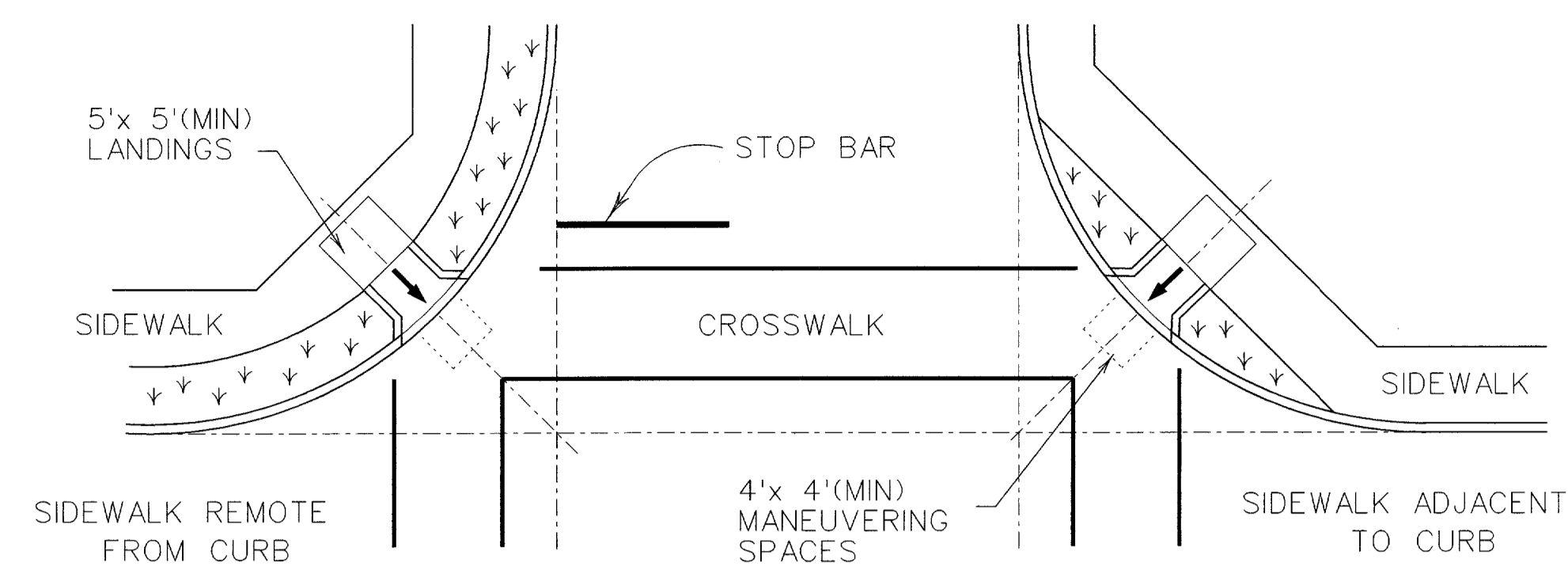
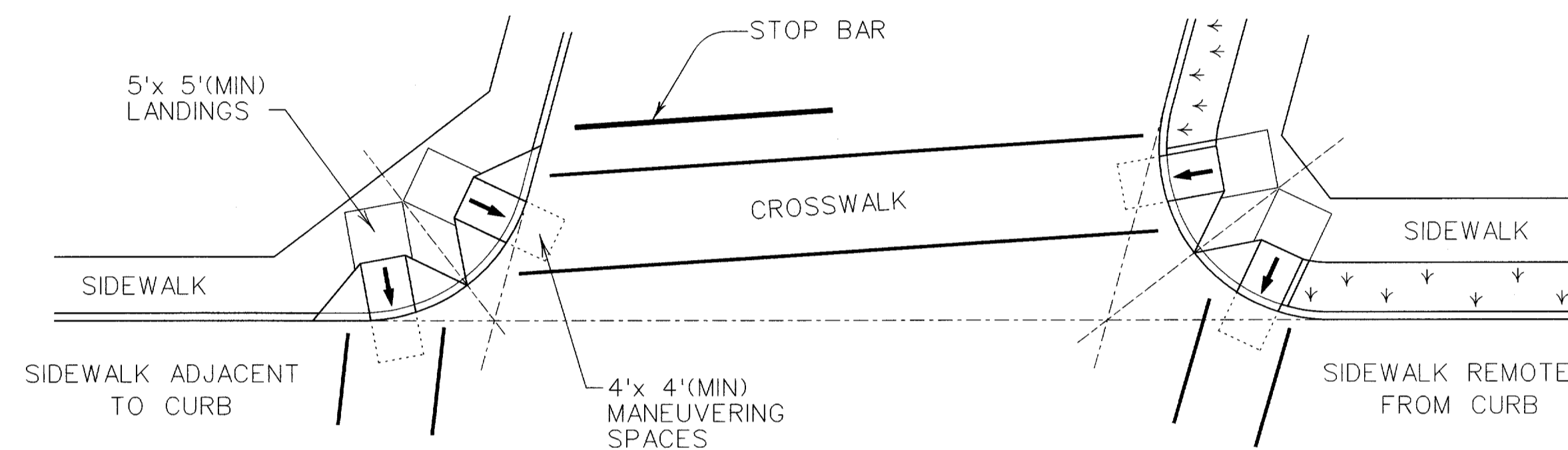


