1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PC.F7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) ENGINEERED PAVEMENT DESIGN REQUIRED. GRAVEL BASE DEPTH MAY BE REDUCED TO LESS THAN THE MINDUMS SHOWN, BASED ON AN APPROVED ENGINEERED PAVEMENT DESIGN. CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

6) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

NOT TO SCALE

Pierce County
Planning & Public Works
Office of the County Engineer

APPROVED BY: COUNTY ENGINEER

4-1-19

DATE

ARTERIAL WITH CEMENT CONCRETE TRAFFIC CURB AND GUTTER AND SIDEWALK, CLOSED DRAINAGE

STANDARD DRAWING PC.A1.1
NOTE:

1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PC.F7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.FB.1.

5) BUFFER TO BE NATIVE VEGETATION, GRASS OR GROUND COVER NOT TO EXCEED 24" IN HEIGHT ABOVE THE ROADWAY SURFACE, AS APPROVED BY ENGINEER. SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

6) ENGINEERED PAVEMENT DESIGN REQUIRED. GRAVEL BASE DEPTH MAY BE REDUCED TO LESS THAN THE MINIMUMS SHOWN, BASED ON AN APPROVED ENGINEERED PAVEMENT DESIGN. CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

7) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

NOT TO SCALE
NOTES:

1) NO SIDEWALK ALLOWED WITHOUT BUFFER IN LIEU OF SHOULDER, SEE STANDARD DRAWING P.C.A1.4.

2) FOR CURBS, SEE STANDARD DRAWING P.C.F8.1.

3) ENGINEERED PAVEMENT DESIGN REQUIRED. GRAVEL BASE DEPTH MAY BE REDUCED TO LESS THAN THE MINIMUMS SHOWN, BASED ON AN APPROVED ENGINEERED PAVEMENT DESIGN. CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

4) ALTERNATE SHOULDER MATERIAL, 2" COMPACTED DEPTH OF EITHER CRUSHED SURFACING TOP COURSE OR CRUSHED SURFACING BASE COURSE. RECYCLED MATERIAL SHALL NOT BE ALLOWED IN THE SHOULDER SURFACING.

5) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

Pierce County
Planning & Public Works
Office of the County Engineer

APPROVED BY:
COUNTY ENGINEER
4-1-19

ARTERIAL WITH ASPHALT CONCRETE BARRIER CURB AND SHOULDER, CLOSED DRAINAGE
STANDARD DRAWING P.C.A1.3

NOT TO SCALE
1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PCF7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) BUFFER TO BE NATIVE VEGETATION, GRASS OR GROUND COVER NOT TO EXCEED 24" IN HEIGHT ABOVE THE ROADWAY SURFACE, AS APPROVED BY ENGINEER. SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

6) ENGINEERED PAVEMENT DESIGN REQUIRED. GRAVEL BASE DEPTH MAY BE REDUCED TO LESS THAN THE MINIMUMS SHOWN, BASED ON AN APPROVED ENGINEERED PAVEMENT DESIGN. CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

7) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

NOTES:

APPROVED BY: COUNTY ENGINEER

DATE

ARTERIAL WITH ASPHALT CONCRETE BARRIER CURB, BUFFER AND SIDEWALK, CLOSED DRAINAGE

STANDARD DRAWING PC.A1.4

NOT TO SCALE

Pierce County
Planning & Public Works
Office of the County Engineer
NOTES:

1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PC.F7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

6) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

Pierce County
Planning & Public Works
Office of the County Engineer

LOCAL ROAD FEEDER WITH CEMENT CONCRETE TRAFFIC CURB AND GUTTER AND SIDEWALK, CLOSED DRAINAGE

STANDARD DRAWING PC.A2.1

APPROVED BY:
COUNTY ENGINEER

DATE: 4-1-19
NOTES:

1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PC.F7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) BUFFER TO BE NATIVE VEGETATION, GRASS OR GROUND COVER NOT TO EXCEED 24" IN HEIGHT ABOVE THE ROADWAY SURFACE, AS APPROVED BY ENGINEER. SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

6) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

7) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

LOCAL ROAD FEEDER WITH CEMENT CONCRETE TRAFFIC CURB AND GUTTER, BUFFER AND SIDEWALK, CLOSED DRAINAGE

STANDARD DRAWING PC.A2.2

DATE: 4-1-19
NOTES:

1) FOR CURBS, SEE STANDARD DRAWING PC.FB.1.

2) SHOULDER MATERIAL, 2" COMPACTED DEPTH OF EITHER CRUSHED SURFACING TOP COURSE OR CRUSHED SURFACING BASE COURSE. RECYCLED MATERIAL SHALL NOT BE ALLOWED IN THE SHOULDER SURFACING.

3) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

4) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.
NOTES:

1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PCF7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) BUFFER TO BE NATIVE VEGETATION, GRASS OR GROUND COVER NOT TO EXCEED 24" IN HEIGHT ABOVE THE ROADWAY SURFACE, AS APPROVED BY ENGINEER. SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

6) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

7) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

Pierce County
Planning & Public Works
Office of the County Engineer

LOCAL ROAD FEEDER WITH ASPHALT CONCRETE BARRIER CURB, BUFFER AND SIDEWALK, CLOSED DRAINAGE
STANDARD DRAWING PC.A2.4

APPROVED BY: COUNTY ENGINEER

DATE
NOTES:
1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PCF7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.
3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.
4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.
5) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.
6) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

Pierce County
Planning & Public Works
Office of the County Engineer

LOCAL ROAD MINOR AND CUL-DE-SAC
WITH CEMENT CONCRETE TRAFFIC CURB
AND GUTTER AND SIDEWALK, CLOSED DRAINAGE

STANDARD DRAWING PC.A3.1

APPROVED BY:
COUNTY ENGINEER

DATE: 4-1-19
NOTES:
1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PCF7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.
3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.
4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.
5) BUFFER TO BE NATIVE VEGETATION, GRASS OR GROUND COVER NOT TO EXCEED 24" IN HEIGHT ABOVE THE ROADWAY SURFACE, AS APPROVED BY ENGINEER. SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.
6) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.
7) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

(C) Pierce County
Planning & Public Works
Office of the County Engineer

LOCAL ROAD MINOR AND CUL-DE-SAC
WITH CEMENT CONCRETE TRAFFIC CURB
AND GUTTER, BUFFER AND SIDEWALK,
CLOSED DRAINAGE

STANDARD DRAWING PC.A3.2

APPROVED BY:
COUNTY ENGINEER
4-1-19
DATE
NOTES:

1) FOR CURBS, SEE STANDARD DRAWING PC.FB.1.

2) SHOULDER MATERIAL, 2" COMPACTED DEPTH OF EITHER CRUSHED SURFACING TOP COURSE OR CRUSHED SURFACING BASE COURSE. RECYCLED MATERIAL SHALL NOT BE ALLOWED IN THE SHOULDER SURFACING.

3) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

4) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.
NOTES:

1) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PC.F7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

2) FOR PAVED WALKWAY, SEE STANDARD DRAWING PC.F7.1.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) BUFFER TO BE NATIVE VEGETATION, GRASS OR GROUND COVER NOT TO EXCEED 24" IN HEIGHT ABOVE THE ROADWAY SURFACE, AS APPROVED BY ENGINEER. SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

6) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

7) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

(PRE-PRINTED INFORMATION)

Pierce County
Planning & Public Works
Office of the County Engineer

LOCAL ROAD MINOR AND CUL-DE-SAC
WITH ASPHALT CONCRETE RAISED EDGE, BUFFER AND SIDEWALK, CLOSED DRAINAGE

STANDARD DRAWING PC.A3.4

APPROVED BY:
COUNTY ENGINEER

DATE: 4-1-19

(NOT TO SCALE)
NOTES:

1) PARKING SHALL BE PROVIDED ON ONE SIDE OF THE STREET ONLY.

2) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PC.F7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIAN NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

6) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

LOCAL ROAD MINOR WITH PARKING, CEMENT CONCRETE TRAFFIC CURB AND GUTTER AND SIDEWALK, CLOSED DRAINAGE

STANDARD DRAWING PC.A3.5

Pierce County
Planning & Public Works
Office of the County Engineer

APPROVED BY: COUNTY ENGINEER

DATE

4-1-19
NOTES:

1) FOR SIDEWALK RAMPS, SEE STANDARD DRAWING PC.FB.4 AND PC.FB.5. CEMENT CONCRETE CURB RAMP TYPE 1 PC (PERPENDICULAR). RAMPS ARE TYPICALLY LOCATED AT THE 1/4 RADIUS POINTS.

2) SEE STANDARD DRAWING PC.A3.5 FOR LOCAL ROAD MINOR WITH PARKING DETAILS.

LOCAL ROAD MINOR WITH PARKING,
CEMENT CONCRETE TRAFFIC CURB AND GUTTER
AND SIDEWALK, CLOSED DRAINAGE
OPTION 1

STANDARD DRAWING PC.A3.6
NOTES:

1) FOR SIDEWALK RAMPS, SEE STANDARD DRAWING PC.F8.4 AND PC.F8.5, CEMENT CONCRETE CURB RAMP TYPE 1 PC (PERPENDICULAR). RAMPS ARE TYPICALLY LOCATED AT THE 1/4 RADIUS POINTS.

2) SEE STANDARD DRAWING PC.A3.5 FOR LOCAL ROAD MINOR WITH PARKING DETAILS.

