

TYPE OF STREET
RESIDENTIAL STREETS
(SERVING 3-4 DWELLING UNITS)

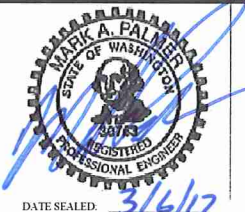
MAXIMUM CENTERLINE GRADES	MINIMUM TRACT WIDTH	MINIMUM STREET WIDTH	MINIMUM PERMEABLE PAVEMENT THICKNESS
10%	30'	24'	POROUS ASPHALT (DEPTH PER STRUCTURAL DESIGN) 3" ATPB OR 9" PERVIOUS CONCRETE

NOTES

- ALL DEPTHS ARE MINIMUM COMPACTED DEPTHS.
- SUBGRADE PREPARATION SHALL MEET THE REQUIREMENTS OF APWA GSP 2-06.3(3). 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 TEST AT THE CONTRACTOR'S EXPENSE.
- SUBBASE MATERIAL SHALL BE PERMEABLE BASE MEETING THE REQUIREMENTS OF APWA GSP 4-04.2. DEPTH REQUIRED BASED ON PAVEMENT DESIGN FOR STRUCTURAL LOAD, FROST DEPTH AND HYDROLOGIC CAPACITY.
- 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 FOR SEPARATION OVER THE PREPARED SUBGRADE WITH A 2 FOOT MINIMUM OVERLAP. THE FABRIC SHALL BE INSTALLED PER MANUFACTURER SPECIFICATIONS.
- PHMA/PWMA SHALL BE INSTALLED IN ACCORDANCE WITH WSDOT STANDARD SPEC. 5-04 AND APWA GSP 5-04. DESIGN ENGINEER SHALL SUBMIT A STATE APPROVED HMA MIX FOR APPROVAL.
- THE INTERNAL TEMPERATURE OF THE ATPB MIXTURE AT THE TIME COMPACTION IS ACHIEVED SHALL BE PER APWA GSP FOR ASPHALT TREATED PERMEABLE BASE.

THE INTERNAL TEMPERATURE OF POROUS HMA SHALL BE WITHIN THE TEMPERATURE RANGE IDENTIFIED IN THE APPROVED PHMA/PWMA SUBMITTAL.

TEMPERATURE LIMITATIONS FOR PERVIOUS CONCRETE SHALL BE PER APWA GSP 5-06.3(8)A.
- THE MAXIMUM COMPACTED THICKNESS OF ANY SINGLE LIFT OF POROUS ASPHALT OR ATPB SHALL MEET WSDOT STANDARD SPEC. 5-04.3(9) TO A MINIMUM AVERAGE
- COMPACTED DRY DENSITY OF 80-85% OF THE MAXIMUM DENSITY AS DETERMINED BY WSDOT TEST METHOD SPECIFIED IN STANDARD SPECIFICATION 5-04.3(10)B. PERIODIC COMPLIANCE TESTS SHALL BE MADE BY A CERTIFIED TESTING AGENT AT THE EXPENSE OF THE CONTRACTOR.
- ALL MEET LINES BETWEEN LIFTS OF ASPHALT SHALL BE UNIFORM AND VERTICAL. THE MEET LINES SHALL BE CLEANED.
- ANY CHANGES TO THE PERVIOUS CONCRETE MINIMUM STANDARD PAVEMENT SECTION SHALL REQUIRE APPROVAL BY THE CITY ENGINEER. A STRUCTURAL PAVEMENT SECTION DESIGN WITH CALCULATIONS SHALL BE REQUIRED.
- POROUS ASPHALT PAVEMENT THICKNESS SHALL BE PER A STRUCTURAL PAVEMENT DESIGN DEVELOPED USING AASHTO DESIGN GUIDELINES.
- A UTILITY EASEMENT OF 10' SHALL BE PROVIDED ON BOTH SIDES OF THE ROADWAY.
- INSTALL SUBGRADE CHECK DAMS OR TERRACE SUBGRADE WHEN PERMEABLE PAVEMENT LONGITUDINAL SLOPE EXCEEDS 2%.
- INSTALL UTILITY TRENCH DAMS AT LOCATIONS WHERE UNDERGROUND UTILITIES PASS THROUGH THE PLANE WHERE PERMEABLE PAVEMENT MEETS DENSE PAVEMENT.
- SUBMITTAL AND APPROVAL OF A JOINTING PLAN FOR PERVIOUS CONCRETE PAVEMENT SHALL BE REQUIRED PRIOR TO PLACING PERVIOUS CONCRETE.
- POROUS SHOULDER MIX SHALL BE A 50/50 MIX (BY VOLUME) OF PERMEABLE BALLAST AND CRUSHED SURFACING TOP COURSE.
- INSTALL BOND BREAK (20 MIL VISQUEEN, MIN.) BETWEEN PERVIOUS CONCRETE PAVEMENT AND TRAFFIC CURB.



CITY OF PUYALLUP
 OFFICE
 of
 THE CITY ENGINEER

PRIVATE ROADWAY
3 - 4 LOTS CROSS SECTION

DRAWN BY V STOCKMAN	CHECKED BY TED HILL	APPROVED BY MARK PALMER	REVISED BY X	DATE REVISED: XXXXXX XXXXXX XXXXXX	CITY STANDARD
FILE NAME F:\DWG\COMMON\STDS\CITY\STDS\01_STR\01.01\01.07A	DATE APPROVED 02/23/2017	SCALE 1:5			01.01.07A