LEGEND

- EXISTING R/W
- PROPOSED R/W
- TEMPORARY EASEMENT
- INPLACE SIGNAL
- PROPOSED SIGNAL POLE
- PEDESTRIAN/BICYCLE PUSH BUTTON STATION
- PED ESTRIAN PUSH BUTTON
- HANDHELD EXISTING/PROPOSED
- INPLACE SIGNAL
- SIGNAL NUMBER
- CATCH BASIN EXISTING/PROPOSED
- CONTROL POINTS AT GUTTER FLOW LINE
- TRUNCATED DOMES (SEE STANDARD PLATE 7038)
- BITUMINOUS PAVING - SEE TABULATIONS

CURB HEIGHT

LANDING AREA - 4' x 4' WIDE, DIMENSIONS AND MAX 2% SLOPE IN ALL DIRECTIONS
INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5% MINIMUM AND 8% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2%.
INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2% AND LESS THAN 5% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2%.

APDL CONTROL POINTS

- THE CROSS SLOPE OF THE PEDESTRIAN ACCESS HOLE SHALL NOT EXCEED 0.5
- OFF LENGTH RT.
- CONTROL POINT OF CURB & GUTTER IS AT FLOW LINE.
- ALL STATING AND OFFSETS ARE BASED OFF THE INPLACE TH 47 ALIGNMENT.

GUTTER CONTROL POINTS

- MATCH TO INPLACE DOORWAY.

NE 20TH AVE
Provide landing at building entrance
GENERAL NOTES
1. MAINTAIN A MINIMUM 4' RIDE PEDESTRIAN ACCESS ROUTE OBSTRUCTION TO OBSTRUCTION AND/OR OBSTRUCTION TO EDGE OF WALK.
2. THE CROSS SLOPE OF THE PEDESTRIAN ACCESS ROUTE SHALL NOT EXCEED 0.020 FT/FT.
3. SEE SHEET NO. 20, THROUGH FOR PEDESTRIAN RAMP DETAILS.
4. CONTROL POINT AT CURB AND CURB IS AT FLOW LINE.
5. PANEL LAYOUT AND JOINT TYPE IN THIS PLAN MAY BE CHANGED IF APPROVED BY THE ENGINEER.
6. UTILIZE 15' UNIFORM PANEL JOINT SPACING.
7. CONSTRUCTION HEADER JOINTS, CONSTRUCTION JOINTS, AND LONGITUDINAL JOINTS SHALL BE CONSIDERED INCIDENTAL AND NO DIRECT COMPENSATION WILL BE MADE.
8. REINFORCEMENT BARS FOR ALL LONGITUDINAL JOINTS ARE CONSIDERED INCIDENTAL AND NO DIRECT COMPENSATION WILL BE MADE.
9. BETWEEN PROPOSED CONCRETE PAVEMENT AND IN PLACE CONCRETE PAVEMENT, ALONG LONGITUDINAL JOINTS DRILL AND GROUT EPoxy COATED REINFORCEMENT BARS.
10. FOR PEDESTRIAN RAMPS SLOPES GREATER THAN 8.3% THE MAXIMUM CROSS SLOPE IS 0.5%.

SPECIFIC NOTES
1. SEE SHEET NO. 5 FOR CURB RAMP TYPE AND CONSTRUCTION QUANTITIES.
2. SEE SHEET NO. 8 FOR CONTROL POINTS.
3. ADJUST FRAME AND RING CASTING SEE STD. PLATE 4000.
4. CONSTRUCT PERMANENT HEADER INCIDENTAL.
5. REMOVE AND REPLACE CONCRETE PANELS ADJACENT TO CURB REMOVAL AND REPLACE. PAVEMENT SECTION SHALL BE 8" CONCRETE PAVEMENT ON 4" AGGREGATE BASE CLASS 5. ALL EXCAVATION, SUBGRADE PREPARATION, AGGREGATE BASE, COMMON BORRION, AND TOPSOIL BORRION SHALL BE INCIDENTAL.
6. OUTPUT C&G AT 6.5%.
7. OUTPUT C&G AT 5.0%.
8. OUTPUT C&G AT 5.0%.

47TH AVE. E.
CONTROL POINTS

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LEGEND
- TEMPORARY RIGHT TO CONSTRUCT EXISTING R/W
- BITUMINOUS TREATMENT - SEE TABULATIONS

INXXXX - CONTROL POINT
CURB HEIGHT
DRAINAGE FLOW ARROW
TRUNCATED DOMES (SEE STANDARD PLATE 7038)
LANDING AREA - 5'X4' RH1 DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS
INDICATES PEDESTRIAN RAMPS - SLOPE SHALL BE BETWEEN 3.0% MINIMUM AND 0.35% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%
INDICATES PEDESTRIAN RAMPS - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

See next page for calculation details.
NOTES
1) Tin used for design A194.66
2) Excavate along curb or to front line.
3) Elevations noted (A) are from the right tin.
4) Non-compliant ramp below along side street. Existing slope appears to be 11.5\%.

5 SCALE
GENERAL NOTES
1. MAINTAIN A MINIMUM 4' WIDE PEDESTRIAN ACCESS ROUTE OBSTRUCTION TO OBSTRUCTION AND/OR OBSTRUCTION TO EDGE OF WALL.
2. THE CROSS SLOPE OF THE PEDESTRIAN ACCESS ROUTE SHALL NOT EXCEED 0.020 FT/FT.
3. SEE SHEET NO. 20 THRU 24 FOR PEDESTRIAN RAMP DETAILS.
4. CONTROL POINT AT CURB AND GUTTER IS AT FLOW LINE.

SPECIFIC NOTES
1. SEE SHEET NO. 5 FOR CURB RAMP TYPE AND CONSTRUCTION QUANTITIES, SEE SHEET NO. 8 FOR CONTROL POINTS.
2. OUTPUT C/D AT 0.01 FT.
3. OUTPUT C/D AT 0.01 FT.
4. OUTPUT C/D AT 0.01 FT.
5. SITE RESTORATION INCLUDES REPLACEMENT OF BLOCKS ADJACENT TO BACK OF WALK (INCIDENTAL).

LEGEND
- TEMPORARY RIGHT TO CONSTRUCT
- EXISTING R/W
- BI-TURNOFF TREATMENT - SEE TABULATIONS

CAMBRIDGE ST.

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See next page for calculation details
NORTH CORNER CAMBRIDGE ST - COMBINED DIRECTIONAL

NOTES
1) Tin used for design Cambridge NE tin
2) Elevations along center line are given to flow line.