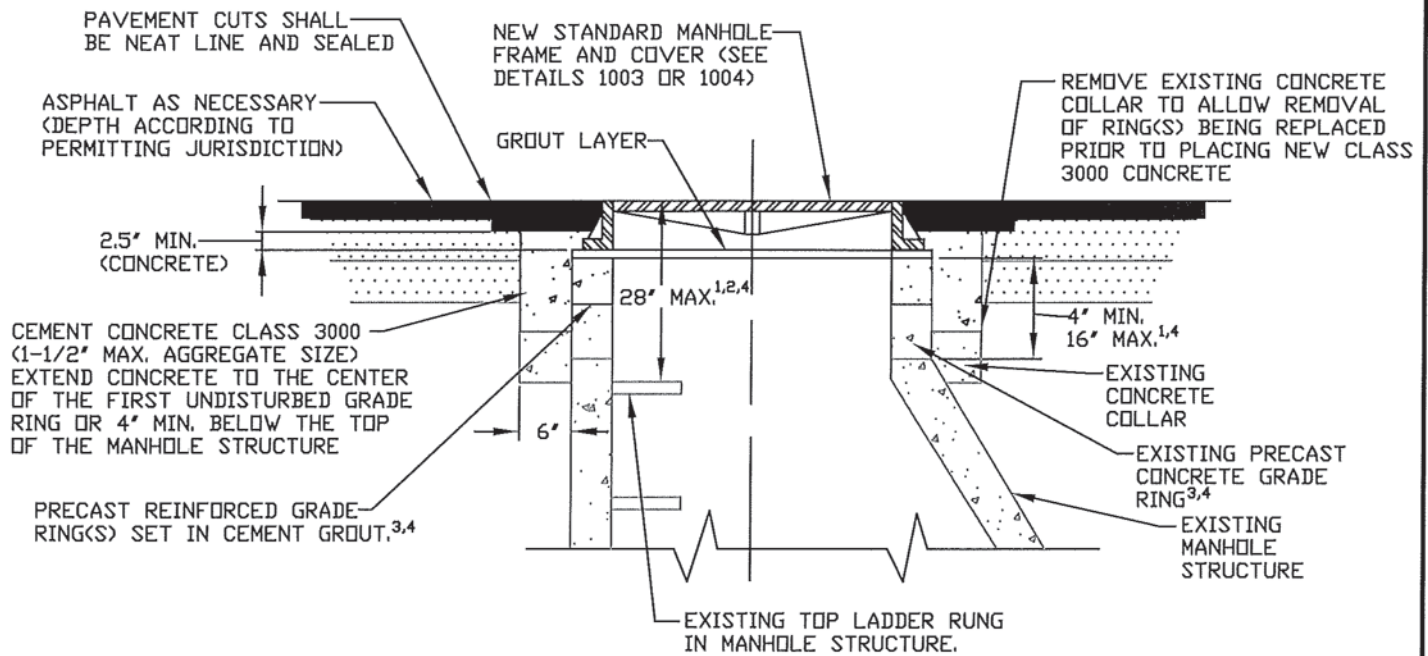
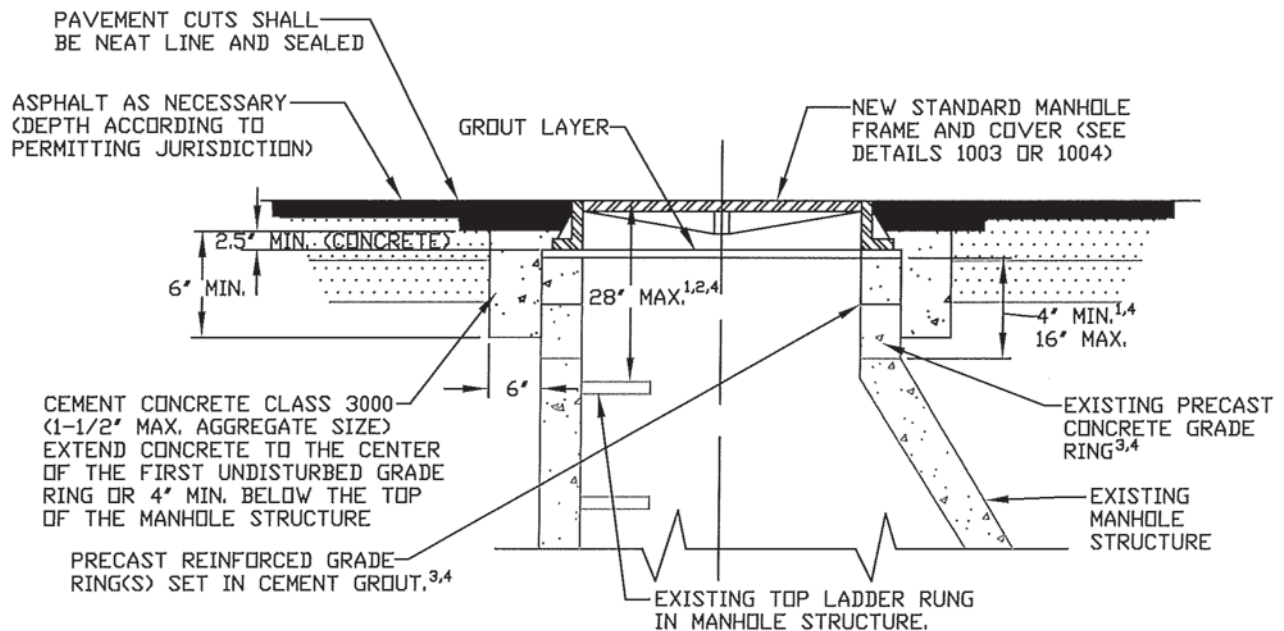

Appendix C

Standard Plans



WITH EXISTING CONCRETE COLLAR



NO EXISTING CONCRETE COLLAR

1. MAXIMUM = EXISTING + 3' ON HMA OVERLAYS UNLESS OTHERWISE APPROVED BY PIERCE COUNTY.
2. EXISTING MANHOLES THAT WILL EXCEED 28' BETWEEN THE RIM AND TOP LADDER RUNG OR PROVIDE LESS THAN 4' OF GRADE RINGS POST CONSTRUCTION SHALL BE RECONSTRUCTED PER DETAIL 2001 UNLESS OTHERWISE APPROVED BY PIERCE COUNTY. EXISTING MANHOLES EXCEEDING 28' BETWEEN THE RIM AND TOP LADDER RUNG PRIOR TO ADJUSTMENT MAY BE ELIGIBLE FOR REIMBURSEMENT BY PIERCE COUNTY.
3. BRICK OR DAMAGED GRADE RINGS SHALL BE REPLACED WITH NEW GRADE RINGS.
4. LADDER RUNGS SHALL NOT BE INSTALLED IN GRADE RINGS.



PIERCE COUNTY PLANNING & PUBLIC WORKS
SEWER DIVISION
9850 64TH STREET WEST
UNIVERSITY PLACE, WASHINGTON 98467-1078
(253) 798-4050

STANDARD DETAILS

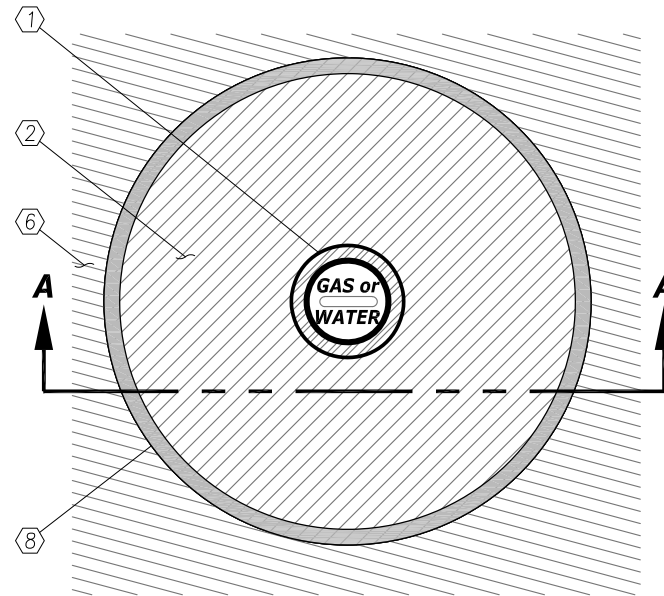
DATE
6/27/2018
SCALE
NTS

EXISTING MANHOLE ADJUSTMENT

STANDARD DETAIL NO.

1002A

PAGE 1 OF 1



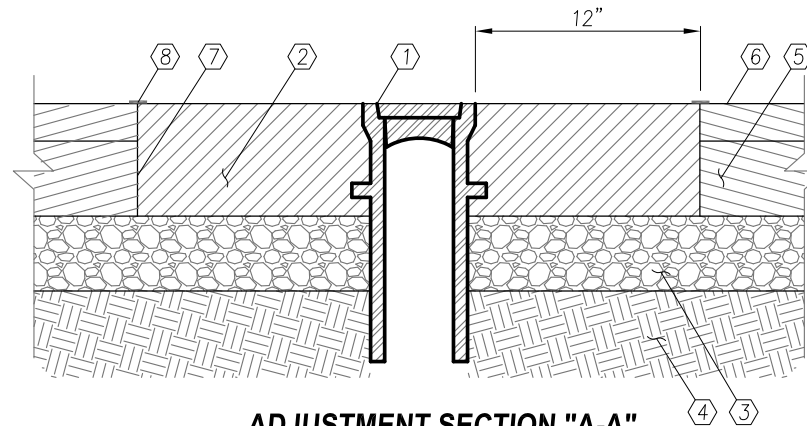
RESTORATION PLAN

CONSTRUCTION NOTES:

- ① NEW OR EXISTING FRAME AND GRATE OR SOLID LID
- ② 6" HMA (2) 3" LIFTS
- ③ 4" CSTC
- ④ COMPACTED SUBGRADE
- ⑤ EXISTING HMA
- ⑥ NEW 2" HMA OVERLAY OR HMA PATCH
- ⑦ TACK COAT
- ⑧ JOINT SEAL

GENERAL NOTES:

- 1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION UNLESS OTHERWISE NOTED.
- 2. NEW CASTING MAY BE PROVIDED BY UTILITY.



