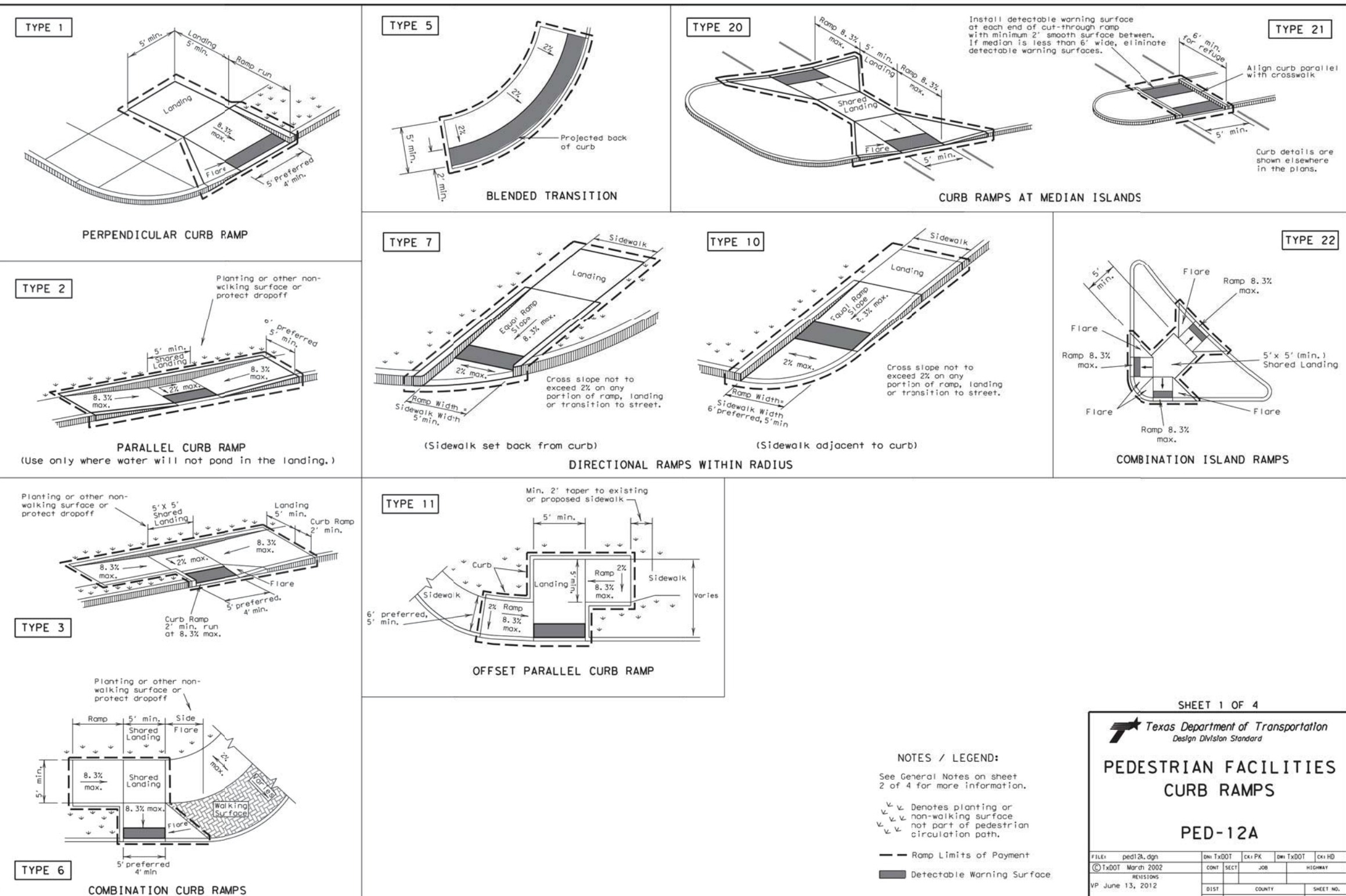


THE WORK OF THIS PROJECT IS GOVERNED BY THE "Texas Engineering Practice Act". The maximum of 20% of this work shall be done in accordance with the "Texas Engineering Practice Act". No portion of this work shall be done in accordance with the "Texas Engineering Practice Act".



