NOTES:

1) THE HOLE FOR THE MONUMENT SHALL BE CUT AFTER THE NEW PAVEMENT HAS BEEN CONSTRUCTED. THE UPPER 6" OF THE MONUMENT ENCASMENT SHALL BE SHAPED TO A TRUE DIAMETER OF 8". THE BRASS DISC WILL SET DURING THE PLACEMENT OF THE CONCRETE.

2) MONUMENT CORE MATERIAL SHALL MEET OR EXCEED "RAPID SET NON-SHRINK, NON-METALLIC GROUT" OR APPROVED EQUAL MEETING ASTM 621. THE HOLE SHALL BE CORED TO 19" MIN. DEPTH. ALL LOOSE MATERIAL SHALL BE REMOVED FROM THE BOTTOM OF THE HOLE. THE CONCRETE SHALL BE PLACED ON A 1" (NOMINAL) LAYER OF 1/4 INCH CRUSHED ROCK OVER FIRM UNDISTURBED EARTH. THE TOP OF THE CONCRETE SHALL BE TROWELED SMOOTH AND THE BRASS DISC SHALL BE CENTERED AND SLIGHTLY BELOW GRADE TO PREVENT DAMAGE. THE REBAR SHALL BE CENTERED BENEATH THE BRASS DISC USING THE STRADDLES. APPROVED MAGNETIZED MATERIALS MAY BE EPOXIED TO THE UNDERSIDE OF THE BRASS DISC.

3) BRASS DISC SHALL BE MARKED BY AN "X" AT THE INTERSECT LOCATION, AND IDENTIFIED, AS REQUIRED BY RCW 58.09.120.

4) THE REQUIREMENT OF WAC 332-120 SHALL BE MET FOR THE REMOVAL OR DESTRUCTION OF A SURVEY MONUMENT.
**CHANNELIZATION TAPER FORMULA, T₁**

\[ T₁ = \frac{W}{S} \]

\( W \) = OFFSET FROM NORMAL CENTER LINE (FT.)

\( S \) = SPEED LIMIT (MPH)

\( T₁ \) = LENGTH OF TAPER (FT.)

**NOTES:**

- **T₁** SHALL BE 50% LARGER WHEN LOCATED IN A CURVE
- **T₁** SHALL BE A MINIMUM LENGTH OF 90 FEET

**TURN LANE STORAGE LENGTH, P**

TO BE DETERMINED BY AN ENGINEERING STUDY

- MIN. 100 FEET
- DESIRABLE 125 FEET TO 150+ FEET

POCKET LENGTHS SHORTER THAN MINIMUM

BY APPROVAL OF COUNTY ENGINEER

**ARROW SPACING FOR LEFT- / RIGHT-TURN POCKETS**

<table>
<thead>
<tr>
<th>POCKET LENGTH (P)</th>
<th>USE</th>
<th>SPACING AS MEASURED TO TAIL OF ARROW</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORE THAN 130 FEET</td>
<td>1 ARROW**</td>
<td>1ST ARROW AT START OF POCKET</td>
</tr>
<tr>
<td>130 FEET TO 255 FEET</td>
<td>2 ARROWS**</td>
<td>2ND ARROW AT 50 FEET FROM STOP BAR</td>
</tr>
<tr>
<td>255 FEET</td>
<td>3 ARROWS**</td>
<td>3RD ARROW CENTERED BETWEEN 1ST &amp; 2ND</td>
</tr>
</tbody>
</table>

**CASE "A" LEFT-TURN POCKET FROM TWO-WAY LEFT-TURN CENTER LINE**

**CASE "B" LEFT TURN POCKET FROM TAPER SECTION**

SEE STANDARD DRAWINGS PC.H2.4, PC.H2.5, AND PC.H2.6 FOR RPM LAYOUT

SEE STANDARD DRAWING PC.H2.9 FOR NOTES AND STRIPING PATTERNS

(NOT TO SCALE)

**Pierce County**

Public Works

Office of the County Engineer

Tacoma Mall Office Building

4301 South Pine Street, Suite 628

Tacoma, Washington 98409

An APWA Accredited Agency

**BRIAN D. STACY, P.E.**

COUNTY ENGINEER

PAVEMENT MARKINGS

SHEET 1 OF 9

**PC.H2.1**
CASE "C" LEFT- OR RIGHT-TURN DROP LANE FROM TWO THROUGH LANES

240 FT. FOR 35 MPH,
300 FT. FOR 40 MPH

WIDE LANE LINE

WIDE DOTTED LANE LINE

** INSTALL ONE ARROW AT BEGINNING OF WIDE DOTTED LANE LINE:
INSTALL SECOND ARROW AT 135 FT. WHEN LENGTH OF WIDE
DOTTED LANE LINE IS 300 FT.

