

DESIGN STANDARD

TEXAS DEPARTMENT OF TRANSPORTATION

PEDESTRIAN FACILITIES

CURB RAMPS

PED-12A

FILED: PED12A.DGN DATE: 06/15/2012 TIME: 10:00:00 USER: RST SHEET NO. 1 OF 4

PROJECT: 11/2016 JOB: 11/2016 DATE: 06/15/2012

NOTES / LEGEND:

See General Notes on sheet 2 of 4 for more information.

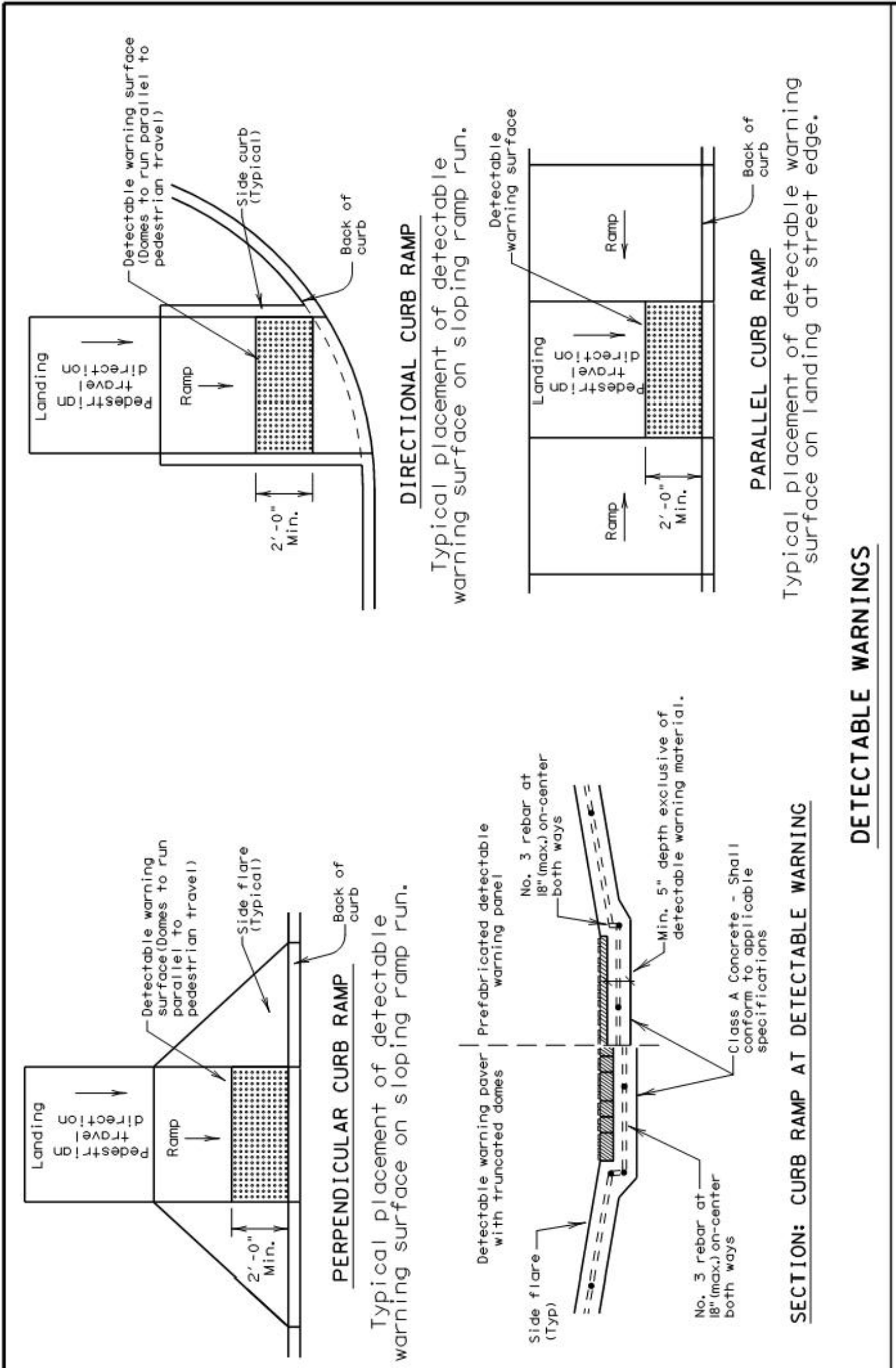
✓, ✓, ✓ Denotes planting or non-walking surface

✓, ✓, ✓ Denotes non-walking surface

✓, ✓, ✓ Denotes circulation path.

