

CITY OF PUYALLUP

PIERCE COUNTY, WASHINGTON



SEATTLE, WASHINGTON

CITY OFFICIALS

Julie Door
Mayor

Ken Davies
Interim Public Works Director

Hans Hunger, P.E.
City Engineer

Paul Marrinan, P.E.
Project Manager

4TH AVENUE NW STORM DRAIN

PROJECT NO. 155892
CONTRACT NO. xxx

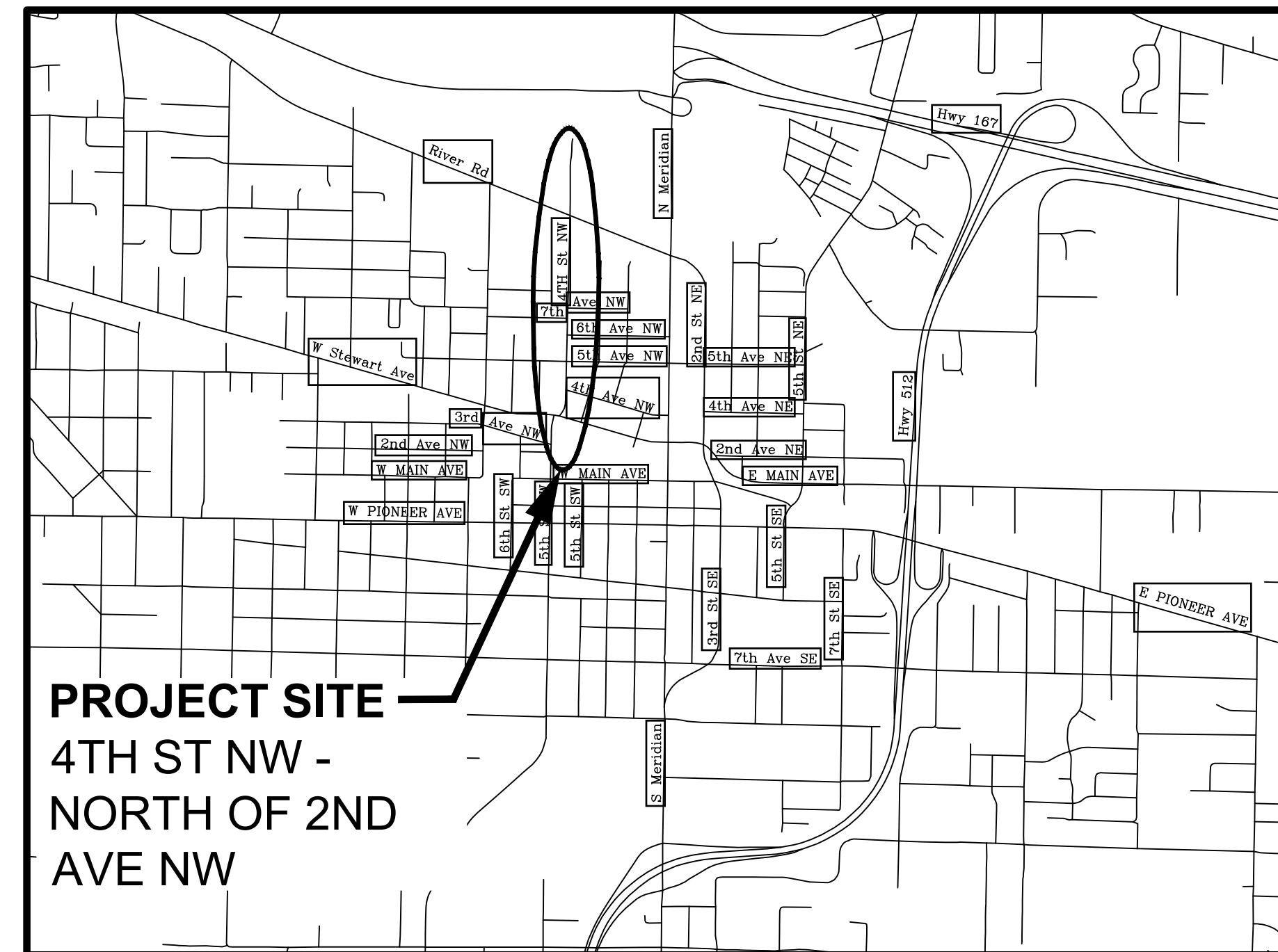
DRAWING INDEX

GENERAL

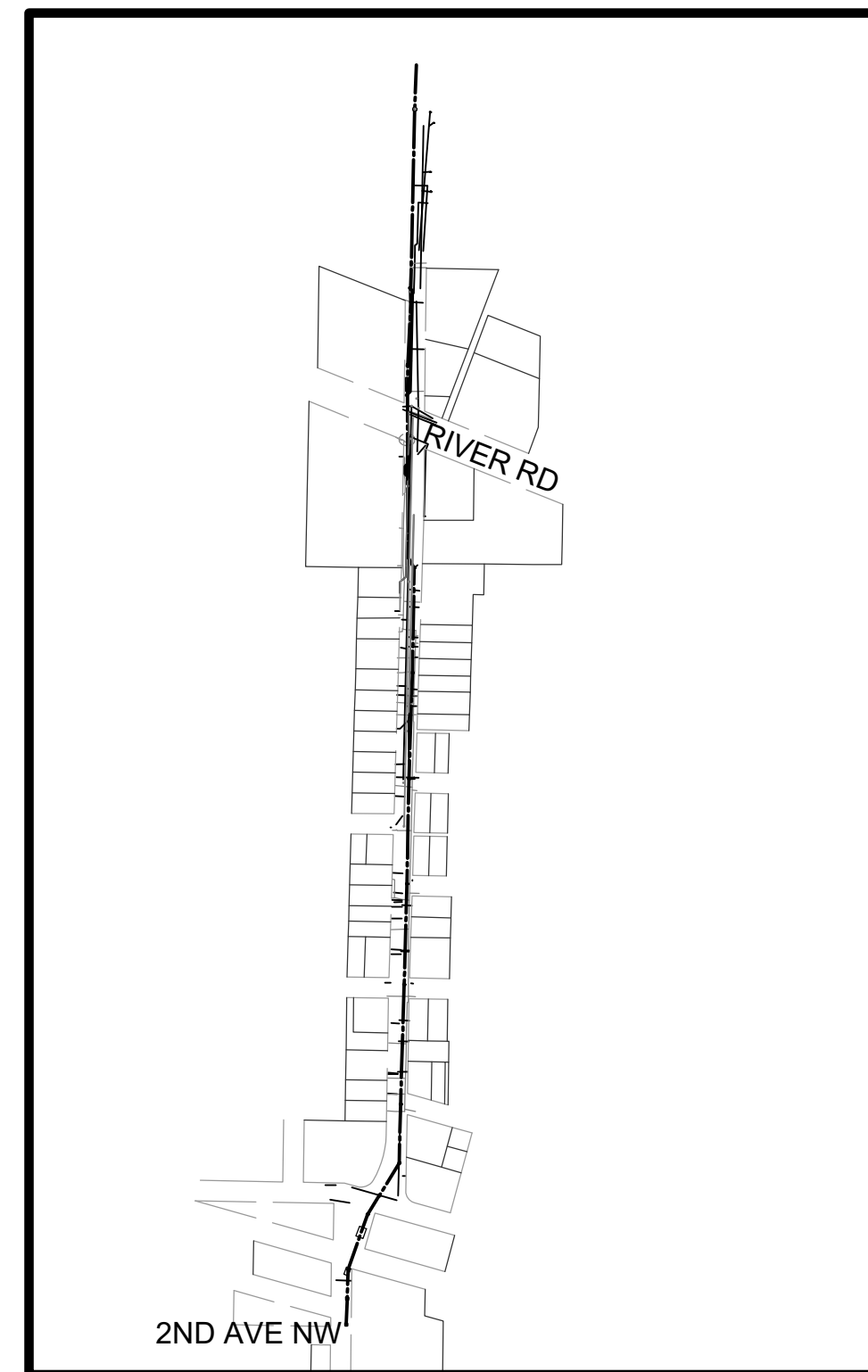
SHEET NO.	DWG. NO.	TITLE
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2.	G-02	ABBREVIATIONS AND LEGEND
3.	G-03	SURVEY CONTROL PLAN
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CIVIL

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VICINITY MAP
SCALE: 1" = 1500'



LOCATION MAP
SCALE: 1" = 500'

**60% DESIGN SUBMITTAL
FOR REVIEW ONLY**

60% REVIEW



CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES
AT FULL SIZE

DESIGNED: K. DEVENDORF

DRAWN: K. TOLLE

CHECKED: A. DORN

CHECKED:

APPROVED:

FILENAME
155892-G-01.DWG
BC PROJECT NUMBER
155892
CLIENT PROJECT NUMBER

GENERAL

COVER SHEET,
VICINITY MAP AND
SHEET INDEX

DRAWING NUMBER

G-01

1 SHEET NUMBER
OF 16

APPROVED
BY _____
CITY OF PUYALLUP
ENGINEERING SERVICES
DATE _____
NOTE: THIS APPROVAL IS VOID
AFTER 1 YEAR FROM APPROVAL
DATE.
THE CITY WILL NOT BE
RESPONSIBLE FOR ERRORS AND/OR
OMISSIONS ON THESE PLANS.
FIELD CONDITIONS MAY DICTATE
CHANGES TO THESE PLANS AS
DETERMINED BY THE
ENGINEERING SERVICES MANAGER.

Path: C:\BPCPM\0856883 FILENAME: 155892-G-01.DWG PLOT DATE: 11/11/2021 11:24 AM CAD USER: KEITH TOLLE

LEGEND

ABBREVIATIONS

EXISTING	PROPOSED
P	WATER
T	SEWER
FO	STORM DRAIN
W	EDGE OF PAVEMENT
G	SAWCUT
SD	CONTOUR
S	CONCRETE
	ASPHALT
	GRAVEL
	STORM DRAIN TO BE DECOMMISSIONED
	INLET PROTECTION
	LIMITS OF DISTURBANCE

SYMBOLS

EXISTING	PROPOSED
	PIPE PLUG
	MANHOLE
	FLOW ARROW
	CATCH BASIN

AC	ASPHALT CONCRETE PAVEMENT	MON	MONUMENT
APPROX	APPROXIMATE	NA	NOT APPLICABLE
ASSY	ASSEMBLY	NAD	NORTH AMERICAN DATUM
AVE	AVENUE	NAVD	NORTH AMERICAN VERTICAL DATUM
BLDG	BUILDING	NO.	NUMBER
BM	BENCH MARK	NST	NO STEEPER THAN
BOT	BOTTOM	NTS	NOT TO SCALE
BOW	BACK OF WALK	O.C.	ON CENTER
BTWN	BETWEEN	P	POWER
CB	CATCH BASIN	P.E.	PROFESSIONAL ENGINEER
CDF	CONTROLLED DENSITY FILL	P.I.	POINT OF INTERSECTION
CONC	CEMENT CONCRETE	PL	PROPERTY LINE
CL, C, C/L	CLASS, CENTERLINE	PNT	POINT
CG	CURB & GUTTER	POC	POINT ON CURB
CO	CLEANOUT	PROP	PROPOSED
CoP	CITY OF PUYALLUP	PSE	PUGET SOUND ENERGY
CONN	CONNECT	PSF	POUNDS PER SQUARE FOOT
CONST	CONSTRUCT, CONSTRUCTION	PVC	POLYVINYL CHLORIDE or POINT OF VERTICAL CURVATURE
CONT	CONTINUED/CONTINUOUS	RD	ROAD
COR	CORNER	REF	REFERENCE
CSBC	CRUSHED SURFACING BASE COURSE	RPM	RAISED PAVEMENT MARKER
CSTC	CRUSHED SURFACING TOP COURSE	RR	RAILROAD
CTL	BASELINE CONTROL POINT, CONTROL	RT	RIGHT
D	DEPTH	R/W, ROW	RIGHT OF WAY
DET	DETAIL, DETECTOR/DETECTION LOOPS	S	SEWER
DI	DUCTILE IRON	SD	STORM DRAIN
DIA	DIAMETER	SDMH	STORM DRAIN MANHOLE
DR	DRIVE	SEC	SECTION
DWG	DRAWING	SQ	SQUARE
EA	EACH	SHT	SHEET
EC	END OF CURVATURE	SIG	SIGNAL
EL, ELEV	ELEVATION	SMH	SANITARY SEWER MANHOLE
ENGR.	ENGINEER	SMIC	MONUMENT (IN CASE)
EOP	END OF PROJECT, EDGE OF PAVEMENT	SMON	MONUMENT (SURFACE)
EX, EXIST	EXISTING	SS/#" S	SANITARY SEWER/SIZE IN INCHES
FCA	FLANGE COUPLING ADAPTOR	SST	STAINLESS STEEL
FH	FIRE HYDRANT	SSW	SINGLE SOLID WHITE
FL	FLOW LINE/CURB GUTTER PAN, FLANGE	SSY	SINGLE SOLID YELLOW
FO	FIBER OPTIC	ST	STREET
FOC	FACE OF CURB	STA	STATION
FT	FEET/FOOT	STD	STANDARD
G	GAS LINE	S/W	SIDEWALK
GIS	GEOGRAPHICAL INFORMATION SYSTEMS	SV	SURVEY
HGL	HYDRAULIC GRADE LINE	SWMM	STORMWATER MANAGEMENT MANUAL
HMA	HOT MIX ASPHALT	TMH	TELEPHONE MANHOLE
HOR	HORIZONTAL	TV	TELEVISION
HP	HIGH POINT	TYP.	TYPICAL
HT	HEIGHT	U/G	UNDERGROUND
HWY.	HIGHWAY	UP	UTILITY POLE
INV	INVERT	UPA	UTILITY POLE ANCHOR
IN	INCH/INCHES	UTIL	UTILITY
INT	INTERSECTION	VERT	VERTICAL
INTER	INTERCONNECT CABLES	VEH	VEHICLE
JB, J-BOX	JUNCTION BOX	W	WATER
L	LENGTH OF ARC	WA	WASHINGTON
LB(S)	POUND, POUNDS	W/	WITH
LED	LIGHT EMITTING DIODE	WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
LF	LINEAL FOOT/FEET	WV	WATER VALVE
LOC	LOCATION		
LP	LOW POINT		
LT	LEFT		
MAX	MAXIMUM		
MH	MANHOLE		
MIN	MINIMUM		



SEATTLE, WASHINGTON

30% REVIEW



CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES AT FULL SIZE

DESIGNED: K. DEVENDORF
DRAWN: K. TOLLE
CHECKED: A. DORN
CHECKED:
APPROVED:

FILENAME
155892-G-02.DWG
BC PROJECT NUMBER
155892
CLIENT PROJECT NUMBER

GENERAL

ABBREVIATIONS AND LEGEND



Know what's below.
Call before you dig.

DRAWING NUMBER

G-02

SHEET NUMBER OF

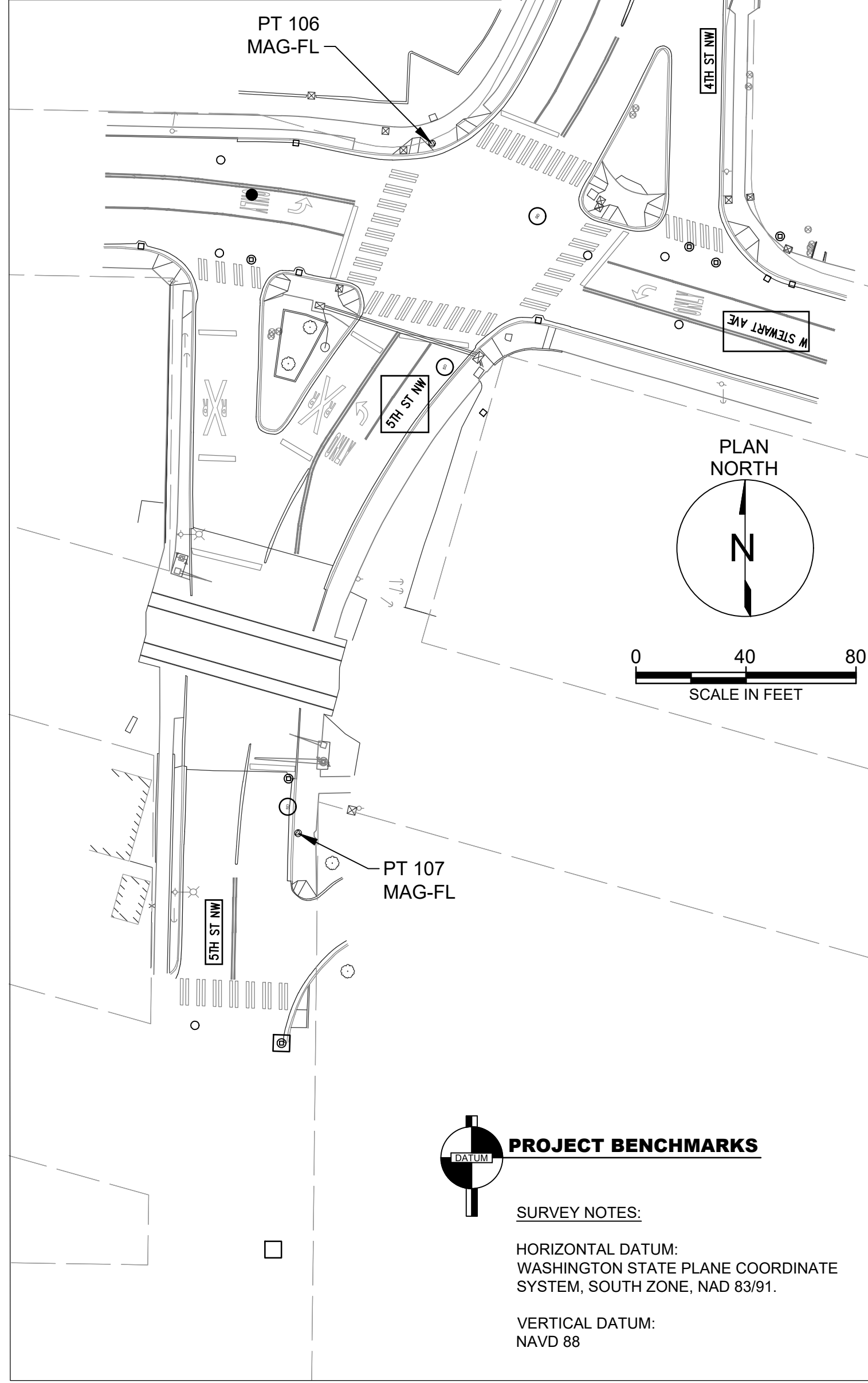
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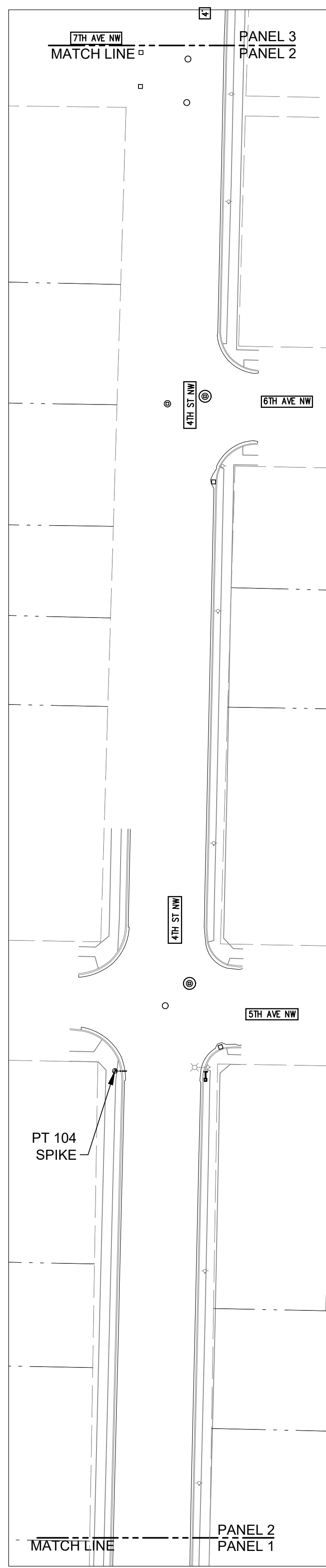
CONTROL POINT LIST

PT #	DESCRIPTION	NORTHING	EASTING	ELEVATION
100*	SPIKE	686036.74	1192904.71	42.05'
101	SPIKE	685742.77	1193367.69	41.81'
102	SPIKE	685124.69	1193403.01	44.28'
103	SPIKE	684722.59	1193392.19	45.63'
104	SPIKE	684119.50	1193330.31	47.34'
105	SPIKE	683723.09	1193369.07	46.10'
106	MAG-FL	683573.89	1193256.13	45.31'
107	MAG-FL	683323.20	1193207.51	48.49'
111*	SPIKE	682369.38	1193189.42	43.00'
112*	PK	681464.32	1193129.81	41.39'
114*	PK	682864.09	1193150.88	43.61'
200	SPIKE	685868.37	1193374.05	40.07'
201	MAG-FL	686118.71	1193425.79	34.25'
202*	SPIKE	684183.31	1193058.70	45.91'
204*	MAG-FL	684145.69	1193712.74	47.71'
210	MAG-FL	686767.61	1193405.12	42.69'
250*	MAG-FL	686208.89	1192440.74	42.37'
251*	MAG-FL	686322.96	1192152.32	42.62'
300	SPIKE	686436.12	1193387.91	34.09'

