



CITY OF LA CENTER PUBLIC WORKS

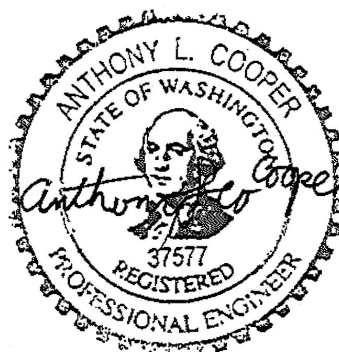
ENGINEERING STANDARDS FOR CONSTRUCTION

SECTIONS

SECTION 1.....	GENERAL DESIGN AND PLANNING
SECTION 2	STREETS AND SIDEWALKS
SECTION 3	STORM DRAINAGE SYSTEM
SECTION 4	SANITARY SEWER SYSTEM
SECTION 5	EROSION CONTROL MANUAL

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INTRODUCTION

The purpose of the City of La Center Engineering Standards for Construction is to establish and maintain minimum standards for public and private construction for roads, storm drainage, and sanitary sewer systems hereinafter constructed or improved by another as a condition of city approval of a development or by the city.

The standards for city roads and bridges, and all other construction within publicly owned right-of-way, shall consist of the following: The Standard Specifications for Road, Bridge and Municipal Construction published or adopted by the Washington State Highway Commission, Washington State Department of Transportation (WSDOT), and the American Public Works Association (APWA) and all subsequent revisions thereto; the Washington State Department of Transportation Design Manual (current edition); and the design criteria set forth in LCMC 12.10, LCMC 13, and LCMC 18.320; and the standard detail drawings of streets and utility construction approved by the City and located within these standards.

The Director shall specify which of the standard specifications will apply to the construction project. Copies of the Standards are available at the La Center City Hall.

TABLE OF CONTENTS

SECTION 1 GENERAL DESIGN , PLANNING, AND CONSTRUCTION

CHAPTER 1 – DESIGN AND PLANNING REQUIREMENTS (1.00 – 1.49)	PAGE
1.00 Requirements for Public Improvements	1-1
1.01 Precedence of Documents	1-2
1.02 Abbreviations and Definitions	1-3
1.03 Permits	1-6
1.04 General Requirements for Utility Extensions (Sanitary Sewer, Storm Sewer)	1-7
1.05 Submittal Requirements	1-7
1.06 General Requirements for Engineering Plans	1-8
1.07 Requirements for Public Street Improvement Plans	1-9
1.08 Site Grading Plan	1-11
1.09 Erosion Control Plans	1-11
1.10 Requirements for Utility Plans (Water, Sanitary Sewer, Drainage)	1-11
1.11 Requirements for Supplemental Submittal Information	1-13
1.12 Review Procedure	1-13
1.13 As-Built Drawings	1-14
1.14 Professional Qualifications	1-15
1.15 Changes to Standards	1-15
1.16 Design Modifications Process	1-15
1.17 Errors and Omissions	1-16
1.18 Contractor's Responsibility for Scheduling and Testing	1-16
1.19 Penalties	1-16
1.20 - 1.49 – RESERVED	

CHAPTER 2 – GENERAL CONSTRUCTION REQUIREMENTS (1.50 – 1.99)	PAGE
1.50 General Construction Requirements	1-17
1.51 Abbreviations and Definitions	1-18
1.52 Preconstruction Conference	1-18
1.53 Seasonal Limits	1-18
1.54 100- Year Flood Plain	1-18
1.55 Environmental Protection During Construction	1-18
1.56 Clearing and Grading on Environmentally Sensitive Lands	1-19
1.57 Preservation of Existing Vegetation	1-20
1.58 Vegetation Restoration	1-20
1.59 Maintaining Surface Water Quality	1-20
1.60 Fish and Wildlife Habitat Preservation	1-21
1.61 Stream and Creek Crossings	1-21
1.62 Control of Noise Levels	1-21
1.63 Historical and Archaeological Areas	1-21
1.64 Pesticides	1-22
1.65 Inspection	1-22
1.66 Scheduling	1-23

1.67	Testing Requirements	1-24
1.68	Safety Requirements	1-26
1.69	Preservation, Restoration, and Cleanup	1-26
1.70	Penalties	1-27
1.71 - 1.99	RESERVED	

CHAPTER 3 – GENERAL CONSTRUCTION DETAILS

C-1 Utility and Road Testing Requirements

SECTION 2

STREETS AND SIDEWALKS

CHAPTER 1 – DESIGN AND PLANNING REQUIREMENTS	PAGE
2.00 Functional Classification	2-1
2.01 General Requirement for Layout	2-1
2.02 Access	2-2
2.03 Width	2-2
2.04 Number of Lanes	2-2
2.05 Design Speed	2-2
2.06 Dedications	2-3
2.07 Private Streets	2-5
2.08 Horizontal Alignment	2-6
2.09 Vertical Alignment	2-7
2.10 Transitions	2-9
2.11 Street Frontage Improvements	2-9
2.12 Street Ends	2-9
2.13 Medians	2-10
2.14 Intersections and Curb Returns	2-11
2.15 Sight Obstruction Requirements	2-12
2.16 Curb and Gutter - Types and Application	2-13
2.17 Survey Monuments	2-14
2.18 Concrete Sidewalks	2-14
2.19 Asphalt Sidewalks	2-15
2.20 Multi-Use Trail	2-15
2.21 Bike Ways/Bike Lanes	2-15
2.22 Rustic Trails	2-16
2.23 Driveways	2-16
2.24 Bridges.....	2-18
2.25 Landscaping in the Right-of-Way, Easements and Access Tracts	2-18
2.26 Mailboxes	2-19
2.27 Street Illumination	2-19
2.28 Traffic Control and Signing	2-21
2.29 Appurtenances	2-22
2.30 Franchise Utilities	2-22
2.31 Safety Railing	2-22
2.32 Guard Rails	2-23
2.33 Surfacing Requirements	2-23
2.34 Utilities	2-26
2.35 – 2.50 – RESERVED	

<i>TABLES</i>	<i>PAGE</i>
2.1 Street Design Standards	2-3
2.2 Design Speed / Center Line Radius - Minimums	2-6
2.3 Design Controls for Vertical Curves Based on Design Speed	2-8
2.4 Turning Radii (Feet) Edge of Pavement/Curb - Minimums	2-11
2.5 Sight Distance for Controlled Intersection	2-13
2.6 Illumination Levels	2-21

CHAPTER 2 – CONSTRUCTION SPECIFICATIONS PAGE

2.50 General Requirements	2-27
2.51 Surfacing Requirements	2-27
2.52 Curb & Gutter	2-28
2.53 Concrete Sidewalks	2-28
2.54 Driveways	2-28
2.55 Mailboxes	2-28
2.56 Survey Monuments	2-29
2.57 Street Lighting	2-29
2.58 Safety Railings	2-30
2.59 Utilities	2-30
2.60 Inspection	2-32
2.61 Contractor’s Requirement for Testing	2-33

CHAPTER 3 – STANDARD DETAILS

ST-1	Streets and Sidewalks General Notes
ST-2	Type III Barricade
ST-SA	Sidewalk Barricade
ST-3	Residential/Commercial Driveway (Without Planter Strip)
ST-3A	Residential Driveway with only concrete curb
ST-3B	Residential Driveway with planter strip
ST-3C	Modified Residential Driveway
ST-4	Street sign installation details
ST-5	Curb & Gutter Detail
ST-6	Extruded Curb Detail
ST-7	Type 1 Curb Ramp
ST-7A	Truncated Dome detail
ST-8	Type 2 Curb Ramp
ST-8A	Corner Radius Ramp
ST-9	Type 2B Curb Ramp
ST-9A	Type 3 Curb Ramp
ST-10	Utility Placement Detail
ST-11	Major Arterial
ST-12	Minor Arterial
ST-12A	Minor Arterial A
ST-13A	Rural Major Collector
ST-13B	Rural Minor Collector
ST-14	Neighborhood Access
ST-15	Local Access

ST-15A	Local Access with planter strip
ST-16	Bus Stop Pullouts – Arterial Streets
ST-17	Arterial/Small City Arterial Open Cut Utility Trench Backfill Detail
ST-17A	Pothole repair detail
ST-18	Open Cut Utility Trench Backfill Detail (Neighborhood and Local Access Streets)
ST-19	Roadway Shoulder and Landscape Open Cut Utility Trench Backfill Detail
ST-20	Pavement Surface Reconstruction (Alt. For Transverse or Longitudinal Cuts)
ST-21	Butt Joint Planing & Overlay
ST-22	Intersection Overlay Detail For All Roads
ST-23	Sidewalk Detail
ST-24	Concrete Joints Detail
ST-25	Old Town Street
ST-26	Sidewalk curb drain detail
ST-26A	Sidewalk curb drain retrofit
ST-27	Temporary Cul-de-Sac Detail
ST-28	Temporary Hammerhead Detail
ST-29	Cul-de-Sac Detail
ST-30	Offset Cul-de-Sac Detail
ST-31	Root Barrier Detail
ST-32	Parking Lot Striping Details
TC-1	Speed Hump
TC-2	Raised Sidewalk
TC-3	Alternating Curb Extensions
TC-4	Choker Curb Extensions

SECTION 3

STORM DRAINAGE

CHAPTER 1 – DESIGN AND CONSTRUCTION SPECIFICATIONS PAGE

3.00 Approval Requirements.....	3-1
3.01 Planning Criteria.....	3-1
3.02 Design Requirements	3-2
3.03 Construction Requirements	3-3
3.04 Culverts	3-4
3.05 Catch Basins and Inlets	3-5
3.06 Cleaning Existing Drainage Structures	3-5
3.07 Embankment	3-5
3.08 Oil/Water Separator	3-5
3.09 TV Inspections	3-6

CHAPTER 2 – STANDARD DETAILS

SM-1	General Stormwater Notes
SM-2	Standard Storm Manhole
SM-3	Standard Manhole Frames & Covers
SM-4	Curb Inlet
SM-5	Catch Basin
SM-6	Combination Curb Inlet

SM-7	Herringbone Grate Detail
SM-8	G-2 Catch Basin
SM-9	Sloped Field Inlet
SM-10	Standard Area Inlet
SM-11	Sedimentation Manhole
SM-12	Precast Drywell
SM-13	Riprap Energy Dissipater
SM-14	Residential Downspout Infiltration Trench
SM-14A	Residential Downspout Energy Dissipater
SM-15	Residential Downspout Infiltration Drywell
SM-16	Low Point Footing Drain
SM-17	Residential Drainage System to Street
SM-18	Pipe Anchor Detail
SM-19	Residential Downspout Detention Pipe
SM-20	Residential Downspout Detention Pond

SECTION 4

SANITARY SEWER SYSTEM

CHAPTER 1 – DESIGN AND CONSTRUCTION SPECIFICATIONS PAGE

4.00 General Requirements	4-1
4.01 Capacity	4-2
4.02 Pipe Sizing.....	4-2
4.03 Location, Alignment, and Depth	4-2
4.04 Material, Joints, and Anchor Walls	4-4
4.05 Manholes	4-5
4.06 Prohibited Devices and Pump Systems.....	4-6
4.07 Installation of Sewer Pipe.....	4-6
4.08 Manhole Installation	4-7
4.09 Sewer Line Cleaning and Testing.....	4-8

TABLES* *PAGE

4.1 Minimum Sewer Line Grades.....	4-3
4.2 Minimum Anchor Spacing.....	4-5

CHAPTER 2 – STANDARD DETAILS

SS-1	General Sanitary Sewer Notes
SS-2	Typical Lateral Connection
SS-3	Typical Utility Location
SS-4	Typical Trench Backfill Bedding
SS-5	Pipe Bedding (Rigid and Flexible Pipe)

SS-6	Typical Water Main/Sanitary Crossing
SS-7	Standard Precast Manhole
SS-8	Top Slab For Standard Precast Manhole
SS-9	Manhole Connection Details
SS-10	Standard Manhole Frames & Covers
SS-11	Manhole Step Detail
SS-12	Inside Drop Manhole Connection
SS-13	Outside Drop Manhole Connection
SS-14	Standard Sewer Cleanout
SS-15	Standard Plan for Anchor Walls
SS-16	Pressure Main Connection Details
SS-17	1" & 2" Air & Vacuum Valve Assembly
SS-18	Pressure Main Buried Gate Valve
SS-19	Typical Pressure Cleanout
SS-20	Toning Wire and Locator Tape
SS-21	Grease Interceptor
SS-22	Oil/Water Separator

SECTION 5

EROSION CONTROL MANUAL

CHAPTER 1 – DEVELOPMENT REQUIREMENTS AND PLAN SPECIFICATIONS

5.00	Washington State Department of Ecology Requirements	5-1
5.01	International Building Code Requirements.....	5-1
5.02	Small Parcel Development (Less than 1 Acre) Requirements	5-1
5.03	Large Parcel Development (Greater than 1 Acre) Requirements	5-2
5.04	Signage	5-5
5.05	Public Sanitation	5-5
5.06	Financial Liability	5-5
5.07	Erosion Control Plans.....	5-5
5.08	Erosion Control Maintenance Written Daily Log	5-6
5.09	Erosion Control BMP Design Criteria	5-6

CHAPTER 2 –STANDARD DETAILS

ER-1A	Erosion Control General Notes I
ER-1B	Erosion Control General Notes II
ER-2	Standard Construction Entrance
ER-3	Filter Fabric Fence
ER-4	Inlet Protection
ER-5	Wheel Wash
ER-6	Plastic Sheeting
ER-7	Straw Sediment Barrier & Straw Wattles
ER-8	Sediment Trap

ER-9	Temporary Sediment Pond
ER-10	Nets and Blankets
ER-11	Rock Check Dam/ Interceptor Swale & Dike
ER-12	Pipe Slope Drain/ Level Spreader
ER-13	Residential Erosion Control Plan

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION
SECTION 1
GENERAL DESIGN, PLANNING, AND CONSTRUCTION

SEPTEMBER 21, 2018

City of La Center
305 NW. PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SECTION 1 – GENERAL DESIGN, PLANNING, AND CONSTRUCTION

CHAPTER 1 – DESIGN AND PLANNING REQUIREMENTS

1.00 Requirements for Public Improvements

A. General

The purpose is to set standards for the design and construction of public improvements to serve new and future developments. These include street, bikeway, drainage, and sanitary sewer improvements as required by the development review process, City Ordinance, and other City policies adopted or authorized by the City Council or the Mayor. Standards for site grading, erosion control, parking lot, driveway construction, and construction on private property are also contained in these standards. No such work shall commence prior to City approval of the construction plans. Designs submitted shall be stamped by a registered Professional Engineer licensed to practice in the State of Washington.

All public improvements and private streets, parking lots, sidewalks, and driveways shall be designed and constructed in such a manner as to be readily accessible to and usable by individuals with disabilities as per the requirements of the Americans with Disabilities Act of 1990. This includes providing curb ramps at intersections with pedestrian crosswalks to allow a smooth transition between street and sidewalk elevations.

B. Organization of Standards

These Standards are separated into five separate Sections; Section 1 – General Design, Planning, and Construction, Section 2 – Streets and Sidewalks, Section 3 – Storm Drainage, Section 4 – Sanitary Sewer System, and Section 5 – Erosion Control Manual.

C. Shortened Designation

These City of La Center Engineering Standards for Construction shall be cited routinely in the text as the "Standards".

D. Applicability

These Standards shall govern all new construction and upgrading of facilities both in the right-of-way and on-site for: transportation-related facilities; storm drainage facilities and stream channel improvements; sewer and water improvements; and park, recreation, and open-space facilities used by the public.

E. Requirements for Public Welfare

It is the purpose of these standards to provide for and promote the health, safety, and welfare of the general public, and not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefit by the terms of these standards.

The Standards established by this Chapter are intended to represent the minimum design standards. Compliance with these Standards does not relieve the designer of the responsibility to apply sound professional judgment to protect the health, safety, and welfare of the general public. Additionally, these are minimum standards, special site conditions and environmental constraints may require a greater level of protection than would normally be required under these Standards. The designer must apply these Standards bearing in mind these constraints.

F. Two-year Surety Bond Requirement.

The developer is required to provide a maintenance bond for 20% of the full cost of construction for public improvements for a period of two (2) years after acceptance of the project, with will not be released without written approval by the City. The developer is to provide from his contractor and itemized contractor's cost worksheet on the contractor's letter head and with the contractor's signature. The contractor shall place the following note on the worksheet; *"To the best of my knowledge, the itemized quantities and cost included herein are an accurate account of the full cost of construction to be provided as required to meet the City's Maintenance Bond requirements"*

G. Requirement for Street Utility Extension to Limits of Property.

Public streets, bikeways multi-purpose trails, water mains, sanitary sewer mains, and storm sewer mains shall be extended through and to the extremes of the property being developed for extension to future development as determined by the City. The developer shall not be reimbursed for utility extensions to the limits of the property being served. Should the developer deem that the utility extension is an undue hardship and will significantly benefit other property owners, the developer may request for a latecomer agreement or reimbursement. Such requests shall be in writing and shall be made to the City Council.

1.01 Precedence of Documents

If there is a conflict between approval documents, the document highest in precedence shall control. The precedence shall be:

First: Permits from other agencies or jurisdictions, as may be required by law.

Second: Facilities Review, Site Development Permit, and Hearings Examiner Conditions of Approval.

Third: City of La Center Engineering Standards for Construction.

Fourth: City of La Center Ordinances and Municipal Code (LCMC)

Fifth: Plans and details prepared by the design engineer.

Sixth: APWA/WSDOT Standard Specifications, latest edition.

Seventh: Reference specifications.

Supplemental written agreements and approved revisions to plans and specifications, by the appropriate jurisdictions will take precedence over documents listed above. Detailed plans shall have precedence over general plans. In any event, the determination of the Public Works Director shall be final.

1.02 Abbreviations and Definitions

AASHTO	American Association of State Highway and Transportation Officials.
AC	Asphaltic Concrete.
ACI	American Concrete Institute.
ADA	Americans with Disabilities Act of 1990.
ADT	Average Daily Traffic.
ALTA	American Land Title Association Survey
ANSI	American National Standards Institute.
APWA	American Public Works Association.
ASTM	American Society for Testing and Materials.
AWWA	American Water Works Association.
Bicycle	A vehicle having two tandem wheels, propelled solely by human power.
Bicycle Facilities	A general term denoting improvements and provisions which accommodate or encourage bicycling, including parking facilities, maps, signs, pathways, bike lanes, widened <u>sidewalks</u> , bikeways and shared roadways designated for bicycle use.
Bicycle Lane	A portion of a roadway which has been designated by striping, signing and pavement (Bike Lane) markings for the preferential or exclusive use of bicyclists.
Bicycle Path	A paved pathway physically separated from motorized vehicular traffic by an open (Off-Street space or barrier within an independent right-of-way. Pathway)
Bicycle Route	A segment of a system of bikeways designated by the jurisdiction having authority (Bike Route) with appropriate directional and informational markers, with or without a specific bicycle route number or as designated on a bicycle map, brochure or guidebook.
Bikeway	Any road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
CARV	Combination Air and Vacuum Release Valve.

CBE	Crushed base equivalent (CBE) is the number that directly relates the traffic coefficient to the required number of inches of rock for street structural sections.
CBR	California Bearing Ratio.
City	City of La Center with the Public Works Director as the lead contact person.
City Engineer	City of La Center's City Engineer having authority specified in State law or City ordinances, or their designated representative.
Contractor	The agent of the developer completing the construction activities associated with a given project.
Contractor's	The phrase "Contractor's Equipment" shall include all items of materials or equipment remaining in the contractor's ownership and removed from the site upon completion of the project.
Developer	The owner and/or his agent or contractor's responsible for a given project.
Director	City of La Center's Public Works Director having authority specified in state law or city ordinances, or their designated representative.
Dry Utilities	Those utilities not dealing with the transport of water. They consist of telecommunications, electrical, natural gas, cable, and any other utilities operated by private companies.
Engineer	The City Engineer
EPA	U.S. Environmental Protection Agency.
Equipment	The machinery, accessories, appurtenances and manufactured articles to be furnished and or installed under the Project.
FEMA	Federal Emergency Management Agency.
GPS	Global Positioning System
HMA	Hot Mix Asphalt as defined in the Standard Specifications.
IE	Invert Elevation.
Intersection	Refers to the area jointed by two (2) or more roads intersecting. For approaches of a continuous street at an acute curve or some other angle point with different street names.
Item	A convenient subdivision of work under these specifications, as herein separately described.
ITE	The Institute of Transportation Engineers. This organization is one of the organizations responsible for development of the ITS, the International Transportation Standards. The ITE also publishes trip generation and other information used by the City of La Center in transportation system design.

Material(s)	These words shall be construed to embrace machinery, manufactured articles, materials of construction (fabricated or otherwise), and any other classes of material to be furnished in connection with the project.
MUTCD	Manual on Uniform Traffic Control Devices.
NEC	National Electric Code with Washington amendments.
Or Equal	Any manufactured article, material, method, or work which, in the opinion of the Engineer, is equally desirable or suitable for the purposes intended in these specifications and contract, as compared with similar articles specifically mentioned herein.
OS and Y	Outside stem and yoke.
OSHA	Occupational Safety and Health Administration.
Parking Lot	Paved surfaces on private property intended for the movement and storage of 6 (six) or more vehicles.
Planner	The City Planner
Plans	The plans shall mean all official drawings or reproductions of drawings made or to be made pertaining to the work provided for in the contract, or to any structure connected therewith.
Project	The structure or improvement to be constructed in whole or in part through the performance of the contract.
PRV	Pressure Reducing Valve.
Sidewalk	The portion of a street designed for preferential or exclusive use by pedestrians.
Specifications	The specifications shall mean the prescribed directions, requirements, explanations, terms and provisions pertaining to the various features of the work to be done, or manner and method of performance, and the manner and method of measurements and payments. They also include directions, requirements, and explanations as set forth on the plans.
Standards	The latest edition of the City of La Center Engineering Standards for Construction.
Standard Drawings	The latest edition of the City of La Center's standard details for Construction. Reduced copies are included in the Standards.
Standard Specifications	The latest edition of the "Standard Specifications for Road, Bridge, and Specifications Municipal Construction" as published by the Washington State Department of Transportation and the American Public Works Association.
Street	A public way which affords the principal means of access to abutting property.

TCDH	Traffic Control Device Handbook.
Traffic Coefficient	A number used in determining the structural section of a street.
Trail	"Trail" is synonymous with Bicycle Path (off- street pathway).
UBC	Uniform Building Code with Washington amendments.
UFC	Uniform Fire Code with Washington amendments.
UL	Underwriter's Laboratory.
UMC	Uniform Mechanical Code with Washington amendments.
UP	Uniform Plumbing Code with Washington amendments.
WSDOT	Washington State Department of Transportation.
Wetlands	Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Identification and delineation of jurisdictional wetlands and wetland boundaries shall be done by a qualified biologist using applicable State and Federal guidelines.
Words and Phrases	When ever the words, "as directed", "as required", "as permitted", or words of like effect are used, it shall be understood that the direction, requirement or permission of the Owner and Engineer is intended. The words, "sufficient", "necessary", "proper", and the like shall mean sufficient, necessary or proper in the judgment of the Owner and Engineer. The words, "approved", "acceptable", "satisfactory", or words of like import shall mean approved by or acceptable to the Owner and Engineer.
Work	The work necessary to manufacture and deliver machinery, equipment and material and/or the furnishings of all labor, tools, material, equipment, construction equipment, working drawings, where required, and other, necessities for the construction or erection of the structures shown and called for in the plans, specifications and contract, and the act of constructing or erecting said structures complete.

