1.0' 25'-0" O.C. MAX.

R.O.W. 12" 12"

SECTION A - A

ELEVATION

1/2" REDWOOD EXPANSION JOINT

ELEVATION

#3 @ 2' O.C. CONTINUOUS

TOOL JOINT TYP.

A 5'x5' PASSING AREA SHALL BE PROVIDED EVERY 200 FEET WIDENING CAN OCCUR ON EITHER SIDE DEPENDENT ON SITE CONDITIONS

SIDEWALK:

A. REQUIRED MIN COMPRESSIVE STRENGTH OF CONC. = 3000 PSI @ 28 DAYS.

B. A MIN. 4" SAND CUSHION SHALL BE PLACED ON A SUBGRADE COMPACTED TO 95% STD. PROCTOR DENSITY AND SAND SHALL BE COMPACTED TO 95% STD. PROCTOR

C. FORMS SHALL BE SET TRUE TO LINE AND GRADE AND SHALL BE A 2" x 6" FORM BOARD OR APPROVED EQUAL.

D. FORMS SHALL BE SET UP SO THAT NO CONCRETE MAY FLOW UNDER THEM

E. ASPHALT COAT OR DOWEL SLEEVE THROUGH SECOND POUR.

F. CONTRACTOR MUST SAWCUT EXISTING SIDEWALK AT EXISTING TOOL JOINT

2.0' SMOOTH DOWEL (#3)

2.0' SMOOTH DOWEL (#3)

SIDEWALK EXPANSION JOINT DETAIL

1/2" MIN.

1/2" REDWOOD EXPANSION JOINT

3/8" 1/4" R

1/4" R

3/8" 1/8"

SIDEWALK TOOL JOINT DETAIL

NOTE:

DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

Standard Details

4.0' SIDEWALK DETAILS

4.1

Dated: 10-24-11
LEADWALK DETAIL
(RESIDENTIAL AREAS ONLY)

SECTION A-A

#4 x 24" SMOOTH DOWEL @ 18" O.C.

PLAN

BENT BAR DETAIL

NOTES:
- #3 CONTINUOUS REBAR
- 2% MAX SLOPE
- 1/2" REDWOOD EXPANSION JOINT
- 10" TYP.
- 9/16" DRILLED HOLE
- 135°
- 16"}

Standard Details

Revisions:

Department of Community Development

Dated: 10-24-11
EXISTING GROUND

EXISTING PAVEMENT

SECTION THROUGH SIDEWALK

1.0'  4.0' SIDEWALK

2% MAX SLOPE

PROPOSED GRADE
2% MIN.–5% MAX

SAND CUSHION

* MAX 4:1 SLOPE BEHIND PL, OTHERWISE RETAINING WALL WITH 5' WIDE WALK REQUIRED

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

Dated: 10-24-11
NOTE:
1. SEE SHEET 3.3 AND 3.4 FOR ADDITIONAL INFORMATION.
2. REINFORCED CONCRETE PAVEMENT TO BE 8" THICK FOR COMMERCIAL APPLICATIONS AND 6" THICK FOR RESIDENTIAL APPLICATIONS.
3. DRIVEWAY TO BE CONSTRUCTED WITHIN 5 DAYS OF SAWCUTTING PAVEMENT.
3/4" CHAMFER BOTH SIDES

FINISHED GRADE

R.O.W.

12" x 20" CONTINUOUS POCKET OF CLEAN COARSE GRAVEL

FILTER FABRIC

SUBGRADE COMPACTED TO 95% STANDARD PROCTOR DENSITY

PERMISSIBLE CONSTRUCTION JOINT WITH 3" x 2" BLOCKOUT

#4 BARS AT 12" O.C.E.W.

2" P.V.C. WEEP HOLES AT 10' O.C. (F.L. 2" ABOVE SIDEWALK)

NO. 4 BARS AT 12" O.C.E.W.

2" SAND CUSHION COMPACTED TO 95% STANDARD PROCTOR DENSITY

NOTES:
1. PROVIDE VERTICAL EXPANSION JOINTS IN WALL AT 25' MAXIMUM SPACING. PROVIDE EXPANSION JOINTS IN SIDEWALK TO MATCH WALL.

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

NOTES:
8" TYP.

2" TYP.

