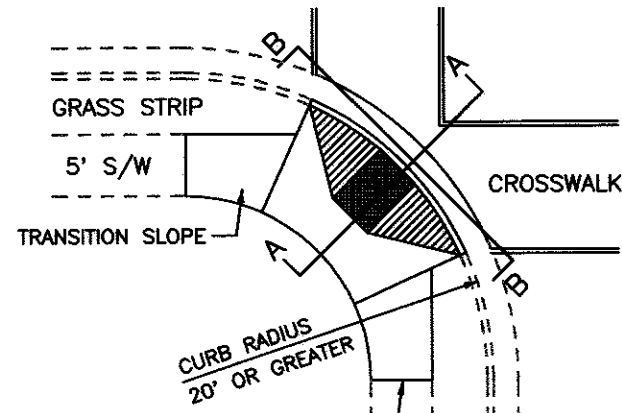
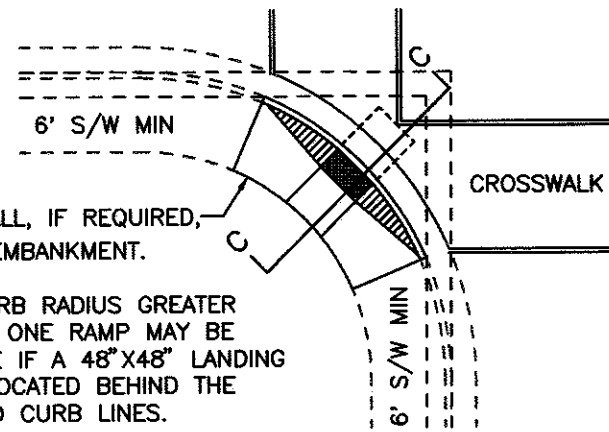


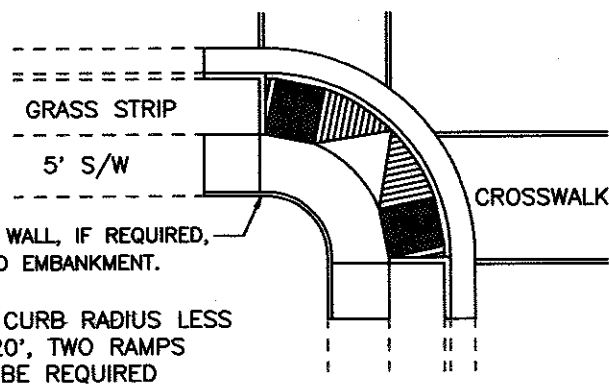
AutoCAD File: S1D8 BUREAU: CIVIL DESIGN BUREAU ENGINEER: J.T.C. DRAFTSMAN: J.T.C. DATE: 02-10-03 SCALE: N.T.S.



REPLACE SIDEWALK AS NECESSARY FOR PROPER RAMP CONSTRUCTION.



FOR A CURB RADIUS GREATER THAN 20', ONE RAMP MAY BE ALLOWABLE IF A 48" X 48" LANDING AREA IS LOCATED BEHIND THE PROJECTED CURB LINES.

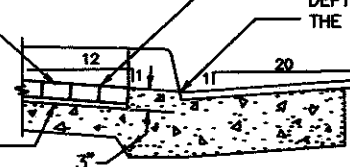


FOR A CURB RADIUS LESS THAN 20', TWO RAMPS SHALL BE REQUIRED

GRADED JOINTS (ASTM C 144 MASON'S SAND) DRY SAND AND PORTLAND CEMENT MIX APPROVED BY THE CITY ENGINEER POURED INTO JOINTS OR BUTTRED ON SIDES AND ENDS OF PAVERS. REMOVE EXCESS MIXTURE FROM THE PAVERS WITH BURLAP OR OTHER SUITABLE MATERIAL BEFORE THE MIXTURE HARDENS ON THE SURFACE OF THE PAVERS TO REDUCE STAINING. AN APPROVED JOINT SEALER MAY BE USED BETWEEN PAVERS TO KEEP WEED GROWTH TO A MINIMUM.