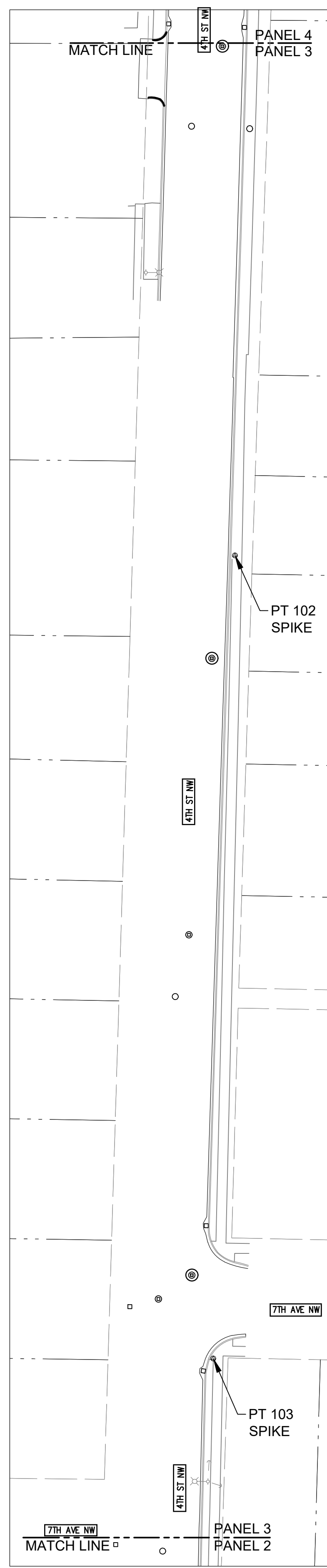
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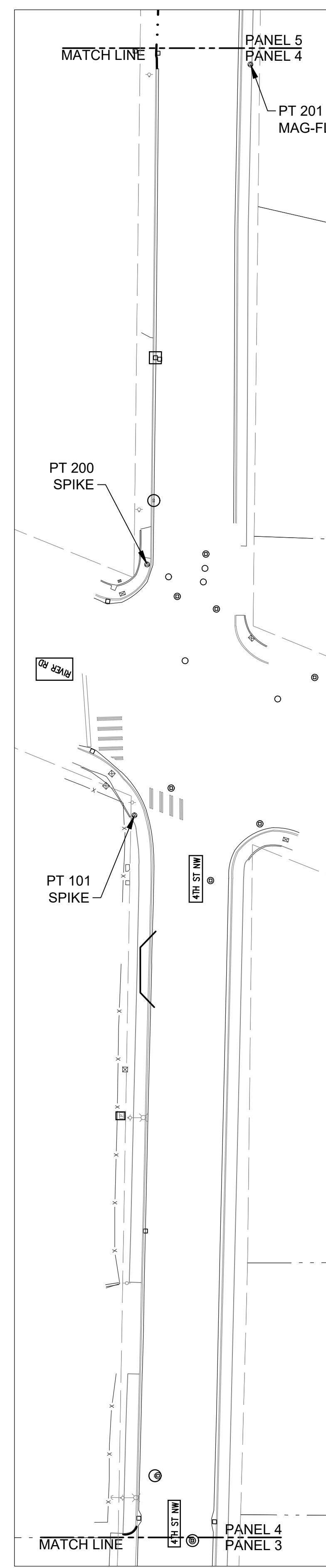
PANEL 1 PLAN
SCALE: 1" = 40'



PANEL 2 PLAN
SCALE: 1" = 40'



PANEL 2 PLAN
SCALE: 1" = 40'



PANEL 4 PLAN
SCALE: 1" = 40'



PANEL 5 PLAN
SCALE: 1" = 40'



SEATTLE, WASHINGTON

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**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

REV	DATE	DESCRIPTION

DESIGNED: K. DEVENDORF

DRAWN: K.TOLLE

CHECKED: A. DORN

CHECKED:

APPROVED:

FILENAME
155892-G-03.DWG

BC PROJECT NUMBER
155892

CLIENT PROJECT NUMBER

GENERAL

SURVEY CONTROL PLAN

DRAWING NUMBER

G-03

SHEET NUMBER OF 16

3

GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL LAWS. COMPLY WITH OSHA CONSTRUCTION STANDARDS, PART 1926, SUBPART P, EXCAVATIONS, TRENCHING, AND SHORING.
2. CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES IN THE VICINITY OF WORK.
3. STAGING AND MATERIALS STORAGE AREAS SHALL BE SECURED DURING CONSTRUCTION.
4. PROTECTION OF THE ENVIRONMENT: NO CONSTRUCTION RELATED ACTIVITY SHALL CONTRIBUTE TO THE DEGRADATION OF THE ENVIRONMENT, ALLOW MATERIAL TO ENTER SURFACE OF GROUND WATERS, OR ALLOW PARTICULATE EMISSIONS TO THE ATMOSPHERE, WHICH EXCEED STATE OF FEDERAL STANDARDS. ANY ACTIONS THAT POTENTIALLY ALLOW A DISCHARGE TO STATE WATERS MUST HAVE PRIOR APPROVAL OF THE WASHINGTON STATE DEPARTMENT OF ECOLOGY.
5. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE CITY OF PUYALLUP'S REQUIREMENTS AND SPECIFICATIONS.
6. STANDARD PLANS SHALL BE THE LATEST EDITION AND SPECIFICATIONS SHALL BE 2021 WSDOT/APWA AS MODIFIED BY THE CITY OF PUYALLUP, INCLUDING PUYALLUP STANDARD DETAILS. A COPY OF THESE APPROVED PLANS AND APPLICABLE DETAILS SHALL BE ON SITE DURING CONSTRUCTION.
7. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL CALL ONE-CALL (811) FOR UTILITY LOCATIONS.
8. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL ON-SITE STORM WATER RUNOFF BY USING TEMPORARY OR PERMANENT DRAINAGE EROSION/SILTATION CONTROL PROCEDURES.
9. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE TRUE DEPTHS AND LOCATIONS OF ALL UNDERGROUND UTILITIES.



SEATTLE, WASHINGTON

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CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN

REVISIONS

REV	DATE	DESCRIPTION

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AT FULL SIZE

DESIGNED: K. DEVENDORF

DRAWN: K. TOLL

CHECKED: A. DORN

CHECKED:

APPROVED:

FILENAME
155892-G-04.DWG
BC PROJECT NUMBER
155892
CLIENT PROJECT NUMBER

GENERAL

GENERAL NOTES

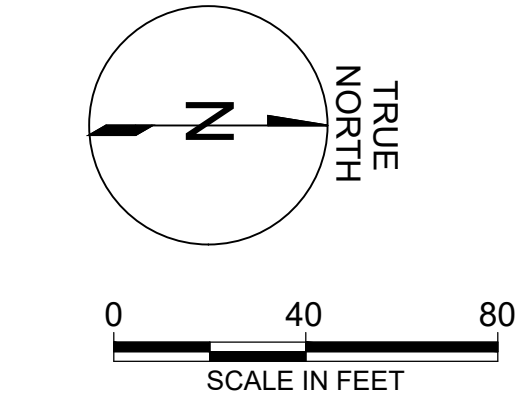
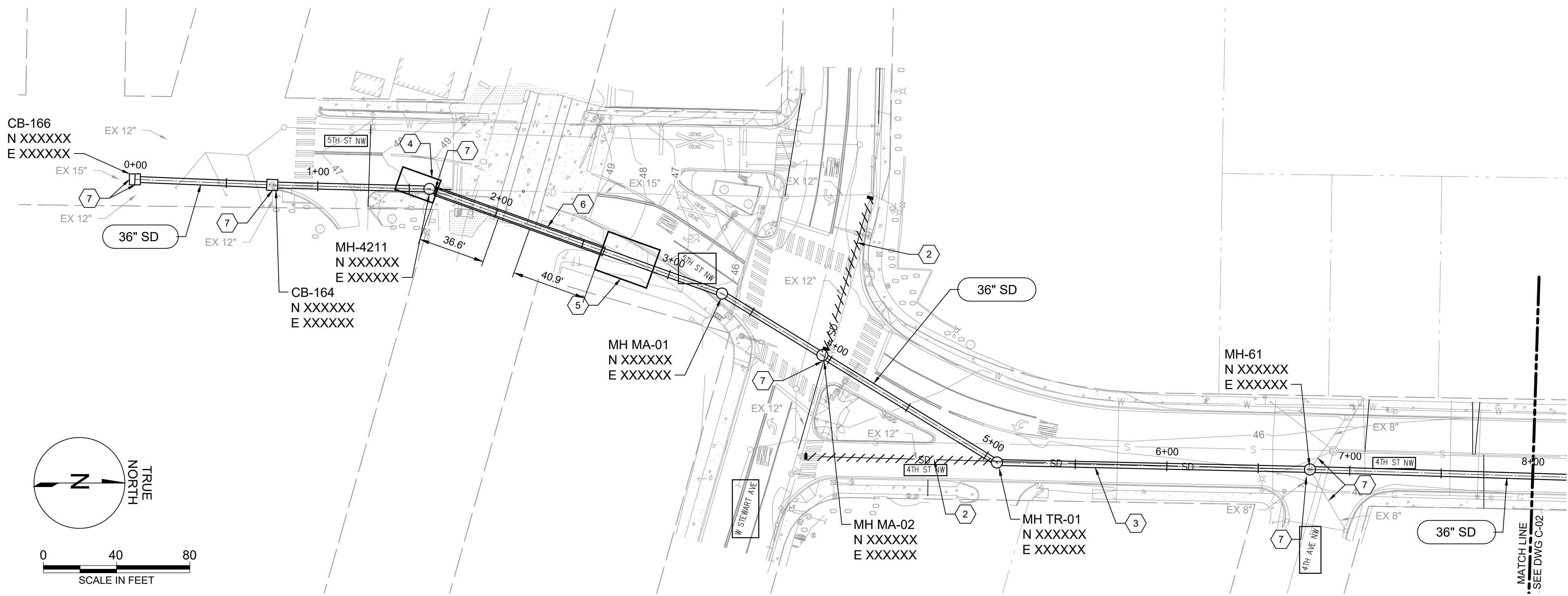
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G-04

4 SHEET NUMBER OF 16

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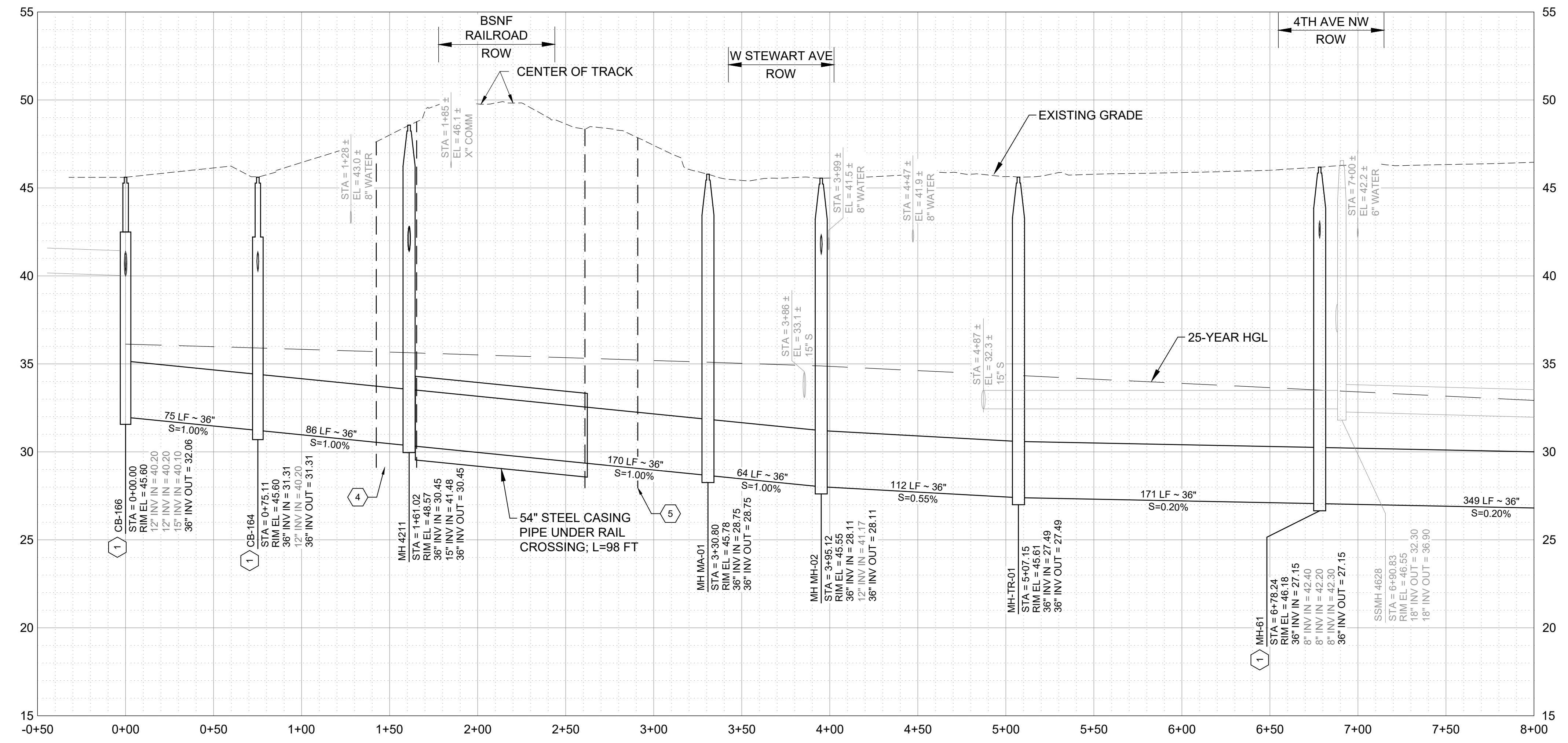
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PLAN
SCALE: 1" = 40'

- GENERAL NOTES:**
1. STORM DRAIN PIPING IS GENERALLY DEEPER THAN ALL CROSSING AND PARALLEL UTILITIES. PROTECT ALL EXISTING LINES DURING CONSTRUCTION.
 2. ALL CATCH BASINS ON PIPE ALIGNMENT SHALL HAVE MINIMUM INSIDE DIMENSIONS OF 5 FT X 5 FT AND MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.04.
 3. ALL CATCH BASIN GRATES SHALL BE IN ACCORDANCE WITH PUYALLUP STANDARD DETAIL 02.01.05.
 4. ALL MANHOLES WITHOUT INSIDE DROPS SHALL HAVE AN INSIDE DIAMETER OF 6 FT AND MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.01. ALL MANHOLES WITH INSIDE DROPS SHALL HAVE AN INSIDE DIAMETER OF 6 FT MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.01 AND AN INSIDE DROP PIPE AS SHOWN IN PUYALLUP STANDARD DETAIL 04.01.02.
 5. ALL SD STRUCTURES SHALL BE CONSTRUCTED TO COUNTER BUOYANCY FORCES DUE TO HIGH GROUNDWATER. REFER TO THE GEOTECHNICAL INVESTIGATION REPORT FOR GROUNDWATER LEVELS.
 6. COORDINATE POINTS AND STATIONING ARE AT THE CENTER POINT OF STRUCTURES.

- KEY NOTES:**
1. PROVIDE INSIDE DROP PIPE.
 2. PLUG FULL DIAMETER OF PIPE AT UPSTREAM STRUCTURE TO A DISTANCE OF 3 PIPE DIAMETERS WITH COMMERCIAL CONCRETE.
 3. DEMOLISH AND REMOVE EX. SD LOCATED WITHIN TRENCHING LIMITS.
 4. RECEIVING PIT, APPROXIMATELY 22 FT X 13 FT.
 5. BORING PIT, APPROXIMATELY 30 FT X 22 FT.
 6. 54" STEELCASING PIPE UNDER RAIL CROSSING. SEE DETAIL B/C-09.
 7. CONNECT EXISTING PIPE TO SD STRUCTURE.



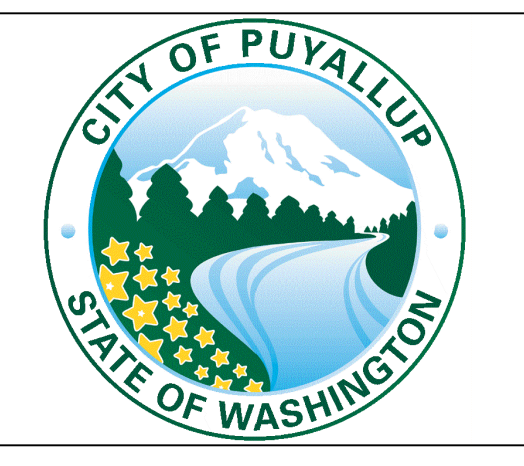
PROFILE
SCALE: H:1" = 40', V:1" = 4'

**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**



SEATTLE, WASHINGTON

30% REVIEW



**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

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DESIGNED: K. DEVENDORF
DRAWN: K. TOLLE
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CHECKED:
APPROVED:
FILENAME: 155892-C-01.DWG
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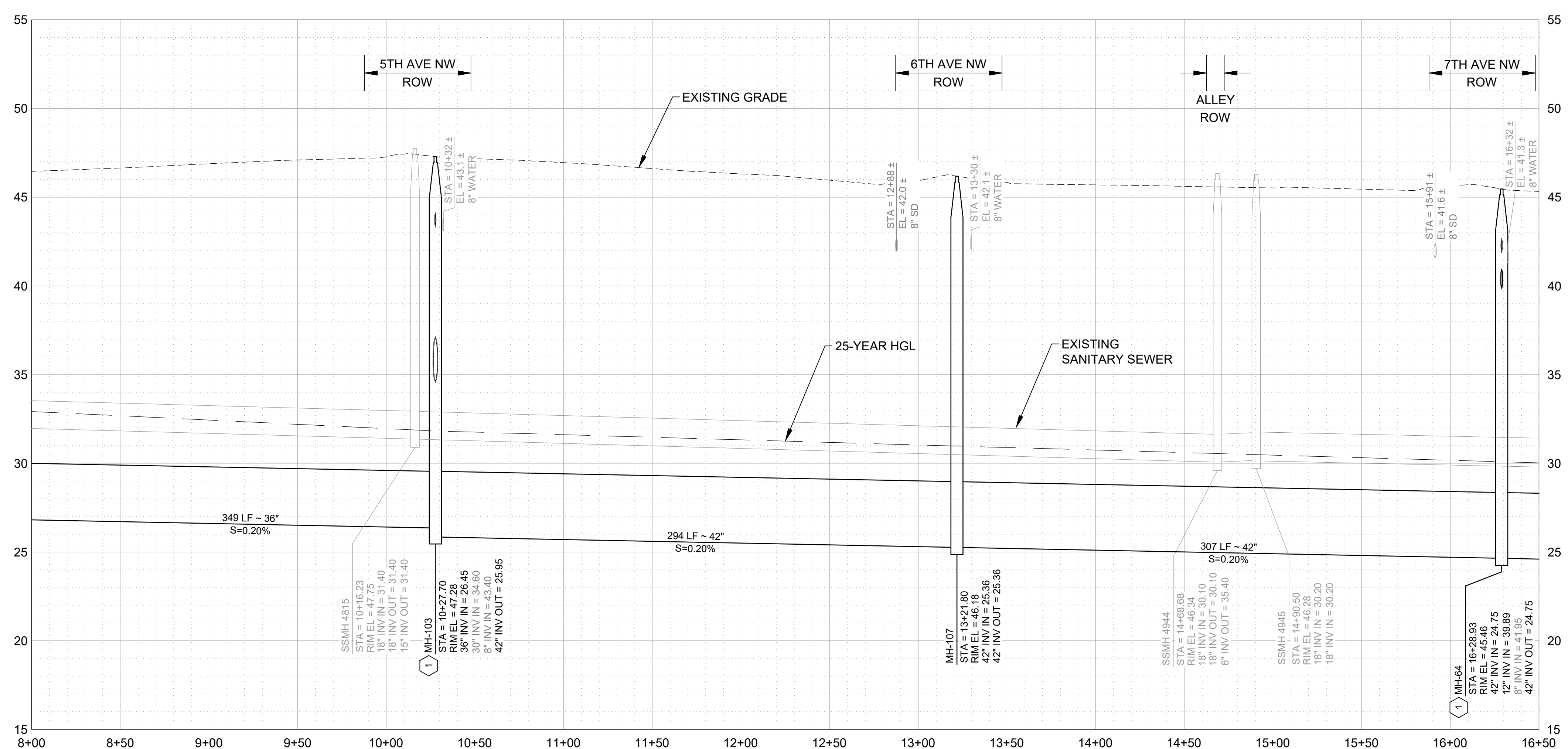
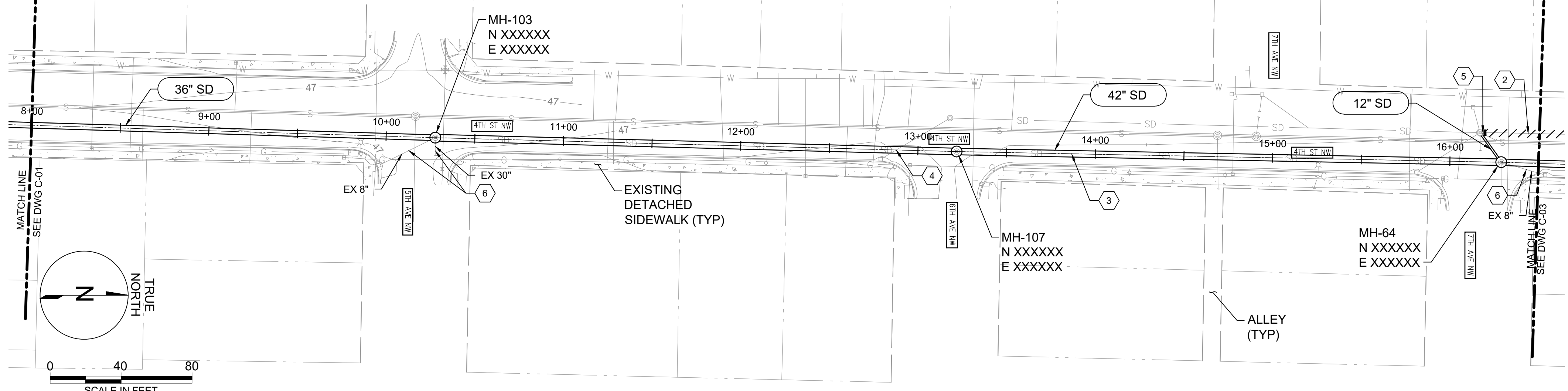
CIVIL

**STORMWATER
PIPING PLAN AND
PROFILE - 1**

DRAWING NUMBER
C-01
SHEET NUMBER OF 16

Path: C:\BCP\W\155892-C-01.DWG PLOT DATE: 1/14/2021 4:51 PM CAD USER: ROBERT HUNT

Path: C:\BPC\DWG\155892-C-02.DWG PLOT DATE: 11/14/2021 4:49 PM CAD USER: ROBERT HUNT



GENERAL NOTES:

1. STORM DRAIN PIPING IS GENERALLY DEEPER THAN ALL CROSSING AND PARALLEL UTILITIES. PROTECT ALL EXISTING LINES DURING CONSTRUCTION.
2. ALL CATCH BASINS ON PIPE ALIGNMENT SHALL HAVE MINIMUM INSIDE DIMENSIONS OF 5 FT X 5 FT AND MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.04.
3. ALL CATCH BASIN GRATES SHALL BE IN ACCORDANCE WITH PUYALLUP STANDARD DETAIL 02.01.05.
4. ALL MANHOLES WITHOUT INSIDE DROPS SHALL HAVE AN INSIDE DIAMETER OF 6 FT AND MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.01. ALL MANHOLES WITH INSIDE DROPS SHALL HAVE AN INSIDE DIAMETER OF 6 FT MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.01 AND AN INSIDE DROP PIPE AS SHOWN IN PUYALLUP STANDARD DETAIL 04.01.02.
5. ALL SD STRUCTURES SHALL BE CONSTRUCTED TO COUNTER BUOYANCY FORCES DUE TO HIGH GROUNDWATER. REFER TO THE GEOTECHNICAL INVESTIGATION REPORT FOR GROUNDWATER LEVELS.
6. COORDINATE POINTS AND STATIONING ARE AT THE CENTER POINT OF STRUCTURES.