ADJUSTMENT SECTION "A-A"

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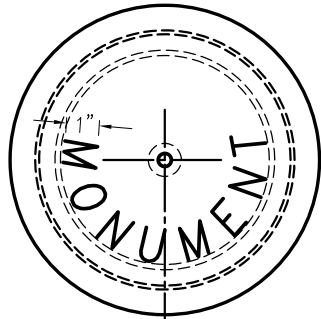
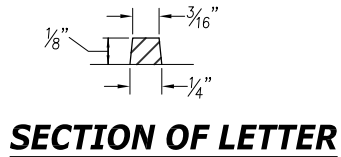
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**Valve Casing
Adjustment and Restoration**

MI-03

MONUMENT COVER

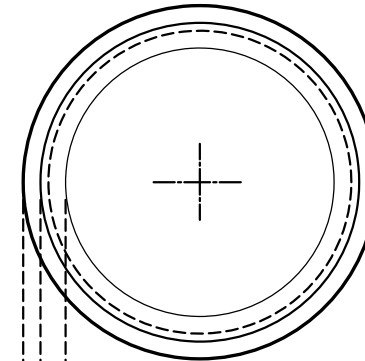


APPROXIMATE WEIGHTS

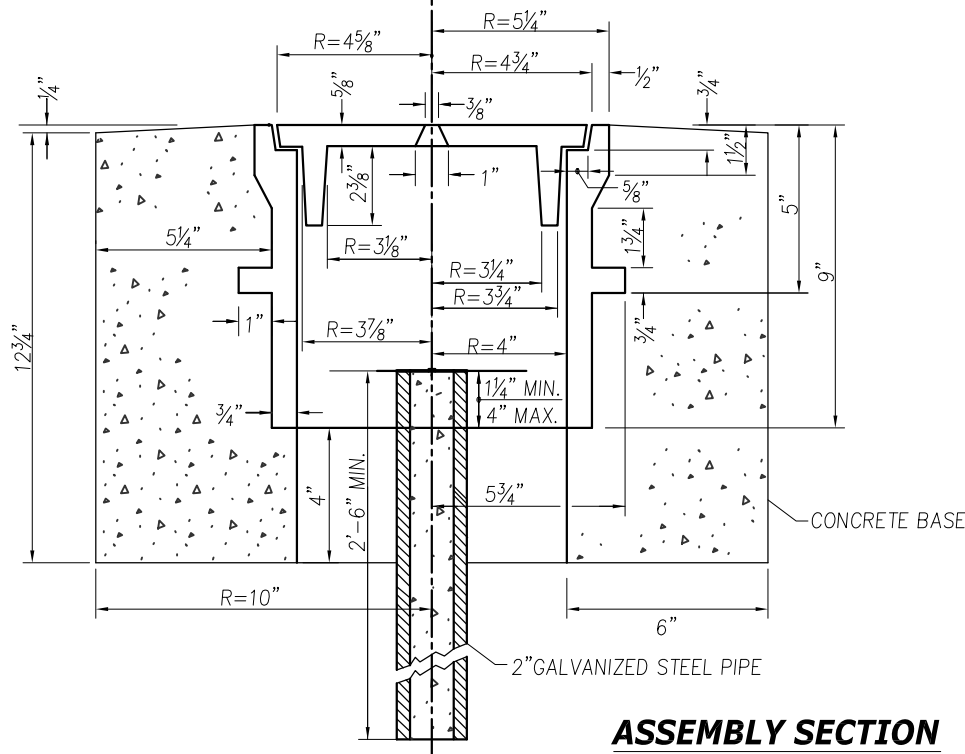
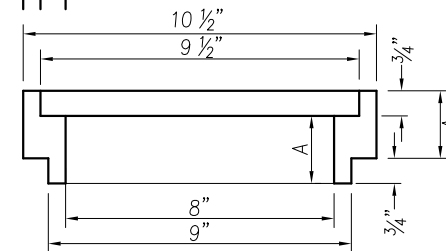
CASE	60 LBS
COVER	19 LBS
TOTAL	79 LBS

RISER RING DIMENSIONS

A(SIZE)	1 1/2"	2"	3"
---------	--------	----	----



SECTION RISER RING



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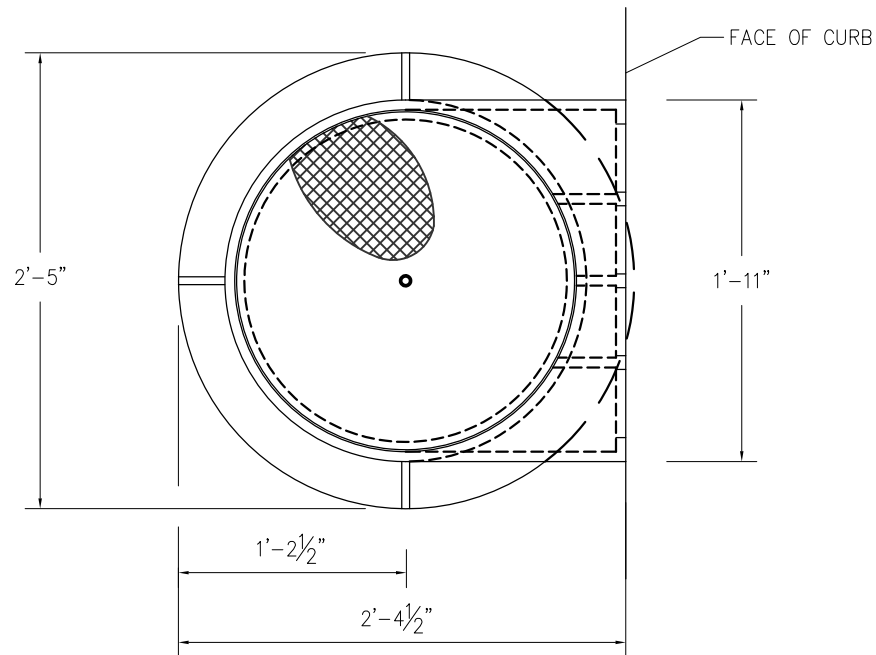
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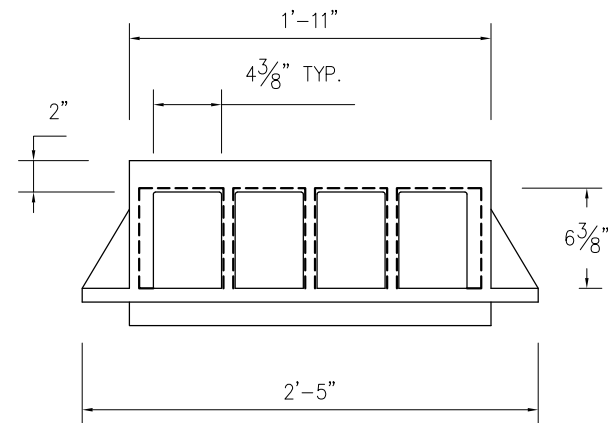
NOT TO SCALE

**Monument
Case and Cover**

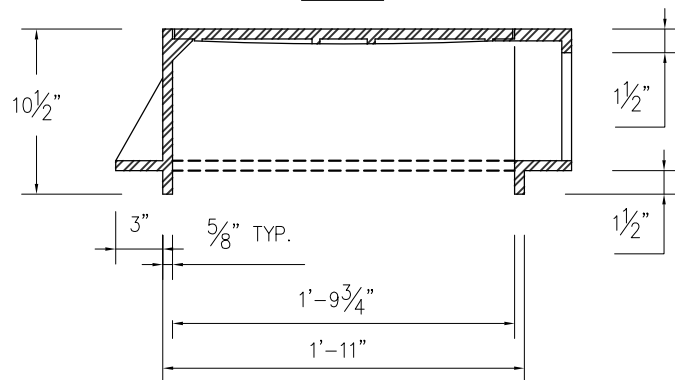
MI-02



PLAN



FRONT ELEVATION



SIDE ELEVATION

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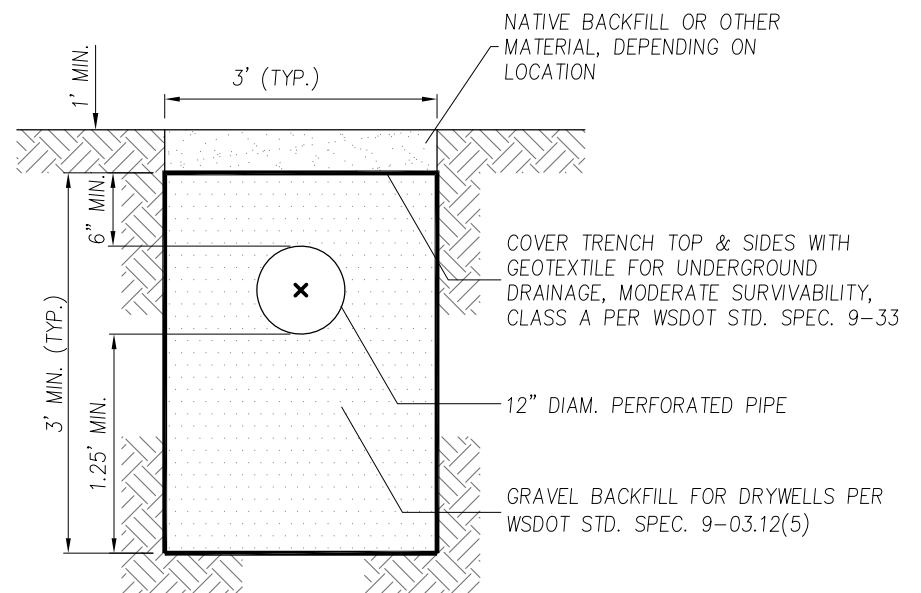
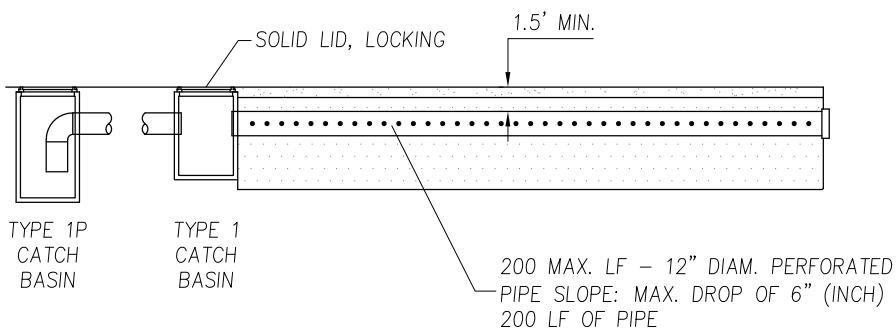
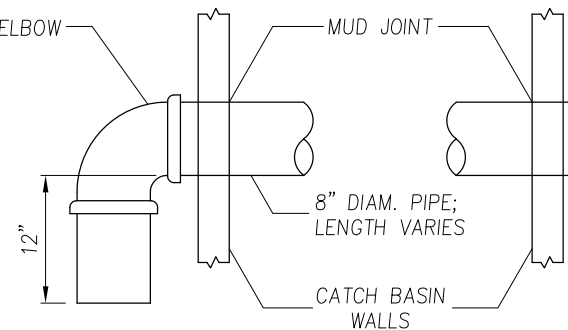
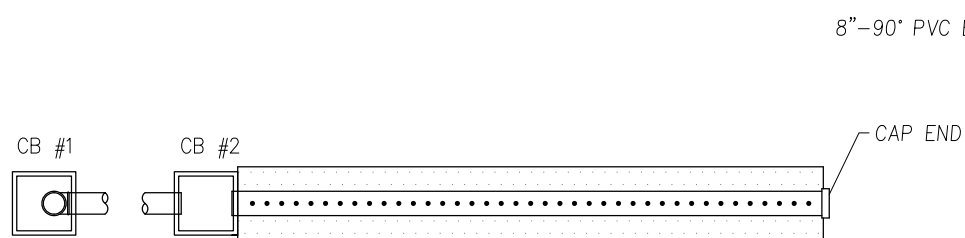
DATE	REVISION DESCRIPTION	BY	APPROVED
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NOT TO SCALE

