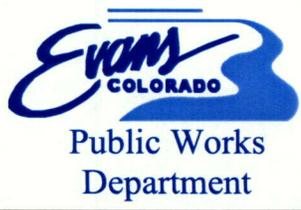
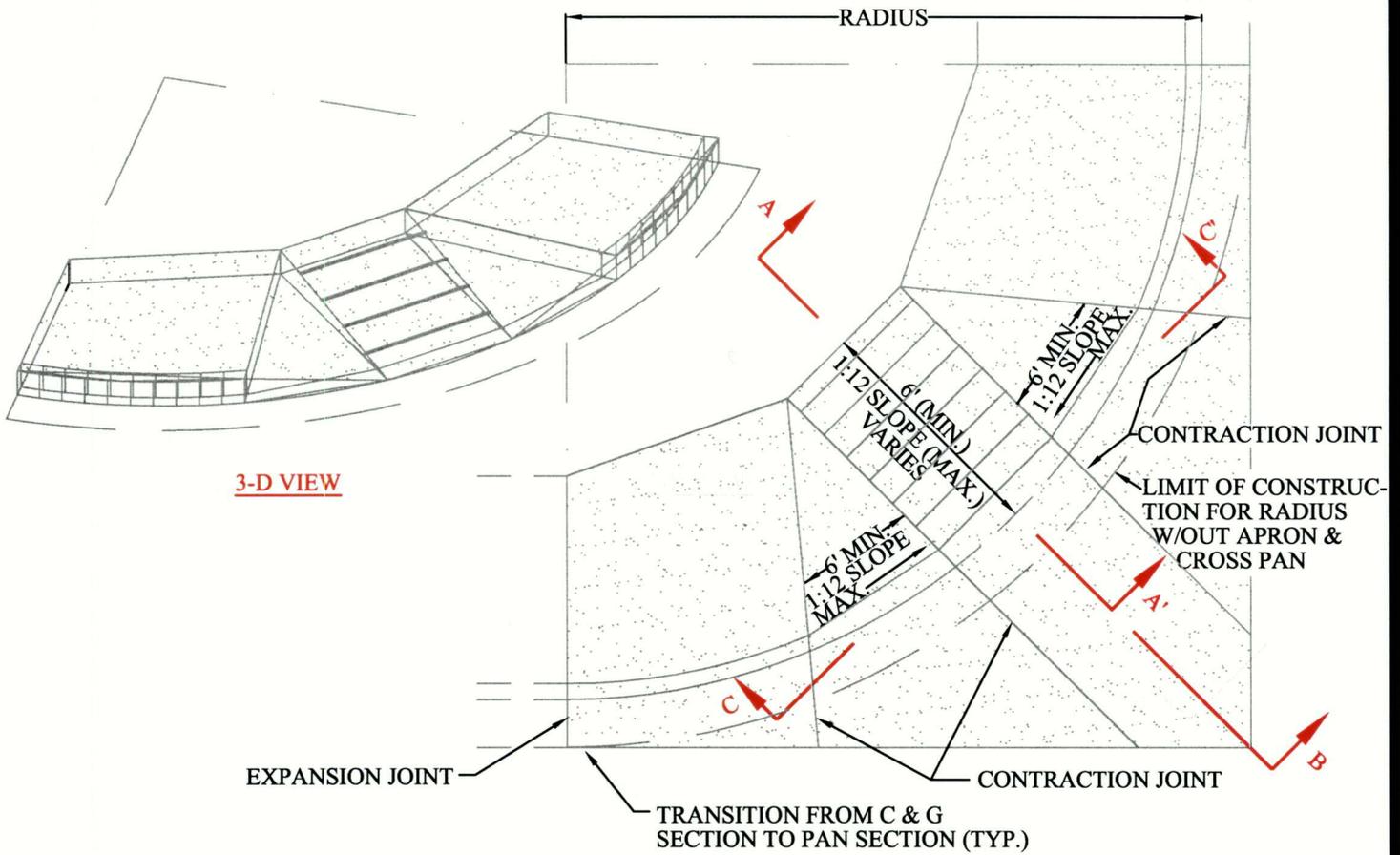


- NOTES:**
1. THE RAMP AREA SHALL RECEIVE A COARSER SURFACE TREATMENT THAN THE SIDEWALK.
  2. 6" CONCRETE THICKNESS APPLIES TO RAMP, SIDE SLOPES & WALK AREAS.
  3. CONSTRUCT CURB RAMPS AT ALL INTERSECTIONS.
  4. CONCRETE SHOWN (EXCEPT FOR RAMPS AND WALKS) SHALL BE POURED MONOLITHICALLY.
  5. SCORE HANDICAP RAMP FOR INCREASED TRACTION AT 8" INTERVALS.

