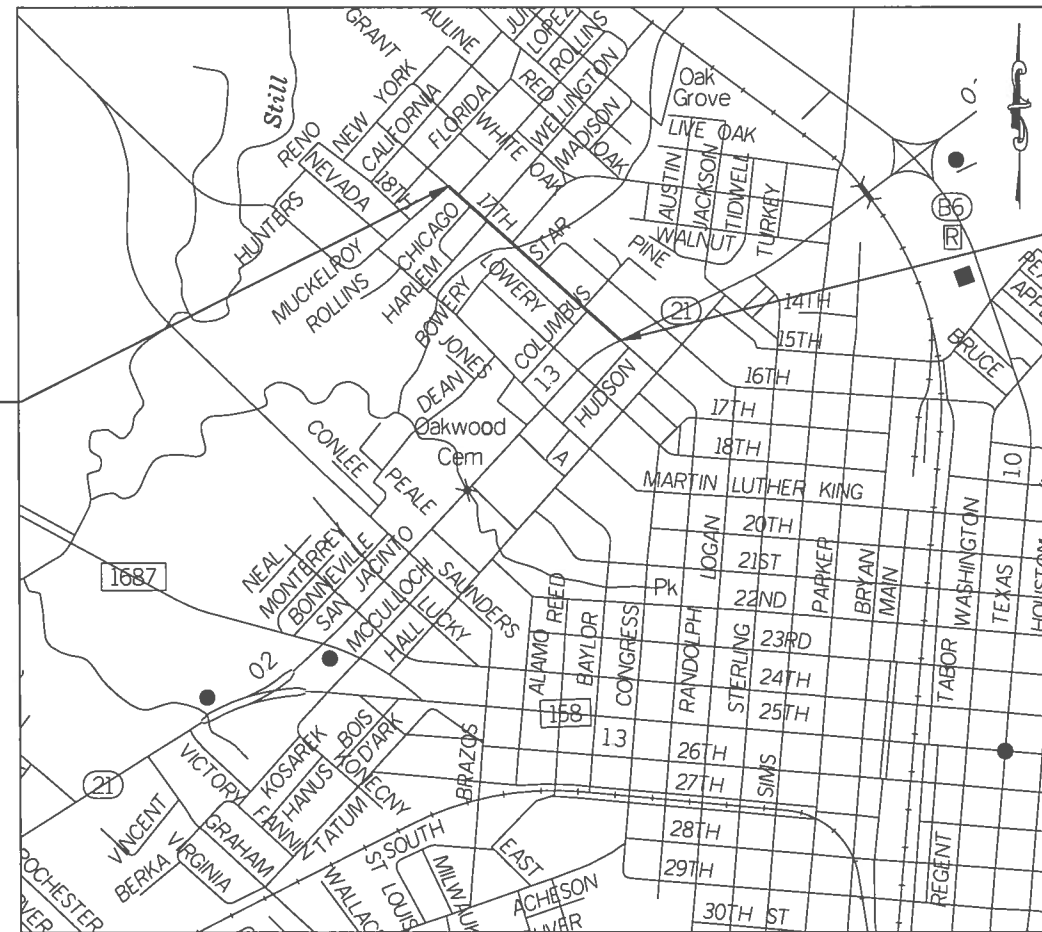


17th STREET SIDEWALK BRYAN, TEXAS

SHEET NO.	GENERAL
1	TITLE SHEET
2	GRADING SUMMARY
3	HOIZONTAL ALIGNMENT DATA
4	TRAFFIC CONTROL PLAN
5	TRAFFIC CONTROL LAYOUT TxDOT: TCP (2-1)-12
6 - 10	ROADWAY DETAILS PLAN & PROFILE SHEETS
11	MISCELLANEOUS ROADWAY DETAILS
12	TxDOT: PED-12A
13 - 14	COB: STREET DETAILS (ST2, ST3)
15 - 16	COB: SIDEWALK DETAILS (SW1, SW2)

BEGIN SIDEWALK
PROJECT- MUCKELROY
AND 17th ST



END SIDEWALK
PROJECT- 17th ST
AND SH21

BRYAN, TEXAS

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DON DURDEN, INC.




4101 SOUTH TEXAS AVENUE, SUITE A
BRYAN, TEXAS 77802
TEL: (979) 846-6212 | FAX: (979) 846-8252
TBPE REGISTRATION NO. : F-2214
TBPLS REGISTRATION NO. : 100410-00



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PLAN SHEET NO.	STATION TO STATION	0105 2037	02 41 13.13-01	02 41 13.13-02	0529 2002	0530 2010	05312040	05312041	05319000	0644 2056	32 12 16	32 13 13	32 16 13	32 92 23
		REMOVING STAB BASE AND ASPH PAV(0'-16")	REMOVAL OF EXISTING CONCRETE (PAVEMENT)	REMOVAL OF EXISTING CONCRETE (CURB)	CONC CURB (TY II)	DRIVEWAYS (CONC)	CURB RAMPS (TY 5)	CURB RAMPS (TY 10)	COMBINATION SIDEWALK WALL	RELOCATE SM RD SN SUP & AM TY 10BWG	HOT MIX ASPHALTIC CONCRETE PAVEMENT	CONCRETE PAVEMENT	CONCRETE SIDEWALK (4")	BLOCK SOD (INCLUDING WATERING)
		SY	SY	LF	LF	SY	EA	EA	SY	EA	SY	SY	SY	SY
ROADWAY SHEETS														
SDWLK_01.dgn	BEGIN TO 504+00.00	53	41	45	45			3		2	53	41	168	
SDWLK_02.dgn	504+00.00 TO 508+00.00	87	46	63	83	47	1	1		2	87	46	147	
SDWLK_03.dgn	508+00.00 TO 512+00.00			97	97	45			37	1			170	
SDWLK_04.dgn	512+00.00 TO 516+00.00			91	91	181			12	2			172	
SDWLK_05.dgn	516+00.00 TO END			36	24	42		2		2			169	
ROADWAY TOTALS		140	87	332	320	315	1	6	49	9	140	87	826	400

NO	DATE	REVISION	APPROVED
NOT TO SCALE			
		THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY KENT M. LAZA, P.E. 65923 <i>Kent Laza</i> 3/4/2016	
			
		4101 SOUTH TEXAS AVENUE, SUITE A BRYAN, TEXAS 77802 TEL: (979) 846-6212 FAX: (979) 846-8252 CIVIL ENGINEERING CONSULTANTS TBPE REGISTRATION NO.: F-2214 <small>DON DURDEN, INC.</small> TBPLS REGISTRATION NO.: 100410-00	
WEST 17th ST SIDEWALK			
SUMMARY SHEET GRADING			
SUBMITTAL	PROJECT NUMBER	DATE	
90%		3/4/2016	
DRWN BY:	DSGN BY:	CHKD BY:	PLAN SHEET NO.
			2

PLOTTED ON: 3/4/2016 @ 4:08:50 PM
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CHAIN COB 17TH ST

BEGINNING CHAIN COB 17TH ST DESCRIPTION

POINT COB100 N 10,236,119.2063 E 3,537,356.6324 STA 500+00.00
 COURSE FROM COB100 TO COB101 S 48° 50' 12.31" E DIST 396.4606
 POINT COB101 N 10,235,858.2533 E 3,537,655.1027 STA 503+96.46
 COURSE FROM COB101 TO COB102 S 48° 45' 59.09" E DIST 150.3276
 POINT COB102 N 10,235,759.1678 E 3,537,768.1534 STA 505+46.79
 COURSE FROM COB102 TO COB103 S 48° 43' 05.39" E DIST 207.7401
 POINT COB103 N 10,235,622.1084 E 3,537,924.2646 STA 507+54.53
 COURSE FROM COB103 TO COB104 S 47° 48' 46.14" E DIST 58.4581
 POINT COB104 N 10,235,582.8506 E 3,537,967.5794 STA 508+12.99
 COURSE FROM COB104 TO COB105 S 47° 44' 26.45" E DIST 97.1150
 POINT COB105 N 10,235,517.5420 E 3,538,039.4551 STA 509+10.10
 COURSE FROM COB105 TO COB106 S 47° 49' 08.59" E DIST 207.9475
 POINT COB106 N 10,235,377.9106 E 3,538,193.5499 STA 511+18.05
 COURSE FROM COB106 TO COB107 S 47° 42' 50.80" E DIST 226.7087
 POINT COB107 N 10,235,225.3741 E 3,538,361.2683 STA 513+44.76
 COURSE FROM COB107 TO COB108 S 47° 48' 17.55" E DIST 349.9518
 POINT COB108 N 10,234,990.3263 E 3,538,620.5343 STA 516+94.71
 COURSE FROM COB108 TO COB109 S 47° 45' 58.04" E DIST 310.1304
 POINT COB109 N 10,234,781.8696 E 3,538,850.1570 STA 520+04.84

ENDING CHAIN COB 17TH ST DESCRIPTION

NO	DATE	REVISION	APPROVED

GRAPHIC SCALE
(IN FEET)

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Kent Laza
 3/4/2016

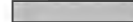





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 DON DURDEN, INC. TBPLS REGISTRATION NO.: 100410-00

WEST 17th ST SIDEWALK			
HORIZONTAL ALIGNMENT DATA			
SUBMITTAL	PROJECT NUMBER	DATE	
90%		3/4/2016	
DRWN BY:	DSGN BY:	CHKD BY:	PLAN SHEET NO.
			3

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TCP LEGEND

-  WORK AREA
-  CHANNELIZING DEVICES
-  SIGN
-  EXIST TRAFFIC ARROW
-  PROP TRAFFIC ARROW
-  TY III BARRICADE

END ROAD WORK
 G20-2
 48" X 24"

G20-2
 48" X 24"

ROAD WORK AHEAD

CW20-1D
 48" X 48"
 WITH FLAGS

ROAD WORK AHEAD

CW20-1D
 48" X 48"
 WITH FLAGS

CW20-1D
 LOCATED AT
 INTERSECTION

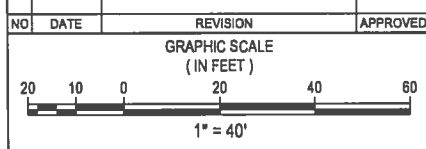
END ROAD WORK
 G20-2
 48" X 24"

G20-2
 48" X 24"

MATCHLINE STA 511+00.00

MATCHLINE STA 511+00.00

NOTES:
 SEE TCP (2-1) -12 FOR ADDITIONAL DETAILS AND GENERAL NOTES
 ADJUST TAPER LOCATION AS WORK PROGRESSES
 TWO WAY TRAFFIC WILL BE MAINTAINED



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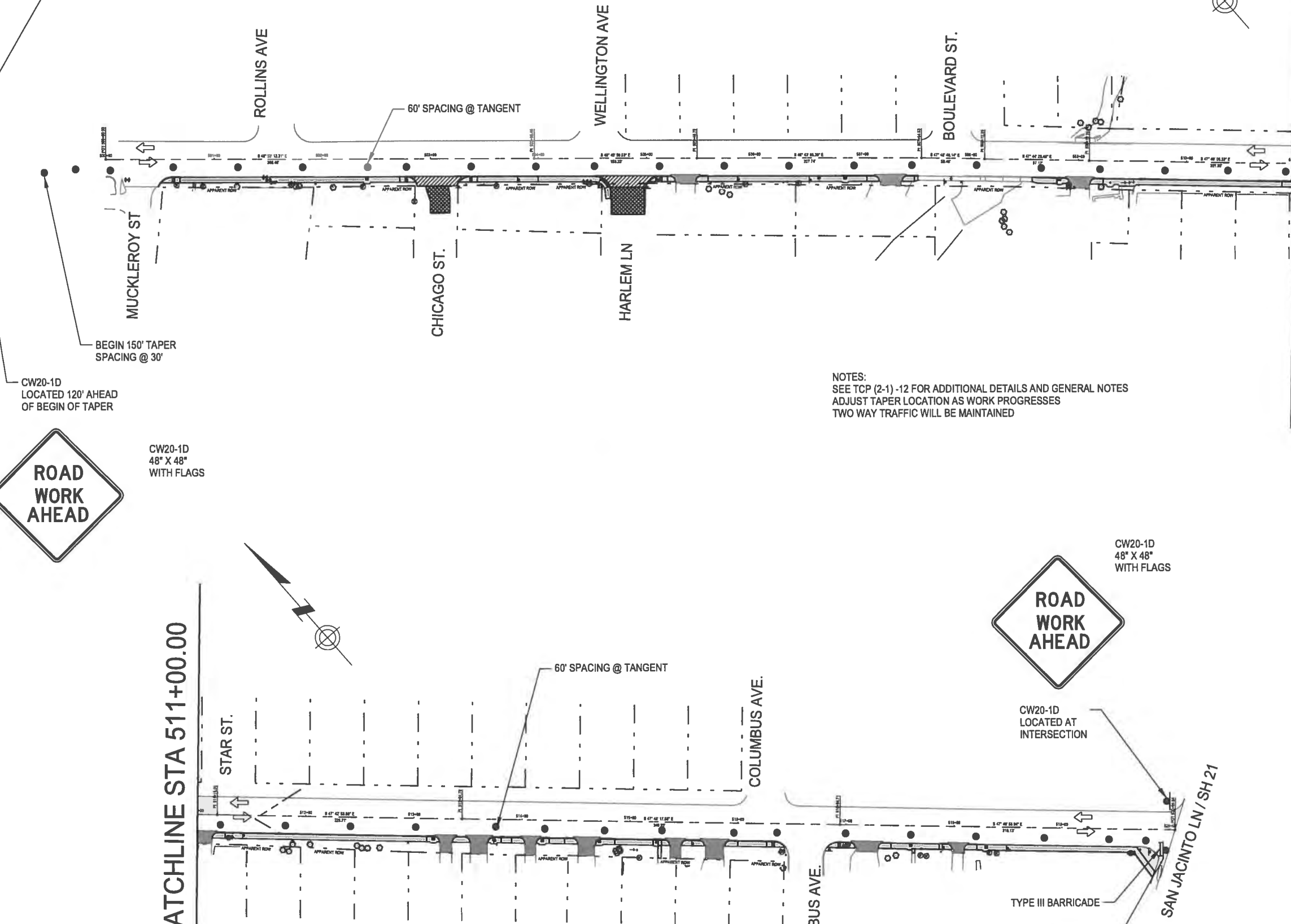
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WEST 17th ST SIDEWALK

