



City of Puyallup

Engineering Division

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

www.cityofpuyallup.org

Permit Review Correction Letter

Permit Application #PRCCP20240569

July 10, 2024

The City has completed the review of the above-mentioned permit submittal. All your review comments, conditions, and redlined plans can be found on the [City's permit portal](#). Redlined plans can be found on the City's Permit Portal in the "Reviews" section under "Documents Returned for Corrections". Below please find the permit submittal review comments from your review team and re-submittal instructions. Should you have any questions regarding the review comments, please contact the plan reviewer associated with the comment listed below.

Re-submittal Instructions

To resubmit, you must address all comments and upload a ~~Correction Response Letter~~ that states how the corrections have been addressed in your resubmitted documents. Avoid using "upload additional docs" unless there is NO submittal item available for your document. Please Note: If you have any questions about how to resubmit, please contact the permit center.

- 1 Log in to your permits portal and navigate to the status page for this permit under the "My Items" tab by selecting the "Upload Submittals" button under the permit number.
- 2 For each submittal item listed re-submit a new version of the submittal item by clicking the "New Version" button next to the file name of the original file submitted. DO NOT click the 'browse' button unless the document you are submitting for that submittal item is not a new version of the originally submitted document. Click 'Upload Documents' at bottom of the page.
- 3 If any re-submittal fees have been assessed, you will need to pay your resubmittal fee at the time of resubmittal. Your resubmittal will not be processed until the fee has been paid.

Corrections

Corrections to be addressed on the next set of resubmitted plans:

Engineering Civil Review	Mark Higginson	(253)841-5559	MHigginson@PuyallupWA.gov
<p>- There's also a much larger tributary basin east of the project site which also contributes flows to the roadside channel along Pioneer. [Storm Report; Pg 7 of 207]</p> <p>- Please add "currently being" here. [Storm Report; Pg 7 of 207]</p> <p>- "passes through multiple culverts along the property frontage before being split into two separate piped systems which ultimately discharge to the roadside channel on the north side of Pioneer. The first piped system consists of two pipes adjacent to each other, 12in and 18in ductillie iron, which crosses Pioneer just east of the intersection. The CB's connected to these pipes are located within the travel lane with the CB connected to the 18in pipe currently buried under pavement. The other CB is visible with a solid lid. The second pipe system crosses Shaw Road westerly before turning northwest in a buried structure and discharging to the Pioneer north channel on the west side of Shaw Road." [Storm Report; Pg 7 of 207]</p> <p>- "Deer Creek and" [Storm Report; Pg 7 of 207]</p> <p>- "the southside of " [Storm Report; Pg 7 of 207]</p> <p>- The road runoff along Pioneer discharges to a fish bearing stream so Enhanced Treatment is required. Revise the Pioneer water quality features (media filter and bioswale) accordingly. [Storm Report; Pg 7 of 207]</p> <p>- Enhanced treatment required. Revise accordingly. [Storm Report; Pg 7 of 207]</p> <p>- See comments under Section 2.2 and revise accordingly. [Storm Report; Pg 8 of 207]</p> <p>- Please add "existing wetpond constructed during the Shaw Road CIP". [Storm Report; Pg 8 of 207]</p> <p>- Enhanced Treatment required. [Storm Report; Pg 9 of 207]</p> <p>- Use O&M BMPs from the City's 'Site Management Plan for Stormwater Operations and Maintenance, Appendix A'. [Storm Report; Pg 9 of 207]</p> <p>- O&M within the ROW is the responsibility of the City. [Storm Report; Pg 9 of 207]</p> <p>- Verify-it appears that portions of the frontage improvements, WO swale, and stream are located in the regulated floodplain per the LOMR dated September 8, 2022. Once confirmed, provide compensatory storage calculations to confirm that the floodplain storage has not been reduced and certify that the work within the floodplain complies with PMC 21.07. [Storm Report; Pg 10 of 207]</p> <p>- Add WDFW HPA. [Storm Report; Pg 10 of 207]</p> <p>- Enhanced Treatment required.</p>			

[Storm Report; Pg 15 of 207]

- Use O&M BMPs from the City's 'Site Management Plan for Stormwater Operations and Maintenance, Appendix A'.

[Storm Report; Pg 179 of 207]

- Per City Stds 204.5 provide supporting calculation(s) for the sizing of the culvert to convey the 100-yr storm event for the associated tributary basin.

[Storm Report; Pg 193 of 207]

- Due to the configuration of the Contech Stormfilter CB, the location of the outlet places the CB perpendicular to the curblines and into the travel lane. City Standards 204.8(11) does not allow solid square lids in the travel lane. Either replace the proprietary square lid with round lids or provide an alternative device (see Old Castle Park Filter as an example).

[Storm Report; Pg 194 of 207]

- If the proposed biofiltration swale is to be used as part of Enhanced Treatment, then provide a 'stability check' per Ecology reqts.

[Storm Report; Pg 206 of 207]

- The road runoff along Pioneer discharges to a fish bearing stream so Enhanced Treatment is required. Revise the Pioneer water quality features (media filter and bioswale) accordingly.

[Storm Report; Pg 206 of 207]

- Provide DRAFT ROW dedication deed along Pioneer Way frontage, including sketch, on City Form. 34ft road width from centerline, 10ft planter, and 8ft sidewalk. Once approved, record with the Pierce County Auditor.

