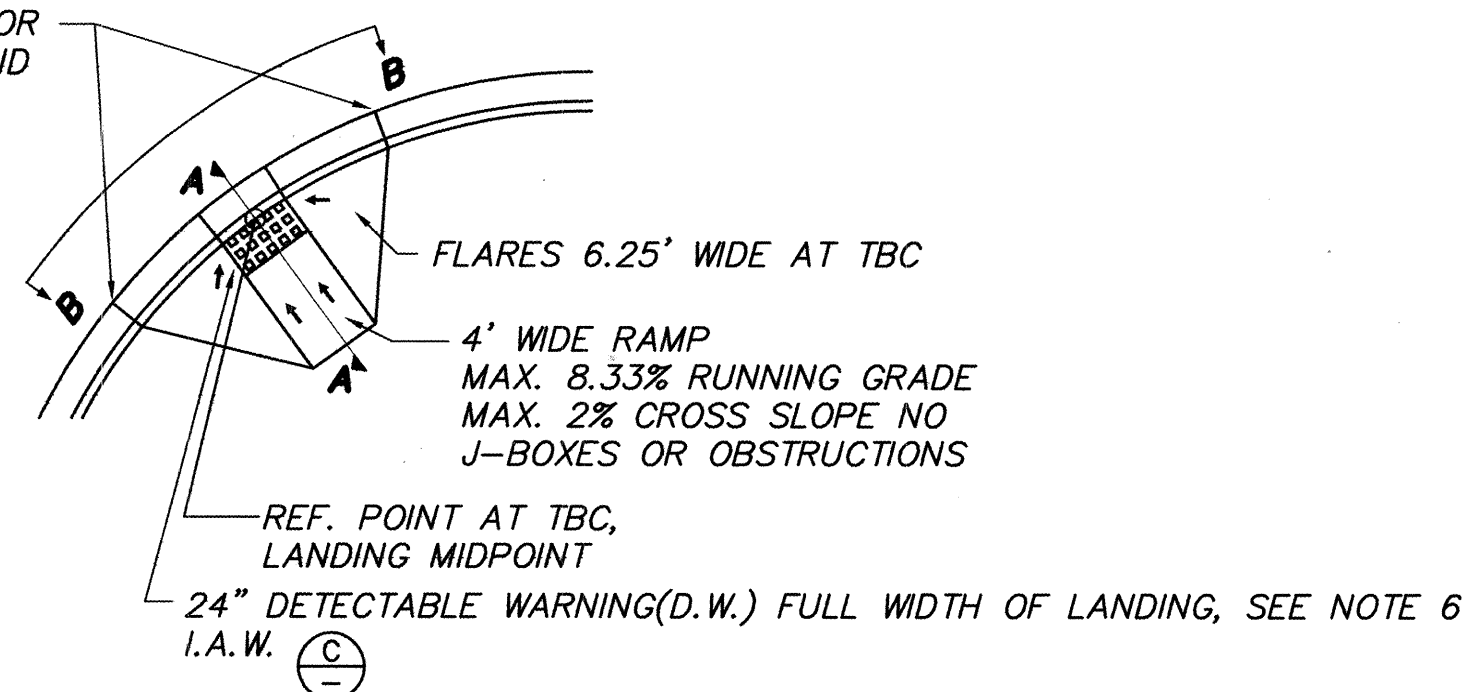
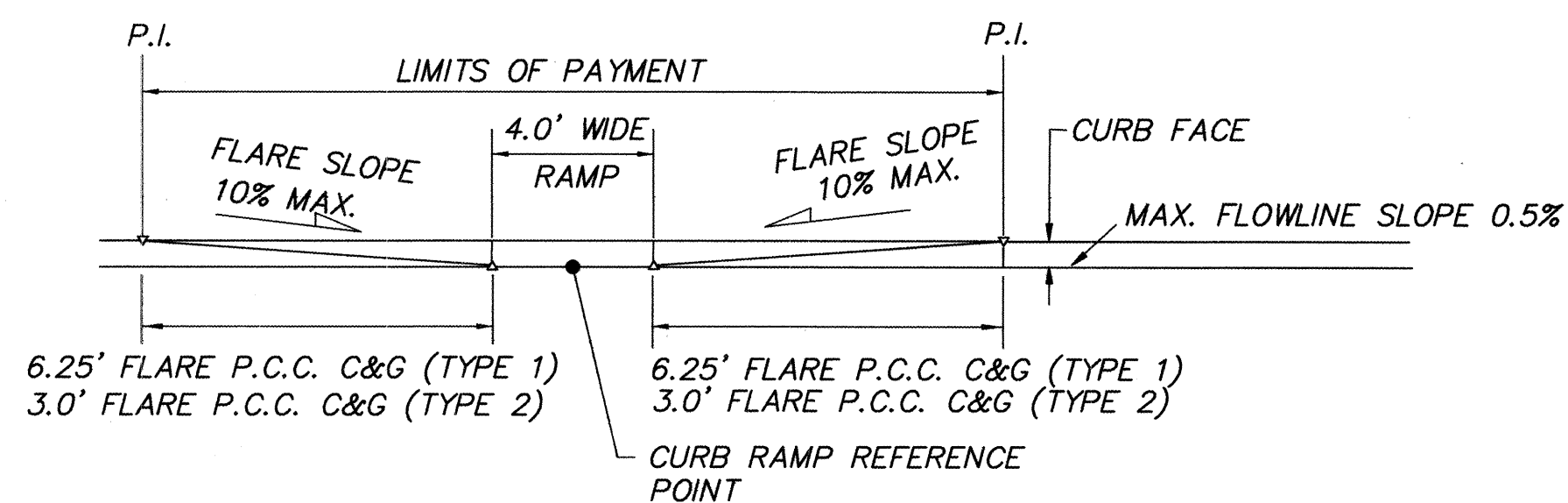


