SDD 08D05-a: Curb Ramps Types 1 and 1-A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILEDS SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CURB PEDESTRIAN CURB". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELD ON THE END OF CURB RAMPS INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB OR PEDESTRIAN LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNINGS OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMPS. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 0.5 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE. MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDINGS, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

Provide a level landing in the street and gutter area (2% maximum slope in any direction). When the gutter slope exceeds 2%, construct the level landing in the street area.

Provide a level landing maximum 5% slope in any direction of pedestrian travel. Standard level landing size is 5 feet by 5 feet.

Provide grade break perpendicular to direction of wheelchair travel.

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the standard specifications and the applicable special provisions.

When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.

Type 1 curb ramps shall have a normal sidewalk apron and curb on both sides of ramp.

Detectable warning fields shall be measured and paid by the square foot as "curb ramp detectable warning field". The concrete pedestrian curb, if needed, shall be measured and paid by the linear foot as "concrete curb pedestrian". Concrete sidewalk in the curb ramp area shall be measured and paid by the square foot as concrete sidewalk, including the area under the detectable warning field.

Select curb ramp detectable warning field materials and devices from the department's approved materials list. The color of the detectable warning field is specified elsewhere and is incidental to the item of "curb ramp detectable warning field".

Detectable warning fields that are installed as a group or side by side shall be from the same manufacturer.

Surface texture of the ramp shall be obtained by coarse brooming transverse to the slope of the ramp.

This point is an extension of outside edge of approaching sidewalk where it meets the back of concrete curb or pedestrian location. May be adjusted to align with beginnings of full-height curb if this distance is short.

Grade change between gutter flag slope and the curb ramp slope shall not exceed 11%. Maximum gutter flag slope is 4%. Provide longitudinal drainage around curb and away from curb ramp. No vertical lips or discontinuities greater than 0.5 inch are allowed. Slope of curb head opening shall match the ramp slope. Minimally 1.5% and not to exceed 7%. When adjacent to 1.5% landings, construct curb head opening at 1.5% in the direction of pedestrian travel.

Maximum 8.33% curb ramp slope is allowable with flattened gutter flag slope and not to exceed 11% grade change.

±0.5% construction tolerance in sidewalk cross slope. The sidewalk cross slope shall not exceed 2% without prior approval from the engineer.

Provide a level landing in the street and gutter area (2% maximum slope in any direction). When the gutter slope exceeds 2%, construct the level landing in the street area.

Provide a level landing maximum 5% slope in any direction of pedestrian travel. Standard level landing size is 5 feet by 5 feet.

Provide grade break perpendicular to direction of wheelchair travel.

Notes:

- Avoid placing drainage structures, junction boxes or other obstructions in front of ramp access areas.
- Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the standard specifications and the applicable special provisions.
- When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.
- Type 1 curb ramps shall have a normal sidewalk apron and curb on both sides of ramp.
- Detectable warning fields shall be measured and paid by the square foot as "curb ramp detectable warning field".
- The concrete pedestrian curb, if needed, shall be measured and paid by the linear foot as "concrete curb pedestrian".
- Concrete sidewalk in the curb ramp area shall be measured and paid by the square foot as concrete sidewalk.
- Select curb ramp detectable warning field materials and devices from the department's approved materials list.
- The color of the detectable warning field is specified elsewhere and is incidental to the item of "curb ramp detectable warning field".
- Detectable warning fields that are installed as a group or side by side shall be from the same manufacturer.
- Surface texture of the ramp shall be obtained by coarse brooming transverse to the slope of the ramp.
- This point is an extension of outside edge of approaching sidewalk where it meets the back of concrete curb or pedestrian location. May be adjusted to align with beginnings of full-height curb if this distance is short.
- Grade change between gutter flag slope and the curb ramp slope shall not exceed 11%. Maximum gutter flag slope is 4%. Provide longitudinal drainage around curb and away from curb ramp.
- No vertical lips or discontinuities greater than 0.5 inch are allowed. Slope of curb head opening shall match the ramp slope. Minimally 1.5% and not to exceed 7%. When adjacent to 1.5% landings, construct curb head opening at 1.5% in the direction of pedestrian travel.
- Maximum 8.33% curb ramp slope is allowable with flattened gutter flag slope and not to exceed 11% grade change.
- ±0.5% construction tolerance in sidewalk cross slope. The sidewalk cross slope shall not exceed 2% without prior approval from the engineer.
- Provide a level landing in the street and gutter area (2% maximum slope in any direction). When the gutter slope exceeds 2%, construct the level landing in the street area.
- Provide a level landing maximum 5% slope in any direction of pedestrian travel. Standard level landing size is 5 feet by 5 feet.
- Provide grade break perpendicular to direction of wheelchair travel.
Curb Ramps Types 1 and 1-A

