

- ① ITEM 1530 - 1-1/4" SURFACE COURSE
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM 1530 - 1-3/4" INTERMEDIATE ASPHALT CONCRETE TYPE 2
- ④ ITEM 304 - 6" AGGREGATE
- ⑤ ITEM 204 - SUBGRADE COMPACTION

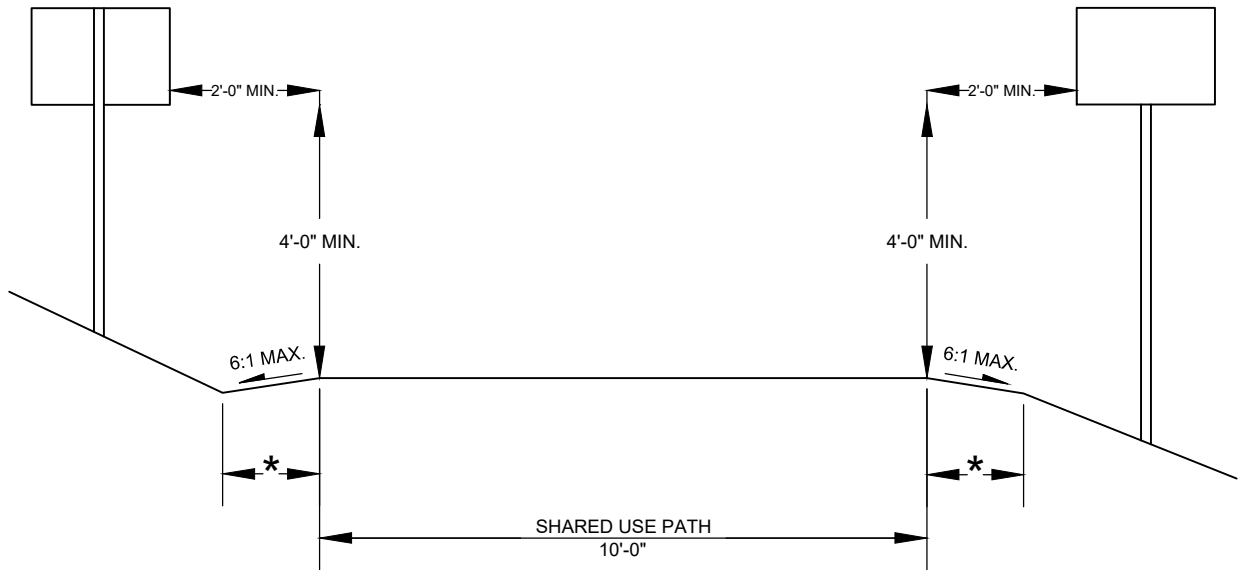
PAVEMENT DETAIL

SHARED USE PATH

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REFERENCE AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES,
CURRENT EDITION FOR SAFETY RAIL REQUIREMENTS.

