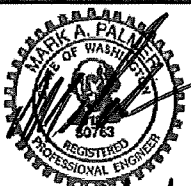


*MAY REQUIRE SPECIAL APPROVAL BY FIRE DEPARTMENT

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 COMPLIANCE TESTS AT THE CONTRACTOR'S EXPENSE.
3. CRUSHED SURFACING MATERIAL (CSTC AND CSBC) SHALL MEET THE REQUIREMENTS OF WSDOT STANDARD SPEC. 9-03.9(3). CRUSHED SURFACING 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. ASPHALT CONCRETE MAXIMUM AND MINIMUM TEMPERATURES SHALL NOT EXCEED THOSE SPECIFIED IN WSDOT STANDARD SPEC. SECTION 5-04.
7. THE MAXIMUM COMPACTED THICKNESS OF ANY SINGLE LIFT OF ASPHALT CONCRETE SHALL MEET WSDOT STANDARD SPEC. 5-04.3(9) TO A MINIMUM 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. 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. TACK COAT TYPE SHALL BE AS SPECIFIED IN WSDOT STANDARD SPEC. 5-04.3(5)A. TACK COAT APPLICATION RATE SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS.
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. DESIGN ENGINEER SHALL ADDRESS STORM RUNOFF.



CITY OF PUYALLUP
OFFICE
of
THE CITY ENGINEER

PRIVATE TRACT
1 - 2 LOTS CROSS SECTION

DRAWN BY JIM ERWIN-SVOBODA	CHECKED BY TED HILL	APPROVED BY MARK PALMER	REVISED BY V STOCKMAN	DATE REVISED: 05/09/17 XXXXXX XXXXXX XXXXXX	CITY STANDARD
FILE NAME F:\DWG\COMMON\STDS\CITY\STDS\01_STR\01.01\01.01.08	DATE APPROVED 07/01/2009	SCALE 1:4	01.01.08		

DATE SEALED: 8/14/17