References:
FDM 11-20-1
FDM 11-46-10

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Standardized Special Provisions associated with this drawing:
NONE

Other SDDs associated with this drawing:
SDD 8D5       Curb Ramps sheets “b”, “c”, “d”, “e”, “f” and “g” are required.
SDD 15C33     Stop Line and Crosswalk Pavement Marking is required when this drawing is called for in the plans.

Design Notes:
The Type 3 should be used only when there may be utilities or other fixed objects in the way of the curb ramp installation and cannot be relocated.

If other ramp types are not technically feasible, Type 1 and 1-A curb ramps may be constructed per FDM 11-46-10.2. If Type 1-A curb ramps are constructed within constrained site locations, the landing width may be reduced to 5 feet.

These SDDs may not satisfy all field conditions. Develop special details showing elevations or other layout considerations.

The Product Acceptable List (PAL) has only cast-iron products for the Detectable Warning Field (DWF). The typical size of DWF panel in cast iron is 2 ft x 2 ft. Other cast iron panel sizes available include 2 ft x 1 ft, 2 ft x 1.5 ft, 2 ft x 2.5 ft, and 2 ft x 3 ft.

For the development of radial detectable warning fields (DWFs), radial plates are available from manufacturers listed on the PAL. Some manufacturers have also developed radial/rectangular plate combinations to form a prescribed radius.

Refer to FDM 11-46-10.2 and sheets “b”, “c”, “d”, “f” and “g” of SDD 8D5 for further guidance when to apply rectangular or radial DWFs at curb ramps and for DWF plan layouts. Grade break distances greater than 5 feet will require radial DWFs. When radial DWFs are required, include back of curb radius, curb ramp landing length ‘XR’ (i.e. grade break distance), radial warning field area and radial long chord dimension in contract plans.

Cover the entire curb ramp width (excluding concrete flares) with detectable warning fields. Do not leave gaps between adjacent warning plates.

The Detectable Warning Field shall be installed in plastic concrete. The area under the Detectable Warning Field is paid as concrete sidewalk. Do not install the Detectable Warning Field in or on asphaltic pavement.

Do not install drainage grates in the path of curb ramp or sidewalk users. Slope the gutter pan so the curb ramp area will drain away from the pedestrian crossing.

The yellow border pavement marking is not required with the use of the Detectable Warning Field. See SDD 8D5-sheet b for Curb Ramp pay items used for restriping of curb ramp markings.

Contact Person:
Gary Corcoran (608) 246-9426
**GENERAL NOTES**

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE SPECIFICATIONS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITY IS GREATER THAN 2'-0" ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE. MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

A 6:1 CURB-RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2%) OR LESS AND NOT TO EXCEED 11% GRADE CHANGE.

4.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 810-2-F.

PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

WHEN DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. USE 1.5% LANDING IN THE DIRECTION OF PEDESTRIAN TRAVEL.

1.5% CURB-RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2%) OR LESS AND NOT TO EXCEED 11% GRADE CHANGE.

MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK.

VERTICAL LIPS OR DISCONTINUITY IS GREATER THAN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF GRADE BREAK.

MAXIMUM 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

LANDING SIZE IS 5 FEET X 5 FEET. PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 810-2-F.

WHEN DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. USE 1.5% LANDING IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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MAXIMUM 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK.

VERTICAL LIPS OR DISCONTINUITY IS GREATER THAN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF GRADE BREAK.

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±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 810-2-F.

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MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK.

VERTICAL LIPS OR DISCONTINUITY IS GREATER THAN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF GRADE BREAK.
References:
FDM 11-20-1
FDM 11-46-10

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See Sheet "a".

