FIGURE 3.4 - TYPE 1 DRIVEWAY APPROACH

PLAN VIEW

FOR JOINT SEE DETAILS 1 AND 2

SEE TABLE 4.1

6" CEMENT CONCRETE
CLASS 4000

4" CSBC
COMPACTED SUBGRADE

SECTION A

FLOW LINE

3/8" THRU EXPANSION JOINT

FLOW LINE

3 7/8" TO 4"

3/8" THRU EXPANSION JOINT

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" 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.
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 SHALL BE A CONSTANT SLOPE. NO GRADE BREAKS WILL BE ALLOWED WITHIN THE LENGTH OF THE RAMP.
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.
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 3.7 - 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

NOTES

1. GRATINGS, ACCESS COVERS, JUNCTION BOXES AND OTHER APPURTEINANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDING 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 AL 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

MATCH SIDEWALK
WIDTH 4" MIN. SEE CONTRACT PLANS

3/8" EXPANSION
JOINT

PEDESTRIAN CURB

LANDING
5' MIN.
3" R.

4" MIN.

3" RADIUS CORNER
PEDESTRIAN CURB

90° ANGLE
RADIUS MAY VARY

1"

DETAIL D

PLANTER STRIP (END
AT CURB RETURN)

CURB PC/PT
FACE OF CURB

RAMP

PEDESTRIAN CURB

CURB & GUTTER

DETECTABLE WARNING SURFACE

PLANTER CLOSING CLOSURE SIGN

SINGLE DIRECTIONAL RAMPS
TYPE A PLAN VIEW

A

PEDESTRIAN CURB

4' MIN.

3/8" EXPANSION JOINT

PEDESTRIAN CROSSING CLOSURE SIGN

B

SINGLE DIRECTIONAL RAMPS
TYPE B PLAN VIEW

GRADE BREAK
SIDEWALK

15' MAX.

8% MAX.

5' MIN.

GRAD BREAK
TOP OF ROADWAY

2" MIN. CRUSH.
SURF. TOP COURSE

LANDING
depressed CURB
& gutter

4" CEMENT CONCRETE, CLASS 3000

SECTION A

GRADE BREAK
SIDEWALK

15' MAX.

15' MAX.

15' MAX.

GRADE BREAK
SIDEWALK

RAMP

LANDING

RAMP

2" MIN. CRUSH.
SURF. TOP COURSE

4" CEMENT CONCRETE, CLASS 3000

SECTION B

SEE FIGURE 3.11 FOR ADDITIONAL CONSTRUCTION NOTES
FIGURE 3.14 - DETECTABLE WARNING SURFACE DETAILS

<table>
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<tr>
<td>E</td>
<td>0.2&quot;</td>
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</tbody>
</table>

TRUNCATED DOME 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