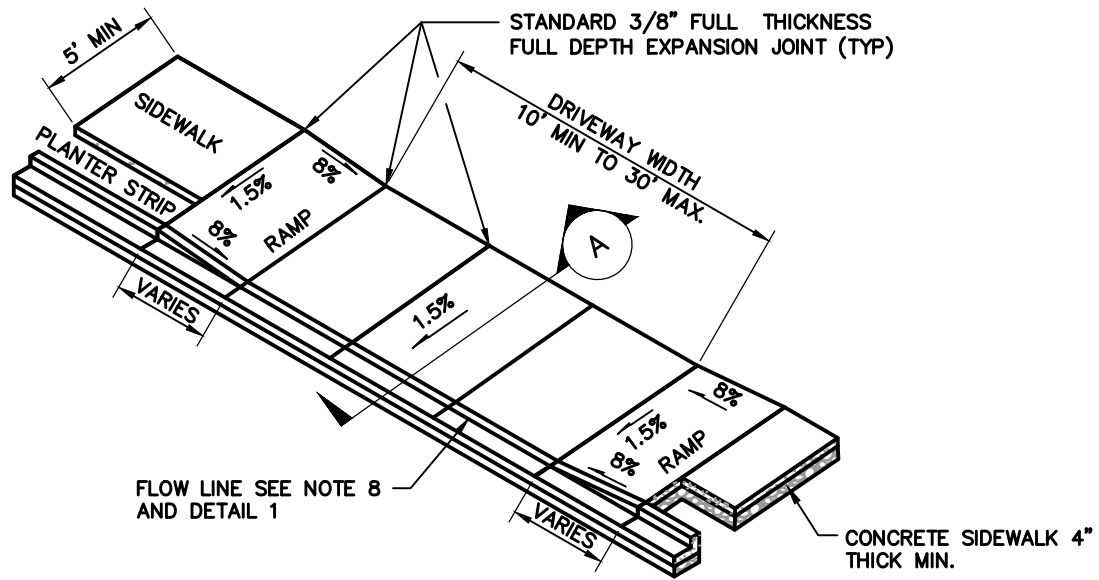
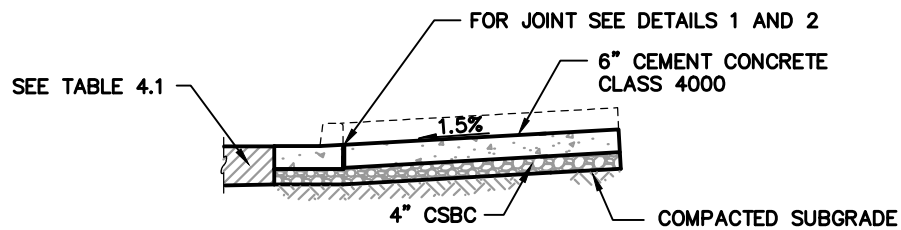


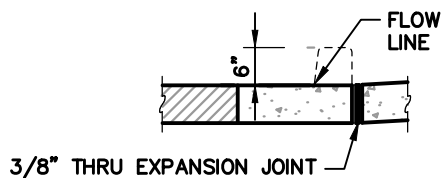
FIGURE 3.4 - TYPE 1 DRIVEWAY APPROACH



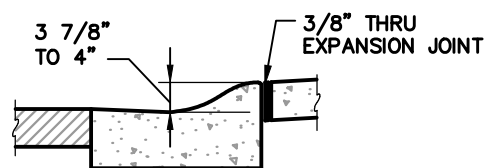
PLAN VIEW



SECTION A



DETAIL 1 (VERTICAL CURB)

