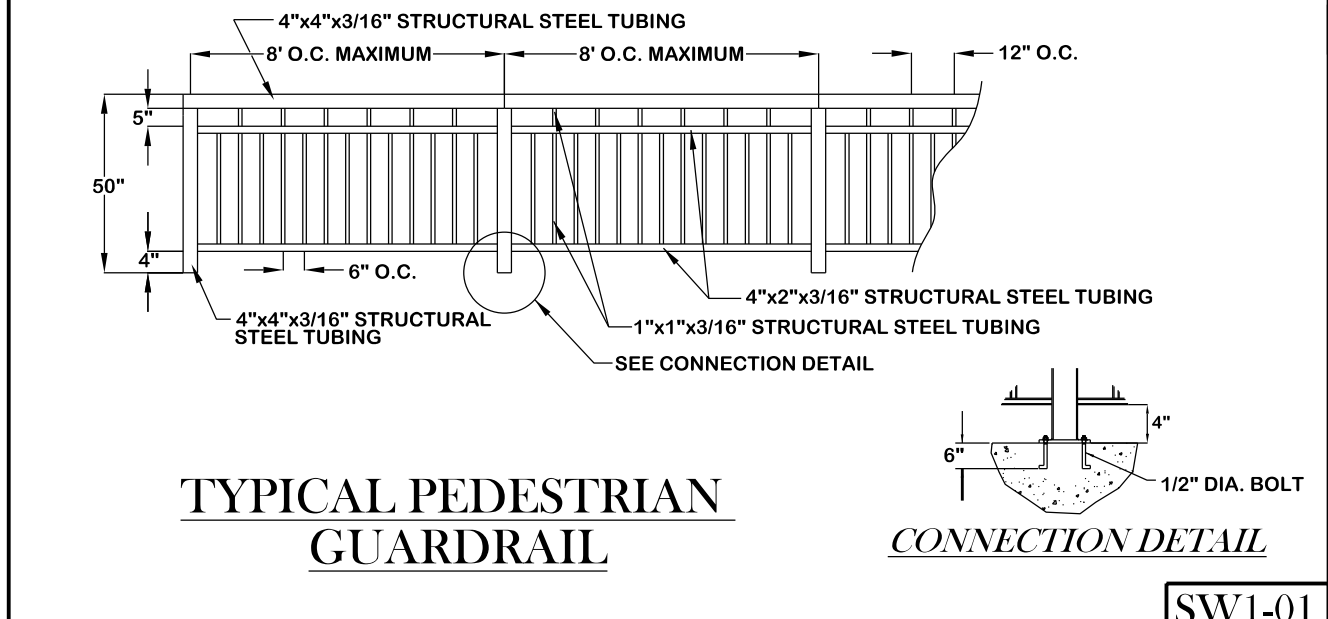


SIDEWALK SLOPE REQUIREMENTS

SW1-00



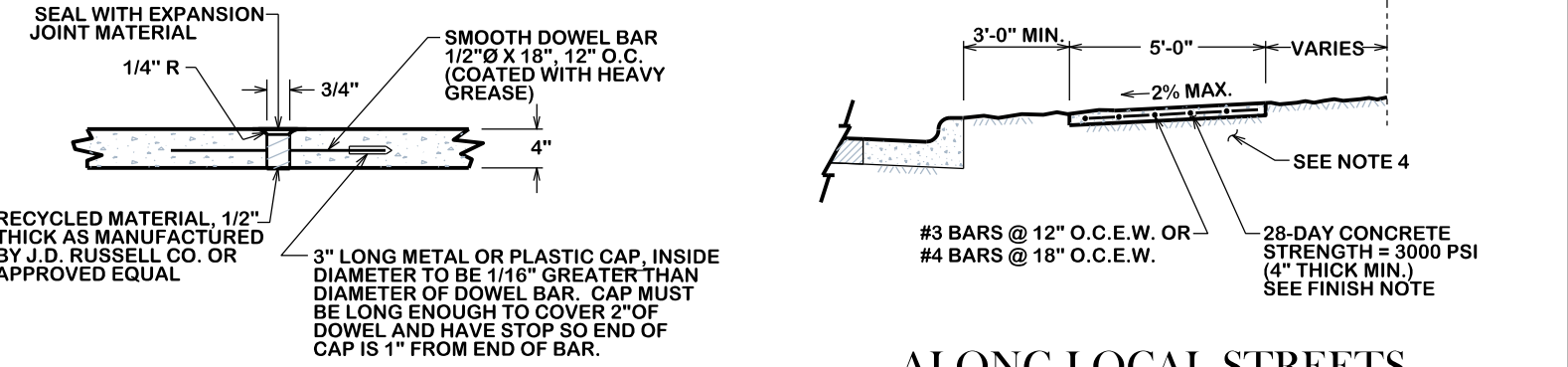
TYPICAL PEDESTRIAN GUARDRAIL

CONNECTION DETAIL

SW1-01

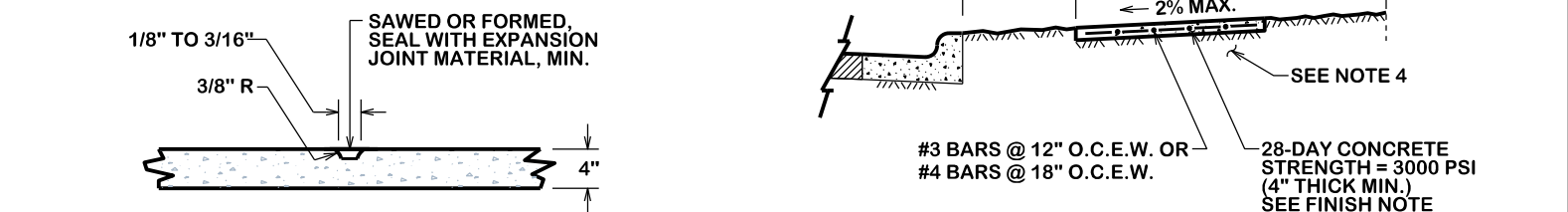
GENERAL NOTES:
ALL AREAS WHERE EXISTING VEGETATION AND GRASS COVER HAVE BEEN BARED BY CONSTRUCTION SHALL BE ADEQUATELY BLOK SODDED OR HYDROMULCHED AND WATERED UNTIL GROWTH IS ESTABLISHED. IN DEVELOPED AREAS WHERE GRASS IS PRESENT, BLOK SOD WILL BE REQUIRED. BARED AREAS SHALL BE SEED OR SODDED WITHIN 14 DAYS OF LAST DISTURBANCE.
APPROVED EROSION CONTROL MEASURES MUST BE INSTALLED DURING THE ENTIRE TIME THAT EARTH HAS BEEN BARED BY CONSTRUCTION AND SHALL STAY IN PLACE UNTIL ACCEPTABLE VEGETATIVE GROWTH IS ESTABLISHED AFTER CONSTRUCTION IS COMPLETE AND THEN REMOVED BY CONTRACTOR.
ALL EROSION CONTROL MEASURES SHOULD BE CLEANED OF SILT AFTER EVERY RAIN.
ALL TRAFFIC SIGNALS AND APPURTENANCES, AND ALL PAVEMENT MARKINGS AND MARKERS SHALL BE IN ACCORDANCE WITH TDDOT STANDARDS.
REFER TO SPEC 31 17 23.23 (PAVEMENT MARKINGS) FOR ADDITIONAL LOCAL REQUIREMENTS.

- NOTES:
1. SIDEWALK PLACEMENT SHALL BE IN ACCORDANCE WITH B/C/S UNIFIED DESIGN GUIDELINES.
