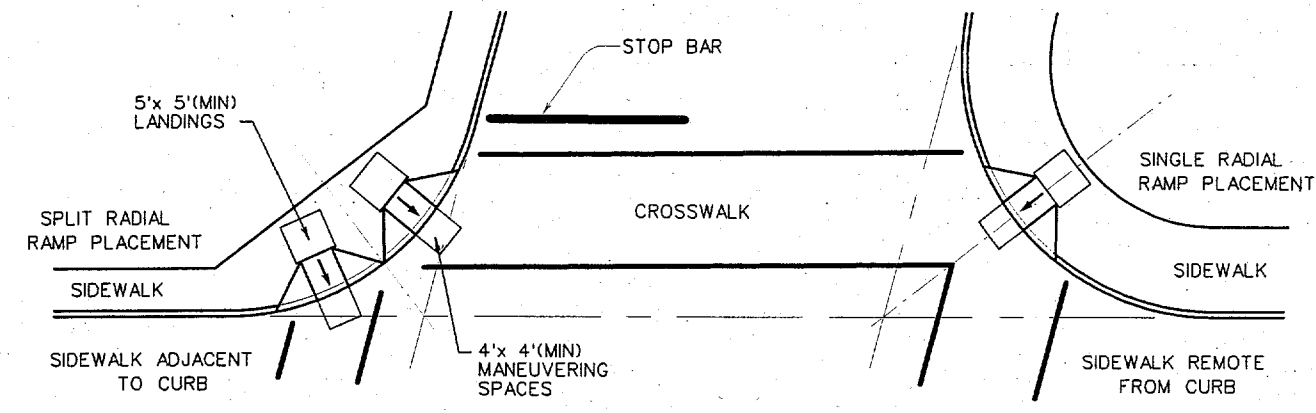
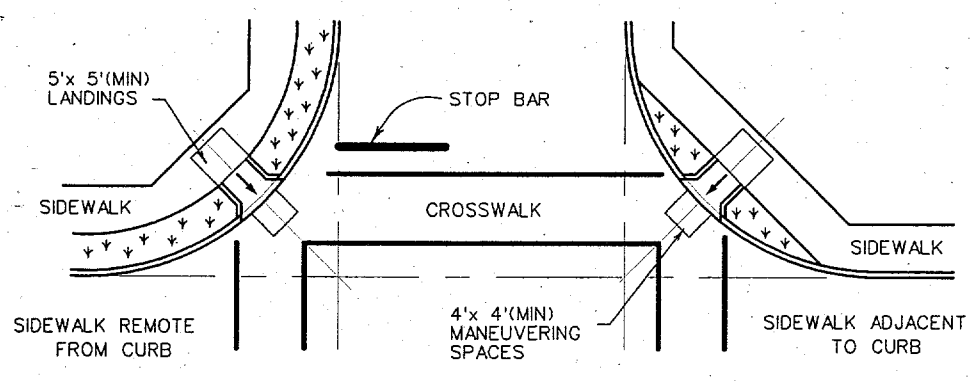


DISCLAIMER : The use of this standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

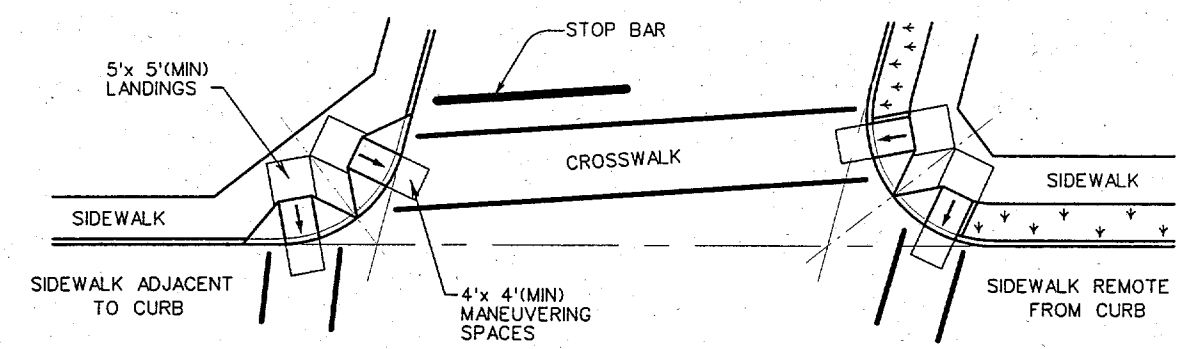
LEVEL DISPLAYED	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	



