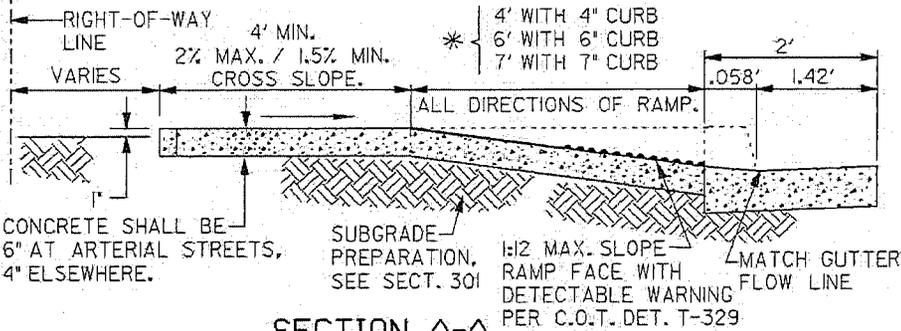


**SIDEWALK RAMP DETAIL**  
 NO PLANTERS  
 (LOCAL - LOCAL)  
 (LOCAL - COLLECTOR)

**SIDEWALK RAMP DETAIL**  
 WITH PLANTERS  
 (LOCAL - ARTERIAL)

**NOTES:**

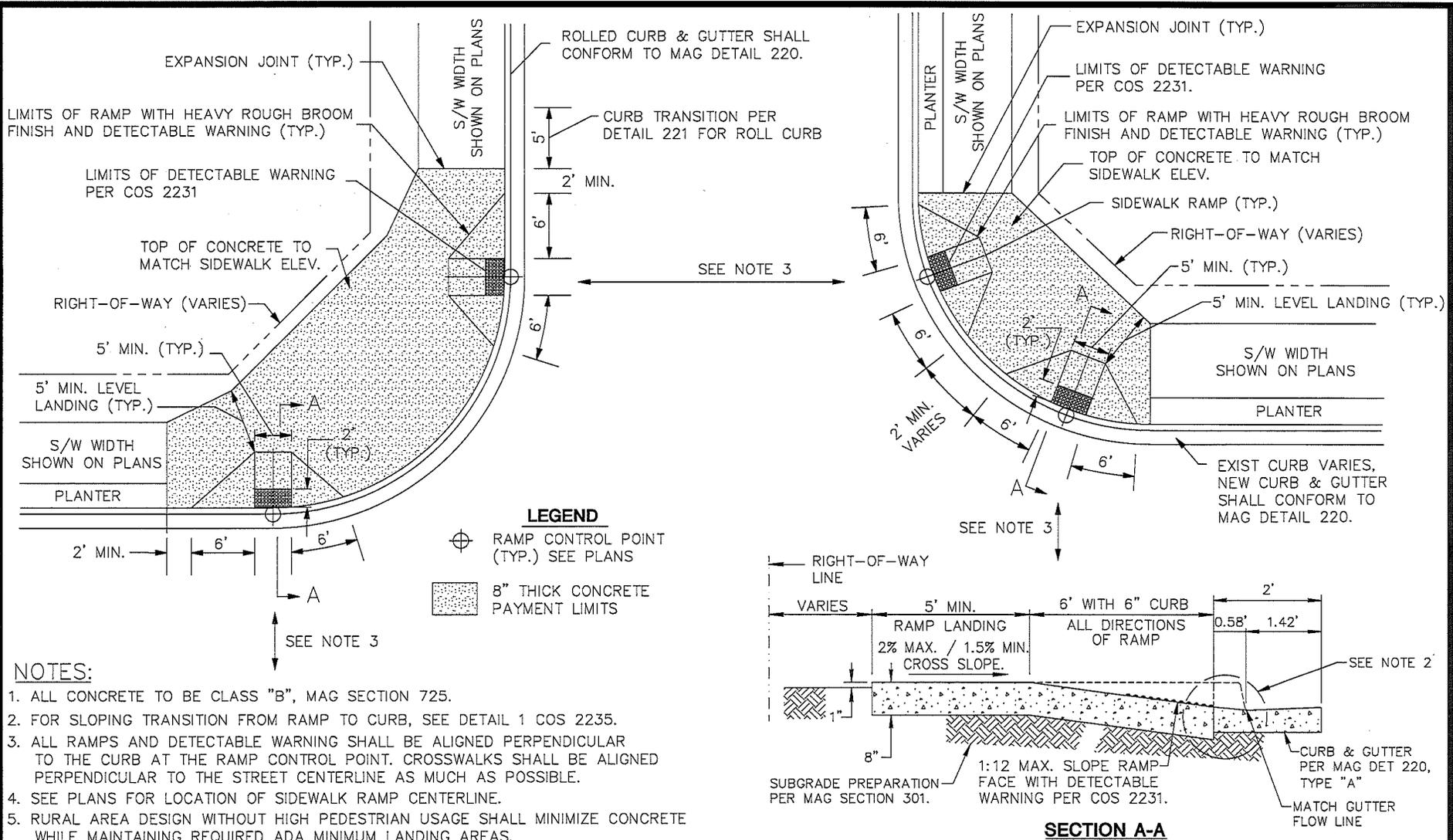
1. RAMP PREFERENCE SEE NOTE IN DETAIL T-115. UNDER "REFER TO TEMPE STANDARD DETAILS".
2. CLASS 'B' CONC. CONSTRUCTION AS PER SECT. 725.
3. WIDTH OF CONC. SIDEWALK SHALL BE 8' ALONG ARTERIAL STREETS, 6' ELSEWHERE. 5'-6' LOCAL STREETS MAY BE APPROVED BY CITY.
4. SUFFICIENT RIGHT-WAY-OF-WAY MUST BE AVAILABLE TO CONSTRUCT RAMPS.
5. FOR SLOPING TRANSITION FROM RAMP TO CURB SEE C.O.T. DET. T-326.
6. THIS DETAIL IS APPLICABLE WHERE THE GRADE BREAK AT THE GUTTER LINE (COUNTER SLOPE) IS AT OR BELOW 11%, AND IF THE PERCENTAGE WOULD BE GREATER DUE TO AN UNUSUALLY STEEP GUTTER OR STREET CROWN, AN ALTERNATIVE DESIGN MUST BE APPROVED BY CITY.