(APPROVED BY: COUNTY ENGINEER)

LOCAL ROAD MINOR WITH PARKING, CEMENT CONCRETE TRAFFIC CURB AND GUTTER AND SIDEWALK, CLOSED DRAINAGE OPTION 2

STANDARD DRAWING PC.A3.7
NOTES:

1) SAFETY EDGE SHALL BE PLACED AT EDGE OF PAVEMENT, SEE STANDARD DRAWING PC.A10.3.

2) SHOULDER MAY BE PAVED FOR:
   MAJOR ARTERIALS;
   SECONDARY ARTERIALS IN URBAN AREAS;
   SECONDARY ARTERIALS IN RURAL AREAS WITH SPEED LIMITS OVER 35 MPH.
   SHOULDER PAVING SECTION MUST BE THE SAME AS ROAD SECTION AND SHALL INCLUDE SAFETY EDGE AT EDGE OF PAVEMENT.

3) SHOULDER MATERIAL, 2" COMPACTED DEPTH OF EITHER CRUSHED SURFACING TOP COURSE OR CRUSHED SURFACING BASE COURSE. RECYCLED MATERIAL SHALL NOT BE ALLOWED IN THE SHOULDER SURFACING.

4) ENGINEERED PAVEMENT DESIGN REQUIRED. GRAVEL BASE DEPTH MAY BE REDUCED TO LESS THAN THE MINIMUMS SHOWN, BASED ON AN APPROVED ENGINEERED PAVEMENT DESIGN. CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

5) DRAINAGE NEEDS TO MEET REQUIREMENTS OF PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

(NOT TO SCALE)
NOTES:

1) SAFETY EDGE SHALL BE PLACED AT EDGE OF PAVEMENT, SEE STANDARD DRAWING PC.A10.3.

2) SHOULDER MATERIAL, 2" COMPACTED DEPTH OF EITHER CRUSHED SURFACING TOP COURSE OR CRUSHED SURFACING BASE COURSE. RECYCLED MATERIAL SHALL NOT BE ALLOWED IN THE SHOULDER SURFACING.

3) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

4) DRAINAGE NEEDS TO MEET REQUIREMENTS OF PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.
NOTES:

1) SAFETY EDGE SHALL BE PLACED AT EDGE OF PAVEMENT, SEE STANDARD DRAWING PC.A10.3.

2) SHOULDER MATERIAL, 2" COMPACTED DEPTH OF EITHER CRUSHED SURFACING TOP COURSE OR CRUSHED SURFACING BASE COURSE. RECYCLED MATERIAL SHALL NOT BE ALLOWED IN THE SHOULDER SURFACING.

3) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

4) DRAINAGE NEEDS TO MEET REQUIREMENTS OF PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

LOCAL ROAD
CUL-DE-SAC, OPEN DRAINAGE

Pierce County
Planning & Public Works
Office of the County Engineer

APPROVED BY:
COUNTY ENGINEER

4-1-19
DATE

STANDARD DRAWING PC.A4.3
NOTES:

1) LENGTH MEASURED ALONG CENTER LINE; SHALL BE A MINIMUM 100 FEET AND A MAXIMUM 1,000 FEET.

2) RADIUS OF CUL-DE-SAC TO FLOW LINE OF ASPHALT RAISED EDGE = 41 FEET.

(PERMANENT CUL-DE-SAC)

STANDARD DRAWING PC.A5.1

DATE: 5-2-19

APPROVED BY: COUNTY ENGINEER
NOTES:

1) LENGTH MEASURED ALONG CENTER LINE; SHALL BE A MINIMUM 100 FEET AND A MAXIMUM 1,000 FEET.

2) RADIUS OF CUL-DE-SAC TO FLOW LINE OF ASPHALT RAISED EDGE = 41 FEET.

3) MAXIMUM OFFSET: X' = 40 - Y/2

4) PIERCE COUNTY STANDARD MONUMENT TO BE INSTALLED AT BOTH THE CENTER OF THE CUL-DE-SAC AND AT THE OFFSET POINT ON THE CENTERLINE OF THE STEM.

(NOT TO SCALE)
NOTES:

1) TEMPORARY CUL-DE-SAC IS REQUIRED WHEN THE LENGTH MEASURED ALONG CENTERLINE IS GREATER THAN 100 FEET.

2) PAVEMENT STRUCTURE OF CROSS HATCHED AREA OF CUL-DE-SAC SHALL BE IDENTICAL TO ROAD PAVEMENT STRUCTURE.

3) SLOPE CROSS HATCHED SECTIONS A MINIMUM OF 2% TOWARD ROAD. PAVEMENT TO COME LEVEL WITH EDGE OF PAVEMENT OR CONCRETE ROLLED CURB.

