City of Tyler, Texas
Plans for
2026 PEDESTRIAN ACCESS IMPROVEMENTS

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D2	CONSTRUCTION DETAILS (2 OF 3)
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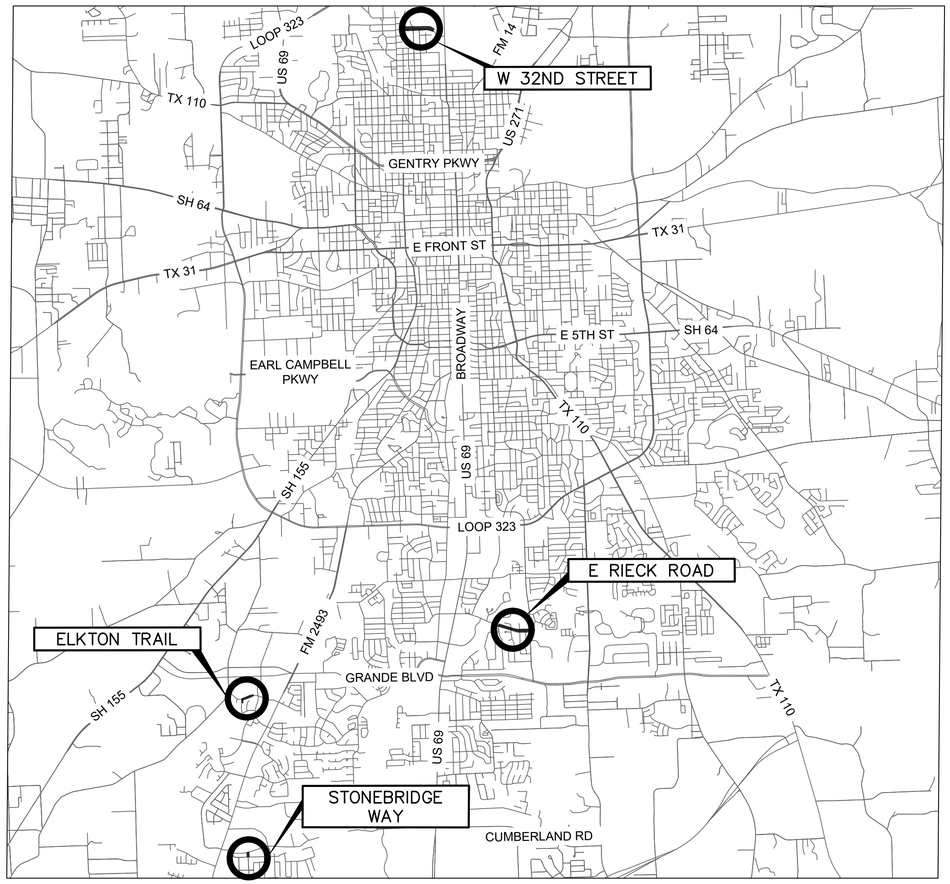
EROSION CONTROL DETAIL SHEETS

EC1	EROSION CONTROL DETAILS

TXDOT DETAIL SHEETS

SMD(GEN)-08	SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS
SMD(TWT)-08	SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS WEDGE & UNIVERSAL ANCHOR WITH THIN WALL TUBING POST
PM(4)-22A	CROSSWALK PAVEMENT MARKINGS
PED-18	PEDESTRIAN FACILITIES CURB RAMPS (4 SHEETS)
TCP(1-1)-18	TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK
TCP(1-2)-18	TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL

BID SET



LOCATION MAP

SEPTEMBER 2026

City Officials:

Mayor:	**Stuart Hene**
City Council:	**Petra Hawkins**
	Shonda Marsh
	Clint Childs
	Lloyd Nichols
	Carleen Dark-Bays
City Manager:	**Edward Broussard**

STATE OF TEXAS
JASON A. SNYDER
123328
LICENSED PROFESSIONAL ENGINEER
9/25/26

Kimley»Horn
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KHA NO. 063615020

2026 PEDESTRIAN ACCESS IMPROVEMENTS

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES, WHETHER PRIVATE OR PUBLIC, PRIOR TO EXCAVATION. THE INFORMATION AND DATA SHOWN WITH RESPECT TO EXISTING UNDERGROUND FACILITIES AT OR CONTIGUOUS TO THE SITE IS APPROXIMATE AND BASED ON INFORMATION FURNISHED BY THE OWNERS OF SUCH UNDERGROUND FACILITIES OR ON PHYSICAL APPURTENANCES OBSERVED IN THE FIELD. THE OWNER AND ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY SUCH INFORMATION OR DATA, AND THE CONTRACTOR SHALL HAVE THE FULL RESPONSIBILITY FOR REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA, FOR LOCATING ALL UNDERGROUND FACILITIES, FOR COORDINATION OF THE WORK WITH THE OWNERS OF SUCH UNDERGROUND FACILITIES DURING CONSTRUCTION, FOR THE SAFETY AND PROTECTION THEREOF, AND FOR REPAIRING ANY DAMAGE THERETO RESULTING FROM THE WORK. THE COST OF ALL WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT PRICE. THE CONTRACTOR SHALL NOTIFY ANY AFFECTED UTILITY COMPANIES OR AGENCIES IN WRITING AT LEAST 48 HOURS PRIOR TO THE BEGINNING OF CONSTRUCTION.

   CONTACT INFORMATION

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LIBERTY UTILITIES:	(903) 539-2243
METRONET:	(877) 407-3224
ENERGY TRANSFER:	(713) 989-7081
TYLER WATER UTILITIES:	(903) 533-2095

2. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND ALLEYS ADJACENT TO THE PROJECT FREE OF MUD AND DEBRIS FROM CONSTRUCTION AT ALL TIMES.

3. THE CONTRACTOR SHALL REESTABLISH ANY PROPERTY MARKER, BENCHMARK, ETC.. DISTURBED DURING CONSTRUCTION TO ITS ORIGINAL LOCATION (NO SEPARATE PAY ITEM).

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITY POLES, SIGNS, MANHOLES, TELEPHONE RISERS, WATER VALVES, UTILITY VAULTS, ETC. DURING CONSTRUCTION.

5. ONLY THOSE ITEMS LISTED IN THE BID FORM WILL BE MEASURED AND PAID FOR AT THE UNIT PRICE. ALL OTHER WORK WILL BE CONSIDERED SUBSIDIARY AND BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS BID ITEMS.

6. THE CONTRACTOR SHALL COMPLY WITH OSHA REGULATIONS AND STATE OF TEXAS LAWS CONCERNING EXCAVATION, EMISSIONS, TRENCHING, SHORING, AND SITE SAFETY.

7. THIS PROJECT SCOPE INCLUDES CONSTRUCTION OF SIDEWALK AND REPLACEMENT OF PAVEMENT WITHIN RIGHT-OF-WAY. COMMON OBSTACLES INCLUDE BUILDING STRUCTURES, MAILBOXES, SIGNS, UTILITY POLES, LARGE TREES, LANDSCAPING, IRRIGATION SYSTEMS, DRIVEWAY, FENCING, AND RETAINING WALLS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND AVOIDING THESE OBSTACLES WHEREVER POSSIBLE DURING CONSTRUCTION. WHERE DAMAGE OCCURS, THE CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DAMAGED ITEMS TO EQUAL OR BETTER CONDITION AND SHALL RECEIVE APPROVAL IN WRITING FROM THE PROPERTY OWNER AND CITY OF TYLER. UNLESS OTHERWISE NOTED, THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE OTHER PAY ITEMS.

8. ALL DITCHES AND SWALES DISTURBED DURING CONSTRUCTION SHALL IMMEDIATELY BE RESTORED TO ORIGINAL GRADE AND CROSS SECTION. PROPER DRAINAGE SHALL BE MAINTAINED AT ALL TIMES. POSITIVE DRAINAGE MUST BE REESTABLISHED FOR ALL DRAINAGE SWALES AND CULVERTS AFFECTED BY THE CONSTRUCTION OPERATIONS. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE PROJECT COST AND REFLECTED IN THE UNIT BID PRICES FOR THE VARIOUS ITEMS LISTED IN THE PROPOSAL.

9. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SEQUENCE FOR APPROVAL PRIOR TO BEGINNING WORK. SEQUENCING SHALL INCLUDE A SCHEDULE FOR CLEARING COMPLETED SECTIONS.

10. THE CONTRACTOR SHALL TAKE ALL AVAILABLE PRECAUTIONS TO CONTROL DUST. CONTRACTOR SHALL CONTROL DUST BY SPRINKLING WATER, OR AS APPROVED BY THE CITY.

11. WHERE THE CONTRACTOR DESIRES TO MOVE EQUIPMENT NOT LICENSED FOR OPERATION ON PUBLIC HIGHWAYS ON OR ACROSS ANY PAVEMENT, HE SHALL PROTECT THE PAVEMENT FROM ALL DAMAGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGED PAVEMENT TO A CONDITION EQUAL TO OR BETTER THAN THE EXISTING CONDITION.

12. NO EXCESS EXCAVATED MATERIAL SHALL BE DEPOSITED IN LOW AREAS OR ALONG NATURAL DRAINAGE WAYS, WITHOUT WRITTEN PERMISSION FROM CITY OF TYLER. IF THE CONTRACTOR PLACES EXCESS MATERIAL IN AREAS WITHOUT WRITTEN PERMISSION, HE SHALL BE RESPONSIBLE FOR ALL DAMAGE RESULTING FROM SUCH FILL AND HE SHALL REMOVE THE MATERIAL AT HIS OWN COST IF CITY OF TYLER SO DIRECTS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OFF-SITE DISPOSAL OF ALL EXCESS EXCAVATION.

14. THE CONTRACTOR SHALL NOT BE ALLOWED TO STAGE OR STOCKPILE ANY SPOILS, EXCAVATED MATERIAL, OR FILL MATERIAL WITHIN PROJECT LIMITS WITHOUT PRIOR APPROVAL OF CITY OF TYLER. CONTRACTOR SHALL BE REQUIRED TO TRANSPORT (IN/OUT) SPOILS AND FILL MATERIAL AS NECESSARY. CONTRACTOR SHALL BE REQUIRED TO COORDINATE WITH CITY OF TYLER IF HE INTENDS TO STOCKPILE OR DELIVER SPOILS AT OR TO ANY LOCATION WITHIN THE CITY.

15. THE CONTRACTOR SHALL REVEGETATE ALL DISTURBED AREAS WITH BLOCK SODDING OF SAME SPECIES AND SHALL WATER UNTIL ESTABLISHED. LANDSCAPING SHALL BE REPLACED EQUAL OR BETTER THAN EXISTING CONDITIONS. ALL REVEGETATION IN EXCESS OF THE BID AMOUNT SHALL BE CONSIDERED SUBSIDIARY TO THE PROJECT COST.

16. AT PROJECT COMPLETION, THE CONTRACTOR SHALL CLEAN UP AND RESTORE THE AREA OF OPERATIONS TO A CONDITION AS GOOD OR BETTER THAN THAT WHICH EXISTED PRIOR TO INSTALLATION OF THE UTILITIES. A FINAL INSPECTION AND APPROVAL BY CITY OF TYLER ON-SITE REPRESENTATIVE SHALL BE SECURED BEFORE THE CONTRACTOR MAY LEAVE THE JOB SITE.

17. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENCES AND PLACES OF BUSINESS AT ALL TIMES, OR NOTIFY RESIDENTS IN ADVANCE OF TIMES WHEN NO ACCESS WILL BE PROVIDED. THE CONTRACTOR SHALL PROVIDE ADEQUATE NOTIFICATION TO ALL PROPERTY OWNERS OF ANY CONSTRUCTION ACTIVITY THAT WILL OBSTRUCT PROPERTY ACCESS. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE PROJECT COST AND REFLECTED IN THE UNIT BID PRICES FOR THE VARIOUS ITEMS LISTED IN THE PROPOSAL.

18. THE CONTRACTOR SHALL NOTIFY ALL PROPERTY OWNERS DIRECTLY IMPACTED BY THE WORK WITH DOOR HANGERS AT THE BEGINNING OF THE PROJECT.

19. STANDARD WORK HOURS SHALL BE DEFINED AS THE HOURS BETWEEN 7:00 A.M. AND 6:00 P.M. MONDAY THROUGH FRIDAY. TRAFFIC ON E RIECK ROAD SHALL NOT BE IMPACTED BEFORE 8:30 A.M. AND AFTER 4:30 P.M. EACH DAY. NO CONSTRUCTION EQUIPMENT OR MACHINERY SHALL BE OPERATED BEFORE OR AFTER STANDARD WORK HOURS. WORK ON SATURDAYS, SUNDAYS, OR CITY HOLIDAYS WILL NOT BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL EXCEPT IN CONNECTION WITH THE CARE, MAINTENANCE OR PROTECTION OF EQUIPMENT OR ALREADY COMPLETED WORK OR TO CORRECT CONDITIONS THAT ARE UNSAFE TO THE PUBLIC.

20. THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING IRRIGATION SYSTEMS. ANY DAMAGE TO IRRIGATION SYSTEMS SHALL BE IMMEDIATELY REPAIRED AND TESTED TO THE OWNER AND CITY OF TYLER'S SATISFACTION. AN ALLOWANCE FOR IRRIGATION REPAIR HAS BEEN INCLUDED IN THE BID FORM. ALL REPAIR IN EXCESS OF THE LISTED AMOUNT SHALL BE PROVIDED AT NO COST TO CITY OF TYLER.

21. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN A NEAT AND ACCURATE RECORD OF CONSTRUCTION FOR THE CITY'S RECORDS. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR SHALL PROVIDE THE CITY FULL SIZE MARKUPS THAT RECORD ALL CONSTRUCTION DEVIATING FROM THE PLANS AND ALL EXISTING PRIVATE UTILITIES ENCOUNTERED, BOTH HORIZONTALLY AND VERTICALLY.

22. ALL LANDSCAPING AND VEGETATION ADJACENT TO PROPOSED SIDEWALKS, SHARED-USE PATHS, CURB RAMPS, AND OTHER PEDESTRIAN ACCESS ROUTES SHALL BE TRIMMED OR REMOVED AS NECESSARY TO MAINTAIN REQUIRED PEDESTRIAN CLEARANCES. LOW-HANGING BRANCHES, SHRUBS, AND OTHER VEGETATION SHALL NOT ENCROACH ON THE REQUIRED CLEAR WIDTH OF THE PEDESTRIAN ACCESS ROUTE OR THE MINIMUM 80" VERTICAL CLEARANCE REQUIRED BY PROWAG.

23. CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING AND MAINTAINING STAGING AREA AT CONTRACTOR'S EXPENSE. ONCE PROJECT IS COMPLETED, STAGING AREA SHALL BE RESTORED TO EQUAL OR BETTER CONDITION TO START. CONTRACTOR IS RESPONSIBLE TO COORDINATE AND SECURE THE SITE CHOSEN.

24. ACTUAL GRADING, SLOPES, AND RAMP GRADES MAY BE ADJUSTED IN THE FIELD AT THE CITY'S DISCRETION.

25. BID SHALL INCLUDE ALL ITEMS TO ACCESS THE CONSTRUCTION LIMITS. NO ADDITIONAL PAY SHALL BE PROVIDED. CONTRACTOR SHALL VISIT THE SITE TO BECOME FAMILIAR WITH SITE ACCESS.

26. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING MAILBOXES AS NOTED IN PLANS. TEMPORARY MAILBOXES SHALL BE PROVIDED TO ALLOW FOR CONTINUED MAIL SERVICES (SUBSIDIARY)

27. UNTIL THE WORK IS ACCEPTED BY CITY OF TYLER, THE PROJECT SHALL BE UNDER THE CHARGE AND CUSTODY OF THE CONTRACTOR AND THE CONTRACTOR SHALL TAKE EVERY NECESSARY PRECAUTION AGAINST INJURY AND/OR DAMAGE TO THE WORK.

28. CONTRACTOR TO ENSURE ALL SIGNS ARE IN COMPLIANCE WITH PROWAG AND TXDOT PEDESTRIAN ACCESS ROUTE REQUIREMENTS. CONTRACTOR TO RELOCATE SIGNS THAT ENCROACH MORE THAN 4 INCHES INTO THE PEDESTRIAN ACCESS ROUTE.

29. CONTRACTOR SHALL COORDINATE MATERIAL TESTING WITH THE CITY DURING CONSTRUCTION IN ACCORDANCE WITH SECTION 16.9.2 OF THE GENERAL CONDITIONS AND THE CITY'S TESTING REQUIREMENTS FOR PAVING STANDARD DETAIL.

SIDEWALK AND PAVING NOTES

1. ALL PEDESTRIAN FACILITIES, INCLUDING BUT NOT LIMITED TO SIDEWALKS, CURB RAMPS, BLENDED TRANSITIONS, LANDINGS, DRIVEWAYS, PEDESTRIAN ACCESS ROUTES, DETECTABLE WARNING SURFACES, CLEARANCES, AND APPURTENANCES SHALL COMPLY WITH THE LATEST ADOPTED PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). WHERE REQUIREMENTS SHOWN ON THE PLANS, STANDARD DETAILS, SPECIFICATIONS, OR STANDARDS CONFLICT WITH PROWAG, THE PROWAG REQUIREMENT SHALL GOVERN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY IDENTIFIED CONFLICTS PRIOR TO CONSTRUCTION.

2. THE CONTRACTOR SHALL VERIFY THAT CONSTRUCTED PEDESTRIAN FACILITIES SATISFY ALL APPLICABLE PROWAG REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CLEAR WIDTH, CROSS SLOPE, RUNNING SLOPE, VERTICAL CLEARANCE, PROTRUDING OBJECTS, AND LANDING REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE AS NECESSARY TO ACHIEVE COMPLIANCE.

3. ALL CONCRETE CURB AND GUTTER AND CONCRETE SIDEWALK SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS (MINIMUM). ALL CONCRETE VALLEY GUTTERS AND HEADERS SHALL HAVE A COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS (MINIMUM). ALL CONCRETE PAVEMENT SHALL HAVE A COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS (MINIMUM).

4. SIDEWALK AND DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT SHALL BE WITH LIKE MATERIALS, TO EQUAL OR BETTER THAN EXISTING CONDITIONS.

5. ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.

6. THE CONTRACTOR SHALL PROVIDE A VIDEO SURVEY OF THE PROJECT SITE PRIOR TO CONSTRUCTION TO BE USED AS REFERENCE FOR FINISHED CONDITIONS. THE CONTRACTOR SHALL ATTEMPT TO DOCUMENT THE EXISTING CONDITION OF THE PRIVATE DRIVEWAYS FOR EACH PROPERTY PRIOR TO BEGINNING WORK.

7. ALL PAVEMENT CUTS ARE TO BE NEAT SAW CUT LINES. ALL PAVEMENT SHALL BE SAW CUT PRIOR TO EXCAVATION. SAW-CUTTING SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE PROJECT.

8. LONGITUDINAL JOINT LOCATIONS ARE TO BE DETERMINED BY THE OWNER IN THE FIELD.

9. CONNECTING PROPOSED SIDEWALK AND PAVEMENT TO EXISTING PAVEMENT SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE PROJECT. CONTRACTOR SHALL DOWEL PROPOSED PAVEMENT INTO EXISTING PAVEMENT.

10. DETECTABLE WARNING SURFACE SHALL BE A PREFABRICATED POLYMER COMPOSITE. BRICK/PAVERS SHALL NOT BE USED FOR TRUNCATED DOMES.

11. ALL CURBS AND WALLS (LESS THAN 12"HIGH) WITHIN THE RAMP SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE RAMP.

12. WHERE PROPOSED SIDEWALK IS TO TIE IN TO EXISTING SIDEWALK, DRILL EXISTING SIDEWALK AND EPOXY GROUT 24"#3 BARS @ 12"C-C. IF EXISITING SIDEWALK IS TOO THIN TO RECEIVE CONNECTION, CONTRACTOR SHALL REQUEST CONNECTION METHOD FROM THE CITY. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE PROJECT.

13. REMOVAL OF THE EXISTING CURB AND GUTTER TO INSTALL THE RAMP SHALL BE CONSIDERED SUBSIDIARY TO THE PROJECT.

14. EXCAVATION AND REMOVAL OF ALL EXISTING MATERIALS (ROCK, GRAVEL, ASPHALT, CONCRETE, ETC.) TO PLACE THE SIDEWALK SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE SIDEWALK.

15. AFTER OWNER APPROVAL, THE SIDEWALK SHALL BE ADJUSTED TO AVOID POTENTIAL CONFLICTS.

16. PROPOSED CURB RAMPS SHALL NOT EXCEED A MAX RUN SLOPE OF 8.33%.

17. LANDING AREAS TO BE 4'X4' AND MAINTAIN 1.5% SLOPE IN ALL DIRECTIONS.

18. SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%. LONGITUDINAL SLOPE ON SIDEWALKS SHALL NOT EXCEED 5% EXCEPT IN CASES WHERE THE ADJACENT ROADWAY SLOPE EXCEEDS 5%, LONGITUDINAL SLOPE OF THE SIDEWALK MAY MATCH THAT OF THE ROADWAY.

EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL COMPLY WITH THE CONDITIONS OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) WHILE CONDUCTING ACTIVITIES ON THE PROJECT. IN ADDITION TO CONSTRUCTING THOSE ITEMS INDICATED ON THE PLAN SHEETS, COMPLIANCE WITH THE SWPPP INCLUDES CONFORMANCE TO CERTAIN PRACTICES AND PROCEDURES DURING PROJECT CONSTRUCTION THAT ARE IDENTIFIED IN THE SWPPP. ALL SILT FENCES AND MATERIALS SHALL BE REMOVED PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

2. TEMPORARY EROSION CONTROL, SEDIMENTATION, AND WATER POLLUTION PREVENTION AND CONTROL INCLUDES SILT FENCE AND INLET PROTECTION AT ALL INLETS WITHIN THE LIMITS OF CONSTRUCTION AS WELL AS DOWNSTREAM FACILITIES.

3. CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING, SUBMITTING, AND POSTING THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE WITH STATE RULES AND REGULATIONS.

4. THE CITY HAS THE RIGHT TO REQUEST ADDITIONAL EROSION CONTROL IF THE PROPOSED PLAN IS NOT WORKING OR THERE IS SILT ON THE ROADS/INLETS.

TRAFFIC CONTROL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC CONTROL. ALL TRAFFIC CONTROL DEVICES (SIGNS, MARKERS, BARRICADES, ETC.) USED TO WARN PEDESTRIANS AND MOTORISTS OF THE CONSTRUCTION ACTIVITY MUST CONFORM TO THE LATEST VERSION OF THE TEXAS MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AS PUBLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.

2. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN A MINIMUM OF TWO WEEKS PRIOR TO MOBILIZATION.

LEGEND

- OHE — EXISTING OVERHEAD ELECTRIC
- UGT — EXISTING UNDERGROUND TELEPHONE
- GAS — EXISTING GAS
- FOL — EXISTING UNDERGROUND FIBER OPTIC
- UGC — EXISTING UNDERGROUND CABLE
- UGE — EXISTING UNDERGROUND ELECTRIC
- // — EXISTING WOOD FENCE
- EXISTING BRICK FENCE
- EXISTING STEEL TUBE FENCE
- X" W — EXISTING WATER LINE
- X"SS — EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING CONCRETE PAVEMENT
- EXISTING ASPHALT PAVEMENT
- EXISTING EASEMENT
- EXISTING ROW LINE
- EXISTING PROPERTY LINE
- EXISTING GUTTER

- EXISTING TREE
- EXISTING TREE TO BE REMOVED
- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING WATER METER
- EXISTING SANITARY SEWER MANHOLE
- EXISTING TELEPHONE PEDESTAL
- EXISTING FIBER VAULT
- EXISTING WATER VALVE BOX
- EXISTING STORM MANHOLE
- BENCHMARK
- PROPOSED TRUNCATED DOMES
- PROPOSED RAMP
- REMOVE AND DISPOSE OF PAVEMENT
- REMOVE AND REPLACE CONCRETE PAVEMENT
- REMOVE AND REPLACE WASHED AGGREGATE
- PROPOSED SIDEWALK

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No.	Revision	By	Date

JASON A. SNYDER 123128 LICENSED PROFESSIONAL ENGINEER 9/25/26

2026 Pedestrian Access Improvements

GENERAL NOTES

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET

G2

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QUANTITY SUMMARY

ERIECK ROAD		
Item Description	**Unit**	**Quantity**
4" Concrete Sidewalk	SF	7,580
6" Concrete Sidewalk	SF	216
6" Concrete Driveway with Curb	SF	2,916
6" Concrete Bus Stop Pad	SF	0
Concrete Drop Wall for Sidewalk	LF	0
Integral Concrete Sidewalk Curb (6")	LF	270
Integral Concrete Sidewalk Curb (7"-12")	LF	37
4' Wide Curb Ramp	EA	1
5' Wide Curb Ramp	EA	0
6' Wide Curb Ramp	EA	7
6' Driveway Ramp	EA	10
Rehabilitate Existing Non-Compliant Curb Ramp	EA	0
Concrete Curb and Gutter	LF	0
Concrete Sidewalk Underdrain	EA	1
Pedestrian Crosswalk Striping	LF	228
Stop Line Striping	EA	4
Pedestrian Crosswalk Signage	EA	0
Remove & Dispose of Existing Pavement	SF	2,916
Remove & Dispose of Existing Curb and Gutter	LF	0
Sod To Match Existing Site Sod	SF	5,849

STONEBRIDGE WAY		
Item Description	**Unit**	**Quantity**
4" Concrete Sidewalk	SF	1,277
6" Concrete Sidewalk	SF	0
6" Concrete Driveway with Curb	SF	0
6" Concrete Bus Stop Pad	SF	0
Concrete Drop Wall for Sidewalk	LF	0
Integral Concrete Sidewalk Curb (6")	LF	0
Integral Concrete Sidewalk Curb (7"-12")	LF	0
4' Wide Curb Ramp	EA	0
5' Wide Curb Ramp	EA	1
6' Wide Curb Ramp	EA	0
6' Driveway Ramp	EA	0
Rehabilitate Existing Non-Compliant Curb Ramp	EA	1
Concrete Curb and Gutter	LF	0
Concrete Sidewalk Underdrain	EA	0
Pedestrian Crosswalk Striping	LF	82
Stop Line Striping	EA	1
Pedestrian Crosswalk Signage	EA	0
Remove & Dispose of Existing Pavement	SF	27
Remove & Dispose of Existing Curb and Gutter	LF	0
Sod To Match Existing Site Sod	SF	4,394

W 32ND STREET		
Item Description	**Unit**	**Quantity**
4" Concrete Sidewalk	SF	6,509
6" Concrete Sidewalk	SF	0
6" Concrete Driveway with Curb	SF	2,174
6" Concrete Bus Stop Pad	SF	100
Concrete Drop Wall for Sidewalk	LF	0
Integral Concrete Sidewalk Curb (6")	LF	0
Integral Concrete Sidewalk Curb (7"-12")	LF	0
4' Wide Curb Ramp	EA	4
5' Wide Curb Ramp	EA	5
6' Wide Curb Ramp	EA	0
6' Driveway Ramp	EA	0
Rehabilitate Existing Non-Compliant Curb Ramp	EA	0
Concrete Curb and Gutter	LF	121
Concrete Sidewalk Underdrain	EA	0
Pedestrian Crosswalk Striping	LF	123
Stop Line Striping	EA	0
Pedestrian Crosswalk Signage	EA	4
Remove & Dispose of Existing Pavement	SF	4,710
Remove & Dispose of Existing Curb and Gutter	LF	95
Sod To Match Existing Site Sod	SF	12,311

ELKTON TRAIL		
Item Description	**Unit**	**Quantity**
4" Concrete Sidewalk	SF	1,564
6" Concrete Sidewalk	SF	0
6" Concrete Driveway with Curb	SF	0
6" Concrete Bus Stop Pad	SF	0
Concrete Drop Wall for Sidewalk	LF	111
Integral Concrete Sidewalk Curb (6")	LF	62
Integral Concrete Sidewalk Curb (7"-12")	LF	0
4' Wide Curb Ramp	EA	0
5' Wide Curb Ramp	EA	0
6' Wide Curb Ramp	EA	0
6' Driveway Ramp	EA	0
Rehabilitate Existing Non-Compliant Curb Ramp	EA	0
Concrete Curb and Gutter	LF	0
Concrete Sidewalk Underdrain	EA	0
Pedestrian Crosswalk Striping	LF	0
Stop Line Striping	EA	0
Pedestrian Crosswalk Signage	EA	0
Remove & Dispose of Existing Pavement	SF	64
Remove & Dispose of Existing Curb and Gutter	LF	0
Sod To Match Existing Site Sod	SF	3,580

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No.	Revision	By	Date



2026 Pedestrian Access Improvements

QUANTITY SUMMARY

DATE:	SEPTEMBER 2026	DESIGN:	IQ	
DRAWN:	ADM	CHECKED:	JAS	
KHA NO.:	063615020			

SHEET

G3

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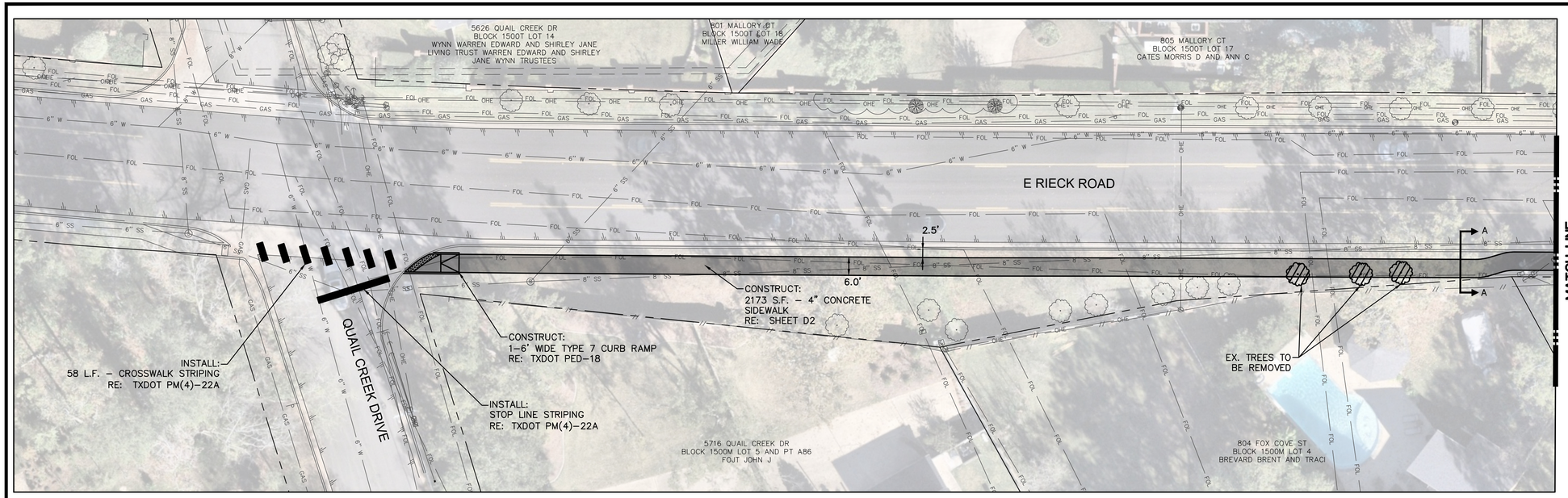
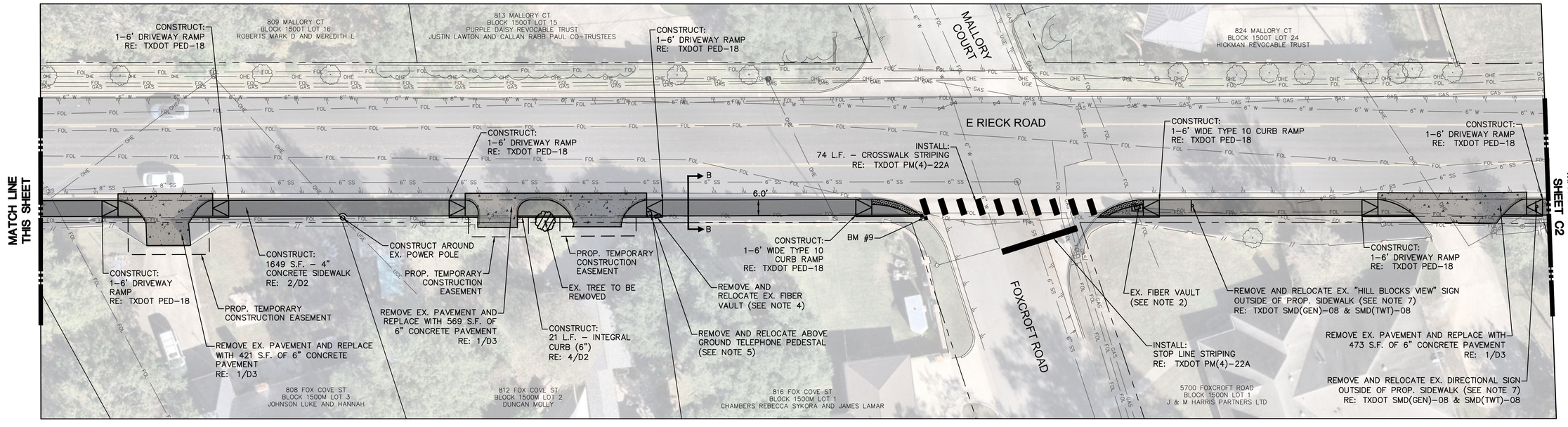
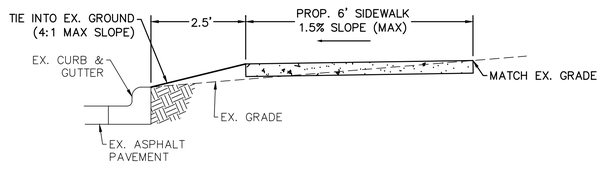
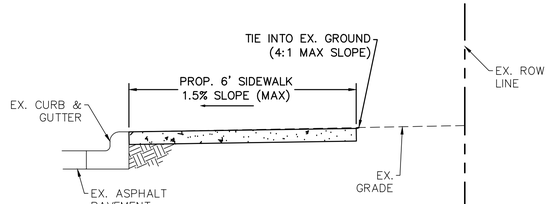






1 **SECTION A**

SCALE: NOT TO SCALE



2 **SECTION B**

SCALE: NOT TO SCALE

LEGEND

- PROPOSED TRUNCATED DOMES
- PROPOSED RAMP
- REMOVE AND REPLACE CONCRETE PAVEMENT
- REMOVE AND REPLACE WASHED AGGREGATE
- PROPOSED SIDEWALK

BENCHMARK TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM #9	6802406.42	2959370.48	511.29	CUT X

CONTROL POINTS TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP #3	6802320.80	2960404.65	498.53	IR 5/8 R KHA
CP #4	6802330.91	2959628.34	515.15	IR 5/8 R KHA

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

NOTES:

1. E RIECK ROAD IS BASED ON DESIGN SURVEY PERFORMED IN JUNE 2026. AERIAL IMAGERY FOUND IN THIS PLAN SET WAS SOURCED FROM NEARMAP AND WAS CAPTURED ON NOVEMBER 22, 2025.
2. EXISTING FIBER VAULT SHALL BE ADJUSTED TO MATCH FINISHED SIDEWALK GRADE AND CAST IN PLACE.
3. CONTRACTOR SHALL COORDINATE WITH CITY OF TYLER TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION.
4. CONTRACTOR SHALL COORDINATE WITH METRONET TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION.
5. CONTRACTOR SHALL COORDINATE WITH AT&T TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION.
6. WORK AREA LIMITED TO THE RIGHT–OF–WAY UNLESS OTHERWISE SHOWN.
7. CONTRACTOR TO RELOCATE EXISTING TRAFFIC SIGNAGE TO LOCATION DETERMINED BY CITY INSPECTOR.
8. THE CONTRACTOR SHALL VERIFY THAT CONSTRUCTED PEDESTRIAN FACILITIES SATISFY ALL APPLICABLE PROWAG REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CLEAR WIDTH, CROSS SLOPE, RUNNING SLOPE, VERTICAL CLEARANCE, PROTRUDING OBJECTS, AND LANDING REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE AS NECESSARY TO ACHIEVE COMPLIANCE.

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Texas Board Of Professional Engineers Firm Registration Number: F–928
110 N College Ave, Suite 1800, Tyler, TX 75702 903–617–5839

No.	Revision	By	Date



2026 Pedestrian Access Improvements

E RIECK ROAD

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET
C1

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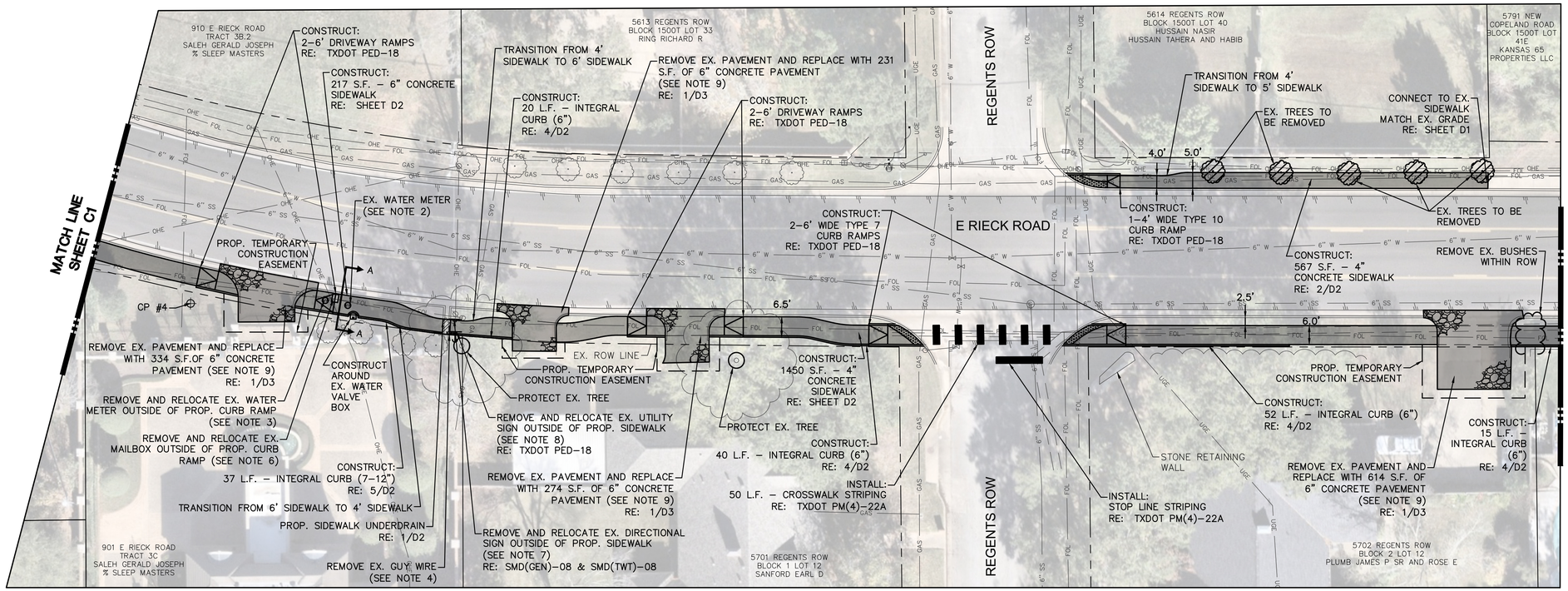

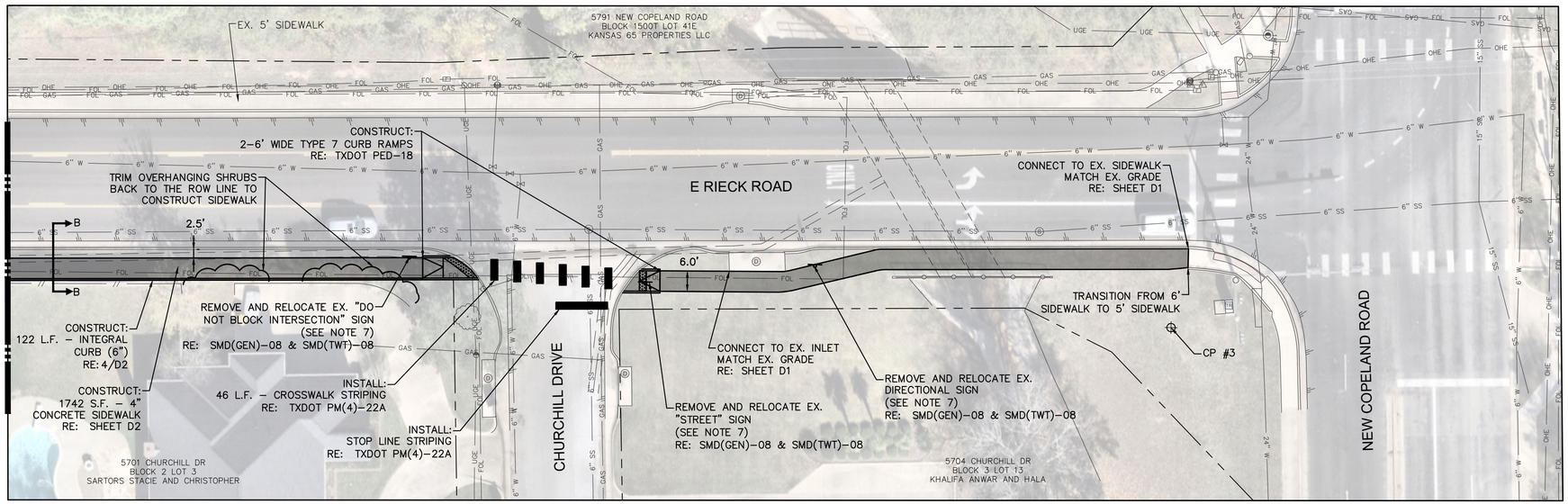

1 **SECTION A**

SCALE: NOT TO SCALE

NOTES:

1. IF HEIGHT "H" IS EQUAL TO 0", CONSTRUCT SIDEWALK WITHOUT INTEGRAL CURB. SEE DETAIL 2/D2.
2. IF HEIGHT "H" IS 6" OR LESS, CONSTRUCT SIDEWALK WITH INTEGRAL CURB. SEE DETAIL 4/D2.
3. IF HEIGHT "H" IS GREATER THAN 6", CONSTRUCT SIDEWALK WITH TYPE C1 CURB AND INCREASE SIDEWALK THICKNESS TO 6". SEE DETAIL 5/D2.

