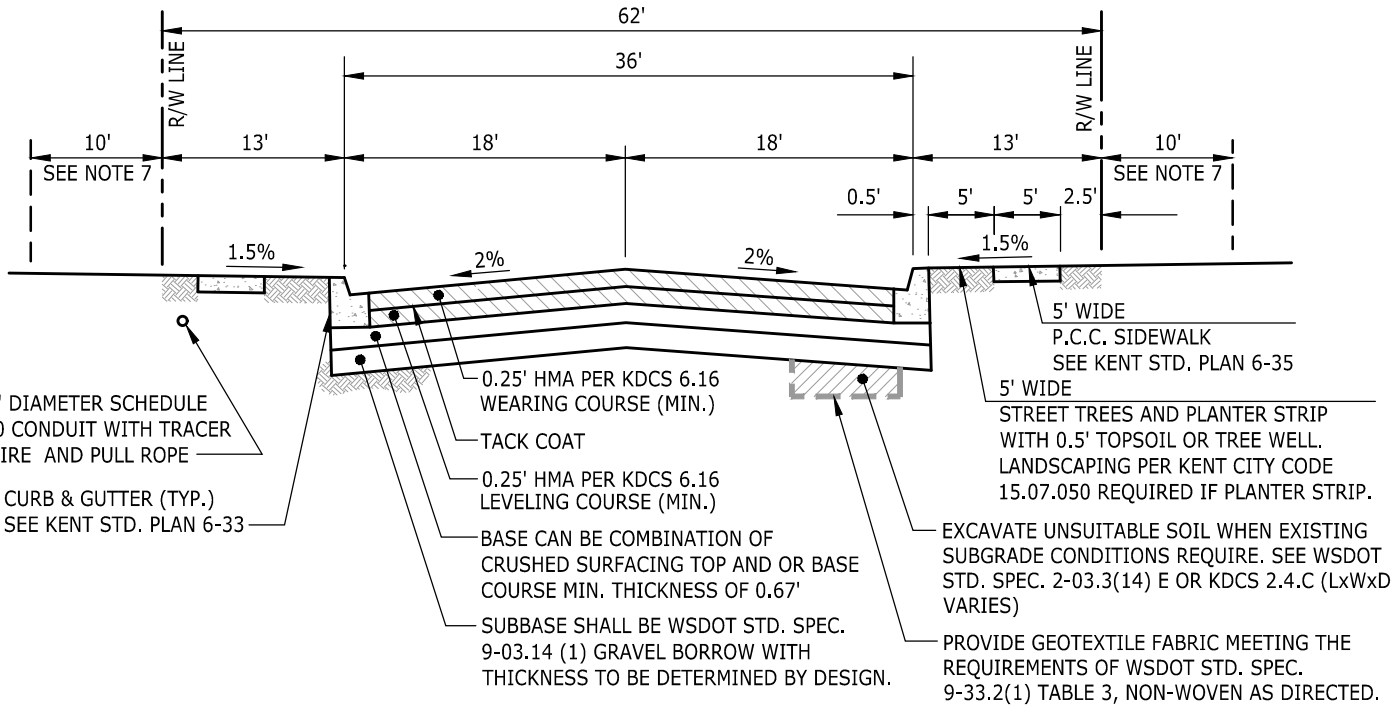

KDCS = KENT DESIGN AND CONSTRUCTION STANDARDS.

NOTES:

1. THE PAVEMENT WIDTH IS MADE UP OF 2 12'-WIDE CURB LANES AND 1 12'-WIDE TURN LANE OR TWO-WAY LEFT TURN LANE.
2. THE 1' GUTTER IS INCLUDED IN THE CURB LANE.
3. ADDITIONAL WIDTH WILL BE REQUIRED FOR NONMOTORIZED FACILITIES IF THE STREET IS ON A DESIGNATED BICYCLE ROUTE. SEE THE TRANSPORTATION MASTER PLAN AND KENT STD. PLAN 6-31.
4. THIS TYPICAL STREET CROSS SECTION DOES NOT PROVIDE FOR ON-STREET PARKING.
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 DEVELOPMENTS SHALL PROVIDE A 10' UTILITY AND STREET LIGHT EASEMENT ON BOTH SIDES OF THE RIGHT-OF-WAY.
8. ALL DEPTHS ARE MINIMUM COMPACTED IN-PLACE DIMENSIONS.
9. 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.
10. 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°.
11. 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.
12. 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.

* MANY OF THESE ROADS INCLUDE BUS ROUTES. WHERE BUS ROUTES EXIST THE DESIGN AND OR REVIEW ENGINEER SHALL CONSIDER THESE CONDITIONS AND ALLOW FOR THE LARGER BUS TURNING MOVEMENTS AND INCREASED ROADWAY SECTIONS OR FOUNDATIONS FOR THE FREQUENT HEAVY LOAD TRAFFIC.

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.

KENT WASHINGTON

CITY OF KENT
ENGINEERING DEPARTMENT

RESIDENTIAL COLLECTOR ARTERIAL STREET*

DESIGNED COK	SCALE NONE	STANDARD PLAN
DRAWN COK		
CHECKED COK	DATE 9/2020	6–5
APPROVED ENGINEER		