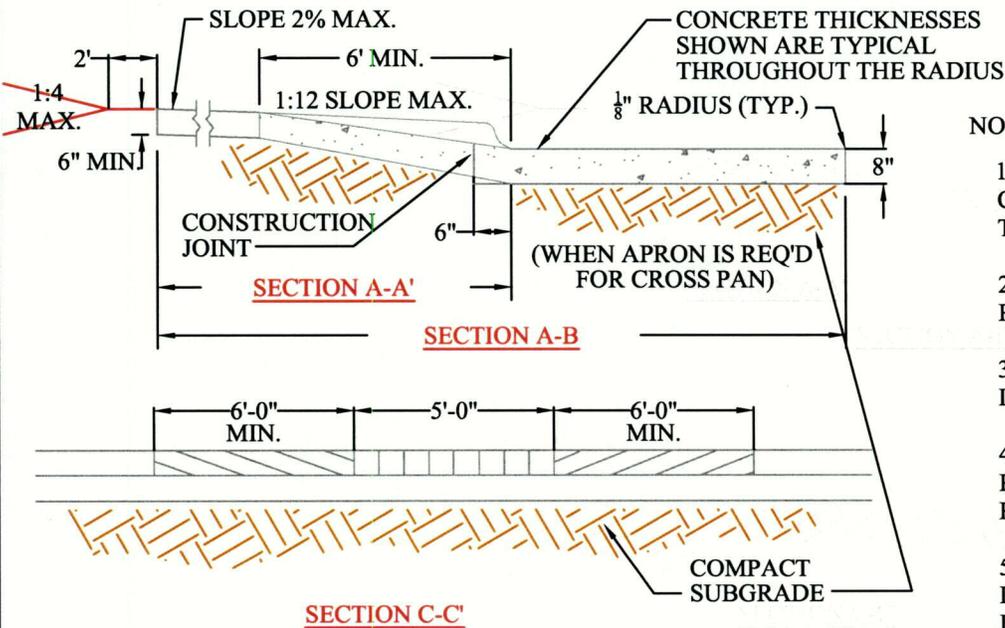


**CURB RAMP DETAIL  
DETACHED SIDEWALK  
ADJOINING ATTACHED SIDEWALK**



**3-D VIEW**

**PLAN VIEW**



**NOTES:**

1. THE RAMP AREA SHALL RECEIVE A COARSER SURFACE TREATMENT THAN THE SIDEWALK.
2. 6" CONCRETE THICKNESS APPLIES TO RAMP, SIDE SLOPES & WALK AREAS.
3. CONSTRUCT CURB RAMPS AT ALL INTERSECTIONS.
4. CONCRETE SHOWN (EXCEPT FOR RAMPS AND WALKS) SHALL BE POURED MONOLITHICALLY.
5. SCORE HANDICAP RAMP FOR INCREASED TRACTION AT 8" INTERVALS.



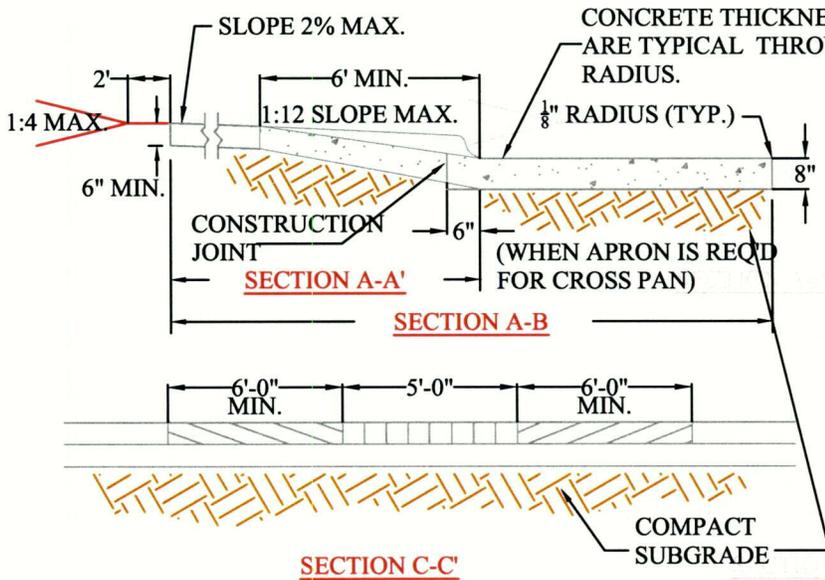
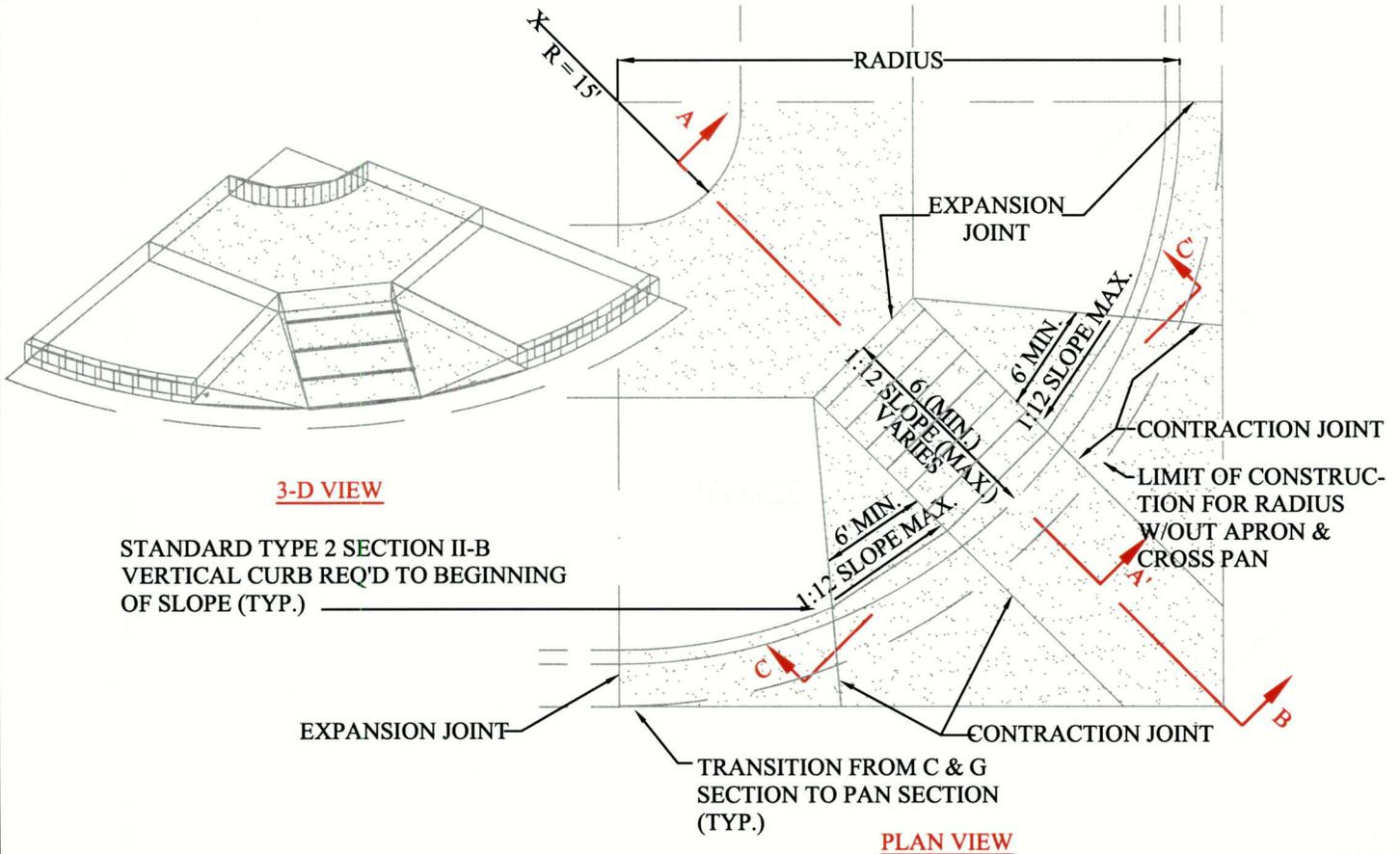
Public Works  
Department

