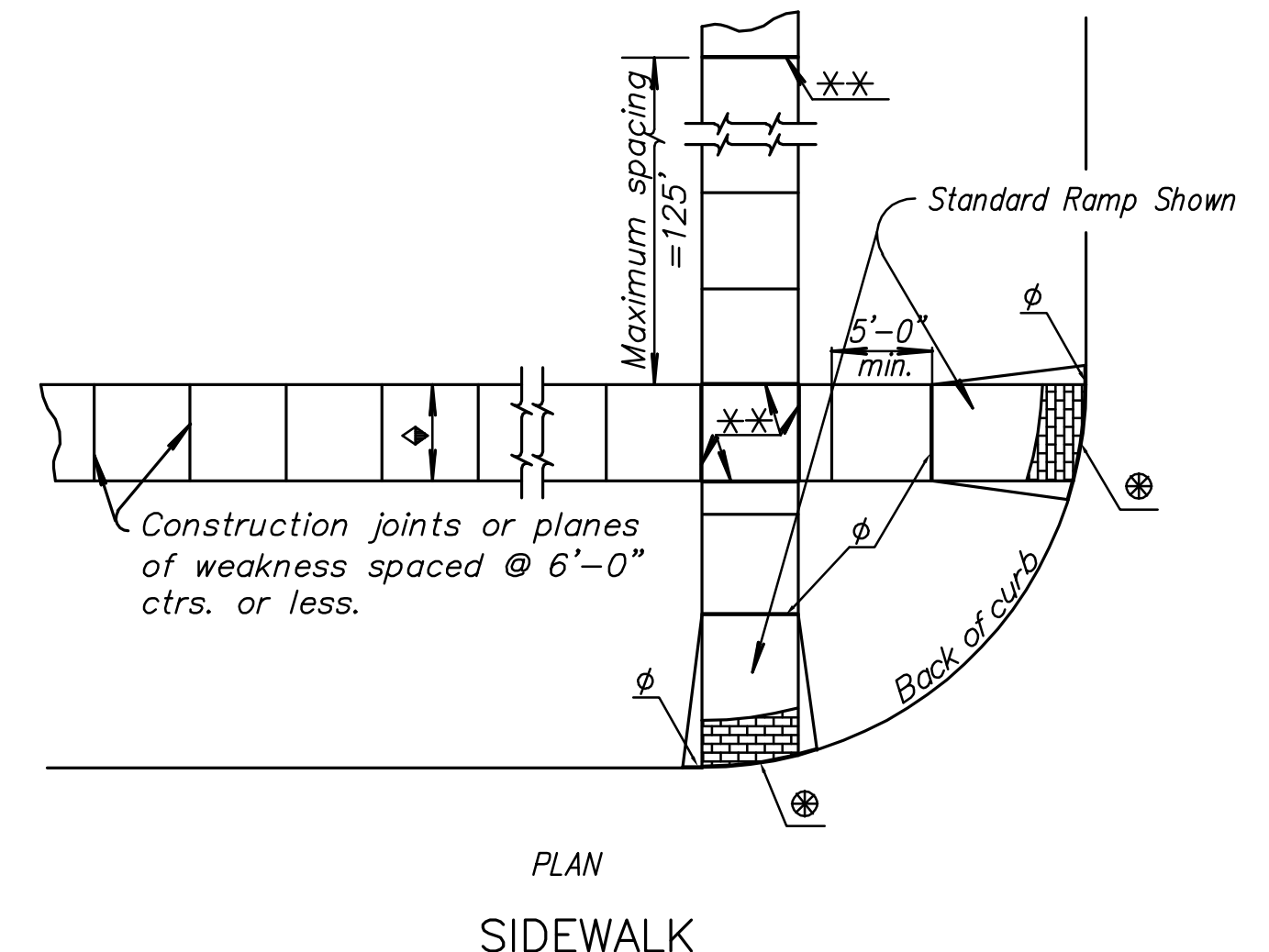
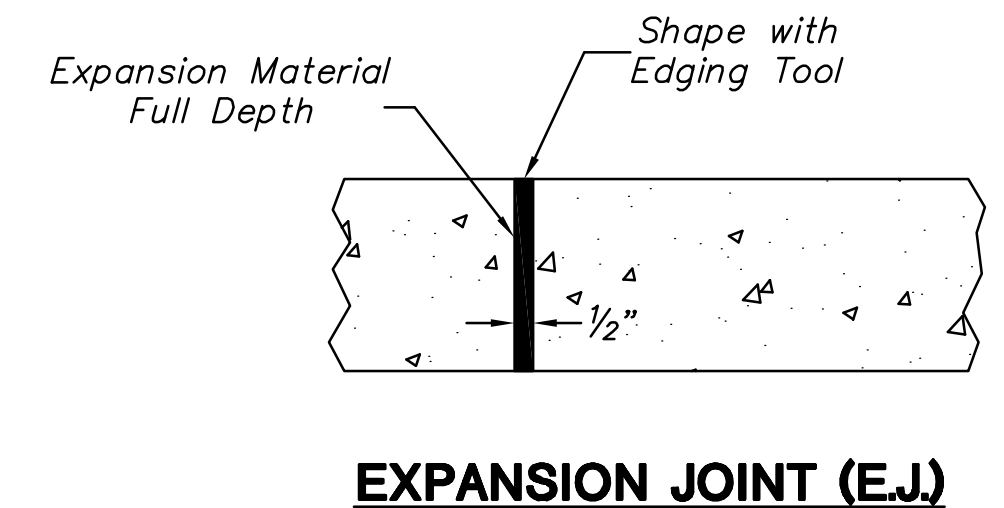
