

TYPICAL ONE-RAMP CORNER INSTALLATION
SEE NOTES 1 AND 3

SEE SHEET 4 FOR NOTES

NOT TO SCALE



CITY ENGINEER

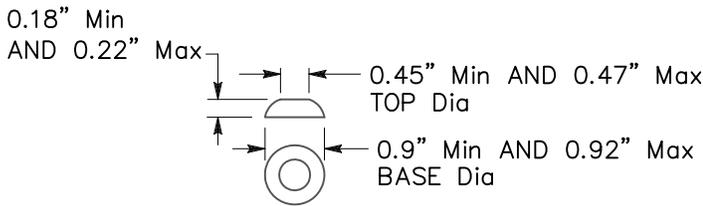
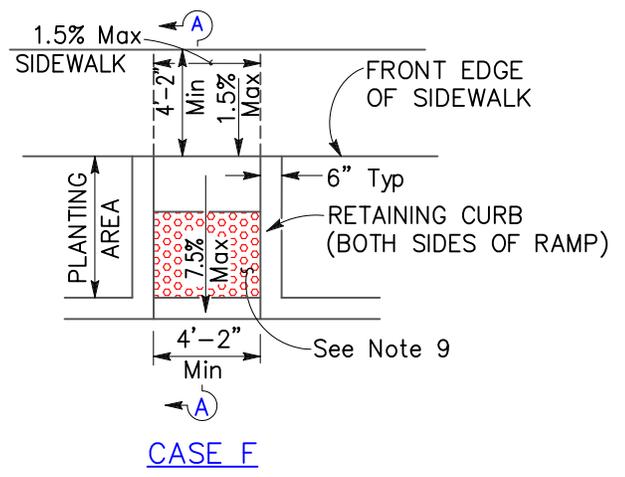
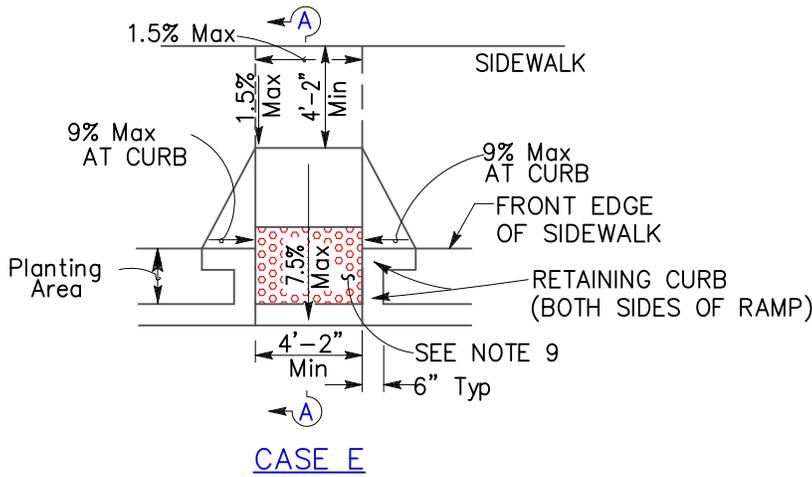
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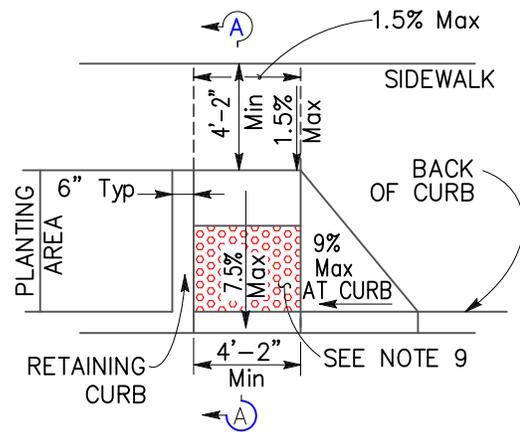
SHEET
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TYPICAL
HANDICAP RAMPS

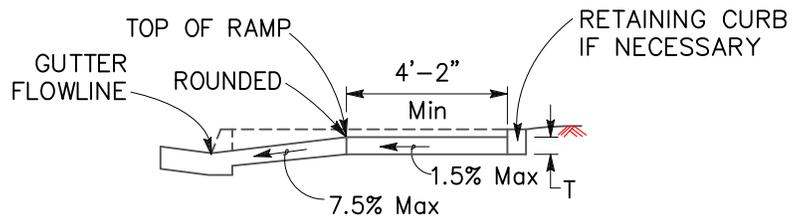
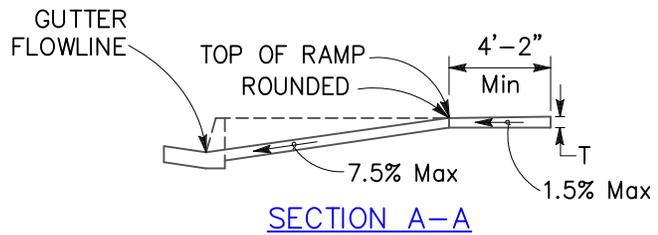
S-15



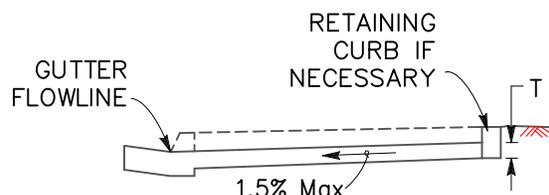
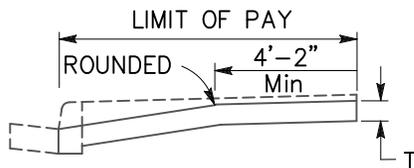
RAISED TRUNCATED DOME



