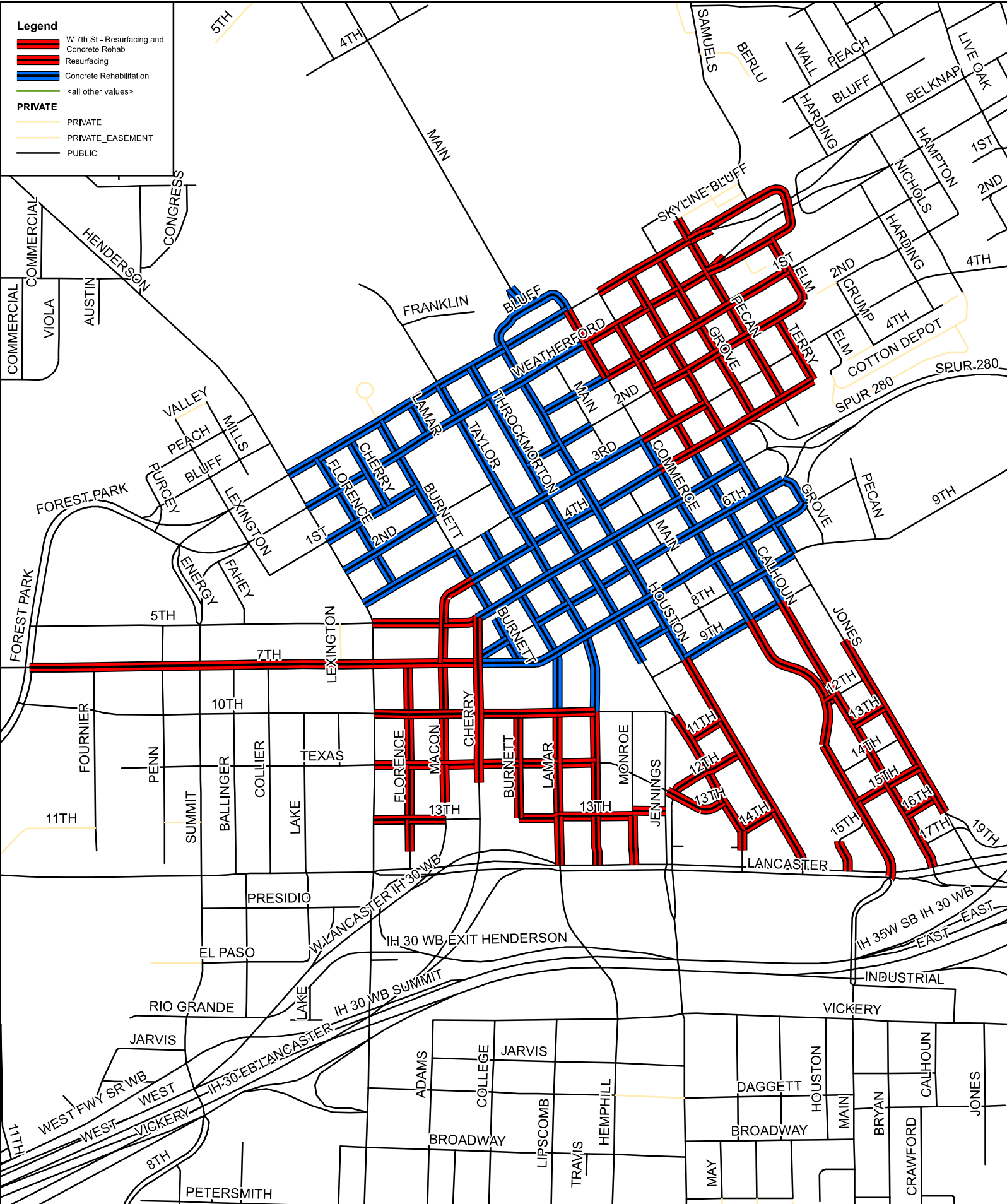


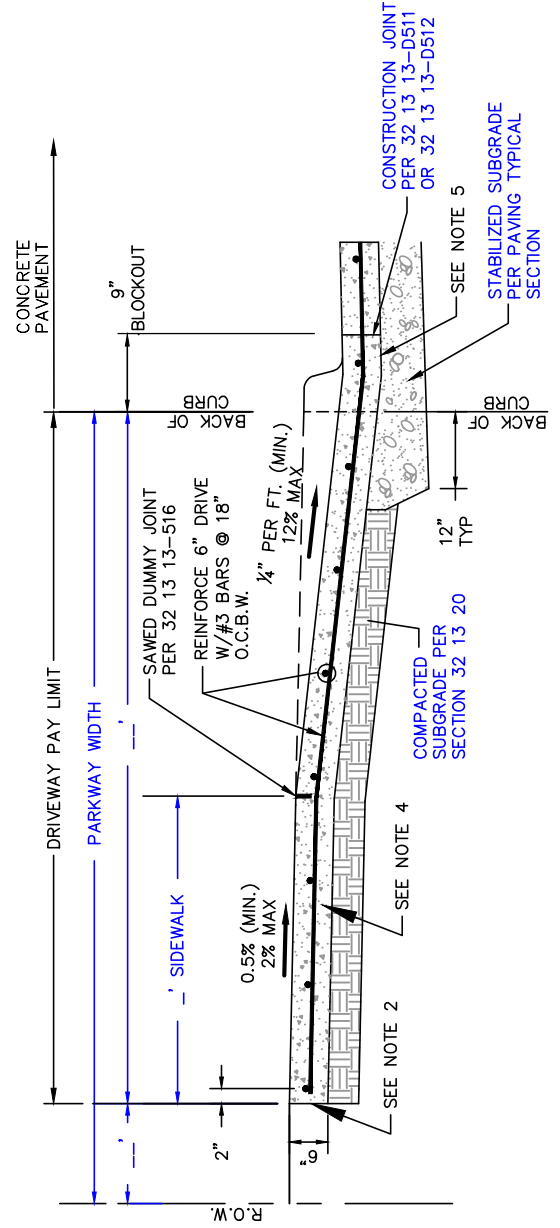
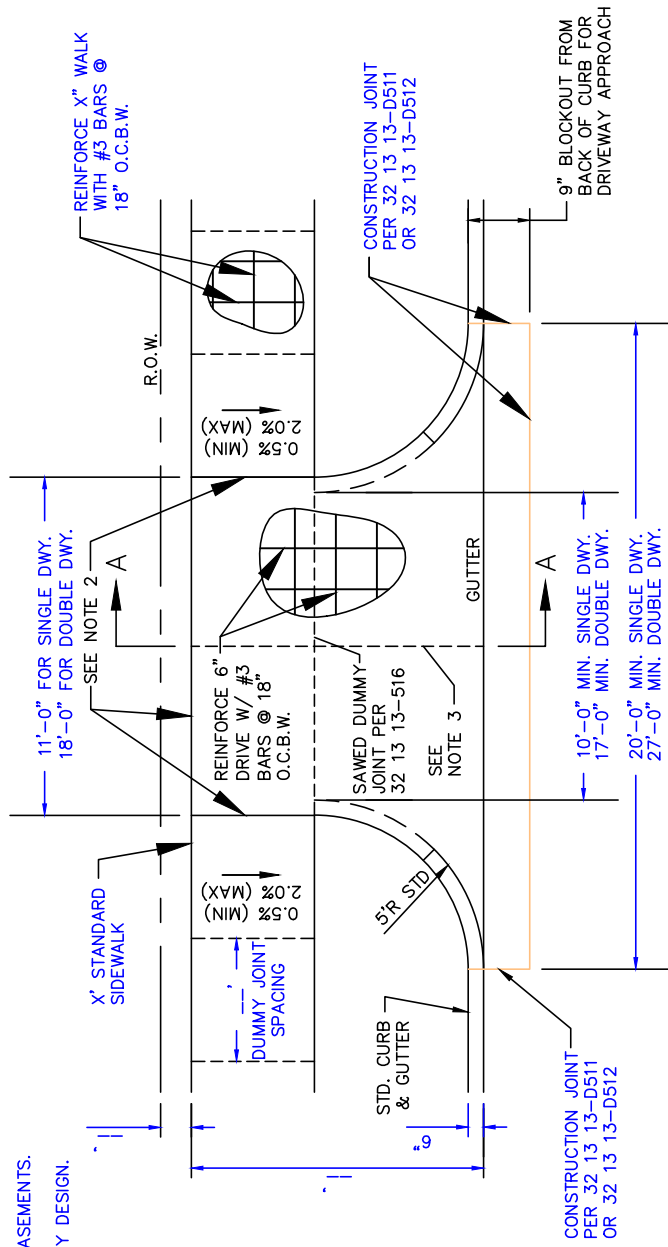
2022 - Downtown Resurfacing Project Map

- Legend**
- ▬▬▬ W 7th St - Resurfacing and Concrete Rehab
 - ▬▬▬ Resurfacing
 - ▬▬▬ Concrete Rehabilitation
 - ▬▬▬ <all other values>
- PRIVATE**
- ▬▬▬ PRIVATE
 - ▬▬▬ PRIVATE_EASEMENT
 - ▬▬▬ PUBLIC



NOTES TO DESIGNER:

1. FILL IN BLANKS AND/ OR VERIFY ALL TEXT IN BLUE.
2. SET GRADES TO CONVEY STORMWATER WITHIN R.O.W. OR EASEMENTS.
3. REVISE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN.
4. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.
5. DUMMY JOINT SPACING SAME AS SIDEWALK WIDTH.

