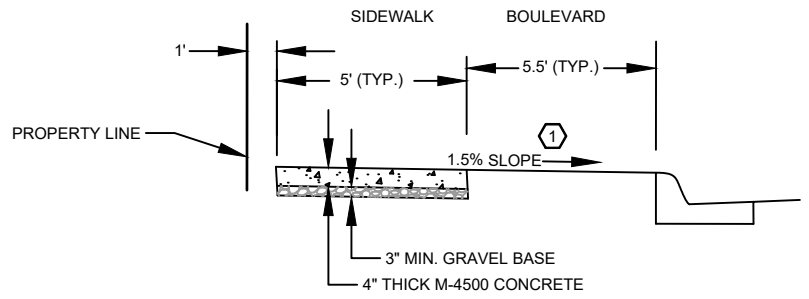
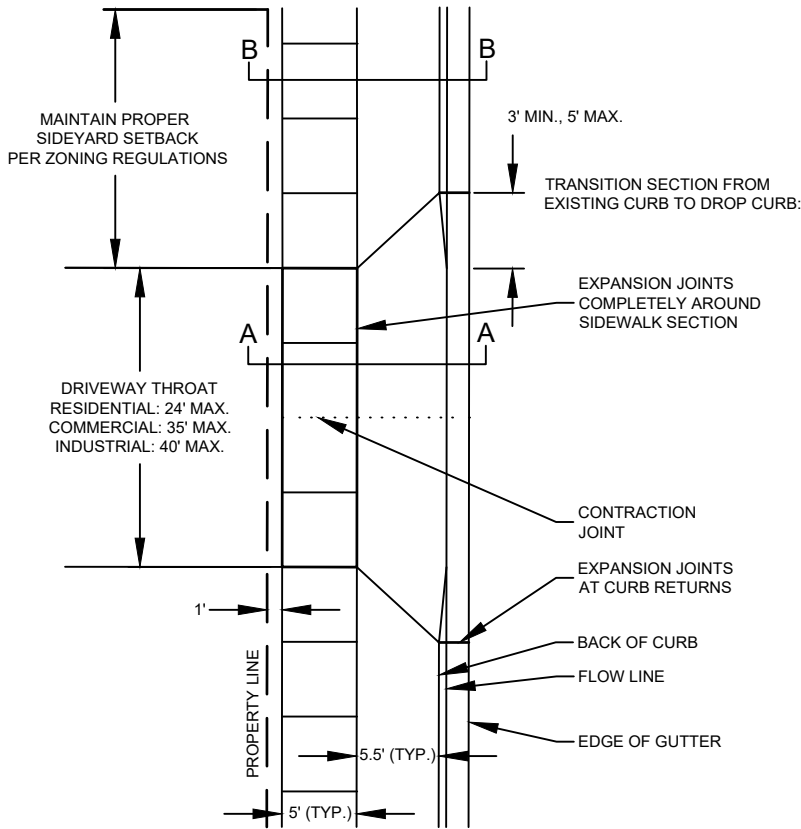


NOTES:

1. SUBGRADE OR BASE COURSE COMPACTION SHALL CONFORM TO SECTION 02230 (MPWSS).
2. CONTRACTION JOINTS SHALL BE PLACED AT 10' INTERVALS AND SHALL HAVE A MINIMUM DEPTH OF 3/4" AND MINIMUM WIDTH OF 1/8".
3. 1/2" EXPANSION JOINT MATERIAL SHALL BE PLACED AT ALL P.C.S, P.T.S, CURB RETURNS AND AT NOR MORE THAN 300' INTERVALS. THE EXPANSION MATERIAL SHALL EXTEND THROUGH THE FULL DEPTH OF THE CURB AND GUTTER.
4. NO CURB AND GUTTER SHALL BE PLACED WITHOUT A FORM AND/OR STRINGLINE INSPECTION BY THE CITY ENGINEERING DIVISION.
5. CONCRETE SHALL BE M-4500.
6. CRUSHED GRAVEL BASE SHALL MEET THE REQUIREMENTS OF SECTION 02235 (MPWSS) FOR CURB AND GUTTER REPLACEMENT PROJECTS, WASHED ROCK MAY BE USED FOR THE GRAVEL BASE.
7. STANDARD CATCH CURB SHALL MATCH DIMENSIONS OF MONTANA DEPARTMENT OF TRANSPORTATION DETAILED DRAWING NUMBER 609-05.
8. STANDARD CATCH CURB MOLD MAY BE ROTATED ABOUT LIP OF GUTTER TO CONSTRUCT SPILL CURBS.