**Curb Inlet
Frame and Cover**

SW-01



NOTE: THE FINISHED RIM ELEVATION OF THE TYPE 1P CATCH BASIN SHALL BE AT LEAST 2" LOWER THAN THE RIM ELEVATION OF THE TYPE 1 CATCH BASIN.

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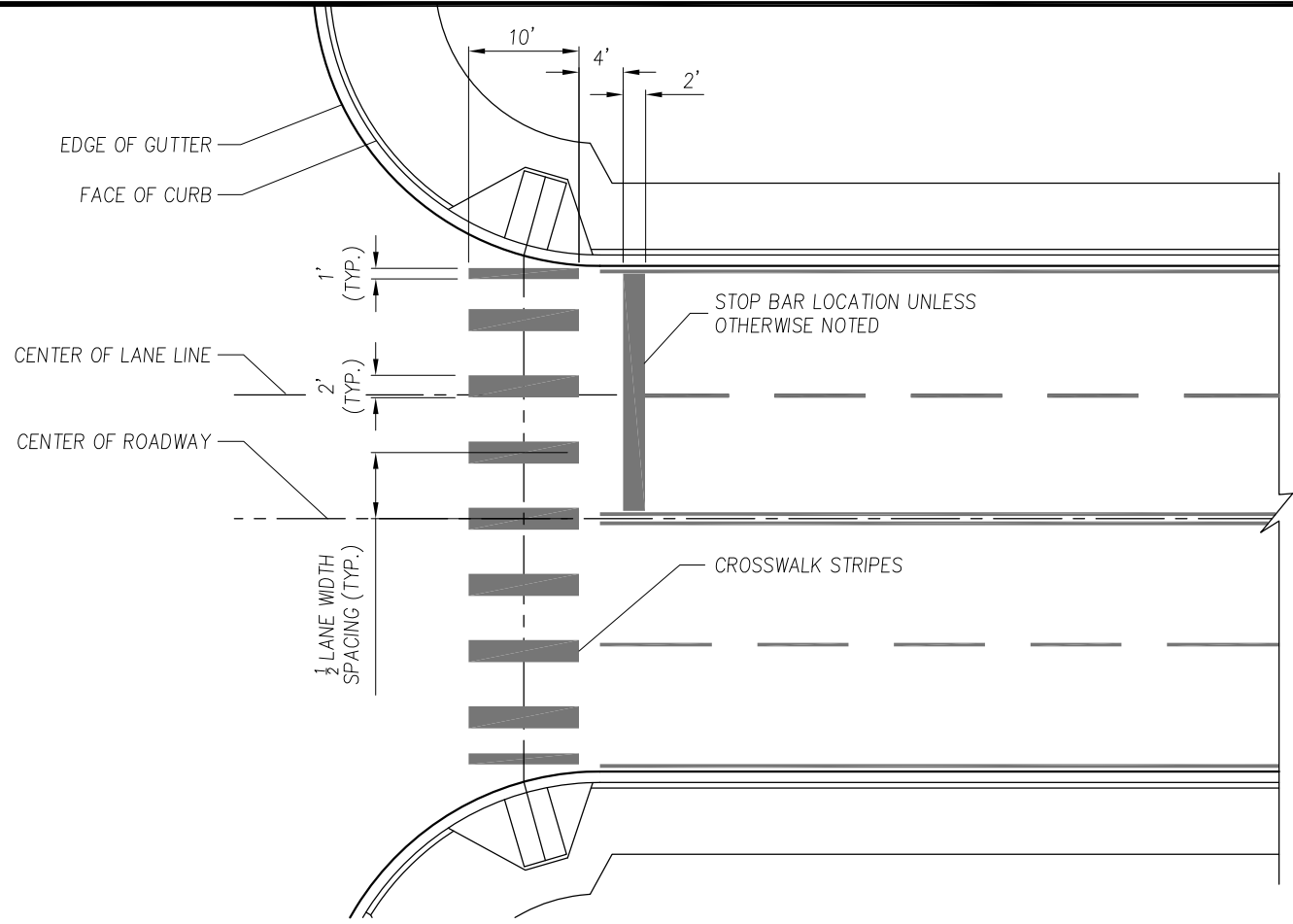
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**Infiltration Trench
 Detail**

SW-03



GENERAL NOTES:

1. PAVEMENT MARKING SHALL BE PLASTIC TYPE D-LIQUID COLD APPLIED METHYL METHACRYLATE (MMA) PER WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
2. CENTER CROSSWALK ON CURB RAMP ON EACH SIDE OF THE STREET.

<p>APPROVED FOR PUBLICATION</p> <div style="text-align: center;">  </div> <p>Public Works Department</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>REVISION DESCRIPTION</th> <th>BY</th> <th>APPROVED</th> </tr> </thead> <tbody> <tr> <td>12/27/19</td> <td>ORIGINAL DRAWING</td> <td>AD/CD</td> <td>PAB</td> </tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	DATE	REVISION DESCRIPTION	BY	APPROVED	12/27/19	ORIGINAL DRAWING	AD/CD	PAB																	<p style="text-align: center; font-size: 1.2em;">Crosswalk and Stop Bar</p>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> PS-05 </div>
DATE	REVISION DESCRIPTION	BY	APPROVED																								
12/27/19	ORIGINAL DRAWING	AD/CD	PAB																								
<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p><i>Paul A. Bucich</i></p> <p>Paul A. Bucich, P.E. PUBLIC WORKS DIRECTOR/CITY ENGINEER</p> </div> <div style="flex: 0.5; text-align: right;"> <p>01/10/20 DATE</p> </div> </div>	<p style="text-align: center;">6000 Main Street SW 98499</p>	<p style="text-align: center;">NOT TO SCALE</p>																									

CHANNELIZATION TAPER FORMULA, T_1

$$T_1 = WS \quad (45 \text{ MPH OR MORE}) \quad S = \text{SPEED LIMIT (MPH)}$$

$$T_1 = \frac{WS^2}{60} \quad (0 \text{ TO } 40 \text{ MPH}) \quad W = \text{OFFSET FROM NORMAL CENTER LINE (FT.)}$$

$$T_1 = \text{LENGTH OF TAPER (FT.)}$$

NOTES:

T_1 SHALL BE 50% LARGER WHEN LOCATED IN A CURVE
 T_1 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

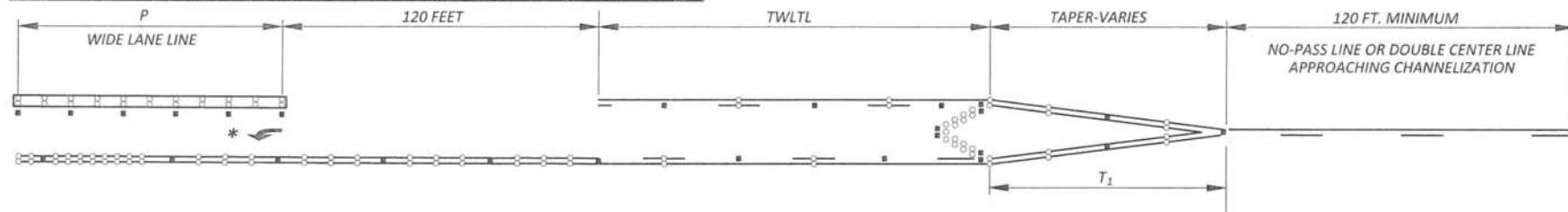
POCKET LENGTHS SHORTER THAN MINIMUM
 BY APPROVAL OF COUNTY ENGINEER

* ARROW SPACING FOR LEFT- / RIGHT-TURN POCKETS

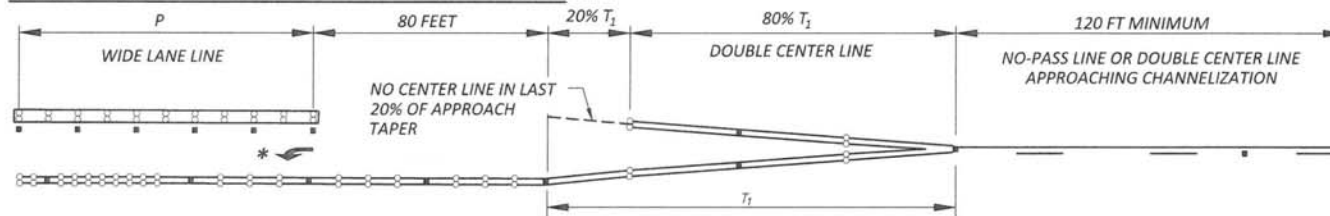
POCKET LENGTH (P)		USE	SPACING AS MEASURED TO TAIL OF ARROW
MORE THAN	UP TO		
130 FEET	255 FEET	1 ARROW**	1ST ARROW AT START OF POCKET
130 FEET	255 FEET	2 ARROWS**	2ND ARROW AT 50 FEET FROM STOP BAR
130 FEET	255 FEET	3 ARROWS**	3RD ARROW CENTERED BETWEEN 1ST & 2ND