**CURB RAMP DETAIL  
ATTACHED SIDEWALK**

Scale: N.T.S

Detail No. S-13

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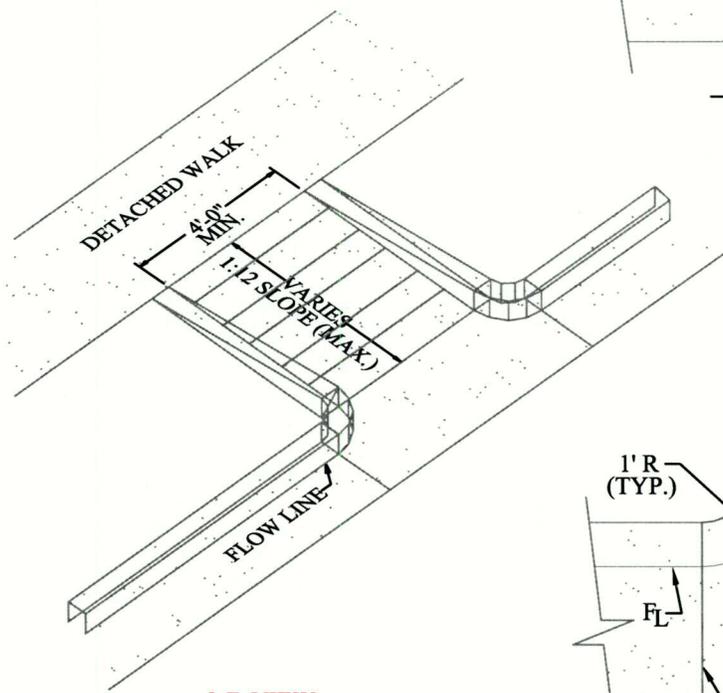


**NOTES:**

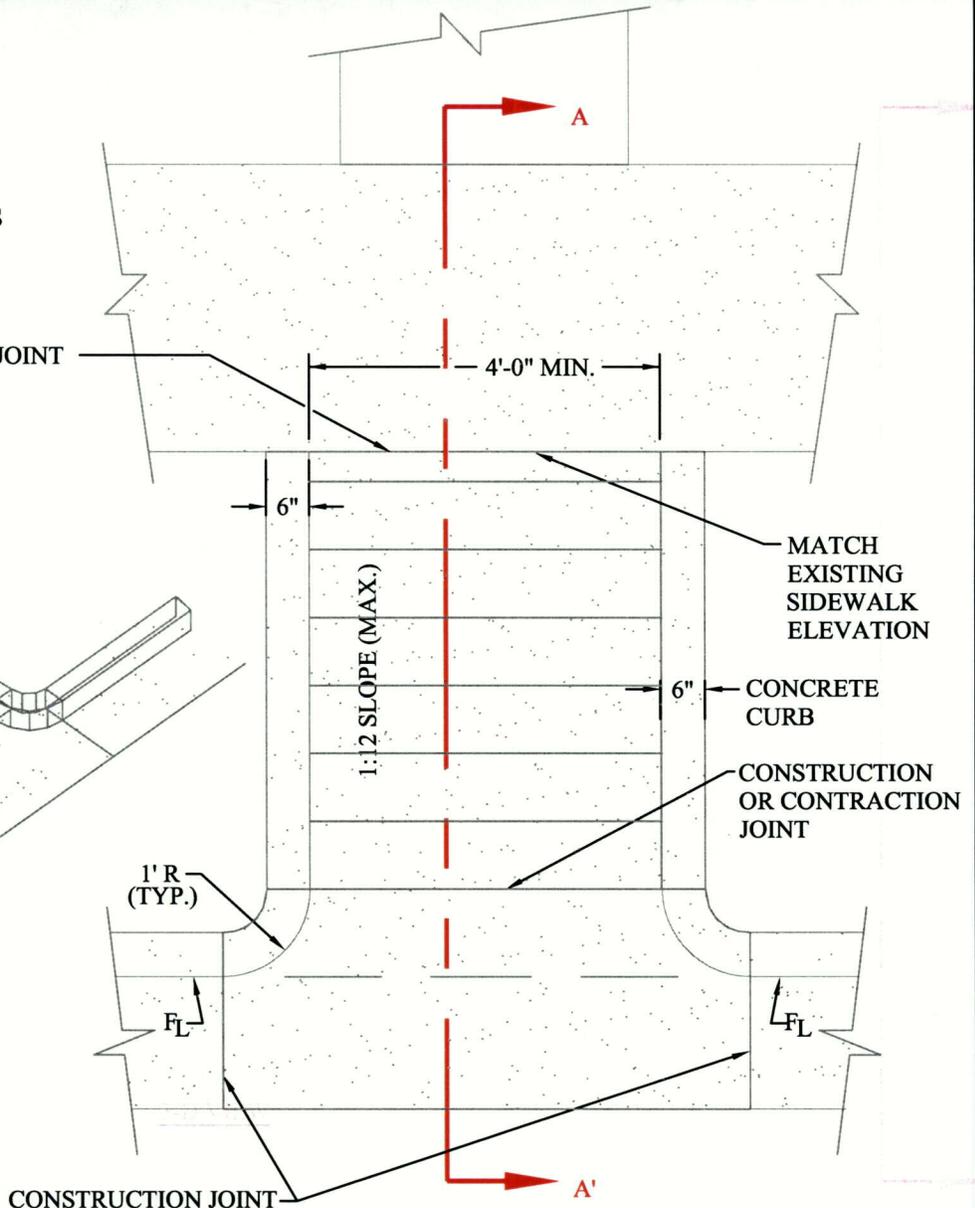
1. THE RAMP AREA SHALL RECEIVE A COARSER SURFACE TREATMENT THAN THE SIDEWALK.
2. 6" CONCRETE THICKNESS APPLIES TO RAMP AND SIDE SLOPE AREAS.
3. CONSTRUCT CURB RAMPS AT ALL INTERSECTIONS.
4. CONCRETE SHOWN (EXCEPT FOR RAMPS AND WALKS), SHALL BE POURED MONOLITHICALLY.
5. SCORE HANDICAP RAMP FOR INCREASED TRACTION AT 8" INTERVALS.

