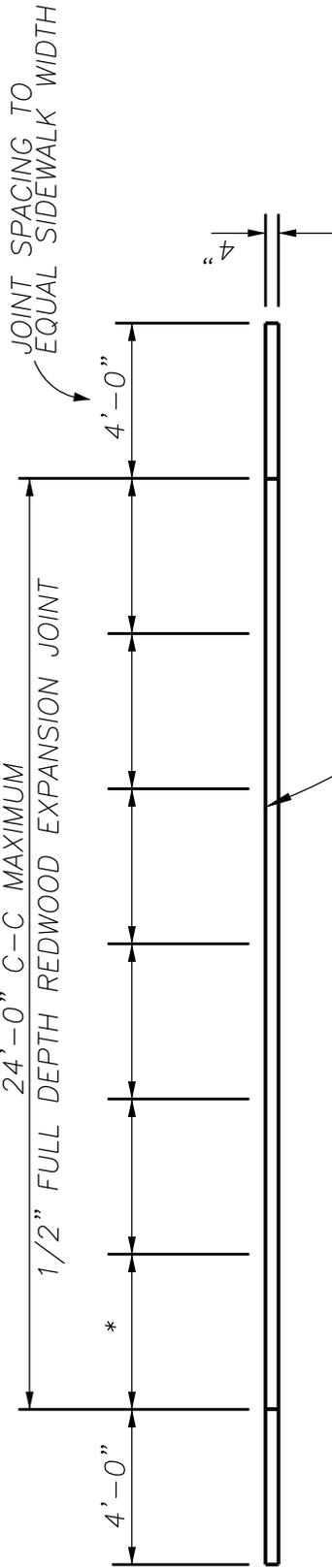


CONCRETE SIDEWALK

24'-0" C-C MAXIMUM
1/2" FULL DEPTH REDWOOD EXPANSION JOINT

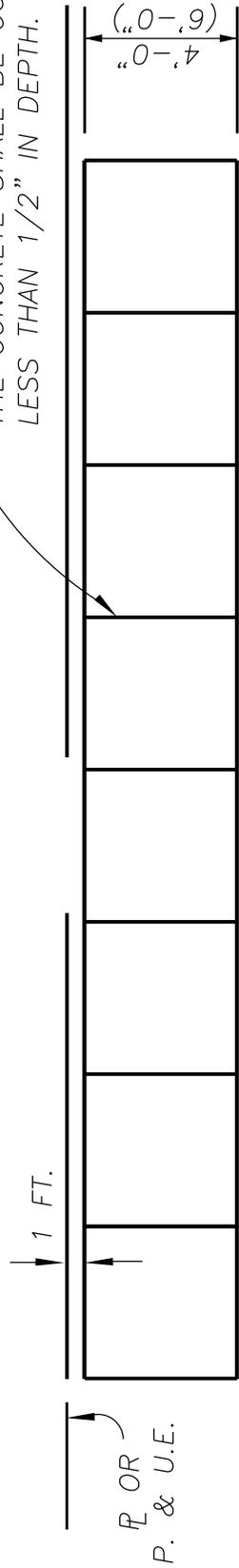


* TOOL JOINTS:
4'-0" ON CENTER, 4'-0" WIDTH SIDEWALK
6'-0" ON CENTER, 6'-0" WIDTH SIDEWALK

STANDARD PLACEMENT IS 1' OFF OF THE PROPERTY LINE OR PEDESTRIAN AND UTILITY EASEMENT LINE, IF GRANTED, AND EXTENDING TOWARD THE STREET.

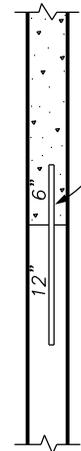
SIDE ELEVATION

NOTE: AT ALL TOOL JOINTS, THE CONCRETE SHALL BE CUT NOT LESS THAN 1/2" IN DEPTH.



