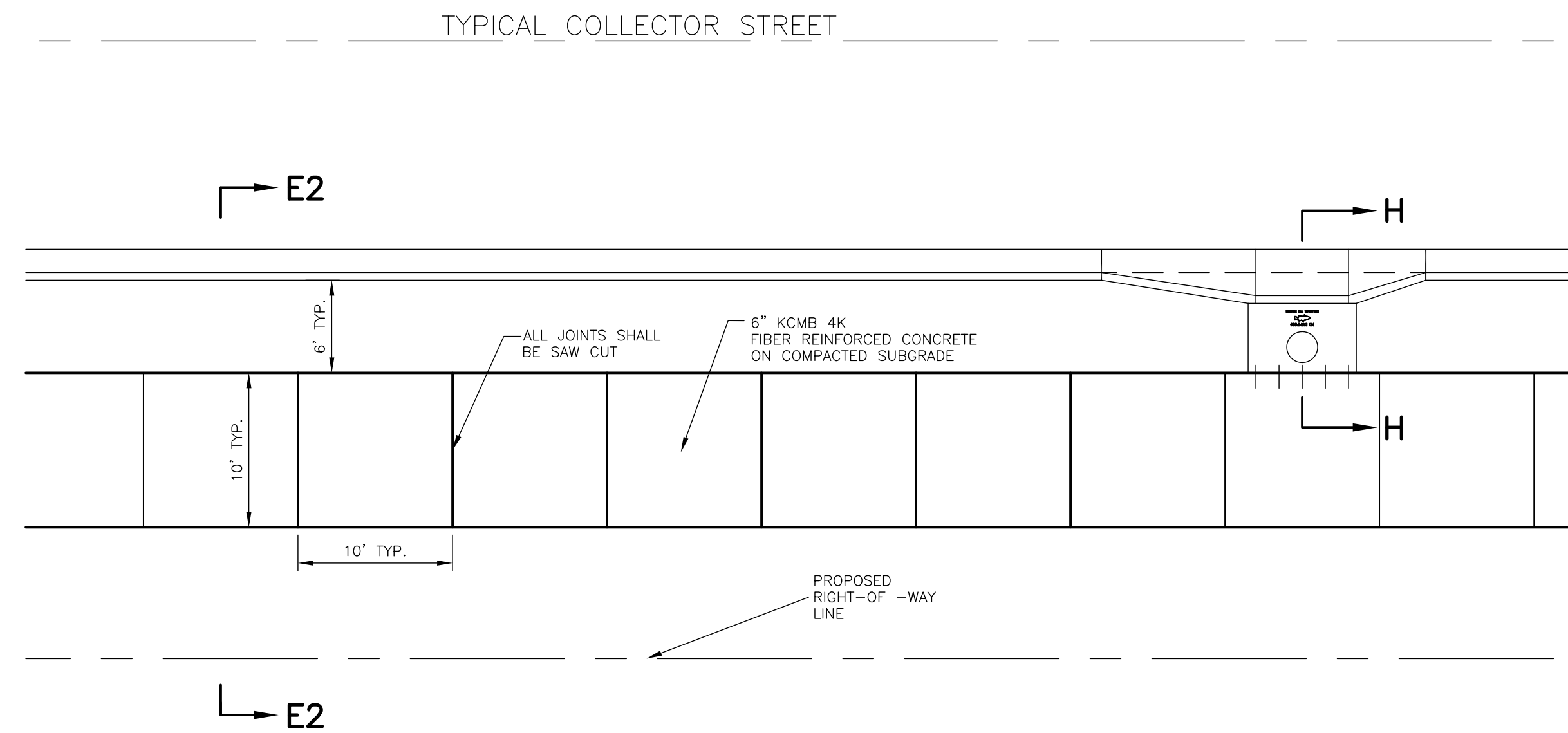
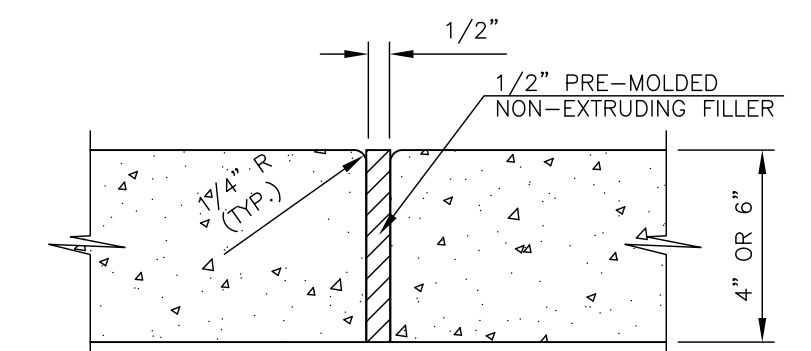