Standardized Special Provisions associated with this drawing:
See Sheet "a".

Other SDDs associated with this drawing:

- **SDD 8D5**: Curb Ramps sheet “a”, “c”, “d”, “e”, “f” and “g” are required.
- **SDD 15C33**: Stop Line and Crosswalk Pavement Marking is required.

Design Notes:
See Sheet "a".
Curb Ramp pay items used for restriping of curb ramp markings are as follows (do not use these pavement markings when using Curb Ramp Detectable Warning Fields):

1. 647.0503 Pavement Marking Curb Ramp Paint
2. 647.0506 Pavement Marking Curb Ramp Epoxy
3. 647.0509 Pavement Marking Curb Ramp Preformed Plastic

Contact Person:
Gary Corcoran (608) 246-9426
GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/16 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

- EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMP TYPES 4A AND 4A1

DEPRESSED CURB & GUTTER

DETECTABLE WARNING FIELD (SEE SDD 8D5-g)

LANDING

EXPANSION JOINT

TOP OF ROADWAY

CURVE RAMP TYPE 4A

PLAN VIEW

SECTION A - A FOR TYPE 4A

SECTION B - B FOR TYPE 4A AND 4A1

SECTION C - C FOR TYPE 4A

ISOMETRIC VIEW FOR TYPE 4A

ISOMETRIC VIEW FOR TYPE 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-c Curb Ramps Types 4A and 4A1

RADIUS (AT CURB FACE) X

10 FEET

6' - 7"

15 FEET

6' - 5"

INTERMEDIATE RADIUS CAN BE INTERPOLATED

6' - 9" MIN.

6' - 0" MAX.

RADIUS OF CURB RETURN

DETECTABLE WARNING FIELD 7-XD2 (SEE SDD 8D5-a)

TOP OF ROADWAY

DEPRESSED CURB & GUTTER

LANDING

6' - 0" MIN.

6' - 0" MAX.

EXPANSION JOINT

EXTRA RADIUS POINT

OF CURB RETURN

CONCRETE CURB PEDESTRIAN

1.5% CROSS SLOPE

CONCRETE RAMP

TOP OF ROADWAY

EXPANSION JOINT

DETECTABLE WARNING FIELD (SEE SDD 8D5-g)

LANDING

EXPANSION JOINT

CONCRETE SIDEWALK

1.5% CROSS SLOPE

TOP OF ROADWAY

DEPRESSED CURB & GUTTER

5' MAX.

7'

Z CURB TAPER

WITH 9" CURB

GRADED FLARE

0.75" X 2'

# EXPANSION JOINT SIDEWALK

- CONTRACTION JOINT SIDEWALK

- PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS OF CURB RETURN

DETECTABLE WARNING FIELD (SEE SDD 8D5-g)

LANDING

EXPANSION JOINT

CONCRETE SIDEWALK

1.5% CROSS SLOPE

TOP OF ROADWAY

DEPRESSED CURB & GUTTER

5' MAX.

7'

Z CURB TAPER

WITH 9" CURB

GRADED FLARE

0.75" X 2'

# EXPANSION JOINT SIDEWALK

- CONTRACTION JOINT SIDEWALK

- PAVEMENT MARKING CROSSWALK (WHITE)
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   FDM 11-20-1
   FDM 11-46-10

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See Sheet "a".

Standardized Special Provisions associated with this drawing:

See Sheet 'a'.

Other SDDs associated with this drawing:

- **SDD 8D5**  Curb Ramps sheet “a” “b” “d” “e”, “f” and “g” are required.
- **SDD 11B2** Concrete Median Nose is required
- **SDD 15C33** Stop Line and Crosswalk Pavement Marking is required.

Design Notes:

See Sheet ‘a’.

Contact Person:

Gary Corcoran (608) 246-9426
SDD 08D05-d: Curb Ramps Types 4B and 4B1

GENERAL NOTES

A) AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBLSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELD THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 2" ARE ALLOWED. SLICE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, CONSTRUCT RAMP IN ACCORDANCE WITH 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

A) 6.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

B) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

B) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

B) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 08D5-g.

B) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF PEDESTRIAN TRAVEL.

B) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

B) PROVIDE longitudinal drainage around curb and away from curb ramp. No vertical lips or discontinuities greater than 2" are allowed.

