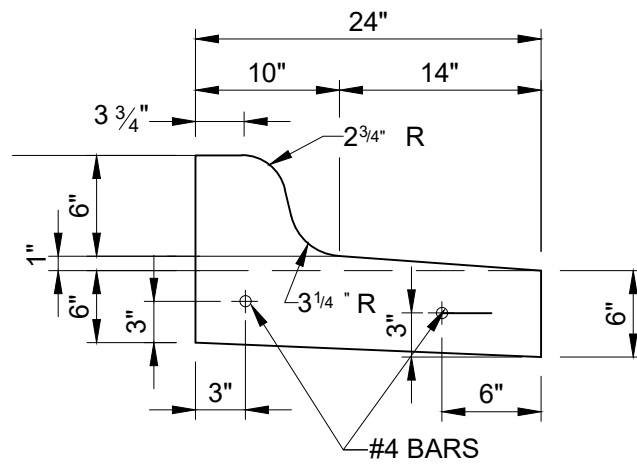


1. MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE CITY OF NEW BRAUNFELS STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. DOWEL BARS IF REQUIRED SHALL BE PLACED AS SHOWN.
3. EXPANSION JOINTS SHALL BE INSTALLED AT INTERVALS NOT TO EXCEED 40 FEET.

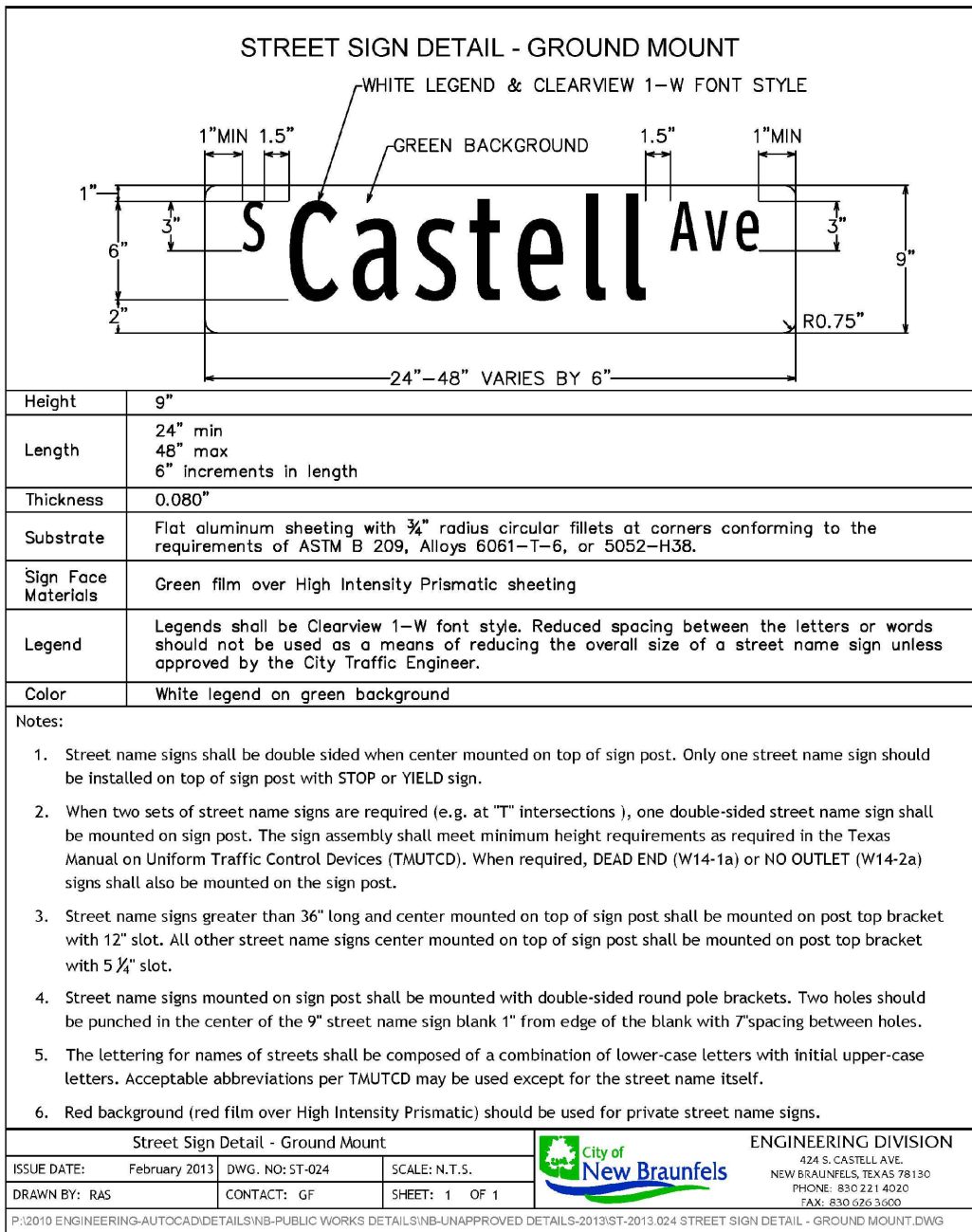
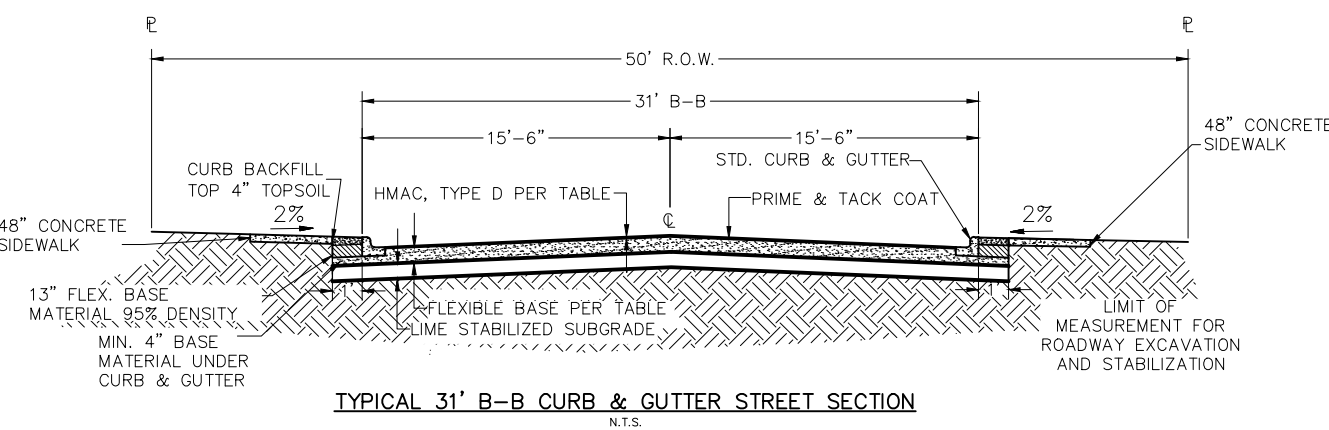