 2. FINISH: LIGHT BROOM FINISH. JOINTS TO BE TOOLED 1" DEEP AT AN INTERVAL EQUAL TO THE SIDEWALK WIDTH. EXPANSION JOINTS @ 40' O.C. CONTRACTION JOINTS @ 4' O.C.
 3. DOWEL IN AND TIE TO ANY CONCRETE STRUCTURE ADJACENT TO SIDEWALK (DRIVEWAY, INLET BOX, CURB, JUNCTION BOX, ETC.) WITH #3 X 12" BARS @ 12" O.C. OR #4 X 12" BARS @ 18" O.C. DOWELS IN CURB SHALL MAINTAIN MIN. 2" COVER FROM THE TOP OF CURB AND SHALL EXTEND INTO CURB A MIN. OF 2' 5" AND A MAX. OF 3' 5". INCLUDE TYPE "G" EXPANSION JOINT AT CONNECTION WITH BACK OF CURB.
 4. COMPACTION: COMPACTED SUBGRADE MATERIAL COMPACTED TO A DENSITY AT LEAST 98% OF MAXIMUM DRY DENSITY AS DETERMINED BY PROCTOR COMPACTION TEST ASTM D698 (STANDARD) AND SHALL BE 0-4% WET OF THE OPTIMUM MOISTURE CONTENT
 5. A MINIMUM CLEAR PEDESTRIAN WIDTH AS DEFINED BY T&S AND ADA SHALL BE PROVIDED FOR ENTIRE LENGTH OF SIDEWALK.
 6. ALL SIDEWALKS, INCLUDING PRIVATELY OWNED, PERPENDICULAR TO STREET SHALL HAVE TYPE "G" EXPANSION JOINTS AT CONNECTIONS WITH BACK OF CURB, BOTH SIDES OF LONGITUDINAL SIDEWALK, AND AT PROPERTY LINE.



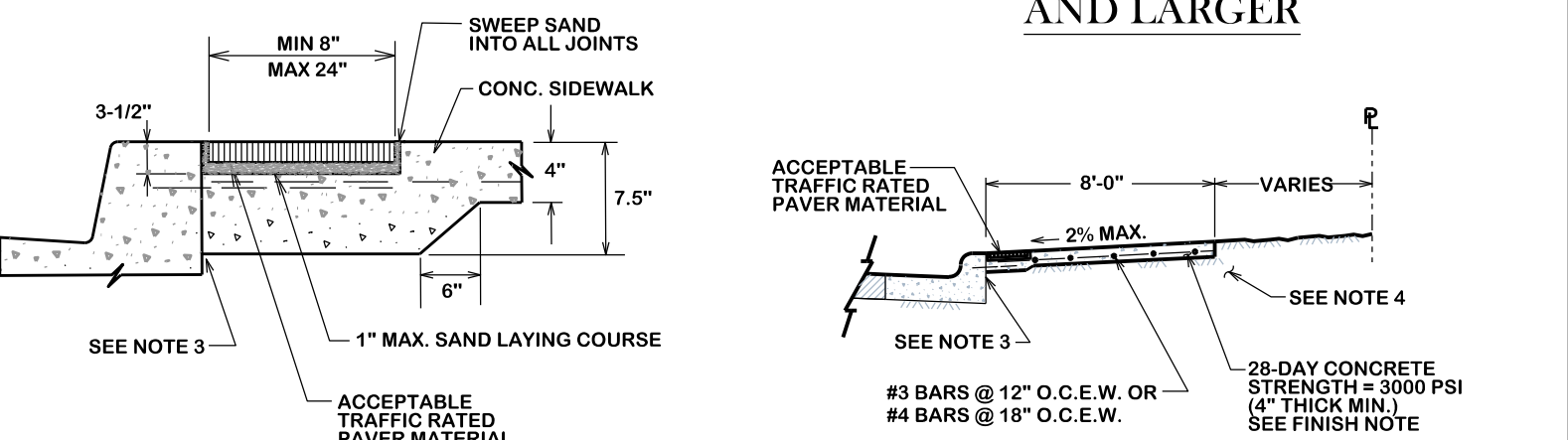
TYPE "G" SIDEWALK EXPANSION & CONSTRUCTION JOINT

