

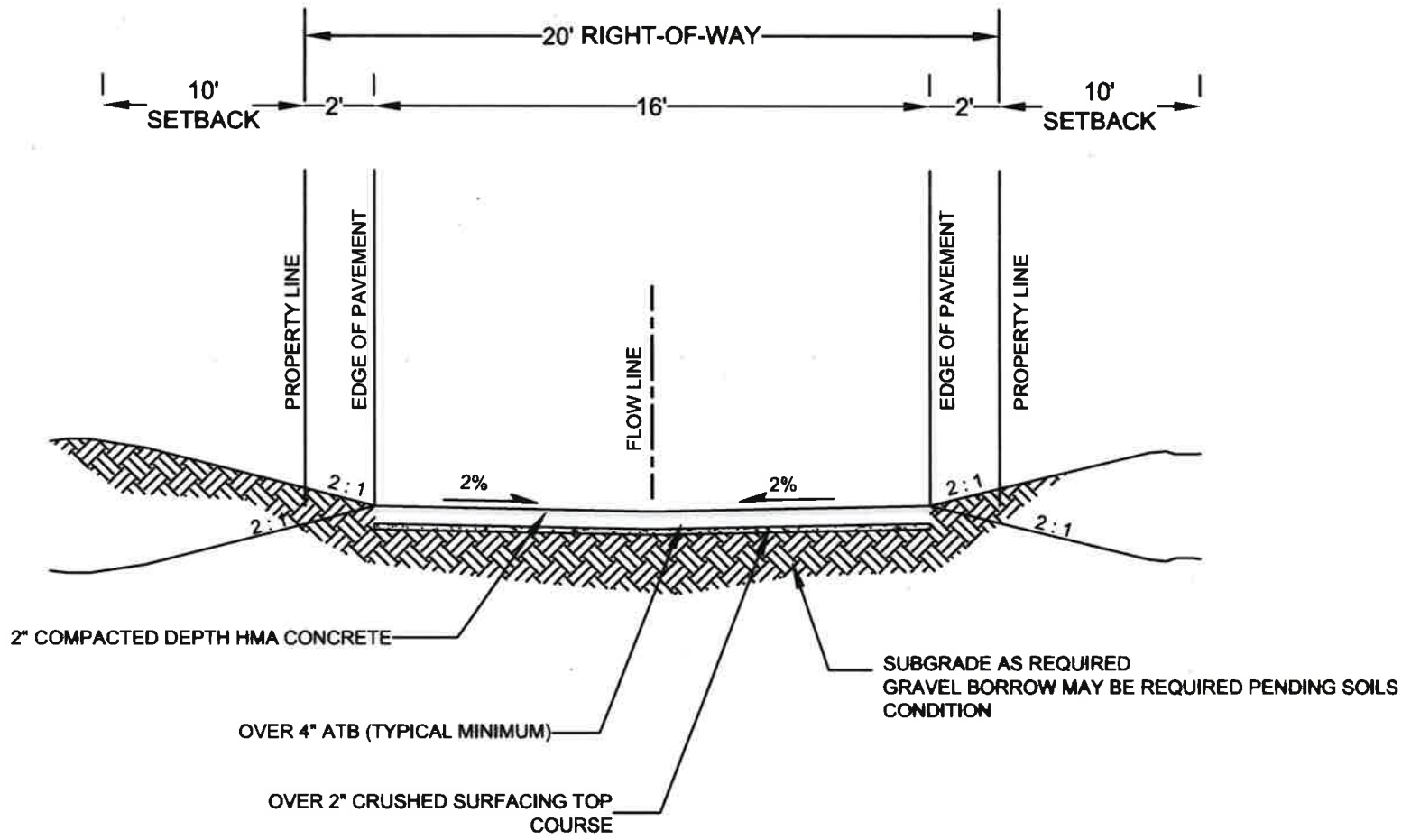


NOTES:



1. LOCATION OF UTILITY WHEN FEASIBLE.
2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
3. WATER METERS SHALL BE LOCATED BETWEEN BACK OF SIDEWALK AND RIGHT OF WAY LINE. ANY METERS WITHIN SIDEWALK SHOULD HAVE A SKID RESISTANT LID.
4. COMPACTION TEST MAY BE REQUIRED.
5. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.
6. ALL UTILITY LIDS TO BE ADJUSTED TO GRADE.

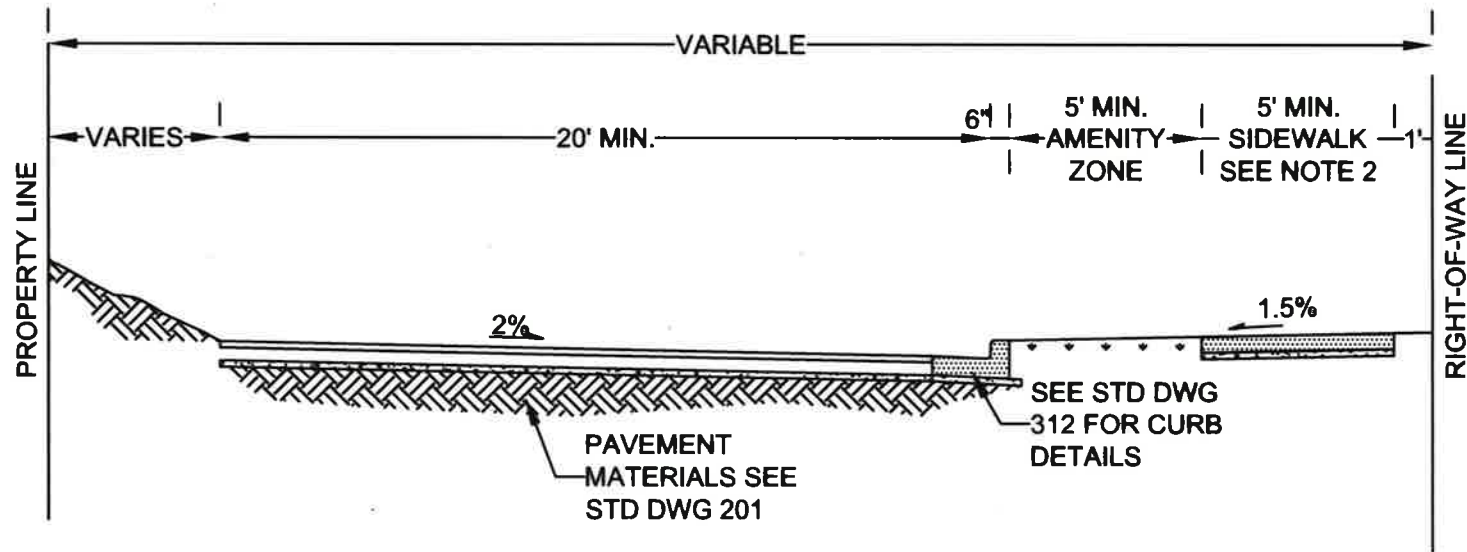
<h2 style="margin: 0;">201</h2> <h3 style="margin: 0;">Typical Non-Arterial (Local) Street Cross Section</h3>	
 CITY OF SHORELINE Public Works	
NOT TO SCALE	Revision Date April 2017



