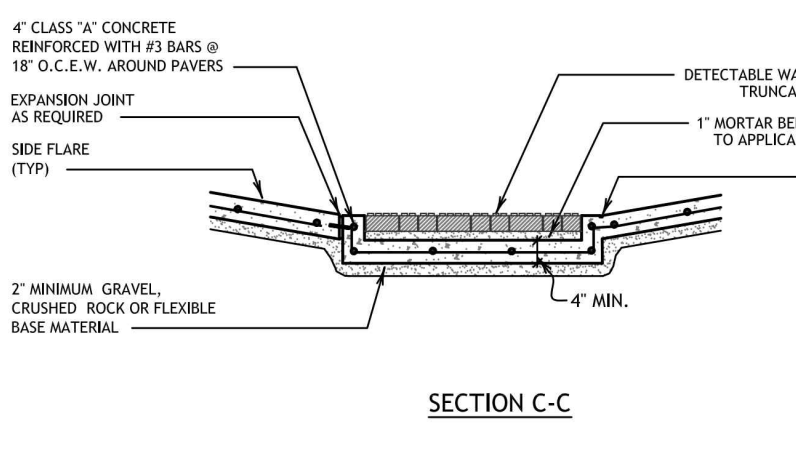
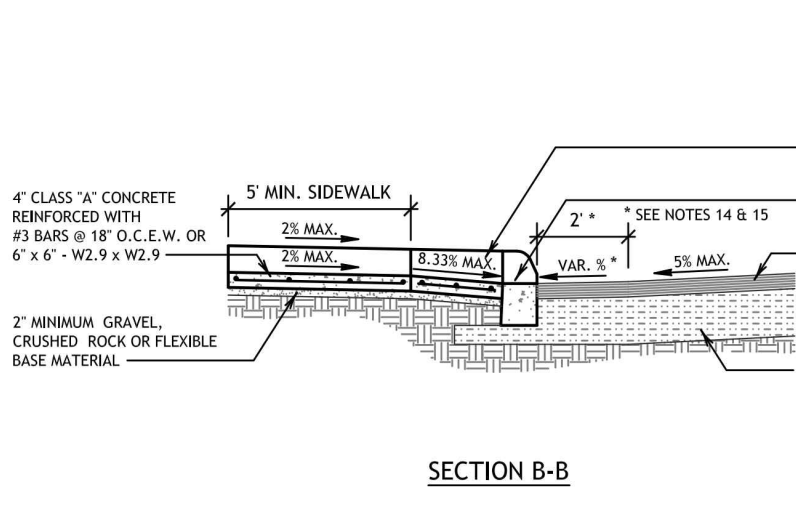
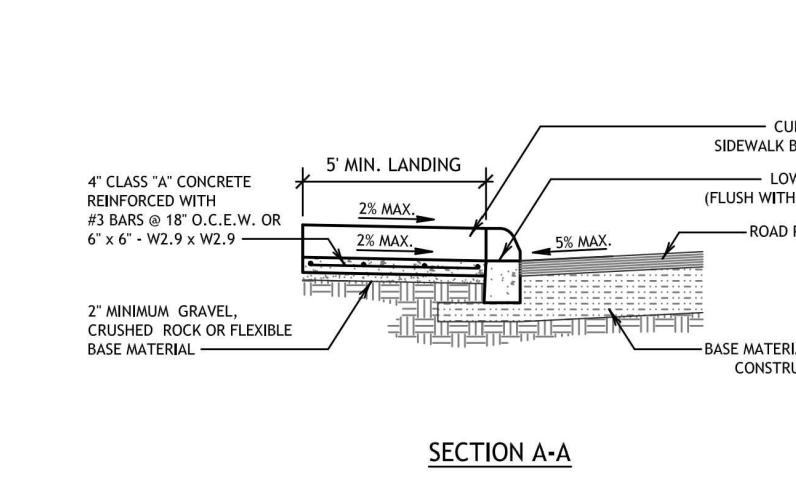
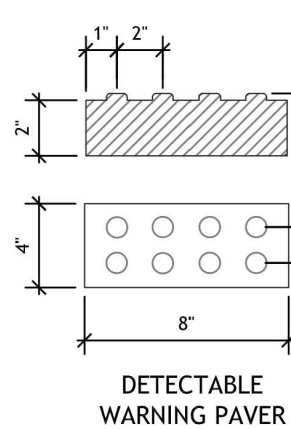
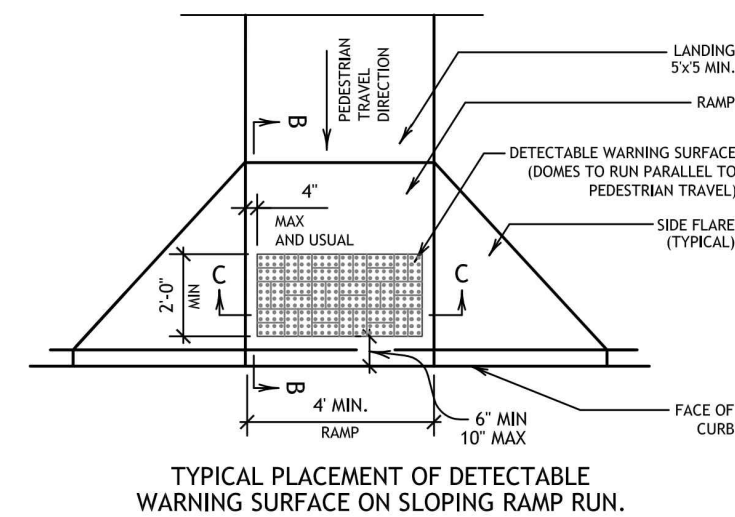
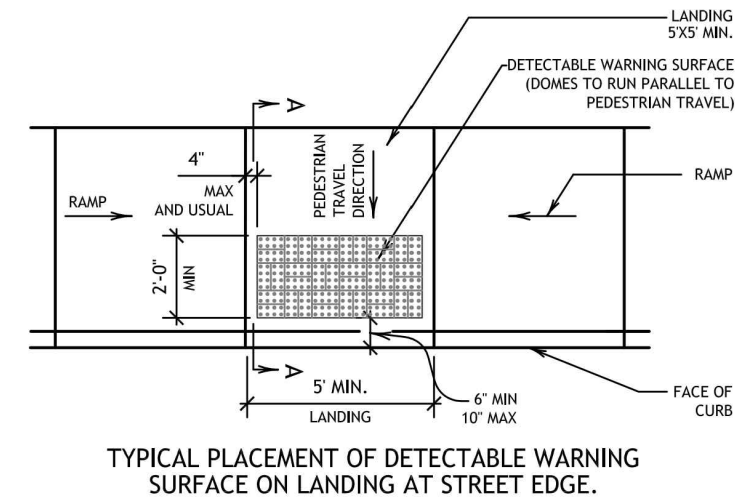