SECTION B - B

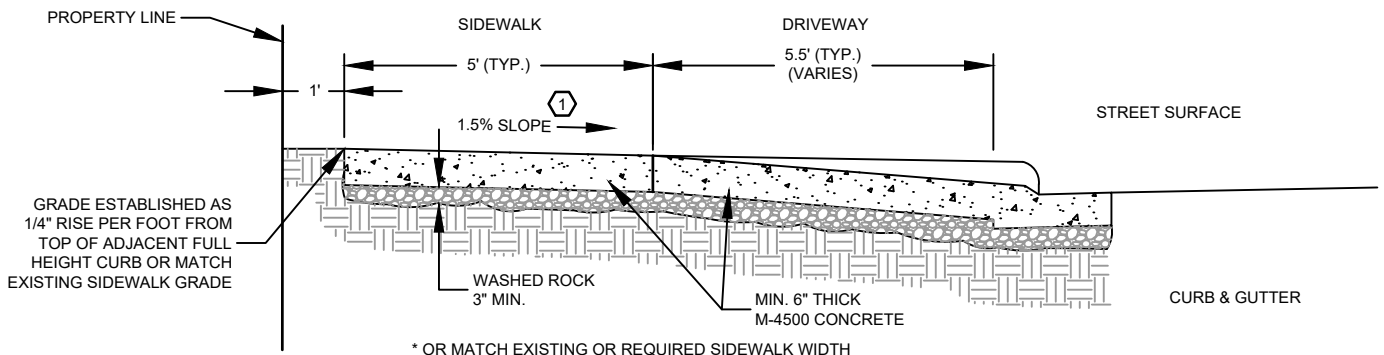


NOTES:

1. CURB & APRON POURED MONOLITHIC UNLESS OTHERWISE APPROVED.
2. SIDEWALK CONTRACTION JOINTS SPACED AT 5' INTERVALS - MIN. DEPTH 1". EXPANSION JOINTS TO BE PLACED AT 25' INTERVALS.
3. CONTRACTION JOINTS TO BE SPACED AT 10' INTERVALS IN CURB AND GUTTER.
4. EXPANSION JOINT MATERIAL SHALL BE 1/2" THICK PRE-FORMED BITUMINOUS TREATED FIBERBOARD FILLER ALL CURB REPLACEMENT SHALL BE DONE WITH INTEGRAL CURB AND GUTTER UNLESS OTHERWISE APPROVED.

KEY NOTES:

- ① PREFERRED CROSS SLOPE IS 1.5%, MAXIMUM CROSS SLOPE IS 2%.