* 2'-0" MINIMUM GRADED AREA, 3'-0" TO 5'-0" RECOMMENDED

SIGN DETAIL

SHARED USE PATH

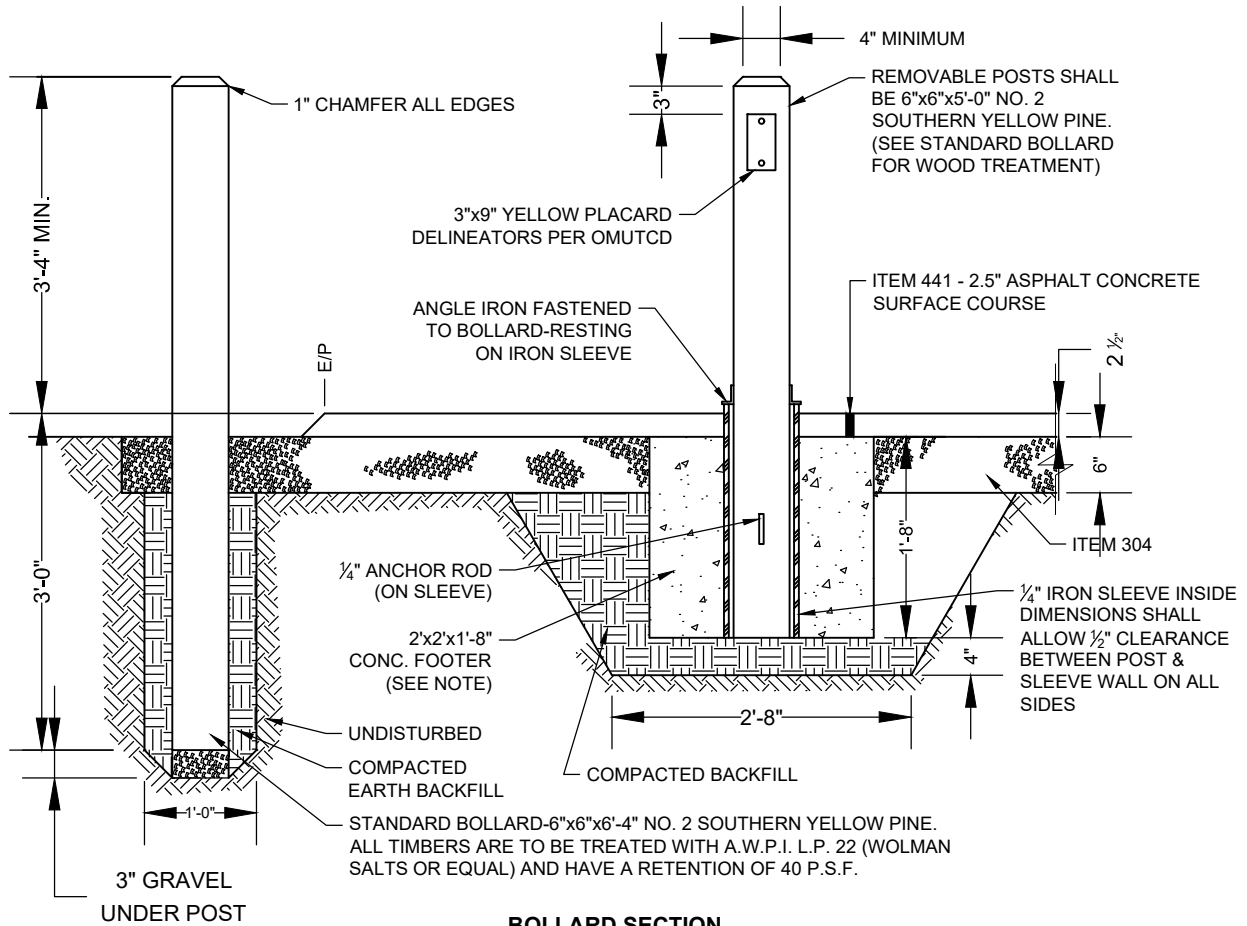
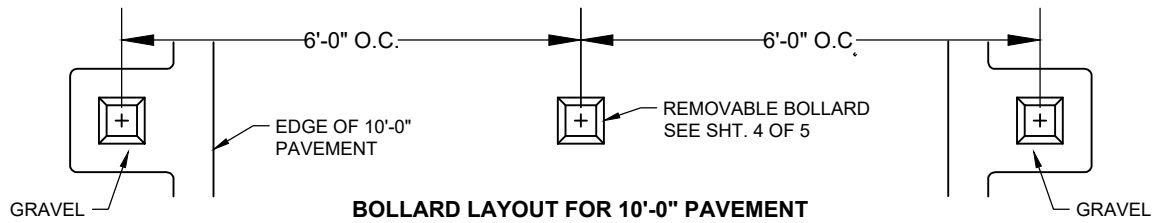
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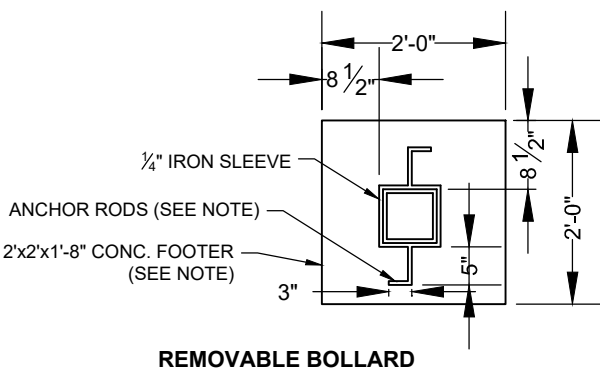


THE CONTRACTOR SHALL INSTALL THE EARTH BACKFILL IN 6" LIFTS AND TAKE CARE TO PLUMB EACH POST.

