NOTES:

Curb cut ramps are to be located as shown on the plans or as directed by the Engineer.

The normal gutter line profile shall be maintained through the area of the ramp.

If possible, drainage structures should not be placed in line with ramps. Except where existing drainage structures are being utilized in the new construction, location of the ramp should take precedence over location of drainage structure.

Sidewalks shall be ramped where the driveway curb is extended across the walk.

Care shall be taken to assure a uniform grade on the ramp, free of sags and short grade changes.

Expansion joints shall be placed in sidewalks as follows: In long runs, expansion joints shall be 3/4" redwood boards flush with the surface, at a maximum spacing of 125'. This same joint should be used at sidewalk junctions as shown in Typical Plan.

Where the end of the sidewalk abuts a curb, a 3/4" redwood board flush with the surface shall be used.

Where the sidewalk is parallel and adjacent to a rigid structure, a 1/2" premoulded joint filler (Non-extruding, Type B) shall be used.

Sidewalk shall slope toward the street at a maximum of 1:50, and where necessary, may be de-pressed or sloped to fit alleys and entrances as shown on the plans or as directed by the Engineer.

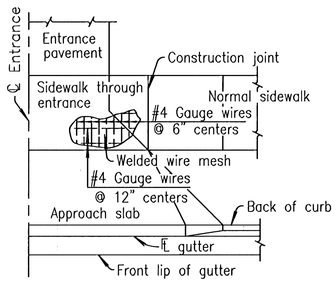
Where clear width of sidewalk between top of ramp and building or other obstruction is less than 48 inches, the slope of the flared sides shall not exceed 1:12.

Where sidewalk is shown to be constructed back of an entrance it shall be 6" thick with welded wire mesh reinforcement of the same gauge and spacing of wires as in entrance pavement, as shown in the Reinforcement Diagram. Bid item will be "Sidewalk Construction (6") either with or without air entrainment.

Where the plans do not require air entrainment for sidewalk and sidewalk ramps, at the Contractor's option, Class A Concrete (AE) may be used throughout. Payment will be made as square yards of Sidewalk Construction.

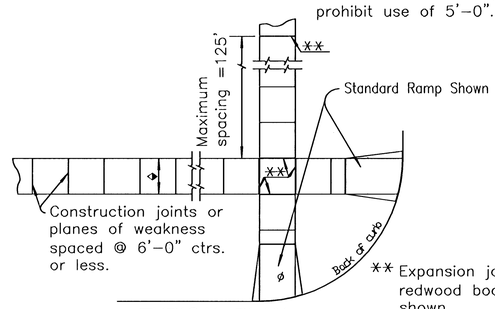
At the Contractor's option Class A Concrete (AE) may be used throughout for construction of steps, but payment will be made as Class A Concrete.

Surface texture of the ramp shall be that obtained by a coarse brooming or steel tining transverse to the slope of the ramp and shall be sufficient to provide a ramp surface which contrasts with adjacent surfaces.



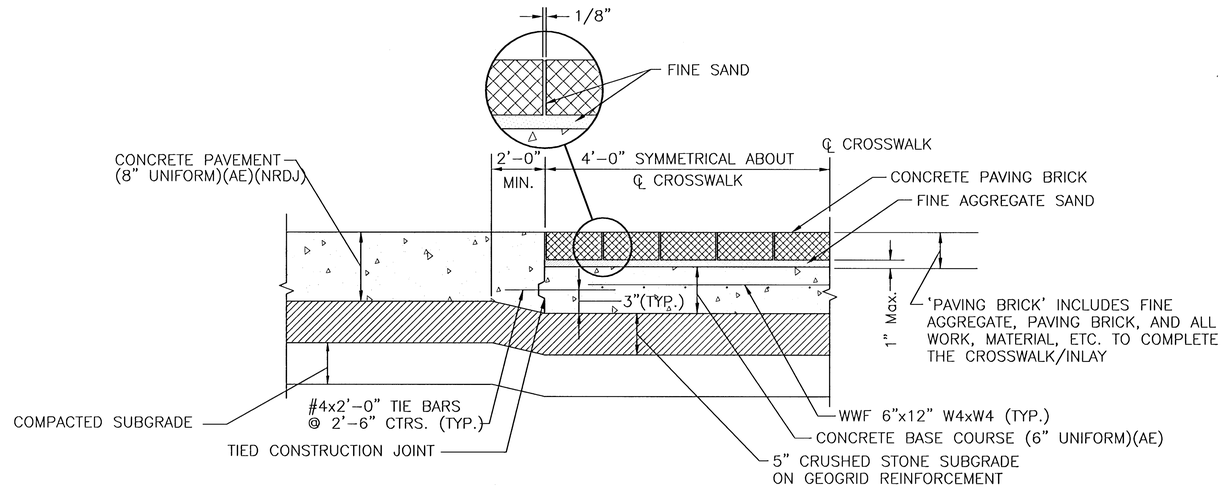
REINFORCEMENT DIAGRAM
SIDEWALK THROUGH ENTRANCE

♦ Variable width (5'-0" min.). Entrance walk to be same width as approach walk. Sidewalk width of 4'-0" may be used where existing conditions prohibit use of 5'-0".

