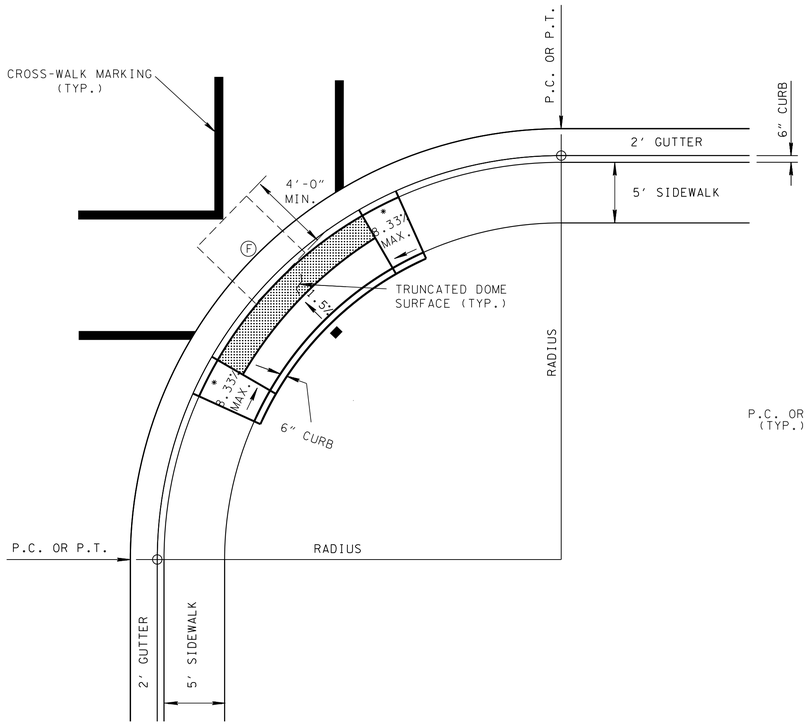
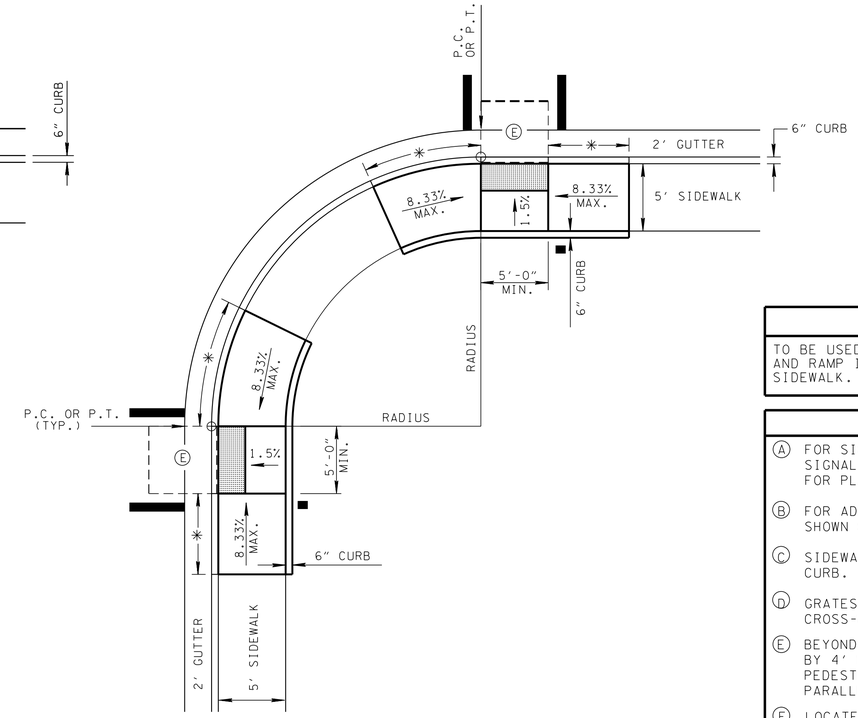


LOWERED CORNER RAMP

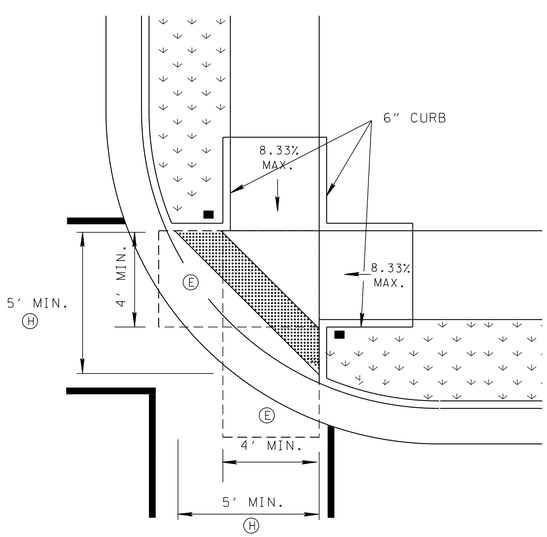
LOWERED CORNER RAMP TO BE USED AS AN ALTERNATE TO BLENDED TRANSITION WHEN REQUIRED DUE TO GEOMETRIC LIMITATIONS. (RAMP IN RADIUS)

