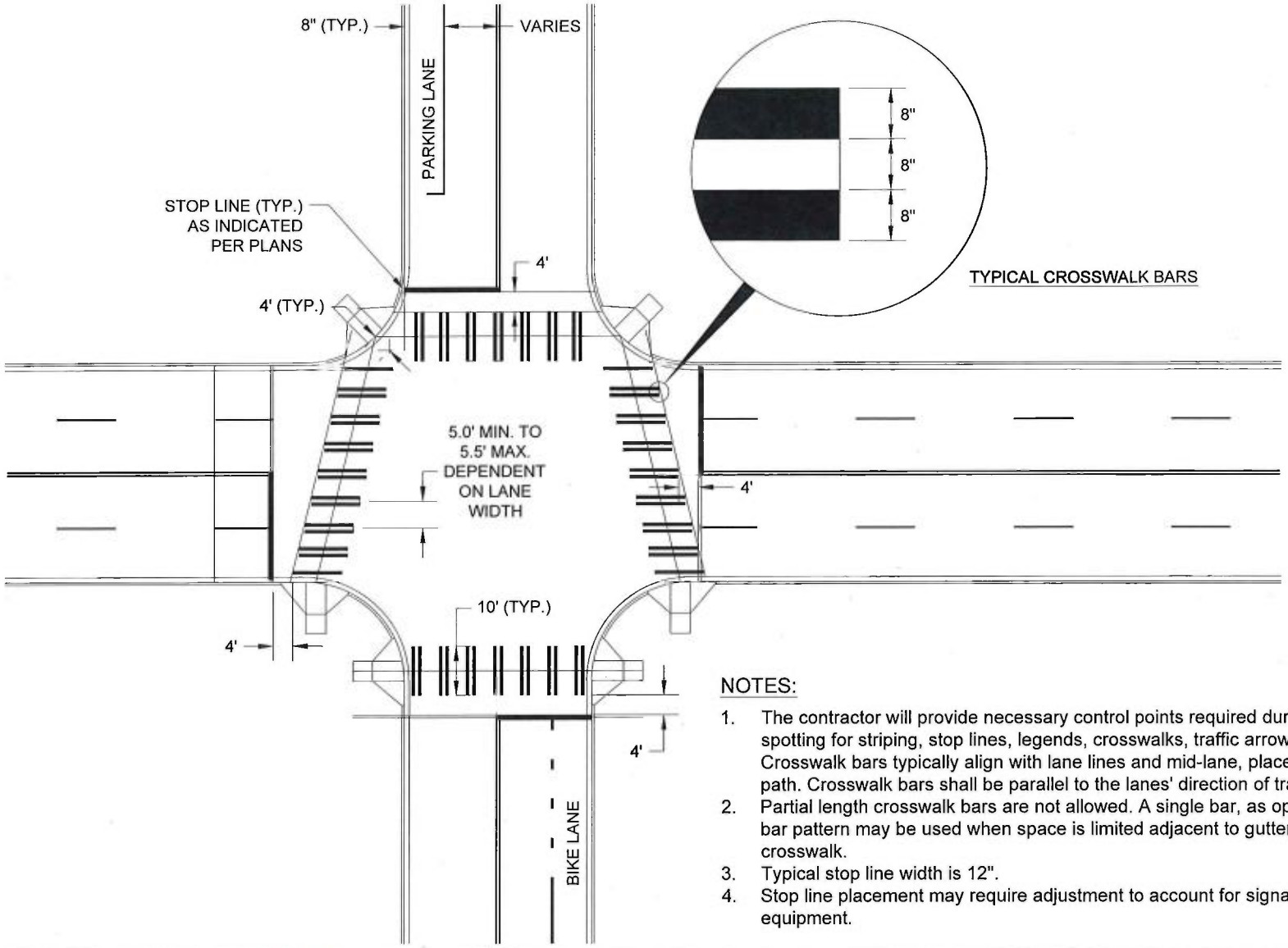


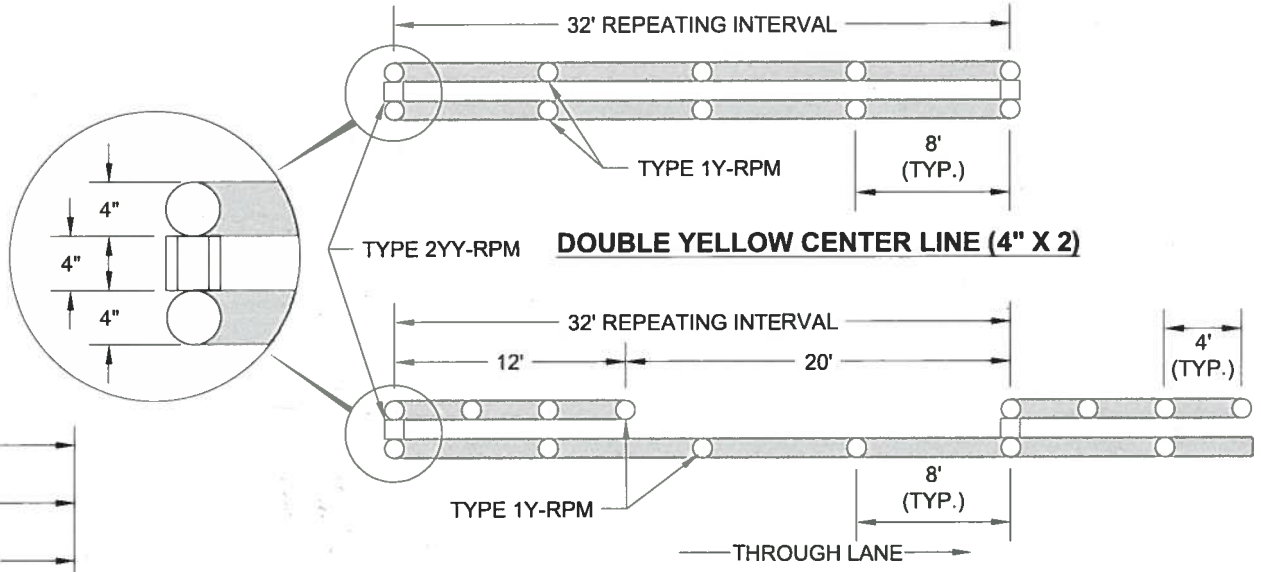
NOTES:

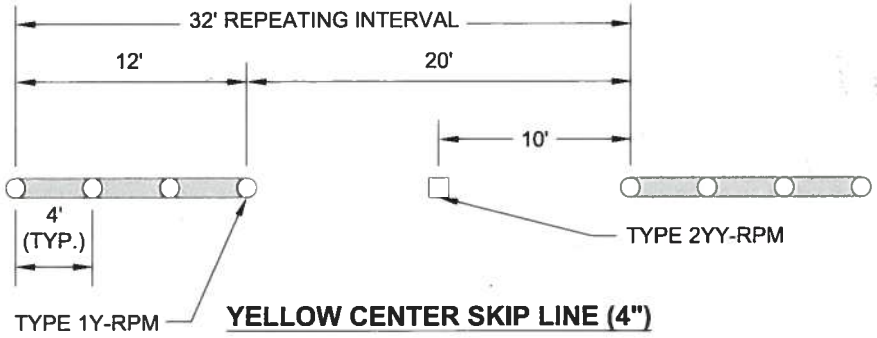
1. The contractor will provide necessary control points required during preliminary spotting for striping, stop lines, legends, crosswalks, traffic arrows, and signs. Crosswalk bars typically align with lane lines and mid-lane, placed to avoid wheel path. Crosswalk bars shall be parallel to the lanes' direction of travel.
2. Partial length crosswalk bars are not allowed. A single bar, as opposed to the double bar pattern may be used when space is limited adjacent to gutter, curb or intersecting crosswalk.
3. Typical stop line width is 12".
4. Stop line placement may require adjustment to account for signal detection equipment.

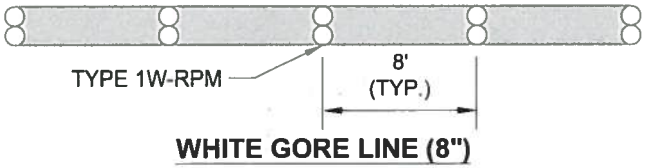
REVIEWED BY		APPROVED FOR PUBLICATION	CITY OF TACOMA TYPICAL CROSSWALK AND STOP LINE LAYOUT FOR VARIOUS CURB RAMP COMBINATIONS
DCS PUBLIC WORKS	GMS ENVIRONMENTAL SERVICES	KURTIS DEAN KINGSOLVER STATE OF WASHINGTON 31229 REGISTERED PROFESSIONAL ENGINEER	8/16/16 CITY ENGINEER — DATE
NA TACOMA POWER	NA TACOMA WATER		STANDARD PLAN NO. CH-02