KEY NOTES:

1. PROVIDE INSIDE DROP PIPE.
2. PLUG FULL DIAMETER OF PIPE AT UPSTREAM STRUCTURE TO A DISTANCE OF 3 PIPE DIAMETERS WITH COMMERCIAL CONCRETE.
3. DEMOLISH AND REMOVE EX. SD LOCATED WITHIN TRENCHING LIMITS.
4. EX. SD CROSSING DOES NOT CONNECT INTO 42" SD.
5. CONNECT EX MH TO MH-64 WITH 12" PVC SD.
6. CONNECT EXISTING PIPE TO SD STRUCTURE.



SEATTLE, WASHINGTON

30% REVIEW



**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

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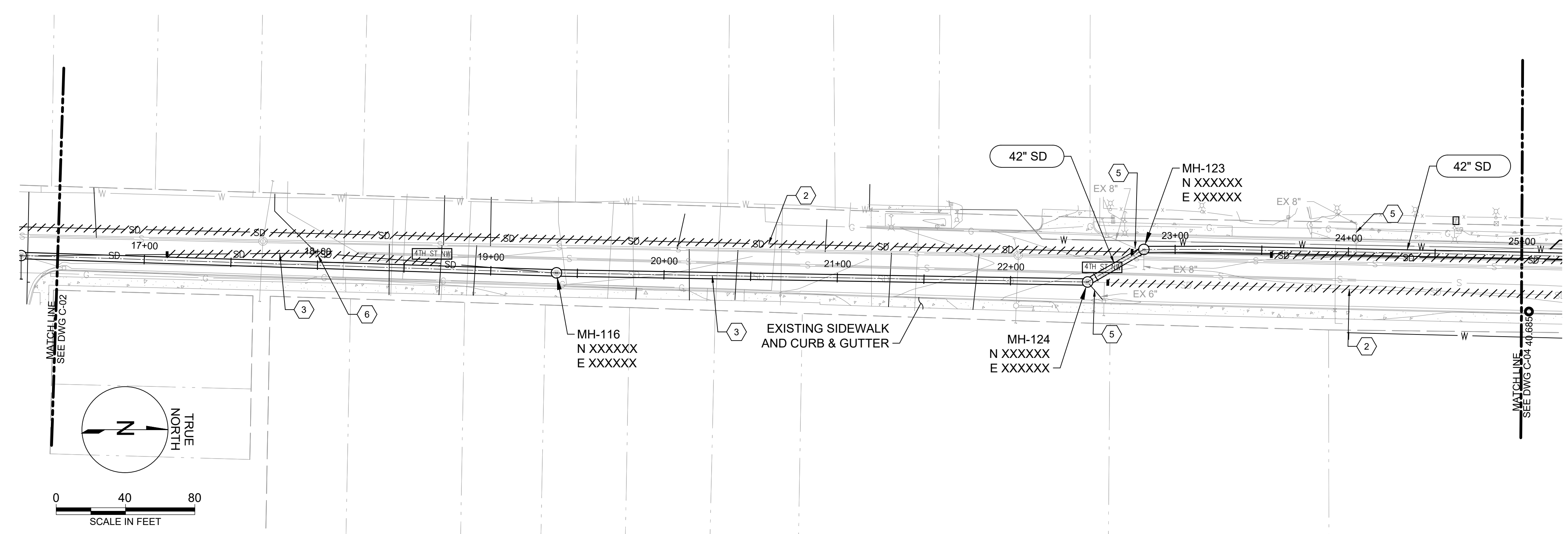
DESIGNED: K. DEVENDORF
 DRAWN: K. TOLLE
 CHECKED: A. DORN
 CHECKED:
 APPROVED:
 FILENAME: 155892-C-02.DWG
 BC PROJECT NUMBER: 155892
 CLIENT PROJECT NUMBER:

CIVIL

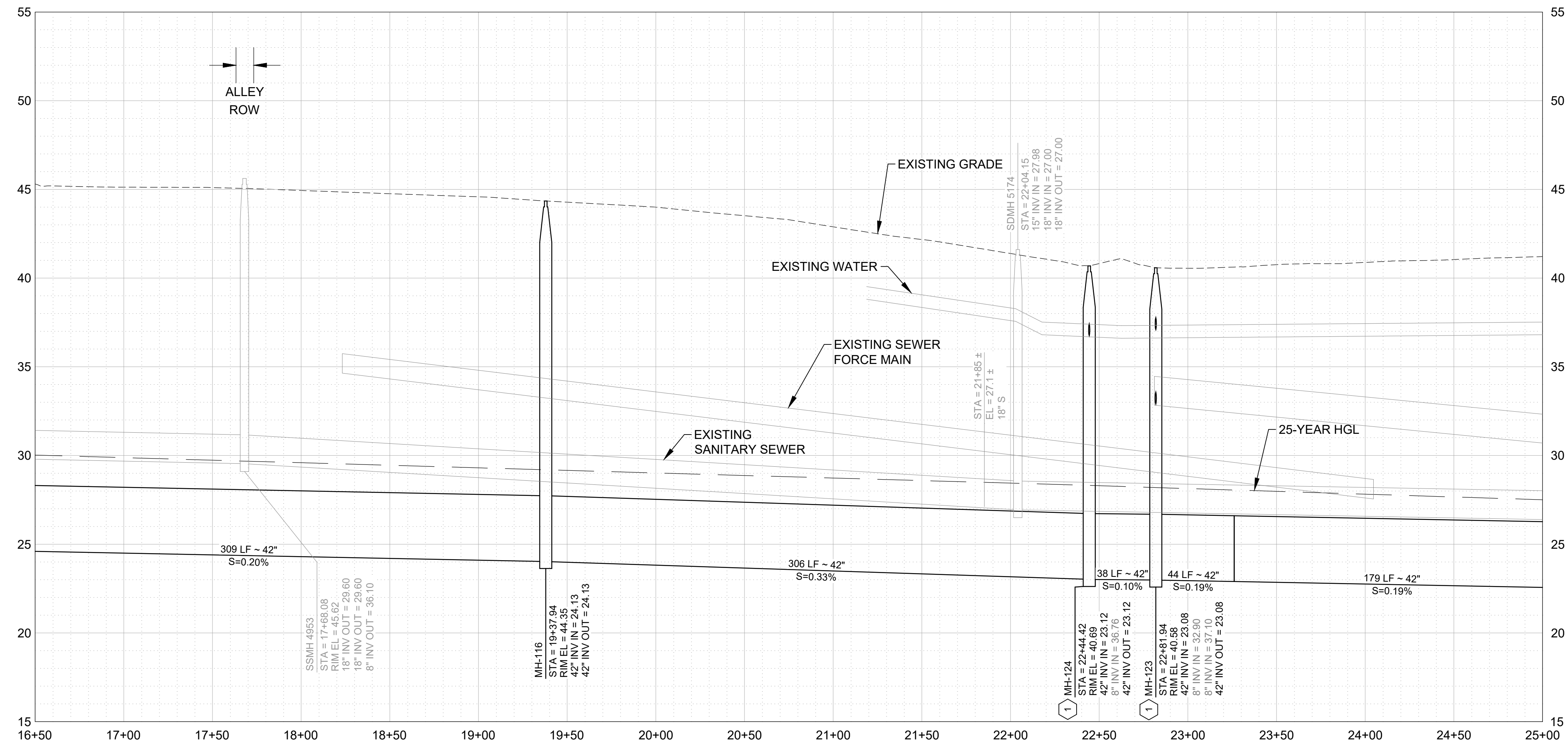
**STORMWATER
PIPING PLAN AND
PROFILE - 2**

DRAWING NUMBER: **C-02**
 SHEET NUMBER OF: **6** OF **16**

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PLAN
SCALE: 1" = 40'



PROFILE
SCALE: H:1" = 40', V:1" = 4'

GENERAL NOTES:

1. STORM DRAIN PIPING IS GENERALLY DEEPER THAN ALL CROSSING AND PARALLEL UTILITIES. PROTECT ALL EXISTING LINES DURING CONSTRUCTION.
2. ALL CATCH BASINS ON PIPE ALIGNMENT SHALL HAVE MINIMUM INSIDE DIMENSIONS OF 5 FT X 5 FT AND MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.04.
3. ALL CATCH BASIN GRATES SHALL BE IN ACCORDANCE WITH PUYALLUP STANDARD DETAIL 02.01.05.
4. ALL MANHOLES WITHOUT INSIDE DROPS SHALL HAVE AN INSIDE DIAMETER OF 6 FT AND MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.01. ALL MANHOLES WITH INSIDE DROPS SHALL HAVE AN INSIDE DIAMETER OF 6 FT MEET THE REQUIREMENTS OF PUYALLUP STANDARD DETAIL 02.01.01 AND AN INSIDE DROP PIPE AS SHOWN IN PUYALLUP STANDARD DETAIL 04.01.02.
5. ALL SD STRUCTURES SHALL BE CONSTRUCTED TO COUNTER BUOYANCY FORCES DUE TO HIGH GROUNDWATER. REFER TO THE GEOTECHNICAL INVESTIGATION REPORT FOR GROUNDWATER LEVELS.
6. COORDINATE POINTS AND STATIONING ARE AT THE CENTER POINT OF STRUCTURES.

KEY NOTES:

1. PROVIDE INSIDE DROP PIPE.
2. PLUG FULL DIAMETER OF PIPE AT UPSTREAM STRUCTURE TO A DISTANCE OF 3 PIPE DIAMETERS WITH COMMERCIAL CONCRETE.
3. DEMOLISH AND REMOVE EX. SD LOCATED WITHIN TRENCHING LIMITS.
4. CONNECT EX MH TO MH-124 WITH 12" PVC SD. FLOW FROM EX CB SHALL REMAIN OPEN.
5. CONNECT EXISTING PIPE TO SD STRUCTURE.
6. DEMOLISH AND REMOVE EX. STORM MH LOCATED WITHIN TRENCHING LIMITS.



SEATTLE, WASHINGTON

30% REVIEW



**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

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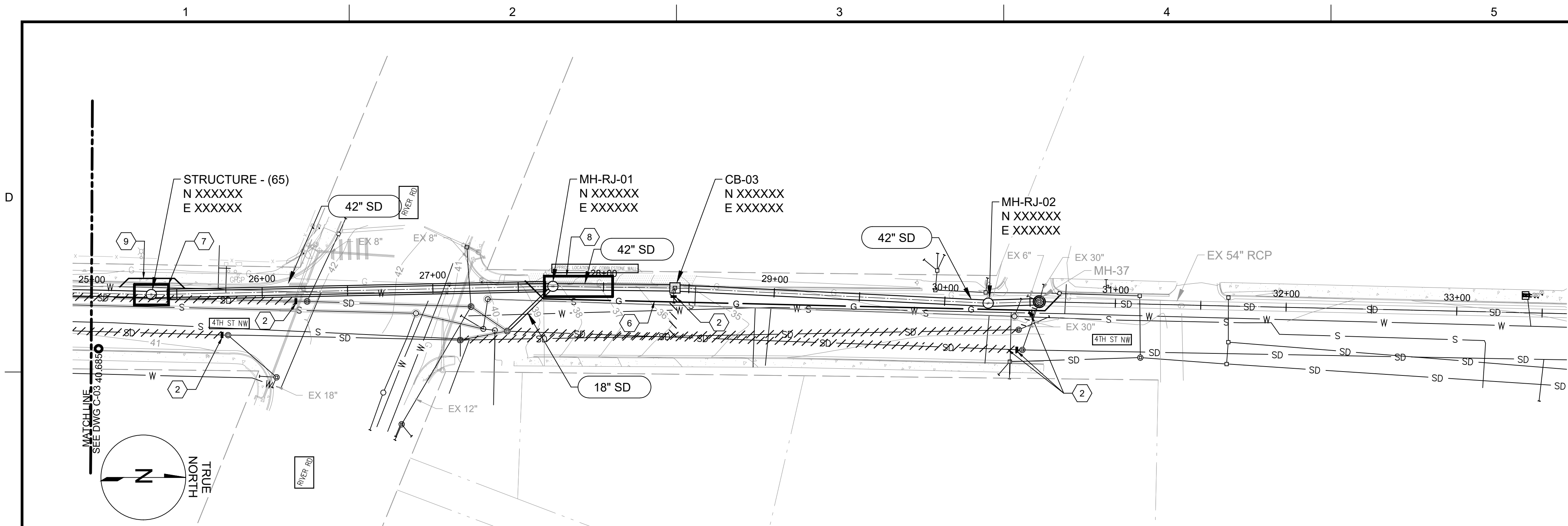
DESIGNED: K. DEVENDORF
 DRAWN: K. TOLLE
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 FILENAME: 155892-C-03.DWG
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CIVIL

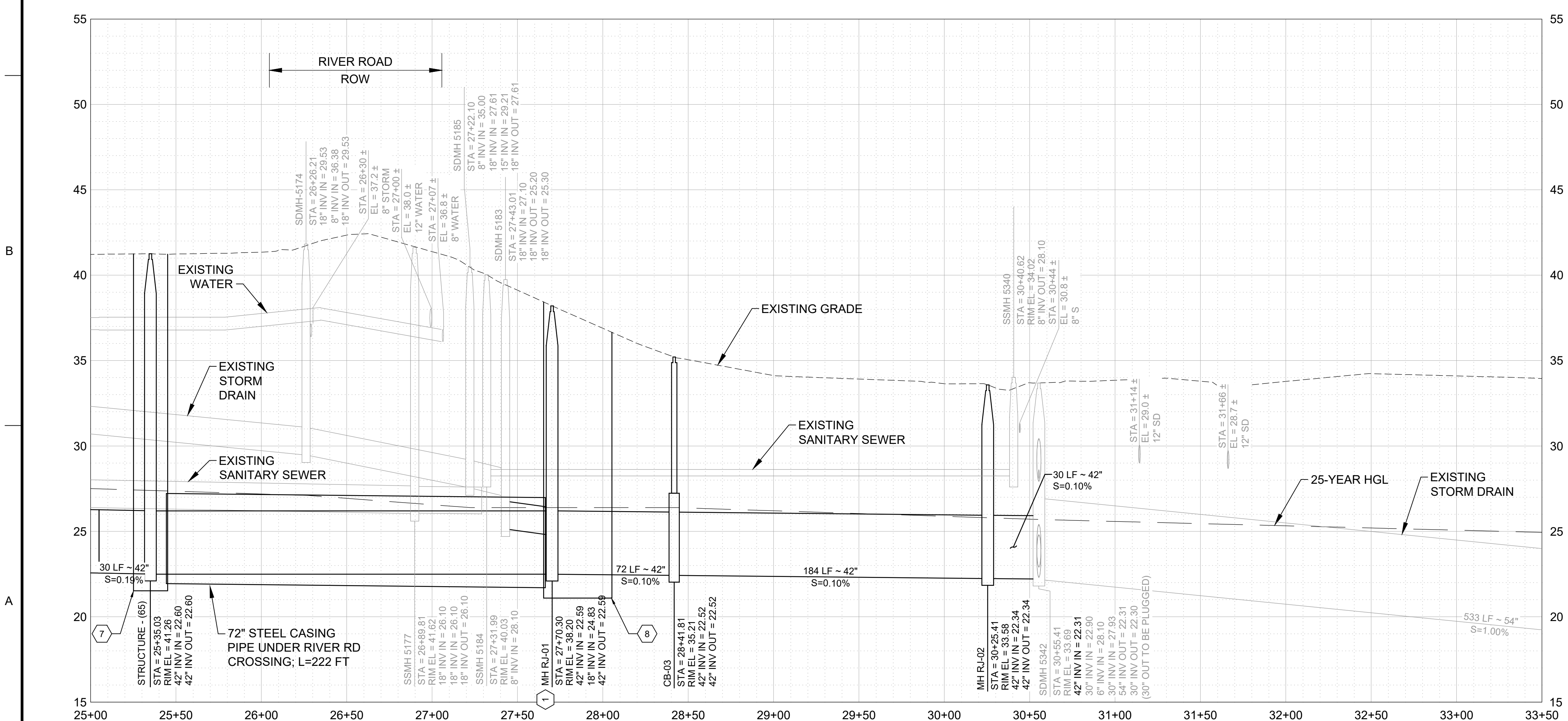
**STORMWATER
PIPING PLAN AND
PROFILE - 3**

DRAWING NUMBER
C-03
SHEET NUMBER OF
7 OF 16

Path: C:\BPC\DWG\155892-C-04.DWG PLOT DATE: 1/14/2021 4:43 PM CAD USER: ROBERT HUNT



PLAN
SCALE: 1" = 40'



PROFILE
SCALE: H:1" = 40', V:1" = 4'

GENERAL NOTES:

1. STORM DRAIN PIPING IS GENERALLY DEEPER THAN ALL CROSSING AND PARALLEL UTILITIES. PROTECT ALL EXISTING LINES DURING CONSTRUCTION.
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KEY NOTES:

1. PROVIDE INSIDE DROP PIPE.
2. PLUG FULL DIAMETER OF PIPE AT UPSTREAM STRUCTURE TO A DISTANCE OF 3 PIPE DIAMETERS WITH COMMERCIAL CONCRETE.
3. DEMOLISH AND REMOVE EX. SD LOCATED WITHIN TRENCHING LIMITS.
4. DEMOLISH AND REMOVE EX. STORM MH LOCATED WITHIN TRENCHING LIMITS.
5. CONNECT EXISTING PIPE TO SD STRUCTURE.
6. REROUTE GAS LINE, BY OTHERS.
7. RECEIVING PIT, APPROXIMATELY 20 FT x 12 FT.
8. BORING PIT, APPROXIMATELY 40 FT x 12 FT.
9. TEMPORARILY REROUTE WATER LINE AROUND RECEIVING PIT.



SEATTLE, WASHINGTON

30% REVIEW



**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

REV	DATE	DESCRIPTION

DESIGNED: T. ROSSILLON
DRAWN: R. JOHNSON
CHECKED: A. LEAVITT
CHECKED:

APPROVED:
FILENAME
155892-C-04.DWG
BC PROJECT NUMBER
155892
CLIENT PROJECT NUMBER

CIVIL
**STORMWATER
PIPING PLAN AND
PROFILE - 4**

DRAWING NUMBER
C-04
SHEET NUMBER OF
8 OF 16

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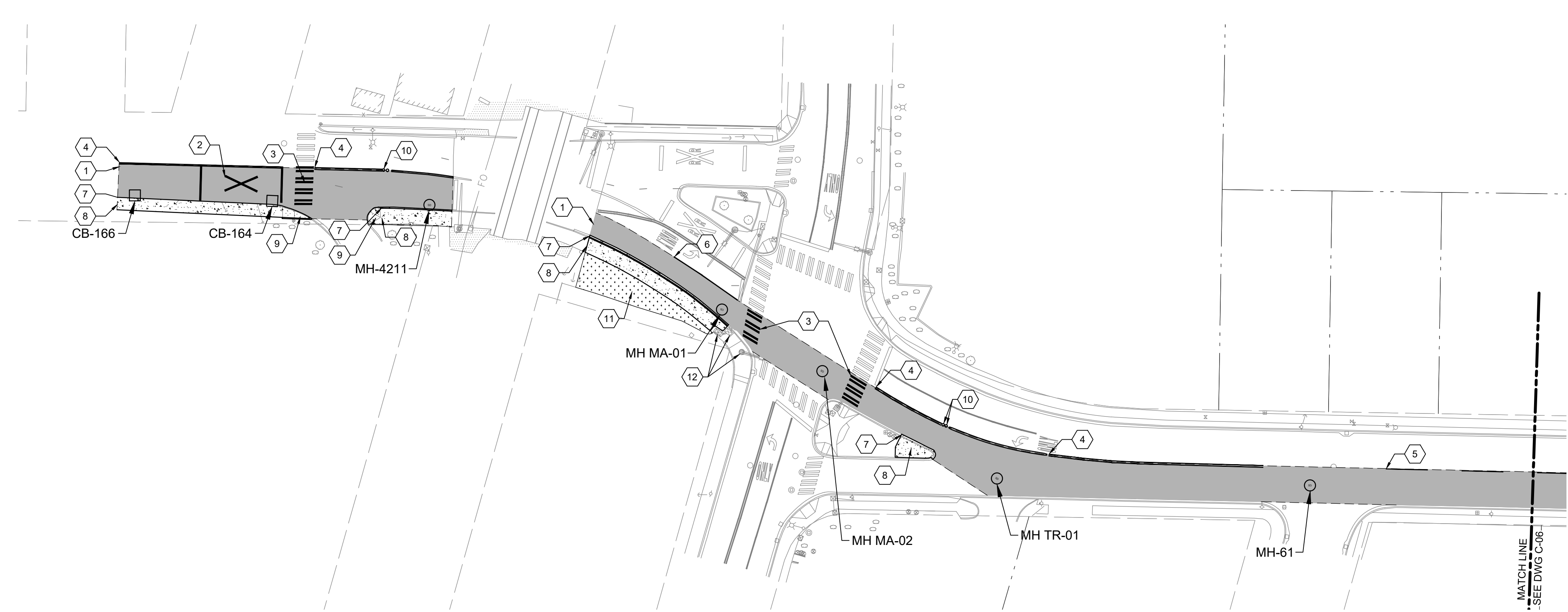
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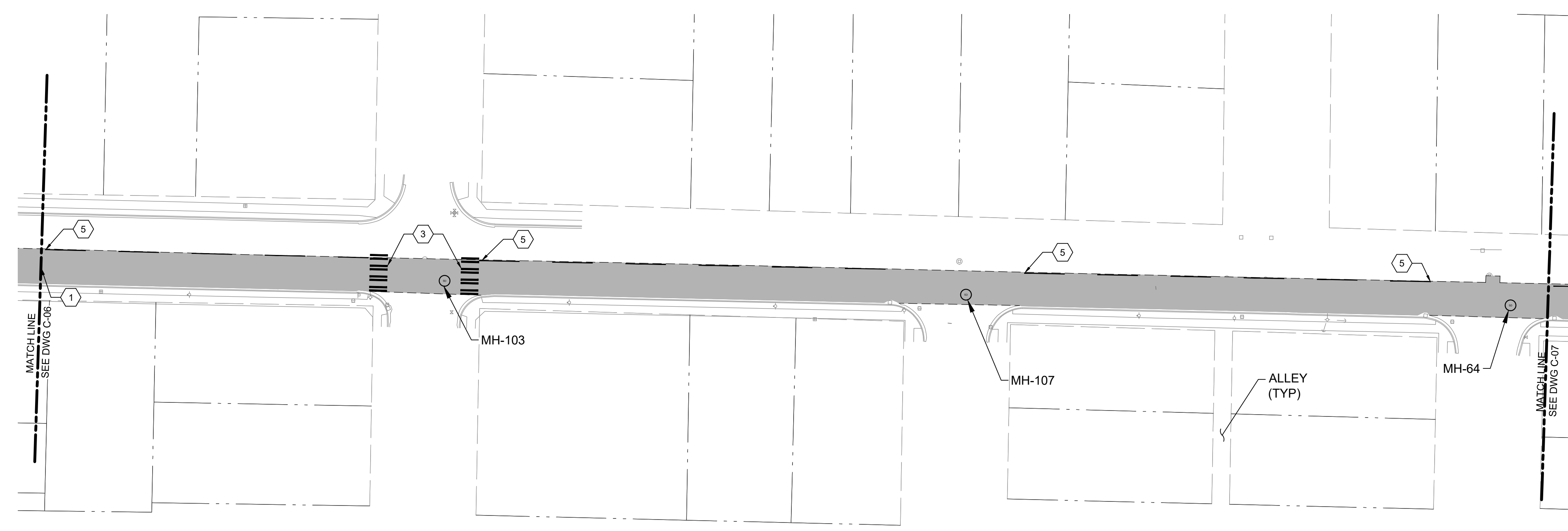
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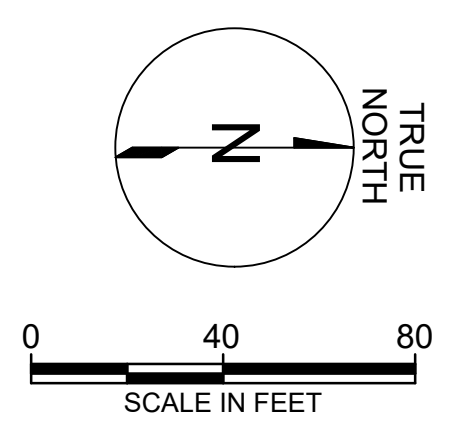
A



PLAN - 1
SCALE: 1" = 40'



PLAN - 2
SCALE: 1" = 40'



GENERAL NOTES:

1. TO ASSURE THAT ALL UTILITY COVERS ARE CORRECTLY IDENTIFIED AND CORRECTLY ADJUSTED TO FINISH GRADE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE ALL EXISTING UTILITY COVERS LOCATED PRIOR TO THE START OF WORK.
2. PROTECT ALL EXISTING UTILITIES, UNLESS NOTED OTHERWISE IN CONTRACT DOCUMENTS.
3. PAVEMENT MARKING LOCATIONS AND MATCH POINTS SHOWN ON PLANS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED.
4. MATCH EXISTING STRIPING AT PAVEMENT REPLACEMENT LIMITS.

