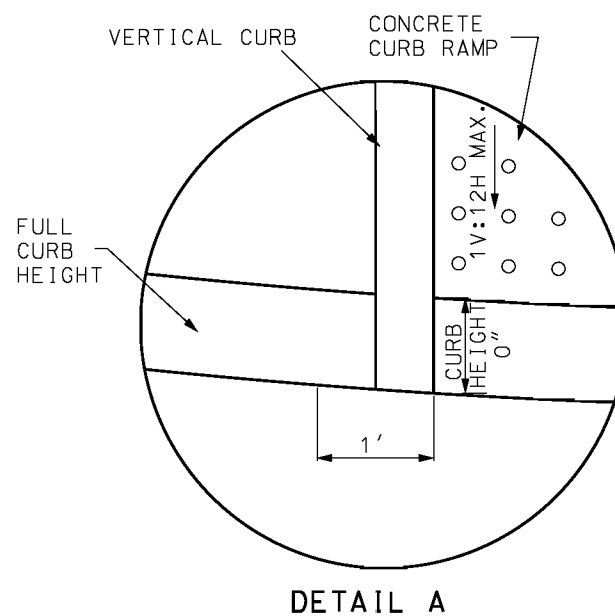
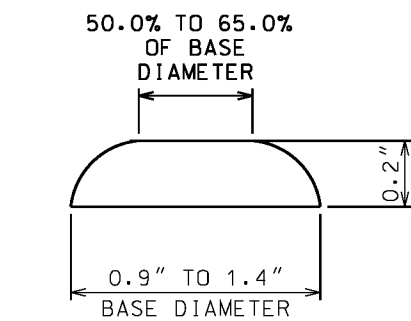


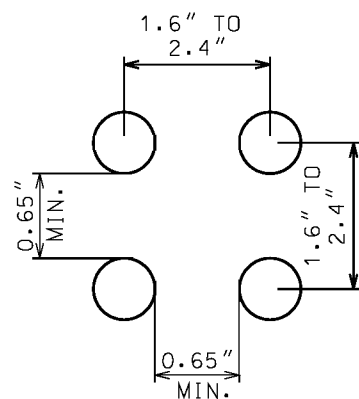
**CURB RAMP DETAIL**



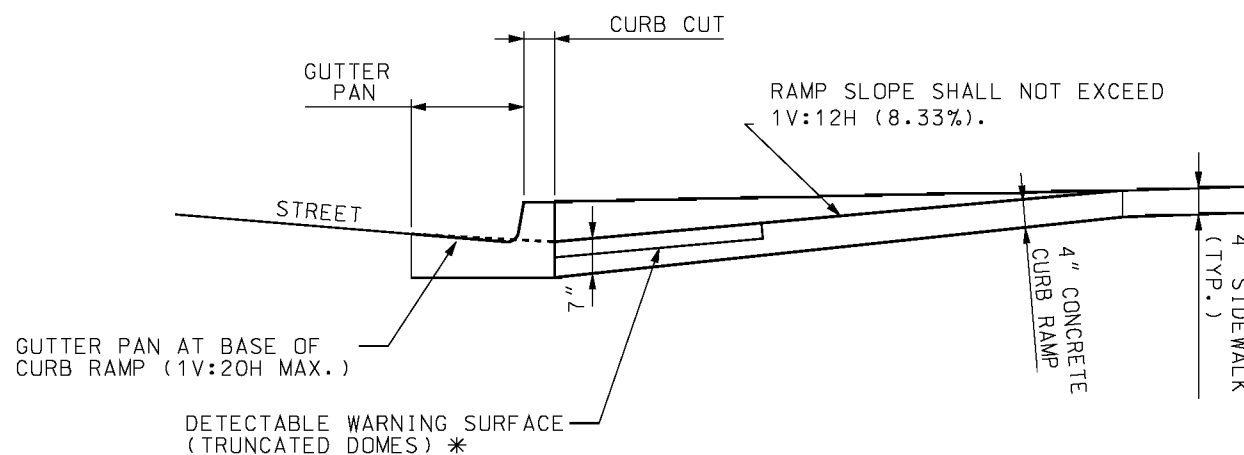
**DETAIL A**



**TRUNCATED DOMES CROSS SECTION**



**TRUNCATED DOMES SPACING**



**SECTION A-A**

\* SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. THE CONCRETE BORDER SHALL NOT EXCEED 2 INCH PER SIDE.

**GENERAL NOTES:**

ALL AREAS OF THE PEDESTRIAN ACCESS ROUTE MUST BE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT - GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS OF WAY. EXCEPTIONS MUST BE APPROVED BY THE ENGINEER. ALL OTHER AREAS OF NON-COMPLIANCE SHALL BE REMOVED AND CORRECTED AT THE CONTRACTOR'S EXPENSE.

THE SURFACES OF PEDESTRIAN ACCESS ROUTES AND ELEMENTS, AND SPACES REQUIRED TO CONNECT TO PEDESTRIAN ACCESS ROUTES, SHALL BE FIRM, STABLE, SLIP RESISTANT, AND SHALL NOT POND WATER.

SIDEWALK, RAMP AND LANDING CROSS SLOPES SHALL BE 1.00% TO FACILITATE DRAINAGE (2.00% MAX.).

THE CROSS SLOPE OF THE CONTINUOUS PEDESTRIAN ACCESS ROUTE THROUGH ENTRANCES, ALLEYS, AND SIDEROAD CONNECTIONS WITH STOP OR YIELD CONTROL SHALL BE 1.00% TO FACILITATE DRAINAGE (2.00% MAX.).

WHERE PEDESTRIAN ACCESS ROUTES ARE CONTAINED WITHIN PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL, THE CROSS SLOPE OF THE PEDESTRIAN ACCESS ROUTE SHALL BE 5.00% MAXIMUM.

WHERE PEDESTRIAN ACCESS ROUTES ARE CONTAINED WITHIN MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE OF THE PEDESTRIAN ACCESS ROUTE SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.