2% MAX SLOPE

2" SAND CUSHION COMPACTED TO 95% STANDARD PROCTOR DENSITY

REVISIONS:

DEPARTMENT OF COMMUNITY DEVELOPMENT

DATED: 10-24-11

www.cityoflewisville.com
Standard Details
RETAINING WALL WITH INTEGRAL SIDEWALK

Department of Community Development

Revisions:

City of Lewisville

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.
1/2" REDWOOD EXPANSION JOINT
WITH JOINT SEALER COMPOUND
LEVEL WITH SURFACE

2% MAX SLOPE

REINFORCING AS PER
TYPICAL SIDEWALK DETAIL

4" SAND CUSHION COMPACTED TO 95%
STANDARD PROCTOR DENSITY

#3 x 24" SMOOTH DOWEL AT 18" O.C.
ASPHALT COAT THROUGH SECOND
POUR OR DOWEL SLEEVE

SUBGRADE COMPACTED
TO 95% STANDARD
PROCTOR DENSITY

#3 BARS @
24" O.C.E.W.

12" REDWOOD
EXPANSION JOINT

CONCRETE SIDEWALK
ADJACENT TO CURB INLET

2% MAX SLOPE

1/2" R

2" SAND CUSHION COMPACTED
TO 95% STANDARD PROCTOR
DENSITY

SUBGRADE COMPACTED TO
95% STANDARD PROCTOR
DENSITY

#4 x 24" SMOOTH
DOWEL @ 30" O.C.
SEE BAR DETAIL

CONCRETE SIDEWALK
ADJACENT TO CURB

BENT BAR DETAIL

18"

6"

5'

2'

12" R

2% SLOPE

6"
NOTE:
THE USE OF THIS DETAIL IS ON A CASE BY CASE BASIS AS APPROVED BY THE CITY OF LEWISVILLE ENGINEERING DIVISION

CITY OF CONCRETE WALK OVER FLUME

A
B

A 1 1/4" NOMINAL DIAMETER SCHEDULE 40 GALVANIZED STEEL PIPE (TYPICAL)
B 2" NOMINAL DIAMETER SCHEDULE 40 STEEL PIPE (TYPICAL)

EPOXY ANCHORS
TOP OF CURB WALK
PROPOSED WALK
2" INVERT

NO. 4 BARS AT 10" O.C. EACH WAY

1/4" THICK PLATE
4 - 5/8" DIA. HOLES
BASE PLATE DETAIL

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

Dated: 8-13-07
NOTES

1. MAINTAIN LOWEST GUTTER POINT ALONG PROJECTED GUTTER LINE.

2. WHENEVER SIDEWALK IS PLACED ADJACENT TO BACK OF CURB, IT SHALL BE DOWELED INTO THE PAVEMENT USING DEFORMED BARS.

ABBREVIATIONS LEGEND

<table>
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<tr>
<td>R.O.W.</td>
<td>Right Of Way</td>
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<tr>
<td>BC</td>
<td>Back of Curb</td>
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<tr>
<td>EJ</td>
<td>Expansion Joint</td>
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<tr>
<td>CJ</td>
<td>Construction Joint</td>
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<tr>
<td>TJ</td>
<td>Tooled Joint</td>
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<tr>
<td>SDJ</td>
<td>Sawed Dummy Joint</td>
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<tr>
<td>SLDJ</td>
<td>Sawed Longitudinal Dummy Joint</td>
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<tr>
<td>STCJ</td>
<td>Sawed Transverse Contraction Joint</td>
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** 4.5' MIN to 5' MAX WITH VARIABLE HEIGHT CURB 0" TO 6" ONLY TO BE USED WHEN DIRECTIONAL RAMPS ARE NOT FEASIBLE AND WHEN INDICATED ON THE PLAN-PROFILE SHEETS.