**SECTION A-A**

APPROVED: Andy 7/2/07  
 DEPUTY PUBLIC WORKS MANAGER DATE  
 CITY ENGINEER

REVISED 12/13/11

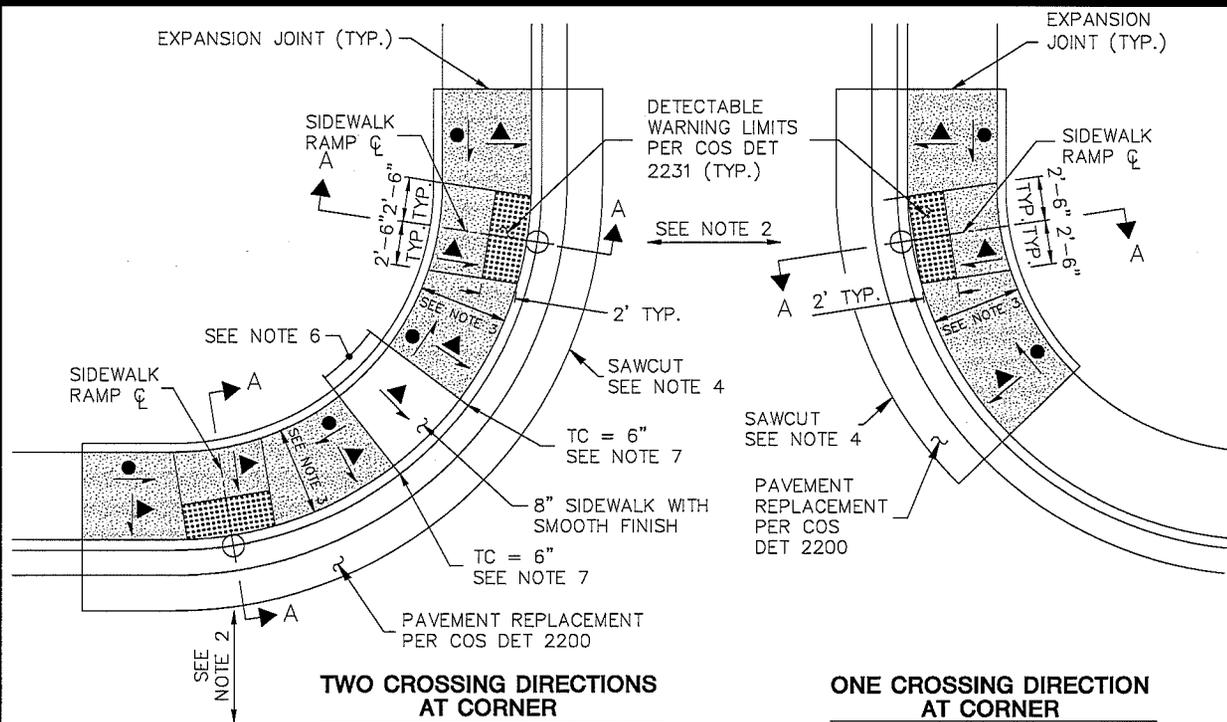


**NOTES:**

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. FOR SLOPING TRANSITION FROM RAMP TO CURB, SEE DETAIL 1 COS 2235.
3. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURB AT THE RAMP CONTROL POINT. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
4. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.
5. RURAL AREA DESIGN WITHOUT HIGH PEDESTRIAN USAGE SHALL MINIMIZE CONCRETE WHILE MAINTAINING REQUIRED ADA MINIMUM LANDING AREAS.

DETAIL NO. <b>2232</b>	<b>City of Scottsdale</b> Standard Details	APPROVED BY: <b>Scottsdale Standards &amp; Specifications Committee</b>	<h1 style="margin: 0;">DIRECTIONAL SIDEWALK RAMPS</h1>	DETAIL NO. <b>2232</b>
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REVISED 12/13/11

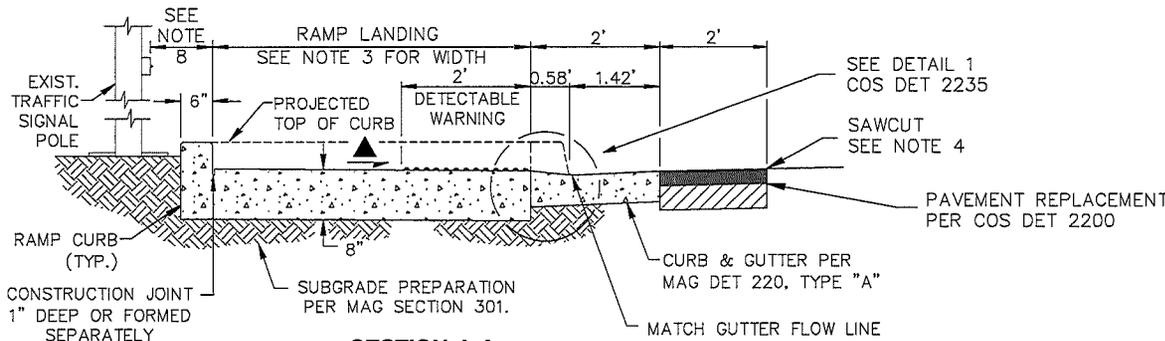


**NOTES:**

1. ALL CONCRETE TO BE CLASS "B", MAG SECTION 725.
2. ALL RAMPS AND DETECTABLE WARNING SHALL BE ALIGNED PERPENDICULAR TO THE CURBLINE AT THE RAMP CONTROL POINT. CROSSWALKS SHALL BE ALIGNED PERPENDICULAR TO THE STREET CENTERLINE AS MUCH AS POSSIBLE.
3. RAMP LANDING WIDTH SHALL BE 5' PREFERRED, OR ELSE SHALL MATCH EXISTING WIDTH WITH A 4' MINIMUM, AS MEASURED RADIALY FROM BACK OF CURB TO THE FACE OF RAMP CURB.
4. WHEN A CONCRETE APRON EXISTS THE SAWCUT MAY BE MADE IN THE APRON 2' FROM BACK OF EXISTING CURB.
5. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.
6. MINIMUM 4' LONG LEVEL AREA REQUIRED BETWEEN RAMPS, 8" THICK.
7. CURB HEIGHT MAY BE DECREASED TO 4" FOR SPACE LIMITED AREAS PROVIDED THE RAMP SLOPE IS A MAXIMUM 12:1 AND THE MINIMUM 4' LONG LEVEL AREA BETWEEN RAMPS IS MAINTAINED.
8. PROVIDE 10" MAXIMUM TO FACE OF ANY EXISTING PEDESTRIAN PUSH BUTTON. RAMP CURB AND LANDING MAY NEED TO BE EXTENDED AROUND POLE TO PROVIDE ACCESS TO PUSH BUTTON, OR MOVE BUTTON AS NEEDED.
9. EACH RAMP RETROFIT REQUIRES A SITE SPECIFIC ASSESSMENT AND FIELD REVIEW BY THE DESIGN ENGINEER TO ENSURE FUNCTIONAL DESIGN.

**LEGEND**

-  RAMP CONTROL POINT (TYP.) SEE PLANS
-  12:1 MAXIMUM SLOPE, 15:1 DESIRED SLOPE
-  2% MAXIMUM SLOPE, 1.5% MINIMUM SLOPE
-  8" SIDEWALK RAMP PAYMENT LIMITS AND HEAVY ROUGH BROOM FINISH LIMITS



**SECTION A-A**

DETAIL NO.  
**2233-1**

**City of Scottsdale  
Standard Details**

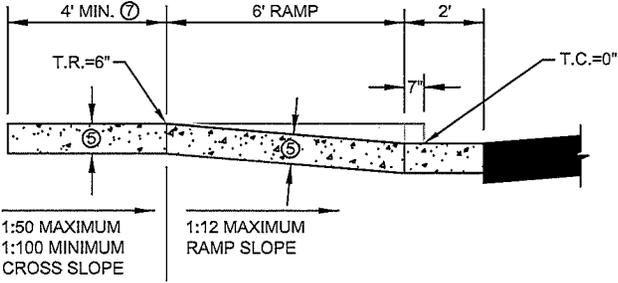
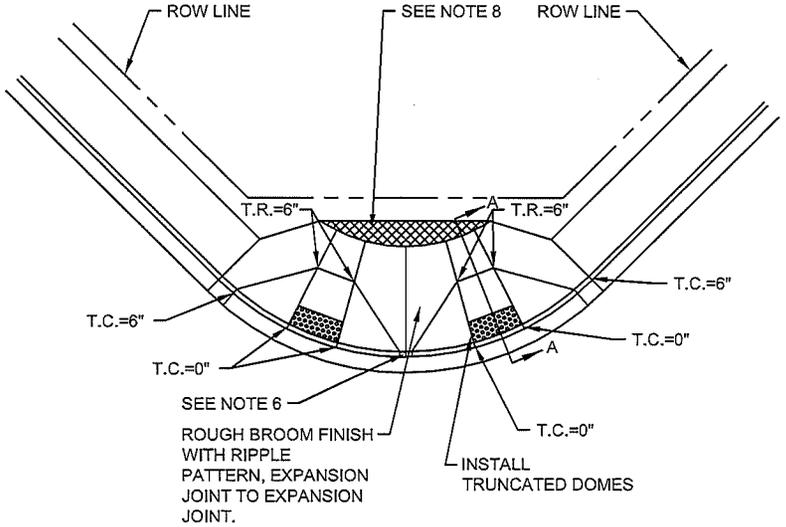
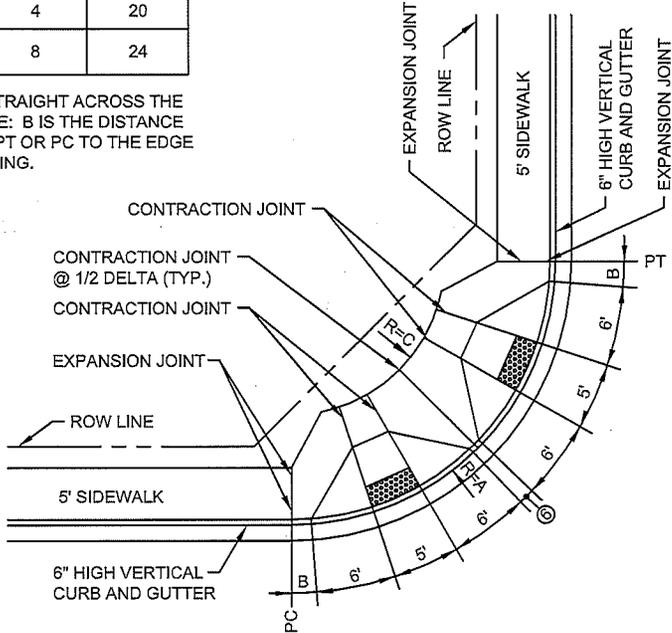
APPROVED BY:  
**Scottsdale Standards &  
Specifications Committee**

**DIRECTIONAL SIDEWALK RAMP RETROFIT - TYPE A**

DETAIL NO.  
**2233-1**

DIMENSION TABLE		
A(ft)	B(ft)	C(ft)
25	2	*
30	4	20
35	8	24

\*RAMP IS STRAIGHT ACROSS THE BACK. NOTE: B IS THE DISTANCE FROM THE PT OR PC TO THE EDGE OF RAMP WING.