1.03 Permits

Permits, approvals, or agreements are required by the City, and sometimes other jurisdictions, prior to initiating any construction or demolition work elements described within these Standards.

The majority of work covered under these Standards will require multiple permit authority review and approvals. Several types of permits and approvals require prior approval from the authority before a building or other substantial permit can be issued. Any questions regarding information about permits, approvals, and agreements should be directed to the City Clerk.

The following general categories describe the major permits, approvals, and agreements, along with issuing permit/code authority identified in parentheses:

A. Environmental Review

For most projects, including clearing and grading activity, an Environmental Checklist must be completed by the applicant and submitted along with plans, specifications, and other information when approval or permits are being requested for a project. The Planner conducts the Environmental Review and makes a SEPA Threshold Determination for the City.

B. Building Permits

A Building Permit is required for all construction work including alteration, repairs and demolition. Permits for structures greater than four thousand square feet (4,000 sq. ft.) require the submittal of an Environmental Checklist.

C. Approvals and Other Permits

There are several other permits or approvals which may be required and referred to in these Standards: Developer Extension Agreements; plat and short plat approvals; and Certificate of Occupancy.

In addition, there are several other City approvals (land use) which may have been obtained prior to the above listed permits and which may affect the Standards as contained in this document.

1.04 General Requirements for Utility Extensions (Sanitary Sewer, Storm Sewer)

- A. All development projects including utility extensions must go through the site plan review and approval process as outlined in LCMC Title 18, Divisions 3 (Land Division and Development) and 4 (Critical Lands). Once the site plan and the engineering plans described in Section 1 of these Standards have been approved the City will allow the extension of city utilities.

Upon completion of the pre-construction requirements and 48 hours notice, a pre-construction meeting shall be held with the Public Works Department at which time construction inspection will be scheduled. No utility extension construction shall commence prior to a pre-construction meeting. After completion of construction and submittal of required documents and fees including as-built drawings, final acceptance will be given by the City at which time utility service will be provided. Three hardcopies of full size as-builts will be provided along with electronic copies of the drawings in AutoCAD .dwg format.

- B. Easements for utility systems shall be prepared by a Professional Licensed Surveyor (PLS) licensed to practice in the State of Washington. The easement shall be reviewed and approved by the City prior to acceptance.
- C. Developer extension projects will be deeded to the City for maintenance and operation before acceptance by the City of La Center.
- D. The developer shall provide final as-constructed elevations of manhole inverts

and tops, gravity pipe grades, and utility locations. All elevations shall be from Clark County datum.

1.05 Submittal Requirements

A. General

1. Submittal requirements consist of design plans, grading plans (where required), erosion control plans (where required), drainage calculations, and other information as required. Letters of transmittal shall accompany all submittals.
2. Submittals will meet the requirements of LCMC 12.10 (Public and Private Road Standards), LCMC 13 (Public Utilities), and LCMC Title 18 (Development Code).
3. The Standard Specifications are hereby adopted and incorporated as part of this document by reference except as modified herein.

1.06 General Requirements for Engineering Plans

A. Design Plan Format

1. The plans shall meet the requirements of LCMC 18.215.050.
2. The plans shall be submitted on 22 x 34-inch sheets. Half scale drawings shall be 11" by 17" sheets. A PDF format must also be submitted, with each sheet being a separate PDF. A final drawing file in Autocad DWG format shall be submitted for the entire development.
3. Title sheet to include project name, vicinity map, name and mailing address of developer/owner and engineering firm, general notes, notice to excavators; index, and space for city approval stamp (5 x 5-inch) in the lower right quadrant. Vicinity maps shall show the location of the project in respect to the nearest major street intersection.
4. A north arrow shall be shown on each plan view sheet of the plans and adjacent to any other drawing which is not oriented the same as other drawings on the sheet.
5. Details - Reference each City Standard Drawing by number.
6. The scale shall be 1-inch = 10 feet, 20 feet, 30 feet, 40 feet, 50 feet, or 60 feet horizontally for all drawings except structural details. Scale shall be shown with north arrow and within a title block.
7. Letter size shall not be smaller than 0.09 inches high.
8. The location and elevation of a National Geodetic Survey, United States Geological Survey, Clark County, or City of La Center bench mark shall be shown. No other datum shall be used without permission of the City Engineer. Temporary control bench marks and elevations shall also be shown on the plans.

9. A title block shall appear on each sheet of the plan set and shall be placed across the right-hand edge of the sheet. The title block shall include the names of the project, the engineering firm, the owner, the sheet title, and the sheet number.
10. The seal of the registered Washington Professional Engineer responsible for preparation of the plans shall appear on each sheet.
11. The description and date of all revisions to the plans shall be shown on each sheet affected, and shall be approved and dated by the registered Professional Engineer of record as evidenced by an original signature or initial.
12. Through use of standard drafting symbols, indicate the location and direction of view for all sections.
13. Developer's name, address and phone number shall be included on the cover sheet.

B. Site Development Plans shall be organized as follows:

1. Title sheet. The title sheet should include the following information:
 - i. An index of all sheets in the plan set
 - ii. Name and contact information of all utilities including the city
 - iii. A vicinity map showing the proposed project
 - iv. Project approval blocks for the City of La Center, Clark Public Utilities, and Clark County Fire and Rescue
 - v. Legal description of property where proposed development is located
 - vi. Project Bench Mark information
 - vii. A note stating “*Construction shall conform to the requirements of the City of La Center Engineering Standards for Construction.*”
2. Grading and erosion control plan with maximum contour intervals of 2 feet. Proposed contours shall match up with existing contours a minimum of 2 feet from the property line of the proposed project. This sheet shall also note the source of information, date of field work, and location of original document.
3. Street and storm sewer. Storm sewer information may be included on water and sewer sheets where practical. In all cases, all proposed utilities shall be shown on each utility sheet, although notes and call-outs may be segregated per individual sheet.
4. Sanitary sewer and water, including fire hydrant locations.
5. Dry Utilities (Natural Gas, Electrical, Telecommunications, cable, etc.) This information can be included with street and storm sewer sheets if space allows.
6. Standard Detail Sheets (as required).
7. Standard Specification Sheets (as required).
8. Approved preliminary plat (if it is a subdivision).

9. Signing and Striping Plan (if needed).
10. Landscape plan including sidewalks, bikeways, retaining walls, irrigation, and lighting (if needed).

1.07 Requirements for Public Street Improvement Plans

A. Plan View

Plan views shall show the following:

1. Right-of-Way, property, tract, and easement lines (existing and proposed).
2. Subdivision name, lot numbers, street names, and other identifying labels. Subdivision and street names are subject to the approval of the City Planner.
3. Location and stationing of existing and proposed street center lines and curb faces.
4. Horizontal alignment and curve data of street center lines and curb returns.
5. Existing underground utilities and trees over 6-inches in diameter within the construction limits.
6. Location of existing buildings, wells, septic tanks, drain fields, fuel tanks, and any other buried structures. An ALTA survey shall be required for at least 100 feet surrounding any of the above items to remain.
7. Match lines with sheet number references.
8. Street stationing to be noted at a minimum of 100-foot intervals.
9. Top of curb elevations along curb returns at quarter-delta's, and at 100-foot stations.
10. Location of the low points of street grades and curb returns.
11. Sidewalk locations. This shall include ramps, transitions in location or width, and relationship with driveways.
12. Crown lines along portions of streets transitional from one typical section to another.
13. Center line stationing of all intersecting streets.
14. Location and description of existing survey monuments, including but not limited to: section corners, quarter corners, donation land claims, corners, and City bench marks.
15. Location of proposed street intersection monument boxes.
16. FEMA designated 100-year flood plains and flood ways, or areas of flooding during a 100-year storm event.
17. Wetland areas and storm water quality undisturbed corridors (buffer strips)

18. Legend.

19. Any additional information that the City deems necessary.

B. Profile View

Profile Views shall show the following:

1. Stationing, elevations, vertical curve data (including curve k factors), and slopes for center of streets or top of curbs. For off-set or superelevation cross-sections, both curbs shall be profiled. Where curbs are not to be constructed, center line of street and ditch inverts shall be shown.
2. Original ground along the center line and if necessary at the edges of the right-of-way if grade differences are significant.
3. Center line, top of curb or edge of pavement, and gutter flow lines of existing streets for a distance of at least three hundred (300), feet each way at intersections with proposed streets. For stub streets that may be extended in the future, the vertical alignment shall be designed for at least 300 feet beyond the scope of the proposed construction. At the discretion of the City Engineer, additional design information concerning the vertical and horizontal alignment of future street extensions may be required.
4. Vertical alignment of streets, including existing center line monuments.
5. The top of curb for all cul-de-sacs, eyebrows and curb returns.
6. Existing drainage facilities, including off-site facilities, upstream and downstream that affect the design (i.e., downstream restrictions that back water onto project site). In addition, base flood elevations shall be shown on the profile.
7. Profiles for ditch and creek flowlines shall extend a minimum of two hundred (200) feet beyond the project, both upstream and downstream. Typical cross sections at fifty (50) foot intervals shall also be submitted.
8. Designate structures using alpha or numeric labels on profiles to correspond to plan view notation.
9. All existing and proposed sanitary, water, storm lines and other utilities crossing the profile.

1.08 Site Grading Plan

The City of La Center requires a site grading plan as part of the Application for any development that involves the excavation or fill of greater than fifty (50) cubic yards of material. Grading contours (existing & proposed) shall be at no more than 2 foot intervals, and shall extend off-site a minimum of 50 feet. This sheet shall also note source of information, date of field work, and location of original document.

All soil disturbing construction activity must adhere to the requirements of the City of La Center Engineering Standards for Construction, Section 5, Erosion Control Manual. A detailed

erosion control plan shall be shown in conjunction with the site grading plan.

1.09 Erosion Control Plans

Requirements for erosion control are listed in Section 5, Erosion Control Manual, of these Standards.

1.10 Requirements for Utility Plans (Storm Drainage, Water, Sanitary Sewer, Dry Utilities)

A. General Requirements

1. In plan view, location, stationing, materials, size, of all proposed utility lines (water, storm, sanitary, dry utilities). Location of all fire hydrants. Stationing shall be located in relationship to the street stationing at all manholes or other key locations.
2. Show all proposed manholes, inlets, and catch basins with all invert and top elevations.
3. For drainage plans, show existing drainage facilities, including off-site facilities, upstream and downstream that affect the design (i.e., downstream restrictions that back water onto project site). In addition, base flood elevations shall be shown on the profile.
4. Designate structures using alpha or numeric labels on profiles to correspond to plan view notation.
5. Water plans will be reviewed and approved by Clark Public Utilities and will meet the requirements and standards of Clark Public Utilities.
6. All lengths and dimensions shall be horizontal distances, no slope distances on plans.
7. Indicate type of pavement restoration required (if working in existing streets).
8. Dimension existing and new utility locations from right-of-way line and/or property line.
9. Check that base map conforms to all requirements listed herein.
10. On plans show existing manholes or give reference distances to existing manholes near project, including manhole number and invert/rim elevations.
11. General construction notes must be included on the first or second plan sheet. Remove notes that don't apply and add additional notes to the list if necessary.
12. List vertical datum on plan and show bench mark to be used for vertical control during construction.

B. Plan View

1. List pipe length, size and material along side of pipe, e.g. 150 LF - 8" PVC.

2. Pipe length is to be based on horizontal distance between center of manholes.
3. Indicate direction of flow with arrows on end of pipe entering manhole.

C. Profile View

1. List pipe length, size, material and slope to 4 decimal places (ft per ft), e.g. 150 LF - 8" PVC, S = 0.0125.
2. Slope based on i.e. out of upstream manhole, i.e. in of downstream manhole and horizontal distance between center of manholes.
3. Profile for existing and proposed storm sewer and sanitary sewers. Show bedding, and backfill requirements.
4. Show all existing and proposed sanitary, water, storm lines and other utilities crossing the profile.
5. For drainage plans, profiles for ditch and creek towlines shall extend a minimum of two hundred (200) feet beyond the project, both upstream and downstream. Typical cross sections at fifty (50) foot intervals shall also be submitted.

1.11 Requirements for Supplemental Submittal Information

A. Technical Information Report (TIR)

A TIR, or final stormwater report, is required with all engineering plans for proposed developments unless exempted under LCMC 18.320 Article III. The TIR must meet the requirements outlined in LCMC 18.320.410.

B. Other Requirements

Other information to be shown on the construction drawings or other submittals may include:

1. The design assumptions for each street (ex: traffic coefficient, R-value).
2. The design elements such as street classification, design speed, superelevation, and Average Daily Traffic (ADT) or Design Hourly Volume (DHV).
3. Structural construction plans and the necessary calculations shall be submitted for proposed structures (ex: walls, box culverts, bridges).
4. Any additional information that the City Engineer deems necessary to review the plans and assure compliance with design standards.

C. Detail Sheets

Detail sheets shall not be required where Standard Drawings are referenced by number.

D. Standard Notes.

Standard notes shall be included on the first or second sheet in the plan set. The following notes shall be included: *Construction shall conform to the requirements of the City of La Center Engineering Standards for Construction.*

1.12 Review Procedure

Three (3) sets, or as directed by the City Engineer, of complete draft plans shall be submitted for review. Plans shall be complete and shall be stamped and signed by the developer's engineer. Supporting information and documentation, such as a TIR and water system calculations, shall also be submitted. PDF format needs to be submitted for each review of the plans, and reports.

Upon completion of the detailed review by the City, the City will return one (1) set of draft plans with "Red Line" comments. After the developer's engineer has completed all revisions, three (3) revised plans and the original "Red Line" plans shall be returned to the City.

Following approval of draft plans and calculations by the City Engineer, and following the signing of approval by the Fire Marshal and Clark Public Utilities (if needed), the developer's engineer will submit one copy of all original plans and calculations to the City Engineer for approval signature. Once the plans have been approved and signed, the City Engineer will notify the developer's engineer that the original plans have been signed and are ready for release. The developer's engineer will then provide the City with three hardcopies of complete final approved plans along with electronic copies of the approved plans in AutoCAD .dwg format.

This plan review and approval is valid for two (2) years from the date of site plan approval and fee payment. The City Planner may approve up to two one-year extensions per LCMC 18.215.100.

Plan approval means that the plans have been reviewed for reasonableness and compliance with minimum City specifications and standards. This approval does not supersede those standards and specifications, unless specifically varied by the City. Plan approval does not relieve the developer's engineer from responsibility for errors, omissions or deficiencies in the plans.

1.13 As-Built Drawings

Following completion of construction, the developer's engineer shall submit one (1) complete review set of as-built drawings. As-built drawings shall contain any and all revisions to the previously approved construction plans. Once the as-built drawings have been reviewed and approved by the City, the developer's engineer shall submit a signed set of mylar as-built drawings to the city. Each sheet of the as-constructed drawings shall be stamped "As-Built", and signed and dated by the developer's engineer. This signature constitutes a certification that the public improvements, grading, and other elements of the engineered drawings have been completed in accordance with the City approved plans and to the standards of the City. As-builts shall be black India ink on originals or reverse reading, fixed-line, photographically reproduced 4-mil mylar, 22 x 34-inches in size and to engineering scale. Each sheet included in the construction plan shall be as-built. Sepia mylars or vellums will not be accepted. The City shall also receive a copy of all as-built drawings and documents (such as

point files) in AutoCad format in dwg, on disk. A copy of all as-built drawings in Adobe Acrobat .pdf format will also be provided on a disk. As-built drawings, will include the following:

- A. All public utility easements.
- B. Distance between main lines in shared easements.
- C. Type of main line, size, and material.
- D. All laterals, including length, plan stationing, size, material, and depths. Reference distance from manholes with as-builts.
- E. Public sidewalk detail.

Submission and approval of as-built drawings shall be made by the City of La Center prior to final plat approval.

1.14 Professional Qualifications

Professionals in the technical fields of Civil Engineering, Electrical Engineering, Geotechnical Engineering, Landscape Architecture, Soils Engineering, Structural Engineering, and Surveying who prepare or are responsible for the preparation of drawings, plans, specifications, technical reports, etc. for the process of obtaining required permits/approvals shall be currently licensed or registered in the State of Washington and qualified by both experience and educational background in the specific technical areas as warranted by the specific needs of the proposed development project.

1.15 Changes to Standards

From “time to time” changes may be needed to add, delete, or modify the provisions of these standards. The Engineer may propose changes to these Standards and upon approval of the Director, they shall become effective and shall be incorporated into the existing provisions.

1.16 Design Modifications Process

A. Submittal

Requests to modify City Standards shall be submitted in writing by the developer's engineer, to the Director. A Road Modification shall be submitted for changes to the standards. This written request shall state the desired modification(s), the reason(s) for the request(s) and a comparison between the specification(s), standard(s), and the modification(s).

Any request for modification or variance of City Standards should be documented with reference to nationally accepted specifications/standards.

B. Review

The request to modify shall be reviewed by the Director, who shall consult the appropriate review authorities and make one of the following decisions;

1. Approve as is,
2. approve with changes,
3. or deny with an explanation.

The modification, if approved, is for project specific use. Approval of a request shall not constitute a precedent.

C. Appeal

The applicant may appeal the Director's decision to the City Council.

D. Criteria for Modification of Standards

The City Engineer may grant a modification to the adopted specifications or standards when any one of the following conditions are met:

1. Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant and an equivalent alternative which can accomplish the same design is available.
2. A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship.
3. An alternative design is proposed which will provide a plan equal to or superior to these standards.
4. Application of the Engineering Standards to the development would be grossly disproportional to the impacts created.

1.17 Errors and Omissions

At the discretion of the City, any significant errors or omissions in the approved plans or information used as a basis for such approvals may constitute grounds for withdrawal of any approvals and/or stoppage of any or all of the permitted work. It shall be the responsibility of the developer to show cause why such work should continue, and make such changes in plans that may be required by the City before the plans are reapproved.

1.18 Contractor's Responsibility for Scheduling and Testing

A. General

Testing shall be performed by a certified independent testing lab hired by the developer or developer's contractor with the results being supplied to the City Engineer. The developer shall pay the cost of all testing as outlined herein. Specific requirements for testing are listed in the appropriate sections of the Engineering Standards.

The testing is not intended to relieve the contractor from any liability. It is intended to show the inspector and the City that the work meets these Standards.

B. Scheduling

Scheduling shall be completed per Chapter 2 of Section 1 of the Engineering Standards.

1.19 Penalties

Failure to comply with these standards will be cause for withholding or withdrawing approval of plans or plats, forfeiture of bond, withholding Temporary and/or Final Certificate of Occupancy, and/or other penalties as provided by law.

SECTION 1 – GENERAL DESIGN, PLANNING, AND CONSTRUCTION

CHAPTER 2 – GENERAL CONSTRUCTION REQUIREMENTS

1.50 General Requirements

A. General

The purpose of these standards is to set standards for the construction of public improvements to serve new and future developments. No such work shall commence prior to City approval of the construction plans. Designs submitted shall be stamped by a registered Professional Engineer licensed to practice in the State of Washington.

B. Standards

All work and materials shall be in accordance with this document and the latest edition of the City of La Center Engineering Standards for Construction which shall be cited routinely in the text as the "Standards". The Standards include standard detail drawings which shall be considered part of the engineering plans approved by the City.

C. Standard Specifications

All work and materials shall be in accordance with this document and the latest edition of the WSDOT Standard Specifications for Road, Bridge, and Municipal Construction, hereafter referred to as Standard Specifications. Where conflicts exist the more stringent specification shall apply as approved by the City.

D. Applicability

These Standards shall govern all new construction and upgrading of facilities both in the right-of-way and on-site for: transportation-related facilities; storm drainage facilities and stream channel improvements; sewer and water improvements; park, recreation, and open-space facilities used by the public; and land alteration activities constructed within public right-of-way. Land alteration activities are those activities which are commonly referred to as clearing (the act of vegetation removal from the land surface by mechanical or chemical means - often referred to as land clearing), grubbing (the act of root vegetation removal from beneath the surface of the earth - usually in association with clearing), excavation (the mechanical removal of earth material), filling (deposition of earth material placed by artificial means), grading (excavation or filling or combination thereof), compaction (densification of earth material by artificial means), stockpiling (temporary deposition of earth material placed by artificial means), and stabilizing (counteracting the actions of gravity, wind or water).

E. Contractor Requirements

At all times during construction of public improvements, the Contractor shall be required to have in his possession, at the job site, a copy of the City's Engineering Standards, and also a copy of the Standard Specifications.

1.51 Abbreviations and Definitions

Abbreviations and definitions shall be as listed in 1.02 of the "City of La Center Engineering Standards for Construction", herein after referred to as the "Standards".

1.52 Pre-Construction Conference

Upon completion of the design and approval by the City and 48 hours notice, a pre-construction meeting will be held with the City at which time construction inspection will be scheduled. A pre-construction letter noting requirements to be completed prior to construction shall be provided at this meeting. No construction work shall commence prior to the pre-construction meeting. After completion of construction and submittal of required documents and fees, final acceptance will be given by the City.

1.53 Seasonal Limits

Seasonal Limits for land alteration operations shall adhere to the latest addition of the WSDOT Standards and Specifications for Road, Bridge, and Municipal Construction. In no case shall land alteration operations occur between **October 1 and May 1**.

- A. When Construction or land alteration activities are interrupted by heavy rain, operations shall not be resumed until the City determines that erosion control facilities are adequately in place.
- B. Special erosion control requirements are required during wet weather months. See Section 6 of these Standards for requirements.
- C. Construction or land alteration activities near sensitive areas, including slopes over 5%, wetlands, flood plains, or riparian corridors shall be subject to limitations imposed by the City. Permits from other agencies in addition to the city may be required by law for such work. It is the responsibility of the project sponsor to obtain such permits prior to beginning work and to see that all applicable regulations are complied with at all times during the course of the work.
- D. Work shall be stopped and the site shall be secured from erosion at any time when weather conditions change or the threat of heavy rain makes erosion problems likely.

1.54 100 Year Flood Plain

Encroachments, including fills, new construction, substantial improvements, and other development within the regulatory floodway that would result in any increase in flood levels during the occurrence of the "100-year" flood discharge shall be prohibited.

1.55 Environmental Protection (During Construction)

A. General Policy and Requirements

- 1. It is the policy of the City of La Center to require temporary and permanent measures for all construction projects to lessen the adverse effects of construction on the environment.
 - a. The Contractor shall properly install, operate, and maintain both temporary

and permanent works as provided in this section or in an approved plan, to protect the environment during the term of the project.

- b. The city may, in addition, require that a construction project be scheduled so as to minimize erosion or other environmental harm.
 - c. Nothing in this section shall relieve any person from the obligation to comply with the regulations or permits of any federal, state, or other local authority.
2. For all projects, the prohibitions and regulations of this section shall apply. The City may temporarily suspend the work or require additional protection measures if it appears, based upon observed conditions of the project, that the approved plan is insufficient to prevent environmental harm, that such suspension or additional measures will prevent or minimize such harm.

B. Air Pollution Control

1. Dust shall be minimized to the extent practicable, utilizing all measures necessary, including, but not limited to:
 - a. Sprinkling haul and access roads and other exposed dust producing areas with water. Obtaining water from a hydrant will require specific authorization from Clark Public Utilities.
 - b. Applying DOE approved dust palliatives on access and haul roads.
 - c. Establishing temporary vegetative cover.
 - d. Placing wood chips or other effective mulches on vehicle and pedestrian use areas.
 - e. Maintaining the proper moisture condition on all fill surfaces.
 - f. Pre-wetting cut and borrow area surfaces.
 - g. Use of covered haul equipment.
2. Fumes, Smoke, and Odors:
 - a. Tires, oils, paints, asphalts, coated metals, or other such materials will not be permitted in combustible waste piles, and will not be burned at the construction site.
 - b. Open burning shall not be permitted.