PLAN

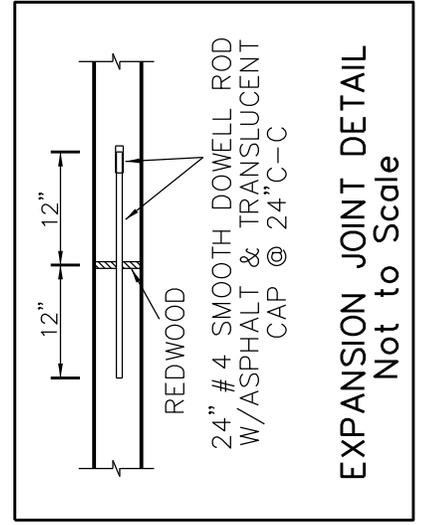
NON EXPANSION JOINT



#3 REBAR DOWEL 6" INTO EXIST. CONCRETE SLAB USING 2-PART EPOXY.

JOINT DETAIL

NOTE: USE 2-PART EPOXY ON REBAR NON-EXPANSION JOINT.



EXPANSION JOINT DETAIL
Not to Scale

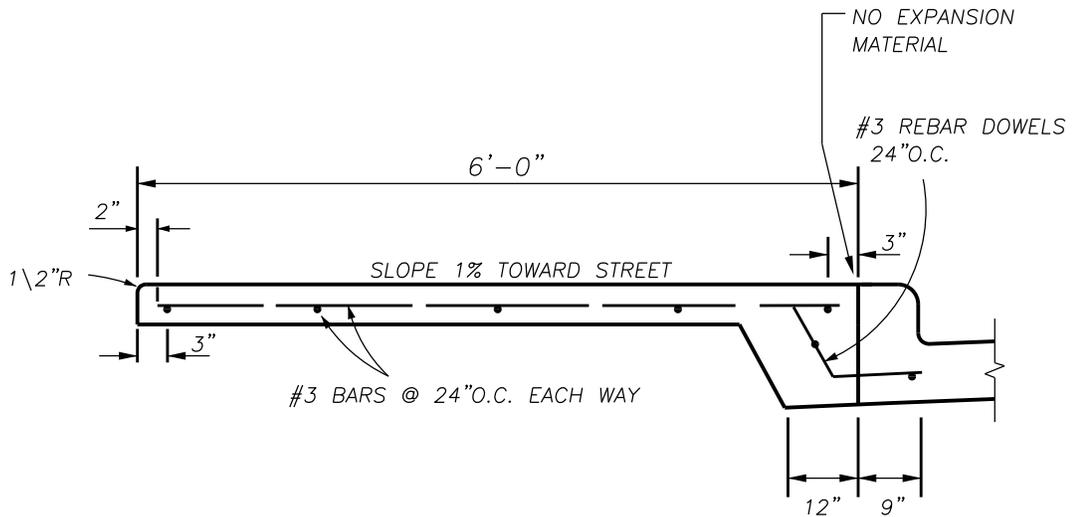
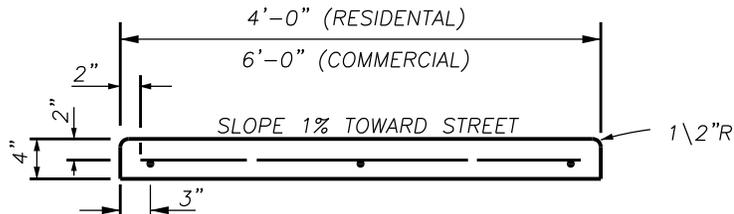
Revision Date:

Scale :	N/A	Date :	06/01/05
Design :			
Drawn :	GAV		
Dwg. File :	SDWK_001.DWG		
Project No. :	STANDARD-DETAILS		



CONCRETE SIDEWALK

CONCRETE SIDEWALK SECTIONS



NOTE:

SIDEWALK SHALL BE PLACED ON WELL COMPACTED MATERIAL WITH LEVELING COURSE OF CUSHION SAND. NOT TO EXCEED 2" THICK.