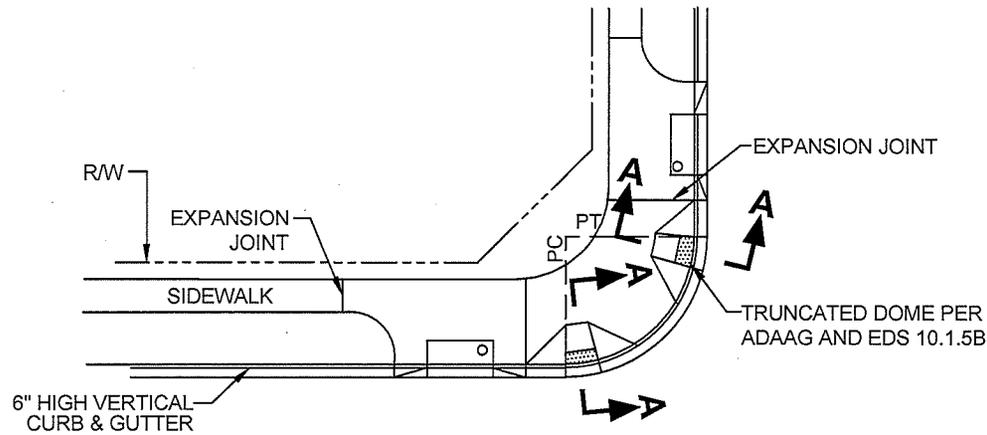


SECTION A - A (TYP.)  
NOT TO SCALE

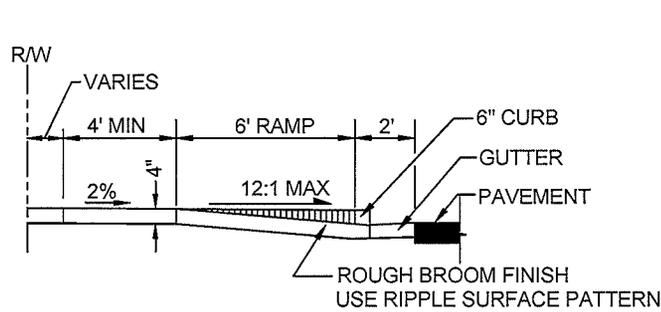
**NOTES**

- ① CONTROL ELEVATIONS ARE SHOWN IN RELATION TO THE GUTTER AND ARE LOCATED RADIALLY. GUTTER ELEVATION=0".
- ② CONCRETE CURB AND GUTTER AT CURB RETURNS WITH RAMPS SHALL BE M.A.G. CLASS A. CONCRETE SIDEWALKS AND RAMPS AT CURB RETURNS SHALL BE M.A.G. CLASS A.
- ③ RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONTRACTION JOINT.
- ④ EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751
- ⑤ 9" THICK LANDING, RAMPS, AND CURBS FROM EXPANSION JOINT TO EXPANSION JOINT ON MAJOR OR COLLECTOR STREETS. 4" THICK LANDING AND RAMPS ON LOCAL STREETS.
- ⑥ REDUCE CURB HEIGHT BY 1" MAXIMUM IN ORDER TO ACCOMMODATE A 12" SEPARATION BETWEEN RAMPS.
- ⑦ MAINTAIN THE PLANE OF THE LANDING ONE FOOT (1 FT.) BEYOND THE TOP OF LANDING.
- ⑧ ADDITIONAL SIDEWALK PER NOTE 2 & 5 WHEN SIGNAL POLES ARE LOCATED IN THESE AREAS.

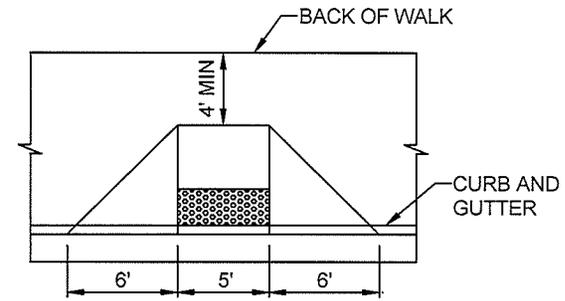
<b>CITY OF GLENDALE</b> <b>STANDARD DETAIL</b> 	<b>DUAL ADA ACCESSIBLE RAMPS</b> <b>AT ARTERIAL INTERSECTIONS</b>	
	APPROVED BY: CITY ENGINEER <i>David J. Beard, P.E.</i>	DATE : 9/15/2014 REVISED: MARCH 2014



**SIDEWALK RAMP DETAIL WITH LANDSCAPE STRIP**



**SECTION A-A**



**RAMP DETAIL**

**NOTES:**

1. WIDTH OF SIDEWALK AND LANDSCAPE STRIP SHALL BE PER TABLE 3-2 AND STANDARD STREET CROSS SECTION DETAILS.
2. DUAL RAMPS SHALL ONLY BE INSTALLED AT ALL PARKWAY AND ARTERIAL INTERSECTIONS.
3. CONCRETE CURB AND GUTTER AT CURB RETURNS WITH RAMPS SHALL BE M.A.G. CLASS A. CONCRETE SIDEWALK AND RAMPS AT CURB RETURNS SHALL BE M.A.G. CLASS A.
4. RAMP CURBS MAY BE PLACED MONOLITHICALLY WITH A CONTRACTION JOINT.
5. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER A.S.T.M. D-1751, INSTALLED AS SHOWN ON MAG DETAIL 230.
6. RAMPS MAY BE ROTATED AS NECESSARY TO PROVIDE SHORTEST TRAVEL PATH.

APPROVED FOR DISTRIBUTION:

