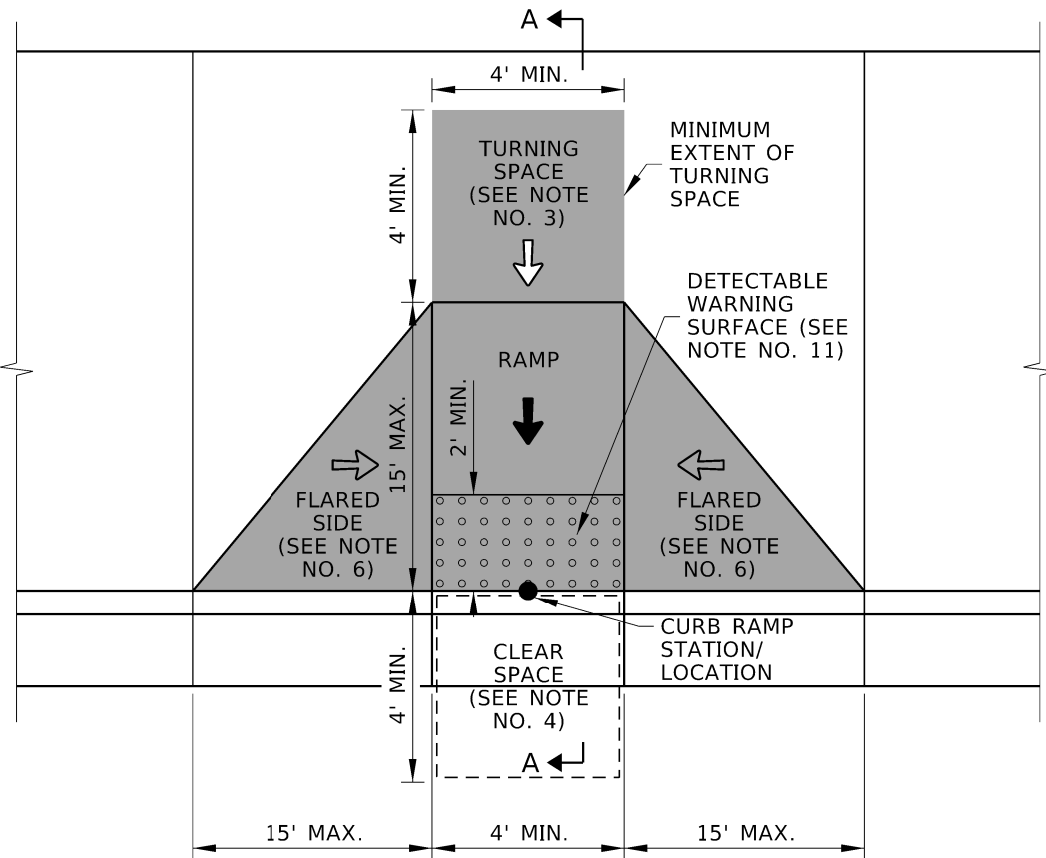
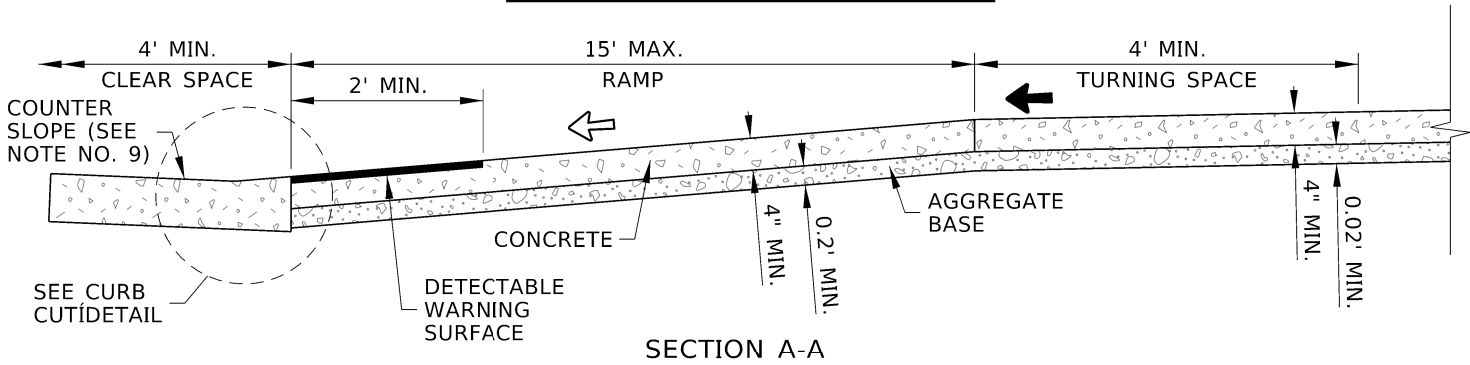
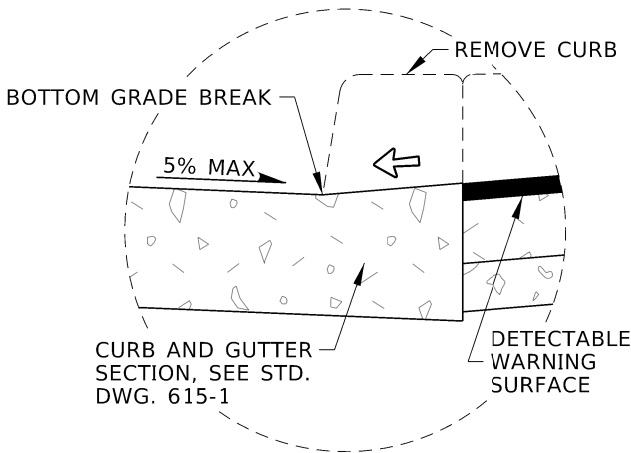