NOTES:

1. REFER TO PROVISIONS FOR REAR AND SIDE YARD SETBACKS IN DEVELOPMENT CODE.
2. DRAINAGE TO BE COLLECTED AT LOWER END OF ALLEY.
3. COMPACTION TEST MAY BE REQUIRED.
4. ALL UTILITY LIDS TO BE ADJUSTED TO GRADE.
5. FOR USE IN NEW DEVELOPMENT.

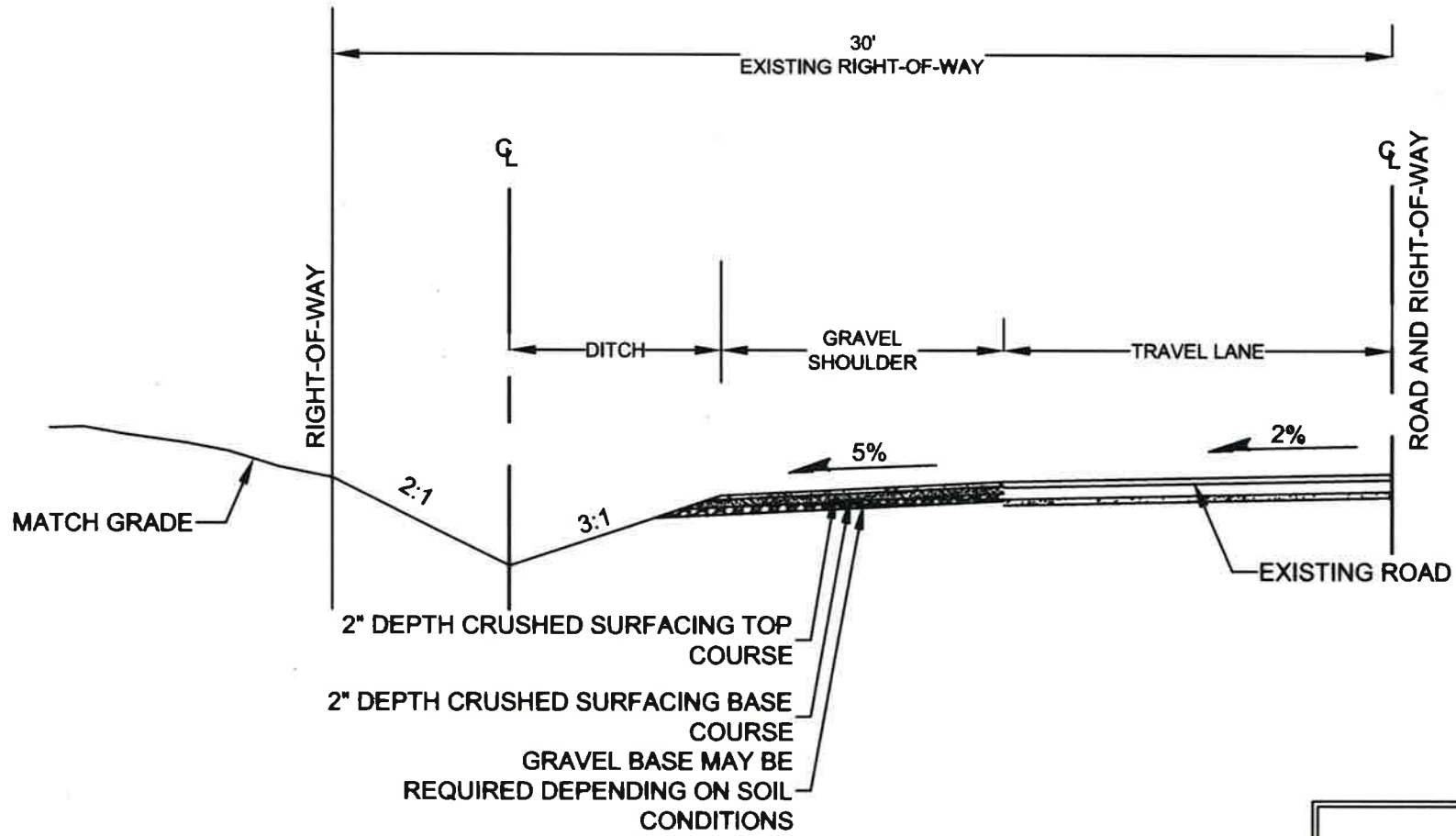
<h2 style="margin: 0;">203</h2> <h3 style="margin: 0;">Typical Alley</h3>	
 CITY OF SHORELINE Public Works	 PATRICIA J. JUMPER CIVIL ENGINEER No. 10000 PROFESSIONAL ENGINEER
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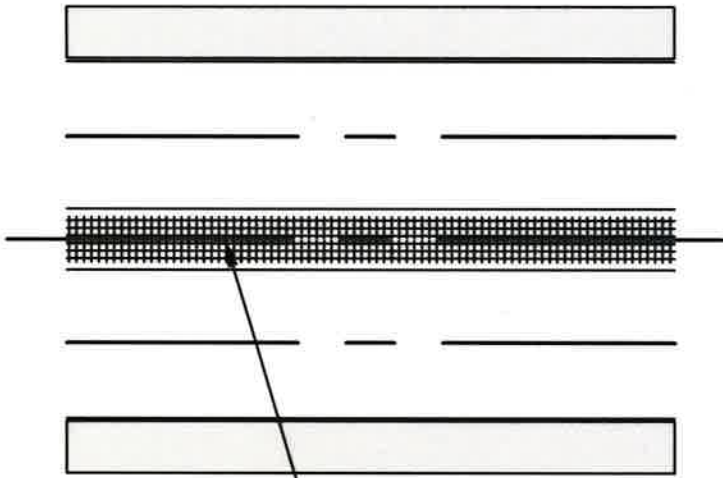
NOTES:

1. EDGE OF PAVEMENT TO BE CONSTRUCTED AS SHOWN FOR CUT OR FILL SECTION AS APPROPRIATE.
2. SEE STND DWGS 201 & 309 FOR SIDEWALK DETAILS.

