

DIRECTIONAL RAMP WITHIN RADIUS

**General Notes**

All slopes are maximum allowable. The least possible slope that will still drain properly should be used. Ramp length or grade of approach sidewalks may be adjusted as directed by the Engineer.

The minimum sidewalk width is 5'. Where a 5' sidewalk cannot be provided due to site constraints, a minimum 3' sidewalk with 5' x 5' passing areas at intervals not to exceed 200 ft is required.

Landings shall be 5' x 5' minimum with a maximum 2% slope in any direction. Maneuvering space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.

Maximum allowable cross slope on sidewalk and ramp surfaces is 2%.

Curb ramps with returned curbs may be used only where pedestrians would not normally walk across the ramp. Otherwise, flared sides shall be provided.

All concrete surfaces shall receive a light broom finish unless noted otherwise in the plans.

Ramp textures must consist of truncated domed surfaces. Textures are required to be detectable underfoot. Surfaces that would allow water to accumulate are prohibited.

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) prepared and administered by the Texas Department of Licensing and Regulation (TDLR).

Raised medians separate opposing directions of traffic and provide a refuge area for pedestrians unable to cross the entire roadway in the allotted signal phase. To serve as a refuge area, the median should be a minimum of 5' wide. Medians should be designed to provide accessible passage over or through them.

Small channelization islands, which can not provide a minimum 5' x 5' landing at the top of ramps, shall be cut through level with the surface of the street.

Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, ramps shall be aligned with theoretical crosswalks, or as directed by the Engineer.

Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

Handrails are not required on curb ramps. Curb ramps shall be provided wherever an accessible route crosses (penetrates) a curb.

Shaded areas indicate locations of detectable warnings. (Color / light reflective value and texture contrast)

Curb ramps and landings shall be constructed and paid for in accordance with Item "Curb ramp and landing". Street curb transitions and curb bevels will be paid for in accordance with Item "Concrete Curb, gutter and Combined curb and gutter".

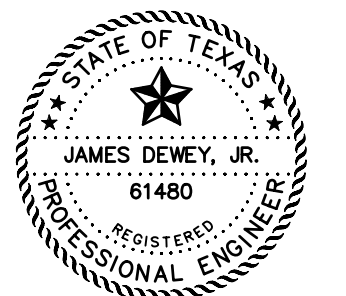
- NOTES:**
1. ALL CONSTRUCTION TO BE DONE IN STRICT ACCORDANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
  2. SEE ARCHITECTURAL PLANS FOR ALL BUILDING DIMENSIONS AND DETAILS.
  3. SEE SHEET C-2 FOR ALL SITE DEMOLITION PLAN.
  4. SEE SHEET C-3 FOR ALL PAVING AND GRADING PLANS.
  5. SEE SHEET C-9 FOR EROSION CONTROL PLAN OF THE SITE.
  6. SEE SHEET C-10 FOR LOCATIONS AND DETAILS OF UTILITY SERVICES.

**"AS-BUILT"**

THIS AS-BUILT DRAWING IS BASED ON INFORMATION OBTAINED FROM BUILDING CONTRACTORS DURING CONSTRUCTION AS PROVIDED TO JDJR ENGINEERS & CONSULTANTS, INC.

JDJR ENGINEERS & CONSULTANTS, INC. DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THESE RECORDS.

REVISIONS:	
6/04/08	CITY COMMENTS
7/25/08	CITY COMMENTS
8/01/08	CITY COMMENTS
8/05/08	CITY COMMENTS
9/02/09	AS BUILT



SHEET TITLE:  
**SITE DIMENSIONAL CONTROL PLAN**  
 HANGER ADDITION PLANS FOR  
 EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON  
 ADDISON AIRPORT  
 ADDISON, TEXAS

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DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.  
 SCALE: 1" = 30' CHECKED BY: JDJR **C1** of 10