2 **SECTION B**

SCALE: NOT TO SCALE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

NOTES:

1. E RIECK ROAD IS BASED ON DESIGN SURVEY PERFORMED IN JUNE 2026. AERIAL IMAGERY FOUND IN THIS PLAN SET WAS SOURCED FROM NEARMAP AND WAS CAPTURED ON NOVEMBER 22, 2025.
2. EXISTING WATER METER SHALL BE ADJUSTED TO MATCH FINISHED SIDEWALK GRADE AND CAST IN PLACE.
3. CONTRACTOR SHALL COORDINATE WITH TYLER WATER UTILITIES TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION. RELOCATED METER SHALL BE CAST INTO PROPOSED SIDEWALK.
4. CONTRACTOR SHALL COORDINATE WITH ONCOR ELECTRIC DELIVERY TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION.
5. WORK AREA LIMITED TO THE RIGHT-OF-WAY UNLESS OTHERWISE SHOWN.
6. CONTRACTOR TO REINSTALL EXISTING MAILBOX ON THE CURB, OUTSIDE OF PROPOSED CURB RAMP.
7. CONTRACTOR TO RELOCATE EXISTING TRAFFIC SIGNAGE TO LOCATION DETERMINED BY CITY INSPECTOR.
8. CONTRACTOR TO RELOCATE EXISTING UTILITY SIGN TO LOCATION DETERMINED BY UTILITY COMPANY.
9. CONTRACTOR TO COORDINATE WITH PROPERTY OWNER PRIOR TO CONSTRUCTION TO CONFIRM DESIRE TO REPLACE WITH WASHED AGGREGATE OR BROOM FINISH.
10. THE CONTRACTOR SHALL VERIFY THAT CONSTRUCTED PEDESTRIAN FACILITIES SATISFY ALL APPLICABLE PROWAG REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CLEAR WIDTH, CROSS SLOPE, RUNNING SLOPE, VERTICAL CLEARANCE, PROTRUDING OBJECTS, AND LANDING REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE AS NECESSARY TO ACHIEVE COMPLIANCE.

LEGEND

- PROPOSED TRUNCATED DOMES
- PROPOSED RAMP
- REMOVE AND REPLACE CONCRETE PAVEMENT
- REMOVE AND REPLACE WASHED AGGREGATE
- PROPOSED SIDEWALK

BENCHMARK TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM #9	6802406.42	2959370.48	511.29	CUT X

CONTROL POINTS TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP #3	6802320.80	2960404.65	498.53	IR 5/8 R KHA
CP #4	6802330.91	2959628.34	515.15	IR 5/8 R KHA

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No.	Revision	By	Date

JASON A. SWEET 123328 LICENSED PROFESSIONAL ENGINEER 9/25/26

2026 Pedestrian Access Improvements

E RIECK ROAD

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET

C2

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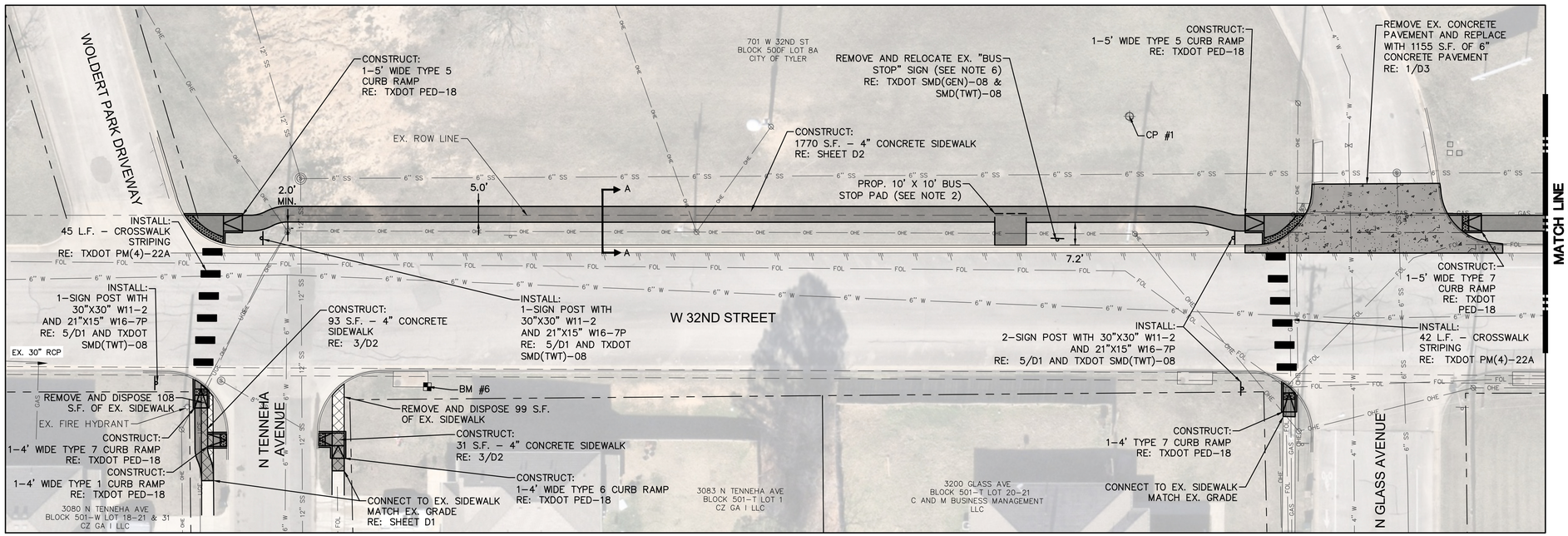
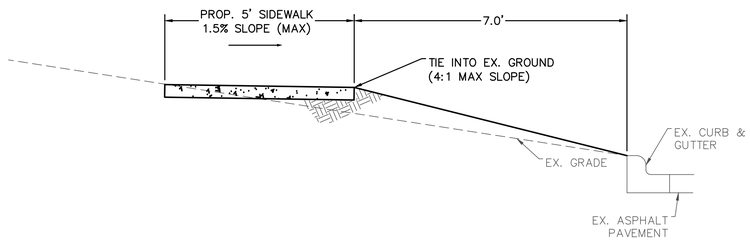
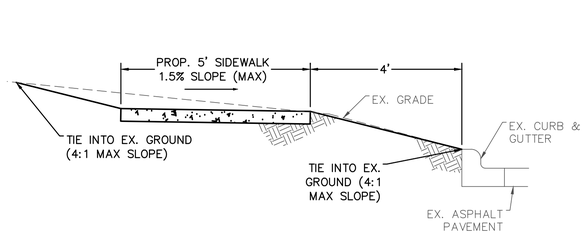




1 **SECTION A**

SCALE: NOT TO SCALE



2 **SECTION B**

SCALE: NOT TO SCALE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

NOTES:

1. W 32ND ST DESIGN IS BASED ON A COMBINATION OF BOUNDARY SURVEY AND SPORADIC TOPOGRAPHIC SURVEY PERFORMED IN JUNE 2026 AND AERIAL IMAGERY, GIS, AND LIMITED SITE MEASUREMENTS. AERIAL IMAGERY FOUND IN THIS PLAN SET WAS SOURCED FROM NEARMAP AND WAS CAPTURED ON NOVEMBER 22, 2025.
2. SLOPE OF THE BUS STOP PAD PARALLEL TO THE ROAD SHALL MATCH THE GRADE OF THE ROAD. SLOPE OF THE BUS STOP PAD PERPENDICULAR TO THE ROAD SHALL BE 1.5% MAXIMUM.
3. CONTRACTOR SHALL PLACE SELECT FILL AND COMPACT TO 95% STANDARD PROCTOR DENSITY AND GRADE TO PROMOTE POSITIVE DRAINAGE.
4. CONTRACTOR SHALL COORDINATE WITH ONCOR ELECTRIC DELIVERY TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION.
5. CONTRACTOR SHALL COORDINATE WITH CENTERPOINT ENERGY TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION.
6. CONTRACTOR TO RELOCATE EXISTING BUS STOP SIGN TO LOCATION DETERMINED BY CITY INSPECTOR.
7. WORK AREA LIMITED TO THE RIGHT-OF-WAY UNLESS OTHERWISE SHOWN.
8. THE CONTRACTOR SHALL VERIFY THAT CONSTRUCTED PEDESTRIAN FACILITIES SATISFY ALL APPLICABLE PROWAG REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CLEAR WIDTH, CROSS SLOPE, RUNNING SLOPE, VERTICAL CLEARANCE, PROTRUDING OBJECTS, AND LANDING REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE AS NECESSARY TO ACHIEVE COMPLIANCE.

LEGEND

- PROPOSED TRUNCATED DOMES
- PROPOSED RAMP
- REMOVE AND DISPOSE OF PAVEMENT
- REMOVE AND REPLACE CONCRETE PAVEMENT
- PROPOSED SIDEWALK

BENCHMARK TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM #6	6836363.70	2953559.69	465.75	CUT X
BM #7	6836225.80	2955050.15	470.08	CUT X

CONTROL POINTS TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP #1	6836456.61	2953779.62	475.51	IR 5/8 R KHA
CP #2	6836104.32	2955240.00	477.13	IR 5/8 R KHA

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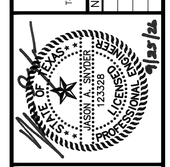
No.	Revision	By	Date



2026 Pedestrian Access Improvements

W 32ND STREET

DATE:	SEPTEMBER 2026		
DESIGN:	IQ		
DRAWN:	ADM		
CHECKED:	JAS	KHA NO.:	063615020

SHEET C3

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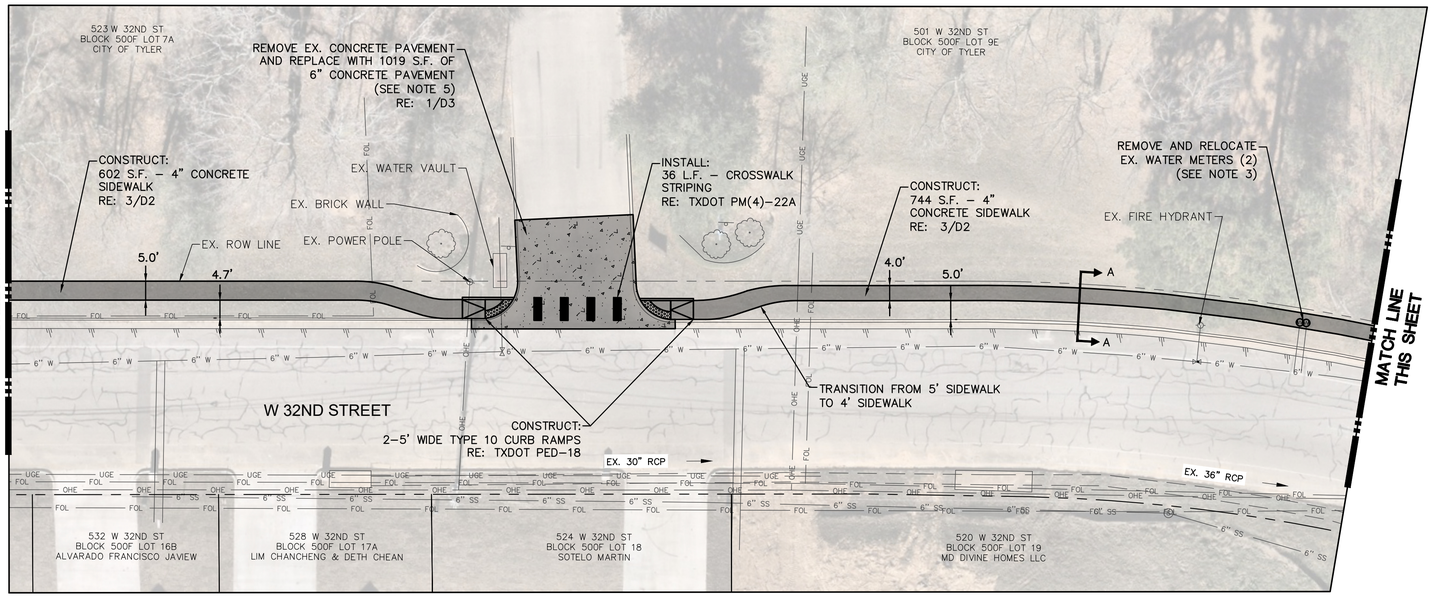
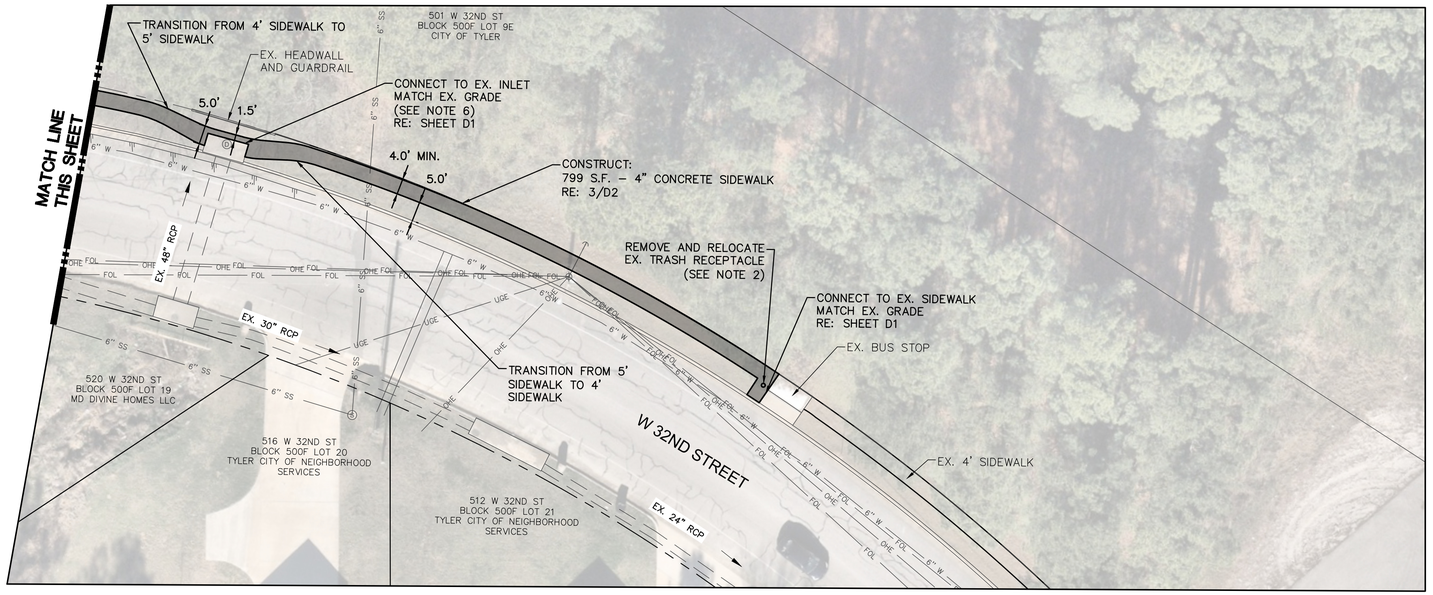
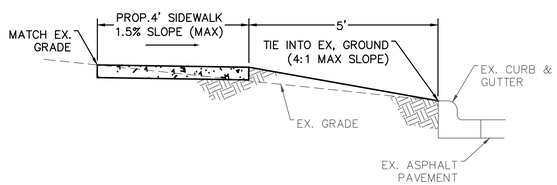
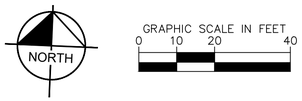






1 **SECTION A**

SCALE: NOT TO SCALE



NOTES:

1. W 32ND ST DESIGN IS BASED ON A COMBINATION OF BOUNDARY SURVEY AND SPORADIC TOPOGRAPHIC SURVEY PERFORMED IN JUNE 2026 AND AERIAL IMAGERY, GIS, AND LIMITED SITE MEASUREMENTS. AERIAL IMAGERY FOUND IN THIS PLAN SET WAS SOURCED FROM NEARMAP AND WAS CAPTURED ON NOVEMBER 22, 2025.
2. CONTRACTOR TO RELOCATE TRASH RECEPTACLE TO LOCATION DETERMINED BY CITY INSPECTOR.
3. CONTRACTOR SHALL COORDINATE WITH CITY OF TYLER TO RESOLVE ANY CONFLICTS OR RELOCATIONS PRIOR TO CONSTRUCTION. VERTICAL ADJUSTMENT TO MATCH PROPOSED SIDEWALK SURFACE IS ACCEPTABLE.
4. WORK AREA LIMITED TO THE RIGHT-OF-WAY UNLESS OTHERWISE SHOWN.
5. CONTRACTOR TO MAINTAIN DRIVEWAY ACCESS TO GLASS RECREATION CENTER DURING BUSINESS HOURS. CONTRACTOR TO DEVELOP A SCHEDULE FOR DRIVEWAY PAVEMENT REPLACEMENT AND SUBMIT TO THE ENGINEER.
6. CONTRACTOR SHALL MATCH EXISTING CROSS SLOPE AND RUNNING SLOPE AT OF INLET.
7. THE CONTRACTOR SHALL VERIFY THAT CONSTRUCTED PEDESTRIAN FACILITIES SATISFY ALL APPLICABLE PROWAG REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CLEAR WIDTH, CROSS SLOPE, RUNNING SLOPE, VERTICAL CLEARANCE, PROTRUDING OBJECTS, AND LANDING REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE AS NECESSARY TO ACHIEVE COMPLIANCE.

LEGEND

- PROPOSED TRUNCATED DOMES
- PROPOSED RAMP
- REMOVE AND DISPOSE OF PAVEMENT
- REMOVE AND REPLACE CONCRETE PAVEMENT
- PROPOSED SIDEWALK

BENCHMARK TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
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No.	Revision	By	Date



2026 Pedestrian Access Improvements

W 32ND STREET

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET

C4

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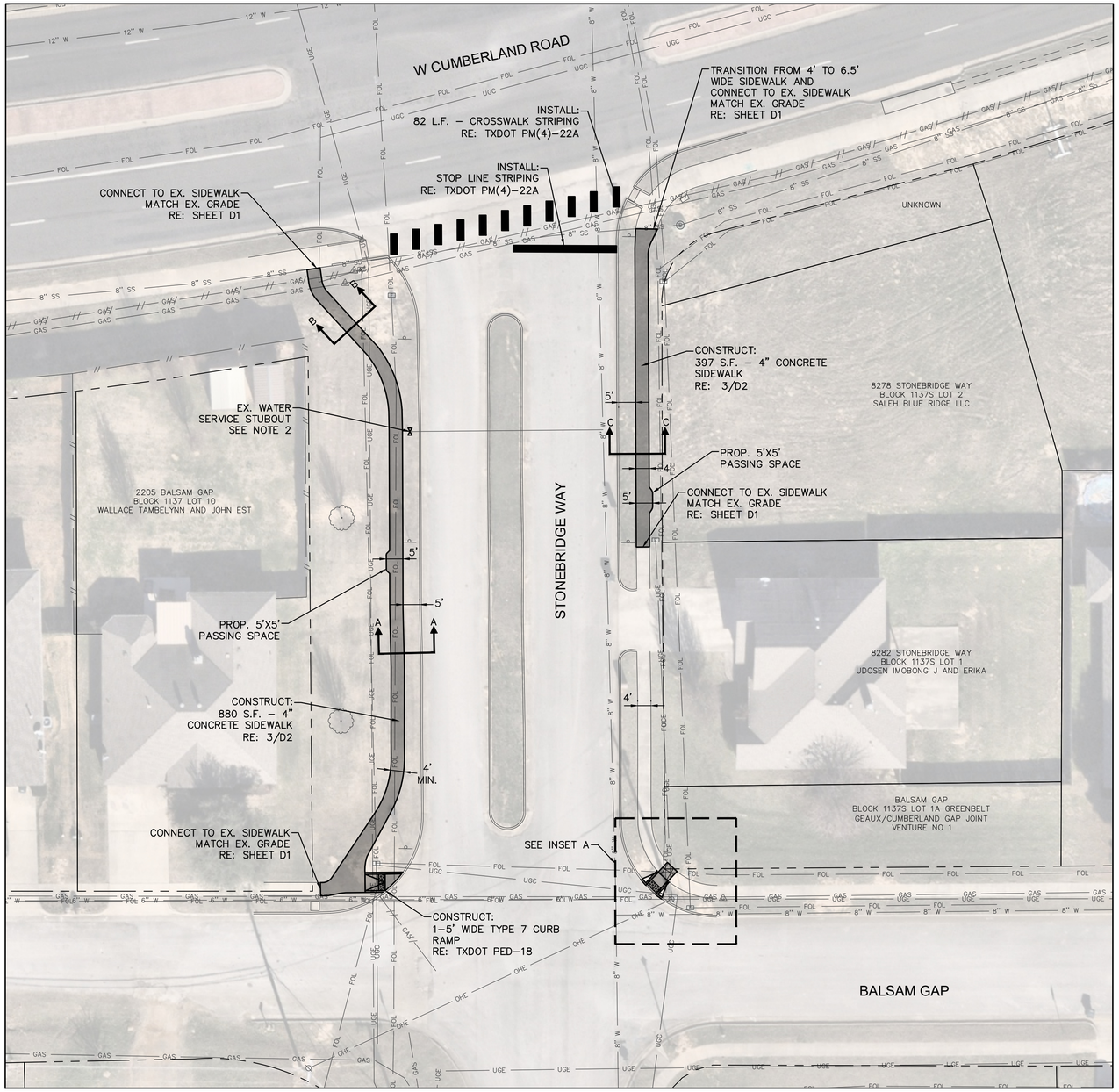
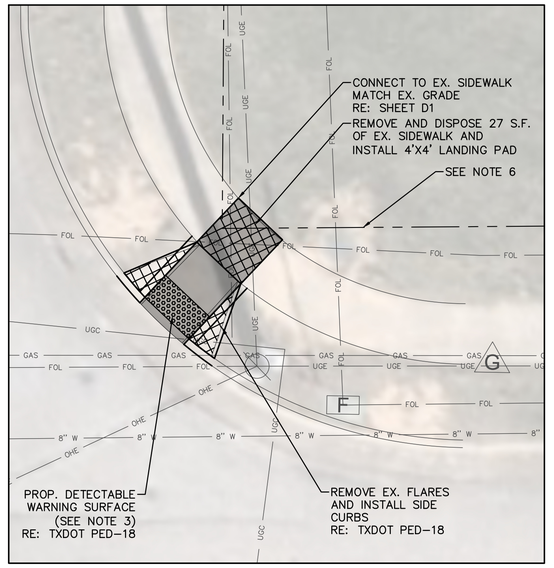