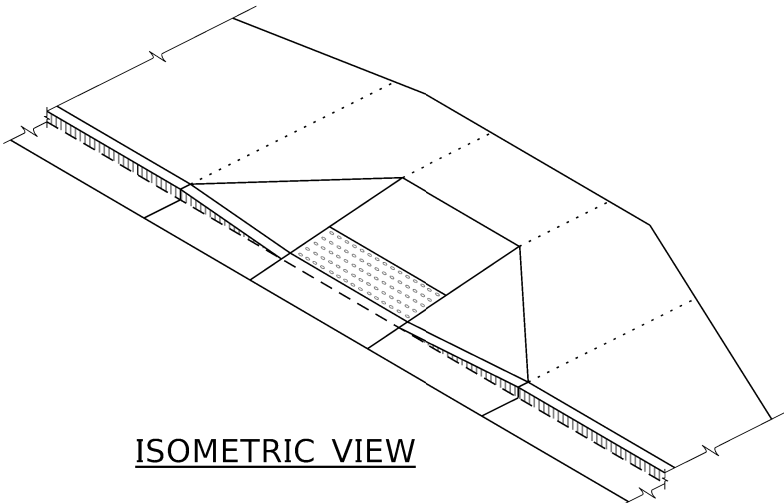
PERPENDICULAR CURB RAMP



SECTION A-A



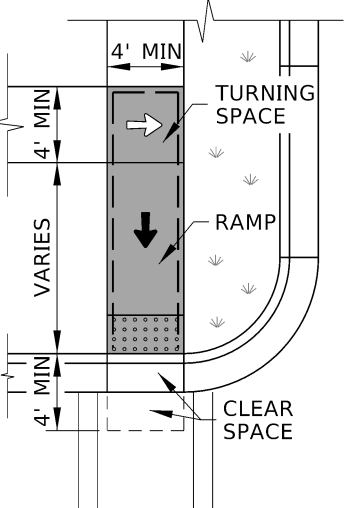
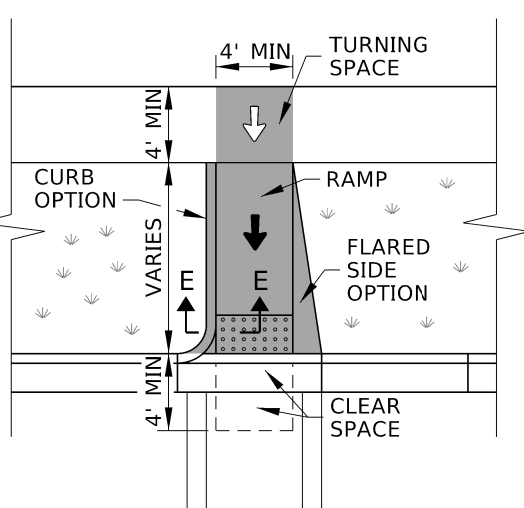
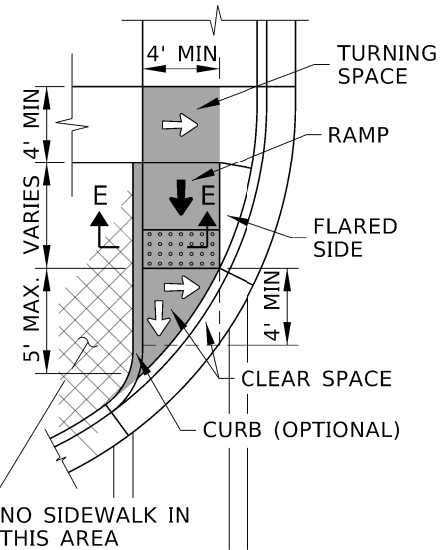
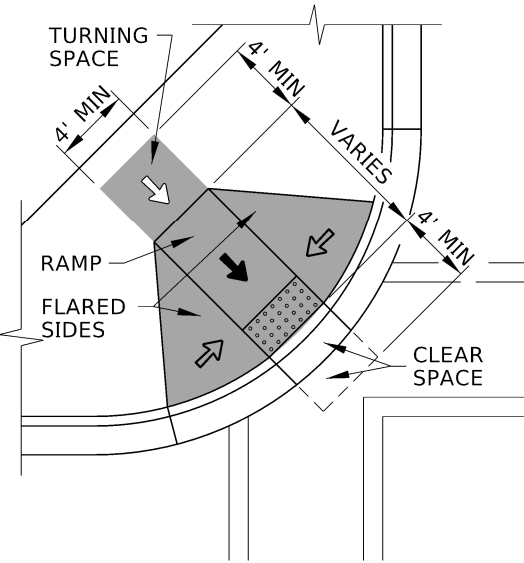
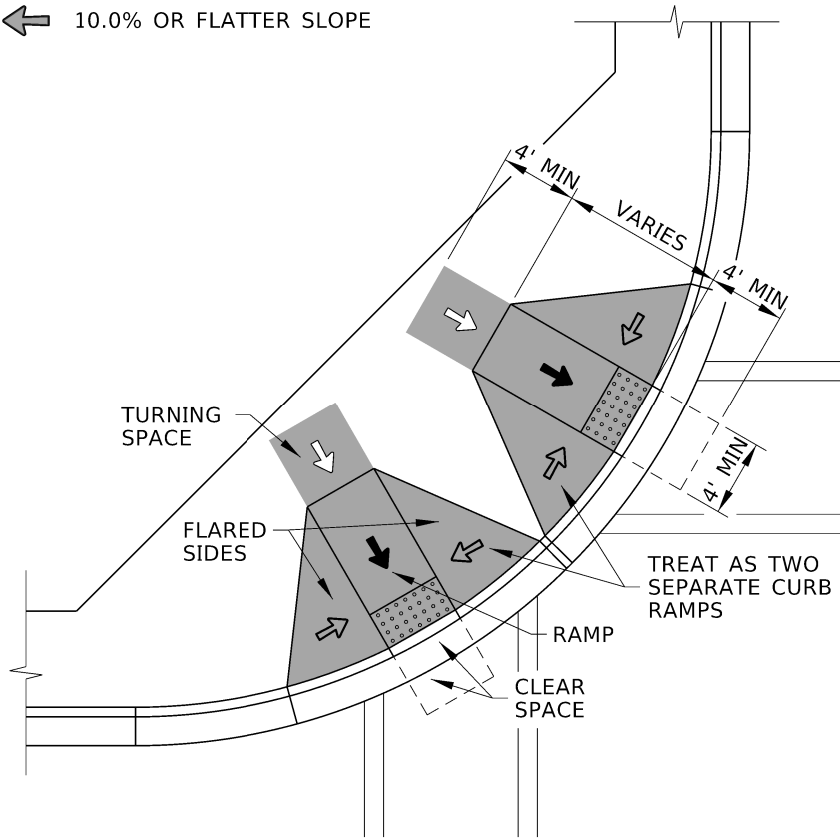
CURB CUT DETAIL