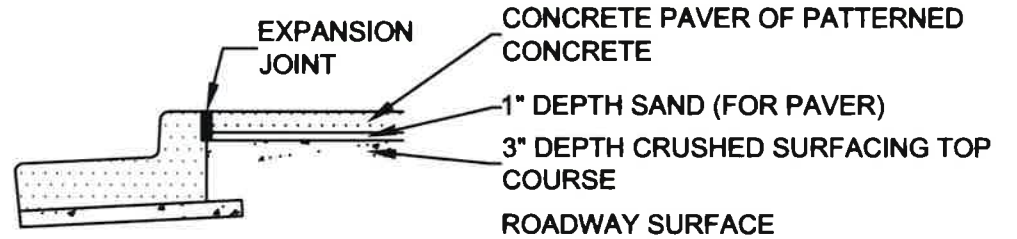
204 Half Street	
 City of SHORELINE Public Works	
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205 Shoulder Treatment	
 CITY OF SHORELINE Public Works	
NOT TO SCALE	Revision Date April 2017



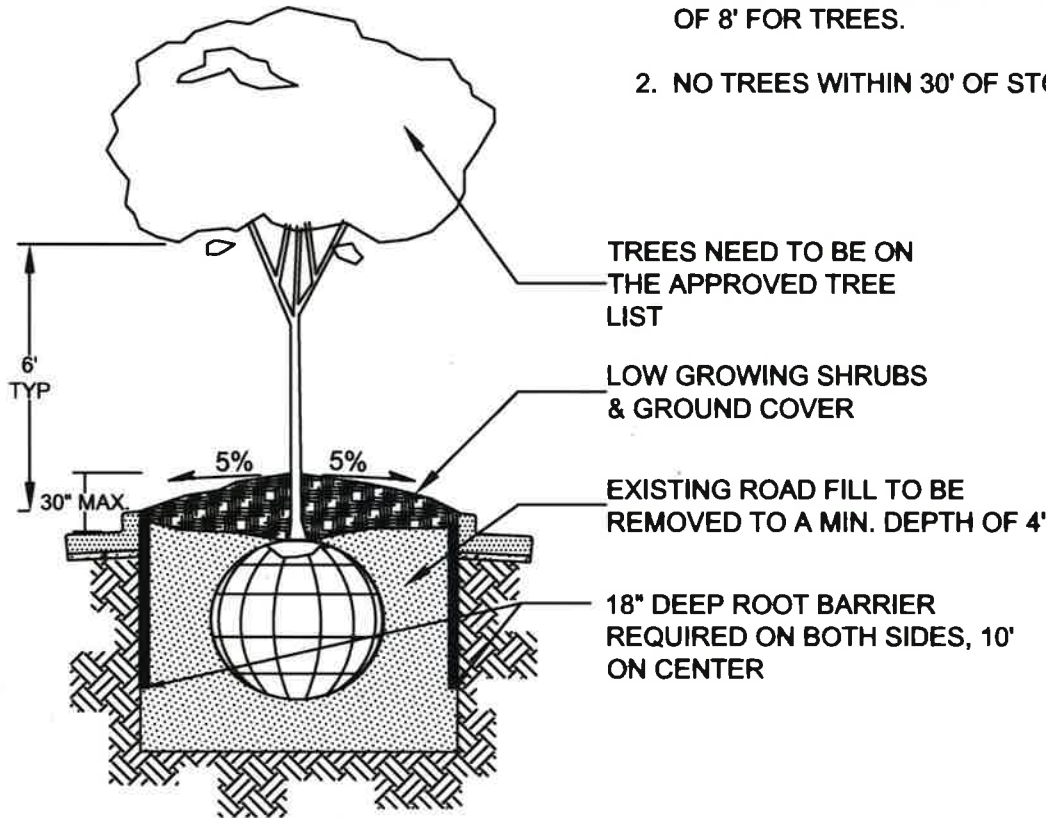
CONSTRUCT MEDIAN PER DETAIL BELOW. ISLAND CONFIGURATION WILL VARY DEPENDING ON CHANNELIZATION