30"x 48" CLEAR SPACE SHALL BE PROVIDED CENTERED ON THE PEDESTRIAN PUSH BUTTON.

BEYOND THE BOTTOM GRADE BREAK OF A CURB RAMP, A CLEAR SPACE 4' MINIMUM BY 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

SIDE FLARES OF CURB RAMP, IN THE PATH OF PEDESTRIAN TRAVEL (TRAVERSABLE), SHALL NOT EXCEED A SLOPE OF 1V:10H. SIDE FLARES OUTSIDE THE PEDESTRIAN PATH (NONTRAVERSABLE) MAY BE VERTICAL.


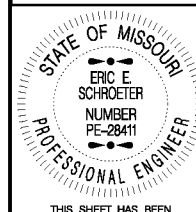
TRANSITION FROM SIDEWALK OR CURB RAMP TO GUTTER TO ROADWAY SHALL BE FLUSH.

DETECTABLE WARNING SURFACES (TRUNCATED DOMES) SHALL BE PREFORMED AND INSTALLED AS PER MANUFACTURER'S RECOMENDATIONS. STAMPED CONCRETE WILL NOT BE ACCEPTED.

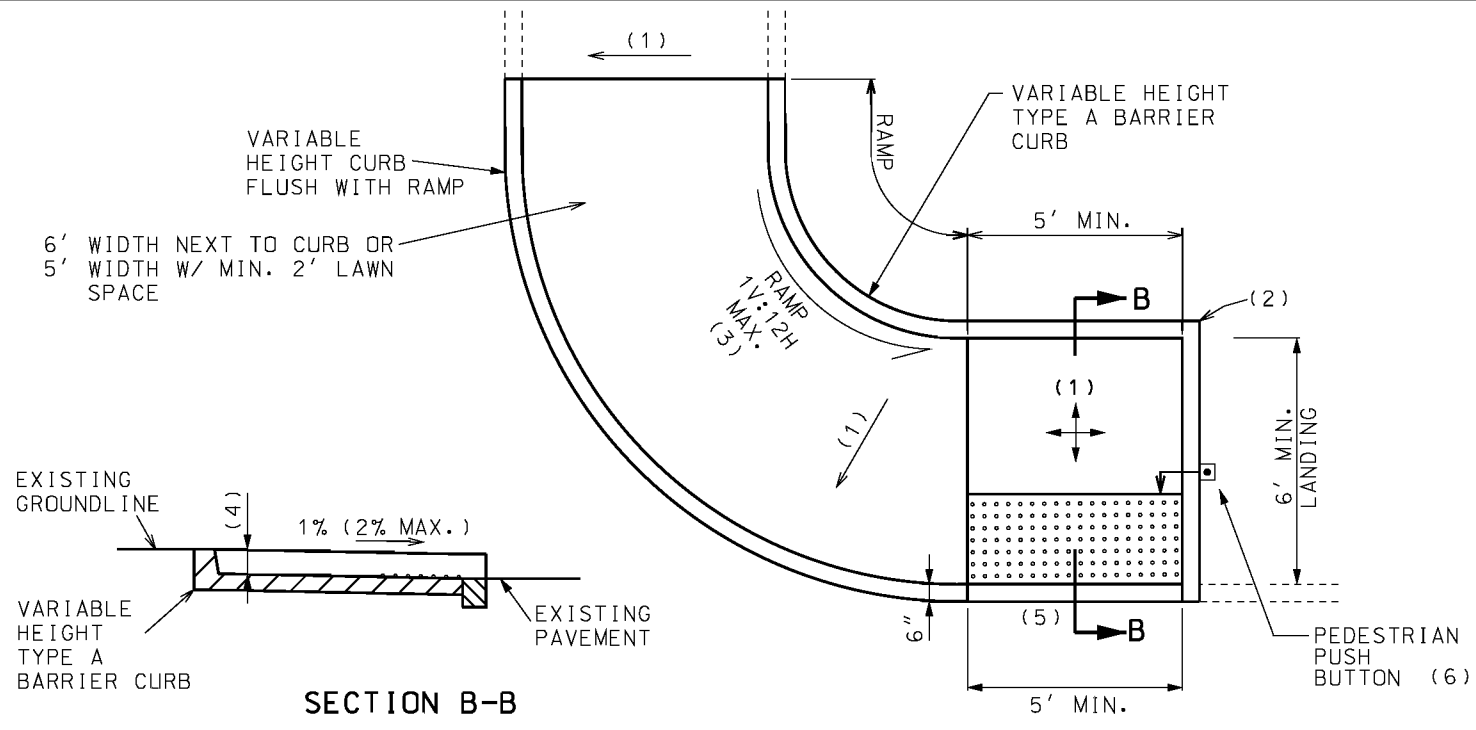
THE DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. TRUNCATED DOMES SHALL SPAN THE FULL WIDTH OF THE RAMP OR LANDING 24" DEEP.

DETECTABLE WARNING SURFACES SHALL BE ALIGNED PERPENDICULAR OR RADIAL TO THE BREAK BETWEEN THE RAMP, LANDING OR BLENDED TRANSITION, AND THE STREET.

