94' LT.
L31	5.87	N88°43'25"E		"B" 12+28.86	27.52' LT.	139.81		140.10		140.24	"B" 12+27.88	21.74' LT.
C50	9.84	102°27'54"	5.50	"B" 12+27.88	21.74' LT.	140.24		140.28		139.98	"B" 12+33.54	15.32' LT.
C51	40.74	010°30'41"	222.06	"B" 12+33.54	15.32' LT.	139.98		138.80		137.23	"B" 12+73.28	15.96' LT.



SPLITTER ISLAND 3 DETAIL
SCALE: 1"=10'



SPLITTER ISLAND 4 DETAIL
SCALE: 1"=10'

SPLITTER ISLAND LINE/CURVE TABLE						
NO.	LENGTH	BEARING/DELTA	RADIUS	TOC ELEV BEGIN	TOC ELEV 1/2	TOC ELEV END
C52	2.97	S39°40'02"E	2.00	144.87		145.04
L32	0.43	S82°13'20"E		145.04		145.04
C53	3.14	N52°46'40"E	2.00	145.04		144.88
L33	12.91	N07°46'40"E		144.88	144.55	144.31
C54	1.43	N33°09'46"W	1.00	144.31		144.31
L34	3.49	N74°06'11"W		144.31		144.26
C55	1.78	S54°55'40"W	1.00	144.26		144.26
C56	13.55	S03°25'23"W	725.00	144.26	144.52	144.87
C57	3.96	S51°37'40"W	2.00	143.80		143.77
C58	14.20	S01°03'12"E	100.20	143.77		143.98
C59	1.35	S35°32'53"E	1.00	143.98		144.02
L35	5.39	S74°06'11"E		144.02		144.06
C60	1.54	N61°44'40"E	1.00	144.06		144.02
C61	14.20	N23°00'03"E	75.20	144.02		144.15
C62	3.84	N26°32'36"W	2.00	144.15		144.00
C63	9.11	N76°33'50"W	52.91	144.00		143.80

SPLITTER ISLAND LINE/CURVE TABLE						
NO.	LENGTH	BEARING/DELTA	RADIUS	TOC ELEV BEGIN	TOC ELEV 1/2	TOC ELEV END
C64	3.89	N47°09'10"W	2.00	141.65		141.84
C65	12.28	S83°42'40"W	52.91	141.84	141.96	142.09
C66	4.10	S31°41'22"W	2.00	142.09		141.88
C67	5.97	S25°51'42"E	153.78	141.88		141.56
C68	1.30	S61°56'11"E	1.00	141.56		141.58
L36	11.40	N80°52'37"E		141.58	141.74	141.52
C69	1.32	N42°58'31"E	1.00	141.52		141.50
C70	5.29	N06°51'12"E	85.20	141.50		141.65
C71	8.90	S77°15'39"W	3.13	141.09	141.10	141.10
C72	10.70	S06°38'06"E	85.20	141.10	141.31	141.39
C73	1.68	S51°04'47"E	1.00	141.39		141.43
L37	6.40	N80°52'37"E		141.43	141.53	141.44
C74	1.76	N30°20'48"E	1.00	141.44		141.38
C75	11.13	N18°06'36"W	153.78	141.38	141.26	141.09

CURB ELEVATIONS NOTE:
TOP OF CURB ELEVATIONS ARE BASED ON:
1. 6 INCH CONCRETE CURB AT STREET;
2. 3 INCH CONCRETE CURB AT THE ISLANDS.
TOP OF CURB ELEVATIONS DO NOT REFLECT CURB HEIGHT CHANGES AT CURB CUTS FOR DRIVEWAYS AND ADA RAMPS.

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
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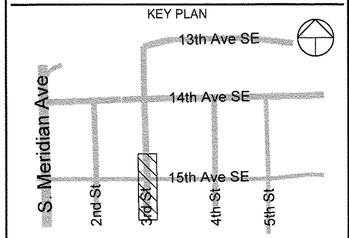
ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20183417 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____ CITY OF PUYALLUP ENGINEERING DEPT.
DATE _____
NOTES:
THIS AP[illegible] 1 YEAR FROM APPR[illegible]
[illegible] BE RESPONSIBLE FOR [illegible]OR OMISSIONS ON THESE PLANS.
FIE[illegible] CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

PLAN CHANGE REQUEST
MARCH 26, 2010

KEY PLAN



NO.	REVISIONS	DATE
1	ADA RAMPS, GRADE ADJUSTMENTS	03/26/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/15th Avenue SE
Sta 8+50 to 13+00
LINE/CURVE TABLES

SHEET 41 OF 60

C408-T

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Plot date: 3/26/2010 3:48:59 PM Paul Wilhelm
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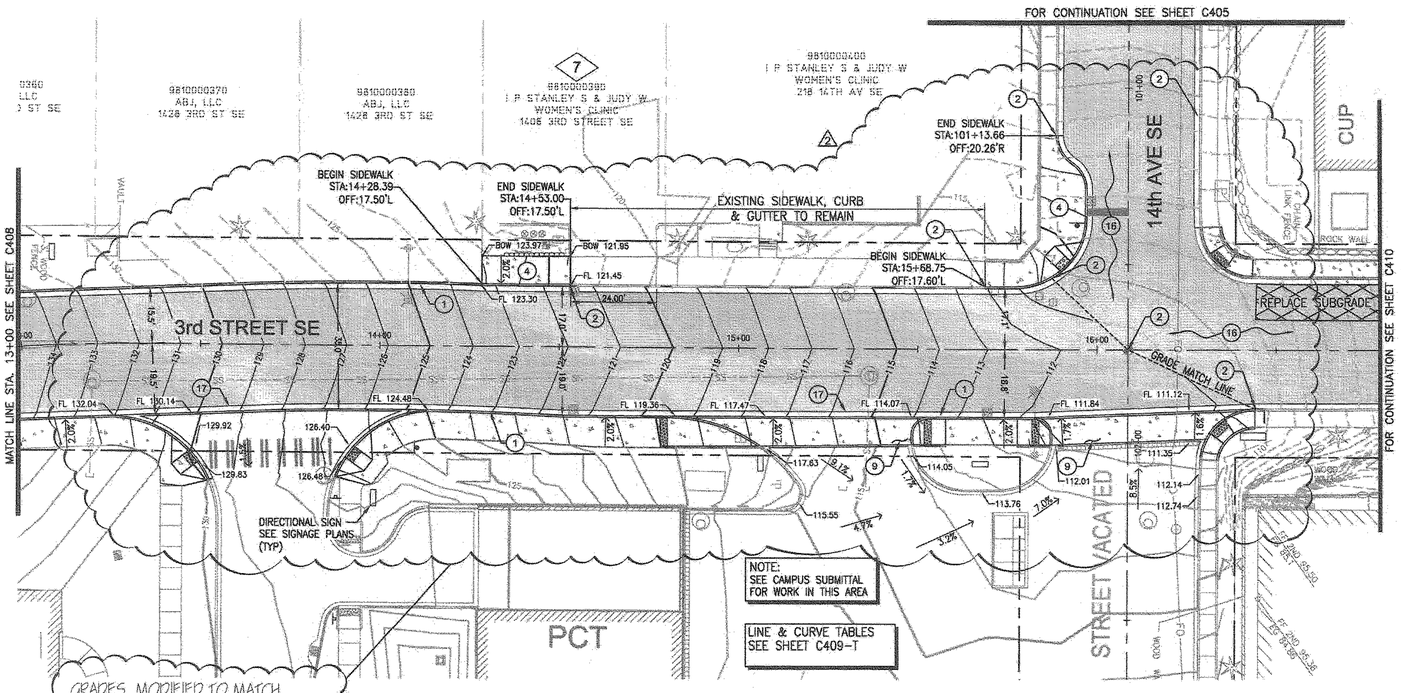


1"=20' 0' 20' 40' 60'

CONSTRUCTION NOTES

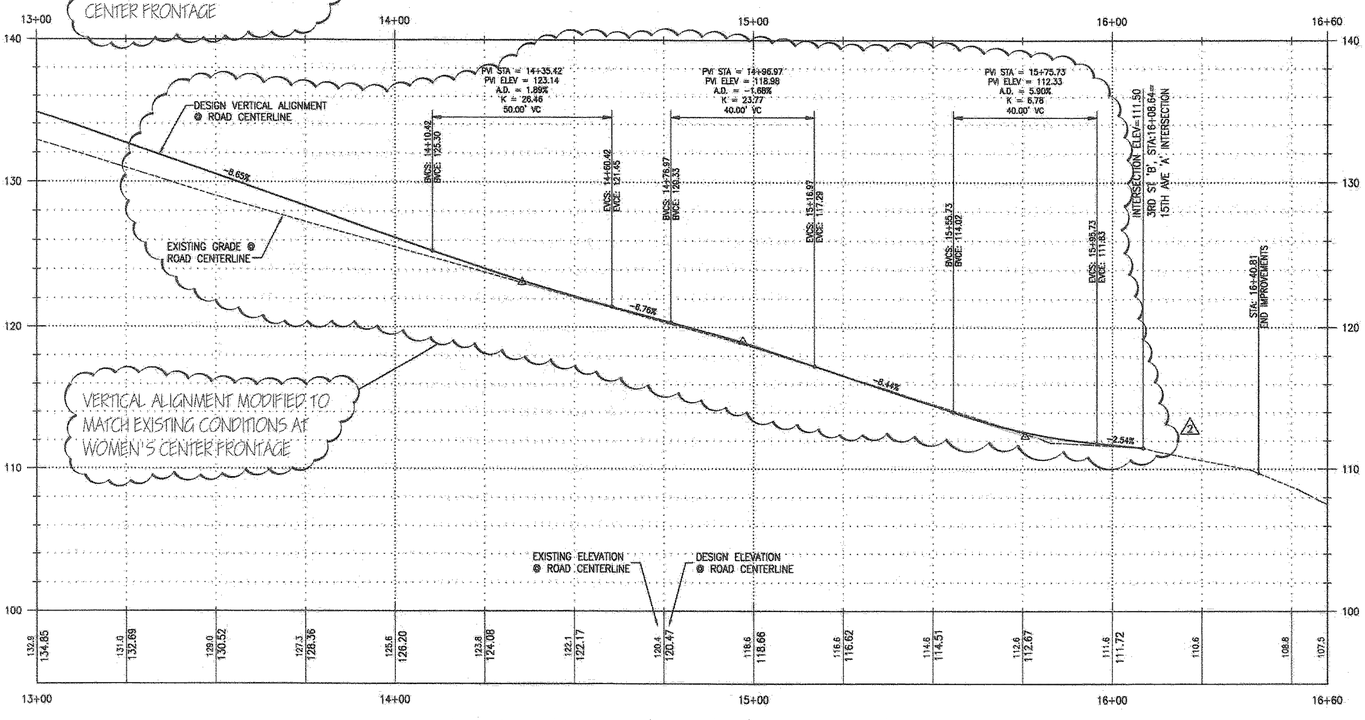
1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO 111.2
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER WSDOT STD NO. F-40
9. FLUSH CONCRETE PAVEMENT SECTION, SEE DETAIL, SHEET C415, SEE ALSO CAMPUS SUBMITTAL
11. DRIVEWAY PER COP STD NO 111.11
13. SAWCUT, REMOVE PORTION OF EXISTING DRIVEWAY, REPAVE, PROVIDE SMOOTH TRANSITION AND SEAL
16. GRIND AND OVERLAY AS REQUIRED
17. 1" CEMENT CONCRETE CURB PER WSDOT STD NO. F-10

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. SLOPE, TEMPORARY CONSTRUCTION AND OTHER EASEMENTS WILL BE SHOWN ON CONSTRUCTION DOCUMENTS.
3. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
4. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
5. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

FL	FLOW LINE
	PROPOSED R.O.W.
	EXISTING R.O.W.
	SAWCUT, MATCH EXISTING
	PATTERNED CONCRETE/TRUCK APRON
	PROPOSED PAVING
	CONCRETE SIDEWALK
	LANDSCAPING, SEE LANDSCAPE PLANS
	REPLACE SUBGRADE MATERIALS
	STREETLIGHT, SEE ELECTRICAL PLANS
	PROPOSED SIGNAL POLE



PROFILE VIEW: 3RD STREET SE STA 13+00 TO 16+60

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
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SEATTLE, WA 98104

ABKJ
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800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCHERER, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER, 20184 — January 25, 2010

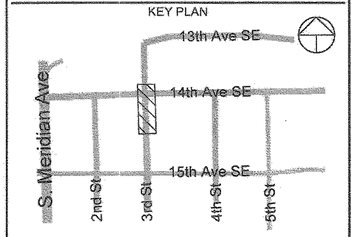
APPROVED
BY Colleen M. Norris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 1.26.2010

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE
1	MODIFIED PAVING AREAS & GRADING	11/20/09
2	MODIFIED PAVING AREAS & GRADING	01/25/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 01/25/2010
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/14th Avenue SE
Sta 13+00 to 16+60
Road Plan & Profile

SHEET 29 OF 60

C409

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Plot date: 1/25/2010 12:03:13 PM Mira Basikov
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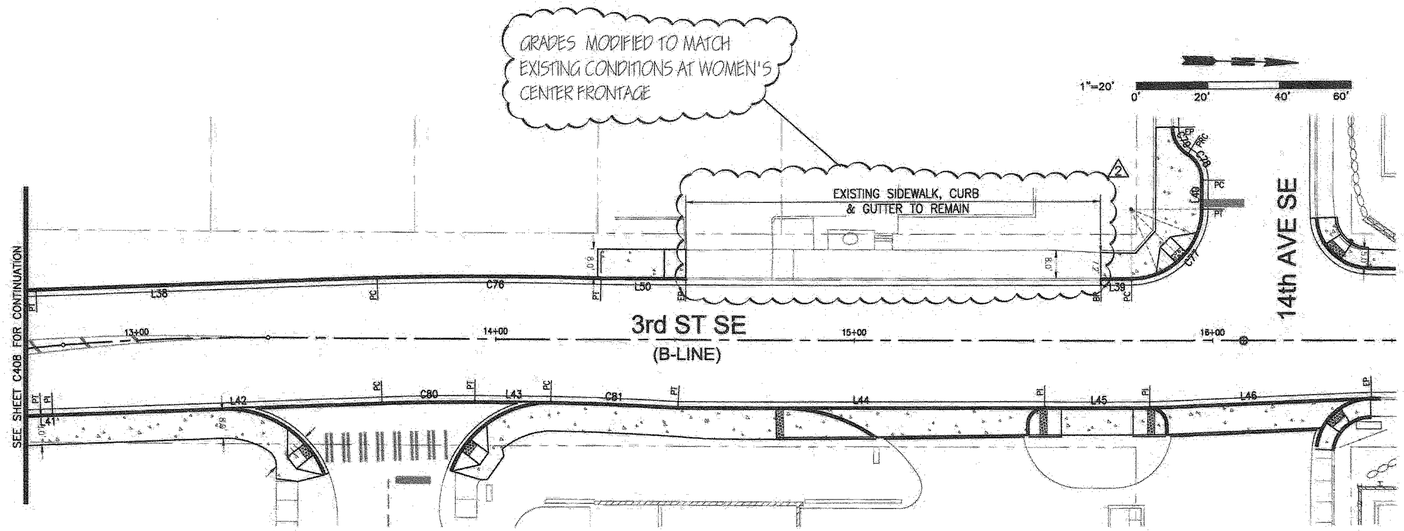

LINE/CURVE TABLE													
NO.	LENGTH	BEARING/DELTA	RADIUS	BEGIN STATION	OFFSET	TOP FACE OF CURB ELEV. BEGIN	1/4	1/2	3/4	END	END STATION	OFFSET
L38	95.28	N03°49'13"W		"B" 12+73.28	15.96' LT.	137.23	135.19	133.16	131.11	129.02	"B" 13+66.88	16.85' LT.
C76	62.51	N01°26'12"W	928.30	"B" 13+66.88	16.85' LT.	129.02	127.68	126.32	125.00	123.72	"B" 14+29.38	16.98' LT.
L50	23.62	N01°22'46"W		"B" 14+29.38	16.98' LT.	123.72		122.81		121.95	"B" 14+53.00	17.00' LT.
L39	8.56	N01°50'13"W		"B" 15+68.75	17.10' LT.	112.58				111.59	"B" 15+77.31	17.18' LT.
C77	31.24	N46°34'41"W	20.00	"B" 15+77.31	17.18' LT.	111.59	110.90	110.31	109.67	109.02	"B" 15+97.13	37.18' LT.
L40	8.04	S88°40'52"W		"B" 15+97.13	37.18' LT.	109.02				108.33	"B" 15+97.13	45.22' LT.
C78	8.98	S60°04'55"W	9.00	"B" 15+97.13	45.22' LT.	108.33				107.64	"B" 15+93.01	52.79' LT.
C79	8.98	S60°03'33"W	9.00	"B" 15+93.01	52.79' LT.	107.64				106.89	"B" 15+88.88	60.34' LT.
L41	3.29	N03°49'13"W		"B" 12+71.08	18.97' RT.	137.48				137.09	"B" 12+74.36	19.18' RT.
L42	92.00	N03°49'13"W		"B" 12+74.36	19.18' RT.	137.09	134.90	132.81	130.82	128.87	"B" 13+68.41	18.12' RT.
C80	25.84	N02°33'09"W	600.28	"B" 13+68.41	18.12' RT.	128.87		127.76		126.64	"B" 13+94.25	17.56' RT.
L43	21.21	N00°58'49"W		"B" 13+94.25	17.56' RT.	126.64		125.72		124.81	"B" 14+15.46	17.69' RT.
C81	35.48	N00°46'57"E	900.42	"B" 14+15.46	17.69' RT.	124.81		123.46		122.52	"B" 14+50.91	18.99' RT.
L44	102.27	N01°26'02"W		"B" 14+50.91	18.99' RT.	122.52	120.27	118.41	116.39	114.15	"B" 15+53.18	18.79' RT.
L45	29.27	N01°19'07"W		"B" 15+53.18	18.79' RT.	114.15		113.04		112.42	"B" 15+82.45	18.79' RT.
L46	61.99	N03°44'43"W		"B" 15+82.45	18.79' RT.	112.42	113.17	112.90	111.96	110.97	"B" 16+44.38	16.16' RT.

GRADES MODIFIED TO MATCH EXISTING CONDITIONS AT WOMEN'S CENTER FRONTAGE

NOTE:
TOP OF CURB ELEVATIONS ARE BASED ON 6 INCH CONCRETE CURB AND DO NOT REFLECT CURB HEIGHT CHANGERS AT CURB CUTS FOR DRIVEWAYS AND ADA RAMPS.

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800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCAMBERRY
STATE OF WASHINGTON
38349
REGISTERED PROFESSIONAL ENGINEER
January 25, 2010

APPROVED
BY Collin M. Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 1.26.2010

NOTES:
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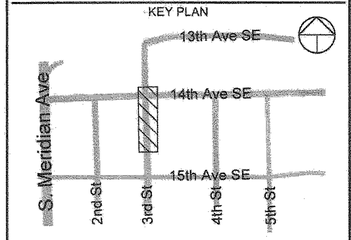
KEY PLAN



NO.	REVISIONS	DATE
1	SIDEWALK, CURB & GUTTER REPLACE	11/20/09
2	MODIFIED GRADES	01/25/10

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 01/25/2010
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/14th Avenue SE
Sta 13+00 to 16+60
LINE/CURVE TABLES

SHEET 42 OF 60

C409-T

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Plot date: 1/26/2010 11:58:27 AM Mirko Basilkov
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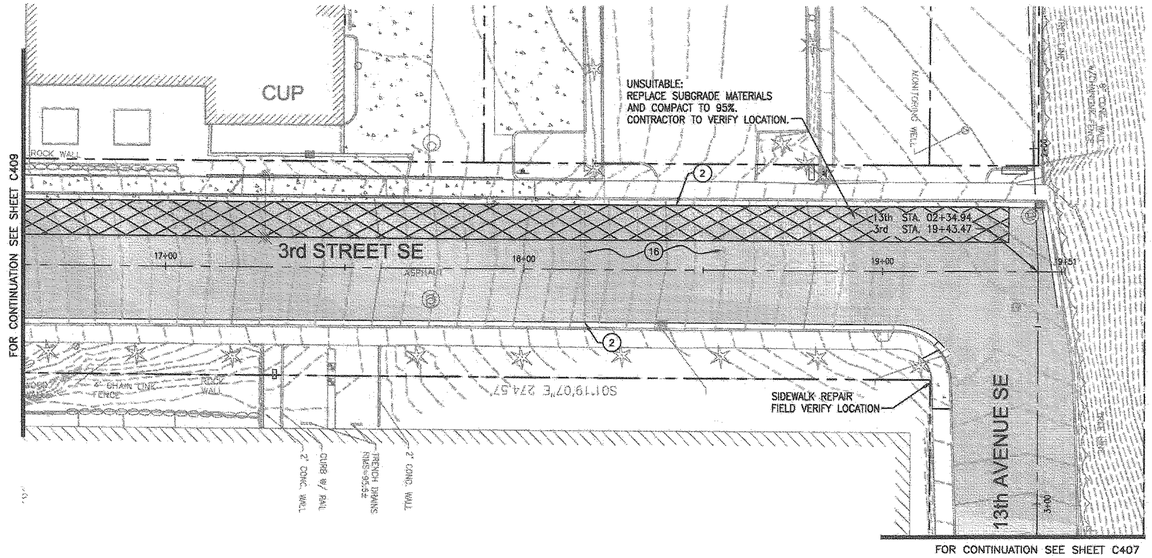

1"=20'
0' 20' 40' 60'

CONSTRUCTION NOTES

(2) MATCH EXISTING GRADE

(16) GRIND AND OVERLAY AS REQUIRED

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
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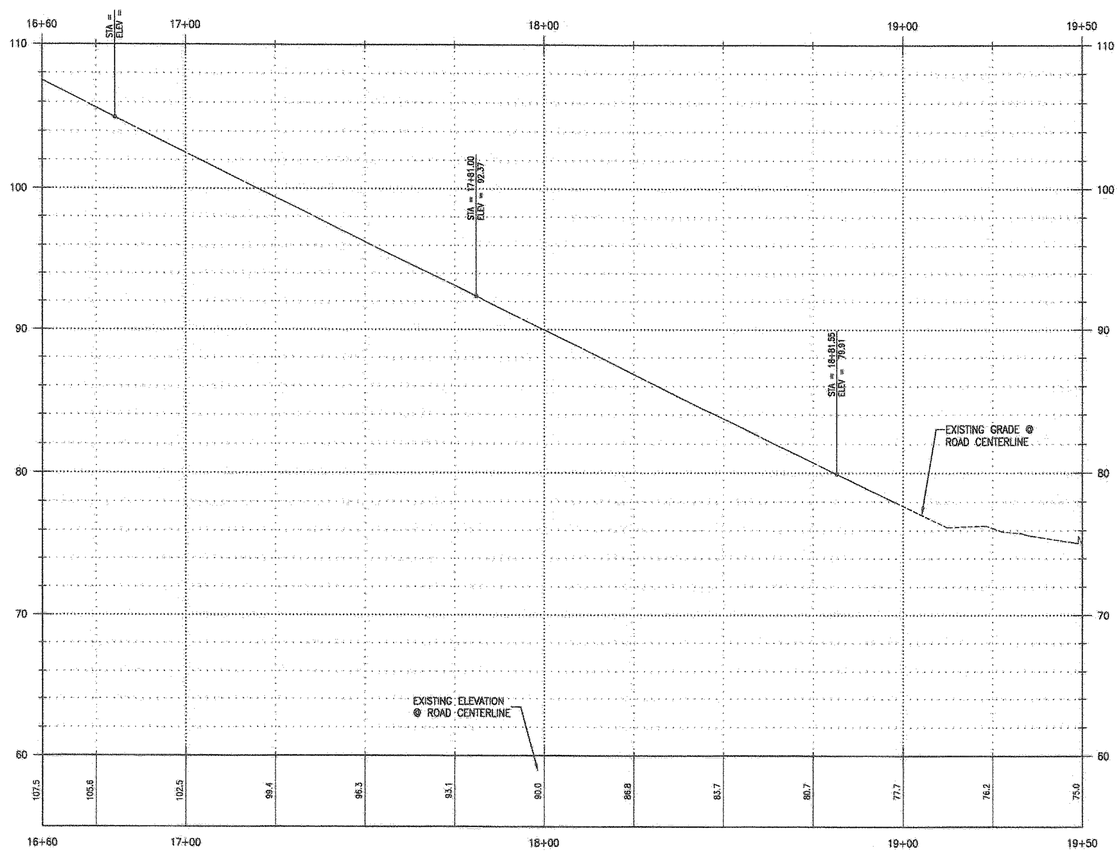
3. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
4. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
5. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

FL — FLOW LINE
PROPOSED R.O.W.
EXISTING R.O.W.
SAWCUT, MATCH EXISTING
PATTERNED CONCRETE/TRUCK APRON
PROPOSED PAVING
CONCRETE SIDEWALK
LANDSCAPING, SEE LANDSCAPE PLANS
REPLACE SUBGRADE MATERIALS
STREETLIGHT, SEE ELECTRICAL PLANS
PROPOSED SIGNAL POLE



PROFILE VIEW: 3RD STREET SE STA 16+60 TO 19+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION
DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCABERRY
STATE OF WASHINGTON
20118347
REGISTERED PROFESSIONAL ENGINEER
January 25, 2010

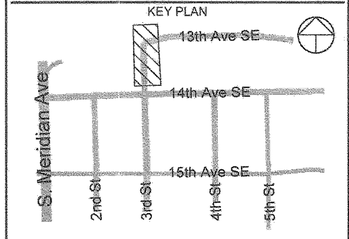
APPROVED
BY Collen M. Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 1-26-2010

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 01/25/2010
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/13th Avenue SE
Sta 16+60 to 19+50
Road Plan & Profile

SHEET 30 OF 60

C410

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, or addition to this project, or completion of this project by others, unless ABKJ has given its written consent. The information contained in these electronic files may not be complete or correct, and may contain errors, omissions, or outdated information. It is the Recipients responsibility to determine if any revisions made after the date indicated on the CAD files may not have been incorporated. In the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any conflicts exist between the CAD files and the contract drawings. The Recipient agrees to defend, indemnify, and hold harmless ABKJ and its sub-consultants from all claims, demands, losses, expenses, penalties and liabilities of any kind, including attorney's fees, arising out of or resulting from the use of the CAD files by the Recipient, or by third party Recipients of the CAD files from the primary recipient. ABKJ makes no representations or warranties of any kind, express or implied, as to the fitness of the CAD files for any purpose or business of ABKJ. The Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is an acceptance, by the Recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 1/25/2010 11:58:57 AM Mira Basikov
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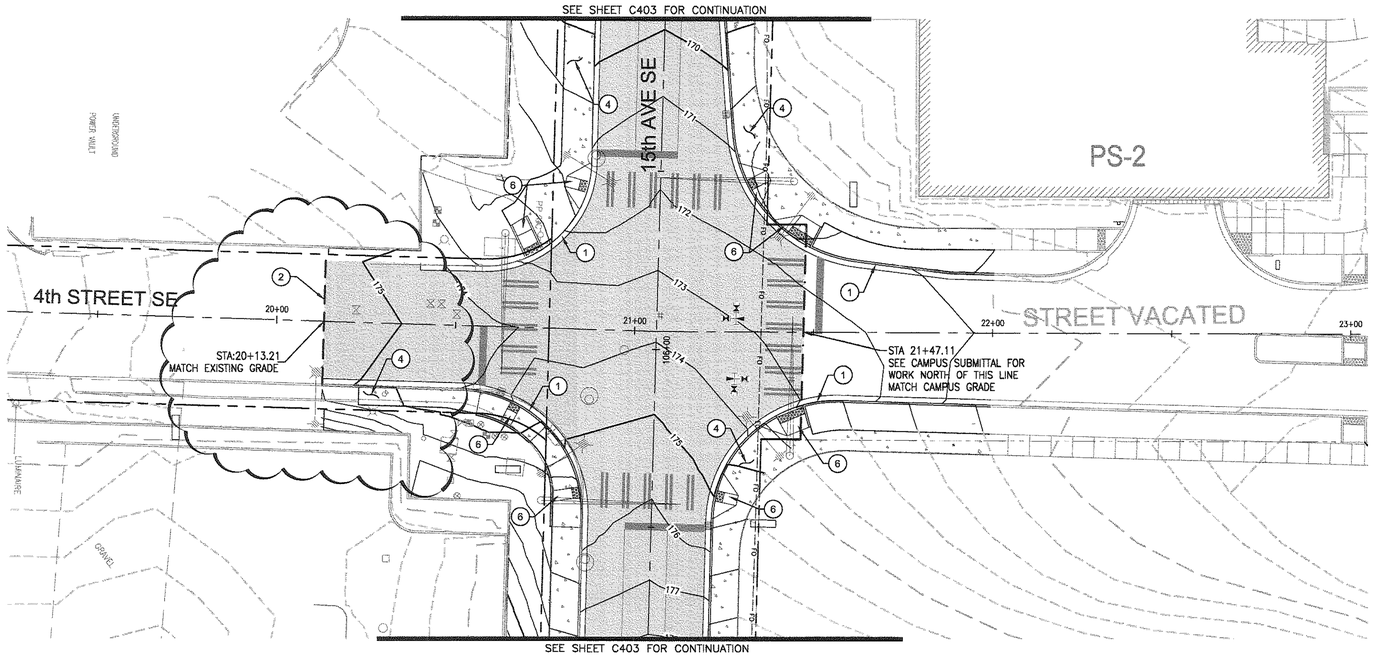

1"=20' 0' 20' 40' 60'

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO 111.2
6. WHEEL CHAIR RAMP NEW CONSTRUCTION PER WSDOT STD NO. F-40

PLAN AND PROFILE NOTES

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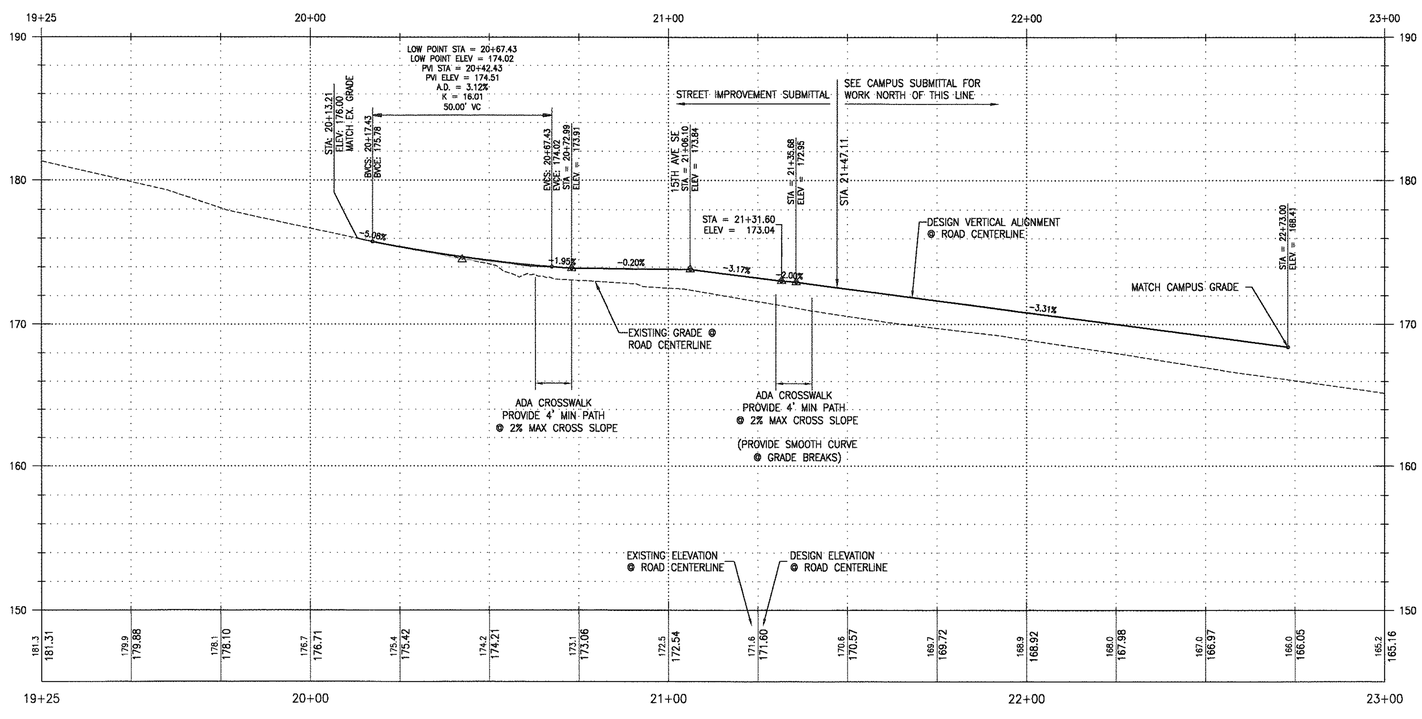
LEGEND

FL	FLOW LINE
	PROPOSED R.O.W.
	EXISTING R.O.W.
	SAWCUT, MATCH EXISTING
	PATTERNED CONCRETE/TRUCK APRON
	PROPOSED PAVING
	CONCRETE SIDEWALK
	LANDSCAPING, SEE LANDSCAPE PLANS
	STREETLIGHT, SEE ELECTRICAL PLANS
	PROPOSED SIGNAL POLE



PROFILE VIEW: 4TH STREET SE STA 19+25 TO 23+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

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CONSTRUCTION
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TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
00182347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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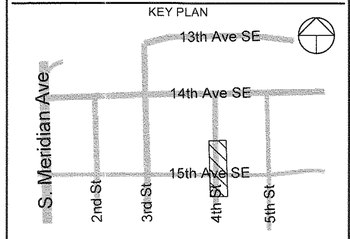
KEY PLAN



NO.	REVISIONS	DATE
1	MODIFIED PAVING AREAS & GRADING	11/02/09

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/26/2009
SCALE: AS NOTED
PROJECT NO. : 07087

4th Street SE/15th Avenue SE
Sta 19+25 to 23+00
Road Plan & Profile

SHEET 31 OF 59

C411

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Plot date: 10/30/2009 6:27:50 PM Mirc Bastkov
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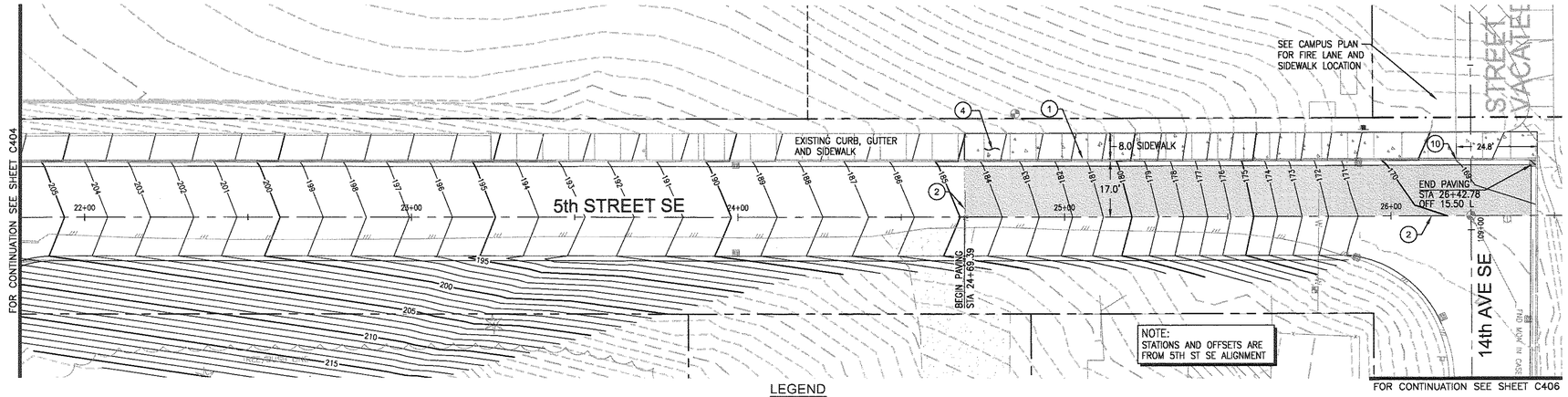

1"=20'
0' 20' 40' 60'

LEGEND

FL	FLOW LINE
	PROPOSED R.O.W.
	EXISTING R.O.W.
	SAWCUT, MATCH EXISTING
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	PROPOSED PAVING
	CONCRETE SIDEWALK
	LANDSCAPING, SEE LANDSCAPE PLANS
	STREETLIGHT, SEE ELECTRICAL PLANS

CONSTRUCTION NOTES

1. CURB AND GUTTER PER COP STD NO. 111.4
2. MATCH EXISTING GRADE
4. SIDEWALK WITHOUT PLANTING STRIP PER COP STD NO 111.2
10. END CURB & GUTTER PER COP STD NO. 111.4 BEGIN MOUNTABLE CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD NO. F-10.12

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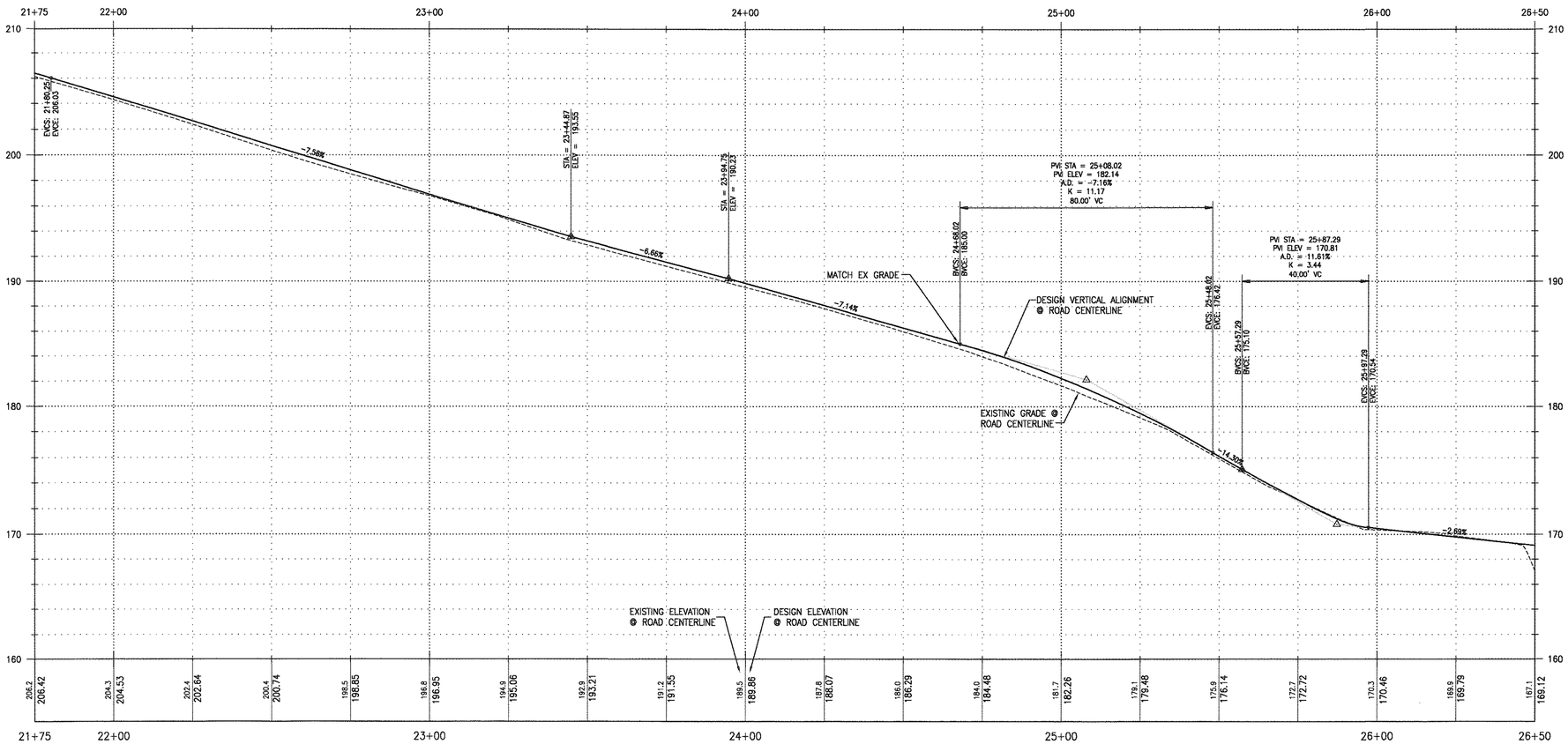

PROFILE VIEW: 5TH STREET SE STA 21+75 TO 26+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

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PERMIT REVIEW

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DONALD K. SCARBERRY
STATE OF WASHINGTON
00018347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

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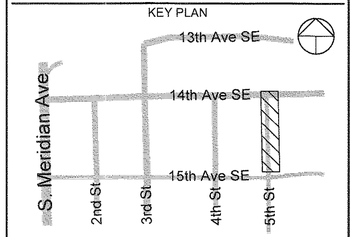
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

5th Street SE
Sta 21+75 to 26+50
Road Plan & Profile

SHEET 32 OF 59

C412

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Plot date: 10/30/2009 6:37:00 PM Mike Bealkow
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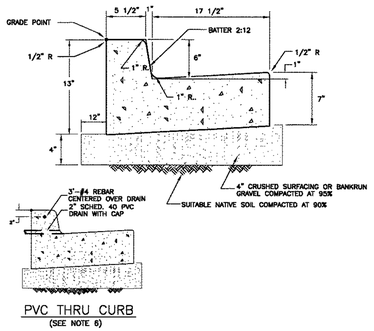


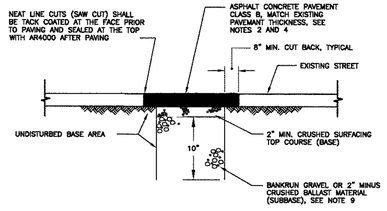
PVC THRU CURB
(SEE NOTE 6)

NOTES:

1. CONTRACTION JOINTS SHALL BE 3/8" x 2 1/4" ASPHALT SATURATED FELT PLACED IN ALL EXPOSED SURFACES OF CURB AND GUTTER AND SPACED AT 15' MAX. 10' MIN. O.C.
2. THRU JOINTS SHALL BE 3/4" ASPHALT SATURATED FELT PLACED AT POINTS OF TANGENCY ON CURVES, AT CATCH BASINS, AND AT EDGES OF ALLEY AND DRIVEWAYS. THE MAXIMUM DISTANCE BETWEEN THRU JOINTS SHALL BE 100'.
3. CONCRETE SHALL BE CLASS 3000 (6% AIR)(COARSE AGGR. GR. NO. 2)(FINE AGGR. CL. 1)
4. FORMS SHALL BE STEEL UNLESS PRIOR APPROVAL IS GIVEN BY THE CITY ENGINEER. FORMS SHALL BE SET TRUE TO LINE AND GRADE AND SECURELY STAKED PRIOR TO CONCRETE PLACEMENT. FULL DEPTH DIVISION PLATES ARE ONLY TO BE USED WHERE THRU JOINTS ARE TO BE PLACED.
5. THE 1" RADIUS ON THE UPPER FACE OF THE CURB MAY BE FORMED BY AN EDGER TOOL OR BUILT INTO THE FACE FORM. THE 1" RADIUS AT THE BOTTOM FACE OF THE CURB SHALL BE FORMED BY THE FACE FORM.
6. 2" SCHEDULE 40 PVC SHALL BE PLACED THROUGH CURB AT LOW POINTS OF PROPERTY OR LOT WHEN GRADE SLOPES DOWN TO STREET.

CURB AND GUTTER

NTS — CITY OF PUYALLUP STD NO.111.4



NOTES:

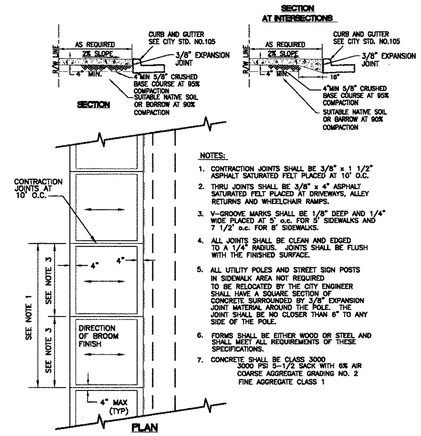
1. BASE AND SUBBASE MATERIAL SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY.
2. ASPHALT CONCRETE PAVEMENT THICKNESS:
   A. RESIDENTIAL STREET 2" MINIMUM
   B. COLLECTOR / ARTERIAL STREETS 4" MINIMUM
3. ALL DEPTHS INDICATED ARE A MINIMUM COMPACTED DEPTH.
4. ALL PATCHES 8'x 8' AND SMALLER MAY BE PAVED WITH A PAVING BOX.
5. INITIAL BACKFILLING SHALL BE PREFORMED ONLY AFTER INSPECTION AND APPROVAL OF THE INSTALLED PIPE OR STRUCTURE. THE BACKFILL MATERIAL SHALL BE PLACED IN ACCORDANCE WITH CITY STANDARD 503.
6. ALL BACKFILL FOR PIPE TRENCHES SHALL BE MECHANICALLY COMPACTED BY A POWER-OPERATED MECHANICAL TAMPER(S) AS SPECIFIED IN SECTION 2-03.3 (14)C, COMPACTING EARTH EMBANKMENTS, METHOD C OF THE WSDOT SPECIFICATIONS.
7. INITIAL BACKFILL MATERIAL SHALL BE SELECT TRENCH EXCAVATION MATERIAL.
8. COMPACTION SHALL BE MADE IN ONE (1) FOOT LIFTS.
9. BANKRUN GRAVEL SHALL MEET THE REQUIREMENTS OF WSDOT SPEC. SECTION 9-03.10. CRUSHED BALLAST SHALL MEET THE REQUIREMENTS OF WSDOT SPEC. SECTION 9-03.9(1)

STREET PATCH

NTS — CITY OF PUYALLUP STD NO.110.6

MINIMUM SIDEWALK WIDTHS

5' (RS ZONES) SINGLE FAMILY RESIDENTIAL AREAS (DETACHED DWELLINGS)
8' (RM ZONES) MEDIUM AND HIGH DENSITY MULTI-FAMILY RESIDENTIAL AREAS
8' (ML ZONES) INDUSTRIAL AREAS
8' (CC, CBD ZONES) COMMERCIAL AREAS



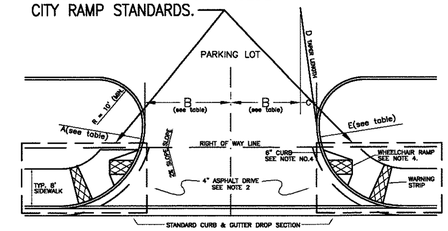
NOTES:

1. CONTRACTION JOINTS SHALL BE 3/8" x 1 1/2" ASPHALT SATURATED FELT PLACED AT 10' O.C.
2. THRU JOINTS SHALL BE 3/8" x 4" ASPHALT SATURATED FELT PLACED AT DRIVEWAYS, ALLEY RETURNS AND WHEELCHAIR RAMPS.
3. V-GROOVE MARKS SHALL BE 1/8" DEEP AND 1/4" WIDE PLACED AT 5' o.c. FOR 5' SIDEWALKS AND 7 1/2' o.c. FOR 8' SIDEWALKS.
4. ALL JOINTS SHALL BE CLEAN AND EDGED TO A 1/4" RADIUS. JOINTS SHALL BE FLUSH WITH THE FINISHED SURFACE.
5. ALL UTILITY POLES AND STREET SIGN POSTS IN SIDEWALK AREA NOT REQUIRED TO BE RELOCATED BY THE CITY ENGINEER SHALL HAVE A SQUARE SECTION OF CONCRETE SURROUNDED BY 3/8" EXPANSION JOINT MATERIAL AROUND THE POLE. THE JOINT SHALL BE NO CLOSER THAN 6" TO ANY SIDE OF THE POLE.
6. FORMS SHALL BE EITHER WOOD OR STEEL AND SHALL MEET ALL REQUIREMENTS OF THESE SPECIFICATIONS.
7. CONCRETE SHALL BE CLASS 3000
   3000 PSI 5-1/2 SACK WITH 6% AIR
   COARSE AGGREGATE GRADING NO. 2
   FINE AGGREGATE CLASS 1

SIDEWALK WITHOUT PLANTING STRIP

NTS — CITY OF PUYALLUP STD NO.111.2

WSDOT RAMP DETAILS SUPERCEDE CITY RAMP STANDARDS.



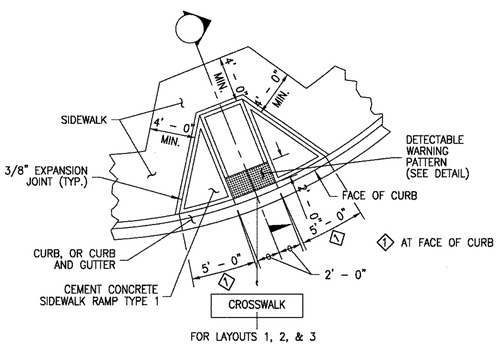
CONDITION	A	B	C	D	E
PRIMARILY SU & LESS	30'	15'	—	—	30'
PRIMARY COMBINATION VEHICLE WB -40	35'	15'	7'	25'	45'
PRIMARY COMBINATION VEHICLE WB-50 & DOUBLES	50'	20'	—	—	50'
PRIMARY COMBINATION VEHICLE WB-63	50'	20'	—	—	50'
	55'	25'	8'	100'	45'
	55'	25'	12'	20'	45'

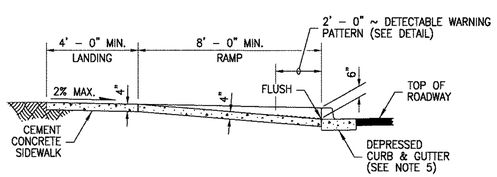
NOTES:

1. DRIVEWAY WIDTH AND CHANNELIZATION SHALL BE BASED ON DEVELOPER'S APPROVED TRAFFIC ANALYSIS.
2. ALL ASPHALT PAVEMENT MUST CONFORM TO CITY STANDARDS DETAIL NO. 101.
3. APPROACH SHALL BE ASPHALT WITH STANDARD CURB AND GUTTER PLACED ON EACH SIDE OF THE APPROACH.
4. WHEEL CHAIR RAMPS SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT STANDARDS.
5. SPACING OF COMMERCIAL APPROACHES ON SECONDARY AND MAJOR ARTERIALS SHALL BE 300 FEET OR MORE. SPACING ON COLLECTORS AND LESSER ROADWAY CLASSIFICATIONS SHALL BE 150 FEET OR MORE. MEASURED BETWEEN CLOSEST EDGE OF APPROACH.
6. SPACING OF COMMERCIAL APPROACH TO SECONDARY AND MAJOR ARTERIAL INTERSECTIONS SHALL BE 300' OR MORE. SPACING FROM A COLLECTOR OR LESSER ROADWAY CLASSIFICATION SHALL BE 150' OR MORE. MEASURED FROM NEAREST ROW LINE TO APPROACH PAVEMENT EDGE. THE CITY MAY BE MORE RESTRICTIVE THAN SPECIFIED HEREIN IF DEEMED NECESSARY BASED ON TRAFFIC VOLUMES, CHANNELIZATION AND SIGNALIZATION.

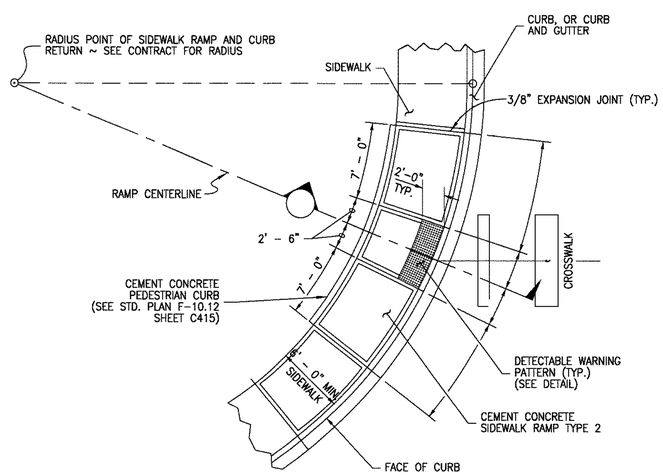
STANDARD COMMERCIAL APPROACH

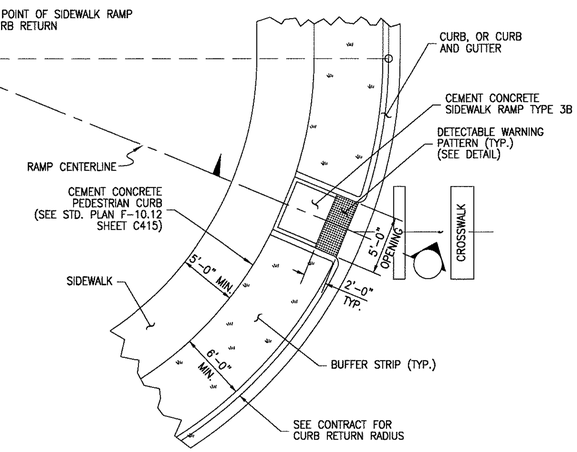
NTS — CITY OF PUYALLUP STD NO.111.9

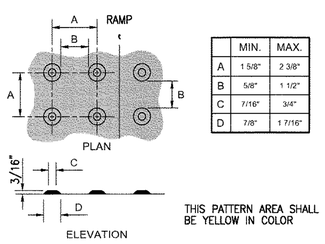




CEMENT CONCRETE SIDEWALK RAMP TYPE 1
NOT TO SCALE — WSDOT F40.10-01







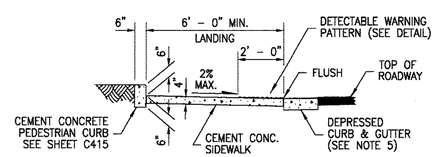
	MIN.	MAX.
A	1 5/8"	2 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"

THIS PATTERN AREA SHALL BE YELLOW IN COLOR

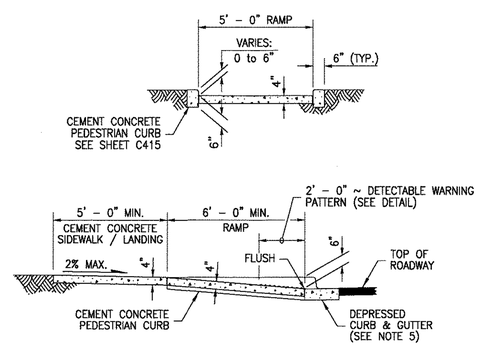
DETECTABLE WARNING PATTERN
NOT TO SCALE — (TACTILE STRIP)

NOTES:

1. THE BOTTOM OF THE RAMP SHALL HAVE A LEVEL AREA (NOT IN EXCESS OF 2% IN ANY DIRECTION), 4' x 4'.
2. RAMP SLOPES SHALL NOT BE STEEPER THAN 12H:1V.
3. TO THE MAXIMUM EXTENT FEASIBLE, RAMP CROSS SLOPES SHALL NOT EXCEED 2%.
4. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
5. CURB & GUTTER IS SHOWN, SEE STANDARD PLAN F-10.12 FOR CURB DETAILS, SHEET C415.



CEMENT CONCRETE SIDEWALK RAMP TYPE 2
NOT TO SCALE — WSDOT F40.12-00



CEMENT CONCRETE SIDEWALK RAMP TYPE 3B
NOT TO SCALE — WSDOT F40.15-00

CEMENT CONCRETE SIDEWALK RAMPS

NTS — WSDOT F-40

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 00018347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.

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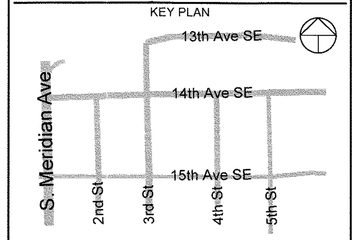
FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

STD COP ROAD DETAILS

SHEET 22 OF 59

C413

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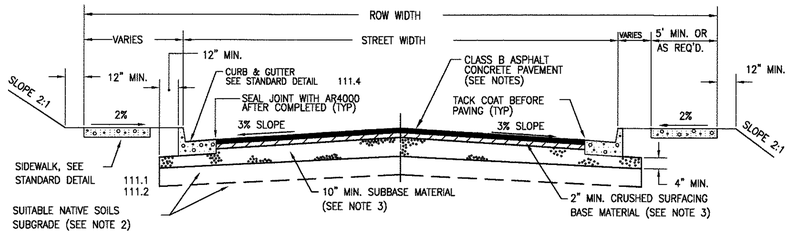


TYPE OF STREET	MAXIMUM CENTERLINE GRADES	MINIMUM ROW WIDTHS	MINIMUM STREET WIDTH	MINIMUM PAVEMENT THICKNESS
RESIDENTIAL STREETS(UNDER 120 DU)	10%	50'	28'	2"(4" FOR MAJOR PLATS)
RESIDENTIAL STREETS(120 PLUS DU)	10%	60'	34'	4"
COLLECTOR STREETS	10%	60'	36'	4"
MINOR ARTERIALS	8%	60'–100'	DETERMINED BY	4"
PRINCIPLE ARTERIALS	5%	80'–100'	CITY ENGINEER	4"

MINIMUM CENTERLINE AND FLOWLINE GRADE FOR ALL STREETS IS 0.5%

PUBLIC ROADWAY CROSS SECTION

CITY OF PUYALLUP STD NO.110.1 NOTES:

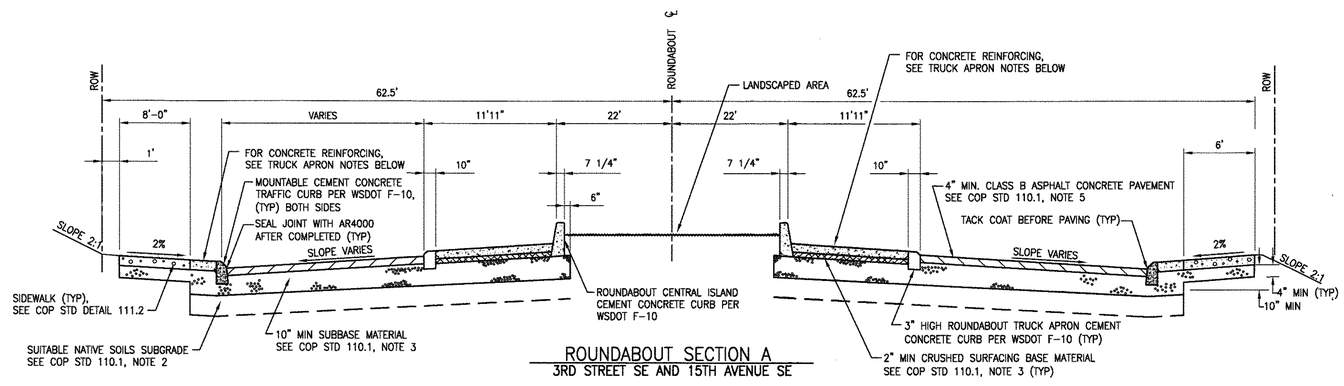
1. ALL DEPTHS ARE MINIMUM COMPACTED DEPTHS.
2. SUBGRADE PREPARATION SHALL MEET THE REQUIREMENTS OF WSDOT SPEC. SECTION2-06.3(1). IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MEET THE COMPACTION REQUIREMENTS AND CONTROL ALL WORK. THE CITY OF PUYALLUP RESERVES THE RIGHT TO CONDUCT COMPLIANCE TESTS, AT THE CONTRACTOR'S EXPENSE.
3. SUBBASE MATERIAL SHALL BE BANKRUN GRAVEL MEETING THE REQUIREMENTS OF WSDOT SPEC. SECTION 9-03.10 OR CRUSHED BALLAST MEETING THE REQUIREMENTS OF WSDOT SPEC. SECTION 9-03.9(1). CRUSHED SURFACING SHALL MEET THE GRADATION REQUIREMENTS OF WSDOT SPEC. SECTION 9-03.9(3). THE SUBBASE AND BASE MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT SPEC. SECTION 4-04.
4. SOIL STABILIZATION FABRIC MAY BE REQUIRED BY THE ENGINEER TO BE INSTALLED PRIOR TO THE INSTALLATION OF THE BASE WHEN REQUIRED, THE CONTRACTOR SHALL PLACE A GEOTEXTILE FABRIC OVER THE PREPARED SUBGRADE WITH A 2 FOOT MINIMUM OVERLAP. THE MATERIAL SHALL BE AMOCO NON-WOVEN CONSTRUCTION FABRIC #4553 OR AN APPROVED EQUAL. THE MATERIAL SHALL BE PROPERLY PACKED AND DELIVERED TO THE SITE AS RECOMMENDED BY THE MANUFACTURER.
5. ASPHALT CONCRETE PAVEMENT SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT SPEC. SECTION 5-04. THE GRADATION REQUIREMENTS FOR THE CLASS B MIX SHALL BE AS FOLLOWS:

SIEVES	% PASSING (BY WEIGHT)
5/8" SQUARE	100%
1/2" SQUARE	90–100%
3/8" SQUARE	75–90%
1/4" SQUARE	55–75%
US #10	32–48%
US #40	11–24%
US #80	6–15%
US #200	3–7%
ASPHALT CEMENT	5–7.5%

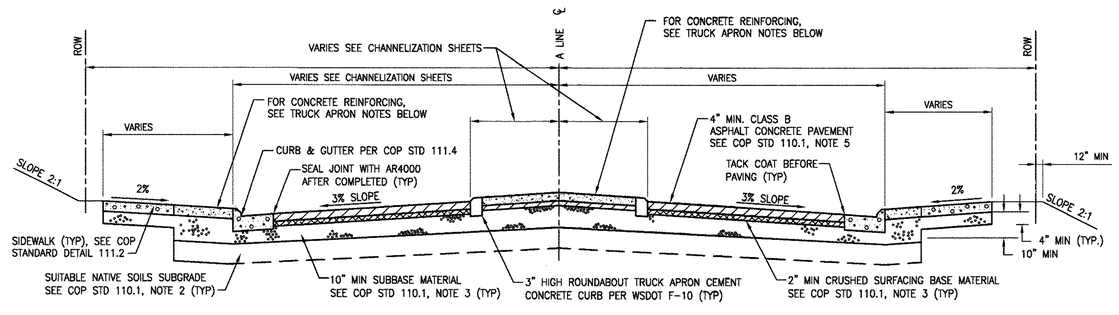
ASPHALT PAVING SHALL BE AR-4000W.

6. THE CITY RESERVES THE RIGHT TO MODIFY THE GRADATION OF THE ASPHALT CONCRETE PAVEMENT IF THE CONDITONS WARRANT IT. THE CONTRACTOR SHALL SUBMIT A JOB MIX FORMULA TO BE REVIEWED BY THE CITY ENGINEER PRIOR TO ANY ASPHALT PLACEMENT.
7. TEMPERATURE SHALL NOT EXCEED 325°F AT DISCHARGE OF THE PLANT NOR LESS THAN 185°F LEAVING THE SPREADER BOX.
8. THE MAXIMUM COMPACTED THICKNESS OF ANY SINGLE LIFT OF PAVEMENT SHALL BE 3". PAVEMENT SECTIONS OF THICKNESS GREATER THAN 3" SHALL BE PLACED IN LIFTS. EACH LIFT SHALL BE COMPACTED IN ACCORDANCE WITH WSDOT SPEC. SECTION 5-04.3(10) TO A MINIMUM AVERAGE COMPACTED DRY DENSITY OF 91 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY WSDOT TEST METHOD 705. PERIODIC COMPLIANCE TESTS SHALL BE MADE BY A CERTIFIED TESTING AGENCY AT THE EXPENCE OF THE CONTRACTOR.
9. 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 TACK COAT SHALL BE DISTRIBUTED UNIFORMLY 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 LIFT.
10. ALL MEET LINES BETWEEN LIFTS OF ASPHALT SHALL BE UNIFORM, WITH EDGES VERTICAL AND AT THE REQUIRED THICKNESS. IF SUBSEQUENT LIFTS ARE NOT COMPLETED WITHIN 48 HOURS OR THE EDGES HAVE BEEN CONTAMINATED, THE MEET LINES SHALL BE CLEANED AND TACK COATED.
11. ALL EXISTING MANHOLE COVERS AND MONUMENT CASES SHALL BE REMOVED AND STORED. THE MANHOLES AND MONUMENTS SHALL BE COVERED TO PREVENT DIRT AND DEBRIS FROM ENTERING DURING PAVING OPERATION. AFTER PAVING, THE CASTINGS SHALL BE RE-INSTALLED TO THE PROPER ELEVATION AND PATCHED IN ACCORDANCE WITH THE CITY OF PUYALLUP SPECS.
12. ANY CHANGES TO THE STANDARD PAVEMENT SECTION SHALL REQUIRE APPROVAL OF THE CITY ENGINEER. A STRUCTURAL PAVEMENT CROSS SECTION DESIGN WITH CALCULATIONS SHALL BE REQUIRED.
13. ALL MANHOLE FRAMES, VALVE FRAMES AND MONUMENT COVERS SHALL BE INSTALLED AFTER FINAL LIFT OF ASPHALT PAVEMENTS. SEE SPEICIFIC DETAILS FOR METHOD OF INSTALLATION.

CITY OF PUYALLUP STD NO.110.1



ROUNDABOUT SECTION A
3RD STREET SE AND 15TH AVENUE SE



TYPICAL ROADWAY SECTION B
AT ISLAND

TRUCK APRON NOTES:
1. 6" REINFORCED CONCRETE TRUCK APRON WITH #4 REBAR AT 12" O.C. EACH WAY AT MID DEPTH. INSTALL ⅝" THRU JOINTS AT 15' MAX SPACING.
2. PATTERNED CONCRETE SURFACE.

ROADWAY CROSS SECTIONS

NOT TO SCALE

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
00158347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

NOTES:
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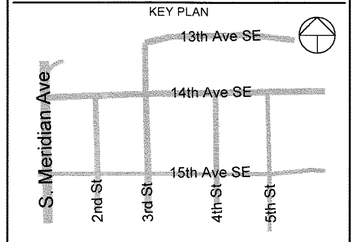
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

ROAD DETAILS

SHEET 23 OF 59
C414

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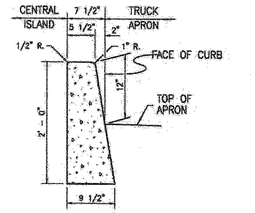
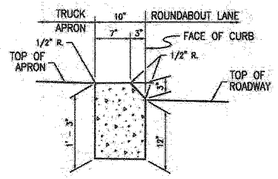
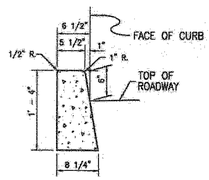


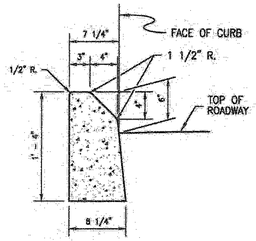
ROUNDABOUT CENTRAL ISLAND CEMENT CONCRETE CURB



ROUNDABOUT TRUCK APRON CEMENT CONCRETE CURB



VERTICAL CEMENT CONCRETE TRAFFIC CURB

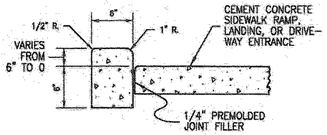


MOUNTABLE CEMENT CONCRETE TRAFFIC CURB

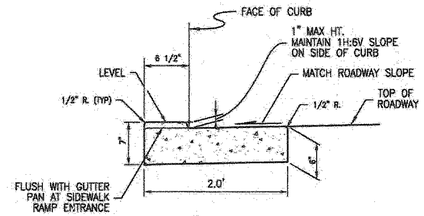
ROUNDABOUT CEMENT CONCRETE CURB DETAILS

NTS

WSDOT STD DETAIL F-10



CEMENT CONCRETE PEDESTRIAN CURB
AT SIDEWALK RAMPS & LANDINGS, AND DRIVEWAY ENTRANCES

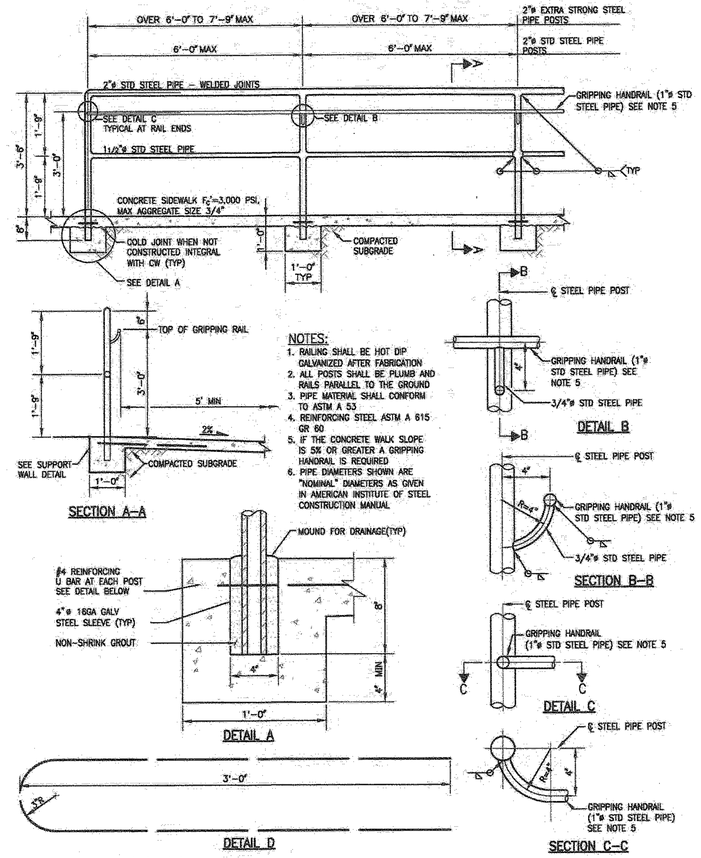


DEPRESSED CURB SECTION
AT SIDEWALK RAMPS AND DRIVEWAY ENTRANCES

CEMENT CONCRETE CURB DETAILS

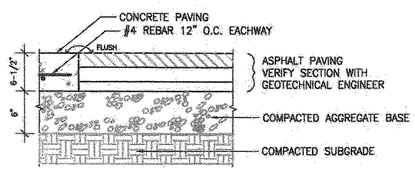
NTS

WSDOT STD DETAIL F-10 (SIMILAR)



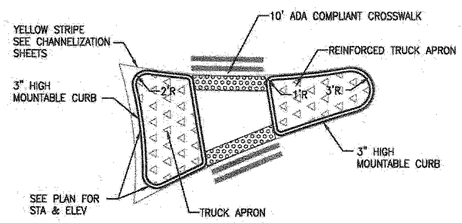
STEEL PIPE HANDRAIL

NTS



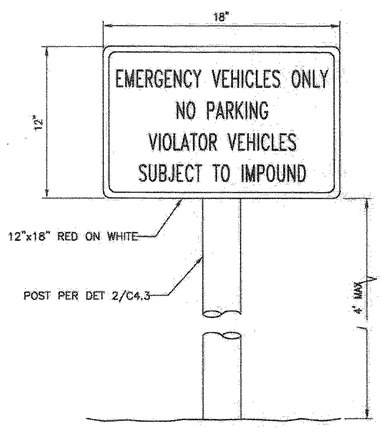
FLUSH CONCRETE PAVEMENT SECTION

NTS

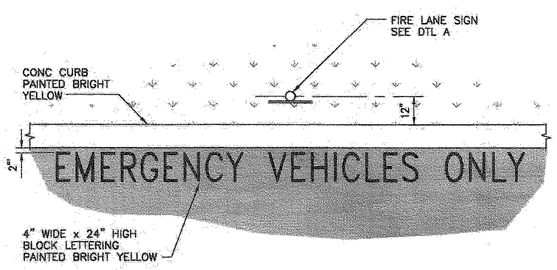


TYPICAL SPLITTER ISLAND

NTS

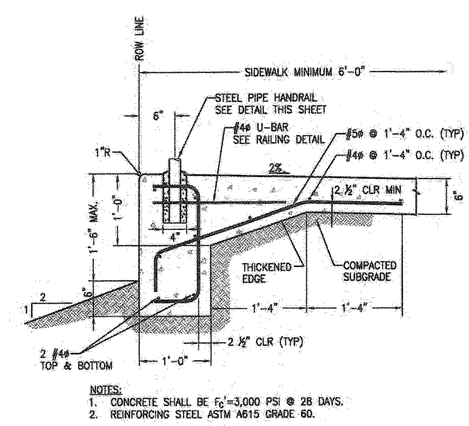


DETAIL A - SIGN



FIRE LANE MARKING

NTS



NOTES:
1. CONCRETE SHALL BE F_C'=3,000 PSI @ 28 DAYS.
2. REINFORCING STEEL ASTM A615 GRADE 60.

SIDEWALK SUPPORT WALL

NTS

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

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800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20018367 — PROFESSIONAL ENGINEER
February 02, 2010

APPROVED
BY Collin Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 2.2.10

NOTES:
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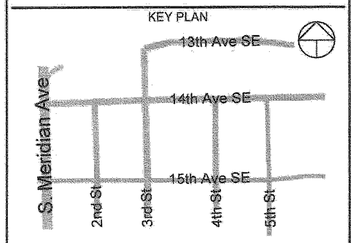
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 02/02/2010
SCALE: AS NOTED
PROJECT NO. : 07087

ROAD DETAILS

SHEET 35 OF 60

C415

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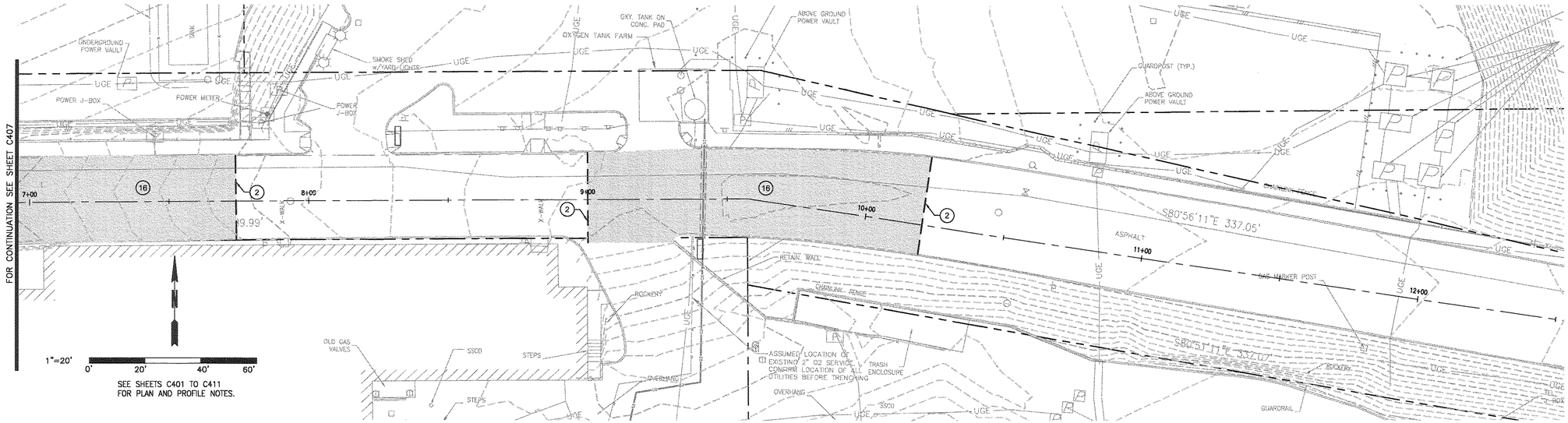


SEE SHEETS C401 TO C411
FOR PLAN AND PROFILE NOTES.

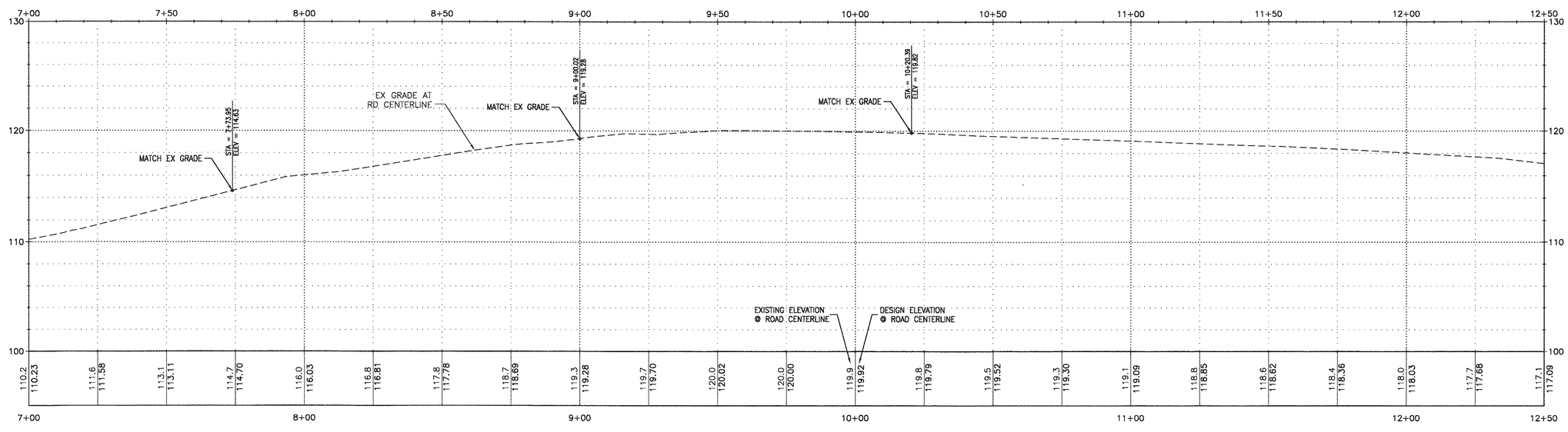
LEGEND

- PROPOSED R.O.W.
- EXISTING R.O.W.
- SAWCUT, MATCH EXISTING
- PATTERNED CONCRETE/TRUCK APRON
- PROPOSED PAVING
- CONCRETE SIDEWALK
- LANDSCAPING, SEE LANDSCAPE PLANS
- STREETLIGHT, SEE ELECTRICAL PLANS

CONSTRUCTION NOTES

(2) MATCH EXISTING GRADE

(16) GRIND AND OVERLAY AS REQUIRED



PROFILE VIEW: 13TH AVENUE SE STA 7+00 TO 12+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

PERMIT
REVIEW

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Plot date: 10/30/2009 5:13:18 PM Hilda Alum
L:\2007\07087\Civil\CADD_ST IMPROVEMENTS\GSH-ST_C417_ROAD-PLAN-PROF.dwg

GOOD SAM
DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
00 19,247
REGISTERED
PROFESSIONAL ENGINEER

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

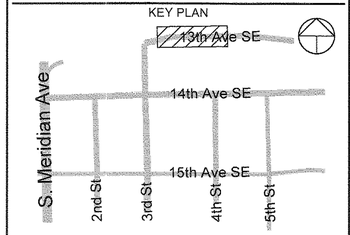
DATE_____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009

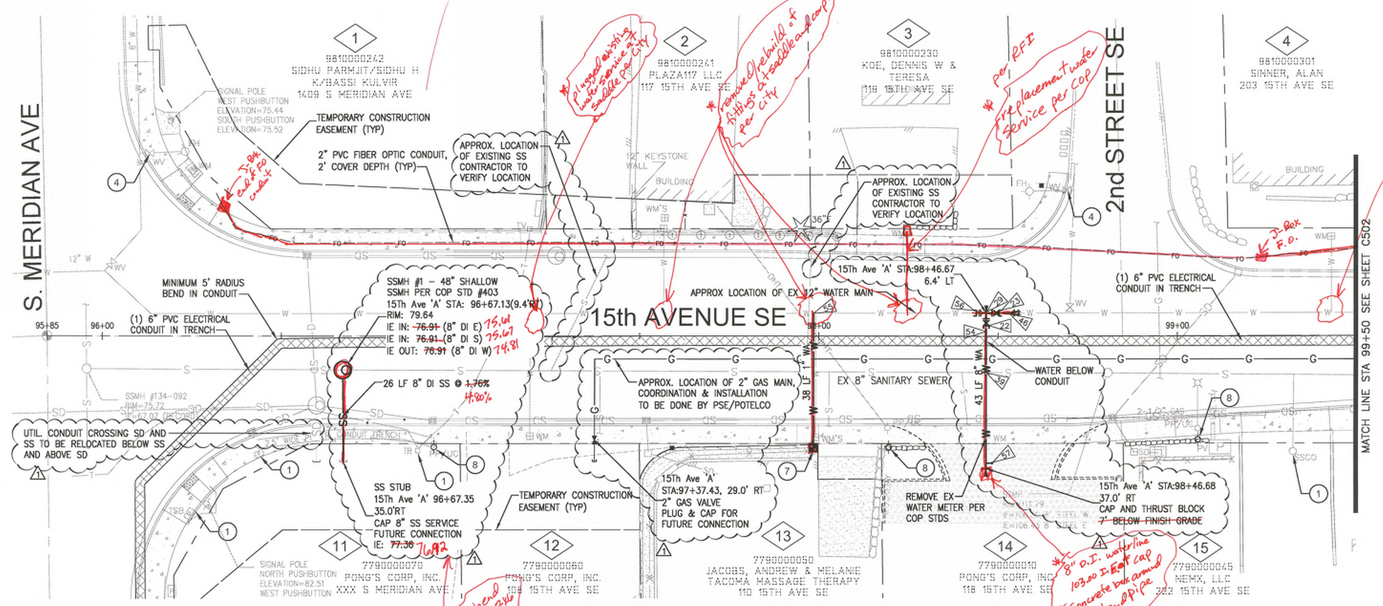
SCALE: AS NOTED

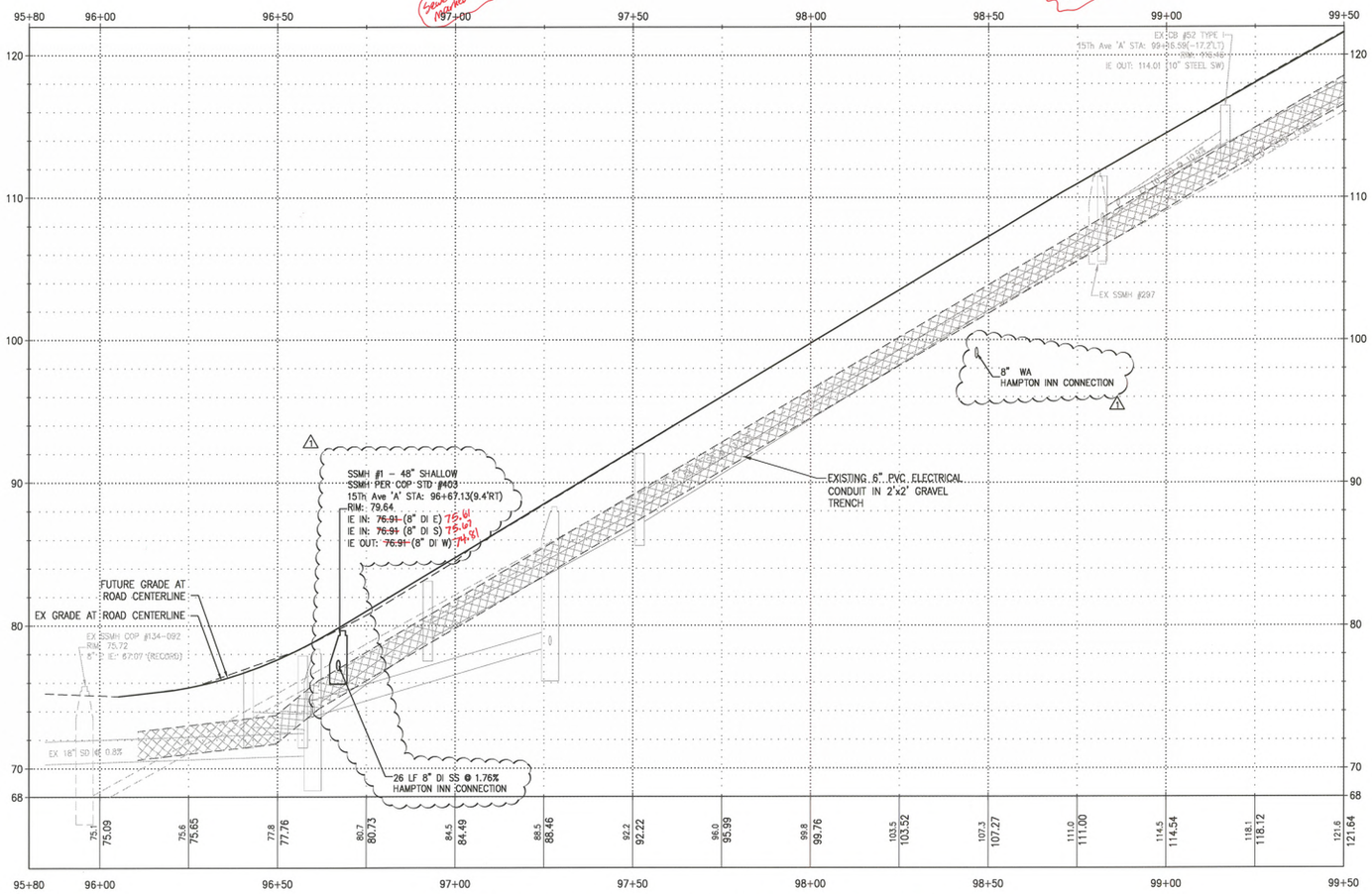
PROJECT NO. : 07087

13th Avenue SE
Sta 7+00 to 12+50
Road Plan & Profile

SHEET 37 OF 59

C417





PROFILE VIEW: 15TH AVENUE SE STA 95+80 TO 99+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

WATER NOTES

17 CONNECT TO EXISTING WATERMAIN
22 8" VALVE (FLXMJ) PER COP STD 301
23 12" VALVE (FLXMJ) PER COP STD 301
29 8"X12" TEE & THRUST BLOCK
39 PROVIDE 1.5' VERTICAL CLEARANCE BETWEEN WATER AND SEWER
46 12" SLEEVE
54 VERTICAL BENDS PER COP STD 302-2
55 REPLACEMENT WATER SERVICE PER COP STD 308
56 12" ADAPTER
57 2" BLOW-OFF ASSEMBLY PER COP STD 304

CONSTRUCTION NOTES

1. ADJUST RIM/TOP TO GRADE
4. ADJUST EXISTING WATER VALVE BOX TO GRADE
7. REPLACE WATER METER AND TAP INTO WATER MAIN. ~~PLUG & CAP EXISTING SERVICE TAP.~~ Remove/Rebuild of fittings at saddle and corp per city.
8. RELOCATE POWER POLE SOUTH OF ROW, PSE TO DETERMINE LOCATION

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
3. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
4. FOR 12" WATER MAINS, BUTTERFLY VALVES SHALL BE USED IF COVER DEPTH IS LESS THAN 42" AND GREATER THAN THE 36" MINIMUM. GATE VALVES MAY BE USED FOR COVER DEPTHS GREATER THAN 42".
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6. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

FIRE LANE MARKING
EX SSMH #2 EXISTING SSMH
SSMH #304 PROPOSED SSMH
STREETLIGHT, SEE ELECTRICAL PLANS
PROPOSED SIGNAL POLE

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE
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SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER, 30185477
March 09, 2010

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
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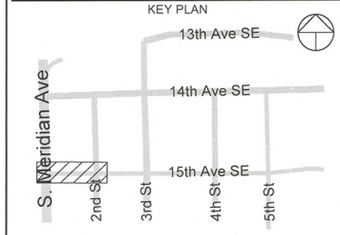
KEY PLAN



NO.	REVISIONS	DATE
1	UTILITIES ADJUSTED FOR HAMPTON INN	03/09/2010

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 02/02/2010
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE
Sta 95+80 to 99+50
Sewer/Water Plan & Profile

SHEET 43 OF 60

C501

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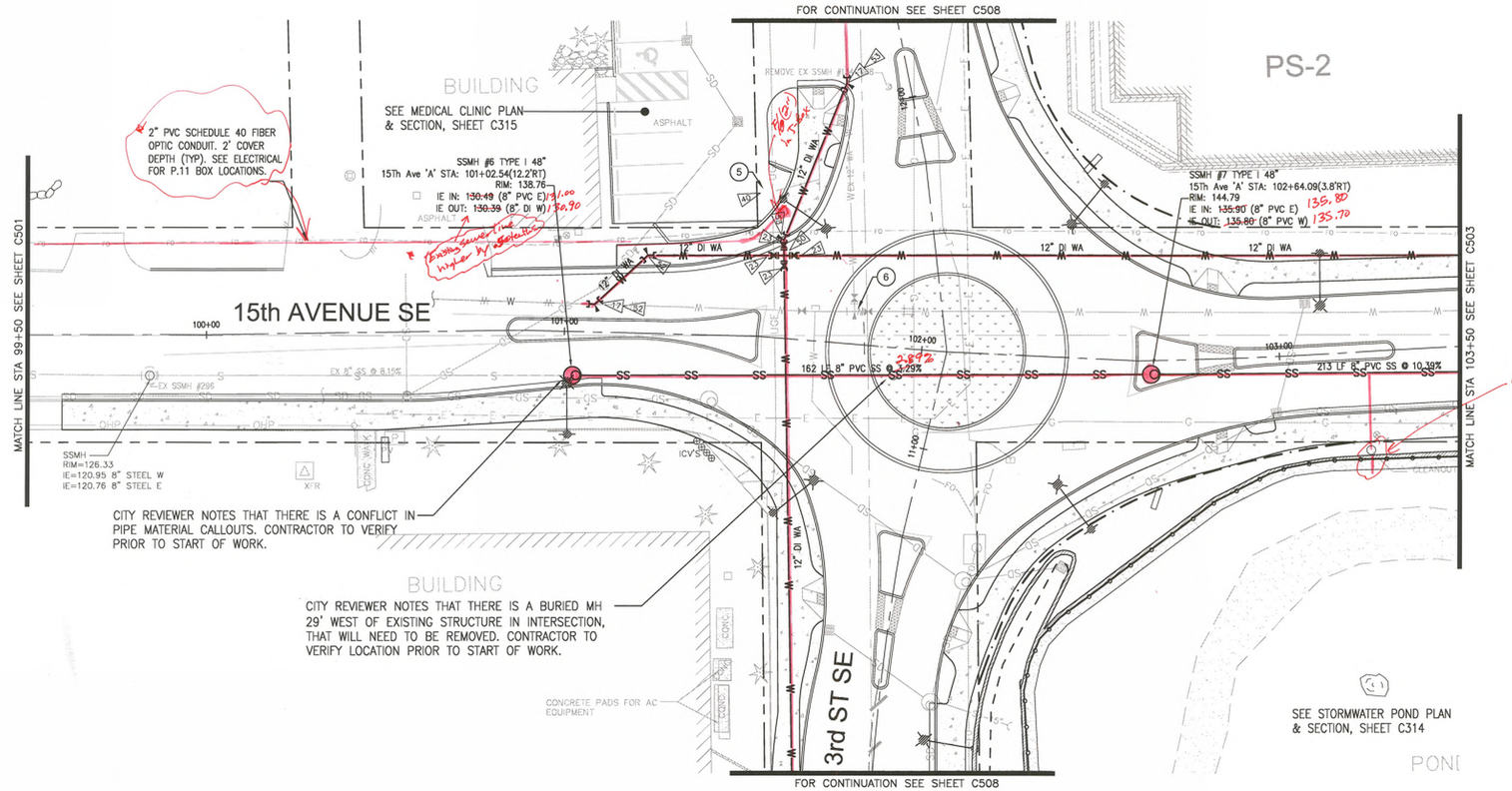
Plot date: 3/9/2010 2:00:34 PM Paul Wilhelm
L:\2007\07087\Civil\CADD_ST IMPROVEMENTS\DSH-ST_C501-C507_UTIL-PLAN-PROF.dwg



1"=20'
0' 20' 40' 60'

WATER NOTES

1. CONNECT TO EXISTING 12" WATERMAIN
2. 12" VALVE (FLXMJ) PER COP STD 301
4. REMOVE FH-CAP @ TEE
5. 12" CROSS (FL) & THRUST BLOCK PER COP STD 302
6. 1- 45° HOR BEND (MJ) & THRUST BLOCK
7. 1- 22 1/2° HOR BEND (MJ) & THRUST BLOCK

CONSTRUCTION NOTES

5. REMOVE AND SALVAGE HYDRANT ASSEMBLY TO COP
6. ABANDON EXISTING WATER MAIN, REMOVE AND SALVAGE DESIRABLE PIPE AND COMPONENTS TO COP

PLAN AND PROFILE NOTES

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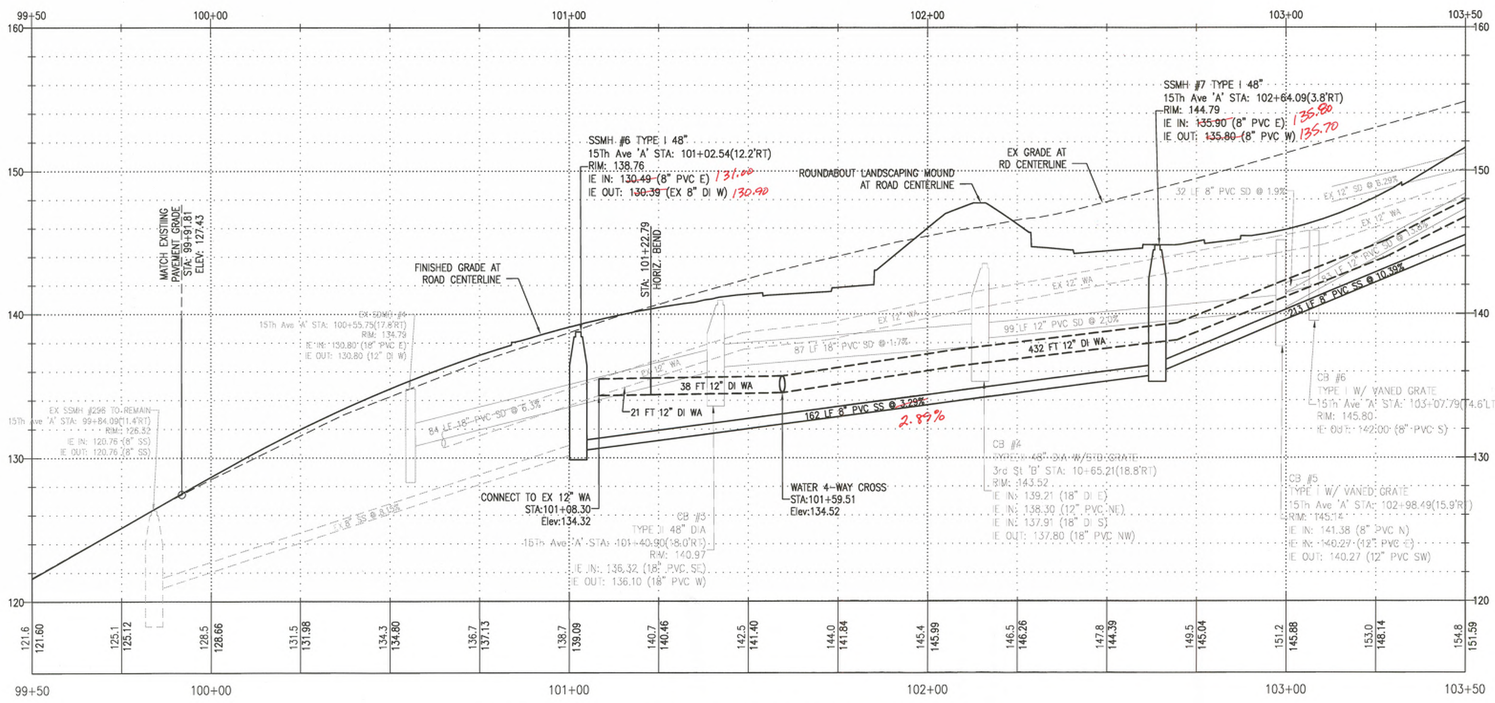
6. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE



PROFILE VIEW: 15TH AVENUE SE STA 99+50 TO 103+50

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
NOTES:
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 CITY ENGINEER.