ISOMETRIC VIEW

SYMBOL LEGEND

- 1.0% TO 2.0% SLOPE
- 5.0% TO 8.3% RUNNING SLOPE, 2.0% OR FLATTER CROSS SLOPE
- 10.0% OR FLATTER SLOPE



EXAMPLE APPLICATIONS

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	09-93	MSM	6	07-03	MSM	11	07-10	JAW
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4	08-01	MSM	9	05-06	MSM	14	04-25	RDL
5	10-02	MSM	10	05-07	MSM			

SCALES SHOWN
ARE FOR 11" X 17"
PRINTS ONLY

CADD FILE NAME:
614-3 0425.dgn

DRAWING DATE:
JUNE, 1990

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BOISE IDAHO

ORIGINAL SIGNED BY: MONICA CRIDER

HIGHWAY DESIGN ENGINEER

STANDARD DRAWING

CURB RAMPS

ENGLISH

STANDARD DRAWING NO.
614-3

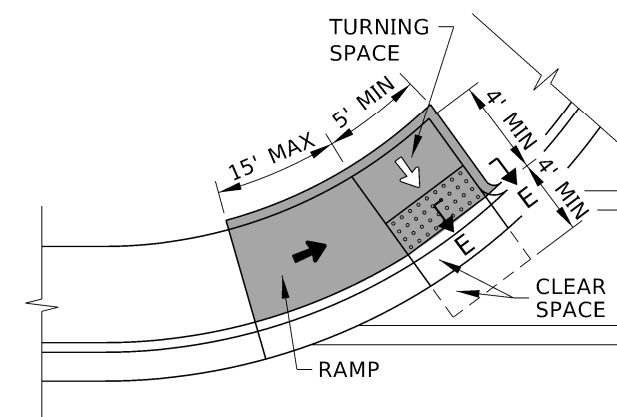
