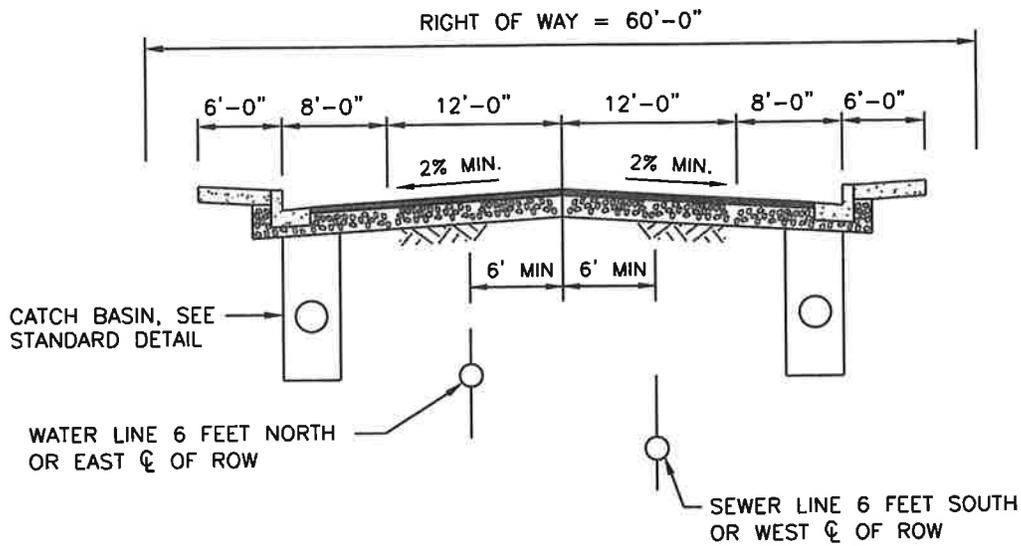


ROADWAY DETAILS



NOTES:

1. TURN LANE CONSTRUCTION AS NEEDED BASED UPON TRAFFIC CAPACITY AND SAFETY NEEDS. CITY MAY REQUIRE CENTER VEGETATION STRIP IN SPECIAL CIRCUMSTANCES.
2. SEE SECTION 5.3 OF PUBLIC WORKS STANDARDS FOR ADDITIONAL REQUIREMENTS.
3. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED ENGINEER AND AS APPROVED BY THE CITY.



CITY OF ALGONA

MINOR ARTERIAL
STREET SECTION

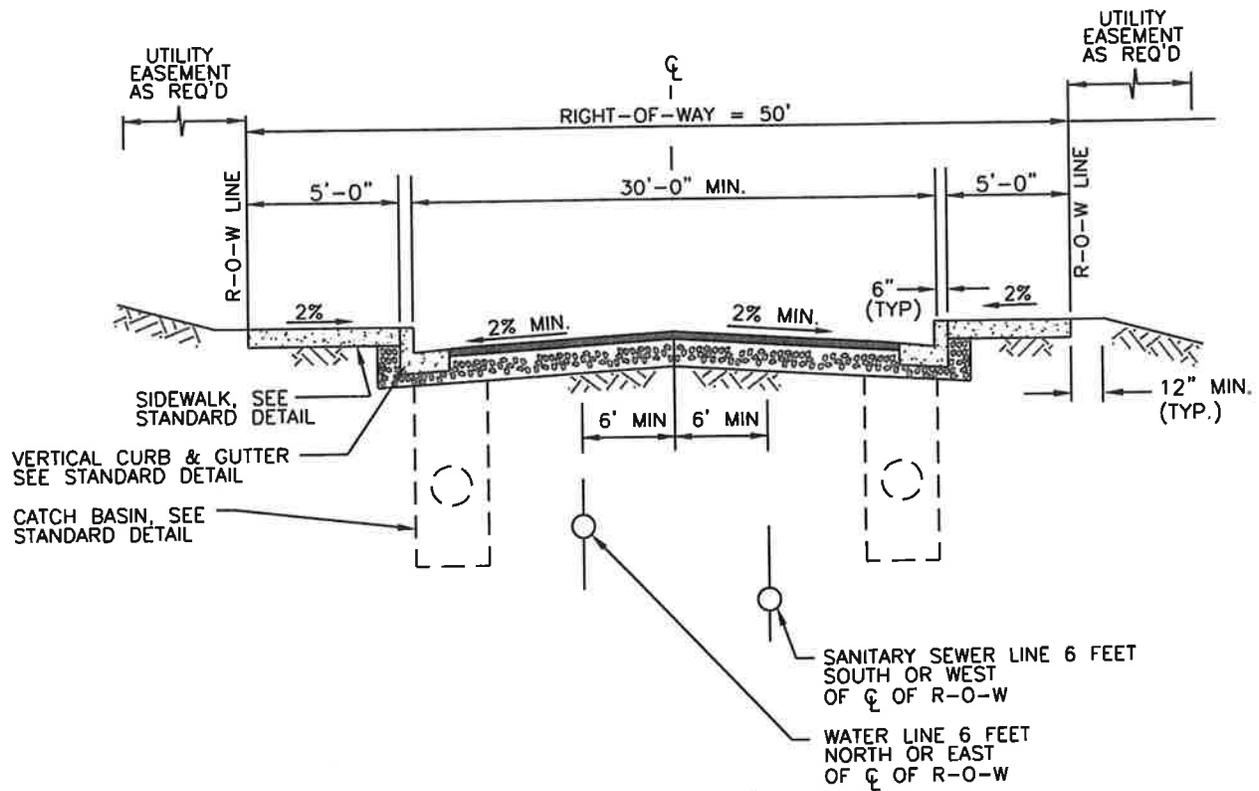
APPROVED: _____

DATE: 04/06/2015

DWG. NO.

ART-SECT

L:\ALGONA\15432 PW Standards\Roads\COLLECTOR.dwg, 4/14/2015 5:53:03 PM, mmagel



NOTES:

1. FOR ADDITIONAL REQUIREMENTS SEE SECTION 5.3 OF THE PUBLIC WORKS STANDARDS.
2. 10-FOOT UTILITY EASEMENT - TOTAL BOTH SIDES.
3. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED ENGINEER AND AS APPROVED BY THE CITY.
4. PARKING ONE SIDE ONLY.



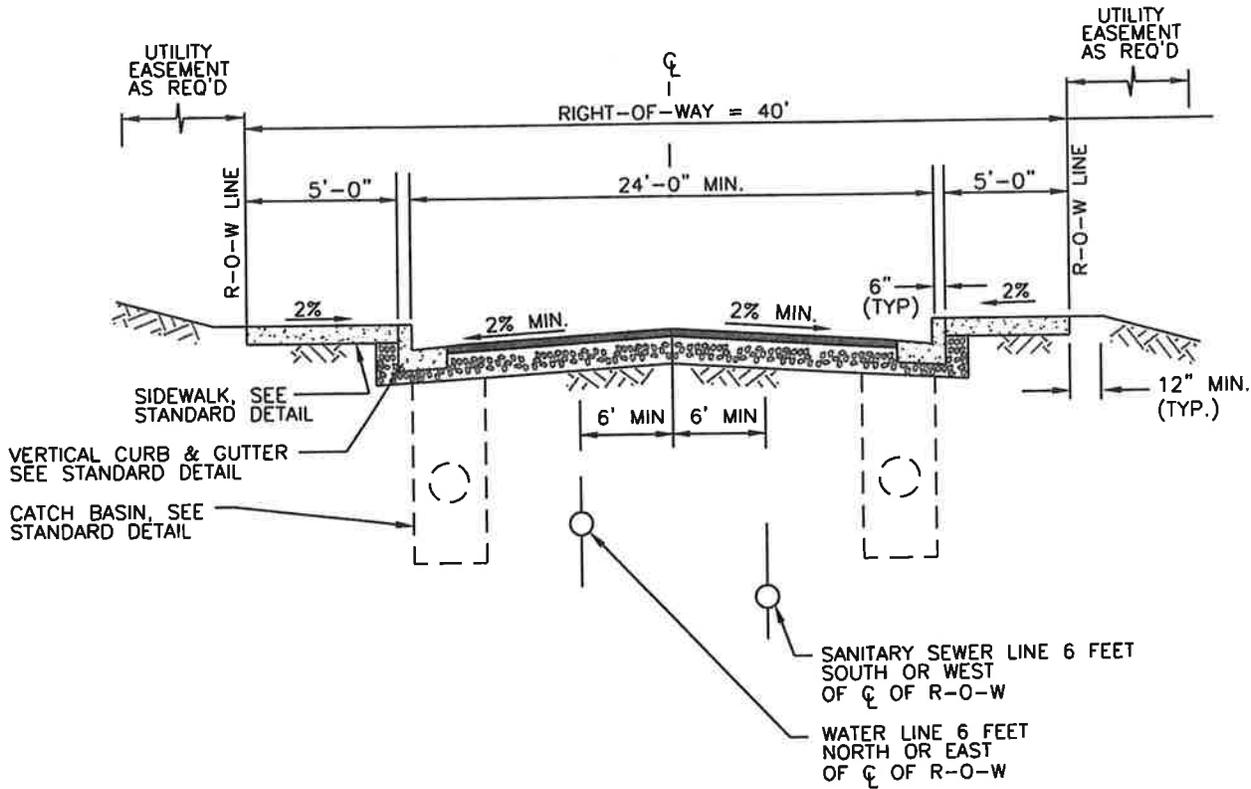
CITY OF ALGONA

COLLECTOR STREET SECTION

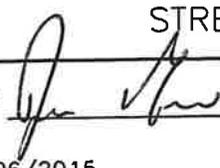
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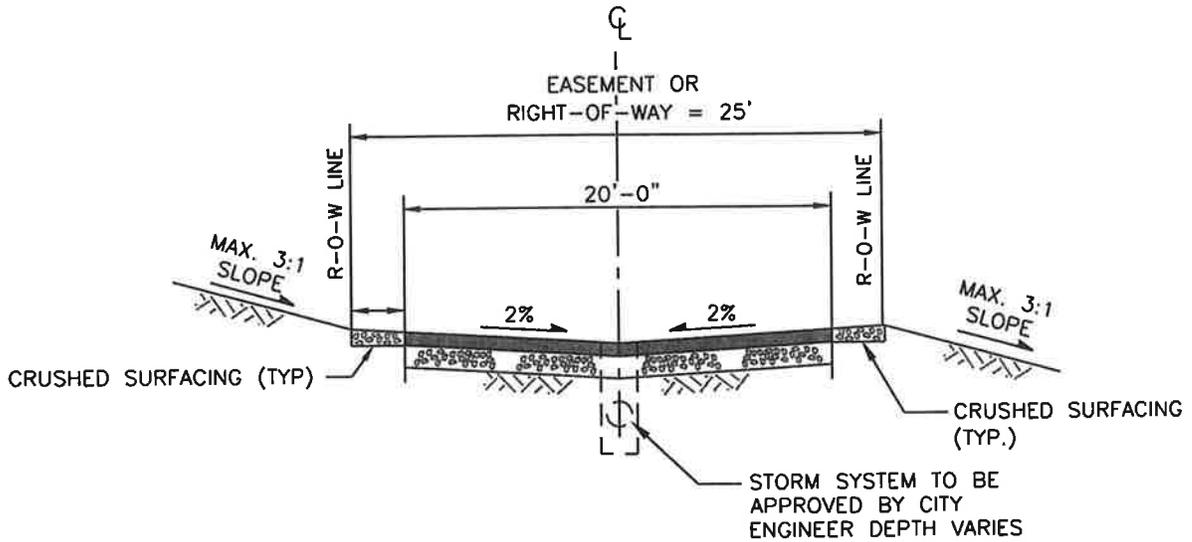
DATE: 04/06/2015

DWG. NO.
COLLECTOR



- NOTES:**
1. FOR ADDITIONAL REQUIREMENTS SEE SECTION 5.3 OF THE PUBLIC WORKS STANDARDS.
 2. 10-FOOT UTILITY EASEMENT - TOTAL BOTH SIDES.
 3. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED ENGINEER AND AS APPROVED BY THE CITY.
 4. NO ON-STREET PARKING.

	CITY OF ALGONA LOCAL ACCESS STREET SECTION	
	APPROVED: 	DWG. NO. LO-AC-ST
DATE: 04/06/2015		



NOTES:

1. ALLEYS MAY BE ALLOWED ONLY IF APPROVED BY CITY ENGINEER.
2. THE MINIMUM PAVED WIDTH FOR NEW ALLEYS SHALL BE 20 FEET IF GREATER THAN 150 FEET IN LENGTH, AND 15 FEET IF LESS THAN 150 FEET.
3. SEE SECTION 5.3 OF PUBLIC WORKS STANDARDS FOR ADDITIONAL REQUIREMENTS.
4. IF ROAD PROFILE GRADE IS LESS THEN 0.7%, THAN CROSS SLOPE SHALL BE 3%.
5. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED ENGINEER AND AS APPROVED BY THE CITY.



