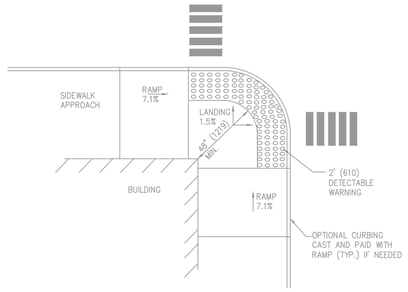
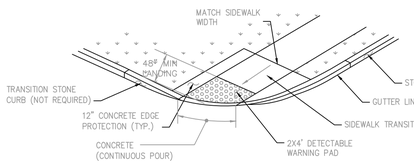


RESTRICTED CONDITION
DIAGONAL SIDEWALK RAMP
(TYPE 4g)



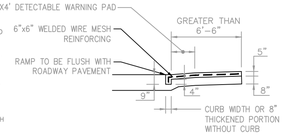
DIAGONAL SIDEWALK RAMP

NOTES:

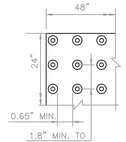
1. ADA= AMERICAN DISABILITIES ACT.
2. FOR SIDEWALK RAMP NOTES AND DETAILS SEE SR-3
3. SEE PAVEMENT REPAIR DETAIL RW-3

GENERAL NOTES:

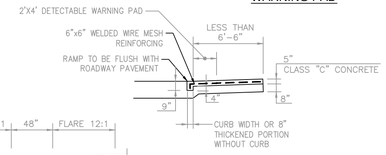
1. MAXIMUM SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE SIDEWALK RAMP SHOULD NOT EXCEED 20:1.
2. CARE SHALL BE TAKEN TO ASSURE UNIFORM SLOPE ON THE RAMPS, FREE OF SAGS AND ABRUPT GRADE CHANGES.
3. ALL ADA (AMERICAN DISABILITY ACT) CONCRETE RAMPS SHALL BE CONSTRUCTED OF CLASS "C" CONCRETE AND SHALL MEET ALL 2015 REQUIRED TECHNICAL AND MATERIAL SPECIFICATIONS AS SPECIFIED WITHIN THE STATE OF CONNECTICUT STANDARD SPECIFICATION FORM 816 AS AMENDED.
4. ALL RAMP SURFACES SHALL BE TREATED WITH A STIFF BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
5. AS PER FEDERAL AND STATE REGULATIONS, DETECTABLE DOMED WARNING PADS MEASURING A STANDARD 2-FEET BY 4-FEET SHALL BE INSTALLED WITHIN EACH SINGLE OR DOUBLE RAMP.
6. THE PAD COLOR SHALL BE GRAY UNLESS OTHERWISE INSTRUCTED. NO SURFACE GLUING OF THE PAD TO THE CONCRETE RAMP WILL BE ALLOWED. ALL PADS ARE TO BE ATTACHED WITH THE PROPER HARDWARE. PLACE EDGE OF RAMP 6-INCHES FROM THE EDGE OF THE ROAD.
7. TO ALLOW FOR EASE OF WHEELCHAIR TRAVEL, PLACE PAD IN THE LONGITUDE DIRECTION SO AS NOT TO INTERFERE WITH THE WIDTH OF THE WHEELS ON A WHEELCHAIR.
8. CONCRETE SHALL BE USED IN THE TRANSITION SECTIONS TO EACH RAMP. NO STONE CURBING IS REQUIRED. THE EDGE OF THE RAMP SHALL MATCH EVENLY WITH THE EDGE OF PAVEMENT. NO "RISE" BETWEEN THE RAMP AND PAVEMENT WILL BE ALLOWED. THE CONTRACTOR WILL BE MADE RESPONSIBLE TO MAKE ALL THE NECESSARY CORRECTIONS.
9. ALL ADA RAMPS ARE TO HAVE A MAXIMUM SLOPE OF 12:1.
10. ALL RAMPS TO BE CONSTRUCTED WITH 6"x6" WELDED WIRE MESH REINFORCING.