- CONCRETE SHALL BE CLASS "C"
- CONTRACTOR SHALL USE WHITE PIGMENTED CURING COMPOUND PER TXDOT SPEC.

Revision Date: 07/25/19

Scale : N/A	Date : 06/01/05
Design :	
Drawn : GAV	
Dwg. File : SDWK_001.DWG	
Project No. : STANDARD-DETAILS	



SIDEWALK NOTES

1. SEE ADA RAMP DETAILS.
2. CROSS SLOPE 1%.
3. SIDEWALKS LESS THAN 5 FEET WIDE IN CONTINUOUS WIDTH SHALL PROVIDE PASSING SPACE AT INTERVALS NOT TO EXCEED 200 L.F.; PASSING SPACE SHALL CONSIST OF A 60" x 60" MINIMUM CLEAR SPACE OR AT THE INTERSECTION OF ANOTHER SIDEWALK, LEADWALK, ALLEY OR OTHER PAVED AREA WITH A MINIMUM 36" WIDTH.
4. PROTRUDING OBJECTS SHALL NOT EXCEED 4" INTO ANY SIDEWALK WIDTH AND SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 36".
5. ALL SIDEWALKS SHALL BE CLASS "C" CONCRETE.
6. SIDEWALKS CAN BE ADJUSTED AROUND POWER POLES WHEN APPROVED BY ENGINEERING INSPECTOR.
7. ALL SIDEWALK GEOMETRICS (A.D.A.) MUST CONFORM TO STATE AND FEDERAL ACCESSIBILITY REQUIREMENTS.

3
7

Revision Date: 07/25/19

Scale : N/A	Date : 06/01/05
Design :	
Drawn : GAV	
Dwg. File : SDWK_001.DWG	
Project No. : STANDARD-DETAILS	


GARLAND
ENGINEERING
STANDARD DETAILS

CONCRETE SIDEWALK

PAGE
3

EXISTING SIDEWALK, DRIVEWAY AND GUTTER REQUIREMENTS

ALL EXISTING SIDEWALK, DRIVE APPROACHES AND CURB & GUTTER ABUTTING A NEW DEVELOPMENT OR SIGNIFICANT ADDITION TO AN EXISTING PRIVATE DEVELOPMENT MUST BE IN ACCORDANCE WITH CURRENT CITY STANDARDS. EXISTING CONSTRUCTION NOT IN COMPLIANCE MUST BE REPLACED. THE FOLLOWING CRITERIA ARE USED AS A GENERAL GUIDELINE TO DETERMINE THE ACCEPTABILITY OF EXISTING PAVING. THE ENGINEERING INSPECTOR WILL APPLY THESE CRITERIA TO DETERMINE THE EXTENT OF REPLACEMENT NECESSARY.

1. GEOMETRICS

- A. SIDEWALK AND DRIVEWAY GEOMETRICS SHALL CONFORM TO STATE & FEDERAL ACCESSIBILITY STANDARDS.
- B. SIDEWALKS MUST BE FREE DRAINING AND NOT HAVE LOW SPOTS THAT HOLD WATER.
- C. IN GENERAL, SIDEWALKS MUST DRAIN TOWARDS THE CURB LINE AND BE ELEVATED $\frac{1}{4}$ " PER FOOT ABOVE THE CURB. PER CITY STANDARD DETAILS.
- D. CROSS SLOPE OF SIDEWALKS AND THE WALK WAY OF DRIVE APPROACHES CANNOT EXCEED 1.5% AT TIME OF ACCEPTANCE.
- E. LONGITUDINAL ALIGNMENT AND GRADE SHOULD GENERALLY FOLLOW THE STREET.
- F. RUNNING SLOPE MUST BE LESS THAN 1:12. SLOPES EQUAL TO OR GREATER THAN 1:12 MUST BE RECONSTRUCTED AS ADA RAMPS.

