NOTE
1) MINIMUM PAVEMENT THICKNESS TO BE AS FOLLOWS:
   HMA, CLASS 1/2" AT 2" MINIMUM COMPACTED DEPTH OVER
   AII AS PER WSDOT STD 4-26, AT 4" MINIMUM COMPACTED DEPTH OVER,
   CSTC, 2" MINIMUM COMPACTED DEPTH OVER,
   CSBC, 12" MINIMUM COMPACTED DEPTH OVER.
   NATIVE GROUND.
NOTE

1) MINIMUM PAVEMENT THICKNESS TO BE AS FOLLOWS:
   HMA, CLASS 1/2" AT 2" MINIMUM COMPACTED DEPTH OVER,
   AIB, AS PER WSDOT SIU 4-US, AT 4" MINIMUM COMPACTED DEPTH OVER,
   CSTC, 2" MINIMUM COMPACTED DEPTH OVER,
   CSBC, 12" MINIMUM COMPACTED DEPTH OVER,
   NATIVE GROUND.

2) 10' ROAD AND/OR UTILITY EASEMENT REQUIRED
   (BOTH SIDES)

City of Pacific
Minor Arterial
Street Section

APPROVED BY PUBLIC WORKS
SUB-COMMITTEE ON ________________.
NOTE

1) MINIMUM PAVEMENT THICKNESS TO BE AS FOLLOWS:
   HMA, CLASS 1/2" AT 2" MINIMUM COMPACTED DEPTH OVER,
   AIB, AS PER WSDOT STD 4-05, AT 4" MINIMUM COMPACTED DEPTH OVER,
   CSTC, 2" MINIMUM COMPACTED DEPTH OVER,
   CSBC, 12" MINIMUM COMPACTED DEPTH OVER,
   NATIVE GROUND.

2) 5' ROAD AND/OR UTILITY EASEMENT REQUIRED
   (BOTH SIDES)
NOTE

1. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

2. 5' ROAD AND/OR UTILITY EASEMENT REQUIRED (BOTH SIDES)

3. CITY TO DETERMINE WHICH SIDE OF STREET TO INSTALL PARKING STRIP.
NOTE

1. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

2. 5' ROAD AND/OR UTILITY EASEMENT REQUIRED (BOTH SIDES)

3. CITY TO DETERMINE WHICH SIDE OF STREET TO INSTALL PARKING STRIP.

City of Pacific

Minor Access Street Section

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APPROVED:       DATE:
8/96            JH

DRAWN:          CHECKED:  SCALE:
TJO             None
NOTE

1. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

2. 5' ROAD AND/OR UTILITY EASEMENT REQUIRED (BOTH SIDES)

3. CITY TO DETERMINE WHICH SIDE OF STREET TO INSTALL PARKING STRIP.

4. PARKING SHALL BE ALLOWED ONLY ON ONE SIDE OF THE ROADWAY. APPROPRIATELY LOCATED "NO PARKING" SIGNAGE SHALL BE PROVIDED AS DIRECTED BY THE CITY.

City of Pacific

Half-Street Section

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DRAWING NO. ST-Half
City of Pacific

Alley Section / Private Road

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PAVEMENT DESIGN
BY CURRENT WASHINGTON
STATE LICENSED
ENGINEER AND AS
APPROVED BY CITY

MAX 2:1 SLOPE

3' GRAVEL (TYP)

RIGHT-OF-WAY = 30'

20'-0"

STORM SYSTEM TO BE
APPROVED BY CITY ENGINEER

MAX 2:1 SLOPE

R=O=W LINE

R=O=W LINE
MINIMUM 3" CLASS "B" A.C.P. (COMPACTED DEPTH) OR EXIST. PLUS 1", WHICHEVER IS GREATER APPLIED IN MAXIMUM 2" LIFTS

EMULSIFIED ASPHALT GRADE CSS-1 TACK SHALL BE APPLIED TO EDGES OF EXIST. PAVEMENT. ALL JOINTS SHALL BE SEALED USING PAVING ASPHALT AR4000W.

