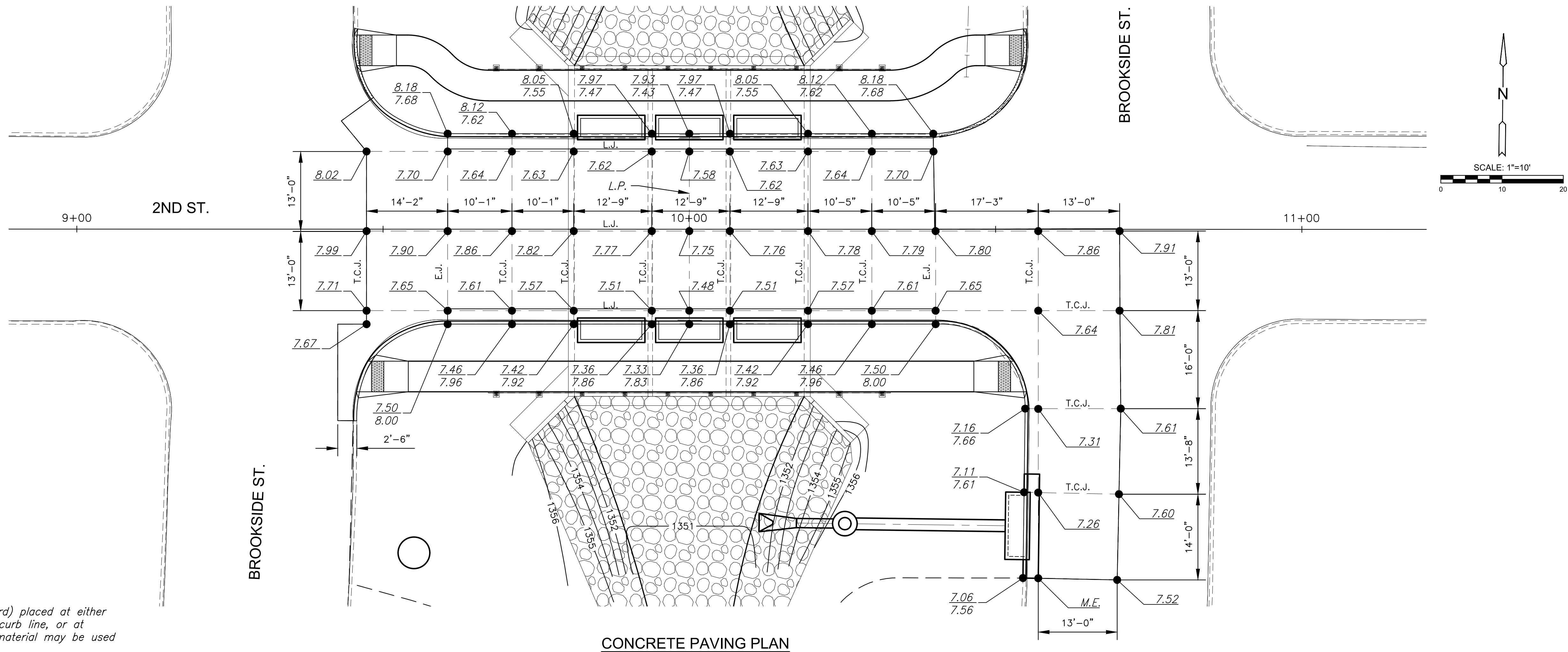


PLOTTED: Thursday, July 25, 2019 @ 02:00PM

J:\PROJECTS\2018\1801010315_COW_2ND ST. BRIDGE AT BROOKSIDE\180315 CAD\SHS\06\DWG\PAV\180315_ED01.DWG



CONCRETE PAVING PLAN

Φ Expansion Joint (3/4" Redwood board) placed at either back of curb line, at sidewalk back of curb line, or at sidewalk line. Alternate expansion joint material may be used as approved by the Engineer.

✱✱ Expansion joint (3/4" Redwood board) located as shown. Alternate expansion joint material may be used as approved by the Engineer.

◆ The minimum width of newly constructed sidewalk is 5'-0". Where existing conditions prohibit the use of 5'-0" wide sidewalk, 4'-0" wide sidewalk may be used. Where sidewalk width is less than 5'-0" construct 5'-0" x 5'-0" passing spaces located at 200' intervals (max) as shown in the Passing Space Detail. In general, where new sidewalk is constructed parallel or adjacent to a roadway the sidewalk running slopes will match the grade of the adjacent roadway.