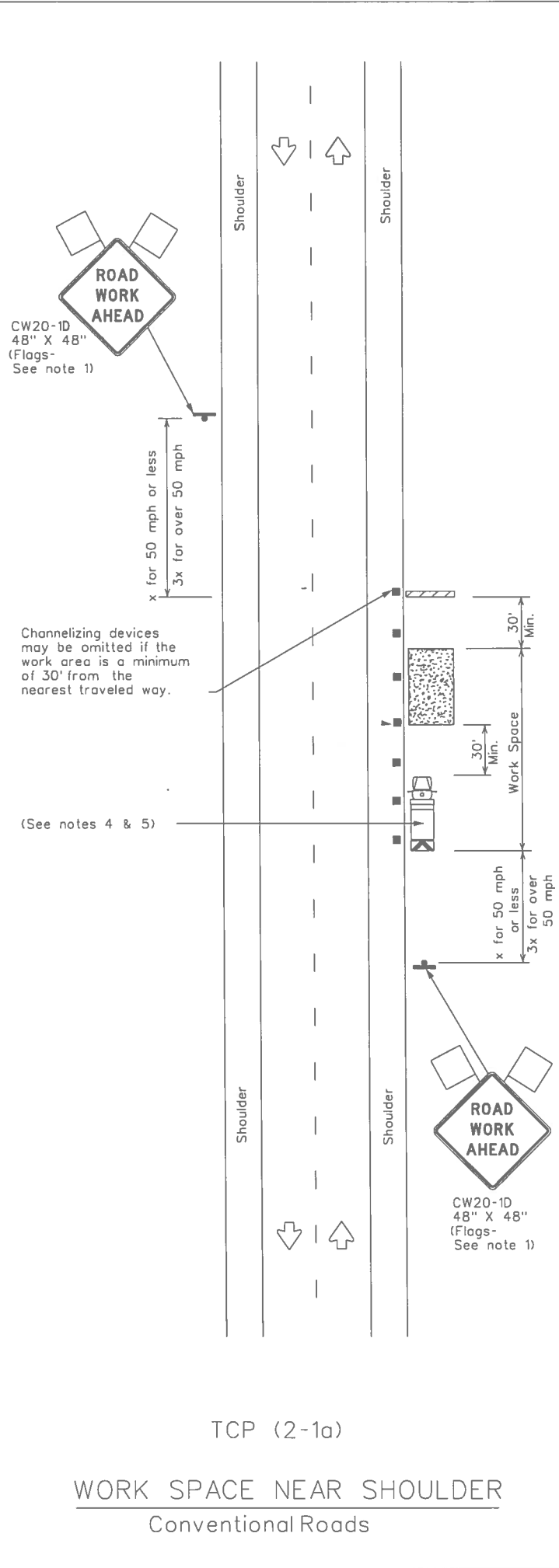
TRAFFIC CONTROL LAYOUT
 BEGIN PROJECT TO END

SUBMITTAL	PROJECT NUMBER	DATE
90%		3/4/2016
DRWN BY:	DSGN BY:	CHKD BY:
		PLAN SHEET NO.
		4



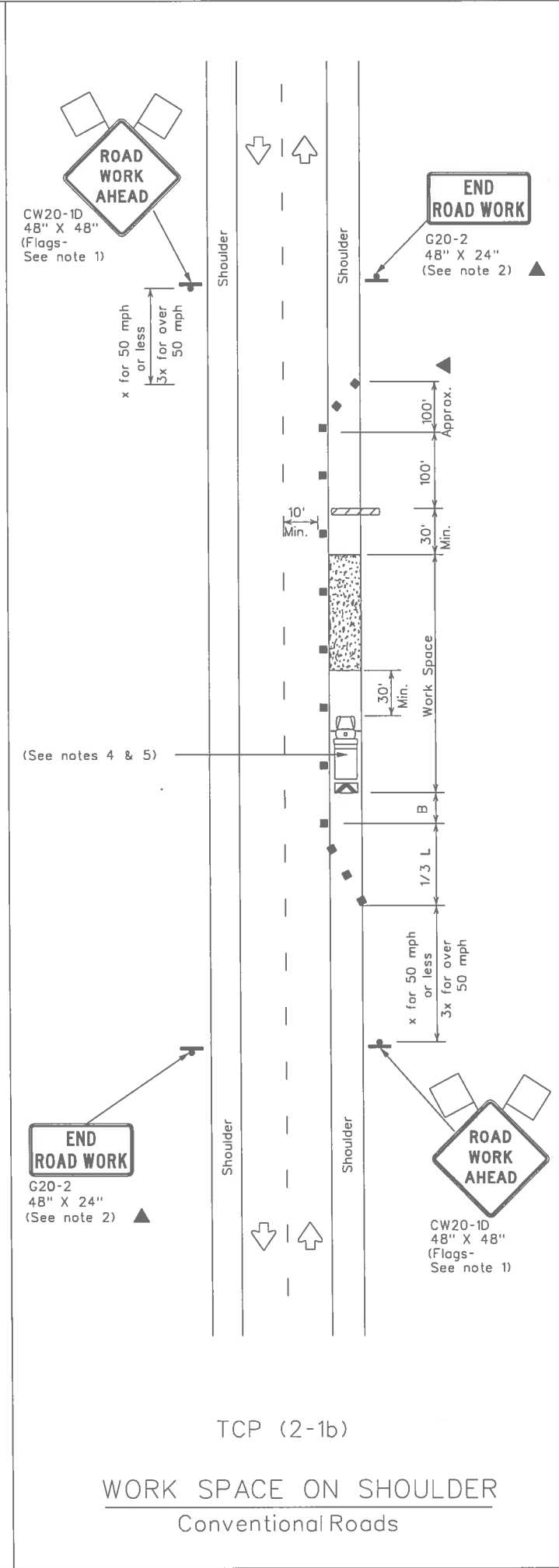
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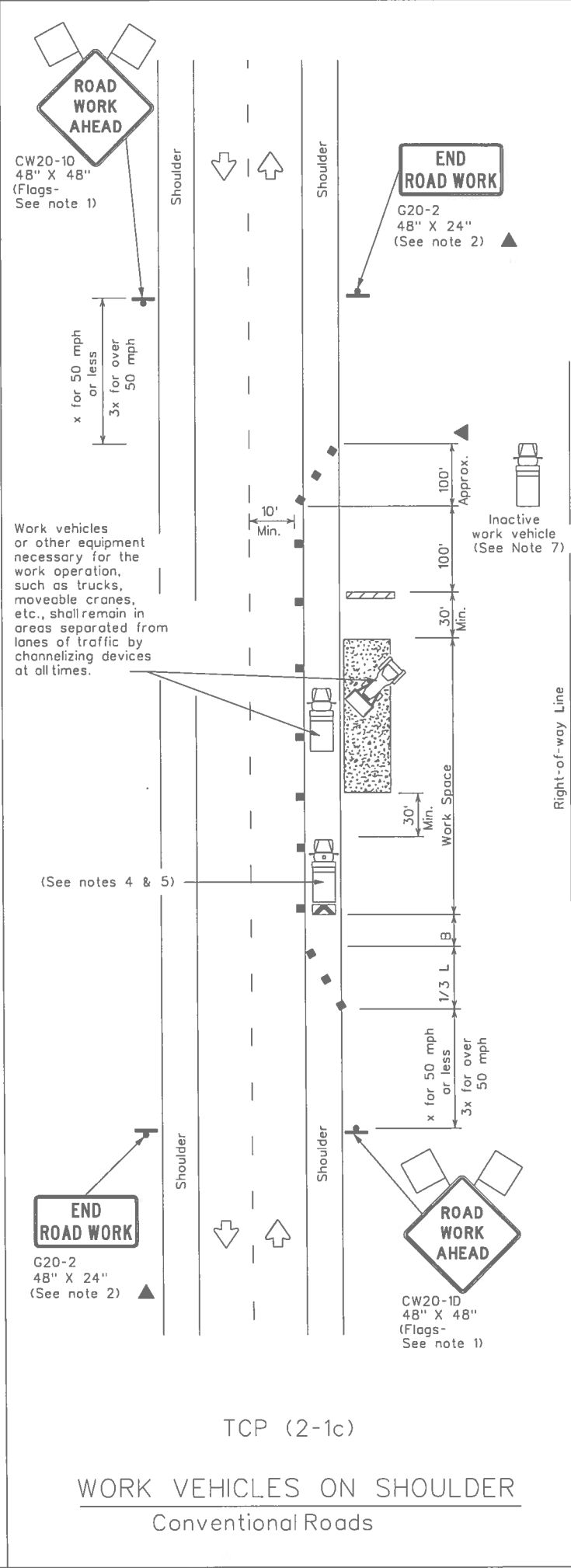
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

Posted Speed x	Formula	Minimum Desirable Taper Lengths x x			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	L - 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'	

x Conventional Roads Only
 x x 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

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
- Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
- Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. 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.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
- Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- CW21-5 "SHOULDER WORK" signs may be used in place of CW21-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

For construction or maintenance contract work, specific project requirements for shadow vehicles can be found in the project GENERAL NOTES for Item 502, Barricades, Signs and Traffic Handling.

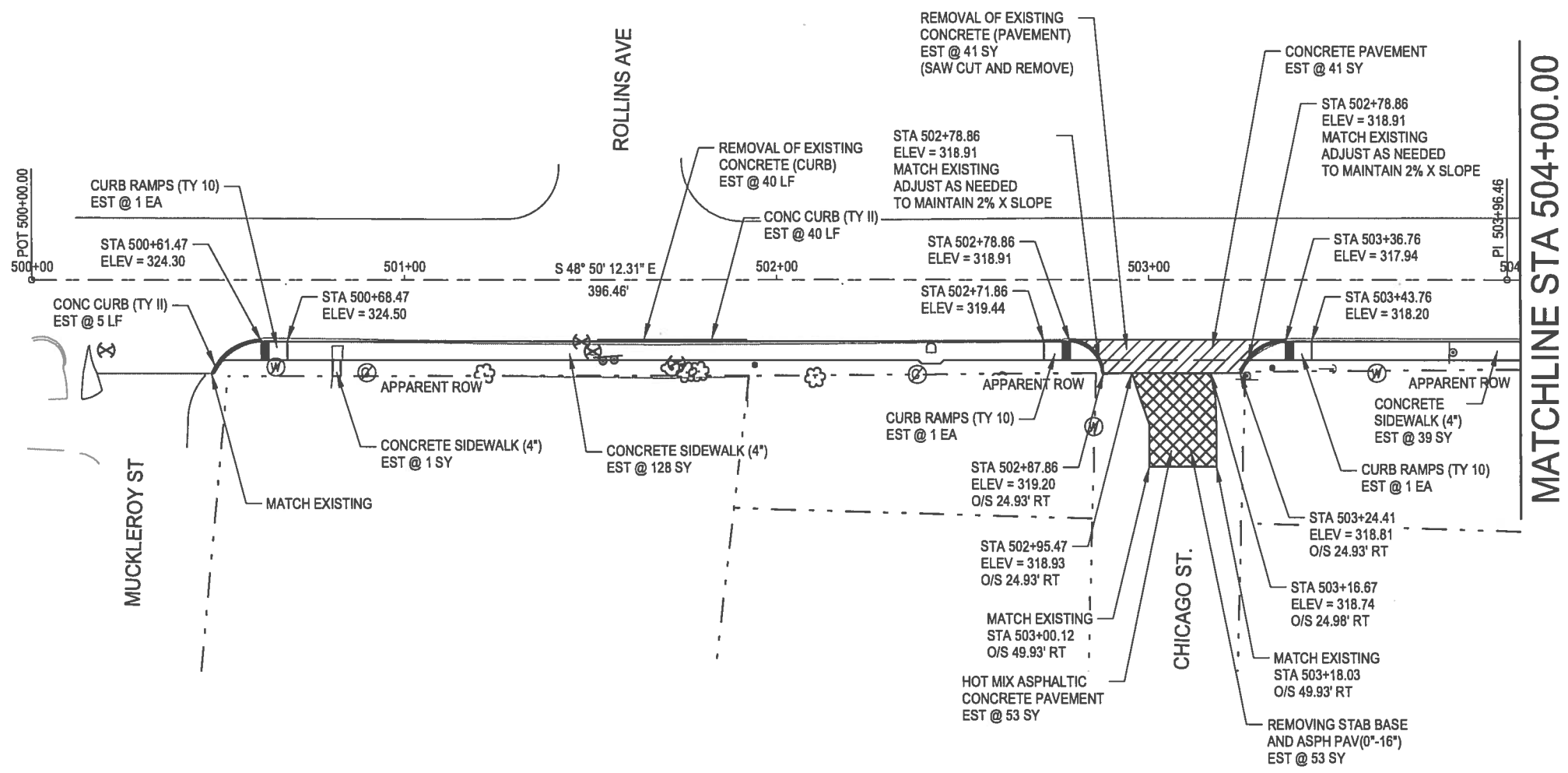


TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK








TCP(2-1)-12

© TxDOT December 1985		DN: TxDOT	CK: TxDOT	OW: TxDOT	CK: TxDOT
REVISIONS		CONT	SECT	JOB	HIGHWAY
2-94	2-12				17th ST
8-95					
1-97					
4-98		BRYAN		BRAZOS	SHEET NO. 5

PLOTTED ON: 3/4/2016 @ 4:09:43 PM
 DESIGN FILENAME: K:\data\BCS\Projects\2014\IE0506701 COB 17th Sidewalk\ICADD\PLAN_SHTS\RD\IE0506701_SDWK 01.dgn




PLAN VIEW LEGEND

-  PROP DRIVEWAY
-  PROP SIDEWALK
-  EXISTING FEATURES
-  APPARENT ROW
-  EXISTING MAILBOX
-  EXISTING SIGN (SIGNS SHOULD BE RELOCATED OUTSIDE OF SIDEWALK)
-  WATER VALVE (ADJUST VALVES AS NEEDED)

NO	DATE	REVISION	APPROVED

GRAPHIC SCALE (IN FEET)
 20 10 0 20 40 60
 1" = 40'

