



DESCRIPTION

BY

DATE

REVISION NO.

DESCRIPTION

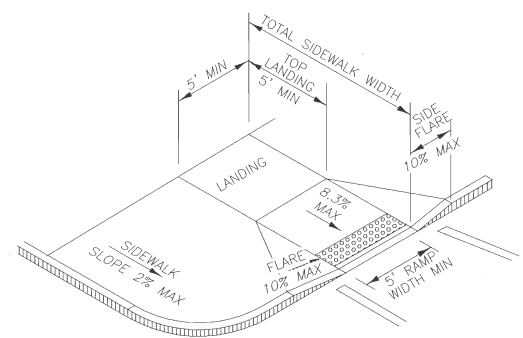
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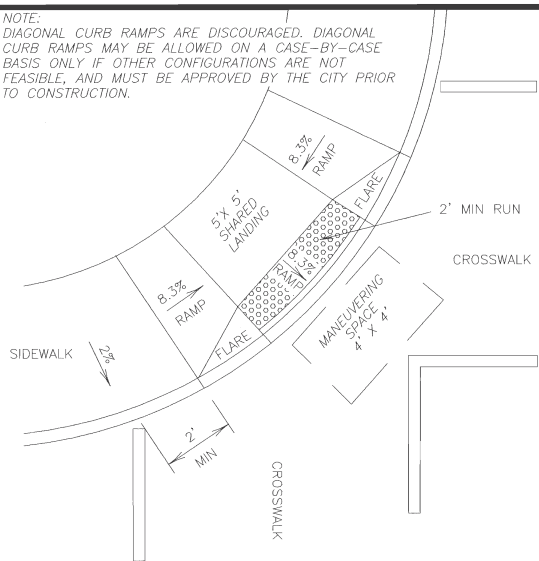
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RECORD DRAWING NO.

CITY PROJECT # _____



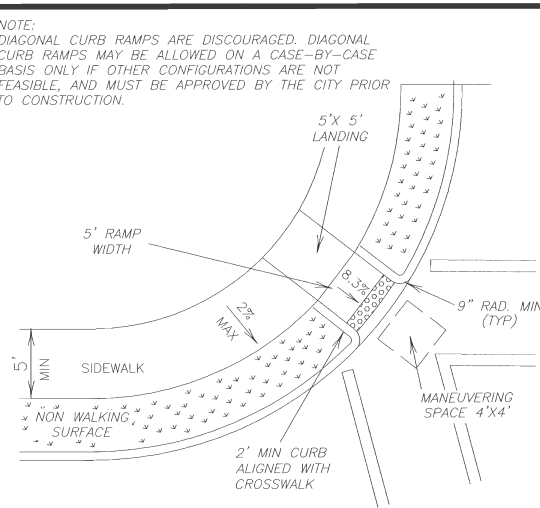
TYPE 1

PERPENDICULAR CURB RAMP
(SIDEWALK ADJACENT TO CURB)



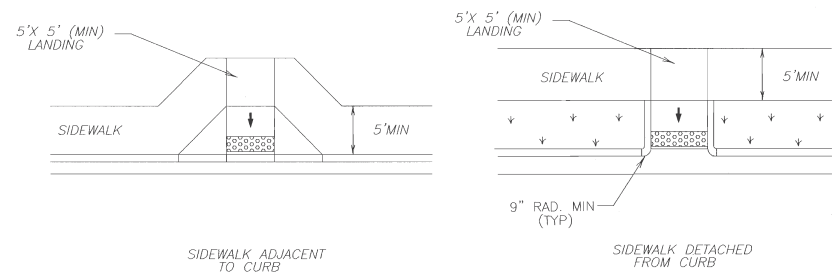
TYPE 4

DIAGONAL COMBINATION CURB RAMP
PERPENDICULAR TO THE TANGENT OF THE CURB
RADIUS AND CONTAINED IN CROSSWALK



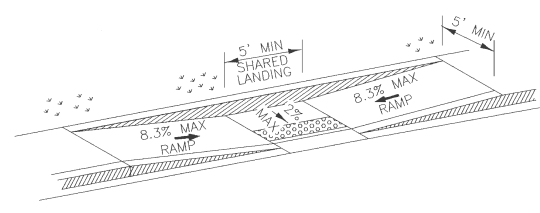
TYPE 7

DIAGONAL CURB RAMP
(RETURNED CURB)



