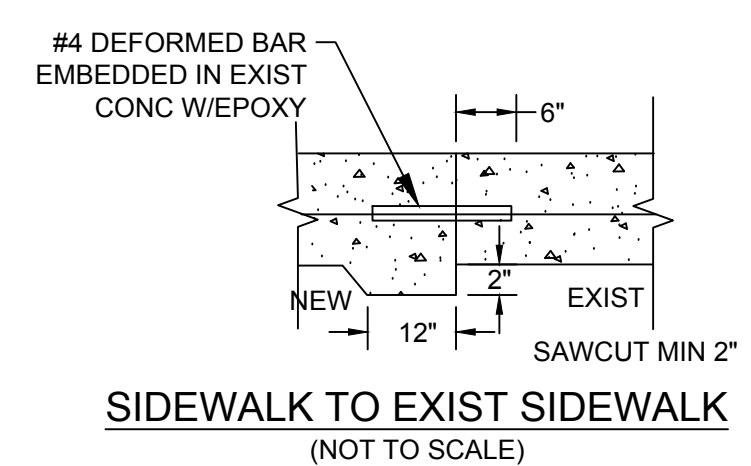
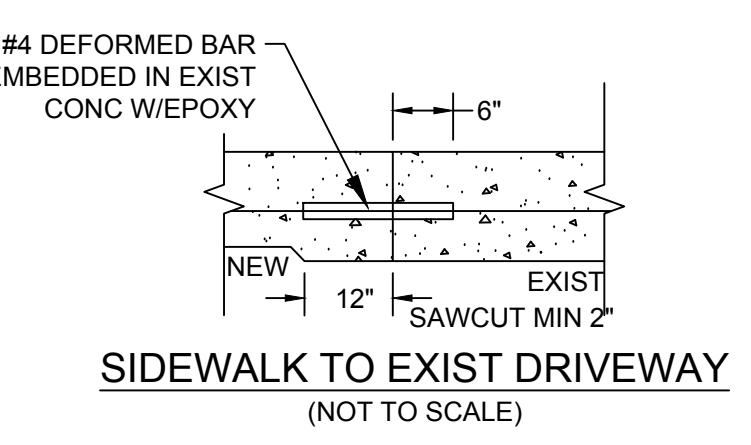


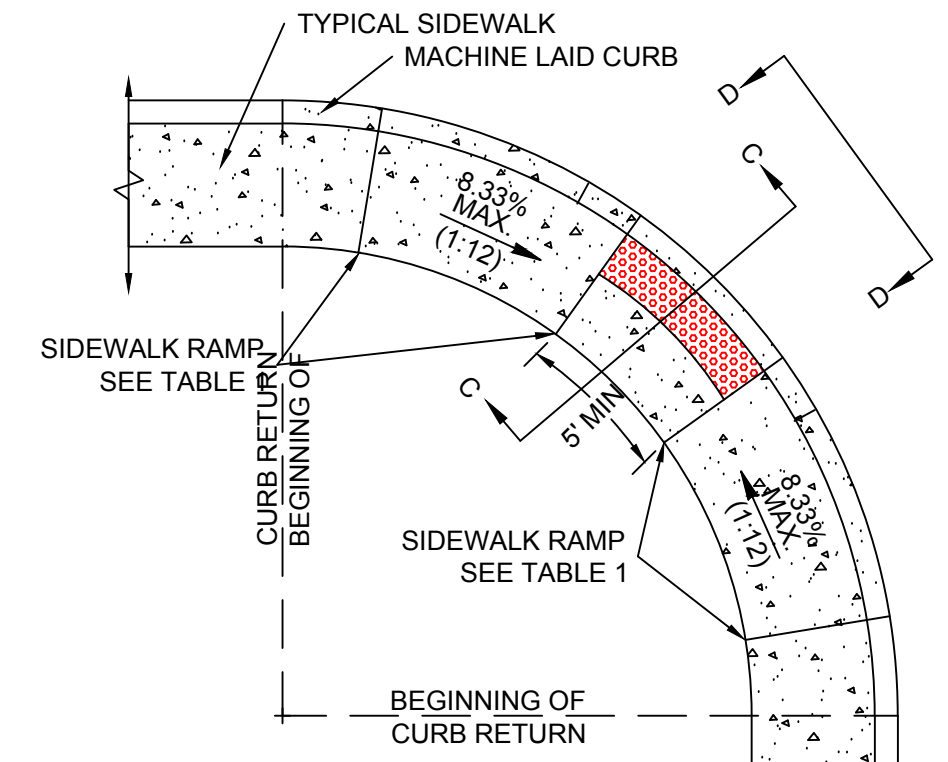
TYPICAL SIDEWALK RAMP
SIDEWALK SEPARATED FROM CURB
(NOT TO SCALE)