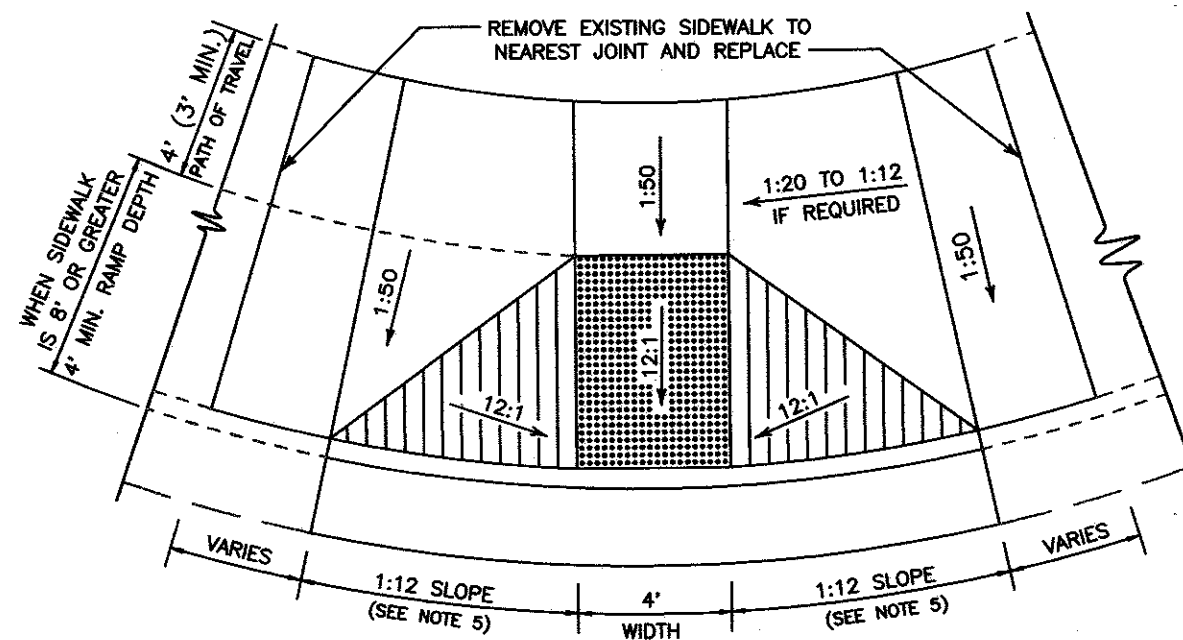
DRY PRESSED BEVEL EDGE PAVER, RED SUNSET # 36, 2 1/4" x 4" x 8" ADA DETECTABLE WARNING SURFACE AS MANUFACTURED BY WHITACRE-GREER, OR APPROVED EQUAL.

COMPACTED 3/4" MIN. DEPTH SAND AND PORTLAND CEMENT SETTING BED PER CITY ENGINEER.

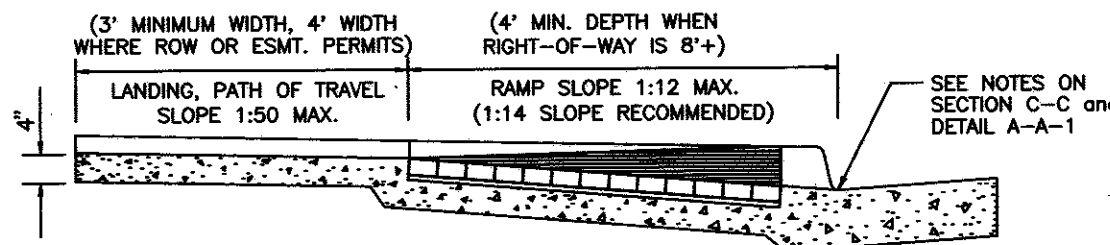


DETAIL A-A-1

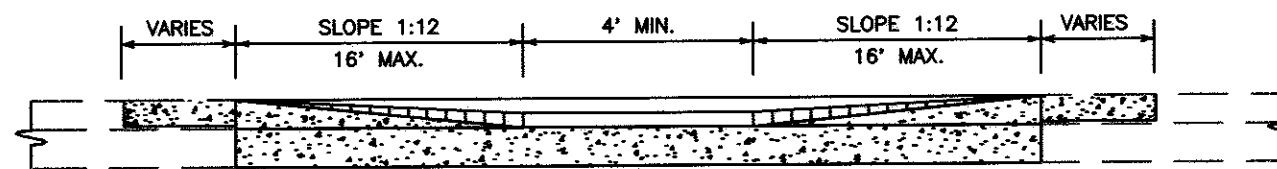
RAISE THE LIP OF THE RAMP TO MATCH OVERLAY THICKNESS FOR SMOOTH RAMP LIP TRANSITION AND NO ADJUSTMENT INTO THE RAMP WITH ASPHALT. (MAXIMUM OVERLAY DEPTH TO BE SET BY THE CITY ENGINEER.)