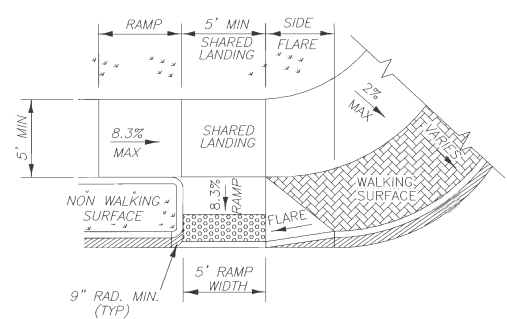
TYPE 10

CURB RAMP MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS



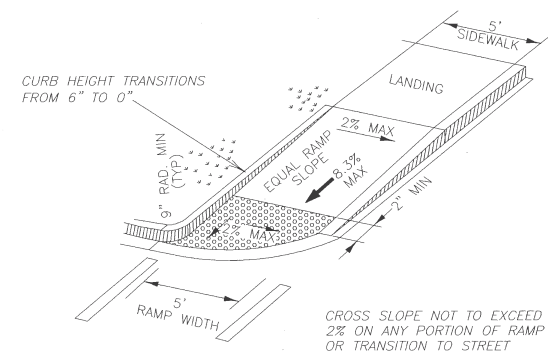
TYPE 2

PARALLEL CURB RAMP WITH
SIDEWALK ADJACENT TO CURB
(USE ONLY WHERE WATER WILL NOT POND IN THE LANDING)



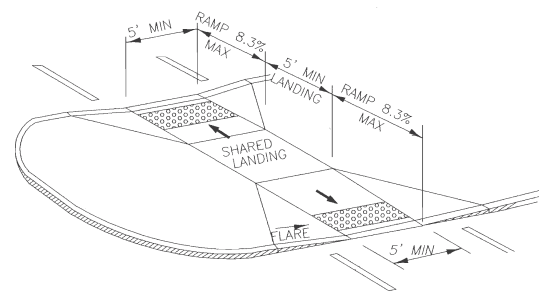
TYPE 5

COMBINATION CURB RAMP



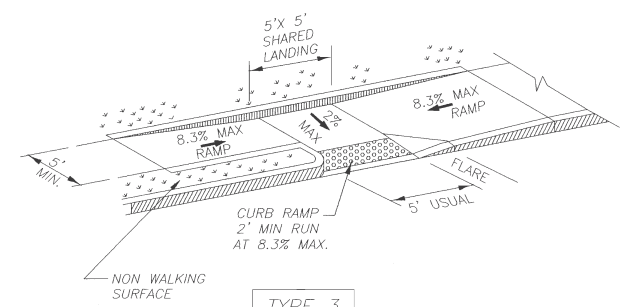
TYPE 8

DIRECTIONAL RAMP WITHIN RADIUS
(SIDEWALK ADJACENT TO CURB)



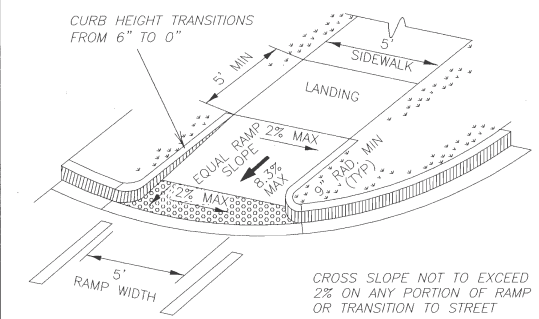
TYPE 11

CURB RAMPS AT MEDIAN ISLAND



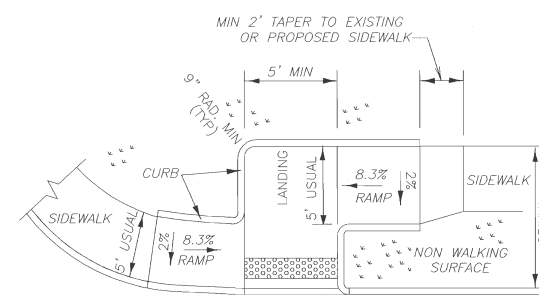
TYPE 3

PARALLEL CURB RAMP



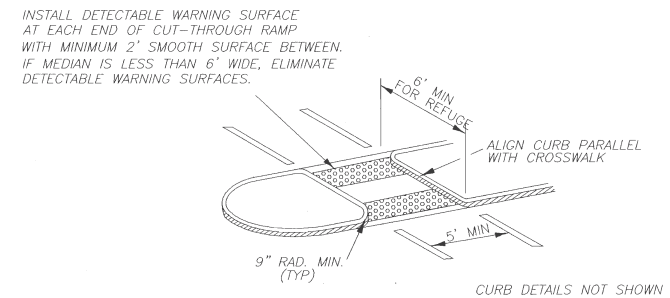
TYPE 6

DIRECTIONAL RAMP WITHIN RADIUS
(SIDEWALK SET BACK FROM CURB)