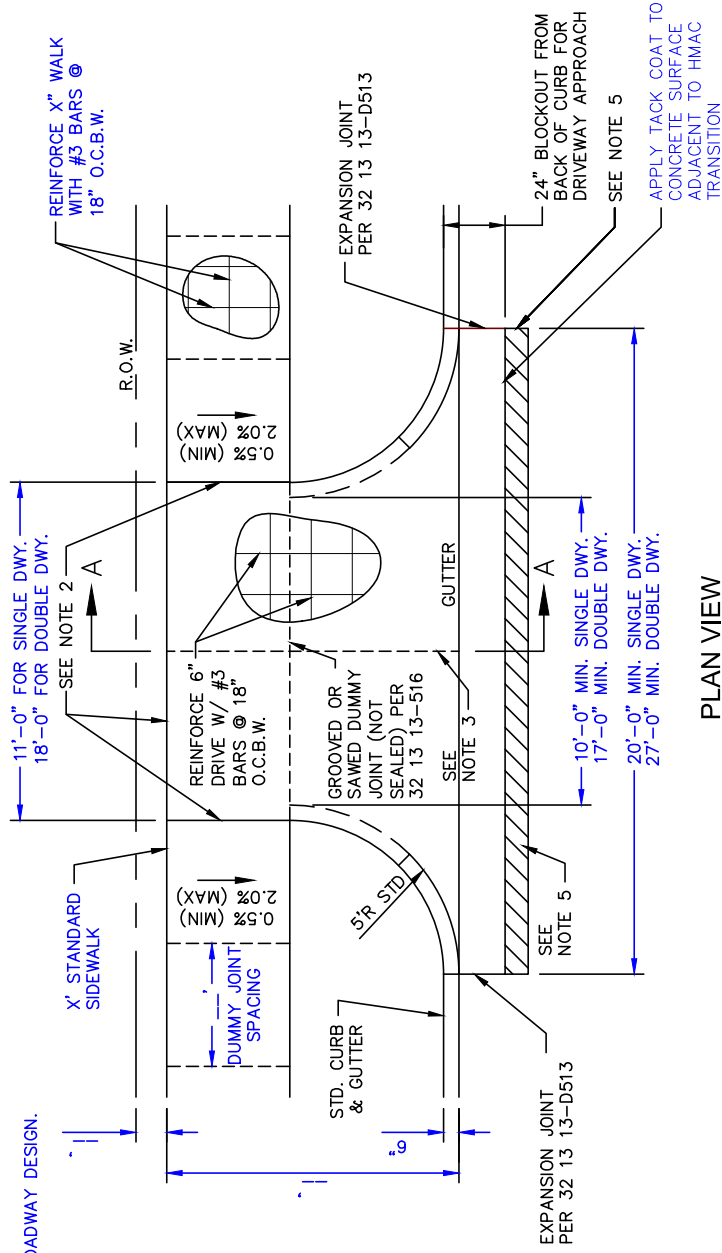


DRIVEWAY NOTES:

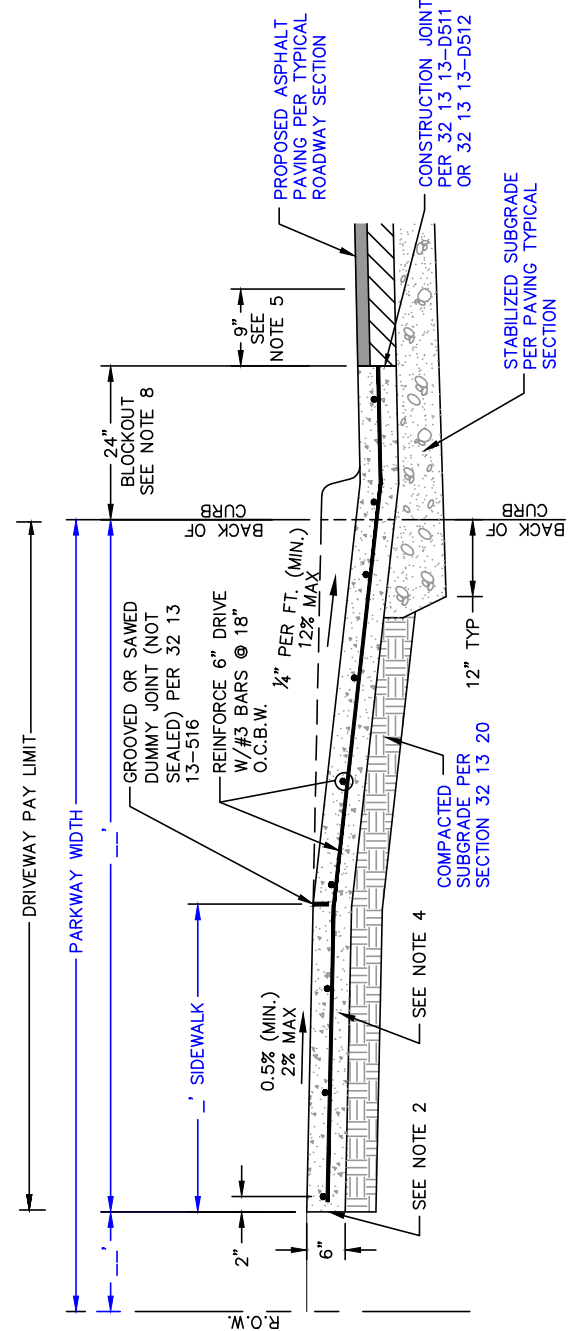
1. DRIVEWAY PAY LIMIT WILL BE MEASURED FROM BACK OF THE PROJECTED CURB, INCLUDING THE AREA OF THE CURB RADI AND WILL EXTEND TO THE LIMITS SPECIFIED IN THE DRAWINGS.
2. INSTALL EXPANSION JOINT (SEE DETAIL - THIS SHEET) WHERE DRIVEWAY CONNECTS TO SIDEWALK. PLACE EXPANSION JOINT FOR CONNECTION TO EXIST DRIVE AT BACK OF SIDEWALK. IF DRIVE CONSTRUCTION EXTENDS BEYOND ROW, PLACE EXPANSION JOINT AT BACK OF SIDEWALK THEN PLACE CONSTRUCTION JOINT PER 32 13 13-D512 AT CONNECTION WITH EXISTING DRIVE.
3. DUMMY JOINT IN DRIVEWAY RAMP IS OPTIONAL IN 11'-0" DRIVEWAY ONLY. DUMMY JOINT(S) IN DRIVE REQUIRED TO CORRESPOND WITH JOINT(S) IN CONCRETE PAVING.
4. SIDEWALK SECTION THRU DRIVEWAY TO BE POURED SAME THICKNESS AS DRIVEWAY APPROACH, AND PAID FOR AS DRIVEWAY APPROACH. EXISTING SIDEWALK, IF ANY, SHALL BE REMOVED AND REPLACED.
5. MATCH CONCRETE PAVING THICKNESS FROM BACK OF CURB

NOTES TO DESIGNER:

1. FILL IN BLANKS AND/ OR VERIFY ALL TEXT IN BLUE.
2. SET GRADES TO CONVEY STORMWATER WITHIN R.O.W. OR EASEMENTS.
3. REVISE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN.
4. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.
5. DUMMY JOINT SPACING SAME AS SIDEWALK WIDTH.



PLAN VIEW



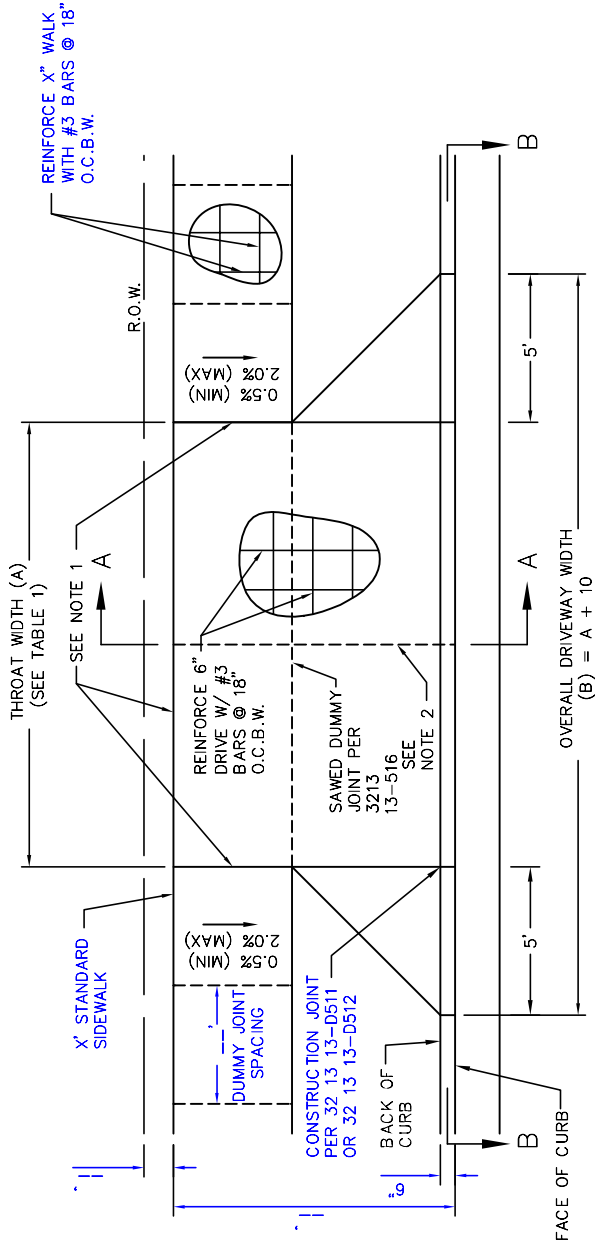
SECTION A-A

DRIVEWAY NOTES:

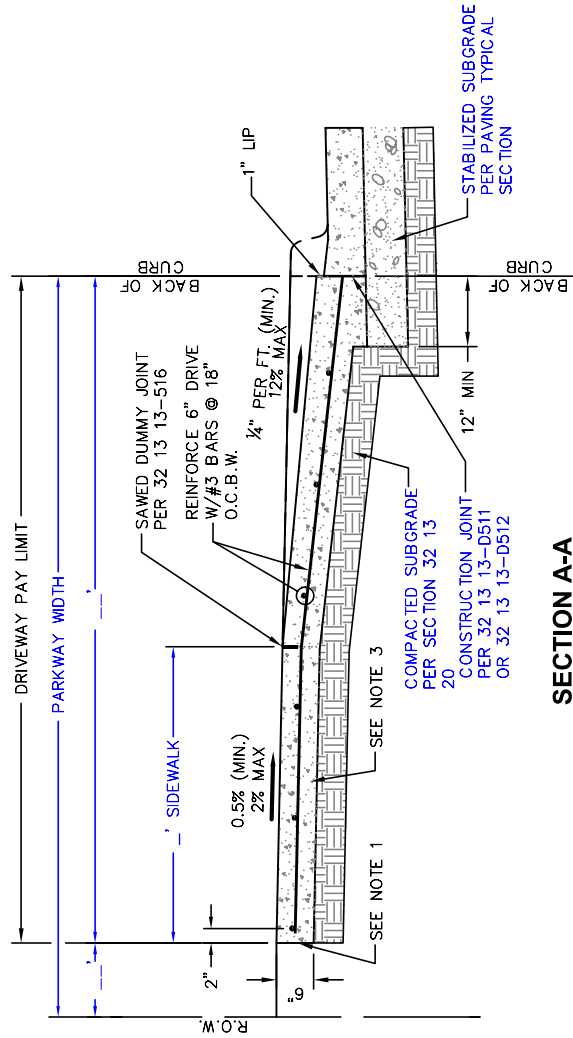
1. DRIVEWAY PAY LIMIT WILL BE MEASURED FROM BACK OF THE PROJECTED CURB, INCLUDING THE AREA OF THE CURB RADI AND WILL EXTEND TO THE LIMITS SPECIFIED IN THE DRAWINGS.
2. INSTALL EXPANSION JOINT (SEE DETAIL - THIS SHEET) WHERE DRIVEWAY CONNECTS TO SIDEWALK. PLACE EXPANSION JOINT FOR CONNECTION TO EXIST DRIVE AT BACK OF SIDEWALK. IF DRIVE CONSTRUCTION EXTENDS BEYOND ROW, PLACE EXPANSION JOINT AT BACK OF SIDEWALK THEN PLACE CONSTRUCTION JOINT PER 32 13 13-D512 AT CONNECTION WITH EXISTING DRIVE.
3. DUMMY JOINT IN DRIVEWAY RAMP IS OPTIONAL IN 11'-0" DRIVEWAY ONLY. DUMMY JOINT(S) IN DRIVE REQUIRED TO CORRESPOND WITH JOINT(S) IN CONCRETE PAVING (NOT SEALED).
4. SIDEWALK SECTION THRU DRIVEWAY TO BE POURED SAME THICKNESS AS DRIVEWAY APPROACH, AND PAID FOR AS