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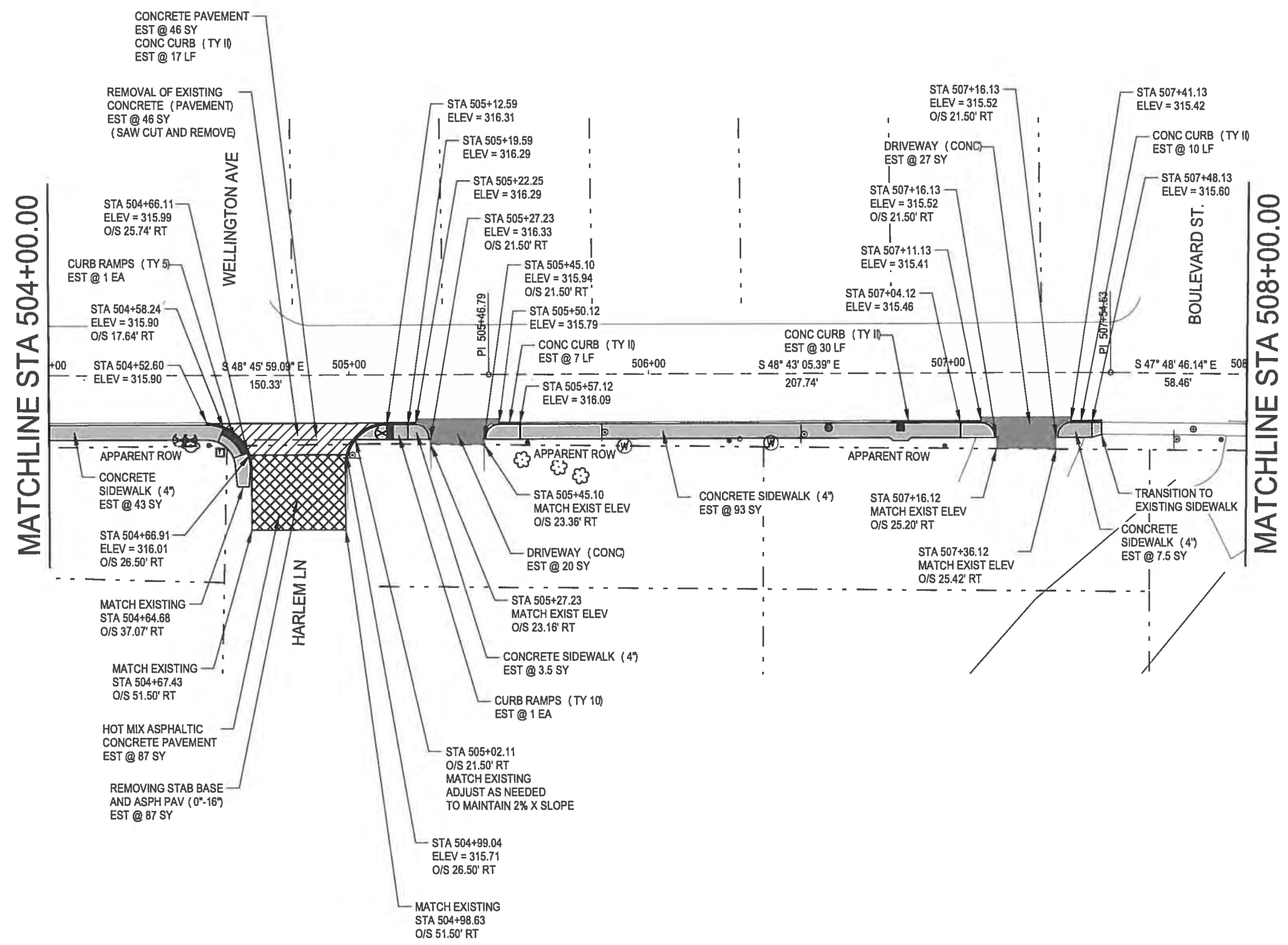
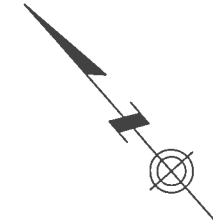
CEC 4101 SOUTH TEXAS AVENUE, SUITE A
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 TEL: (979) 846-6212 | FAX: (979) 846-8252
 CIVIL ENGINEERING CONSULTANTS TBPE REGISTRATION NO.: F-2214
 DON DURDEN, INC. TBPLS REGISTRATION NO.: 100410-00

WEST 17th ST SIDEWALK		
SIDEWALK LAYOUT		
BEGIN PROJECT TO STA 504+00.00		
SHEET 1 OF 5		
SUBMITTAL	PROJECT NUMBER	DATE
90%		3/4/2016
DRWN BY:	DSGN BY:	CHKD BY:
		PLAN SHEET NO.
		6

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PLAN VIEW LEGEND

-  PROP DRIVEWAY
-  PROP SIDEWALK
-  EXISTING FEATURES
-  APPARENT ROW
-  EXISTING MAILBOX
-  EXISTING SIGN (SIGNS SHOULD BE RELOCATED OUTSIDE OF SIDEWALK)
-  WATER VALVE (ADJUST VALVES AS NEEDED)



NO	DATE	REVISION	APPROVED

GRAPHIC SCALE
(IN FEET)

20 10 0 20 40 60

1" = 40'

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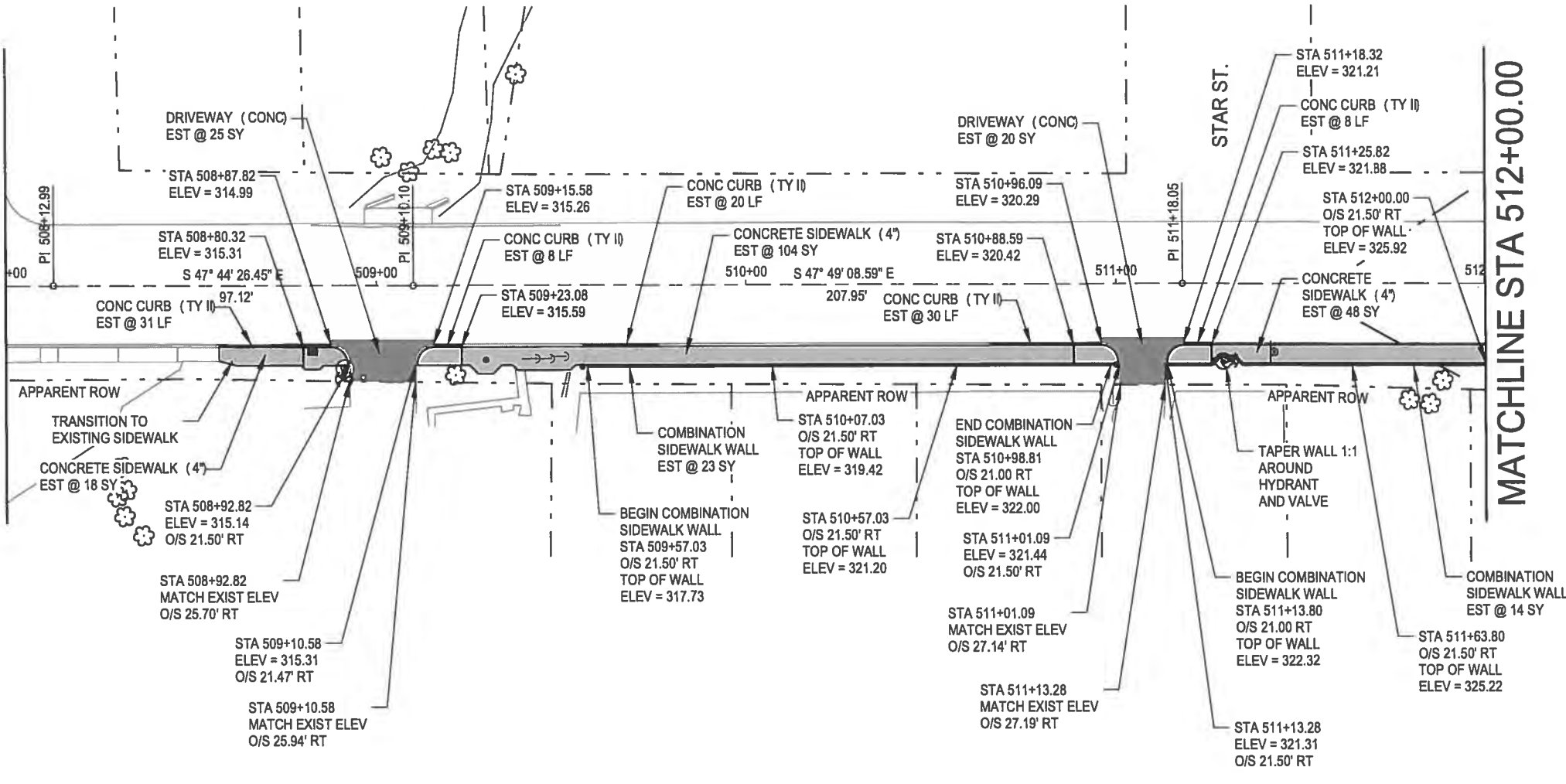
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WEST 17th ST SIDEWALK			
SIDEWALK LAYOUT			
STA 504+00.00 TO STA 508+00.00			
SHEET 2 OF 5			
SUBMITTAL	PROJECT NUMBER	DATE	
90%		3/4/2016	
DRWN BY:	DSGN BY:	CHKD BY:	PLAN SHEET NO.
			7








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MATCHLINE STA 508+00.00

MATCHLINE STA 512+00.00

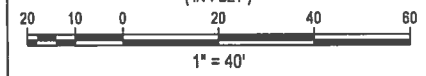


PLAN VIEW LEGEND

-  PROP DRIVEWAY
-  PROP SIDEWALK
-  EXISTING FEATURES
-  APPARENT ROW
-  EXISTING MAILBOX
-  EXISTING SIGN (SIGNS SHOULD BE RELOCATED OUTSIDE OF SIDEWALK)
-  WATER VALVE (ADJUST VALVES AS NEEDED)


NO.	DATE	REVISION	APPROVED

GRAPHIC SCALE (IN FEET)



1" = 40'

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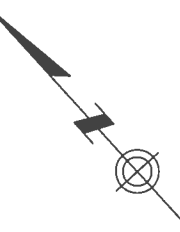
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WEST 17th ST SIDEWALK		
SIDEWALK LAYOUT		
STA 508+00.00 TO STA 512+00.00		
SHEET 3 OF 5		
SUBMITTAL	PROJECT NUMBER	DATE
90%		3/4/2016
DRWN BY:	DSGN BY:	CHKD BY: PLAN SHEET NO.
		8

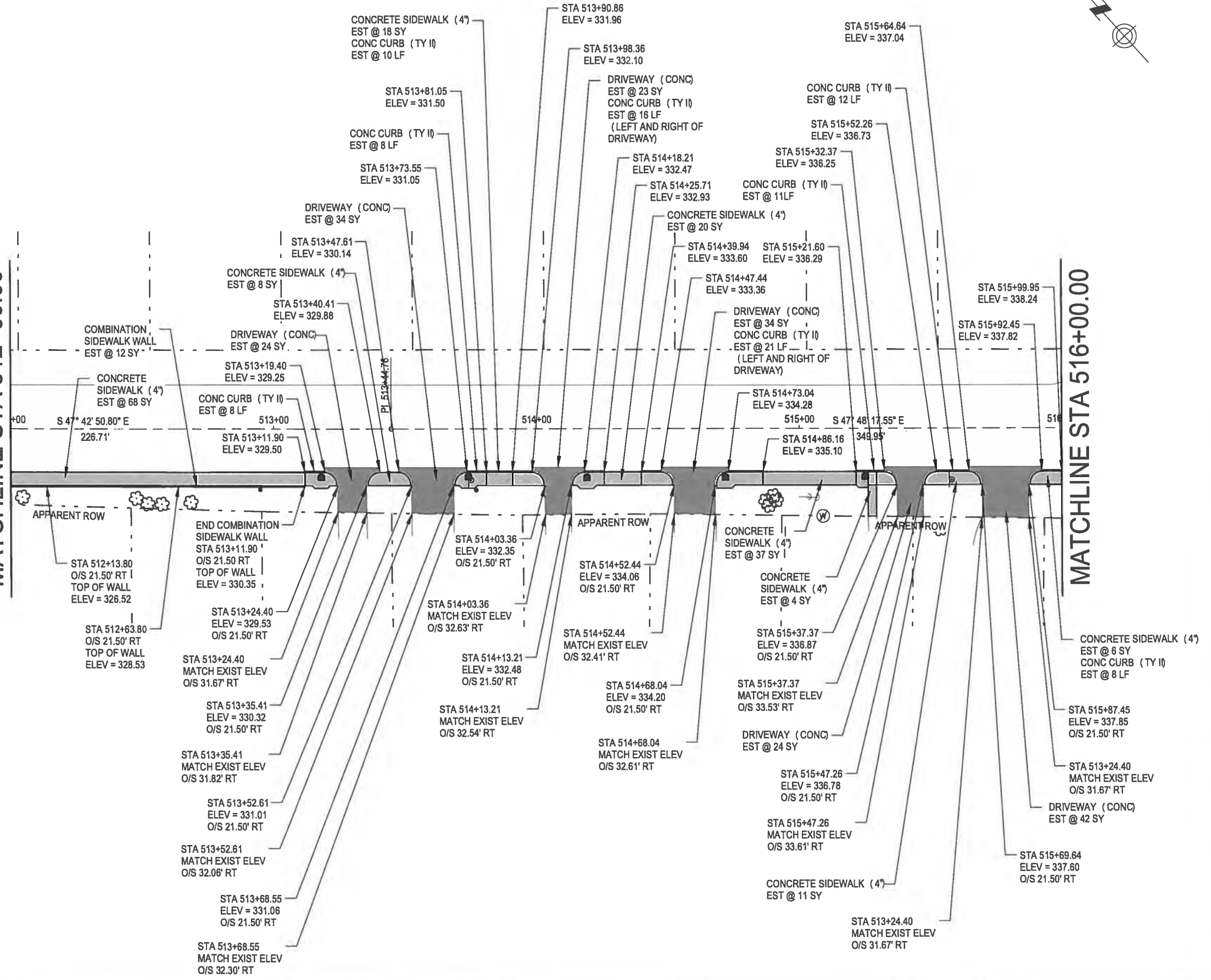
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MATCHLINE STA 512+00.00



