

### GENERAL NOTE

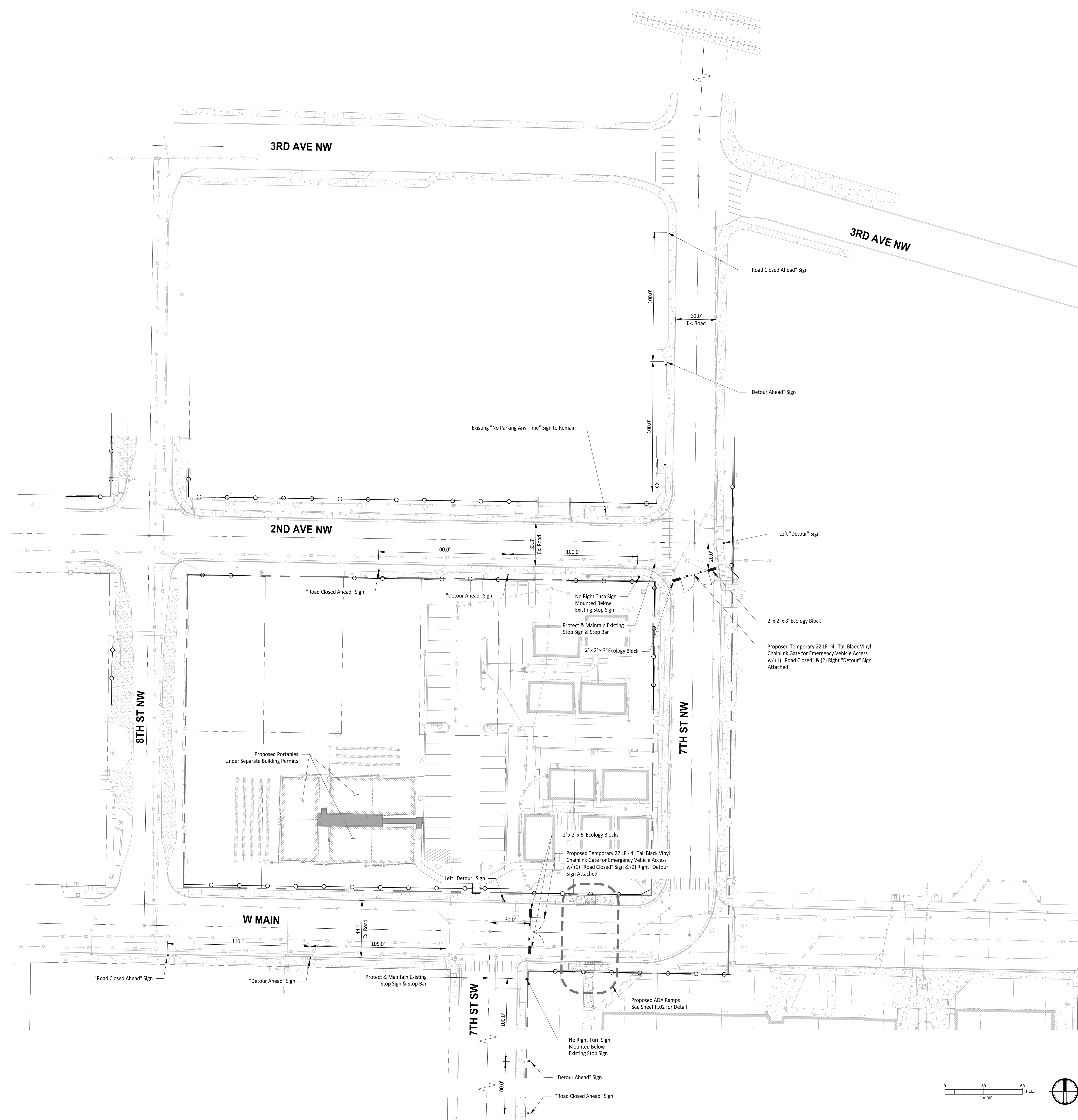
- Signs to be installed per City of Puyallup Std. Detail 01.04.01.
- Minimum advance placement distance of warning signs shall be 100-feet per MUTCD Table 6H-3.

### CONSTRUCTION NOTES

- Install all Permanent Signage prior to installation of temporary gates. Signs can be bagged until completion of gate installation.
- Install Temporary Emergency Vehicle Gate per Detail 1 on Sheet R.03.

