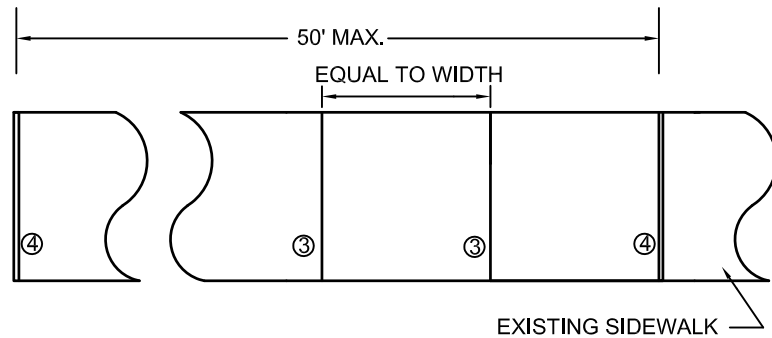


TYPICAL SECTION



JOINT DETAIL

- ① SIDEWALKS, SHARED-USE PATHS (WITHIN RIGHT-OF-WAY), RAMPS AND DRIVEWAY APRONS SHALL BE CONSTRUCTED OF KYTC CLASS A (3,500 PSI COMPRESSIVE STRENGTH IN 28 DAYS) CONCRETE REINFORCED WITH POLYPROPYLENE FIBERS (2 LBS. PER CY) HAVING A SLUMP BETWEEN 2 AND 4 INCHES. SIDEWALKS SHALL HAVE A MINIMUM UNIFORM THICKNESS OF 4 INCHES WHERE INTENDED SOLELY FOR PEDESTRIAN TRAFFIC, AND 6 INCHES THICK WHERE MOTOR VEHICLES ARE LIKELY TO CROSS. SHARED-USE PATHS SHALL HAVE A UNIFORM THICKNESS OF 6 INCHES. MAXIMUM CROSS SLOPE SHALL BE 2% AND MAXIMUM LONGITUDINAL SLOPE SHALL BE 5%, UNLESS APPROVED BY METRO.
- ② MINIMUM 4 INCHES THICKNESS KYTC NO. 57 STONE PLACED OVER COMPACTED SUBGRADE. MAY BE REPLACED WITH 4 INCHES COMPACTED DGA WITH METRO APPROVAL.
- ③ CONTROL JOINTS SHALL BE CONSTRUCTED PERPENDICULAR TO THE SURFACE OF THE SIDEWALK OR BIKEPATH. JOINTS ARE TO BE TO A DEPTH OF $\frac{1}{4}$ THE SLAB THICKNESS WITH $\frac{1}{8}$ " ROUNDOVER OR SAWED $\frac{1}{4}$ THE SLAB THICKNESS WITHIN 24 HOURS. MAXIMUM SPACING BETWEEN CONTROL JOINTS IS THE WIDTH OF THE SIDEWALK OR BIKEPATH, NOT TO EXCEED 10 FEET
- ④ FULL DEPTH TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED PERPENDICULAR TO THE SURFACE OF THE SIDEWALK AT INTERVALS NOT TO EXCEED 50 FEET. EXPANSION JOINT MATERIAL $\frac{1}{2}$ " SHALL BE PROVIDED WHERE THE NEW CONSTRUCTION ABUTS AN EXISTING STRUCTURE OR DRIVEWAY. SIMILAR EXPANSION MATERIAL SHALL BE PLACED AROUND OBSTRUCTIONS PROTRUDING THROUGH THE SIDEWALK.
- ⑤ SIDEWALKS SHALL BE PLACED PARALLEL TO, AND ONE FOOT WITHIN THE RIGHT-OF-WAY LINE AND SHOULD BE LOCATED A MINIMUM OF 6 FEET FROM THE EDGE OF THE STREET PAVEMENT, UNLESS APPROVED BY METRO.
- ⑥ THE SLAB SURFACE SHALL BE BROOM FINISHED TO BE SLIP RESISTANT, AND SHALL MATCH AS CLOSELY AS POSSIBLE THE FINISH OF EXISTING ADJACENT SLABS AND ALL EDGES SHALL BE TOOLED TO ELIMINATE SHARP CORNERS.
- ⑦ THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE FINISHED SLAB FROM ALL DAMAGE AND VANDALISM UNTIL METRO ACCEPTS OR APPROVED THE WORK, AFTER WHICH TIME THE OWNER OF THE ADJOINING PROPERTY SHALL BE RESPONSIBLE FOR THE WORK IN ACCORDANCE WITH METRO CODE. ANY SLAB SECTION DAMAGED OR VANDALIZED PRIOR TO ACCEPTANCE OR APPROVAL SHALL BE CUT OUT BETWEEN JOINTS AND REPLACED.
- ⑧ ALL FORMS SHALL BE REMOVED PRIOR TO ACCEPTANCE OR APPROVAL AND THE DISTURBED GROUND SHALL BE BACKFILLED, REGRADED, AND SEEDDED SO THAT THE WEAR SURFACE OF THE CONCRETE IS REASONABLY FLUSH WITH THE ADJACENT GRADE.

LOUISVILLE METRO
PUBLIC WORKS

TYPICAL
CONCRETE
SIDEWALK

STANDARD DRAWING NO. 701

Robert A. G. [Signature]

APPROVED BY

10Jan10
DATE