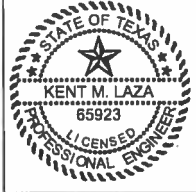
PLAN VIEW LEGEND

-  PROP DRIVEWAY
-  PROP SIDEWALK
-  EXISTING FEATURES
-  APPARENT ROW
-  EXISTING MAILBOX
-  EXISTING SIGN
(SIGNS SHOULD BE RELOCATED OUTSIDE OF SIDEWALK)
-  WATER VALVE
(ADJUST VALVES AS NEEDED)



NO	DATE	REVISION	APPROVED
GRAPHIC SCALE (IN FEET)			
			
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WEST 17th ST SIDEWALK

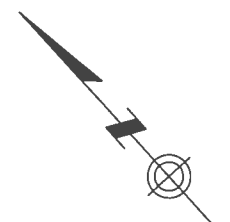
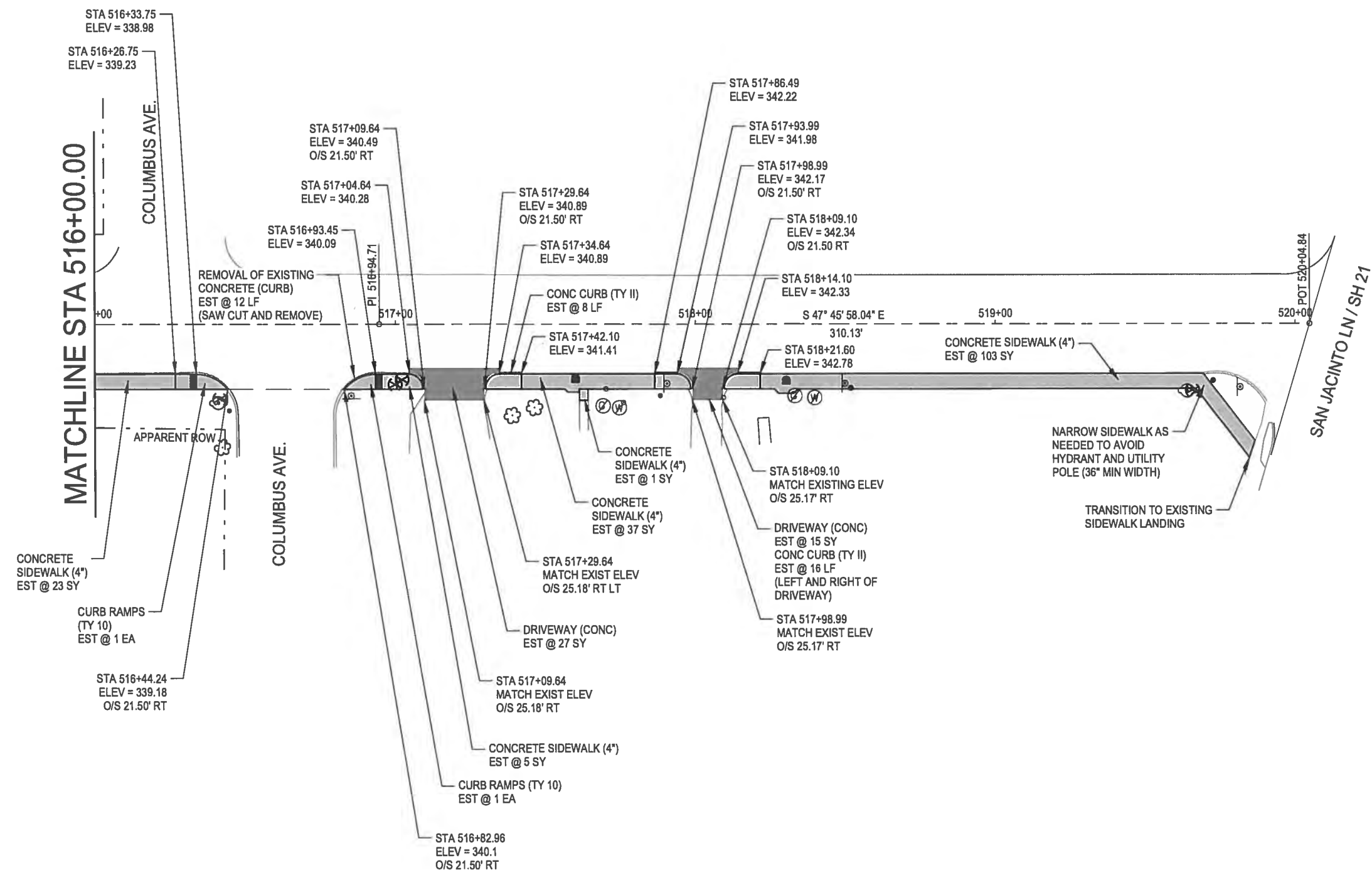
SIDEWALK LAYOUT

STA 512+00.00 TO STA 516+00.00








SHEET 4 OF 5

SUBMITTAL	PROJECT NUMBER	DATE
90%		3/4/2016
DRWN BY:	DSGN BY:	CHKD BY:
		PLAN SHEET NO.
		9

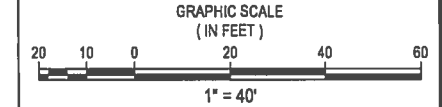
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PLAN VIEW LEGEND

-  PROP DRIVEWAY
-  PROP SIDEWALK
-  EXISTING FEATURES
-  APPARENT ROW
-  EXISTING MAILBOX
-  EXISTING SIGN (SIGNS SHOULD BE RELOCATED OUTSIDE OF SIDEWALK)
-  WATER VALVE (ADJUST VALVES AS NEEDED)

NO	DATE	REVISION	APPROVED



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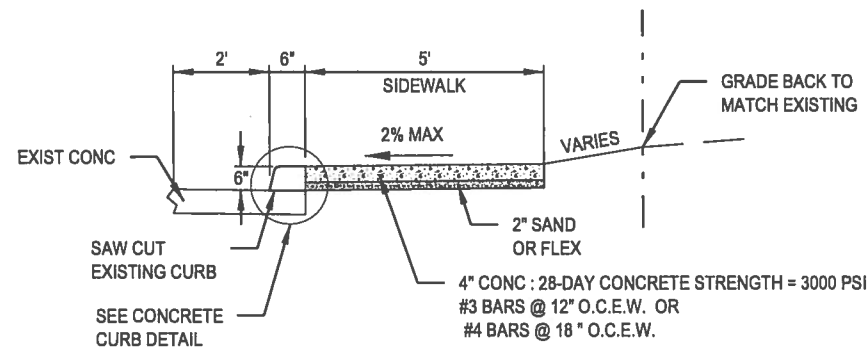
WEST 17th ST SIDEWALK

SIDEWALK LAYOUT

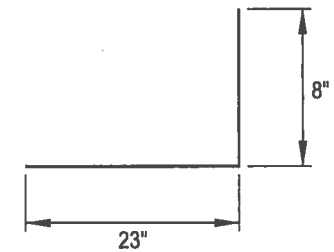
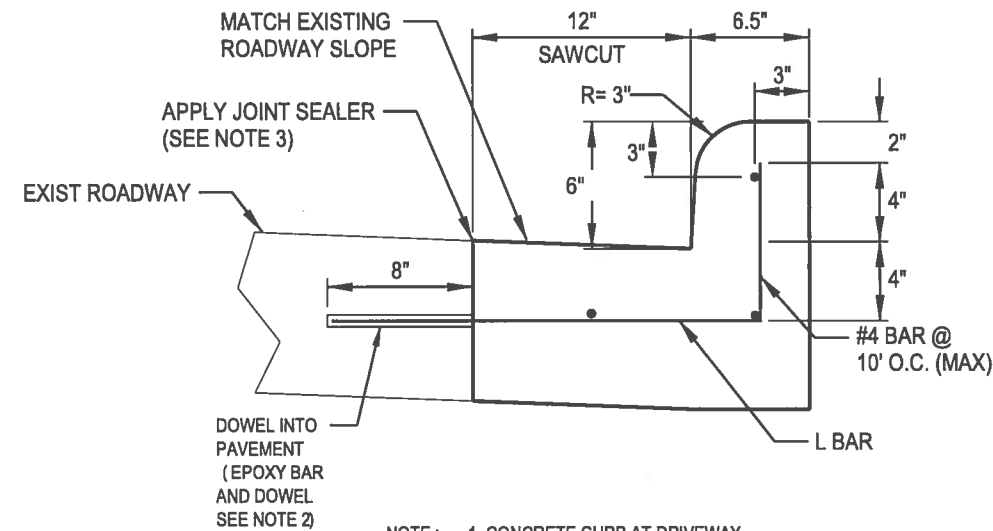
STA 516+00.00 TO END PROJECT

SHEET 5 OF 5

SUBMITTAL	PROJECT NUMBER	DATE
90%		3/4/2016
DRWN BY:	DSGN BY:	CHKD BY:
		PLAN SHEET NO.
		10



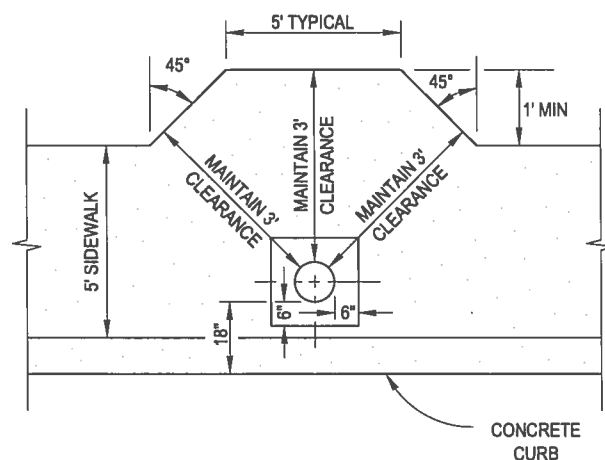
SIDEWALK DETAIL



L BAR

- NOTE:
1. CONCRETE CURB AT DRIVEWAY LOCATIONS SHALL FOLLOW SLOPE OF SIDEWALK.
 2. FOR A LIST OF APPROVED EPOXIES AND ADHESIVES PRODUCTS GO TO THE FOLLOWING LINK <http://ftp.dot.state.tx.us/pub/txdot-info/cmd/impl/epxyadh.pdf>
 3. FOR A LIST OF APPROVED JOINT SEALER PRODUCTS GO TO THE FOLLOWING LINK <http://ftp.dot.state.tx.us/pub/txdot-info/cmd/impl/jtsealrs.pdf>

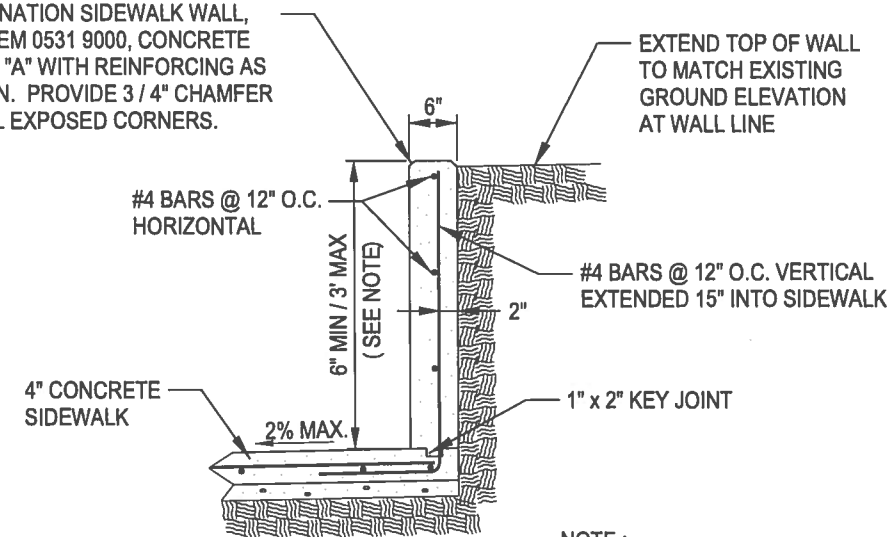
CONCRETE CURB (TY 10)



NOTE: THIS DETAIL TO BE USED WHENEVER AN OBSTRUCTION ENCR OACHES ON SIDEWALK. A MINIMUM UNOBSTRUCTED CLEARANCE OF 3' IS TO BE MAINTAINED AROUND THE OBSTRUCTION AT THE LOCATIONS.

CONCRETE SIDEWALK @ OBSTRUCTION POLE DETAIL

COMBINATION SIDEWALK WALL, PAY ITEM 0531 9000, CONCRETE CLASS "A" WITH REINFORCING AS SHOWN. PROVIDE 3/4" CHAMFER ON ALL EXPOSED CORNERS.