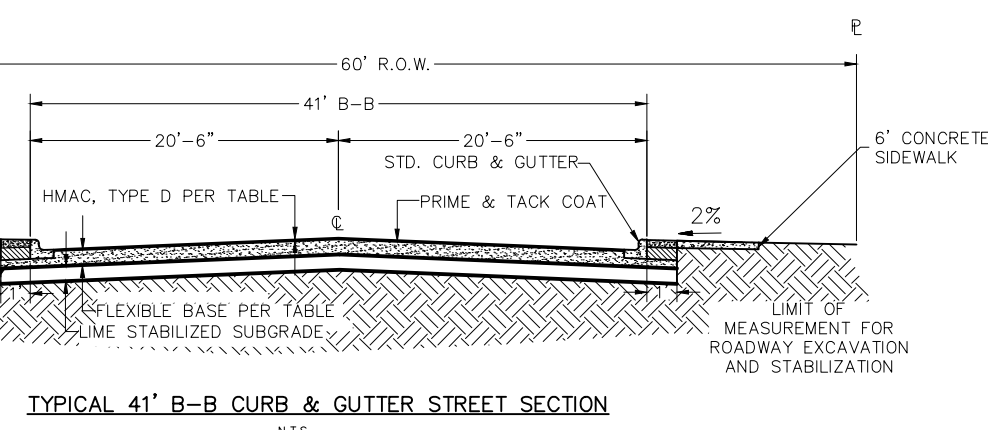
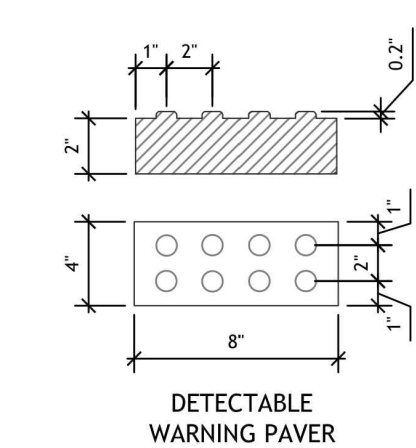
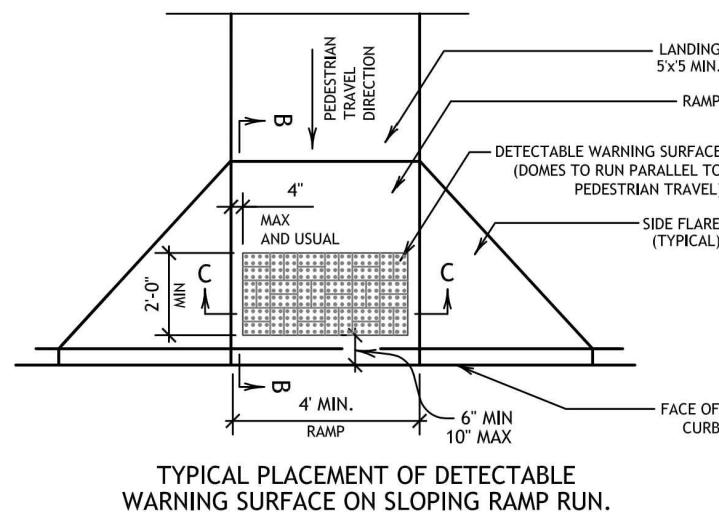
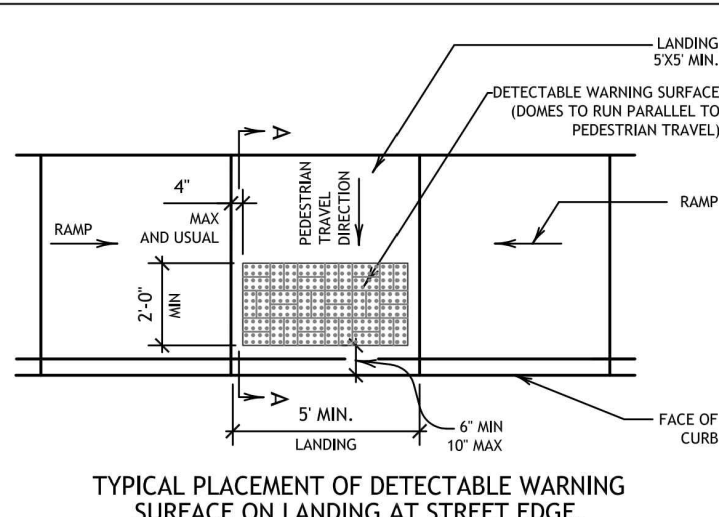
RIBBON CURB DETAIL