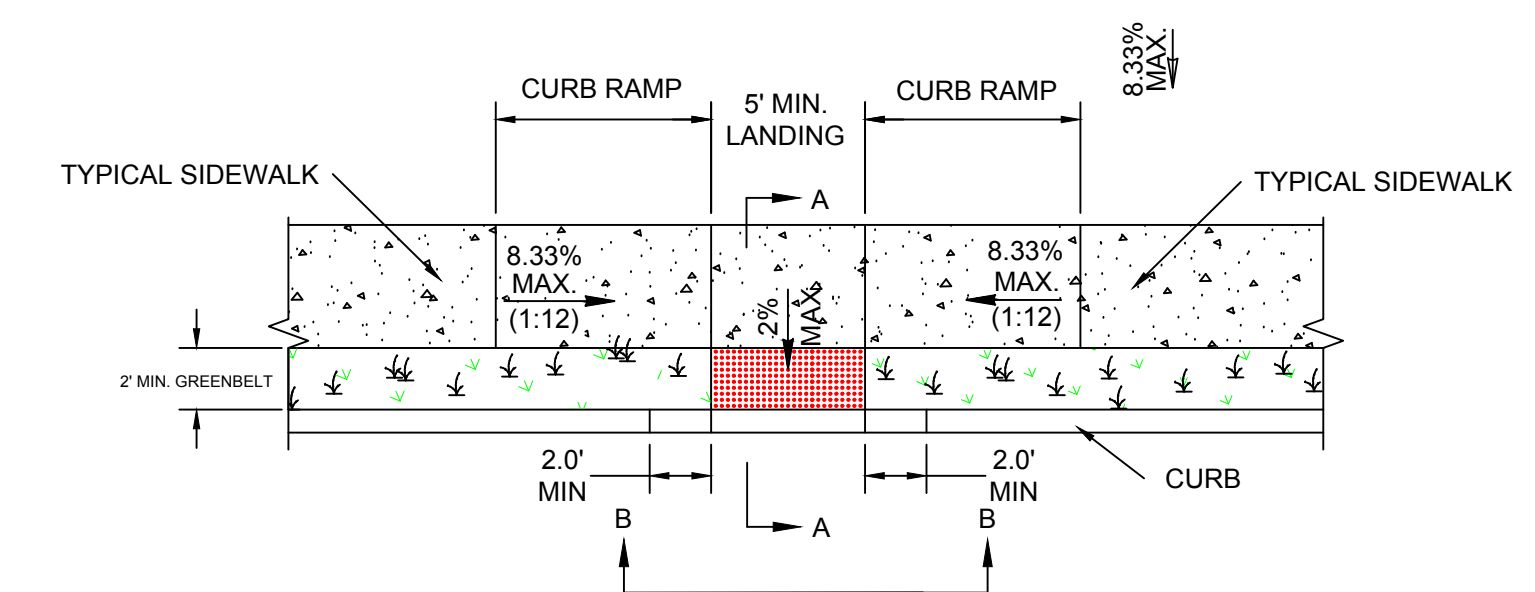
SIDEWALK TO EXIST SIDEWALK
(NOT TO SCALE)