SECTION A - A

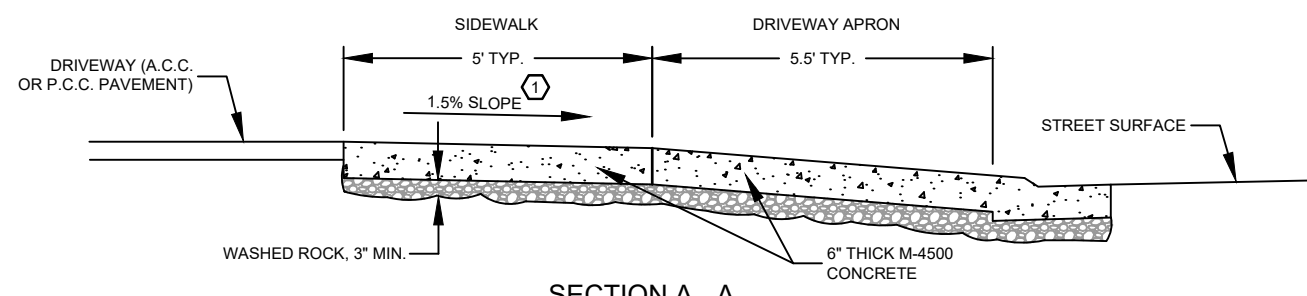
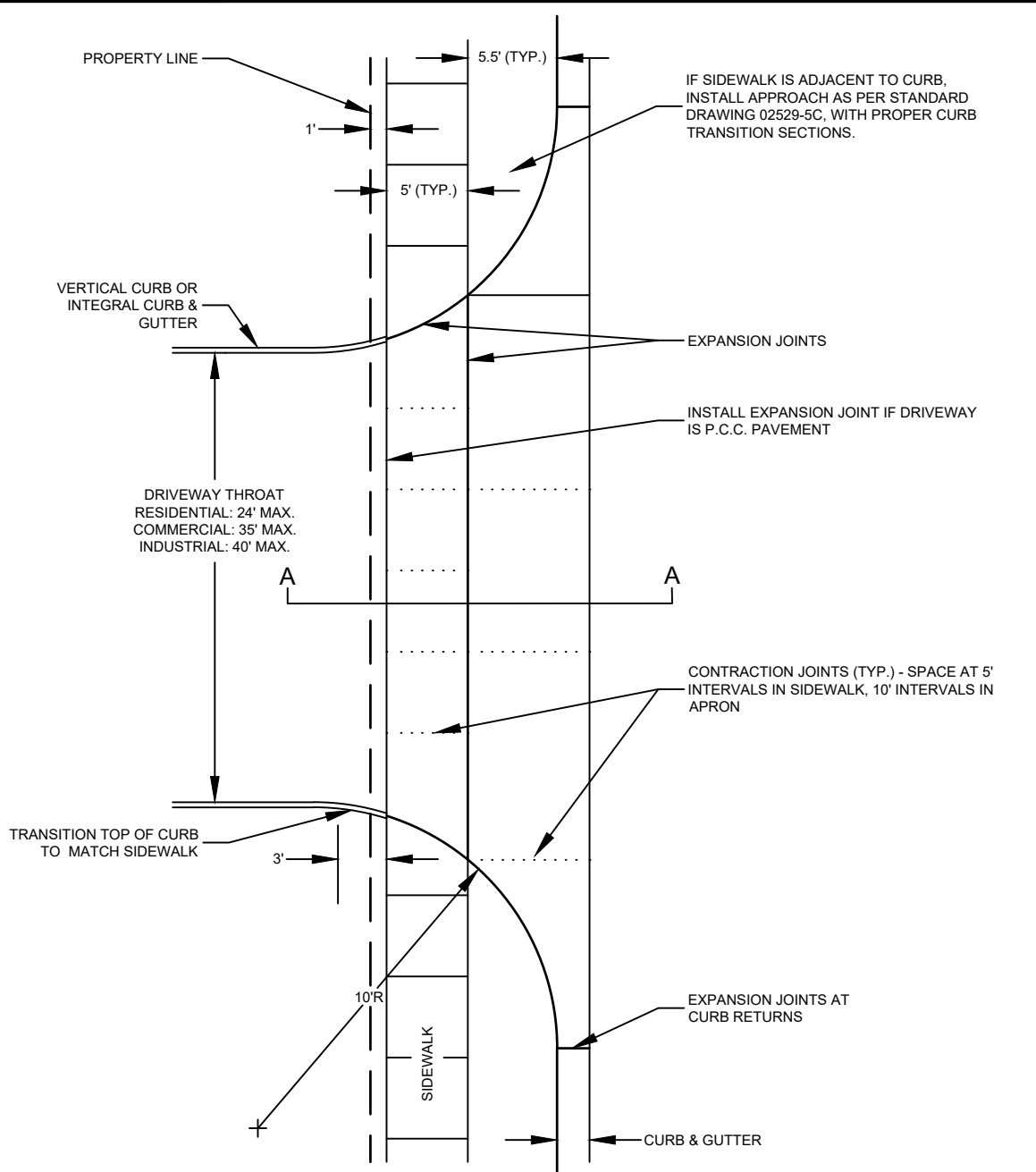


CITY OF BOZEMAN
STANDARD DRAWING

SCALE:
NONE