LIMITS OF BROOM FINISH. LIMITS OF PAYMENT FOR CURB RAMP, RAMP AND FLARES SHALL BE 6" THICK



CURB RAMP PLAN

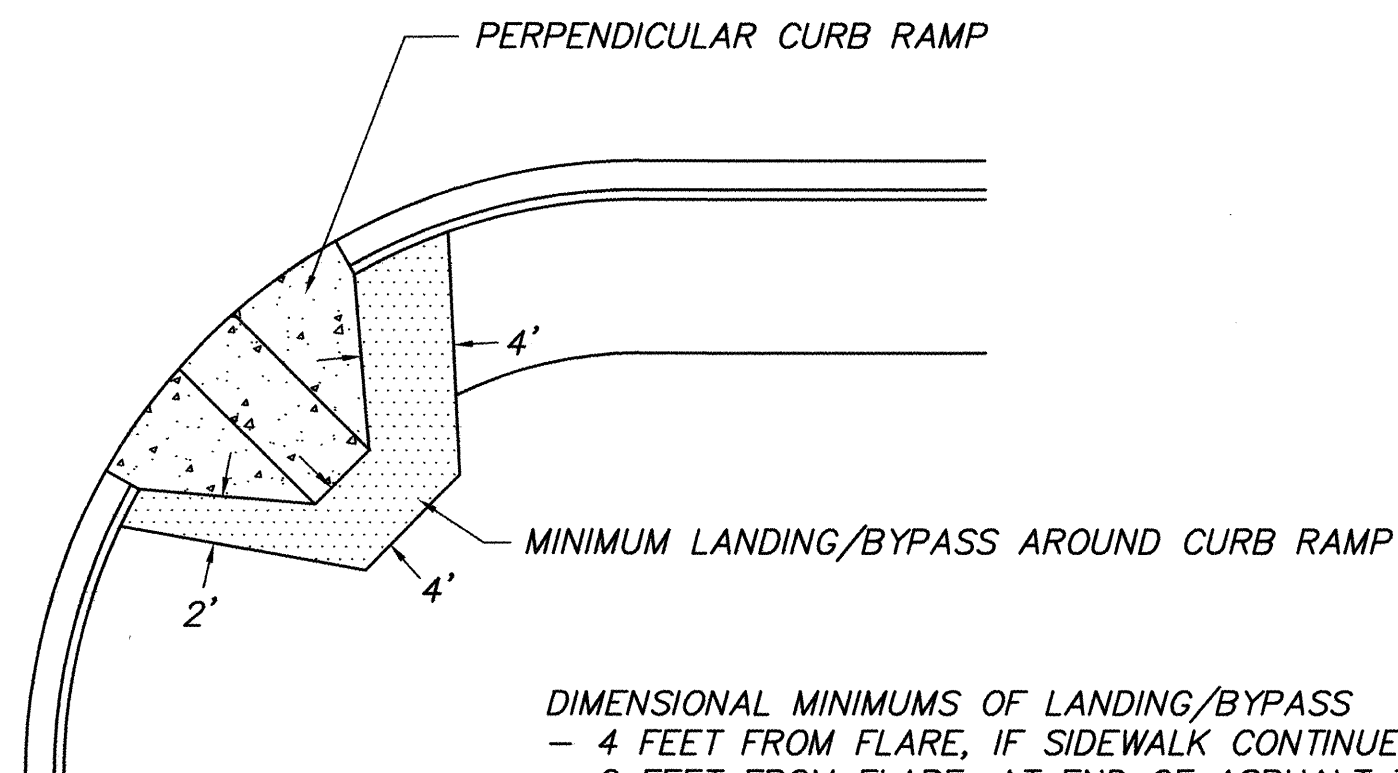


SECTION B-B

A PERPENDICULAR CURB RAMP
SCALE: N.T.S.