4) END ASPHALT CONCRETE BARRIER CURB OR CEMENT CONCRETE TRAFFIC CURB AND GUTTER AND SIDEWALK AT THIS POINT, EACH SIDE.

5) CONTINUE ASPHALT CONCRETE RAISED EDGE OR CEMENT CONCRETE ROLLED CURB AND SIDEWALK THROUGH THE TEMPORARY CUL-DE-SAC AREA TO THE END OF PAVEMENT, EACH SIDE.

(NOT TO SCALE)
TEMPORARY END OF ROAD TREATMENT

FAST GROWING EVERGREENS (AMERICAN ARBORNITAE)
SEE DETAIL THIS SHEET

PROPERTY LINE

MAX GRADE 5%

EDGE OF PAVEMENT (E.P.)

SEE DETAIL FOR SIGNS

4' MIN. HEIGHT

E.P. ELEVATION

* MIN. OF ONE PLANT PAST EDGE OF PAVEMENT.
ALL PLANTS TO BE SPACED MAX. 4' O.C. AS SHOWN ABOVE.

CASE 1 - STANDARD APPLICATION

DETAL

(NOT TO SCALE)
TEMPORARY END OF ROAD TREATMENT

TEMPORARY END OF ROAD TREATMENT

CASE 2

NOTE TO SCALE
NOTES:

1)  FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

2)  THE SECTIONS ENTERING AND EXITING THE CURVE OF A ROADWAY MUST BE TANGENT AND A MINIMUM OF 50 FEET.
NOTES:

1) FOR CURB SEE STANDARD DRAWING PC.FB.1 FOR CURB
TRANSITIONS, SEE STANDARD DRAWINGS PC.FB.2 AND PC.FB.3.

2) FOR ADDITIONAL INTERSECTION INFORMATION, SEE SECTION 5-3 OF
THE PIERCE COUNTY DESIGN GUIDELINES MANUAL.

"T" INTERSECTION

Pierce County
Public Works
Office of the County Engineer
Tacoma Mall Office Building
4301 South Pine Street, Suite 628
Tacoma, Washington 98409-7207
An APWA Accredited Agency

BRIAN D. STACY, P.E.
COUNTY ENGINEER

PC.A6.2
DETAIL FOR HOT MIX ASPHALT (HMA) / BST
PAVEMENT UTILITY ROAD CUTS

EXISTING HMA / BST
EXIST. GROUND OR SUBGRADE
30" MIN.

SEE NOTE 6
SEE NOTE 7
SEE NOTE 8
SEE NOTE 9
SEE NOTE 10
SEE NOTE 3
SEE NOTE 4
SEE NOTE 5

DETAIL FOR PORTLAND CEMENT CONCRETE
PAVEMENT UTILITY ROAD CUTS

EXIST. GROUND OR SUBGRADE
30" MIN.

SEE NOTE 6
SEE NOTE 7
SEE NOTE 8
SEE NOTE 9
SEE NOTE 10
SEE NOTE 3
SEE NOTE 4
SEE NOTE 5

(SEE STANDARD DRAWING PC.A7.2 FOR NOTES AND PERMEABLE PAVEMENT ALTERNATIVES)

NOT TO SCALE

Pierce County
Public Works
Office of the County Engineer
Tacoma Mall Office Building
4301 South Pine Street, Suite 628
Tacoma, Washington 98409-7207
An APWA Accredited Agency

BRIAN D. STACY, P.E.
COUNTY ENGINEER

UTILITY PATCH
SHEET 1 OF 2

PC.A7.1
NOTES:

1) HOT MIX ASPHALT (HMA) CL. 1/2 IN. PG 64-22, WITH MINIMUM COMPACTED DEPTH OF 3" OR EXISTING PAVEMENT DEPTH PLUS 1", whichever is greater. PLACE IN LIFTS WITH A MAXIMUM COMPACTED DEPTH OF 3" PER WSDOT STANDARD SPECIFICATIONS S-04, AND MACHINE ROLL FLUSH WITH EXISTING PAVEMENT.

2) PORTLAND CEMENT CONCRETE PAVEMENT WITH A STANDARD PAVING SECTION EQUAL TO THE EXISTING PAVEMENT DEPTH. PLACE PER WSDOT STANDARD SPECIFICATIONS S-05. THE ENGINEER MAY SPECIFY THE DESIGN AGE. ANY ASPHALT CONCRETE COVERING THE PORTLAND CEMENT CONCRETE SHALL BE CUT BACK AN ADDITIONAL 4" AND REPLACED WITH HMA CL. 1/2 IN. PG 64-22, COMPACTED TO A DEPTH EQUAL TO THAT OF THE EXISTING ASPHALT CONCRETE PAVEMENT, OR PUT CBSC AS PREFERRED ALTERNATIVE.