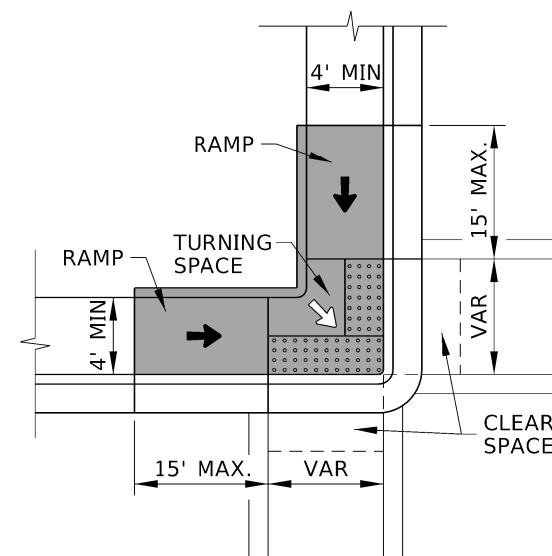
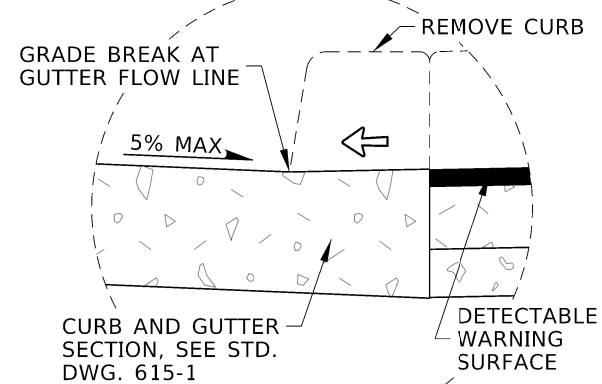
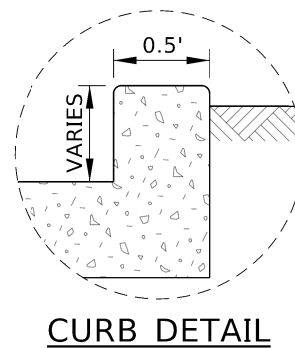
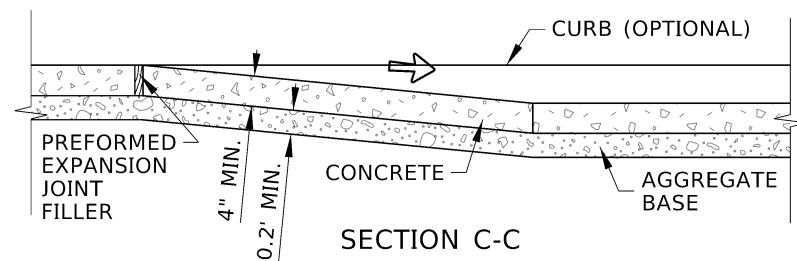
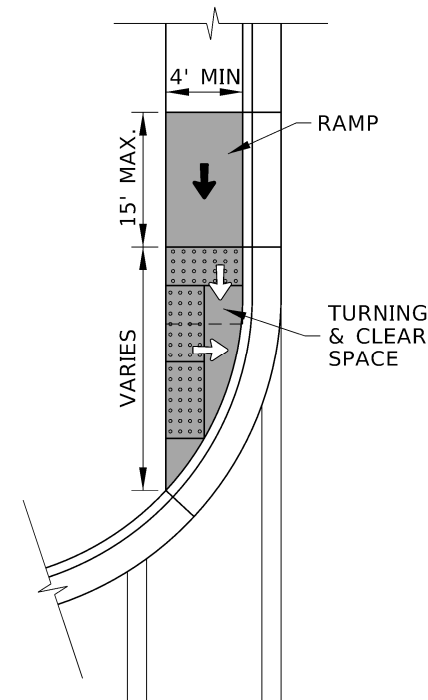
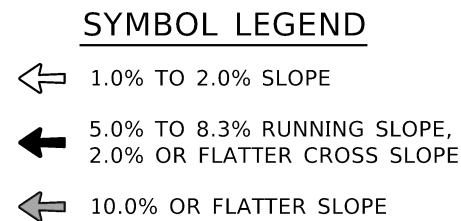
SHEET 1 OF 4

ORIGINAL STORED
AT: ITD,
Headquarters
3311 West State
Boise, Idaho

PROFESSIONAL ENGINEER

RYAN D. LANCASTER

3683



EXAMPLE APPLICATIONS

REVISIONS								
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BOISE IDAHO

ORIGINAL SIGNED BY: MONICA CRIDER

HIGHWAY DESIGN ENGINEER

STANDARD DRAWING

CURB RAMPS

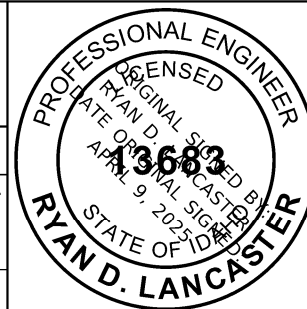
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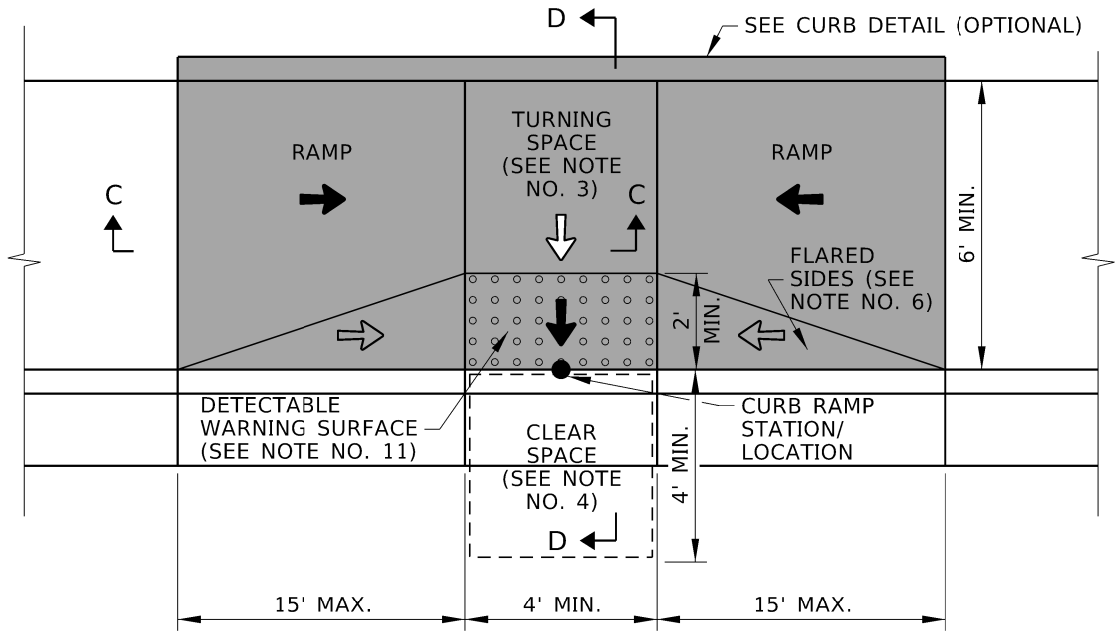
STANDARD DRAWING NO.