DRIVE APPROACH,
NON-ARTERIAL WITH
BOULEVARD

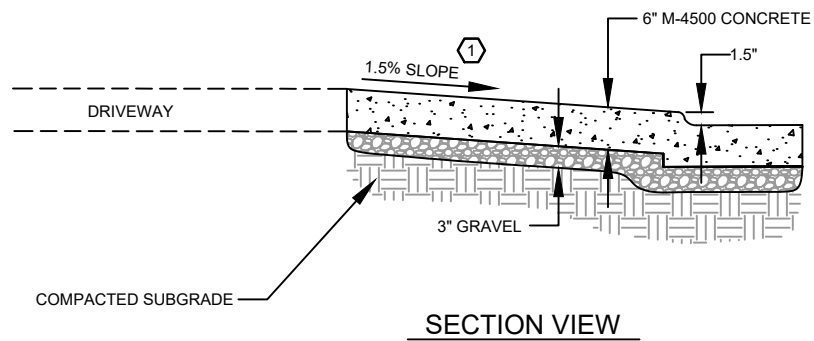
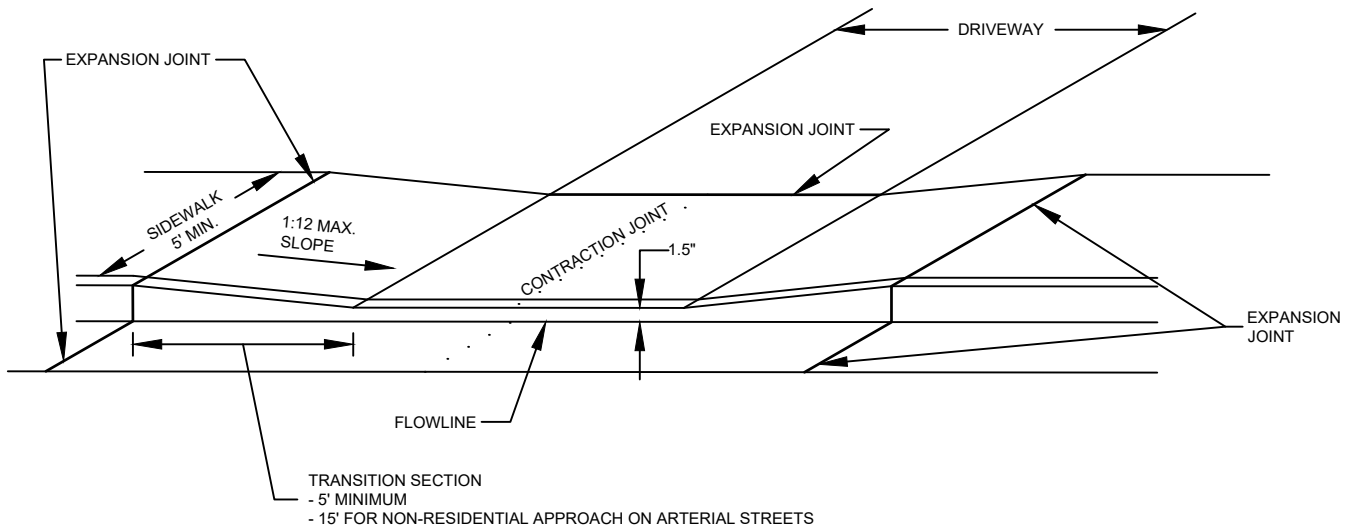
NO. 02529-5A
10/2024