3) CRUSHED SURFACING TOP COURSE MATCHING EXISTING 2" MINIMUM DEPTH, COMPACTED TO 95% MAXIMUM DENSITY.

4) IMPORTED OR NATIVE MATERIAL COMPACTED TO 95% MAXIMUM DENSITY. THE MATERIAL SHALL BE ESSENTIALLY FREE FROM VARIOUS TYPES OF WOOD WASTE OR OTHER EXTRANEOUS OR OBJECTIONABLE MATERIAL. IT SHALL HAVE SUCH CHARACTERISTICS OF SIZE AND SHAPE THAT IT WILL COMPACT READILY AND SHALL MEET THE FOLLOWING TEST REQUIREMENTS:

<table>
<thead>
<tr>
<th>SIEVE SIZE</th>
<th>PERCENT PASSING</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot; SQUARE</td>
<td>100</td>
</tr>
<tr>
<td>2&quot; SQUARE</td>
<td>75-100</td>
</tr>
<tr>
<td>U.S. No. 4</td>
<td>22-100</td>
</tr>
<tr>
<td>U.S. No. 200</td>
<td>0-10</td>
</tr>
</tbody>
</table>

DUST RATIO: % PASSING U.S. No. 200 / % PASSING U.S. No. 40

SAND EQUIVALENT: 30 MIN.

ALL PERCENTAGES ARE BY WEIGHT. THE MATERIAL RETAINED ON A U.S. No. 4 SIEVE SHALL CONTAIN NOT MORE THAN 0.20 PERCENT BY WEIGHT OF WOOD WASTE. ANY NATIVE MATERIAL USED SHALL BE TESTED FOR COMPACTATION AND/OR GRADATION AS REQUIRED BY THE ENGINEER.

5) BEDDING MATERIAL COMPACTED TO 95% MAXIMUM DENSITY SHALL CONSIST OF CRUSHED, PROCESSED, OR NATURALLY OCCURRING GRANULAR MATERIAL. IT SHALL BE FREE FROM VARIOUS TYPES OF WOOD WASTE OR OTHER EXTRANEOUS OR OBJECTIONABLE MATERIALS. IT SHALL HAVE SUCH CHARACTERISTICS OF SIZE AND SHAPE THAT IT WILL COMPACT AND SHALL MEET THE FOLLOWING SPECIFICATIONS FOR GRADING AND QUALITY:

<table>
<thead>
<tr>
<th>SIEVE SIZE</th>
<th>PERCENT PASSING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-1/2&quot; SQUARE</td>
<td>100</td>
</tr>
<tr>
<td>1&quot; SQUARE</td>
<td>75-100</td>
</tr>
<tr>
<td>5/8&quot; SQUARE</td>
<td>50-100</td>
</tr>
<tr>
<td>U.S. No. 4</td>
<td>20-80</td>
</tr>
<tr>
<td>U.S. No. 40</td>
<td>3-24</td>
</tr>
<tr>
<td>U.S. No. 200</td>
<td>10.0 MAX</td>
</tr>
</tbody>
</table>

SAND EQUIVALENT: 35 MIN.

IF, IN THE OPINION OF THE ENGINEER, THE NATIVE GRANULAR MATERIAL IS FREE FROM WOOD WASTE, ORGANIC MATERIAL, AND OTHER EXTRANEOUS OR OBJECTIONABLE MATERIALS, BUT OTHERWISE DOES NOT CONFORM TO THE SPECIFICATIONS FOR GRADING AND SAND EQUIVALENT, IT MAY BE USED FOR PIPE BEDDING FOR RIGID PIPES, PROVIDED THE NATIVE GRANULAR MATERIAL HAS A MAXIMUM DIMENSION OF 1-1/2 INCHES. DEPTH OF MATERIAL SURROUNDING PIPE SHALL BE ADEQUATE TO SUPPORT THE PIPE AND TRENCH.

BEDDING MATERIAL FOR SANITARY SEWERS - GRAVEL BEDDING SHALL BE CLEAN, SOUND, FREE DRAINING, AND GRANULAR MATERIAL CONFORMING TO THE FOLLOWING GRADATION:

<table>
<thead>
<tr>
<th>SIEVE SIZE</th>
<th>PERCENT PASSING</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4&quot; SQUARE</td>
<td>100</td>
</tr>
<tr>
<td>3/8&quot; SQUARE</td>
<td>90-100</td>
</tr>
<tr>
<td>U.S. No. 4</td>
<td>50-100</td>
</tr>
<tr>
<td>U.S. No. 10</td>
<td>0-95</td>
</tr>
<tr>
<td>U.S. No. 20</td>
<td>0-85</td>
</tr>
<tr>
<td>U.S. No. 40</td>
<td>0-55</td>
</tr>
<tr>
<td>U.S. No. 100</td>
<td>0-10</td>
</tr>
<tr>
<td>U.S. No. 200</td>
<td>0-3</td>
</tr>
</tbody>
</table>

ALL PERCENTAGES ARE BY WEIGHT.

