



City of Puyallup

Engineering Division

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www.cityofpuyallup.org

Permit Review Correction Letter

Permit Application #PRCCP20240569

February 07, 2025

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
<ul style="list-style-type: none"> - Verify leader location (noted floodplain is beyond project limits). [Storm Report; Pg 59 of 273] - Remove this section. [Storm Report; Pg 186 of 273] - Remove this section. [Storm Report; Pg 188 of 273] - Clarify-is this the existing 8in pipe to be removed? [Storm Report; Pg 229 of 273] - Clarify-how can there be 6in of ponding on a 25% slope? [Storm Report; Pg 256 of 273] - Add the following City Standard Notes: -General (See CS 2.4) -Grading, Erosion, and Sedimentation (See CS 505) -Roadway (See CS 104) -Stormwater (See CS 207) [Plans; Sht R0.0 of 44] - Delete. [Plans; Sht R1.0 of 44] - This detail does not apply within the ROW. Use City Standard pavement section. [Plans; Sht R2.0 of 44] - Use City Std pavement section w/in the ROW per callout on City Std Detail 01.02.16. [Plans; Sht R2.0 of 44] - Add detail reference for Shared Use Path PHMA on PATB. [Plans; Sht R2.0 of 44] - Shared Use Path shall be PHMA on PATB. [Plans; Sht R2.0 of 44] - Add detail reference for Shared Use Path PHMA on PATB. [Plans; Sht R2.1 of 44] - This detail does not apply within the ROW. Use City Standard pavement section. [Plans; Sht R2.1 of 44] - Shared Use Path shall be PHMA on PATB. [Plans; Sht R2.1 of 44] - Per subsequent conversation with Public Works, revise ROW dedication as shown. Submit an easement on City form for review and approval associated with City maintenance of the traffic signal/equipment and ADA ramps (portion located on private property) at the Shaw Road entrance. Upon approval, record the easement with the Pierce County auditor. (Easement form is available on the Development Engineering webpage in Appendix C of the City Standards.) [Plans; Sht R2.2 of 44] - This detail does not apply within the ROW. Use City Standard pavement section. [Plans; Sht R2.0 of 44] - Use City Std pavement section w/in the ROW per callout on City Std Detail 01.02.16. 			

[Plans; Sht R2.0 of 44]

- Confirm-callout location.

[Plans; Sht R2.2 of 44]

- Max. x-slope is 2% per City Stds and PROWAG. Revise landing accordingly.

[Plans; Sht R2.2 of 44]

- Provide spot elevation at this point. Double-check 5% max grade btwn valley flowline and spot elevation w/in confines of the crosswalk.

[Plans; Sht R2.2 of 44]

- This elevation exceeds the max. allowable grade (5% for x-walks) btwn the curb and valley gutter flowline. Revise accordingly.

[Plans; Sht R2.2 of 44]

- Revise-per grade comment above.

[Plans; Sht R2.2 of 44]

- Clarify-how does this area not hold runoff (pond)? FG adjacent to the pedestrian curb and at 1/4 radius is EL 70.30, but the edge of the valley gutter is El 70.46 to 70.38 and valley flowline is El 70.42 to El 70.36 (approx Sta 12+96.6 to 13+03.7)

[Plans; Sht R2.2 of 44]

- Add detail reference for Shared Use Path PHMA on PATB.

[Plans; Sht R2.2 of 44]

- NTE-not identified on the Shaw Road detail.

[Plans; Sht R2.2 of 44]

- Legibility.

[Plans; Sht R2.2 of 44]

- Is this centerline of approach? If not, indicate centerline.

[Plans; Sht R2.2 of 44]

- Identify PC/PT stations (typ).

[Plans; Sht R2.2 of 44]

- ??

[Plans; Sht R2.2 of 44]

- Callout scale for this detail.

[Plans; Sht R2.2 of 44]

- Reference.

[Plans; Sht R3.0 of 44]

- Reference.

[Plans; Sht R3.0 of 44]

- Reference.

[Plans; Sht R3.1 of 44]

- Relocate existing handhole outside of new road section.

[Plans; Sht R3.1 of 44]

- Reference.

[Plans; Sht R3.1 of 44]

- This detail does not apply within the ROW. Use City Standard pavement section.

[Plans; Sht R4.0 of 44]

- Verify-PVC.