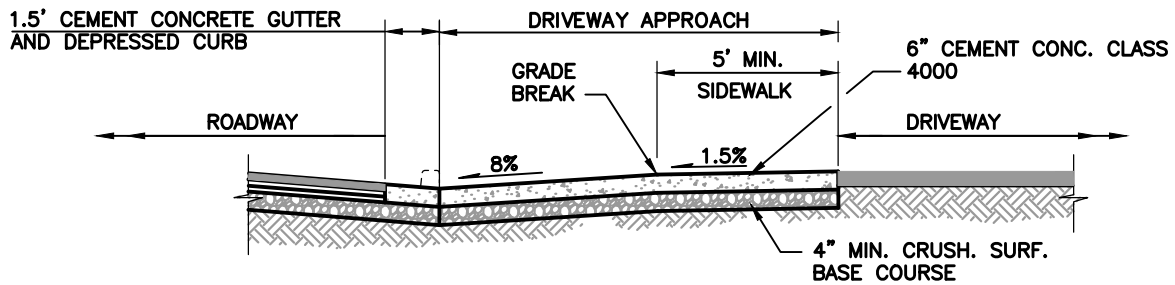
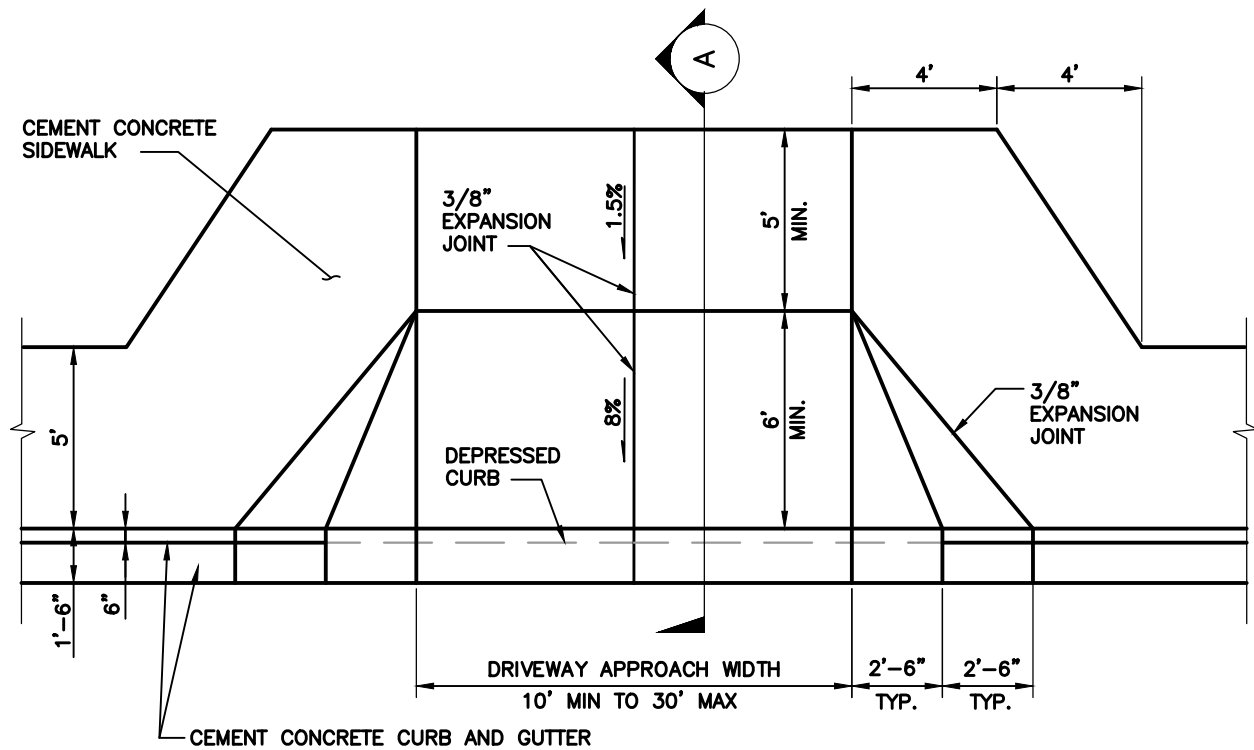


DETAIL 2 (ROLLED CURB)

NOTES

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. SEE SECTION 4.01 FOR SURFACING REQUIREMENTS.
3. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER. SURFACE DISCONTINUITIES GREATER THAN 1/4\"/>

FIGURE 3.5 - TYPE 2A DRIVEWAY APPROACH

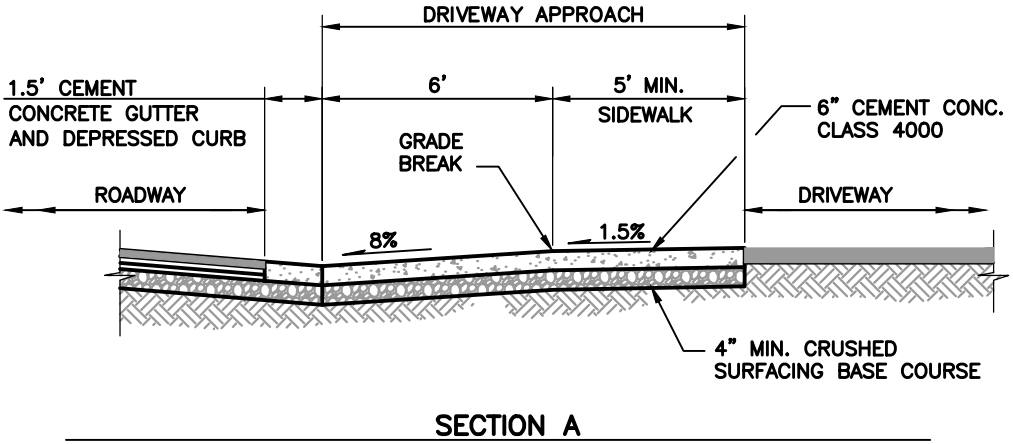
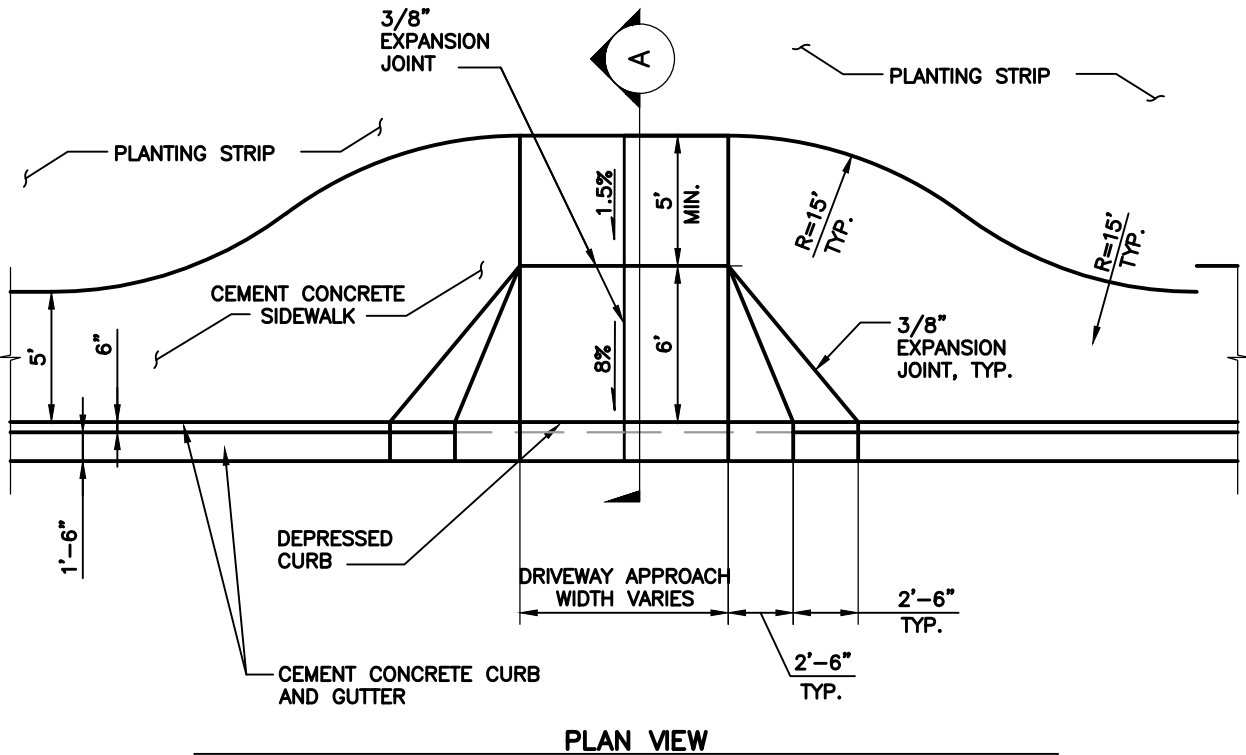