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 00153417 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE _____
NOTES:
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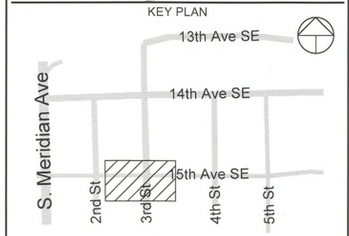
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/3rd Street SE
Sta 99+50 to 103+50
Sewer/Water Plan & Profile

SHEET 29 OF 59

C502

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Plot date: 6/29/2009 11:18:58 AM Hilda Alium
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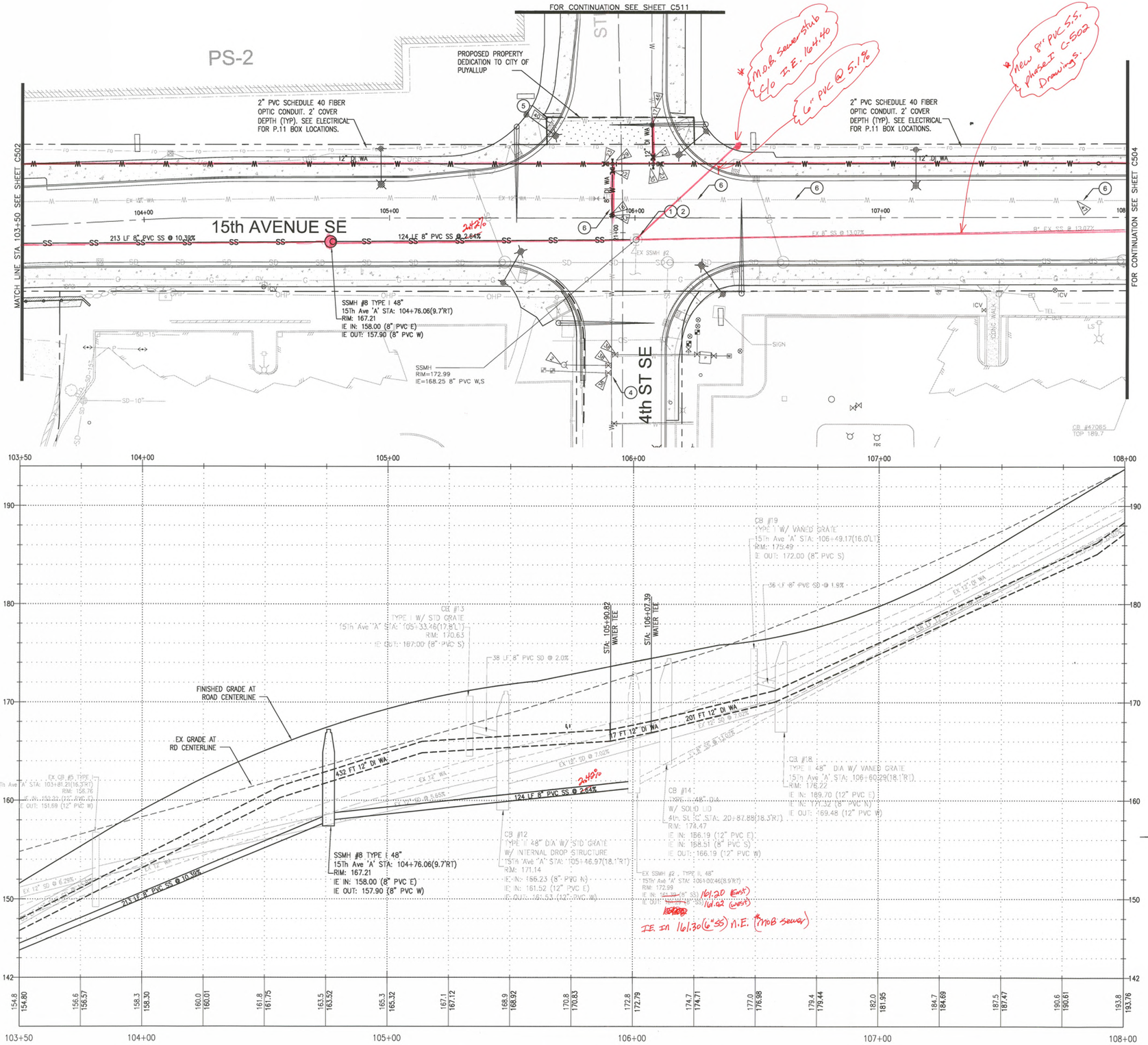

PROFILE VIEW: 15TH AVENUE SE STA103+50 TO 108+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

WATER NOTES

- FH
- CONNECT TO EX 8" WATER MAIN
- CONNECT TO EX 12" WATER MAIN
- 8" VALVE (FLxMJ) PER COP STD 301
- 12" VALVE (FLxMJ) PER COP STD 301
- 8"X12" TEE & THRUST BLOCK
- 12"X12" TEE & THRUST BLOCK
- ADJUST VALVE
- REMOVE FH-CAP @ TEE
- 12" SLEEVE (MJ)
- ABANDON PIPE, REMOVE WHEN PRACTICAL
- 8" SLEEVE (MJ)

CONSTRUCTION NOTES

1. ADJUST RIM TO GRADE
2. CONNECT TO EXISTING STRUCTURE
4. ADJUST EXISTING WATER VALVE BOXES TO GRADE
5. REMOVE & SALVAGE HYDRANT ASSEMBLY TO COP
6. ABANDON EXISTING WATER MAIN, REMOVE & SALVAGE DESIRABLE PIPE & COMPONENTS TO COP

PLAN AND PROFILE NOTES

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LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
NOTES:
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CALL 2 WORKING DAYS BEFORE YOU DIG
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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

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ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20018347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE _____
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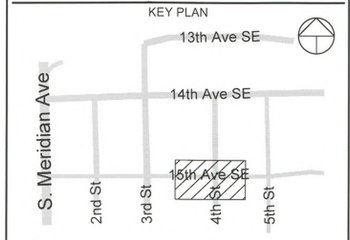
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/4th Street SE
Sta 103+50 to 108+00
Sewer/Water Plan & Profile

SHEET 30 OF 59

C503

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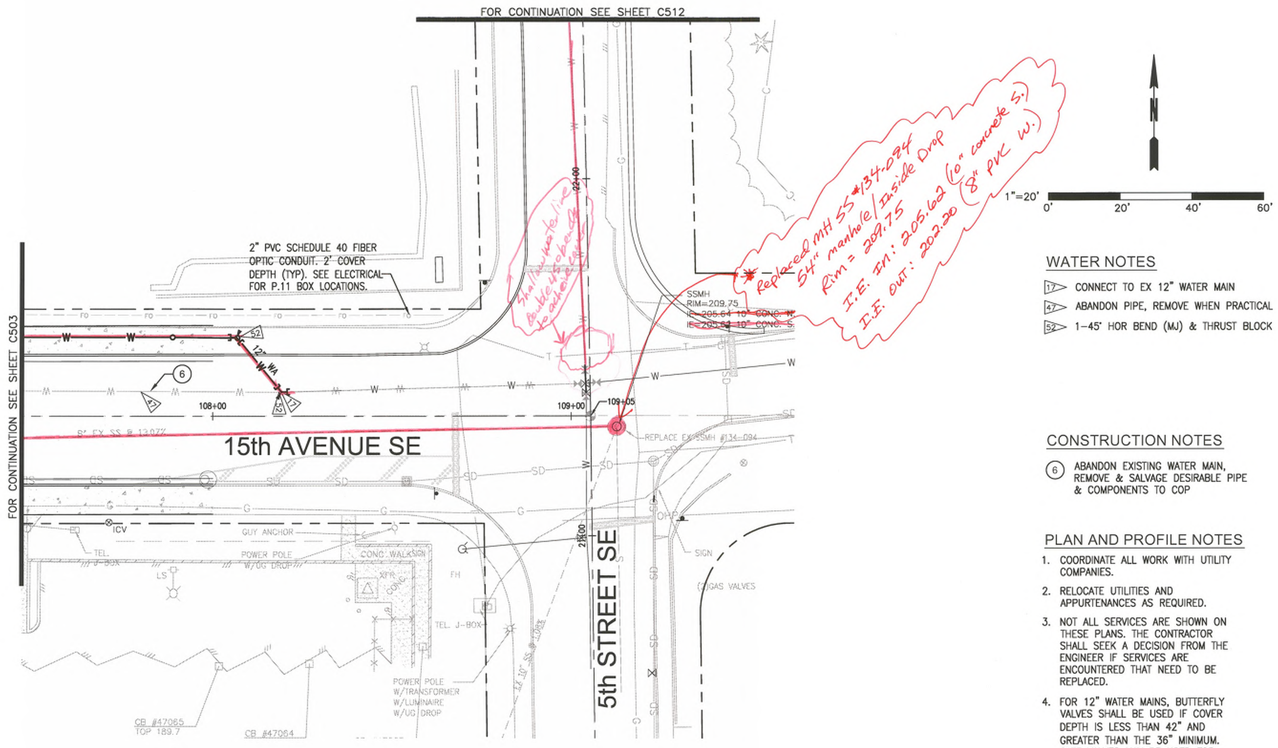
Plot date: 6/29/2009 11:26:40 AM Hilias Allum
L:\2007\07087\Civil\CADD_ST IMPROVEMENTS\GSI-ST_C501-C507_UTIL-PLAN-PROF.dwg



WATER NOTES

17> CONNECT TO EX 12" WATER MAIN

47> ABANDON PIPE, REMOVE WHEN PRACTICAL

52> 1-45° HOR BEND (MJ) & THRUST BLOCK

CONSTRUCTION NOTES

6 ABANDON EXISTING WATER MAIN, REMOVE & SALVAGE DESIRABLE PIPE & COMPONENTS TO COP

PLAN AND PROFILE NOTES

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LEGEND

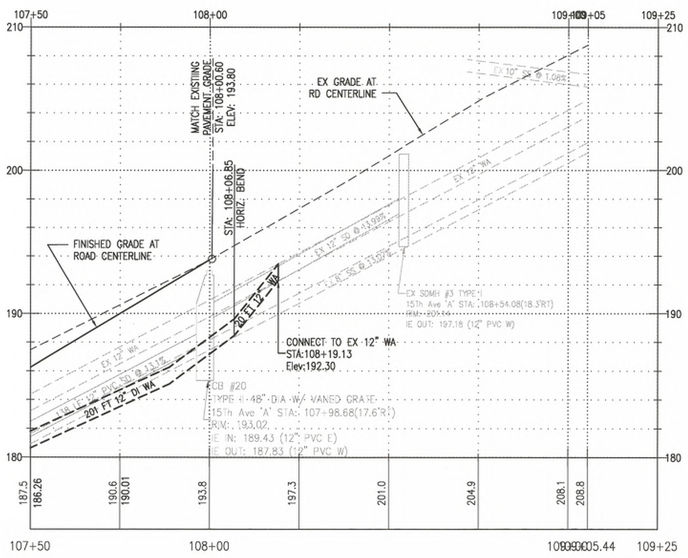
FIRE LANE MARKING

EX SSMH #2 EXISTING SSMH

SSMH #304 PROPOSED SSMH

STREETLIGHT, SEE ELECTRICAL PLANS

PROPOSED SIGNAL POLE



PROFILE VIEW: 15TH AVENUE SE STA 107+50 TO 109+25

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FIRE HYDRANT/FDC LOCATION
APPROVED

BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL

DATE _____

NOTES:
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CALL 2 WORKING DAYS BEFORE YOU DIG 1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCAMBERRY — STATE OF WASHINGTON — 20018347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.

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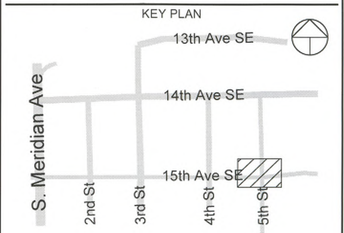
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

15th Avenue SE/5th Street SE
Sta 107+50 to 109+25
Sewer/Water Plan & Profile

SHEET 31 OF 59

C504

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Plot date: 6/29/2009 11:28:02 AM Hilda Alium
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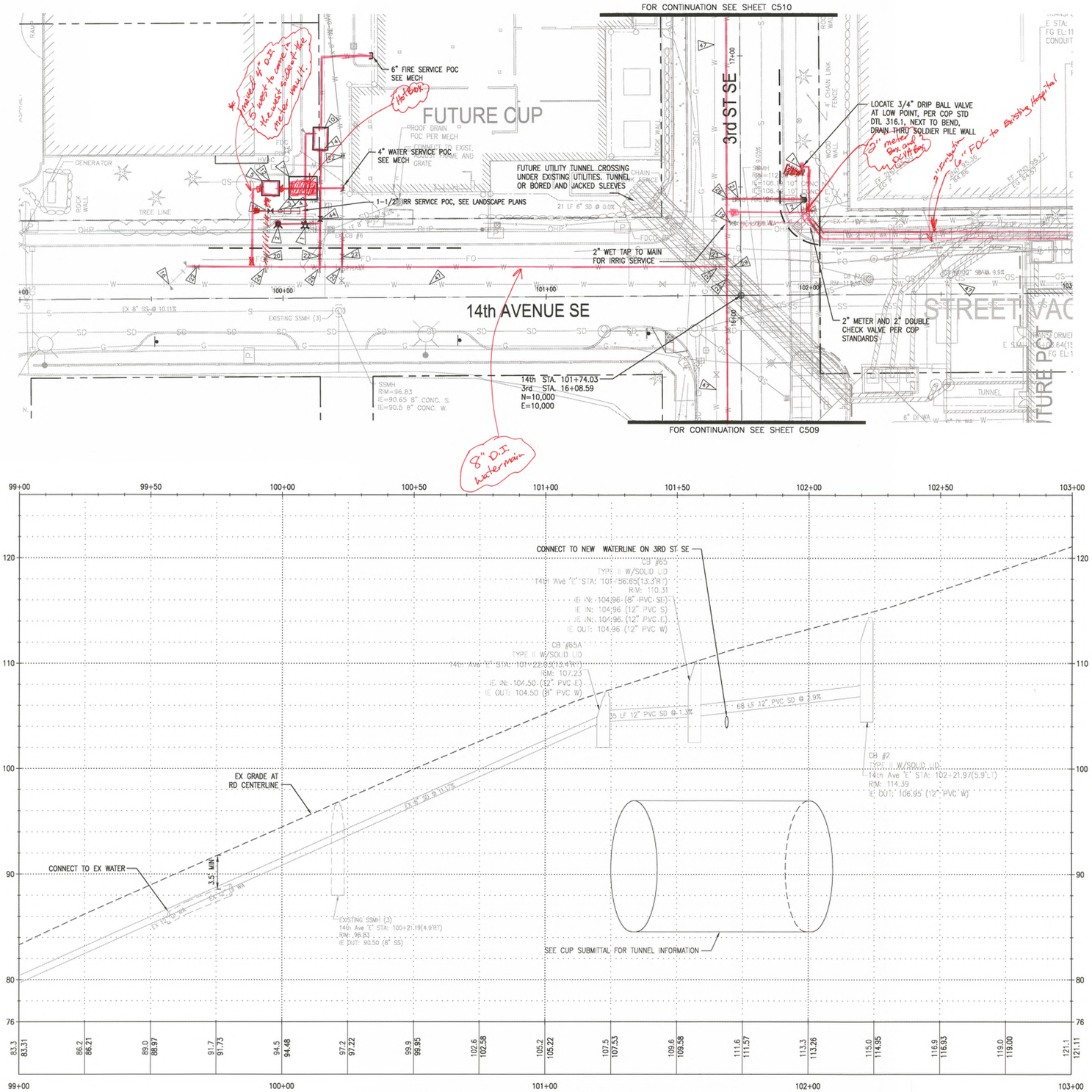

PROFILE VIEW: 14TH AVENUE SE STA 99+00 TO 103+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

WATER NOTES

1. FDC, UPGRADE TO STORZ FITTING PER COP STD 316.1
2. FH
3. 1-1/2" & 2" WATER SERVICE PER COP STD 309
4. 2" & SMALLER RPBA PER COP STD 315.1 & 315.2
5. 4" WATER SERVICE PER COP STD 310
7. 4" RPBA PER COP STD 317 (SIM.)
10. 6" DDCVA PER COP STD 313.1 & 313.2
12. UTILITY VAULT (4" DOM) PER COP STD 307
14. UTILITY VAULT (6" FIRE) PER COP STD 307
18. CONNECT TO EX 8" WATER MAIN
19. 2" VALVE PER COP STD 301
20. 4" VALVE PER COP STD 301
21. 6" VALVE PER COP STD 301
22. 8" VALVE PER COP STD 301
23. 12" VALVE PER COP STD 301
24. 4"X8" TEE & THRUST BLOCK
25. 6"X8" TEE & THRUST BLOCK
26. 8"X8" TEE & THRUST BLOCK
28. 8"X12" TEE & THRUST BLOCK
41. PIV
47. ABANDON PIPE, REMOVE WHEN PRACTICAL

CONSTRUCTION NOTES

PLAN AND PROFILE NOTES

1. COORDINATE ALL WORK WITH UTILITY COMPANIES.
2. RELOCATE UTILITIES AND APPURTENANCES AS REQUIRED.
3. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
4. FOR 12" WATER MAINS, BUTTERFLY VALVES SHALL BE USED IF COVER DEPTH IS LESS THAN 42" AND GREATER THAN THE 36" MINIMUM. GATE VALVES MAY BE USED FOR COVER DEPTHS GREATER THAN 42".
5. ALL WATER TIE-INS SHALL BE MADE UPON SUCCESSFUL TESTING, APPROVAL OF THE COP WATER DIVISION, AND AFTER REQUIRED NOTICE PERIOD TO ALL AFFECTED PARTIES.
6. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.
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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

PERMIT REVIEW

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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY, STATE OF WASHINGTON, 20183477, REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE _____
NOTES:
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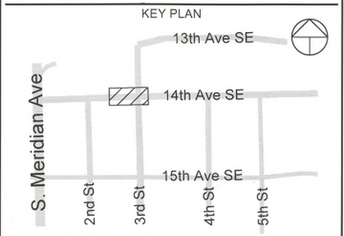

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

14th Avenue SE/3rd Street SE
Sta 99+00 to 103+00
Sewer/Water Plan & Profile

SHEET 47 OF 59

C505

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Plot date: 10/30/2009 5:37:36 PM Hilda Allum
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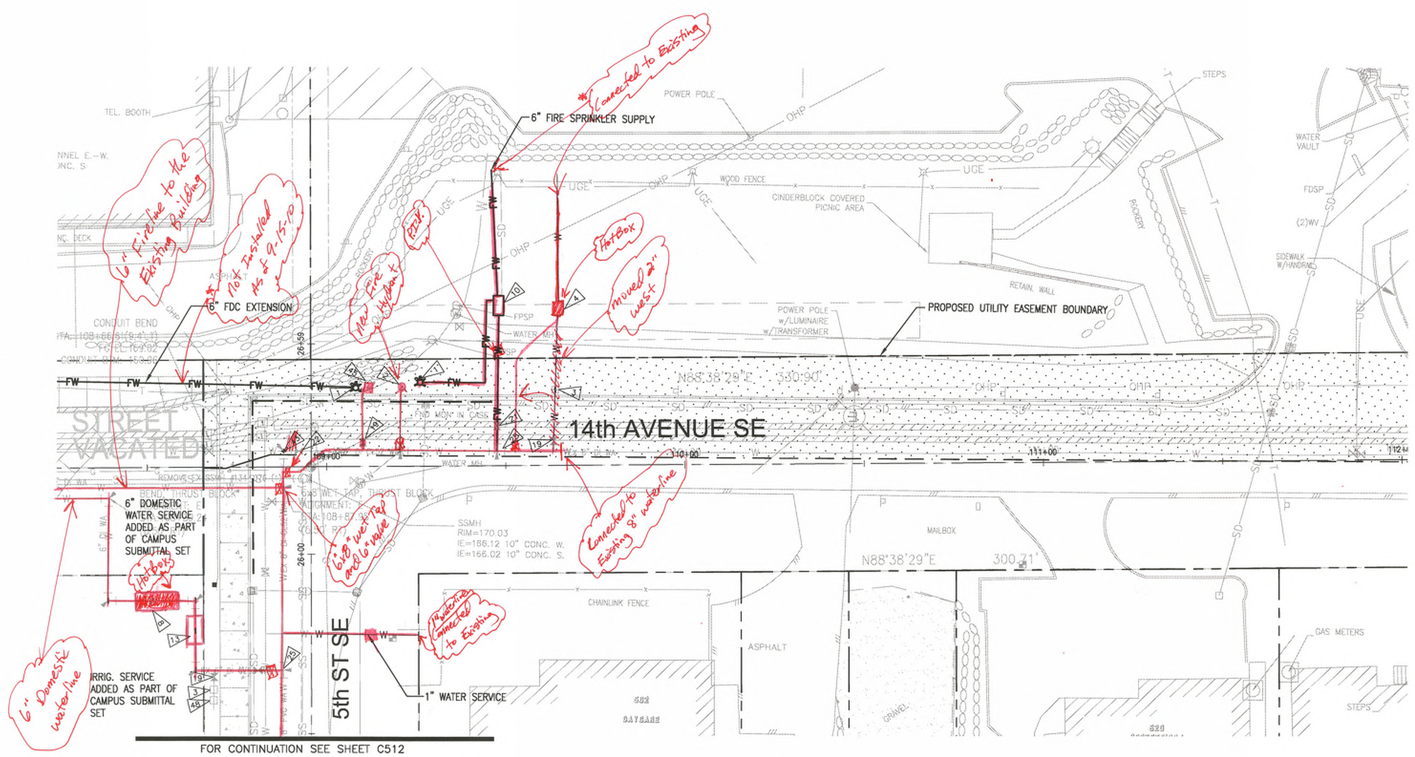

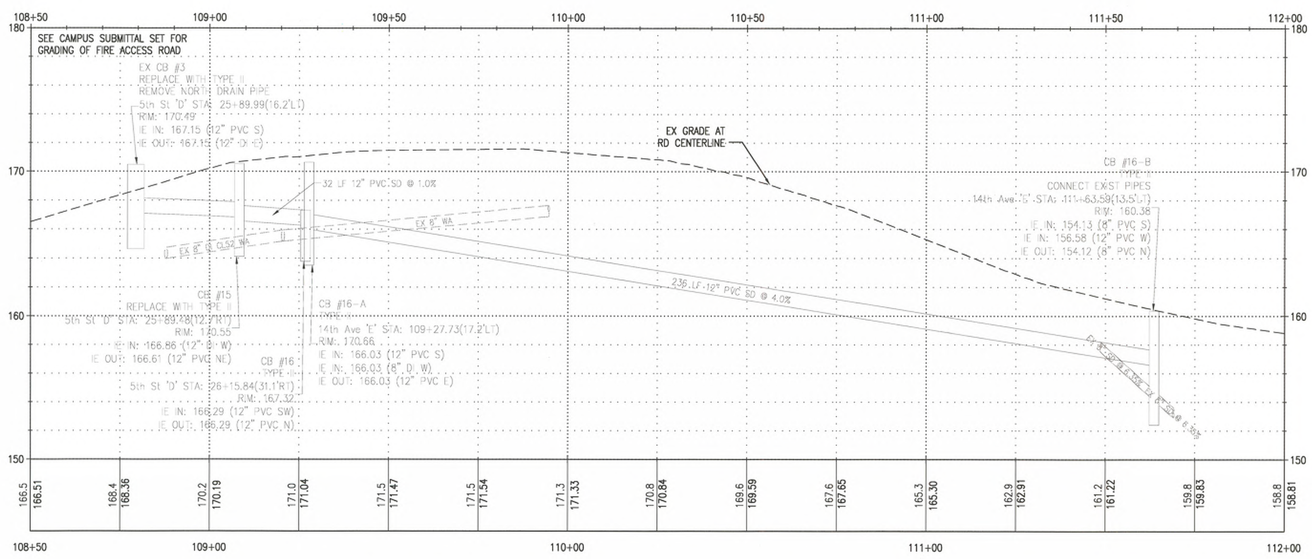

PROFILE VIEW: 14TH AVENUE SE STA 108+50 TO 112+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

WATER NOTES

- FDC, UPGRADE TO STORZ FITTING PER COP STD 316.1
- FH
- 1-1/2" & 2" WATER SERVICE PER COP STD 309
- 2" & SMALLER RPBA PER COP STD 315.1 & 315.2
- 6" RPBA PER COP STD 317 (SIM.)
- 6" DDCVA PER COP STD 313.1 & 313.2
- UTILITY VAULT (6" DOM) PER COP STD 307
- 2" VALVE PER COP STD 301
- 6" VALVE PER COP STD 301
- 8" VALVE PER COP STD 301
- 6"X8" TEE & THRUST BLOCK
- 12" HOR BEND, R, THRUST BLOCK
- AIR RELIEF VALVE
- 2" & SMALLER DCVA PER COP STD 314

CONSTRUCTION NOTES

PLAN AND PROFILE NOTES

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LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
NOTES:
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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

PERMIT REVIEW

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SEATTLE, WA 98104

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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20183472 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE _____
NOTES:
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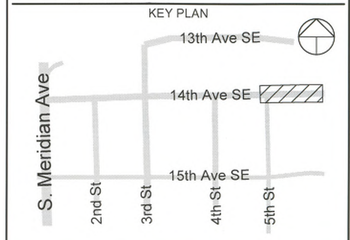
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

14th Avenue SE/5th Street SE
Sta 108+50 to 112+00
Sewer/Water Plan & Profile

SHEET 48 OF 59

C506

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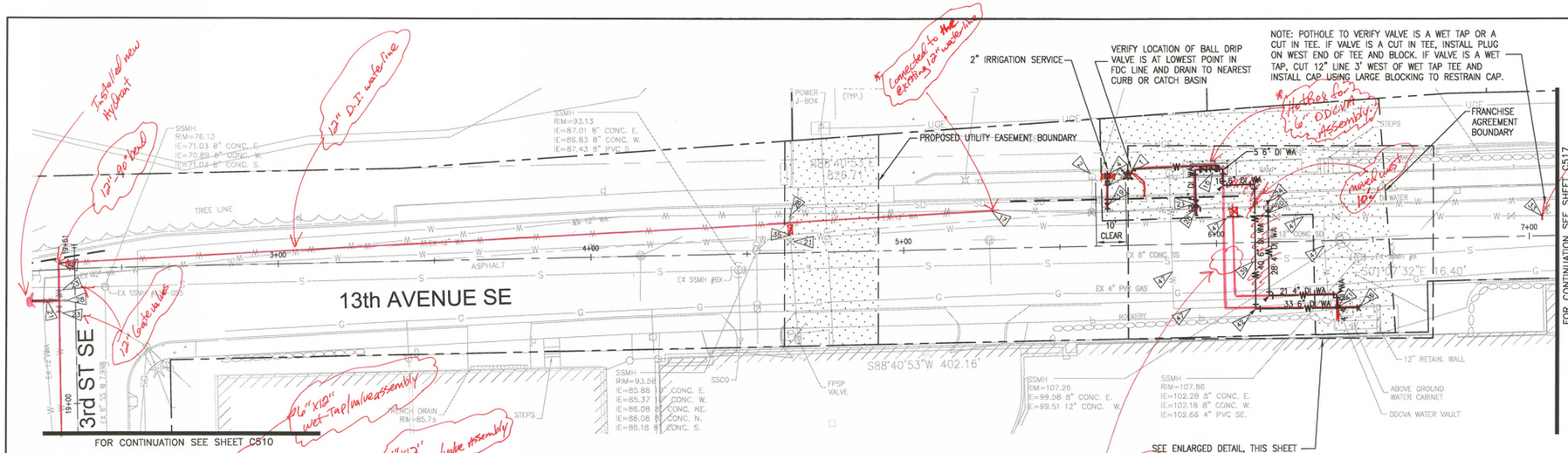
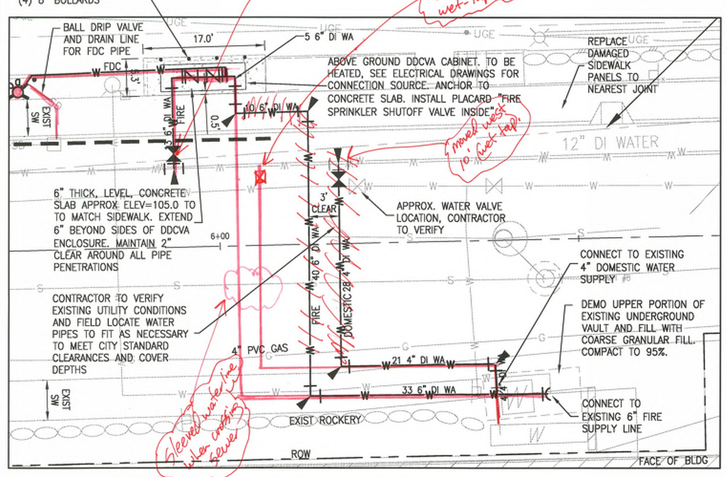
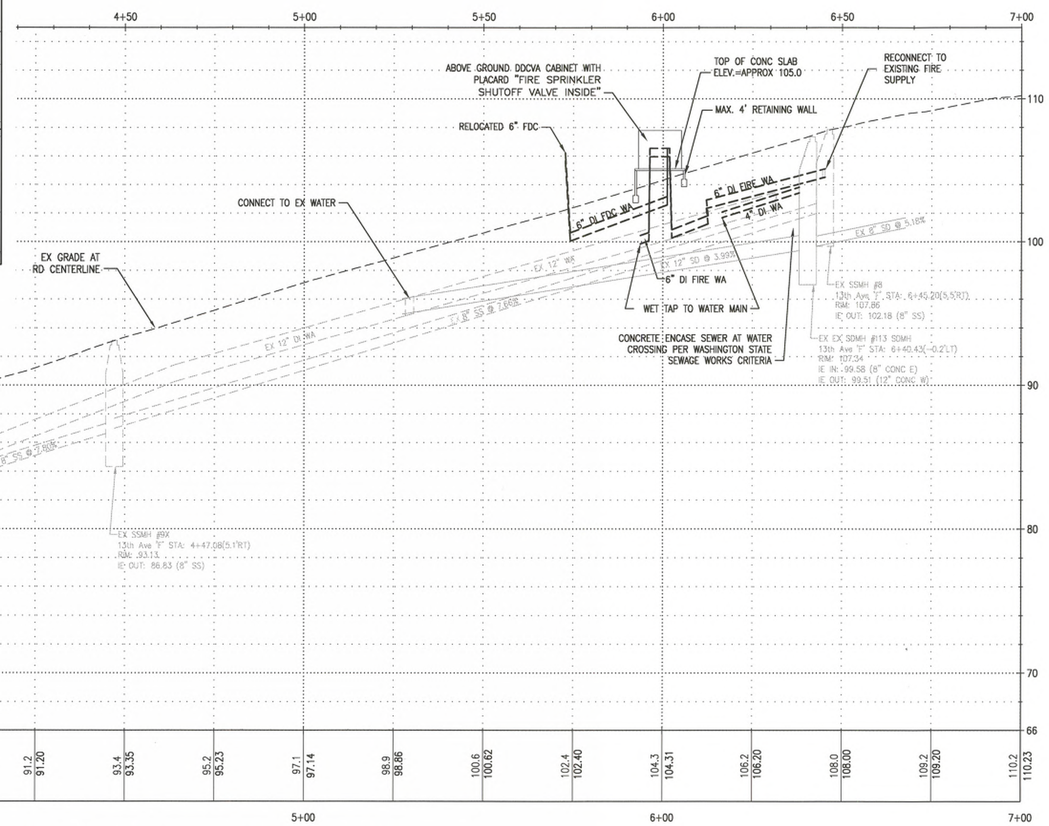




ENLARGED DETAIL OF WATER CONNECTION

SCALE: 1" = 10'



PROFILE VIEW: 13TH AVENUE SE STA 2+25 TO 7+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

WATER NOTES

- 1 FDC, UPGRADE TO STORZ FITTING PER COP STD 316.1
- 2 FH
- 3 2" WATER SERVICE PER COP STD 309
- 4 2" DCVA PER COP STD 314
- 5 2" VALVE PER COP STD 301
- 6 6" DDCVA PER COP STD 313.1 & 313.2
- 7 4" VALVE PER COP STD 301
- 8 6" VALVE PER COP STD 301
- 9 4"X12" TEE & THRUST BLOCK
- 10 6"X12" TEE & THRUST BLOCK
- 11 PLUG TEE & CAP
- 12 RECONNECT TO EXIST FIRE LINE
- 13 PROVIDE 1.5' VERTICAL CLEARANCE BETWEEN WATER AND SEWER
- 14 RECONNECT TO DOMESTIC WATER
- 15 6" 90° BEND, R, THRUST BLOCK
- 16 ABANDON PIPE, REMOVE WHEN PRACTICAL

CONSTRUCTION NOTES

PLAN AND PROFILE NOTES

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6. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
NOTES:
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1-800-424-5555
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ABKJ
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SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20118341 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE _____
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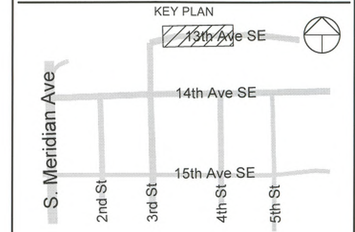

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

13th Avenue SE
Sta 2+25 to 7+00
Sewer/Water Plan & Profile

SHEET 49 OF 59

C507

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Plot date: 10/30/2009 5:35:23 PM Hilda Alum
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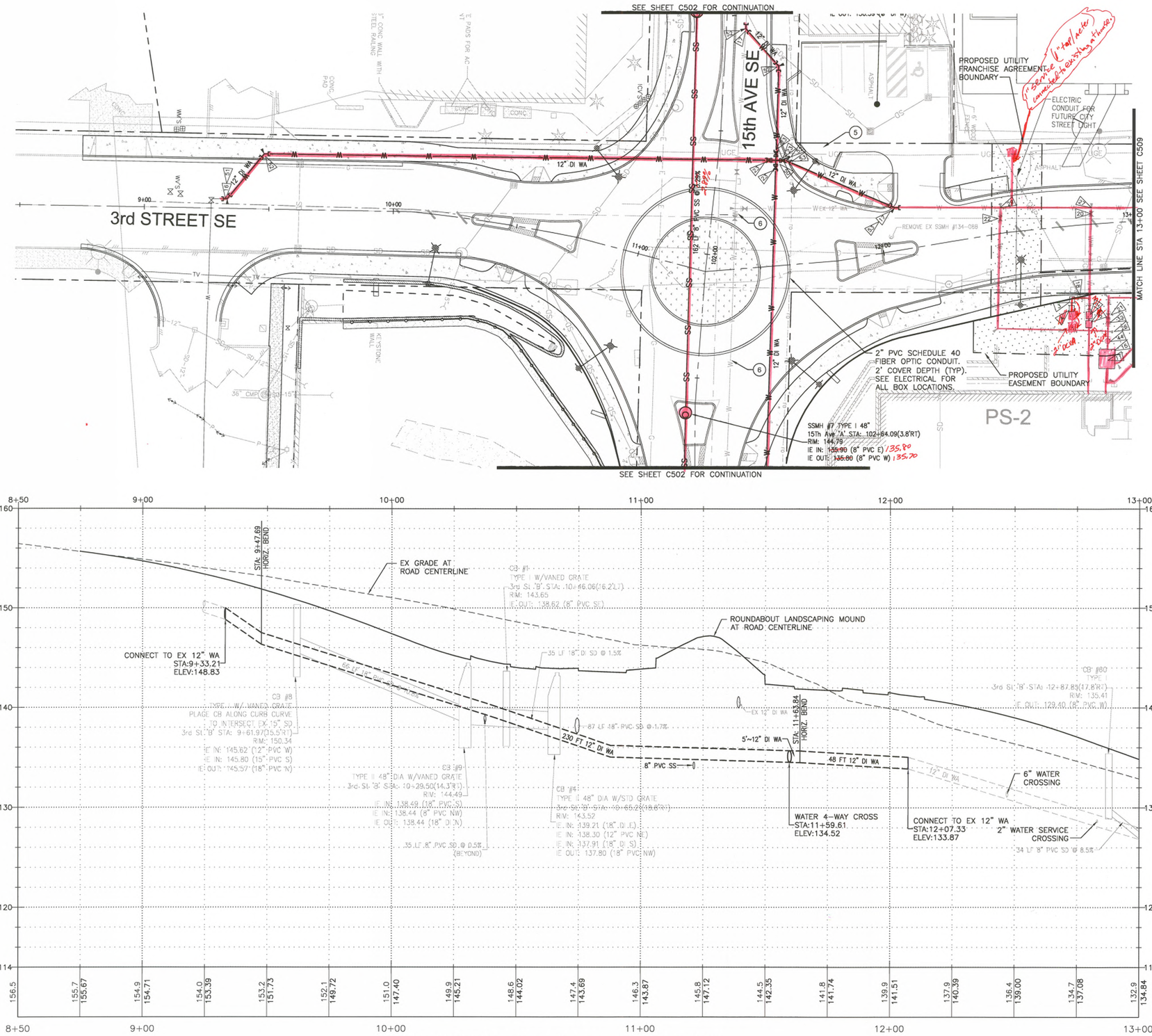

1"=20'

0' 20' 40' 60'

WATER NOTES

- 1-1/2" & 2" WATER SERVICE PER COP STD 309
- 2" & SMALLER RPBA PER COP STD 315.1 & 315.2
- 4" WATER SERVICE PER COP STD 310
- 8" DDCVA PER COP STD 313.1 & 313.2
- UTILITY VAULT (4" DOM) PER COP STD 307
- UTILITY VAULT (8" FIRE) PER COP STD 307
- CONNECT TO EX 8" WATER MAIN
- CONNECT TO EX 12" WATER MAIN
- 1-1/2" VALVE PER COP STD 301
- 4" VALVE PER COP STD 301
- 6" VALVE PER COP STD 301
- 8" VALVE PER COP STD 301
- 12" VALVE PER COP STD 301
- 8"X8" TEE & THRUST BLOCK
- 4"X12" TEE & THRUST BLOCK
- 8"X12" TEE & THRUST BLOCK
- 6"X8" REDUCER
- REMOVE FH-CAP @ TEE
- PIV
- 12" CROSS (FL) & THRUST BLOCK
- 8"X12" REDUCER (PExMJ)
- 1- 45° HOR BEND (MJ) & THRUST BLOCK
- 1- 22 1/2° HOR BEND (MJ) & THRUST BLOCK

CONSTRUCTION NOTES

5. REMOVE & SALVAGE HYDRANT ASSEMBLY TO COP
6. ABANDON EXISTING WATER MAIN, REMOVE & SALVAGE DESIRABLE PIPE & COMPONENTS TO COP

PLAN AND PROFILE NOTES

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LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED

BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL

DATE _____

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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

PROFILE VIEW: 3RD STREET SE STA 8+50 TO 13+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

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Plot date: 6/29/2009 11:32:30 AM Hilde Allum
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GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20013347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

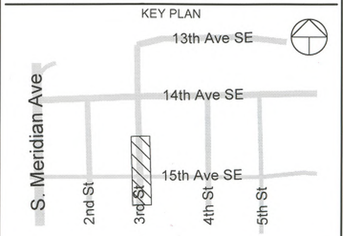
DATE _____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009

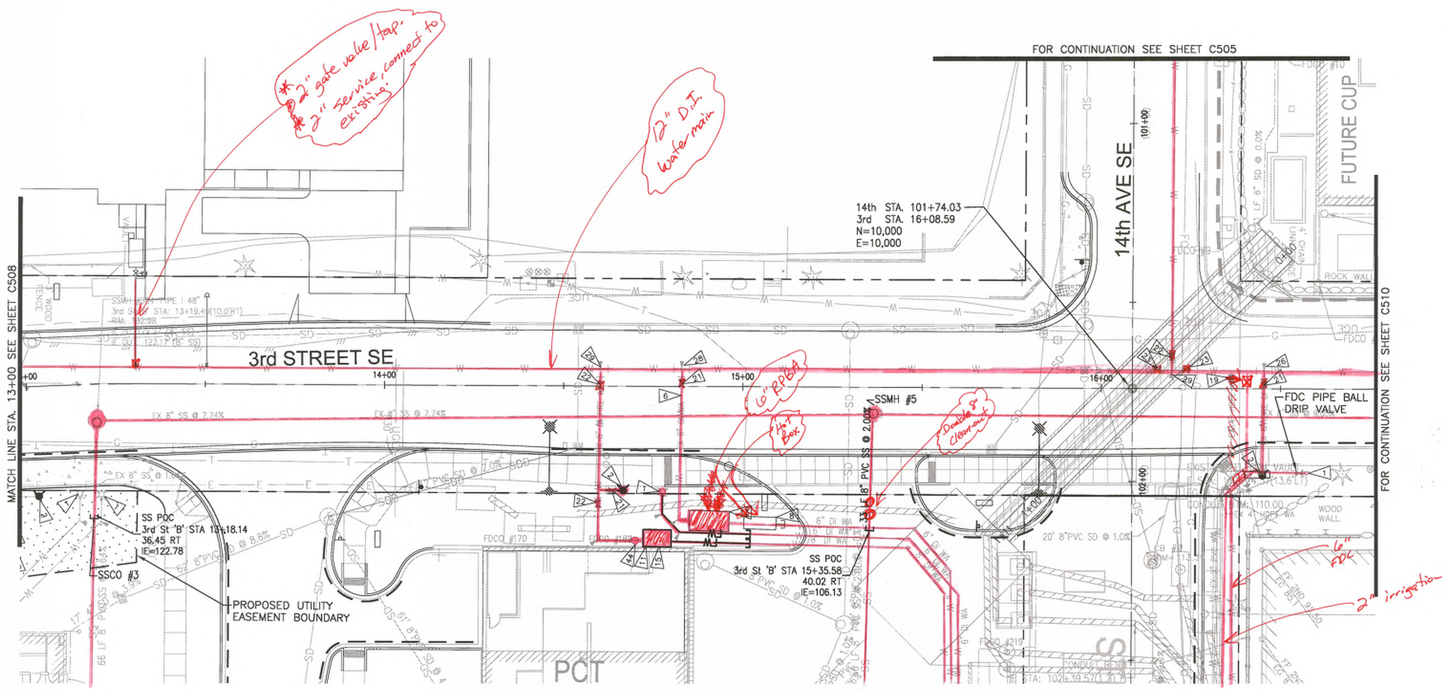
SCALE: AS NOTED

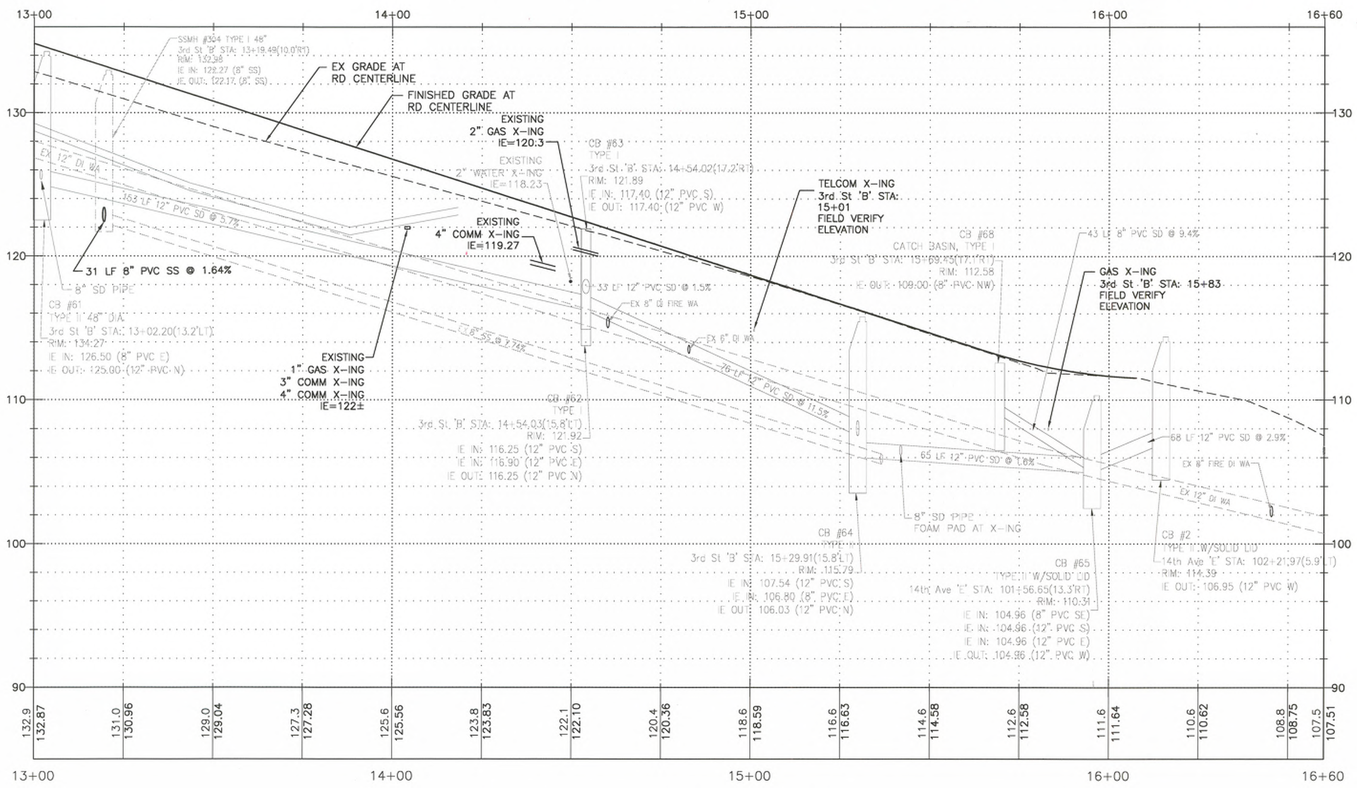
PROJECT NO. : 07087

3rd Street SE/15th Avenue SE
Sta 8+50 to 13+00
Sewer/Water Plan & Profile

SHEET 32 OF 59

C508





PROFILE VIEW: 3RD STREET SE STA 13+00 TO 16+60

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

WATER NOTES

1. FDC, UPGRADE TO STORZ FITTING PER COP STD 316.1
2. FH
6. 6" WATER SERVICE PER COP STD 310
8. 6" RPBA PER COP STD 317 (SIM.)
11. 8" DDCVA PER COP STD 313.1 & 313.2
13. UTILITY VAULT (6" DOM) PER COP STD 307
15. UTILITY VAULT (8" FIRE) PER COP STD 307
18. 2" VALVE PER COP STD 301
21. 6" VALVE PER COP STD 301
22. 8" VALVE PER COP STD 301
23. 12" VALVE PER COP STD 301
26. 8"X8" TEE & THRUST BLOCK
28. 6"X12" TEE & THRUST BLOCK
29. 8"X12" TEE & THRUST BLOCK
44. PIV

CONSTRUCTION NOTES

PLAN AND PROFILE NOTES

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3. NOT ALL SERVICES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL SEEK A DECISION FROM THE ENGINEER IF SERVICES ARE ENCOUNTERED THAT NEED TO BE REPLACED.
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5. ALL WATER TIE-INS SHALL BE MADE UPON SUCCESSFUL TESTING, APPROVAL OF THE COP WATER DIVISION, AND AFTER REQUIRED NOTICE PERIOD TO ALL AFFECTED PARTIES.
6. FUTURE SIGNAL POLES SHOWN FOR COORDINATING CONDUIT AND OTHER UTILITY LOCATIONS.

LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
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APPROVED
BY _____
CITY OF PUYALLUP
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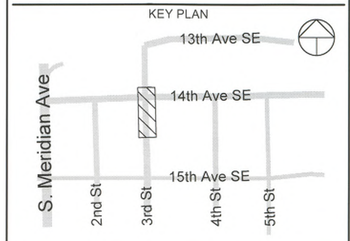

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/14th Avenue SE
Sta 13+00 to 16+60
Sewer/Water Plan & Profile

SHEET 33 OF 59

C509

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Plot date: 6/29/2009 11:33:30 AM Hilda Alum
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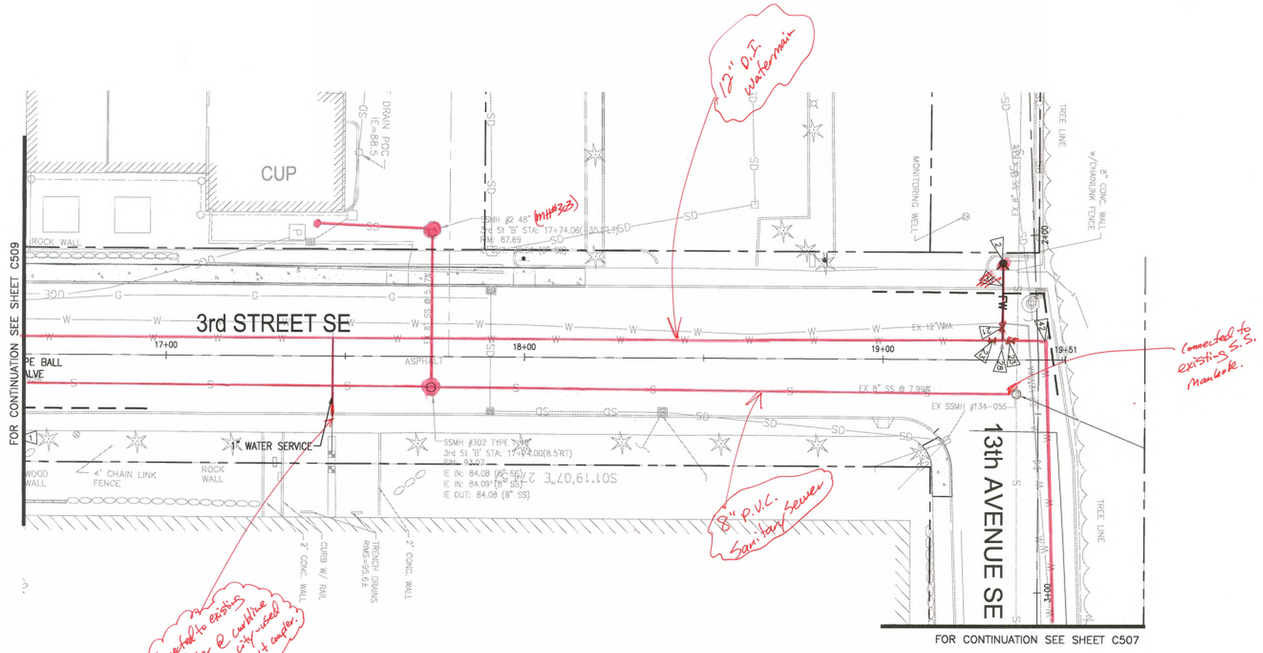

PROFILE VIEW: 3RD STREET SE STA 16+60 TO 19+60

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

WATER NOTES

1. FH
2. 6" VALVE PER COP STD 301
3. 12" VALVE PER COP STD 301
4. 6"X12" TEE & THRUST BLOCK
5. RECONNECT EX FDC LINE TO FIRE LINE ON BLDG SIDE OF DDCVA
6. 12" 90° BEND, R, THRUST BLOCK

CONSTRUCTION NOTES

3. REPLACE EXISTING SANITARY SEWER IN SE 3RD STREET; 15TH AVENUE SE TO 13TH AVENUE SE WITH NEW PVC PIPE. MATCH EXISTING PIPE SIZE.

PLAN AND PROFILE NOTES

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LEGEND

- FIRE LANE MARKING
- EX SSMH #2 — EXISTING SSMH
- SSMH #304 — PROPOSED SSMH
- STREETLIGHT, SEE ELECTRICAL PLANS
- PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
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DONALD K. SCARBERRY
STATE OF WASHINGTON
0018347
REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE _____
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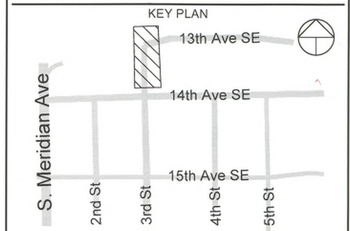
KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 11/02/2009
SCALE: AS NOTED
PROJECT NO. : 07087

3rd Street SE/13th Avenue SE
Sta 16+60 to 19+60
Sewer/Water Plan & Profile

SHEET 52 OF 59

C510

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Plot date: 10/30/2009 5:43:28 PM Hilda Allum
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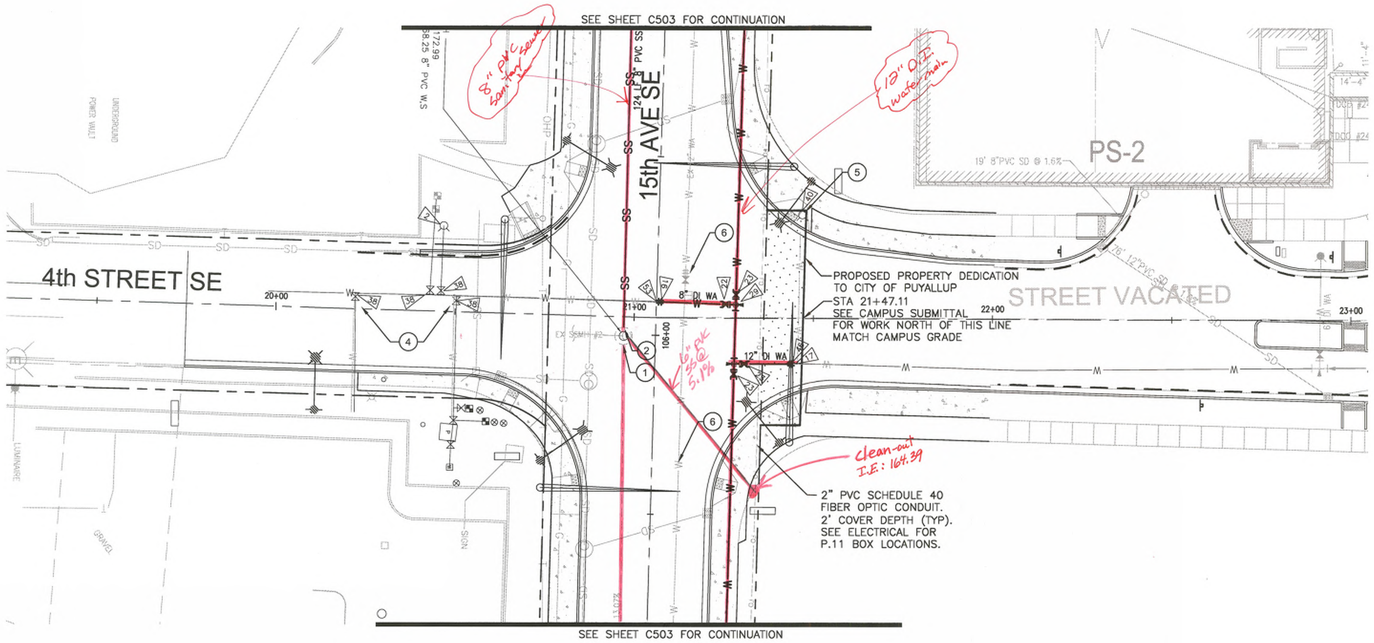

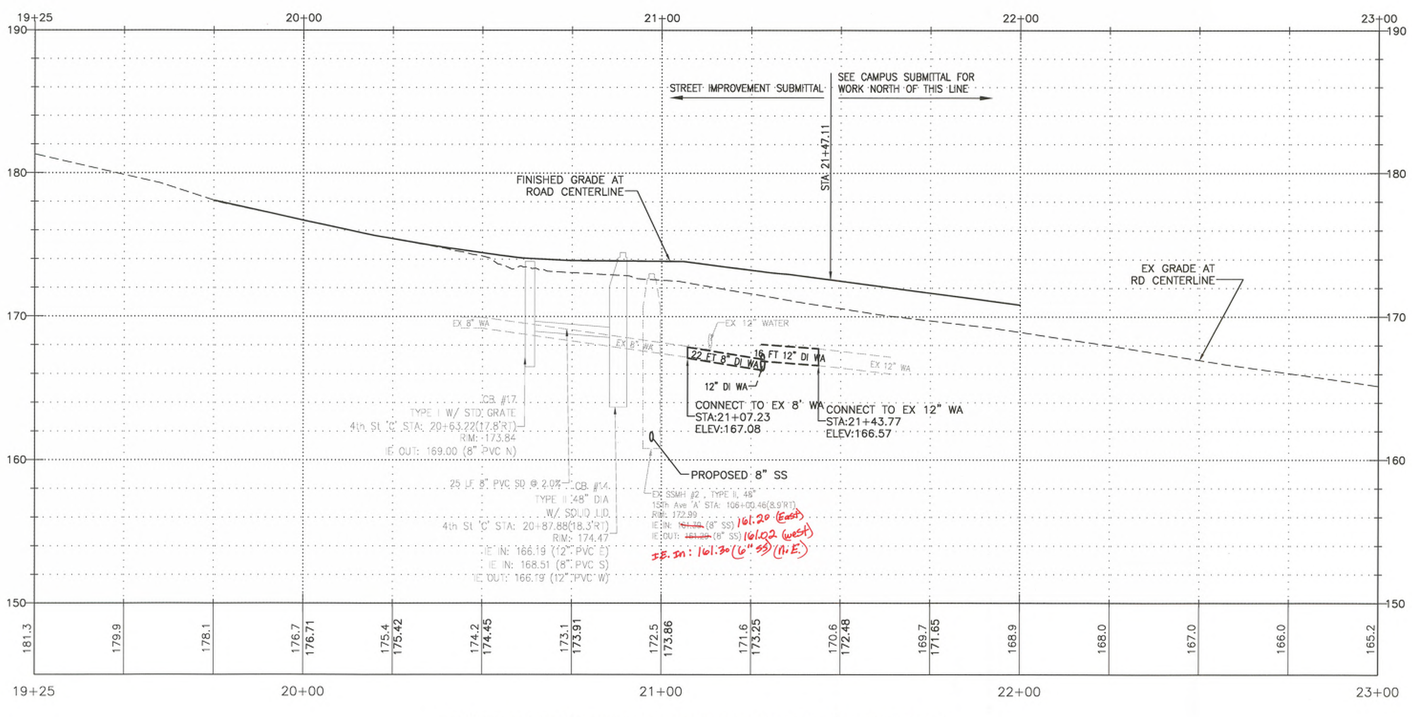

PROFILE VIEW: 4TH STREET SE STA 19+25 TO 23+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

1"=20' 0' 20' 40' 60'

WATER NOTES

2> FH
16> CONNECT TO EX 8" WATER MAIN
17> CONNECT TO EXISTING 12" WATER MAIN
22> 8" VALVE (FLxMJ) PER COP STD 301
23> 12" VALVE (FLxMJ) PER COP STD 301
29> 8"X12" TEE & THRUST BLOCK
30> 12"X12" TEE & THRUST BLOCK
38> ADJUST VALVE
40> REMOVE FH-CAP @ TEE
46> 12" SLEEVE (MJ)
53> 8" SLEEVE (MJ)

CONSTRUCTION NOTES

1. ADJUST RIM TO GRADE
2. CONNECT TO EXISTING STRUCTURE
4. ADJUST EXISTING WATER VALVE BOXES TO GRADE
5. REMOVE & SALVAGE HYDRANT ASSEMBLY TO COP
6. ABANDON EXISTING WATER MAIN, REMOVE & SALVAGE DESIRABLE PIPE & COMPONENTS TO COP

PLAN AND PROFILE NOTES

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LEGEND

FIRE LANE MARKING
EX SSMH #2 EXISTING SSMH
SSMH #304 PROPOSED SSMH
STREETLIGHT, SEE ELECTRICAL PLANS
PROPOSED SIGNAL POLE

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL
DATE _____
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TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY
STATE OF WASHINGTON
20138347
REGISTERED
PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
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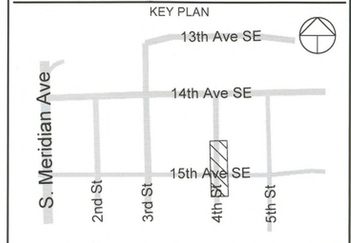

NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

4th Street SE/15th Avenue SE
Sta 19+25 to 23+00
Sewer/Water Plan & Profile

SHEET 34 OF 59

C511

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Plot date: 6/29/2009 1:31:57 PM Hilda Alium
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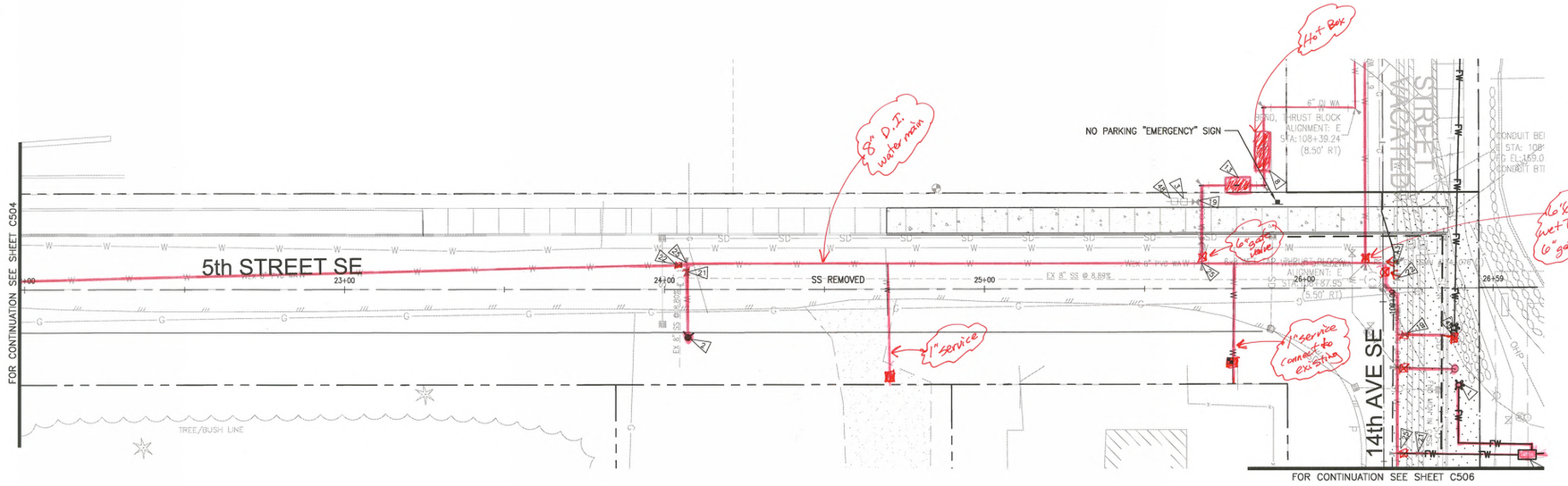

1"=20'
0' 20' 40' 60'

WATER NOTES

- A FH
- B 1-1/2" & 2" WATER SERVICE PER COP STD 309
- 6 6" RPBA PER COP STD 317 (SIM.)
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- 19 2" VALVE PER COP STD 301
- 21 6" VALVE PER COP STD 301
- 22 8" VALVE PER COP STD 301
- 26 6"X8" TEE & THRUST BLOCK
- 43 12" HOR BEND, R, THRUST BLOCK
- 45 AIR RELIEF VALVE
- 48 2" & SMALLER DCVA PER COP STD 314

CONSTRUCTION NOTES

PLAN AND PROFILE NOTES

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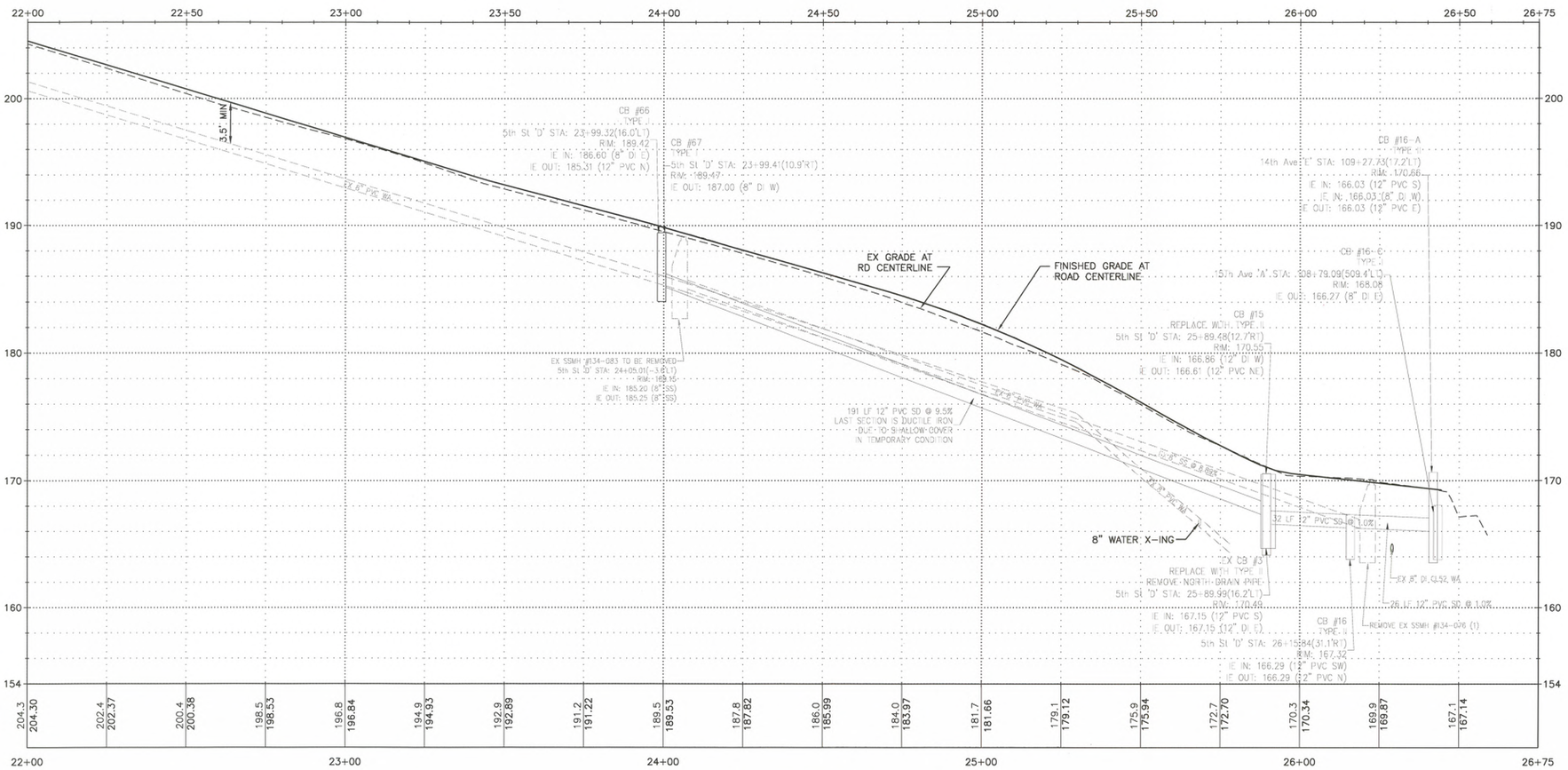

PROFILE VIEW: 5TH STREET SE STA 22+00 TO 26+75

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

FIRE HYDRANT/FDC LOCATION
APPROVED

BY _____
CITY OF PUYALLUP
FIRE CODE OFFICIAL

DATE _____

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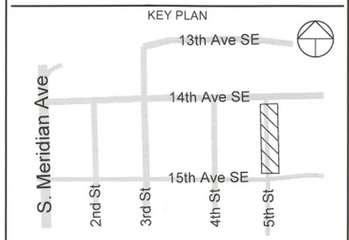

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DATE: 11/02/2009
SCALE: AS NOTED
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5th Street SE
Sta 22+00 to 26+75
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SHEET 54 OF 59

C512

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Plot date: 10/30/2009 5:44:31 PM Hilda Alum
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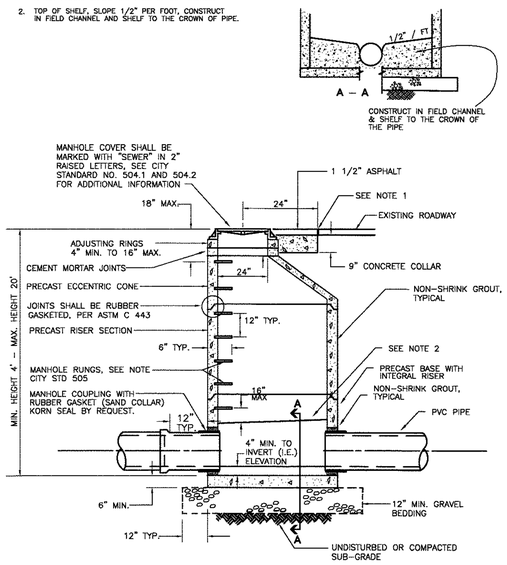
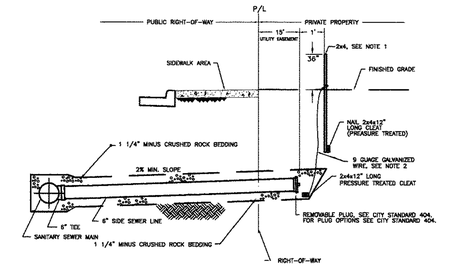
NOTES:

1. NEAT LINE CUTS SHALL BE SEALED AT TOP WITH A HOT PAVING GRADE AND FACE OF CUT TACKED.
2. TOP OF SHELF, SLOPE 1/2" PER FOOT, CONSTRUCT IN FIELD CHANNEL AND SHELF TO THE CROWN OF PIPE.



SANITARY SEWER MANHOLE

NTS — CITY OF PUYALLUP STD NO. 401



SIDE SEWER STUB

NOTES:

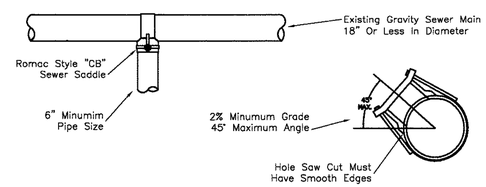
1. SIDE SEWER STUBS SHALL BE INSTALLED TO EACH BUILDING LOT DURING PLAT CONSTRUCTION. WHEN LOT IS BUILT ON THE SIDE SEWER CONNECTION SHALL BE COMPLETED AS SHOWN IN DRAWING 405.2 OR 405.3.
2. THE TOP ONE (1) FOOT OF THE 2X4X4'–0" LONG PRESSURE TREATED SIDE SEWER MARKER SHALL BE EXPOSED, AND SHALL BE PAINTED TRAFFIC YELLOW AND THE DEPTH PAINTED IN BLACK ON BOTH SIDES OF THE MARKER.
3. NINE (9) GAUGE GALVANIZED WIRE TO BE ATTACHED TO THE 2X4X12 CLEAT AND ATTACHED TO THE MARKER POST ABOVE FINISHED GRADE.
4. IN LOCATION WHERE SIDEWALKS ARE NOT PRESENT THE CONTRACTOR SHALL POUR CONCRETE COLLAR AS DIRECTED BY THE CITY ENGINEER. SEE CITY STANDARD NO. 404 FOR FRAME AND COVER INFORMATION.
5. END OF SIDE SEWER SHALL HAVE A FIVE (5) FOOT MINIMUM OF COVER.

SIDE SEWER STUB

NTS — CITY OF PUYALLUP STD NO. 405.1

Connecting Taps on Existing Sewer Mains

1. The tee fitting shall be a Romac Industries Style "CB" Sewer Saddle (or approved equal). Only new saddle and parts shall be installed. Due to pipe size, materials or pipe condition, the City Engineer may require an alternate method/material be used.
2. The sewer main tap shall be cut with a Sewer Pipe Tapping Machine (hole saw) capable of retaining the coupon.
3. The round hole cut into the sewer main shall be no larger than the inside diameter of the saddle gasket. The hole saw cut edges shall be smooth.
4. The coupon shall be retained and surrendered to the inspector. The permit holder will pay all costs associated with the location and retrieval of a lost coupon. Additionally the permit holder will be held liable for any subsequent damages caused by a lost coupon.
5. Bolts shall be torqued to manufacture specifications, then retorqued after 10 minutes.
6. No taps shall be allowed on existing sewer mains over 18" in diameter. Connections into sewer mains over 18" in diameter shall intersect the sewer main in a manhole. In some cases the City Engineer may allow a variance to this requirement.
7. All trenching, bedding and backfill shall be in accordance with "City Standard No. 503". All asphalt repair shall be in accordance with "City Standard No. 103". All additional utility and right of way repairs shall be in accordance with the "City Standards" manual.
8. The City of Puyallup will conduct a "Sewer Main Video Inspection" of the sewer tap. The permit holder will be required to repair, any sewer tap construction defects found by the City Inspectors. The cost of all repairs and subsequent "Sewer Main Video Inspections" will be the responsibility of the permit holder. The damage deposit posted by the builder will be held until problems are corrected. Due to Public Health and Safety, building occupancy will not be allowed until repairs are completed and accepted by the City Engineer.

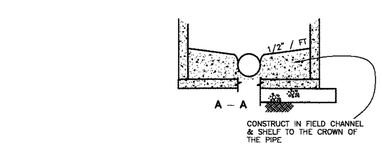


SEWER MAIN TAP

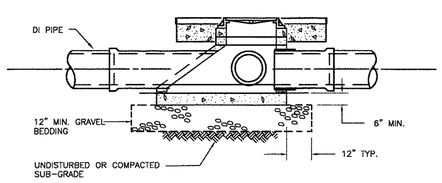
NTS — CITY OF PUYALLUP STD NO. 409

NOTES:

1. NEAT LINE CUTS SHALL BE SEALED AT TOP WITH A HOT PAVING GRADE AND FACE OF CUT TACKED.
2. TOP OF SHELF, SLOPE 1/2" PER FOOT, CONSTRUCT IN FIELD CHANNEL AND SHELF TO THE CROWN OF PIPE.



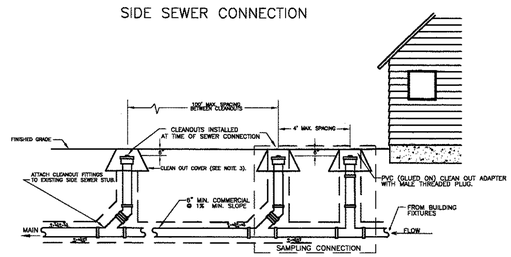
MANHOLE COVER SHALL BE MARKED WITH "SEWER" IN 2" RAISED LETTERS, SEE CITY STANDARD NO. 504.1 AND 504.2 FOR ADDITIONAL INFORMATION.



SANITARY SEWER MANHOLE

NTS — CITY OF PUYALLUP STD NO. 403

SIDE SEWER CONNECTION

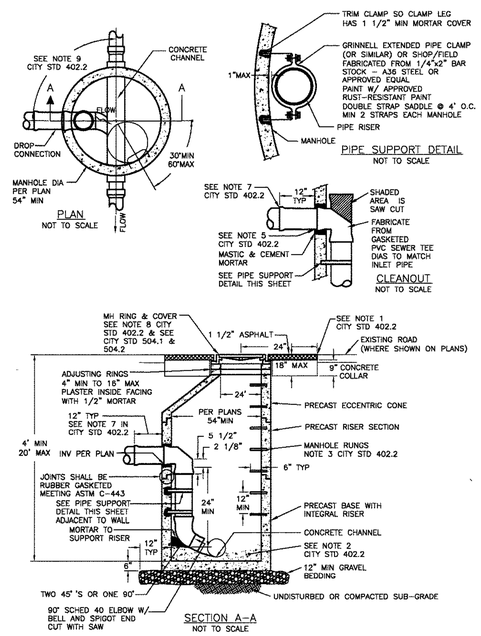


NOTES:

1. SAMPLING CONNECTION SHALL BE INSTALLED OUT SIDE WITH UNOBSTRUCTED ACCESS AT ALL TIMES.
2. A SAMPLING CONNECTION SHALL BE INSTALLED FOR EACH COMMERCIAL / RETAIL UNIT OR SPACE.
3. CLEAN OUT AND SAMPLING CONNECTION COVERS:
   A) FOR NON-VEHICULAR TRAFFIC INSTALLATIONS USE "CARSON" MODEL 910 GREEN YARD BOX WITH BOLT DOWN LID MARKED SEWER OR APPROVED EQUAL.
   B) FOR ASPHALT, GRAVEL, OR TRAFFIC INSTALLATIONS SEE CITY STANDARD NO. 404 FRAME AND COVER SECTION.
4. EACH CLEANOUT ASSEMBLY SHALL CONSIST OF: ONE CLEANOUT ADAPTER, HUB x FEMALE, FIPT, PVC SI AND ONE CLEANOUT PLUG, MIPT WITH RAISED NUT, PVC SDR35.

COMMERCIAL SIDE SEWER CONNECTION WITH SAMPLING CONNECTION

NTS — CITY OF PUYALLUP STD NO. 405.3



NOTES FOR: INSIDE DROP SANITARY SEWER MANHOLE

1. NEAT LINE CUTS SHALL BE SEALED AT TOP WITH A HOT PAVING GRADE ASPHALT AND FACE OF CUT TACKED. ASPHALT DEPTH TO MATCH EXISTING.
2. TOP OF SHELF, SLOPE 1/2" PER FOOT MINIMUM, CONSTRUCT IN FIELD CHANNEL AND SHELF TO THE CROWN OF PIPE.
3. MANHOLE RUNG SHALL CONFORM TO SECTION R, ASTM C 478 (AASHTO M–199) AND MEET ALL OSHA REQUIREMENTS. MANHOLE RUNGS SHALL BE PARALLEL OR APPROXIMATELY RADIAL AT THE OPTION OF THE MANUFACTURER, EXCEPT THAT ALL STEPS IN ANY MANHOLE SHALL BE SIMILAR. PENETRATION OF OUTER WALL BY A LEG IS PROHIBITED. SEE STANDARD MANHOLE STEP AND LADDER DETAIL.
4. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MINIMUM. DROP INLET PIPE HOLE MAY BE FIELD CONSTRUCTED.
5. KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAMETER PLUS MANHOLE WALL THICKNESS. MINIMUM DISTANCE BETWEEN HOLES IS 6".
6. PRECAST CONCRETE MANHOLE COMPONENTS SHALL CONFORM TO ASTM C 478.
7. FLEXIBLE JOINTS SHALL BE RUBBER GASKETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. MORTARED, DRY–PACKED, OR CAST–IN–PLACE JOINTS WILL BE PERMITTED ONLY FOR CONNECTIONS TO OR THROUGH MANHOLES. A FLEXIBLE GASKETED JOINT SHALL BE INSTALLED WITHIN ONE (1) FOOT OF EACH CONNECTION TO MANHOLES. CONNECTIONS TO MANHOLE WITH CONCRETE PIPE SHALL BE CEMENT MORTARED. CONNECTIONS TO THESE STRUCTURES WITH PVC PIPE SHALL UTILIZE A MANHOLE COUPLING AND RUBBER GASKET.
8. MANHOLE RING AND COVER: THE COVER SHALL BE MARKED WITH "SEWER" IN TWO (2) INCH RAISED LETTERS (SEE CITY STANDARD NO. 504.1 AND 504.2, "MANHOLE RING AND COVER" FOR ADDITIONAL INFORMATION).
9. THE MAXIMUM CHANGE IN FLOW DIRECTION IN MANHOLES SHALL BE 90 DEGREES. FOR ALL CHANGES IN FLOW DIRECTION GREATER THAN 45 DEGREES, A MINIMUM DROP OF 0.10 FEET BETWEEN INVERTS SHALL BE PROVIDED AND CHANNELIZATION PROVIDED.

INSIDE DROP SANITARY SEWER MANHOLE AND NOTES

NTS — CITY OF PUYALLUP STD NO. 402.1, 402.2

CALL 2 WORKING DAYS BEFORE YOU DIG 1–800–424–5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

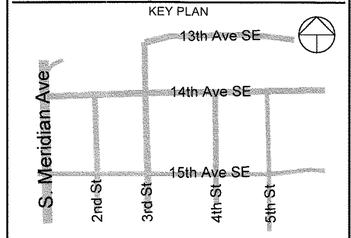
DATE _____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

STD COP SANITARY SEWER DETAILS

SHEET 35 OF 59

C513

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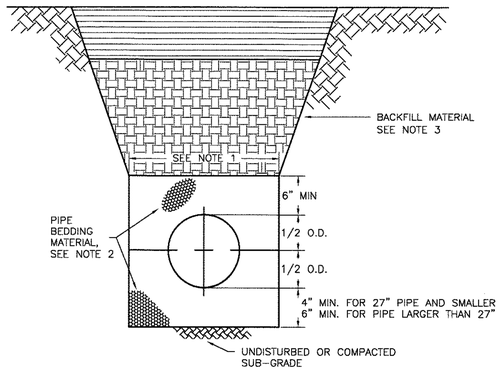


1. TRENCHING SHALL MEET THE REQUIREMENTS OF SECTION 7-10.3(7) AND 2-06.3(1) OF THE WASDOT SPECIFICATIONS.
2. BEDDING MATERIAL FOR PIPE SHALL BE CRUSHED OR PARTIALLY CRUSHED MATERIAL CONFORMING TO THE FOLLOWING GRADATION:

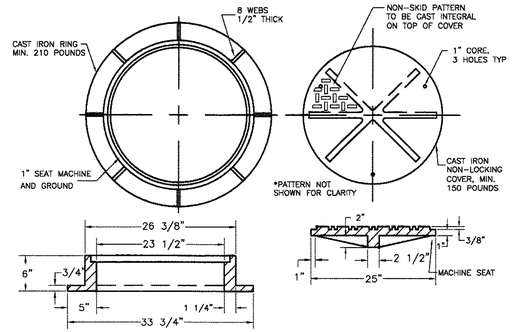
SIEVE SIZE	PERCENT PASSING
1-1/4" SQUARE	100
1/4" SQUARE	30-50
U.S. NO. 40	3-18
U.S. NO. 200	7.0 MAX.
SAND EQUIVALENT	35 MIN.

ALL PERCENTAGES ARE BY WEIGHT.
NATIVE MATERIAL SHALL NOT BE USED FOR PIPE BEDDING.

3. GRAVEL BACKFILL FOR ABOVE BEDDING SHALL CONSIST OF CRUSHED, PROCESSED, OR NATURALLY OCCURRING GRANULAR MATERIAL. IT SHALL BE ESSENTIALLY FREE FROM VARIOUS TYPES OF WOOD WASTE OR OTHER EXTRANEOUS OR OBJECTIONABLE MATERIALS. IT SHALL HAVE SUCH CHARACTERISTICS OF SIZE AND SHAPE THAT IT WILL COMPACT READILY.

PIPE TRENCHING BEDDING & BACKFILL

NTS CITY OF PUYALLUP STD NO. 503



NOTES FOR: MANHOLE RING AND COVER

1. Manhole ring and cover in areas of improved rights-of-way shall be a non-locking cover. Manhole ring and cover in areas of unimproved rights-of-way or in easements or as required by the City Engineer shall be Kam-Locking covers. Kam-Locking covers shall have "KamLock" in 1" raised letters on the top of the cover adjacent to each pick hole.
2. Manhole ring and cover shall conform to sections 9-05.15 (1), Manhole Ring and Cover, and 9-05.9, Gray Iron Castings of the 1991 Standard Specifications for road, bridge, and municipal construction as prepared by the Washington State Department of Transportation and the Washington State chapter of the American Public Works Association and as revised to read as set forth in these special provisions:
   a. Manhole ring and cover shall conform to the City of Puyallup's Public Works standard drawing.
   b. Manhole ring and cover shall conform to the requirements of ASTM A48, Class 30B for cast iron.
   c. Manufacturer shall certify that the product conforms to the requirements of these specifications.
   d. All parts of the casting shall be applied with a bituminous coating. The finished coating shall be continuous, smooth, neither brittle when cold nor sticky when exposed to the sun, and shall be strongly adherent to the casting.
   e. The City shall have the right to require inspection and approval of all castings prior to painting.
   f. Repair or defects by welding, or by the use of "smooth-on" or similar material will not be permitted.
   g. Manhole ring and cover shall be free of porosity, shrink cavities, cold shuts or cracks or any surface defects which would impair serviceability.
   h. Machine finish the horizontal seating surface and inside vertical recessed face of ring, and the horizontal seating surface and vertical outside edge of the cover to the following tolerances:

      1) It shall not be possible to rick any cover when it is seated in any portion in its ring.

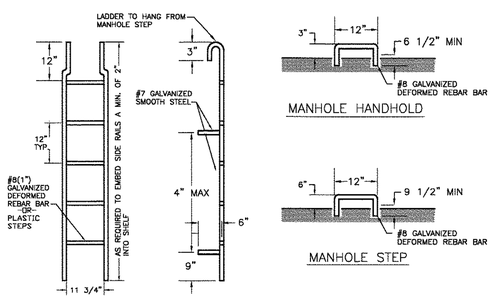
      2) It is desired that the edge of the upper surface of the cover be on-eighth (1/8) inch below the upper surface of the ring when any cover is seated in any position in its ring.