** **

30 FT.

ARRAOW AT 135 FT. IF WIDE DOTTED
LANE LINE IS 300 FT. IN LENGTH

SEE SHEET 8 OF 9 FOR ARROW/ONLY PLACEMENT, TYP.

CASE "D" RIGHT-TURN ADD LANE

P

80 FEET

T,.

EDGE OF PAVEMENT

WIDE LANE LINE

CENTER LINE OR LANE LINE

CASE "E" TEE INTERSECTIONS WITH A LEFT- AND RIGHT-TURN LANE

P

WIDE LANE LINE

SEE SHEET 8 OF 9 FOR ARROW/ONLY PLACEMENT

30 FT.

RIGHT TURN LANE TAPER FORMULA, T,

T, = 0.15 WS (40 MPH AND GREATER)
T, = 60 FT. (0 TO 35 MPH)
S = SPEED LIMIT (MPH)
W = ADD LANE WIDTH (FEET)
T, = LENGTH OF TAPER (FEET)

* FOR NUMBER AND SPACING OF ARROW MARKINGS FOR
LEFT/RIGHT TURN POCKETS, SEE SHEET 1 OF 9

SEE STANDARD DRAWINGS PC.H2.4, PC.H2.5, AND PC.H2.6 FOR RPM LAYOUT
SEE STANDARD DRAWING PC.H2.9 FOR NOTES AND STRIPING PATTERNS

(PNOT TO SCALE)
### TWO-WAY LEFT-TURN LANE ARROW PLACEMENT

<table>
<thead>
<tr>
<th>SEGMENT LENGTH, D</th>
<th># OF ARROW SETS</th>
<th>LOCATION OF CENTER OF ARROW SET</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 FT. - 100 FT.</td>
<td>0</td>
<td>NONE</td>
</tr>
<tr>
<td>101 FT. - 300 FT.</td>
<td>1</td>
<td>0.5L 0.5L</td>
</tr>
<tr>
<td>301 FT. - 500 FT.</td>
<td>2</td>
<td>75 FT. 75 FT.</td>
</tr>
<tr>
<td>501 FT. - 850 FT.</td>
<td>3</td>
<td>75 FT. 75 FT.</td>
</tr>
<tr>
<td>851 FT. - 1200 FT.</td>
<td>4</td>
<td>75 FT. ** 75 FT.</td>
</tr>
<tr>
<td>1201 FT. - 1550 FT.</td>
<td>5</td>
<td>** SPACE BALANCE OF SETS EVENLY OVER THE REMAINDER OF THE SEGMENT.</td>
</tr>
<tr>
<td>OVER 1550 FT.</td>
<td>( \frac{D+200}{350} )</td>
<td>ROUND UP TO THE NEAREST WHOLE NUMBER</td>
</tr>
</tbody>
</table>

### CASE "F" TWO-WAY LEFT-TURN LANE AT DRIVEWAY OR ROADWAY

- **ROADWAY OR DRIVEWAY**
  
  \[ 125 \text{ FT.} \]

- **T1**

**NOTES:**
- MINIMUM SEGMENT LENGTHS SHOWN
- BREAK STRIPING FOR PUBLIC ROADS

* WHEN CONSTRUCTING NEW TWLTL NEAR EXISTING TWLTL OR LEFT-TURN LANE, WIDEN ROAD AND CONNECT THE TWLTL.

WHEN THE DISTANCE FROM THE END OF ONE CENTER LINE TAPER TO THE BEGINNING OF THE NEXT CENTER LINE TAPER IS 125 FEET OR LESS. SEE STANDARD DRAWING PC.H2.1 FOR TAPER LENGTH (T1) INFORMATION.

