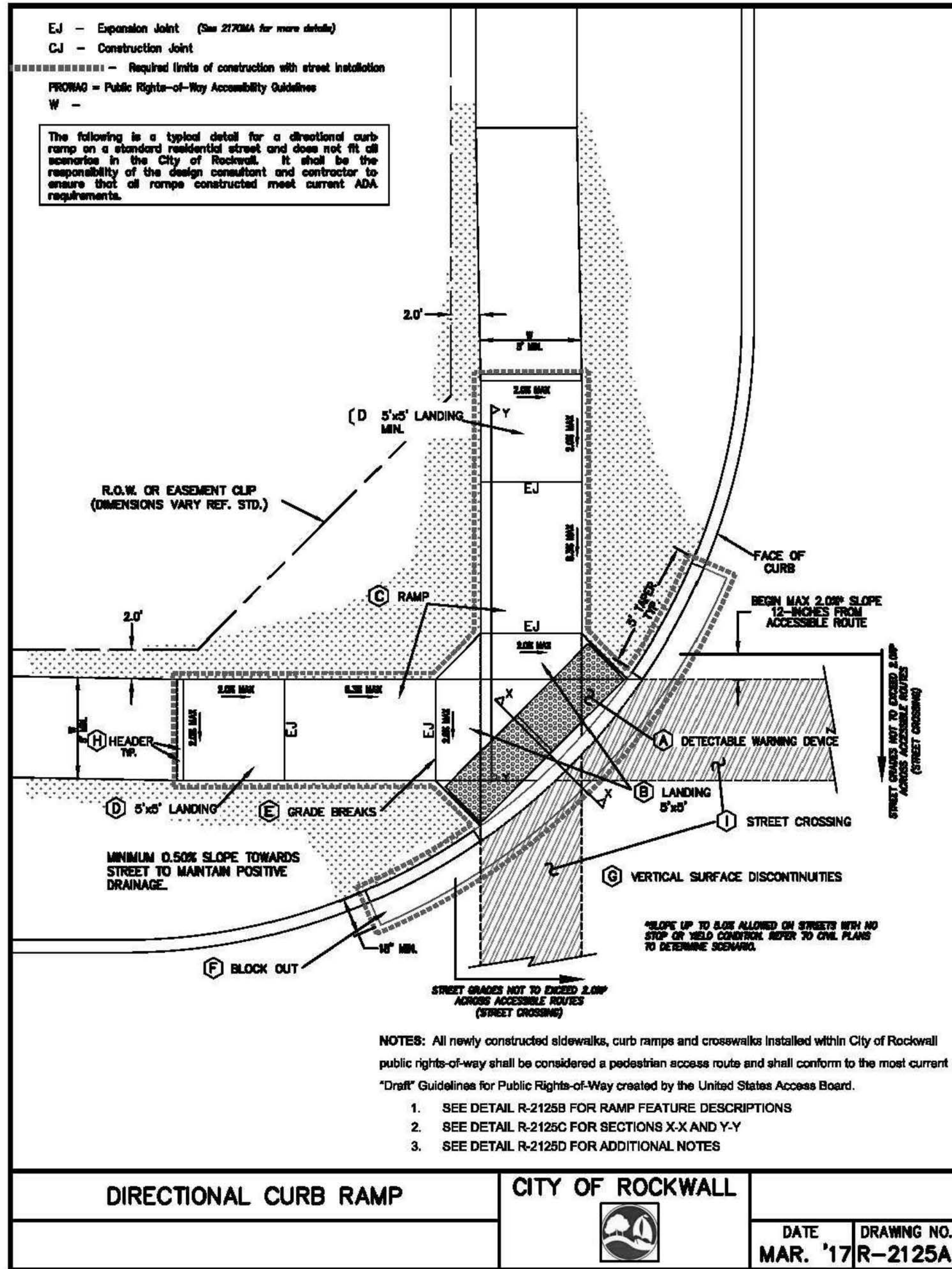


Drawing: PA PROJECTS\RM\8219\01\Sheets\PHASE 1 - NORTH\52 PAVING DETAILS 8 OF 9.dwg at Sep 27, 2019 10:44am by jbellie
 Layout: 51 PAVING DETAILS 8 OF 9.dwg



A Detectable Warning Devices (DWD) shall be pre-manufactured cast-in-place truncated dome plates installed to the manufacturer's specifications, and shall meet all ADA requirements. No Brick Pavers allowed. Color to be approved by the City. DWD shall be 24 inches in length for the full width of the street connection starting at the back of curb. A maximum 2-inch border shall be allowed on the sides of the DWD for proper installation. The detectable warning plates shall be colonial or brick red color as approved by the City.