KEY NOTES:

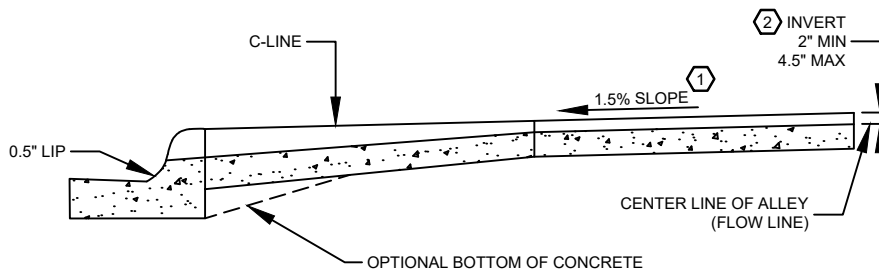
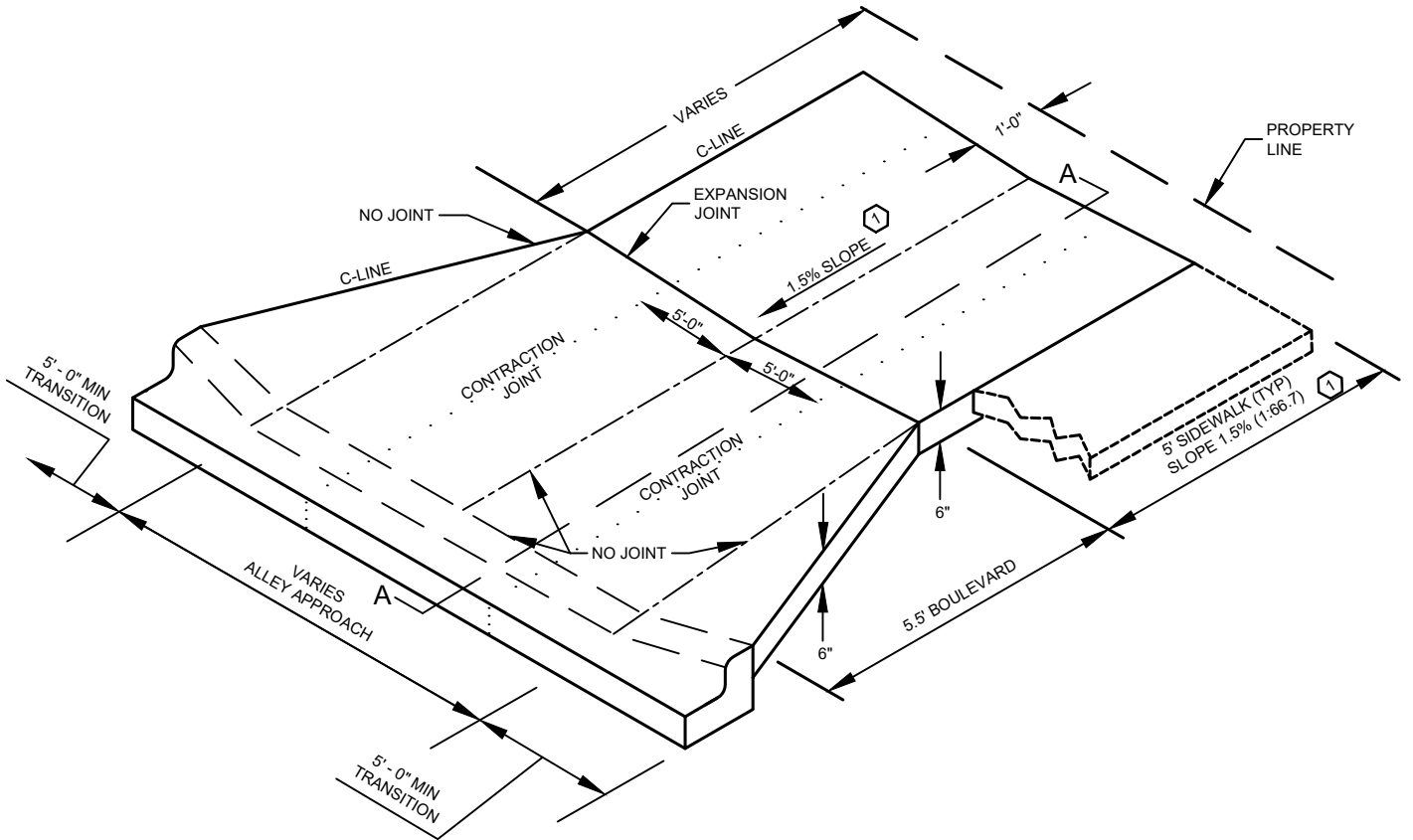
¹ PREFERRED CROSS SLOPE IS 1.5%, MAXIMUM CROSS SLOPE IS 2%.