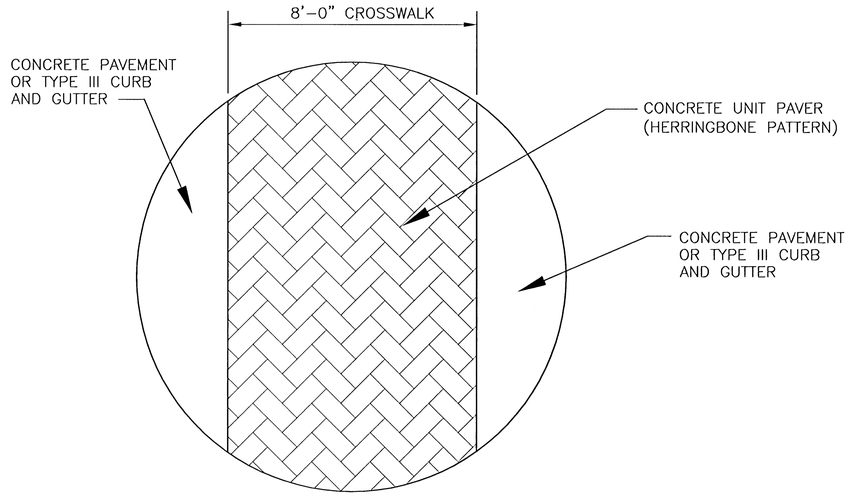


TYPICAL PLAN

** Expansion joint (3/4" redwood board) located as shown.



CROSSWALK DETAILS



PLAN - CROSSWALK

NOTES:

1. CONCRETE UNIT PAVERS SHALL MEET OR EXCEED ASTM C 936. THE STYLE SHALL BE "HOLLAND STONE" (4"x8"x3 1/8") AS MANUFACTURED BY PAVESTONE, INC., OR EQUAL AS APPROVED BY THE ENGINEER. (ALTERNATIVE: CLAY PAVING BRICKS SHALL BE DRY PRESSED BEVEL EDGED STREET PAVERS, DESIGNED FOR HEAVY VEHICLES PER ASTM C 1272, TYPE F APPLICATION PX. SIZE SHALL BE 4"x8"x3", COMPRESSIVE STRENGTH 8,000 PSI MINIMUM, AND ABSORPTION 5% MAXIMUM). COLOR SHALL BE RED AND LAYING PATTERN SHALL BE HERRINGBONE. PAYMENT SHALL BE AT THE CONTRACT BID PRICE PER SQUARE YARD FOR CONCRETE UNIT PAVERS.
2. 6 INCH CONCRETE PAVEMENT BASE COURSE SHALL BE SUBSIDIARY TO THE BID PRICE FOR UNIT PAVER CROSSWALK.
3. SAND BEDDING SHALL MEET THE SPECIFICATION REQUIREMENTS FOR FINE AGGREGATE. AN UNCOMPACTED SAND LAYING COURSE SHALL BE SPREAD EVENLY OVER THE AREA TO BE PAVED AND THEN SCREEDED TO A LEVEL OF APPROXIMATELY 1" MAX. THICKNESS. ONCE SCREEDED AND LEVELED TO THE DESIRED ELEVATION, THE SAND LAYING COURSE SHALL NOT BE DISTURBED IN ANY WAY.
4. THE PAVING BRICK SHALL BE INSTALLED PERPENDICULAR AND PARALLEL TO THE MAJOR AXIS OF THE CROSSWALK BEING PAVED. STONES SHALL BE PLACED WITH THE CHAMFERED SIDE UP, AND JOINT SPACES KEPT UNIFORM APPROXIMATELY 1/8 INCH THICK. THE GAPS AT THE EDGE OF THE PAVED SURFACE SHALL BE FILLED WITH STONES CUT TO FIT. CUTTING SHALL BE ACCOMPLISHED TO LEAVE A CLEAN EDGE TOWARD THE TRAFFIC SURFACE, USING A MASONRY SAW. WHENEVER POSSIBLE, NO CUTS SHOULD RESULT WITH A PAVER LESS THAN ONE-THIRD OF ITS ORIGINAL DIMENSION.
5. PAVING BRICK SHALL BE VIBRATED TO THEIR FINAL LEVEL IN THE SAND LAYING COURSE BY TWO OR THREE PASSES OF A VIBRATING COMPACTOR CAPABLE OF 3000 TO 5000 POUNDS COMPACTION FORCE WITH THE SURFACE CLEAN AND JOINTS OPEN.
6. AFTER VIBRATION, CLEAN CONCRETE SAND SHALL BE SPREAD OVER THE PAVING STONE SURFACE, ALLOWED TO DRY, AND VIBRATED INTO THE JOINTS WITH ADDITIONAL PASSES OF THE PLATE VIBRATOR SO AS TO COMPLETELY FILL THE JOINTS. A LIGHT COATING OF SAND SHALL BE SWEPT OVER THE COMPLETED SURFACE AND LEFT TO WEATHER IN.

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McCORMICK AVENUE STREET IMPROVEMENTS
PROJECT NAME

SIDEWALKS AND PAVER CROSSWALKS
SHEET TITLE

JRA	DPG	JRA
DESIGN BY:	DRAWN BY:	CHECKED BY:
AUGUST 2005	03245	24 / 111
DATE	JOB NO.	SHEET/OF