**ONLY(S) REQUIRED FOR DROP LANES (SEE CASE C)
 AND FOR "TEE" INTERSECTIONS (SEE CASE E) - SEE SHEET 2 OF 9.

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

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Pierce County

Public Works

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COUNTY ENGINEER

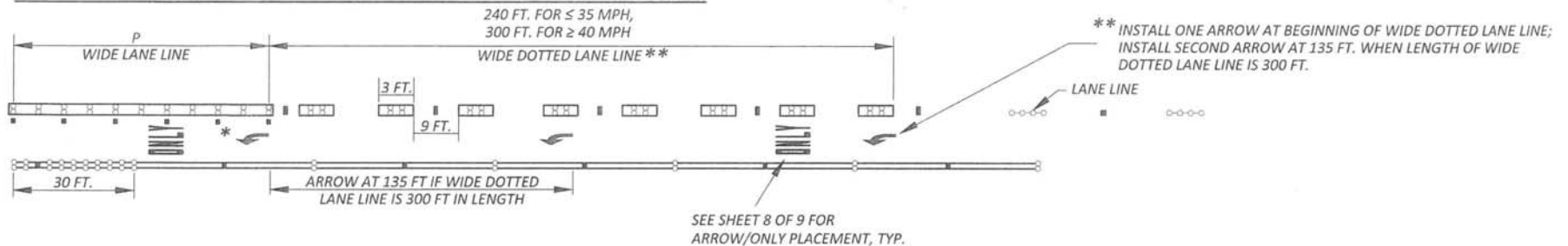
Office of the County Engineer

**PAVEMENT
 MARKINGS**

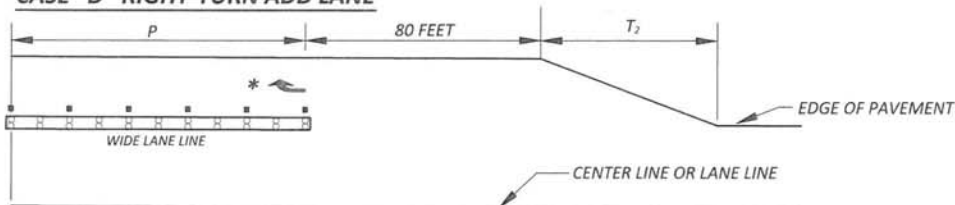
SHEET 1 OF 9

PC.H2.1

CASE "C" LEFT- OR RIGHT-TURN DROP LANE FROM TWO THROUGH LANES



CASE "D" RIGHT-TURN ADD LANE



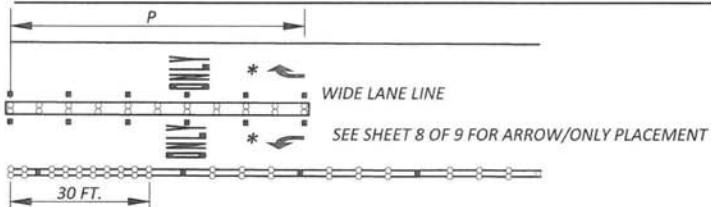
RIGHT TURN LANE TAPER FORMULA, T_2

$$T_2 = 0.15 WS \text{ (40 MPH AND GREATER)}$$

$$T_2 = 60 \text{ FT. (0 TO 35 MPH)}$$

S = SPEED LIMIT (MPH)
 W = ADD LANE WIDTH (FEET)
 T_2 = LENGTH OF TAPER (FEET)

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



* 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

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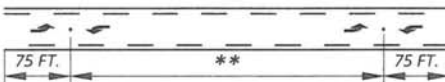
Office of the County Engineer

**PAVEMENT
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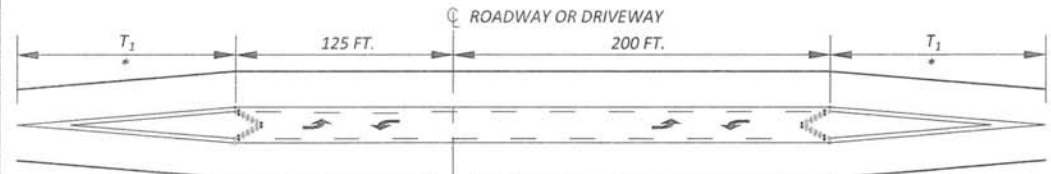
SHEET 2 OF 9

PC.H2.2

TWO-WAY LEFT-TURN LANE ARROW PLACEMENT

SEGMENT LENGTH, D	# OF ARROW SETS	LOCATION OF CENTER OF ARROW SET
0 FT. - 100 FT.	0	NONE
101 FT. - 300 FT.	1	
301 FT. - 500 FT.	2	
501 FT. - 850 FT.	3	
851 FT. - 1200 FT.	4	
1201 FT. - 1550 FT.	5	** SPACE BALANCE OF SETS EVENLY OVER THE REMAINDER OF THE SEGMENT.
OVER 1550 FT.	$\frac{D+200}{350}$	ROUND UP TO THE NEAREST WHOLE NUMBER

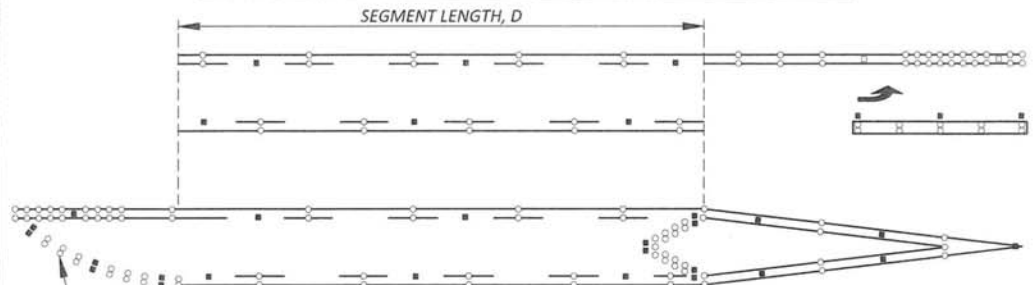
CASE "F" TWO-WAY LEFT-TURN LANE AT DRIVEWAY OR ROADWAY



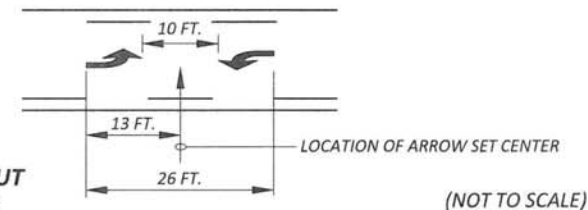
NOTES: -MINIMUM SEGMENT LENGTHS SHOWN
-BREAK STRIPING FOR PUBLIC ROADS

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



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



(NOT TO SCALE)

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



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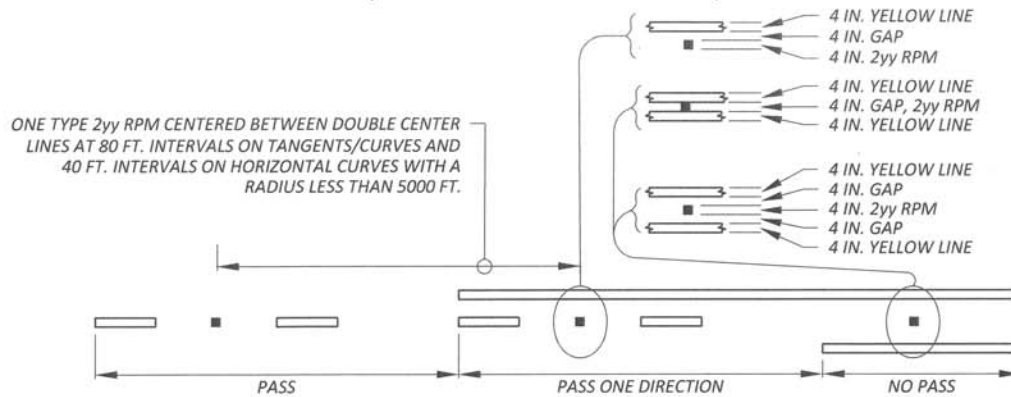
Office of the County Engineer

PAVEMENT MARKINGS

SHEET 3 OF 9

PC.H2.3

RPM LAYOUT FOR TWO-LANE ROADS (NARROW AND WIDE PATTERN)



RPM LAYOUT FOR MULTI-LANE ROADS (NARROW PATTERN)



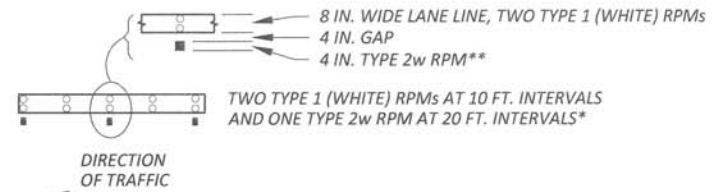
INSTALL TYPE 1 (YELLOW) RPMs, ONE ON EACH LINE WITH A TYPE 2yy RPM CENTERED BETWEEN BOTH LINES AND TYPE 1 SETS. RPMs SHALL BE SPACED AT 80 FT. INTERVALS ON TANGENTS/CURVES AND 40 FT. INTERVALS ON HORIZONTAL CURVES WITH RADII LESS THAN 5000 FT.

* 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 RPMs.

