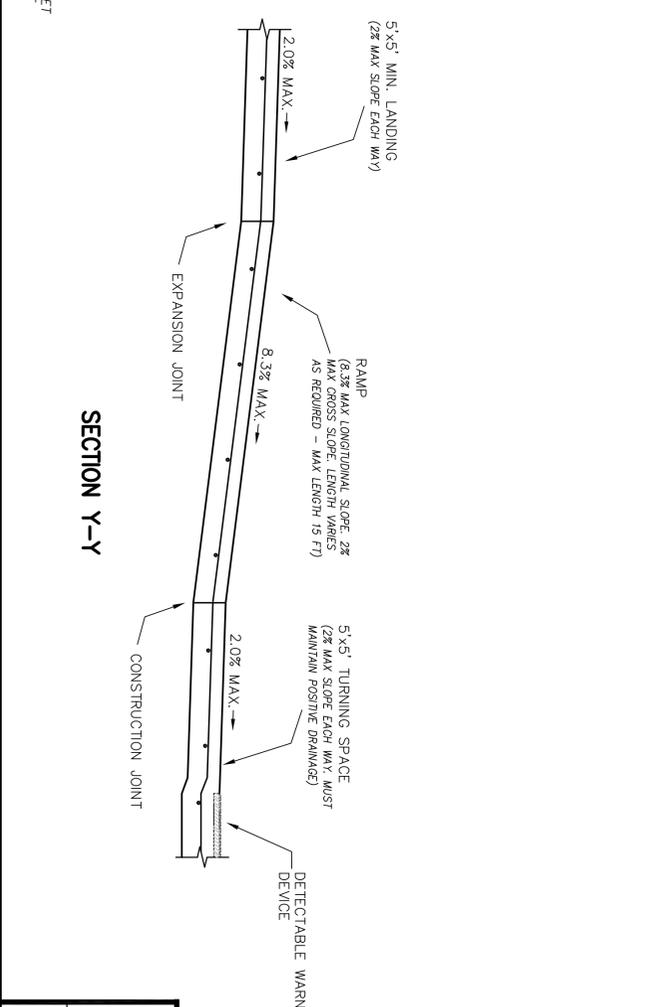
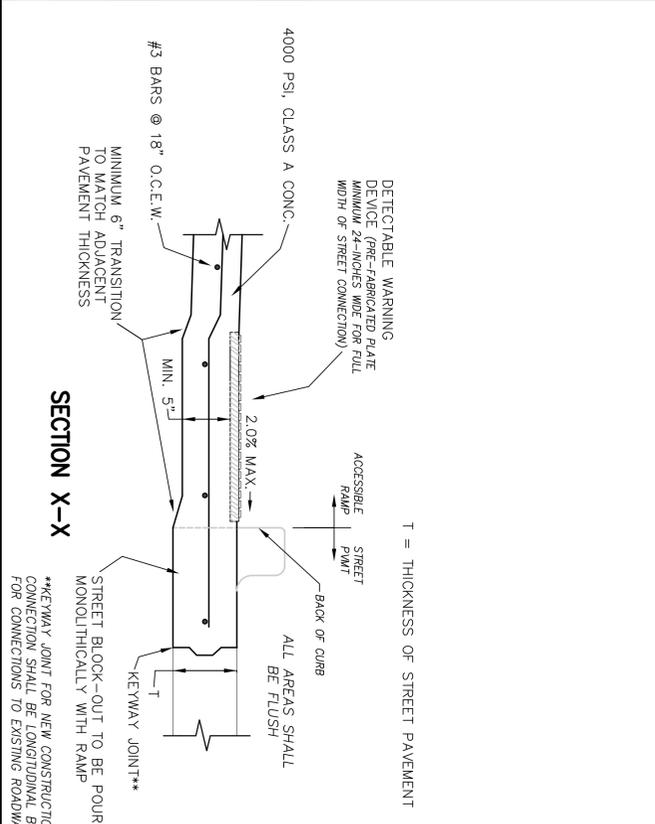
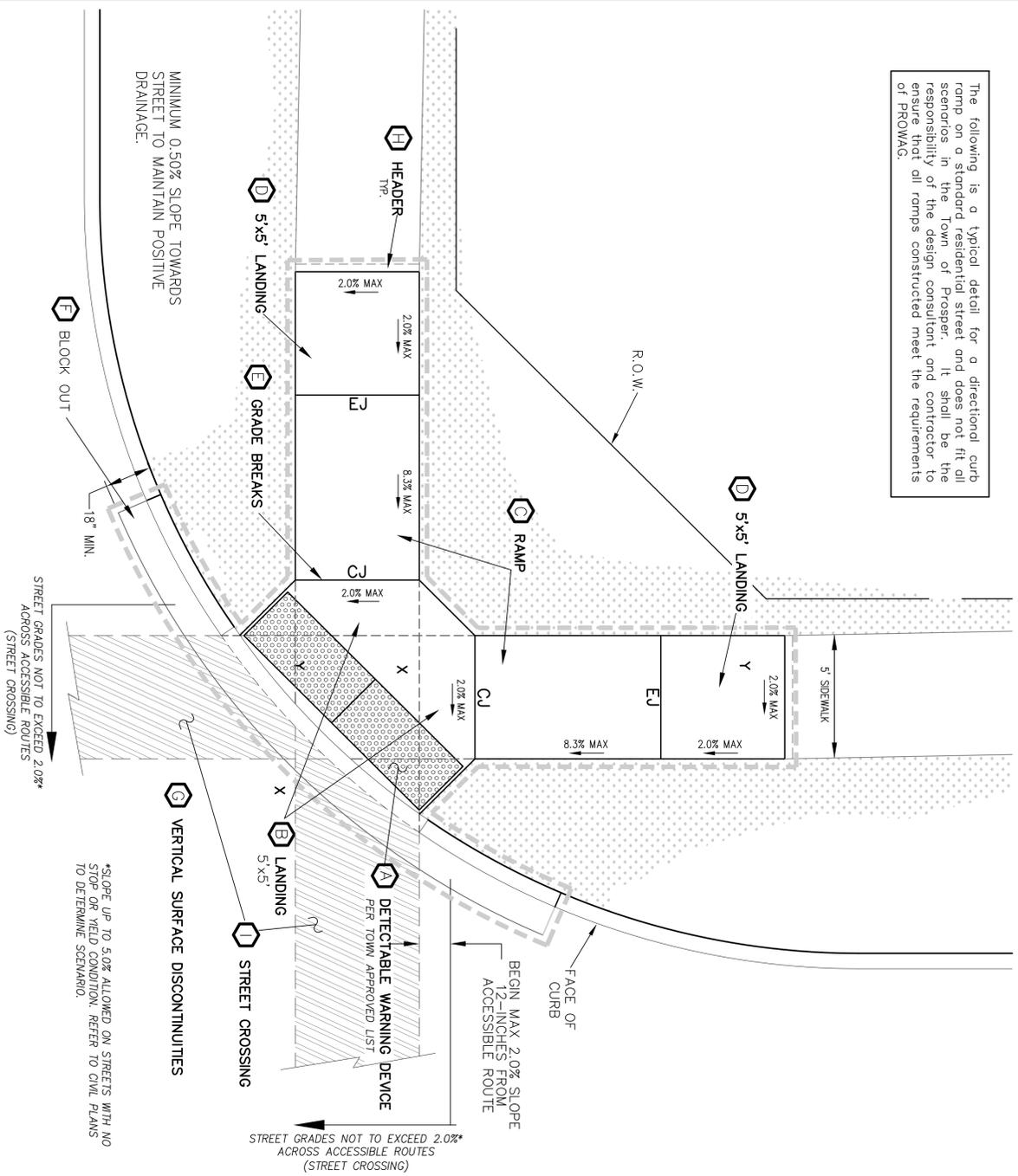