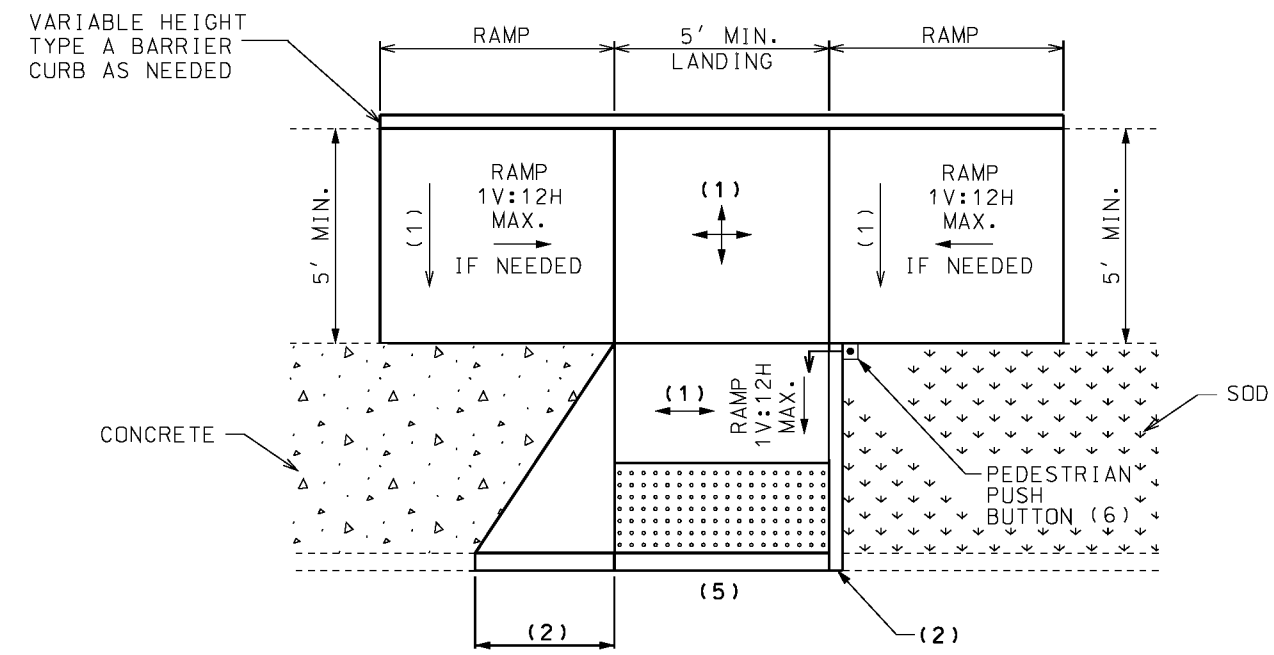
WHERE THE BOTTOM GRADE BREAK OF A CURB RAMP IS LESS THAN 5' FROM THE BACK OF CURB, DETECTABLE WARNINGS SHALL BE LOCATED ON THE RAMP SURFACE AT THE BACK OF THE CURB. WHERE THE GRADE BREAK IS GREATER THAN 5' FROM THE BACK OF CURB, THE DETECTABLE WARNING SHALL BE LOCATED ON THE LOWER LANDING.

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	<h2>CURB RAMPS</h2>
DATE EFFECTIVE: 04/01/2015 DATE PREPARED: 5/29/2015	<h1>608.50</h1>
SHEET NO. <b>1 of 4</b>	

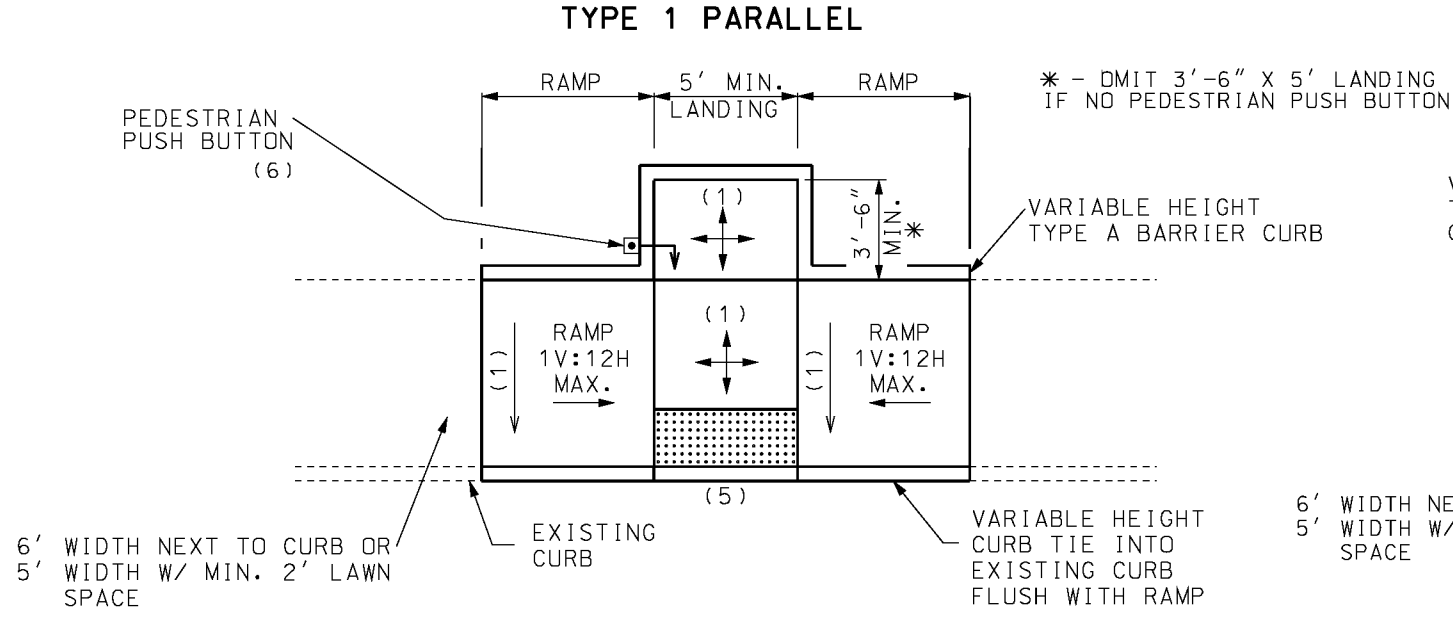
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