ALONG LOCAL STREETS



SIDEWALK CONTRACTION JOINT

ALONG MINOR COLLECTORS AND LARGER

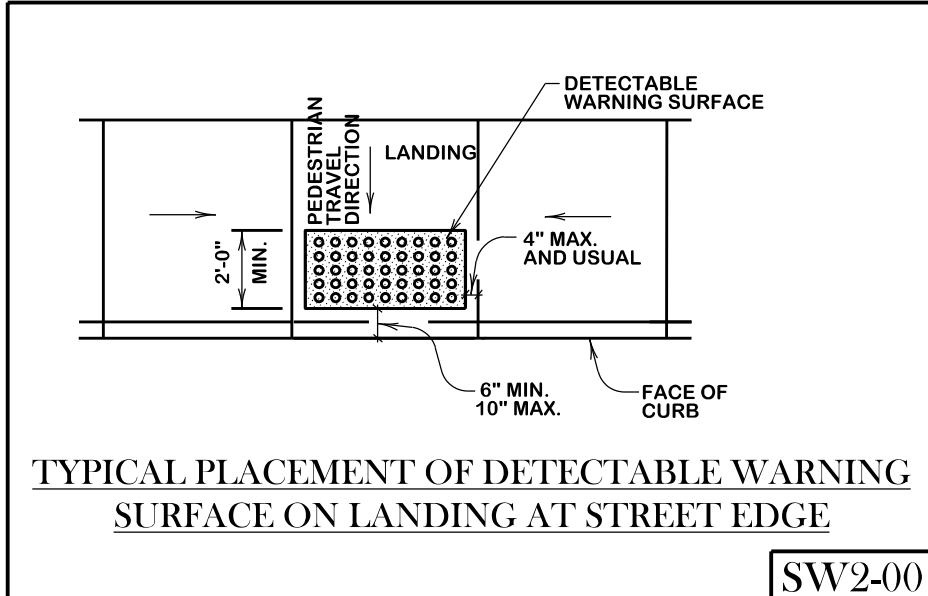


SIDEWALK PAVER SECTION

ALONG MINOR COLLECTORS AND LARGER

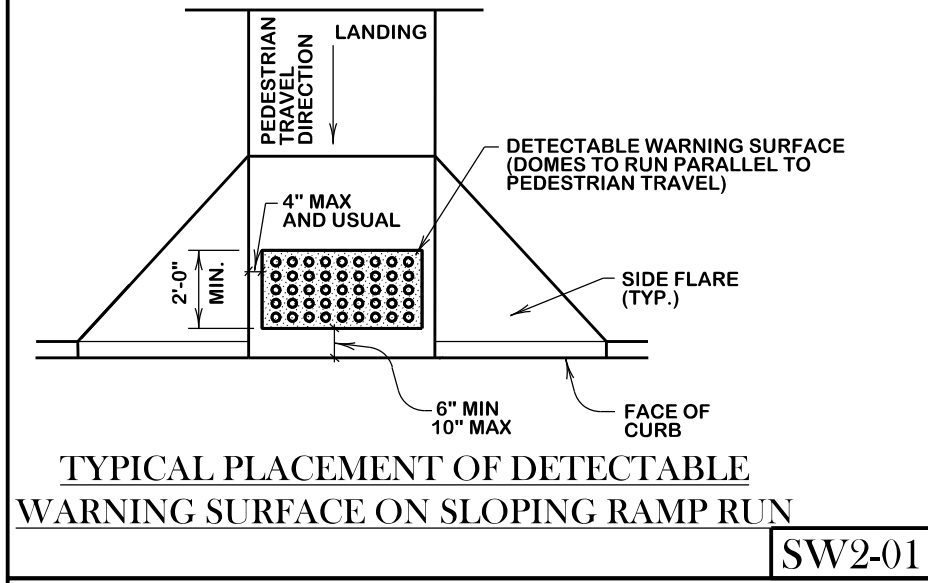
CONCRETE SIDEWALK

SW1-02



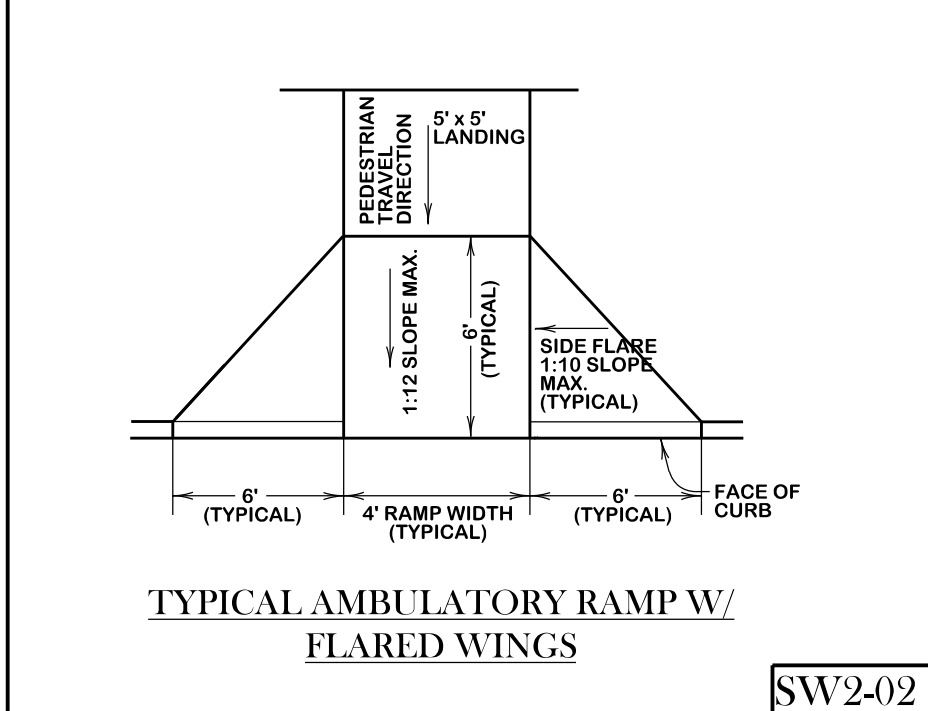
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE

SW2-00



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN

SW2-01



TYPICAL AMBULATORY RAMP W/ FLARED WINGS

SW2-02

CROSSWALKS:
CROSSWALK MARKINGS ARE IMPORTANT TRAFFIC CONTROL DEVICES AT CONTROLLED INTERSECTIONS. THESE DEVICES IDENTIFY THE APPROPRIATE LOCATION FOR PEDESTRIANS TO CROSS THE INTERSECTION AS WELL AS INFORMING DRIVERS WHERE PEDESTRIANS MAYBE PRESENT. NOT ALL LOCATIONS NEED THE CROSSWALKS MARKED. HOWEVER, TYPICALLY COLLECTOR AND ARTERIAL STREETS DO. AS STATED IN THE TMTUCD, AN ENGINEERING STUDY SHOULD BE PERFORMED BEFORE CROSSWALKS ARE INSTALLED AT LOCATIONS OTHER THAN CONTROLLED INTERSECTIONS.
