

## STANDARD NOTES FOR CONTRACTOR INSTALLED SIGNING AND STRIPING

- "X" INSTALL "X" STRIPING
- EX "X" MAINTAIN AND PROTECT EXISTING "X" STRIPING
- RX "X" REMOVE EXISTING "X" STRIPING

- "X"      STRIPING NOTES
- E      EDGE LINE
  - E-2    WIDE EDGE LINE
  - W      WIDE LINE
  - W-2    PLASTIC WHITE 4-IN LINE
  - W-3    PLASTIC WHITE 8-IN LINE
  - WB     LANE LINE
  - WD     WIDE DOTTED LINE
  - DE     DOTTED EXTENSION LINE
  - WDE    WIDE DOTTED EXTENSION LINE
  - DLL    DROP LANE LINE
  - Y      PAINT YELLOW 4-IN LINE
  - Y-2    PLASTIC YELLOW 4-IN LINE
  - YB     SKIP CENTERLINE
  - D      DOUBLE YELLOW CENTERLINE
  - D-2    NO-PASS LINE
  - TWL    TWO-WAY LEFT TURN LINE
  - BBL    BUFFERED BIKE LANE
  - CW     CROSSWALK
  - S      STOP LINE
  - LA     LEFT TURN ARROW
  - RA     RIGHT TURN ARROW
  - LSA    LEFT TURN STRAIGHT ARROW
  - RSA    RIGHT TURN STRAIGHT ARROW
  - RSLA   RIGHT TURN STRAIGHT LEFT ARROW
  - RALA   RIGHT TURN LEFT TURN ARROW
  - SA     STRAIGHT ARROW
  - LRA    LANE REDUCTION ARROW
  - WWA   WRONG WAY ARROW
  - BS     BICYCLE LANE SYMBOL
  - BR     BIKE RIDER SYMBOL
  - SH     SHARED LANE "SHARROW" SYMBOL
  - RR     RAILROAD CROSSING SYMBOL
  - YLD    YIELD LINE SYMBOL
  - YTM    YELLOW TUBULAR MARKER
  - WTM    WHITE TUBULAR MARKER
  - ON     "ONLY"
  - CH     CROSSHATCH MARKING

- SIGNING NOTES
- SIGN CODE # NEW SIGN ASSEMBLY
  - SIGN CODE P PROTECT EXISTING SIGN ASSEMBLY
  - SIGN CODE R REMOVE EXISTING SIGN ASSEMBLY
  - SIGN CODE RS REMOVE AND SAVE EXISTING SIGN ASSEMBLY
  - SIGN CODE RP REMOVE EXISTING SIGN ASSEMBLY AND PROTECT EXISTING POST

- SIGN CODE #
  - (NEW LOCATION)
  - RELOCATE EXISTING SIGN ASSEMBLY
  - (EXISTING LOCATION)



- GENERAL NOTES:
1. THE SIGNING, STRIPING, PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES SHALL BE CONTIGUOUS WITH THE EXISTING TRAFFIC CONTROL AND TRAFFIC OPERATIONS.
  2. THE CONTRACTOR SHALL MAINTAIN EXISTING PERMANENT SIGNING, STRIPING, PAVEMENT MARKINGS AND TUBULAR MARKERS IN ACCORDANCE WITH SECTION 1-07.23(1) OF THE SPECIFICATIONS.
  3. ANY LOOPS DAMAGED OR DESTROYED DURING WORK PERFORMED IN COUNTY RIGHT-OF-WAY SHALL BE REPLACED IN ACCORDANCE WITH CCC 12.20A. SPLICES WILL NOT BE ALLOWED.

- STRIPING AND PAVEMENT MARKING NOTES:
1. ALL NEW STRIPING, PAVEMENT MARKINGS, TUBULAR MARKERS, SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
  2. THE CONTRACTOR SHALL REMOVE STRIPING AND PAVEMENT MARKINGS AS SHOWN IN THE CONTRACT PLANS OR AS DIRECTED BY THE ENGINEER. THE STRIPING AND PAVEMENT MARKING REMOVAL PROCESS SHALL CONFORM TO SECTION 8-22.3(6) OF WSDOT STANDARD SPECIFICATIONS.
  3. ALL PAVEMENT MARKINGS WILL BE LAID OUT IN THE FIELD BY THE ENGINEER.
  4. PAVEMENT MARKING SYMBOLS MUST BE TYPE B PRE-FORMED FUSED THERMOPLASTIC PER 9-34.3(2) OF WSDOT STANDARD SPECIFICATIONS UNLESS OTHERWISE SPECIFIED. SEE CLARK COUNTY SPECIAL PROVISIONS FOR INSTALLATION DETAILS.
  5. SEE CLARK COUNTY SPECIAL PROVISIONS FOR DETAILS REGARDING GREEN PAVEMENT MATERIAL, IF APPLICABLE.
  6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH SECTION 8-23 OF THE SPECIFICATIONS.

- SIGNING NOTES:
1. ALL NEW SIGNING SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
  2. THE CONTRACTOR SHALL REMOVE SIGNS AS SHOWN IN THE CONTRACT PLANS OR AS DIRECTED BY THE ENGINEER.
  3. ALL SIGNS WILL BE FIELD STAKED BY THE ENGINEER.
  4. R1-1 SIGNS SHALL BE TYPE XI SHEETING MATERIAL WITH PROTECTIVE OVERLAY FILM.
  5. ALL SIGNS INSTALLED ON TRAFFIC SIGNAL POLES AND MASTARMS SHALL BE TYPE IX SHEETING MATERIAL.
  6. FLUORESCENT YELLOW GREEN SIGNS SHALL BE TYPE IX SHEETING MATERIAL.
  7. SIGNS INSTALLED ON TRAFFIC SIGNAL AND LIGHT STANDARDS SHALL BE INSTALLED PER WSDOT STANDARD PLAN G-30.10-04.
  8. THE CONTRACTOR SHALL SURPLUS ALL SIGNS (EXCEPT BARRICADES) AND POSTS TO CLARK COUNTY PUBLIC WORKS AT NO COST TO THE CONTRACT. THE SIGNS AND POSTS SHALL BE RETURNED TO THE COUNTY 149TH STREET MAINTENANCE STATION, LOCATED AT 11608-B NE 149TH STREET, BRUSH PRAIRIE, WA, 98606, AND CONTACTED AT (564) 397-2348.
  9. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN CONSTRUCTION SIGNS IN ACCORDANCE WITH SECTION 1-10 OF THE SPECIFICATIONS.

REV. NO.	DATE	BY	APPR

DWG:

	Department of Public Works  <b>CLARK COUNTY</b> WASHINGTON <i>proud past, promising future</i>	STANDARD NOTES FOR CONTRACTOR INSTALLED SIGNING AND STRIPING  APPROVED  COUNTY ENGINEER	STANDARD <b>T1.0</b> DETAIL DESIGNED DRAWN DATE
	07/17/19 DATE		DATE

# STANDARD NOTES FOR COUNTY INSTALLED SIGNING AND STRIPING

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- FOR PRIVATE DEVELOPMENT:
1. FOR PRIVATE DEVELOPMENT PROJECTS, ITEM 3 AND 4 OF WSDOT STANDARD SPECIFICATIONS 1-07.23(1) SHALL BE MODIFIED TO REPLACE THE TERM "CONTRACTING AGENCY" WITH THE TERM "CONTRACTOR".
  2. INSTALLATION OF NEW AND RELOCATED TRAFFIC CONTROL DEVICES, WITHIN THE PUBLIC RIGHT-OF-WAY, WILL BE PERFORMED BY CLARK COUNTY PUBLIC WORKS AFTER THE PLAT IS RECORDED. THE COUNTY WILL BE REIMBURSED BY THE APPLICANT FOR THE COST OF INSTALLING THE TRAFFIC CONTROL DEVICES.
  3. INSTALLATION OF NEW AND RELOCATED TRAFFIC CONTROL DEVICES, OUTSIDE OF THE PUBLIC RIGHT-OF-WAY, WILL BE PERFORMED BY THE CONTRACTOR. THE TRAFFIC CONTROL DEVICES WILL BE MAINTAINED BY THE PRIVATE ROAD OWNERS.

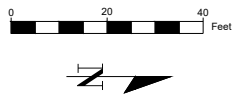
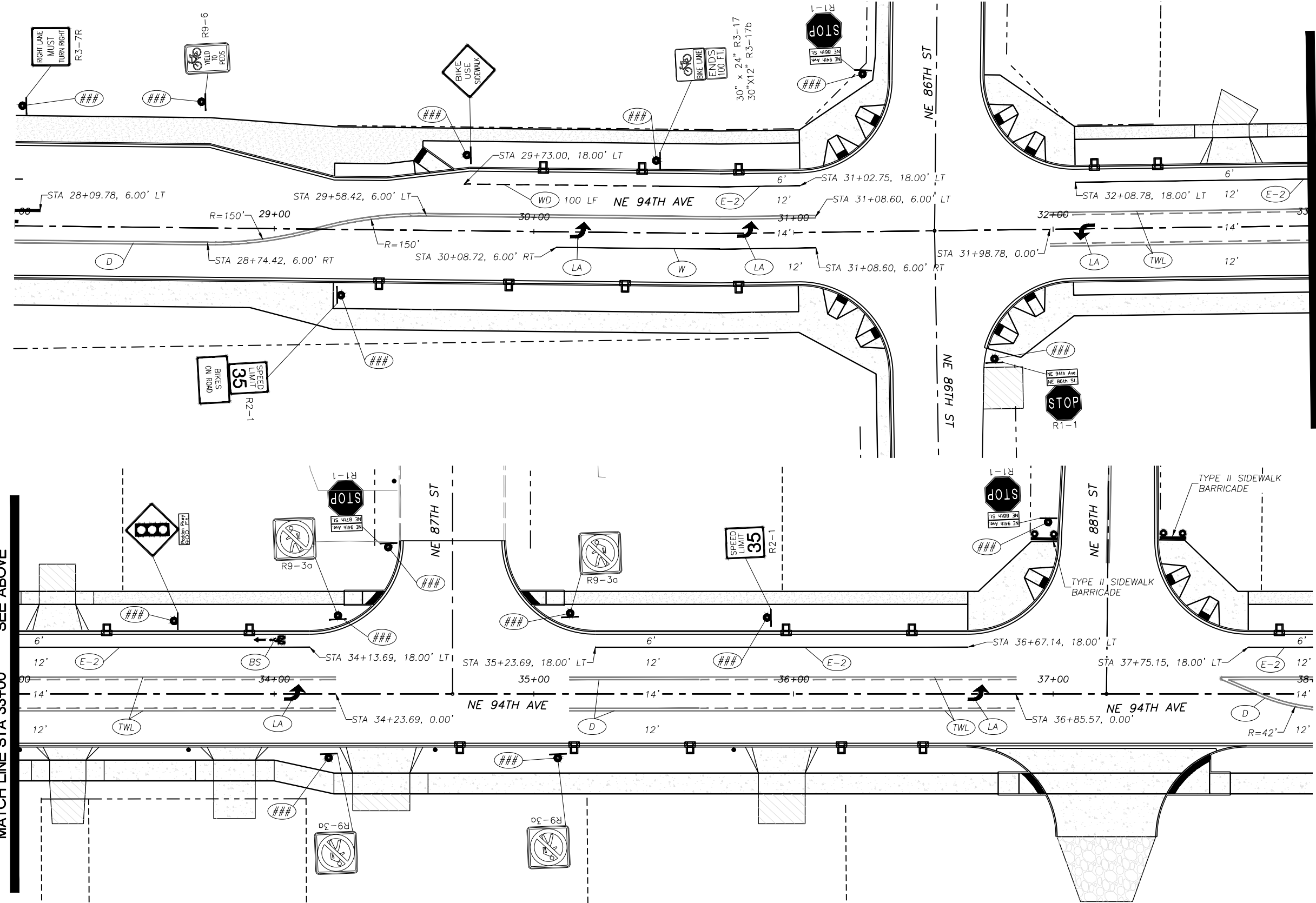
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REV. NO.	DATE	BY	APPR

DWG:

 <p><b>Department of Public Works</b> <b>CLARK COUNTY WASHINGTON</b> <i>proud past, promising future</i></p>	<p>STANDARD NOTES FOR COUNTY INSTALLED SIGNING AND STRIPING</p> <p style="text-align: right;">APPROVED</p> <p style="text-align: right;"><i>[Signature]</i> COUNTY ENGINEER</p>	<p>STANDARD <b>T2.0</b> DETAIL</p>
	<p>07/17/19 DATE</p>	<p>DESIGNED DRAWN DATE</p>



MATCH LINE STA 33+00

MATCH LINE STA 33+00

ILLUSTRATION OF SIGN GRAPHIC ON PLAN SHEET OPTIONAL

REV. NO.	DATE	BY	APPR

DWG:

Department of Public Works  
**CLARK COUNTY**  
 WASHINGTON  
 proud past, promising future

SAMPLE SIGNING AND STRIPING  
 INSTALL PLAN SHEET

APPROVED

*[Signature]*  
 COUNTY ENGINEER

07/17/19  
 DATE

STANDARD
<b>T2.10</b>
DETAIL
DESIGNED
DRAWN
DATE


**SIGN INSTALL SPECIFICATIONS**

POST NUMBER	SHEET	STATION	OFFSET	SIGN CODE	SIGN DESCRIPTION	SIGN SIZE (IN)		AREA (SF)	SIGN SHEETING TYPE	POST MATERIAL	POST SIZE (TRADE SIZE)	NUMBER OF POSTS	POST HT ABOVE GRADE (FT)	BASE TYPE	REMARKS
						X	Y								
201	SS9	133+52	63-FT RT	R10-6L	STOP HERE ON RED	24	36	6	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	10	ST4	FACING EB RT TURN LANE TRAFFIC
202	SS1	22+90	50-FT RT	R10-6L	STOP HERE ON RED	24	36	6	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	10	ST4	FACING NB TRAFFIC
203	SS1			R9-6	BIKES YIELD TO PEDS	12	18	1.5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	9.5	ST4	SIGN ON TRAIL FACING WEST- BOTT. OF SIGN 8 FT. ABOVE SURFACE.
204	SS9	136+40	60-FT RT	W9-1R	RIGHT LANE ENDS	36	36	9	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11.5	ST4	FACING EB TRAFFIC
205	SS9	138+20	56-FT RT	W4-2	RIGHT LANE ENDS (SYMBOL)	36	36	9	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11.5	ST4	FACING EB TRAFFIC
206	SS9	140+42	51-FT LT	R3-7R	RIGHT LANE MUST TURN RIGHT	30	30	6.25	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	9.5	ST4	FACING EB TRAFFIC
207	SS9	136+50	51-FT LT	R3-7R	RIGHT LANE MUST TURN RIGHT	30	30	6.25	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	9.5	ST4	FACING WB TRAFFIC
208	SS9	135+27	71-FT LT	R10-6L	STOP HERE ON RED	24	36	6	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	10	ST4	FACING WB RT TURN TRAFFIC
209	SSI	25+00	52-FT LT	R10-6L	STOP HERE ON RED	24	36	6	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	10	ST4	FACING SB TRAFFIC
210	SS9	132+35	51-FT LT	W9-1R	RIGHT LANE ENDS	36	36	9	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11.5	ST4	FACING SB RT TURN LANE TRAFFIC
211	SS8	130+40	51-FT LT	W4-2	RIGHT LANE ENDS (SYMBOL)	36	36	9	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11.5	ST4	FACING WB TRAFFIC
212	SS6	23+00	68-FT LT	R9-6	BIKES YIELD TO PEDS	12	18	1.5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	9.5	ST4	FACING EB RT TURN TRAFFIC. BOTT. OF SIGN 8 FT. ABOVE SURFACE.
213	SS1	21+55	41-FT LT	CUSTOM	BIKES MUST USE SIDEWALK	24	24	4	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	10	ST4	FACING SB TRAFFIC. BOTT. OF SIGN 8 FT. ABOVE SURFACE
214	SS1	16+80	42-FT RT	D3-2	PADDEN PKWY NEXT SIGNAL	30	21	4.375	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	13	ST4	FACING NB TRAFFIC
				W4-7	THRU TRAFFIC MERGE LEFT	36	36	9							FACING NB TRAFFIC
215	SS1	18+30	40-FT RT	R7-102	BIKE LANE	24	30	5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	10.5	ST4	FACING NB TRAFFIC
				R3-17b	ENDS 300 FT	30	12	2.5							FACING NB TRAFFIC
216	SS1	21+36	40-FT RT	R9-6	BIKES YIELD TO PEDS	12	18	1.5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11	ST4	FACING SB TRAFFIC
				CUSTOM	BIKES USE SIDEWALK	18	18	2.25							FACING SB TRAFFIC, LETTER SIZE 3C, MOUNTED ABOVE YIELD
217	SS1	25+05	61-FT RT	R9-7	BIKES KEEP RIGHT (SYMBOL)	12	18	1.5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	9.5	ST4	FACING NB. BOTTOM OF SIGN 8 FT. ABOVE SURFACE
218	SS1	27+85	33-FT RT	R9-7	BIKES KEEP RIGHT (SYMBOL)	12	18	1.5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11	ST4	FACING NB TRAFFIC
				R9-6	YIELD TO PEDS	12	18	1.5							BOTT. OF SIGN 8 FT. ABOVE SURFACE
				R9-7	BIKES KEEP LEFT (SYMBOL)	12	18	1.5							FACING SB TRAFFIC
				R9-6	YIELD TO PEDS	12	18	1.5							FACING SB TRAFFIC. SIGNS INSTALLED FRONT AND BACK ON SAME POST
219	SS2	29+22	25-FT RT	R2-1	SPEED LIMIT 35	24	30	5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11	ST4	EXISTING SPEED LIMIT SIGN RELOCATED ON NEW POST
				W11-101	BIKES ON ROAD	30	18	3.75							BLACK ON YELLOW SIGN
221	SS2	10+50	22-FT LT	R1-1	STOP	30	30	6.25	IX	PERF SQ TUBE	2-IN X 12 GAGE	1	11	ST4	3M Diamond Grade DG3 Sheeting 4000 series with 3M 1160 Protective Sheeting
				D3-1	NE 94TH AVE X 2	30	9	3.75	IV						FACING WB TRAFFIC
				D3-1	NE 86TH ST X 2	30	9	3.75	IV						FACING WB TRAFFIC
222	SS2	34+20	25-FT RT	R9-3A	NO PED X-ING	18	18	2.25	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	8.5	ST4	SIGN FACING WEST
223	SS2	34+15	25-FT RT	R9-3A	NO PED X-ING	18	18	2.25	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	8.5	ST4	SIGN FACING WEST
224	SS3	38+05	25-FT RT	R2-1	SPEED LIMIT 35	24	30	5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11	ST4	FACING NB TRAFFIC
				W11-101	BIKES ON ROAD	30	18	3.75							FACING NB TRAFFIC
225	SS3	41+12	42-FT RT	R9-7	BIKES KEEP RIGHT (SYMBOL)	12	18	1.5	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11	ST4	FACING NB TRAFFIC
				R9-6	YIELD TO PEDS	12	18	1.5							BOTT. OF SIGN 8 FT. ABOVE SURFACE
				R9-7	BIKES KEEP RIGHT (SYMBOL)	12	18	1.5							FACING SB TRAFFIC
				R9-6	YIELD TO PEDS	12	18	1.5							FACING SB TRAFFIC. SIGNS INSTALLED FRONT AND BACK ON SAME POST
226	SS5	62+36	25-FT RT	W3-5	SPEED LIMIT 25 AHEAD (SYMBOL)	36	36	9	IV	PERF SQ TUBE	2-IN X 12 GAGE	1	11.5	ST4	FACING NB TRAFFIC
227	SS5	65+18	28-FT RT	W14-1	DEAD END	30	30	6.25	IV	PERF SQ TUBE	2-IN X 12 GAGE	2	10	ST4	FACING NB TRAFFIC
228	SS5	65+5	35-FT LT	R1-1	STOP	30	30	6.25	IX	PERF SQ TUBE	2-IN X 12 GAGE	1	11.0	ST4	3M Diamond Grade DG3 Sheeting 4000 series with 3M 1160 Protective Sheeting

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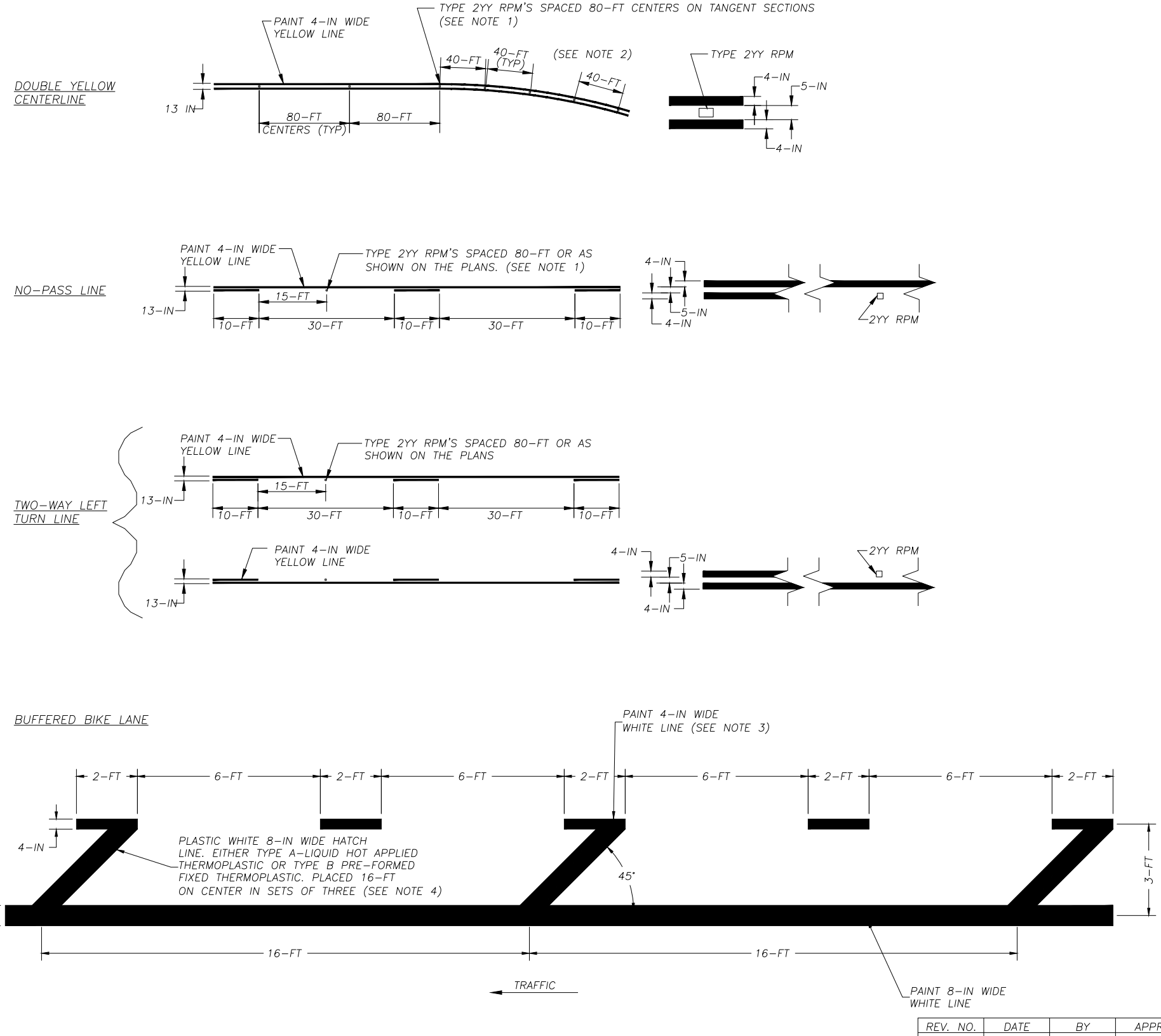
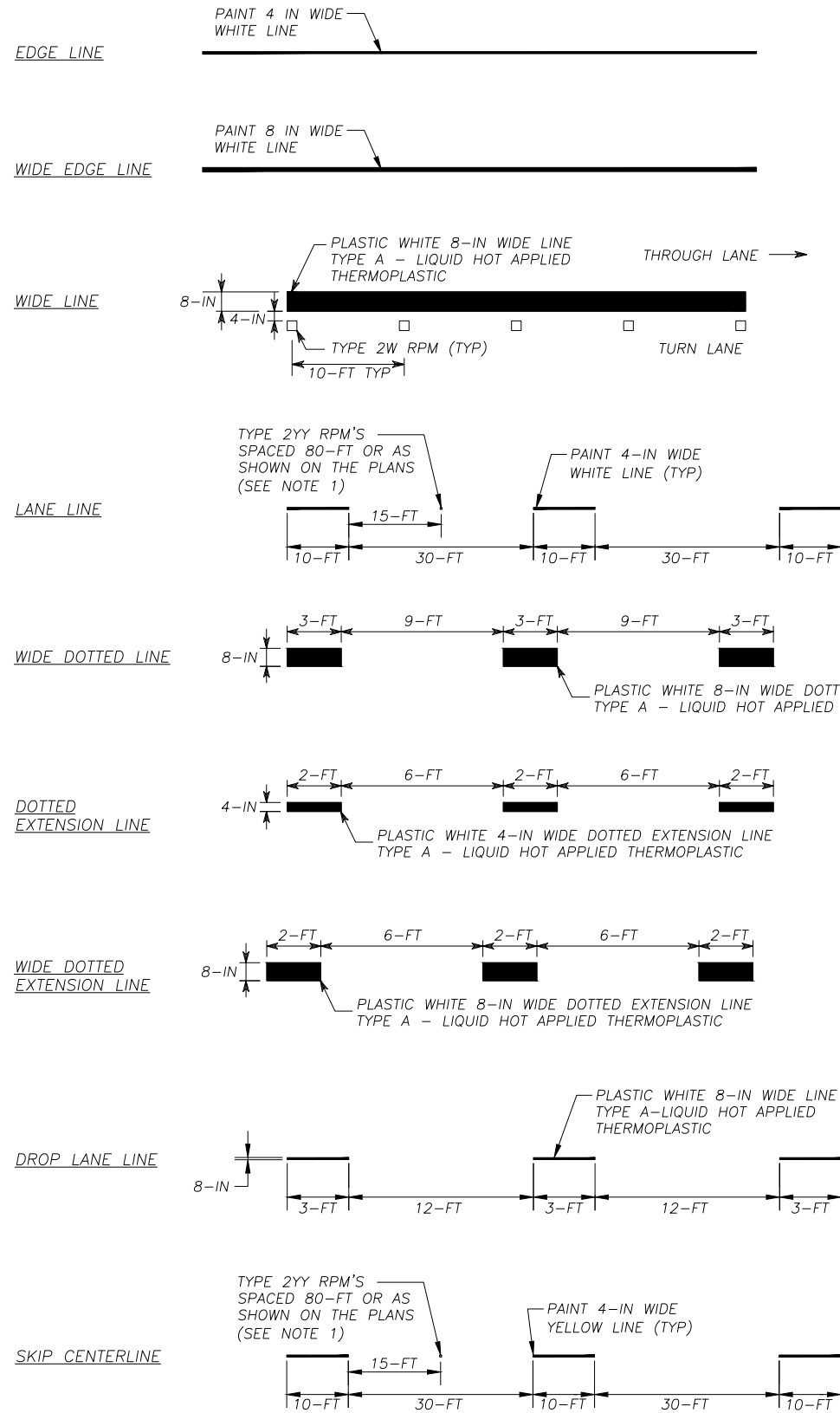
DWG:



SAMPLE SIGN INSTALL SPECIFICATIONS SHEET APPROVED  COUNTY ENGINEER		07/17/19 DATE	STANDARD <b>T2.20</b> DETAIL DESIGNED DRAWN DATE
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# LONGITUDINAL MARKINGS



**NOTES:**

1. RAISED PAVEMENT MARKERS 2YY AND 2W SHALL BE SPACED AT 80 FEET SPACING FOR TANGENT SECTIONS. FOR HORIZONTAL CURVES WITH RADIUS BETWEEN 2000 FEET AND 500 FEET, THE SPACING SHALL BE REDUCED TO 40 FEET. FOR RADIUS LESS THAN 500 FEET, FOLLOW ENGINEER'S DIRECTION.
2. FOR TURN LANE CHANNELIZATION TAPER AND REVERSE CURVE STRIPING, THE SPACING FOR 2YY RAISED PAVEMENT MARKERS SHALL BE 40 FEET.
3. CAN BE A SOLID LINE IF DRIVEWAY ACCESS IS MINIMAL.
4. SPACE SET OF THREE PLASTIC HATCH LINES AT A 48-FT INTERVAL. MAINTAIN 10-FT SEPARATION BETWEEN DRIVEWAYS AND HATCH LINES. COORDINATE FINAL LOCATION OF HATCH LINES IN FIELD WITH ENGINEER.

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Department of Public Works  
**CLARK COUNTY WASHINGTON**  
proud past, promising future

LONGITUDINAL MARKINGS

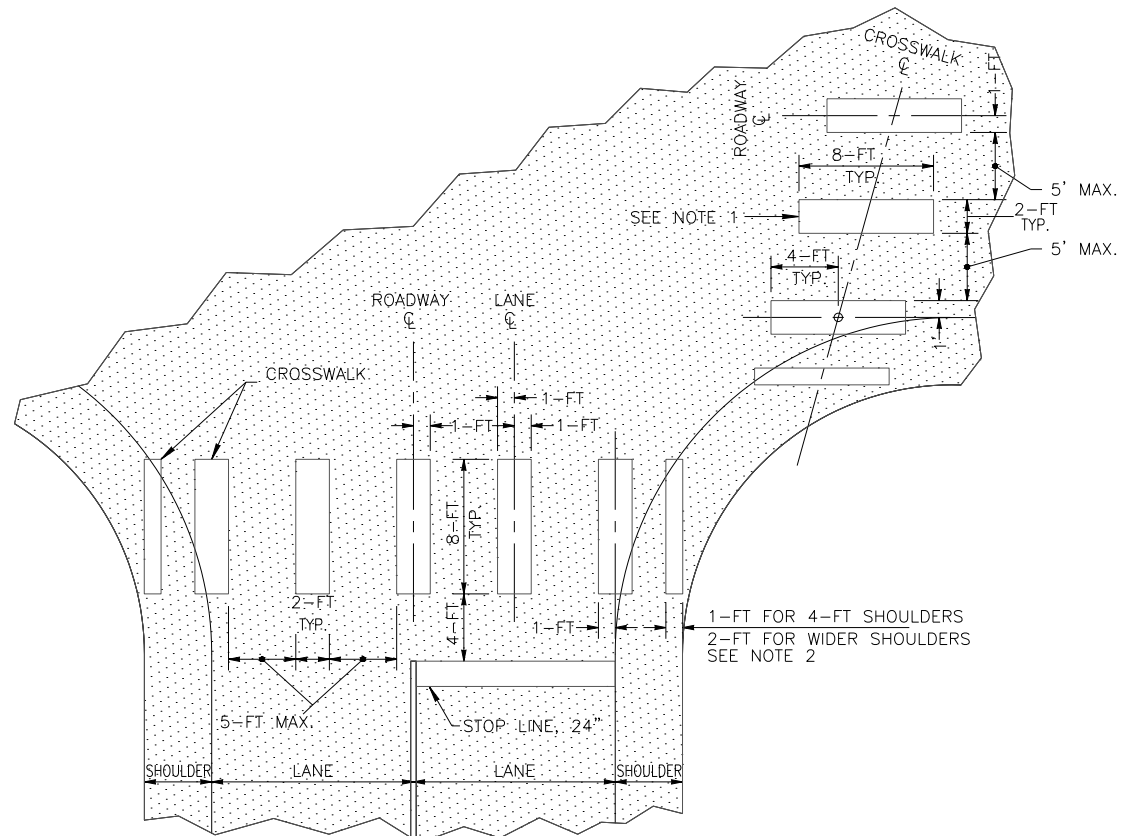
APPROVED

COUNTY ENGINEER

DATE 07/17/19

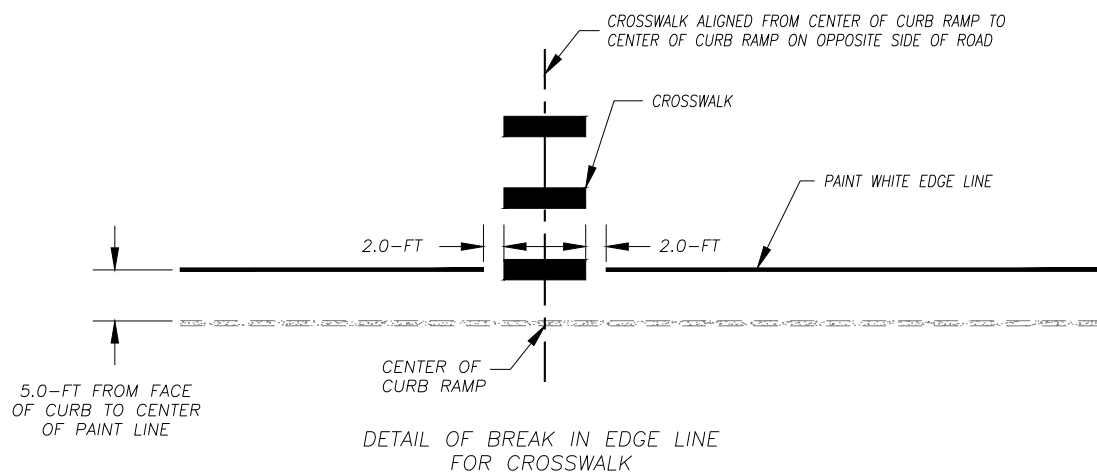
STANDARD
<b>T3.0</b>
DETAIL
DESIGNED
DRAWN
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# INTERSECTION MARKINGS



**NOTES:**

1. FOR SKEWED CROSSWALKS, POSITION THE LINES PARALLEL TO THE TRAFFIC LANE.
2. INSTALL CROSSWALK LINE IN SHOULDER AREA ONLY WHEN ADJACENT TO SIDEWALK OR SEPARATE WALKWAY.
3. ALL STOP LINE APPLICATIONS SHALL BE 24 INCHES WIDE.
4. ALL CROSSWALKS AND STOP LINES MUST BE EITHER: TYPE A LIQUID HOT APPLIED THERMOPLASTIC OR TYPE B PRE-FORMED FUSED THERMOPLASTIC.
5. ALL CROSSWALKS AND STOP LINES SHALL BE WHITE.



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INTERSECTION MARKINGS

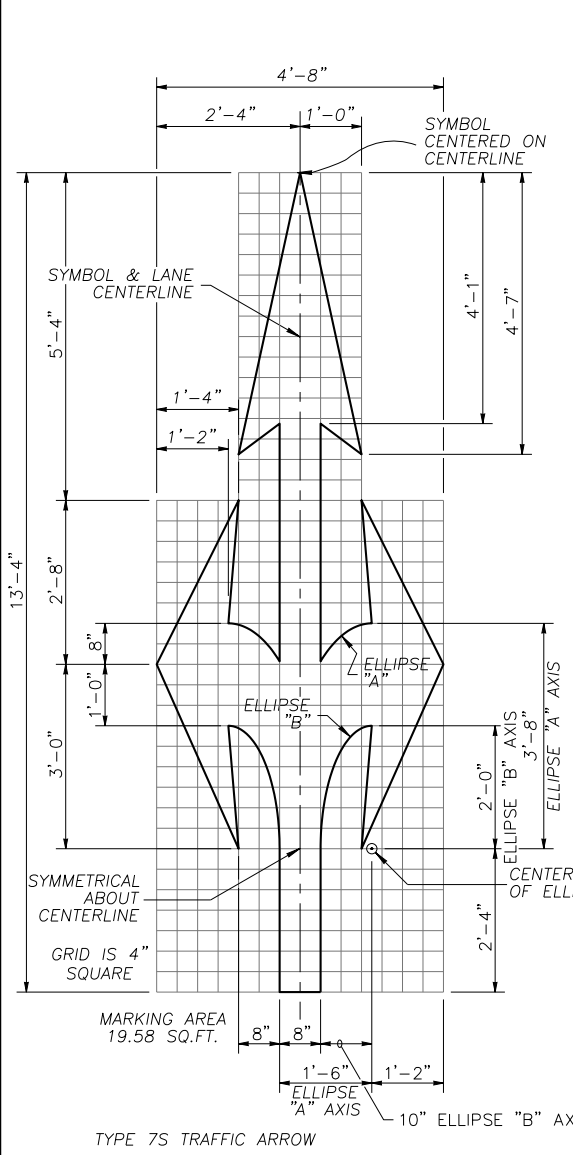
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*[Signature]*  
COUNTY ENGINEER

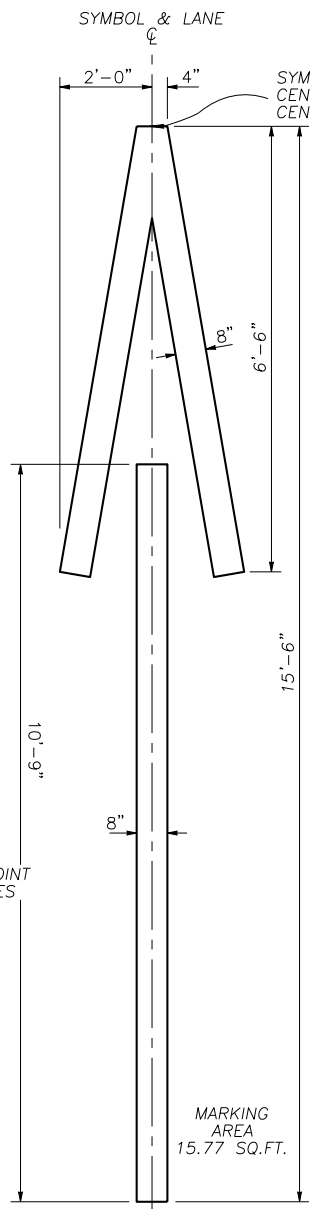
07/17/19  
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STANDARD  
**T3.1**  
DETAIL  
DESIGNED  
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DATE

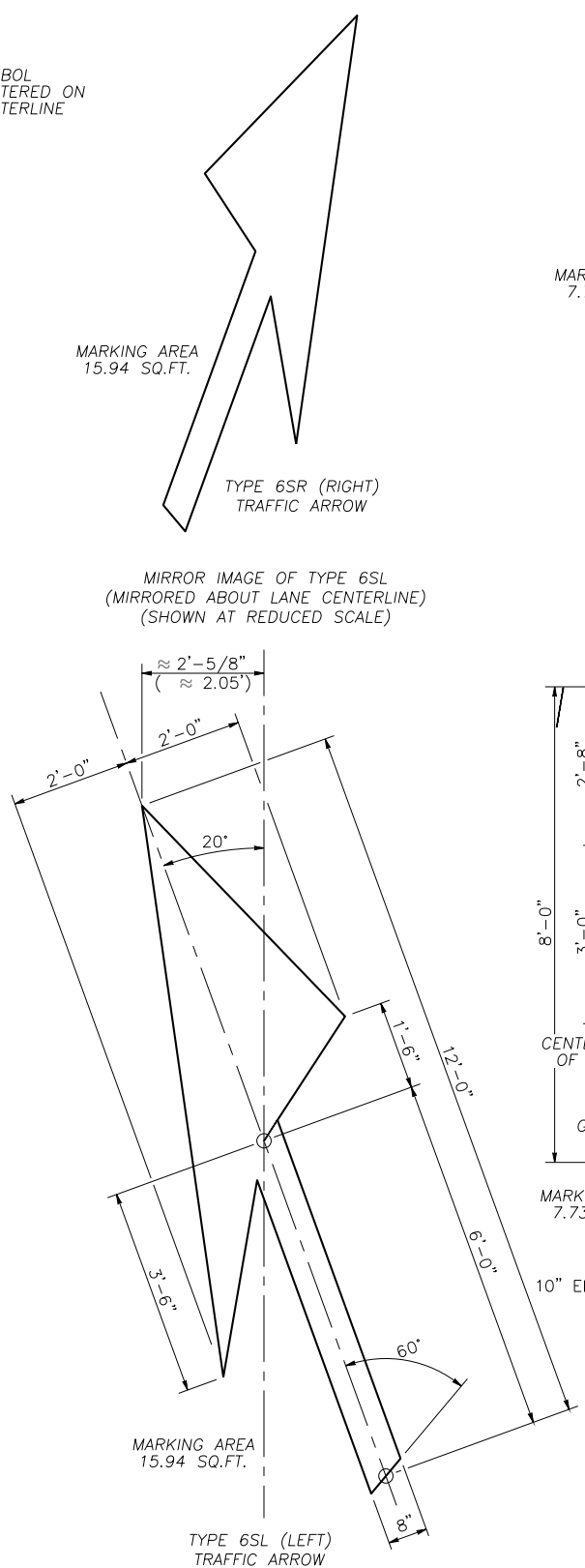
# TRAFFIC ARROWS



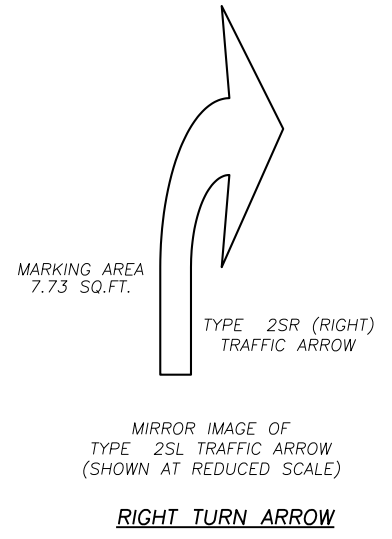
**RIGHT TURN STRAIGHT LEFT ARROW**



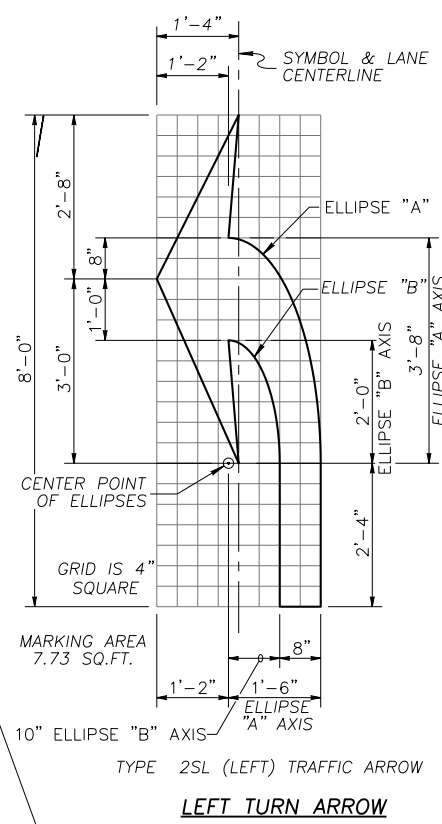
**TYPE 5 TRAFFIC ARROW\***  
\* TYPE A LIQUID HOT APPLIED THERMOPLASTIC PERMISSIBLE.  
**WRONG WAY ARROW**