THE IRON SLEEVES, ANGLE IRON, AND ANCHOR RODS SHALL BE PAINTED WITH TWO COATS OF RUST-OLEUM NO769 DAMP-PROOF RED PRIMER OR EQUAL PRIOR TO INSTALLATION.

THE CONTRACTOR MAY SUBSTITUTE A 24" CIRCULAR FOOTER IN PLACE OF THE ONE SHOWN BELOW.

WOOD BOLLARD DETAIL



SHARED USE PATH

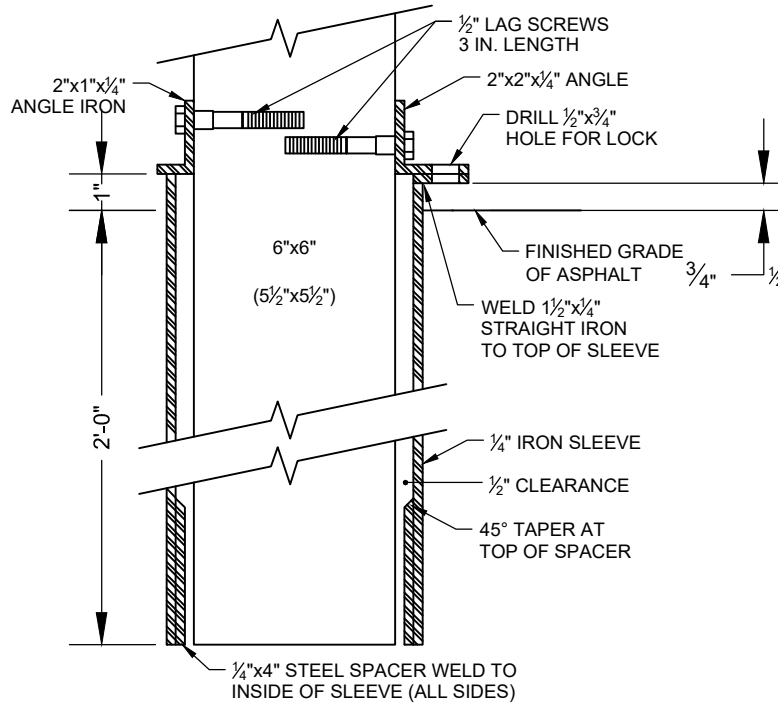
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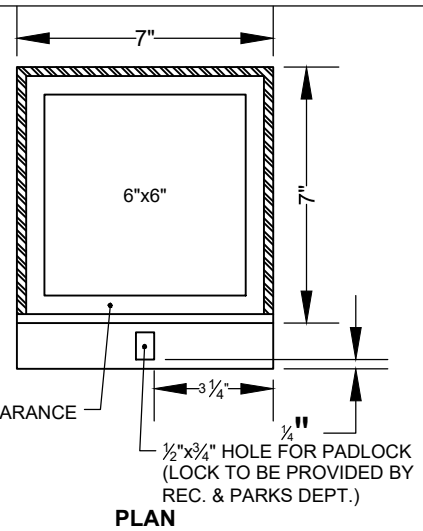
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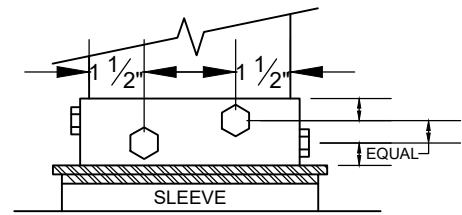
SHT 3 OF 5