**NOTES:**

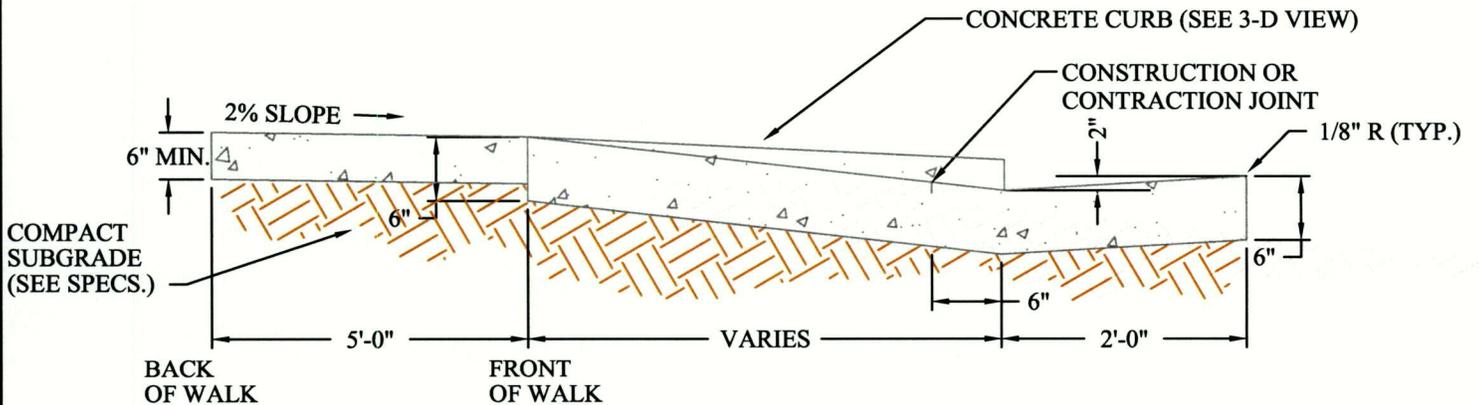
1. THE RAMP AREA SHALL RECEIVE A COARSER SURFACE TREATMENT THAN THE SIDEWALK.
2. SCORE HANDICAP RAMP FOR INCREASED TRACTION AT 8" INTERVALS