[Plans; Sht R0.0 of 21]

- Please remove Notes 2 and 5 (not relevant to this permit application).

[Plans; Sht R0.0 of 21]

- Revise floodplain delineation based on approved LOMR.

[Plans; Sht R0.0 of 21]

- Revise per comments on Sht R6.3.

[Plans; Sht 1 of 21]

- Add the following notes to the planset: ?????????? ?????? ?????????? ???? ??? ?? ?????????? ???? ?????????? ?????????? ?????????????? ?????? ?? ?????????? ?? ?????????? ?? ?????? ?? ?????????? ?????? ?????? ??? ???????? ??????????????

•Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City. ?????????? ??? ?? ?? ???

- Add the following notes to the planset: ?????????? ?????? ?????????? ???? ??? ?? ?????????? ???? ?????????? ?????????? ?????????????? ?????? ?? ?????????? ?? ?????????? ?? ?????? ?? ?????????? ?????? ?????? ??? ???????? ??????????????

•Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City. ?????????? ??? ?? ?? ???

- Clarify what is happening with existing sidewalk, ramps, and utilities.

[Plans; Sht R1.1 of 21]

- Provide Type III Barricade per CS 01.02.20.

[Plans; Sht R2.0 of 21]

- Revise-see shared use path x-section.

[Plans; Sht R2.0 of 21]

- Add-"Permit PRCCP20230970".

[Plans; Sht R2.0 of 21]

- Verify leader location.

[Plans; Sht R2.0 of 21]

- Provide spot elevations at corners of ramps and landing and at the corners where the DWS meets the flowline.

[Plans; Sht R2.0 of 21]

- Provide the following information for the approach:

-Centerline stationing

-curb radii, curve length, and delta angle

-flowline elevations at PC, PT, and 1/4-points of radius

-Drive aisle width at throat

[Plans; Sht R2.0 of 21]

- Provide valley gutter flowline elevations at each end and 50ft oc.

[Plans; Sht R2.0 of 21]

- Provide easement right or dedicate ROW to the City for ADA ramp and signal

[Plans; Sht R2.0 of 21]

- Provide spot elevations at corners of the ramp and landing and at the corners where the DWS meets the flowline.

[Plans; Sht R2.0 of 21]

- Show shared use path transition to ADA ramp. Provide non-hardscape area adjacent to ramp pedestrian curbs.

[Plans; Sht R2.0 of 21]

- Transition shared use path to ADA ramp.

[Plans; Sht R2.0 of 21]

- Add note that shared use path to be pervious pavement per details/ on Sheets R6.3 and R6.5, but ADA ramps to be conventional concrete pavement.

[Plans; Sht R2.0 of 21]

- Show street light locations along frontage.

[Plans; Sht R2.0 of 21]

- Callout min. 3ft clear btwn face of pole and face of curb. Relocate if necessary.

[Plans; Sht R2.0 of 21]

- See comment on 4/R6.2.

[Plans; Sht R2.1 of 21]

- Provide spot elevations at corners of ramps and landing and at the corners where the DWS meets the flowline.

[Plans; Sht R2.1 of 21]

- Provide the following information for the approach:

-Centerline stationing

-curb radii, curve length, and delta angle

-flowline elevations at PC, PT, and 1/4-points of radius

-Drive aisle width at throat

[Plans; Sht R2.1 of 21]

- Provide easement right or dedicate ROW to the City for ADA ramp located outside ROW.

[Plans; Sht R2.1 of 21]

- Add-"Permit PRCCP20230970".

[Plans; Sht R2.1 of 21]

- Revise-see shared use path x-section.

[Plans; Sht R2.1 of 21]

- Show shared use path transition to ADA ramp. Provide non-hardscape area adjacent to ramp pedestrian curbs.

[Plans; Sht R2.1 of 21]

- Callout to transition shared use path to 8ft sidewalk. Ensure that any areas of the shared use path that butt to the high side of a pedestrian curb are not hardscape (hardscape creates potential tripping hazards.)

[Plans; Sht R2.1 of 21]

- Existing ADA ramps are non-compliant (cross-slopes, ramp lengths, etc.) and must be replaced. Adjust/relocate existing utilities which are in conflict with revised curb ramp designs. Provide detail(s) of proposed ramps with spot elevations at the corners of ramps, landings, and at the corners where the DWS meets the flowline.

[Plans; Sht R2.1 of 21]

- Callout proposed ROW radius.

[Plans; Sht R2.1 of 21]

- Callout contour elevations adjacent to the corner.

[Plans; Sht R2.1 of 21]

- Relocate proposed pedestrian curb to back of walk.

[Plans; Sht R2.1 of 21]

- Remove and replace existing non-standard sidewalk.

[Plans; Sht R2.1 of 21]

- Transition shared use path to ADA ramp.

[Plans; Sht R2.1 of 21]

- Add note that shared use path to be pervious pavement per details/ on Sheets R6.3 and R6.5, but ADA ramps to be conventional concrete pavement.

[Plans; Sht R2.1 of 21]

- Show street light locations along frontage.

[Plans; Sht R2.1 of 21]

- Relocate existing street light to provide min. 24" clear from face of curb.

[Plans; Sht R2.1 of 21]

- Clarify-Keynote 4 is also being used for existing light standard and j-boxes at the intersection.