THE CITY OF BRYAN'S PREFERENCE FOR MARKING CROSSWALKS IS THE LONGITUDINAL (OR "LADDER" STYLE). THE CITY OF COLLEGE STATION'S PREFERENCE IS THE TYPICAL "TRANSVERSE" STYLE. HOWEVER, IN THE NORTHGATE AREA, ADJACENT TO SCHOOL OR SCHOOL ZONES, AND OTHER HIGH PEDESTRIAN CROSSINGS, THE LONGITUDINAL (OR "LADDER" STYLE) IS PREFERRED. DEVIATION FROM THESE PREFERENCES WILL BE ALLOWED ONLY WITH THE APPROVAL OF THE CITY ENGINEER.
THE LONGITUDINAL STYLE MARKING SHALL BE 24" WIDE AND 8 FEET IN LENGTH, SPACED 48-INCHES APART. THE TRANSVERSE MARKINGS SHALL CONSIST OF TWO 12-INCH WIDE LINES SEPARATED BY 6 FEET OF UNMARKED PAVEMENT. ALL CROSSWALK PAVEMENT MARKINGS SHALL ALWAYS MEET TDDOT'S SPECIFICATION FOR TYPE I MARKINGS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
ADDITIONAL INFORMATION ABOUT CROSSWALK MARKINGS CAN BE FOUND IN THE TMTUCD.
CROSSWALKS WITH BRICK PAVERS, STAMPED ASPHALT, STAMPED CONCRETE, ETC., SHALL ALSO REQUIRE RETRO-REFLECTIVE, THERMOPLASTIC TRANSVERSE STRIPING.

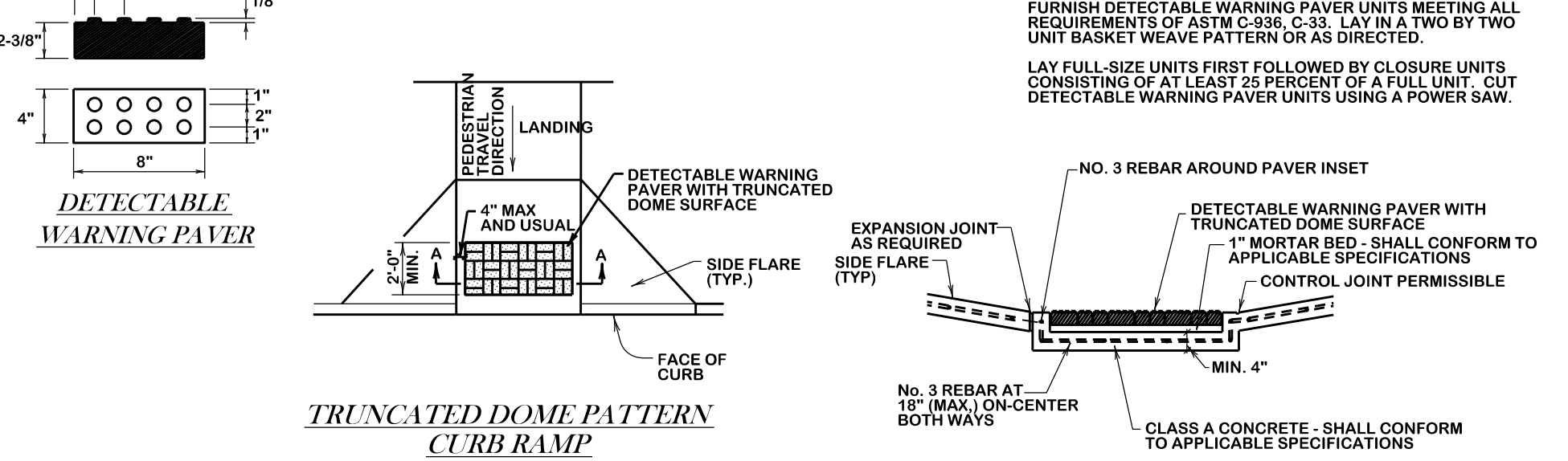
DETECTABLE WARNINGS
GENERAL NOTES:

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 SHEETS 3 AND 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. ACCEPTABLE PAVER MATERIAL SHALL BE CLAY, VITRIFIED POLYMER COMPOSITE, PRECAST POLYMER CONCRETE, AND CONCRETE.

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. LANDINGS SHALL BE A 5' X 5' MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
3. 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.
4. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP IS 2%.
5. 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.
6. ADDITIONAL INFORMATION ON CURB RAMP LOCATION, DESIGN, LIGHT RELEVANCE VALUE AND TEXTURE MAY BE FOUND IN THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND 16 TAC 88.102.
7. 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.
8. 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.
9. EXISTING FEATURES THAT COMPLY WITH TAS MAY REMAIN IN PLACE UNLESS OTHERWISE SHOWN ON THE PLANS.
10. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
11. SEPARATE CURB RAMP AND LANDINGS FROM ADJACENT SIDEWALK AND ANY OTHER ELEMENTS WITH FRENCH DOL BOARD JOINT OF 3/4" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
12. PROVIDE A SMOOTH TRANSITION WHERE THE CURB RAMPS CONNECT TO THE STREET.
13. FLARE SLOPE SHALL NOT EXCEED 10% MEASURED ALONG CURB LINE.

GENERAL NOTES (PAVERS)

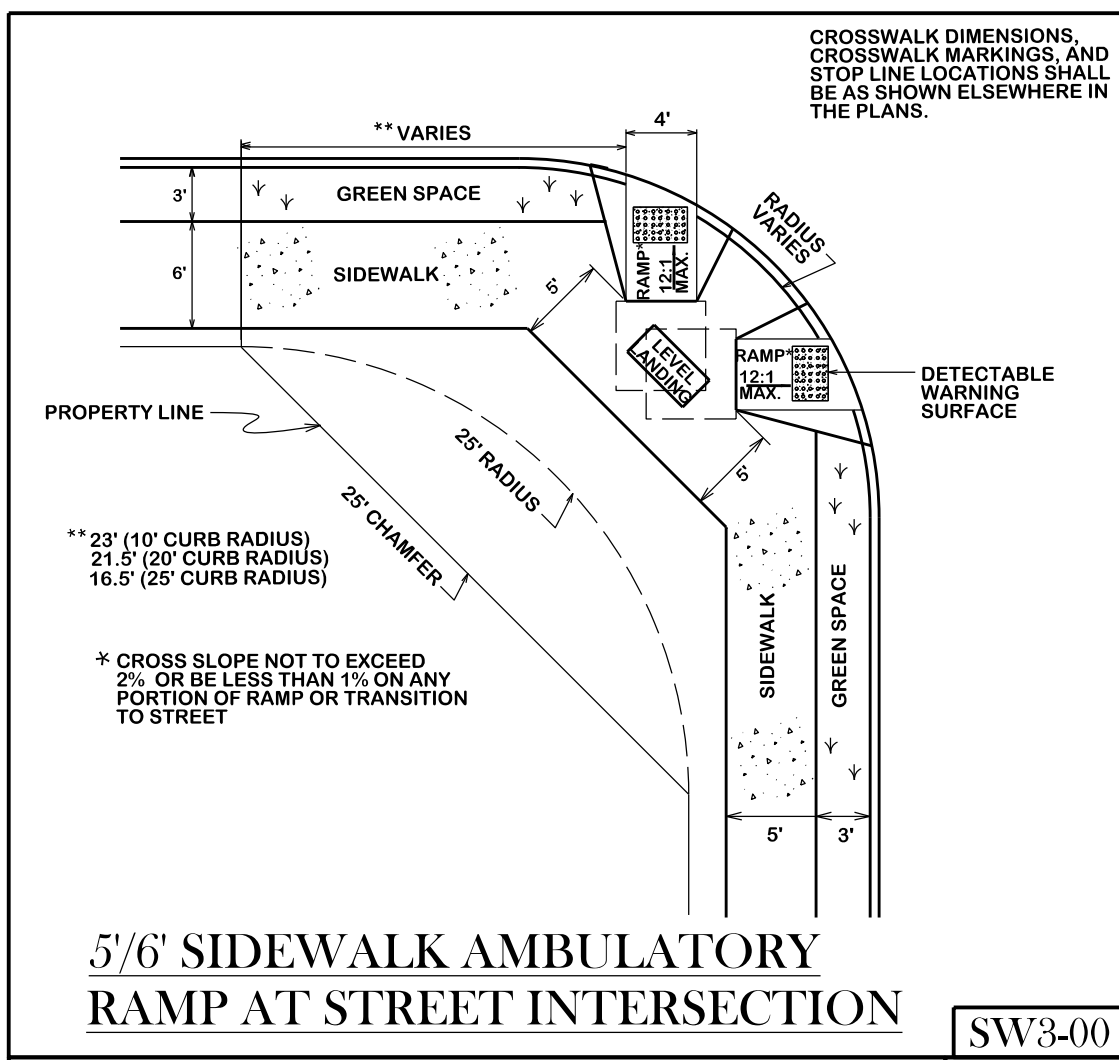


TRUNCATED DOME PATTERN CURB RAMP

SECTION A-A

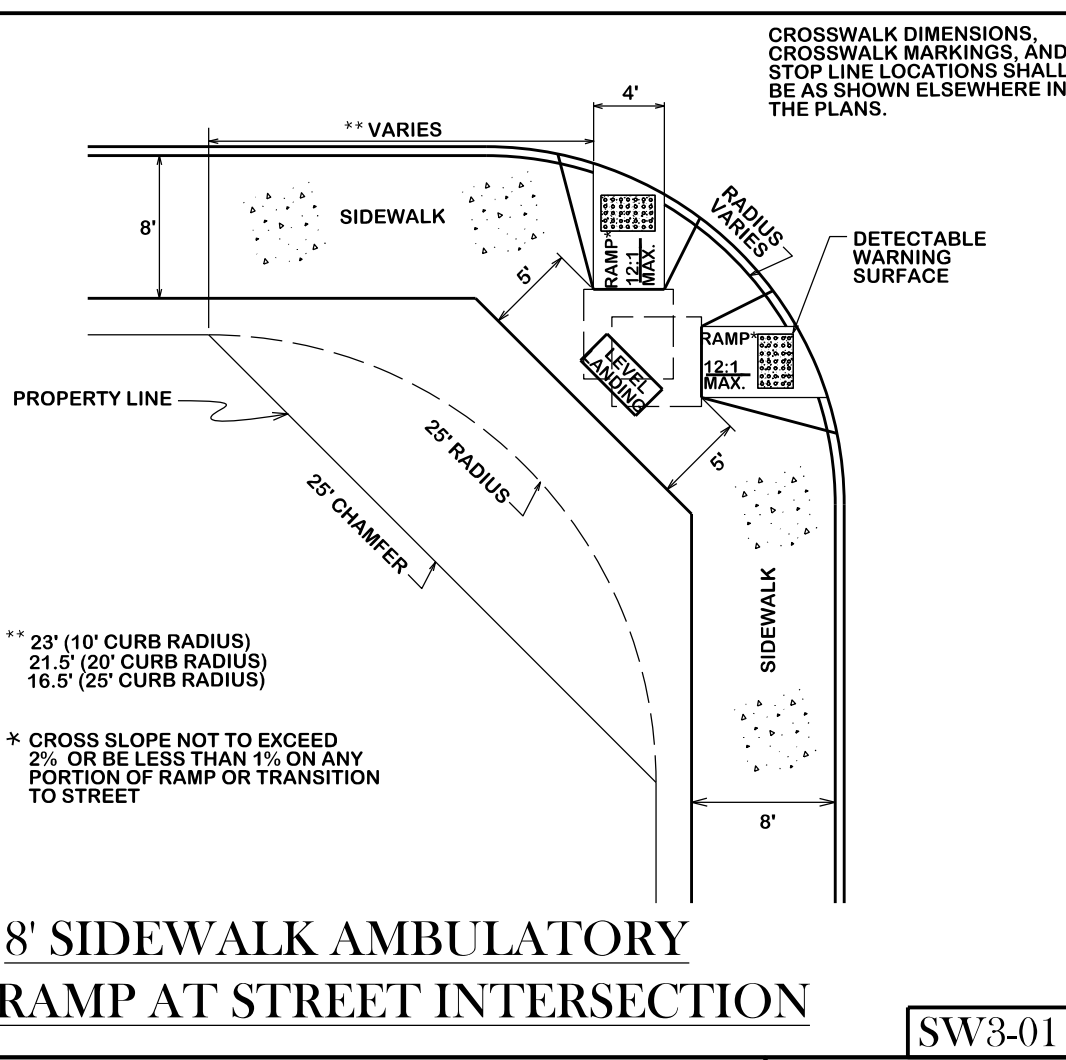
DETECTABLE WARNING PAVER

SW2-03



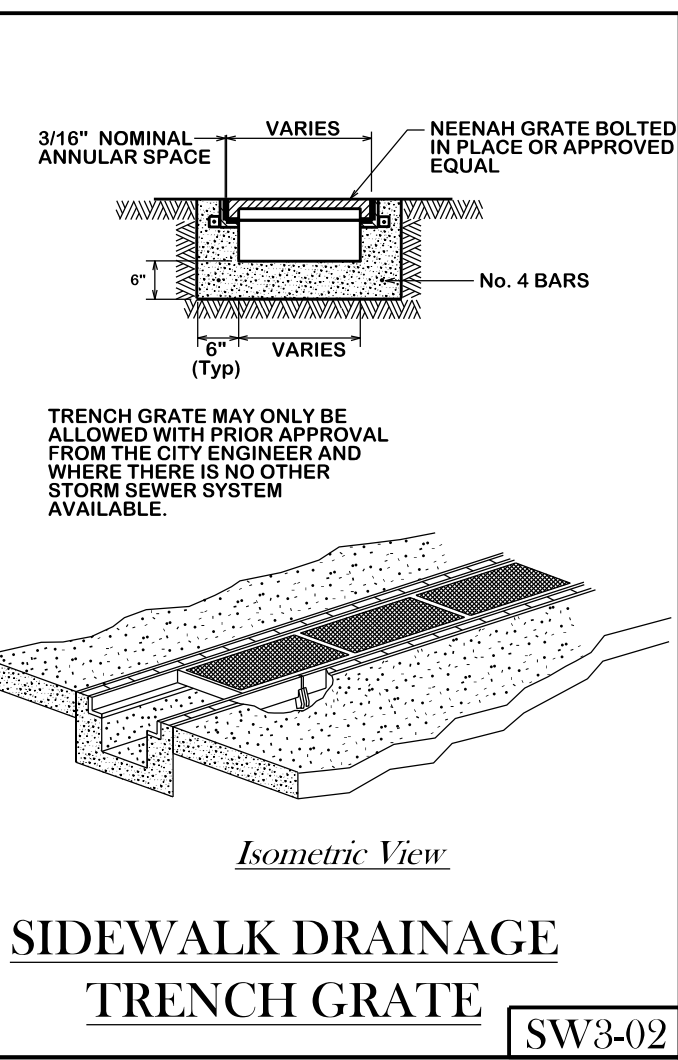
5/6' SIDEWALK AMBULATORY RAMP AT STREET INTERSECTION

SW3-00



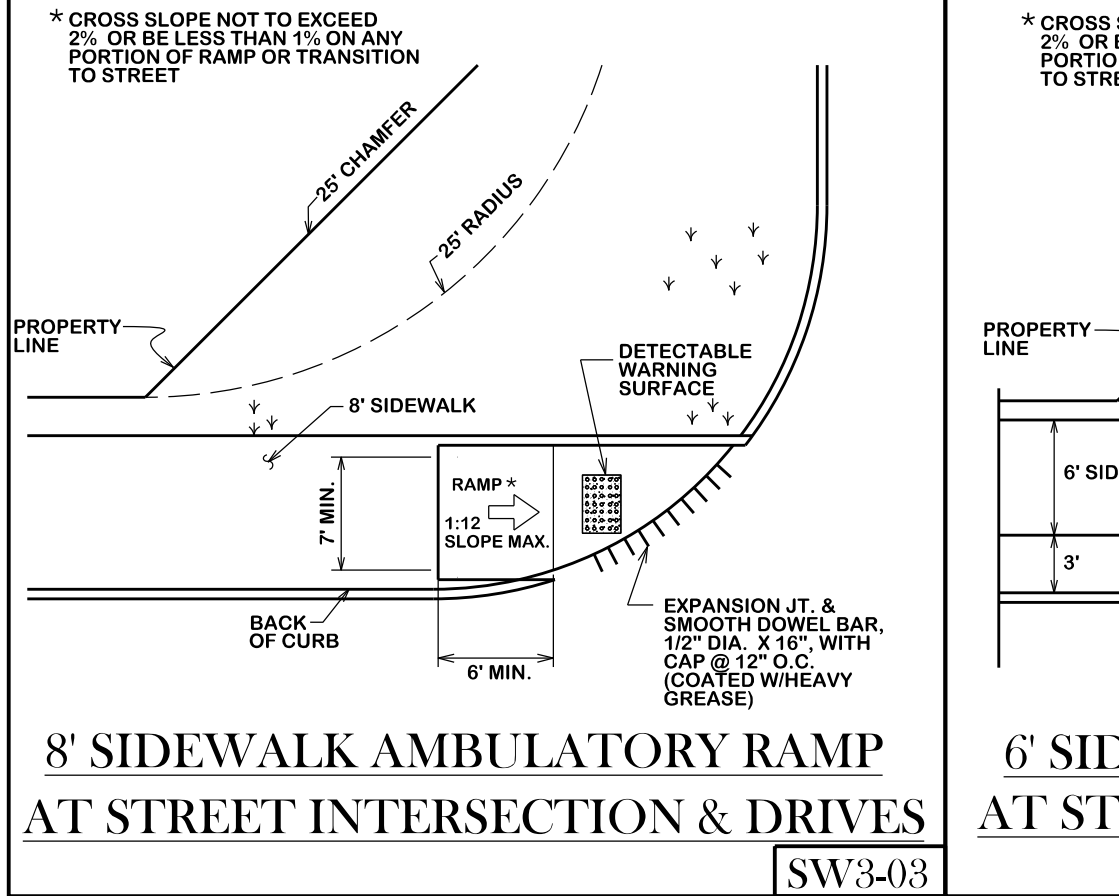
8' SIDEWALK AMBULATORY RAMP AT STREET INTERSECTION