NOT TO SCALE



SPILL CURB DETAIL

NOT TO SCALE



- ### CURB RAMP 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. THESE DETAILS ARE FOR REFERENCE ONLY. ACTUAL LOCATIONS OF CURB RAMP ARE TO BE SHOWN ON THE CONSTRUCTION PLANS. ALL ACCESSIBLE WALKWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE AMERICANS WITH DISABILITIES ACT (ADA) AND TEXAS ACCESSIBILITY STANDARDS (TAS). CITY ENGINEER OR BUILDING OFFICIAL MAY ADJUST LOCATIONS FOR SAFETY OR UTILITY CLEARANCE.
 3. THE MINIMUM STANDARD SIDEWALKS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 118-09 OF THE NEW BRAUNFELS CODE OF ORDINANCES AND MAINTAIN A MINIMUM UNOBSTRUCTED WIDTH OF 3' (36").
 4. ALL LANDINGS WHERE REQUIRED SHALL BE 5' X 5' (60"X60") MINIMUM WITH A MAXIMUM 2% SLOPE IN ANY DIRECTION.
 5. RAMP LENGTHS SHALL BE SUFFICIENT TO MAINTAIN A MAXIMUM SLOPE OF 8.33% (1:12). MAXIMUM ALLOWABLE CROSS SLOPE ON SIDEWALK AND CURB RAMP SURFACES IS 2% (1:50).
 6. SIDEWALK GRADES SHALL NOT EXCEED THE GRADE ESTABLISHED FOR THE ADJACENT ROADWAY. ANY SIDEWALK CONSTRUCTION THAT DEVIATES FROM THE GRADE OF THE NATURAL GRADE OF THE ROADWAY TO CREATE A GRADE STEEPER THAN THE EXISTING ROADWAY WILL REQUIRE RAMPS, HANDRAILS, AND LANDINGS IN ACCORDANCE WITH CURRENT ADA AND TAS REQUIREMENTS.
 7. PROVIDE FLARED RAMP SIDES WITH A MAXIMUM SLOPE OF 10% (1:10) MEASURED ALONG THE CURB LINE. CURB RETAINING MAY BE USED IN LIEU OF SIDE FLARES IN AREAS NOT NORMALLY WALKED ACROSS BY PEDESTRIANS, BECAUSE THE ADJACENT SURFACE IS VEGETATION OR OTHER NON-WALKING SURFACE OR WHERE THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
 8. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER AN ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
 9. 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 CITY ENGINEER OR BUILDING OFFICIAL.
 10. EXISTING FEATURES THAT COMPLY WITH CURRENT TAS REQUIREMENTS MAY REMAIN IN PLACE UNLESS OTHERWISE SHOWN ON THE PLANS.
 11. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. PROVIDE CURB RAMPS WHEREVER AN ACCESSIBLE ROUTE CROSSES (PENETRATES) A CURB.
 12. SEPARATE CURB RAMP AND LANDINGS FROM ADJACENT SIDEWALK AND ANY OTHER ELEMENTS WITH PRE-MOLD OR BOARD JOINT OF 1/2" UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER OR BUILDING OFFICIAL.
 13. PROVIDE A SMOOTH TRANSITION WHERE THE CURB RAMPS CONNECT TO THE STREET.
 14. THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES SHALL BE LESS THAN 1:11. THE CHANGE OF GRADE SHALL BE DEFINED AS THE ALGEBRAIC DIFFERENCE OF THE ADJACENT SURFACE SLOPES. IN THE CASE OF A STREET ACCESS RAMP DESIGNED AT THE 8.33% MAXIMUM SLOPE, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN 2.47% (I.E. 8.33-(2.47*11)). IN ADDITION, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN OR EQUAL TO 5%.
 15. IF THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES IS GREATER THAN OR EQUAL TO 1:11, A LEVELING STRIP, 2 FEET IN LENGTH, SHALL BE PROVIDED TO TRANSITION THE ADJACENT SURFACES.
 16. ADA RAMP SHALL BE CONSTRUCTED WITH 4" CLASS "A" CONCRETE WITH 2" MINIMUM GRAVEL, CRUSHED ROCK OR FLEXIBLE BASE MATERIAL. REINFORCING STEEL SHALL BE #3 BARS @ 18" O.C.E.W. OR 6" X 6" X W2.9 X W2.9 WIRE MESH.
 17. THE EXTENTS OF ADA COMPLIANCE IN ALTERATIONS SHALL BE WITHIN THE LIMITS, BOUNDARIES OR SCOPE OF A PLANNED PROJECT AND AS DETERMINED BY THE CITY BUILDING OFFICIAL.