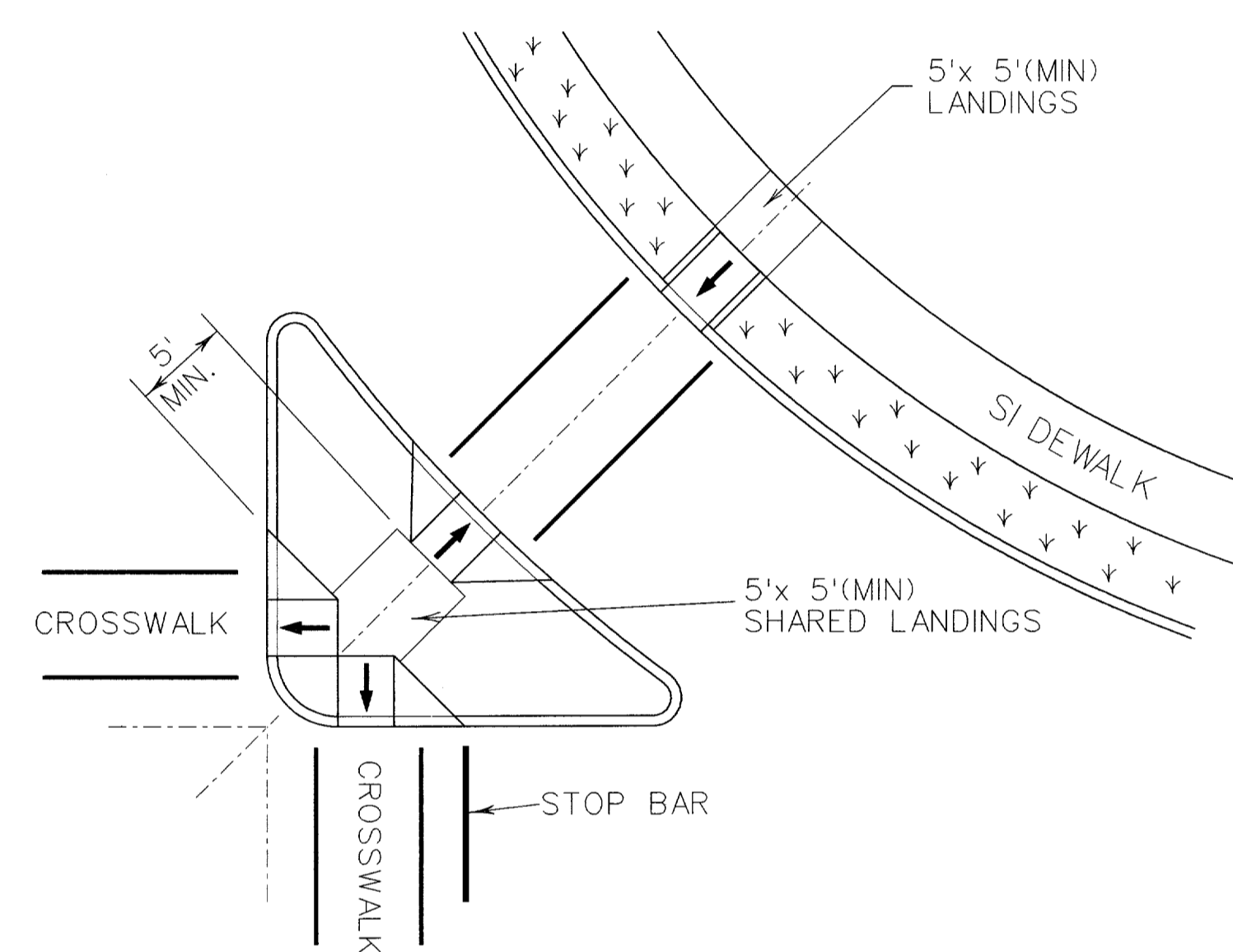
SKewed INTERSECTION WITH "LARGE" RADIUS



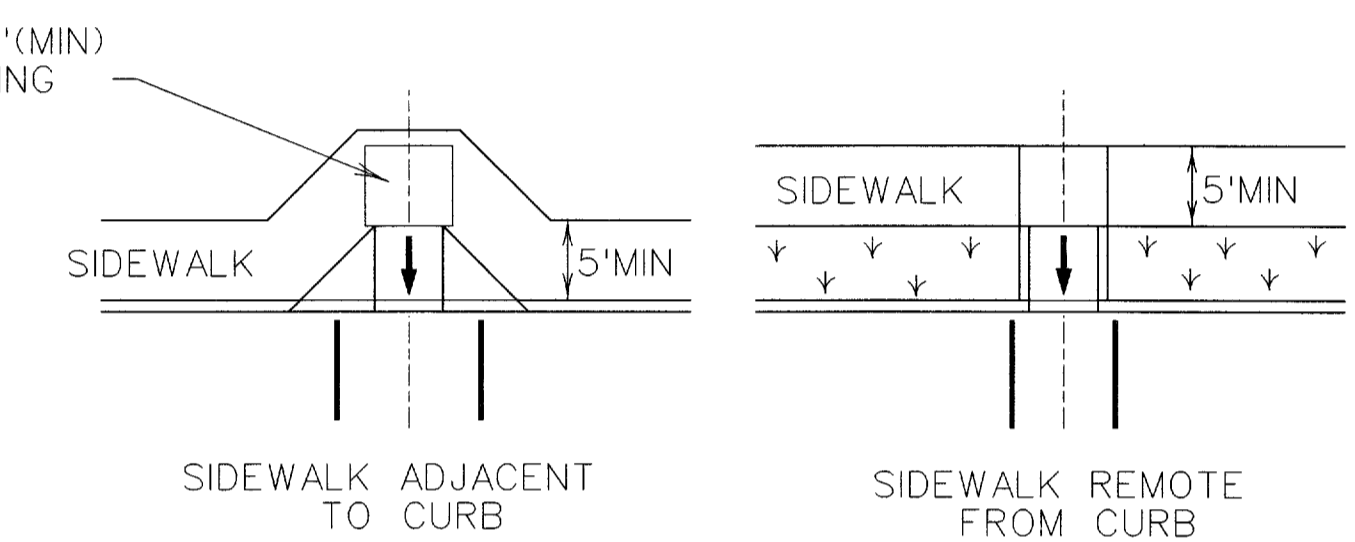
NORMAL INTERSECTION WITH "LARGE" RADIUS