SIDEWALK TO EXIST DRIVEWAY
(NOT TO SCALE)



ALTERNATIVE SIDEWALK RAMP
SIDEWALK ABUTS CURB
(NOT TO SCALE)



TYPICAL SIDEWALK RAMP - TYPE IV
USED AT TEE INTERSECTIONS WHERE SIDEWALK IS SEPARATED FROM CURB
(NOT TO SCALE)

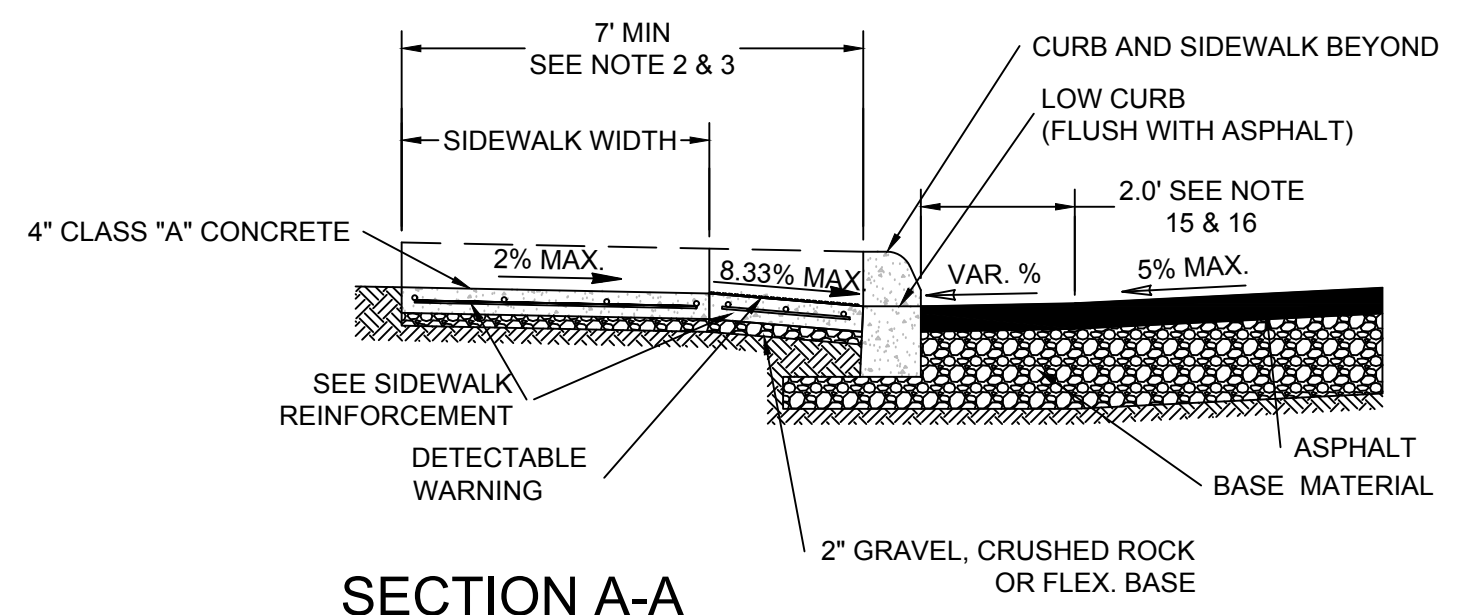
NOTE:
1. SIDEWALK RAMP MUST START AT THE EDGE OF THE MINIMUM 5' BY 5' STREET ACCESS LANDING. THE TOP EDGE OF THE RAMP MAY NOT NECESSARILY OCCUR AT THE BEGINNING OF THE CURB RETURN.
2. SEE NOTE FOR DETECTABLE WARNING DIMENSIONS