*Robert J. Beckley*  
 ROBERT J. BECKLEY  
 PUBLIC WORKS DIRECTOR

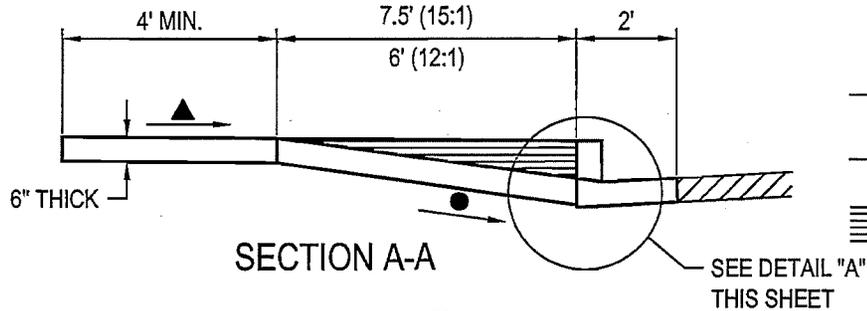


**DUAL RAMP DETAILS**

DATE  
 REVISED: 8/2012

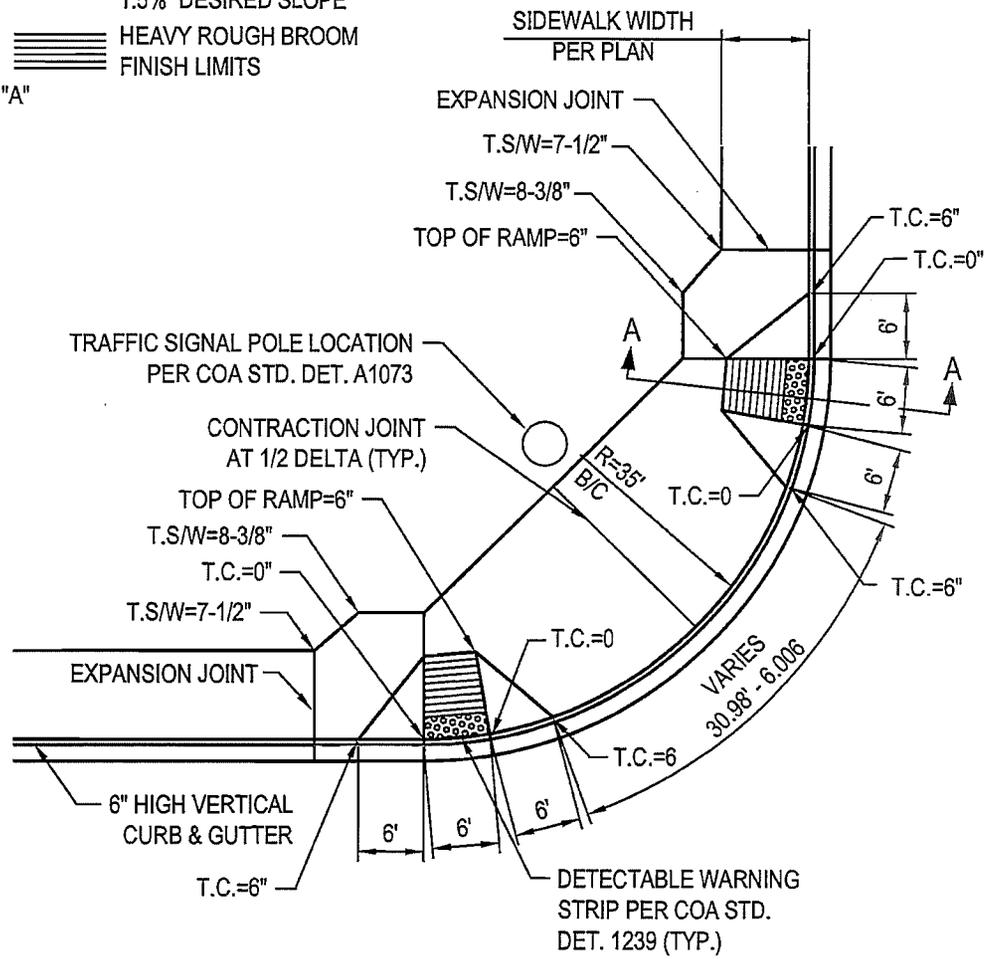
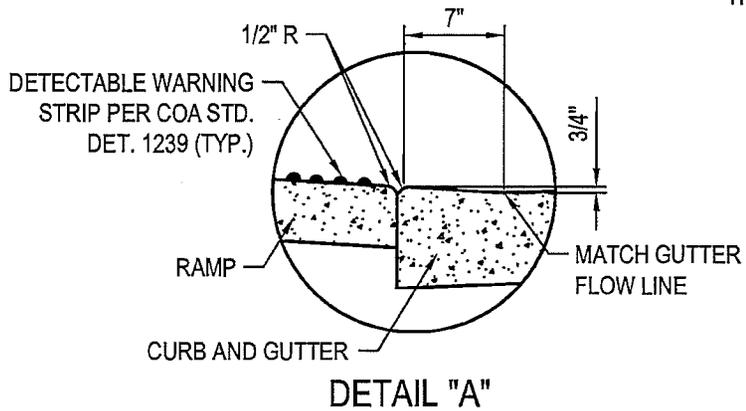
DETAIL NO:

**3-11**



**LEGEND**

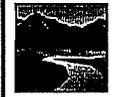
- 12:1 MAXIMUM SLOPE
- 15:1 DESIRED SLOPE
- 2% MAXIMUM SLOPE
- 1.5% DESIRED SLOPE
- HEAVY ROUGH BROOM FINISH LIMITS



**NOTES:**

1. CONTROL ELEVATIONS SHOWN ARE IN RELATION TO THE GUTTER AND ARE LOCATED RADIALY. GUTTER ELEVATION = 0".
2. CONCRETE CURB & GUTTER AT CURB RETURNS WITH RAMPS SHALL BE MAG CLASS A. CONCRETE SIDEWALK AND RAMPS AT CURB RETURNS SHALL BE MAG CLASS A.
3. RAMP CURBS MAY BE POURED MONOLITHIC WITH A CONSTRUCTION JOINT.
4. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER ASTM D-1751.
5. USE OF 8'-10' LANDING NEAR TRAILS, MAY BE REQUIRED.
6. IF NECESSARY, THE RAMPS MAY BE ROTATED INWARD TOWARD THE CENTER OF RETURN TO LINE UP WITH OPPOSING RAMPS. HOWEVER ALL ROTATIONS NEED TO OCCUR ABOUT THE CENTER POINT OF THE RETURN SUCH THAT THE RAMP REMAINS PERPENDICULAR TO THE BACK OF CURB.

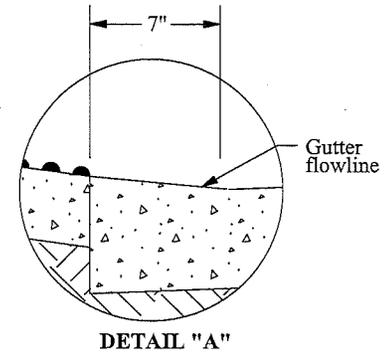
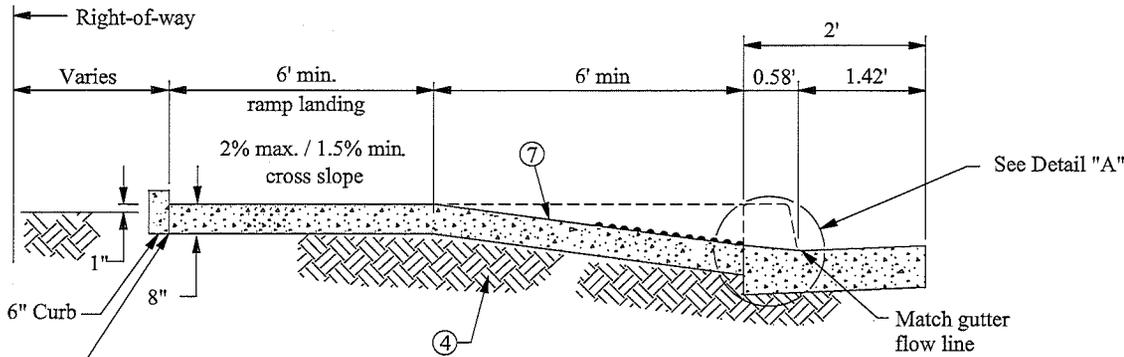
DETAIL NO.  
**A1235**