C. Erosion Control

All construction work shall be completed in accordance with Section 5 of these Standards - Erosion Control Manual. All construction standards must meet or exceed these requirements for the installation and maintenance of erosion control devices. A construction storm water permit may be required from the Department of Ecology.

1.56 Clearing and Grading on Environmentally Sensitive Lands

Clearing and Grading shall be prohibited in sensitive areas including slopes in excess of 25%, wetlands, or flood plains.

1.57 Preservation of Existing Vegetation

A. Natural Vegetation

Natural vegetation shall be protected and left in place. Work areas shall be carefully located and marked to reduce potential damage. Trees shall not be used as anchors for stabilizing working equipment.

B. Excavation

All excavation, (cut and fill) in the proximity of trees and shrubs shall be kept outside the drip-line of said trees and shrubs.

C. Clearing Operations

During clearing operations, trees shall not be permitted to fall outside the work area. In areas designated for selective cutting or clearing, care in falling and removing trees and brush shall be taken to avoid injuring trees and shrubs to be left in place. A tree permit may be required as part of the approved development, as required by the Ordinance.

1.58 Vegetation Restoration

A. General

Vegetation shall be restored on those areas of the site disturbed by the land alteration activity which are not covered by permanent impervious surface improvements (e.g. buildings, parking lots, etc.) at the earliest possible time consistent with appropriate planting times. The soil shall be stabilized prior to vegetation restoration since vegetation alone cannot provide an effective erosion control cover and prevent soil slippage on a soil that is not stable due to its texture, structure, water movement or excessive slope.

B. Requirements

In no case will the period between the land alteration operation and final and complete restorative, or permanent erosion control, vegetation planting for a given project or project phase be longer than one year. Said planting shall restore the vegetation on site to a condition equal to or better than the pre-cleared condition to the maximum extent possible. Temporary erosion and sedimentation control measures shall be maintained in full operating condition for all areas to be restored until said restoration is complete and the site is fully stabilized.

1.59 Maintaining Surface Water Quality

A. Construction

Construction between stream banks shall be kept to a minimum.

B. Pollutants

Pollutants such as fuels, lubricants, bitumens, raw sewage, and other harmful materials shall not be discharged into or near rivers, streams, or impoundments. Sterilizing water from water line construction activities shall not be directly discharged into the public storm drainage system.

C. Use of Water

The use of water from a stream or impoundment shall not result in altering the temperature of the water body enough to affect aquatic life.

1.60 Fish and Wildlife Habitat Preservation

A. General

The construction shall be done in a manner to minimize the adverse effects on wildlife and fishery resources.

B. Requirements

The requirements of local, state, and federal agencies charged with wildlife & fish protection shall be adhered to by the entire construction work force.

1.61 Stream and Creek Crossings

A. Contractor

The Contractor shall comply with all provisions of the permits required by the Washington State Departments of Wildlife and Fisheries and the U.S. Army Corps of Engineers.

B. Work To Be Performed

Before any work may be performed in any stream, the method of operation and the schedule of such work shall be approved in writing by the Engineer. Work within major streams shall be scheduled to take place as specified in the applicable permits for such work, and once started, shall be completed without interruption of the work. Mechanized equipment shall enter streams only when necessary and only within the immediate work area.

1.62 Noise Control

Construction noise shall be minimized by the use of proper engine mufflers, protective sound reducing enclosures, and other sound barriers. Construction activities producing excessive noise that cannot be reduced by mechanical means shall be restricted to locations where their sound impact is reduced to a minimum at the edge of the work area. The contractor shall maintain noise levels, as required by the RCW, between 7 AM and 10 PM.

1.63 Historical and Archaeological Areas

When burial sites, buried camp areas, village sites, and other distinctive archaeological or historical items are uncovered, or other items suspected of being of historical or archaeological significance are encountered, the Contractor shall report the matter to the

City and the state liaison officer. Construction operations shall be stopped until the appropriate authorities can examine the area and give clearance to proceed with the work.

Under the Natural Historical Preservation Act, state liaison officers shall be notified when historical or archaeological items are unearthed.

The Washington Criminal Code prohibits disinterment of a corpse without permission of the appropriate authorities.

1.64 Pesticides

A. General

The use of pesticides including insecticides, herbicides, defoliant, soil sterility, and so forth, must strictly adhere to federal, state, county, and local restrictions. Time, area, method, and rate of application must be approved by all relevant authorities and their requirements followed.

B. Materials

All materials delivered to the job site shall be covered and protected from the weather. None of the materials shall be exposed during storage. Waste material, rinsing fluids, and other such material shall be disposed of in such a manner that pollution of groundwater, surface water, or the air does not occur. In no case shall toxic materials be dumped into drainage-ways.

C. Personnel

All personnel shall stay out of sprayed areas for the prescribed time. All such areas should be fenced, appropriately signed, or otherwise protected to restrict entry.

1.65 Inspection

A. General Requirements

1. Work performed within the public right-of-way, or as described in these standards, whether by or for a private developer, by City forces, or by a City contractor, shall be done to the satisfaction of the City and in accordance with the Standard Specifications, any approved plans and these Standards. Unless otherwise approved, any revision to construction plans must be approved by the city before being implemented.
2. The City shall have authority to enforce the Standards as well as other referenced or pertinent specifications. The City will appoint project engineers, assistants and inspectors, as necessary to inspect the work and they will exercise such authority as the Engineer may delegate.
3. It is the responsibility of the developer, contractor or their agents to have an approved set of plans, permits, Standard Specifications, and the City's Standards on the job site wherever work is being accomplished.

4. It is the responsibility of the developer, contractor, or their agents to notify the city in advance of the commencement of any authorized work. A preconstruction conference and/or field review shall be required before the commencement of any work.

Failure to comply with the provisions of these standards may result in stop work orders, removal of work accomplished, or other penalties as established by ordinance.

B. Substitution of Materials

It is not the intent of these Standards to exclude other equipment or materials of equal value, quality, or merit. Whenever a product is designated, or manufacturer's name, brand, or item designation is given or described, it shall be understood that the words "or approved equal" follows such name, designation, or description, whether in fact they do so or not. Determination of gravity in reference to the project design requirement will be made by the Public Works Director. A contractor shall not use an "equal" product without prior written approval of the Public Works Director.

C. City Inspector's Activities

Inspecting services provided by the City shall include:

1. Monitoring both work progress and performance testing results.
2. The performance of administrative and coordination activities as required to support the processing and completion of the project,
3. The issuance of a stop work order by notice to the contractor to stop the work. The City's Project Inspector, at the discretion of the Public Works Director, may post a stop work order.
4. Maintaining a completion file containing the following:
 - a. A punch list of compliance for project acceptance;
 - b. Daily diaries maintained by the engineer's inspector;
 - c. The results of material tests, compaction tests, and soil analysis.
5. Inform the Public Works Director or City Engineer of all proposed plan changes, material changes, stop work orders, or errors or omissions in the approved plans or specifications as soon as practical. Any revision to approved plans must be under the direction of the Engineer. It shall be to the discretion of the City's Project Inspector as to whether the revision is significant enough to warrant review by the Public Works Director. If so, the developer's engineer shall submit three (3) copies of the proposed revision; no work affected by the revision shall be done until approval by the Public Works Director.

1.66 Scheduling

A. Sequence of Operations

1. The Contractor shall plan construction work and execute his operations with a minimum of interference with the operation of the existing public facilities. It may be necessary to do certain parts of the construction work outside normal working hours in order to avoid undesirable conditions, and it shall be the obligation of the Contractor to do this work at such times. This scheduling, however, is subject to the City's approval and does not relieve the contractor from making work available for inspection.
2. The Contractor shall notify the City at least 48 hours (two full working days) prior to any City Inspection. Connections between existing work and new work shall not *be* made until necessary inspection and tests have been completed on the new work and it is found to conform in all respects to the requirements of the plans and specifications.

B. Step Inspections

The following items of work shall be inspected by City forces:

1. For street or sidewalk work, sub-grade shall be inspected by the City (and tested by the Contractor) prior to placement of crushed surfacing. Wheel rolling of base grade for curb and gutter and paving, and shall be witnessed by the city.
2. Crushed surfacing shall be inspected by the City (and tested by the Contractor) prior to placement of paving, curb, or sidewalks.
3. Pavement, curbs, and sidewalk. Notify the City prior to the placement of any paving, curbs, or sidewalk.
4. Compaction of bedding and backfill of utility trenches.
5. Compaction of bedding within public right-of-way and slope easement.

Other items of inspection notification are included under the various items of work outlined in these Standards.

C. Progress of Construction

Construction shall proceed in a systematic manner that will result in a minimum of inconvenience to the public.

In the case of a pipe-laying job for sanitary sewer, storm drainage, and water improvements the trenching equipment at no time shall be greater than 25 feet ahead of the pipe-laying crew, unless given permission by the City Engineer. The trench shall be back-filled so that no section of the trench or pipe is left open longer than 24 hours.

Trenches located in a right-of-way or public streets shall be completely back-filled or plated before the contractor leaves the site each day.

1.67 Testing Requirements

A. General

Testing shall be performed by a certified independent testing lab hired by the

developer or developer's contractor with the results being supplied to the City Engineer. The developer or contractor shall pay the cost of all testing as outlined herein.

Test locations shall be selected randomly by City representatives. Minimum testing requirements outlined herein are for tests that meet the requirements of the City's standards or construction specifications. For each test result less than minimum requirements, additional testing will be completed by the Contractor at no cost to the city.

The testing is not intended to relieve the contractor from any liability. It is intended to provide the inspector with general information regarding quality control.

The Engineer, or his designated representative, may require additional testing not outlined herein. The Contractor, or Developer, shall pay the cost of all tests which fail to meet the requirements as specified:

See Sections 2 through 4 for specific requirements.

B. Asphalt Testing

Compaction of all lifts of asphalt shall be an average of ninety-one percent (91%) of maximum Rice Density as determined by WSDOT FOP for AASHTO T 209. Number of tests required for each lift:

1. For public streets, provide five tests for every density lot. Density lot size determined by WSDOT Section 5-04.3(10).
2. For surface restoration of utility trenches provide one test per every 200 feet of trench as measured along the trench centerline.

C. Sub-grade Testing

Compaction testing as specified in Standard Specifications Section 2-06.3. For streets and sidewalks, provide one test every 500 lineal feet.

D. Base Rock and Top Rock Testing

Compaction testing as specified in Standard Specifications Section 4-04.3. For streets and sidewalks, provide one test every 1,000 lineal feet.

E. Utility Trenching - Bedding & Backfill

Compaction testing as specified in Standard Specifications Section 2-06.3. Number of tests required for all utility trenches (water, sanitary sewer, storm sewer):

1. Provide one test at bottom of trench excavation prior to placements of pipe or bedding for every 500 feet of trench.
2. Provide one test at top of bedding for every 500 feet of trench.
3. Provide one test for each lift of backfill for every 500 feet of trench.

F. Embankment

1. Compaction and moisture testing as specified in Standard Specifications Section 2-03.3. One density and moisture test every 2,500 cubic yards of material.

1.68 Safety Requirements

A. Contractor

The contractor is responsible for observing the safety of the work and of all persons and property coming into contact with the work. The contractor shall conduct his work in such a manner as to comply with all the requirements prescribed by WISHA or controlling authority. Traffic control in work zones shall conform to the MUTCD. At the City's discretion, a traffic control plan shall be submitted and approved prior to construction. Any work done within the public right of way shall require a separate Right of Way permit, in addition to the approved Engineering plans.

B. City of La Center

The City Project Inspector's role is not one of supervision or safety management, but is one of observation only. Nothing contained in this section or elsewhere in this book shall be interpreted to obligate the City to act in any situation, nor shift the owner's responsibility for safety compliance to the City. No responsibility for the safety of the work or for construction means, methods, techniques, sequences, or procedures, shall be attached to the City by virtue of its action or inaction under this section.

1.69 Preservation, Restoration, and Cleanup

A. Site Restoration and Cleanup

The Contractor shall keep the premises clean and orderly at all times during the work and leave the project free of rubbish or excess materials of any kind upon completion of the work. During construction, the Contractor shall stockpile excavated materials so as to do the least damage to adjacent lawns, grassed areas, gardens, shrubbery, trees, or fences, regardless of the ownership of these areas. All excavated materials shall be removed from these areas, and these surfaces shall be left in a condition equivalent to their original condition and free from all rocks, gravel, boulders, or other foreign material. Stockpiling of construction materials shall not be allowed on existing sidewalks or the driving surface of existing streets.

All existing storm systems shall be cleaned and flushed, and original drainage restored. Sediment, rock, and other debris shall be collected and disposed of in a proper manner. In no case shall debris be flushed down a storm or sanitary sewer for disposal. All damaged irrigation and house drainage pipe, drain tiles, sewer lateral, and culverts shall be repaired expeditiously.

All areas disturbed by the Contractor's operations inside dedicated right-of-ways or easements shall be restored to original condition. Areas outside of the easements or right-of-ways which are disturbed by the Contractor's operations shall be graded and reseeded in a method acceptable to the property owner. The Contractor shall obtain a written release from such property owners for any claims

of injury or property damage prior to final acceptance of the work by the City.

B. Street Cleanup

The Contractor shall clean all spilled dirt, gravel, or other foreign material caused by the construction operations from all streets and roads at the conclusion of each day's operation. Cleaning shall be by grader and front-end loader, supplemented by power brushing, and hand labor, unless otherwise approved by the City. The contractor shall follow the City's erosion control procedures, and the Construction Stormwater Permit issued by the Department of Ecology.

As soon as practical after completion of all paving and gravel shoulder resurfacing, the Contractor shall remove all dirt, mud, rock, gravel, and other foreign material from the paved surface and storm drainage system.

C. Protection of Property

The Contractor shall exercise all due care in protecting property along the route of the improvement. This protection shall include, but not be limited to, trees, yards, fences, drainage lines, mail boxes, driveways, shrubs, and lawns. If any of the above is to be or has been disturbed, they shall be restored to as near their original condition as possible.

1.70 Penalties

Failure to comply with these standards will be cause for withholding or withdrawing approval of plans or plats, forfeiture of bond, withholding Temporary and/or Final Certificate of Occupancy, and/or other penalties as provided by law.

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION

SECTION 2

STREETS AND SIDEWALKS

SEPTEMBER 21, 2018

City of La Center
305 NW. PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SECTION 2 – STREETS AND SIDEWALKS

CHAPTER 1 – DESIGN AND PLANNING REQUIREMENTS

2.00 Functional Classification

The functional classification of existing and proposed roads is established by the City on an individual basis using the existing land use and existing operational characteristics. La Center classifies roads and streets as follows:

A. Major Arterials

These facilities are the supporting elements of both the principal routes (highways and freeways) and small city arterial systems. Major arterials, in combination with principal routes, are intended to provide a high level of mobility for travel within the region. All trips from one sub-area through an adjacent sub-area traveling to other points in the region should occur on a major arterial or principal route.

B. Minor Arterials

The minor arterial system complements and supports the principal and major systems, but is primarily oriented toward travel within and between adjacent sub-areas. An adequate minor arterial system is needed to ensure that these movements do not occur on principal routes or major arterials. These facilities provide connections to major activity centers and provide access from the principal and major arterial systems into each sub-area.

C Collector Streets

The function of a collector combines aspects of both arterials and local streets, collectors serve a dual function: collecting traffic movement between arterial streets and local roads and providing access to abutting properties. They provide an access function to adjacent residential development. The collector streets serve moderate traffic volumes.

D Access Streets

The neighborhood and local access street system is used throughout developed areas to provide for local circulation and direct land access. It provides mobility within neighborhoods and other homogenous land uses, and comprises the largest percentage of total street mileage. In general, local traffic should not occur on major arterials and principal routes.

2.01 General Requirement for Layout

The City's Comprehensive Plan assumes that future street construction would encourage connectivity. Street sizing for arterials should encourage non-motorized transportation. To meet the planning objectives, the City has established a standard of at least eight (8) through streets per mile to allow neighborhood trips on a smaller scale. The City's objective is to impose a maximum spacing for new streets of five hundred (500) feet (a 500-foot maximum grid) within all new developments and to the limits of the entire parcel of property being developed. There is a maximum street spacing based on the street classification. See table

2.14 for the street spacing minimum and maximum. Layout of new development will provide the capability of extending future streets through adjacent parcels by having streets proposed for that development extended to the limits of the property and located so as to provide a spacing of five hundred (500) feet. Where this requirement is not feasible due to topography, a 15-foot wide paved bikeway\multipurpose trail can be substituted for the street if approved by the City. The bikeway\multipurpose trail, located in a dedicated 30-foot easement for pedestrians and bicyclists, shall be extended to the limits of the property. Said bikeway\multipurpose trail shall follow the general grid pattern of the street layout (500 foot grid) and shall extend from the ends of dead-end streets where said dead-end streets are not capable of being extended to the limits of the property due to topographic constraints. To meet the through street planning objectives, streets or bikeway\multipurpose trails shall be designed and constructed to extend to the limits of the property with the all costs borne by the developer of the property without reimbursement by the City.

2.02 Access

Access to public streets shall conform to the requirements listed herein. The City Engineer shall have the authority to limit access and designate access locations on public streets under the jurisdiction of the City. Access to streets and highways under Clark County or State of Washington jurisdiction must be formally approved by those entities at the applicant's initiative and expense.

2.03 Width

Table 2.1 is a summary of road width standards by the functional classification of the road. It should be noted that public utility easements beyond the right-of-way are typically required.

2.04 Number of Lanes

The number of lanes for each class of road shall be as directed by the City Engineer. Additional lanes may be required at intersections in excess of the road sections shown in Table 2.1.

Right-of-way may be needed in addition to that shown in Table 2.1 to accommodate the increased number of lanes at intersections.

2.05 Design Speed

The minimum design speed for each road classification shall be as shown in Table 2.1 or as otherwise determined by the City Engineer.

**Table 2.1
Street Design Standards**

Street Item	Major Arterial	Minor Arterial	Minor Arterial A	Rural Major Collector	Rural Minor Collector	Neighborhood Access	Local Access
Right-of-way	100	90	66	60	56	54	50
Total Pavement Width	74	60	48	40	36	36	32
No. of Drive Lanes	4	4	2	2	2	2	2
Width of Drive Lane	12	12	12	12	11	10	9
No. of Turn Lanes	1	0	1	0	0	0	0
Width of Turn Lanes	14		12				
No. of Parking Lanes	0	0	0	0	0	2	2
Width of Parking Lane				0	0	8	7
No. of Bike Lanes [1]	2	2	2	2	2	0	0
Width of Bike Lane [1]	6	6	6	5	5	0	0
No. of Sidewalks	2	2	2	2	2	2	2
Width of Sidewalks	6	6	6	6	6	6	6
No. of Planter Strips	2	2	0	0	0	0	0
Width of Planter Strips	6	6	0		0		
Design Volume	24,000	18,000	10,000	8,000	4,000	2,000	500
Design Speed	50**	50**	35**	25	25	25	25
Min. Stopping Site	475'	475'	350'	250'	250'	150'	150'

** The speed may vary based on the line of site, proximity to intersections. An Engineering Study may be done to modify the speed, and reduce it to below what is shown as the standard speed for the street classification.

Notes to Table 2.1:

[1] Bike lanes will only be required in those areas as defined by the city.

2.06 Dedications

- A. Right-of-Way shall be deeded for streets and other improvements as required per Table 2.1 to accommodate motorized and non-motorized transportation, landscaping, utility and buffer requirements. Some reduction in the minimum right-of-way requirement may be granted by the City Engineer where it can be demonstrated that sufficient area has been provided for all functions within the right-of-way and/or alternate locations. Conveyance shall be fee simple using a statutory warranty deed.
- B. Easements for all public systems shall be provided as required. Specific requirements for sewer and storm drainage easements are detailed in the relevant chapters. Particular design features of a road may necessitate slope, wall, or drainage easements. Such easements may be required by the City Engineer in

conjunction with dedication or acquisition of right-of-way and other standard easements (temporary construction, right of entry, sidewalk, pedestrian, street lighting, and traffic control devices, etc.).

C. Special Access Easements or Tracts.

Where it is necessary to facilitate pedestrian circulation between neighborhoods, schools, shopping or other activity centers, public access easements or tracts shall be dedicated.

Improvements to the easement shall include a sidewalk or trail consistent with other non-motorized facilities in the area. Fences shall be constructed along access easements in residential areas where buildings will be located nearer than fifty feet (50) to the edge of the easement. Diverters or bollards shall be installed at the direction of the City Engineer.

D. All subdivisions and short subdivisions (short plats) will be required to deed additional right-of-way, as a condition of approval of the subdivision, where the existing right-of-way for a public street is not adequate to incorporate necessary frontage improvements for public safety and provide compatibility with area's circulation system.

All short subdivisions (short plats) will be required to deed additional right-of-way, as a condition of approval of the short plat, under one or more of the following conditions:

1. The short plat abuts an existing substandard public street and the additional right-of-way is necessary to incorporate future frontage improvements necessary for public safety, or
2. Additional right-of-way is needed to provide right-of-way for the extension of existing public street improvements necessary for public safety, or
3. Additional right-of-way is needed to provide future street improvements necessary for public safety for planned new public streets.

E. It is within the authority of the City Engineer to refuse to approve or sign any land partition, partition plat, or subdivision plat for a development that has not installed or completed the construction of the necessary public infrastructure to serve the proposed and affected existing lots. Such approval may be withheld until it can be verified that the location and width of proposed rights of way and easements are adequate for the completed infrastructure.

F. Easements are subject to the approval of the City Attorney prior to recording. Variation from the City standard form of conveyance shall be allowed only when extraordinary circumstances warrant, as determined by the City Engineer and City Attorney.

G. Bikeway\Multipurpose Trail. Where bikeway\multipurpose trails are constructed, a 30-foot dedicated right-of-way shall be granted to the City. Shared and other trails vary in width and right way requirements, and these easement widths may vary based on trail width.

H. Easement Widths

1. Pedestrian access easements or tracts shall be a minimum of fifteen feet (15') wide. If the easement is over one-hundred and fifty feet (150) in length but less than three-hundred feet (300), the width shall be twenty feet (20'); if over three-hundred (300) in length, the width shall be twenty-five feet (25'). Structure setbacks shall be a minimum of fifteen feet from the edge of the easement or tract.
 2. In residential subdivisions or residential short subdivisions, minimum panhandle width shall be twenty-five feet (25). A greater width may be required to accommodate grading or utility requirements.
 3. In commercial subdivisions or commercial short subdivisions, minimum private roadway easement or panhandle width shall be thirty feet (30). A greater width may be required to accommodate grading or utility requirements.
- I. All recording costs for easements created by private development shall be borne by the developer unless specifically agreed to by the City.

2.07 Private Streets

- A. Criteria for Authorization. It is the City of La Center's policy to discourage private streets and to only permit them under unusual circumstances. Where private streets are permitted, they will only be under the following conditions:
1. Covenants have been approved, recorded, and verified with the city which provide for maintenance of the private streets and associated parking areas by owners in the development, and
 2. Provision is made for the streets to be open at all times for emergency and public service vehicles, and
 3. The private streets will not obstruct public street circulation, and
 4. At least one of the following conditions exists;
 - a. The plat or short plat street will ultimately serve four (4) or fewer lots. Any access serving two or more homes shall be either a public or private street.
 - b. The roadways serve commercial or industrial facilities where no circulation continuity is necessary.