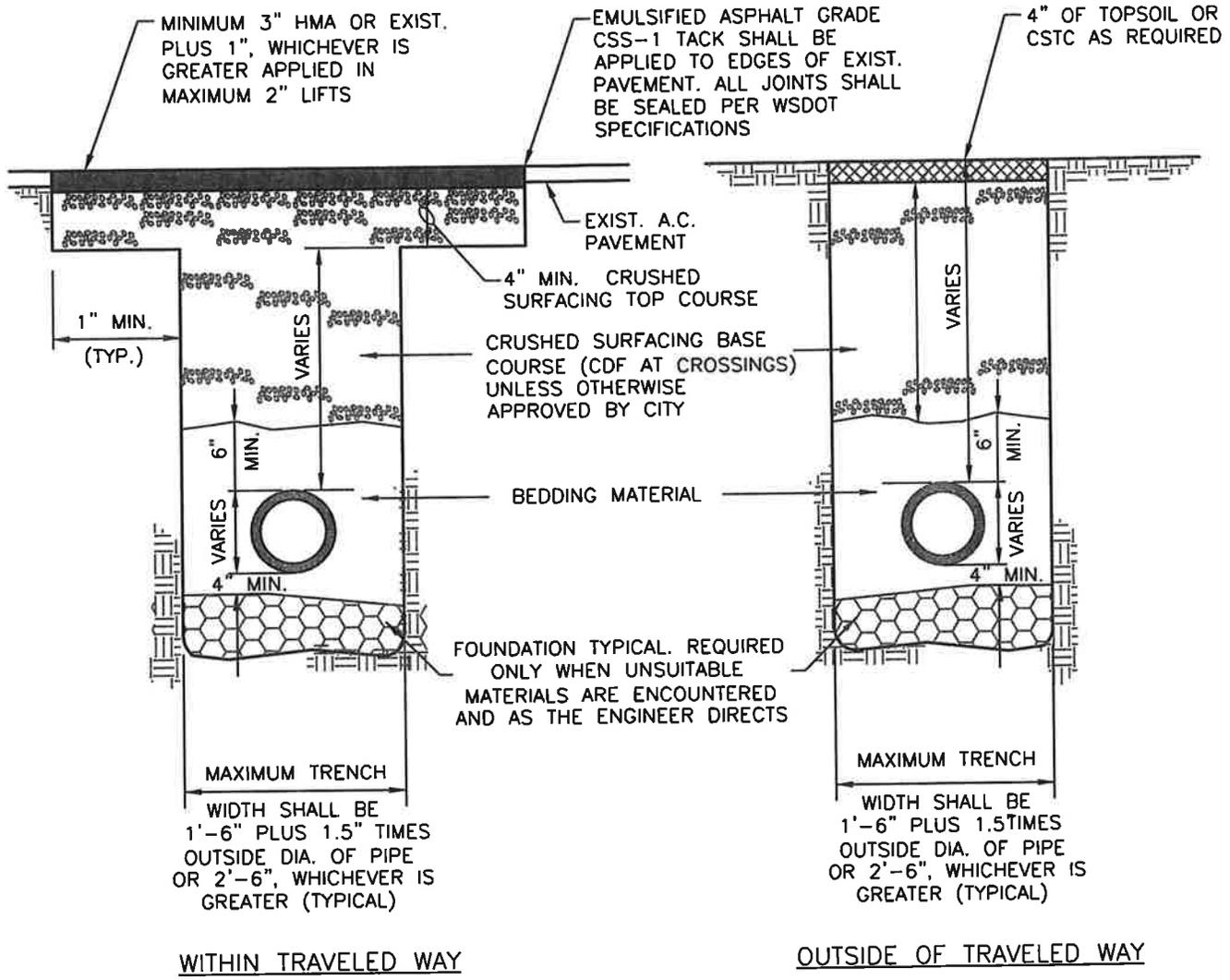
CITY OF ALGONA

ALLEY SECTION

APPROVED: _____

DATE: 04/06/2015

DWG. NO.
ALLEY



NOTES:

1. ALL MATERIALS EXCEPT HMA, CDF AND BEDDING MATERIAL SHALL BE COMPACTED IN 6-INCH MAXIMUM LIFTS TO 95% DENSITY.
2. BEDDING SHALL CONFORM TO THE CITY STANDARDS.
3. COMPACTION: BEDDING SHALL BE COMPACTED TO 95% MAX. AS DETERMINED BY ASTM D1557. BACKFILL SHALL BE COMPACTED TO 90% IN UNPAVED AREA, AND 95% IN PAVED OR SHOULDER AREAS AS DETERMINED BY ASTM D1557. CONTROLLED DENSITY FILL REQUIRED FOR ROAD CROSSINGS.
4. ALL MATERIALS, WORKMANSHIP, AND INSTALLATION SHALL BE IN CONFORMANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AS AMENDED BY CITY STANDARDS.
5. ALL EDGES SHALL BE NEAT-LINE SAWCUT.
6. HOT MIX ASPHALT SHALL BE HMA CLASS 1/2" PG 64-22.
7. FULL ROAD OVERLAY REQUIRED FOR LONGITUDINAL TRENCHES.



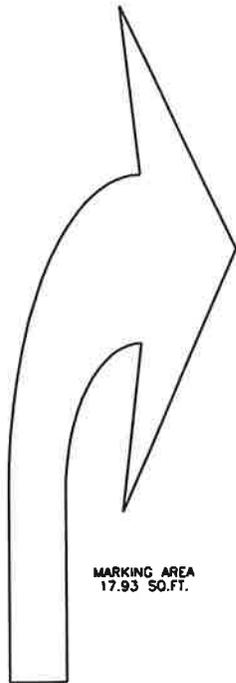
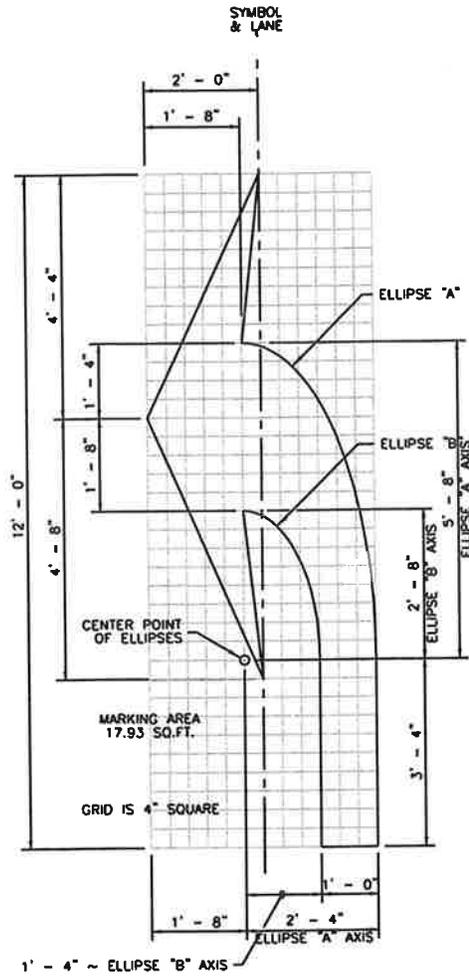
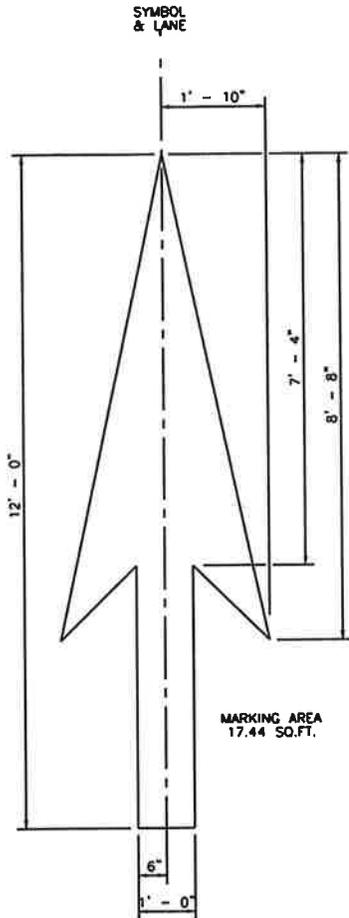
CITY OF ALGONA
TRENCH - PAVEMENT RESTORATION

APPROVED: 

DATE: 04/06/2015

DWG. NO.
ST-5

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CITY OF ALGONA

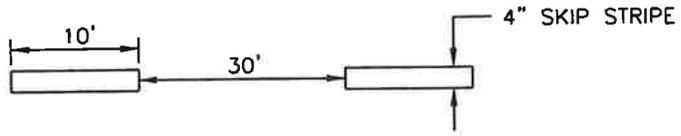
TURN ARROW DETAILS

APPROVED:

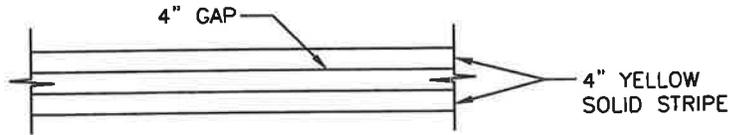
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DWG. NO.
CHAN-1

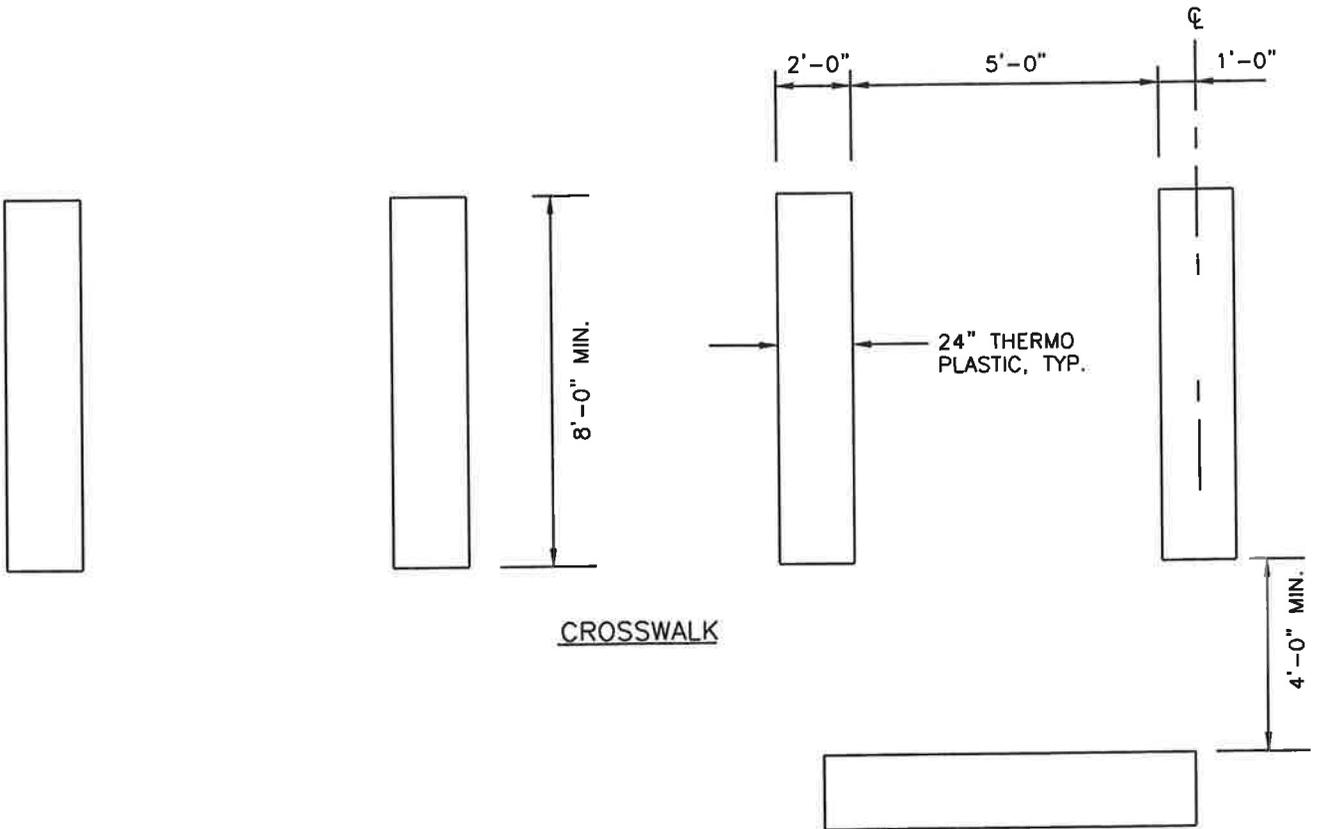
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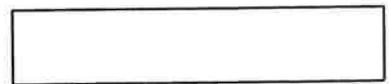
SKIP CENTERLINE STRIPE