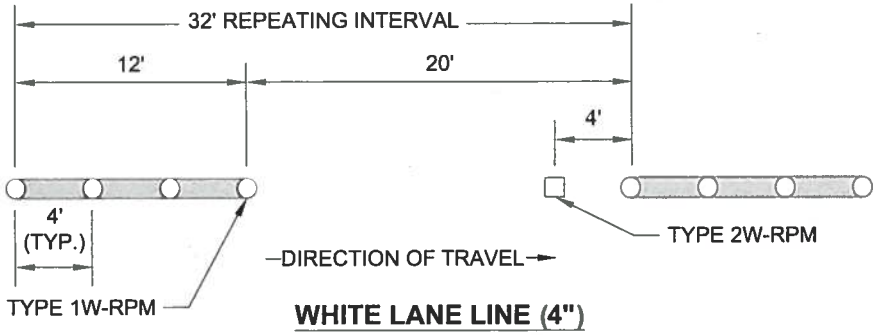
NOTES:

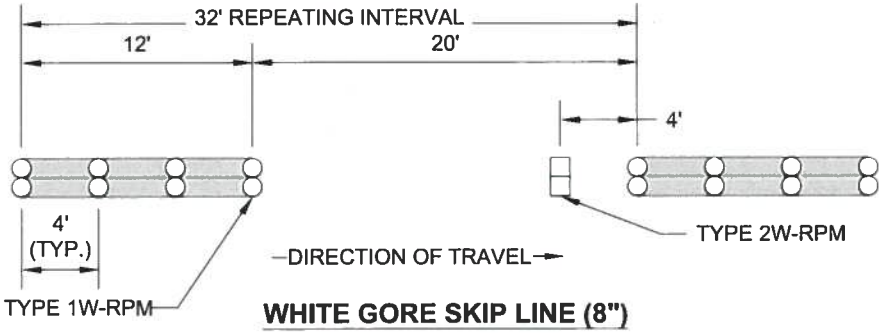
1. The Contractor will provide necessary control points for striping, stop lines, legends, crosswalks, traffic arrows, and signs. City inspection required before striping or associated sign installation begins.
2. Use of RPMs as shown correspond with paint striping. If striping consists of thermoplastic (or similar) then Type 1Y/W-RPMs are omitted.
3. RPMs shall not be placed over longitudinal or transverse joints of the pavement surface.







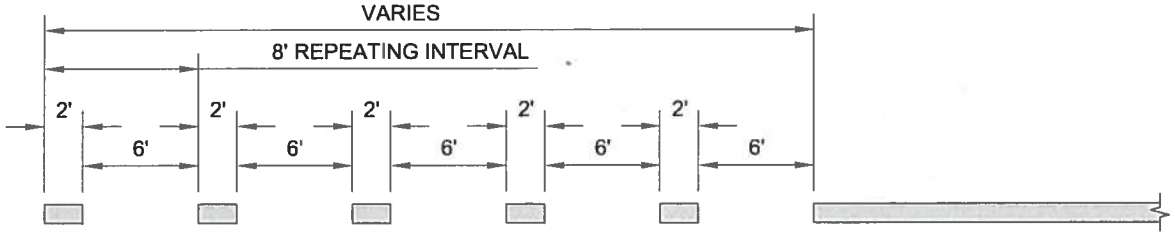




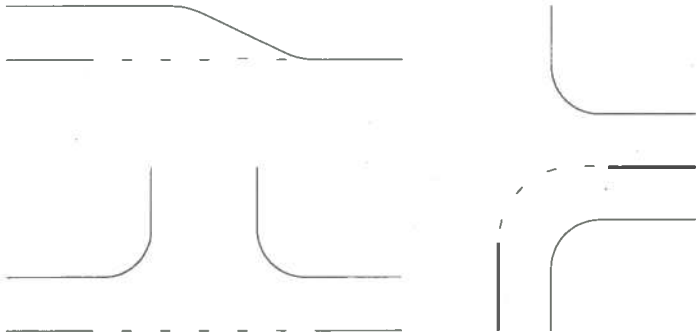
REVIEWED BY			APPROVED FOR PUBLICATION	CITY OF TACOMA
DCS		KURTIS DEAN KINGSOLVER STATE OF WASHINGTON 31229 REGISTERED PROFESSIONAL ENGINEER		LONGITUDINAL PAVEMENT MARKINGS
PUBLIC WORKS	ENVIRONMENTAL SERVICES		CITY ENGINEER 4/4/12 DATE	STANDARD PLAN NO. CH-03A
NA	NA			
TACOMA POWER	TACOMA WATER			

