

## ISLAND COUNTY TYPICAL PLANS

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2	APPENDIX D-2	NEIGHBORHOOD LOOP AND CUL-DE-SAC -- URBAN PUBLIC ROADS	
3	APPENDIX D-3	NEIGHBORHOOD LOOP AND CUL-DE-SAC -- ALTERNATE URBAN ROADS	
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14	APPENDIX D-14	TYPICAL SINGLE FAMILY RESIDENCE AND SHORT PLAT ROAD APPROACH	REVISED 03/2017
15	APPENDIX D-15	CUL-DE-SAC (CIRCULAR) AND DEAD-END (T-TYPE)	



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**ISLAND COUNTY ENGINEER**  
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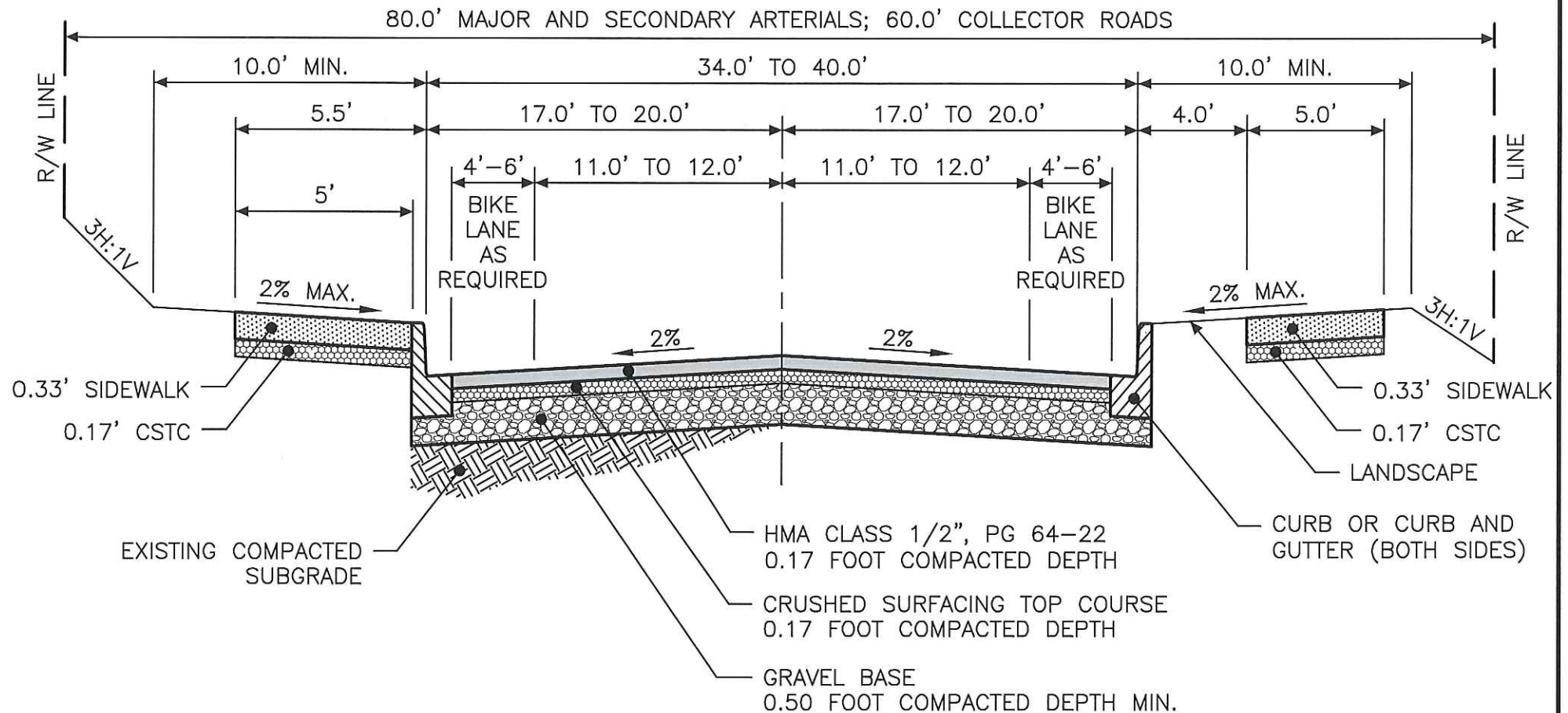


03/2017	ADD APPENDIX D-15.	PAS
DATE	REVISIONS	BY

## TABLE OF CONTENT

SCALE:  
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DATE:  
 MARCH, 2017



NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES RIGHT AND LEFT OF CENTERLINE.
- 2.) BICYCLE ROUTES WILL REQUIRE ADDITIONAL RIGHT-OF-WAY AND TYPICAL SECTION IN ACCORDANCE WITH ACCEPTED CLASSIFICATIONS PLAN.
- 3.) FOR SPECIFIC ROADWAY WIDTH SEE ISLAND COUNTY CODE TITLE 11.

LEGEND:

HMA = HOT MIX ASPHALT  
 CSTC = CRUSHED SURFACING TOP COURSE  
 H = HORIZONTAL  
 V = VERTICAL  
 R/W = RIGHT-OF-WAY  
 MIN. = MINIMUM  
 MAX = MAXIMUM