✳ DIMENSION VARIES RELATIVE TO LONGITUDINAL ROADWAY GRADE

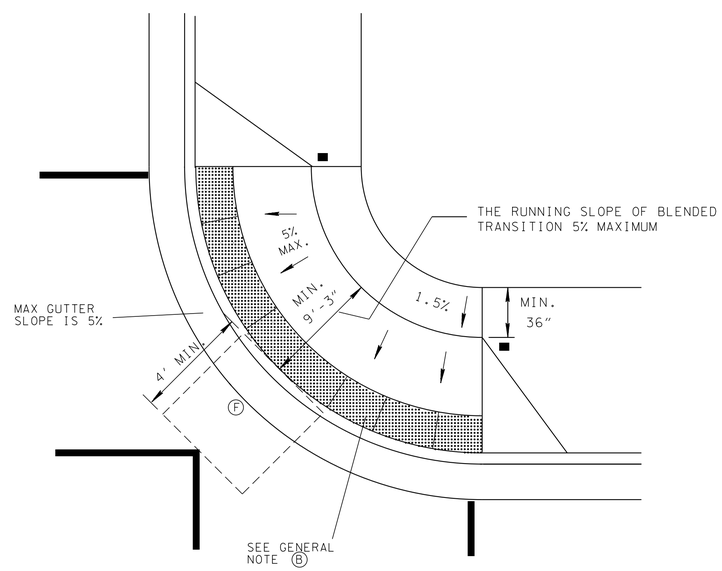


PARALLEL CURB RAMPS OUTSIDE RADIUS

✳ DIMENSION VARIES RELATIVE TO LONGITUDINAL ROADWAY GRADE



PARALLEL CURB RAMP



BLENDED TRANSITION

BLENDED TRANSITIONS ARE RAISED PEDESTRIAN STREET CROSSINGS, DEPRESSED CORNERS, OR SIMILAR CONNECTIONS BETWEEN PEDESTRIAN ACCESS ROUTES AT THE LEVEL OF THE SIDEWALK AND THE LEVEL OF THE PEDESTRIAN STREET CROSSING THAT HAVE A GRADE OF 5% OR LESS. BLENDED TRANSITIONS ARE SUITABLE FOR A RANGE OF SIDEWALK CONDITIONS.

- REV. 4-13-11: ADJUSTED CROSSWALK MARKINGS, ADDED NOTE Ⓘ, REVISED TABLE DIMENSIONS, ADDED GUTTER TO CROSSWALK INTERSECT DIMENSION, OTHER MISC. EDITS TO DRAWINGS.
- REV. 5-8-13: REVISED TITLE FOR TERMINOLOGY.
- REV. 6-4-13: ADDED NOTE Ⓖ, MODIFIED NOTE Ⓒ, CHANGED SHEET NAME.

  REV. 1-30-15: REMOVED TYPE 4 REVISED NOTE Ⓑ, ADDED NOTES Ⓗ, Ⓘ, AND Ⓙ, REMOVED TABLE A. ADDED NEW DETAILS.

  REV. 10-10-16: ADDED GENERAL NOTES, MISC. REVISIONS TO DRAWINGS.

NOTE TO DESIGNER

TO BE USED WHERE SIDEWALK WIDTHS ARE LESS THAN 10' WIDE AND RAMP IS LOCATED ANYWHERE WITHIN A CURVED SECTION OF SIDEWALK.

GENERAL NOTES

Ⓐ FOR SIGNALIZED INTERSECTIONS THAT REQUIRE PEDESTRIAN SIGNAL PUSHBUTTONS, SEE TDOT TRAFFIC DESIGN MANUAL FOR PLACEMENT DETAILS.

Ⓑ FOR ADDITIONAL DETAILS AND OTHER INFORMATION NOT SHOWN ON THIS DRAWING, SEE RP-H-5.

Ⓒ SIDEWALK WIDTH SHALL NOT INCLUDE 6" CONCRETE CURB.

Ⓓ GRATES FOR STORM DRAINS SHALL NOT BE PLACED IN THE CROSS-WALK OR IN FRONT OF THE CURB RAMP.

Ⓔ BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' MIN. BY 4' MIN. SHALL BE PROVIED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.

Ⓕ LOCATE CROSS-WALK(S) SUCH THAT A 4' MIN. X 4' MIN. MANEUVERING AREA IS LOCATED AT THE TOE OF THE RAMP AND IS LOCATED ENTIRELY WITHIN THE CROSS-WALK.

Ⓖ DESIREABLE CROSS SLOPE IS 1.5 %, ABSOLUTE MAXIMUM IS 2.0%.

Ⓗ WHERE THE ENDS OF BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS MORE THAN 5', DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB.

Ⓘ FOR TRUNCATED DOME DETAILS, SEE RP-H-3. FOR CROSS-WALK MARKING DETAILS, SEE T-M-4.

Ⓙ PAYMENT:

ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING TRUNCATED DOME SURFACE(S) IN EXISTING SIDEWALK AREAS, REMOVAL OF THE EXISTING SIDEWALK, AND ADJUSTMENT OF GUTTER PAN SLOPE, SHALL BE BID FOR UNDER THE FOLLOWING PAY ITEM:

701-02.01 CONCRETE CURB RAMP (RETROFIT) PER SQUARE FOOT.

PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF TRUNCATED DOME SURFACE(S).

ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING TRUNCATED DOME SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE BID FOR UNDER THE FOLLOWING PAY ITEM:

701-02.03 CONCRETE CURB RAMP PER SQUARE FOOT.

PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF TRUNCATED DOME SURFACE(S).

Ⓚ WHERE PEDESTRIAN SIGNALS ARE PROVIDED AT PEDESTRIAN STREET CROSSINGS, THEY SHALL INCLUDE ACCESSIBLE PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTONS COMPLYING WITH SECTIONS 4E.08 THROUGH 4E.13 OF THE MUTCD.

LEGEND

■ DENOTES: PEDESTRIAN PUSHBUTTON LOCATION FOR SIGNALIZED INTERSECTIONS

☐ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PARALLEL CURB RAMP IN CURVE

1-15-07 | RP-H-9

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