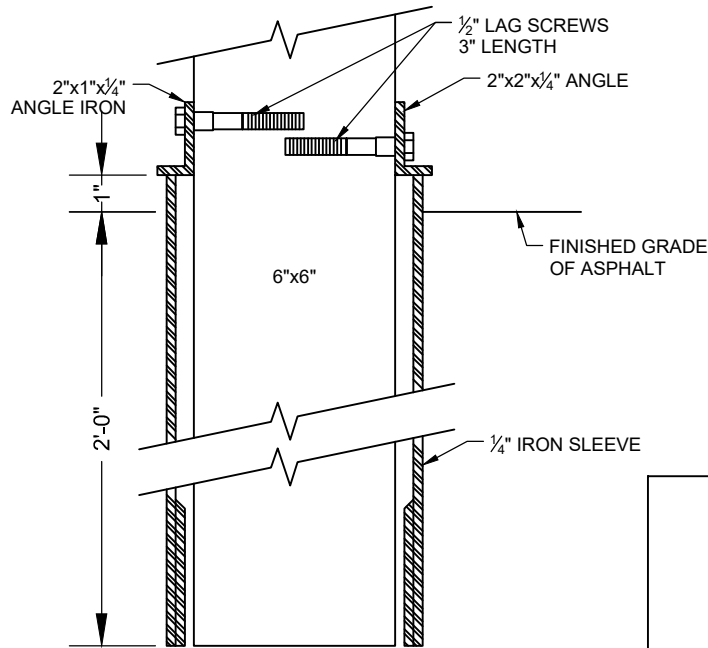
SECTION A-A



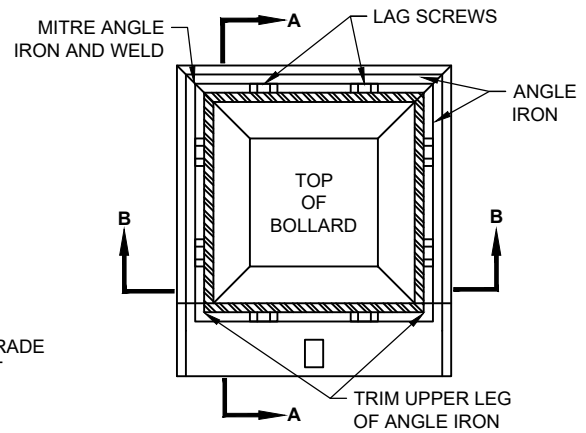
PLAN



ELEVATION



SECTION B-B



PLAN

REMOVABLE BOLLARD DETAIL

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RAMPS SHALL BE ADA COMPLIANT: SEE STANDARD DRAWINGS 2319/2300.

EXISTING CURB OR COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AS REQUIRED FOR INSTALLATION OF RAMP. INSTALL EXPANSION JOINT AT BACK OF CURB. REFERENCE STANDARD DRAWINGS 2000/2010/2020/2030.

