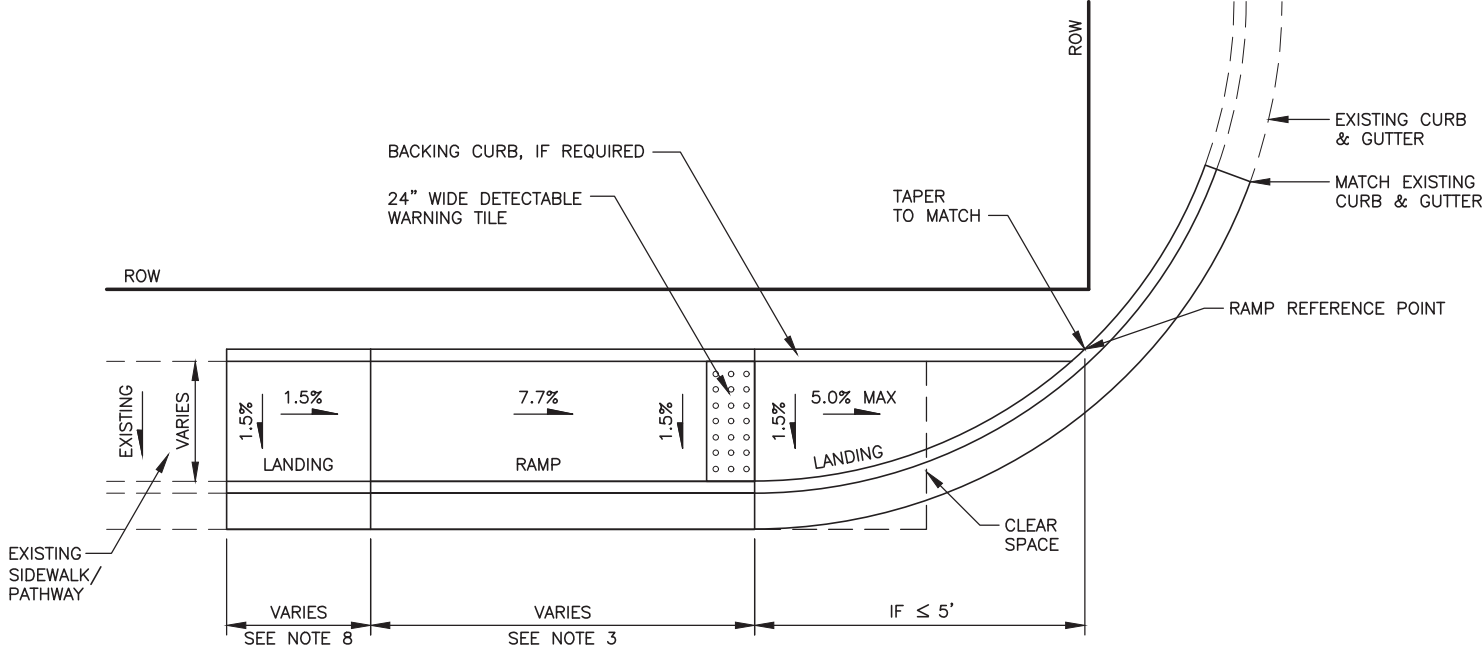


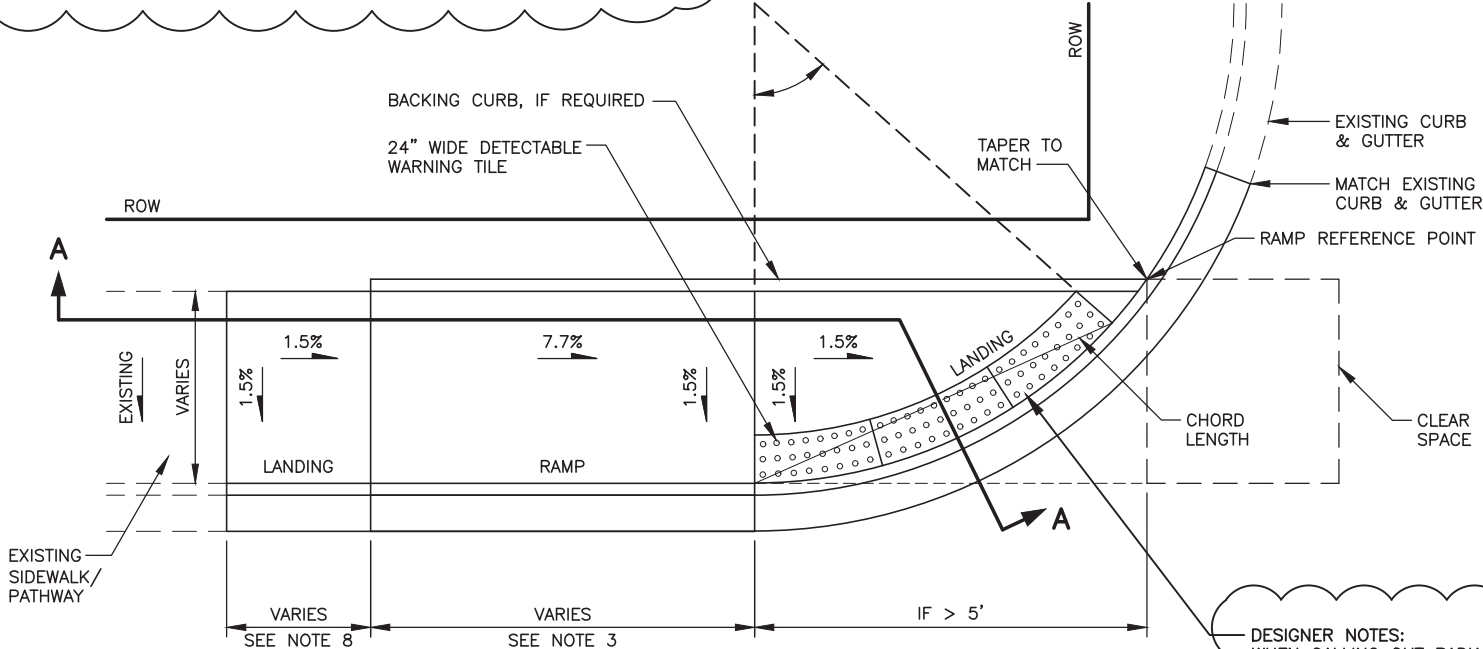
FILE L:\HIGHWAYDESIGNMASTERS\AUTOCAD\REGIONALDETAILS\2016\HIGHWAYS\DIRECTIONAL CURB RAMP.DWG 5/24/2021 5:44 PM E\_\_\_\_\_ DRAFTED CHECKED DESIGNED LAYOUT

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	XXXXXXXX/XXXXXXXXXX	20XX	E__	



NARROW SIDEWALK DIRECTIONAL RAMP

- DESIGNER NOTES:  
WHAT TYPE OF CURB RAMP TO USE IN CERTAIN CIRCUMSTANCES:
1. PERPENDICULAR – A BETTER FIT AT SIGNALIZED INTERSECTION PER STD. PLAN I-22. AT UNSIGNALIZED INTERSECTIONS, PERPENDICULAR RAMPS ARE ACCEPTABLE, BUT PUSHES STOP BAR BACK. WHEN IT PUSHES IT BACK TO 25’ OR MORE, A PERPENDICULAR RAMP IS UNACCEPTABLE BECAUSE IT RESULTS IN INCREASED CRASH RISK BEYOND THE STOP BAR.
  2. PARALLEL – A BETTER FIT AT UNSIGNALIZED INTERSECTIONS FOR STOP BAR SETBACKS PER UNSIGNALIZED INTERSECTION STOP AND CROSSING DETAIL.
  3. UNIDIRECTIONAL – SHOULD ONLY BE USED IN RESTRICTED ROW AREAS.