INSET A

SCALE: 1" = 5'

NORTH

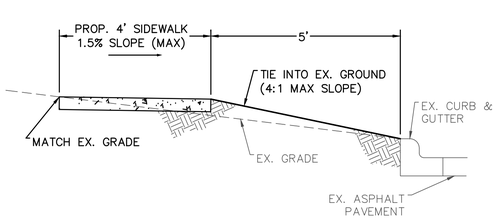
GRAPHIC SCALE IN FEET
0 10 20 40

NOTES:

1. STONEBRIDGE WAY IS BASED ON AERIAL IMAGERY, GIS, AND LIMITED SITE MEASUREMENTS. AERIAL IMAGERY FOUND IN THIS PLAN SET WAS SOURCED FROM NEARMAP AND WAS CAPTURED ON NOVEMBER 22, 2025.
2. CONTRACTOR TO CAP EXISTING WATER SERVICE TAP 1 FT BELOW EXISTING GROUND.
3. CONTRACTOR SHALL INSTALL MEASURES TO MAKE EXISTING RAMP COMPLIANT WITH PROWAG STANDARDS. CONTRACTOR SHALL REPAIR THE EXISTING RAMP IF DAMAGED AT NO ADDITIONAL COST.
4. CONTRACTOR SHALL PROTECT EXISTING TREES.
5. WORK AREA LIMITED TO THE RIGHT–OF–WAY.
6. CONTRACTOR SHALL VERIFY THE PROPERTY CORNER LOCATION PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER IF THE PROPOSED WORK IS LOCATED IN PRIVATE PROPERTY.
7. THE CONTRACTOR SHALL VERIFY THAT CONSTRUCTED PEDESTRIAN FACILITIES SATISFY ALL APPLICABLE PROWAG REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CLEAR WIDTH, CROSS SLOPE, RUNNING SLOPE, VERTICAL CLEARANCE, PROTRUDING OBJECTS, AND LANDING REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE AS NECESSARY TO ACHIEVE COMPLIANCE.

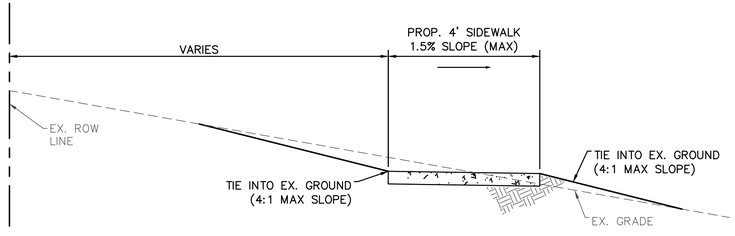
LEGEND

- PROPOSED TRUNCATED DOMES
- PROPOSED RAMP
- REMOVE AND DISPOSE OF PAVEMENT
- PROPOSED SIDEWALK



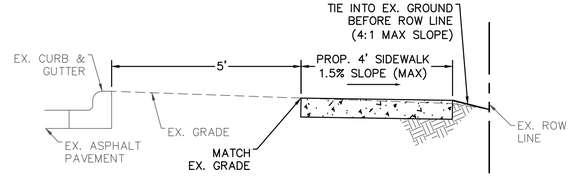
1 **SECTION A**

SCALE: NOT TO SCALE



2 **SECTION B**

SCALE: NOT TO SCALE



3 **SECTION C**

SCALE: NOT TO SCALE

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Texas Board Of Professional Engineers Firm Registration Number: F–928
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No.	Revision	By	Date



2026 Pedestrian Access Improvements

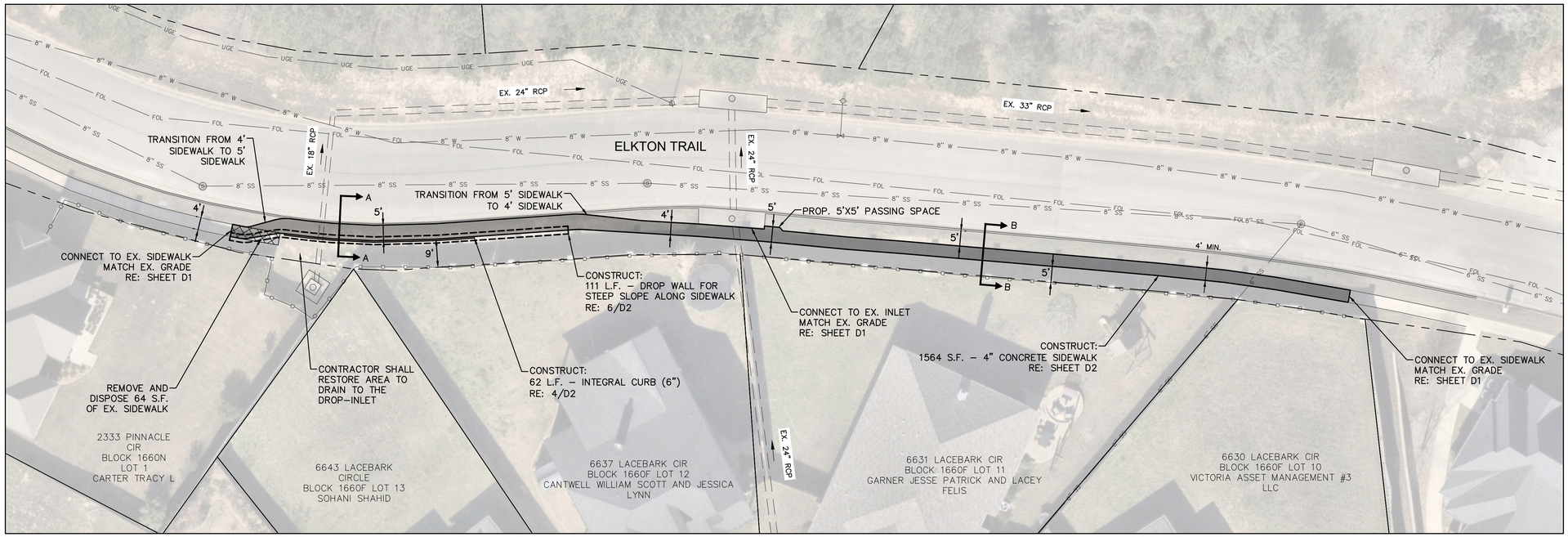
STONEBRIDGE WAY

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET

C5

k:\tyl_municipal\063615020 – 2026 pedestrian improvements\4_Design\DWG\Sheets\Plan Sheets\C5 Stonebridge Way.dwg



NORTH

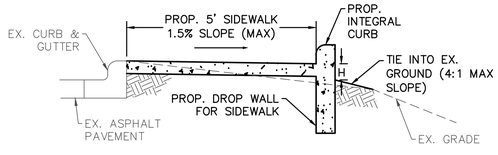
GRAPHIC SCALE IN FEET
0 10 20 40

NOTES:

1. ELKTON TRAIL IS BASED ON AERIAL IMAGERY, GIS, AND LIMITED SITE MEASUREMENTS. AERIAL IMAGERY FOUND IN THIS PLAN SET WAS SOURCED FROM NEARMAP AND WAS CAPTURED ON NOVEMBER 22, 2025.
2. WORK AREA LIMITED TO THE RIGHT-OF-WAY.
3. THE CONTRACTOR SHALL VERIFY THAT CONSTRUCTED PEDESTRIAN FACILITIES SATISFY ALL APPLICABLE PROWAG REQUIREMENTS, INCLUDING BUT NOT LIMITED TO CLEAR WIDTH, CROSS SLOPE, RUNNING SLOPE, VERTICAL CLEARANCE, PROTRUDING OBJECTS, AND LANDING REQUIREMENTS. FIELD ADJUSTMENTS SHALL BE MADE AS NECESSARY TO ACHIEVE COMPLIANCE.

LEGEND

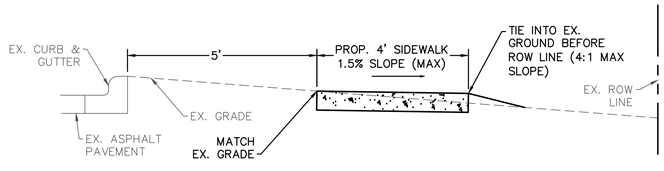
- REMOVE AND DISPOSE OF PAVEMENT
- PROPOSED SIDEWALK



NOTES:

1. IF HEIGHT "H" IS EQUAL TO 0", CONSTRUCT SIDEWALK WITHOUT DROP WALL AND INTEGRAL CURB. SEE DETAIL 2/D2.
2. IF HEIGHT "H" IS GREATER THAN 0" BUT LESS THAN 6", CONSTRUCT SIDEWALK WITH DROP WALL. SEE DETAIL 6/D2.
3. IF HEIGHT "H" IS GREATER THAN 6", CONSTRUCT SIDEWALK WITH DROP WALL AND INTEGRAL CURB. SEE DETAILS 4/D2 AND 6/D2.

1 **SECTION A**
SCALE: NOT TO SCALE



2 **SECTION B**
SCALE: NOT TO SCALE

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Texas Board Of Professional Engineers Firm Registration Number: F-928
110 N College Ave, Suite 1800, Tyler, TX 75702 903-617-5839

No.	Revision	By	Date



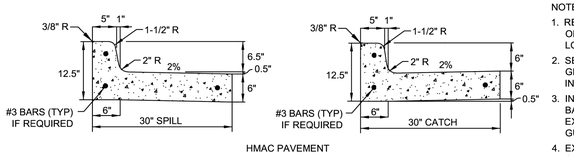
2026 Pedestrian Access Improvements

ELKTON TRAIL

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

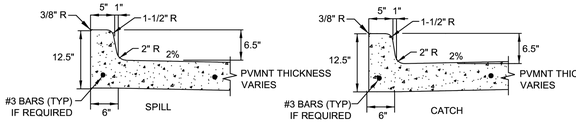
SHEET
C6

k:\tyl_municipal\063615020 - 2026 pedestrian improvements\4_Design\DWG\Sheets\Plan Sheets\C6 Elkton Trail.dwg

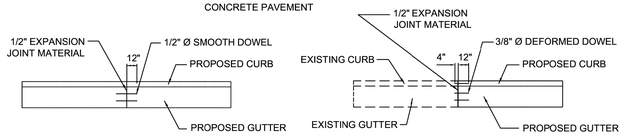


HMAC PAVEMENT

NOTES:
1. REINFORCEMENT IS NOT REQUIRED ON RESIDENTIAL COLLECTOR AND LOCAL STREETS.
2. SEE PAVING AND DRIVEWAY GENERAL NOTES FOR MORE INFORMATION.
3. INSERT #3 DOWEL (3/8" Ø DEFORMED BARS) TO A MINIMUM 4" DEPTH IN EXISTING CONCRETE CURB AND GUTTER.
4. EXPANSION JOINTS SHALL BE SEALED WITH APPROVED MATERIAL..



CONCRETE PAVEMENT



DOWEL DETAIL "A"
NEW CURB AND GUTTER
PLAN VIEW

DOWEL DETAIL "B"
EXTENSION OF EXISTING CURB AND GUTTER
PLAN VIEW

CITY OF TYLER STANDARD DETAIL	CURB AND GUTTER	REVISION DATE: MAY 14, 2021

1. ALL CONCRETE CURB AND GUTTER AND CONCRETE SIDEWALK SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS (MINIMUM). ALL CONCRETE VALLEY GUTTERS AND HEADERS SHALL HAVE A COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS (MINIMUM). ALL CONCRETE PAVEMENT SHALL HAVE A COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS (MINIMUM).
2. ALL CONCRETE EDGES NOT CHAMFERED SHALL BE TOOLED.
3. ALL CONCRETE SHALL BE CURED ACCORDING TO TXDOT STANDARD SPECIFICATIONS AND MUST BE VERIFIED (MEMBRANE CURING, POLYETHYLENE, ETC.) AT THE TIME OF INSPECTION.
4. ALL CONTROL JOINTS ARE TO BE OPEN CUT TO A DEPTH OF 1/4 THICKNESS OF THE CONCRETE.
5. ALL DRIVEWAYS SHALL HAVE 1" EXPANSION JOINTS ON 40' CENTERS.
6. ON DRIVEWAYS 20' OR WIDER, A CONTROL JOINT SHALL BE PLACED IN THE CENTER OF THE DRIVE AND SHALL EXTEND FROM THE TOE OF THE CURB TO THE RIGHT-OF-WAY.
7. ALL SIDEWALKS SHALL HAVE 1" EXPANSION JOINTS ON 40' CENTERS WITH CONTROL JOINTS ON 4' OR 5' CENTERS.
8. ALL CURB AND GUTTER SHALL HAVE 1/2" EXPANSION JOINTS ON 50' CENTERS WITH CONTROL JOINTS ON 10' CENTERS.
9. ALL REINFORCING STEEL SHALL BE SUPPORTED BY CHAIRS.
10. SUBGRADE SHALL BE COMPACTED TO A DENSITY OF 95% STANDARD PROCTOR AT ± 2% OPTIMUM MOISTURE (ASTM D698). STANDING WATER, MUDDY SUBGRADE, OIL DIRT, SUGAR SAND OR UNSTABLE MATERIAL WILL BE REJECTED.
11. STAMPED CONCRETE SURFACES ARE NOT ALLOWED ON ANY SIDEWALK SECTION OR DRIVEWAY APPROACH.
12. ANY STREET PAVEMENT DAMAGED DURING DRIVEWAY CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR.
13. ALL ACCESSIBLE RAMPS SHALL HAVE A DETECTABLE WARNING IN ACCORDANCE WITH CURRENT TEXAS DEPARTMENT OF LICENSING AND REGULATION (TDLR) STANDARDS.
14. PEDESTRIAN RAMPS SHALL BE IN ACCORDANCE WITH TXDOT SPECIFICATIONS AND DETAILS, EXCEPT AS NOTED HEREIN. ADDITIONALLY, 4' SIDEWALKS ARE ALLOWED AND 1" EXPANSION JOINTS SHALL BE USED.

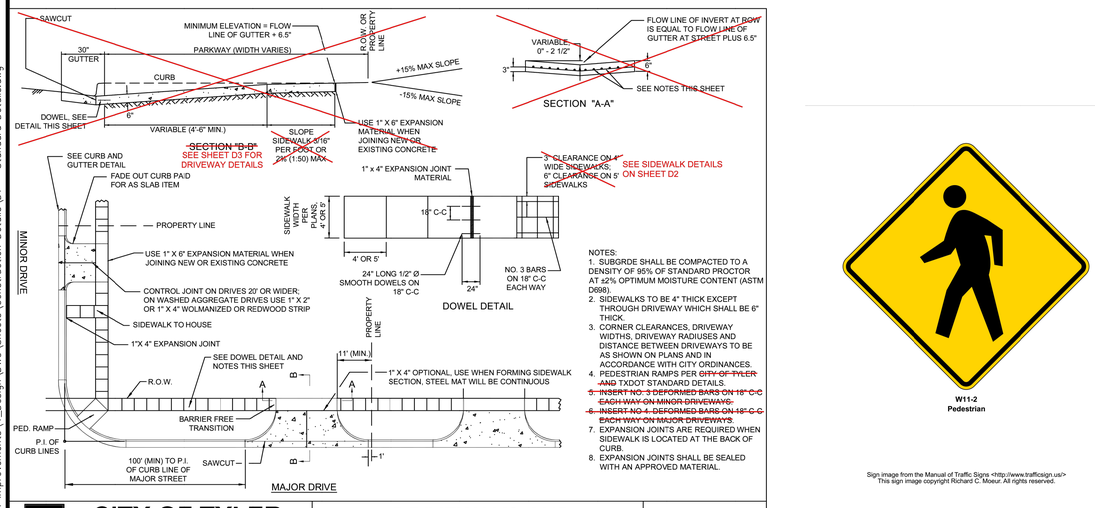
DEFINITIONS:
1. MINOR DRIVEWAY - A DRIVEWAY PROVIDING ACCESS TO PROPERTY USED FOR A ONE OR TWO FAMILY RESIDENTIAL DWELLING.
2. MAJOR DRIVEWAY - A DRIVEWAY PROVIDING ACCESS TO PROPERTY USED FOR ANY PURPOSE OTHER THAN A ONE OR TWO FAMILY RESIDENTIAL DWELLING.
3. MAJOR STREET - ANY STREET DESIGNATED AS AN "ARTERIAL STREET" ON THE MASTER STREET PLAN, OR STREETS SERVING AS COLLECTORS FOR SUCH THOUROUGHFARES. ALL OTHER STREETS ARE MINOR.

CITY OF TYLER STANDARD DETAIL	GENERAL NOTES FOR PAVING AND DRIVEWAYS	REVISION DATE: MAY 14, 2021

SOILS:	TESTING REQUIREMENTS
SUBGRADE:	* PROOF ROLL AND REPAIR AS NEEDED
	* COMPACT TO 95% D698 AT ±2% MOISTURE
	* PROCTORS AS NEEDED
	1 DENSITY EVERY 10,000 SQUARE FEET
FILL:	* PROOF ROLL AND REPAIR AS NEEDED
	* SELECT FILL (AS RECOMMENDED BY DESIGN)
	* COMPACT TO 95% D698 AT ±2% MOISTURE (OR AS RECOMMENDED BY DESIGN)
	* PROCTORS AS NEEDED
	* 1 DENSITY EVERY 10,000 SQUARE FEET IN THE TOP 2 FEET OF FILL
	* 1 DENSITY EVERY 20,000 SQUARE FEET IF BELOW TOP 2 FEET OF FILL
UTILITY LINE BACKFILL (NOT SUBJECT TO VEHICULAR TRAFFIC):	* COMPACT TO 95% D698 PER 10" COMPACTED LIFT
UTILITY LINE BACKFILL (SUBJECT TO VEHICULAR TRAFFIC):	* COMPACT TO 90% D698 PER 6" COMPACTED LIFT
RETAINING WALL BACKFILL:	* COMPACT TO 95% D698 AT ±2% MOISTURE (OR AS RECOMMENDED BY DESIGN)
TREATED SUBGRADE:	* PROOF ROLL AND REPAIR PRIOR TO TREATING
	* COMPACT TO 95% D1557 AT ±2% MOISTURE
	* PROCTOR SAMPLES AS NEEDED
	* 1 DENSITY EVERY 10,000 SQUARE FEET

SOILS:	TESTING REQUIREMENTS
TREATED SUBGRADE (CONT'D):	* PULVERIZATION CHECKS (100% PASSING 1-1/2" SIEVE, 85% PASSING 3/4" AND 60% PASSING NO. 4 SIEVE) EVERY 10,0000 SQUARE FEET (MINIMUM ONE PER DAY PER SOIL TYPE)
	* TREATED THICKNESS CHECKS EVERY 10,0000 SQUARE FEET
BASE:	* COMPACT TO 95% D1557 AT ±2% MOISTURE
	* TXDOT TYPE A, GRADE 2 BASE (OR AS RECOMMENDED BY DESIGN)
	* 1 DENSITY EVERY 10,000 SQUARE FEET
	* THICKNESS CHECKS EVERY 10,0000 SQUARE FEET
ASPHALT:	TESTING IS BASED ON ~ 600 TONS PER DAY OF PLACEMENT (I.E. 1 LOT = 600 TONS). SMALL DAYS PLACEMENT (UNDER 250 TONS) AS DIRECTED BY CITY OR ENGINEER.
	* TXDOT ITEM 340
	* 4 CORES PER DAY MUST BE 92%. QC PERFORMED BY CONTRACTOR. CORES TO BE CUT BY CONTRACTOR AND DELIVERED TO LAB FOR TESTING.
	* 1 EXTRACTION / GRADATION PER DAY (MAY BE PROVIDED BY THE ASPHALT PLANT IF AGREEMENT IS MADE WITH CITY)
	* 1 SET OF PATTIES PER DAY (MAY BE PROVIDED BY THE ASPHALT PLANT IF AGREEMENT IS MADE WITH CITY)
	* 1 RICE PER DAY (MAY BE PROVIDED BY THE ASPHALT PLANT IF AGREEMENT IS MADE WITH CITY)
CONCRETE:	
MISC. CONCRETE (SIDEWALKS, CURB AND GUTTER, ETC):	* SLUMP 4" MAXIMUM
	* AIR 5% ±1%
	* 1 SET OF 4 CYLINDERS PER DAY'S PRODUCTION (7, 28, 28, SP)
CONCRETE PAVING:	* SLUMP 4" MAXIMUM
	* AIR 5% ±1%
	* 1 SET OF 4 CYLINDERS EVERY 150 CUBIC YARDS OR PER DAY'S PRODUCTION (7, 28, 28, SP)

CITY OF TYLER STANDARD DETAIL	TESTING REQUIREMENTS FOR PAVING	REVISION DATE: MAY 14, 2021



NOTES:
1. SUBGRDE SHALL BE COMPACTED TO A DENSITY OF 95% OF STANDARD PROCTOR AT ±2% OPTIMUM MOISTURE CONTENT (ASTM D698).
2. SIDEWALKS TO BE 4" THICK EXCEPT THROUGH DRIVEWAY WHICH SHALL BE 6" THICK.
3. CORNER CLEARANCES, DRIVEWAY WIDTHS, DRIVEWAY RADIUSES AND DISTANCE BETWEEN DRIVEWAYS TO BE AS SHOWN ON PLANS AND IN ACCORDANCE WITH CITY ORDINANCES.
4. PEDESTRIAN RAMPS PER ~~CITY OF TYLER AND~~ TXDOT STANDARD DETAILS.
5. ~~INSERT NO. 3 DEFORMED BARS ON 18" C-C EACH WAY ON MINOR DRIVEWAYS.~~
6. ~~INSERT NO 4. DEFORMED BARS ON 18" C-C EACH WAY ON MAJOR DRIVEWAYS.~~
7. EXPANSION JOINTS ARE REQUIRED WHEN SIDEWALK IS LOCATED AT THE BACK OF CURB.
8. EXPANSION JOINTS SHALL BE SEALED WITH AN APPROVED MATERIAL.