### ROAD CLOSURE NOTES

- Temporary Emergency Vehicle Access Gate to be installed prior to the 1-year pilot.
- Temporary closure to have traffic study completed within 6 months from the start of 1-year pilot. Temporary closure to remain in good standing until approval or denial of road closure by City of Puyallup.
- If the City does not continue the temporary street closure at the end of the 1-year pilot period, the School District will be responsible to provide mitigation to address substandard pedestrian facilities within the proposed closure area.
- Mitigation must address safety and operational concerns caused by increased pedestrian/vehicle conflicts (as a result of the project). Design would be required to meet best engineering practice and comply with nationally accredited design guidelines (AASHTO, MUTCD, PROWAG, NACTO, etc.). Any temporary infrastructure by the District shall be removed (including any restoration work).
- The applicant will be required to coordinate with the City of Puyallup to collect and analyze before/after closure traffic data during the temporary 1-year closure. It will be the responsibility of the applicant to mitigate any impacts identified during the 1-year pilot period. A comprehensive before/after traffic analysis (scope to be approved by the City) must be submitted to the City for review no later than 6 months from the start of the 1-year pilot period.
- If the temporary closure area becomes permanent (after the 1-year pilot period) the School District will be fully responsible to design and construct infrastructure to adequately facilitate a permanent closure condition. Separate Civil permit required for work. Additionally, the District would be required to purchase vacated ROW from the City if approved by council. It should be noted that the ROW vacation process (if approved by Council) can take 6-months to complete.
- Coordinate with emergency services for gate placement. AutoTurn analysis may be required.
- School District will need to provide a detailed notification plan for residents that will be impacted by the temporary closure.
- School District will be required to obtain a City ROW permit for the duration of the temporary closure. This permit will include required insurance/bonding and will expire at the end of the 1-year pilot period.
- Other than for Emergency access & City maintenance vehicles, the closure area will be fully restricted to motorized vehicular traffic for the duration of the 1-year pilot program.



Any public facilities, including utilities, curb, gutter, driveway approach, ramp, or sidewalk broken now or during the course of construction shall be removed and replaced per City Standards. Restoration limits and requirements shall be at the discretion of the City.

Prior to starting site work, request an erosion and sediment inspection through the CityView portal.

Refer to the City standard details 02.03.02 & 05.02.01 for typical erosion and sedimentation control methods.

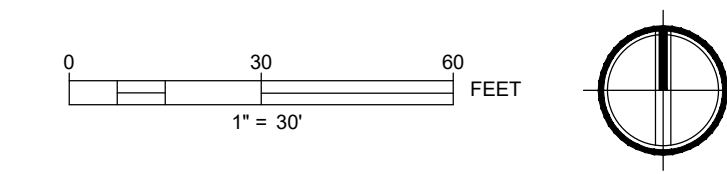
As granted by conditional use permit PLCUP20230109, the temporary road closure shall be reevaluated at the end of a 1-year pilot period. The pilot period shall be measured as one calendar year. Regardless of the expiration date printed on permit PRROW20241104, the 1-year pilot period shall end one year from the permit issuance date.

Refer to the license agreement between the City of Puyallup and Puyallup School District for the use of City property included in this right-of-way permit.

In accordance with conditional use permit PLCUP20230109, if the temporary closure area is to become permanent (after the 1-year pilot period) the Puyallup School District shall apply for a City of Puyallup right-of-way vacation permit to formally vacate the area. Furthermore, the School District shall apply for a civil construction permit to design and construct infrastructure to adequately facilitate a permanent closure. Permanent infrastructure must be in-place to continue the closure condition. If the permanent closure is not approved after the 1-year pilot period, the applicant shall obtain another right-of-way permit to remove temporary traffic measures and restore the public right-of-way to City standard, including removing and replacing the temporary pedestrian ramps with new curb, gutter, and sidewalk. An alternative proposal to install traffic calming measures and enhanced pedestrian safety facilities along W MAIN and 7th ST NW may be proposed by the applicant on the other right-of-way permit application, reviewed and approved by the City, and installed at the applicant's expense.

**APPROVED**  
BY \_\_\_\_\_  
CITY OF PUYALLUP  
DEVELOPMENT ENGINEERING  
DATE \_\_\_\_\_  
NOTE: THIS APPROVAL IS VOID AFTER 180 DAYS FROM APPROVAL DATE. THE CITY WILL NOT BE RESPONSIBLE FOR ERRORS AND/OR OMISSIONS ON THESE PLANS. FIELD CONDITIONS MAY DICTATE CHANGES TO THESE PLANS AS DETERMINED BY THE DEVELOPMENT ENGINEERING MANAGER.

