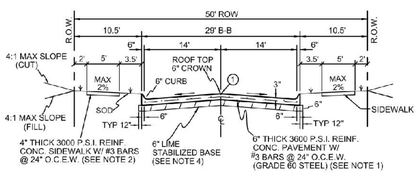


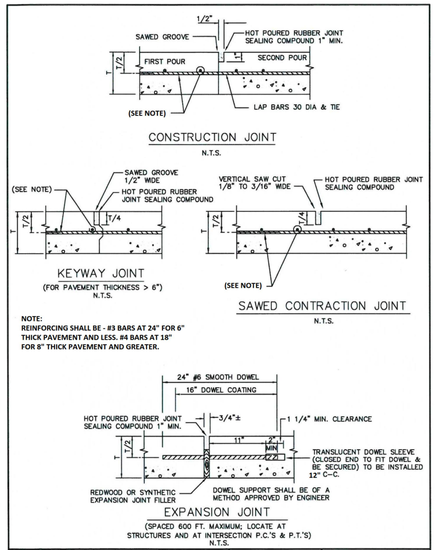
1 SAWED LONGITUDINAL CONTRACTION, OR CONSTRUCTION JOINT

50' R.O.W. Residential Street
(Not to Scale)

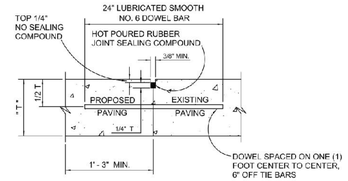
NOTES:

1. Street pavement cement content to be no less than 6 sacks per cubic yard for machine placed and not less than 6.5 sacks per cubic yard for hand placed.
2. Sidewalk Cement content of not less than 5.5 sack per cubic yard.
3. No sand allowed under pavement or sidewalks.
4. Minimum lime content shall be 6% of dry weight of material (at least 27 lbs/SY) compacted to 95% standard density.

REINFORCED CONCRETE PAVEMENT	CITY OF ROCKWALL	
LOCAL RESIDENTIAL STREET		DATE AUG. '19 / DRAWING NO. R-2033



REINFORCED CONCRETE PAVEMENT	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 303.5.4.
JOINTS		DATE Mar. 2018 / STANDARD DRAWING NO. R-2050

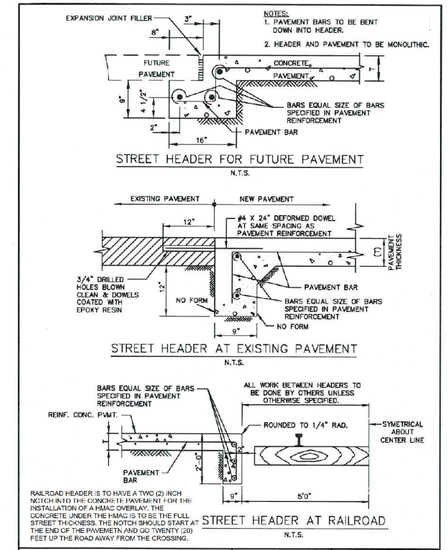


NOTES: T = PAVEMENT

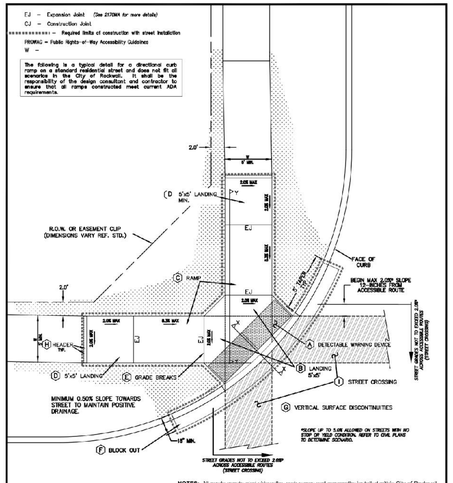
1. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
3. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE.