NOTE:

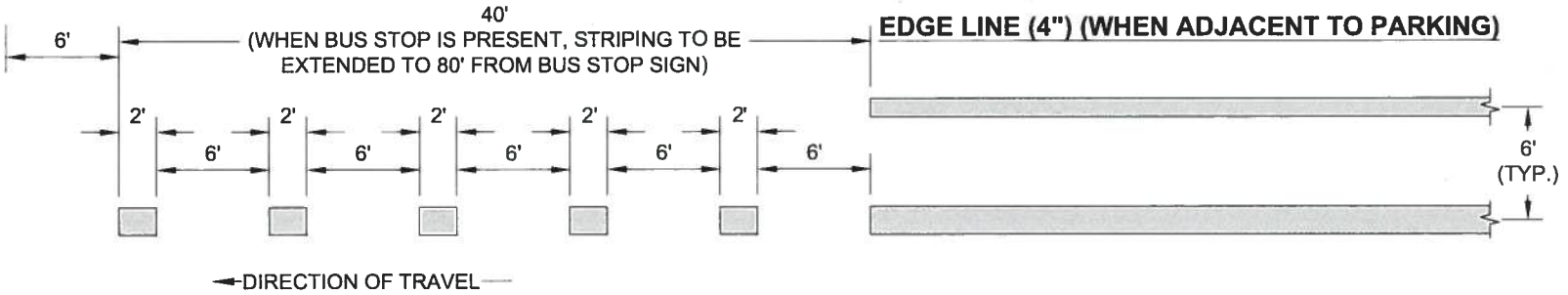
1. The Contractor will provide necessary control points for striping, stop lines, legends, crosswalks, traffic arrows, and signs. City inspection required before striping or associated sign installation begins.



DOTTED EXTENSION LINE (4" - 8")



EXAMPLE APPLICATIONS OF DOTTED EXTENSION LINE



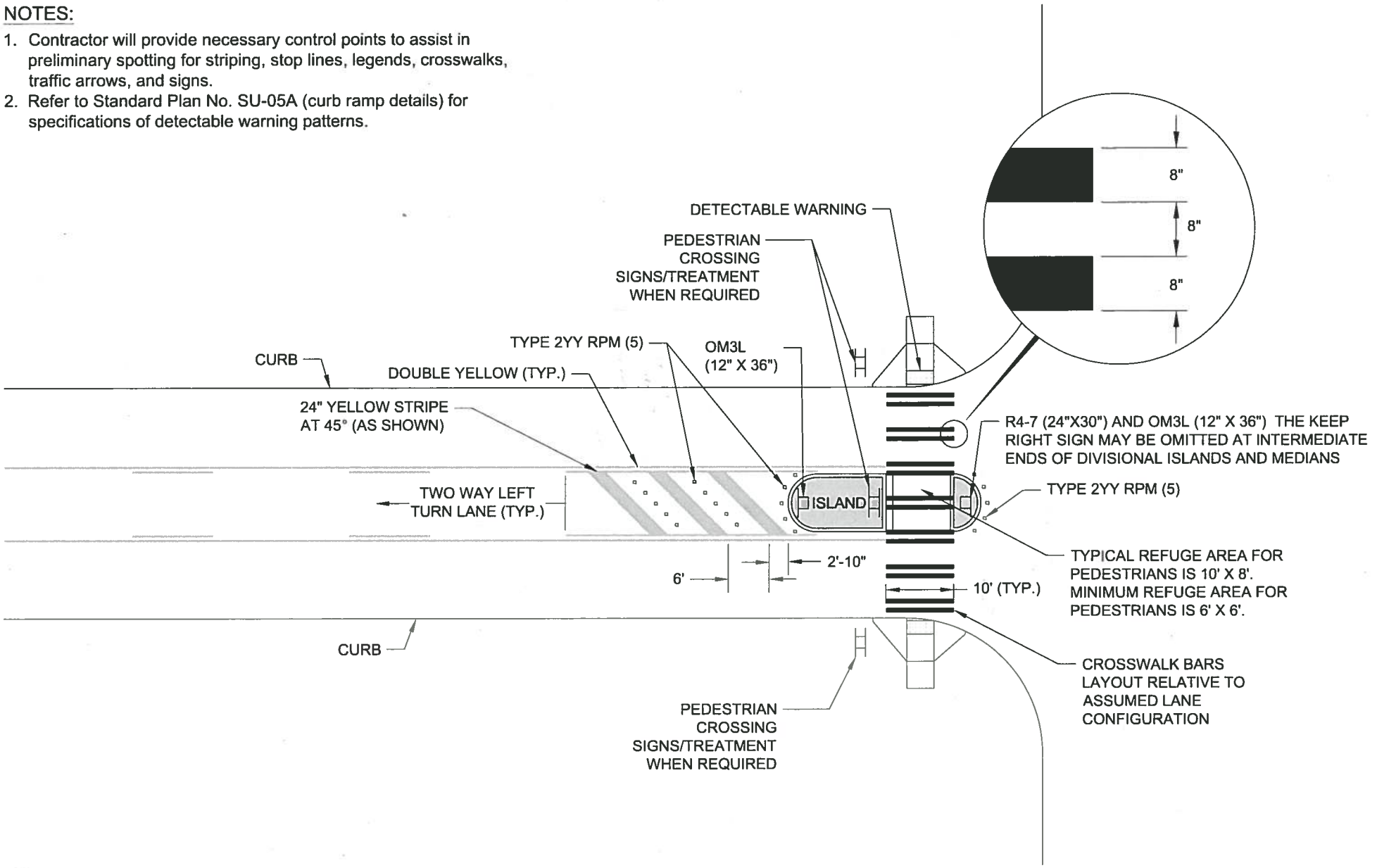
BIKE LANE SKIP LINE (6")