**3-D VIEW**



**PLAN VIEW**



**SECTION A-A'**



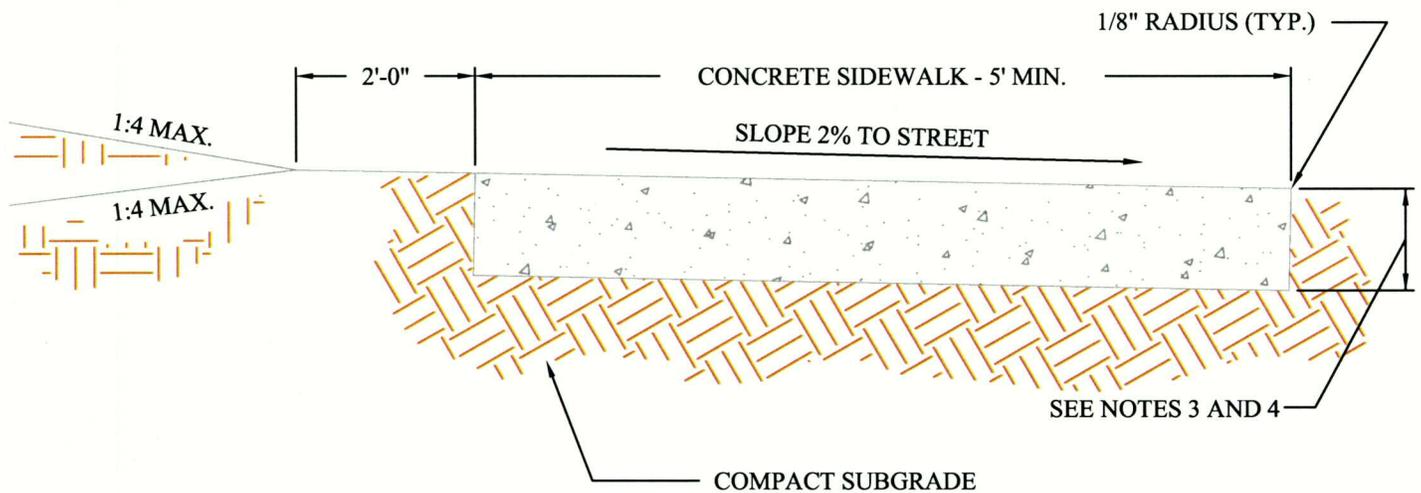
Public Works  
Department

**CURB RAMP DETAIL  
DETACHED SIDEWALK**

Scale: N.T.S

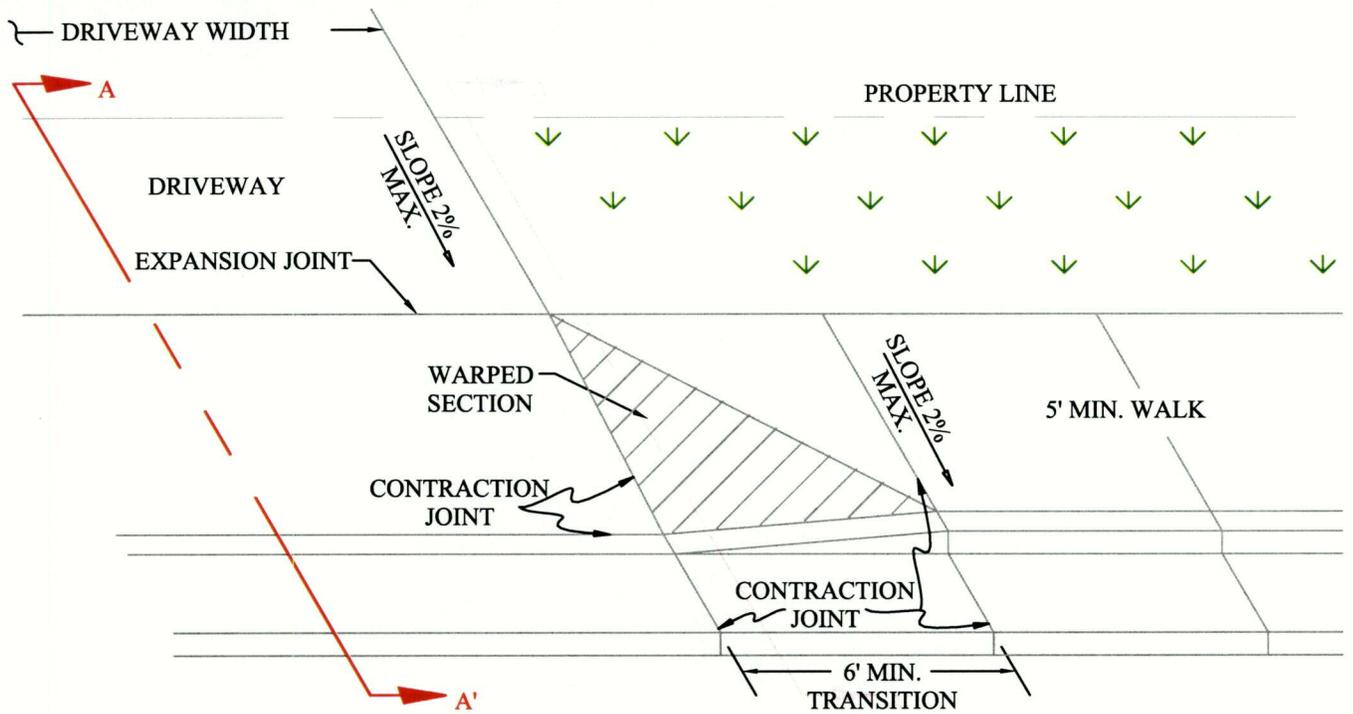
Detail No. S-15

April 2004

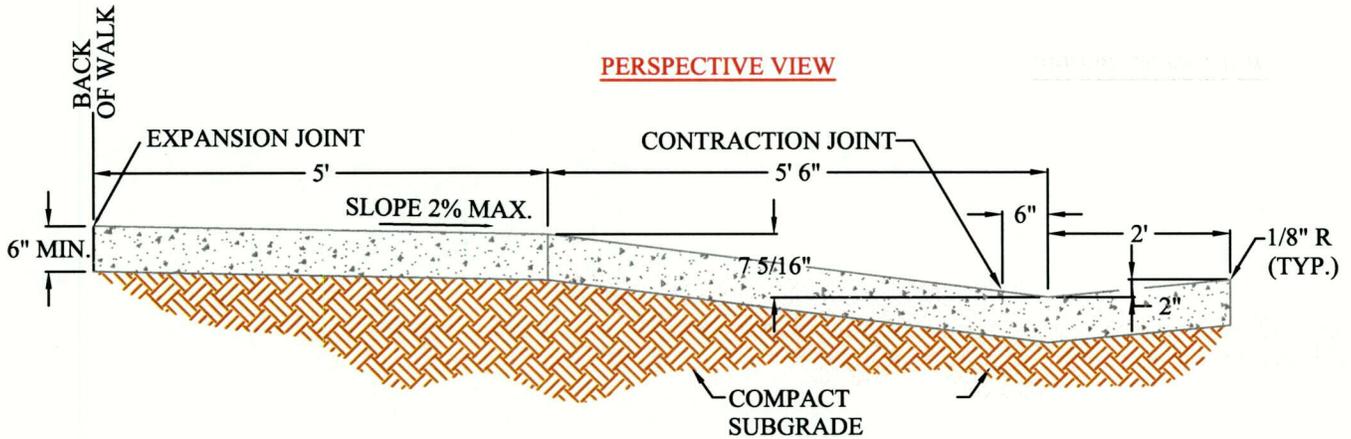


NOTES:

1. EXPANSION JOINTS REQUIRED AT 400' SPACING. ADDITIONAL JOINTS MAY BE REQUIRED AT THE DISCRETION OF THE CITY. WHEN CONCRETE IS PLACED BY MACHINE, EXPANSION JOINTS ARE ONLY REQUIRED AT THE BEGINNING AND AT THE END OF THE POUR. SEE DETAIL No. S-4
2. MAXIMUM SPACING OF CONTRACTION JOINTS - 10'.
3. THE SIDEWALK THICKNESS SHALL BE A MINIMUM OF 4" WHEN PLACED BEHIND A VERTICAL CURB SECTION AND A MINIMUM OF 6" WHEN PLACED BEHIND A MOUNTABLE CURB SECTION.
4. AT ALLEYS, COMMERCIAL DRIVEWAYS, AND OIL/GAS ACCESS POINTS, THE SIDEWALK THICKNESS SHALL BE INCREASED TO 8".