CITY OF TYLER STANDARD DETAIL	DRIVEWAYS AND SIDEWALKS	REVISION DATE: MAY 14, 2021

W11-2
Pedestrian



W16-7PL
Downward Diagonal Left Arrow (plaque)



W16-7PR
Downward Diagonal Right Arrow (plaque)

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5 D1 PEDESTRIAN CROSSWALK SIGNAGE DETAIL
SCALE: NOT TO SCALE

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No.	Revision	By	Date



2026 Pedestrian Access Improvements

CONSTRUCTION DETAILS (1 OF 3)

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET
D1

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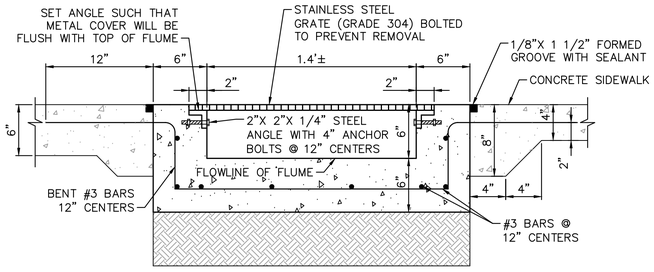
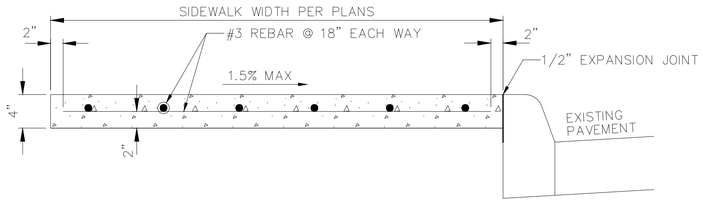


NOTES:

1. FOR 4' SIDEWALK CROSSING 1.4' FLUME, CENTER SUPPORT AND MULTIPLE STEEL SAFETY GRATES MAY BE REQUIRED. CONTRACTOR RESPONSIBLE FOR LOCATING STEEL SAFETY GRATE(S) THAT WORK FOR THIS APPLICATION AND SUBMITTING SHOP DRAWINGS PRIOR TO PURCHASE AND INSTALLATION. PAY ITEM INCLUDES ALL MATERIALS AND LABOR REQUIRED TO DEMOLISH EXISTING CONCRETE FLUME AND CONSTRUCT PROPOSED SIDEWALK CROSSING OVER PROPOSED FLUME.
2. SURFACE OF STEEL SAFETY GRATE SHALL COMPLY WITH PROWAG SECTION R302.

1 D2 **SIDEWALK UNDERDRAIN DETAIL**

SCALE: NOT TO SCALE

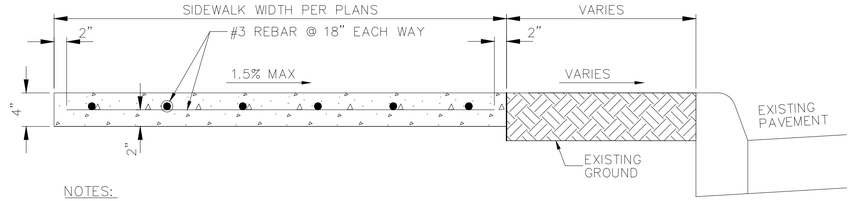


NOTES:

1. SUBGRADE SHALL BE COMPACTED TO A DENSITY OF 95% OF STANDARD PROCTOR AT ±2% OPTIMUM MOISTURE CONTENT (ASTM D698).
2. PLACE GROOVED JOINTS IN THE SIDEWALK AT A MAX SPACING EQUAL TO SIDEWALK WIDTH.
3. PLACE 3/4" EXPANSION JOINTS AT A MAX SPACING OF 40' TO COINCIDE WITH THE CURB EXPANSION JOINTS.

2 D2 **SIDEWALK WITHOUT BUFFER DETAIL**

SCALE: NOT TO SCALE

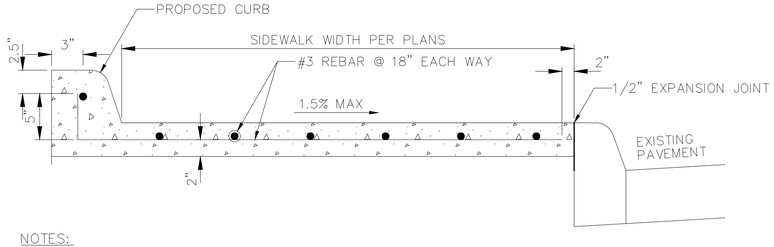


NOTES:

1. SUBGRADE SHALL BE COMPACTED TO A DENSITY OF 95% OF STANDARD PROCTOR AT ±2% OPTIMUM MOISTURE CONTENT (ASTM D698).
2. PLACE GROOVED JOINTS IN THE SIDEWALK AT A MAX SPACING EQUAL TO SIDEWALK WIDTH.
3. PLACE 3/4" EXPANSION JOINTS AT A MAX SPACING OF 40' TO COINCIDE WITH THE CURB EXPANSION JOINTS.

3 D2 **SIDEWALK WITH BUFFER DETAIL**

SCALE: NOT TO SCALE

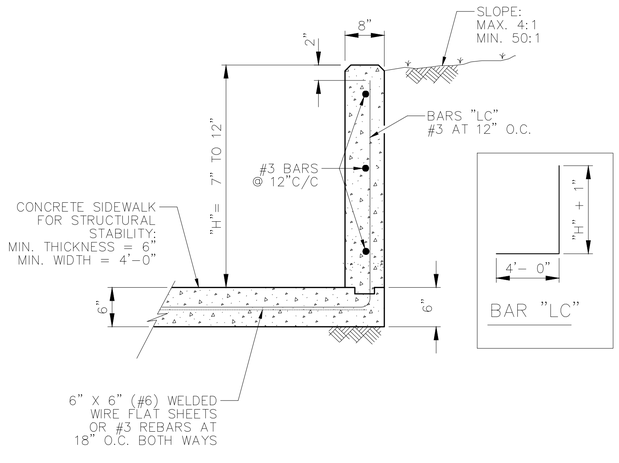


NOTES:

1. SUBGRADE SHALL BE COMPACTED TO A DENSITY OF 95% OF STANDARD PROCTOR AT ±2% OPTIMUM MOISTURE CONTENT (ASTM D698).
2. PLACE GROOVED JOINTS IN THE SIDEWALK AT A MAX SPACING EQUAL TO SIDEWALK WIDTH.
3. PLACE 3/4" EXPANSION JOINTS AT A MAX SPACING OF 40' TO COINCIDE WITH THE CURB EXPANSION JOINTS.

4 D2 **SIDEWALK WITH INTEGRAL CURB DETAIL**

SCALE: NOT TO SCALE

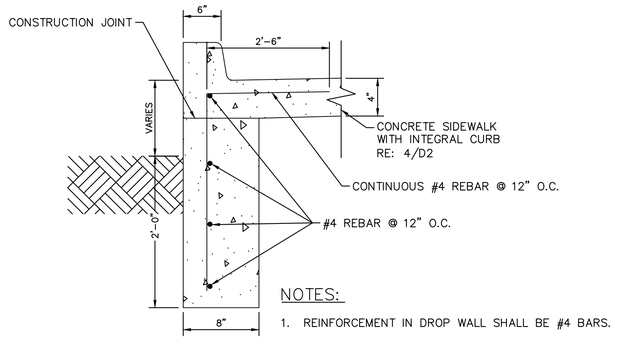


NOTES:

1. SUBGRADE SHALL BE COMPACTED TO A DENSITY OF 95% OF STANDARD PROCTOR AT ±2% OPTIMUM MOISTURE CONTENT (ASTM D698).

5 D2 **TYPE C1 CURB DETAIL**

SCALE: NOT TO SCALE



NOTES:

1. REINFORCEMENT IN DROP WALL SHALL BE #4 BARS.

6 D2 **DROP WALL FOR SIDEWALK DETAIL**

SCALE: NOT TO SCALE

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No.	Revision	By	Date

JASON A. SNYDER 123128 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS 9/25/26

2026 Pedestrian Access Improvements

CONSTRUCTION DETAILS (2 OF 3)

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET

D2

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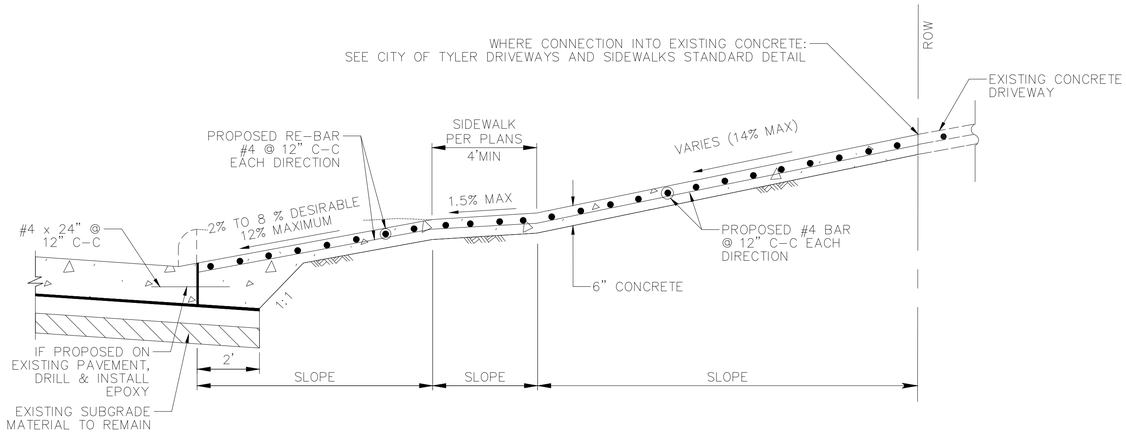
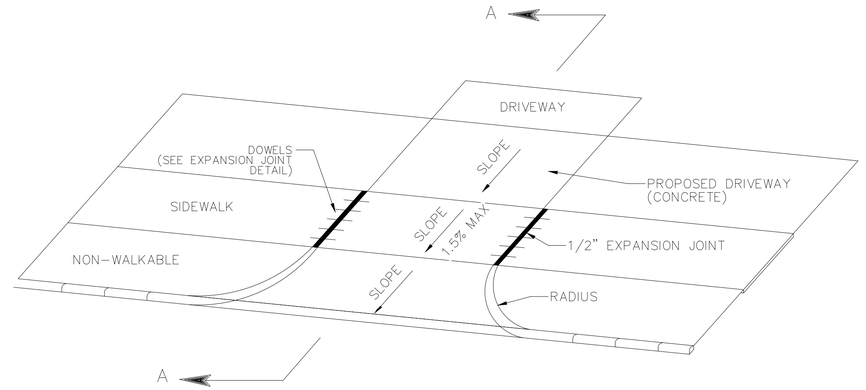


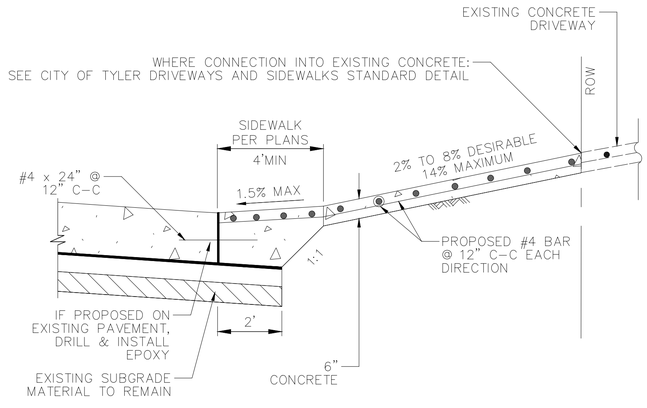
DRIVEWAY SLOPES W/ SIDEWALKS OFFSET FROM CURB
(SECTION A-A)



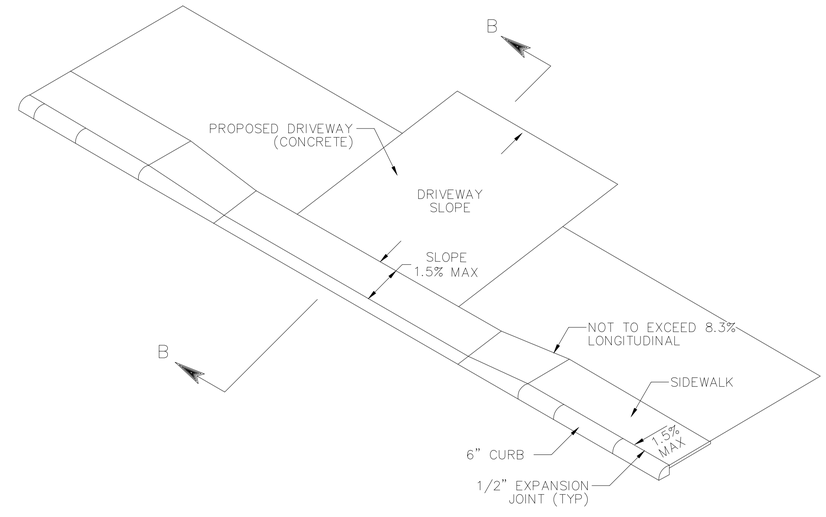
NOTES:

1. SUBGRADE SHALL BE COMPACTED TO A DENSITY OF 95% OF STANDARD PROCTOR AT ±2% OPTIMUM MOISTURE CONTENT (ASTM D698).

SIDEWALK OFFSET FROM CURB DETAILS



DRIVEWAY SLOPES W/ SIDEWALKS ADJACENT TO CURB
(SECTION B-B)



SIDEWALK ADJACENT TO CURB DETAILS

1 / D3 **DRIVEWAY REPLACEMENT DETAIL**

SCALE: NOT TO SCALE

Kimley»Horn

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No.	Revision	By	Date



2026 Pedestrian Access Improvements

CONSTRUCTION DETAILS
(3 OF 3)

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET

D3

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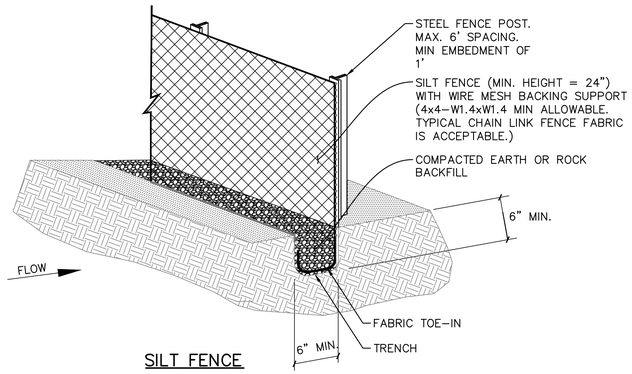
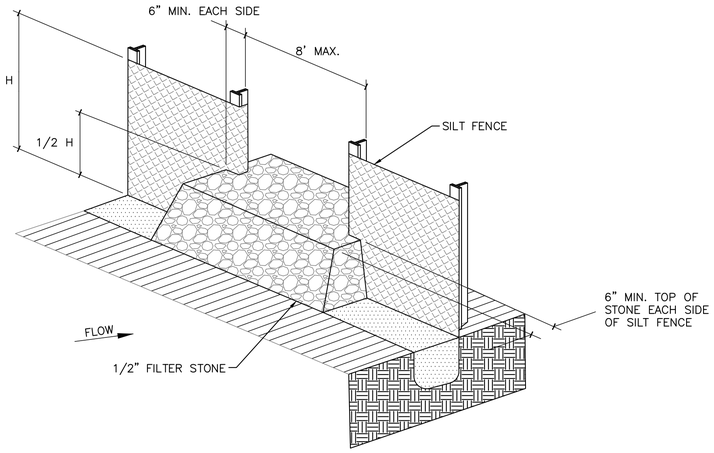


SILT FENCE



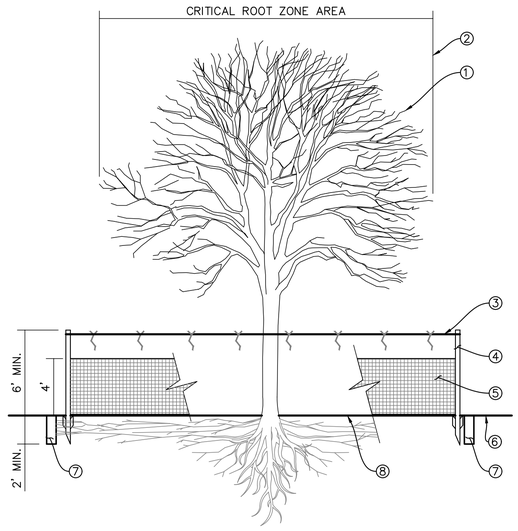
STONE OVERFLOW STRUCTURE

NOTES:

1. POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF 1'.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAP WITH ROCK ON UPHILL SIDE TO PREVENT FLOW FROM SEEPING UNDER FENCE.
3. THE TRENCH MUST BE A MINIMUM OF 6" DEEP AND 6" WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH SUPPORT POST OR TO WIRE BACKING, WHICH IN TURN IS ATTACHED TO THE FENCE POST. THERE SHALL BE A 3' OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
5. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN FINAL STABILIZATION IS ACHIEVED OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.
8. A STONE OVERFLOW STRUCTURE SHALL BE INSTALLED AT ALL LOW POINTS OR SPACED APPROXIMATELY EVERY 300' IF THERE IS NO APPARENT LOW POINT INDICATED ON THE DRAWINGS.

1 EC1 **Silt Fence DETAIL**

SCALE: NOT TO SCALE



① EXISTING TREE(S) TO REMAIN.

② DRIPLINE OF EXISTING TREE (TYP.)

③ CONTINUOUS NYLON TIE STRING TIED TO STAKE TOPS W/ 2' TUNDRA WEIGHT ORANGE STREAMERS @ 3' O.C.

④ 8' METAL T–STAKES: 8' O.C. MIN., DRIVEN 2' INTO GROUND AT (OR OUTSIDE) TREE DRIPLINE.

⑤ 4' MIN. HEIGHT ORANGE PLASTIC FENCING INSTALLED PER MANUFACTURER RECOMMENDATIONS (TYP). SUPPLEMENT W/ SILT FENCE FABRIC AT PRUNING TRENCH AS REQUIRED.

⑥ EXISTING GRADE TO BE DISTURBED.

⑦ ROOT PRUNING TRENCH 12" OUTSIDE FENCE (SEE NOTES)

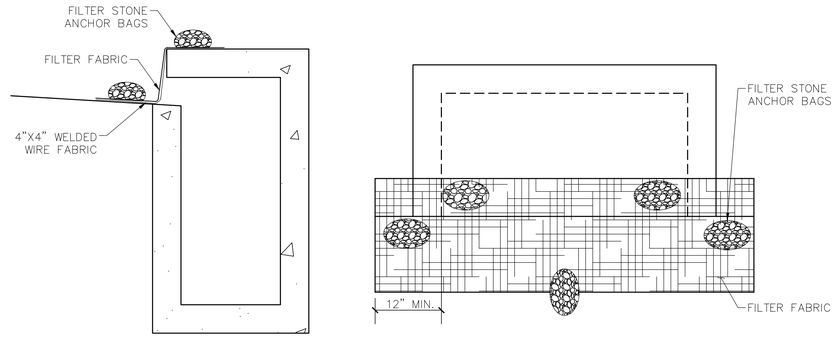
⑧ EXISTING GRADE TO REMAIN.

