



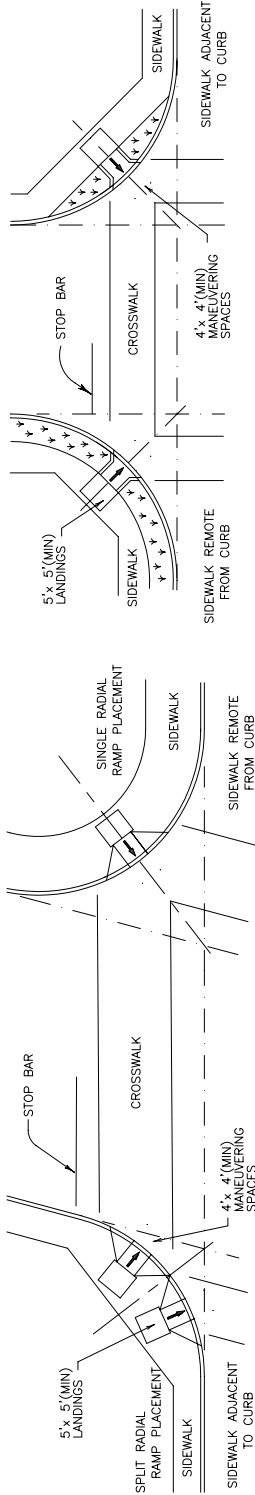
CITY OF LUFKIN
 ENGINEERING DEPARTMENT
 P.O. BOX 190
 LUFKIN, TEXAS 75902-0190
 PHONE: (936) 633-0414

STREET STANDARDS

HANDICAP RAMP DETAILS

01

02-04-04



NORMAL INTERSECTION WITH "LARGE" RADIUS

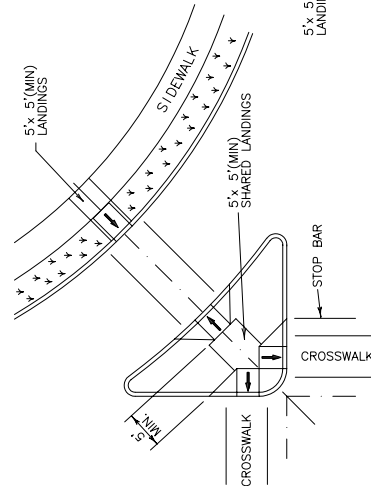
SKWEDED INTERSECTION WITH "LARGE" RADIUS

GENERAL NOTES

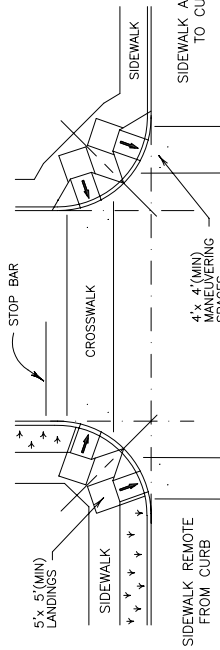
Street grades and cross slopes shall be as shown elsewhere in the plans.

Ramps are shown here without detectable warnings for simplicity. Detectable warnings are required at the locations shown on the PED Standard (Sheet 1 of 3) and in accordance with the details shown below.

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



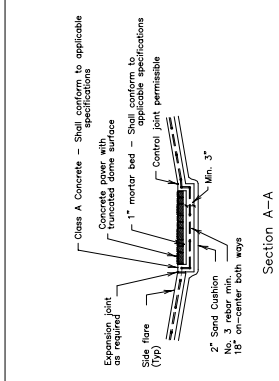
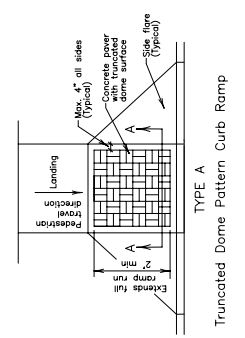
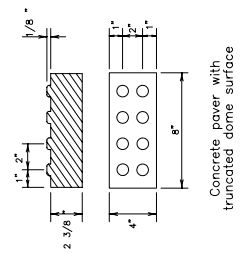
SKWEDED INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS

TYPICAL CROSSING LAYOUTS

SEE SHEET 1 OF 3 FOR DETAILS AND DIMENSIONS



01_HDRAMP.DWG

GENERAL NOTES

Concrete paver units shall meet all requirements of ASTM C-936, C-933, and shall be laid in a two by two unit basket weave pattern, unless shown otherwise in the plans.

Domes shall be aligned in the direction of pedestrian travel.

Concrete paver units shall have a truncated dome top surface for detectable warning to pedestrians.

Concrete paver units shall be a contrasting color that provides a light reflective value that significantly contrasts with the adjacent surfaces. The color of the concrete paver units shall be shown elsewhere in the plans. (Adjacent surfaces include side flares).

Concrete paver units shall be saw cut only and any cut unit shall not be less than 25 percent of a full unit.

DETECTABLE WARNINGS