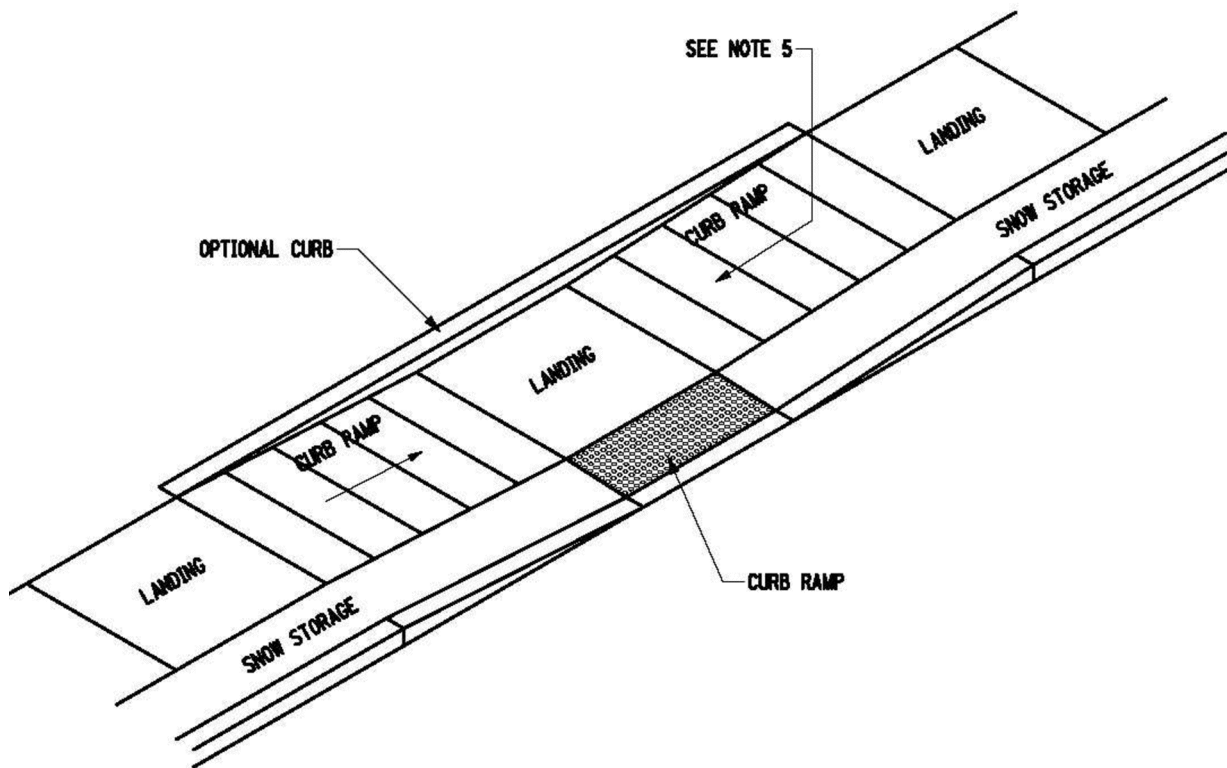


**CURB RAMP WITHOUT SIDE FLARES
TYPICAL DIMENSIONING**



**MID-BLOCK CROSSING CURB RAMP
TYPICAL DIMENSIONING**

VILLAGE OF MAMARONECK
STANDARD CONSTRUCTION DETAILS

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**SIDEWALK CURB RAMPS
(SHEET 1 OF 8)**

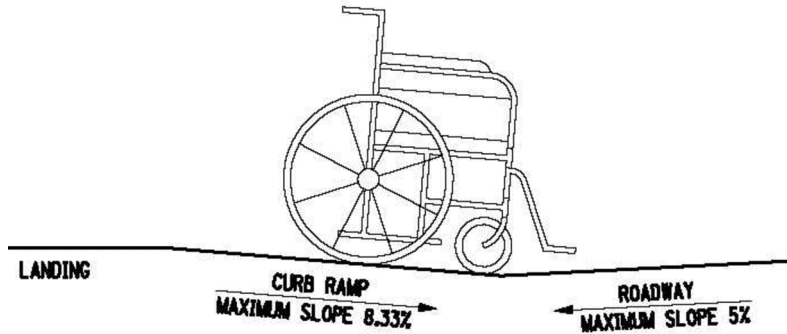
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NOTE: THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, LANDING, OR BLENDED TRANSITION SHALL BE 5% MAXIMUM

COUNTER SLOPE CONDITIONS

GENERAL NOTES:

1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND DOT STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT ADAAG.
2. CURB RAMPS, LANDINGS AND BLENDED TRANSITIONS MAY REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAILS ON SHEET 4 OF 4 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS. REFER TO CHAPTER 18 OF THE HIGHWAY DESIGN MANUAL FOR MORE INFORMATION.

CURB RAMP NOTES:

3. THE MINIMUM WIDTH FOR SIDEWALK CURB RAMPS IS 5'-0".
4. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 1:20 (5%) MINIMUM (PREFERRED) AND 1:12 (8.33%) MAXIMUM.
5. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33% THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP LENGTH EXCEED 15'-0".
6. THE CROSS SLOPE OF CURB RAMPS SHOULD BE AS FLAT AS POSSIBLE, NOT TO EXCEED 1:50 (2%). THE CROSS SLOPE AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
7. THE VERTICAL ALIGNMENT OF A CURB RAMP, EXCLUDING THE FLARES, SHALL BE PLANAR. GRADE BREAKS SHALL BE FLUSH AND PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN.
8. RAMP TRANSITIONS BETWEEN WALKS, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX).
9. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE, SHALL BE PROVIDED.

