BENCHMARK:
TOWN OF ADDISON BENCHMARK 6, BRASS DISC SETTON TOP OF EXISTING INLET, LOCATED ON THE EAST SIDE OF ADDISON ROAD, DIRECTLY EAST OF THE LOWER SCHOOL PLAYGROUNDS.
ELEV.= 603.165'

CAUTION!!!!
CONTACT:

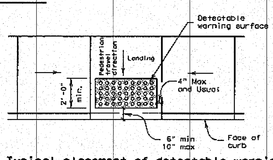
DIG TESS	1-800-344-8377
AT&T	1-800-344-8377
SOUTHWESTERN BELL:	1-800-344-8377
TOWN OF ADDISON	1-800-344-8377
AT LEAST 48 HOURS PRIOR TO CONSTRUCTION	972-450-2871

DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty or guarantee, either expressed or implied, is made by the Engineer for any purpose or application other than those specifically stated in writing. Users of this standard are responsible for performing their own tests and analyses, resulting from its use.

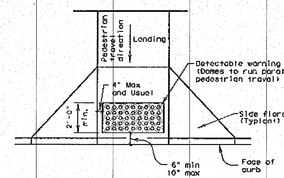
DETECTABLE WARNINGS

General Notes for Detectable Warnings

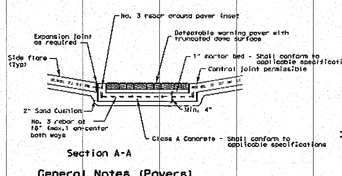
1. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 4.29 of the Texas Accessibility Standards (TAS). The surface must contrast visually with adjoining surfaces, including side flares. Furnish dark brown or dark red detectable warning surface adjacent to uncolored concrete, unless specified elsewhere in the plans.
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. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.
5. 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.
6. Detectable warning surfaces shall be located so that the edge nearest the curb line is a minimum of 6" and a maximum of 10" from the extension of the face of curb. Detectable warning surfaces may be curved along the corner radius.
7. TxDOT maintains a list of Qualified Detectable Warning Materials. Details are provided herein for the placement of landscape pavers. For other materials, refer to the manufacturer's product manual for proper installation.



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



Typical placement of detectable warning surface on sloping ramp run.

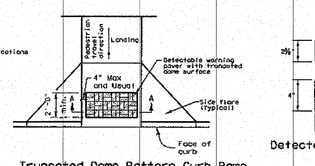


Section A-A

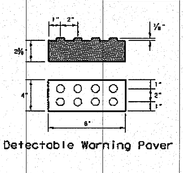
General Notes (Pavers)

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.

Use full-size units first followed by closure units consisting of not less 25 percent of a full unit. Cut detectable warning paver units using a power saw.



Truncated Dome Pattern Curb Ramp



Detectable Warning Paver

DETECTABLE WARNING PAVER (OPTION)

Pedestrian Facilities General 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. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is encouraged. Where a 5' sidewalk can not be provided due to site constraints, a minimum 3' sidewalk with 5'x 5' passing areas at intervals not to exceed 200' is required.
3. Landings shall be 5'x 5' minimum with a maximum 2% slope in any direction.
4. Maneuvering spaces 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.
5. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
6. Curb ramps 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.
7. 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.
8. To serve as a pedestrian refuge area, the median should be a minimum of 5' wide. Medians should be designed to provide accessible passage over or through them.
9. 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.
10. 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 be aligned with theoretical crosswalks, or as directed by the Engineer.
11. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.
12. Handrails are not required on curb ramps. Provide curb ramps wherever an accessible route crosses lengthwise a curb.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Separate curb ramp and landings from adjacent sidewalk and any other elements with premold or board joint of ½" unless otherwise directed by the Engineer.
15. Provide a smooth transition where the curb ramps connect to the street.
16. Curbs 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. Flare slope shall not exceed 10% measured along curb line.

Texas Department of Transportation
Design Division (Roadway)

PEDESTRIAN FACILITIES
GENERAL NOTES
AND
DETECTABLE WARNINGS

PED-05
SHEET 2 OF 4

FILE: ped05.dgn | DN: CK | CK: | DW: BGD | CK:
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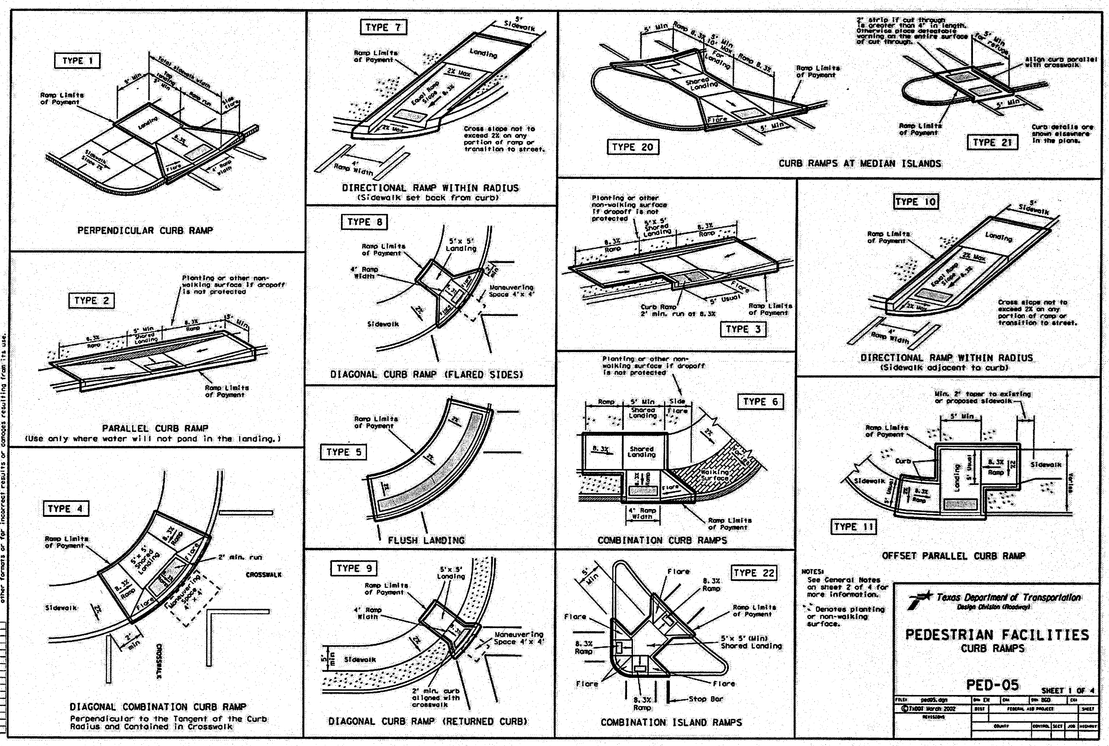

NOTES:
See General Notes on sheet 2 of 4 for more information.
"*" Denotes planting or non-walking surface.

Texas Department of Transportation
Design Division (Roadway)

PEDESTRIAN FACILITIES
CURB RAMPS

PED-05
SHEET 1 OF 4

FILE: ped05.dgn | DN: CK | CK: | DW: BGD | CK:
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Construction:
Scale: AS NOTED
Drawn By: TJC
Checked By: CMA
Project No.: 10 - 599.150
Sheet 14 of 15

Issue Dates:
Review: June 23, 2010

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY THOMAS J. CLAYTON, P.E. 86213, ON JUNE 23, 2010

BFR DETAILS SHEET 1

TRINITY CHRISTIAN ACADEMY
DRAINAGE & DRIVE IMPROVEMENTS NEAR THE UPPER SCHOOL

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