TYPE 9

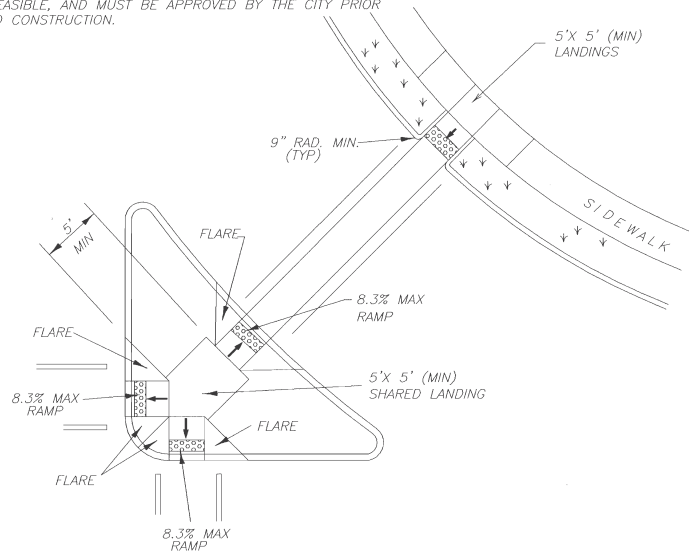
OFFSET PARALLEL CURB RAMP



TYPE 12

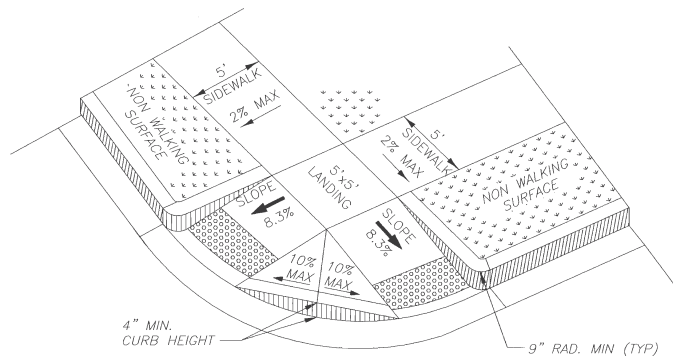
FLUSH CURB RAMP AT MEDIAN ISLAND OPENING

NOTE:
DIAGONAL CURB RAMPS ARE DISCOURAGED. DIAGONAL CURB RAMPS MAY BE ALLOWED ON A CASE-BY-CASE BASIS ONLY IF OTHER CONFIGURATIONS ARE NOT FEASIBLE, AND MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION.



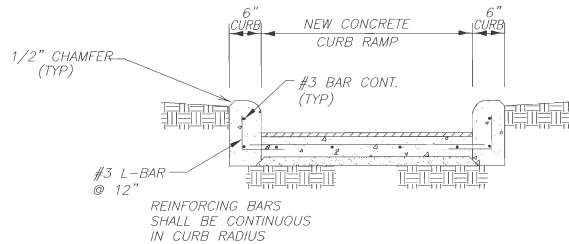
TYPE 13

AT INTERSECTION W/FREE RIGHT TURN & ISLAND
COMBINATION ISLAND RAMPS



TYPE 14

PERPENDICULAR CURB RAMPS (BI-DIRECTIONAL)
(SIDEWALK SET BACK FROM CURB)



HEADER CURBS AT CURB RAMP

SUBGRADE PREPARATION:

1. SUBGRADE UNDER CONCRETE SIDEWALKS AND CURB RAMPS SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY.

SIDEWALK NOTES:

