

CURB RAMPS GENERAL NOTES - 2 OF 2

DETECTABLE WARNING MATERIAL

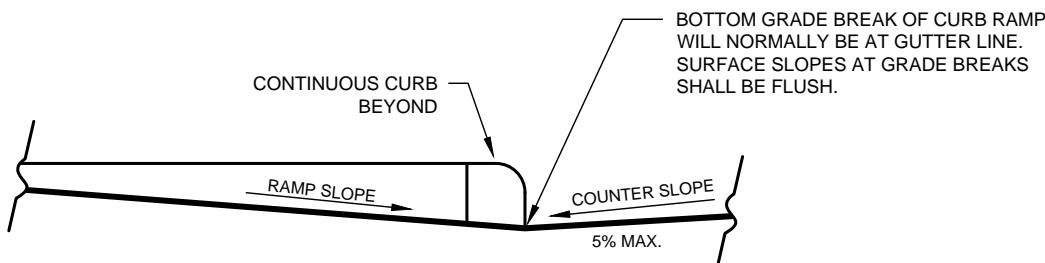
1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSISTS OF RAISED TRUNCATED DOMES COMPLYING WITH PROWAG. THE SURFACE MUST CONTRAST VISUALLY WITH ADJOINING SURFACES, INCLUDING SIDE FLARES.
2. DETECTABLE WARNING MATERIALS MUST MEET TXDOT DEPARTMENTAL MATERIALS SPECIFICATION DMS 4350 AND BE LISTED ON THE MATERIAL PRODUCER LIST AND SHALL BE UNIT PAVER DETECTABLE WARNING SYSTEMS. INSTALL PRODUCTS IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
3. DETECTABLE WARNING SURFACES MUST BE FIRM, STABLE AND SLIP RESISTANT.
4. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24 IN. 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 AT THE BACK OF CURB AND NEITHER END OF THAT EDGE IS GREATER THAN 5 FEET FROM THE BACK OF CURB. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.
6. SHADED AREAS ON SHEET SW-7 INDICATE THE APPROXIMATE LOCATION FOR THE DETECTABLE WARNING SURFACE FOR EACH CURB RAMP TYPE.

DETECTABLE WARNING PAVERS

7. 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.
8. LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT (25%) OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.



SIDEWALKS

9. PROVIDE CLEAR GROUND SPACE AT OPERABLE PARTS, INCLUDING PEDESTRIAN PUSH BUTTONS. OPERABLE PARTS SHALL BE PLACED WITHIN UNOBSTRUCTED REACH RANGE SPECIFIED IN PROWAG SECTION R406.
10. PLACE TRAFFIC SIGNAL OR ILLUMINATION POLES, GROUND BOXES, CONTROLLER BOXES, SIGNS, DRAINAGE FACILITIES AND OTHER ITEMS SO AS NOT TO OBSTRUCT THE PEDESTRIAN ACCESS ROUTE OR CLEAR GROUND SPACE.
11. STREET GRADES AND CROSS SLOPES SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
12. CHANGES IN LEVEL GREATER THAN 1/4 IN. ARE NOT PERMITTED.
13. 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 FIVE PERCENT (5%) MUST BE PROVIDED, HANDRAILS MAY BE DESIRABLE TO IMPROVE ACCESSIBILITY. HANDRAILS MAY ALSO BE NEEDED TO PROTECT PEDESTRIANS FROM POTENTIALLY HAZARDOUS CONDITIONS. IF PROVIDED, HANDRAILS SHALL COMPLY WITH PROWAG R409.
14. HANDRAIL EXTENSIONS SHALL NOT PROTRUDE INTO THE USABLE LANDING AREA OR INTO INTERSECTING PEDESTRIAN ROUTES.
15. DRIVEWAYS AND TURNOUTS SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH ITEM "INTERSECTIONS, DRIVEWAYS AND TURNOUTS". SIDEWALKS SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH ITEM, "SIDEWALKS".
16. SIDEWALK DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

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