DETECTABLE WARNING NOTES

1. CURB RAMPS OR LANDINGS ABUTTING THE CROSSWALK MUST HAVE 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 ADJACING SURFACES, INCLUDING SIDE FLARES, FINISHED DARK BROWN OR DARK RED DETECTABLE WARNING SURFACE ADJACENT TO UNCOLOURED 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. DETECTABLE WARNING SURFACES SHALL BE A MINIMUM OF 2' 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.
5. 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. WITHIN CITY RIGHT OF WAY AND WHERE APPLICABLE, FURNISH DETECTABLE WARNING PAVEMENT UNITS MEETING ALL REQUIREMENTS OF ASTM A-939, C-33. LAY IN A TWO TO TWO LIFT BASKET WEAVE PATTERN OR AS DIRECTED.
8. LAY FULL-SIZE UNITS FIRST FOLLOWED BY CLOSURE UNITS CONSISTING OF AT LEAST 25 PERCENT OF A FULL UNIT. CUT DETECTABLE WARNING PAVEMENT UNITS USING A POWER SAW.



ENGINEERING DIVISION
424 S. CASTELL AVE.
NEW BRAUNFELS, TEXAS 78130
PHONE: 830.221.4020
FAX: 830.650.3600

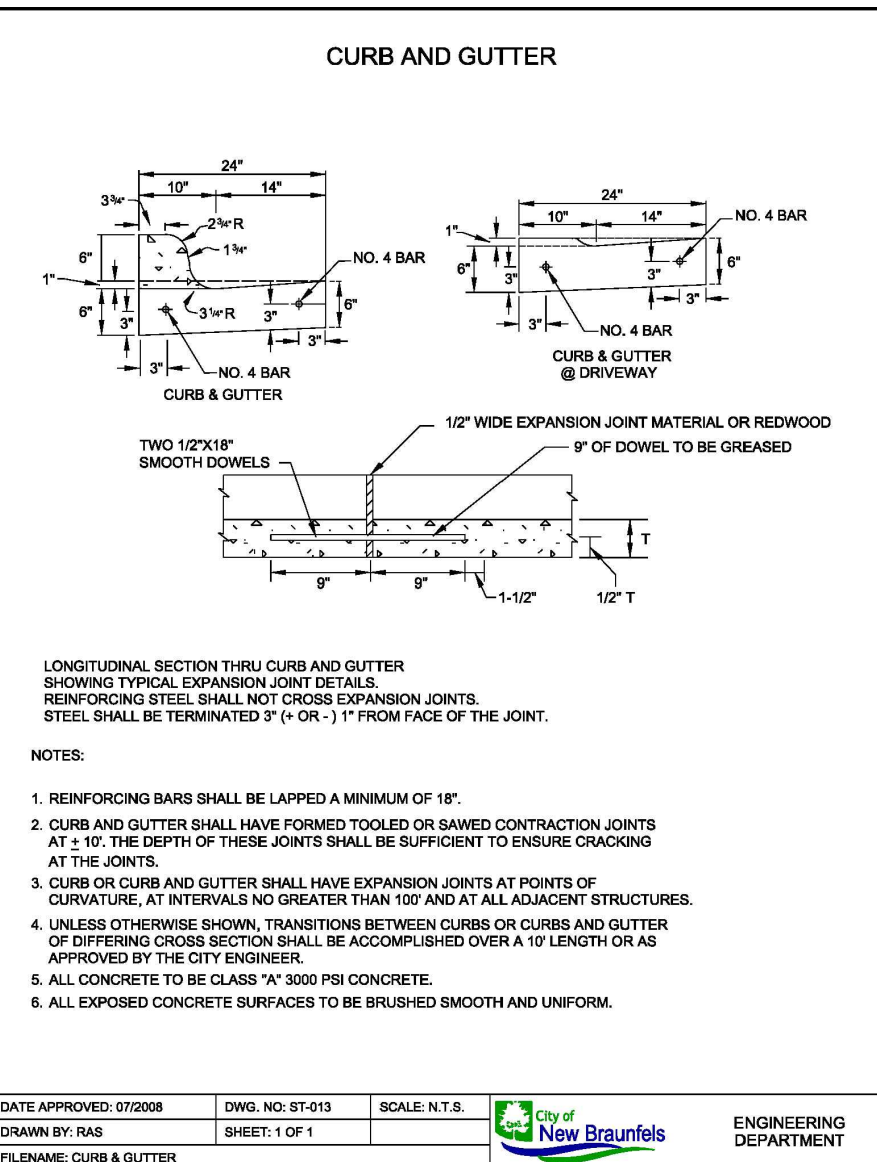
ADA RAMP STANDARDS			
APPROVED DATE:	7/6/2011	DWG. NO.:	SCALE: AS NOTED
DRAWN BY:	AM	CONTACT:	JK
			SHEET: 1 OF 1

