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 "CONCRETE 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 RAMPS 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 RAMPS DETECTABLE WARNING FIELD".

DETECTABLE WARNING FILES 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 CURB CURB. POINT 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 LATERAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMPS.

VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8" 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.

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.

AVOID PERMITTING GRADE BREAKS THAT ARE LOCATION IN THE STREET DEPRESSION OR THAT BE ELEVATION ABOVE THE STREET AND MAY CAUSE OBSTRUCTION OF WHEELCHAIR TRAVEL.

AVOID PLACING ROADWAY CURB SIDEWALK CONTACT JOURNEYS WHERE IT MEETS THE SIDEWALK CURB PEDESTRIAN LOCATION WITH THE BACK OF CURB RAMP.

CONCRETE CURB PEDESTRIAN LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNINGS OF FULL-HEIGHT CURB.

CONCRETE CURB PEDESTRIAN LOCATION ALTERNATIVE IF RIGHT-OF-WAY IS NOT AVAILABLE.

LANDINGS SHALL BE LEVEL AND TIME TO EXCEED 2% MAXIMUM SLOPE WITHIN 2 FEET OF THE RAMP. 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.
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, manhole 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 2"-6" 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 openings at 1.5% in the direction of pedestrian travel.

A 6% curb ramp slope is allowable with flattened gutter flag slope (2% FLAT OR LESS) 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 3 feet x 5 feet.

When grade break distance exceeds 5 feet, use radial detectable warning field per SDD 805-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. Reduce curb height in triangle area to achieve 7% slope or flatter on ramp. Construct 3 inch minimum curb height between 10.1 flares.

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

Avoid placing drainage structures, manhole boxes or other obstructions in front of grade break.

The pertinent requirements of the standard specifications and the applicable special provisions shall be followed.

### DETAIL A

**SECTION A - A FOR TYPE 2**

**SECTION B - B FOR TYPE 3**

**VIEW C - C FOR TYPE 3**

**LEGEND**

- Expansion Joint Sidewalk
- Contraction Joint Sidewalk
- Pavement Marking Crosswalk (White)

State of Wisconsin
Department of Transportation
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 \( \frac{1}{4} \) 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% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

±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

- \( J^0 \) EXPANSION JOINT SIDEWALK
- \( C^0 \) CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
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” “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

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.

GRD 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. ALLOW GUTTER 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-g.

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

CURB RAMPS
TYPE 4B AND 4B1
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”, “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.

Grad 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, or a 1% minimum slope shall be provided 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. At 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 by 5 feet wide.

Install transition hole (incidental to other pay items) do not mark transition hole.

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 10 feet ±0.1' from the face of the gate arm if the gate arm overlaps 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 maximum 2-foot concrete surface without detectable warnings measured in the direction of pedestrian travel cannot be achieved.

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

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

DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 10 FEET FROM THE NEAREST END.

THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- - - - CONSTRUCTION JOINT FIELD LOCATED
- - - - DETECTABLE WARNING FIELD (SEE SDD 8D5-g)
- - - - EXPANSION JOINT SIDEWALK

SDD 08D05 - 20e: Curb Ramps Types 5, 6, 7A, 7B and 8
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”, “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 RAMPS.

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 805-g FOR ADDITIONAL PLATE REQUIREMENTS.

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

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

GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMPS SLOPE SHALL NOT EXCEED 1%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMPS. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 3 - 6" ARE ALLOWED. SLICE 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 RADIAL RAMPS IS ALLOWS GRADED FLARE AND NOT TO EXCEED 1% GRADE CHANGE.

+1.5% 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. STEPS ARE 5 FEET IN 3 FEET BY 3 FEET.

 PROVIDE GRADE BREAK PENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRE ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

FIELD CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMPS EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE.

MAKE FIELD CUTS TRUE TO LINE AND WITHIN ±0.5" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

USE 1X2 RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMPS AND PROVIDE MAXIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE IN DIRECTION OF PEDESTRIAN TRAVEL ALONG THE ENTIRE CURB RAMPS WIDTH.

MAXIMUM 3 INCH CONCRETE BORDER WITH ALLOWABLE INFRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDERS MAY VARY UP TO 1 INCH.

FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLANES WILL BE NECESSARY TO MATCH EACH CURB RAMPS EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE.

MAKE FIELD CUTS TRUE TO LINE AND WITHIN ±0.5" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

USE 1X2 RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMPS AND PROVIDE MAXIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE IN DIRECTION OF PEDESTRIAN TRAVEL ALONG THE ENTIRE CURB RAMPS WIDTH.

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

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 805-g FOR ADDITIONAL PLATE REQUIREMENTS.

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

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
References:
FDM 11-20-1
FDM 11-46-10

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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.

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

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<th>SDD 8D5</th>
<th>Curb Ramps sheet “a”, “b”, “c”, “d”, “e” and “g” are required.</th>
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<td>SDD 11B2</td>
<td>Concrete Median Nose is required.</td>
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<td>SDD 15C33</td>
<td>Stop Line and Crosswalk Pavement Marking is required.</td>
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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 FILED 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 CONFIGURATION. 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.

INDEX

- DETECTABLE WARNING FIELDS (TYPICAL)
- PLAN VIEW DETECTABLE WARNING FIELDS (TYPICAL)
- RECTANGULAR PLATES
- RADIAL PLATES
- PLAN VIEW RADIAL DETECTABLE WARNING FIELD ATTRIBUTES
- PLAN VIEW RADIAL WEDGE PLATE CONNECTION DETAIL
- ELEVATION VIEW TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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Curb Ramps Rectangular and Radial Detectable Warning Plates

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

Bid items associated with this drawing:

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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