SECTION A

NOTES

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. SEE SECTION 4.01 FOR SURFACING REQUIREMENTS.
3. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER. SURFACE DISCONTINUITIES GREATER THAN 1/4" WILL NOT BE ACCEPTED.
4. 3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER. EXPANSION JOINTS SHALL BE FLUSH WITH THE ADJACENT CONCRETE AND PERPENDICULAR TO THE CURBLINE.
5. SEE SECTION 3.01 FOR ADDITIONAL DRIVEWAY REQUIREMENTS.

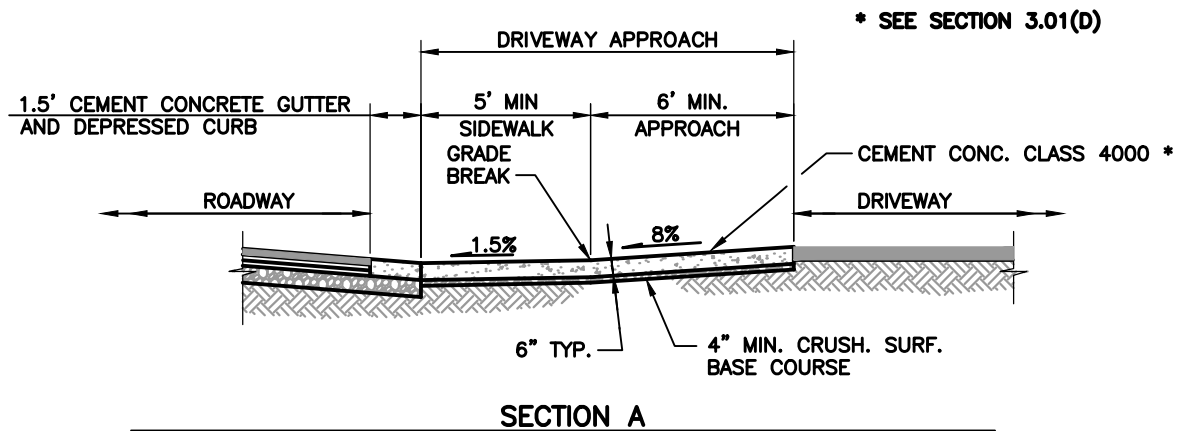
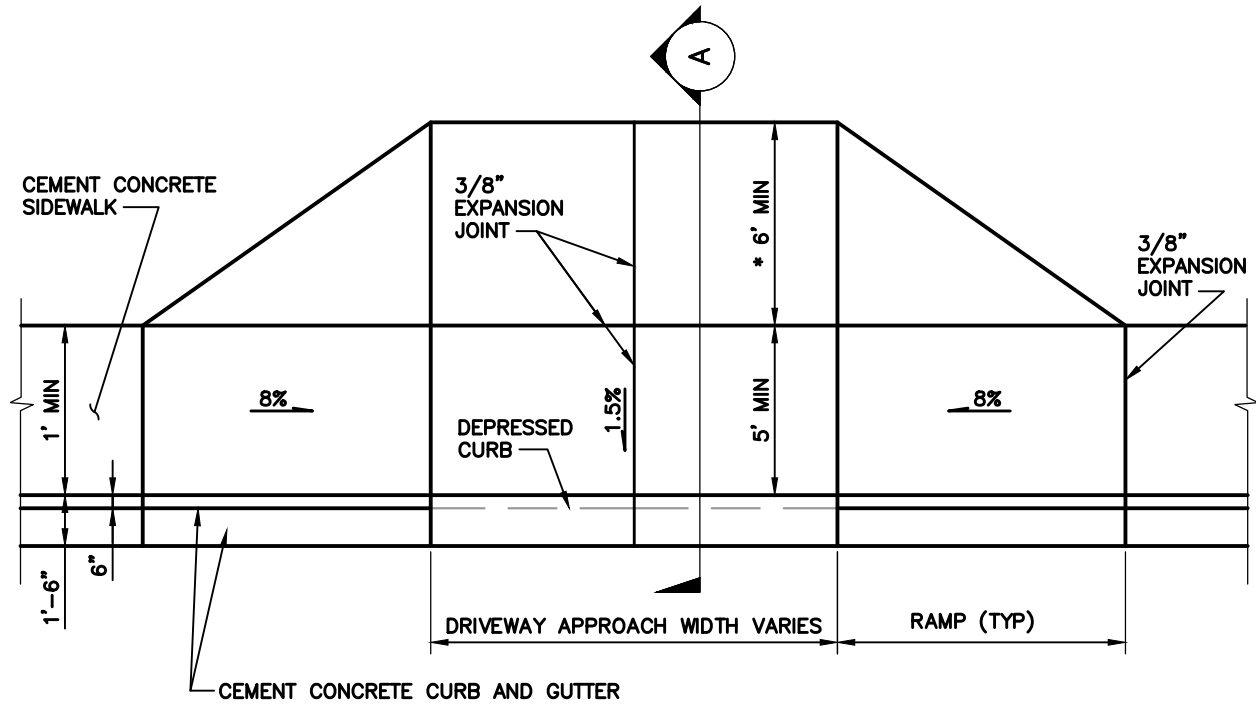
FIGURE 3.6 - TYPE 2B DRIVEWAY APPROACH