6) NEAT, UNIFORM AND VERTICAL CUT (TYPICAL BOTH SIDES). CLEAN AND HEAT EDGES AND TACK WITH EMBOLIFLED ASPHALT. SEAL JOINT WITH HOT ASPHALT CEMENT.

7) NEAT, UNIFORM AND VERTICAL CUT (TYPICAL BOTH SIDES).

8) DRILL 7/8" Ø TO 1" Ø X 12" HOLE AND SET #5 X 24" EPOXY-COOKED TIE BARS WITH EPOXY RESIN INTO THE EXISTING PAVEMENT PARALLEL TO ROADWAY CENTER LINE ALONG THE TRANSVERSE VERTICAL CUT AND SPACED AT 18" ON CENTER (TYPICAL BOTH SIDES).

9) MINIMUM RESTORATION LIMITS FOR HMA UNLESS OTHERWISE DETERMINED BY THE ENGINEER. IF ANY PORTION OF A LONGITUDINAL PAVEMENT CUT AFFECTS A WHEEL TRACK AS DETERMINED BY THE ENGINEER, THE ENTIRE LANE SHALL BE REMOVED AND REPLACED. WHEREVER AN EXISTING PATCH OR CRACK IS IN CLOSE PROXIMITY TO THE NEW CUT, THE ENGINEER MAY REQUIRE REMOVAL OF THE EXISTING PATCH OR CRACK AND ANY INTERVENTING PAVEMENT. DEPTH OF REPLACEMENT ASPHALT SHALL BE IN ACCORDANCE WITH NOTE 1.

10) MINIMUM RESTORATION LIMITS FOR PCC UNLESS OTHERWISE DETERMINED BY THE ENGINEER. REMOVE ENTIRE PANEL UNLESS WIDTH OF REMAINING PANEL PORTION IS GREATER THAN 50% OF THE EXISTING PANEL WIDTH. IF ANY PORTION OF A LONGITUDINAL PAVEMENT CUT AFFECTS A WHEEL TRACK AS DETERMINED BY THE ENGINEER, THE ENTIRE LANE SHALL BE REMOVED AND REPLACED. WHEREVER AN EXISTING PATCH OR CRACK IS IN CLOSE PROXIMITY TO THE NEW CUT, THE ENGINEER MAY REQUIRE REMOVAL OF THE EXISTING PATCH OR CRACK AND ANY INTERVENTING PAVEMENT. IF THE ENTIRE PANEL IS NOT REMOVED, FOLLOW ASPHALT CONCRETE UTILITY PAVEMENT PROCEDURES WITH AN ASPHALT CONCRETE PAVING DEPTH EQUAL TO THE DEPTH OF THE EXISTING PAVEMENT.

11) ALL PERMANENT FINAL PATCHES SHALL BE RECTANGULAR OR CIRCULAR IN SHAPE AND CONSTRUCTED TO BE PARALLEL AND PERPENDICULAR TO THE ROAD CENTERLINE.

12) CONTROLLED DENSITY FILL (CDF) SHALL BE REQUIRED ON ROADWAYS WHERE DIFFICULT SUBSURFACE CONDITIONS ARE ANTICIPATED AND SHALL BE PLACED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS 2-09-311.E.

13) FOR PERMEABLE PAVEMENT ALTERNATIVES SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL. MINIMUM RESTORATION LIMITS DETERMINED BY THE ENGINEER.
NOTES:

1) STORM DRAINAGE FACILITIES MUST BE INSTALLED PER THE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

2) PIERCE COUNTY TRAFFIC OPERATIONS TO BE CONTACTED BEFORE STRIPING IS DONE.

3) ADD 50 FEET FOR EACH ADDITIONAL BUS IN LOADING AREA.

4) EXISTING ROAD WITH LANES LESS THAN 12 FEET WIDE MUST BE WIDENED AS NECESSARY TO ACCOMMODATE THE BUS TURNOUT.

5) INSTALL CURB TRANSITION(S) TO EXISTING SHOULDER(S). SEE STANDARD DRAWING PC.F8.2.

6) IF EXISTING ROAD HAS EXISTING CURB AND GUTTER AND SIDEWALK, CONTINUE THESE TO MEET BUS TURNOUT CURB AND GUTTER AND SIDEWALK.

7) FOR SIDEWALK, SEE STANDARD DRAWING PC.F7.1 AND PC.F7.2.
NOTES:

1) NO ON STREET PARKING ALLOWED.