1. THE MINIMUM SIDEWALK WIDTH FOR ALL ARTERIAL AND COLLECTOR STREETS IS 5'. WHERE A 5' SIDEWALK CAN NOT BE PROVIDED DUE TO SITE CONSTRAINTS, A MINIMUM 4' SIDEWALK MAY BE PROVIDED. 5'X5' PASSING AREAS SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200' FOR ALL SIDEWALKS LESS THAN 5' IN WIDTH.
2. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK SURFACE IS 2%.
3. ALL EXPANSION JOINTS TO BE 3/4" THICK WOOD FIBER ASPHALT-IMPREGNATED EXPANSION BOARD, UNLESS OTHERWISE NOTED.
4. ALL CONCRETE TO BE CLASS 'A' $f'_c=3,000$ PSI. ALL REINFORCING STEEL TO BE GRADE 60, $f_y=60,000$ PSI.
5. SIDEWALKS SHALL BE AT LEAST 4" THICK CONCRETE.
6. CONCRETE SURFACE TO RECEIVE BROOM FINISH.
7. TRANSVERSE CONTRACTION JOINTS 1/8" WIDE BY 1/2" DEEP SHALL BE CUT IN ALL SIDEWALKS AT 5'-0" INTERVALS (MAXIMUM).
8. PROVIDE PEDESTRIAN ACCESSIBLE ROUTE WITH DETECTABLE WARNING SURFACE FOR SIDEWALKS THAT INTERSECT CONTROLLED DRIVEWAYS. DETECTABLE WARNING SURFACE SHALL BE A MINIMUM OF 24" IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND EXTEND THE FULL WIDTH OF THE ACCESSIBLE ROUTE WHERE IT INTERSECTS THE CONTROLLED DRIVEWAY.

CURB RAMP NOTES:

1. PROVIDE CURB RAMPS WHEREVER AN ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
2. SLOPE CRITERIA

RAMPS AND LANDING AREAS

	MAX SLOPE (V:H, %, IN PER FT)
RAMP IN DIRECTION OF TRAVEL	1:12 / 8.03% / 1" PER FT
SIDE SLOPE OF RAMP (FLARE)	1:10 / 10% / 1.2" PER FT
CROSS SLOPE OF RAMP	1:50 / 2% / 0.24" PER FT
LANDING AREA (ALL DIRECTIONS)	1:50 / 2% / 0.24" PER FT

ADJOINING AREAS

SIDEWALK IN DIRECTION OF TRAVEL	1:20 / 5% / 0.60" PER FT
SIDEWALK CROSS SLOPE	1:50 / 2% / 0.24" PER FT
GUTTER IN DIRECTION OF TRAVEL	1:20 / 5% / 0.60" PER FT

A SMOOTH TRANSITION ($S \leq 1:50$) IN DIRECTION OF TRAVEL IS REQUIRED WHERE RAMPS TRANSITION TO THE STREET

3. 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.
4. LANDINGS SHALL BE 5'X5' MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
5. CURB RAMP MUST BE WHOLLY CONTAINED WITHIN CROSSWALK MARKINGS, EXCLUDING SIDE FLARES.

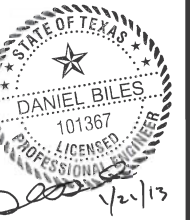
CURB RAMP NOTES (CONTINUED):

6. CURB RAMPS, FLARES AND LANDINGS SHALL BE AT LEAST 5" THICK CONCRETE AND EXPANSION JOINTS SHALL TYPICALLY BE USED AT MATCHLINE WITH ADJOINING AREAS.
7. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMPS SHALL BE A MINIMUM OF 4'X4' WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.
8. LAYBACK CURB AND GUTTER MAY BE CONSTRUCTED MONOLITHICALLY WITH CURB RAMPS. PROVIDE NO. 4 X 12" LONG SMOOTH DOWELS @ 12" ON CENTERS IF NOT PLACED MONOLITHICALLY.
9. PROVIDE A SMOOTH TRANSITION WHERE THE CURB RAMPS CONNECT TO THE STREET. 5% MAXIMUM SLOPE IN GUTTER.
10. 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.
11. DIAGONAL CURB RAMPS ARE DISCOURAGED. DIAGONAL CURB RAMPS MAY BE ALLOWED ON A CASE-BY-CASE BASIS ONLY IF OTHER CONFIGURATIONS ARE NOT FEASIBLE, AND MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION.
12. FINAL ACCEPTANCE OF THE PROJECT SHALL BE CONTINGENT UPON THE CONTRACTOR PROVIDING THE CITY WITH A FINAL INSPECTION REPORT FROM A CERTIFIED REGISTERED ACCESSIBILITY SPECIALIST (RAS) PER 16 TAC §68.52 STATING THAT ALL ADA (AMERICANS WITH DISABILITIES ACT) HANDICAP IMPROVEMENTS, AS CONSTRUCTED, COMPLY WITH THE TEXAS ACCESSIBILITY STANDARDS (TAS) FOR ELIMINATION OF ARCHITECTURAL BARRIERS PER TEXAS GOVERNMENT CODE CHAPTER 469.

