NOTES:
1. SUBGRADE SHALL BE COMPACTED TO 95% UNDER ROAD, CURB, GUTTER, AND SIDEWALK.
2. WATER METERS SHALL BE IN THE AMENITY ZONE OR LOCATED BEHIND THE SIDEWALK WITHIN THE RIGHT OF WAY. ANY METERS WITHIN THE SIDEWALK SHALL HAVE A ADA COMPLAINT NON-SKID LID.
3. COMPACTION TEST MAY BE REQUIRED.
4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LAND.
5. ALL UTILITY LIDS TO BE ADJUSTED TO GRADE.
6. REFERENCE APPENDIX F IN THE EDM FOR SITE SPECIFIC DIMENSIONS.
NOTES:
1. SUBGRADE SHALL BE COMPACTED TO 95% UNDER ROAD, CURB, GUTTER, AND SIDEWALK.
2. WATER METERS SHALL BE IN THE AMENITY ZONE OR LOCATED BEHIND THE SIDEWALK WITHIN THE RIGHT OF WAY. ANY METERS WITHIN THE SIDEWALK SHALL HAVE A ADA COMPLAINT NON-SKID LID.
3. COMPACTION TEST MAY BE REQUIRED.
4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LAND.
5. ALL UTILITY LIDS TO BE ADJUSTED TO GRADE.
6. REFERENCE APPENDIX F IN THE EDM FOR SITE SPECIFIC DIMENSIONS.
NOTES:
1. DRAINAGE TO BE COLLECTED AT LOWER END OF ALLEY.
2. COMPACTION TEST MAY BE REQUIRED PER PROJECT ENGINEER.
NOTES:
1. EDGE OF PAVEMENT TO BE CONSTRUCTED AS SHOWN FOR CUT OR FILL SECTION AS APPROPRIATE.
2. FINAL CROSS SECTION TO BE CONSISTENT WITH DIMENSIONS IN APPENDIX F OF THE EDM.
2" DEPTH CRUSHED SURFACING TOP COURSE
2" DEPTH CRUSHED SURFACING BASE COURSE
GRAVEL BASE MAY BE REQUIRED DEPENDING ON UNDERLYING SOIL CONDITIONS
CONSTRUCT MEDIAN PER DETAILS BELOW. MEDIAN CONFIGURATION WILL VARY DEPENDING ON CHANNELIZATION, TRAFFIC VOLUMES, AND DESIGN SPEEDS.

SIDEWALK
AMENITIES ZONE

ROAD CENTER LINE

CONCRETE PAVER OR PATTERNED CONCRETE

EXPANSION JOINT

SEE DETAIL 312 FOR CURB AND GUTTER

SECTION A-A

1" DEPTH SAND (FOR PAVERS)

3" DEPTH CRUSHED SURFACING TOP COURSE

TOP OF UNDERLYING ROADWAY SURFACE (WHERE APPLICABLE)

6' TYP

TREES SHALL BE ON APPROVED STREET TREE LIST

LOW GROWING SHRUBS AND GROUND COVER

EXISTING SUBGRADE TO BE REMOVED TO A MIN. DEPTH OF 4'.

18" DEEP ROOT BARRIER REQUIRED ON BOTH SIDES, 10' ON CENTER.

NOTES:
1. MEDIAN WIDTH SHALL BE A MINIMUM OF 4' FOR SHRUBS & A MINIMUM OF 8' FOR TREES.
2. NO TREES WITHIN 30' OF STOP SIGN, TURN POCKET, OR CROSSWALK.