TYPICAL SECTION

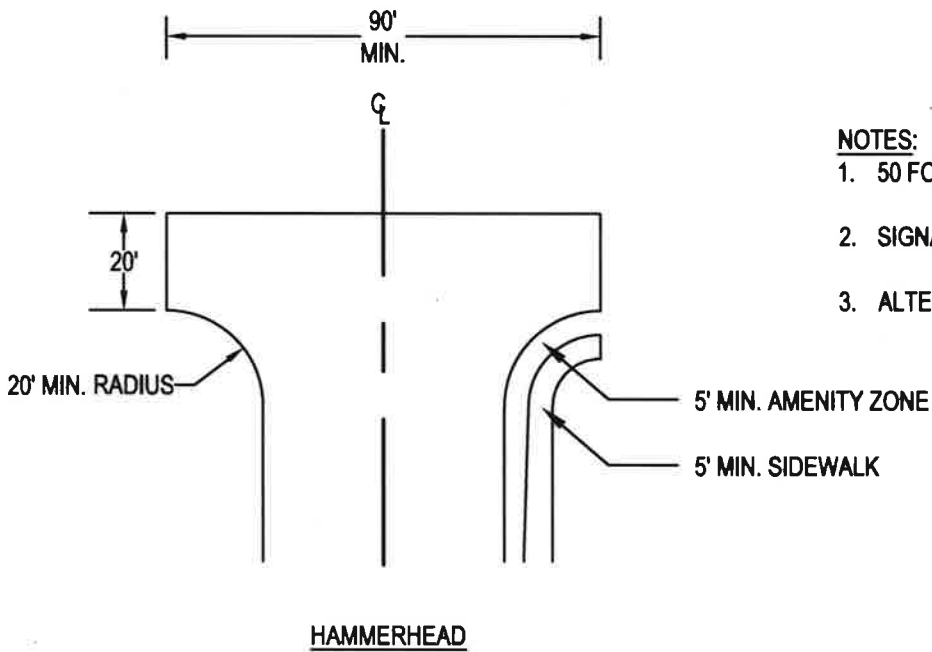
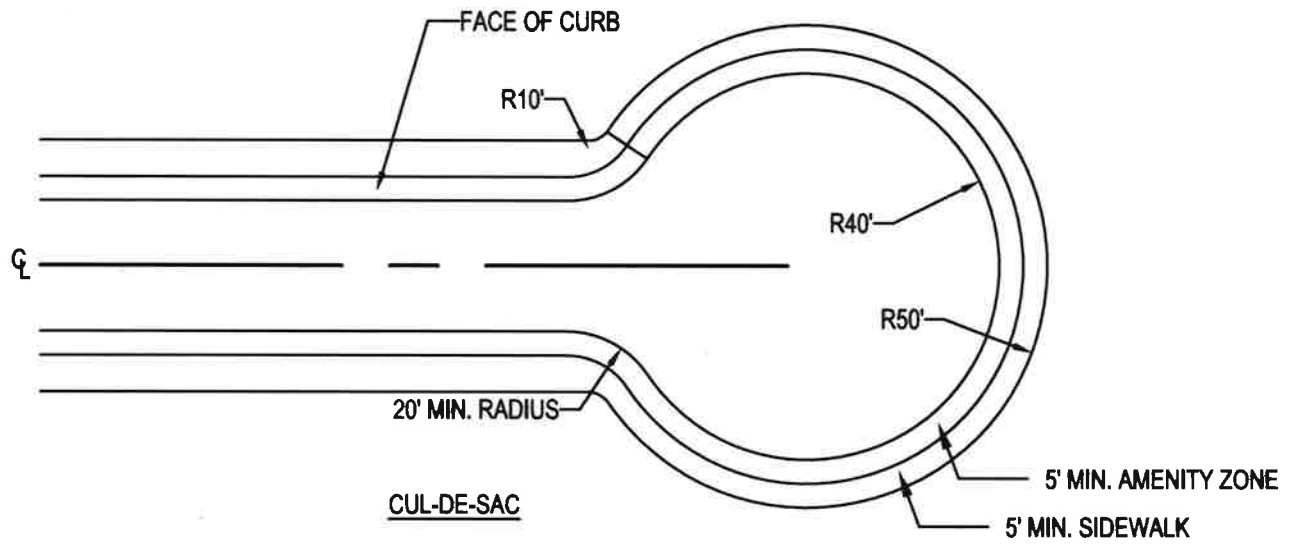
NOTES:

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

<h2 style="margin: 0;">207 Median</h2>	
 CITY OF SHORELINE Public Works	
NOT TO SCALE	Revision Date April 2017

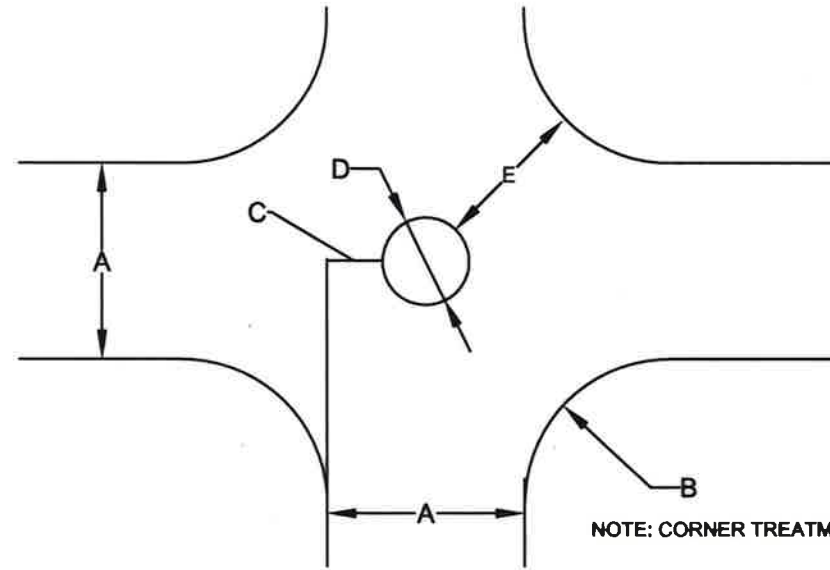


NOTES:

1. 50 FOOT MINIMUM RIGHT-OF-WAY RADIUS, SIDEWALKS AND UTILITIES MAY BE ON EASEMENT.
2. SIGNAGE WILL BE DETERMINED BY CITY TRAFFIC ENGINEER.
3. ALTERNATIVE DESIGNS BY APPROVAL OF THE CITY ENGINEER.

<h2 style="margin: 0;">209</h2> <h3 style="margin: 0;">Street Ends</h3>	
 City of SHORELINE Public Works	
NOT TO SCALE	Revision Date April 2017

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



NOTE: CORNER TREATMENTS MAY BE REQUIRED.

INTERSECTION DIAGRAM

OPTIMUM CRITERIA

SET BACK DISTANCE	OPENING WIDTH
5.5' MAX	16' MIN.
5.0'	17' ±
4.5'	18' ±
4.0'	19' ±
3.5' OR LESS	20'