      3) In those cases where such alignment is not obtained, the difference in level between the cover and the ring shall not exceed one-eighth (1/8) inch at any point and shall not exceed one-sixteenth (1/16) inch over a total of more than one-quarter (1/4) of the circumference.

      4) There shall be not more than one-eighth (1/8) inch side play in any direction between the cover and the ring when any cover is placed in any position in its ring.
   i. All ring and covers shall be identified by the name or symbol of the manufacturer in a plainly visible location when the ring and cover is installed. The manufacturers identification and the material identification shall be a minimum one-half (1/2) inch letters recessed to be flush with the adjacent surfaces.

MANHOLE RING AND COVER NOTES

NTS CITY OF PUYALLUP STD NO. 504.1 & 504.2



NOTES:

1. MANHOLE STEPS AND HANDHOLDS SHALL BE GALVANIZED DEFORMED REBAR BAR (SIZE AS NOTED ABOVE) SHALL CONFORM TO ASTM A 615, GRADE 60, HOT BENT AND GALVANIZED AFTER BENDING. FOR BENDING, THE TEMPERATURE SHALL BE AT LEAST 1,600 F. GALVANIZING SHALL CONFORM TO ASTM A 123. STEPS AND HANDHOLDS DIMENSIONS AND PATTERN SHALL CONFORM TO THIS STANDARD DETAIL.
2. PREFABRICATED LADDERS SHALL BE MADE OF STEEL AND GALVANIZED AFTER FABRICATION. LADDER SHALL CONFORM TO THIS STANDARD DETAIL.
3. LADDERS, STEPS, AND HANDHOLDS SHALL BE GROUTED IN PLACE.
4. MANHOLE STEPS AND HANDHOLDS SHALL BE UNIFORMLY SPACED AT TWELVE (12) INCHES AND SHALL BE VERTICALLY ALIGNED.
5. MANHOLE STEPS, HANDHOLDS, AND LADDER SHALL CONFORM TO SECTION R, ASTM C 478 (AASHTO M-199) AND SHALL MEET ALL WISHA REQUIREMENTS.
6. PENETRATION OF THE OUTER WALL OF A STRUCTURE WITH A LEG OF A STEP, HANDHOLD, OR LADDER IS PROHIBITED.
7. STEPS, HANDHOLDS, LADDER RUNGS, AND FASTENINGS SHALL BE DESIGNED FOR A MINIMUM LIVE LOAD OF A SINGLE CONCENTRATED LOAD OF 300 LB.-FT. (POUND-FOOT).
8. THE LIVE LOADS IMPOSED BY PERSONS OCCUPYING THE STEPS, HANDHOLDS, AND LADDER RUNGS SAHLL BE CONSIDERED TO BE CONCENTRATED AT SUCH POINTS AS WILL CAUSE THE MAXIMUM STRESS IN THE STRUCTURAL MEMBER BEING CONSIDERED.
9. THAT PORTION OF THE STEP, HANDHOLD, AND PARTS OF A LADDER PROJECTING INTO THE RISER OR CONE SHALL BE FREE OF SPLINTERS, SHARP EDGES, BURRS, OR PROJECTIONS WHICH MAY BE HAZARDS.

MANHOLE STEP AND LADDER

NTS CITY OF PUYALLUP STD NO. 505

CALL 2 WORKING DAYS
BEFORE YOU DIG
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(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION
DOCUMENTS

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800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE_____

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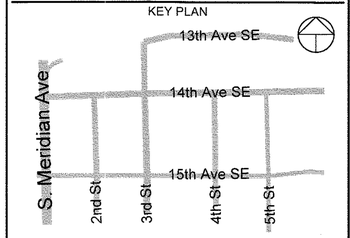
KEY PLAN



NO.	REVISIONS	DATE

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STREET IMPROVEMENTS

DATE: 06/24/2009

SCALE: AS NOTED

PROJECT NO. : 07087

STD COP SANITARY SEWER DETAILS

SHEET 36 OF 59

C514

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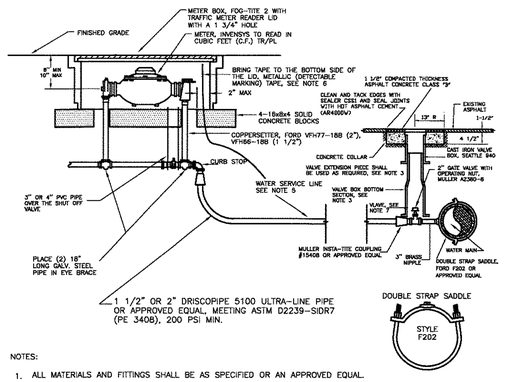


NOTES:

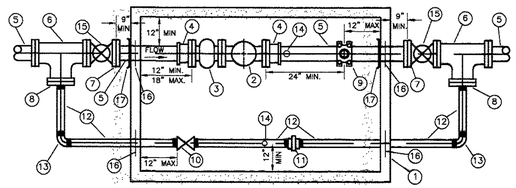
1. ALL MATERIALS AND FITTINGS SHALL BE AS SPECIFIED OR AN APPROVED EQUAL.
2. THE WATER METER SHALL BE LOCATED IN THE PLANTING STRIP OR ADJACENT TO THE RIGHT-OF-WAY LINE AS DIRECTED BY THE CITY ENGINEER.
3. WATER MAINS SHALL HAVE A MINIMUM COVER OF 42" IN IMPROVED RIGHT-OF-WAY, AND A MINIMUM OF 48" IN UNIMPROVED RIGHT-OF-WAY AND EASEMENTS.
4. ALL COUPLINGS SHALL USE PIPE INSERT STIFFENER.
5. THE WATER SERVICE LINE SHALL HAVE 36" OF COVER BELOW FINISHED GRADE WITHIN THE RIGHT-OF-WAY.
6. METALLIC (DETECTABLE MARKING) TAPE SHALL BE COLOR CODE BLUE AND SHALL BE IMPRINTED CONTINUOUSLY OVER ITS ENTIRE LENGTH IN PERMANENT BLACK INK THE MESSAGE "WATER LINE BURIED BELOW" AND THE WORD "CAUTION" PROMINENTLY SHOWN, TAPE SHALL BE A 2" MINIMUM WIDTH.
7. FOR A 1 1/2" WATER SERVICE A 2" GATE VALVE SHALL BE USED AND INSERT BUSHING SHALL BE USED TO REDUCE THE 2" OPENING DOWN TO 1 1/2".
8. IN NEW CONSTRUCTION THE CONTRACTOR SHALL PLACE A FLANGED TEE IN THE MAIN LINE AT THE POINT OF SERVICE. A 2" FLANGED GATE VALVE AND A THREADED FLANGED REDUCER SHALL BE USED IN LIEU OF THE SADDLE TYPE CONNECTION.
9. VALVE BOXES SHALL BE TWO-PIECE, ADJUSTABLE, CAST IRON WITH EXTENSION PIECES IF NECESSARY, AS MANUFACTURED BY THE VANRICH # 940 SEATTLE OR APPROVED EQUAL. THE WORD "WATER" SHALL BE CAST IN RELIEF IN THE TOP.

1 1/2" AND 2" WATER SERVICE CONNECTION

NTS — CITY OF PUYALLUP STD. NO. 309

—GENERAL NOTES—

1. ALL PIPE, VALVES, FITTINGS AND OTHER MATERIAL USED SHALL CONFORM TO AWWA STANDARDS (LATEST EDITION).
2. ALL CONSTRUCTION SHALL CONFORM TO WSDOT/APWA STANDARDS SPECIFICATIONS, 1991 EDITION, AND CITY OF PUYALLUP STANDARDS.



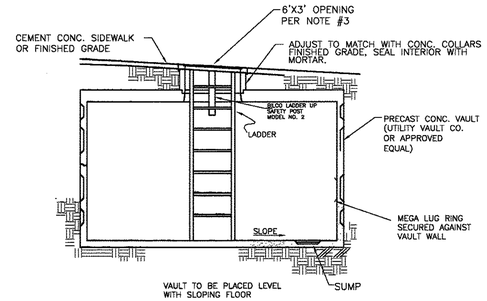
1. VAULT, UTILITY VAULT OR APPROVED EQUAL, SIZED TO MAINTAIN CLEARANCES. SEE DETAIL #303.2.
2. *INVENSYS FLANGED TURBO-METER, MODEL W-1000 DR OR INSENSYS COMPOUND SRH METER (CITY'S CHOICE) - READS IN CUBIC FEET TR/PL.
3. *INVENSYS FLANGED STRAINER.
4. *INVENSYS #912 FLANGED COUPLING ADAPTOR.
5. *DUCTILE IRON PIPE-CLASS 52.
6. *X*X* TEE (MJxFLGxFLG).
7. *GATE VALVE (FLGxMJ).
8. *BLIND FLANGED W/2" THREADED OUTLET.
9. *x2" DOUBLE STRAP D.I. SADDLE W/2" THRD. PLUG.
10. 2" MUELLER 300 LOCKING BALL CURB VALVE B20200.20 OR EQUAL.
11. 2" GALV. UNION
12. 2" THRD. GALV. PIPE-CUT TO LENGTH REQUIRED.
13. 2" THRD. GALV. ELL.
14. 2" ADJUSTABLE PIPE SUPPORT-GALVANIZED.
15. VALVE BOX W/WATER MARKED ON LID.
16. MASTIC AND MORTAR SEAL
17. MEGA LUG

* = 3",4",OR 6" DEPENDING ON SERVICE LINE SIZE

NOTE: APPROVED EQUAL SUBSTITUTIONS MAY BE MADE FOR MOST MATERIALS, EXCEPT THE METER AND THE PIPE.

3"-4"-6" WATER METER

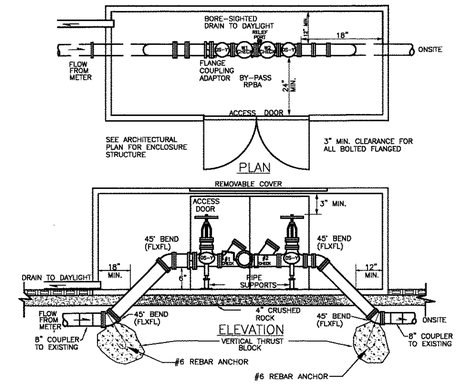
NTS — CITY OF PUYALLUP STD. NO. 310



1. A 1/4 HP SUMP PUMP SHALL BE INSTALLED IN THE SUMP PIT OF THE VAULT. IT SHALL BE WIRED PER WASHINGTON STATE ELECTRICAL CODE AND INSPECTED BY AT STATE ELECTRICAL INSPECTOR. THE DISCHARGE PIPE SHALL BE CONNECTED TO THE NEAREST APPROVED ON-SITE STORM DRAINAGE STRUCTURE OR DRAIN TO DAYLIGHT.
2. THE VAULT SHALL BE A PRECAST CONCRETE VAULT SIZED TO MEET THE CLEARANCE REQUIREMENTS SHOWN ON DETAIL #303.1.
3. REMOVABLE DOORS SHALL BE A MINIMUM OF 6'-0" X 3'-0" DIAMOND PLATE HINGED LOCKING DOORS, WITH HINGES LOCATED AT EACH END OF OPENING. DOORS SHALL HAVE AN H-20 LOAD RATING IN AREAS THAT ARE SUBJECT TO VEHICLE TRAFFIC. DOORS SHALL BE SPRING LOADED WITH OPEN POSITION LOCK.
4. A GALVANIZED LADDER SHALL BE SET INSIDE THE VAULT FOR ACCESS INTO THE VAULT. IT SHALL BE SECURED TO THE VAULT WITH 1/2 " DIA. BOLTS EPOXIED TO THE VAULT LID AND FLOOR.
5. A BILCO LADDER UP SAFETY POST MODEL NO. 2 SHALL BE ATTACHED TO THE LADDER STEPS.

WATER VAULT

NTS — CITY OF PUYALLUP STD. NO. 307



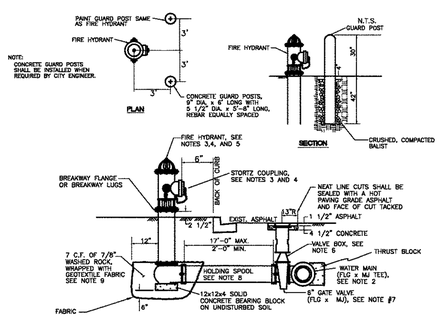
N.T.S.

NOTES:

1. INSTALLATION OF THESE APPROVED BACKFLOW ASSEMBLIES SHALL BE IN ACCORDANCE WITH THE "ACCEPTED PROCEDURE AND PRACTICE IN CROSS-CONNECTION CONTROL" MANUAL, OF THE CROSS-CONNECTION CONTROL COMMITTEE, PACIFIC N.W. SECTION OF THE A.W.W.A., MAY, 1990, FIFTH EDITION MANUAL OR CURRENT EDITION.
2. BACKFLOW ASSEMBLIES MUST BE SELECTED FROM WASHINGTON STATE DEPARTMENT OF HEALTH LIST OF BACKFLOW ASSEMBLIES APPROVED FOR INSTALLATION IN WASHINGTON STATE, MARCH 15, 1991.
3. IMMEDIATELY UPON INSTALLATION OF AN APPROVED BACKFLOW ASSEMBLY, (AND YEARLY THEREAFTER), THE ASSEMBLY SHALL BE TESTED BY A WASHINGTON STATE CERTIFIED BACKFLOW ASSEMBLY TESTER, WHO SHALL PROMPTLY FORWARD THE TEST REPORT RESULTS TO: CITY OF PUYALLUP, WATER QUALITY OPERATIONS, 1100 39TH AVE SE, PUYALLUP, WA 98374, PRIOR TO OCCUPANCY.
4. OS & Y GATE VALVES SHALL HAVE SUPERVISED TAMPER SWITCHES, LOCATED AS DIRECTED BY OWNER, AND APPROVED BY P.F.D.
5. ALL ELECTRICAL SHALL BE INSPECTED BY A WASHINGTON STATE ELECTICAL INSPECTOR.
6. RPBP MUST BE PURCHASED AND INSTALLED AS A UNIT. NO MODIFICATIONS TO ANY PART OF THE ASSEMBLY ARE ALLOWED.
7. PIPE SUPPORTS SHALL BE RUST-PROTECTED WITH ALUMINUM PAINT.
8. PROVIDE FREEZE PROTECTION AS DIRECTED BY OWNER.

3" & ABOVE REDUCED PRESSURE BACKFLOW ASSEMBLY

NTS — CITY OF PUYALLUP STD. NO. 317

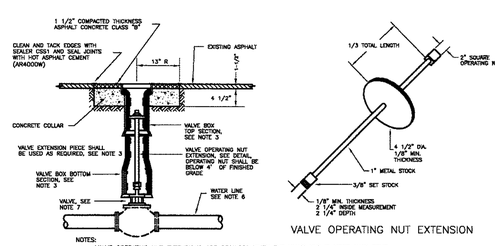


NOTES:

1. ALL MATERIALS AND FITINGS SHALL BE AS SPECIFIED OR APPROVED EQUAL.
2. WATER MAINS SHALL HAVE A MINIMUM COVER OF 42" IN IMPROVED RIGHT-OF-WAY, AND A MINIMUM 48" IN UNIMPROVED RIGHT-OF-WAY AND EASEMENTS.
3. THE FIRE HYDRANT AND CONCRETE GUARD POSTS SHALL BE PAINTED, PARKER PAINT'S FLAT TRAFFIC YELLOW #2812 OR SAFETY YELLOW #1053 OR AN APPROVED EQUAL. THE FINAL COAT SHALL BE INTERNATIONAL YELLOW NO. 114 OR AN APPROVED EQUAL. THE STORTZ FITTING SHALL NOT BE PAINTED.
4. FIRE HYDRANTS SHALL HAVE TWO 2 1/2" HOSE PORTS (NATIONAL STANDARD THREAD) WITH CAPS AND CHAINS AND ONE 4" PUMPER PORT (TACOMA STEAMER PORT THREAD) WITH A 5" "STORTZ" COUPLING AND BLIND CAP INSTALLED ON THE STEAMER PORT. (STEAMER PORT SHALL FACE THE STREET). 1 1/4" PENTAGONAL OPERATING NUT (COUNTER-CLOCKWISE OPENING), O-RING TYPE STUFFING BOX, AUTOMATIC BARREL DRAINS AND 5 1/4" MAIN VALVE OPENING. HYDRANTS SHALL BE DESIGNED IN A MANNER THAT WILL PREVENT THE BREAKING OFF OF THE BARREL BY VEHICLE IMPACT. HYDRANTS SHALL MEET THE LATEST REVISION OF AWWA STANDARD SPECIFICATIONS NO. C 502-53 FOR FIRE HYDRANTS FOR ORDINARY WATER SERVICE. FIRE HYDRANTS SHALL INCLUDE THE ENTIRE ASSEMBLY COMPLETE,INCLUDING HYDRANT, GATE VALVE AND BOX, CONNECTING PIPING FITTINGS AND ACCESSORIES.
5. FIRE HYDRANTS SHALL BE M & H #929, CLOW F2500, MUELLER CENTURION OR AN APPROVED EQUAL.
6. VALVE BOXES SHALL BE TWO-PIECE, ADJUSTABLE, CAST IRON WITH EXTENSION PIECES (IF NECESSARY), AS MANUFACTURED BY THE VANRICH #940 SEATTLE OR APPROVED EQUAL. THE WORD "WATER" SHALL BE CAST IN RELIEF IN THE TOP.
7. GATE VALVES SHALL CONFORM TO THE LATEST AWWA SPECIFICATIONS FOR COLD WATER, RESILIANT SEATED WEDGE GATE VALVES, 200 PSI WORKING PRESSURE. THEY SHALL BE IRON-BODIED BRONZE-MOUNTED, NON-RISING STEM, COUNTER-CLOCKWISE OPENING, MECHANICAL JOINT BY FLANGED. VALVE STEMS SHALL BE PROVIDED WITH O-RING SEALS AND SHALL BE AS MANUFACTURED BY THE MUELLER COMPANY OR APPROVED EQUAL.
8. THE HOLDING SPOOL SHALL BE A MECHANICAL-JOINT (M.J.) HOLDING SPOOL, WITH THE USE OF CLASS 53 DUCTILE IRON PIPE OR THE USE OF MEGA-LUG CONNECTORS WITH CLASS 52 DUCTILE IRON PIPE.
9. THE CONTRACTOR SHALL PLACE A 6 OZ. GEOTEXTILE FABRIC AROUND THE WASHED ROCK AREA, ENDS TO OVERLAP.
10. A FLORESENT ORANGE BAG MUST COVER AND BE SECURED TO THE FIRE HYDRANT UNTIL APPROVED FOR USE BY CITY ENGINEER.

FIRE HYDRANT ASSEMBLY

NTS — CITY OF PUYALLUP STD. NO. 303

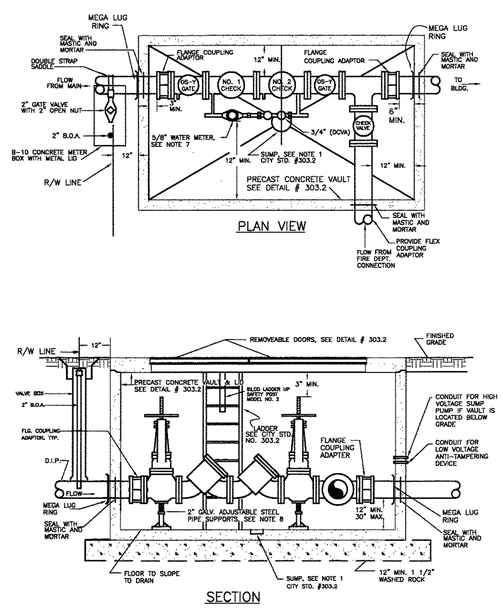


NOTES:

1. VALVE OPERATING NUT EXTENSIONS ARE REQUIRED WHEN THE VALVE NUT IS MORE THAN FOUR (4) FEET BELOW FINISHED GRADE. EXTENSIONS ARE TO BE A MINIMUM OF ONE (1) FOOT LONG, ONLY ONE EXTENSION TO BE USED PER VALVE.
2. ALL VALVE OPERATING NUT EXTENSIONS ARE TO BE MADE OF STEEL, SIZED AS NOTED, AND PAINTED WITH TWO COATS OF METAL PAINT.
3. VALVE BOXES SHALL BE TWO-PIECE, ADJUSTABLE, CAST IRON WITH EXTENSION PIECES (IF NECESSARY), AS MANUFACTURED BY THE VANRICH #940 SEATTLE OR APPROVED EQUAL. THE WORD "WATER" SHALL BE CAST IN RELIEF IN THE TOP.
4. NEAT LINE CUTS SHALL BE SEALED WITH A HOT PAVING GRADE ASPHALT AND FACE OF CUT TACKED.
5. WATER MAINS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH DIVISION 7 OF THE CITY OF PUYALLUP STANDARD SPECIFICATIONS.
6. SECTION 7-09.2 OF THE STANDARD SPECIFICATIONS SHALL BE SUPPLEMENTED BY THE FOLLOWING:
   - A. DUCTILE IRON PIPE SHALL CONFORM TO AWWA C 151, THICKNESS CLASS 52, AND THE EXTERIOR SHALL BE COATED WITH COAL TAR VARNISH. PIPE AND FITINGS SHALL BE MORTAR LINED AND SHALL CONFORM TO AWWA C 104. THE THICKNESS OF THE LINING SHALL BE NOT LESS THAN 1/16" THICK FOR 3" TO 12"PIPE, 3/32" THICK FOR 14" TO 24" PIPE, AND 1/8" THICK FOR 30" INCH TO 54" PIPE. THE CEMENT LINING SHALL CONFORM TO THE REQUIREMENTS OF ASTM C 150.
   - B. JOINTS SHALL BE TYTON PUSH-ON JOINTS, OR APPROVED EQUAL. OR MECHANICAL JOINT TYPE PER AWWA C 111 EXCEPT WHERE FLANGED JOINTS ARE REQUIRED TO CONNECT TO VALVES OR OTHER EQUIPMENT.
   - C. BOLTS AND NUTS FOR BURIED FLANGES LOCATED OUTDOORS ABOVE GROUND OR IN OPEN VAULTS IN STRUCTURES SHALL BE TYPE 316 STAINLESS STEEL CONFORMING TO ASTM A 193, GRADE B8M FOR BOLTS, AND ASTM A 194, GRADE 8M FOR NUTS. BOLTS AND NUTS LARGER THAN ONE AND ONE-HALF INCHES (1-1/4) INCHES SHALL BE STEEL, ASTM A 307, GRADE B, WITH CADMIUM PLATING, ASTM A 165, TYPE NS.
   - D. BOLTS USED IN FLANGE INSULATIONS SETS SHALL CONFORM TO ASTM B 193, GRADE B7. NUTS SHALL COMPLY WITH ASTM A 194, GRADE 2H.
   - E. PROVIDED WASHER FOR EACH NUT. WASHERS SHALL BE OF THE SAME MATERIAL AS THE NUTS.
   - F. ALL FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF AWWA C 110 AND AWWA C 111.
7. SECTION 7-12.2 OF THE STANDARD SPECIFICATIONS SHALL BE SUPPLEMENTED BY THE FOLLOWING:
   - A. RESILIENT SEATED WEDGE GATE VALVES SHALL BE USED FOR EIGHT (8) INCH MAINS AND SMALLER. BUTTERFLY VALVES SHALL BE USED FOR MAINS GREATER THAN EIGHT (8) INCHES.
     - 1) RESILIENT SEATED WEDGE GATE VALVE: GATE VALVES SHALL CONFORM TO THE LATEST AWWA SPECIFICATIONS FOR COLD WATER,DOUBLE-DISK GATE VALVES, 200 PSI WORKING PRESSURE. THEY SHALL BE IRON-BODIED, BRONZE MOUNTED, NON-RISING STEM, COUNTER-CLOCKWISE OPENING, MECHANICAL JOINT ENDS (EXCEPT 6" VALVES ON FIRE HYDRANT LINES WHICH SHALL BE MECHANICAL JOINTS BY FLANGED). VALVE STEMS SHALL BE PROVIDED WITH O-RING SEALS AND SHALL BE AS MANUFACTURED BY THE MUELLER COMPANY OR APPROVED EQUAL.
     - 2) BUTTERFLY VALVES: BUTTERFLY VALVES CONFORMING WITH AWWA C 504, CLASS 150 AND SHALL HAVE STANDARD AWWA TWO (2) INCH SQUARE NUT.

WATER VALVES AND MAINS

NTS — CITY OF PUYALLUP STD. NO. 301



NOTES FOR: DOUBLE DETECTOR CHECK VALVE ASSEMBLY (DDCVA) INSTALLATION

1. INSTALLATION OF THE APPROVED BACKFLOW ASSEMBLY SHALL BE IN ACCORDANCE WITH THE "ACCEPTED PROCEDURE AND PRACTICE IN CROSS-CONNECTION CONTROL" MANUAL, OF THE CROSS-CONNECTION CONTROL COMMITTEE, PACIFIC N.W. SECTION OF THE A.W.W.A., MAY 1990, 5TH EDITION MANUAL OR CURRENT ADDITION.
2. BACKFLOW ASSEMBLY MUST BE SELECTED ROM WASHINGTON STATE DEPARTMENT OF HEALTH LIST OF BACKFLOW PREVENTION ASSEMBLIES APPROVED FOR INSTALLATION IN WASHINGTON STATE, LATEST EDITION.
3. UPON INSTALLATION OF THE APPROVED BACKFLOW ASSEMBLY, (AND ANNUALLY THEREAFTER), THE ASSEMBLY SHALL BE TESTED BY A WASHINGTON STATE CERTIFIED BACKFLOW ASSEMBLY TESTER, WHO SHALL PROMPTLY FORWARD THE TEST RESULTS TO: THE CITY OF PUYALLUP, WATER QUALITY OPERATIONS, 1100 39TH AVE SE PUYALLUP, WA, 98374, PRIOR TO OCCUPANCY.
4. DOUBLE DETECTOR CHECK VALVE ASSEMBLY OS & Y GATE VALVES SHALL HAVE SUPERVISED TAMPER SWITCHES.
5. ALL ELECTRICAL SHALL BE INSPECTED BY A WASHINGTON STATE ELECTRICAL INSPECTOR.
6. DDCVA MUST BE PURCHASED AS A UNIT, NO MODIFICATIONS TO ASSEMBLY ARE ALLOWED.
7. WATER METER SHALL BE A INVENSYS SR-2/CF OR AN APPROVED EQUAL, READING IN CUBIC FEET.
8. PIPE SUPPORTS SHALL BE RUST-PROTECTED WITH ALUMINUM PAINT.
9. THE FIRE DEPARTMENT CONNECTION SHALL BE LOCATED WITHIN 15 FEET OF A FIRE HYDRANT BUT NOT LESS THAN 10 FEET.
10. WHEN DDCVA IS LOCATED WITHIN A BUILDING, THE BALL DRIP SHALL DRAIN TO THE NEAREST APPROVED CATCH BASIN.

DDCV ASSEMBLY DDCVA INSTALLATION

NTS — CITY OF PUYALLUP STD. NO. 313.1 & 313.2

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

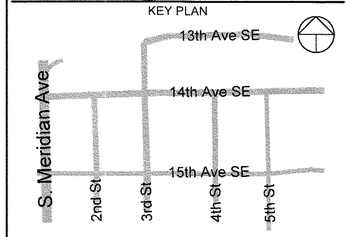
DATE_____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009

SCALE: AS NOTED

PROJECT NO. : 07087

STD COP WATER DETAILS

SHEET 37 OF 59

C515

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project or completion of this project by others. CAD files shall remain the property of ABKJ. ABKJ's accompanying hard copy plans and specifications shall govern in the event of a conflict between ABKJ's accompanying hard copy plans and specifications and the CAD files. The CAD files may not have been incorporated in the event of a conflict between ABKJ's accompanying hard copy plans and specifications and the CAD files, the latter shall prevail. Any use of the CAD files by the Contractor or Construction Recipient shall be governed by the General Conditions of the Contract for Construction. The Recipient shall, to the fullest extent permitted by law, indemnify, defend and hold harmless ABKJ Engineers, Inc. and its subconsultants from any claim arising from the use of the CAD files by the Recipient or persons other than ABKJ Engineers, Inc. and its subconsultants, and ABKJ believes that no licensing or copyright fees are due to others on account of the transfer of the CAD files, but to the extent any are, the Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is on acceptance, by the Recipient, of these terms and conditions. This agreement shall be governed by the laws of the principal place of business of ABKJ.

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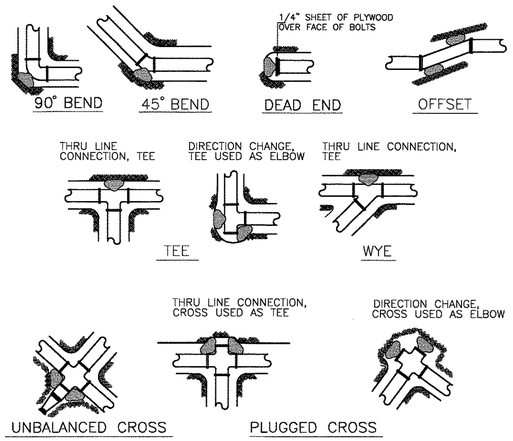


NOTES:

1. THE FOLLOWING PRECAUTIONS MUST BE OBSERVED WHEN CONSTRUCTING THRUST BLOCKS:
   A. BLOCKS MUST BE POURED AGAINST UNDISTURBED SOIL.
   B. THE PIPE JOINT AND BOLTS MUST BE ACCESSIBLE.
   C. CONCRETE SHOULD BE CURED FOR AT LEAST 5 DAYS AND SHOULD HAVE A COMPRESSION STRENGTH OF 2,000 LBS. AT 28 DAYS.
   D. BLOCKS MUST BE POSITIONED TO COUNTERACT THE DIRECTION OF THE RESULTANT THRUST FORCE.
2. ALL PIPE SHALL BE PROPERLY BEDDED, SEE CITY OF PUYALLUP STANDARD BEDDING DETAILS
3. CONTRACTOR TO PROVIDE BLOCKING ADEQUATE TO WITHSTAND FULL TEST PREASURE.
4. DIVIDE THRUST BY SAFE BEARING LOAD TO DETERMINE REQUIRED AREA (IN SQUARE FEET) OF CONCRETE TO DISTRIBUTE LOAD.
5. AREAS TO BE ADJUSTED FOR OTHER PRESSURE CONDITIONS.
6. PROVIDE TWO 1" MINIMUM DIAMETER RODS ON VALVES UP THROUGH 10" DIAMETER. VALVES LARGER THAN 10" REQUIRE SPECIAL TIE ROD DESIGN.

HORIZONTAL THRUST BLOCKING

NTS — CITY OF PUYALLUP STD. NO. 302.1

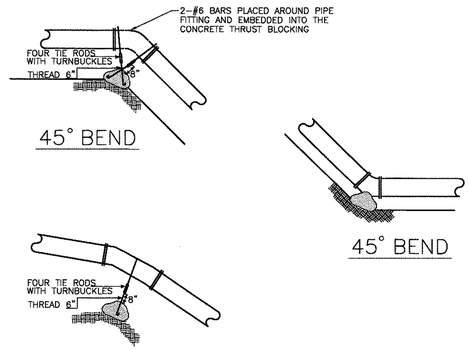


TABLE 1: BEARING VALVE OF SOIL

SOIL TYPE	LBS./S.F.
ALLUVIAL SOIL	1000
SOFT CLAY	2000
FIRM CLAY	4000
WET SAND	4000
SAND AND CLAY MIXED	4000
FINE DRY SAND	6000
HARD CLAY	8000
COARSE DRY SAND	8000
GRAVEL	12000
GRAVEL AND SAND, WELL CEMENTED	16000
HARDPAN OR HARD SHALE	20000
MEDIUM ROCK	40000
ROCK UNDER CAISSONS	50000
HARD ROCK	160,000

PIPE DIA	TEST PRESSURE PSI	BEND ANGLE	CONCRETE VOLUME F³	CUBE SIZE F	TIE ROD DIA	TIE ROD EMBEDMENT
4"	200	11.25°	6	1.8	5/8"	17"
		22.5°	12	2.3		
		45°	22	2.8		
6"	200	11.25°	14	2.4	5/8"	17"
		22.5°	27	3.0		
		45°	50	3.7		
8"	200	11.25°	25	2.9	5/8"	17"
		22.5°	48	3.6		
		45°	89	4.5		
10"	200	11.25°	38	3.4	5/8"	17"
		22.5°	75	4.2		
		45°	139	5.2		
12"	200	11.25°	55	3.8	5/8"	17"
		22.5°	108	4.8		
		45°	200	5.8	7/8"	24"
14"	200	11.25°	75	4.2	5/8"	17"
		22.5°	147	5.3	3/4"	20"
		45°	272	6.5	1"	27"
16"	200	11.25°	98	4.6	5/8"	17"
		22.5°	192	5.8	7/8"	24"
		45°	355	7.1	1 1/8"	30"

VERTICAL THRUST BLOCKING

NTS — CITY OF PUYALLUP STD. NO. 302.2

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

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

NOTES:

① TO DETERMINE THRUST AT PRESSURES OTHER THAN PSI SHOWN, MULTIPLY THE THRUST OBTAINED IN THE TABLE BY THE RATIO OF THE PRESSURE TO 100.

EXAMPLE, THE THRUST ON A 12 INCH, 90° BEND AT 125 PSI.

$$19{,}500 \times \frac{125}{100} = 24{,}375 \text{ LBS}$$

② TO DETERMINE THE VOLUME OF THE THRUST BLOCK:

EXAMPLE, (150 LB/C.F. WEIGHT OF CONCRETE)

24,375 LBS.÷150 LB/C.F. = 162.50 C.F.

162.50 C.F.÷27 C.Y./C.F. = 6.02 C.Y. OF CONC.

③ TO DETERMINE THE BEARING AREA OF THE THRUST BLOCK IN SQUARE FEET (S.F.) SEE TABLE 1, BEARING VALUE OF SOIL:

EXAMPLE:

24,375 LBS.÷3000 LB/S.F. = 8.13 S.F. OF AREA

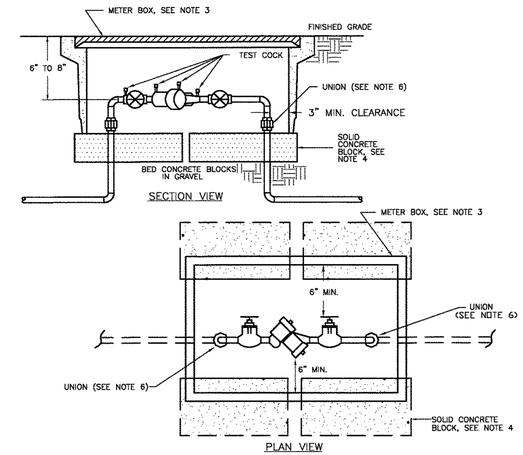
④ CONTRACTOR TO PROVIDE BLOCKING ADEQUATE TO WITHSTAND FULL TEST PRESSURE.

⑤ AREAS TO BE ADJUSTED FOR OTHER PRESSURE CONDITIONS

⑥ PROVIDE TWO 1" MINIMUM DIAMETER RODS ON VALVES UP THROUGH 10" DIAMETER. VALVES LARGER THAN 10" REQUIRE SPECIAL TIE ROD DESIGN.

THRUST BLOCKING TABLE

NTS — CITY OF PUYALLUP STD. NO. 302.3

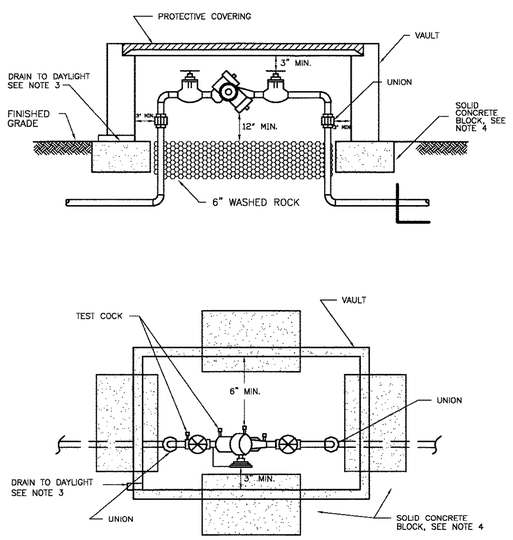


NOTES: 2" AND SMALLER DCVA INSTALLATION

1. DCVA IS TO BE PLACED IMMEDIATELY DOWNSTREAM OF WATER METER. WHEN IRRIGATION SYSTEM IS CONNECTED OFF DOMESTIC WATER LINE DCVA IS TO BE PLACED IMMEDIATELY DOWNSTREAM OF THE BRANCH CONNECTION.
2. DCVA IS TO BE PROTECTED FROM FREEZING.
3. METER BOX SHALL BE LARGE ENOUGH TO ALLOW THE MINIMUM SET BACKS ILLUSTRATED ABOVE. METER BOX LID SHALL BE A TRAFFIC METER READER LID. H-20 LOADING.
4. METER BOX SHALL BE SUPPORTED BY FOUR 16"x8"x4" SOLID CONCRETE BLOCKS
5. DCVA SHALL BE TESTED, UPON INSTALLATION, BY A WASHINGTON STATE CERTIFIED BACKFLOW ASSEMBLY TESTER, AND ANNUALLY THEREAFTER THE REPORT FORM SHALL BE RECEIVED BY THE WATER OPERATIONS INSPECTOR PRIOR TO OCCUPANCY. SEND TEST REPORT FORMS TO CITY OF PUYALLUP, WATER QUALITY OPERATIONS, 1100 39TH AVE SE, PUYALLUP, WA 98374.
6. DIELECTRIC UNIONS MUST BE USED TO SEPARATE DISSIMILAR MATERIALS.

2" & SMALLER DOUBLE CHECK VALVE ASSEMBLY DCVA INSTALATION

NTS — CITY OF PUYALLUP STD. NO. 314



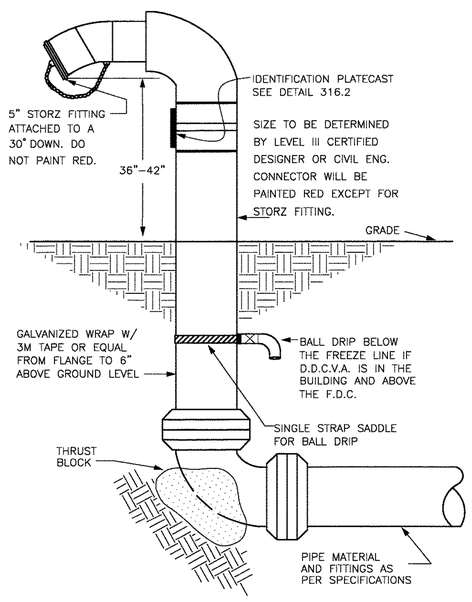
2" & SMALLER RPBA INSTALLATION

NTS — CITY OF PUYALLUP STD. NO. 315.1

1. THE RPBA SHALL BE INSTALLED WITH ADEQUATE SPACE TO FACILITATE MAINTENANCE AND TESTING. IT SHALL BE TESTED AFTER INSTALLATION, BY A WASHINGTON STATE CERTIFIED BACK-FLOW ASSEMBLY TESTER, TO INSURE ITS SATISFACTORY OPERATION BEFORE OCCUPANCY.
2. AN RPBA SHALL NOT BE INSTALLED IN A PIT BELOW GROUND LEVEL. SEMI-BURIED PITS MAY BE ACCEPTABLE IF THE RPBA IS INSTALLED ABOVE GROUND OR MAXIMUM FLOOD LEVEL IN A VAULT WITH AN APPROVED AIR GAP BETWEEN THE RELIEF VALVE PORT AND A BORE-SIGHTED DAYLIGHT DRAIN.
3. THE PROTECTIVE COVERING FOR THE RPBA MUST INCLUDE A DAYLIGHT DRAIN. THE DRAIN MUST BE ABLE TO BE BORE SIGHTED. IT MUST BE INSTALLED ABOVE GROUND OR MAXIMUM FLOOD LEVEL, WHICHEVER IS HIGHER. THE DRAIN MUST ALSO BE ABLE TO HANDLE THE VOLUME OF WATER THAT POTENTIALLY COULD BE DISCHARGED FROM THE RELIEF VALVE PORT.
4. RPBA MUST BE INSTALLED WITHIN A VAULT OR OTHER PROTECTIVE COVERING.
5. RPBA MUST BE PROTECTED FROM FREEZING.
6. AN RPBA INSTALLED MORE THAN FIVE (5) FEET ABOVE FLOOR LEVEL MUST HAVE A PLATFORM UNDER IT FOR THE TESTER OR MAINTENANCE PERSON TO STAND ON. THE PLATFORM MUST BE OSHA APPROVED AND MEET ALL APPLICABLE SAFETY STANDARDS AND CODES.
7. WHEN THE RPBA IS LOCATED INSIDE A BUILDING IT SHALL BE INSTALLED IN A LOCATION WHERE BOTH THE OCCASIONAL SPITTING FROM THE RELIEF VALVE PORT AND THE POSSIBLE CONSTANT DISCHARGE DURING A FOULED CHECK VALVE SITUATION WILL NOT BE OBJECTIONABLE. AN APPROVED AIR GAP FUNNEL ASSEMBLY, EITHER PROVIDED BY THE MANUFACTURER OR FABRICATED FOR THE SPECIFIC INSTALLATION, MAY BE INSTALLED TO HANDLE THE OCCASIONAL SPITTING OF THE RELIEF VALVE DUE TO PRESSURE FLUCTUATIONS. A LINE FROM THIS FUNNEL ASSEMBLY MAY THEN BE RUN TO AN ADEQUATELY SIZED FLOOR DRAIN OF EQUAL OR GREATER SIZE. IT MUST BE EMPHASIZED THAT THE AIR GAP FUNNEL ASSEMBLY WILL HANDLE ONLY THE OCCASIONAL SPITTING AND WILL NOT CONTROL FLOW IN A CONTINUOUS RELIEF SITUATION.
8. GOOD PLUMBING PRACTICE RECOMMENDS A STRAINER WITH BLOWOUT TAPPING AHEAD OF THE RPBA.

2" & SMALLER RPBA INSTALLATION NOTES

NTS — CITY OF PUYALLUP STD. NO. 315.2



FIRE DEPARTMENT CONNECTION

NTS — CITY OF PUYALLUP STD. NO. 316.1

IDENTIFICATION PLATECAST

NOTE:

1. PLATECAST WILL BE BRASS
2. PLATECAST WILL BE 1/4" THICK
3. LETTERS WILL BE ONE INCH HIGH AND RAISED

FIRE DEPARTMENT IDENTIFICATION PLATE

NTS — CITY OF PUYALLUP STD. NO. 316.2

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS

GOOD SAM
DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

APPROVED

BY_____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

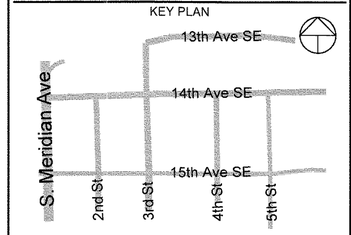
DATE_____

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

STREET IMPROVEMENTS

DATE: 06/24/2009
SCALE: AS NOTED
PROJECT NO. : 07087

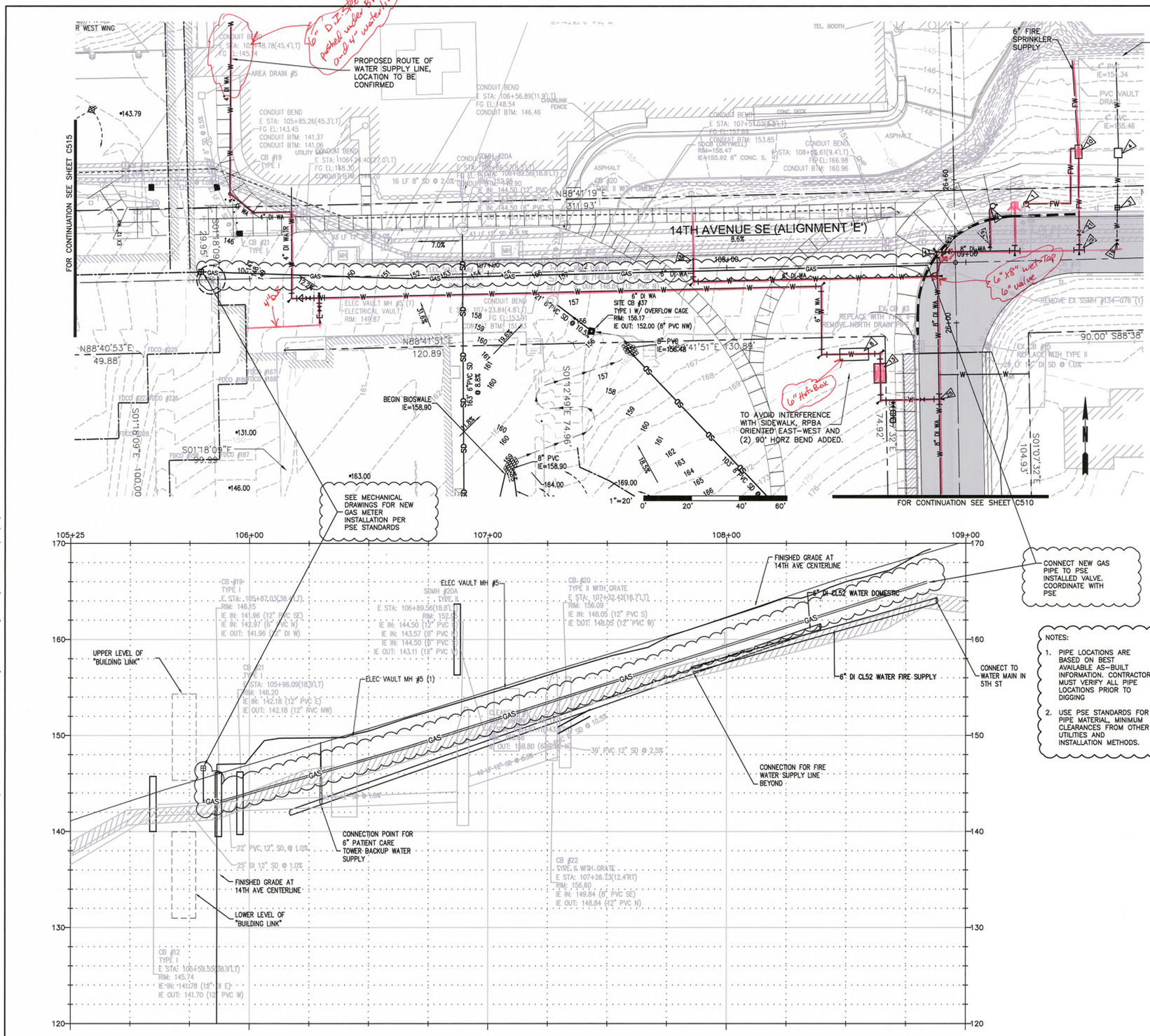
STD COP WATER DETAILS

SHEET 38 OF 59

C516

All information contained in electronic files is for information only. All information on the CAD files is considered instruments of service of ABKJ and shall not be used for other projects, for addition to this project or completion of this project by others. CAD files shall remain the property of ABKJ. The recipient agrees to make no changes to the information in the CAD files. The recipient agrees to make no reuse of the information in the event of a conflict between ABKJ's sealed contract drawings and the CAD files, the sealed contract drawings shall govern. It is the Recipients responsibility to determine if any conflicts exists. The CAD files shall not be considered to be Contract Documents as defined by the General Conditions of the Contract for Construction. The Recipient shall, to the fullest extent permitted by law, indemnify, defend and hold harmless ABKJ Engineers, Inc and its subconsultants from any claim arising from the use of the information in the CAD files, but to the extent of ABKJ's negligence, ABKJ shall be held harmless. The Recipient shall not sell, trade, or commercially exploit the CAD files, but to the extent of ABKJ's negligence, the Recipient will pay the appropriate fees and hold ABKJ harmless from such claims. Use of these CAD files is on acceptance, by the Recipient, of these terms and conditions. The agreement shall be governed by the laws of the principal place of business of ABKJ.

Plot date: 6/29/2009 11:44:43 AM Hilda Alum
L:\2007\07087\Civil\CADD_ST IMPROVEMENTS\GSH-ST_C516_WATR_DTL.dwg



PROFILE VIEW: 14TH AVENUE SE STA 105+25 to109+00

SCALE: HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

PRINT DATE: 2/24/09

SEE SHEETS C501 TO C509 FOR CONSTRUCTION NOTES, AND PLAN & PROFILE NOTES.

WATER NOTES

1. FDC
2. FH
3. 1-1/2" & 2" WATER SERVICE PER COP STD 309
4. 2" & SMALLER RPBA PER COP STD 315.1 & 315.2
5. 4" WATER SERVICE PER COP STD 310
6. 6" WATER SERVICE PER COP STD 310
7. 4" RPBA PER COP STD 317 (SIM.)
8. 6" RPBA PER COP STD 317 (SIM.)
9. 4" DDCVA PER COP STD 313.1 & 313.2
10. 6" DDCVA PER COP STD 313.1 & 313.2
11. 8" DDCVA PER COP STD 313.1 & 313.2
12. UTILITY VAULT (4" DOM) PER COP STD 307
13. UTILITY VAULT (6" DOM) PER COP STD 307
14. UTILITY VAULT (6" FIRE) PER COP STD 307
15. UTILITY VAULT (8" FIRE) PER COP STD 307
16. CONNECT TO EX 8" WATER MAIN
17. CONNECT TO EX 12" WATER MAIN
18. 1-1/2" VALVE PER COP STD 301
19. 2" VALVE PER COP STD 301
20. 4" VALVE PER COP STD 301
21. 6" VALVE PER COP STD 301
22. 8" VALVE PER COP STD 301
23. 12" VALVE PER COP STD 301
24. 4"X8" TEE & THRUST BLOCK
25. 6"X8" TEE & THRUST BLOCK
26. 8"X8" TEE & THRUST BLOCK
27. 4"X12" TEE & THRUST BLOCK
28. 6"X12" TEE & THRUST BLOCK
29. 8"X12" TEE & THRUST BLOCK
30. 12"X12" TEE & THRUST BLOCK
31. 4"X8" REDUCER
32. 6"X8" REDUCER
33. PIPE CAP & THRUST BLOCK
34. 8"X12" TAPPING TEE
35. CONNECT TO EXISTING GATE VALVE
36. EXTEND WATERLINE 6" FIRE, RE-INSTALL 6" VALVE
37. 2"X8" TEE
38. ADJUST VALVE
39. PROVIDE 1.5' VERTICAL CLEARANCE BETWEEN WATER AND SEWER
40. REMOVE FH-CAP @ TEE
41. CONNECT TO WATER VAULT
42. 12" 90° BEND, R, THRUST BLOCK
43. 12" HORZ BEND, R, THRUST BLOCK
44. PIV
45. AIR RELIEF VALVE
46. SLEEVE

NOTES:

1. PIPE LOCATIONS ARE BASED ON BEST AVAILABLE AS-BUILT INFORMATION. CONTRACTOR MUST VERIFY ALL PIPE LOCATIONS PRIOR TO DIGGING
2. USE PSE STANDARDS FOR PIPE MATERIAL, MINIMUM CLEARANCES FROM OTHER UTILITIES AND INSTALLATION METHODS.

LEGEND

STREET PATCH PER COP STD NO. 103

FIRE LANE MARKING

FIRE HYDRANT/FDC LOCATION
APPROVED
BY _____
CITY OF PUYALLUP
FIRE DEPARTMENT
DATE _____
NOTES:
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CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

CONSTRUCTION DOCUMENTS
PHASE 1 UTILITIES ONLY

GOOD SAM DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

DONALD K. SCARBERRY — STATE OF WASHINGTON — 20105347 — REGISTERED PROFESSIONAL ENGINEER

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE _____
NOTES:
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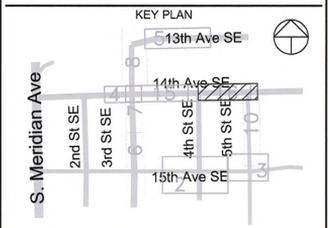
KEY PLAN



NO.	REVISIONS	DATE
1.	Revisions to roundabout design per City comments	11-21-2007
2.	Revisions to roundabout design per City comments	12-31-2008
3.	Revisions per City Consultant review for Utilities in 3rd & 5th St SE only (other sheets for reference only)	02-22-2008
4.	Revisions per City Engineering Review Phase 1 Utilities	03-03-2008
5.	Water Utilities As-Constructed	09-30-2008
6.	Gas line added from 5th St & 14th Ave to PCT	02-24-2009

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

PHASE 1 UTILITIES

DATE: 03/03/2008
SCALE: AS NOTED
PROJECT NO. : 07087

14th Avenue SE
Sta 105+25 to 109+00
Utility Coordination Plan & Profile

SHEET 47 OF 70

C516

03 MARCH 2008
L:\07087\Civil\CADD\Phase1 Utilities\GSH-PH1_C515-C516_14thUTIL-P&P.dwg

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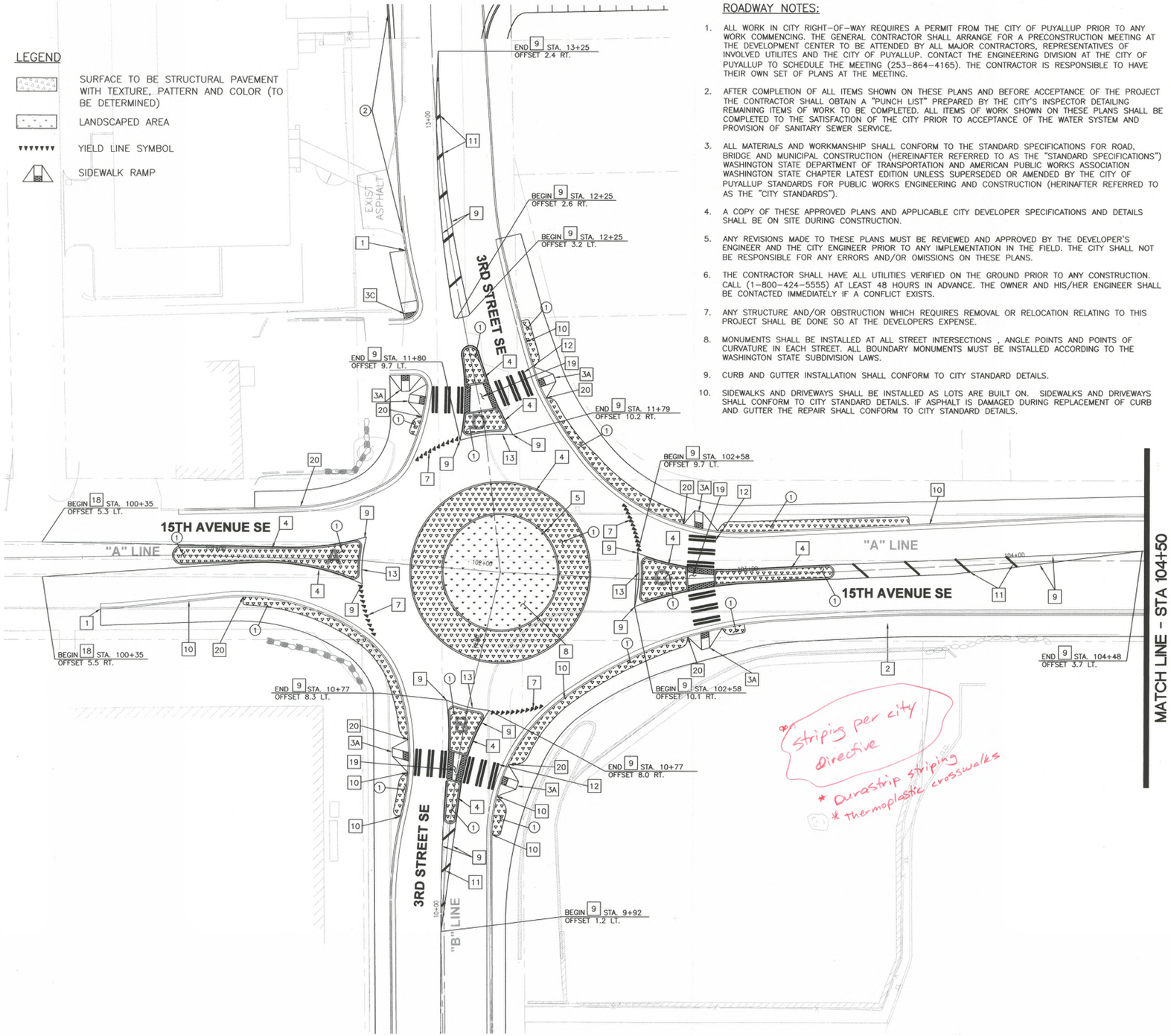
L:\07087\Civil\CADD\Phase1 Utilities\GSH-PH1_C515-C516_14thUTIL-P&P.dwg, 2/24/2009 5:37:41 PM

LEGEND

- SURFACE TO BE STRUCTURAL PAVEMENT WITH TEXTURE, PATTERN AND COLOR (TO BE DETERMINED)
- LANDSCAPED AREA
- YIELD LINE SYMBOL
- SIDEWALK RAMP



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 CENTER TO BE ATTENDED BY ALL MAJOR CONTRACTORS, REPRESENTATIVES OF INVOLVED UTILITES AND THE CITY OF PUYALLUP. CONTACT THE ENGINEERING DIVISION AT THE CITY OF PUYALLUP TO SCHEDULE THE MEETING (253-864-4165). THE CONTRACTOR IS RESPONSIBLE TO HAVE THEIR OWN SET OF PLANS AT THE MEETING.
2. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT THE CONTRACTOR SHALL OBTAIN A "PUNCH LIST" PREPARED BY THE CITY'S INSPECTOR DETAILING REMAINING ITEMS OF WORK TO BE COMPLETED. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE WATER SYSTEM AND PROVISION OF SANITARY SEWER SERVICE.
3. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION (HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS") WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION WASHINGTON STATE CHAPTER LATEST EDITION UNLESS SUPERSEDED OR AMENDED BY THE CITY OF PUYALLUP 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 (1-800-424-5555) AT LEAST 48 HOURS 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 DEVELOPERS EXPENSE.
8. MONUMENTS SHALL BE INSTALLED AT ALL STREET INTERSECTIONS , 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 DETAILS.
10. SIDEWALKS AND DRIVEWAYS SHALL BE INSTALLED AS LOTS ARE BUILT ON. SIDEWALKS AND DRIVEWAYS SHALL CONFORM TO CITY STANDARD DETAILS. IF ASPHALT IS DAMAGED DURING REPLACEMENT OF CURB AND GUTTER THE REPAIR SHALL CONFORM TO CITY STANDARD DETAILS.

N

20 0 10 20 40

1" = 20'

CONSTRUCTION NOTES:

1. SURFACE TO BE STRUCTURAL PAVEMENT WITH TEXTURE, PATTERN AND COLOR (TO BE DETERMINED)
2. FUTURE CURB AND GUTTER BY OTHERS.

CHANNELIZATION NOTES:

1	MATCH EXISTING
2	CEMENT CONCRETE SIDEWALK WITH CURB AND GUTTER PER CITY OF PUYALLUP STANDARD PLAN NUMBER 111.4.
3A	SIDEWALK RAMP TYPE 1 PER WSDOT STANDARD PLAN F-40.10-00.
3B	SIDEWALK RAMP TYPE 2 PER WSDOT STANDARD PLAN F-40.12-00.
3C	SIDEWALK RAMP TYPE 3A PER WSDOT STANDARD PLAN F-40.14-00.
4	ROUNDABOUT TRUCK APRON CEMENT CONCRETE CURB PER WSDOT STANDARD PLAN F-10.12-00, ~~YELLOW~~ city directed not to paint
5	ROUNDABOUT CENTRAL ISLAND CEMENT CONCRETE CURB PER WSDOT STANDARD PLAN F-10.12-00.
6	CEMENT CONCRETE CURB PER WSDOT STANDARD PLAN F-10-12-00; YELLOW.
7	YIELD LINES: ROW OF SOLID WHITE ISOSCELES TRIANGLES SPACED 3"-12" APART. EACH TRIANGLE IS 12" WIDE AND 18" LONG.
8	LANDSCAPE (SEE LANDSCAPE PLANS AND DETAILS)
9	4" SOLID YELLOW LINE
10	CURB AND GUTTER PER CITY OF PUYALLUP STANDARD PLAN NUMBER 111.4.
11	8" SOLID YELLOW LINE, 20' SPACING
12	PLASTIC CROSSWALK PER CITY OF PUYALLUP STANDARD PLAN NUMBER 113.5 (WITHOUT STOP BAR).
13	8" SOLID WHITE WIDE LINE.
14	PLASTIC CROSSWALK PER CITY OF PUYALLUP STANDARD PLANS NUMBER 113.5 (WITH STOP BAR).
15	LEFT TURN POCKET PER CITY OF PUYALLUP STANDARD PLAN NUMBER 113.1.
16	LEFT TURN POCKET PAVEMENT MARKINGS PER CITY OF PUYALLUP STANDARD PLAN NUMBER 113.2, 113.6 AND 113.7.
17	DOUBLE YELLOW CENTERLINE PER CITY OF PUYALLUP STANDARD DETAIL NUMBER 113.4.
18	TWO WAY LEFT TURN CHANNELIZATION LINE PER CITY OF PUYALLUP STANDARD DETAIL NUMBER 113.3 AND 113.4.
19	DETECTABLE WARNING PER CITY OF PUYALLUP STANDARD DETAIL NUMBER 111.17.
20	MOUNTABLE CEMENT CONCRETE TRAFFIC CURB PER WSDOT STANDARD PLAN F-10.12-00 WITHIN ROUNDABOUT BETWEEN CURB RAMPS.

GENERAL NOTES:

SEE CIVIL PLANS FOR CURB TABLES

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

APPROVED

BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE 7.13.09

NOTES:
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407 14th Avenue SE Puyallup, WA 98371

OWNER

John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME

15th Ave Corridor Improvements

TRANSPORTATION ENGINEER

TSI
8250 - 165th Avenue NE, Suite 100
Redmond, Washington 98052-6628
(425) 883-4134 | www.tsinw.com
Transportation Solutions, Inc.

ANDREW D. DEMPSEY
STATE OF WASHINGTON
29975
REGISTERED PROFESSIONAL ENGINEER
7/8/2009

KEY PLAN

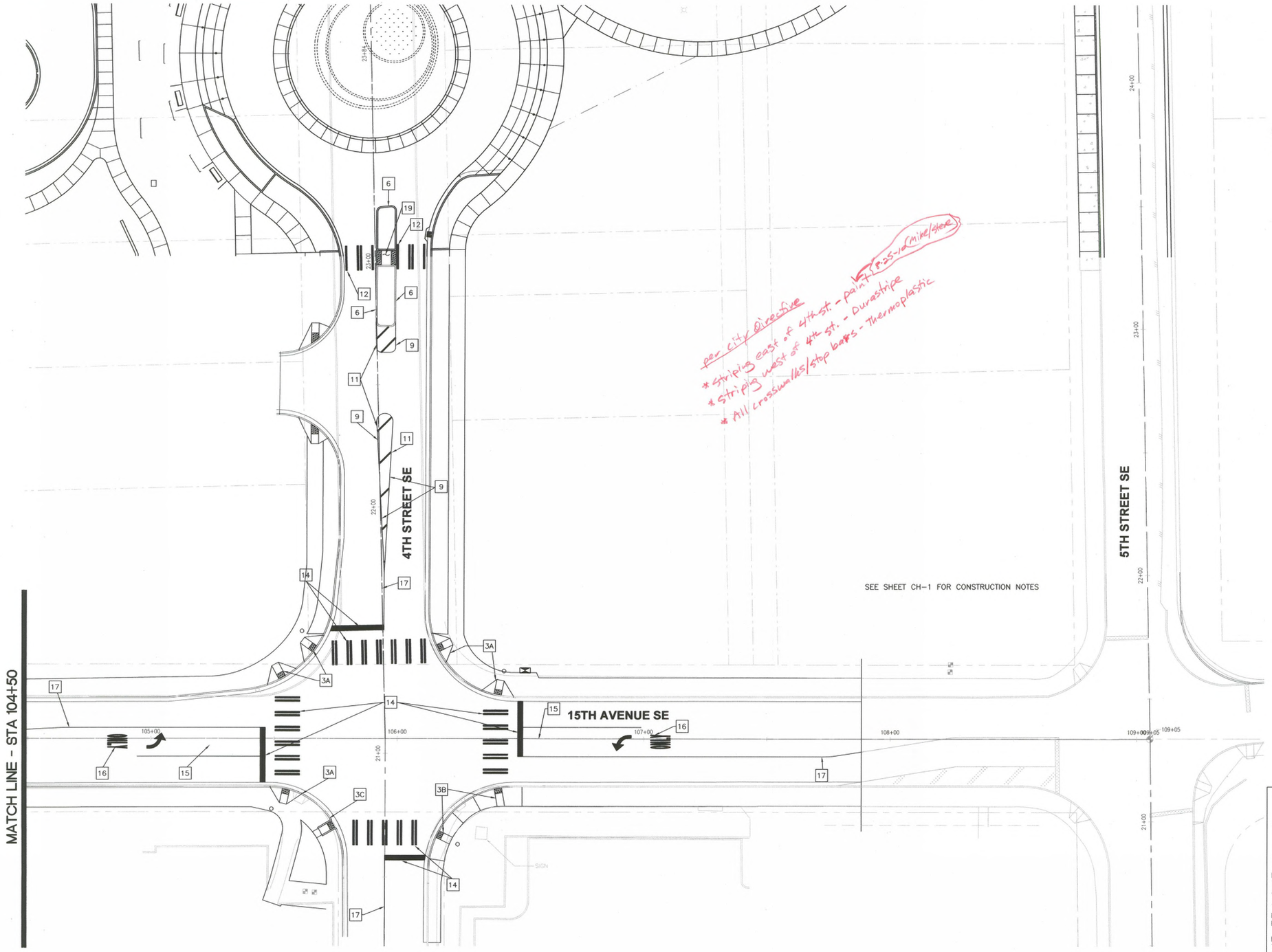
NO.	REVISIONS DATE
0	06/24/08
1	07/01/08
2	12/01/08
3	12/17/08
4	01/16/09
5	04/17/09
6	05/01/09
7	05/21/09
8	06/16/09

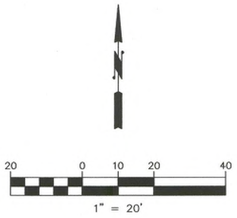
GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 06/16/09
SCALE: AS SHOWN
PROJECT NO. : 207055

SHEET TITLE:
15TH AVE SE/3RD ST SE INTERSECTION CHANNELIZATION

SHEET 40 OF 55
CH-1





407 14th Avenue SE Puyallup, WA 98371

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PROJECT NAME

15th Ave Corridor Improvements

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TSI
8250 - 165th Avenue NE, Suite 100
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(425) 883-4134 | www.tsinw.com
Transportation Solutions, Inc.

ANDREW D. DEMISKEY
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

7/8/2009

KEY PLAN

NO.	REVISIONS DATE
0	06/24/08
1	07/01/08
2	12/01/08
3	12/17/08
4	01/16/09
5	04/17/09
6	05/01/09
7	05/21/09
8	06/16/09

CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

APPROVED

BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE 7.13.09

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GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 06/16/09
SCALE: AS SHOWN
PROJECT NO. : 207055

SHEET TITLE:
15TH AVE SE/4TH ST SE
INTERSECTION CHANNELIZATION

SHEET 41 OF 55

CH-2

STREET LIGHTING SPECIFICATIONS

1. 30-FOOT STEEL STREETLIGHT STANDARD

   a. Dimensions

      Streetlight standards shall provide a fixture mounting height of 30'0" plus or minus 6" with a nominal 8 foot mast arm (Residential), 12 foot mast arm (Commercial).

      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 180 degrees from mast arm.

   b. Strength

      Poles shall meet all strength requirements of AASHTO for 90 mph isotach when used with a luminare weighing 48 pounds with a E.P.A. of 1.1 square feet.

   c. Finish

      The poles and all hardware shall 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. All attaching bolts and screws that are not galvanized shall be stainless steel.

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 40 PVC may be used in locations other than roadway crossings.

CITY OF PUYALLUP PUBLIC WORKS DEPARTMENT

STREET LIGHT SPECIFICATIONS 1

DRAWN BY	PLOTTING SCALE	DATE APPROVED	REVISED	CITY STANDARD
Linda Lansing	NTS/ 1=1	9-92	12-03	NO. 114.1
FILE NAME: K:\DWG\COMMON\STDS\CITYSTDS\STPLSEC.114	APPROVED BY: M.FORD	REVISED BY: L. LANSING		

1 / E9.01

(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-1la, type 1. They shall be level with the sidewalk grade and firmly bedded to prevent future settling. The cover shall be galvanized and grounded. "ELECTRIC "and the letters "LT" shall be etched on the cover.

5. 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 or approved equal in accordance with the Insulated Power Cable Engineer's Association Specifications. An AWG 10 bare solid copper wire or a green insulated stranded copper wire will be run from the service ground rod to the safety ground lug on each pole. Feeders shall be sized in accordance with the National Electrical Code. Wires inside pole between ballast and in-line fuses shall be Rome 20 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 street light pole.

6. FUSES

   Luminaire 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 Luminaire Wiring Detail in the Appendix. In-line fuse holders shall be SEC model 1791-SF with FNM-5 fuses or approved equal.

7. LUNINAIRES AND LAMPS

   One of the following General Electric parts numbers will be used as indicated on Plans:

   GE_M2AC10SIN2GMC21 = 100 Watt, 240V
   GE_M2AC15SIN2GMC21 = 150 Watt, 240V (signalized intersection)

   For street lights installed in residential plats, the luminaires(lamp and photo cell) shall be delivered to the City of Puyallup Corporate Yard at 1100 39th Ave. S.E. Puyallup, Washington 98374. The City will energize the individual street lights when a home is occupied adjacent to street light or immediately across the street. At the developer's request, any or all street lights may be energized prior to occupancy of homes. However, the developer shall assume full responsibility for electrical power costs and repair costs due to vandalism.

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. GUARANTEE

   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

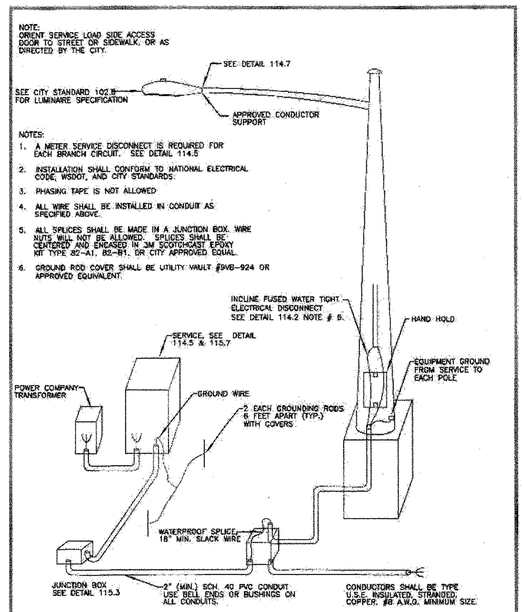
    See Section 100, Roadway Design

CITY OF PUYALLUP PUBLIC WORKS DEPARTMENT

STREET LIGHT SPECIFICATIONS 2

DRAWN BY	PLOTTING SCALE	DATE APPROVED	REVISED	CITY STANDARD
John Hannigan	NTS/ 1=1	9-92	12-03	NO. 114.2
FILE NAME: K:\DWG\COMMON\STDS\CITYSTDS\STPLSEC.114	APPROVED BY: M. FORD	REVISED BY: L. LANSING		

2 / E9.01



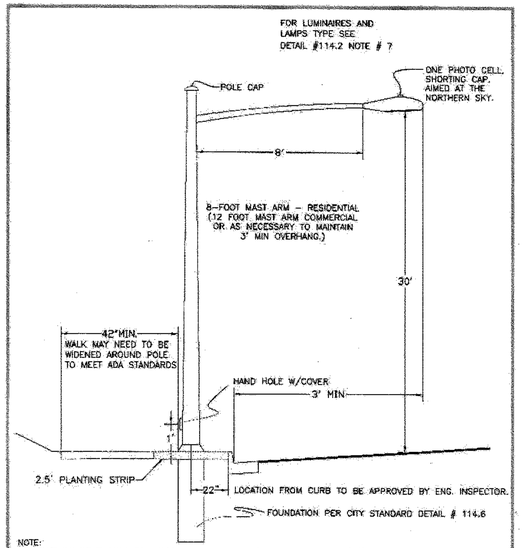
NOTES:
1. A METER SERVICE DISCONNECT IS REQUIRED FOR EACH BRANCH CIRCUIT. SEE DETAIL 114.5
2. INSTALLATION SHALL CONFORM TO NATIONAL ELECTRICAL CODE, WSDOT, AND CITY STANDARDS.
3. PHASING TAPE IS NOT ALLOWED
4. ALL WIRE SHALL BE INSTALLED IN CONDUIT AS SPECIFIED ABOVE.
5. ALL SPLICES SHALL BE MADE IN A JUNCTION BOX. WIRE NUTS WILL NOT BE ALLOWED. SPLICES SHALL BE CENTERED AND ENCASED IN 3M SCOTCHCAST EPOXY KIT TYPE 82-A1, 82-B1, OR CITY APPROVED EQUAL.
6. GROUND ROD COVER SHALL BE UTILITY VAULT #BVB-924 OR APPROVED EQUIVALENT.

CITY OF PUYALLUP PUBLIC WORKS DEPARTMENT

TYPICAL STREET LIGHT INSTALLATION

DRAWN BY	PLOTTING SCALE	DATE APPROVED	REVISED	CITY STANDARD
LINDA LANSING	NTS/ 1=1	12-02	12-03	NO. 114.3
FILE NAME: K:\DWG\COMMON\STDS\CITYSTDS\STPLSEC.114	CHECKED BY: M. FORD	REVISED BY: L. LANSING		

3 / E9.01



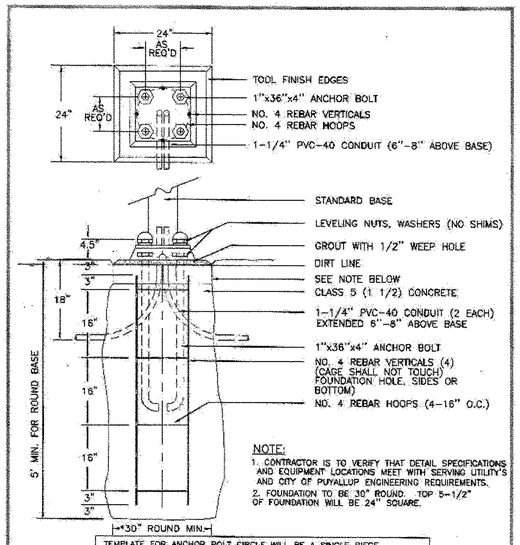
NOTE:
1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE INSTALLATION OF THE STREET LIGHT SYSTEM WITH ALL UTILITIES, PRIVATE AND PUBLIC, TO AVOID SCHEDULE AND LOCATION CONFLICTS.
2. FOR RESIDENTIAL STREET LIGHTING THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL ONE METER FOR THE PLATS LIGHTING SYSTEM PER PUGET SOUND ENERGY REQUIREMENTS. ON VERY LARGE PLAT'S PUGET SOUND ENERGY MAY REQUIRE MORE THAN ONE METER.
3. LUMINAIRE TO BE FLAT LENS GLASS WITH CUT OFF. 150W FOR SIGNALIZED INTERSECTIONS. 150W OR 200W FOR COMMERCIAL AREA AND 100W FOR RESIDENTIAL.

CITY OF PUYALLUP PUBLIC WORKS DEPARTMENT

STREET LIGHT

DRAWN BY	PLOTTING SCALE	DATE APPROVED	REVISED	CITY STANDARD
Linda Lansing	NTS/ 1=1	8-95	12-03	NO. 114.4
FILE NAME: K:\DWG\COMMON\STDS\CITYSTDS\STPLSEC.114	CHECKED BY: M. FORD	REVISED BY: L. Lansing		

4 / E9.01



NOTE:
1. CONTRACTOR IS TO VERIFY THAT DETAIL SPECIFICATIONS AND EQUIPMENT LOCATIONS MEET WITH SERVING UTILITY'S AND CITY OF PUYALLUP ENGINEERING REQUIREMENTS.
2. FOUNDATION TO BE 30" ROUND. TOP 5-1/2" OF FOUNDATION WILL BE 24" SQUARE.

TEMPLATE FOR ANCHOR BOLT CIRCLE WILL BE A SINGLE PIECE OF 3/4" PLYWOOD WITH 4 BOLT HOLES TO FORM A BOLT CIRCLE OF 11-1/2" TO MATCH POLE MANUFACTURE'S BASE DESIGN.

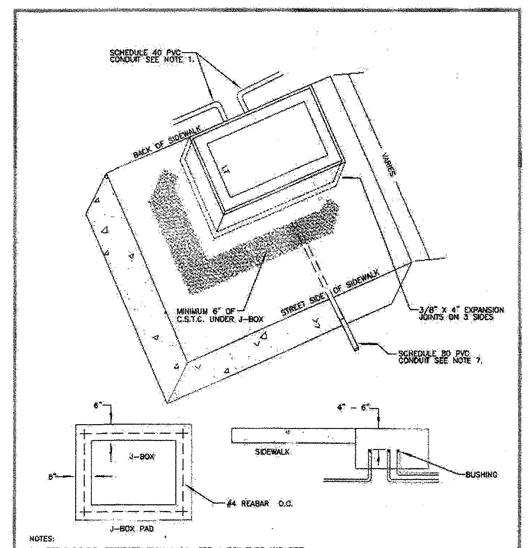
LOWER LEVELING NUTS SHOULD BE CLOSE TO CONCRETE (ABOUT 1") TO PREVENT EXCESSIVE STRESSES IN THE ANCHOR BOLTS CAUSED BY TORSIONAL FORCES IN THE POLE. ANCHOR BOLTS WILL EXTEND ABOVE TOP NUT, 2 THREADS MINIMUM AND 5/8" MAXIMUM.

CITY OF PUYALLUP PUBLIC WORKS DEPARTMENT

CONCRETE STREETLIGHT FOUNDATION - TYPICAL

DRAWN BY	PLOTTING SCALE	DATE APPROVED	REVISED	CITY STANDARD
John Hannigan	NTS/ 1=1	9-92	12-03	NO. 114.6
FILE NAME: K:\DWG\COMMON\STDS\CITYSTDS\STPLSEC.114	CHECKED BY: M. FORD	REVISED BY: L. LANSING		

5 / E9.01



NOTES:
1. SEE W.S.D.O.T. STANDARD PLAN J-11e FOR J-BOX TYPE AND SIZE.
2. ALL UDS SHALL BE STEEL AND MARKED WITH AND "LT" OR "TS" PER W.S.D.O.T. STANDARD PLAN J-11a.
3. TYPE III SHALL BE DUAL HINGED
4. IF NO SIDEWALK EXISTS, A CONCRETE PAD SHALL BE CONSTRUCTED 6" THICK, 6" WIDE, COMPLETELY SURROUNDING THE J-BOX WITH ONE #4 REBAR ON CENTER EACH SIDE AND TIED AT CORNERS.
5. CONDUIT RUNS SHALL NOT EXCEED 200 FEET BETWEEN JUNCTION BOXES.
6. JUNCTION BOX SHALL BE LOCATED WITHIN 10 FEET OF EACH LUMINARE POLE AND AT ROAD CROSSING.
7. CONDUIT MATERIAL SHALL BE AS SPECIFIED IN WSDOT STANDARD SPECIFICATION 8-20.3(5) OR AS MODIFIED ON SPECIAL PROVISIONS.

CITY OF PUYALLUP PUBLIC WORKS DEPARTMENT

J-BOX

DRAWN BY	PLOTTING SCALE	DATE APPROVED	REVISED	CITY STANDARD
LINDA LANSING	NTS/ 1=1	12-02	12-03	NO. 115.3
FILE NAME: K:\DWG\COMMON\STDS\CITYSTDS\STPLSEC.115	CHECKED BY: M. FORD	REVISED BY: L.LANSING		

6 / E9.01

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EXPIRES 01-15-2010

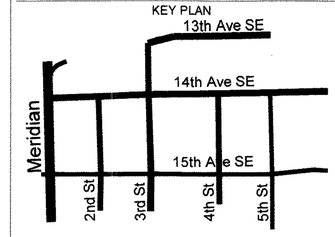
APPROVED
BY Calvin Narris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7.13.09

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE
	PROGRESS SET	

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

GSH STREET LIGHTING

DATE: 5/01/2009
SCALE: AS NOTED
PROJECT NO. : 07087

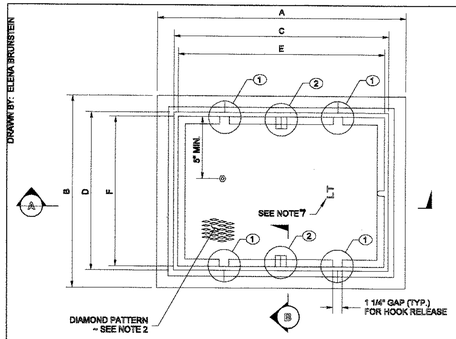
STREET LIGHTING DETAILS

SHEET 47 of 55

E9.01

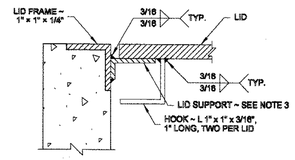
J:\B14380\CAD005\SITE\STREET LIGHT\E901 Dec 17, 2008 11:18 AM By:AJT

DRAWN BY: ELENA BRUNSTEIN



TOP VIEW

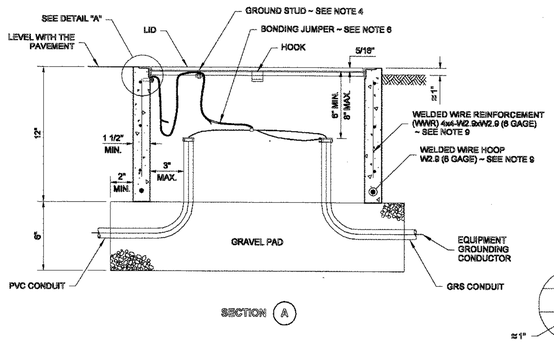
JUNCTION BOX DIMENSION TABLE			
MARK	ITEM	BOX TYPE	
		TYPE 1	TYPE 2
A	OUTSIDE LENGTH OF JUNCTION BOX	22"	33"
B	OUTSIDE WIDTH OF JUNCTION BOX	17"	22 1/2"
C	INSIDE LENGTH OF JUNCTION BOX	18" ~ 19"	29" ~ 30"
D	INSIDE WIDTH OF JUNCTION BOX	13" ~ 14"	18 1/2" ~ 19 1/2"
E	LID LENGTH	17 5/8"	28 5/8"
F	LID WIDTH	12 5/8"	18 1/8"
CAPACITY ~ CONDUIT DIAMETER		6"	12"



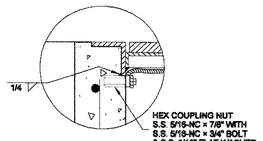
SECTION B

NOTES

1. All box dimensions are approximate. Exact configurations vary among manufacturers.
2. The lid thicknesses are minimum. The diamond pattern shall be 28% minimum of overall thickness.
3. Lid support members shall be 3/16" minimum thick steel C, L, or T shape, welded to the frame.
4. A 1/4-20NC x 3/4" S.S. ground stud shall be welded to the bottom of the lid; include S.S. nut and flat washer.
5. Bolts and nuts shall be liberally coated with anti-seize compound.
6. Connect a bonding jumper to steel conduit bushing for GRS conduit; connect to equipment grounding conductor for PVC conduit. Bonding Jumper shall be #6 min. x 4' of tinned braided copper.
7. The System Identification letters shall be 1/8" line thickness formed by engraving, stamping, or with a S.S. weld bead. Grind off diamond pattern before forming letters. See System Identification Detail.
8. When required in the Contract, Type 2 boxes shall be provided with a 10" x 27 1/2", 10 gage divider plate complete with fasteners.
9. The Junction Box Type 2 shall be provided with a 12" deep extension when specified in the Contract.
10. See the Standard Specifications for alternative reinforcement and class of concrete.



SECTION A



DETAIL "A"

SYSTEM IDENTIFICATION DETAIL

≈1" (TYP.) ≈1" (TYP.)

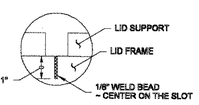
ITS
INTELLIGENT TRANSPORTATION SYSTEM

COMM
COMMUNICATION SYSTEM

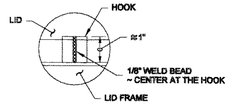
LT
LIGHTING SYSTEM

TS
TRAFFIC SIGNAL SYSTEM

TEL
TELEPHONE SYSTEM



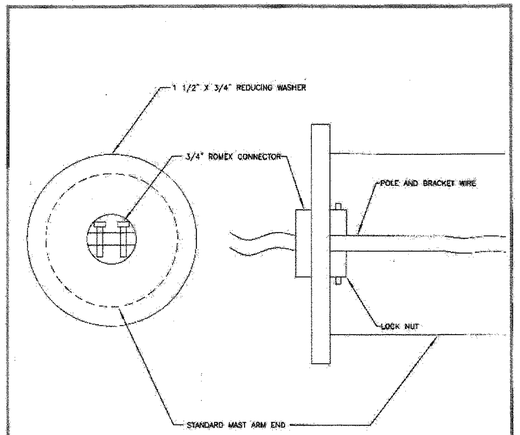
FRAME SLOT MARK 1



LID HOOK MARK 2

SHEET 1 OF 1 SHEET

1
E9.02



CITY OF PUYALLUP PUBLIC WORKS DEPARTMENT

POLE AND BRACKET WIRE SUPPORT AT ARM END

DRAWN	INTERNAL SCALE	DATE APPROVED	REVISED	CITY STANDARD
LINDA LANSING	NTS/ 1 in 1	12-02	12-03	NO. 1147
FILE NAME: L:\DWG\DRAWINGS\STDS\STDTDW\STDW\STD.114		CHECKED BY: M. FORD	REVISED BY: L. LANSING	

2
E9.02

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KAMNAK. COFFEY
STATE OF WASHINGTON
31878
REGISTERED PROFESSIONAL ENGINEER
EXPIRES 01-15-2010

APPROVED

BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

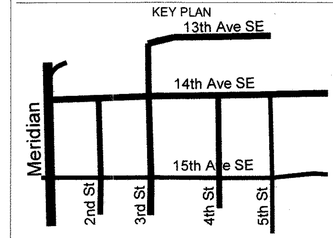
DATE 7.13.09

NOTES:
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 CITY ENGINEER.