DOUBLE YELLOW CENTERLINE STRIPE



CROSSWALK



STOP BAR



CITY OF ALGONA

PAVEMENT MARKINGS

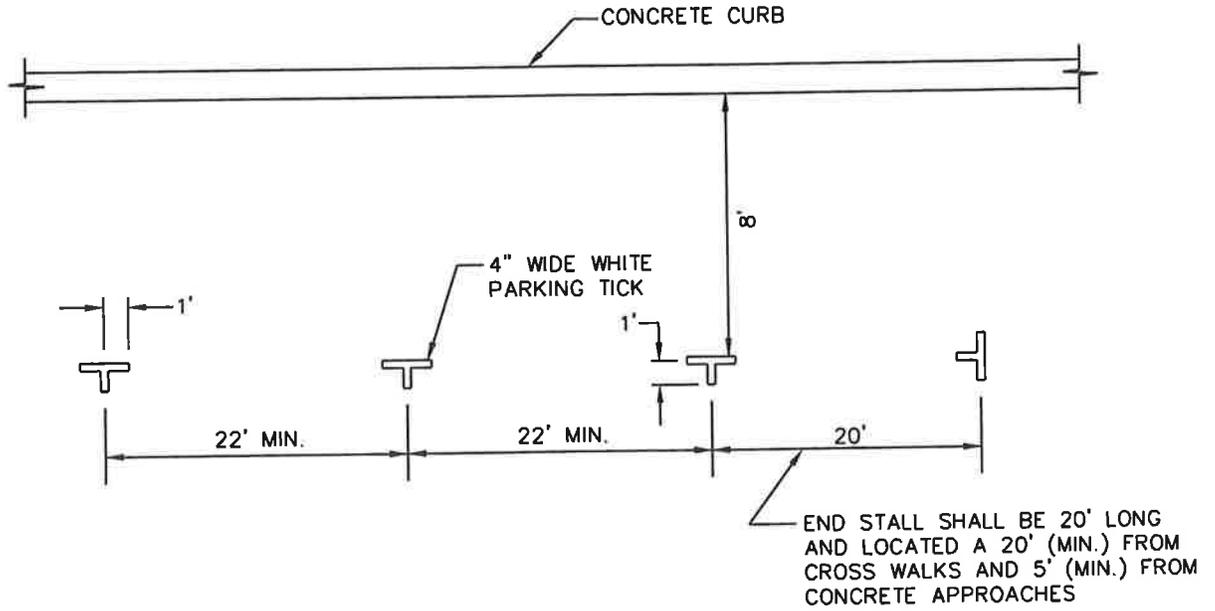
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DATE: 04/06/2015

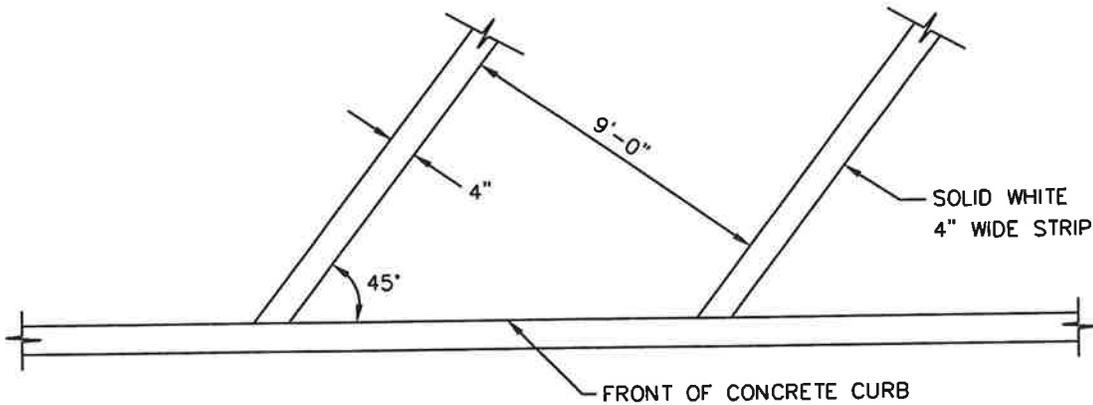
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CHAN-2

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PARALLEL PARKING SPACE MARKING



ANGLE PARKING SPACE MARKING



CITY OF ALGONA

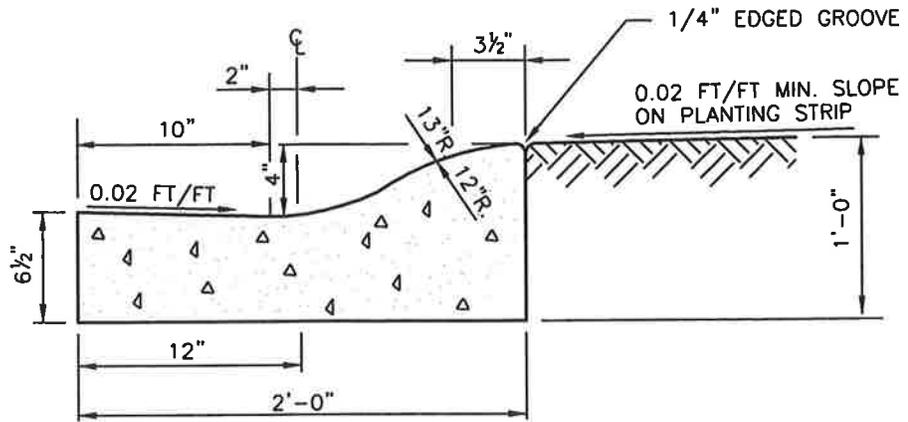
PARKING SPACE MARKINGS

APPROVED:

DATE: 04/06/2015

DWG. NO.
CHAN-3

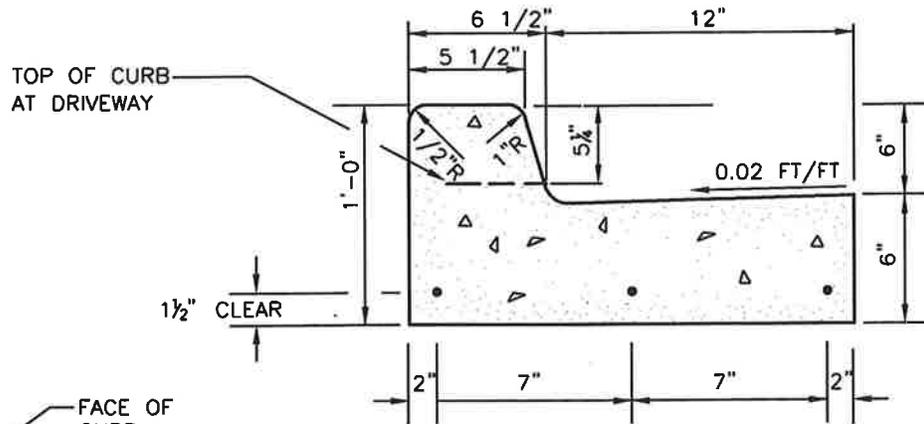
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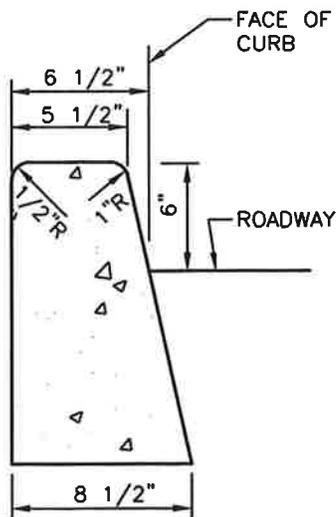
ROLLED CONCRETE CURB AND GUTTER

NOTES:

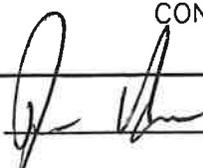
1. THE CURBS, GUTTERS AND SIDEWALKS SHALL HAVE CONTRACTION JOINTS (3/8" x 1 1/2" AT INTERVALS OF NOT GREATER THAN 15'-0".
2. CEMENT CONCRETE SHALL BE 3000 PSI.
3. ROLLED CONCRETE CURBS AND GUTTERS ARE ALLOWED ONLY IF SPECIFICALLY APPROVED BY THE CITY.
4. 3 - #4 BARS REQUIRED AT DRIVEWAYS, 7-INCHES O.C.

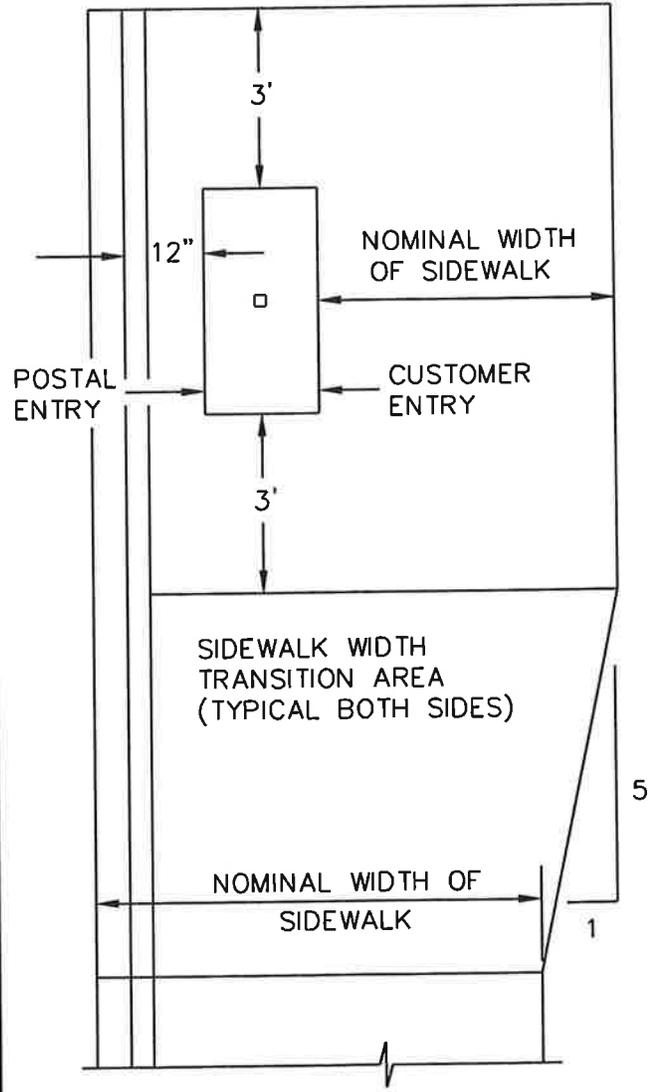
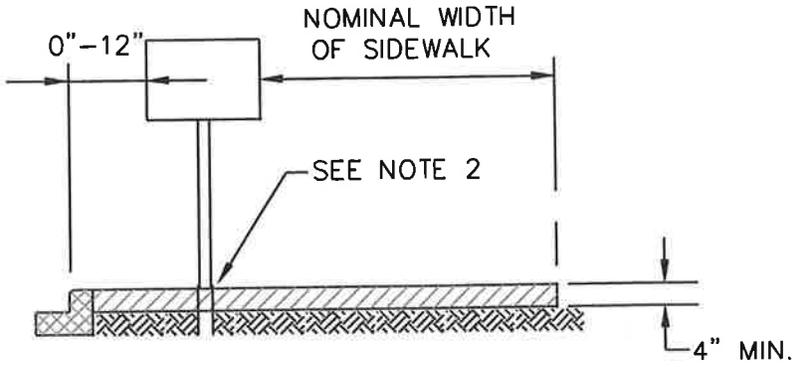


VERTICAL CONCRETE CURB AND GUTTER



CEMENT CONCRETE TRAFFIC CURB

 <p>CITY OF ALGONA</p> <p>CONCRETE CURBS</p>	
<p>APPROVED: </p>	<p>DWG. NO.</p>
<p>DATE: 04/06/2015</p>	<p>CG-1</p>



GENERAL NOTES:

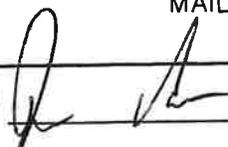
1. SEE SECTION 5.25 OF PUBLIC WORKS STANDARDS FOR ADDITIONAL REQUIREMENTS.
2. PROVIDE REINFORCED GALVANIZED SLEEVE PLANTED FIRMLY IN GROUND AND THROUGH SIDEWALL (USE JOINT FILLER AROUND SLEEVE).