SHEET 1 OF 4

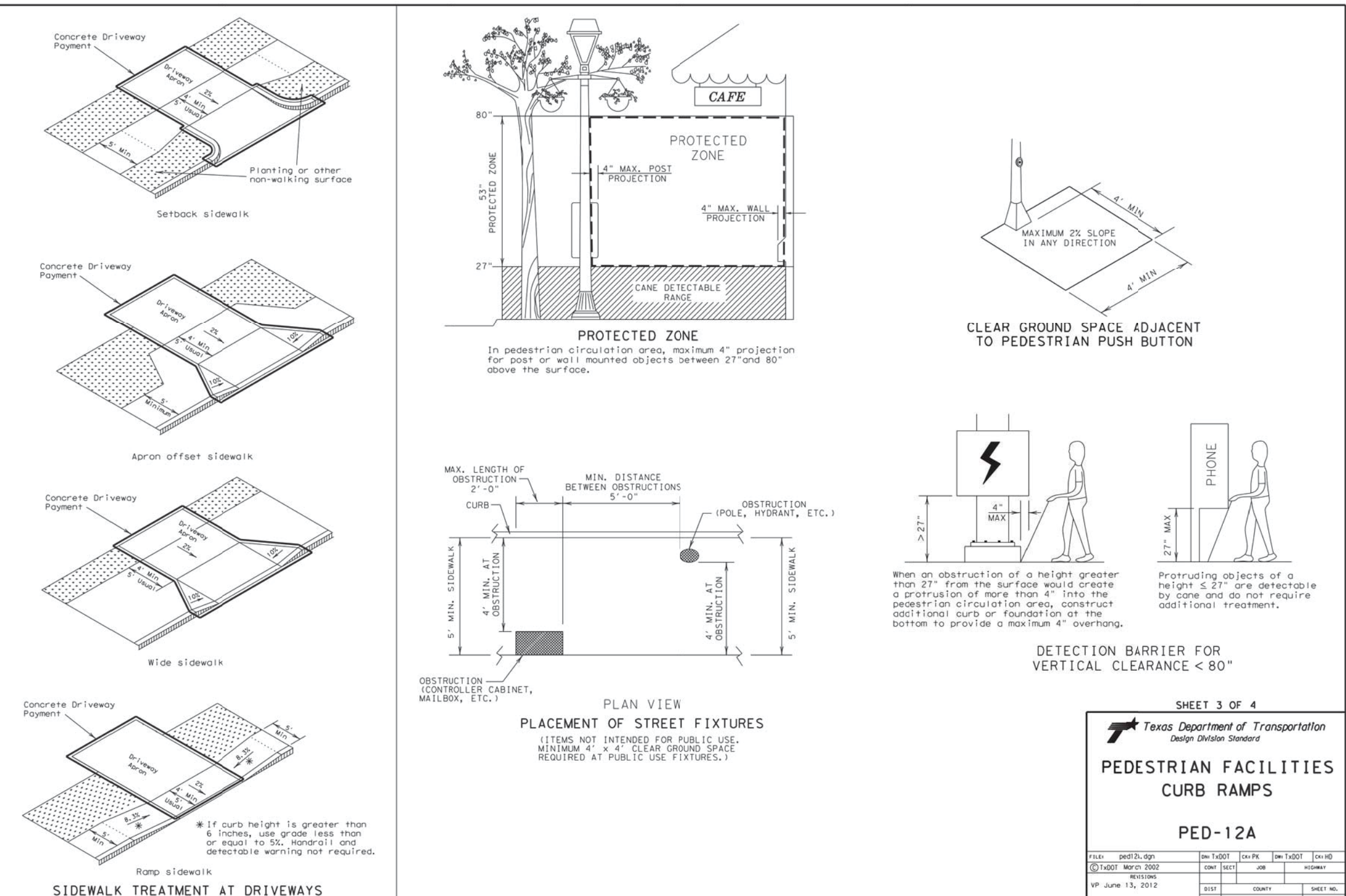
**Texas Department of Transportation**  
Design Division Standard

**PEDESTRIAN FACILITIES CURB RAMPS**

**PED-12A**

FILE: ped12a.dgn	DATE: 06/13/12	USER: JDS	JOB: 12000	DATE: 06/13/12	USER: JDS
DATE: 06/13/12	DATE: 06/13/12	DATE: 06/13/12	DATE: 06/13/12	DATE: 06/13/12	DATE: 06/13/12