614-3

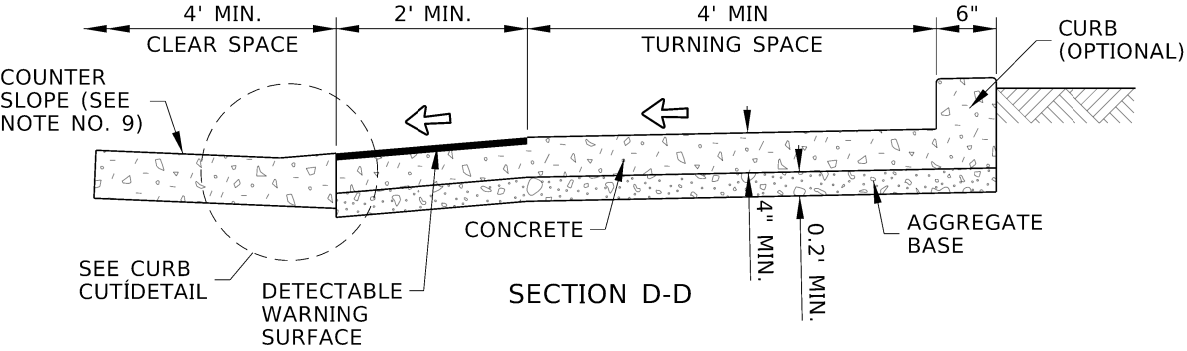
SHEET 2 OF 4

ORIGINAL STORED
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3311 West State
Boise, Idaho