CALL TWO BUSINESS DAYS BEFORE YOU DIG  
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UTILITIES UNDERGROUND LOCATION CENTER



City of Puyallup	Development Services
Planning	Permit
Engineering	Public Works
Fire	Traffic

**JMI Team**  
905 Main Street, Suite #200  
Sumner, WA 98590  
(206) 596-2020

**PUYALLUP SCHOOL DISTRICT**  
A Tradition of Excellence

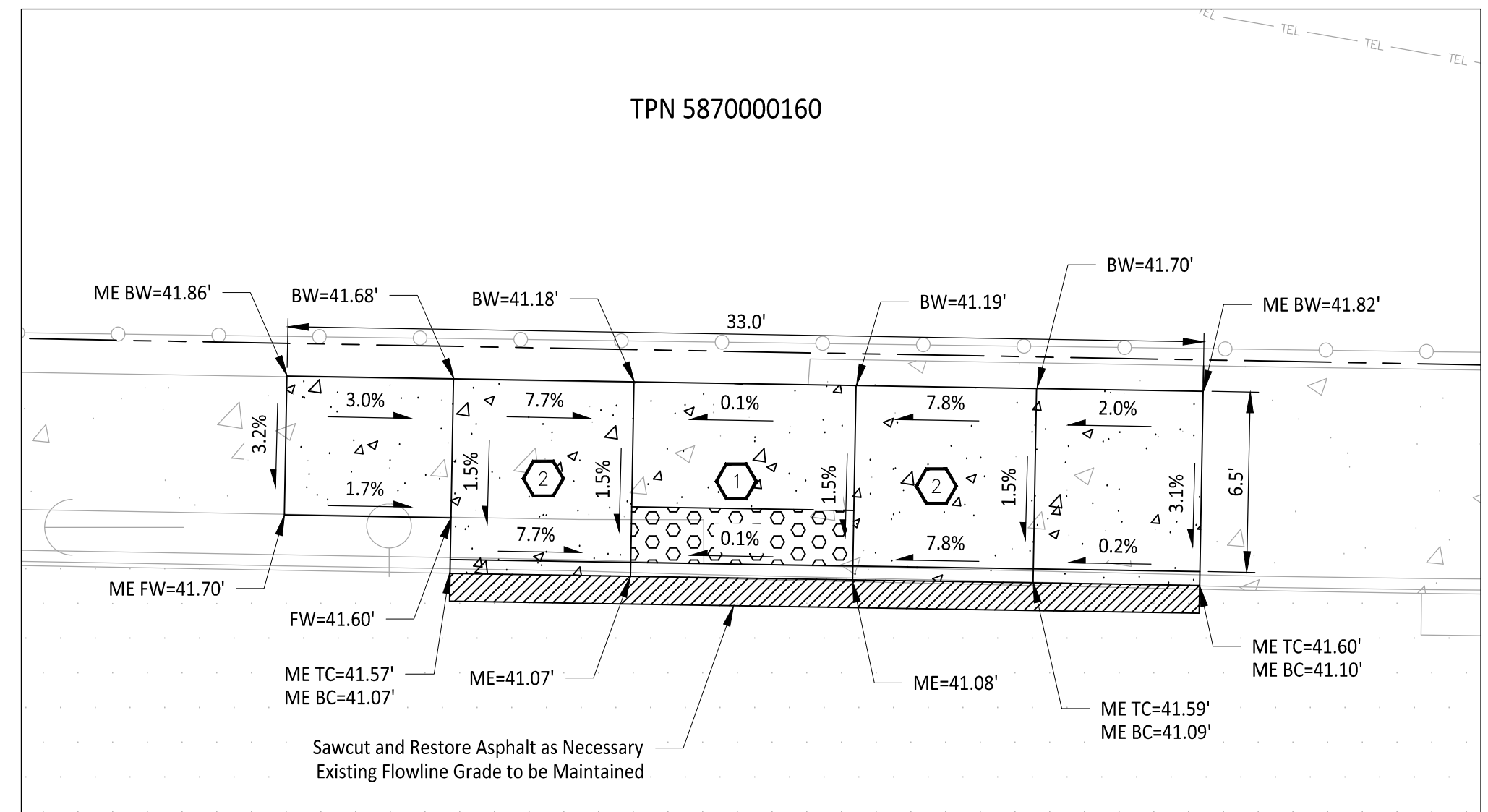
STAMP  
JUSTIN M. JAMES  
PROFESSIONAL ENGINEER  
10-02-24