LONGITUDINAL BUTT JOINT
NOT TO SCALE

REINFORCED CONCRETE PAVEMENT	CITY OF ROCKWALL	
LONGITUDINAL BUTT JOINT		DATE OCT. '17 / DRAWING NO. R-2051



REINFORCED CONCRETE PAVEMENT	CITY OF ROCKWALL	STANDARD SPECIFICATION REFERENCE 305.4
STREET HEADERS		DATE Mar. 2018 / STANDARD DRAWING NO. R-2070



DIRECTIONAL CURB RAMP	CITY OF ROCKWALL	
		DATE MAR. '17 / DRAWING NO. R-2125A

(A) Detectable Warning Devices (DWD) shall be pre-manufactured cast-in-place truncated dome plates installed to the manufacturer's specifications, and shall meet all ADA requirements. No Brick Pavers allowed. Color to be approved by the City. DWD shall be 24 inches in length for the full width of the street connection starting at the back of curb. A maximum 2-inch border shall be allowed on the sides of the DWD for proper installation.

(B) Also known as "Clear Space" per ADA PROWAG, the City requires a minimum landing space of 5-foot by 5-foot at the bottom of every ramp. This landing space shall have a cross slope in both directions that does not exceed 2.0% and shall be wholly outside the parallel vehicular travel path.

(C) The ramp component of the directional curb ramp shall have a continuous longitudinal slope more than 5% and less than 8.3%. The ramp shall also have a cross slope of no more than 2.0%. Length of ramp can vary, but shall not exceed 15 feet to achieve desired elevation change.

(D) Also known as "Turning Space" per ADA PROWAG, a minimum landing space of 5-foot by 5-foot shall be at the top of every ramp. This landing (turning) space shall have a cross slope in both directions that does not exceed 2.0%. Landing must match width of sidewalk and length shall be the same distance ("Squared" Landing).

(E) All curb ramps shall have grade breaks at the top and bottom that are perpendicular to the direction of the ramp run. Where the ends of the bottom grade break are less than or equal to 5 feet, the DWD shall be placed within the ramp at the bottom grade break. Where either end of the bottom grade break is greater than 5 feet, the DWD shall be placed behind the back of the curb.

(F) Paving contractor shall leave block out with a keyway joint installed, minimum of 18 inches measured from back of curb. Block out shall be poured monolithically with Curb Ramp. Concrete shall tie to street paving with a keyway joint per NCTCOG detail 2050. No curb shall be constructed where a DWD is provided. The curb on either side shall have a typical 5 foot taper to transition from the standard 6-inch curb height to be flush with ramp.

(G) All work associated with accessible routes shall be installed flush with all features to minimize vertical surface discontinuities. Each segment along accessible route shall be flush with no more (zero tolerance) than a ¼-inch grade separation (elevation difference), or ½-inch grade separation if beveled (bevel slope shall not be steeper than 50%).

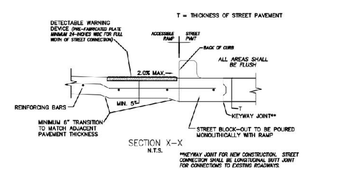
(H) A sidewalk header shall be constructed at ends of all work performed.

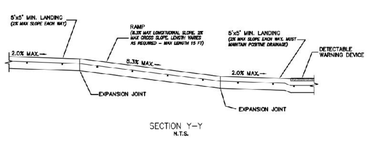
(I) Street crossings shall adhere to same guidelines as other accessible routes within public right-of-way, and shall be for the full width of the in-line accessible route. Cross slope shall not exceed 2.0%*. New street construction shall incorporate all ADA design requirements. It shall be the responsibility of the Design Professional and Contractor to ensure all street crossings meet the requirements of PROWAG. Street alterations on existing streets to bring to compliance shall be at the City Engineer's discretion.

(J) All curbs constructed as part of an ADA Ramp shall match City curb standards.