CITY OF LEWISVILLE

Standard Details

DIAGONAL BARRIER FREE CURB RAMP

Revisions:

Department of Community Development

Dated: 05-04-12

www.cityoflewisville.com

4.8a
* PEDESTRIAN PATHWAY SHALL NOT EXCEED 2% CROSS SLOPE
* LANDINGS ARE NOT REQUIRED TO BE SQUARED IN SHAPE, BUT MUST HAVE A MINIMUM 4'X4' MANEUVERING SPACE
* CONNECTION FROM LANDING TO ADJACENT SURFACE(S) SHALL BE DONE SO TO ALLOW WHEELS OF WHEELCHAIR TO UNIFORMLY CROSS PERPENDICULARLY

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<td>OF CITY OF LEWISVILLE ENGINEERING DIVISION</td>
<td>Dated: 05-04-12</td>
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NOTE:
- **CAR STOP BAR**
- **SIDEWALK 2% MAX**
- **CROSSWALK STRIPING 5% MAX**
- **LANDINGS SHALL BE A MINIMUM 48"X48" IN SIZE**
- **RETURN CURB**
- **FACE OF CURB**
- **CROSSWALK STRIPING**
- **CURB NOT REQUIRED TO RISE UP TO FULL HEIGHT**
- **PEDESTRIAN PATHWAY SHALL NOT EXCEED 2% CROSS SLOPE**
- **LANDINGS ARE NOT REQUIRED TO BE SQUARED IN SHAPE, BUT MUST HAVE A MINIMUM 4'X4' MANEUVERING SPACE**
- **CONNECTION FROM LANDING TO ADJACENT SURFACE(S) SHALL BE DONE SO TO ALLOW WHEELS OF WHEELCHAIR TO UNIFORMLY CROSS PERPENDICULARLY**

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NOTE:
4.8c
2% MAX
UP TO FULL HEIGHT CURB NOT REQUIRED TO RISE UP TO FULL HEIGHT

CAR STOP BAR
RETURN CURB

CROSSWALK STRIPING

SIDEWALK
5% MAX

FACE OF CURB

CROSSWALK STRIPING

SIDEWALK
2% MAX

CONC/BRICK

LANDINGS SHALL BE A MINIMUM 48"X48" IN SIZE

8.3% MAX SURFACE SLOPED

8.3% MAX SURFACE SLOPED

RETURN CURB

2% MAX

2% MAX

5% MAX

8.3% MAX SURFACE SLOPED

5% MAX

CAR STOP BAR

DIRECTIONAL BARRIER FREE CURB RAMP

Dated: 05-04-12

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

CITY OF
STANDARD DETAILS

REVISIONS:

DEPARTMENT OF COMMUNITY DEVELOPMENT

OFFICE NO.
FAX NO.
WWW.CITYOFLEWISVILLE.COM

4.8c
* PEDESTRIAN PATHWAY SHALL NOT EXCEED 2% CROSS SLOPE
* LANDINGS ARE NOT REQUIRED TO BE SQUARED IN SHAPE, BUT MUST HAVE A MINIMUM 5'X5' MANEUVERING SPACE
* CONNECTION FROM LANDING TO ADJACENT SURFACE(S) SHALL BE DONE SO TO ALLOW WHEELS OF WHEELCHAIR TO UNIFORMLY CROSS PERPENDICULARLY

LANDINGS SHALL BE A MINIMUM 60"X60" IN SIZE

* PEDESTRIAN PATHWAY SHALL NOT EXCEED 2% CROSS SLOPE

CROSSWALK STRIPING

FACE OF CURB

2% MAX

CROSSWALK STRIPING

5% MAX

SIDEWALK

CAR STOP BAR

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION

Dated: 01-05-12

MUST HAVE A MINIMUM 5'X5' MANEUVERING SPACE

* LANDINGS ARE NOT REQUIRED TO BE SQUARED IN SHAPE, BUT MUST HAVE A MINIMUM 5'X5' MANEUVERING SPACE

CROSSWALK STRIPING

LANDINGS SHALL BE A MINIMUM 60"X60" IN SIZE

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* CONNECTION FROM LANDING TO ADJACENT SURFACE(S) SHALL BE DONE SO TO ALLOW WHEELS OF WHEELCHAIR TO UNIFORMLY CROSS PERPENDICULARLY

**NOTE:**
4.8e

* PEDESTRIAN PATHWAY SHALL NOT EXCEED 2% CROSS SLOPE CROSS PERPENDICULARLY

* CONNECTION FROM LANDING TO ADJACENT SURFACE(S) SHALL BE DONE SO TO ALLOW WHEELS OF WHEELCHAIR TO UNIFORMLY CROSS PERPENDICULARLY

**NOTE:**

CAR STOP BAR

ONLY TO BE USED WHEN DIRECTIONAL RAMPS ARE NOT FEASIBLE AND WHEN INDICATED ON THE PLAN-PROFILE SHEETS

**NOTE:**
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIRECTION

**NOTE:**

LANDINGS SHALL BE A MINIMUM 48"X48" IN SIZE

**NOTE:**

FACE OF CURB

**NOTE:**

CROSSWALK STRIPING

**NOTE:**

MINIMUM 4'X4' MANEUVERING SPACE INSIDE CROSSWALK 2% MAX ANY DIRECTION

**NOTE:**

2% MAX IN TRANSIT MANEUVERING SPACE

**NOTE:**

2' MIN.