DETECTABLE WARNING SURFACE NOTES:

1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSISTS OF RAISED TRUNCATED DOMES COMPLYING WITH SECTION 705 OF THE TAS. THE SURFACE MUST CONTRAST VISUALLY WITH ADJOINING SURFACES INCLUDING SIDE FLARES.
2. DETECTABLE WARNING SURFACE FOR RAMPS SHALL BE ADA SOLUTIONS, INC. PART NO. 2460REP CAST-IN-PLACE REPLACEABLE TACTILE WARNING SURFACE TILES TRUNCATED DOME, OR APPROVED EQUIVALENT, IN "BRICK RED" COLOR.
3. ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
4. 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.
5. 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 TO BE CURVED ALONG THE CORNER RADIUS.

CONSULTANT'S JOB NO.



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CITY OF
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TEXAS



Department of Engineering Services

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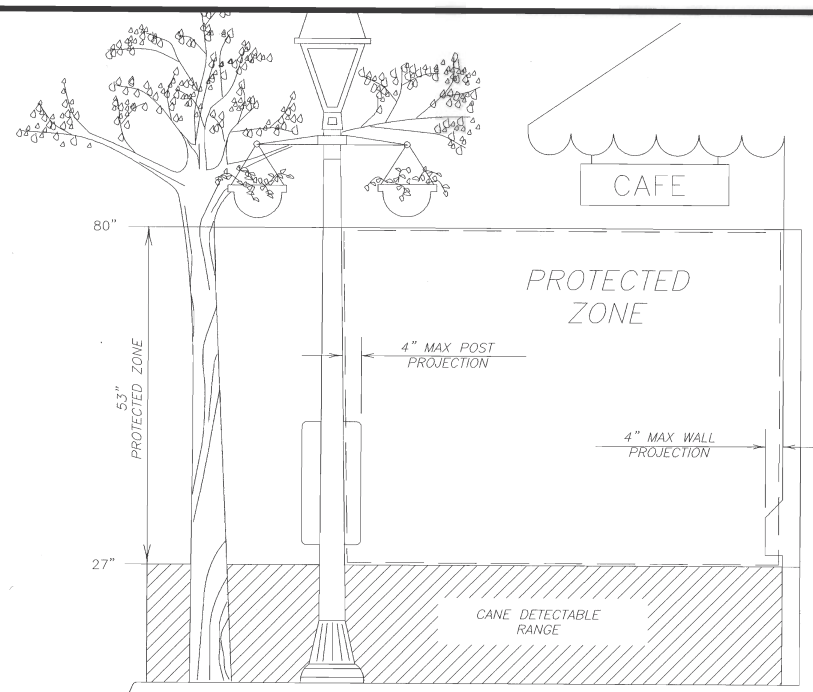
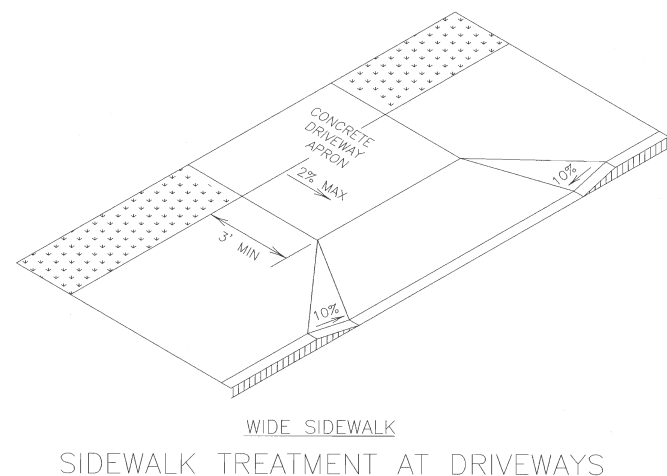
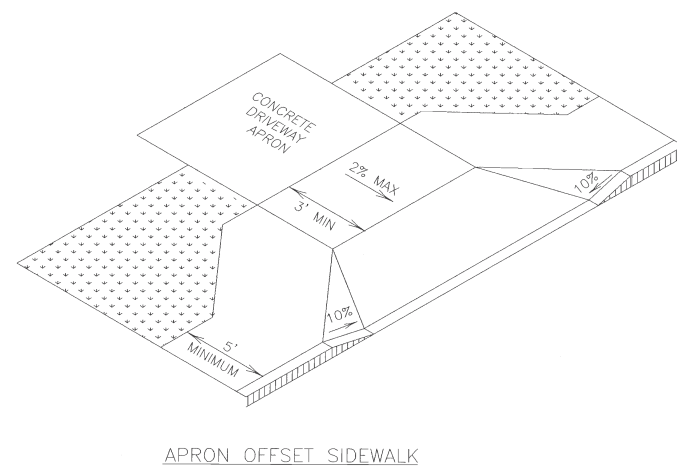
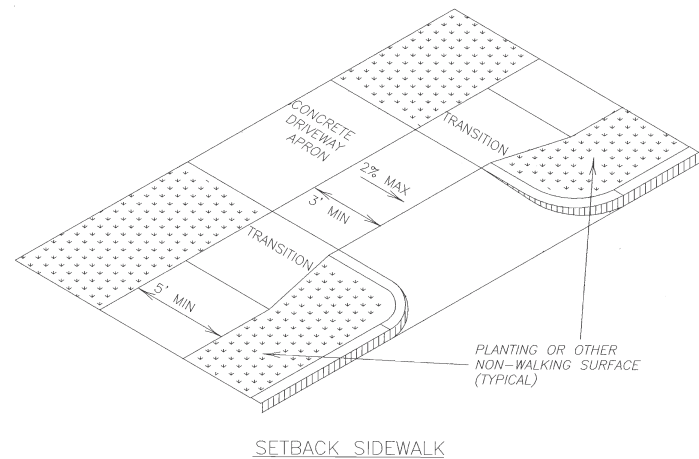
REVISION NO.