**PERSPECTIVE VIEW**



**SECTION A-A'**

**NOTES:**

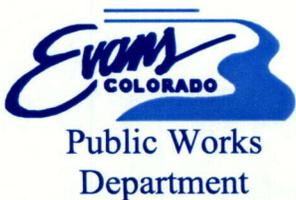
1. CONTRACTION JOINTS ARE REQUIRED AT EACH END OF WARPED SECTION & SHOULD BE EVENLY SPACED.
2. APPLY BROOM FINISH TO SURFACE.
3. DRIVEWAY SECTION, INCLUDING TRANSITION, SHALL BE 6" THICK ON ALL RESIDENTIAL, MULTIFAMILY RESIDENTIAL, AND 8" THICK ON ALL COMMERCIAL, INDUSTRIAL, AND ALLEY DRIVEWAYS, AND OIL/GAS ACCESS POINTS.

4. DRIVEWAY WIDTHS: 10' (MIN.) & 20'(MAX.)

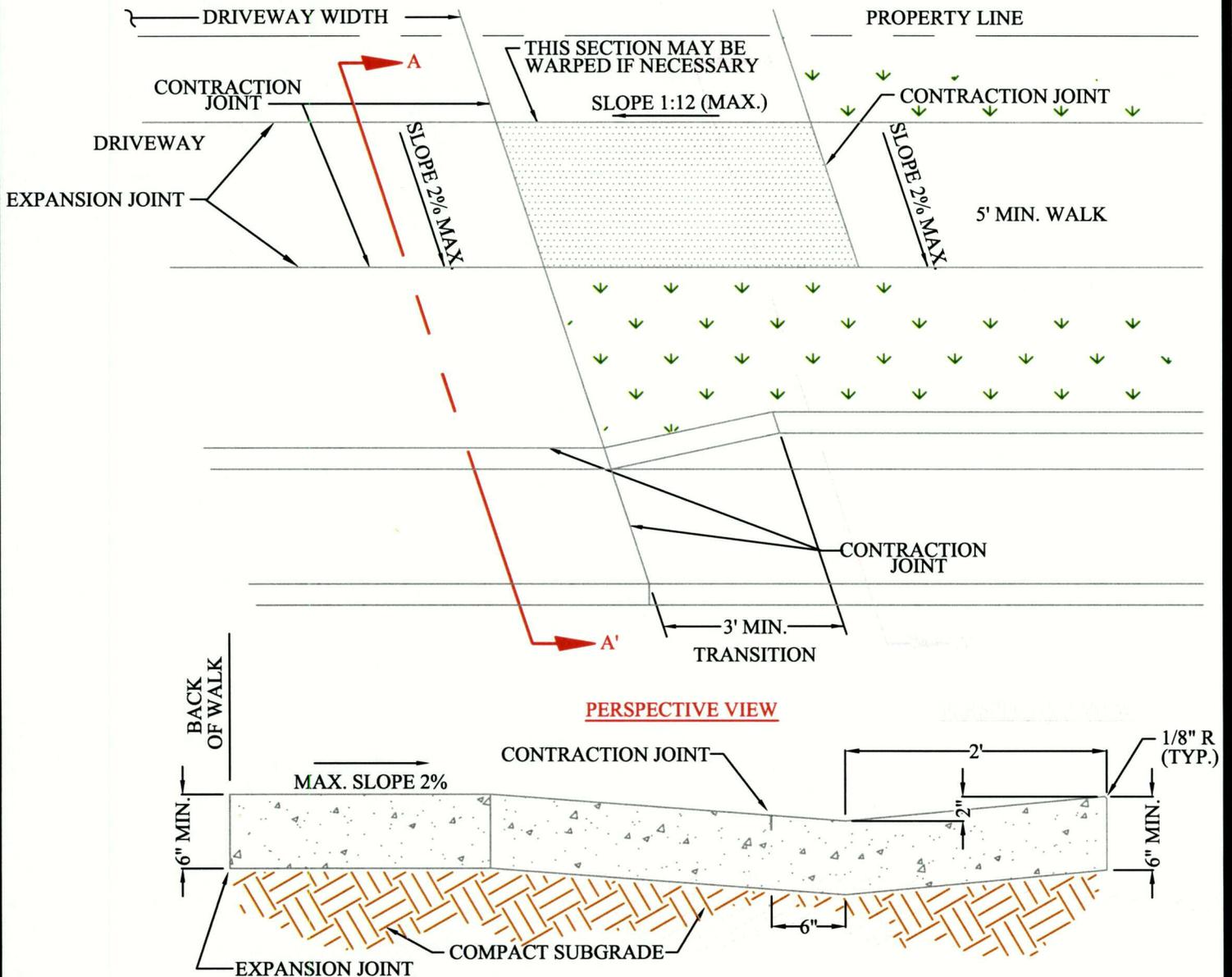
5. DRIVEWAY WIDTHS FOR COMMERCIAL/ INDUSTRIAL AREAS AS APPROVED BY THE CITY.