BIKE LANE LINE (6")

REVIEWED BY			APPROVED FOR PUBLICATION	CITY OF TACOMA
DCS PUBLIC WORKS	GMS ENVIRONMENTAL SERVICES	KURTIS DEAN KINGSOLVER STATE OF WASHINGTON 31229 REGISTERED PROFESSIONAL ENGINEER		LONGITUDINAL PAVEMENT MARKINGS
N/A TACOMA POWER	NA TACOMA WATER		CITY ENGINEER — DATE 4/4/16	STANDARD PLAN NO. CH-03B

NOTES:

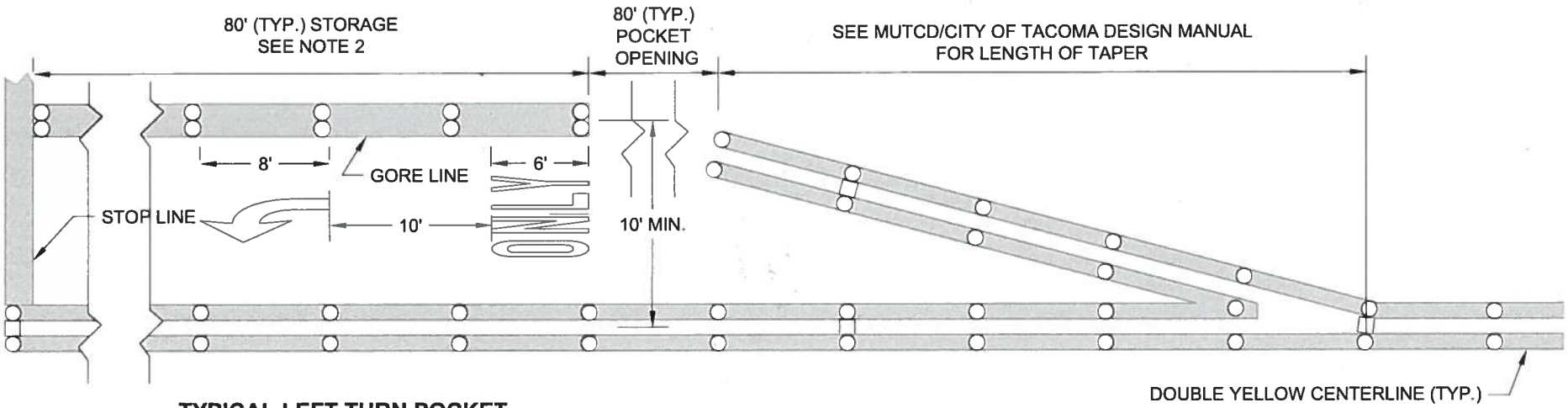
1. Contractor will provide necessary control points to assist in preliminary spotting for striping, stop lines, legends, crosswalks, traffic arrows, and signs.
2. Refer to Standard Plan No. SU-05A (curb ramp details) for specifications of detectable warning patterns.