### MEASUREMENT OF SEGMENT LENGTH AND END TREATMENT EXAMPLES:

- **SEGMENT LENGTH, D**

- **SEE BULLET TREATMENT FOR END TAPER (SHEET 6 OF 9)**

### SEE STANDARD DRAWINGS PC.H2.4, PC.H2.5, AND PC.H2.6 FOR RPM LAYOUT

### SEE STANDARD DRAWING PC.H2.9 FOR NOTES AND STRIPING PATTERNS

### (NOT TO SCALE)
RPM LAYOUT FOR TWO-LANE ROADS (NARROW AND WIDE PATTERN)

ONE TYPE 2y RPM CENTERED BETWEEN DOUBLE CENTER LINES AT 80 FT. INTERVALS ON TANGENTS/CURVES AND 40 FT. INTERVALS ON HORIZONTAL CURVES WITH A RADIUS LESS THAN 5000 FT.

RPM LAYOUT FOR WIDE LANE LINE

8 IN. WIDE LANE LINE, TWO TYPE 1 (WHITE) RPsMs
4 IN. GAP
4 IN. TYPE 2w RPM**

TWO TYPE 1 (WHITE) RPsMs AT 10 FT. INTERVALS AND ONE TYPE 2w RPM AT 20 FT. INTERVALS*

DIRECTION OF TRAFFIC

RPM LAYOUT FOR WIDE DOTTED LANE LINE

DOUBLE ROW TYPE 2w RPsMs

WIDE DOTTED LANE LINE WITH TWO DOUBLE ROWS OF TYPE 1 (WHITE) RPsMs EQUALLY SPACED. CENTERED BETWEEN EVERY SECOND WIDE DOTTED LANE LINE INSTALL DOUBLE ROW OF TYPE 2w RPsMs.

DIRECTION OF TRAFFIC

RPM LAYOUT FOR MULTI-LANE ROADS (NARROW PATTERN)

4 IN. YELLOW LINE WITH TYPE 1 (YELLOW) RPsMs *
4 IN. GAP WITH TYPE 2y RPMs
4 IN. YELLOW LINE WITH TYPE 1 (YELLOW) RPsMs *

INSTALL TYPE 1 (YELLOW) RPsMs, ONE ON EACH LINE WITH A TYPE 2y RPM CENTERED BETWEEN BOTH LINES AND TYPE 1 SETS. RPsMs SHALL BE SPACED AT 80 FT. INTERVALS ON TANGENTS/CURVES AND 40 FT. INTERVALS ON HORIZONTAL CURVES WITH RADIUS LESS THAN 5000 FT.

RPM LAYOUT FOR PAINTED LANE LINES

SPACE TYPE 2w RPsMs AT 80 FT. INTERVALS ON TANGENTS/CURVES AND 40 FT. INTERVALS ON HORIZONTAL CURVES WITH A RADIUS LESS THAN 5000 FT.

DIRECTION OF TRAFFIC

* OMIT TYPE 1 RPMs ON TYPE D STRIPING.
** TYPE 2w RPM GOES IN THE TURN LANE. IN THE CASE OF SIDE-BY-SIDE TURN LANES, BOTH LANES SHALL HAVE TYPE 2w RPsMs.

SEE STANDARD DRAWING PC.H2.9 FOR NOTES AND STRIPING PATTERNS (NOT TO SCALE)
RPM LAYOUT FOR TURN Lanes

LEFT-TURN LANE FROM TAPER OR TWO-WAY LEFT-TURN LANE

SEE WIDE LANE LINE RPM DETAIL, SHEET 4 OF 9

DOUBLE CENTER LINE WITH DOUBLE ROW OF TYPE 1 (YELLOW) RPMs AT 3 FT. INTERVALS (ONE ON EACH LINE). REPLACE THE THIRD SET OF RPMs WITH ONE TYPE 2yy RPM CENTERED BETWEEN DOUBLE CENTER LINE.*

