STANDARD NOTES FOR CONTRACTOR INSTALLED SIGNING AND STRIPING

GENERAL NOTES

1. The signing, striping, pavement markings and other traffic control devices shall be consistent with the existing traffic controls 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) on the specifications.
3. Any loops damaged or destroyed during work performed in country road shall be replaced in accordance with CNS 10.20.8. Splices will not be allowed.

STRIPLING 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 1-22.23(1) on the specifications.
3. All new striping will be laid out in the field by the engineer.
4. Pavement marking symbols must be type J pre-formed raised thermoplastic film 0.050" thick or metal standard specifications unless otherwise specified by the engineer. 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 1-23 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. R-1 signs shall be type M sheeting material with reflective overlay film.
5. All signs installed on traffic signing poles and markers shall be type M sheeting material.
6. Fluorescent yellow-green signs shall be type M sheeting material.
7. Signs installed on traffic signs and sign standards shall be installed per WSDOT standards 0-35-1474.
8. The contractor shall surmount all signs (except abbreviated and posts to Clark County Public Works at no cost to the contractor). The signs and posts shall be provided to the county from same marking station, located at 11003 NE 16TH STREET, JOHNSON, WA, 89003, and contracted at (509) 383-2349.
9. The contractor shall provide and maintain construction signs in accordance with Section 1-24 of the specifications.

Department of Public Works
Clark County, Washington

Approved: 02/17/19

1. Edge line
2. Rise edge line
3. Rise line
4. Plastic white 4"-w line
5. Lane line
6. Rise dotted line
7. Dotted extension line
8. Rise dotted extension line
9. Drop lane line
10. Paint yellow 4"-w line
11. Plastic yellow 4"-w line
12. Skip centerline
13. Double yellow centerline
14. No-pass line
15. Two-way left turn line
16. Bi-direction ring lane
17. Crosswalk
18. Stop line
19. Left turn arrow
20. Right turn arrow
21. Left turn straight arrow
22. Right turn straight arrow
23. Right turn straight left arrow
24. Right turn straight left turn arrow
25. Straight arrow
26. Lane reduction arrow
27. Wrong way arrow
28. Bicycle lane symbol
29. Bike rider symbol
30. Shoulder lane "shoulder" symbol
31. Railroad crossing symbol
32. Field line symbol
33. Yellow tubular marker
34. White tubular marker
35. ONLY
36. Crosswalk marking
<table>
<thead>
<tr>
<th>POST NUMBER</th>
<th>SHEET</th>
<th>STATION</th>
<th>OFFSET</th>
<th>SIGN CODE</th>
<th>SIGN DESCRIPTION</th>
<th>SIGN SIZE (IN)</th>
<th>AREA (SF)</th>
<th>SIGN SHEETING TYPE</th>
<th>POST MATERIAL</th>
<th>POST SIZE (TRADE SIZE)</th>
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<td>3M Diamond Grade DG3 Sheeting 4000 series with 3M 1160 Protective Sheeting</td>
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TRAFFIC ARROWS

NOTES:
1. ALL TRAFFIC ARROWS SHALL BE WHITE.
2. ALL TRAFFIC ARROWS MUST BE TYPE 8, PRE-FORMED ALUMINUM REFLECTIVE除非特别说明，均为白色车道箭头。
STEEL SIGN SUPPORT TYPE ST-4 AND SIGN INSTALLATION DETAILS

1. Dimensions for the parts used to assemble the sign are intentionally not shown. These dimensions can be calculated based on standard practices.

2. Dimensions required for the sign are not shown. Refer to the sign specification sheets in the contract.

3. Depending upon the sign area, sign post may be 3", 4", or 5" in diameter. See contract plan.

4. 2-1/2", 3", or 4" C-channel is required with 3" post. 7/8" C-channel is required with 4" post. See contract plan.

5. Anchor bolts shall be used for sign post. The anchor bolts are shown in Figure 1.

6. Where bolts, nuts, and washers shall be used for sign attachment, a 5/8" bolt with nuts and washers shall be used for anchor attachment.

7. Contract plan may allow the use of other types of bolt, such as sign support system, specified in the AISI standard for sign support system, depending on specific conditions and soil type upon approval by the engineer.