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SHEET 3 OF 4

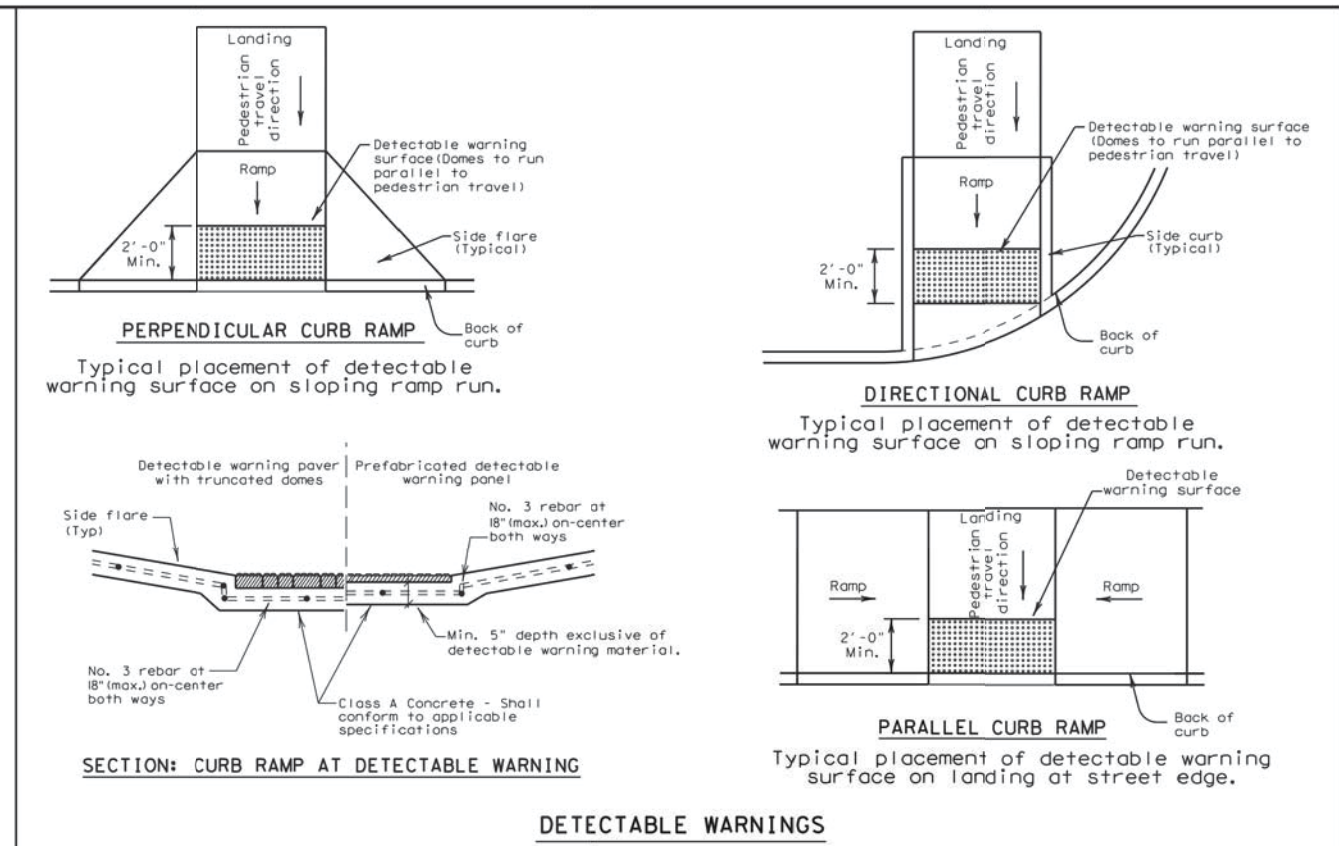
**Texas Department of Transportation**  
Design Division Standard

**PEDESTRIAN FACILITIES CURB RAMPS**

**PED-12A**

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- General Notes**
1. Install a curb ramp or blended transition at each pedestrian street crossing.
  2. All slopes shown are maximum allowable. Lesser slopes that will still drain properly should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
  3. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 5' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5' x 5' passing areas at intervals not to exceed 200' are required.
  4. Landings shall be 5' x 5' minimum with a maximum 2% slope in any direction.
  5. 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.
  6. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
  7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
  8. 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.
  9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curb. Medians should be designed to provide accessible passage over or through them.
  10. 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.
  11. 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 align with theoretical crosswalks unless otherwise directed.
  12. Handrails are not required on curb ramps. Provide curb ramps wherever an accessible route crosses (penetrates) a curb.
  13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
  14. Place concrete of a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
  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. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.
- Detectable Warning Material**
18. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 703 of the IAS. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install on approved cast-in-place concrete base or apply 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 DM-450 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 at the back of curb. Align the rows of domes to be perpendicular to the grade break between the ramp run and the street. 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.