NOTES:

1. PERFORM ROOT PRUNING ON ALL EXISTING TREES TO REMAIN WHERE CONSTRUCTION ACTIVITY FALLS WITHIN DRIP LINE OF EXISTING TREES.
2. ROOT PRUNING METHOD: PRIOR TO EXCAVATION & CONSTRUCTION ACTIVITIES, HAND CUT ROOTS BY DIGGING A 12"–24" DEEP x 8" WIDE TRENCH ALONG THE OUTSIDE PERIMETER OF EXISTING TREE(S) ADJACENT TO CONSTRUCTION AREAS. MAXIMIZE PRUNING TRENCH DISTANCE FROM TRUNK TO THE FULLEST EXTENT POSSIBLE, W/ THE ROOT PRUNING LINE PLACED @ THE EDGE OF CONSTRUCTION LIMITS.

2 EC1 **Tree Protection DETAIL**

SCALE: NOT TO SCALE



PROFILE VIEW
N.T.S.

PLAN VIEW
N.T.S.

3 EC1 **Curb Inlet Protection DETAIL**

SCALE: NOT TO SCALE

Kimley»Horn
Texas Board Of Professional Engineers Firm Registration Number: F-928
110 N College Ave, Suite 1800, Tyler, TX 75702 903-617-5839

No.	Revision	By	Date

STATE OF TEXAS — JASON A. SNYDER — 123328 — LICENSED PROFESSIONAL ENGINEER — 9/25/26

2026 Pedestrian Access Improvements

EROSION CONTROL DETAILS

DATE:	SEPTEMBER 2026
DESIGN:	IQ
DRAWN:	ADM
CHECKED:	JAS
KHA NO.:	063615020

SHEET

EC1

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SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

SM RD SGN ASSM TY XXXXX(X)XX(X-XXXX)

Post Type

FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
TWT = Thin-Walled Tubing (see SMD(TWT))
10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)

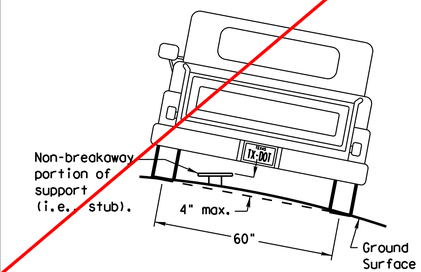
Anchor Type

UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
WS = Wedge Anchor Steel - (see SMD(TWT))
WP = Wedge Anchor Plastic (see SMD(TWT))
SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

Sign Mounting Designation

P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
IF REQUIRED
1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-1))

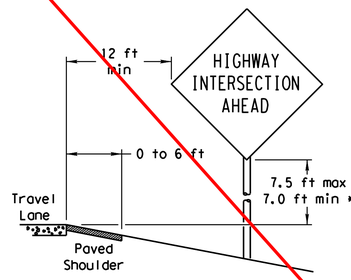
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

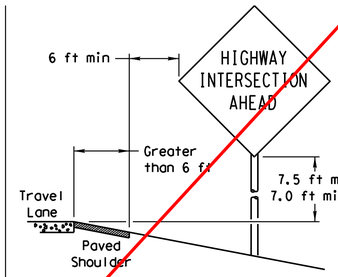
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

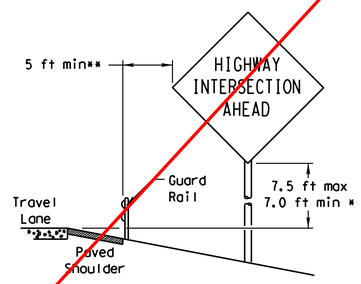
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



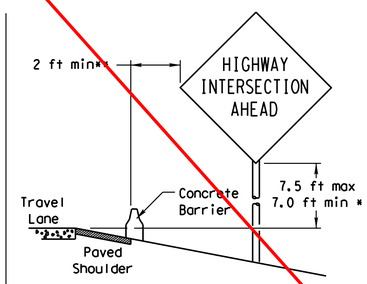
GREATER THAN 6 FT. WIDE

When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

BEHIND BARRIER



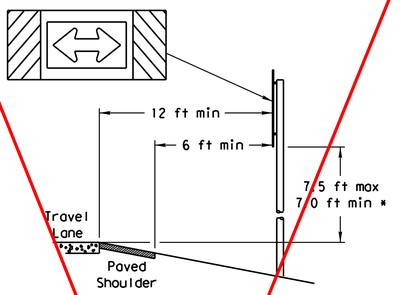
BEHIND GUARDRAIL



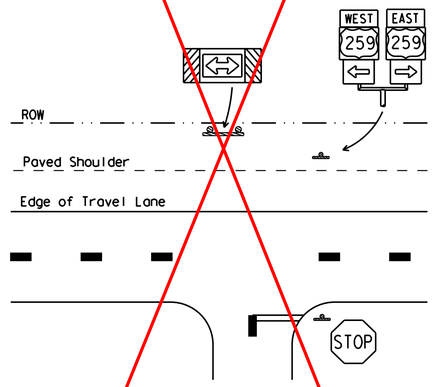
BEHIND CONCRETE BARRIER

** Sign clearance based on distance required for proper guard rail or concrete barrier performance.

T-INTERSECTION



When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.



* Signs shall be mounted using the following condition that results in the greatest sign elevation:

(1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or

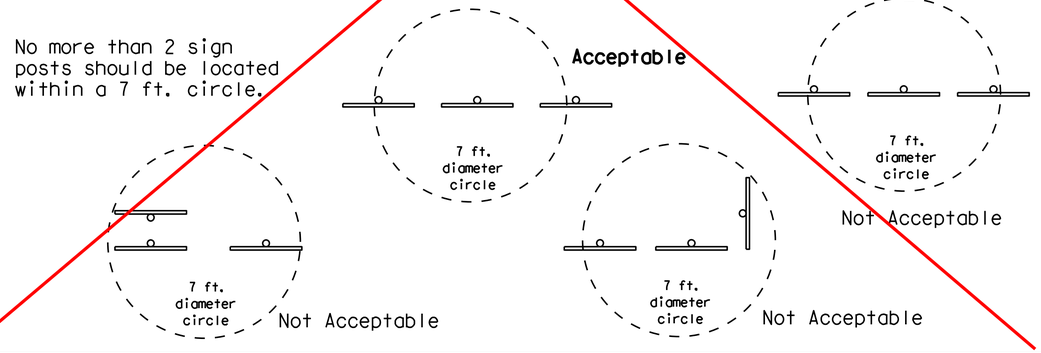
(2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

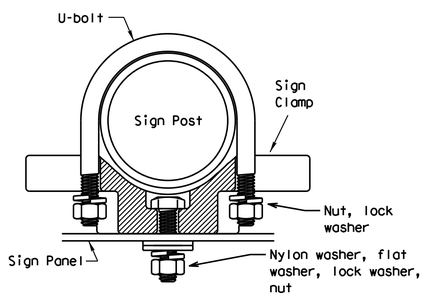
The website address is:
http://www.txdot.gov/publications/traffic.htm

No more than 2 sign posts should be located within a 7 ft. circle.



TYPICAL SIGN ATTACHMENT DETAIL

Single Signs

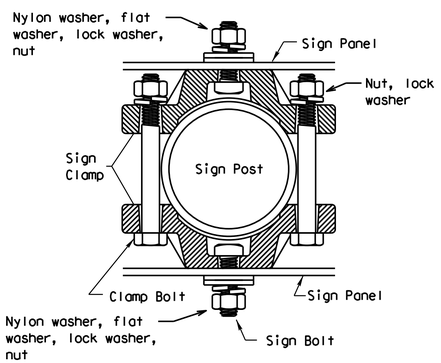


Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

When two sign clamps are used to mount signs back-to-back, use a 5/16-18 UNC galvanized hex head per ASTM A307 with nut and helical-spring lock washer. The approximate bolt lengths for various post sizes and sign clamp types are given in the table at right. The bolt length may need to be adjusted depending upon field conditions.

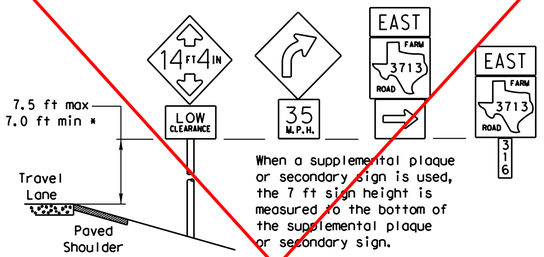
Sign clamps may be either the specific size clamp or the universal clamp.

Back-to-Back Signs



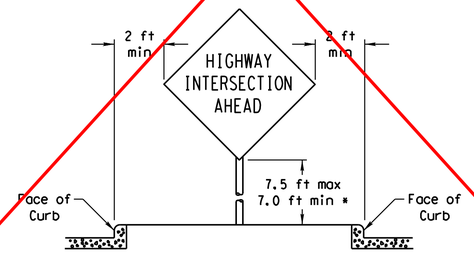
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



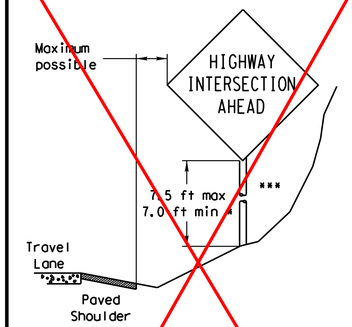
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



Right-of-way restrictions may be created by rocks, water, vegetation, forest, buildings, a narrow island, or other factors.

In situations where a lateral restriction prevents the minimum horizontal clearance from the edge of the travel lane, signs should be placed as far from the travel lane as practical.

*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

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9-08 REVISIONS	CONT	SECT	JOB	HIGHWAY
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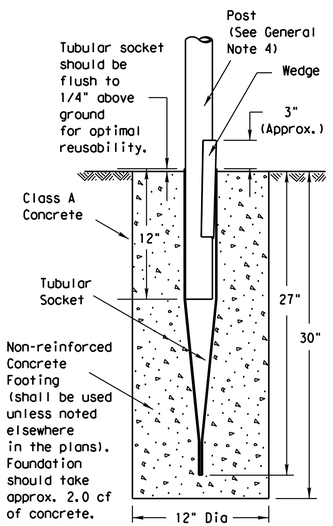
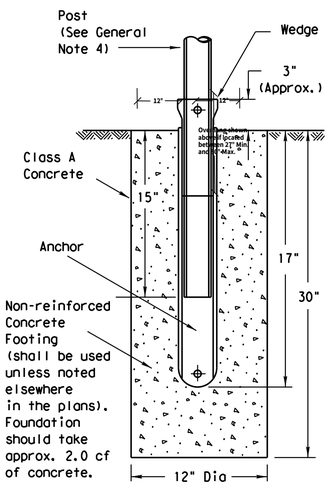
Wedge Anchor Steel System



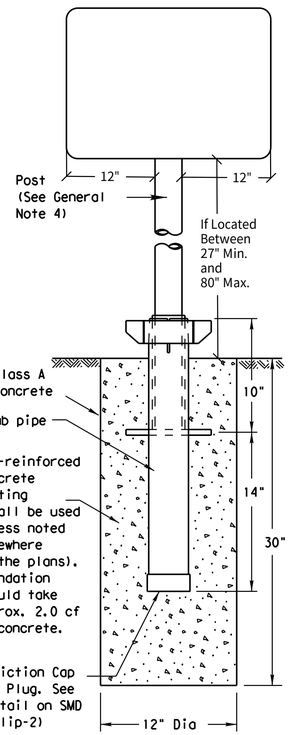
SM RD SGN ASSM TY TWT(X)WS(X)

Wedge Anchor High Density Polyethylene (HDPE) System

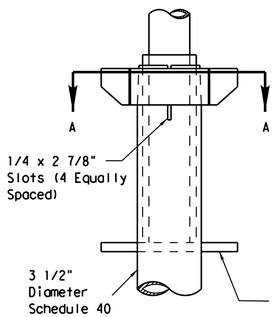


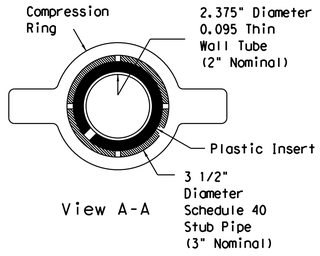
SMD RD SGN ASSM TY TWT(X)WP(X)

Universal Anchor System with Thin-Walled Tubing Post



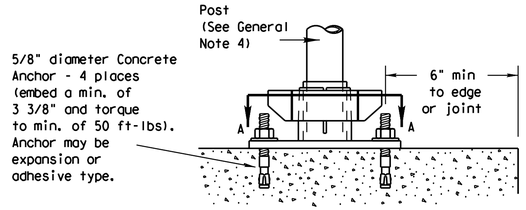
SM RD SGN ASSM TY TWT(X)UA(P)



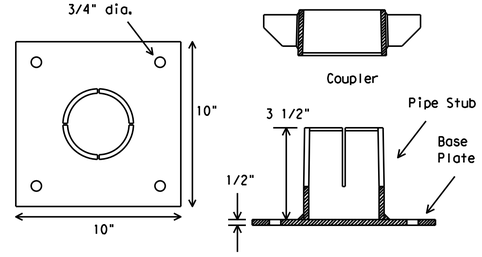


View A-A

Plastic insert must be used when using the TWT with either the Universal Anchor System or the Bolt Down Universal Anchor System. The insert should be approx. 10" long and cover the tubing from just above the top of the stub pipe to the bottom of the sign post when using the Universal Anchor System. The insert should be cut to approx. 4 1/2" when used with the Bolt Down Universal Anchor System.

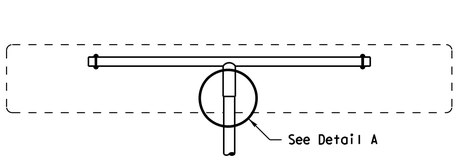


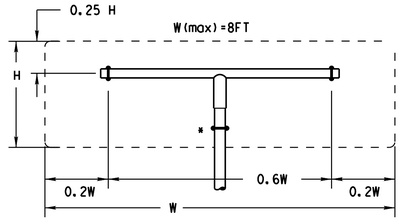
Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. A heavy hex nut per ASTM A563 and hardened washer per ASTM F436. The stud bolt shall have minimum yield and ultimate tensile strengths of 50 and 75 ksi, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Top of bolt shall extend at least flush with top of nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 3 3/8" minimum embedment, shall have a minimum allowable tension and shear of 2450 and 1525 psi, respectively. Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations.



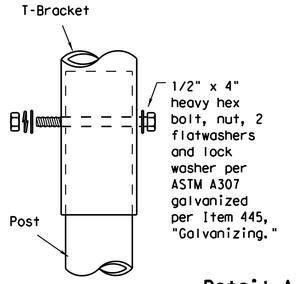
SM RD SGN ASSM TY TWT(X)UB(P)

Sign Installation Using a Prefabricated T-Bracket for Thin-Wall Tubing Post





SM RD SGN ASSM TY TWT(X)XX(T)
(* - See General Note 6)



Detail A

9/16" hole may need to be drilled through post to accommodate bolt.

NOTE

The devices shall be installed per manufacturer's recommendations.
Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. The Wedge Anchor System and the Universal Anchor System with thin wall tubing post may be used to support up to 10 square feet of sign area.
2. The tubular socket, wedge and prefabricated T-bracket shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to the approval of the TxDOT Traffic Standards Engineer.
3. Except for posts (13 BWG Tubing), clamps, nuts and bolts, all components shall be prequalified. A list of prequalified vendors may be obtained from the Material Producer List web page. The website address is: http://www.txdot.gov/business/producer list.htm
4. Material used as post with this system shall conform to the following specifications:
   13 BWG Tubing (2.375" outside diameter) (TWT)
   0.095" nominal wall thickness
   Seamless or electric-resistance welded steel tubing
   Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   Other steels may be used if they meet the following:
   55,000 PSI minimum yield strength
   70,000 PSI minimum tensile strength
   18% minimum elongation in 2"
   Wall thickness (uncoated) shall be within the range of .083" to .099"
   Outside diameter (uncoated) shall be within the range of 2.369" to 2.381"
   Galvanization per ASTM 123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
5. Sign blanks shall be the sizes and shapes shown on the plans.
6. Additional sign clamp required on the "T-bracket" post for 24" high signs. Place clamp at least 3" above bottom of sign when possible.
7. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
8. See the Traffic Operations Division website for detailed drawings of sign clamps and Wedge Anchor System components. The website address is: http://www.txdot.gov/publications/traffic.htm

WEDGE ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Place concrete into hole until it is approximately flush with the ground. Concrete shall be Class A.
3. Insert tubular socket into concrete until top of socket is approximaely 1/4 " above the concrete footing.
4. Plumb the socket. Allow a minimum 4 days for concrete to set, unless otherwise directed by Engineer..
5. Attach the sign to the sign post.
6. Insert the sign post into socket and align sign face with roadway.
7. Drive the wedge into the socket to secure post. This will leave approximately 3 inches of the wedge exposed.

UNIVERSAL ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. Insert base post in hole to depths shown and backfill hole with concrete.
3. Level and plumb the base post using a torpedo level and allow concrete adequate time to set. The bottom of the slots provided in the stub pipe shall remain above the top of the concrete foundation.
4. Attach the sign to the sign post.
5. Install plastic insert around bottom of post.
6. Insert sign post into base post. Lower until the post comes to rest on steel rod.
7. Seat compression ring using a hammer. Typically, the top of compression ring will be approximately level with top of stub post when optimally installed.
8. Check sign post by hand to ensure it is unable to turn. If loose, increase the tightening of the compression ring.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS WEDGE & UNIVERSAL ANCHOR WITH THIN WALL TUBING POST

SMD(TWT)-08

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DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

CONT	SECT	JOB	HIGHWAY

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9-08 REVISIONS

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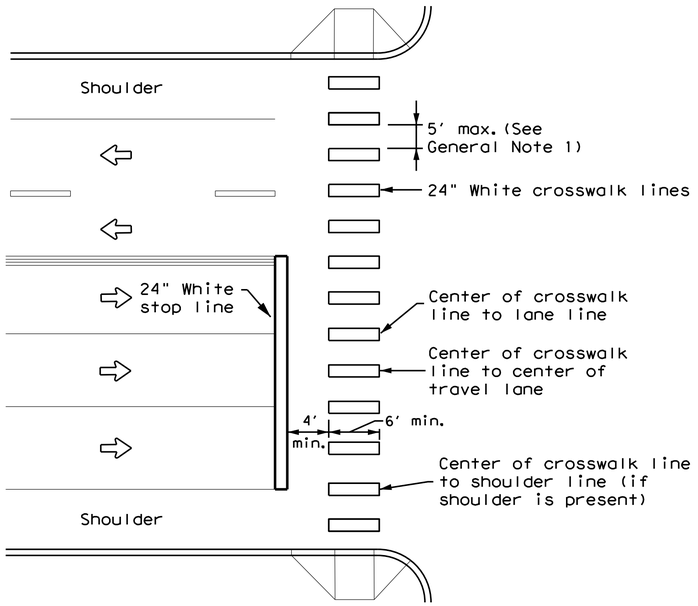


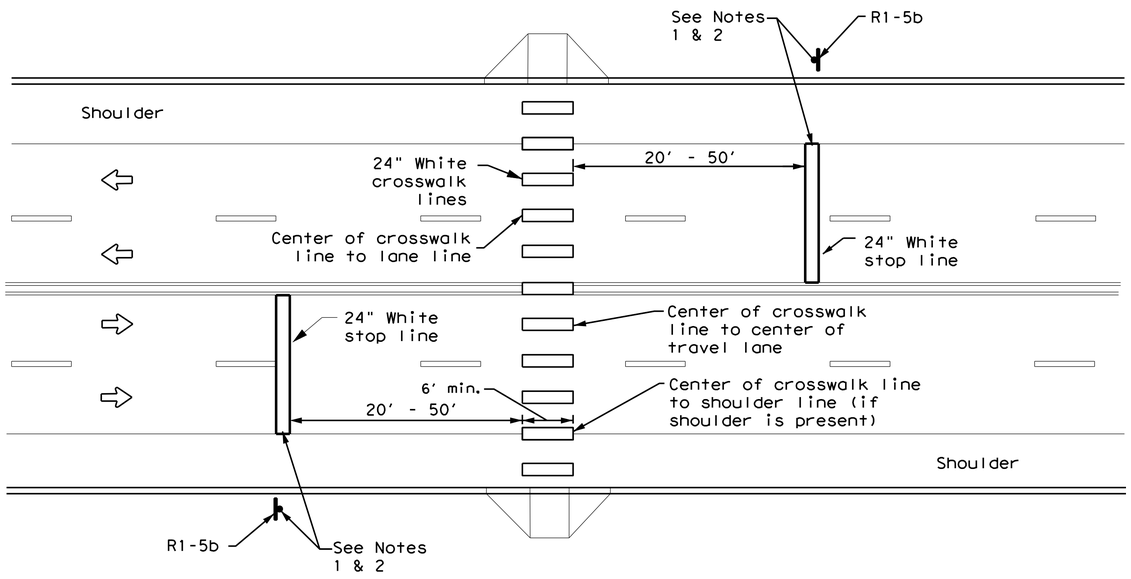
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

GENERAL NOTES

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES:

1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock cross walks.
2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

Texas Department of Transportation

Traffic Safety Division Standard

CROSSWALK PAVEMENT MARKINGS

PM(4)-22A

FILE: pm4-22a.dgn	DN:	CK:	DW:	CK:
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REVISIONS 6-20 6-22 12-22	DIST	COUNTY		SHEET NO.