[Plans; Sht R3.0 of 21]

- Add the following notes to the planset:????????? ?????? ?????????? ??? ???? ???? ?????????? ?????? ?????????? ?????????? ?????????? ?????? ???? ?????????? ?? ?????????? ???? ?????? ?????????? ?????? ?????? ??? ?????????? ???????????????

- Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City. ???????? ??? ??? ?? ???

- Callout watermain to be removed per Civil Permit PRCCP20230970.

[Plans; Sht R3.0 of 21]

- Jboxes to be relocated due to ADA ramp replacements.

[Plans; Sht R3.0 of 21]

- Add the following notes to the planset:????????? ?????? ?????????? ??? ???? ???? ?????????? ?????? ?????????? ?????????? ?????????? ?????? ???? ?????????? ?? ?????????? ???? ?????? ?????????? ?????? ?????? ??? ?????????? ???????????????

- Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City. ?????????? ??? ??? ?? ???

- Verify "Note 4" reference.

[Plans; Sht R3.1 of 21]

- Indicate and callout regulated floodplain. Provide compensatory storage calculations to confirm that the floodplain storage has not been reduced and certify that the work within the floodplain complies with PMC 21.07.

[Plans; Sht R4.0 of 21]

- The proposed biofiltration swale only provides Basic Treatment. Enhanced Treatment is required due to discharge to the regulated stream. Revise WQ design accordingly.

[Plans; Sht R4.0 of 21]

- City Standards require a storm main at curblineline. Any deviation from the standard will require review and approval of the City Engineer via the AMR process.

[Plans; Sht R4.0 of 21]

- Identify elevation callouts.

[Plans; Sht R4.0 of 21]

- Wall to be located outside of ROW on private property.

[Plans; Sht R4.0 of 21]

- Callout contour elevations.

[Plans; Sht R4.0 of 21]

- See comment Sheet R6.2.

[Plans; Sht R4.0 of 21]

- Revise culvert length per HPA permit.

[Plans; Sht R4.0 of 21]

- Revise culvert length per HPA permit.

[Plans; Sht R4.0 of 21]

- Callout rip-rap pad dimensions and thickness-if part of final design.

[Plans; Sht R4.0 of 21]

- Show existing buried CB adjacent to CB D4-10697.

[Plans; Sht R4.0 of 21]

- See comment Sheet R6.2.

[Plans; Sht R4.0 of 21]

- Revise for Enhanced Treatment.

[Plans; Sht R4.0 of 21]

- In an effort to remove the culvert outside of the road section as well as tie-in a new storm main serving Pioneer Way and a future extension beyond the project limits; place a new CB at the existing culvert end with a storm main eastward and stub a new pipe out the back for the connection to the culvert.

[Plans; Sht R4.0 of 21]

- Show maintenance access per comments on 2/R6.2.

[Plans; Sht R4.0 of 21]

- Provide debris screen at culvert entrance. Bars to be spaced approximately 12in oc.

[Plans; Sht R4.0 of 21]

- Revise per final design.

[Plans; Sht R4.0 of 21]

- Callout TW/BW elevations.

[Plans; Sht R4.0 of 21]

- See City Stds 204.3 for storm pipe sizing criteria.

[Plans; Sht R4.0 of 21]

- See City Stds 204.8 for maximum gutter run.

[Plans; Sht R4.0 of 21]

- Provide flowline elevations at 50ft oc.

[Plans; Sht R4.0 of 21]

- Callout proposed ROW radius.

[Plans; Sht R4.0 of 21]

- Sawcut existing pavement to nearest proposed northerly lane line. Provide full depth road section per City Standard Detail 01.01.19 with cross-slope noted on plan at 100ft intervals (max). Maintain x-slope btwn 2% and 5%.

[Plans; Sht R4.0 of 21]

- Buried stormwater structure-raise to grade and provide ring and cover.

[Plans; Sht R4.0 of 21]

- Grind and overlay existing lane beyond sawcut to match new full-depth road section.

[Plans; Sht R4.0 of 21]

- Show street light locations along frontage.

[Plans; Sht R4.0 of 21]

- Provide CB with stub to the east for future connection. Plug stub end.

[Plans; Sht R4.1 of 21]

