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.
NOTES:
1. FOR ADDITIONAL REQUIREMENTS SEE SECTION 5.3 OF THE PUBLIC WORKS STANDARDS.
2. 10-FEET 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.
NOTES:
1. FOR ADDITIONAL REQUIREMENTS SEE SECTION 5.3 OF THE PUBLIC WORKS STANDARDS.
2. 10- FEET 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: ____________________________
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 THAN 0.7%, THAN CROSS SLOPE SHALL BE 3%.

5. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED ENGINEER AND AS APPROVED BY THE CITY.
MINIMUM 3" HMA OR EXIST. PLUS 1", WHICHEVER IS GREATER APPLIED IN MAXIMUM 2" LIFTS

EMULSIFIED ASPHALT GRADE CSS-1 TACK SHALL BE APPLIED TO EDGES OF EXIST. PAVEMENT. ALL JOINTS SHALL BE SEALED PER WSDOT SPECIFICATIONS

4" OF TOPSOIL OR CSTC AS REQUIRED

EXIST. A.C. PAVEMENT

1" MIN. (TYP.)

4" MIN. CRUSHED SURFACING TOP COURSE

CRUSHED SURFACING BASE COURSE (CDF AT CROSSINGS) UNLESS OTHERWISE APPROVED BY CITY

BEDDING MATERIAL

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

MAXIMUM TRENCH

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

WITHIN TRAVELED WAY

OUTSIDE OF TRAVELED WAY

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, WORKMANSHP, 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
10'  
30'  
4" SKIP STRIPE  

SKIP CENTERLINE STRIPE  

4" GAP  

4" YELLOW SOLID STRIPE  

DOUBLE YELLOW CENTERLINE STRIPE  

2'-0"  
5'-0"  
1'-0"  

24" THERMO PLASTIC, TYP.  

CROSSWALK  

4'-0" MIN.  

STOP BAR  

CITY OF ALGONA  

PAVEMENT MARKINGS  

APPROVED:  

DATE: 04/06/2015  

DWG. NO.  

CHAN-2
PARALLEL PARKING SPACE MARKING

ANGLE PARKING SPACE MARKING

END STALL SHALL BE 20' LONG AND LOCATED A 20' (MIN.) FROM CROSS WALKS AND 5' (MIN.) FROM CONCRETE APPROACHES

SOLID WHITE 4" WIDE STRIP

FRONT OF CONCRETE CURB

CITY OF ALGONA

PARKING SPACE MARKINGS

APPROVED:

DATE: 04/06/2015

DWG. NO.
CHAN-3
ROLLED CONCRETE CURB AND GUTTER

NOTES:
1. THE CURBS, CUTTERS 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

CITY OF ALGONA

CONCRETE CURBS

APPROVED:  
DATE: 04/06/2015

DWG. NO.  
CG-1

[Signature]

[Stamp]

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

CENTER OF CUL-DE-SAC

VERTICAL CURB & GUTTER

R/W LINE

56' MIN.

50' MIN.

38' MIN.

MAX.

400' MAX.

R/W LINE

EDGE OF PAVEMENT

26' MIN.

35' MIN.

CITY OF ALGONA
CUL-DE-SAC

APPROVED: 04/06/2015

DWG. NO.
T-5
CULDESAC
NOTES:
1. SEE SEC. 5.3 OF THE PUBLIC WORKS STANDARDS.
2. BARRICADE REQUIRED AT END OF BULB.
OFFSET 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 UNOBSERVED 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

DWG. NO. T-7

HAMMERHEAD
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.

LEGEND

--- SLOPE IN EITHER DIRECTION

CITY OF ALGONA
CEMENT CONCRETE DRIVEWAY
WITHOUT PLANTER STRIP

APPROVED:

DATE: 04/06/2015

DWG. NO. T-19B DWAY APPROACH
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 APPURTEINANCES 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
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-FOOTMAXIMUM 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
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 GATING, 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.
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.
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

<table>
<thead>
<tr>
<th>SIZE</th>
<th>APPROXIMATE WEIGHT - LBS.</th>
<th>APPROXIMATE DIAMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 MAN</td>
<td>50 - 200</td>
<td>12&quot; - 18&quot;</td>
</tr>
<tr>
<td>2 MAN</td>
<td>200 - 700</td>
<td>18&quot; - 28&quot;</td>
</tr>
<tr>
<td>3 MAN</td>
<td>700 - 2000</td>
<td>28&quot; - 36&quot;</td>
</tr>
<tr>
<td>4 MAN</td>
<td>2000 - 4000</td>
<td>36&quot; - 48&quot;</td>
</tr>
</tbody>
</table>

* 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: ____________________________

DATE: 04/06/2015

DWG. NO. RKWL
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: [Signature]
DATE: 04/06/2015
1-1/2" MIN. CLASS 1/2" PG 58-22 ASPHALT PATCH JUNCTION SEALER

3000 P.S.I. CONC. COLLAR (8" THICK)

VALVE BOX CENTERED OVER OPERATING NUT

VALVE BOX AND LID FLUSH WITH GRADE IN ASPHALT AREAS

FINISHED GRADE EXISTING ASPHALT

12"

SEE NOTE 2

VARIES

VALVE BOX IN ASPHALT AREA

VALVE BOX AND LID FLUSH WITH GRADE IN ASPHALT AREAS VALVE MARKER REQUIRED

WIRE FABRIC

VALVE BOX CENTERED OVER OPERATING NUT

VALVE

3000 PSI CONC. COLLAR, (8" THICK) WITH WIRE FABRIC

VARIES

12"

SEE NOTE 2

VALVE BOX IN UNIMPROVED AREA

NOTES:
1. EACH VALVE SHALL BE PROVIDED WITH AND 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: [Signature]

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: 04/06/2015

SPD-HUMP