The City Engineer determines that no other access is available and the private road is adequate.
- B. Notice. A statement is required on the face of any plat or short plat containing a private road with the following: "The City of La Center has no responsibility to improve or maintain the private roads contained within or private roads providing access to the property described in this plat".

- C. Easements. Private roads shall be constructed within easements with easement width equal to the paved width plus sidewalk plus ten (10) feet.
- D. Design Requirements. Private streets shall conform to public street construction standards with the exceptions noted herein.
1. Private street road sections shall match the requirements of local access roads per drawing ST-15. The improved roadway width shall be a minimum of twenty-five feet (25').
 2. Private roadway easement width shall be the width of surfacing plus ten feet (10).
 3. The maximum grade for private roadways shall be twenty percent (20%). Fire access roadways shall be a maximum of fifteen percent (15%). Clark Cowlitz Fire and Rescue shall verify the maximum slope allowed for access.
 4. Drainage improvement requirements shall be as specified in Section 3 of these Standards.
 5. Utility requirements shall be per these Standards.
 6. Street illumination is required at the intersection of a private street and a public street. No street lighting is required on the private street.
- E. Acceptance as Public Streets. Acceptance of private streets as public streets will be considered if the street meets all applicable public street standards contained herein. The city reserves the right to deny any private street from obtaining public street acceptance to be maintained by the city. The city will need to verify the condition of private road to determine if it meets a public street standard.

2.08 Horizontal Alignment

Street alignments shall meet the following requirements:

1. Center line alignment of improvements should be parallel to the center line of the right-of-way.
2. Center line of a proposed street extension shall be aligned with the existing street center line. For new streets, the centerline of the street shall align with the center of right of way.
3. Horizontal curves in alignments shall meet the minimum radius requirements as shown in Table 2.2.
4. Reversing horizontal curves shall be separated by no less than 50 feet of tangent. On arterials, the separation shall be no less than 100 feet.

**Table 2.2 - Design Speed / Center Line Radius - Minimums
Major, Minor, and Small City Arterial Streets**

Design Speed (mph)	Friction Factor (F)	Slope/R min.					
		(e)-4%	(e)-2.5%	(e) 0%	(e) 2.5%	(e) 4%	(e) 6%
25	0.165	335'	300'	255'	220'	205'	185'
30	0.160	500'	445'	375'	325'	300'	275'
35	0.155	710'	630'	530'	455'	420'	380'
40	0.150	970'	855'	710'	610'	560'	510'
45	0.145	1285'	1125'	930'	795'	730'	660'
50	0.140	1665'	1450'	1190'	1010'	925'	835'
55	0.130	2240'	1920'	1550'	1300'	1190'	1060'
60	0.120	3000'	2525'	2000'	1655'	1500'	1335'

NOTES:

For neighborhood and local access streets the minimum center line radius is 150' at a design speed of 25 mph.

For Table 2.2 - off right-of-way runoff shall be controlled to prevent concentrated cross flow in super-elevated sections.

Super elevations may only be used with the written approval of the City Engineer. Where super elevation is used, street curves should be designed per AASHTO guidelines except that the maximum super elevation rate of 0.04 shall be used. If terrain dictates sharp curvature, a maximum super elevation of 0.06 is justified if the curve is long enough to provide an adequate super elevation transition.

On local streets, requests for design speeds less than 25 miles per hour shall be based on topography, right of way, or geographic conditions which impose an economic hardship on the applicant. Requests must show that a reduction in center line radius will not compromise safety. There will be posting requirements associated with designs below 25 miles per hour.

Off-set crown cross-sections are not acceptable as super elevation sections.

Super elevation transitions shall be designed to not allow concentrations of storm water

to flow over the travel lanes. Additional catch basins may be necessary to prevent stormwater from affecting travel lanes.

2.09 Vertical Alignment

Street alignments shall meet the following requirements:

1. Minimum tangent street gradients shall be one-half (0.5) percent along the crown and curb and gutter flowline.
2. Maximum street gradients shall be fifteen (15) percent for residential streets, and ten (10) percent for all other streets. The maximum grade shall be approved by Clark Cowlitz Fire and Rescue.
3. Access streets intersecting with a small city arterial or greater functional classification street or streets intended to be posted with a stop sign shall provide a landing averaging five (5) percent or less. Landings are that portion of the street within twenty (20) feet of the projected curb line of the intersecting street at full improvement.
4. Grade changes of more than one (1) percent shall be accomplished with vertical curves.
5. At street intersections, the crown of the major (higher classification) street shall continue through the intersection. The roadway section of the minor street will flatten to match the longitudinal grade of the major street at the projected curb line.
6. Street grades, intersections, and super elevation transitions shall be designed to not allow concentrations of storm water to flow across the travel lanes.
7. Offset crowns shall be allowed only with the specific prior approval of the City Engineer.
8. Slope easements shall be dedicated or obtained for the purposes of grading outside of the right-of-way.
9. Streets intersected by streets not constructed to full urban standards shall be designed to match both present and future (as far as practicable) vertical alignments of the intersecting street. The requirements of this manual shall be met for both present and future conditions.
10. When new streets are built adjacent to or crossing drainage ways, the following standards shall govern the vertical alignment:

FUNCTIONAL
CLASSIFICATION

VERTICAL
STANDARD

Arterial Streets

Travel lanes at or above the 50 year flood elevation but not lower than 6 inches below the 100 year flood elevation.

All other streets

Travel lanes at or above the 25 year flood elevation but not lower than 6 inches below the

50 year flood elevation.

If alternate access is available for properties served by a particular local street, a design could be considered for approval by the City Engineer that would set the travel lanes at or above the 10-year flood elevation but not lower than 6 inches below the 25-year flood event.

11. Vertical curves shall conform to the values found in Tables 2.3.

Table 2.3
Design Controls for Vertical Curves Based on Design Speed

DESIGN SPEED	STOPPING SIGHT DISTANCE	CREST VERTICAL	SAG VERTICAL CURVE K
25	150	12	26
30	200	19	37
35	250	29	49
40	305	44	64
45	360	61	79
50	475	84	96

$K = L/A$ A = Algebraic Difference in grades, percent; L = Length of vertical curve, feet

AASHTO provides the designer of sag vertical curves the option of using shorter curves with the installation of street lighting. These "comfort" designs can also be slightly modified by providing a one (1) percent grade break at each end of the curve. The City Engineer may approve comfort designs subject to the Developer's Engineer submitting a design and justification for the comfort design instead of the standard design.

2.10 Transitions

- A. Street width transitions from a narrower width to a wider width shall be designed with a 3 to 1 taper. Delineators, as approved by the City, shall be installed to define the configuration.
- B. For street width transitions from a wider width to a narrower width, the length of transition taper shall be determined as follows:

$$L = S \times W \quad (\text{for } S = 45\text{MPH or more})$$

$$L = (W \times S^2)/60 \quad (\text{for } S = \text{less than } 45)$$

Where L = minimum length of taper (feet), S = Design speed (MPH), and
 W = EP to EP offset width

Delineators, as approved by the Engineer, may be installed to define the configuration. Maximum spacing of delineators shall be the numerical value of the design speed, in feet (i.e. 35 - foot spacing for 35 MPH).

In situations where a tapered transition cannot be provided, a barricade shall be installed at the end of the wider section of the street and a taper shall be appointed and delineated as approved by the Engineer. The barricade shall conform to the Standard Drawing. If the wider section does not provide an additional travel lane, only a barricade is required without the transition.

2.11 Street Frontage Improvements

- A. All residential subdivisions, commercial developments, and short plats, or proposed use requiring approval under city ordinances and regulations shall install street frontage improvements at the time of construction as detailed in their subdivision or short plat approval, as detailed in their approved building plans, or as directed by the City Engineer. Such improvements may include curb and gutter; sidewalk; street storm drainage; street lighting system; traffic signal modification, relocation, or installation; utility relocation; landscaping and irrigation and street widening all per these Standards. Plans shall be prepared and signed by a licensed civil engineer registered in the State of Washington.
- B. Plan Preparation shall be as specified in Section 1 of these Standards.
- C. Street Frontage design shall incorporate all applicable sections of these Standards and other standard reference materials. The designer shall utilize good engineering practice in any situation not specified in these Standards.

2.12 Street Ends

- A. Cul-de-sacs shall be provided at all public and private street ends.
- B. Temporary Dead Ends. Where a street is temporarily dead ended, turn around provisions must be provided where the road serves more than one lot. The turn around may be a hammerhead if the dead end is less than two-hundred feet (200) in length. If over two-hundred feet (200) long, a cul-de-sac is required for residential streets.
- C. Design Requirements

The following specifies the minimum requirements for cul-de-sacs, eyebrows, and turnaround areas. Other turnaround geometries may be used when conditions warrant and City Engineer approves the design and application of its use.

- 1. Cul-de-sacs shall have a minimum paved centerline radius of forty feet (45). The minimum right of way centerline radius shall be 54 feet.
- 2. Cul-de-sacs, eyebrows, and turnaround areas shall be allowed only on neighborhood and local access streets.
- 3. Cul-de-sacs shall be not be more than 500 feet in length. The length of a cul-de-sac shall be measured along the center line of the roadway from the near

side right-of-way of the nearest through traffic intersecting street to the farthest point of the cul-de-sac right-of-way.

4. The minimum curb radius for transitions into cul-de-sac bulbs shall be 25 feet, and the right-of-way radius shall be sufficient to maintain the same right-of-way to curb spacing as in the adjacent portion of the road.
5. An eyebrow corner may be used on a local street where ADT will not exceed 500 vehicles per day or as approved by the City Engineer. Eyebrow geometry shall be evaluated on the basis of turning requirements for Fire District vehicles.

2.13 Medians

- A. A median shall be in addition to, not part of, the specified roadway width. Medians shall be designed so as not to limit turning radius or sight distance at intersections. Landscaping and irrigation shall be installed when directed by the City Engineer.
- B. Where raised medians are allowed, the following criteria must be met:
 1. Edges shall be vertical curb.
 2. If landscaping and irrigation are required, plans shall be prepared by a qualified Landscape Architect registered in the State of Washington.
 3. Medians shall be designed so as not to limit turning radius or sight distance at intersections.
 - a. The raised median shall be set back at least 2 feet from the median lane on both sides.
 - b. Street lighting shall be sufficient to provide illumination of the raised median.
 - c. Objects, such as trees, shrubs, signs, and light poles shall not physically or visually interfere with vehicle or pedestrian traffic in the travel way.
 - d. The style and design of the raised median shall be site specific. The raised median shall be safe for the design speed, and shall be subject to City approval.

2.14 Intersections and Curb Returns

- A. Traffic control will be as specified in the Manual of Uniform Traffic Control Devices (M.U.T.C.D.) or as modified by the Engineer as a result of appropriate traffic engineering studies.
- B. Traffic signal modification, relocation, or installation is required when roadway

or driveway geometries interfere with existing signal facilities, or would result in an unsignalized approach or intersection that meets signal warrants.

	Principal Streets	Minor Arterial	Major Collector	Minor Collector	Local
Maximum Block Size (Public Street to public street)	N/A	N/A	500 feet	500 feet	500 feet
Minimum Block Size (Public Street to public street)	600 feet	275 feet	275 feet	275 feet	None
Minimum Block Size (Public Street to public street)	600 feet	600 feet	130 feet	130 feet	None

C. Angle between intersections.

The following specifies the minimum requirements for intersections:

The interior angle at intersecting streets shall be kept as near to 90 degrees as possible and in no case shall it be less than 75 degrees. A tangent section shall be carried a minimum of 25 feet each side of intersecting right-of-way lines.

D. Maximum street spacing - 500 feet.

E. Minimum centerline offset of adjacent streets.

Table 2.14

F. Curb returns.

Curb radii at intersections shall be shown in Table 2.4 for the various functional classifications. The right-of-way radii at intersections shall be sufficient to maintain at least the same right-of-way to curb spacing as the higher classified street.

**Table 2.4 - Turning Radii (Feet)
Edge of Pavement/Curb -Minimums**

Street Classification	Minimum Intersection Curb Return Radii (ft.)
Major/ Minor Arterial	40
Small City Arterial	40
Neighborhood/ Local Access	25

* The radii of the major street will be used for all intersection curb returns.

G. Sloping approaches.

On sloping approaches, including commercial driveways, garage entrances, and private street openings, landings are not to exceed two feet (2') difference in elevation for a distance of thirty feet (30') approaching an arterial or twenty feet (20') approaching an access street, measured from the back of sidewalk or the back of curb if no sidewalk exists.

H. ADA Access Ramps

Sidewalk access ramps shall be provided at all corners of all intersections, regardless of curb type, and shall conform to Standard Drawings.

2.15 Sight Obstruction Requirements

A. Sight distance shall be maintained at all driveways, building, or garage entrances where structures, wing walls, etc. are located adjacent to or in close proximity to a pedestrian walkway.

B. Sight lines to traffic control devices (signs, signals, etc.) should not be obscured by landscaping, street furniture, marquees, awnings or other obstructions. Refer to the Manual of Uniform Traffic Control Devices for required sightlines (M.U.T.C.D.).

C. Uncontrolled Intersection and Driveway Sight Distance Triangle in Residential Areas.

Uncontrolled intersections shall have an unobstructed sight distance triangle of one hundred (100) feet on both approaches. This requirement may be reduced to eighty (80) feet for intersections abutting corner lots in a residential subdivision. Driveways shall have an unobstructed sight distance of one hundred (100) feet in both directions, except corner lot. The sight distance is measured along the lines four (4) feet from the center line, in drivers' direction, for both directions. Landscaping or fencing within the sight distance triangle shall not interfere with this sight distance requirement.

D. Controlled Intersection Sight Distance

It is the policy of the City to have the developer's engineer evaluate safe intersection sight distance using the principles and methods recommended by AASHTO.

The sight distance area is a clear-view triangle formed on all intersections by extending two lines of specified length (A) and (B) as shown below from the center of the intersecting streets along the centerlines of both streets and connecting those endpoints to form the hypotenuse of the triangle. The area within the triangle shall be subject to restrictions to maintain a clear view on the intersection approaches.

Sight distance should always be measured from a driver's eye 3.5 feet high and 15 feet from the near edge of the nearest lane to a distance of 4.25 feet. Sight distances must be checked on the actual vertical and horizontal values of the proposed improvement. There shall be nothing to block observation of objects

between 6 inches and 4 feet, 3 inches above grade in both directions. The only exceptions should be for luminaire or utility poles, conforming traffic control devices, and fire hydrants. Cumulative effects must be considered, and all efforts taken to minimize sight obstructions.

Table 2.5 lists intersection sight distances at a Stop or Yield Controlled Intersection for various posted speeds.

Table 2.5 - Sight Distance for Controlled Intersection

Posted Speed (MPH), Uncontrolled Road	Minimum Corner Sight Distance (feet)
20	200
25	250
30	300
35	350
40	400
45	450
50	500

Modifications or exceptions to these standards shall be approved by the City Engineer.

- E. Effect of Grades. The effect of grades on the above stopping and intersection sight distances shall be governed by the criteria stated in the American Association of State Highway and Transportation Officials’ (AASHTO) reference “A Policy on Geometric Design of Highways and Streets” (latest version).

2.16 Curb and Gutter - Types and Application

- A. Curb and gutter shall be utilized for street edges whenever possible and shall always be used under the following conditions:
 - 1. All streets - residential, commercial, or arterial.
 - 2. Modified curb and gutter shall be used on designated bicycle lanes. (only used on a case by case basis)
- B. Vertical Curb shall be used for edges of islands and medians except when emergency vehicle access across the median is required.
- C. The following specifies the requirements for curbs and cross-slope grading for streets:

1. All streets shall include curbs on both sides except in the situations of interim width improvements. Interim designs, where approved in writing by the Engineer, shall have shoulders and ditches/swales.
 2. Interim width streets shall have 6-foot side shoulders adjacent to the street at a 2-1/2 percent cross-slope and roadside ditches/swales on each side of the shoulders with a maximum side-slope of 2 horizontal to 1 vertical. The 6-foot shoulder area may consist of a section of pavement and/or a section of crushed rock. The pavement section shall be a minimum of 2 feet wide and a maximum of 6 feet wide.
 3. Cross-slope of the street section shall be no less than 2 percent and no greater than 5 percent.
- D. Grading outside the improved areas shall be as follows, unless approved in writing by the Engineer:
1. Arterials shall have a maximum 2 percent upward grading to the right-of-way line, and no steeper than 2 to 1 up, or 2 to 1 down, outside the right-of-way.
 2. Neighborhood and local access streets shall have a maximum 2 percent upward grading to the right-of-way line, a 5 to 1 upward or downward grading within the public utility easement, and no steeper than 2 to 1 up, or 2 to 1 down outside the public utility easement.
 3. Retaining walls shall be used if slopes are greater than the 2 to 1 requirement in the paragraphs above or where slope stability is a problem. If slopes are to be maintained (mowed) by the City, a maximum of 3 to 1 slope will be required. Retaining walls shall be constructed to a height where the slope is no more than 2 to 1.

2.17 Survey Monuments

A survey monument shall be located at each street intersection in all subdivisions and short plats. The monuments will be brass and will be housed inside monument boxes.

2.18 Concrete Sidewalks

A. Concrete sidewalks shall be provided where required as follows:

1. Both sides of all arterial streets.
2. Both sides of all other streets (through street or dead-end) unless approved in writing by the City Engineer.

B. Exceptions.

Where subdivision design provides an acceptable surfaced and maintained internal walkway system as approved by the Engineer, a sidewalk may not be required adjacent to the street.

C. Width.

1. All Streets: six feet (5), not including the curb.
2. Designated shared use bike lanes and pedestrian pathc: Tenfeet (10) when there is insufficient roadway width for bicycle lanes. Bicycle lanes shall be a minimum of five feet (5) in width.
3. Width of sidewalk does not include curb.
6. Meandering sidewalks shall maintain the full design width around obstructions that cannot be relocated. Additional Right-of-Way (or easement) may be required to either relocate the obstruction or meander the sidewalk.
7. Sidewalk widening behind the mailbox shall be five feet (5) long with a ten, to one (10:1) taper to the standard sidewalk section.

D. Material.

All sidewalks shall be four inch (4") thick Class 3000 Concrete over 3 inches of crushed rock. commercial driveways shall have eight inches (8") of Class 4000 Concrete.

E. ADA Accessible Ramps.

In accordance with State law, all curb ramps shall be provided at all pedestrian crossings with curb sections and will meet the requirements of the ADA. Truncated domes shall be aligned to allow for users to cross in the direction of the crosswalk, or ramp on the opposite side of the street.

F. Curb Ramps.

The edge of the sidewalk shall merge into curb ramps. One ramp is used on each curb return on residential streets and unsignalized intersections. At signalized intersections, a curb ramp shall be aligned with each crosswalk.

G. Residential Driveway Ramps

When cutting into existing curbs to create driveway ramps, all cuts will be done at existing expansion joints. The new driveway and associated curb and sidewalk will be constructed from joint to joint.

2.19 Asphalt Sidewalks

Asphalt sidewalks may be allowed in lieu of concrete sidewalks where the sidewalk as determined by the City is deemed to be of a temporary nature (such as during construction activities) or due to future construction considerations.

2.20 Multi-Use Trail

Design requirements:

- A. Multi-use trails shall be a minimum of eight feet (8) wide.
- B. Materials shall be per the requirements of Section 2.33.

- C. Multi-use trails shall be a minimum of eight feet (8') from the edge of the vehicular travel way unless no practicable alternative exists and when approved by the Engineer.
- D. Maximum grade is fifteen percent (15%). Minimum curve radius is ten feet (10).
- E. Access easement termination (Type 11) shall be installed as directed by the City Engineer.
- F. Shared Use Paths. Shared use paths shall be for use of bicycles and pedestrians. The minimum width shall be 10-feet wide, and shall be paved.

2.21 Bikeways/Bike lanes

- A. Bikeway construction is required in conjunction with commercial development, plat or short plat approval, when the need for such a bikeway is established by the City Engineer.
- B. Separated bikeways (bicycles only) shall be a minimum of ten feet (10) wide for two (2) way flow. Separated "Shared Use Paths" consisting of a bike and pedestrian walk, shall be a minimum of ten feet (10') wide.
- C. Where joint vehicular and bicycle facilities (Bike lanes) are constructed, bike lanes shall be a minimum of 5' wide.
- D. Surfacing requirements for separated bikeways shall be as specified in Section 2.33.
- E. Maximum grade for separated bikeways shall be ten percent (10%). Minimum curve radius is one-hundred feet (100). Curves should be minimized.

2.22 Rustic Trails

- A. Rustic Trail construction is required in conjunction with residential development when the need for such a trail is established by the City Planner.
- B. Rustic trails shall be a minimum of four feet (8') wide with two feet (2') of clearance on each side and a minimum height clearance of ten feet (10').
- C. Rustic trails shall be constructed by streams and in environmentally sensitive areas where bikeways will cause too much of an environmental impact. Rustic trails will follow the natural contours of the land.
- D. Surfacing requirements for rustic trails shall be as specified in Section 2.33.

2.23 Driveways

- A. General Requirements.
 - 1. Standard residential or commercial driveways shall be required for all developments.
 - 2. A private intersection opening shall be used in lieu of a conventional driveway in commercial areas where the following criteria as determined by

the City are met:

- a. Projected driveway usage is greater than two-thousand (2,000) vehicles per day.
- b. In any case where traffic signalization is approved and provided.
- c. A minimum one-hundred (100') foot storage area is provided between the street and any turning or parking maneuvers within the development.
- d. The opening is at least one-hundred and fifty feet (150) from any other intersection opening.
- e. The opening is at least one-hundred and fifty feet (150) away from any other driveway on the property frontage under control of the applicant.
- f. Easement dedication for traffic control devices.

B. Conditions of Approval.

1. Driveways directly giving access onto arterials may be denied if alternate access is available.
2. All abandoned driveway areas on the street frontage to be improved shall be removed and new curb, gutter, and sidewalk shall be installed.
3. No commercial driveway shall be approved where backing onto the sidewalk or street will occur.
4. Left turns from and to a driveway may be restricted as a development condition or in the future if such maneuvers are found to be unduly hazardous.
5. Driveways shall be aligned wherever possible with existing driveways on the opposite side of the street on two (2) or three (3) lane streets.
6. Driveways shall be offset a minimum of one-hundred feet (100) from existing driveways on the opposite side of streets with four (4) or more lanes whenever possible.
7. All driveways shall be angled ninety-degrees (90°) to the street, unless designated as right turn only with the approval of the Engineer.

C. Design Criteria

1. Width

The maximum two-way driveway width shall be twenty-five feet (25') for one and two-car garage residences, thirty feet (30') for 3-car garage residences, and thirty-five feet (35') for commercial uses. A wider commercial driveway width maybe approved by the Engineer where a substantial percentage of oversized vehicle traffic exists. In this case the driveway should be sized to accommodate the largest vehicles. Commercial driveways shall be a minimum of thirty feet (30') on any arterial, and twenty-five feet (25') to

thirty feet (30') on any access street. Where intersection openings are approved the width shall be as determined by the Engineer.

Minimum one-way driveway width shall be twelve feet (12) for residential and twenty-two feet (22) for commercial driveways. Parking lot circulation needs shall be met on site. The public right-of-way shall not be utilized as part of a one-way parking lot flow.