4" OF TOPSOIL OR CSTC AS REQUIRED

6" MIN. CRUSHED ROCK

3" A.T.B. OR 4" CRUSHED ROCK (5/8")

EXIST. A.C. PAVEMENT

CRUSHED ROCK GRAVEL FOR TRENCH BACKFILL UNLESS OTHERWISE APPROVED BY CITY

BEDDING MATERIAL

FOUNDATION TYPICAL REQUIRED ONLY WHEN UNSUITABLE MATERIALS ARE ENCOUNTERED AND AS THE ENGINEER DIRECTS

MAXIMUM TRENCH WIDTH SHALL BE 1'-6" PLUS 1.5" TIMES OUTSIDE DIA. OF PIPE OR 2'-6", WHICHEVER IS GREATER (TYPICAL)

NOTES:

1. ALL MATERIALS EXCEPT A.C.P. AND BEDDING MATERIAL SHALL BE COMPACTED IN 6-INCH MAXIMUM LIFTS TO 95% DENSITY.

2. BEDDING SHALL CONFORM TO CITY STANDARDS OF STANDARD SPECIFICATIONS.

3. COMPACTION: BEDDING SHALL BE COMPACTED TO 95% MAX. AS DETERMINED BY ASTM D1557. BACKFILL SHALL BE COMPACTED TO 85% IN UNPAVED AREA, AND 95% IN PAVED OR SHOULDER AREAS AS DETERMINED BY ASTM D1557.

4. ALL MATERIALS, WORKMANSHIP, AND INSTALLATION SHALL BE IN CONFORMANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AS AMENDED BY CITY STANDARDS.

5. KEEP TRENCH BOTTOM COMPACTED WITH UNIFORM GRADE. A BELL JOINT SHALL BE REQUIRED AT EACH JOINT FOR PROPER SUPPORT. NO TEMPORARY SUPPORTS, I.E. BLOCKS, WILL BE ALLOWED TO SUPPORT PIPE. TRENCH BOTTOM SHALL BE TO GRADE PRIOR TO PIPE INSTALLATION.
EXISTING ASPHALT PAVEMENT
ROADWAY WIDTH VARIES

FEATHER AND SEAL JOIN WITH AR 4000W (TYPICAL)

1" MINIMUM COMPACTED THICKNESS ASPHALT CONCRETE CLASS "G"

TRENCH RESTORATION SEE ASPHALT REPAIR

3' (TYPICAL)

45°

City of Pacific

Asphalt Diamond Patch

APPROVED: JH
DATE: 8/96
DRAWN: JH
CHECKED: TJO
SCALE: None

DATE: 9/11/2015 3:24:37 PM
Revised Date
STOP OR YEILD CONTROLLED INTERSECTIONS

EXAMPLE: MAJOR STREET SPEED LIMIT = 25 M.P.H.

UNCONTROLLED INTERSECTIONS

EXAMPLE: MAJOR STREET SPEED LIMIT = 30 M.P.H.
MINOR STREET SPEED LIMIT = 20 M.P.H.

CITY OF PACIFIC
SIGHT OBSTRUCTION DETAIL

APPROVED: 3-8-99
BY CITY: T.J.O.
DATE: 3-8-99
DRWN: J.H.
CHKD: T.J.O.
SCALE: NONE

DWG. NO.
ST-6
NOTES FOR NEW DEVELOPMENT:

1. TREES SHALL NOT BE PLACED IN SUCH A WAY THAT THEY IMPED THE SAFE FLOW OF TRAFFIC BY BLOCKING THE VIEW OF TRAFFIC SIGNS, AND/OR IMPED PEDESTRIANS AND VEHICLES. ABOVE ARE CITY VISIBILITY STANDARDS.