CITY OF CORPUS CHRISTI PEDESTRIAN
CURB RAMP STANDARDS

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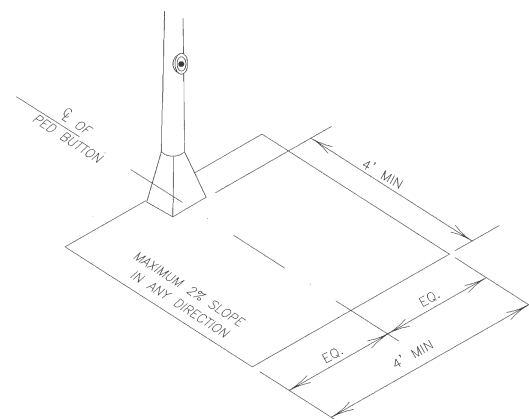
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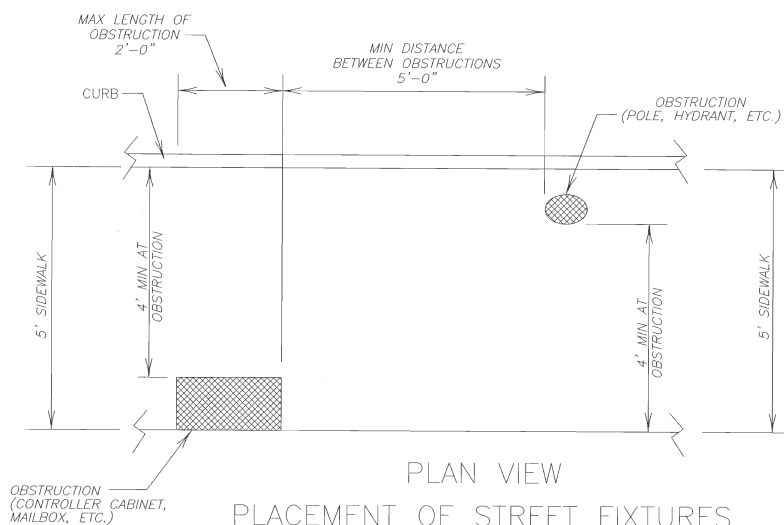


PROTECTED ZONE

IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.

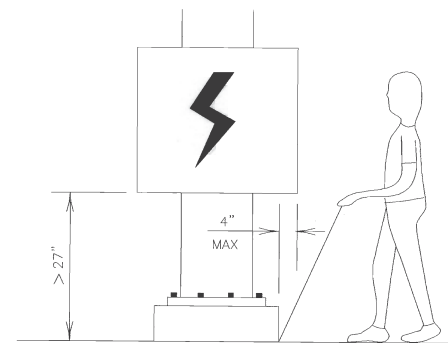


CLEAR GROUND SPACE CENTERED AT PEDESTRIAN PUSH BUTTON

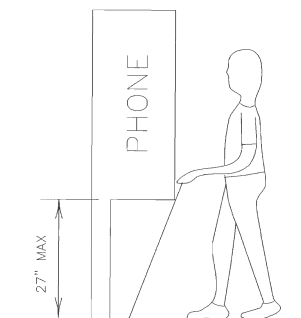


PLACEMENT OF STREET FIXTURES

(ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.)