**NOTE:**

8.3% MAX SURFACE SLOPED ANY DIRECTION

**NOTE:**

2% MAX INSIDE CROSSWALK MANEUVERING SPACE

**NOTE:**

5% MAX CROSSWALK STRIPING

**NOTE:**

5% MAX SURFACE SLOPED

**NOTE:**

2% MAX ANY DIRECTION

**NOTE:**

5% MAX SURFACE SLOPED

**NOTE:**

8.3% MAX SURFACE SLOPED

**NOTE:**

MUST HAVE A MINIMUM 4'X4' MANEUVERING SPACE

**NOTE:**

LANDINGS ARE NOT REQUIRED TO BE SQUARED IN SHAPE, BUT MUST HAVE A MINIMUM 4'X4' MANEUVERING SPACE

**NOTE:**

CONNECTED TO ADJACENT SURFACE(S) SHALL BE DONE SO TO ALLOW WHEELS OF WHEELCHAIR TO UNIFORMLY CROSS PERPENDICULARLY

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* PEDESTRIAN PATHWAY SHALL NOT EXCEED 2% CROSS SLOPE CROSS PERPENDICULARLY

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CAR STOP BAR

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**NOTE:**
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIRECTION

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LANDINGS SHALL BE A MINIMUM 48"X48" IN SIZE

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CROSSWALK STRIPING

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MINIMUM 4'X4' MANEUVERING SPACE INSIDE CROSSWALK 2% MAX ANY DIRECTION

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**NOTE:**

2' MIN.

**NOTE:**

8.3% MAX SURFACE SLOPED ANY DIRECTION

**NOTE:**

2% MAX INSIDE CROSSWALK MANEUVERING SPACE

**NOTE:**

5% MAX CROSSWALK STRIPING

**NOTE:**

5% MAX SURFACE SLOPED

**NOTE:**

8.3% MAX SURFACE SLOPED

**NOTE:**

MUST HAVE A MINIMUM 4'X4' MANEUVERING SPACE

**NOTE:**

LANDINGS ARE NOT REQUIRED TO BE SQUARED IN SHAPE, BUT MUST HAVE A MINIMUM 4'X4' MANEUVERING SPACE
THROUGH SECOND POUR ASPHALT COAT OR DOWEL SLEEVE WITH SEALER EXPANSION JOINT

PAVEMENT CONCRETE 6" OR 8"

SEE NOTE

BARRIER FREE Curb RAMp

5" CONC. SIDEWALK

2" SAND CUSHION

ASPHALT COAT OR DOWEL SLEEVE THROUGH SECOND POUR

NO LIP EXPANSION JOINT WITH SEALER

NO. 4 x 24" DEFORMED DOWEL AT 18"

(6' MIN.) CONC. TRANSITION

6" OR 8" CONCRETE PAVEMENT

BACK OF CURB

12:1

TRANSITION CONCRETE FROM THE THICKNESS OF THE PAVEMENT AT THE STREET TO 5" AT THE SIDEWALK.

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.
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.

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 this sheet 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 for ramps that are 24" long or longer and shall cover the full depth of the ramp if shorter than 24" 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. Small channelization islands, which do not provide a minimum 5' width, medians should be designed to provide accessible passage over or through them.

8. 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.

9. 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.

10. 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.

11. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

12. Handrails are not required on curb ramps. Provide curb ramps whenever on accessible route crosses (penetrates) a curb.

13. Curb ramps and landings shall be constructed and paid for in accordance with NIDCOG Item 8.3.

14. Separate curb ramps and landings from adjacent sidewalk and any other elements with preformed or board joint of 3/4" unless otherwise directed by the engineer.