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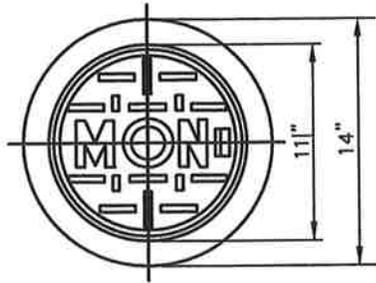
CITY OF ALGONA

MAILBOX DETAIL

APPROVED: 

DATE: 04/06/2015

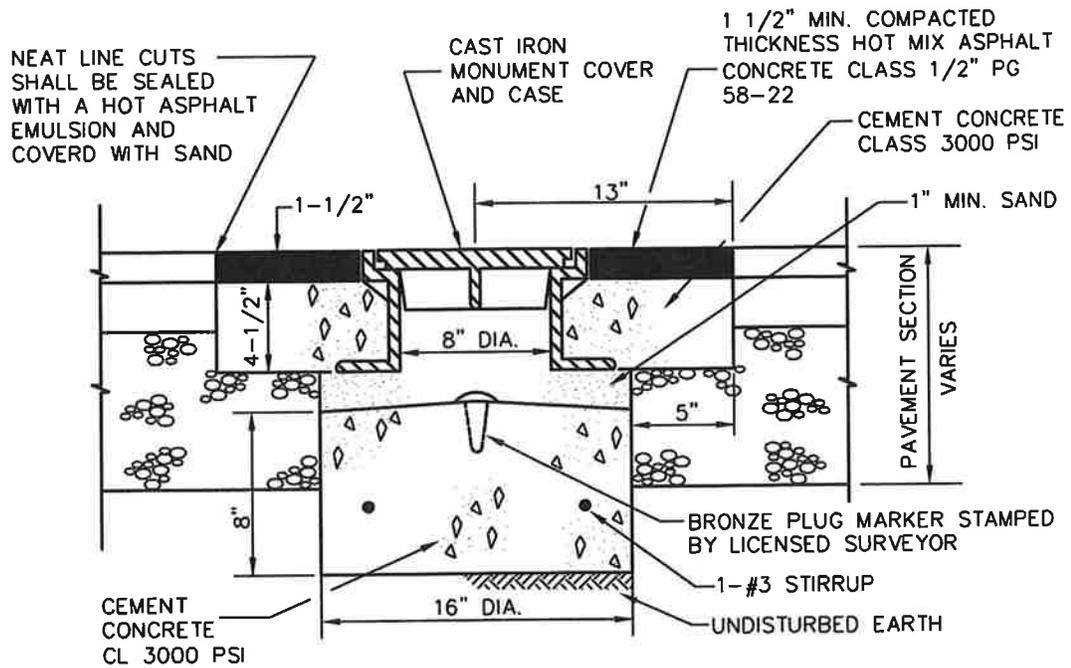
DWG. NO.
ML-1



MONUMENT COVER

NOTES:

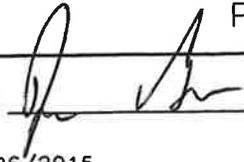
1. MACHINE BEARING FACES OF COVER AND CASE TO INSURE POSITIVE FIT.
2. MATERIAL SHALL CONFORM TO THE CURRENT VERSION OF THE "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION" PREPARED BY THE WASHINGTON STATE DEPT. OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER.
3. SEE SECTION 5.23 OF THE PUBLIC WORKS STANDARDS.
4. MONUMENT BASE SHALL BE SQUARE 4"x4" TOP; 6"x6" BOTTOM; 24" LENGTH.



POURED MONUMENT IN PLACE



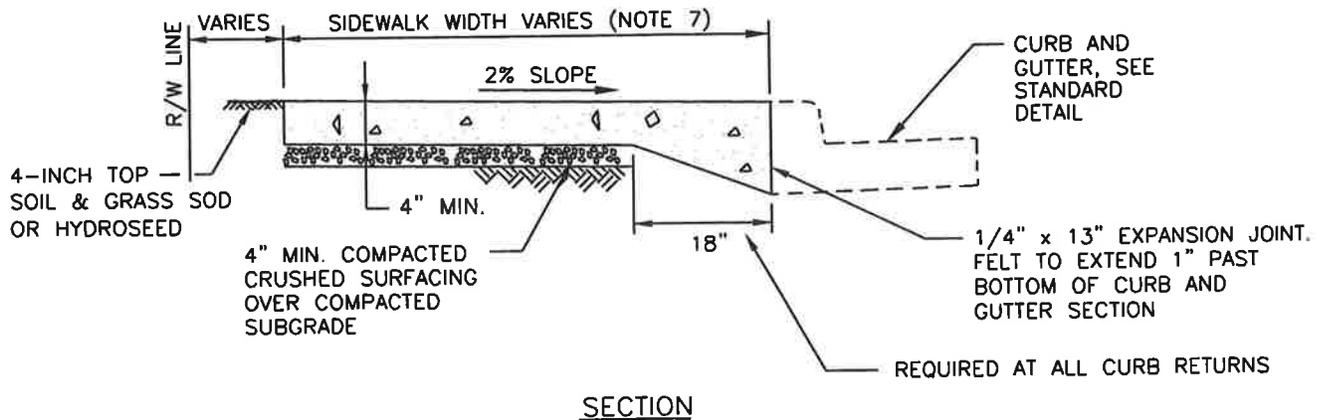
CITY OF ALGONA
POURED MONUMENT IN PLACE

APPROVED: 

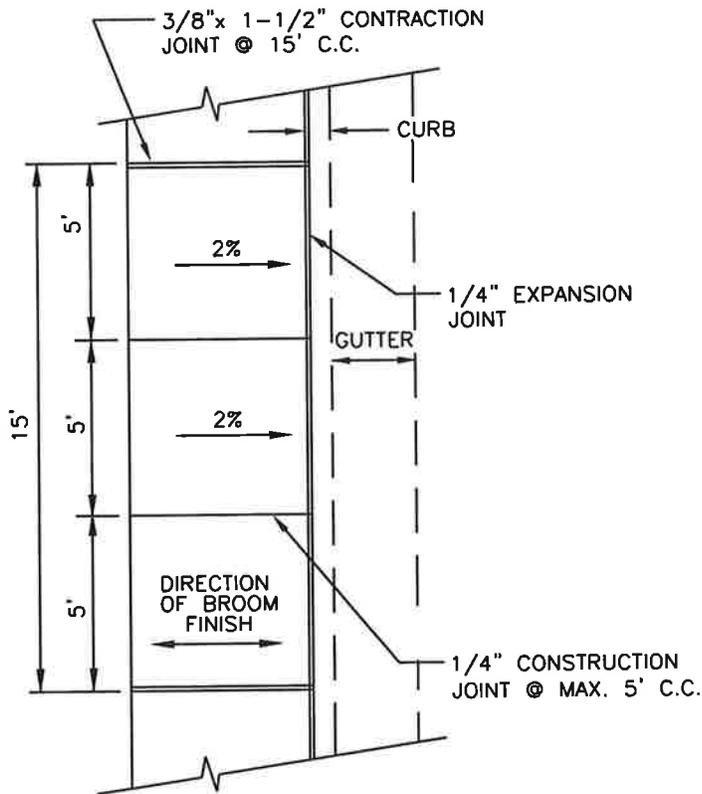
DATE: 04/06/2015

DWG. NO.
MON-1

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SECTION



PLAN

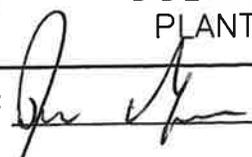
NOTES:

1. THRU JOINTS AND CONTRACTION JOINTS SHALL BE AS SHOWN ABOVE. THRU JOINTS SHALL ALSO BE PLACED IN THE SIDEWALK SECTION AT DRIVE- WAY AND ALLEY RETURNS. ALL JOINTS SHALL BE CLEAN AND EDGED WITH AN EDGE HAVING 1/4" RADIUS. JOINTS SHALL BE FLUSH WITH THE FINISHED SURFACE.
2. ALL UTILITY POLES, METER BOXES, ETC. IN IN SIDEWALK AREAS SHALL HAVE 3/8" JOINT MATERIAL (FULL DEPTH) PLACED AROUND THEM BEFORE PLACING CONCRETE.
3. PREMOLDED JOINT FILLER SHALL BE ASPHALT SATURATED FELT OR PAPER, FULL DEPTH OF SIDEWALK.
4. FORMS SHALL BE EITHER WOOD OR STEEL AND SHALL MEET ALL REQUIREMENTS OF THESE SPECIFICATIONS.
5. CONCRETE SHALL BE CLASS 3000 PSI.
6. FOR SIDEWALKS GREATER THAN 8' IN WIDTH, ADDITIONAL EXPANSION AND CONSTRUCTION JOINTS WILL BE REQUIRED.
7. MIN. WIDTH OF 6' FOR ARTERIALS AND 5' FOR ALL OTHER APPLICATIONS.



CITY OF ALGONA

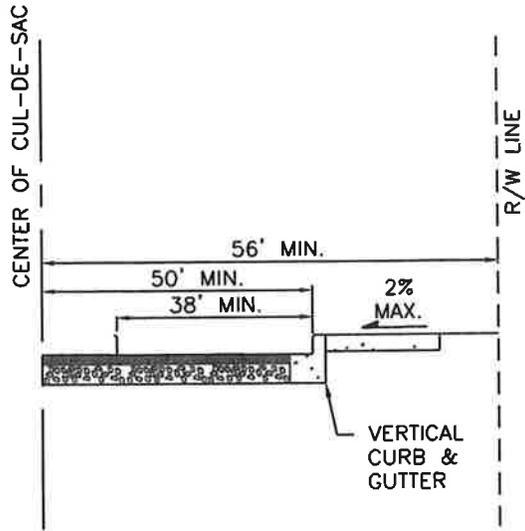
SIDEWALK WITHOUT PLANTING STRIP

APPROVED: 

DATE: 04/06/2015

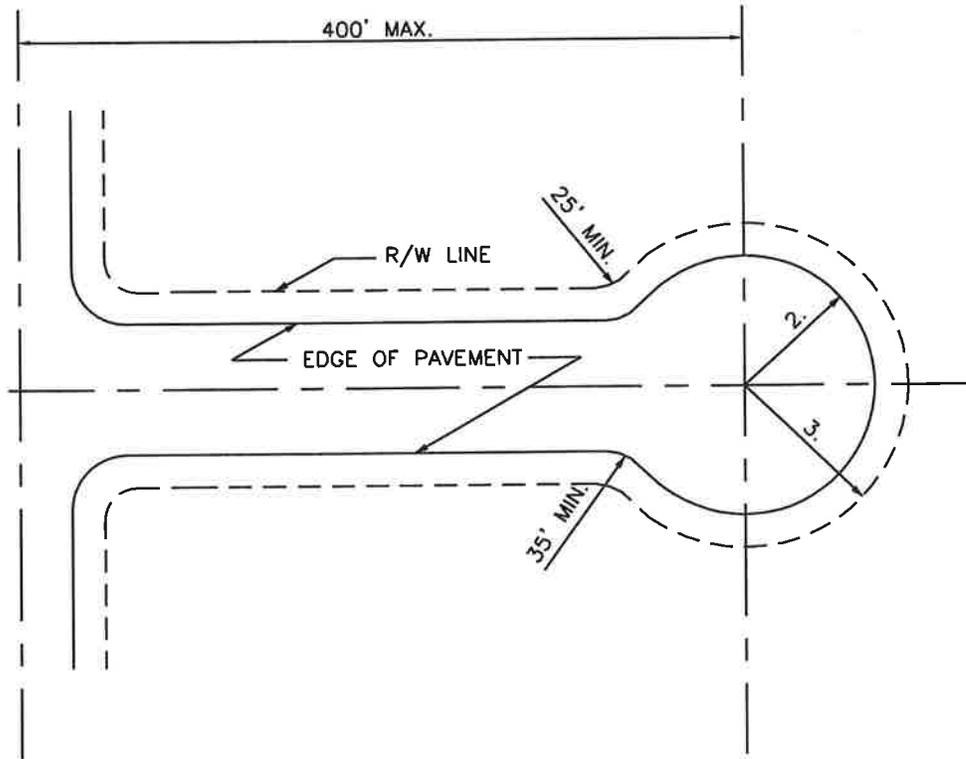
DWG. NO.