SECTION B-B

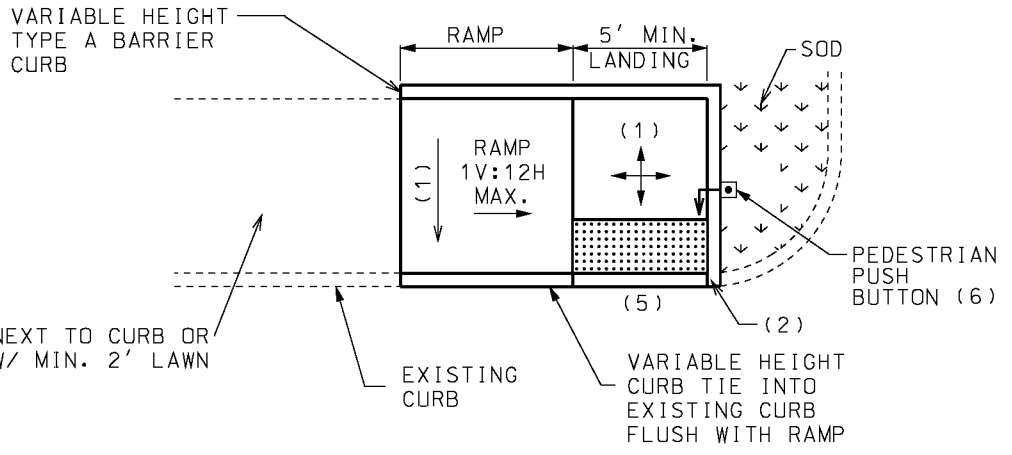


COMPOUND PERPENDICULAR



TYPE 1 PARALLEL

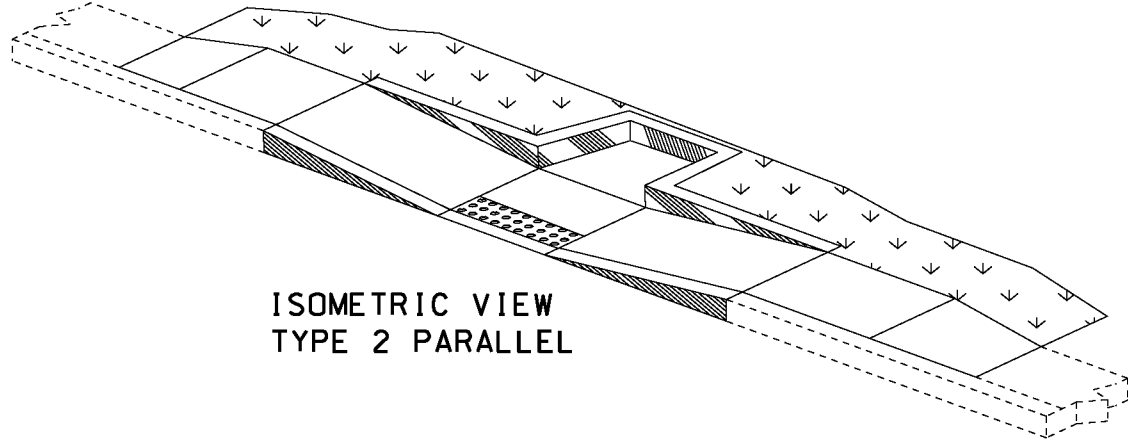
\* - DMIT 3'-6" X 5' LANDING IF NO PEDESTRIAN PUSH BUTTON