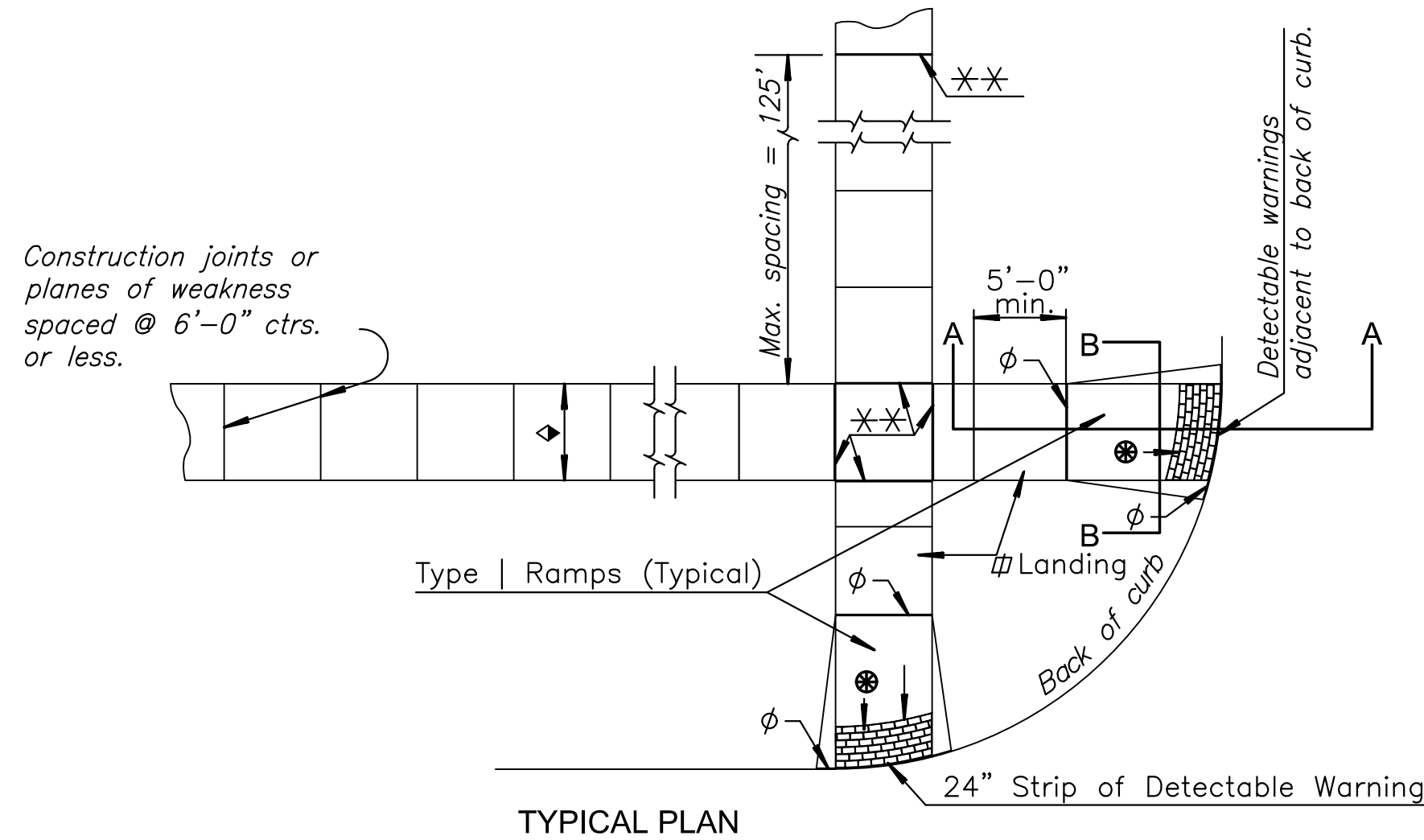
☆ New construction ramp running slopes are 5% (min) to 8.3% (max). Ramp slopes for blended transitions are 5% or flatter. The maximum allowable ramp cross slope is 2% or flatter. Match the ramp width to the width of the approach sidewalk. Curb ramp lengths will vary with curb height. Curb ramp lengths are 5'-0" (min) to 15'-0" (max). All other ramp lengths are 5'-0" (min) to 30'-0" (max). Where roadway grades are relatively flat and curb ramp lengths will exceed 15'-0", ramps may be constructed in succession to tie into existing sidewalk. Maintain ramp slopes and dimensions as previously stated and install a landing between successive ramp runs.