- Provide the following information for the approach:
- Centerline stationing
- curb radii, curve length, and delta angle
- flowline elevations at PC, PT, and 1/4-points of radius
- Drive aisle width at throat
[Plans; Sht R4.1 of 21]
- Walls are not allowed within the ROW without an approved AMR. If the walls cannot be eliminated, submit an AMR for City Engineer review and approval.
[Plans; Sht R4.1 of 21]
- Provide callout. Ensure relocated pole is within future planter strip.
[Plans; Sht R4.1 of 21]
- Provide detail of ADA ramp with spot elevations at corners of the ramp and landing and at the corners where the DWS meets the flowline.
[Plans; Sht R4.1 of 21]
- See City Stds 204.8 for maximum gutter run.
[Plans; Sht R4.1 of 21]
- Provide valley gutter flowline elevations at each end and 50ft oc.
[Plans; Sht R4.1 of 21]
- See comments Sht R4.0.
[Plans; Sht R4.1 of 21]
- Identify elevation callouts.
[Plans; Sht R4.1 of 21]
- Provide flowline elevations at 50ft oc.
[Plans; Sht R4.1 of 21]
- Callout and show existing EP btwn 51+00 and 53+00.
[Plans; Sht R4.1 of 21]
- Is this a new headwall? Clarify work to be done to tie proposed stream to existing culvert end.
[Plans; Sht R4.1 of 21]
- Sawcut existing pavement to nearest proposed lane line. Provide full depth road section per City Standard Detail 01.01.19 with cross-slope noted on plan at 100ft intervals (max). Maintain x-slope btwn 2% and 5%.
[Plans; Sht R4.1 of 21]
- End full-depth road section.
[Plans; Sht R4.1 of 21]
- Callout contour elevations.
[Plans; Sht R4.1 of 21]
- Grind and overlay existing lane beyond sawcut to match new full-depth road section.
[Plans; Sht R4.1 of 21]
- Provide ADA ramp for future tie-in of sidewalk. Provide detail of ADA ramp with spot elevations at corners of the ramp and landing and at the corners where the DWS meets the flowline.
[Plans; Sht R4.1 of 21]
- Show street light locations along frontage.
[Plans; Sht R4.1 of 21]
- Provide striping info for the approach.
[Plans; Sht R5.0 of 21]
- Prior to Occupancy, execute and record "Private Road Maintenance Agreement" (for maintenance of private striping within the ROW) on form approved by the City Attorney. ??????? ??? ??? ?? ??
- Remove reference to Pierce County standard.

[Plans; Sht R6.1 of 21]

- Notes 13 and 14 aren't applicable to this project.

[Plans; Sht R6.1 of 21]

- Examples of curb ramp designs with spot elevations...reference comments on frontage plans.

[Plans; Sht R6.1 of 21]

- Callout the following information for the WQ swale:

-grass seed mix criteria

-thickness of amended soil

-amended soil composition criteria

-filter fabric wrap reqts.

-drain rock thickness above/below underdrain

-indicate groundwater elev (El. 69.84) in relation to the x-section

-indicate synthetic impermeable liner and provide criteria

[Plans; Sht R6.2 of 21]

- Confirm 5/8" minus per Ecology.

[Plans; Sht R6.2 of 21]

- Callout grass on the side slopes.

[Plans; Sht R6.2 of 21]

- Curb cut cannot be allowed on Pioneer due to traffic volume and speed. In the past, the City has approved for use the Neenah Foundry Curb Box R-3165. If this through-curb inlet works for the proposed design it can be incorporated into the planset. Other alternatives would likely require discussion and approval using the Alternative Methods Request (AMR) process.

[Plans; Sht R6.2 of 21]

- Enhanced Treatment required for Pioneer. The comments below are provided in case the biofiltration swale will still be utilized as part of a treatment train.

[Plans; Sht R6.2 of 21]

- Due to the configuration of the Contech Stormfilter CB, the location of the outlet places the CB perpendicular to the curblines and into the travel lane. City Standards 204.8(11) does not allow solid square lids in the travel lane. Either replace the proprietary square lid with round lids or provide an alternative device (see Old Castle Perk Filter as an example).

[Plans; Sht R6.2 of 21]

- Add-HPA culvert cross-sections to the planset.

[PH2 CFG Plans; Sht C1.00]

- Provide CIP or prefab end wall. If CIP call out reinforcing req'ts. (See example above as one possible alternative).

[Plans; Sht R6.2 of 21]

- Provide maintenance access above pipe-culvert tie-in. (See example above as one possible alternative).

[Plans; Sht R6.2 of 21]

- Verify-HPA culvert details indicate 2ft tall interior height.

[Plans; Sht R6.2 of 21]

- Callout and show 12in min. shoulder per Standards.

[Plans; Sht R6.3 of 21]

- Locate ROW at back of walk per standards.

[Plans; Sht R6.3 of 21]

- Revise to reflect Shared Use Path design...see right.

[Plans; Sht R6.3 of 21]

- Revise-Existing ROW varies from 65' to 90' btwn 9+20 to 11+76, and varies from 93' to 99' btwn 13+26 to 15+90.

[Plans; Sht R6.3 of 21]

- Add- "17ft".

[Plans; Sht R6.3 of 21]

- Revise-Existing ROW varies from 90' to 93' btwn 11+76 to 13+26.

[Plans; Sht R6.3 of 21]

- Revise-Existing dim'n is 30' 11+76 to 13+20; 33' 13+20 to 13+26.

[Plans; Sht R6.3 of 21]

- Add- "17ft".

[Plans; Sht R6.3 of 21]

- 3ft per CS 01.02.19.

[Plans; Sht R6.3 of 21]

- ROW varies btwn Sta 45+00 and Sta 48+75. See AFN 9408230215 and revise accordingly.

[Plans; Sht R6.3 of 21]

- Provide 34ft curb to CL.

[Plans; Sht R6.3]

- Determine proposed ROW dedication using 34ft btwn curb and centerline and callout dimension on the x-section.

[Plans; Sht R6.3 of 21]

- Provide 34ft curb to CL.

[Plans; Sht R6.3]

- See comments on Detail 1 above.

[Plans; Sht R6.3 of 21]

- Revise lane dimensioning for 34ft cross-section.

[Plans; Sht R6.3 of 21]

- Revise lane dimensioning for 34ft cross-section.

[Plans; Sht R6.3 of 21]

- Add "pervious".