B) Slice of curb head opening shall match the ramp slope, construct ramp in accordance with 1.5% in the direction of pedestrian travel.

B) 6.33% curb ramp slope is allowable with flattened gutter flag slope and not to exceed 11% grade change.

B) ±0.5% construction tolerance in sidewalk cross slope. The sidewalk cross slope shall not exceed 2% without prior approval from the engineer.

B) Provide a level landing (maximum 2% slope) in any direction of pedestrian travel. Standard level landing size is 5 feet by 5 feet.

B) When this grade break distance exceeds 5 feet, use radial detectable warning field per SDD 08D5-g.

B) Provide grade break perpendicular to direction of pedestrian travel.

B) Install transition nose (incidental to other pay items). Do not mark transition nose.
References:

- FDM 11-20-1
- FDM 11-46-10

Bid items associated with this drawing:

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<tr>
<td>620.0300</td>
<td>Concrete Median Sloped Nose</td>
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</table>

See Sheet "a".

Standardized Special Provisions associated with this drawing:

See Sheet a.

Other SDDs associated with this drawing:

- **SDD 8D5**: Curb Ramps sheet “a”, “b”, “c”, “e”, “f” and “g” are required.
- **SDD 11B2**: Concrete Median Nose is required.
- **SDD 15C33**: Stop Line and Crosswalk Pavement Marking is required.

Design Notes:

See Sheet "a".

Contact Person:

Gary Corcoran (608) 246-9426
**General Notes**

Avoid placing drainage structures, junction boxes or other obstructions in front of ramp access areas. Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable special provisions.

Sidewalk cross slope shall not exceed 2%.

Detectable warning fields that are installed as a group or side by side, shall be from the same manufacturer.

Grade change between gutter flag slope and the curb ramp slope shall not exceed 11%. Maximum gutter flag slope is 4%. Provide longitudinal drainage around curb and away from curb ramp. No vertical lips or discontinuities greater than 2" inch are allowed. Slope of curb head opening shall match the ramp slope. When adjacent to 1% landing, construct curb head opening at 1.5% in the direction of pedestrian travel.

Any 3% curb ramp slope is allowable with flattened gutter flag slope and not to exceed 11% grade change.

4% construction tolerance in sidewalk cross slope. The sidewalk cross slope shall not exceed 2% without prior approval from the engineer.

Provide a level landing (maximum 2% slope) in any direction of pedestrian travel. Standard level landing size is 5' feet by street.

Install transition hose (incidental to other pay items). Do not mark transition hose.

Slope sidewalk toward landing as shown where there is no terrace or where the terrace width is less than 6 feet wide.

The edge of the detectable warning field nearest to a railroad crossing shall be 1.5 feet ±0.1' from the face of the edge of the gate arm of the gate arm extending across the sidewalk. Where there is no pedestrian gate, the edge of the detectable warning field nearest to the railroad crossing shall be 15 feet from the nearest rail.

Do not install detectable warning fields at the edges of street level pedestrian refuge islands if a minimum 2 foot concrete surface without detectable warnings (measured in the direction of pedestrian travel) cannot be achieved.

**Legend**

- - = expansion joint
- - = contraction joint field located
- - = pavement marking crosswalk (white)

**DETECTABLE WARNING FIELDS**

- Typical flush with sidewalk
- Realigned sidewalk
- Gate arm (when used for sidewalk - railroad closure)
- Realigned or widened sidewalk or perpendicular railroad crossing

**SECTION A - A FOR TYPE 5**

**SECTION B - B FOR TYPE 7A**

**Curb Ramps Type 5, 6, 7A, 7B & 8**

State of Wisconsin

Department of Transportation
 References:

FDM 11-20-1
FDM 11-46-10

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Standardized Special Provisions associated with this drawing:

See Sheet 'a'.

Other SDDs associated with this drawing:

- **SDD 8D5**: Curb Ramps sheet “a”, “b”, “c”, “d”, “f” and “g” are required.
- **SDD 11B2**: Concrete Median Nose is required.
- **SDD 15C33**: Stop Line and Crosswalk Pavement Marking is required.

Design Notes:

See Sheet "a".