FLEXIBLE PAVEMENT - RESIDENTIAL COLLECTOR		FLEXIBLE PAVEMENT - LOCAL "A"	
PAVEMENT MATERIAL		PAVEMENT MATERIAL	
TYPE "D" HMAC	2"	TYPE "D" HMAC	1.5"
TYPE C/D BINDER COURSE	2"	TYPE C/D BINDER COURSE	2"
CRUSHED LIMESTONE FLEXIBLE BASE, IN.	17"	CRUSHED LIMESTONE FLEXIBLE BASE, IN.	10.5"
COMPACTED SUBGRADE	-	COMPACTED SUBGRADE	-
LIME SUBGRADE	8"	LIME SUBGRADE	8"
GEOGRID TENSAR TX5	NO	GEOGRID TENSAR TX5	YES

NOTE:

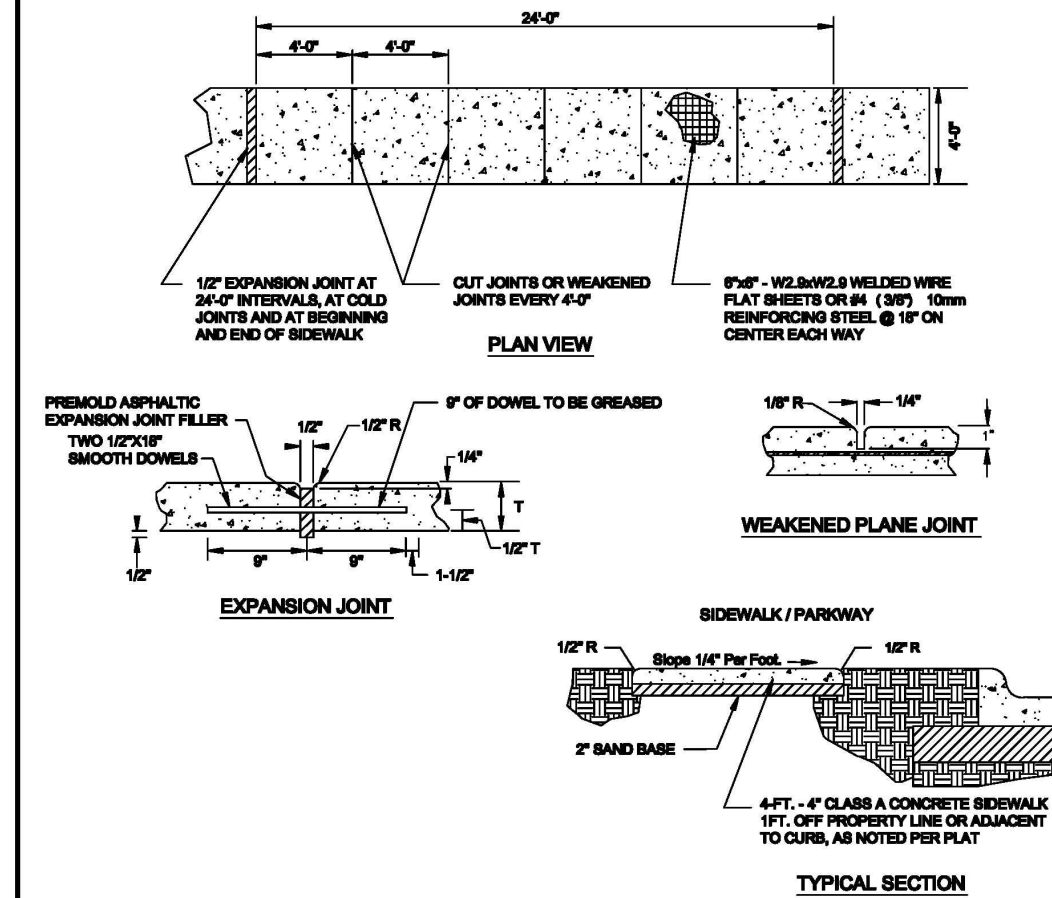
1. ALL PAVEMENT CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE TO THE "SUBSURFACE EXPLORATION AND PAVEMENT ANALYSIS, PROPOSED NEW STREETS, WINDING CREEK RANCH", BY RASA KISTNER, INC. DATED JANUARY 4, 2022 AND SUPPLEMENTAL LETTER DATED JUNE 26, 2025.
2. ALL PAVEMENT SECTIONS SHOWN ON THE ABOVE TABLE SHALL SUPERCEDE ANY STANDARD DETAILS WITH RESPECT TO DEPTH OF MATERIALS ASSOCIATED WITH THIS PROJECT.
3. THE SUBGRADE SHOULD BE STABILIZED USING LIME IN ACCORDANCE WITH THE GEOTECHNICAL REPORT IN ORDER TO ACHIEVE THE FOLLOWING:
 - 3.1. PLASTICITY INDEX OF 20 OR LESS
 - 3.2. PH OF 12.4 OR GREATER
4. THE SUBGRADE SOILS SHOULD BE TESTED FOR SOLUBLE SULPHATE CONTENT PRIOR TO INSTALLATION OF THE LIME OR CEMENT.
5. GEOGRID TENSAR TX5 TO BE PLACED BETWEEN FIRST 5" LIFT AND SECOND 5.5" LIFT OF FLEX BASE.