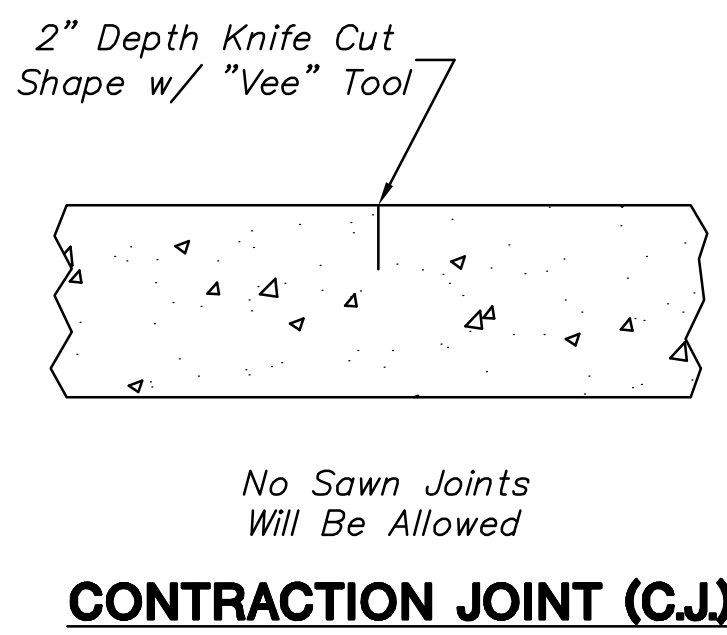