**CITY OF AVONDALE  
STANDARD DETAIL**

**DIRECTIONAL RAMPS**

APPROVED BY:  
*David W. Fitzgibbon*  
DATE:  
04-07-08



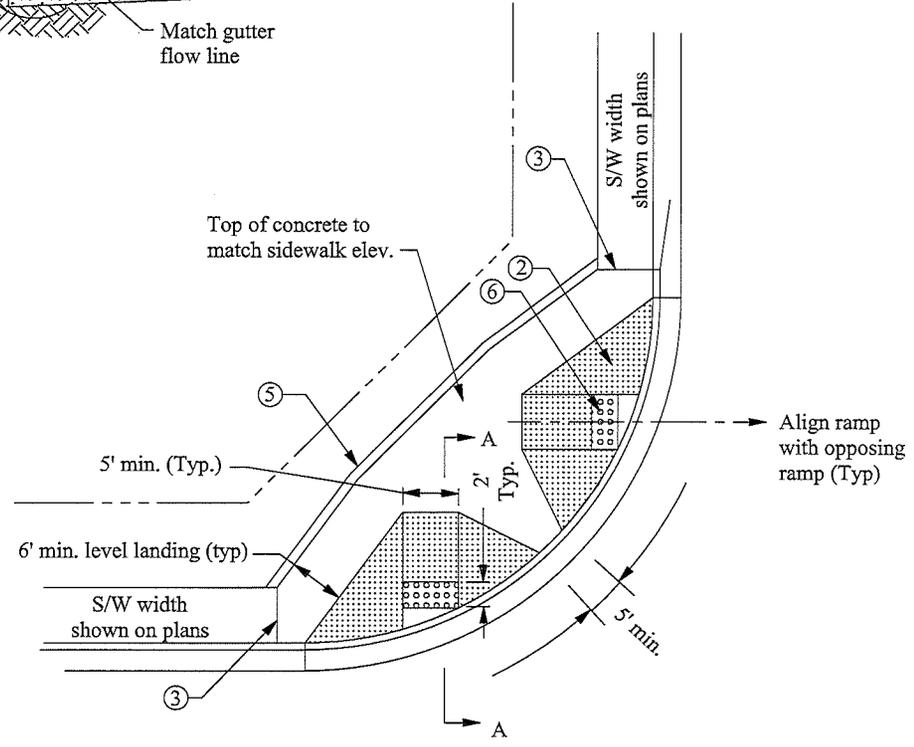
**SECTION A-A**

Contraction joint  
1" deep or formed  
separately

notes:

**General Notes:**

- ① All concrete to be Class "B", MAG Section 725.
- ② Limits of heavy rough broom finish.
- ③ Expansion joints per MAG Section 729.
- ④ Subgrade preparation per MAG Section 301.
- ⑤ 6" single curb per MAG Std. Dtl. 222.
- ⑥ Detectable warning per approved products list.
- ⑦ 12:1 or Flatter Slope



63240

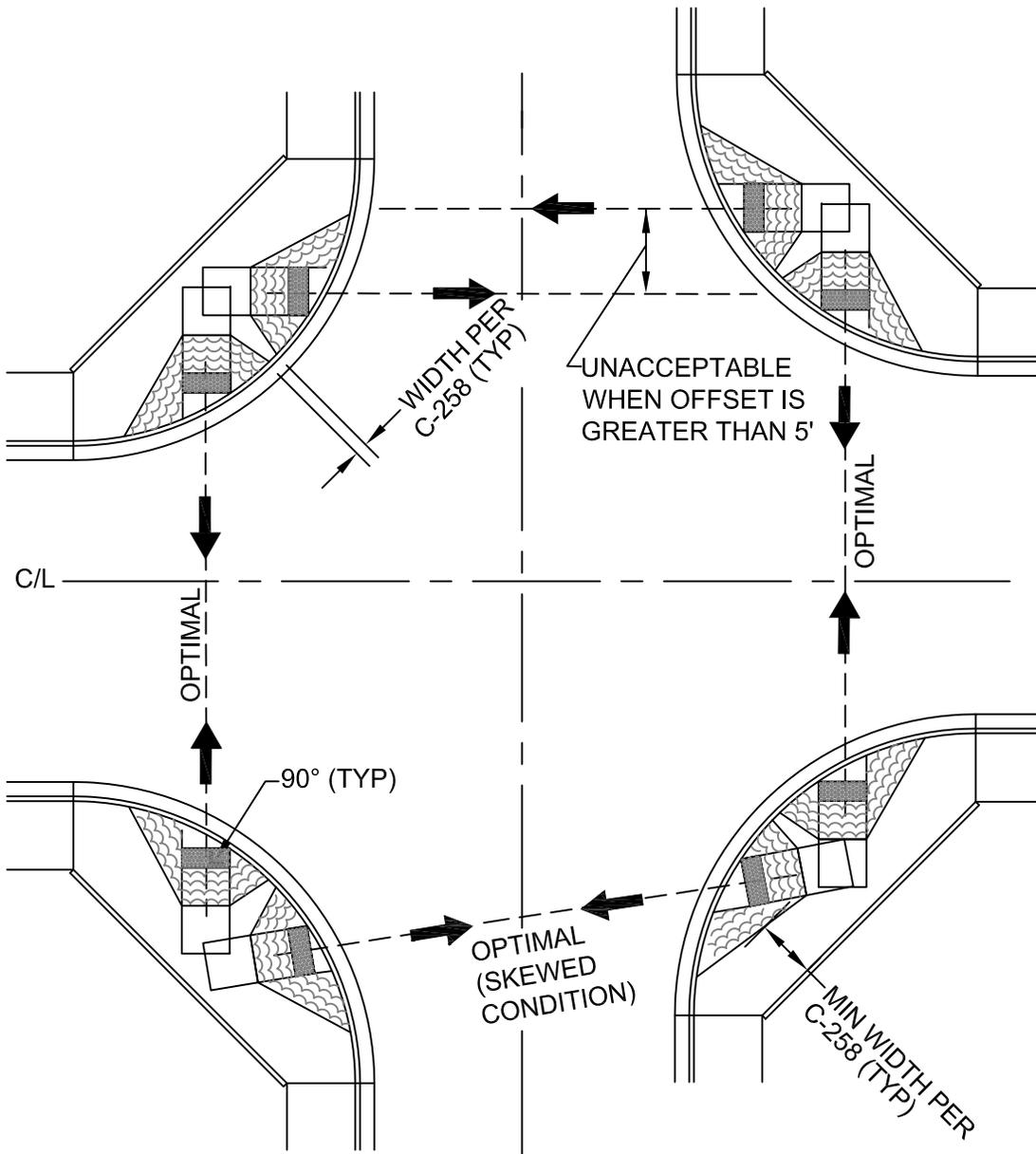


Town of Buckeye  
Standard Details

**DIRECTIONAL SIDEWALK RAMPS**

Revised:  
12-31-12

Date:  
63240



1. ALL RAMPS AND TRUNCATED DOMES SHALL BE ALIGNED SUCH THAT A LINE DRAWN PERPENDICULAR TO THE DOMES ALIGNS WITH THE CENTER OF THE OPPOSING RAMP (OPTIMAL). IN NO CASE SHALL SAID LINE BE GREATER THAN 5' FROM THE CENTER OF OPPOSING RAMP (UNACCEPTABLE).
2. PEDESTRIAN AND TRAFFIC CONTROL INCLUDING PAVEMENT MARKINGS AND SIGNAGE SHALL CONFORM TO CITY AND MUTCD REQUIREMENTS.
3. REFER TO THIS PROJECTS APPROVED PEDESTRIAN ROUTING PLAN FOR RAMP LOCATION.