2. ALL BOULEVARD TREES SHALL BE PLANTED BEHIND THE SIDEWALK. PLANter STRIPS SHALL ONLY CONTAIN UTILITIES, SIGNS, GRASS AND/OR LOW GROWTH SHRUBS, UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.

3. LANDSCAPER SHALL COORDINATE WITH SIGN INSTALLER TO ASSURE NO CONFLICT BETWEEN THE TWO WILL BE CREATED.

NOTES FOR EXISTING VEGETATION:

1. OVERGROWN VEGETATION IMPEDES THE SAFE FLOW OF TRAFFIC WHEN IT BLOCKS OUR VIEW OF TRAFFIC SIGNS, PEDESTRIANS AND OTHER VEHICLES. IF EXISTING VEGETATION IS BLOCKING VISIBILITY IN THE STREET OR AN INTERSECTION, IT IS YOUR RESPONSIBILITY AS THE ADJACENT PROPERTY OWNER OR RESIDENT TO TRIM THE VEGETATION ABOVE ARE CITY VISIBILITY STANDARDS. TO DETERMINE WHICH ONE APPLIES TO YOUR STREET, FIND THE SPEED LIMIT FOR YOUR STREET IN THE CHART ABOVE. RESIDENTIAL STREETS ARE 25 MPH, UNLESS OTHERWISE POSTED.

2. TO ENSURE SAFE PASSAGE FOR EVERYONE, TREE LIMBS OVER STREETS MUST BE LIMBED UP 14 FEET. LIMBS OVER SIDEWALKS MUST BE LIMBED UP 7 FEET.
NOTES:
1. THIS ACCESS TURNAROUND SHALL ONLY BE UTILIZED IF SPECIFICALLY APPROVED IN WRITING
   BY THE CITY FIRE MARSHALL.
2. THESE DRAWINGS ILLUSTRATE TYPICAL APPROVED FIRE APPARATUS ACCESS TURNAROUNDS.
   THE SIDE ACCESS DESIGN MAY BE RIGHT OR LEFT (LEFT DIRECTION SHOWN).
3. ALL DIMENSIONS ARE MINIMUM REQUIREMENTS.
4. OTHER SHAPED ACCESS TURNAROUNDS ARE AN ACCEPTABLE ALTERNATIVE TO THOSE SHOWN,
   PROVIDED THE DESIGN MEETS THE MINIMUM DIMENSION REQUIREMENTS SHOWN ABOVE.
5. THE ALTERNATIVE FIRE ACCESS TURNAROUND SHALL BE MARKED AS A FIRE LANE IN
   ACCORDANCE WITH K.C.C. 17.04.070.
6. MINIMUM ROAD WIDTH SHOWN DOES NOT INCLUDE ANY SHOULDER DIMENSIONS OR CURB
   DIMENSIONS IF REQUIRED.

PACIFIC FIRE DEPT. CRITERIA:
A. ALL LEGS OF THE TURNAROUND SHALL BE A MINIMUM OF 20 FEET OF UNDISTURBED PAVEMENT
   WIDTH IN A 25' ACCESS AND UTILITY EASEMENT OR TRACT.
B. THERE SHALL BE A MINIMUM OF 30 FEET INSIDE RADIUS BETWEEN THE FIRE ACCESS ROAD
   AND THE LEGS.
C. THERE SHALL BE A MINIMUM OF 65 FEET FROM THE INTERSECTION OF THE CENTERLINE OF
   THE FIRE APPARATUS ACCESS ROAD AND THE CENTERLINE OF THE LEG TO THE END OF ALL LEGS.
D. THE ALTERNATIVE FIRE APPARATUS ACCESS TURNAROUND SHALL BE MARKED AS A FIRE LANE
   PER CITY FIRE MARSHALL.
E. THE ALTERNATIVE FIRE APPARATUS ACCESS TURNAROUND SHALL MEET THE SAME GRADE AND
   SURFACING STANDARDS APPLIED TO FIRE ACCESS ROADS.
F. THE MAXIMUM CROSS SLOPE ON AN ALTERNATIVE FIRE APPARATUS ACCESS TURNAROUND
   SHALL NOT EXCEED SIX PERCENT.
G. ALTERNATIVE DESIGNS THAT DO NOT MEET THE CRITERIA ESTABLISHED IN THIS SECTION MAY
   BE APPROVED BY THE CITY FIRE MARSHALL.