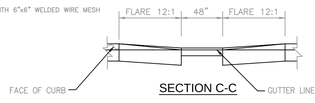
SECTION A-A



DOME SPACING DETECTABLE WARNING PAD



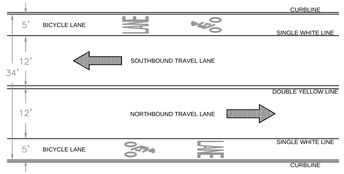
SECTION B-B

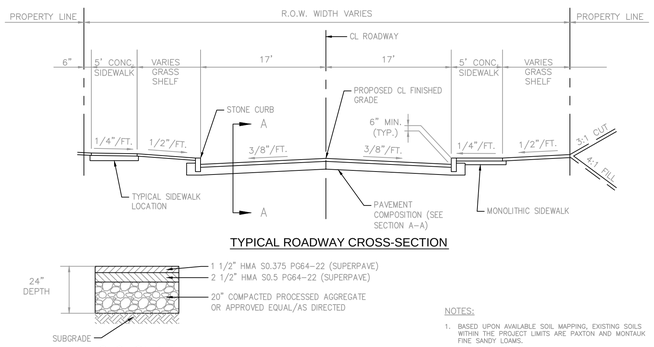


SECTION C-C

ADA RAMP DETAILS

PROPOSED STRIPING PLAN DETAIL
N.T.S.





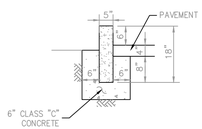
TYPICAL ROADWAY CROSS-SECTION

SECTION A-A
TYPICAL SECTION

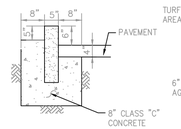
NOTES:

1. BASED UPON AVAILABLE SOIL MAPPING, EXISTING SOILS WITHIN THE PROJECT LIMITS ARE PAXTON AND MONTAUK FINE SANDY LOAMS.

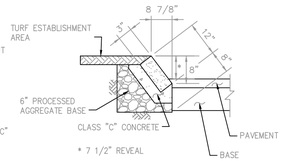
TYPICAL ROADWAY DETAILS



STRAIGHT STONE CURB



RADIUS STONE CURB
(GRANITE TRANSITION CURB AT DRIVEWAYS)

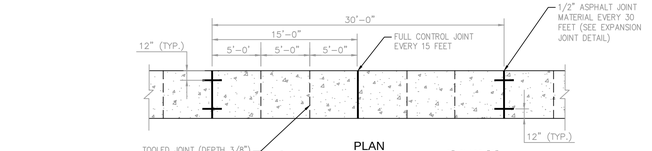


SLOPED STONE CURB

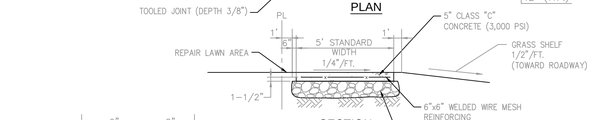
NOTES:

1. ALL STONE CURB SHALL CONFORM TO THE STATE OF CONNECTICUT STANDARD SPECIFICATION FORM 816, ARTICLE M12.06 FOR GRANITE CURBING.
2. MINIMUM LENGTH OF STONE CURB IS 4'-0".
3. STONE CURB SHALL BE FINISH-SAWN TOP AND SPLIT FACE JOINTED.
4. STONE CURB WITH A RADIUS OF 100' OR LESS SHALL BE BUILT OF CURVED STONE CURB AND SET IN 8" OF CLASS "C" CONCRETE AS SHOWN ON THE DETAIL.
5. ALL OPEN BOTTOM JOINTS BETWEEN SECTIONS OF STRAIGHT STONE CURB SHALL BE BACKFILLED WITH CLASS "C" CONCRETE.
6. ALL BACKFILL MATERIAL AROUND STRAIGHT, RADIUS OR RESET STONE CURBING SHALL BE CLASS "C" CONCRETE (3,000 PSI).
7. TOP OF CONCRETE BACKFILL SHALL BE 10" ON PAVEMENT SIDE AND 5" ON BACK SIDE, MEASURED DOWN, FROM TOP OF CURB.
8. AT ALL BEGINNING AND ENDING POINTS OF ALL STONE CURBING INSTALLATIONS, A 3-FOOT TAPERED CURB SHALL BE USED TO TRANSITION BETWEEN THE EXISTING PAVEMENT/GROUND AND HEIGHT OF THE NEW CURBING, OR AS DIRECTED.