8. Signs specified are required for sign heights of 48" or greater. For sign heights of 24" or less, sign supports are only required when specified in the contract. See AISI standard for further details.
NOTES:

1. STOP SIGN (SIDE END OR MID) OR NO ENTRY (MID) SIGNS, WHERE APPLICABLE, MAY BE MOUNTED ON THE SAME POST AS THE STREET NAME SIGN.

2. STREET NAME SIGNS AT INTERSECTIONS OF PUBLIC AND PRIVATE ROADS, SHALL BE INSTALLED AND MAINTAINED BY COUNTY PUBLIC WORKS. STOP SIGN, SIDE END OR NO ENTRY 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 PREVIOUSLY. THE ENGINEER MAY INSTALL THE SIGN POSTS AT ALTERNATE LOCATIONS TO ACCOMMODATE FIELD CONDITIONS AND OPTIMIZE SIGN VISIBILITY AND TRAFFIC FLOW.

4. STREET NAME SIGNS AT DESIGNATED COLLECTOR STREETS OR ABOVE CLASSIFICATION SHALL BE LOCATED TO OPTIMIZE VISIBILITY FOR THE MAIN STREET TRAFFIC.
BOLLARDS (SHEET 2 OF 3)
BOLLARD TYPE 2 - FIXED

NOTES:
1. PAINT ASSEMBLY WITH TRAFFIC SIGNAL YELLOW (SEE FEDERAL STANDARD 595, COLOR NO. 3350S).
2. REFLECTIVE TAPE SHALL BE HIGH INTENSITY (TYPE B).
3. THIS BOLLARD DOES NOT HAVE AN EFFECTIVE VEHICULAR DRAINAGE FEATURE AND CANNOT BE INSTALLED WITHIN THE DESIGN CLEAR ZONE.
BIKE LANE SIGNING AND STRIPING
SCENARIO BL2
RIGHT TURN ONLY DROP LANE WITH THROUGH BIKE LANE

NOTES:
1. UNLESS STATED OTHERWISE, SIGN SPACING IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC CONDITIONS AND EXISTENCE OF OTHER SIGNS.
2. WARNING SIGN PLACEMENT IS BASED ON POSTED SPEED AND TRAFFIC CONDITIONS PER COUNTY POLICY AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. BICYCLES NEED TO Yield TO MOTOR VEHICLE TRAFFIC. PEW "RULES FOR DEVELOPMENT OF BICYCLE PATHS" (2012 EDITION) PAGE 4-26.

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Department of Public Works
Clark County
Washington

BIKE LANE SIGNING AND STRIPING
SCENARIO BL2

T14.0
07/17/19
APPROVED
**GREEN BIKE LANE SIGNING AND STRIPING**
**SCENARIO GBL1**
**RIGHT TURN ONLY LANE**

### Table 1

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**NOTES:**
1. The maximum dimension of dotted line with broken justification shall not be less than 100 feet.
2. The dimensions in Table 1 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 Adopt Design Manual Chapter 1310.
4. The required length of dotted line may be changed based on traffic volume, speed, and engineering judgment.
5. Green bike lane permitted in heavy conflict area based on engineering decision with Clark County Traffic Engineer Approval.
GREEN BIKE LANE SIGNING AND STRIPING
SCENARIO GBL2
RIGHT TURN ONLY DROP LANE WITH BIKE LANE

NOTES:
1. UNLESS STATED OTHERWISE, SIGN PLACEMENT IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC CONDITIONS AND PRESENCE OF OTHER SIGNS.
2. WARNING SIGN PLACEMENT IS BASED ON POSTED SPEEDS AND TRAFFIC CONDITIONS PER COUNTY POLICY AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. BICYCLES need TO Yield to Motor Vehicles PER TOOLS FOR DEVELOPMENT OF BIKE FACILITIES (2012 EDITION) PAGE 6-25.
4. GREEN BIKE LANE PLACED IN HIGH CONFLICT AREA BASED ON ENGINEERING DECISION WITH CLARK COUNTY TRAFFIC ENGINEER APPROVAL.