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**MAJOR & SECONDARY ARTERIALS,  
 AND COLLECTOR ROADS**

**URBAN PUBLIC ROADS  
 TYPICAL SECTION**

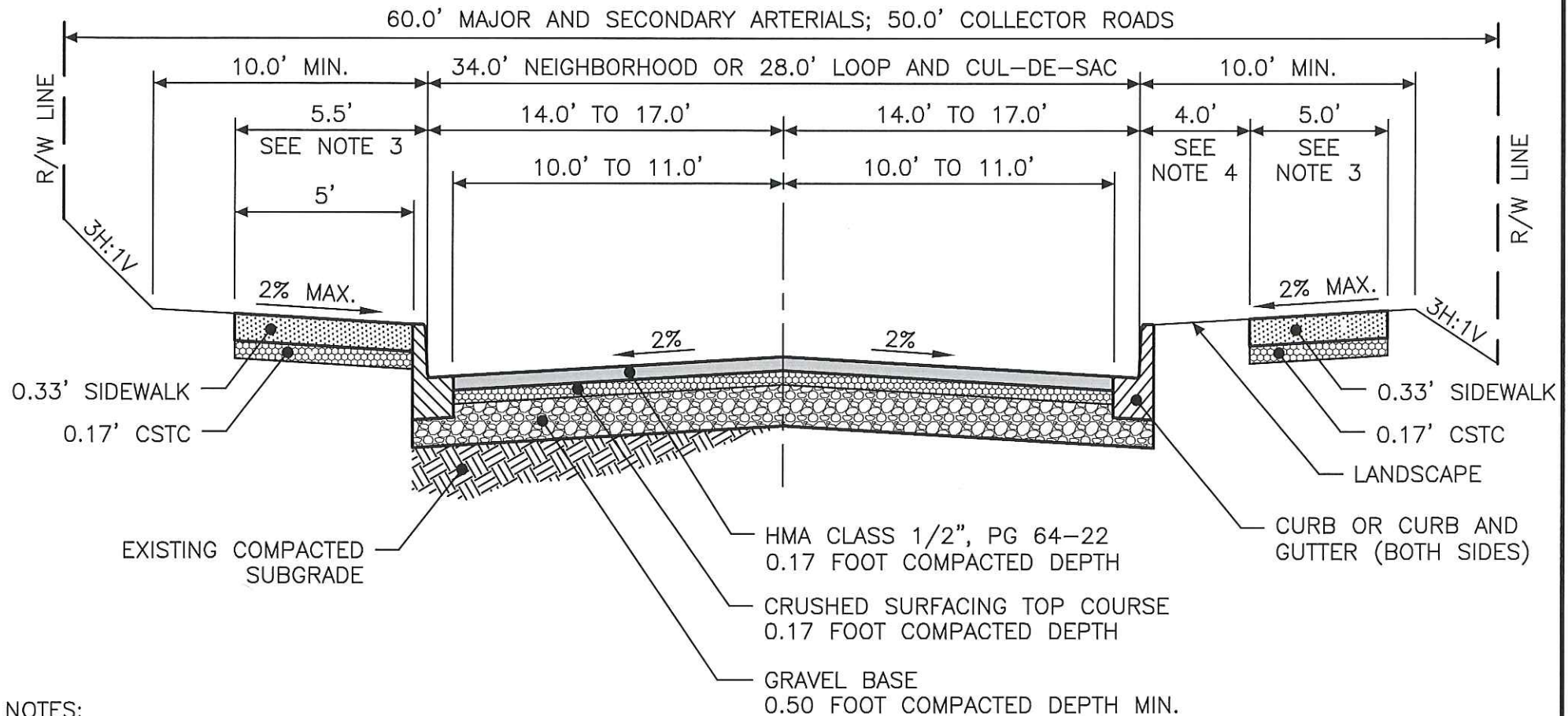
**APPENDIX D-1**

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SHEET  
 1 OF 15

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 MARCH, 2017





#### NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES RIGHT AND LEFT OF CENTERLINE.
- 2.) ALTERNATE EQUIVALENT SECTION MAY BE DESIGNED BY THE ENGINEER AND SUBMITTED TO THE COUNTY ENGINEER FOR APPROVAL .
- 3.) INCREASE TO 6.0' ALONG NEIGHBORHOOD STREETS.
- 4.) INCREASE TO 5.0' ALONG NEIGHBORHOOD STREETS.

#### LEGEND:

HMA = HOT MIX ASPHALT  
 CSTC = CRUSHED SURFACING TOP COURSE  
 H = HORIZONTAL  
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 R/W = RIGHT-OF-WAY  
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**NEIGHBORHOOD, LOOP & CUL-DE-SAC**

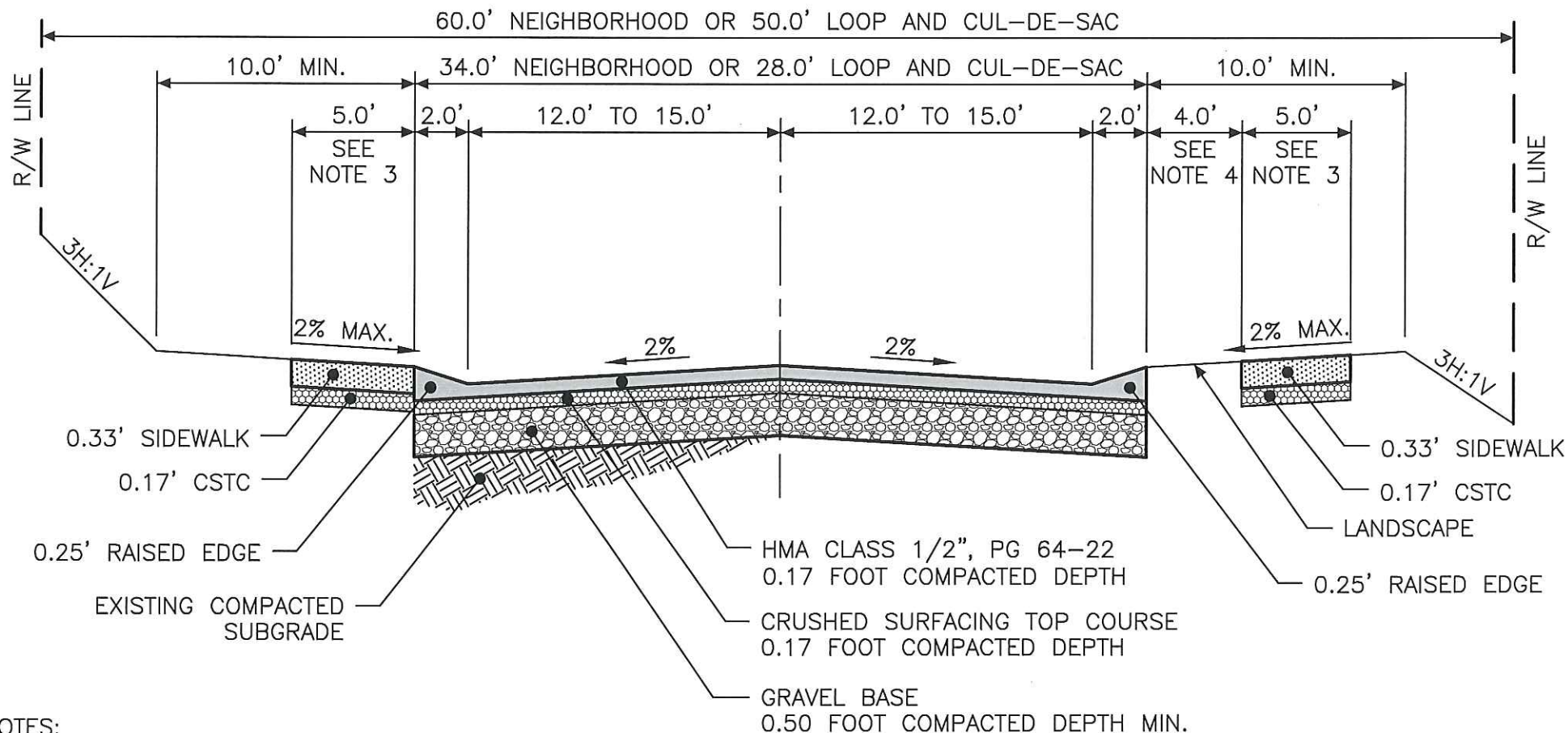
**URBAN PUBLIC ROADS  
 TYPICAL SECTION**

**APPENDIX D-2**

SCALE:  
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**NEIGHBORHOOD, LOOP & CUL-DE-SAC**