NOTE:
1. SIDEWALK RAMP MUST START AT THE EDGE OF THE MINIMUM 5' BY 5' STREET ACCESS LANDING. THE TOP EDGE OF THE RAMP MAY NOT NECESSARILY OCCUR AT THE BEGINNING OF THE CURB RETURN.
2. SEE NOTE FOR DETECTABLE WARNING DIMENSIONS

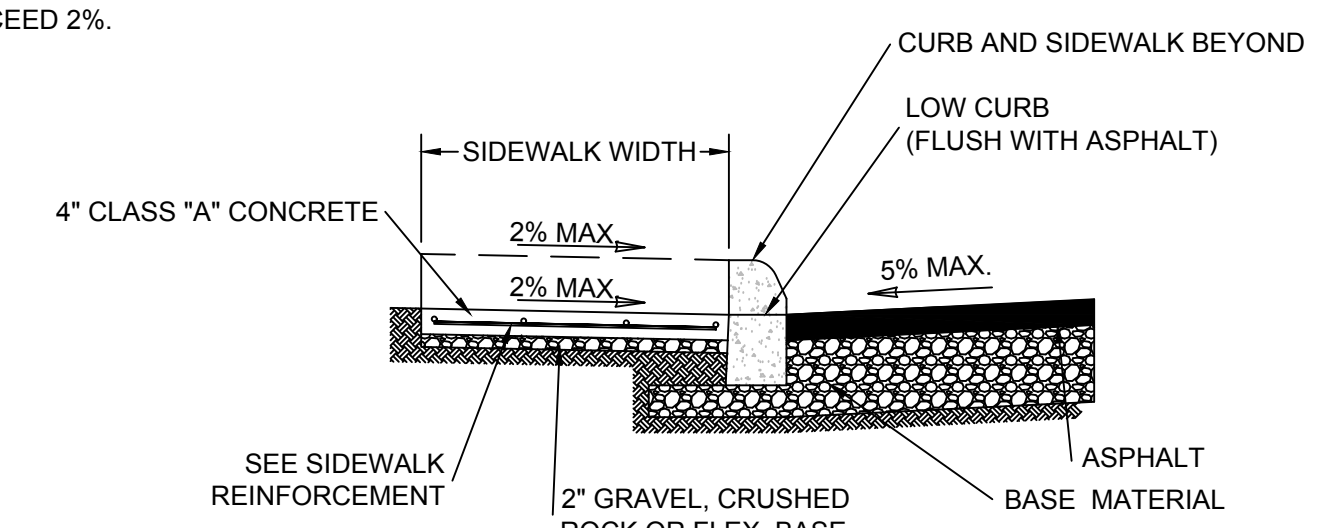
CONCRETE SIDEWALK NOTES

1. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5' AND BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
2. DUMMY JOINTS PARALLEL TO THE CURB SHALL BE PLACED WHERE THE SIDEWALK MEETS THE DRIVEWAY.
3. DUMMY JOINTS PERPENDICULAR TO THE CURB, AND WITHIN THE BOUNDARIES OF THE PARALLEL DUMMY JOINTS, SHALL BE PLACED AT INTERVALS EQUAL TO THE WIDTH OF THE SIDEWALK.
4. A MINIMUM OF TWO ROUND AND SMOOTH DOWEL BARS 3/8" IN DIAMETER AND 18" IN LENGTH SHALL BE SPACED 18" APART AT EACH EXPANSION JOINT.
5. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE. WHERE SIDEWALKS CROSS DRIVEWAYS, SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
6. SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.
7. CURB SHALL BE TAPERED TO FINISH FLUSH WITH SIDEWALK.
8. SIDEWALK SECTION SHALL BE REQUIRED ALONG ALL STREETS.

