CASE F

0.18" Min AND 0.22" Max

0.45" Min AND 0.47" Max
TOP Dia

0.9" Min AND 0.92" Max
BASE Dia

RAISED TRUNCATED DOME

2.3" Min AND 2.4" Max
CENTER TO CENTER SPACING

RAISED TRUNCATED DOME

PATTERN (IN-LINE)

DETECTABLE WARNING SURFACE

SEE NOTE 9

SECTION A-A

SECTION B-B

SECTION C-C

NOT TO SCALE

SEE SHEET 4 FOR NOTES
5'-0" Min IF CROSSWALK PROVIDED

RETAINING CURB IF NECESSARY AT EDGE OF SIDEWALK

6" Typ

7.5% Max AT CURB

1.5% Max

SIDEWALK

CROSSWALK IF PROVIDED

SEE NOTE 9

BCR

CROSSWALK IF PROVIDED

CASE CM CURB RAMP

RETAINING CURB IF NECESSARY AT EDGE OF SIDEWALK

T

GUTTER FLOWLINE

1.5% Max

SECTION A-A

SEE SHEET 4 FOR NOTES

NOT TO SCALE
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.


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, MANHOLE, 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.