NOTE: WALL HEIGHT TO BE SHOWN ON PLAN AT SPECIAL LOCATIONS WHERE COMBINATION SIDEWALK WALL IS REQUIRED

CONCRETE RETAINING WALL - COMBINATION TYPE

NO.	DATE	REVISION	APPROVED
-----	------	----------	----------

NOT TO SCALE



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY KENT M LAZA, P.E. 65923
Kent Laza
 3/4/2016



CEC 4101 SOUTH TEXAS AVENUE, SUITE A
 BRYAN, TEXAS 77802
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 CIVIL ENGINEERING CONSULTANTS TBPE REGISTRATION NO.: F-2214
 DON DURDEN, INC. TBPLS REGISTRATION NO.: 100410-00

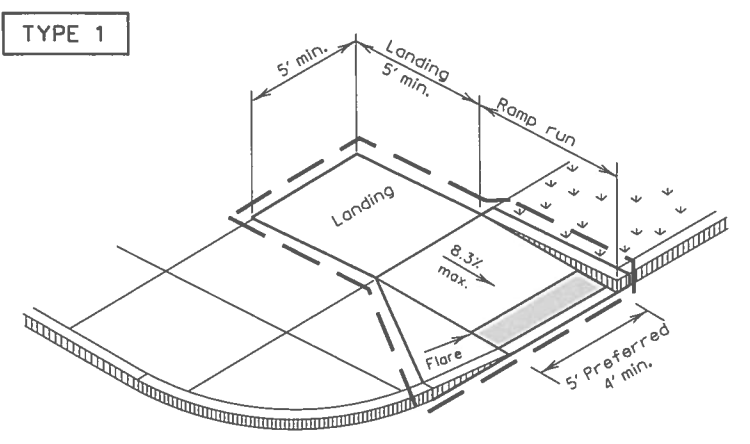
WEST 17th ST SIDEWALK

SIDEWALK AND CURB DETAIL

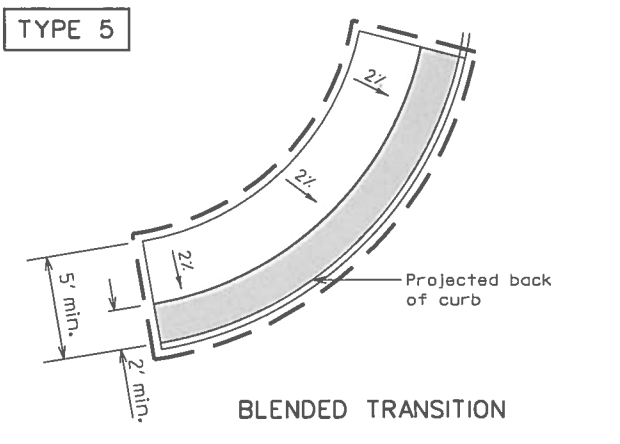
SHEET 1 OF 1

SUBMITTAL	PROJECT NUMBER	DATE
90%		3/4/2016
DRWN BY:	DSGN BY:	CHKD BY:
		PLAN SHEET NO.
		11

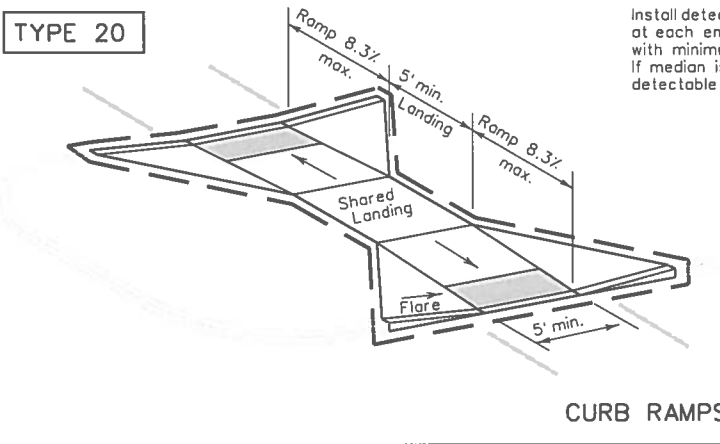
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PERPENDICULAR CURB RAMP

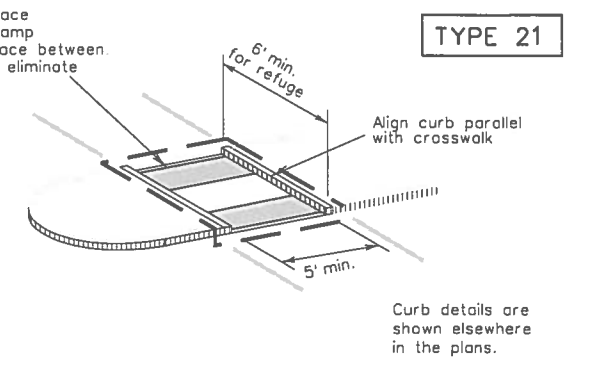


BLENDED TRANSITION

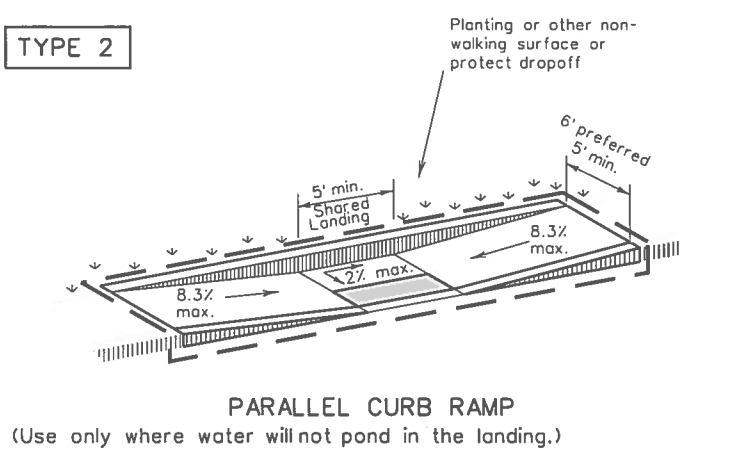


CURB RAMPS AT MEDIAN ISLANDS

Install detectable warning surface at each end of cut-through ramp with minimum 2' smooth surface between. If median is less than 6' wide, eliminate detectable warning surfaces.

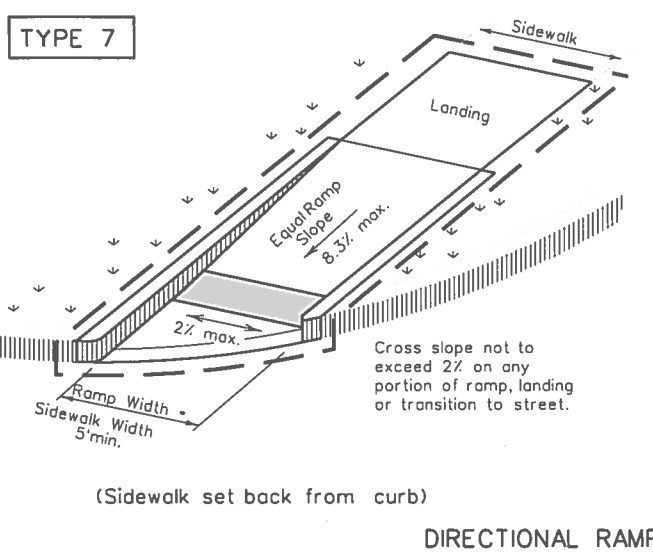


Curb details are shown elsewhere in the plans.

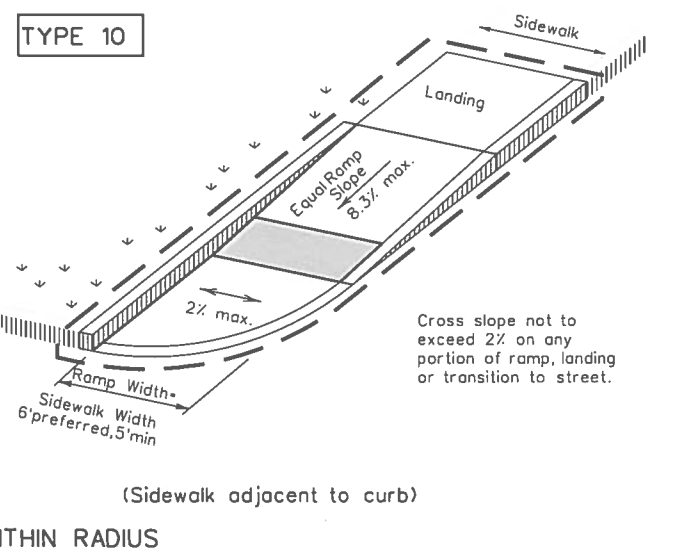


PARALLEL CURB RAMP

(Use only where water will not pond in the landing.)

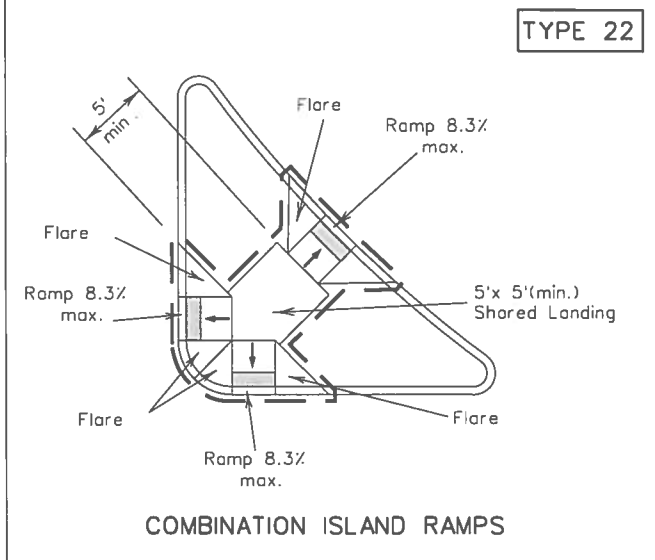


DIRECTIONAL RAMPS WITHIN RADIUS

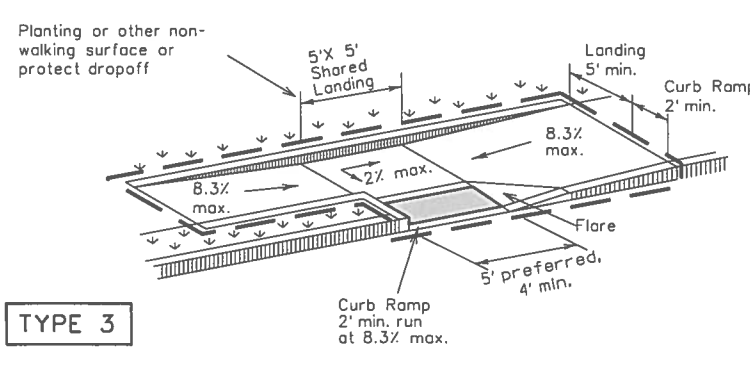


(Sidewalk adjacent to curb)

Cross slope not to exceed 2% on any portion of ramp, landing or transition to street.

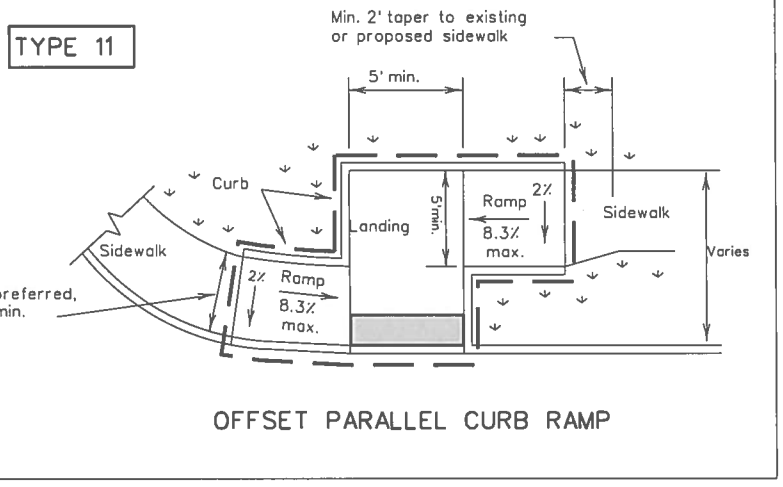


COMBINATION ISLAND RAMPS

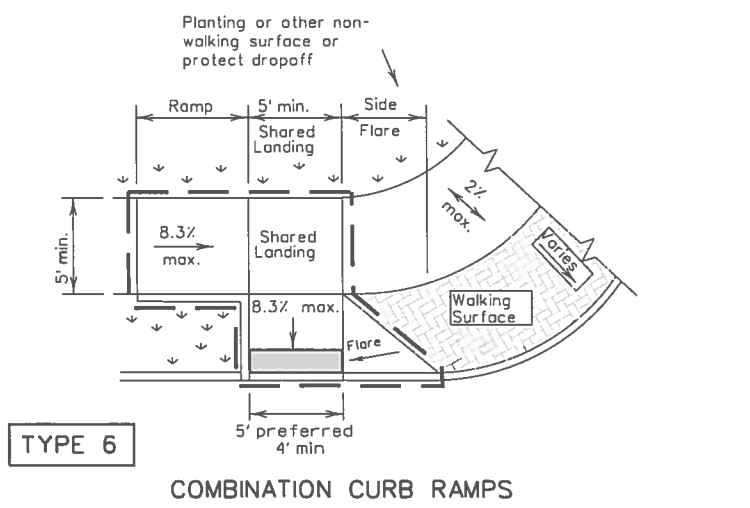


TYPE 3

Curb Ramp 2' min. run at 8.3% max.



OFFSET PARALLEL CURB RAMP



TYPE 6

COMBINATION CURB RAMPS

NOTES / LEGEND:

See General Notes on sheet 2 of 4 for more information.

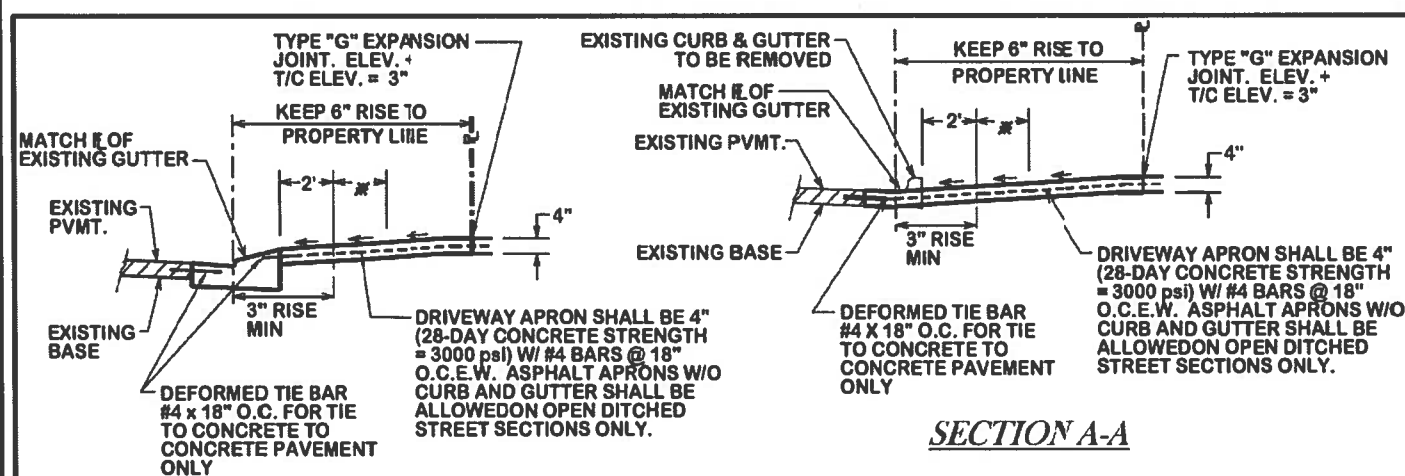
↓ ↓ ↓ Denotes planting or non-walking surface not part of pedestrian circulation path.