NOTES TO DESIGNER:

1. FOR USE IN NEW DEVELOPMENT ONLY. NOT TO BE USED IN ROADWAY RECONSTRUCTION UNLESS MATCHES EXISTING.
2. FILL IN BLANKS AND/OR VERIFY ALL TEXT IN BLUE.
3. SET GRADES TO CONVEY STORMWATER WITHIN R.O.W. OR EASEMENTS.
4. REVISE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN.
5. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.
6. DUMMY JOINT SPACING SAME AS SIDEWALK WIDTH.



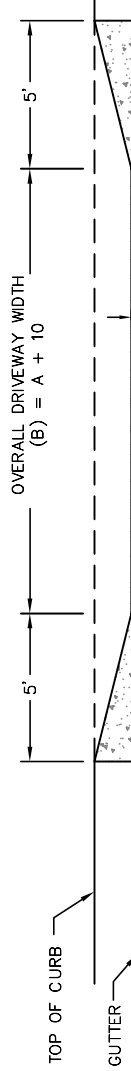
PLAN VIEW



DRIVEWAY NOTES:

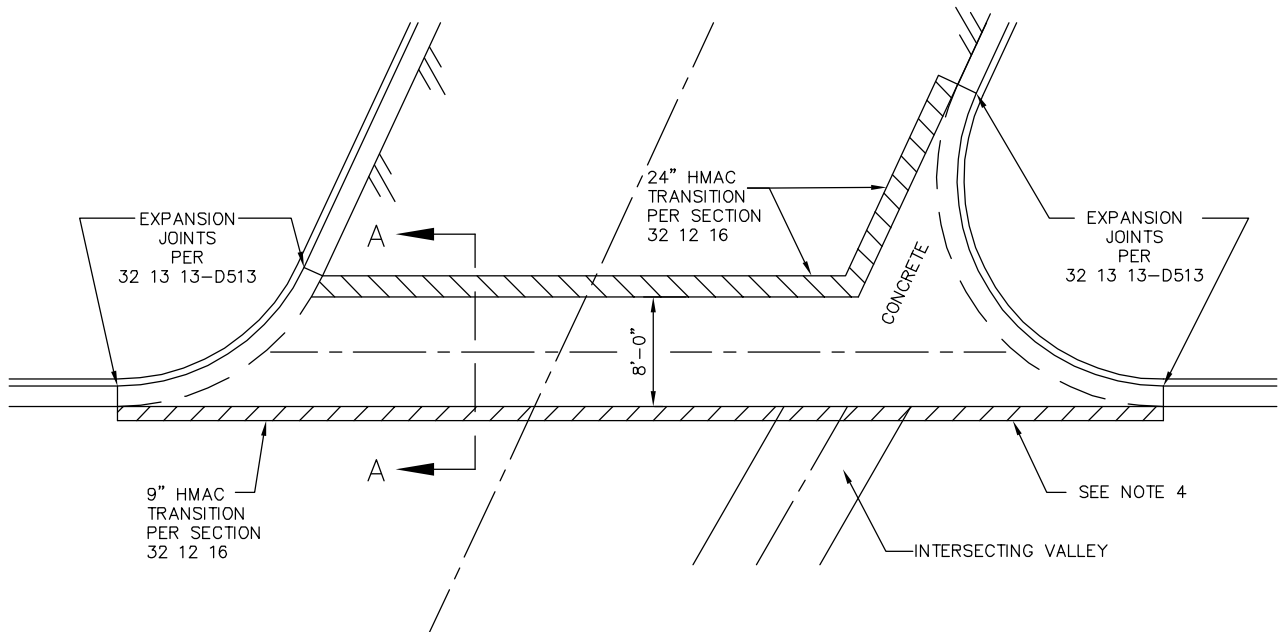
1. INSTALL EXPANSION JOINT (SEE DETAIL - THIS SHEET) WHERE DRIVEWAY CONNECTS TO SIDEWALK. PLACE EXPANSION JOINT FOR CONNECTION TO EXIST DRIVE AT BACK OF SIDEWALK. IF DRIVE CONSTRUCTION EXTENDS BEYOND ROW, PLACE EXPANSION JOINT AT BACK OF SIDEWALK THEN PLACE CONSTRUCTION JOINT PER 32 13 13-D512 AT CONNECTION WITH EXISTING DRIVE.
2. DUMMY JOINT IN DRIVEWAY RAMP IS OPTIONAL IN 11'-0" DRIVEWAY ONLY. DUMMY JOINT(S) IN DRIVE REQUIRED TO CORRESPOND WITH JOINT(S) IN CONCRETE PAVING.
3. SIDEWALK SECTION THRU DRIVEWAY TO BE POURED SAME THICKNESS AS DRIVEWAY APPROACH, AND PAID FOR AS DRIVEWAY APPROACH. EXISTING SIDEWALK, IF ANY, SHALL BE REMOVED AND REPLACED.
4. THE GRADE BREAK AT THE GUTTER LINE AND AT ANY POINT WITHIN 10 FEET OF GUTTER LINE MUST NOT EXCEED 12 PERCENT.
5. ALL CONCRETE SHALL BE CLASS "A" PER SECTION 32 13 20.
6. CURB CUT OUT FOR DRIVEWAY SHALL BE SUBSIDIARY TO DRIVEWAY CONSTRUCTION.

SECTION A-A

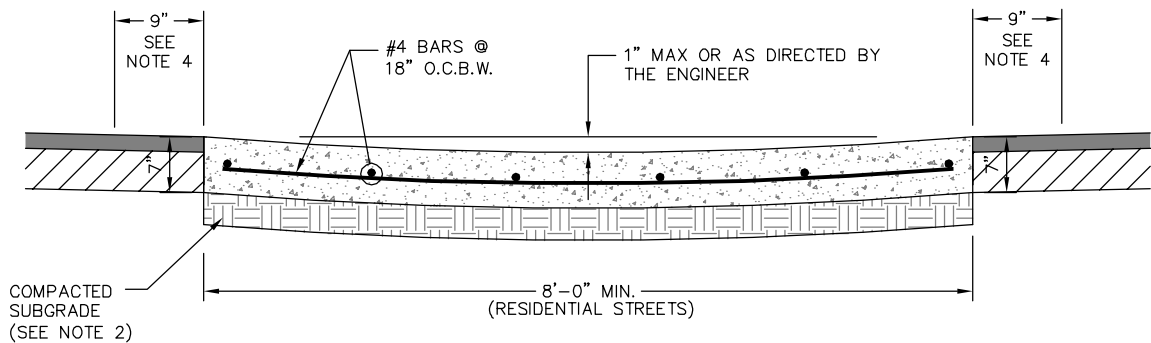


NOTES TO DESIGNER:

1. DETAIL DEFINES PAY LIMITS OF HMAC TRANSITION SUBSIDIARY TO THE CONCRETE VALLEY GUTTER CONSTRUCTION.



PLAN VIEW



SECTION A-A

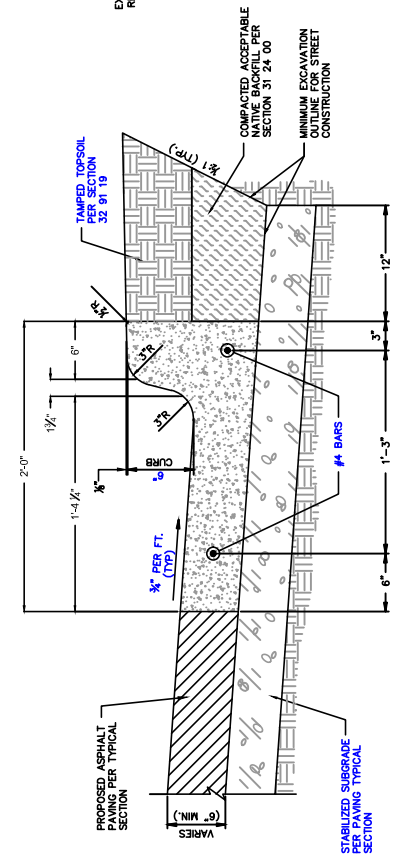
NOTES:

1. THE 7" REINFORCED CONCRETE VALLEY SHALL REPLACE THE TOP 7" OF THE PAVEMENT WITH THE REMAINING PORTION OF PAVEMENT TO BE CONSTRUCTED INCLUDING SUBGRADE TREATMENT, IN ACCORDANCE WITH THE TYPICAL PAVING SECTION.
2. 6" FLEX BASE, TYPE A, GR-1 OR MATCH THE PREPARED SUBGRADE REQUIREMENTS FOR THE PAVEMENT SECTION. TYPE D OR TYPE B ASPHALT OR PREPARED SUBGRADE MAY BE USED.
3. PAY LIMITS FROM EXPANSION JOINT TO EXPANSION JOINT.
4. 9" AND 24" HMAC TRANSITION SUBSIDIARY TO CONCRETE VALLEY GUTTER. CITY MAY APPROVE ADDITIONAL HMAC TRANSITION BEYOND THESE LIMITS UNDER SEPARATE PAY ITEM FOR HMAC TRANSITION PER SECTION 32 12 16.
5. GUTTER TO BE SHAPED TO CONFORM WITH CONCRETE VALLEY (OR PAVEMENT).



