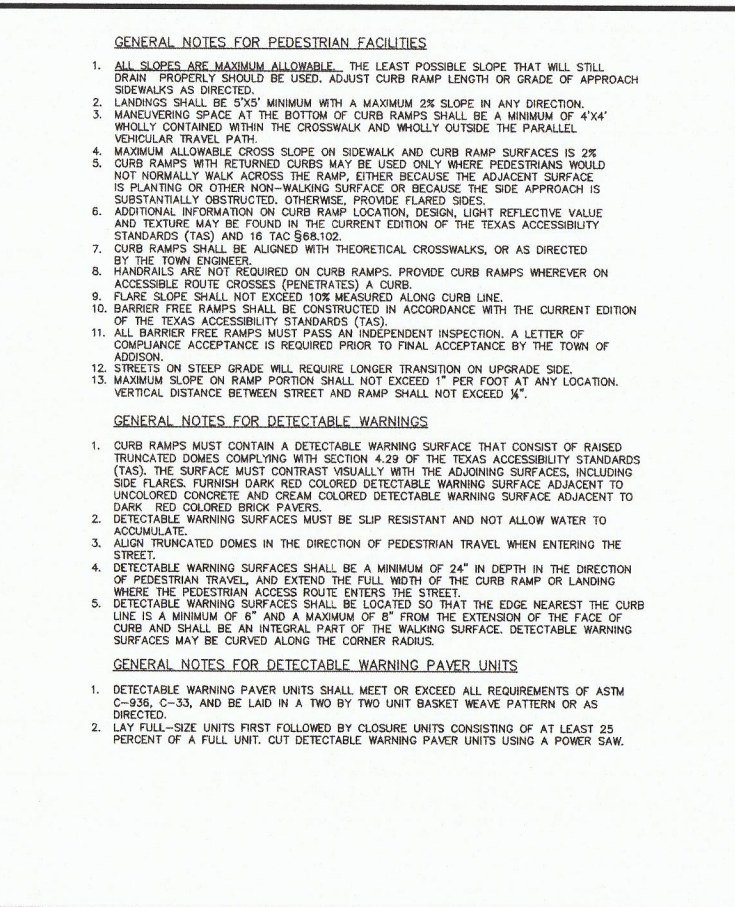
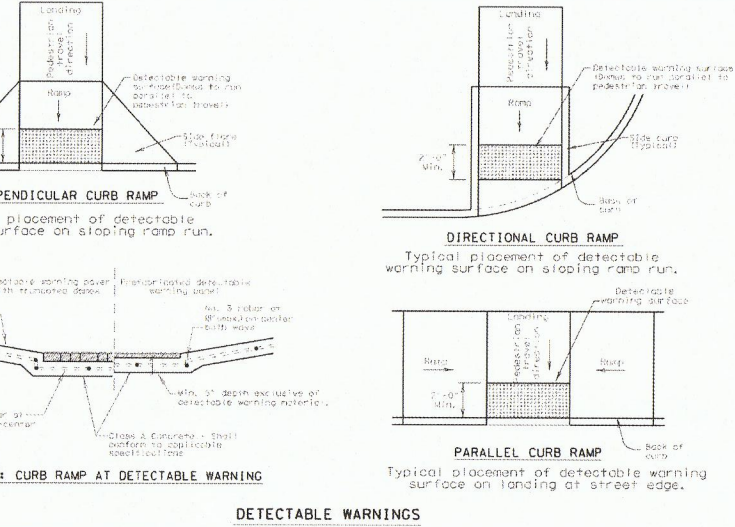


	DRIVEWAY RETURN DETAILS	STANDARD CONSTRUCTION DETAILS PAVING	
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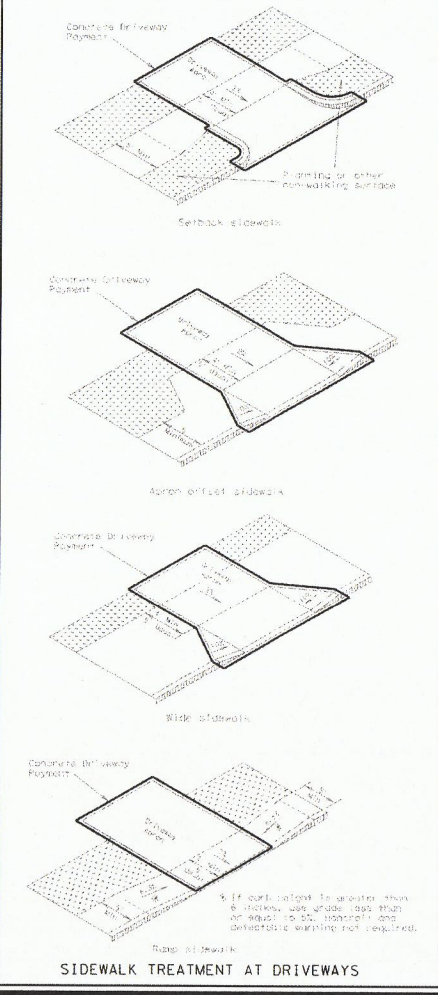