PERPENDICULAR RAMP NOTES

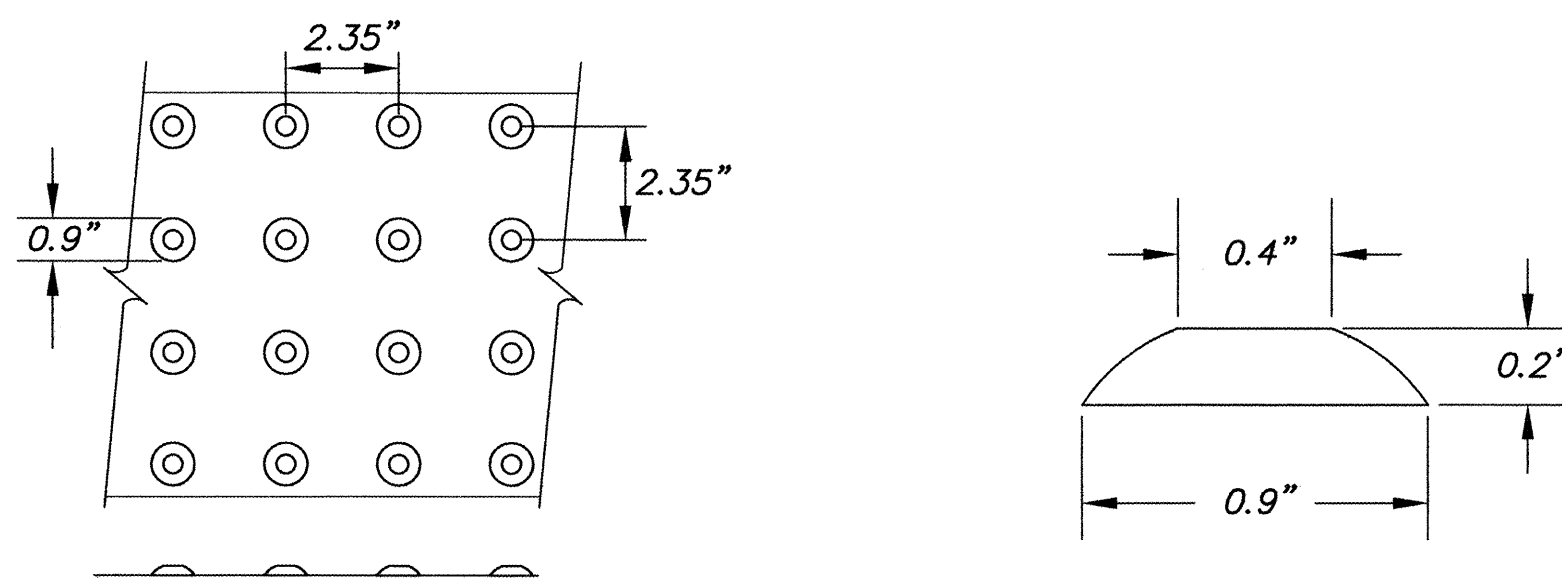
1. LENGTH OF RAMP SHALL BE AS NEEDED TO STAY UNDER 8.33% RUNNING SLOPE. RAMP LENGTH IN TYPICAL SIDEWALK WITH 2% CROSS SLOPE IS 8.0' MINIMUM FOR A TYPE 1 CURB. LENGTH VARIES FOR SIDEWALKS WITH DETACHED AND/OR INDEPENDENT GRADES. SEE PLANS FOR ATYPICAL RAMP LENGTHS.
2. RAMP RUNNING SLOPE SHALL BE MAXIMUM 8.33%. RAMP CROSS SLOPE SHALL BE MAXIMUM 2%.
3. MINIMUM FLOWLINE SLOPE IN CURB RETURN SHALL BE 0.5%.
4. TRIM OUTSIDE EDGES AND JOINTS OF RAMP WITH A 1/4-INCH RADIUS EDGING TOOL.



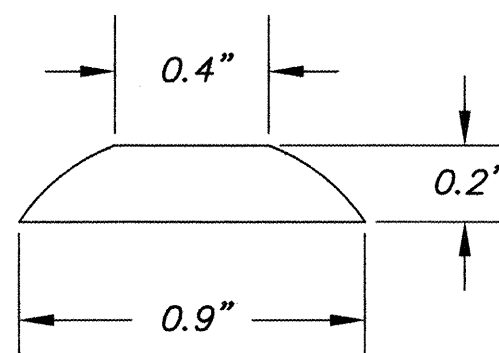
- DIMENSIONAL MINIMUMS OF LANDING/BYPASS
- 4 FEET FROM FLARE, IF SIDEWALK CONTINUES ON THAT SIDE
 - 2 FEET FROM FLARE, AT END OF ASPHALT TRAIL
 - 4 FEET FROM TOP OF RAMP

- SURFACES REQUIREMENTS OF LANDING/BYPASS
- 2% CROSS SLOPE
 - MINIMIZE J-BOX AND CATCH BASIN INTRUSIONS
 - NO ABOVE GROUND OBSTRUCTIONS
 - LANDING SHALL BE P.C.C.

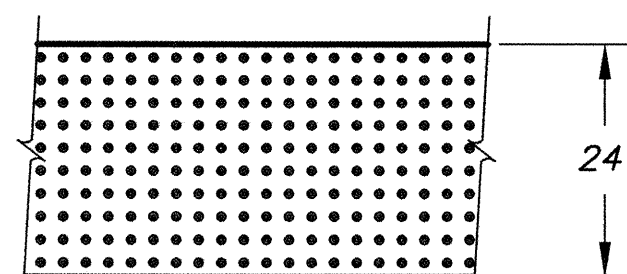
B PERPENDICULAR CURB RAMP CLEARANCES AND SURFACE REQUIREMENTS
SCALE: N.T.S.