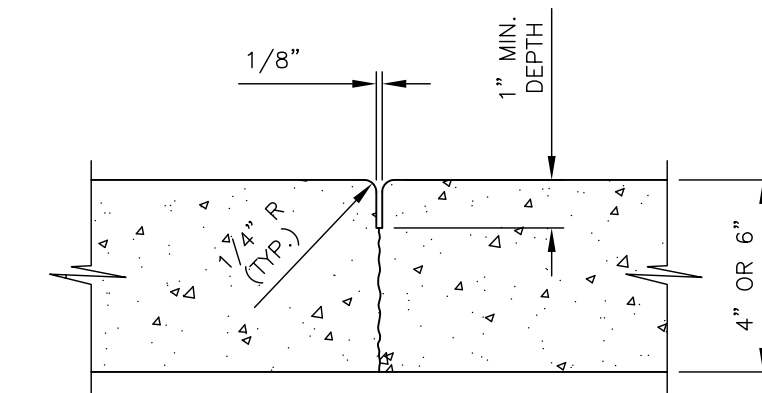
**GENERAL SIDEWALK LAYOUT PLAN**



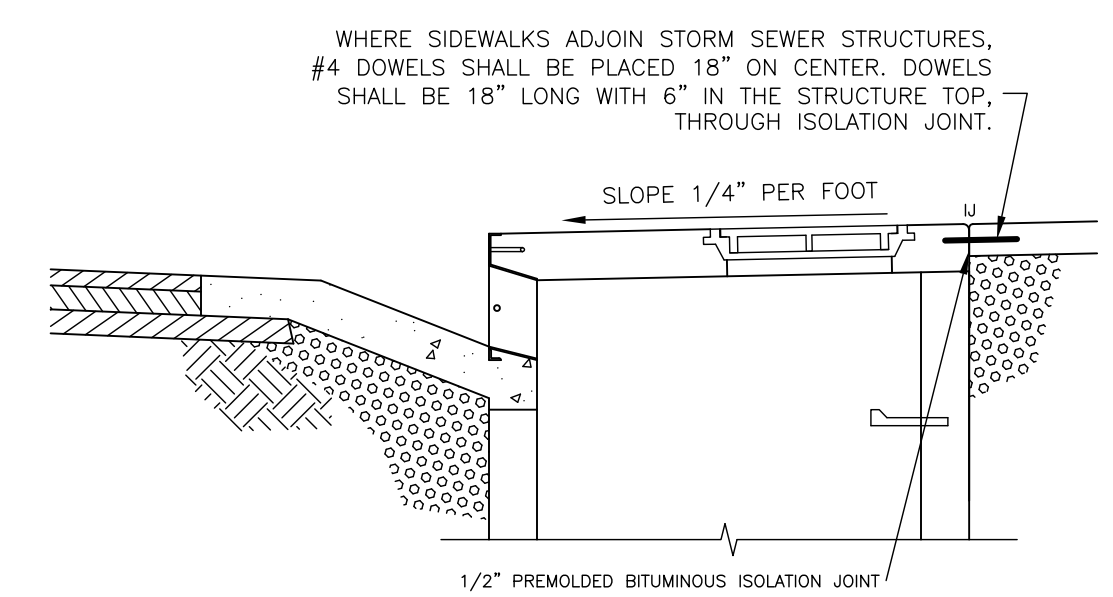
**GENERAL SHARED USE PATH LAYOUT PLAN**



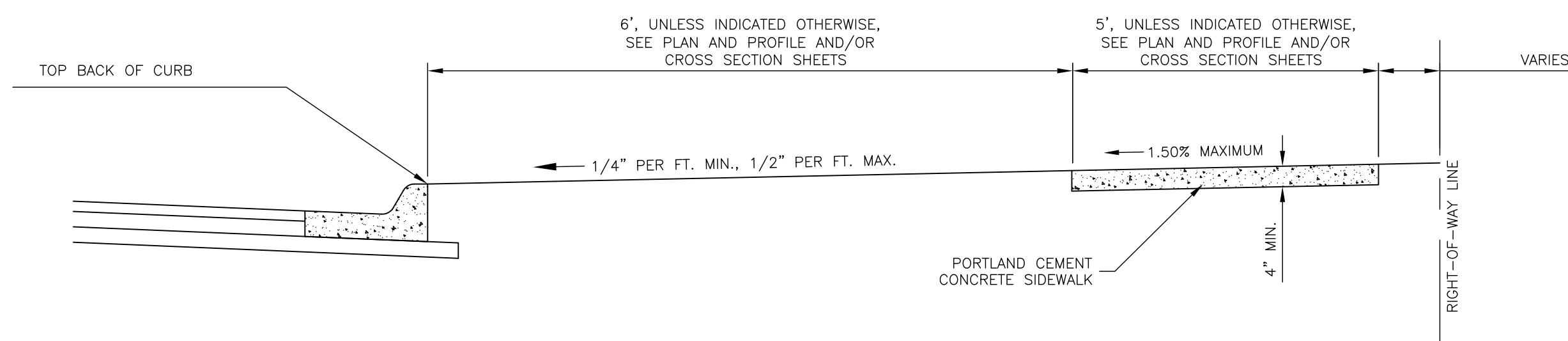
**SECTION F-F ISOLATION JOINT**



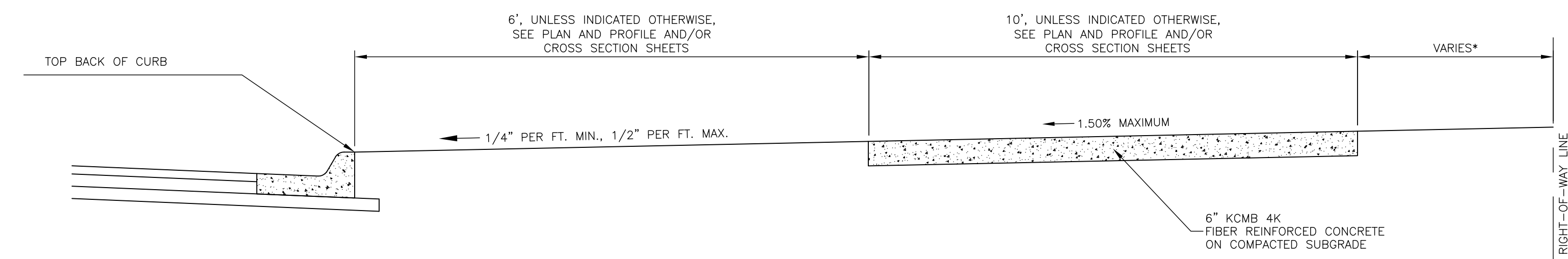
**SECTION G-G CONTRACTION JOINT (SAWED OR FORMED)**