NOTES

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. SEE SECTION 4.01 FOR SURFACING REQUIREMENTS.
3. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER. SURFACE DISCONTINUITIES GREATER THAN 1/4\"/>

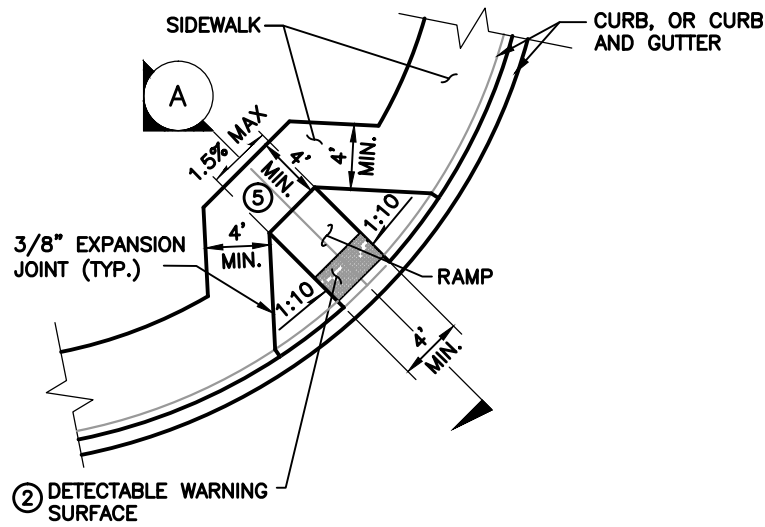
FIGURE 3.7 - COMMERCIAL / INDUSTRIAL DRIVEWAY APPROACH - PARALLEL SIDEWALK



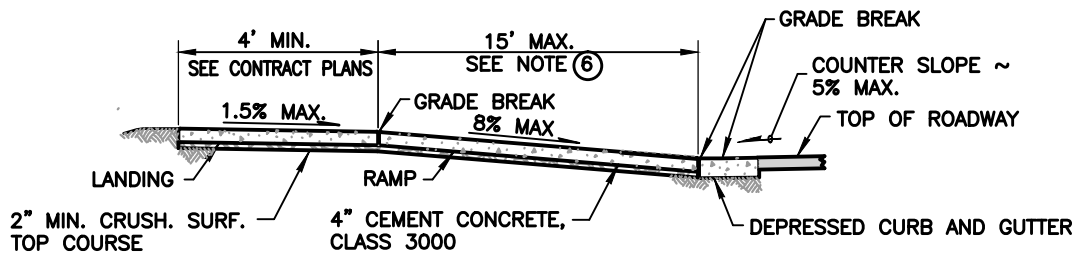
NOTES

1. ALL JOINTS SHALL BE CLEANED AND EDGED.
2. SEE SECTION 4.01 FOR SURFACING REQUIREMENTS.
3. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER. SURFACE DISCONTINUITIES GREATER THAN 1/4" WILL NOT BE ACCEPTED.
4. 3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER. EXPANSION JOINTS SHALL BE FLUSH WITH THE ADJACENT CONCRETE AND PERPENDICULAR TO THE CURBLINE.
5. SEE SECTION 3.01 FOR ADDITIONAL DRIVEWAY REQUIREMENTS.

