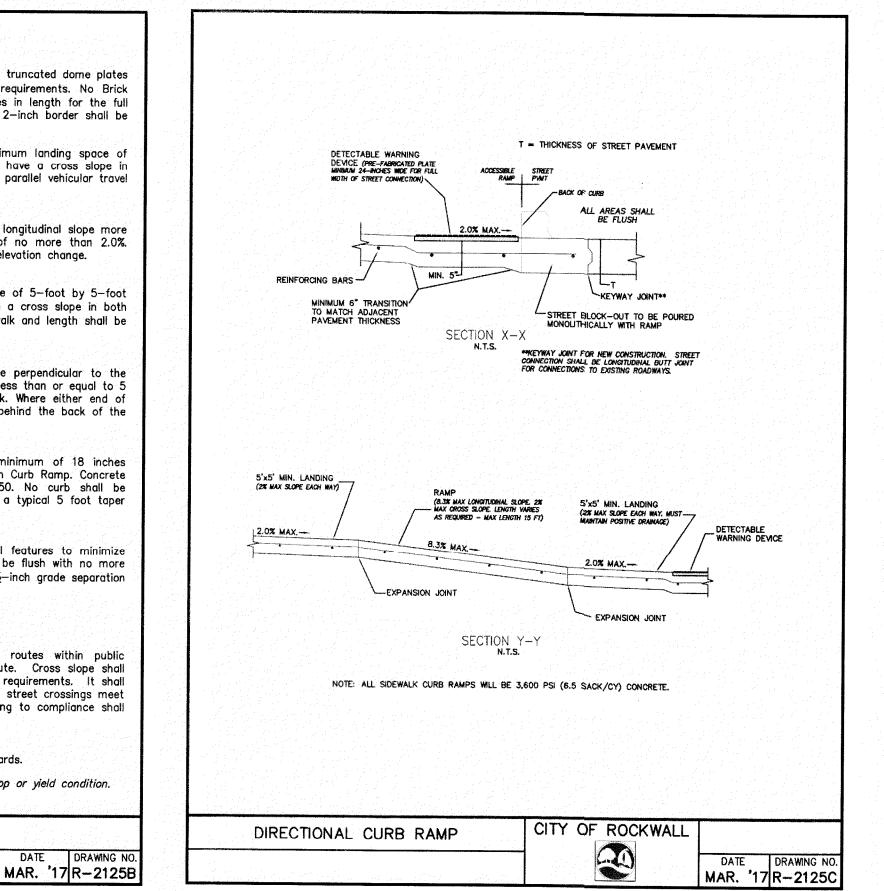


- Also known as "Clear Space" per ADA PROWAG, the City requires a minimum landing space of 5-foot by 5-foot at the bottom of every ramp. This landing space shall have a cross slope in both directions that does not exceed 2.0% and shall be wholly outside the parallel vehicular travel
- The ramp component 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.
- 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).
- 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
- 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.
- 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 14-inch grade separation (elevation difference), or 12-inch grade separation if beveled (bevel slope shall not be steeper than 50%).
- A sidewalk header shall be constructed at ends of all work performed.
- 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.

DATE DRAWING NO

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.

CITY OF ROCKWALL DIRECTIONAL CURB RAMP



PEDESTRIAN ACCESSIBILITY (WITHIN PUBLIC R.O.W.)

All newly constructed sidewalks, curb ramps and crosswalks installed within City of Rockwall public rights—of—way shall be considered a pedestrian access route and shall conform to the most current Guidelines for Public Rights—of—Way created by the United States Access Board.

- 1. All slopes shown are MAXIMUM ALLOWABLE. Lesser slopes that will still drain properly should be used. Adjust curb ramp length or grade of approach sidewalks as directed. 2. Landings shall be 5'x 5' minimum with a maximum 2% slope in the transverse and
- 3. Clear space at the bottom of curb ramps shall be a minimum of 5'x 5' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. 4. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
- 5. Additional information on curb ramp location, design, light reflective value and texture may be found in the most current edition of the Texas Accessibility Standards (TAS) and 16 TAC 68.102. Federal guidelines shall supersede any conflicts. 6. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere
- in the plans. At intersections where crosswalk markings are not required, curb ramps and accessible routes shall align with theoretical crosswalks unless otherwise directed.
- 7. Handrails are not required on curb ramps. 8. Provide a flush transition where the curb ramps connect to the street.
- 9. Accessible routes are considered "ramps" when longitudinal slopes are between 5% and 8.3% (maximum allowable). Sidewalks under 5% longitudinal slope are deemed accessible routes and must follow all applicable guidelines. DETECTABLE WARNING DEVICE
- 10. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 705 of the TAS. The surface must contrast visually with adjoining surfaces. Furnish and install an approved cast—in—place dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the