B Also known as "Clear Space" per ADA PROWAG, the City requires a minimum landing space of 5-foot by 5-foot at the bottom of every ramp. This landing space shall have a cross slope in both directions that does not exceed 2.0% and shall be wholly outside the parallel vehicular travel path.

C The ramp component of the directional curb ramp shall have a continuous longitudinal slope more than 5% and less than 8.3%. The ramp shall also have a cross slope of no more than 2.0%. Length of ramp can vary, but shall not exceed 15 feet to achieve desired elevation change.

D Also known as "Turning Space" per ADA PROWAG, a minimum landing space of 5-foot by 5-foot shall be at the top of every ramp. This landing (turning) space shall have a cross slope in both directions that does not exceed 2.0%. Landing must match width of sidewalk and length shall be the same distance ("Squared" Landing).

E All curb ramps shall have grade breaks at the top and bottom that are perpendicular to the direction of the ramp run. Where the ends of the bottom grade break are less than or equal to 5 feet, the DWD shall be placed within the ramp at the bottom grade break. Where either end of the bottom grade break is greater than 5 feet, the DWD shall be placed behind the back of the curb.

F Paving contractor shall leave block out with a keyway joint installed, minimum of 18 inches measured from back of curb. Block out shall be poured monolithically with Curb Ramp. Concrete shall tie to street paving with a keyway joint per NCTCOG detail 2050. No curb shall be constructed where a DWD is provided. The curb on either side shall have a typical 5 foot taper to transition from the standard 6-inch curb height to be flush with ramp.

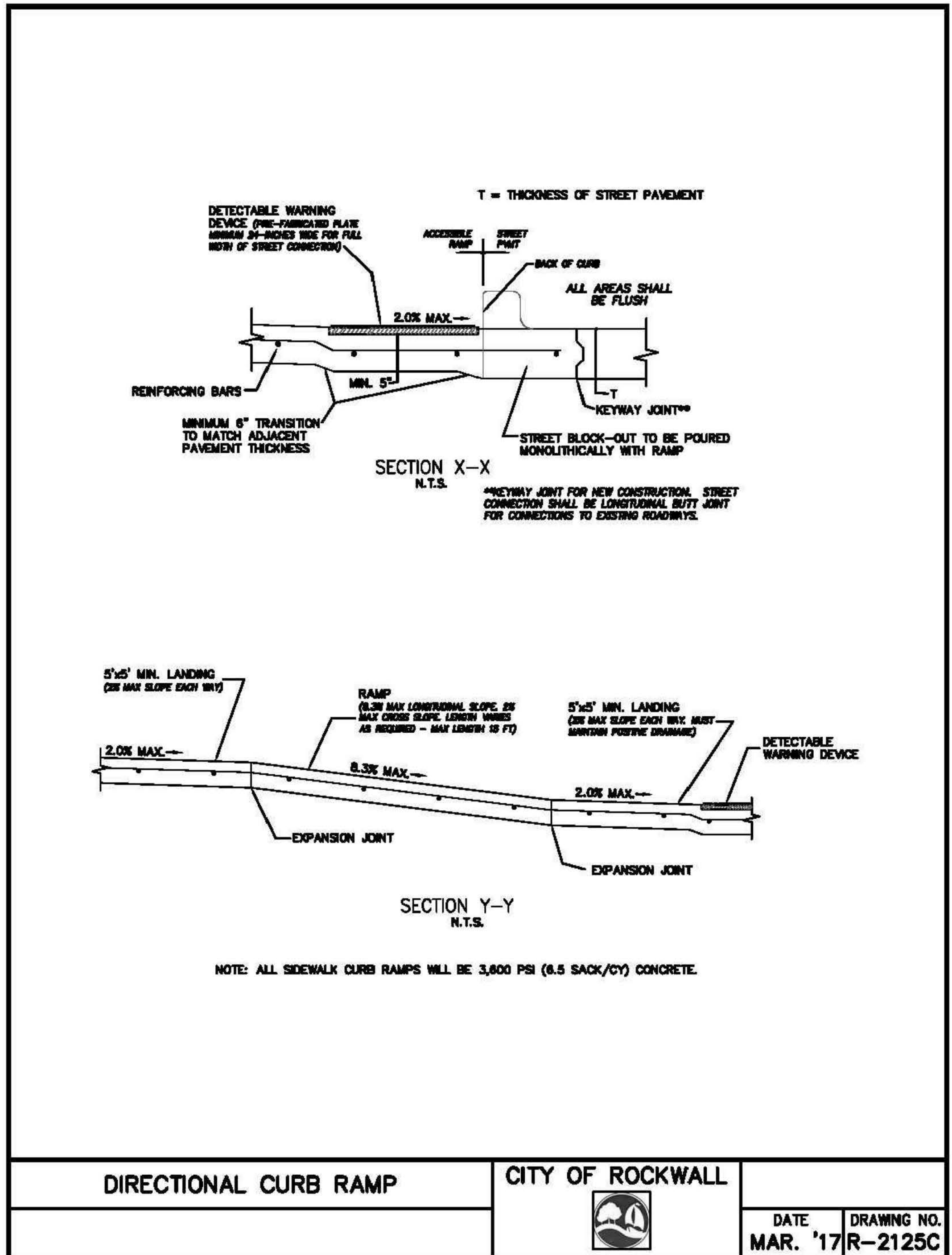
G All work associated with accessible routes shall be installed flush with all features to minimize vertical surface discontinuities. Each segment along accessible route shall be flush with no more (zero tolerance) than a 1/8-inch grade separation (elevation difference), or 1/2-inch grade separation if beveled (bevel slope shall not be steeper than 50%).