SPILL CURB DETAIL
NOT TO SCALE

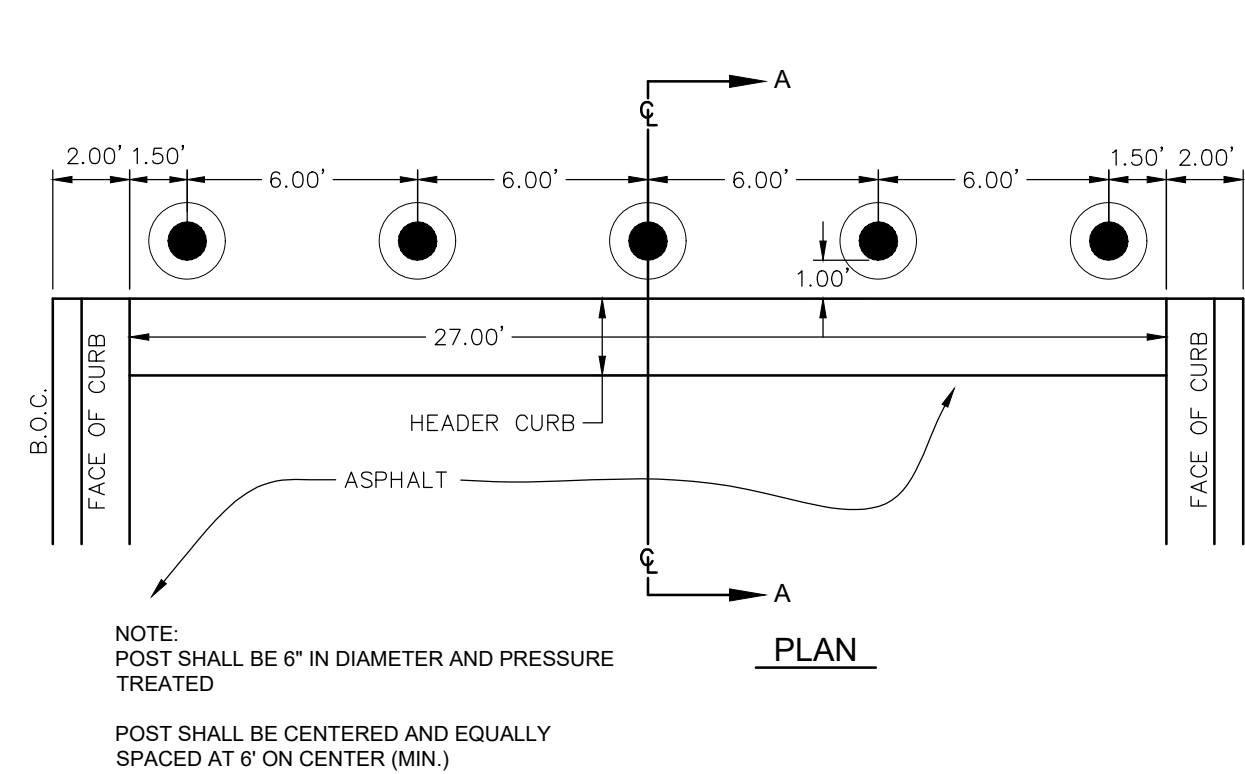


CURB RAMP NOTES

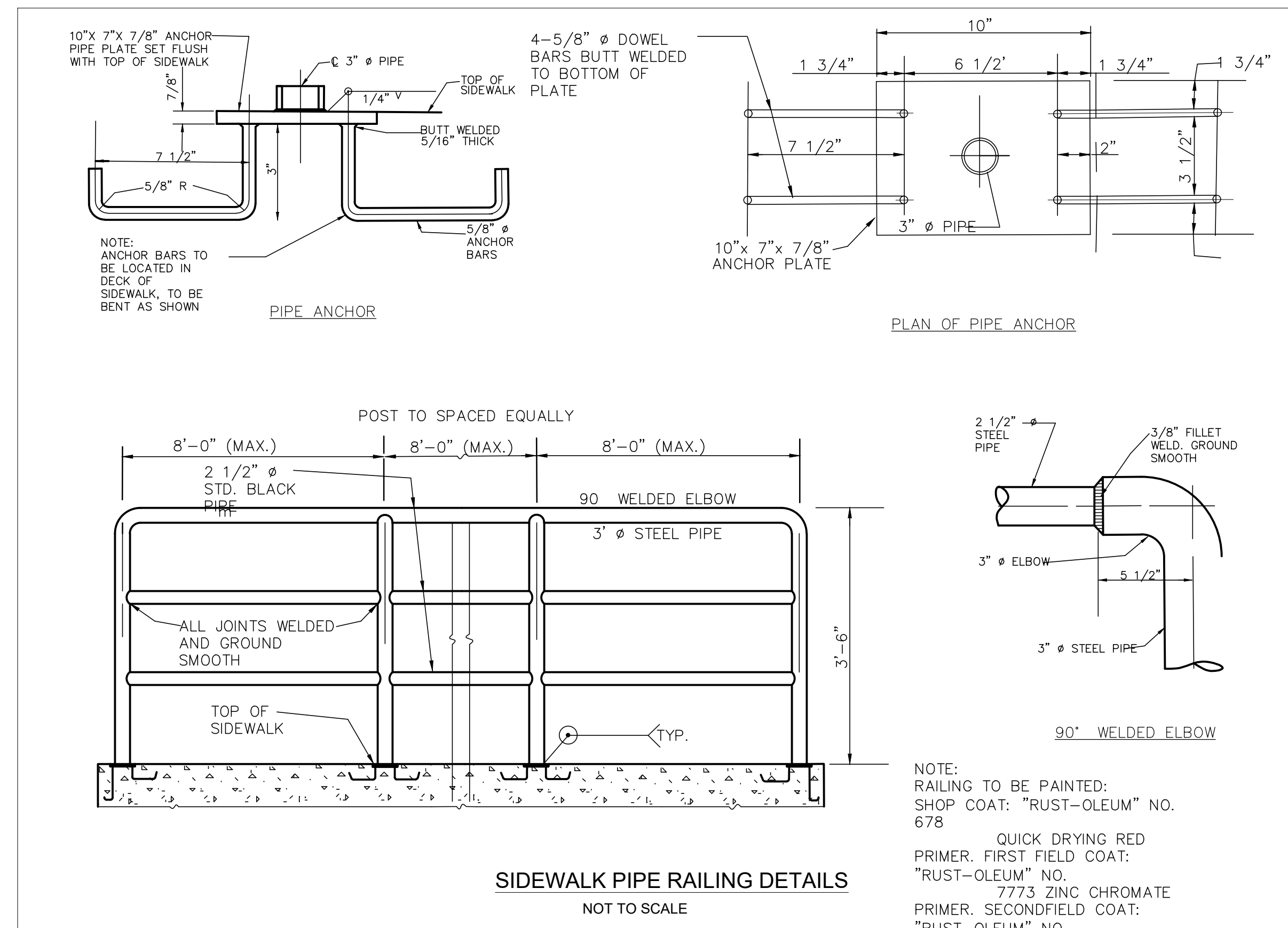
1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.
2. THESE DETAILS ARE FOR REFERENCE ONLY. ACTUAL LOCATIONS OF CURB RAMP ARE TO BE SHOWN ON THE CONSTRUCTION PLANS. ALL ACCESSIBLE WALKWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE AMERICANS WITH DISABILITIES ACT (ADA) AND TEXAS ACCESSIBILITY STANDARDS (TAS). CITY ENGINEER OR BUILDING OFFICIAL MAY ADJUST LOCATIONS FOR SAFETY OR UTILITY CLEARANCE.
3. THE MINIMUM STANDARD SIDEWALKS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 118-49 OF THE NEW BRAUNFELS CODE OF ORDINANCES AND MAINTAIN A MINIMUM UNOBSTRUCTED WIDTH OF 3' (36").
4. ALL LANDINGS WHERE REQUIRED SHALL BE 5' x 5' (60"x60") MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
5. RAMP LENGTHS SHALL BE SUFFICIENT TO MAINTAIN A MAXIMUM SLOPE OF 8.33% (1:12). MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2% (1:50).
