

Curb Ramp Working Group Meeting

Meeting Notes
February 22, 2016

Opening:

The meeting of the Specifications and Details Curb Ramp Working Group was called to order by Warren White on February 22, 2016, at 1:30 p.m. in the MAG Cottonwood Room.

1. Attendance

Bob Herz (MCDOT), Craig Sharp (Buckeye), Gordon Tyus (MAG), Warren White (Chandler)

2. Radial Curb Ramp Draft Details (Details 236-1, 236-2)

Warren White provided an updated Detail 236-1 for radial dual ramps, and also a new Detail 236-2 showing radial ramps for a detached sidewalk, that was marked up by Bandon Forrey. Mr. White then discussed comments from others in Chandler and discussed with the group cross slopes, ramp grades, and wing slopes. Members discussed what the default values should be for each, as well as minimum and maximum values. It was thought to use default values with built-in tolerances on the detail drawings with the minimum and maximum ADA slope requirements stated in Section 340 specifications and reference to maximum grades mentioned in note no. 2. There was specific discussion on when cross slopes were allowed to increase from 2% to 5% – at street crossings without yield or stop control (PROWAG sections 302.6.1 and 304.5.3). Other recommendations were to move the section line A-A and clarify the slopes in the notes.

The draft Detail 236-2 showed options for wings on one side with a curb instead of a wing on the other. There was discussion on how agencies would specify what option to use. Mr. Sharp said contractors in the field generally go by the detail drawing in hand. Mr. Herz suggested that there be an option to transition for 6” curb to 4” to allow for shorter ramp lengths. Mr. Tyus said in the detail he drew to scale for 6” curbs, the wings of the ramp were closer to a 45 degree angle. Mr. Sharp said Buckeye typically transitions from 4” roll curb to 6” vertical curb at the returns, however they have built 4” vertical curb around the radius to help minimize the elevation change in the ramp slopes when drainage isn’t affected. Mr. White said the ramp area on the detail was drawn larger than needed. Other revisions included: centering the right-of-way line, including the curved and straight line options for the back of landing area, showing where the joints would be, and removing the dashed line of the wing on the curbed side.

3. Directional Curb Ramp Draft Details (Detail 237-1, 237-2)

The directional curb ramp details were also updated and included Detail 237-2 for a detached sidewalk. The group discussed the slopes and ramp placement for the details. It was noted that the blow-up view at the back of curb should not show the detectable warning, and the ½” change in elevation between the gutter flowline and back of curb should be deleted. The group discussed the difficulties of determining proper grades for the concrete section between the detectable warnings and the gutter flow line. Mr. Herz said he would like to see spot elevations on the corners of the concrete area between the detectable warnings and gutter flowline that would accommodate gutter slopes of 2% grade in both directions. The group also recommended having one corner of the detectable warning meet the back of curb, move the

section line to the other ramp, and remove the 5' max dimension from the section and show it on the plan view. Mr. Tyus suggested moving the 2' detectable warning dimension from the section view to the plan view.

Other items discussed included the maximum slopes for the wings, and how the placement of the ramps would affect the slope. Similar comments would apply to the detail with the detached sidewalk.

4. Next Steps

Warren White said he would discuss the changes with Brandon Forrey and try to incorporate comments and feedback to update the draft details and the changes needed in Section 340. His plan is to have the materials ready to present at a case at the March 2nd MAG Specs and Details Committee meeting. The next working group meeting is scheduled for Monday, March 14th in the MAG offices.

5. Adjournment

The meeting was adjourned at 3:17 p.m.