2. Elevation

Back edge of driveway shall be at the same elevation as the back of the sidewalk adjacent to the driveway approach. In all cases, driveway elevations along the path of the sidewalk will comply with the ADA.

3. Clearance from structures.

No object (including fire hydrants, light or power poles, street trees) shall be placed or allowed to remain within fifteen feet (15) of the driveway edge.

Where the building facade or other design element is less than ten feet (10) behind the sidewalk front setback both pedestrian and vehicular sight distance shall be maintained. Vehicular sight distance shall be per section 2.15.

4. Sight Distance.

Pedestrian sight distance shall be as follows: The driver of an exiting vehicle shall be able to view a one-foot (1) high object fifteen feet (15) away from either edge of the driveway throat when the driver's eye is fourteen feet (14) behind the back of the sidewalk.

5. Maximum driveway grade shall be fifteen percent (15%).

6. On sloping approaches, a landing as described in section 2.09 shall be provided.

7. Approach grades and configuration shall accommodate future street widening to prevent major driveway reconstruction.

2.24 Bridges

- A. Design Principles. All vehicular bridges whether on public or private roadways shall meet the minimum requirements set forth in the latest addition of "Standard Specifications for Highway Bridges", adopted by AASHTO. All new bridges shall be designed to carry an AASHTO HS-20-44 live load or greater.
- B. Geometries. In the general case, the bridge shall comprise the full width and configuration of the road being served (traveled way plus curb, sidewalk, walkway, bike lane, and/or shoulder on one or both sides). Requirements of utilities shall be considered. Traffic and pedestrian railings or combination traffic-pedestrian railings shall meet AASHTO specifications. Overhead vertical clearances on the traveled street or under overpasses shall be sixteen and one-half feet (16.5) minimum.

- C. Pedestrian bridges shall be designed per AASHTO LRFD Guide Specifications for design of pedestrian bridges. The pedestrian bridge shall be designed for a uniform loading of 90 psf. This loading shall be patterned to produce the maximum load effects.
- D.

2.25 Landscaping in the Right-Of-Way, Easements and Access Tracts

- A. Plantings established in the right-of-way shall be maintained by the abutting property owner.
- B. Any existing planting areas within the right-of-way that are disturbed by construction activity shall be restored to their original condition.
- C. Any plantings or other improvements placed within the right-of-way (by abutting property owners) are subject to removal when the right-of-way is needed for public use. The property owner is responsible for removing any landscaping or other improvements upon official notice. The property owners shall be responsible for survivals of the relocated plantings.
- D. Measures shall be taken by the developer to provide groundcover in areas within the right-of-way which have been stripped of natural vegetation or have a potential for erosion. Native plants shall be used whenever possible.
- E. Plantings within the right-of-way shall comply with the following provisions:
 - 1. All landscaping shall comply with the sight distance provisions of these standards.
 - 2. Where existing landscaping maintained by the City exists every effort shall be taken to protect and preserve the existing vegetation during construction: Plants shall be relocated or removed only upon approval of the Public Works Department. Damaged landscape areas shall be restored prior to issuing a final occupancy permit.
 - 3. In areas where an existing landscaping concept or pattern has been established or approved, all new landscaping shall conform to the intent of the concept. Plantings shall be of a similar variety, size, and spacing to those already established and/or approved for the area.
 - 4. All trees planted in areas with adjacent pedestrian usage shall maintain a seven foot (7) clearance to the lowest branches.
 - 5. Approval from the Community Development must be received before trees are planted in or adjacent to sidewalk sections.

2.26 Mailboxes

- A. Mailboxes should be clustered together when practical and when reasonably

convenient to the houses served.

- B. When mailboxes are located in the sidewalk, individually or in clusters, the sidewalk shall be widened to provide the full design width around the mail boxes.
- C. In the case of new road construction or reconstruction requiring mail boxes to be moved back or rearranged, the designer and builder shall coordinate with the local postmaster of the U.S. Postal Service. Mailbox locations approved by the Post Office shall be shown on approved road construction plans.

2.27 Street Illumination

A. Plats and Short Plats.

Street lighting is required for all public streets. The street lighting design shall be reviewed and approved by the Engineer prior to final plat approval. The cost of all street lighting shall be paid by the developer.

Street lighting is not required on private streets within a plat. However, a street lighting system is encouraged. The City does not install or maintain private street lighting systems. On private streets, all street light maintenance and power cost shall be paid by the developer, homeowner, or homeowners association.

B. Existing Residential Areas.

If a resident or group of residents desires the installation of a new street light they must apply to the Public Works Department. Residents installing street lights on private street are encouraged to comply with the requirements of this standard.

C. General Considerations.

Street lighting is required on all public street frontages. The developer is responsible for design, installation or relocation of new or existing lighting. Non-residential development shall replace existing lighting systems on power poles with a new lighting system serviced by underground power.

All public street light designs shall be prepared by a licensed engineer experienced in lighting design. The design calculations should indicate luminaire spacing, illumination levels, uniformity ratio, line losses, and the electrical and physical layout of the system, including its connection to the existing system.

LED Street lights are required to meet the requirements of AINSI/IES RP-8 for spacing and shall meet Clark Public Utility Requirements for maintenance. The lighting engineer shall use the WSDOT Standard Specifications, unless otherwise noted in these Standards.

All public street light systems shall be accessible for public maintenance by a wheeled vehicle weighing twenty-thousand pounds (20,000 lbs.).

All street light installations including wiring, conduit, and power connections shall be located underground. Exception: areas with existing above ground utilities may have street lighting installed on the existing power poles with approval from the lighting authority. For new subdivisions, all street lights shall be installed on interior new streets, or half street improvements as per the lighting design approved by the city.

As-built drawings on 22" x 34" paper, in Autocad (.dwg) format, and in a .pdf format are required for all new or relocated underground street lighting systems prior to receiving a final occupancy permit.

All street lights shall be on two-hundred and forty (240v) volt single phase systems. The exact location of the power source should be indicated together with the remaining capacity of that circuit. System continuity and extension should be considered.

Contractor cabinets equipped with electrical meters, time clocks, circuit breakers and other required components are required on commercial installations of five (5) or more streetlights.

Luminaires shall be located near intersections, at all street ends and at pedestrian, bicycle, and/or equestrian crossings.

D. Local Streets.

Street lights on local streets shall be decorative full cutoff LED single fixture on a black decorative fiberglass pole. The pole shall be 14.5-foot tall fiberglass direct bury as approved by Clark Public Utilities. The luminaire shall be LED with a CCT of 3000K with minimum output of 3600 lumens and a maximum wattage of 45W. The L70 life shall exceed 100,000 hours. Lumen depreciation shall be a maximum of 0.91 per TM21 calculations for 100,000 hours at 25C ambient. Driver shall be 120-277V and have life expectancy of 100,000 hours when installed in luminaire in 25C ambient environment. The photocontrol receptacle shall be a NEMA 7-wire configuration. The luminaire shall have a maximum IES BUG rating of B2-U0-G2 and have a type 3 light distribution pattern. Driver, photocontrol receptacle and surge protector (Class C 10kV/5kA) shall be mounted on removable tray with access through hinged door for easy maintenance. Fixture shall be DLC listed. House side shields shall be used on all lights to prevent light trespass into residential dwelling units.

Luminaire shall be Holophane part number:

WFCL2 P20 30K AS BK L3 S PCLL P7 NL1X1 HSS; or
AUCL2 P20 30K AS BK L3 S PCLL P7 NL1X1 HSS; or
approved equivalent.

E. Arterial Streets.

Street lights for City arterial roadways shall be Cobra Head Style lights with direct bury gray fiberglass poles approved by Clark Public Utilities. The luminaire shall be LED with a CCT of 3000K with a minimum output of 9400 lumens and a maximum wattage of 95W. Lumen depreciation shall be a minimum of .90 per TM21 calculations for 100,000 hours at 25C ambient. Driver shall have life rating of 100,000 hours when installed in fixture at 25C ambient. Fixture shall be 3G vibration rated and gray or black polyester powder coated or paint finished for corrosion resistance. The photocontrol receptacle shall be a NEMA 7-wire configuration. Fixture shall use Long life LED photocell. Fixture shall have IES BUG rating of B1-U0-G1 and be DLC listed. Luminaire shall be Leotek GreenCobra Midsize LED street light GCM2 40F MV WW 3 GY 700 PCR7 WL or approved equal.

F. Collector Streets.

Street lights for City collector roadways shall be Cobra Head Style lights with direct bury gray fiberglass poles approved by Clark Public Utilities. The luminaire shall be LED with a CCT of 3000K with a minimum output of 4400 lumens and a maximum wattage of 45W. Lumen depreciation shall be a minimum of .90 per TM21 calculations for 100,000 hours at 25C ambient. Driver shall have life rating of 100,000 hours when installed in fixture at 25C ambient. The photocontrol receptacle shall be a NEMA 7-wire configuration. Fixture shall be 3G vibration rated and black polyester powder coated or paint finished for corrosion resistance. Fixture to use Long life LED photocell. Fixture shall have BUG rating of B2-U0-G2 and be DLC listed. Luminaire shall be Leotek GreenCobra Jr. LED street light GCJ2 20H MV WW 3 GY 580 PCR7 WL or approved equal.

F. Pedestrian-Oriented Streets.

For areas designed for pedestrian focused activities some amount of upright enhances the pedestrian experience. For specifically designated Pedestrian-Oriented Streets as defined in LCMC Title 18, street lights shall be decorative acorn style single fixture on a black decorative fiberglass pole. The pole shall be 14.5-foot tall fiberglass direct bury as approved by Clark Public Utilities. The luminaire shall be LED with a CCT of 3000K with minimum output of 4900 lumens with maximum wattage of 40W. The L70 life shall exceed 100,000 hours. Lumen depreciation shall be a maximum of 0.89 per TM21 calculations for 100,000 hours at 25C ambient. Driver shall be 120-277V and have life expectancy of 100,000 hours when installed in luminaire in 25C ambient environment. The photocontrol receptacle shall be a NEMA 7-wire configuration. The luminaire shall have a maximum IES BUG rating of B1-U3-G2 and have a type 3 light distribution pattern with the lunar optics option. Driver, photocontrol receptacle and surge protector (Class C 10kV/5kA) shall be mounted on removable tray with access through hinged door for easy maintenance. Fixture shall be DLC listed. House side shields are required to prevent light trespass into residential dwelling units. The luminaire shall be Holophane part number:

AWDE2 P20 30K AS M BK 6 M S BK P7 NL1X1 HSS, or

approved equivalent.

G. Spare Luminaires.

Developers installing luminaires that do not comply with the Clark Public Utility (CPU) standard for CPU provided maintenance in accordance with the agreement between the city of La Center and CPU shall provide spare luminaires to the city. The quantity of spare luminaires to be provided shall equal 3 percent of all installed luminaires rounded up to the next whole number. At the discretion of the Public Works Department, the city may require the developer to provide the city the monetary value of a spare luminaire instead of providing a physical luminaire. If the luminaires are to be installed in phases, at least one luminaire shall be provided with each phase up to the maximum quantity of spares required by this paragraph.

H. Illumination Standards.

The spacing of lights shall be such that the illumination levels shall meet the requirements of Table 2.6.

**Table 2.6
Roadway Illumination Levels**

Roadway Functional Classification	Illuminance- Footcandle (1)	Uniformity Ratio (2)
Principal Arterials	1.5	3
Minor Arterials	1	3
Major Collector	1	3
Minor Collector	0.7	3
Local	0.3	6

Notes:

1. For the purposes of this standard, illuminance is defined as the horizontal illuminance at grade level without shadowing effect of structures, vegetation, or vehicles. The resulting illuminance shall

not be less than the specified value.

2. For the purposes of this standard, Uniformity Ratio is defined average horizontal illuminance level at grade divided by the minimum horizontal illuminance at grade. The resulting Uniformity Ratio shall not be greater than the specified standard.

2.28 Traffic Control and Signing

- A. Traffic Control Devices. The City Engineer shall review and approve all traffic control devices.
- B. Signing. In new plats the developer shall install all traffic control signs which shall include but not be limited to street name, parking, stop, dead end, and pedestrian signing. The developer will be responsible for supplying and installing the required signs. The signs will meet the requirements of the MUTCD and the Engineering Standards, and shall be coordinated with Community Development for the correct street names for the City
- C. Pavement Marking. In new plats or commercial developments pavement markings, including RPMs, paint, thermoplastics and delineators will be required for roadway safety. Such markings shall be provided and installed by the developer. All markings shall be approved by the City Engineer prior to installation.
- D. Temporary Traffic Control. It is the responsibility of the developer to provide adequate temporary traffic control to ensure traffic safety during construction activities.
- E. Speed Humps. Speed humps are considered a traffic calming device. The installation is regulated by the City's Traffic Calming Ordinance. Installation of speed humps or other traffic calming devices are allowed only if warranted per the traffic calming ordinance. There are several criteria listed in the ordinance before any traffic calming device is allowed to be installed. Traffic calming devices are only allowed on neighborhood and local access and small city arterial streets. as approved by the City Engineer
- F. The installation of Traffic Signals, or Roundabouts are allowed as warranted by the MUTCD. Traffic signal design or roundabouts shall be prepared by a licensed engineer experienced in traffic signal design.
- G. The installation of Traffic Control Devices shall be warranted as per an approved traffic report, traffic study, or as approved by the City Engineer.
- H. Design Requirements
 - 1. Traffic Control Devices. All traffic control devices shall conform to the "Manual on Uniform Traffic Control Devices" (M.U.T.C.D.) as adopted by the Washington-State Department of Transportation (WSDOT).

2. **Signing.** All signing shall conform to the "Manual on Uniform Traffic Control Devices" (M.U.T.C.D.) as adopted by the Washington-State Department of Transportation (WSDOT).
3. **Pavement Marking.** All markings shall conform to the current "Manual on Uniform Traffic Control Devices" (M.U.T.C.D.) as adopted by the Washington State Department of Transportation (WSDOT).
4. **Temporary Traffic Control.** All temporary traffic control devices shall conform to the "Manual on Uniform Traffic Control Devices" (M.U.T.C.D.) as adopted by the Washington State Department of Transportation (WSDOT).
5. **Traffic Signal Modification.** The developer's engineer shall use these Standards in conjunction with the Standard Specifications. Traffic Signal plans shall be submitted on 22" x 34" mylar.
7. A signing and striping plan will be submitted to the City of La Center for review and approval prior to the start of construction if signing or striping is part of the proposed development.

2.29 Appurtenances

An appurtenance shall be considered to be any fixed object located adjacent to the roadway and deemed to be a possible safety hazard.

- A. All appurtenances shall be located a minimum of three feet (3') behind the face of the curb to the face of the object. Where no curb exists the distance from the edge of the travel way to the face of the object shall be at least six feet (6'). The location of appurtenances adjacent to public streets shall be approved by the City Engineer based on clear zone distances recommended in WSDOT design manual.
- B. All breakaway posts for signs shall be located a minimum of two feet (2') behind the face of curb to the face of the object. All objects having properties up to that of a (4") x (4") wooden post or steel sleeves shall be installed so that they are breakaway. All other objects or appurtenances shall follow the WSDOT clear zone requirements for the type and speed of road, as approved by the City Engineer.
- C. Appurtenances shall be located outside of the sidewalk area except when the sidewalk is widened around the appurtenance to the satisfaction of the City Engineer.

2.30 Franchise Utilities

- A. Non-City owned franchise utilities are required to relocate existing facilities at their own expense when a conflict results between their facilities and public street improvements. For street improvements required due to a private development, the improvement work must be required by the non-City owned utility in order for the relocation work to be the financial responsibility of the utility, otherwise all costs shall be the responsibility of the developer.

- B. All non-City owned franchise utility distribution or collection systems including power, telephone, gas, cable, and T.V. in new plats or short plats shall be underground.
- C. As a minimum on all new single family plats and short plats, a minimum five foot (5') wide common or individual non-exclusive utility easement shall be provided connecting any lots without public street frontage to a public street. Easements for existing or future utility lines which do not lie along rear or side lot lines shall be of a width specified by the serving utility.

2.31 Safety Railing

- A. Where a sidewalk or other non-motorized transportation facility is to be constructed above or adjacent to a slope, rockwall, or retaining wall where the lowest finished elevation of the slope, rockwall or retaining wall is thirty inches (30") or more below the finished elevation of the sidewalk or other facility, a safety railing shall be required when:
 - 1. The plane of a wall face is less than four feet (4) in horizontal distance from the near side face of the sidewalk or other facility.
 - 2. The plane of the wall face is greater than four feet (4) horizontal distance to the near side face of the sidewalk or other facility but the slope down to the wall top exceeds three to one (3:1).
 - 3. The slopes adjacent to the sidewalk or other facility average greater than two to one (2H:1V).
- B. Safety railings or other approved devices (such as walls, high curbs, landscape features or guard rails) shall be required where grading operations will produce a parking area, service yard or other vehicle area which has a drop-off grade separation in relation to adjoining properties or streets.
- C. Safety railings shall be constructed of 2" galvanized steel pipe or aluminum with vertical supports ten feet (10) on center and 3 horizontal railings fourteen inches (14") on center, the lowest railing center being fourteen inches (14") above finished grade. All joints shall be welded, cold galvanized if welded after galvanizing, and the entire safety railing will be vinyl coated for corrosion protection and aesthetics. Railings shall be erected and adjusted if necessary, after initially set, to assure a continuous line and grade.
- D. Wooden railings may be used when approved by the City Engineer. Wooden railings shall be sturdily constructed of pressure treated timbers and galvanized carriage bolts (no nails allowed). Posts shall be minimum 4" x 4" on four-foot (4) centers. Three (3), 3" x 6" rails shall be bolted to the posts. Alternate designs may be considered.

2.32 Guard Rails

For purposes of warrants, design, and location, all guard rails along roadways shall conform to the criteria of the "Washington State Department of Transportation Design Manual" as may be amended or revised. The decision of whether to install a

guardrail or not shall be based on information found in AASHTO publication, Guide for Selecting, Locating, and Designing Traffic Barriers. For Public Works projects guardrails or concrete barriers can be installed as approved by the City Engineer.

2.33 Surfacing Requirements

All materials and workmanship shall be in accordance with the Standard Specifications, these Standards, and as approved by the Engineer.

A. Minimum Structural Section

The following are the minimum requirements for surfacing for specific facilities as described elsewhere in these Standards.

<u>Facility</u>	<u>Surfacing Requirements</u>
1. Major Arterials	See Drawing ST – 11
2. Minor Arterial	See Drawing ST – 12
3. Minor Arterial “A”	See Drawing ST-12A
4. Rural Major Collector	See Drawing ST-13A
5. Rural Minor Collector	See Drawing ST-13B
3. Neighborhood & Local Access	See Drawings ST – 14 & ST – 15
4. Concrete Sidewalks	4" Portland Cement Concrete over 3" of crushed surfacing
5. Multi-Use Trail	6" Crushed Rock 1/4" Minus or Approved Alternate
6. Bikeway	2-1/2" Class 1/2" PG 64-22 HMA over 4" Crushed Rock Base
7. Rustic Trail	6" Wood Chips over compacted subgrade

All minimum surfacing requirements assume an acceptable, well drained, stable, compacted subgrade. Additional requirements may be imposed at the discretion of the Engineer if suitable subgrade conditions are not met. Pervious materials may be used in parking lots and access streets upon approval of the City Engineer.

C. Alternative Sections

Streets may be constructed of either of the following:

1. Hot Mix Asphalt with crushed rock base or treated bases. The minimum thickness of base and HMA, shall be per the City Engineering Street standards, based on the AASHTO soil classification listed manual for the area of the project.
2. Portland cement concrete with cushion course of crushed rock or on a base of crushed rock or treated base.

For pavement sections, other than those in Section 2.33, alternative sections may be approved by the City Engineer following submission of calculations by a registered engineer and per the design requirements described herein. The minimum asphalt and base section shall be no less than 4-inches HMAC and 8-inch depth aggregate base. Soil testing to obtain the strength of the soil is required for all roads and streets in order to analyze and design the structural section. Soil tests are needed on undisturbed samples of the subgrade materials that are expected to be within three (3) feet of the planned subgrade elevation. Samples are needed for each five hundred (500) feet of roadway and for each visually observed soil type. Soil tests are required from a minimum of three (3) locations.

The selected design structural strength of the soil needs to be consistent with the subgrade compaction requirements. The strength and compaction moisture content, at optimum to slightly over optimum, needs to be specified. The soils report shall address subgrade drainage and ground water considerations for year round conditions.

Recommendations for both summer and winter construction shall be included. The required density of treated and untreated subgrade materials shall not be less than 95 percent maximum density as determined by AASHTO T-99.

C. Aggregate Base

All aggregate shall meet WSDOT specifications for base rock.

During compaction, materials shall be maintained within 2 percent of the optimum moisture content. The contractor shall begin compaction of each layer immediately after the material is spread, and continue until a density of not less than 95 percent of the maximum density has been achieved. Maximum density will be determined by AASHTO T-180, or WSDOT Test Method 705.

D. Asphalt Pavement Design

Asphalt Pavement shall be WSDOT HMA Class ½", PG 64-22 or 70-22 appropriate class of HMA as selected based on the Equivalent Single Axle Loads (ESAL's) per WSDOT section 5-04.3(7) A3 for the required use. The design shall be governed by Section 5-04 of the Standard Specifications.

The compaction shall be at least 91 percent based on a Rice theoretical maximum density, as determined in conformance with AASHTO T 209, as modified by WSDOT.

Pervious asphalt pavement designs will be considered on a case-by-case basis by the City Engineer.

E. Portland Cement Concrete Pavement

The design of Portland cement concrete streets shall be governed by Section 5-05 of the Standard Specifications. In addition, the City will require that the following be incorporated into the design and construction specifications;

1. Use a minimum twenty (20) year design period.
2. Minimum thickness of Portland cement concrete shall be six (6) inches for local streets, and a minimum of (8) inches for collector or arterial streets. Designs of concrete pavement thickness shall be per design by a Licensed Engineer per Geotechnical Engineer recommendation.
3. The minimum concrete specifications shall be 5000 psi (compressive) and 650 psi (flexural) in 28 days.
4. A design joint plan shall be prepared and incorporated into the street construction plans. Longitudinal and transverse joint locations shall be clearly delineated. Transverse dowel bars and longitudinal tie bars for joints shall be per WSDOT standard plan A-40.10-02 as a minimum. Sawed grooves for contraction and construction joints shall be per detail A-40.10-02 as well.
5. Pervious concrete designs will be considered on a case-by-case basis by the City Engineer.

2.34 Utilities

A. Depth.

Underground utilities shall be buried a minimum depth of thirty (30) inches as measured from finished grade to top of utility. See Sections 3 and 4 for additional requirements.

B. Curb Markings.

When new curbing is being placed, a stamp shall be placed to mark where each water, stormwater, and sanitary sewer service crosses the curb line. The method of marking the curb shall be approved by the City Engineer and noted on the approved construction plans. If an imprinting stamp is used, the impression left for a water service shall be the letter "W"; for a sanitary sewer service, it shall be the letter "SS"; for a stormwater service, it shall be the letters "S". These impressions shall be two (2) inches high, placed on the top of the curb.

C. Trench Restorations.

Trench restoration shall be the minimum depth of existing HMAC , 4-inches minimum over the minimum depth of existing Aggregate base or 6-inches of 1 ¼" minus aggregate base. Following the trench restoration, pavement surface reconstruction shall be done per the street classification in the Engineering Standards.

All trench and pavement cuts shall be made by sawcuts. The sawcuts shall be a minimum of 1 foot (1) outside the trench width. The approval of the width and depth of the trench restoration, and the surface restoration shall be as approved by the City Engineer.