[Plans; Sht R6.3 of 21]

- Add City Std Details:

01.01.05 // 01.01.11 // 01.01.18 // 01.02.02 (strike Note 7 due to pervious concrete) // 01.02.03 // 01.02.08a //
01.02.16 // 01.02.19 // 01.02.20 // 01.03.06 // 01.03.13 // 01.03.14 // 01.03.15 // 01.04.01 // 01.04.02

- 3ft per CS 01.02.19.

[Plans; Sht R6.5 of 21]

- Revise per Shared Use Path comments (Sht R6.3) and Planning Dept comments.

[Plans; Sht R7.0 of 21]

- Callout plantings per Planning Dept criteria. Callout root barriers for any trees planted within the ROW.

[Plans; Sht R7.0 of 21]

- Add the following to Note 6:???? ? ???
???????????? ?

- "6b. Contractor shall contact the City's signal technician when the lights are ready to be energized."???????? ? ? ? ? ? ?
?? ??

- Verify Sch. 80 PVC conduit at approach. Replace if necessary.

[Plans; Sht SL.1 of 21]

- If underground conduit at new approach, confirm Sch. 80 PVC conduit or replace if necessary.

[Plans; Sht SL.1 of 21]

- At proposed City light standard locations, encapsulate the light base into the sidewalk and/or shared use path pour.

[Plans; Sht SL.1 of 21]

- Grind and Overlay one lane width.

[Plans; Sht R2.1 of 21]

- See comments on Sht R6.2.

[Plans; Sht R6.3 of 21]

- Full depth road section per City Standard 01.01.05.

[Plans; Sht R6.3 of 21]

- Full depth road section per City Standard 01.01.05.

[Plans; Sht R6.3 of 21]

- Coordinate paving section with comments on Sht R4.0 and R4.1.

[Plans; Sht R6.3 of 21]

- Coordinate paving section with comments on Sht R4.0 and R4.1.

[Plans; Sht R6.3 of 21]

- Indicate and callout regulated floodplain. Provide compensatory storage calculations to confirm that the floodplain storage has not been reduced and certify that the work within the floodplain complies with PMC 21.07.

[Plans; Sht R4.1 of 21]

- Maintain curb and gutter alignment along Pioneer to east property line.

[Plans; Sht R4.1 of 21]

- Add the following notes to the planset:

-Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.

-Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City.

[Plans; Sht R1.0 of 21]

- Add the following notes to the planset:

-Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.

-Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City.

[Plans; Sht R1.1 of 21]

- Add the following notes to the planset:

-Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.

-Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City.

[Plans; Sht R3.0 of 21]

- Add the following notes to the planset:

-Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.

-Existing private utilities (power, gas, telcom, cable, etc...) that are in conflict with City maintained right-of way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area or other location as approved by the City.

[Plans; Sht R3.1 of 21]

- Prior to Occupancy, execute and record "Private Road Maintenance Agreement" (for maintenance of private striping within the ROW) on form approved by the City Attorney.

[Plans; Sht R5.0 of 21]

- Add the following to Note 6:

- "6a. A copy of the load calculations shall be provided to the City's signal technician prior to installation.
 - "6b. Contractor shall contact the City's signal technician when the lights are ready to be energized."

[Plans; Sht SL.1 of 21]

- Add City Std Details:
 02.01.05 // 06.01.01 // 06.01.02

[Plans; Sht R6.2 of 21]

**Engineering Traffic
 Review**

Bryan Roberts

(253)841-5542

broberts@PuyallupWA.gov

- Remove thermoplastic STOP bar from gutter pan.

PM-01

- Jason Rogge

253-841-5471

PM-01

- Adjust east/west lane striping to accommodate left turn pocket and shared thru/right turn lane. Shift driveway as needed to align NB/SB left turn pockets.

PM-01

- Remove right turn arrow

Intersection must be channelized with left turn pocket & shared thru/right pocket.

PM-01

- Remove right turn arrow

Intersection must be channelized with left turn pocket & shared thru/right pocket.

PM-01

- Signal plans need to be included in civil plan set.

PM-01

- Replace with City standard left turn arrow w/ ONLY thermoplastic.

PM-01

- Replace with City standard left turn arrow w/ ONLY thermoplastic.

PM-01

- Shift driveway as needed to align NB/SB left turn pockets.

PM-01

- remain and point to southern leg of this intersection.

PM-01

- Should Remain

PM-01

- Bike Lane sign? W16-9P?

PM-01

- W16-9P?

PM-01

- Why remove this sign?

PM-01

- Should remain

PM-01

- RSSZ flasher

-Coordinate with the City for required hardware & wireless interconnect

-Show conduit/j-box/power source/etc.

-How did the design team determine placement? 300ft from school property would place beacon within signalized

intersection.

-Reference applicable WAC with placement/design justification.

-MUTCD compliant advanced signage/pavement markings missing from design

TS-01

- RSSZ flasher

-Coordinate with the City for required hardware & wireless interconnect

-Show conduit/j-box/power source/etc.

-Reference applicable WAC with placement/design justification.

-MUTCD compliant advanced signage/pavement markings missing from design

TS-01

- As condition with the preliminary site plan approval, the required signal/intersection modifications must be fully configured and operational no less than 2 weeks prior to receiving occupancy for any building on-site. Adaptive signal contractor (Rhythm Engineering) will be required to configure the adaptive system on-site. Adaptive contractor will provide setup/configuration/optimization (not completed by the City). Place this condition on the plans.