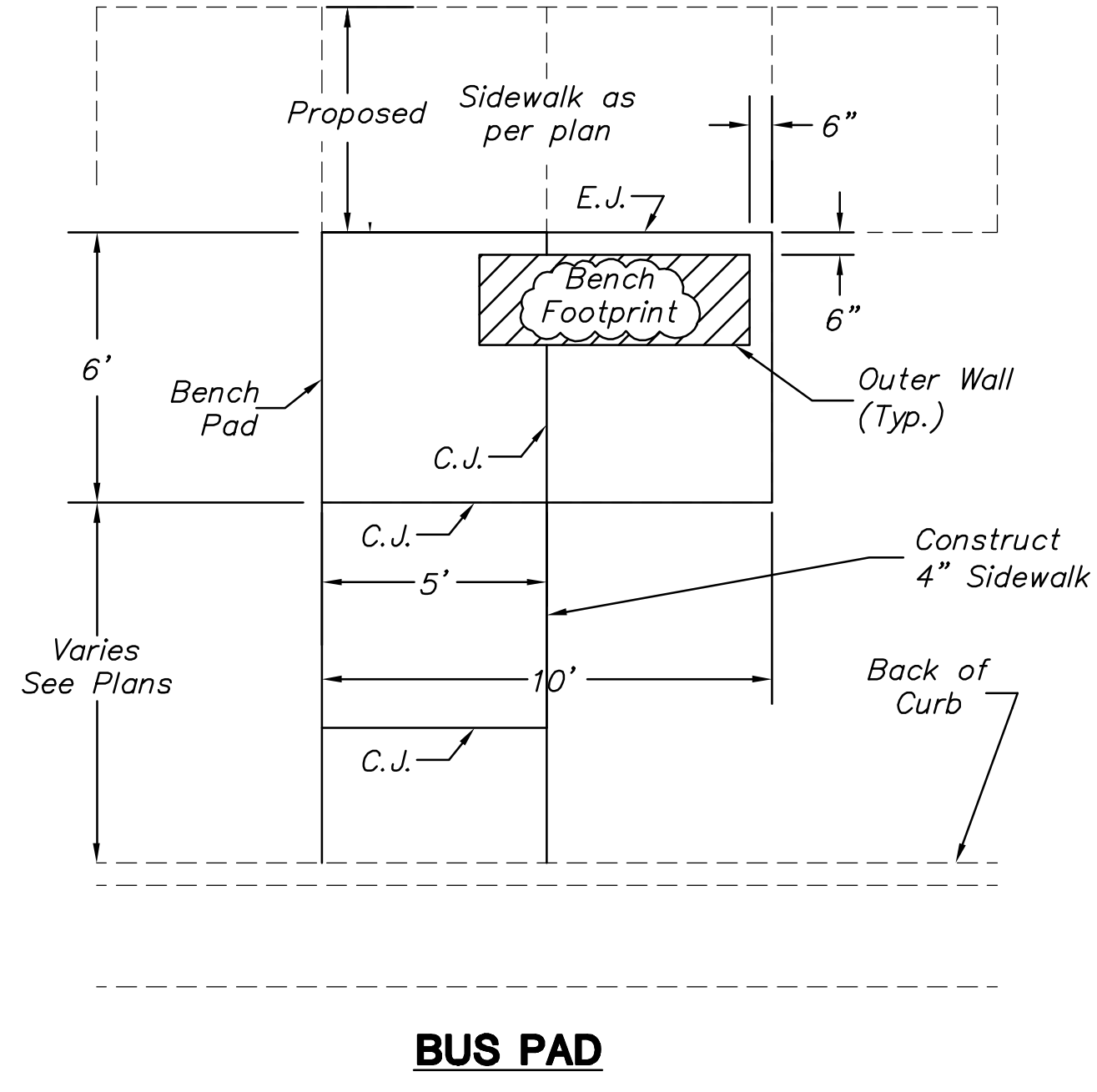
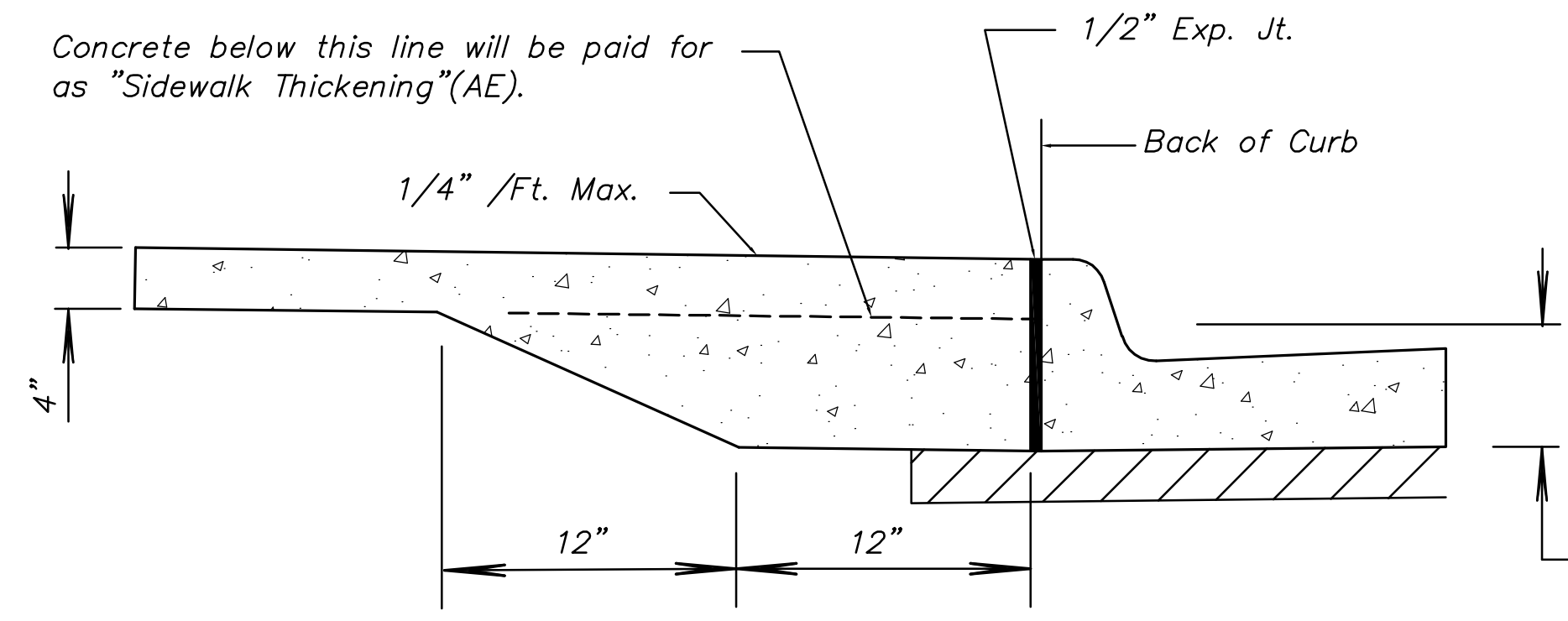