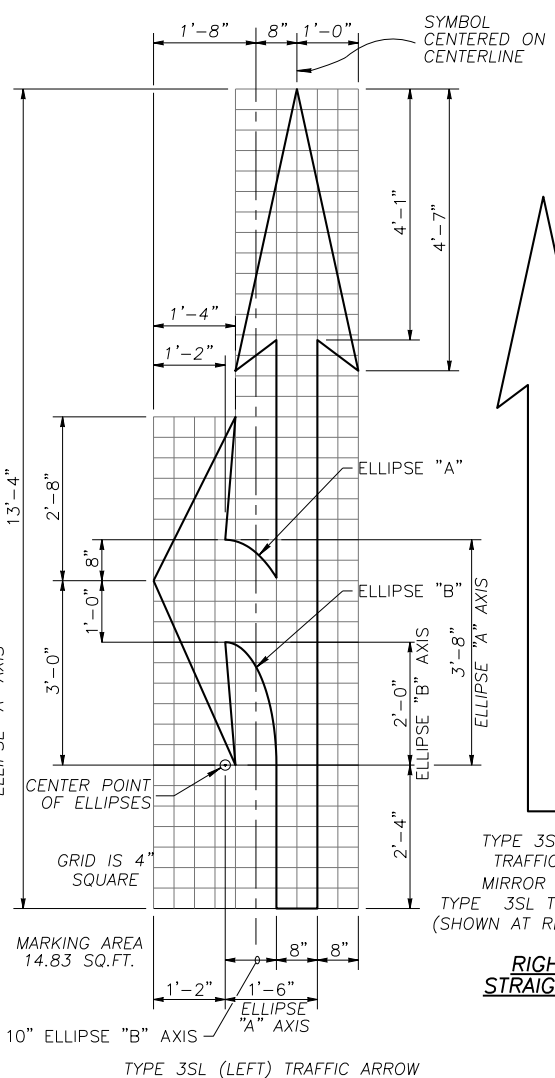
**TYPE 6SL (LEFT) TRAFFIC ARROW**  
**LANE REDUCTION ARROWS**



**RIGHT TURN ARROW**

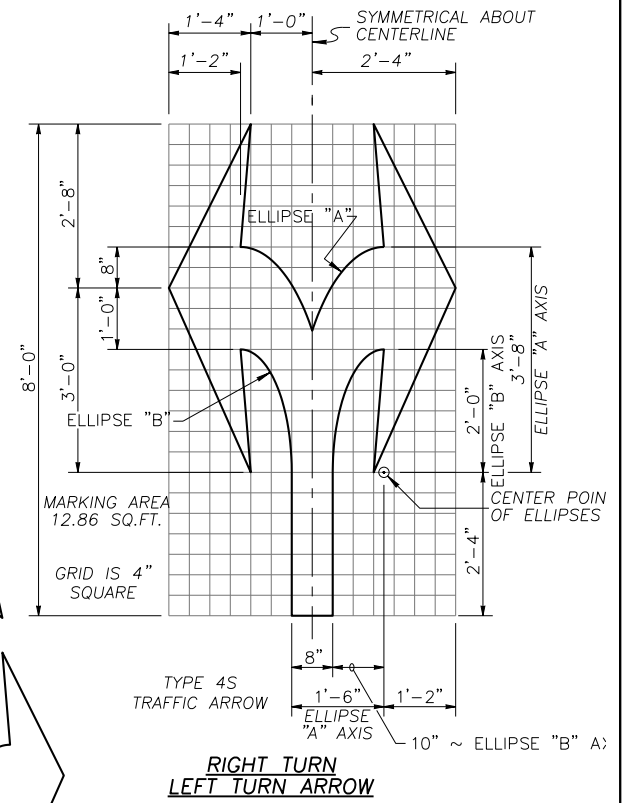


**TYPE 2SL (LEFT) TRAFFIC ARROW**  
**LEFT TURN ARROW**

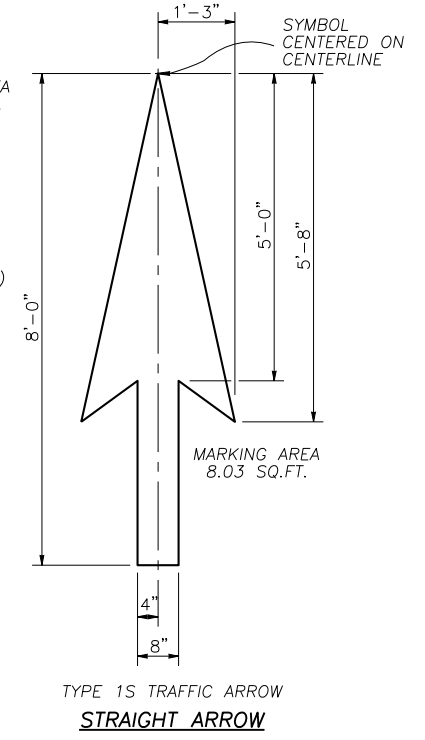


**TYPE 3SL (LEFT) TRAFFIC ARROW**  
**LEFT TURN STRAIGHT ARROW**

**TYPE 3SR (RIGHT) TRAFFIC ARROW**  
MIRROR IMAGE OF TYPE 3SL TRAFFIC ARROW (SHOWN AT REDUCED SCALE)  
**RIGHT TURN STRAIGHT ARROW**



**TYPE 4S TRAFFIC ARROW**  
**RIGHT TURN LEFT TURN ARROW**



**TYPE 1S TRAFFIC ARROW**  
**STRAIGHT ARROW**

- NOTES:**
- ALL TRAFFIC ARROWS SHALL BE WHITE.
  - ALL TRAFFIC ARROWS MUST BE TYPE B PRE-FORMED FUSED THERMOPLASTIC UNLESS SPECIFIED OTHERWISE.

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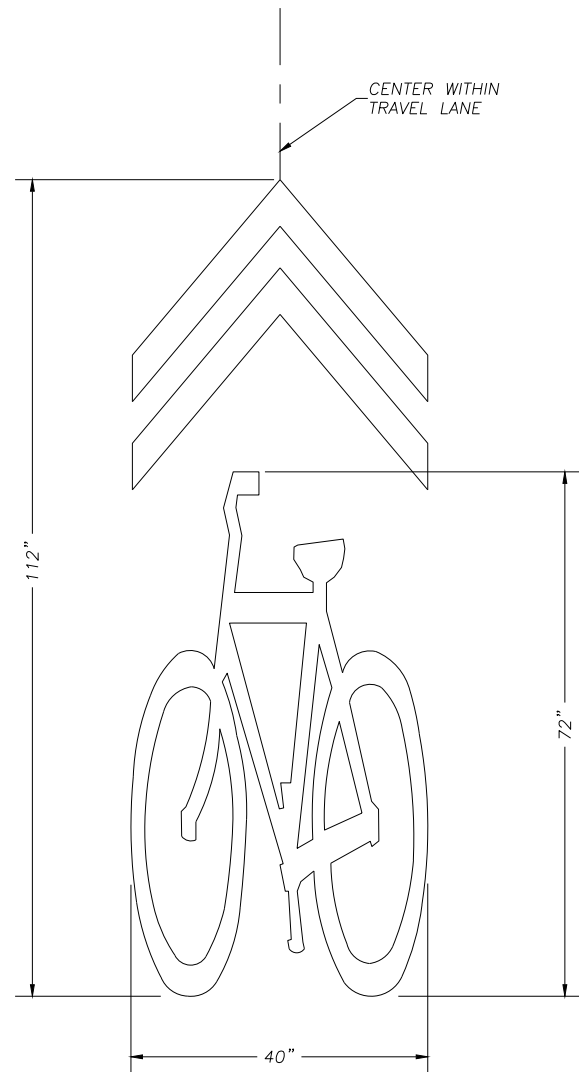
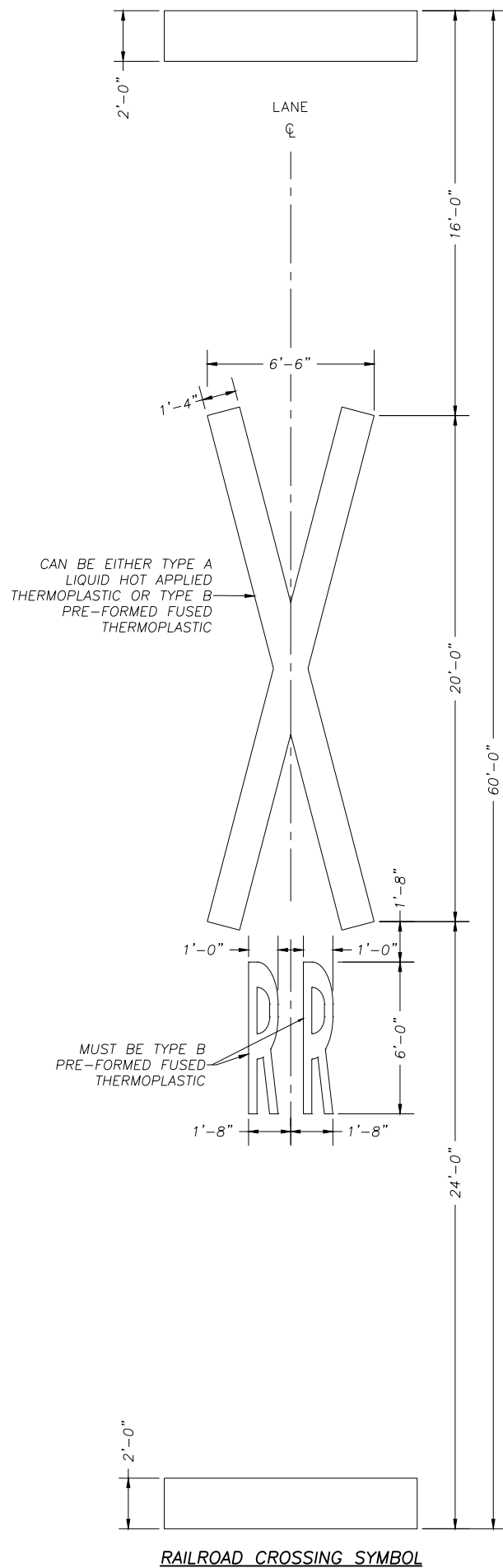
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DETAIL  
DESIGNED  
DRAWN  
DATE

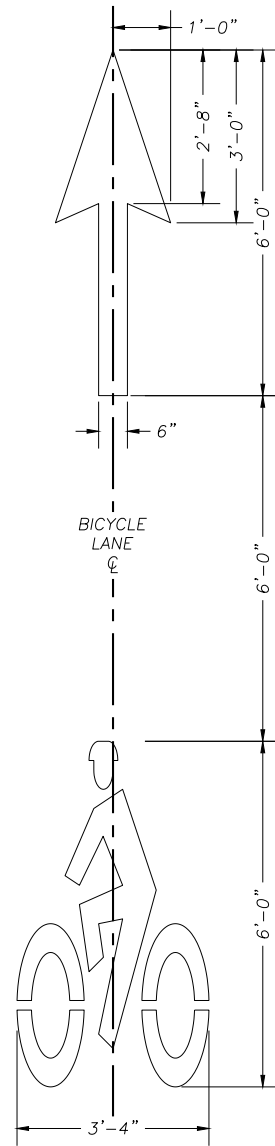
APPROVED  
*[Signature]*  
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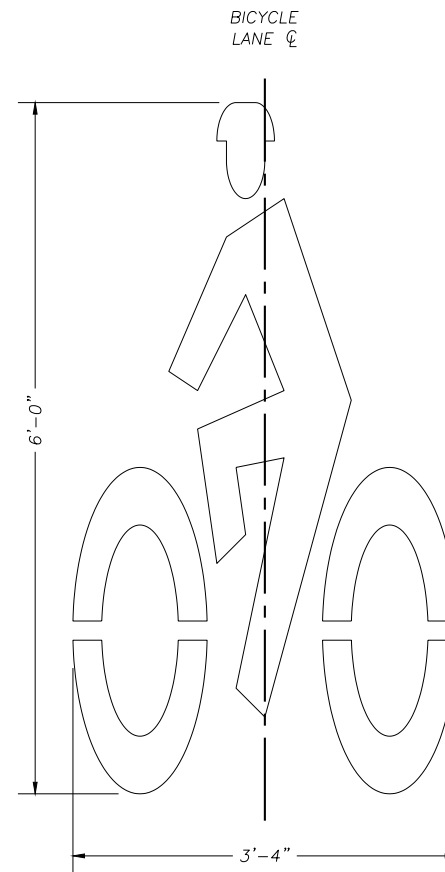
# PAVEMENT MARKING SYMBOLS



SHARED LANE "SHARROW" SYMBOL



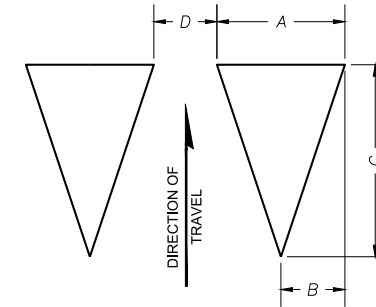
BICYCLE LANE SYMBOL



BIKE RIDER SYMBOL

	A	B	C	D	USE
YIELD LINE SYMBOL	1'-0"	6"	1'-6"	6"	LESS THAN 40 MPH
	2'-0"	1'-0"	3'-0"	1'-0"	40 MPH OR GREATER
	2'-0"	1'-0"	3'-0"	1'-0"	ROUNDBOUT ENTRY*

\*MINIMUM OF 4 IN LANE



YIELD LINE SYMBOL

- NOTES:
1. ALL PAVEMENT MARKINGS SHALL BE WHITE.
  2. ALL PAVEMENT MARKINGS MUST BE TYPE B PRE-FORMED FUSED THERMOPLASTIC UNLESS SPECIFIED OTHERWISE.

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PAVEMENT MARKING SYMBOLS

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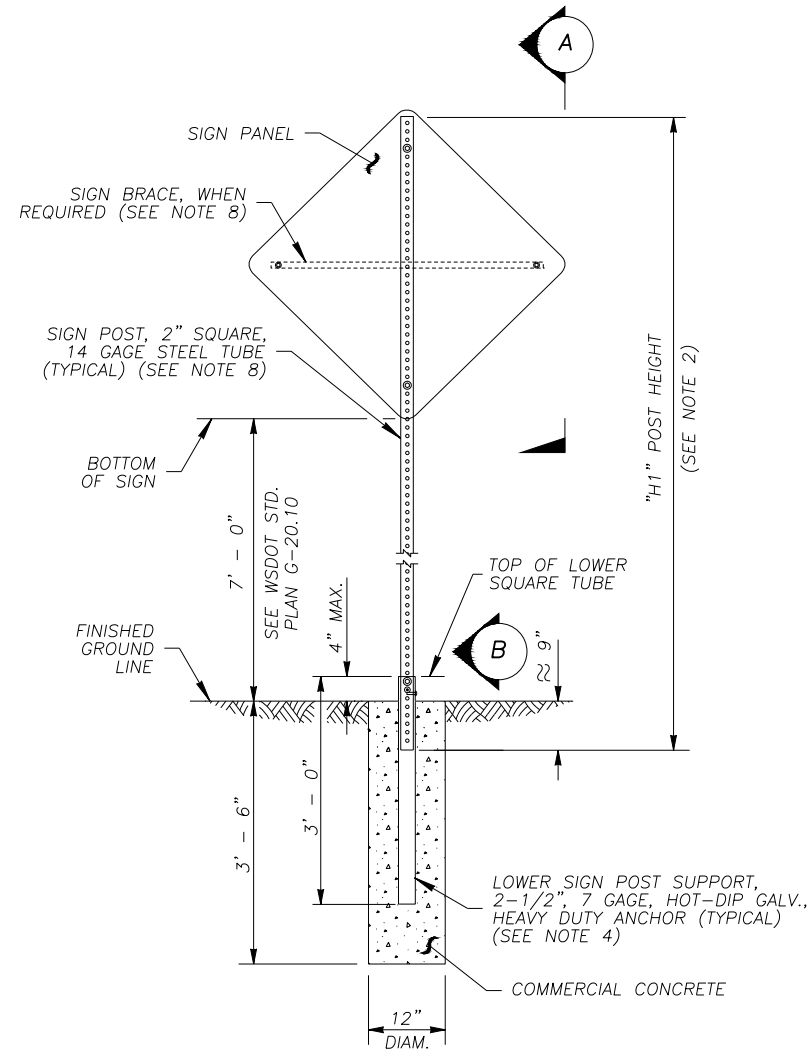
REV. NO.	DATE	BY	APPR

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**T6.0**  
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 DATE

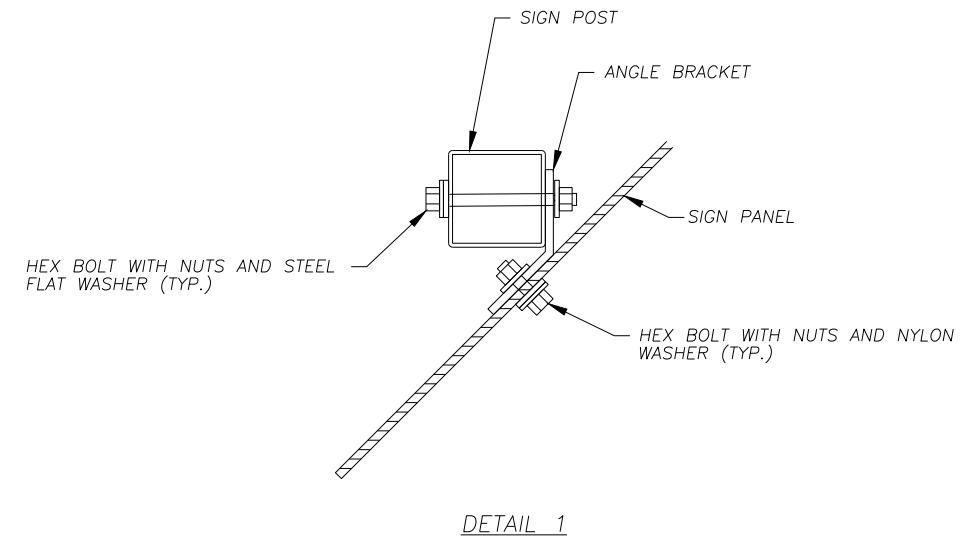
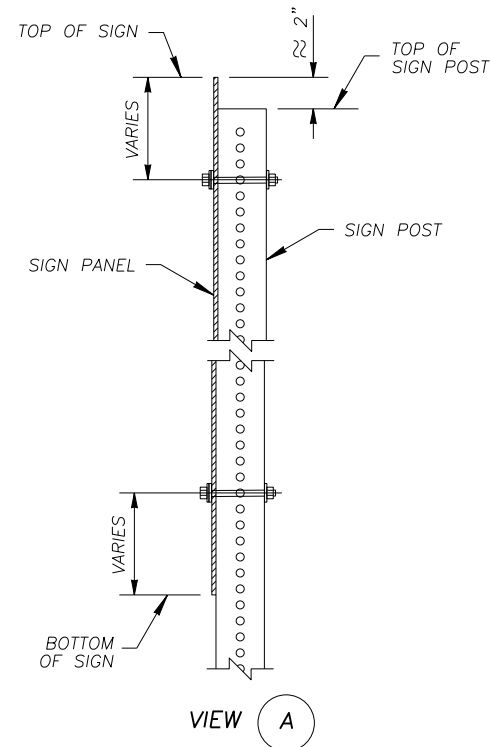
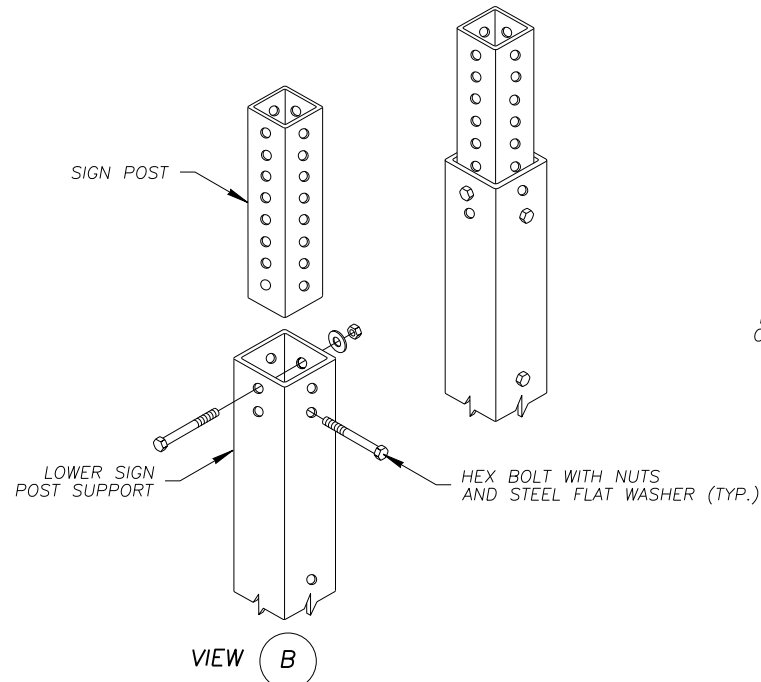
# STEEL SIGN SUPPORT TYPE ST-4 AND SIGN INSTALLATION DETAILS

### NOTES:

1. DIMENSIONS FOR THE PARTS USED TO ASSEMBLE THE BASE CONNECTIONS ARE INTENTIONALLY NOT SHOWN. BASE CONNECTIONS ARE PATENTED, MANUFACTURED PRODUCTS THAT ARE IN COMPLIANCE WITH NCHRP 350 CRASH TEST CRITERIA. THE BASE CONNECTION DETAILS ARE ONLY SHOWN ON THIS PLAN TO ILLUSTRATE HOW THE PARTS ARE ASSEMBLED.
2. FOR "H1" REFER TO THE SIGN SPECIFICATION TABLES IN THE CONTRACT.
3. DEPENDING UPON THE SIGN AREA, SIGN POST MAY BE A 2", 12 OR 14 GAGE POST OR 2-1/2", 12 OR 14 GAGE POST. SEE CONTRACT PLAN.
4. 2-1/2", 7 GAGE HEAVY DUTY ANCHOR IS REQUIRED WITH 2" POST. 3", 7 GAGE HEAVY DUTY ANCHOR IS REQUIRED WITH 2-1/2" POST. SEE CONTRACT PLAN.
5. ANGLE BRACKET SHALL BE USED FOR SIGN POST SQUARE TUBE GALVANIZED STEEL TUBE ATTACHMENT AT 45 DEGREES, SHOWN IN DETAIL 1.
6. HEX BOLT WITH NUTS AND NYLON WASHER SHALL BE USED FOR SIGN ATTACHMENT. HEX BOLT WITH NUTS AND STEEL FLAT WASHER SHALL BE USED FOR ANCHOR ATTACHMENT.
7. CONTRACT PLAN MAY ALLOW THE USE OF OTHER TYPES OF STEEL OR TIMBER SIGN SUPPORT SYSTEM, SPECIFIED IN THE WSDOT STANDARD PLAN, DEPENDING UPON SPECIFIC CONDITIONS AND SOIL TYPE, UPON APPROVAL BY THE ENGINEER.
8. SIGN BRACES ARE REQUIRED FOR SIGN WIDTHS OF 48" (IN) OR GREATER. FOR SIGN WIDTHS OF 36" (IN) OR LESS, SIGN BRACES ARE ONLY REQUIRED WITHEN SPECIFIED IN THE CONTRACT. SEE WSDOT STANDARD PLAN G-50.10 FOR FURTHER DETAILS.



TYPE ST-4 SIGN SUPPORT



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STEEL SIGN SUPPORT  
TYPE ST-4 AND SIGN INSTALLATION DETAILS

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COUNTY ENGINEER

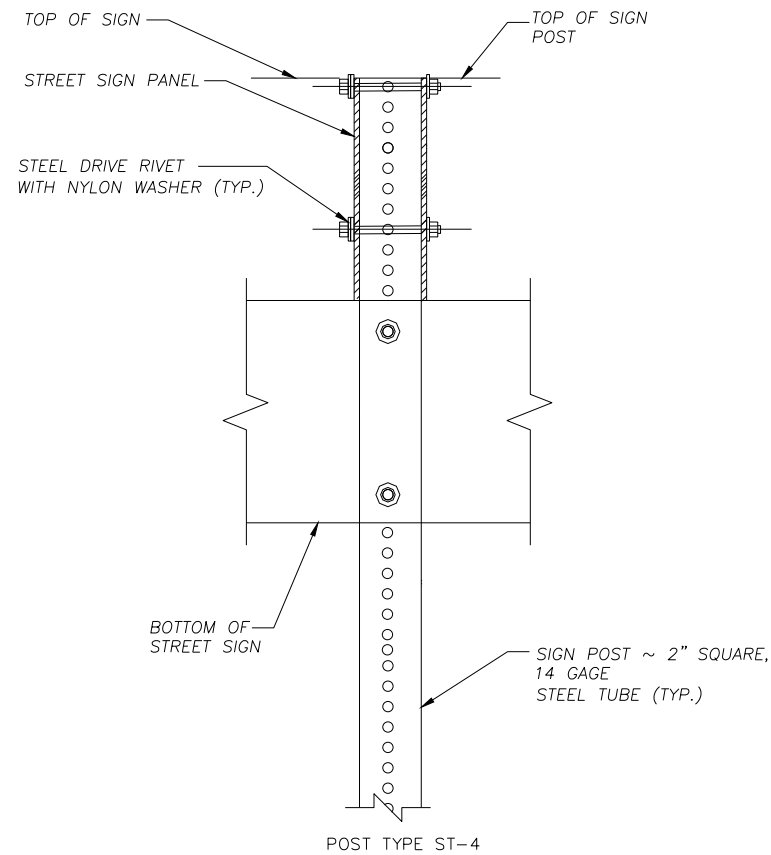
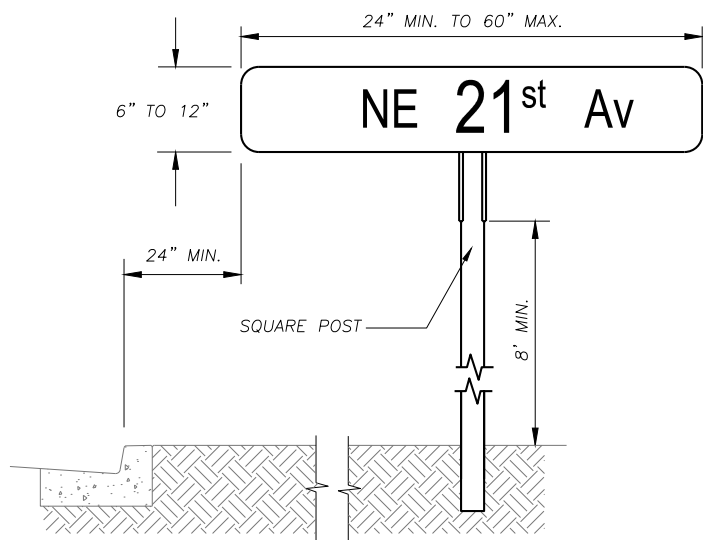
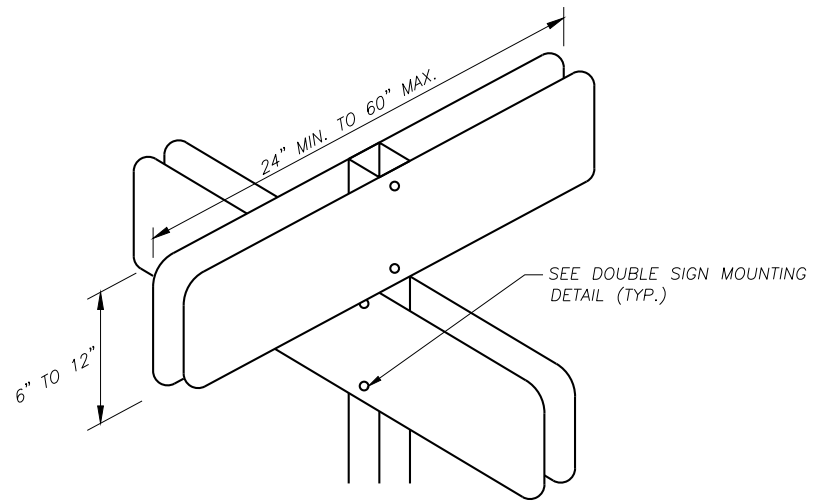
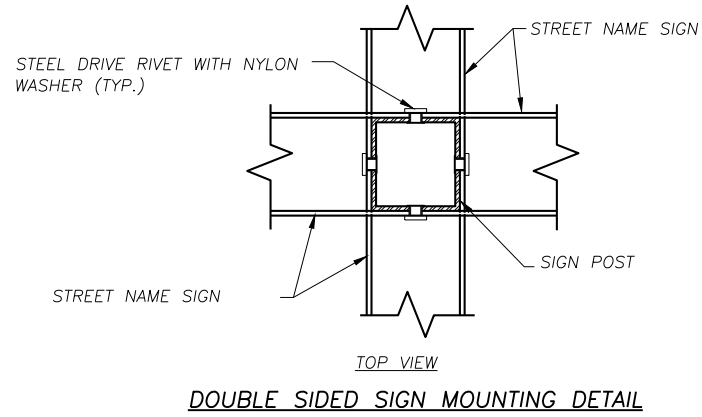
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# STREET NAME SIGN DETAILS (SHEET 1 OF 3)

**NOTES:**

1. BOLT IN LIEU OF STEEL RIVET PERMITTED WITH THE ENGINEER'S APPROVAL. BOLTS WITH NUTS IN LIEU OF RIVETS REQUIRED FOR SIGNS 42 INCHES AND LONGER.
2. CONTRACT PLAN MAY ALLOW THE USE OF OTHER TYPES OF STEEL OR TIMBER SIGN SUPPORT SYSTEM, SPECIFIED IN THE WSDOT STANDARD PLAN, DEPENDING UPON SPECIFIC CONDITION AND SOIL TYPE.
3. SIGN BRACES ARE REQUIRED WHEN STREET NAME SIGNS ARE NOT DOUBLE SIDED AND ARE 42 INCHES OR GREATER IN WIDTH.



**STREET NAME SIGN INSTALLATION DETAIL**

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STREET NAME SIGN DETAILS  
SHEET 1 OF 3

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*[Signature]*  
COUNTY ENGINEER

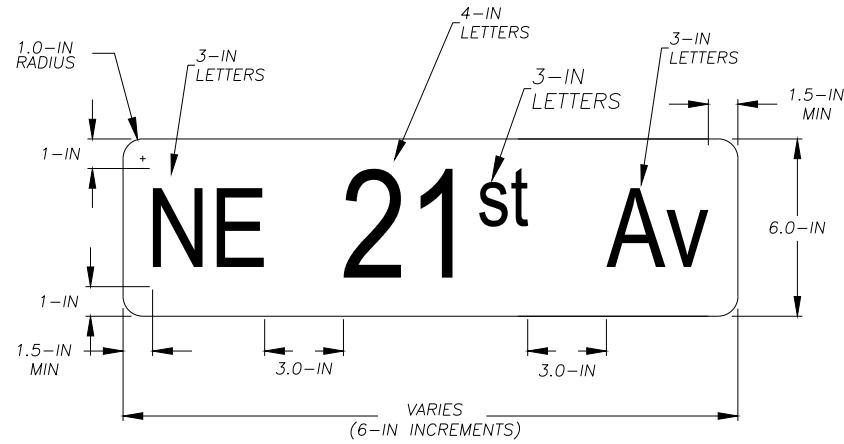
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DATE

STANDARD
<b>T8.0</b>
DETAIL
DESIGNED
DRAWN
DATE

STREET NAME SIGN DETAILS (SHEET 2 OF 3)

D-3 STREET NAME SIGNS

LOCAL TWO-LANE STREETS WITH POSTED SPEED ≤ 25 MPH

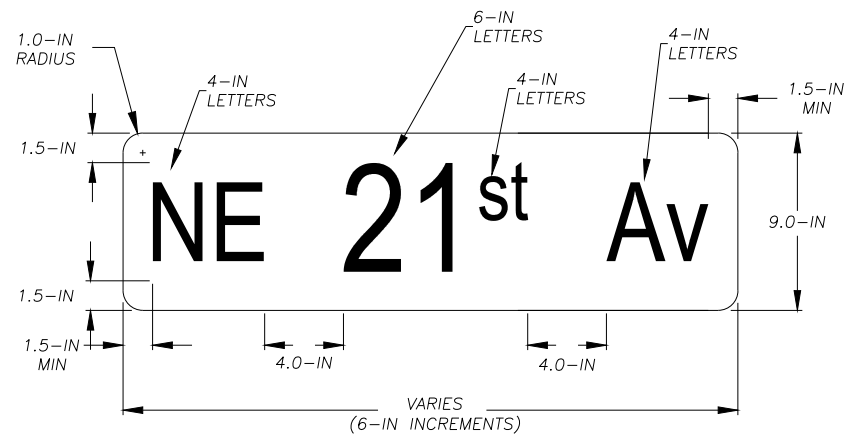


LOCAL TWO-LANE STREETS WITH POSTED SPEED ≤ 25 MPH

TWO-LANE STREETS WITH POSTED SPEED > 25 MPH

OR

MULTI-LANE STREETS WITH POSTED SPEED ≤ 40 MPH

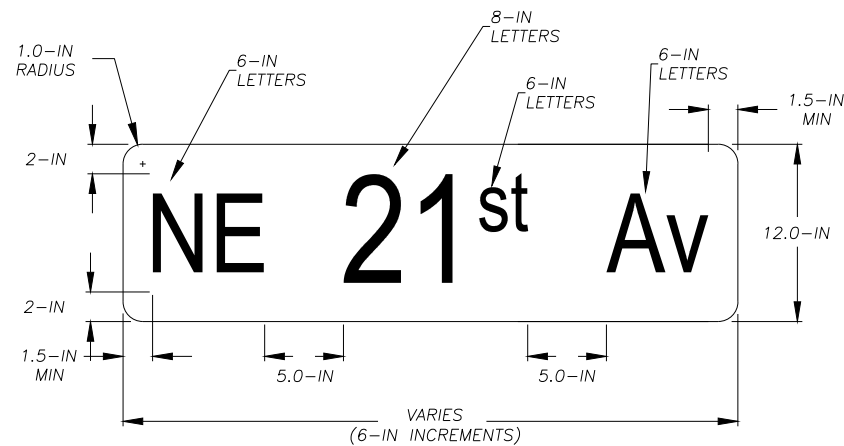


TWO-LANE STREETS WITH POSTED SPEED > 25 MPH

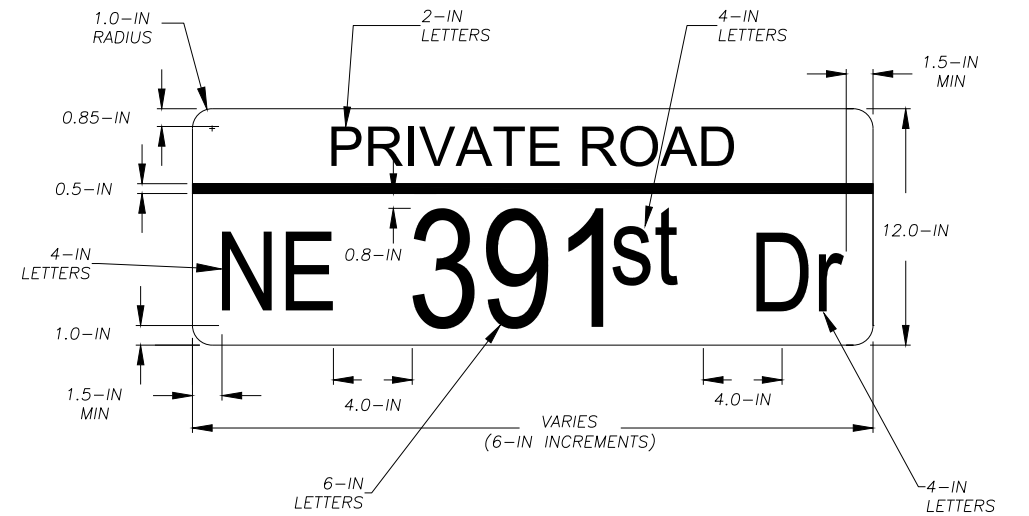
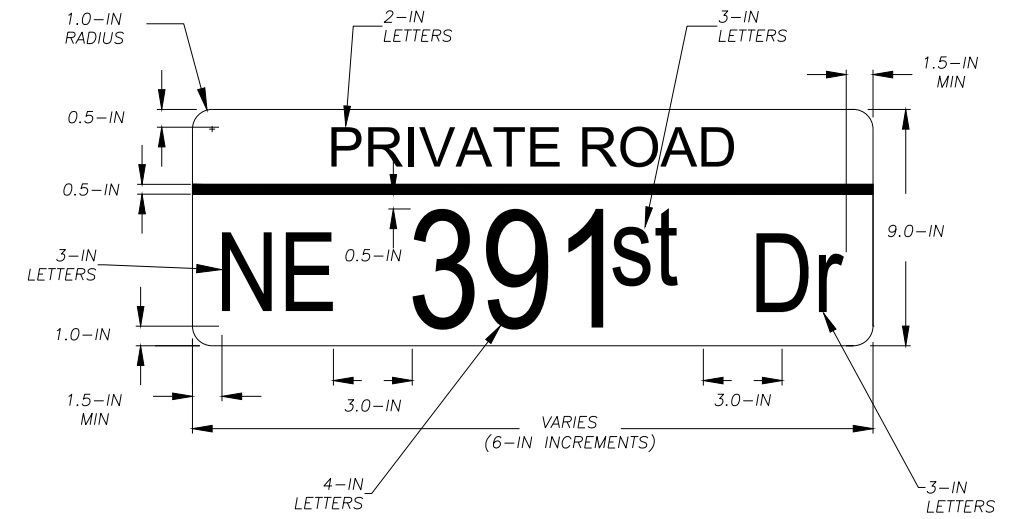
OR

MULTI-LANE STREETS WITH POSTED SPEED ≤ 40 MPH

MULTI-LANE STREETS WITH POSTED SPEED > 40 MPH



D-3P PRIVATE ROAD NAME SIGNS



NOTES:

- LETTERS AND NUMBERS ARE "C" SERIES LETTERS. THE "B" SERIES FONT MAY BE USED IF THE SIGN BLADE IS GREATER THAN 48 INCHES IN LENGTH.
- D-3 STREET NAME SIGNS AND D3-P PRIVATE ROAD NAME SIGNS SHALL BE BLACK ON WHITE TYPE IV SHEETING MATERIAL.
- SIGN BLADES SHALL BE IN 6-IN INCREMENTS (18-IN, 24-IN, 30-IN, ETC). 1.5-IN CLEAR FROM LETTERING TO SIDES OF SIGNS SHALL BE MINIMUM, WITH MESSAGE CENTERED ON SIGN BLADE.
- SIGN BLADES UNDER 36-IN IN LENGTH SHALL BE ON 0.080 ALUMINUM. 36-IN OR LONGER BLADES SHALL BE ON 0.125-IN ALUMINUM.