2. PAVEMENT CONDITION

- A. **CRACKS** – CRACKS THAT HAVE NOT SEPARATED, EITHER HORIZONTALLY OR VERTICALLY AND DO NOT PRESENT A TRIPPING HAZARD ARE ACCEPTABLE AND REPLACEMENT IS NOT REQUIRED. CRACKS OR JOINTS THAT ARE MISALIGNED VERTICALLY $\frac{3}{4}$ " OR THAT HAVE A HORIZONTAL SEPARATION OF $\frac{3}{4}$ " OR MORE WARRANT REPLACEMENT OF THE AFFECTED AREAS OF SIDEWALK.
- B. **SURFACE CONDITION – EXCESSIVE SPALLING** – IF SPALLING OF SURFACE MAKES IT DIFFICULT TO WALK OR PRESENTS A HAZARD OR REPRESENTS A MAINTENANCE PROBLEM THE PAVING WILL BE REPLACED.

3. TREE ROOTS – IF TREE ROOTS CAUSE ANY OF THE PROBLEMS OUTLINED ABOVE, THE ROOTS WILL BE CUT AND REMOVED TO ALLOW SIDEWALK TO BE PLACED TO PROPER ALIGNMENT & GRADE.

4. CURB & GUTTER – IF A CURB & GUTTER IS SPALLED OR FRACTURED, THE AFFECTED AREA WILL BE REPLACED.

5. DRIVES & DRIVE APPROACHES – THE PRIMARY FOCUS ON A DRIVE IS THE 4' TO 5' WIDTH OF THE SIDEWALK PATH. THE ABOVE CRITERIA ARE APPLIED TO THIS AREA OF THE DRIVE. HOWEVER IT MAY BE REQUIRED TO REPLACE MORE THAN JUST THE SIDEWALK PATH WAY BECAUSE OF THE CONDITIONS SUCH AS:

- A. EXCESSIVE CRACKING OR SPALLING MAKES IT DIFFICULT TO PROPERLY TIE IN THE NEW SIDEWALK PATH WAY TO THE EXISTING DRIVE.
- B. IN ORDER TO PROPERLY ADJUST GRADES TO A NEW SIDEWALK.
- C. CURB CONDITION OF DRIVE.