** See PROWAG special design considerations when street crossing has no stop or yield condition.*

DIRECTIONAL CURB RAMP	CITY OF ROCKWALL	
		DATE MAR. '17 / DRAWING NO. R-2125B





NOTE: ALL SIDEWALK CURB RAMPS WILL BE 3,000 PSI (6.5 SACK/CY) CONCRETE.

DIRECTIONAL CURB RAMP	CITY OF ROCKWALL	
		DATE MAR. '17 / DRAWING NO. R-2125C

PEDESTRIAN ACCESSIBILITY (WITHIN PUBLIC R.O.W.)

All newly constructed sidewalks, curb ramps and crosswalks installed within City of Rockwall public rights-of-way shall be considered a pedestrian access route and shall conform to the most current Guidelines for Public Rights-of-Way created by the United States Access Board.

CURB RAMPS

1. 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.
2. Landings shall be 5'x 5' minimum with a maximum 2% slope in the transverse and longitudinal directions.
3. Clear space at the bottom of curb ramps shall be a minimum of 5'x 5' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
4. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
5. Additional information on curb ramp location, design, light reflective value and texture may be found in the most current edition of the Texas Accessibility Standards (TAS) and 16 TAC 68.102. Federal guidelines shall supersede any conflicts.
6. 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 and accessible routes shall align with theoretical crosswalks unless otherwise directed.
7. Handrails are not required on curb ramps.
8. Provide a flush transition where the curb ramps connect to the street.
9. Accessible routes are considered "ramps" when longitudinal slopes are between 5% and 8.3% (maximum allowable). Sidewalks under 5% longitudinal slope are deemed accessible routes and must follow all applicable guidelines.

DETECTABLE WARNING DEVICE

10. 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. Furnish and install an approved cast-in-place dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
11. Detectable Warning Materials shall be truncated dome plates in the color approved by the City. Install products in accordance with manufacturer's specifications.
12. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
13. 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.
14. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb. When placed on the ramp, align the rows of domes to be perpendicular to the grade break between the ramp run and the street. Where detectable warning surfaces are provided on a surface with a slope that is less than 5 percent, dome orientation is less critical. Detectable warning surfaces may be curved along the corner radius.

SIDEWALKS

15. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within one or more reach ranges specified in TAS 308.
16. 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.
17. Street grades and cross slopes shall be as shown elsewhere in the plans.
18. Changes in level greater than 1/4 inch are not permitted (1/2 inch with bevel).
19. 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 to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with TAS 505.
20. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.

DIRECTIONAL CURB RAMP	CITY OF ROCKWALL	
		DATE MAR. '17 / DRAWING NO. R-2125D

RECORD DRAWING

TO THE BEST OF OUR KNOWLEDGE CARRILLO ENGINEERING, HEREBY STATES THAT THIS PLAN IS AS-BUILT. THE INFORMATION PROVIDED IS BASED ON SURVEYING AT THE SITE AND INFORMATION PROVIDED BY THE CONTRACTOR.

DATE: SEPTEMBER 15, 2022

Carrillo Engineering, LLC
301 Commerce Street, Ste 1410 - Fort Worth, Texas 76102
Phone 817-697-4996 - Firm Registration #F-15893
Carrillo Engineering
STATE OF TEXAS ANNA C. BLACKWELL 97350 LICENSED PROFESSIONAL ENGINEER
2-20-2020

RIDGE ROAD RETAIL CENTER
2930 SOUTH RIDGE ROAD
LAKERIDGE ESTATES, LOT 26
ROCKWALL, TEXAS

CITY DETAILS

Issue Dates:
NOVEMBER 22, 2019
JANUARY 17, 2020
FEBRUARY 20, 2020

Date
Revisions

Scale:
Drawn By:
Checked By:

Sheet
C8.00

Drawing: X:\19-139-001 - Rockwell Retail\CAD\19-139-001 DETAILS.dwg Saved By: Jessie Save Time: 9/15/2022 5:33:52 PM Plotted by: Jessie Plot Date: 9/15/2022 5:34 PM