KEY PLAN



NO.	REVISIONS	DATE
	PROGRESS SET	

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

GSH STREET LIGHTING

DATE: 5/01/2009

SCALE: AS NOTED

PROJECT NO. : 07087

STREET LIGHTING DETAILS

SHEET 48 of 55

E9.02

J:\B14380\CADDES\STE\STREET LIGHT\E902 Dec 17, 2008 11:18 AM By:LT

20 0 10 20 40

1" = 20'

LEGEND:

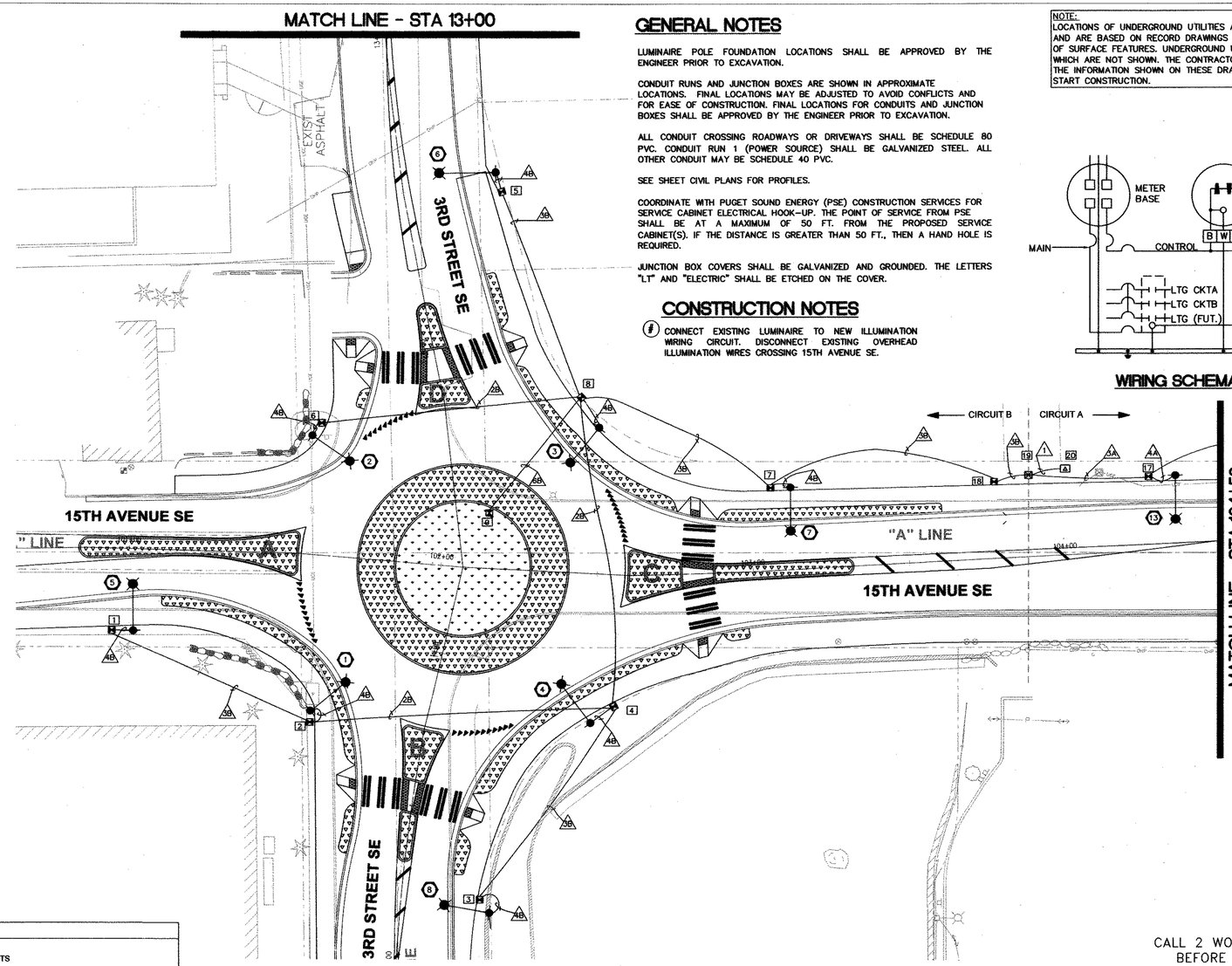
- STREET LIGHT PER CITY OF PUYALLUP STANDARD NO. 114.4
- TYPE 1 J-BOX PER CITY OF PUYALLUP STANDARD NO. 115.3 (WSDOT STANDARD PLAN NO. J-11a)
- TYPE 2 J-BOX PER CITY OF PUYALLUP STANDARD NO. 115.3 (WSDOT STANDARD PLAN NO. J-11a)
- SERVICE CABINET PROVIDING METERED ELECTRICAL SERVICE FOR STREET LIGHTS CITY OF PUYALLUP STANDARD NO. 114.5 AND NO. 115.7
- CONDUIT
- APPROXIMATE LOCATION OF UTILITY COMPANY POWER SOURCE
- LUMINAIRE NUMBER
- JUNCTION BOX NUMBER
- WIRE RUN NUMBER
- CONSTRUCTION NOTE

LUMINARE SCHEDULE

LUMINAIRE POLE NO.	STREET	STATION	OFFSET	TYPE-WATTAGE	WIRING VOLTAGE	MOUNTING HEIGHT	BASE PLATE	ARM LENGTH
1	15TH AVE SE	101+64	49' RT	M-C-III 150	240V	30'	FIXED	15'
2	15TH AVE SE	101+57	39' LT	M-C-III 150	240V	30'	FIXED	15'
3	15TH AVE SE	102+48	48' LT	M-C-III 150	240V	30'	FIXED	15'
4	15TH AVE SE	102+50	47' RT	M-C-III 150	240V	30'	FIXED	15'
5	15TH AVE SE	101+02	26' RT	M-C-III 150	240V	30'	FIXED	15'
6	3RD ST SE	12+52	30' RT	M-C-III 150	240V	30'	FIXED	15'
7	15TH AVE SE	103+13	27' LT	M-C-III 150	240V	30'	FIXED	15'
8	3RD ST SE	10+18	29' RT	M-C-III 150	240V	30'	FIXED	15'
9	15TH AVE SE	105+47	28' RT	M-C-III 150	240V	30'	FIXED	15'
10	15TH AVE SE	105+63	47' LT	M-C-III 150	240V	30'	FIXED	15'
11	15TH AVE SE	106+27	37' LT	M-C-III 150	240V	30'	FIXED	15'
12	15TH AVE SE	106+36	31' RT	M-C-III 150	240V	30'	FIXED	15'
13	15TH AVE SE	104+35	26' LT	M-C-III 150	240V	30'	FIXED	15'
14	15TH AVE SE	107+15	26' LT	M-C-III 150	240V	30'	FIXED	15'
15	3RD ST SE	14+08	27' LT	M-C-III 150	240V	30'	FIXED	15'
16	3RD ST SE	15+78	27' RT	M-C-III 150	240V	30'	FIXED	15'
17	14TH AVE SE	100+67	19' RT	M-C-III 150	240V	30'	FIXED	15'
18	3RD ST SE	17+29	26' RT	M-C-III 150	240V	30'	FIXED	15'

ILLUMINATION WIRING AND CONDUIT SCHEDULE

WIRE RUN NO.	CONDUIT	POWER	ILLUMINATION WIRE	GROUND WIRE	COMMENTS
1	3" RIGID METAL CONDUIT SCHEDULE 40 GALVANIZED STEEL	3 - #2		1 - #8	POWER COMPANY TRANSFORMER TO CITY ILLUMINATION SERVICE CABINET
2A	2" SCHEDULE 80 PVC		2 - #8	1 - #8	ROADWAY CROSSING
	2" SCHEDULE 80 PVC		PULL CORD		SPARE
2B	2" SCHEDULE 80 PVC		2 - #8	1 - #8	ROADWAY CROSSING
	2" SCHEDULE 80 PVC		PULL CORD		SPARE
3A	2" SCHEDULE 40 PVC		2 - #8	1 - #8	CONDUIT RUNS BETWEEN JUNCTION BOXES NOT SUBJECT TO VEHICLE LOADING
3B	2" SCHEDULE 40 PVC		2 - #8	1 - #8	CONDUIT RUNS BETWEEN JUNCTION BOXES NOT SUBJECT TO VEHICLE LOADING
4A	1 1/4" SCHEDULE 40 PVC		2 - #8	1 - #8	JUNCTION BOX INTO ILLUMINATION POLE BASE
4B	1 1/4" SCHEDULE 40 PVC		2 - #8	1 - #8	JUNCTION BOX INTO ILLUMINATION POLE BASE
5A	2" SCHEDULE 80 PVC		2 - #8	1 - #8	DRIVEWAY CROSSING
5B	2" SCHEDULE 80 PVC		2 - #8	1 - #8	DRIVEWAY CROSSING
6A	1 1/4" SCHEDULE 80 PVC		PULL CORD		FOR FUTURE ISLAND ILLUMINATION
6B	1 1/4" SCHEDULE 80 PVC		PULL CORD		FOR FUTURE ISLAND ILLUMINATION
7	3" SCHEDULE 80 PVC		PULL CORD		ROADWAY CROSSING FOR FUTURE SIGNALIZATION
7	3" SCHEDULE 80 PVC		PULL CORD		ROADWAY CROSSING FOR FUTURE SIGNALIZATION
7	3" SCHEDULE 80 PVC		PULL CORD		ROADWAY CROSSING FOR FUTURE SIGNALIZATION



GENERAL NOTES

LUMINAIRE POLE FOUNDATION LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

CONDUIT RUNS AND JUNCTION BOXES ARE SHOWN IN APPROXIMATE LOCATIONS. FINAL LOCATIONS MAY BE ADJUSTED TO AVOID CONFLICTS AND FOR EASE OF CONSTRUCTION. FINAL LOCATIONS FOR CONDUITS AND JUNCTION BOXES SHALL BE APPROVED BY THE ENGINEER PRIOR TO EXCAVATION.

ALL CONDUIT CROSSING ROADWAYS OR DRIVEWAYS SHALL BE SCHEDULE 80 PVC. CONDUIT RUN 1 (POWER SOURCE) SHALL BE GALVANIZED STEEL. ALL OTHER CONDUIT MAY BE SCHEDULE 40 PVC.

SEE SHEET CIVIL PLANS FOR PROFILES.

COORDINATE WITH PUGET SOUND ENERGY (PSE) CONSTRUCTION SERVICES FOR SERVICE CABINET ELECTRICAL HOOK-UP. THE POINT OF SERVICE FROM PSE SHALL BE AT A MAXIMUM OF 50 FT. FROM THE PROPOSED SERVICE CABINET(S). IF THE DISTANCE IS GREATER THAN 50 FT., THEN A HAND HOLE IS REQUIRED.

JUNCTION BOX COVERS SHALL BE GALVANIZED AND GROUNDED. THE LETTERS "LT" AND "ELECTRIC" SHALL BE ETCHED ON THE COVER.

CONSTRUCTION NOTES

(#) CONNECT EXISTING LUMINAIRE TO NEW ILLUMINATION WIRING CIRCUIT. DISCONNECT EXISTING OVERHEAD ILLUMINATION WIRES CROSSING 15TH AVENUE SE.

NOTE:
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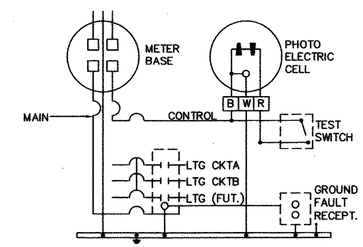

WIRING SCHEMATIC

Circuit B, Leg 2 (Service Cabinet to Junction Box 1)					
Section	Luminaires	Distance	Junc. Boxes	Wire Type	Vdrop
SC to JB 7	12	90	2	8	1.922184
JB 7 to JB 8	11	75	1	8	1.361547
JB 8 to JB 4	4	100	1	8	0.640728
JB 4 to JB 2	2	100	1	8	0.320364
JB 2 to JB 1	1	70	1	8	0.116496
JB 1 to Light	1	52	0	10	0.120744
Leg 2 Total	**12**	**487**	**6**		**4.482063**
			Vdrop / 240V		**1.9%**
			Less than 5%, acceptable		

LUMINAIRES: SHALL BE FLATLENS HIGH-PRESSURE SODIUM, MEDIUM CUTOFF TYPE III UNITS AS MANUFACTURED BY GENERAL ELECTRIC OR APPROVED EQUAL (G.E. PART NUMBER M2AC15S3M2GMC32.) AND SHALL MEET THE REQUIREMENTS OF SECTION 102 OF THE CITY OF PUYALLUP DESIGN STANDARDS.

SEE SHEET IL-2 FOR JUNCTION BOX SCHEDULE TABLE AND NOTES

CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

APPROVED
BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7-13-09

NOTES:
THIS APPROVAL IS VOID AFTER 1 YEAR FROM APPROVAL DATE.

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FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE CITY ENGINEER.

407 14th Avenue SE Puyallup, WA 98371

OWNER
John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME

15th Ave Corridor Improvements

TRANSPORTATION ENGINEER

TSI
8250 - 165th Avenue NE, Suite 100
Redmond, Washington 98052-6628
(425) 883-4134 | www.tsinw.com
Transportation Solutions, Inc.

STATE OF WASHINGTON ANDREW D. DEARSLEY 29878 REGISTERED PROFESSIONAL ENGINEER
7/8/2009

KEY PLAN

NO.	REVISIONS DATE
0	06/24/08
1	07/01/08
2	12/01/08
3	12/17/08
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5	04/17/09
6	05/01/09
7	05/21/09
8	06/16/09

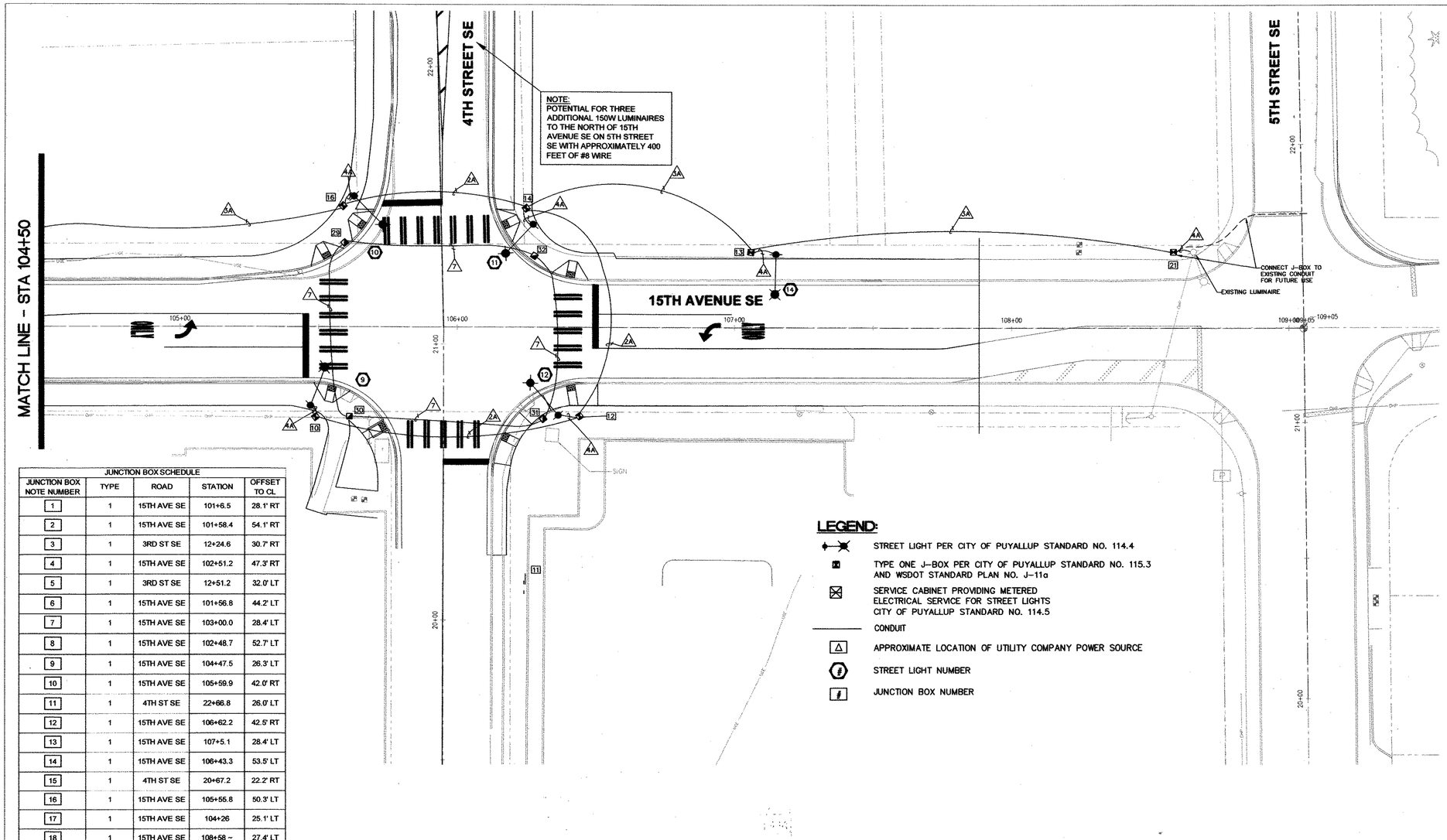
GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 06/16/09
SCALE: AS SHOWN
PROJECT NO. : 207055

SHEET TITLE:
15TH AVE SE/3RD ST SE ILLUMINATION

SHEET 44 OF 55

IL-1



JUNCTION BOX SCHEDULE				
JUNCTION BOX NOTE NUMBER	TYPE	ROAD	STATION	OFFSET TO CL
1	1	15TH AVE SE	101+6.5	28.1' RT
2	1	15TH AVE SE	101+58.4	54.1' RT
3	1	3RD ST SE	12+24.6	30.7' RT
4	1	15TH AVE SE	102+51.2	47.3' RT
5	1	3RD ST SE	12+51.2	32.0' LT
6	1	15TH AVE SE	101+56.8	44.2' LT
7	1	15TH AVE SE	103+00.0	28.4' LT
8	1	15TH AVE SE	102+48.7	52.7' LT
9	1	15TH AVE SE	104+47.5	26.3' LT
10	1	15TH AVE SE	105+59.9	42.0' RT
11	1	4TH ST SE	22+66.8	26.0' LT
12	1	15TH AVE SE	106+62.2	42.5' RT
13	1	15TH AVE SE	107+5.1	28.4' LT
14	1	15TH AVE SE	106+43.3	53.5' LT
15	1	4TH ST SE	20+67.2	22.2' RT
16	1	15TH AVE SE	105+55.8	50.3' LT
17	1	15TH AVE SE	104+26	25.1' LT
18	1	15TH AVE SE	108+58 ~	27.4' LT
19	SERVICE CABINET	15TH AVE SE	103+89	27' LT
20	POWER SOURCE	15TH AVE SE	104+01	28' LT
21	1	15TH AVE SE	108+58	27' LT
22	1	3RD ST SE	14+13	27' LT
23	1	3RD ST SE	14+12	27' RT
24	1	14TH AVE SE	100+60	19' RT
25	1	3RD ST SE	15+72	24' LT
26	1	3RD ST SE	15+74	26' RT
27	1	3RD ST SE	16+42	27' LT
28	1	3RD ST SE	17+37	27' LT
29	2	15TH AVE SE	105+59	81' LT
30	2	15TH AVE SE	105+61	81' RT
31	2	15TH AVE SE	106+31	81' RT
32	2	15TH AVE SE	106+28	79' LT

LEGEND:

- STREET LIGHT PER CITY OF PUYALLUP STANDARD NO. 114.4
- TYPE ONE J-BOX PER CITY OF PUYALLUP STANDARD NO. 115.3 AND WSDOT STANDARD PLAN NO. J-11a
- SERVICE CABINET PROVIDING METERED ELECTRICAL SERVICE FOR STREET LIGHTS CITY OF PUYALLUP STANDARD NO. 114.5
- CONDUIT
- APPROXIMATE LOCATION OF UTILITY COMPANY POWER SOURCE
- STREET LIGHT NUMBER
- JUNCTION BOX NUMBER

Circuit A, Leg 1 (Service Cabinet to Junction Box Future 3)					
Section	Luminaires	Distance	Junc. Boxes	Wire Type	Vdrop
SC to JB 17	10	40	1	8	0.7281
JB 17 to JB 16	9	135	1	8	1.900341
JB 16 to JB 14	8	65	1	8	0.87372
JB 14 to JB 13	5	95	1	8	0.764505
JB 13 to JB 21	4	160	1	8	0.990216
JB 21 to JB F1	3	100	1	8	0.480546
JB F1 to JB F2	2	150	1	8	0.465984
JB F2 to JB F3	1	150	1	8	0.232992
JB F3 to Light	1	52	0	10	0.120744
Leg 1 Total	**10**	**947**	**8**		**6.557148**
			Vdrop / 240V		**2.7%**
			Less than 5%, acceptable		

Circuit A, Leg 2 (Service Cabinet to Junction Box 10)					
Section	Luminaires	Distance	Junc. Boxes	Wire Type	Vdrop
SC to JB 17	10	40	1	8	0.7281
JB 17 to JB 16	9	135	1	8	1.900341
JB 16 to JB 14	8	65	1	8	0.87372
JB 14 to JB 12	2	100	1	8	0.320364
JB 12 to JB 10	1	100	1	8	0.160182
JB 10 to Light	1	52	0	10	0.120744
Leg 1 Total	**10**	**492**	**5**		**4.103451**
			Vdrop / 240V		**1.7%**
			Less than 5%, acceptable		

JUNCTION BOX SCHEDULE NOTES:

INSTALL ALL JUNCTION BOXES WITH LONG AXIS PARALLEL TO BACK OF SIDEWALK.

SEE SHEET IL-1 FOR LUMINAIRE SCHEDULE TABLE AND LUMINAIRE TYPE

SEE SHEET IL-1 FOR ILLUMINATION WIRING AND CONDUIT SCHEDULE

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APPROVED
BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7.13.09

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PROJECT NAME

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TRANSPORTATION ENGINEER

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ANDREW D. DENNEY
STATE OF WASHINGTON
LICENSED
PROFESSIONAL ENGINEER
7/8/2009

KEY PLAN

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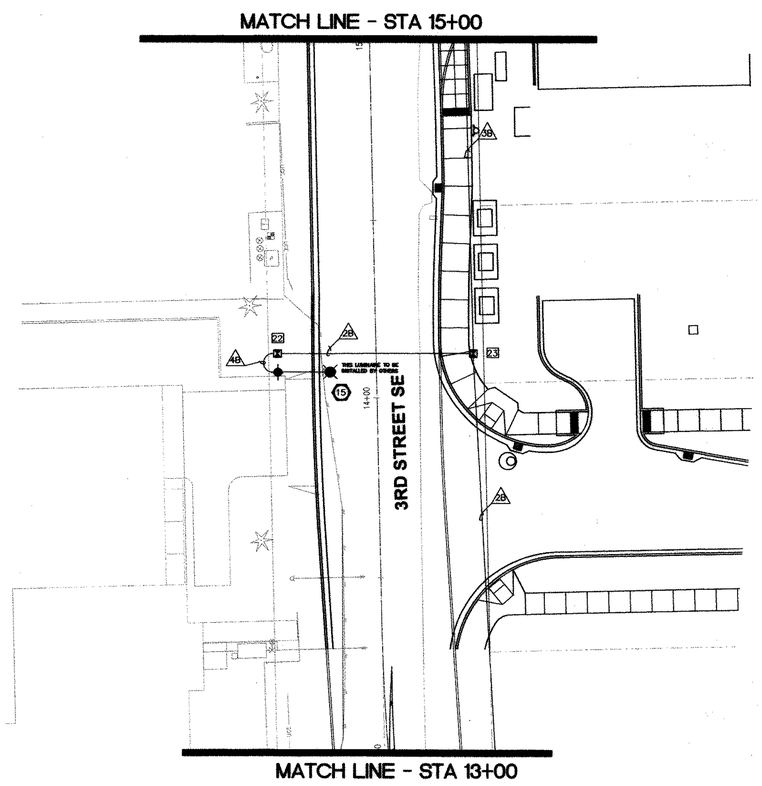
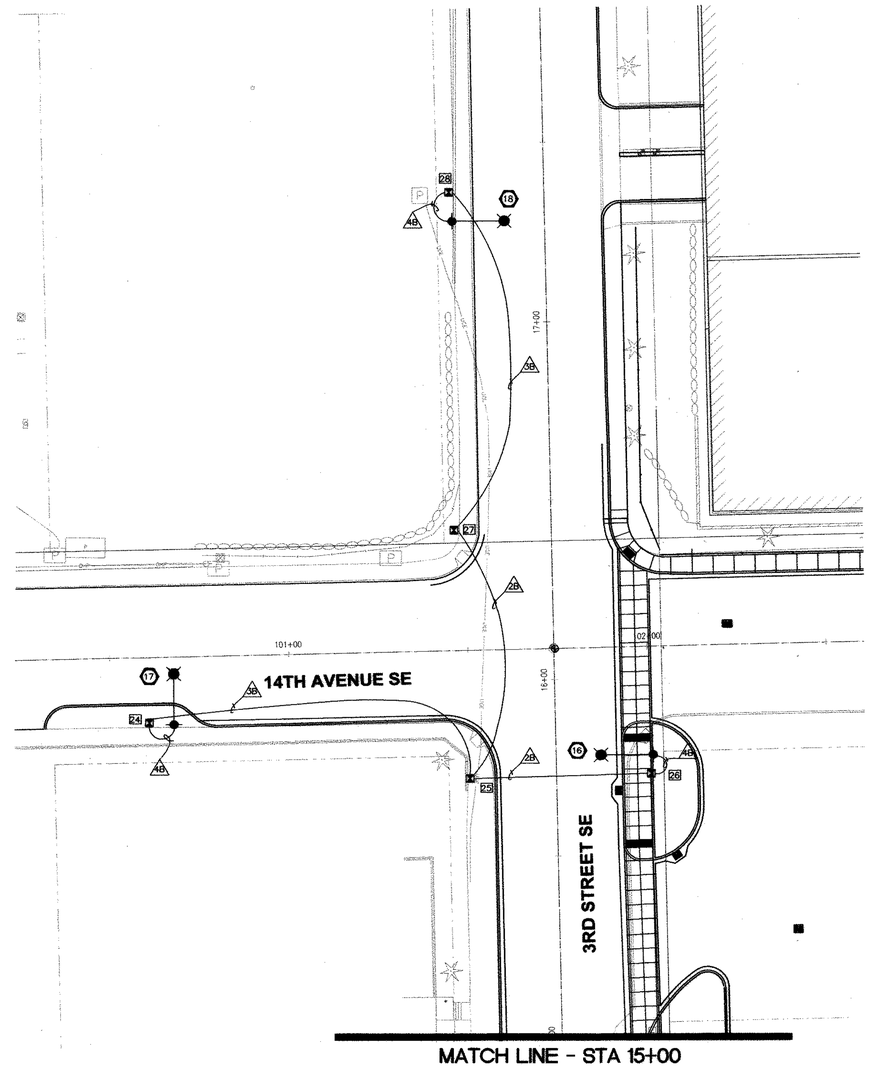
GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 06/16/09
SCALE: AS SHOWN
PROJECT NO. : 207055

SHEET TITLE:
15TH AVE SE/4TH ST SE ILLUMINATION

SHEET 45 OF 55
IL-2





20 0 10 20 40

1" = 20'

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ANDREW D. DEMPSEY
STATE OF WASHINGTON
23576
REGISTERED PROFESSIONAL ENGINEER

7/8/2009

KEY PLAN

Circuit B, Leg 1 (Service Cabinet to Junction Box 28)					
Section	Luminaires	Distance	Junc. Boxes	Wire Type	Vdrop
SC to JB 7	12	90	2	8	1.922184
JB 7 to JB 8	7	75	1	8	0.866439
JB 8 to JB 5	5	70	1	8	0.58248
JB 5 to JB 23	4	165	1	8	1.01934
JB 23 to JB 26	3	160	1	8	0.742662
JB 26 to JB 25	2	50	1	8	0.174744
JB 25 to JB 28	1	175	2	8	0.283959
JB 28 to Light	1	52	0	10	0.120744
Leg 1 Total	**12**	**837**	**9**		**5.712552**
			Vdrop / 240V		**2.4%**
			Less than 5%, acceptable		

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710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 06/16/09
SCALE: AS SHOWN
PROJECT NO. : 207055

SHEET TITLE:
14TH AVE SE/3RD ST SE
ILLUMINATION

SHEET 46 OF 55

IL-3

IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	GPM	P.S.I.	RADIUS	DETAIL/SHEET
NOTE:	USE 6" POP UP SPRAY HEADS IN LAWN AND PLANTING AREAS LESS THAN 6' WIDE; AND 12" POP UP SPRAY HEADS IN PLANTING AREAS WIDER THAN 6'.				
	RAINBIRD 1800	.XX	30	4'	7/L201
	RAINBIRD 1800	.XX	30	4'	7/L201
	RAINBIRD 1800 PRS-SAM-8Q-PCS-020	.20	30	5'	7/L201
	RAINBIRD 1800 PRS-SAM-8H-PCS-040	.40	30	5'	7/L201
	RAINBIRD 1800 PRS-SAM-8-Q	.26	30	8'	7/L201
	RAINBIRD 1800 PRS-SAM-8-H	.52	30	8'	7/L201
	RAINBIRD 1800 PRS-SAM-8-F	1.05	30	8'	7/L201
	RAINBIRD 1800 PRS-SAM-8-VAN	.72	30	8'	7/L201
	RAINBIRD 1800 PRS-SAM-10-Q	.39	30	10'	7/L201
	RAINBIRD 1800 PRS-SAM-10-H	.79	30	10'	7/L201
	RAINBIRD 1800 PRS-SAM-10-F	1.58	30	10'	7/L201
	RAINBIRD 1800 PRS-SAM-10-VAN	.75	30	10'	7/L201
	RAINBIRD 1800 PRS-SAM-12-Q	.65	30	12'	7/L201
	RAINBIRD 1800 PRS-SAM-12-H	1.30	30	12'	7/L201
	RAINBIRD 1800 PRS-SAM-12-TQ	1.95	30	12'	7/L201
	RAINBIRD 1800 PRS-SAM-12-F	2.60	30	12'	7/L201
	RAINBIRD 1800 PRS-SAM-12-VAN	.65	30	12'	7/L201
	RAINBIRD 1800 PRS-SAM-15-Q	.92	30	15'	7/L201
	RAINBIRD 1800 PRS-SAM-15-H	1.85	30	15'	7/L201
	RAINBIRD 1800 PRS-SAM-15-TQ	2.78	30	15'	7/L201
	RAINBIRD 1800 PRS-SAM-15-F	3.70	30	15'	7/L201
	RAINBIRD 1800 PRS-SAM-15-VAN	.92	30	15'	7/L201
	RAINBIRD 3500 SERIES	.XX	35	22'	6/L201
	RAINBIRD 3500 SERIES	.XX	35	22'	6/L201
	RAINBIRD 3500 SERIES	.XX	35	22'	6/L201
	RAINBIRD 5000 SERIES	.XX	35	30'	6/L201
	RAINBIRD 5000 SERIES	.XX	35	30'	6/L201
	RAINBIRD 5000 SERIES	.XX	35	30'	6/L201
	RAINBIRD 5000 SERIES	.XX	35	40'	6/L201
	RAINBIRD 5000 SERIES	.XX	35	40'	6/L201
	RAINBIRD 5000 SERIES	.XX	35	40'	6/L201
	RAINBIRD 1812 PRS-SAM-15EST-PCS-030	.30	30	4' X 12'	7/L201
	RAINBIRD 1812 PRS-SAM-15SST-PCS-060	.60	30	4' X 10'	7/L201

IRRIGATION SCHEDULE

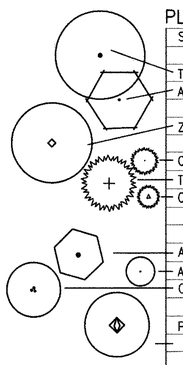
SYMBOL	DESCRIPTION	MANUF.	TYPE	DTL/SHEET
	REMOTE CONTROL VALVE	RAINBIRD	PESB-PRS-SAM-D	3/L201
	QUICK COUPLING VALVE	RAINBIRD	33DRC	9/L201
	ISOLATION VALVE	APOLLO	32-100 Series	1/L201
	DOUBLE CHECK VALVE	APOLLO	40-100 Series	8/L201
	SWING CHECK VALVE	KING BROS.	PENDING	9/L201sim.
AC	CONTROLLER	—	FOR INFO. ONLY	2/L201
	MAINLINE	—	SCH 40 PVC	5/L201
	LATERAL LINE, SIZE PER PLAN	—	SCH 40 PVC	5/L201
	SLEEVE, SIZE 2 x PIPE DIA.	—	CLASS 200 PVC	4/L201
P.O.C.	POINT OF CONNECTION	—	FOR INFO. ONLY	-

IRRIGATION GENERAL NOTES

1. THE CONTRACTOR SHALL INSPECT THE SITE AND VERIFY CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION. NOTIFY OWNER'S REPRESENTATIVE IMMEDIATELY OF ANY DISCREPANCIES AFFECTING SYSTEM PERFORMANCE PRIOR TO BEGINNING WORK.
2. INSTALL IRRIGATION SYSTEM IN ACCORDANCE WITH ALL APPLICABLE CODES AND ORDINANCES.
3. IRRIGATION LINES SHOWN WITHIN PAVED AREAS ARE FOR GRAPHIC CLARITY ONLY. IRRIGATION HEADS AND PIPES ARE TO BE PLACED WITHIN LANDSCAPED AREAS WITH THEIR LOCATIONS MODIFIED AS REQUIRED TO AVOID PLANT MATERIALS, UTILITIES AND OTHER OBSTRUCTIONS. PLACE LINES IN COMMON TRENCHES WHERE POSSIBLE.
4. COORDINATE ALL IRRIGATION WORK WITH OTHER TRADES INVOLVED. COORDINATE IRRIGATION P.O.C. AND LOCATION OF AUTOMATIC CONTROLLER.
5. ALL VALVE BOXES WILL BE PLACED IN A MANNER WHICH FACILITATES ACCESS FOR MAINTENANCE. LOCATE VALVE BOXES IN PLANTING AREAS WHEREVER POSSIBLE. SIZE BOXES TO ACCOMMODATE COMPLETE VALVE ASSEMBLY INCLUDING UNIONS.
6. ALL COMPONENTS OF IRRIGATION SYSTEM SHALL BE INSTALLED AND ADJUSTED TO PROVIDE ADEQUATE COVERAGE AND ELIMINATE OVERSPRAY ONTO BUILDINGS, ROADS, AND PATHS. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A COMPLETE WORKING SYSTEM.
7. STATIC PRESSURE WAS CONFIRMED AT APPROXIMATELY 71 P.S.I. AT THE P.O.C. CONTRACTOR SHALL VERIFY PRIOR TO COMMENCING WORK. NOTIFY OWNER'S REPRESENTATIVE IMMEDIATELY IF ACTUAL FIELD DATA DIFFERS FROM THIS INFORMATION.
8. THIS SYSTEM REQUIRES A MINIMUM STATIC PRESSURE OF 50 P.S.I. AT A MAXIMUM FLOW OF 55 GPM AT POINT-OF-CONNECTION. HEAD LAYOUT AND ZONES ARE BASED ON THIS DATA AND DATA SHOWN IN IRRIGATION LEGEND. NOTIFY THE OWNERS REPRESENTATIVE PRIOR TO COMMENCING WORK IF ACTUAL FIELD DATA DIFFERS FROM THIS INFORMATION.
9. IRRIGATION LATERALS ARE SIZED AT VALVE AND CONTINUING IN DIRECTION OF FLOW. REDUCTIONS IN PIPE SIZE ARE LABELED BEGINNING DOWNSTREAM OF NEAREST FITTING. ALL LATERALS ARE MINIMUM 3/4" OR SAME SIZE AS NEAREST UPSTREAM PIPE.
10. INSTALL ALL IRRIGATION PIPES IN PVC SLEEVES BELOW ALL PAVED SURFACES. COORDINATE PLACEMENT OF SLEEVES WITH APPLICABLE TRADES.
11. GRADE MAIN AND LATERAL LINES TO DRAIN. PLACE MANUAL DRAINS AT LOW POINT IN MAINLINES. MINIMUM ONE PER VALVE.

VALVE KEY:

A | 00.00 — GALLONS PER MINUTE
O | X.X" — VALVE SIZE
A — CONTROLLER
O — STATION NUMBER



PLANT SCHEDULE

SYM.	BOTANICAL NAME	COMMON NAME	SIZE/CONDITION	SPACING	COMMENTS
	TREES				
TICO	Cilia Cordata	Little Leaf Linden	2" cal./B&B	as shown	Well branched. See note #9
ACFR	Acer x freemanii 'Jeffer's Red'	Autumn Blaze Maple	2" cal./B&B	as shown	Single Straight Trunk See note #9
ZESE	Zelkova serrata 'Village Green'	Village Green Zelkova	2" cal./B&B	as shown	Well branched. See note #9
CADE	Calocedrus decurrens	Incense Cedar	6'-8' HT/B&B	as shown	Straight Trunk. See note #9
THPL	Thuja plicata	Western Red Cedar	6'-8' HT/B&B	as shown	Straight Trunked. See note #9
CHOB	Chamaecyparis obtusa 'Gracilis'	Slender Hinoki False Cypress	6'-8' HT/B&B	as shown	Straight Trunked. See note #9
ACPA	Acer Palmatum 'SangoKaku'	Coral Bark Maple	6'-8' HT/B&B	as shown	Multi Stem, See note #9
ACCI	Acer circinatum	Vine Maple	8'-10' HT/B&B	as shown	Multi Stem, See note #9
COCA	Cornus capitata	Evergreen Dogwood	2" cal./B&B	as shown	Well branched. See note #9
PRSA	Prunus sargentii 'Accolade'	Accolade Cherry	2" cal./B&B	as shown	Low Graft, Straight Trunked See note #9
	SHRUBS & GROUNDCOVER				
	Achillea 'Salmon Beauty'	'Salmon Beauty' Yarrow	1 gal. cont.	as shown	
	Abelia grandiflora	Glossy Abelia	1 gal. cont.	as shown	
	Arbutus unedo 'Compacta'	Compact Strawberry Bush	1 gal. cont.	as shown	
EF	Escallonia fradesii 'Pink Princess'	'Pink Princess' Escallonia	5 gal. cont.	as shown	
	Cistus x pulverulentus'Graywood Pink'	'Graywood Pk.' Dwarf Rockrose	1 gal. cont.	as shown	
	Hebe pinguifolia 'Pagei'	'Pagei' Hebe	1 gal. cont.	as shown	
	Viburnum plicatum tomentosum 'Mariesii'	Doublefile Viburnum	1 gal. cont.	as shown	
	Lonicera pileata	Privet Honeysuckle	1 gal. cont.	as shown	
	Osmanthus delavayi	Delavay Tea Olive	1 gal. cont.	as shown	Triangulate spacing
	Phormium cookianum 'Duet'	'Duet' New Zealand Flax	1 gal. cont.	as shown	
	Prunus Laurocerasus 'Mt Vernon'	Mt Vernon Laurel	1 gal. cont.	as shown	Triangulate spacing
	Salix purpurea 'Nana'	Dwarf Arctic Blue Leaf Willow	1 gal. cont.	as shown	
	Spiraea nipponica 'Snowmound'	Snowmound Spirea	1 gal. cont.	as shown	
	Viburnum davidii	David Viburnum	1 gal. cont.	as shown	Triangulate spacing
	Carex morowii 'Ice Dance'	Ice Dance Sedge	1 gal. cont.	12" o.c.	Triangulate spacing
	Cornus sericea 'Isanti'	Isanti Redtwig Dogwood	1 gal. cont.	48" o.c.	Triangulate spacing
	Liriope muscari 'Royal Purple'	Royal Purple Lilyturf	1 gal. cont.	24" o.c.	Triangulate spacing
	Mahonia aquifolium 'nana'	Dwarf Oregon Grape	1 gal. cont.	24" o.c.	Triangulate spacing
	Nandina domestica 'Gulf Stream'	Gulf Stream Nandina	1 gal. cont.	36" o.c.	Triangulate spacing
	Nandina domestica 'Umpqua Chief'	Umpqua Chief Nandina	1 gal. cont.	36" o.c.	Triangulate spacing
	Carex morrowii 'Aurea-variegata'	Variegated Japanese Sedge	1 gal. cont.	18" o.c.	Triangulate spacing
	Rubus calycinoides	Ornamental Raspberry	1 gal. cont.	24" o.c.	Triangulate spacing
	Lawn				
	3-way Lawn Seed Mix	Hydroseed	7lbs./1,000 sf		
	VINES & HANGING PLANTS				
	Campsis radicans	Trumpet Vine	1 gal. cont.	as shown	
	Clematis armandii	Evergreen Clematis	1 gal. cont.	as shown	
	Rosa 'kortwente'	Trailing Rose	1 gal. cont.	as shown	
	Contoneaster dammeri	Bearberry Cotoneaster	1 gal. cont.	as shown	
	Wisteria floribunda 'Ivory Tower'	Wisteria	1 gal. cont.	as shown	

PLANTING GENERAL NOTES

1. CONTRACTOR TO OVER-EXCAVATE ALL PLANTING AND LAWN AREAS TO A DEPTH THAT ALLOWS FOR NEW TOPSOIL PER SPECS.,, MULCH AND SEEDING. FINISH SURFACE OF MULCH AND SEED: 1-INCH BELOW TOP OF PAVING OR CURBS.

2. PLANTING AREAS TO BE SUFFICIENTLY DECOMPACTED TO A DEPTH OF 6-INCHES AND CLEANED OF ALL CONSTRUCTION MATERIALS, INCLUDING IMPORTED ROCK, TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT BEFORE BEGINNING ANY LANDSCAPE WORK AND PLACING TOPSOIL.

3. IDENTIFY ALL PLANTING AREAS IN FIELD WITH WHITE FIELD-MARKING CHALK OR APPROVED EQUAL. PLANTING BEDS TO BE ADJUSTED AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT LOCATION.

4. THE OWNER'S REPRESENTATIVE WILL APPROVE INDIVIDUAL PLANT MATERIAL AND LOCATION OF PLANT MATERIAL PRIOR TO INSTALLATION. REFER TO SPECIFICATIONS FOR PROCEDURE.

5. SHRUBS AND GROUNDCOVER TO BE PLANTED A MINIMUM OF ONE HALF THEIR ON CENTER SPACING AWAY FROM PAVEMENT EDGES; UNLESS OTHERWISE NOTED.

6. PROVIDE RIGID ROOT BARRIER ADJACENT TO ALL TREES WITHIN 5' OF PAVING, CURBS, WALLS, BUILDINGS, UTILITY DUCTS AND OTHER APPURTENANCES.

7. PLANT QUANTITIES INDICATED ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR PROVIDING PLANTS IN QUANTITIES AND LOCATIONS SHOWN ON DRAWINGS.

8. PROVIDE JUTE NETTING ON ALL SLOPES WITH GRADIENT OF 3:1 OR GREATER AS DIRECTED IN THE FIELD BY THE OWNER'S REPRESENTATIVE. STAPLE FABRIC TO GROUND WITH METAL STAKES AT 4' O.C.

9. ALL TREES TO BE SELECTED AND APPROVED BY OWNER AT THE NURSERY. CONTRACTOR TO PURCHASE, INSTALL AND WARRANTY.

APPROVED
BY [signature]
CITY OF PUYALLUP
~~ENGINEERING~~ PLANNING DEPARTMENT
DATE 7-10-07

NOTES:
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1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

OWNER
John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME
Good Samaritan Hospital Expansion Street Improvements

LANDSCAPE ARCHITECT
WALKER·MACY
111 Southwest Oak Street, Suite 200, Portland, OR, (503) 226-3122

APPROVAL
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
J. DOUGLAS MACY
CERTIFICATE NO. 1025

KEY PLAN

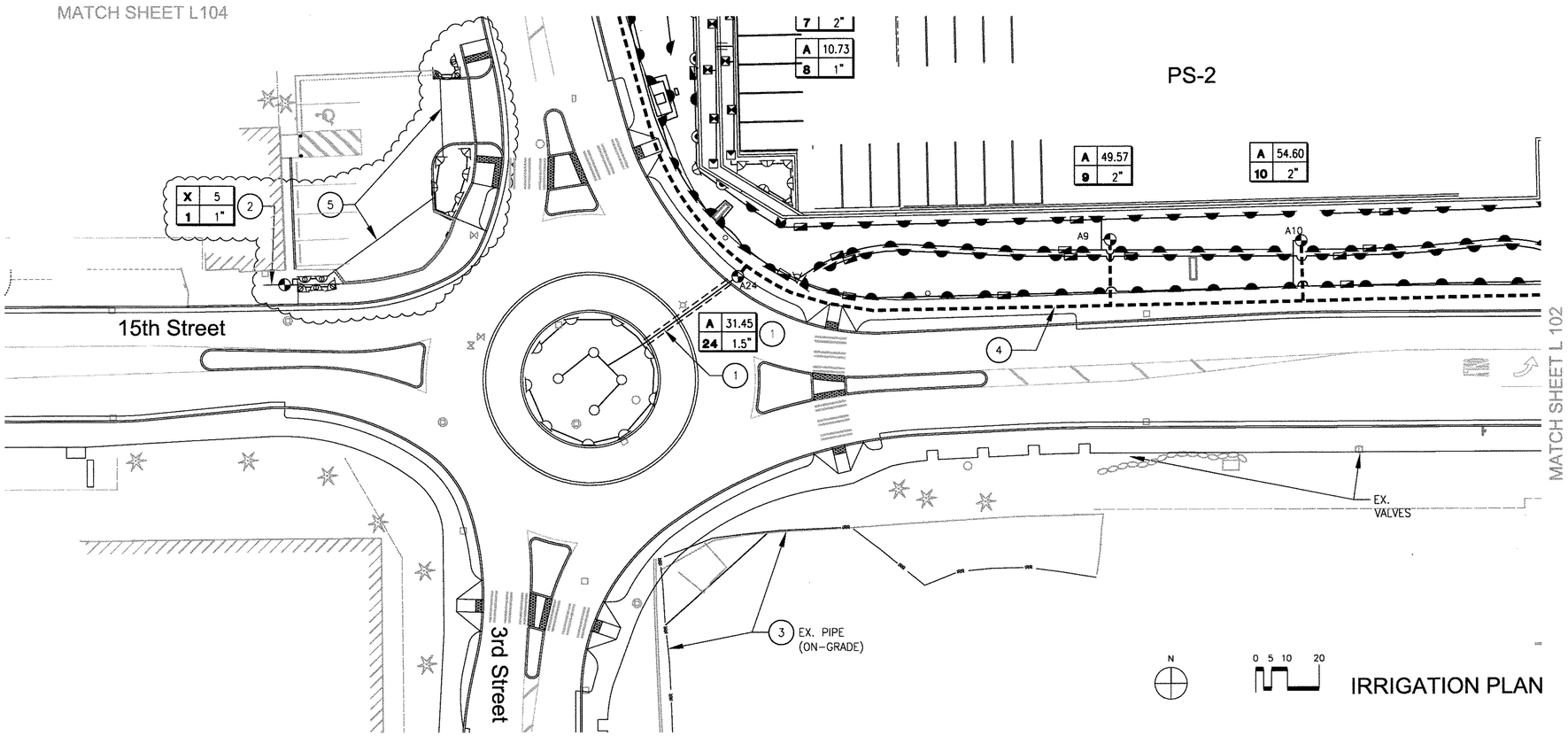
NO.	REVISIONS	DATE

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 05/01/2009
SCALE: AS NOTED
PROJECT NO. : 07087 wm 0755

IRRIGATION & PLANTING SCHEDULES

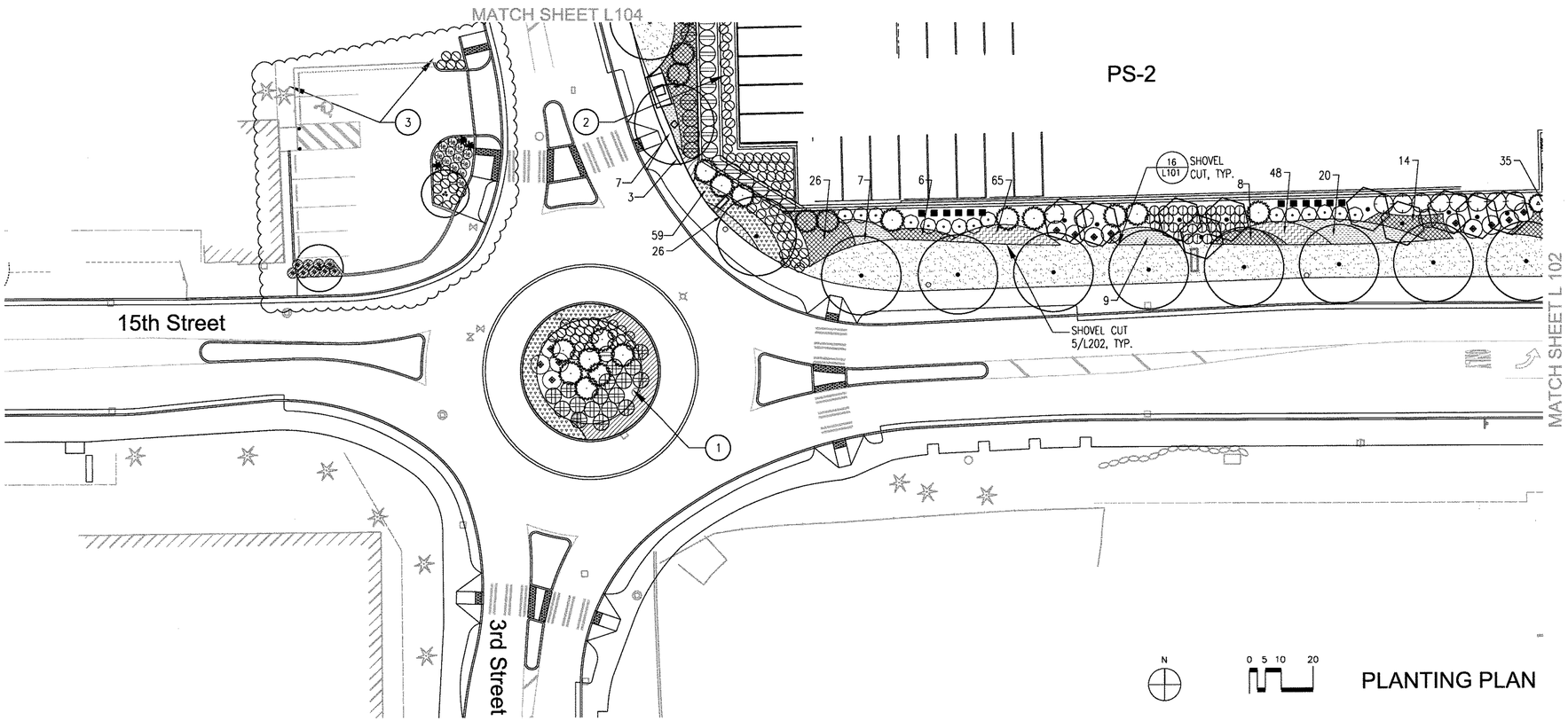
SHEET 49 OF 55
L100



IRRIGATION PLAN

KEY NOTES

1. CONNECT REMOTE CONTROL VALVE TO CONTROLLER AT PARKING STRUCTURE (PS2)
2. CONNECT THIS VALVE TO AN EXISTING IRRIGATION SYSTEM. IF NO CONTROLLER THEN USE VALVE WITH RAINBIRD EASY RAIN SOLENOID.
3. RECONNECT EXISTING LATERAL PIPE AS SHOWN AND INSTALL OVERHEAD ROTOR SPRAYHEAD TO MATCH EXISTING.
4. MAINLINE SHOWN IN SIDEWALK FOR GRAPHIC CLARITY. INSTALL MAINLINE AT BACK OF SIDEWALK
5. INSTALL LATERAL IN EXISTING 4" DIA. SLEEVE. sLEEVE IS 18" BELOW FINISH GRADE PER CIVIL DRAWINGS.



PLANTING PLAN

KEY NOTES

1. MOUND TOPSOIL TO ELEVATIONS SHOWN ON CIVIL DRAWINGS. NOTIFY LANDSCAPE ARCHITECT FOR ON-SITE REVIEW OF GRADING PRIOR TO INSTALLING PLANTS.
2. SEE PARKING STRUCTURE (PS2) DOCUMENTS FOR ADDITIONAL PLANTING PLANS.
3. REMOVE CONSTRUCTION DEBRIS FROM EXISTING PLANTING AREAS AND INSTALL BARK MULCH TO COVER EXPOSED SOIL.

APPROVED

BY _____
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE _____

NOTES:
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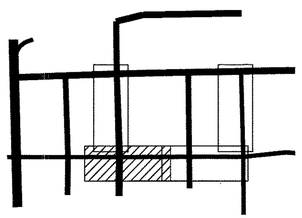
APPROVAL

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
J. DOUGLAS MACY
CERTIFICATE NO. 1025

KEY PLAN



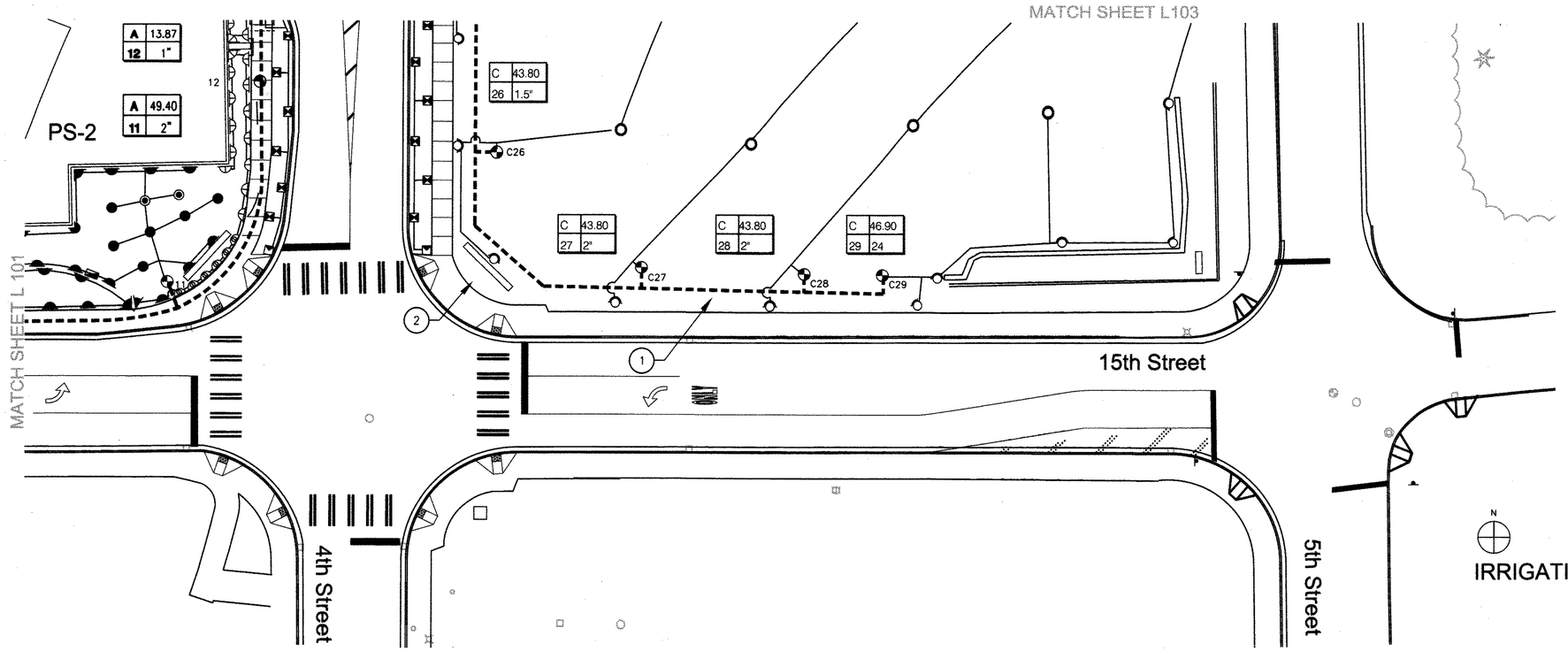
NO.	REVISIONS	DATE
		2010.03.31

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 05/01/2009
SCALE: AS NOTED
PROJECT NO. : 07087 wm 0755

IRRIGATION & PLANTING PLAN

SHEET 48 OF 52
L101



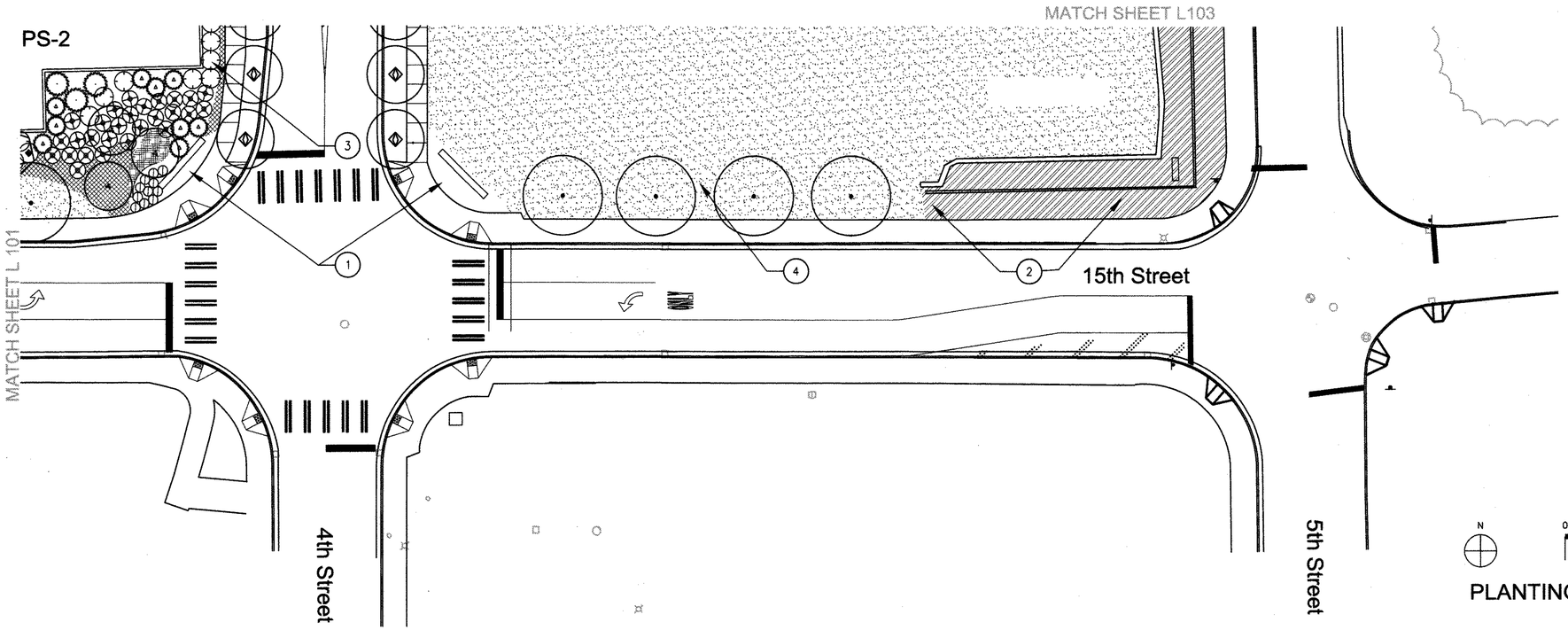
KEY NOTES

1. IRRIGATION SYSTEM IN THIS AREA IS CONTROLLED BY CONTROLLER AND P.O.C. AT EAST GARDEN.
2. IRRIGATION DESIGN IN FRONT OF SIGN PENDING FINAL SIGN LAYOUT.

N

0 5 10 20

IRRIGATION PLAN



KEY NOTES

1. LANDSCAPE DESIGN IN FRONT OF SIGNS PENDING FINAL SIGN LAYOUT.
2. PRESERVE AND PROTECT EXISTING LANDSCAPE CURING CONSTRUCTION.
3. SEE PARKING STRUCTURE (PS2) DOCUMENTS FOR ADDITIONAL PLANTING PLANS.
4. SEE PATIENT CARE TOWER (PCT) DOCUMENTS FOR ADDITIONAL PLANTING PLANS.

N

0 5 10 20

PLANTING PLAN

APPROVED
BY
CITY OF PUYALLUP
~~ENGINEERING~~ Planning DEPARTMENT
DATE 7-10-09

NOTES:
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APPROVAL

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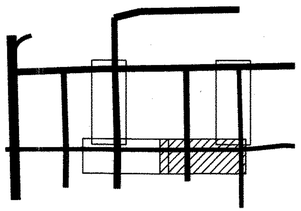
KEY PLAN



NO.	REVISIONS	DATE

GOOD SAM DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS

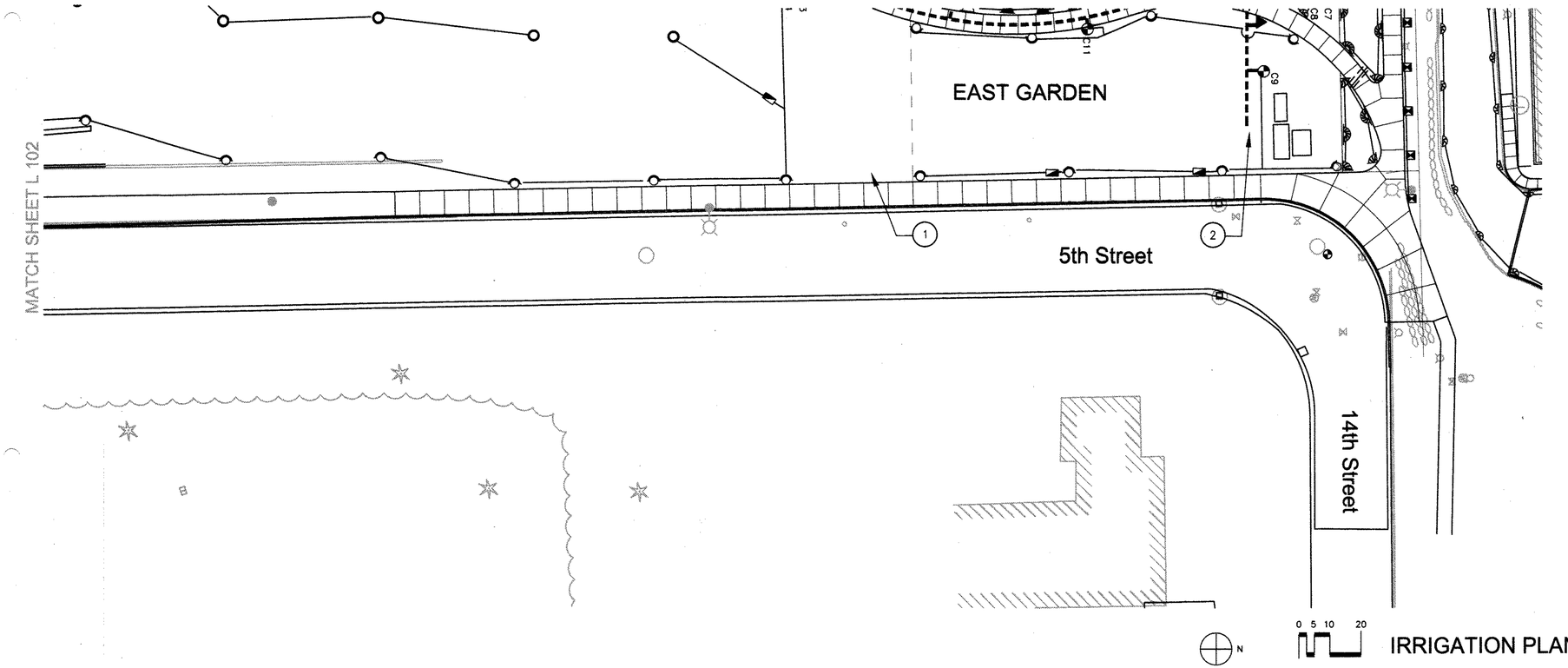
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE:	05/01/2009
SCALE:	AS NOTED
PROJECT NO. :	07087 wm 0755

IRRIGATION & PLANTING PLAN

SHEET 51 OF 55

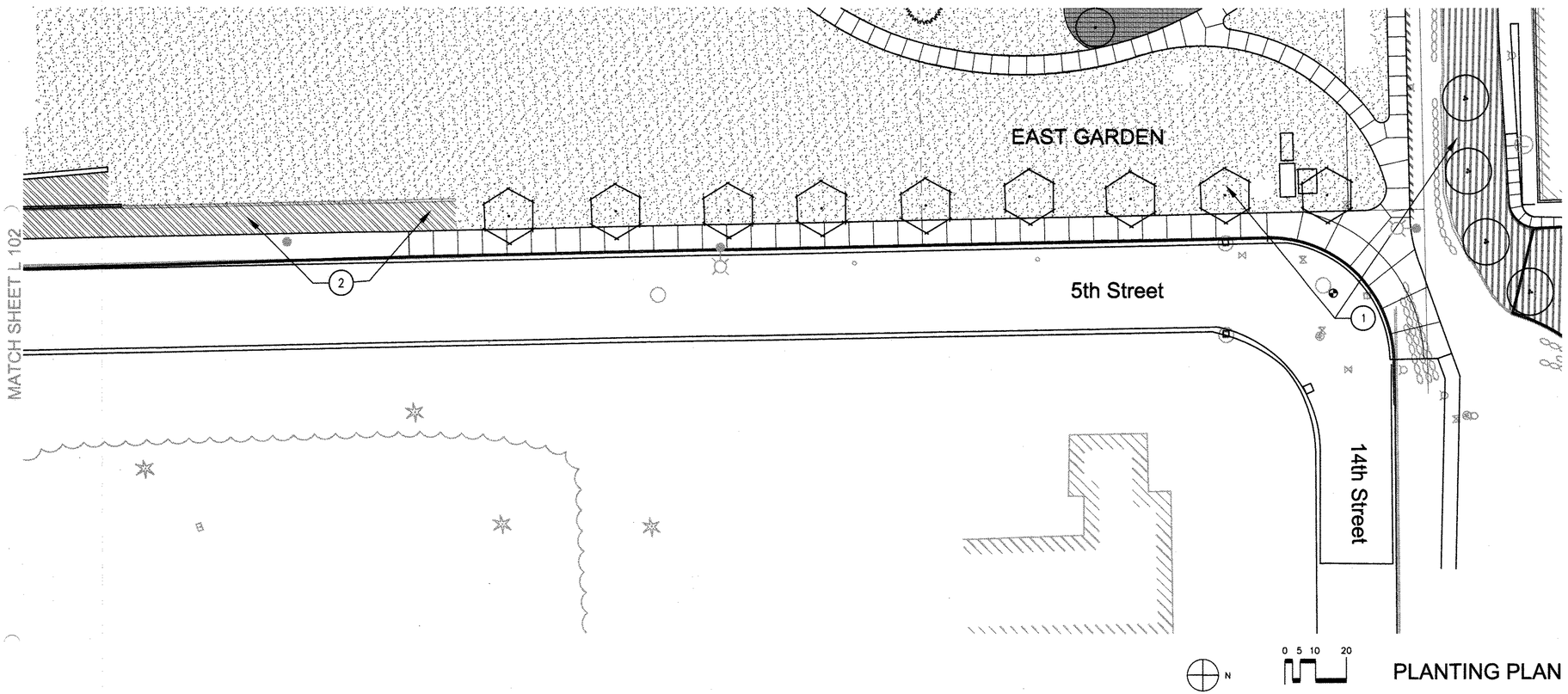
L102



IRRIGATION PLAN

KEY NOTES

1. IRRIGATION SYSTEM IN THIS AREA IS CONTROLLED BY CONTROLLER AND P.O.C. AT EAST GARDEN.
2. IRRIGATION P.O.C. AT EAST GARDEN.



PLANTING PLAN

KEY NOTES

1. SEE PATIENT CARE TOWER (PCT) DOCUMENTS FOR ADDITIONAL PLANTING PLANS.
2. PRESERVE AND PROTECT EXISTING LANDSCAPE CURING CONSTRUCTION.

APPROVED
BY
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7·10·09

NOTES:
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PROJECT NAME
Good Samaritan Hospital Expansion Street Improvements

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WALKER·MACY
111 Southwest Oak Street, Suite 200, Portland, OR, (503) 225-3122

APPROVAL
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
J. DOUGLAS MACY
CERTIFICATE NO. 1025

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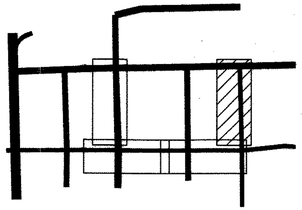


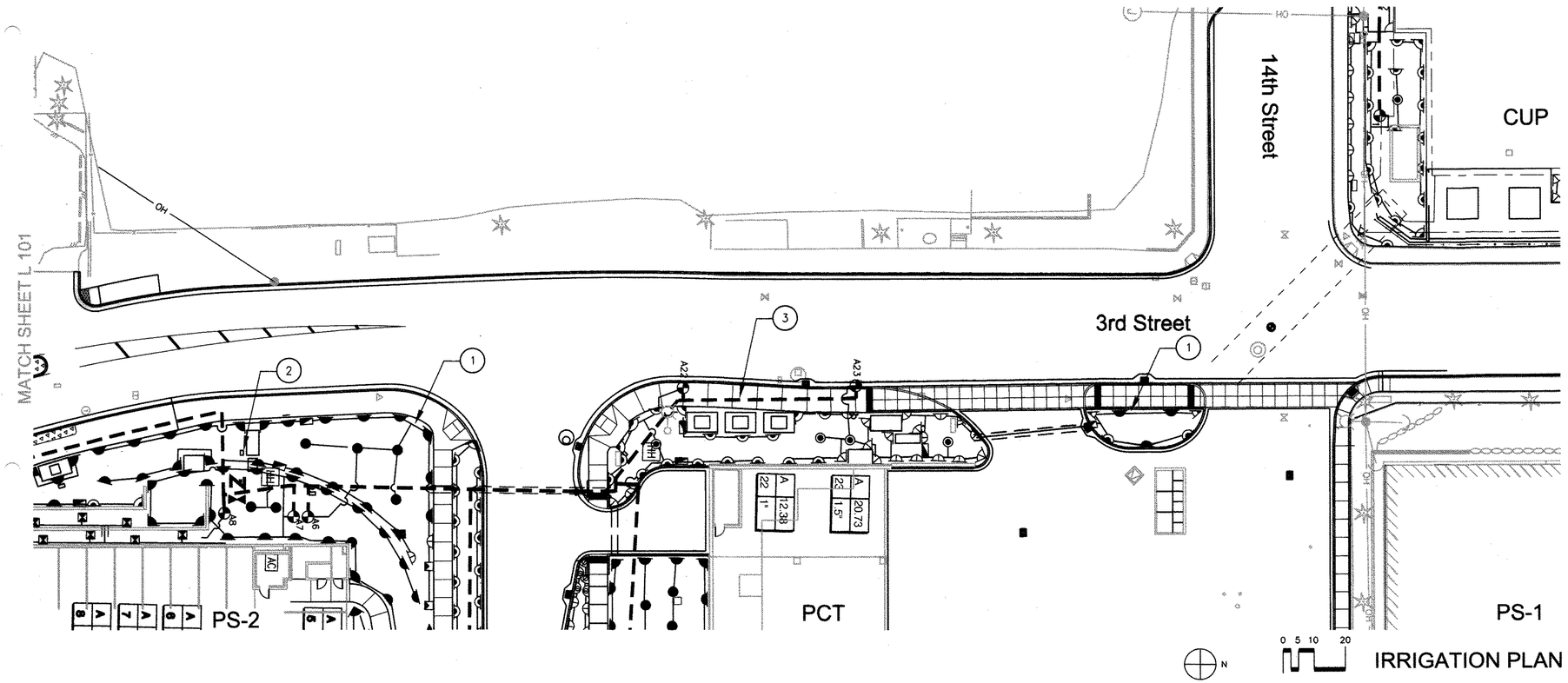
NO.	REVISIONS	DATE

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 05/01/2009
SCALE: AS NOTED
PROJECT NO. : 07087 wm 0755

IRRIGATION & PLANTING PLAN

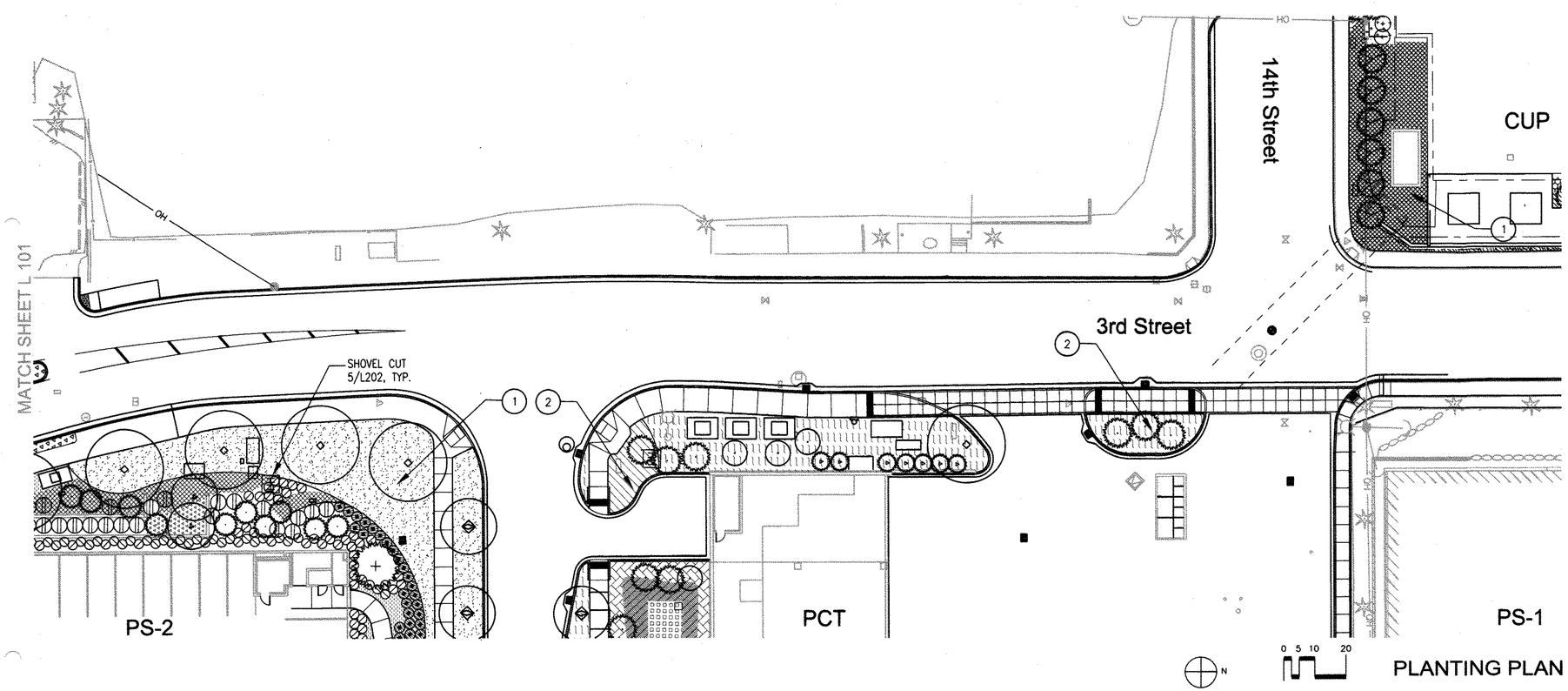
SHEET 52 OF 55
L103



IRRIGATION PLAN

KEY NOTES

1. IRRIGATION SYSTEM IN THIS AREA IS CONTROLLED BY CONTROLLER AND P.O.C. AT PS2.
2. IRRIGATION P.O.C. AT PS2.
3. MAINLINE SHOWN IN SIDEWALK FOR GRAPHIC CLARITY. INSTALL MAINLINE AT BACK OF SIDEWALK



PLANTING PLAN

KEY NOTES

1. SEE PARKING STRUCTURE (PS2) DOCUMENTS FOR ADDITIONAL PLANTING PLANS.
2. SEE PATIENT CARE TOWER (PCT) DOCUMENTS FOR ADDITIONAL PLANTING PLANS.

APPROVED
BY Arthur H. Sachs
CITY OF PUYALLUP
~~ENGINEERING~~ PLANNING DEPARTMENT
DATE 7-10-09

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OWNER
John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME

Good Samaritan Hospital Expansion Street Improvements

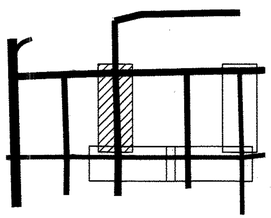
LANDSCAPE ARCHITECT

WALKER·MACY
111 Southwest Oak Street, Suite 200, Portland, OR, (503) 223-3122

APPROVAL

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
J. DOUGLAS MACY
CERTIFICATE NO. 1025

KEY PLAN



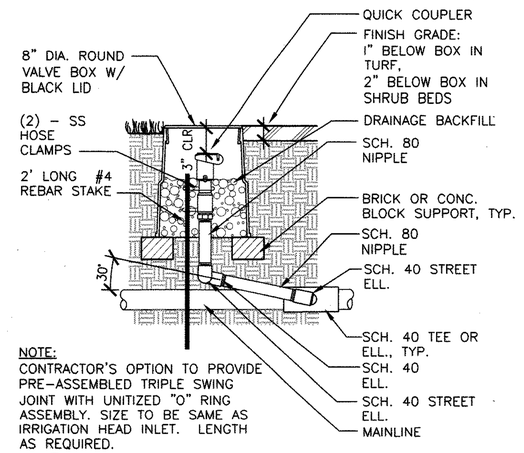
NO.	REVISIONS	DATE

GOOD SAM
DESIGN COLLABORATIV
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 05/01/2009
SCALE: AS NOTED
PROJECT NO. : 07087 wm 07

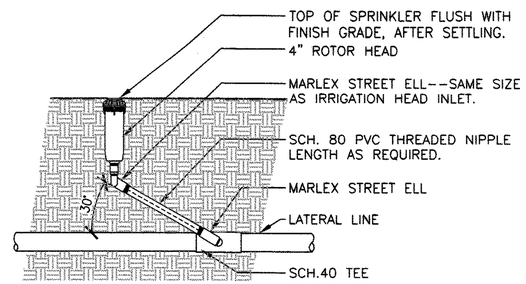
IRRIGATION & PLANTING PLAN

SHEET 53 OF 55
L104



NOTE:
CONTRACTOR'S OPTION TO PROVIDE PRE-ASSEMBLED TRIPLE SWING JOINT WITH UNITIZED "O" RING ASSEMBLY. SIZE TO BE SAME AS IRRIGATION HEAD INLET. LENGTH AS REQUIRED.

9 QUICK COUPLER
SCALE: 1-1/2" = 1'-0" SECTION



NOTE:
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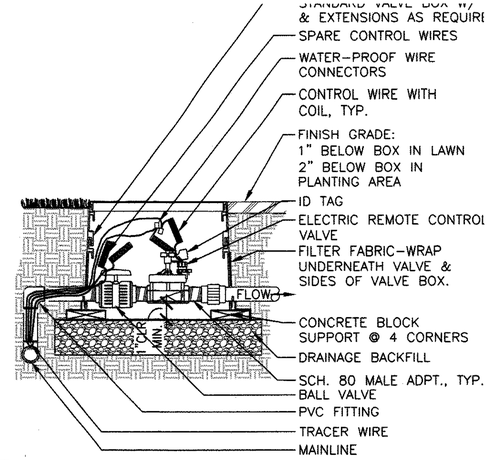
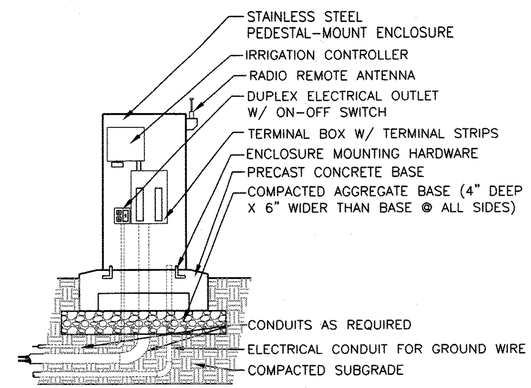
6 ROTOR HEAD
SCALE: 1" = 1'-0" SECTION

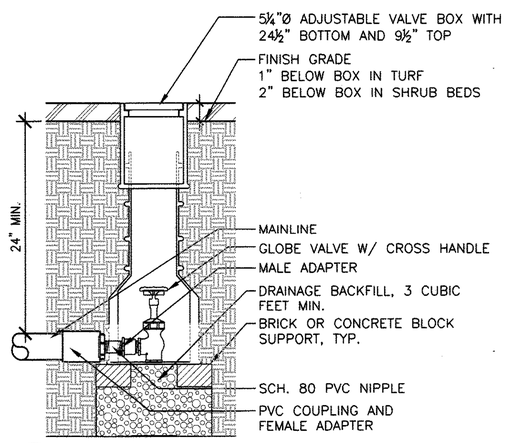


3 REMOTE CONTROL VALVE
SCALE: 1" = 1'-0" SECTION

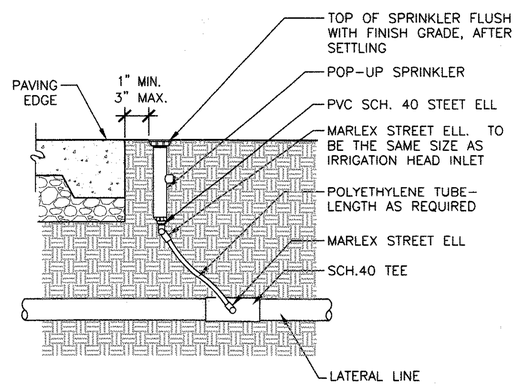
NOTES:
-ALL WIRE TO BE INSTALLED AS PER LOCAL ELECTRICAL CODE.
-VERIFY LOCATION PRIOR TO INSTALLATION.
-INSTALL CONTROLLER PER MANUFACTURER'S INSTRUCTIONS.



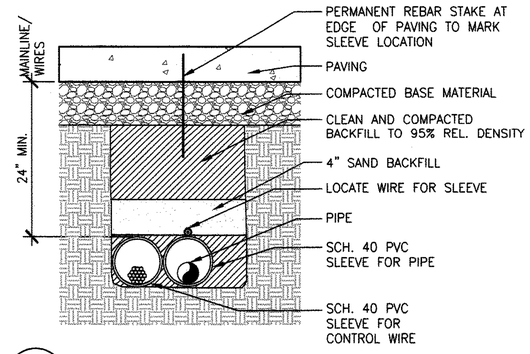
2 PEDESTAL MOUNTED CONTROLLER
SCALE: 1" = 1'-0" SECTION



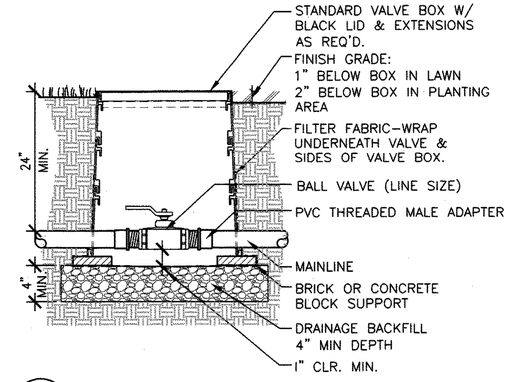
10 DRAIN VALVE
SCALE: 1-1/2" = 1'-0" SECTION



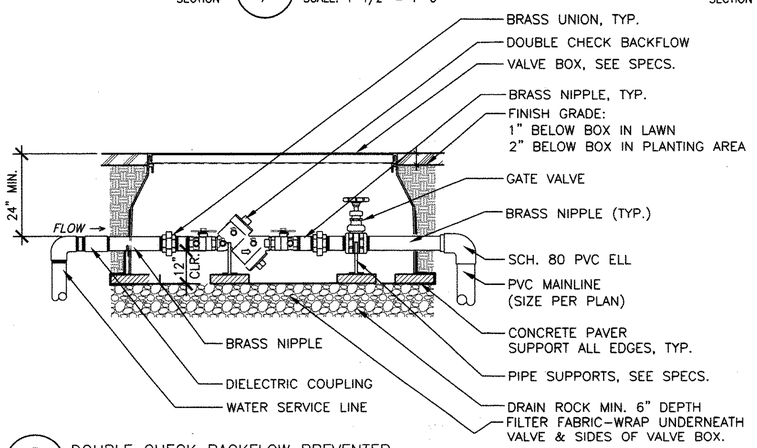
7 SPRAY HEAD
SCALE: 1-1/2" = 1'-0" SECTION



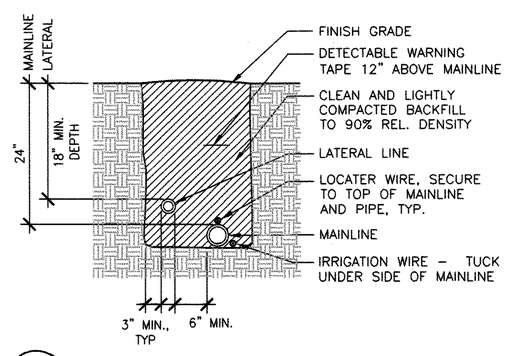
4 PIPE SLEEVE
SCALE: 1-1/2" = 1'-0" SECTION



1 BALL VALVE
SCALE: 1" = 1'-0" SECTION



8 DOUBLE CHECK BACKFLOW PREVENTER
SCALE: 1" = 1'-0" SECTION



5 PIPE TRENCH
SCALE: 1" = 1'-0" SECTION

APPROVED
BY Katherine Sule
CITY OF PUYALLUP
~~ENGINEERING~~ DEPARTMENT
Planning
DATE 7-10-09

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KEY PLAN

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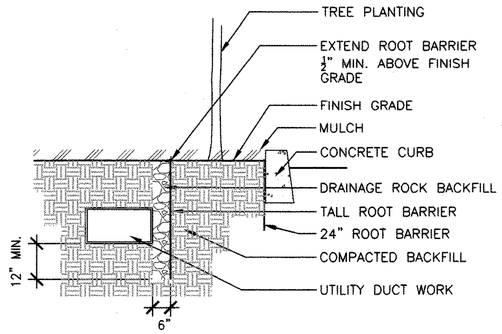
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 05/01/2009
SCALE: AS NOTED
PROJECT NO. : 07087 wm 0755

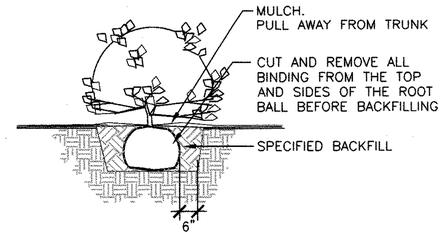
IRRIGATION DETAILS

SHEET 54 OF 55
L201

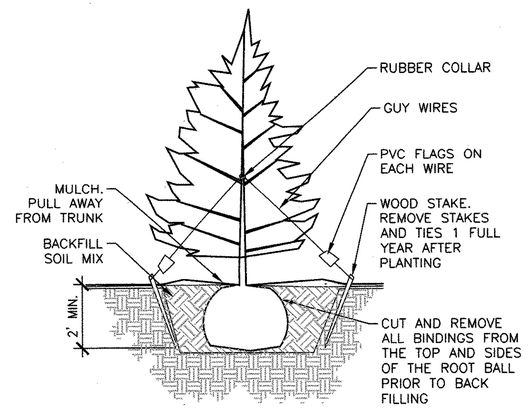
NOTES:
INSTALL ROOT BARRIER PER MANUFACTURER'S RECOMMENDATIONS. ROOT BARRIER TO EXTEND MIN. 12" BELOW BOTTOM OF UTILITY DUCT WORK.



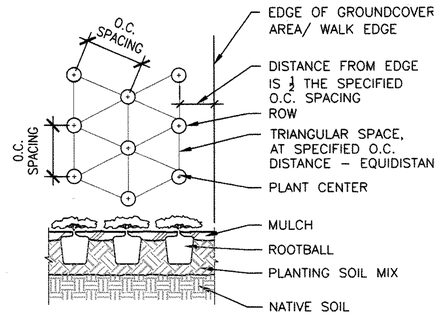
6 ROOT BARRIER
SCALE: 1/2" = 1'-0" SECTION



3 SHRUB PLANTING
SCALE: 1/2" = 1'-0" SECTION

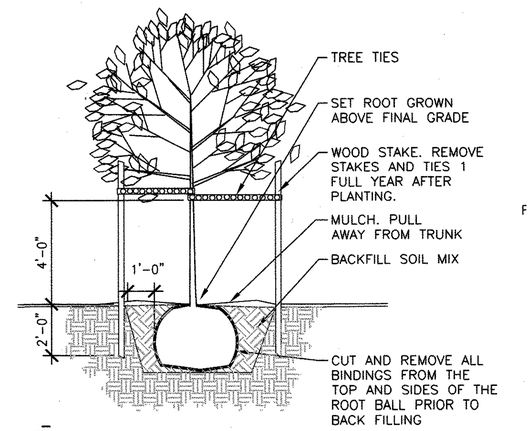


2 EVERGREEN TREE PLANTING
SCALE: 3/8" = 1'-0" SECTION

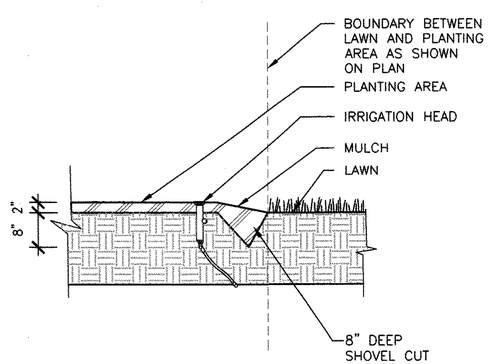


NOTE:
- KEEP COMPOST APROX. 2" OFF PLANT TRUNK OR STEM
- SEE PLANT LEGEND FOR EACH PLANT'S APPROPRIATE O.C. SPACING

4 GROUNDCOVER PLANTING
SCALE: 3/4" = 1'-0" SECTION



1 DECIDUOUS TREE PLANTING
SCALE: 3/8" = 1'-0" SECTION



5 SHOVEL CUT
SCALE: 3/4" = 1'-0" SECTION

APPROVED
BY Kathleen Salas
CITY OF PUYALLUP
~~ENGINEERING~~ DEPARTMENT
PLANNING
DATE 7-10-09

NOTES:
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CALL 2 WORKING DAYS BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

OWNER
John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME
Good Samaritan Hospital Expansion Street Improvements

LANDSCAPE ARCHITECT
WALKER·MACY
111 Southwest Oak Street, Suite 200, Portland, OR, (503) 226-3122

APPROVAL
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
J. DOUGLAS MACY
CERTIFICATE NO. 1025

KEY PLAN

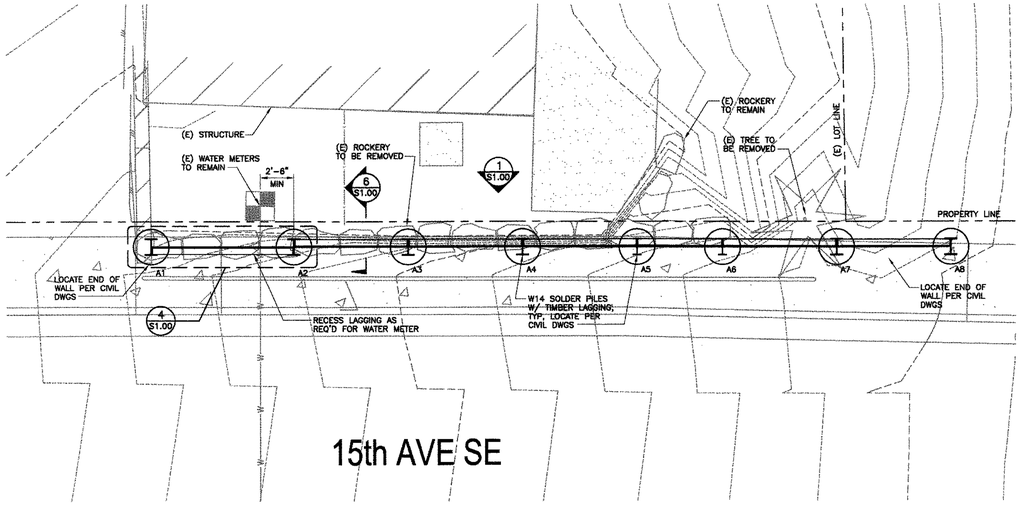
NO.	REVISIONS	DATE

GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 05/01/2009
SCALE: AS NOTED
PROJECT NO. : 07087 wm 0755

PLANTING DETAILS

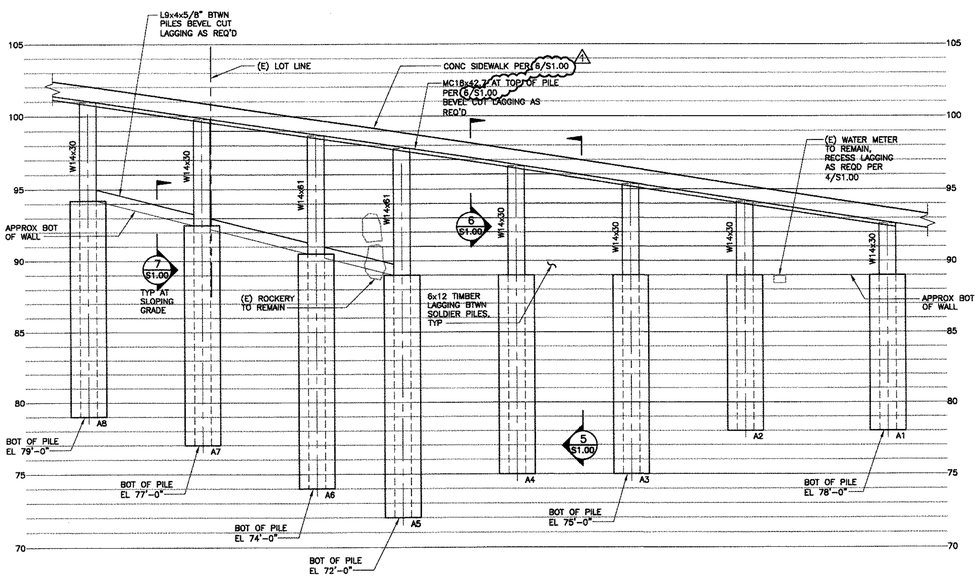
SHEET 55 OF 55
L202



SOLDIER PILE WALL PLAN

1/4" = 1'-0"

N



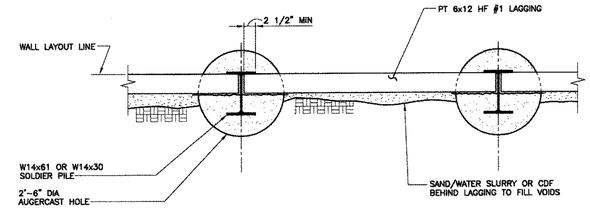
NORTH SHORING WALL ELEVATION

1

1/4" = 1'-0"

TESC NOTE:

THE BEST PRACTICES FOR EROSION CONTROL AND MONITORING OF STORM WATER RUNOFF SHALL ADHERE TO THE STANDARDS PREVIOUSLY APPROVED IN THE SWPPP MANUAL FOR THE GOOD SAMARITAN HOSPITAL EXPANSION, DATED APRIL 2008

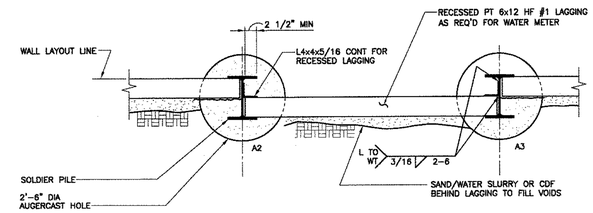


NOTES:
1. LAGGING TO BE INSTALLED IMMEDIATELY AS EXCAVATION PROGRESSES (MAX 3').
2. BACKFILL BEHIND LAGGING IMMEDIATELY FOLLOWING LAGGING INSTALLATION.
3. PLACE LAGGING WITH 3/8" GAP BETWEEN ADJACENT BOARDS.