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STREET NAME SIGN DETAILS SHEET 2 OF 3

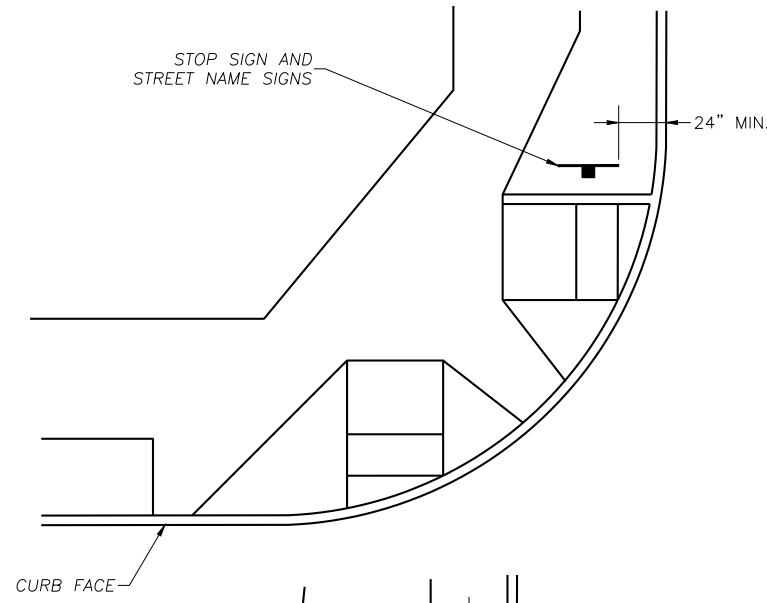
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*[Signature]*  
COUNTY ENGINEER

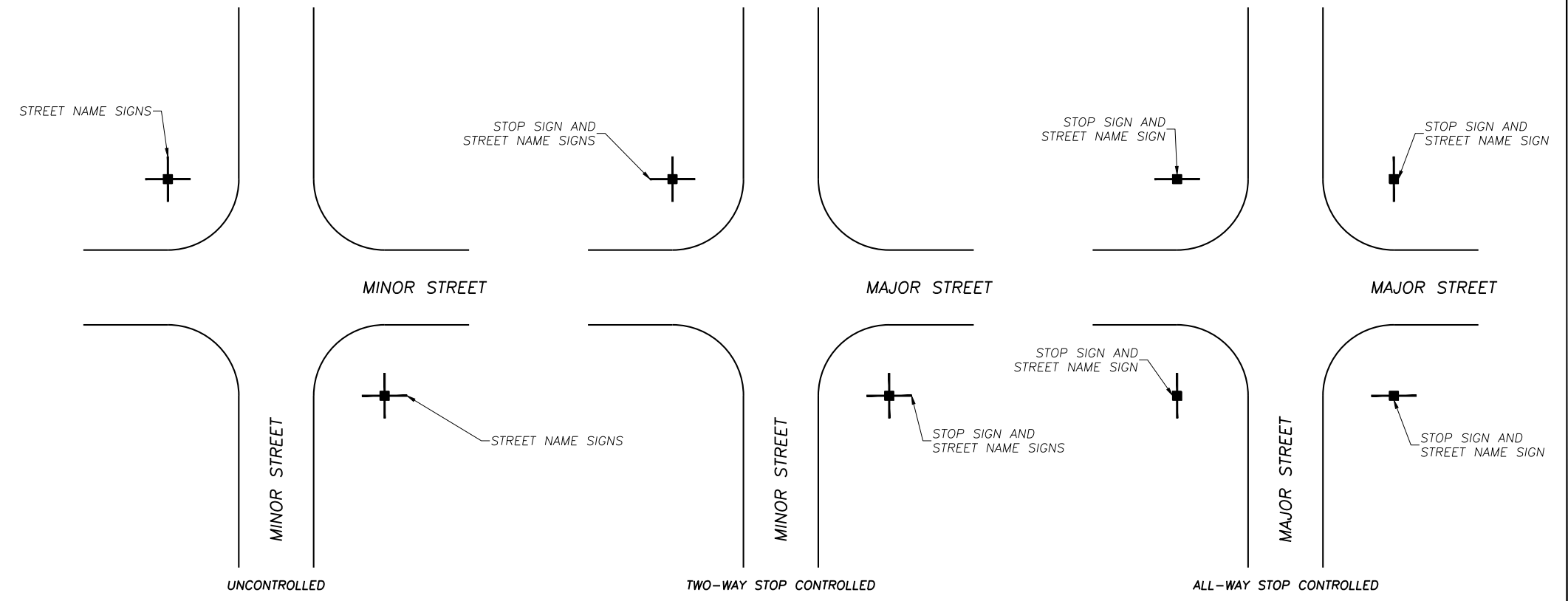
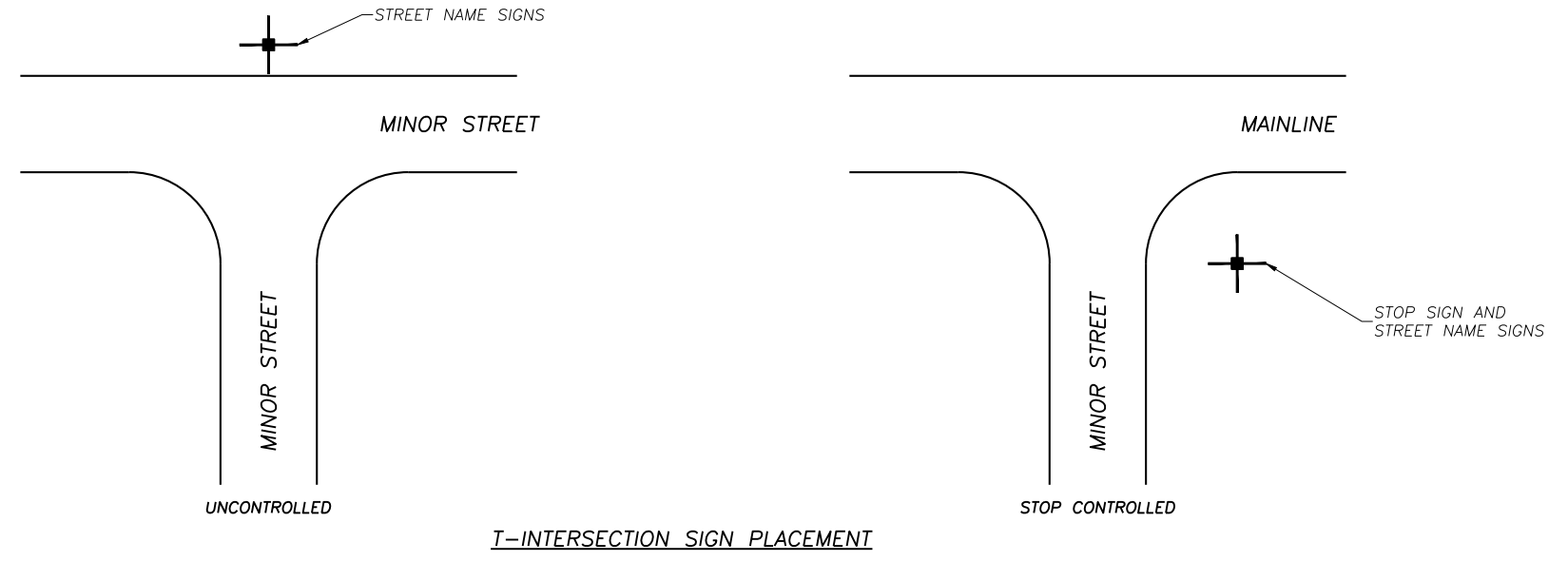
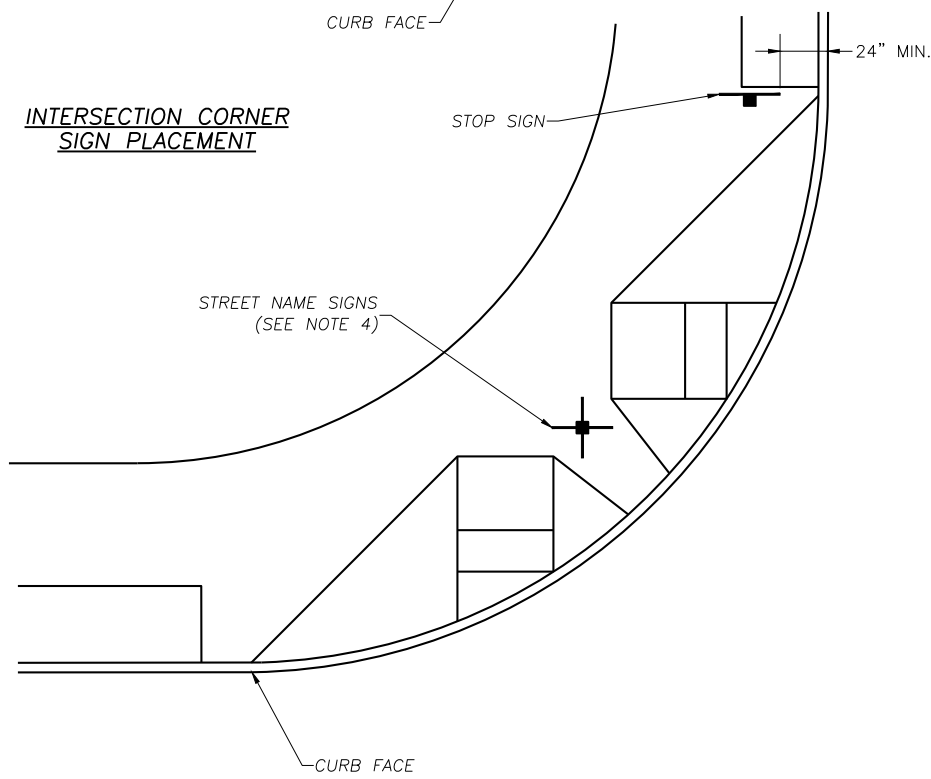
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STREET NAME SIGN DETAILS (SHEET 3 OF 3)




INTERSECTION CORNER SIGN PLACEMENT



FOUR LEGGED INTERSECTION SIGN PLACEMENT

- NOTES:
1. STOP SIGN, DEAD END (W14-1a) OR NO OUTLET (W14-2a) SIGNS, WHERE APPLICABLE, MAY BE MOUNTED ON THE SAME POST AS THE STREET NAME SIGNS.
  2. STREET NAME SIGNS AT INTERSECTIONS OF PUBLIC AND PRIVATE ROADS, SHALL BE INSTALLED AND MAINTAINED BY COUNTY PUBLIC WORKS. STOP SIGN, DEAD END OR NO OUTLET SIGNS FOR INTERSECTIONS OF PRIVATE ROADS, SHALL BE INSTALLED AND MAINTAINED BY THE ROAD OWNERS AND LOCATED OUTSIDE THE PUBLIC RIGHT-OF-WAY.
  3. THE STREET NAME AND STOP SIGN LOCATIONS SHOWN ARE PREFERRED. THE ENGINEER MAY INSTALL THE SIGN POSTS AT ALTERNATE LOCATIONS TO ACCOMMODATE FIELD CONDITIONS AND OPTIMIZE SIGN VISIBILITY AND TRAFFIC OPERATIONS.
  4. STREET NAME SIGNS AT DESIGNATED COLLECTOR STREETS OR ABOVE CLASSIFICATION SHALL BE LOCATED TO OPTIMIZE VISIBILITY FOR THE MAIN STREET TRAFFIC.

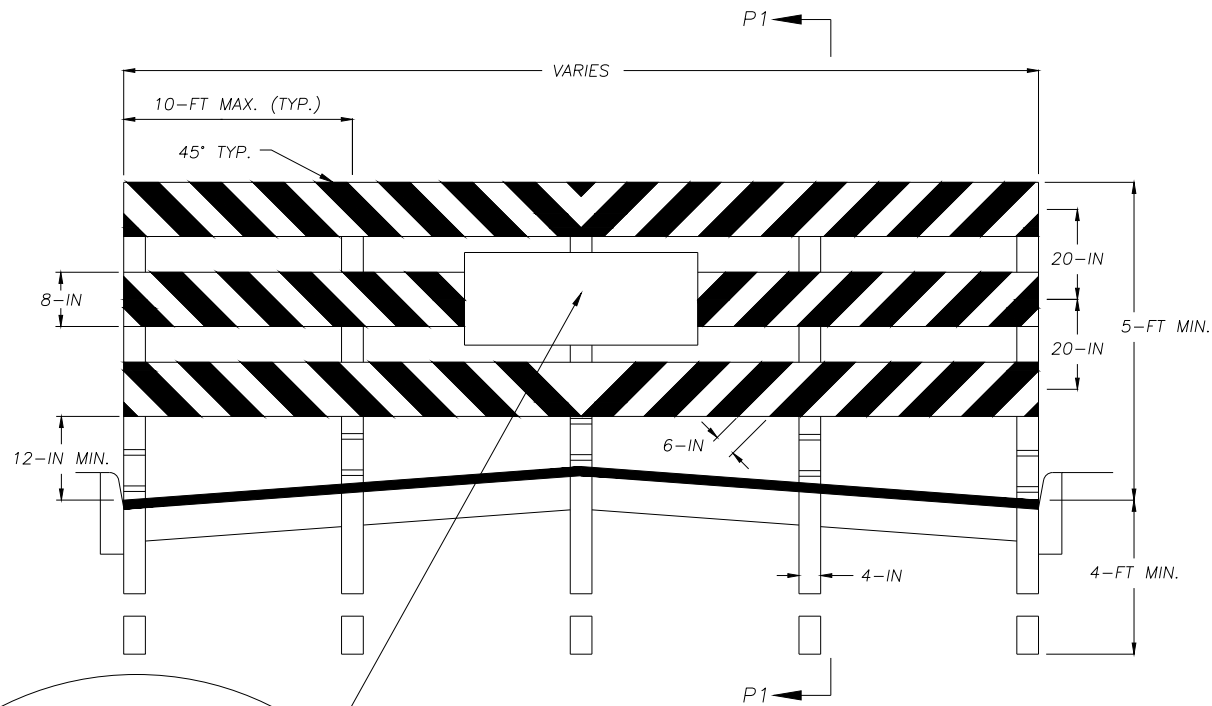
REV. NO.	DATE	BY	APPR

 <p>Department of Public Works <b>CLARK COUNTY WASHINGTON</b> proud past, promising future</p>	<p>STREET NAME SIGN DETAILS SHEET 3 OF 3</p> <p>APPROVED</p> <p><i>[Signature]</i> COUNTY ENGINEER</p>	<p>STANDARD <b>T8.2</b> DETAIL</p> <p>DESIGNED DRAWN DATE</p>
	<p>07/17/19 DATE</p>	<p>DATE</p>

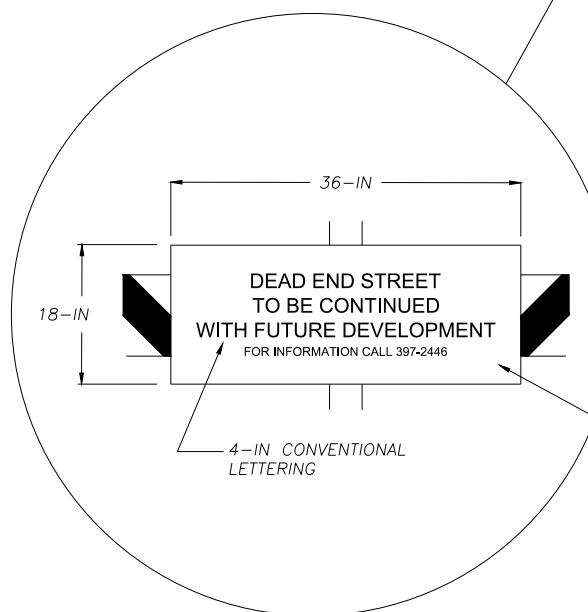
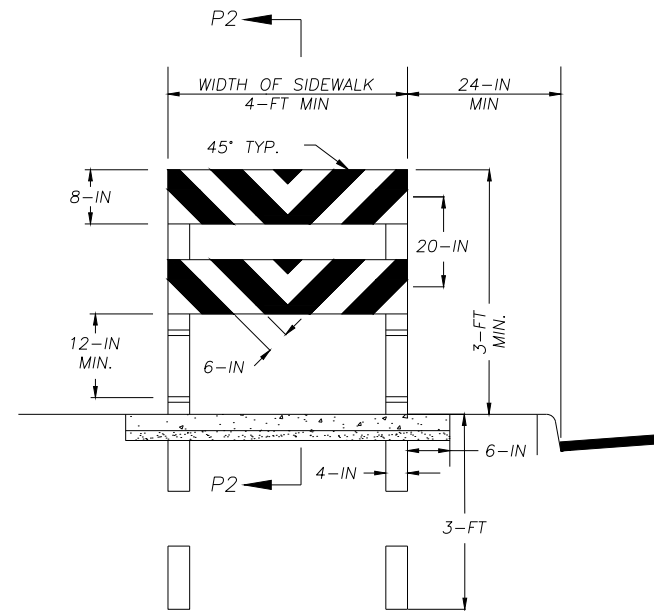


# TYPE II AND III BARRICADES

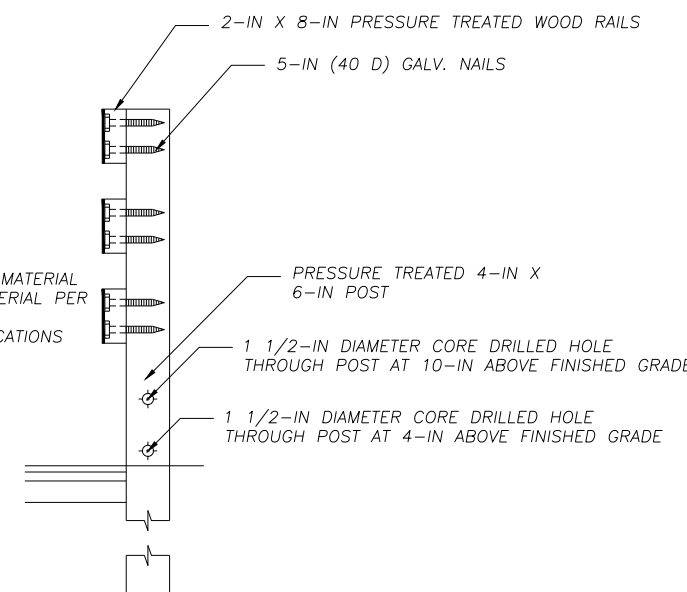
PERMANENT TYPE III BARRICADE



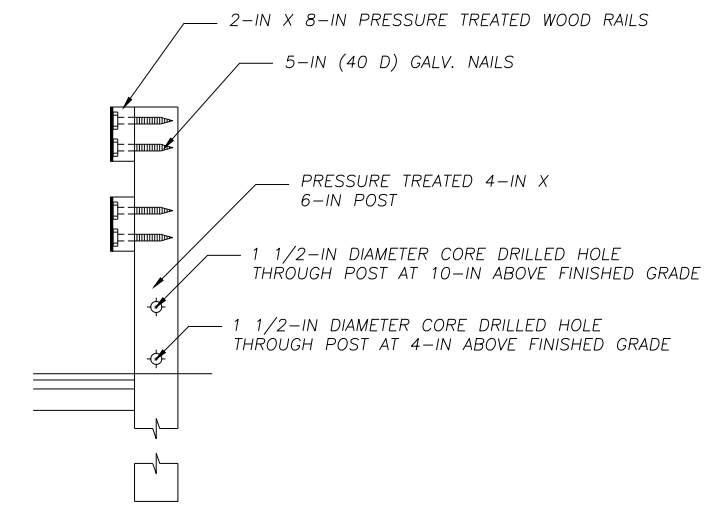
PERMANENT TYPE II BARRICADE



TYPE III SHEETING MATERIAL ON ALUMINUM MATERIAL PER 9-28.8 OF WSDOT STANDARD SPECIFICATIONS



SECTION P1-P1



SECTION P2-P2

**NOTES:**

1. TYPE III SHEETING MATERIAL SHALL BE INSTALLED ON 7 3/4-IN X 48-IN PANELS MADE OF 0.063-IN ALUMINUM SHEETING MATERIAL PER 9-28.8 OF WSDOT STANDARD SPECIFICATIONS. STRIPING SHALL BE ALTERNATING RED AND WHITE STRIPES 6" IN WIDTH AT A 45° ANGLE. REFLECTIVE SHEETING MUST BE SECURELY FASTENED TO THE 2x8 PLANKS USING GALVANIZED NAILS, SCREWS, OR 1" STAPLES.
2. THE BARRICADE SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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TYPE II AND III BARRICADES

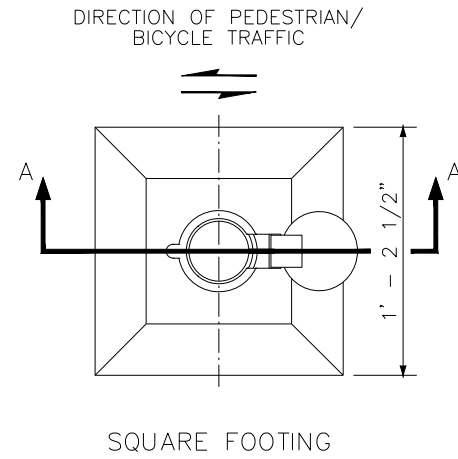
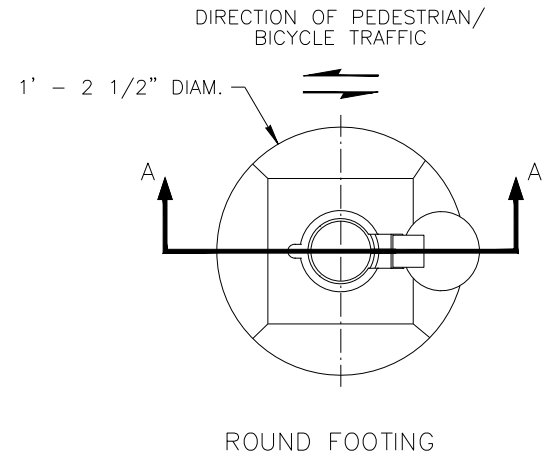
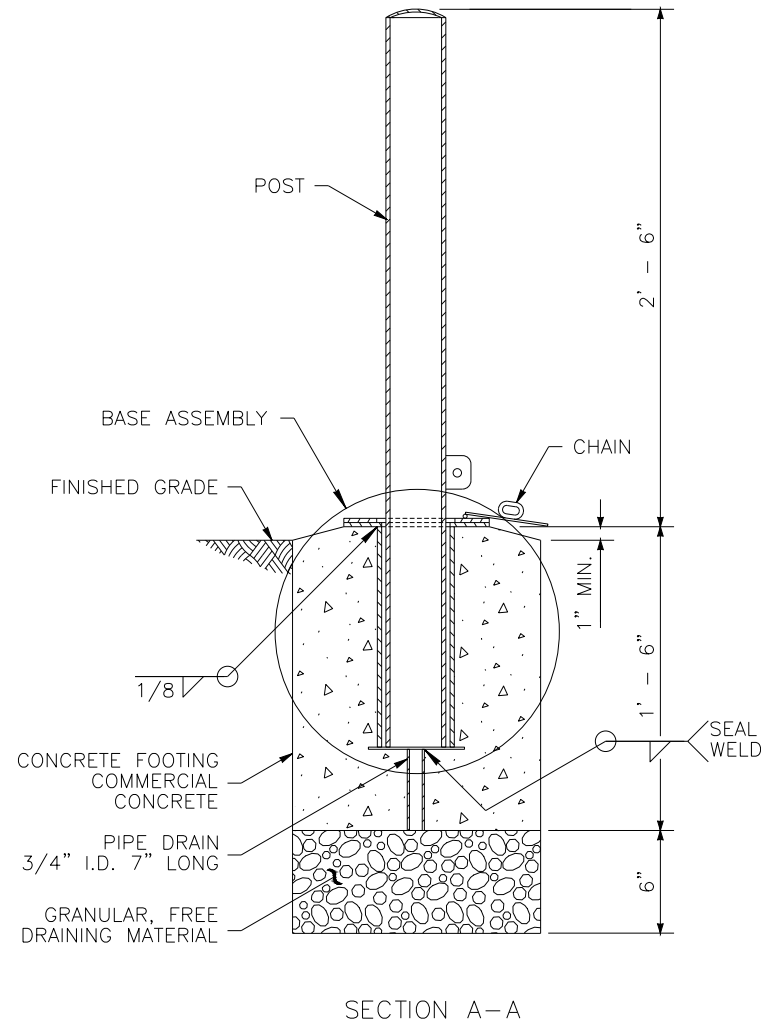
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*[Signature]*  
COUNTY ENGINEER

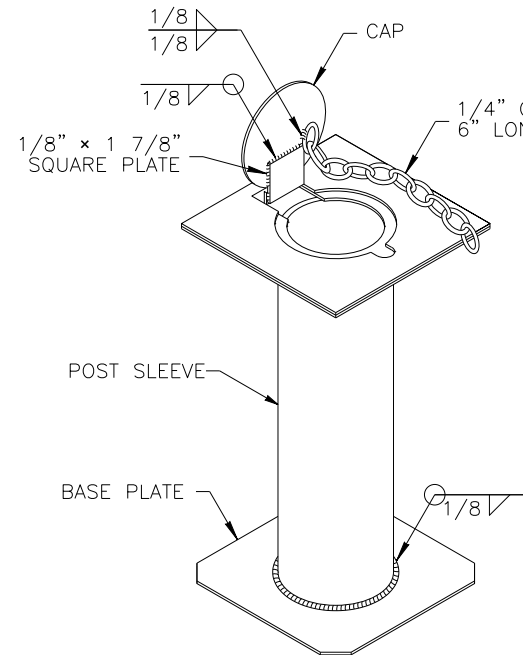
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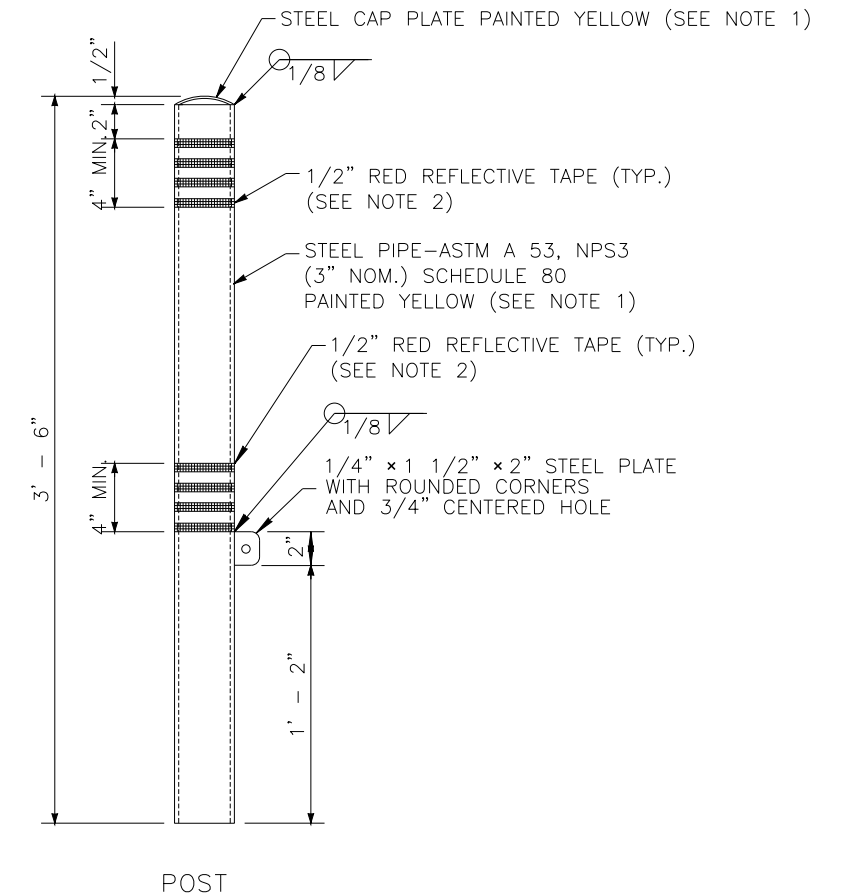
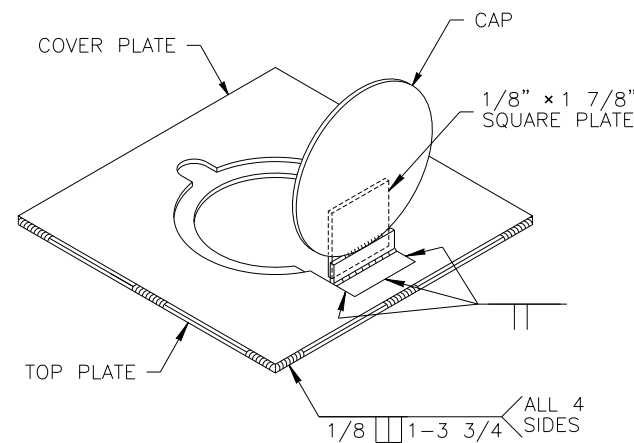
**BOLLARDS (SHEET 1 OF 3)**  
**BOLLARD TYPE 1 - REMOVABLE**



PLAN VIEW

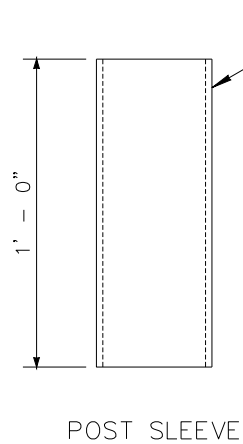
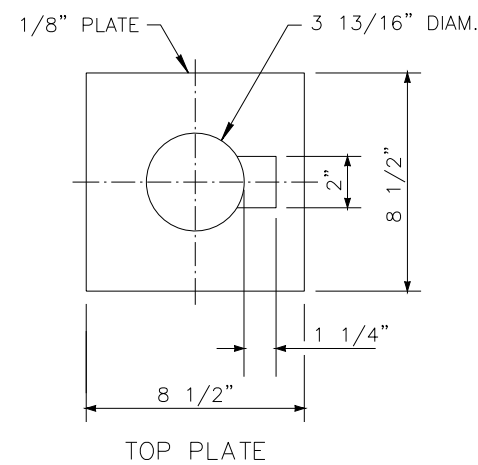
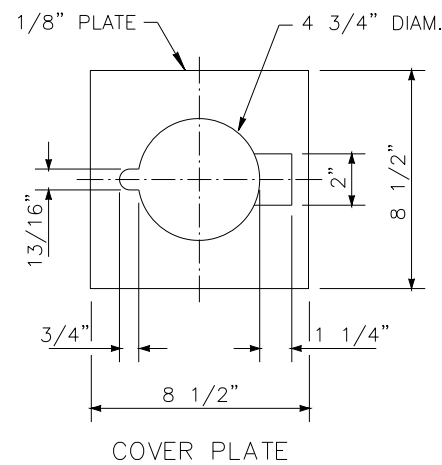


BASE ASSEMBLY (SEE NOTE 1)

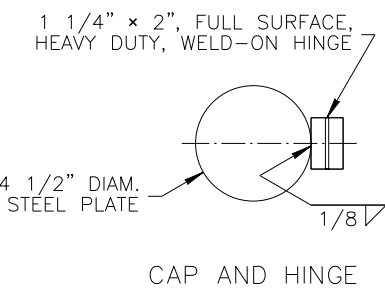
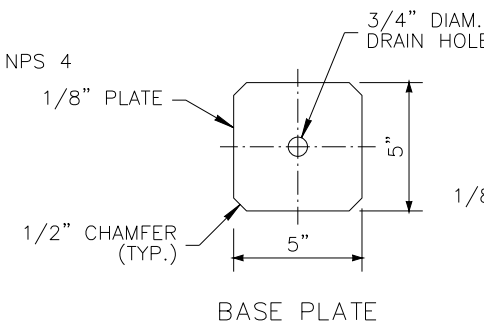


**NOTES:**

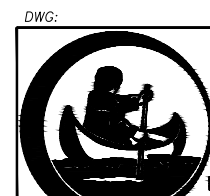
1. PAINT ASSEMBLY WITH TRAFFIC SIGNAL YELLOW (TO MATCH FEDERAL STANDARD 595, COLOR No. 33538).
2. REFLECTIVE TAPE SHALL BE HIGH INTENSITY (TYPE IV).
3. THIS BOLLARD DOES NOT HAVE AN EFFECTIVE BREAKAWAY DESIGN FEATURE AND CANNOT BE INSTALLED WITHIN THE DESIGN CLEAR ZONE.



STEEL PIPE - ASTM A 53, NPS 4 (4" NOM.), SCHEDULE 40 WELD TO TOP PLATE



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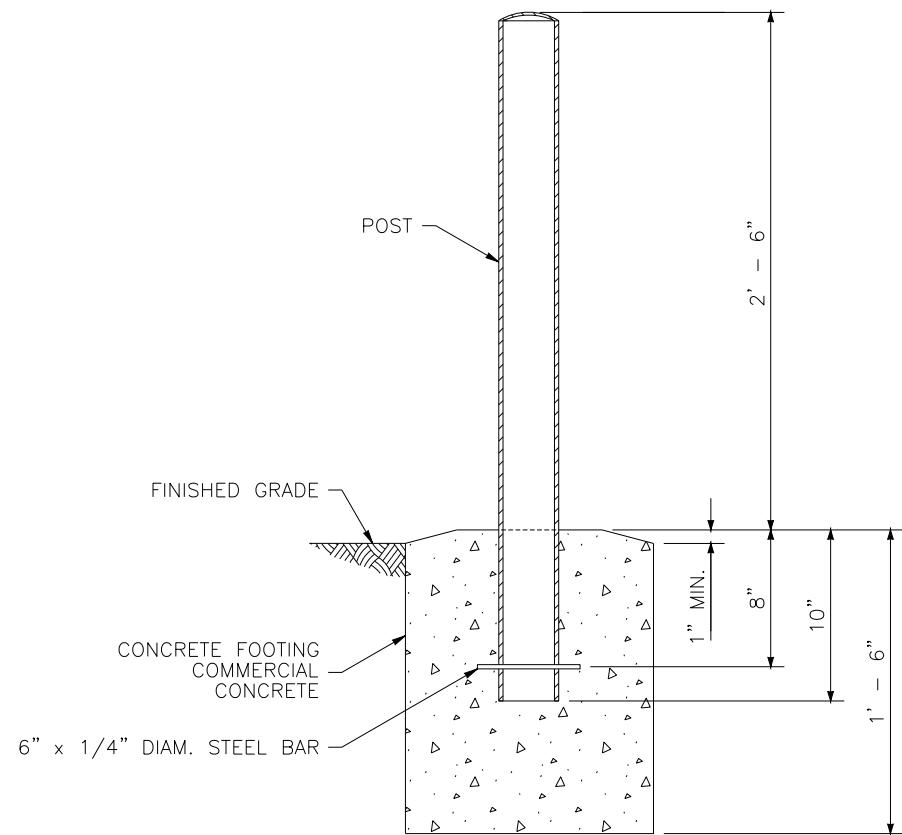


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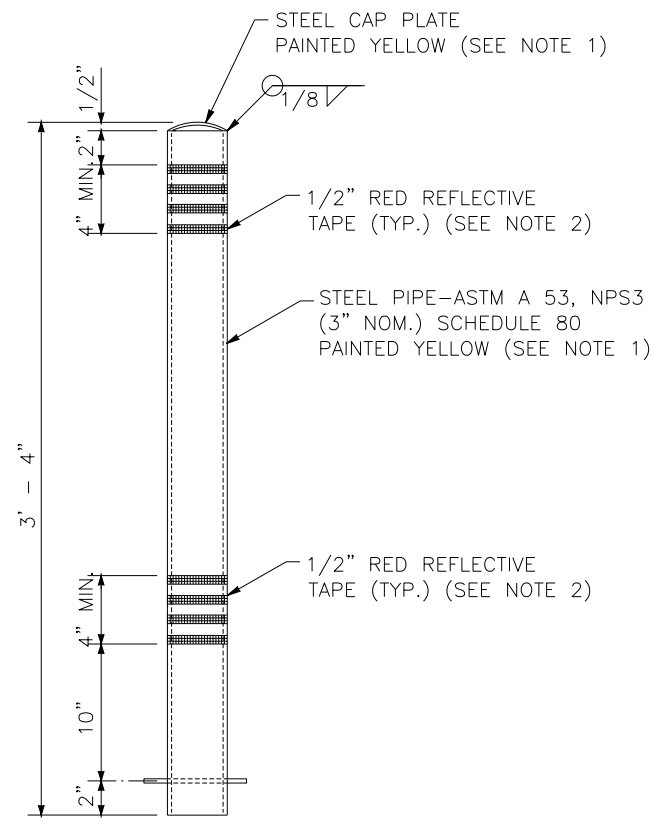
BOLLARDS  
SHEET 1 OF 3  
APPROVED  
*[Signature]*  
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07/17/19  
DATE

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DATE	

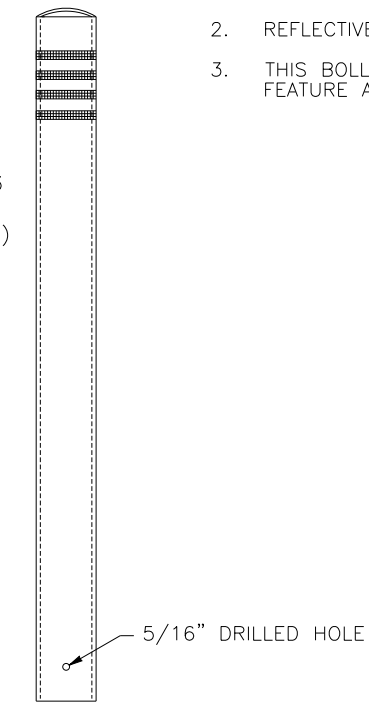
**BOLLARDS (SHEET 2 OF 3)**  
**BOLLARD TYPE 2 - FIXED**



SECTION A-A



FRONT VIEW

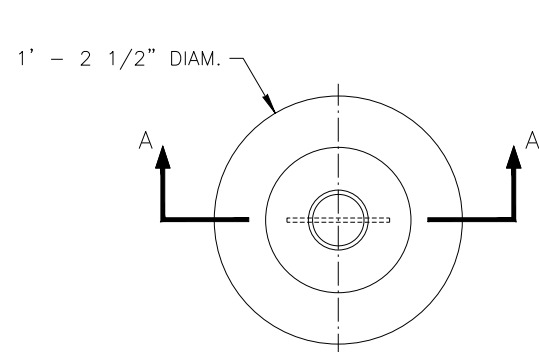


SIDE VIEW

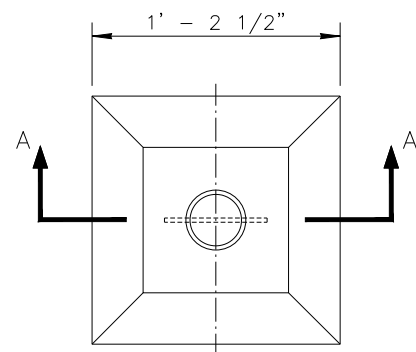
POST

**NOTES:**

1. PAINT ASSEMBLY WITH TRAFFIC SIGNAL YELLOW (TO MATCH FEDERAL STANDARD 595, COLOR No. 33538).
2. REFLECTIVE TAPE SHALL BE HIGH INTENSITY (TYPE IV).
3. THIS BOLLARD DOES NOT HAVE AN EFFECTIVE BREAKAWAY DESIGN FEATURE AND CANNOT BE INSTALLED WITHIN THE DESIGN CLEAR ZONE.