**ALTERNATE URBAN ROADS  
TYPICAL SECTION**

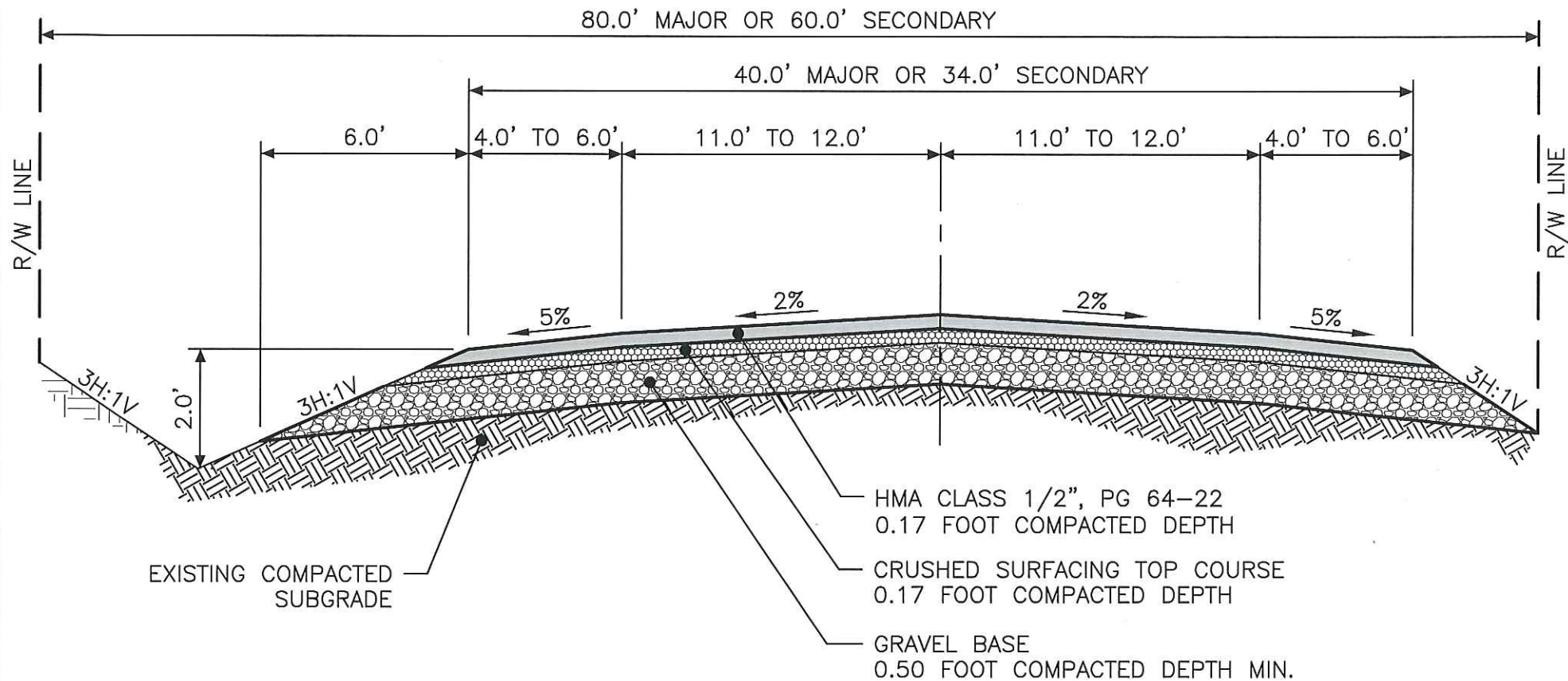
**APPENDIX D-3**

SCALE:  
NOT TO SCALE

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3 OF 15

DATE:  
MARCH, 2017





NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES RIGHT AND LEFT OF CENTERLINE.
- 2.) BICYCLE ROUTES WILL REQUIRE ADDITIONAL RIGHT-OF-WAY AND TYPICAL SECTION IN ACCORDANCE WITH ACCEPTED CLASSIFICATIONS PLAN.
- 3.) FOR SPECIFIC ROADWAY WIDTH SEE ISLAND COUNTY CODE TITLE 11.

LEGEND:

HMA = HOT MIX ASPHALT  
H = HORIZONTAL  
V = VERTICAL  
R/W = RIGHT-OF-WAY  
MIN. = MINIMUM



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MAJOR & SECONDARY ARTERIALS

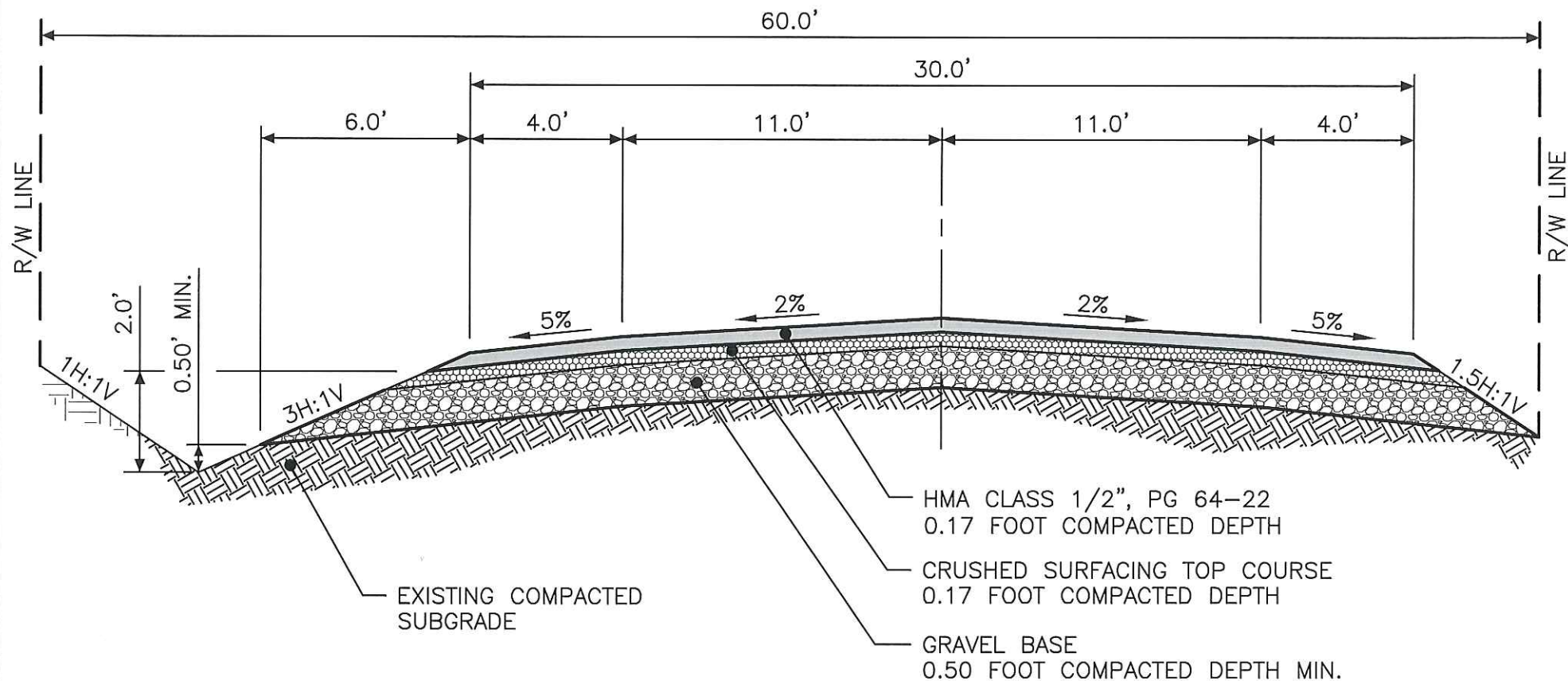
RURAL PUBLIC ROADS  
TYPICAL SECTION

APPENDIX D-4

SCALE:  
NOT TO SCALE

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4 OF 15

DATE:  
MARCH, 2017



NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES RIGHT AND LEFT OF CENTERLINE.
- 2.) BICYCLE ROUTES WILL REQUIRE ADDITIONAL RIGHT-OF-WAY AND TYPICAL SECTION IN ACCORDANCE WITH ACCEPTED CLASSIFICATIONS PLAN.

LEGEND:

HMA = HOT MIX ASPHALT  
H = HORIZONTAL  
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R/W = RIGHT-OF-WAY  
MIN. = MINIMUM