NOTE: "+", "OR" OR "-" DENOTES MINOR VARIATIONS

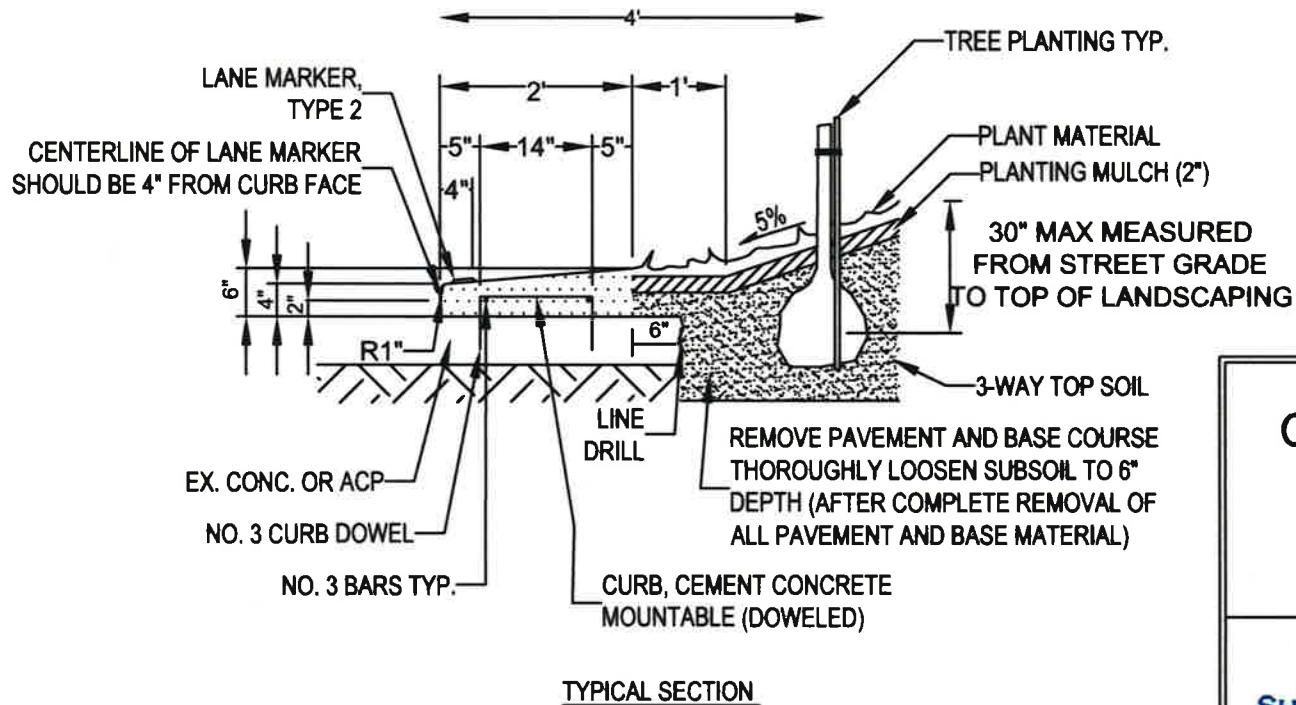
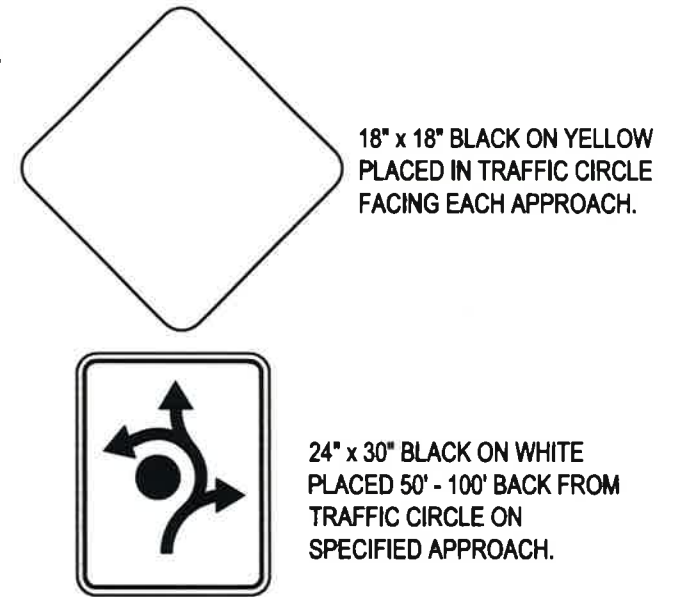
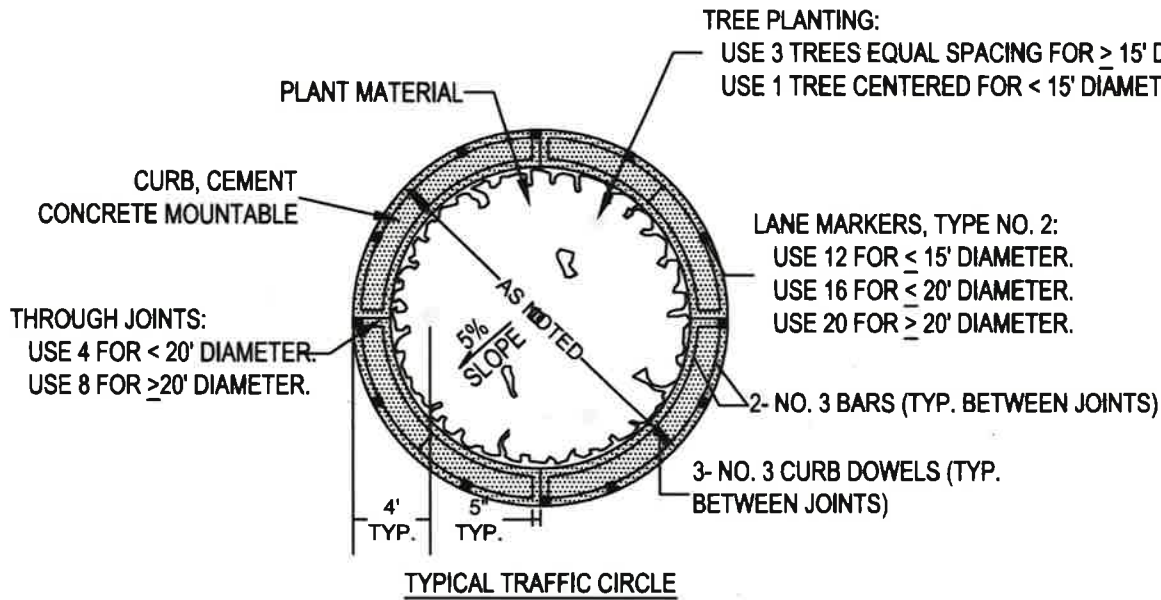
210 Traffic Circle