ALTERNATIVE SECTION FOR LANDSCAPE MEDIAN

STANDARD DETAIL NUMBER: 207 SCALE: NOT TO SCALE
CUL-DE-SAC

NOTES:
1. REFER TO SMC 20.50.160(D)(2). ALTERNATIVE DESIGNS REQUIRE APPROVAL OF THE CITY ENGINEER.
NOTES:
1. RIGHT-OF-WAY SHALL CONTAIN STREET END, CURB, GUTTER, SIDEWALKS AND 1' BEHIND SIDEWALKS.
2. SIGNAGE WILL BE DETERMINED BY CITY TRAFFIC ENGINEER.
3. ALTERNATIVE DESIGNS REQUIRE APPROVAL OF THE CITY ENGINEER.
4. STEM ROADWAY WIDTH DEPENDS ON ADJACENT LAND USE AND THE PRESENCE OF ON-STREET PARKING. 20' MINIMUM, 32' MAXIMUM.
**Intersection Diagram**

**NOTE:** Corner treatments may be required

<table>
<thead>
<tr>
<th>A</th>
<th>STREET WIDTH</th>
<th>B</th>
<th>CURB RETURN RADIUS</th>
<th>C</th>
<th>SET BACK DISTANCE</th>
<th>D</th>
<th>CIRCLE DIAMETER</th>
<th>E</th>
<th>OPENING WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>20'</td>
<td>&lt;15'</td>
<td>RECONSTRUCT CURBS</td>
<td>15'</td>
<td>5.5'</td>
<td>9'</td>
<td>16'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18'</td>
<td>5.0'</td>
<td>10'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20'</td>
<td>4.5'</td>
<td>11'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25'</td>
<td>4.0'</td>
<td>12'</td>
<td>19'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24'</td>
<td>&lt;12'</td>
<td>RECONSTRUCT CURBS</td>
<td>12'</td>
<td>5.5'</td>
<td>13'</td>
<td>16'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>14'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20'</td>
<td>4.5'</td>
<td>15'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>17'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25'</td>
<td>&lt;12'</td>
<td>RECONSTRUCT CURBS</td>
<td>12'</td>
<td>5.5'</td>
<td>14'</td>
<td>16'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>15'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18'</td>
<td>4.5'</td>
<td>16'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20'</td>
<td>4.5'</td>
<td>16'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>18'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td></td>
<td>RECONSTRUCT CURBS</td>
<td>10'</td>
<td>5.5'</td>
<td>19'</td>
<td>16'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12'</td>
<td>5.0'</td>
<td>20'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>20'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18'</td>
<td>4.5'</td>
<td>21'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20'</td>
<td>4.0'</td>
<td>22'</td>
<td>19'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25'</td>
<td>3.0'</td>
<td>24'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32'</td>
<td></td>
<td>RECONSTRUCT CURBS</td>
<td>10'</td>
<td>5.5'</td>
<td>21'</td>
<td>16'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12'</td>
<td>5.0'</td>
<td>22'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>23'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18'</td>
<td>4.0'</td>
<td>24'</td>
<td>19'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20'</td>
<td>4.0'</td>
<td>24'</td>
<td>19'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25'</td>
<td>2.5'</td>
<td>27'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36'</td>
<td></td>
<td>RECONSTRUCT CURBS</td>
<td>10'</td>
<td>5.0'</td>
<td>26'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12'</td>
<td>5.0'</td>
<td>26'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15'</td>
<td>4.5'</td>
<td>27'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18'</td>
<td>4.0'</td>
<td>28'</td>
<td>19'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20'</td>
<td>3.5'</td>
<td>29'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25'</td>
<td>1.5'</td>
<td>33'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40'</td>
<td></td>
<td>RECONSTRUCT CURBS</td>
<td>10'</td>
<td>5.0'</td>
<td>30'</td>
<td>17'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12'</td>
<td>4.5'</td>
<td>31'</td>
<td>18'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15'</td>
<td>4.0'</td>
<td>32'</td>
<td>19'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18'</td>
<td>3.5'</td>
<td>33'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>20'</td>
<td>3.0'</td>
<td>34'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25'</td>
<td>1.0'</td>
<td>38'</td>
<td>20'</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Optimum Criteria**

<table>
<thead>
<tr>
<th>SET BACK DISTANCE</th>
<th>OPENING WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.5' MAX</td>
<td>16' MIN.</td>
</tr>
<tr>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td>4.5'</td>
<td>18'</td>
</tr>
<tr>
<td>4.0'</td>
<td>19'</td>
</tr>
<tr>
<td>3.5' OR LESS</td>
<td>20'</td>
</tr>
</tbody>
</table>