D. Utility Locations.

Utilities shall be located horizontally within the right-of-way in accordance with City Standards.

- E. Only approved crushed aggregate backfill will be used for trenches in roadway sections. Trenches in Arterials will require 1 ¼ inch aggregate base with compaction approval by the city or Controlled Density Fill (CDF).

SECTION 2 – STREETS AND SIDEWALKS

CHAPTER 2 –CONSTRUCTION SPECIFICATIONS

2.50 General Requirements

A. Pre-Construction Conference Requirement

See 1.52 in Chapter 2 of Section 1 of the City Standards for requirements.

B. Construction Standards

All street, roadway, or sidewalk construction within public right-of-way shall conform to the most recent design standards of the City and other requirements of the City. All work and materials shall be in accordance with these Standards and the most recent Standard Specifications and WSDOT Standards. Where conflicts exist the more stringent specification shall apply, as determined by the City Engineer.

C. Plans & Specifications

The installation of street and sidewalks shall be in accordance with construction plans and specifications prepared by the developer's engineer and reviewed and approved by the City.

2.51 Surfacing Requirements

A. General

Sub-grade, aggregate base, and pavement shall be constructed in accordance with the Standard Specifications.

B. Aggregate Base

1. All aggregate shall meet WSDOT specifications for base rock.
2. During compaction materials shall be maintained within 2 percent of the optimum moisture content or as recommended by the Geotechnical Engineer. The contractor shall begin compaction of each layer immediately after the material is spread, and continue until a density of not less than 95 percent of the maximum density has been achieved. Maximum density will be determined by AASHTO T-180, or WSDOT Test Method 705.

C. Asphalt Pavement

1. Hot Mix Asphalt

Hot Mix Asphalt shall be WSDOT Mix Class ½”, Performance Grade PG 64-22 or 70-22 or as recommended by WSDOT section 5-04.

2. Compaction

The compaction shall be at least 91 percent based on a Rice theoretical maximum density, as determined in conformance with AASHTO T 209, as

modified by WSDOT.

2.52 Curb & Gutter

A. General Requirements

1. All curb and gutter shall be constructed with Class B concrete or the appropriate amount bags of cement per cubic yards, as appropriate for the type of construction. Concrete shall be placed over a prepared foundation of compacted aggregate.
2. When new curbing is being placed, a stamp shall be placed to mark where each water, stormwater, and sanitary sewer service crosses the curb line. The method of marking the curb shall be approved by the Public Works Director and noted on the approved construction plans. If an imprinting stamp is used the impressions shall be 2 inches high placed on top of the curb. For a water service the letter "W" will be stamped, for a stormwater service the letters "S" will be stamped, and for a sanitary service it shall be the letter "SS".

2.53 Concrete Sidewalks

All sidewalks shall be four inch (4") thick CL 3000 concrete, and shall be constructed over a prepared foundation of compacted aggregate with a stiff broom finish. At driveways the concrete shall be six or eight inches thick as determined by use. A curing compound or the use of approved plastic shall be used for curing concrete after placing, as approved by WSDOT specifications, and as approved by the City Engineer.

2.54 Driveways

A. Structure Clearance

1. No object (including fire hydrants, light or power poles, or street trees) shall be placed or allowed to remain within fifteen feet (15) of the driveway edge.
2. Where the building facade or other design element, is less than ten feet (10) behind the sidewalk front setback both pedestrian and vehicular sight distance shall be maintained.

B. Construction

Construction shall be per Standard Drawings.

2.55 Mailboxes

It shall be the responsibility of the developer to ascertain mailbox design requirements as required by the Postmaster. Mailboxes, in the general case, shall be set to the following standards.

A. Height

The height of the bottom or base of a mailbox shall be forty-four inches (44")

above road surface or as directed by the Postmaster.

B. Placement

1. Access Streets

In relation to curb or sidewalk for Local Streets, the front of the mailbox shall be six inches (6") behind the back of sidewalk.

2. Arterial Streets

In relation to curb or sidewalk for Arterial Streets, the front of the mailbox shall be one foot (1') behind the back of sidewalk.

C. Posts

Posts shall be strong enough to give firm support but not to exceed (4") x (4") wood or one and one-half inch (1-1/2") diameter pipe, or material with comparable breakaway characteristics.

D. Sidewalk

Sidewalk widening behind the mailbox shall be five feet (5') long with a ten to one (10:1) taper to the standard sidewalk section.

2.56 Survey Monuments

Monument case and cover - see WSDOT Standard Drawings. Placement of monuments will be as determined by City Engineer. The center line of the road at all intersections and horizontal curve shall have a steel bar or rebar driven into the pavement with a durable surveyor marker imprinted with the license number of the land surveyor. Monument casing and survey marker may be required at major intersections of the subdivision.

2.57 Street Lighting

Street lighting for all subdivision, commercial, and industrial development shall be designed and provided by the developer's engineer. The design plans shall be stamped and signed by a Washington State Licensed Engineer. The design and installation shall be in accordance with the National Electric Code and Standard Specifications 9-29. The installation shall be inspected by the Washington State Department of Labor and Industries Electrical Inspection Division. Safe wiring labels required by Labor and Industries shall apply to all projects. The design shall meet the additional design criteria.

A. Conduit

All conduit shall be buried a minimum of 24 inches deep. All roadway crossing shall be rigid metallic or Schedule 80 PVC conforming to Section 9-29 of WSDOT Standard Specifications.

B. Coordination

It shall be the contractor's responsibility to coordinate the installation of the

street light system with all utilities to avoid schedule and location conflicts. The contractor shall provide written permission from Clark Public Utilities for the electrical service location, and a copy of the load calculations to the City of La Center.

C. Guarantees

The contractor shall surrender to the City of La Center any guarantee of warranty acquired as normal trade practice in connection with the purchase of any materials or items used in the construction of the street lights.

D. Location

In general, streetlights shall be located on the highest corner of the intersection. One streetlight will be placed at all new intersections. One streetlight will be placed at all four corners of any new signalized intersection or as approved by the lighting Engineer. One street light will be placed at the entrance of new straight road plats and at the following minimum distances:

1. Arterials – Every Street light Spacing shall meet the ANSI/IES RP-8 requirements for LED lights and in no case shall the maximum spacing be more than 140 feet.
2. Access Streets – Street light Spacing shall meet the ANSI/IES RP-8 requirements for LED lights and in no case shall the maximum spacing be more than 200 feet.
3. A streetlight will be placed near the end of all new cul-de-sacs.

2.58 Safety Railings

A. Construction

Safety railings shall be constructed of 2" galvanized steel pipe or aluminum with vertical supports ten feet (10') on center and 3 horizontal railings fourteen inches (14") on center, the lowest railing center being fourteen inches (14") above finished grade. All joints shall be welded, cold galvanized if welded after galvanizing, and the entire safety railing will be vinyl coated for corrosion protection and aesthetics. Railings shall be erected and adjusted, if necessary, after initially set to assure a continuous line and grade.

B. Wooden Railings

Wooden railings may be used when approved by the Engineer. Wooden railings shall be sturdily constructed of pressure treated timbers and galvanized carriage bolts (no nails allowed). Posts shall be minimum 4" x 4" on four-foot (4) centers. Three (3), 3" x 6" rails shall be bolted to the posts. Alternate designs may be considered.

2.59 Utilities

A. Depth

Underground utilities shall be buried a minimum depth of thirty (30) inches as measured from finished grade to top of utility. See Sections 3 and 4 for additional requirements.

B. Curb Markings

When new curbing is being placed, a stamp shall be placed to mark where each water and sanitary sewer service crosses the curb line. The Method of marking the curb shall be approved by the City Engineer and noted on the approved construction plans. If an imprinting stamp is used, the impression shall be two (2) inches high on top of the curb. The letter "W" will be stamped for a water service the letter "S" will be stamped for a sanitary sewer service.

C. Trench Restorations

1. General:

Trench restoration shall be the minimum depth of existing HMAC, 4-inches minimum over the minimum depth of existing Aggregate base or 6-inches of 1 1/4" minus aggregate base. Following the trench restoration, pavement surface reconstruction shall be done per the street classification in the Engineering Standards.

Sawcuts

All trench and pavement cuts shall be made by sawcuts. The sawcuts shall be a minimum of 1 foot (1) outside the trench width. The approval of the width and depth of the trench restoration, and the surface restoration shall be as approved by the City Engineer.

2. Sawcuts

3. Backfill

Pipe zone bedding shall consist of Gravel Backfill per pipe zone bedding per Section 9-03.12(3). Backfill above the pipe zone shall be backfilled with crushed surfacing materials conforming to Section 9-03.9(3). The trench shall be compacted to ninety-five percent (95%) maximum density, as described in Section 2-03 of the Standard Specifications. For City Arterials identified by the City Controlled Density Fill (CDF) is required.

4. Backfill Compaction

Backfill compaction shall be performed in 8 to 12-inch lifts. The compaction tests shall be performed in four-foot (4') increments maximum. The test results shall be given to the Engineer for review and approval prior to paving. Number of tests required shall be as specified in 1.67 of these Standards. Additional testing may also be performed and/or required by the City.

5. Temporary Restoration

Temporary restoration of trenches for overnight use shall be accomplished by using HMAC or steel plates. HMAC used for temporary restoration may be dumped directly into the trench, bladed out and rolled. After rolling, the trench must be filled flush with asphalt to provide a smooth riding surface

meeting pavement surface tolerance per Section 5-04.3(13).

6. Tack and Sand

Tack shall be applied to the existing pavement and edge of saw cuts and shall be emulsified asphalt grade CSS-1 as specified in Section 9-02.1(6) of the Standard Specifications. Tack coat shall be applied as specified in Section 5-04 of the Standard Specifications. Sand will be placed on top of the tack in sufficient quantities to cover the tack a minimum of ¼”.

7. Hot Mix Asphalt

Hot Mix Asphalt, HMA ½” Class, PG 64-22 or 70-22 shall be placed on the prepared surface by an approved paving machine and shall be in accordance with the applicable requirements of Section 5-04 of the Standard Specifications, except that longitudinal joints between successive layers of HMA shall be displaced laterally a minimum of twelve (12) inches or unless otherwise approved by the Public Works Director. Fine and coarse aggregate shall be in accordance with Section 9-03.8 of the Standard Specifications. HMA over two inches (2”) thick shall be placed in equal lifts not to exceed two inches (2”) each.

8. Surfaces

All street surfaces, walks or driveways within the street trenching areas affected by the trenching shall be placed to an extent that provides a smooth-riding connection and expeditious drainage flow for the newly paved surface. Butting joints of asphalt or concrete walks are required by the Engineer to maintain a consistent thickness of asphalt or concrete.

Surface smoothness shall be per Section 5-04.3(13) of the Standard Specifications. The paving shall be corrected by removal and repaving of the trench. A longitudinal trench along street right of way will require that the travel lane be cold planed and paved as to not leave a trench along the travel lane.

9. Asphalt Patch

Asphalt patch depths will vary based upon the streets being trenched and whether the trenching is parallel or perpendicular to the streets. The actual depths of asphalt shall be shown on the Right-of-Way Use Permit and the work shall be performed as required by the attached details.

10. Compaction of Lifts

Compaction of all lifts of asphalt shall be an average of ninety-one percent (91%) of maximum density as determined by WSDOT FOP for AASHTO T209. Number of tests required shall be as specified in 1.67 of these Standards.

10. Joints

All joints shall be sand sealed.

11. Roadway Shoulder(s)

When trenching within the roadway shoulder(s), the shoulder shall be restored to its original or better condition.

12. Final Patch

The final patch shall be completed within thirty (30) days after first opening the trench. This time frame may be adjusted if delays are due to inclement paving weather, or other adverse conditions that may exist. Delaying of final patch or overlay work is allowable only subject to the Engineer's approval. The Engineer may deem it necessary to complete the work within the thirty (30) days time frame and not allow any time extension. If this occurs, the Contractor shall perform the necessary work as directed by the City Engineer.

2.60 Inspections

A. Step Inspections

The following items of work shall be inspected by City Staff:

1. Erosion Control measures shall be in place before any work is done. Measurers shall be inspection by the City of La Center prior work proceeding on project.
2. For street or sidewalk work, sub-grade shall be inspected by the City (and tested by the Contractor) prior to placement of crushed surfacing. Wheel rolling shall be witnessed by the city before placement of curb and gutter and the travel lanes before paving. The City Engineer shall receive all compaction reports for the base and lots for approval.
3. Crushed surfacing shall be inspected by the City (and tested by the Contractor) prior to placement of paving, curb, or sidewalks.
4. Pavement, curb, and sidewalk. Notify the City prior to the placement of any paving, curbs, or sidewalk.
5. Compaction of bedding and backfill of utility trenches.
6. Compaction of bedding within public right-of-way and slope easement.
7. Other items of inspection notification are included under the various items of work outlined in these Standards.

B. Progress of Construction

Construction shall proceed in a systematic manner that will result in a minimum of inconvenience to the public.

2.61 Contractor's Requirement for Testing

Testing shall be performed per the requirements of the Standard Specifications and Paragraph 1.67 these Standards.

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION
SECTION 2, CHAPTER 3
STREETS AND SIDEWALKS STANDARD DETAILS

SEPTEMBER 21, 2018

City of La Center
305 NW PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SEE STANDARD DETAILS SEPARATE

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION

SECTION 3
STORM DRAINAGE

SEPTEMBER 21, 2018

City of La Center
305 NW PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SECTION 3 – STORM DRAINAGE

CHAPTER 1 – DESIGN AND CONSTRUCTION SPECIFICATIONS

3.00 Approval Requirements

- A. See Section 1 for general construction requirements, including the requirements for extension of all drainage conveyance pipes to limits of property, surety bond, and utility review.
- B. These requirements shall apply to all storm drainage facilities in existing and proposed public right-of-way, public drainage easements, and tracts of common ownership in the City. Storm drainage systems include, but are not limited to: inlets, pipes, ditches, creeks, rivers, wetlands, and stormwater quality and quantity facilities.

3.01 Planning Criteria

- A. The City of La Center has established the requirements for the design of facilities intended to protect the public health, safety, and welfare from damage due to flooding. Beyond that level of protection, additional measures are specified in this chapter which are intended to minimize any potential flooding damage and allow for efficient operation, repair, and maintenance of the storm drainage system.
- B. In residential and commercial development, storm sewer main extensions are required to assure orderly and adequate extension of the storm sewer system. These extensions are to be in accordance with requirements of development and service availability as established by the City and the Washington State Department of Ecology.
- C. Design and construction of drainage facilities, including but not limited to: open channels, conveyance pipe, and inlets shall be in compliance with LCMC 18.320, these Standards, the Standard Specifications, and the "Stormwater Management Manual for the Puget Sound Basin (1992)" (hereinafter referred to as the Puget Sound Manual) prepared by the Washington State Department of Ecology.
- D. Except for natural water courses designated by the city as Regional Facilities, storm drainage pipes shall be extended through and to the extremes of the property being developed along the natural drainageways, to provide connection points for future development of unserved property as determined by the City.
- E. Provisions must be made for gravity drainage of roofs and foundation drains for all new buildings and structures. For multi-family, residential, commercial, or industrial developments, these drains shall be piped directly to on-site stormwater systems. In single family residential developments, on-site drywells or infiltration systems will only be allowed on a case by case basis and requires infiltration testing by Geotechnical Engineer to justify the use of infiltration on-site, as approved by the City. Hard piping the discharge directly to the public storm pipe system will be the preferred method. Discharge of roof and foundation drains to the street gutter or wetlands will be approved on an

individual basis by the city. For sites where a storm drain system or curb and gutter is not accessible for connection of the site storm system, on-site detention of stormwater will be required.

- F. Provisions must be made for stormwater from private property to remain on private property wherever feasible.
- G. Weep holes will be installed under sidewalks at all property lines only unless a connection to and underground storm system is not available.

3.02 Design Requirements

A. The City of La Center has adopted the Puget Sound Manual with the following notations:

- 1. Stormwater quantity management requirements are amended by Section 3.02B of these Standards.
- 2. All inside drops and pollution control structures must be constructed with pipe; no partitions will be allowed.
- 3. All inside drops may be installed in existing manholes, if there is enough clearance for maintenance as allowed by the city. Pollution control manholes must be 60 inch or larger diameter structures.
- 4. All pipe shall be installed with watertight joints.
- 5. All backfill material shall be referenced per the Standard Specifications.
- 6. No private storm sewer shall be located within any lot other than the lot which is the site of the building or structure served by such sewer. The exception to this will be common areas, City right-of-ways, or as otherwise approved by the City Engineer.

B. Water Quantity Standards

- 1. All development on sites one-half (0.5) acre or greater in area shall be required to provide on-site detention. For development on lots of any size that do not have a public storm system or curb adjacent to the site, on-site detention is required. Where the City Engineer authorizes in writing a waiver from the on-site detention requirement, proposed site developments shall convey stormwater to regional facilities as designated by the City.
- 2. The minimum standards for the design and construction of stormwater quantity facilities in the City of La Center shall be the same as the current standards of the Puget Sound Manual as amended by LCMC 18.320 and these Standards.
- 3. If a site is proposed to be constructed in phases, the first phase shall have a stormwater quantity facility designed and built to accommodate the ultimate development of the site.
- 4. Drain inlets shall be curb inlets per the Standard Drawings. Curb inlets

shall be placed so that no more than 7,000 square feet of hard surfacing, pavement, and driveways which drain to the street including top of curb and sidewalk where sidewalk is adjacent to the curb, shall drain to each drain inlet. WSDOT Hydraulic Manual shall be used to determine rainfall intensity using the rational method. Chapter 5 of the Hydraulic manual shall be used for inlet capacity design or approved equal design program. In no case shall there be less than one inlet for every 7,000 square feet of pavement.

5. Storm drain conveyance systems shall be sized to convey the 100-year storm event using the rational method.

C. Water Quality Standards

The minimum standards for the design and construction of stormwater quality facilities in the City of La Center shall be the same as the current standards of the Puget Sound Manual as amended by LCMC 18.320 and these Standards.

D. Design of Conveyance Facilities

Manholes and pipelines shall be designed in accordance with the requirements specified for Sanitary Sewer Systems as outlined in Section 4 of these Standards.

3.03 Construction Requirements

A. General

1. The preceding and governing documents shall be as follows:
 - a. City of La Center Municipal Code, Title 18, LCMC Development Code.
 - b. The 1992 edition of the Puget Sound Manual distributed by the Washington State Department of Ecology.
 - c. City of La Center Engineering Standards for Construction.
 - d. Latest edition of the WSDOT Standards and Specifications for Road, Bridge and Municipal Construction.
2. Private Storm Facilities, shall be maintained by the owner or HOA.
3. Compliance to these documents shall be adhered to unless otherwise specified in writing by the City Engineer.

B. Gravity Drainage

1. Roofs & Foundations

Provisions must be made for gravity drainage of roofs and foundation drains for all new buildings and structures.

2. Multi-Family, Commercial & Industrial

For multi-family, commercial, or industrial developments, these drains shall be piped directly to on-site stormwater systems/facilities.

3. Single Family - Residential

In single family residential developments, the first alternative is to pipe directly to the public storm water system. The second alternative is to discharge to the street gutter. The last alternative is for these drains to be discharged to on-site dry-wells or other infiltration system. An infiltration system will only be allowed on a case by case basis and infiltration testing to support it will be done by a Geotechnical Engineer supporting the system. If no storm drain or curb drain is available on-site detention per the ordinance and Engineering Standards shall be used.

C. Private Property

1. Provisions must be made for stormwater from private property to remain on private property wherever feasible.
2. Runoff from driveways shall be directed to adjacent lawn whenever practical and not be permitted to drain directly to the street unless topography presents undue constraints.

D. Storm Drainage Facilities

1. General

These requirements shall apply to all storm drainage facilities in existing and proposed public right-of-way, public drainage easements, and tracts of common ownership in the City.

2. Storm Drainage Systems

Storm drainage systems include, but are not limited to:

1. Inlets
2. Pipes
3. Ditches
4. Creeks
5. Rivers
6. Wetlands
7. Stormwater Quality Facilities
8. Stormwater Quantity Facilities.

E. Stormwater Pipes

1. Stormwater pipes shall be installed in accordance with Section 4 “Sanitary

Sewer System”, of these Standards.

2. All applicable provisions of Section 4 shall be followed except where specifically amended in this Section.

3.04 Culverts

Materials and construction shall conform to latest edition of the WSDOT Standard Specifications Division 7, Section 7-02 Culverts

All exposed concrete culvert ends shall conform to the latest edition of the WSDOT Standard Specifications Division 9, Section 9-05.3(3) Beveled Concrete End Sections.

3.05 Catch Basins and Inlets

Materials and construction shall conform to the standard details in this Section of these Standards.

3.06 Cleaning Existing Drainage Structures

The cleaning of existing drainage structures shall be as specified in the latest edition of the WSDOT Standard Specifications Division 7, Section 7-07.

A. Description:

This work consists of cleaning, removing and disposing of all debris and obstructions from existing culvert pipes, storm sewer pipes, drains, inlet structures, manholes box culverts, grates, trash racks, or other drainage features within the limits of the project.

B. Construction Requirements:

All pipes and drainage structures that require cleaning are identified in the Plans. They shall be cleaned by flushing, rodding, or whatever means are necessary to provide unobstructed drainage. All catch basin sumps, manholes, inlets and outlet structures, and debris racks shall also be freed of all dirt, rock, and debris. Existing drainage facilities shall be kept clean throughout the life of the project and be clean upon final acceptance of the work.

3.07 Embankment

Embankment for stormwater retention or detention basins shall be placed in maximum eight (8) inch lifts and each lift shall be compacted to 95% of maximum density at optimum moisture content. Embankments shall be constructed per Section 2-03 of the Standard Specifications.

3.08 Oil/Water Separator

A. General

Oil/water separators shall be constructed as shown in the standard details of these Standards. Oil water separators may be required as special circumstances for parking lots or facilities that may have specific needs for removing excess oil. Water quality standards per LCMC 18.320 should be used for most projects

creating impervious area.

B. Excavation

Excavation for pre-cast vaults shall be sufficient to provide a minimum of 12 inches between the vault and the side of the excavation.

C. Depth

Vault shall be placed at proper depth to set vault cover flush with finish grade. If additional depth of cover is required over inlet or outlet piping vault riser sections shall be installed to raise vault cover a maximum of 24 inches.

D. Foundation

1. The oil/water separator shall be placed on fine soil. If the foundation material is inadequate, the Contractor shall use foundation gravel or bedding concrete under the normal base to support the separator.
2. Vault shall be placed and set plumb so as to provide vertical sides. The completed separator shall be rigid and watertight.
3. Rough, uneven surfaces will not be permitted.

E. Joints

Joints of pre-cast concrete sections shall be thoroughly wetted and completely filled with mortar, plastered, and trowled smooth with 3/4" of mortar in order to attain a watertight surface.

F. Lifts Holes

All lift holes, if any, on pre-cast items shall be completely filled with expanding mortar and smoothed both inside and out, to insure water-tightness.

G. Steel Loops

All steel loops, if any, on pre-cast section must be removed, flush with the vault wall. The stubs shall be covered with mortar and smoothed.

H. Knockouts

Pre-cast vaults shall be provided with 8-inch diameter knockouts at all pipe openings or have openings core-drilled prior to installation.