6. ADA RAMPS – CITY STANDARD RAMPS ARE REQUIRED AT COMMERCIAL DRIVEWAYS, ALLEYS AND CORNERS.



Revision Date: 07/25/19

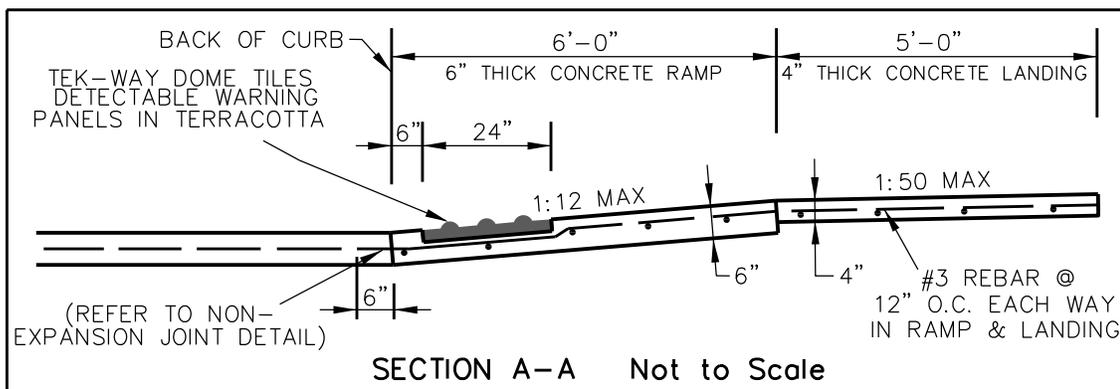
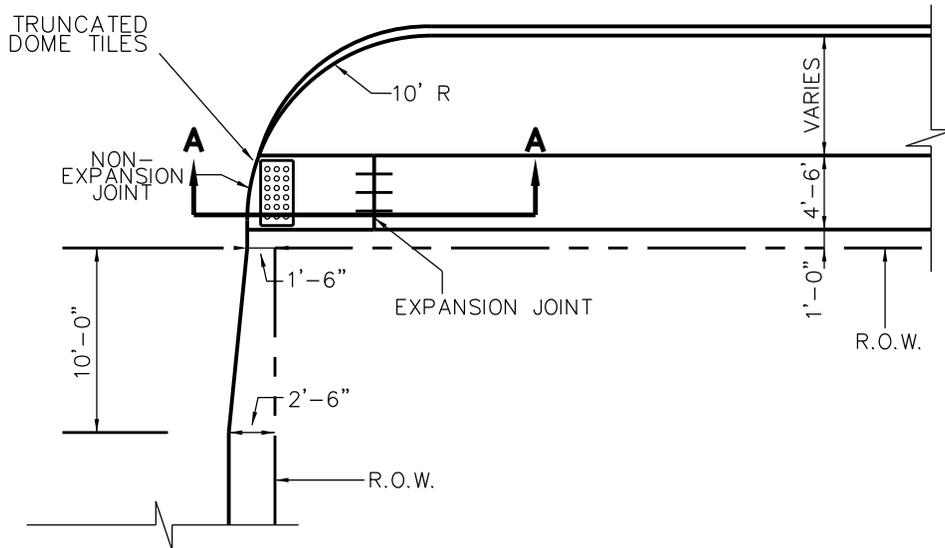
Scale :	Date : 01/2012
Design :	
Drawn : GAV	
Dwg. File :	
Project No. :	