City of Pacific
ALTERNATIVE FIRE APPARATUS
ACCESS TURNAROUNDS

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SIGN POST NOTES:

1. SIGN POST SHALL BE 2"x2" SQUARE STEEL POSTS, MINIMUM 14 GAUGE, WITH 7/8" DIE-PUNCHED KNOCKOUTS ON 1" CENTERS FULL LENGTH FOUR SIDES.

2. STOP AND YIELD SIGN POSTS SHALL HAVE REFLECTOR ATTACHMENT FOR ALTERNATING 1" BANDS OF RED AND WHITE, SEE STD. DWG. TE-21B.

3. FOR IN-SIDEWALK INSTALLATIONS, CORE 4" DIAM. HOLE. ANCHOR LENGTH MAY BE DECREASED TO 12".

4. POST SHALL BE ROLLED CARBON SHEET STEEL AND SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A653, G90, STRUCTURAL QUALITY GRADE 50.

5. ANCHOR SHALL HAVE FOUR 7/8" DIAM. HOLES, ONE EACH SIDE, 2" FROM TOP END. ANCHOR SHALL MEET THE REQUIREMENTS OF ASTM A500 GRADE B AND SHALL BE HOT DIPPED GALVANIZED.

6. INSTALL TWO DRIVE RIVETS AT 90 DEGREES TO EACH OTHER. DRIVE RIVETS TO BE 3/8" DIA., ZUMAR TL3806 OR DUNLAP INDUSTRIAL VCR221.

SIGN INSTALLATION NOTES:

1. SIGN SHEETING REQUIREMENTS: STOP, YIELD, KEEP RT, TURN RESTRICTION, LARGE ARROW, CHEVRON, CURVE/TURN WARNING, PED & ADV PED CROSSING, SCHOOL AND ADV SCHOOL CROSSING, STOP/YIELD/SIGNAL AHEAD, OBJECT MARKERS, END OF ROAD MARKER, ALL STREET NAME SIGNS AND ALL MAST ARM OR OVERHEAD MOUNTED SIGNS SHALL BE 3M DIAMOND GRADE DG3 REFLECTIVE SHEETING OR APPROVED EQUAL. ALL OTHER SIGNS SHALL BE 3M HIGH INTENSITY PRISMATIC SHEETING, OR APPROVED EQUAL.

2. SIGN HEIGHT SHALL BE 7' FROM BOTTOM OF SIGN TO STREET OR SIDEWALK OR 6.5' FROM BOTTOM OF LOWER SIGN FOR MULTIPLE SIGNS ON ONE POST. EXCEPTIONS ONLY AS SPECIFICALLY STATED ON PLANS OR APPROVED BY THE ENGINEER.
NOTES:

1. SIGNING MATERIAL AND FABRICATION SHALL BE IN ACCORDANCE WITH SECTION 9-28 OF THE WSDOT STANDARD SPECIFICATIONS, CURRENT EDITION.

2. TYPE 2 SIGNS SHALL BE WHITE LETTERING ON BLUE BACKGROUND, ½" WHITE BORDER, NO MARGIN, DOUBLE-SIDED.

3. SIGN BLADE SHALL BE 9" EXTRUDED ALUMINUM, TREATED, 0.080 GAUGE, EXCEPT 12" BLADE SHALL BE USED FOR STREET NAMES CONTAINING LOWER CASE LETTERS WITH DESCENDING STEMS OR TAILS (E.G., “g”, “p”, “y”).