NOTES TO DESIGNER:

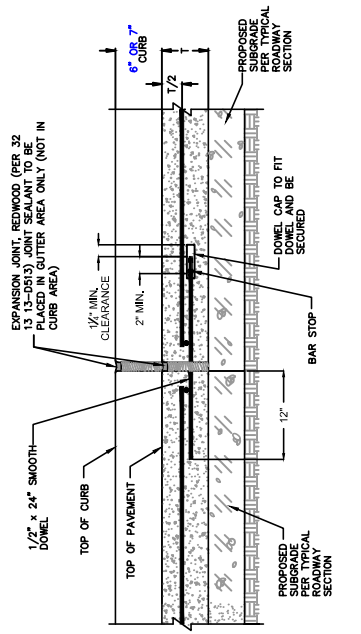
1. FILL IN BLANKS AND/ OR VERIFY ALL TEXT IN BLUE.
2. SET GRADES TO CONVEY STORMWATER WITHIN R.O.W. OR EASEMENTS.
3. REVISE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN.
4. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.



NEW CONSTRUCTION

NOTE:

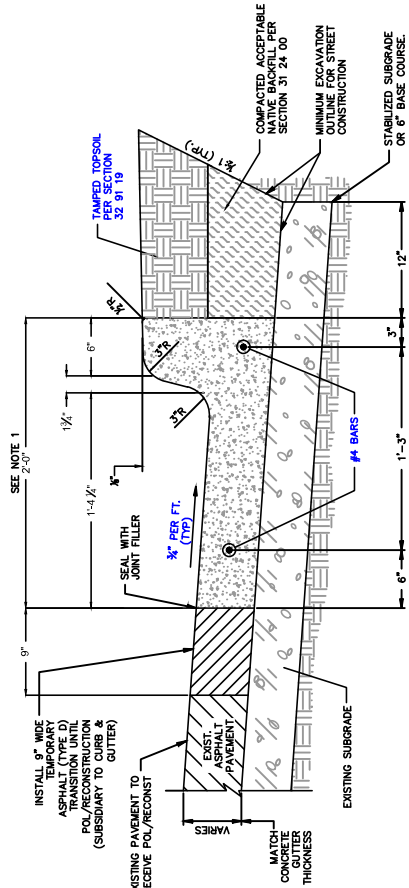
1. 200 LF MAXIMUM SPACING BETWEEN CURB AND GUTTER EXPANSION JOINTS.



CURB AND GUTTER EXPANSION JOINT

NOTE:

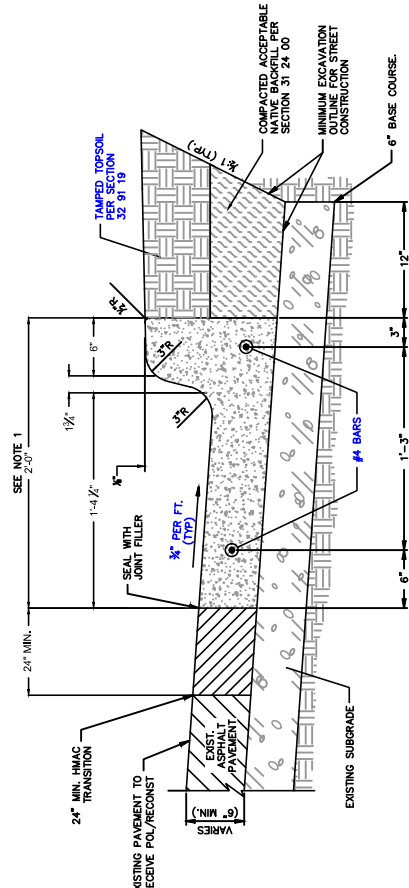
1. MINIMUM WIDTH IS 2'-0". MATCH EXISTING WIDTH UP TO 2'-6".
2. BASE COURSE TO BE C1B TYPE A OR B BASE MATERIAL (CEMENT PORTLAND ASPHALT) WITH 10% STABILIZER. MATCH EXISTING BASE MATERIAL UNDER CURB & GUTTER AND BEHIND BACK OF CURB TO BE SUBSIDIARY TO CURB & GUTTER PAY ITEM.



EXISTING STREET-ADJACENT TO PAVEMENT IMPROVEMENTS

NOTE:

1. MINIMUM WIDTH IS 2'-0". MATCH EXISTING WIDTH UP TO 2'-6".
2. BASE COURSE TO BE C1B TYPE A OR B BASE MATERIAL (CEMENT PORTLAND ASPHALT) WITH 10% STABILIZER. MATCH EXISTING BASE MATERIAL UNDER CURB & GUTTER AND BEHIND BACK OF CURB TO BE SUBSIDIARY TO CURB & GUTTER PAY ITEM.
3. ASPHALT TRANSITION TO BE PAID AS SEPARATE BID ITEM.



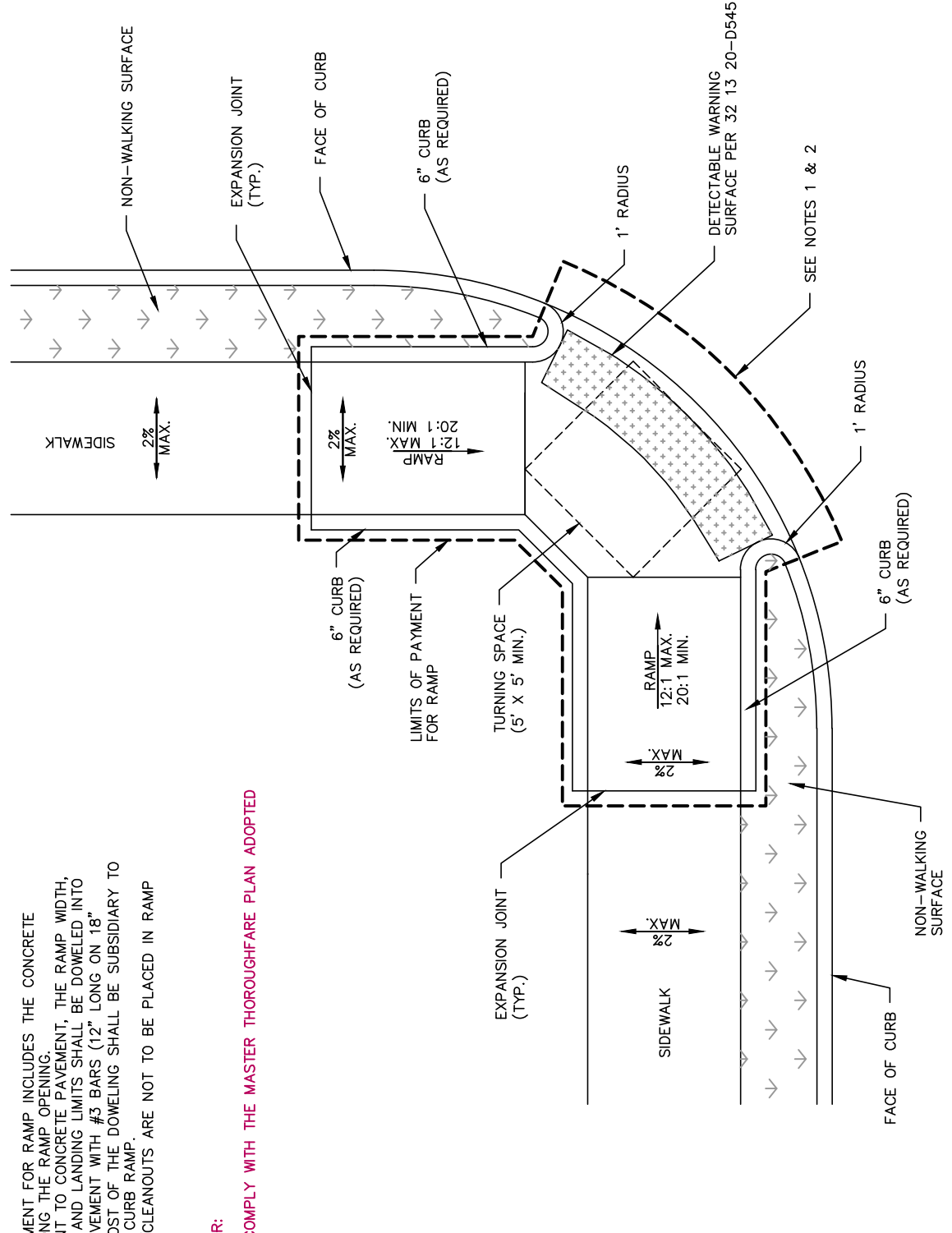
EXISTING STREET



**CITY OF FORT WORTH, TEXAS
STANDARD CURB AND GUTTER**

REVISED: 03-10-2022

32 16 13-D534



- NOTES:
1. LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
 2. WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
 3. VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.

NOTES TO DESIGNER:

1. DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016.

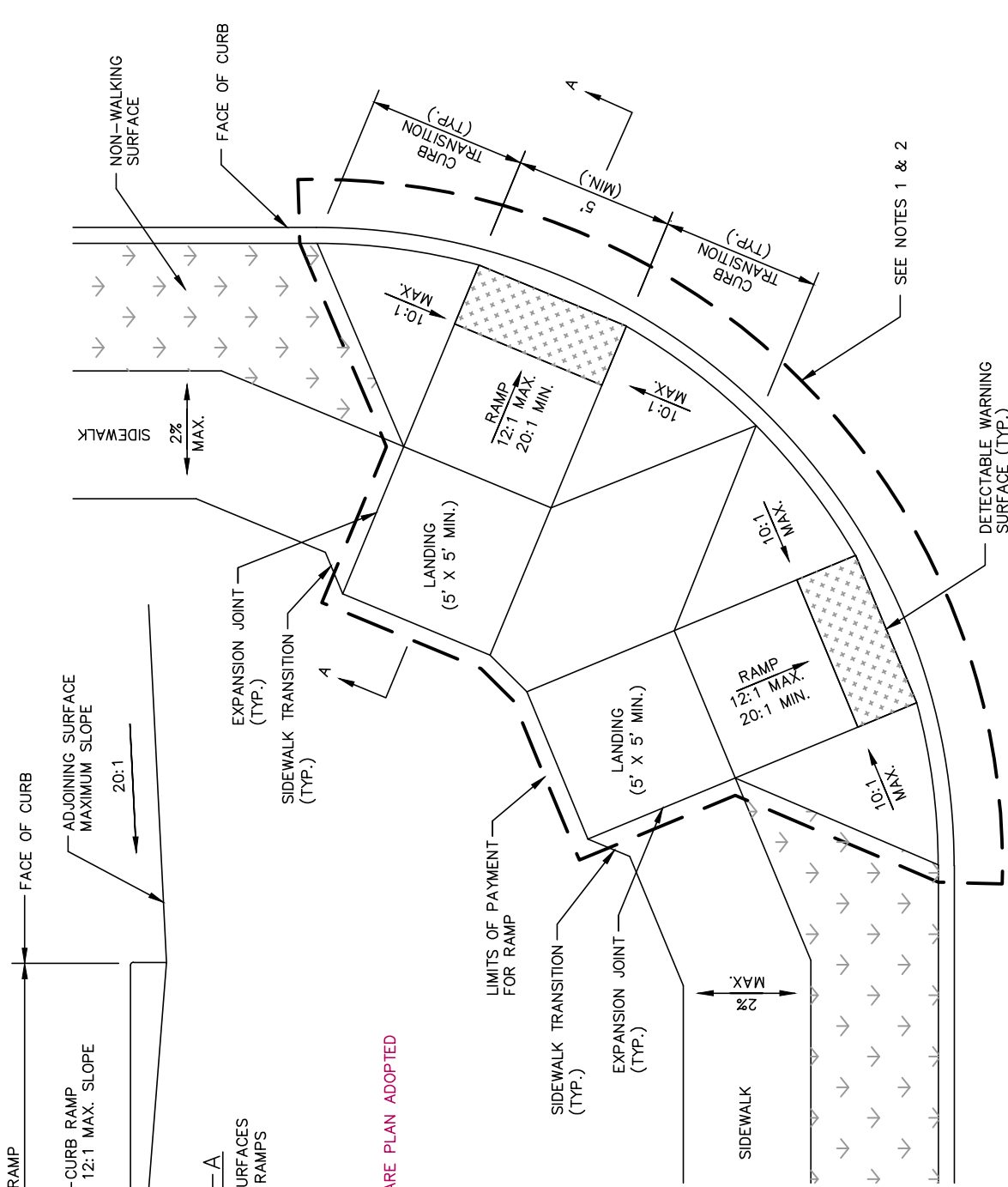


CITY OF FORT WORTH, TEXAS

TYPE R-1 RESIDENTIAL INTERSECTION

REVISED: 04-13-2021

32 13 20-D535



SECTION A-A
COUNTER SLOPE OF SURFACES
ADJACENT TO CURB RAMPS

NOTES TO DESIGNER:
1. DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED
MAY 2016.

- NOTES:
- LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
 - WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
 - VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.



CITY OF FORT WORTH, TEXAS

TYPE U-1 URBAN ARTERIAL INTERSECTION

REVISED: 04-13-2021

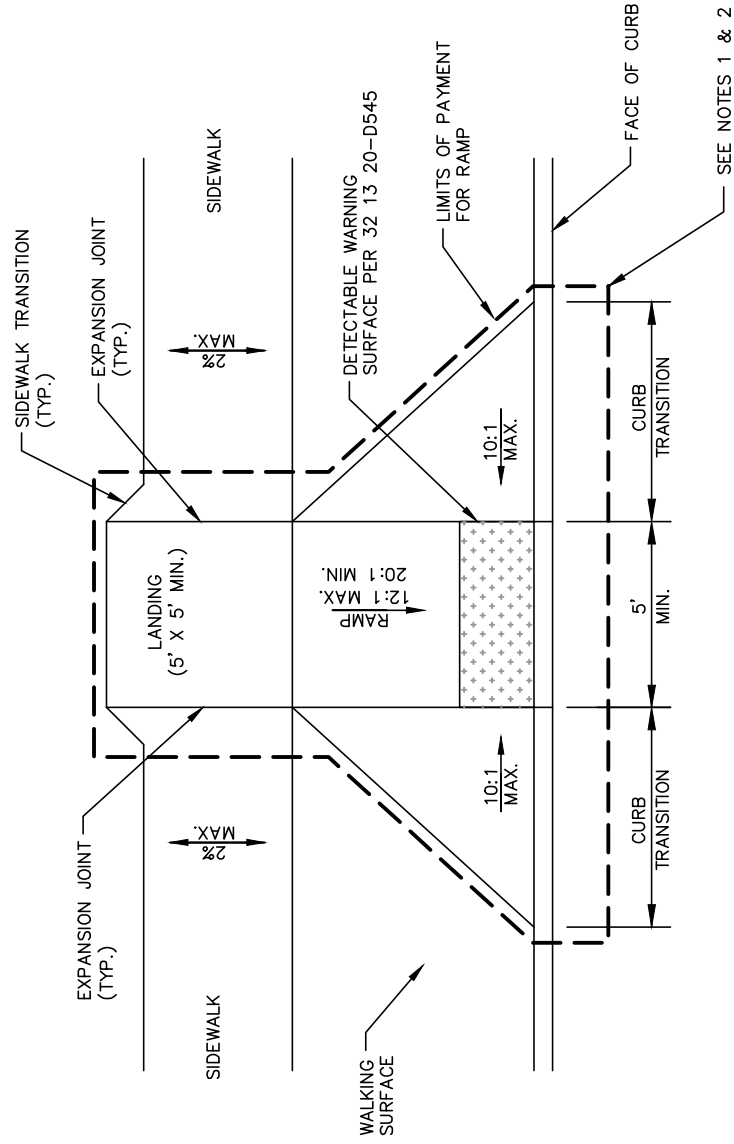
32 13 20-D536

NOTES:

1. LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
2. WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
3. VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.

NOTES TO DESIGNER

1. DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016.



CITY OF FORT WORTH, TEXAS

TYPE M-1 MID-BLOCK RAMP (SIDEWALK ADJACENT TO WALKING SURFACE)

REVISED: 04-13-2021

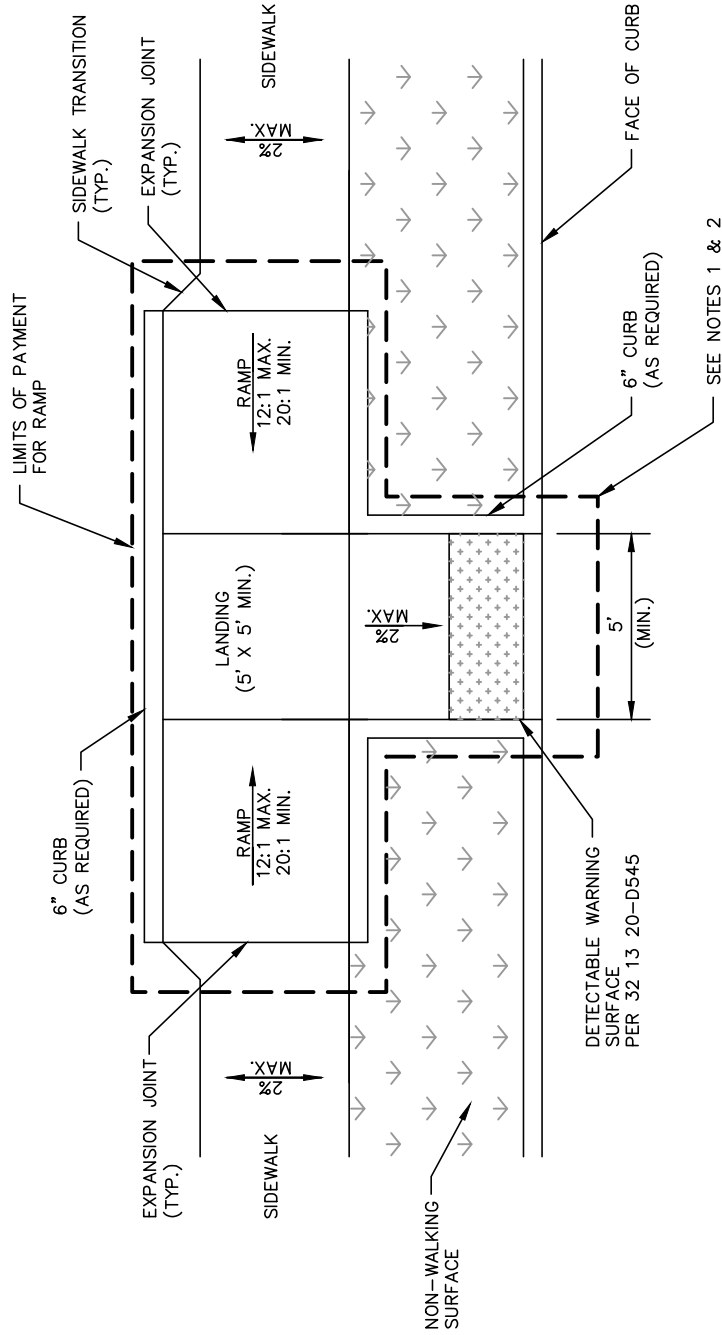
32 13 20-D537

NOTES:

1. LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
2. WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
3. VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.

NOTES TO DESIGNER:

1. DESIGNER TO COMPLY WITH THE MASTER THROUGHFARE PLAN ADOPTED MAY 2016.



CITY OF FORT WORTH, TEXAS
**TYPE M-2 MID-BLOCK RAMP (SIDEWALK
 ADJACENT TO NON-WALKING SURFACE)**

REVISED: 04-13-2021

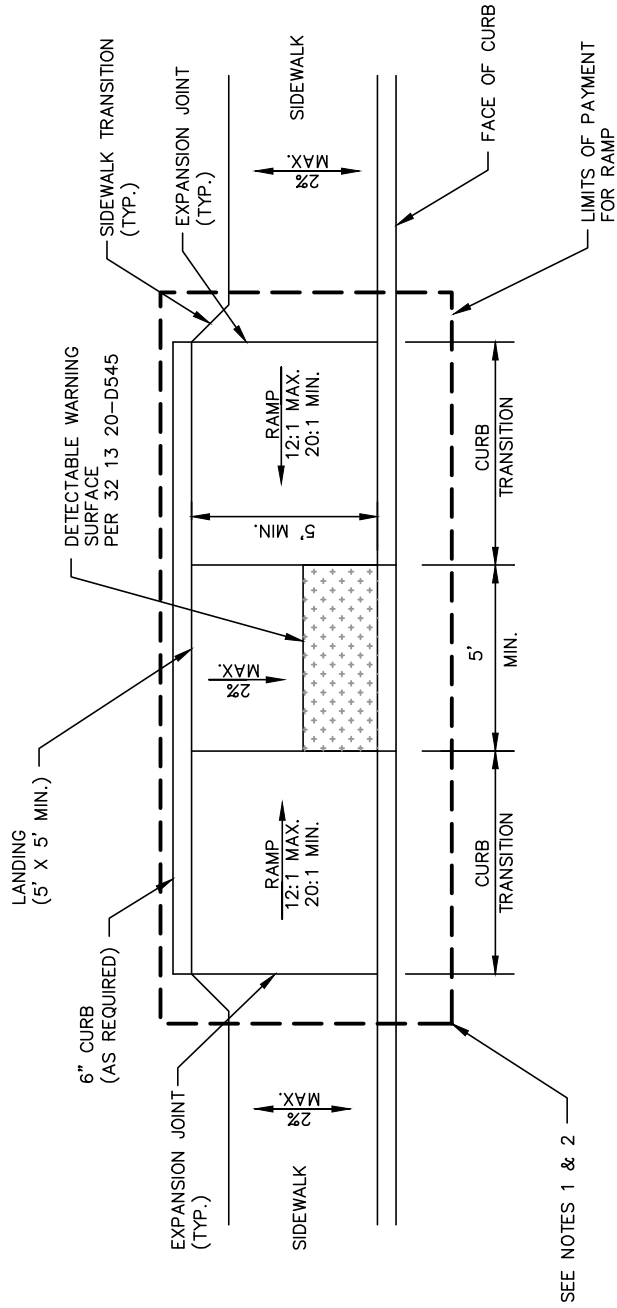
32 13 20-D538

NOTES:

1. LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
2. WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
3. VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.