KEY NOTES:

1. REPLACE AND PROVIDE ASPHALT PAVEMENT PER PUYALLUP STANDARD DETAILS 01.01.06 & 01.01.19.
2. PROVIDE RR CROSSING STRIPING ON NEW PAVEMENT PER PUYALLUP STANDARD DETAIL 01.03.12.
3. PROVIDE CROSSWALK STRIPING ON NEW PAVEMENT PER PUYALLUP STANDARD DETAIL 01.03.11.
4. PROVIDE DOUBLE 4" YELLOW STRIPING PER PUYALLUP STANDARD DETAIL 01.03.10.
5. PROVIDE SINGLE 4" YELLOW SKIP STRIPING PER PUYALLUP STANDARD DETAIL 01.03.10.
6. PROVIDE SINGLE 4" WHITE STRIPING PER PUYALLUP STANDARD DETAIL 01.03.10.
7. REPLACE AND PROVIDE CURB AND GUTTER PER PUYALLUP STANDARD DETAIL 01.02.09.
8. REPLACE AND PROVIDE SIDEWALK PER PUYALLUP STANDARD DETAIL 01.02.01. MATCH EXISTING WIDTH.
9. REPLACE AND PROVIDE CURB RAMP PER PUYALLUP STANDARD DETAIL 01.02.19.
10. REPLACE IN KIND FLEXIBLE GUIDEPOSTS AND MOUNTABLE CURB LANE DELINEATOR PER WSDOT STANDARD DETAILS M40.10-03 AND F10.64-03.
11. RESTORE LAWN AREA PER PUYALLUP DESIGN STANDARDS.
12. PROTECT TRAFFIC SIGNAL EQUIPMENT AND POLES.



SEATTLE, WASHINGTON

30% REVIEW



**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES AT FULL SIZE

DESIGNED: K. DEVENDORF
 DRAWN: K. TOLLE
 CHECKED: A. DORN
 CHECKED:
 APPROVED:

FILENAME: 155892-C-05.DWG
 BC PROJECT NUMBER: 155892
 CLIENT PROJECT NUMBER:

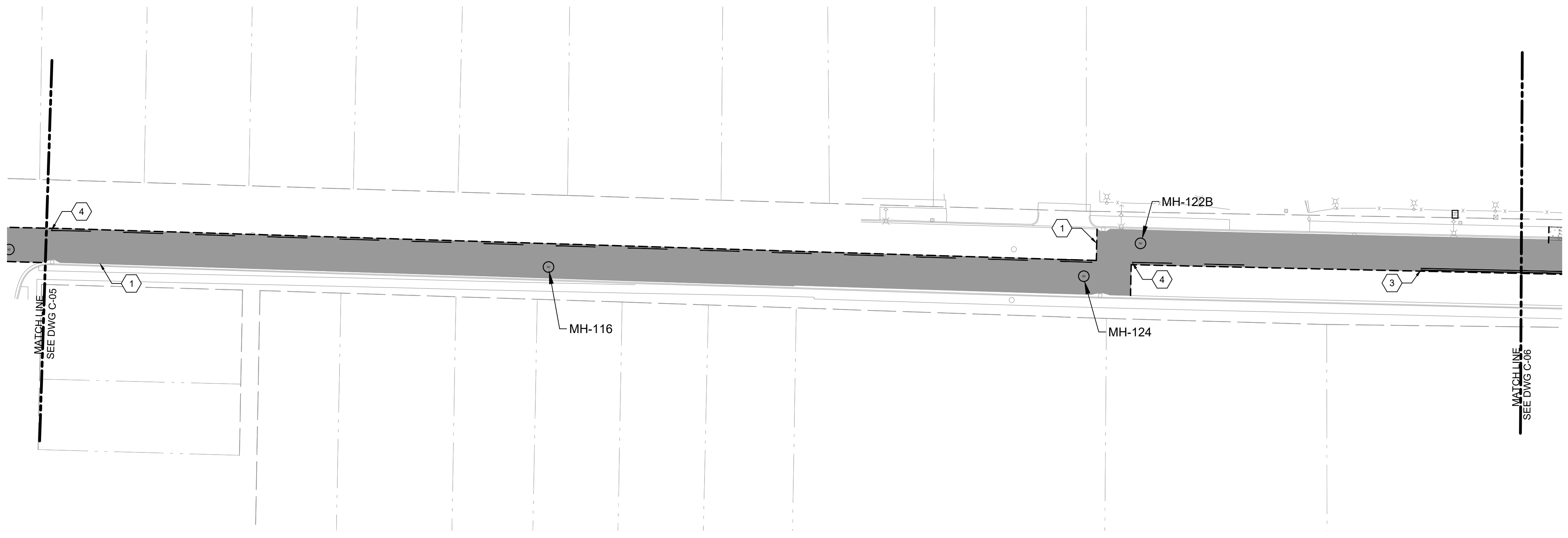
CIVIL

**RESTORATION
PLAN - 1**

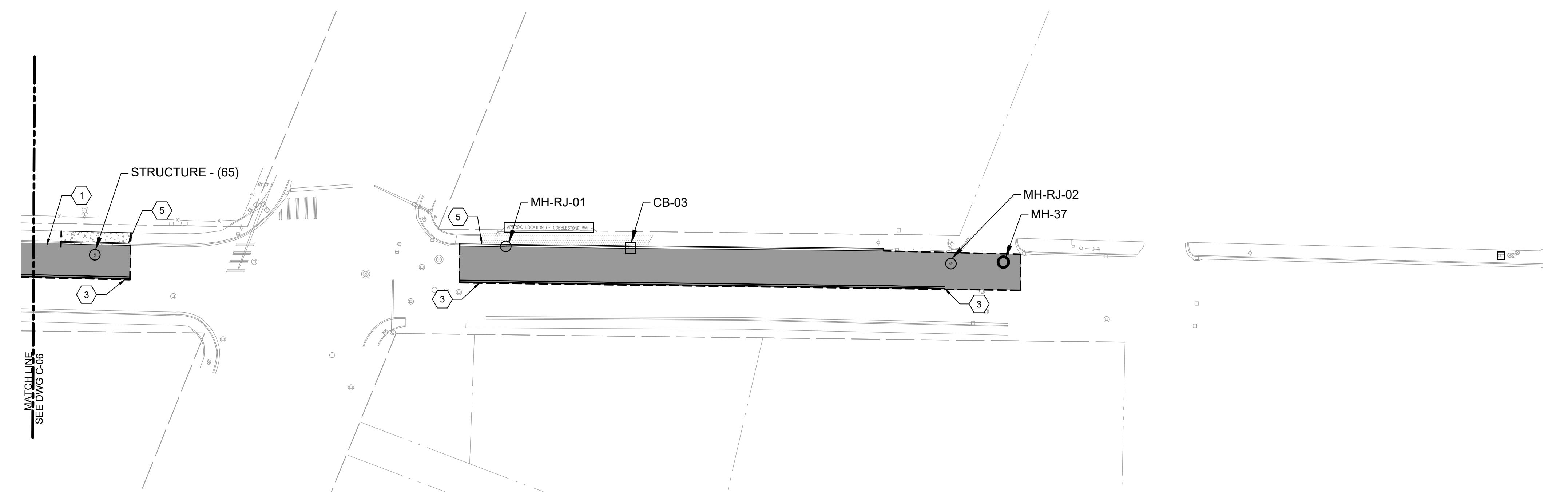
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 SHEET NUMBER OF: **9** OF **16**

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 CAD USER: ROBERT HUNT
 PLOT DATE: 1/14/2021 4:54 PM
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PLAN - 1
SCALE: 1" = 40'



PLAN - 2
SCALE: 1" = 40'

GENERAL NOTES:

1. TO ASSURE THAT ALL UTILITY COVERS ARE CORRECTLY IDENTIFIED AND CORRECTLY ADJUSTED TO FINISH GRADE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE ALL EXISTING UTILITY COVERS LOCATED PRIOR TO THE START OF WORK.
2. PROTECT ALL EXISTING UTILITIES, UNLESS NOTED OTHERWISE IN CONTRACT DOCUMENTS.
3. PAVEMENT MARKING LOCATIONS AND MATCH POINTS SHOWN ON PLANS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED.
4. MATCH EXISTING STRIPING AT PAVEMENT REPLACEMENT LIMITS.

KEY NOTES:

1. REPLACE AND PROVIDE ASPHALT PAVEMENT PER PUYALLUP STANDARD DETAILS 01.01.06 & 01.01.19.
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3. PROVIDE DOUBLE 4" YELLOW STRIPING PER PUYALLUP STANDARD DETAIL 01.03.10.
4. PROVIDE SINGLE 4" YELLOW SKIP STRIPING PER PUYALLUP STANDARD DETAIL 01.03.10.
5. REPLACE AND PROVIDE CURB AND GUTTER PER PUYALLUP STANDARD DETAIL 01.02.09.



SEATTLE, WASHINGTON

30% REVIEW



CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN

REVISIONS

REV	DATE	DESCRIPTION

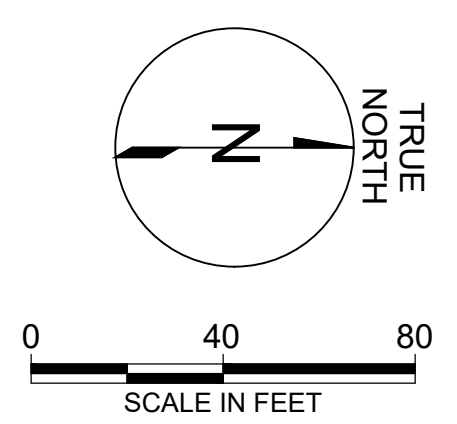
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DESIGNED: K. DEVENDORF
 DRAWN: K. TOLLE
 CHECKED: A. DORN
 APPROVED:

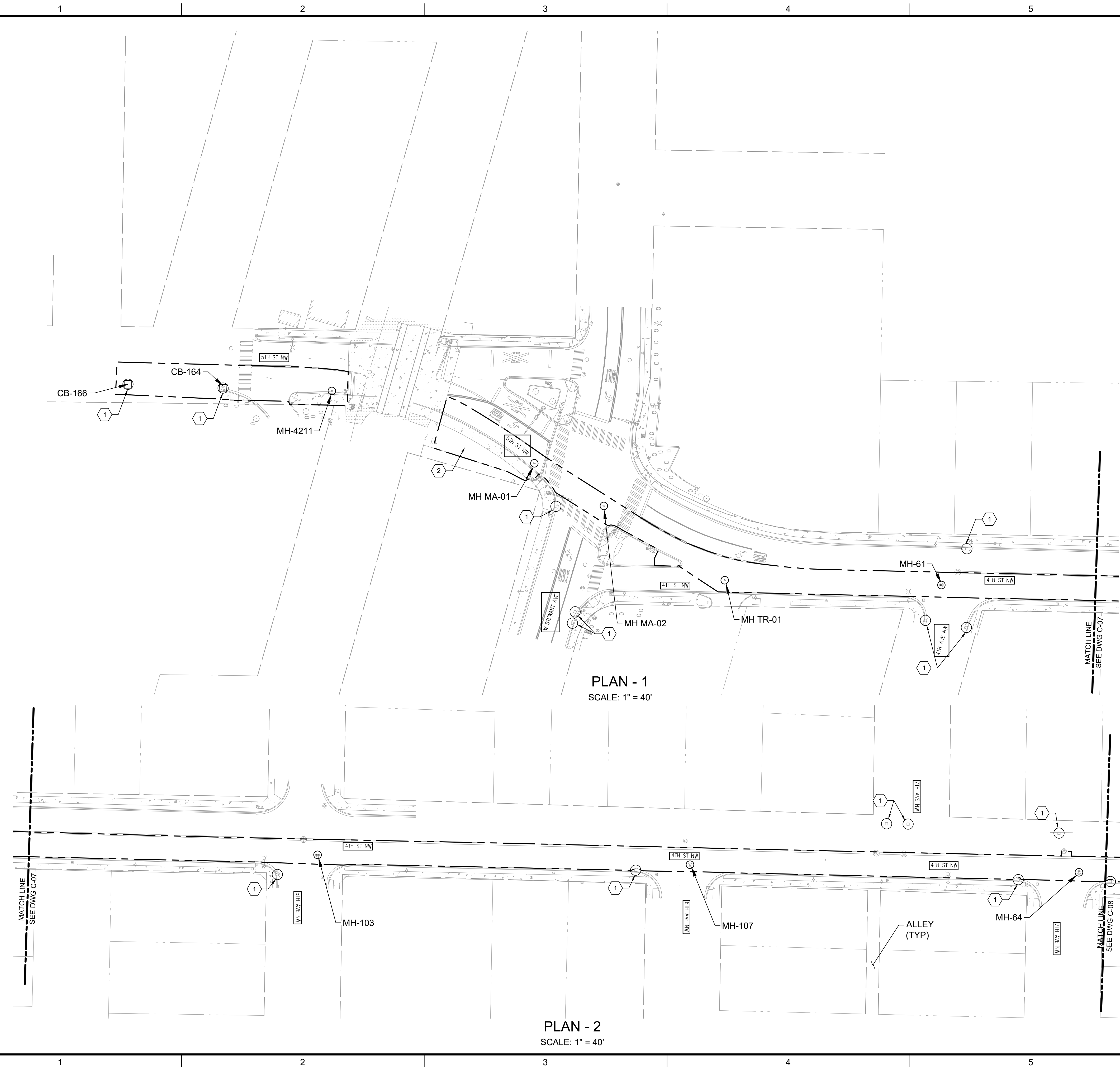
CIVIL

RESTORATION
PLAN - 2

DRAWING NUMBER
C-06
 SHEET NUMBER OF
 10 OF 16



Path: C:\BPCPW\155892-C-07.DWG PLOT DATE: 1/14/2021 4:57 PM CAD USER: ROBERT HUNT



GENERAL NOTES:

- ALL TEMPORARY EROSION CONTROL SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEANING AND/OR CONSTRUCTION IS COMPLETED AND SURFACE RESTORATION HAS BEEN COMPLETED.
- CLEARING AND GRUBBING LIMITS ARE DEFINED BY THE LIMITS OF DISTURBANCE.

KEY NOTES:

- INLET PROTECTION SHALL BE PROVIDED AFTER CATCH BASINS ARE INSTALLED.
- TEMPORARY GRASSING, PER SPECIFICATION, SHALL BE PROVIDED UNTIL PERMANENT GRASSING CAN BE ESTABLISHED.



SEATTLE, WASHINGTON

30% REVIEW



**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES AT FULL SIZE

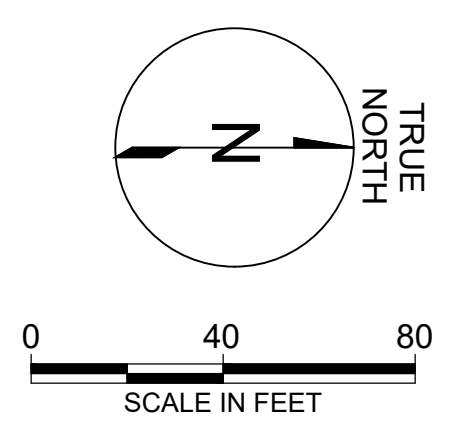
DESIGNED: K. DEVENDORF
 DRAWN: K. TOLLE
 CHECKED: A. DORN
 CHECKED:
 APPROVED:

FILENAME: 155892-C-07.DWG
 BC PROJECT NUMBER: 155892
 CLIENT PROJECT NUMBER:

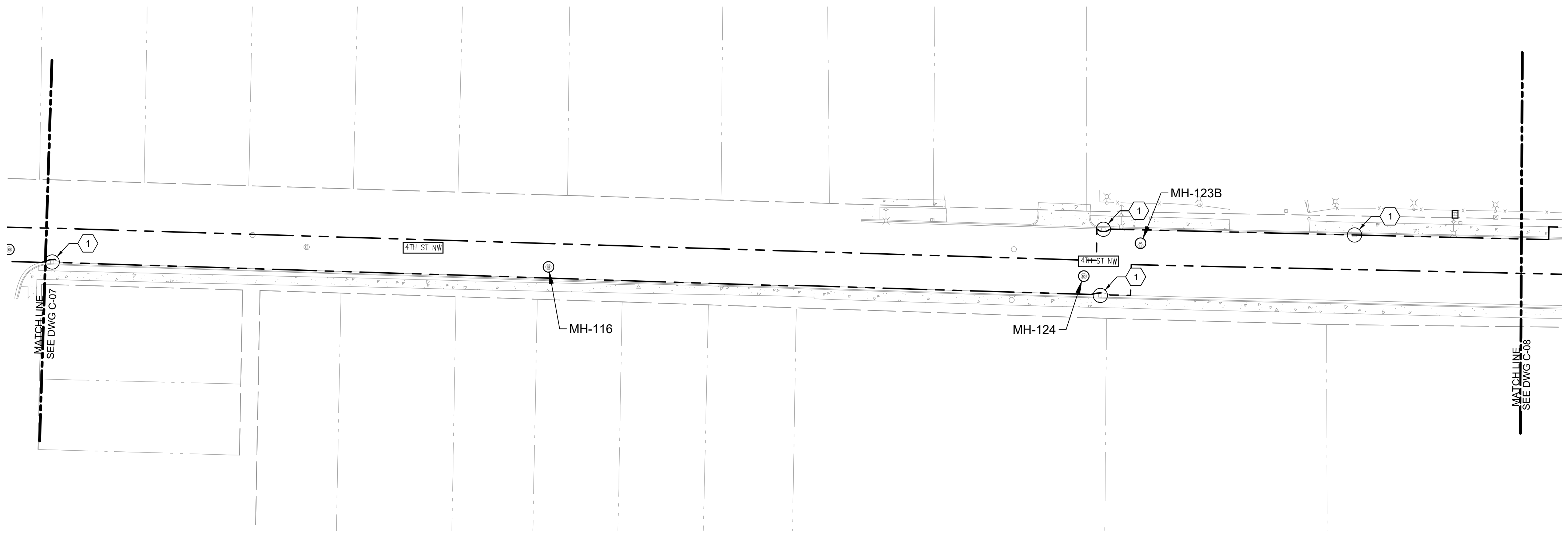
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TESC PLAN - 1

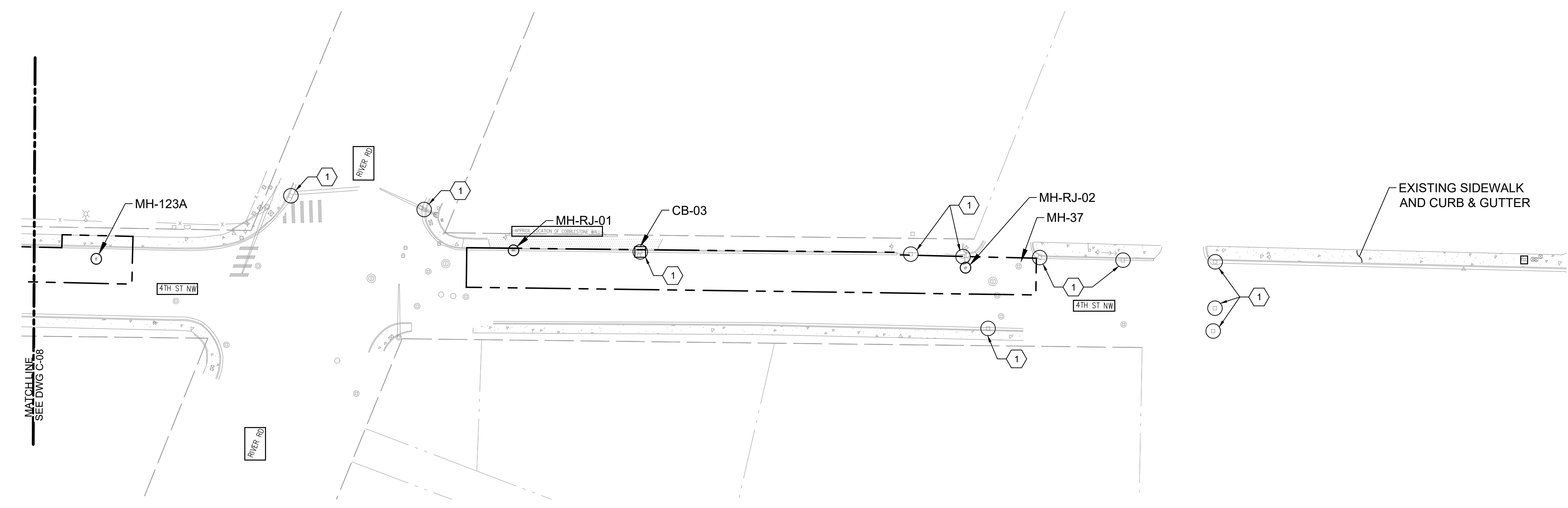
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 SHEET NUMBER OF: **11** OF **16**



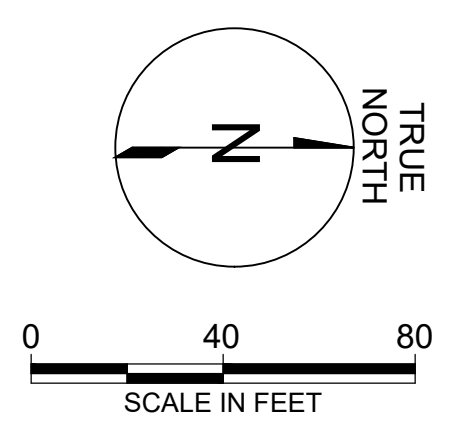
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PLAN - 1
SCALE: 1" = 40'



PLAN - 2
SCALE: 1" = 40'



GENERAL NOTES:

- ALL TEMPORARY EROSION CONTROL SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEANING AND/OR CONSTRUCTION IS COMPLETED AND SURFACE RESTORATION HAS BEEN COMPLETED.
- CLEARING AND GRUBBING LIMITS ARE DEFINED BY THE LIMITS OF DISTURBANCE.