FIGURE 3.11 - PERPENDICULAR CURB RAMPS



TYPE A PLAN VIEW

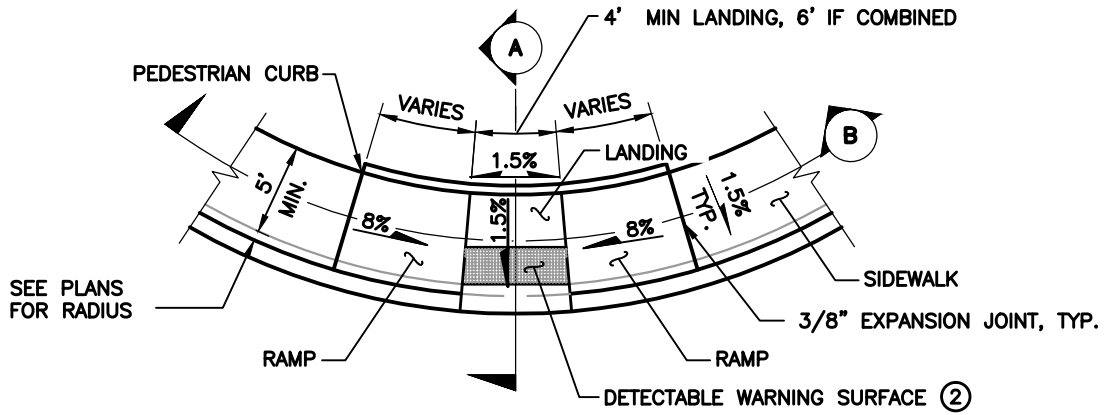


SECTION A

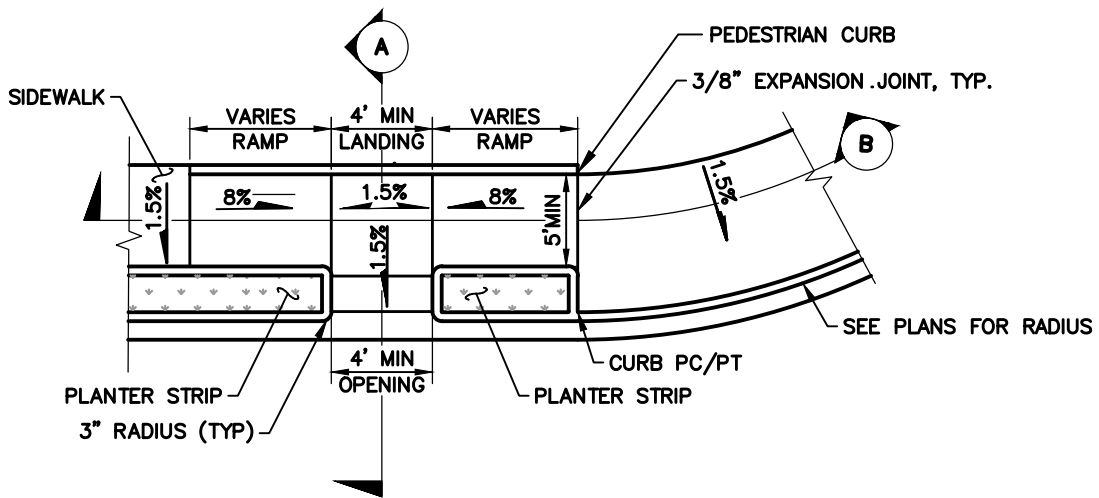
NOTES

1. GRATINGS, ACCESS COVERS, JUNCTION BOXES AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDINGS AND GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.
- ②. INSTALL DETECTABLE WARNING SURFACE PER FIG 3.14.
3. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE ENGINEER. SURFACE DISCONTINUITIES GREATER THAN 1/4" WILL NOT BE ACCEPTED.
4. 3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT SPACING IS 14' CENTER TO CENTER. EXPANSION JOINTS SHALL BE FLUSH WITH THE ADJACENT CONCRETE AND PERPENDICULAR TO THE CURBLINE.
- ⑤. LANDING SHALL BE MINIMUM 4 X 4' AND SHALL BE 1.5% OR LESS IN ALL DIRECTIONS.
6. RAMP LENGTH SHALL BE DETERMINED DURING DESIGN OR IN THE FIELD TO ACHIEVE A MAXIMUM SLOPE OF 8% OR A 15' MAXIMUM LENGTH.
7. RAMP WIDTH SHALL BE 4' MIN. FOR ONE DIRECTION CROSSINGS OR 6' MIN. FOR COMBINED CROSSINGS. SEE FIGURE 3.15 FOR RAMP PLACEMENT.
8. SEE FIGURE 3-1 FOR CURB AND SIDEWALK JOINT PLACEMENT.