DOME SECTION



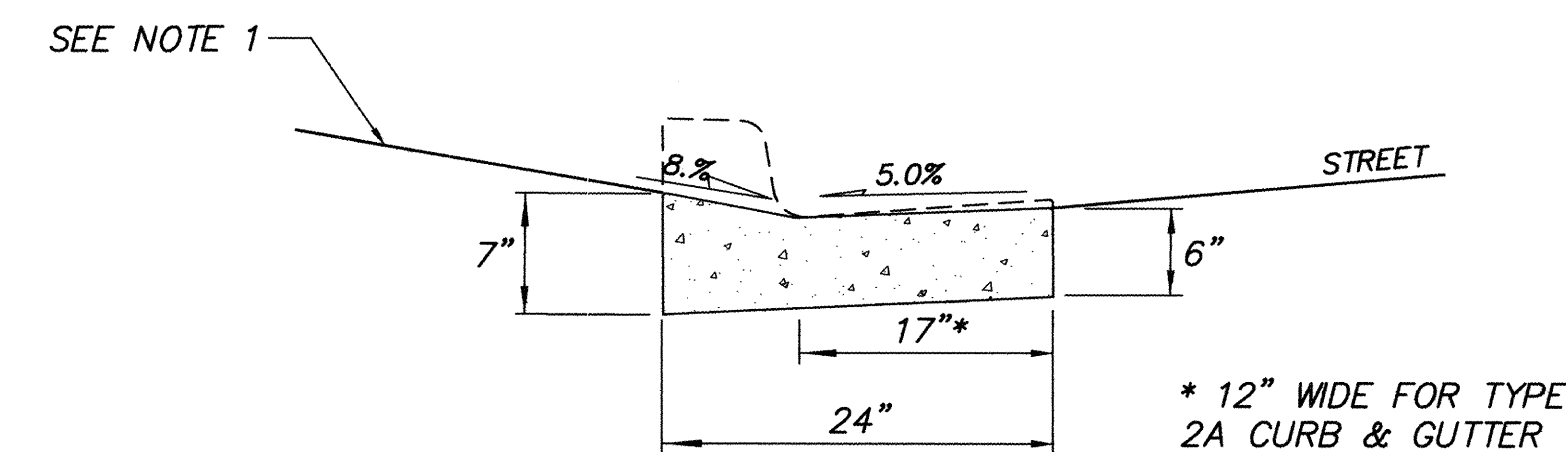
DOME PLAN



PLAN VIEW

DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINATE DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

C DETECTABLE WARNING SURFACE
SCALE: N.T.S.



NOTE:
1. SLOPE IN ACCORDANCE WITH RAMP DETAILS.

D P.C.C. CURB & GUTTER (TYPE 1A OR 2A)
SCALE: N.T.S.

NOTES FOR PARALLEL & PERPENDICULAR CURB RAMPS

1. PAYMENT FOR P.C.C. CURB & GUTTER (TYPE 1A OR 2A) AND TRANSITION C&G SHALL BE PAID UNDER THE BID ITEM "P.C.C. CURB & GUTTER, (TYPE 1A OR 2A)" AND NO SEPARATE PAYMENT SHALL BE MADE.
2. RAMPS SHALL HAVE A BROOMED FINISH RUNNING PERPENDICULAR TO THE DIRECTION OF TRAVEL.
3. ADJACENT ASPHALT PATHWAYS SHALL BE 2" THICK, UNLESS OTHERWISE NOTED.
4. RAMP LOCATIONS MAY BE ADJUSTED TO ENSURE MINIMUM 36" CLEARANCE AROUND GUY WIRES, CATCH BASINS, J-BOXES, SIGNS, AND POWER POLES. PRIOR TO PLACEMENT OF CONCRETE, THE RAMP LAYOUT AND LOCATION SHALL BE APPROVED BY THE ENGINEER.
5. ALL CURB RAMPS SHALL BE 6" THICK P.C.C.
6. INSTALL D.W.T. IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND THESE DRAWINGS. INSTALL DETECTABLE WARNINGS IN A 2-FOOT WIDE STRIP, CONSISTING OF ONE OR MORE TILES, CENTERED ON AND ADJOINING THE LOWER EDGE OF THE RAMP, WITHIN THE RAMP. DO NOT INSTALL DETECTABLE WARNINGS IN FLARES. DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF LANDING. DETECTABLE WARNINGS SHALL BE BRICK RED, OR APPROVED EQUAL.
7. SET DETECTABLE WARNINGS (D.W.) SO THAT THE FLAT AREA AT THE BASE OF THE DOMES IS FLUSH THE SURROUNDING CONCRETE. THERE SHALL BE NO LIP AT THE EDGE OF THE DETECTABLE WARNING.
8. THE DETECTABLE WARNINGS SHALL BE LOCATED A MAXIMUM OF 6" FROM BACK OF CURB.
9. ALL SLOPES ARE IN REFERENCE TO THE HORIZONTAL.
10. NEWLY CONSTRUCTED P.C.C. CURB RAMPS WHICH JOIN EXISTING P.C.C. SIDEWALKS SHALL HAVE TWO (2) #5 X 1' REBAR KEYED 0.5' INTO THE EXIST. P.C.C. SIDEWALK FOR EACH SIDE OF THE CURB RAMP 2 TO 3 INCHES FROM THE MATCHING CORNER POINTS/COLD JOINT.
11. CONCRETE SIDEWALK OR ASPHALT PATHWAY SHALL BE 48" MINIMUM, OF WHICH 36" SHALL BE FREE OF OBSTRUCTIONS.
12. CONTRACTOR SHALL MAINTAIN ON SITE, AN ELECTRONIC LEVEL AND RULER. CONTRACTOR SHALL, WHEN REQUESTED, DEMONSTRATE TO THE ENGINEER THAT APPLICABLE SLOPES AND CLEARANCES ARE MAINTAINED.
13. CONTRACTOR SHALL NOT ORDER CONCRETE TRUCKS BEFORE OBTAINING VERIFICATION OF CURB RAMP LAYOUT FROM THE ENGINEER.

