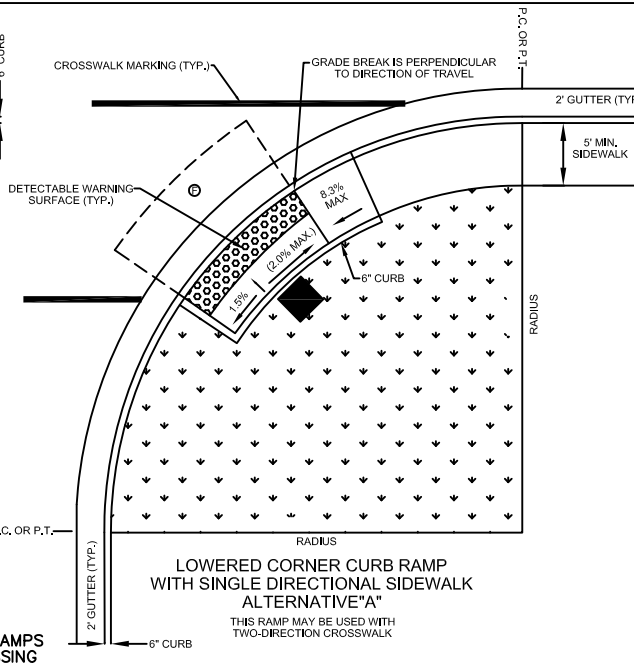
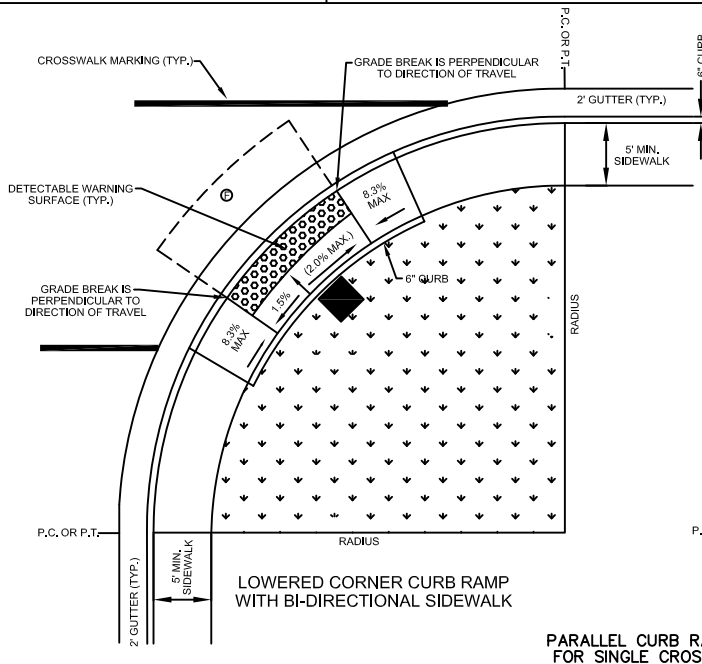


LEGEND
 DIMENSION VARIES RELATIVE TO LONGITUDINAL ROADWAY GRADE.
 8.3% DESIRABLE (10.0% MAX.)
 DENOTES: APPROXIMATE PEDESTRIAN POLE/PUSHBUTTON LOCATION FOR SIGNALIZED INTERSECTIONS

BI-DIRECTIONAL SIDEWALKS

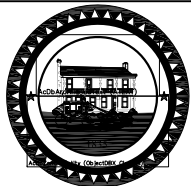
PERPENDICULAR CURB RAMPS FOR SINGLE CROSSING

BI-DIRECTIONAL SIDEWALKS ALTERNATIVE PLACEMENT



GENERAL NOTES

- A. FOR DETECTABLE WARNING SURFACE DETAILS SEE STD. DWG. MM-CR-1. FOR ADDITIONAL DETAILS AND OTHER INFORMATION FOR PERPENDICULAR CURB RAMPS NOT SHOWN ON THIS DRAWING SEE STD. DWG. MM-CR-2 AND FOR PARALLEL CURB RAMPS SEE STD. DWG. MM-CR-3. FOR CROSSWALK MARKING DETAILS SEE STD. DWG. T-M-4. (REF. TDOT STD. DWG.'S)
- B. IF PERPENDICULAR CURB RAMPS AND TURNING SPACE CANNOT BE CONSTRUCTED DUE TO LIMITED RIGHT-OF-WAY, USE PARALLEL CURB RAMP INSTEAD.
- C. CARE SHALL BE TAKEN ON ALL ROADWAY CURB RAMPS AT INTERSECTIONS WITH SIDEWALK AND CURB RAMPS TO ENSURE A UNIFORM GRADE AROUND THEM, THE ROADWAY CURB RAMP GRADE SHALL BE FREE OF SAGS AND SHORT GRADE CHANGES.
- D. SIDEWALK WIDTH SHALL NOT INCLUDE 6" CONCRETE CURB. THE DESIRABLE SIDEWALK CROSS SLOPE IS 1.5 %. ABSOLUTE MAXIMUM IS 2.0%.
- E. DRAINAGE STRUCTURES SHALL NOT BE PLACED IN THE CROSSWALK OR IN FRONT OF THE CURB RAMP.
- F. TURNING SPACE \ CLEAR SPACE:
 CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK. A CLEAR SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
 TURNING SPACE MUST BE PROVIDED AT THE TOP OF PERPENDICULAR CURB RAMPS. THE TURNING SPACE MUST BE 4' (MIN.) BY 4' (MIN.), AND IS PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF THE SIDEWALK, THE TURNING SPACE MUST BE 4' (MIN.) BY 5' (MIN.), WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.
- G. GRADE BREAKS:
 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
 WHERE THE END OF BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND HE DISTANCE FROM EITHER END OF THE BOTTOM GRADE REAK TO THE BACK F CURB IS 5' OR LESS. DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE CURB RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK.
- H. PEDESTRIAN SIGNAL PUSHBUTTON:
 WHERE PEDESTRIAN SIGNALS ARE PROVIDED AT PEDESTRIAN STREET CROSSINGS, THEY SHALL INCLUDE ACCESSIBLE PEDESTRIAN SIGNALS AND POLEPEDESTRIAN PUSHBUTTONS COMPLYING WITH SECTIONS 4E.08 THROUGH 4E.13 OF THE MUTCD. FOR DETAILS OF THE PLACING OF PEDESTRIAN SIGNAL PUSHBUTTONS SEE TDOT TRAFFIC DESIGN MANUAL.
 WHEN TWO PEDESTRIAN PUSHBUTTONS ARE ON ONE CORNER THEY WILL BE SEPARATED BY 10 FEET.



CITY OF WHITE HOUSE – PUBLIC WORKS
 STANDARD CONCRETE DRIVEWAYS/SIDEWALKS

REVISION No.: 0
 DATE SEPTEMBER 2019
 SD-212
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