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**COLLECTOR ARTERIALS**

**RURAL PUBLIC ROADS**  
TYPICAL SECTION

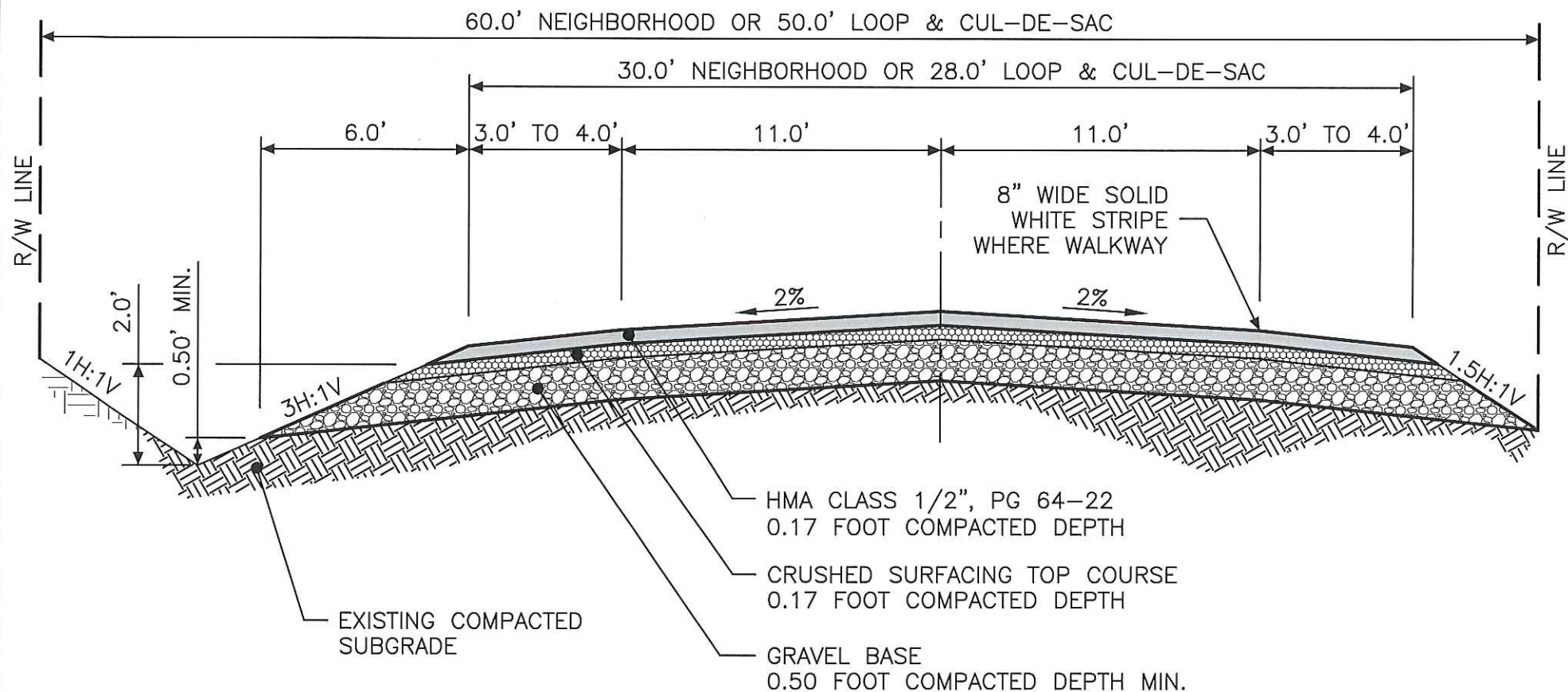
**APPENDIX D-5**

SCALE:  
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DATE:  
MARCH, 2017





NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES RIGHT AND LEFT OF CENTERLINE.
- 2.) 4.0' WIDE SHOULDERS FOR NEIGHBORHOOD ROADS.
- 3.) 3.0' WIDE SHOULDERS FOR LOOP & CUL-DE-SAC ROADS.

LEGEND:

HMA = HOT MIX ASPHALT  
H = HORIZONTAL  
V = VERTICAL  
R/W = RIGHT-OF-WAY  
MIN. = MINIMUM



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**NEIGHBORHOOD, LOOP & CUL-DE-SAC**

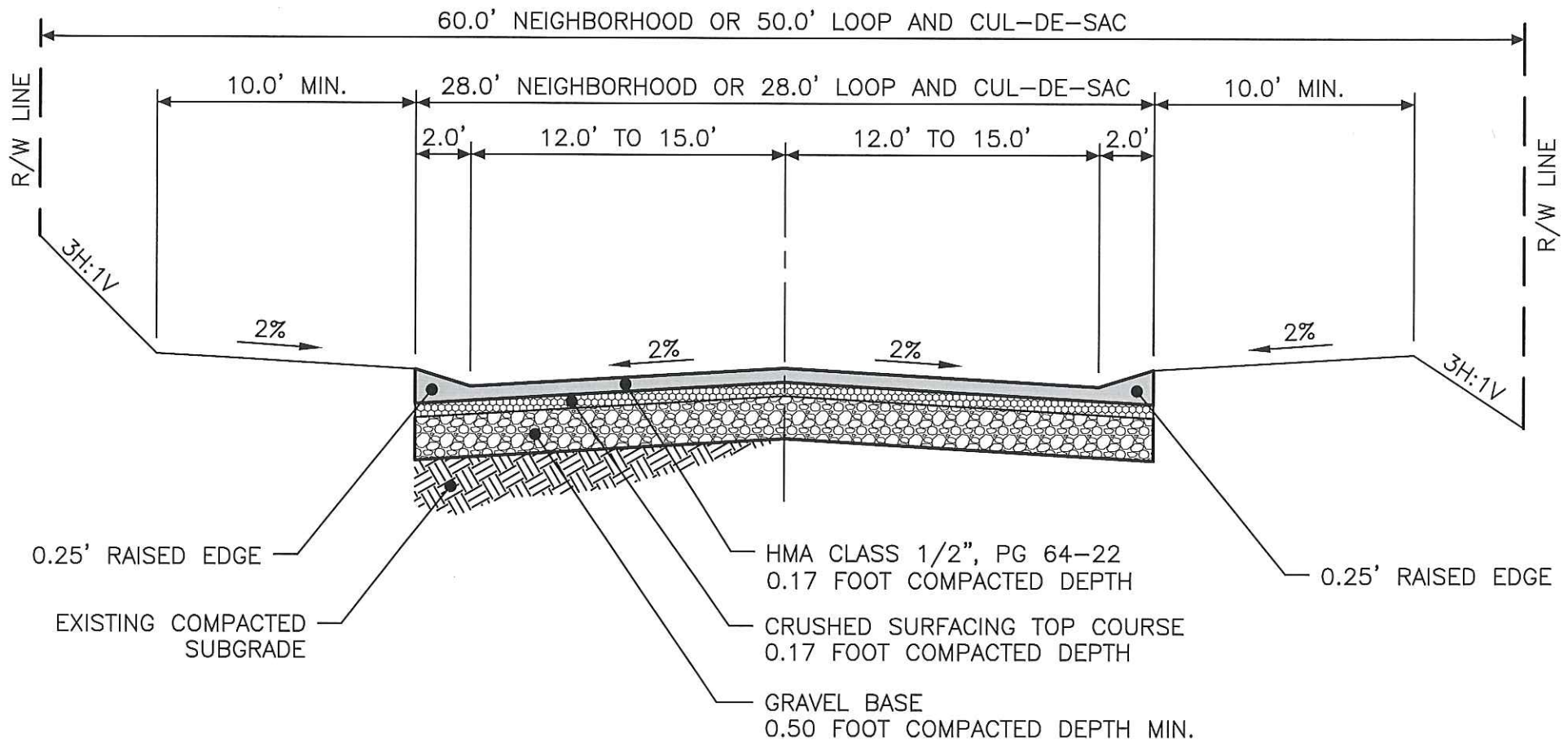
**RURAL PUBLIC ROADS**  
TYPICAL SECTION

**APPENDIX D-6**

SCALE:  
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6 OF 15

DATE:  
MARCH, 2017



NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES  
RIGHT AND LEFT OF CENTERLINE.
- 2.) ALTERNATE EQUIVALENT SECTION MAY BE DESIGNED BY THE ENGINEER  
AND SUBMITTED TO THE COUNTY ENGINEER FOR APPROVAL.

LEGEND:

HMA = HOT MIX ASPHALT  
H = HORIZONTAL  
V = VERTICAL  
R/W = RIGHT-OF-WAY  
MIN. = MINIMUM



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NEIGHBORHOOD, LOOP & CUL-DE-SAC