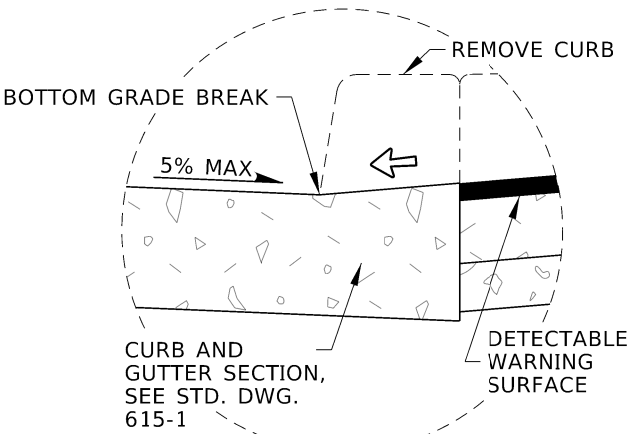




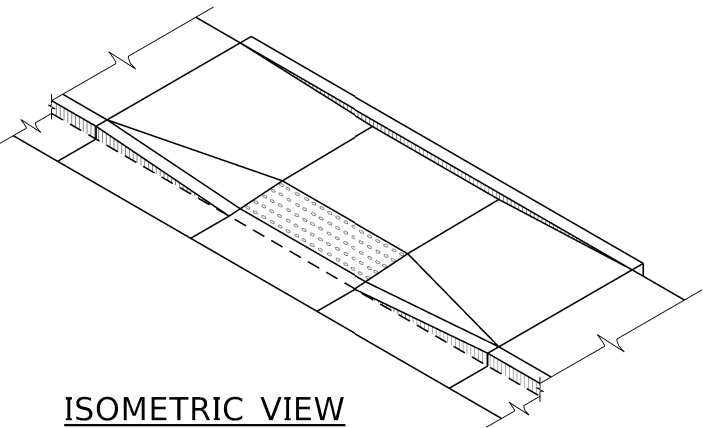
COMBINATION CURB RAMP



SECTION D-D



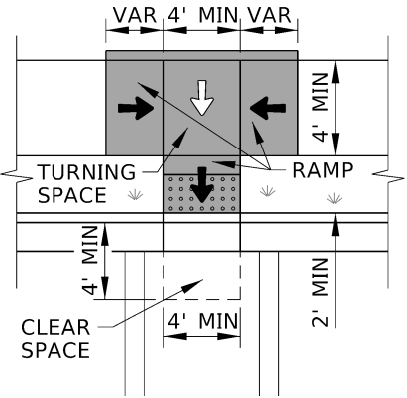
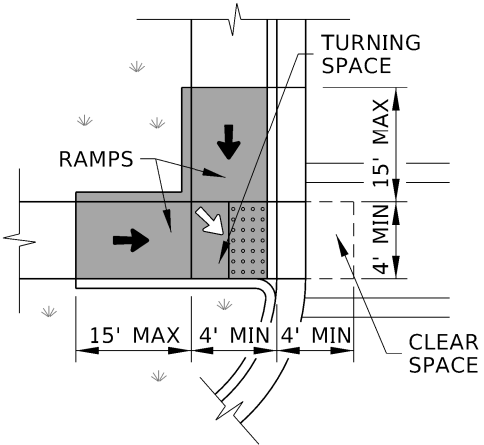
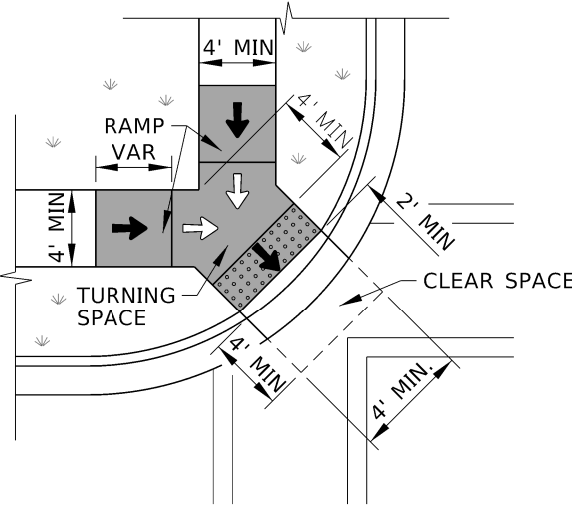
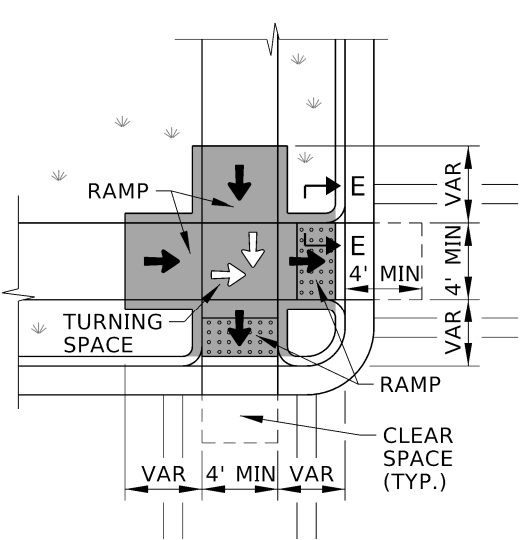
CURB CUT DETAIL



ISOMETRIC VIEW

SYMBOL LEGEND

- 1.0% TO 2.0% SLOPE
- 5.0% TO 8.3% RUNNING SLOPE, 2.0% OR FLATTER CROSS SLOPE
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STANDARD DRAWING

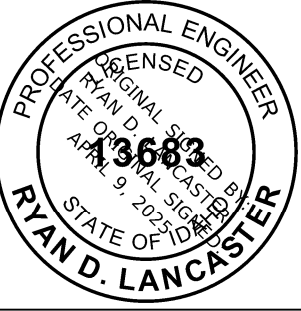
CURB RAMPS

ENGLISH

STANDARD DRAWING NO.
614-3

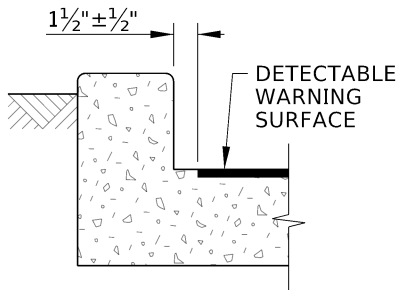
SHEET 3 OF 4

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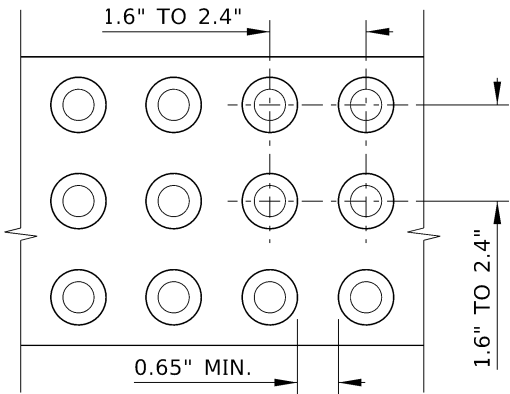


SYMBOL LEGEND

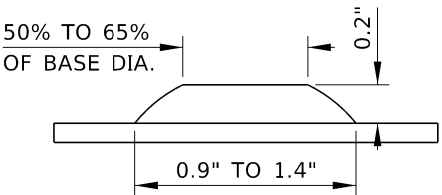
-  1.0% TO 2.0% SLOPE
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-  10.0% OR FLATTER SLOPE