NOTES TO DESIGNER:

1. DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016



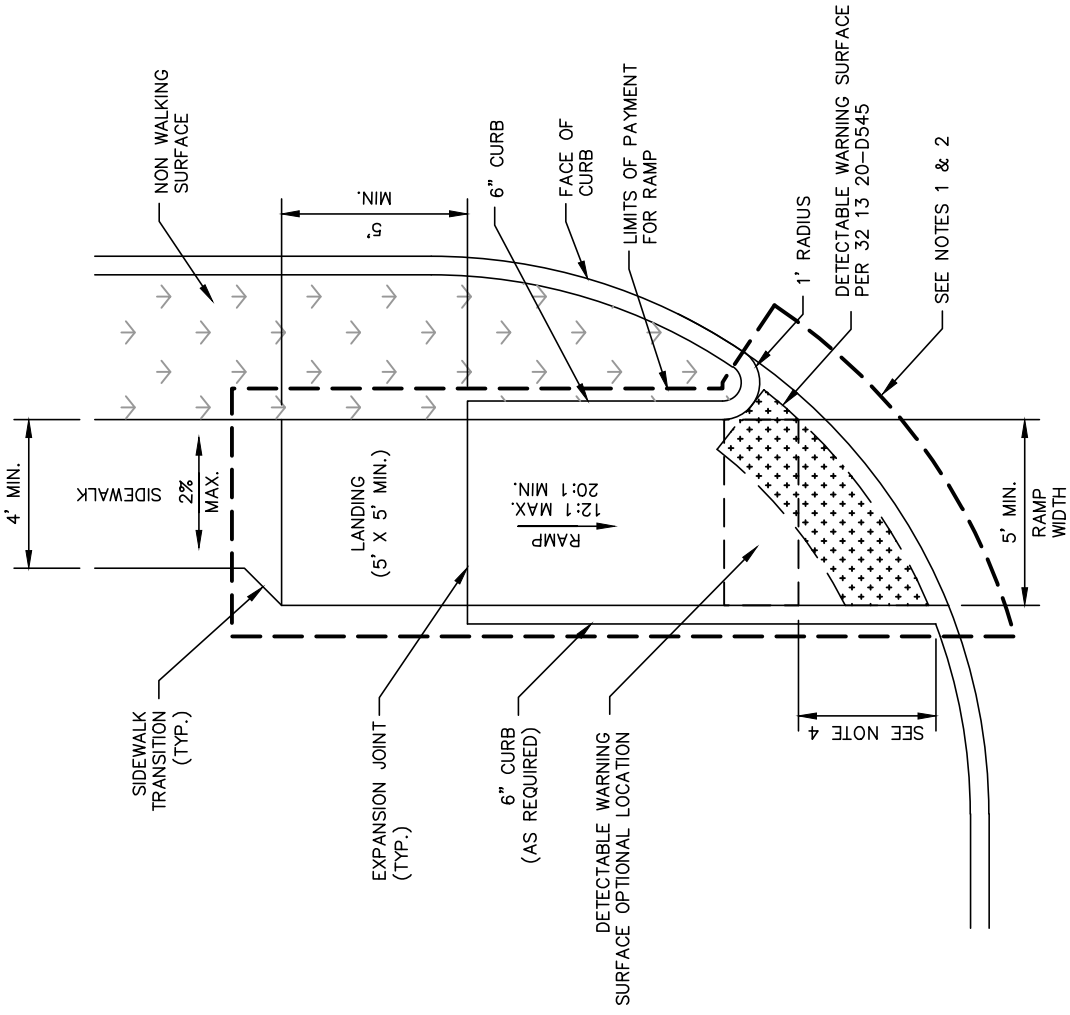
SEE NOTES 1 & 2



CITY OF FORT WORTH, TEXAS
TYPE M-3 MID-BLOCK RAMP
(SIDEWALK ADJACENT TO CURB)

REVISED: 04-13-2021

32 13 20-D539



- NOTES:**
1. LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
 2. WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
 3. VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.
 4. IF THE DISTANCE FROM THE END OF THE RAMP TO THE BACK OF CURB IS GREATER THAN 5 FEET, DETECTABLE WARNING SURFACE SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB AND RUN THE ENTIRE LENGTH OF THE OPENING. SLOPE TO BE 2% MAX. IN ALL DIRECTIONS.

- NOTES TO DESIGNER:**
1. DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016.

REVISED: 04-13-2021

32 13 20-D540

CITY OF FORT WORTH, TEXAS

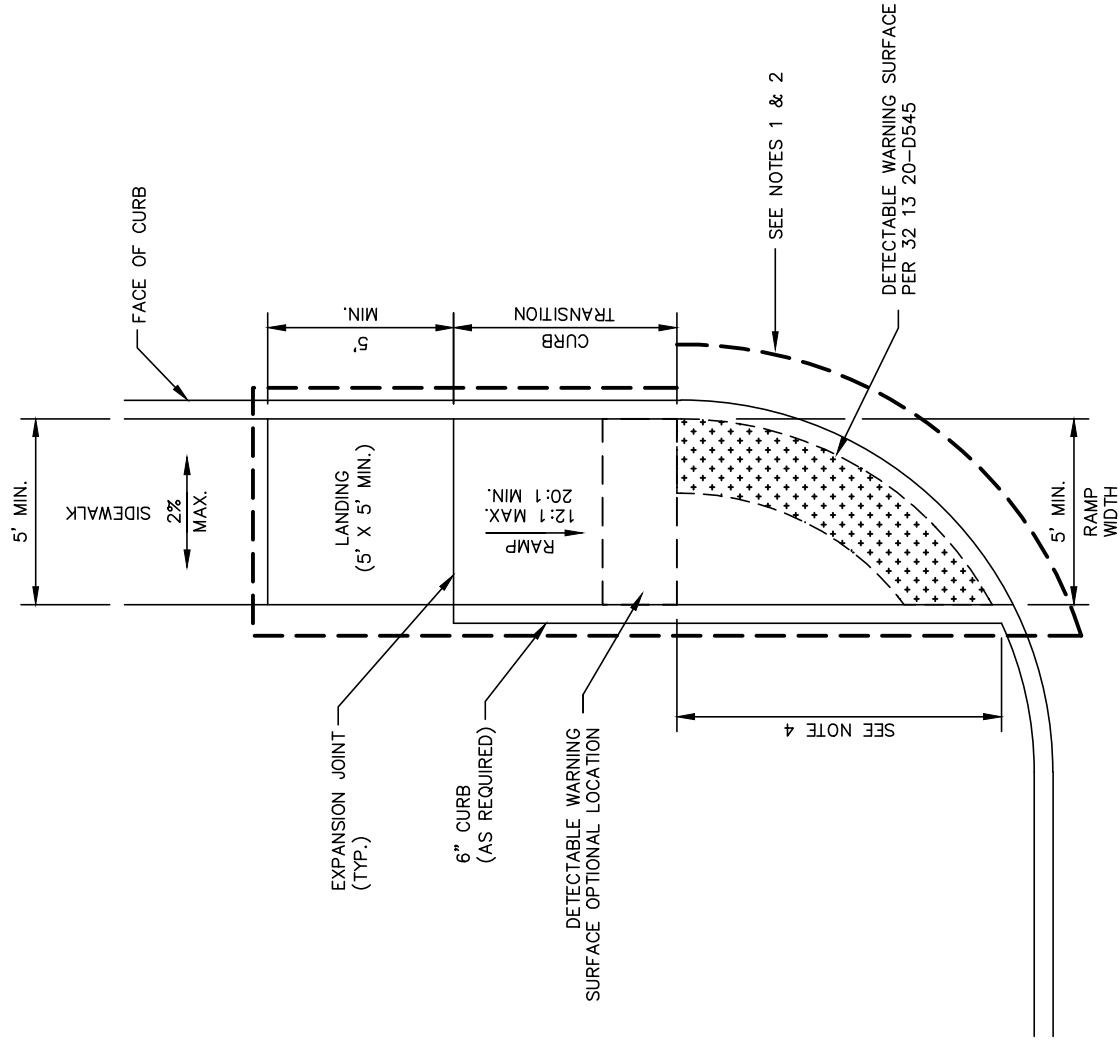
TYPE P-1 PERPENDICULAR CURB RAMP



- NOTES:
- LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
 - WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
 - VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.
 - IF THE DISTANCE FROM THE END OF THE RAMP TO THE BACK OF CURB IS GREATER THAN 5 FEET, DETECTABLE WARNING SURFACE SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB AND RUN THE ENTIRE LENGTH OF THE OPENING. SLOPE TO BE 2% MAX. IN ALL DIRECTIONS.

NOTES TO DESIGNER:

- DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016.