[Plans; Sht R4.0 of 44]

- Per prior comment-Show existing buried CB adjacent to CB D4-10697.

[Plans; Sht R4.0 of 44]

- Show 100yr floodplain on profile (per Sept 8, 2022 LOMR).

[Plans; Sht R4.0 of 44]

- Verify pipe sizing and identify pipe as being perforated.

[Plans; Sht R4.0 of 44]

- Use DI pipe due to shallow bury. (Typ)

[Plans; Sht R4.0 of 44]

- Depth of bury for pole foundation shall be measured from bottom of wall to bottom of foundation unless separate structural design provided.

[Plans; Sht R4.0 of 44]

- Verify top of pipe elev with curb inlet dimensions for constructability.

[Plans; Sht R4.0 of 44]

- Clarify-type of retaining wall?

[Plans; Sht R4.0 of 44]

- Clarify-station.

[Plans; Sht R4.0 of 44]

- Per CWatt email dated 01-23-25, adjust flowline profile to 0.4%.

[Plans; Sht R4.0 of 44]

- Verify-sheet reference.

[Plans; Sht R4.0 of 44]

- Verify-storm calcs require 300lf of CAVFS. Only 272lf provided.

[Plans; Sht R4.0 of 44]

- Callout grade board elevation

[Plans; Sht R4.0 of 44]

- Callout-CO-R7?

[Plans; Sht R4.0 of 44]

- Verify-Out?

[Plans; Sht R4.0 of 44]

- Verify-Out?

[Plans; Sht R4.0 of 44]

- Verify-Out?

[Plans; Sht R4.0 of 44]

- Provide detail for the debris barrier.

[Plans; Sht R4.0 of 44]

- Pipe to the west?

[Plans; Sht R4.0 of 44]

- Confirm-IE.

[Plans; Sht R4.1 of 44]

- Clarify-type of retaining wall?

[Plans; Sht R4.1 of 44]

- Use DI pipe for curb inlet crossings due to shallow bury. (Typ)

[Plans; Sht R4.1 of 44]

- Verify top of pipe elev with curb inlet dimensions for constructability. (typ)

[Plans; Sht R4.1 of 44]

- Identify "perforated" pipes on profile.

[Plans; Sht R4.1 of 44]

- Callout grade board elevation

[Plans; Sht R4.1 of 44]

- Verify callout.

[Plans; Sht R4.1 of 44]

- This detail does not apply within the ROW. Use City Standard pavement section.
[Plans; Sht R4.1 of 44]
- Verify-Keynote 7?
[Plans; Sht R4.1 of 44]
- Per City-AHBL email exchange dated 01-24-25:
-verify perf pipe sizing.
-reduce planter strip to 3.5ft to allow 12in wide gravel spreader adjacent to dispersion trench.
-provide 1ft elevation difference btwn flowline and top of grade board.
-provide downturned ells into the sump on the dispersion trench perf pipes.
-provide backwater analysis between flowline and the dispersion trench up to the 50 year event to ensure no new flooding of the roadway.
[Plans; Sht R4.1 of 44]
- Verify-storm calcs require 300lf of CAVFS. Only 272lf provided.
[Plans; Sht R4.1 of 44]
- Verify-Out?
[Plans; Sht R4.1 of 44]
- Verify-Out?
[Plans; Sht R4.1 of 44]
- Verify-Out?
[Plans; Sht R4.1 of 44]
- Confirm-IE.
[Plans; Sht R4.1 of 44]
- Per CWatt email dated 01-23-25, adjust flowline profile to 0.4%.
[Plans; Sht R4.1 of 44]
- Revise flowline elevations for 0.4% profile. (Typ).
[Plans; Sht R4.2 of 44]
- Confirm-IE.
[Plans; Sht R4.2 of 44]
- Readability.
[Plans; Sht R4.2 of 44]
- Identify PC/PT.
[Plans; Sht R4.2 of 44]
- See comments on Sheet R4.0 and R4.1.
[Plans; Sht R4.2 of 44]
- Callout barricade per City Std Detail 01.02.20.
[Plans; Sht R4.2 of 44]
- Revise-max. x-slope is 2%.
[Plans; Sht R4.2 of 44]
- This detail does not apply within the ROW. Use City Standard pavement section.
[Plans; Sht R4.2 of 44]
- Use City Std pavement section w/in the ROW per callout on City Std Detail 01.02.16.
[Plans; Sht R4.2 of 44]
- Callout barricade per City Std Detail 01.02.20.
[Plans; Sht R5.0 of 44]
- Clarify-is this the existing 8in pipe to be removed?
[Plans; Sht R6.2 of 44]
- Clarify-outlet pipe.
[Plans; Sht R6.2 of 44]

- Add Note: "Soil-Compost Mix shall be in accordance with the Ecology Manual, BMP T7.40. Provide manufacturer's or supplier's certification and soil analysis to the City prior to placement of the soil-compost mix."...or similar language.