6. SHOW DIMENSIONS OF DRIVEWAY ON DETAILED CONSTRUCTION PLANS.

7. RETROFIT DRIVE APPROACHES SHALL MATCH EXISTING CONDITIONS, EXCEPT CONCRETE THICKNESSES SHALL CONFORM TO THIS DETAIL.



**DRIVEWAY APPROACH DETAIL  
ATTACHED SIDEWALK  
FOR VERTICAL CURB & GUTTER**

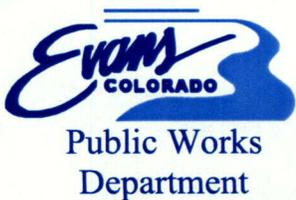


**PERSPECTIVE VIEW**

**SECTION A-A'**

**NOTES:**

1. CONTRACTION JOINTS ARE REQUIRED AT EACH END OF WARPED SECTION & SHOULD BE EVENLY SPACED.
2. APPLY BROOM FINISH TO SURFACE.
3. DRIVEWAY SECTION SHALL BE 6" THICK ON ALL RESIDENTIAL, MULTIFAMILY RESIDENTIAL, & 8" THICK ON ALL COMMERCIAL, INDUSTRIAL & ALLEY DRIVEWAYS.
4. DRIVEWAY WIDTHS: 10' (MIN.) & 20'(MAX.)
5. DRIVEWAY WIDTHS FOR COMMERCIAL/ INDUSTRIAL AREAS AS APPROVED BY THE CITY.
6. SHOW DIMENSIONS OF DRIVEWAY ON DETAILED CONSTRUCTION PLANS.
7. RETROFIT DRIVE APPROACHES SHALL MATCH EXISTING CONDITIONS EXCEPT CONCRETE THICKNESSES SHALL CONFORM TO THIS DETAIL.