4. SIGN SHEETING SHALL BE 3M DIAMOND GRADE DG3 REFLECTIVE SHEETING SERIES 4000.

5. LETTERING SHALL BE FORMED USING 3M ELECTROCUT (EC) FILM SERIES 1170.

6. FONT SHALL BE HIGHWAY GOTHIC SERIES C, 6" UPPER AND LOWER CASE.

7. POSTS SHALL BE 2"x2" SQUARE STEEL POSTS AS PER STD DWG TE-21.

8. MOUNTING HARDWARE SHALL BE ZUMAR Z12RDSQ200EX CAP AND ZUMAR 812EX90X CROSSPIECE, OR APPROVED EQUAL.

9. LAYOUT OF NON–NUMBERED STREET NAME LETTERING (E.G., Stewart Road SE, Valentine Ave SE) WILL BE PROVIDED BY THE ENGINEER.

ABBREVIATIONS:

STREET = St
AVENUE = Ave
PLACE = Pl
WAY = Way OR Wy
BOULEVARD = Blvd
LANE = Ln
COURT = Ct
DRIVE = Dr
ROAD = Rd
ABBREVIATIONS:

STREET = St
AVENUE = Ave
PLACE = Pl
WAY = Way OR Wy
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ROAD = Rd

NOTES:

1. SIGNING MATERIAL AND FABRICATION SHALL BE IN ACCORDANCE WITH SECTION 9–28 OF THE WSDOT STANDARD SPECIFICATIONS, CURRENT EDITION.
2. TYPE 1 SIGNS SHALL BE WHITE LETTERING ON BLUE BACKGROUND, NO BORDER, DOUBLE–SIDED.
3. SIGN BLADE SHALL BE 6” EXTRUDED ALUMINUM, TREATED, 0.080 GAUGE, EXCEPT 9” BLADE SHALL BE USED FOR STREET NAMES CONTAINING LOWER CASE LETTERS WITH DESCENDING STEMS OR TAILS (E.G., “g”, “p”, “y”).
4. SIGN SHEETING SHALL BE 3M DIAMOND GRADE DG3 REFLECTIVE SHEETING SERIES 4000.
5. LETTERING SHALL BE FORMED USING 3M ELECTROCUT (EC) FILM SERIES 1170.
6. FONT SHALL BE HIGHWAY GOTHIC SERIES C, 4” UPPER AND LOWER CASE.
7. POSTS SHALL BE 2”x2” SQUARE STEEL POSTS AS PER STD DWG TE–21.
8. MOUNTING HARDWARE SHALL BE ZUMAR Z12RDSQ200EX CAP AND ZUMAR B12EX90X CROSSPIECE, OR APPROVED EQUAL.
9. LAYOUT OF NON–NUMBERED STREET NAME LETTERING (E.G., Butte Ave, Chicago Blvd) WILL BE PROVIDED BY THE ENGINEER.

City of Pacific

Approved by Public Works Sub–Committee on
ABBREVIATIONS:

STREET = St
AVENUE = Ave
PLACE = Pl
WAY = Way OR Wy
BOULEVARD = Blvd
LANE = Ln
COURT = Ct
DRIVE = Dr
ROAD = Rd

NOTES:

1. SIGNING MATERIAL AND FABRICATION SHALL BE IN ACCORDANCE WITH SECTION 9-28 OF THE WSDOT STANDARD SPECIFICATIONS, CURRENT EDITION.
2. TYPE 2 SIGNS SHALL BE WHITE LETTERING ON BLUE BACKGROUND, 1/2" WHITE BORDER, NO MARGIN, DOUBLE-SIDED.
3. SIGN BLADE SHALL BE 9" EXTRUDED ALUMINUM, TREATED, 0.080 GAUGE.
4. SIGN SHEETING SHALL BE 3M DIAMOND GRADE DG3 REFLECTIVE SHEETING SERIES 4000.
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