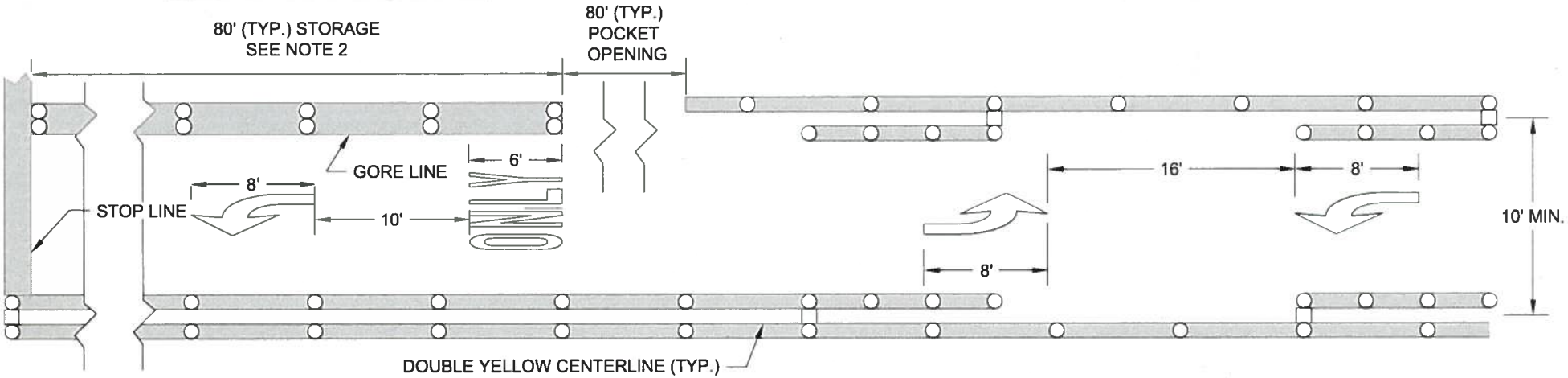
REVIEWED BY			APPROVED FOR PUBLICATION	CITY OF TACOMA
DCS — PUBLIC WORKS	GMS — ENVIRONMENTAL SERVICES	KURTIS DEAN KINGSOLVER STATE OF WASHINGTON 31229 REGISTERED PROFESSIONAL ENGINEER	CITY ENGINEER — 4/4/16 DATE	PAVEMENT MARKINGS AND SIGN LOCATIONS FOR PEDESTRIAN ISLAND
NA — TACOMA POWER	NA — TACOMA WATER			STANDARD PLAN NO. CH-07

NOTES:

1. Contractor will provide necessary control points to assist in preliminary spotting for striping, stop line, legends, crosswalks, traffic arrows, and associated signs.
2. If storage length is 100 feet or greater, then a second arrow, (without "only"), to be placed at 22 feet from stop line to near edge of the arrow.
3. Use of RPMs as shown correspond with paint striping. If striping consists of thermoplastic (or similar) then type 1Y/W-RPMs are omitted.



TYPICAL LEFT TURN POCKET



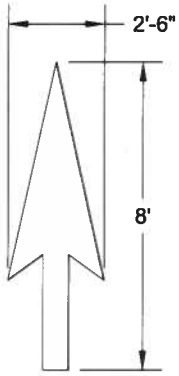
TYPICAL LEFT TURN POCKET

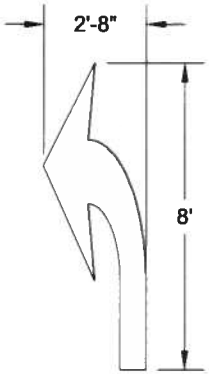
TYPICAL TWO WAY LEFT TURN LANE

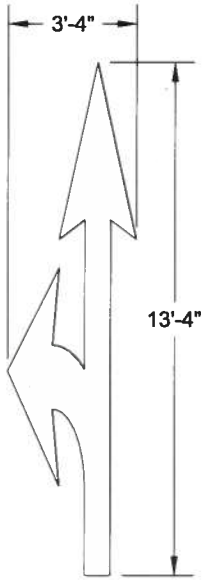
REVIEWED BY			APPROVED FOR PUBLICATION	CITY OF TACOMA
DCS	GMS	KURTIS DEAN KINGSOLVER STATE OF WASHINGTON 31229 REGISTERED PROFESSIONAL ENGINEER		LEFT TURN POCKET PAVEMENT MARKINGS
PUBLIC WORKS	ENVIRONMENTAL SERVICES		CITY ENGINEER	STANDARD PLAN NO. CH-09
NA	NA		4/4/16 DATE	
TACOMA POWER	TACOMA WATER			