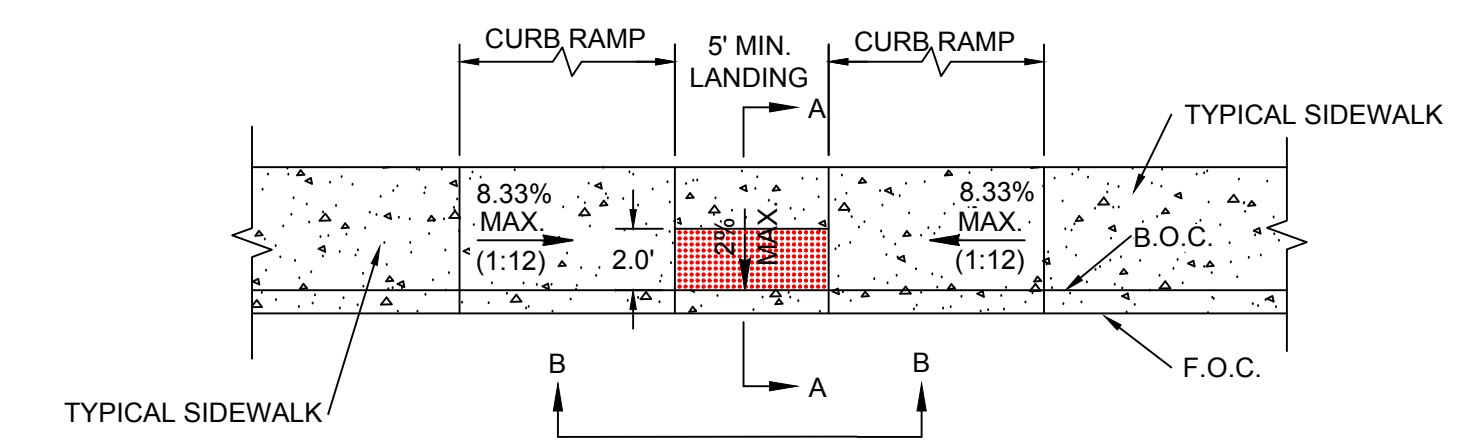
TABLE 1 - (SEE NOTE 4)		
GUTTER SLOPE	SIDEWALK RAMP LENGTH (1:12)	
	LOW SIDE	HIGH SIDE
1%	5'-6"	7'-2"
2%	5'-0"	8'-4"
3%	4'-6"	10'-0"
4%	4'-2"	12'-6"
5%	3'-10"	16'-8"



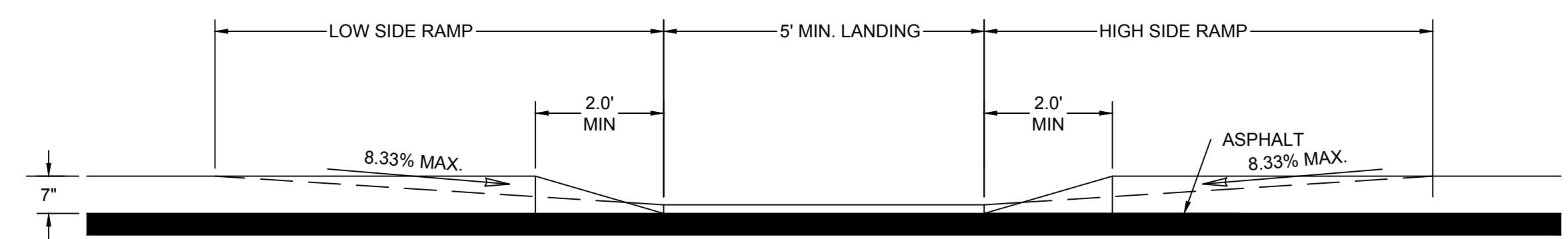
SECTION A-A
SIDEWALK SEPARATED FROM CURB
(NOT TO SCALE)