WHEN AN OBSTRUCTION OF A HEIGHT GREATER THAN 27" FROM THE SURFACE WOULD CREATE A PROTRUSION OF MORE THAN 4" INTO THE PEDESTRIAN CIRCULATION AREA, CONSTRUCT ADDITIONAL CURB OR FOUNDATION AT THE BOTTOM TO PROVIDE A MAXIMUM 4" OVERHANG.



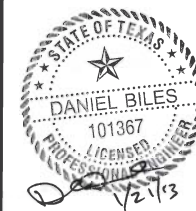
PROTRUDING OBJECTS OF A HEIGHT < 27" ARE DETECTABLE BY CANE AND DO NOT REQUIRE ADDITIONAL TREATMENT.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

GENERAL NOTES

1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED.
2. PLACE TRAFFIC SIGNAL OR ILLUMINATION POLES, GROUND BOXES, CONTROLLER BOXES, SIGNS, DRAINAGE FACILITIES AND OTHER ITEMS SO AS NOT TO OBSTRUCT THE ACCESSIBLE ROUTE OR CLEAR GROUND SPACE.
3. THE MAXIMUM ALLOWABLE SIDEWALK CROSS SLOPE EQUALS 2%.
4. STREET GRADES AND CROSS SLOPES SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
5. EXISTING FEATURES THAT COMPLY WITH TAS MAY REMAIN IN PLACE UNLESS OTHERWISE SHOWN ON THE PLANS.
6. CHANGES IN LEVEL GREATER THAN 1/4 INCH ARE NOT PERMITTED.
7. 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 5% MUST BE PROVIDED, HANDRAILS MAY BE DESIRABLE ON ONE OR BOTH SIDES OF THE SIDEWALK TO IMPROVE ACCESSIBILITY. HANDRAILS MAY ALSO BE NEEDED TO PROTECT PEDESTRIANS FROM POTENTIALLY HAZARDOUS CONDITIONS. IF PROVIDED, HANDRAILS MUST COMPLY WITH TAS 4.8.5.
8. HANDRAIL EXTENSIONS SHALL NOT PROTRUDE INTO THE USABLE LANDING AREA OR INTO INTERSECTING PEDESTRIAN ROUTES.
9. SIDEWALK DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

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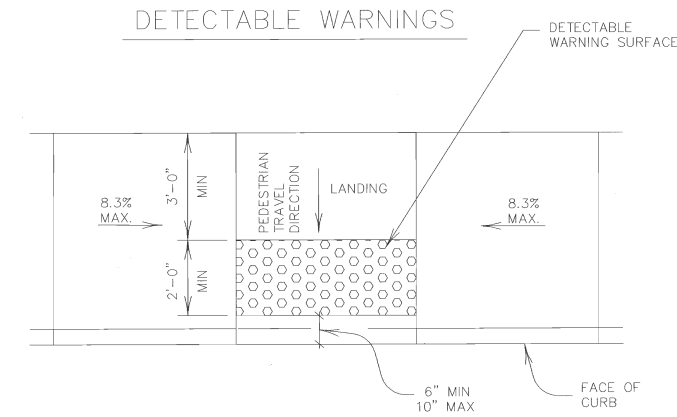
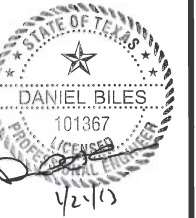
Department of Engineering Services