15. Provide a smooth transition where the curb ramps connect to the street.

16. Curb ramps shown on Sheet 4.11 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete, curb, gutter or combined curb and gutter.

17. Flare slopes shall not exceed 10% measured along curb line.

**Detectable Warning Surfaces**

- **Detectable Warning Surface (Domes to run parallel to pedestrian travel)**
- **Face of Curb**

**Typical Placement of Detectable Warning Surface on Landing at Street Edge**

- **PEDESTRIAN TRAVEL DIRECTION LANDING**
- **FACE OF CURB**
- **6" MIN 10' MAX IF IN RADIUS**

**Typical Placement of Detectable Warning Surface on Sloping Ramp Run**

- **PEDESTRIAN TRAVEL**
- **DETECTABLE WARNING SURFACE (DOMES TO RUN PARALLEL TO PEDESTRIAN TRAVEL)**
- **SIDE FLARE (TYP)**
- **FACE OF CURB**
- **6" MIN 10' MAX IF IN RADIUS**

**Notes:**

- Details are subject to change per direction of City of Lewisville Engineering Division.

**General Notes:**

- 1. All slopes are maximum allowable the least possible slope that will still drain properly should be used. Adjust curb ramp length on grade of approach sidewalks as directed.

- 2. The minimum sidewalk width is 4', where the sidewalk is adjacent to the back of curb a 5' sidewalk width is required.

- 3. Landings shall be 4' x 4' with a maximum 2% slope in any direction.

- 4. Manoeuvring 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.

- 5. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.

- 6. 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.

- 7. 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.

- 8. 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.

- 9. Small channelization islands, which do not provide a minimum 5' width, medians should be designed to provide accessible passage over or through them.

- 10. 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.

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**City of Lewisville Standard Details**

**Pedestrian Facilities**

- **General Notes & Detectable Warnings**

**Modified TX. D.O.T. Standard PED-05**

**Revisions:**

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**Department of Community Development**

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<td>Fax No.</td>
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**Website:** www.cityoflewisville.com

**Sheet:** 4.10

**Dated:** 05-04-12
CITY OF LEWISVILLE ENGINEERING DIVISION

Standard Details

PEDESTRIAN FACILITIES
CURB RAMP TYPES
MODIFIED TX. D.O.T. STANDARD PED-05

Revisions:

Department of Community Development

Dated: 05-04-12

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION

DETECTABLE WARNING SURFACE SHALL EXTEND FULL WIDTH OF SIDEWALK OR RAMP

PERPENDICULAR CURB RAMP

PARALLEL CURB RAMP
(Use only where water will not pond in the landing)

DIAGONAL COMBINATION CURB RAMP
Perpendicular to the Tangent of the Curb Radius and Contained in Crosswalk

DIAGONAL CURB RAMP (RETURNED CURB)

DIAGONAL CURB RAMP (FLARED SIDES)

FLUSH LANDING

COMBINATION CURB RAMPS

COMBINATION ISLAND RAMPS

MODIFIED TX. D.O.T. STANDARD PED-05
NOTE: DETAILS SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

**Revisions:**

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<td>3</td>
<td>VIEW - C</td>
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**Trimsheet:**

[Image of the detailed diagram showing various views and dimensions for the wet set ADA replaceable tactile warning surface units.]

**Standard Details:**

WET SET ADA REPLACEABLE TACTILE WARNING SURFACE UNITS
Standard Details

EMBEDMENT PANEL DETECTABLE WARNING SURFACE SYSTEMS

Revisions:

<table>
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Department of Community Development

Dated: 10-24-11

www.cityoflewisville.com

WARNING SURFACE SYSTEMS

NOTE:
DETAIL SUBJECT TO CHANGE PER DIRECTION
OF CITY OF LEWISVILLE ENGINEERING DIVISION.
NOTE: DETAIL SUBJECT TO CHANGE PER DIRECTION OF CITY OF LEWISVILLE ENGINEERING DIVISION.

S TANDARD D ETAILS

OF CITY OF LEWISVILLE ENGINEERING DIVISION.

DETAIL SUBJECT TO CHANGE PER DIRECTION

NOTE:

CITY OF

Revisions:

No. Description Date

Department of
Community Development

Dated: 10-24-11

Office No. 972-219-3487
Fax No. 972-219-3490
www.cityoflewisville.com

4.14