TYPE 3 PARALLEL





TYPE 2 PARALLEL

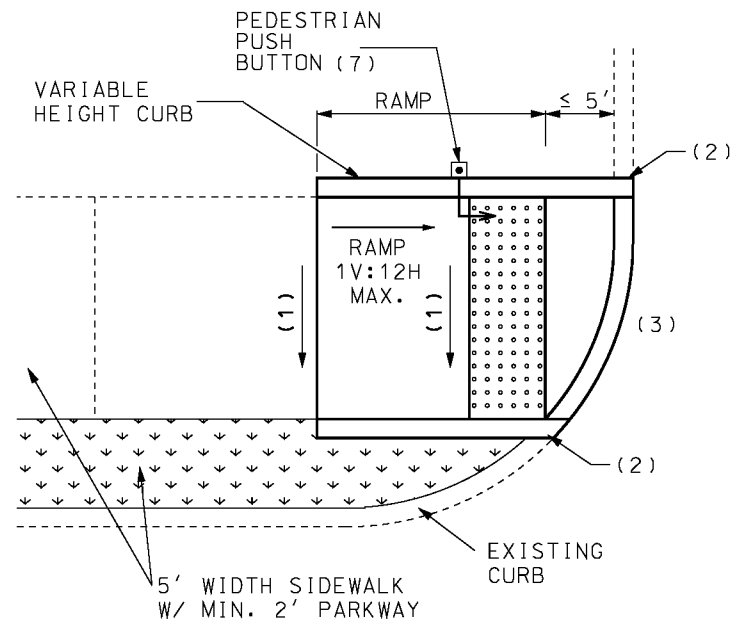


ISOMETRIC VIEW TYPE 2 PARALLEL

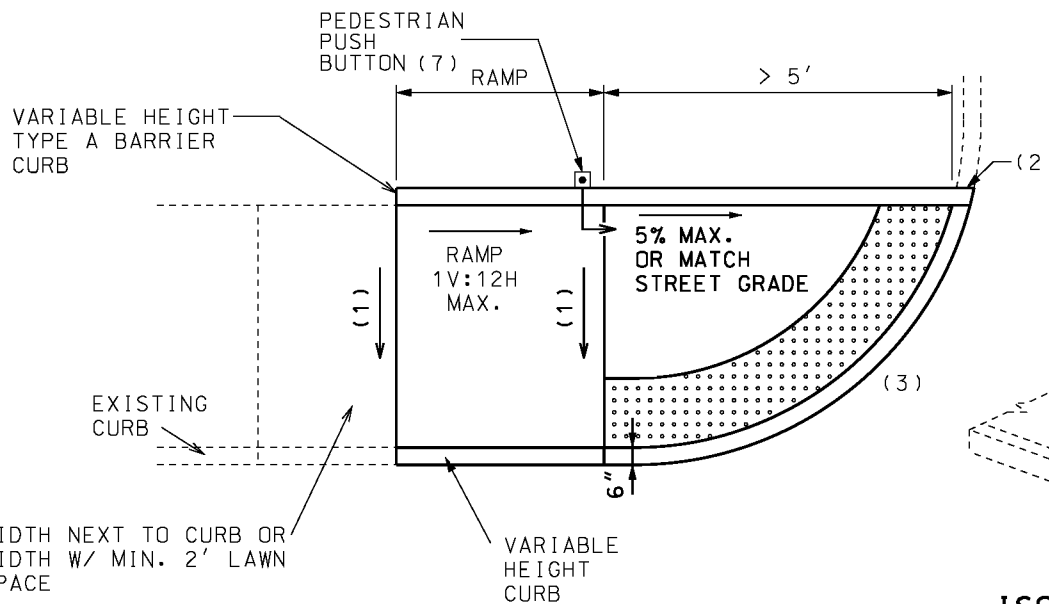
- GENERAL NOTES:
- (1) 1.0% (2.0% MAX.) OR ROAD GRADE EXCEPTION
  - (2) VARIABLE HEIGHT VERTICAL CURB . IF TRAVERSABLE USE A MAX. 1V:10H FLARE MEASURED PARALLEL TO THE CURB LINE.
  - (3) ENSURE THAT THE INSIDE EDGE OF CURVED RAMPS MAINTAIN AN 8.3% (1V:12H) MAXIMUM SLOPE.
  - (4) HEIGHT VARIES TO MEET EXISTING GROUND.
  - (5) THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM.
  - (6) THE FACE OF PEDESTRIAN PUSH BUTTONS SHALL BE 0" OFFSET FOR FRONT APPROACH AND 10" MAX. FOR SIDE APPROACH TO THE CURB FACE.

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	<h2>CURB RAMPS</h2>
DATE EFFECTIVE: 04/01/2015 DATE PREPARED: 2/20/2015	<h1>608.50</h1>
SHEET NO. <b>2 of 4</b>	

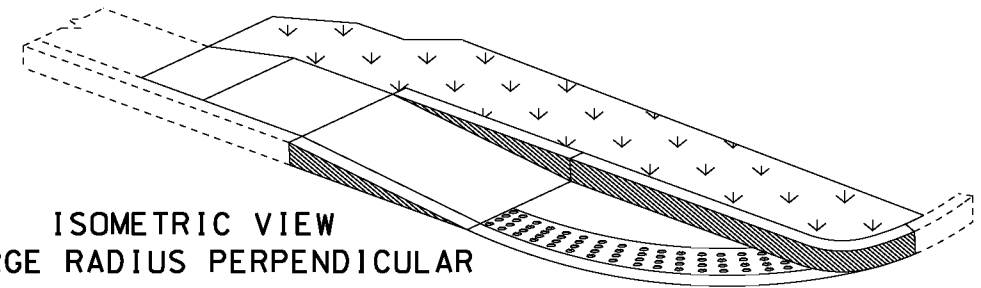
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