**NOTE:** *+* OR *-* DENOTES MINOR VARIATIONS

---

**Public Works**

**Publication Date:** 03/01/2020  
**Revision Date:** 02/11/2020

**Traffic Circle**

**Approved by:** Tricia Juhne  
City Engineer

**Standard Detail Number:** 210  
**Scale:** Not to Scale
TREE PLANTING: USE 1 TREE FOR > 15' DIAMETER.

TYPE 2 RAISED PAVEMENT MARKERS:
- USE 12 FOR < 15' DIAMETER
- USE 16 FOR < 20' DIAMETER
- USE 20 FOR > 20' DIAMETER

ARROWS SHOW DIRECTION OF REFLECTIVITY

PLANT MATERIAL. PLANT MATERIAL SHALL BE NO TALLER THAN 30" ABOVE ROADWAY GRADE AT MATURE HEIGHT.

EX CONC. OR AC PAVEMENT

NO. 3 CURB DOWELS (TYP. BETWEEN JOINTS)

5" TYP.

THROUGH JOINTS:
- USE 4 FOR < 20' DIAMETER
- USE 8 FOR > 20' DIAMETER

LANE MARKER, TYPE 2. CENTERLINE OF LANE MARKER SHALL BE 4" FROM CURB FACE

NO. 3 CURB DOWEL

5" COVER ON BOTH SIDES

NO. 3 BARS (TYP. BETWEEN JOINTS)

Cement Conc. Mountable Curb

18" x 18" OM 1-3, YELLOW PLACED IN TRAFFIC CIRCLE FACING EACH APPROACH.

24" x 30" BLACK ON WHITE PLACED 50'-100' BACK FROM TRAFFIC CIRCLE ON SPECIFIED APPROACHES.

NOTES:
1. TREE AND SIGN LOCATION SHALL BE APPROVED PRIOR TO INSTALLATION.
2. TOP AND FACE OF CURB SHALL BE PAINTED YELLOW PER WSDOT STD SPECIFICATIONS 8-22.

CONCRETE TRAFFIC CIRCLE DETAILS
TYPICAL TRAFFIC CIRCLE

TYPICAL SECTION

NOTES:
1. INSTALLATION OF ASPHALT TRAFFIC CIRCLES REQUIRES APPROVAL BY THE ENGINEER. NEW TRAFFIC CIRCLES SHOULD BE PER STD DET 211.
2. MONUMENTS AND UTILITIES NEED TO BE ADJUSTED.
3. TREE AND SIGN LOCATION SHALL BE COORDINATE AND APPROVED BEFORE INSTALLATION
4. PAINT OUTSIDE CURB YELLOW.
5. MINIMUM 3" ASPHALT DEPTH.
NOTES:

1. SIGN & LEGEND LOCATION SHALL BE VERIFIED PRIOR TO INSTALLATION.
2. MARKINGS TO BE THERMOPLASTIC.
3. 2 FT TACK COAT AT PERIMETER OF SPEED HUMP.
NOTES:
1. SIGN & LEGEND LOCATION SHALL BE VERIFIED PRIOR TO INSTALLATION.
2. MARKINGS TO BE THERMOPLASTIC.
3. 2 FT TACK COAT AT PERIMETER OF EACH SPEED CUSHION.
4. CENTER SPEED CUSHION SHALL BE 6' IN WIDTH. EDGE SPEED CUSHIONS SHALL HAVE 6' MINIMUM WIDTH.

DOUBLE YELLOW CENTER LINE IS REQUIRED ON ROADWAYS WITH MARKED CENTERLINES. WHEN USED, THE DOUBLE YELLOW CENTERLINE SHALL EXTEND 100' MINIMUM IN EACH DIRECTION.
 OR SUPERELEVATION Varies

LANDING - (20' RESIDENTIAL, 30' ARTERIAL)

2% MIN.

1' MAX.

ROW

2% MIN.

OR SUPERELEVATION

INTERSECTION LANDING

STANDARD DETAIL NUMBER: 215
SCALE: NOT TO SCALE

APPROVED BY: TRICIA JUHNKE
CITY ENGINEER
PUBLICATION DATE: 03/01/2020
REVISION DATE: 02/11/2020