TS-01

- Per the approved preliminary site plan conditions, provide details on overhead fiber connection and how it will be spliced/connected to cabinet.

TS-01

- Electronic blank out sign not necessary here. During a the phase 4 ped movement, WBL drivers will not be allowed to make a permissive left turn across the crosswalk. Update phasing/coding accordingly. Electronic blank out sign necessary for SB approach (southbound right turning vehicles) Incorporate into design.

TS-01

- As condition with the preliminary site plan approval, Flashing yellow arrows with PT/PM phasing required required for EB/WB left turns. Modify phasing as needed

TS-01

- Adjust east/west lane striping to accommodate left turn pocket and shared thru/right turn lane. To accommodate this phasing, the EBR overlap must be removed

TS-01

- Adjust east/west lane striping to accommodate left turn pocket and shared thru/right turn lane. Shift driveway as needed to align NB/SB left turn pockets.

TS-01

- To accommodate required channelization (left turn pocket and shared thru/right turn lane), EBR overlap must be removed

TS-01

- FYA signal head

TS-01

- FYA signal head

TS-01

- Does not appear to be ADA compliant (greater than 10ft from curb)

TS-01

- this should be installed on both sides of Shaw Rd (north leg) as there is no crosswalk on north side. Use the appropriate R9-3B signs to direct pedestrians to the south leg crosswalk.

TS-01

- Remove

TS-01

- Coordinate with the City on the size/type/model number of electronic blank out sign.

TS-01

- J-box over capacity

TS-01

- Missing EVPE for this leg.

TS-01

- Swapped?

TS-01

- Move j-boxes outside of sidewalk

TS-01

- R9-3 combo should be installed on both sides of Shaw Rd (north leg)

TS-01

- Why is there 2-2" here and only 1-2" in Wire note #10?

TS-01

- Missing wire note for required fiber connection to signal cabinet.

TS-01

- Missing wire note

TS-01

- It appears this equipment is not located within ROW
- Update phasing diagram to reflect PT/PM FYA operation for EB/WB.

TS-01

- WBL permissive not allowed during phase 4 ped movement. Show this configuration.

TS-01

- Overhead communication lines will block signal head visibility. Contractor is responsible to raise utility lines as needed. Place note on plans.

TS-01

- Coordinate with the City of Puyallup for the required Campbell APS unit

TS-01

- Type PS pole receiving Type PS pole?
- No spares?
- existing
- missing from plan
- Evpe B and D?
- A?
- Swapped?

- Verify new signage is included for new wind area loading

TS-04

- Update based PT/PM FYA phasing, FYA signage, etc.

TS-04

- Update based PT/PM FYA phasing, FYA signage, overlap removal, electronic blank-out sign, etc.

TS-04

- ADA ramp design and location does not match signal design.

Civil Plans - R2.0

- For WBR movement, provide ESD sight lines to ensure right on-red movements have adequate sight distance

Civil Plans - R2.0

- Shared use path design not consistent with provided in signal design or previously constructed sections on Shaw Rd.

Civil Plans - R2.0

- Utility pole must be relocated farther from intersection. Must be minimum 3ft between face of curb and face of pole

Civil Plans - R2.0

- Updated pavement markings for EB approach missing

Civil Plans - R2.0

- Show locations of City standard streetlights on frontage

Civil Plans - R2.0

- Provide detailed cost estimate for the Shaw Rd frontage improvements only. Applicant will receive a traffic impact fee credit for the cost to construct frontage on Shaw Rd.

Civil Plans - R2.1

- Remove junction boxes from sidewalk. Replace existing ADA ramps at signal (does not meet City standards)

Civil Plans - R2.1

- Show locations of City standard streetlights on frontage

Civil Plans - R2.0

- Future location must not interfere with future frontage improvements. PSE mounted streetlight to be removed. Lighting to be replaced by City standard lighting.

Civil Plans - R3.1

- Fix abrupt vertical curb alignment

Civil Plans - R4.0

- Per the approved preliminary site plan conditions, the City will require more information regarding the E Pioneer curb alignment. Show additional curb alignment on the west side of Shaw/Pioneer signal (Pioneer Crossing frontage).

Civil Plans - R4.0

- Proposed ROW dedication too large. Only dedicate to back of sidewalk

Civil Plans - R4.0

- Proposed voids in vertical curb is not allowed. Must propose a design alternative that provides a continuous vertical curb along arterial segment.

Civil Plans - R4.0

- Verify face of curb alignment matches Pioneer Crossing development.

Civil Plans - R4.0

- Show locations of City standard streetlights on frontage

Civil Plans - R4.0

- Extend curb gutter and roadway widening to edge of ROW ~ STA 51+25. Curb identified in red

Civil Plans - R4.1

- Per the approved preliminary site plan conditions, at the discretion of the City, the City may restrict outbound left turns from the E Pioneer access in the future. At the request of the City, the Owners, Heirs, Successors and Assigns agree to renovate and/or improve the driveway access in accordance with the City of Puyallup Municipal Code and Engineering Standards." Place this note on these plans

Civil Plans - R4.1

- Per the approved preliminary site plan conditions, during civil design a detailed sight distance analysis will be required at the E Pioneer driveway per City Standards. ESD of 415ft is required at this driveway. Assume 14.5ft setback from the E Pioneer curb alignment and 3.5ft driver eye height.