ROUND FOOTING



SQUARE FOOTING


PLAN VIEW

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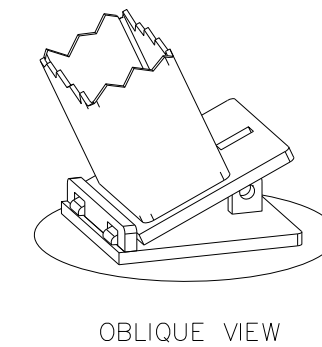
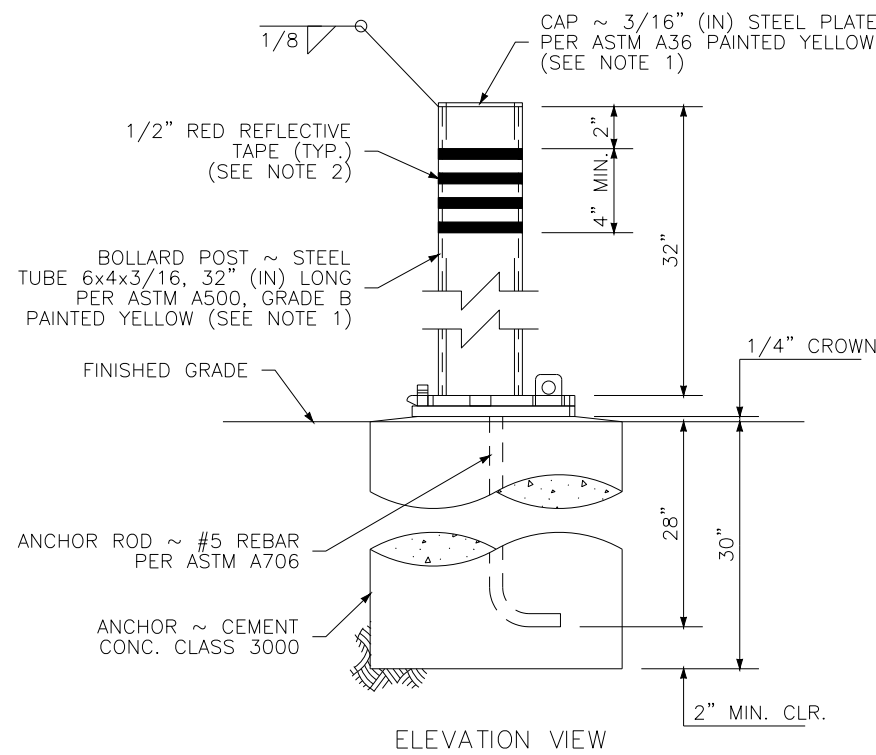
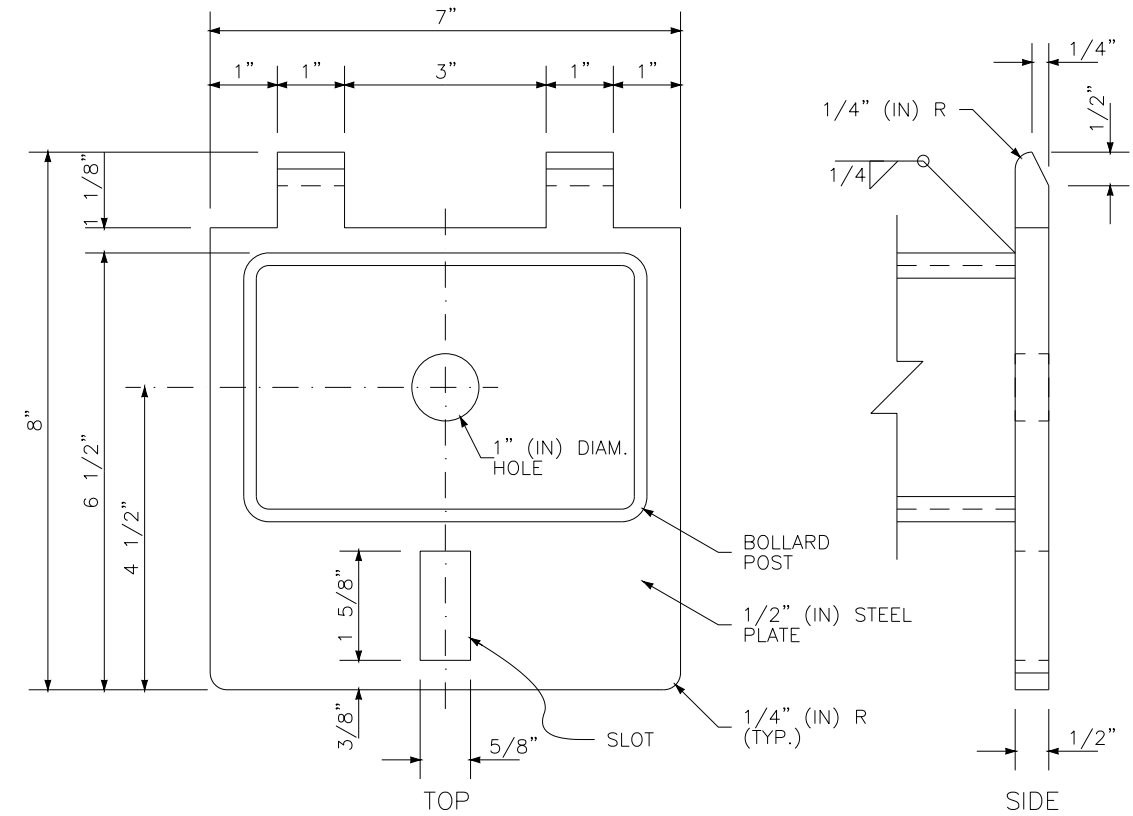
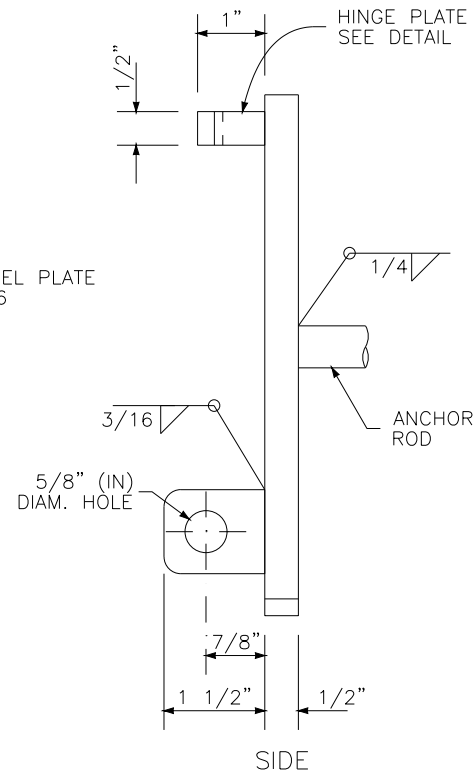
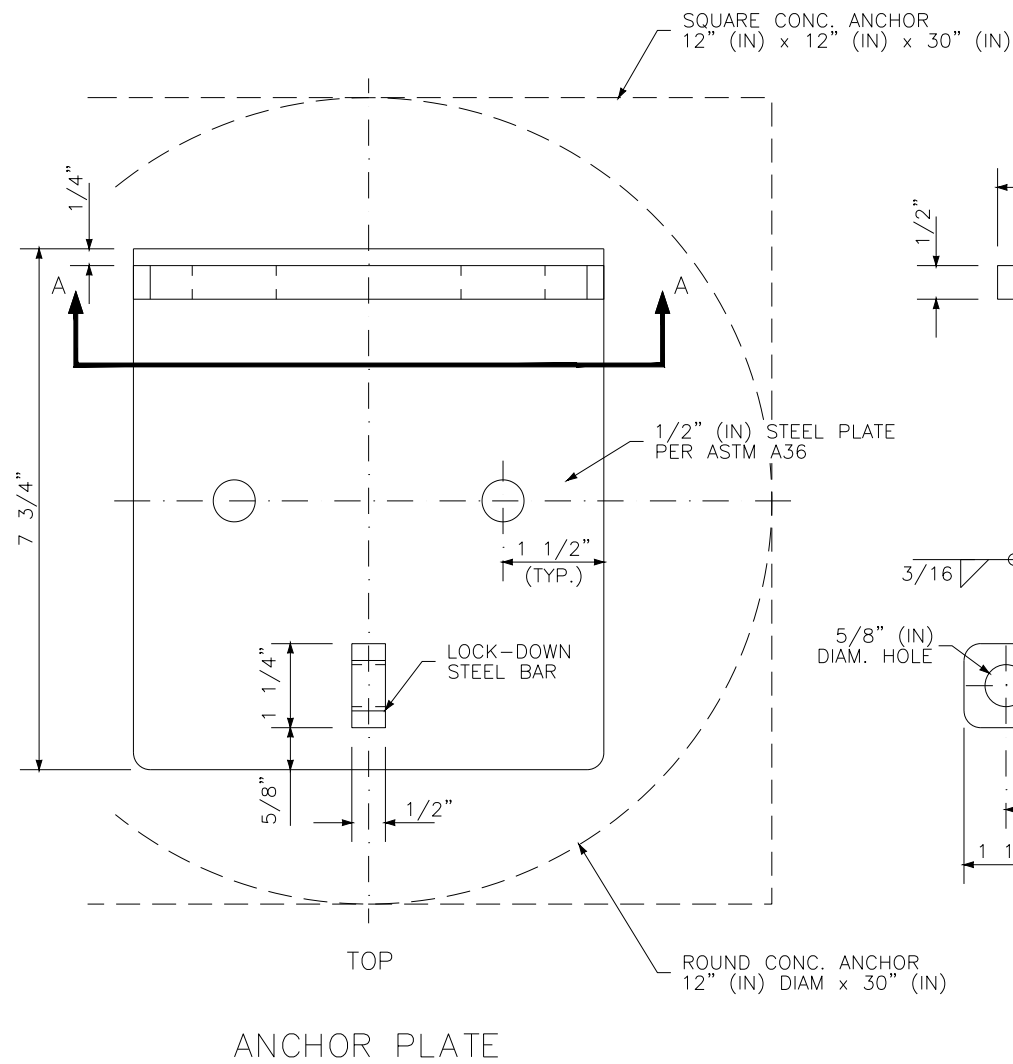
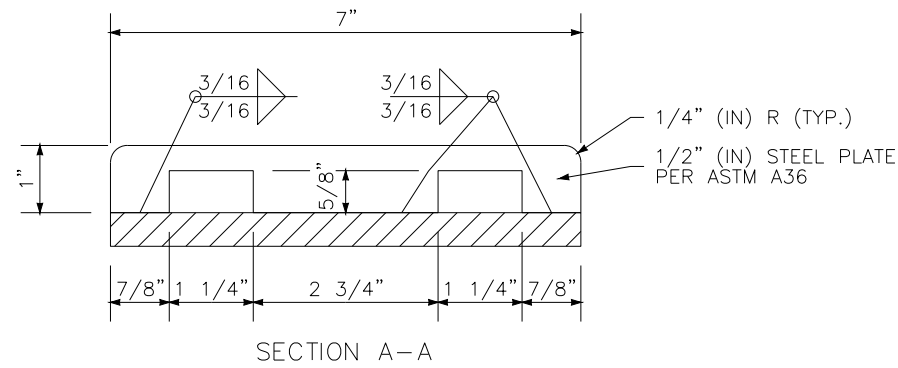
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BOLLARDS SHEET 2 OF 3 APPROVED		STANDARD <b>T10.1</b> DETAIL
 COUNTY ENGINEER	07/17/19 DATE	DESIGNED DRAWN DATE

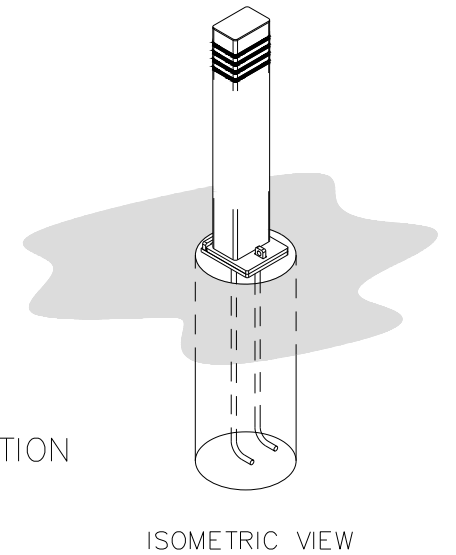
**BOLLARDS (SHEET 3 OF 3)**  
**BOLLARD TYPE 3 - COLLAPSIBLE**

**NOTES:**

1. PAINT ASSEMBLY WITH TRAFFIC SIGNAL YELLOW (TO MATCH FEDERAL STANDARD 595, COLOR No. 33538).
2. REFLECTIVE TAPE SHALL BE HIGH INTENSITY (TYPE IV).
3. THIS BOLLARD DOES NOT HAVE AN EFFECTIVE BREAKAWAY DESIGN FEATURE AND CANNOT BE INSTALLED WITHIN THE DESIGN CLEAR ZONE.
4. HOT DIP GALVANIZE ASSEMBLIES AFTER FABRICATION.



ASSEMBLY INSTALLATION



REV. NO.	DATE	BY	APPR

DWG:



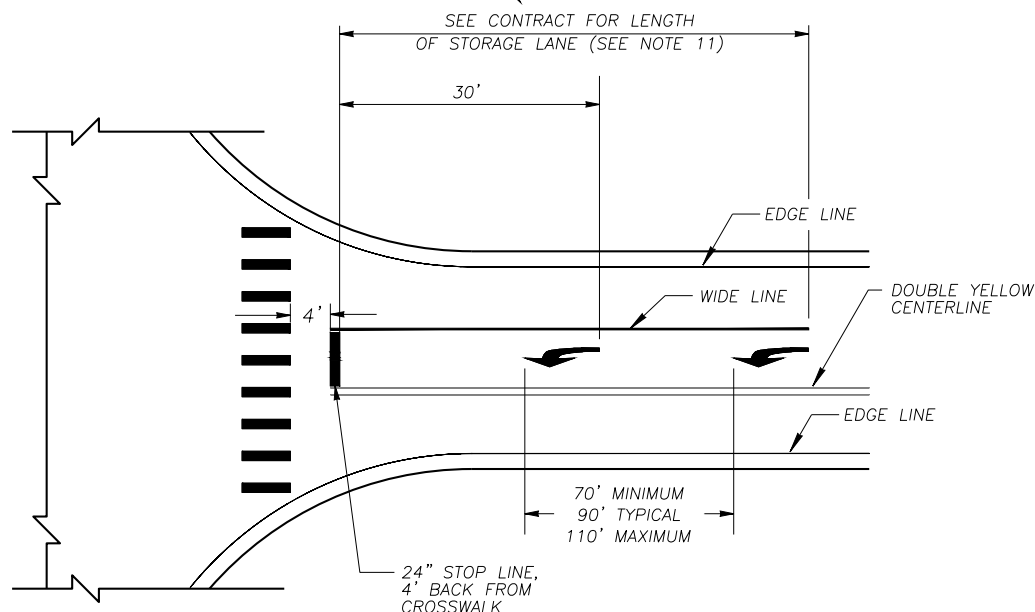
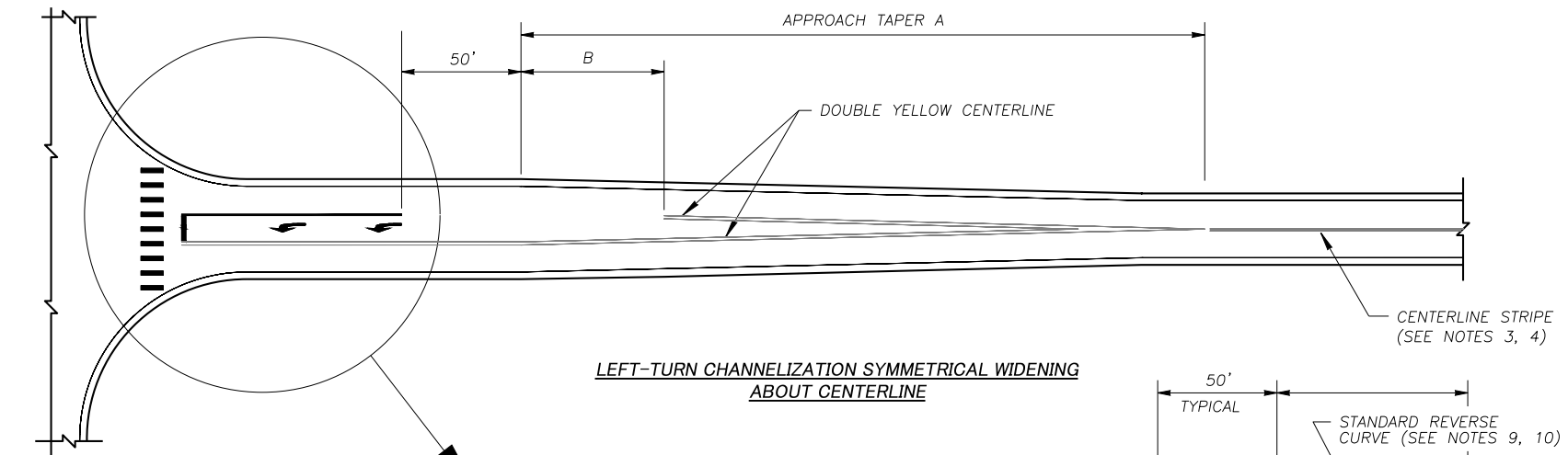
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Public Works  
**CLARK COUNTY**  
WASHINGTON  
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*BOLLARDS*  
*SHEET 3 OF 3*  
*APPROVED*

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DATE

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**T10.2**  
DETAIL  
DESIGNED  
DRAWN  
DATE

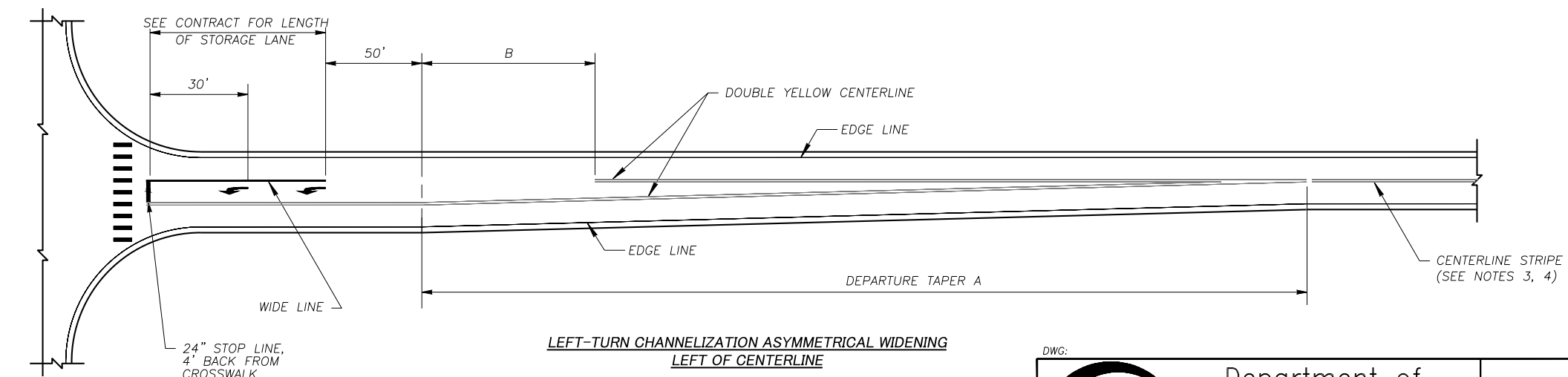
# LEFT-TURN CHANNELIZATION (SHEET 1 OF 4)



POSTED SPEED	TAPER RATE (A)	TAPER RATE (A*)
50 MPH	50:1	50:1
45 MPH	45:1	45:1
40 MPH	40:1	27:1
35 MPH	35:1	21:1
30 MPH	30:1	15:1
25 MPH	25:1	11:1

POSTED SPEED	B
≥ 50 MPH	130'
≤ 45 MPH	90'

WITH WRITTEN JUSTIFICATION, TAPER RATE A\* MAY BE PERMISSIBLE.



## NOTES:

1. THE CHANNELIZATION SHOWN ON THIS PLAN ASSUMES OPTIMAL ROADWAY GEOMETRIC DESIGN. THE DIMENSIONS MAY VARY TO FIT EXISTING FIELD CONDITIONS. SEE CONTRACT FOR LANE WIDTHS.
2. THE CHANNELIZATION SHOWN ON THIS PLAN IS FOR A TWO-LANE HIGHWAY. THE CHANNELIZATION PLAN MAY BE USED ON FOUR-LANE UNDIVIDED HIGHWAYS, WITH THE APPROPRIATE CONSIDERATIONS.
3. CENTERLINE STRIPING ON THE APPROACH TO A RAISED OR PAINTED CHANNELIZATION SHALL BE A NO PASS ZONE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR AS DETERMINED BY AN ENGINEERING STUDY.
4. CENTERLINE STRIPING ON THE DEPARTURE FROM RAISED OR PAINTED CHANNELIZATION SHALL BE DETERMINED BY AN ENGINEERING STUDY.
5. CENTERLINE STRIPING ON FOUR-LANE UNDIVIDED HIGHWAYS SHALL BE A DOUBLE YELLOW CENTERLINE.
6. THE TRAFFIC ARROWS SHOWN IN THE LEFT-TURN STORAGE LANE ARE TYPICAL. ARROWS MAY BE ADDED FOR LONGER STORAGE LANES OR DELETED FOR SHORTER STORAGE LANES. SEE CONTRACT PLANS.
7. THE STANDARD APPROACH AND DEPARTURE TAPER RATE SHALL BE 1: SPEED LIMIT (TAPER RATE A).
8. RAISED REFLECTIVE PAVEMENT MARKER SPACING FOR THE CENTERLINE IN THE TAPER IS 40 FEET.
9. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN 50 MPH IS 150 FEET.
10. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS EQUAL TO OR GREATER THAN 50 MPH IS 300 FEET.
11. WHEN THE STORAGE LANE LENGTH IS LESS THAN 100 FEET, ONLY ONE TRAFFIC ARROW SHALL BE INSTALLED, WHICH WILL BE LOCATED AT THE START OF THE TURN LANE.

## LEFT-TURN CHANNELIZATION

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LEFT-TURN CHANNELIZATION  
SHEET 1 OF 4

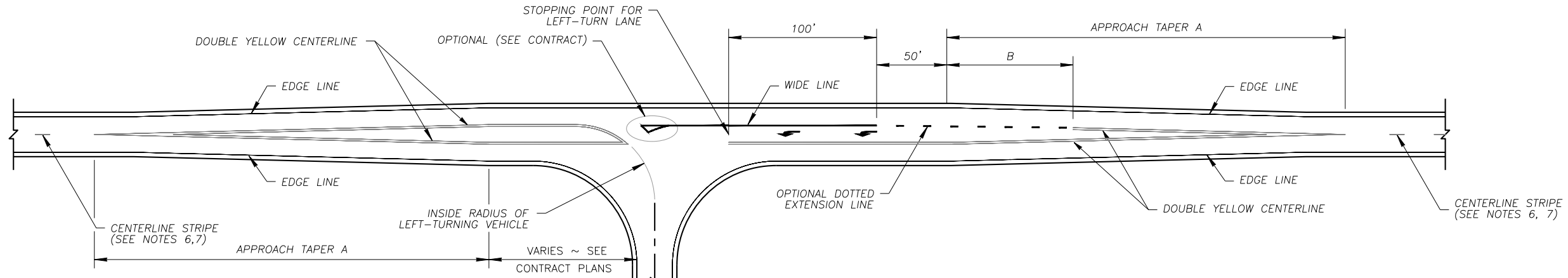
APPROVED

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DATE

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**T11.0**  
DETAIL  
DESIGNED  
DRAWN  
DATE

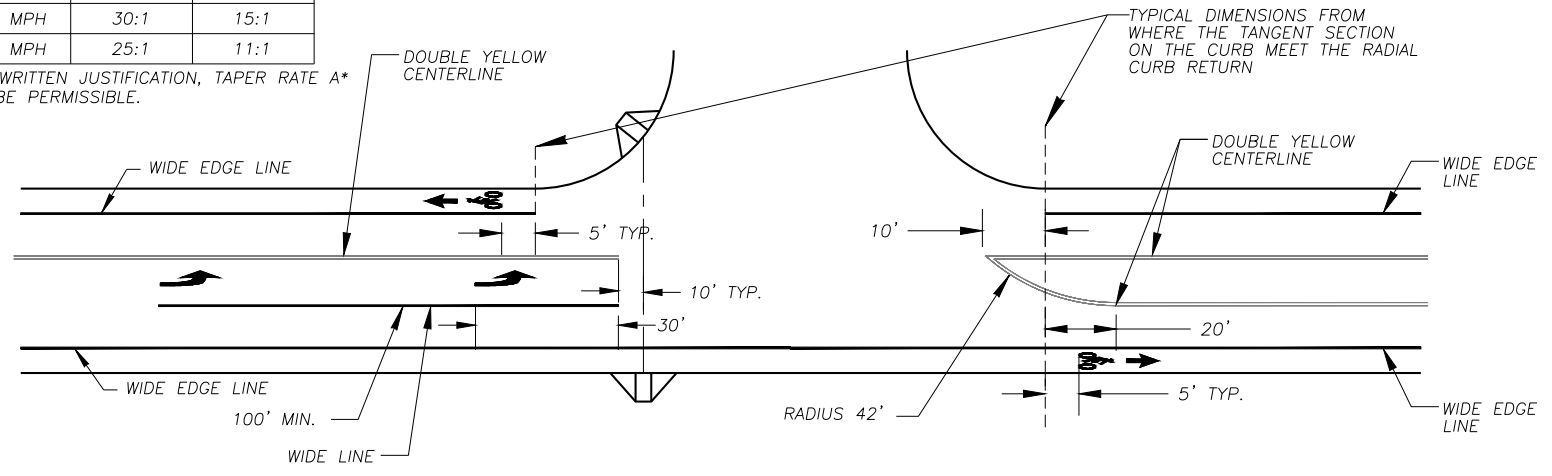
# LEFT-TURN CHANNELIZATION (SHEET 2 OF 4)



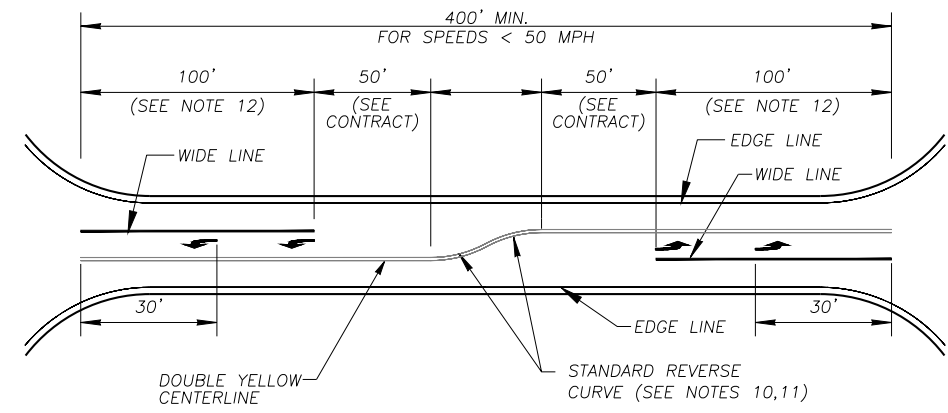
**LEFT-TURN CHANNELIZATION TEE INTERSECTION  
ALTERNATE DETAIL**

POSTED SPEED	TAPER RATE (A)	TAPER RATE (A*)	POSTED SPEED	B
50 MPH	50:1	50:1	≥ 50 MPH	130'
45 MPH	45:1	45:1	≤ 45 MPH	90'
40 MPH	40:1	27:1		
35 MPH	35:1	21:1		
30 MPH	30:1	15:1		
25 MPH	25:1	11:1		

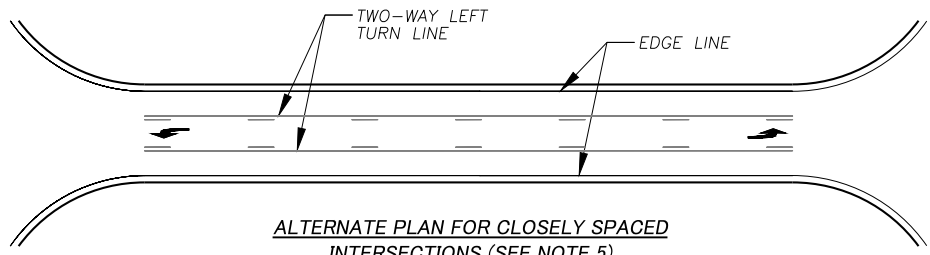
WITH WRITTEN JUSTIFICATION, TAPER RATE A\* MAY BE PERMISSIBLE.



**LEFT-TURN CHANNELIZATION TEE INTERSECTION  
TYPICAL DETAIL**



**LEFT-TURN CHANNELIZATION  
BACK-TO-BACK LEFT-TURN LANES (SEE NOTES 2, 3, 4)**



**ALTERNATE PLAN FOR CLOSELY SPACED INTERSECTIONS (SEE NOTE 5)**

- NOTES:**
1. THE CHANNELIZATION SHOWN ON THIS PLAN ASSUMES OPTIMAL ROADWAY GEOMETRIC DESIGN. THE DIMENSIONS MAY VARY TO FIT EXISTING FIELD CONDITIONS. SEE CONTRACT FOR LANE WIDTHS.
  2. PROVIDING DEDICATED LEFT TURN LANES AT PUBLIC ROAD INTERSECTIONS IS THE PREFERRED OPTION.
  3. PUBLIC ROAD INTERSECTIONS HAVE PRIORITY OVER PRIVATE ROADS AND DRIVEWAYS.
  4. THE MINIMUM DISTANCE BETWEEN TWO INTERSECTIONS TO ACCOMMODATE BACK-TO-BACK LEFT TURNS LANES IS 400 FEET (TYPICAL) FOR SPEEDS LESS THAN 50 MPH.
  5. USE ALTERNATE PLAN WHEN ACCOMMODATING LEFT TURN MOVEMENTS FOR CLOSELY SPACED INTERSECTIONS.
  6. CENTERLINE STRIPING ON THE APPROACH TO A RAISED OR PAINTED CHANNELIZATION SHALL BE A NO PASS ZONE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR AS DETERMINED BY AN ENGINEERING STUDY.
  7. CENTERLINE STRIPING ON THE DEPARTURE FROM A RAISED OR PAINTED CHANNELIZATION SHALL BE DETERMINED BY AN ENGINEERING STUDY.
  8. THE STANDARD APPROACH AND DEPARTURE TAPER RATE SHALL BE 1: SPEED LIMIT (TAPER RATE A).
  9. RAISED REFLECTIVE PAVEMENT MARKER SPACING FOR THE CENTERLINE IN THE TAPER IS 40 FEET.
  10. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN 50 MPH IS 150 FEET.
  11. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS EQUAL TO OR GREATER THAN 50 MPH IS 300 FEET.
  12. LEFT TURN STORAGE MAY BE REDUCED TO LESS THAN 100 FEET WITH JUSTIFICATION.

## LEFT-TURN CHANNELIZATION TEE INTERSECTION AND BACK-TO-BACK TURN LANES

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LEFT-TURN CHANNELIZATION  
SHEET 2 OF 4

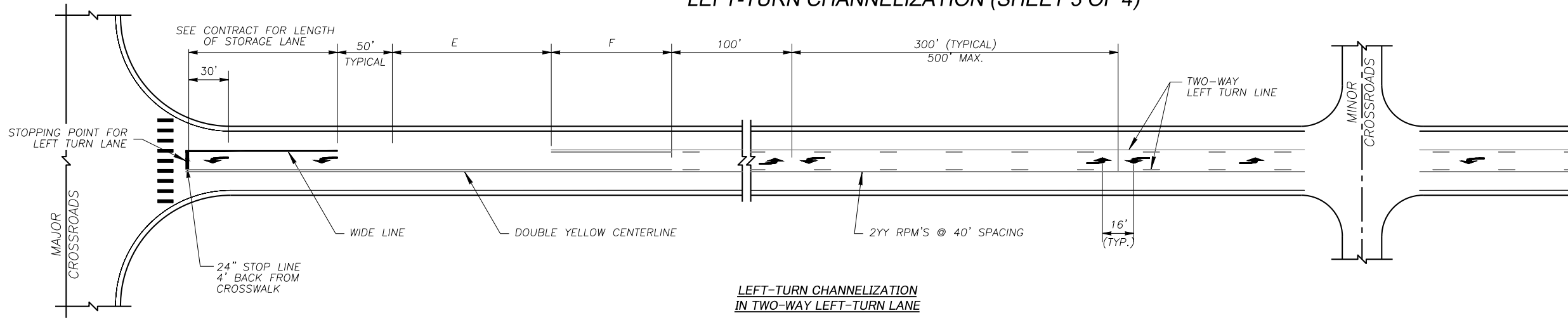
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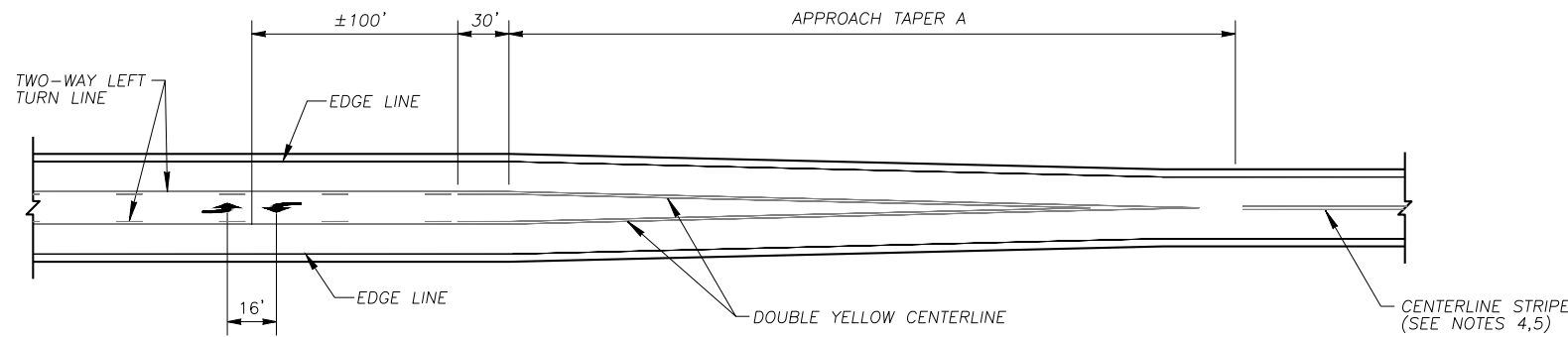
LEFT-TURN CHANNELIZATION (SHEET 3 OF 4)



LEFT-TURN CHANNELIZATION IN TWO-WAY LEFT-TURN LANE

NOTES:

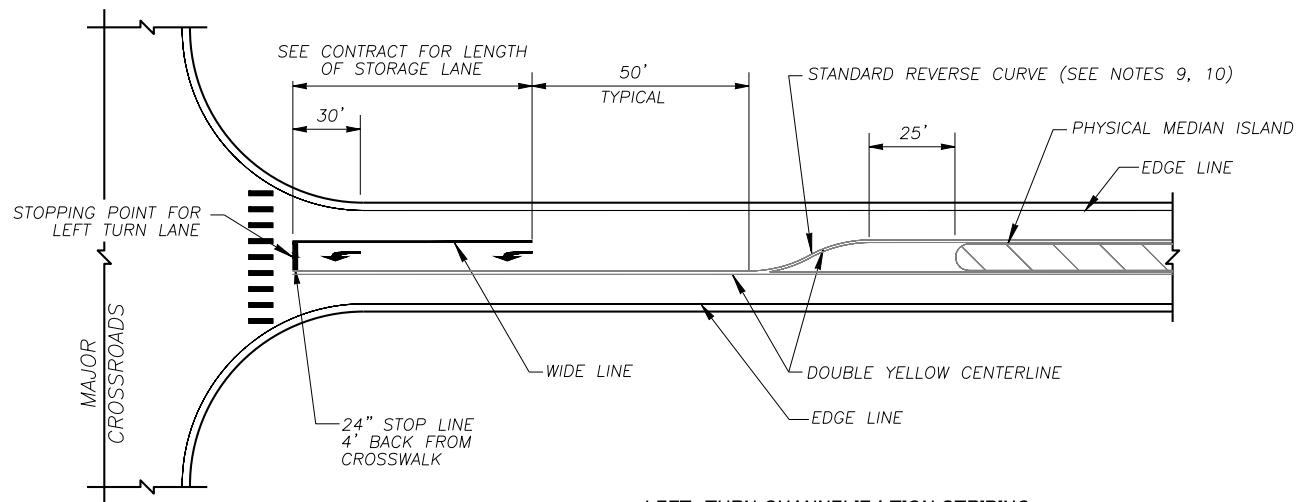
1. THE CHANNELIZATION SHOWN ON THIS PLAN ASSUMES OPTIMAL ROADWAY GEOMETRIC DESIGN. THE DIMENSIONS MAY VARY TO FIT EXISTING FIELD CONDITIONS. SEE CONTRACT FOR LANE WIDTHS.
2. THE CHANNELIZATION SHOWN ON THIS PLAN IS FOR A TWO-LANE HIGHWAY. THE CHANNELIZATION PLAN MAY BE USED ON FOUR-LANE UNDIVIDED HIGHWAYS WITH THE APPROPRIATE CONSIDERATIONS.
3. CENTERLINE STRIPING ON THE APPROACH TO A RAISED OR PAINTED CHANNELIZATION SHALL BE A NO PASS ZONE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR AS DETERMINED BY AN ENGINEERING STUDY.
4. CENTERLINE STRIPING ON THE DEPARTURE FROM A RAISED OR PAINTED CHANNELIZATION SHALL BE DETERMINED BY AN ENGINEERING STUDY.
5. CENTERLINE STRIPING ON FOUR-LANE UNDIVIDED HIGHWAYS SHALL BE A DOUBLE YELLOW CENTERLINE.
6. THE TRAFFIC ARROWS SHOWN IN THE LEFT-TURN STORAGE LANE ARE TYPICAL. ARROWS MAY BE ADDED FOR LONGER STORAGE LANES OR DELETED FOR SHORTER STORAGE LANES. SEE CONTRACT PLANS.
7. THE STANDARD APPROACH AND DEPARTURE TAPER RATE SHALL BE LANE SHIFT 1: SPEED LIMIT (TAPER RATE A).
8. RAISED REFLECTIVE PAVEMENT MARKER SPACING FOR THE CENTERLINE IN THE TAPER IS 40 FEET.
9. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN 50 MPH IS 150 FEET.
10. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN EQUAL TO OR GREATER THAN 50 MPH IS 300 FEET.



TWO-WAY LEFT-TURN LANE TRANSITION

POSTED SPEED	TAPER RATE (A)	TAPER RATE (A*)
50 MPH	50:1	50:1
45 MPH	45:1	45:1
40 MPH	40:1	27:1
35 MPH	35:1	21:1
30 MPH	30:1	15:1
25 MPH	25:1	11:1

WITH WRITTEN JUSTIFICATION, TAPER RATE A\* MAY BE PERMISSIBLE.



LEFT-TURN CHANNELIZATION STRIPING ADJACENT TO A PHYSICAL MEDIAN ISLAND

POSTED SPEED	DIMENSION E	POSTED SPEED	DIMENSION F
≥ 50 MPH	130'	≥ 40 MPH	100'
≤ 45 MPH	90'	≤ 35 MPH	50'

◇ CAN BE REDUCED TO INCREASE STORAGE CAPACITY.