ALTERNATE URBAN ROADS  
TYPICAL SECTION

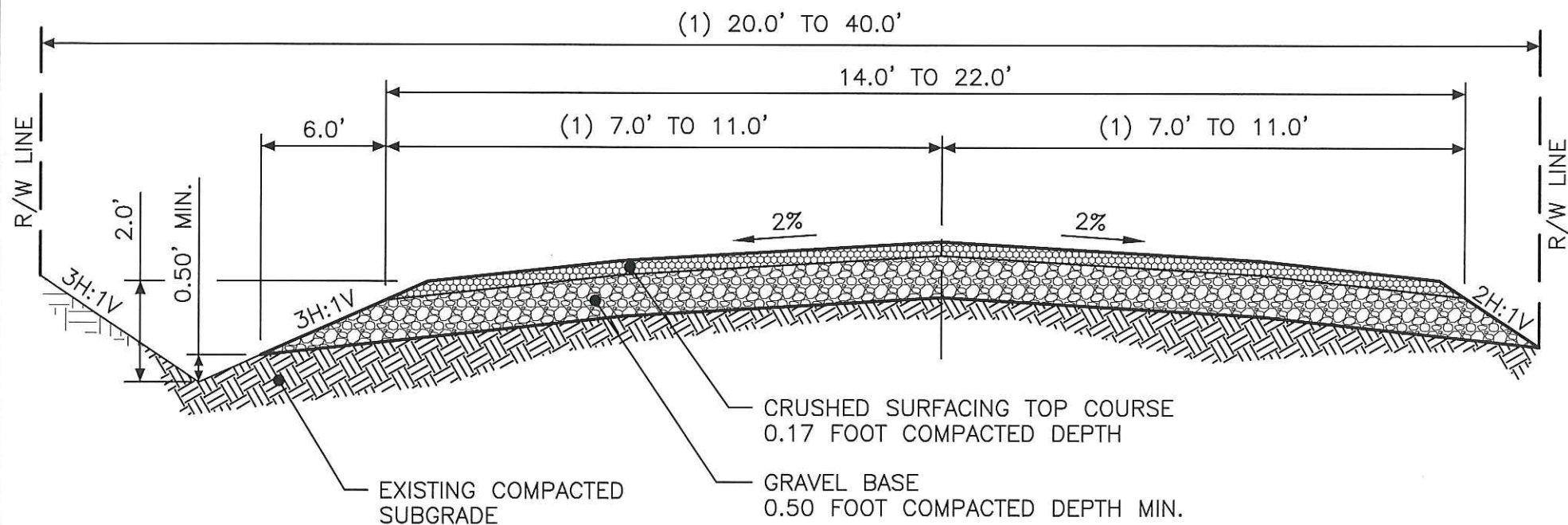
APPENDIX D-7

SCALE:  
NOT TO SCALE

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MARCH, 2017





NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES  
RIGHT AND LEFT OF CENTERLINE.
- 2.) FOR SPECIFIC REQUIREMENTS SEE ISLAND COUNTY CODE TITLE 11.
- 3.) MAXIMUM GRADE 12%.
- 4.) DISPERSION OF ROADWAY RUN OFF IS ENCOURAGED.
- 5.) CLEARING OF FULL RIGHT-OF-WAY IS UNNECESSARY.
- 6.) DITCH SPECIFICATION ARE INTENDED TO PROVIDE ADEQUATE PROVISIONS FOR  
DRAINAGE: LESSER STANDARDS MAY BE ACCEPTED BY THE ENGINEERING DEPARTMENT.
- 7.) REFER TO SECTION 11.01.090C FOR LIMITATIONS OF FUTURE PUBLIC DEDICATION.

LEGEND:

H = HORIZONTAL  
V = VERTICAL  
R/W = RIGHT-OF-WAY  
MIN. = MINIMUM



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**SHORT PLAT PRIVATE ROADS**

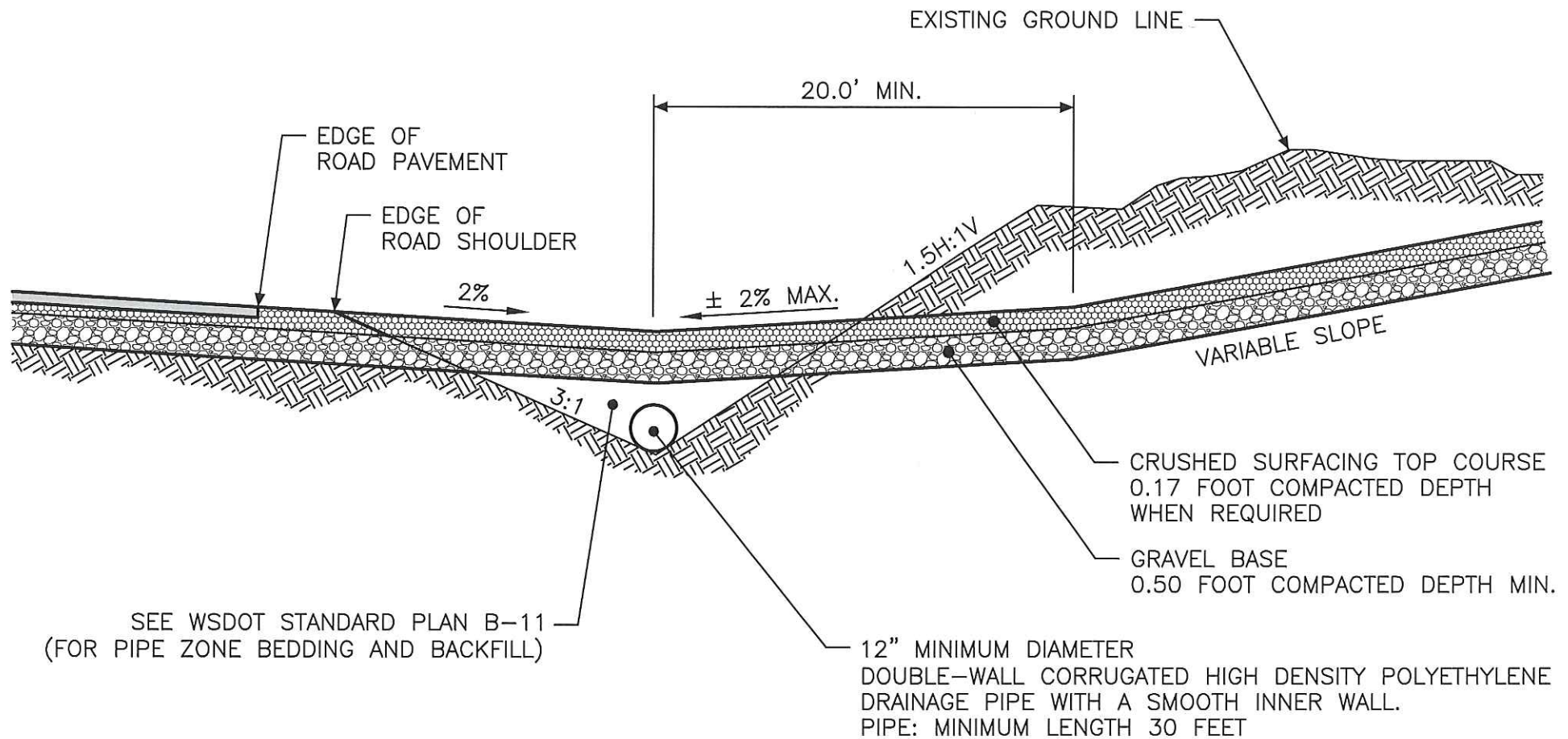
TYPICAL SECTION

APPENDIX D-8

SCALE:  
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MARCH, 2017



NOTES:

- 1.) 0.5' MINIMUM COVER WITH DUCTILE IRON PIPE COMPACTED DEPTH OF SPECIFIED MATERIALS OVER CULVERT, 1.0 FOOT DESIRABLE.
- 2.) LOW POINT OF APPROACH PROFILE SHALL BE A MINIMUM OF 21.0 FEET FROM THE PUBLIC ROAD CENTERLINE.

LEGEND:

H = HORIZONTAL  
V = VERTICAL  
R/W = RIGHT-OF-WAY  
MIN. = MINIMUM



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**ROAD APPROACH PROFILE**

CUT SECTION

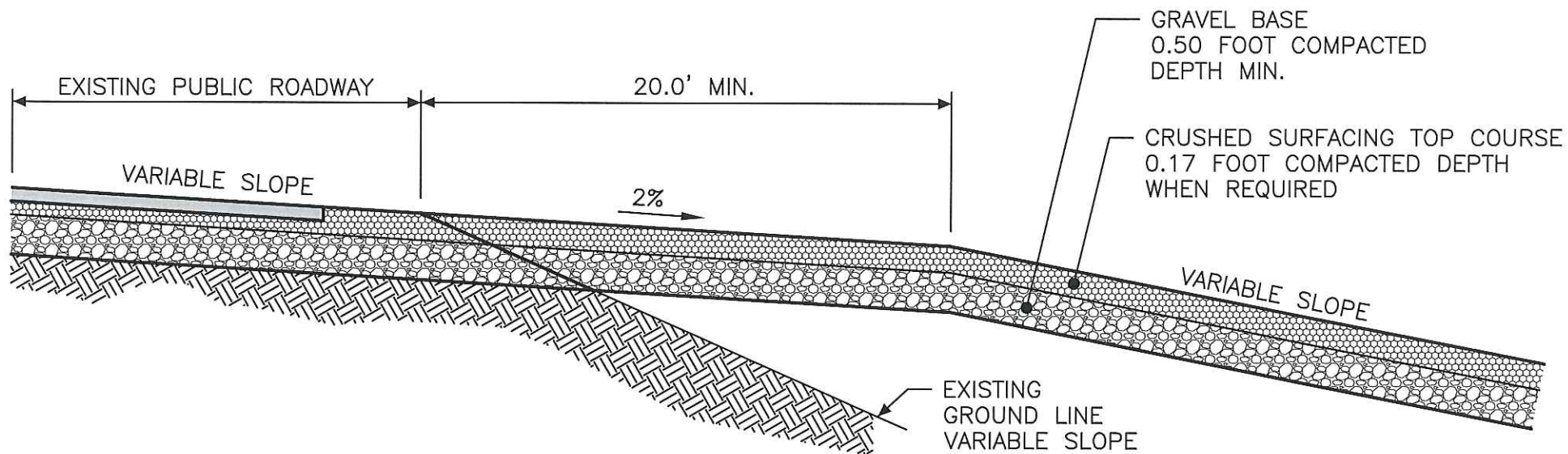
APPENDIX D-9

SCALE:  
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LEGEND:  
MIN. = MINIMUM



