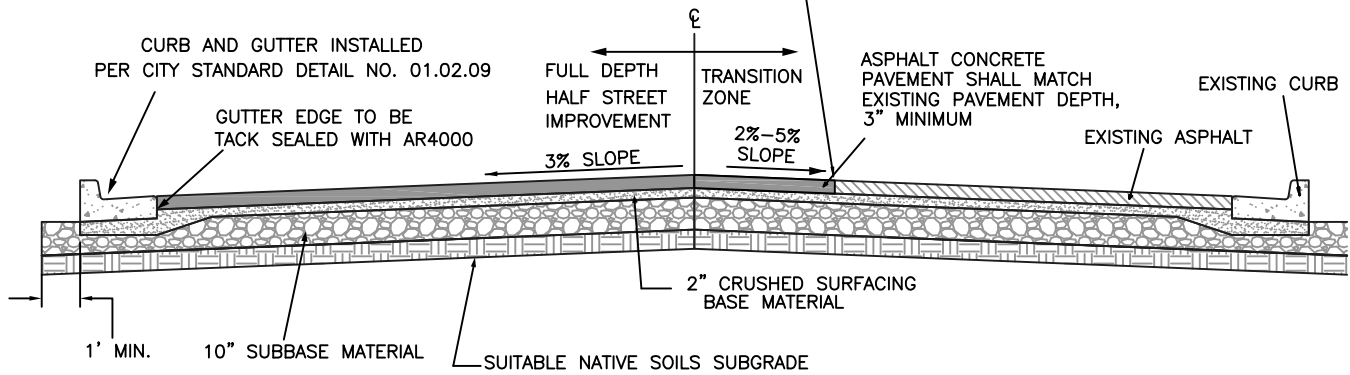


GRIND AND OVERLAY OR SAWCUT EXISTING PAVEMENT AND REMOVE BROKEN OR CRACKED ASPHALT TO MAKE A NEAT CLEAN LINE TO MATCH TO EXISTING PAVEMENT.



NOTES:

1. ALL DEPTHS ARE MINIMUM COMPACTED DEPTHS.
2. 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.
3. 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.
4. 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.
5. 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.
6. TEMPERATURE SHALL NOT EXCEED 325°F AT DISCHARGE OF THE PLANT NOR BE LESS THAN 185°F LEAVING THE SPREADER BOX.
7. 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.
8. 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.
9. ALL MEET LINES BETWEEN LIFTS OF ASPHALT SHALL BE UNIFORM AND VERTICAL. THE MEET LINES SHALL BE CLEANED AND TACK COATED.
10. 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.
11. 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.
12. ASPHALT SHALL BE HMA CL 1/2" PG 64-22



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

HALF STREET IMPROVEMENT

<small>DRAWN BY</small> JIM ERWIN-SVOBODA	<small>CHECKED BY</small> LINDA LIAN	<small>APPROVED BY</small> COLLEEN HARRIS	<small>REVISED BY</small> XXXX	<small>CITY STANDARD</small>
<small>FILE NAME</small> F:\DWG\COMMON\STDS\CITY\2009\01_STR\01.01\01.01.19	<small>DATE APPROVED</small> 07/01/2009	<small>DATE REVISED</small> XX/XX/XX	<small>SCALE</small> 1:5	01.01.19