	<p>CITY OF BOZEMAN STANDARD DRAWING</p>	<p>SCALE: NONE</p>	<p>DRIVE APPROACH, ARTERIAL WITH BOULEVARD</p>	<p>NO. 02529-5B 10/2024</p>
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KEY NOTES:

- 1** PREFERRED CROSS SLOPE IS 1.5%, MAXIMUM CROSS SLOPE IS 2%.



SECTION A - A

GENERAL NOTES:

1. APPROACH WILL BE PLACED MONOLITHICALLY.
2. TAPERS SHALL BE 5' IN LENGTH MINIMUM.
3. JOINTS MAY VARY DEPENDING UPON WIDTH OF APPROACH AND WALK. JOINTS IN THE FLOWLINE ARE TO BE AVOIDED, BUT IF NECESSARY FLOWLINE JOINT SHALL BE SEALED WITH AN APPROVED JOINT SEALER.
4. BOULEVARDS THAT EXCEED 12' IN DEPTH REQUIRE A TRANSVERSE JOINT.

KEY NOTES:

1. PREFERRED CROSS SLOPE IS 1.5%, MAXIMUM CROSS SLOPE IS 2%.
2. INVERTED ALLEY APPROACH AS REQUIRED FOR DRAINAGE. 2" MINIMUM, 4.5" MAXIMUM.

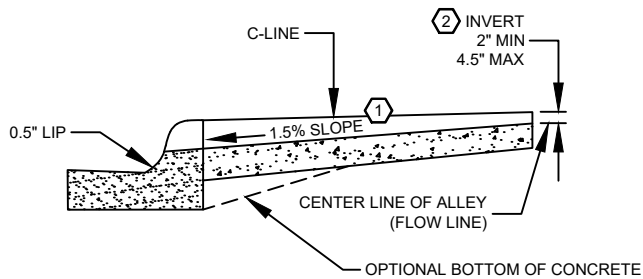
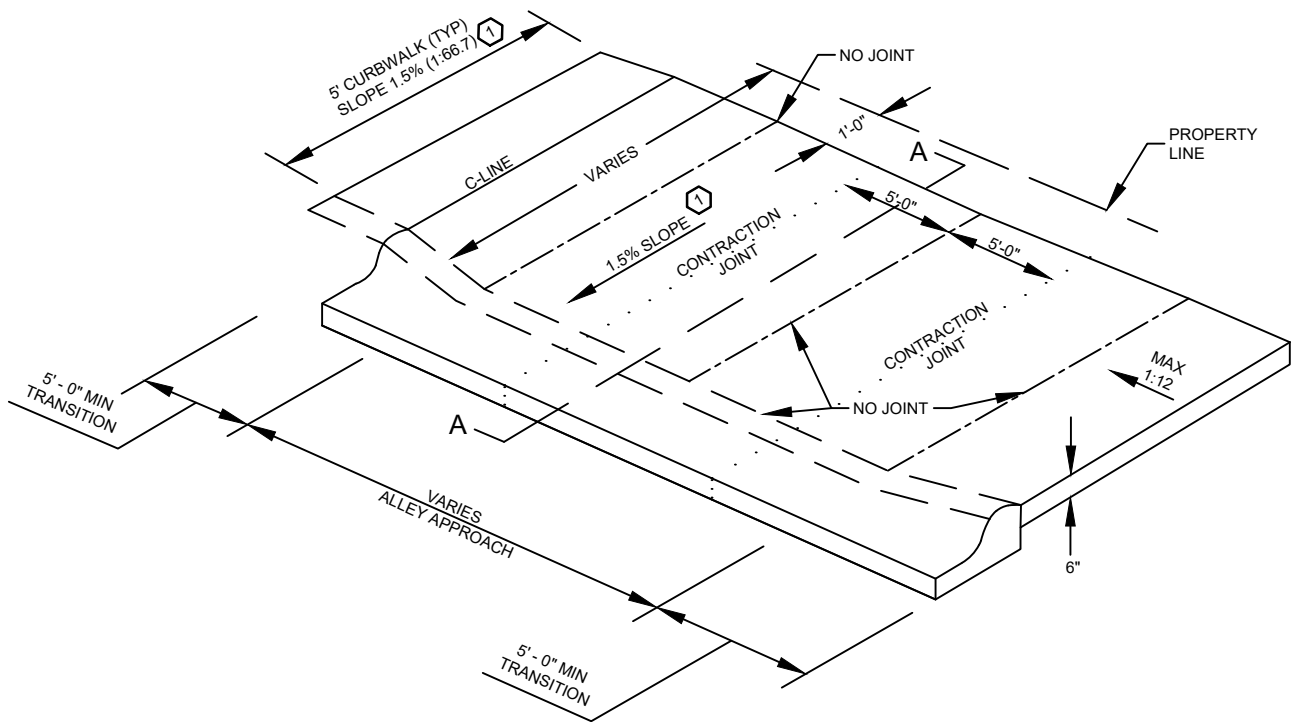