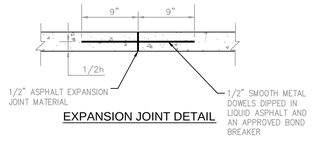
STONE CURBING DETAILS



PLAN



SECTION

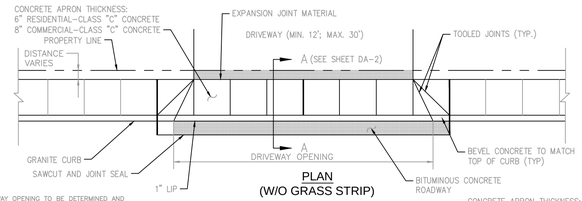


EXPANSION JOINT DETAIL

NOTES:

1. RECONSTRUCT ANY PRIVATE WALKS TO THEIR EXISTING WIDTHS AND LENGTHS AS DIRECTED.
2. AT END OF THE DAILY POUR OF CONCRETE, METAL DOWELS ARE TO BE INSERTED IN THE LAST SLAB FOR THE EXTENSION OF THE SIDEWALK.
3. ALL EXISTING WALKS TO BE REPLACED TO THEIR EXISTING WIDTHS OR AS DIRECTED BY THE ENGINEER.
4. ALL SURFACE AREAS TO HAVE A STIFF BROOM FINISH.

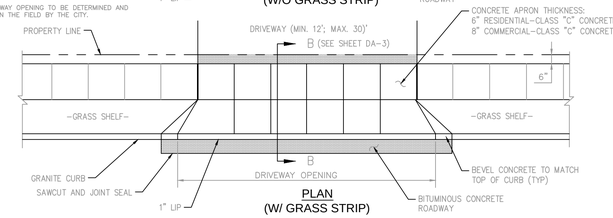
CONCRETE SIDEWALK DETAILS



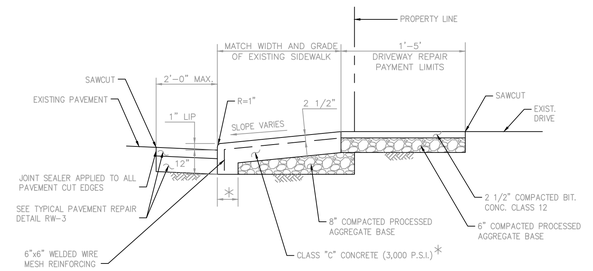
NOTE:

1. DRIVEWAY OPENING TO BE DETERMINED AND SET IN THE FIELD BY THE CITY.

PLAN
(W/O GRASS STRIP)



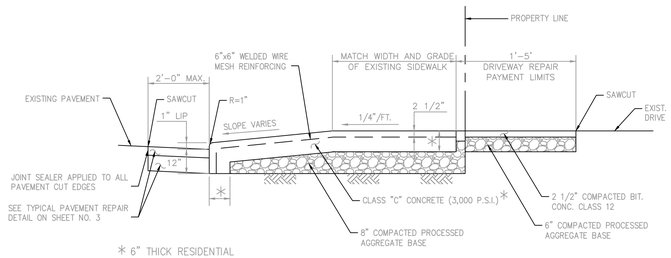
PLAN
(W/ GRASS STRIP)



SECTION A-A
WITHOUT GRASS SHELF

NOTES:

1. SURFACE; STIFF BROOM FINISH TRANSVERSE TO THE SLOPE OF THE APRON.
2. DRIVEWAY REPAIR TO BE INCLUDED IN THE COST OF THE CONCRETE DRIVEWAY APRON WITHIN THE LIMITS SHOWN.



SECTION B-B
WITH GRASS SHELF

NOTES:

1. SURFACE; STIFF BROOM FINISH TRANSVERSE TO THE SLOPE OF THE APRON.
2. DRIVEWAY REPAIR TO BE INCLUDED IN THE COST OF THE CONCRETE DRIVEWAY APRON WITHIN THE LIMITS SHOWN.

DRIVEWAY APRON DETAILS

DETAILS

2015 LOTCIP APPLICATION
RECONSTRUCTION OF
OCEAN AVENUE
NEW LONDON, CONNECTICUT
SEPTEMBER, 2015

REV. NOVEMBER, 2015