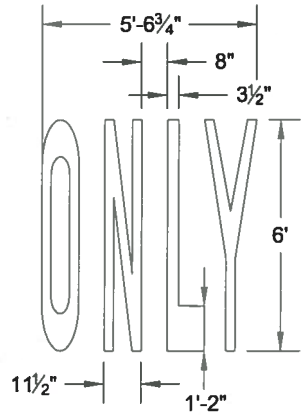
NOTES:

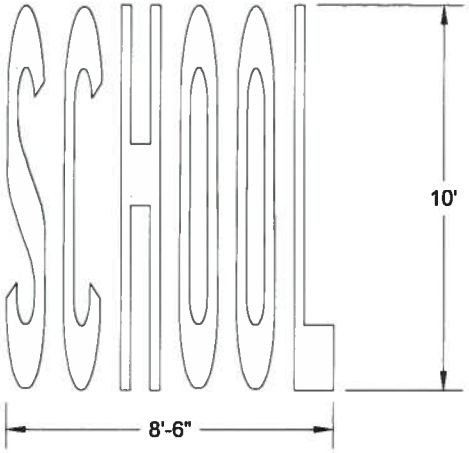
1. Contractor will provide necessary control points to assist in preliminary spotting for stripe, stop line, legends, crosswalks, traffic arrows, and associated signs.
2. Typical letter width is 11½".
3. Typical letter spacing is 8".
4. Letter stroke is 3½".
5. Refer to WSDOT M24.40-02 for more specific traffic arrow dimensions.
6. Arrows shown may be mirrored about their centerline as applicable to design.