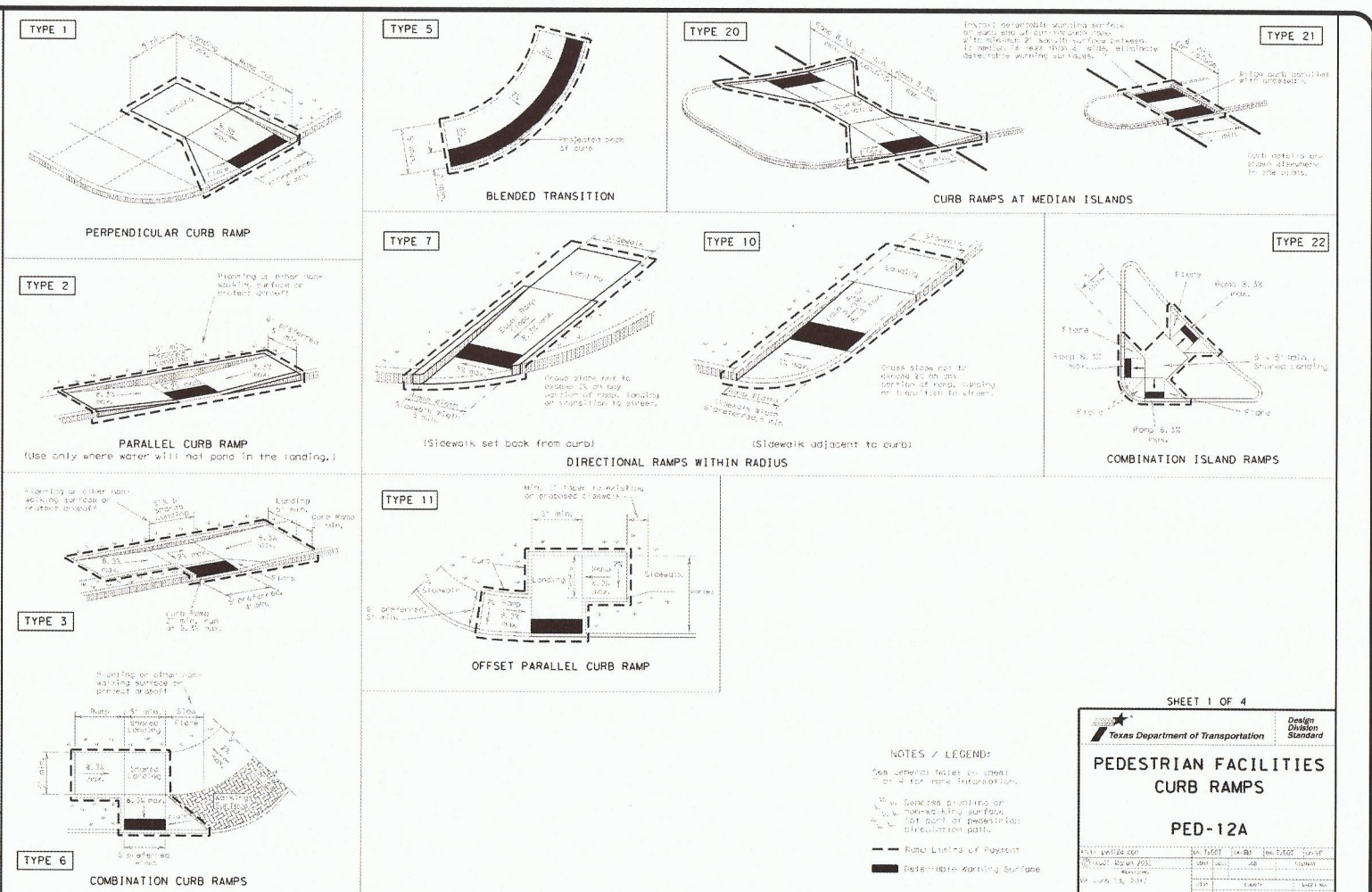
	PEDESTRIAN FACILITIES GENERAL NOTES	STANDARD CONSTRUCTION DETAILS PAVING	
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- General Notes**
1. The finished grade in all areas disturbed during driveway construction shall receive solid sod.
 2. When sidewalk crosses driveways, the cross slope shall not exceed 2%.
- Notes**
1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.
 2. LANDINGS SHALL BE 5'x5' MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMP SHALL BE A MINIMUM OF 4'x4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.
 3. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2%. CURB RAMP SURFACES WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, EITHER BECAUSE THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR BECAUSE THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED. OTHERWISE, PROVIDE FLARED SIDES.
 4. 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 16 TAC 68.102.
 5. CURB RAMP SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE TOWN ENGINEER.
 6. HANDRAILS ARE NOT REQUIRED ON CURB RAMP. PROVIDE CURB RAMP WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
 7. FLARE SLOPE SHALL NOT EXCEED 10% MEASURED ALONG CURB LINE.
 8. BARRIER FREE RAMP SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS).