DETAIL NO.  
**C-249**  
NTS

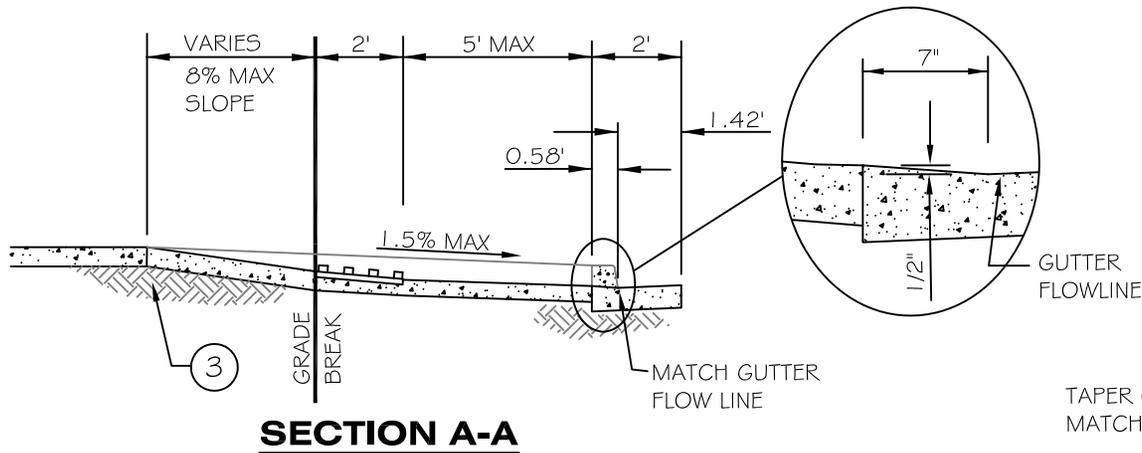


CITY OF  
CHANDLER  
STANDARD  
DETAIL

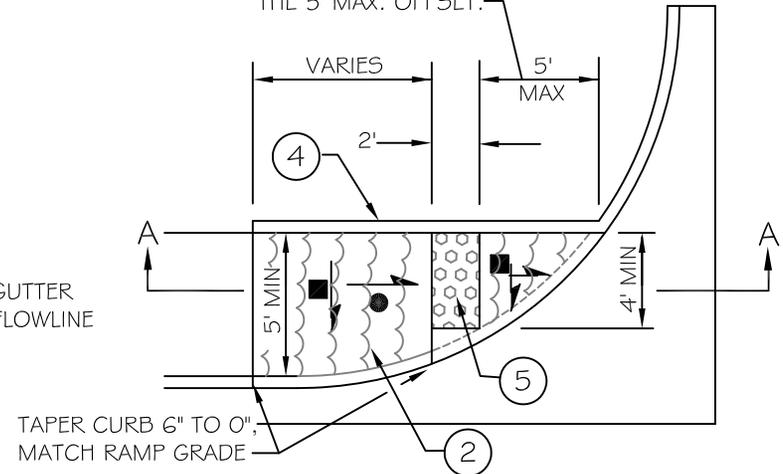
**ACCESSIBLE CURB RAMP  
ALIGNMENT**

APPROVED: \_\_\_\_\_  
CITY ENGINEER  
DATE: 07-09-2015

DETAIL NO.  
**C-249**  
NTS



FOR LARGER CURB RETURNS, DETACH SIDEWALK TO MAINTAIN THE 5' MAX. OFFSET.

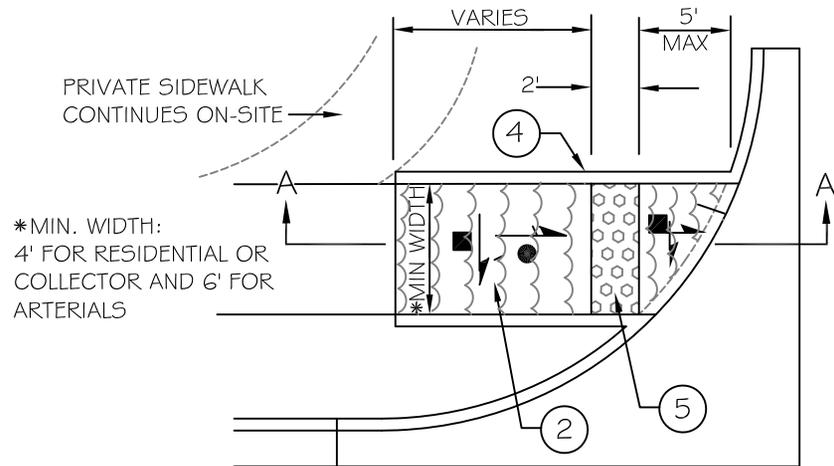


NOTES:

- ① CLASS "B" CONCRETE PER MAG SECTION 725.
- ② LIMITS OF HEAVY ROUGH BROOM FINISH.
- ③ SUBGRADE PREPARATION PER MAG SECTION 301.
- ④ 6" SINGLE CURB PER MAG STD. DTL. 222.
- ⑤ DETECTABLE WARNING PER APPROVED PRODUCTS LIST.

LEGEND:

- 8% MAXIMUM SLOPE
- 1.5% MAXIMUM SLOPE



DETAIL NO.

**C-257**

NTS



CITY OF  
CHANDLER  
STANDARD  
DETAIL

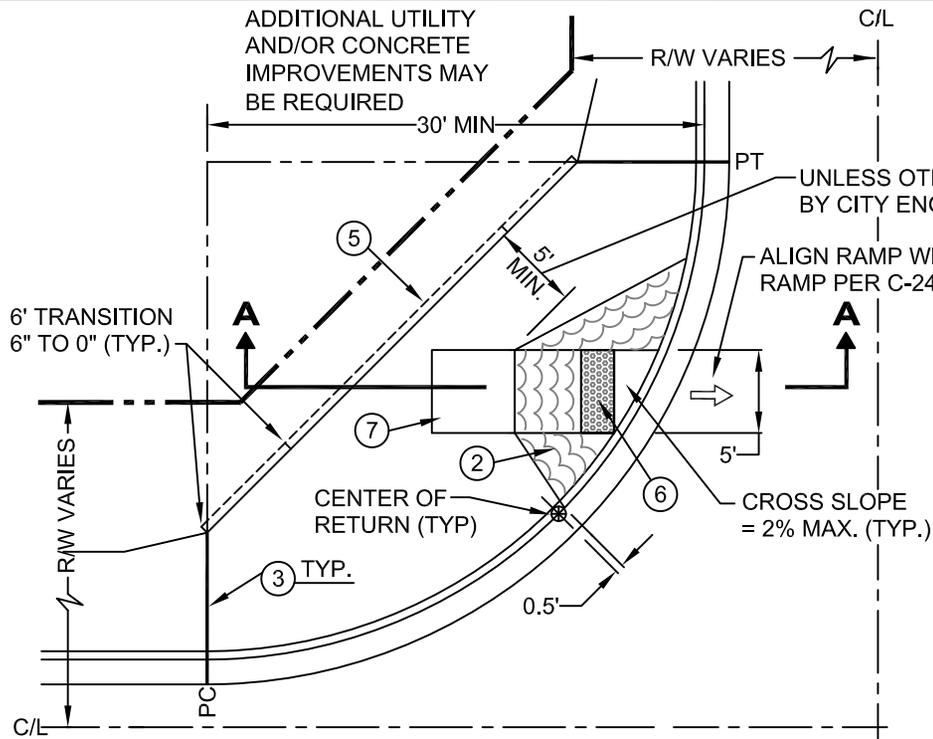
**IN-LINE RAMP DETAIL  
FOR RETURN TYPE DRIVEWAY**

APPROVED: \_\_\_\_\_  
CITY ENGINEER  
DATE: 07-09-2015

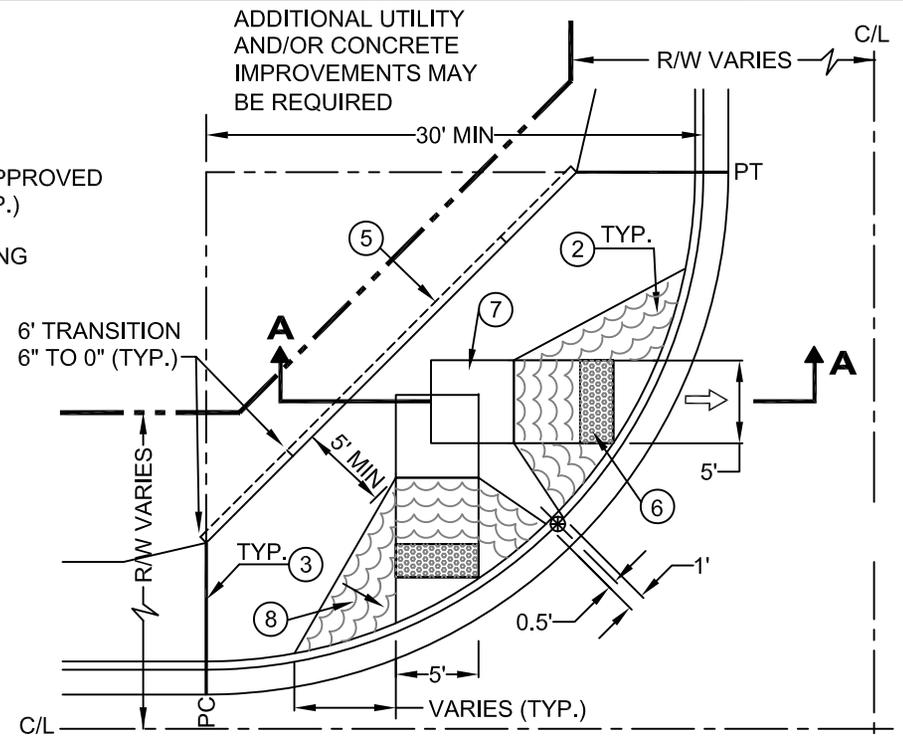
DETAIL NO.