DOUBLE CENTER LINE WITH DOUBLE ROW OF TYPE 1 (YELLOW) RPMs AT 10 FT. INTERVALS (ONE ON EACH LINE). FOR FIRST SET AND EVERY FOURTH SET INSTALL ONE TYPE 2yy RPM CENTERED BETWEEN DOUBLE CENTER LINE.*

TEE INTERSECTIONS WITH A LEFT- AND RIGHT-TURN LANE

SEE WIDE LANE LINE RPM DETAIL, SHEET 4 OF 9

SEE RPM DETAIL ABOVE

DROP LANE FROM TWO THROUGH LANES

SEE WIDE LANE LINE RPM DETAIL, SHEET 4 OF 9

SEE WIDE DOTTED LANE LINE RPM DETAIL, SHEET 4 OF 9

SEE WIDE LANE LINE RPM DETAIL, SHEET 4 OF 9

SEE RPM DETAIL ABOVE

SEE MULTI-LANE LINE RPM DETAIL, SHEET 4 OF 9

SEE STANDARD DRAWING PC.H2.9 FOR NOTES AND STRIPING PATTERNS

(NOT TO SCALE)

Pierce County
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BRIAN D. STACY, P.E.
COUNTY ENGINEER

PAVEMENT MARKINGS
SHEET 5 OF 9

PC.H2.5
**RPM Layout for Two-Way Left-Turn Lane**

- Double row Type 1 (Yellow) RPMs centered on every broken center line, TYP. *
- Type 2yy RPM at 80 ft. intervals on tangents/curves and 40 ft. intervals on horizontal curves with a radius less than 5000 ft.
- Type 2yy alternate gap from opposite side

**Bullet Treatment for End of Taper**

- Double center line with double row of Type 1 (Yellow) RPMs at 3 ft. intervals. Replace Type 1 (Yellow) RPMs at 15 ft. with one Type 2yy RPM centered between double center line.*
- Double center line with alternating Type 1 (Yellow) RPMs (one on each line) and Type 2yy RPMs centered at 20 ft. intervals.*
- Mark end of taper with a Type 2yy RPM centered between double center line

**RPM Layout for End of Taper/Beginning of Two-Way Left-Turn Lane**

- Double center line with alternating Type 1 (Yellow) RPMs (one on each line) and Type 2yy RPMs centered at 20 ft. intervals.*
- Mark end of taper with a Type 2yy RPM centered between double center line
- Double row of Type 1 (Yellow) RPMs and Type 2yy RPMs equally spaced as shown (13 sets total end treatment)*

**Raised Pavement Markers (RPMs)**

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type 1</td>
<td>Non-Reflective</td>
<td>Yellow or White</td>
</tr>
<tr>
<td>Type 2yy</td>
<td>Reflective face both sides</td>
<td>Yellow and White</td>
</tr>
<tr>
<td>Type 2w</td>
<td>Reflective face one side, approach direction</td>
<td>White</td>
</tr>
</tbody>
</table>

*Omit Type 1 RPMs on Type D Striping.

**See Standard Drawing PC.H2.9 for Notes and Striping Patterns**

(NOT TO SCALE)
MARKED CROSSWALKS

SEE STANDARD DRAWING PC.H2.9 FOR NOTES

Pierce County
Public Works and Utilities
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TRAFFIC ARROW AND ONLY DETAILS

* "ONLY" TO BE USED IN CASE "C" CONDITION
(SEE PAVEMENT MARKINGS SHEET 2 OF 9) AND
CASE "E" CONDITION.

PATTERN OF ARROW/ONLY COMBINATIONS
STARTING AT THE ENTRANCE INTO THE POCKET
IS AS FOLLOWS:
ONE ARROW = ARROW/ONLY
TWO ARROWS = ARROW/ONLY/ARROW
THREE ARROWS =
ARROW/ONLY/ARROW/ONLY/ARROW

SPACE ARROWS IN THE POCKET AS SHOWN ON
SHEET 1 OF 9.

NOTES:
1) CENTERED IN LANE, TYPICAL.
2) USE TYPE B PREFORMED FUSED THERMOPLASTIC, SEE SHEET 9 OF 9.
3) IF PAINTED MARKINGS ARE SPECIFIED FOR USE,
CONTACT PIERCE COUNTY TRAFFIC OPERATIONS
AT (253) 798-8000 FOR TEMPLATES.