CITY OF CORPUS CHRISTI PEDESTRIAN
CURB RAMP STANDARDS

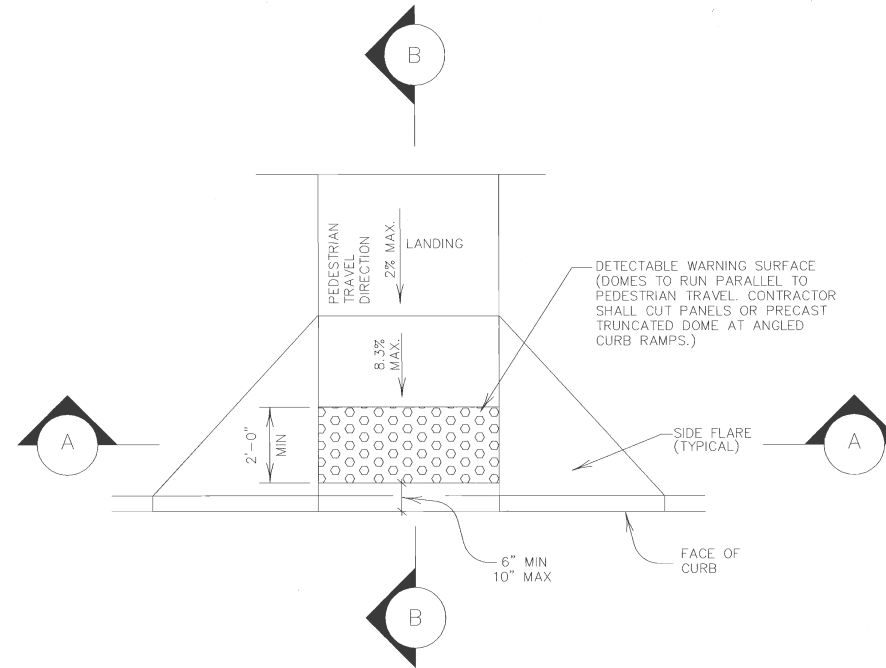
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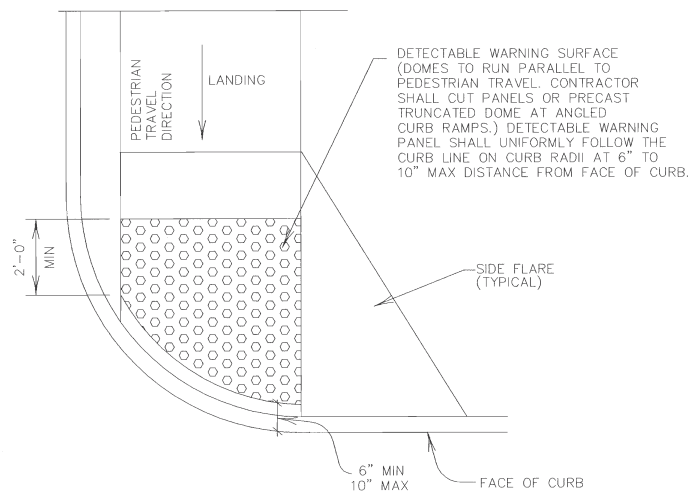
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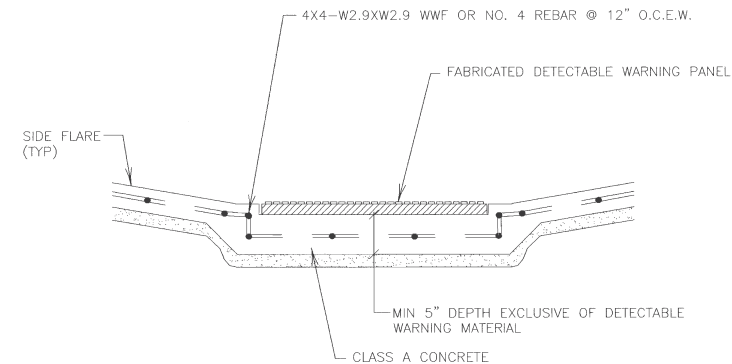
PARALLEL CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE



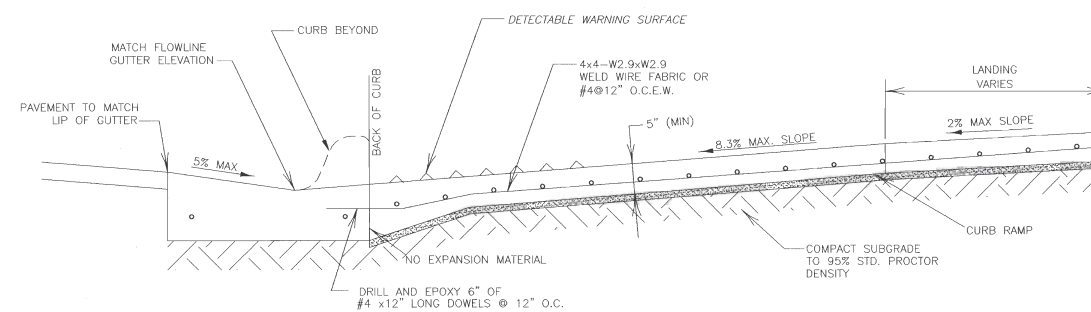
PERPENDICULAR CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN



DIRECTIONAL CURB RAMP
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN AT A RADIUS



SECTION A-A
TYPICAL SECTION THROUGH CURB RAMP



SECTION B-B
CURB RAMP PROFILE

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CITY OF CORPUS CHRISTI PEDESTRIAN CURB RAMP STANDARDS 4 OF 4

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