TYP SOLDIER PILE & LAGGING DETAIL - PLAN

3

NO SCALE

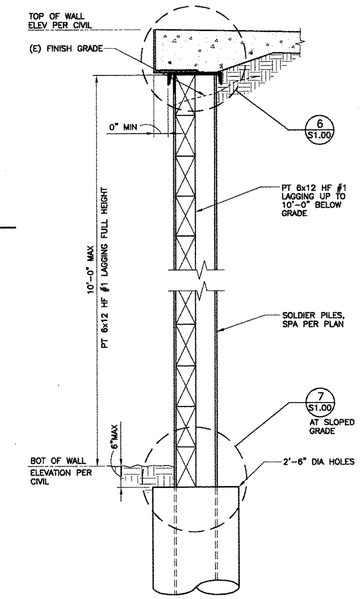


NOTES:
1. FOR INFORMATION IN COMMON, REFER TO 3/S1.00.

SOLDIER PILE & RECESSED LAGGING DETAIL - PLAN

4

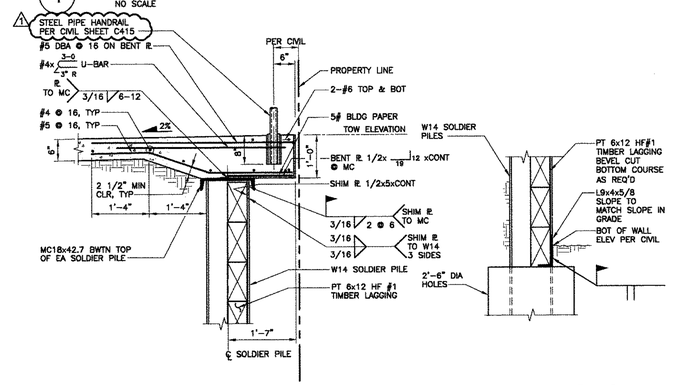
NO SCALE



TYP SHORING SECTION

5

NO SCALE



SECTION

6

NO SCALE

SECTION AT BASE OF PILE AT SLOPED GRADE

7

NO SCALE

GENERAL NOTES FOR SOLDIER PILES

1. CONCRETE SLURRY:
CONCRETE USED FOR SOLDIER PILE CONSTRUCTION SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 1,000 PSI IN 28 DAYS. AIR ENTRAINTMENT SHALL BE LIMITED TO 4% – 6% AND MAX. CONCRETE SLUMP TO BE 8"± WITH ADMIXTURE. CALCIUM CHLORIDE MAY NOT BE USED. MAXIMUM NOMINAL CONCRETE AGGREGATE SIZE SHALL BE LIMITED TO 1/4" U.N.O. SUBMIT MIX DESIGN TO ENGINEER FOR REVIEW WITH NOT LESS THAN 2 SACKS OF CEMENT PER CUBIC YARD FOR ALL CONCRETE AND A MAXIMUM OF W/C = 0.45. FLYASH MAY BE USED TO REPLACE UP TO A MAXIMUM OF 15% OF CEMENT BY WEIGHT.

2. ALL SECONDARY UTILITIES/SERVICE LINES (E.G. THOSE FROM MAIN LINES SUCH AS SIDE SEWERS, GAS, ELECTRICAL, COMMUNICATIONS, WATER STORM DRAINS, ETC.) COMING INTO THE SITE MUST BE FIELD LOCATED AND EITHER PERMANENTLY OR TEMPORARILY CAPPED AND/OR REROUTED PRIOR TO INSTALLATION OF SOLDIER PILES. COORDINATION WITH THE APPROPRIATE UTILITIES IS REQUIRED.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT SOLDIER PILES AVOID EXISTING UTILITIES. CONFLICTS SHALL BE RESOLVED BEFORE STARTING CONSTRUCTION. CONTRACTOR IS ALSO RESPONSIBLE FOR FIELD VERIFYING ALL EXISTING DIMENSIONS AND FIELD CONDITIONS.

4. BUILDING CODE:
ALL DESIGN CORRESPONDS TO THE 2006 IBC.

5. STRUCTURAL STEEL:
ALL STEEL PILES SHALL CONFORM TO ASTM A572 GRADE 50. ALL OTHER STEEL TO CONFORM TO ASTM A36 GRADE 36.

6. A PRECONSTRUCTION MEETING IS REQUIRED PRIOR TO STARTING SHORING INSTALLATION. ATTENDEES SHALL INCLUDE REPRESENTATIVES OF OWNER, GENERAL CONTRACTOR, AND SHORING SUB-CONTRACTORS.

7. EXCAVATION:
THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL EXCAVATION PROCEDURES INCLUDING LAGGING, SHORING AND PROTECTION OF ADJACENT PROPERTY, STRUCTURES, STREETS AND UTILITIES IN ACCORDANCE WITH THE LOCAL BUILDING DEPARTMENT. ALL EROSION CONTROL MEASURES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

8. DESIGN LOADS:
SURCHARGE = 250 PSF (TRAFFIC), 80 PSF (PEDESTRIAN)
ACTIVE PRESSURE = 35 PCF
PASSIVE PRESSURE = 300 PCF

SOIL PRESSURE DESIGN CRITERIA ARE PER PARAMETERS OUTLINED IN THE GEOTECHNICAL ENGINEERING REPORT BY SHANNON & WILSON, INC. DATED NOVEMBER 16, 2007, AND SUBSEQUENT CORRESPONDENCE WITH GEOTECHNICAL ENGINEER DATED FEBRUARY 2, 2010.

9. OVEREXCAVATION:
ANY OVER EXCAVATION AROUND SHORING WALL TOE AREAS SHALL FIRST BE BROUGHT TO THE ATTENTION OF THE STRUCTURAL ENGINEER OR GEOTECHNICAL ENGINEER.

10. PRECAUTIONS FOR GROUND LOSS CONTROL DURING SOLDIER PILE AND LAGGING WALL INSTALLATION.

IF SIGNIFICANT GROUND LOSS OCCURS DURING INSTALLATION, THE CONTRACTOR SHOULD BE REQUIRED TO USE TEMPORARY CASINGS TO STABILIZE THE HOLES. THE NEED FOR CASINGS SHOULD BE EVALUATED IN THE FIELD BY GEOTECHNICAL ENGINEER DURING THE INSTALLATION.

TO LIMIT THE POTENTIAL FOR SLOUGHING DURING INSTALLATION OF LAGGING, THE UNSUPPORTED CUT SHOULD BE LIMITED TO A MAXIMUM OF 4'-0" HIGH, AND NO EXCAVATION FOR THE IMMEDIATE LOWER LIFT IS ALLOWED UNTIL VOIDS BEHIND THE LAGGING OF THE PRECEDING LIFT ARE FILLED WITH APPROVED MATERIALS AND THE FILL MATERIALS COMPACTED IF CDF IS NOT USED. THE CUT FACE SHOULD BE LAGGED THE SAME DAY AND SHOULD NOT REMAIN UNSUPPORTED OVERNIGHT. ALL VOIDS BEHIND THE LAGGING SHOULD BE PROPERLY BACKFILLED WITH CDF IN THE UPPER 10 FEET, AND BACKFILLED WITH ON-SITE SOILS BELOW 10 FEET. IN THE EVENT THE LAGGING CANNOT BE PLACED THE SAME DAY, ON-SITE SOILS SHOULD BE PLACED AGAINST THE CUT FACE BY THE END OF THE WORK DAY.

11. SPECIAL INSPECTIONS

SPECIAL INSPECTION OF THE FOLLOWING SHALL MEET THE REQUIREMENTS OF IBC CHAPTER 17.
– PILING

APPROVED
BY
CITY OF PUYALLUP
ENGINEERING SERVICES
DATE 03-02-10
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.
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GOOD SAM
DESIGN COLLABORATIVE
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

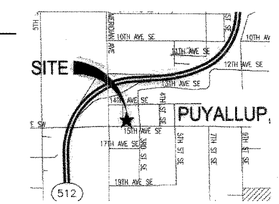
CONSULTANT NAME

ABKJ
ANDERSEN • BJORNSTAD • KANE • JACOBS
800 FIFTH AVENUE, SUITE 2500
SEATTLE, WASHINGTON 98104
TEL: 206.340.2255
FAX: 206.340.2266

REGISTRATION STAMP

APPROVAL

KEY PLAN



NO.	REVISIONS	DATE
1	PERMIT REVISIONS	3/01/2010

Good Samaritan
A part of MultiCare Health System
407 14th Avenue SE Puyallup, WA 98371

15th Ave SE Soldier Pile Wall

DATE: 01/29/2010

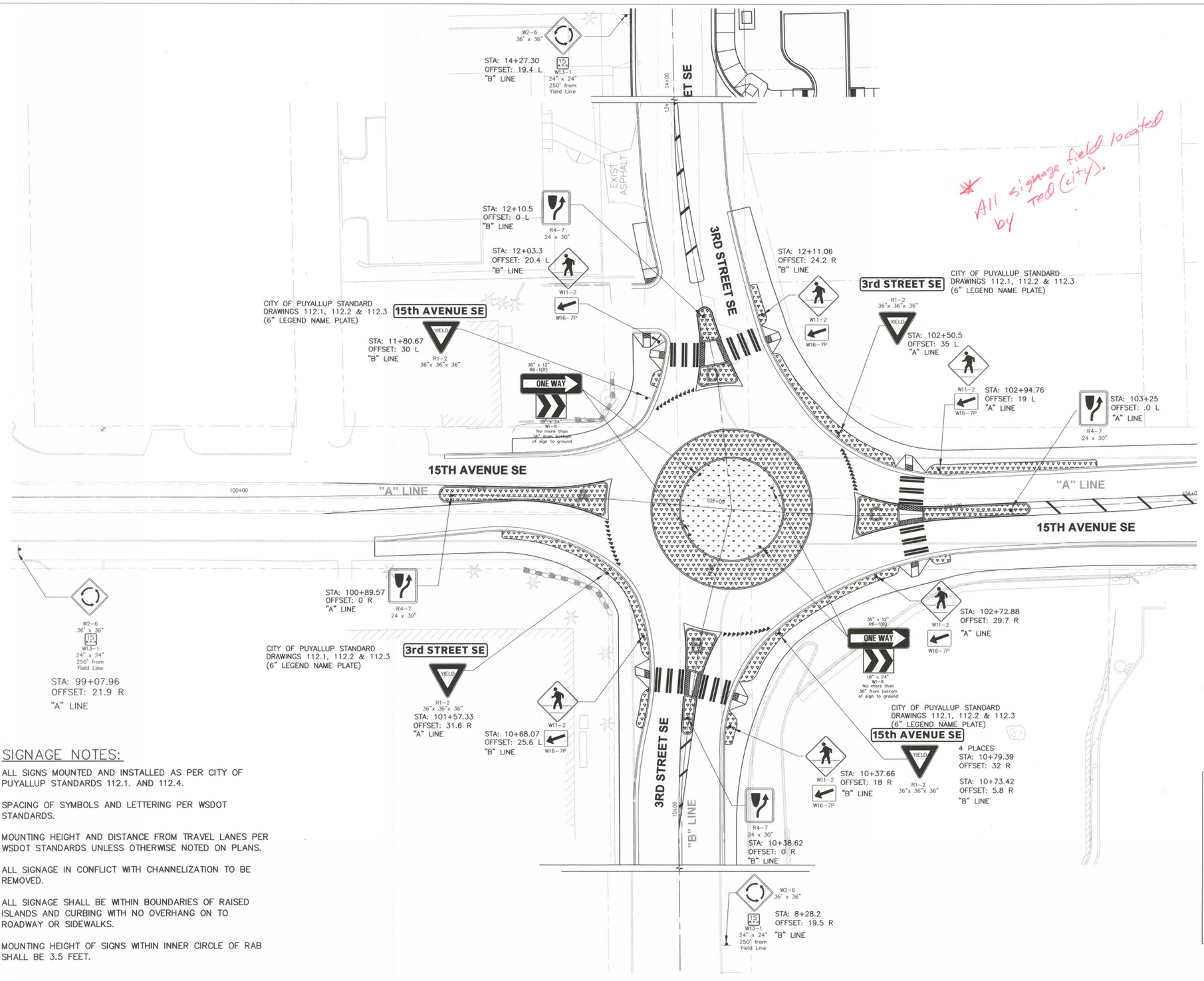
SCALE:

PROJECT NO. : 10018.00

SHEET TITLE:
Plan, Elevations & Details

SHEET NUMBER:
S1.00

File Path



20 0 10 20 40
1" = 20'

SIGNAGE NOTES:

ALL SIGNS MOUNTED AND INSTALLED AS PER CITY OF PUYALLUP STANDARDS 112.1. AND 112.4.

SPACING OF SYMBOLS AND LETTERING PER WSDOT STANDARDS.

MOUNTING HEIGHT AND DISTANCE FROM TRAVEL LANES PER WSDOT STANDARDS UNLESS OTHERWISE NOTED ON PLANS.

ALL SIGNAGE IN CONFLICT WITH CHANNELIZATION TO BE REMOVED.

ALL SIGNAGE SHALL BE WITHIN BOUNDARIES OF RAISED ISLANDS AND CURBING WITH NO OVERHANG ON TO ROADWAY OR SIDEWALKS.

MOUNTING HEIGHT OF SIGNS WITHIN INNER CIRCLE OF RAB SHALL BE 3.5 FEET.

CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

APPROVED
BY Collen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7.13.09

NOTES:
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407 14th Avenue SE Puyallup, WA 98371

OWNER

John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME

15th Ave Corridor Improvements

TRANSPORTATION ENGINEER

TSI
8250 - 165th Avenue NE, Suite 100
Redmond, Washington 98052-6628
(425) 883-4134 | www.tsinw.com
Transportation Solutions, Inc.

ANDREW D. DEMESSITT
STATE OF WASHINGTON
26975
REGISTERED
PROFESSIONAL ENGINEER
7/8/2009

KEY PLAN

NO.	REVISIONS DATE
0	06/24/08
1	07/01/08
2	12/01/08
3	12/17/08
4	01/16/09
5	04/17/09
6	05/01/09
7	05/21/09
8	06/25/09

GOOD SAM
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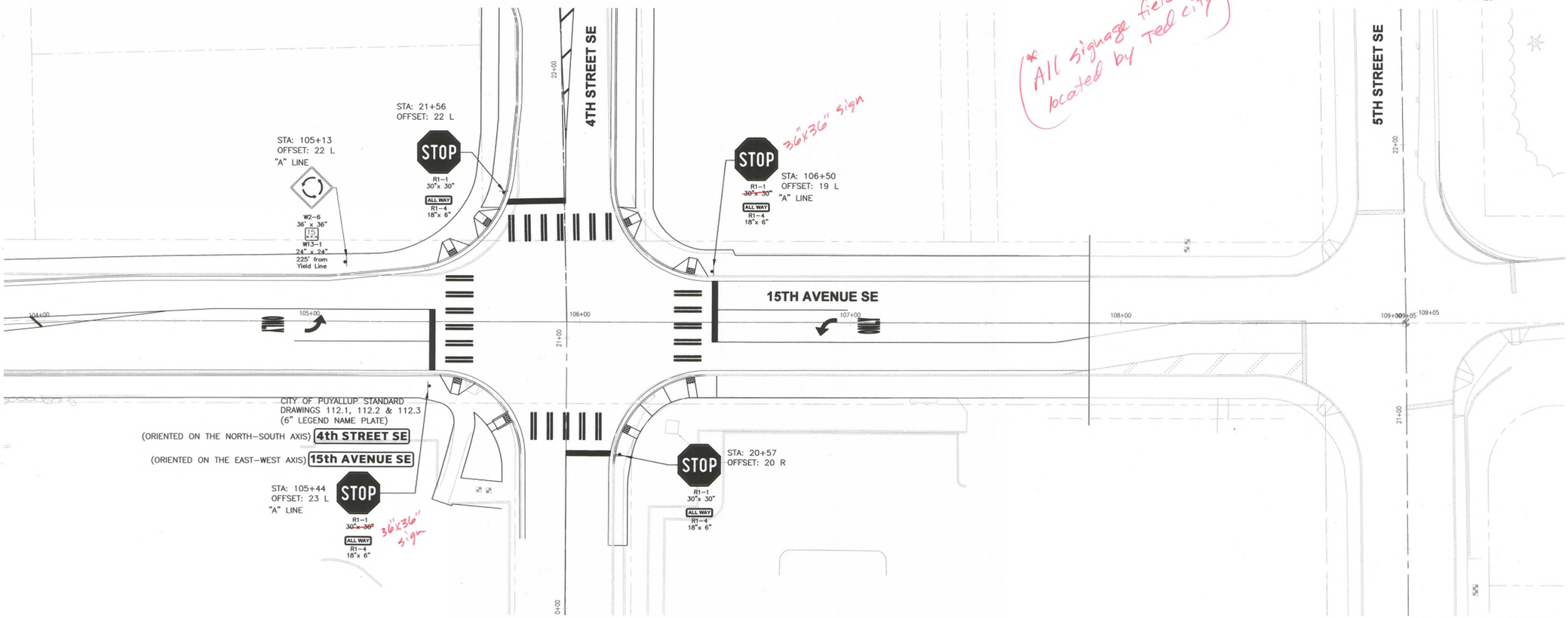
A JOINT VENTURE OF CLARK KJOS AND GIFFIN, BOLTE JURGENS
710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 06/25/09
SCALE: AS SHOWN
PROJECT NO. : 207055

SHEET TITLE:
15TH AVE SE/3RD ST SE SIGNAGE

SHEET 42 OF 55
SG-1



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APPROVED

BY Collen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT

DATE 7-13-09

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407 14th Avenue SE Puyallup, WA 98371

[redacted]

OWNER

John R Long, President
Good Samaritan Community Healthcare
407 14th Avenue SE
Puyallup, Washington 98371
Telephone : 253.697.2102

PROJECT NAME

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Transportation Solutions, Inc.

ANDREW D. DEMENTY
STATE OF WASHINGTON
PROFESSIONAL ENGINEER

7/8/2009

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GOOD SAM
DESIGN COLLABORATIVE

A JOINT VENTURE OF CLARK KJOS AND GIFTIN, BOLTE JURGENS

710 SECOND AVE, SUITE 800
SEATTLE, WA 98104

DATE: 06/16/09

SCALE: AS SHOWN

PROJECT NO. : 207055

SHEET TITLE:
15TH AVE SE/4TH ST SE
SIGNAGE

SHEET 43 OF 55

SG-2

15th AVE CORRIDOR IMPROVEMENTS

SEC 26, TWP 20 N, R 4 E, W. M.,
CITY OF PUYALLUP, PIERCE COUNTY, WASHINGTON

CHANNELIZATION, SIGNAGE, AND ILLUMINATION PLANS SUBMITTAL

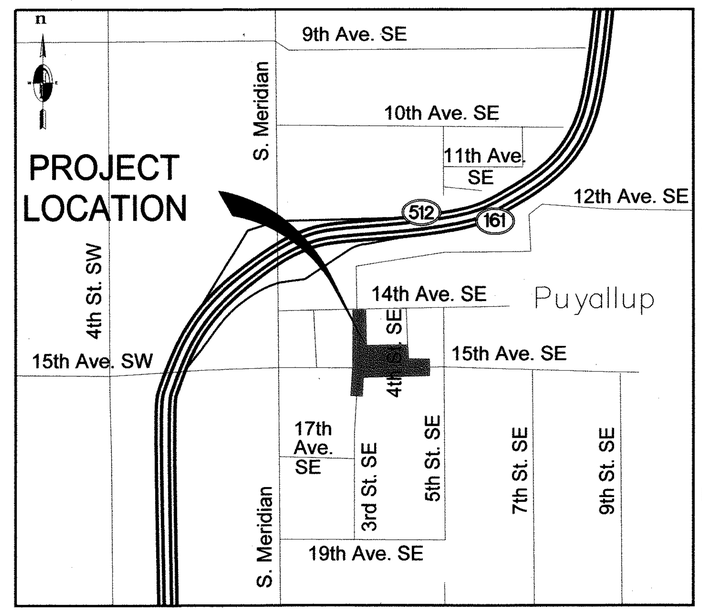
LEGEND:

- BOLLARD
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- CATCH BASIN
- CLEANOUT
- ROOF DRAIN
- WATER METER
- WATER VALVE
- SPRINKLER VALVE
- HOSE BIB
- WATER VAULT
- FIRE HYDRANT
- FIRE CONNECTION
- TELCO RISER
- UTILITY POLE
- GUY WIRE/POLE
- POWER RISER
- TRAFFIC J-BOX
- POWER METER
- STREET LUMINAIRE
- GAS VALVE
- GAS METER
- MAILBOX
- SIGN
- BOUNDARY LINE
- LOT LINE
- R.O.W. CENTERLINE
- R.O.W. LINE
- EXISTING EASEMENT LINE
- T — UNDERGROUND TELCO LINE
- (T) — UNDERGROUND TELCO LINE (PER MAPS)
- P — UNDERGROUND POWER
- G — GAS LINE
- OHW — OVERHEAD LINE
- W — WATER LINE
- (W) — WATER LINE (PER MAPS)
- SS — SANITARY SEWER LINE
- SD — STORM SEWER LINE
- x — x — CYCLONE FENCE LINE
- C/L - CENTERLINE

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 Center to be attended by all major contractors, representatives of involved utilities, and the City of Puyallup. Contact engineering services at (253-864-4165) to schedule the meeting. The contractor is responsible to have their own set of plans at the meeting.
2. After completion of all items shown on these plans and before acceptance of the project the contractor shall obtain a "punch list" prepared by the City's inspector detailing remaining items of work to be completed. All items of work shown on these plans shall be completed to the satisfaction of the City prior to acceptance of the water system and provision of sanitary sewer service.
3. All materials and workmanship shall conform to the Standard Specifications for Road, Bridge, and Municipal Construction (hereinafter referred to as the "Standard Specifications"), Washington State Department of Transportation and American Public Works Association, Washington State Chapter, latest edition, unless superseded or amended by the City of Puyallup City Standards for Public Works Engineering and Construction (hereinafter referred to as the "City Standards").
4. A copy of these approved plans and applicable city developer specifications and details shall be on site during construction.
5. Any revisions made to these plans must be reviewed and approved by the developer's engineer and the 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 (1-800-424-5555) at least 48 hours 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 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, storm) of 5 feet.
11. All construction surveying for extensions of public facilities shall be done under the direction of a Washington State licensed land surveyor or a Washington State licensed professional civil engineer.
12. During construction, all public streets adjacent to this project shall be kept clean of all material deposits resulting from on-site construction, and existing structures shall be protected as directed by the City.
13. Certified record drawings are required prior to project acceptance.
14. A NPDES Stormwater General Permit may be required by the Department of Ecology for this project. For information contact the Department of Ecology 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.

VICINITY MAP



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1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

INDEX OF DRAWINGS

TS-1	COVER / GENERAL NOTES
CH-1-2	CHANNELIZATION PLANS
SG 1-2	SIGNAGE PLANS
IL 1-3	ILLUMINATION PLANS

APPROVED
BY Colleen Harris
CITY OF PUYALLUP
ENGINEERING DEPARTMENT
DATE 7.13.09

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SCALE: AS SHOWN
PROJECT NO. : 207055
SHEET TITLE:
COVER/GENERAL NOTES

SHEET 39 OF 55
TS-1

I. INTRODUCTION

Purpose. MultiCare Good Samaritan Hospital (MGSH) in Puyallup, Washington requests approval of a new Master Plan as governed by Chapter 20.88 of the City of Puyallup Zoning Code. Population growth and the anticipated need for additional inpatient beds is driving the need for significant capacity expansion on the existing campus.

Organizational Affiliation. MGSH has been affiliated with MultiCare Health System (MHS) since 2006. MHS is the single largest provider of healthcare in Pierce County, Washington. Good Samaritan is one of four (4) medical centers operated by MHS in Pierce County. In addition to MGSH, the others are Allenmore Hospital, Mary Bridge Children's Hospital, and Tacoma General Hospital, all of which are in Tacoma. MHS also operates other medical centers in the neighboring counties of King and Thurston, plus a system of ambulatory surgery centers, urgent care centers, multi-specialty clinics, home health, hospice, and occupational health. Collectively, the system employs over 12,000 people in Pierce County.

History. MGSH was established in 1952 when the Lutheran Home and Welfare Society assumed management of Puyallup General Hospital at the request of its physician owners. Located in downtown Puyallup, the hospital outgrew its small facility by 1957, spurring its relocation to the current site at the intersection of 14th Avenue SE and 4th Street SE, where it was merged with another facility, Lutheran Minor Hospital. A new facility combining the functions of both hospitals opened in 1958. The facility has been expanded several times since and has acquired numerous surrounding properties to facilitate the growth.

The most recent major expansion occurred starting in 2011 with the opening of Dally Tower, a nine-level acute care tower including 82 inpatient beds, emergency, surgical and imaging services. An additional 80 beds were added in 2018 when the upper two floors of Dally Tower were built out.

MultiCare Mission Statement: Partnering for healing and a healthy future.

MultiCare Vision: MultiCare will be the Pacific Northwest's highest value health system.

MultiCare's Values: Our values serve as our guiding principles and impact every aspect of our organization, including how we provide patient care and what we expect from each other. Every decision at MultiCare will be made according to the prism of our values.

- Respect: We affirm the dignity of each person and treat everyone with care and compassion.
- **Integrity:** We speak and act honestly to build trust.
- **Stewardship:** We develop, use, and preserve our resources for the benefit of our customers and community
- **Excellence:** We hold ourselves accountable to excel in quality of care, personal competence, and operational performance.
- **Collaboration:** We work together recognizing that the power of our combined efforts will exceed what we can accomplish individually.
- **Kindness:** We always treat everyone we encounter as we would want to be treated.

Existing Campus Overview. MultiCare Good Samaritan Hospital (MGSH) is an acute care center offering comprehensive inpatient and outpatient services, including a family birth center, emergency services, Children's Therapy Unit, rehabilitation care, outpatient cancer care, mental health programs, substance treatment and surgical services including general medicine, joint replacement, and orthopedics.

The campus encompasses 34.86 acres and includes approximately 1.24 million gsf of combined building space. The core hospital facility is comprised of the Pavilions (Meadow, River, and Forest wings) and the 357,000 square foot Dally Tower which first opened in 2011, and fully opened in 2018 with the fit-out of two additional inpatient floors.

Co-located on the MGSH campus:

- Good Samaritan Medical Office Building
- PVMC Office Building - Owned by MHS
- Cancer Center, Children's Therapy Unit (CTU), Central Utility Plant, Parking Decks and Surface Lots, various utilities buildings, and undeveloped land

Advantages of the Master Plan. This Master Plan maintains alignment with the City of Puyallup Comprehensive Plan, which documents the need for the creation of this document. In addition, there are several advantages associated with the proposed Master Plan for both the medical center and City of Puyallup:

- Chapter three of the Puyallup Comprehensive Plan establishes the following goals related to healthcare development, which this document aims to help fulfill:
    - Ensure that sufficient land is designated for medical uses to maintain the City's position as a regional provider of medical services. (LU - 30)
    - Encourage and facilitate a Master Plan for MultiCare Good Samaritan Hospital to guide long-term land uses and provide opportunity for input from and establish measures of protection for the surrounding residential neighborhoods. (LU - 30.1)
    - Encourage and support the medical community as an economic and employment driver in the City and east Pierce County. (LU - 31)
- As Puyallup's only acute care facility, relied upon by a large and diverse community in East Pierce County, the Master Plan outlines a vision to provide access to modernized healthcare services for a growing population.
- The compact, high-rise development of the proposed patient care tower results in better internal utilization and patient access while reducing site coverage by impervious surfaces and maintaining open space.
- The 7th Street SE roadway connection has been identified as a project in the City of Puyallup Comprehensive Plan. The potential project, based on need, would provide a new north-south roadway segment between 13th and 15th Avenues SE, adding new vehicle access to and from the north and east sides of the campus.

II. CURRENT CONDITIONS

Program and Services. MultiCare Good Samaritan Hospital serves as an acute care center for a large and diverse community across Puyallup and East Pierce County. It offers comprehensive inpatient and outpatient health care services, including a Family Birth Center, Children's Therapy Unit, a 24-hour Emergency Department, which is among the busiest in the state, a Level III Trauma Center, Cancer Care through MultiCare Regional Cancer Center, Mental Health programs, Rehabilitation, Inpatient and Outpatient Surgical Services and more. Specialty services include a Sleep Medicine Center, Pain Management, and Substance Treatment and Recovery Training (START). MGSH currently operates 375 inpatient beds and has over 2,500 employees.

MultiCare Good Samaritan Hospital supports the community through affiliated medical clinics including Family Medicine Clinics, a Women's Health Center and Pulse Heart Institute, a leader in cardiac health, to name a few. In addition, MGSH is home to the East Pierce Residency Program which is accredited by the American Council on Graduate Medical Education (ACGME). MGSH also supports the Good Samaritan Foundation which is a philanthropic foundation serving the community through special focus on Behavioral Health, Cancer Care, Neonatology Intensive Care and Palliative Care and Hospice.

In addition, the MGSH subsidizes an annual community benefit of more than $57 million including uncompensated care and other programs.

Primary and Secondary Service Areas. MultiCare Good Samaritan Hospital's primary and secondary service areas are illustrated in *Figure II-A*. The definition of this market area is based on data from Fiscal Year (FY) 2019, using a combination of factors including patient residence of origin, market share in relation to other area medical service providers, population demographics, and natural/geographic boundaries.

MGSH's primary service area is in Puyallup and the surrounding area, which accounted for 77% of all hospital discharges in FY 2019. The secondary service area, which includes vast portions of East Pierce County both east and southwest of Puyallup, accounted for another 8% of discharges. 14% of discharges come from outside the primary and secondary service areas.

MultiCare is the market leader in the primary service area, with 46.2% share in 2019.

Vicinity. MGSH is located one mile south of downtown Puyallup, immediately south of Highway 512, with access provided via the Meridian Street South exit. Meridian Street South, a major arterial two blocks to the west, provides the primary vehicular access to the medical center.

FIGURE II-A: REGIONAL VICINITY MAP I

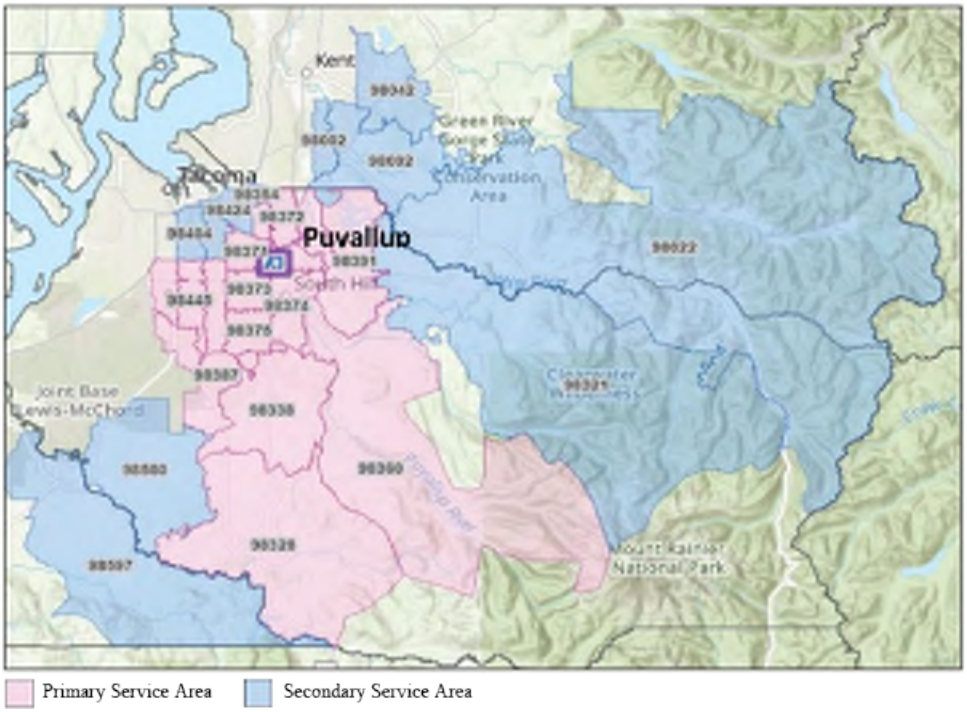
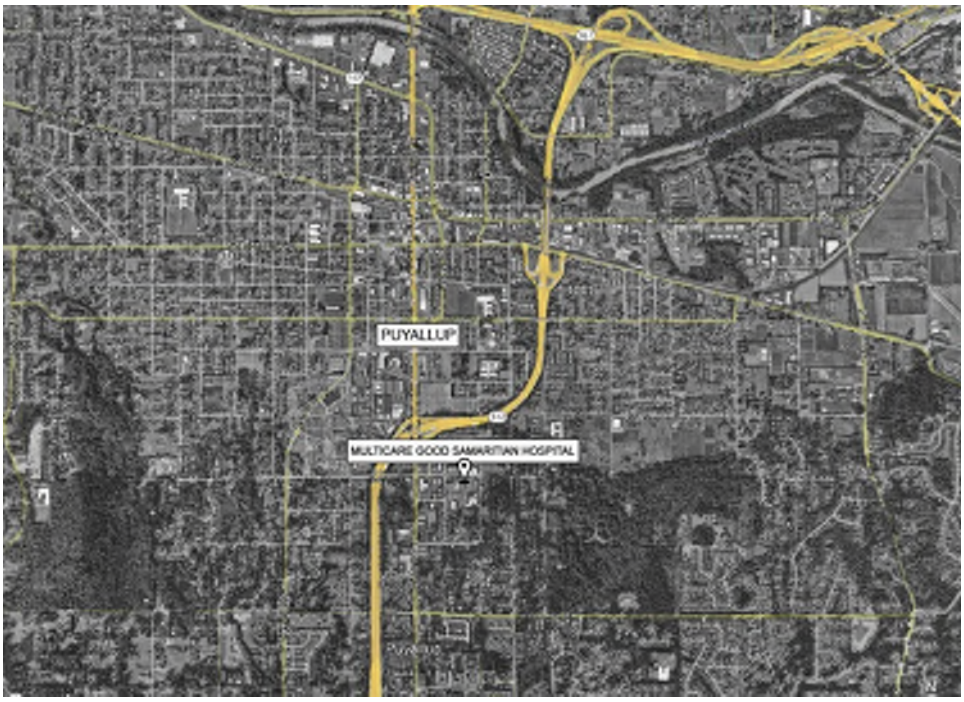
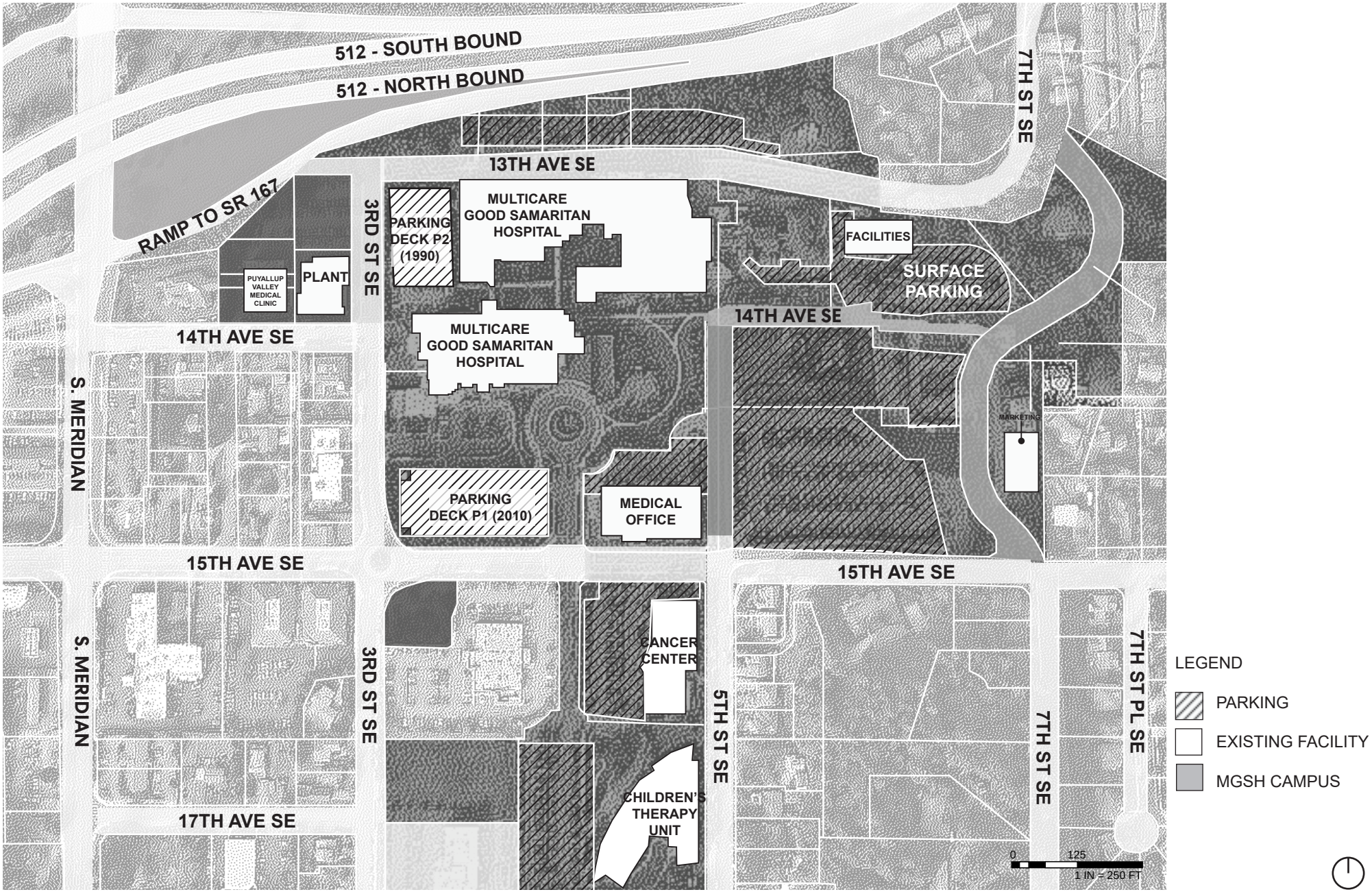


FIGURE II-B: REGIONAL VICINITY MAP II





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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

VICINITY MAP, EXISTING CONDITIONS - AERIAL PLAN

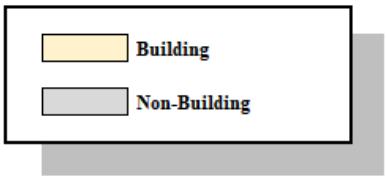
SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

II-C

Property Ownership. As illustrated in Figure II-C and Table II-A, MGSH occupies approximately 34.86 net acres of property bordered to the north by Highway 512.

TABLE II-A: PARCEL SUMMARY

Existing Parcel and Building Inventory					
Building Identifier	**Existing Facility / Site Name**	**Parcel Number**	**Parcel Area (AC)**	**Parcel Area (SF)**	**Building Gross Square Footage (GSF)**
A	Puyallup Valley Medical Clinic	9810000130	0.26	11,326	22,482
		9810000140	0.09	3,920	
		9810000151	0.26	11,326	
	CUP Surface Parking	9810000161	0.20	8,712	N/A
	CUP Surface Parking	9810000120	0.43	18,731	N/A
B	Central Utilities Plant (CUP)	7766000010 [a]	0.24	10,454	15,401
		7766000020 [a]	0.10	4,356	
		7766000030 [a]	0.07	3,049	
	13th Ave. SE Surface Parking / Undeveloped Land	420342141	0.17	7,405	N/A
		420342112	0.46	20,038	N/A
		420342081	0.32	13,939	N/A
		420342104	0.25	10,890	N/A
		420342124	0.03	1,307	N/A
		420342035	0.22	9,583	N/A
		7080000132	1.57	68,389	N/A
	Detention Pond (3rd & 15th)	7790000558	0.42	18,295	N/A
C	Cancer Center	7790000554	1.66	72,310	35,537
D	Children's Therapy Unit	7790000566	3.51	152,896	47,541
	Undeveloped Land	7790000565	1.09	47,480	N/A
E	Pavilions	9810000014	3.90	169,884	359,057
F	Dally Tower	9810000015 [b]	6.56	285,754	375,800
G	P2 Parking Garage (1990)	9810000016 [b]	0.05	2,178	138,484
H	P1 Parking Garage (2010)	9810000014 [c]	0.00	0	150,103
I	Medical Office Building	9810000643	0.44	19,166	83,736
		9810000644 [b]	0.65	28,314	
		9810000645 [b]	0.23	10,019	
	Surface Parking (5th &15th)	7080000251	3.32	144,619	N/A
	Surface Parking (5th & 14th)	7080000181	0.26	11,326	N/A
		7080000182 [b]	1.71	74,488	N/A
	Undeveloped Land	0420342146	1.46	63,598	N/A
J	Facilities Building	0420342147	1.96	85,378	12,471
	Undeveloped Land	0420342148	0.77	33,541	N/A
K	622-623 14th (Marketing)	0420342151	0.79	34,412	3,784
	Undeveloped Land	0420342150	0.76	33,106	N/A
	Undeveloped Land	0420342149	0.65	28,314	N/A
		Total	**34.86**	**1,518,502**	**1,244,396**

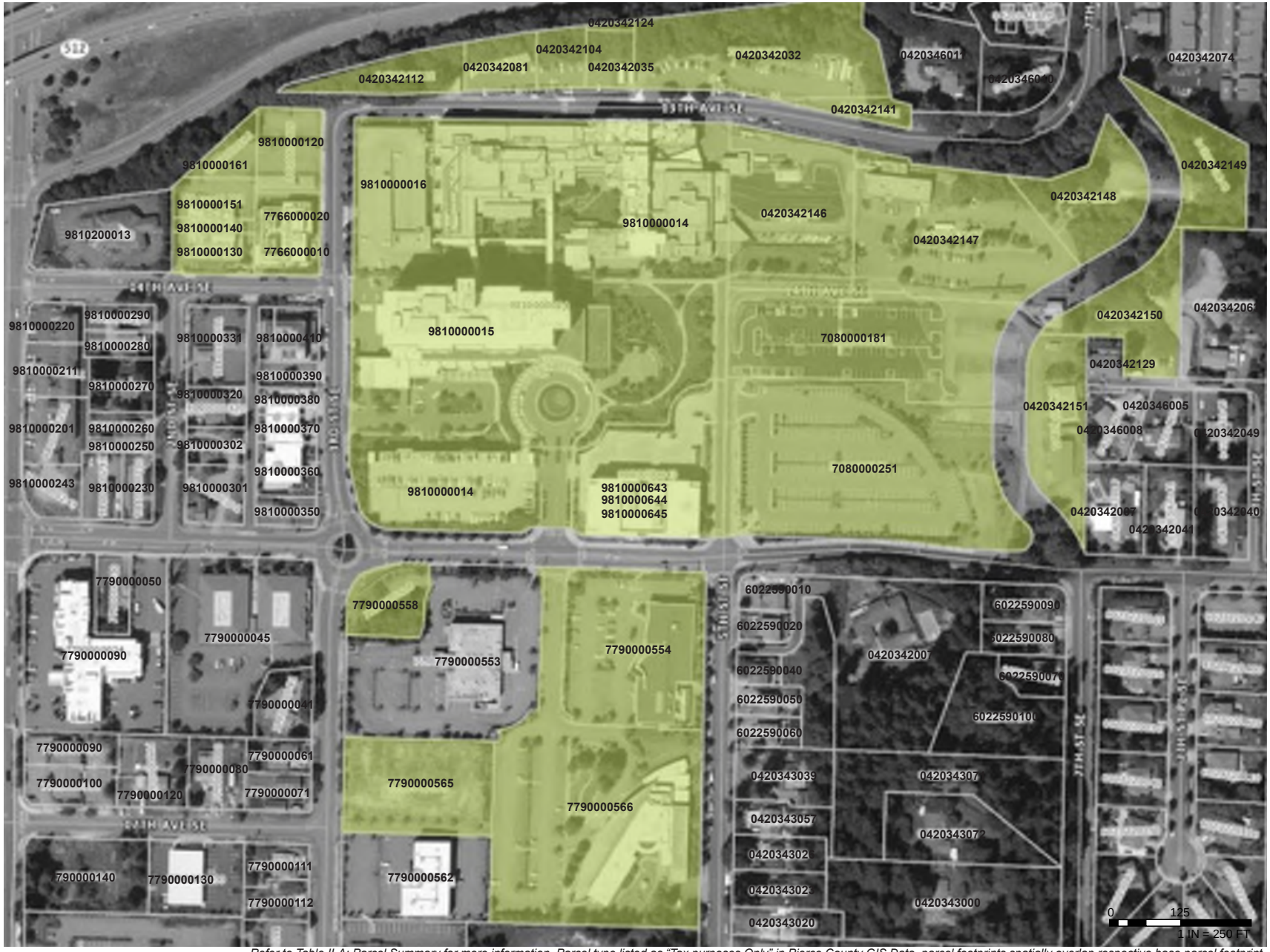


Notes:

a Parcel type listed as "Condo" in Pierce County GIS data. Parcel footprints spatially overlap respective base parcel footprint.

b Parcel type listed as "Tax Purposes Only" in Pierce County GIS data. Parcel footprints spatially overlap respective base parcel footprint.

c P1 Parking Garage (2010) is included as part of parcel 9810000014, therefore its area is not listed separately.



LEGEND

MGSH CAMPUS

OTHER

Refer to Table II-A: Parcel Summary for more information. Parcel type listed as "Tax purposes Only" in Pierce County GIS Data. parcel footprints spatially overlap respective base parcel footprint.

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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

PROPERTY OWNERSHIP

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

II-D

Surrounding Uses. MGSH was relocated to its current location in 1958 in what was a single-family neighborhood where many original homes still exist. The Western Washington Fairgrounds lie to the northwest of the medical campus across Highway 512. There are multiple free-standing medical office buildings (MOBs) on the blocks immediately surrounding the campus, largely occupied by physicians affiliated with MGSH. The adjacent blocks to the south and southwest also contain single-family residences and non-affiliated businesses. The homes are also interspersed with privately-owned MOBs. Multi-family development lies to the northeast along 7th Street SE.

Zoning. As noted in Figure II-E, all the medical campus lies within the Medical (MED) zone, a specially created zoning district adopted to reflect the presence of a major medical facility and related private MOBs. This zoning district extends beyond MGSH's ownership to the west and south to reflect the assumption of additional medical development.

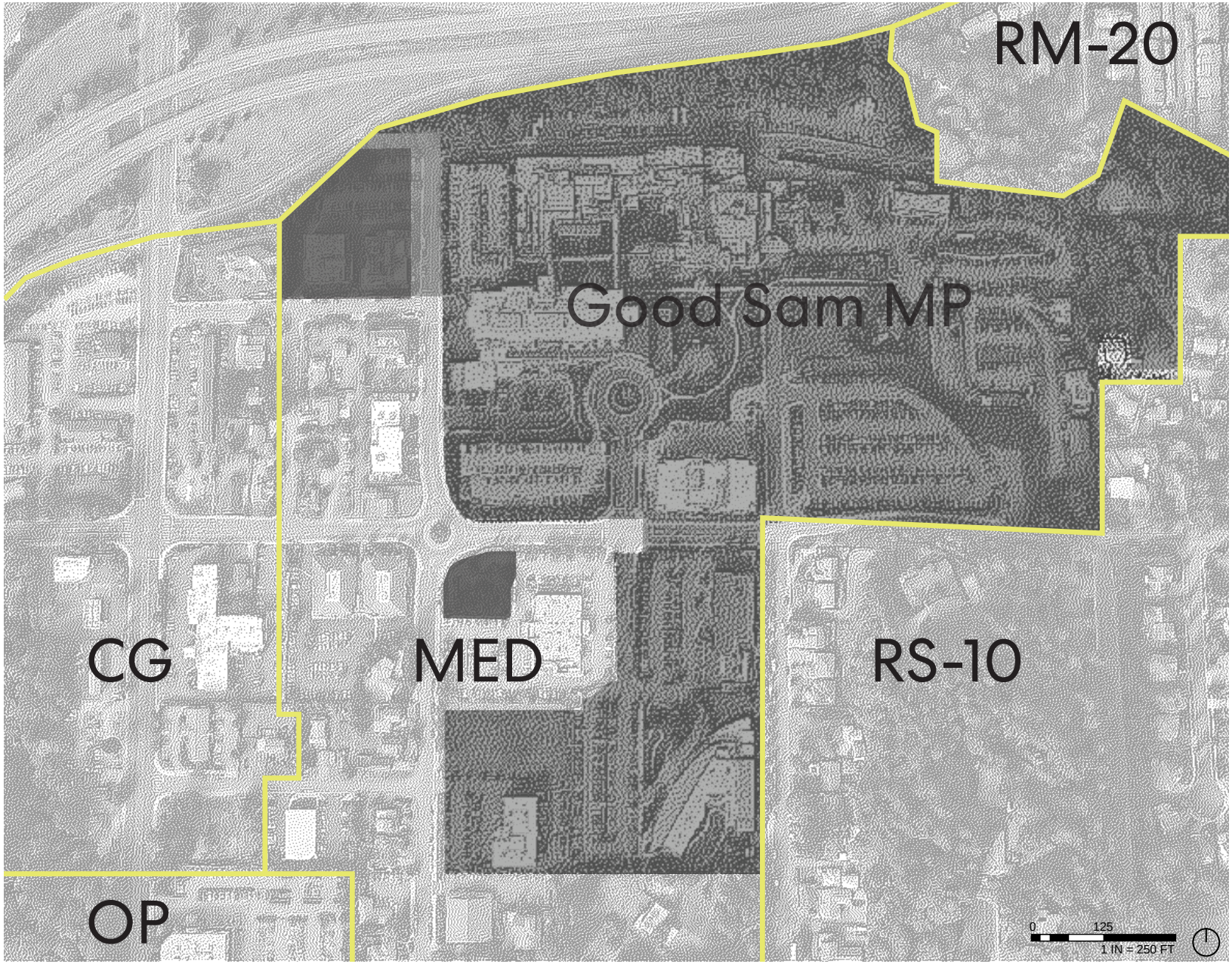
There is a strip of General Commercial (CG) zoning to the west extending from the freeway ROW to 16th Avenue SE. This includes commercial properties that abut the east side of Meridian Street South, a major arterial in the area. A block of Professional Office (OP) lies immediately to the south of this. Most of the property to the south and east is zoned Single-Family Residential/10,000 (RS-10), reflecting the residential character of the area. To the northeast of the medical center lies an area zoned ~~multi-Family/20 units (MF-20)~~ High density multiple-family residential zone (RM-20).

[PW, 2023.12.15] Corrected the Zoning.

Also see Planning Review Response letter.

[PW, 2023.12.15]
See Planning Review Response letter

Please describe how the houses are being used [planning comment, master plan doc, page 14]



ZONING OVERVIEW

All of the medical campus lies within the Medical (MED) zone. This zoning district extends beyond MultiCare's ownership to allow for additional medical development.

There is a strip of General Commercial (CG) zoning to the west extending from the freeway to 16th Ave SE. This includes commercial properties on either side of Meridian Street S, a major arterial in the area. A block of Professional Office (OP) lies immediately south of this. Most of the property to the south and east is zoning Single-Family Residential/10,000 (RS-10), reflecting the historic residential character of the area. To the northeast of the medical center lies an area zoned High density multiple-family residential zone (RM-20).

Legend

- Zone Boundary
- Good Sam MP

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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

ZONING MAP

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

SITE DESCRIPTION

General Orientation. The existing development of the site and existing off-street parking facilities are illustrated in figure *II-C – Vicinity Map, Existing Conditions*. MGSH occupies 34.86 acres over 34 parcels in the area immediately south of Highway 512 and east of Meridian Street South. The existing site consists of Good Samaritan Hospital, Parking garage P1, Parking Garage P2, medical office building and parking garage, Good Samaritan Facilities building, the existing Central Utility Plant for the hospital, and surface parking lots. A few repurposed houses located on the eastern boundary of the site are also used by the hospital.

The site is bound to the north by Highway 512 and to the east by existing residential properties. To the south, the campus is mostly bounded by 15th Ave SE; however, four parcels south of 15th Ave SE between 3rd St SE and 5th St SE are included in the site. These parcels include the Children's Therapy Unit and the Cancer Center, along with their respective parking lots. To the west, the site is mostly bound by 3rd Street SE, apart from six parcels located at the northwest corner of the site. Currently, 13th Ave SE routes through the northern side of the campus. This is a city-owned roadway. Existing parking and utilities serving the hospital are located on the north side of 13th Ave SE. 5th St SE and 14th Ave SE also bisect a portion of the eastern side of campus and provide access to parking lots and the facilities buildings. These roadways have been vacated by the city and are owned by MultiCare. However, City owned utilities are located within these roadways. A portion of the project area is being considered as right-of-way for the future extension of 7th St SE through the site from 15th Ave SE to 13th Ave SE.

Topography. The existing site consists of a steep hillside which drains from South to North. The southern boundary of the project is approximately 219 feet in elevation at its highest point and the northern boundary is at approximately 60 feet at Highway 512. Nearly 160 feet of grade change exists across the site from its highest to lowest points. These characteristics play a critical role in locating future building areas. Significant grading and retaining walls are anticipated to facilitate future development on the eastern side of the parcel.

Natural Resources. As indicated in figure *II-C – Vicinity Map, Existing Conditions,* the site is significantly developed with existing infrastructure, buildings, and parking lots. Natural resources within the boundaries of the Master Plan mainly consist of heavily vegetated areas at the extreme north-east corner of the hospital-owned properties. These areas are not proposed for new structures in this Master Plan.

Critical Aquifer Recharge Area. Per the Pierce County Planning and Public works geospatial data obtained through Pierce County's geospatial data portal, the entire MGSH campus is located within critical aquifer recharge area to the Central Pierce County Aquifer. This is typical to projects in the region, as a majority of Pierce County is within the recharge area for the Central Pierce County Aquifer. Development within aquifer recharge areas shall not negatively affect recharge rates or the water quality of the aquifer as governed within Puyallup Municipal Code Chapter 21.06.1110. See figure *II-F - Critical Aquifer Recharge Area* showing the extent of the aquifer recharge area over the project area.

Wellhead Protection Area. Per The Washington State Department of Health Office of Drinking Water geospatial data obtained through the Washington State Geospatial Open Data Portal, the portion of the site east of 5th Street SE is located within the 10-year, 5-year, and 1-year wellhead protection areas for the City of Puyallup Well #13 located at 15th Ave SE and 9th Street SE. A portion of the western half of the site is located within the 10-year wellhead protection area for the City of Puyallup Well #27 located on 96th Street. Similar to critical aquifer recharge areas, Wellhead protection areas are protected critical areas and groundwater shall not be adversely affected by development as defined within Puyallup Municipal Code Chapter 21.06.1110. See figures *II-G through II-I - 10 Year, 5 Year, and 1 Year Wellhead Protection Areas* showing the extent of nearby wellhead protection areas in relation to the MGSH campus.

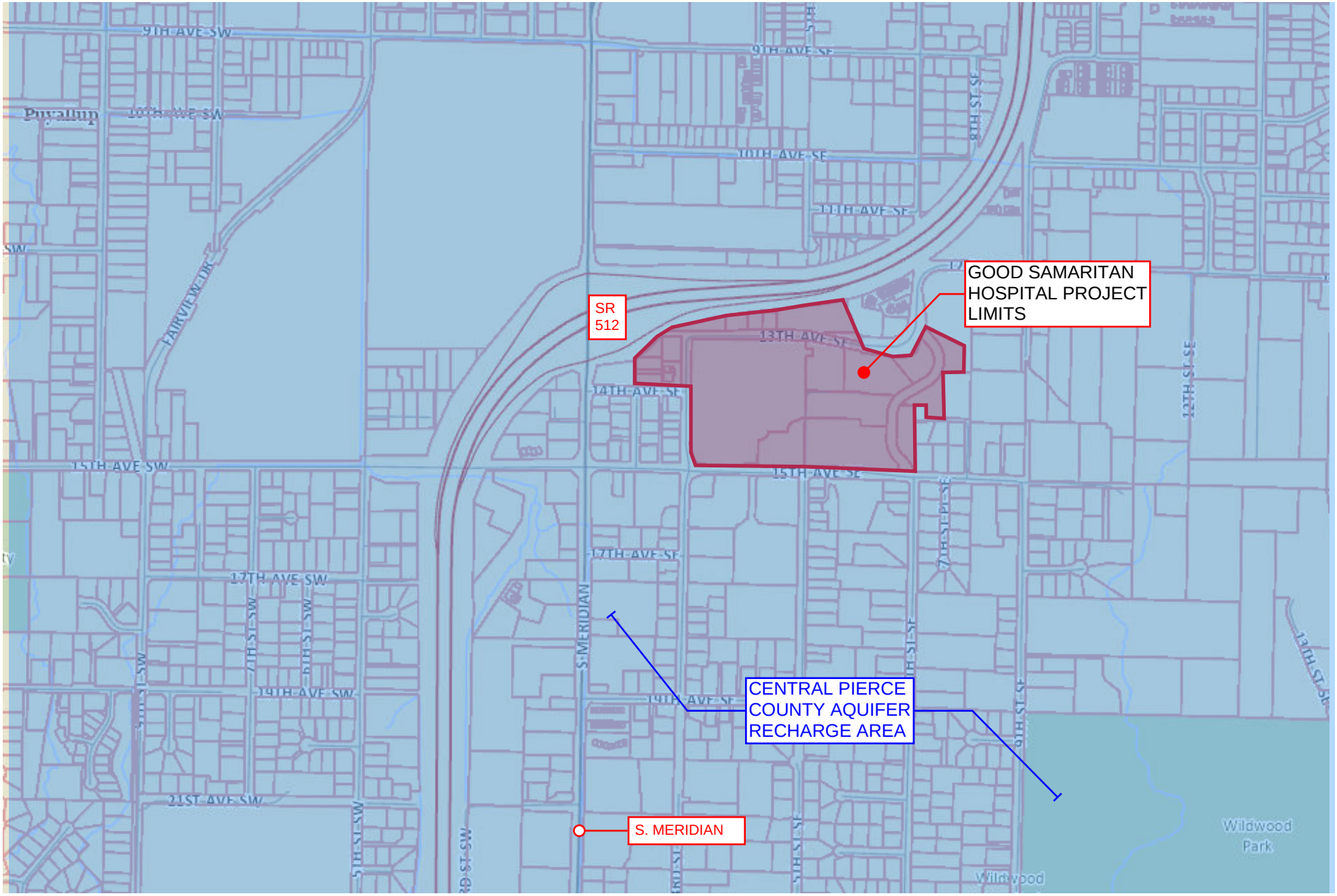
Geologic Hazard Area - Volcanic Hazard Area. As shown in Figure *II-J – Volcanic Hazard Area*, the northern edge of the hospital campus lies within the 500-1,000-Year lahar boundary, which indicates the possible extent of pyroclastic flow resulting from the volcanic eruption of Mount Rainier, which lies to the southeast, as documented by the United States Geological Survey, USGS.

In accompaniment to the 2007 MGSH Master Plan, the established Development Agreement (DA) of the same year set the Case I lahar boundary at the ninety (90) foot elevation line on the Property, based upon information obtained from USGS that was specific to the hospital site. The 2007 DA stated that the City will not regulate critical facilities above that boundary pursuant the City's volcanic hazard critical area regulations. On November 18, 2022, USGS confirmed the prior information in writing to the City of Puyallup. See *Appendix C - USGS Lahar Zone Correspondence*.

Currently on the MGSH campus, all clinical buildings lie outside of the 90-foot elevation contour. The existing MGSH "Meadow Pavilion" and the existing CUP building lie just outside of the 90-foot elevation contour. A portion of the northwest corner of the existing Parking Garage P2 does exist below this boundary. Refer to Figure *II-J - Volcanic Hazard Area* showing the lahar hazard limits per the *USGS Lahar Zone Correspondence* provided in Appendix C. The approximate location of the 90-foot contour is shown on this exhibit to depict the limit of the Case I lahar boundary. This will be further reviewed and discussed in the Environmental Impact Statement (EIS) prepared by others.

Geologic Hazard Area – Landslide Hazard Area. Per the City of Puyallup Public Data Viewer and as defined within Puyallup Municipal Code chapter 21.06.1210, portions of the MGSH site have steep slopes attributed with high and moderate landslide hazard risks. See figure *II-K – Landslide Hazard Area* for the extent of landslide hazard prone areas within the MGSH campus.

Critical Areas – Contaminated Sites. Per contaminated sites GIS data provided by the Washington Department of Ecology (Ecology), there is one previously contaminated site located within the MGSH campus on Parcel #0420342147. The site's address is listed as 828 13th SE. The Ecology cleanup site ID is 8304. Prior to the construction of Dally Tower, the referenced site included several former single-family residences. Leakage from underground fuel oil tanks associated with these structures was removed, fully mitigated, and approved by the appropriate governmental authorities before Dally Tower construction and other site development. Today, the source of the contamination has been removed and there are no lingering contamination concerns from this event. The site has a listed status of "No Further Action" as of August 29th, 2012. Refer to figure *II-L – Previously Contaminated Site Map* for a map depicting the location of this on-site.

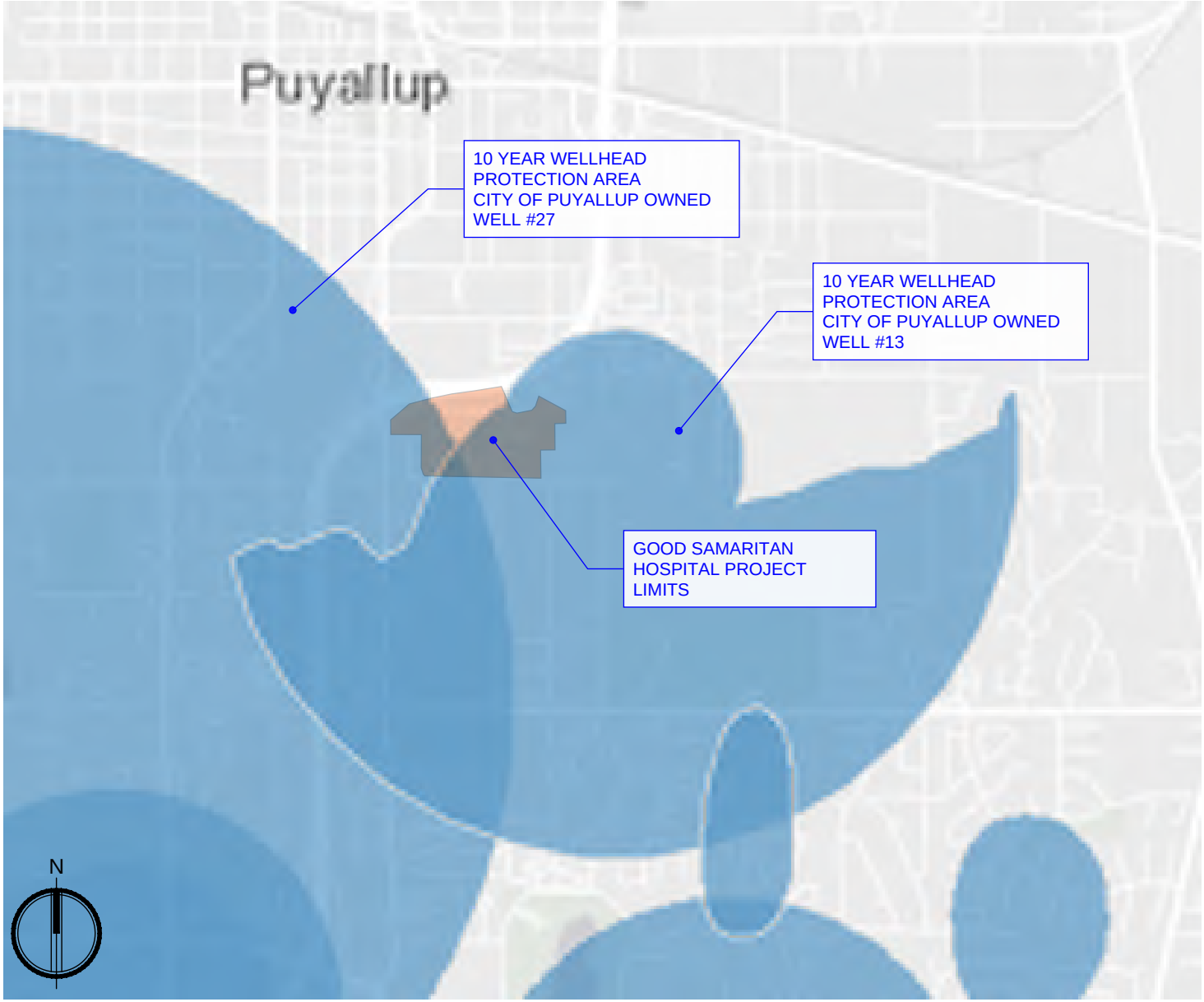


MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

CRITICAL AQUIFER RECHARGE AREA

SOURCE: PIERCE COUNTY WA OPEN GEOSPATIAL DATA PORTAL

II-F

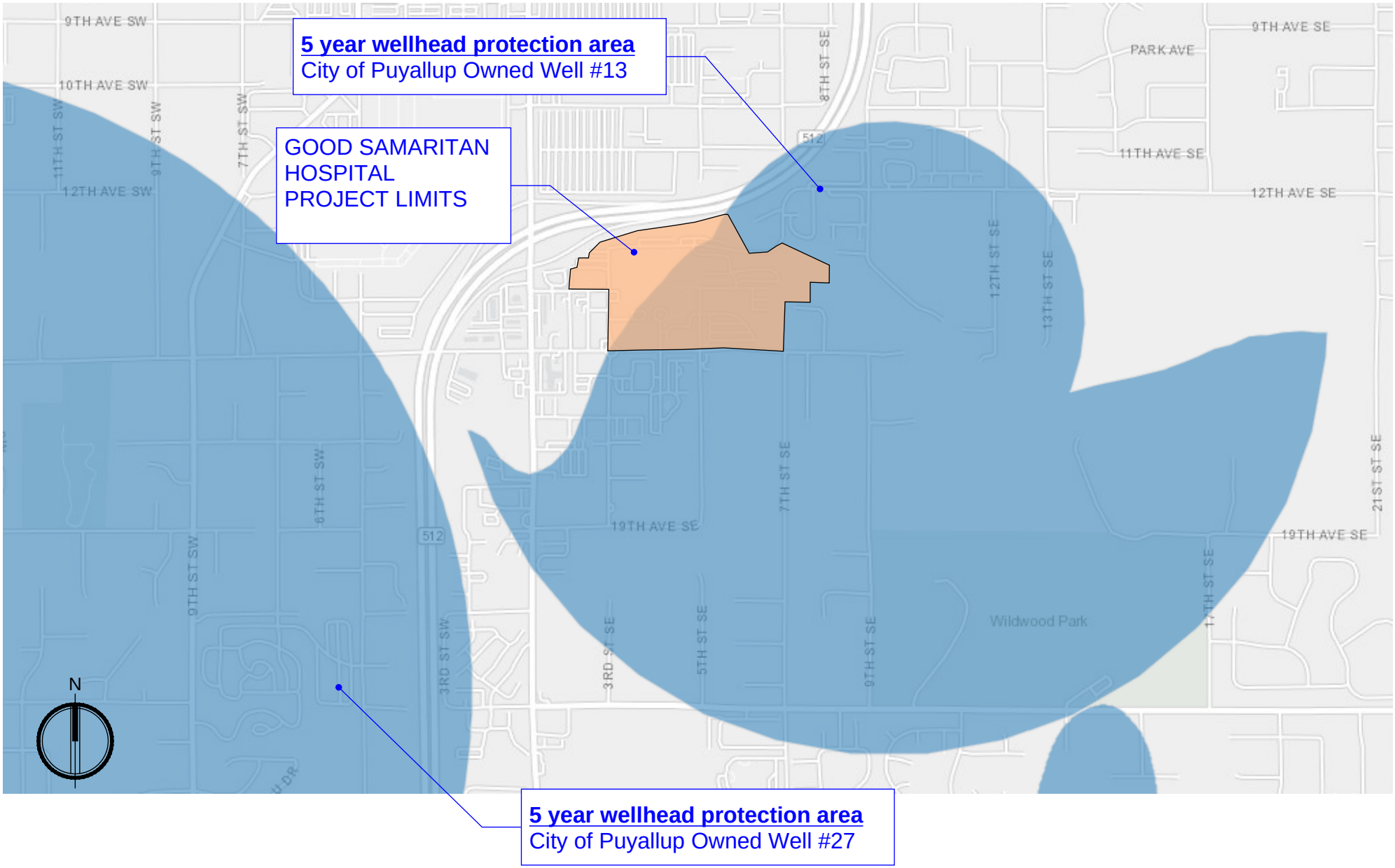


MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

10-YEAR WELLHEAD PROTECTION AREAS

SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH - OFFICE OF DRINKING WATER

II-G

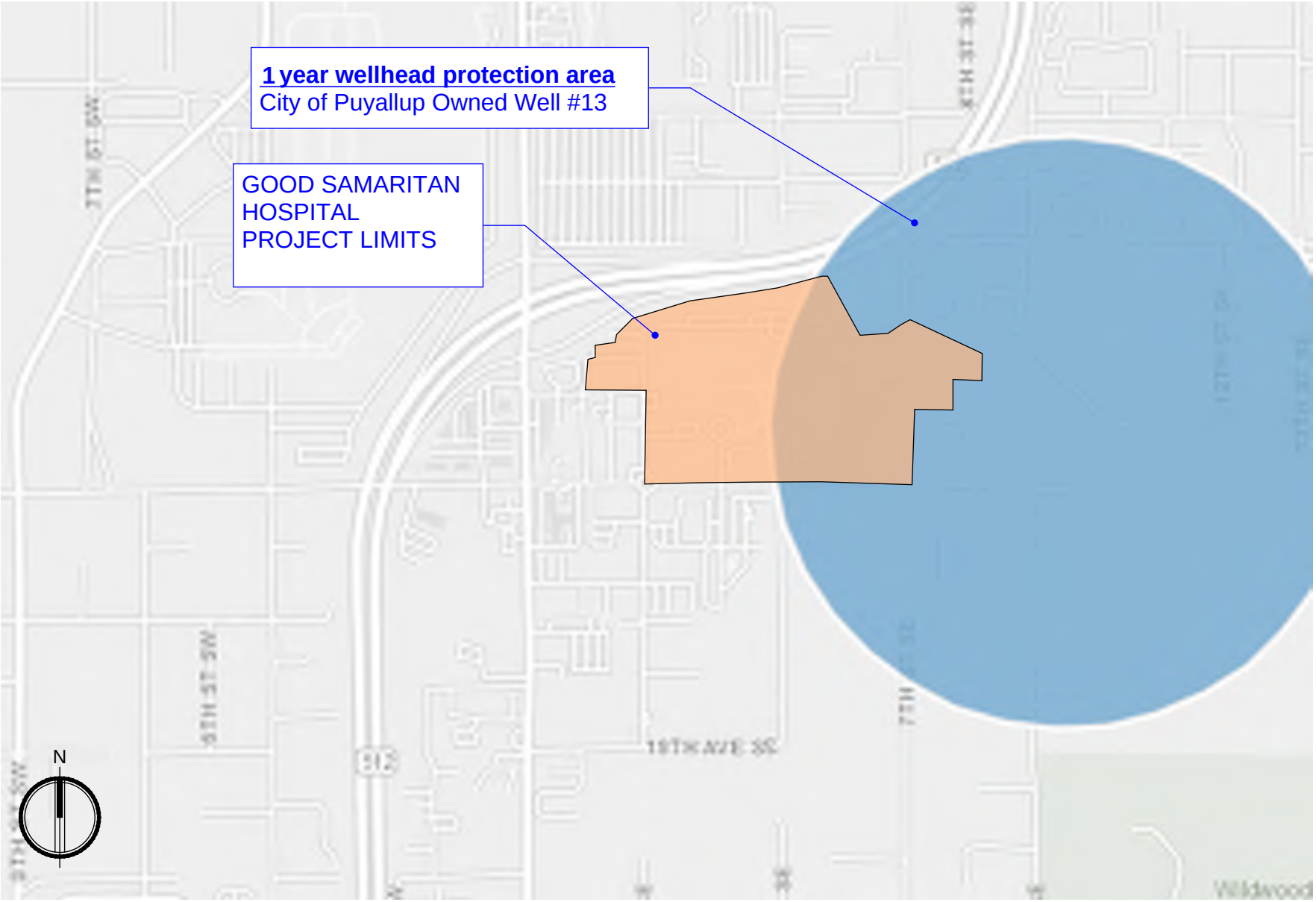


MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

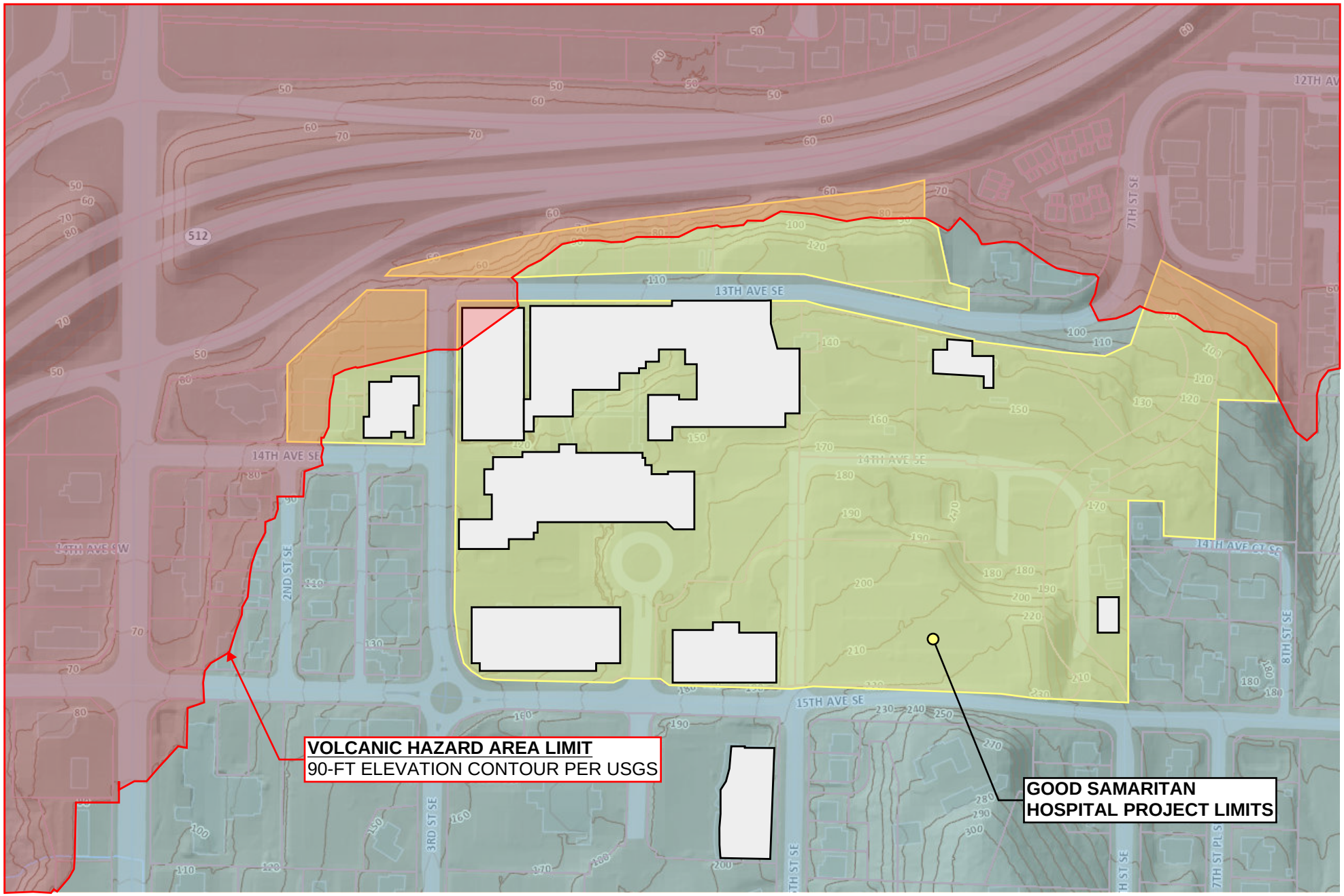
5-YEAR WELLHEAD PROTECTION AREAS

SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH OFFICE OF DRINKING WATER

II-H



AHBL	MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN	II-I
	1-YEAR WELLHEAD PROTECTION AREAS	
	SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH OFFICE OF DRINKING WATER	



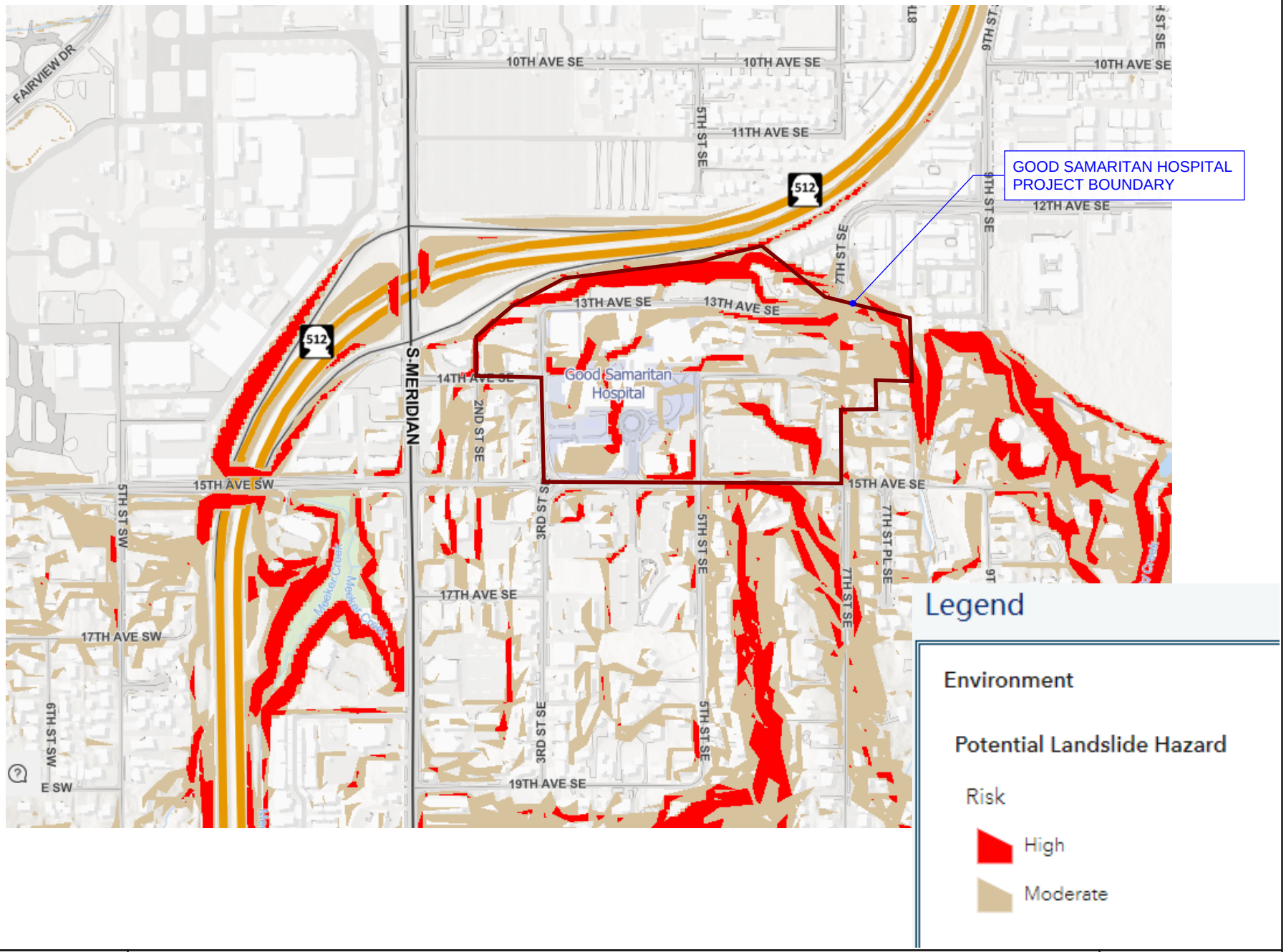
AHBL

MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

VOLCANIC HAZARD AREA

SOURCE: USGS

II-J



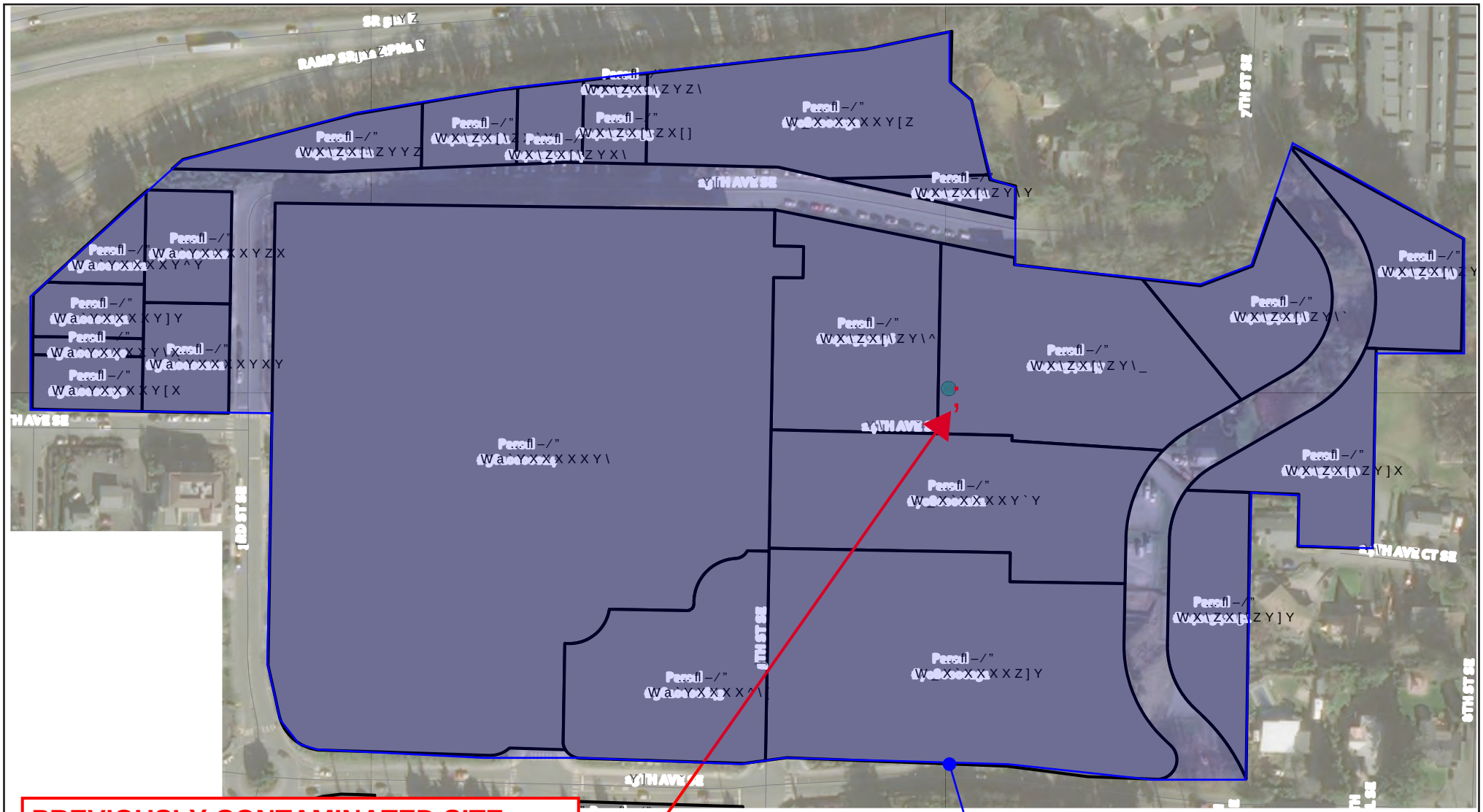
N

MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

LANDSLIDE HAZARD AREA

SOURCE: CITY OF PUYALLUP DATA VIEWER

II-K



PREVIOUSLY CONTAMINATED SITE
Site Name: Totem Electricity of Tacoma
Address: 828 13th SE, Puyallup, WA 98372
Cleanup Site ID: 8304
Status: No Further Action

GOOD SAMARITAN HOSPITAL PROJECT LIMITS

AHBL

MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

PREVIOUSLY CONTAMINATED SITE MAP

SOURCE: WASHINGTON DEPARTMENT OF ECOLOGY

II-L

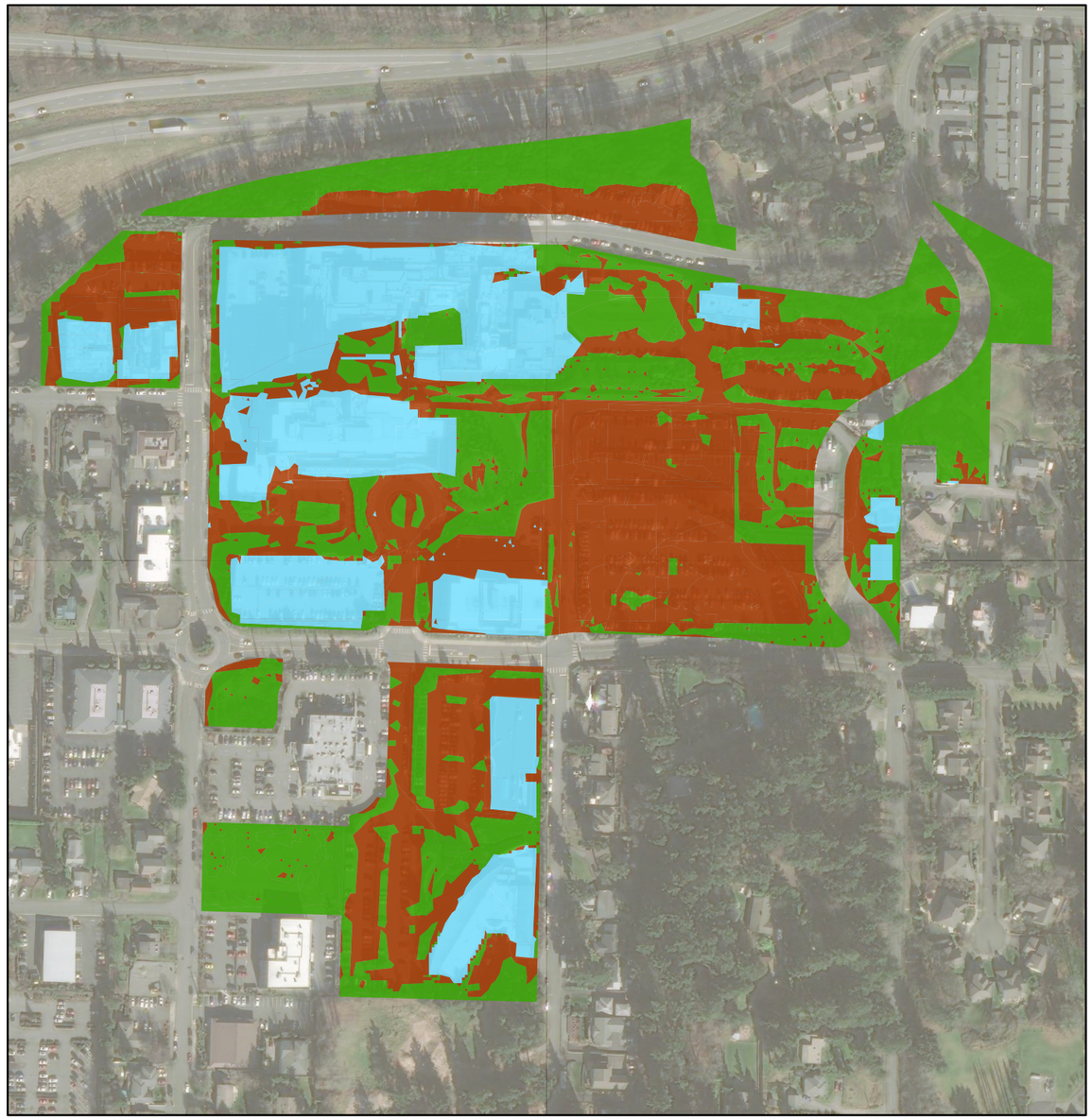
Existing Developments and Lot Coverage Summary

As documented in *Table II-A Parcel Summary*, the medical center campus contains a total of 1,244,396 gross square feet (gsf) of development, about 924,153 GSF of which is medical use. The remaining 320,243 gsf is contained in two existing parking garages, the facilities building, marketing, and the central utilities plant. As of now, MGSH owns 34.86 acres of property which make up the campus.