▮ Use a landing slope of 2% or flatter. Landings are the same width as ramps and adjacent sidewalk with a length measured in the direction of the street crossing of 5'-0" (min). Landings are not required where the ramp running slope is 5% or flatter.

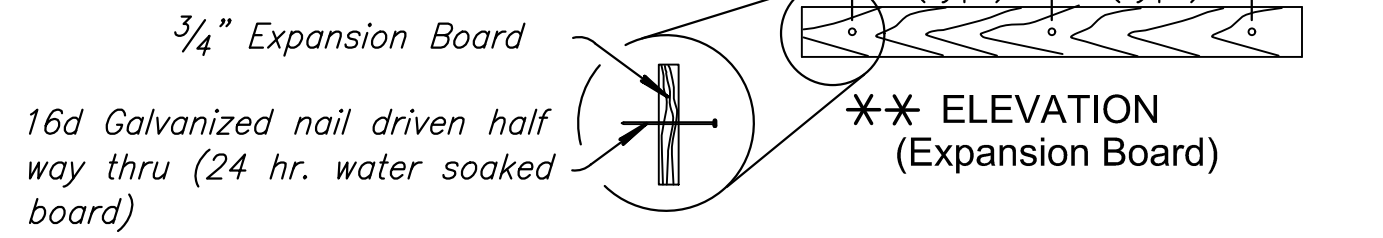
ψ Use a counter slope of 5% or flatter at the base of curb ramps. Refer to Sheet 8 for additional curb and gutter details.

⊗ Detectable warning installation is typical and required on Perpendicular Ramps (Type 1), Parallel Ramps (Type 2), Blended Transitions (Type 3), median ramp crossings with widths greater than or equal to 6'-0", and other locations as shown in the plans. Install detectable warnings parallel to pedestrian travel except where otherwise shown in the plans. See Standard Drawing RD725A for additional details.

≠≠ Use flared sides in place of curbed sides as shown in Flared Side Alt. when not located adjacent to landscaping, street furniture, chains, fencing, or railing. Curbed sides are not permitted within the pedestrian access route. See PROWAG for pedestrian access route definition.