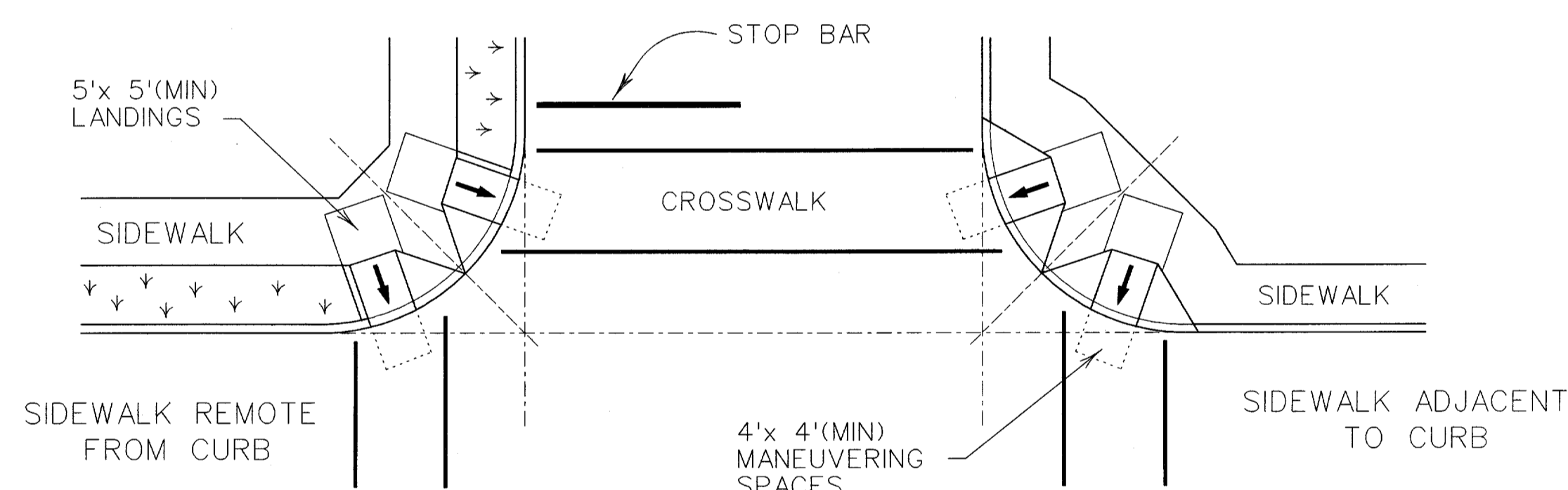
SKewed INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION W/FREE RIGHT TURN & ISLAND



