


KDCS = KENT DESIGN AND CONSTRUCTION STANDARDS.

NOTES:

1. THE PAVEMENT WIDTH IS MADE UP OF 4 11'-WIDE TRAVEL LANES, 2 12'-WIDE CURB LANES, AND 1 12'-WIDE TURN LANE.
2. THE 1' GUTTER IS INCLUDED IN THE CURB LANE WIDTH; AND THE 0.5' CURB IS NOT INCLUDED IN THE SIDEWALK OR PLANTER STRIP WIDTH.
3. ADD 14' TO STANDARD CROSS SECTION WHEN DUAL LEFT TURN LANES ARE REQUIRED AT AN INTERSECTION. STORAGE LENGTH TO BE DETERMINED BY A TRAFFIC STUDY.
4. A LANDSCAPED MEDIAN SHOULD BE USED WHERE THE CITY DETERMINES A TWO-WAY LEFT-TURN LANE IS NOT REQUIRED.
5. A 1' LEVEL AREA BEHIND THE SIDEWALK WITH A 1% MIN. AND 2% MAX. SHALL BE PROVIDED. WHEN THE SLOPE BEHIND THE 1' LEVEL AREA EXCEEDS 3:1, 0.33' OF COMPACTED CRUSHED SURFACING TOP COURSE SHALL BE PROVIDED IN THE 1' AREA.
6. DESIGN SIDEWALK CROSS GRADE SHALL BE 1.5%. CONSTRUCTION TOLERANCE SHALL BE 1% MIN. AND 2% MAX.
7. NEW DEVELOPMENT ADJACENT TO AN ARTERIAL SHALL PROVIDE A 10' UTILITY AND STREET LIGHT EASEMENT ON BOTH SIDES OF THE RIGHT-OF-WAY.
8. STREET TREES WILL BE REQUIRED BEHIND THE SIDEWALK.
9. ALL DEPTHS ARE MINIMUM COMPACTED IN-PLACE DIMENSIONS.
10. SOIL STABILIZATION FABRIC MAY BE REQUIRED BY THE ENGINEER; PRIOR TO THE PLACEMENT OF GRAVEL BORROW, WHEN REQUIRED THE CONTRACTOR SHALL PLACE A NON-WOVEN GEOTEXTILE FABRIC OVER THE PREPARED SUBGRADE WITH A MINIMUM 2 FOOT OVERLAP.
11. ASPHALT TEMPERATURE SHALL NOT EXCEED 325° AT THE DISCHARGE PLANT. INITIAL BREAKDOWN ROLLING AND COMPACTIVE REPORT SHALL OCCUR PRIOR TO THE INTERNAL MAT TEMPERATURE REACHING 225°. FINAL COMPACTION DENSITY SHALL BE REACHED PRIOR TO THE INTERNAL MAT TEMPERATURE BEING 185°.
12. THE MAXIMUM COMPACTED THICKNESS OF ANY SINGLE ASPHALT LIFT SHALL MEET THE REQUIREMENTS OF WSDOT STD. SPEC. 5-04.3(9), WITH WEATHER LIMITATIONS OUTLINED IN 5-04.3(1) CONSIDERED.
13. THE FACE OF ALL CURB AND GUTTER ABUTTING ASPHALT LIFTS SHALL RECEIVE A UNIFORM BRUSH APPLIED TACK COAT, CSS OR EQUIVALENT. ALL MEET LINES BETWEEN LIFTS SHALL BE UNIFORM AND VERTICAL. THE MEET LINES SHALL BE CLEAN AND TACK COATED. WHEN SUCCESSFUL LIFTS ARE PLACED A TACK COAT SHALL BE UNIFORMLY APPLIED BY A PROPERLY HEATED AND MAINTAINED MECHANICAL DISTRIBUTOR. LONGITUDINAL PAVEMENT JOINTS SHALL OVERLAP A MINIMUM OF 2 INCHES, TYPICAL.

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION IS KEPT ON FILE AT THE CITY OF KENT. A COPY MAY BE OBTAINED UPON REQUEST.



		CITY OF KENT ENGINEERING DEPARTMENT	
		PRINCIPAL ARTERIAL STREET 7 LANE SECTION	
DESIGNED	COK	SCALE	NONE
DRAWN	COK	DATE	9/2020
CHECKED	COK	ENGINEER	
APPROVED		6-2	