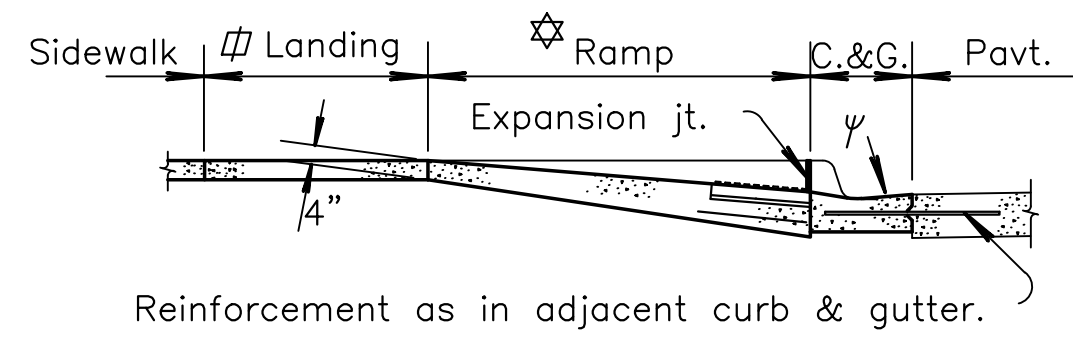


TYPICAL PLAN

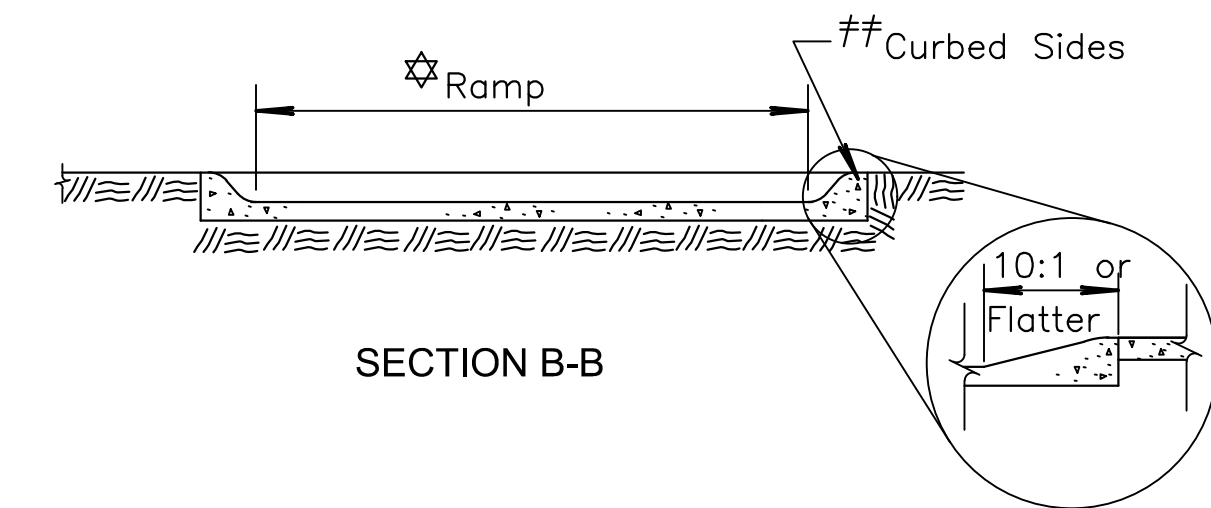


3/4" Expansion Board
16d Galvanized nail driven half way thru (24 hr. water soaked board)

✱✱ ELEVATION (Expansion Board)
For other than 5'-0" (width) use 6" from the end and balanced (3'-0" max.) nail spacing.

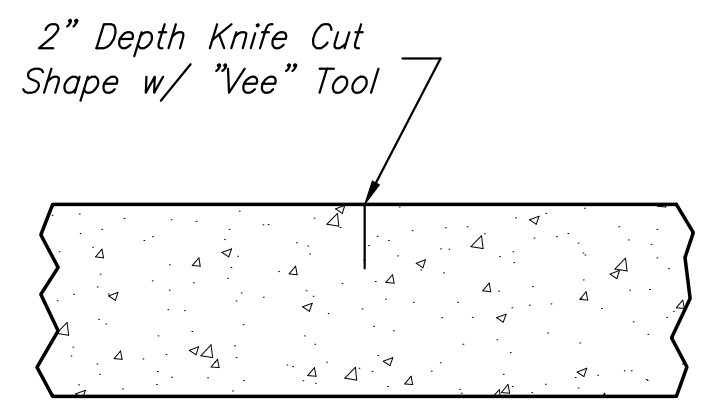


SECTION A-A



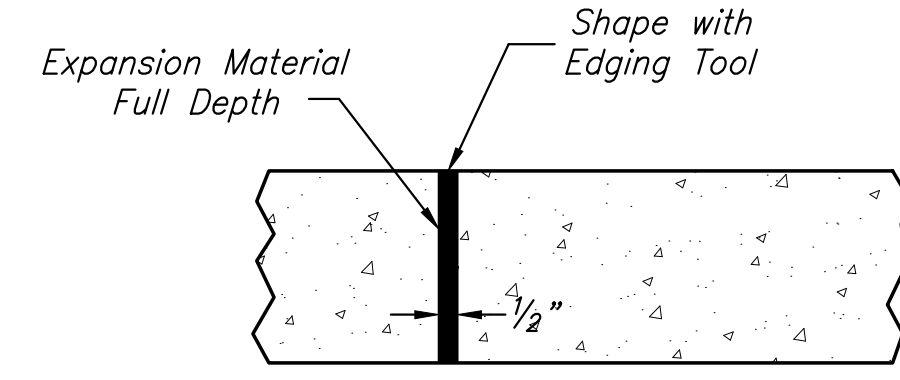
SECTION B-B

FLARED SIDE ALT.

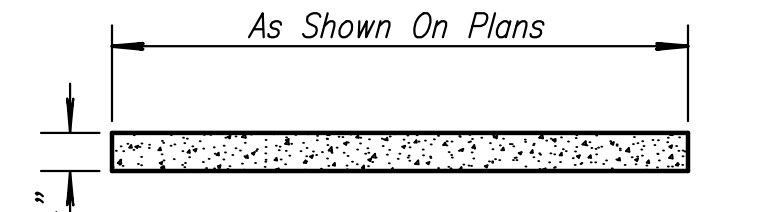


No Sawn Joints Will Be Allowed

CONTRACTION JOINT (C.J.)



EXPANSION JOINT (E.J.)



CONCRETE SIDEWALK 4"



CONSTRUCTION PLANS FOR
2ND STREET BRIDGE AT BROOKSIDE
WICHITA, KS

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CONCRETE PAVING & SIDEWALK DETAILS

PROJECT NO.	472-85435	
DATE	JULY 2019	
SCALE	1"=10'	
DESIGNED	DRAWN	CHECKED
JRA	RAM	JRA
NO.	REVISION	DATE
SHEET NO.		
5 OF 48		