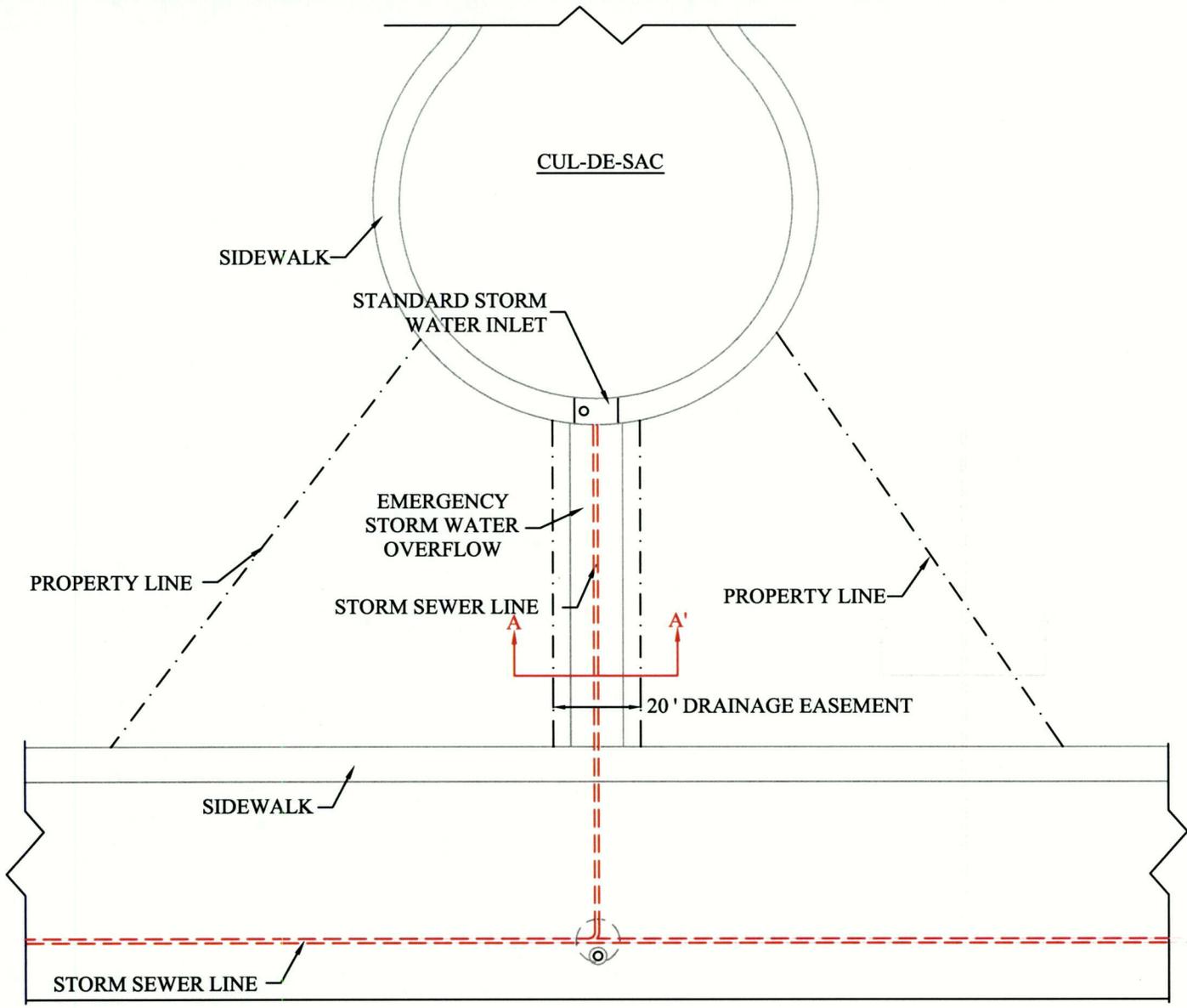


**DRIVEWAY APPROACH DETAIL  
DETACHED SIDEWALK  
FOR VERTICAL CURB & GUTTER**

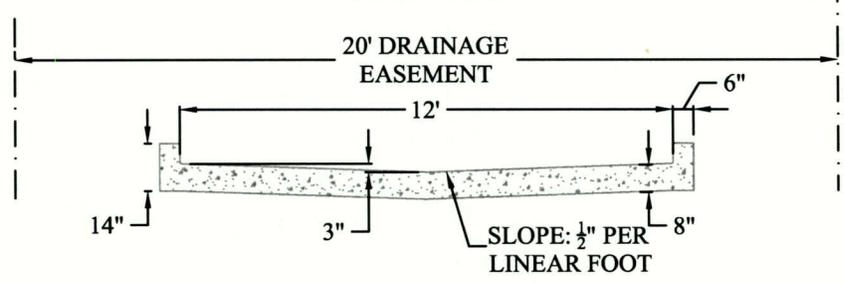
Scale: N.T.S

Detail No. S-18

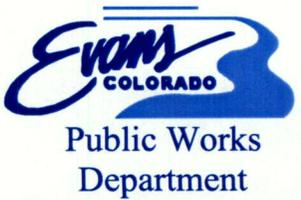
April 2004



**PLAN VIEW**



**SECTION A-A'**

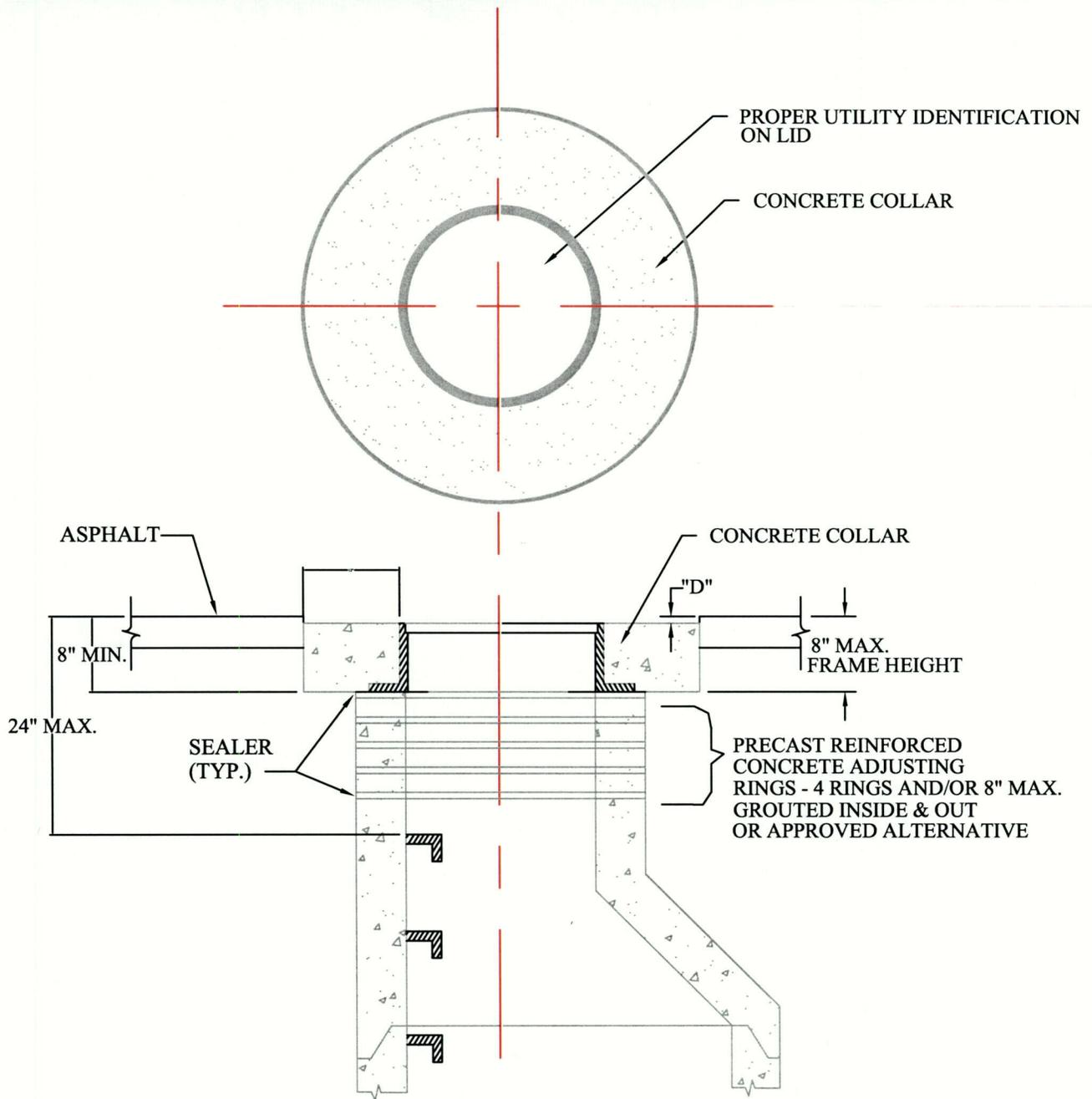


**EMERGENCY STORM WATER  
OVERFLOW STRUCTURE DETAIL**

Scale: N.T.S

Detail No. S-19

April 2004



**PROFILE**

**NOTES:**

1. A SEALER SHALL BE USED BETWEEN ALL ADJUSTING RINGS AS REQUIRED.
2. DROP-IN RISER RINGS NOT ALLOWED.
3. SET & TILT RING & COVER TO MATCH SLOPE OF FINISHED STREET.
4. "D" = 1/4" FOR PAVEMENT OVERLAYS OR SURFACE TREATMENTS.
5. "D" = 1/2" FOR PAVEMENT RECONSTRUCTION OR NEW CONSTRUCTION.
6. "D" = "0" FOR CONCRETE STREETS.



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**MANHOLE RAISING  
DETAIL**

Scale: N.T.S

Detail No. S-20

April 2004