Civil Plans - R4.1

- Type 3 object marker (OM-3R) per COP 01.03.13

Civil Plans - R4.1

- Start fog line straight taper

STA 50+43.85, 23.00ft RT

Civil Plans - R4.1

- Taper markings per COP 01.03.13

Civil Plans - R4.1

- Start Double yellow CL

STA 50+43.85, 12.00ft RT

Civil Plans - R4.1

- provide 3ft paved shoulder behind fog line

Civil Plans - R4.1

- Show EB right turn pocket.

Civil Plans - R4.1

- connect fog line into existing

Civil Plans - R4.1

- relocate utility pole outside of future sidewalk alignment

Civil Plans - R4.1

- Provide ADA compliant wheelchair ramp. Not required to extend sidewalk east of the driveway.

Civil Plans - R4.1

- Remove walls from ROW. Locations will conflict from future sidewalk/planter strip alignment. Place ESD sight lines on plans to ensure there's no conflict

Civil Plans - R4.1

- Remove walls from ROW. Will interfere with future sidewalk/planter strip alignment

Civil Plans - R4.1

- Provide fog line radius to guide vehicles to tapered vehicle path.

Civil Plans - R4.1

- Show locations of City standard streetlights on frontage

Civil Plans - R4.1

- Per the approved preliminary site plan conditions, striping/pavement marking modifications required at Shaw/Pioneer signal. With proposed improvements, EB approach will allow two lanes thru.

Civil Plans - R5.0

- Remove curvature

Civil Plans - R5.0

- Turn pocket markings do not meet City standards. New thermoplastic pavement markings required

Civil Plan - R5.0

- Two EB lane striping not provided

Civil Plans - R5.0

- Per approved preliminary site plan conditions, civil plan set shall provide a detailed channelization plan for all striping & pavement markings in within ROW. All proposed striping shall meet City and MUTCD requirements. Plan shall include signage located in ROW. All City standard details related to pavement markings, striping, sign placement must be provided.

Civil Plans - R5.0

- Provide right turn pocket striping + arrows -

Civil Plans - R5.0

- Provide MUTCD compliant "RIGHT LANE MUST TURN RIGHT" signage

Civil Plans - R5.0

- Provide short interval white skip stripe in advance of solid white gore for right turn pocket

Civil Plans - R5.0

- Channelization?

Civil Plans - R5.0

- details for existing pavement marking removal should be on this sheet

Civil Plans - R5.0

- Verify lane striping alignment with existing striping on the west side of signal.

Civil Plans - R5.0

- Define ROW dedication offset

Civil Plans - R6.3

- Shared use path design does not match previously constructed sections on Shaw Rd.

Civil Plans - R6.3

- Why is there additional dedication behind sidewalk?

Civil Plans - R6.3

- Update all exhibits with scaled drawings

Civil Plans - R6.3

- Update all exhibits with face of curb offset from roadway CL. Should be 34ft from CL along entire E Pioneer frontage.

Civil Plans - R6.3

- Curb alignment/offset shall be constant along E Pioneer (34ft from CL). No physical taper

Civil Plans - R6.3

- City standard streetlights are required every 150ft (minimum).

Project to provide GE EVOLVE ELR2 Fixtures ERL2-3-23-A3-40-D-Gray-A-V1 (City to provide latest part numbers)

How will lights be powered? New service cabinet? Using the existing signal service cabinet?

Streetlights shall have shorting caps installed with remote photocell located on the service cabinet.

Civil Plans - SL.1

- Existing fixtures to be upgraded to current standard

Civil Plans - SL.1

- Clearly identify as being removed. Existing PSE utility pole mounted streetlights do not meet current City standards and will be removed with installation of City standard streetlights.

Civil Plans - SL.1

- Clearly identify as being removed. Existing PSE utility pole mounted streetlights do not meet current City standards and will be removed with installation of City standard streetlights.

Civil Plans - SL.1

- It is the sole responsibility of the design engineer to ensure streetlight design/placement is outside of the 10ft minimum "safe zone" area. The City will not allow streetlights to be within 10ft of the PSE primary for safety reasons.

Place this note on this sheet

Civil Plans - SL.1

- Frontage design not consistent with other sheets in this submittal.

Civil Plans - SL.1

- Streetlight design shall provide the following:

1. Provide details on how streetlights will be powered

2. Location of conduit runs

3. Wiring Schedule

a. Conduit size and type for each raceway

b. Conductors details

4. Pole schedule

a. STA & offset for each luminaire

5. Show location of junction boxes

Civil Plans - SL.1

- This light pole is not existing.

Civil Plans - SL.1

- Photometric analysis needs to account for existing City standard lighting on both sides of the street (including lighting at signalized intersection). Assume utility/PSE mounted streetlights will be removed with project.