I. Rigid Pipe

1. All rigid pipe entering or leaving the structure shall be provided with flexible joints within twelve inches (12") of the manhole structure and shall be placed on firmly compacted bedding. Special care shall be taken to see that the openings through which pipes enter the structure are completely and firmly filled with mortar from the outside to ensure water-tightness.
2. All P.V.C. pipe connections to a vault shall be made with a gasketed

coupling as approved by the City.

3.09 TV Inspections

1. The developer's contractor shall pay for the cost of scanning all new public storm pipe along with existing sections of pipe which are disturbed or affected by new construction.
2. Prior to a (TV) television scan, the contractor shall flush, clean, and remove all debris from the system and shall string all lines with nylon cord (or equivalent) having a minimum test strength of 250 pounds. The string ends shall be tied to the top rung of the steps in each structure. A mandrel shall be pulled through each section of the storm drain of sufficient size to show that the storm drain piping is not obstructed or deflected.

3.09 Sewer Line Cleaning and Testing

All sewer lines will be cleaned and tested according to Standard Specifications Section 7-17.3, and deflection tests for thermoplastic pipe.

- A. Prior to final acceptance and final manhole-to-manhole inspection of the storm sewer system by the applicant, flush and clean all parts of the system. Remove all accumulated construction debris, rocks, gravel, sand, silt, and other foreign material from the sewer system at or near the closest downstream manhole. If necessary, use mechanical rodding or bucketing equipment.
- B. Upon the applicant's final manhole-to-manhole inspection of the storm sewer system, if any foreign matter is still present in the system, reflush and clean the sections and portions of the lines as required. The city will perform a final inspection.
- C. A mandrel shall be pulled through each section of the gravity storm sewer piping of sufficient size to show that the storm sewer piping is not obstructed or deflected. The mandrel shall be rigid, nonadjustable with an effective length not less than the pipe nominal diameter.
- E. A video inspection shall be performed on all gravity storm sewer systems prior to final acceptance. A copy of the inspection shall be supplied to the City.

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION
SECTION 3, CHAPTER 2
STORM DRAINAGE STANDARD DETAILS

SEPTEMBER 21, 2018

City of La Center
305 NW PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SEE STANDARD DETAILS SEPARATE

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION

SECTION 4
SANITARY SEWER SYSTEM

SEPTEMBER 21, 2018

City of La Center
305 NW PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SECTION 4 – SANITARY SEWER SYSTEM

CHAPTER 1 – DESIGN AND CONSTRUCTION SPECIFICATIONS

4.00 General Requirements

A. Planning Requirements

Sewer lines proposed for public ownership shall be located only within public rights-of-way or easements designated for their use. Private sewer lines connecting to a public system (house connections, building connections) must lie solely within property or easements under one ownership.

B. Design and Construction of Sewers

1. Sanitary sewers should be designed to remove the domestic sewage and basement drainage from houses, business buildings, and other public and private establishments, but not the street or roof drainage. Basement drainage by gravity flow shall be provided wherever practicable. Storm water, including street or roof drainage, shall be removed by a system of storm sewers or by some other method separate from the sanitary sewer system. Unpolluted cooling waters and swimming pool drains shall be kept out of wastewater systems.

2. Sanitary sewers should be designed to care for future loads that may reasonably be expected from full development upstream, consistent with the La Center Comprehensive Plan, Capital Facilities Plan, LCMC Title 13, and the Sewer Master Plan. Sanitary sewer systems shall extend to the appropriate extremities of the project to provide for both upstream and downstream development of the system.

3. The applicant shall submit a sewer basin analysis, prepared by a licensed Civil Engineer in the State of Washington, with calculations and worksheets used to determine design compliance of the sewer system within the development, the future upstream incoming influent, and the adequacy of the downstream facilities shall be submitted with plans for approval.

4. The minimum design life for sewer materials shall be 75 years.

C. Sewer Specifications

1. It is important to the city to minimize the amount of infiltration into the sanitary sewer system. For this purpose, the sewer specifications shall cover in detail the method of laying pipe and constructing joints. Strict supervision should be provided during construction to make certain that the specifications are complied with.

2. The sewer specifications shall cover pipe material, excavation, laying of sewer pipe, jointing, backfilling, material and compaction, testings, etc., in a manner consistent with these Standards and the Standard Specifications.

D. House or Building Sewers

As a minimum criterion, construction of the house or building sewers shall be of the same quality and meet the same requirements as the public sewer with regard to materials, watertightness, and location. In addition, these sewers shall conform to the State and local plumbing codes and restrictions. No roof, surface, foundation, or other storm water drain lines shall be connected to the sanitary sewer system. Industrial connections shall have a sampling manhole located at their property line. All private systems connecting to public sewers that are over 250 ft. in length or 8 inches in diameter or larger shall comply with all applicable requirements of public sewers.

If the house or building has a basement located below sewer grade backwater valves will be required on the lateral to prevent reverse flow along the lateral. Clean outs are required at the building and at the property line.

E. Connections to Existing Sewers

Wherever practicable, sewer connections will be made directly into existing manholes. Construction of a manhole over the existing sewer may be required.

F. Pre-Treatment

City wastewater pre-treatment requirements as described in LCMC 13.10.250 – 13.10.290 must be adhered to.

4.01 Capacity

Because it is usually impossible to exclude all ground water infiltration, it is recommended that the capacity of sanitary sewer laterals, when flowing full, be equivalent to 350 gallons per capita per day, based on the total estimated future population, plus an infiltration/inflow allowance of 200 gal/day/in dia/mi. Trunk and interceptor sewers should, in general, have capacities equal to at least 250 gallons per capita per day, plus an infiltration/inflow allowance of 200 gal/day/in dia/mi. If appreciable quantities of industrial or commercial wastes are to be discharged into the sewers, proper allowances must be made for such additional flows. Infiltration flow measurement and evaluation is essential to the proper design of interceptors to serve urban service areas.

4.02 Pipe Sizing

All public sanitary gravity sewers shall be at least 8 inches in diameter. Approval to install 6 or 4 inch pipe for the extension of existing sewers less than 8 inches in size will not be granted due to the difficulties involved in the replacement of overloaded live sewers. The minimum diameter of pipe used in house or building connections within the right-of-way or easement is 6 inches. Force main installation shall be allowed only on a case by case basis. The size and material of the force main shall be designed using the Department of Ecology Criteria of Sewage Works Manual and City of La Center Standards as approved by the Public Works Department.

4.03 Location, Alignment, and Depth

A. General

The standard location within road right-of-way is 5 feet south or west of road centerline.

Sanitary sewers shall be located greater than 100 ft. from any well, spring, or other source of domestic water supply. All sanitary sewers or parts thereof which are located within 50 (fifty) ft. from any such source of domestic water supply shall be constructed of ductile iron or C-900 PVC pipe with watertight joints or equivalent. Sanitary sewers and domestic water lines shall not be laid in the same trench. Parallel water and sewer lines, wherever possible, should be located at least 10 ft. apart horizontally with 18 inches of vertical clearance between water and sewer. When physical conditions render this spacing impossible or impractical, then ductile iron or C-900 PVC pipe with watertight joints is required for the sewer line. Wherever it is necessary for sewer and water lines to cross each other, the crossing should be at an angle of approximately 90 degrees, and the sewer shall either be located 18 inches or more below the water line and constructed of ductile iron or C-900 PVC pipe with watertight joints for a distance of 9 ft. on both sides of the water line.

B. Alignment

Sewer lines shall be laid on a straight alignment and uniform grade between manholes. Do not deviate from line or grade as established by the developer, more than 1/2 inch for line and 1/4 inch for grade, provided that such variation does not result in a level or reverse sloping invert.

Grade measurements will be done at the pipe invert because of permissible variation in pipe wall thickness.

C. Minimum Grade

1. All sanitary sewers should be laid on a grade which will produce a mean velocity, when flowing full or half full, of at least two ft. per second, based upon the Kutter formula with “n”, the coefficient of roughness, valued at not less than 0.013, depending on the type of pipe used. The minimum grades for various sizes of pipe with an “n” value of 0.013 are listed below. Slopes, greater than those shown, are desirable and are recommended on the upper ends of sewer lines.

Table 4.1 – Minimum Sewer Line Grades

Inside Pipe Diameter (inches)	Grade (ft. per 100 ft.)
8	0.40
10	0.28
12	0.22

15	0.15
18	0.12
21	0.10
24	0.08
27	0.07
30	0.06

2. Minimum grade of house or building connections is 2 percent.
3. Oversizing of pipes to comply with allowable slope tolerances is discouraged. 2 ft. per second velocities must, wherever possible, be achieved with available effluent volumes.
4. The above minimum grades need not be adhered to for outfall sewers which carry only treated sewage.

D. Minimum Depth

All sewers should be laid at depths sufficient to serve the building area for each lot, including basement drains, and to be protected against damage by frost and traffic. All sewers within road rights-of-way shall have a minimum of 5 ft. of cover, including house and building connections. Ductile iron pipe class 50 shall be used anytime trench cover is less than 3ft.

4.04 Material, Joints, and Anchor Walls

A. Material

All sewers shall be constructed of material sufficiently strong to withstand the design soil pressures and live load without jeopardizing the watertightness of the pipe. Material shall also be sufficiently rigid as to maintain hydraulic continuity and joint integrity under any and all design conditions. Pressure sewers shall be constructed of material approved by the City which will retain the nominal dimensions of the conduit under design trench loadings.

Polyvinyl Chloride (PVC) and Ductile Iron Pipe shall meet the requirements LCMC 13.10.150. C-900 PVC Pipe shall meet the requirements of Standard Specifications 9-30. HDPE or other pipe material may be approved by the Public Works Director per LCMC 13.10.150.

B. Sewer Joints

All sewer joints must be constructed gastight and watertight per LCMC 13.10.160. Joint deflections shall be controlled such that the watertight integrity of the joint is maintained.

C. Branches and Special Pipes

Joints on all tee fittings and special pipes or fittings shall be the same as the joints used on the sewer pipe. Caps or plugs shall be furnished with each tee outlet or stub with the same type gasket and joint as furnished with the service

connection pipe specified. The plug or cap shall be banded or otherwise secured to withstand all test pressures involved without leakage.

Furnish all tee outlets with gasketed type joint or approved adapter to join service connection pipe used. Tees fitting concrete pipe shall be shop fabricated. Fabrication details for tees and special pipes or fittings shall be submitted to the City for review prior to delivery to the job site.

D. Anchor Walls

Where soil conditions so warrant, sewers on slopes in excess of 20 percent shall be secured through the use of concrete anchor walls or other protection. Spacing of anchorage shall be as follows:

Table 4.2 – Minimum Anchor Spacing

Slope	Minimum Anchor Spacing Center to Center
20 – 34%	35 feet
35 – 50%	25 feet
>50%	15 feet or concrete encasement

E. Closure Collars

Anchor wall and Closure Collar details are shown in the details of this section.

F. Service Connections

See the standard details in this section.

4.05 Manholes

Manholes are mainly for the purpose of facilitating maintenance and operation of sewer systems, and for this reason should be designed, constructed, and located as follows:

A. Manholes shall be constructed in compliance with these Standards and Standard Specifications section 7-05. Variations must be approved by the City. Construction shall be watertight.

B. Manhole construction shall conform to the Standard Drawings in Chapter 3 of this section. Precast manhole construction shall conform to ASTM C478.

C. Concrete, Steel, and Crushed Rock Base

Materials for constructing manholes shall conform to Standard Specifications 7-05.2. Details for poured-in-place manholes shall be submitted to the City for Approval.

D. Mortar shall conform to ASTM C387.

E. Manhole steps shall be steel conforming to ASTM A36, galvanized in accordance with ASTM A123 and shall be constructed in accordance with the Standard Drawing SS-11. The step spacing shall be 12”.

F. Manhole Frames and Covers

Frames and covers shall conform to the Standard drawings and be fabricated in accordance with ASTM A48, class 30B. Watertight, locking manhole covers are required outside paved areas.

G. Nonreinforced rigid pipe shall have a standard joint or flexible coupling installed at the inlets and outlets of each manhole structure. These joints shall be at a distance of no more than 12 inches from the outside surface of the manhole wall for all pipe diameters.

H. Manholes shall be located as follows, unless otherwise approved by the City:

1. Every change in grade or alignment of sewer.
2. Every point of change in size or elevation of sewer.
3. Each intersection or junction of sewer.
4. Upper end of all sewer lines.
5. At intervals of 500 feet or less.

I. Cleanouts will not be approved as substitutes for manholes, except at the upper end of non-extendible lateral sewers 250 feet or less in length.

J. In manholes where lateral sewers are intercepted by mains, trunks, or interceptors, the lateral sewer should be laid such that under normal flow conditions in the interceptor sewer, there will be no backing up of sewage in the lateral sewer.

K. For sewers in excess of 48 inches in diameter, manholes shall be offset from the center line of the pipe so that easy access to the invert of the pipe is possible for inspections, testing and maintenance, unless otherwise ordered by the City.

L. Outside drop assemblies shall not be allowed inside drop connection shall be made for a distance of more than 24-inchs above the invert of the manhole.

M. All manhole outlet pipes will have an invert elevation a minimum of 0.2 feet below the lowest invert elevation of all incoming pipes.

4.06 Prohibited Devices and Pump Systems

A. Inverted siphons are prohibited without special approval of the City.

B. No automatic flush tank with direct or underground connection to a potable water supply shall be installed in any sewer system.

C. Areas that are below existing gravity sewer service will be required to provide sewer service acceptable to the City prior to conceptual project approval. Pump system requirements will meet the requirements of LCMC 13.10.180 and the Department of Criteria for Sewage Works from the Department of Ecology.

4.07 Installation of Sewer Pipe

A. Pipe Base

Place a minimum of 6 inches of $\frac{3}{4}$ inch minus or 1 $\frac{1}{4}$ inch minus crushed rock under all sewer pipe under 18 inches in diameter and 8 inches under pipe 18 to 36 inches in diameter. Compact the pipe base with vibratory or impact tampers to 95 percent maximum density as determined by the applicable method of AASHTO Testing procedures. Excavate bell holes at each joint.

B. Pipe Zone

Place a minimum of 12 inches of approved crushed rock over the top of the pipe. Compact the pipe zone with vibratory or impact tampers to 95 percent maximum density as determined by the applicable method of AASHTO testing. The developer is responsible for determining the maximum amount of precover over the pipe to protect it from the backfilling operation.

C. Trenching as specified in Standard Specifications 7-08.

D. The minimum width of trench in which the pipe is to be laid shall be 18 inches greater than the inside diameter of the pipe, or as approved.

E. Pipe Laying

Pipe laying shall proceed upgrade with spigot ends pointing in the direction of flow. Provide uniform bearing support for the pipe. Install the pipe as recommended in the manufacturer's standard installation instructions.

F. Closure Collars

Typical concrete closure collar detail is shown in Chapter 3 of this section. Use closure collars only when approved by the City, and then only to make connections between dissimilar pipe, or where Standard rubber-gasketed joints are impractical. Before the closure collars are poured, wash pipe to remove all loose material and soil from the surface on which the concrete will be placed, and apply suitable bonding agent. Thoroughly wet nonmetallic pipe before pouring the collars. Wrap and securely fasten a light gauge of sheet metal or building felt around the pipe to ensure that no concrete shall enter the line. Make entire collar in one pour and extend a minimum of 12 inches on each side of the joint. The minimum thickness around the outside diameter of the pipe shall be 6 inches. No collar shall be poured in water. After the collars are poured and have taken their initial set, cure by covering with well-moistened earth.

G. All new lines shall be acceptable to the City prior to any new sewer tie-ins to the existing sewer system.

4.08 Manhole Installation

A. Provide a minimum of 6 inches of compacted crushed rock base under the manholes.

- B. All stubouts and blockouts are to be constructed watertight. Block all plugs to prevent blowoffs.
- C. Install manholes in conformance with these Standards and good construction practice.
- D. The finished grade of manholes is to be 1 foot above the existing ground in unimproved areas, at grade in existing street areas, and at future grade in proposed street areas.
- E. Vacuum Testing

All manholes shall be vacuum tested. All adjacent surface restoration will be completed before conducting a sanitary manhole acceptance test, including finish paving and final adjustment to grade. Any test conducted beforehand shall be considered informal, and will not count for acceptance.

Vacuum tests will be conducted in accordance with Standard Specifications Section 7-17.3.

4.09 Sewer Line Cleaning and Testing

All sewer lines will be cleaned and tested according to Standard Specifications Section 7-17.3. This includes a **low pressure air testing** for 3034 PVC.

- A. Prior to final acceptance and final manhole-to-manhole inspection of the sewer system by the applicant, flush and clean all parts of the system. Remove all accumulated construction debris, rocks, gravel, sand, silt, and other foreign material from the sewer system at or near the closest downstream manhole. If necessary, use mechanical rodding or bucketing equipment.
- B. Upon the applicant's final manhole-to-manhole inspection of the sewer system, if any foreign matter is still present in the system, reflush and clean the sections and portions of the lines as required. The City will perform a final inspection.
- C. A mandrel shall be pulled through each section of the gravity sanitary sewer piping of sufficient size to show that the sewer piping is not obstructed or deflected.
- D. Force main piping shall be tested with a hydrostatic pressure test per WSDOT standard 7-09.3(23). The force main shall also be cleaned and tested for obstructions using a pig. New force main piping shall have sufficient access for placing and sending a pig for cleaning and testing.
- E.. A video inspection shall be performed on all gravity sewer systems prior to final acceptance. A copy of the inspection shall be supplied to the City.

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION
SECTION 4, CHAPTER 2
SANITARY SEWER SYSTEM STANDARD DETAILS

SEPTEMBER 21, 2018

City of La Center
305 NW PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SEE STANDARD DETAILS SEPARATE

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION

SECTION 5
EROSION CONTROL MANUAL

SEPTEMBER 21, 2018

City of La Center
305 NW PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

SECTION 5 – EROSION CONTROL MANUAL

CHAPTER 1 – DEVELOPMENT REQUIREMENTS AND PLAN SPECIFICATIONS

5.00 Washington State Department of Ecology Requirements

All developments with the City of La Center will meet the requirements of the Washington State Department of Ecology. Construction stormwater permits will be obtained prior to start of construction. A Stormwater Pollution Prevention Plan (SWPPP), if needed, will be completed and a copy left on-site at all times prior to the start of construction. Any infiltration facilities to be used on-site will be registered through an Underground Injection Control (UIC) Permit prior to the infiltration facility beginning operation. A Certified Erosion and Sediment Control Lead (CESCL) will be hired by the developer and/or property owner to be responsible for all sediment and erosion control activities on the site. At the pre-construction conference the contact information for the designated CESCL will be provided to the City.

Water Quality Standards:

Pollutants that might be expected in the discharge from the construction sites area turbidity, pH, and petroleum products. The surface water quality standards for turbidity and pH for water designated for the salmon and trout spawning, core rearing, and migration use are:

- Turbidity: shall not exceed 5 nephelometric turbidity units (NTU) over background turbidity when the background turbidity is 50 NTU or less, or have more than a 10 percent increase in turbidity when the background turbidity is more than 50 NTU.
- pH: shall be within the range of 6.5 to 8.5 (freshwater) or 7.0 to 8.5 (marine water) with a human-caused variation within a range of less than 0.2 units. For a Class A and lower water classifications, the permissible induced increase is 0.5 units.

5.01 International Building Code Requirements

Any grading to occur in conjunction with a development activity or redevelopment shall, in addition to requirements of this section, be designed in accordance with and meet the requirements of Section 1803, Excavation, Grading and Fill, of the International Building Code, the latest edition.

5.02 Small Parcel Development (Less than 1 acre) Requirements

A. Construction Access

Construction vehicle access shall be limited to only one (1) route. Access points shall be stabilized with 4” to 8” quarry spalls to minimize tracking of sediment (mud) onto public roads. Vehicles not performing a construction activity shall not be permitted off-street. Worker personal vehicles shall be parked on adjacent streets or other approved areas.

B. Stabilization of Denuded Areas

All exposed and unworked soils shall be stabilized by suitable application of BMPs, including but not limited to sod or other vegetation, plastic covering, mulching, or

application of ground base on areas to be paved. All BMPs shall be selected, designed, and maintained in accordance with the BMP Manual from Washington State Department of Ecology. From October 1 through April 30, no soils shall remain exposed for more than two (2) days. From May 1 through September 30, no soils shall remain exposed for more than seven (7) days. **The city reserves the right to require that grading be completed prior to September 30th to guarantee that all erosion control measures are in place prior to September 30th.** Construction materials such as lumber shall be delivered and stored on designated locations that are stabilized and protected from erosion. All sidewalk areas shall be pre-graded and stabilized for use as sediment traps.

C. Protection of Water Bodies and Adjacent Properties

Water bodies and adjacent properties shall be protected from sediment deposition by appropriate use of vegetative buffer strips, sediment barriers or filters, dikes, mulching, or by a combination of these measures and other appropriate BMPs. Each owner, builder, or permit holder shall install and maintain inlet protection on storm drain inlets impacted from construction activity on their site.

D. Maintenance

All erosion and sediment control BMPs shall be inspected and maintained and repaired as needed to ensure continued performance of their intended function. Maintenance and repair shall be conducted in accordance with the BMP Manual or approved site plans. A maintenance log for private facilities shall be provided and kept as a permanent record. The maintenance log shall be in a designated on-site location. Uncompleted construction sites shall be inspected at least once a week and after each rainfall and shall be repaired if needed. An inspection log shall be maintained from the beginning of construction until the completion of the warranty period and final project inspection.

E. Sediment Removal from Roadways

If sediment is transported onto a road surface, the roads shall be cleaned thoroughly at the end of the work day, or more often if necessary. Significant soil deposits shall be removed from roads by shoveling or sweeping. Street washing, which must be approved by the City Engineer, shall be allowed only after sediment is removed in this manner. Prior to washing, all inlets and downstream facilities must be protected.

F. Erosion Control Plans

An erosion control plan meeting the requirements of 5.05 will be submitted and approved prior to the start of construction if required by the City Engineer. Any development that conducts land disturbing activities within an erosion hazard area, environmentally sensitive, or critical area, will be required to submit an erosion control plan that meets the requirements of 5.05.

5.03 Large Parcel Development (Greater than 1 acre) Requirements

A. Construction Access Route

Construction vehicle access shall be limited to specific access points. Access points

shall include a temporary sedimentation pond or other approved BMP to contain or treat wash water from construction vehicles. Use of more than one (1) access point shall require approval by the City Engineer. Access points shall be stabilized with 4” to 8” quarry spalls minimize the tracking of sediment (mud) onto public roads. Evidence of tracking of material from a construction site may require construction activities to cease until corrections are made.

B. Sediment Removal from Roadways

If sediment is transported onto a road surface, the roads shall be cleaned thoroughly at the end of the work day, or more often if necessary. Significant soil deposits shall be removed from roads by shoveling or sweeping. Street washing, which must be approved by the City Engineer, shall be allowed only after sediment is removed in this manner. Prior to washing, all inlets and downstream facilities must be protected.

C. Delineate Clearing and Easement Limits

At the site, mark clearing limits and/or any easements, setbacks, sensitive/critical areas and their buffers, trees and drainage courses. Sensitive/critical areas and their buffers will be marked by orange construction fencing or approved alternative until all development, including house construction after site development is completed, is finished. Alternatives to orange construction fencing must be approved by the City Engineer prior to placement.