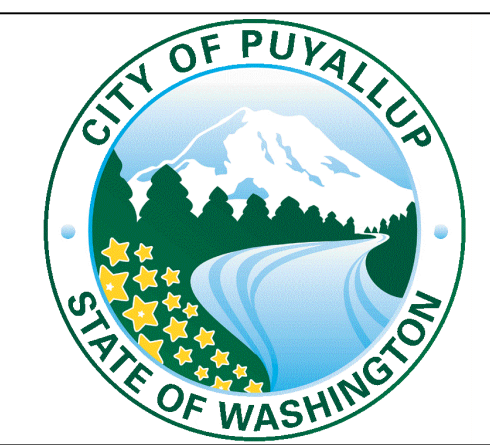
KEY NOTES:

- INLET PROTECTION SHALL BE PROVIDED AFTER CATCH BASINS ARE INSTALLED.



SEATTLE, WASHINGTON

30% REVIEW



**CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN**

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES AT FULL SIZE

DESIGNED: K. DEVENDORF

DRAWN: K. TOLLE

CHECKED: A. DORN

CHECKED:

APPROVED:

FILENAME

155892-C-08.DWG

BC PROJECT NUMBER

155892

CLIENT PROJECT NUMBER

CIVIL

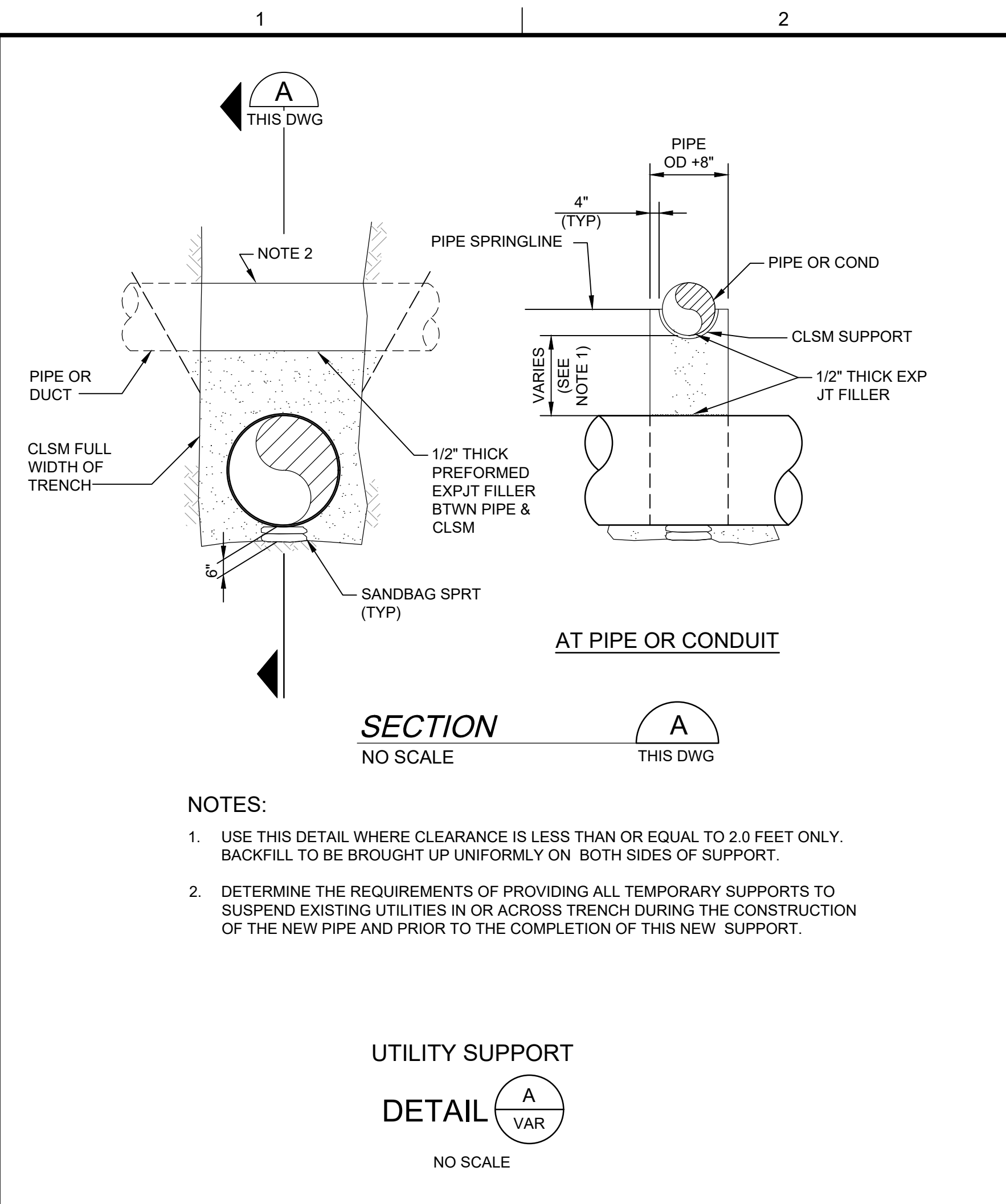
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DRAWING NUMBER

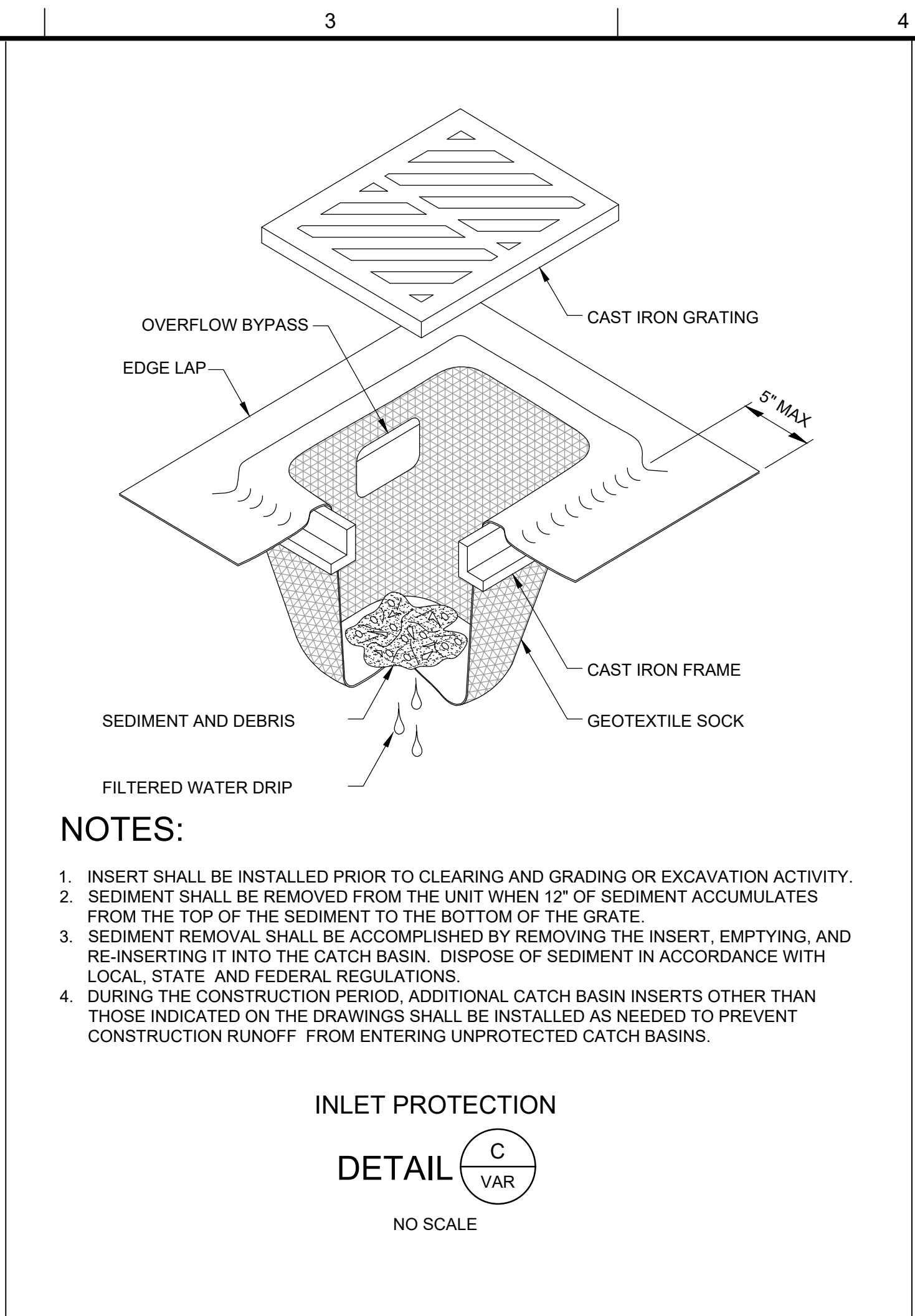
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12 SHEET NUMBER OF 16

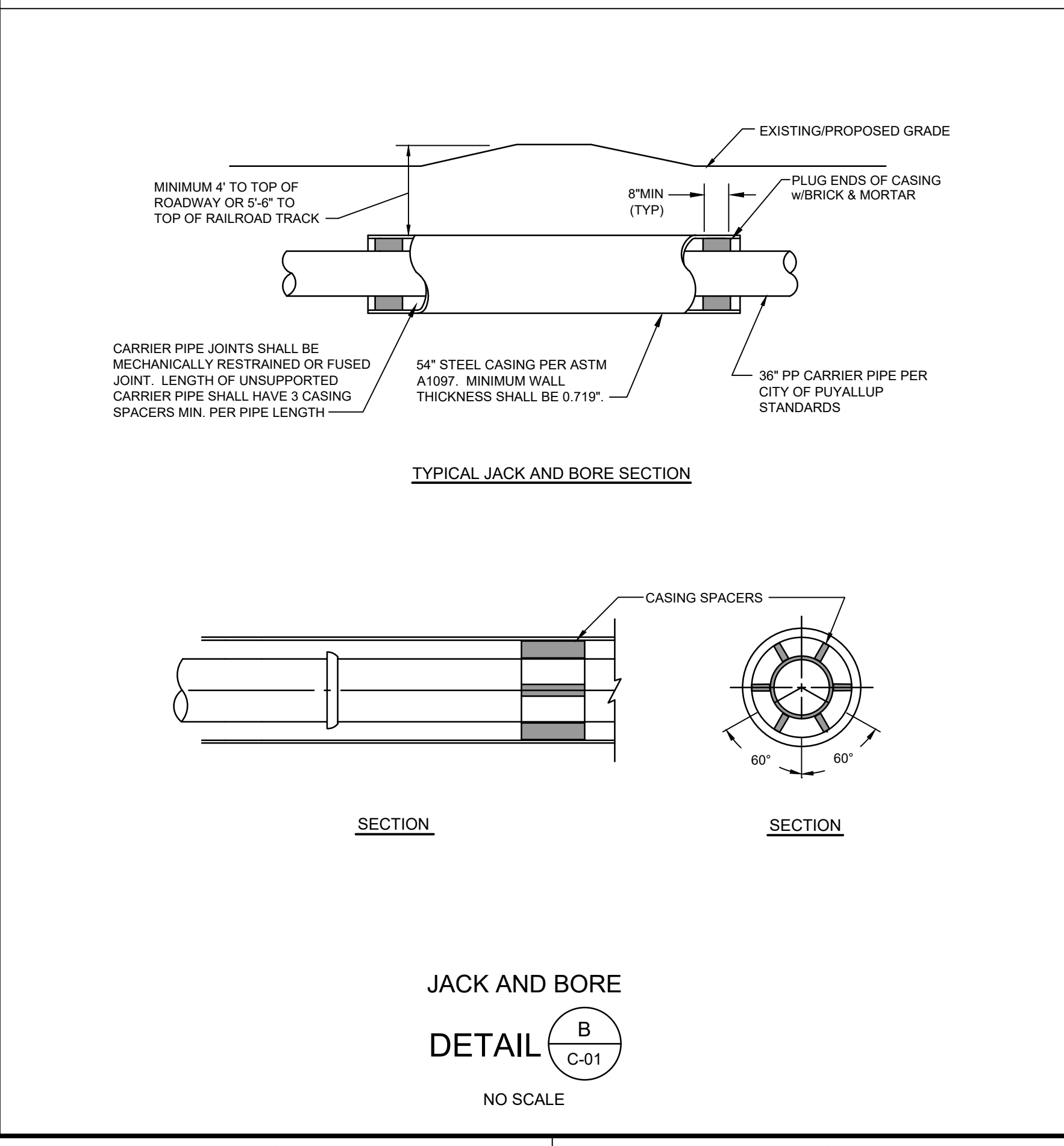
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 CAD USER: KEITH TOLLE
 PLOT DATE: 2/3/2021 2:36 PM
 FILENAME: 155892-C-09.DWG
 Path: C:\BPC\DWG\155892-C-09.DWG



UTILITY SUPPORT
DETAIL A
NO SCALE



INLET PROTECTION
DETAIL C
NO SCALE

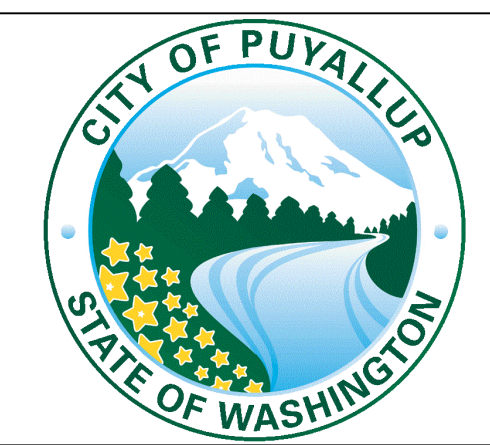


JACK AND BORE
DETAIL B
NO SCALE



SEATTLE, WASHINGTON

30% REVIEW



CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES AT FULL SIZE

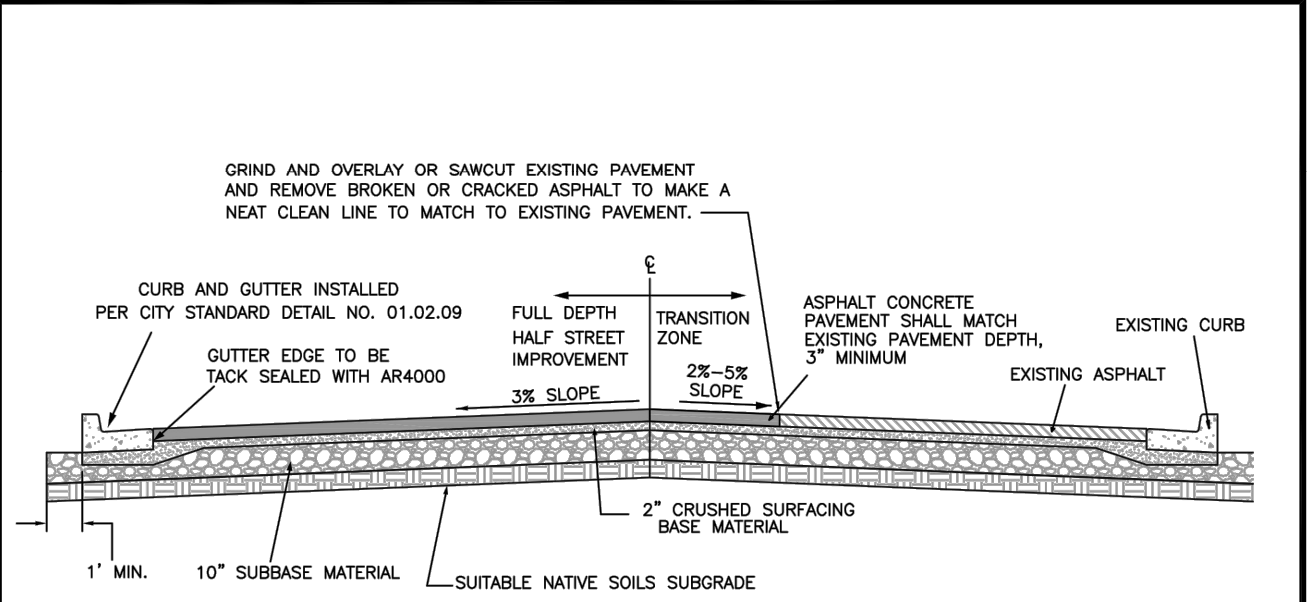
DESIGNED: K. DEVENDORF
 DRAWN: K. TOLLE
 CHECKED: A. DORN
 APPROVED:

FILENAME: 155892-C-09.DWG
 BC PROJECT NUMBER: 155892
 CLIENT PROJECT NUMBER:

CIVIL

DETAILS - 1

DRAWING NUMBER: C-09
 SHEET NUMBER OF: 13 OF 16



- NOTES:
- ALL DEPTHS ARE MINIMUM COMPACTED DEPTHS.
 - SUBGRADE PREPARATION SHALL MEET THE REQUIREMENTS OF WSDOT STANDARD SPEC. 2-06.3(1). IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MEET THE COMPACTION REQUIREMENTS AND CONTROL ALL WORK. THE CITY OF PUYALLUP RESERVES THE RIGHT TO REQUIRE TESTS AT THE CONTRACTOR'S EXPENSE.
 - SUBBASE MATERIAL SHALL BE GRAVEL BORROW MEETING THE REQUIREMENTS OF WSDOT STANDARD SPEC. 9-03.14(1) OR CRUSHED BALLAST MEETING THE REQUIREMENTS OF WSDOT STANDARD SPEC. 9-03.9(1). CRUSHED SURFACING SHALL MEET THE GRADATION REQUIREMENTS OF WSDOT STANDARD SPEC. 9-03.9(3). THE SUBBASE AND BASE MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT STANDARD SPEC. 4-04.
 - SOIL STABILIZATION FABRIC MAY BE REQUIRED BY THE DEVELOPMENT REVIEW ENGINEER TO BE INSTALLED PRIOR TO THE INSTALLATION OF THE BASE MATERIAL. WHEN REQUIRED, THE CONTRACTOR SHALL PLACE A GEOTEXTILE FABRIC OVER THE PREPARED SUBGRADE WITH A TWO FOOT MINIMUM OVERLAP. THE FABRIC SHALL BE INSTALLED PER MANUFACTURER SPECIFICATIONS.
 - ASPHALT CONCRETE PAVEMENT SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT STANDARD SPEC. 5-04. DESIGN ENGINEER SHALL SUBMIT A STATE APPROVED HMA MIX FOR APPROVAL.
 - TEMPERATURE SHALL NOT EXCEED 325°F AT DISCHARGE OF THE PLANT NOR BE LESS THAN 185°F LEAVING THE SPREADER BOX.
 - THE MAXIMUM COMPACTED THICKNESS OF ANY SINGLE LIFT SHALL MEET WSDOT STANDARD SPEC. 5-04.3(9) TO A MINIMUM AVERAGE COMPACTED DRY DENSITY OF 91 PERCENT OF THE MAXIMUM DENSITY AS DETERMINED BY WSDOT TEST METHOD SPECIFIED IN STANDARD SPEC. 5-04.3(10)B. PERIODIC COMPLIANCE TESTS SHALL BE MADE BY A CERTIFIED TESTING AGENCY AT THE EXPENSE OF THE CONTRACTOR.
 - THE FACE OF THE GUTTER LIP AND EDGES OF EXISTING ASPHALT MEET LINES SHALL BE TACK COATED PRIOR TO PAVEMENT PLACEMENT. WHEN SUCCESSIVE LIFTS OF ASPHALT ARE REQUIRED, A TACK COAT SHALL BE DISTRIBUTED UNIFORMLY OVER THE PREVIOUS LIFT AT A RATE OF 0.08-0.08 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.
 - ALL MEET LINES BETWEEN LIFTS OF ASPHALT SHALL BE UNIFORM AND VERTICAL. THE MEET LINES SHALL BE CLEANED AND TACK COATED.
 - ANY CHANGES TO THE STANDARD PAVEMENT SECTION SHALL REQUIRE APPROVAL BY THE DEVELOPMENT REVIEW ENGINEER. A STRUCTURAL PAVEMENT CROSS SECTION DESIGN WITH CALCULATIONS SHALL BE REQUIRED.
 - ALL MANHOLE FRAMES, VALVE FRAMES AND MONUMENT COVERS SHALL BE INSTALLED AFTER PLACEMENT OF ASPHALT. IF MORE THAN ONE LIFT IS NECESSARY, FRAMES AND LIDS WILL BE ADJUSTED TO FINISH GRADE AT FIRST LIFT AS DIRECTED BY THE CITY.
 - ASPHALT SHALL BE HMA CL. 1/2" PG 64-22

