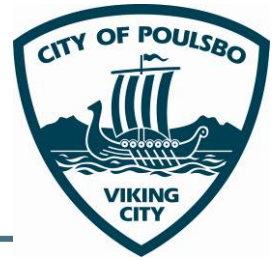


# City of Poulsbo

## Engineering Division-Memorandum

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**To:** Concerned Parties and Staff  
**From:** Andrzej Kasiniak, P.E., City Engineer  
**Subject:** Clarification – Vertical curve criteria, specifically K values  
**Date:** April 29, 2014

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Reference the following:

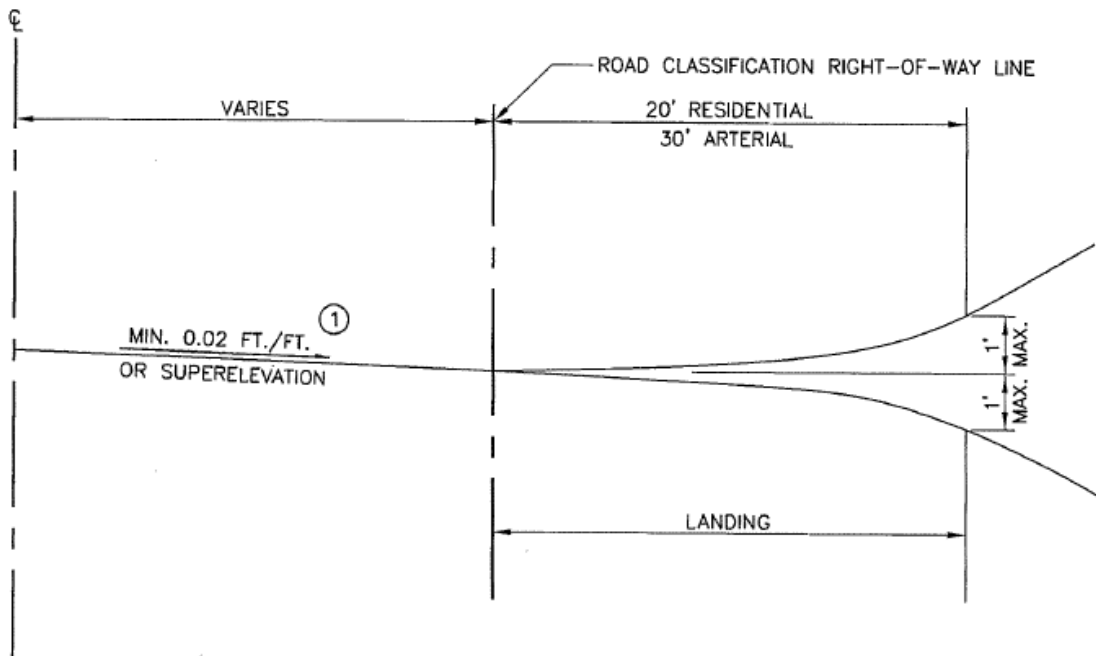
### **City of Poulsbo Construction Standards: Streets – Section 2**

*The published construction standards contain no direct discussion of Vertical curves. AASHTO is referenced in general street design comments but specific guidance for Poulsbo has not been provided. In the next revision of City Standards this concept should be added to clarify the design criteria to be applied to city streets.*

City streets intended for 25 mph speed shall follow the AASHTO criteria of K minimums of; 12 for crest and 26 for sag.

Intersections shall be evaluated outside of strict K values. Sight distance and landing parameters should be the controlling factors. The King County Intersection Landing Fig 2-013 shall satisfy one of the intersection evaluation criteria. (Figure attached) As second evaluation criteria we accept reference to Chapter 9 AASHTO by doing a stopping sight distance test for intersections based on 25 mph posted speeds. Preparing a letter or report showing these two evaluations for each marginal K intersection will satisfy the City design standards. You may propose speed reduction or preferably stop controls per Chapter 9 AASHTO to resolve sight distance issues as might be required, subject to City Engineer acceptance.

Design issues outside of this specific discussion shall rely on appropriate AASHTO Chapter evaluations and City Engineer acceptance.



**NOTES**

- ① SEE SECS. 2.02 AND 2.03 FOR SUPERELEVATION REQUIREMENTS.
- 2. SEE SEC. 2.10 FOR LANDING REQUIREMENTS.



Department of Transportation  
 Road Services Division  
 2007 Design and  
 Construction Standards

**INTERSECTION LANDING**

**FIG. 2-013**

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