Lot coverage for existing conditions plus all proposed development is presented in *Table III-J – Summary of Lot Coverage* located in Section III below. Calculations were determined from approximate data accessed through the *Puget Sound Stormwater Heatmap* and should be used for planning purposes only.

Lot coverage is divided into three categories, including building, hardscape, and pervious land cover. In existing conditions, approximately 64% of the campus is building and impervious land cover (25% + 39%), and 37% of the campus is pervious. In full build-out conditions, or after Phases 2,3, and 4 are completed, approximately 67% of the campus will be building and impervious land cover (38% + 29%), and approximately 33% will be pervious. Note that these land cover numbers are excluding the potential 7th Street right-of-way extension. Refer to *Figure II-M – Existing and Full Buildout Lot Coverage Exhibit* for a comparison map showing both existing conditions and full-build-out conditions.

EXISTING CONDITIONS



FULL BUILDOUT CONDITIONS

Legend

- Impervious
- Pervious
- Building

N

GRAPHIC SCALE

0 70 140 280 Feet

1 IN = 280 FT

Note: Land Cover approximated from Puget Sound Stormwater Heatmap (https://stormwaterheatmap.users.earthengine.app view/watershed-inspector)

AHBL

MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

EXISTING AND FULL BUILDOUT LOT COVERAGE EXHIBIT

II-M

Existing Loading. MGSH operates a central warehouse off-site which brings supplies and other bulk items to the campus on a needed basis. Main deliveries and refuse service are handled through the existing loading dock accessed from 3rd Street SE. A secondary loading exists at the east side of the hospital which can be accessed from 13th Avenue SE. Additionally, a new morgue facility has been recently constructed to the east of the existing secondary loading dock.

Existing Infrastructure. Based on information obtained through campus as-built documents, topographic survey, and the City of Puyallup GIS portal, the MGSH campus is served by a variety of public utilities. Refer to *figure II-N– Existing Utility Map* for a map showing the layout of existing utilities in the surrounding site area.

Domestic Water & Fire Protection. All of the streets within and surrounding the medical center have public water main infrastructure as follows:

- 3rd Street SE - 6" CI
- 4th Street SE - 12" DI
- 5th Street SE - 8" CI
- 13th Avenue SE - 12" DI
- 14th Avenue SE - 8" DI
- 15th Avenue SE - 12" DI

CI: Cast Iron Pipe, DI: Ductile Iron Pipe

There are 15 fire hydrants currently located in the vicinity of the existing site. Fire hydrants and watermain will be added or modified as needed to accommodate the proposed development.

Sanitary Sewer. Sanitary sewer mains are in various streets surrounding the medical center as follows:

- 13th Ave SE - 8" PVC, 8" RCP
- 15th Ave SE - 8" PVC
- 3rd Street SE - 8" PVC
- 5th Street SE - 8" PVC
- 7th Street SE - 8" PVC

PVC: Polyvinylchloride Pipe, RCP: Reinforced Concrete Pipe

The northern buildings of the existing hospital drain to sanitary sewer main in 13th Avenue SE which routes westward towards Meridian Avenue. The Dally tower and main hospital building drain towards 3rd Street SE which drains and converges with 13th Avenue SE effluent waste at the intersection of 3rd Street SE and 13th Avenue SE. Sewer mains in 5th Street SE and 7th Street SE convey sewage waste from upstream residential users northward towards the City's sewage treatment plant.

Per City of Puyallup engineering staff, an approximately 1400-foot section of sanitary sewer between South Meridian and 5th Street SW along 15th Ave SW is undersized and does not currently have capacity for future development. This is set to be upsized as part of the City's capital improvement projects in 2024.

Storm Sewer. Existing storm sewer mains are in adjacent streets as follows:

- 13th Avenue SE: 12" PVC
- 14th Avenue SE: 12" PVC
- 15th Avenue SE: 12" PVC
- 3rd Street SE: 12" PVC, 12" RCP
- 5th Street SE: 12" PVC
- 7th Street SE: 12" PVC, 42" RCP

PVC: Polyvinylchloride Pipe, RCP: Reinforced Concrete Pipe

The site currently drains into two separate drainage basins, including the Clarks Creek basin and the State Highway basin. Portions of the site north of 15th Ave SE and west of 5th St SE drain to the Clarks Creek basin, and the rest drains to the State Highway basin. Per the approved drainage manual (2019 Department of Ecology Stormwater Management Manual for Western Washington), the State Highway basin, which drains directly to the ~~White~~ Puyallup River, is exempt from flow control requirements. Discussed on August 30th, 2022, during a meeting with the City of Puyallup engineering staff to discuss the civil engineering scope of the masterplan, the conveyance system along Highway 512 was identified as undersized by the city. Therefore, the MGSH project area which drains to the state highway basin shall be designed to meet the duration flow control standard as specified within the approved manual. The Clarks Creek basin is also required to meet this stormwater requirement; therefore, the whole project area must comply with the proposed detention systems.

[PW, 2023.12.15] Corrected river name.

Also see Engineering Review Response letter

According to a soil map and report provided by the United States Department of Agriculture Natural Resources Conservation Service (NRCS), see *appendix A,* the project site consists of mainly Kapowsin gravelly ashy loam, Kitsap silt loam, and Puyallup fine sandy loam. Additional information regarding soil, groundwater, and infiltration in the project site were extrapolated from an existing feasibility study and geotechnical report for projects located within the MGSH campus. A Stormwater Feasibility Evaluation conducted by Cobalt Geosciences, updated on May 24, 2018, and provided by the City of Puyallup describes the soils of the North Parking Lot and Central Parking Lot areas on the MGSH campus (near the intersection of 5th St SE and 14th Ave SE, see *appendix B* for existing conditions) as Vashon Glacial Drift. Drift includes variable mixtures of silt, sand, gravel, and cobbles and is typically medium dense to very dense. Drift can resemble glacial trill, undifferentiated outwash, and ice-contact deposits.

In the North Parking Lot and Central Parking lot area, drift includes large amounts of gravel and cobbles with variable amounts of silt and sand underlain by fine grained soils. The Stormwater Feasibility Evaluation conducted by Cobalt Geosciences also summarizes that no groundwater was observed at depths of 1.5 to 5.5 feet below grade; however, another report referenced in the Evaluation describes that groundwater is locally present at elevations ranging from 148 to 190 feet in elevation. For additional information, refer to the Stormwater Feasibility Evaluation conducted by Cobalt Geosciences, provided in *appendix B*. Both the evaluation and the geotechnical report suggest that infiltration is infeasible for their respective project sites. Extrapolating this information, it is assumed that infiltration is infeasible for the project site in

question. For specific project development, infiltration shall be analyzed on a site-by-site basis and applied to the respective stormwater design to reduce facility size.

GRAPHIC SCALE

N

0 60 120 240

1" = 120 FEET

AHBL

MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

EXISTING UTILITY MAP

II-N

LEGEND

SANITARY SEWER MAIN
SANITARY SEWER MANHOLE
SANITARY SEWER CLEANOUT

STORM DRAINAGE PIPING
CATCH BASIN TYPE 1
CATCH BASIN TYPE 2
STORM CLEANOUT
YARD DRAIN
RIPRAP PAD

WATER PIPING
FIRE HYDRANT
WATER METER
GATE VALVE
THRUST BLCOKING
FIRE DEPARTMENT CONNECTION (FDC)

[PW, 2023.12.15]
Corrected the Figure Title.

Also see Planning Review Response letter.

<u>7th Street SE Roadway Connection – Existing Conditions</u>. As illustrated in *Figure ~~II-M~~ II-O*, a portion of the eastern half of the MGSH campus property was dedicated to a 60' ROW (Parcel No. 201003260097) for a potential future city street connecting the northern extent of 7th Street SE to the southern extent of 7th Street SE through the MGSH site. This was established on March 3rd, 2008, under City of Puyallup Ordinance #2900 as part of the 2007 development agreement between the City of Puyallup and MGSH. The purpose of this dedication was to facilitate city transportation planning for the 7th Street link between 13th Ave SE and 15th Ave SE and to facilitate future planning for the MGSH campus.

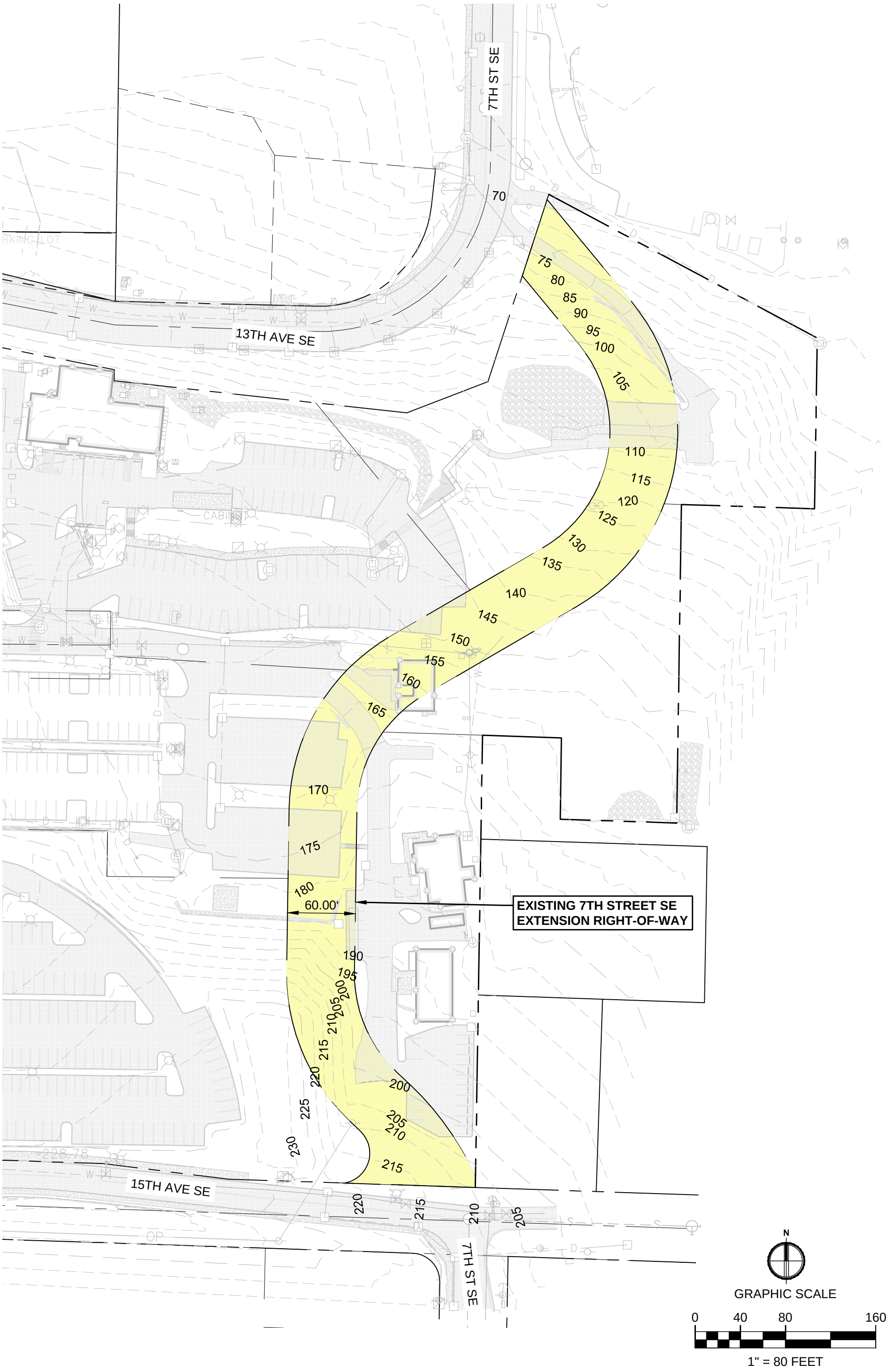
The 7th Street SE roadway connection is currently shown on the City of Puyallup's Comprehensive Plan – Transportation Element and is included in this Master Plan as a potential future roadway connection and is dependent upon the necessity for traffic mitigation improvements resulting from traffic analysis within the EIS. If deemed necessary through traffic analysis, the 7th Street SE connection will be proposed. From meetings with City of Puyallup staff on August 30th, 2022 and October 18th, 2022, the City will review the traffic impact analysis to confirm the roadway connection is warranted by the campus improvements. Alternatives may need to be reviewed with MGSH.

The current dedicated area has two MultiCare-owned single-family homes and one outbuilding, all three of which will need to be demolished to accomplish future road construction. At the eastern edge of the MGSH campus, multiple privately-owned single-family homes exist and will need to be carefully considered with respect to any potential road design.

[PW, 2023.12.15]
Corrected the northern and southern.

Also see Planning Review Response letter.

The centerline of the right-of-way is approximately 963 feet long. The ~~northern~~ southern connection with 7th Street SE is approximately at elevation 207' while the ~~southern~~ northern connection is at 73'. The equates to a 134' grade change along the road dedication at an average grade of 13.9%. Per discussion during the pre-application meeting with City of Puyallup staff on August 9th, 2022, and per section 100 of the City of Puyallup Design Standards, a future potential roadway shall have a maximum grade of 10%. Based on AHBL review, the proposed roadway will exceed the 10% slope and may be as steep as 15% when landings at intersections are introduced. Based upon the October 18th meeting with City staff, exceeding the City standard maximum road slope would be addressed in the design and permitting of the roadway. Additionally, the intersection of 7th Street SE and 15th Ave SE is not currently aligned with the proposed 7th Street SE extension route and will require an intersection offset from the current northern intersection with 7th Street SE. The current northern extent of the existing roadway right-of-way is currently a steep forested hillside which ties into the existing 7th Street SE along a steep sweeping curve. The existing dedicated area may need to be modified to shift the northern intersection with 7th Street SE and 13th Ave SE to a location with better intersection sight distances. Per Ordinance #2900, "MGSH is not responsible for additional right-of-way procurement for the 7th Street SE right-of-way if a future roadway be elected to be built."



AHBL

MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

7TH STREET SE EXTENSION - EXISTING CONDITIONS

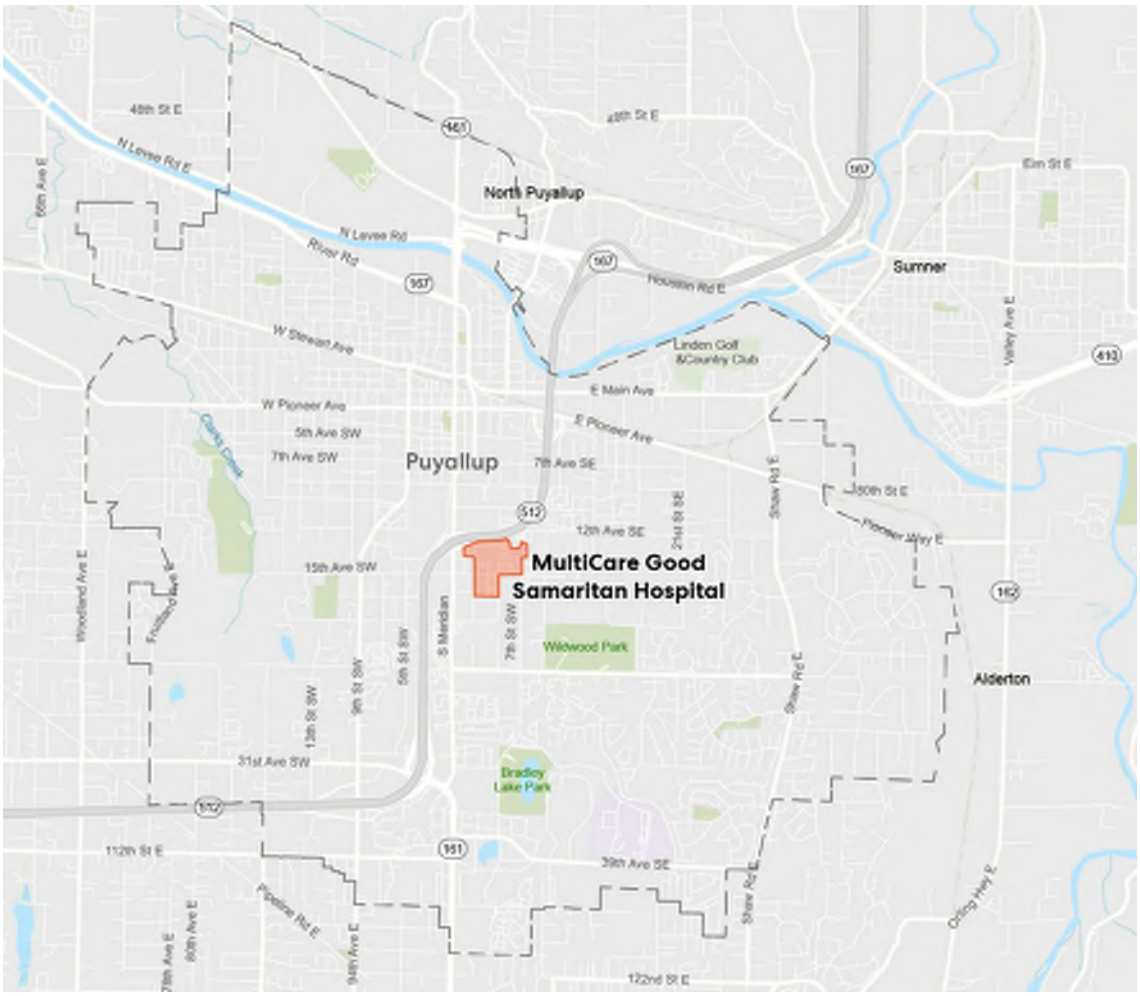
II-O

Existing Transportation Systems

Regional Context. MultiCare Good Samaritan Hospital (MGSH) is located less than one mile from the Puyallup downtown core and within three miles of parks, trails, and Pierce College (*Figure II-P*). MGSH is located approximately 700 feet east of Highway 512 northbound exit, which connects to I-5. The project site is within a 25-30-minute drive and 45–60-minute transit trip to Tacoma by transit. The access shed to Seattle is 40-55 minutes by car and two hours by transit.

The site is currently zoned as Medical (MED) and is adjacent to General Commercial (GC) and multi-family and single-family Residential zones.

FIGURE II-P: REGIONAL ACCESS



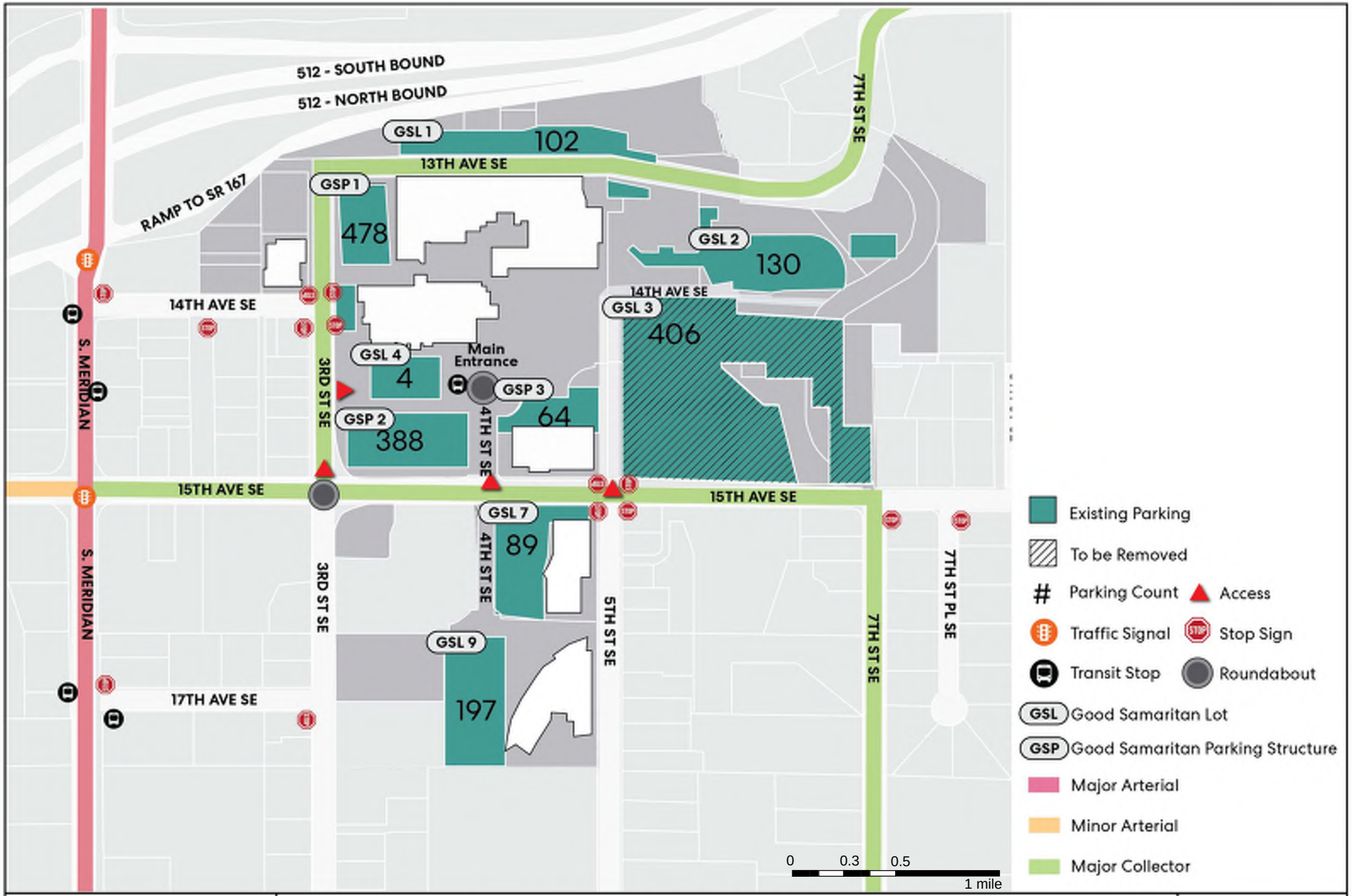
Existing Roadway Network and On-site Circulation. The roadway network serving MGSH includes Major Collector and Local streets (*Table II-B and Figure II-Q*), which provide direct access to the project site. Roadway access, intersections, and signalization in the MGSH campus vicinity are shown in Figure II-Q. 15th Avenue SE, 14th Avenue SE, 13th Avenue SE, 3rd Street SE, 4th Street SE, and 5th Street SE provide primary access to campus, which allows for variable routes to MGSH. There are two signalized intersections: one at South Meridian at 15th Avenue SE and the other at the 512-freeway ramp. Local streets serving the campus have slower speeds and include a roundabout at 15th Avenue SE and 3rd Street SE with high-visibility crosswalks and refuge islands.

The main hospital entrance is located at the rotunda off the intersection of 15th Avenue SE and 4th Street SE. The emergency department and ambulance entrance facilities are located off 3rd Street SE. Parking garage P1 is accessed via the emergency department access road off 3rd Street SE. Parking garage P2 is accessed via connections to 3rd Street SE and 13th Ave SE. The main hospital loading dock is located immediately west of the existing tower along 3rd Street SE. A secondary loading dock for kitchen facilities is located off 13th Ave SE.

MGSH's two free-standing outpatient facilities, Cancer Center, and Children's Therapy Unit, are located adjacent to the hospital campus to the south. The main entrance to these buildings is located off vacated 4th Street SE across from the driveway to the main hospital. These buildings have their own respective parking lots, sidewalks, and right-of-way connections to provide adequate pedestrian and vehicular access.

TABLE II-B: CITY OF PUYALLUP STREET CLASSIFICATIONS

Street Classification	Primary Function	Design Guidance		
		Speed	Average Daily Traffic (ADT)	Lane Widths
Major Arterial	Link between Puyallup and region	35-45 mph	20,000+	11 feet, 12 feet for turning
Minor Arterial	Provide inter-neighborhood connections	35-45 mph	8,000-20,000	
Major Collector	Maintain vehicular mobility	30 mph	2,500-8,000	
Minor Collector	Include traffic calming elements	30 mph	1,200-3,500	
Local	Circulation and access	25 mph	Up to 1,500	9 feet



NELSON NYGAARD

MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

PROJECT SITE INTERSECTIONS

SOURCE:

II-Q

Existing Bike and Pedestrian Network. MGSH is served by a strong street grid with pedestrian access provided by a largely complete sidewalk network. The primary pedestrian access is provided by sidewalks along public and private roadways surrounding the campus. Public access to the emergency room is accomplished from sidewalks along 3rd Street SE. Public access to the main entrance of the hospital is made via sidewalks along 15th Avenue SE. Internal walkways, breezeways, and covered walkways connect between existing buildings on-site. Existing parking lots are connected to the main campus area via two crosswalks at 5th Street SE.

There are sidewalks gaps farther from the campus, notably southbound on 3rd Street SE and 5th Street SE. Some streets are also narrow, such as 2nd Street SE and 14th Avenue SE, allowing for sidewalks only along one side of the street. There are also steep elevation changes between roads accessing MGSH and the MGSH site. The challenging topography limits the ability to bike and walk to campus and/or to parking facilities.

There are no existing bike lanes or routes connecting directly to campus. 15th Street SE and 7th Street SE have been identified as priority bicycle corridors in the Transportation Element of the Comprehensive Plan.

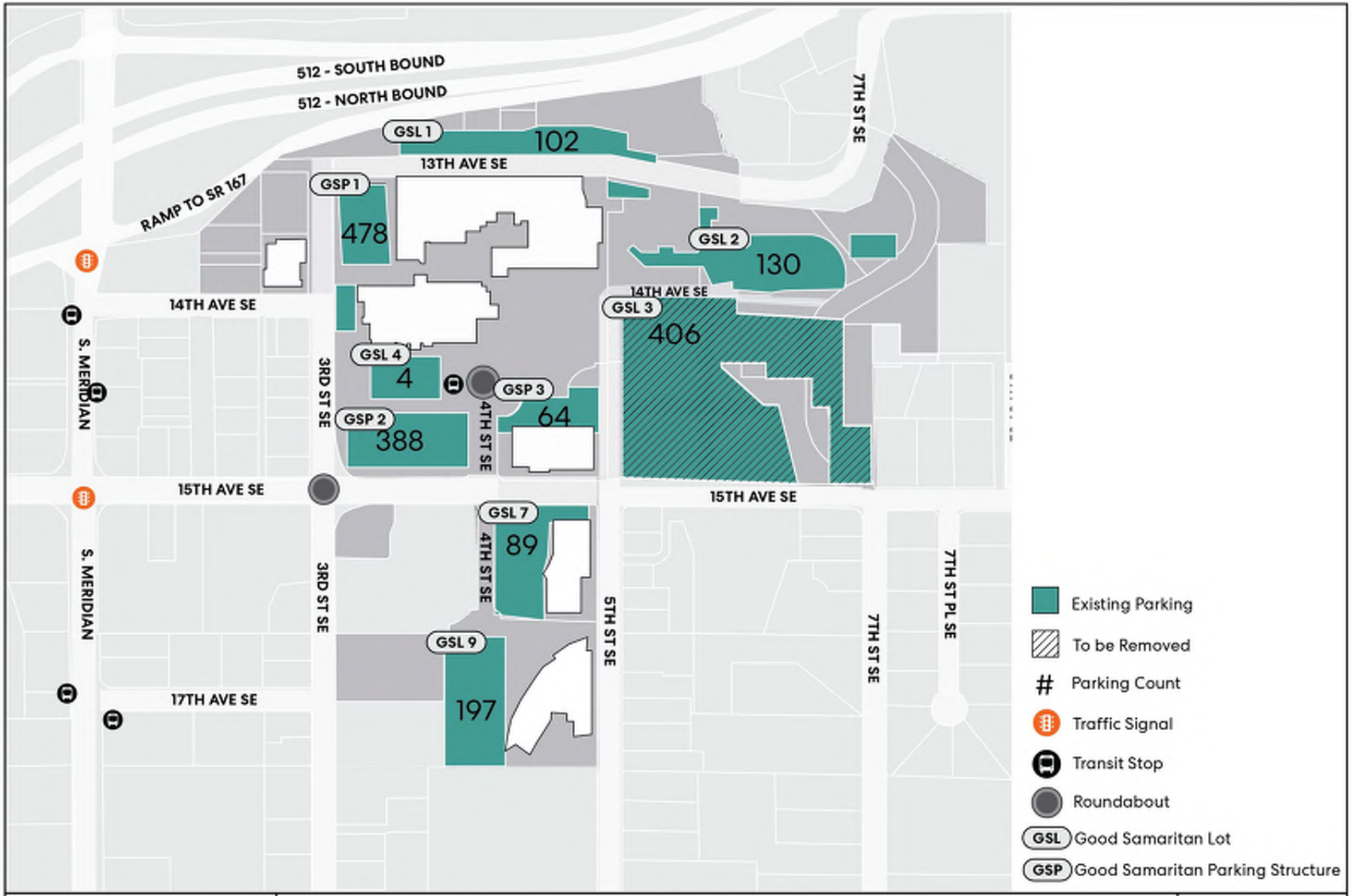
Bicycle parking on campus includes a limited number of bike racks and a secure bike cage on the 4th floor of the GSP2 garage.

Parking Inventory. As of April 2022, there were 1,858 parking spaces available on the MGSH campus. Most of these spaces are in eight surface lots and garages, with the remainder located near loading docks or hospital entrances (*Figure II-R)*. Parking spaces are restricted by user type, with approximately 45% of spaces reserved for hospital employees and about 37% available for patients and visitors. The total number of existing parking spaces by user type is summarized in *Table II-C.*

TABLE II-C: EXISTING PARKING INVENTORY

Facility Name	Total Spaces	Employee	Physician	Patient/ Visitor	ADA	Reserved	Valet
GSL1	**102**	97	1		4		
GSL2	**130**	113			5	12	
GSL3	**406**	368			5		33
GSL4	**4**				4		
GSL7	**89**			80	9		
GSL9	**197**			188	9		
GSP1	**478**	205	74	110	32	57	
GSP2	**388**	47	15	297	25	4	
GSP3	**64**			6	12	46	
Total	**1,858**	**830**	**90**	**681**	**105**	**119**	**33**
%	**100%**	**45%**	**5%**	**37%**	**6%**	**6%**	**2%**

GSL = Good Samaritan Lot, GSP = Good Samaritan Parking Structure
Source: Parking Supply and Demand Study, Thompson Parking and Mobility Consultants, April 2022



NELSON NYGAARD

MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

EXISTING PARKING INVENTORY

SOURCE:

II-R

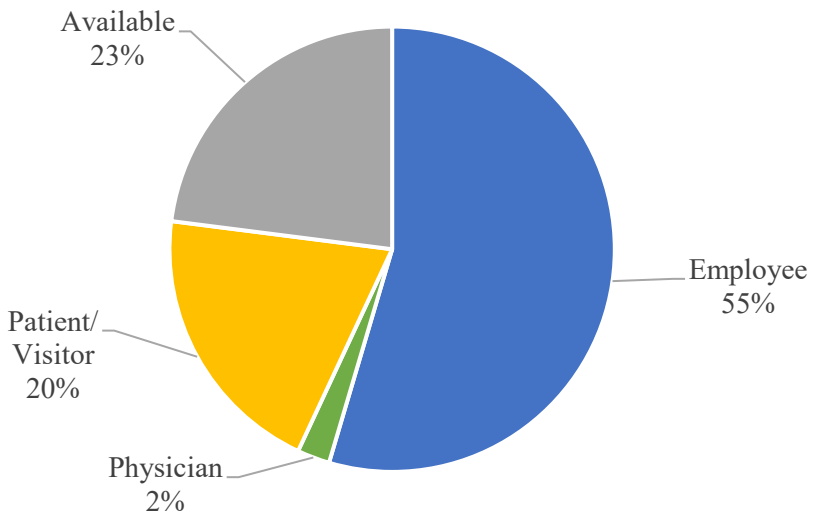
Parking Utilization. In September 2021, MGSH completed a study of parking supply and demand that included an evaluation of weekday parking utilization for two-hour periods between 7:00 a.m. and 3:00 p.m. The study found that MGSH parking facilities were approximately 78% occupied at peak period (11 a.m.). Weekday parking utilization for each parking facility is summarized in *Table II-D*. The study also found that at 9:00 a.m. on weekdays, about 55% of spaces were occupied by hospital employees, 22% were occupied by patients and visitors, and 2% were occupied by physicians. Parking occupancy by user group is summarized in *Figure II-S*.

TABLE II-D: EXISTING WEEKDAY PARKING UTILIZATION, BY FACILITY

Facility Name	7:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM
GSL1	94%	97%	94%	89%	70%
GSL2	58%	95%	97%	97%	94%
GSL3	60%	75%	80%	78%	77%
GSL4	0%	75%	25%	50%	75%
GSL7	63%	100%	97%	99%	97%
GSL9	49%	69%	66%	67%	64%
GSP1	66%	78%	83%	80%	74%
GSP2	46%	65%	61%	59%	57%
GSP3	28%	80%	84%	89%	94%
Total	58%	77%	78%	77%	73%

GSL = Good Samaritan Lot, GSP = Good Samaritan Parking Structure
Source: Parking Supply and Demand Study, Thompson Parking and Mobility Consultants, April 2022

FIGURE II-S: EXISTING WEEKDAY PARKING UTILIZATION, BY USER GROUP



Source: Parking Supply and Demand Study, Thompson Parking and Mobility Consultants, April 2022

Transit Network. Existing transit service near the MGSH campus is summarized in *Table II-E*. Pierce Transit provides direct transit service to MGSH via Routes 402 and 425. Route 425 has a stop at the main hospital entrance and on South Meridian at 14th Avenue SE, approximately 1/4th mile walk. Route 402 has a stop on South Meridian at 14th Avenue SE, approximately 1/4th mile walk, as shown in *Figure II.-Q*. Existing transit stops are integral to accommodating the travel needs of employees and visitors, as well as creating future opportunities to incentivize transit to those who drive alone.

TABLE II-E: EXISTING TRANSIT SERVICE

Route	Location	Days	Span	Frequency
402	North-south from 176th Avenue to Federal Way Transit Center	M-F	5:00 a.m. – 8:45 p.m.	25 mins (peak) 60/65/70 (off-peak)
		Sa	7:10 a.m. – 8:35 p.m.	60 mins
		Su	9:40 a.m. – 7:25 p.m.	60 mins
425	Connects to key Puyallup and South Hill community destinations including medical, shopping, and recreation.	M-F	11:19 a.m. – 5:18 p.m.	60 mins
		Sa	9:55 a.m. – 6:27 p.m.	120 mins
		Su	None	None

Commuting Programs and Policies. MGSH has a Commute Trip Reduction (CTR) Program[1], as required by Washington state law for employers with more than 100 employees arriving at work between 6 a.m. – 9 a.m. The CTR program currently includes use of Luum commute planning software, ride matching to support carpooling and vanpooling, and discount transit passes provided via ORCA Passport program. As of 2021, approximately 17% of employees participate in the ORCA transit pass program.

Pierce Transit also offers commuting programs to local and regional employers. In addition to the ORCA program, Pierce Transit facilitates vanpooling services for groups of three to fifteen people who have the same commute. The vans are paid for by participating employees via by a low-cost, monthly fare.[2] Pierce Transit also works with employers, providing materials and assistances on education, marketing, and training.

The most recent employee commute survey in 2022 shows that about 90% of MGSH employees drive alone, which is lower than in 2018. Telecommuting increased from 1.1% in 2018 to 4% in 2022. MGSH in the process of updating its CTR program for employees, including an upgrade of its parking management systems and a potential revision to its parking policies for employees.

[1] https://wsdot.wa.gov/business-wsdot/commute-trip-reduction-program
[2] https://www.piercetransit.org/vanpool/

III. PROPOSED DEVELOPMENT

Introduction. MultiCare Good Samaritan Hospital (MGSH) in Puyallup, Washington requests approval of a new Master Plan, as governed by Chapter 20.88 of the City of Puyallup Zoning Code. A master plan for the MGSH campus was last submitted and approved in 2007, which is now expired. The key feature of the 2007 Master Plan was Dally Tower, a patient care building including emergency, diagnostic and treatment services, and nursing units which significantly increased the hospital's capacity and established a new main entrance. Buildout of the prior master plan also included a parking garage, central utility plant (CUP), and a medical office building with connected parking deck. The 2007 Master Plan allowed for 913,000 gsf, of which approximately 648,000 was built, represented by the projects named above. (The phase 2 diagnostic and treatment expansion to Dally Tower and additional parking garage (PS-3) were not completed.) See description of comparison between the 2007 and the 2003 Master Plans on page 3 of this Master Plan.

[PW, 2023.12.15]
See Planning Review Response letter.

Briefly describe the relationship of the 2007 master plan with the 2003 master plan. This is a global comment throughout the document (anywhere the 2007 approval is mentioned) [planning comment, master plan doc, page 41]

[PW, 2023.12.15]
Added reference to page 3 where a paragraph has been added.

At full build-out in 2043, the multi-phase 2022 Master Plan calls for construction of up to 1,012,000 new gsf, bringing total on-campus development up to approximately 2.2 million gsf. Concurrently, a SEPA Checklist and Environmental Impact Statement (EIS) are being prepared and submitted as companion documents to the Master Plan. The SEPA Checklist is available as *Appendix D* to this document.

The FEIS will need to be an appendix to the final approved master plan [planning comment, master plan doc, page 41]

Planning Principles. The following planning principles are rooted in MultiCare's mission and are reflective of Puyallup's Comprehensive Plan.

1. Patient-centered approach/healing environment
2. Employee/physician satisfaction
3. Community/neighborhood sensitivity
4. Site preservation
5. Facility flexibility
6. Maintenance of operation during construction
7. Environmental stewardship

Economic Benefits. There are several community economic benefits associated with the proposed expansion of MGSH. The City of Puyallup and MGSH have linked destinies; the City's growth promotes further need for healthcare services, and Good Samaritan's growth and increasing technical sophistication increases the community's quality of life and access to healthcare, while also helping to attract new residents and jobs.

[PW, 2023.12.15]
See Planning Review Response letter.

As the City's only full-service medical center, MGSH also provides a considerable community benefit in the form of uncompensated care. In 2021, MGSH netted a total community benefit amount of over $57 million. This included approximately $47 million of Medicaid shortfall and charity care for individuals and families with inadequate or no health coverage. The additional $10 million covered miscellaneous programs that provide a benefit to patients and the community.

In addition to providing a medical benefit, MGSH provides significant non-medical social services through the MultiCare Good Samaritan Foundation.

MGSH continues to be one of the City's largest employers. As of October 2022, MultiCare employs approximately 3,600 people in Puyallup, and over 12,000 in Pierce County across multiple healthcare campuses. Regional medical centers also provide the nucleus for medically related spin-off activities, including senior and other specialty housing, conference centers, laboratories, bio-medical research/manufacturing and related support services. It also leads to development and job creation in other industries and sectors, particularly in the immediate vicinity of the medical center.

Need. MultiCare Good Samaritan Hospital is the premiere provider for acute care services in East Pierce County. Additional capacity is needed to maintain the quality of care and service levels expected by the community, given recent and expected future population growth in the region. MGSH currently operates at very high inpatient occupancy percentages, and it has the largest emergency department (including off-campus EDs) in the State of Washington.

As the population in East Pierce County continues to grow, so does the need for healthcare services. In a parallel exercise, MGSH has undergone comprehensive growth studies to support its Certificate of Need application to the Washington State Department of Health. Estimates indicate that Puyallup and surrounding communities will require an additional 140 acute care beds by 2028, and 250 beds by 2036. This represents a 33% increase over MGSH's current licensed bed count of 375.

Without expansion of MGSH, access to acute care services will be constrained for East Pierce residents, and they will be forced to delay or leave the community for care. This will create significant barriers to accessing necessary care and negatively impact the health of our community. With the proposed expansion at MGSH, we will continue to meet the needs of the community by providing appropriate access to high-quality acute care services.

Proposed Development Plan. The Master Plan responds strategically to both immediate and projected needs. In addition to the noted inpatient bed demand, MGSH operates a very busy emergency department which needs intake and flow improvements. Early phases of the Master Plan address these two needs, while later phases address ancillary growth as a result of the hospital capacity expansion.

Land availability on campus points to a development strategy on the eastern portion of the current MGSH campus in a zone bound by 15th Ave. SE to the south and the 7th Street SE right-of-way (ROW) to the east as identified by the City of Puyallup and Pierce County. There are potential development zones on both the north and south sides of the current 14th Ave. SE.

Primary components of the Master Plan are as follows and are detailed further in the following phasing plan and project descriptions.

A. Emergency Department Expansion – Early project within the life of the Master Plan to address intake and flow challenges. The expansion is proposed to occur adjacent to the current ED entrance, in proximity to the current patient drop off area.
B. New Patient Care Tower (PCT) – This project will increase the inpatient capacity on campus in accordance with need projections on file with the State of Washington Department of Health. The PCT will be built directly to the east of the current Dally

Tower, will have physical connection to the current hospital, and is proposed to utilize the existing main entrance and drop off zone. This development will create a need for utilities infrastructure expansion, likely resulting in expansion of the existing Central Utilities Plant (CUP).

C. PCT Parking Structure – Concurrent to the construction of the new PCT, a new parking structure will be built to support the new parking demand driven by the new building. Two potential sites are identified for this structure in the Master Plan. These include the site of a current surface parking lot southeast of the intersection of 5th Street SE and 14th Ave. SE, and also to the north of 14th Ave. SE. The final location of this structure will be determined at the time of final design based on parking need and site circulation.

D. Medical Office Building(s) – As hospital capacity increases, so too will the need for outpatient clinical facilities. To house these functions, the Master Plan proposes medical office space in the form of up to two (2) new Medical Office Buildings (MOB) to the east of the current hospital and MOB, and north of 15th Ave. SE.

E. MOB Parking Structure – A second parking structure is proposed to accommodate the additional parking demand created by the new MOB(s). The parking structure will be built with near adjacency to the building(s) it supports.

F. Hospital Support Expansions – Potential support expansions for the hospital have been identified, and will be determined based on need late in the timeframe of the Master Plan. One option is a multi-story Central Support Tower which would be constructed immediately to the north of Dally Tower, with physical connection to existing building(s). Another potential expansion could occur along 3rd Street SE immediately to the west of the Emergency Department (ED). This expansion could support, among other things, expansion to the ED, diagnostic and treatment departments, and hospital support services.

[PW, 2023.12.15] Changed Supply to Support

Table III-A summarizes the full-build-out program by phase:

TABLE III-A
PROPOSED CAMPUS BUILD-OUT (2023 – 2043)

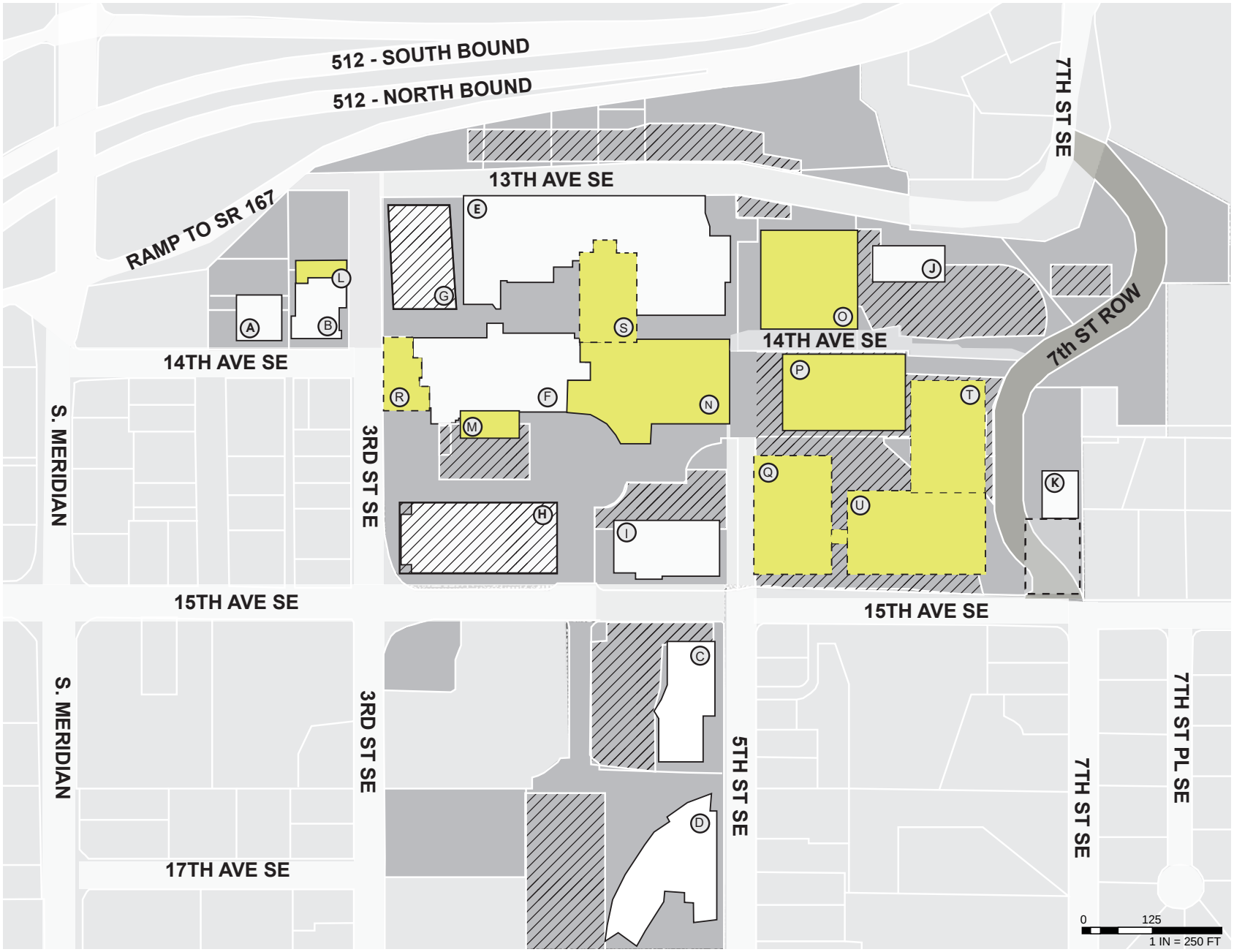
FACILITY	PHASE 1		FUTURE PHASES*	
	PHASE	PROPOSED SF	PHASE	PROPOSED SF
Patient Care Tower	1A	230,000 gsf		
Parking Structure (PS) 1	1A	190,000 gsf		
Central Utility Plant Expansion	1A	10,000 gsf		
Patient Care Tower Shell Buildout	1B	Shell Buildout		
Dally Tower Emergency Department Expansion	1C	2,000 gsf		
Medical Office Building (MOB) A			2	100,000 gsf
Parking Structure (PS) 2			2	260,000 gsf
Medical Office Building (MOB) B			3	100,000 gsf
Central Support Tower			4	90,000 gsf
Dally Tower Expansion towards 3rd Street			4	30,000 gsf
Subtotal		432,000 gsf		580,000 gsf

Total: 1,012,000 gsf

**Construction phases may not occur chronologically according to phase numbers*

Please provide a short description of the Dally Tower expansion in terms of interior space and uses [planning comment, master plan doc, page 44]

[PW, 2023.12.15]
See Planning Review Response letter.



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LEGEND

PARKING

EXISTING FACILITY

MGSH CAMPUS

PROPOSED DEVELOPMENT

Perkins&Will

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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

MGSH CAMPUS AT FULL BUILD OUT

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

III-A

Architectural Design. Figure III-3A illustrates the full build-out plan expected to be completed by 2043. The new campus development will focus on expanding to the campus's east side and take advantage of what is currently green field and surface parking. Most of the new development will occupy and transform the surface car park bound by 5th Street SE, 15th Avenue SE, and 14th Avenue SE.

The full build out will be broken into multiple phases; phase one will include a new patient care tower directly connected to the Dally Tower, a new parking garage supporting new patient beds and staff, a small expansion to the existing emergency department, expansion to the existing central utility plant. If deemed necessary, the potential extension of 7th Street SE to connect south to 15th Avenue SE could occur in the first phase. The patient care tower will extend directly off the east end of the Dally Tower and have internal connections on all levels to maintain continuity with the existing hospital. Due to existing site topography floors below level 3 in the new patient care tower are expected to be below grade.

Power, heating, and cooling will be supplied by the expanded Central Utility Plant, while water, sanitary sewer, and storm sewer will be connected to the existing underground infrastructure around the building site.

Patients and visitors coming to the new patient care tower expansion will continue to use the primary hospital drop-off at Dally Tower off 15th Avenue SE. Access to the phase one parking garage located to the east of the new patient tower could potentially be off 5th Street SE and/or14th Avenue SE. As an alternate phase one location the parking garage could be located just north of 14th Ave. SE and west of the existing MGSH Facilities Building.

The phase one potential road extension of 7th Avenue SE south into 15th Avenue SE may provide clarity and improved access over the Good Samaritan campus's vehicular circulation. While further analysis is needed, this may lessen congestion around the intersection of 15th Avenue SE and 3rd Street SE.

Additional phases include potential for two medical office buildings, a second new parking garage, and an eventual central tower expansion connected to the north of Dally Tower and the new Patient Care Tower. The proposed location for the two medical office buildings and parking structure is north of 15th Street. All future phase development beyond the initial Patient Care Tower is speculative and will be developed on an as-needed basis as determined by MGSH.

The potential medical office buildings will have new, dedicated mechanical, plumbing, and electrical systems. Normal power, emergency power, heating and cooling will all be new systems installed within the project footprint, and may be contained, in part, within the building envelope, The central tower expansion will be supplied with mechanical, plumbing, and electrical similar to the new patient care tower.

Throughout all phases of the Master Plan, building and site design will be approached in a thoughtful manner to ensure new developments fit into the existing campus regarding aesthetics, form and scale. Wayfinding, circulation, landscaping, and relationships with neighboring properties will continue to be key aspects of campus design.

This section needs to define how the project new construction will (or is proposing to deviate from) the applicable design review code (PMC 20.26.300) [planning comment, master plan doc, page 46]

[PW, 2023.12.15]
See Planning Review
Response letter.

PHASE I DEVELOPMENT (2023-2028)

Description of Projects. There are five projects anticipated in Phase 1, totaling up to 432,000 net gsf, bringing the total campus development up to approximately 1,678,396 gsf. Phase 1 development projects are described below and summarized in Figure III-4. Please note that occupancy dates are estimates only, subject to need and funding and regulatory approvals.

1. Dally Tower Emergency Department Expansion

Location: Dally Tower level 1 emergency department at 401 15th Ave SE

Size: 2,000 gsf

Height: Existing Dally Tower level 1 to level 2

Program: Expansion of Emergency Department patient waiting, prescreening, triaging, and intake services

Displaced Facilities: Necessary modifications will be addressed.

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2027

2. Patient Care Tower

Location: Directly east of Dally Tower with internal connections to it on all levels.

Size: up to 230,000 gsf over 9 levels

Footprint: 40,000 gsf

Height: Expected height will match that of Dally Tower. The height of the Dally Tower is approx. 157'-6" (7'-6" below the max height limit of 165') from the finished average adjoini grade to the top of the penthouse roof. The elevation at the top of the penthouse for the new Patient Care Tower will not exceed the elevation at the top of the penthouse for the Dally Tower.

Please specify the maximum height of the Dally Tower in numerical feet based on PMC measurements for commercial development structure height [planning comment, master plan doc, page 47]

[PW, 2023.12.15]
See Planning Review Response letter.

Added clarification on this page of the Master Plan.

Program: Inpatient nursing units, Observation unit, Surgical pre-admit testing unit, patient registration, retail, and shelled space.

Displaced Facilities: Site landscape and a paved area with tables and chairs. A portion of the Dally Tower will be demolished including patient registration and retail space. These programs will be relocated in the new Patient Care Tower.

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2027

3. Parking Structure (PS) 1 - Currently there are two proposed locations: Option A to the south of 14th Ave SE and an option B to the north of 14th Ave SE

Location: Both options are located east of the proposed new Patient Care Tower with option A locating at the southeast corner of 5th St SE and 14th Ave SE and option B locating at the northeast corner of 5th St SE and 14th Ave SE

Size: Option A could be sized at 190,000 gsf over 7 levels with the top being exposed roof parking. The first two parking garage levels are proposed to be below grade. Option B could be sized at 160,000 gsf over 6 levels with the top being exposed roof parking.

Footprint: Approximately 28,000gsf for both options A and B

Height: Targeting 50' for both options A and B

Program: Option A will provide 600 parking spaces for new Patient Care Tower and Main Hospital Complex. Option B will provide 540 parking spaces since its location does not remove any surface parking stalls.

Displaced Facilities: +/-60 surface parking stalls for option A and zero for option B

Hours of Operation: Generally 7 AM - 9 PM; night shift inpatient employees

Occupancy: 2027

4. Central Utility Plant

Location: Directly off current central utility plant located at the northwest corner of 14th Avenue SE and 3rd St SE

Size: 10,000 gsf

Footprint: 10,000 gsf

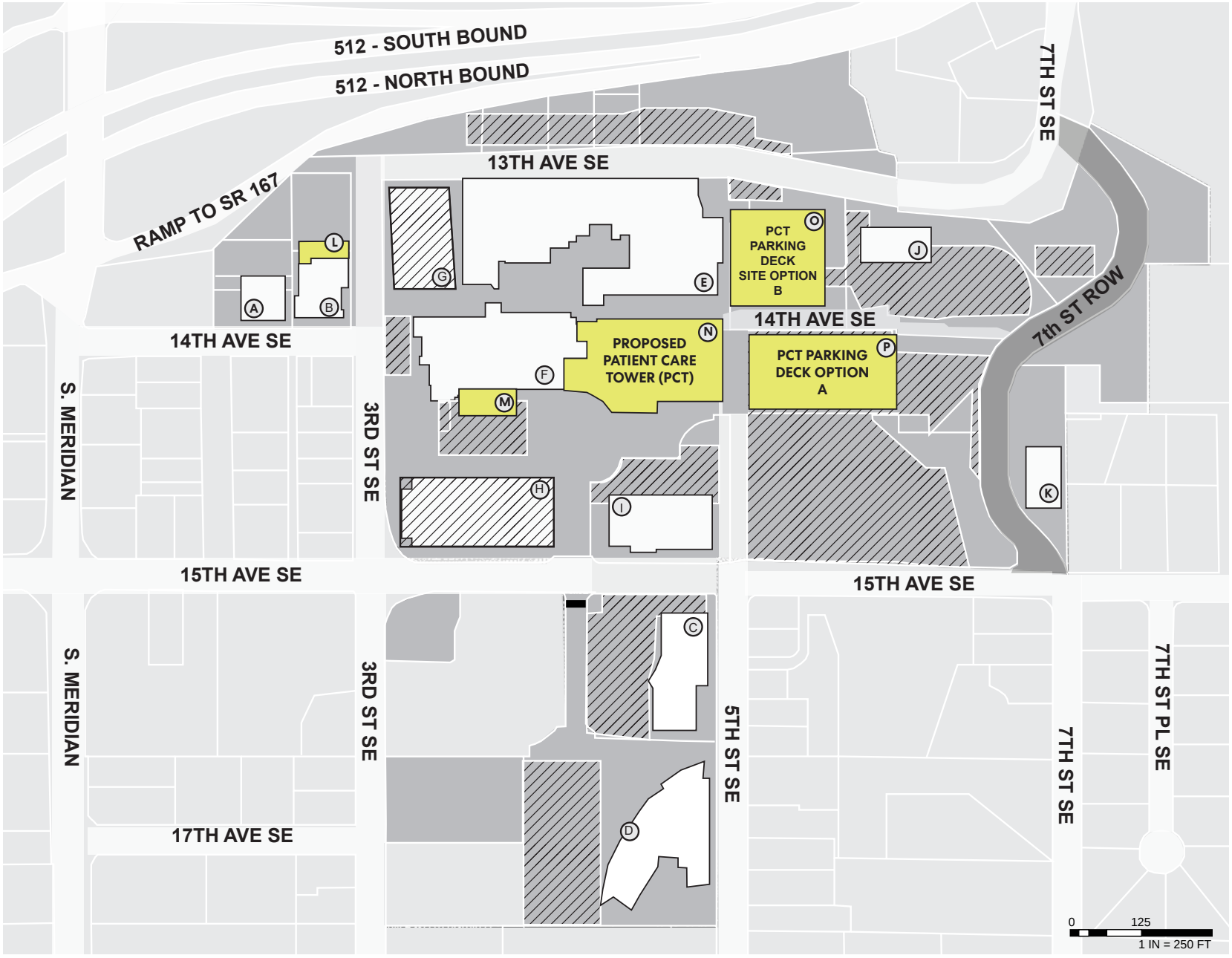
Height: Targeting 25'

Program: Provide expansion to existing centralized chilled water and emergency generator systems to support the new Patient Care Tower and the potential central tower expansion

Displaced Facilities: Displaces around 50 parking spaces, of which are targeted to be replaced by new stalls in new Parking garage

Hours of Operation: 7 days week/24 hours day.

Occupancy: 2027



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Proposed
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O. PCT Parking Deck Option B
P. PCT Parking Deck Option A

LEGEND
- PARKING
- EXISTING FACILITY
- MGSH CAMPUS
- PROPOSED DEVELOPMENT

Perkins&Will
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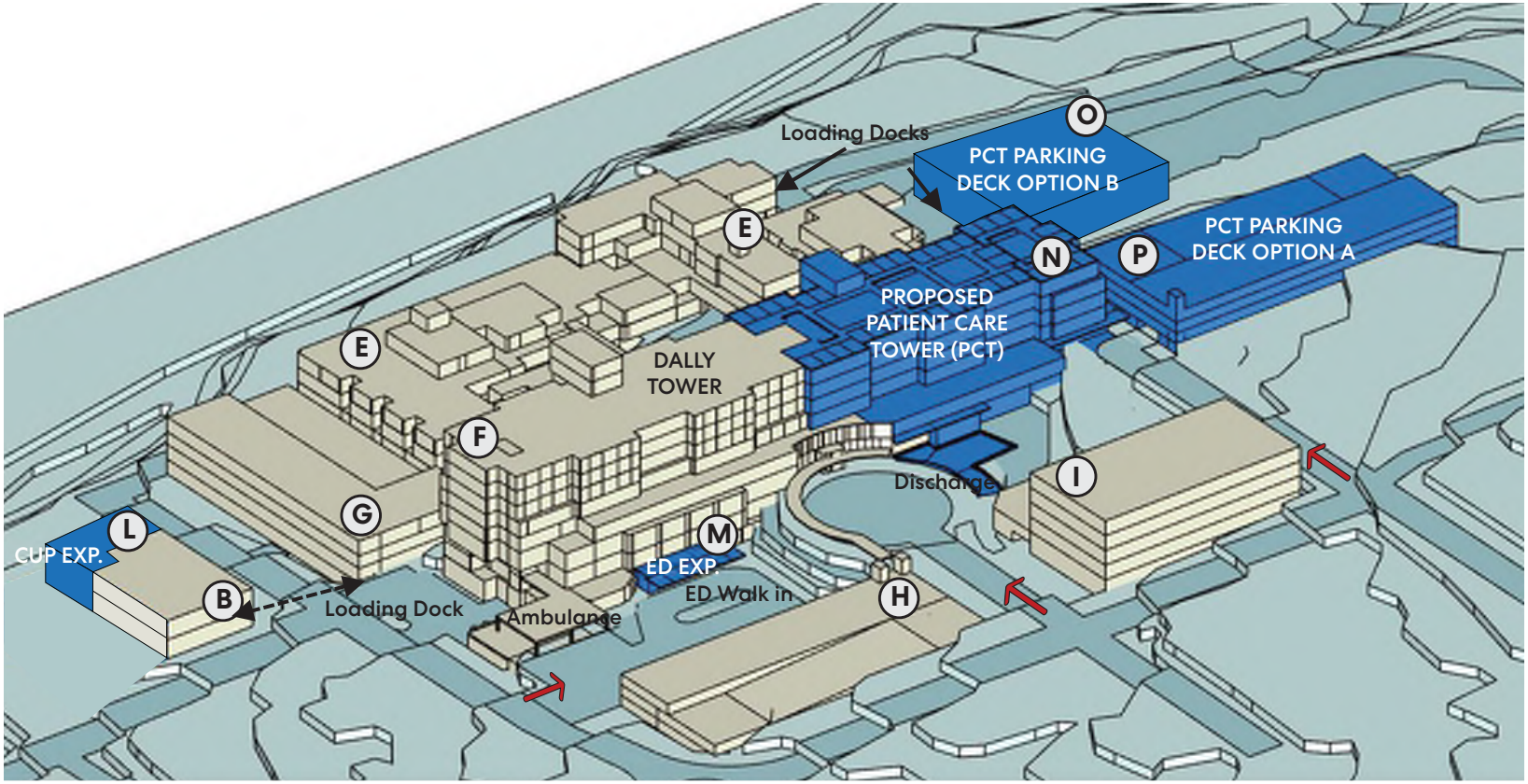
MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

PHASE 1A-1C

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

III-B



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*Buildings not shown on the plan are not critical to the proposed development zones.

LEGEND

EXISTING FACILITY

PROPOSED DEVELOPMENT

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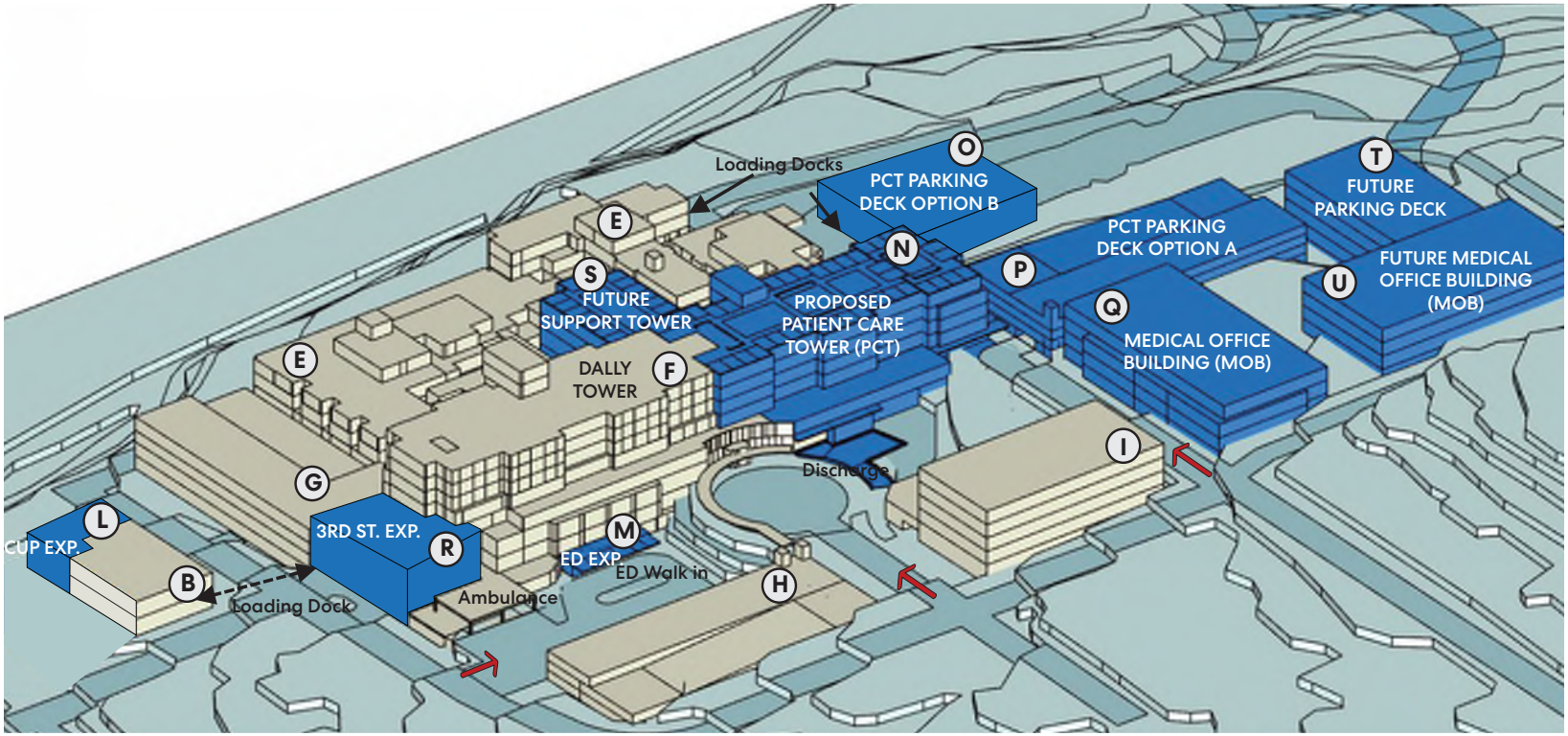
MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

CAMPUS MASTER PLAN VISION - PHASE 1

SOURCE: CBRE, PERKINS&WILL

III-B.1



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PROPOSED DEVELOPMENT

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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

CAMPUS MASTER PLAN VISION - FULL BUILD OUT

SOURCE: CBRE, PERKINS&WILL

III-B.2

Future Phase Development – Phase 2 – 4 [2027 – 2043]

Description of Projects. Future phase development projects are described below and summarized in *Figures III-B – III-E*. Future phase projects represent another 580,000 net gsf, bringing the total campus development up to 2,258,396 gsf, up from 1,678,396 gsf at the end of Phase 1. Please note that occupancy dates are estimates only, subject to need and funding.

Medical Office Building (MOB) A

Location: Northeast comer of 15th Avenue SE and 5th Street SE

Size: up to 100,000 gsf

Footprint: 20,000 gsf

Height: Average: 74'; Maximum: 85'

Program: Private physician offices and related outpatient facilities

Displaced Facilities: Around 80 surface parking stalls that plan to be relocated to future phase parking expansion

Hours of Operation: 7 AM- 6 PM Monday-Friday

Occupancy: 2034

Central Support Tower

Location: Expansion tower north from proposed new Patient Care Tower

Size: 90,000 gsf

Footprint: 15,000 gsf

Height: Around 90’

Program: Hospital support and ancillary services to be determined.

Displaced Facilities: Partial demolition of River Pavilion.

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2043

Medical Office Building (MOB) B

Location: Just east of MOB A at Northeast comer of 15th Avenue SE and 5th Street SE

Size: 100,000 gsf

Footprint: 20,000 gsf

Height: Average: 74'; Maximum: 85'

Program: Private physician offices and related outpatient facilities

Displaced Facilities: Around 80 surface parking stalls that plan to be relocated to future phase parking expansion

Hours of Operation: 7 AM- 6 PM Monday-Friday

Occupancy: 2043

Parking Structure (PS) 2

Location: Adjacent to new MOB

Size: up to 260,000 gsf

Footprint: 35,000 gsf

Height: Average: 59'; Maximum: 68'

Program: Provide parking for MOB

Displaced Facilities: Around 20 surface parking stalls to be relocated in parking garage

Hours of Operation: 7 AM - 6 PM, Monday - Friday

Occupancy: 2034

Dally Tower Expansion to 3rd Street

Location: Expansion of 2-3 levels from the lower portion of the existing Dally tower. The expansion would extend west towards 3rd Street and may extend above the current loading area.

Size: 30,000 gsf

Footprint: 15,000 gsf

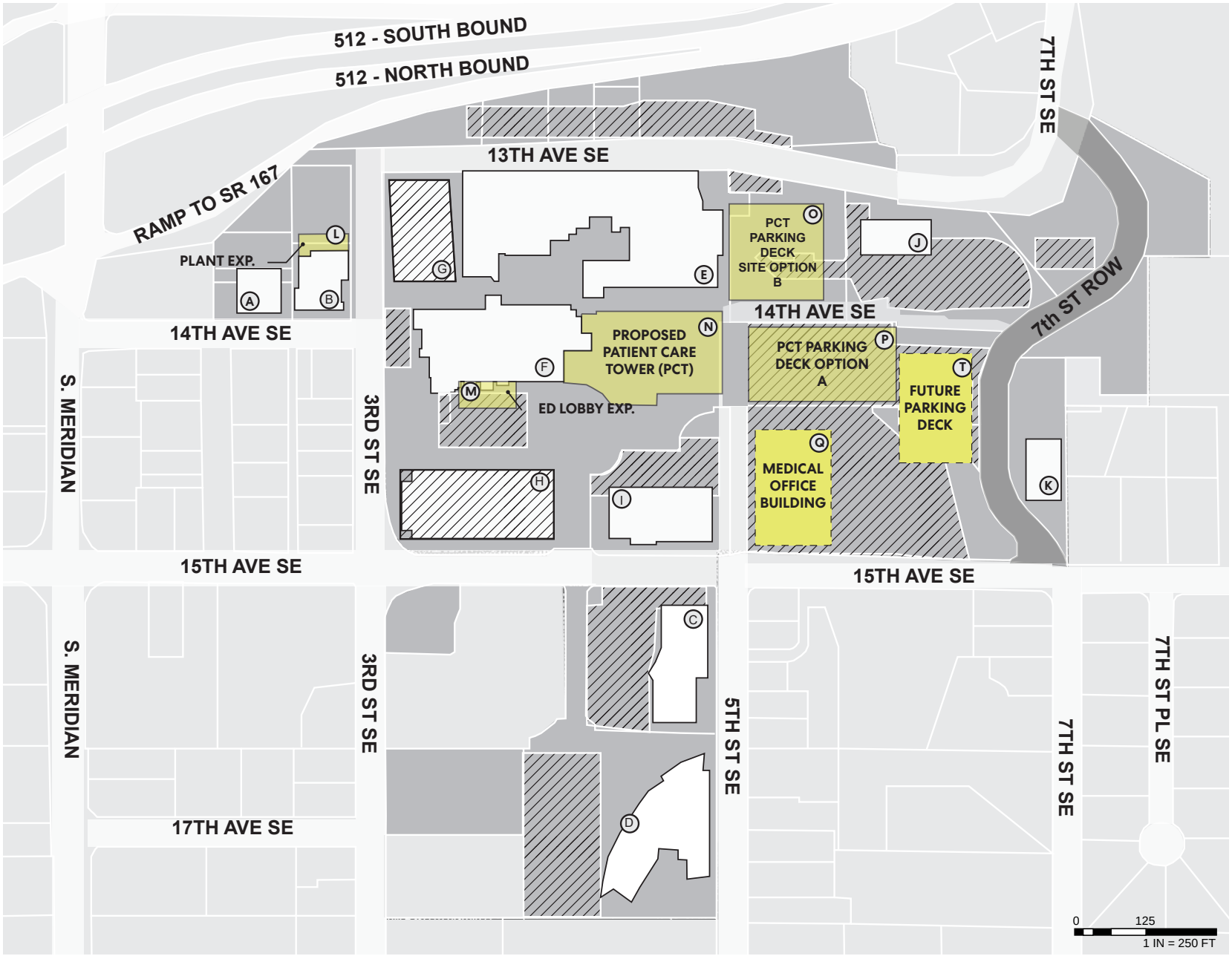
Height: Around 50’

Program: Patient care programs may include diagnostic imaging, surgery, procedures, Emergency Department, hospital support programs

Displaced Facilities: None

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2043



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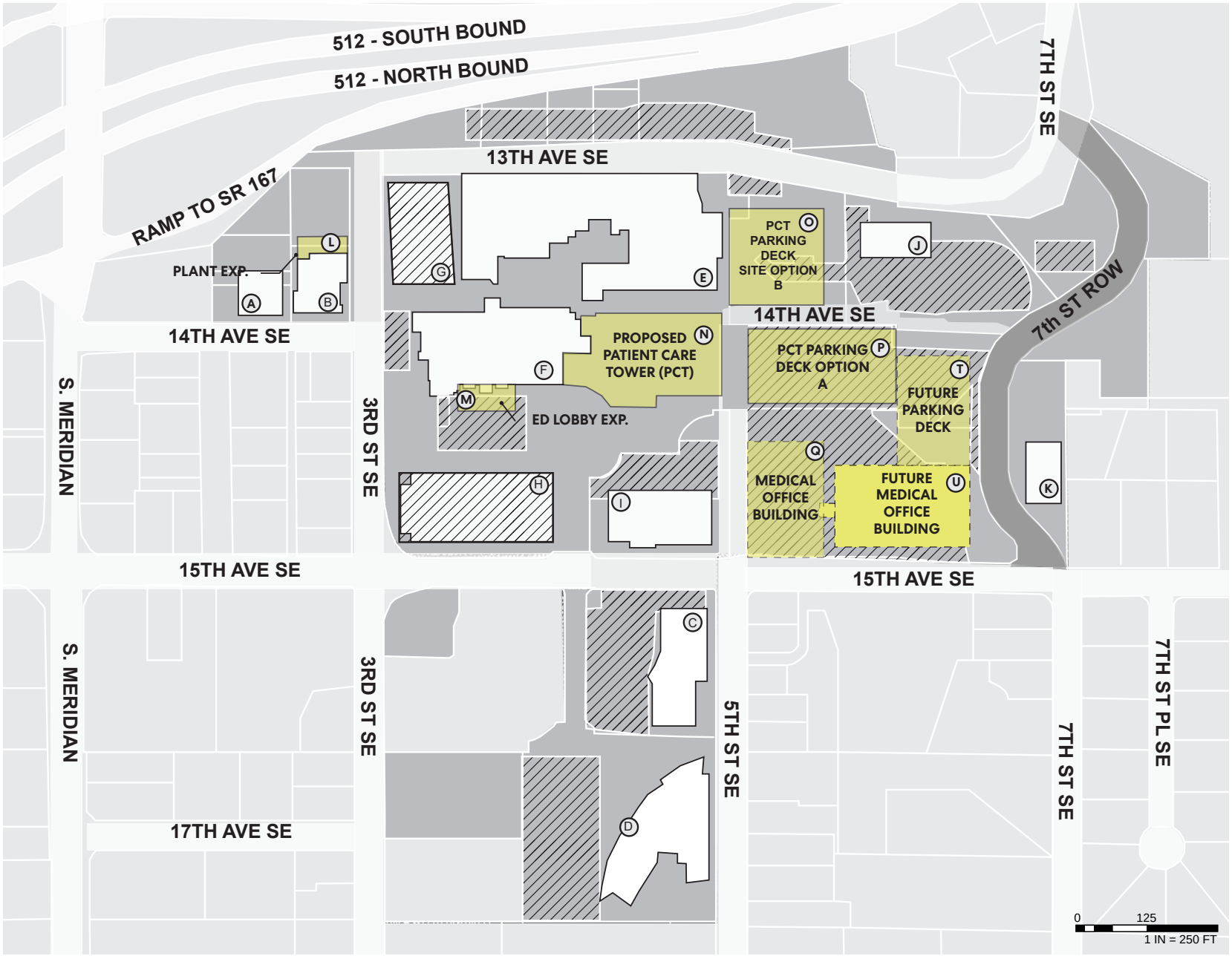
MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

FUTURE PHASES - PHASE 2

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

III-C



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LEGEND

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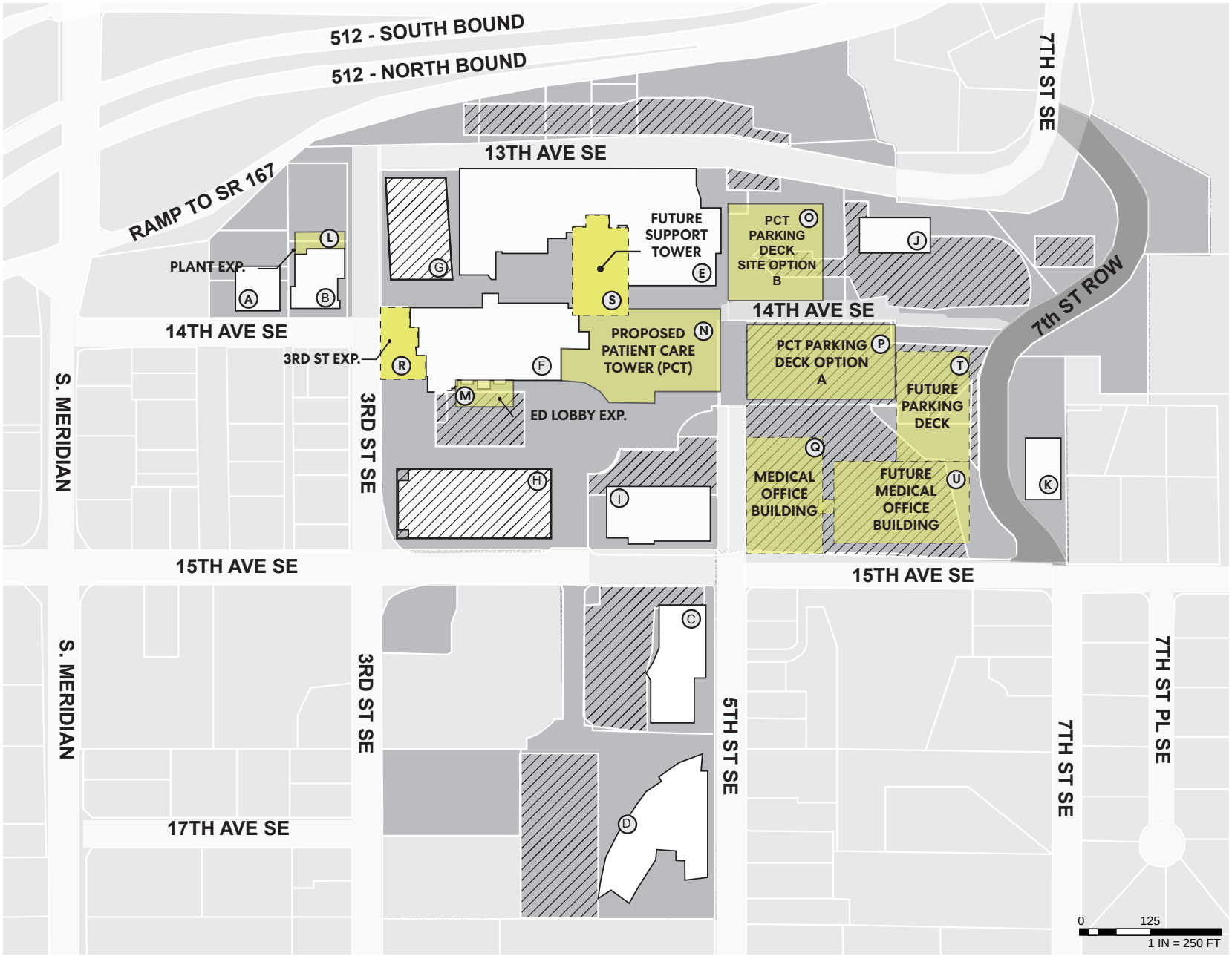
MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

FUTURE PHASES - PHASE 3

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

III-D



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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

FUTURE PHASES - PHASE 4

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

III-E

Phase 1 Utilities. As illustrated in respective exhibits denoted below, modifications and connections to existing public utilities are required to accomplish the Phase 1 projects. Specific utility designs are explained in detail below:

Domestic Water and Fire Service. Proposed water main connections are anticipated for the Patient Care Tower, the Central Utility Plant Expansion, and the proposed Parking Garage for the Patient Care Tower. These connections will be sized depending on respective domestic and fire service demand, as well as available pressure and flow from the City's water distribution system. Appropriate backflow devices and appurtenances will be provided on domestic water and fire water services in conformance with the City's water standards. New fire hydrants will be installed for adequate hydrant coverage for proposed buildings. Refer to *Figure III-K – Proposed Utility Map* for a conceptual water and fire service exhibit for the Phase 1 improvements.

Sanitary Sewer. Proposed sanitary sewer service connections will be required for the Phase 1 improvements. The sanitary sewer main will be extended privately into the site in alignment with 5th Street SE. This main extension will facilitate the Patient Care Tower and allow for connections from future work in Phase 2. A new side sewer connection will connect from the Patient Care Tower to the sewer main extension. Parking Structure 1 will also connect to the sewer main extension. An oil-water separator will be installed on the parking garage sewer connection to treat effluent water prior to discharge. A new sewer connection and oil water separator will be installed at the central utility plant expansion and connect to existing sanitary sewer main in 3rd Street SE. Refer to *Figure III-K – Proposed Utility Map* for a conceptual sanitary sewer exhibit for Phase 1 improvements.

In the preapplication meeting with the City, City staff stated that the existing downstream sanitary sewer collection system is at capacity. The City does have a planned capital improvement project to increase the capacity of the existing system in 2024. Depending on the funding of the project, the downstream system may not be completed in time for the Phase 1 Good Samaritan tower expansion. It was identified that there is an alternative route that would direct sanitary sewer flows to the east into a different sanitary sewer sub basin. However, the City of Puyallup Engineering staff stated that they would not allow sanitary sewer flows to be conveyed out-of-basin.

[PW, 2023.12.15]
Added sentence.

See Response Letter to Engineering Review.

Stormwater Collection, Detention, Flood Control and Treatment. Stormwater will be collected from building roof areas, hardscape areas, parking lots and garages, the 7th Street extension, and landscape areas where required. Conveyance shall be made with solid catch basins, area drains, and manholes, and shall be piped to respective detention systems. Conveyance systems sizing shall be determined as required by the current edition of the Ecology Stormwater Management Manual for Western Washington (SWMMWW) and shall convey the required storm flow. Stormwater will be managed, detained, and treated in compliance with the SWMMWW. Site stormwater is divided across two individual drainage basins, as described in Section II. In order to maintain existing basin boundaries, stormwater facilities are prescribed by basin rather than by phase of the project.

CONDITION-Publicly owned storm facilities shall be located either in ROW or a separate dedicated tract. [Master Plan; Pg 256 of 343]

Stormwater generated from public and private site improvements for Phase 1 as well as Phases 2, 3, and 4 are proposed to be managed by three separate facilities, including two private detention vaults and one public detention pond. In Phase 1, Stormwater from private projects located in the Clarks Creek basin shall be managed by a detention vault conceptually located in the parking lot adjacent to the Central Plant. Stormwater generated from Phase 1 private projects located in the State Highway basin will be managed by a detention vault conceptually located in the Facilities Building parking lot, north of 14th Ave SE. Stormwater generated from Phase 1 public right-of-way improvements (7th Street Extension) is proposed to be ~~managed by a public detention pond conceptually located at the north end of the 7th Street Extension~~ located in a publicly owned storm facility located in ROW or a separate dedicated tract conceptually located at the north end of the 7th Street Extension. The current ROW does not have adequate area as it exists and additional right-of-way will need to be dedicated or a separate tract created and dedicated to the City of Puyallup. Refer to *Figure III-K – Proposed Utility Map* for an overall stormwater facility placement in relation to the GSH campus, and *Figure III-L – Proposed Stormwater Facility Map* for details of each proposed facility. Enhanced stormwater treatment will be provided respectively for each of the stormwater detention systems if thresholds are met in compliance with the current SWMMWW. Refer *to Section III, Overall Drainage Patterns*, for a detailed description of the overall stormwater drainage patterns for the proposed improvements.

[PW, 2023.12.15] Changed verbiage to respond to Condition.

Stormwater mains shall be extended to collect runoff from site areas and from the 7th Street extension as described above and as shown in *Figure III-K – Proposed Utility Map.* Stormwater runoff from the Patient Care Tower, Emergency Department expansion, Tower expansion, and Central Utility Plant expansions will connect to the proposed Clarks Creek basin private detention system, while the proposed PCT Parking Garage will connect to the State Highway basin private detention system. Storm main will be installed along the extended 7th Street SE and will connect to the 7th Street SE public detention system.

7th Street Roadway Connection. The existing conditions of the proposed roadway connection between the ~~southern~~ northern (13th Ave SE connection) and ~~northern~~ southern (15th Ave SE connection) portions of 7th Street SE is described in Section II of this Master Plan. AHBL created a conceptual design for a potential future roadway along the current 7th Street SE dedicated area, should a roadway be required to be constructed as determined by traffic analysis within the EIS. The proposed horizontal and vertical design of the potential roadway is described in detail below:

[PW, 2023.12.15] Corrected northern and southern.

See Response Letter to Engineering Review.

Potential Horizontal Road Design: The existing right-of-way section for the roadway is sixty feet wide. During the August 30th, 2022, meeting with City of Puyallup staff to discuss the engineering design of the masterplan, the 36' commercial collector roadway cross-section was identified for the roadway. This consists of ~~two 18-foot drive lanes, curb and gutter, landscape strips, and sidewalks~~ a 36-ft wide roadway width. The roadway would provide two 11-ft drive lanes and with 5-ft wide bike lanes on both sides. There would be a 2-ft wide striped buffer between the bike and the drive lanes.

[PW, 2023.12.15] Revised wording.

See Response Letter to Planning Review.

The potential roadway creates a three-way intersection with 13th Ave SE / 7th Street SE at the northern roadway connection. The southern intersection is a three-way intersection with 15th

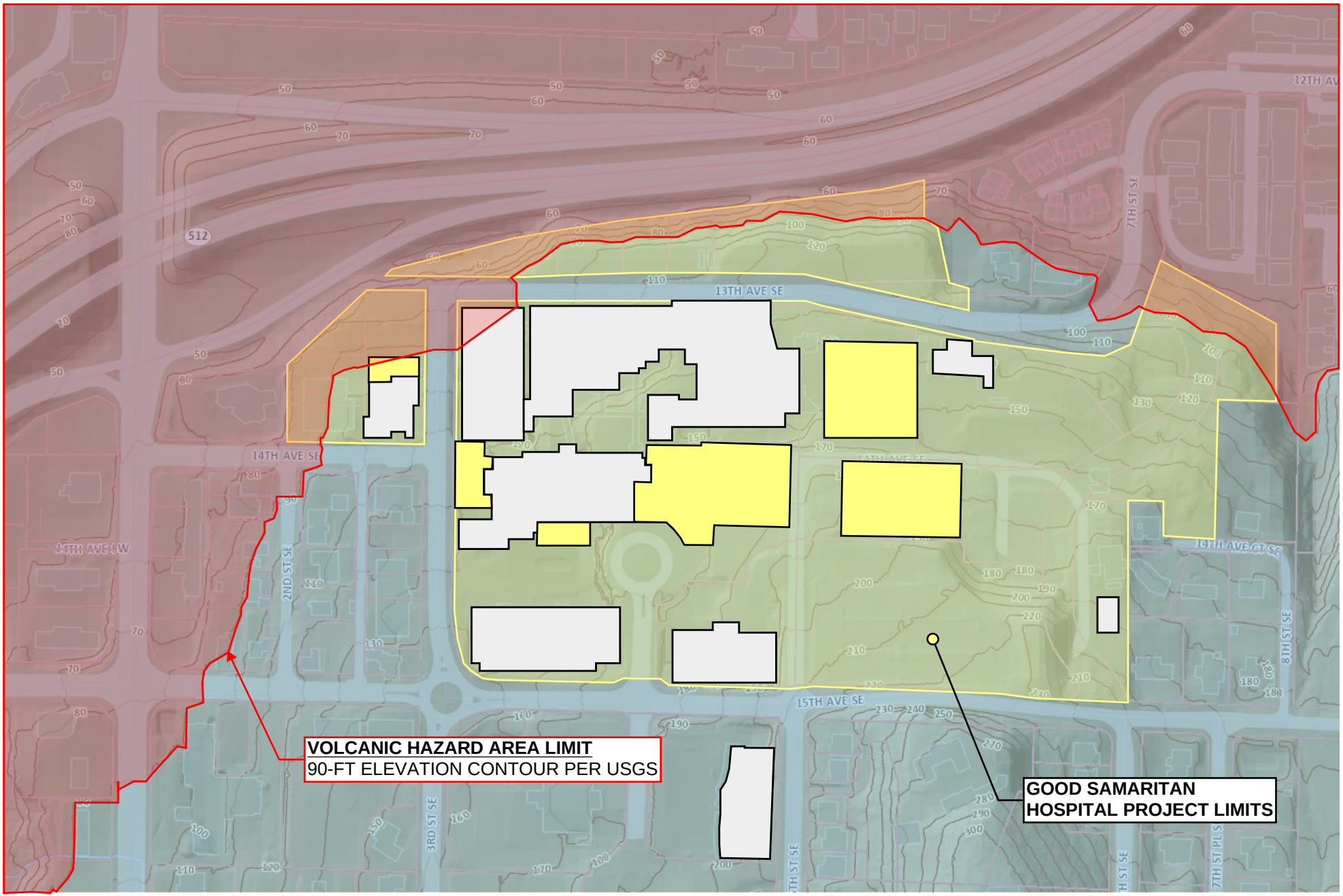
Ave SE shifted westward of the 15th Ave SE and existing 7th Street SE intersection due to existing property lines between the MGSH parcel, the existing right-of-way, and a single-family residential parcel immediately east of the intersection. The roadway also connects with 14th Ave SE which is an internal private roadway to the MGSH campus. This roadway provides fire truck access to the existing hospital and shall also serve as an access road to future parking garages on-site. The potential roadway routes through existing buildings which shall be demolished as part of the roadway project. Existing retaining walls in conflict with the proposed roadway shall be analyzed and revised to protect existing slope stability while adjusting to meet proposed roadway alignment. The vertical design of the roadway is discussed in detail below. See *Figure III-G – Potential 7th Street SE Extension – Plan View* for the proposed horizontal design of the roadway.

Potential Vertical Road Design: The potential vertical roadway design of the 7th Street SE is heavily constrained by existing grade within the current right-of-way. To allow for necessary vertical curving at intersections the average grade of the roadway is nearly 15.50%. This is greater than the 10% standard set by the City, however surrounding street grades at 15th Ave SE which share similar vehicle types grade at 15% maximum. Roadway cross-slopes are generally 3% per the City standard roadway section. City roadway standards do not allow for superelevation on collector type roadways however this omission may be remiss due to the steepness of the roadway. See *Figure III-G – Potential 7th Street SE Extension – Plan View and III-H – Potential 7th Street SE Extension – Profile View* for the proposed vertical design of the roadway.

Roadway Utilities and Stormwater: During discussion on 8/30/2022 with City of Puyallup staff, the future utilities in the right-of-way were discussed for the potential 7th Street SE extension. Public watermain and stormwater are proposed to be installed within the 7th Street SE right-of-way. An existing sanitary sewer main currently runs from 9th Street SE to the northern portion of 7th Street SE and therefore sanitary sewer is not required to be installed in the proposed roadway.

Stormwater for the roadway improvements would be managed by a public detention facilities and water quality facility which remain separate from private improvements on-site. These facilities are described in detail in Section V, Stormwater Collection, Detention, Flood Control and Treatment. See Figure III-G – Potential 7th Street SE Extension – Plan View for the respective utility layouts within the potential 7th Street SE roadway.