6. SIDEWALK GRADES SHALL NOT EXCEED THE GRADE ESTABLISHED FOR THE ADJACENT ROADWAY. ANY SIDEWALK CONSTRUCTION THAT DEVIATES FROM THE GRADE OF THE NATURAL GRADE OF THE ROADWAY TO CREATE A GRADE STEEPER THAN THE EXISTING ROADWAY WILL REQUIRE RAMP, HANDRAILS, AND LANDINGS IN ACCORDANCE WITH CURRENT ADA AND TAS REQUIREMENTS.
7. PROVIDE FLARED RAMP SIDES WITH A MAXIMUM SLOPE OF 10% (1:10) MEASURED ALONG THE CURB LINE. CURB RETURNS MAY BE USED IN-AREAS OF SIDE FLARES IN AREAS NOT NORMALLY WALKED ACROSS BY PEDESTRIANS, BECAUSE THE ADJACENT SURFACE IS VEGETATION OR OTHER NON-WALKING SURFACE OR WHERE THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
8. MANEUVERING SPACE AT THE BOTTOM OF CURB RAMP SHALL BE A MINIMUM OF 4' x 4' (48"x48") WHOLLY CONTAINED WITHIN THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICULAR TRAVEL PATH.
9. 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 RAMP SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE CITY ENGINEER OR BUILDING OFFICIAL.
10. EXISTING FEATURES THAT COMPLY WITH CURRENT TAS REQUIREMENTS MAY REMAIN IN PLACE UNLESS OTHERWISE SHOWN ON THE PLANS.
11. HANDRAILS ARE NOT REQUIRED ON CURB RAMP. PROVIDE CURB RAMP WHEREVER AN ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