[Plans; Sht R6.2 of 44]

- Please extend dimn line or adjust callout leader.

[Plans; Sht R6.4 of 44]

- Clarify-Existing 1/2-ROW to centerline is:

-35' btwn 9+20 and 9+86;

-60' btwn 9+86 and 11+82.

[Plans; Sht R6.4 of 44]

- Identify-"Existing ROW".

[Plans; Sht R6.4 of 44]

- Clarify-2.6ft? (vs 2ft)

[Plans; Sht R6.4 of 44]

- Revise to "10.00' Permeable HMA Sidewalk".

[Plans; Sht R6.4 of 44]

- Verify-Dedication width (16' vs 16.6')?

[Plans; Sht R6.4 of 44]

- Please extend dimn line or adjust callout leader.

[Plans; Sht R6.4 of 44]

- Revise to "10.00' Permeable HMA Sidewalk".

[Plans; Sht R6.4 of 44]

- Clarify-2.6ft? (vs 2ft)

[Plans; Sht R6.4 of 44]

- Verify-Dedication width (13' vs 13.6')?

[Plans; Sht R6.4 of 44]

- Callout cross-slope.

[Plans; Sht R6.4 of 44]

- Callout cross-slope.

[Plans; Sht R6.4 of 44]

- Revise detail callout for PHMA.

[Plans; Sht R6.4 of 44]

- Revise detail callout for PHMA.

[Plans; Sht R6.4 of 44]

- The Shared Use Path (10ft section) shall be in accordance with the materials and thicknesses indicated for the existing Shaw Road Shared Use. See additional comment on Sheet R6.8.

[Plans; Sht R6.4 of 44]

- Coordinate w/ Pavement Marking Plans.

[Plans; Sht R6.4 of 44]

- Coordinate lane dim'ns w/ Pavement Marking Plans.

[Plans; Sht R6.4 of 44]

- Verify-the legal description on the draft dedication document appears to indicate 18.8'.

[Plans; Sht R6.4 of 44]

- Please extend dimn line or adjust callout leader.

[Plans; Sht R6.5 of 44]

- This detail does not apply within the ROW. Use City Standard pavement section.

[Plans; Sht R6.5 of 44]

- Callout top of grade board elevation.

[Plans; Sht R6.5 of 44]

- This detail does not apply within the ROW. Use City Standard pavement section.

[Plans; Sht R6.5 of 44]

- Please extend dimn line or adjust callout leader.

[Plans; Sht R6.5 of 44]

- Please extend dimn line or adjust callout leader.

[Plans; Sht R6.5 of 44]

- Clarify-Is there a set dimension for the wall off back of walk?

[Plans; Sht R6.5 of 44]

- Verify-City records indicate a 60ft existing ROW. Is there a recorded instrument that indicates otherwise?

[Plans; Sht R6.5 of 44]

- Verify-City records indicate a 75ft existing ROW. Is there a recorded instrument that indicates otherwise?

[Plans; Sht R6.5 of 44]

- Reduce planter strip to 3.5ft to allow 12in gravel spreader adjacent to dispersion trench.

[Plans; Sht R6.5 of 44]

- Callout surface width of CAVFS surface.

[Plans; Sht R6.5 of 44]

- Verify-Dedication width....(12+11+11+0.5+4+8+2+2.5+2-30 = 23').

[Plans; Sht R6.5 of 44]

- Verify-See dedication comment on 2/R6.5 above.

[Plans; Sht R6.5 of 44]

- Callout cross-slope.

[Plans; Sht R6.5 of 44]

- Callout cross-slope.

[Plans; Sht R6.5 of 44]

- Callout and show 1ft wide gravel spreader per comments on Sheet R4.1.

[Plans; Sht R6.5 of 44]

- Callout and show 1ft wide gravel spreader per comments on Sheet R4.1.

