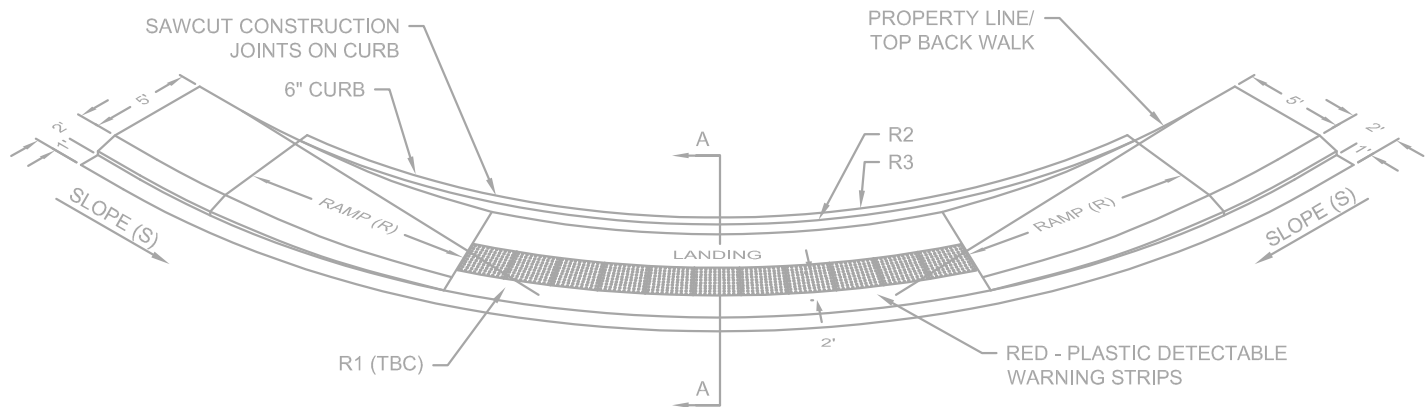
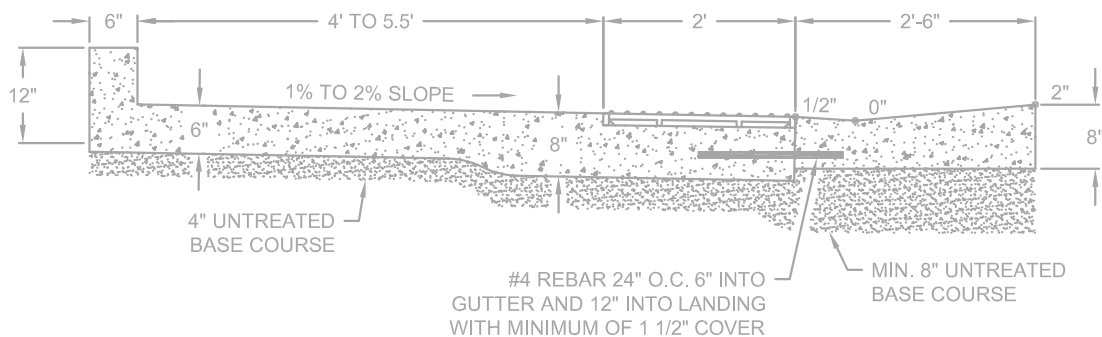




| SLOPE OF CURB AND GUTTER TO LANDING (S) | RAMP LENGTH (R) | CURB WALL |
|-----------------------------------------|-----------------|-----------|
| 0.45% OR LESS                           | 5'              | NO        |
| 0.45% TO 2.0%                           | 10'             | YES       |
| 2% OR MORE                              | 15'             | YES       |

| STREET TBC RADIUS (R1) | 35'                       |                           | 30'                       |                           | 25'                       |                           |
|------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| SIDEWALK WIDTH (W)     | PROPERTY LINE RADIUS (R2) | TOP BACK CURB RADIUS (R3) | PROPERTY LINE RADIUS (R2) | TOP BACK CURB RADIUS (R3) | PROPERTY LINE RADIUS (R2) | TOP BACK CURB RADIUS (R3) |
| 5'                     | 30'6"                     | 30'                       | 25'6"                     | 25'                       | 20'5"                     | 20'                       |



**SECTION A-A**

- NOTES:**
1. CONTRACTOR SHALL INSTALL DETECTABLE WARNING PLATES ACCORDING TO THE STANDARDS FOR PLASTIC DETECTABLE WARNING PLATES AND MATCH PATTERN IN THIS DRAWING. RADIAL PLATES SHALL BE A PLASTIC RED COLORED PLATE AND SHALL BE ACCORDING TO THE CORRECT TBC RADIUS.
  2. THE MAXIMUM SLOPE OF A STREET WITHIN 25' OF THE BEGINNING OF RADIUS IS 5.5%. VARIATION TO THE SLOPE MUST BE APPROVED BY THE CITY ENGINEER.
  3. THE SLOPE OF THE FLOWLINE OF GUTTER THROUGH A PEDESTRIAN RAMP SHALL BE 2.0% OR LESS OR APPROVED BY CITY ENGINEER.
  4. CURB AND GUTTER SLOPE (S) AND RAMP LENGTHS (R) SHALL BE CLEARLY LABELED AND DRAWN ON ALL PLANS, SEE TABLE FOR (R2) AND (R3).
  5. RAMPS SHALL NOT EXCEED A 1:12 SLOPE.
  6. STANDARD PEDESTRIAN RAMPS HAVE BEEN DESIGNED FOR NEW CONSTRUCTION. REPLACEMENT OF EXISTING PEDESTRIAN RAMPS SHALL BE DESIGNED AND STAMPED BY A PROFESSIONAL ENGINEER AND APPROVED BY THE CITY ENGINEER OR HIS/HER DESIGNEE.