**C-257**

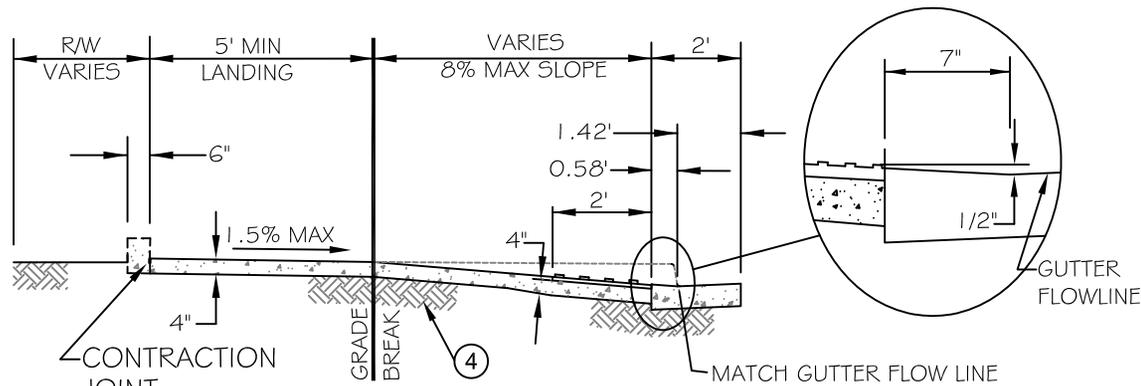
NTS



**SINGLE RAMP**



**DUAL RAMP**

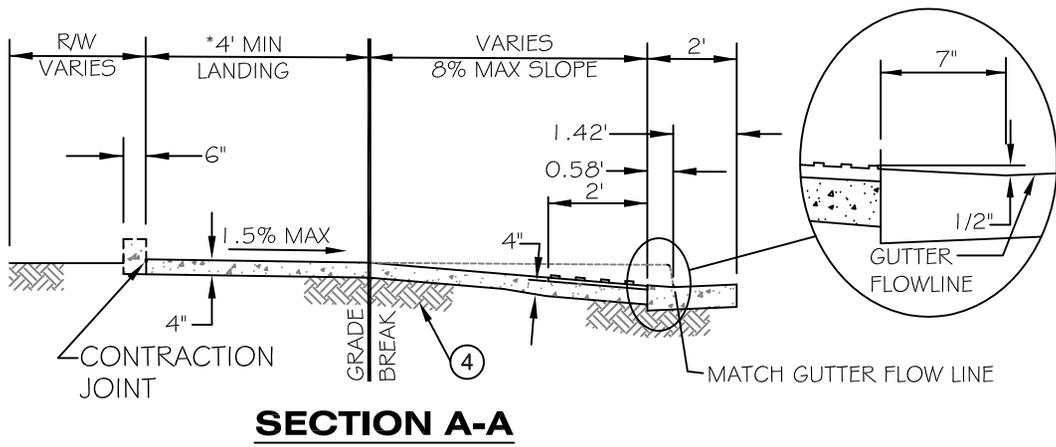
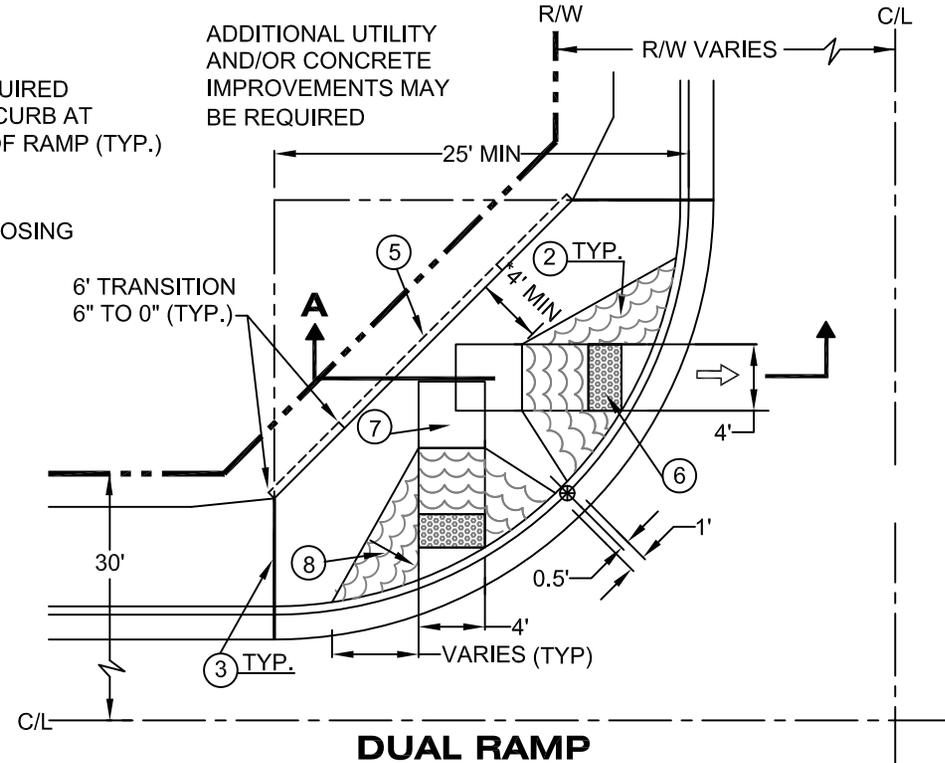
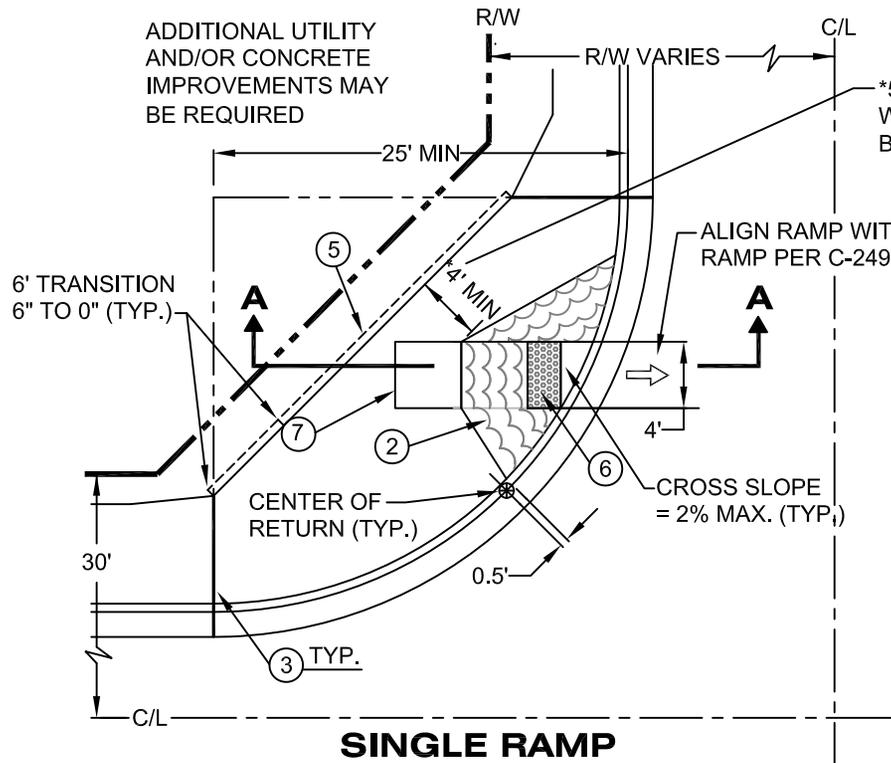


**SECTION A-A**

**NOTES**

- ① CLASS "B" CONCRETE PER MAG SECTION 725.
- ② LIMITS OF HEAVY ROUGH BROOM FINISH (TYP.)
- ③ EXPANSION JOINTS PER MAG SECTION 340.
- ④ SUBGRADE PREPARATION PER MAG SECTION 301.
- ⑤ OPTIONAL 6" CURB WITH 3' MIN. TRANSITION AS SHOWN, UNLESS OTHERWISE DIRECTED.
- ⑥ 2'x5' DETECTABLE WARNING PER APPROVED PRODUCTS LIST.
- ⑦ MUST MAINTAIN A 5'x5' LANDING PAD (TYP.)
- ⑧ 10% MAXIMUM WING SLOPE, ADJUST WING LENGTH AS NECESSARY (TYP.)