— Ramp Limits of Payment
 ■ Detectable Warning Surface

PEDESTRIAN FACILITIES
CURB RAMPS

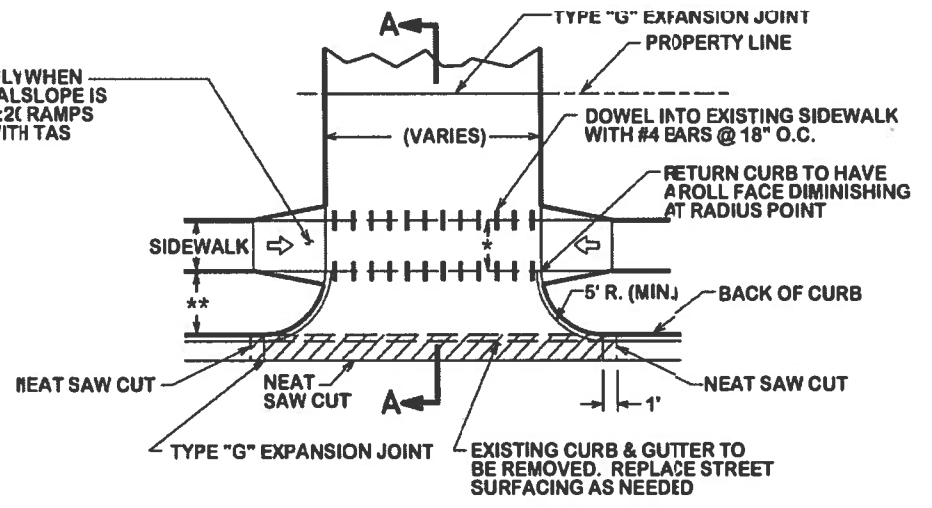
PED-12A

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© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				17th ST
VP June 13, 2012	DIST	COUNTY	SHEET NO.	
	BRYAN	BRAZOS		12



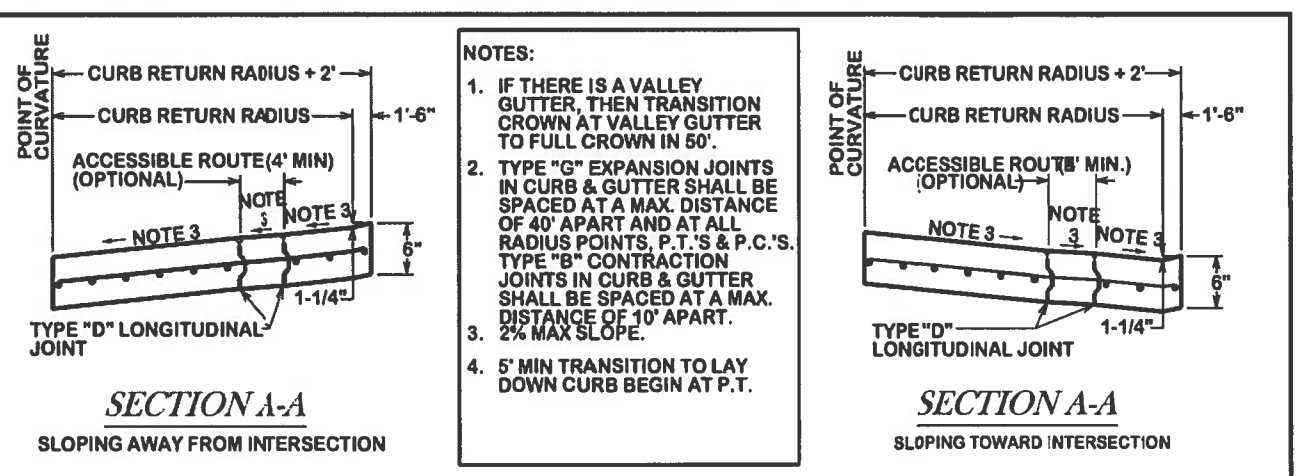
**SECTION A-A
WITH LAYDOWN CURB**

NOTE: RAMPS ONLY WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 1:2 (RAMPS SHALL COMPLY WITH T&S REQUIREMENTS)



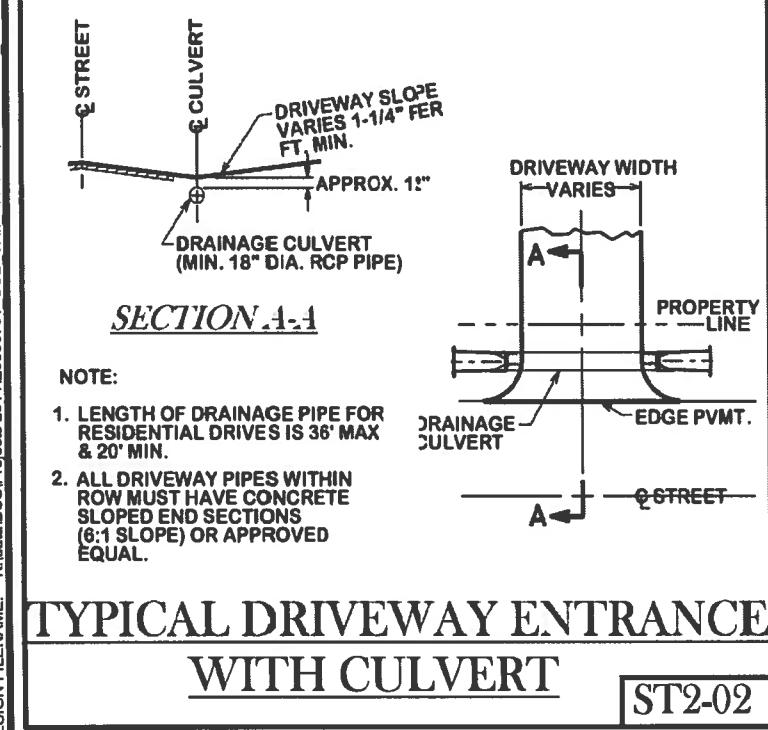
RESIDENTIAL DRIVEWAY

ST2-00



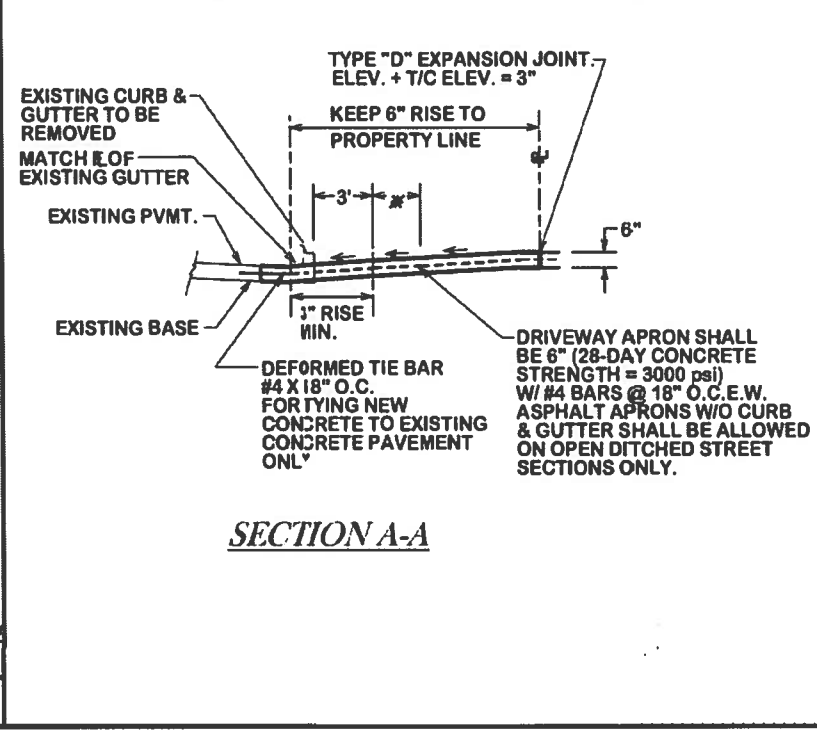
TYPICAL STREET CONCRETE APRON

ST2-01



**TYPICAL DRIVEWAY ENTRANCE
WITH CULVERT**

ST2-02

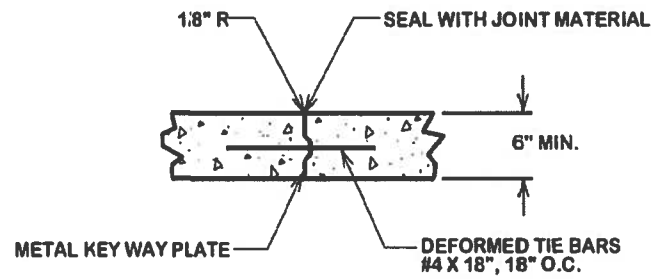


COMMERCIAL DRIVEWAY

ST2-03

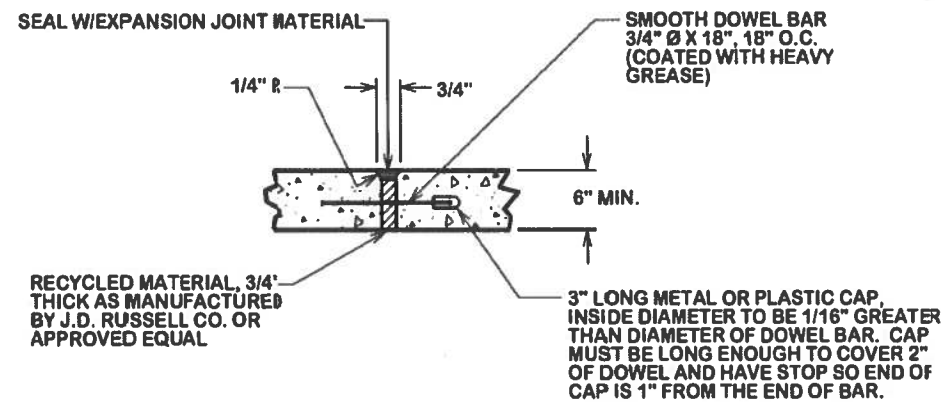
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REVISIONS:
 BRYAN - COLLEGE STATION
 STANDARD STREET DETAILS
 CITY OF BRYAN
 The Good Life. The Way.
 SHT NUM: 13
 DRAWN BY: C.L.M.
 DATE: 08-01-12
 SCALE: N 1 S
 APPROVED: W.P.K.
 FIGURE:
ST2
 SHEET 2 OF 4

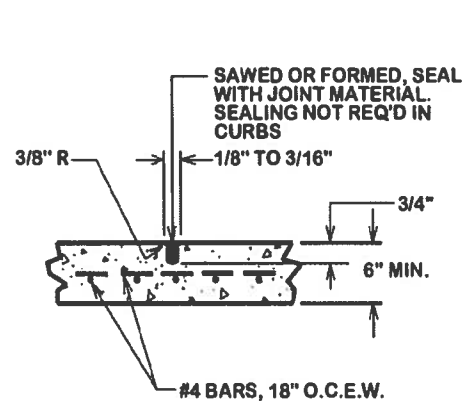


TYPE "D"
LONGITUDINAL JOINT

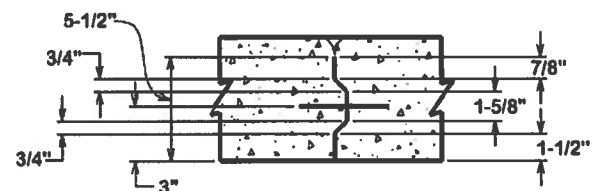
LONGITUDINAL JOINTS SHALL BE REQUIRED ONLY ON THE CENTERLINE OF THE PAVEMENT & IN INTERSECTIONS AS DETAILED