Volcanic Hazard Area Relating to Phase 1 Improvements. As depicted in this Master Plan, the primary expansion zones for the Patient Care Tower lies to the south and east of the existing Dally Tower, taking major development further away from the 90’ contour elevation for the lahar boundary. The ED lobby expansion and both PCT parking garage alternative locations are similarly above the 90’ contour elevation. Expansion of the CUP to the north of the existing CUP could potentially cross the 90’ contour elevation for the lahar boundary and shall be studied in order to mitigate the risk of lahar due the CUP’s close proximity to the boundary. Finished floor elevation of the plant expansion will match the finished floor of the existing plant, therefore new critical equipment will be installed about the 90’ elevation. See Figure III-F Volcanic Hazard Area – Phase 1 Development.



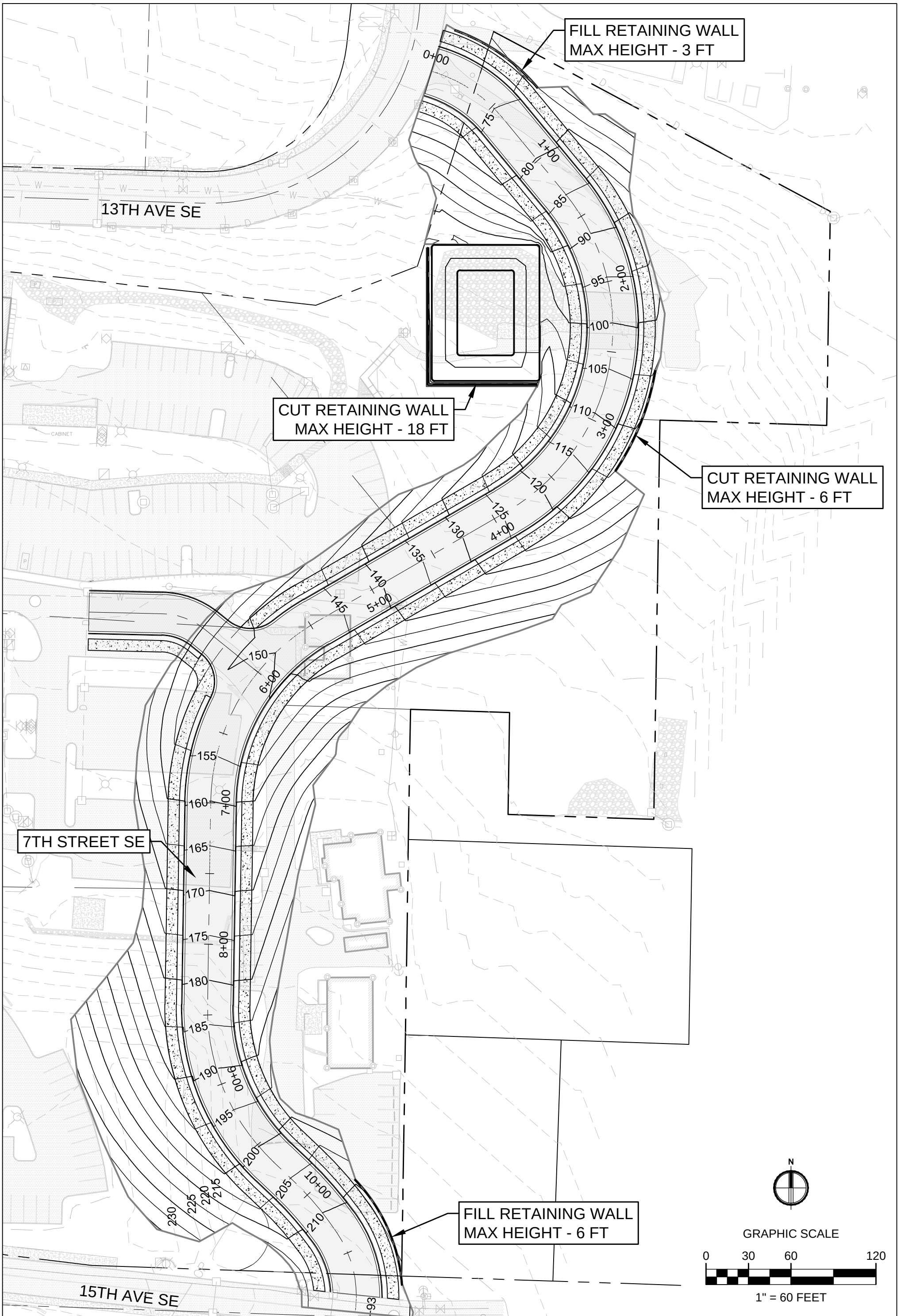
AHBL

MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

VOLCANIC HAZARD AREA - PHASE 1 DEVELOPMENT

SOURCE: USGS

III-F

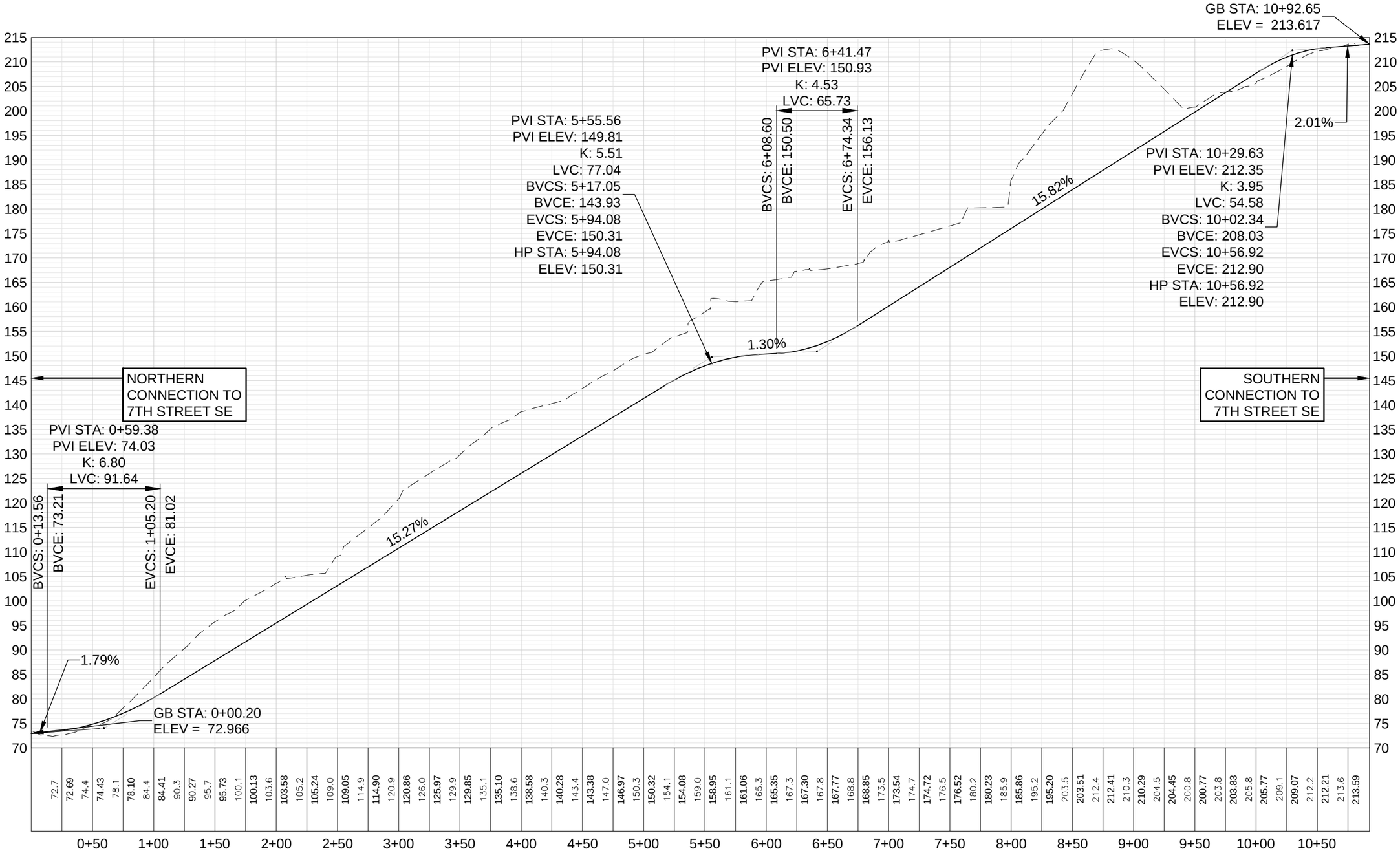


AHBL

MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

POTENTIAL 7TH STREET SE EXTENSION ROAD DESIGN - PLAN VIEW

III-G



7TH STREET SE - PROPOSED ROAD PROFILE

1" = 80' H | 1" = 20' V

AHBL

MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

POTENTIAL 7TH STREET SE EXTENSION ROAD DESIGN - PROFILE VIEW

III-H

FUTURE TRANSPORTATION SYSTEM

Transportation Goals and Policies. The Transportation Element of the City of Puyallup's Comprehensive Plan includes six goals to achieve its transportation vision.[3] *Table III-D* lists each goal, the respective policy that is pertinent to this project, and how this project will support the goal and policies.

TABLE III-D: CITY OF PUYALLUP TRANSPORTATION GOALS AND POLICIES

Transportation Goal	Relevant Transportation Policy	Areas of Project Support
T-1. Proactively develop partnerships to best serve all users of the regional transportation system.	T-1.1.a. Coordinate planning, construction, and operation of transportation facilities with those of other agencies and jurisdictions, including Washington State Department of Transportation, Pierce County, and surrounding municipalities.	The Master Plan facilitates coordination with City and other regional partners to improve roadways and multimodal systems to project site. The Master Plan will support efforts with regional partners to incentivize travel by transit and other non-drive alone options to reduce vehicle trips to site.
	T-1.1.b. Cooperate with transit providers, including Pierce Transit and Sound Transit, to encourage provision of facilities and services which make multi-modal travel more convenient.	
	T-1.1.c. Seek opportunities to coordinate planning, construction, and operation of transit studies and roadway improvement projects with transit providers, other agencies, and neighboring jurisdictions to address congestion along City arterials.	
T-2. Protect safety and quality of life.	T-2.1. Make safety and personal security top priorities in planning and designing the transportation system.	The Master Plan will support enhancements that promote safe and comfortable movement for all modes to, from, and within the site. Improved streets with sidewalks, safe crossings, wayfinding and lighting will make it easier to travel safely. The Master Plan supports emergency response and timely access throughout the site and city. The circulation plan allows from multiple access to MGSH from across the
	T-2.2.a. Monitor traffic volumes on streets in residential neighborhoods and, where feasible, use traffic calming measures to create safer, more attractive streets that are comfortable and welcoming for walking and bicycling.	
	T-2.3.b. Coordinate with emergency response services to ensure adequate and timely access as the city builds out the transportation network.	

[3] https://www.cityofpuyallup.org/DocumentCenter/View/15037/Chapter-7-Transportation-Element

Transportation Goal	Relevant Transportation Policy	Areas of Project Support
		city and region. It will mitigate traffic impacts to allow for timely access.
T-3. Build a transportation network that links with Puyallup's land use goals.	T-3.2. Develop a transportation system that achieves the following levels of service metrics: **Vehicular LOS.** Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system. Set LOS D as the standard for PM peak hour intersection performance, with the exception of the intersections contained along the Meridian, Shaw Road, and 9th Street SW Corridors, where LOS E operations will be considered acceptable during PM period in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes. **Pedestrian LOS.** Provision of sidewalks, trails, and/or separated paths will be prioritized within pedestrian priority areas, as defined in Puyallup Moves. **Bicycle LOS.** Provision of bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Puyallup Moves. **Transit LOS.** Partner with Pierce Transit, Sound Transit, and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park and ride facilities.	The Master Plan will support enhancements to the transportation system to meet vehicular, pedestrian, bicycle, and transit levels of service.
T-4. Build an interconnected transit, walking, and bicycling network.	T-4.1.d. Improve pedestrian and bicyclist access to transit stops and centers in cooperation with transit providers.	The Master Plan supports implementation of priority transportation projects previously identified by the Comprehensive Plan to create a safe, seamless, and connected multimodal transportation system, such as the enhanced connectivity provided by the potential future expansion of new 7th
	T-4.3. Develop a comprehensive active transportation circulation plan and implementation program to enhance community access and promote healthy lifestyles.	
	T-4.4. Increase pedestrian safety, emphasize connectivity, and reduce operations and maintenance costs through developing walkways.	
	T-4.4.a. Prioritize pedestrian facilities in the vicinity of schools, retail districts, community centers, health care facilities, parks, transit stops and stations, and other pedestrian generators.	
	T-4.4.b. Enforce standards for sidewalks and crosswalks to ensure safety and security on walking facilities,	

Transportation Goal	Relevant Transportation Policy	Areas of Project Support
	including dimensions, materials, lighting, street trees, utilities, sidewalk furniture, and other supportive amenities. Educate property owners as to their responsibilities for sidewalk maintenance.	Street (Comprehensive Plan Project #15).
	T-4.5. Foster bicycle use by providing and maintaining safe facilities for users of all ages and abilities.	
	T-4.5.d. Establish and enforce standards for bicycle parking, end of trip facilities, and other bicyclist-supportive amenities where possible. Encourage these standards where the city does not have control.	
T-5. Create a roadway network that efficiently and safely moves people and goods.	T-5.1. Provide for the efficient movement of people and goods on arterial streets through a balanced approach that only increase the automobile capacity of roadways when necessary.	The Master Plan will efficiently allocate space in streets for vehicles as necessary while incentivizing active transportation options.
	T-5.1.c. Require that driveway spacing on all city streets conform to design standards. Promote shared driveways and interconnection between parking lots, especially along arterial streets.	
	T-5.2 Discourage concentrated traffic volumes through the development of an interconnected roadway system.	
	T-5.3. Reduce the demand on roadways as a method of deferring or negating the need for capacity improvements.	
T-6. Be environmentally and fiscally sustainable.	T-6.1.b. Encourage private participation in making roadway improvements.	The Master Plan includes investments in infrastructure and programs that improve sustainable access while reducing vehicle trips.
	T-6.2.b. Encourage walking, bicycling, and riding public transit in order to reduce energy consumption and air pollution.	
	T-6.3.d. Require all new development within the City limits to pay an impact fee in accordance with the adopted Transportation Impact Fee schedule.	

Future Parking Supply. The standard approach for quantifying parking demand is based on use of peak parking demand ratios, which indicate the highest level of parking demand expected per unit of any given land use. The Institute of Transportation Engineers (ITE) maintains and periodically updates a database of parking demand ratios for most land uses, which are based on real-world data and observations submitted to ITE from sites across the U.S.

While ITE parking ratios provide a helpful starting point for forecasting future parking demand, it is sometimes appropriate to modify the ratios to better reflect local conditions. Local parking data, local parking requirements, and the availability of convenient or appealing alternatives to driving (such as transit service or bicycle infrastructure) are all reasons for adjusting ITE ratios.

The proposed master plan for MGSH includes two primary land uses components, which are expected to be implemented in up to four project phases:

- **Phase 1A:** Hospital (Patient Care Tower), 160 net new beds

- **Phase 1B:** Hospital (Patient Care Tower), 40 net new beds
- **Phase 2:** Medical Office, 100,000 net new GSF
- **Phase 3:** Medical Office, 100,000 net new GSF
- **Phase 4:** Hospital Support Components (no net new parking demand)

The recommended ITE parking demand ratios and the City of Puyallup parking requirements[4] for these two land use components are shown in *Table III-E*.

TABLE III-E: PUYALLUP PARKING REQUIREMENTS VS. ITE PARKING RATIOS

Land Use	City of Puyallup Code	ITE Parking Ratios
Hospital	3.0 spaces per bed	3.74 spaces per bed
Medical Office	5.0 spaces per 1,000 GSF	3.23 spaces per 1,000 GSF

Estimating Future Parking Demand at MGSH. To estimate future parking demand at the MGSH campus based on the proposed Master Plan expansion, the project team used the following approach:

1. Confirm **baseline parking supply and demand assumptions**, including parking replacement needs and availability of existing underutilized parking
2. Select the parking demand ratios which are best suited to model future parking demand by (a) calculating the **existing parking demand** using City of Puyallup code-required parking ratios and ITE parking ratios and (b) comparing the results with **actual parking utilization levels** observed at MGSH in September 2021.
3. Using selected parking demand ratios, calculate how much **new parking demand** would be generated based on the proposed Master Plan expansion for both Phase 1 and for Future Phases.
4. Compare future parking demand with existing parking supply to identify how many **net new parking spaces** may be needed to support Phase 1 and Future Phases.

Step 1: Confirm Baseline Parking Supply and Demand Assumptions. Before estimating future parking demand associated with master plan expansion, the project team confirmed key baseline assumptions to be reflected in the parking analysis. These included:

- *Availability of existing parking supply:* The project team assumed that up to 200 existing parking spaces will be available to help support net new campus expansion associated with the master plan. This assumption is based on the observed parking utilization on campus, as documented in the MGSH parking demand study (2022). For more details, see Step 2.

- *Parking replacement needs:* The proposed master plan expansion is assumed to incrementally reduce the existing parking supply as surface parking facilities are

[4] Included for reference, as Chapter 20.88.020.1c of the Puyallup Municipal Code provides discretion in the master plan process to set calibrated parking ratios for the project site.

Clarify how the additional expansions don't require parking. PMC would require parking for the support tower and Dally tower expansions if code were applied. [planning comment, master plan doc, page 64]

[PW, 2023.12.15]
See Response Letter to Planning Corrections

replaced by Master Plan components (including the potential 7th Street extension). Parking replacement assumptions by phase are summarized in *Table III-F*.

TABLE III-F: PARKING REPLACEMENT ASSUMPTIONS BY PHASE

Phase	Cumulative Parking Replacement Needed
Phase 1A	210
Phase 1B	210
Phase 2	448
Phase 3	448
Phase 4	448

Step 2: Identify the Appropriate Parking Ratios. *Table III-G* summarizes the estimated peak parking demand for the existing MGSH hospital based on each combination of Puyallup and ITE parking demand ratios for hospital and medical office components.

The MGSH parking utilization study (2022), which analyzed data collected in September 2021, observed a peak parking utilization of approximately 1,450 occupied spaces in MGSH lots and garages at peak times. After adjusting for the target design day[5] and adding a 10% parking supply "buffer,"[6] the estimated parking need based on observed utilization for existing hospital and medical office uses is approximately 1,650 spaces. Based on the existing utilization patterns, the project team selected **3.0 spaces per bed and 3.23 spaces per 1,000 GSF** as the most accurately calibrated demand ratios to be used for estimating future parking demand at MGSH.

TABLE III-G: ESTIMATE OF EXISTING PARKING DEMAND

		Medical Office	
		3.23 spaces per 1,000 GSF	5.0 spaces per 1,000 GSF
Hospital	3.0 spaces per bed	1,692 spaces	2,027 spaces
	3.74 spaces per bed	1,958 spaces	2,293 spaces

[5] The parking demand study recommends a hospital parking supply that is designed to accommodate the 12th busiest day of the year based on patient encounters, which was approximately 4% busier than the day of observation for which parking data was collected.
[6] When estimating parking supply needs, an 10% buffer is often added to estimated peak demand to ensure that motorists can easily find an available space and account for any day-to-day fluctuations.

Step 3: Calculate Future Parking Demand. The estimated future parking demand for Phase 1 and Future Phases is summarized in *Table III-H*.

TABLE III-H: ESTIMATE OF FUTURE PARKING DEMAND

Phase	Hospital			Medical Office			Total Net New Parking Demand
	Size	Demand Ratio	Parking Demand	Size	Demand Ratio	Parking Demand	
Phase 1A	160 net new beds	3.0 spaces per bed	480	--	--	--	**480 spaces**
Phase 1B	40 net new beds	3.0 spaces per bed	120	--	--	--	**120 spaces**
Phase 2	--	--	--	Max 100,000 GSF	3.23 spaces per 1K GSF	Max 323 spaces	**Max 323 spaces**
Phase 3	--	--	--	Max 100,000 GSF	3.23 spaces per 1K GSF	Max 323 spaces	**Max 323 spaces**
Phase 4	--	--	--	--	--	--	**--**
Total	**200 net new beds**	**--**	**600 spaces**	**Max 200,000 GSF**	**--**	**Max 646 spaces**	**Max 1,246 spaces**

10 percent of 1,450 would equal 1,595 stalls. Please clarify how the 1,650 is determined [planning comment, master plan doc, page 65]

[PW, 2023.12.15]
See Response Letter to Planning Corrections

Step 4: Compare Demand to Existing Supply. Today, there are approximately 1,858 parking spaces available on the MGSH campus. Based on existing utilization patterns, approximately 200 of these existing spaces are available at peak times and could support future hospital expansion.

Table III-I summarizes the estimated new parking supply needed to support the proposed master plan. The project team estimates a need for a total of max 1,046 net new parking spaces for all future master plan phases.

Figure III-I shows the location of proposed master plan components and potential impacts to existing parking supply. The project team has considered two potential locations for a new parking structure to support the first phases of the master plan, each of which would result in a loss of existing parking spaces in lots GSL 2 and GSL 3. Assuming a 1:1 parking replacement rate, the project team estimates a total parking build (net new spaces + replacement spaces) of max 1,494 parking spaces for all future master plan phases. The future demand and supply estimates are summarized in *Table III-I.*

TABLE III-I: ESTIMATED FUTURE PARKING DEMAND AND SUPPLY NEEDED (CUMULATIVE)

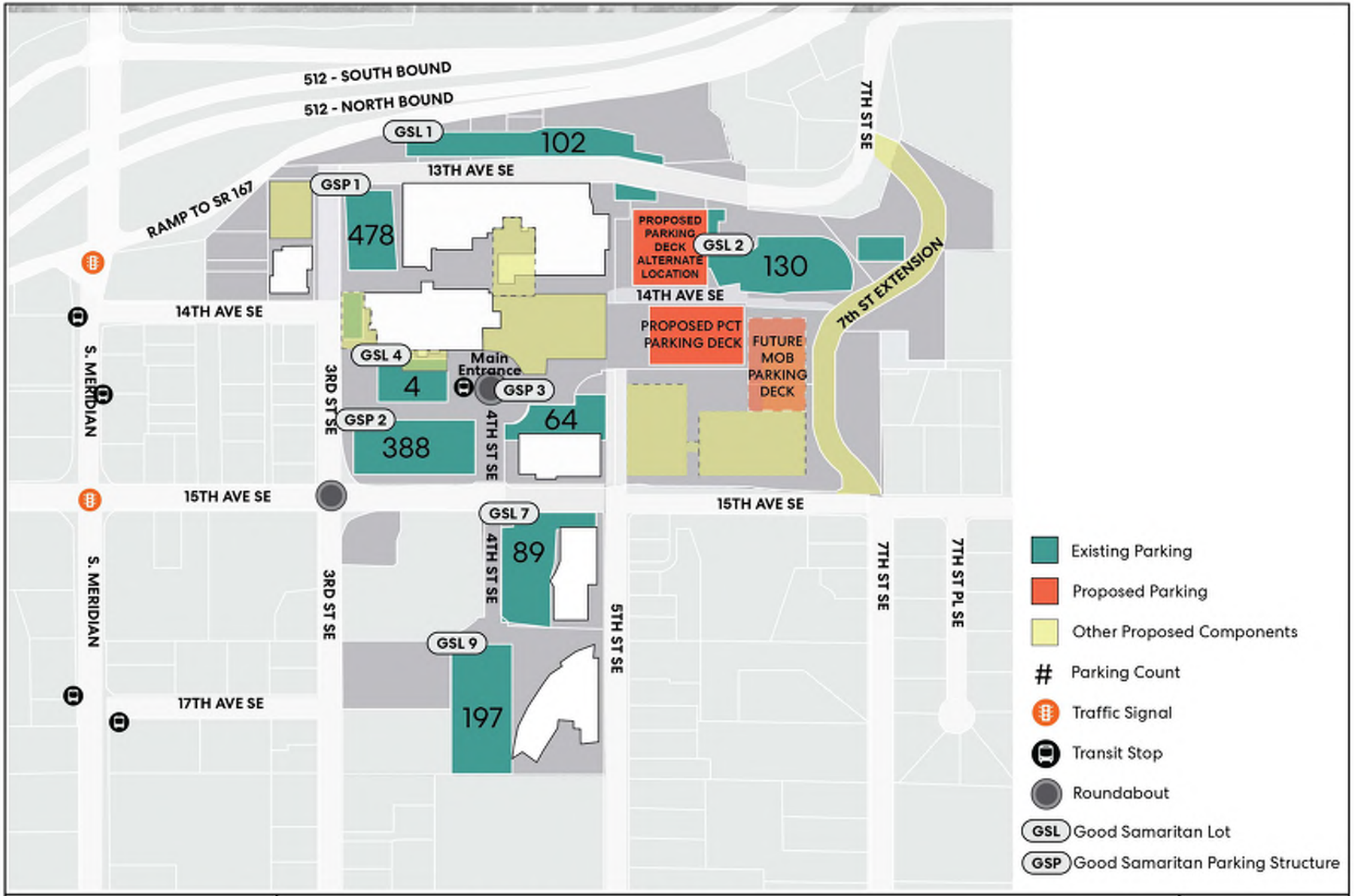
Phase	New Parking Demand (Cumulative)	Existing Spaces Available	Net New Spaces Needed (Cumulative)	Impacts to Existing Parking	New + Replacement Spaces Needed (Cumulative)
Phase 1A	480 spaces	200 spaces	**280 spaces**	Max 210 spaces removed	**490 spaces**
Phase 1B	600 spaces	200 spaces	**400 spaces**	Max 210 spaces removed	**610 spaces**
Phase 2	Max 923 spaces	200 spaces	**723 spaces**	Max 448 spaces removed	**Max 1,171 spaces**
Phase 3	Max 1,246 spaces	200 spaces	**Max 1,046 spaces**	Max 448 spaces removed	**Max 1,494 spaces**
Phase 4	Max 1,246 spaces	200 spaces	**Max 1,046 spaces**	Max 448 spaces removed	**Max 1,494 spaces**

Table III-I needs to be modified to demonstrate total parking stalls (existing + new) to demonstrate compliance with PMC 20.88.030 (1)(F), and what parking # will be tied to each building and/or phase. This is needed so the planner can verify the number of parking stalls needed to tie back to each building permit. Please also remove the term Up To and simplify this table with a max # of stalls. [planning comment, master plan doc, page 67]

[PW, 2023.12.15]
See Response Letter to Planning Corrections

Is the net total parking needed for the entire campus at full build 1,494 plus 1,650, equaling 3,144? [planning comment, master plan doc, page 67]

[PW, 2023.12.15]
See Response Letter to Planning Corrections



NELSON NYGAARD

MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

PROPOSED FUTURE PARKING FACILITIES

SOURCE:

III-I

Future Circulation and Access. The proposed master plan will continue to support a safe and accessible MGSH campus environment by facilitating travel by all modes including people who drive, use transit, bike, and walk or roll.

Roadways and Vehicles. Concurrently with this master planning effort and in cooperation with the City of Puyallup, MGSH is undergoing a Transportation Impact Analysis (TIA) of the proposed campus master plan. This TIA will identify any potential traffic and/or safety-related concerns on roadways within the campus vicinity, as well as any potential mitigations or improvements needed to address these concerns. As needed, the findings and recommendations of the TIA process will be included in this master plan as they are identified.

Access to Transit. At the time of the development of this proposed master plan, the transit network in the vicinity of MGSH is not expected to undergo any significant future changes. Existing transit stops served by Pierce Transit Routes 402 and 425 are not expected to be relocated, and access to these stops will not be impacted by proposed master plan changes. MGSH will continue to support safe and convenient transit access by maintaining a well-designed sidewalk network to and from transit stops and by managing vehicular traffic on hospital campus roadways to maintain safe speeds and avoid conflicts between vehicles and pedestrians or bicyclists.

Pierce Transit is planning a Bus Rapid Transit (BRT) service, branded as "Stream," along a 14-mile segment of Pacific Avenue/SR-7 between downtown Tacoma and Spanaway. The proposed stops are along the current Route 1, requiring additional transit connections to MGSH. Service is expected to begin in 2027. Pierce Transit is also currently conducting a BRT Expansion Study to identify future corridors for BRT service, with Route 402 and South Meridian identified as one of four potential corridors. Final recommendations from the study are anticipated by the end of 2022.

Bicyclists and Pedestrians. MGSH's vision for a safe and accessible campus will continue to be supported by well-designed and maintained bicycle and pedestrian facilities. Sidewalks, crossings, traffic signals, lighting, and landscaping all support safety and accessibility for bicyclists and pedestrians. As needed, the findings and recommendations of the TIA process will be included as they are identified.

Priority Corridors and Projects. The Transportation Element of the Puyallup Comprehensive Plan identifies several priority corridors and projects near MGSH. These are summarized below.

- 20-Year Project List
  - Project #14: The South Meridian Improvements run from 9th Avenue to 15th Avenue SE. The project includes striping upgrades to make travel safer and more reliable.
  - Project #15: The 7th Street SE Extension is discussed in detail in Section "III – 7th Street Roadway Connection," and will include sidewalk from improved pedestrian connectivity. New pedestrian facilities are also proposed on 7th Street between 22nd Avenue Court SE and 17th Avenue Court SE.

- Priority Pedestrian Network includes 7th Street SE, 23rd Avenue SE, 15th Avenue SE, South Meridian, 12th Avenue SE, 3rd Street SE north of 15th Avenue SE, and 13th Avenue SE.
- Priority Bicycle Network includes 7th Street SE, 23rd Avenue SE, 15th Avenue SE.

Future Transportation Programs and Management.

Parking Management. MGSH recognizes that parking on campus is a valuable and limited resource that is best managed through a holistic, campus-wide approach. By strategically managing access to parking for medical staff, administrative staff, patients, and visitors using a shared parking approach across multiple different parking facilities, MGSH aims to maximize the efficiency of the parking system while supporting the daily needs of all hospital-goers.

In addition to the proposed parking supply shown in Figure III-E, MGSH will also implement parking management strategies and will incorporate the proposed new parking supply into the overall MGSH parking system.

Today, MGSH has limited tools to support coordination between the parking permit system, the process for allocating parking spaces for various user groups, and the commute trip reduction program. In the near term, MGSH will continue to explore new management tools and platforms to better align these systems and improve the parking experience for employees and visitors. As needed to support the master plan, MGSH will draw on a variety of parking management tools and strategies to support efficient parking operations and support commute trip reduction efforts. Such tools and strategies may include, but are not limited to:

- Permit parking systems for caregivers, which could include annual, quarterly, monthly, and/or daily permit structures.
- Priced parking for caregivers, which could include annual, quarterly, monthly, and/or daily rates and could be implemented alongside a permit system.
- Regular parking monitoring and data collection to identify changes in parking demand or commuting behavior.
- Signage, wayfinding, and information to help all hospital-goers easily find available parking and avoid "circling" or parking in undesignated areas.

Commute Trip Reduction Programs. Commute Trip Reduction (CTR) programs include incentives, information, and transportation-related services that are designed to reduce the rate of drive-alone travel to and from the MGSH campus. Research shows that CTR programs can reduce employee driving up to one-fourth depending on the breadth and depth of the program.[7] By reducing single-occupancy vehicle travel, these programs support MGSH's master plan vision by reducing the daily traffic on roads within the campus vicinity and by reducing the parking demand in campus parking facilities.

[7] California Air Pollution Control Officers Association (CAPCOA). *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.*

Building on the existing CTR programs, MGSH plans to expand mobility benefits for hospital employees in the coming years. Potential new, extended, or expanded CTR strategies that could be implemented as part of the master plan may include:

- Employee commute platform via Luum, providing employees a one-stop portal to manage their commute and for MGSH to incentivize non-drive alone trips.
- Public transit passes via ORCA For Business.
- Pre-tax commuter benefits.
- Additional secure bicycle parking and showers/lockers.
- Bicycle subsidies or supporting benefits, which could include monthly or annual cash benefits, bicycle training services, or bicycle repair resources.
- Subsidized carpool, vanpool, or ride matching services, which help hospital employees find and arrange shared rides with coworkers.
- Guaranteed ride home and/or off-peak rideshare services, which provide free rides via taxi or app-based ridesharing services (Uber/Lyft) for commuters who encounter unexpected emergencies, transportation challenges, or do not have access to transit for one leg of their commute.
- Consistent policies and sustained telecommuting program for non-patient facing caregivers.
- Additional marketing and communications include enhanced on-boarding and trip training.
- Events, challenges, incentives, and giveaways to incentivize non-driving trips.
- Direct financial payments for non-driving trips.

Phase 2, 3, and 4 Utilities. As illustrated in respective exhibits denoted below, modifications and connections to existing public utilities are required to accomplish the *Phase 2, 3, and 4* projects. Specific utility designs are explained in detail below:

Domestic Water and Fire Service. Proposed water main connections are anticipated for the future medical office buildings and respective parking garages located at the southeast portion of the master plan area. These connections will be sized depending on respective domestic and fire service demand, as well as available pressure and flow from the City's water distribution system. Appropriate backflow devices and appurtenances will be provided on domestic water and fire water services in conformance with the City's water standards. New fire hydrants will be installed for adequate hydrant coverage for proposed buildings. Refer to *Figure III-K – Proposed Utility Map* for a conceptual water and fire service exhibit for the future improvements.

Sanitary Sewer. Proposed sanitary sewer service connections will be required for the future improvements. Future medical office building and parking garage improvements will connect to the extended sewer main in 5th Street SE which is installed during the Phase 1 work. Side sewer

connections will make these connections to the main. An oil-water separator will be installed on the parking garage sewer connections to treat effluent water prior to discharge. Refer to *Figure III-K – Proposed Utility Map* for a conceptual sanitary sewer exhibit for future improvements.

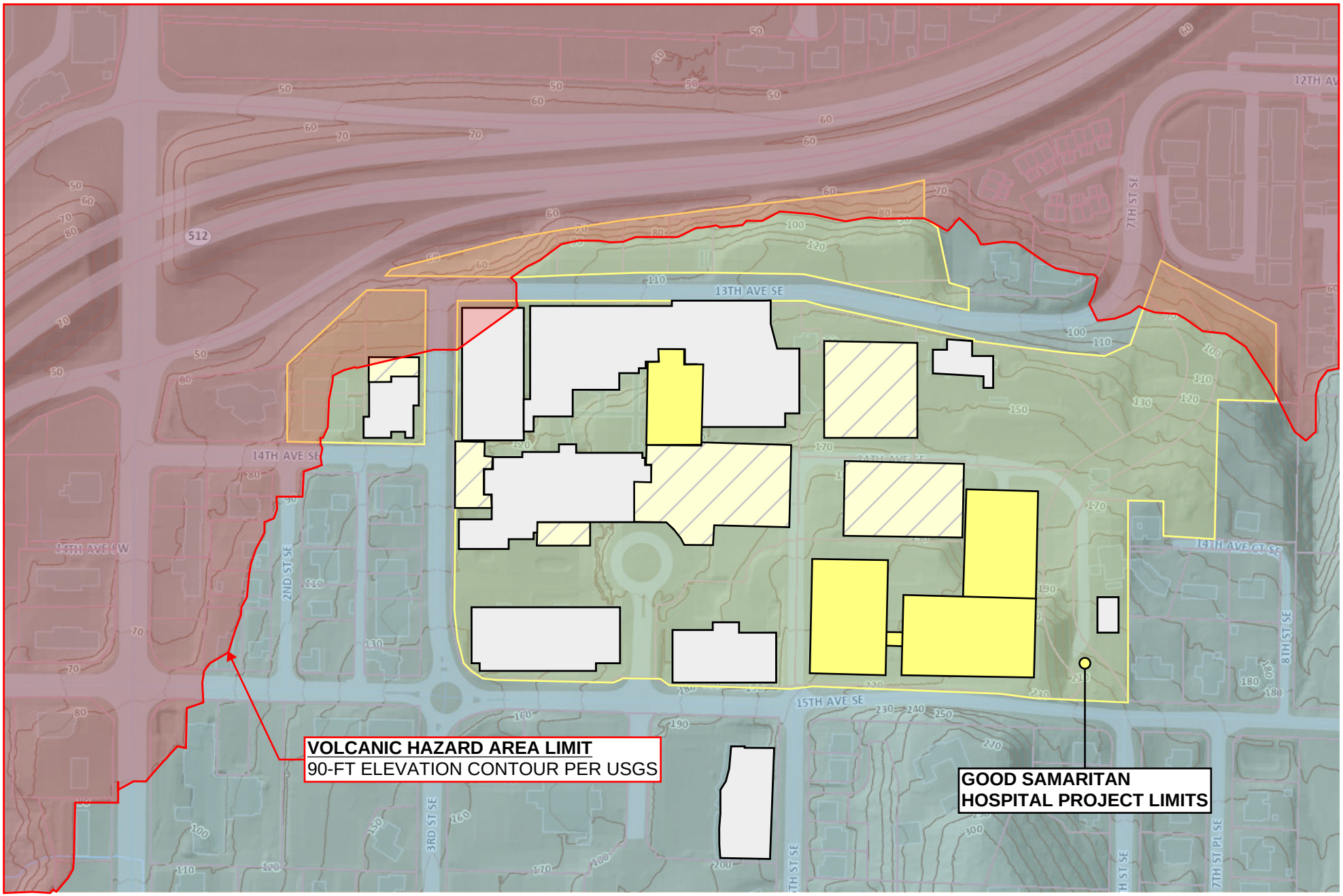
Stormwater Collection, Detention, Flood Control and Treatment. Stormwater will be collected from medical office building and hospital expansion roof areas, hardscape areas, parking lots and garages, and landscape areas where required. Conveyance shall be made with solid catch basins, area drains, and manholes, and shall be piped to respective detention systems. Conveyance systems sizing shall be determined as required by the current edition of the SWMMWW and shall convey the required storm flow. Stormwater shall be managed, detained, and treated as denoted in the SWMMWW. All stormwater management facilities are prescribed by the drainage basin rather than by phase. Stormwater management facilities for Phases 2-4 improvements are constructed during Phase 1 and are described in *Section III, Phase 1 Stormwater Collection, Detention, Flood Control, and Treatment.*

Stormwater mains shall be extended to collect runoff from site parking and vehicle circulation areas, medical office buildings and parking garages, and landscape areas as described above and as shown in *Figure III-K – Proposed Utility Map*. Stormwater runoff from the MOB(s) and their respective parking garage(s) will connect to the proposed State Highway private detention system conceptually located in the Facilities Building parking lot (see *Figure III-L – Proposed Stormwater Facility Map*). As described in Section III, the system will discharge to City-owned storm sewer in 13th Ave SE, which outfalls to the State Highway storm system to the north, and ultimately discharges to the ~~White~~ Puyallup River.

[PW, 2023.12.15] Corrected river name.

Volcanic Hazard Area Relating to Phase 2-4 Improvements. As depicted in this Master Plan, the proposed improvements for Phases 2, 3, and 4 are located north of the existing MGSH "Meadow Pavilion" building along 13th Ave SE and are all located above the 90' contour elevation for the lahar boundary. See *Figure III-J Volcanic Hazard Area – Phases 2-4 Development*

See Response Letter to Engineering Corrections.



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MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

VOLCANIC HAZARD AREA - PHASES 2-4 DEVELOPMENT

SOURCE: USGS

III-J

Overall Drainage Patterns.

State Highway Basin. The proposed MGSH owned detention vault located in the parking lot adjacent to the facilities building which manages stormwater for the PCT garage, the proposed Medical Office Building(s), and the Medical Office Building Garage, as well as the proposed publicly owned detention pond managing stormwater from the 7th St right-of-way expansion will discharge to City-owned storm sewer located in 7th Street SE, which outfalls to the Highway 512 storm system to the north. See *Figure III-L– Proposed Stormwater Facility Map*.

Clarks Creek Basin. The proposed MGSH owned detention vault located in the parking lot north of the CUP expansion which manages stormwater for the PCT tower, CUP expansion, ED expansion, 3rd Street Expansion, and Future Tower Expansion will discharge to a city-owned storm sewer located in 13th Avenue SE, which routes towards S. Meridian and ultimately Clarks Creek. See *Figure III-L– Proposed Stormwater Facility Map.*

TABLE III-J: SUMMARY OF LOT COVERAGE

Summary of Lot Coverage									
Phase	**Building (Impervious)**		**Parking and Landscape Hardscape (Impervious)**		**Total Impervious Land Coverage**		**Total Pervious Land Coverage**		**Total Area (Acres)**
	Area (Acres)	**Percent Coverage**	**Area (Acres)**	**Percent Coverage**	**Area (Acres)**	**Percent Coverage**	**Area (Acres)**	**Percent Coverage**	
Existing	8.6	25%	13.5	39%	22.1	63%	12.8	37%	34.9
Phase 1	10.5	30%	12.26	35%	22.76	65%	12.2	35%	34.9
Phase 2 (Full-Build-Out)	13.3	38%	10.1	29%	23.4	67%	11.5	33%	34.9

CONDITION-The stormwater design shall comply with both the City's and WSDOT's individual jurisdictional permitting requirements and adopted stormwater regulations. This may require separate stormwater modeling to ensure compliance with each jurisdiction's specific requirements.
[Master Plan; Pg 274 of 343]

CONDITION-At the time of civil application, the applicant shall provide a downstream analysis of the Clarks Creek basin conveyance system in accordance with the Ecology Manual Section I-3.5.3; and a downstream analysis of the State Highway Basin conveyance system in accordance with WSDOT's requirements.
[Master Plan; Pg 274 of 343]

171' X 40' DETENTION VAULT
DEPTH = 10.5'
STORAGE VOLUME = 1.57 AC-FT

1
V-C

3
V-C

DETENTION POND
60' X 40' BOTTOM FOOTPRINT
96' X 76' TOP FOOTPRINT
DEPTH = 8.5'
STORAGE VOLUME = 0.875 AC-FT

132' x 78' DETENTION VAULT
DEPTH = 8.5'
STORAGE VOLUME = 1.891 AC-FT

2
V-C

13TH AVE SE
14TH AVE SE
15TH AVE SE
3RD ST SE
5TH ST SE
7TH ST SE

GRAPHIC SCALE

0 60 120 240

1" = 120 FEET

LEGEND

- SS — SANITARY SEWER PIPING
- D — STORM DRAINAGE PIPING
- W — WATER PIPING
- BUILDING FOOTPRINT
- STORMWATER MANAGEMENT FACILITY

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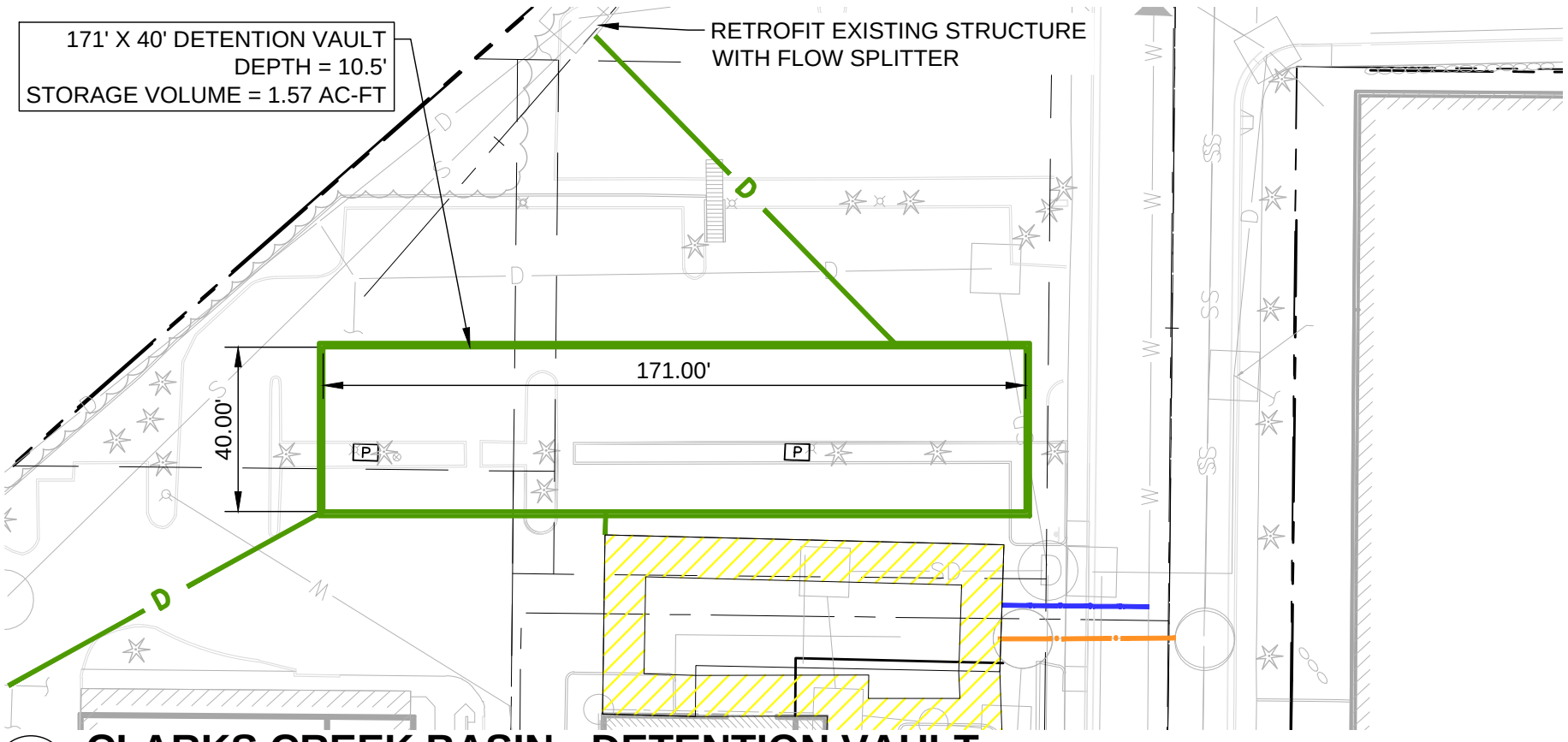
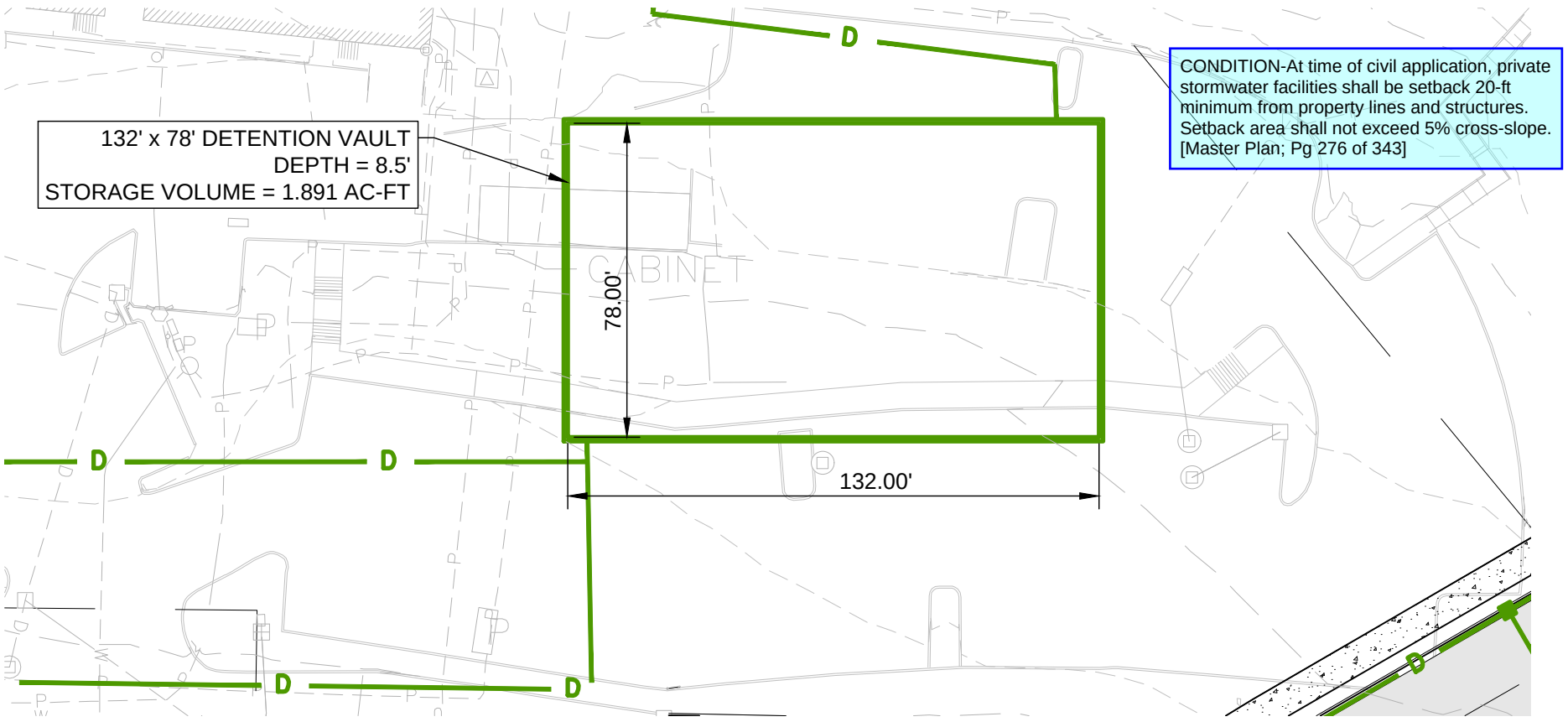
MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

PROPOSED UTILITY MAP



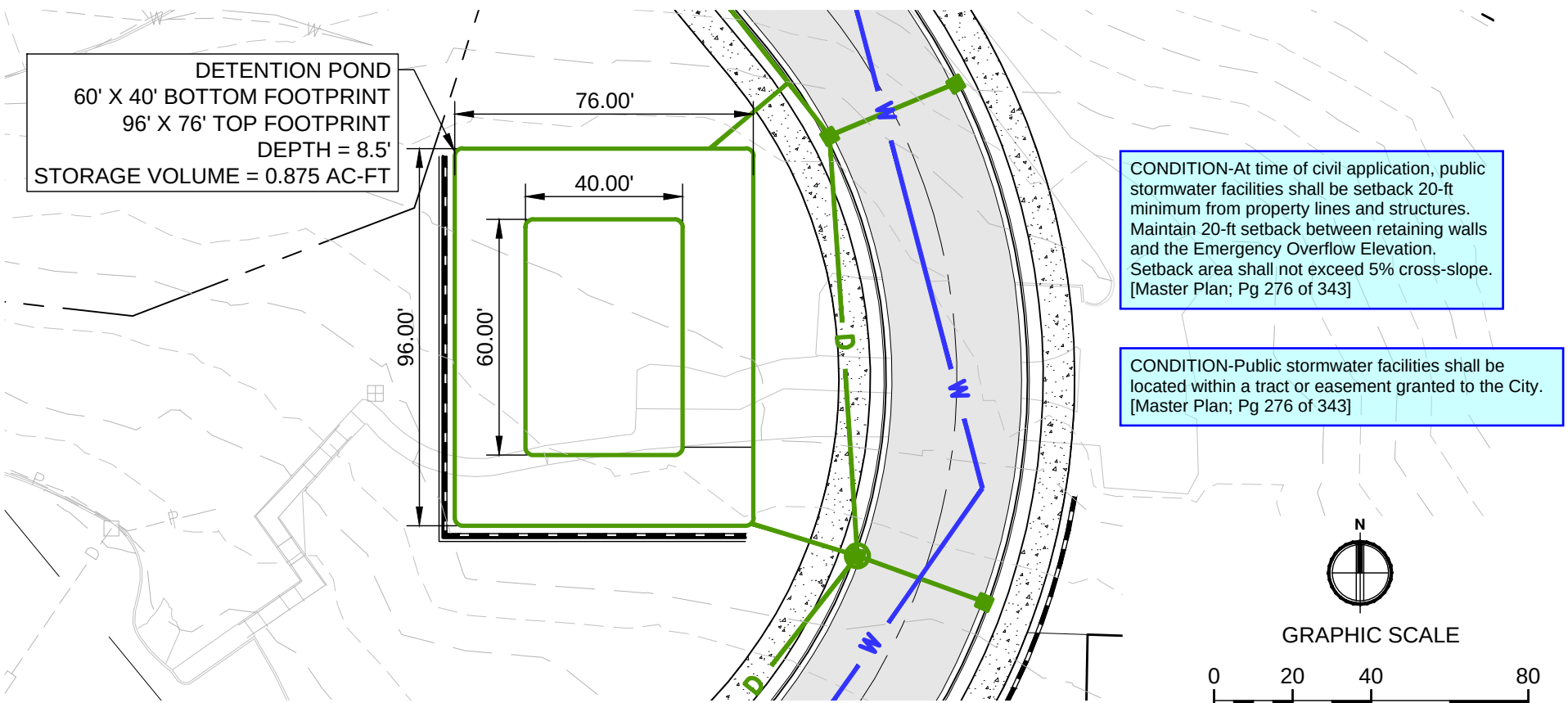
1 CLARKS CREEK BASIN - DETENTION VAULT

1" = 40'



2 STATE HIGHWAY BASIN - DETENTION VAULT

1" = 40'



3 7TH ST RIGHT-OF-WAY EXTENSION - DETENTION POND

1" = 40'

AHBL

MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

PROPOSED STORMWATER FACILITY MAP

III-L

Other Campus-Wide Elements.

Landscaping. As illustrated in *Figure III-M: Conceptual Landscape Diagram*, the Master Plan aims to maintain existing landscape, open space, and public seating amenities to the extent possible. Detailed landscaping plans will be developed in conjunction with future project design and will be submitted to the City for appropriate permitting and approvals to ensure compliance with the City's landscaping requirements.

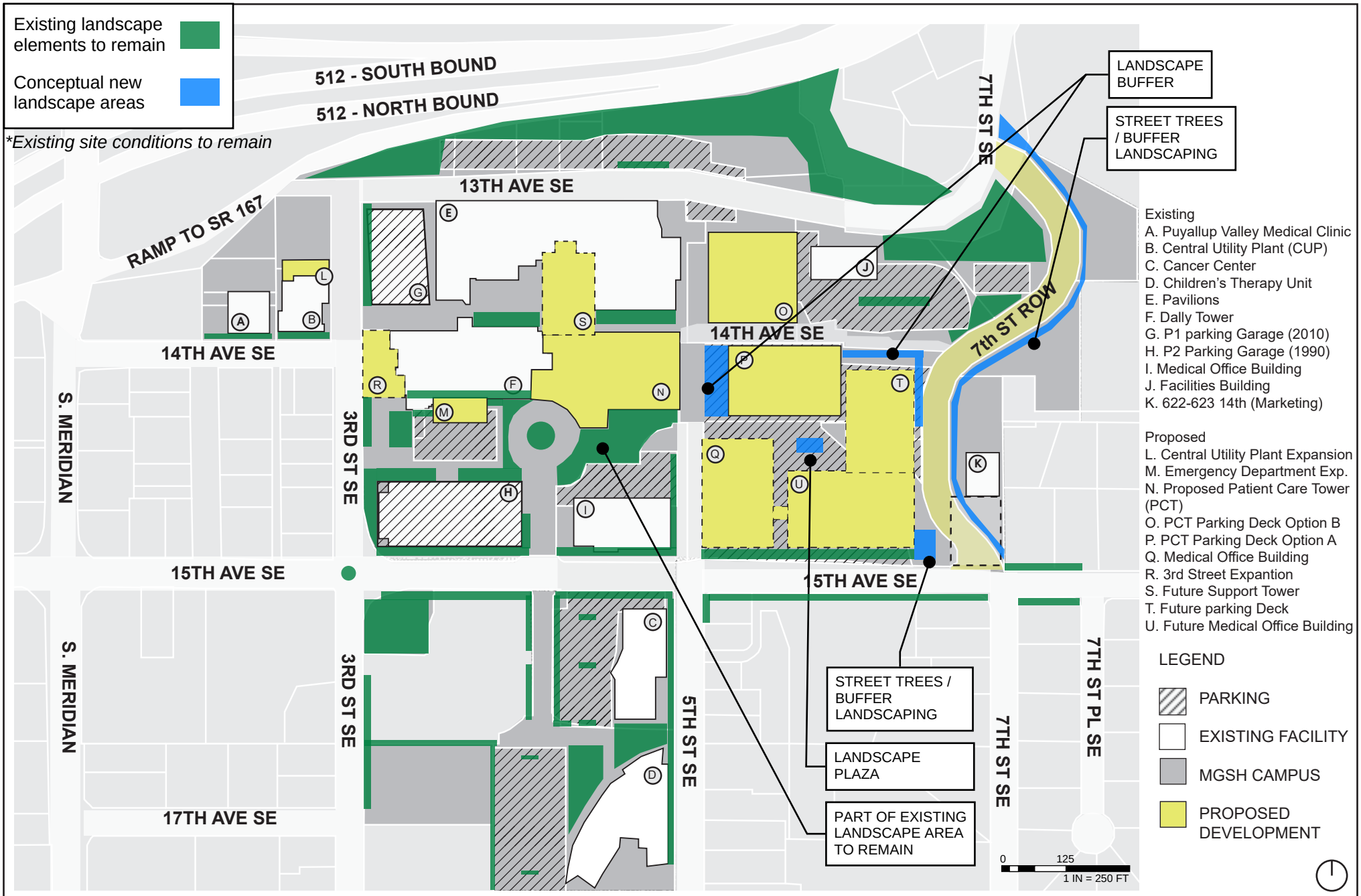
The campus landscaping plan shall continue to consist of several key elements:

- Natural Open Spaces. Existing groves of trees on the margins of the campus will be retained during the development of the Master Plan as these provide natural buffers from Highway 512 and residences to the north and east and contribute to air quality and natural stormwater management. Future buildings are not currently proposed in areas of significant vegetation. If realized, the extension of 7th Street may disturb existing vegetation.
- Residential Buffers. Vegetated buffers to be planted along edges of campus to help define the campus "edge" and provide visual screening for adjacent residential properties.
- Campus Open Space. Planned open space, containing a wide range of landscaping elements, employing both passive and active outdoor areas, will be utilized to establish sense of place, facilitate wayfinding, buffer the impact of buildings, provide for outdoor uses, improve air quality and aid with stormwater management.
- Street Landscaping. Consistent with existing campus landscaping design, street plantings will be included at appropriate locations to provide visual appeal, buffer adjacent uses, and define the edge of campus.

Campus Signage Program. The medical campus requires a hierarchy of signage types to serve a variety of purposes. MGSH has an established signage program throughout the campus and at strategic street locations. Current signage is of uniform language and appearance, directing to important points of access. New signage associated with projects identified in the Master Plan will be consistent with the style, usage and appearance of the established campus signage program. *Figure III-N: Conceptual Signage Diagram* illustrates general locations of primary campus signage at full build out of the Master Plan. Current campus identifiers, wayfinding and gateway signs will remain largely in their current state, as major campus entrances such as the main entrance and Emergency Department will remain at the same location. New signage will be primarily associated with the new development of the new PCT parking garage and medical office buildings. Detailed signage types and locations will be developed in conjunction with future project design, and will be submitted to the City for appropriate permitting and approval.

Will MultiCare meet existing MED code allowances for sign area and size or is there a proposal to exceed those standards [planning comment, master plan doc, page 77]

[PW, 2023.12.15]
See Response Letter to Planning Corrections



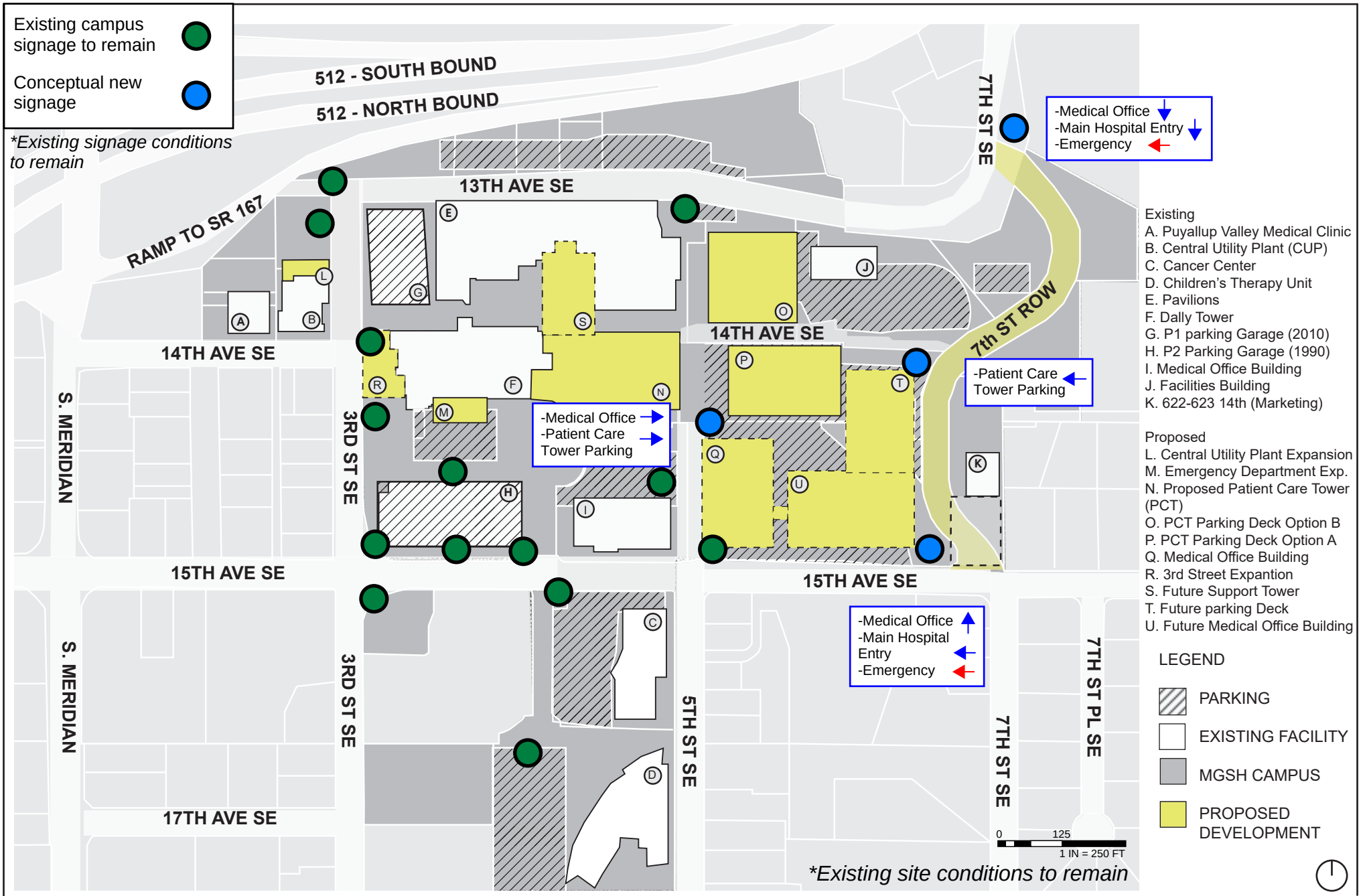
Perkins&Will

1301 5th Ave, Suite #2300
Seattle, WA. 98101
206.381.6000 tel

MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

CONCEPTUAL LANDSCAPE DIAGRAM

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS



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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

CONCEPTUAL SIGNAGE DIAGRAM

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

IV. CODE JUSTIFICATION

Introduction. The purpose of this chapter is to demonstrate that the Master Plan for MultiCare Good Samaritan Hospital (MGSH) complies with all applicable regulations in the City of Puyallup Zoning Code (Title 20).

The Environmental Impact Statement (EIS) process has commenced, with the City of Puyallup serving as lead agency.

Will need to update language once FEIS is complete [planning comment, master plan doc, page 80]

[PW, 2023.12.15]
See Response Letter to Planning Corrections

2022 Master Plan

20.88.020 Contents of a Master Plan

(1) A master plan must contain:

[PW, 2023.12.15]
See Response Letter to Planning Corrections

(a) A conceptual site plan depicting the approximate location and size of all known and potential future development. The 2043 full build-out plan for MGSH is presented in Chapter III of this document included text, tables and figures contained on *pages 40-78*. A concep campus plan showing full build out is included as *Figure III-A*. At completion of this Ma Plan, the campus will contain up to 2.2 million gross square feet (gsf), up from the curren million gsf today. This requirement is met.

Table III-A states 2043 full build date. Is the build horizon year 2043 (20 year master plan)? [planning comment, master plan doc, page 80]

(b) A proposed phasing plan for development, describing which of the proposed improvements will be included within each phase. The phasing plan for implementati the Master Plan is presented in Chapter III of this document including text, tables and fig contained on *pages 45-53*. This requirement is met.

Code contains heights based on elevations. Applicant should carefully review and consider going with an overall vertical height measurement from finished grade of each building. Staff recommends this approach. Staff anticipates modifying 20.43.020-2 to accommodate . [planning comment, master plan doc, page 80]

(c) Proposed development standards

(i) Maximum building heights for various uses. The maximum height of each proposed building is contained in the phased building descriptions on *pages 46-47 and 49-50*. Of the buildings in consideration as part of this Master Plan, the new patient care tower (PCT) will be the tallest and most prominent. It is proposed that this building will be similar in height to the existing Dally Tower, and will conform to the building height regulations in the MED Zone section of the Zoning Code (20.43.020-2) pertaining to sites within an approved master plan, which was modified in 2007 in conjunction with the preceding Master Plan for the MGSH campus. This requirement is met.

Please clarify that all setback yards will be landscaped. We will also want to review the Type IV parking lot landscaping requirements as they are substantially different than 2007 and will effect parking count due to design requirements for landscape islands. Surface lot on SE corner of 5th and 14th currently meets type IV standards [planning comment, master plan doc, page 80]

(ii) Minimum building setbacks. The conceptual site plan on *page 44* illustrates the approximate footprints of all proposed buildings. In final construction drawings, the affected facades at the campus boundary will be set back at least the minimum distance specified in Section 20.43.020-2 of the Zoning Code. This will be confirmed at plan check and through the building permit process for the affected buildings. This requirement is met.

(iii) Areas of landscaping buffers. A conceptual landscaping diagram at full build out is provided in Figure III-M which illustrates potential locations of landscaped buffers on the campus. A detailed landscaping plan and master plant/street tree list will be provided along

[PW, 2023.12.15]
See Response Letter to Planning Corrections

[PW, 2023.12.15]
See Response Letter to Planning Corrections

with the submission of permit drawings for the proposed Patient Care Tower (PCT), as the PCT is the most critical project in the Master Plan which will require significant modifications to current landscaping on the campus. This requirement is met.

(iv) Estimated building square footage. A summary of total maximum proposed square footage by building is presented in *Table III-A* on page 42. This requirement is met.

(v) Overall maximum lot coverage. The cumulative lot coverage at full build-out is summarized in *Table III-A* on page 68. This requirement is met.

(vi) Open/green spaces, location and proposed activities. A conceptual landscaping diagram at full build out is provided in *Figure III-M*, which illustrates potential locations of various landscape elements. The total pervious space on the campus at full buildout is summarized in *Table III-J.* This requirement is met.

Will the large open space plaza currently SE of the Dally Tower be replicated or replaced after the new patient care tower is installed? That plaza is a significant feature of the campus open space and its not clear if that will be replaced [planning comment, master plan doc, page 81]

[PW, 2023.12.15]
See Response Letter to Planning Corrections

(vii) Vehicular and pedestrian access points and throughways. Existing access points and throughways are defined in Section II, beginning on *page 33* and including *Figure II-Q*. A description of vehicular and pedestrian circulation at full build out is provided in Chapter III beginning on *page 68.* This requirement is met.

(viii) **Parking – number of stalls, type (surface or garage), location.** A description of parking solutions and phasing is included in the narrative on *pages 63-67*, including *Figure III-I*. This requirement is met.

(ix) **Lighting standards to limit impact to off-site areas.** MGSH is committed to developing a detailed lighting plan that will minimize off-site impacts through careful selection of lighting fixtures, and sensitive placement, intensity and orientation. This topic will continue to be studied in conjunction with the ongoing EIS process. This requirement has been met.

(x) **An overall signage plan and design standards to be applied within the master plan area. Signs shall be of a consistent design and sized and located to minimize potentially adverse aesthetic and lighting impacts on adjacent areas.** As the primary access points to the hospital campus are not heavily impacted through buildout of this Master Plan, comprehensive signage program modifications are not likely. In many cases, existing signage will remain in its current state, but may be altered for content. Depending on final siting of the proposed medical office buildings and parking structures, and determination of the potential 7th Street extension, additional signage could be needed along 15th Ave. SE and would be designed in accordance with MultiCare signage standards and permitted accordingly. The existing signage on campus is of a consistent design and sizing convention in accordance with MultiCare signage standards, and all new signage will meet these same standards. The signage program is addressed in Section III of this document, and a conceptual plan is shown in *Figure III-N*. This requirement is met.

(d) A transportation management program in which a performance standard is designated and features to attain this standard are established. Program features may include special site design features; annual promotion events; contracted parking enforcement; shuttle services for employees, etc. Chapter III of this document addresses current and future transportation management program(s) at MGSH. In addition, a full transportation analysis and transportation management plan will be developed as part of the EIS process. This requirement is met.

(2) A master plan application must include necessary environmental analysis to allow for a determination of its potential environmental impacts and mitigation measures. (Ord. 2745 § 3, 2003). As noted in Chapter II, there are no environmental resources on site which will be impacted by this Master Plan. Considerations related to the Mount Rainier lahar boundary are noted on page 22. As a condition of the Master Plan, MGSH, with the City of Puyallup serving as lead agency, is undergoing the Environmental Impact Statement (EIS) process. This Master Plan will be updated in light of the EIS findings prior to final approval. The response to this requirement is ongoing.

20.88.030 Approval Criteria

(1) The city council may approve or approve with modifications a master plan if:

(a) **The proposed plan is consistent with the goals and policies of the comprehensive plan;** The applicable elements of the City of Puyallup Comprehensive Plan (CPCP) are identified below, with reference to applicable sections in this Master Plan. The Multicare Good Samaritan Hospital Master Plan aims to be aligned with the goals and policies of the CPCP and criteria put forth by the City of Puyallup. Professionals with an expertise on each topic in the Master Plan proposal oversaw each section to ensure quality and alignment with the goals and policies as they relate to building and site design, landscaping, location and orientation, circulation, and transportation. In addition, Section I outlines MultiCare Health System's Mission, Vision and Values which frame the organization's commitment to stewardship and community partnership.

Natural Environment Element – MultiCare Health System (MHS) has submitted a SEPA Checklist, by which a Determination of Significance (DS) has been issued for the Good Samaritan Master Plan. Reference *Appendix C* for the SEPA Checklist. With the City of Puyallup serving as lead agency, this Master Plan will undergo a full EIS process which will provide in depth study of all environmentally critical areas, air quality and climate impacts, and pollution criteria. Resolution on this topic is ongoing.

Land Use Element – As identified by LU-30 in the CPCP, this document complies with the City's goal to facilitate a Master Plan for MGSH to guide long-term land uses. Input has been, and will continue to be, provided by members of the surrounding community through City and governmental initiatives associated with the Master Plan and EIS process. As outlined earlier in this document, MGSH serves as an important economic and employment driver in the City and

east Pierce County, as well as the sole provider of full-service healthcare in the immediate community.

Community Character Element – As outlined in Chapter III of the Master Plan, new development on the MGSH campus will be approached thoughtfully, in order to provide improvements that are of similar aesthetics, form and scale to the existing campus, and appropriate for the surrounding community.

Economic Development Element – Continued growth of Good Samaritan Hospital has numerous economic benefits to the surrounding community, as described in Chapter III. In addition to direct job creation by being one of the City's largest employers, medical centers such as MGSH also promote growth of ancillary medical services as well as other sectors. MGSH provides access to quality healthcare services, and directly improves the wellbeing and quality of life for Puyallup and Pierce County residents, therefore helping to attract new residents and businesses.

Transportation Element – *Table III-D* outlines the Master Plan's response to the City's transportation goals and policies. In addition, Chapter III identifies current and future traffic implications, parking demand, and the hospital's Commute Trip Reduction program. Concurrent with the EIS process, a traffic impact analysis (TIA) will provide further input into the necessary transportation mitigation efforts within the Master Plan.

(b) **The proposed development (including signage) is appropriate in design, character, and appearance with the existing or intended character and quality of development in the immediate vicinity and with the physical characteristics of the subject property.** As discussed in Chapter III, the Master Plan aims to promote thoughtful development that is appropriate and complimentary to the design, character, and appearance of current campus structures and those in the immediate vicinity to the campus. The architectural drawing sets will comply with City Code and development standards, as well as standards set forth by the Master Plan.

(c) The location, configuration, design and detailing of major structures and landscaping convey an image of its semi-public use and will serve as prominent landmarks in the city. The MultiCare Good Samaritan Master Plan provides a conceptual plan at full build out in *Figure III-A* and a more focused lens on-site circulation in *Figure II-Q*. All buildings will comply with site setback requirements and provide landscaping design that aligns with City and campus planning principles as outlined in section III. A conceptual landscape diagram is provided by *Figure III-M*. Exterior design and details will be developed to align with the current campus look and feel, establishing itself as a semi-public use and serving as a prominent landmark within the city and surrounding neighborhood.

(d) The structures and site development, including landscaping, vehicular and pedestrian circulation, public plazas and sitting areas, functionally relate with the site and connect to adjacent areas. Proposed design components related to overall site, circulation, and landscaping functionally relate with the current site and provide clear connection to adjacent areas. Outlined in section II, the Master Plan will continue to support a safe and accessible

MGSH campus environment by facilitating travel by all modes including people who drive, use transit, bike, and walk or roll. Public sitting areas will remain an important aspect of campus design and will continue to exist at key locations such as near the main entrance, Emergency Department drop-off, outside the cafeteria, etc.

(e) **The primary vehicular and pedestrian entrances are located and designed to delineate the complex as a major institution.** The hospital tower expansion will utilize the current primary vehicular entrance and maintain all signage with the exception of necessary modifications to direct visitors to new parking locations. Any new entrances will be located and designed to delineate the complex as a major institution. The future phase Medical Office Building(s) may have their own new institutional signage to clearly provide wayfinding to dedicated entrances and drop-off zones. Additional entrance details can be found in section III – Architectural Design, *page 44*. All entrance signage and wayfinding will be designed with the MultiCare standards for consistency across the entire campus. A conceptual signage diagram is included in *Figure III-N*.

(f) **The plan provides for adequate parking and circulation as to not adversely impact adjacent areas.** The hospital's transportation consultant has reviewed, analyzed, and designed the proposed Master Plan to meet the campus demand and city requirement for parking as well as a campus circulation design that does not adversely impact adjacent areas. Section III outlines the parking demand by phase and the designed quantity for each of the two proposed parking garages, so they meet demand. Circulation patterns in and around the campus will remain largely unchanged, with the main hospital entrance remaining at the same location, and outpatient buildings and parking remaining in the same quadrant of campus. If it is determined that the 7th Steet connection is needed, it will not adversely impact adjacent properties and functions.

20.88.040 Time limits

(1) An approved master plan shall remain in effect for a period of not less than 10 years, subject to the following conditions. The 2022 MGSH Master Plan is anticipated to receive full approval in calendar year 2024, following the full EIS and City Council review and approval process. Therefore, it is proposed that the Master Plan have a 20-year term ending in 2043, in compliance with this requirement.

(a) **Submittal of biennial status reports to the city during the term of the master plan no later than December 31st of each biennial period.** Per this requirement, MGSH will prepare a biennial report that contains information on implementation of the plan, including but not limited to the construction of new facilities, parking and related site improvements; updates on total space occupied, updated lot coverage calculations, compliance to conditions of approval, if any, and related information.

(b) **Submittal of interim reports to the city regarding any proposed changes or revisions to the master plan implementation schedule no later than December 31st of each biennial**

period. MGSH will report any changes or modifications to the approved plan in accordance with this requirement.

(c) **Issuance of construction permits for at least one-half of the new construction projects identified in each phase of the master plan implementation schedule no later than the projected completion date for the particular phase.** As part of the biennial reporting, MGSH will report its progress in meeting this requirement.

(2) **An approved master plan shall remain in effect subject to compliance with the periodic reporting requirements set forth above; provided, that major unanticipated changes have not occurred in the vicinity nor have development regulations significantly changed. (Ord. 2745 § 3, 2003).** MGSH recognizes that its development is vested for the term of the Master Plan providing it develops the campus in compliance with the approved concept plan within the timeframe required in (c) above. If MGSH must amend the Master Plan prior to the end of the specified term, it recognizes that it will be obligated to comply with all regulations in place at the time the request for amendment is filed.

Planning staff sent this section through Legal review. This comment will need to be corrected for accuracy of what vests under a Master Plan. Development regulations specifically adopted in PMC 20.43.020-1 that are different from base zoning will apply for the build out of the Master Plan. Further discussion with the applicant is necessary to clarify this statement for accuracy. [planning comment, master plan doc, page 85]

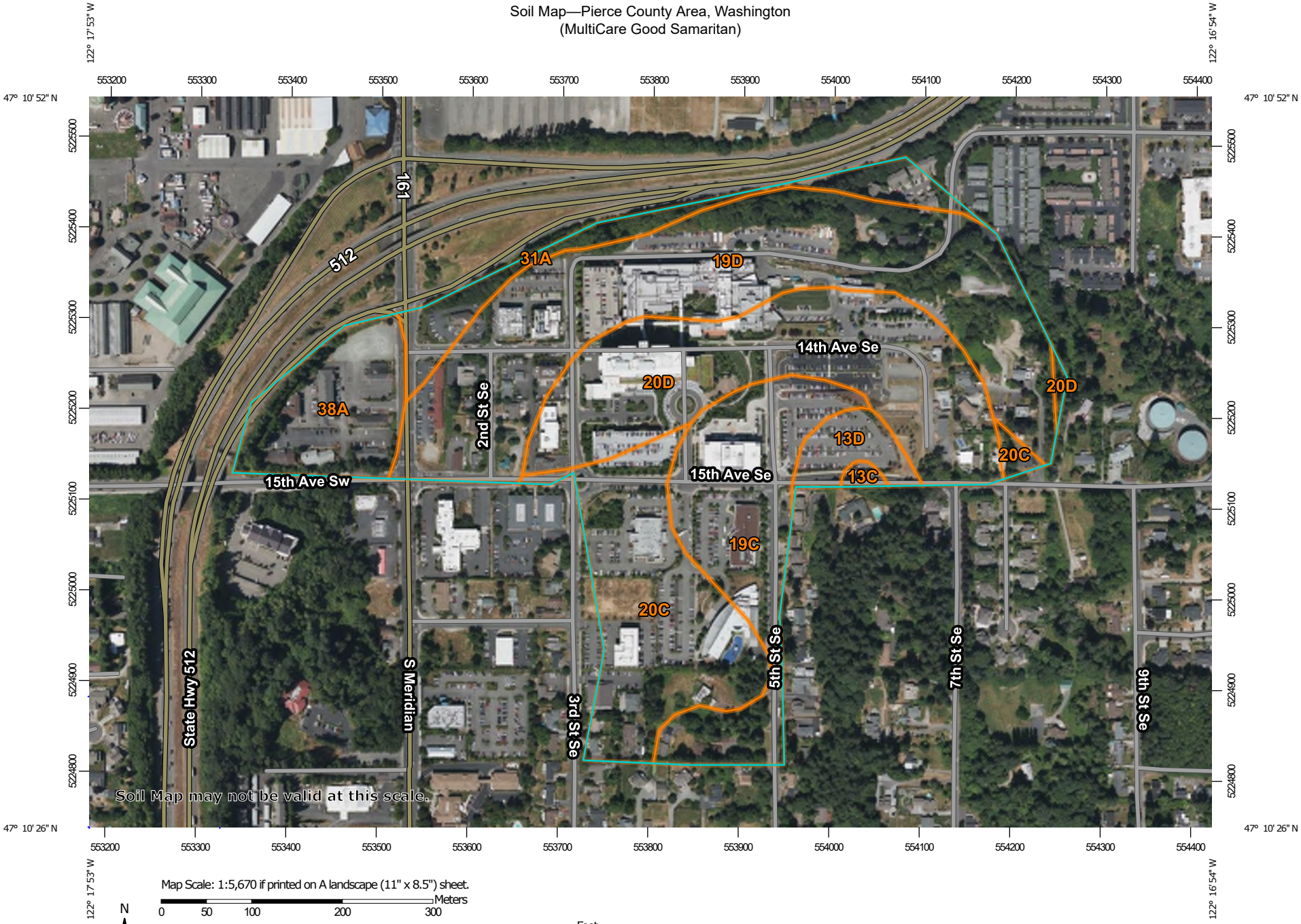
[PW, 2023.12.15]
See Response Letter to Planning Corrections

MED Zone Development (PMC 20.43.020-2). No modifications to the current requirements for sites within an approved master plan are being sought at this tir MGSH Master Plan.

Appendix A

NCRS Soil Map

Soil Map—Pierce County Area, Washington
(MultiCare Good Samaritan)



Map Scale: 1:5,670 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

Other

Special Line Features

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Pierce County Area, Washington
Survey Area Data: Version 17, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 18, 2020—Aug 2, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
13C	Everett very gravelly sandy loam, 8 to 15 percent slopes	0.3	0.4%
13D	Everett very gravelly sandy loam, 15 to 30 percent slopes	1.9	2.6%
19C	Kapowsin gravelly ashy loam, 6 to 15 percent slopes	10.4	14.1%
19D	Kapowsin gravelly ashy loam, 15 to 30 percent slopes	23.7	32.2%
20C	Kitsap silt loam, 8 to 15 percent slopes	11.5	15.6%
20D	Kitsap silt loam, 15 to 30 percent slopes	15.6	21.2%
31A	Puyallup fine sandy loam	4.1	5.6%
38A	Shalcar muck	6.1	8.2%
Totals for Area of Interest		**73.7**	**100.0%**

Appendix B

Stormwater Feasibility Evaluation
conducted by Cobalt Geosciences

Cobalt Geosciences

P.O. Box 82243
Kenmore, Washington 98028
(206) 331-1097

February 6, 2018
Revised and Updated May 24, 2018

John Klopsch | Director, Project Management
CBRE | Healthcare
1225 17th Street, Suite 3200
Denver, CO 80202

RE: Stormwater Feasibility Evaluation
Proposed Parking Lots
Good Samaritan Hospital
Puyallup, Washington

Dear Mr. Klopsch,

In accordance with your authorization, Cobalt Geosciences, LLC has prepared this letter to discuss the results of our stormwater feasibility evaluation at the referenced site. In preparation of this letter, we reviewed our previous preliminary investigation dated December 30, 2015.

Site and Project Description

The site is located near the intersection of 5th Street SE and 14th Avenue SE in Puyallup, Washington (Figure 1). The area of the proposed pervious parking lot development includes the areas north and south of 14th Avenue SE as shown (approximately) on the site plan (Figure 1).

The north portion of the site is developed with a multi-story building, associated roadways and parking areas, and local rockery walls. This area is known as the North Parking Lot. The south portion of the site is developed with several buildings, a stormwater basin, and local paved parking areas. This area is known as the Central Parking Lot area.

The site slopes downward toward the north at variable magnitudes ranging from 10 to 80 percent. There is a steep slope along the north site margin extending down toward 13th Avenue SE. This slope is up to 20 feet in height and ranges from 50 to 100 percent in magnitude. Site vegetation includes grasses, sparse deciduous and evergreen trees, and local areas of brush and vines.

The overall site is bordered to the north by 13th Avenue SE, to the south by a paved parking lot, to the east by the Child Development Center, and to the west by 5th Street SE and Good Samaritan Hospital.

The proposed development includes demolition of existing buildings, parking lots, and other surface features, followed by construction of new parking lots with localized pervious pavement surfacing in select parking stalls. Based on the updated plans, we anticipate cuts on the order of 1 to 6 feet will be required in the south portion of the site to create grades suitable for vehicle traffic and parking.

We have reviewed site plans dated November 9, 2015 and April 6, 2016 (Clark Kjos and Novadyne) that show the general locations of the proposed pervious and impervious parking lots. The site plan indicates that the south pervious parking lot will have 125 spaces and the north pervious parking lot will have 67 parking spaces.

Area Geology

The Geologic Map of the South Half of the Tacoma Quadrangle, indicates that the site is underlain by Vashon Glacial Drift.

Drift includes variable mixtures of silt, sand, gravel, and cobbles and is typically medium dense to very dense. Drift can resemble glacial till, undifferentiated outwash, and ice-contact deposits. In this area, drift includes large amounts of gravel and cobbles with variable amounts of silt and sand underlain by fine grained soils.

Subsurface Conditions

The geotechnical field investigation program was completed on January 27 and 28, 2018 and included excavating five test pits where accessible within the site. A previous investigation that included four drilled borings was performed in December 2015. Logs from this report are attached at the end of this report for reference.

The soils encountered were logged in the field and are described in accordance with the Unified Soil Classification System (USCS).

A Cobalt Geosciences field representative conducted the explorations, collected disturbed soil samples, classified the encountered soils, kept a detailed log of each test pit, and observed and recorded pertinent site features.

TP-1

Test Pit TP-1 encountered approximately 1.5 feet of loose to medium dense, silty-fine to medium grained sand with gravel (Fill). This layer was underlain by medium dense to dense, silty-gravel with sand (Drift), which continued to the termination depth of the test pit.

TP-2

Test Pit TP-2 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 2 feet of loose, silty-fine to medium grained sand (Fill). This layer was underlain by loose to medium dense, silty-fine to medium grained sand (Drift), which continued to the termination depth of the test pit.

TP-3

Test Pit TP-3 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 4 feet of loose to medium dense, silty-fine to medium grained sand (Weathered Drift). This layer was underlain by medium dense to dense, silty-fine to medium grained sand with gravel (Drift), which continued to the termination depth of the test pit.

TP-4

Test Pit TP-4 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 3 feet of loose, silty-fine to medium grained sand (Weathered Drift or Fill). This layer was underlain by medium dense, silty-fine to medium grained sand with gravel (Drift), which continued to the termination depth of the test pit.

TP-5

Test Pit TP-5 encountered approximately 12 inches of vegetation and topsoil underlain by loose to dense, silty-fine to medium grained sand with areas of gravel (Drift), which continued to the termination depth of the test pit.

Conclusions & Recommendations

The site is underlain by loose to dense mixtures of silt and sand with lesser amounts of clay and gravel. There are likely areas of fill adjacent to buildings and locally within existing parking lot areas and roadways. Since a majority of the site areas are developed, it is difficult to determine the extent, condition, and depth of any fill soils. Groundwater was not encountered in any of our January 2018 explorations or in our previously drilled borings in December 2015.

Limited infiltration, utilizing permeable pavements for flow control, is feasible within the upper weathered glacial drift provided there is an adequate overflow system for significant runoff events and to reduce lateral migrating interflow. We anticipate that infiltration rates at parking lot subgrade elevations will vary with location and depth due to variation in soil composition and density.

The Education Building in the northwest portion of the site has a basement level that we would anticipate being backfilled during parking lot construction. There is a steep slope located north of this building. We do not recommend utilizing pervious pavements over the basement of this building since runoff will likely become ponded within backfill and could result in slope instability of the adjacent steep slope. This area is designated as the North Parking Lot area.

Permeable pavements are suitable for the Central Parking Lot which is located upslope and to the south of this building. The area of the Central Parking Lot is currently developed with eight small buildings and one residential structure. Following mass grading, native soils will likely be exposed in the Central Parking Lot, which will allow for the use of permeable pavements.

Infiltration Rates

We conducted small-scale pilot infiltration tests (PIT) at three locations at or near likely parking lot subgrade elevations. Once the rate of infiltration became stable during a pre-soaking period, a falling head test was performed at each location. Each area was then excavated to a depth of 3 to 5 feet below the likely parking lot subgrade elevations to verify that groundwater was not present.

The infiltration rates at the tested locations are as follows:

Test Pit Number	Elevation (Feet Below Grade)	USDA Soil Classification	Factored Infiltration Rate
TP-1	1.5	Sandy Loam	0.21 in/hr
TP-4	3	Loam	0.15 in/hr
TP-5	5.5	Loam	0.12 in/hr

The soils that underlie the proposed parking lot areas are somewhat variable in both density and composition. We did not observe groundwater in any of the explorations. The Shannon and Wilson report from the site to the west and south indicates that groundwater is locally present at elevations ranging from 148 to 190 feet in elevation. Their data suggests locally perched areas of groundwater within slightly coarser grained sediments since not all of their borings encountered groundwater and the groundwater depths were somewhat variable.

Permeable Pavements

Typically, pervious pavements are supported by a leveling course and storage reservoir course placed on prepared native soils. These courses typically consist of open graded angular rock, 5/8 to 2 inches in diameter, with a total thickness ranging from 6 to 18 inches.

We recommend removal of loose topsoil prior to placement of the clean crushed rock. The exposed subgrades should NOT be re-compacted to 95 percent of the modified proctor as is typical for roadway and parking lot subgrade preparation.

We should be on site to verify 'firm and unyielding' soil conditions are present prior to rock placement. For this site, this generally equates to a relative soil compaction of 90 to 92 percent of the standard proctor. Local scarification may be necessary to loosen surface materials at the subgrade elevations.

An underdrain system within the rock should be incorporated to remove excess runoff and to cutoff lateral interflow along the perimeter of the parking lot. Note that we did not encounter groundwater in any of our explorations and did not observe evidence of active interflow from off-site areas.

Additional information regarding permeable pavement design, construction, and maintenance can be found in the Pierce County Stormwater and Site Development Manual (2015).

Basement Backfill Recommendations

We have included backfill recommendations in case they are needed as part of this phase of construction. As discussed previously, we do not recommend the use of permeable pavements over the backfilled basement of the existing building located in the northwest portion of the site (North Parking Lot area).

This is primarily due to the relative close proximity of steep slope to the north. Permeable pavement may be used just south of the building (North Parking Lot) as long as the native soils are sloped slightly to the south to prevent rapid lateral migration of runoff into the basement area. A cutoff drain system may be necessary just south of the basement area and should be evaluated during construction by the geotechnical engineer.

The native soils consist of glacial drift which are relatively fine-grained and should be considered highly moisture sensitive. These materials are generally considered suitable for use as structural fill provided they are within 3 percent of the optimum moisture content, which will only be possible during the summer months (mid-June through September). Even during the summer months, some aeration and drying may be required to achieve suitable moisture levels for compaction.

Structural fill should be placed in maximum lift thicknesses of 12 inches and should be compacted to a minimum of 95 percent of the modified proctor maximum dry density, as determined by the ASTM D 1557 test method.