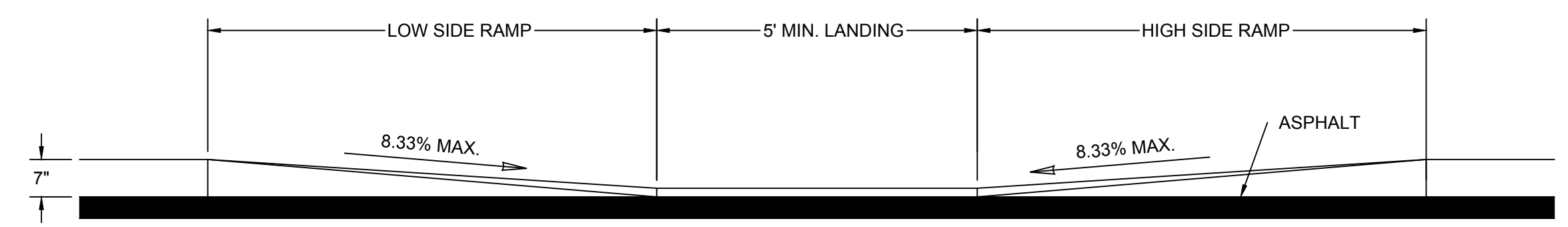
SECTION C-C
SIDEWALK ABUTS CURB
(NOT TO SCALE)



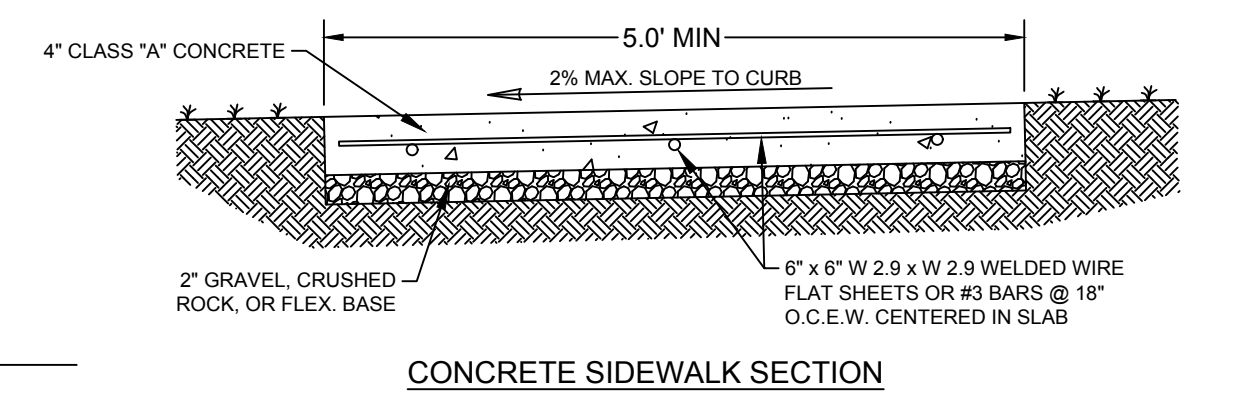
TYPICAL SIDEWALK RAMP - TYPE II
USED AT TEE INTERSECTIONS WHERE SIDEWALK ABUTS CURB
(NOT TO SCALE)



SECTION B-B
CURB PROFILE WHERE SIDEWALK SEPARATED FROM CURB
(NOT TO SCALE)