ISSUED: DATE:

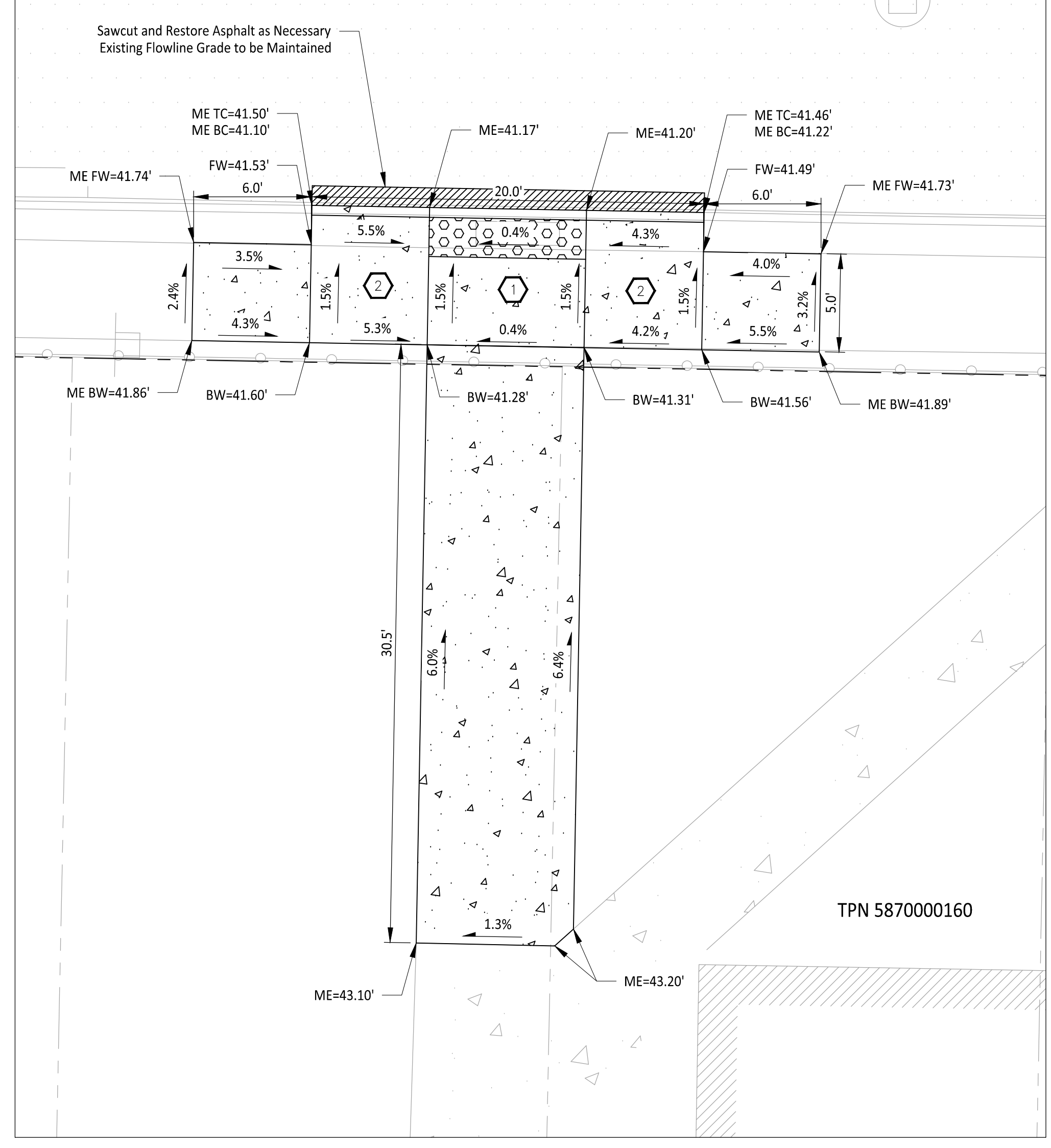
CONDITIONAL USE PERMIT OCT. 11 2023	
CUP CCH1 RESPONSE APR. 5 2024	
BUILDING PERMIT SET MAY 3 2024	
ROW PERMIT SET JULY 10 2024	
ROW PERMIT SET REV. 1 AUG 20 2024	
ROW PERMIT SET REV. 2 OCT 02 2024	
PERMIT CCH1 RESPONSE OCT 03 2024	
PERMIT REVISIONS OCT 28 2024	

