Curb Ramp Working Group Meeting

Meeting Notes
March 14, 2016

Opening:
The meeting of the Specifications and Details Curb Ramp Working Group was called to order by Warren White on March 14, 2016, at 1:30 p.m. in the MAG Palo Verde Room.

1. Attendance
Brandon Forrey (Peoria), Bob Herz (MCDOT), Craig Sharp (Buckeye), Dan Songer (Gilbert) Gordon Tyus (MAG), Warren White (Chandler)

2. Radial Curb Ramp Draft Details (Details 236-1, 236-2)
Warren White asked for comments on the radial ramp detail. Bob Herz had several comments and revisions that he brought up. One issue was that you need a 5' top landing area aligned in the ramp direction clear of vertical obstructions such as a curb or pole, this can affect right-of-way. He also mentioned that objects such as valve boxes should not be located in the ramps. Mr. Herz thought the distances for B in the table should be the minimum accessible route width. He shared all his suggested revisions, and Mr. White made notes on the drawings to update them. Issues discussed included:

- Updating the tables for the ramp and landing sizes based on the intersection radius.
- Increasing the size of the ramps and wings to make sure the maximum ADA slope isn't exceeded (take into account maximum slopes, and the curb height).
- Deleting note 6 as unnecessary because the slope will be set by the ramp size in the tables.
- Deleting note 7 because there are times when the wings can't be contained within the curb return.
- Editing note 8 to change "turning space" into "landing" to be consistent with the detail labelling and also deleting all that followed 'cross slope'.
- Adding a note: A special design is required when the street or gutter grade exceeds 2%.
- Revising the slope notes on the section view.
- Discussing how the 1½% sidewalk cross-slope affects the ramp slopes.
- Making changes in the written specs – Section 340.3.9
- Showing the detail in the plan view rather than a slightly isometric view.

Warren White asked what the group thought about increasing the concrete thickness of the ramps. It was agreed to make them 6" rather than 4" to match the gutter pan thickness to avoid damaged cause be trucks running over them. Mr. Tyus asked if existing ramp details should also be changed. Mr. White said it could be a case in the future.

Bob Herz said that requiring dual ramps on local roads intersections will change County right-of-way requirements. He also mentioned the use of 6" roll curbs and how they don't provide necessary clearance for car undercarriages. Craig Sharp said they have had some complaints with them in Buckeye. During the discussion, Warren White also compared suggested changes with agency supplemental details.

3. Directional Curb Ramp Draft Details (Detail 237-1, 237-2)
The directional curb ramp details were also reviewed. Brandon Forrey said most of the comments for the radial ramps would also apply to these details. Additional areas of discussion included:

- Constructing the ramps, traditionally and with a monolithic pour. Mr. Forrey said Peoria will be building a ramp based on this detail as a test.
- Showing the joints between ramps.
- Clarifying dimension E on the plan view.
- How adjusting the minimum distance between ramps down to 1' could affect the design, and also how moving them farther apart to align with crosswalks affects the wing size.
- Revising the section view to remove the cross slope note at the bottom landing area as well as the counter slope note, and fixing the blow-up view.
- Requiring spot elevations at the bottom corners of the detectable warnings and gutter elevations at the center and ends of the curb returns to make sure there is proper drainage.
- Modify the specification that allows a construction tolerance of ½", which is greater than can be allowed to achieve proper drainage slopes.
- Talked about creating an exhibit to identify the different areas of the ramp so if a special design has to be created the designer has the minimum requirements for the different pieces of the ramp. Using a ½ inch tolerance could potentially cause the ramp to be out of compliance with the PROWAG standards.

4. Next Steps
Warren White and Brandon Forrey plan to review and update the details based on feedback provided during the meeting.

5. Adjournment
The meeting was adjourned at 3:38 p.m.