 9. ALL BARRIER FREE RAMP MUST PASS AN INDEPENDENT INSPECTION. A LETTER OF COMPLIANCE ACCEPTANCE IS REQUIRED PRIOR TO FINAL ACCEPTANCE BY THE TOWN OF ADDISON.
 10. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITION ON UPGRADE SIDE.
 11. MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET AND RAMP SHALL NOT EXCEED 4".
- GENERAL NOTES FOR DETECTABLE WARNINGS**
1. CURB RAMP MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSIST OF RAISED TRUNCATED DOMES COMPLYING WITH SECTION 4.29 OF THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH THE ADJOINING SURFACES, INCLUDING SIDE FLARES. FURNISH DARK RED COLORED DETECTABLE WARNING SURFACE ADJACENT TO UNCOLORED CONCRETE AND CREAM COLORED DETECTABLE WARNING SURFACE ADJACENT TO DARK, RED COLORED BRICK PAVERS.
 2. DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
 3. ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
 4. 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.
 5. DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS A MINIMUM OF 6" AND A MAXIMUM OF 8" FROM THE EXTENSION OF THE FACE OF CURB AND SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.
- GENERAL NOTES FOR DETECTABLE WARNING PAVER UNITS**
1. DETECTABLE WARNING PAVER UNITS SHALL MEET OR EXCEED ALL REQUIREMENTS OF ASTM C-936, C-33, AND BE LAID IN A TWO BY TWO UNIT BASKET WEAVE PATTERN OR AS DIRECTED.