2) FOR CURBS, SEE STANDARD DRAWING PC.FB.1.

3) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.
NOTES:

1) PARKING SHALL BE PROVIDED ON ONE SIDE OF THE STREET ONLY.

2) FOR SIDEWALKS, SEE STANDARD DRAWING PC.F7.1 AND PCF7.2. SIDEWALKS SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

3) SIDEWALKS ARE REQUIRED ON BOTH SIDES OF THE NEWLY CONSTRUCTED OR RECONSTRUCTED ROADS. HOWEVER, WHEN IT CAN BE SHOWN THAT THERE ARE NO PRESENT OR FUTURE PEDESTRIANS NEEDS TO BE SERVED, THE COUNTY ENGINEER OR HIS/HER DESIGNEE MAY WAIVE THE REQUIREMENT TO BUILD SIDEWALK ON ONE SIDE OF THE ROAD.

4) FOR CURBS, SEE STANDARD DRAWING PC.F8.1.

5) CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

6) FOR ALTERNATIVE STORM DRAINAGE SYSTEMS SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

7) BUFFER AREA TO BE VARIETY OF NATIVE VEGETATION TYPES AND SIZES IN AREAS WHERE SIGHT DISTANCE IS NOT AN ISSUE, AS APPROVED BY ENGINEER. SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

APPROVED BY: COUNTY ENGINEER

DATE

NEIGHBORHOOD STREET
(SMALL LOT DEVELOPMENT)

STANDARD DRAWING PC.A9.2
NOTES:

1) FOR CURB RAMPS, SEE STANDARD DRAWING PC.F8.4 AND PC.F8.5, CEMENT CONCRETE CURB RAMP TYPE 1 PC (PERPENDICULAR). RAMPS ARE TYPICALLY LOCATED AT THE 1/4 RADIUS POINTS.

2) SEE STANDARD DRAWING PC.A9.2 FOR NEIGHBORHOOD STREET DETAILS.

3) WHERE SIDEWALK IS NARROWER THAN 5' IN WIDTH, PROVIDE AT INTERVALS OF 200', SECTIONS WHERE SIDEWALK IS AT LEAST 5' WIDE FOR A LENGTH OF 5', TO ALLOW FOR PASSING SPACE REQUIRED BY ADA.

CEMENT CONCRETE CURB RAMPS OPTION 1

NOT TO SCALE

Pierce County
Public Works
Office of the County Engineer
Tacoma Mall Office Building
4301 South Pine Street, Suite 628
Tacoma, Washington 98409-7207
An APWA Accredited Agency
NOTES:

1) FOR CURB RAMPS, SEE STANDARD DRAWING PC.F8.4 AND PC.F8.5, CEMENT CONCRETE CURB RAMP TYPE 1 PC (PERPENDICULAR). RAMPS ARE TYPICALLY LOCATED AT THE 1/4 RADIUS POINTS.

2) SEE STANDARD DRAWING PC.A9.2 FOR NEIGHBORHOOD STREET DETAILS.

3) WHERE SIDEWALK IS NARROWER THAN 5' IN WIDTH, PROVIDE AT INTERVALS OF 200', SECTIONS WHERE SIDEWALK IS AT LEAST 5' WIDE FOR A LENGTH OF 5', TO ALLOW FOR PASSING SPACE REQUIRED BY ADA.

NOT TO SCALE
NOTES:

1) AREA OF EMERGENCY VEHICLE TURNAROUND SHALL BE IN COMMON OPEN SPACE AREAS AND BE GRASS-CRETE OR OTHER PERVIOUS SURFACES.

2) SMALL LOT DEVELOPMENT STREETS SHALL NOT EXCEED 150 FEET IN LENGTH WITHOUT AN EMERGENCY VEHICLE TURNAROUND OR THROUGH CONNECTION TO ANOTHER ROAD.


(PNOT TO SCALE)
NOTES:

1) 20' FOR NEIGHBORHOOD STREET
18' FOR ACCESS LANE

2) SIGHT DISTANCE SHALL BE MAINTAINED AT ALL HORIZONTAL CURVES.

3) ALLOWABLE USES WITHIN THE CENTER OF TURNAROUNDS:
   - STORMWATER FACILITY
   - RECREATION AREA / PLAYGROUND
   - BIORETENTION FACILITIES
   - LANDSCAPING WITH NATIVE VEGETATION, AS APPROVED BY ENGINEER
   USES SHALL NOT BLOCK SIGHT DISTANCES AROUND HORIZONTAL CURVES.
   SEE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.