12. SEPARATE CURB RAMP AND LANDINGS FROM ADJACENT SIDEWALK AND ANY OTHER ELEMENT OR BUILDING OFFICIAL.
13. PROVIDE A SMOOTH TRANSITION WHERE THE CURB RAMP CONNECTS TO THE STREET.
14. THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES SHALL BE LESS THAN 11%. THE CHANGE OF GRADE SHALL BE DEFINED AS THE ALGEBRAIC DIFFERENCE OF THE ADJACENT SURFACE SLOPES. IN THE CASE OF A STREET ACCESS RAMP DESIGNED AT THE 6.33% MAXIMUM SLOPE, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN 1.47% (I.E. 6.33%+2.07=11%). IN ADDITION, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN OR EQUAL TO 5%.
15. IF THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES IS GREATER THAN OR EQUAL TO 11%, A LEVELING STRIP, 2 FEET IN LENGTH, SHALL BE PROVIDED TO TRANSITION THE ADJACENT SURFACES.
16. ADA RAMP SHALL BE CONSTRUCTED WITH "C" CLASS "A" CONCRETE WITH 2" MINIMUM GRAVEL, CRUSHED ROCK OR FLEXIBLE BASE MATERIAL. REINFORCING STEEL SHALL BE #3 BARS AT 18" O.C.E.W. OR 9"x9" W2.9 X W2.9 WIRE MESH.
17. THE EXTENTS OF ADA COMPLIANCE IN ALTERATIONS SHALL BE WITHIN THE LIMITS, BOUNDARIES OR SCOPE OF A PLANNED PROJECT AND AS DETERMINED BY THE CITY BUILDING OFFICIAL.