TYPICAL PAVEMENT SECTION



DATE APPROVED: 07/08/2025
DRAWN BY: RAS
FILENAME: CURB & GUTTER
SHEET: 1 OF 1

SIDEWALK (RESIDENTIAL)

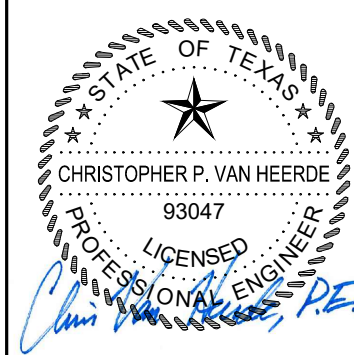


NOTES:

1. EXPANSION JOINTS ARE TO BE USED BETWEEN CONCRETE DRIVEWAY AND SIDEWALK.
2. BOKED JOINTS DENOTE SIDEWALK ACROSS THE DRIVEWAY AND ARE TO BE PLACED AT LEAST 10' IN. THROUGH THE SLAB THICKNESS.
3. ALL SIDEWALK AND DRIVEWAY CONSTRUCTION SHALL MEET A.D.A. SPECIFICATIONS.

DATE APPROVED: 7/8	DWG. NO: 87-016	SCALE: N.T.S.	City of New Braunfels	ENGINEERING DEPARTMENT
DRAWN BY: RAS	SHEET: 1 OF 1			
FILENAME: SIDEWALK (Residential)				
PROJECT: NEW BRAUNFELS DETAIL 020008				

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBE FIRM F-10961
TBPLS FIRM 1053600



06/19/2023

STREET DETAILS (1 OF 3)

WINDING CREEK RANCH UNIT 3
NEW BRAUNFELS, TEXAS

NO.	REVISION	DATE	DESCRIPTION
1	07/09/25		UPDATED PAVEMENT CROSS SECTIONS

DATE: APRIL 2023

DRAWN BY: JAD

DESIGNED BY: CAT

REVIEWED BY: CVH

HMT PROJECT NO.: 031.097

SHEET
C5.10