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

RPM LAYOUT FOR WIDE LANE LINE

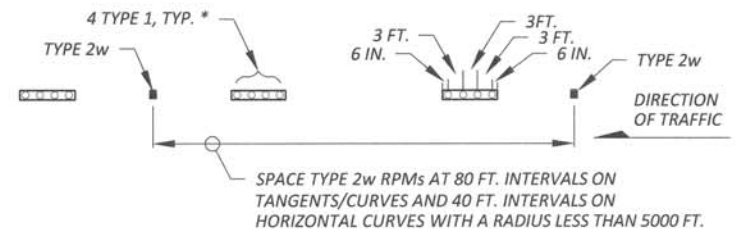


RPM LAYOUT FOR WIDE DOTTED LANE LINE



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

RPM LAYOUT FOR PAINTED LANE LINES



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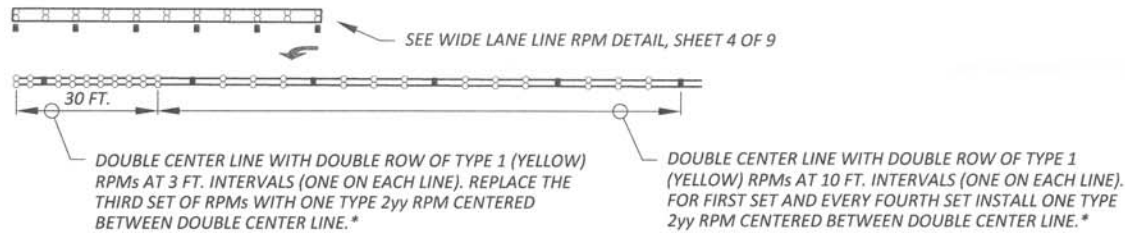
**PAVEMENT
MARKINGS**

SHEET 4 OF 9

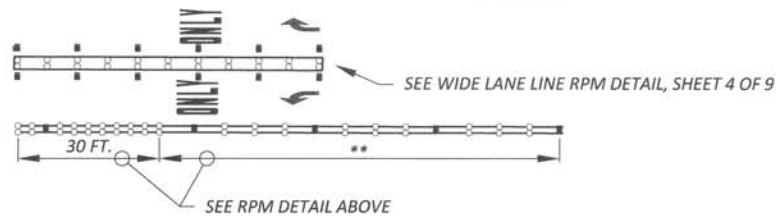
PC.H2.4

RPM LAYOUT FOR TURN LANES

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



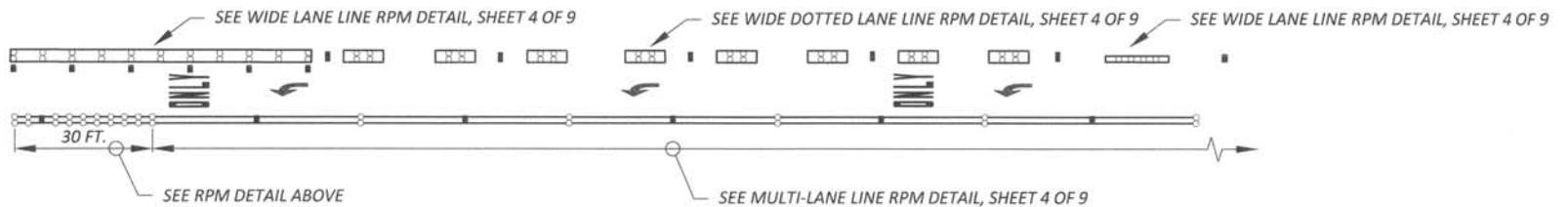
TEE INTERSECTIONS WITH A LEFT- AND RIGHT-TURN LANE



* OMIT TYPE 1 RPMs ON TYPE D STRIPING.

** THIS RPM PATTERN APPLIES 30 FT. FROM THE STOP LINE TO CENTER LINE TAPER AND 90 FT. IF NO CENTER LINE TAPER.

DROP LANE FROM TWO THROUGH LANES



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

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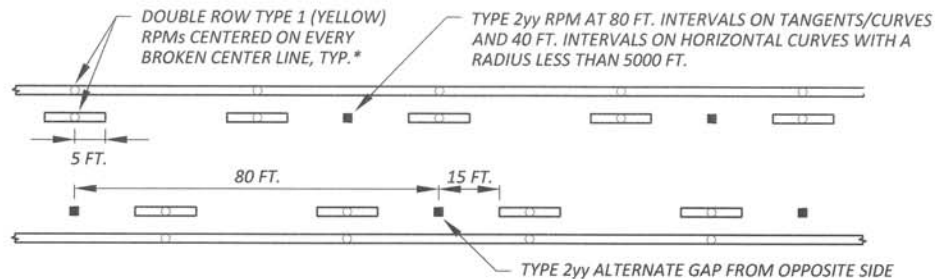
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**PAVEMENT
MARKINGS**

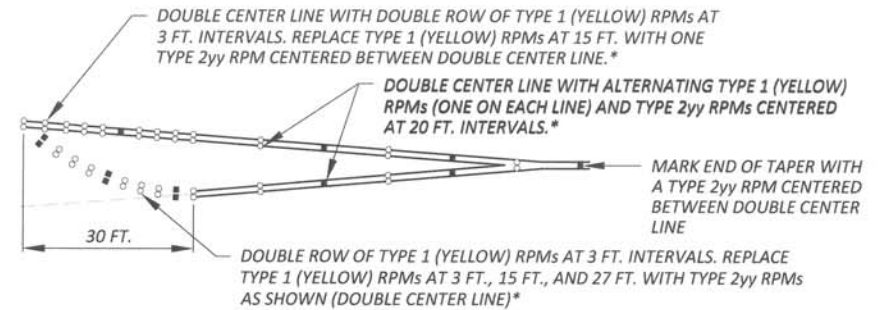
SHEET 5 OF 9

PC.H2.5

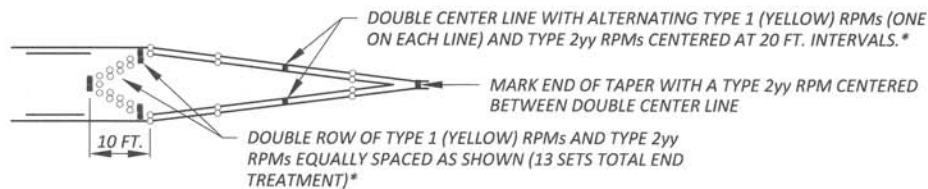
RPM LAYOUT FOR TWO-WAY LEFT-TURN LANE



BULLET TREATMENT FOR END OF TAPER



RPM LAYOUT FOR END OF TAPER/ BEGINNING OF TWO-WAY LEFT-TURN LANE



RAISED PAVEMENT MARKERS (RPMs)

TYPE 1	NON-REFLECTIVE	YELLOW OR WHITE
TYPE 2yy	REFLECTIVE FACE BOTH SIDES	YELLOW AND YELLOW
TYPE 2w	REFLECTIVE FACE ONE SIDE, APPROACH DIRECTION	WHITE

* OMIT TYPE 1 RPMs ON TYPE D STRIPING.

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

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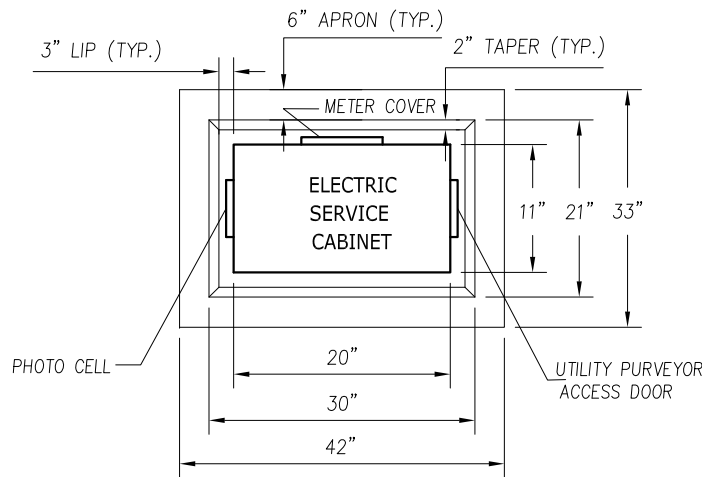
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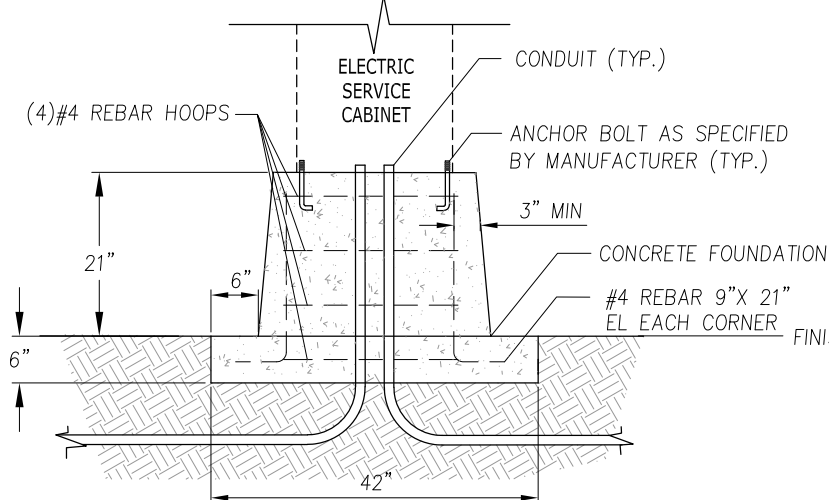
PAVEMENT MARKINGS

SHEET 6 OF 9

PC.H2.6



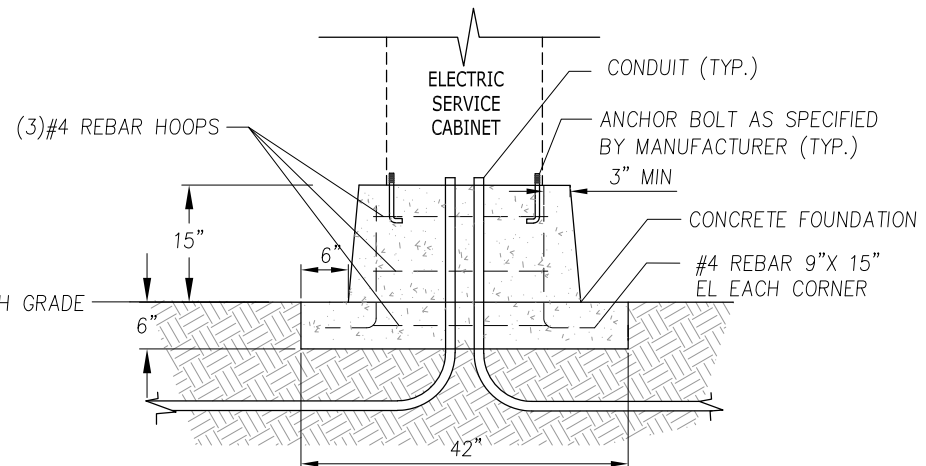
PLAN



ELECTRICAL SERVICE CABINET UP TO 57\"/>

GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
2. CONTRACTOR TO VERIFY FOUNDATION SIZE, ANCHOR BOLT LOCATION, AND CONDUIT LOCATION BASED ON APPROVED EQUIPMENT SHOP DRAWINGS PRIOR TO CONSTRUCTION.
3. PHOTO CELL GENERATOR SWITCH AND UTILITY PURVEYOR ACCESS DOOR SHALL BE 24\"/>