DETECTABLE WARNING NOTES

1. CURB RAMP OR LANDINGS ADJUTING THE CROSSWALK MUST HAVE A DETECTABLE WARNING SURFACE THAT CONSISTS OF BASED TRUNCATED DOMES COMPLYING WITH SECTION 4.26 OF THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH ADJACING 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. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 2'4" 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 MAY BE CURVED ALONG THE CORNER RADII.
7. WITHIN CITY RIGHT OF WAY AND WHERE APPLICABLE FURNISH DETECTABLE WARNING PAVES UNITS MEETING ALL REQUIREMENTS OF ASTM C-936, C-933, 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 OF A FULL UNIT. CUT DETECTABLE WARNING PAVES UNITS USING A POWER SAW.



BOLLARD DETAIL
NOT TO SCALE



NOTE:

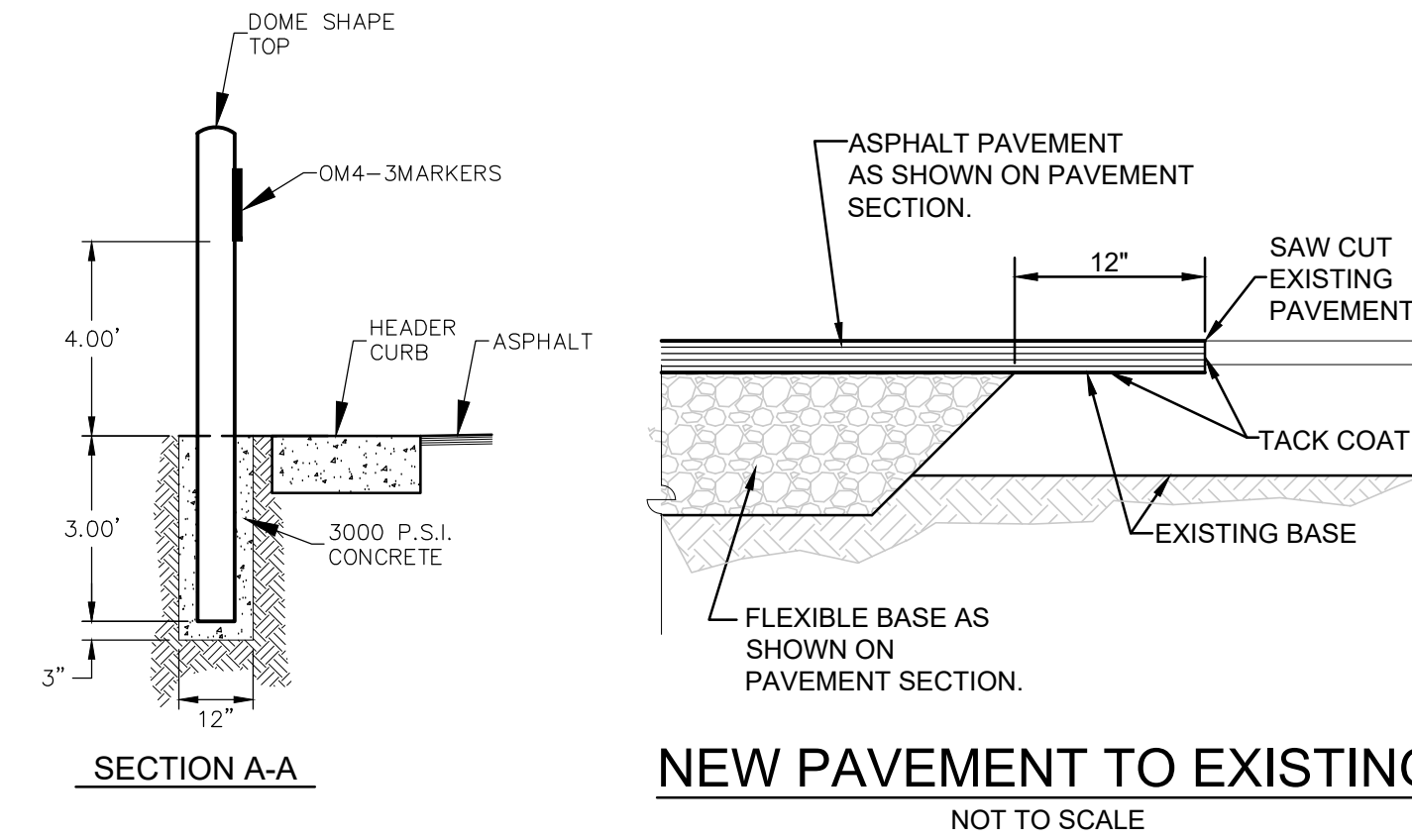
RAILING TO BE PAINTED:
SHOP COAT: "RUST-OLEUM" NO. 678
QUICK DRYING RED PRIMER, FIRST FIELD COAT: "RUST-OLEUM" NO. 7773 ZINC CHROMATE PRIMER, SECOND FIELD COAT: "RUST-OLEUM" NO. 7715 "ALUMINUM" OR APPROVED EQUAL.