**SECTION H-H SIDEWALK TO INLET DOWELING DETAIL**



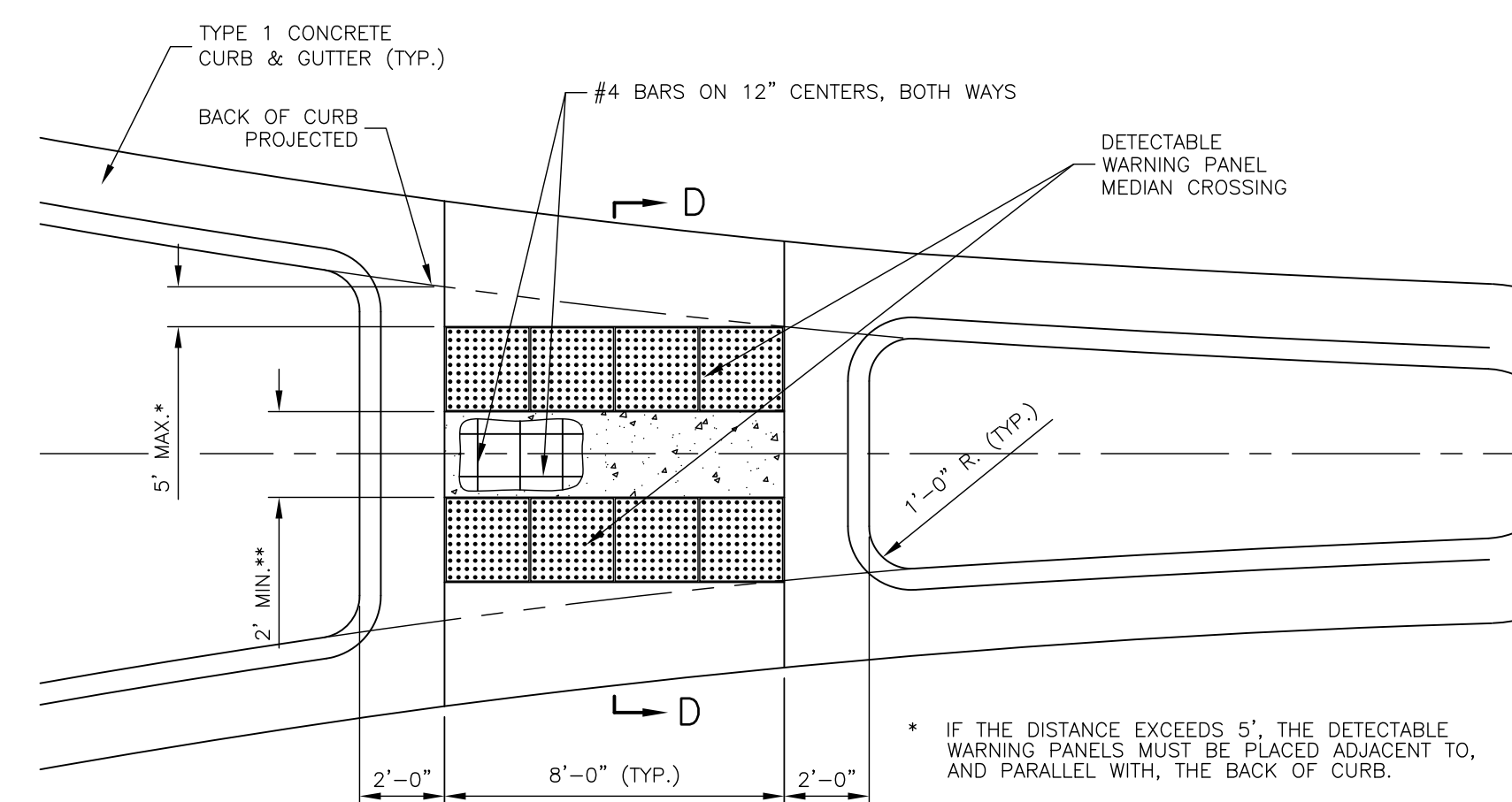
**SECTION E1-E1**



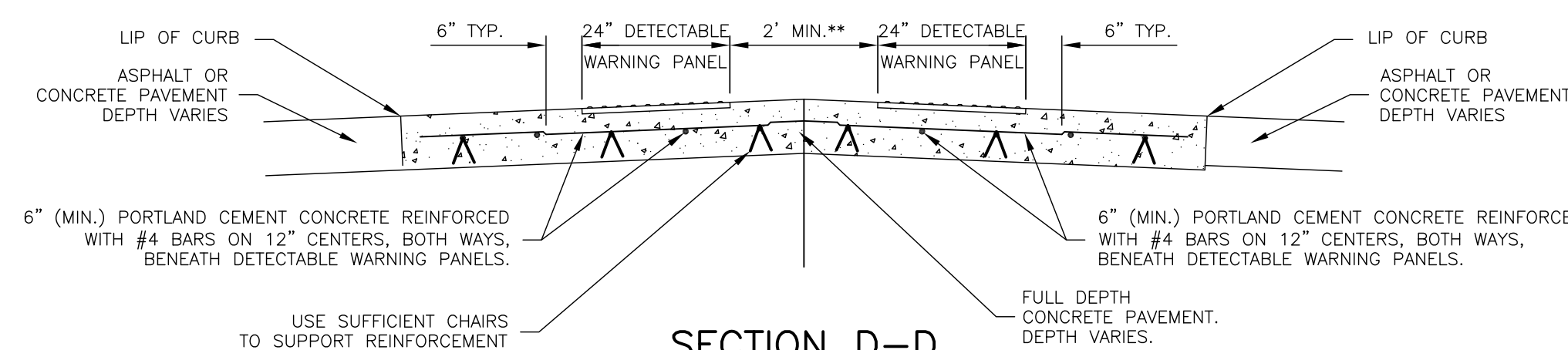
**SECTION E2-E2**

**SIDEWALK GENERAL NOTES**

1. CONSTRUCTION JOINTS SHALL BE PLACED IN 5'-0" WIDE SIDEWALKS AT A MINIMUM OF 5'-0" INTERVALS. WHEN OTHER WIDTHS OF SIDEWALK ARE USED, CONSTRUCTION JOINTS SHALL BE PLACED AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.
2. ISOLATION JOINTS SHALL BE PLACED AT ALL LOCATIONS WHERE SIDEWALK ABUTS EXISTING STRUCTURES AND AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.
3. ACCESS RAMPS SHALL BE CONSTRUCTED AT ALL LOCATIONS WHERE SIDEWALKS INTERSECT NEW STREET CONSTRUCTION AND AS OTHERWISE SHOWN ON THE PLANS.
4. ALL SHARED USE PATH JOINTS SHALL BE SAW CUT.