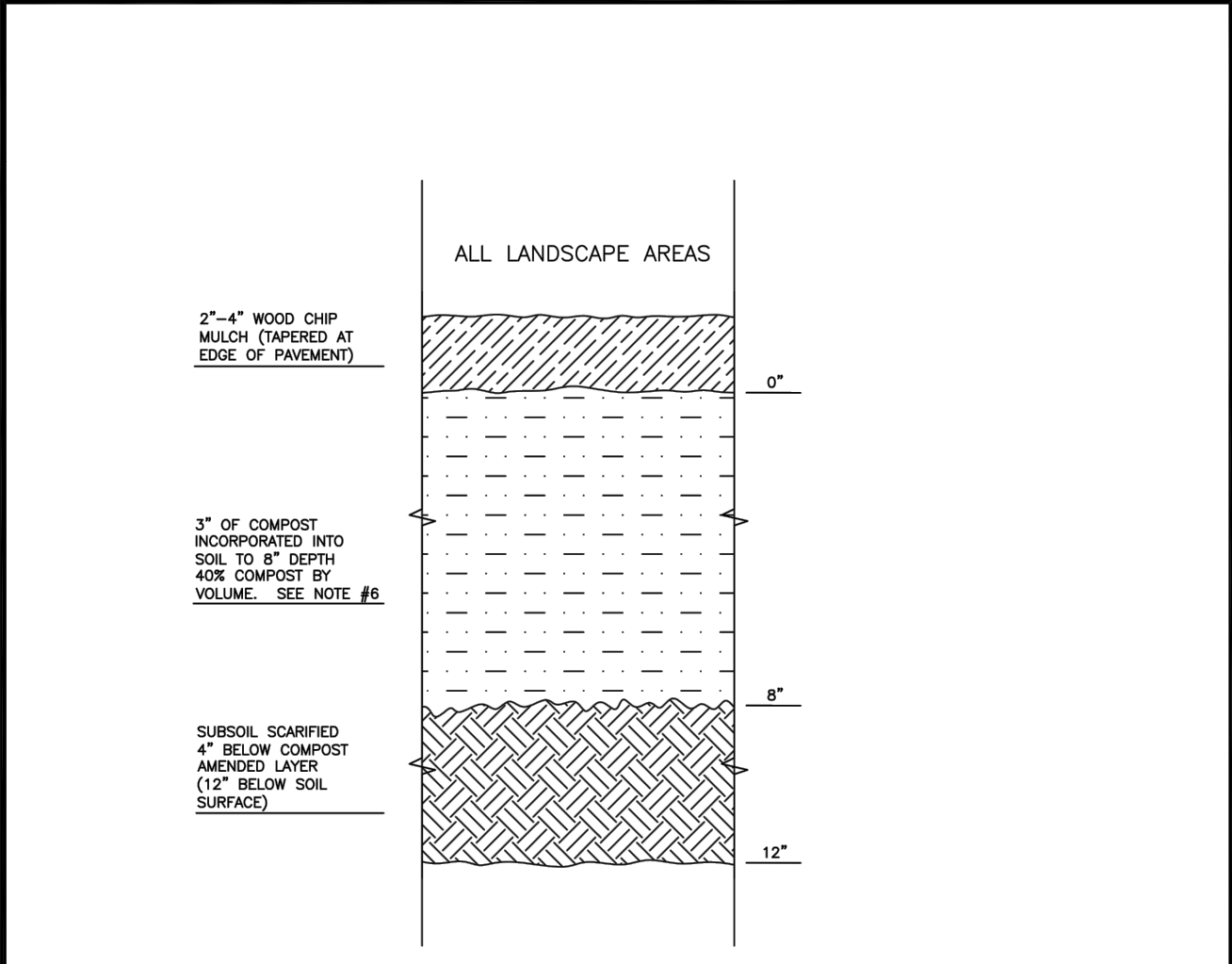
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

HALF STREET IMPROVEMENT

DESIGNED BY: JIM ERWIN-SVORODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN BARBER
DATE APPROVED: 01/02/09

FILE NAME: P:\PUBLICWORKS\STDCITY\200901_ST001.01.01.19

CITY STANDARD: 01.01.19



- NOTES:
- ALL SOIL AREAS DISTURBED OR COMPACTED DURING CONSTRUCTION, AND NOT COVERED BY BUILDINGS OR PAVEMENT, SHALL BE AMENDED WITH COMPOST AS DESCRIBED.
 - SUBSOIL SHOULD BE SCARIFIED (LOOSENE) 4 INCHES BELOW AMENDED LAYER, TO PRODUCE 12-INCH DEPTH OF UN-COMPACTED SOIL, EXCEPT WHERE SCARIFICATION WOULD DAMAGE TREE ROOTS OR AS DETERMINED BY THE ENGINEER. SEE NOTE BELOW REGARDING PLANTING STEPS FOR STREET TREES.
 - COMPOST SHALL BE TILLED IN TO 8 INCH DEPTH INTO EXISTING SOIL, OR PLACE 8 INCHES OF COMPOST-AMENDED SOIL PER SOIL SPECIFICATION.
 - PLANTING BEDS SHALL RECEIVE 3 INCHES OF COMPOST TILLED IN TO 8-INCH DEPTH, OR MAY SUBSTITUTE 8" OF IMPORTED SOIL CONTAINING 35-40% COMPOST BY VOLUME. MULCH AFTER PLANTING, WITH 4 INCHES OF FERTILIZER WOOD CHIP MULCH OR APPROVED EQUAL. (6" OF LOOSE WOOD CHIPS AT THE TIME OF PLANTING TO ALLOW SETTLING TO 4").
 - SETBACKS: TO PREVENT UNEVEN SETTLING, DO NOT COMPOST-AMEND SOILS WITHIN 3 FEET OF UTILITY INFRASTRUCTURES (POLES, WULFS, METERS ETC.). WITHIN ONE FOOT OF PAVEMENT EDGE, CURBS AND SIDEWALKS SOIL SHOULD BE COMPACTED TO APPROXIMATELY 95% PROCTOR TO ENSURE A FIRM SURFACE.
 - SEE SECTION 8.3(9) OF THE VMS FOR SOIL AMENDMENT AND INSTRUCTION PROCEDURES FOR STREET TREE PLANTER STRIPS. ALL STREET TREE PLANTER STRIPS SHALL RECEIVE 40% COMPOST AMENDED SOIL TO THE FULL DEPTH OF THE STREET TREE ROOTBALL.

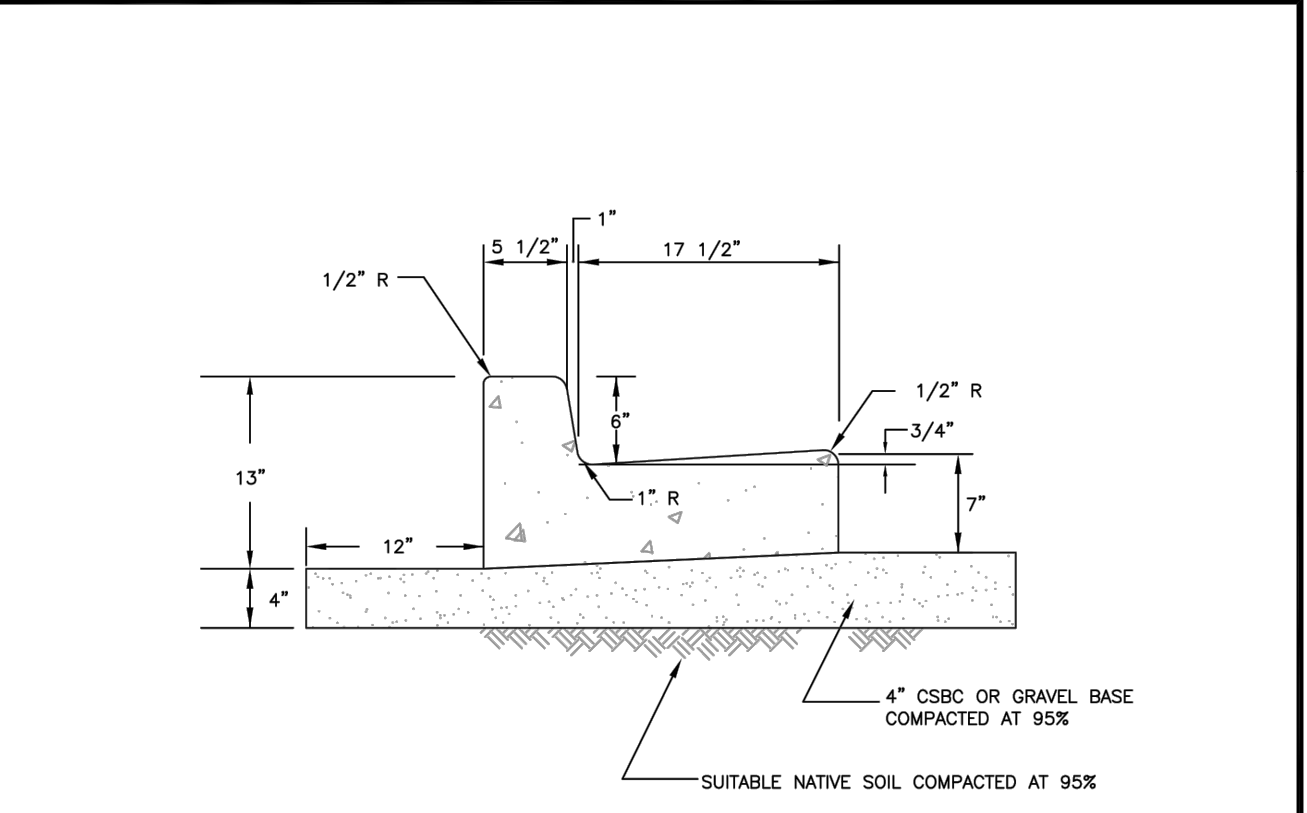
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

SOIL AMENDMENT AND DEPTH

DESIGNED BY: LINDA LIAN
CHECKED BY: COLLEEN BARBER
APPROVED BY: COLLEEN BARBER
DATE APPROVED: 08/03/05

FILE NAME: P:\PUBLICWORKS\STDCITY\200901_ST001.01.01.08

CITY STANDARD: 01.02.08a



- NOTES:
- 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.
 - THRU JOINTS SHALL BE 3/8" ASPHALT SATURATED FELT PLACED AT POINTS OF TANGENCY ON CURVES, AT CATCH BASINS, AND AT EDGES OF ALLEY AND DRIVEWAYS. THE MAXIMUM DISTANCE BETWEEN THRU JOINTS SHALL BE 100'.
 - CONCRETE SHALL BE CLASS 3000 COMMERCIAL CONCRETE, 5.5 SACK MINIMUM, ASHTO GRADING 467 COARSE AGGREGATE, NO FLY ASH.
 - 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.
 - THE 1" RADIUS ON THE UPPER FACE OF THE CURB MAY BE FORMED BY AN EDGER TOOL OR BUILT INTO THE FACE FORM. THE 1" RADIUS AT THE BOTTOM FACE OF THE CURB SHALL BE FORMED BY THE FACE FORM.

CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

CURB AND GUTTER

DESIGNED BY: JIM ERWIN-SVORODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN BARBER
DATE APPROVED: 01/02/09

FILE NAME: P:\PUBLICWORKS\STDCITY\200901_ST001.02.01.02.09

CITY STANDARD: 01.02.09

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

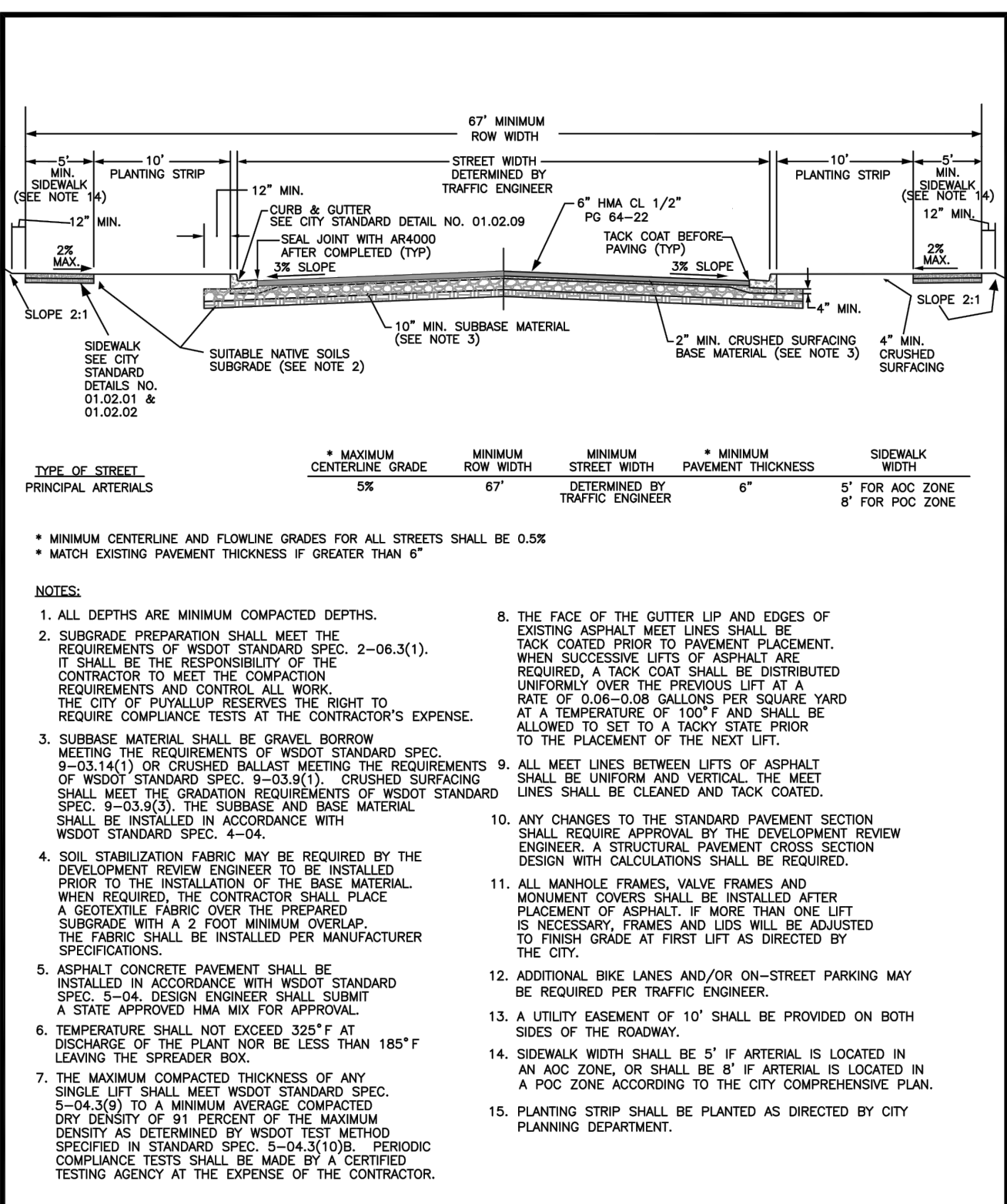
CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

GRADING, EROSION, AND SEDIMENTATION CONTROL NOTES

DESIGNED BY: JIM ERWIN-SVORODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN BARBER
DATE APPROVED: 01/02/09

FILE NAME: P:\PUBLICWORKS\STDCITY\200901_ST001.01.01.19

CITY STANDARD: 05.02.01



- NOTES:**
- CENTERLINE STRIPE FOR CHANNELIZATION SHALL BE DETAIL B OR DETAIL C AS DIRECTED BY CITY. CENTERLINE STRIPE FOR ALL COLLECTORS SHALL BE DETAIL D WITH TYPE 2YY RPM SPACED AT 80' INTERVALS ON TANGENTS AND HORIZ. CURVES WITH A RADIUS OF 500' OR MORE AND 40' INTERVALS ON HORIZ. CURVES LESS THAN 500'. CENTERLINE STRIPE FOR ARTERIALS SHALL BE DETAIL E WITH RPM SPACING AS PREVIOUSLY DEFINED.
 - ROADS, UNLESS OTHERWISE DETERMINED BY THE CITY, (ARTERIALS & COLLECTORS) LONGITUDINAL LINES SHALL BE PAINTED, APPLIED 14 MILS WHEN WET.
 - NO PASSING ZONES IN ONE DIRECTION OR BOTH SHALL BE CLEARLY MARKED WITH CENTERLINE STRIPE, DETAIL B OR DETAIL C OR COMBINATION OF DETAIL D AND DETAIL E.
 - ON WIDE INTERSECTIONS SPACE TYPE 1 OR 2 RPM 4 FEET ON CENTER.

RAISED PAVEMENT MARKERS

TYPE 2 RPM (REFLECTIVE)
RAISED FACE COLORS

TYPE 2WR	WHITE AND RED
TYPE 2YR	YELLOW AND RED
TYPE 2Y	YELLOW - ONE SIDE ONLY
TYPE 2	YELLOW - ONE SIDE ONLY

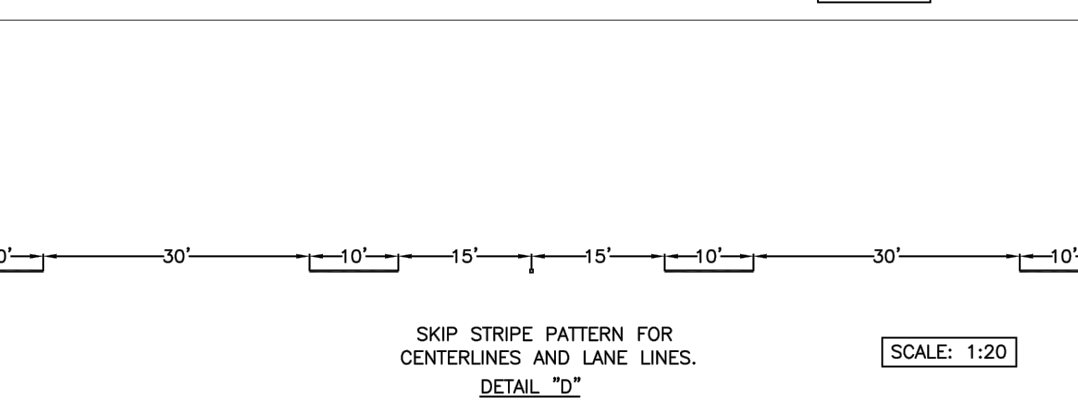
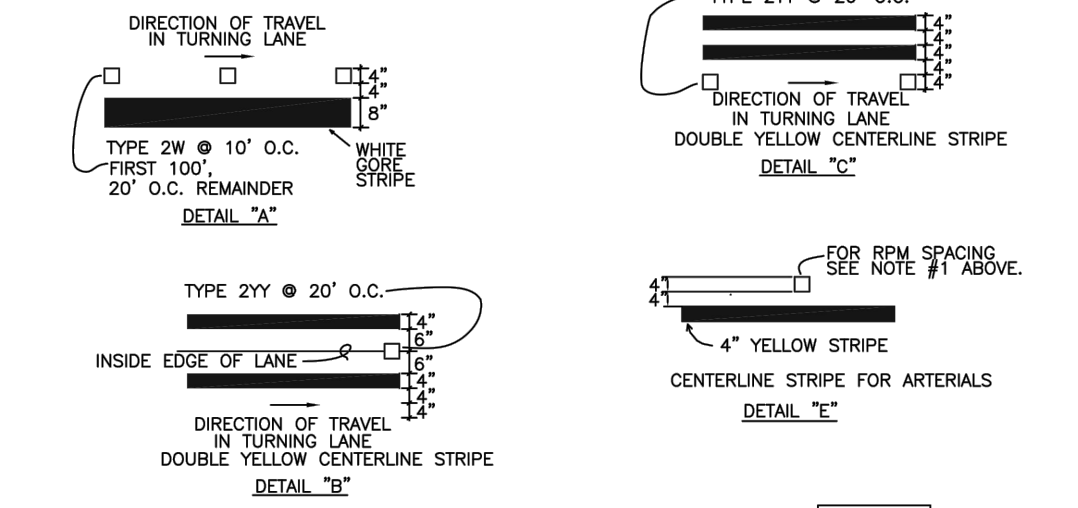
TYPE 1 RPM COLORS

TYPE 1W	WHITE
TYPE 1Y	YELLOW

***TYPE 3 RPM COLORS**

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

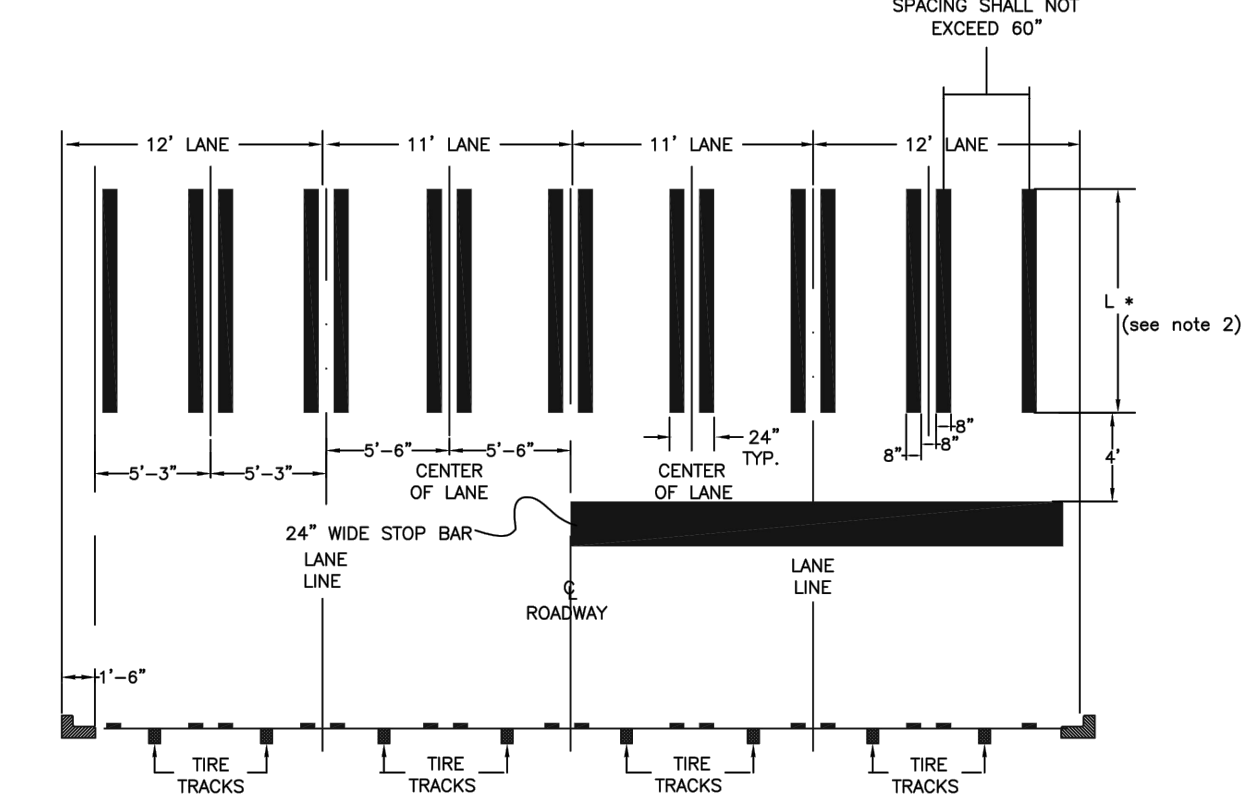
* CITY MAY REQUIRE REFLECTIVE.



CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

PAVEMENT MARKING DETAILS

DESIGNED BY: JIM ERWIN-SVODODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN HARRIS
DATE APPROVED: 01/03/20
SCALE: 1:4
CITY STANDARD: 01.03.10



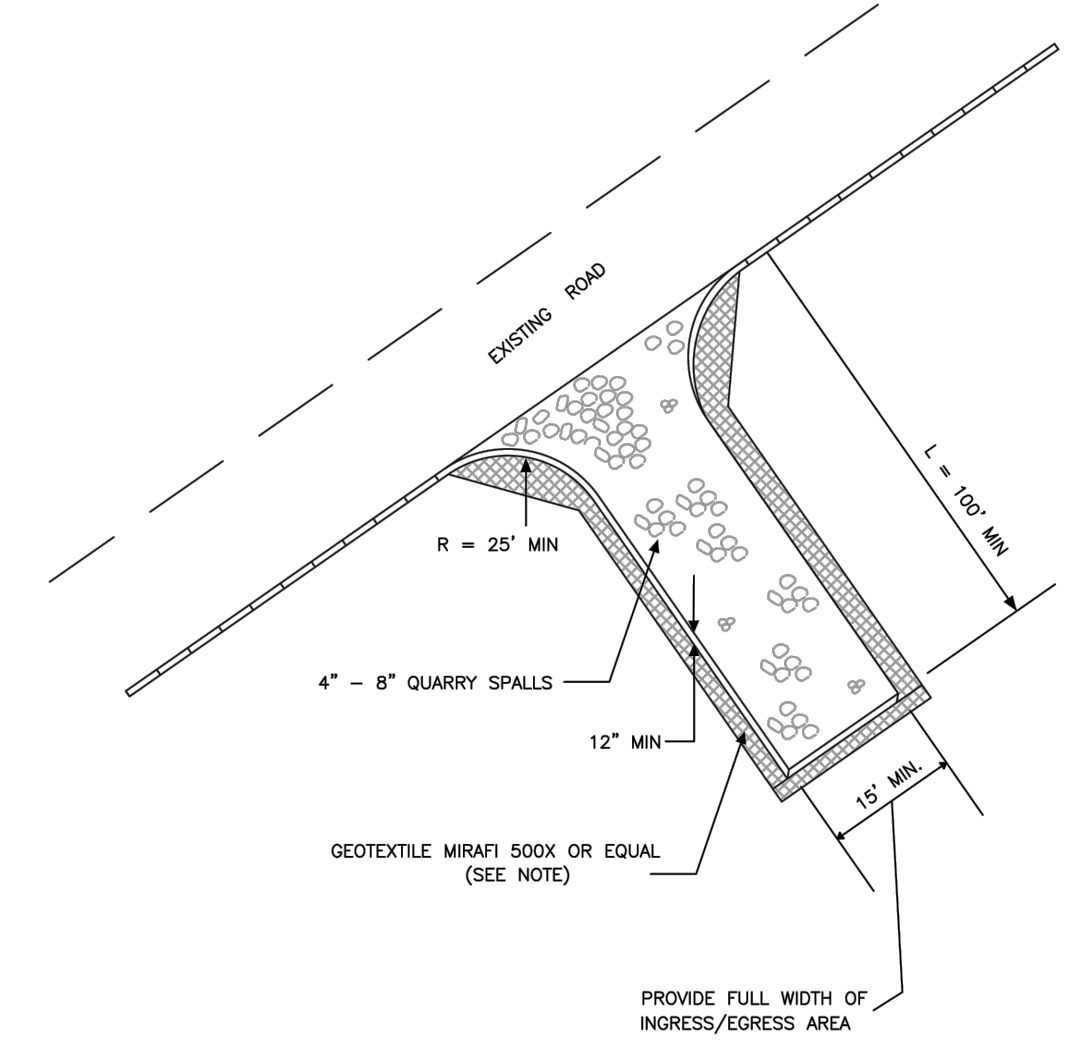
- NOTES:**
- FOR ALL ROADWAYS, THE LONGITUDINAL LINES SHALL BE CENTERED ON THE LANE LINES AND IN THE CENTER OF THE TRAVELED PORTION OF THE LANE TO MINIMIZE TIRE WEAR. THE SPACING BETWEEN THE LONGITUDINAL LINES SHALL NOT EXCEED 60".
 - THE LENGTH OF A CROSSWALK SHALL BE 8' ACROSS RESIDENTIAL STREETS, 10' ACROSS COLLECTORS AND MINOR ARTERIALS AND 12' ACROSS PRINCIPAL ARTERIALS. HOWEVER, THE LENGTH OF A CROSSWALK SHALL BE 8' ACROSS SIDE STREETS ALONG COLLECTORS AND MINOR ARTERIALS AND 12' ACROSS SIDE STREETS ALONG PRINCIPAL ARTERIALS.
 - STOP BAR WHEN USED WITH A CROSSWALK SHALL BE PLACED FOUR FEET IN ADVANCE OF AND PARALLEL TO THE CROSSWALK. ALL STOP BARS SHALL BE 24" WIDE.
 - PAVEMENT MARKINGS, INCLUDING CROSSWALKS, SHALL BE TYPE A LIQUID HOT APPLIED THERMOPLASTIC. PER STANDARD SPECIFICATIONS, SECTION 9-34 PAVEMENT MARKING MATERIAL, 9-34.1 GENERAL.

CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

CROSSWALK DETAIL

DESIGNED BY: JIM ERWIN-SVODODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN HARRIS
DATE APPROVED: 01/03/20
SCALE: 1:4
CITY STANDARD: 01.03.11

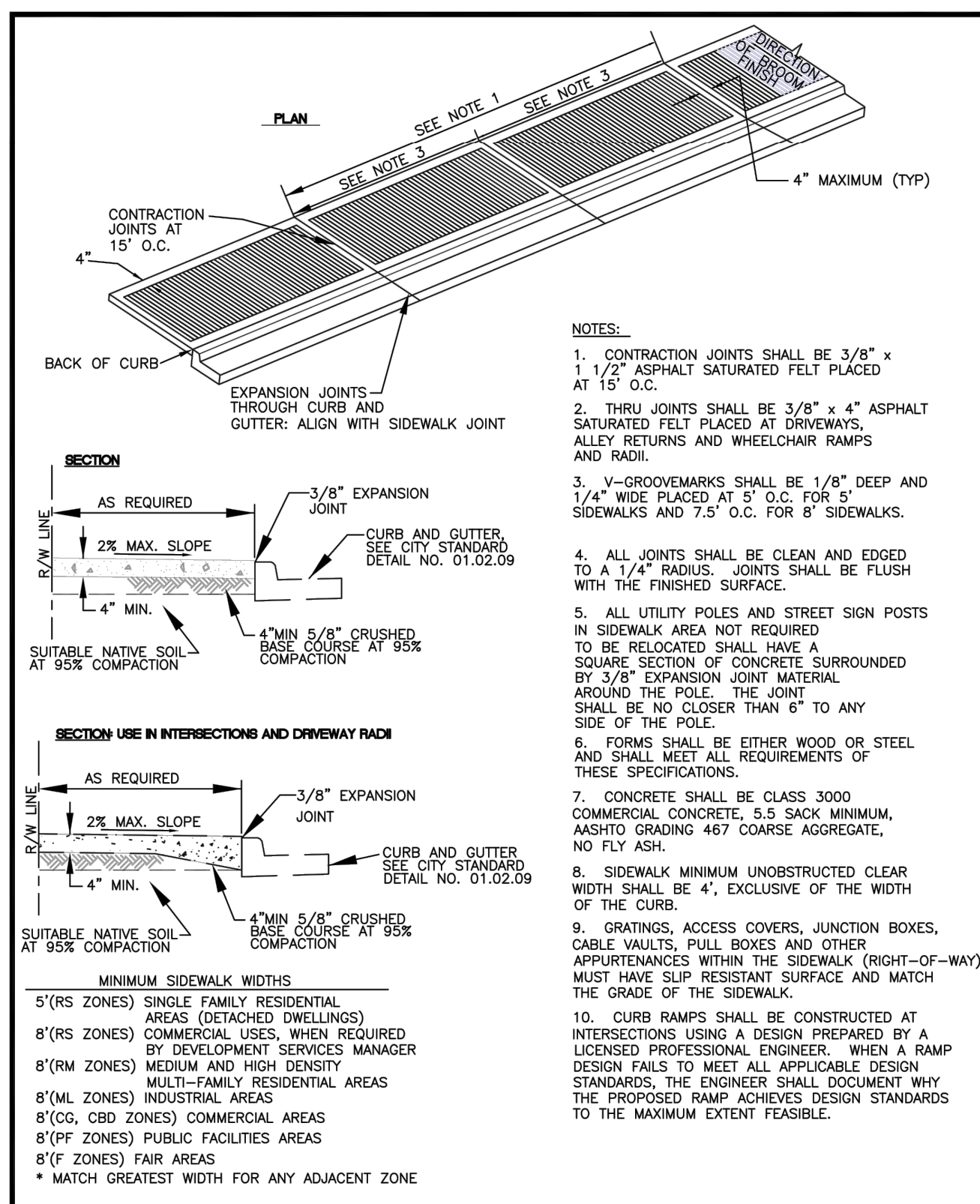
- NOTE:**
- GEOTEXTILE MIRAFI 500 X OR APPROVED EQUAL SHALL BE PLACED UNDER THE ENTIRETY OF THE TEMPORARY ENTRANCE.
 - ADDITIONAL ROCK SHALL BE ADDED PERIODICALLY TO MAINTAIN PROPER FUNCTION OF THE PAD.
 - IF THE PAD DOES NOT ADEQUATELY REMOVE THE MUD FROM THE VEHICLE'S WHEELS, THE WHEELS SHALL BE HOSED OFF BEFORE THE VEHICLE ENTERS A PAVED STREET. THE WASHING SHALL BE DONE ON AN AREA COVERED WITH CRUSHED ROCK AND WASH WATER SHALL DRAIN TO A SEDIMENT RETENTION FACILITY OR THROUGH A SILT FENCE.



CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

TEMPORARY CONSTRUCTION ENTRANCE

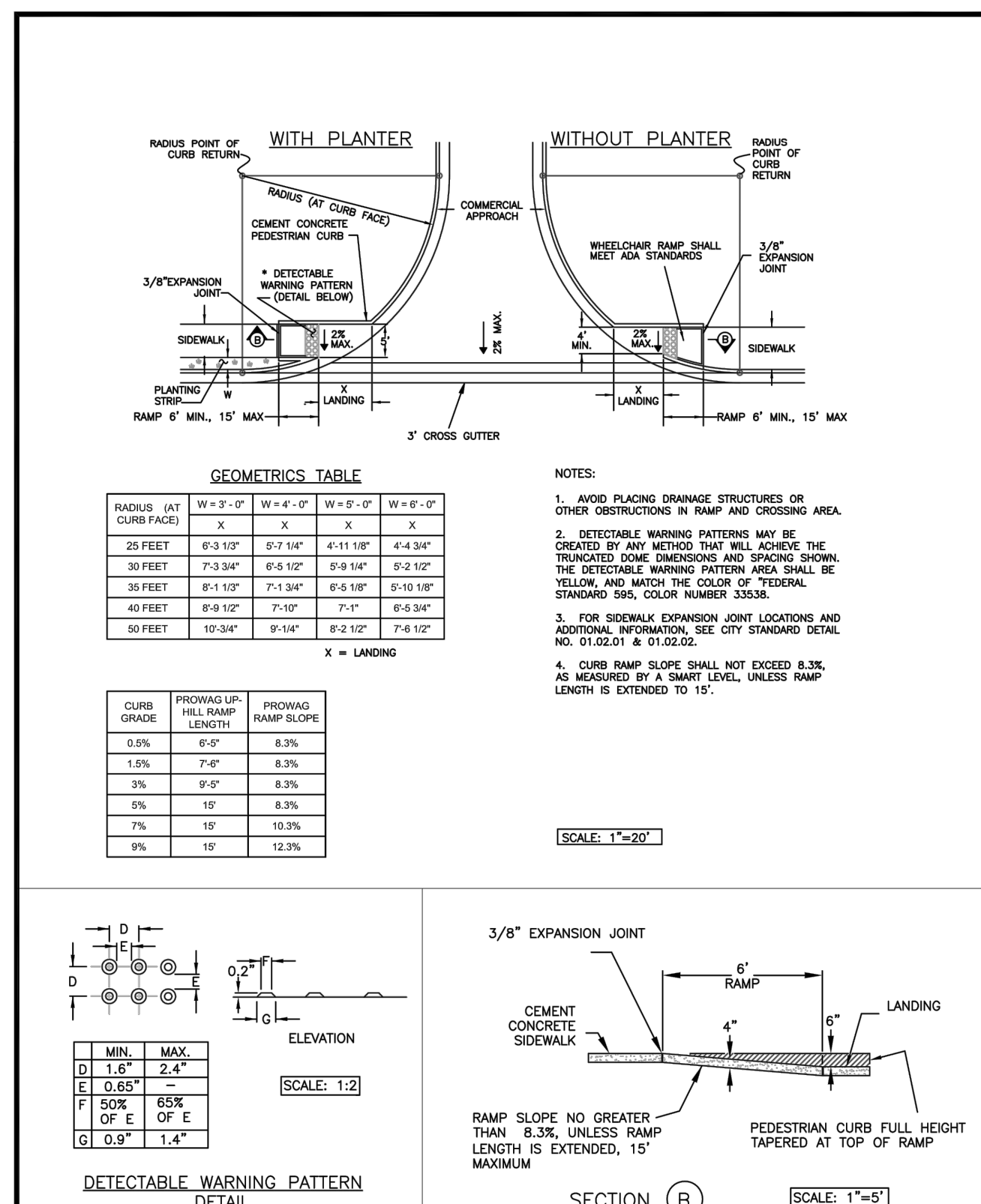
DESIGNED BY: JIM ERWIN-SVODODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN HARRIS
DATE APPROVED: 05/01/20
SCALE: 1/8"
CITY STANDARD: 05.01.01



CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

SIDEWALK WITHOUT PLANTING STRIP

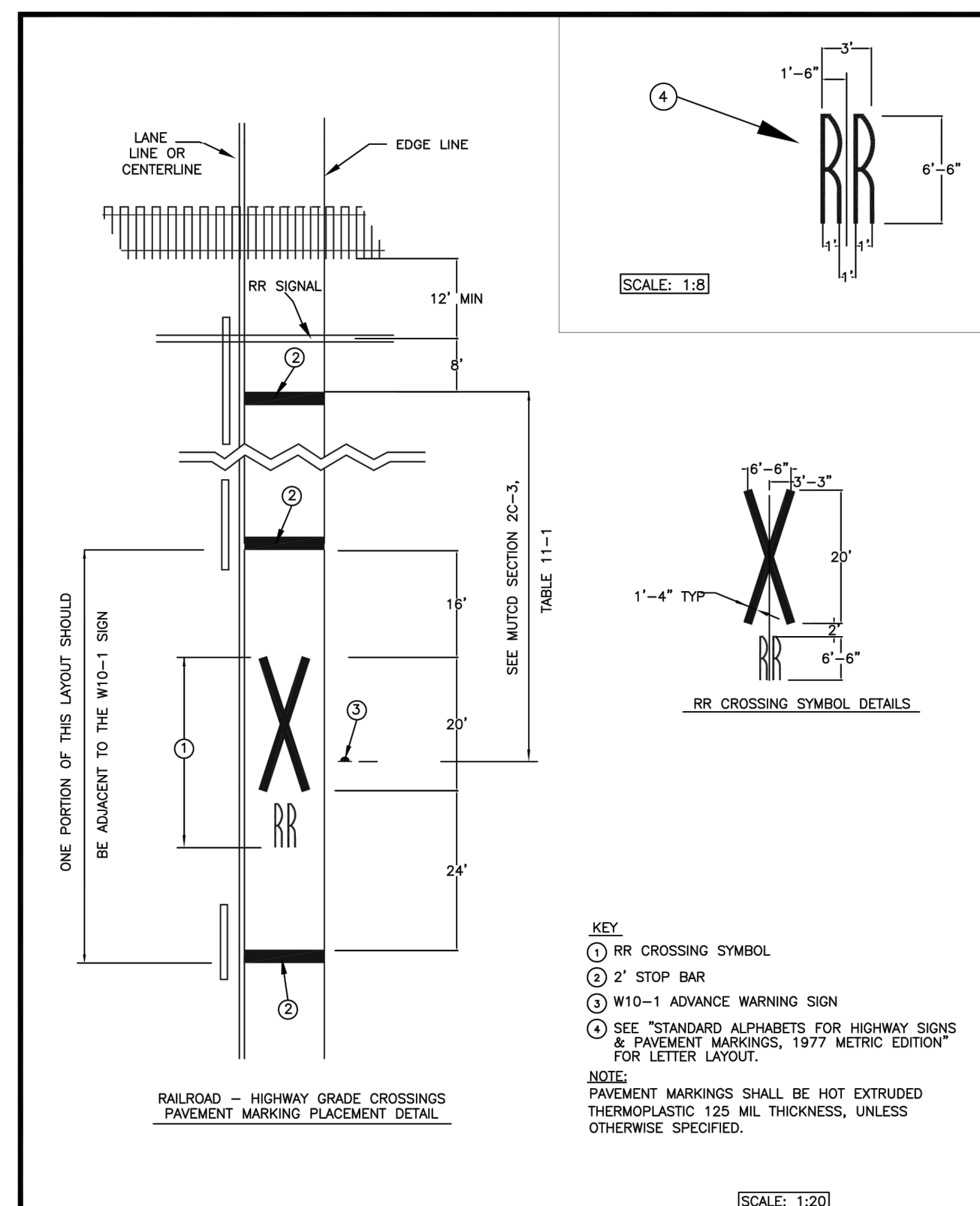
DESIGNED BY: JIM ERWIN-SVODODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN HARRIS
DATE APPROVED: 01/03/20
SCALE: 1:4
CITY STANDARD: 01.02.01



CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

SIDEWALK RAMP WITH COMMERCIAL APPROACHES

DESIGNED BY: JIM ERWIN-SVODODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN HARRIS
DATE APPROVED: 01/02/20
SCALE: 1/8"
CITY STANDARD: 01.02.19



CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

RR CROSSING SYMBOL DETAILS

DESIGNED BY: JIM ERWIN-SVODODA
CHECKED BY: LINDA LIAN
APPROVED BY: COLLEEN HARRIS
DATE APPROVED: 01/03/20
SCALE: 1/8"
CITY STANDARD: 01.03.12



SEATTLE, WASHINGTON

30% REVIEW



CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN

REVISIONS

REV	DATE	DESCRIPTION

DESIGNED: K. DEVENDORF

DRAWN: K. TOLLE

CHECKED: A. DORN

CHECKED:

APPROVED:

FILENAME

155892-C-11.DWG

BC PROJECT NUMBER

155892

CLIENT PROJECT NUMBER

CIVIL

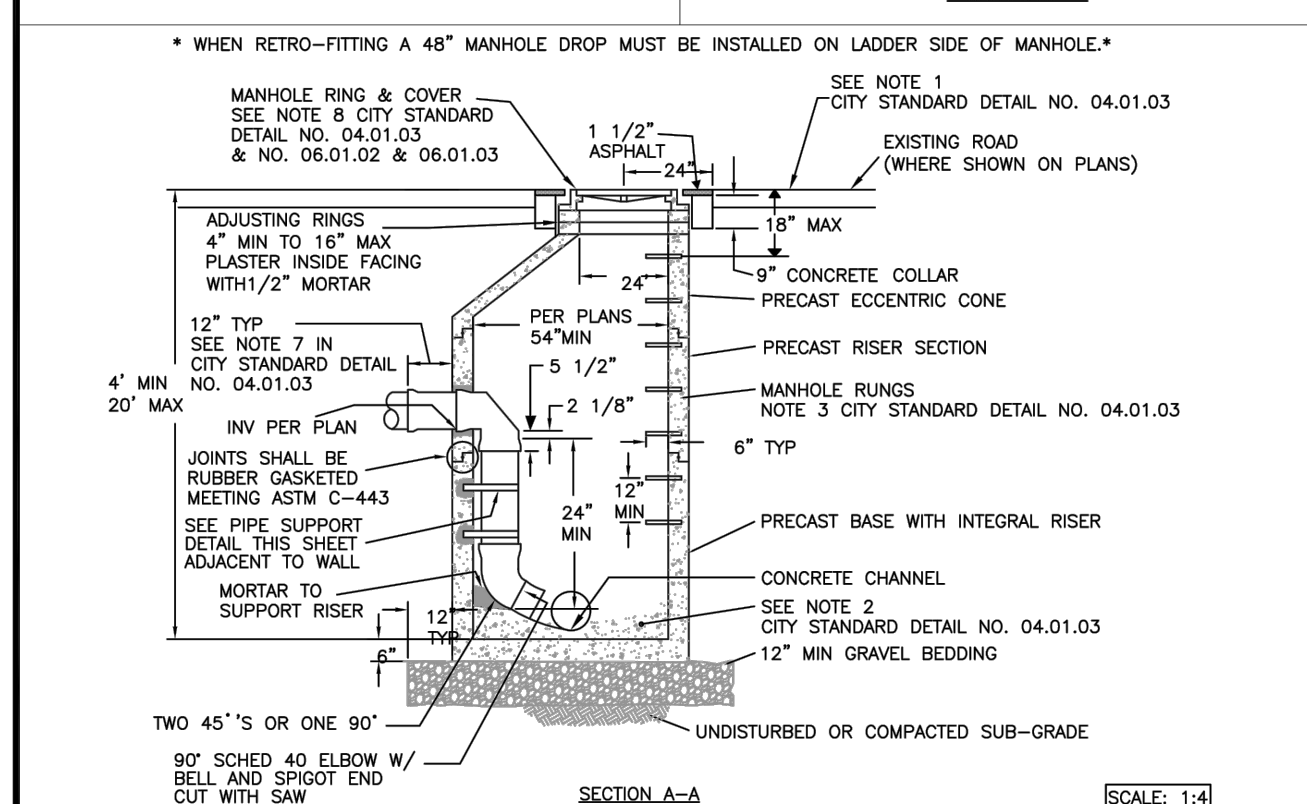
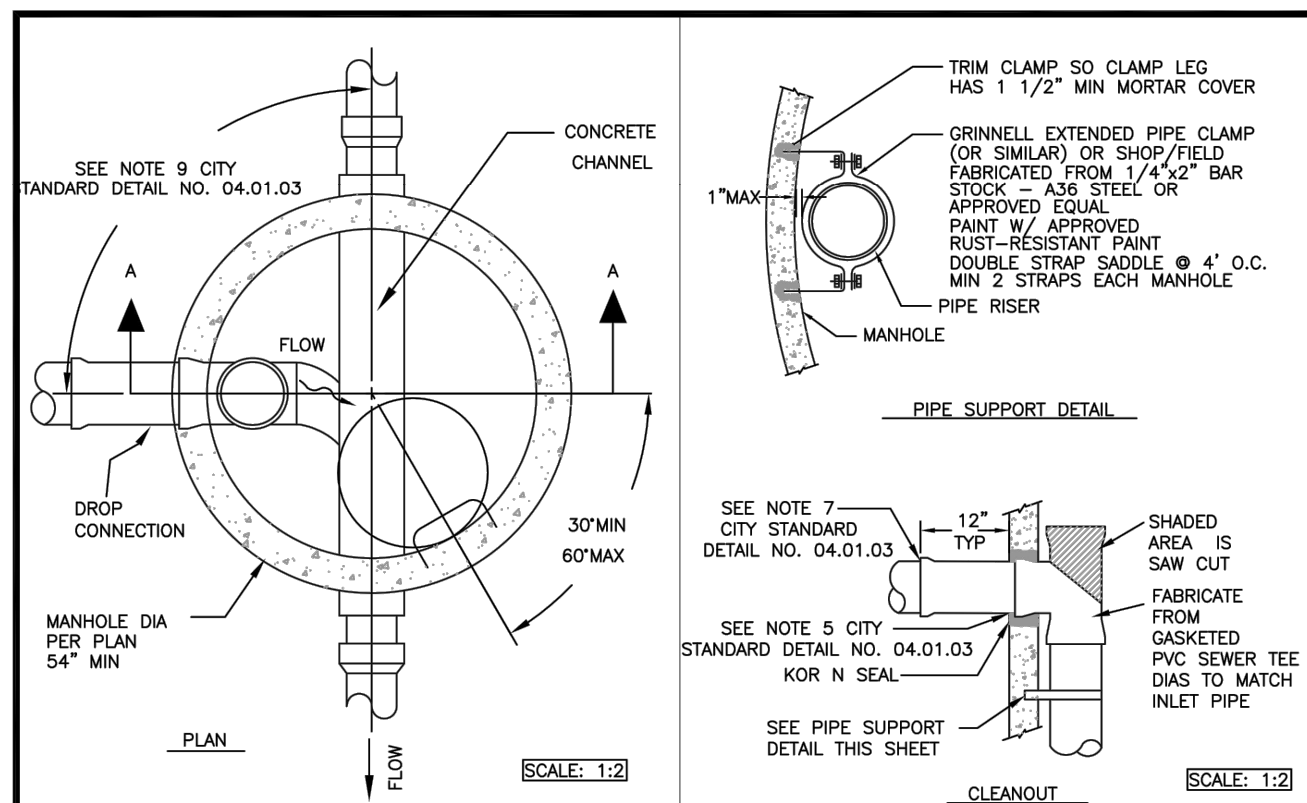
DETAILS - 3

