CONSTRUCTION NOTES
1. See plans for ramp type at specific locations. See striping plans for crosswalk layouts.
2. Construct ramp runs perpendicular to the curb face.
3. Construct ramp runs, flares, and upper landings of concrete, regardless of whether the sidewalk is asphalt or concrete.
4. Ramp run and flare lengths are shown for a flat sidewalk grade. For other sidewalk grades, increase or decrease ramp and flare lengths to maintain the slopes shown.
5. Construct ramp slopes at a minimum 5.7% grade, or flatter. Ramp slope may be increased to a maximum of 8.3% when site conditions warrant it. Ramp lengths should be increased to keep grades under the 8.3% maximum, but are not required to exceed 15.0 feet. The resulting ramp grade at a 15.0 foot ramp length is acceptable even if it exceeds 8.3%.
6. Construct flare slopes at 8.3% (measured parallel to the curb face adjacent to the top back of curb) or flatter, and sidewalk cross slopes of a minimum 1.0% (1.0% min., 2.0% max.). Do not construct flare slopes steeper than 10.0%, or sidewalk cross slopes steeper than 2.0%.
7. Provide a coarse broomed finish parallel to the curb on ramp runs and flares.
8. When approved by the Engineer, flares may be replaced with a curb at locations where access to the side of a ramp run is blocked by poles, utility boxes, other obstructions, or by a non-accessible surface such as a dirt planter strip. See Standard Plan I-20 for details.
9. Install 24" detectable warning tiles for the full width of the ramp. Provide tiles with truncated domes meeting Section 705.1 of the 2006 ADA Standards for Transportation Facilities.
10. Maximum cross slope on upper landings, measured in any direction, is 2.0%. Maximum cross slope on ramps is 2.0% measured perpendicular to the ramp run.
11. Provide 4" minimum thick concrete on ramps, flares and landings.

State of Alaska DOT&PF
ALASKA STANDARD PLAN
PERPENDICULAR CURB RAMP
Adopted as an Alaska DOT&PF Standard Plan by
Carolyn Mowbray, PE
Manager of Engineering
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Note: Drawing not to scale

Profile A-A
This dimension is adjustable depending on the curb radius and location of ramps.