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## ROAD APPROACH PROFILE

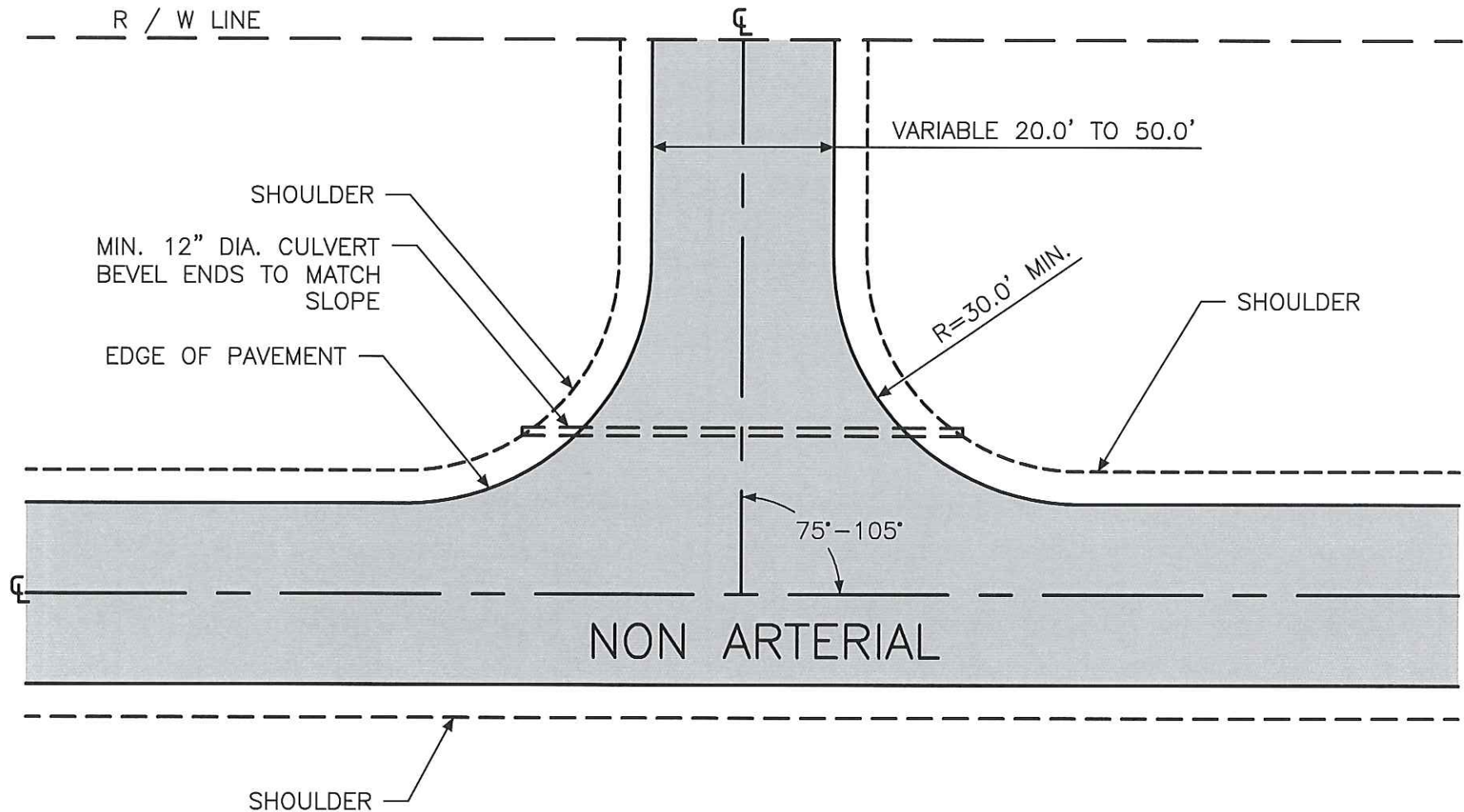
FILL SECTION

APPENDIX D-10

SCALE:  
NOT TO SCALE

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LEGEND:  
 DIA. = DIAMETER  
 R = RADIUS  
 R/W = RIGHT-OF-WAY  
 MIN. = MINIMUM