Public Works

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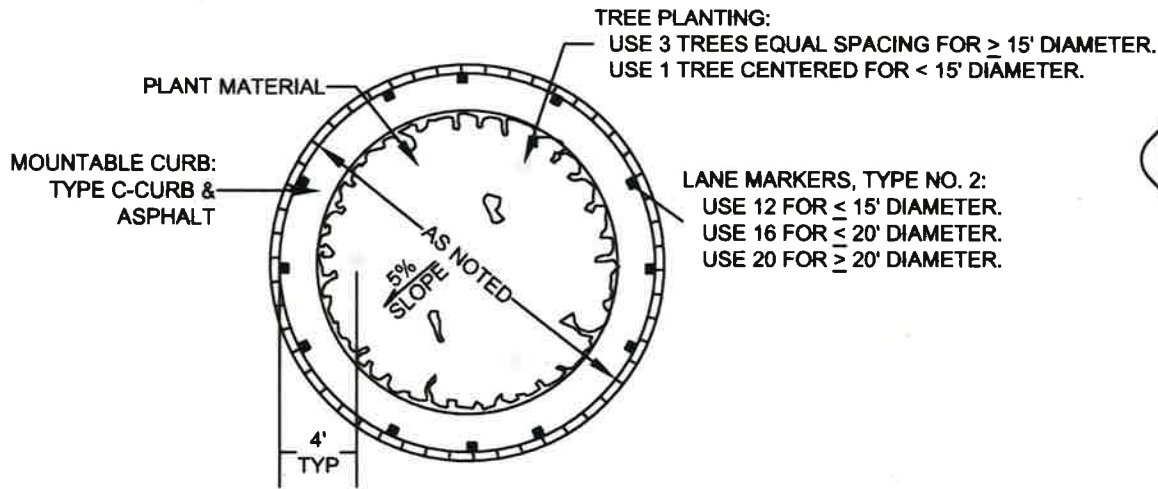
Revision Date
April 2017



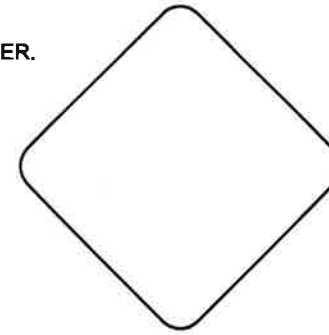
NOTES:

1. MONUMENTS AND UTILITIES NEED TO BE ADJUSTED.
2. TREE AND SIGN LOCATION SHALL BE COORDINATED AND APPROVED BEFORE INSTALLATION.

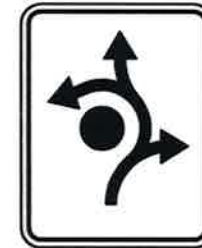
211 Concrete Traffic Circle Details	
 CITY OF SHORELINE Public Works	 PROFESSIONAL ENGINEER
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TYPICAL TRAFFIC CIRCLE



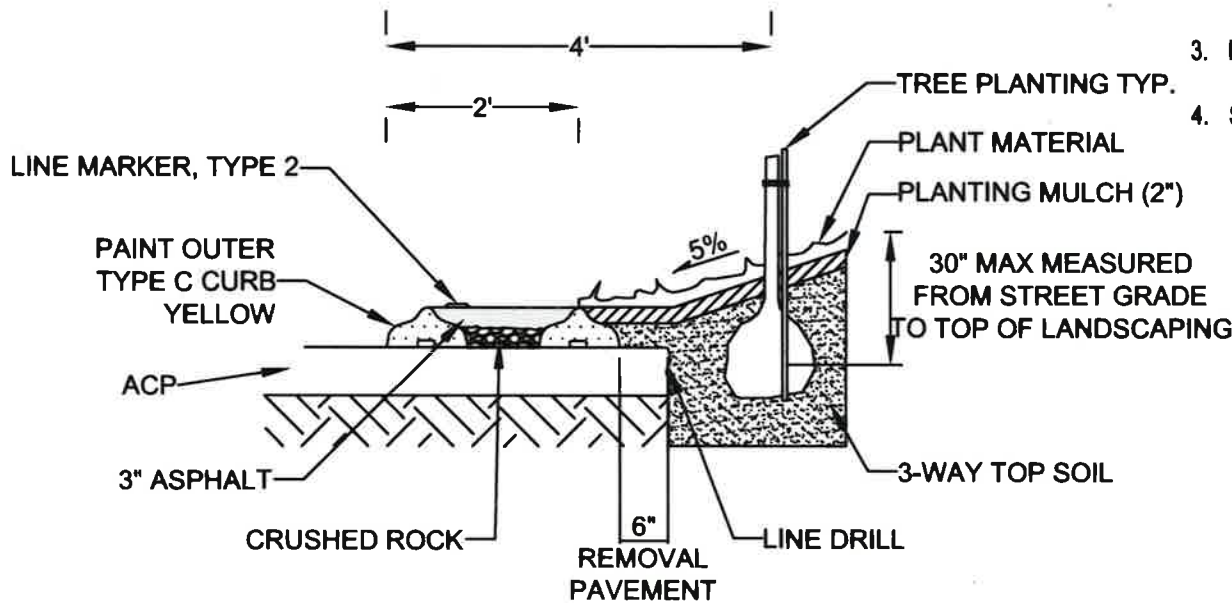
18" x 18" BLACK ON YELLOW PLACED IN TRAFFIC CIRCLE FACING EACH APPROACH.





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

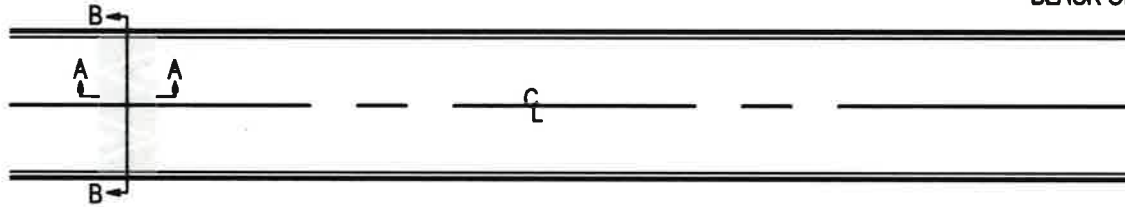
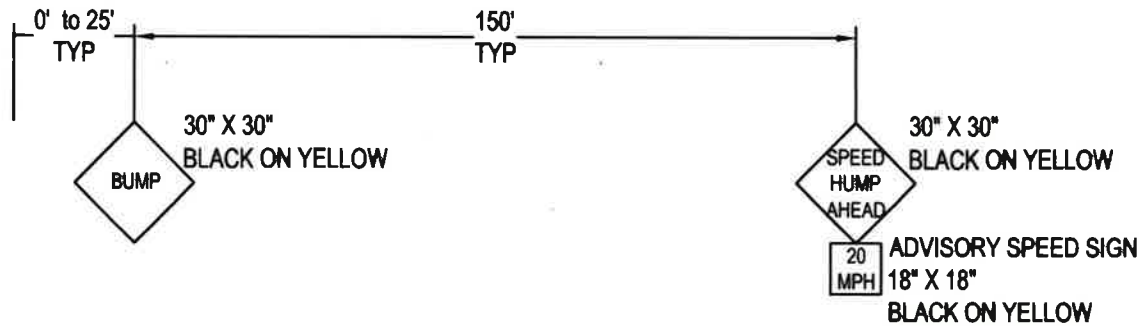
NOTES:

1. SHAPE TOPSOIL IN CENTER OF CIRCLE AT 3:1 SLOPE.
2. PAINT OUTER CURB YELLOW.
3. MINIMUM 3" ASPHALT DEPTH.
4. SIGNING SHALL BE CONSISTENT WITH STANDARD DETAIL 211.