ELECTRICAL SERVICE CABINET OVER 57\"/>

APPROVED FOR PUBLICATION

Paul A. Bucich
Paul A. Bucich, P.E.
 PUBLIC WORKS DIRECTOR/CITY ENGINEER

01/10/20
 DATE



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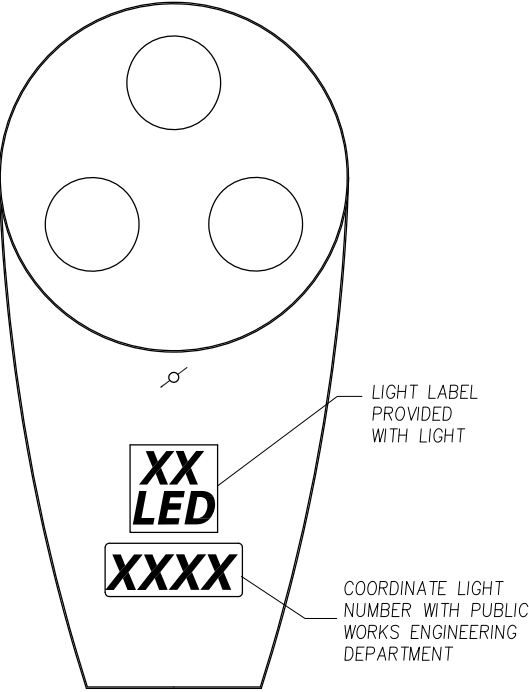
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**Service Cabinet
 Pedestal**

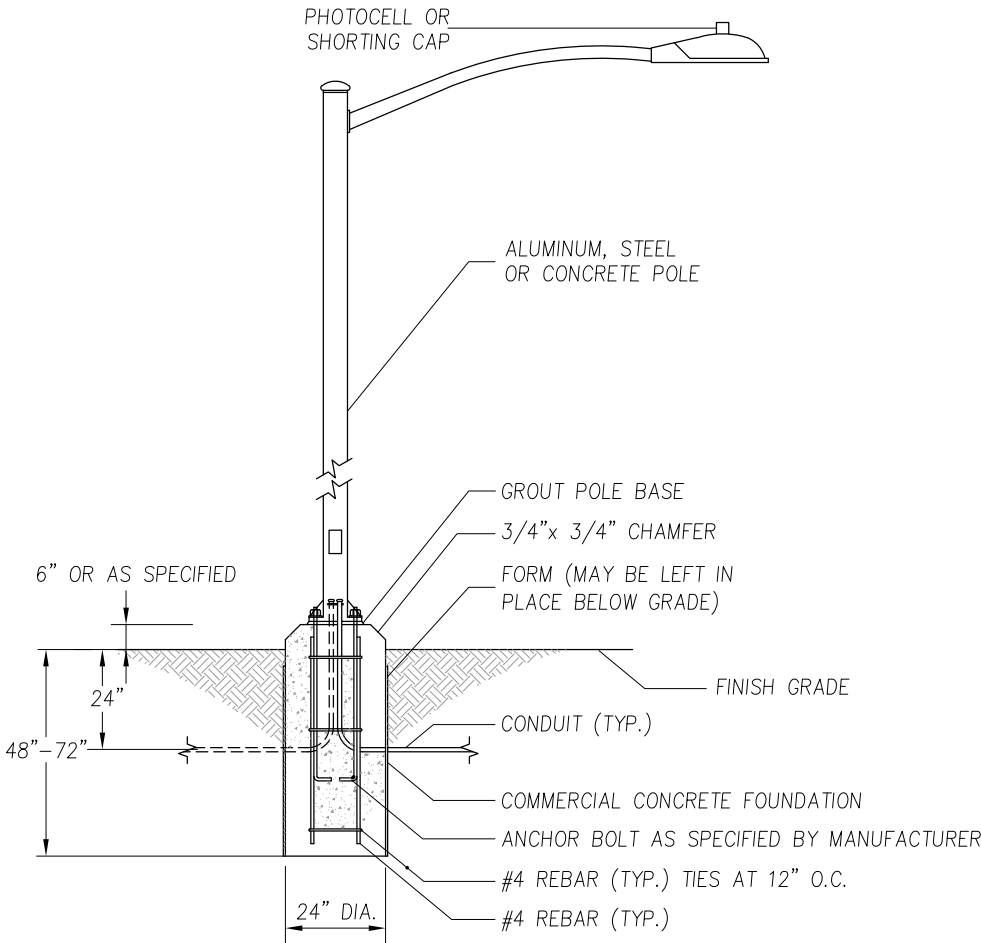
IS-04

GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER CITY OF LAKEWOOD ENGINEERING STANDARDS MANUAL SECTION 9.1.
2. FOUNDATION DEPTH SHALL BE 48" FOR ALUMINUM AND STEEL POLES AND 72" FOR CONCRETE POLES.
3. IF A STREET LIGHT IS PLACED IN A SIDEWALK, THE TOP OF THE FOUNDATION SHALL BE FLUSH WITH THE TOP OF SIDEWALK, AND THE FOUNDATION SHALL NOT INCLUDE A CHAMFER.



STREET LIGHT LABELING



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Paul A. Bucich
Paul A. Bucich, P.E.
PUBLIC WORKS DIRECTOR/CITY ENGINEER

01/10/20
DATE

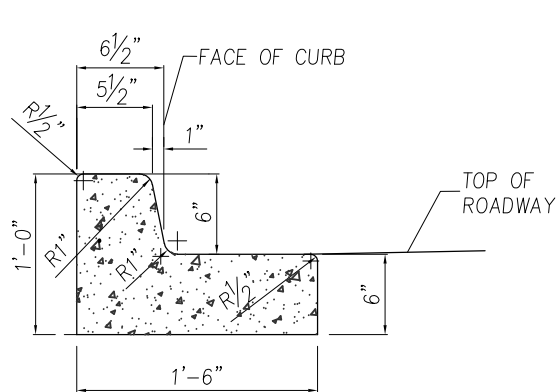


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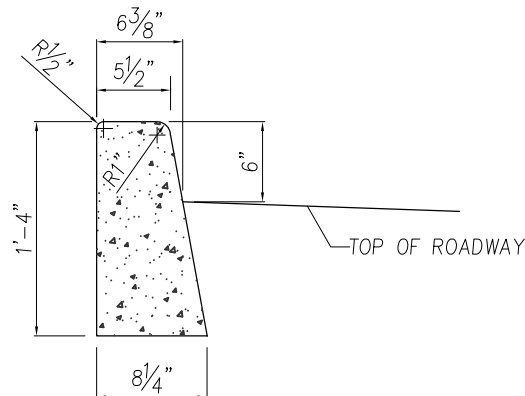
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6000 Main Street SW 98499		NOT TO SCALE	

Street Lights

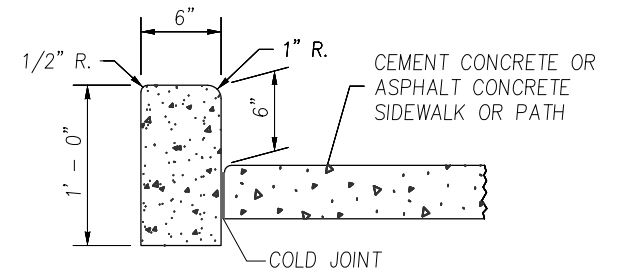
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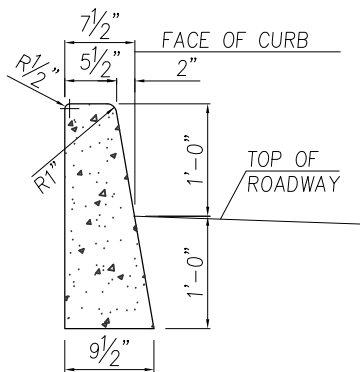
TRAFFIC CURB AND GUTTER



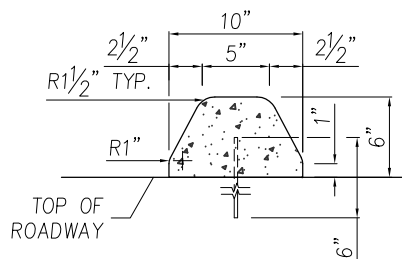
TRAFFIC BARRIER CURB



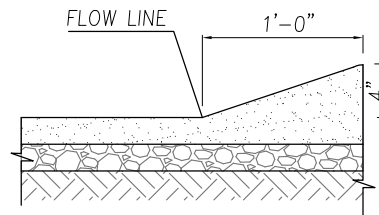
PEDESTRIAN CURB



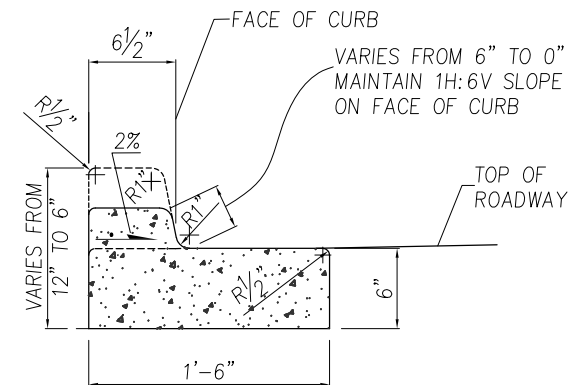
TRUCK BARRIER CURB



EXTRUDED CURB



HMA WEDGE CURB



DEPRESSED CURB AND GUTTER

(AT CURB RAMPS AND DRIVEWAY ENTRANCES)

GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.