H A sidewalk header shall be constructed at ends of all work performed.

I Street crossings shall adhere to same guidelines as other accessible routes within public right-of-way, and shall be for the full width of the in-line accessible route. Cross slope shall not exceed 2%. New street construction shall incorporate all ADA design requirements. It shall be the responsibility of the Design Professional and Contractor to ensure all street crossings meet the requirements of PROWAG. Street alterations on existing streets to bring to compliance shall be at the City Engineer's discretion.

J All curbs constructed as part of an ADA Ramp shall match City curb standards.

* See PROWAG special design considerations when street crossing has no stop or yield condition.



DIRECTIONAL CURB RAMP		CITY OF ROCKWALL	
DATE	DRAWING NO.	DATE	DRAWING NO.
MAR. '17	R-2125A	MAR. '17	R-2125B

DIRECTIONAL CURB RAMP		CITY OF ROCKWALL	
DATE	DRAWING NO.	DATE	DRAWING NO.
MAR. '17	R-2125B	MAR. '17	R-2125C

DIRECTIONAL CURB RAMP		CITY OF ROCKWALL	
DATE	DRAWING NO.	DATE	DRAWING NO.
MAR. '17	R-2125C	MAR. '17	R-2125C

no.	revision	by	date

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City of Rockwall
The New Horizon

scale
 when bar is
 1 inch long

horiz
 N/A

vert
 N/A

SEP 2019

tnp

RECORD DOCUMENTS

THESE PLANS ARE FOR THE OWNER'S USE AS RECORD SET OF THE CONSTRUCTED PROJECT, AND REFLECT REVISIONS AND CONSTRUCTION RELATED CHANGES AS RECORDED BY THE CONTRACTOR. CHANGES MADE FROM THE ORIGINAL CONSTRUCTION DOCUMENTS DO NOT DEPICT ENGINEERING AND ARE NOT THE RESPONSIBILITY OF TEAGUE NALL & PERKINS, INC. OR THE ENGINEER OF RECORD ON THE ORIGINAL DOCUMENTS. ORIGINAL PLANS RELEASED FOR CONSTRUCTION WERE SEALED BY GYANENDRA POKHREL, P.E. NO. 118159 ON 09/28/2018.

CITY OF ROCKWALL, TEXAS
HIGHLAND DRIVE RECONSTRUCTION, PHASE I
 (DRIFTWOOD STREET TO BEDFORD FALLS LANE)
PAVING DETAILS 8 OF 9

tnp project
 RWL18219
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49