11. Detectable Warning Materials shall be truncated dome plates in the color approved by the

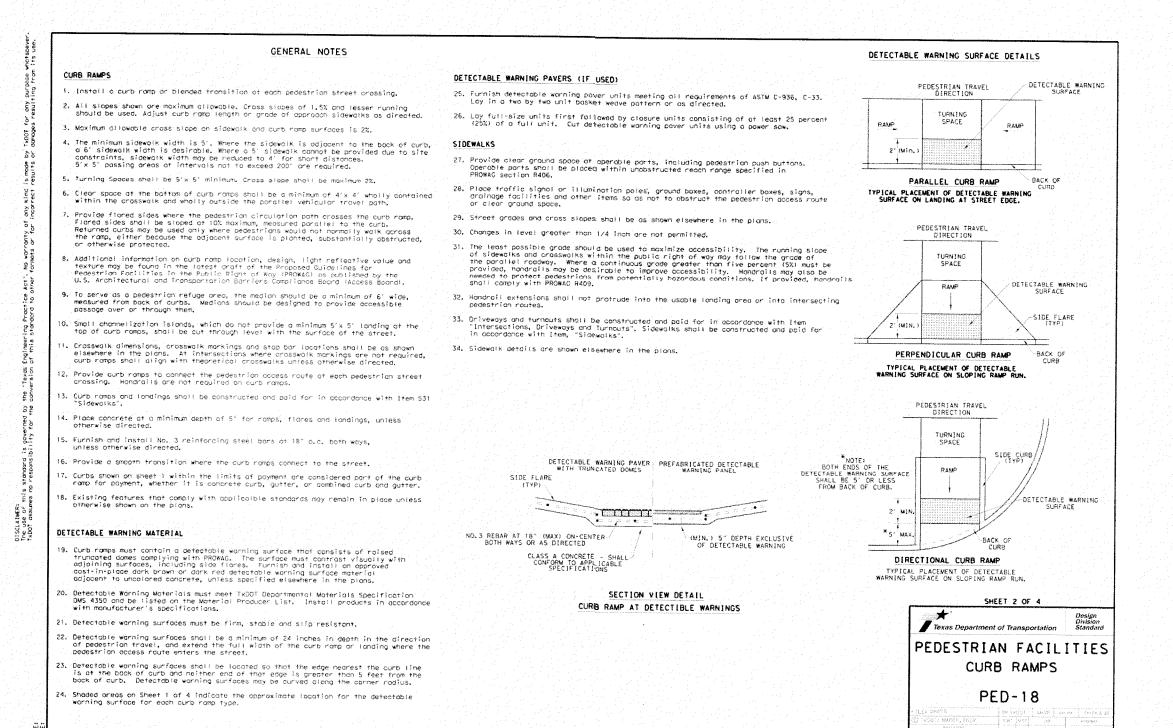
- City. Install products in accordance with manufacturer's specifications. 12. Detectable warning surfaces must be slip resistant and not allow water to accumulate. 13. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian
- access route enters the street. 14. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb. When placed on the ramp, align the rows of domes to be perpendicular to the grade break between the ramp run and the street. Where detectable warning surfaces are provided on a surface with a slope that is less than 5 percent, dome orientation is less critical. Detectable warning surfaces may be curved along the corner radius.
- 15. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within one or more reach ranges specified in TAS 308.
  - 16. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground
- 17. Street grades and cross slopes shall be as shown elsewhere in the plans. 18. Changes in level greater than 1/4 inch are not permitted (1/2 inch with bevel). 19. The least possible grade should be used to maximize accessibility. The running slope of
- sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than 5% must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with TAS 505.

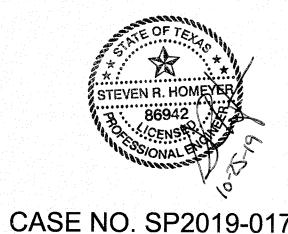
20. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.

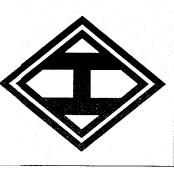
CITY OF ROCKWALL DIRECTIONAL CURB RAMP

DATE DRAWING N MAR. '17 R-21250

PLANTING OR OTHER NON-WALKING SURFACE OR PROTECT DROP OFF (TYP) TYPE 3 PERPENDICULAR CURB RAMP PARALLEL CURB RAMP TYPE 6 COMBINATION CURB RAMPS CURB RAMPS AT MEDIAN ISLANDS TYPE 10 DIE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS. (FLUSH LANDING) TYPE 22 BOTTOM GRADE BREAK OF CURB RAMP WILL NORMALLY BE AT GUTTER LINE. SURFACE SLOPES AT GRADE BREAKS SHALL BE FLUSH. SHEET 1 OF 4 SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION. PEDESTRIAN FACILITIES 8.3% MAX. DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH, GUTTER LINE -CURB RAMPS PED-18 DENOTES PREFERRED LOCATION RAMP LIMITS
OF PEDESTRIAN PUSH BUTTON OF PAYMENT
IF APPLICABLE. TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY COMBINATION ISLAND RAMPS







CANINE CITY

DRAWN: JAN DATE: 09/28/2018 HEI #: 18-140

SHEET NO: C13.1