SIDEWALK, DRIVEWAY AND CURB & GUTTER

PAGE

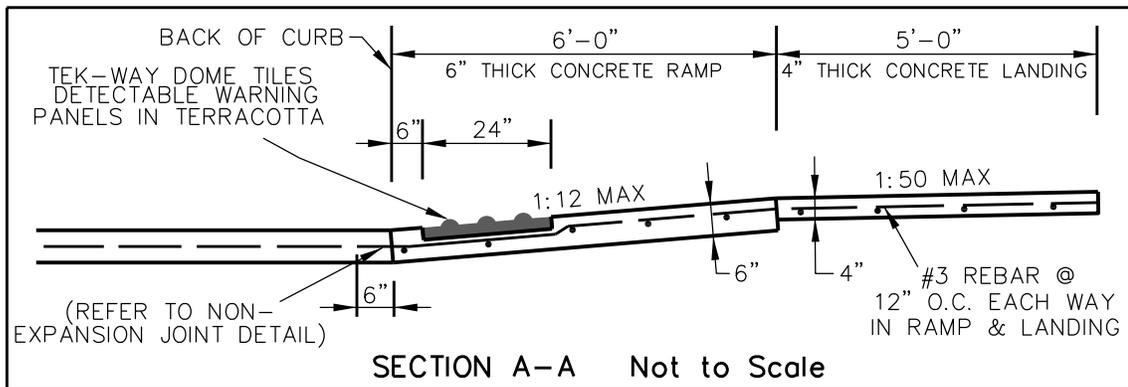
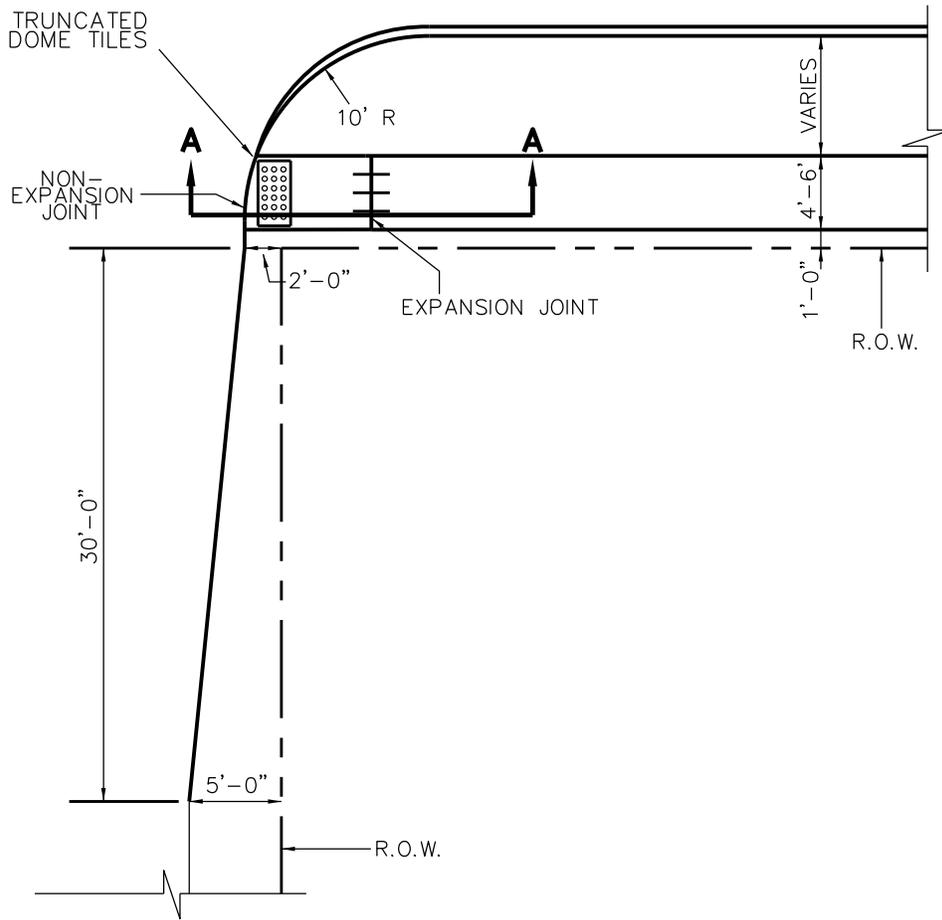
4



Revision Date: 7/25/19
Scale : 1"=10' Date : 06/01/05
Design :
Drawn : JMK
Dwg. File : SDWK_002.DWG
Project No. : STANDARD DETAILS