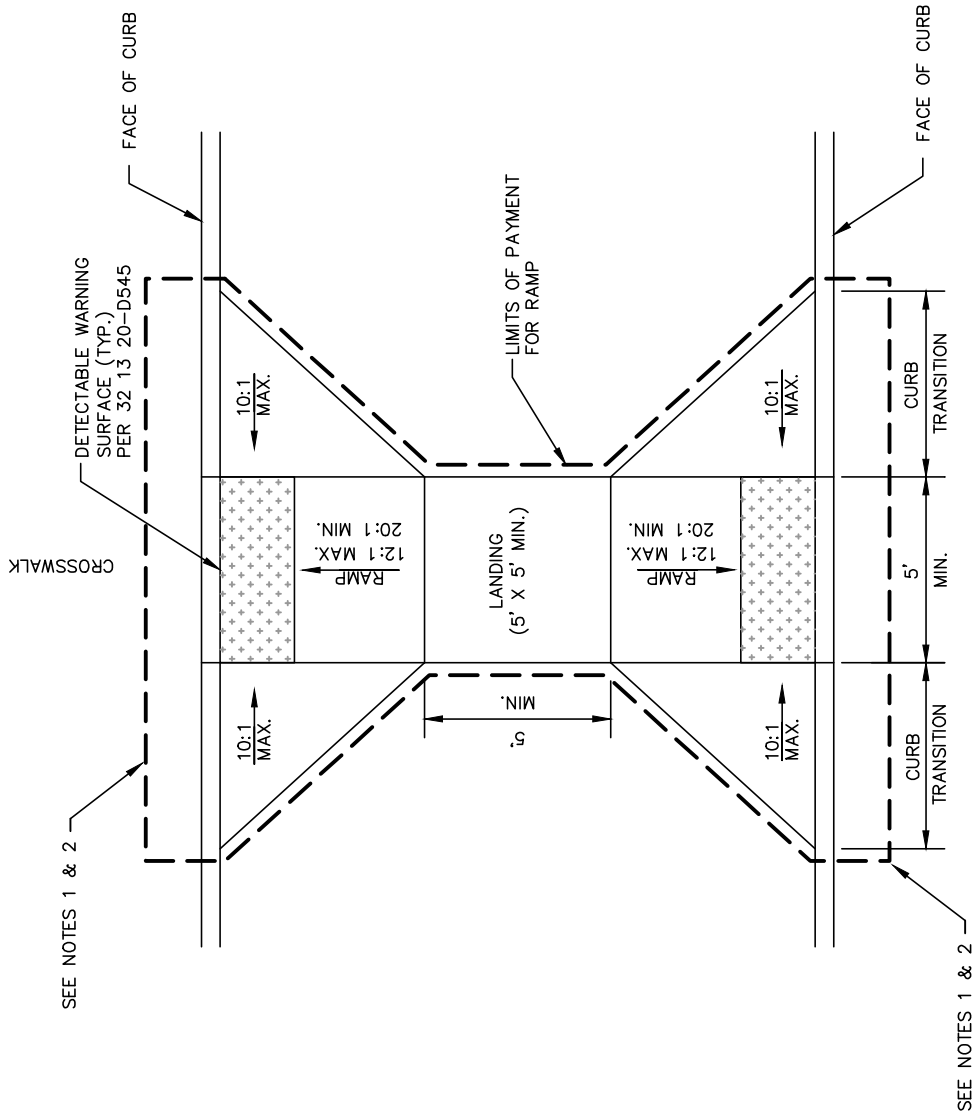
CITY OF FORT WORTH, TEXAS
**TYPE P-2 PARALLEL CURB RAMP
 (SIDEWALK ADJACENT TO CURB)**

REVISED: 04-13-2021

32 13 20-D541

- NOTES:**
1. LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
 2. WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
 3. VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.

- NOTES TO DESIGNER:**
1. DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016.



CITY OF FORT WORTH, TEXAS

TYPE C-1 MEDIAN OR ISLAND RAMP

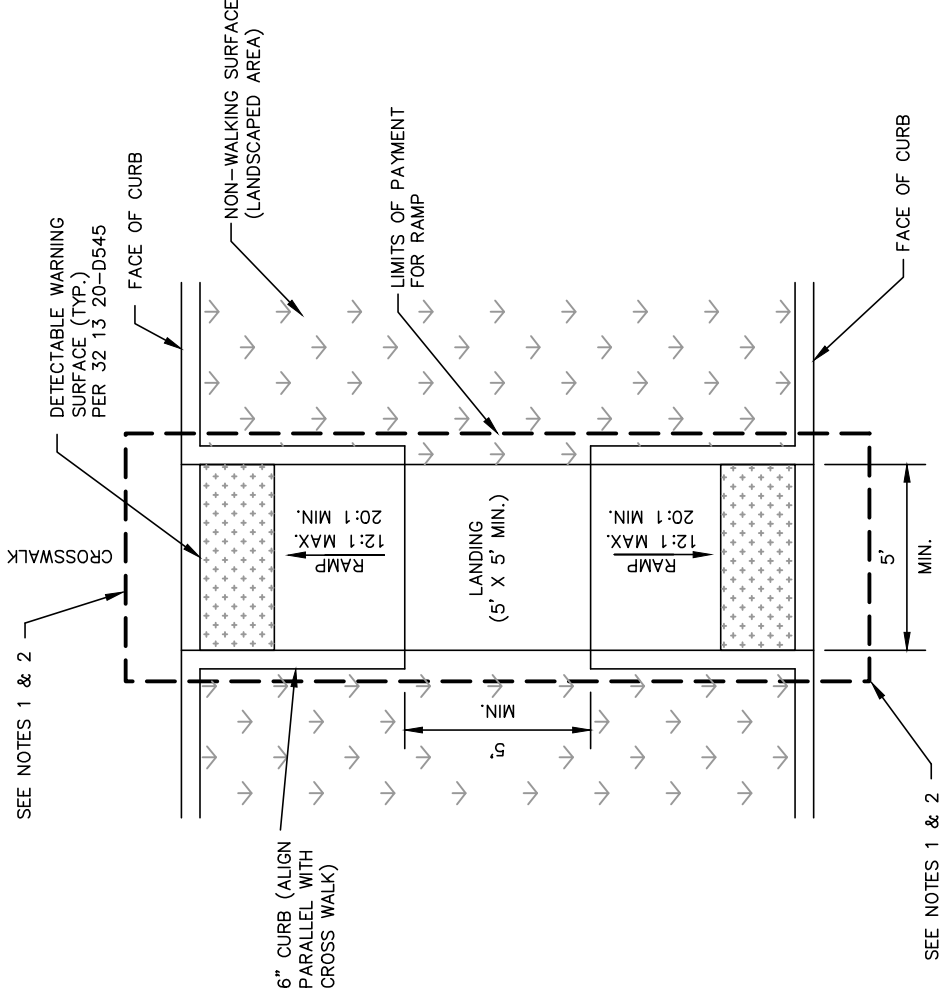
REVISED: 04-13-2021

32 13 20-D542

- NOTES:
1. LIMITS OF PAYMENT FOR RAMP INCLUDES THE CONCRETE GUTTER WIDTH ALONG THE RAMP OPENING.
 2. WHEN ADJACENT TO CONCRETE PAVEMENT, THE RAMP WIDTH, CURB TRANSITION, AND LANDING LIMITS SHALL BE DOWELED INTO THE CURB AND PAVEMENT WITH #3 BARS (12" LONG ON 18" CENTERS). THE COST OF THE DOWELING SHALL BE SUBSIDIARY TO THE COST OF THE CURB RAMP.
 3. VALVE BOXES/CLEANOUTS ARE NOT TO BE PLACED IN RAMP AREA.

NOTES TO DESIGNER:

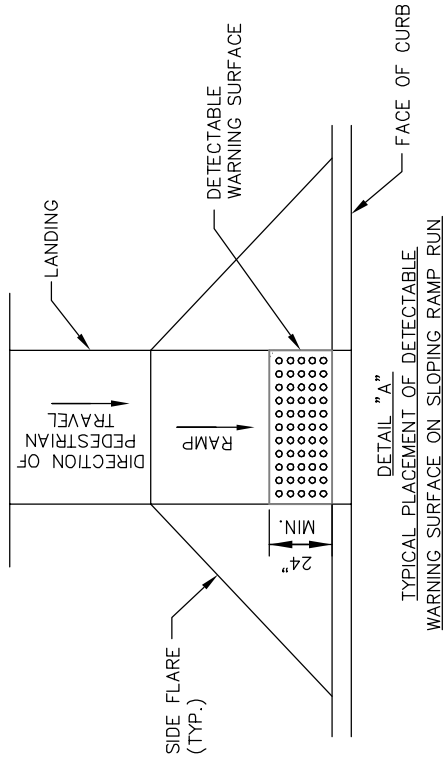
1. DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016.



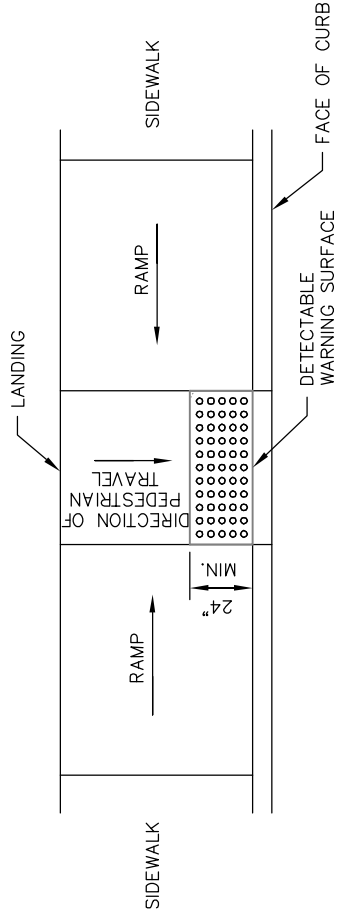
CITY OF FORT WORTH, TEXAS
**TYPE C-2 MEDIAN OR ISLAND
 RAMP AT LANDSCAPED AREA**

REVISED: 04-13-2021

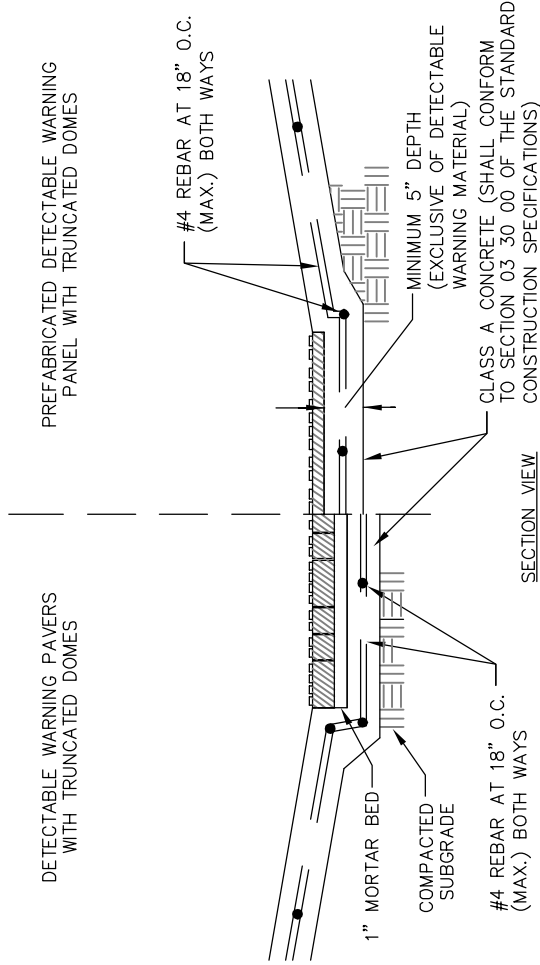
32 13 20-D543



DETAIL "A"
TYPICAL PLACEMENT OF DETECTABLE
WARNING SURFACE ON SLOPING RAMP RUN



DETAIL "B"
TYPICAL PLACEMENT OF DETECTABLE
WARNING SURFACE ON LANDING AT STREET EDGE



NOTES:

1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSISTS OF RAISED TRUNCATED DOMES COMPLYING WITH SECTION 705 OF THE 2012 TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES, INCLUDING SIDE FLARES. FURNISH AND INSTALL AN APPROVED DARK BROWN OR DARK RED DETECTABLE WARNING SURFACE ADJACENT TO UNCOLORED CONCRETE, UNLESS SPECIFIED ELSEWHERE IN THE PLANS. DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
2. ALIGN THE ROWS OF TRUNCATED DOMES TO BE PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP RUN AND THE STREET.
3. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24" IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING WHERE THE PEDESTRIAN ACCESS ROUTE ENTERS THE STREET.
4. DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS AT THE EXTENSION OF THE BACK OF CURB. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG A CORNER RADIUS.
5. FURNISH DETECTABLE WARNING PAVEMENT UNITS MEETING ALL REQUIREMENTS OF ASTM C-936. LAY IN A TWO BY TWO UNIT BASKET WAVE PATTERN OR AS DIRECTED BY ENGINEER.
6. LAY FULL-SIZE UNIT FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVEMENT UNITS USING A POWER SAW. DETAILS ARE PROVIDED HEREIN FOR THE PLACEMENT OF PAVERS. FOR OTHER MATERIALS, REFER TO THE MANUFACTURER'S PRODUCT MANUAL FOR PROPER INSTALLATION.
7. THE FOLLOWING IS AN APPROVED LIST OF CAST-IN-PLACE DETECTABLE WARNING MATERIALS AND THEIR MANUFACTURERS:
 - 8.1. ARMOR TILE (VITRIFIED POLYMER COMPOSITE) BY ENGINEERED PLASTICS, INC., WILLIAMSVILLE, NY.
 - 8.2. TACTILE PAVERS (FIRED CLAY PAVERS) BY PINE HALL BRICK; WINSTON-SALEM, NC.
 - 8.3. DETECTABLE WARNING PAVER (FIRED CLAY PAVERS) BY WESTERN BRICK CO., HOUSTON, TX.
9. THE ABOVE LIST OF DETECTABLE WARNING MATERIALS OR THEIR APPROVED EQUAL SHALL BE USED AS THE DETECTABLE WARNING SURFACE ON CURB RAMPS AS SHOWN IN THE STANDARD DETAILS.

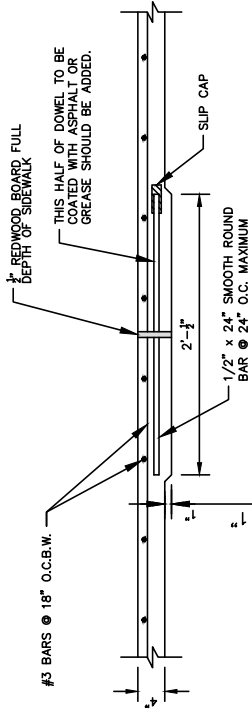


CITY OF FORT WORTH, TEXAS

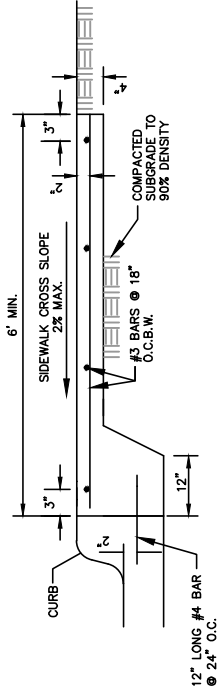
DETECTABLE WARNING SURFACE

REVISED: 08-31-2012

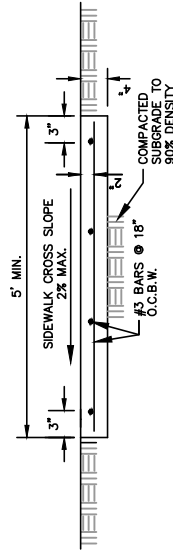
32 13 20-D545



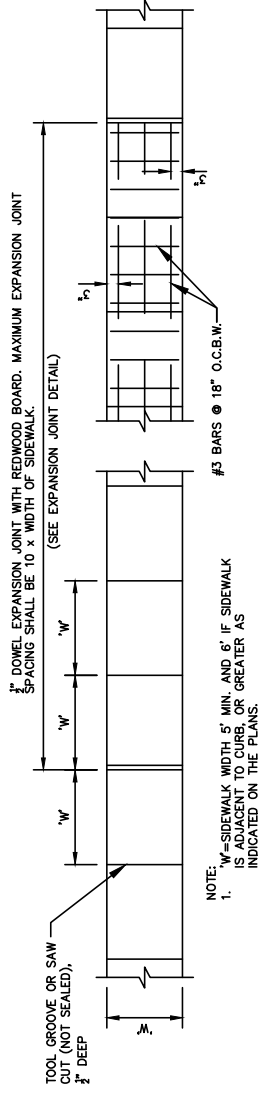
EXPANSION JOINT DETAIL



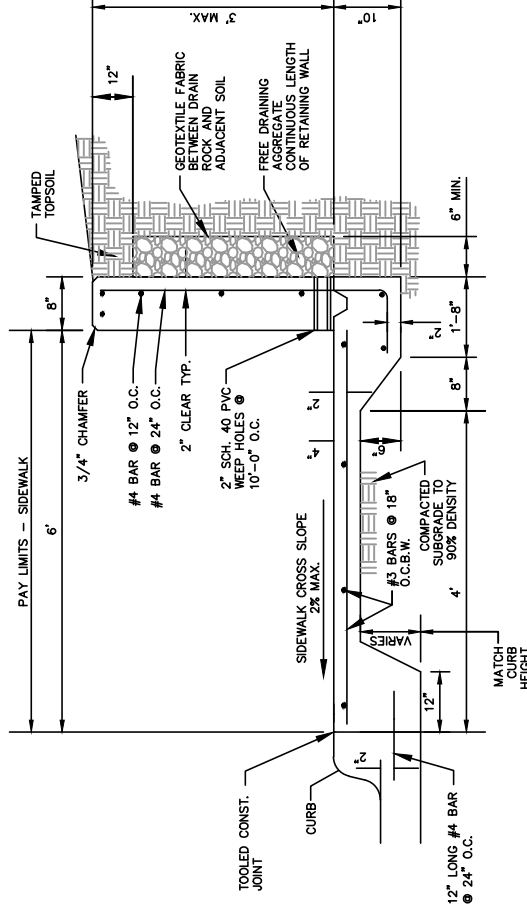
SECTION VIEW
SIDEWALK ADJACENT TO CURB



SECTION VIEW
SIDEWALK



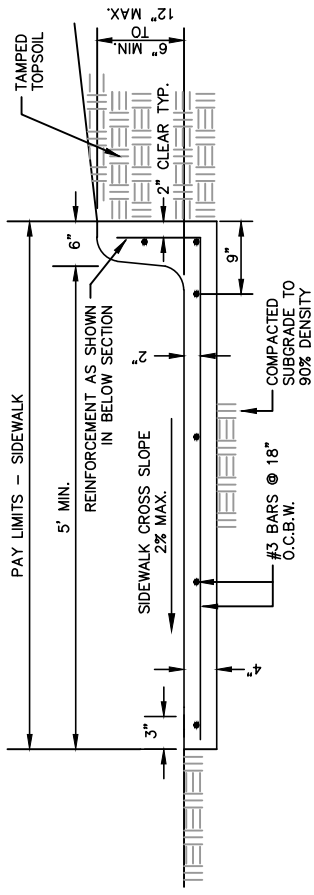
PLAN
REINFORCED CONCRETE SIDEWALK



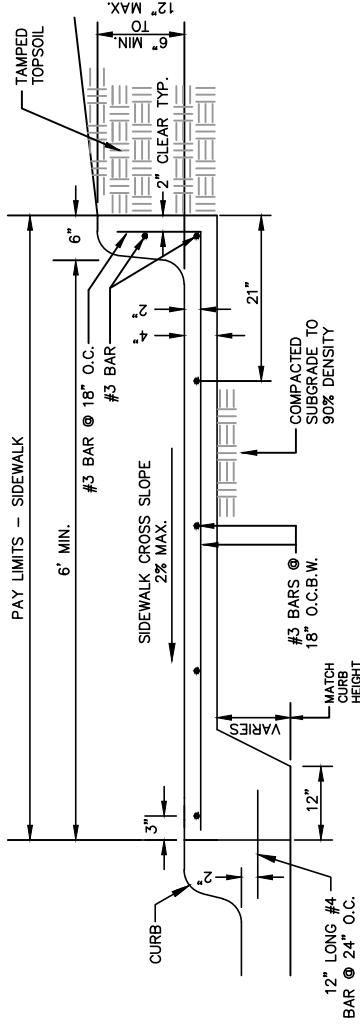
SECTION VIEW
SIDEWALK ADJACENT TO CURB WITH RETAINING WALL

- NOTES:
1. SIDEWALK PAID PER SQUARE FOOTAGE OF WALKWAY.
 2. RETAINING WALL PAID PER SQUARE FOOTAGE OF WALL FACE.
 3. THICKENED EDGE UNDER SIDEWALK AND RETAINING WALL IS SUBSIDIARY TO SIDEWALK AND WALL, RESPECTIVELY.





SECTION VIEW
SIDEWALK WITH MONOLITHIC CURB WALL



SECTION VIEW
SIDEWALK ADJACENT TO CURB WITH MONOLITHIC CURB WALL

NOTES:

1. SIDEWALK AND CURB WALL TO BE PAID WITH SEPARATE BID ITEMS:
SIDEWALK - SQUARE FOOT
CURB WALL - LINEAR FOOT
2. FOR CONTINUOUS WALL LENGTH THAT TRANSITIONS TO MORE THAN 12" HEIGHT, USE RETAINING WALL DETAIL FOR ENTIRE LENGTH.