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COMMERCIAL OR PLAT ROAD

NON-ARTERIAL INTERSECTION

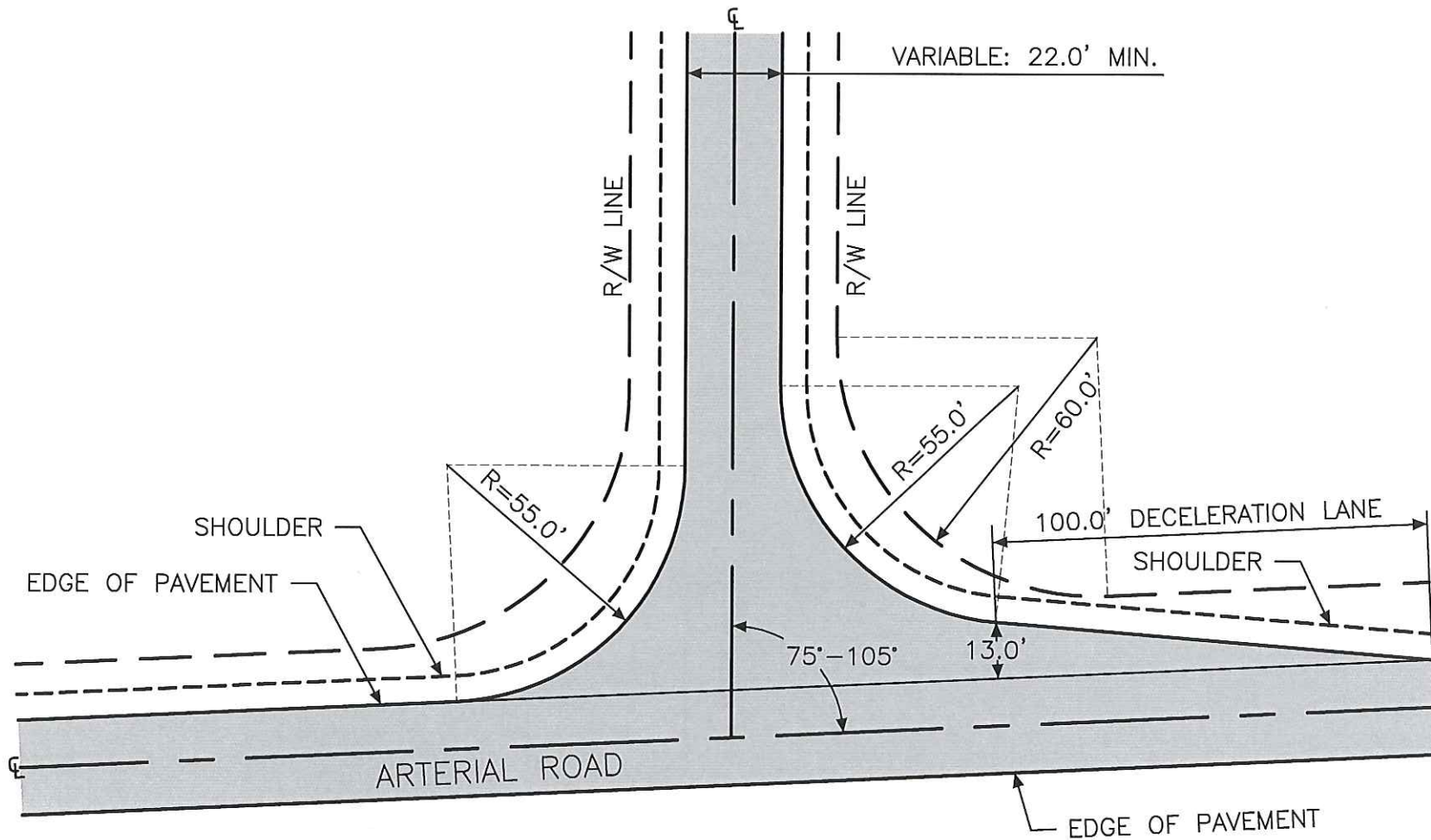
APPENDIX D-11

SCALE:  
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LEGEND:  
 R = RADIUS  
 R/W = RIGHT-OF-WAY  
 MIN. = MINIMUM



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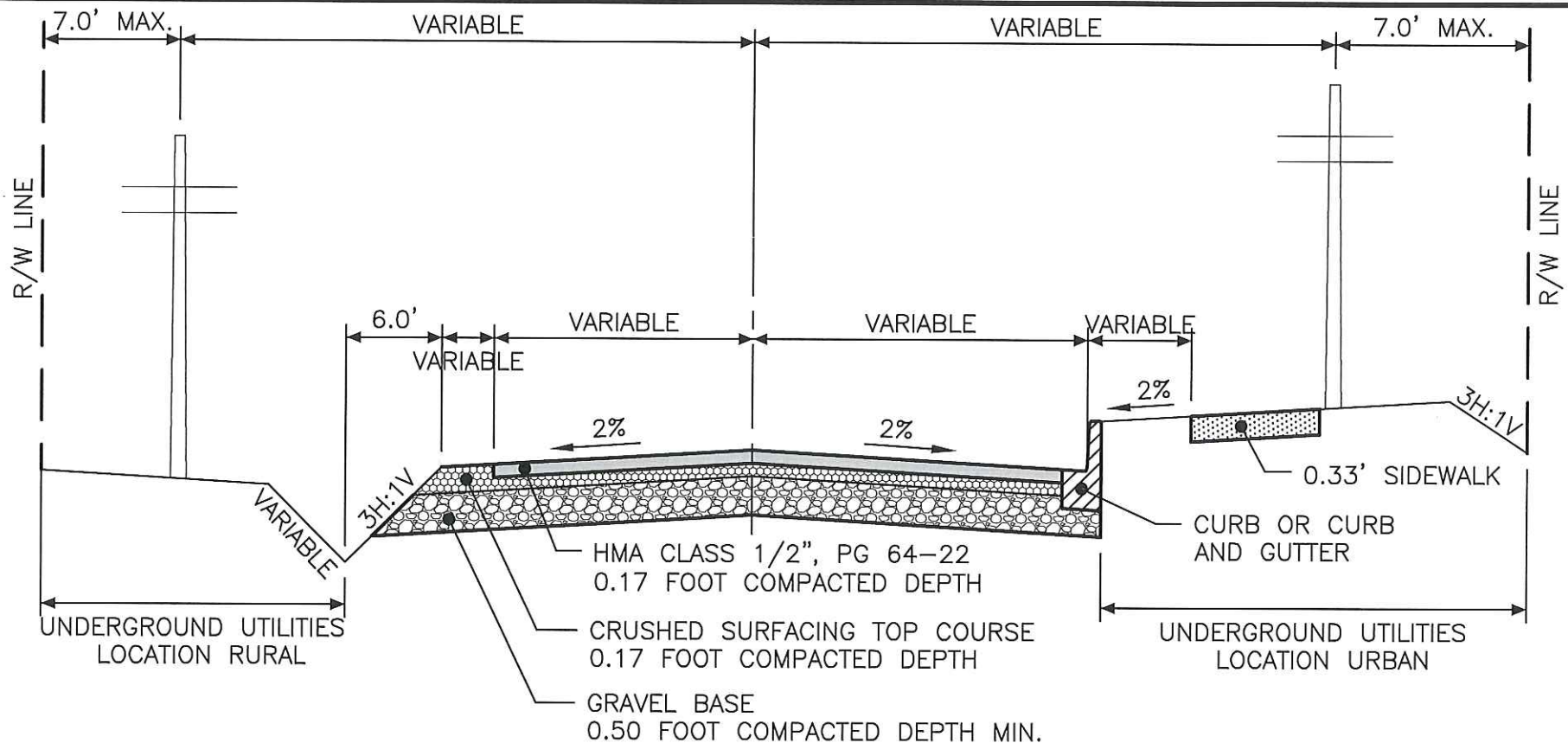
### TYPICAL INTERSECTION WITH DECELERATION LANE/ZONE

APPENDIX D-12

SCALE:  
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DATE:  
 MARCH, 2017



NOTES:

- 1.) CROSS SECTION ABOVE PROVIDES TWO DESIGN ALTERNATIVES RIGHT AND LEFT OF CENTERLINE.
- 2.) OVERHEAD UTILITIES SHOULD BE LOCATED AS CLOSE AS PRACTICABLE TO THE EDGE OF THE RIGHT-OF-WAY. THE MAXIMUM DISTANCE BETWEEN THE CENTER OF THE POLE AND THE RIGHT-OF-WAY LINE SHALL BE 7.0 FEET .
- 3.) UNDERGROUND UTILITIES SHALL HAVE A MINIMUM OF 36.0 INCHES OF COVER.
- 4.) REFER TO THE APPLICABLE TYPICAL SECTION FOR ROADWAY AND RIGHT-OF-WAY WIDTHS.

LEGEND:

HMA = HOT MIX ASPHALT  
H = HORIZONTAL  
V = VERTICAL  
R/W = RIGHT-OF-WAY  
MIN. = MINIMUM  
MAX. = MAX



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UTILITIES LOCATION

URBAN AND RURAL  
TYPICAL SECTION

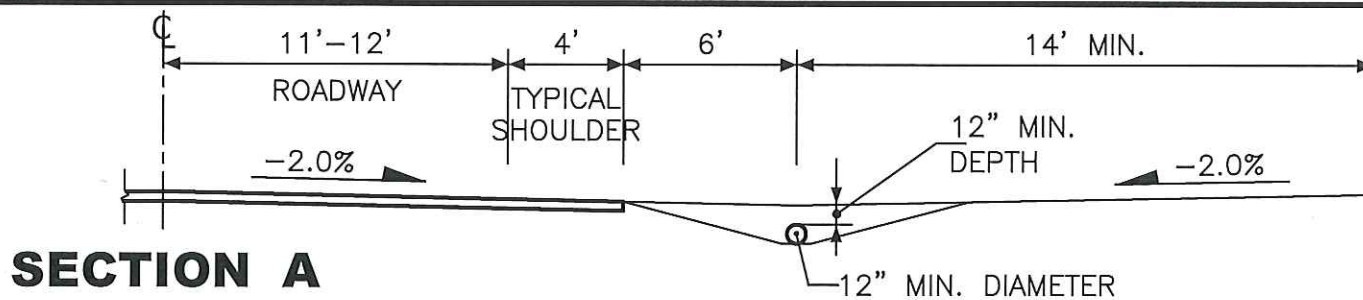
APPENDIX D-13

SCALE:  
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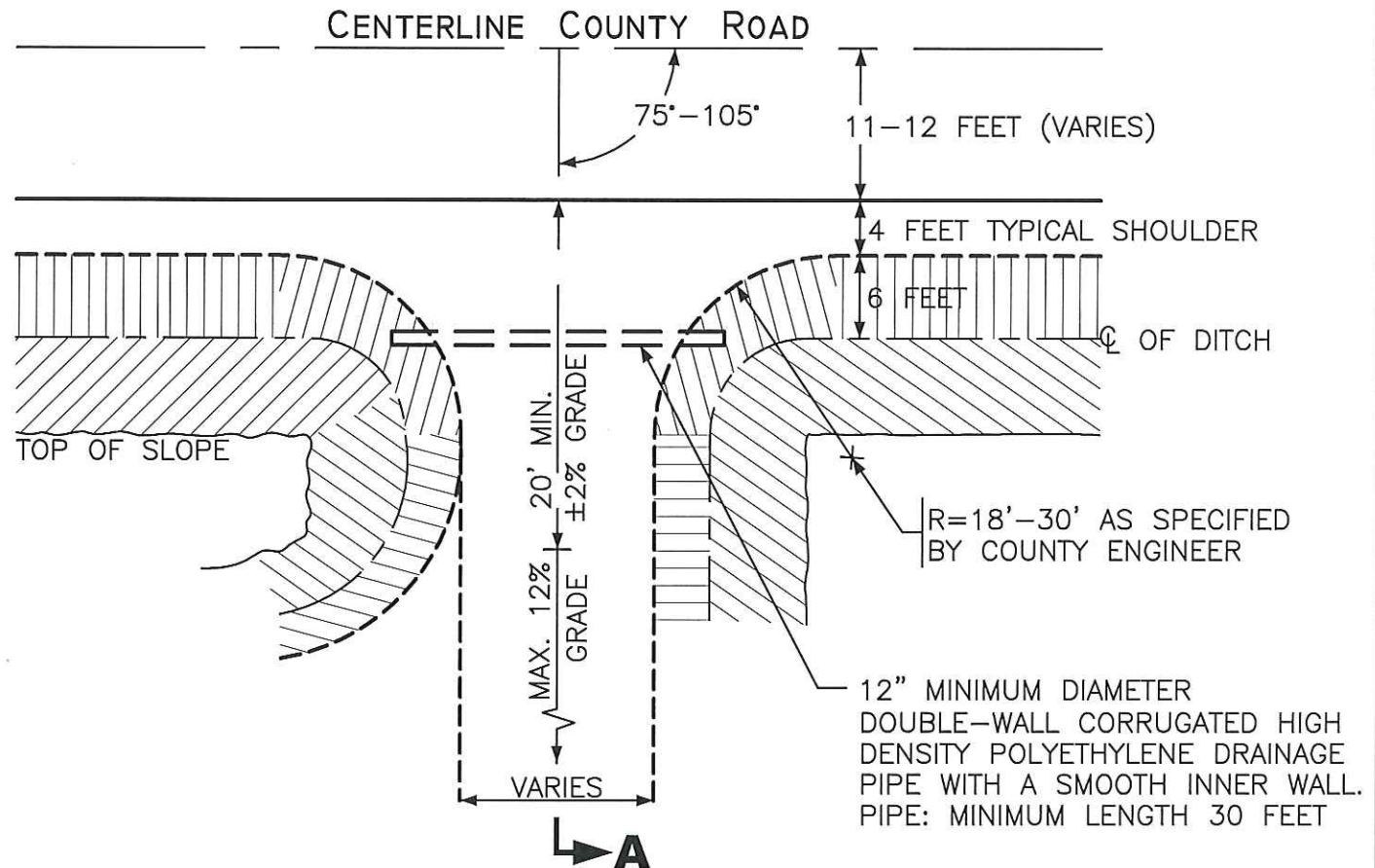
DATE:  
MARCH, 2017





**NOTE:**

- 1.) FOR SPECIFIC ROADWAY WIDTH SEE ISLAND COUNTY CODE TITLE 11.
- 2.) ALL IMPROVEMENTS TO BE CONSTRUCTED ON APPLICANTS PARCEL/FRONTAGE WHICH IS SERVED BY APPROACH.
- 3.) BOTH ENDS OF CULVERT SHALL BE BEVELED TO MATCH EMBANKMENT SLOPE ON MAJOR ARTERIAL AND COLLECTOR ROADS.



**LEGEND:**

CL = CENTERLINE  
 R = RADIUS  
 R/W = RIGHT-OF-WAY  
 MIN. = MINIMUM



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03/2017	REVISED PIPE DESCRIPTION.	PAS
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**TYPICAL SINGLE FAMILY RESIDENCE AND SHORT PLAT ROAD APPROACH**

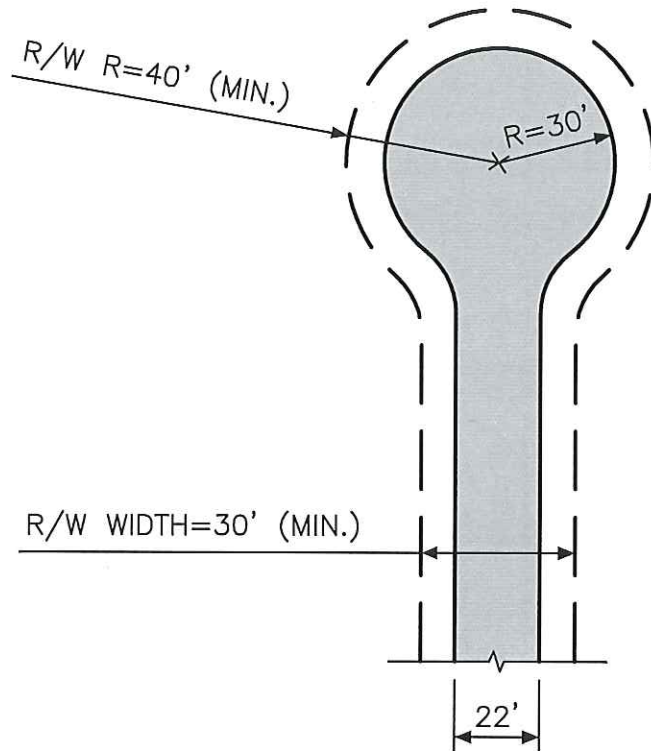
CROSS SECTION

APPENDIX D-14

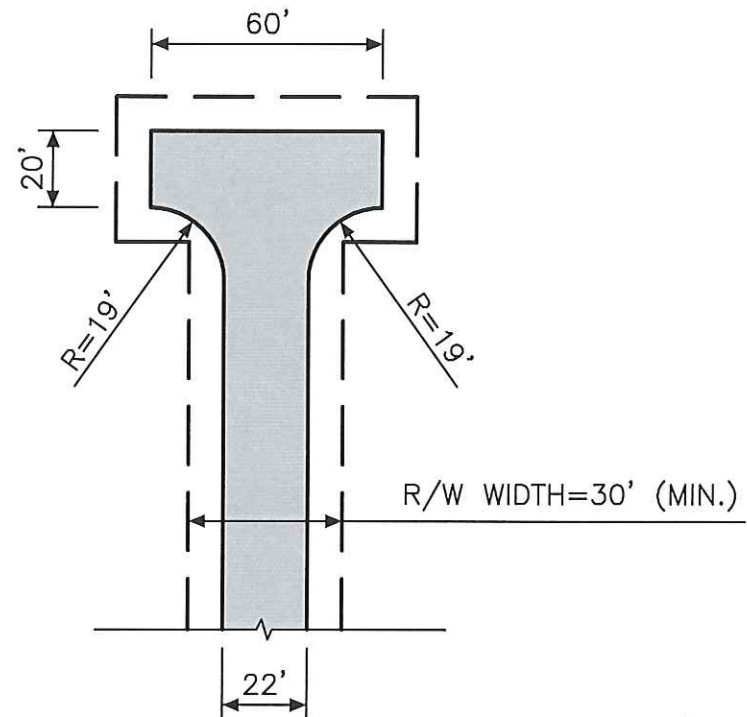
SCALE:  
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**CIRCULAR**



**T-Type**

LEGEND:  
 R = RADIUS  
 R/W = RIGHT-OF-WAY  
 MIN. = MINIMUM



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**CUL-DE-SAC (CIRCULAR) AND  
 DEAD-END ROAD (T-TYPE)**

**APPENDIX D-15**

SCALE:  
 NOT TO SCALE

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15 OF 15

DATE:  
 MARCH, 2017