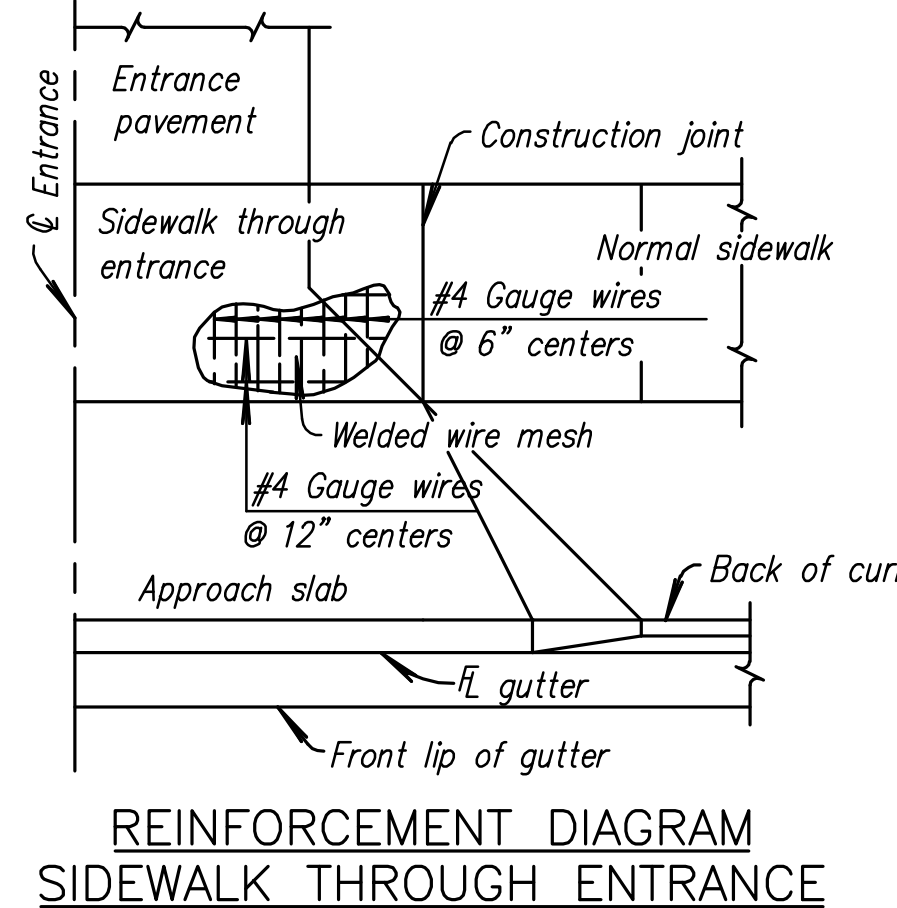