Civil Plans - SL.1

- J-box and (2) runs of conduit to extend to southern edge of frontage

Civil Plans - SL.1

- J-box and (2) runs of conduit to extend to southern edge of frontage

Civil Plans - SL.1

- Lighting engineer to verify proposed design will meet or exceed WSDOT light level requirements for pedestrian facilities:

<p>Average(fc): 0.8 Uniformity: 4:1 Civil Plans - SL.1 - Show ESD sight lines at this intersection to ensure there are no obstructions. Civil Plans - R7.0</p>			
Planning Review	Chris Beale	(253)841-5418	CBeale@PuyallupWA.gov
<p>- LANDSCAPE: Remove all street trees shown on Shaw Road planting and utility sheets. The strip is too narrow for new street trees.</p> <p>SEPA: Provide plans to meet SEPA conditions regarding safe routes to schools. SEPA mitigation measures require implementation of a requirement for off-site safe routes to schools improvements. See P-21-0034 SEPA (June 27, 2023). Please provide those plans for further review and agency consultation.</p>			
Public Works Collection Review	Josh Grbich	(253)841-5560	JGrbich@PuyallupWA.gov
<p>- Remove existing 8 inch pipe (E) when new SWF is installed. No site stormwater should be discharging at this point. [civil plans, R1.1] - Buried stormwater CB type I. [Civil Plans, R4.0] - No maintenance access to connection with existing culvert. [Civil Plans, R4.0] - Stormwater pipe diameter in RoW is 12 inches minimum and should have a trash rack or other applicable device at outlet. [Civil Plans, R4.0]</p>			
Public Works Streets Review	Scott Hill	(253)841-5409	Shill@puyallupwa.gov
<p>- this is not a "single ramp" R2.0 sheet 4 SH - CB in pedestrian pathway/crosswalk R2.0 sheet 4 SH - HMA restoration single lane grind/overlay R2.0 sheet 4 SH - this is a streetlight not a power pole R3.0 sheet 6 SH - streetlight removed & relocated by others, who is others R3.1 sheet 7 SH - grind/overlay one lane width R4.0 sheet 8 SH - 2" grind/ overlay, end square, not a point R4.1 sheet 9 SH - 2" grind/overlay R6.3 sheet 14 SH - 2" grind/overlay to lane line, end square R6.3 sheet 14 SH - sight distance concerns, do these impede on meeting sight distance requirements, what type of tree/plantings are these, what root barrier or sidewalk damage protection will be used R7 sheet 17 SH - show what streetlights are existing and what are new. previous page states remove and relocate streetlight/power pole, which ones will be moved, verify conduit continuity and ability to maintain and pull wire if needed, add extra 2" spare conduit throughout width of project, our standard states schedule 80 conduit under roads/driveway...has this been verified it exist, if not replace with schedule 80 across entrance & , verify and state existing wire size and it meets current standards.... SL.1 SH - signal tech phone number is 253-341-8439 - is this the same one on sheet 7 that says relocate, if it going to be removed why does the sidewalk curve around it SL-1 SH</p>			

- show actual location of new underground conduit, in right-of-way SL.1 SH
- show where J-box location will be, armorcast J-boxes should be used.. SL.1 SH
- NO COMMENTS AVAILABLE
- NO COMMENTS AVAILABLE
- NO COMMENTS AVAILABLE
- NO COMMENTS AVAILABLE
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- NO COMMENTS AVAILABLE
- NO COMMENTS AVAILABLE

Conditions

The items listed in the table below are conditions of the permit that do not need to be addressed on the next resubmittal of plans but will need to be fulfilled at some point in the permit review process. The "Condition Category" indicates the approximate phase of the permit process by which the condition must be fulfilled for the City to continue processing this permit. "Condition Status" if "Open" means that the condition has not been fulfilled, if "Resolved" means the condition has been fulfilled successfully. For some conditions that require submittal of a document to the City, those documents can be submitted via the Conditions Section of the [City's permit portal](#).

Condition Category	Condition	Department	Condition Status
Prior to Issuance	A Performance Bond must be received by the City of Puyallup prior to permit issuance. The Performance Bond shall be 150% of the estimated cost of work in the ROW per the approved cost estimate received prior to plan approval (attached in CityView Portal under Documents & Images section). See https://www.cityofpuyallup.org/DocumentCenter/View/16622/Performance-Bond-51122-appvd-by-Legal for more information.	Engineering Division	Open
Prior to Issuance	Email a signed Inadvertent Discovery Plan to RBUCK@PUYALLUPWA.GOV.	Engineering Division	Open
Prior to Issuance	This form is to be received prior to permit issuance. Signing this form is acknowledgement that there may be billed overtime inspection fees per the current fee schedule and that whenever the City Water Division staff is required to perform a mainline shutdown the fees shall be billed at \$134.00 per event plus \$10.00 per tag. Instances when a shutdown is performed outside	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	regular working hour's additional overtime fees will be billed at the current overtime billing rate (3 hour minimum call out time).		
Prior to Issuance	Certificate or Insurance/CG2012 must be received prior to issuance	Engineering Division	Open
Prior to Issuance	A Clear, Fill and, Grade Bond must be received by the City of Puyallup prior to permit issuance. The amount of the bond shall not be less than the total estimated construction cost of the interim and permanent erosion and sediment control measures per the approved cost estimate received prior to plan approval. See https://www.cityofpuyallup.org/DocumentCenter/View/16621/CFG-Bond-101822-appvd-by-Legal for more information.	Engineering Division	Open
Prior to Occupancy	Prior to Occupancy, execute and record "Private Road Maintenance Agreement" (for maintenance of private striping within the ROW) on form approved by the City Attorney.	Engineering Division	Open

If you need assistance with resubmitting your corrections, please contact the Permit Center.

Sincerely,

City of Puyallup Permit Center
(253) 864-4165 option 1
permitcenter@puyallupwa.gov