SW-1



NOTES:

1. SEE SEC. 5.10 OF THE PUBLIC WORKS STANDARDS.
2. R=50'
3. R=56'



CITY OF ALGONA

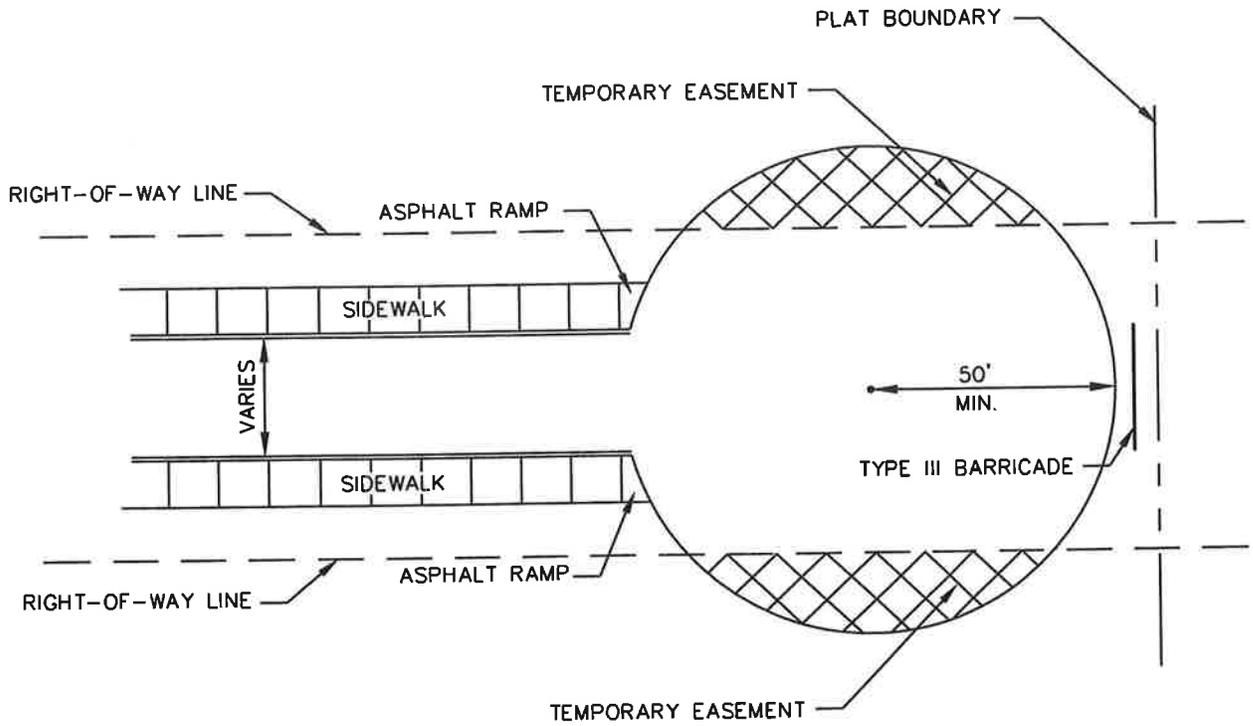
CUL-DE-SAC

APPROVED:

DATE: 04/06/2015

DWG. NO.
T-5
CULDESAC

L:\ALGONA\15432 PW Standards\Roads\T-6 temp culdesac.dwg, 4/14/2015 5:50:36 PM, mnage!



NOTES:

1. SEE SEC. 5.3 OF THE PUBLIC WORKS STANDARDS.
2. BARRICADE REQUIRED AT END OF BULB.



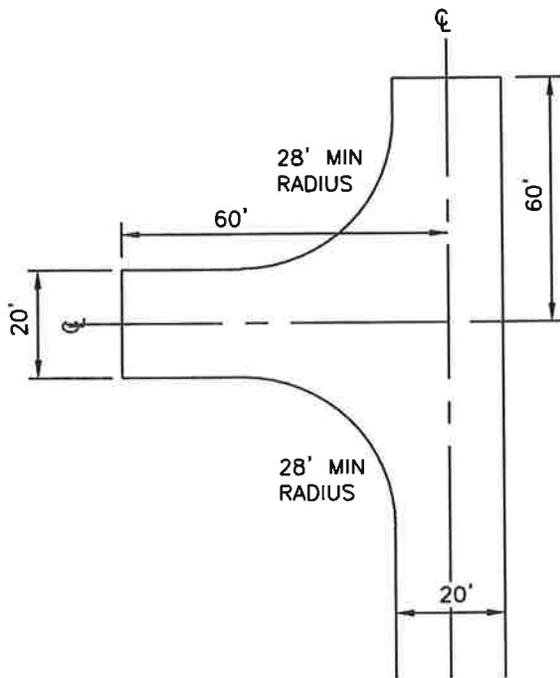
CITY OF ALGONA

TEMPORARY CUL-DE-SAC

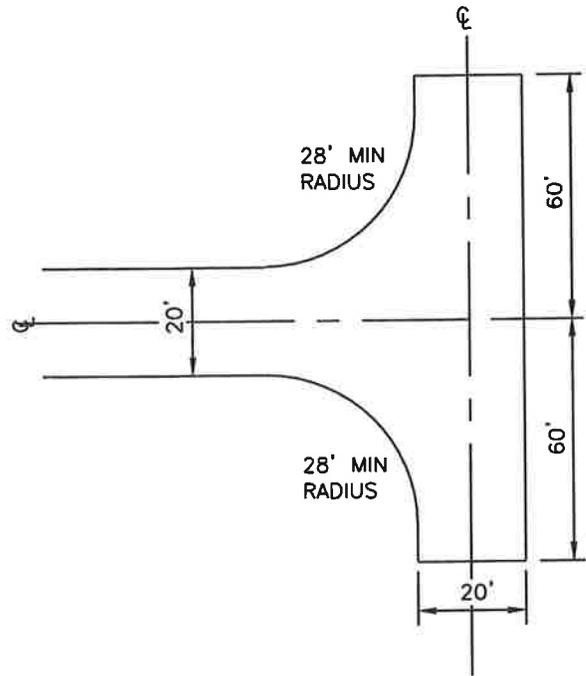
APPROVED: _____

DATE: 04/06/2015

DWG. NO.
T-6 TEMP
CULDESAC



OFFSET HAMMERHEAD



HAMMERHEAD

NOTES:

1. THIS TURNAROUND SHALL ONLY BE UTILIZED IF SPECIFICALLY APPROVED IN WRITING BY THE CITY.
2. ALL DIMENSIONS ARE MINIMUM REQUIREMENTS.
3. OTHER SHAPED TURNAROUNDS ARE AN ACCEPTABLE ALTERNATIVE TO THOSE SHOWN, PROVIDED THE DESIGN MEETS THE MINIMUM DIMENSION REQUIREMENTS SHOWN ABOVE.
4. THE TURNAROUND SHALL BE MARKED AS A FIRE LANE.
5. MINIMUM ROAD WIDTH SHOWN DOES NOT INCLUDE ANY SHOULDER DIMENSIONS OR CURB DIMENSIONS IF REQUIRED.

FIRE ACCESS CRITERIA:

- A. ALL LEGS OF THE TURNAROUND SHALL BE A MINIMUM OF 20 FEET OF UNOBSTRUCTED WIDTH.
- B. THE TURNAROUND SHALL BE MARKED AS A FIRE LANE.
- C. THE TURNAROUND SHALL MEET THE SAME GRADE AND SURFACING STANDARDS APPLIED TO FIRE ACCESS ROADS.
- D. THE MAXIMUM CROSS SLOPE ON TURNAROUND SHALL NOT EXCEED SIX PERCENT.
- E. ALTERNATIVE DESIGNS THAT DO NOT MEET THE CRITERIA ESTABLISHED IN THIS SECTION MAY BE APPROVED BY THE CITY.



CITY OF ALGONA

HAMMERHEAD TURNAROUND

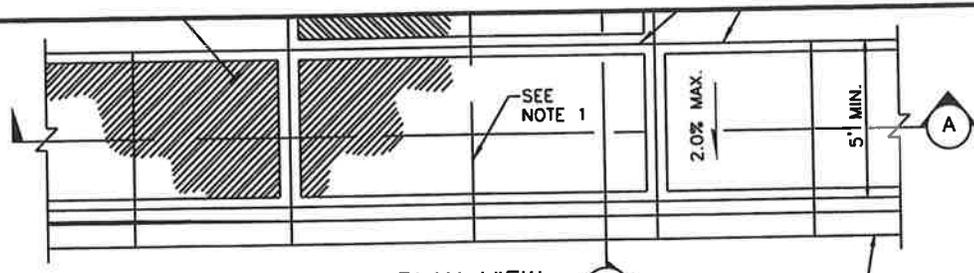
APPROVED:

DATE: 04/06/2015

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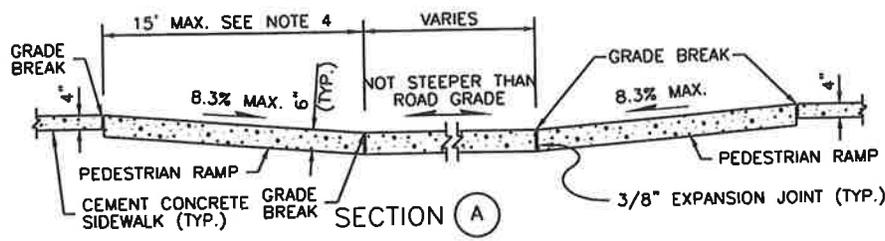
**T-7
HAMMERHEAD**

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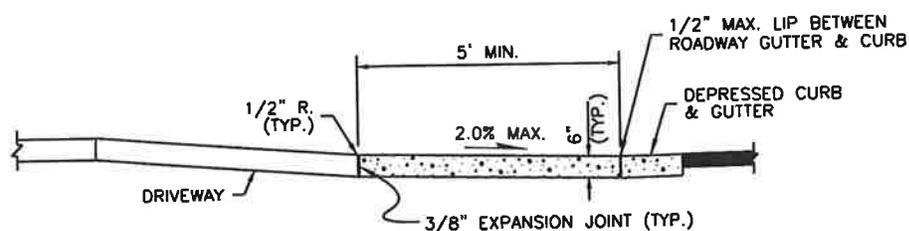


PLAN VIEW
TYPE 1

CEMENT CONCRETE
CURB & GUTTER



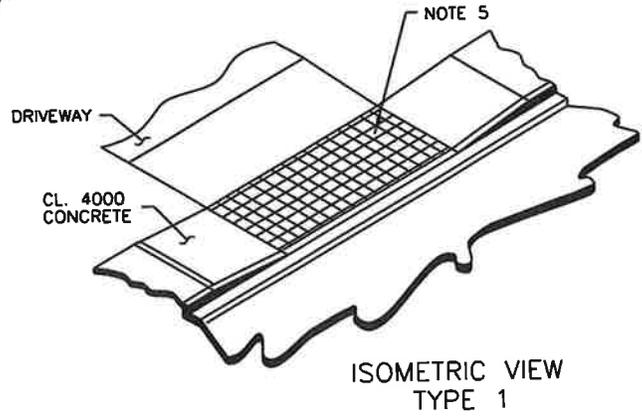
SECTION A



SECTION B

NOTES:

1. WHEN THE DRIVEWAY WIDTH EXCEEDS 15 FEET, CONSTRUCT A FULL DEPTH EXPANSION JOINT WITH 3/8" JOINT FILLER ALONG THE DRIVEWAY CENTERLINE. CONSTRUCT EXPANSION JOINTS PARALLEL WITH THE CENTERLINE AS REQUIRED AT 15 FEET MAXIMUM SPACING WHEN DRIVEWAY WIDTHS EXCEED 30 FEET.
2. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF DRIVEWAY ENTRANCES.
3. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE LINE BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
4. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX. LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
5. WELDED WIRE FABRIC (6"x6" WIDxWID WWF) REQUIRED FOR ALL DRIVEWAY APPROACHES, FABRIC PLACED AT MID-DEPTH IN CONCRETE.
6. CONCRETE DRIVEWAY SHALL BE CLASS 4000 PSI.



ISOMETRIC VIEW
TYPE 1

LEGEND



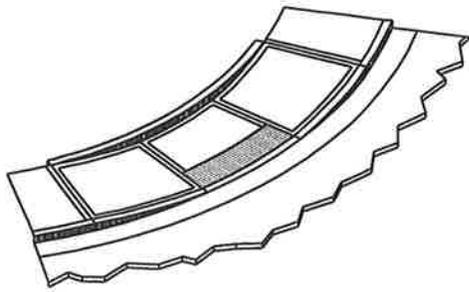
CITY OF ALGONA

CEMENT CONCRETE DRIVEWAY
WITHOUT PLANTER STRIP

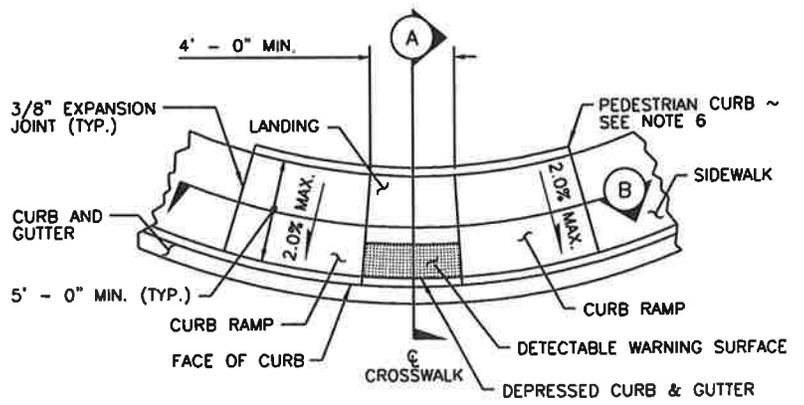
APPROVED: *[Signature]*

DATE: 04/06/2015

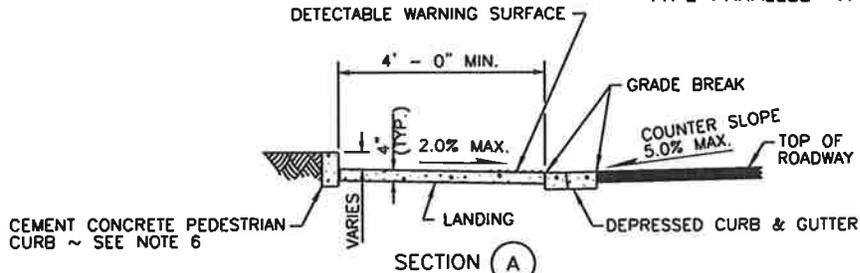
DWG. NO.
T-19B DWAY
APPROACH



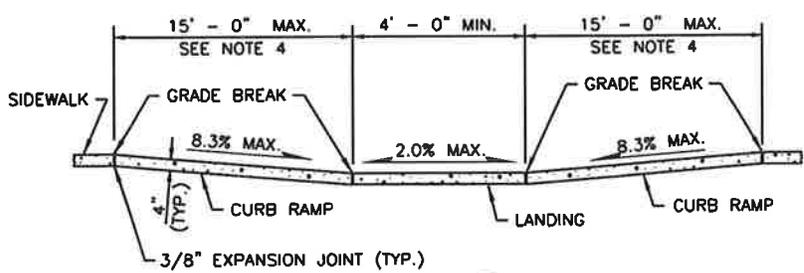
ISOMETRIC VIEW
TYPE PARALLEL A



PLAN VIEW
TYPE PARALLEL A



SECTION (A)