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<td>1000</td>
</tr>
<tr>
<td>25</td>
<td>1200</td>
</tr>
</tbody>
</table>

SEE TABLE 4

DEPARTMENT OF PUBLIC WORKS
CLARK COUNTY
WASHINGTON

T17.0
07/17/19
APPROVED
GREEN BIKE LANE SIGNING AND STRIPING
SCENARIO GBL3
RIGHT TURN ONLY DROP LANE WITH SHARED LANE

Table 1

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>20 mph</th>
<th>25 mph</th>
<th>30 mph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fig. 1</td>
<td>20' x 30'</td>
<td>18' x 24'</td>
<td>16' x 20'</td>
</tr>
<tr>
<td>Fig. 2</td>
<td>10' x 10'</td>
<td>9' x 12'</td>
<td>8' x 8'</td>
</tr>
</tbody>
</table>

Steps:
1. Unless stated otherwise, sign spacing is dependent upon speed, volume, traffic conditions, and presence of other signs.
2. Warning sign placement is based on posted speed and traffic conditions per county policy and the manual on uniform traffic control devices.
3. If the curb lane volume exceeds 3,500 vehicles per day, use the bike on road sign.
4. Green bike lane permitted in heavy conflict areas based on engineering decision with Clark County Traffic Engineer approval.

*See Table 2*

*See Table 4*
GREEN BIKE LANE SIGNING AND STRIPING
SCENARIO GBL4
DUAL RIGHT TURN ONLY DROP LANE

1. UNLESS STATED OTHERWISE, SIGN PLACEMENT IS DEPENDENT UPON SPEED, VOLUME, TRAFFIC CONDITIONS AND PRESENCE OF OTHER SIGNS.
2. WARNING SIGN PLACEMENT IS BASED ON POSTED SPEED AND TRAFFIC CONDITIONS AS COLLECTED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. BIKE LANE WIDTH RECOMMENDED FOR MOTOR VEHICLE TRAFFIC PER SIGN FOR DEVELOPMENT OF BIKE LANE-TEST (DOT 2012 EDITION PAGE 2-25).
4. BIKE LANE WIDTH RECOMMENDED FOR MOTOR VEHICLE TRAFFIC PER SIGN FOR DEVELOPMENT OF BIKE LANE-TEST (DOT 2012 EDITION PAGE 2-25).

See Table 4

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Width (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>5</td>
</tr>
<tr>
<td>20</td>
<td>6</td>
</tr>
<tr>
<td>30</td>
<td>7</td>
</tr>
<tr>
<td>40</td>
<td>8</td>
</tr>
</tbody>
</table>

See Table 4
GREEN BIKE LANE SIGNING AND STRIPING
SCENARIO GBL6
RIGHT TURN SLIP LANE

NOTE:
1. UNLESS STATED OTHERWISE, BIKE LANE WIDTH IS DEPENDENT UPON SPEED, VOLUME,
   TRAFFIC OPERATIONS AND PRESENCE OF OTHER LANES.
2. GREEN BIKE LANE RECOMMENDED IN CASE OF LACK OF YIELD CONTROL; RIGHT TURN MOVEMENT
3. GREEN BIKE LANE SUBJECT TO ENGINEERING STUDY FOR SIGNAL CONTROLLED RIGHT TURN MOVEMENT

Department of Public Works
CLARK COUNTY WASHINGTON

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02/27/19
08/14
SPEED BUMPS (14' AND 22' WIDE)

1. A WARNING SIGN (SW-1) WITH ADVISORY SPEED SHALL BE INSTALLED APPROXIMATELY ONE HUNDRED FEET PRIOR TO THE FIRST BUMPING CONSTRUCTION IN THE CONTINUUM. THE WARNING SIGNS MAY BE PLACED AT A MAJOR CROSS-STREET (COLLECTION OR ARTERIAL)

2. ADJACENT WARNING SIGNS SHOULD NOT BE NECESSARY PRIOR TO SUBSEQUENT SPEED BUMPS IN THE CONTINUUM.

3. FOR A SERIES OF SPEED BUMPS IN A CONTINUUM, WARNING SIGN NO.-1 SHOULDN'T BE PLACED BEHIND AN ADVISORY SPEED BUMP WITH-1 AND A SUBSEQUENT POINT WHERE AN ADJACENT DRIVER learns the existence ON THE CONTINUUM OF THE CONTINUUM. EACH SUBSEQUENT WARNING SIGN SHOULD BE PLACED APPROXIMATELY 150 FEET BEYOND THE FIRST BUMP IN THE CONTINUUM.