TWO-WAY LEFT-TURN AND MEDIAN CHANNELIZATION

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LEFT-TURN CHANNELIZATION  
 SHEET 3 OF 4

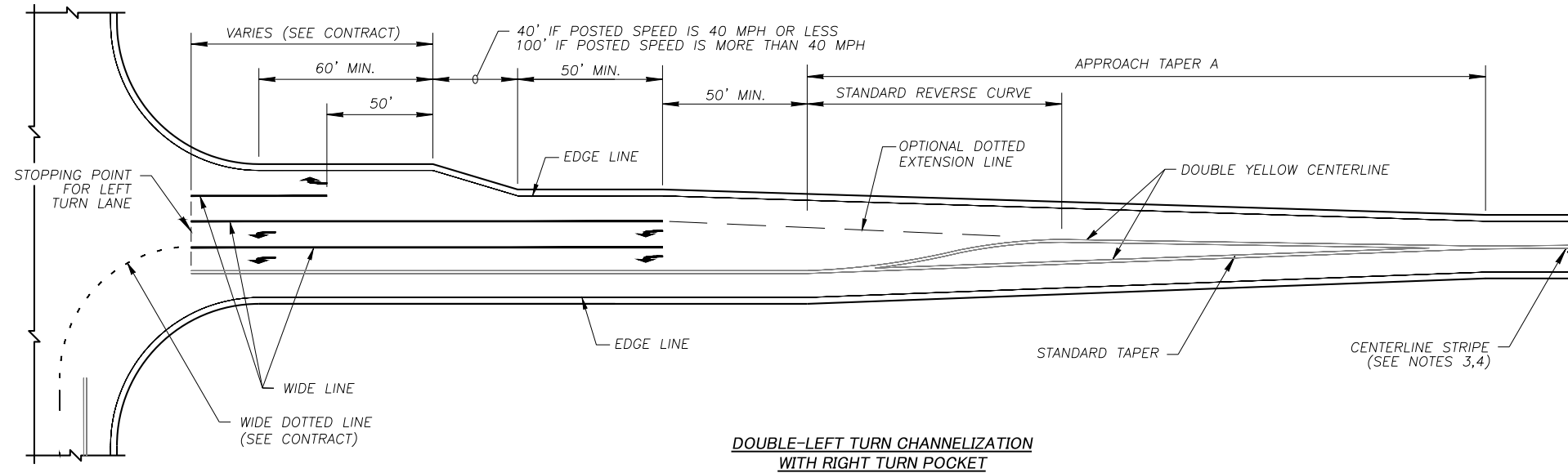
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*[Signature]*  
 COUNTY ENGINEER

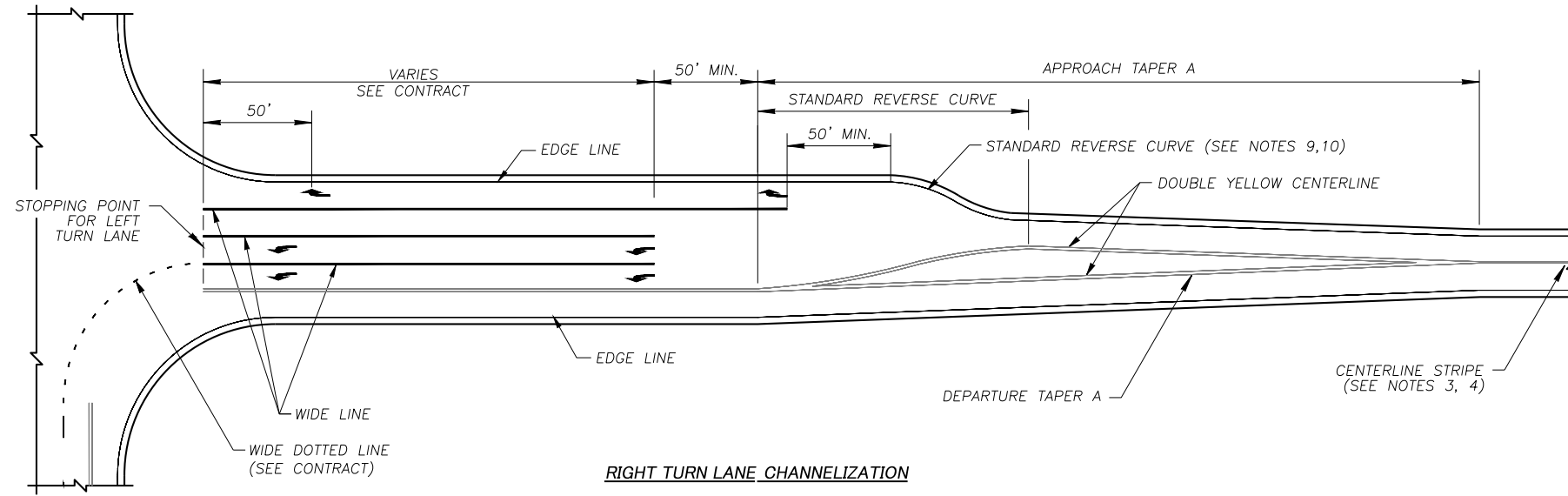
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 DATE

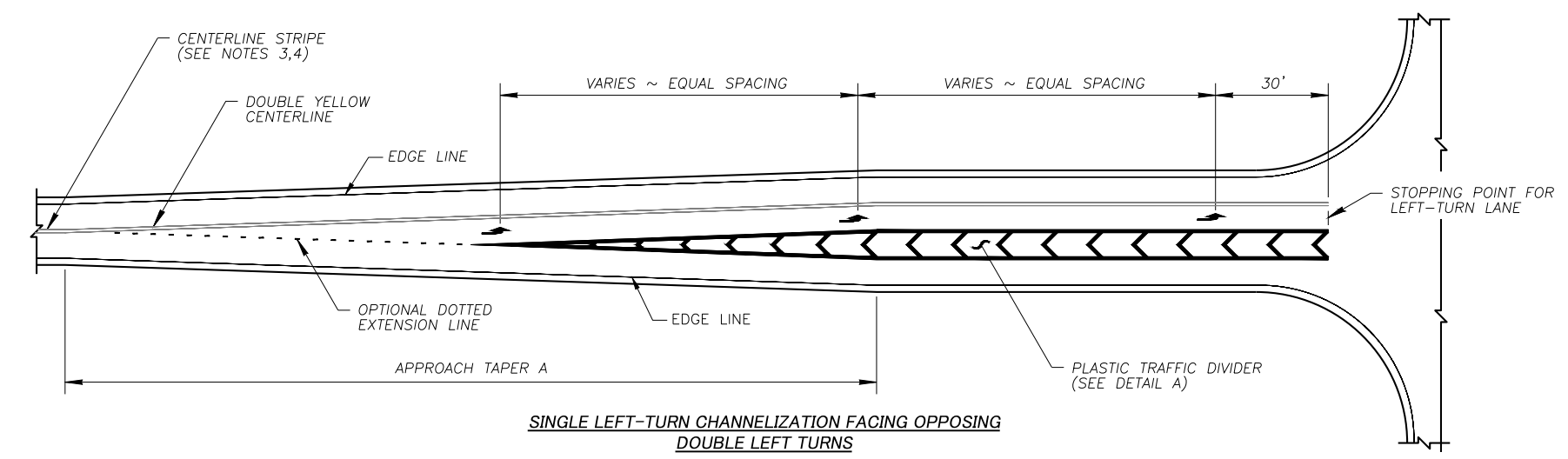
# LEFT-TURN CHANNELIZATION (SHEET 4 OF 4)



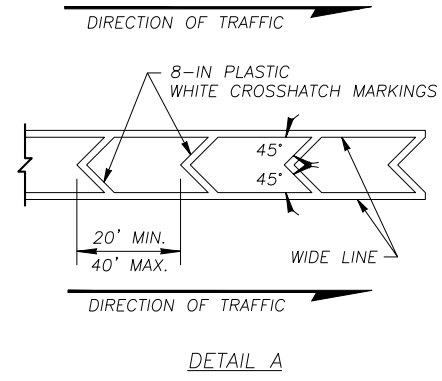
**DOUBLE-LEFT TURN CHANNELIZATION WITH RIGHT TURN POCKET**



**RIGHT TURN LANE CHANNELIZATION**



**SINGLE LEFT-TURN CHANNELIZATION FACING OPPOSING DOUBLE LEFT TURNS**



**DETAIL A**

**NOTES:**

1. THE CHANNELIZATION SHOWN ON THIS PLAN ASSUMES OPTIMAL ROADWAY GEOMETRIC DESIGN. THE DIMENSIONS MAY VARY TO FIT EXISTING FIELD CONDITIONS. SEE CONTRACT FOR LANE WIDTHS.
2. THE CHANNELIZATION SHOWN ON THIS PLAN IS FOR A TWO LANE HIGHWAY. THE CHANNELIZATION PLAN MAY BE USED ON FOUR LANE UNDIVIDED HIGHWAYS WITH THE APPROPRIATE CONSIDERATION.
3. CENTERLINE STRIPING ON THE APPROACH TO A RAISED OR PAINTED CHANNELIZATION SHALL BE A NO PASS ZONE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR AS DETERMINED BY AN ENGINEERING STUDY.
4. CENTERLINE STRIPING ON THE DEPARTURE FROM A RAISED OR PAINTED CHANNELIZATION SHALL BE DETERMINED BY AN ENGINEERING STUDY.
5. CENTERLINE STRIPING ON FOUR LANE UNDIVIDED HIGHWAYS SHALL BE A DOUBLE YELLOW CENTERLINE.
6. THE TRAFFIC ARROWS SHOWN IN THE STORAGE LANE ARE TYPICAL. ARROWS MAY BE ADDED FOR LONGER STORAGE LANES OR DELETED FOR SHORTER STORAGE LANES. SEE CONTRACT PLANS.
7. THE STANDARD APPROACH AND DEPARTURE TAPER RATE SHALL BE 1: SPEED LIMIT (TAPER RATE A).
8. RAISED REFLECTIVE PAVEMENT MARKER SPACING FOR THE CENTERLINE IN THE TAPER IS 40 FEET.
9. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS LESS THAN 50 MPH IS 150 FEET.
10. THE STANDARD REVERSE CURVE RADIUS FOR SPEEDS EQUAL TO OR GREATER THAN 50 MPH IS 300 FEET.

POSTED SPEED	TAPER RATE (A)	TAPER RATE (A*)
50 MPH	50:1	50:1
45 MPH	45:1	45:1
40 MPH	40:1	27:1
35 MPH	35:1	21:1
30 MPH	30:1	15:1
25 MPH	25:1	11:1

WITH WRITTEN JUSTIFICATION, TAPER RATE A\* MAY BE PERMISSIBLE.

**DOUBLE LEFT-TURN CHANNELIZATION**

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LEFT-TURN CHANNELIZATION SHEET 4 OF 4

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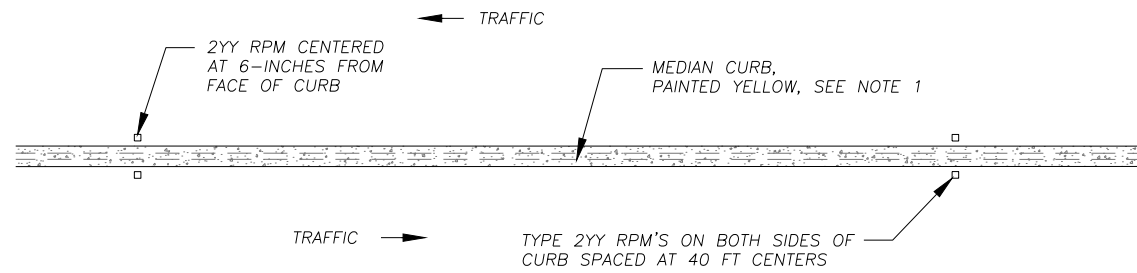


# DELINEATION FOR MEDIAN CURB AND CENTER MEDIAN ISLAND

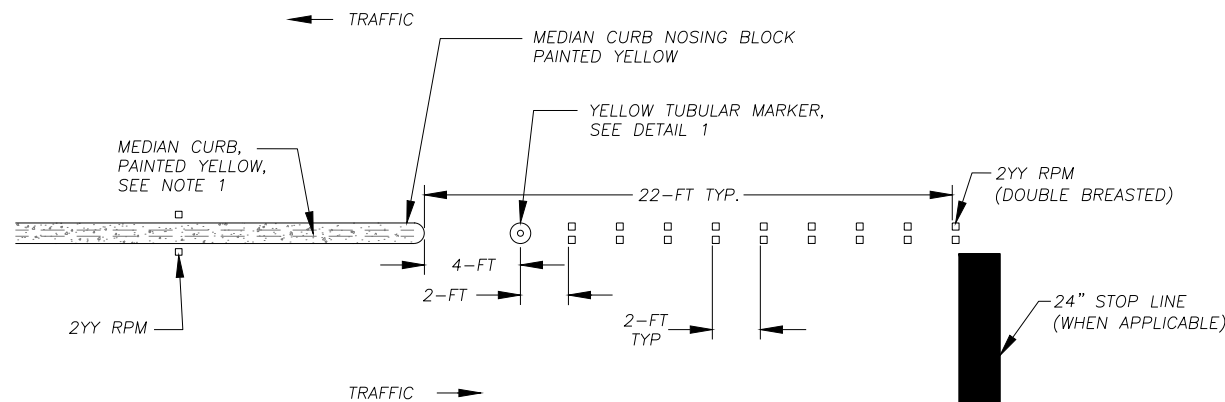
**NOTES:**

1. ALL MEDIAN CURB SHALL BE PAINTED AS SPECIFIED IN SECTION 8-07.3(2) OF THE WSDOT STANDARD SPECIFICATIONS.

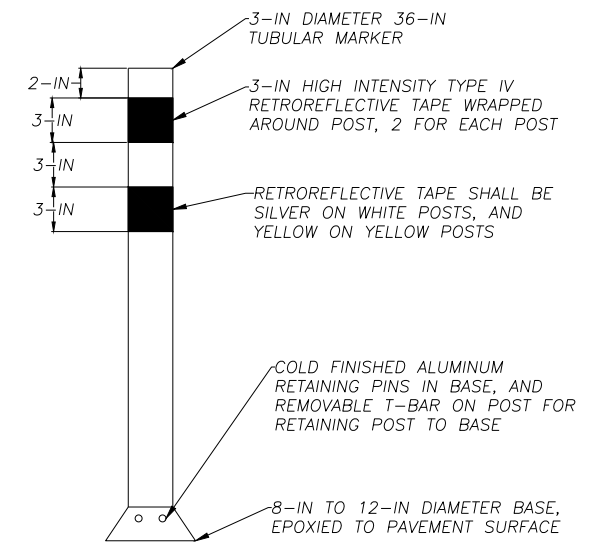
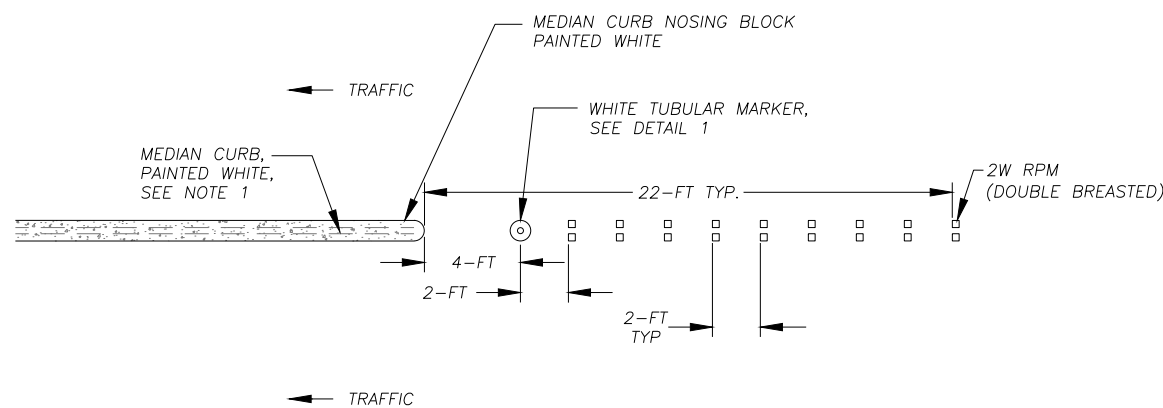
**2YY RPM'S NEXT TO MEDIAN CURB**



**TUBULAR MARKER AND 2YY ARRAY AT END OF CONCRETE MEDIAN DETAIL**



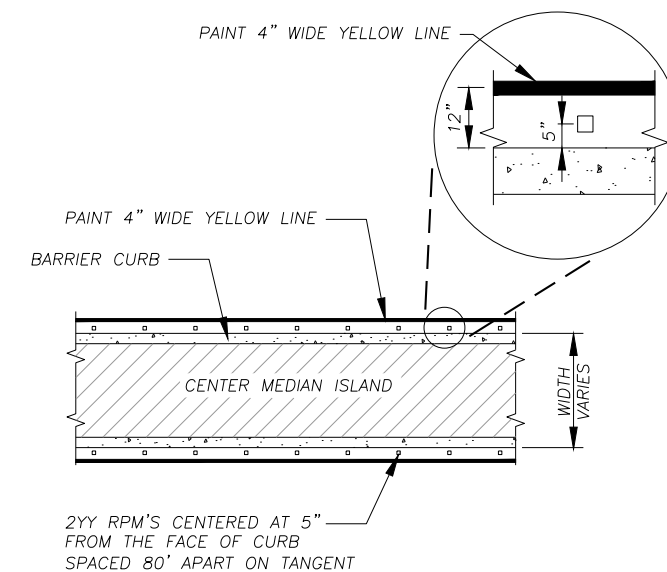
**TUBULAR MARKER AND 2W ARRAY AT END OF CONCRETE MEDIAN DETAIL**



TUBULAR MARKER SHALL MEET THE REQUIREMENTS OF WSDOT STANDARD SPECIFICATIONS 1-10.3(3)H AND 9-35.10.

**DETAIL 1**

**CENTER MEDIAN ISLAND WITH 2YY RPM'S AND STRIPING DETAIL**



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DELINEATION FOR MEDIAN CURB AND CENTER MEDIAN ISLAND

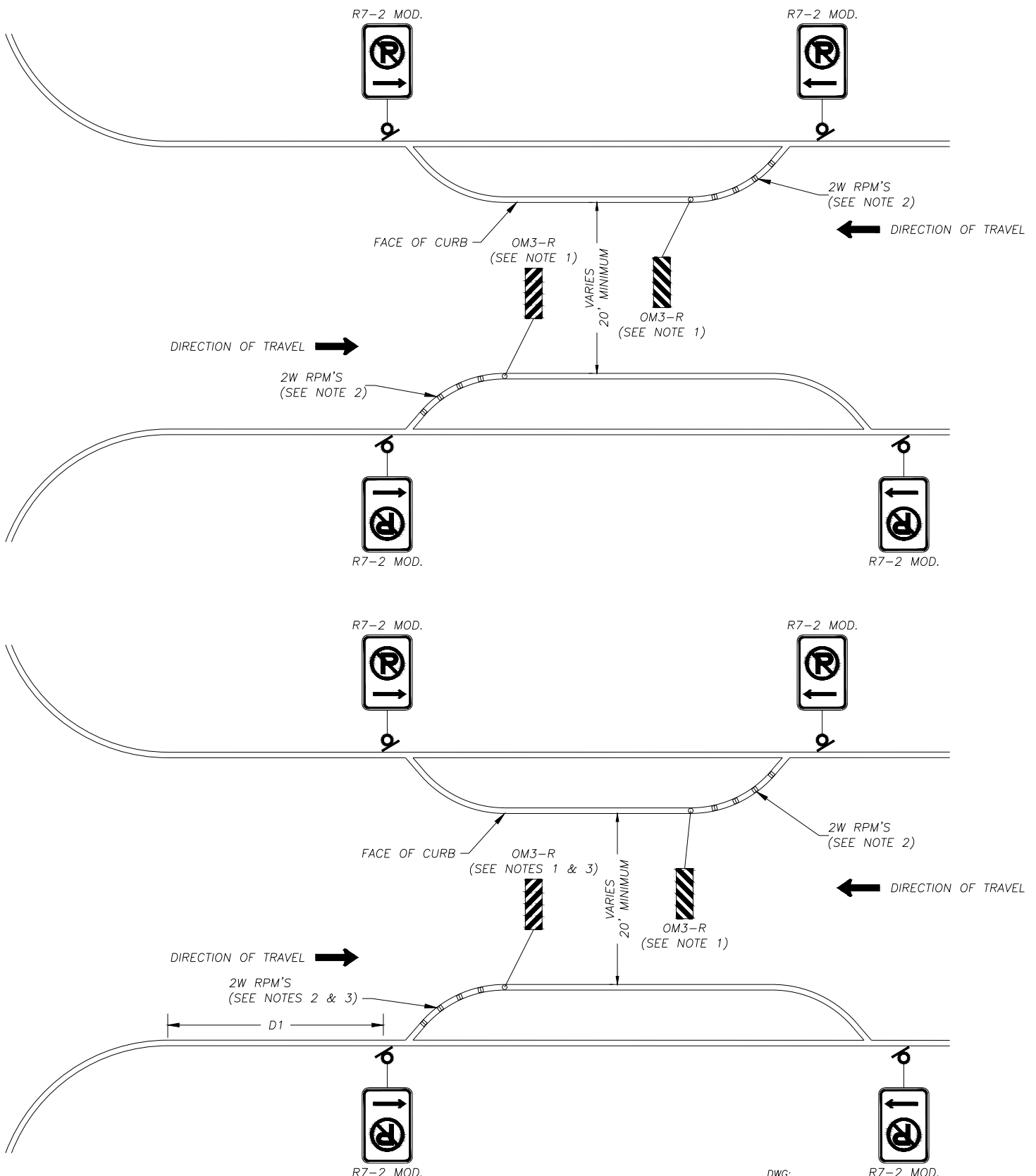
APPROVED

*[Signature]*  
 COUNTY ENGINEER

07/17/19  
 DATE

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<b>T12.0</b>
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DATE


# SIGNING AND DELINEATION FOR LID FEATURES




**NOTES:**

1. OBJECT MARKER TO BE INSTALLED WITH THE SIGN BLADE FLUSH WITH THE FACE OF THE CURB AND BOTTOM OF THE SIGN INSTALLED FOUR FEET ABOVE THE PAVEMENT SURFACE.
2. 2W RAISED PAVEMENT MARKER TO BE INSTALLED ON TOP OF THE CURB, FACING THE TRAFFIC, AT A MAXIMUM OF TWO FEET SPACING.
3. FOR T INTERSECTIONS, WHERE D1 IS LESS THAN 100 FEET, THE OBJECT MARKER AND RPM'S CAN BE OMITTED.

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SIGNING AND DELINEATION FOR LID FEATURES  
 APPROVED   
 COUNTY ENGINEER  
 07/17/19  
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**BIKE LANE SIGNING AND STRIPING  
SCENARIO BL1  
RIGHT TURN ONLY LANE**

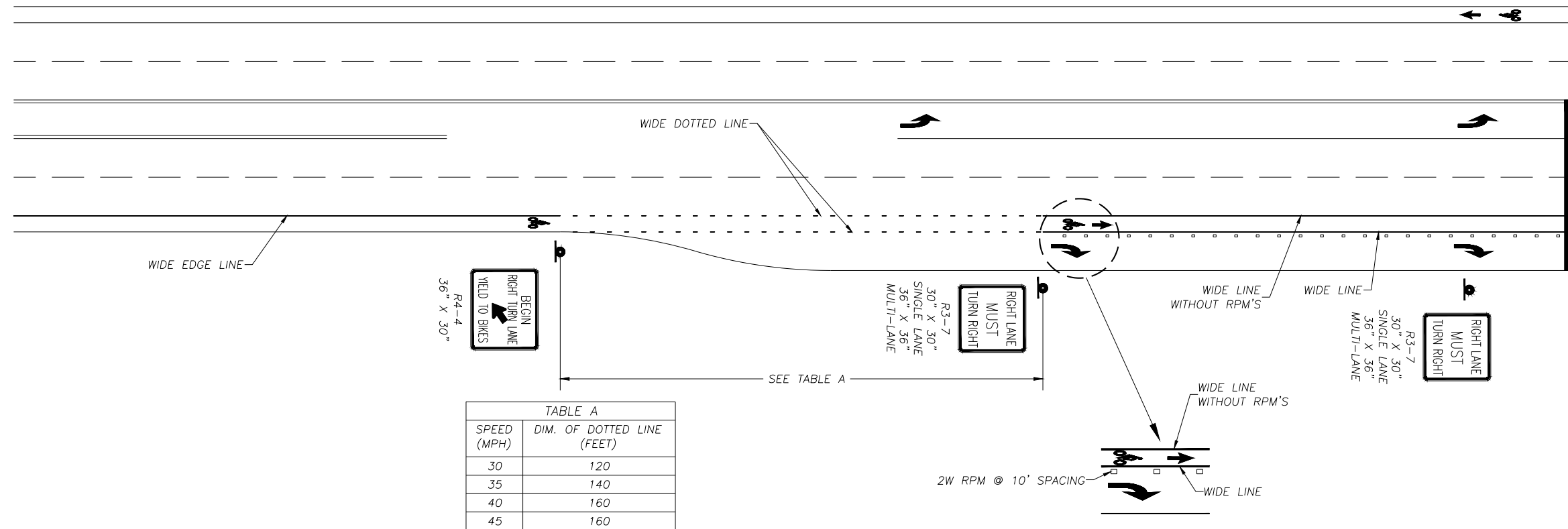


TABLE A

SPEED (MPH)	DIM. OF DOTTED LINE (FEET)
30	120
35	140
40	160
45	160

**NOTES:**

1. THE MINIMUM DIMENSION OF DOTTED LINE, WITH WRITTEN JUSTIFICATION, SHALL NOT BE LESS THAN 100 FEET.
2. THE DIMENSIONS IN TABLE A ARE FOR A SINGLE DEDICATED RIGHT TURN LANE ONLY.
3. A 120 FEET LENGTH DOTTED LINE DIMENSION MAY BE USED FOR ALL SPEEDS FOR RIGHT TURN POCKET (AS DEFINED BY WSDOT DESIGN MANUAL CHAPTER 1310).
3. THE REQUIRED LENGTH OF DOTTED LINE MAY BE CHANGED BASED ON TRAFFIC VOLUME, SPEED AND ENGINEERING STUDY.

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BIKE LANE SIGNING AND STRIPING  
SCENARIO BL1

APPROVED

*[Signature]*  
COUNTY ENGINEER

07/17/19  
DATE

STANDARD

**T13.0**

DETAIL

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**BIKE LANE SIGNING AND STRIPING  
SCENARIO BL2  
RIGHT TURN ONLY DROP LANE WITH THROUGH BIKE LANE**

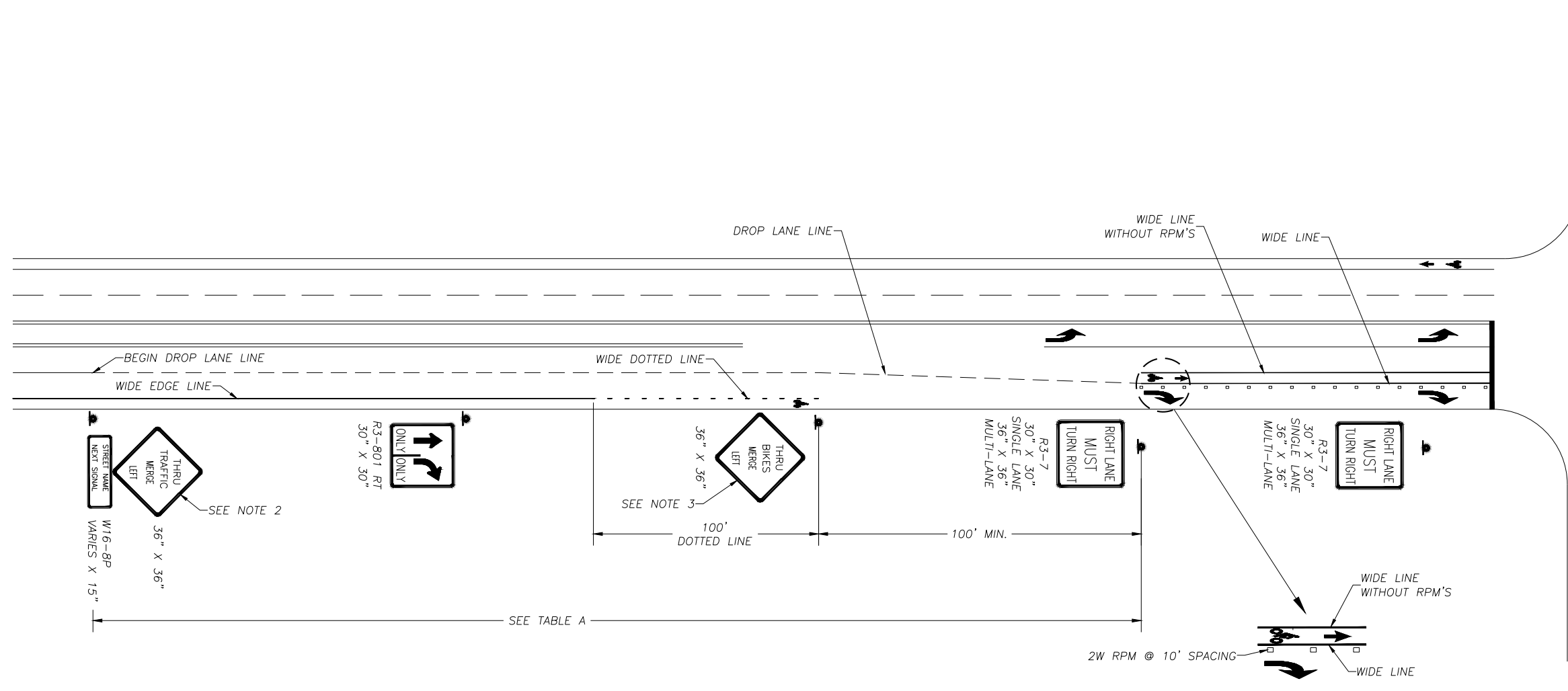


TABLE A	
SPEED (MPH)	WARNING SIGN PLACEMENT (FEET)
30	600
35	600
40	670
45	775

**NOTES:**

- UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC OPERATIONS AND PRESENCE OF OTHER SIGNS.
- WARNING SIGN PLACEMENT IS BASED ON POSTED SPEED AND TRAFFIC CONDITIONS PER COUNTY POLICY AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- BICYCLISTS NEED TO YIELD TO MOTOR VEHICLE TRAFFIC PER "GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES" (2012 EDITION) PAGE 4-25.

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BIKE LANE SIGNING AND STRIPING  
SCENARIO BL2





APPROVED

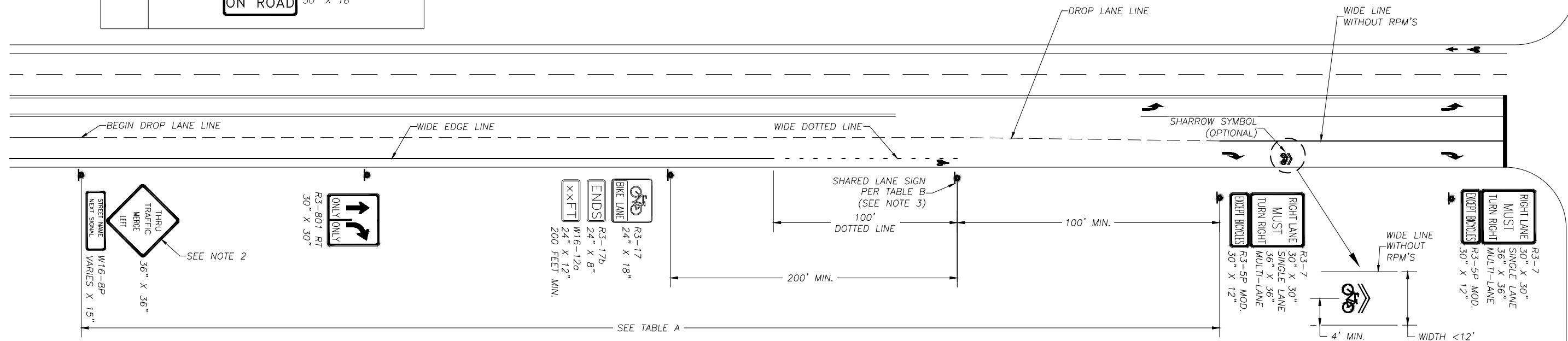
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COUNTY ENGINEER

07/17/19  
DATE

STANDARD  
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DETAIL  
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DATE

**BIKE LANE SIGNING AND STRIPING  
SCENARIO BL3  
RIGHT TURN ONLY DROP LANE WITH SHARED LANE**

SPEED (MPH)	RIGHT TURN LANE WIDTH < 12 FEET	RIGHT TURN LANE WIDTH ≥ 12 FEET
25	 <b>MAY USE FULL LANE</b> R4-11 30" X 30"	 W11-1 30" X 30"
30		
35		
40		
45	 W11-1 30" X 30"	 W11-101 30" X 18"



SPEED (MPH)	WARNING SIGN PLACEMENT (FEET)
30	600
35	600
40	670
45	775

**NOTES:**

- UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC OPERATIONS AND PRESENCE OF OTHER SIGNS.
- WARNING SIGN PLACEMENT IS BASED ON POSTED SPEED AND TRAFFIC CONDITIONS PER COUNTY POLICY AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- IF THE CURB LANE VOLUME EXCEEDS 3,500 VEHICLES PER DAY, USE THE BIKES ON ROAD SIGN.

REV. NO.	DATE	BY	APPR

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BIKE LANE SIGNING AND STRIPING  
SCENARIO BL3

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**GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL1  
RIGHT TURN ONLY LANE**

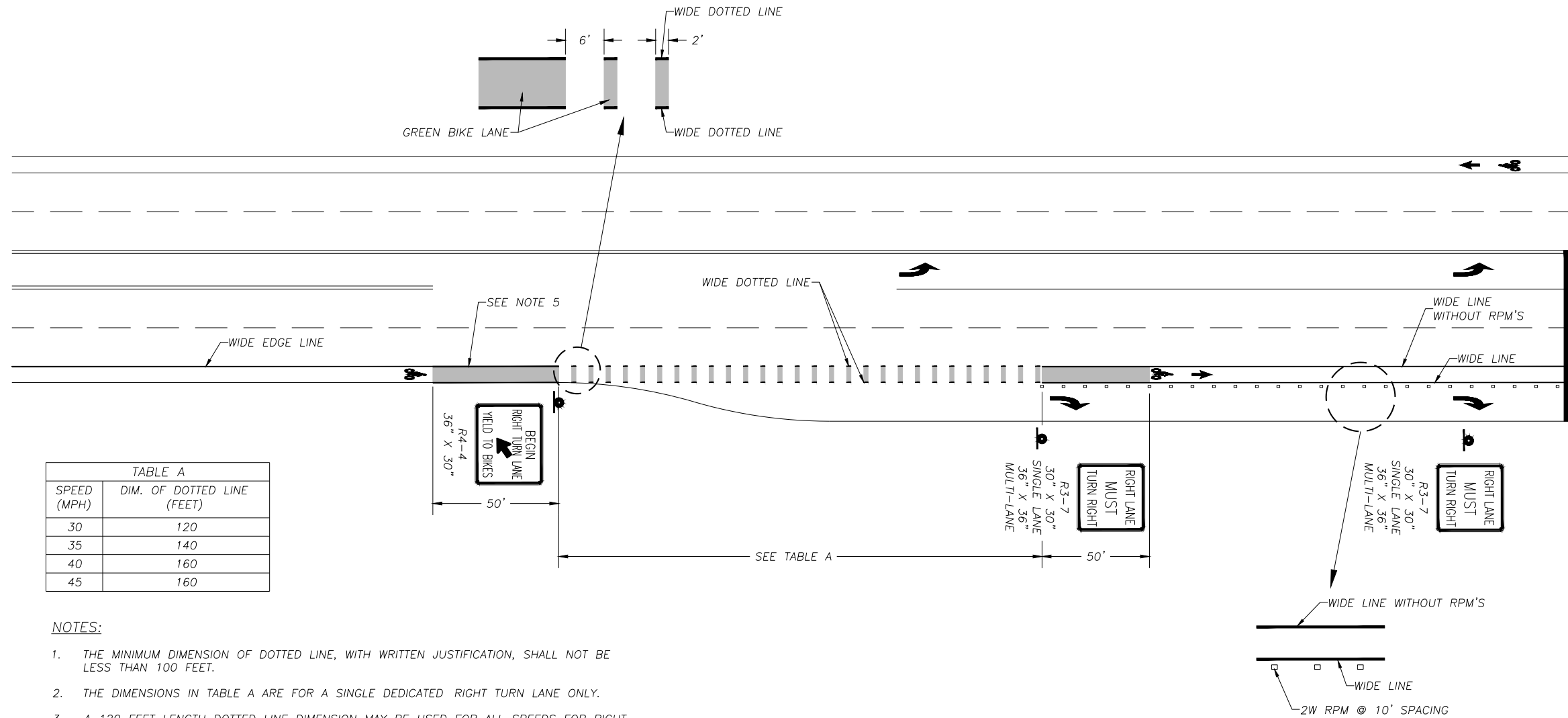


TABLE A	
SPEED (MPH)	DIM. OF DOTTED LINE (FEET)
30	120
35	140
40	160
45	160

**NOTES:**

1. THE MINIMUM DIMENSION OF DOTTED LINE, WITH WRITTEN JUSTIFICATION, SHALL NOT BE LESS THAN 100 FEET.
2. THE DIMENSIONS IN TABLE A ARE FOR A SINGLE DEDICATED RIGHT TURN LANE ONLY.
3. A 120 FEET LENGTH DOTTED LINE DIMENSION MAY BE USED FOR ALL SPEEDS FOR RIGHT TURN POCKET (AS DEFINED BY WSDOT DESIGN MANUAL CHAPTER 1310).
4. THE REQUIRED LENGTH OF DOTTED LINE MAY BE CHANGED BASED ON TRAFFIC VOLUME, SPEED AND ENGINEERING STUDY.
5. GREEN BIKE LANE PERMITTED IN HEAVY CONFLICT AREA BASED ON ENGINEERING DECISION WITH CLARK COUNTY TRAFFIC ENGINEER APPROVAL.

REV. NO.	DATE	BY	APPR

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GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL1

APPROVED

*[Signature]*  
COUNTY ENGINEER

07/17/19  
DATE

STANDARD  
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DESIGNED  
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DATE

**GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL2  
RIGHT TURN ONLY DROP LANE WITH BIKE LANE**

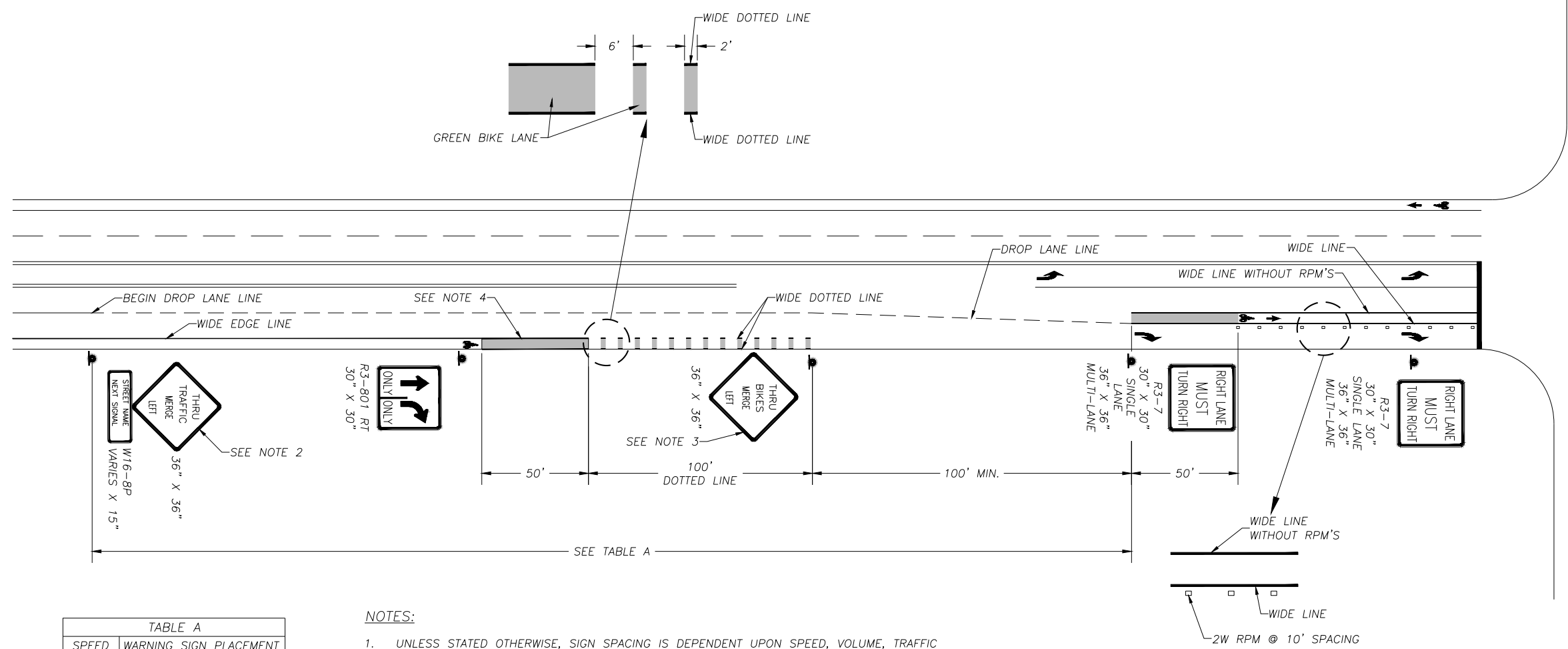


TABLE A	
SPEED (MPH)	WARNING SIGN PLACEMENT (FEET)
30	600
35	600
40	670
45	775

**NOTES:**

- UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC OPERATIONS AND PRESENCE OF OTHER SIGNS.
- WARNING SIGN PLACEMENT IS BASED ON POSTED SPEED AND TRAFFIC CONDITIONS PER COUNTY POLICY AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- BICYCLISTS NEED TO YIELD TO MOTOR VEHICLE TRAFFIC PER "GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES" (2012 EDITION) PAGE 4-25.
- GREEN BIKE LANE PERMITTED IN HEAVY CONFLICT AREA BASED ON ENGINEERING DECISION WITH CLARK COUNTY TRAFFIC ENGINEER APPROVAL.