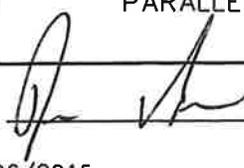


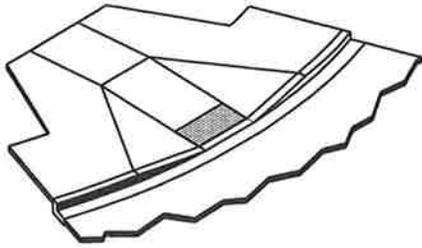
SECTION (B)

NOTES

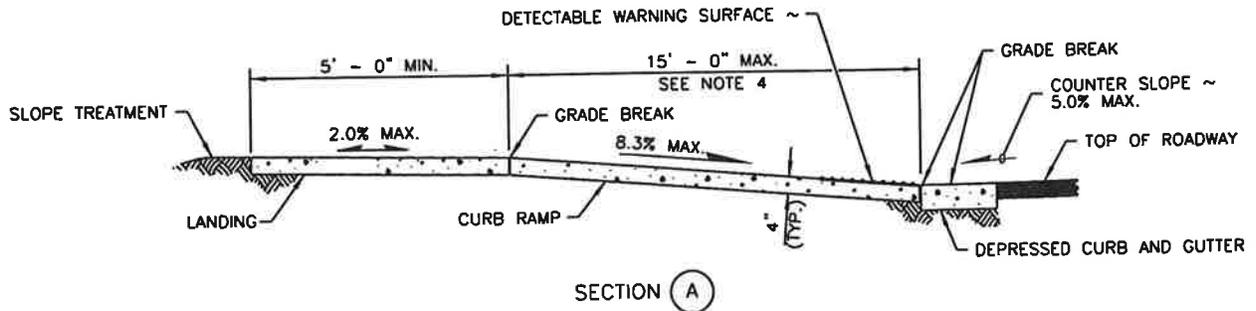
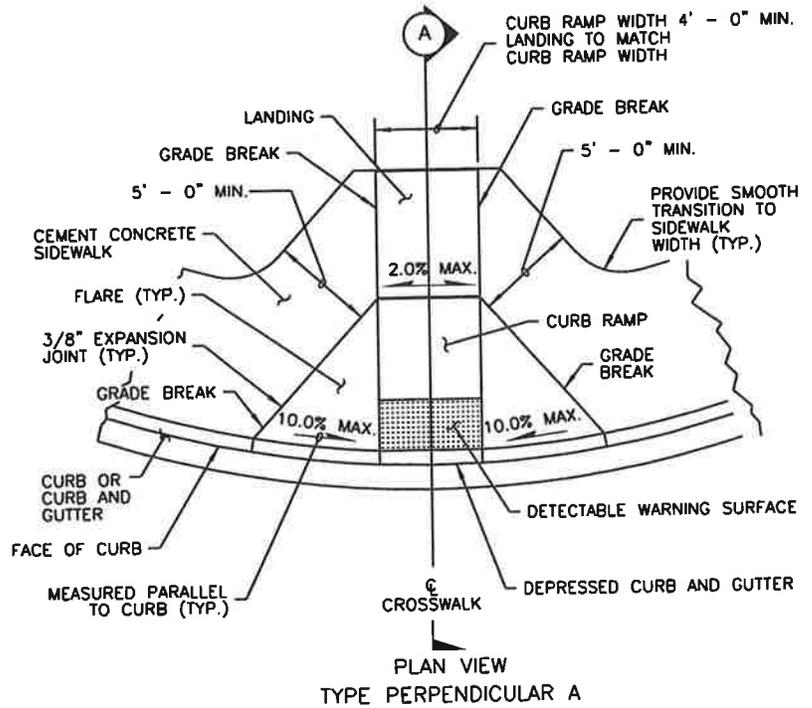
1. CURB RAMP LOCATION SHALL BE PLACED WITHIN THE WIDTH OF THE ASSOCIATED CROSSWALK.
2. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
3. DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING.
4. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15-FOOT MAX. LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
5. CURB RAMP, LANDING, AND FLARES SHALL RECEIVE BROOM FINISH.
6. PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP AND/OR LANDING WILL BE AT THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE WILL BE NO MATERIAL TO RETAIN.
7. SUBGRADE AND FORM INSPECTION BY THE CITY SHALL BE REQUIRED PRIOR TO POURING CONCRETE.

LEGEND
 SLOPE IN EITHER DIRECTION

	<h2 style="margin: 0;">CITY OF ALGONA</h2> <p style="margin: 0;">PARALLEL CURB RAMP</p>
APPROVED: 	DWG. NO. T-24A PARALLEL CURB
DATE: 04/06/2015	



ISOMETRIC VIEW
TYPE PERPENDICULAR A



NOTES

1. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATION SHALL BE PLACED WITHIN THE WIDTH OF THE ASSOCIATED CROSSWALK.
2. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
3. DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING.
4. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15- FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15-FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL AS FLAT AS FEASIBLE.
5. CURB RAMP, LANDING, AND FLARES SHALL RECEIVE BROOM FINISH.
6. SUBGRADE AND FORM INSPECTION BY THE CITY SHALL BE REQUIRED PRIOR TO POURING CONCRETE.

LEGEND



SLOPE IN EITHER DIRECTION



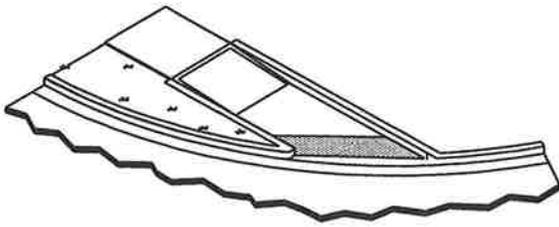
CITY OF ALGONA

PERPENDICULAR CURB RAMP

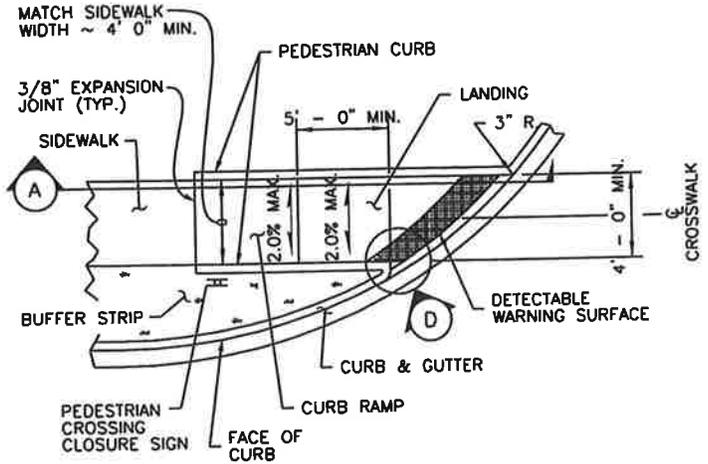
APPROVED: _____

DATE: 04/06/2015

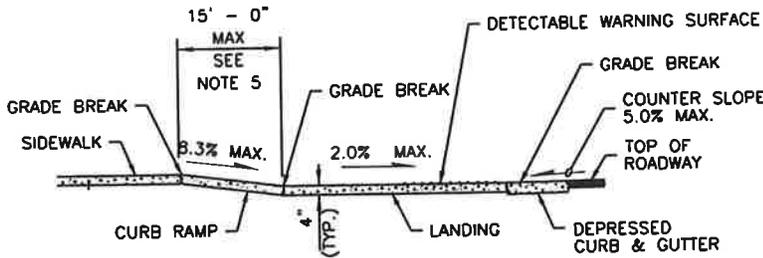
DWG. NO.
T-24B PERP
CURB



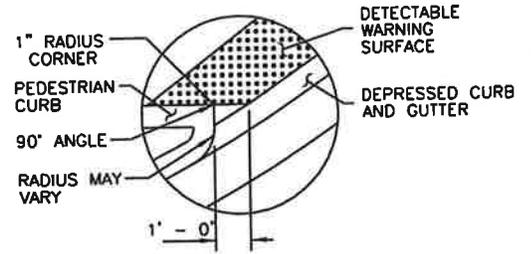
ISOMETRIC VIEW
TYPE SINGLE DIRECTION



PLAN VIEW
TYPE SINGLE DIRECTION



SECTION (A)



DETAIL (D)

NOTES

1. THIS PLAN IS TO BE USED WHERE PEDESTRIAN CROSSING IN ONE DIRECTION IS NOT PERMITTED.
2. CURB RAMP LOCATION SHALL BE PLACED WITHIN THE WIDTH OF THE ASSOCIATED CROSSWALK, OR AS SHOWN IN THE CONTRACT PLANS.
3. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
4. DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING.
5. CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE.
6. CURB RAMPS AND LANDINGS SHALL RECEIVE BROOM FINISH.
7. PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP AND/OR LANDING WILL BE AT THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE WILL BE NO MATERIAL TO RETAIN.
8. SUBGRADE AND FORM INSPECTION BY THE CITY SHALL BE REQUIRED PRIOR TO POURING CONCRETE.

LEGEND

SLOPE IN EITHER DIRECTION



CITY OF ALGONA

SINGLE DIRECTION CURB RAMP

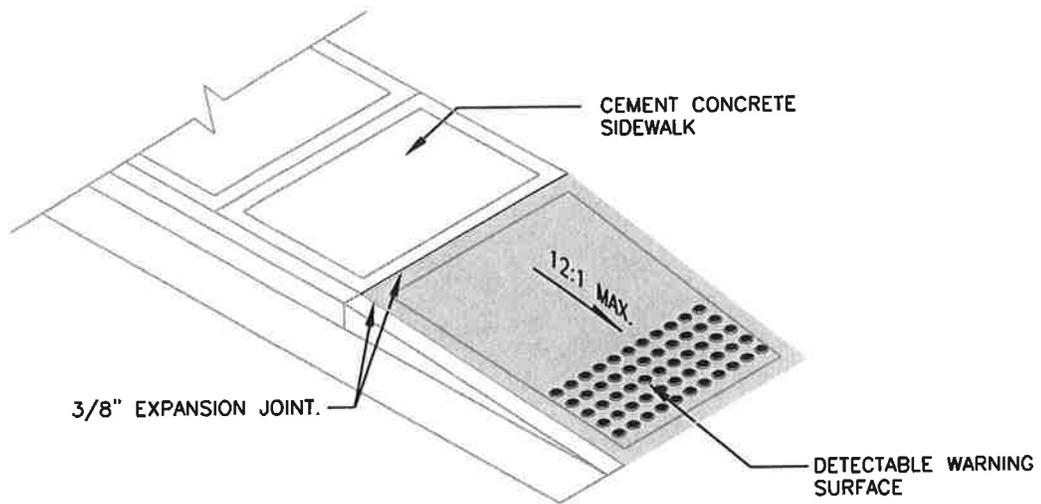
APPROVED:

DATE: 04/06/2015

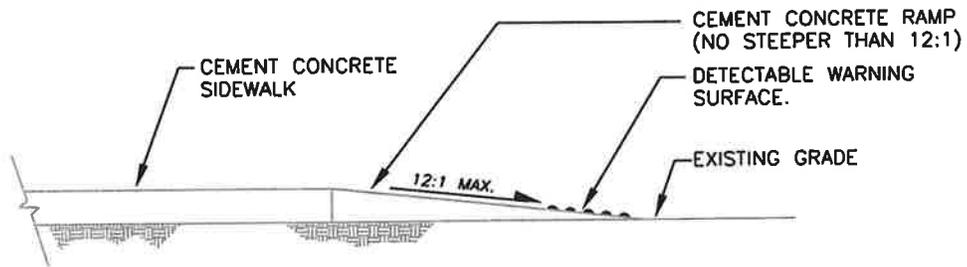
DWG. NO.
T-24C SINGLE
CURB

L:\ALGONA\15432 PW Standards\Roads\T-24d swalk ramp.dwg, 4/7/2015 4:22:42 PM, mnagel