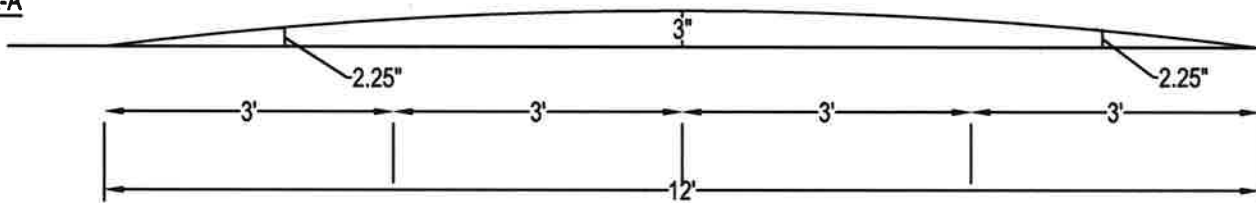


TYPICAL SECTION

212 Asphalt Traffic Circle Details	
 CITY OF SHORELINE Public Works	
NOT TO SCALE	Revision Date April 2017



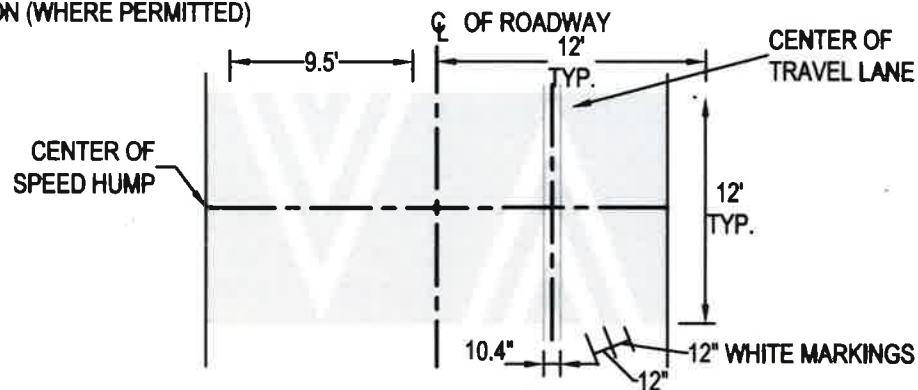
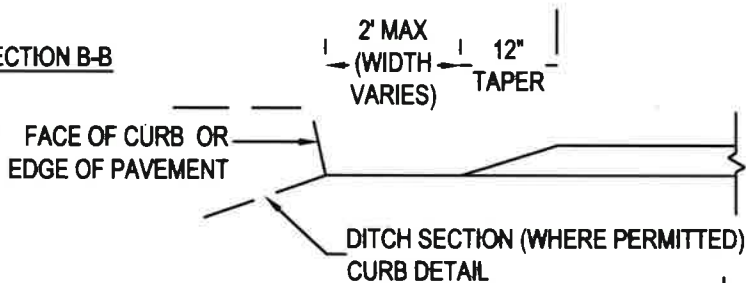
SECTION A-A



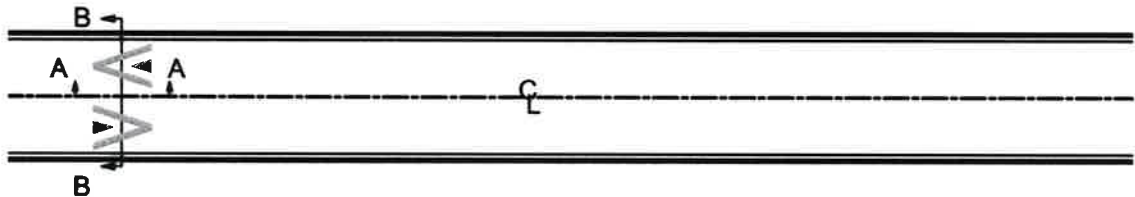
NOTES:

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.

SECTION B-B

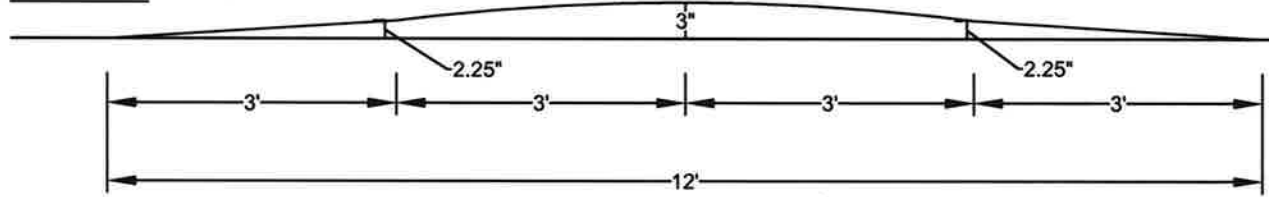


<h1>213</h1> <h2>Speed Hump: Design Pavement Marking & Signing</h2>	
<p>CITY OF SHORELINE Public Works</p>	<p>TRICIA JUBINER REGISTERED PROFESSIONAL ENGINEER</p>
NOT TO SCALE	Revision Date April 2017