REV. NO.	DATE	BY	APPR

DWG:  Department of Public Works  
**CLARK COUNTY WASHINGTON**  
proud past, promising future

GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL2

APPROVED

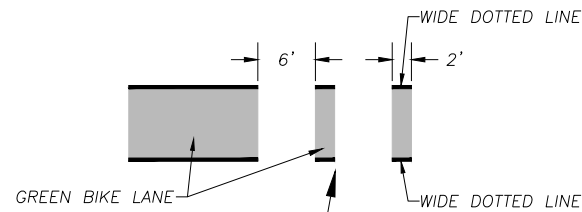
07/17/19  
DATE

COUNTY ENGINEER

STANDARD
<b>T17.0</b>
DETAIL
DESIGNED
DRAWN
DATE

**GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL3  
RIGHT TURN ONLY DROP LANE WITH SHARED LANE**

TABLE B		
SPEED (MPH)	RIGHT TURN LANE WIDTH < 12 FEET	RIGHT TURN LANE WIDTH ≥ 12 FEET
25	 R4-11 30" X 30"	 W16-1 18" X 24"
30		
35		
40		
45	 W11-101 30" X 18"	 W11-1 30" X 30"



SHARROW SYMBOL RECOMMENDED WITH GREEN BIKE LANE

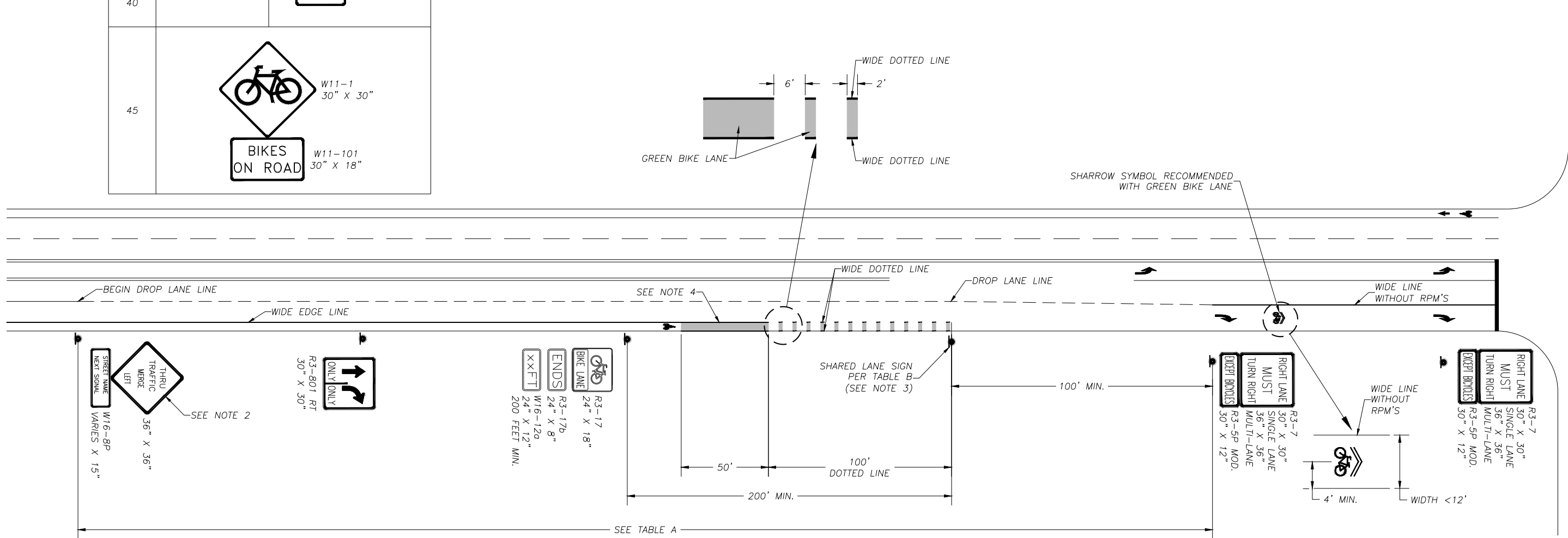


TABLE A	
SPEED (MPH)	WARNING SIGN PLACEMENT (FEET)
30	600
35	600
40	670
45	775

**NOTES:**

- UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC OPERATIONS AND PRESENCE OF OTHER SIGNS.
- WARNING SIGN PLACEMENT IS BASED ON POSTED SPEED AND TRAFFIC CONDITIONS PER COUNTY POLICY AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- IF THE CURB LANE VOLUME EXCEEDS 3,500 VEHICLES PER DAY, USE THE BIKES ON ROAD SIGN.
- GREEN BIKE LANE PERMITTED IN HEAVY CONFLICT AREA BASED ON ENGINEERING DECISION WITH CLARK COUNTY TRAFFIC ENGINEER APPROVAL.

REV. NO.	DATE	BY	APPR

DWG:



Department of  
Public Works  
**CLARK COUNTY**  
WASHINGTON  
proud past, promising future

GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL3

APPROVED

*[Signature]*  
COUNTY ENGINEER

07/17/19  
DATE

STANDARD  
**T18.0**  
DETAIL  
DESIGNED  
DRAWN  
DATE



**GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL4  
DUAL RIGHT TURN ONLY DROP LANE**

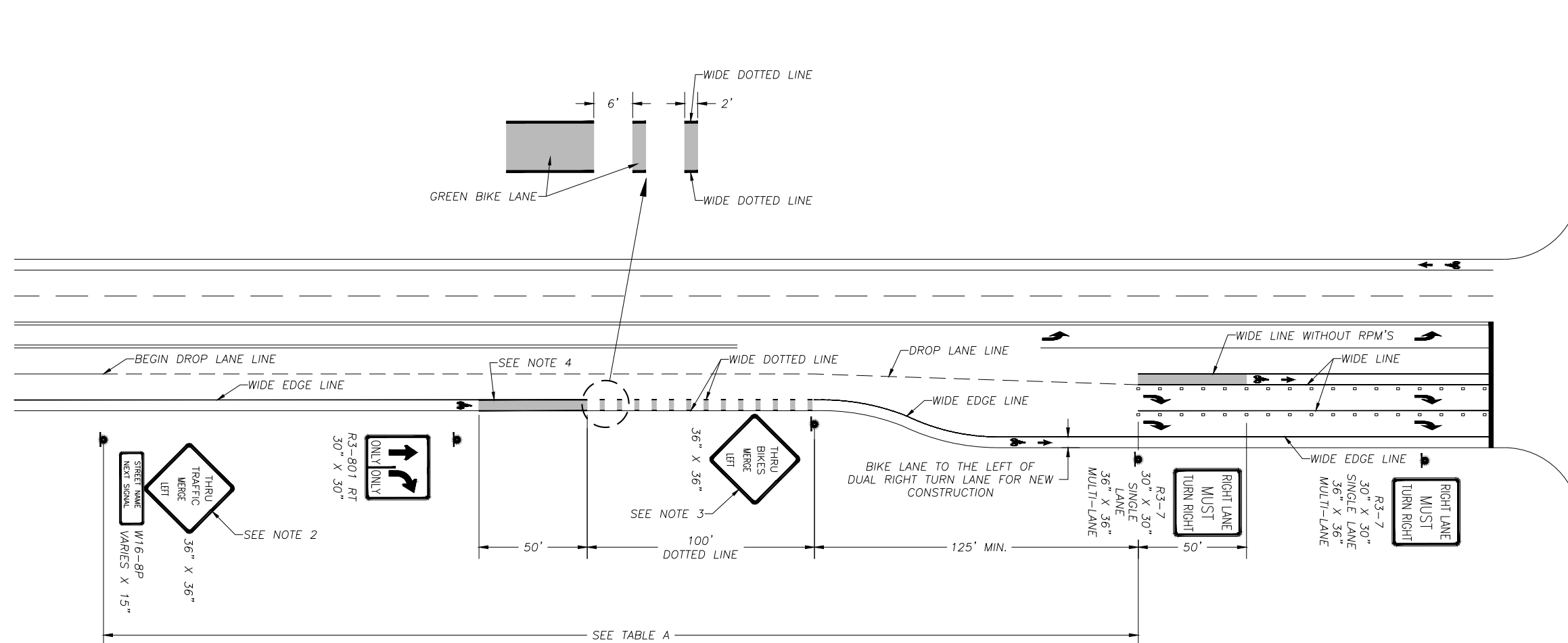



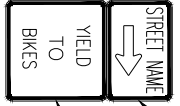
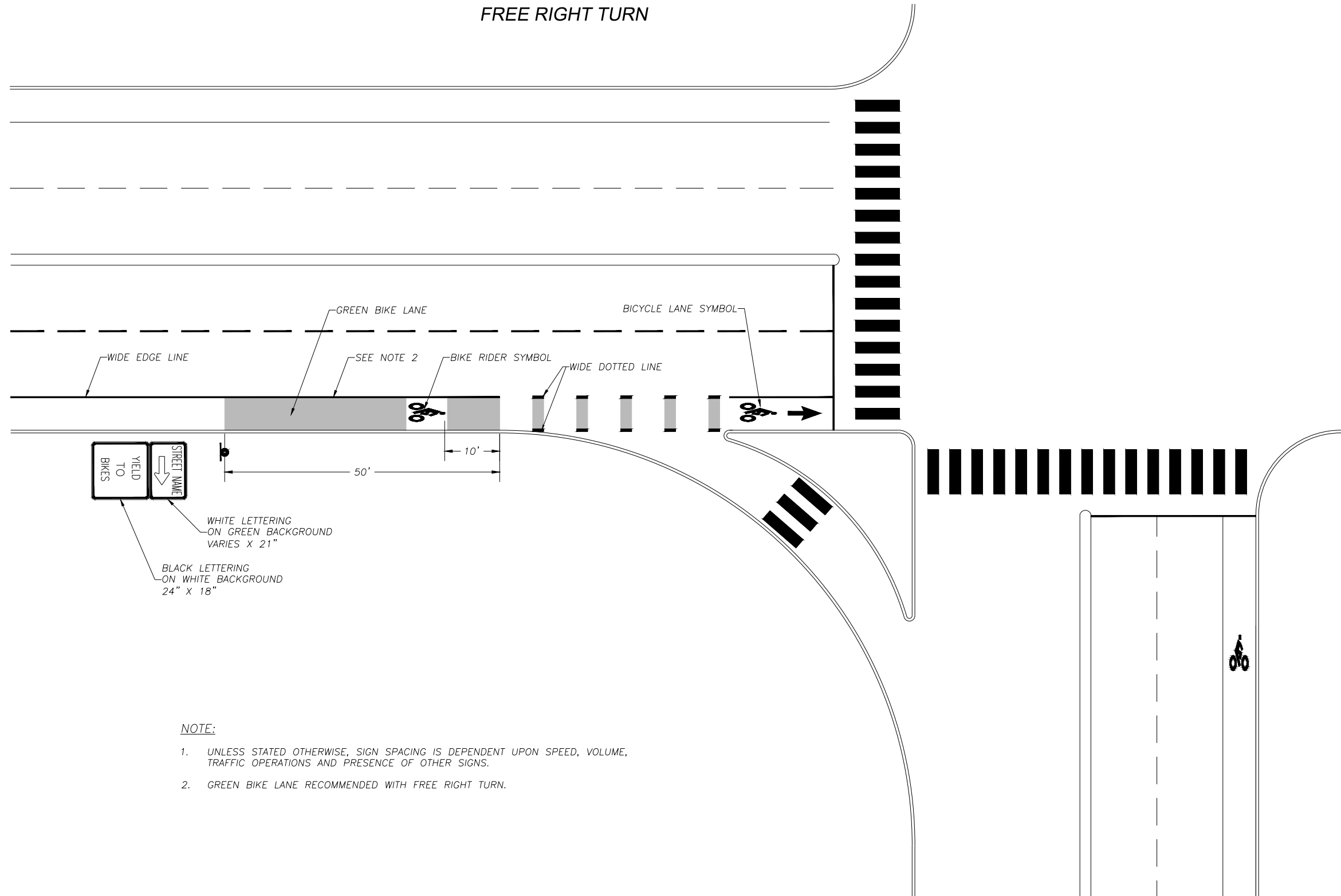
TABLE A	
SPEED (MPH)	WARNING SIGN PLACEMENT (FEET)
30	600
35	600
40	670
45	775

- NOTES:**
- UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC OPERATIONS AND PRESENCE OF OTHER SIGNS.
  - WARNING SIGN PLACEMENT IS BASED ON POSTED SPEED AND TRAFFIC CONDITIONS PER COUNTY POLICY AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
  - BICYCLISTS NEED TO YIELD TO MOTOR VEHICLE TRAFFIC PER "GUIDE FOR DEVELOPMENT OF BICYCLE FACILITIES" (2012 EDITION) PAGE 4-25.
  - GREEN BIKE LANE RECOMMENDED WITH DUAL RIGHT TURN LANES.

REV. NO.	DATE	BY	APPR

 <p>Department of Public Works <b>CLARK COUNTY</b> WASHINGTON proud past, promising future</p>	<p>GREEN BIKE LANE SIGNING AND STRIPING SCENARIO GBL4</p> <p>APPROVED</p> <p><i>[Signature]</i> COUNTY ENGINEER</p>	<p>STANDARD <b>T19.0</b> DETAIL</p>
	<p>07/17/19 DATE</p>	<p>DESIGNED DRAWN DATE</p>

**GREEN BIKE LANE SIGNING AND STRIPING  
SCENARIO GBL5  
FREE RIGHT TURN**




WHITE LETTERING  
ON GREEN BACKGROUND  
VARIES X 21"

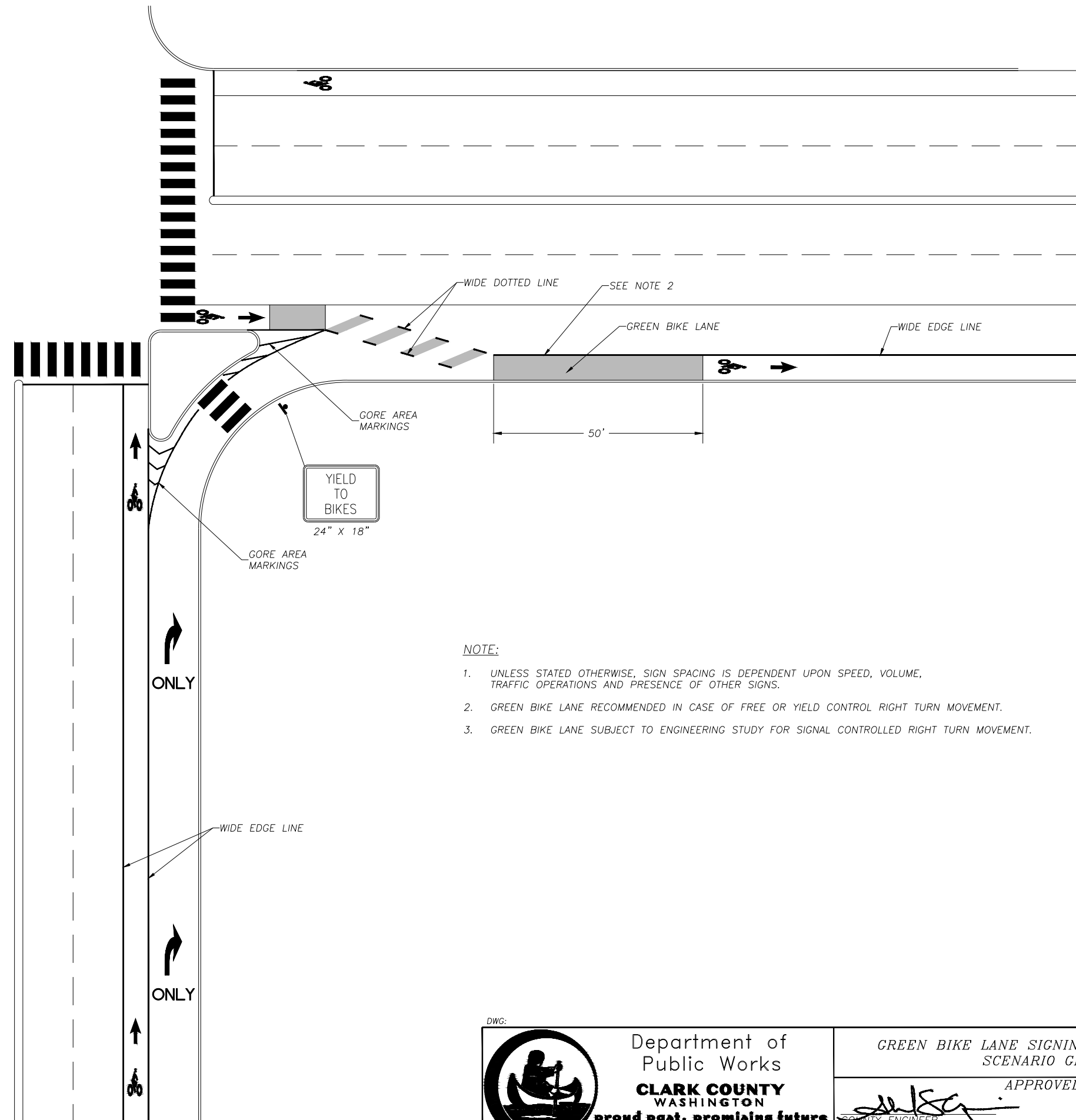
BLACK LETTERING  
ON WHITE BACKGROUND  
24" X 18"

- NOTE:**
- UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC OPERATIONS AND PRESENCE OF OTHER SIGNS.
  - GREEN BIKE LANE RECOMMENDED WITH FREE RIGHT TURN.

REV. NO.	DATE	BY	APPR

 <p>Department of Public Works <b>CLARK COUNTY</b> WASHINGTON proud past, promising future</p>	<p>GREEN BIKE LANE SIGNING AND STRIPING SCENARIO GBL5</p> <p>APPROVED</p> <p><i>[Signature]</i> COUNTY ENGINEER</p>	<p>STANDARD <b>T20.0</b> DETAIL</p>
	<p>07/17/19 DATE</p>	<p>DESIGNED DRAWN DATE</p>

GREEN BIKE LANE SIGNING AND STRIPING  
 SCENARIO GBL6  
 RIGHT TURN SLIP LANE



NOTE:

1. UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC OPERATIONS AND PRESENCE OF OTHER SIGNS.
2. GREEN BIKE LANE RECOMMENDED IN CASE OF FREE OR YIELD CONTROL RIGHT TURN MOVEMENT.
3. GREEN BIKE LANE SUBJECT TO ENGINEERING STUDY FOR SIGNAL CONTROLLED RIGHT TURN MOVEMENT.

REV. NO.	DATE	BY	APPR

DWG:

Department of  
 Public Works  
**CLARK COUNTY**  
 WASHINGTON  
 proud past, promising future

GREEN BIKE LANE SIGNING AND STRIPING  
 SCENARIO GBL6

APPROVED

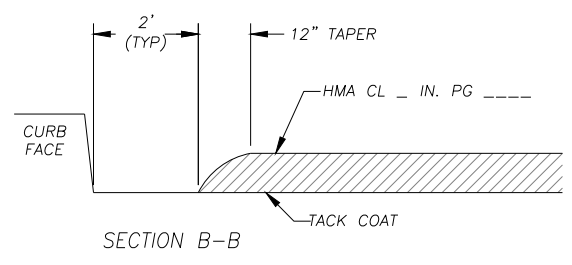
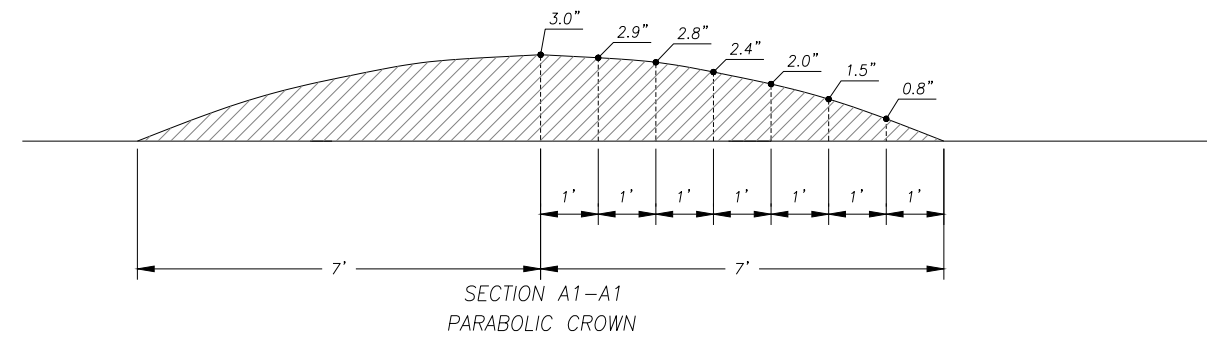
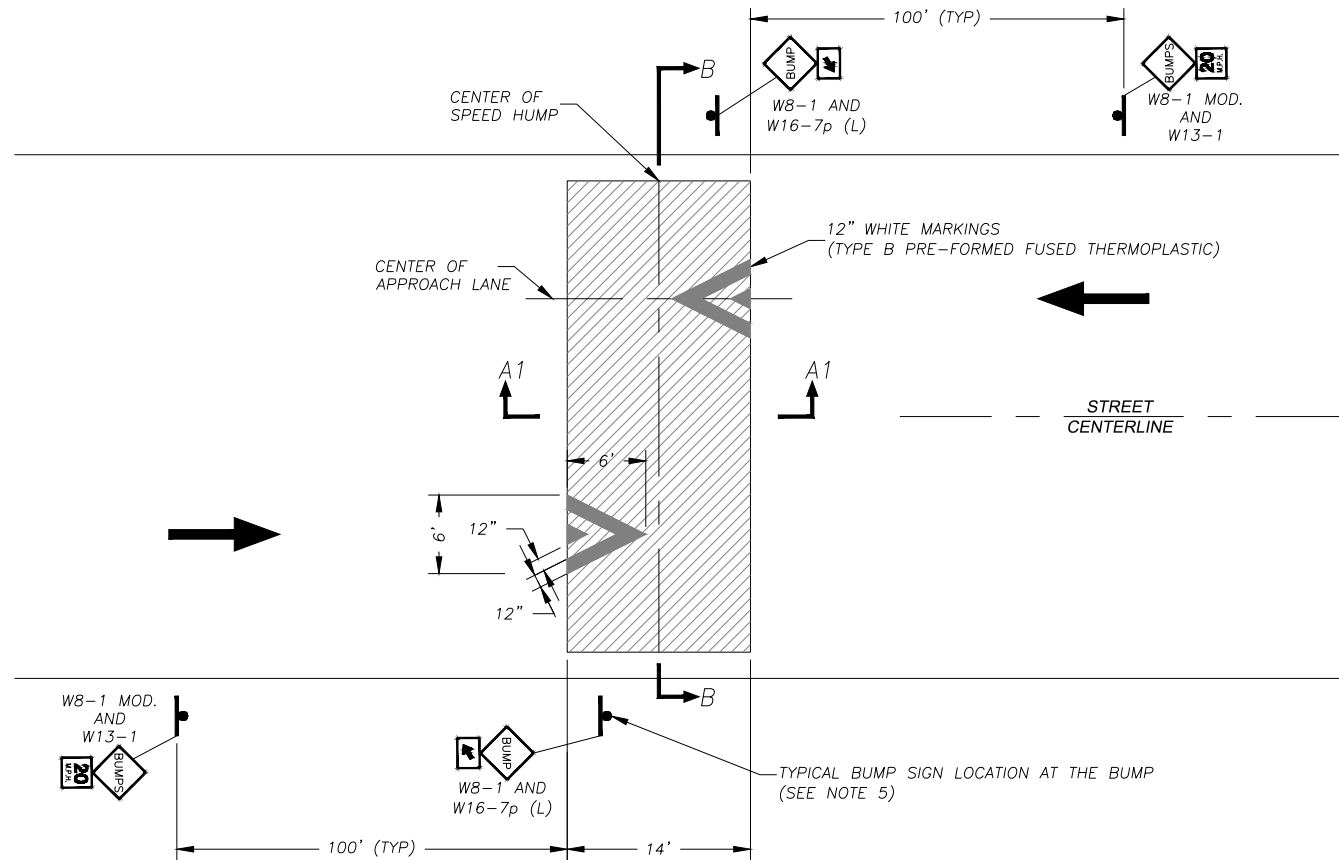
07/17/19  
 DATE

COUNTY ENGINEER

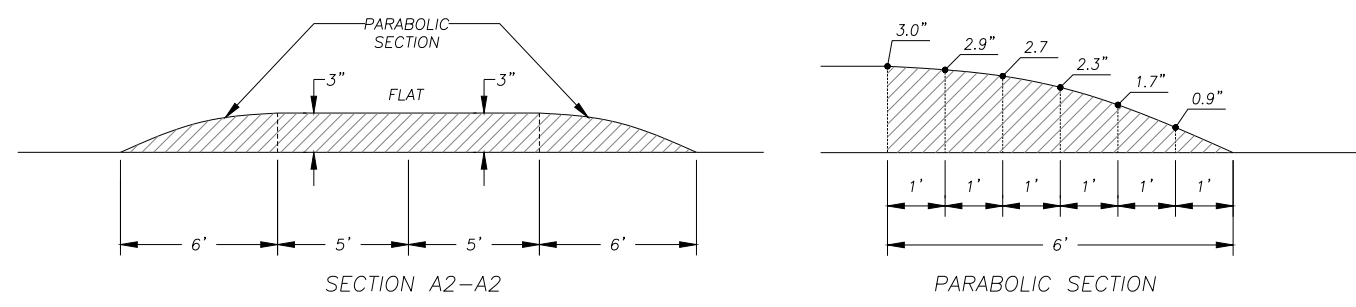
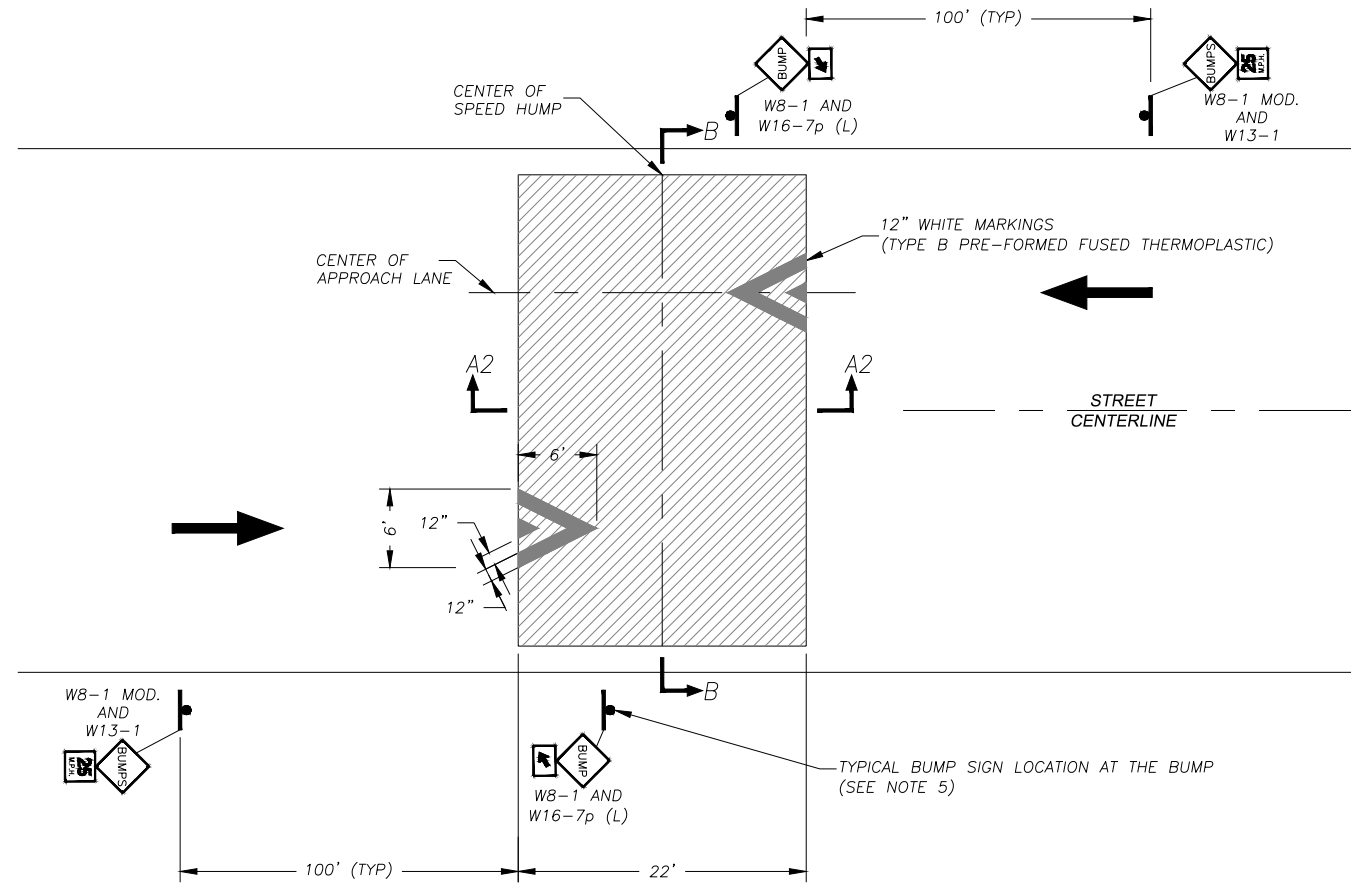
STANDARD	T21.0
DESIGNED	
DRAWN	
DATE	

# SPEED BUMPS (14' AND 22' WIDE)

## SPEED BUMP (14' WIDE)



## SPEED BUMP (22' WIDE)



**NOTES:**

1. A WARNING SIGN (W8-1) WITH ADVISORY SPEED SHALL BE INSTALLED APPROXIMATELY ONE HUNDRED FEET PRIOR TO THE FIRST VERTICAL DEFLECTION IN THE CORRIDOR. THE WARNING SIGN MAY BE REPEATED AFTER A MAJOR CROSS-STREET (COLLECTOR OR ABOVE).
2. ADVANCE WARNING SIGN WOULD NOT BE NECESSARY PRIOR TO SUBSEQUENT SPEED BUMPS IN THE CORRIDOR.
3. FOR A SERIES OF SPEED BUMPS IN A CORRIDOR, WARNING SIGN W8-1 (BUMP) WITH AN ADVISORY SPEED PLAQUE W13-1P AND A SUPPLEMENTAL PLAQUE W16-4P BELOW THE ADVISORY PLAQUE, ADVISING THE DRIVERS ON THE LIMITS OF THE TRAFFIC CALMING E.G.; "NEXT 1/2 MILE", (W7-3AP) MAY BE INSTALLED APPROXIMATELY 100 FEET BEFORE THE FIRST BUMP IN THE SERIES.
4. TYPICAL SIGN SIZES:
  - W7-3ap NEXT XX MILES - 24" X 18"
  - W8-1 BUMP - 30" X 30"
  - W8-1 MOD. BUMPS - 30" X 30"
  - W13-1p ADVISORY SPEED - 18" X 18"
  - W16-4p NEXT XX FEET - 30" X 24"
  - W16-7p (L) DOWNWARD ARROW - 24" X 12"
5. THE W8-1/W16-7p(L) SIGN ASSEMBLY SHOULD BE PLACED OUTSIDE OF DRIVEWAYS. WHERE POSSIBLE, THE SIGN ASSEMBLY SHOULD BE SHIFTED TOWARDS PROPERTY LINES. WHERE POSSIBLE, THE SIGN ASSEMBLY SHOULD BE SHIFTED TO BE OUTSIDE OF THE DIRECT VIEW OF ANY PICTURE WINDOWS OF ADJACENT HOMES. THE W8-1/W16-7p(L) SIGN ASSEMBLY SHOULD BE INSTALLED BETWEEN THE LEADING EDGE OF THE BUMP AND THE CENTER OF THE BUMP. AN ACCEPTABLE ALTERNATIVE IS TO LOCATE THE SIGN ASSEMBLY WITHIN 10 FEET OF THE LEADING EDGE OF THE BUMP. ANY OTHER LOCATION SHOULD BE REVIEWED WITH THE ENGINEER.

REV. NO.	DATE	BY	APPR

DWG:

**Department of Public Works**  
**CLARK COUNTY WASHINGTON**  
*proud past, promising future*

**SPEED BUMPS  
(14' AND 22' WIDE)**

APPROVED

*[Signature]*  
COUNTY ENGINEER

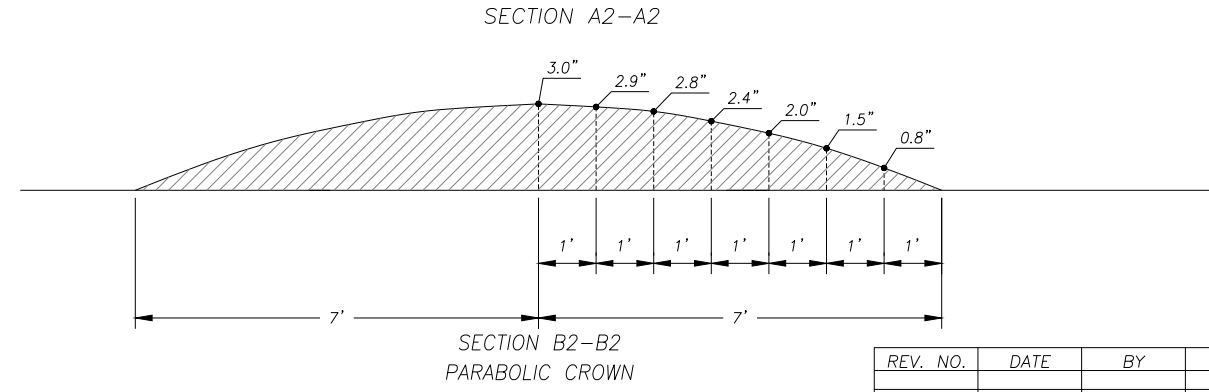
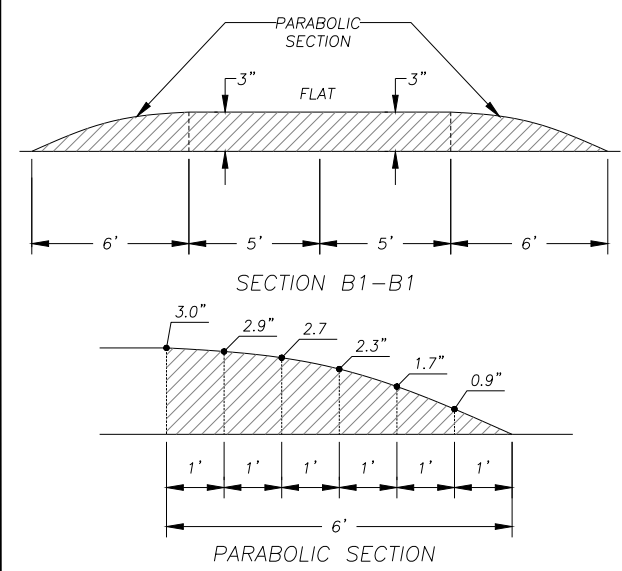
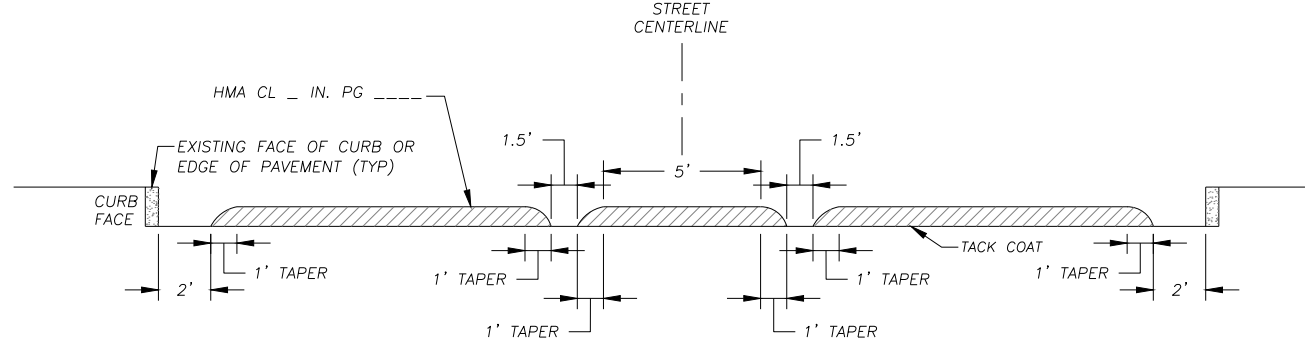
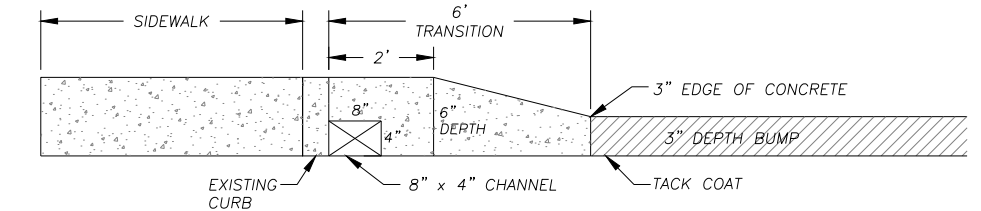
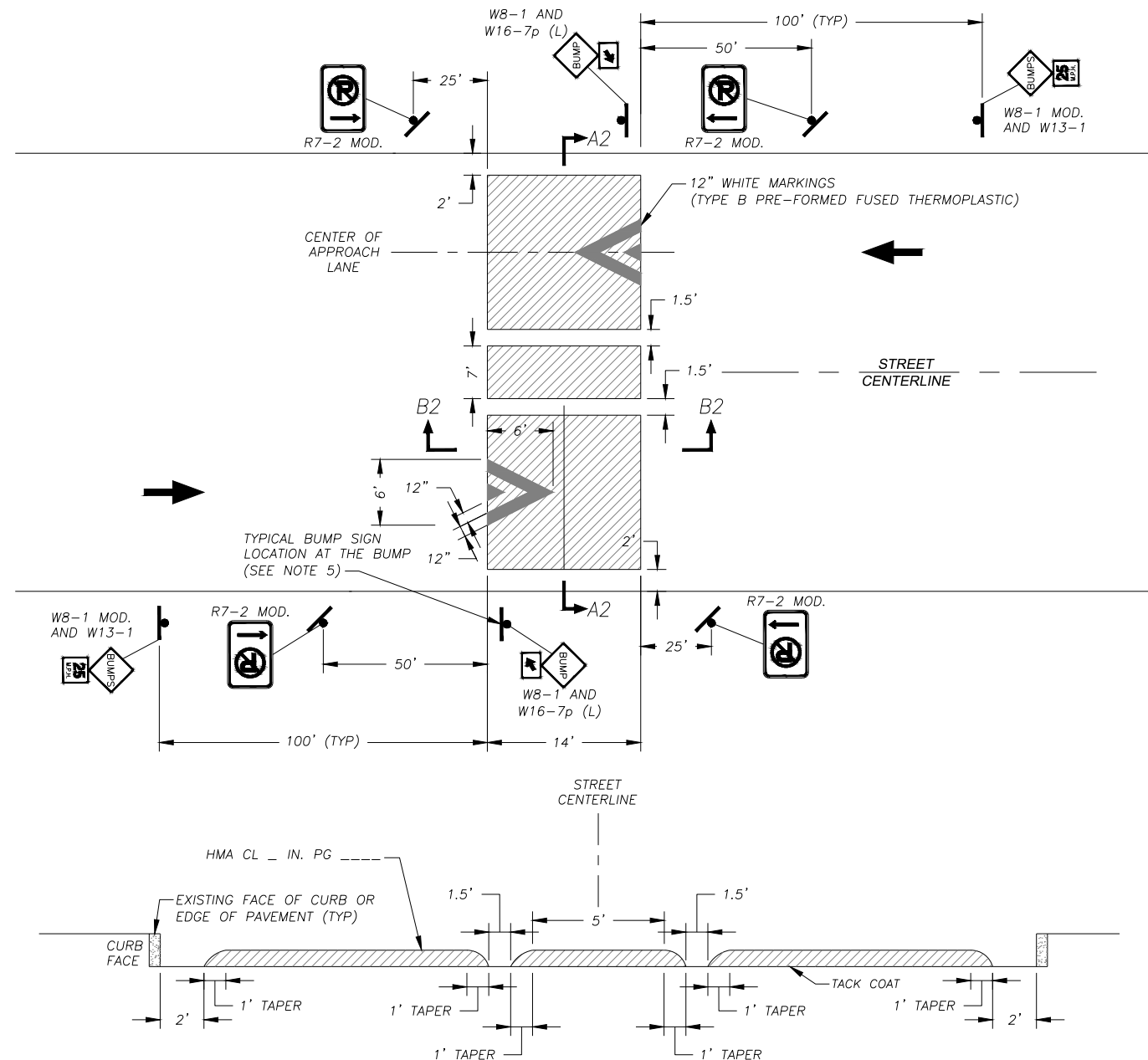
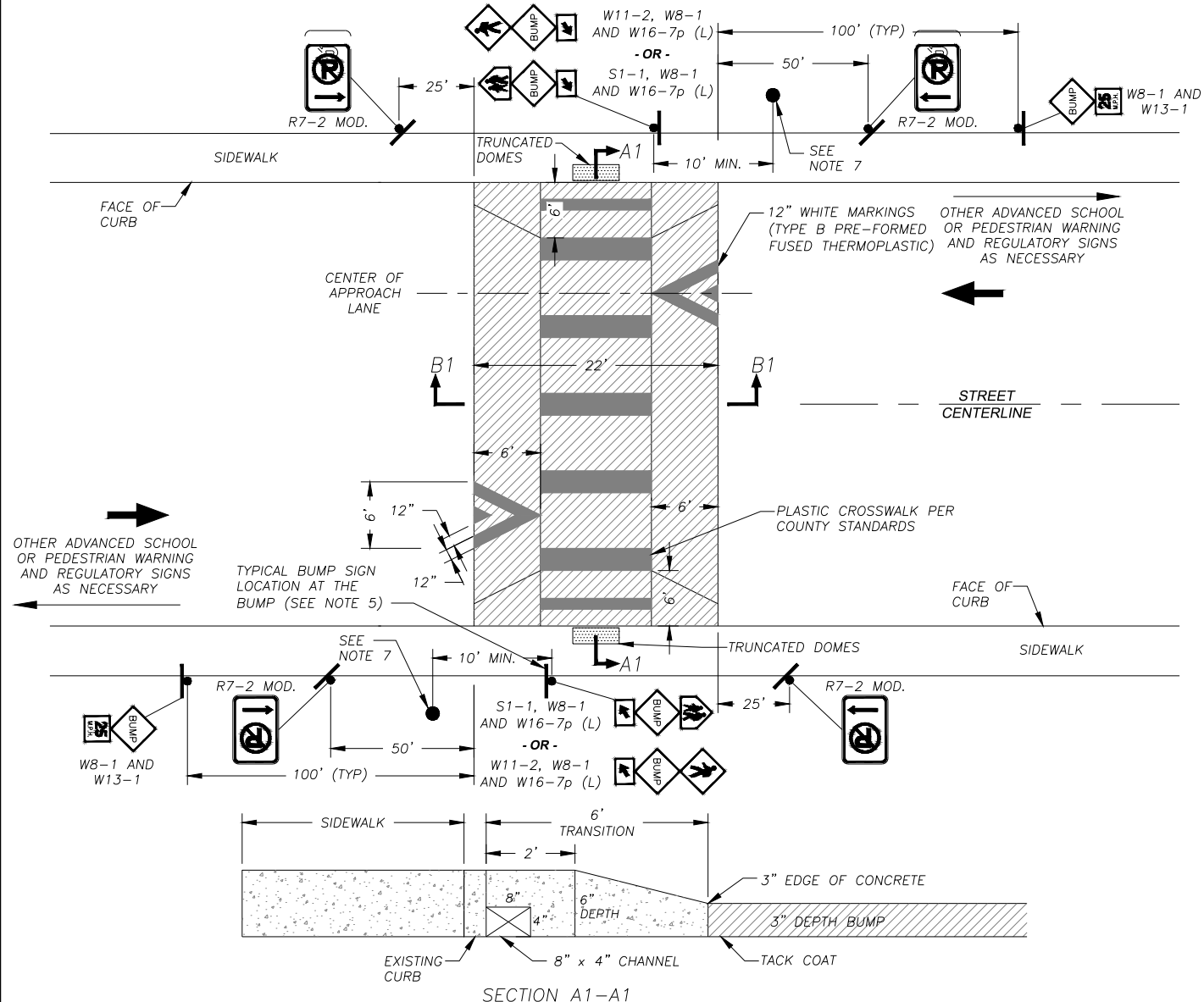
STANDARD  
**T22.0**  
DETAIL  
DESIGNED  
DRAWN  
DATE