We should be provided with samples of proposed structural fill for use in basement backfilling to determine their suitability. To limit infiltration, it may be advisable to use native soils or imported soils with at least 30 percent fines (passing the No. 200 sieve).

Erosion and Sediment Control

Erosion and sediment control (ESC) is used to reduce the transportation of eroded sediment to wetlands, streams, lakes, drainage systems, and adjacent properties. Erosion and sediment control measures should be implemented, and these measures should be in general accordance with local regulations. At a minimum, the following basic recommendations should be incorporated into the design of the erosion and sediment control features for the site:

- Schedule the soil, foundation, utility, and other work requiring excavation or the disturbance of the site soils, to take place during the dry season (generally May through September). However, provided precautions are taken using Best Management Practices (BMP's), grading activities can be completed during the wet season (generally October through April).
- All site work should be completed and stabilized as quickly as possible.
- Additional perimeter erosion and sediment control features may be required to reduce the possibility of sediment entering the surface water. This may include additional silt fences, silt fences with a higher Apparent Opening Size (AOS), construction of a berm, or other filtration systems.
- Any runoff generated by dewatering discharge should be treated through construction of a sediment trap if there is sufficient space. If space is limited other filtration methods will need to be incorporated.

Closure

The information presented herein is based upon professional interpretation utilizing standard practices and a degree of conservatism deemed proper for this project. We emphasize that this report is valid for this project as outlined above and for the current site conditions and should not be used for any other site. Soil and groundwater conditions change over time; therefore, the conditions during construction and the life span of the development may differ from those during

our investigation or construction. Our field work occurred at small locations and may not fully represent the conditions throughout the development areas.

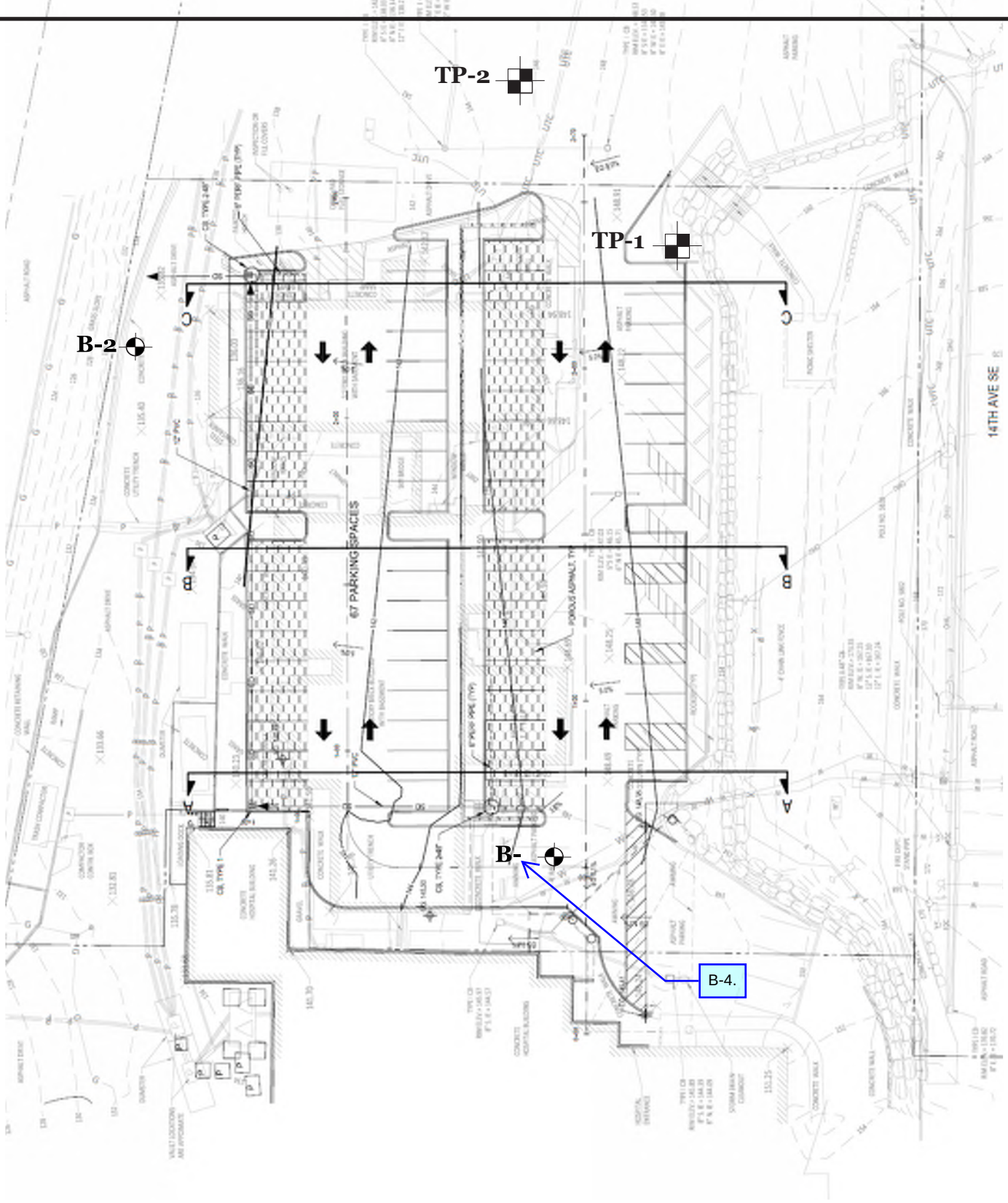
Sincerely,

Cobalt Geosciences, LLC

Phil Haberman, PE, LG, LEG
Principal

PH/sc

Attachments: Site Plans; Figure 1 and Figure 2
Test Pit Logs
Previous Boring Logs
Laboratory Analyses

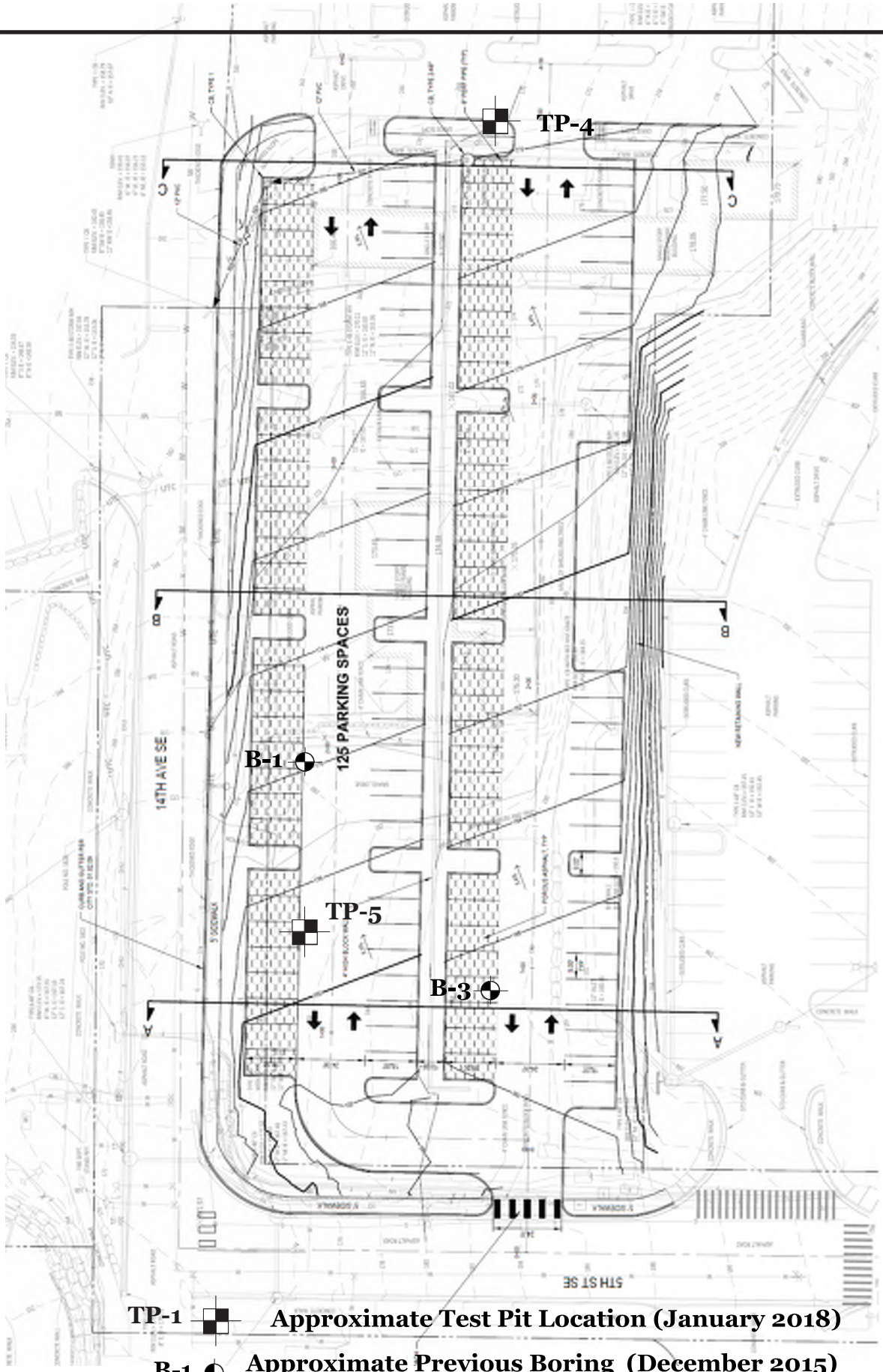


TP-1 Approximate Test Pit Location (January 2018)

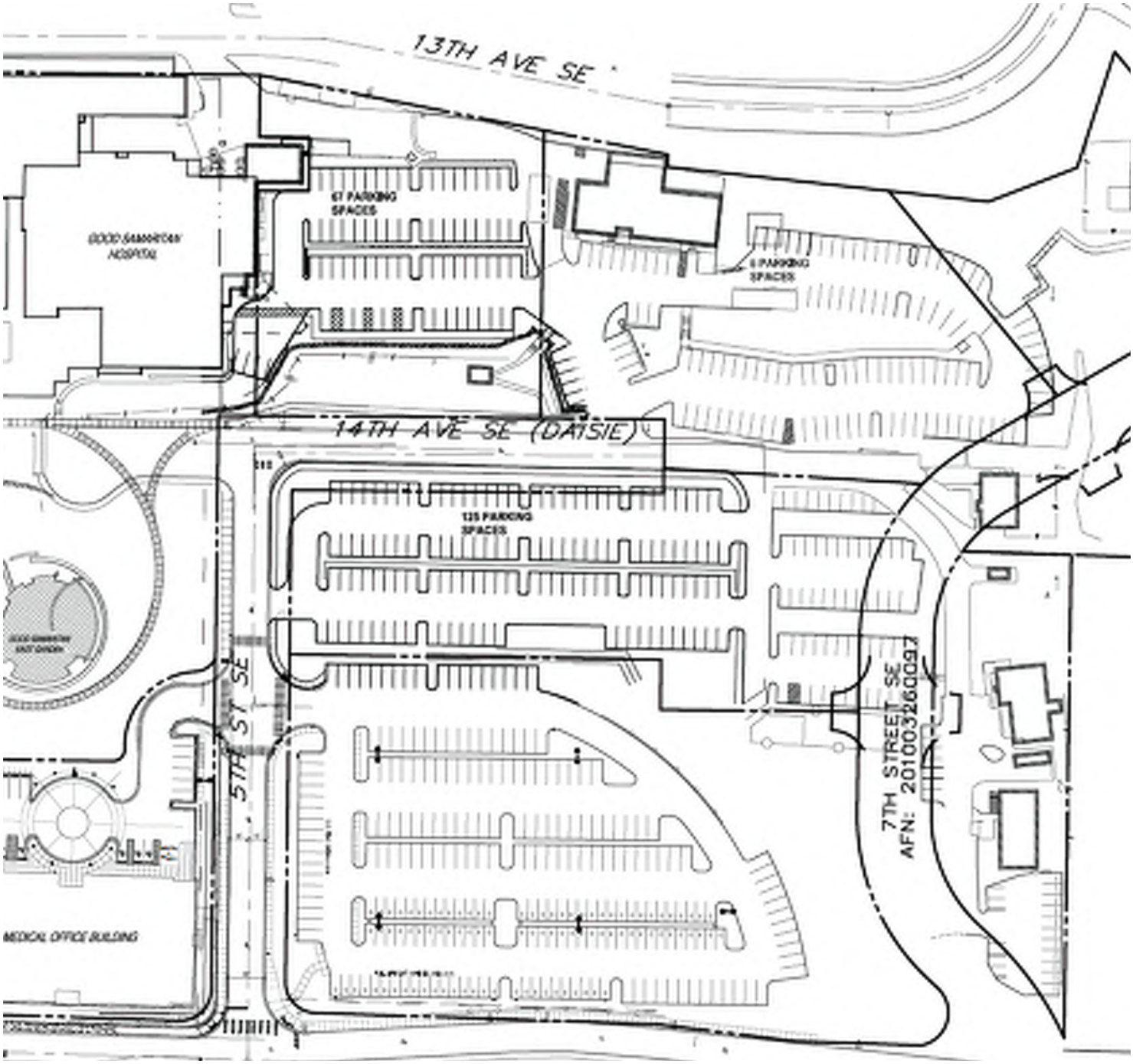
B-1 Approximate Previous Boring (December 2015) Location

N

Good Samaritan Hospital Puyallup, Washington	Site Plan Figure 1	Cobalt Geosciences P.O. Box 82243 Kenmore, WA 98028 (206) 331-1097 cobaltgeo@gmail.com



Good Samaritan Hospital Puyallup, Washington	Site Plan Figure 2	Cobalt Geosciences P.O. Box 82243 Kenmore, WA 98028 (206) 331-1097 cobaltgeo@gmail.com



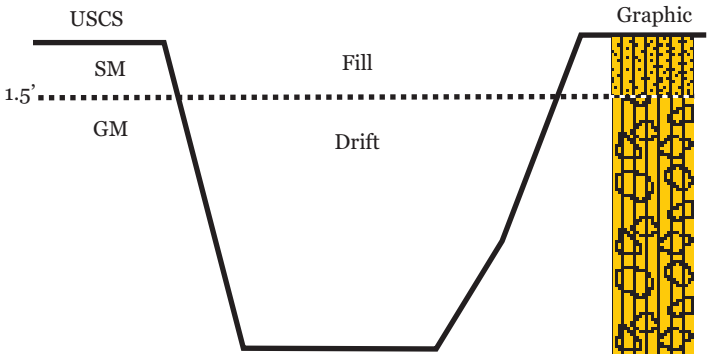
TP-1 **Approximate Test Pit Location (January 2018)**

B-1 **Approximate Previous Boring (December 2015) Location**

N

Good Samaritan Hospital Puyallup, Washington	Site Plan Figure 2	Cobalt Geosciences P.O. Box 82243 Kenmore, WA 98028 (206) 331-1097 cobaltgeo@gmail.com

Test Pit TP-1

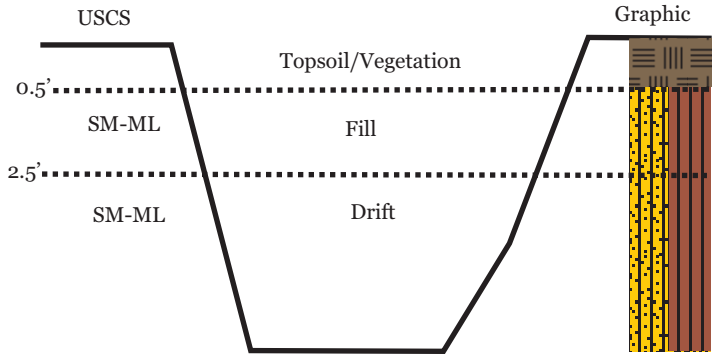


0-1.5' Silty Sand with Gravel (SM)
Loose to medium dense, silty-fine to medium grained sand with gravel, yellowish brown to grayish brown, moist. (Fill)

1.5-5' Silty-Gravel with Sand (GM)
Medium dense to dense, silty-gravel with sand yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5'
No Groundwater
No Caving

Test Pit TP-2



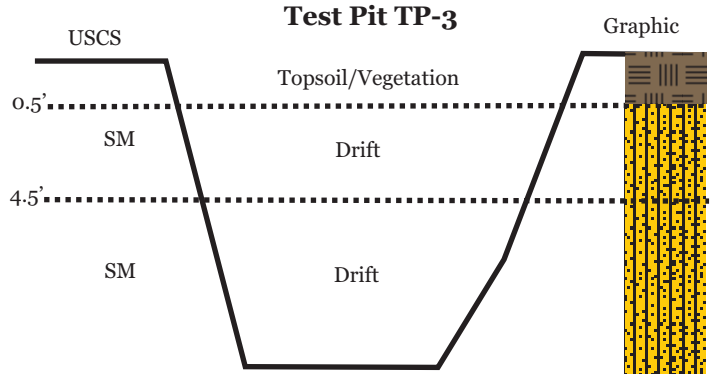
0-0.5' Vegetation/Topsoil

0.5-2.5' Silty Sand to Sandy Silt (SM-ML)
Loose, silty-fine to medium grained sand yellowish brown to grayish brown, moist. (Fill)

2.5-5' Silty Sand to Sandy Silt (SM-ML)
Loose to medium dense, silty-fine to medium grained sand trace gravel, yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5'
No Groundwater
No Caving

Test Pit TP-3



0-0.5' Vegetation/Topsoil

0.5-4.5' Silty Sand (SM)
Loose to medium dense, silty-fine to medium grained sand trace gravel, yellowish brown to grayish brown, moist. (Drift)

4.5-5.5' Silty Sand with Gravel (SM)
Medium dense to dense, silty-fine to medium grained sand with gravel, yellowish brown to grayish brown, moist. (Drift)

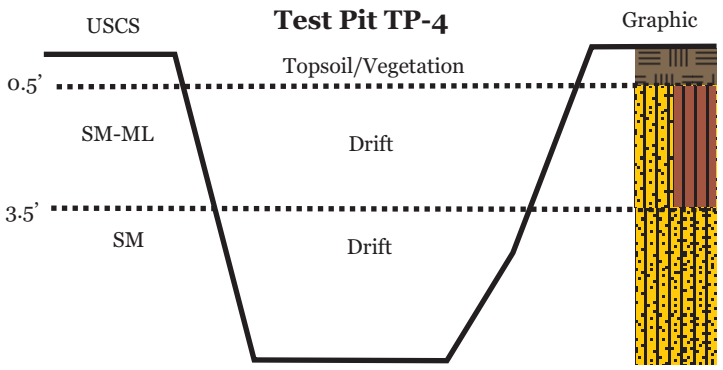
End of Test Pit 5.5'
No Groundwater
No Caving

Good Samaritan Hospital
Puyallup, Washington

TEST PIT LOGS

EXCAVATED JANUARY 2018

Cobalt Geosciences LLC
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

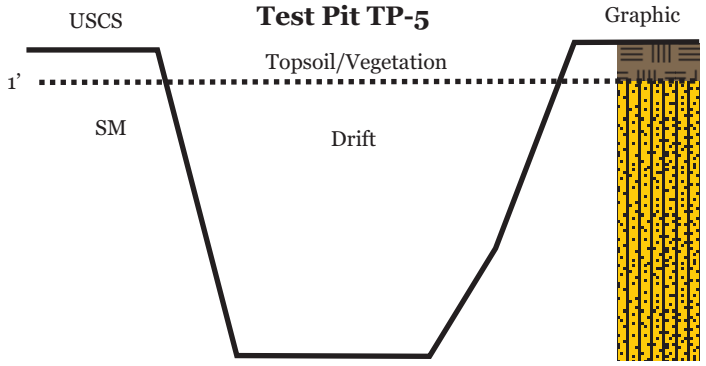


0-0.5' Vegetation/Topsoil

0.5-3.5' Silty Sand to Sandy Silt (SM-ML)
Loose to medium dense, silty-fine to medium grained sand
trace gravel, yellowish brown
to grayish brown, moist. (Drift?)
Locally mottled at 2'

3.5-5.5' Silty Sand with Gravel (SM)
Medium dense, silty-fine to medium grained sand
with gravel, grayish brown, moist. More gravel at 3.5'
(Drift)

End of Test Pit 5.5'
No Groundwater
No Caving



0-1' Vegetation/Topsoil

1-10' Silty Sand (SM)
Loose to dense, silty-fine to medium grained sand
trace to some gravel, yellowish brown
to grayish brown, moist. (Drift)
Slightly mottled at 3'

End of Test Pit 10'
No Groundwater
No Caving

Good Samaritan Hospital
Puyallup, Washington

TEST PIT LOGS

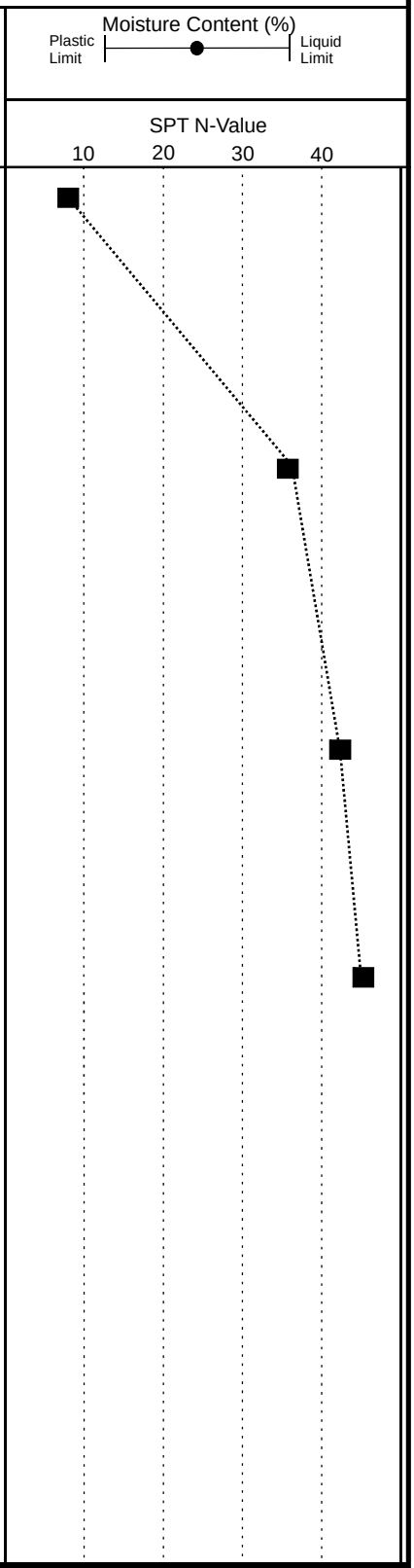
EXCAVATED JANUARY 2018

Cobalt Geosciences LLC
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-1

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	3 3 4		SM	Grass and Topsoil Loose to medium dense, silty-fine to medium grained sand with gravel and debris, yellowish brown, dry to moist. (Fill) -Local areas of concrete and rebar to 3 feet	
5		75	11 15 20		GM	Medium dense to very dense, fine to coarse gravel with silt and sand, yellowish brown to grayish brown, moist.. (Drift)	
10		90	18 23 23				
15		100	12 24 32				
						End of Boring 16.5 Feet	
20							
25							



Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

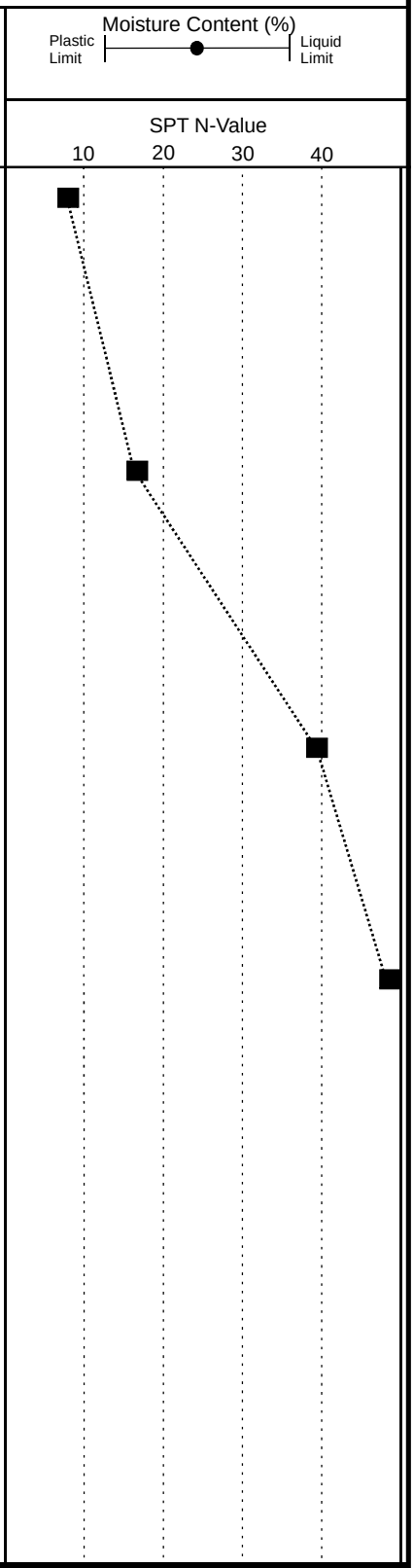
Boring B-1

Cobalt Geosciences
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-2

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	5 6 9			Asphalt/Rockl	
					SM	Medium dense, silty-fine to medium grained sand with gravel, yellowish brown, moist. (Fill)	
					ML	Stiff to hard, silt with sand and clay, trace gravel, grayish brown, moist.. (Drift)	
5		75	5 8 8				
						-Local areas of silty-gravel and silty sand with gravel	
10		90	12 20 24				
15		100	26 28 30				
						End of Boring 16.5 Feet	
20							
25							



Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

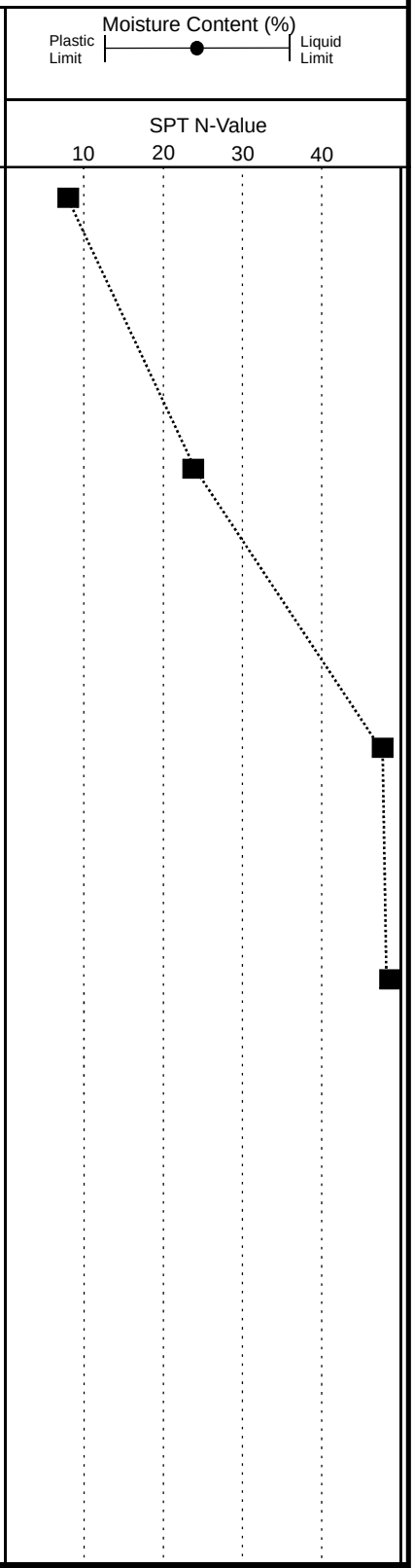
Boring B-2

Cobalt Geosciences
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-3

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	2 3 6		SM	Grass and Topsoil Loose to medium dense, silty-fine to medium grained sand with gravel and debris, yellowish brown, dry to moist. (Fill)	
5		75	9 10 12		GM	Medium dense to very dense, fine to coarse gravel with silt and sand, yellowish brown to grayish brown, moist.. (Drift)	
10		90	17 26 24				
15		100	25 28 32				
						End of Boring 16.5 Feet	
20							
25							



Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

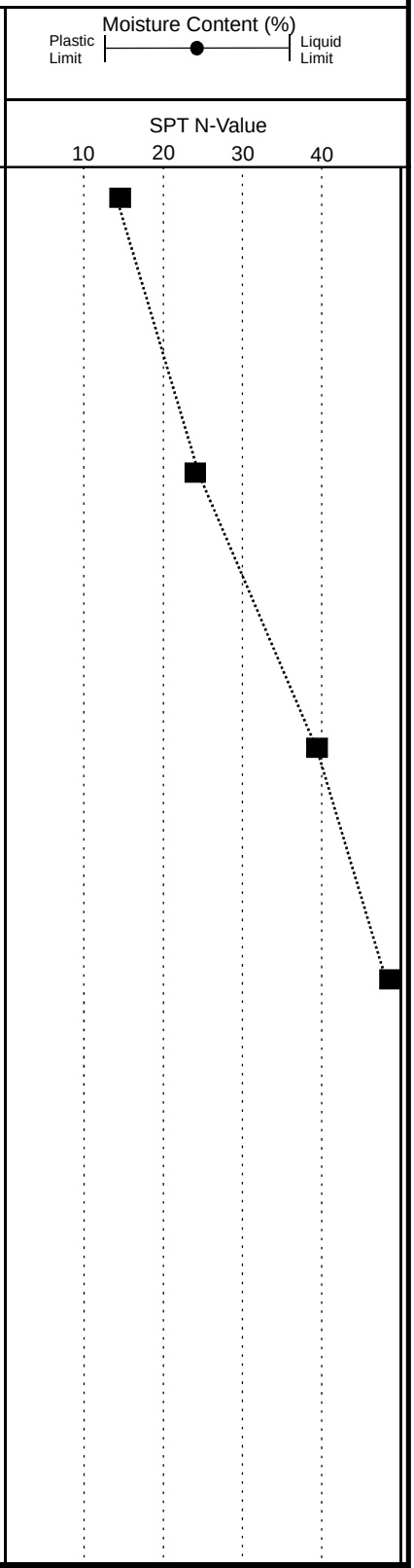
Boring B-3

Cobalt Geosciences
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Log of Boring B-4

Date: December 10, 2015	Depth: 16.5’	Initial Groundwater: None Observed
Contractor: EDI	Elevation: N/A	Sample Type: Split Spoon
Method: Hollow Stem Auger	Logged By: Phil Haberman	Final Groundwater: N/A

Depth (Feet)	Interval	% Recovery	Blows/6”	Graphic Log	USCS Symbol	Material Description	Groundwater
		80	8 6 8			Asphalt/Rock	
					SM	Medium dense, silty-fine to medium grained sand with gravel, yellowish brown, moist. (Fill)	
					ML	Stiff to hard, silt with sand and clay, trace gravel, grayish brown, moist.. (Drift)	
5		75	10 12 13			-Local areas of silty-gravel and silty sand with gravel	
10		90	9 13 24				
15		100	20 21 25				
						End of Boring 16.5 Feet	
20							
25							

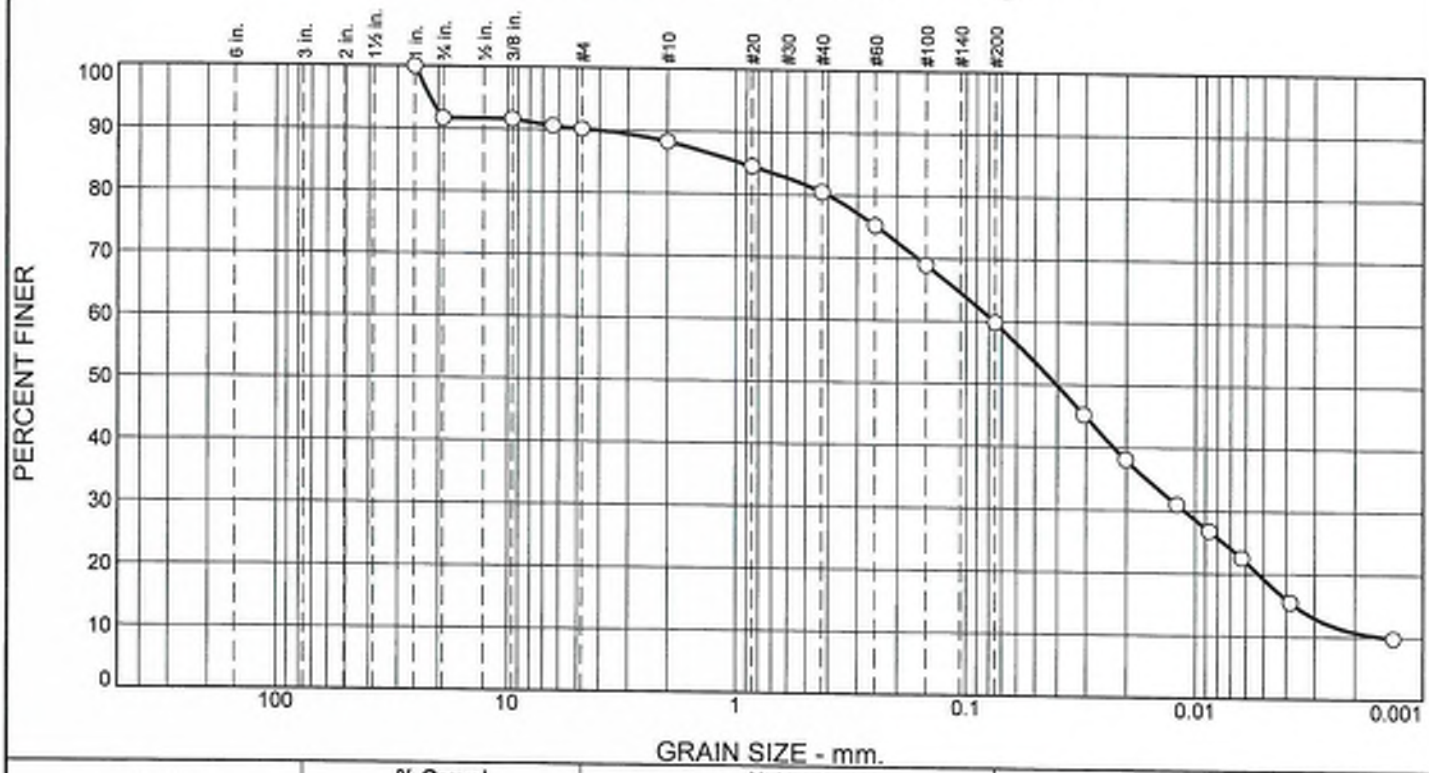


Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

Boring B-4

Cobalt Geosciences
P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com

Krazan & Assoc. Sieve Analysis



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	8.3	1.5	1.8	7.9	20.6	40.7	19.2

Test Results (ASTM D-421 & ASTM D-422)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
1	100.0		
.75	91.7		
.375	91.7		
.25	90.7		
#4	90.2		
#10	88.4		
#20	84.5		
#40	80.5		
#60	75.3		
#100	69.0		
#200	59.9		
0.0306 mm.	45.2		
0.0201 mm.	38.1		
0.0121 mm.	31.1		
0.0087 mm.	26.8		
0.0063 mm.	22.6		
0.0038 mm.	15.5		
0.0014 mm.	9.8		

* (no specification provided)

Material Description

Olive-brown sandy silt.

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI=

Classification

USCS (D 2487)= ML AASHTO (M 145)= A-4(0)

Coefficients

D_{90}= 4.0391 D_{85}= 0.9400 D_{60}= 0.0756
D_{50}= 0.0404 D_{30}= 0.0111 D_{15}= 0.0037
D_{10}= 0.0015 C_u= 51.79 C_c= 1.12

Remarks

Sample ID: 53628-C.
B-2 / S-1

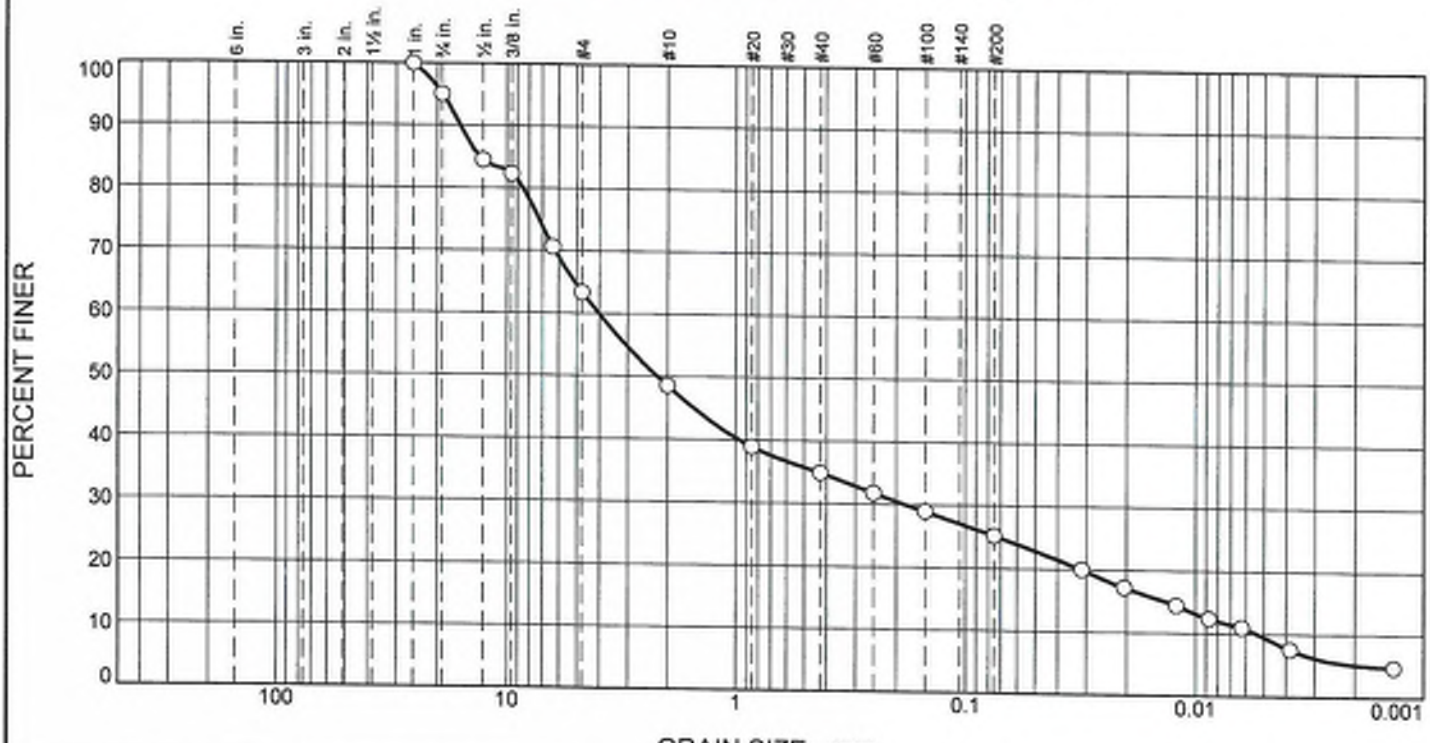
Date Received: 12/11/15 **Date Tested:** 12/15/15
Tested By: Corbett Mercer
Checked By: Corbett Mercer
Title: Lab Manager

Location: Client Supplied; B-2 / S-1
Sample Number: 53628-C
Date Sampled: 12/11/15

Krazan

Client: Cobalt Geosciences
Project: 2015 Control Samples
Project No: 09615424
Figure

Krazan & Assoc. Sieve Analysis



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	4.9	31.7	14.9	13.5	9.8	15.7	9.5

Test Results (ASTM D-421 & ASTM D-422)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
1	100.0		
.75	95.1		
.5	84.5		
.375	82.3		
.25	70.6		
#4	63.4		
#10	48.5		
#20	39.0		
#40	35.0		
#60	31.8		
#100	29.0		
#200	25.2		
0.0313 mm.	20.0		
0.0204 mm.	17.2		
0.0121 mm.	14.5		
0.0088 mm.	12.4		
0.0063 mm.	11.0		
0.0038 mm.	7.6		
0.0014 mm.	4.8		

* (no specification provided)

Material Description

Brown silty sand with gravel.

Atterberg Limits (ASTM D 4318)

PL= NP LL= NV PI=

Classification

USCS (D 2487)= SM AASHTO (M 145)= A-1-b

Coefficients

D_{90}= 15.9555 D_{85}= 13.1398 D_{60}= 4.0243
D_{50}= 2.2166 D_{30}= 0.1810 D_{15}= 0.0132
D_{10}= 0.0053 C_u= 755.30 C_c= 1.53

Remarks

Sample ID: 53628-D.
B-1 / S-2

Date Received: 12/11/15 **Date Tested:** 12/15/15
Tested By: Corbett Mercer
Checked By: Corbett Mercer
Title: Lab Manager

Location: Client Supplied; B-1 / S-2
Sample Number: 53628-D
Date Sampled: 12/11/15

Krazan

Client: Cobalt Geosciences
Project: 2015 Control Samples
Project No: 09615424
Figure

Appendix C

USGS Lahar Zone Correspondence

Jon Major, Scientist-in-Charge
U.S. Geological Survey Cascades Volcano Observatory
1300 SE Cardinal Court, Building 10, Suite 100
Vancouver, WA 98683
jjmajor@usgs.gov
360-993-8927

November 18, 2022

Chris Beale
Senior Planner
City of Puyallup

Dear Chris,

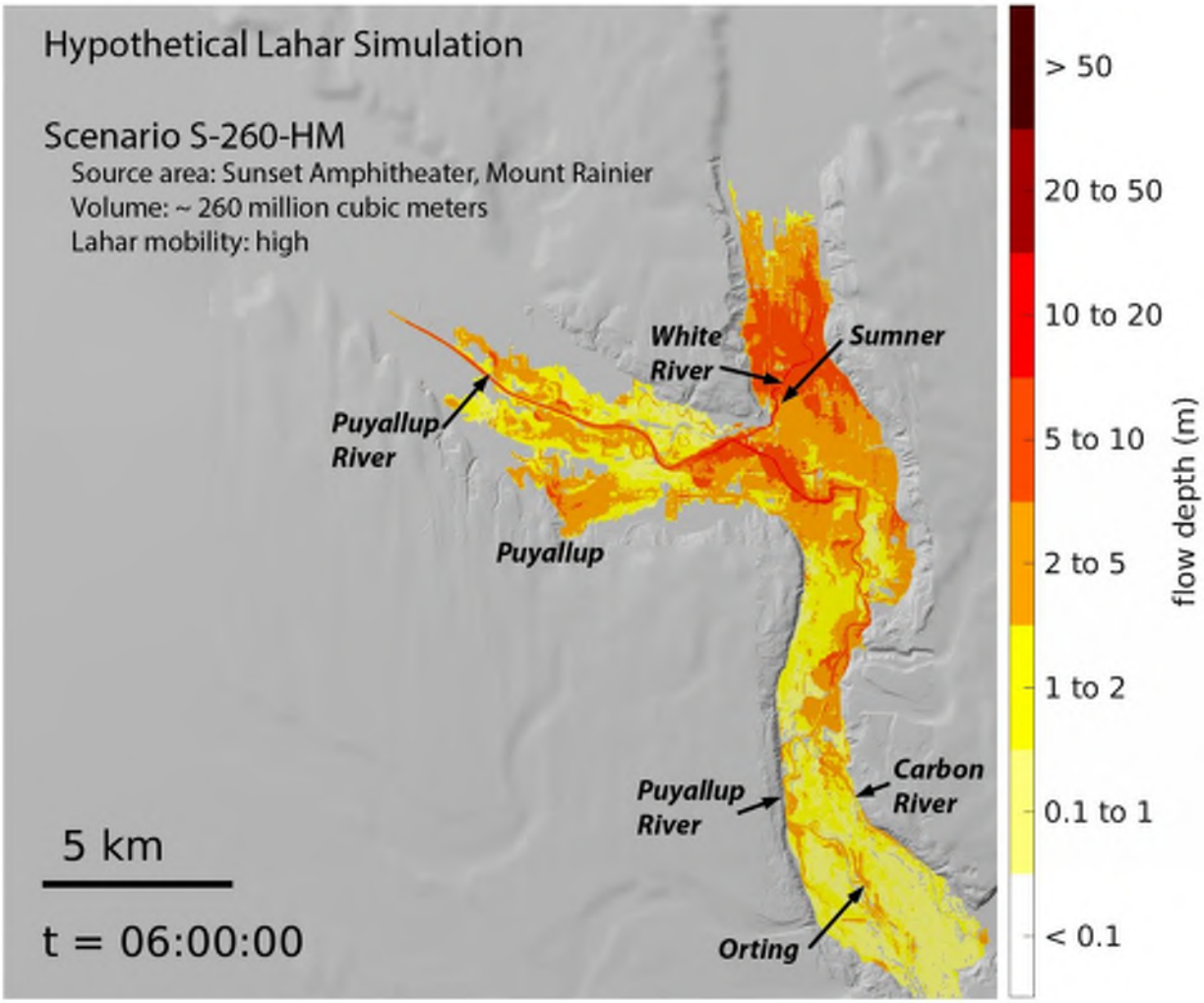
You asked us to confirm if information provided in a letter from USGS research geologist William Scott on April 15, 2007 is still acceptable for use in MultiCare Good Sam Hospital campus planning and permitting purposes. The answer is yes—but with caveats noted below. The biggest threat Mount Rainier poses to the City of Puyallup is from large volcanic mudflows known as lahars. It is unlikely, but not impossible, that Mount Rainier lahars or subsequent sedimentation would affect areas higher than 50 feet above the valley floor in the City of Puyallup.

Recent research will be of interest to you. The published USGS report, *Modeling the Dynamics of Lahars that Originate as Landslides on the West Side of Mount Rainier, Washington* [USGS Open-file Report 2021-1118], summarizes state-of-the-art computer simulations that confirm much of what was already known or assumed about the arrival times, depths and inundation areas of lahars from Mount Rainier in communities along the Puyallup and Nisqually River drainages.

The report examines the implications of a range of hypothetical sizes of lahars along the Puyallup and Nisqually River valleys. Of significance for you is a hypothetical lahar based on the size of a previous lahar that traveled down the Puyallup River valley—the Electron Mudflow that occurred about 500 years ago. This event, while not the largest lahar to have occurred at Mount Rainier, represents a rather large-scale landslide-generated event from the upper west flank of the volcano and is a reasonable large-volume hypothetical scenario to consider. For context, this hypothetical event is about twice the volume of the Mount St. Helens lahar that flowed down the North Fork and mainstem Toutle River valleys on May 18, 1980. A few figures from the Open-file Report are discussed below to give you a better sense of the implications of an event of that size for communities downstream, and links to the online report and computer animations are provided at the end of this letter.

This new simulation indicates that a highly mobile Electron Mudflow-size lahar that travels down the Puyallup River will arrive at the communities of Sumner and Puyallup in about 3–4 hours, at a speed of a

few miles per hour. The lahar will flow into low-lying areas and the depths of the flow will vary. The color shading in the following graphic shows predicted flow depths (in meters).



From USGS Open-file Report 2021-1118 Supplemental animation for figure 14 (https://pubs.er.usgs.gov/publication/ofr20211118). The color shading on the following graphic indicates depths in meters (m). Time (t) is in hours:minutes:seconds.

More specific flow depths were estimated for particular points along the path of the simulated lahar. Point 7 in the following graphic represents a location in Puyallup near the intersection of 7th Street NW and West Stewart (the coordinates are 47.19616, -122.30162) at an elevation of about 43 feet. At this location, the flow depth from this simulated event would be about 6 feet (2 meters) but depths in areas around this location could be as much as 15 feet (5 meters). The deposit left behind would probably be of similar or lesser thickness. As you have indicated, the MultiCare Good Sam Hospital property area is at an elevation of 80–180 feet above the valley floor. Thus, this simulation indicates that the hospital

property would lie above the area likely to be inundated. Lahar deposits may pond at the base of the hill but are not likely to reach your facilities.

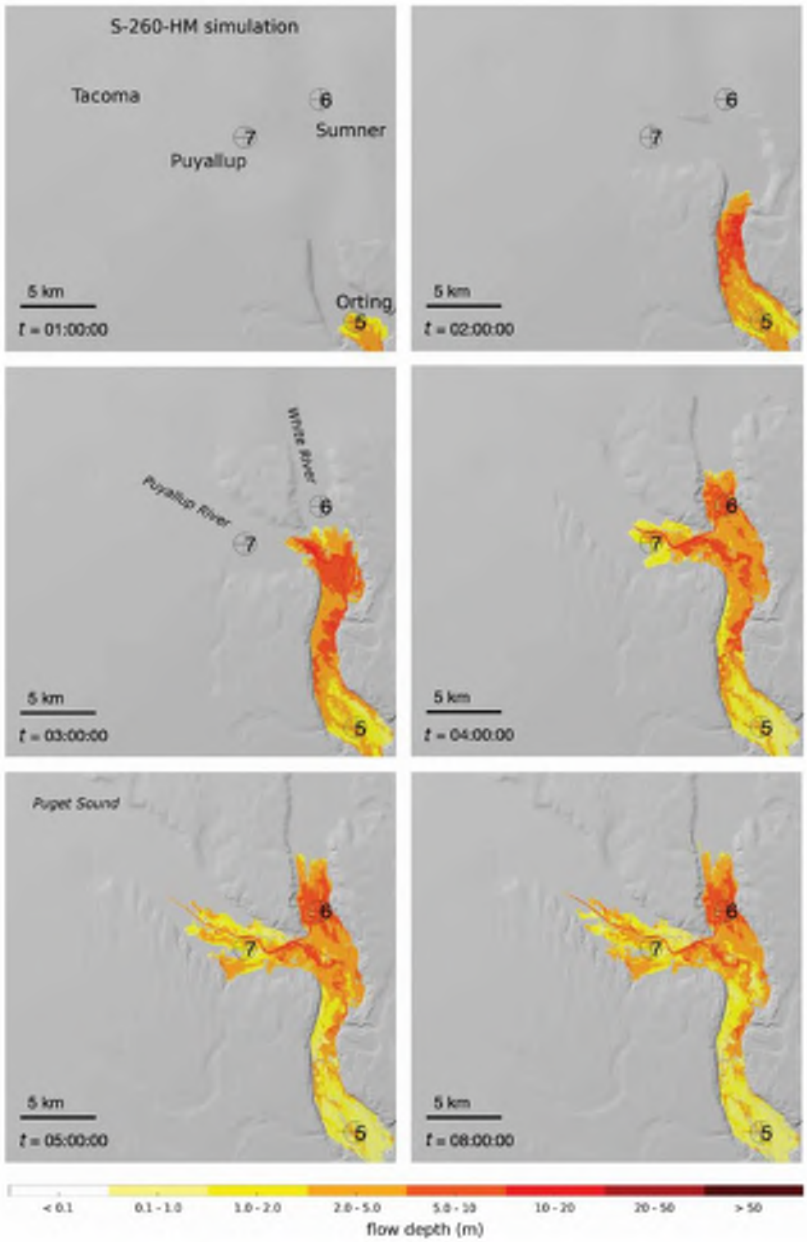


Figure 14. Shaded relief maps showing lahar flow depths of the S-260-HM simulation at selected times $t \geq 1$ hour, focused on the Puyallup River valley between Orting and the Port of Tacoma. Imagery appears blurry where lahar material is absent because D-Claw's adaptive mesh refinement (AMR) employs very coarse resolution in those areas. The flow proceeds slowly down the Puyallup River downstream from Orting, coming to rest at time $t \approx 5$ hours upstream from Puget Sound. Color shading indicates lahar flow depths in meters (m) at the respective time. Circled numbers are reference points for computed times series described in the "Lahar Speeds, Depths, and Discharges at Selected Locations" section. Time (t) is indicated in hours:minutes:seconds. km, kilometers. Supplemental animation available at https://doi.org/10.3133/ofr20211118.

Figure 14 from USGS Open-file Report 2021-1118, https://pubs.er.usgs.gov/publication/ofr20211118.

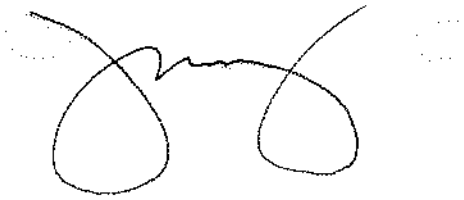
It is worth repeating that this simulated event has a volume roughly similar to the Electron Mudflow that happened about 500 years ago. However, we do not know when the next lahar at Mount Rainier will occur, how large it will be, nor where it will travel. Future lahars along the Puyallup River valley could be larger or smaller than shown in this simulation. It is also worth bearing in mind that modeling physically complex events such as landslides and lahars involves a large degree of uncertainty and potential error. The computer simulations are for topographic conditions as they exist today when Mount Rainier is in a

period of relative quiet, and for an event that is similar to one that has happened in the Puyallup valley in the past. Should the volcano begin experiencing unrest, then conditions at the mountain would change and if a lahar is generated, it could be different than that reflected in these computer simulations.

Finally, if a lahar were to occur, there would likely be secondary effects, such as road closures or damage to infrastructure (roads, electricity, cellular communications) that may impact access to MultiCare Good Sam or its ability to provide care. But this is likely already a component of your emergency planning and mitigation strategies.

Please don't hesitate to contact us if you have additional questions.

Sincerely,



Jon Major
Scientist-in-charge
USGS Cascades Volcano Observatory

Resources:

George, D.L., Iverson, R.M., and Cannon, C.M., 2022, Modeling the dynamics of lahars that originate as landslides on the west side of Mount Rainier, Washington: U.S. Geological Survey Open-File Report 2021–1118, 54 p., https://doi.org/10.3133/ofr20211118.

Supplemental file with animation for Figure 14, https://pubs.usgs.gov/of/2021/1118/ofr20211118_supAni_fig14.gif.

"Mount Rainier Lahars: Hazards for the Puyallup and Nisqually River Drainages" USGS video (6:19 min) April 26, 2022, https://www.usgs.gov/media/videos/mount-rainier-lahars-hazards-puyallup-and-nisqually-river-drainages.

"USGS Offers Emergency Managers a New Tool to Assess Lahar Hazards at Mount Rainier," USGS webpage News April 29, 2022, https://www.usgs.gov/news/featured-story/usgs-offers-emergency-managers-new-tool-assess-lahar-hazards-mount-rainier.

"Volcanic Hazards at Mount Rainier" USGS webpage, https://www.usgs.gov/volcanoes/mount-rainier/volcanic-hazards-mount-rainier (includes a simplified hazards map).

Appendix D

SEPA Checklist

City of Puyallup
Development Services
333 S. Meridian
Puyallup, WA 98371
Tel. (253) 864-4165 Fax. (253) 840-6670

SEPA ENVIRONMENTAL CHECKLIST
(2015 UPDATED VERSION)

Purpose of Checklist:

The State Environmental Policy Act (SEPA), Chapter 43.21 RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use “not applicable” or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

If you are not already submitting an 8-1/2" x 11" reduction of your project site plan to the city as part of a companion case submittal, please submit a copy as a part of this SEPA application.

Please submit eight (8) copies of the completed SEPA checklist application packet.

A. BACKGROUND

1. Name of proposed project:

MultiCare Good Samaritan Hospital Master Plan Proposal

2. Name of Applicant:

MultiCare Good Samaritan Hospital
Jim Beatty, President

3. Mailing address, phone number of applicant and contact person:

401 15th Ave. SE
Puyallup, WA. 98372
(253) 697-1851

4. Date checklist prepared:

24 October 2022

5. Agency requesting checklist:

City of Puyallup, Washington

6. Proposed timing or schedule (including phasing, if applicable):

The Master Plan to be completed in phases by 2033.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The proposed master plan will establish the parameters of future additions and expansions. Beyond the work contemplated in the master plan, there are no future plans.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

A full EIS will be prepared to support the Master Plan, including supporting technical reports.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

The Master Plan proposal is currently in progress and under review by:
- City of Puyallup
- Traffic

10. List any governmental approvals or permits that will be needed for your proposal, if known.

City of Puyallup: Site Plan Review / SEPA, Site Development, Building, Right of Way Permits, Right of Way.

11. Give brief, complete description of your proposal, including uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information or project description).

The Master Plan proposes the development of approximately 934,000 GSF in multiple phases. To address inpatient bed needs, the initial phase includes a new 240,000 GSF patient care tower, an expansion to the Central Utility Plant (CUP) and a new parking structure. Later phases of the Master Plan will include up to two new medical office buildings, an additional hospital expansion, and parking to accommodate the new facilities. *See table "Proposed New Buildings Summary" on p.29 for a breakdown of proposed square footage by phase and building type.

12. Location of proposal. Give sufficient information for a person to understand the precise location of your proposed project, including street address, if any, and section, township, and range, if known. If the proposal would occur over a range of area, provide the range of boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed project (Parcel #'s: 9810000130, 9810000140, 9810000151, 9810000161, 9810000120, 9810000101*, 7766000010*, 7766000020*, 7766000030*, 0420342141, 0420342141, 0420342112, 0420342081, 0420342104,0420342124, 0420342032, 7790000558, 7790000554, 7790000566, 7790000565, 9810000014, 9810000014, 9810000015, 9810000016, 9810000643, 9810000644, 7080000251, 7080000181, 7080000182, 7080000146, 7080000147, 7080000148, 0420342151, 0420342150, and 0420342149) is located at the southwest corner of 15th Ave SE and 3rd Street SE.

Please refer to SEPA Table of Contents, Exhibit A for more info.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site
(circle one): Flat, rolling, hilly, steep, slopes, mountains, other _____

b. What is the steepest slope on the site (approximate percent slope)? 65%

c. What general types of soils are found on the site (for example: clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Gravelly Sandy Loam, Gravelly Ashy Loam, Silt Loam, Small instances of muck. Yielding existing soils under roadways, parking lots, buildings and other structures shall be over-excavated as required.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

City of Puyallup GIS indicates moderate deep-seated landslide hazard along the northern boundary of the site. No known instances of unstable soils in the immediate vicinity.

Please refer to SEPA Table of Contents, Exhibit B for more info.

e. Describe the purpose, type and approximately quantities of any filling or grading proposed. Indicate source of fill.

Fill may be required to create level building pads within the site area. Some areas of the existing site have previously been filled. Fill volume shall be as required to facilitate the proposed construction.

f. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

Soils disturbed by construction will be susceptible to erosion. Temporary erosion control measures shall be installed as part of construction efforts, in conformance with City of Puyallup requirements and fufilling NPDES and Department of Ecology rules and regulations.

g. About what percent of the site will be covered with impervious surface after project construction (for example: asphalt or buildings)?

Approximately 68% of the site will be covered with the impervious surface. This will be for roads, parking lots, buildings, and pedestrian hardscape areas.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Temporary erosion control plan and Construction Stormwater Pollution Prevention Plan will be a part of the permit and construction drawings. These Plans will require BMPs and measures shall be installed as part of construction efforts, in conformance with City of Puyallup requirements and fulfilling NPDES and Department of Ecology rules and regulations. Disturbed areas shall be fully stabilized prior to closeout of construction.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During Construction: Normal construction equipment emissions would be expected. Dust control measures shall be implemented per Ecology and NPDES standards.

Post Construction: Normal emissions from hospital facilities and respective vehicles.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Yes, traffic from surrounding roadways including South Meridian, 15th Ave SE, and State Highway 512 may contribute emissions and odors to the site area.

c. Proposed measures to reduce or control emissions or other impacts to air, if any.

During Construction: Normal construction equipment emissions. Dust control measures shall be implemented per Ecology and NPDES standards.

3. Water

a. Surface Water:

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream and river it flows into.

No surface water bodies in the immediate vicinity of the site.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Not Applicable.

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge materials will be placed or removed from surface waters or wetlands. No surface waters or wetlands exist within the project area.

4. Will the proposal requires surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.

No surface water withdrawals or diversions are proposed.

5. Does the proposal lie within a 100-year floodplain. If so, note location on the site plan.

Per FEMA map number 53053C0341E, effective 3/7/2017, the project area is encompassed within zone X, areas determined to be outside the 0.2% annual chance floodplain.

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No discharge of waste materials is anticipated to be discharged to surface waters.

b. Ground:

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Groundwater will not be withdrawn from a well for drinking water. Dewatering may be required for utility installation or building foundation installation. Dewatering shall be performed per the Ecology dewatering plan and NPDES permit.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals.....; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste materials will be discharged into the ground from septic tanks or other sources. Waste materials will be treated and discharged to City of Puyallup sanitary sewer under a special discharge permit.

c. Water Runoff (including storm water):

1. Describe the source of runoff (including storm water) the method of collection and disposal, if any (including quantities, if known). Where will this water flow? Will this flow into other waters? If so, describe.

Runoff from this project will be collected from roof, parking lots, road, and landscape areas. Runoff will be directed to stormwater detention facilities which will control the release of stormwater to downstream outfall locations at a controlled rate meeting City of Puyallup standards. Runoff will be treated to enhanced water quality standards effluent from the detention system(s). Effluent stormwater will flow to the current basin discharge locations on-site. Runoff from the western half of the site (west of 5th Street SE) will discharge to the Clark Creek Sub-basin. Runoff from the eastern half of the site (east of 5th Street SE) will discharge to the State Highway Sub-basin which outfalls to the Puyallup River.

2. Could waste materials enter ground or surface waters? If so, generally describe.

Any waste materials on the surface will have the potential to come into contact with surface runoff. The proposed project will treat Stormwater to meet enhanced water quality standards as required by the City of Puyallup storm design requirements.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No, runoff from this project shall be routed to the existing drainage outfalls for the site.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Runoff from this project will be collected from roof, parking lots, road, and landscape areas. Runoff will be directed to stormwater detention facilities which will control the release of stormwater to downstream outfall locations at a controlled rate meeting City of Puyallup standards. Runoff will be treated to enhanced water quality standards effluent from the detention system(s). Effluent stormwater will flow to the current basin discharge locations on-site. Landscape and campus maintenance will supplement removing trash and debris from the site.

4. Plants

a. Check or circle types of vegetation found on the site:

- [x] deciduous tree: alder, maple, aspen, other
- [x] evergreen tree: fir, cedar, pine, other
- [x] shrubs
- [ ] pasture
- [ ] crop or grain
- [ ] orchards, vineyards or other permanent crops.
- [ ] wet solid plants: cattail, buttercup, bullrush, skunk cabbage, other
- [ ] water plants: water lily, eelgrass, milfoil, other
- [ ] other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The site was partially graded and filled under a separate grading permit in 2007. The only vegetation that will be disrupted is that currently in use as landscaping on the site and a small cluster of mixed deciduous and coniferous trees to the Northeast of the site. New Vegetation/landscaping will be placed to meet the City of Puyallup Municipal Code standards once construction is complete. A landscape plan will be proposed as part of new construction,

c. List threatened or endangered species known to be on or near the site.

To our knowledge, there are no threatened or endangered species known to be on or near the site. A Biological Habitat Assessment may be needed.

Please see the Preliminary Master Plan Proposal.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

Landscaping will conform to the city of Puyallup landscaping standards. More information will be provided with future landscape plan.

e. List all noxious weeds and invasive species known to be on or near the site.

To our knowledge, there are no known noxious weeds and the only invasive species known to be near or on the site are blackberry bushes and common thistle.

5. <u>Animals</u>

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds, other _____

Mammals: deer, bear, elk, beaver, other _____

Fish: bass, salmon, trout, herring, shellfish, other: N/A.

b. List any threatened or endangered species known to be on or near the site.

To our knowledge, there are no threatened or endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain.

To our knowledge, there are no migration routes known to be on or near the site. A future Biological habitat Assessment may be needed.

d. Proposed measures to preserve or enhance wildlife, if any.

N/A.

e. List any invasive animal species known to be on or near the site.

To our knowledge, there are not any known invasive animal species known to be on or near the site.

6. Energy and Natural Resources

a. What kind of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will be used for heating and cooling in the buildings in compliance with the Washington State Energy Code current at the time that permits are applied for.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kind of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

The mechanical and electrical systems will be designed with energy conservation features required to meet the Washington State Energy Code current at the time that permits are applied for.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There are no environmental health hazards that we are aware of.

1. Describe any known or possible contamination at the site from present or past uses.

Prior to the construction of Dally Tower, the site included several former single family residences. Leakage from underground fuel oil tanks associated with these structures was removed, fully mitigated, and approved by the appropriate governmental authorities before Dally Tower construction and other site development. Today, the source of the contamination has been removed and there are no lingering contamination concerns from this event.

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None to our knowledge.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Currently, the following materials are reported by Good Samaritan Hospital on the Tier II Report on file with the Pierce County Department of Emergency Management and State DEM.

1) Diesel
2) Cryogenic Oxygen

4. Describe special emergency services that might be required.

Only standard services such as Police, Fire and Ambulance would support the project.

5. Proposed measures to reduce or control environmental health hazards, if any:

The project is not anticipated to pose any increased risks related to toxic chemicals outside of those ancillary to normal commercial uses

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Normal traffic and commercial noise from the area.

2. What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Normal construction noise, but the project construction noise will be compliant with local ordinances including time limitations.

3. Proposed measures to reduce or control noise impacts, if any.

Project construction noise will be compliant with local ordinances including time limitations.

8. <u>Land and Shoreline Use</u>

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The Master Plan is currently zoned for MED, with adjacent parcels zoned for RM-20, and CG.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use?

No.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site.

Current development on site totals 1.23 million gsf of combined building space. The core hospital facility is comprised of the Pavilions (Meadow, River, and Forest wings) and the 357,000 square foot Dally Tower which first opened in 2011, and fully opened in 2018 with the fit-out of two additional inpatient floors.

Co-located on the GSH campus with the hospital buildings: Good Samaritan Medical Office Building, PVMC Office Building, Cancer Center, Children's Therapy Unit (CTU), Central Utility Plant, Parking Decks

d. Will any structures be demolished? If so, what?

It is feasible that portions of the older hospital structures could be demolished in later phases of the Master Plan to allow for construction of a new hospital support expansion.

e. What is the current zoning classification of the site?

City of Puyallup:
MED - Medical
RM-20 - High Density Multiple-Family Residential
CG - General Commercial

f. What is the current comprehensive plan designation of the site?

The current comprehensive Master Plan designates that the Good Samaritan Hospital is zoned for medical use.

g. If applicable, what is the current shoreline master program designation of the site?

N/A.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The site is mapped in the City's GIS system as having landslide hazard areas and potential geographic hazard areas.

Please refer to Exhibit B.

i. Approximately how many people would reside or work in the completed project?

Currently, the hospital has 2,604 employees working various shifts, not including those employed in non-hospital clinics on the campus. The future employee count is unknown, but given the increase in bed count at the hospital and potential for additional clinical space, it is thought that the future employee count could range from 3,500-5,000. The hospital currently operates 360 beds, which could increase by up to 190 additional beds under the new Master Plan.

j. Approximately how many people would the completed project displace?

0

k. Proposed measures to avoid or reduce displacement impacts, if any?

N/A.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

The proposed measures are in-line and compatible with the existing and previous Master Plan proposed and approved in 2007.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

N/A.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle or low-income housing.

N/A.

c. Proposed measures to reduce or control housing impacts, if any.

N/A.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principle exterior building material(s) proposed?

The exact height of buildings is unknown at this time, partially due to the steepness of the site and where the new buildings will sit on grade. However, the height of the new Patient Care Tower is intended to be of similar scale to the existing Dally Tower, and will be no taller than the permitted height in this location. The conceptual design for the new PCT lands on grade at Dally level 3, and aligns with Dally at all levels, including below grade floors, up to level 8 with a mechanical penthouse above. This concept places the total height (measured from level 3 grade and excluding below grade floors) at approximately 117'. This measurement increases if final grade is at a lower Dally level, but the aesthetic height would not be impacted. The dominant exterior building material on the campus is brick. The proposed exterior building materials will complement the existing conditions on site.

b. What views in the immediate vicinity would be altered or obstructed?

No prominent views will be obstructed. Building heights and scale will be consistent with current campus buildings.

c. Proposed measures to reduce or control aesthetic impacts, if any.

The projects will conform to the City of Puyallup's building standards, codes and comprehensive plan.

11. <u>Light and Glare</u>

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The Hospital campus will be lit 24-hrs a day. Light output will be determined upon approval of Architect Plans and Lighting plans.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

None known.

d. Proposed measures to reduce or control light and glare impacts, if any?

All site and parking lot lighting will be installed to face downwards to reduce unwanted glare impacts.

See full Architect Plans and Lighting plans when made available for additional information.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

There are not any designated or informal recreational opportunities in the immediate vicinity.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

N/A.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

Not to our knowledge.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Not to our knowledge.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

As outlined in PMC 21.14.190, in the event that a suspected historic or cultural artifact, or object is discovered, construction will immediately stop and the State Department of Archeology and Historic Preservation (DAHP), the Puyallup Tribe of Indians, and Muckleshoot Indian tribe will be notified.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

As outlined in PMC 21.14.190, in the event that a suspected historic or cultural artifact, or object is discovered, construction will immediately stop and the State Department of Archeology and Historic Preservation (DAHP), the Puyallup Tribe of Indians, and Muckleshoot Indian tribe will be notified.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The site is bound to the north by Highway 512, to the east by existing residential properties, to the south by 15th Ave SE, and to the west by 3rd Street SE except for two parcels located at the Northwest corner of the site. Currently, 13th Ave SE routes through the project area on the northern side of the site. The roadway network serving the site includes Major Collector and Local streets, providing direct access to the project site. South Meridian, 15th Avenue SE, 3rd Street SE, and 5th Street SE provide primary access to campus, which allows for variable routes to GSH. The main hospital entrance is off 15th Avenue and is accessible by traveling on 15th Avenue SE and 3rd Street SE. There are two signalized intersections: one at South Meridian at 15th Avenue SE and the other at the 512-freeway ramp. A portion of the project area has been dedicated as right-of-way for the future extension of 7th St SE through the site from 15th Ave SE to 13th Ave SE.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Pierce Transit provides direct transit service to the site via Routes 402 and 425. Route 402 connects north-south from 176th Avenue to Federal Way Transit Center and operates Monday – Sunday, with 25-minute peak service on weekdays. Route 425 connects to key Puyallup and South Hill community destinations including medical, shopping, and recreation. It operates Monday – Saturday, with 60-minute peak service on weekdays.
Route 425 has a stop at the main hospital entrance, as well as on South Meridian at 14th Avenue SE, approximately 1/4th mile walk. Route 402 has a stop on South Meridian at 14th Avenue SE, approximately 1/4th mile walk.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The Master Plan assumes the removal of approximately 210-450 existing spaces. The Master Plan proposes the construction of approximately 1,060 - 1,400 total gross parking spaces at full build out, of which approximately 850 - 950 would be net new parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

To aid with traffic flow and access to the hospital, the Master Plan proposes implementation of the connection of 7th Street between 13th Avenue SE and 15th Avenue SE with a roadway and pedestrian facilities, as contemplated by the City's Comprehensive Plan (CIP Project No. 15). Additional proposed or required improvements would be determined as part of the Traffic Impact Analysis.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No use of water or rail transportation proposed. Helicopter transport consistent with current activity will continue.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

A preliminary traffic scoping analysis was performed based on the appropriate land use categories and trip generation rates in the ITE Trip Generation Manual, 11th Edition. The preliminary traffic scoping analysis estimates 11,359 net new average daily trips at full build out of the Master Plan. The AM peak-hour trips are estimated at 884 and the PM peak-hour trips are estimated at 931. The specific PM peak hour and the percentage of the volume that would be trucks are not known at this time and would be determined as part of a Traffic Impact Analysis.
See City of Puyallup Traffic Scoping Worksheet for additional information.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No impacts to, or as the result of, the movement of agricultural and forest products on roads or streets in the area are known.

h. Proposed measures to reduce or control transportation impacts, if any:

GSH has a Commute Trip Reduction (CTR) Program, as required by Washington state law for employers with more than 100 employees arriving at work between 6 a.m. – 9 a.m. The CTR program currently includes use of Luum commute planning software, ride matching to support carpooling and vanpooling, and discount transit passes provided via ORCA Passport program. GSH in the process of updating its CTR program for employees, including an upgrade of its parking management systems and a potential revision to its parking policies for employees.
Additional improvements to the CTR program, as well as any proposed infrastructure improvements, would be determined as part of a Traffic Impact Analysis.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The Master Plan project would result in an increase of public services, while providing an addition of health care services to the community.

b. Proposed measures to reduce or control direct impacts on public services, if any.

The proposed measures to reduce or control direct impacts on public services is still under review.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

Electricity, Natural Gas, Water, Sanitary Sewer, Storm Sewer, and Telephone

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity is provided by Puget Sound Energy, Water, Waste and Sanitary Sewer are provided by The City of Renton. Temporary water and power will be required for general construction activities prior to the project getting permanent service from the utility.

C. SIGNATURE

I hereby state that I am the owner or authorized agent listed above, and certify that all information contained above and in exhibits attached hereto are true and correct to the best of my knowledge and belief. I understand that the processing of this application may require additional supporting material upon request to City staff.

RIGHT OF ENTRY: By signing this application the applicant grants unto the City and it's agents the right to enter upon the premises for purpose of conducting all necessary inspection to determine compliance with applicable laws, codes, and regulations. This right of entry shall continue until a certificate of occupancy is issued for the property.

Signature of Property Owner: Tammy K Pauzon

Date: November 3, 2022

Signature of Agent: _____

Date: _____

I declare under penalty of perjury of the laws of the State of Washington that the foregoing is true and correct.

Dated: 11/03/22 in Puyallup, Washington.

(Signature of Applicant)

Exhibit A - Parcel Summary

Disclaimer: The map features are approximate and have not been surveyed. Additional features not yet mapped may be present.
Pierce County assumes no liability for variations ascertained by formal survey.

Date: 10/24/2022 11:27 AM

EXHIBIT A - Tax Parcels

Parcel Number	Land Acres	Legal Description
9810000130	0.2583	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST L 1 THRU 3 B 6 TOG/W POR OF VAC ALLEY # 2480401 TOG/W 2ND ST SE VAC ORD 1761 EASE OF RECORD 5619915DC 3/20/19 BB RTSQQ:
9810000140	0.0861	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST L 4 B 6 TOG/W POR OF VAC ALLEY # 2480401 ALSO TOG/W 2ND ST SE VAC ORD 1761 5619915DC 3/20/19 BB
9810000151	0.2551	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST 1ST L 5 THRU 7 B 6 EXC THAT PART LY N OF SLY LI STATE HWY TOG/W POR OF VAC ALLEY ALSO TOG/W 2ND ST SE VAC ORD 1761 SEG F 9192 5619915DC 3/20/19 BB
9810000161	0.1979	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST 1ST L 8 THRU 11 B 6 EXC THAT POR LY N OF SLY LI STATE HWY TOG/W POR OF VAC ALLEY ALSO TOG/W 13TH AV SE VAC ORD 1765 & ALSO TOG/W 2ND ST SE VAC ORD 1761 SEG F 9191 5619915DC 3/20/19 BB
9810000120	0.427	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST L 7 THRU 11 B 5 EXC POR FOR HWY TOG/W POR OF VAC ALLEY # 2480401 ALSO TOG/W VAC 13TH AV SE ORD 1765 5619915DC 3/20/19 BB
9810000101*	0	UNKNOWN Legal Description: Section 34 Township 20 Range 04 Quarter 21 WOODS 1ST: WOODS 1ST SOUTH HILL MEDICAL-DENTAL BUILDING CONDOMINIUM ASSESSED UNDER PARCELS 776600-001-0, 002-0 & 003-0 DESC AS FOLL LOTS 1 THRU 6 B 5 OF WOODS 1ST ADD TO PUYALLUP TOG/W ALL THAT POR OF VAC 20 FT
7766000010*	0	Section 34 Township 20 Range 04 Quarter 21 WOODS 1ST: WOODS 1ST SOUTH HILL MEDICAL-DENTAL BUILDING CONDOMINIUM ASSESSED UNDER PARCELS 776600-001-0, 002-0 & 003-0 DESC AS FOLL LOTS 1 THRU 6 B 5 OF WOODS 1ST ADD TO PUYALLUP TOG/W ALL THAT POR OF VAC 20 FT
7766000030*	0.0712	UTILITIES
		Section 34 Township 20 Range 04 Quarter 23 SOUTH HILL MED/DEN BLDG AMD CONDO: SOUTH HILL MED/DEN BLDG AMD CONDO UNIT #3 TOG/W 17.24% INT IN COMMON AREAS EASE OF RECORD NW-34-20-04E OUT OF 981000-010-0 & 011-0 SEG L-1139 SP JW
420342141	0.1699	AUTO PARKING
		PARCEL `B` OF DBLR 2000-10-06-5001 DESC AS FOLL COM AT NE COR OF SE OF NW TH W ALG N LI SD SUBD 993.84 FT TO NW COR OF E 1/2 OF W 1/2 SD SUBD TH S ALG W LI SD E 1/2 431.05 FT
420342112	0.46	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 : THAT POR LY S OF STATE HWY BEG AT A PT ON N BDRY OF 13TH AVE SE IN CY OF PUY 825 FT N & 438.87 FT E OF 1/4 SEC COR IN W BDRY OF SEC 34 TH N 490.08 FT TH E 392.72 FT TH S 483.71 FT TO N BDRY OF SD AVE TH W

420342081	0.3211	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 : THAT POR OF FOLL DESC PROP LY S OF STATE HWY BEG AT A PT IN N BDRY OF 13TH AVE SE 826.5 FT N & 359.35 FT W OF SE COR OF SW OF NW OF SEC TH N 486.88 FT TH W 132.73 FT TH S 488.68 FT TO N BDRY OF 13TH AVE SE TH
420342104	0.25	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 : THE W 1/2 OF FOLL DESC BEG AT A STONE MON IN N BDRY OF CLIFF ST IN CY OF PUY 826.05 FT N & 180.47 FT W OF SE COR OF SW OF NW TH N 242.43 FT TH WLY 178.88 FT TH S PAR TO E LI THEREOF 238.60 FT TO N BDRY OF SD C
420342124	0.0285	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 E 1/2 OF FOLL BEG AT A STONE MON IN N BDRY OF CLIFF ST IN CITY OF PUY 826.05 FT N & 180.47 FT W OF SE COR OF SW OF NW RUN TH N 242.43 FT TH WLY 178.88 FT TH S PAR TO E LI THEREOF 238.60 FT TO BDRY OF SD CLIFF
420342035	0.2167	AUTO PARKING
		Legal Description: Section 34 Township 20 Range 04 Quarter 23 : E 1/2 OF S 125 FT OF FOLL DESC PROP BEG AT A STONE MON IN N BDRY OF CLIFF ST 826.05 FT N & 180.47 FT W OF SE COR OF SW OF NW TH N 242.43 FT TH WLY 178.88 FT TH S PAR TO E LI THEREOF 238.60 FT TO BDRY OF SD CLI
7080000132	1.569	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV: PUYALLUP HOME SUB/DIV SE OF NW 34-20-04E PARCEL `A` OF DBLR 2000-10-06-5001 DESC AS POR OF B 6 & 7 & SE OF NW DESC AS FOLL COM AT NE COR OF SE TH W ALG N LI SD SUBD 993.84 FT TO NW COR OF RTSQQ
7790000558	0.4164	COMM VAC LAND
		Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP TR A OF S P 2001-11-29-5005 STORM DRAINAGE EXC POR CYD TO CY OF PUY PER ETN 4238024 OUT OF 055-1 SEG N-0440 JU 1/15/02JU DC00162327 12/30/10 MC

7790000554	1.6594	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP: SOUTH SIDE ADD TO PUYALLUP NW OF SW 34-20-04E L 2 OF S P 2001-11-29-5005 TOG/W EASE & RESTRICTIONS OF REC APPROX 72,285 SQ FT OUT OF 055-1 SEG N-0440 JU 1/15/02JU
7790000566	3.51	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP L 2 OF S P 2009-12-17-5002 TOG/W EASE & RESTRICTIONS OF REC OUT OF 056-3 SEG 2010-0296 JU 1/6/10JU
7790000565	1.0895	COMM VAC LAND
		Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP L 1 OF S P 2009-12-17-5002 TOG/W EASE & RESTRICTIONS OF REC OUT OF 056-4 SEG 2010-0296 JU 1/6/10JU

9810000014	3.9	HOSPITAL
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 001-5 & 001-6 LOT 1 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 151.05 FT N OF INTER OF 15TH AV SE & 3RD ST SE TH N 322.08 FT TH N 305.27 FT TH E 692.45 FT
9810000015	6.56	HOSPITAL
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 001-4 & 001-6 LOT 1 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 151.05 FT N OF INTER OF 15TH AV SE & 3RD ST SE TH N 322.08 FT TH N 305.27 FT TH E 692.45 FT
9810000016	0.0533	HOSPITAL
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 001-4 & 001-5 LOT 1 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 151.05 FT N OF INTER OF 15TH AV SE & 3RD ST SE TH N 322.08 FT TH N 305.27 FT TH E 692.45 FT
9810000643	0.441	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 064-4 & 064-5 LOT 2 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 55.51 FT N & 30 FT W OF INTER OF 15TH AV SE & 5TH ST SE TH N 268.15 FT TO A PT OF CUSP ON A CURVE CONC
9810000644	0.6536	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 064-3 & 064-5 LOT 2 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 55.51 FT N & 30 FT W OF INTER OF 15TH AV SE & 5TH ST SE TH N 268.15 FT TO A PT OF CUSP ON A CURVE CONC
9810000645	0.2273	MEDICAL OFFICES SERVICES
		Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 064-3 & 064-4 LOT 2 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 55.51 FT N & 30 FT W OF INTER OF 15TH AV SE & 5TH ST SE TH N 268.15 FT TO A PT OF CUSP ON A CURVE CON

7080000251	3.320000	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV LOT 3 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 64.49 FT N OF INTER 15TH AV SE & 5 ST SE TH N 264.51 FT TH E 300.37 FT TH S 40.39 FT TH E 160.36 FT TH S 81.54 FT TO A PT OF
7080000181	0.2569	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV CANNOT BE SOLD OR SUBD WITHOUT 018-2 LOT 4 OF BLA 2010-06-15-5001 DESC AS FOLL COM AT A PT 30 FT E & 64.49 FT N OF INTER OF 15TH AV SE & 5TH ST SE TH N 264.51 FT & POB TH CONT N 132.7
7080000182	1.7101	AUTO PARKING
		Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV CANNOT BE SOLD OR SUBD WITHOUT 018-1 LOT 4 OF BLA 2010-06-15-5001 DESC AS FOLL COM AT A PT 30 FT E & 64.49 FT N OF INTER OF 15TH AV SE & 5TH ST SE TH N 264.51 FT & POB TH CONT N 132.7

420342146	1.4601	HOSPITAL
		Section 34 Township 20 Range 04 Quarter 24 WOODS 1ST : LT 5 BLA 2010-06-15-5001 DESC AS COM AT INTER NLY R/W 14TH AV SE & WLY R/W 5TH ST SE TH E 30 FT TO POB TH N 181.78 FT TH E 41.04 FT TH N 43.29 FT TH W 40.98 FT TH N 49.97 FT TH S 78 DEG 58 MI
420342147	1.9604	HOSPITAL
		Section 34 Township 20 Range 04 Quarter 24 : LT 6 BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI OF 14TH AV SE & WLY R/W LI OF 5TH ST SE TH E 260.14 FT TO POB TH N 232.56 FT TH S 78 DEG 58 MIN 52 SEC E 102.08 FT TH S 9.93 FT TH S 83 DEG 47 M
420342148	0.7687	COMM VAC LAND
		Section 34 Township 20 Range 04 Quarter 24 LOT 7 OF BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI 14TH AV SE & WLY R/W LI OF 5TH ST SE TH E 260.14 FT TH N 232.56 FT TH S 78 DEG 58 MIN 52 SEC E 102.08 FT TH S 9.93 FT TH S 83 DEG 47 MIN 52 SEC
420342151	0.7862	HOSPITAL
		Section 34 Township 20 Range 04 Quarter 24 LOT 10 OF BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI 15TH AV SE & E LI OF E 1/2 OF W 1/2 OF SE OF NW TH N 9.67 FT TO POB & BEG OF CURVE CONCAVE TO SW HAVING A RAD OF 255 FT & C/A OF 22 DEG 19 MIN
420342150	0.7579	COMM VAC LAND
		Section 34 Township 20 Range 04 Quarter 24 LOT 9 OF BLA 2010-06-15-5001 DESC AS COM AT INTER NLY R/W LI 15TH AV SE & E LI OF E 1/2 OF W 1/2 OF SE OF NW TH N 400.34 FT TH N 88 DEG 09 MIN 40 SEC W 88 FT TO POB & PT OF CUSP ON CURVE CONCAVE TO SE HAVING
420342149	0.6467	VAC LND MAJOR PROBLEM
		Section 34 Township 20 Range 04 Quarter 24 : LOT 8 OF BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI 14TH AV SE & WLY R/W LI 5TH ST SE TH E 260.14 FT TH N 232.56 FT TH S 78 DEG 58 MIN 52 SEC E 102.08 FT TH S 9.93 FT TH S 83 DEG 47 MIN 52 SEC

Good Samaritan Hospital Master Plan
Proposed New Buildings Summary

Initial Phase		Future Phases	
Building	**SF**	**Building**	**SF**
Central Plant Expansion	2,000	Medical Office Bldg A	100,000
ED Entry Expansion	2,000	Medical Office Bldg B	100,000
Patient Care Tower	240,000	Central Support Tower	90,000
		3rd St. Expansion	30,000
Total Initial Phase	**244,000**	**Total Future Phases**	**320,000**
Total Proposed Building Square Footage			**564,000**
Initial Phase Parking		**Future Phase Parking**	
PCT Parking Garage	110,000	MOB Parking Garage	260,000

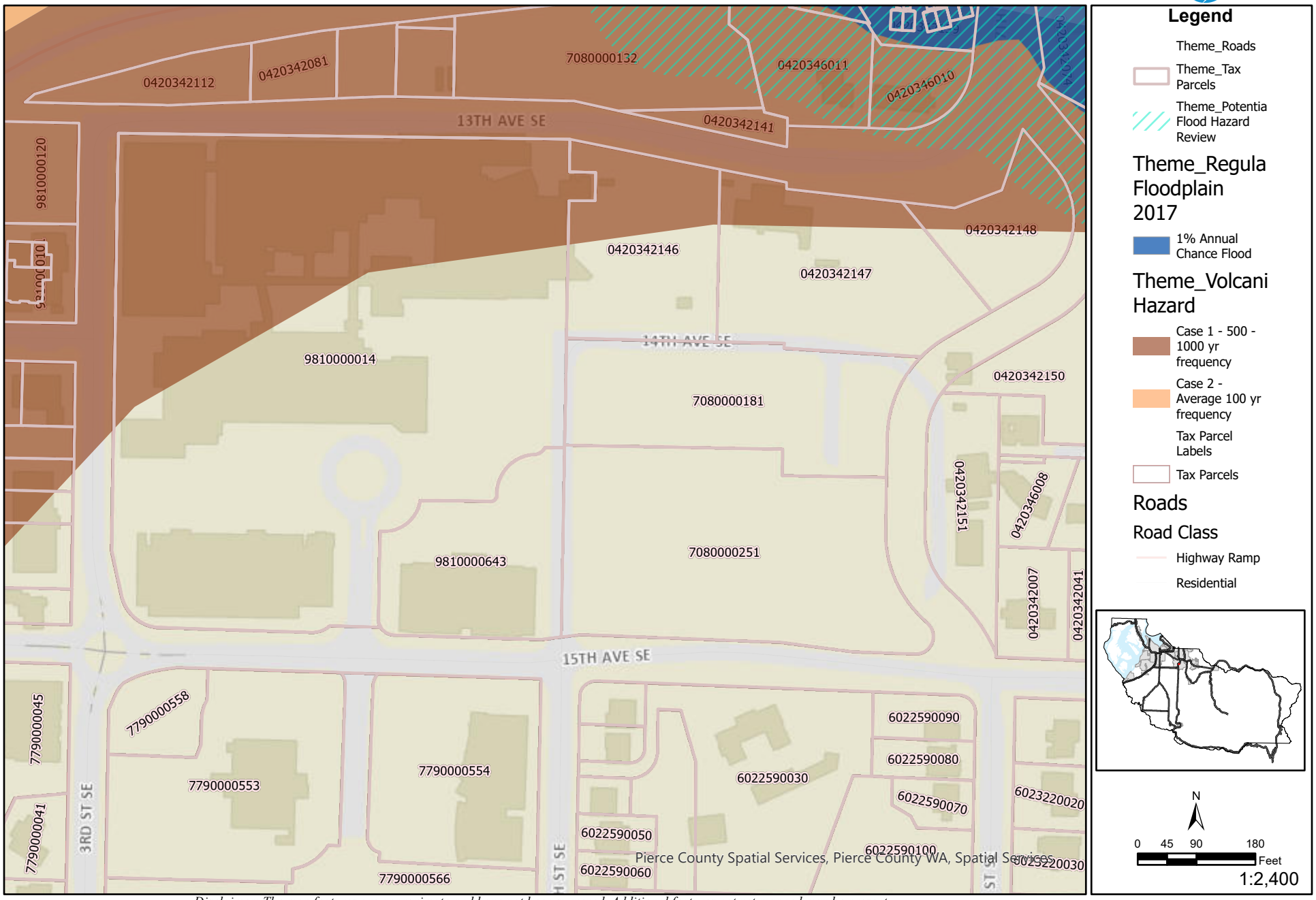
**All square footages are approximate based on current projections.*

Total Proposed New Square Footage (incl. parking): 934,000

Good Samaritan Hospital
Campus Parcel Summary

Parcel #	Area (ac.)	Parcel #	Area (ac.)
9810000130	0.26	7790000566	3.51
9810000140	0.09	7790000565	1.09
9810000151	0.26	9810000014	3.90
9810000161	0.2	9810000015	6.56
9810000120	0.43	9810000016	0.05
7766000010*	0.24	9810000643	0.44
7766000020*	0.1	9810000644	0.65
7766000030*	0.07	9810000645	0.23
0420342141	0.17	7080000251	3.32
0420342112	0.46	7080000181	0.26
0420342081	0.32	7080000182	1.71
0420342104	0.25	0420342146	1.46
0420342124	0.03	0420342147	1.96
0420342035	0.22	0420342148	0.77
7080000132	1.57	0420342151	0.79
7790000558	0.42	0420342150	0.76
7790000554	1.66	0420342149	0.65
		Total Acres	**34.86**

Exhibit B - Hazards



Disclaimer: The map features are approximate and have not been surveyed. Additional features not yet mapped may be present. Pierce County assumes no liability for variations ascertained by formal survey.

Date: 10/24/2022 11:30 AM