[Plans; Sht R6.5 of 44]

- Callout top of grade board elevation.

[Plans; Sht R6.5 of 44]

- Confirm-intent is to have non-symmetrical x-section (6 1/2 vs 6 3/4)?

[Plans; Sht R6.8 of 44]

- Min. 4" base course required for work in the ROW.

[Plans; Sht R6.8 of 44]

- Add-Subgrade shall be prepared in accordance with APWA GSP 2-06.3(3).

[Plans; Sht R6.8 of 44]

- Provide detail for PHMA and PATB associated with the Shared Use Path. Cross-section shall be in accordance with the materials and thicknesses indicated for the existing Shaw Road Shared Use path and the following criteria:

-Subgrade shall be prepared in accordance with APWA GSP 2-06.3(3).

-Permeable Ballast per APWA GSP 4-04.2 (9-03.9(2)) Option 1.

-Permeable ATB per APWA GSP 4SA2.

-Permeable HMA per APWA GSP 5-04.2 (9-03.8) and APW GSP 5-04.3(7)A.

[Plans; Sht R6.8 of 44]

- Add the following:

POROUS PAVEMENT SUBGRADE PREPARATION NOTES

1. Remove existing organic or paving materials from the surface to be prepared.

2. Prepare the subgrade in accordance with the geotechnical engineer's requirements and the following:

3. Excavation to final subgrade shall occur immediately prior to placing permeable materials. If necessary, the contractor may excavate to an intermediate subgrade elevation established at 12-inches above the final subgrade to assist with field operations.
 4. Grading to final subgrade elevation shall be completed by machinery operation on the intermediate subgrade level or outside of the porous fill/pavement prism.
 5. The contractor shall phase the work so as not to compromise or overly compact the subgrade. Should it be necessary for machinery or trucks to access the final subgrade in a certain area, the contractor shall protect the subgrade from over-compaction by placing steel sheets, or using another methodology approved by the geotechnical engineer and City.
 6. Areas determined to be overly compacted in the opinion of the Engineer, Geotechnical Engineer, or City, shall be scarified by the contractor to a depth agreed upon by the Engineer, Geotechnical Engineer, and City.
 7. Loose or disturbed areas identified during excavation to grade shall be over-excavated to firm bearing and replaced with APWA/WSDOT GSP permeable ballast.
 8. Approved porous fill materials shall be back-dumped onto the subgrade from the edge of the installation and pushed out onto the subgrade.
 9. Trucks shall then back-dump subsequent loads on top of the previously dumped/pushed material as the installation progresses.
 10. Final compaction shall be verified by the Geotechnical Engineer.
- [Plans; Sht R6.8 of 44]
- Add-Non-woven.
- [Plans; Sht R6.8 of 44]
- Add-APWA GSP 4-04.2 (9-03.9(2)) Option 1.
- [Plans; Sht R6.8 of 44]
- Add- per APWA GSP 5-06.SA.
- [Plans; Sht R6.8 of 44]
- Callout-illumination run.
- [Plans; Sht SL.02 of 44]
- Depth of bury for pole foundation shall be measured from bottom of retaining wall to bottom of foundation unless separate structural design provided.
- [Plans; Sht SL.02 of 44]
- Depth of bury for pole foundation shall be measured from bottom of retaining wall to bottom of foundation unless separate structural design provided.
- [Plans; Sht SL.02 of 44]
- Add-"and j-box in concrete".
- [Plans; Sht RSL.02 of 44]
- Verify-arm length per Traffic Engineer.
- [Plans; Sht RSL.02 of 44]
- Add Note: "Depth of bury for pole foundation shall be measured from bottom of retaining wall to bottom of foundation unless separate structural design provided.
- [Plans; Sht SL.03 of 44]
- Revise ROW dedication as shown.
- [Plans; Sht PM-01 of 44]
- Readability.
- [Plans; Sht PM-02 of 44]
- Revise per comment on Page 5 of 5.
- [Draft Dedication; Pg 1 of 5]
- Continue ROW dedication as indicated. Grant easement per comment on Sheet R2.2.
- [Draft Dedication; Pg 5 of 5]

- Verify the legal description appears to indicate 18.8' vs 16.6' noted on plans.
[Draft Dedication; Pg 5 of 5]