NOTES:
Curb cut ramps are to be located as shown on the plans or as directed by the Engineer.
The normal gutter line profile shall be maintained through the area of the ramp.
If possible, drainage structures should not be placed in line with ramps. Except where existing drainage structures are being 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" pre-moulded 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 or alley it shall be 8" thick with welded wire mesh reinforcement of the same gauge and spacing of wires as in entrance pavement, as shown in the Reinforcement Diagram. If the driveway is not reinforced, the sidewalk will not require reinforcement. Work shall be paid for as Driveway or Alley Construction.



BUS PAD GENERAL NOTES:

1. Bus Pad thickness to be 4". Bus Pads paid for as "Sidewalk Construction, 4".
2. Except as otherwise noted, Sidewalk slope must not exceed 5%, in the direction of travel, or 2% perpendicular to the direction of travel.
3. All Sidewalk within 5' of Back-of-Curb must be constructed as a Landing Area, with slopes not in excess of 2% in any direction.
4. Bus Pads and all Proposed Sidewalk immediately adjacent to pads will require the Subgrade below to be Compacted to 95% Standard Density. Cost of Subgrade preparation is Subsidiary to "Sidewalk Construction, 4".
5. Bus Pad at Volutsia:
The sidewalk between the Bus Pad and Landing Area may be constructed at slopes in excess of 5% but less than 1:12.
6. Bus Pad at Volutsia:
The contractor may excavate the ground at back of sidewalk at no greater than 6:1 slope over a distance no greater than 5 feet to assist in proper pad construction. All disturbed ground shall be restored at no additional compensation.
7. Bus Pad at Chautauqua:
The sidewalk between the Bus Pad and Landing Area may be constructed at slopes in excess of 5% but less than 1:12.

NOTE:
Sidewalk shall always have a cross-slope of 1/4 inch per foot or less, even through driveways unless directed otherwise by the Engineer.
** Expansion joint (3/4" redwood board) located as shown.
♦ 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".
φ Expansion Joint (3/4" Redwood board) placed at either back of curb line or at sidewalk line.
⊗ Detectable warning installation is typical and required on Sidewalk Ramps. Refer to Ramp Detail sheet.

**17th STREET
FROM GROVE TO HILLSIDE**

SIDEWALK & BUS PAD DETAILS
SHEET TITLE
87 N-0349-01
PROJECT NUMBER

DESIGN BY: JRA
DRAWN BY: JSB
CHECKED BY: JRA

ISSUED: May 28, 2009
REVISED:

SHEET NO.
43 of 133

PLOTTED: Thursday, May 28, 2009 10:42AM

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