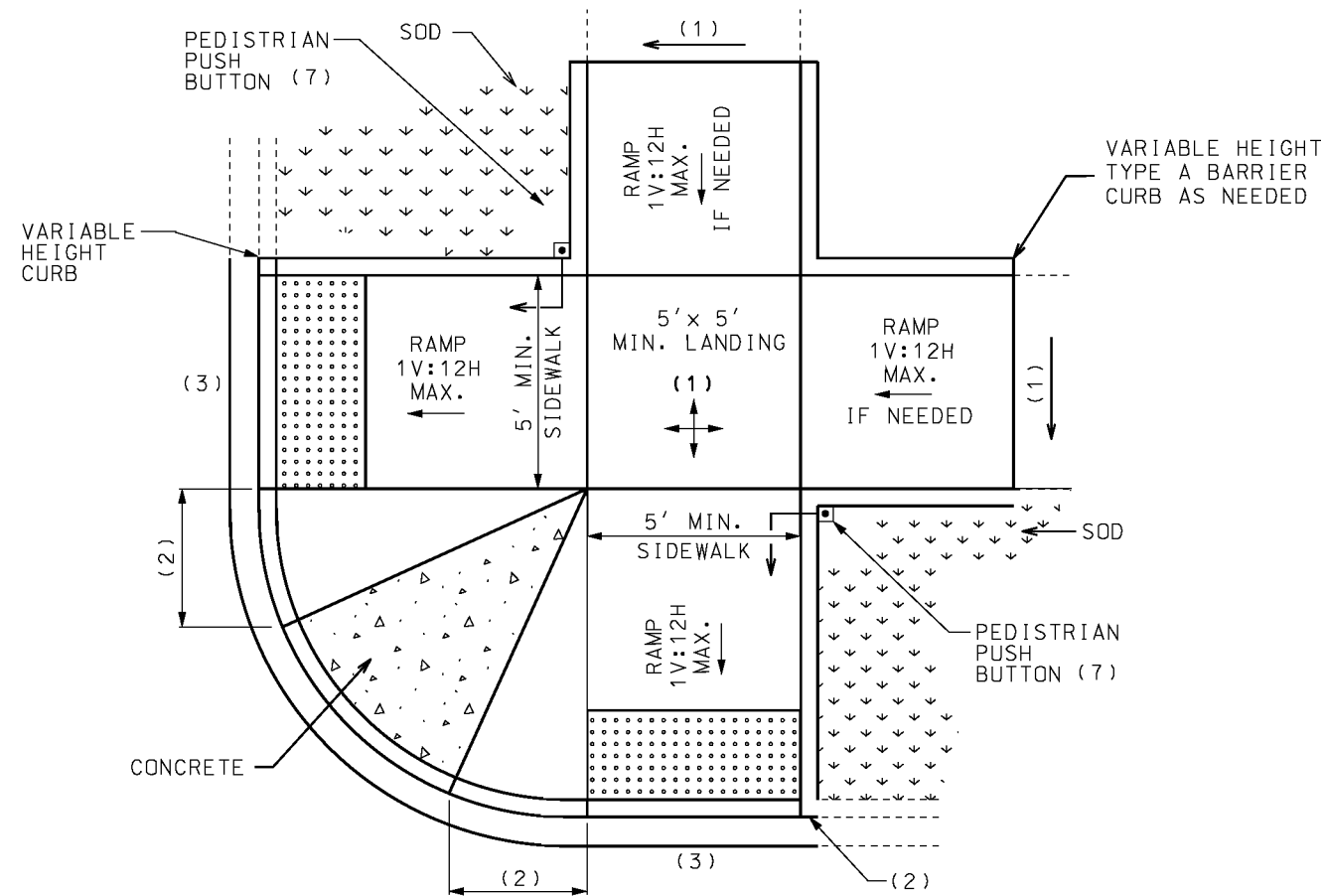
**SMALL RADIUS PERPENDICULAR**



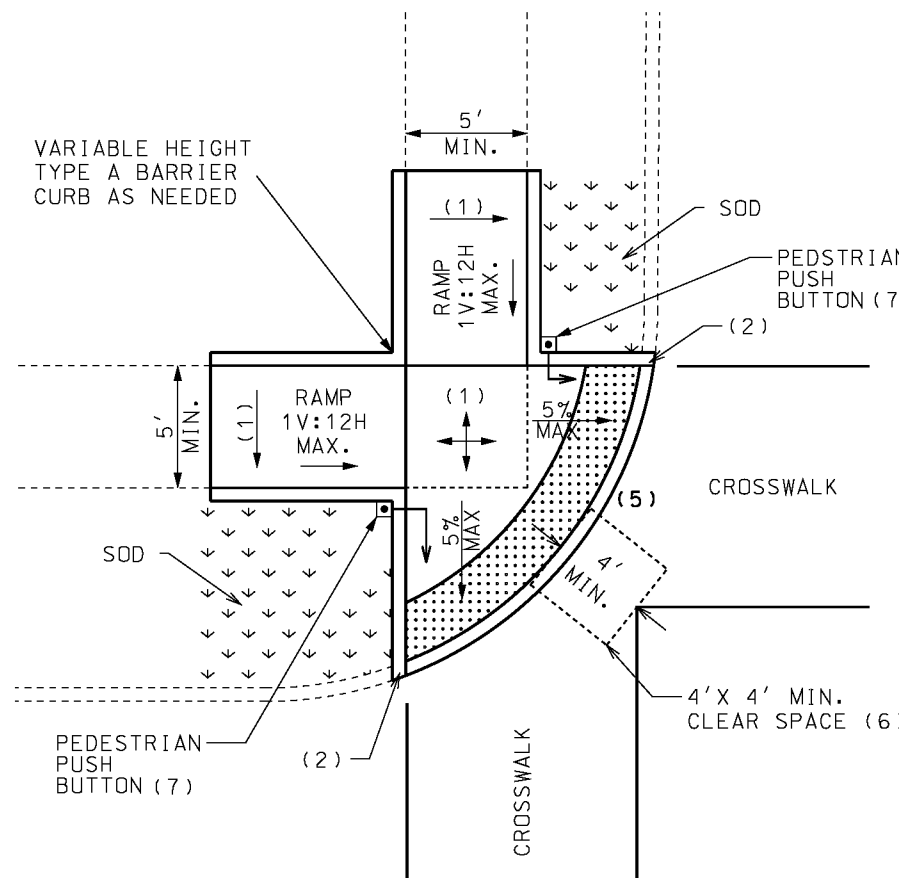
**LARGE RADIUS PERPENDICULAR**



**ISOMETRIC VIEW  
LARGE RADIUS PERPENDICULAR**





**DUAL PERPENDICULAR**



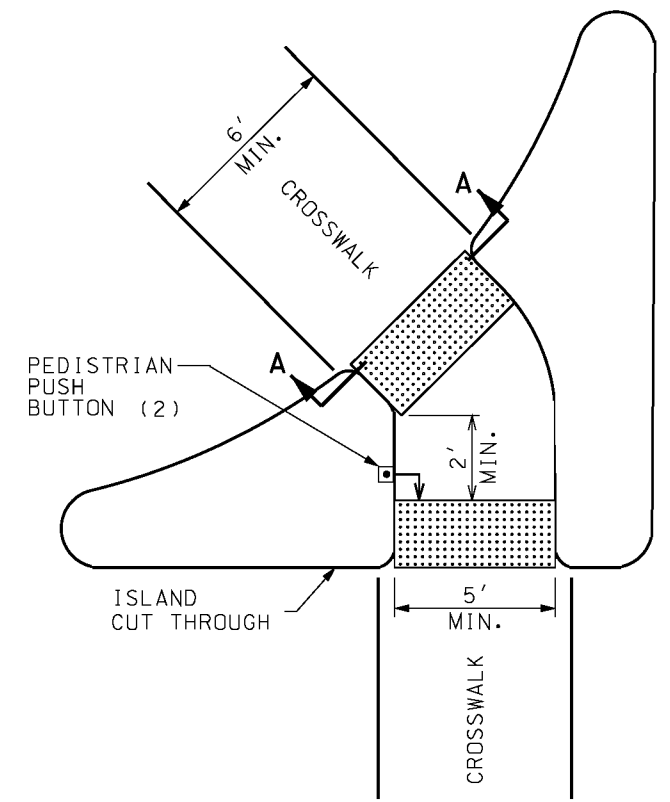
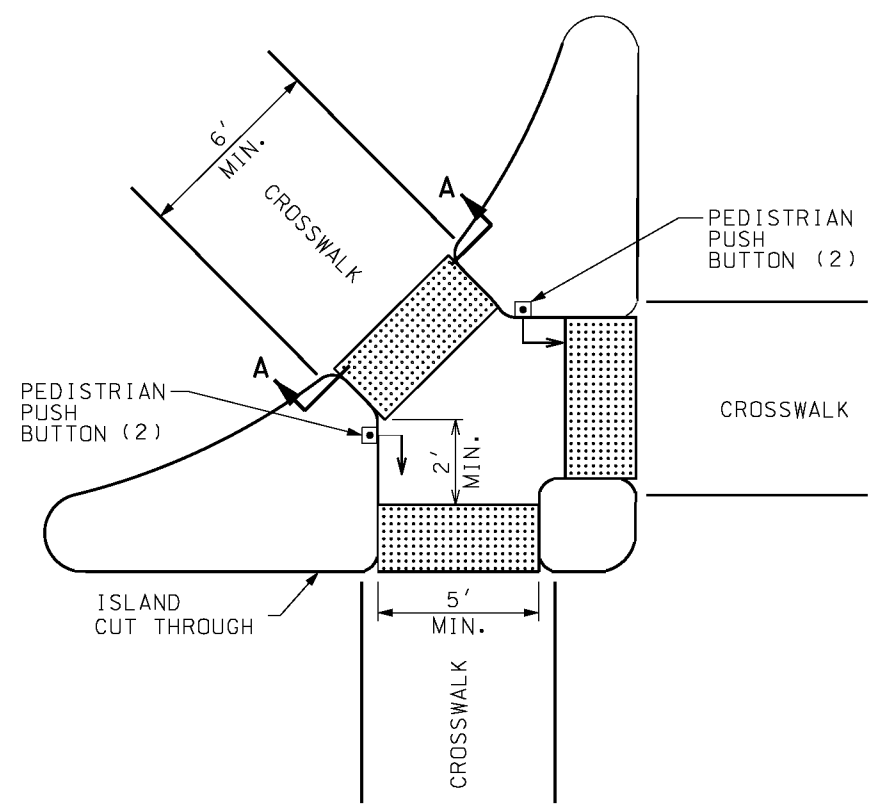
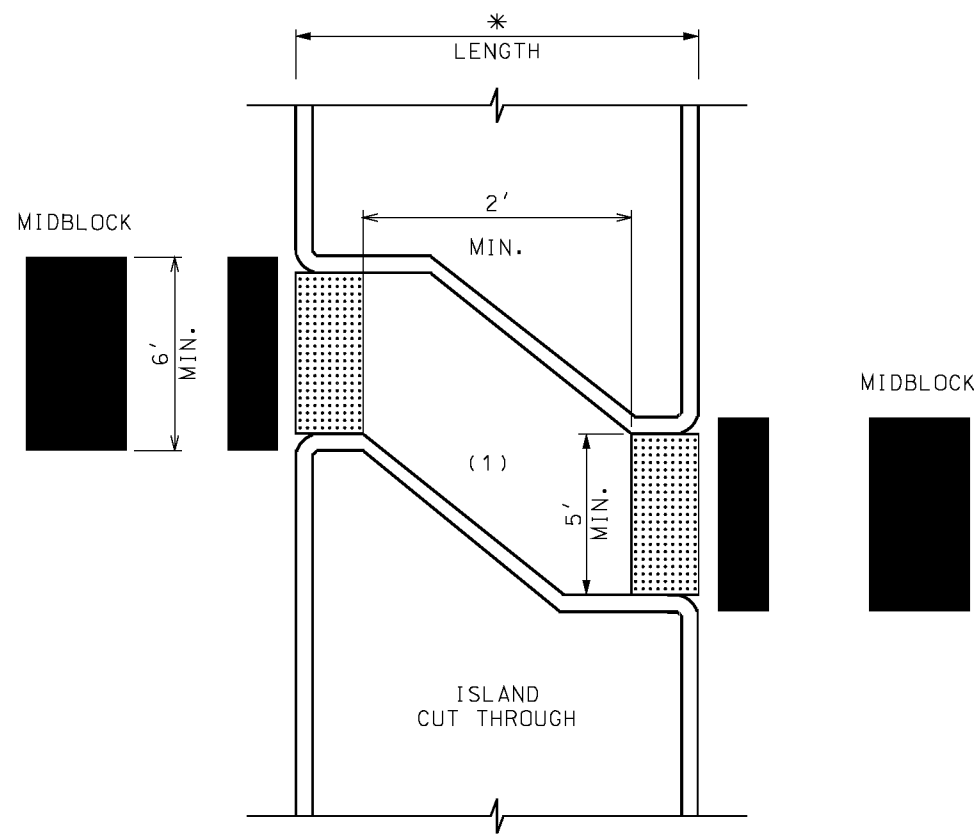
**BLENDED TRANSITION**

**GENERAL NOTES:**

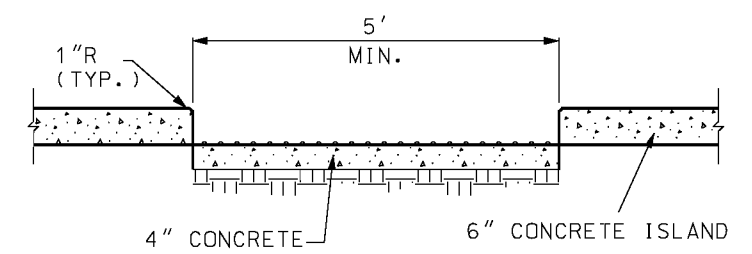
- (1) 1.0% MINIMUM, 2.0% MAXIMUM.
- (2) VERTICAL OR 1' FLARE. IF TRAVERSABLE USE A MAX. 1V:10H FLARE MEASURED PARALLEL TO THE CURB LINE.
- (3) ENSURE THAT THE INSIDE EDGE OF CURVED RAMPS MAINTAIN AN 8.3% (1V:12H) MAXIMUM SLOPE.
- (4) HEIGHT VARIES TO MEET EXISTING GROUND.
- (5) THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS, BLENDED TRANSITIONS, AND TURNING SPACES SHALL BE 5% MAXIMUM.
- (6) BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' X 4' MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
- (7) THE FACE OF PEDESTRIAN PUSH BUTTONS SHALL BE 0" OFFSET FOR FRONT APPROACH AND 10" MAX. FOR SIDE APPROACH TO THE CURB FACE.