5. ALL SIDEWALKS AND RAMPS MUST BE CONSTRUCTED TO CURRENT ADA STANDARDS.



**MEDIAN RAMP CROSSING PLAN**



**SECTION D-D**

\* IF THE DISTANCE EXCEEDS 5', THE DETECTABLE WARNING PANELS MUST BE PLACED ADJACENT TO, AND PARALLEL WITH, THE BACK OF CURB.  
 \*\* IF, WHEN RETROFITTING, THE 2' MINIMUM CAN NOT BE ACHIEVED, THE DETECTABLE WARNING PANELS SHALL NOT BE INSTALLED.

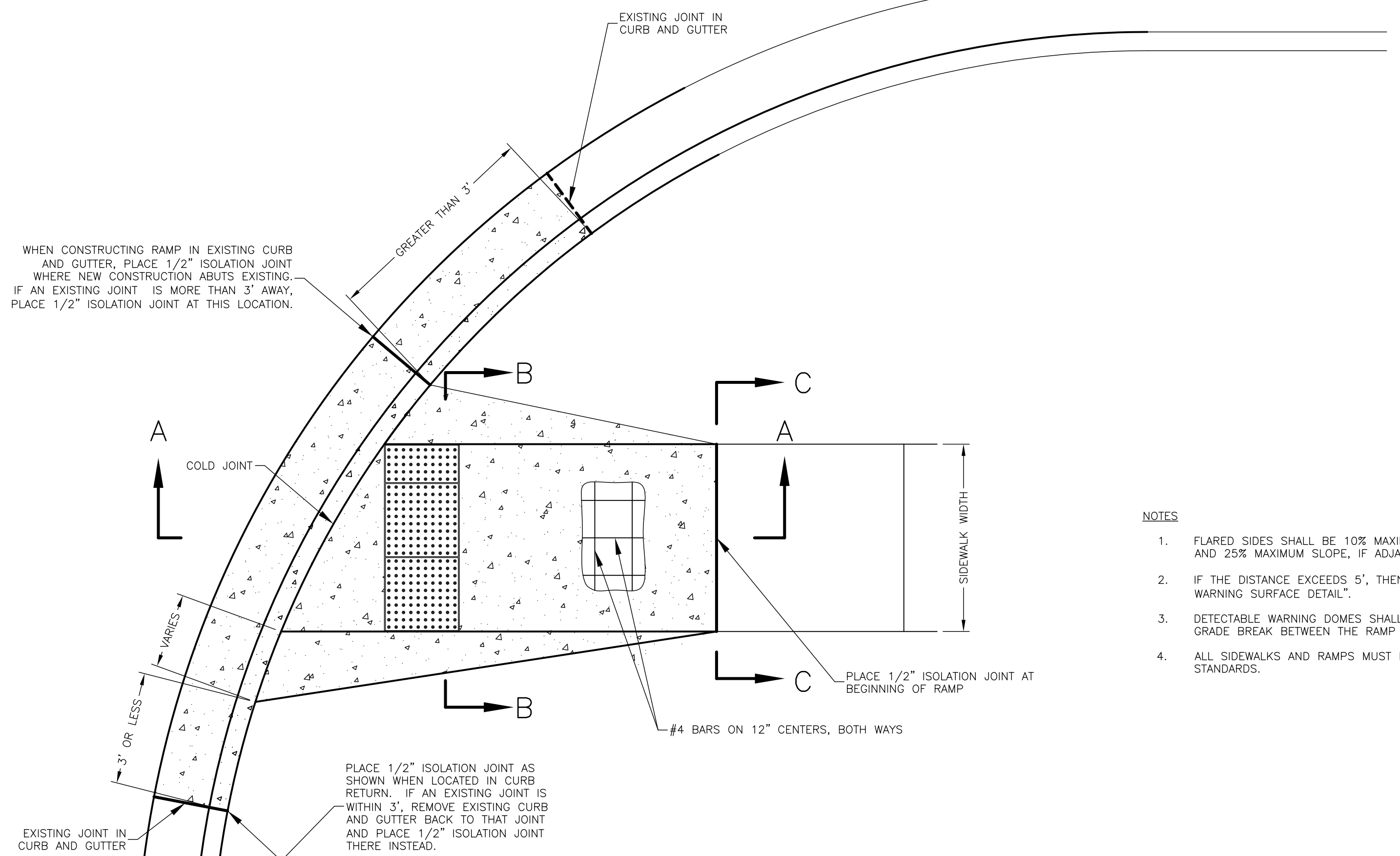
2018 EDITION SHEET \_\_\_\_ OF \_\_\_\_

DATE	BY	REVISION
03-13-18	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS
12-19-17	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS
03-21-17	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS
02-22-16	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS
03-20-08	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS

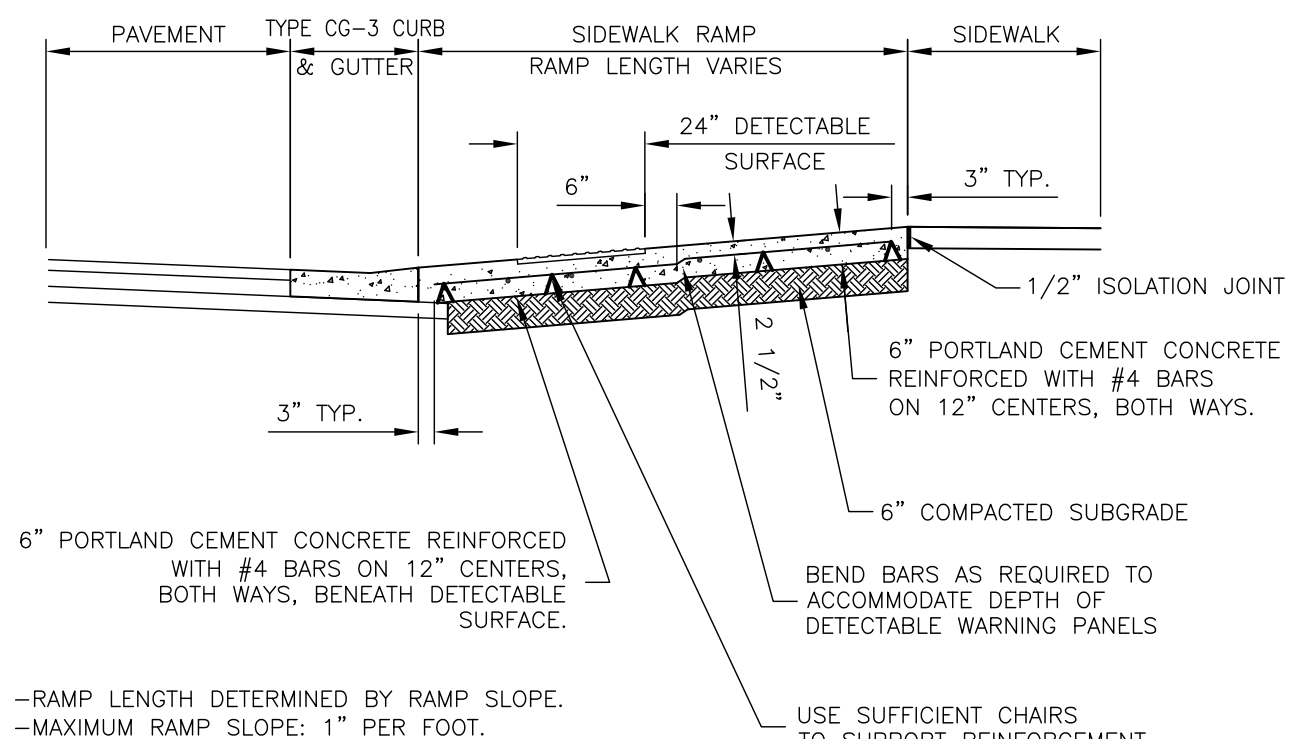


STANDARD DETAILS FOR CONCRETE SIDEWALK AND SHARED USE PATH LAYOUTS

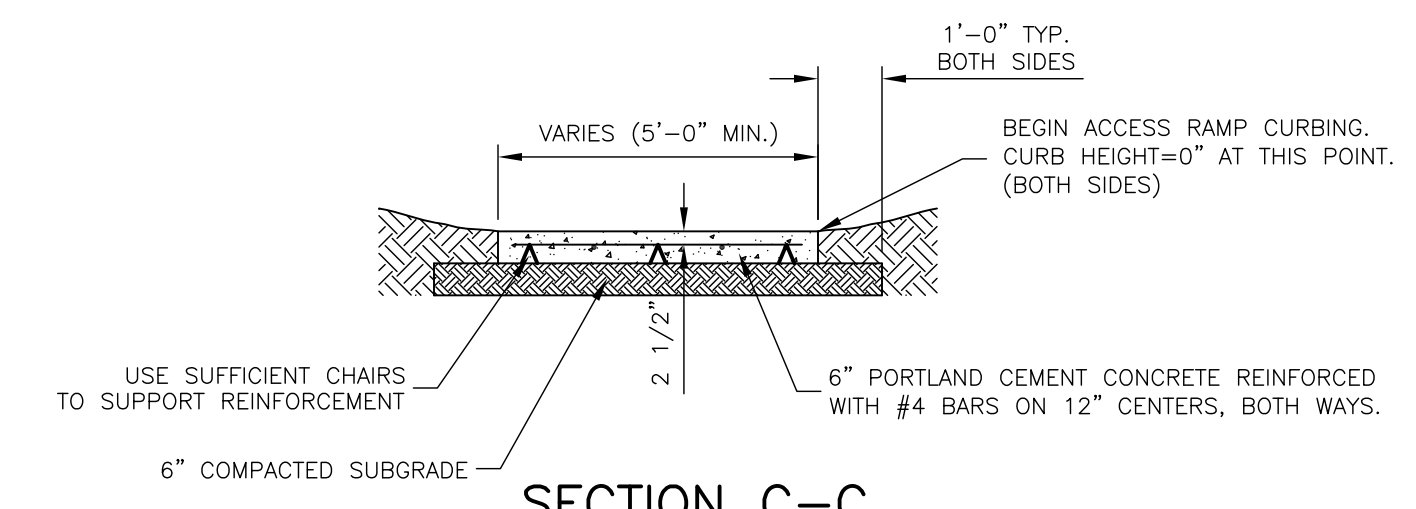
DAVID P. CRONIN CITY ENGINEER THOMAS M. MARKUS CITY MANAGER



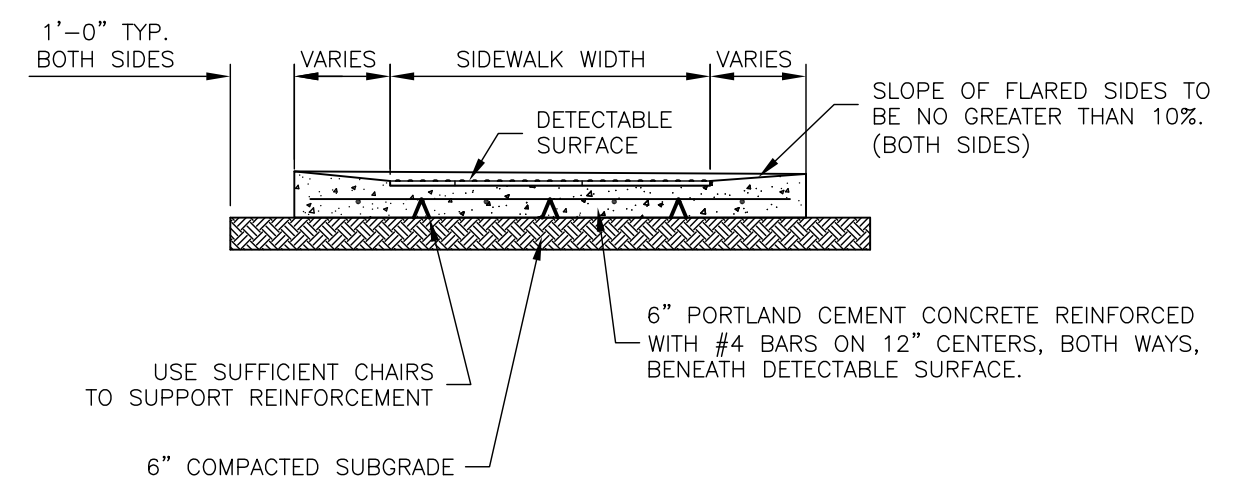
**RAMP CONSTRUCTION**



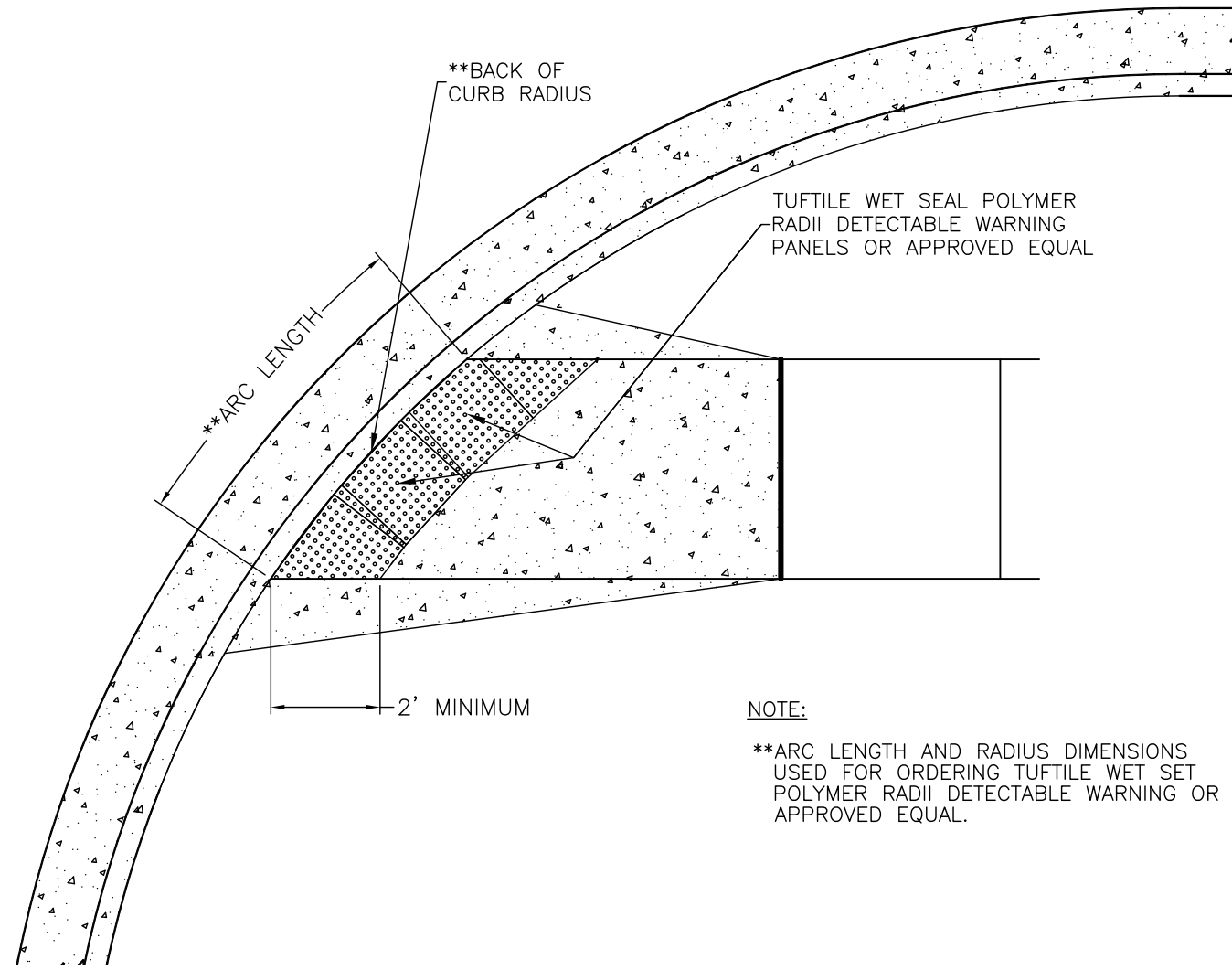
**SECTION A-A**



**SECTION C-C**



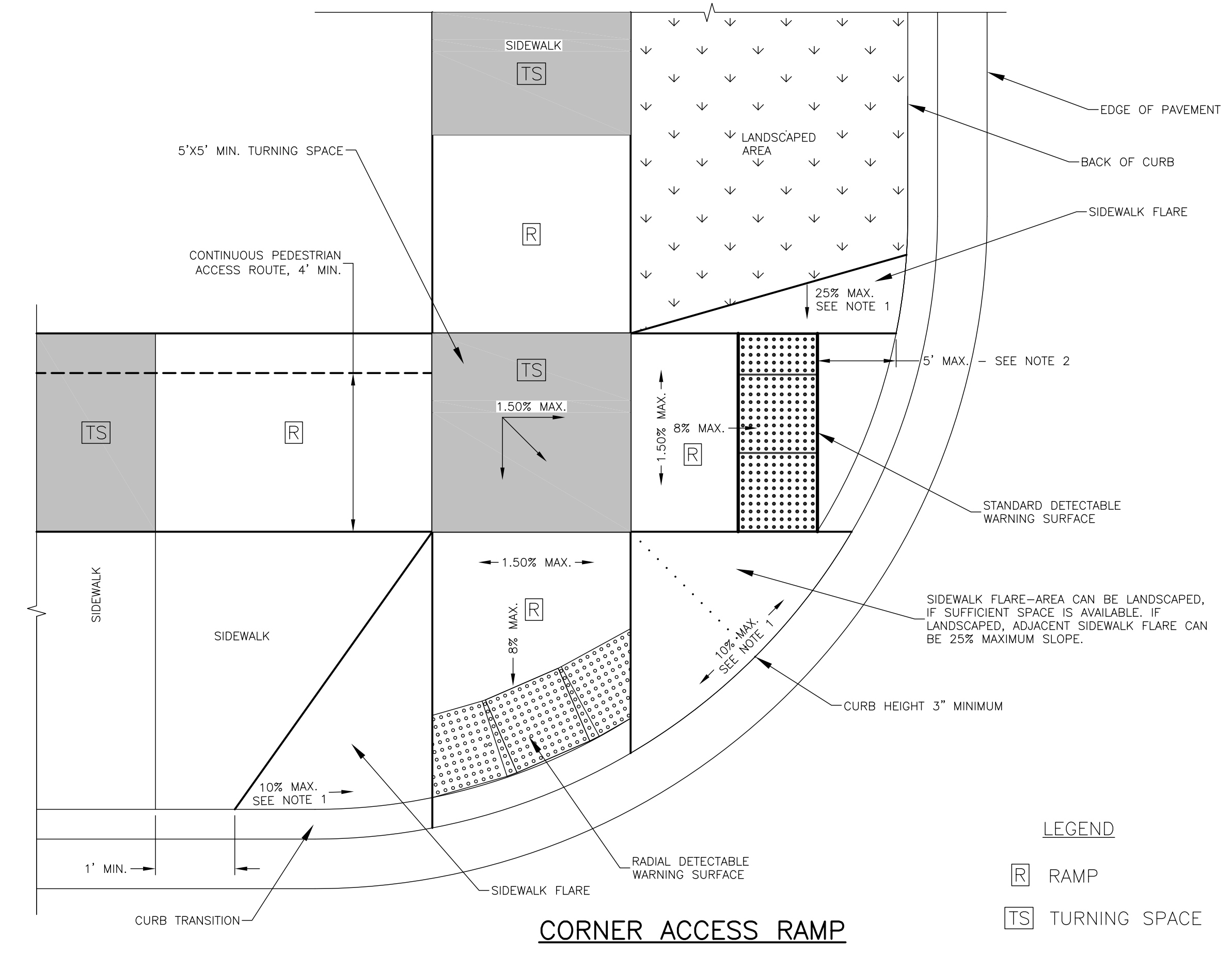