SEE STANDARD DRAWINGS PC.H2.4, PC.H2.5, AND PC.H2.6 FOR RPM LAYOUT
SEE STANDARD DRAWING PC.H2.9 FOR NOTES AND STRIPING PATTERNS

ARROW / ONLY PLACEMENT

(PLEASE SCALE)
NOTES:

1) GENERAL - ALL PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND TO THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION, AS ADOPTED BY PIERCE COUNTY. ALL STRIPING SHALL BE PAINTED USING WATER-BASED MATERIAL UNLESS OTHERWISE SPECIFIED IN THE PLANS. ALL ARROWS, ONLYS, CROSSWALK LINES, STOP LINES, AND OTHER MARKINGS SHALL BE TYPE B PREFORMED THERMOPLASTIC, AS APPROVED BY THE COUNTY TRAFFIC ENGINEER. ALL TYPE B PAVEMENT MARKING MATERIAL SHALL HAVE FACTORY APPLIED REFLECTIVE BEADS AND HEAT INDICATORS. WHEN SPECIFIED ON THE PLANS, ALL LONG LINES SHALL BE PLASTIC TYPE D-3 OR D-4.

2) CENTER LINES - CENTER LINES, NO-PASS LINES, AND DOUBLE CENTER LINES, AS WARRANTED, SHALL BE USED ON ALL ARTERIALS AND ON ALL UNDIVIDED PAVEMENTS OF THREE OR MORE LANES.

DOUBLE CENTER LINE SHALL HAVE 4 INCHES BETWEEN LINES FOR MULTI-LANE ROADWAYS, COLLECTOR ARTERIAL, WHERE LEFT-TURN CHANNELIZATION IS PRESENT, AND ON NARROWER ROADWAYS WITH 10-FOOT WIDE LANES OR LESS. DOUBLE CENTER LINE SHALL HAVE 12 INCHES BETWEEN LINES ON MAJOR AND SECONDARY ARTERIALS, WHERE NONE OF THE ABOVE LISTED CONDITIONS ARE PRESENT.

INSTALL CENTER LINE RPMs IN ACCORDANCE WITH SHEETS 4, 5, AND 6 OF 9.

3) LANE LINE - LANE LINES SHALL BE USED ON MULTI-LANE ROADS. INSTALL RPMs IN ACCORDANCE WITH SHEETS 4, 5, AND 6 OF 9.

4) EDGE LINE - EDGE LINES SHALL BE USED UNDER THE FOLLOWING CIRCUMSTANCES AND SHALL BE CARRIED THROUGH PRIVATE DRIVEWAYS AND PRIVATE ROAD APPROACHES:

A) ON ALL MAJOR ARTERIALS, WHEN MINIMUM 10-FOOT LANE WIDTHS CAN BE PROVIDED AND NO CONTINUOUS CURBING EXISTS ALONG THE ARTERIAL.

B) ON ALL URBAN SECONDARY ARTERIALS AND ALL RURAL SECONDARY ARTERIALS THAT HAVE A POSTED SPEED LIMIT OF 40 MPH OR GREATER OR AN AADT > 3,000, WHEN MINIMUM 10-FOOT LANE WIDTHS CAN BE PROVIDED AND NO CONTINUOUS CURBING EXISTS ALONG THE ARTERIAL.

C) ON ALL COLLECTOR ARTERIALS THAT HAVE AN AADT > 3,000, WHEN MINIMUM 10-FOOT LANE WIDTHS CAN BE PROVIDED AND NO CONTINUOUS CURBING EXISTS ALONG THE ARTERIAL.

D) ON ALL PAVEMENT WIDTH TRANSITIONS. OMIT IF ADJACENT TO CURBING.

E) ON ALL ARTERIALS WHERE IT IS DESIRABLE TO REDUCE DRIVING ON PAVED SHOULDERS.

5) STOP LINE - STOP LINES SHALL BE USED UNDER THE FOLLOWING CIRCUMSTANCES AND SHALL BE CARRIED ACROSS ALL APPROACH LANES THAT ARE REQUIRED TO STOP:

A) ON ALL APPROACHES TO SIGNALIZED INTERSECTIONS.

