



NOTES:

- THIS DETAIL SHALL BE USED FOR CENTRAL AVE; WILLIS ST, WEST OF CENTRAL AVE; SMITH ST. AND JAMES ST., SR-167 TO CENTRAL AVE AND 4TH AVE NORTH OF WILLIS. ALSO SEE DOWNTOWN OVERLAY DISTRICT BOUNDARY MAP 6-8a.
- THE PAVEMENT WIDTH IS MADE UP OF 2 11'-WIDE TRAVEL LANES, 2 12'-WIDE CURB LANES, AND 1 12'-WIDE TURN LANE.
- THE 1' GUTTER IS INCLUDED IN THE CURB LANE; AND THE 0.5' CURB IS NOT INCLUDED IN THE SIDEWALK OR PLANTER STRIP WIDTH.
- AN 8' CLEAR WIDTH FOR PEDESTRIAN TRAVEL IS REQUIRED ON THE SIDEWALK.
- THE 13' SIDEWALK WIDTH CAN BE REVISED TO A 5' PLANTER STRIP AND 8' SIDEWALK.
- 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.
- 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.
- WHEN A ZERO FOOT SETBACK IS NOT UTILIZED, 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.
- A LANDSCAPED MEDIAN SHOULD BE USED WHERE THE ENGINEER DETERMINES A TWO-WAY LEFT-TURN LANE IS NOT REQUIRED.
- DESIGN SIDEWALK CROSS GRADE SHALL BE 1.5%. CONSTRUCTION TOLERANCE SHALL BE 1% MIN AND 2% MAX.
- ALL DEPTHS ARE MINIMUM COMPACTED IN-PLACE DIMENSIONS.
- 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.
- 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°.
- 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.
- 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	
		DOWNTOWN OVERLAY MINOR ARTERIAL STREET	
DESIGNED	COK	SCALE	NONE
DRAWN	COK	DATE	9/2020
CHECKED	COK	ENGINEER	
APPROVED		6-8	