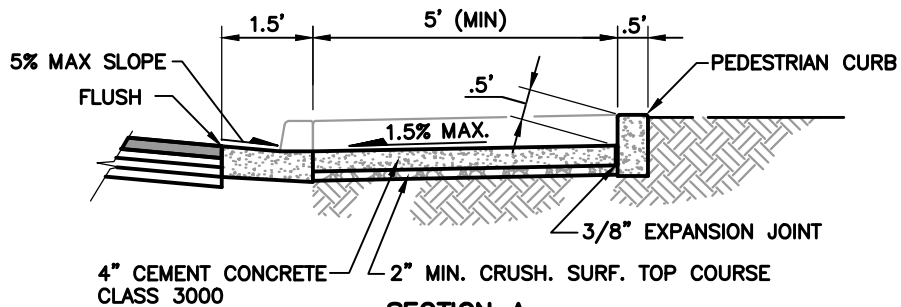
FIGURE 3.12 - PARALLEL CURB RAMPS



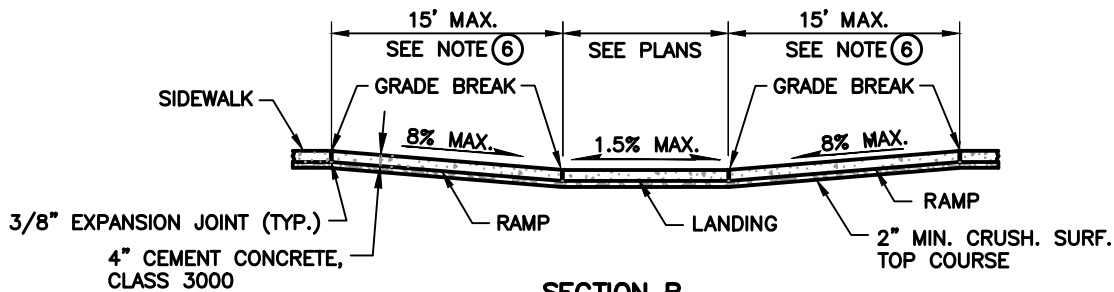
PARALLEL CURB RAMP TYPE A PLAN VIEW



PARALLEL CURB RAMP TYPE B PLAN VIEW



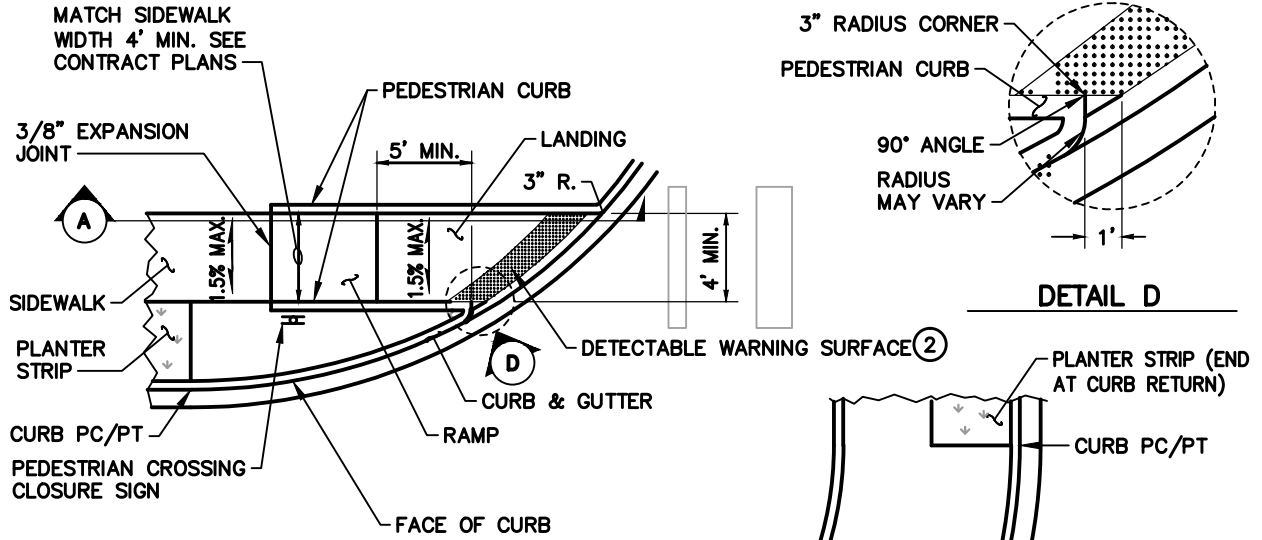
SECTION A



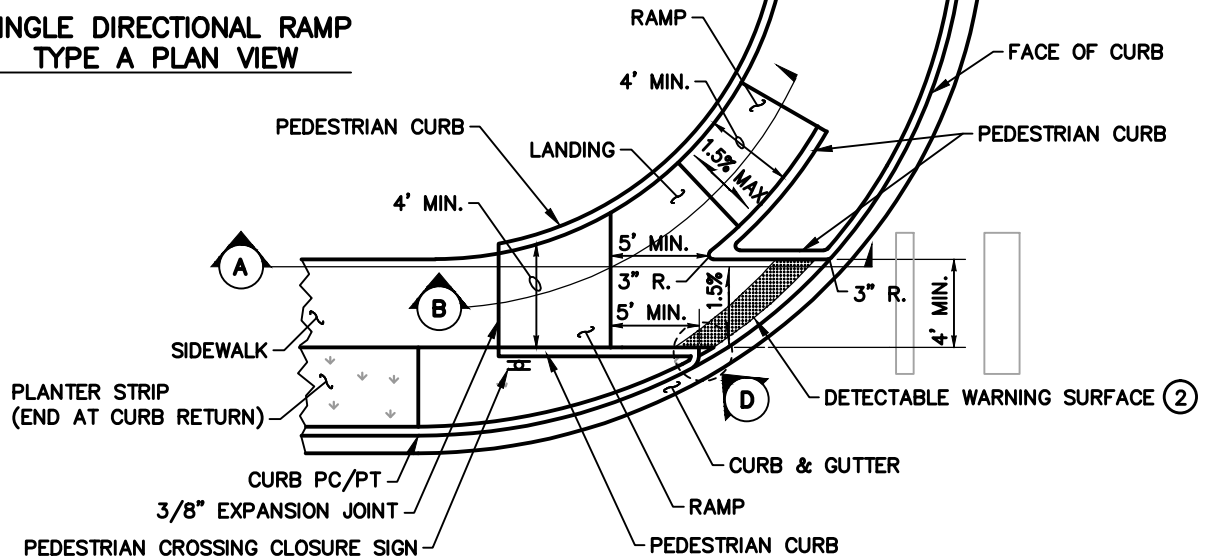
SECTION B

SEE FIGURE 3.11 FOR ADDITIONAL CONSTRUCTION NOTES