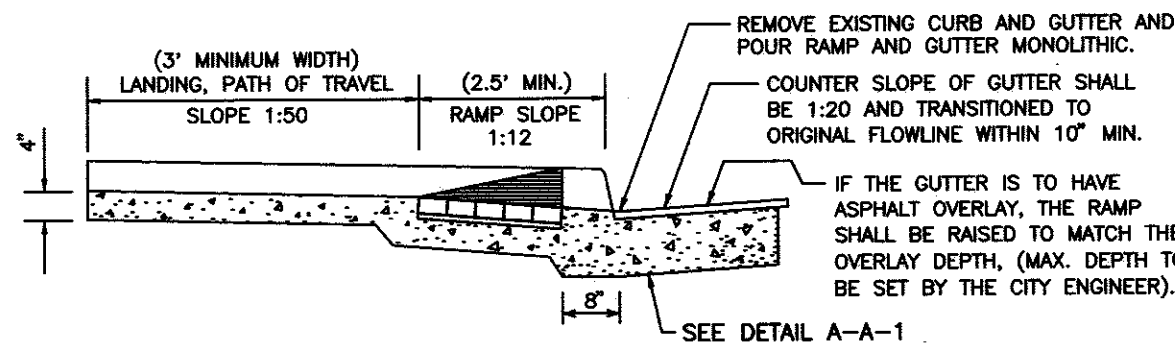
THE RAMP LENGTH VARIES FROM 6' TO 2.5' MINIMUM, DEPENDING ON EASEMENT OR R-O-W WIDTH. A RAMP SLOPE OF 1:14 OR FLATTER IS PREFERABLE BUT, 1:12 IS THE MAXIMUM. THE DETECTABLE WARNING SURFACE STOPS AT THE BACK OF CURB.



SECTION A-A



SECTION B-B



SECTION C-C

| REVISIONS | | | |
|-----------|----------|-----|-----------------------------|
| NO. | DATE | BY | REMARKS |
| 1. | 11-06-00 | JTC | SCORING LINES & NOTES ADDED |
| 2. | 10-20-05 | LRH | REVISED SCORING LINES |
| 3. | 03-24-06 | LRH | COMPLY WITH ADAAG |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

NOTES

- CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- CURB AND GUTTER SHALL BE SAW CUT FOR REMOVAL AND REPLACED WITH MONOLITHIC GUTTER AND RAMP. GUTTER SHALL BE SAW CUT TO A MINIMUM DEPTH OF 5".
- SURFACE TEXTURE OF THE RAMP SHALL HAVE TRUNCATED DOMES CONFORMING TO ANSI A 117.1. 705 DETECTABLE WARNINGS OR AN APPROVED EQUIVALENT.
- SCORED LINES SHALL BE PLACED @ 6" CENTERS PARALLEL TO THE RAMP ON THE SIDE SLOPES AND BROOMED TRANSVERSE TO THE SLOPE. THESE GROOVES SHALL BE 1/4" WIDE, 3/8" IN DEPTH AND EDGE RADIUS OF 1/4".
- THE LENGTH OF THE SIDE FLARES SHALL BE DETERMINED BY THE 1:12 (8.3%) MAX. SLOPE AND CURB HEIGHT. SIDEWALK BEHIND THE RAMP SHALL HAVE A CROSS SLOPE OF 1:50 (2.0%) MAX.
- CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND SHORT GRADE CHANGES.
- THROUGH THE AREA OF THE RAMP, THE COUNTER SLOPE OF THE GUTTER SHALL BE 1:20 AND TRANSITIONED TO THE STANDARD GUTTER TEMPLATE IN NO LESS THAN 10 INCHES ON BOTH SIDES OF THE RAMP.
- ANY VARIATION FROM THIS STANDARD SHALL HAVE WRITTEN APPROVAL FROM THE ENGINEER OR HIS DESIGNEE PRIOR TO CONSTRUCTION. THIS STANDARD MEETS ALL APPLICABLE ADAAG REGULATIONS.
- THE CURB RAMP SHALL CONFORM WITH THE CITY OF MEMPHIS STANDARD CONSTRUCTION SPECIFICATIONS.
- THIS STANDARD SHALL BE USED WHEN REPAIRING, REPLACING OR MATCHING EXISTING INTERSECTIONS.

THIS DRAWING SUPERCEDES STANDARD DATED 04-06-01

CITY OF MEMPHIS
DIVISION OF ENGINEERING

DESIGN STANDARD
FOR
CURB RAMP IN EXISTING CONDITIONS

Whit Greer
CITY ENGINEER

3/28/06
DATE