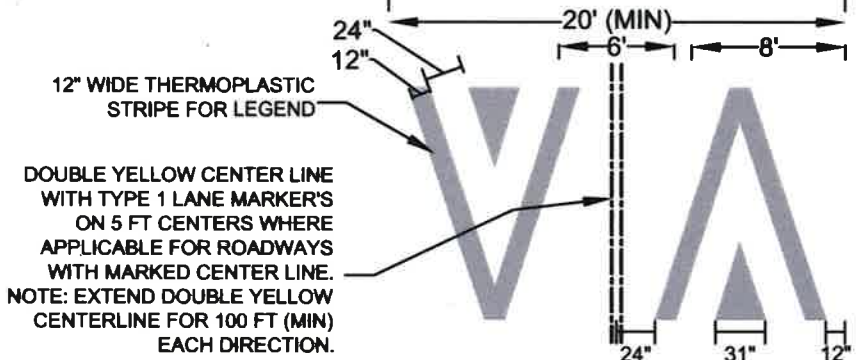
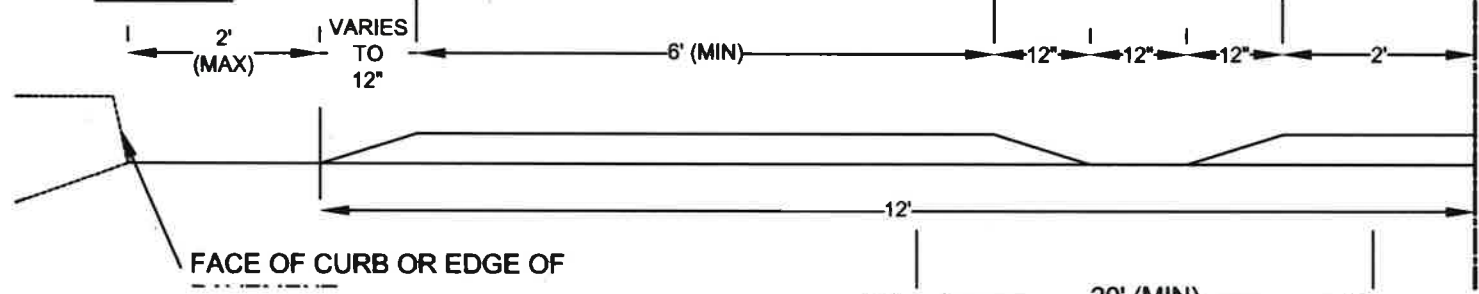


- NOTES:**
1. SIGN LOCATION SHALL BE VERIFIED PRIOR TO INSTALLATION.
 2. MARKINGS TO BE THERMOPLASTIC.
 3. 2 FT TACK COAT AT PERIMETER OF SPEED HUMP.

SECTION A-A



SECTION B-B

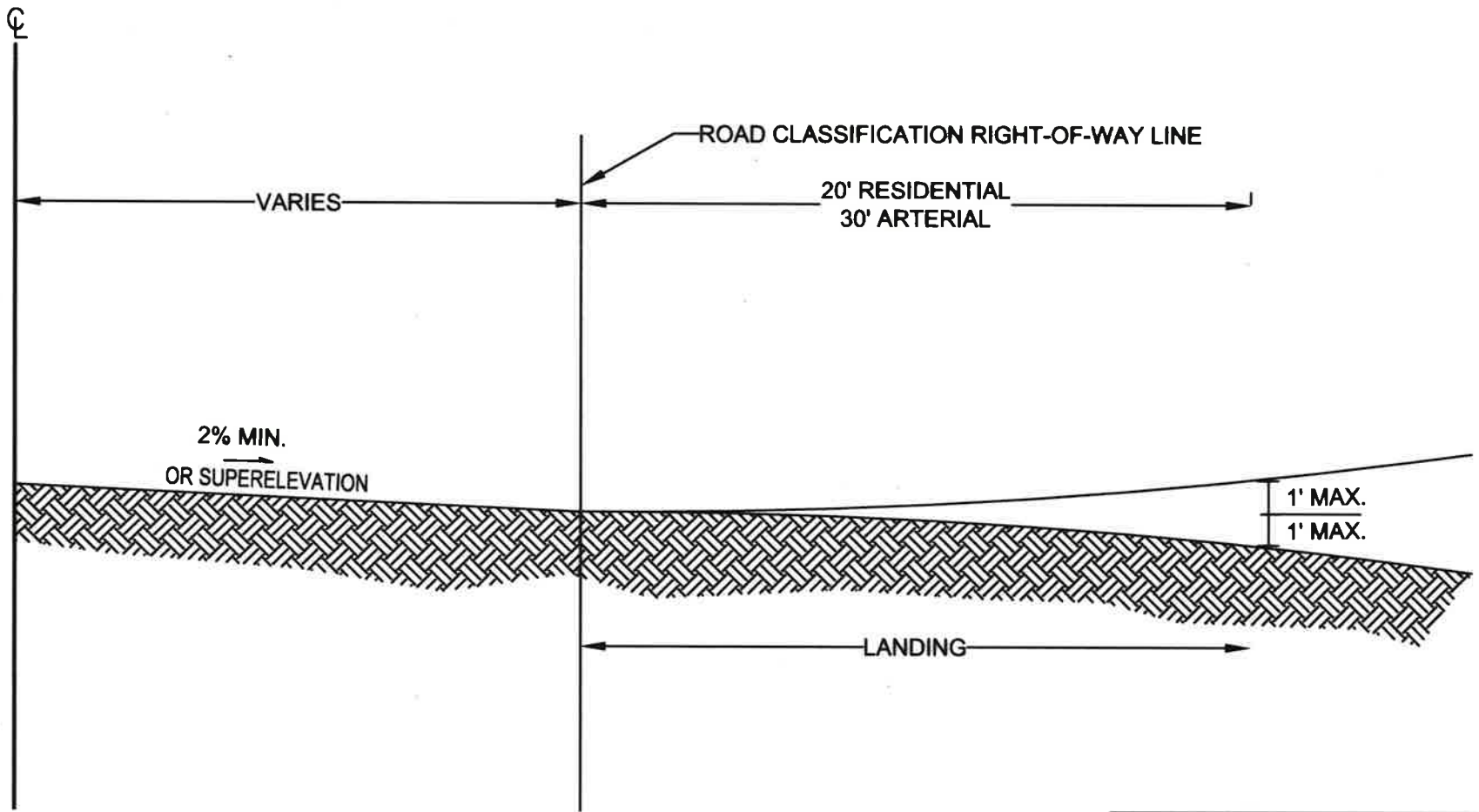


214
Split Speed Hump

Public Works

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Revision Date
April 2017



215
Intersection Landing



CITY OF SHORELINE

Public Works



NOT TO SCALE Revision Date
April 2017