Contact Person:

Gary Corcoran (608) 246-9426
**GENERAL NOTES**

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AT ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER’S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

GRADE CHANGE BETWEEN CURB FLAT SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAT SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDINGS, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAT SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

Provide a level landing (maximum 2% slope) in any direction of pedestrian travel. Standard landing size is 5 feet by 3 feet.

Provide grade break perpendicular to direction of wheelchair travel.

Consult engineer if grade break location (end of landing dimension “XR”) requires field adjustment when establishing final radial detectable warning field location.

Field saw cuts along radial detectable warning plates will be necessary to match each curb ramp edge. Avoid cutting through zones whenever possible. Make field cuts true to line and within 1/4” deviation. Smooth edges of field cut plates.

Use 1’ x 2” rectangular end plate at end of Type 4A1 ramp and provide minimum 2’-0” detectable warning field coverage (in direction of pedestrian travel) along the entire curb ramp width.

A maximum 3 inch concrete border with is allowable in front of radial detectable warning field for constructability purposes. Concrete border width may vary up to 1 inch.

Grade change between gutter flat slope and the curb ramp slope shall not exceed 11%. Maximum gutter flat slope is 4%. Provide longitudinal drainage around curb and away from curb ramp. No vertical lips or discontinuities greater than 1/4 inch are allowed. Slope of curb head opening shall match the ramp slope, minimally 1.5% and not to exceed 7%. When adjacent to 1.5% landings, construct curb head opening at 1.5% in the direction of pedestrian travel.

An 8.33% curb ramp slope is allowable with flattened gutter flat slope and not to exceed 11% grade change.

Provide a level landing (maximum 2% slope) in any direction of pedestrian travel. Standard landing size is 5 feet by 3 feet.

Provide grade break perpendicular to direction of wheelchair travel.

Consult engineer if grade break location (end of landing dimension “XR”) requires field adjustment when establishing final radial detectable warning field location.

Field saw cuts along radial detectable warning plates will be necessary to match each curb ramp edge. Avoid cutting through zones whenever possible. Make field cuts true to line and within 1/4” deviation. Smooth edges of field cut plates.

Use 1’ x 2” rectangular end plate at end of Type 4A1 ramp and provide minimum 2’-0” detectable warning field coverage (in direction of pedestrian travel) along the entire curb ramp width.

A maximum 3 inch concrete border with is allowable in front of radial detectable warning field for constructability purposes. Concrete border width may vary up to 1 inch.

**SECTION A - A FOR TYPE 4A1**

**SECTION B - B FOR TYPE 4B1**

**SECTION C - C FOR TYPE 2**

**PLAN VIEW CURB RAMP TYPE 4A1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**PLAN VIEW CURB RAMP TYPE 2 (GRADE BREAK DISTANCE GREATER THAN 5 FEET) (ON LINE WITH SIDEWALK)**

**DETAIL A**

**DETAIL B**

**DETAIL C**
References:
FDM 11-20-1
FDM 11-46-10

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<td>602.0615</td>
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See Sheet 'a' except exclude item numbers 602.0505, 602.0510 and 602.0515. The radial DWF bid items replaces these bid items.

620.0300  Concrete Median Sloped Nose ................................................................. LF

Standardized Special Provisions associated with this drawing:

See Sheet 'a'.

Other SDDs associated with this drawing:

**SDD 8D5**  Curb Ramps sheet “a”, “b”, “c”, “d”, “e” and “g” are required.

**SDD 11B2**  Concrete Median Nose is required.

**SDD 15C33**  Stop Line and Crosswalk Pavement Marking is required.

Design Notes:

See Sheet "a".

Contact Person:

Gary Corcoran (608) 246-9426
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER’S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER’S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL.

RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER’S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

GENERAL NOTES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

FHWA

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN

SDD 08D05-g: Curb Ramps Rectangular and Radial Detectable Warning Plates
References:
FDM 11-20-1
FDM 11-46-10

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Standardized Special Provisions associated with this drawing:
See Sheet ‘a’.

Other SDDs associated with this drawing:
SDD 8D5 Curb Ramps sheet “a”, “b”, “c”, “d”, “e” and “f” are required.

Design Notes:
See Sheet “a”.

Contact Person:
Gary Corcoran (608) 246-9426