FLEXIBLE PAVEMENTS		
PAVEMENT MATERIAL	HEAVY	LIGHT
TYPE "D" HMA	2"	2"
CRUSHED LIMESTONE FLEXIBLE BASE, IN.	12"	10"
COMPACTED SUBGRADE	-	-
LIME SUBGRADE	-	-

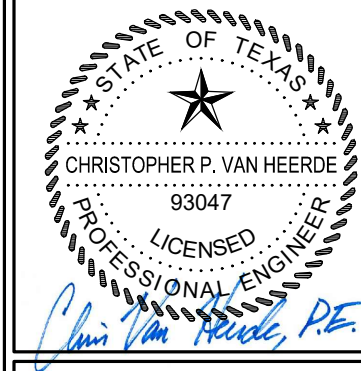
NOTE:

1. ALL PAVEMENT CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE TO THE "GEOTECHNICAL INVESTIGATION: FOUNDATION AND PAVEMENT THICKNESS RECOMMENDATIONS" REPORT, BY MLA GEOTECHNICAL, DATED MARCH 31, 2020.
2. ALL PAVEMENT SECTIONS SHOWN ON THE ABOVE TABLE SHALL SUPERCEDE ANY STANDARD DETAILS WITH RESPECT TO DEPTH OF MATERIALS ASSOCIATED WITH THIS PROJECT.
3. THE SUBGRADE SHOULD BE STABILIZED USING LIME IN ACCORDANCE WITH THE GEOTECHNICAL REPORT IN ORDER TO ACHIEVE THE FOLLOWING:
 - 3.1. PLASTICITY INDEX OF 20 OR LESS
 - 3.2. PH OF 12.4 OR GREATER
4. THE SUBGRADE SOILS SHOULD BE TESTED FOR SOLUBLE SULPHATE CONTENT PRIOR TO INSTALLATION OF THE LIME OR CEMENT.

TYPICAL PAVEMENT SECTION



NEW PAVEMENT TO EXISTING
NOT TO SCALE



07/29/2020

STREET DETAILS (1 OF 2)

VANGUARD FARMS APARTMENTS

REVISION	DESCRIPTION	DATE
NO.		

DATE: JULY 2020

DRAWN BY: LB

DESIGNED BY: JMM

REVIEWED BY: CVH

HMT PROJECT NO.: 323.001

SHEET

C6.8