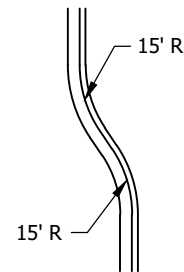



NOTES:

1. STORM DRAINAGE INLETS SHALL BE OUTSIDE THE CURB RAMP.
2. THE CURB RAMP MAY BE MOVED AWAY FROM THE CROSSWALK TO AVOID CONFLICTS WITH HYDRANTS, POLES, INLETS OR OTHER UTILITIES, EXCEPT WHERE THE STREET GRADE EXCEEDS 4%.
3. FOR SWEEPING EFFICIENCY WHEN CURB BULBS (PARKING SETBACKS) ARE USED, REVERSE CURVE RADII SHALL NOT BE LESS THAN 15 FEET. REFER TO DETAIL A.
4. FOR STAKING PURPOSES, RAMPS MAY BE LOCATED PER QUARTER DELTA AND PUBLIC WORKS APPROVAL.
5. CURB RADIUS SHALL BE AS SHOWN IN TABLE ABOVE. EXCEPTIONS CAN BE MADE FOR SPECIFIC LAND USE CONTEXTS, SUCH AS INTERSECTIONS ALONG TRANSIT ROUTES, HIGH-FREIGHT CORRIDORS, LOADING DOCKS, ETC., ON A CASE-BY-CASE BASIS. EXCEPTIONS MUST BE REVIEWED AND APPROVED BY CITY TRANSPORTATION DIVISION STAFF. SEE NOTE 6 FOR SPECIFIC REQUIREMENTS.
6. THE DEFAULT DESIGN VEHICLE FOR TURNING MOVEMENTS AT INTERSECTIONS SHALL BE A SINGLE-UNIT BOX TRUCK SU-30 FOR MOST CASES, UNLESS ON A TRANSIT OR FREIGHT ROUTE, AS DEFINED BY PUBLIC WORKS. USE OF A SWEEP-PATH ANALYSIS SOFTWARE (AUTOTURN OR SIMILAR) IS PREFERRED. A WB-67 SHALL BE ACCOMMODATED WITHIN ALL ARTERIAL INTERSECTIONS. AN SU-30 SHALL BE ACCOMMODATED AT ALL INTERSECTIONS, INCLUDING LOCAL OR NEIGHBORHOOD ACCESS STREETS. "ACCOMMODATING" FOR A VEHICLE ALLOWS ENCROACHMENT OF OTHER LANES IN THE SAME DIRECTION OF TRAVEL TO COMPLETE THE REQUIRED MANEUVER. NO ENCROACHMENT IS ALLOWED INTO OPPOSING OR ONCOMING TRAFFIC LANES. COORDINATE WITH CITY TRANSPORTATION DIVISION STAFF FOR LOCATION-SPECIFIC INQUIRIES AND DETAILS.

CURB RADIUS AT INTERSECTIONS			
	ARTERIAL	COLLECTOR	NEIGHBORHOOD ACCESS
ARTERIAL	30 Ft	25 - 30 ft	25 ft
COLLECTOR	X	25 - 30 ft	20 - 25 ft
NEIGHBORHOOD ACCESS	X	X	20 ft



DETAIL A - MINIMUM RADIUS FOR CURB BULB/PARKING SETBACK

CITY OF KIRKLAND	
PLAN NO. CK- R.24	
	CURB RADIUS STANDARDS & CURB RAMP LOCATIONS