07/17/19  
DATE

**RAISED CROSSWALK**

**RAISED CROSSWALK AND SPEED CUSHION**

**SPEED CUSHION**



**NOTES:**

1. A WARNING SIGN (W8-1) WITH ADVISORY SPEED SHALL BE INSTALLED APPROXIMATELY ONE HUNDRED FEET PRIOR TO THE FIRST VERTICAL DEFLECTION IN THE CORRIDOR. THE WARNING SIGN MAY BE REPEATED AFTER A MAJOR CROSS-STREET (COLLECTOR OR ABOVE).
2. ADVANCE WARNING SIGN WOULD NOT BE NECESSARY PRIOR TO SUBSEQUENT SPEED CUSHIONS IN THE CORRIDOR.
3. FOR A SERIES OF SPEED CUSHIONS IN A CORRIDOR, WARNING SIGN W8-1 (BUMP) WITH AN ADVISORY SPEED PLAQUE W13-1P AND A SUPPLEMENTAL PLAQUE W16-4P BELOW THE ADVISORY PLAQUE, ADVISING THE DRIVERS ON THE LIMITS OF THE TRAFFIC CALMING E.G.; "NEXT 1/2 MILE", (W7-3AP) MAY BE INSTALLED APPROXIMATELY 100 FEET BEFORE THE FIRST CUSHION IN THE SERIES.
4. TYPICAL SIGN SIZES:  
 - R7-2 MOD. NO PARKING - 12" X 18"  
 - S1-1 SCHOOL - 36" X 36"  
 - W7-3ap NEXT XX MILES - 24" X 18"  
 - W8-1 BUMP - 30" X 30"  
 - W8-1 MOD. BUMPS - 30" X 30"  
 - W11-2 CROSSWALK - 30" X 30"  
 - W13-1p ADVISORY SPEED - 18" X 18"  
 - W16-4p NEXT XX FEET - 30" X 24"  
 - W16-7p (L) DOWNWARD ARROW - 24" X 12"
5. THE W8-1/W16-7p(L) SIGN ASSEMBLY SHOULD BE PLACED OUTSIDE OF DRIVEWAYS. WHERE POSSIBLE, THE SIGN ASSEMBLY SHOULD BE SHIFTED TOWARDS PROPERTY LINES. WHERE POSSIBLE, THE SIGN ASSEMBLY SHOULD BE SHIFTED TO BE OUTSIDE OF THE DIRECT VIEW OF ANY PICTURE WINDOWS OF ADJACENT HOMES. THE W8-1/W16-7p(L) SIGN ASSEMBLY SHOULD BE INSTALLED BETWEEN THE LEADING EDGE OF THE BUMP AND THE CENTER OF THE BUMP. AN ACCEPTABLE ALTERNATIVE IS TO LOCATE THE SIGN ASSEMBLY WITHIN 10 FEET OF THE LEADING EDGE OF THE BUMP. ANY OTHER LOCATION SHOULD BE REVIEWED WITH THE ENGINEER.
6. MUST MEET MINIMUM WSDOT LIGHT LEVELS PER MIBLOCK PEDESTRIAN CROSSING.

REV. NO.	DATE	BY	APPR

DWG:



Department of Public Works  
**CLARK COUNTY**  
 WASHINGTON  
 proud past, promising future

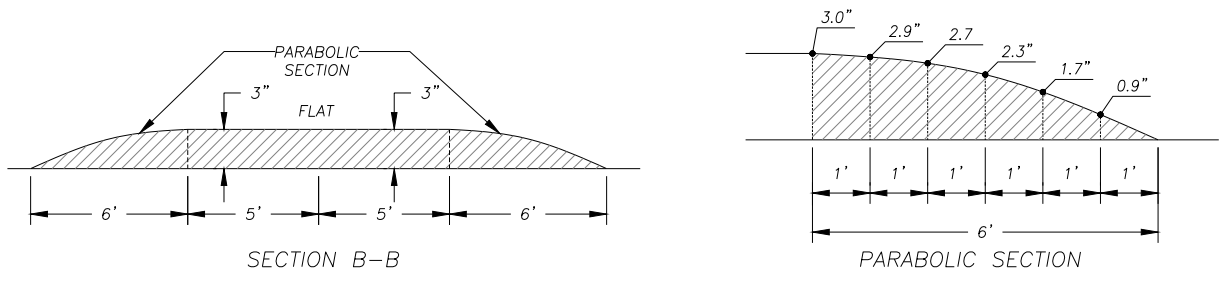
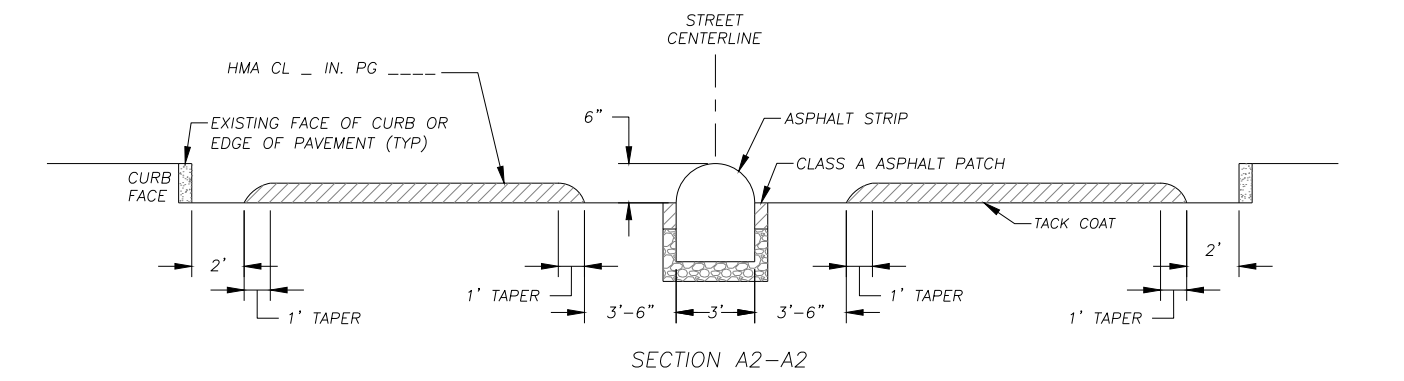
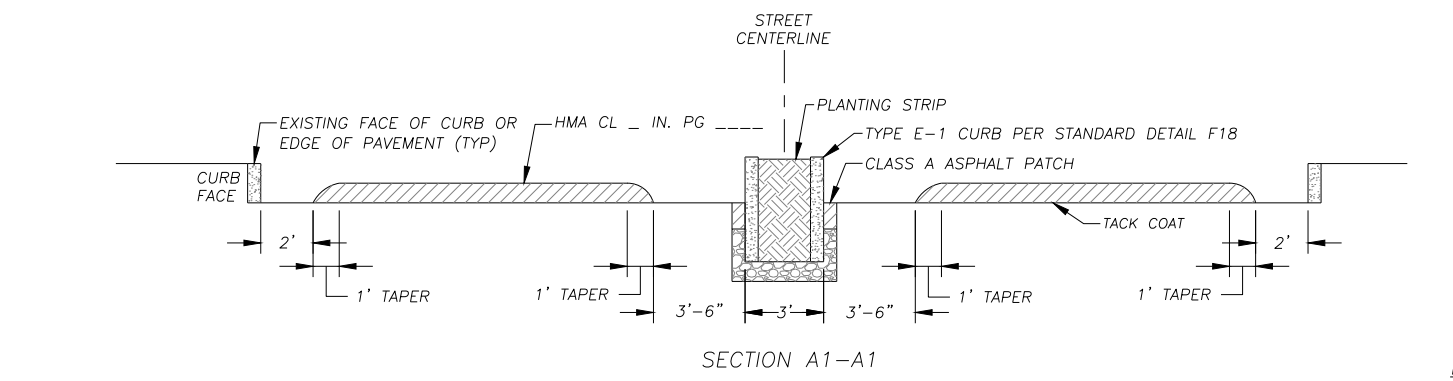
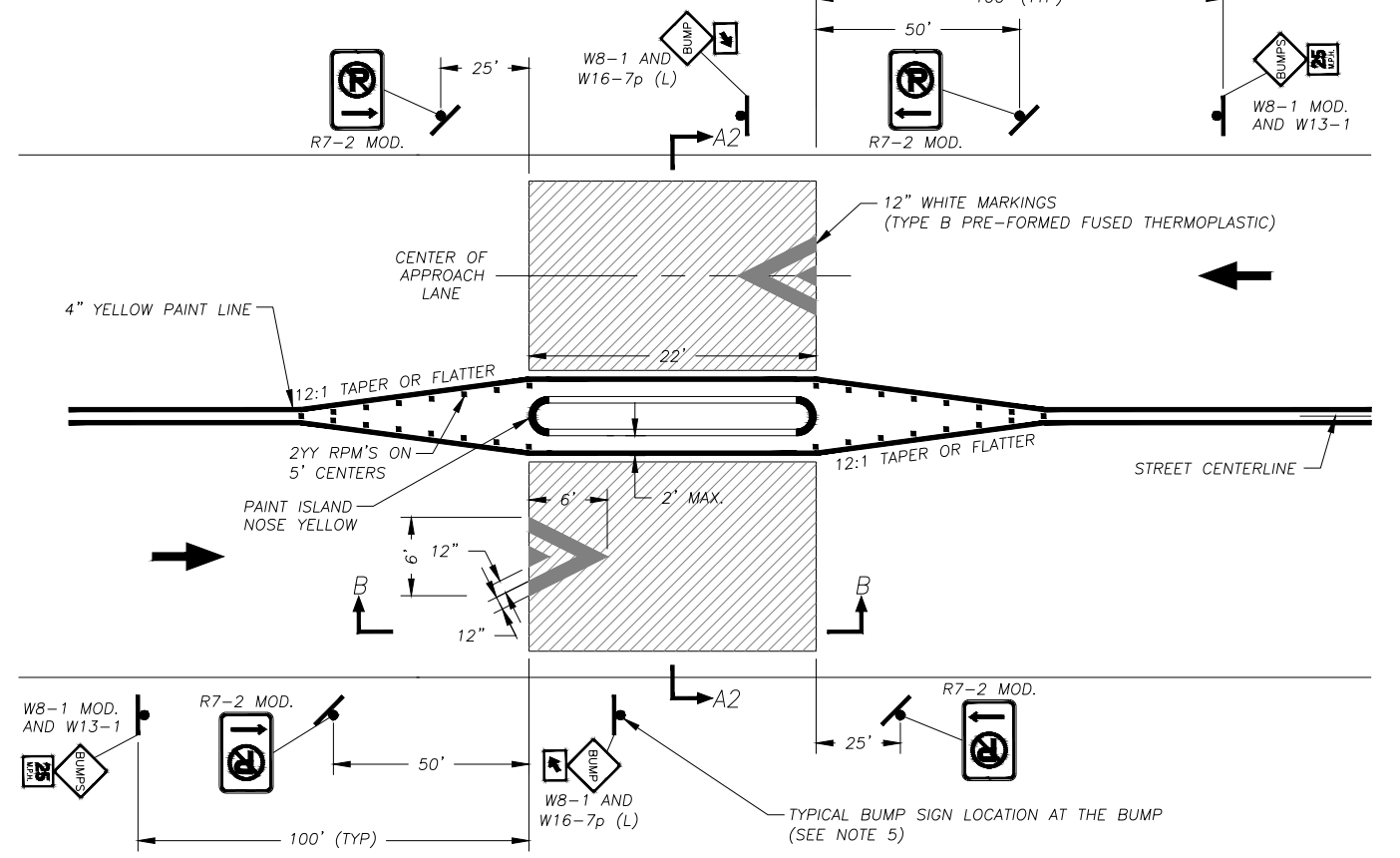
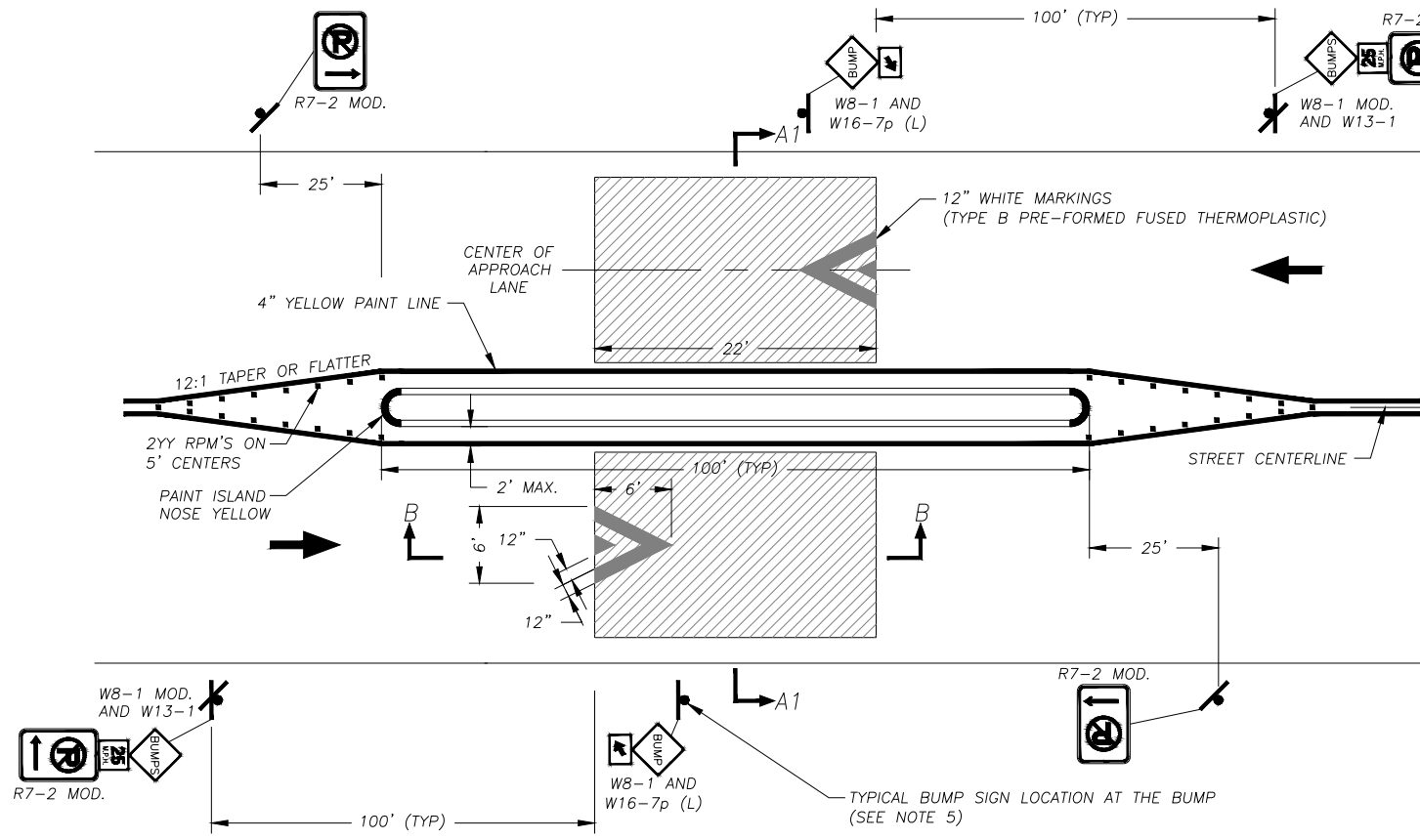
RAISED CROSSWALK AND SPEED CUSHION  
 APPROVED  
 COUNTY ENGINEER  
 07/17/19  
 DATE

STANDARD
<b>T23.0</b>
DETAIL
DESIGNED
DRAWN
DATE

# FIRE RESPONSE AND EMERGENCY VEHICLE SPEED BUMP

## FIRE RESPONSE SPEED BUMP

## EMERGENCY VEHICLE SPEED BUMP



**NOTES:**

1. A WARNING SIGN (W8-1) WITH ADVISORY SPEED SHALL BE INSTALLED APPROXIMATELY ONE HUNDRED FEET PRIOR TO THE FIRST VERTICAL DEFLECTION IN THE CORRIDOR. THE WARNING SIGN MAY BE REPEATED AFTER A MAJOR CROSS-STREET (COLLECTOR OR ABOVE).
2. ADVANCE WARNING SIGN WOULD NOT BE NECESSARY PRIOR TO SUBSEQUENT SPEED BUMPS IN THE CORRIDOR.
3. FOR A SERIES OF SPEED BUMPS IN A CORRIDOR, WARNING SIGN W8-1 (BUMP) WITH AN ADVISORY SPEED PLAQUE W13-1P AND A SUPPLEMENTAL PLAQUE W16-4P BELOW THE ADVISORY PLAQUE, ADVISING THE DRIVERS ON THE LIMITS OF THE TRAFFIC CALMING E.G.; "NEXT 1/2 MILE", (W7-3AP) MAY BE INSTALLED APPROXIMATELY 100 FEET BEFORE THE FIRST BUMP IN THE SERIES.
4. TYPICAL SIGN SIZES:
  - R7-2 MOD. NO PARKING - 12" X 18"
  - W7-3ap NEXT XX MILES - 24" X 18"
  - W8-1 BUMP - 30" X 30"
  - W8-1 MOD. BUMPS - 30" X 30"
  - W13-1p ADVISORY SPEED - 18" X 18"
  - W16-4p NEXT XX FEET - 30" X 24"
  - W16-7p (L) DOWNWARD ARROW - 24" X 12"
5. THE W8-1/W16-7p(L) SIGN ASSEMBLY SHOULD BE PLACED OUTSIDE OF DRIVEWAYS. WHERE POSSIBLE, THE SIGN ASSEMBLY SHOULD BE SHIFTED TOWARDS PROPERTY LINES. WHERE POSSIBLE, THE SIGN ASSEMBLY SHOULD BE SHIFTED TO BE OUTSIDE OF THE DIRECT VIEW OF ANY PICTURE WINDOWS OF ADJACENT HOMES. THE W8-1/W16-7p(L) SIGN ASSEMBLY SHOULD BE INSTALLED BETWEEN THE LEADING EDGE OF THE BUMP AND THE CENTER OF THE BUMP. AN ACCEPTABLE ALTERNATIVE IS TO LOCATE THE SIGN ASSEMBLY WITHIN 10 FEET OF THE LEADING EDGE OF THE BUMP. ANY OTHER LOCATION SHOULD BE REVIEWED WITH THE ENGINEER.

REV. NO.	DATE	BY	APPR



**Department of Public Works**  
**CLARK COUNTY WASHINGTON**  
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**FIRE RESPONSE AND EMERGENCY VEHICLE SPEED BUMP**

APPROVED

*[Signature]*  
COUNTY ENGINEER

STANDARD  
**T24.0**

DETAIL

DESIGNED  
DRAWN  
DATE

07/17/19  
DATE

INTERSECTION SIGHT DISTANCE IS THE DISTANCE NEEDED FOR A DRIVER TO HAVE AN UNOBSTRUCTED VIEW OF THE INTERSECTION, AND SUFFICIENT LENGTHS ALONG THE INTERSECTING ROADWAY, IN ORDER TO OBSERVE THE APPROACHING VEHICLES PRIOR TO ENTERING THE INTERSECTION. THESE UNOBSTRUCTED VIEWS FORM TRIANGULAR AREAS KNOWN AS SIGHT TRIANGLES.



THE DIMENSIONS OF THE SIGHT TRIANGLES DEPEND ON THE ROADWAY SPEED AND TYPE OF INTERSECTION TRAFFIC CONTROL. THE TYPES OF TRAFFIC CONTROL AT INTERSECTIONS INCLUDE THE FOLLOWING:

- UNCONTROLLED
- YIELD CONTROLLED
- STOP CONTROLLED

**NOTES:**

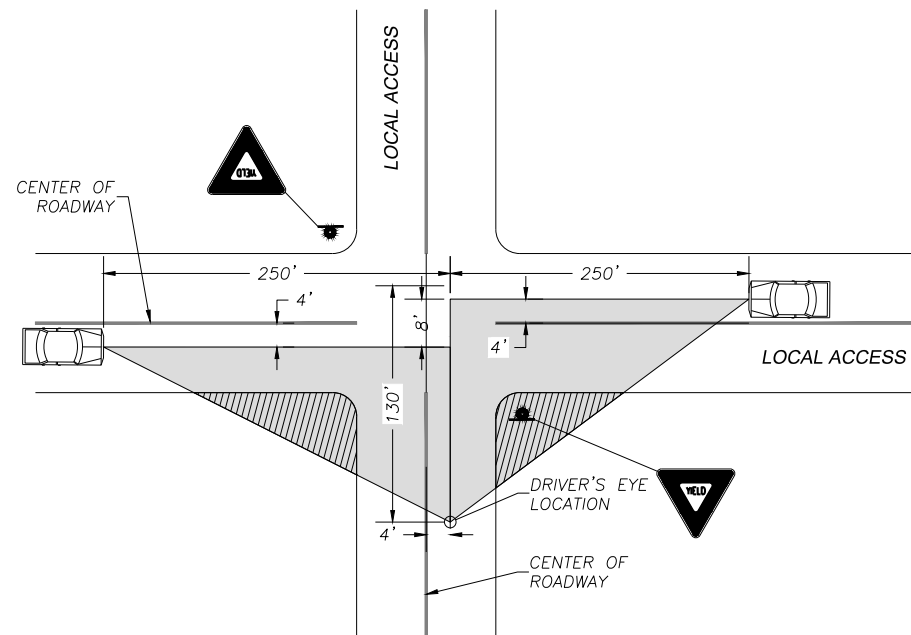
1. DIMENSIONS PER CLARK COUNTY CODE.
2. THE SIGHT DISTANCE EASEMENT SHALL BE KEPT CLEAR OF ALL OBSTRUCTIONS INCLUDING VEGETATION, BUT NOT LIMITED TO, LANDSCAPING, FENCES, STRUCTURES AND EARTH BERMS BETWEEN THE HEIGHTS OF 3 TO 8.5 FEET AS MEASURED FROM THE PAVEMENT SURFACE.
3. WHEN AN INTERSECTION IS LOCATED ON A VERTICAL CURVE, A PROFILE OF THE SIGHT LINE SHALL BE PROVIDED.
4. THE DRIVER'S EYE LOCATION IS MEASURED FROM 3.5 FEET ABOVE THE CONTROLLED ROAD PAVEMENT SURFACE AND THE OBJECT HEIGHT IS MEASURED FROM 3.5 FEET ABOVE THE PAVEMENT SURFACE.

**LEGEND**

-  SIGHT DISTANCE EASEMENT
-  SIGHT TRIANGLE

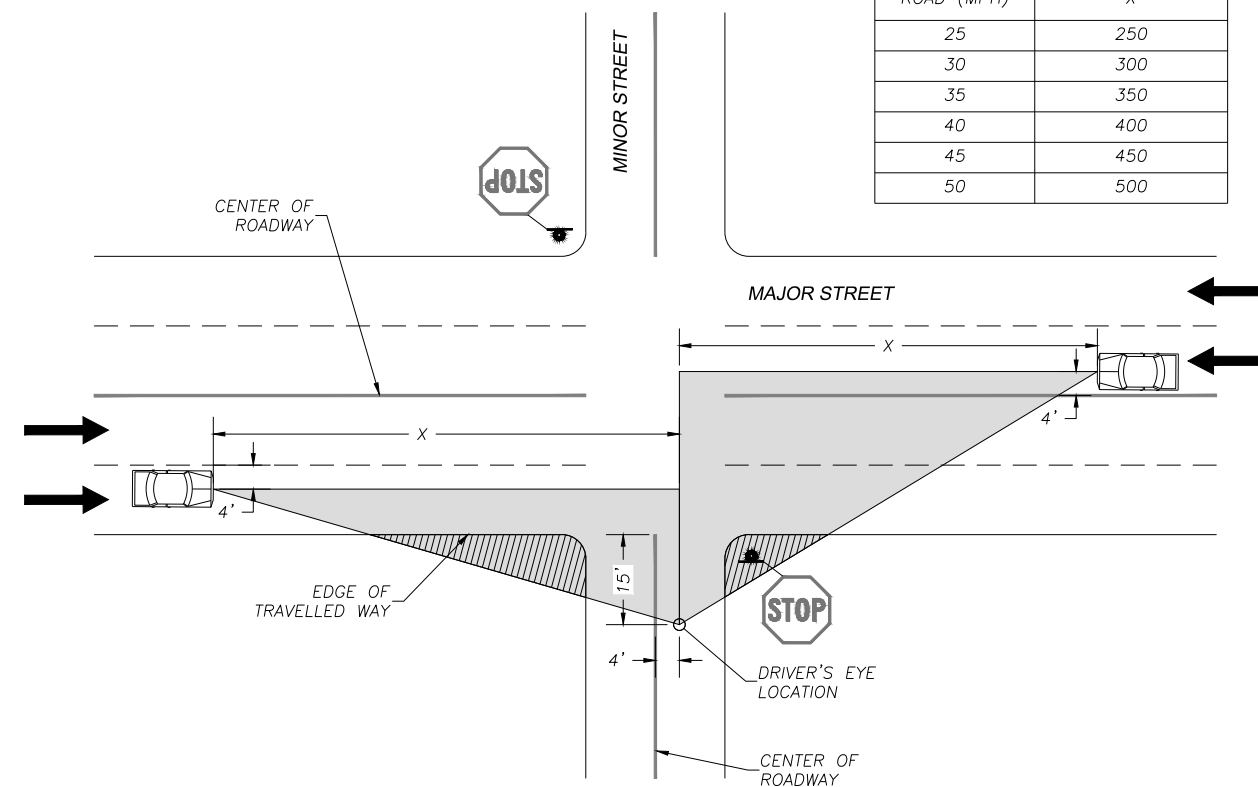
**YIELD CONTROLLED**  
FOR LOCAL ACCESS STREETS WITH A SPEED LIMIT OF 25 MPH OR LESS

**4 LEGGED INTERSECTION**

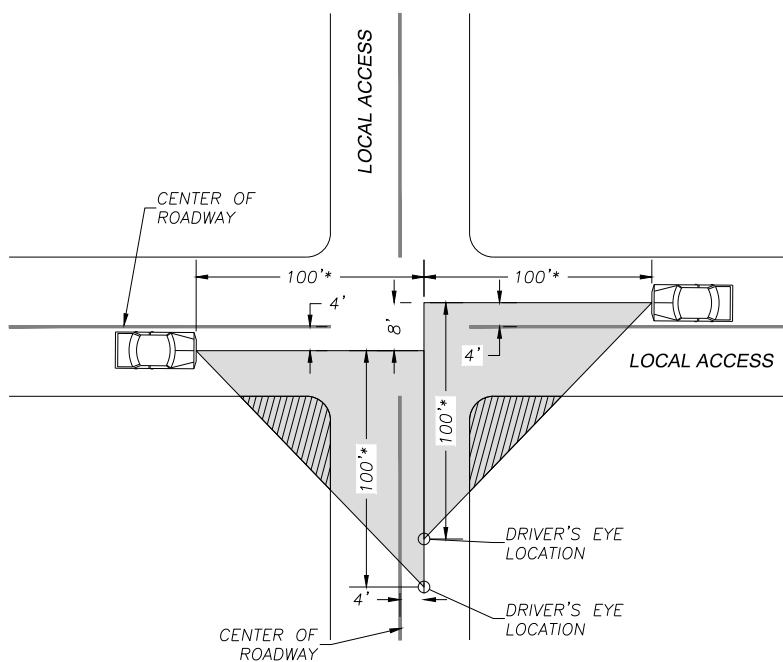


**STOP CONTROLLED**

SPEED, UNCONTROLLED ROAD (MPH)	MINIMUM CORNER SIGHT DISTANCE (FT) X
25	250
30	300
35	350
40	400
45	450
50	500

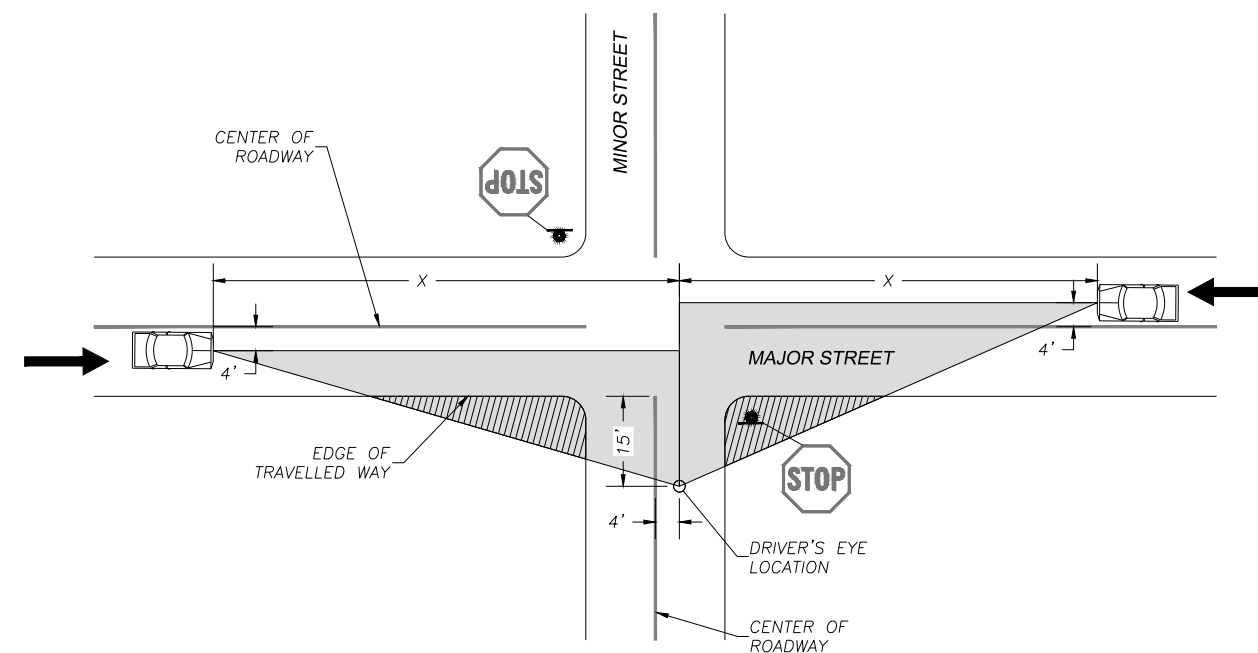
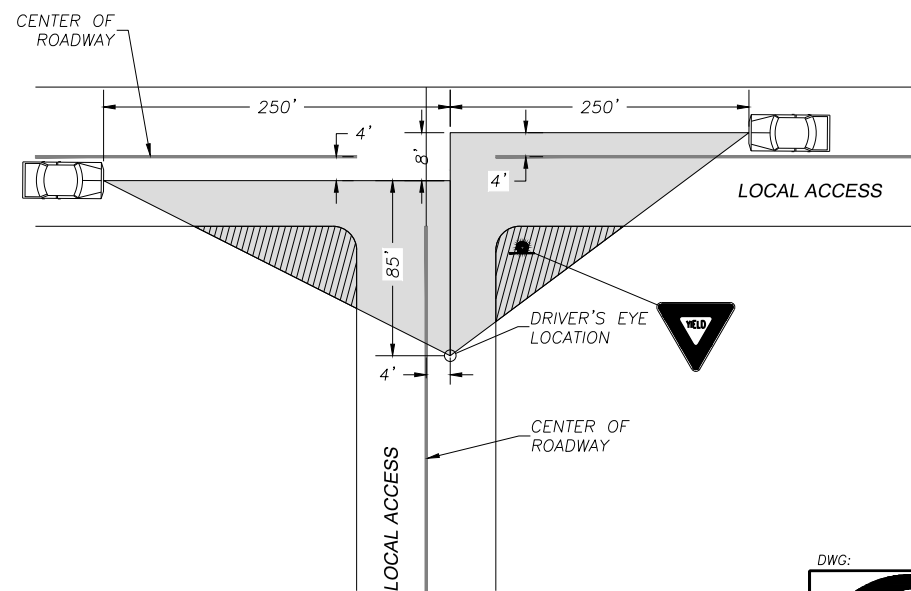


**UNCONTROLLED**  
FOR LOCAL ACCESS ROADWAYS WITH A SPEED LIMIT OF 25 MPH OR LESS



\*MAY BE REDUCED TO 80 FEET IN AN URBAN RESIDENTIAL SUBDIVISION.

