EXISTING GUTTER PLATE OVERLAID WITH ASPHALT

EXISTING GUTTER PLATE EXPOSED (NOT OVERLAID WITH ASPHALT)

SECTION A-A

SECTION B-B

This sheet is a guide for contractor's use. City specifications or city engineer's discretion may supersede this sheet.

Standard Drawing

Contractor Guide Sheet for Sidewalk and Drive Approach

City of Kettering

January 2020

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SIDEWALK DETAILS

1. JOINTS 1" DEEP EVERY 15' FINISHED WITH A RADIUS OF 3/8".
2. JOINT SPACING = 5'.

SIDEWALK NOTES

1. SIDEWALK SHALL BE A MINIMUM OF 5' WIDE OR MATCH EXISTING ON 50' R/W STREETS, OR WIDTH AS DIRECTED BY THE ENGINEER.
2. SIDEWALK SHALL BE 4" THICK, EXCEPT WHEN THROUGH DRIVEWAYS (6" THICK), AND WHEN ADJACENT TO CURB (VARIABLE THICKNESS AS SHOWN ABOVE).
3. EXPANSION JOINT MATERIAL OR APPROVED EQUAL SHALL BE PLACED AS SHOWN. A MAXIMUM SPACING OF 50' FOR NEW CONSTRUCTION, BOTH SIDES OF EXISTING CONCRETE FOR REPLACEMENT SECTIONS EQUAL TO OR GREATER THAN 15' OR ONE SIDE OF EXISTING CONCRETE FOR REPLACEMENT SECTION LESS THAN 15'.
4. THE SUBGRADE BELOW THE PROPOSED SIDEWALK IS TO BE COMPACTED TO THE MAXIMUM EXTENT PRACTICAL. A MINIMUM OF 3" OF GRAVEL (OR CRUSHED AGGREGATE) BASE SHALL BE PLACED UNDER THE SIDEWALK UNLESS DETERMINED UNNECESSARY BY THE ENGINEER.
5. CONCRETE SHALL MEET SPECS K-499 AND SHALL ONLY BE SUPPLIED THROUGH A CITY OF KETTERING APPROVED READY MIX SUPPLIER.
6. SIDEWALKS SHALL BE SLOPED BETWEEN 1% AND 2% TOWARD THE STREET, OR AS APPROVED BY THE ENGINEER.
7. ANY TOOL MARKS LEFT BY EDGING SHALL BE ELIMINATED BY TEXTURING THE SURFACE. THE FINAL SURFACE SHALL BE BROOM FINISHED. RETOOLED JOINTS SHALL NOT BE CONSTRUCTED UNLESS APPROVED BY THE ENGINEER.

DRIVE APPROACH NOTES

1. MAXIMUM JOINT SPACING SHALL BE 8 FEET LONGITUDINALLY AND TRANSVERSELY.
3. THE SUBGRADE BELOW THE PROPOSED DRIVE APPROACH IS TO BE COMPACTED TO THE MAXIMUM EXTENT PRACTICAL. A MINIMUM OF 3" OF GRAVEL (OR CRUSHED AGGREGATE) BASE SHALL BE PLACED UNDER THE DRIVE APPROACH UNLESS DETERMINED UNNECESSARY BY THE ENGINEER.
4. CONCRETE SHALL MEET SPECS K-499 AND SHALL ONLY BE SUPPLIED THROUGH AN APPROVED READY MIX SUPPLIER.
5. WHERE ASPHALT CONCRETE PAVEMENT IS DISTURBED, THE ASPHALT SHALL HAVE A SAWED EDGE, BE REPLACED AND SEALED AS DIRECTED BY THE ENGINEER.
6. SAW CUT CURB AT BOTH ENDS. SAW CUT SHALL HAVE CLEAN AND STRAIGHT EDGES, AND SHALL BE THE FULL DEPTH OF THE CURB.
7. FOR CURB MONOLITHIC WITH CONCRETE STREET, SAW CUT PAVEMENT 21" FROM BACK OF CURB. SAW CUT TO HAVE CLEAN AND STRAIGHT EDGES, AND SHALL BE FULL DEPTH OF CURB AND PAVEMENT.
8. EXPANSION JOINT MATERIAL SHALL BE PLACED AS SHOWN ON SHEETS 18–21.
9. ANY TOOL MARKS LEFT BY EDGING SHALL BE ELIMINATED BY TEXTURING THE SURFACE. THE FINAL SURFACE SHALL BE BROOM FINISHED. RETOOLED JOINTS SHALL NOT BE CONSTRUCTED UNLESS APPROVED BY THE ENGINEER.
10. IF AN EXISTING SIDEWALK IS PRESENT THROUGH THE DRIVE, THE DRIVE APPROACH SHALL BE PLACED IN CONCRETE.
11. PATCH REPAIRS MAY ONLY BE USED AS A TEMPORARY MEASURE UNTIL REPLACEMENT IS POSSIBLE. ONCE PART OF A DRIVE APPROACH IS EXCAVATED, THE FULL DRIVE APPROACH IS TO MEET CURRENT SPECIFICATIONS. NO EXCAVATION MAY BE LESS THAN AN AREA CREATED BY STANDARD JOINT CONSTRUCTION. INTEGRAL DRIVE APPROACHES ARE NOT PERMITTED.
12. SEPARATE CURB IS REQUIRED FOR BOTH CONCRETE OR ASPHALT DRIVE APPROACHES IF THE STREET IS CURBED.

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STANDARD DRAWING

CONTRACTOR GUIDE SHEET FOR SIDEWALK AND DRIVE APPROACH

City of Kettering

JANUARY 2020

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