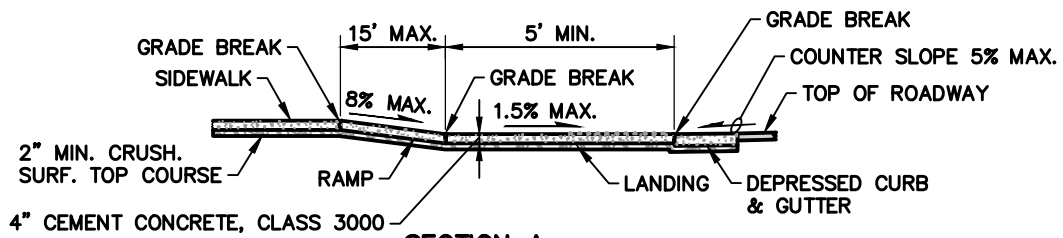
FIGURE 3.13 - SINGLE DIRECTIONAL CURB RAMPS



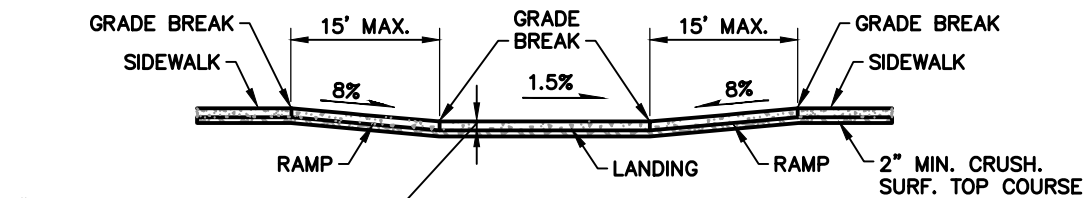
SINGLE DIRECTIONAL RAMP TYPE A PLAN VIEW



SINGLE DIRECTIONAL RAMP TYPE B PLAN VIEW



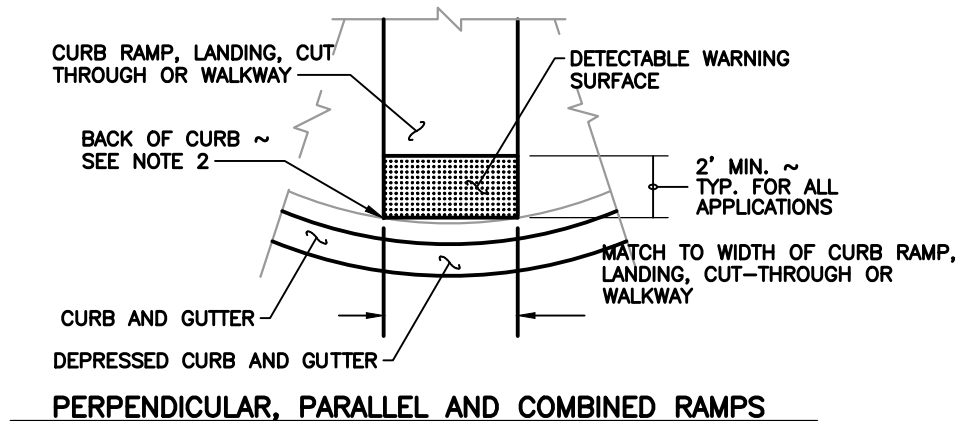
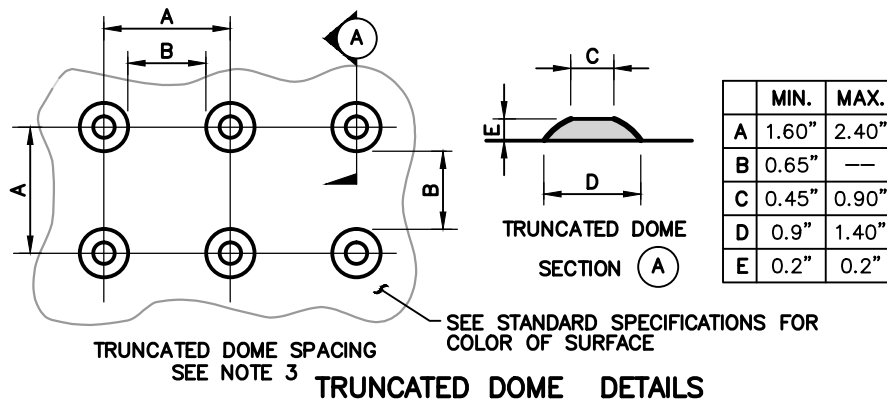
SECTION A