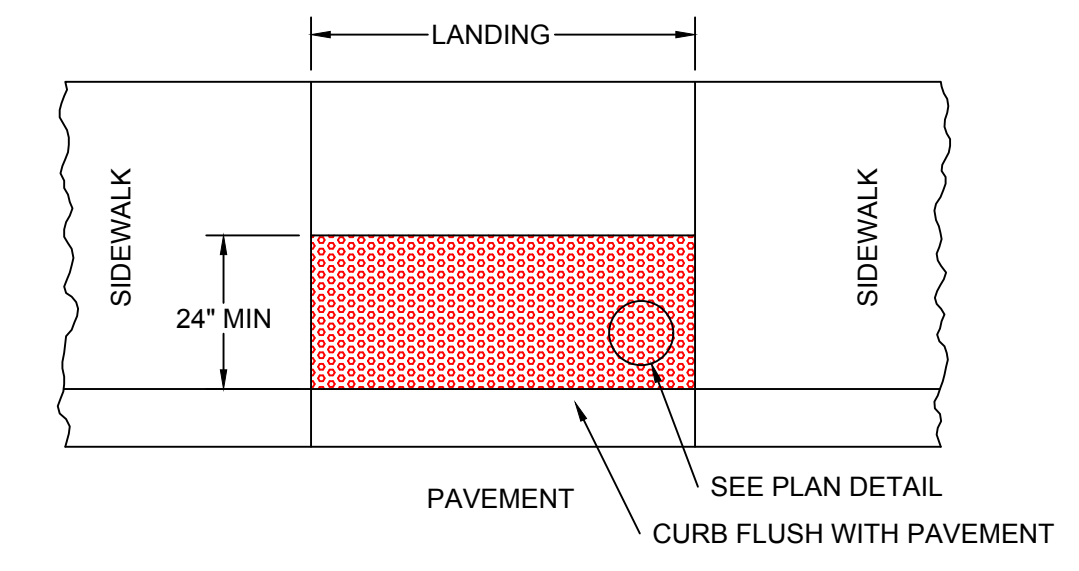
SECTION D-D
CURB PROFILE WHERE SIDEWALK ABUTS CURB
(NOT TO SCALE)