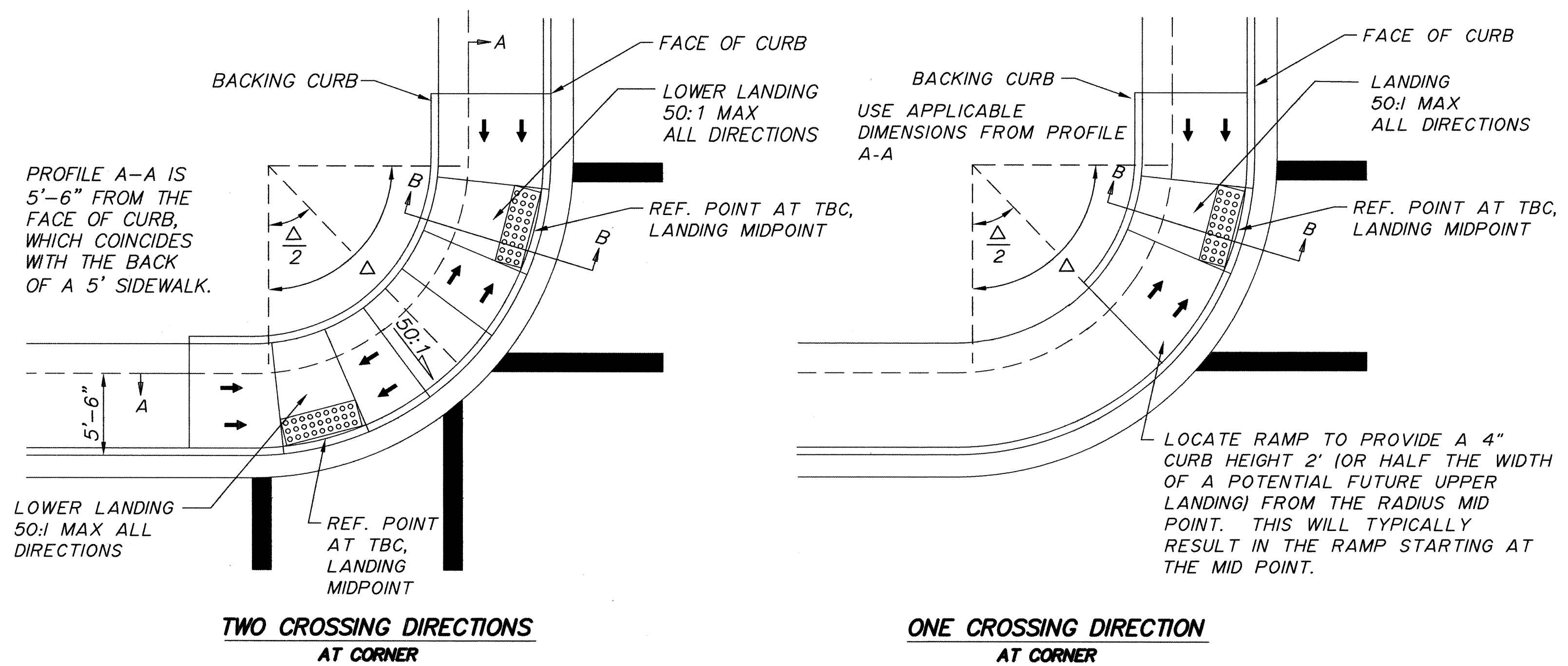
FIELD BOOKS	BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY	
DESIGN: 06-01	MOA 13	9760 Old Seward Highway	141.24'	BASE	JDE	DWH	TELEPHONE											
STAKING:	MOA 16	10330 Old Seward Highway	138.76'	TOPOGRAPHY			ELECTRIC											
ASBUILT:				PROFILE			CABLE TV											
CONTRACTOR:				SANITARY SEWER			TRAFFIC SIGNAL											
INSPECTOR:				STORM SEWER			DESIGN											
				WATER			QUANTITIES											
				GAS			MUN. FINAL CHECK											
CONSTRUCTION RECORD		VERTICAL DATUM		PLAN CHECK														