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	<b>CURB RAMPS</b>	
DATE EFFECTIVE: 04/01/2015 DATE PREPARED: 2/20/2015	<b>608.50</b>	SHEET NO. <b>3 of 4</b>

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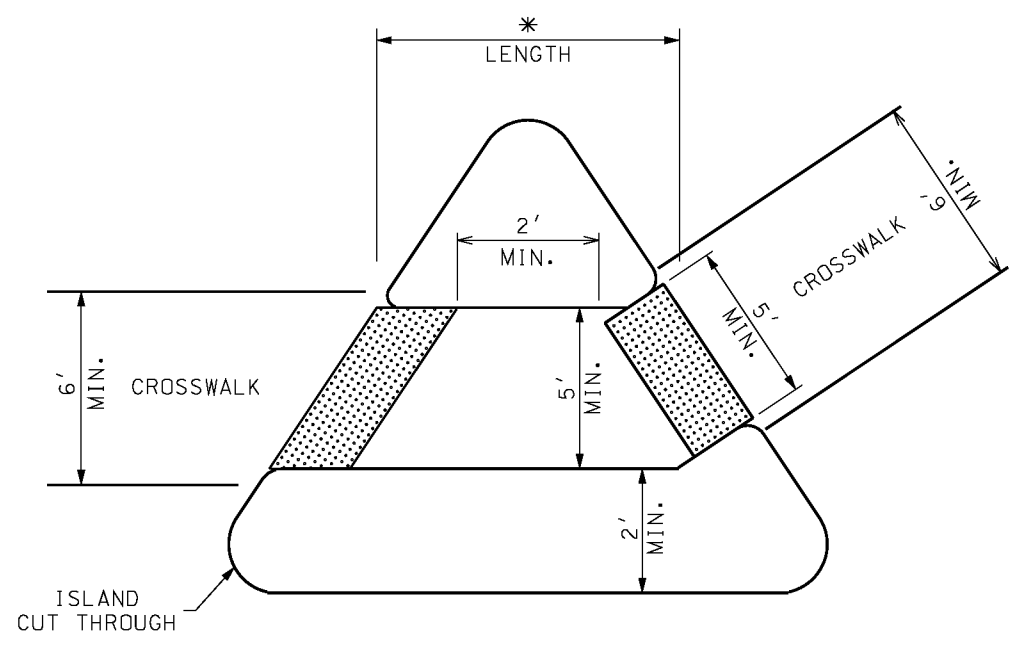
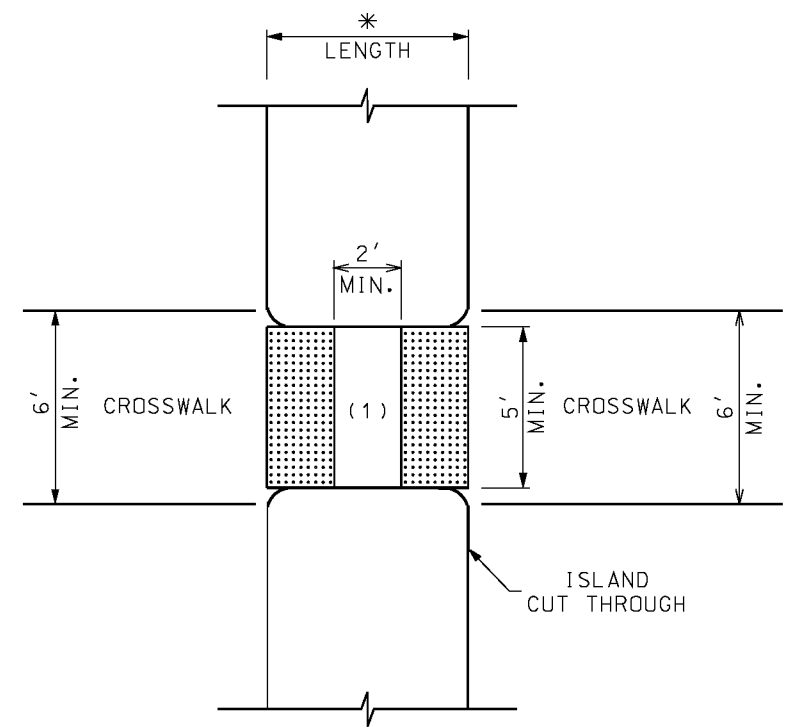
(2) PEDESTRIAN PUSH BUTTONS SHALL BE 0" OFFSET FOR FRONT APPROACH AND 10" MAX. FOR SIDE APPROACH TO THE CURB FACE.



SECTION A-A  
ISLAND CUT THROUGH TYPICAL

RAMP OR CUT-THROUGH DEPENDING ON ISLAND WIDTH. IF RAMPED, PROVIDE 4' MINIMUM LANDING AND SLOPE RAMPS AT 1V:12H MAX.



RAMP MUST BE CONSTRUCTED TO DRAIN TO THE OUTSIDE.



\* DETECTABLE WARNING SURFACES SHALL BE OMITTED IF LENGTH IS < 6', BECAUSE REFUGE SPACE IS DEEMED TOO SMALL.

(1) DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE PEDESTRIAN ISLAND AND SHALL BE SEPARATED BY 2' MIN. LENGTH OF SURFACE WITHOUT DETECTABLE WARNINGS.

ISLAND CUT THROUGHS

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	<p style="text-align: center;"><b>CURB RAMPS</b></p>
DATE EFFECTIVE: 04/01/2015 DATE PREPARED: 2/20/2015	<p style="text-align: center;"><b>608.50</b></p>
SHEET NO. 4 of 4	

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.