**3 LEGGED INTERSECTION**



REV. NO.	DATE	BY	APPR

DWG:

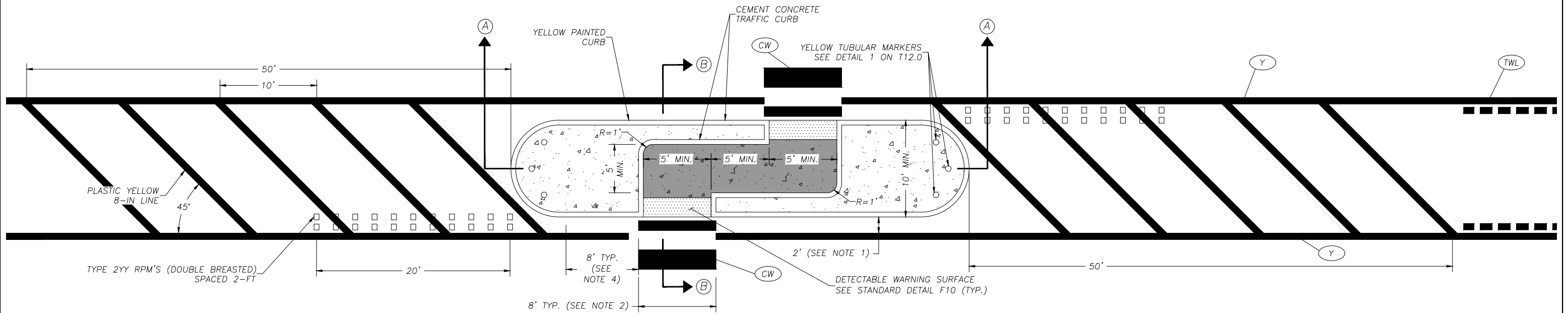


Department of Public Works  
**CLARK COUNTY WASHINGTON**  
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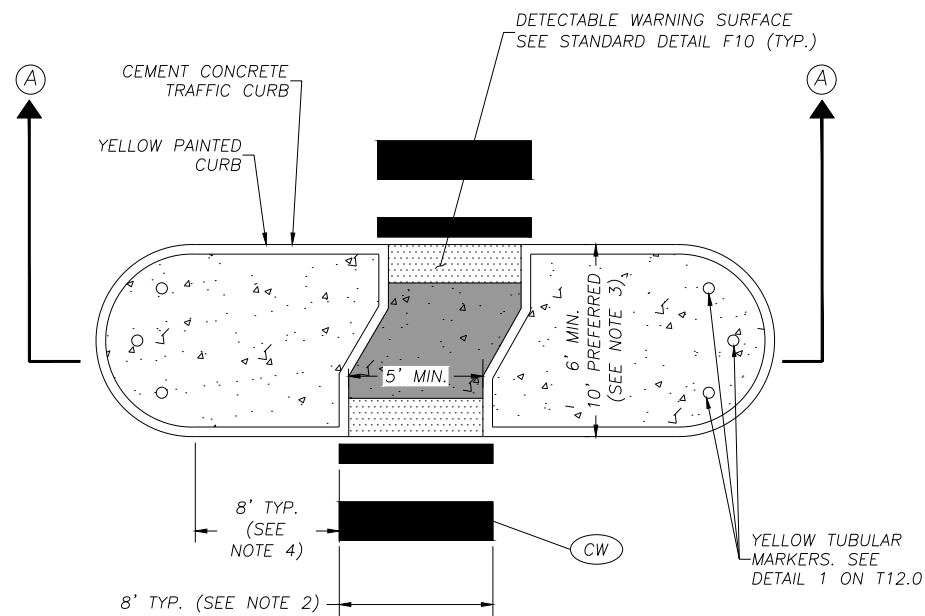
INTERSECTION SIGHT DISTANCE  
APPROVED  
*[Signature]*  
COUNTY ENGINEER  
07/17/19  
DATE

STANDARD  
**T25.0**  
DETAIL  
DESIGNED  
DRAWN  
DATE

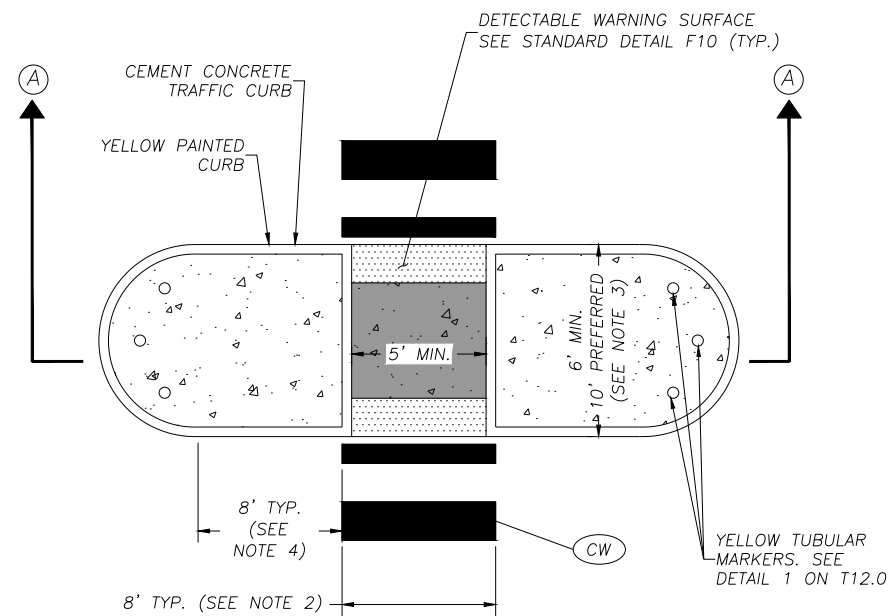
# PEDESTRIAN REFUGE ISLAND AND DELINEATION



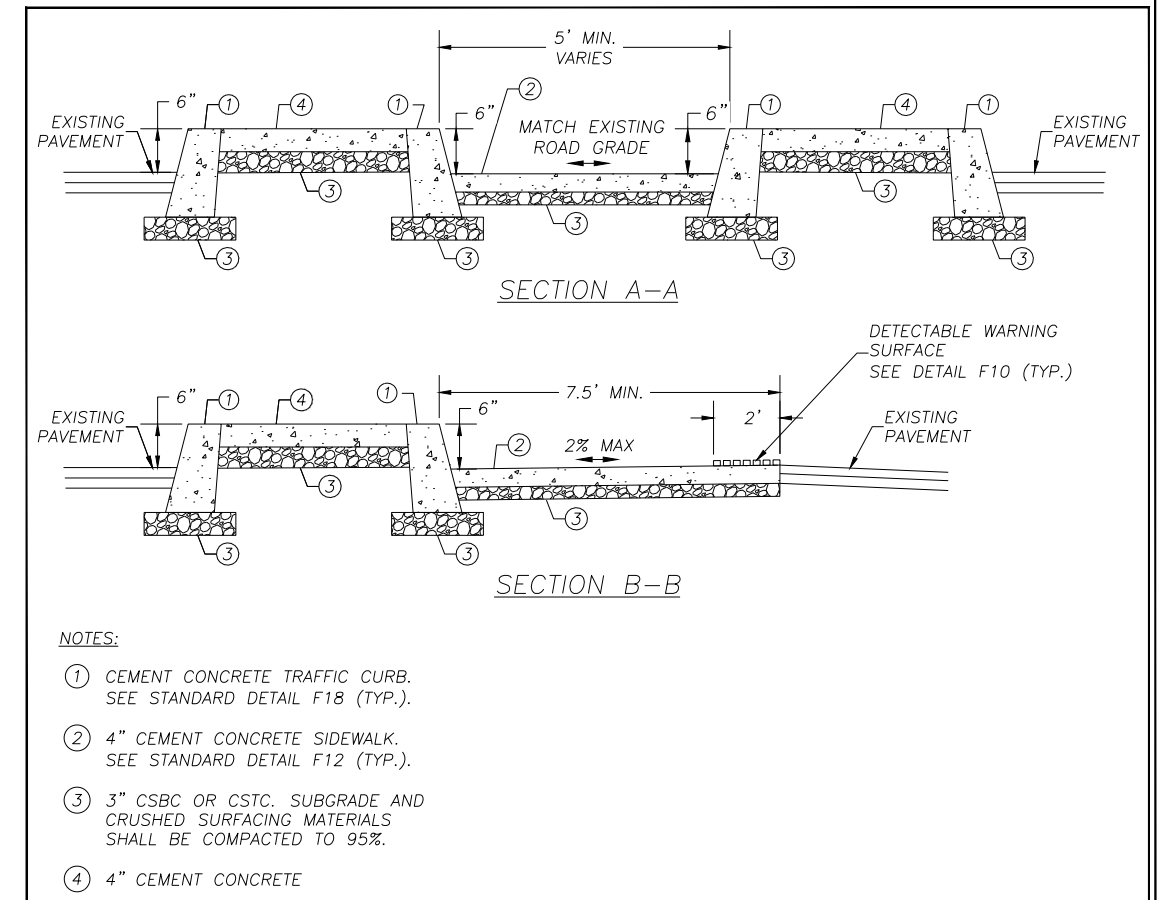
## PREFERRED PEDESTRIAN REFUGE ISLAND



ALTERNATE PEDESTRIAN REFUGE ISLAND-OPTION A



ALTERNATE PEDESTRIAN REFUGE ISLAND-OPTION B



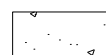
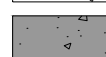
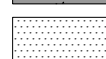
**NOTES:**

- ① CEMENT CONCRETE TRAFFIC CURB. SEE STANDARD DETAIL F18 (TYP.).
- ② 4" CEMENT CONCRETE SIDEWALK. SEE STANDARD DETAIL F12 (TYP.).
- ③ 3" CSBC OR CSTC. SUBGRADE AND CRUSHED SURFACING MATERIALS SHALL BE COMPACTED TO 95%.
- ④ 4" CEMENT CONCRETE

**NOTES:**

- 1. SHY DISTANCE MAY BE REDUCED TO 1 FOOT FOR POSTED SPEEDS OF 35 MPH OR LESS.
- 2. WIDTH SHALL BE SAME WIDTH AS MULTI-USE PATHS IF ONE GOES THROUGH A RAISED MEDIAN.
- 3. COUNTY TRAFFIC ENGINEER APPROVAL REQUIRED TO USE WIDTH LESS THAN 8 FEET.
- 4. COUNTY TRAFFIC ENGINEER APPROVAL REQUIRED TO USE A DIMENSION OF LESS THAN 8 FEET.
- 5. STRIPING SHOWN WITH PREFERRED PEDESTRIAN REFUGE ISLAND TO BE USED AS TYPICAL WITH EITHER ALTERNATE PEDESTRIAN REFUGE ISLAND OPTION.

**LEGEND**

-  CEMENT CONCRETE
-  CEMENT CONCRETE SIDEWALK
-  DETECTABLE WARNING SURFACE

DWG:



Department of Public Works  
**CLARK COUNTY WASHINGTON**  
 proud past, promising future

PEDESTRIAN REFUGE ISLAND AND DELINEATION

APPROVED

COUNTY ENGINEER

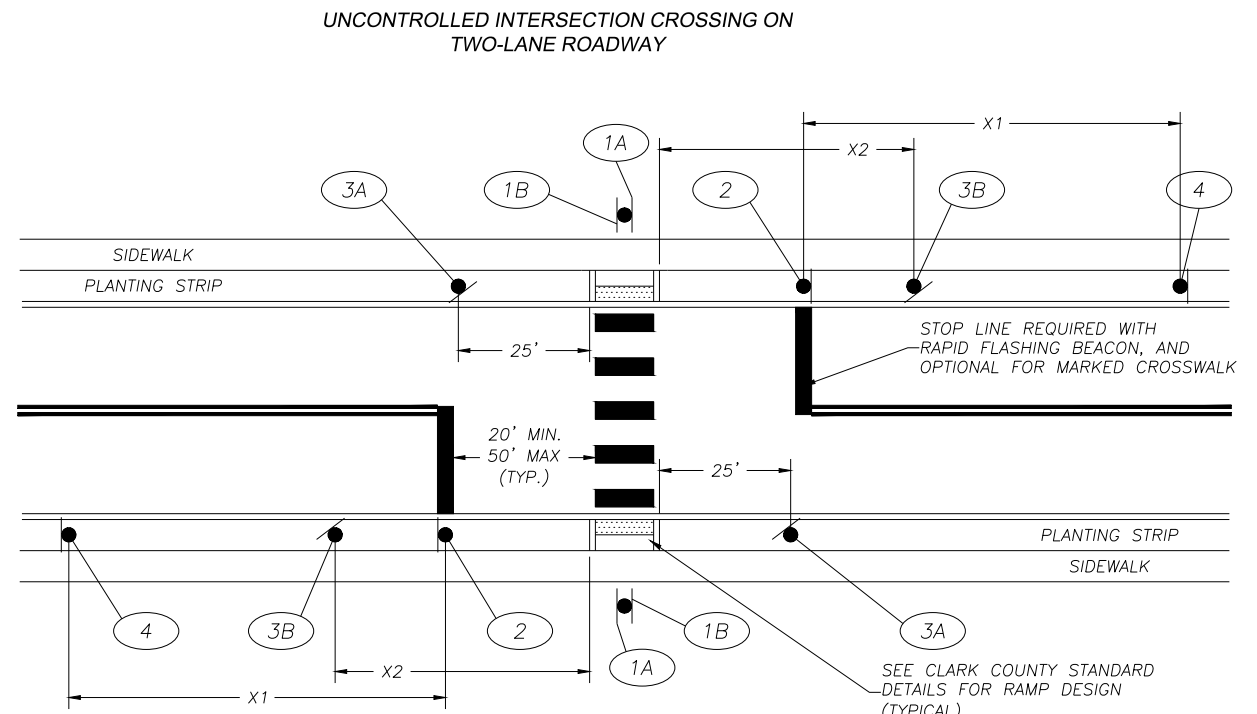
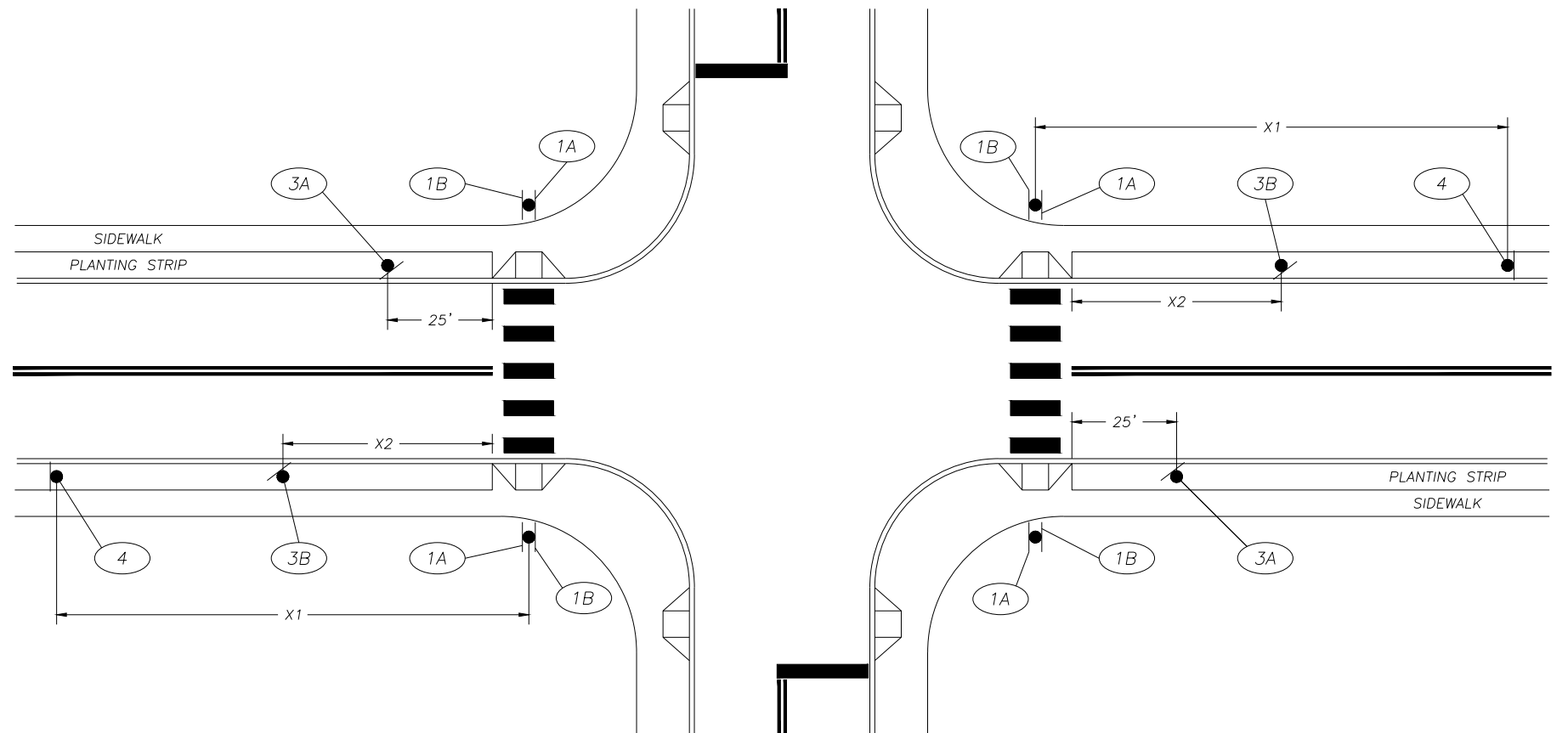
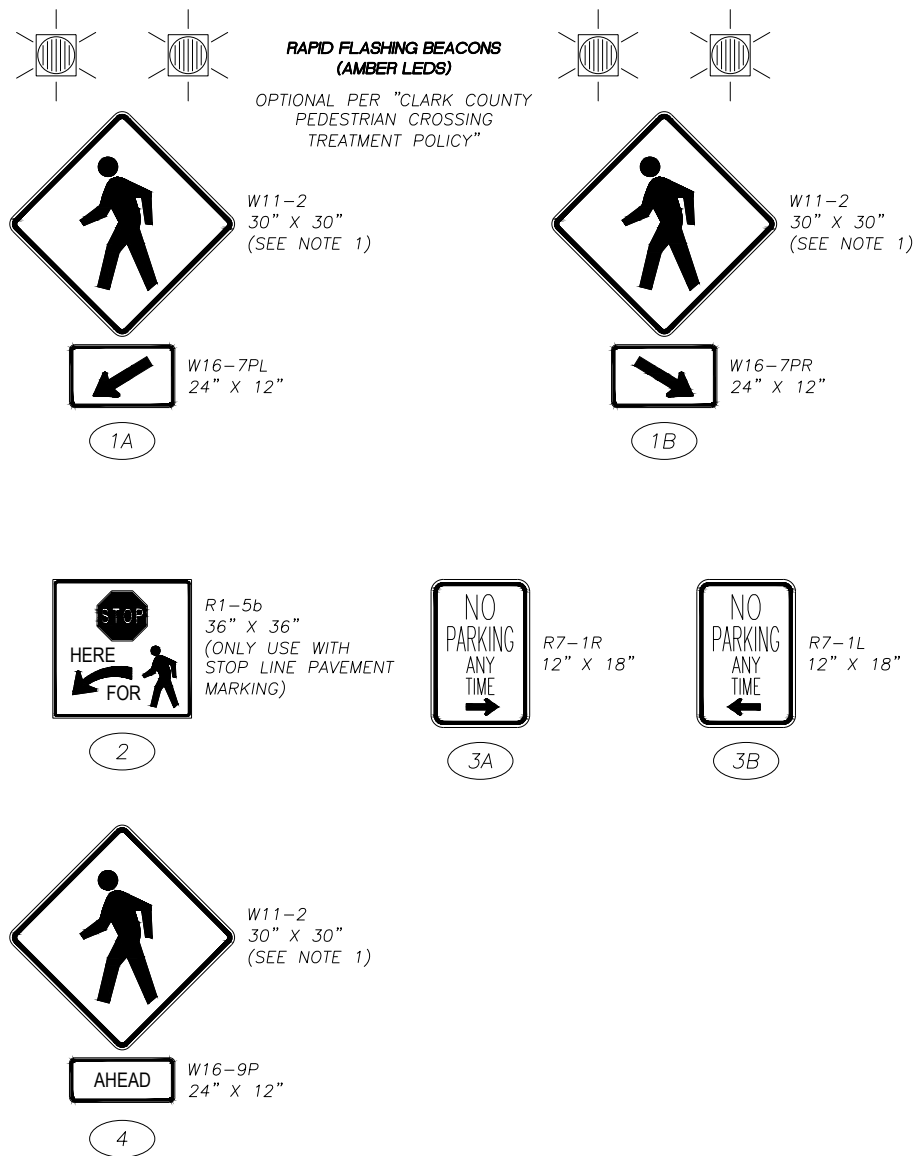
REV. NO.	DATE	BY	APPR

STANDARD
<b>T26.0</b>
DETAIL
DESIGNED
DRAWN
DATE

07/17/19  
DATE



# SIGNING FOR PEDESTRIAN CROSSING TWO-LANE ROADWAY



- NOTES:**
- REPLACE W11-2 WITH W11-15 FOR DESIGNATED TRAIL CROSSINGS OR WITH S1-1 FOR SCHOOL CROSSINGS.
  - ONLY USE PARKING RESTRICTIONS SIGN(S) WHERE APPLICABLE.

**TABLE 1**


SPEED (MPH)	WARNING SIGN PLACEMENT DISTANCE (X1) FEET
25-40	150
45	175
50	250

**TABLE 2**

SPEED (MPH)	PARKING RESTRICTION DISTANCE (X2) FEET
25	80
30	100
35	125
40	155
45	180
50	215

REV. NO.	DATE	BY	APPR

DWG:



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 WASHINGTON  
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SIGNING FOR PEDESTRIAN CROSSING TWO-LANE ROADWAY

APPROVED

*[Signature]*  
 COUNTY ENGINEER

07/17/19  
 DATE

STANDARD  
**T27.0**  
 DETAIL  
 DESIGNED  
 DRAWN  
 DATE

# SIGNING FOR PEDESTRIAN CROSSING FIVE-LANE ROADWAY MIDBLOCK

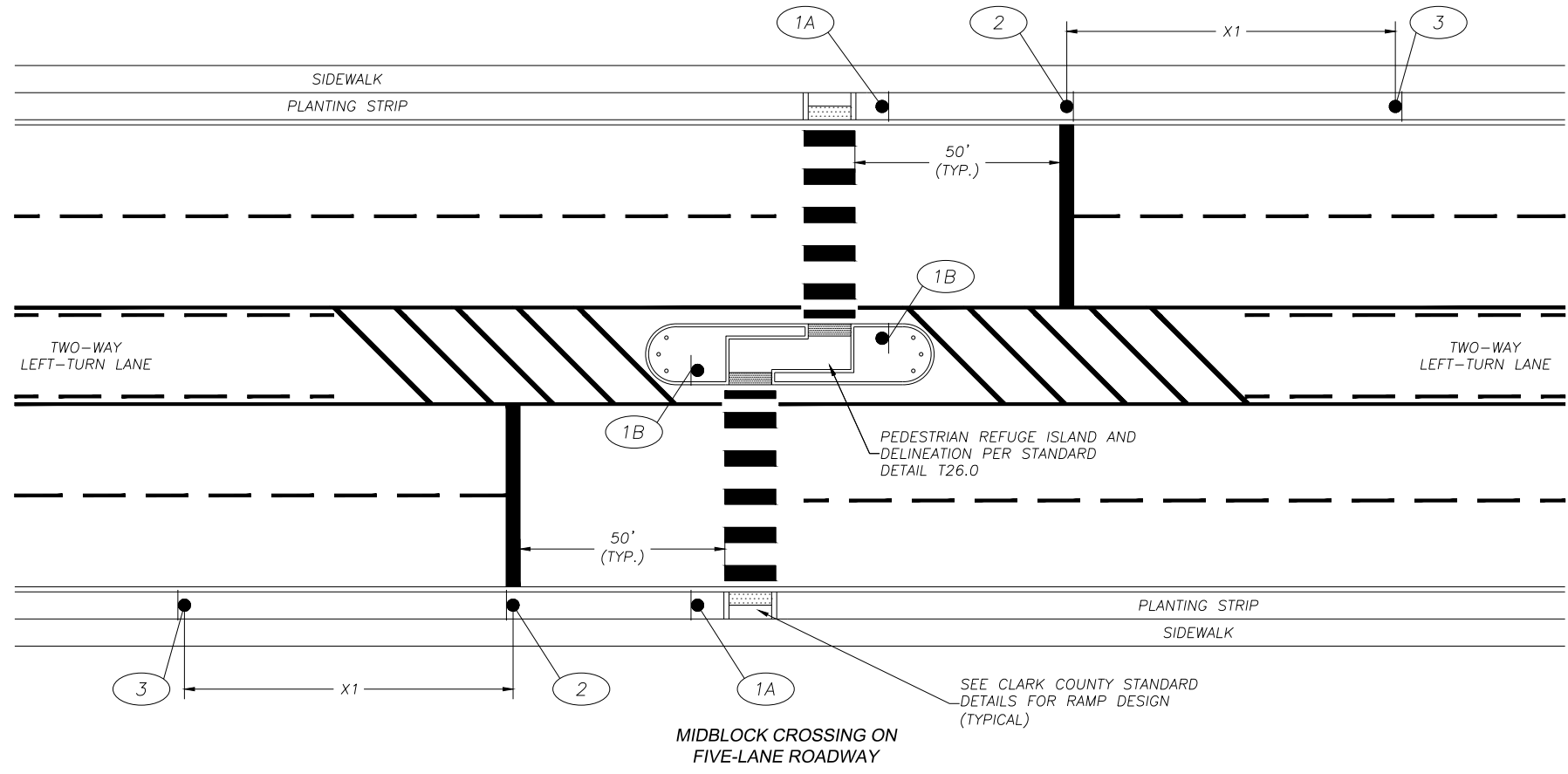
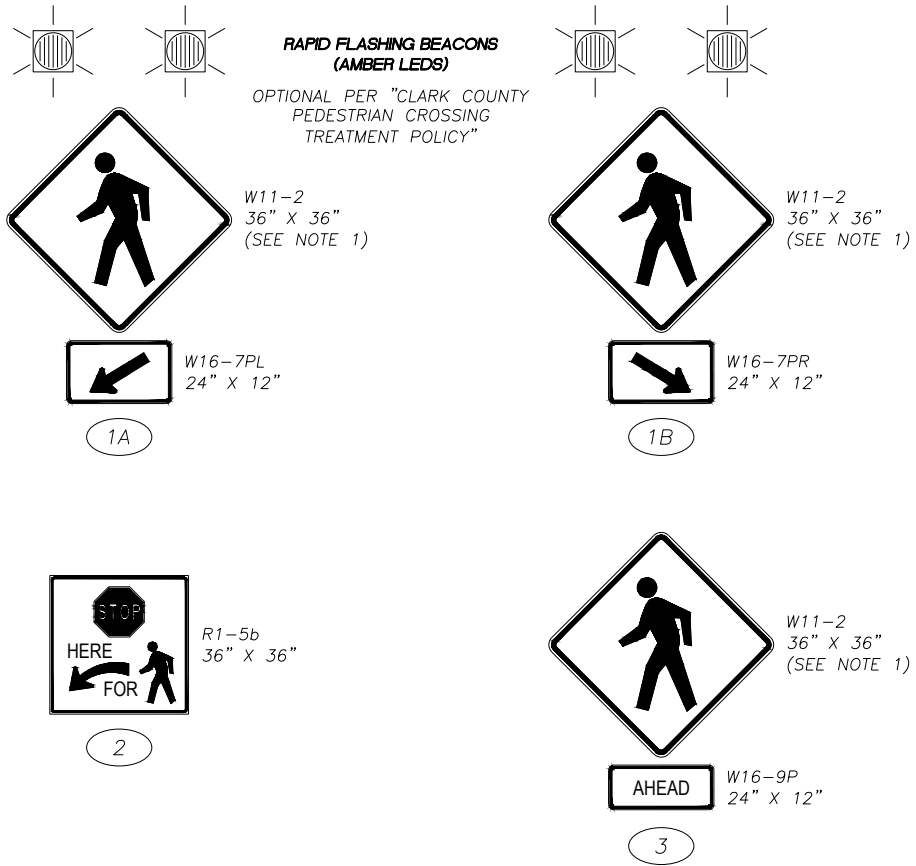


TABLE 1

SPEED (MPH)	WARNING SIGN PLACEMENT DISTANCE (X1) FEET
25-40	150
45	175
50	250

NOTES:  
 1. REPLACE W11-2 WITH W11-15 FOR DESIGNATED TRAIL CROSSINGS OR WITH S1-1 FOR SCHOOL CROSSINGS.

REV. NO.	DATE	BY	APPR

Department of Public Works <b>CLARK COUNTY</b> WASHINGTON proud past, promising future	SIGNING FOR PEDESTRIAN CROSSING FIVE-LANE ROADWAY MIDBLOCK	STANDARD <b>T28.0</b>
	APPROVED  COUNTY ENGINEER	07/17/19 DATE

# SIGNING FOR PEDESTRIAN CROSSING FIVE-LANE ROADWAY AT INTERSECTION

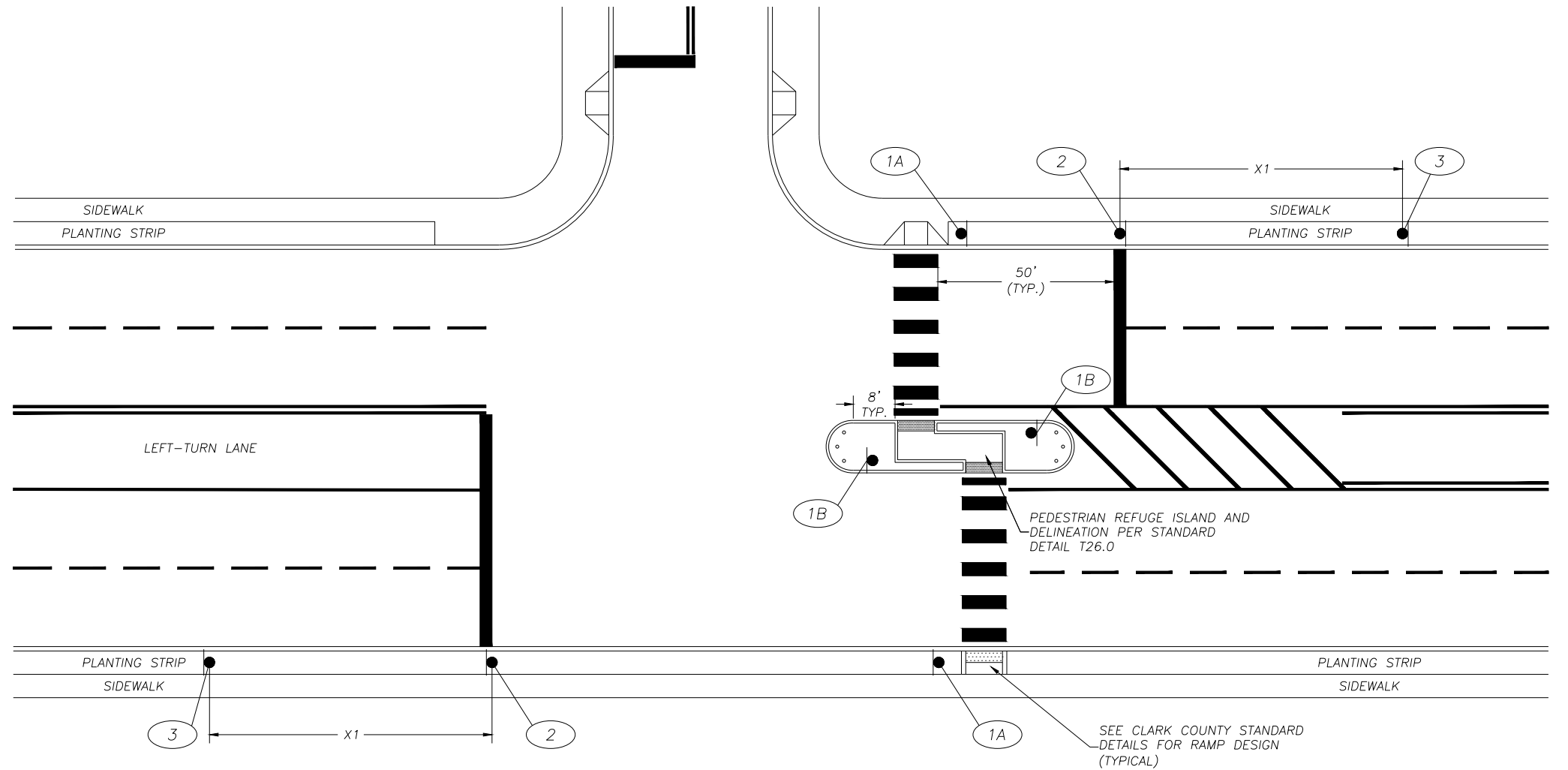
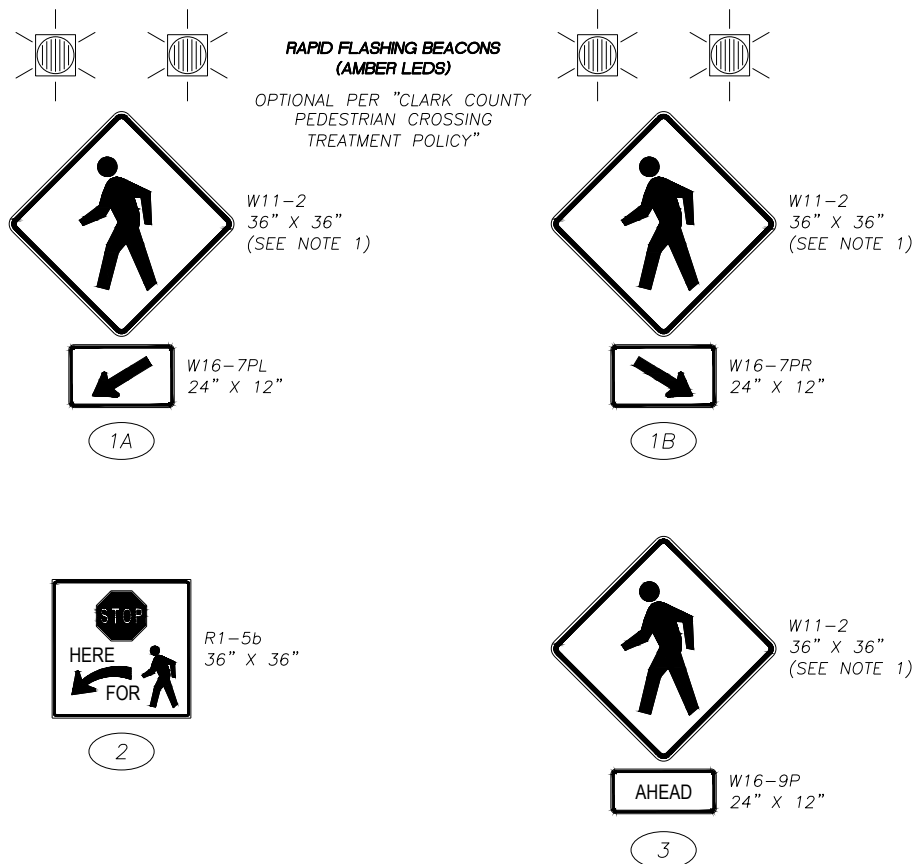


TABLE 1

SPEED (MPH)	WARNING SIGN PLACEMENT DISTANCE (X1) FEET
25-40	150
45	175
50	250

**NOTES:**

1. REPLACE W11-2 WITH W11-15 FOR DESIGNATED TRAIL CROSSINGS OR WITH S1-1 FOR SCHOOL CROSSINGS.

REV. NO.	DATE	BY	APPR

DWG:



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 Public Works  
**CLARK COUNTY**  
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SIGNING FOR PEDESTRIAN CROSSING  
 FIVE-LANE ROADWAY AT INTERSECTION

APPROVED

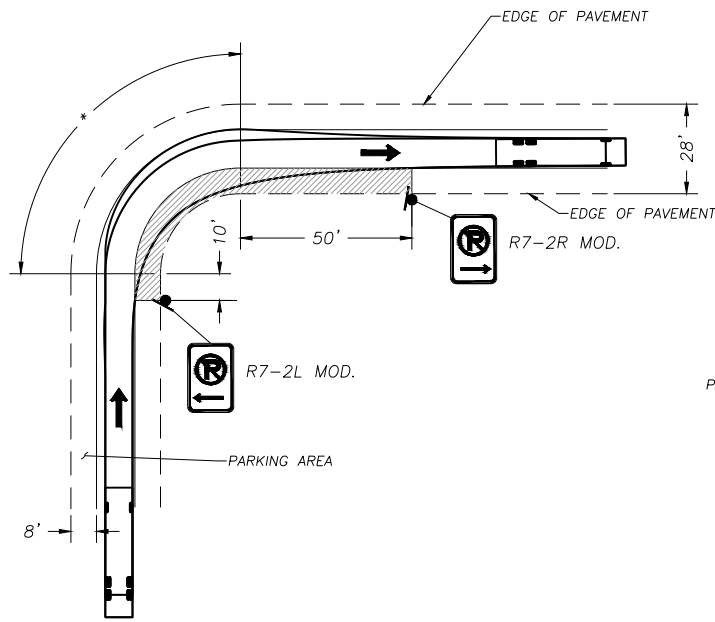
*[Signature]*  
 COUNTY ENGINEER

07/17/19  
 DATE

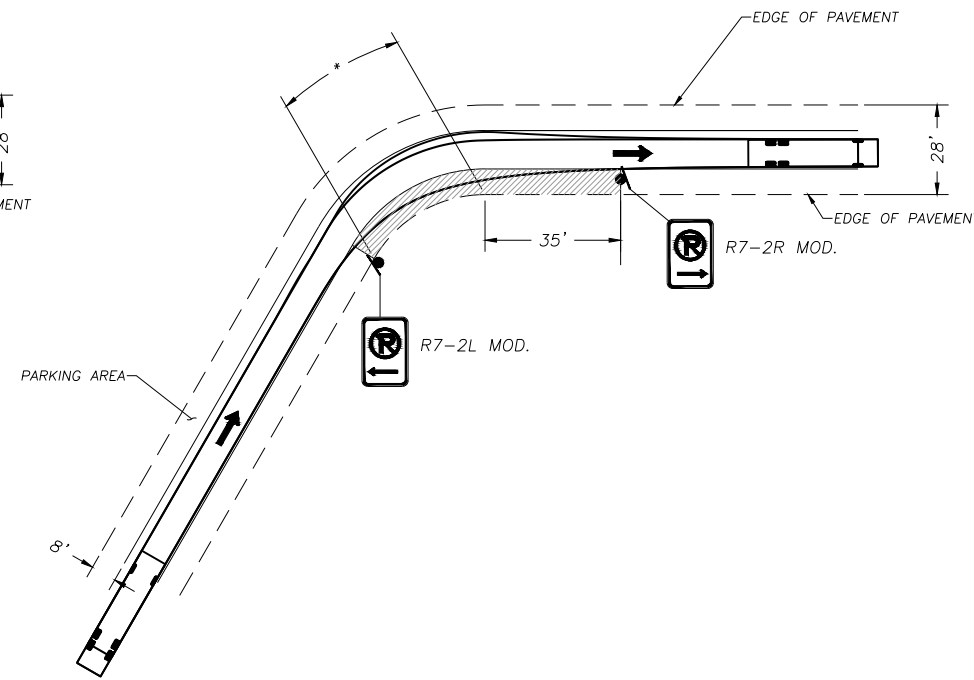
STANDARD
<b>T28.1</b>
DETAIL
DESIGNED
DRAWN
DATE

# PARKING RESTRICTIONS FOR BENDS IN LOCAL ACCESS ROADS

\* DISTANCE THROUGH CURVE FROM PT TO PT.



90° THROUGH 110° BEND



120° THROUGH 140° BEND

PARKING RESTRICTION ON INSIDE OF CURVE  
(PREFERRED METHOD)

ANALYSIS ASSUMPTIONS/REQUIREMENTS:

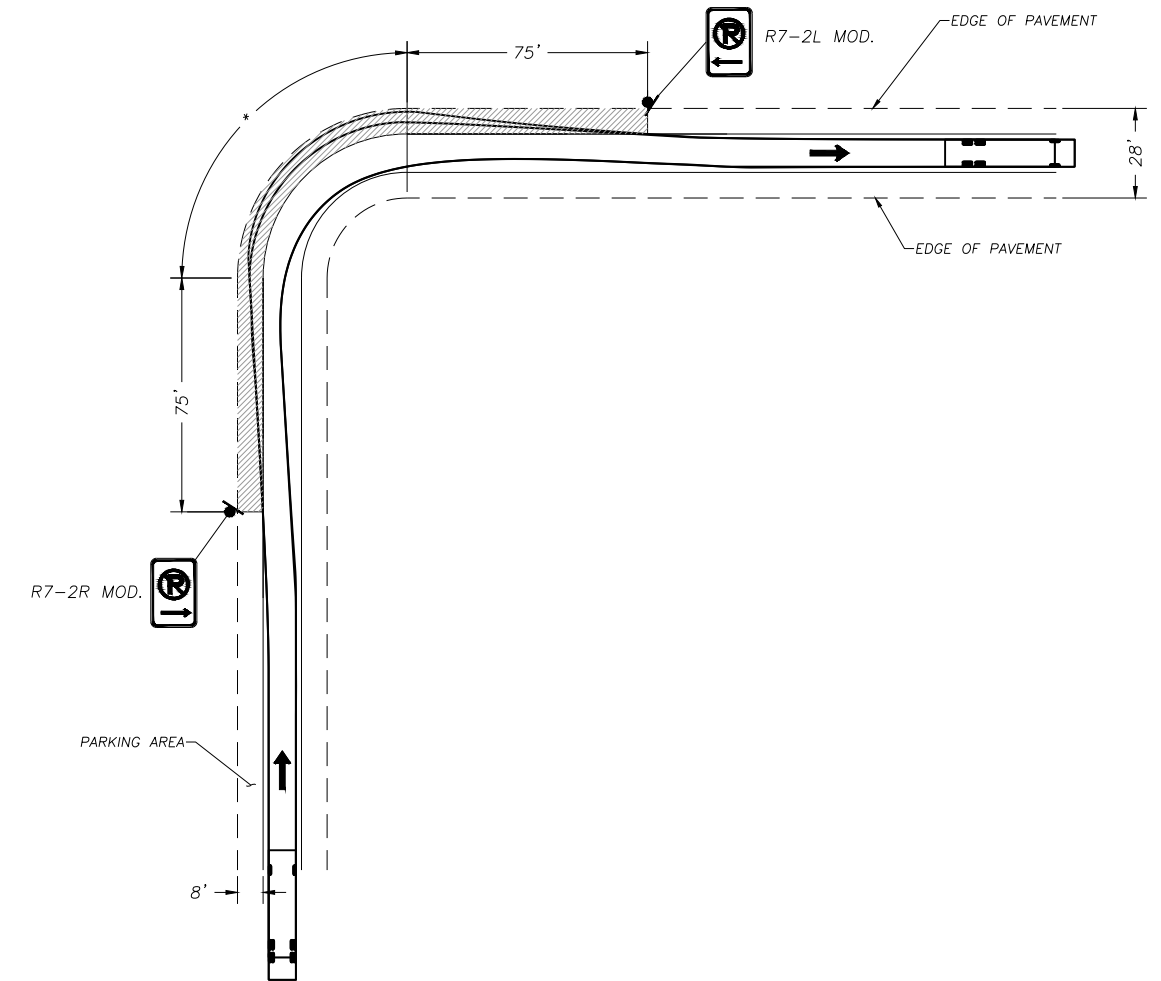
- FOR URBAN LOCAL RESIDENTIAL ACCESS ROADS THAT ARE 28 FEET WIDE, PER THE STANDARD SECTION (DRAWING 13). PARKING WIDTH ASSUMED TO BE 8 FEET WIDE.
- THE DESIGN VEHICLE IS A SCHOOL BUS (S-BUS-40).
- THERE SHALL BE A MINIMUM OF 1 FOOT OF CLEARANCE BETWEEN THE BODY OF THE SCHOOL BUS AND THE PARKED VEHICLES.
- VEHICLE TURNING TEMPLATE ACCOUNTS FOR OFF-TRACKING AND SWEEPED PATH OF THE DESIGN VEHICLE.
- THE CENTERLINE RADIUS USED WAS 35 FEET FOR 90°-110° BENDS AND 70 FEET FOR ALL OTHERS PER CLARK COUNTY CODE.

NOTE:

PARKING RESTRICTION DISTANCES SHOWN ARE MINIMUMS AND NEED TO BE ADJUSTED BASED ON FIELD CONDITIONS.

LEGEND:

NO PARKING ZONE



90° BEND SHOWN  
SAME PARKING RESTRICTION FOR ALL SKEW ANGLES

PARKING RESTRICTION ON OUTSIDE OF CURVE  
(ALTERNATE METHOD IF DRIVEWAYS ARE LOCATED ON THE OUTSIDE OF CURVE)

REV. NO.	DATE	BY	APPR

DWG:



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PARKING RESTRICTIONS FOR BENDS IN LOCAL ACCESS ROADS

APPROVED  
  
COUNTY ENGINEER

07/17/19  
DATE

STANDARD  
**T29.0**  
DETAIL  
DESIGNED  
DRAWN  
DATE