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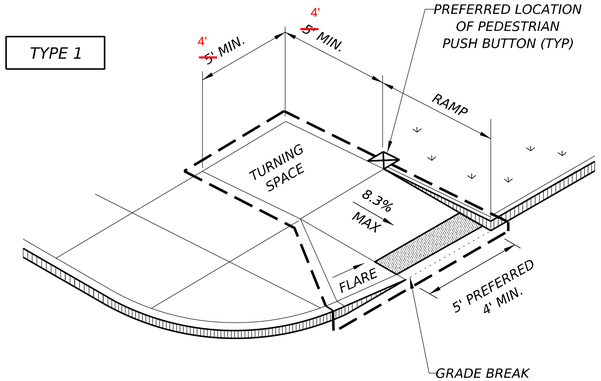
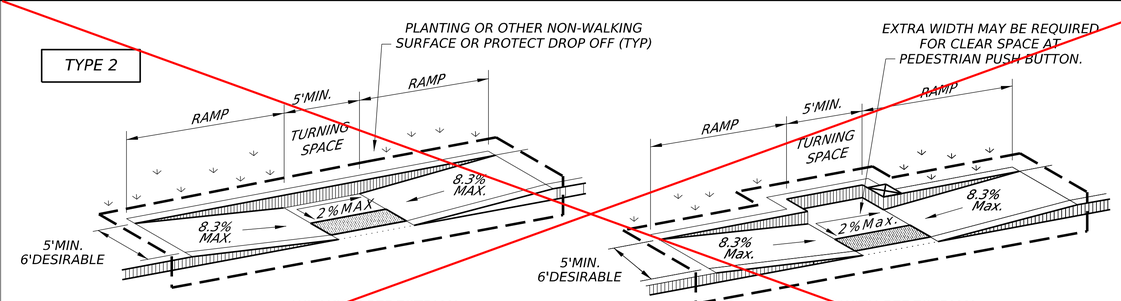
TYPE 1



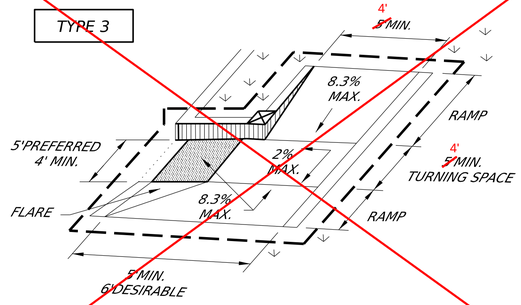
PERPENDICULAR CURB RAMP

TYPE 2

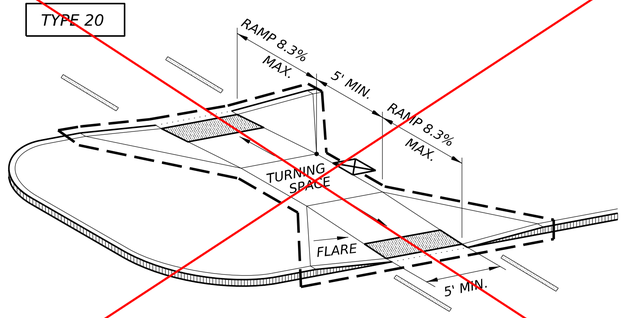


PARALLEL CURB RAMP

TYPE 3



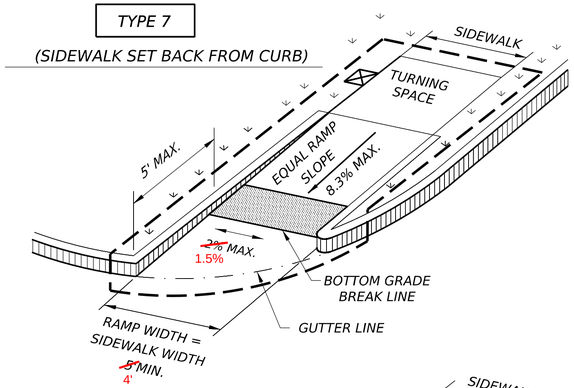
TYPE 20



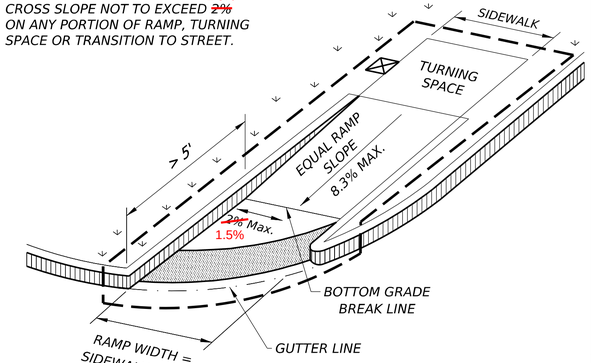
CURB RAMPS AT MEDIAN ISLANDS

TYPE 7

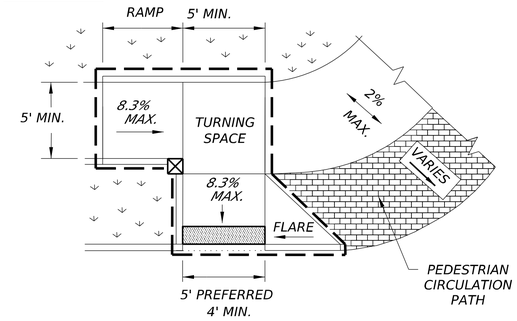
(SIDEWALK SET BACK FROM CURB)



CROSS SLOPE NOT TO EXCEED ~~2%~~ 1.5% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



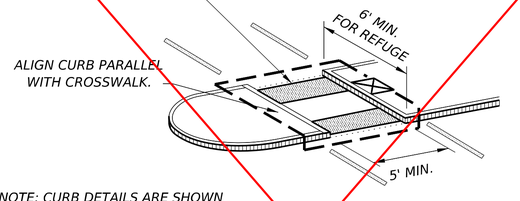
TYPE 6



COMBINATION CURB RAMPS

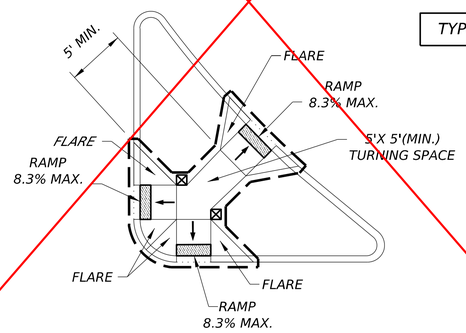
TYPE 21

INSTALL DETECTABLE WARNING SURFACE AT EACH END OF THE CUT-THROUGH RAMP WITH A MINIMUM 2' USUAL SIDEWALK SURFACE BETWEEN. IF MEDIAN IS LESS THAN 6' WIDE, ELIMINATE DETECTABLE WARNING SURFACES.



NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

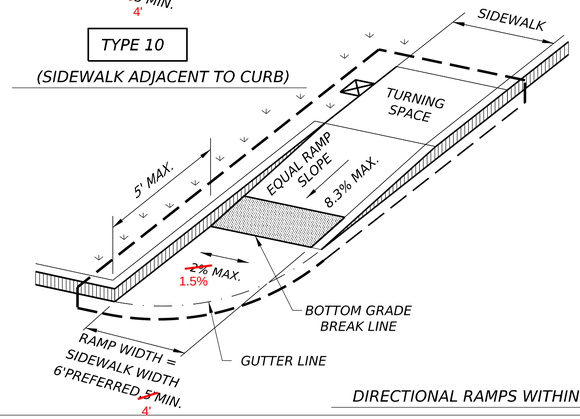
TYPE 22



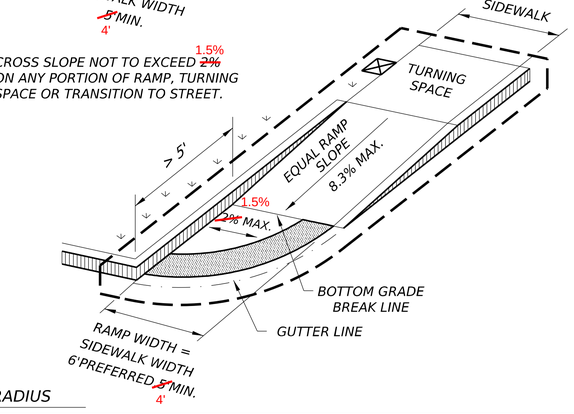
COMBINATION ISLAND RAMPS

TYPE 10

(SIDEWALK ADJACENT TO CURB)

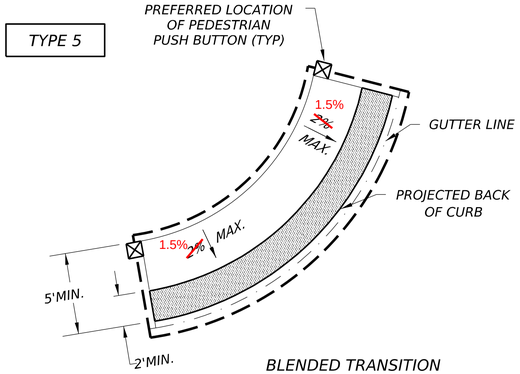


CROSS SLOPE NOT TO EXCEED ~~2%~~ 1.5% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



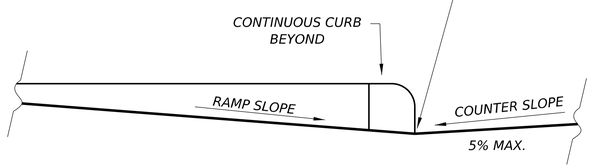
DIRECTIONAL RAMPS WITHIN RADIUS

TYPE 5



BLENDED TRANSITION
(FLUSH LANDING)

BOTTOM GRADE BREAK OF CURB RAMP WILL NORMALLY BE AT GUTTER LINE. SURFACE SLOPES AT GRADE BREAKS SHALL BE FLUSH.



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

NOTES / LEGEND:

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

DETECTABLE WARNING SURFACE

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

GUTTER LINE

GRADE BREAK

RAMP LIMITS OF PAYMENT

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08,2005	DIST	COUNTY		SHEET NO.
REVISED 06,2012				
REVISED 01,2018				

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GENERAL NOTES

CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.

2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.

3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is ~~2%~~ 1.5%.

4. The minimum sidewalk width is ~~5'~~ 4'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5'x 5' passing areas at intervals not to exceed 200' are required.

5. Turning Spaces shall be ~~5'x 5'~~ 4'x4' minimum. Cross slope shall be maximum ~~2%~~ 1.5%.

6. Clear 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.

7. 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.

8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).

9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.

10. Small channelization islands, which do not provide a minimum 5'x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.

11. 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 align with theoretical crosswalks unless otherwise directed.

12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.

13. Curb ramps and landings shall be constructed ~~and paid for~~ in accordance with Item 531 "Sidewalks".

14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.

15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.

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

17. Curbs shown on sheet 1 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.

18. Existing features that comply with applicalble standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.

20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.

21. Detectable warning surfaces must be firm, stable and slip resistant.

22. Detectable warning surfaces shall be a minimum of 24 inches 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.

23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.

24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

~~DETECTABLE WARNING PAVERS (IF USED)~~

25. ~~Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.~~

26. ~~Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.~~

SIDEWALKS

27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.

28. 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.

29. Street grades and cross slopes shall be as shown elsewhere in the plans.

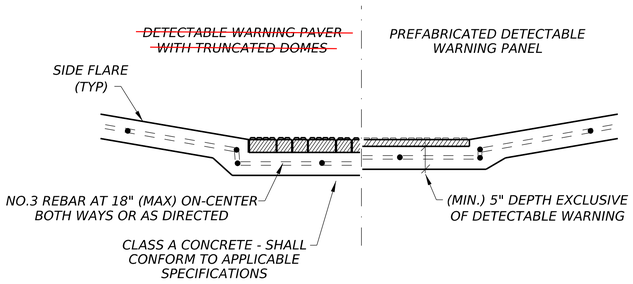
30. Changes in level greater than 1/4 inch are not permitted.

31. 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 five percent (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 PROWAG R409.~~

32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.

33. ~~Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".~~

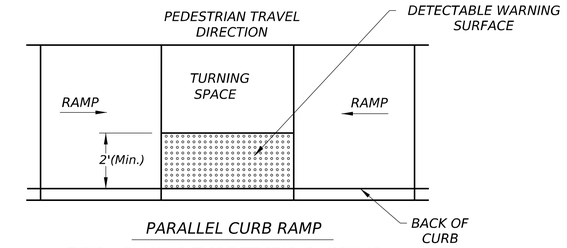
34. Sidewalk details are shown elsewhere in the plans.



SECTION VIEW DETAIL

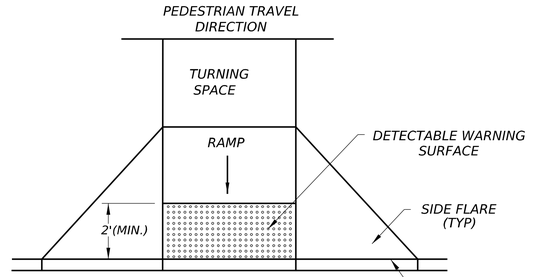
CURB RAMP AT DETECTIBLE WARNINGS

DETECTABLE WARNING SURFACE DETAILS



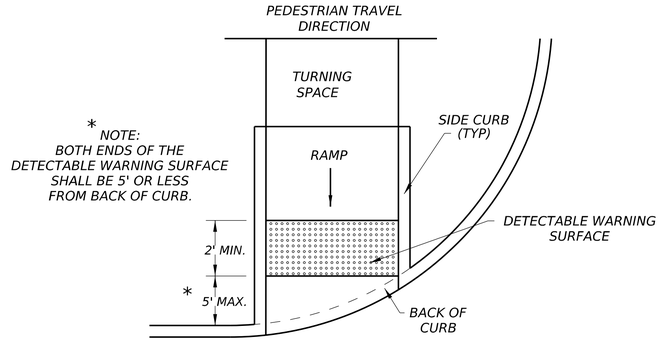
PARALLEL CURB RAMP

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.

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

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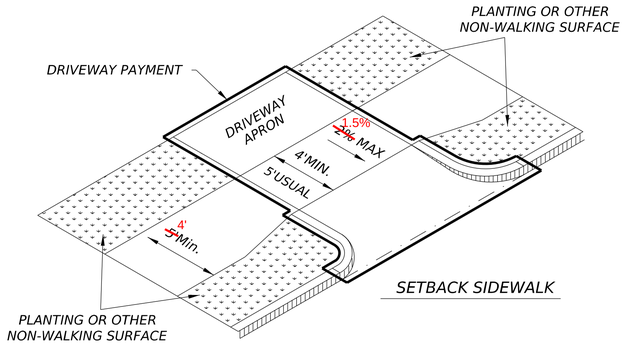
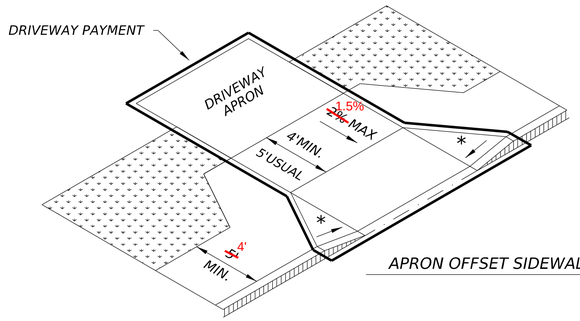
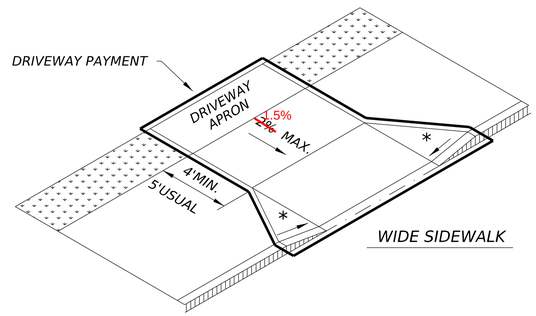
SIDEWALK TREATMENT AT DRIVEWAYS



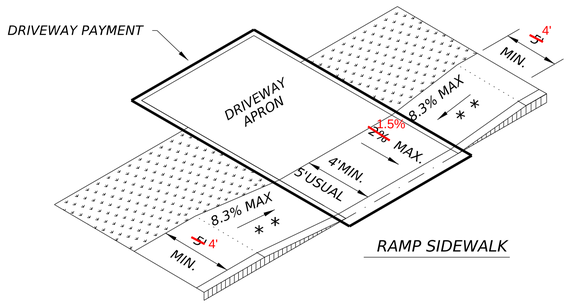
SETBACK SIDEWALK



APRON OFFSET SIDEWALK



WIDE SIDEWALK

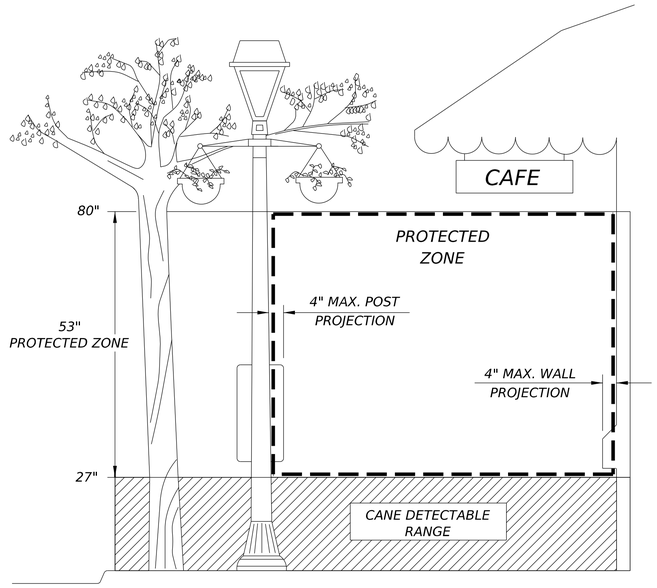


RAMP SIDEWALK

NOTES:

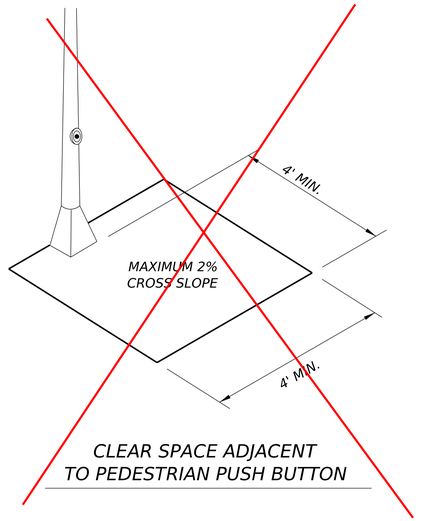
* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.

* * IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.

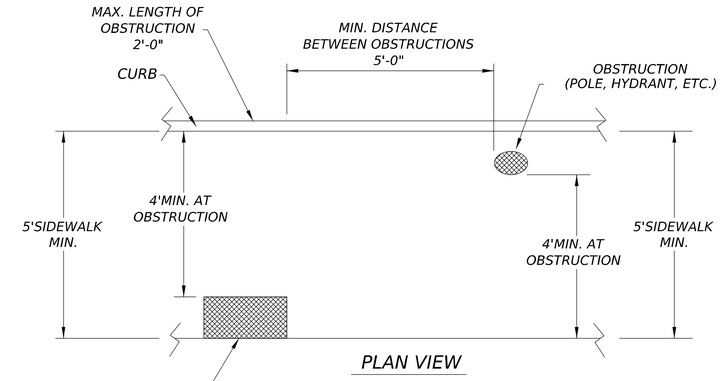


PROTECTED ZONE

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



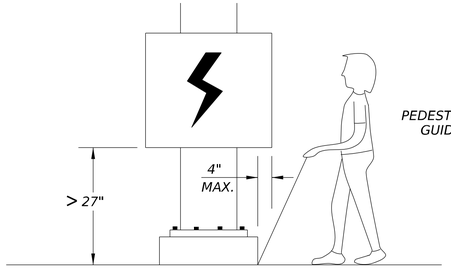
CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



PLAN VIEW

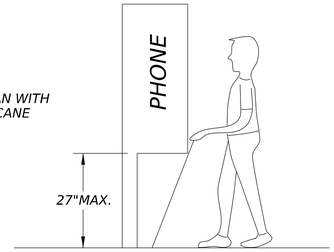
PLACEMENT OF STREET FIXTURES

NOTE: 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.