The following is a typical detail for a directional curb ramp on a standard residential street and does not fit all scenarios in the Town of Prosper. It shall be the responsibility of the design consultant and contractor to ensure that all ramps constructed meet the requirements of PROWAG.



A Detectable Warning Devices (DWD) shall be pre-manufactured cast-in-place plates from the Town of Prosper approved vendor list installed to the manufacturer's specifications, and shall meet all ADA requirements. No Brick Pavers allowed. Color to be Brick Red or similar. 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. Typical width equals 8 ft wide.

B Also known as "Clear Space" per ADA PROWAG, a minimum landing space of 5-foot by 5-foot shall be at the bottom of every ramp. This landing (clear) space shall have a 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 any direction that does not exceed 2.0%. Landing "just" 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. A minimum 5-foot by 5-foot clear space shall be provided at all bottom grade breaks. Curb ramps may include DWD if any part of the ramp edge to curb does not exceed 5 feet. If placed on ramp, DWD must be located at the grade break.

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. Typical block out shall be 20 feet in length, but varying conditions may require more. 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 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 1/4-inch grade separation (elevation difference), or 1/2-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 some 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%. 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 Town Engineer's discretion.

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

- EJ** — Expansion Joint
 - CJ** — Construction Joint
 - Required limits of construction with street installation
- PROWAG** = Public Rights-of-Way Accessibility Guidelines

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

All newly constructed sidewalks, curb ramps and crosswalks installed within Town of Prosper public rights-of-way shall be considered a pedestrian access route and shall conform to the most current "Draft" 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 5x5' minimum with a maximum 2% slope in each direction.
3. Clear space at the bottom of curb ramps shall be a minimum of 5x5' 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 must meet Town of Prosper Material Specification (refer to TADOT Approved Vendor List) and be listed on the Material Producer List. 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. Where a 4' sidewalk is provided, a 5x5' passing areas are required at intervals not to exceed 200'.
20. 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.
21. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.

This detail and accompanying notes are a representation of the information from PROWAG and are intended to provide guidance for the design and construction of sidewalk ramps in Prosper. It is the responsibility of the Design Professional and the Contractor to ensure that all ramps constructed meet the requirements of PROWAG.

PEDESTRIAN FACILITIES CURB RAMPS

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