WIDE SIDEWALK DIRECTIONAL RAMP

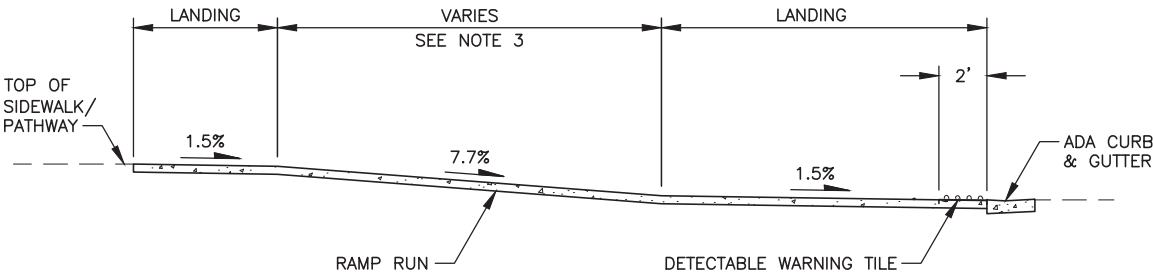
- DESIGNER NOTES:  
WHEN CALLING OUT RADIAL TILES, PROVIDE THE FOLLOWING INFORMATION:
1. RADIUS AT TOP BACK OF CURB
  2. CHORD LENGTH (STRAIGHT LINE FROM CORNER TO CORNER) OR LENGTH ALONG THAT RADIUS
  3. LENGTH OF ANY TANGENT SECTIONS AT THE ENDS.
- WORK WITH YOUR CONSTRUCTION PROJECT MANAGER/ENGINEER TO VERIFY WHICH MEASUREMENTS SHOULD BE INCLUDED. BE AWARE THAT THESE COME IN PRE-SET RADII SO CHECK QPL OR FOUNDRY FOR AVAILABLE RADII. YOU CAN REFER TO THIS WEB SITE FOR HELP ON LAYOUT DIMENSIONS: <http://www.tuftile.com/tuftile-radius-.html>.

CONSTRUCTION NOTES:

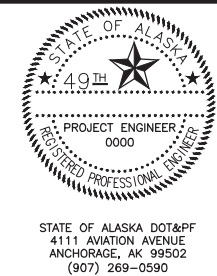
1. SEE PLANS FOR RAMP TYPE AT SPECIFIC LOCATION. SEE STRIPING PLANS FOR CROSSWALK LAYOUT.
2. CONSTRUCT RAMP RUNS AND LANDINGS OF 4” THICK (MIN.) CONCRETE, REGARDLESS OF WHETHER THE SIDEWALK IS ASPHALT OR CONCRETE.
3. CONSTRUCT RAMP SLOPES AT 7.7% (5.0% MIN. AND 8.3% MAX.). IF SITE CONDITIONS WARRANT IT, RAMP LENGTHS SHOULD BE INCREASED TO KEEP GRADES UNDER THE 8.3% MAXIMUM, BUT ARE NOT REQUIRED TO EXCEED 15’. THE RESULTING RAMP GRADE AT A 15’ RAMP LENGTH IS ACCEPTABLE EVEN IF IT EXCEEDS 8.3%.
4. CONSTRUCT SIDEWALK CROSS-SLOPES AT 1.5% (1.0% MIN. AND 2.0% MAX.).
5. CONSTRUCT GRADE BREAKS PERPENDICULAR TO RAMP RUNS.
6. PROVIDE A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE CURB ON RAMP RUNS AND UPPER LANDINGS AND PARALLEL TO THE CURB ON LOWER LANDINGS.
7. INSTALL 24” DETECTABLE WARNING TILES FOR THE FULL WIDTH OF THE RAMP. ALIGN TRUNCATED DOME PATTERN IN THE PREDOMINANT DIRECTION OF WHEELCHAIR TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
8. LENGTH OF LANDING:  
A. IF A CONSTRAINT EXISTS AT BACK OF SIDEWALK THAT INHIBITS TURNING, LENGTH OF LANDING IS 60”.  
B. IF NO CONSTRAINT EXISTS, LENGTH OF LANDING IS 48”.

DESIGNER NOTES:

1. DIRECTIONAL CURB RAMPS ARE TYPICALLY USED WHEN THE SIDEWALK IS AT LEAST 4’ WIDE AND ONLY ONE DIRECTION OF TRAVEL IS REQUIRED.
2. AVOID DRAINAGE GRATES WITHIN MARKED CROSSWALKS OR, IF CROSSWALKS ARE NOT MARKED, WITHIN THE AREA A STANDARD MARKED CROSSWALK WOULD ENCLOSE. IF A DRAINAGE GRATE IS LOCATED DIRECTLY IN THE PEDESTRIAN ACCESS ROUTE (e.g. A WHEELCHAIR MUST PASS OVER IT), INSTALL A GRATE MEETING THE REQUIREMENTS OF SECTION 302.3 OF THE 2006 ADA STANDARDS AND ADDRESS IN SPECIFICATIONS AND/OR PLANS.
3. BEYOND THE BOTTOM GRADE BREAK, PROVIDE A 4’x4’ CLEAR SPACE WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.



SECTION A-A



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
  
PROJECT TITLE  
PROJECT TITLE  
  
DIRECTIONAL  
CURB RAMP DETAIL