RAISED TRUNCATED DOME PATTERN (IN-LINE)
DETECTABLE WARNING SURFACE
SEE NOTE 9



SECTION B-B
DEPRESS ENTIRE SIDEWALK AS REQUIRED



NOT TO SCALE

SEE SHEET 4 FOR NOTES



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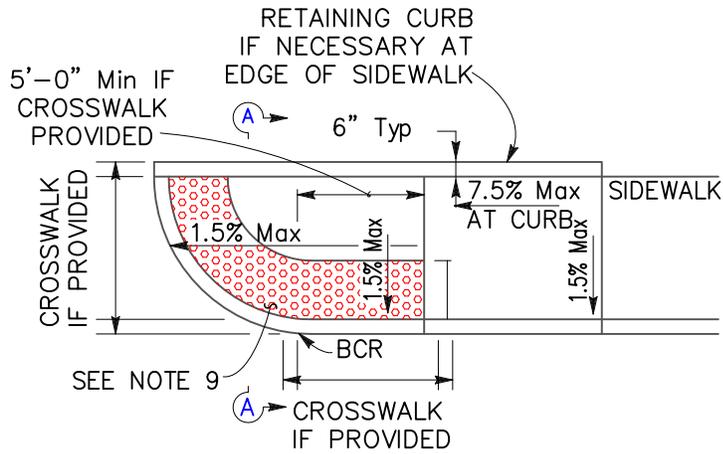
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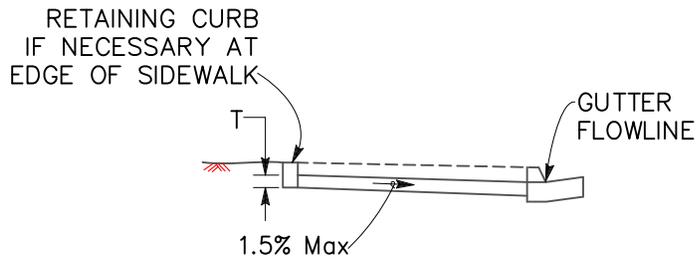
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TYPICAL
HANDICAP RAMPS

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CASE CM CURB RAMP



SECTION A-A

SEE SHEET 4 FOR NOTES

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TYPICAL
HANDICAP RAMPS

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NOTES

1. AS SITE CONDITIONS DICTATE, CASE A THROUGH CASE G CURB RAMPS MAY BE USED FOR CORNER INSTALLATIONS SIMILAR TO THOSE SHOWN IN DETAIL A AND DETAIL B. THE CASE OF CURB RAMPS USED IN DETAIL A DO NOT HAVE TO BE THE SAME. CASE A THROUGH CASE G CURB RAMPS ALSO MAY BE USED AT MID BLOCK LOCATIONS, AS SITE CONDITIONS DICTATE.
2. IF DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP AND 4'-2" PLATFORM (LANDING) AS SHOWN IN CASE A, THE SIDEWALK MAY BE DEPRESSED LONGITUDINALLY AS IN CASE B, OR C OR MAY BE WIDENED AS IN CASE D.
3. WHEN RAMP IS LOCATED IN CENTER OF CURB RETURN, CROSSWALK CONFIGURATION MUST BE SIMILAR TO THAT SHOWN FOR DETAIL B.
4. AS SITE CONDITIONS DICTATE, THE RETAINING CURB SIDE AND THE FLARED SIDE OF THE CASE G RAMP SHALL BE CONSTRUCTED IN REVERSED POSITION.
5. IF LOCATED ON A CURVE, THE SIDES OF THE RAMP NEED NOT BE PARALLEL, BUT THE MINIMUM WIDTH OF THE RAMP SHALL BE 4'-2".
6. SIDE SLOPE OF RAMP FLARES VARY UNIFORMLY FROM A MAXIMUM OF 9% AT CURB TO THE CONFORM WITH LONGITUDINAL SIDEWALK ADJACENT TO TOP OF THE RAMP, EXCEPT IN CASE C, CASE CM AND CASE F.
7. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS OR STREETS SHALL BE FLUSH (NO LIP) AND FREE OF ABRUPT CHANGES.
8. MAXIMUM SLOPES OF ADJOINING GUTTERS, THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP AND CONTINUOUS PASSAGE TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN 4'-0" OF THE TOP OR BOTTOM OF THE CURB RAMP.
9. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3'-0" DEPTH OF THE RAMP. A 4'-0" WIDE DETECTABLE WARNING SURFACE MAY BE USED ON A 4'-2" WIDE RAMP. DETECTABLE WARNING SURFACE SHALL BE "DARK GRAY" (FED 36118) IN AREAS OF PLAIN CONCRETE, "COLONIAL RED" (FED 20109) IN AREAS OF BRICK PAVING, AND "FEDERAL YELLOW" (FED 33538) IF REQUIRED BY FUNDING SOURCE AS APPROVED BY THE ENGINEER. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE DETAILS ON THIS PLAN.
10. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
11. SIDEWALK AND RAMP THICKNESS, "T", SHALL BE 4" MINIMUM. ALL NEW HANDICAP RAMP INSTALLATIONS SHALL BE CONSTRUCTED ON A 3" THICK LAYER OF AGGREGATE BASE COMPACTED TO 95% RELATIVE COMPACTION.
12. UTILITY PULL BOXES, MANHOLES, VAULTS AND ALL OTHER UTILITY FACILITIES WITHIN THE BOUNDARIES OF THE CURB RAMP WILL BE RELOCATED OR ADJUSTED TO GRADE PRIOR TO, OR IN CONJUNCTION WITH, CURB RAMP CONSTRUCTION.

NOT TO SCALE



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TYPICAL
HANDICAP RAMPS

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