SECTION B

SEE FIGURE 3.11 FOR ADDITIONAL CONSTRUCTION NOTES

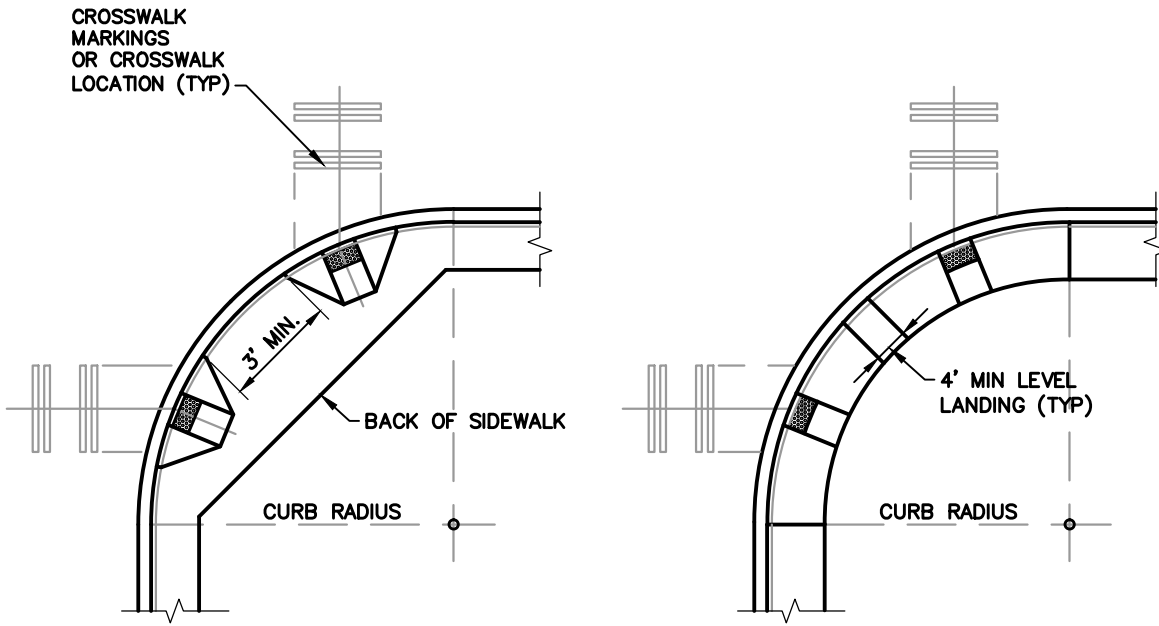
FIGURE 3.14 - DETECTABLE WARNING SURFACE DETAILS



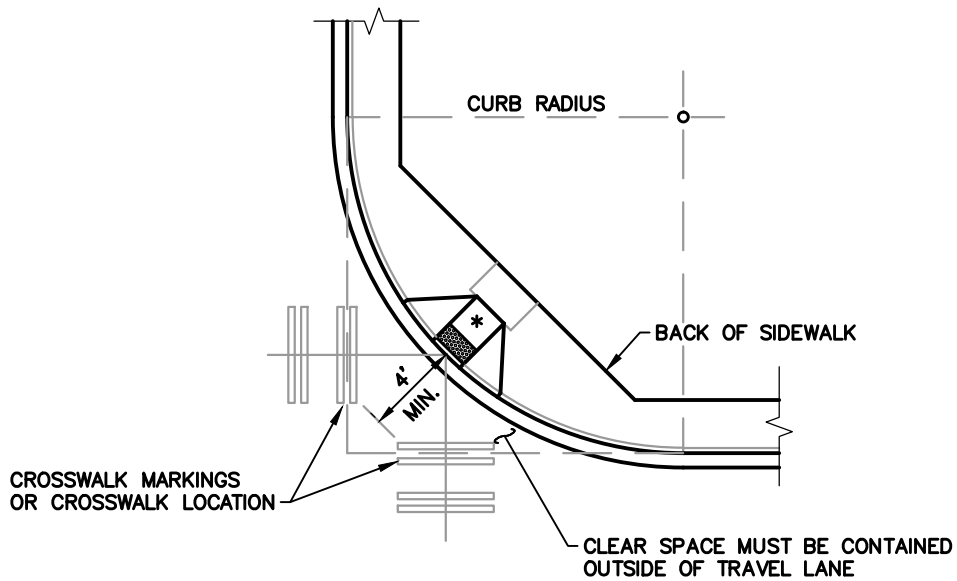
NOTES

1. THE DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARES) OR THE LANDING.
2. THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE BACK OF CURB, BUT NEED NOT FOLLOW THE RADIUS.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF CURB.
4. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
5. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.

FIGURE 3.15 - CURB RAMP PLACEMENT



SINGLE CROSSING LAYOUT



* RAMP TYPE MAY BE PERPENDICULAR, PARALLEL, OR COMBINED. 6' MIN OPENING WIDTH

COMBINED CROSSING LAYOUT