PLAN VIEW



ISOMETRIC VIEW



ELEVATION VIEW



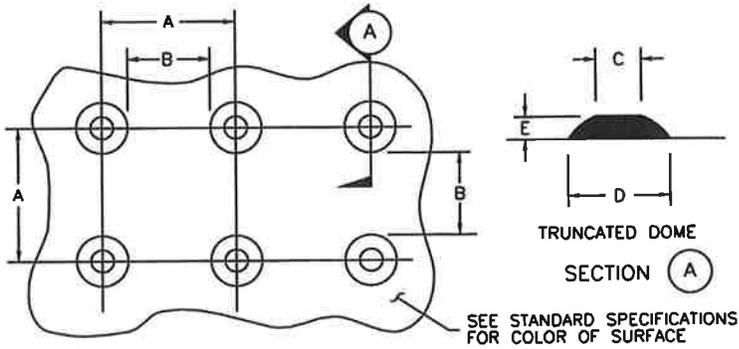
CITY OF ALGONA

SIDEWALK RAMP TO SHOULDER

APPROVED:

DATE: 04/06/2015

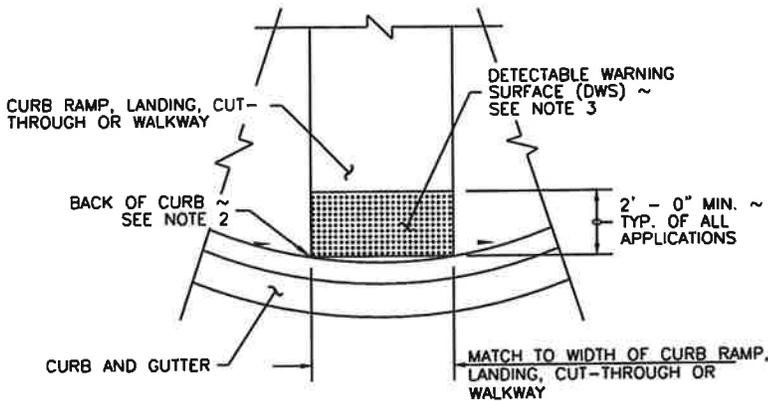
DWG. NO.
T-24D SWALK
RAMP



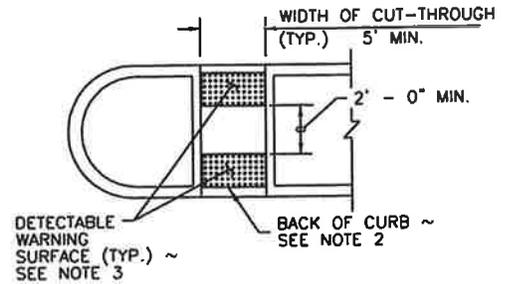
TRUNCATED DOME SPACING
SEE NOTE 3

	MIN.	MAX.
A	1.60"	2.40"
B	0.65"	--
C	0.45"	0.90"
D	0.9"	1.40"
E	0.2"	0.2"

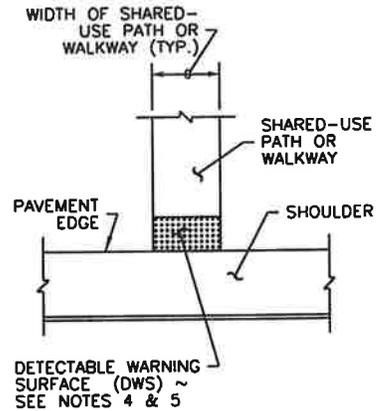
TRUNCATED DOME DETAILS



DETECTABLE WARNING SURFACE DETAIL



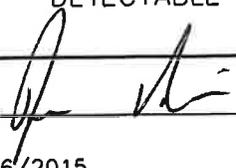
MEDIAN CUT-THROUGH

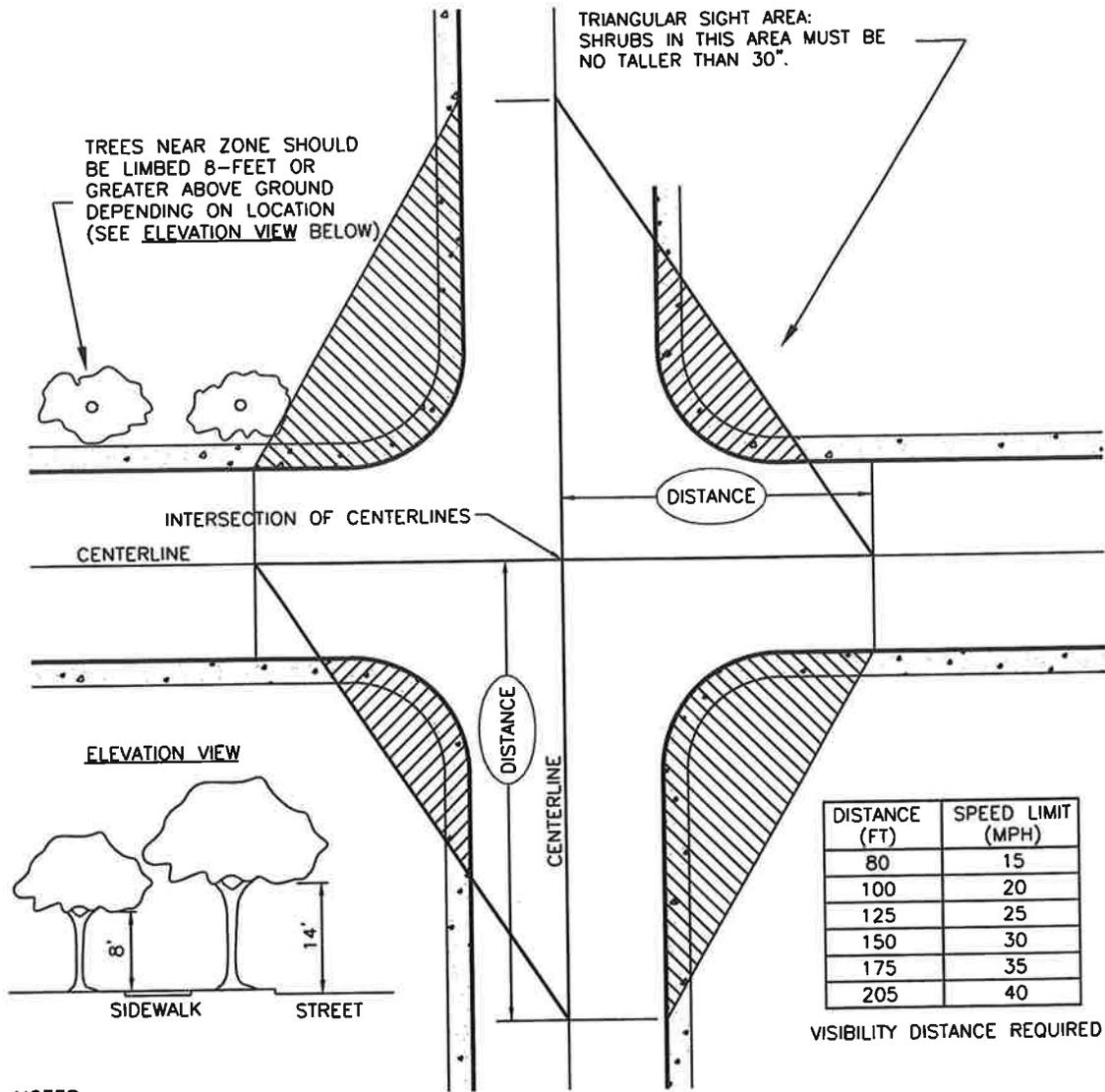


SHARED-USE PATH CONNECTION

NOTES

1. THE DETECTABLE WARNING SURFACE (DWS) SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARES) OR THE LANDING.
2. THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE BACK OF CURB, AND NEED NOT FOLLOW THE RADIUS.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF CURB.
4. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
5. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
6. WHEN THE GRADE BREAK BETWEEN THE CURB RAMP AND THE LANDING IS LESS THAN OR EQUAL TO 5 FT. FROM THE BACK OF CURB AT ALL POINTS, PLACE THE DETECTABLE WARNING SURFACE ON THE BOTTOM OF THE CURB RAMP.

	<h1>CITY OF ALGONA</h1>	
	<h2>DETECTABLE WARNING SURFACE</h2>	
APPROVED: 	DWG. NO. T-24F DETECT2	
DATE: 04/06/2015		



NOTES:

1. TREES SHALL NOT BE PLACED IN SUCH A WAY THAT THEY IMPEDE THE SAFE FLOW OF TRAFFIC BY BLOCKING THE VIEW OF TRAFFIC SIGNS, AND/OR IMPEDE PEDESTRIANS AND VEHICLES.
2. A DISTANCE ADJUSTMENT FACTOR SHALL BE APPLIED WHEN SLOPE EXCEEDS 6%.
3. DISTANCE AS MEASURED ALONG THE CENTERLINE OF THE ROAD PER THE SPEED LIMIT ON EACH ROAD.

NOTES FOR EXISTING VEGETATION:

1. OVERGROWN VEGETATION IMPEDES THE SAFE FLOW OF TRAFFIC WHEN IT BLOCKS THE VIEW OF TRAFFIC SIGNS, PEDESTRIANS AND OTHER VEHICLES. IF EXISTING VEGETATION IS BLOCKING VISIBILITY IN THE STREET OR AN INTERSECTION, IT IS THE RESPONSIBILITY OF THE ADJACENT PROPERTY OWNER OR RESIDENT TO TRIM THE VEGETATION.
2. TO ENSURE SAFE PASSAGE FOR EVERYONE, TREE LIMBS OVER STREETS MUST BE LIMBED UP 14 FEET. LIMBS OVER SIDEWALKS MUST BE LIMBED UP 8 FEET.

SOURCE:
A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, 2011



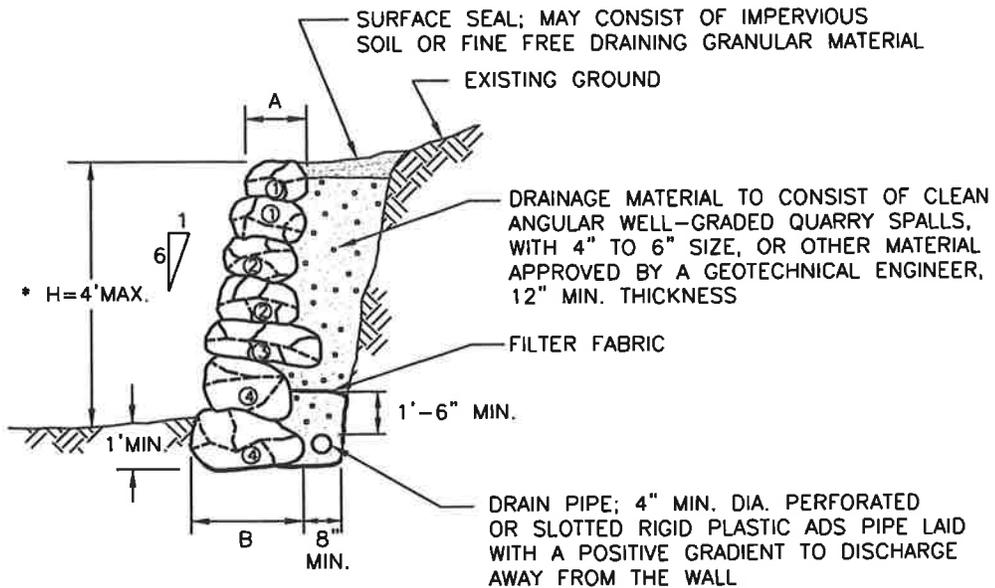
CITY OF ALGONA

SIGHT DISTANCE
UNCONTROLLED INTERSECTION

APPROVED:

DATE: 04/06/2015

DWG. NO.
SIGHT-DI



SECTION

SIZE	APPROXIMATE WEIGHT - LBS.	APPROXIMATE DIAMETER
1 MAN	50-200	12"- 18"
2 MAN	200-700	18"- 28"
3 MAN	700-2000	28"- 36"
4 MAN	2000-4000	36"- 48"