4) SEE STANDARD DRAWINGS PC.A9.1, PC.A9.2, PC.A9.3 AND PC.A9.4 FOR ADDITIONAL
   NEIGHBORHOOD STREET AND ACCESS LANE DETAILS.
NOTES

1) SECTION COULD VARY FROM CEMENT CONCRETE TRAFFIC CURB, GUTTER, AND SIDEWALK; ASPHALT CONCRETE BARRIER CURB AND SHOULDER; OR SHOULDER SECTION FOR OPEN DRAINAGE.

2) PRELEVELING AND GRINDING MAY BE NECESSARY TO MEET CROSS SLOPE.

3) NON-CONFORMING CENTERLINE AND CROWN PROFILE MAY REQUIRE THE OVERLAY OF THE ENTIRE ROADWAY.

4) ENGINEERED PAVEMENT DESIGN REQUIRED FOR ARTERIAL ROADWAYS. GRAVEL BASE DEPTH MAY BE REDUCED TO LESS THAN THE MINIMUMS SHOWN, BASED ON AN APPROVED ENGINEERED PAVEMENT DESIGN. CRUSHED SURFACING BASE COURSE MAY BE USED INSTEAD OF THE CRUSHED SURFACING TOP COURSE AND GRAVEL BASE.

5) GRIND EXISTING PAVEMENT TO A MINIMUM OF 2" FOR EXISTING HMA DEPTHS 3" OR GREATER. MAXIMUM GRINDING DEPTH FOR EXISTING HMA DEPTHS LESS THAN 3" SHALL BE 1".

6) HMA DEPTH FOR WIDENING WIDTH TO EQUAL HMA DEPTH OF EXISTING ROAD PRISM OR 3" MINIMUM, WHICHEVER IS GREATER.

(PNOT TO SCALE)
NOTES:

1) SECTION COULD VARY FROM CEMENT CONCRETE TRAFFIC CURB, GUTTER, AND SIDEWALK; ASPHALT CONCRETE BARRIER CURB AND SHOULDER; OR SHOULDER SECTION FOR OPEN DRAINAGE.

2) PRELEVELING AND GRINDING MAY BE NECESSARY TO MEET CROSS SLOPE.

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5) HMA DEPTH FOR WIDENING WIDTH TO EQUAL HMA DEPTH OF EXISTING ROAD PRISM OR 3" MINIMUM, WHICHEVER IS GREATER.
ROAD/DRIVEWAY APPROACH

MATCH EXIST. RADIUS 10' MIN. (TYP.)

STATION

HMA TRANSVERSE JOINT

APPROACH FINISHING WIDTH VARIES

MATCH EXIST. EDGE OF PAVEMENT

CONSTRUCT SAFETY EDGE WITH HOT MIX ASPHALT. DEPTH VARIES - MATCH DEPTHS OF HMA OVERLAY AND PRELEVEL.

30° ANGLE

CRUSHED SURFACING TOP COURSE OR CRUSHED SURFACING BASE COURSE

SAFETY EDGE

BEGIN/END PLANING

0.17" PLANING AREA

25'

HOT MIX ASPHALT

EXISTING PAVEMENT

VERTICAL JOINT PLANING BITUMINOUS PAVEMENT

HOT MIX ASPHALT

10' MIN.

0.17"

EXIST. PAVEMENT

PLANING AREA

EXIST. CEMENT CONC. TRAFFIC CURB & GUTTER

(PARTIAL TO SCALE)
NOTES:
1) SUBGRADE BELOW PERMEABLE PAVEMENT SECTION TO BE COMPACTED TO 90-92% (STANDARD PROCTOR) AND BE FIRM AND UNYELDING.
2) SUBGRADE BELOW IMPERMEABLE PAVEMENT SECTION TO BE COMPACTED TO 95% MINIMUM (STANDARD PROCTOR) AND BE FIRM AND UNYELDING.
3) DRAINAGE SYSTEM TO BE DESIGNED IN ACCORDANCE WITH THE PIERCE COUNTY STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL.
4) GRAVEL SURFACING MAY BE USED FOR SHARED ACCESS TO TWO (2) OR LESS LOTS.
5) ACCESS IN UN-OPENED COUNTY RIGHT-OF-WAY MAY BE GRAVEL FOR ACCESS TO FOUR (4) OR LESS LOTS.
6) GRAVEL ACCESS SHALL ONLY BE USED FOR DRIVING SURFACES WITH GRADES LESS THAN 12%.
7) POROUS ASPHALT TREATED BASE ONLY REQUIRED WHEN POROUS ASPHALT IS USED.
8) SEE APPLICABLE PIERCE COUNTY STANDARD DRAWING PC.F1.1 THROUGH PC.F6.6 FOR ALLOWABLE PAVEMENT SECTION FOR DRIVEWAY APPROACH.

MINIMUM STRUCTURAL SECTIONS FOR SHARED ACCESS, ALLEY WAYS AND LOT ACCESS

STANDARD DRAWING PC.A11.1