4. THE WARNING SIGN (SW-1) SETS THE LIMITS OF THE CONTINUUM. BUMPS 14' AND 22' WIDE.

UNCONTROLLED INTERSECTION CROSSING ON TWO-LANE ROADWAY

NOTE:
1. REPLACE W1-5 WITH W1-15 FOR DESIGNATED TRAIL CROSSINGS OR WITH W1-11 FOR SLOW WALKER CROSSINGS.
2. ONLY USE PARKING RESTRICTIONS SIGNS IF APPLICABLE.

TABLE 1

<table>
<thead>
<tr>
<th>STREET WIDTH</th>
<th>WARNING SIGN PLACEMENT</th>
<th>OUTLINE (FT)</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 ft</td>
<td>10 ft</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>30 ft</td>
<td>12 ft</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>40 ft</td>
<td>12 ft</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>50 ft</td>
<td>12 ft</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>

TABLE 2

<table>
<thead>
<tr>
<th>PARKING RESTRICTION (FT)</th>
<th>OUTLINE (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 ft</td>
<td>12</td>
</tr>
<tr>
<td>4 ft</td>
<td>12</td>
</tr>
<tr>
<td>6 ft</td>
<td>12</td>
</tr>
</tbody>
</table>

UNCONTROLLED INTERSECTION CROSSING ON TWO-LANE ROADWAY

NOTE:
1. REPLACE W1-5 WITH W1-15 FOR DESIGNATED TRAIL CROSSINGS OR WITH W1-11 FOR SLOW WALKER CROSSINGS.
2. ONLY USE PARKING RESTRICTIONS SIGNS IF APPLICABLE.

TABLE 3

<table>
<thead>
<tr>
<th>STREET WIDTH</th>
<th>WARNING SIGN PLACEMENT</th>
<th>OUTLINE (FT)</th>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 ft</td>
<td>10 ft</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>30 ft</td>
<td>12 ft</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>40 ft</td>
<td>12 ft</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>50 ft</td>
<td>12 ft</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>
SIGNING FOR PEDESTRIAN CROSSING FIVE-LANE ROADWAY MIDBLOCK

| Table 1 |
|---|---|---|
| Speed (mph) | Warning Zone Placement (distance from curb) |
| 20-30 | 800 |
| 30-40 | 600 |
| 40-50 | 400 |
| 50-60 | 200 |

1. Replace #1=2 with #1=15 for MIDBLOCK crosswalks on FIVE-LANE ROADWAY.

Department of Public Works
CLARK COUNTY WASHINGTON

SIGNING FOR PEDESTRIAN CROSSING
FIVE-LANE ROADWAY MIDBLOCK

APPROVED
07/17/19

Version: 3
SIGNING FOR PEDESTRIAN CROSSING FIVE-LANE ROADWAY AT INTERSECTION

NOTE:

1. REPLACE RT-1-3, 4, 7, 10, 13 FOR DESIGNATED PEDESTRIAN CROSSINGS ON RT 317 FOR SCHOOL CROSSINGS.
PARKING RESTRICTIONS FOR BENDS IN LOCAL ACCESS ROADS

ANALYZE ASSUMPTIONS/REQUIREMENTS:

- FOR URBAN LOCAL RESIDENTIAL ACCESS ROADS THAT ARE 20 FEET WIDE
  PER THE STANDARD SECTION (CHAP. 13), PARKING WITH ASSUMED TO BE A FEET RADIUS.

- 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 TOLERANCE ACCOUNTS FOR ON-MARKING AND SHORT PATH OF THE DESIGN VEHICLE.

- THE CURVE RADIUS USED AS 35 FEET FOR 50°-110° BENDS AND 50 FEET FOR ALL OTHERS PER CLARK COUNTY CODE.

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

- NO PARKING ZONE

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

- 50° BEND SHOWN

SAME PARKING RESTRICTION FOR ALL SKEW ANGLES

Department of
Public Works
CLARK COUNTY
WASHINGTON

PARKING RESTRICTIONS FOR BENDS IN LOCAL ACCESS ROADS

T29.0
07/17/19
APPROVED
07/17/19