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

PM&E No. 100TH AVENUE AT OLD SEWARD HIGHWAY SIGNALIZATION SCH. A 04-22

CURB RAMP DETAILS

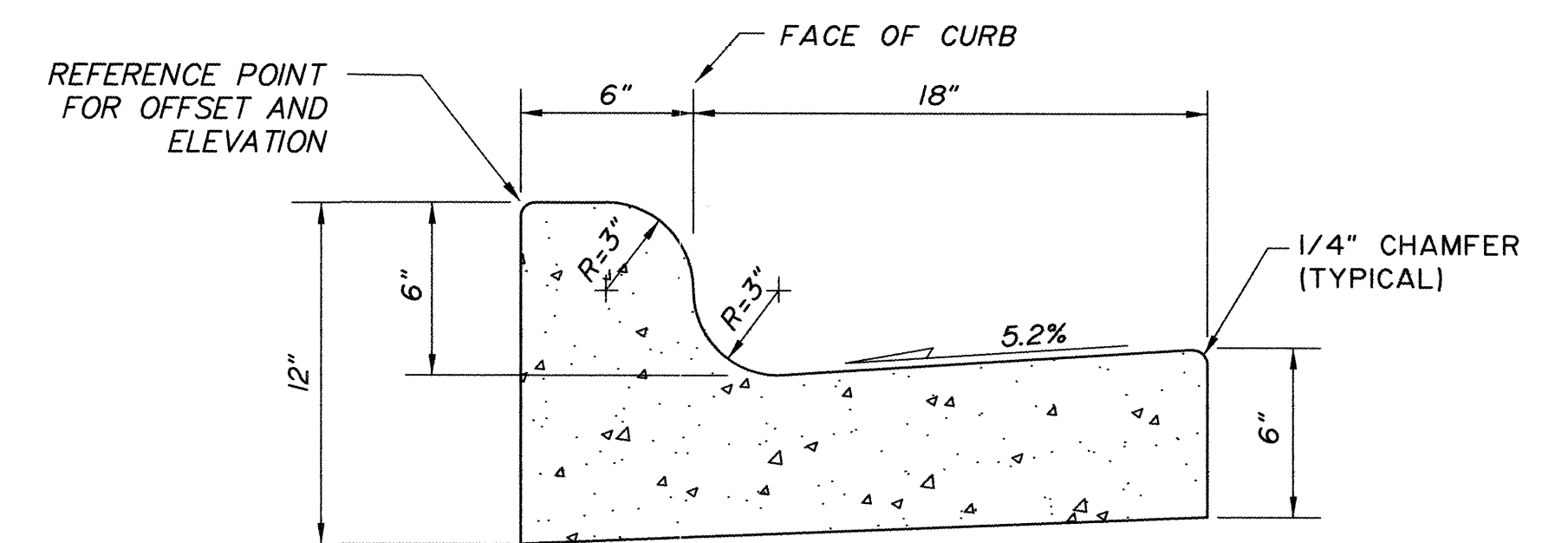