SECTION E-E



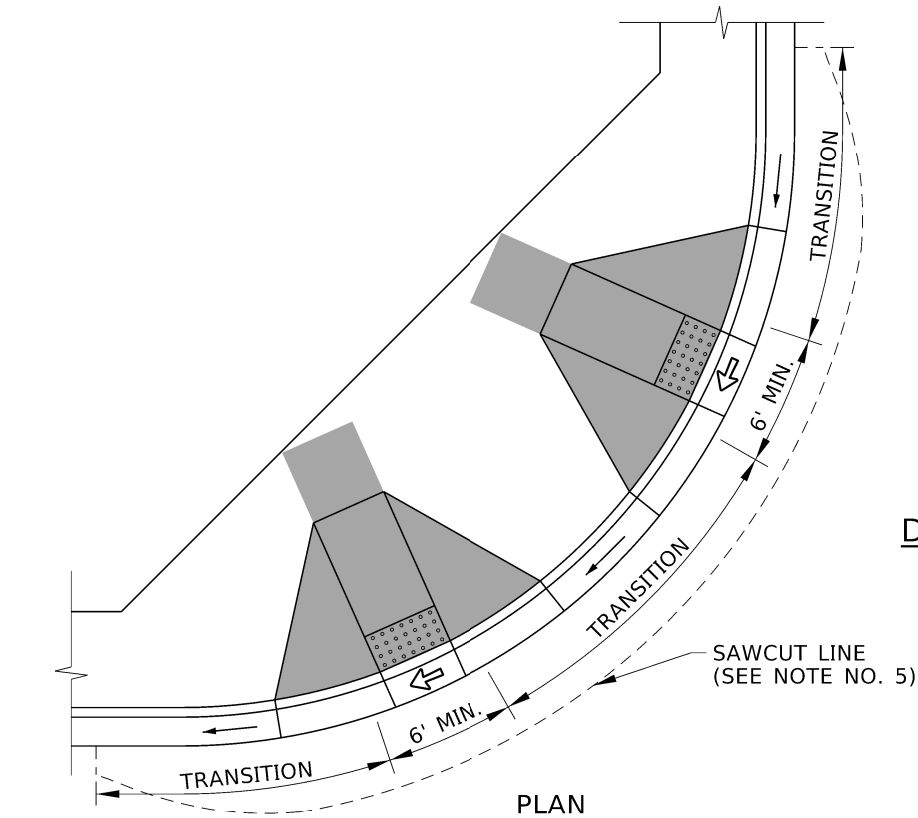
DOME SPACING



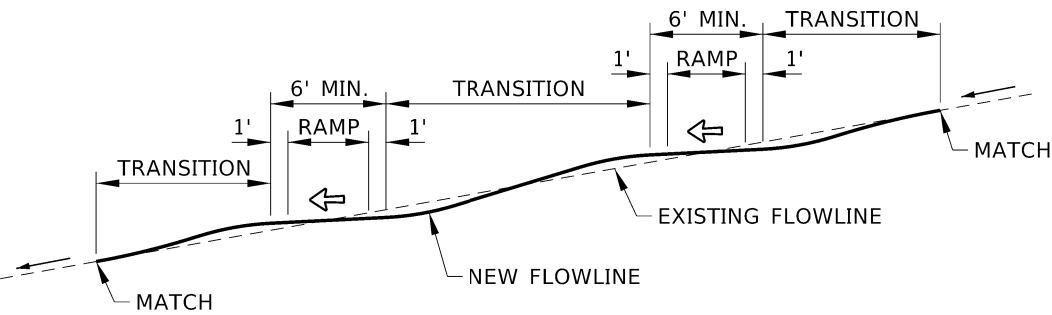
DOME SIZE

DETECTABLE WARNING SURFACE DETAILS

SEE NOTE NO. 11



PLAN



PROFILE

FLOWLINE PROFILE DETAIL

SEE NOTE NO. 5

NOTES

- EXTENTS OF CURB RAMP PAY ITEMS ARE SHOWN IN GRAY SHADING.
- CURB RAMPs CAN BE PERPENDICULAR, PARALLEL, OR A COMBINATION OF PARALLEL AND PERPENDICULAR RAMPs. EXAMPLE APPLICATIONS OF EACH ARE SHOWN ON SHEETS 1, 2, AND 3.
 - PERPENDICULAR CURB RAMPs HAVE A RAMP THAT CUTS THROUGH THE CURB AT RIGHT ANGLES OR MEETS THE GUTTER GRADE BREAK AT RIGHT ANGLES WHEN THE CURB IS CURVED.
 - PARALLEL CURB RAMPs HAVE A RAMP OR RAMPs IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL AND LOWER THE SIDEWALK TO A LEVEL TURNING SPACE WHERE A TURN IS MADE TO ENTER THE PEDESTRIAN STREET CROSSING.
 - COMBINATION CURB RAMPs HAVE FEATURES FROM PERPENDICULAR AND PARALLEL CURB RAMPs.
- PROVIDE A TURNING SPACE WITH A 2.0% OR FLATTER SLOPE IN EACH DIRECTION. TURNING SPACES MAY OVERLAP WITH OTHER TURNING SPACES AND CLEAR SPACES.
 - PERPENDICULAR CURB RAMP: PROVIDE A 4' BY 5' MINIMUM TURNING SPACE WHEN THE TURNING SPACE IS CONSTRAINED AT THE BACK-OF-SIDEWALK.
 - PARALLEL CURB RAMP: PROVIDE A 4' BY 5' TURNING SPACE WHEN THE TURNING SPACE IS CONSTRAINED ON TWO OR MORE SIDES. ENSURE THAT THE 5' DIMENSION IS PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
- PROVIDE A CLEAR SPACE BEYOND THE BOTTOM OF THE GRADE BREAK THAT IS WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAFFIC LANE.
- CROSS SLOPE IS THE SLOPE PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL. ENSURE THAT THE CROSS SLOPE OF THE RAMP AND TURNING SPACE DOES NOT EXCEED TWO PERCENT. AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL AND AT MIDBLOCK PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE MAY MATCH THE STREET OR HIGHWAY GRADE. FLATTEN THE GUTTER FLOWLINE THROUGH CURB RAMPs TO TWO PERCENT OR FLATTER WHEN NEEDED. WHEN THE PAVEMENT IS SAWCUT TO FLATTEN THE FLOWLINE, VARY THE WIDTH OF THE SAWCUT SO THAT THE PAVEMENT PATCH SMOOTHLY MATCHES THE EXISTING PAVEMENT.
- PROVIDE FLARED SIDES ON PERPENDICULAR CURB RAMPs, OR COMBINATION CURB RAMPs WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP. THE FLARED SIDES ARE PART OF THE PEDESTRIAN CIRCULATION PATH, BUT ARE NOT PART OF THE PEDESTRIAN ACCESS ROUTE. THE SLOPE OF THE FLARED SIDES IS MEASURED PARALLEL TO THE CURB LINE. FLARED SIDES ARE NOT NEEDED OR MAY BE STEEPER WHEN THE PEDESTRIAN CIRCULATION PATH DOES NOT CROSS THE CURB RAMP.