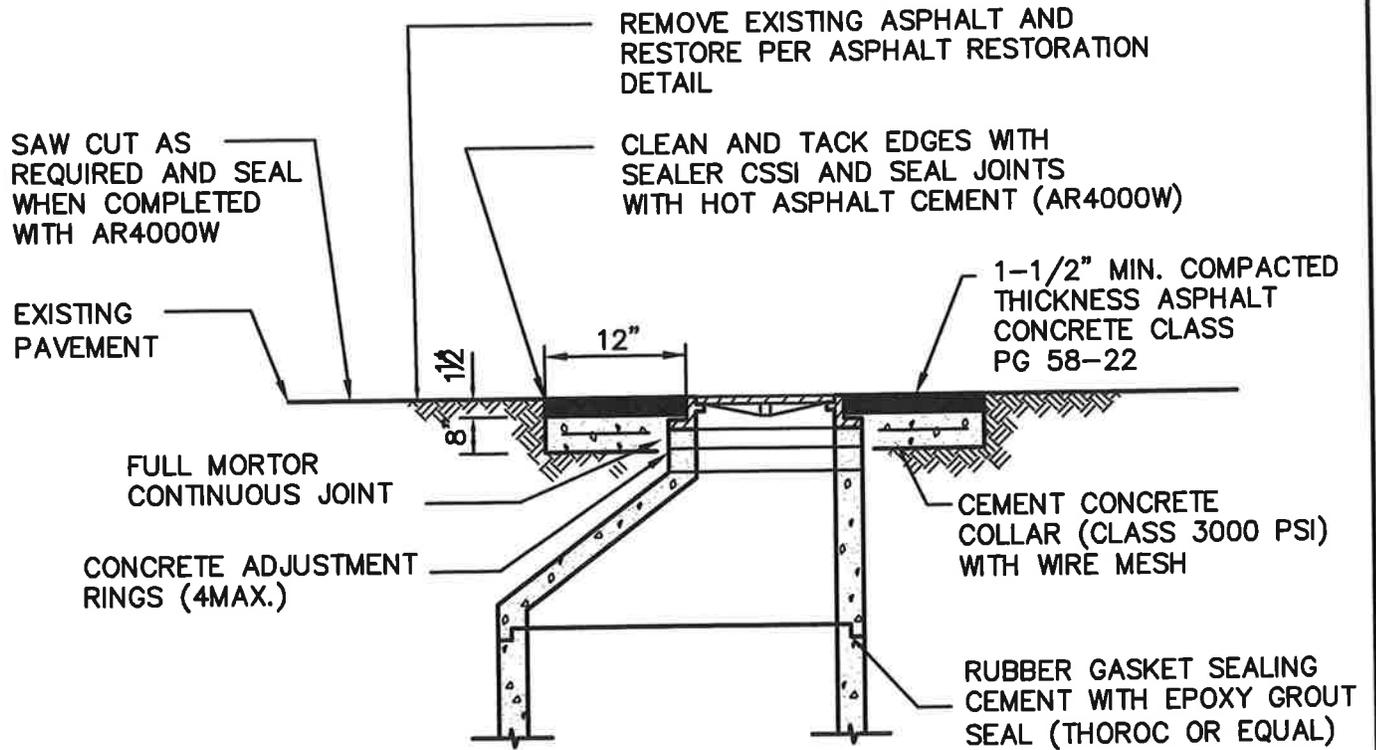
* **NOTE:**
 4' MIN. HIGH CYCLONE FENCE REQUIRED ABOVE WALL WHEN WALL HEIGHT IS 3' OR GREATER

NOTE:

WALLS OVER 30 INCHES HIGH SHALL BE DESIGNED BY AN ENGINEER LICENSED IN THE STATE OF WASHINGTON

	CITY OF ALGONA	
	ROCK WALL DETAIL	
APPROVED: 	DWG. NO.	
DATE: 04/06/2015	RKWL	

L:\ALGONA\15-r-2 PW Standards\Roads\MH ADJ.dwg, 4/27/2015 3:30:14 PM, wperkins



NOTE:

CEMENT CONCRETE COLLAR TO BE 12 INCHES IN THICKNESS ON DESIGNATED TRUCK ROUTES

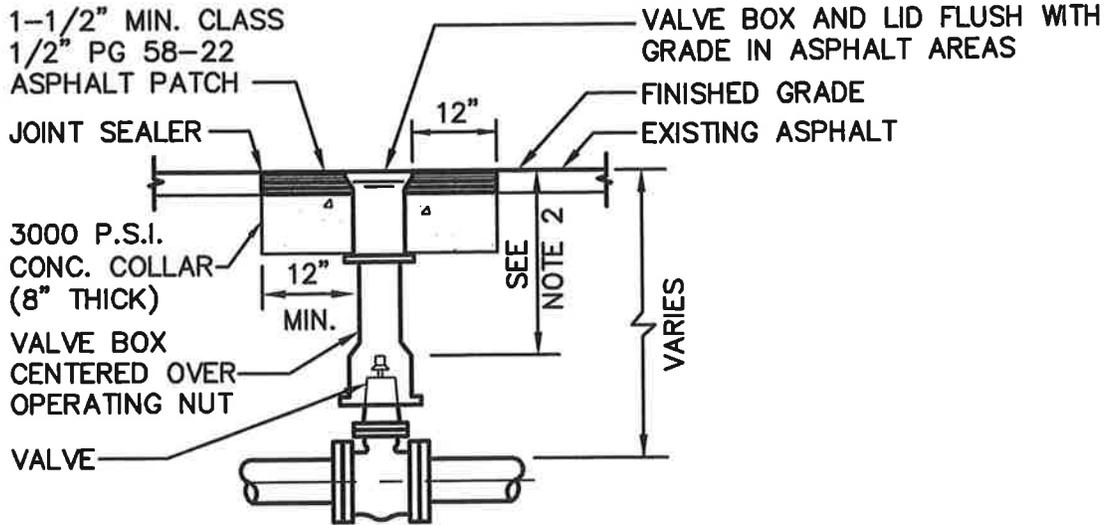


**CITY OF ALGONA
MH, TYPE II CATCH BASIN
GRADE ADJUSTMENT DETAIL**

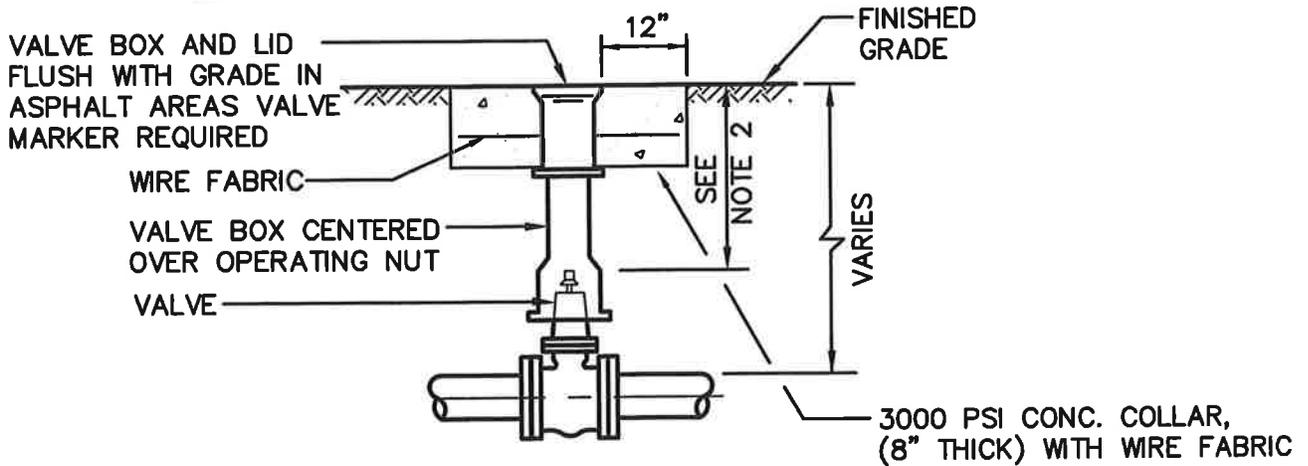
APPROVED:

DATE: 04/06/2015

DWG. NO.
MH ADJ



VALVE BOX IN ASPHALT AREA



VALVE BOX IN UNIMPROVED AREA

NOTES:

1. EACH VALVE SHALL BE PROVIDED WITH AN ADJUSTABLE CAST IRON VALVE BOX OF 5 INCHES (5") INSIDE DIAMETER. VALVE BOXES SHALL HAVE A TOP SECTION WITH AN EIGHTEEN INCH (18") MIN. LENGTH. THE VALVE BOX SHALL BE OLYMPIC FOUNDRY No. 940, EAST JORDAN IRON WORKS OR APPROVED EQUAL. VALVE BOX EARS SHALL BE PLACED IN LINE WITH PIPE IT SERVES.
2. 15" MINIMUM, 36" MAXIMUM FOR OPERATOR NUT. EXTENSION MAY BE REQUIRED.



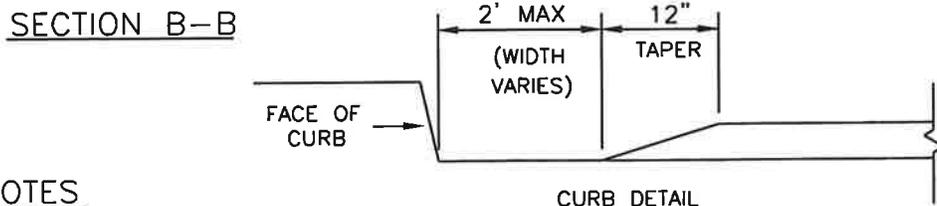
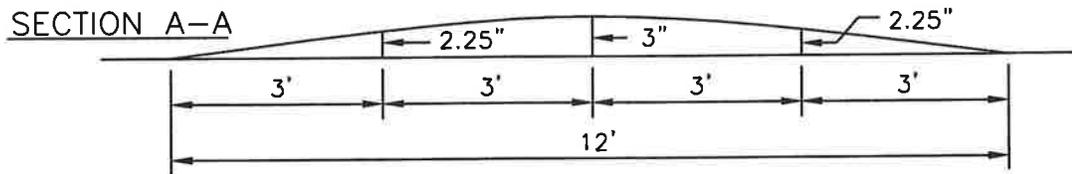
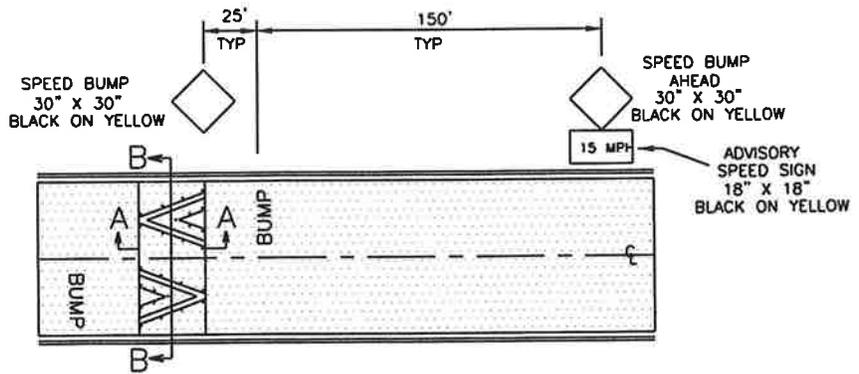
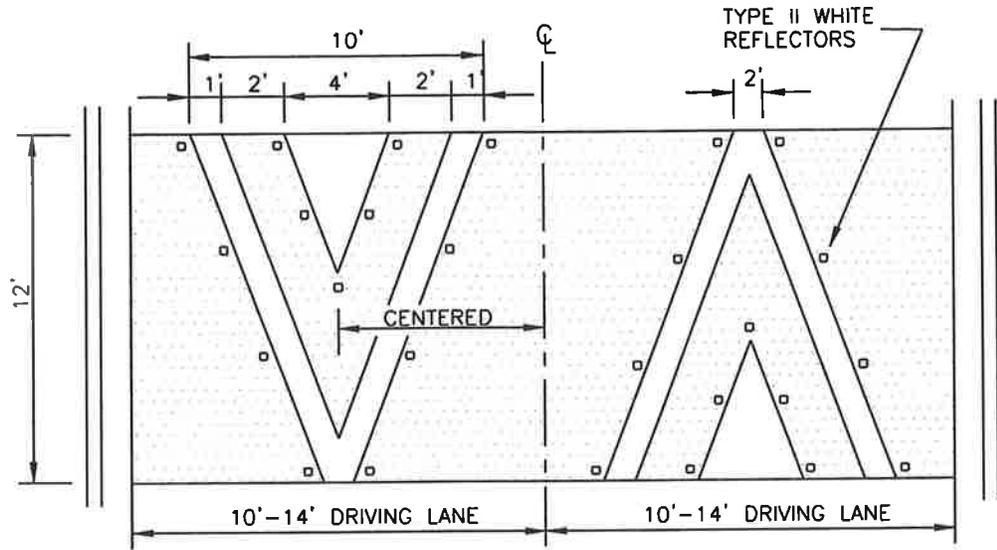
CITY OF ALGONA

VALVE BOX ADJUSTMENT

APPROVED: _____

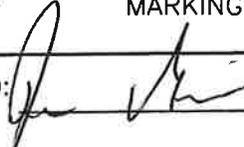
DATE: 04/06/2015

DWG. NO.
VALV-BOX



NOTES

1. SIGN AND LEGEND LOCATION SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION.
2. LEGEND AND V MARKINGS TO BE THERMOPLASTIC.

	CITY OF ALGONA	
	SPEED HUMP: DESIGN, PAVEMENT MARKING, AND SIGNING	
APPROVED: 		DWG. NO.
DATE: 04/06/2015		SPD-HUMP