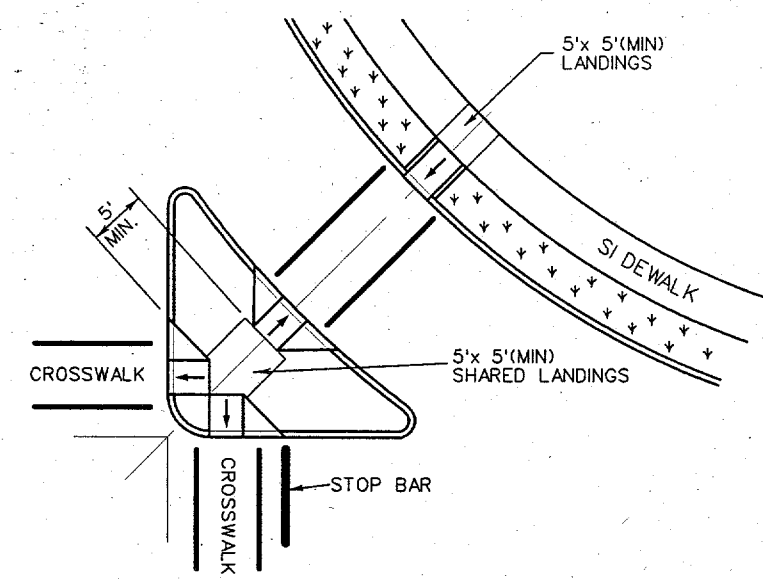
SKewed INTERSECTION WITH "LARGE" RADIUS



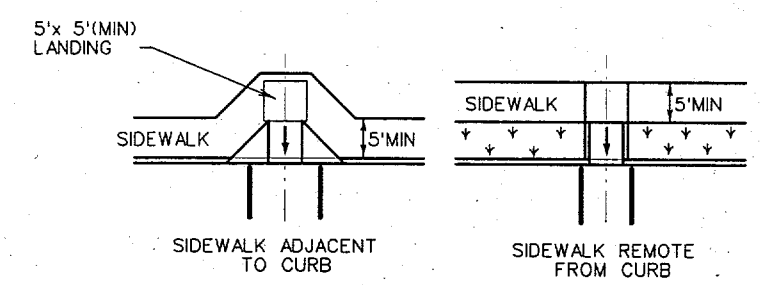
NORMAL INTERSECTION WITH "LARGE" RADIUS



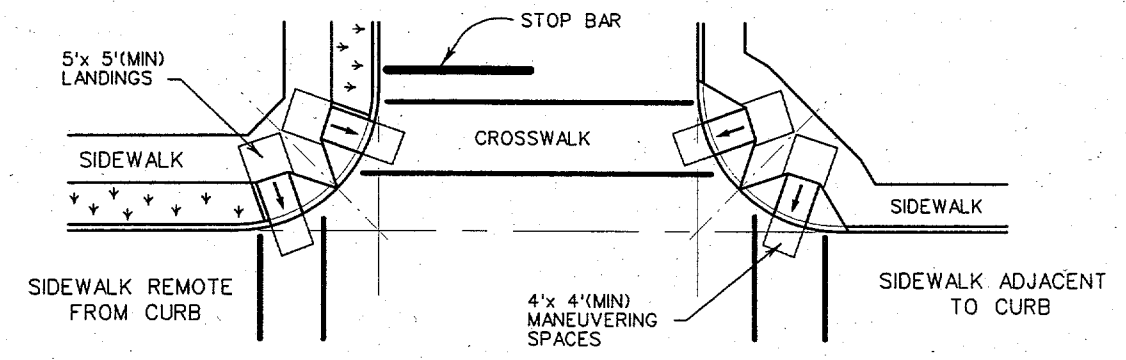
SKewed INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION W/FREE RIGHT TURN & ISLAND

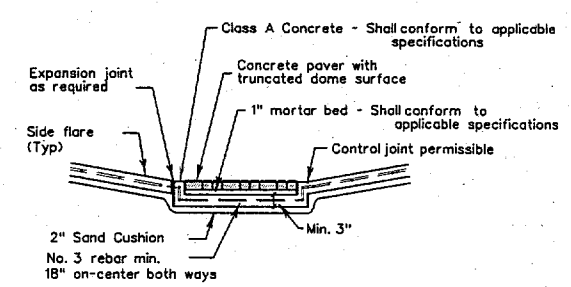


MID-BLOCK PLACEMENT PERPENDICULAR RAMPs

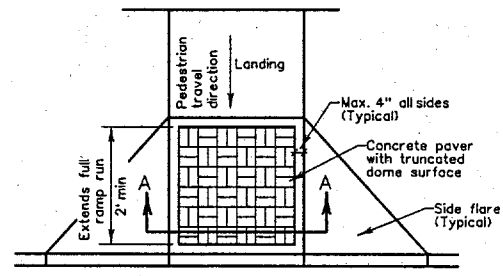


NORMAL INTERSECTION WITH "SMALL" RADIUS

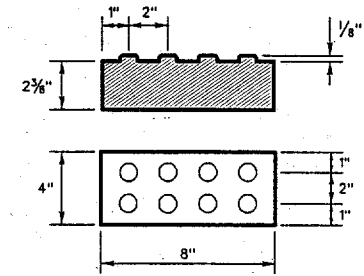
TYPICAL CROSSING LAYOUTS
SEE SHEET 1 OF 3 FOR DETAILS AND DIMENSIONS



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.

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.

Texas Department of Transportation
Design Division (Roadway)

**PEDESTRIAN FACILITIES
INTERSECTION LAYOUTS
AND
DETECTABLE WARNINGS
PED-02**

SHEET 3 OF 3

FILE	ped02.dgn	DN: MAM	CP: MAM	DW: BGD	CK:
© TxDOT	March 2002	CHT	FEQ	REG	FEDERAL AID PROJECT
REVISIONS		6			38
COUNTY	CONTROL	SECT	JOB	HIGHWAY	