B) ON ALL APPROACHES TO MULTI-WAY STOP INTERSECTIONS.

C) ON ALL APPROACHES WHERE CHANNELIZATION EXISTS.

6) CROSSWALK LINE - CROSSWALK LINES SHALL HAVE A SLIP-RESISTANT TREATMENT. THEY SHALL BE USED AT STOP-CONTROLLED INTERSECTIONS, WHEN APPROVED BY THE COUNTY TRAFFIC ENGINEER, AT ALL SIGNALIZED INTERSECTIONS, AND AT COUNTY ENGINEER-APPROVED MID-BLOCK CROSSINGS AND UNCONTROLLED CROSSINGS.

7) REMOVAL - ALL EXISTING PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH NEW PAVEMENT MARKINGS SHALL BE REMOVED.

8) DEFINITIONS - (NOTE: PROFILED PLASTIC LINES (TYPE D) SHALL CONFORM TO WSDOT STANDARD PLAN M-20.20-XX UNLESS OTHERWISE NOTED)

A) CENTER LINE - 4-INCH BROKEN YELLOW, 10-FOOT LINE, 30-FOOT GAP (NOT PROFILED IF TYPE D)

B) NO-PASS LINE - 4-INCH SOLID YELLOW / 4-INCH GAP / 4-INCH BROKEN YELLOW, 10-FOOT LINE, 30-FOOT GAP (NOT PROFILED IF TYPE D)

C) DOUBLE CENTER LINE - 4-INCH SOLID YELLOW / 4-INCH OR 12-INCH GAP / 4-INCH SOLID YELLOW (NOT PROFILED IF TYPE D)

D) TWO-WAY LEFT-TURN CENTER LINE - 4-INCH SOLID YELLOW / 4-INCH GAP / 4-INCH BROKEN YELLOW, 10-FOOT LINE, 30-FOOT GAP (NOT PROFILED IF TYPE D)

E) LANE LINE - 4-INCH BROKEN WHITE, 10-FOOT LINE, 30-FOOT GAP (PROFILED IF TYPE D)

F) EDGE LINE - 4-INCH SOLID YELLOW OR WHITE (NOT PROFILED IF TYPE D)

G) WIDE LANE LINE - 8-INCH SOLID WHITE (PROFILED IF TYPE D)

H) WIDE DOTTED LANE LINE - 8-INCH DOTTED WHITE, 3-FOOT LINE, 9-FOOT GAP (PROFILED IF TYPE D)

I) DOTTED EXTENSION LINE - 4-INCH DOTTED WHITE OR YELLOW, 2-FOOT LINE, 6-FOOT GAP (NOT PROFILED IF TYPE D)

J) STOP LINE - 18-INCH WHITE, PLASTIC

K) CROSSWALK LINE - 24-INCH WIDE, 9-FeET LONG, UNLESS OTHERWISE NOTED, PLASTIC (NOT TO SCALE)
NOTES

1) TEMPORARY TAPE FOR LANE LINES AND DOUBLE CENTER LINES SHALL BE BASED ON A 40-FOOT UNIT CONSISTING OF A 4-FOOT LINE WITH A 36-FOOT GAP.

2) TEMPORARY TAPE FOR WIDE LANE LINES SHALL BE BASED ON A 20-FOOT UNIT CONSISTING OF A 4-FOOT WHITE LINE WITH A 16-FOOT GAP AND 8 INCHES WIDE.

3) ALL TEMPORARY STOP LINES SHALL BE CONTINUOUS ACROSS THE APPROACH LANES OF TRAFFIC WHERE THEY CURRENTLY EXISTED PRIOR TO WORK. STOP LINES SHALL CONSIST OF 2 ROWS OF 4-INCH WIDE TAPE.

4) TURN ARROWS SHALL BE A MINIMUM OF 6 FEET IN LENGTH.

5) TAPER AS REQUIRED BASED ON SPEED AND WIDTH OF WIDENING FROM CENTER LINE.

6) FOR TWO-WAY LEFT-TURN LANES, USE DOUBLE TEMPORARY CENTER LINE.