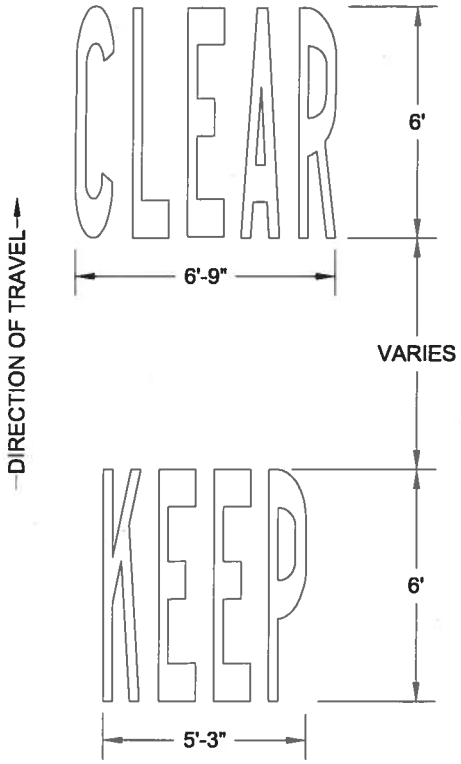








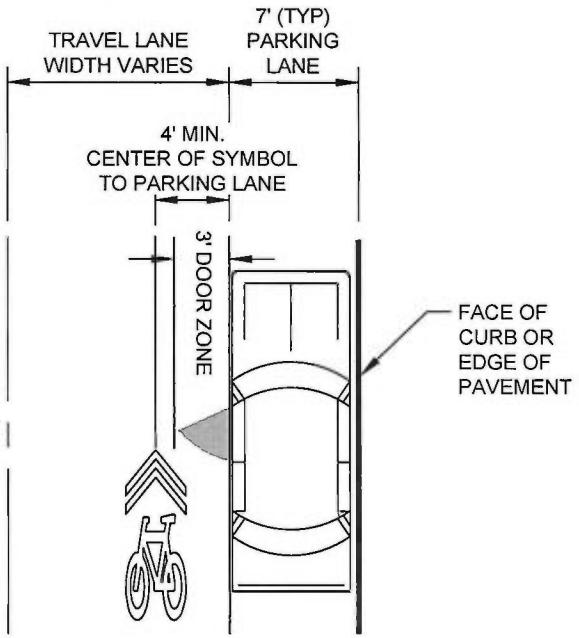




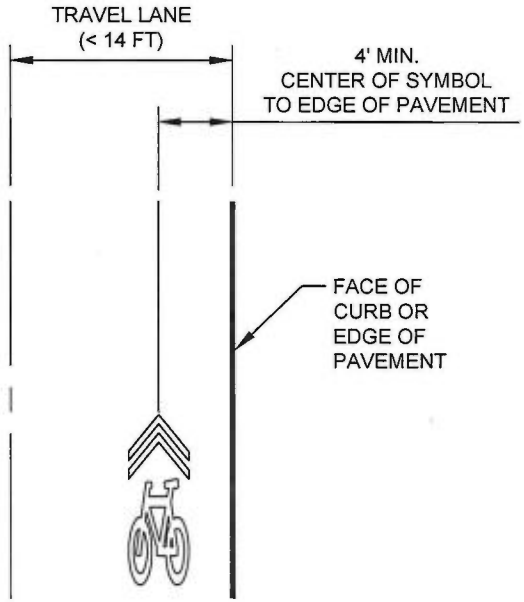
REVIEWED BY			APPROVED FOR PUBLICATION	CITY OF TACOMA
DCS	GMS	KURTIS DEAN KINGSOLVER STATE OF WASHINGTON 31229 REGISTERED PROFESSIONAL ENGINEER		PAVEMENT WORDS AND ARROWS
PUBLIC WORKS	ENVIRONMENTAL SERVICES		CITY ENGINEER 4/4/19 DATE	STANDARD PLAN NO. CH-10
NA	NA			
TACOMA POWER	TACOMA WATER			

NOTES

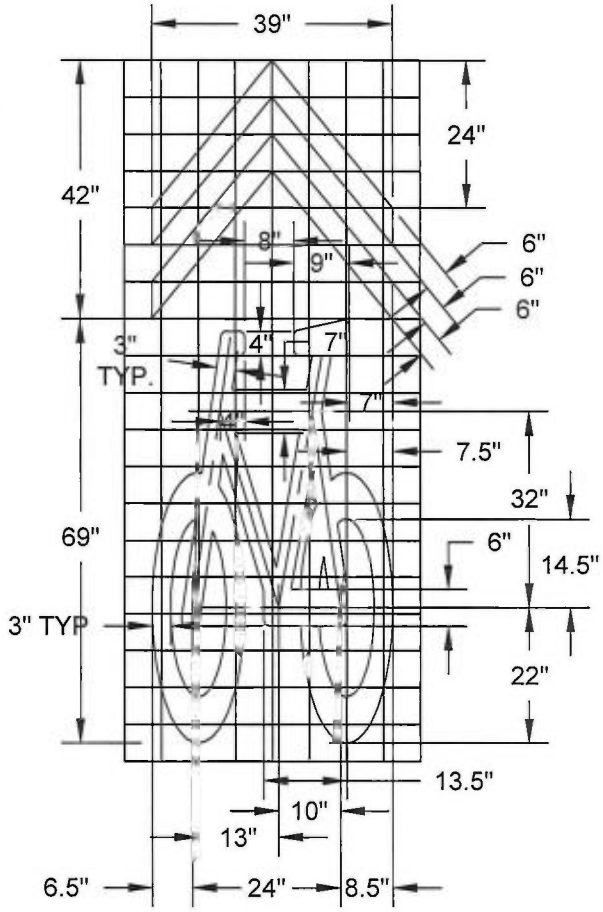
1. Contractor will provide necessary control points to assist in preliminary spotting for pavement markings and associated signs.
2. When included in contract documents, Sharrows should be placed immediately after an intersection and spaced typically at intervals not greater than 250 feet thereafter.
3. When conditions support bicyclists occupying the full travel lane, the preferred placement of the Sharrow is within the center of the travel lane to minimize wheelpath wear.



TYPICAL SHARROW
SYMBOL PLACEMENT
WITH PARKING LANE



TYPICAL SHARROW
SYMBOL PLACEMENT
WITHOUT PARKING LANE



1. Grid is 6"x6" squares.
2. All rounded corners have a 1" radius.

TYPICAL SHARROW
SYMBOL DETAIL

REVIEWED BY		APPROVED FOR PUBLICATION	CITY OF TACOMA TYPICAL SHARROW DETAIL AND PLACEMENT GUIDELINES
DCS PUBLIC WORKS	Gms ENVIRONMENTAL SERVICES		
N/A TACOMA POWER	N/A TACOMA WATER	CITY ENGINEER — DATE 9/20/12	STANDARD PLAN NO. CH-11