SW3-01



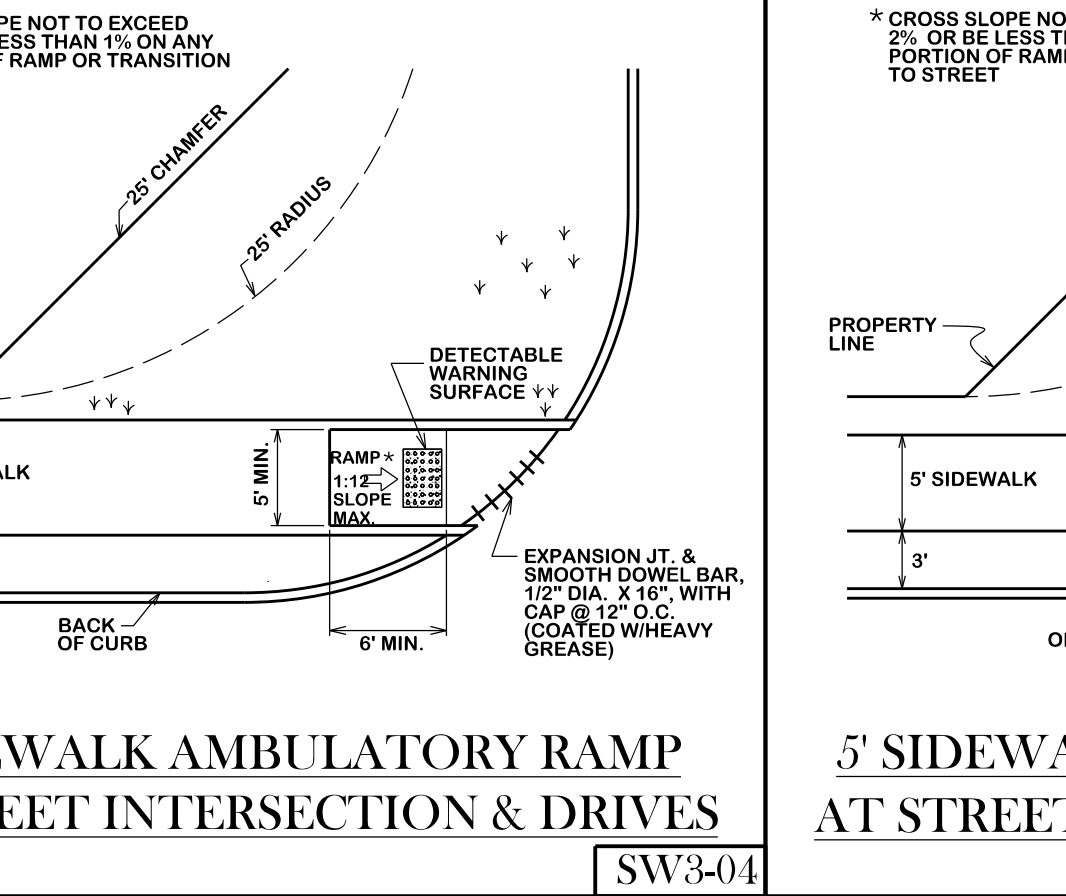
SIDEWALK DRAINAGE TRENCH GRATE

SW3-02



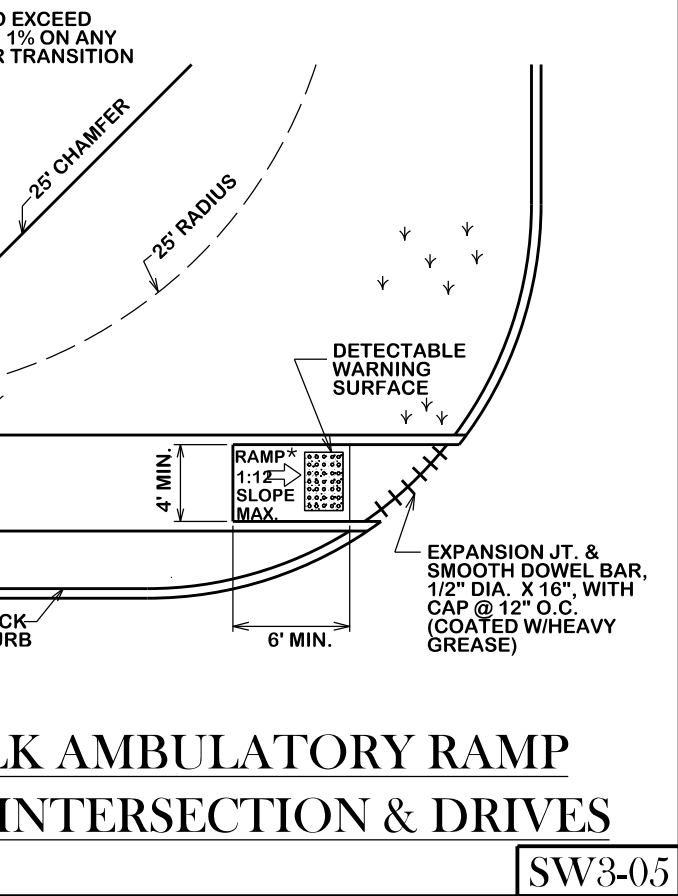
8' SIDEWALK AMBULATORY RAMP AT STREET INTERSECTION & DRIVES

SW3-03



6' SIDEWALK AMBULATORY RAMP AT STREET INTERSECTION & DRIVES

SW3-04



5' SIDEWALK AMBULATORY RAMP AT STREET INTERSECTION & DRIVES

SW3-05

REVISIONS:

10/20/2016	- Detail SW1-02 has been revised and accepted for use by COB and COCS.
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BRYAN - COLLEGE STATION
STANDARD SIDEWALK DETAILS



DRAWN BY: C.L.M.
DATE: 08-01-12
SCALE: N T S
APPROVED: W.P.K.
FIGURE: SW
SHEET 1 OF 1