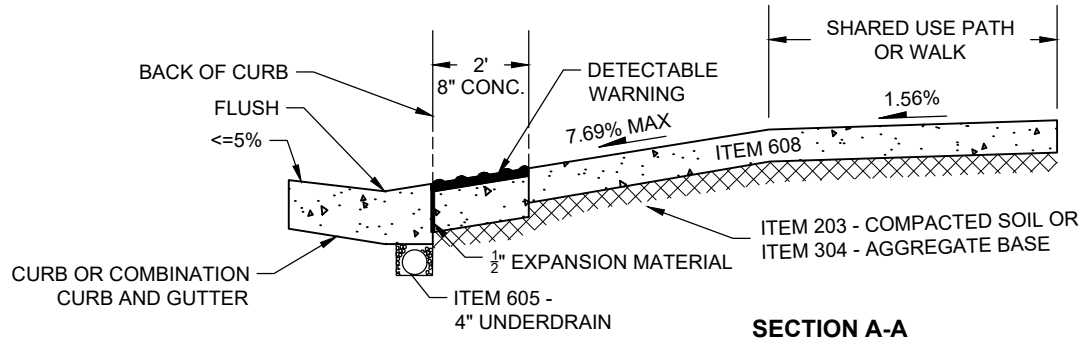
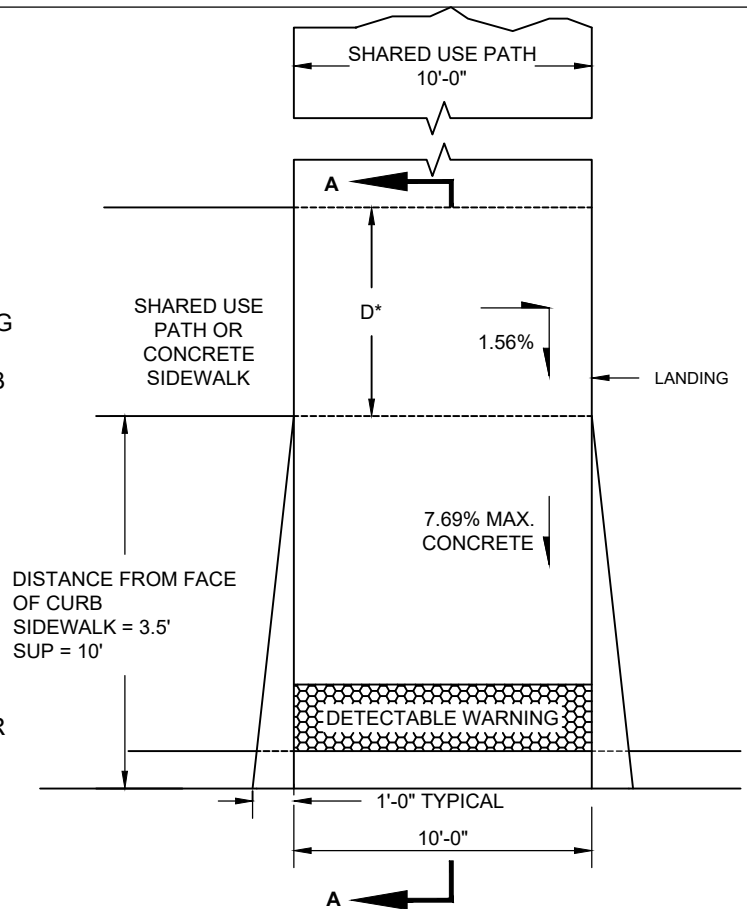
FOR REPLACEMENT WORK, THE CURB OR CURB/GUTTER SHALL BE REMOVED TO AN EXISTING JOINT OR NO CLOSER THAN 5 FT. FROM AN EXISTING JOINT. WHEN LESS THAN 5 FT. OF A CURB SECTION REMAINS AFTER THE CURB CUT IS LOCATED, IT ALSO SHALL BE REMOVED AND REPLACED. CURB SHALL BE CONSTRUCTED IN MIN. 5 FT. SECTIONS & MAX. 10 FT. SECTIONS.

FILLS, IF REQUIRED, SHALL BE PER ITEM 203 OR ITEM 304.

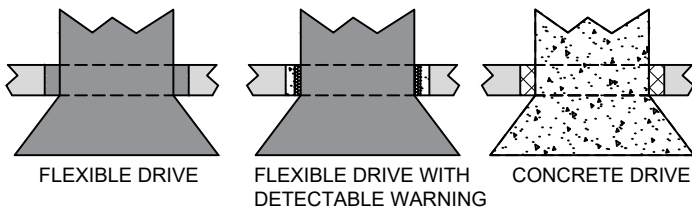
RAMP SHALL BE CONSTRUCTED PER ITEM 608.

EXPANSION JOINTS SHALL BE PLACED TO FORM UTILITY STRIPS WHERE REQUIRED AND WHEREVER NEW CONCRETE TOUCHES EXISTING CONSTRUCTION.

D*
CONCRETE SIDEWALK = 5' MINIMUM
SHARED USE PATH (SUP) = 10' MINIMUM



SECTION A-A



RAMP AND SUP SCENARIOS AT DRIVEWAYS

NOTES:

1. FLEXIBLE DRIVE - SUP SHALL HAVE THE SAME PAVEMENT BUILDUP AND THICKNESS AS THE DRIVEWAY FOR A DISTANCE OF 5' ON BOTH SIDES
2. FLEXIBLE DRIVE - SUP THAT REQUIRE DETECTABLE WARNINGS, SHALL HAVE 8" THICK CONCRETE PADS ON BOTH SIDES OF THE DRIVEWAY FOR A DISTANCE OF 5'
3. OPTION 1: 5 FT OF SUP THICKENED TO SAME BUILDUP AND THICKNESS AS IN ASPHALT OR PORTLAND CEMENT CONCRETE DRIVEWAYS

OPTION 2: 5 FT ON EITHER SIDE OF DRIVEWAY TO BE PORTLAND CONCRETE 6" FOR RESIDENTIAL OR 8" FOR NON-RESIDENTIAL DRIVEWAYS IF DETECTABLE WARNING IS REQUIRED.

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