Building Permit #: -  
CUP #: PLCUP20230109  
Owner's Project #: -  
Architect's Project #: 2023106  
Drawn By MO  
Checked By JJ

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UTILITIES UNDERGROUND LOCATION CENTER



W Main



GRADING DETAIL A SCALE: 1"=5'

NOTES

- At marked crosswalks, the connection between the landing and the roadway must be contained within the width of the crosswalk markings.
- Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
- Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances on any part of the Curb Ramp or Landing, or in the Depressed Curb and Gutter where the Landing connects to the roadway.
- See Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb, Curb and Gutter, Depressed Curb and Gutter, and Pedestrian Curb details.
- See **Standard Plan F-30.10** for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
- The Bid Item "Cement Concrete Curb Ramp Type" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
- The Curb Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length, the running slope of the curb ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet. Do not include abutting landing(s) in the 15-foot max. measurement. When a ramp is constructed on a radius, the 15-foot max. length is measured on the inside radius along the back of the walkway.
- Curb Ramps and Landings shall receive a broom finish. See **Standard Specifications 8-14**.
- Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.

LEGEND

- SLOPE IN EITHER DIRECTION
- 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) - SEE NOTE 7

**PARALLEL CURB RAMP**  
STANDARD PLAN F-40.12-03  
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION  
Carpenter, Jeff  
STATE DESIGN ENGINEER  
Washington State Department of Transportation

NOTES

- CONTRACTION JOINTS SHALL BE 3/8" x 2 1/4" ASPHALT SATURATED FELT PLACED IN ALL EXPOSED SURFACES OF CURB AND GUTTER AND SPACED AT 15' MAX. 10' MIN. O.C.
- THRU JOINTS SHALL BE 3/8" ASPHALT SATURATED FELT PLACED AT POINTS OF TANGENCY ON CURVES, AT GATCH BASINS, AND AT EDGES OF ALLEY AND DRIVEWAYS. THE MAXIMUM DISTANCE BETWEEN THRU JOINTS SHALL BE 100'.
- CONCRETE SHALL BE CLASS 3000 COMMERCIAL CONCRETE, 5.5 SACK MINIMUM, ASHTO GRADING 467 COARSE AGGREGATE, NO FLY ASH.
- FORMS SHALL BE STEEL UNLESS PRIOR APPROVAL IS GIVEN BY THE CITY ENGINEER. FORMS SHALL BE SET TRUE TO LINE AND GRADE AND SECURELY STAKED PRIOR TO CONCRETE PLACEMENT. FULL DEPTH DIVISION PLATES ARE ONLY TO BE USED WHERE THRU JOINTS ARE TO BE PLACED.
- THE 1" RADIUS ON THE UPPER FACE OF THE CURB MAY BE FORMED BY AN EDGER TOOL OR BUILT INTO THE FACE FORM. THE 1" RADIUS AT THE BOTTOM FACE OF THE CURB SHALL BE FORMED BY THE FACE FORM.

**CITY OF PUYALLUP**  
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS  
01.02.09

NOTES

- AREAS PLACING SHALLOO STRUCTURES OR OTHER OBSTRUCTIONS IN RAMP AND CROSSING AREA.
- DETECTABLE WARNING PATTERNS MAY BE GRATED OR AN ALTERNATE PATTERN MAY BE USED. THE DETECTABLE WARNING PATTERN SHALL BE YELLOW AND MATCH THE COLOR OF TERMINAL STANDARD 595, COLOR NUMBER 3358.
- FOR SIDEWALK FURNISHING JOINT LOCATIONS AND ADDITIONAL INFORMATION, SEE CITY STANDARD DETAIL NO. 01.02.01 & 01.02.02.
- CURB RAMP SLOPE SHALL NOT EXCEED 8.3% IS REQUIRED AT A RAMP DETAIL, UNLESS RAMP LENGTH IS EXTENDED TO 15'.