**NOTES**

- ①. CLASS "B" CONCRETE PER MAG SECTION 725.
- ②. LIMITS OF HEAVY ROUGH BROOM FINISH (TYP.)
- ③. EXPANSION JOINTS PER MAG SECTION 340.
- ④. SUBGRADE PREPARATION PER MAG SECTION 301.
- ⑤. OPTIONAL 6" CURB WITH 3' MIN. TRANSITION AS SHOWN, UNLESS OTHERWISE DIRECTED.
- ⑥. 2'x4' DETECTABLE WARNING PER APPROVED PRODUCTS LIST.
- ⑦. MUST MAINTAIN A 4'x4' LANDING PAD (TYP.)
- ⑧. 10% MAXIMUM WING SLOPE, ADJUST WING LENGTH AS NECESSARY (TYP.)

DETAIL NO.  
**C-258**  
PAGE 2 OF 3

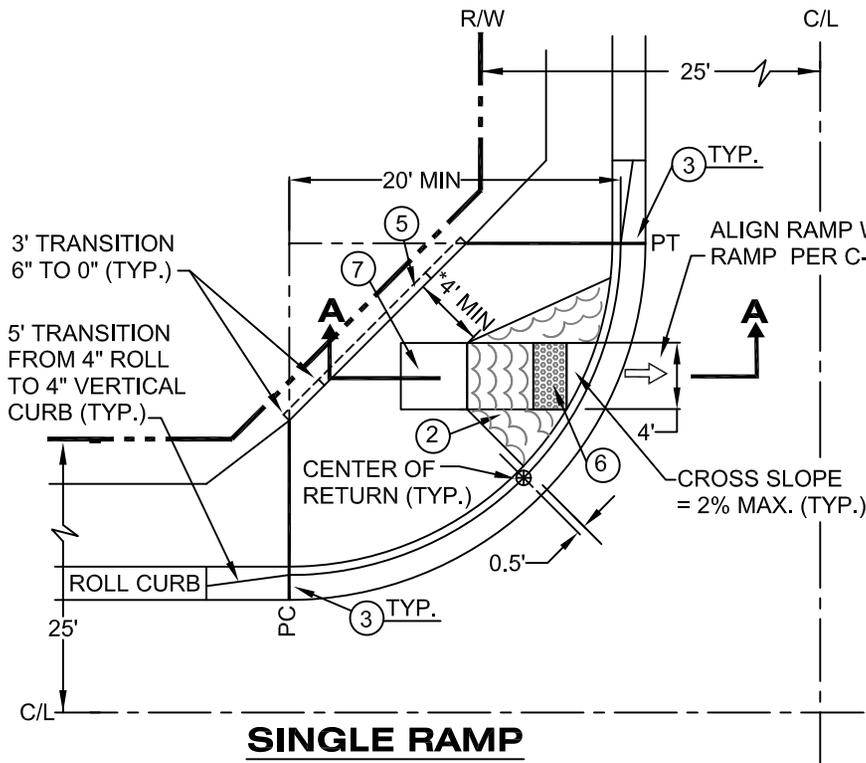


CITY OF  
CHANDLER  
STANDARD  
DETAIL

**DIRECTIONAL CURB RAMP  
COLLECTOR STREETS**

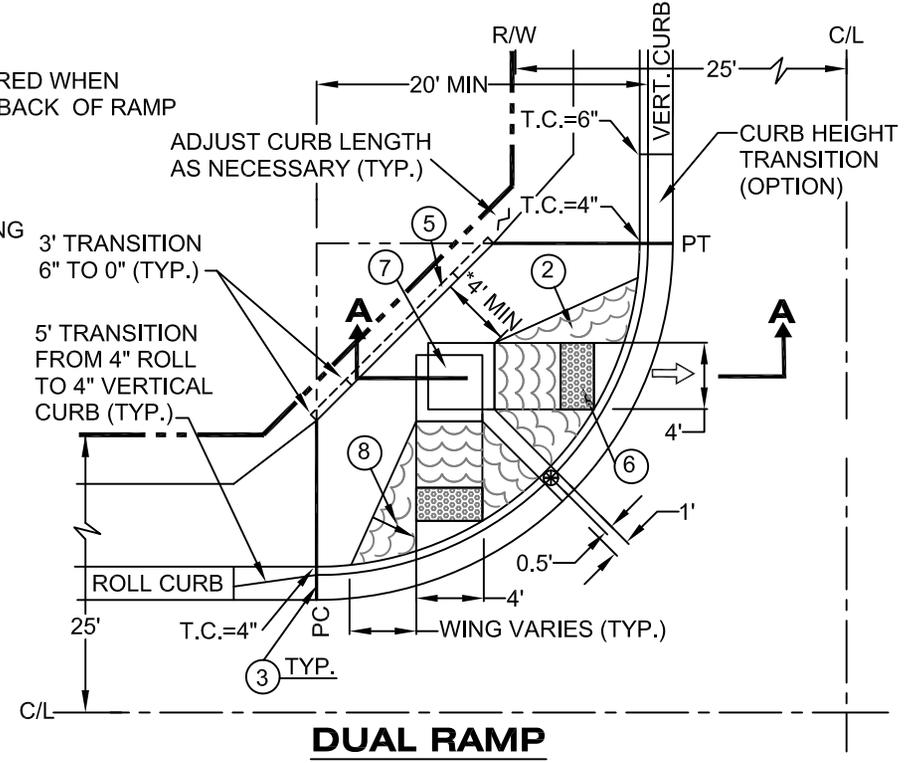
APPROVED: \_\_\_\_\_  
CITY ENGINEER  
DATE: 07-09-2015

DETAIL NO.  
**C-258**  
PAGE 2 OF 3

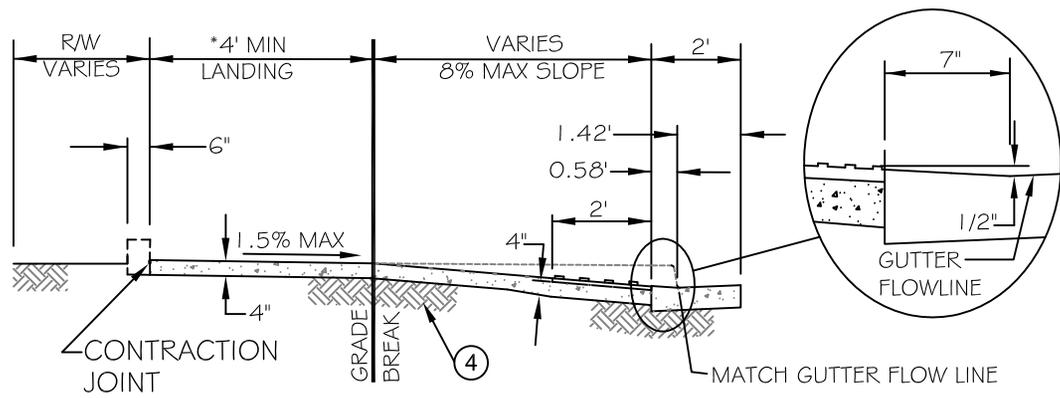


**SINGLE RAMP**

\*5' REQUIRED WHEN CURB AT BACK OF RAMP



**DUAL RAMP**



**SECTION A-A**

**NOTES**

- ①. CLASS "B" CONCRETE PER MAG SECTION 725.
- ②. LIMITS OF HEAVY ROUGH BROOM FINISH (TYP.)
- ③. EXPANSION JOINTS PER MAG SECTION 340.
- ④. SUBGRADE PREPARATION PER MAG SECTION 301.
- ⑤. OPTIONAL 6" CURB WITH 3' MIN. TRANSITION AS SHOWN, UNLESS OTHERWISE DIRECTED.
- ⑥. 2'x4' DETECTABLE WARNING PER APPROVED PRODUCTS LIST.
- ⑦. MUST MAINTAIN A 4'x4' LANDING PAD (TYP.)
- ⑧. 10% MAXIMUM WING SLOPE, ADJUST WING LENGTH AS NECESSARY (TYP.)