 2. LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.

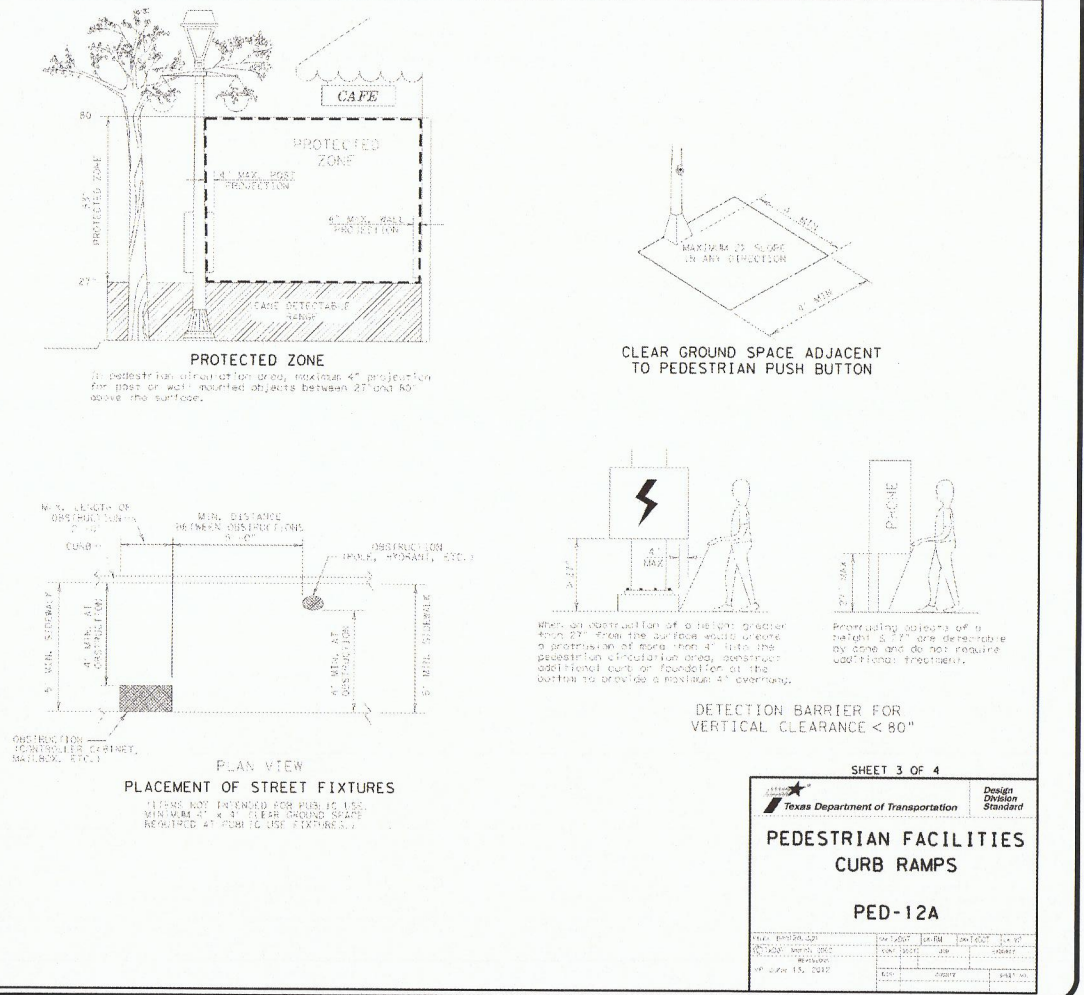


- DETECTABLE WARNINGS**
18. Curbs must contain a detectable warning surface that consists of raised truncated domes complying with Section 709 of the TAS. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark 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 040.430 and be listed on the Material Producer List. Install products in accordance 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 a minimum of 6" and a maximum of 8" from the extension of the face of curb and shall be an integral part of the walking surface. 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 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. Cut detectable warning paver units using a power saw.
- SIDEWALKS**
26. Provide clear ground space at operable doors, including pedestrian push buttons. Operable doors shall be placed within one or more reach ranges specified in TAS 308.
 27. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, garbage facilities and 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. Changes in level greater than 1/4 inch are not permitted.
 30. 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 3% may be allowed, provided it may be desirable to improve accessibility, handrails may be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with TAS 505.
 31. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
 32. Driveways and turnouts shall be constructed and paid for in accordance with Item "Interactions, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item "Sidewalks".
 33. Sidewalk details are shown elsewhere in the plans.

	PEDESTRIAN FACILITIES CURB RAMPS	STANDARD CONSTRUCTION DETAILS PAVING	
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SHEET 1 OF 4	
PEDESTRIAN FACILITIES CURB RAMPS	
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SHEET 3 OF 4	
PEDESTRIAN FACILITIES CURB RAMPS	
PED-12A	
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