MID-BLOCK PLACEMENT PERPENDICULAR RAMPS



NORMAL INTERSECTION WITH "SMALL" RADIUS

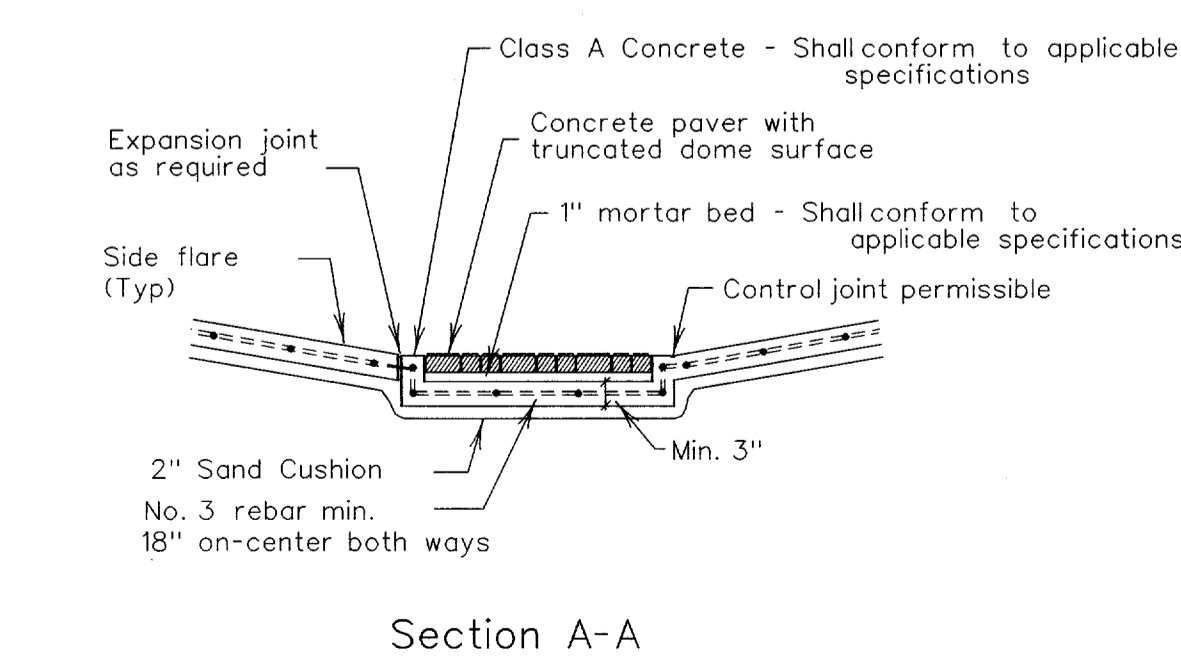
TYPICAL CROSSING LAYOUTS

SEE SHEET 1 OF 3 FOR DETAILS AND DIMENSIONS

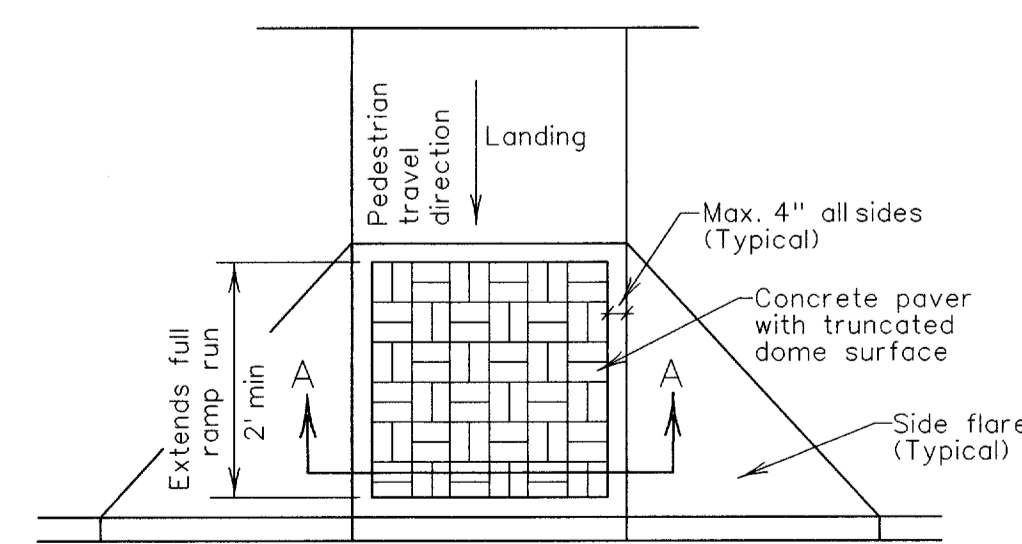
General Notes
 Street grades and cross slopes shall be as shown elsewhere in the plans.
 Ramps are shown here without detectable warnings for simplicity. Detectable warnings are required at the locations shown on the PED Standard (Sheet 1 of 3) and in accordance with the details shown below.
 Small channelization 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.

DISCLAIMER : The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

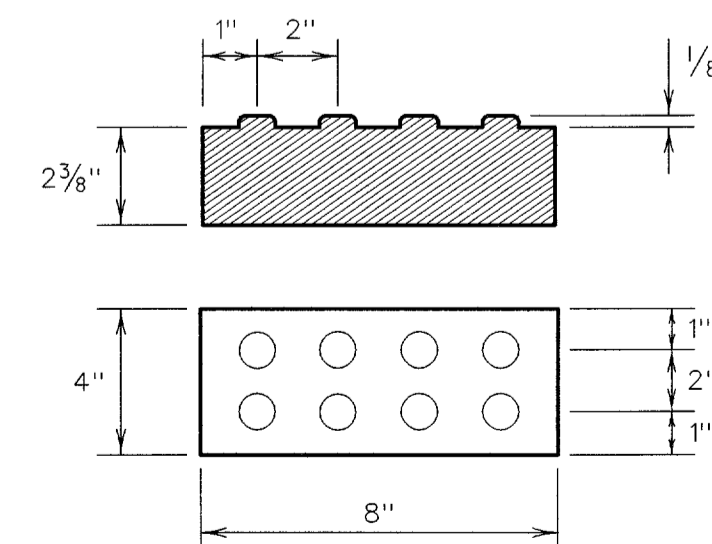
LEVELS DISPLAYED	E2
1	



Section A-A



TYPE A
 Truncated Dome Pattern Curb Ramp
 DETECTABLE WARNINGS



Concrete paver with truncated dome surface

General Notes
 Concrete paver units shall meet all requirements of ASTM C-936, C-33, and shall be laid in a two by two unit basket weave pattern, unless shown otherwise in the plans.
 Domes shall be aligned in the direction of pedestrian travel.
 Concrete paver units shall have a truncated dome top surface for detectable warning to pedestrians.
 Concrete paver unit color for the ramp shall be a contrasting color that provides a light reflective value that significantly contrasts with the adjacent surfaces. The color of the concrete paver units shall be shown elsewhere in the plans. (Adjacent surfaces include side flares).
 Concrete paver units shall be saw cut only and any cut unit shall not be less than 25 percent of a full unit.



PEDESTRIAN FACILITIES
 INTERSECTION LAYOUTS
 AND
 DETECTABLE WARNINGS
 PED-02

SHEET 3 OF 3

FILE: ped02.dgn	DN: MAM	CK: MAM	DW: BGD	CK:
© TxDOT March 2002	DIST	FED REG	FEDERAL AID PROJECT	SHEET
REVISIONS	6			16B
COUNTY	CONTROL	SECT	JOB	HIGHWAY

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