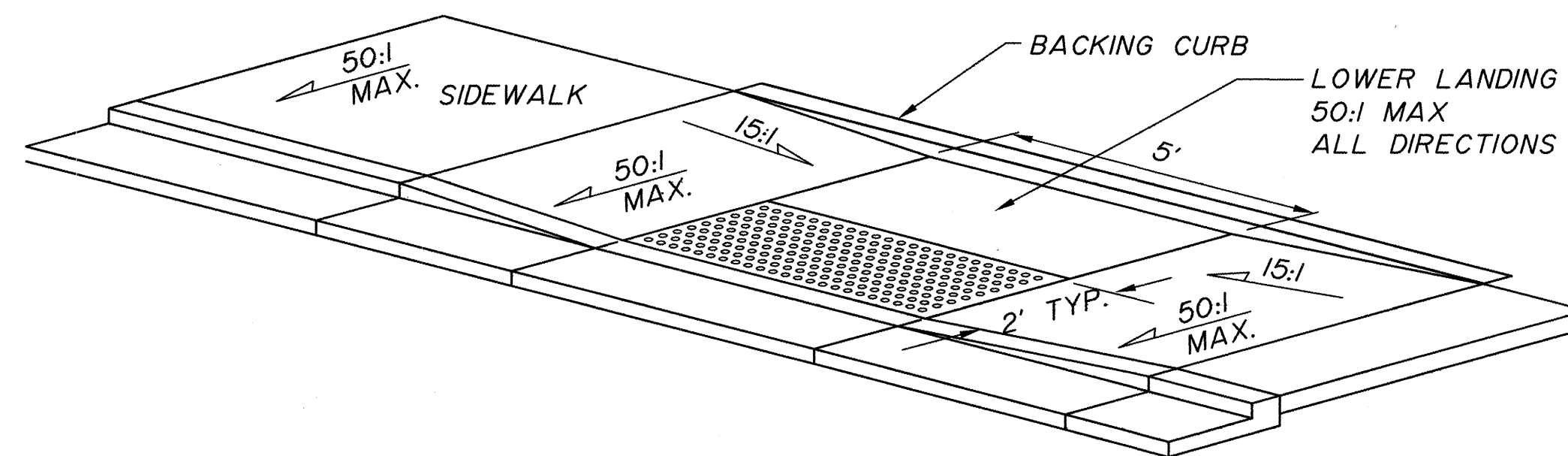
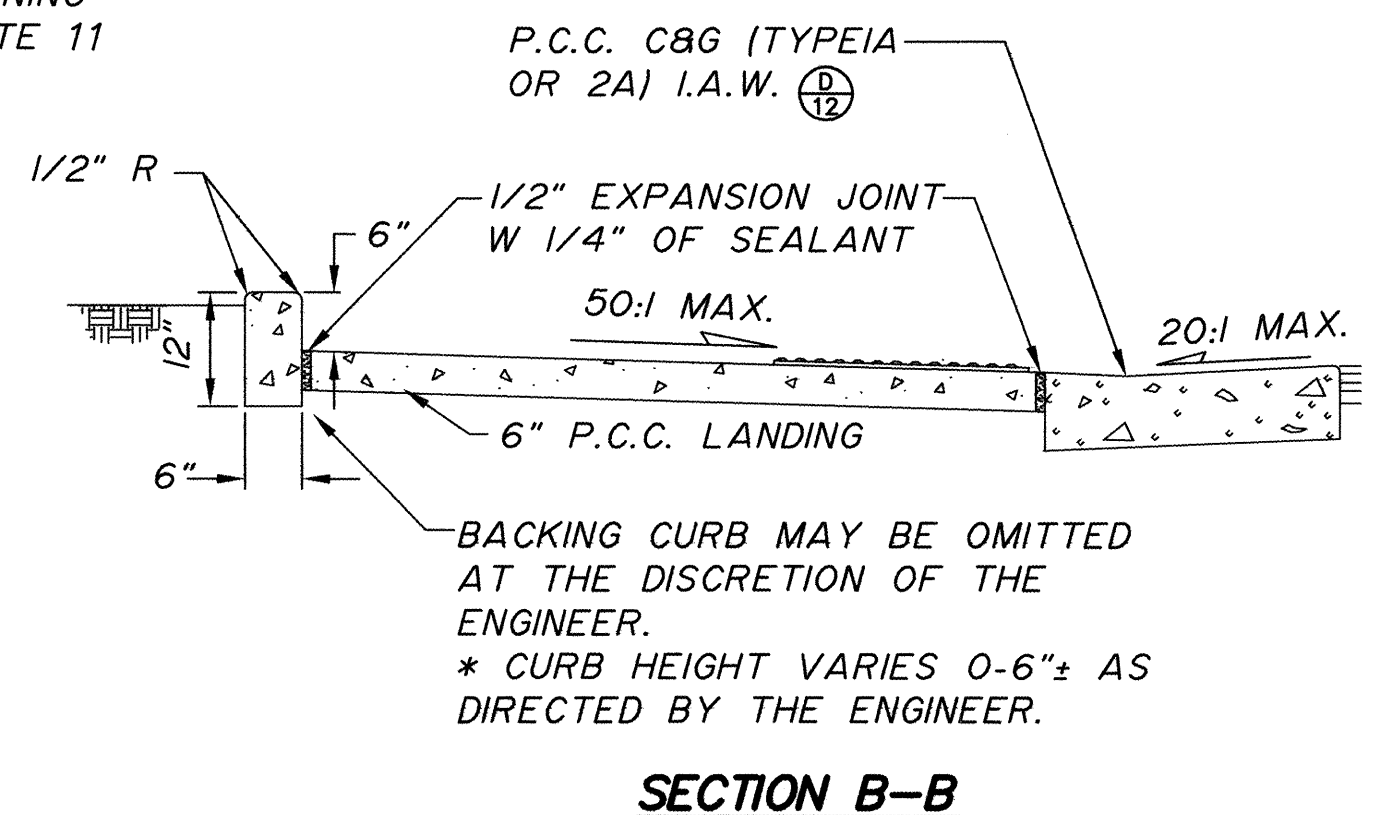
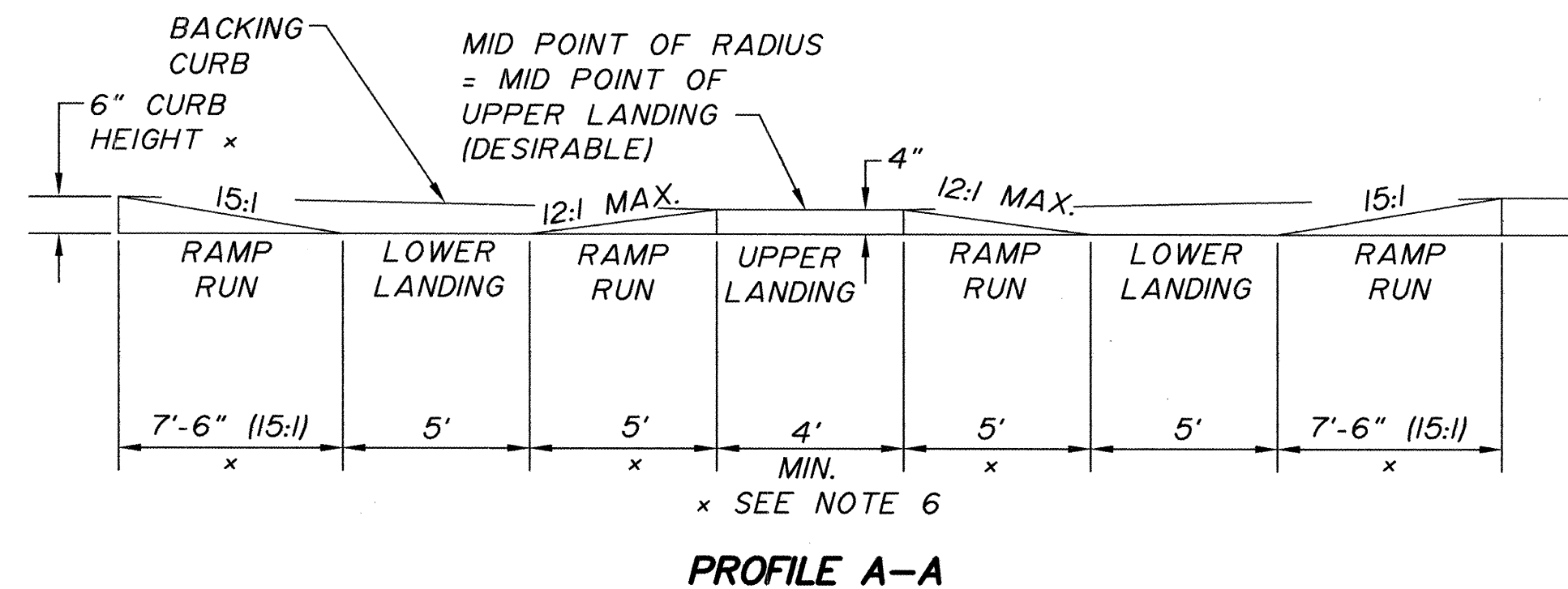
SCALE: N.T.S. DATE: JAN 2008 GRIDS: SW2430, SW2530, SW2431, SW2531 SHEET 12 of 32