7) IF EDGE LINE IS REQUIRED, TEMPORARY TAPE SHALL BE A SOLID 4-INCH WHITE UNBROKEN LINE.
NOTES:

1) 4:1 TAPERS MAY BE ELIMINATED PROVIDED 4' MINIMUM CLEARANCE FROM BACK OF WALK TO BACK OF MAILBOX IS PROVIDED.

2) SEE WSDOT STANDARD PLAN H-70.10-XX FOR TYPE 1 MAILBOX SUPPORT MATERIALS.

3) SEE WSDOT STANDARD PLAN H-70.20-XX FOR TYPE 2 MAILBOX SUPPORTS.
PLAN VIEW

SECTION A-A

SECTION B-B

NOT TO SCALE
NOTES:

1) EACH SPEED HUMP SHALL BE CONSTRUCTED AT A RIGHT ANGLE TO THE CENTERLINE ALIGNMENT OF THE ROADWAY.

2) FOR EXISTING PAVEMENT SURFACE PREPARATION SEE WSDOT STANDARD SPECIFICATIONS, 5-04.3(5)a.

3) ASPHALT USED FOR SPEED HUMP CONSTRUCTION SHALL BE COMMERCIAL GRADE HOT MIX ASPHALT (HMA). FOR ADDITIONAL INFORMATION ON ASPHALT AND CONSTRUCTION SEE WSDOT STANDARD SPECIFICATIONS 5-04.

4) CONTRACTOR MAY PROVIDE AS AN OPTION AN ALTERNATE CONSTRUCTION "TECHNIQUE (E.G. BUTT GRIND 1.5-FOOT WIDTH ACROSS LEADING EDGE OF SPEED HUMP TO PREVENT UNRAVELING). ALTERNATE CONSTRUCTION TECHNIQUE SHALL BE DISCUSSED AT PRE-CONSTRUCTION MEETING AND BE APPROVED BY THE PROJECT ENGINEER PRIOR TO IMPLEMENTATION. NO ADJUSTMENT TO UNIT BID PRICE SHALL BE MADE. ALL OTHER CONSTRUCTION ITEMS SHALL BE REQUIRED AS SPECIFIED IN CONTRACT DOCUMENTS.

5) CONTRACTOR SHALL PROVIDE TEMPORARY SPEED HUMP MARKINGS PRIOR TO LEAVING WORKSITE THE DAY OF CONSTRUCTION. CONTRACTOR SHALL MAINTAIN TEMPORARY MARKINGS FOR A MAXIMUM OF SEVEN WORKING DAYS, AT WHICH TIME COUNTY FORCES SHALL HAVE INSTALLED PERMANENT MARKINGS. CONTRACTOR TO NOTIFY RICK BUTNER, TRAFFIC OPERATIONS CENTER AT (253) 798-8000, 3 DAYS IN ADVANCE OF TEMPORARY MARKINGS AND INSTALLATION.

6) CONTRACTOR SHALL SEAL ALL ASPHALT SPEED HUMP JOINTS WITH AR4000 CIL APPROVED OR APPROVED EQUAL PER WSDOT STANDARD SPECIFICATIONS 5-04.2.

(NOT TO SCALE)
NOTES:

1) GUARDRAIL REFLECTOR STRIPS SHALL NOT BE INSTALLED OVER POST BOLTS OR RAILING SLOTS.

(APPROVED BY: COUNTY ENGINEER)

01/21/2021

GUARDRAIL REFLECTOR STRIP

GUARDRAIL REFLECTOR STRIP SPACING

GUARDRAIL REFLECTOR STRIP LOCATION (SEE NOTE 1)
GUARDRAIL REFLECTOR TAB DETAILS

NOTE:
1) GUARDRAIL REFLECTOR TABS SHALL NOT BE PLACED WITHIN 12 FT OF THE IMPACT HEAD ON EACH TERMINAL.
2) A MINIMUM OF 3 GUARDRAIL REFLECTOR TABS (SPACED EVENLY) SHALL BE INSTALLED ON ANY CONTINUOUS GUARDRAIL SECTION REGARDLESS OF OVERALL LENGTH.

(SEE NOTE 2)

GUARDRAIL REFLECTOR TAB SPACING