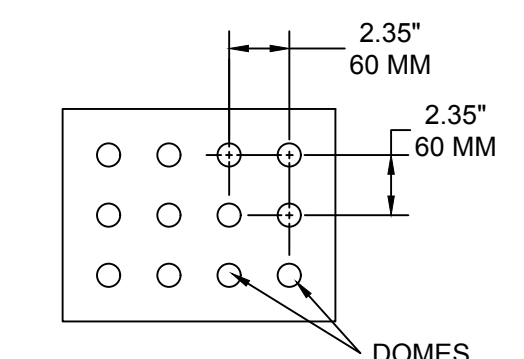
CONCRETE SIDEWALK SECTION

GENERAL NOTES

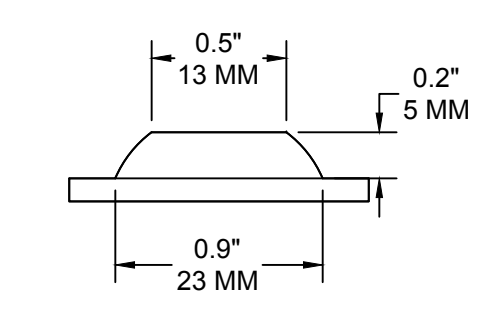
1. DEVIATION OF THE PATHWAY FROM A STRAIGHT LINE IS ENCOURAGED TO AVOID TREES OR OTHER OBSTRUCTIONS.
2. FOR LOCAL STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 5' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
3. FOR OTHER THAN LOCAL STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 5' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.
4. SIDEWALK RAMP LENGTHS PRESENTED IN TABLE 1 ARE GUIDELINES ONLY. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE.
5. ALL CURB-RAMP OR LANDINGS ABUTTING THE CROSSWALK SHALL HAVE A DETECTABLE WARNING 24 INCHES DEEP (IN THE DIRECTION OF PEDESTRIAN TRAVEL) AND EXTENDING THE FULL WIDTH OF THE CURB RAMP OR LANDING. THE DETECTABLE WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES, ALIGNED IN A GRID PATTERN WITH A DIAMETER OF A NOMINAL 0.9 INCHES (23 MM), A HEIGHT OF NOMINAL 0.2 INCHES (5 MM) AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES (60 MM).
6. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
7. TYPICAL SIDEWALK RAMP TO BE USED IN ALL NEW CONSTRUCTION
8. CONSTRUCTION OF ALL WHEELCHAIR RAMPS TO BE INCLUDED UNDER ITEMS FOR "CONCRETE CURBING", "MACHINE LAID CURB" AND/OR "CONCRETE SIDEWALKS". RAMP SURFACE SHALL BE BRUSH FINISHED.
9. THESE DETAILS ARE FOR REFERENCE ONLY. ACTUAL LOCATIONS OF WHEELCHAIR RAMPS TO BE SHOWN ON CONSTRUCTION PLANS. CITY CONSTRUCTION INSPECTOR CAN ADJUST LOCATIONS FOR SAFETY OR UTILITY CLEARANCE.
10. SIDEWALKS LESS THAN 5 FEET IN WIDTH SHALL BE PROVIDED WITH A PASSING SPACE AT A MAXIMUM SPACING OF 200 FEET.
11. WHEELCHAIR RAMP SHALL BE CONSTRUCTED WITH 4" CLASS "A" CONCRETE AND 2" GRAVEL, CRUSHED ROCK OR FLEXIBLE BASE MATERIAL.
12. REINFORCING STEEL SHALL BE #3 BARS AT 18" O.C.E.W. OR 6" x 6" W2.9 x W2.9 WIRE MESH.
13. SIDEWALK GRADES SHALL NOT EXCEED THE GRADE ESTABLISHED FOR THE ADJACENT ROADWAY. ANY SIDEWALK CONSTRUCTION THAT DEVIATES FROM THE NATURAL GRADE OF THE ROADWAY TO CREATE A GRADE STEEPER THAN THE EXISTING ROADWAY WILL REQUIRE RAMPS, HANDRAILS AND RESTING PLATFORMS TO BE CONSTRUCTED IN ACCORDANCE WITH ADA AND TAS STANDARDS.
14. SIDEWALK CROSS GRADE SHALL HAVE A MAXIMUM SLOPE OF 2%. LANDINGS SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
15. THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES SHALL BE LESS THAN 11%. THE CHANGE OF GRADE SHALL BE DEFINED AS THE ALGEBRAIC DIFFERENCE OF THE ADJACENT SURFACE SLOPES. IN THE CASE OF A STREET ACCESS RAMP DESIGNED AT THE 8.33% MAXIMUM SLOPE, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN 2.67% (I.E. 8.33(-2.67)=11). IN ADDITION, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN OR EQUAL TO 2%.
16. IF THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES IS GREATER THAN OR EQUAL TO 11%, A LEVELING STRIP, 2 FEET IN LENGTH, SHALL BE PROVIDED TO TRANSITION THE ADJACENT SURFACES.
17. ADA COMPLIANCE IN ALTERATIONS INCLUDE ONLY THAT WORK WITHIN THE LIMITS, BOUNDARIES OR SCOPE OF A PLANNED PROJECT.



DETECTABLE WARNING AREA
(NOT TO SCALE)



PLAN DETAIL
(NOT TO SCALE)



DOMES SECTION
(NOT TO SCALE)

APPROVED CAST-IN-PLACE DETECTABLE WARNINGS

1. CAST-IN-PLACE DETECTABLE WARNING SYSTEMS MUST BE POLYMER COMPOSITE
2. MATERIAL MUST BE "WET SET" INTO FRESHLY POURED CONCRETE.
3. PROTECT PRODUCT FROM DAMAGE UNTIL MATERIAL IS FULLY SET OR CURED.
4. PRODUCT MUST BE APPROVED BY THE ENGINEERING DEPARTMENT.

CITY OF SCHERTZ TEXAS
ENGINEERING AND PUBLIC WORKS

SIDEWALK DETAILS	
DRWN. BY: LBJ	PROJECT NO.:
DSGN. BY: LBJ	DATE: FEBRUARY, 1 2015
CHKD. BY: LBJ	SHEET NO. 1 of 1