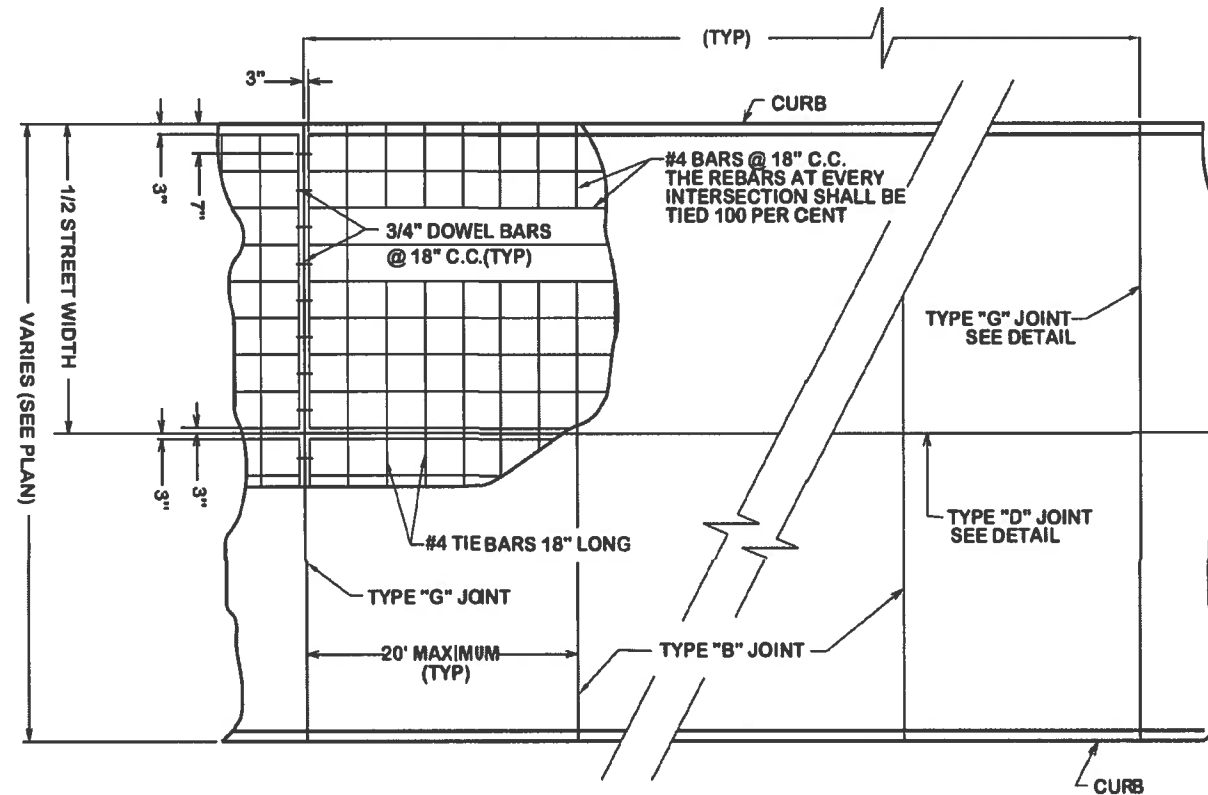
TYPE "G"
EXPANSION & CONSTRUCTION JOINT



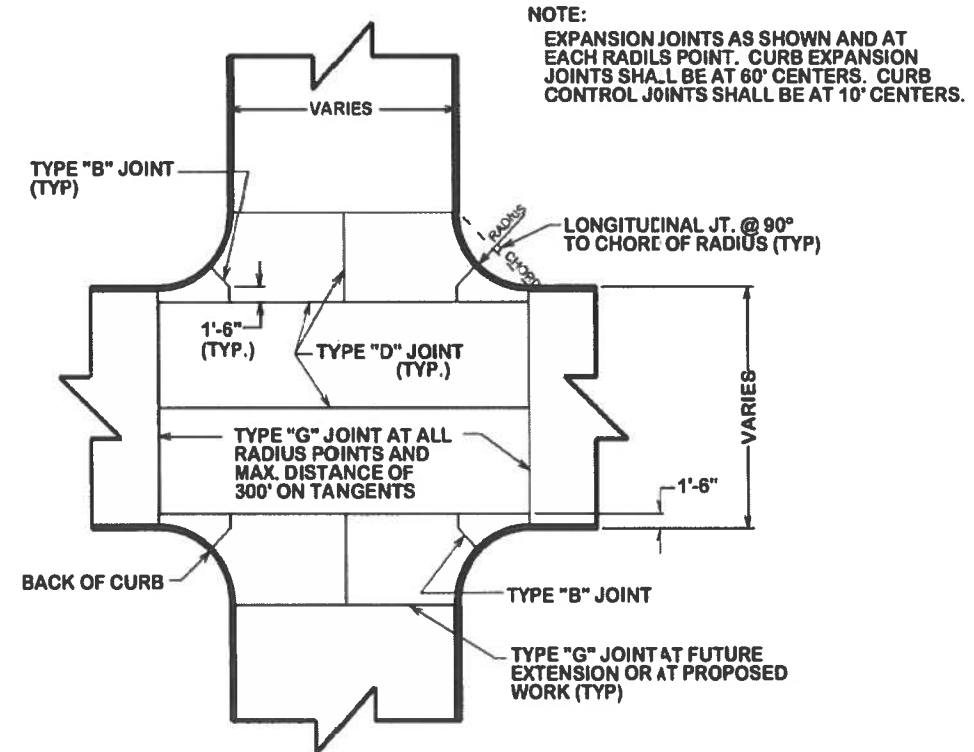
TYPE "B"
CONTRACTION JOINT



METAL KEY WAY PLATE



TYPICAL JOINT & REINFORCEMENT LAYOUT
FOR CONCRETE PAVEMENT



TYPICAL JOINT LAYOUT AT
CONCRETE INTERSECTION

NOTE:
EXPANSION JOINTS AS SHOWN AND AT EACH RADIAL POINT. CURB EXPANSION JOINTS SHALL BE AT 60' CENTERS. CURB CONTROL JOINTS SHALL BE AT 10' CENTERS.

ST3-00

PLOTTED ON: 3/4/2016 @ 4:10:49 PM
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REVISIONS

BRYAN - COLLEGE STATION
STANDARD STREET DETAILS



CITY OF BRYAN
The Good Life. From Start.

SHT NUM: 14

DRAWN BY: C.L.M.

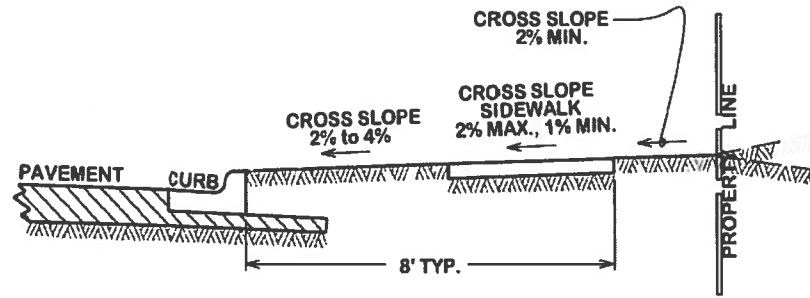
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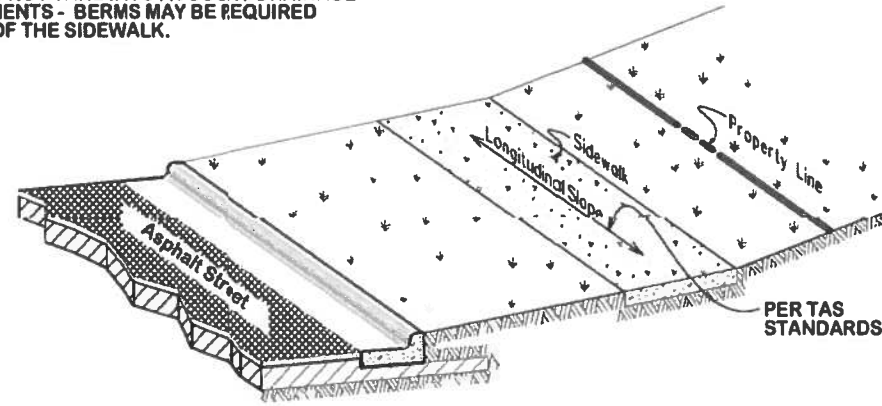
APPROVED: W.P.K.

FIGURE:

ST3
SHEET 3 OF 4

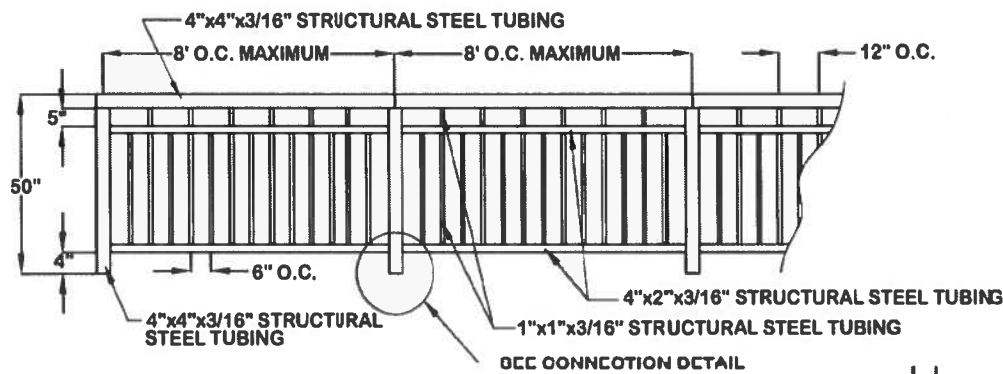


NOTE:
THIS DOES NOT TAKE INTO ACCOUNT DRAINAGE REQUIREMENTS - BERMS MAY BE REQUIRED OUTSIDE OF THE SIDEWALK.

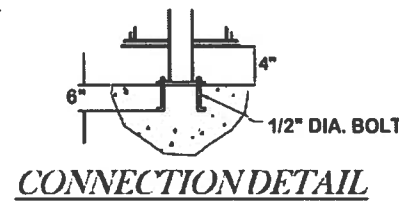


SIDEWALK SLOPE REQUIREMENTS

SW1-00



TYPICAL PEDESTRIAN GUARDRAIL



SW1-01

GENERAL NOTES:

ALL AREAS WHERE EXISTING VEGETATION AND GRASS COVER HAVE BEEN BARED BY CONSTRUCTION SHALL BE ADEQUATELY BLOCKSODDED OR HYDROMULCHED AND WATERED UNTIL GROWTH IS ESTABLISHED. IN DEVELOPED AREAS WHERE GRASS IS PRESENT, BLOCK SOD WILL BE REQUIRED. BARED AREAS SHALL BE SEEDDED OR SODDED WITHIN 14 DAYS OF LAST DISTURBANCE.

APPROVED EROSION CONTROL MEASURES MUST BE INSTALLED DURING THE ENTIRE TIME THAT EARTH HAS BEEN BARED BY CONSTRUCTION AND SHALL STAY IN PLACE UNTIL ACCEPTABLE VEGETATIVE GROWTH IS ESTABLISHED AFTER CONSTRUCTION IS COMPLETE AND THEN REMOVED BY CONTRACTOR.

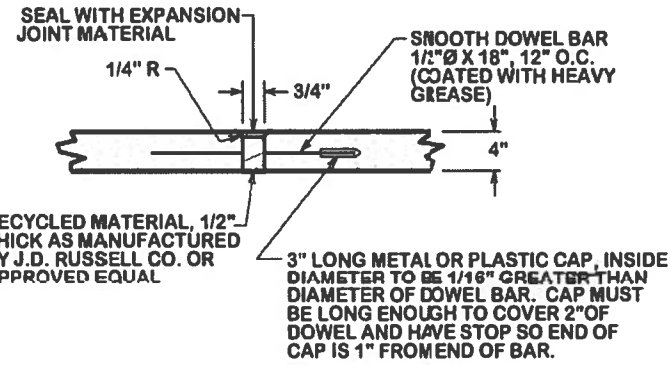
ALL EROSION CONTROL MEASURES SHOULD BE CLEANED OF SILT AFTER EVERY RAIN.

ALL TRAFFIC SIGNALS AND APPURTENANCES, AND ALL PAVEMENT MARKINGS AND MARKERS SHALL BE IN ACCORDANCE WITH TXDOT STANDARDS

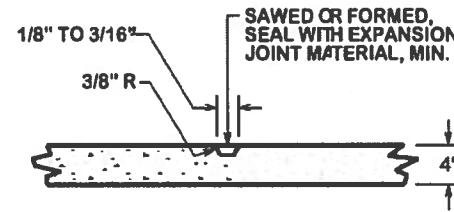
REFER TO SPEC 31 17 23.23 (PAVEMENT MARKINGS) FOR ADDITIONAL LOCAL REQUIREMENTS.

NOTES:

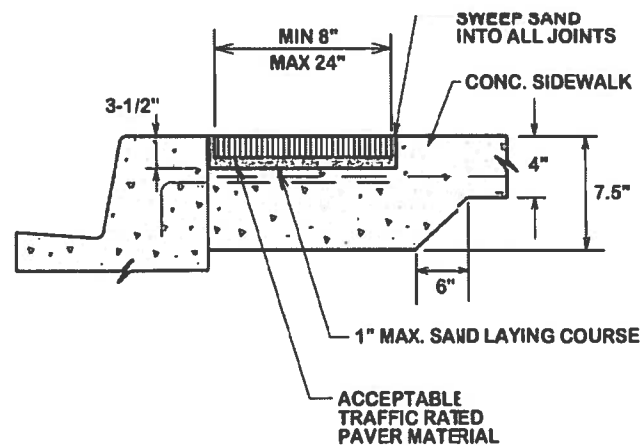
1. SIDEWALK PLACEMENT SHALL BE IN ACCORDANCE WITH B/C'S UNIFIED DESIGN GUIDELINES.
2. FINISH: LIGHT BROOM FINISH. JOINTS TO BE TOOLED 1" DEEP AT AN INTERVAL EQUAL TO THE SIDEWALK WIDTH. EXPANSION JOINTS @ 40' O.C., CONTRACTION JOINTS @ 4' O.C.
3. DOWEL IN AND TIE TO ANY CONCRETE STRUCTURE ADJACENT TO SIDEWALK (DRIVEWAY, INLET BOX, CURB JUNCTION BOX, ETC.) WITH #3 x 12" BARS @ 12" O.C. OR #4 x 12" BARS @ 18" O.C.
4. COMPACTION: COMPACTED SUBGRADE MATERIAL COMPACTED TO A DENSITY AT LEAST 98% OF MAXIMUM DRY DENSITY AS DETERMINED BY PROCTOR COMPACTION TEST ASTM D698 (STANDARD) AND SHALL BE 0-4% WET OF THE OPTIMUM MOISTURE CONTENT
5. A MINIMUM CLEAR PEDESTRIAN WIDTH AS DEFINED BY TAS AND ADA SHALL BE PROVIDED FOR ENTIRE LENGTH OF SIDEWALK.



SIDEWALK EXPANSION & CONSTRUCTION JOINT

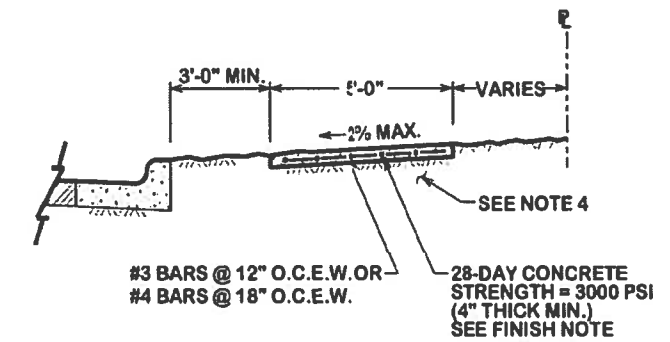


SIDEWALK CONTRACTION JOINT

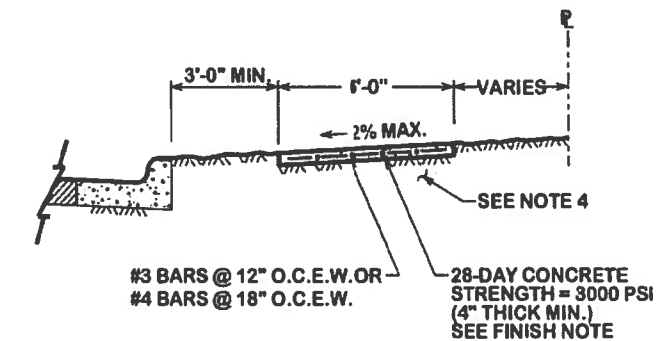


SIDEWALK PAVER SECTION

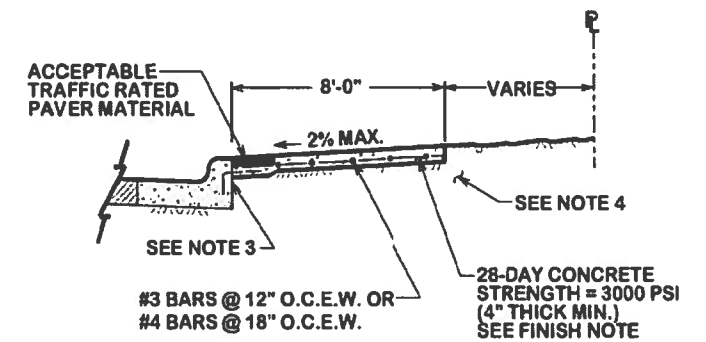
CONCRETE SIDEWALK



ALONG LOCAL STREETS



ALONG MINOR COLLECTORS AND LARGER



ALONG MINOR COLLECTORS AND LARGER

SW1-02

SHT NUM: 15

REVISIONS:

BRYAN - COLLEGE STATION
STANDARD SIDEWALK DETAILS



CITY OF BRYAN
The Good Life. Texas Style

DRAWN BY: C.I.M.
DATE: 08-01-12
SCALE: N.T.S.
APPROVED: W.P.K.

