


* TYPICAL 4 LANE ROADWAY CONFIGURATION

* NOTES:

1. FOR ROADWAYS WITH MORE OR LESS LANES, THE SAME CONFIGURATION APPLIES, CENTER THERMOPLASTIC BARS ON THE LANE LINES, AND IN THE CENTER OF THE TRAVELED PORTION OF THE LANE TO MINIMIZE TIRE WEAR ON THE THERMOPLASTIC.
2. THE CENTERLINE OF THE CROSSWALK SHALL GO FROM THE CENTERLINE OF THE CURB RAMP ON ONE SIDE OF THE STREET TO THE CENTERLINE OF THE CURB RAMP ON THE OTHER SIDE OF THE STREET UNLESS OTHERWISE SHOWN ON THE PLANS.
3. GLASS BEADS (PER WSDOT STANDARD SPECS. SECTION 9-34) SHALL BE ADDED TO ALL THERMOPLASTIC CROSSWALKS AND STOP BARS.
4. SEE SECTION 6.12.B FOR PLASTIC MATERIAL SPECIFICATIONS.
5. THE CROSSWALK WIDTH IS 12' IN DOWNTOWN OVERLAY DISTRICT.



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	
	THERMOPLASTIC CROSSWALK MARKINGS	
DESIGNED: COK	SCALE: NONE	STANDARD PLAN
DRAWN: COK	DATE: 9/2020	6-75
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APPROVED:		