DRAWING NUMBER

C-11

15 SHEET NUMBER OF

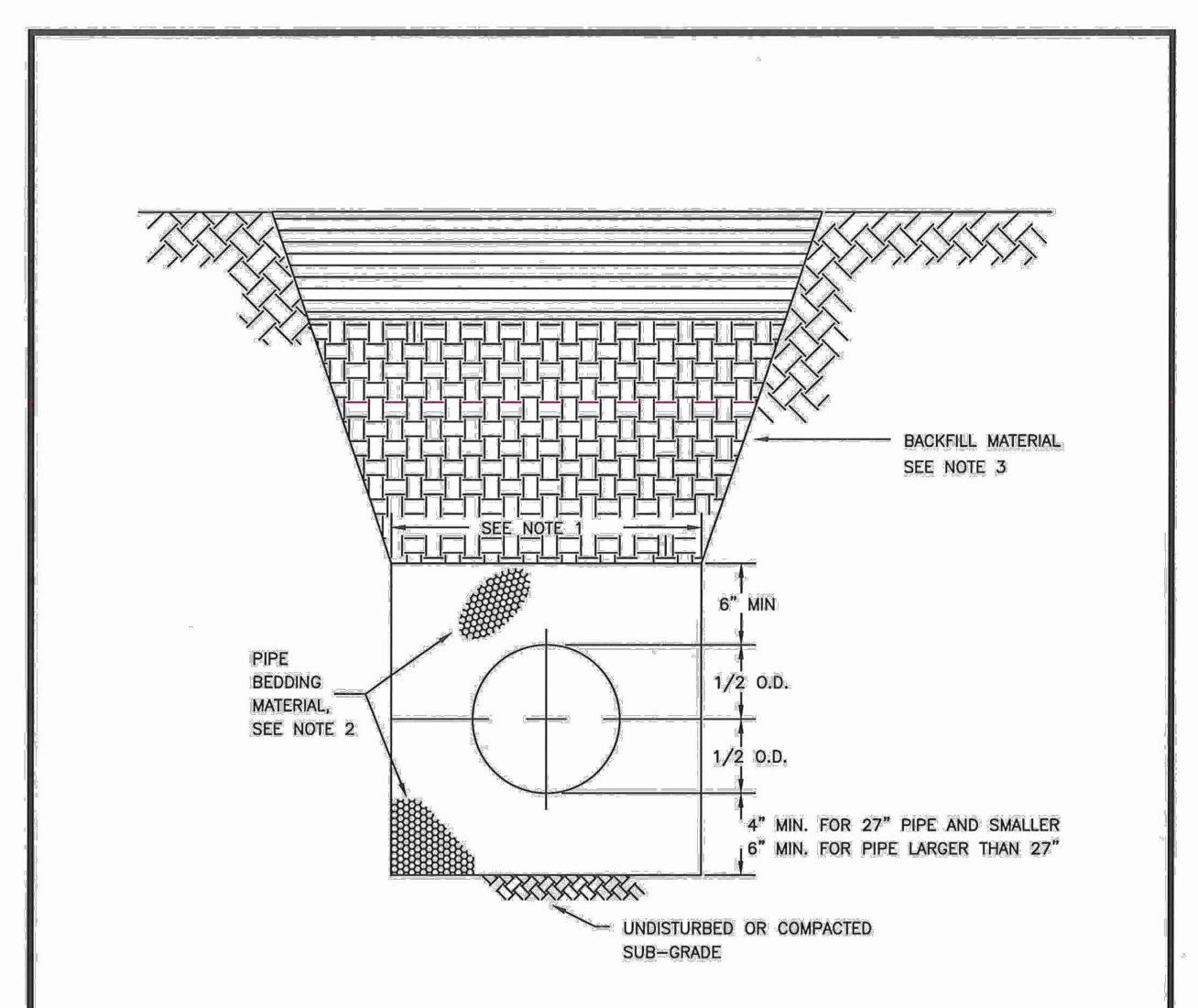
Path: C:\BPC\PM\0858686 FILENAME: 155892-C-11.DWG PLOT DATE: 2/3/2021 2:39 PM CAD USER: KEITH TOLLE



CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

INSIDE DROP SANITARY SEWER MANHOLE

DESIGNED BY: JIM HEWINS/SVORODA	CHECKED BY: LINDA LIAN	APPROVED BY: COLLEEN BARBER	DATE APPROVED: 02/01/04	CITY STANDARD: 04.01.02
FILE NAME: P:\PROJECTS\CONSTRUCTION\STDCITY\200904_354041\04.01.02	DATE APPROVED: 02/01/04	SCALE: AS SHOWN		

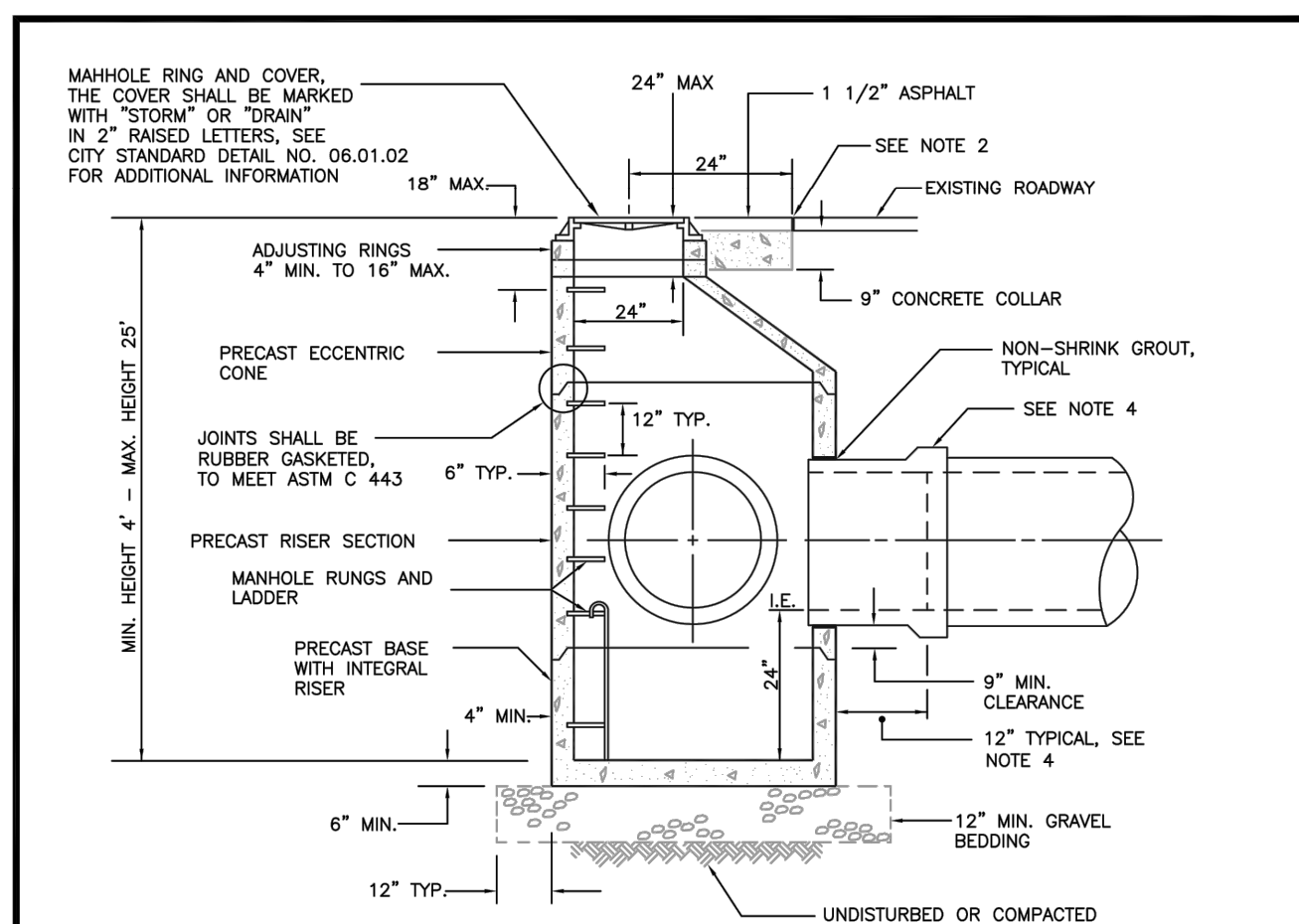


CITY OF PUYALLUP
OFFICE OF THE CITY ENGINEER

PIPE TRENCHING BEDDING AND BACKFILL

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

DESIGNED BY: JIM HEWINS/SVORODA	CHECKED BY: LINDA LIAN	APPROVED BY: COLLEEN BARBER	DATE APPROVED: 02/01/04	CITY STANDARD: 06.01.01
FILE NAME: P:\PROJECTS\CONSTRUCTION\STDCITY\200904_354041\06.01.01	DATE APPROVED: 02/01/04	SCALE: AS SHOWN		

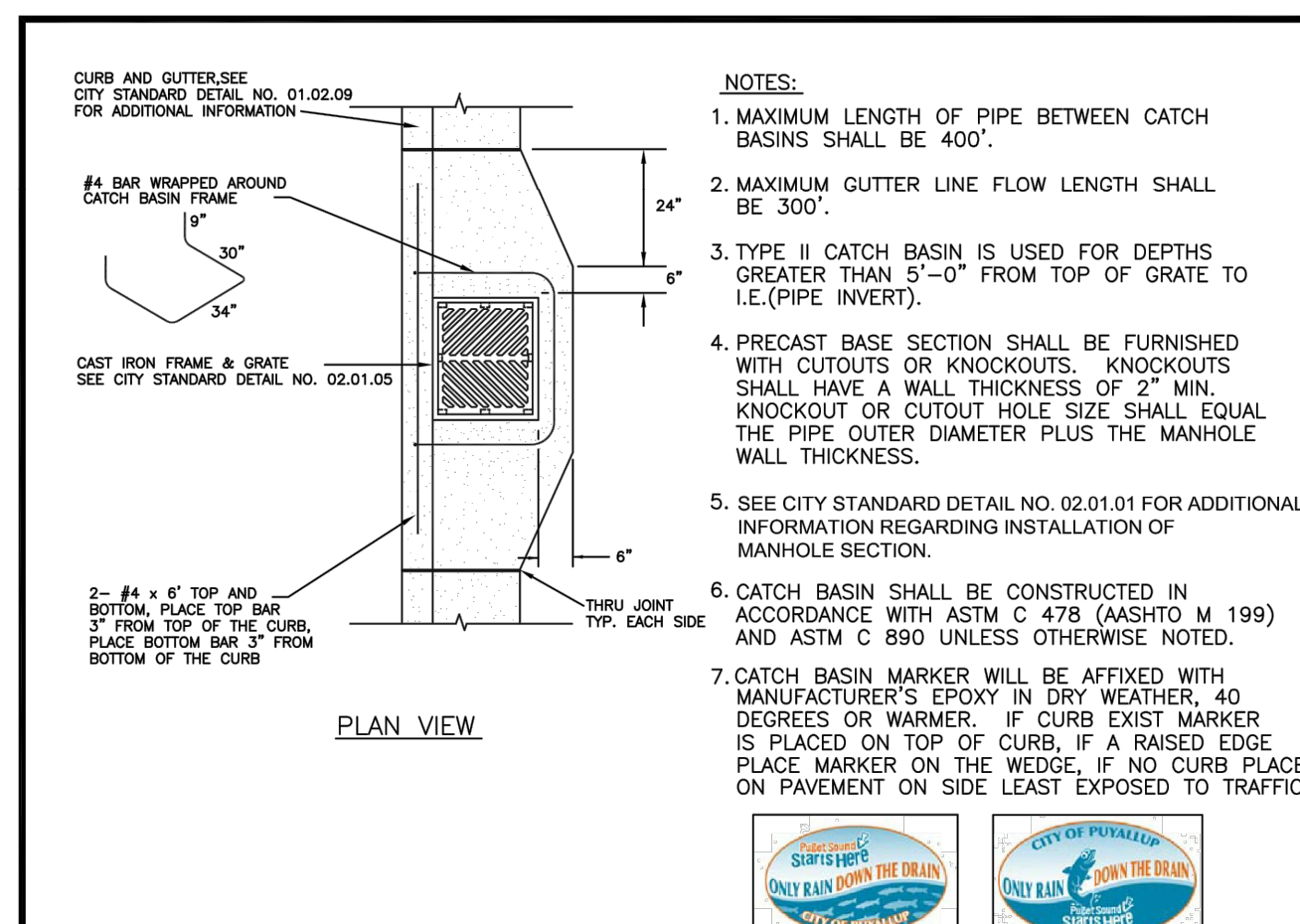


CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

STORM SEWER MANHOLE

- THE CONSTRUCTION AND INSTALLATION OF STORM SEWER MANHOLES SHALL CONFORM TO THE REQUIREMENTS OF WSDOT SPEC. SECTION 7-05 AND ASTM C 478.
- THE FACE OF NEAT LINE CUTS IN EXISTING ASPHALT PAVEMENT SHALL BE TACK COATED AND THE TOP OF THE JOINT SHALL BE SEALED WITH A HOT PAVING GRADE ASPHALT.
- PRECAST RISER SECTION OR PRECAST BASE WITH INTEGRAL RISER SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS WITH A MINIMUM WALL THICKNESS OF 2" 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.
- 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.
- THE MANHOLE COVER SHALL BE MARKED WITH "STORM" OR "DRAIN" IN 2 INCH RAISED LETTERS. MANHOLE RING AND COVER SHALL CONFORM TO CITY STANDARD DETAIL NO. 06.01.03
- MANHOLE STEP AND LADDER SHALL CONFORM TO CITY STANDARD DETAILS NO. 06.01.04 AND 06.01.05

DESIGNED BY: JIM HEWINS/SVORODA	CHECKED BY: LINDA LIAN	APPROVED BY: COLLEEN BARBER	DATE APPROVED: 02/01/04	CITY STANDARD: 02.01.01
FILE NAME: P:\PROJECTS\CONSTRUCTION\STDCITY\200904_354041\02.01.01	DATE APPROVED: 02/01/04	SCALE: AS SHOWN		

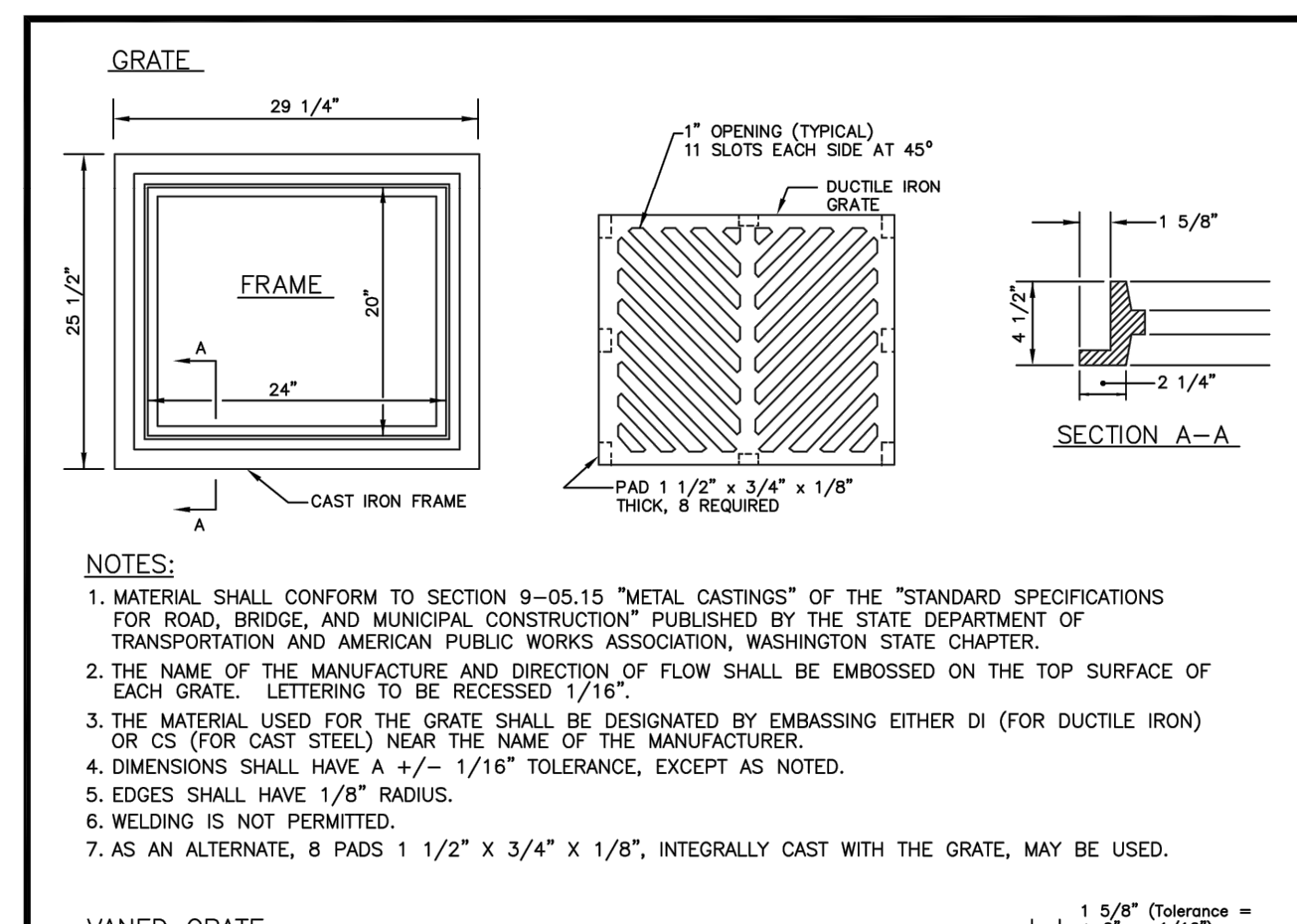


CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

CATCH BASIN TYPE II

- MAXIMUM LENGTH OF PIPE BETWEEN CATCH BASINS SHALL BE 400'.
- MAXIMUM GUTTER LINE FLOW LENGTH SHALL BE 300'.
- TYPE II CATCH BASIN IS USED FOR DEPTHS GREATER THAN 5'-0" FROM TOP OF GRATE TO I.E. (PIPE INVERT).
- 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.
- SEE CITY STANDARD DETAIL NO. 02.01.01 FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF MANHOLE SECTION.
- CATCH BASIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C 478 (ASHTO M 199) AND ASTM C 890 UNLESS OTHERWISE NOTED.
- CATCH BASIN MARKER WILL BE AFFIXED WITH MANUFACTURER'S EPOXY IN DRY WEATHER, 40 DEGREES OR WARMER. IF CURB EXIST MARKER IS PLACED ON TOP OF CURB, IF A RAISED EDGE PLACE MARKER ON THE WEDGE. IF NO CURB PLACE ON PAVEMENT ON SIDE LEAST EXPOSED TO TRAFFIC

DESIGNED BY: JIM HEWINS/SVORODA	CHECKED BY: LINDA LIAN	APPROVED BY: COLLEEN BARBER	DATE APPROVED: 02/01/04	CITY STANDARD: 02.01.04
FILE NAME: P:\PROJECTS\CONSTRUCTION\STDCITY\200904_354041\02.01.04	DATE APPROVED: 02/01/04	SCALE: AS SHOWN		



CITY OF PUYALLUP
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

CATCH BASIN FRAME AND GRATE/VANED GRATE

- 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.
- 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".
- 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.
- DIMENSIONS SHALL HAVE A +/- 1/16" TOLERANCE, EXCEPT AS NOTED.
- EDGES SHALL HAVE 1/8" RADIUS.
- WELDING IS NOT PERMITTED.
- AS AN ALTERNATE, 8 PADS 1 1/2" X 3/4" X 1/8", INTEGRALLY CAST WITH THE GRATE, MAY BE USED.

DESIGNED BY: LINDA LIAN	CHECKED BY: LINDA LIAN	APPROVED BY: COLLEEN BARBER	DATE APPROVED: 02/01/04	CITY STANDARD: 02.01.05
FILE NAME: P:\PROJECTS\CONSTRUCTION\STDCITY\200904_354041\02.01.05	DATE APPROVED: 02/01/04	SCALE: AS SHOWN		



SEATTLE, WASHINGTON

30% REVIEW



CITY OF PUYALLUP
4TH AVENUE NW
STORM DRAIN

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES AT FULL SIZE

DESIGNED: K. DEVENDORF

DRAWN: K. TOLLE

CHECKED: A. DORN

CHECKED:

APPROVED:

FILENAME: 155892-C-12.DWG

BC PROJECT NUMBER: 155892

CLIENT PROJECT NUMBER:

CIVIL

DETAILS - 4

DRAWING NUMBER: C-12

SHEET NUMBER OF: 16 OF 16