--- Ramp Limits of Payment

■ Detectable Warning Surface



General Notes

Curb Ramps

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. 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.
3. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site conditions, 5' x 5' passing areas at intervals not to exceed 200' are required.
4. Landings shall be 5' x 5' minimum with a maximum 2% slope in any direction.
5. Maneuvering space at the bottom of curb ramps shall be a minimum of 4' x 4'. Wholly contained within the sidewalk and wholly outside the parallel vehicular travel path.
6. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned flared sides shall be sloped at 10% maximum, measured perpendicular to the curb, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) and to IAC 68.102.
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. 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 shall align with theoretical crosswalks unless otherwise directed.
12. Handrails are not required on curb ramps. Provide curb ramps wherever an accessible route crosses (penetrates) a curb.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Provide a smooth transition where the curb ramps connect to the street.
16. Curb ramps shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
17. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

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NOTES / LEGEND:

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--- Ramp Limits of Payment

■ Detectable Warning Surface

Detectable Warning Pavers

24. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
25. Lay full-size units first followed by closure units consisting of at least 25 percent of a full unit. Cur detectable warning paver units using a power saw.

Sidewalks

26. Operable clear ground space at operable parts, including pedestrian push buttons.
27. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, or other items so as not to obstruct the pedestrian access route or clear ground space.
28. Street grades and cross slopes shall be as shown elsewhere in the plans.
29. 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 provided to protect pedestrians in potentially hazardous conditions. If provided, handrails shall comply with TAS 506.
30. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
31. Paving and curbs shall be constructed and paid for in accordance with Item 531 "Sidewalks" and Item 532 "Curb Ramps". Sidewalks shall be constructed and paid for in accordance with Item 531 "Sidewalks".
32. Sidewalk details are shown elsewhere in the plans.

Detectable Warning Material

18. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 706 of the TAS. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
19. Detectable Warning Materials must meet TxDOT Departmental Materials Specification with manufacturer's specifications.
20. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
21. 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.
22. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb. Align the rows of domes to be perpendicular to the grade line of the curb and the street. Detectable warning surfaces may be curved along the corner radius.
23. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

Detectable Warnings

SECTION: CURB RAMP AT DETECTABLE WARNING

PERPENDICULAR CURB RAMP
Typical placement of detectable warning surface on sloping ramp run.

DIRECTIONAL CURB RAMP
Typical placement of detectable warning surface on sloping ramp run.

PARALLEL CURB RAMP
Typical placement of detectable warning surface on landing at street edge.

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PROJECT: 11/2016 JOB: 11/2016 DATE: 06/15/2012

RECORD DRAWING

This is to certify that changes and corrections have been made to conform to the contractor's record of this project.

Signed: *Mike Glenn* Date: March 28, 2018

Glenn Engineering Corporation

ADDITIONAL #1

PC - REMOVE STORM FLUME AND PARKING

PC - REMOVED STORM SEWER

Date

11/22/2016

09/11/2017

12/04/2017

Revision /

1

2

3

Project:

ROCKWALL HIGH SCHOOL RENOVATIONS

FOR

ROCKWALL HIGH SCHOOL

ROCKWALL I.S.D.

901 YELLOW JACKET LN, ROCKWALL, TX 75087



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PAVING DETAILS

100% CD VOLUME

Job No. 1738-02-01 Sheet No. CP 1.2

Drawn By: RAH

Date: 12-03-2016

GLENN ENGINEERING

TEXAS REGISTRATION NUMBER: F-303

PHONE 972-717-5151 FAX 972-717-2176

105 DECKER COURT, SUITE 910

IRVING, TEXAS 75062