PEDESTRIAN WITH GUIDE CANE



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

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES
CURB RAMPS

PED-18

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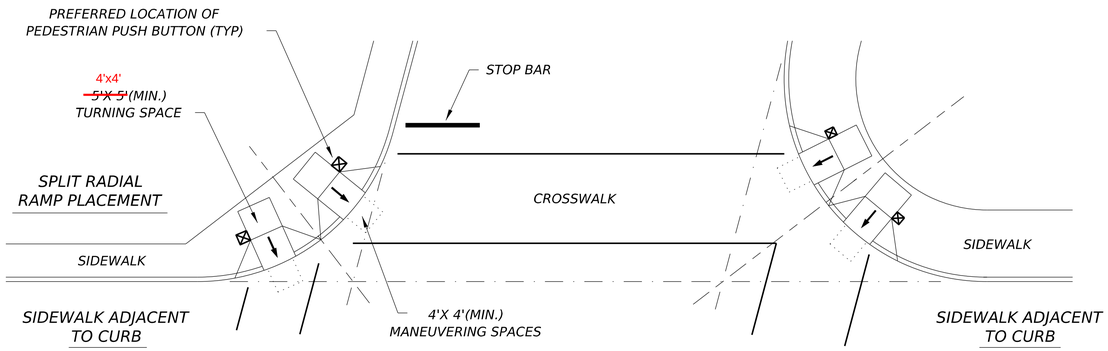
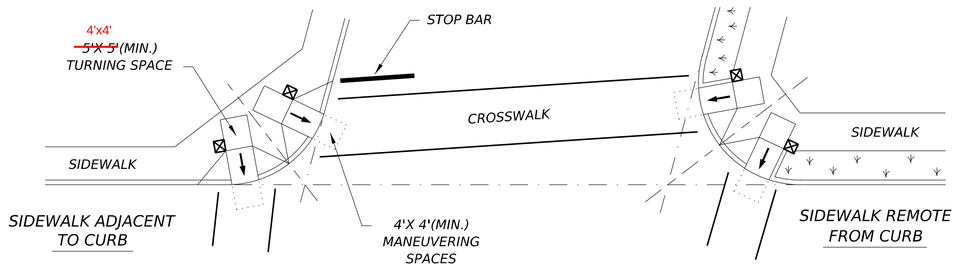
TYPICAL CROSSING LAYOUTS

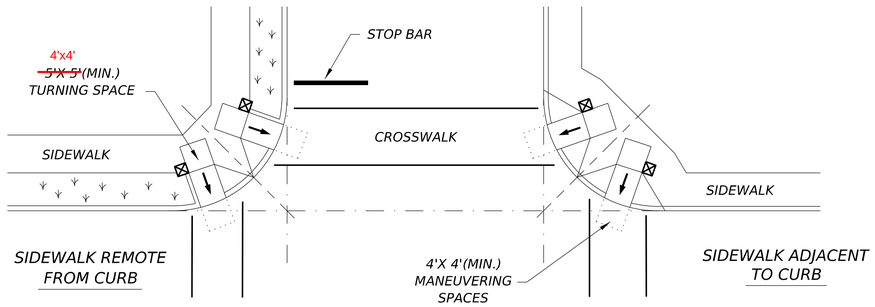
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



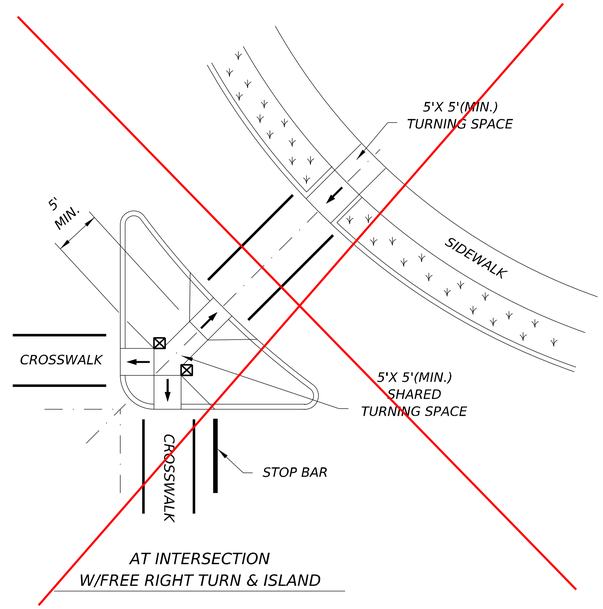
SKEWED INTERSECTION WITH "LARGE" RADIUS



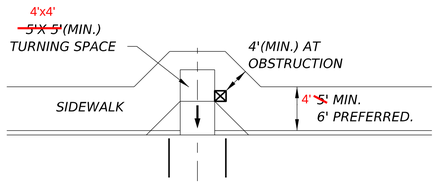
SKEWED INTERSECTION WITH "SMALL" RADIUS



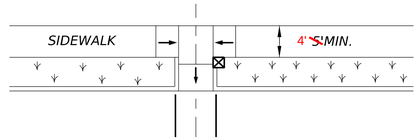
NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION W/FREE RIGHT TURN & ISLAND



SIDEWALK ADJACENT TO CURB



SIDEWALK REMOTE FROM CURB

MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS

LEGEND:

SHOWS DOWNWARD SLOPE. →

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE). ⊠

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

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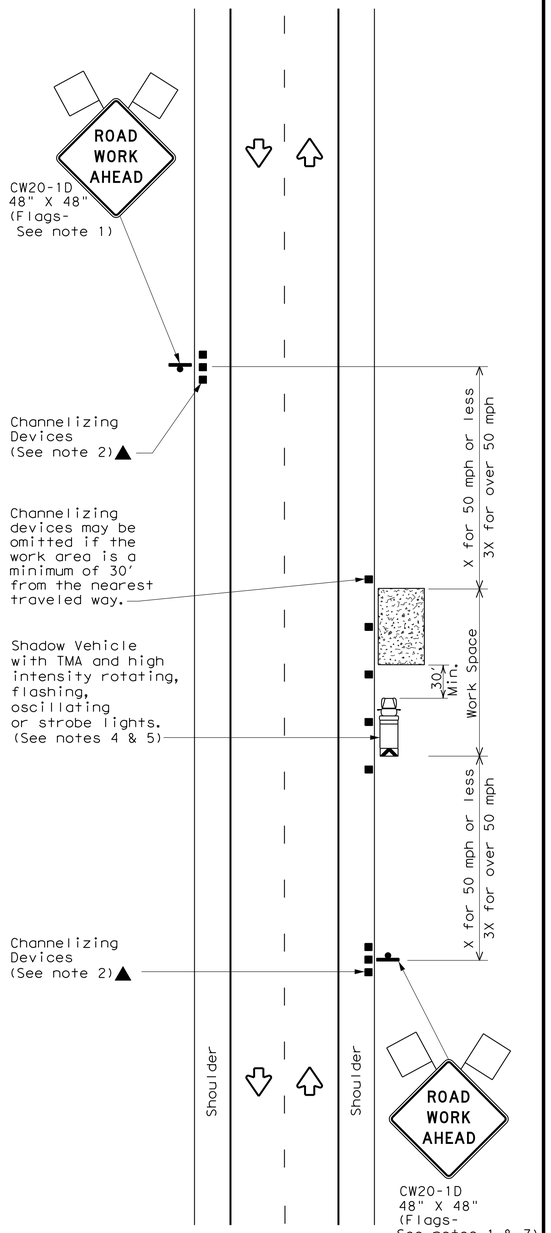
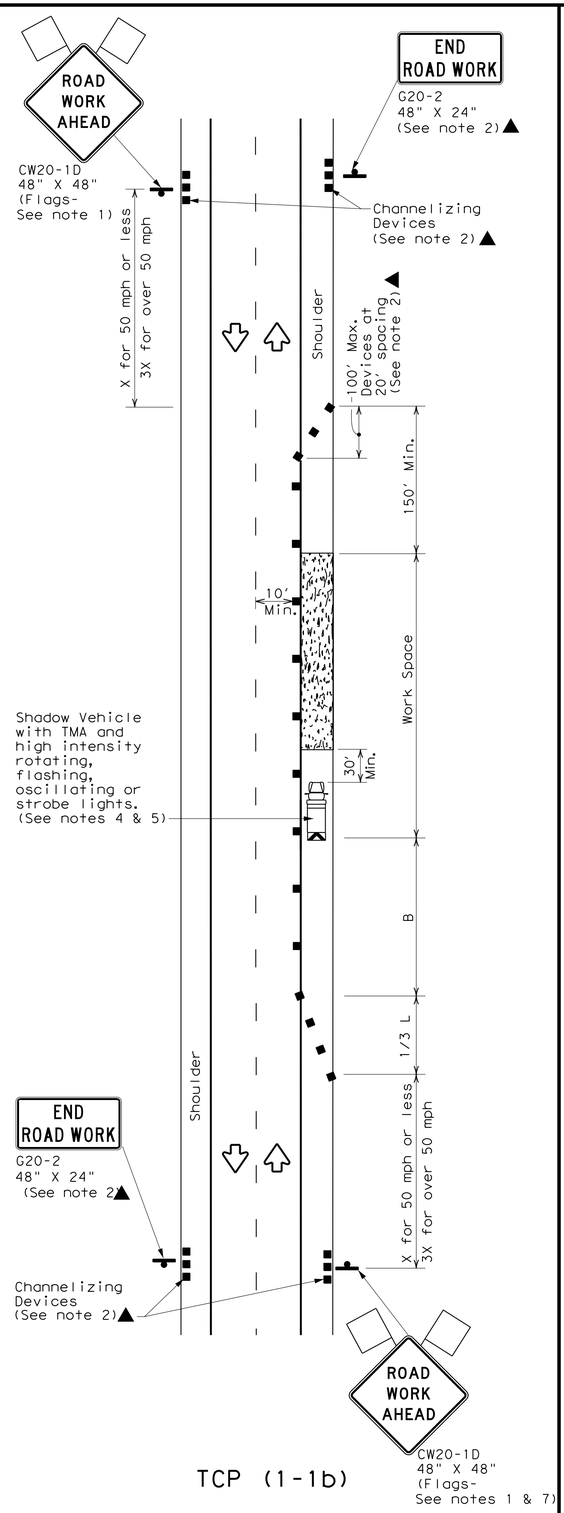


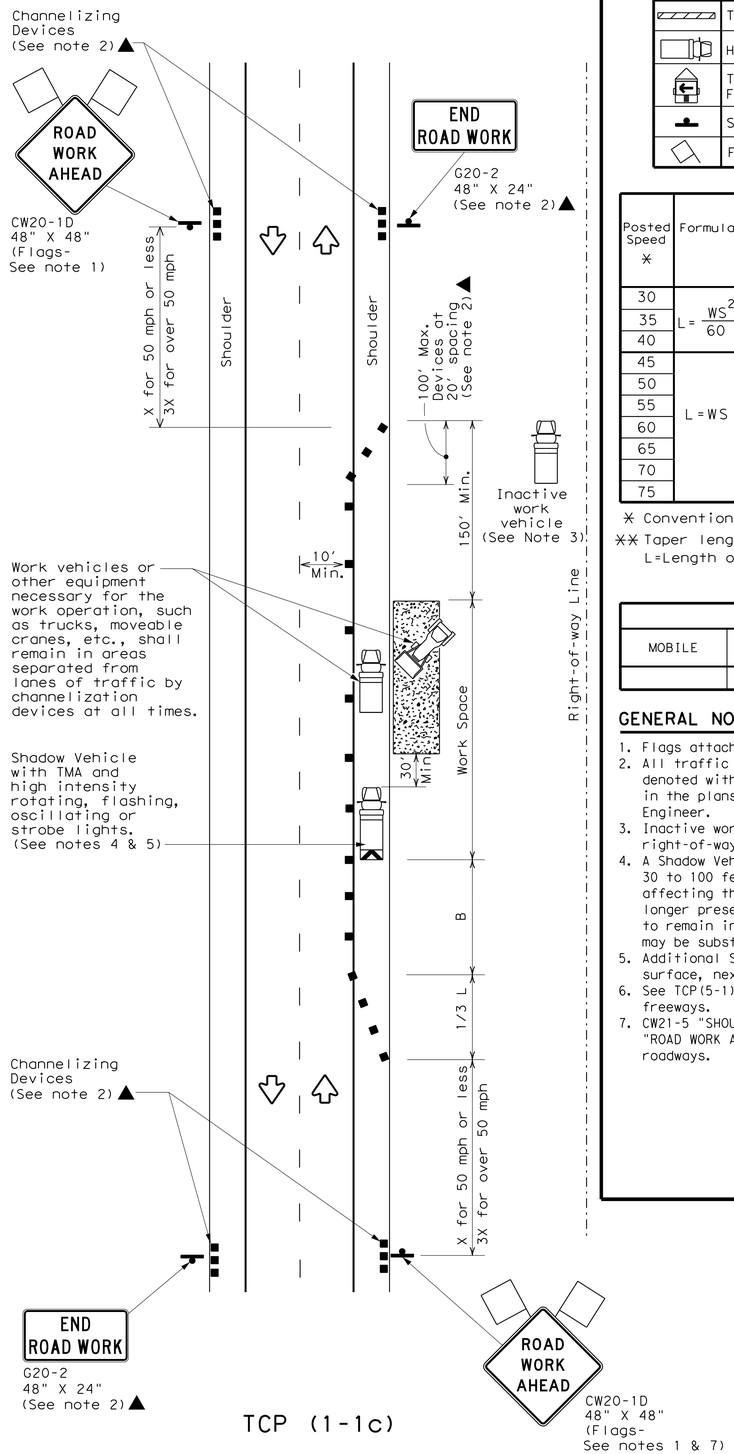
TCP (1-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (1-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (1-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
4. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
6. See TCP(5-1)for shoulder work on divided highways, expressways and freeways.
7. CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(1-1)-18

FILE: tcp1-1-18.dgn	DN:	CK:	DW:	CK:
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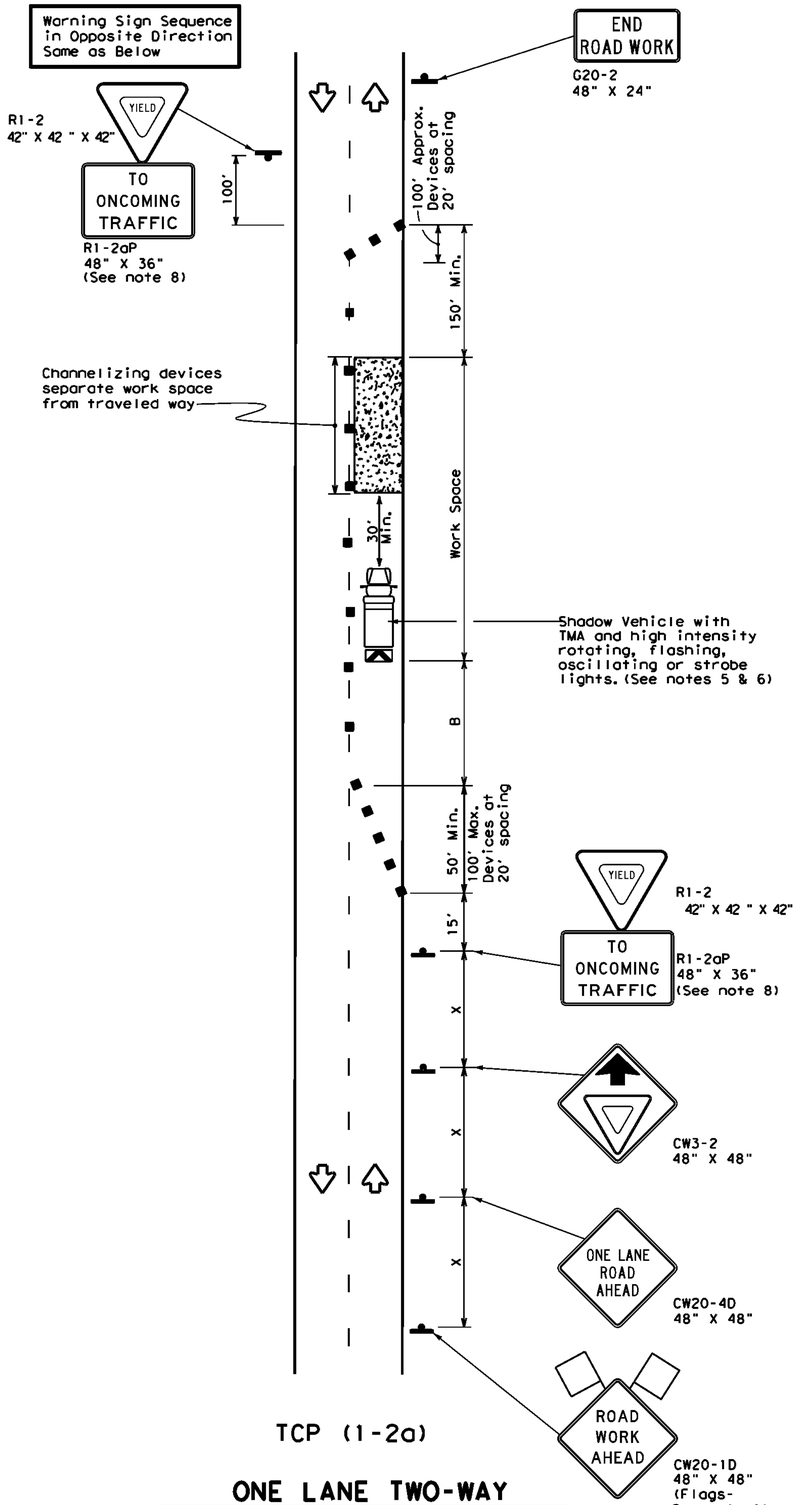
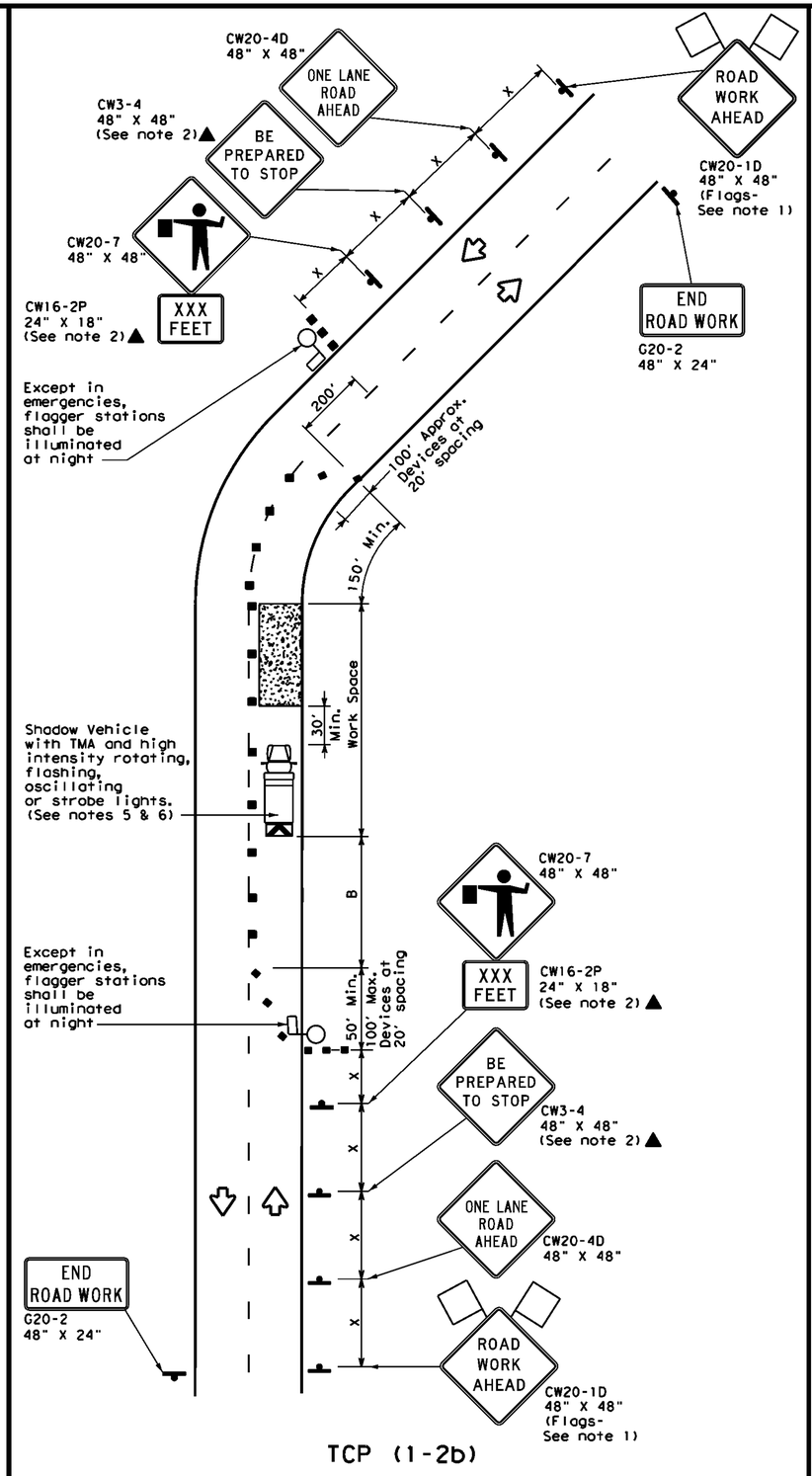


TCP (1-2a)

ONE LANE TWO-WAY CONTROL WITH YIELD SIGNS

(Less than 2000 ADT - See note 7)



TCP (1-2b)

ONE LANE TWO-WAY CONTROL WITH FLAGGERS

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L=WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

* Conventional Roads Only
** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
4. Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "YIELD" sign is less than 1500 feet.
5. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
6. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-2a)

7. R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.
8. R1-2 "YIELD" sign with R1-2aP "TO ONCOMING TRAFFIC" plaque shall be placed on a support at a 7 foot minimum mounting height.

TCP (1-2b)

9. Flaggers should use two-way radios or other methods of communication to control traffic.
10. Length of work space should be based on the ability of flaggers to communicate.
11. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
12. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
13. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL

TCP(1-2)-18

FILE: tcp1-2-18.dgn	DN:	CK:	DW:	CK:
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REVISIONS				
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