Engineering Traffic Review

Bryan Roberts

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- Remove thru/right thermoplastic arrow
Civil Plans - R2.0
- Remove thru/right thermoplastic arrow
Civil Plans - R2.0
- Shared use path design not consistent with previously constructed sections on Shaw Rd. 2ft shoulders are required on each side of path Per WSDOT 1515.04(2)(b)
Civil Plans - R2.0
- Per WSDOT 1515.04(2)(g), verify there are no obstructions within 1ft of edge of pavement along the entire length of SUP
Civil Plans - R2.0
- Identify existing driveway curb cuts that will be required to be replaced with City standard curb/gutter.
Civil Plans - R2.0
- Updated auto turn analysis for updated intersection geometry/striping. SBR, NBR
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 thru/right thermoplastic arrow
Civil Plans - R2.2
- Remove thru/right thermoplastic arrow
Civil Plans - R2.2
- Sheet missing from match line reference
Civil Plans - R3.2
- This unit will be 30ft light with 12ft arm. Please review comments on street light sheets for relocation requirements.
Civil Plans - R4.0
- This unit will be 30ft light with 12ft arm. Please review comments on street light sheets for relocation requirements.
Civil Plans - R4.0
- Right turn on red sight distance analysis at this location.
Civil Plans - R4.0
- This unit will be 30ft light with 12ft arm. Please review comments on street light sheets for relocation requirements.
Civil Plans - R4.1
- This unit will be 30ft light with 12ft arm. Civil Plans - R4.1
- Reference STOP sign standard detail in plan set
Civil Plans - R5.0
- Provide single object marker (OM-3R) per COP 01.03.13
Offset 5.5ft from face of curb to avoid sight obstruction from adjacent off-site driveway
Civil Plans - R5.0
- Have radius directly transition into taper fog line without reverse curvature
Civil Plans - R5.0
- Match line stationing is off by about 5ft
Civil Plans - R5.0
- Match existing 30/10 skip striping to the west (01.03.10, D). Shift offset slightly to match existing lane widths, (2)

11ft lanes.

Civil Plans - R5.0

- For striping, pavement markings, and RPM layout within left turn pocket and TWLTL segment, reference City Standard 01.03.6,7,8,9

Civil Plans - R5.0

- For striping, pavement markings, and RPM layout within left/right turn pocket and TWLTL segment, reference City Standard 01.03.6,7,8,9

Civil Plans - R5.0

- move this transition point to STA ~46+86. This will provide a roughly 50/50 split between short interval skip and solid gore (similar to WSDOT M-5.10-03)

Move the arrow/only pavement marking accordingly

Civil Plans - R5.0

- Wide dotted lane per WSDOT M-5.10-03

3ft long, 8" wide thermoplastic bars with 9ft spacing, double RPM between every other stripe

Civil Plans - R5.0

- Remove this only/right arrow combo. Two combos should be sufficient.

Civil Plans - R5.0

- This sign will be blocked by street trees within the 10ft planter strip. Put a note on plans to contact City PW and Engineering staff to help field fit location prior to installation.

Civil Plans - R5.0

- Provide 2ft shoulder on both sides of 10ft shared use path. Planter strip in this area does not meet WSDOT standards for shared use paths.

Civil Plans - R6.4

- Provide 2ft shoulder on both sides of 10ft shared use path. Planter strip in this area does not meet WSDOT standards for shared use paths.

Civil Plans - R6.4

- ROW measurements are not scaled properly.

- These measurements are to the north side of meeker southern RR property. This does not represent City of Puyallup ROW limits.

- Road sections should be split by block as defined in WSDOT stds and IES standards

- Intersections should be individually analyzed as defined in WSDOT stds and IES standards

- Sidewalks should be analyzed in sections as defined in WSDOT stds and IES standards

- Calculation points should be spaced at 5 feet by 5 feet

- Adjust the luminaire arm lengths to be 16 feet to match Shaw Road up the hill

Civil Plans - SL.01

- Does the analysis include the all existing lights?

Civil Plans - SL.01

- Use city standard 30ft pole with 12ft arm. Place within back of planter strip, front of walk.

Civil Plans - SL.02

- Use city standard 30ft pole with 12ft arm. Incorporate light/j-box into the northern edge of sidewalk panel.

Civil Plans - SL.02

- relocate j-box to this area. Avoid conflicts with future sidewalk.

Civil Plans - SL.02

- The existing arm not long enough for SUP (12ft vs 16ft).

Use 30ft poles with 16ft arms (same design as City constructed shared use path south of 23rd Ave SE).