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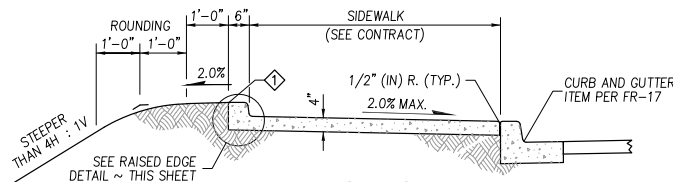
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2/28/12	REVISED DRAWING	TB/LC	DEW
3/2/15	REMOVED TYPE "C" CURB	LC	DEW
9/7/17	REVISED DRAWING	TJM	DEW
1/16/19	REVISED DRAWING	CD	PAB

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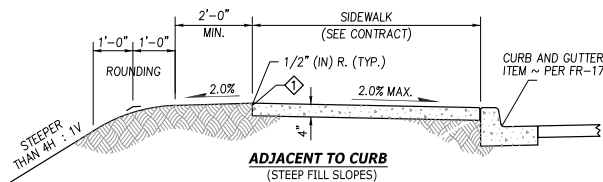
NOT TO SCALE

Curbs

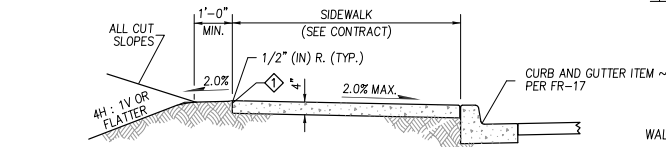
FR-04



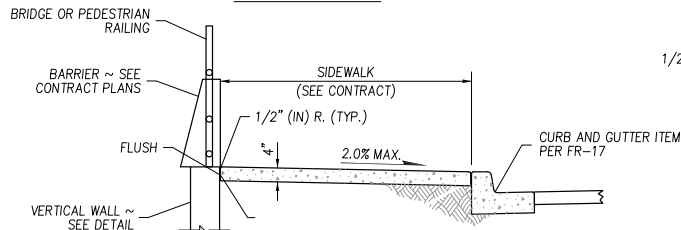
WITH RAISED EDGE



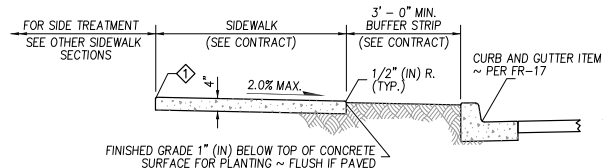
ADJACENT TO CURB
(STEEP FILL SLOPES)



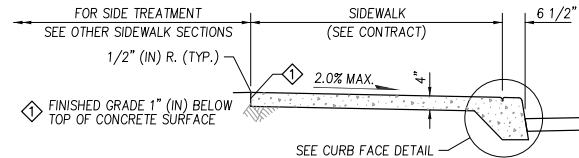
ADJACENT TO CURB



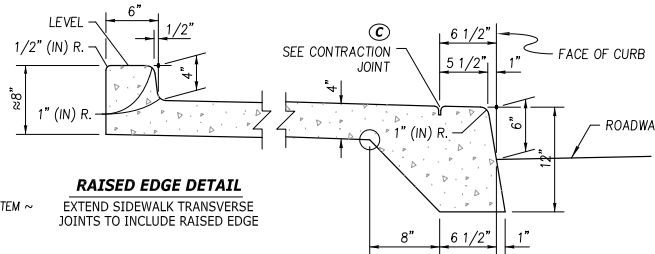
ADJACENT TO CURB AND RAILING OR WALL



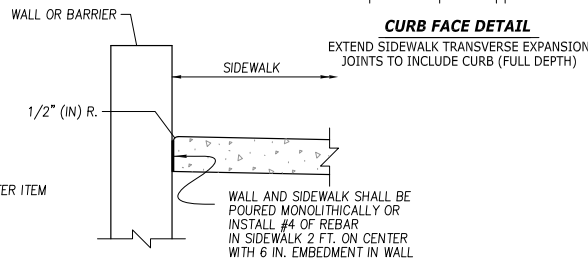
ADJACENT TO BUFFER STRIP



**MONOLITHIC CEMENT CONCRETE
CURB AND SIDEWALK**

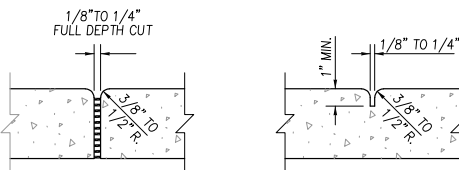


RAISED EDGE DETAIL
EXTEND SIDEWALK TRANSVERSE JOINTS TO INCLUDE RAISED EDGE

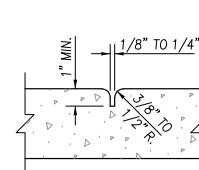


CURB FACE DETAIL
EXTEND SIDEWALK TRANSVERSE EXPANSION JOINTS TO INCLUDE CURB (FULL DEPTH)

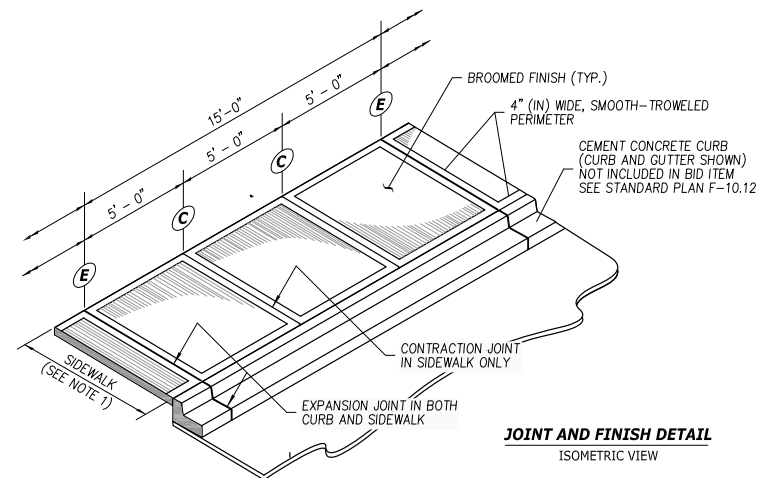
SIDEWALK ADJACENT TO WALL DETAIL



E EXPANSION JOINT



C CONTRACTION JOINT



JOINT AND FINISH DETAIL
ISOMETRIC VIEW

GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
2. FOUR FEET OF SIDEWALK WIDTH SHALL BE THE MINIMUM PEDESTRIAN ACCESSIBLE ROUTE FREE OF VERTICAL AND HORIZONTAL OBSTRUCTIONS.
3. GRATINGS, ACCESS COVERS, JUNCTION BOXES, CABLE VAULTS, PULL BOXES AND OTHER APPURTENANCES WITHIN THE SIDEWALK MUST HAVE SLIP RESISTANT SURFACES, BE FLUSH WITH SURFACE, AND MATCH GRADE OF THE SIDEWALK.
4. A REVERSE SLOPE ON SIDEWALK MAY BE ALLOWED WITH CITY ENGINEER APPROVAL TO ACCOMMODATE THE INSTALLATION OF LOW IMPACT DEVELOPMENT BMP'S.
5. A REDUCED WIDTH OF SIDEWALK MAY BE ALLOWED WITH CITY ENGINEER APPROVAL TO ACCOMMODATE THE INSTALLATION OF LOW IMPACT DEVELOPMENT BMP'S.
6. SIDEWALK SHALL BE PLACED OVER 2" (INCH) CSTC.

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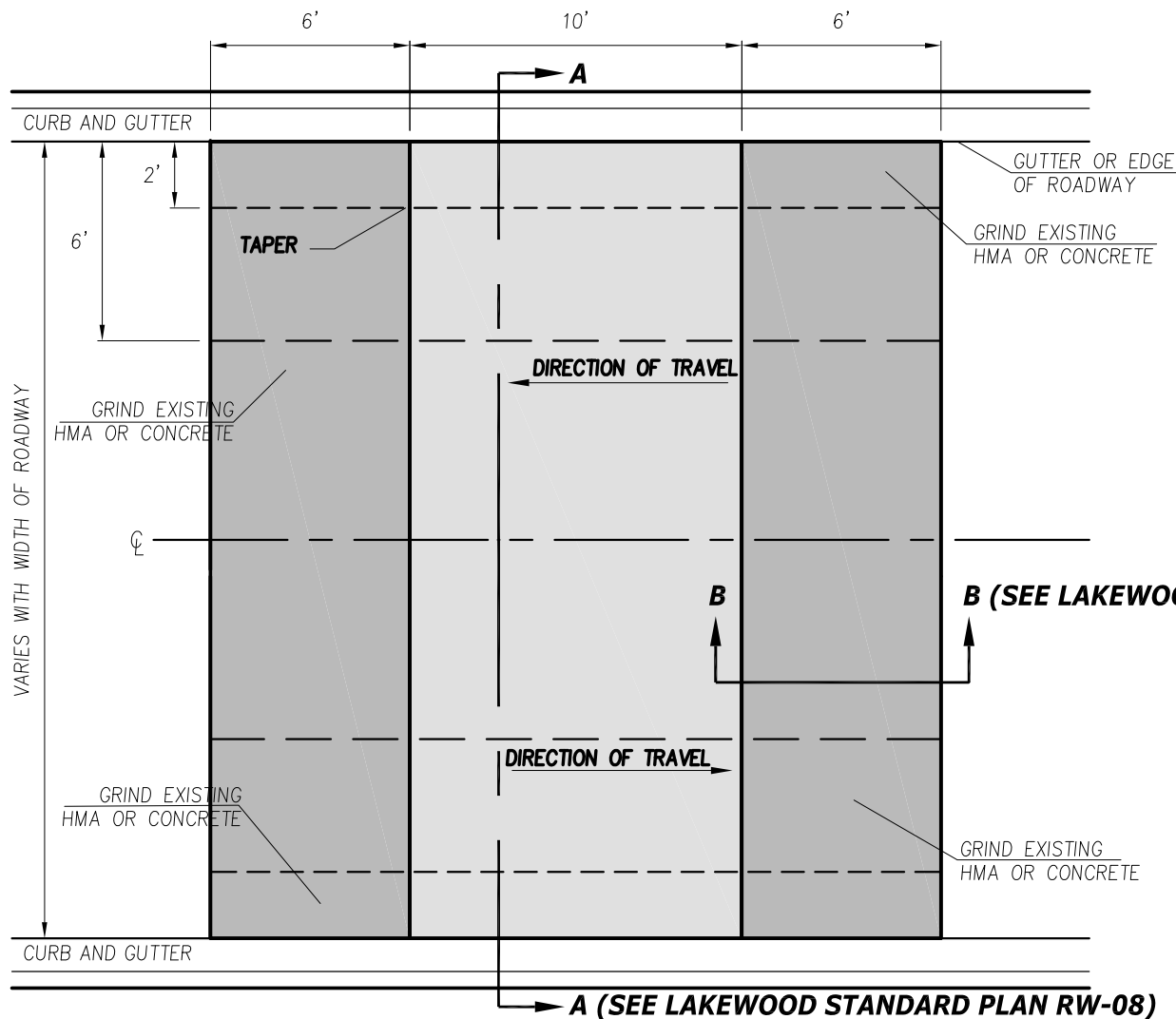
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NOT TO SCALE