SHEET 2 OF 4

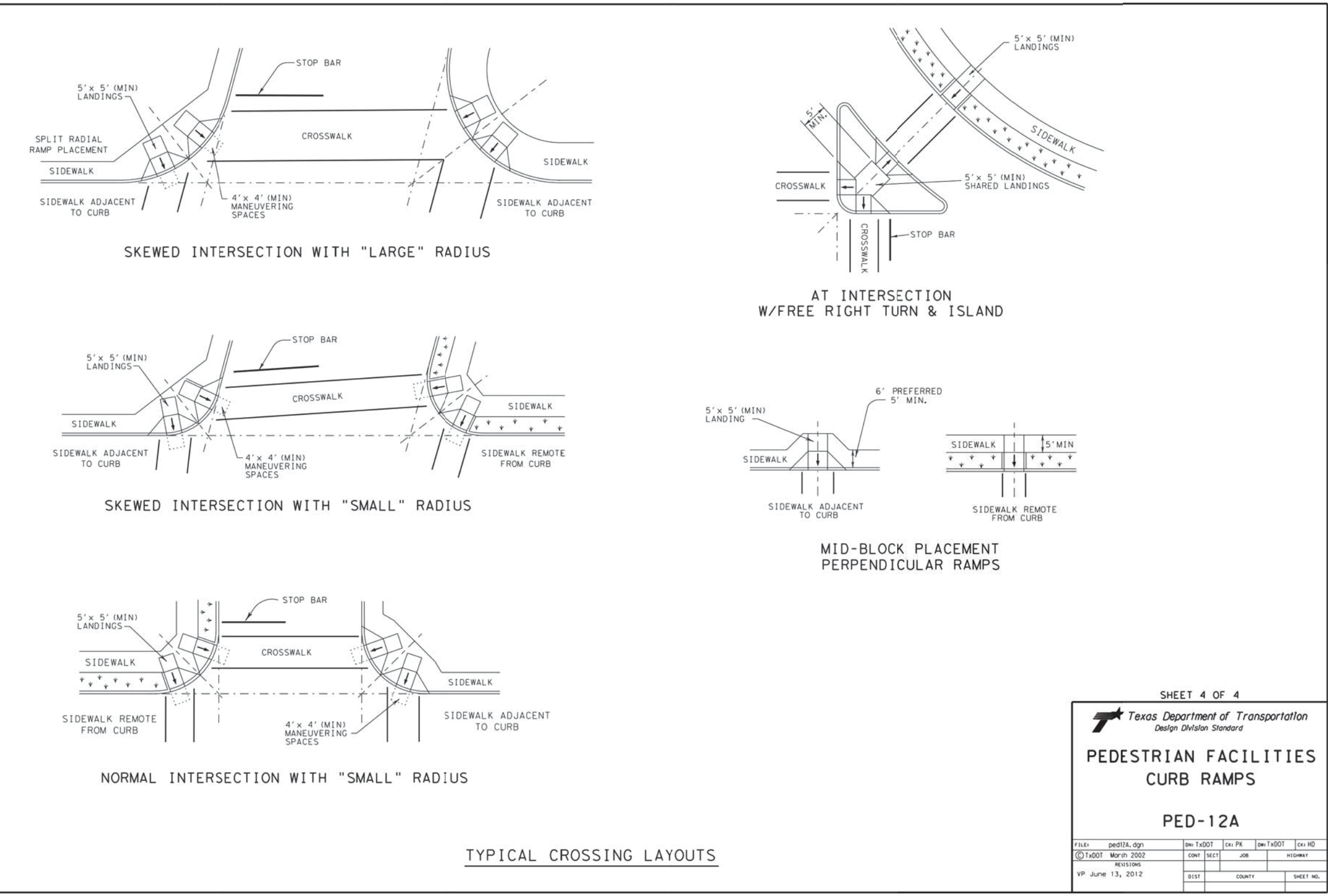
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**PEDESTRIAN FACILITIES CURB RAMPS**

**PED-12A**

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SHEET 4 OF 4

**Texas Department of Transportation**  
Design Division Standard

**PEDESTRIAN FACILITIES CURB RAMPS**

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SAWYER ENGINEERING, LLC  
TPEE FIRM NUMBER F-9171

NO.	REVISION	BY	DATE						
<b>IMPROVEMENT PLANS</b> ADDISON GROVE <b>PAVING DETAILS</b>									
<b>SAWYER</b>		ENGINEERING, LLC TPEE F-9171		1520 OLIVER STREET HOUSTON, TEXAS 77007 (832) 553-5948					
PROJECT	DESIGN	DRAWN	DATE	FILE	SHEET				
	CDP	JDS	MAY 2017		16				