Use MOSS GREEN (RAL 6005)

Civil Plans - SL.02

- Use 30ft poles with 16ft arms (same design as City constructed shared use path south of 23rd Ave SE).
Use MOSS GREEN (RAL 6005)
Civil Plans - SL.02
- Use 30ft poles with 16ft arms (same design as City constructed shared use path south of 23rd Ave SE).
Use MOSS GREEN (RAL 6005)
Civil Plans - SL.02
- Use 30ft poles with 16ft arms (same design as City constructed shared use path south of 23rd Ave SE).
Use MOSS GREEN (RAL 6005)
Civil Plans - SL.02
- Use 30ft poles with 16ft arms (same design as City constructed shared use path south of 23rd Ave SE).
Use MOSS GREEN (RAL 6005)
Civil Plans - SL.02
- add:
"It is the sole responsibility of the design team to" to the beginning of this note
Civil Plans - SL.02
- might be helpful to show existing lighting/signal conduit/jboxes
Civil Plans - SL.02
- 2" conduit
Civil Plans - SL.02
- Must be pole and bracket wire
Civil Plans - SL.02
- bare copper ground not allowed. must be jacketed
Civil Plans - SL.02
- Have these lights connect to the Safeway signal service cabinet
Civil Plans - SL.02
- For the street lights south of intersection, tie into existing illumination conduit/jbox @ intersection... should be located near signal pole
Civil Plans - SL.02
- Keep existing LED streetlight
Civil Plans - SL.02
- Use city standard 30ft pole with 12ft arm. Incorporate light/j-box into the northern edge of sidewalk panel.
Civil Plans - SL.02
- There's existing conduit in this area, Would the contractor be utilizing this existing conduit?
Civil Plans - SL.02
- Have these lights connect to the Shaw/Pioneer signal service cabinet
Civil Plans - SL.02
- STL.01,2,4,5,6 :
Use 30ft poles with 16ft arms same design as City constructed shared use path south of 23rd Ave SE).
Use MOSS GREEN (RAL 6005)
Civil Plans - SL.03
- Update as needed for new/modified circuits.
Civil Plans - SL.03
- For STL.03, keep existing LED at traffic signal
Civil Plans - SL.03
- Needs to be upgraded to green 16ft pole. This pole can be relocated to E Pioneer frontage if in good condition.
Civil Plans - SL.03
- Shorting Caps needed for Streetlights. Lights will be triggered by remote photocell located on service cabinets
Civil Plans - SL.03

- To be used for E Pioneer lights

Civil Plans - SL.10

- Remove arrows for Thru/right movement

Civil Plans - PM-01

- Remove arrows for Thru/right movement

Civil Plans - PM-01

- In this area, sidewalk/planter strip dimensions/alignment not consistent with frontage sheets in this area.

Civil Plans - PM-01

- Should direct peds south to the nearest crosswalk

Civil Plans - PM-01

- Should direct peds south to the nearest crosswalk

Civil Plans - PM-01

- Will be obstructed by S5, maybe S5 should be relocated to back of sidewalk.

Civil Plans - PM-01

- Given the unusual dimensions of this sign, include guidance on height and offset placement requirements to meet City and ADA requirements

Civil Plans - PM-01

- RSSZ flasher

-Reference applicable WAC/RCW with placement/design justification.

-How did the design team determine placement?

-Missing S1-1 advanced warning sign. Include optional S4-3P

-Pavement markings missing from design

-Verify MUTCD compliance

-Coordinate with the City for required hardware & wireless interconnect

PM-01

- Flashing beacon located ~150ft from NW Christian School. Please provide engineering justification for this placement

PM-01

- RSSZ flasher

-Reference applicable WAC/RCW with placement/design justification.

-How did the design team determine placement?

-Missing S1-1 advanced warning sign. Include optional S4-3P

-Pavement markings missing from design

-Verify MUTCD compliance

-Coordinate with the City for required hardware & wireless interconnect

PM-01

- Provide MUTCD compliant END SCHOOL ZONE signage with speed limit signage.

PM-01

- WAC 468-95-330 School speed limit assembly (S4-1, S4-2, S4-3, S4-4, S5-1). Pursuant to RCW 46.61.440, paragraph 07 in MUTCD Section 7B.15 is replaced with a Standard to read:

Applicable to state highways, county roads, or city streets, the reduced school or playground speed zone shall extend for 300 feet in either direction from the marked crosswalk when the marked crosswalk is fully posted with standard school speed limit signs or standard playground speed limit signs.

