



TYPE OF STREET	* MAXIMUM	MINIMUM	MINIMUM	* MINIMUM
	CENTERLINE GRADE	ROW WIDTH	STREET WIDTH	PAVEMENT THICKNESS
RESIDENTIAL (SERVING OVER 120 DWELLING UNITS)	10%	60'	34'	4"

- \*MINIMUM CENTERLINE AND FLOWLINE GRADES FOR ALL STREETS SHALL BE 0.5%
- \*MATCH EXISTING PAVEMENT THICKNESS IF GREATER THAN 4"

**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 COMPLIANCE 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 0.06-0.08 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.
- 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.
- ADDITIONAL BIKE LANES AND/OR ON STREET PARKING MAY BE REQUIRED PER TRAFFIC ENGINEER.
- A UTILITY EASEMENT OF 10' SHALL BE PROVIDED ON BOTH SIDES OF THE ROADWAY.
- PLANTING STRIP SHALL BE PLANTED AS DIRECTED BY CITY PLANNING DEPARTMENT.



# CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and  
PUBLIC WORKS DEPARTMENTS

## 34' PUBLIC ROADWAY CROSS SECTION

DRAWN BY JIM ERWIN-SVOBODA	CHECKED BY LINDA LIAN	APPROVED BY COLLEEN HARRIS	REVISED BY XXXX	CITY STANDARD  01.01.02
FILE NAME F:\DWG\COMMON\STD\SCITY\2009\01_STR\01.01\01.01.02	DATE APPROVED 07/01/2009	DATE REVISED XX/XX/XX	SCALE 1:10	