D. Stabilization and Sediment Trapping

All exposed and unworked soils shall be stabilized by suitable application of BMPs. From October 1 to April 30, no soils shall remain unstabilized for more than two (2) days. From May 1 to September 30, no soils shall remain unstabilized for more than seven (7) days. Prior to leaving the site, stormwater runoff shall pass through a sediment pond or sediment trap, or other appropriate BMPs. **The city reserves the right to require that grading be completed prior to September 30th to guarantee that all erosion control measures are in place prior to September 30th**

E. Protection of Water Bodies and Adjacent Properties

Water bodies and properties adjacent to the site shall be protected from sediment deposition by appropriate use of BMPs. Prior to leaving sites, stormwater runoff shall pass through a sediment pond, sediment trap, or other appropriate BMP designed in accordance with the BMP Manual. Sediment traps alone are not adequate on sites greater than three (3) acres. BMPs shall be selected, designed and maintained in accordance with the BMP Manual.

F. Timing of Sediment Trapping Measures

Sediment ponds and traps, perimeter dikes, sediment barriers, and other BMPs intended to trap sediment on-site shall be constructed as a first step in grading. These BMPs shall be stabilized and functional before land-disturbing activities take place. Earthen structures such as dams, dikes, and diversions shall be seeded and mulched according to the timing indicated in 5.02 (D).

G. Infiltration System Protection

Permanent infiltration systems shall be isolated and protected from sedimentation by sediment traps, sacrificial systems, duplicate systems, or redundant systems.

H. Controlling Off-Site Erosion

Properties and waterways downstream from development sites shall be protected from erosion due to increases in the volume, velocity, and peak flow rate of stormwater runoff from the project site. Acceptable BMPs include temporary or permanent detention ponds and temporary infiltration BMPs limiting the discharge from one-half (1/2) the pre-development through the ten (10) year storm peak runoff rate. The predeveloped condition to be matched shall be the land cover condition immediately prior to the development of the project.

I. Stabilization of Temporary Conveyance Channels and Outlets

All temporary on-site conveyance channels shall be designed, constructed and stabilized to prevent erosion from the expected velocity of flow from volumetric flow rate calculated using a 10-minute time step from a Type 1A, 10-year, 24-hour frequency storm for the developed condition. The hydrologic analysis must use the existing land cover condition for predicting flow rates from tributary areas outside of the temporary or permanent land cover condition. Whichever will produce the highest flow rates. Stabilization adequate to prevent erosion of outlets, adjacent streambanks, slopes and downstream reaches shall be provided at the outlets of all conveyance systems. BMPs shall be selected, designed and maintained in accordance with the BMP Manual. Outlet protection shall also include energy dissipation structures or devices that retard peak flows to non-erosive conditions.

J. Storm Drain Inlet Protection

All storm drain inlets shall be protected so that stormwater runoff shall not enter the conveyance system without first being filtered or otherwise treated to remove sediment. BMPs shall be selected, designed and maintained in accordance with the BMP Manual. Other BMPs may be utilized provided they have prior approval by the City Engineer.

K. Maintenance

All erosion and sediment control BMPs shall be inspected, maintained and repaired as needed to ensure continued performance of their intended function. Maintenance and repair shall be conducted in accordance with the BMP Manual or approved site plan. A maintenance log for private facilities shall be provided and kept as a permanent record. The maintenance log shall be in a designate on-site location. Uncompleted construction sites shall be inspected at least once a week and after each rainfall and shall be repaired if needed. An inspection log shall be maintained from the beginning of construction until the completion of the warranty period and final project inspection.

L. Underground Utility Construction

The construction of underground utility lines shall be subject to the following criteria:

1. Where feasible, no more than five hundred (500) feet of trench shall be

opened at one (1) time.

2. Excavated material shall be placed to minimize runoff into the trench and adjacent roadways consistent with safety and space considerations.
3. Trench dewatering devices shall discharge into a sediment trap or sediment pond.
4. BMPs shall be used to control erosion during and after construction.
5. BMPs damaged during construction shall be replaced or repaired.
6. An erosion control plan that covers underground work shall be submitted and approved prior to beginning work.

M. Construction Site Dewatering

Dewatering devices shall discharge into a sediment trap or sediment pond.

N. Control of Pollutants Other Than Sediment on Construction Sites

All pollutants other than sediment that occur on-site during development shall be handled and disposed of in a manner that does not cause contamination of stormwater.

O. Removal of Temporary BMPs

All temporary erosion and sediment control BMPs shall be removed within thirty (30) days after final site stabilization is achieved or after the temporary BMPs are no longer needed. Trapped sediment shall be removed or stabilized on-site. Disturbed soil areas resulting from removal shall be permanently stabilized.

P. Cut and Fill slopes shall be designed and constructed in a manner that will minimize erosion. In addition, slopes shall be stabilized in accordance with 5.02 (D).

Q. If the BMPs approved and applied to a site are insufficient to prevent sediment from reaching water bodies, adjacent properties, or public rights-of-way, additional BMPs shall be implemented immediately by the property owner, developer undertaking the activity, or permit holder.

R. All large parcel developments are required to submit and receive approval of an erosion control plan meeting the requirements of 5.05 prior to the start of construction.

5.04 Signage

Erosion control signage approved by the La Center Public Works Department shall be installed at each point of entry for any subdivision or short plat prior to issuance of provisional acceptance by the county. Removal of signage shall occur no sooner than there being less than ten (10) unoccupied lots remaining within the development or as determined by the City Engineer.

5.05 Public Sanitation

All developments on properties that do not have existing operable restroom facilities are required to place temporary restroom facilities (port-a-potties) on the construction site for the use of construction workers and construction inspection staff. The restroom facilities must include a toilet and either a hand washing station or hand sanitizer dispenser. The facility must be maintained on a weekly basis.

5.06 Financial Liability

The owner constructing the development shall maintain a liability policy in the amount of five hundred thousand dollars (\$500,000) which shall name the City of La Center, Washington, as an additional insured, and which shall protect the City of La Center from any liability up to that amount for any accident, negligence, failure of facilities, or any other liability whatsoever, relating to the construction or maintenance of the facilities. The liability policy shall be maintained by the owner of the facilities commencing at the start of construction and continuing until final acceptance. The responsible official may approve other forms of surety.

5.07 Erosion Control Plan

A. The erosion control plan shall be stamped by an engineer licensed in the State of Washington and shall be submitted with the final development plans for approval by the City of La Center. Any revised plan shall be a refinement of the prior approved final erosion control plan clearly showing any changes or revisions. Approval of the final erosion control plan does not relieve the developer's responsibility to ensure that erosion control measures are constructed and maintained to contain sediment on the construction site.

B. Erosion control measures will be implemented, as needed, prior to the start of any land-clearing activities on-site.

C. Content

The erosion control plan shall include the following:

1. The location, sizes, and other design features of the proposed BMPs that will be utilized to achieve compliance with the requirements of this chapter.
2. The timing of installation of BMPs and installation techniques.
3. The phasing of construction activities.
4. The location and construction of employee parking and equipment storage areas.
5. The location and construction of any stockpile areas on the site.
6. The Standard Erosion Control Notes from drawings ER-1A and ER-1B should be included on either the erosion control plan or erosion control detail sheets in the final set of plans.

5.08 Erosion Control Maintenance Written Daily Log

Per #10 of the Erosion Control General Notes the contractor shall maintain on site a

written daily log of erosion control BMP Maintenance. If the contractor is required to prepare a SWPPP to meet Ecology Requirements, the SWPPP will include the information required for the daily log. The daily log shall include the following information:

- A. The effect of weather on the project and temporary stoppages.
- B. An inspection log to note any changes from the approved plan.
- C. A maintenance schedule for ensuring the BMPs continue to function until the site is revegetated and stable.
- D. A contingency plan discussing additional BMPs to be applied if proposed BMPs fail or are insufficient to control erosion.
- E. Provisions for final stabilization prior to completion.

5.09 Erosion Control BMP Design Criteria

This section provides design, construction, and maintenance criteria for typical erosion control BMPs found on construction sites. Additional information on these BMPs and other alternative BMPs can be found in the Stormwater Management Manual for Western Washington from the Washington Department of Ecology.

A. Gravel Construction Entrances

Gravel construction entrances reduce the amount of dirt, rocks, and other debris transported onto roads by motor vehicles or storm water runoff leaving the construction site. Gravel construction entrances are required at any construction site where traffic will be leaving the site and moving directly onto public roads, other paved areas, or other approved access points. The entrances have the following specifications:

- 1. See standard detail drawing ER-2.
- 2. If the gravel pad shall consist of 4" to 8" quarry spalls. If it does not adequately remove dirt and mud from vehicle wheels such that tracking is evident off-site, additional measures must be taken. Such measures may include washing off wheels before vehicles leave the site or other construction techniques/work operations modifications. See standard detail drawing ER-5 for how to install a wheel wash.
- 3. An additional measure to contain sediment is installing gravel filter berms across on-site traffic wheel paths. Berms shall be 1 foot high with 3:1 side slopes, constructed of ¾ to 3-inch crushed rock with less than 5 percent fines. Berms must be inspected regularly and accumulated sediment removed and rock added or replaced as needed. Berms should be spaced every 200 feet for slopes less than 10 percent, every 100 feet for slopes greater than 10 percent.

B. Filter Fabric Fences

Filter Fabric Fences reduce the transport of sediment from a construction site by

providing a physical barrier to sediment and reducing runoff velocities. Filter Fences are to be used in the following locations:

1. Down slope of disturbed areas where runoff occurs as sheet runoff.
2. At the toe of soil stockpiles.
3. At grade breaks exceeding 15%.
4. Filter Fabric Fences shall not be installed across streams.

The following design criteria apply to Filter Fabric Fences:

1. See standard detail drawing ER-3.
2. Maximum sheet or overland flow path to a fence shall be determined by reviewing the approved erosion control plan. Additional fencing may be needed if the approved fencing layout is not adequately preventing erosion and/or reducing runoff velocities.
3. Where practical the filter fabric shall be purchased in a continuous roll cut to the length of the barrier to avoid use of joints. When joints are necessary, filter cloth shall be spliced together only at a support post, with a minimum 6-inch overlap, and both ends securely fastened to the post.

C. Straw Bale Sediment Barrier and Straw Wattles

Sediment barriers and wattles reduce the transport of sediment from a construction site by providing a physical barrier to sediment and reducing runoff velocities. They can also divert runoff around work areas into filtration/sedimentation areas. They can be used in the following areas:

1. As a substitution for filter fabric fences for installations of less than 200 lineal feet and for single family or duplex residential construction activities.
2. At a soil stockpile toe
3. In existing, undisturbed drainage ditches/swales used to convey drainage through disturbed areas of construction site.

The following design criteria apply to Straw Sediment Barriers and Straw Wattles:

1. See standard detail drawing ER-7.
2. Straw bales shall be standard 40 to 60 pound rectangular bales of cereal grain or seed straw.
3. Straw may be used as mulch on-site after completion of site work.
4. At no time shall more than one foot of sediment be allowed to accumulate behind sediment barriers or wattles. Sediment should be removed, regraded into the slope, or new lines of barriers installed

uphill of sediment-laden barriers.

D. Sidewalk Subgrade Gravel Barrier

Sidewalk subgrade gravel barriers reduce the transport of sediment from a construction site by using the sidewalk subgrade gravel as a temporary filter for sediment-laden runoff. This can be used at single family or duplex residential construction sites, where the site slopes to a street with planned but unconstructed sidewalks, and site slopes are less than 5 percent.

The following design criteria apply to using sidewalk subgrade gravel barriers:

1. Sidewalk subgrade gravel must be in place during the entire construction period, from the time of initial site clearing/grading through establishment of permanent site cover. If the sidewalk concrete is to be poured prior to established permanent site cover, approved sediment barriers must be installed prior to pouring concrete.
2. Sidewalk subgrade gravel must have a minimum 4" depth and a 5-foot width.
3. If the sidewalk subgrade gravel does not provide an effective filter such that sediment is leaving the construction site, additional measures must be applied. These may include replacement of gravel or installation of sediment barriers.
4. Subgrade gravel may not meet the specifications for sidewalk concrete placement if too much sediment has infiltrated the rock (see drawing ST-23). The contractor must therefore weigh the benefits of eliminating sediment barriers versus the possibility that the subgrade gravel may be rejected by the Public Works Inspector.

E. Undisturbed Buffers

Undisturbed buffers provide a natural vegetated buffer area for filtering erosion from construction areas, as an alternate in certain cases or supplemental measure to sediment barriers. An undisturbed buffer may be approved as an alternate to a sediment barrier at the toe of site slopes if the buffer meets the following criteria:

1. The buffer is an undisturbed grassy area or covered with other approved dense vegetation,
2. The buffer is downhill and in the drainage path of the constructed/disturbed area,
3. There are no concentrated flows from the disturbed site entering the buffer,
4. The buffer area is owned by the applicant or approved for such use in writing by the owner,
5. Slopes in the buffer and its drainage area are less than 10 percent,

6. and the buffer area impacted by the potential disturbed area runoff is at least equal in area to the uphill construction/disturbed area draining to it.

F. Establishing Temporary Grasses and Permanent Vegetative Cover

Establishing vegetative cover reduces erosion and sedimentation by stabilizing exposed soils with vegetation and mulching. This BMP can be used for:

1. Ground surfaces exposed during the wet season (November 1 – April 30)
2. Areas which will not be subjected to heavy wear by on-going construction traffic.
3. Exposed ground surfaces at the end of the construction period. Permanent cover must be established prior to removal of any erosion control measures.
4. Temporary or permanent stabilization of new or disturbed ditches or swales.

The following design criteria apply for temporary erosion control vegetation:

1. Temporary grass cover measures must be fully established by November 1 or other cover measures will have to be implemented until adequate grass coverage is achieved. To establish an adequate grass stand for controlling erosion by November 1, it is recommended that seeding and mulching occur by October 1.
2. Hydromulch shall be applied with grass seed at a rate of 2000 lb./acre. On slopes steeper than 10%, hydroseed and mulch shall be applied with a bonding agent (tackifier). Application rate and methodology to be per seed supplier recommendations.
3. Dry, loose, weed-free straw used as mulch shall be applied at double the hydromulch application requirement (4000 lb./acre, approximately 2” deep). Anchor straw by working in by hand or with equipment (rollers, cleat tracks, etc.).
4. Mulch shall be spread uniformly immediately following seeding.
5. Soil Preparation – Top soil should be prepared according to landscape plans, if available, or recommendations of grass seed supplier. It is recommended that slopes be roughened before seeding by ‘track-walking’, (driving a crawling tractor up and down slopes to leave a pattern of cleat imprints parallel to slope contours) or other method to provide more stable sites for seeds to rest.
6. Seeding – Recommended erosion control grass seed mixes are as follows. Similar mixes designed to achieve erosion control may be substituted if approved by jurisdiction:

- a. Dwarf Grass Mix (low height, low maintenance):
 - Dwarf Perennial Ryegrass, 80% by weight
 - Creeping Red Fescue, 20% by weight
 - Application Rate: 100 pounds minimum per acre
- b. Standard Height Grass Mix
 - Annual Ryegrass, 40% by weight
 - Turf-type Fescue, 60% by weight
 - Application Rate: 100 pounds minimum per acre
7. Fertilization for grass seed – As per supplier’s recommendations. Development areas within 50 feet of water bodies and wetlands must use a non-phosphorus fertilizer.
8. Netting and Anchors, as needed – For disturbed areas on slopes and in ditches/swales, biodegradable netting or jute is desirable and may be used instead of bonding agents to provide a stable area for seeding. Netting should be anchored per manufacturer’s recommendations.
9. Watering – Seeding shall be supplied with adequate moisture to establish grass. Supply water as needed, especially in abnormally hot or dry weather or on adverse sites. Water application rates should be controlled to provide adequate moisture without causing runoff.
10. Re-seeding – Areas which fail to establish grass cover adequate to prevent erosion shall be re-seeded as soon as such areas are identified, and all appropriate measures taken to establish adequate cover.

At the end of site construction, approved permanent site landscaping must occur prior to removal of site erosion control measures.

G. Straw Mulch

Straw mulch can reduce erosion by providing a protective cover over disturbed bare or reseeded soils. It can be used as a cover for ground surfaces and stockpiles exposed during the wet season (November 1 - April 30). It can also be used as a mulch to enhance the success of seeding and revegetation measures.

The following design criteria apply to straw mulch:

1. Loose, weed-free straw mulch shall be applied at a rate of no less than 4,000 pounds (2 tons) per acre, and shall have a minimum depth in-place of 2 inches.
2. Mulch must be stabilized in place by hand or machine punching the straw into the soil, spraying it with a tacking agent, or covering it with an erosion blanket.

H. Erosion Blankets

Erosion blankets provide immediate protection and physical stabilization of disturbed soils. Typically used when vegetative cover cannot be achieved due to soils, slopes, or time of year. It can be used to enhance success of seeding, planting and/or sodding. Erosion blankets are used on areas of steep slopes (greater than 50%) and areas of moderate slopes that are prone to erosion. It can be used as a cover for ground surfaces exposed during the wet season (November 1 – April 30). It can also be used as supplemental aid to see and/or mulch treatment on slopes or in ditches or swales.

The following design criteria apply to Erosion Blankets:

1. See standard detail drawing ER-10.
2. Erosion blankets may be used on level areas and on slopes up to 1:1. Where soil is highly erodible, netting shall only be used in conjunction with an organic mulch such as straw or wood fiber. The blanket must be applied so that it is in complete contact with the soil. Erosion will occur beneath the blanket if it is not in complete contact with the soil.
3. Deformed plastic filament matting may be used for stream velocity protection and other special applications when approved by the city.

I. Plastic Sheeting

Sheeting provides immediate erosion protection to slopes and disturbed areas when vegetative cover cannot be achieved due to spoils, slopes or time of year. Sheeting can also provide erosion protection on soils, spoils, and other erodible stockpiles.

Plastic Sheeting can be used in the following applications:

1. On disturbed areas which require immediate erosion protection.
2. On steep slopes (greater than 50%) and areas of moderate slopes that are prone to erosion.
3. On ground surfaces and stockpiles exposed during wet weather season (November 1 – April 30)
4. As a temporary measure to provide erosion protection and assist in germination on areas seeded between November 1 and March 31.

The following design criteria apply to plastic sheeting:

1. See standard detail drawing ER-6.
2. Plastic sheeting shall be polyethylene and have a minimum thickness of 6 mil.
3. Drainage from areas covered by plastic sheeting shall be controlled such that no discharge occurs directly onto uncontrolled, disturbed areas of the construction site.

4. Clear plastic sheeting may be installed on areas seeded from November 1 – March 31 to provide a greenhouse-type environment, and remain until vegetation is firmly established.

J. Sediment Traps and Ponds

Sediment traps and ponds collect and store sediment eroded from exposed ground surfaces, disturbed during the construction period, prior to establishment of permanent vegetation and drainage facilities. These facilities are to be used downhill of areas with exposed soils.

Sediment traps are to be used where the drainage area is 1 acre or less and slopes are less than 50%. Sediment ponds are to be used where the drainage area is 10 acres or less and slopes are less than 50%. For areas greater than 10 acres multiple sediment ponds with individual drainage areas of 10 acres or less must be used.

The following design criteria apply to Sediment Traps:

1. See standard detail drawing ER-8.
2. Calculate the required sediment storage volume using the criteria from the 1992 Puget Sound Stormwater Management Manual and assuming a minimum one year sediment accumulation period for design purposes. To convert tons of sediment calculated to cubic feet, multiply by 0.05 tons per cubic foot.
3. Determine the bottom surface area for a sediment trap using the calculated sediment volume, the maximum 1.5 foot depth, and 3:1 side slope requirements.
4. Size the pond using the criteria in the 1992 Puget Sound Stormwater Management Manual.
5. Determine the total trap dimensions by adding an additional 2 feet of depth for settling volume (before overtopping of spillway) above the sediment storage volume, while not exceeding 3:1 side slopes.
6. A 3:1 ratio of trap length to width is desirable. Length is defined as the average distance from the inlet to the outlet of the trap.

The following design criteria apply to Sediment Ponds:

1. See standard detail drawing ER-9.
2. Sediment ponds shall have a maximum storage depth of 3 feet, topped by a 2 – 4 feet settlement zone and an additional 1 foot minimum of freeboard. The pond side slopes shall be 3:1 or flatter.
3. The sediment storage volume is determined in the same manner as for sediment traps.
4. The pond riser pipe and outlet pipe shall be sized to carry the 10-year design storm.

5. A 3:1 ratio between the pond length and width is desirable. Length is defined as the average distance from the inlet to the outlet of the trap. Use baffles in the pond to help prevent short-circuiting and to increase the effective pond length where site conditions prohibit constructing a pond with a direct 3:1 length to width ratio.

K. Temporary Interceptor Dikes and Swales

Dikes and swales intercept storm runoff from drainage areas above unprotected slopes and direct to a stabilized outlet. They also intercept storm runoff from a disturbed site and direct it to a sediment trap or pond.

The following design criteria apply to Interceptor Dikes and Swales:

1. See standard detail drawing ER-11.
2. Intercepted runoff must be directed to a stabilized area such that no erosion occurs due to the additional water and velocity, or to a sediment pond or trap.
3. Interceptor dikes and swales shall be stabilized with approved cover before put into use. Such cover may include grass, rock, or erosion blankets.
4. Minimize construction traffic over dikes and swales.
5. The upslope side of interceptor dikes shall provide positive drainage to the dike outlet. Provide energy dissipation measures as necessary to minimize erosion at dike outlet.
6. Grades for drainage parallel to interceptor dikes shall be between 0.5 and 1.0 percent.
7. Maximum grade of interceptor swales shall be 5 percent, and provide positive drainage to outlet.
8. Outlets shall lead to sediment trap/pond when runoff from disturbed areas is intercepted by dikes/swales. Outlets shall be stabilized to prevent erosion.
9. Temporary dikes and swales shall be graded out at the completion of construction, when permanent vegetation has been established.

L. Storm Drain Inlet Protection

Inlet protection measures prevent sediment from entering storm drain systems prior to permanent stabilization of disturbed areas. They should be applied under the following conditions:

1. Where interior site storm drain inlets are operational before permanent stabilization of the disturbed drainage area.
2. Adjacent to and immediately downhill of utility type construction in

existing paved areas with catch basin drainage.

3. In public right-of-way areas for use during approved flushing operations.

The following design criteria apply to Storm Drain Inlet Protection Measures:

1. See standard detail drawing ER-4.
2. Berms may be required to direct drainage to flow through the filters and prevent bypassing of the inlets.
3. The maximum depth of sediment that is allowed to accumulate against storm drain inlet protection measures is 1 foot. Sediment must be removed and inlet protection measures restored as needed to maintain their sediment trapping and filtering capability.

M. Check Dams

Check dams reduce the velocity of concentrated flows, reducing erosion of the swale, or ditch, and provide for sedimentation of suspended soil particles.

Check dams should be applied under the following conditions:

1. In new or disturbed ditches and swales to reduce velocities and erosion.
2. In interior site ditches or swales conveying runoff from disturbed areas (other base and cover measures are still required in addition to the check dams for disturbed drainage areas).
3. No check dams may be placed in streams.

The following design criteria apply to check dams:

1. See standard detail drawing ER-11.
2. Standard material for check dams is rock. Alternative materials that can be used include logs, straw wattles, wood chip filter pillows, or triangular silt dikes.
3. Log check dams shall be constructed of 4 to 6-inch diameter logs. The logs shall be embedded into the soil at least 18 inches.

CITY OF LA CENTER
ENGINEERING STANDARDS FOR CONSTRUCTION
SECTION 5, CHAPTER 2
EROSION CONTROL MANUAL STANDARD DETAILS

SEPTEMBER 21, 2018

City of La Center
305 NW PACIFIC HIGHWAY
La Center, Washington 98629
(360) 263-7665

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