- THE PEDESTRIAN CIRCULATION PATH IS A PREPARED SURFACE PROVIDED FOR PEDESTRIAN TRAVEL IN THE PUBLIC RIGHT-OF-WAY. THE PEDESTRIAN ACCESS ROUTE IS A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL PROVIDED FOR PEDESTRIANS WITH DISABILITIES WITHIN OR COINCIDING WITH A PEDESTRIAN CIRCULATION PATH.
- ENSURE THAT GRADE BREAKS ARE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN AND ARE FLUSH. DO NOT CREATE GRADE BREAKS ON THE SURFACE OF RAMP RUNS AND TURNING SPACES.
- ENSURE THAT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMPs RUNS DOES NOT EXCEED FIVE PERCENT.
- WHERE PRACTICAL, PLACE UTILITY COVERS, VAULT FRAMES, AND GRATINGS OUTSIDE RAMP RUNS, TURNING SPACES, OR GUTTER AREAS. LOCATE CATCH BASINS AND INLETS OUTSIDE OF RAMP RUNS.
- DETECTABLE WARNING SURFACES CONSIST OF TRUNCATED DOMES ALIGNED IN A SQUARE OR RADIAL GRID PATTERN. PROVIDE DETECTABLE WARNING SURFACES THAT CONTRAST VISUALLY WITH ADJACENT GUTTER, HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. ENSURE THAT THE DETECTABLE WARNING SURFACE EXTENDS THE FULL WIDTH OF THE RAMP RUN (EXCLUDING FLARED SIDES) OR TURNING SPACE.
 - PERPENDICULAR AND COMBINATION CURB RAMPs: WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BACK OF CURB, PLACE THE DETECTABLE WARNING SURFACE AT THE BACK OF CURB. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB, PLACE THE DETECTABLE WARNING SURFACE ON THE RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK AND WITHIN 5' OF THE BACK OF CURB.
 - PARALLEL CURB RAMP: PLACE DETECTABLE WARNING SURFACE ON THE TURNING SPACE AT THE BACK OF CURB.
- USE A BOND PREVENTATIVE BETWEEN THE CURB RAMP OR SIDEWALK AND CURB WHEN CONSTRUCTED SEPARATELY AND PLACED ADJACENT TO EACH OTHER.
- CONSTRUCT CONTRACTION, ISOLATION OR EXPANSION JOINTS.
 - CONSTRUCT CONTRACTION JOINTS AT 5' INTERVALS THAT ARE APPROXIMATELY 1/8" WIDE AND 3/4" DEEP.
 - CONSTRUCT ISOLATION OR EXPANSION JOINTS WITH PREFORMED EXPANSION JOINT FILLER AT RADII TERMINI POINTS AND BETWEEN STRUCTURES AND FEATURES PROJECTING THROUGH, INTO, OR AGAINST THE CURB RAMP SUCH AS CATCH BASINS, MANHOLES, POLE FOUNDATIONS, AND JUNCTION BOXES. PROVIDE 1/4" MINIMUM WIDTH FOR ISOLATION OR EXPANSION JOINTS. DO NOT USE WOOD AS A CONSTRUCTION OR ISOLATION JOINT.
- DRAWING NOT TO SCALE.

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BOISE IDAHO

ORIGINAL SIGNED BY: MONICA CRIDER

HIGHWAY DESIGN ENGINEER

STANDARD DRAWING

CURB RAMPs

ORIGINAL STORED
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ENGLISH

STANDARD DRAWING NO.

614-3

SHEET 4 OF 4