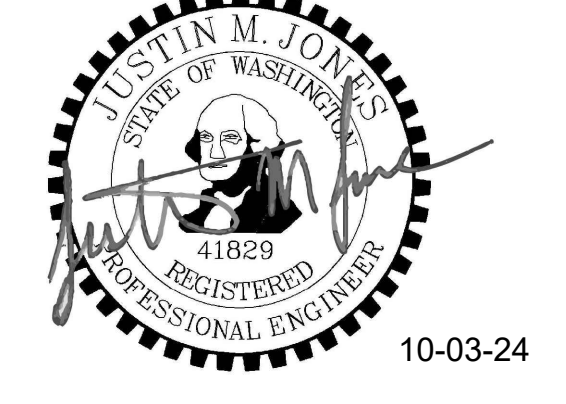
**CITY OF PUYALLUP**  
DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS  
01.02.19

GRADING NOTES

- Landing shall not exceed 2.0% running or cross slope.
- All sidewalk ramps shall not exceed 8.33% running slope or 2.0% cross slope.
- Install 6" Cement Concrete Curb & Gutter per City of Puyallup Std. Detail 01.02.09.
- Install Concrete Sidewalk per City of Puyallup Std. Detail 01.02.01.
- Install Parallel Curb Ramp per WSDOT Std. Plan F-40.12-03.
- Install Detectable Warning Strip per City of Puyallup Std. Detail 01.02.19.
- Grade Abbreviations:

All sidewalk curb ramps shall be designed and constructed to meet all applicable State and federal requirements.

TC: Top of Curb  
BC: Bottom of Curb  
FW: Face of Walk  
BW: Back of Walk  
ME: Match Existing



CONDITIONAL USE PERMIT	OCT. 11 2023
CUP CC#1 RESPONSE	APR. 5 2024
BUILDING PERMIT SET	MAY 3 2024
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APPROVED

BY: CITY OF PUYALLUP  
DEVELOPMENT ENGINEERING

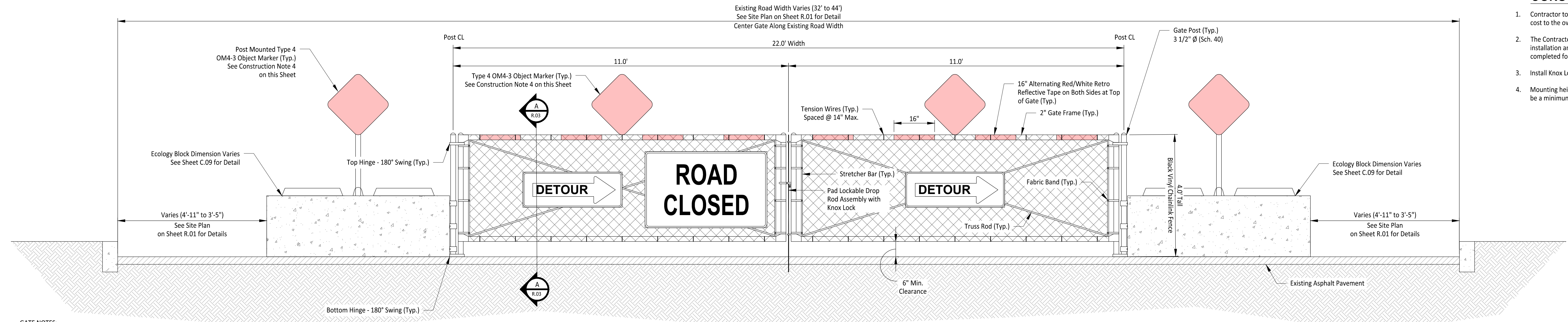
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Building Permit #: -  
 CUP #: **PLCUP20230109**  
 Owner's Project #: -  
 Architect's Project #: **2023106**  
 Drawn By: **MO**  
 Checked By: **JJ**

