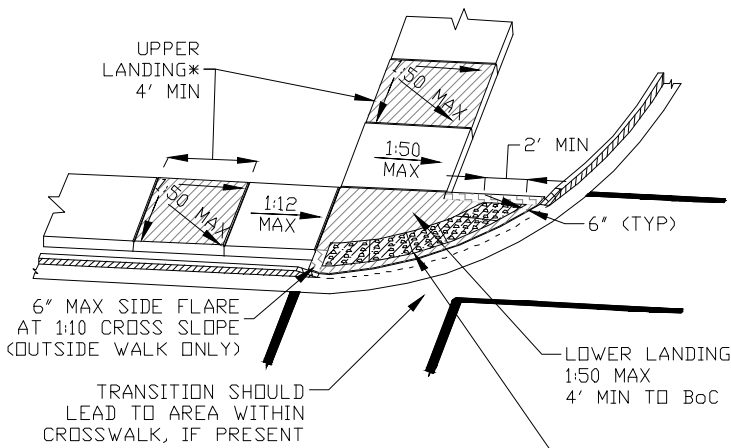


## COMBINED RAMP



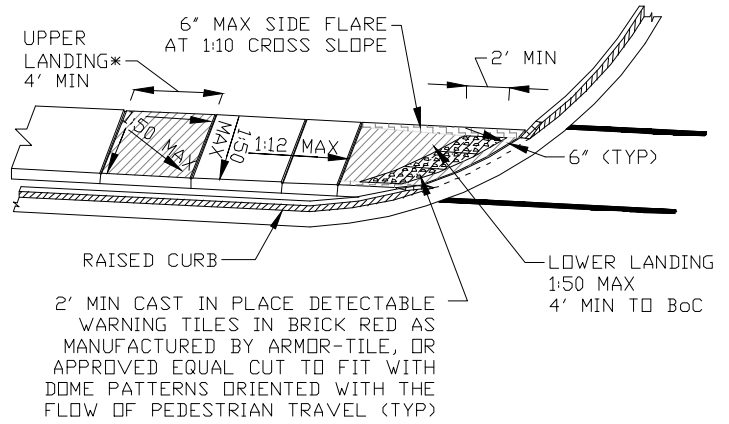
6" MAX SIDE FLARE AT 1:10 CROSS SLOPE (OUTSIDE WALK ONLY)

TRANSITION SHOULD LEAD TO AREA WITHIN CROSSWALK, IF PRESENT

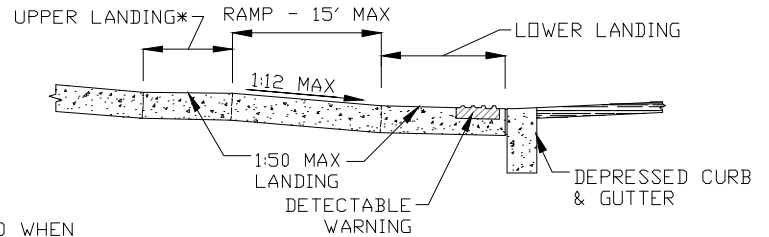
2' MIN CAST IN PLACE DETECTABLE WARNING TILES IN BRICK RED AS MANUFACTURED BY ARMOR-TILE, OR APPROVED EQUAL CUT TO FIT WITH DOME PATTERNS ORIENTED WITH THE FLOW OF PEDESTRIAN TRAVEL (TYP)

\* UPPER LANDING NOT REQUIRED WHEN RAMP SLOPE IS LESS THAN 1:20

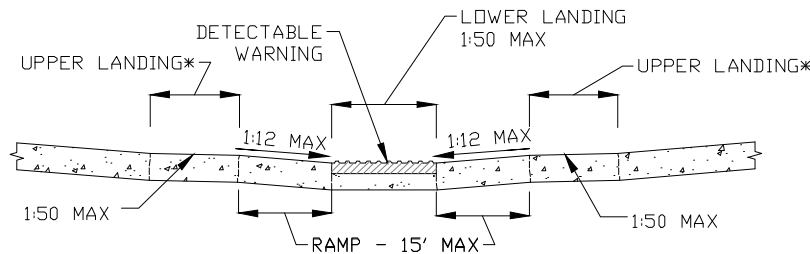
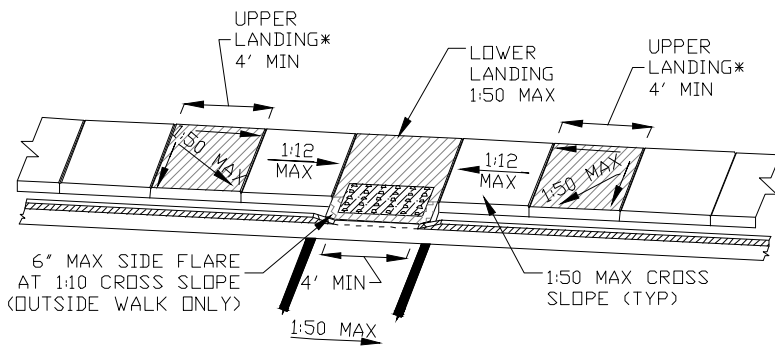
## SETBACK GREATER THAN 5'



2' MIN CAST IN PLACE DETECTABLE WARNING TILES IN BRICK RED AS MANUFACTURED BY ARMOR-TILE, OR APPROVED EQUAL CUT TO FIT WITH DOME PATTERNS ORIENTED WITH THE FLOW OF PEDESTRIAN TRAVEL (TYP)



## PARALLEL RAMP



ALTERNATE APPLICATIONS WILL ONLY BE PERMITTED WHEN SITE CONDITIONS DO NOT ALLOW FOR USE OF STANDARD APPLICATION

## CURB RAMP DETAIL FOR USE IN PUBLIC RIGHTS-OF-WAY (ALTERNATE APPLICATIONS)

### GENERAL NOTES

1. EACH LOCATION SHOULD BE INDIVIDUALLY ENGINEERED TO MEET THE REQUIREMENTS
2. GRADE BREAKS SHOULD BE PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL
3. DETECTABLE WARNING SHOULD BE PLACED AS CLOSE AS FEASIBLE TO THE BACK OF CURB
4. DETECTABLE WARNING DOMES SHOULD BE ORIENTED WITH THE DIRECTION OF PEDESTRIAN TRAVEL
5. FOR WIDER RAMPS DETECTABLE WARNING SHOULD COVER ENTIRE RAMP WIDTH, EXCEPT FOR A 6" MAX SLOPED FLARE ON EACH SIDE
6. RAMP SURFACES SHOULD BE FREE OF GRATES, ACCESS COVERS, OR OTHER OBSTRUCTIONS. WHEN EXISTING RAMPS CONTAIN OBSTRUCTIONS, THE DETECTABLE WARNING SHOULD BE PLACED AWAY FROM THE OBSTRUCTION. FRAMES SHOULD BE FLUSH WITH THE SURFACE AND SLIP RESISTANT