Applicable to county roads or city streets, the school or playground speed zone may extend up to 300 feet from the border of the school or playground property when fully posted with standard school

speed limit signs or standard playground speed limit signs. However, the speed zone may only include the area consistent with active school or playground use.

No school or playground speed zone may extend less than 300 feet from a marked school or playground crosswalk, but may extend by traffic regulation beyond 300 feet based on a traffic and engineering investigation.

The speed limit signs shown in Figure 7B-5 shall be located per RCW 46.61.440.

PM-01

- Per MUTCD, include S4.5, S1-1+S4-3P in this area. Provide MUTCD complaint spacing measurements.

Civil Plans - PM-01

- Per MUTCD, include S4.5, S1-1+S4-3P in this area. Provide MUTCD complaint spacing measurements.

Civil Plans - PM-01

- Provide MUTCD compliant END SCHOOL ZONE signage with speed limit signage.

PM-01

- Please verify per MUTCD

Civil Plans - PM-01

- Add "SCHOOL" thermoplastic pavement marking 50ft in advance of beacon

Civil Plans - PM-01

- Add "SCHOOL" thermoplastic pavement marking 50ft in advance of beacon. Markings shall span across both lanes of SB Shaw Rd. May need to shift beacon farther south to provide adequate clearance from signalized intersection.

Civil Plans - PM-01

- Add "SCHOOL" thermoplastic pavement marking 50ft in advance of beacon.

Civil Plans - PM-01

- Use hydroblasting for marking removal.

PM-01

- Remove existing white gore and short skip. New lane lines will match existing 30/10 skip striping to the west (01.03.10, D).

PM-02

- Relocate S-1 (35mph speed limit) to this area

PM-02

- Use hydroblasting for marking removal.

PM-02

- Provide measurement to school property (Shaw Rd Elementary). Should be 300ft

TS-01

- RSSZ flasher

- Coordinate with the City for required hardware & wireless interconnect. TAPCO units per PSD requirements. This location can be solar powered since there's no available power source nearby.

TS-01

- RSSZ flasher

- Coordinate with the City for required hardware & wireless interconnect. TAPCO units per PSD requirements

TS-01

- Provide measurement to school property (NW Christian School)

TS-01

- just "SHAW RD"

TS-01

- This sign was previously a R9-3A that is now post mounted, S6? This sign H should be removed

TS-01

- Road name sign should not be mounted between signal heads... should be located over curb line. Use traditional sign (not lighted units)
TS-01
- Remove. In-lieu of electronic blank out signs, LPI will be used to protect pedestrians in the marked crosswalk (when there's a ped call). TS-01
- These signs do not exist. City does not want these installed
TS-01
- Sign "E" should be installed in this area for FYA
TS-01
- Road name sign should not be mounted between signal heads. Remove and install new street name sign "SHAW RD"
TS-01
- Center 71/41 4-section head on EBL turn pocket (shift 2-3ft north).
Shift 43/42 heads farther north as needed
TS-01
- Sign "E" should be installed in this area for FYA
TS-01
- Phase 4/8 diagram confusing. The WB FYA (phase 8) will not run when there's a phase 4 ped call (WBL will show red arrow during phase 8). Alternatively, if there's no ped call on phase 4, the FYA will run during phase 8. Modern 2070 controllers will do this automatically.
TS-01
- The City will be adding LPI to phase 4 ped to protect pedestrians in the marked crosswalk from right turn on red conflicts (EBR). The electronic blank out sign will be removed.
TS-01
- Shift 83 & 84 3-section heads farther south to better align with WBR/WBT approach.
- Evaluate possible options for school zone signage on 12th Ave SE
TS-01
- Remove 32/82 4-section side fire head
TS-01
- Remove 32/82 4-section side fire head
TS-01
- New heads shall match all others at this intersection.
TS-01
- Remove. In-lieu of electronic blank out signs, LPI will be used to protect pedestrians in the marked crosswalk (when there's a ped call). TS-01
- Trench behind walk to tie into existing electrical (illumination) jbox and run wire to existing service cabinet. Coordinate new breaker with PW.
TS-01
- Move sign/beacon to planter for improved visibility. Edge of sign should maintain 2ft clearance from face of curb. Stationing may need to be adjusted to accommodate "SCHOOL" pavement markings.
TS-01
- Not ADA compliant. Push button too far from roadway. Move ped pole to the top of ped curb to lessen the distance to the road
TS-01
- this conduit run is for lighting only. Missing from wire notes. See as-built dwg.
TS-01
- This conduit run is for signal conductors only. As built dwg show there are 2-2" conduit. Install all signal wire in there.
TS-01
- Remove this conduit. The existing jbox is for existing lighting only. no signal unless PW approves otherwise.