NOTES:

1. PARALLEL CURB RAMPS ARE TYPICALLY USED WHEN THE SIDEWALK IS NOT WIDE ENOUGH FOR PERPENDICULAR RAMPS.
2. A SINGLE CENTRAL CURB RAMP (NOT SHOWN) SHOULD BE USED ONLY WHEN INSTALLING TWO RAMPS IS NOT FEASIBLE. WHEN USED, SLOPES AND DIMENSIONS SHOULD CORRESPOND WITH THOSE SHOWN ON THE MID-BLOCK DETAIL.
3. SEE PLANS FOR RAMP TYPE AT PARTICULAR LOCATIONS.
4. CONSTRUCT RAMP RUNS AND LANDINGS OF CONCRETE, REGARDLESS OF WHETHER THE SIDEWALK IS ASPHALT OR CONCRETE.
5. LOCATE LOWER LANDINGS WITHIN THE INNER EDGES OF MARKED CROSSWALKS OR, IF CROSSWALKS ARE NOT MARKED, WITHIN THE AREA A STANDARD MARKED CROSSWALK WOULD ENCLOSE.
6. RAMP RUN LENGTHS SHOWN PERTAIN TO 6" CURB HEIGHTS AND NO LONGITUDINAL SIDEWALK SLOPE. FOR OTHER HEIGHTS AND SLOPES, INCREASE OR DECREASE RUN LENGTHS TO MAINTAIN THE SLOPES SHOWN. IN CASES WHERE SIDEWALK SLOPE MAKES IT NECESSARY TO LENGTHEN A RAMP RUN TO AVOID EXCEEDING THE ALLOWABLE SLOPE, IT SHOULD NOT BE MADE LONGER THAN 15 FEET FOR A 6" CURB HEIGHT OR, IN GENERAL, 30 TIMES THE CURB HEIGHT. THE SLOPE RESULTING FROM THAT RUN LENGTH IS ACCEPTABLE, EVEN IF IT EXCEEDS THE MAXIMUM SLOPE SHOWN.
7. IF CONDITIONS REQUIRE, THE ENGINEER MAY INCREASE THE 15:1 SLOPES TO 12:1 MAXIMUM.
8. THE 12:1 AND 50:1 SLOPES SHOWN ARE THE STEEPEST SLOPES ALLOWED BY LAW (EXCEPT AS PROVIDED UNDER NOTE 6).
9. CONCRETE SHALL RECEIVE A COARSE BROOMED FINISH RUNNING PERPENDICULAR TO THE CURB ON RAMP RUNS AND UPPER LANDINGS AND PARALLEL TO THE CURB ON LOWER LANDINGS.
10. DRAINAGE INLETS SHOULD NOT BE LOCATED WITHIN MARKED CROSSWALKS OR, IF CROSSWALKS AREN'T MARKED, WITHIN THE AREA A STANDARD MARKED CROSSWALK WOULD ENCLOSE. IF THAT IS UNAVOIDABLE, ACCESSIBLE GRATES, WITH OPENINGS NO GREATER THAN 1/2" IN ANY DIRECTION, SHALL BE USED.
11. INSTALL 24" WIDE STRIPS OF BRICK RED CAST-IN-PLACE COMPOSITE DETECTABLE WARNINGS WITH TRUNCATED DOME DETECTABLE WARNING TEXTURE ON THE STREET SIDE EDGE OF LOWER LANDINGS AS SHOWN. DOMES SHALL BE IN A SQUARE PATTERN. ALIGN TRUNCATED DOME PATTERN IN THE PREDOMINANT DIRECTION OF WHEELCHAIR TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN THE DOMES.

DETECTABLE WARNING SURFACE SEE NOTE 11



NOTES:

1. THIS DETAIL SHALL BE USED IN LEIU OF TYPE 1 CURB AND GUTTER DETAIL ON M.A.S.S. STANDARD DETAIL 30-01.

A PARALLEL CURB RAMP
SCALE: N.T.S.

B TYPE 1 CURB & GUTTER
SCALE: N.T.S.

FIELD BOOKS	BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY	
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				STORM SEWER			DESIGN											
				WATER			QUANTITIES											
CONTRACTOR:				GAS			MUN. FINAL CHECK											
INSPECTOR:																		
CONSTRUCTION RECORD		VERTICAL DATUM		PLAN CHECK														

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PM&E No. 100TH AVENUE AT OLD SEWARD HIGHWAY SCH. A
04-22 SIGNALIZATION

CURB AND CURB RAMP DETAILS

SCALE: N.T.S. DATE: JAN 2008 GRIDS: SW2430, SW2530
ACCT. NO. SW2431, SW2531 SHEET 13 of 32