CITY OF BOZEMAN
STANDARD DRAWING

SCALE:
NONE

ALLEY APPROACH, WITH
BOULEVARD

NO. 02529-7A
10/2024



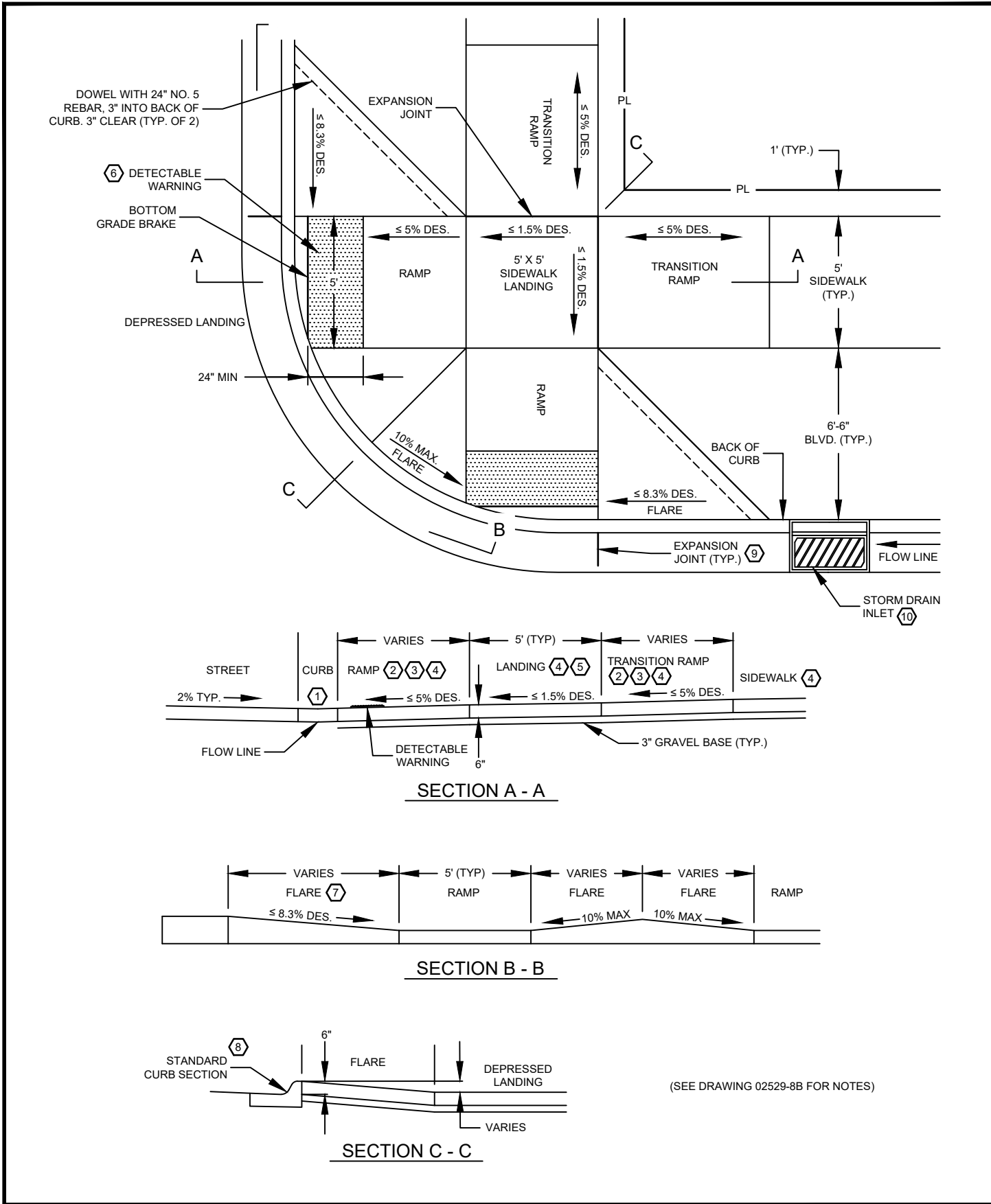
SECTION A - A

GENERAL NOTES:

1. APPROACH WILL BE PLACED MONOLITHICALLY.
2. TAPERS SHALL BE 5' IN LENGTH MINIMUM.
3. JOINTS MAY VARY DEPENDING UPON WIDTH OF APPROACH AND WALK. JOINTS IN THE FLOWLINE ARE TO BE AVOIDED, BUT IF NECESSARY FLOWLINE JOINT SHALL BE SEALED WITH AN APPROVED JOINT SEALER.

KEY NOTES:

- ① PREFERRED CROSS SLOPE IS 1.5%, MAXIMUM CROSS SLOPE IS 2%.
- ② INVERTED ALLEY APPROACH AS REQUIRED FOR DRAINAGE. 2" MINIMUM, 4.5" MAXIMUM.



	<p>CITY OF BOZEMAN STANDARD DRAWING</p>	<p>SCALE: AS SHOWN</p>	<p>ACCESSIBILITY RAMP DETAIL</p>	<p>NO. 02529-8A 10/2024</p>
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GENERAL NOTES:

1. THIS DETAIL REPRESENTS A TYPICAL PEDESTRIAN RAMP LAYOUT FOR LOCAL STREETS AND INTERSECTIONS BETWEEN LOCAL STREETS AND COLLECTOR STREETS. DIMENSIONS MAY VARY DEPENDING ON SPECIFIC SITE CONDITIONS AND ALTERNATE LAYOUTS MAY BE ACCEPTABLE. PEDESTRIAN RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 608 OF MONTANA DEPARTMENT OF TRANSPORTATION DETAILED DRAWINGS, PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG), AND AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS.
2. REFER TO SECTION 608 OF MONTANA DEPARTMENT OF TRANSPORTATION DETAILED DRAWINGS FOR PEDESTRIAN RAMPS ON COLLECTOR AND ARTERIAL STREETS.
3. REINFORCE CONCRETE RAMPS WITH FIBERMESH™ AT A RATE OF 1-1/2 LBS./CY OR 6 X 6 X 10 GAUGE WIRE MESH.
4. RAMP AND CURB CAN BE PLACED MONOLITHICALLY.

KEY NOTES:

- ① CURB SHALL NOT HAVE LIP OR OTHER CHANGES IN LEVEL AT TRANSITION TO RAMP.
- ② THE DESIRABLE CROSS SLOPE IS 5% (1:20) OR FLATTER. THE MAXIMUM RUNNING RAMP SLOPE IS 8.3% (1:12).
- ③ THE MINIMUM WIDTH OF RAMP IS 5 FEET.
- ④ THE DESIRABLE CROSS SLOPE OF LANDING, RAMP OR SIDEWALK IS 1.5% (1:66.7). THE MAXIMUM CROSS SLOPE IS 2% (1:50).
- ⑤ THE MINIMUM LENGTH OF LANDING IS 5 FEET. THE LANDING WIDTH SHALL BE EQUAL TO RAMP WIDTH.
- ⑥ PROVIDE ADA COMPLIANT DETECTABLE WARNING SURFACES ON BOTTOM GRADE BREAK OF EACH RAMP. DETECTIBLE WARNING SHALL COVER THE ENTIRE WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND BE A MINIMUM OF 2 FEET LONG IN THE DIRECTION OF TRAVEL. BOTTOM GRADE BREAK SHOULD GENERALLY BE LOCATED AT BACK OF CURB AND BOTH ENDS OF BOTTOM GRADE BREAK SHOULD BE LESS THAN 5 FEET FROM BACK OF CURB.
- ⑦ THE DESIRABLE SLOPE OF FLARE IS 8.3% (1:12) OR FLATTER. THE MAXIMUM SLOPE OF FLARE IS 10% (1:10).
- ⑧ FLARES BETWEEN RAMPS MAY NOT REACH FULL HEIGHT OF STANDARD CURB. CONSTRUCT STANDARD CURB SECTION BETWEEN RAMPS ONLY WHEN MAXIMUM FLARE SLOPE IS NOT EXCEEDED.
- ⑨ CURB EXPANSION JOINT SHALL NOT BE LOCATED IN RAMP.
- ⑩ STORM DRAIN INLET SHALL BE CONSTRUCTED "UPSTREAM" OF RAMPS. ALTERNATIVE LOCATIONS PERMITTED ONLY UPON APPROVAL BY CITY OF BOZEMAN.