TS-01

- If you are extending conductors, you will need to rewire back to the controller. No splicing of signal conductors is allowed.

TS-01

- push button needs to be within 10 feet of roadway. shift closer to roadway.

TS-01

- Use Leotek TSL-PED-16-spc-v1

TS-01

- shrink path width to 5ft to allow ped button to be shifted farther from roadway. This location is highly susceptible to turning vehicle strikes

TS-01

- Move ped pole to the front of ped curb to increase the distance to the road. This location is highly susceptible to turning vehicle strikes

TS-01

- Remove from design sheets.

TS-01

- Utilize for new lighting circuit TS-02

- only 1-2" needed to pole

TS-02

- this ex is in the lighting conduit? Doesn't match as built dwg.

TS-02

- install this in wire note 15

TS-02

- Is this true? verify.

TS-02

- Verify all wiring with as built drawing. TS-02

- Add:

Fully configured and operational includes adaptive configuration, overhead fiber connectivity, all intersection striping, signal hardware, signage, all on-street lighting, etc. are installed and operational.

TS-02

- Contractor shall verify and confirm all existing poles and foundations will accommodate new loadings. TS-04

- Ensure placement does not obstruct visibility of SB signal heads (62).

TS-05

- New 43 head shall match all other 3 section heads at this intersection (color, dimensions, no backplate, attachment type/bracket, etc.

TS-05

- How is this wired? TS-05

- 2

TS-02

- FYA signs? TS-04

- 51?

TS-04

- 40?

TS-04

- too far out. More like 20?

TS-04

- verify TS-04

- FYA signs? TS-04

Planning Review	Chris Beale	(253)841-5418	CBeale@PuyallupWA.gov
<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. 01/09/25 UPDATED NOTES: It's unclear if the applicant has addressed this comment in the current plans to the satisfaction of the city Traffic Engineer. Please provide a detailed, written response upon resubmittal. The resubmittal response document addressed mark ups only.</p>			
Public Works Streets Review	Scott Hill	(253)841-5409	Shill@puyallupwa.gov
<ul style="list-style-type: none"> - 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 - 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 - NO COMMENTS AVAILABLE - NO COMMENTS AVAILABLE - NO COMMENTS AVAILABLE - NO COMMENTS AVAILABLE - NO COMMENTS AVAILABLE - NO COMMENTS AVAILABLE - remove/replace existing driveway curb cuts with new C&G, expand single lane grind/overlay to this extents SH R2.0 - continue single lane improvement around corner where road is cut for new C&G SH R4.0 			

- Over 2% , non compliant
SH R4.2
- will this puddle here
SH R4.2
- 1 1/4" minimum conduit size per City Standard
SH SL.02
- remove blank out sign
SH TS-01
- show conduit, AC power preferred for this one
SH TS-01
- 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	Please contact the engineering support specialist, Robyn Buck, at rbuck@puyallupwa.gov to request a pre-construction meeting prior to starting site work.	Engineering Division	Open
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	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	\$10.00 per tag. Instances when a shutdown is performed outside 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 at the Shaw Road and Pioneer entrances adjacent to the ROW) on form approved by the City Attorney.	Engineering Division	Open
Prior to Occupancy	At the Shaw Road entrance, execute and record an easement to the City for maintenance and operation of the traffic signal equipment. (Easement form is available on the Development Engineering webpage in Appendix C of the City Standards.)	Engineering Division	Open
Prior to Occupancy	Prior to Occupancy, execute and record an easement associated with City maintenance of the ADA ramps at the Shaw Road entrance. Upon approval, record the easement with the Pierce County auditor. (Easement form is available on the Development Engineering webpage in Appendix C of the City Standards.)	Engineering Division	Open
Prior to Occupancy	Prior to Occupancy, execute and record ROW dedication for Shaw Road and E Pioneer.	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