FIGURE:

SW1

SHEET 1 OF 3

PLOTTED ON: 3/4/2016 @ 4:11:06 PM
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REVISIONS

BRYAN - COLLEGE STATION
STANDARD SIDEWALK DETAILS



CITY OF BRYAN
"The Good Life, Texas Style"

DRAWN BY: C.L.M.
DATE: 08-01-12
SCALE: N.T.S.
APPROVED: W.P.K.

FIGURE:

SW2

SHEET 2 OF 3

**PEDESTRIAN FACILITIES
GENERAL NOTES:**

1. ALL SLOPES ARE MAXIMUM ALLOWABLE. THE LEAST POSSIBLE SLOPE THAT WILL STILL DRAIN PROPERLY SHOULD BE USED. ADJUST CURB RAMP LENGTH OR GRADE OF APPROACH SIDEWALKS AS DIRECTED.
2. LANDINGS SHALL BE A 5' X 5' MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
3. MANEUVERING 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.
4. MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP IS 2%.
5. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, EITHER BECAUSE THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR BECAUSE THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED. OTHERWISE, PROVIDE FLARED SIDES.
6. ADDITIONAL INFORMATION ON CURB RAMP LOCATION, DESIGN, LIGHT REFLECTIVE VALUE AND TEXTURE MAY BE FOUND IN THE CURRENT EDITION OF THE TEXAS ACCESSIBILITY STANDARDS (TAS) AND 16 TAC 68.102.
7. TO SERVE AS A PEDESTRIAN REFUGE AREA, THE MEDIAN SHOULD BE A MINIMUM OF 5' WIDE. MEDIANS SHOULD BE DESIGNED TO PROVIDE ACCESSIBLE PASSAGE OVER OR THROUGH THEM.
8. CROSSWALK DIMENSIONS, CROSSWALK MARKINGS AND STOP BAR LOCATIONS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS. AT INTERSECTIONS WHERE CROSSWALK MARKINGS ARE NOT REQUIRED, CURB RAMPS SHALL BE ALIGNED WITH THEORETICAL CROSSWALKS, OR AS DIRECTED BY THE ENGINEER.
9. EXISTING FEATURES THAT COMPLY WITH TAS MAY REMAIN IN PLACE UNLESS OTHERWISE SHOWN ON THE PLANS.
10. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER ON ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
11. SEPARATE CURB RAMP AND LANDINGS FROM ADJACENT SIDEWALK AND ANY OTHER ELEMENTS WITH PREMOLD OR BOARD JOINT OF 3/4" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
12. PROVIDE A SMOOTH TRANSITION WHERE THE CURB RAMPS CONNECT TO THE STREET.
13. FLARE SLOPE SHALL NOT EXCEED 10% MEASURED ALONG CURB LINE.

**DETECTABLE WARNINGS
GENERAL NOTES:**

1. CURB RAMPS MUST CONTAIN A DETECTABLE WARNING SURFACE THAT CONSISTS OF RAISED TRUNCATED DOMES COMPLYING WITH SECTION 4.29 OF THE TEXAS ACCESSIBILITY STANDARDS (TAS). THE SURFACE MUST CONTRAST VISUALLY WITH ADJOINING SURFACES, INCLUDING SIDE FLARES. FURNISH DARK BROWN OR DARK RED DETECTABLE WARNING SURFACE ADJACENT TO UNCOLORED CONCRETE, UNLESS SPECIFIED ELSEWHERE IN THE PLANS.
2. DETECTABLE WARNING SURFACES MUST BE SLIP RESISTANT AND NOT ALLOW WATER TO ACCUMULATE.
3. ALIGN TRUNCATED DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL WHEN ENTERING THE STREET.
4. SHADED AREAS ON SHEETS 3 AND 4 INDICATE THE APPROXIMATE LOCATION FOR THE DETECTABLE WARNING SURFACE FOR EACH CURB RAMP TYPE.
5. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 24" IN DEPTH IN THE DIRECTION OF PEDESTRIAN TRAVEL, AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR LANDING WHERE THE PEDESTRIAN ACCESS ROUTE ENTERS THE STREET.
6. DETECTABLE WARNING SURFACES SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS A MINIMUM OF 6" AND A MAXIMUM OF 10" FROM THE EXTENSION OF THE FACE OF CURB. DETECTABLE WARNING SURFACES MAY BE CURVED ALONG THE CORNER RADIUS.
7. ACCEPTABLE PAVEMENT MATERIAL SHALL BE CLAY, VITRIFIED POLYMER COMPOSITE, PRECAST POLYMER CONCRETE, AND CONCRETE.

CROSSWALKS:

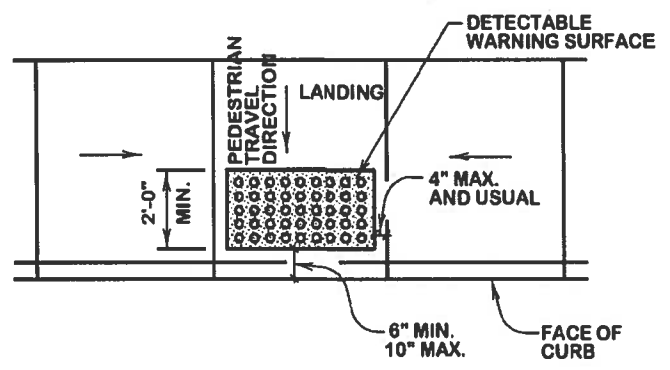
CROSSWALK MARKINGS ARE IMPORTANT TRAFFIC CONTROL DEVICES AT CONTROLLED INTERSECTIONS. THESE DEVICES IDENTIFY THE APPROPRIATE LOCATION FOR PEDESTRIANS TO CROSS THE INTERSECTION AS WELL AS INFORMING DRIVERS WHERE PEDESTRIANS MAY BE PRESENT. NOT ALL LOCATIONS NEED THE CROSSWALKS MARKED; HOWEVER, TYPICALLY COLLECTOR AND ARTERIAL STREETS DO. AS STATED IN THE TMUTCD, AN ENGINEERING STUDY SHOULD BE PERFORMED BEFORE CROSSWALKS ARE INSTALLED AT LOCATIONS OTHER THAN CONTROLLED INTERSECTIONS.

THE CITY OF BRYAN'S PREFERENCE FOR MARKING CROSSWALKS IS THE LONGITUDINAL (OR "LADDER" STYLE). THE CITY OF COLLEGE STATION'S PREFERENCE IS THE TYPICAL "TRANSVERSE" STYLE; HOWEVER, IN THE NORTHGATE AREA, ADJACENT TO SCHOOL OR SCHOOL ZONES, AND OTHER HIGH PEDESTRIAN CROSSINGS, THE LONGITUDINAL (OR "LADDER" STYLE) IS PREFERRED. DEVIATION FROM THESE PREFERENCES WILL BE ALLOWED ONLY WITH THE APPROVAL OF THE CITY ENGINEER.

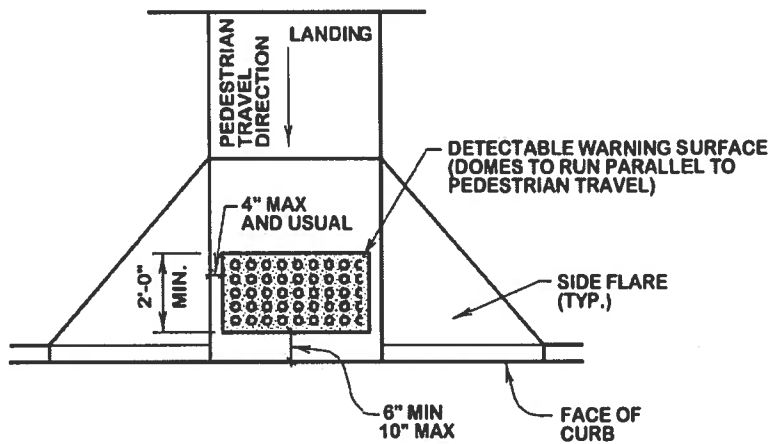
THE LONGITUDINAL STYLE MARKING SHALL BE 24" WIDE AND 8 FEET IN LENGTH, SPACED 48-INCHES APART. THE TRANSVERSE MARKINGS SHALL CONSIST OF TWO 12-INCH WIDE LINES SEPARATED BY 6 FEET OF UNMARKED PAVEMENT. ALL CROSSWALK PAVEMENT MARKINGS SHALL ALWAYS MEET TxDOT'S SPECIFICATION FOR TYPE I MARKINGS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

ADDITIONAL INFORMATION ABOUT CROSSWALK MARKINGS CAN BE FOUND IN THE TMUTCD.

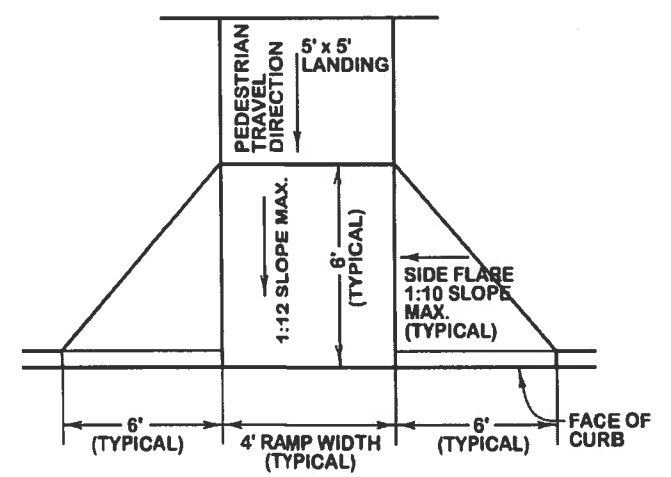
CROSSWALKS WITH BRICK PAVERS, STAMPED ASPHALT, STAMPED CONCRETE, ETC., SHALL ALSO REQUIRE RETRO-REFLECTIVE, THERMOPLASTIC TRANSVERSE STRIPING.



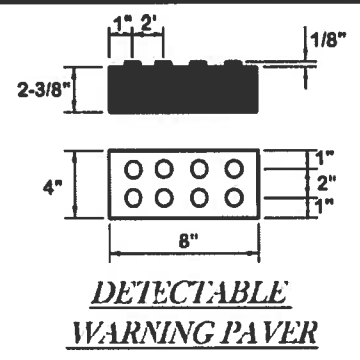
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE
SW2-00



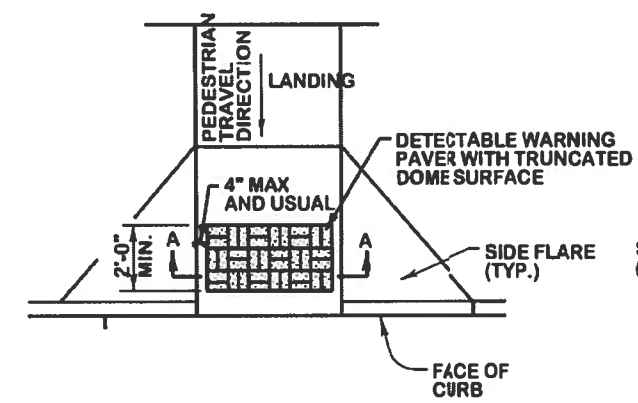
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN
SW2-01



TYPICAL AMBULATORY RAMP W/ FLARED WINGS
SW2-02



DETECTABLE WARNING PAVER



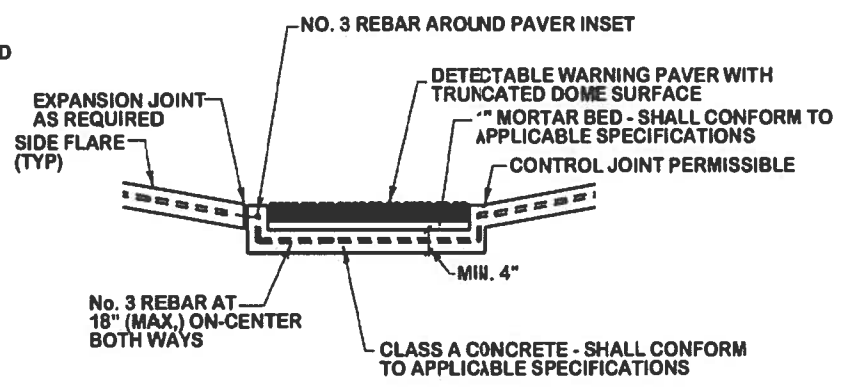
TRUNCATED DOME PATTERN CURB RAMP

DETECTABLE WARNING PAVER

GENERAL NOTES (PAVERS)

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.

LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVER UNITS USING A POWER SAW.



SECTION A-A

SW2-03

SHT NUM: 16

PLOTTED ON: 3/4/2016 @ 4:11:27 PM
 DESIGN FILENAME: K:\data\BCSI\Projects 2014\1E0506701 COB 17th Sidewalk\CADD\PLAN_SHTS\STANDARD\SRD\WY1E0506701_COB STD_SW2.dgn