Cement Concrete Sidewalk

FR-03



GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION UNLESS OTHERWISE NOTED.
2. EXACT LOCATIONS OF SPEED TABLE TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.
3. TAPER SPEED TABLE TO TWO INCHES ABOVE EXISTING SHOULDER GRADE IF THERE IS NO CURB AND GUTTER.
4. SEE LAKEWOOD STANDARD PLAN RW-08 FOR TYPICAL SECTION "A-A" A NORMAL CROWN SECTION DETAIL. EXISTING ROADWAY PAVEMENT PROFILES AND CROWN MAY VARY FROM THE TYPICAL. IN ALL CASES A 3" DEPTH HMA TABLE SHALL BE CONSTRUCTED WITH 2" GRINDING AND HMA DEPTH AT THE MEET LINES.
5. SEE LAKEWOOD STANDARD PLAN RW-09 FOR PAVEMENT MARKINGS AND SIGNAGE.

SPEED TABLE - PLAN

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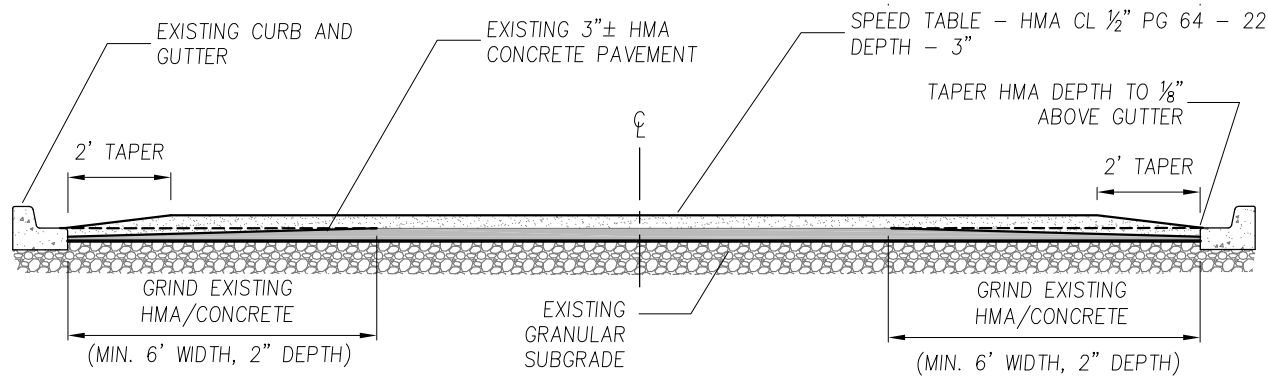
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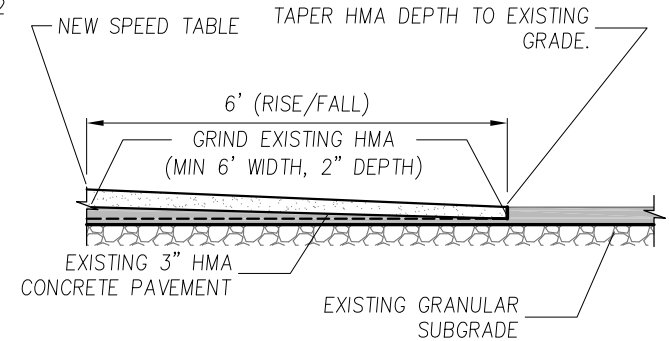
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**Speed Table
Construction**

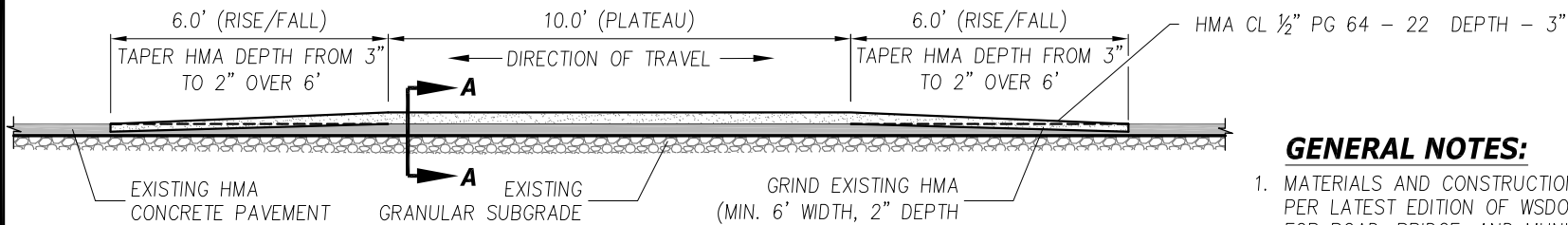
RW-07



SPEED TABLE SECTION A-A



SPEED TABLE SECTION B-B



SPEED TABLE CENTER PROFILE

GENERAL NOTES:

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION UNLESS OTHERWISE NOTED.
2. EXACT LOCATION OF SPEED TABLES TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.
3. IF CURB AND GUTTER DOES NOT EXIST, TAPER SPEED TABLE TO TWO INCHES ABOVE EXISTING SHOULDER GRADE.

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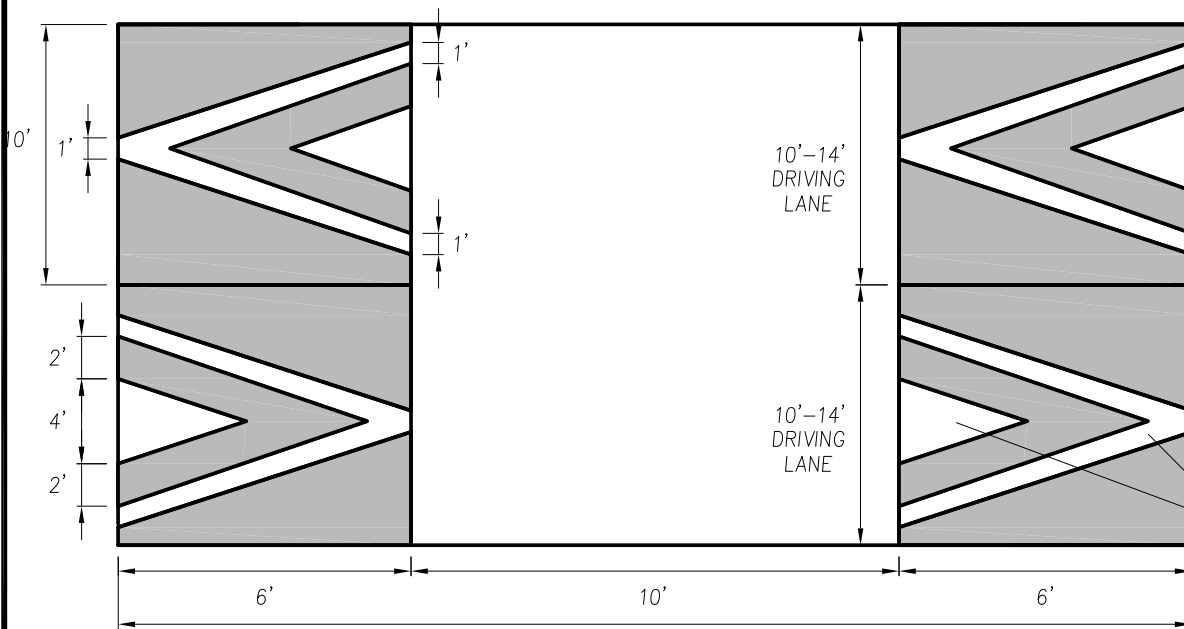
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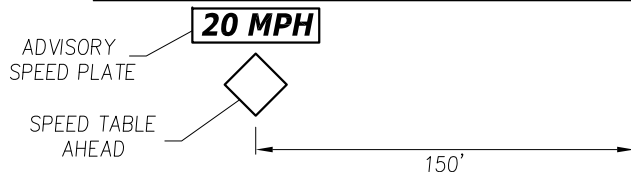
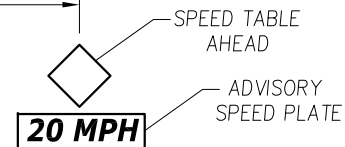
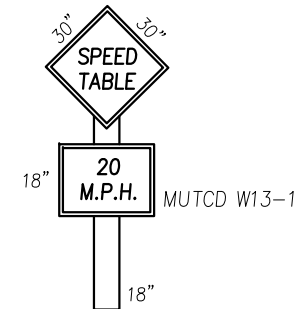
**Speed Table
 Details**

RW-08



GENERAL NOTES:

1. SIGNS AND MARKINGS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION.
2. SEE LAKEWOOD STANDARD PLAN RW-07 AND RW-08 FOR SPEED TABLE CONSTRUCTION DETAILS.
3. SEE MUTCD FIGURE 3B-30 FOR PAVEMENT MARKING DETAILS.
4. TRAFFIC SIGNS SHALL HAVE BLACK BORDER AND TEXT ON YELLOW BACKGROUND. SIGNS SHALL HAVE TYPE FOUR HIGH INTENSITY SHEETINGS.



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**Speed Table
Pavement Markings
and Signage**

RW-09