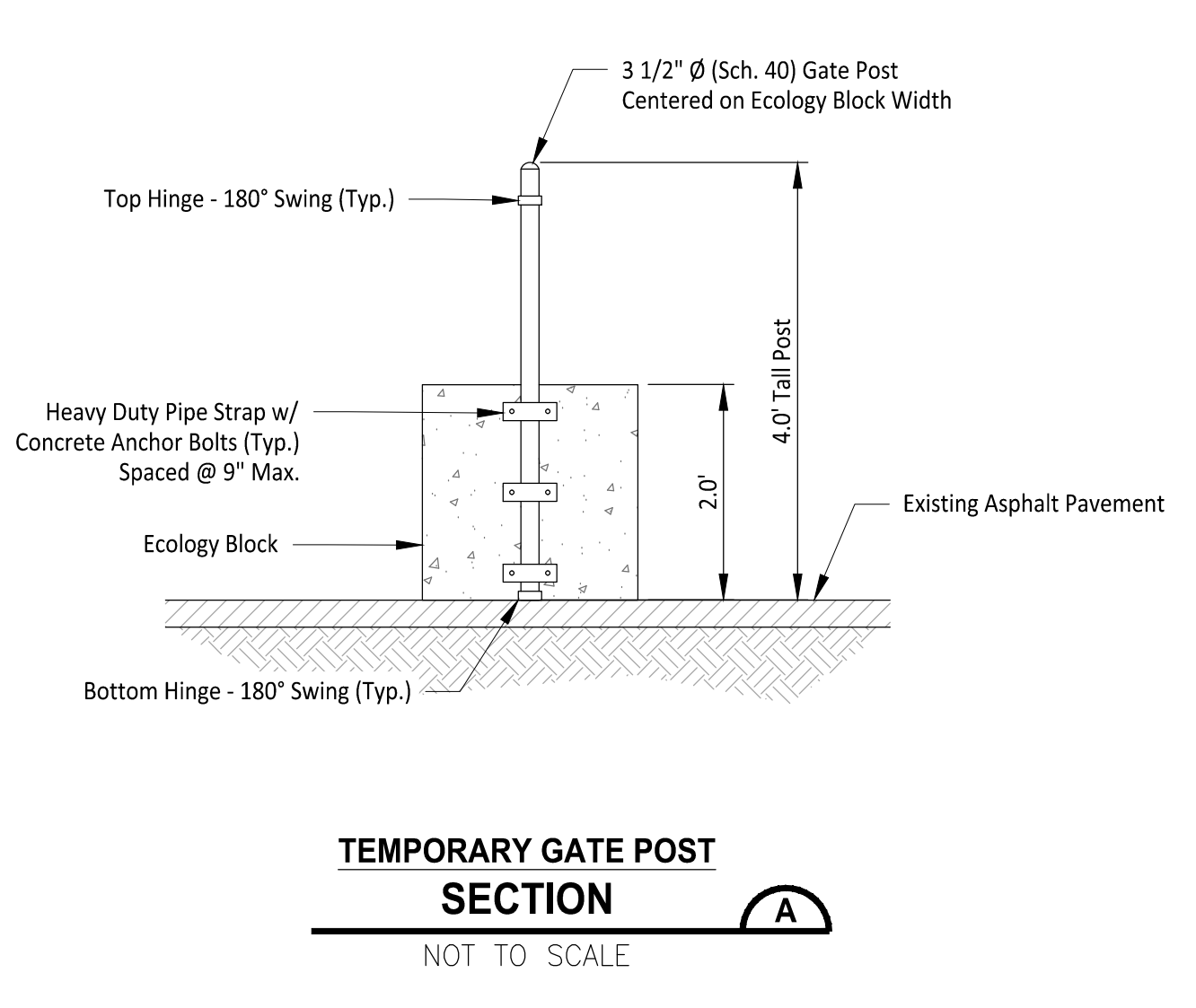
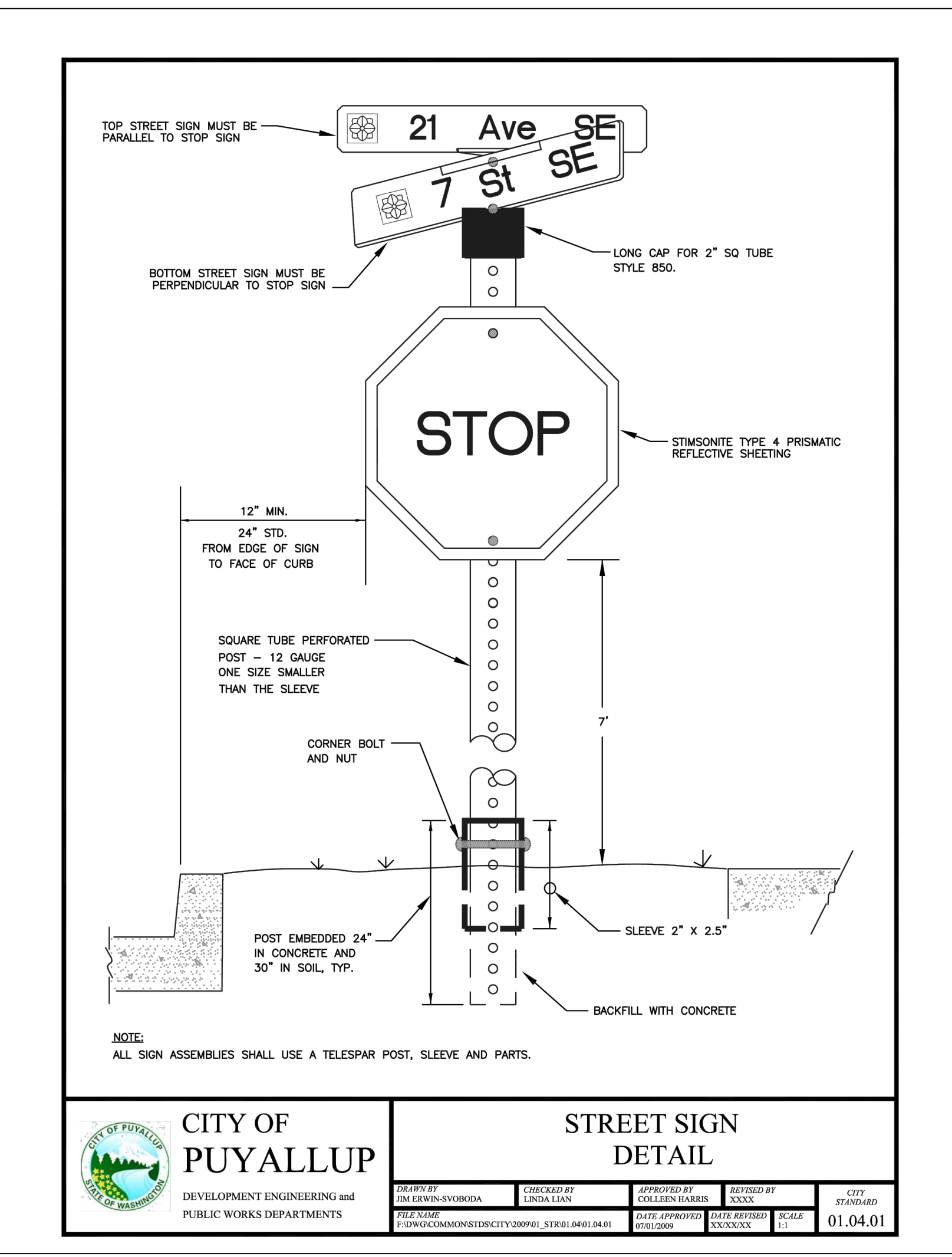
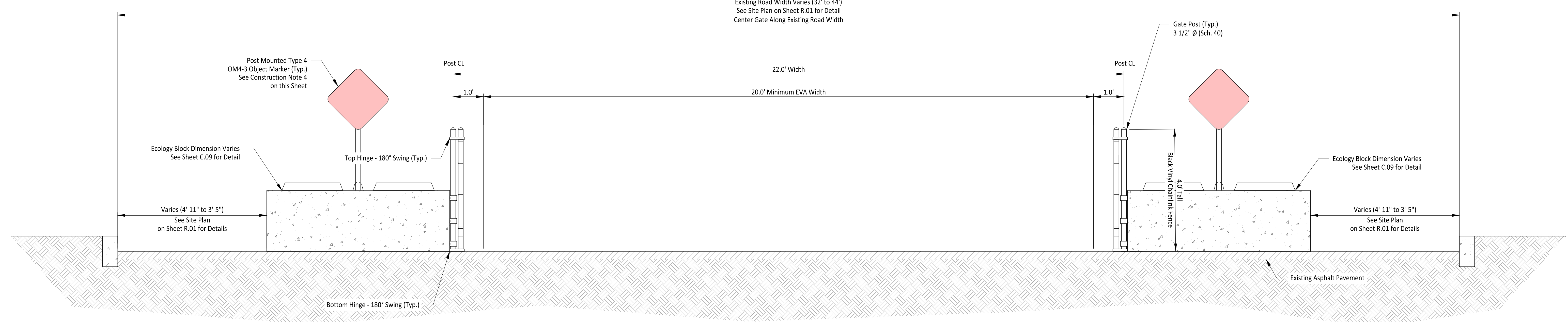
**CONSTRUCTION NOTES**

- Contractor to patch/repair asphalt as a result of new gate installation at no additional cost to the owner.
- The Contractor is responsible to contact the Local Fire Department to inspect the gate installation and fill out the operation test form. The Contractor shall send the signed and completed form to the Engineer.
- Install Knox Lock at Drop Rod. Puyallup School District to pay for and provide Knox Lock.
- Mounting height from bottom of object marker to top of existing asphalt elevation shall be a minimum of 4-feet. Type 4 object markers to be double sided.



**GATE NOTES:**

- All gates to be installed plumb and secure for full opening without interferences.
- Attach hardware by means which will prevent unauthorized removal. Tack weld all gate hardware after adjustment.
- Adjust hardware for smooth operation.



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