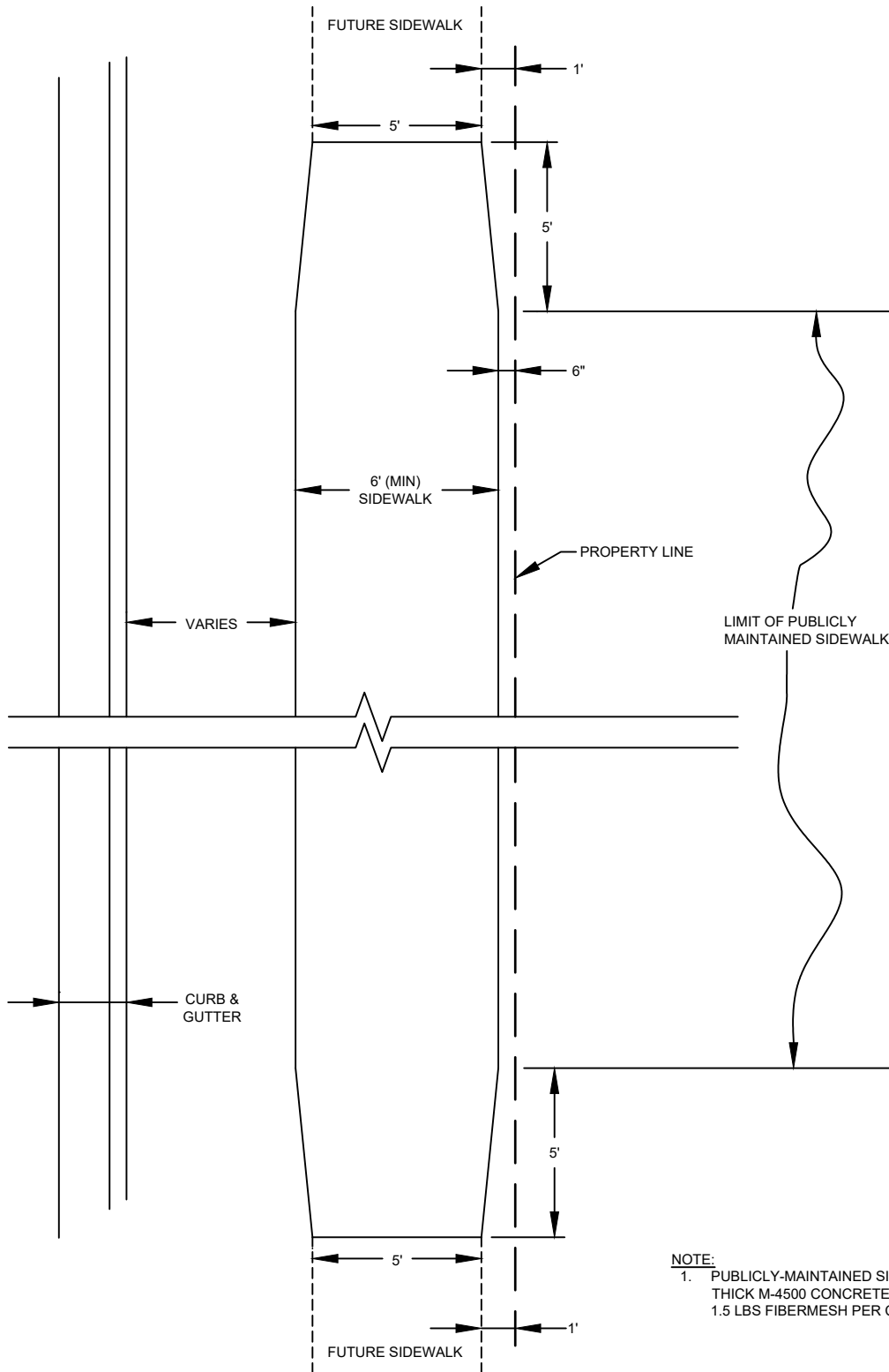


CITY OF BOZEMAN
STANDARD DRAWING

SCALE:
NONE

ACCESSIBILITY RAMP
DETAIL - NOTES

NO. 02529-8B
10/2024



NOTE:
 1. PUBLICLY-MAINTAINED SIDEWALKS TO BE 6" THICK M-4500 CONCRETE REINFORCED WITH 1.5 LBS FIBERMESH PER C.Y.



CITY OF BOZEMAN
 STANDARD DRAWING

SCALE:
 NONE

PUBLICLY MAINTAINED
 SIDEWALK

NO. 02529-11
 10/2024