**SECTION B-B**



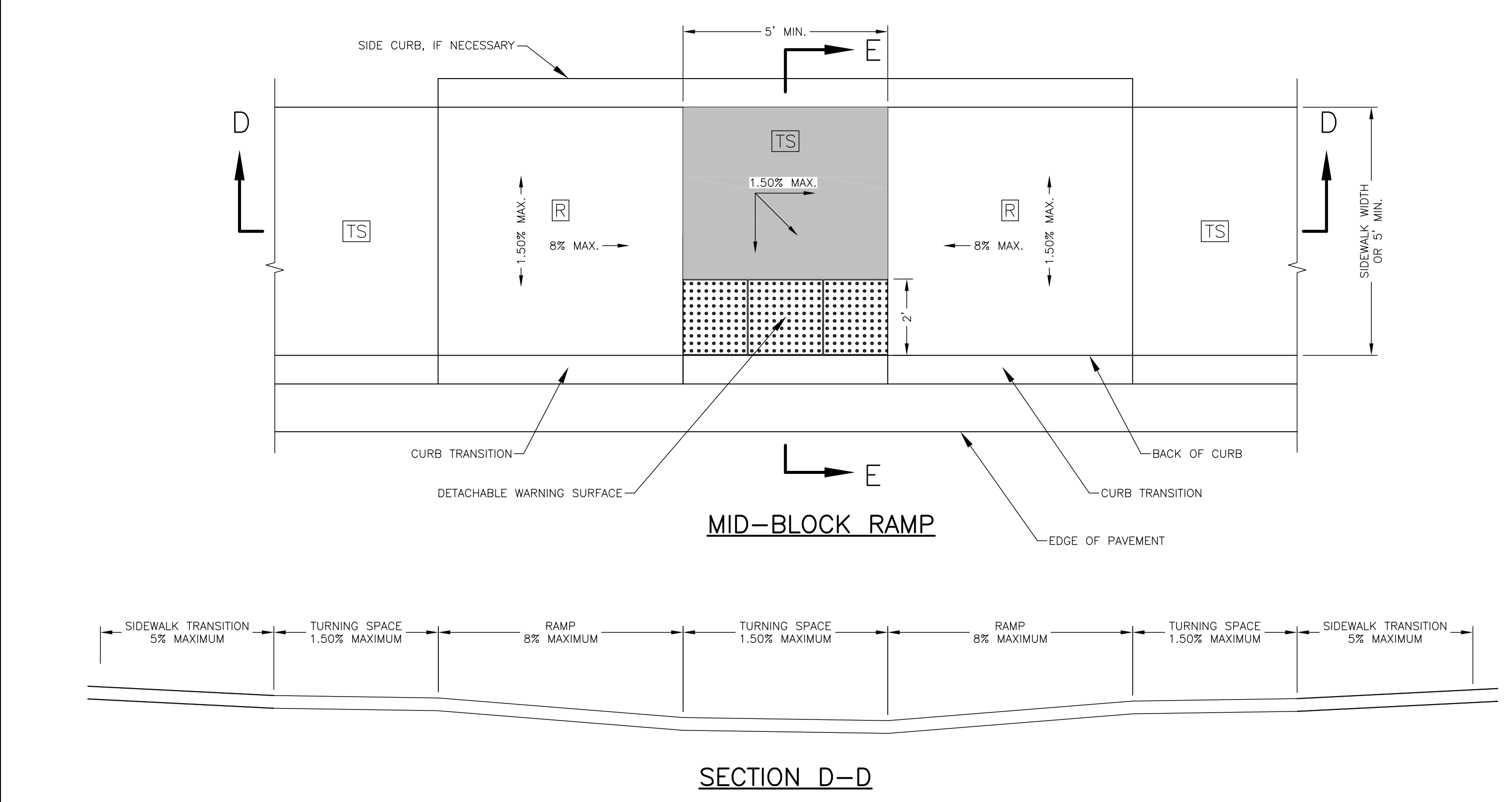
**RADIAL DETECTABLE WARNING SURFACE**

**NOTES**

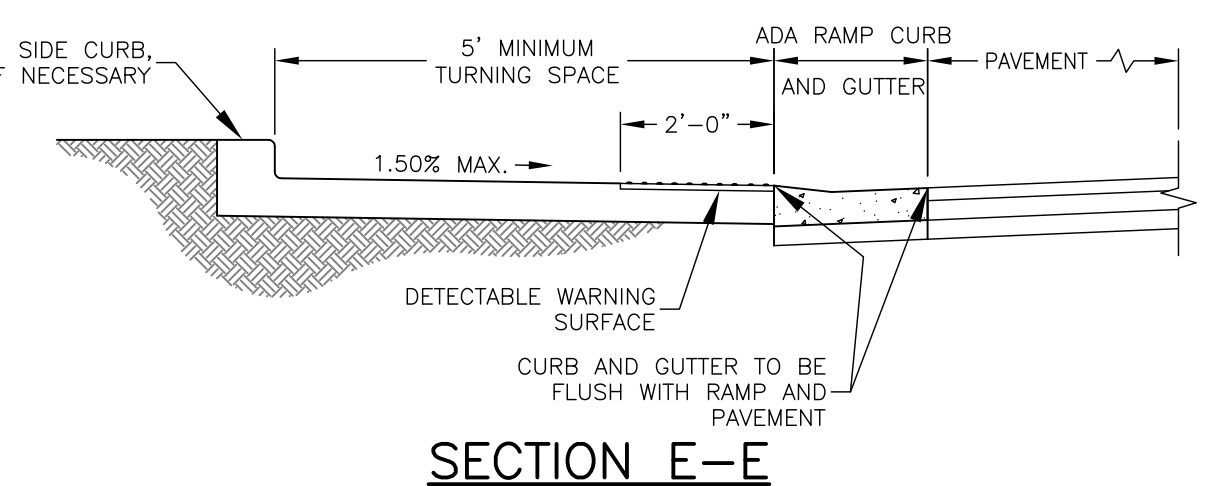
1. FLARED SIDES SHALL BE 10% MAXIMUM SLOPE, IF ADJACENT TO SIDEWALK, AND 25% MAXIMUM SLOPE, IF ADJACENT TO LANDSCAPED AREAS.
2. IF THE DISTANCE EXCEEDS 5', THEN REFER TO THE "RADIAL DETECTABLE WARNING SURFACE DETAIL".
3. DETECTABLE WARNING DOMES SHALL BE ALIGNED PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP RUN AND STREET.
4. ALL SIDEWALKS AND RAMPS MUST BE CONSTRUCTED TO CURRENT ADA STANDARDS.



**CORNER ACCESS RAMP**



**MID-BLOCK RAMP**



**SECTION E-E**

2018 EDITION SHEET \_\_\_ OF \_\_\_

DATE	BY	REVISION
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12-19-17	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS
03-21-17	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS
02-22-16	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS
03-20-08	LJM	REPLACES ALL PREVIOUS VERSIONS OF SIDEWALK DETAILS



STANDARD DETAILS FOR CONCRETE SIDEWALK ACCESS RAMPS

DAVID P. CRONIN CITY ENGINEER      THOMAS M. MARKUS CITY MANAGER