**ADA SIDEWALK RAMP
15' ALLEY R.O.W. OR NON-
RESIDENTIAL DRIVEWAY INTERSECTION**



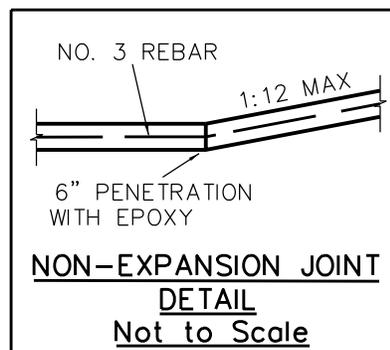
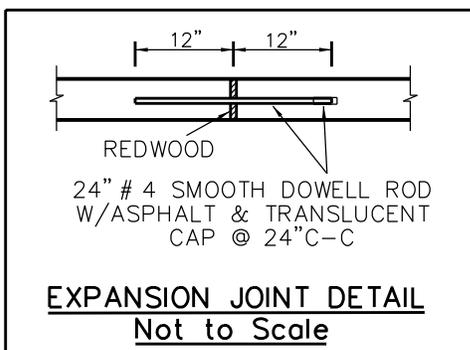
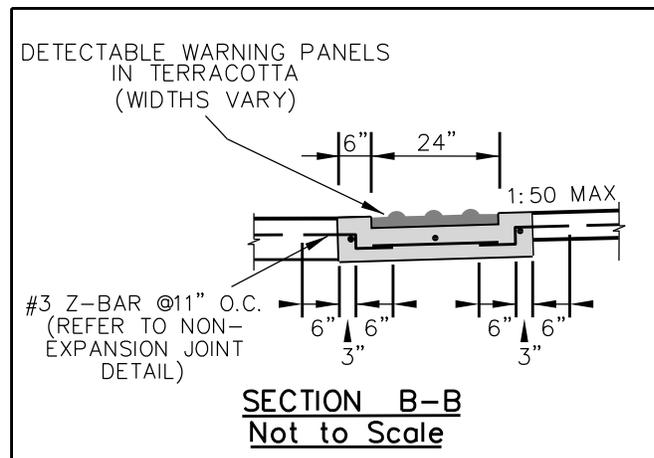
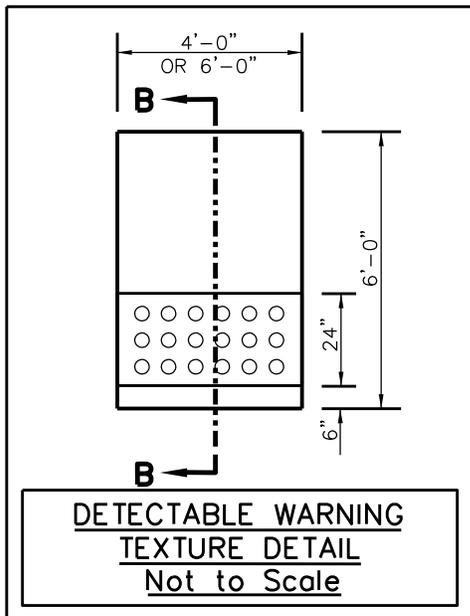
Revision Date: 7/25/19
Scale : 1"=10' Date : 06/01/05
Design :
Drawn : JMK
Dwg. File : SDWK_002.DWG
Project No. : STANDARD DETAILS



**ADA SIDEWALK RAMP
20' ALLEY R.O.W. OR NON-
RESIDENTIAL DRIVEWAY INTERSECTION**

SIDEWALK RAMP NOTES

1. ALL RAMPS SHALL BE IN ACCORDANCE WITH TXDOT STANDARD CONSTRUCTION DETAILS PED-18 UNLESS INSTRUCTED OTHERWISE.
2. RAMPS SHALL BE PROVIDED AT ALL CORNERS OF STREET INTERSECTIONS OR WHERE STREET INTERSECTIONS OR WHERE THERE IS PROPOSED SIDEWALK AND CURB. RAMPS MAY ALSO BE PLACED AS SHOWN ON THE PLANS AS DIRECTED BY THE ENGINEER.
3. A LANDING SHALL BE PROVIDED AT THE TOP OF CURB RAMPS WITH A MAX. SLOPE OF 2% IN ALL DIRECTIONS.
4. CURB RAMPS SHALL BE LOCATED ENTIRELY WITHIN ANY CROSSWALK MARKINGS.
5. DETECTABLE WARNING PANELS IN TERRACOTTA SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
6. THE CONTRACTOR SHALL COORDINATE WITH THE CITY SURVEYOR A MINIMUM OF 3 BUSINESS DAYS PRIOR TO DEMOLITION OF ANY BLOCK OR PROPERTY CORNER TO DETERMINE THE IMPACT ON MONUMENTATION, PINS AND IRON RODS.
7. DETECTABLE WARNING PANELS SHALL BE TEK-WAY OR AN APPROVED EQUAL.
8. DETECTABLE WARNING PANELS SHALL BE BRICK PAVERS IN ACCORDANCE WITH TXDOT STANDARD CONSTRUCTION DETAILS AND THE DOWNTOWN URBAN DESIGN STANDARDS IN THE DOWNTOWN AREA.



Revision Date: 7/25/19

Scale : 1"=10' Date : 06/01/05
 Design :
 Drawn : JMK
 Dwg. File : SDWK_002.DWG
 Project No. : STANDARD DETAILS