LANDING NOTES:

10. LANDINGS SHALL HAVE A MINIMUM CLEAR DIMENSION OF A 5'-0" BY 5'-0" EXCEPT AT THE BOTTOM OF RAMPS TYPE 1 & 2 ON SHEET 2 OF 4.
11. THE RUNNING AND CROSS SLOPES ON LANDINGS AT INTERSECTIONS IS 1:50 (2%) MAXIMUM. THE RUNNING AND CROSS SLOPES AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.

NOTES:

1. FOR DIMENSIONS & GEOMETRIC VALUES REFER TO SHEET 1 OF 4.
2. THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED ON NYS DOT PROJECTS. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF SHEETS 1, 2, AND 3 OF 4. REFER TO REGIONAL LANDSCAPE ARCHITECT FOR ADDITIONAL DESIGN GUIDANCE.
3. COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
4. DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO SHEET 4 OF 4. SEE NOTE 10.
5. THE CROSS SLOPE OF RAMPS AND/OR LANDINGS AT MID BLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
6. USE TYPE B ONLY WHERE OTHER RAMPS ARE UNUSABLE. SINGLE DIAGONAL OR DEPRESSED CORNER CURB RAMPS SERVING TWO STREET CROSSING DIRECTIONS SHOULD BE AVOIDED IN NEW CONSTRUCTION AND SHOULD ONLY BE CONSIDERED WHERE CONDITIONS REQUIRE THEIR USE.
7. GRATES SHALL NOT BE LOCATED ON CURB RAMPS, BLENDED TRANSITIONS OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
8. UTILITIES, SIGNS, AND OTHER FIXED OBJECTS MAY NOT BE PLACED ON A CURB, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
9. THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
10. THERE SHALL BE A LANDING AT THE TOP OF EACH PERPENDICULAR CURB RAMP AND A LANDING AT THE BOTTOM OF RAMPS TYPE 1 & 2 ON SHEET 2 OF 4.
11. LANDINGS MAY OVERLAP WITH ADJACENT LANDINGS OR A SINGLE LANDING MAY SERVE MULTIPLE CURB RAMPS.
12. LANDINGS MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.

VILLAGE OF MAMARONECK
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SIDEWALK CURB RAMPS (SHEET 2 OF 8)

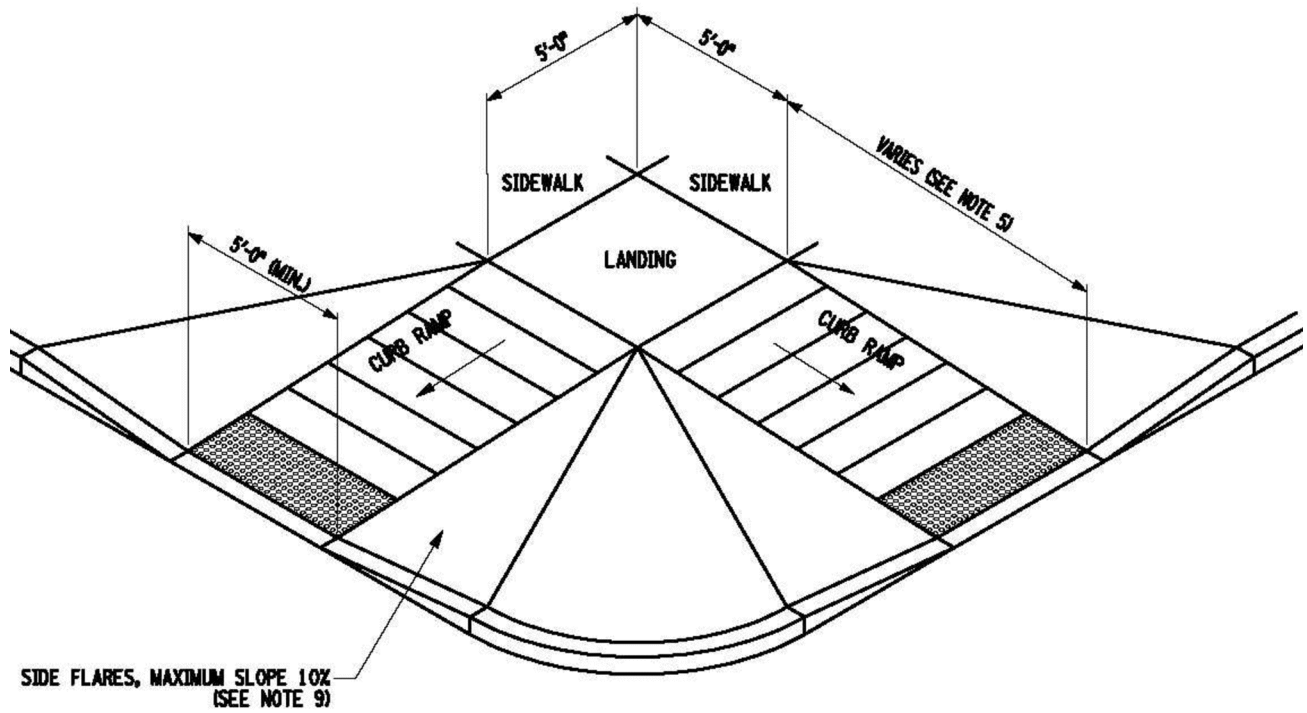
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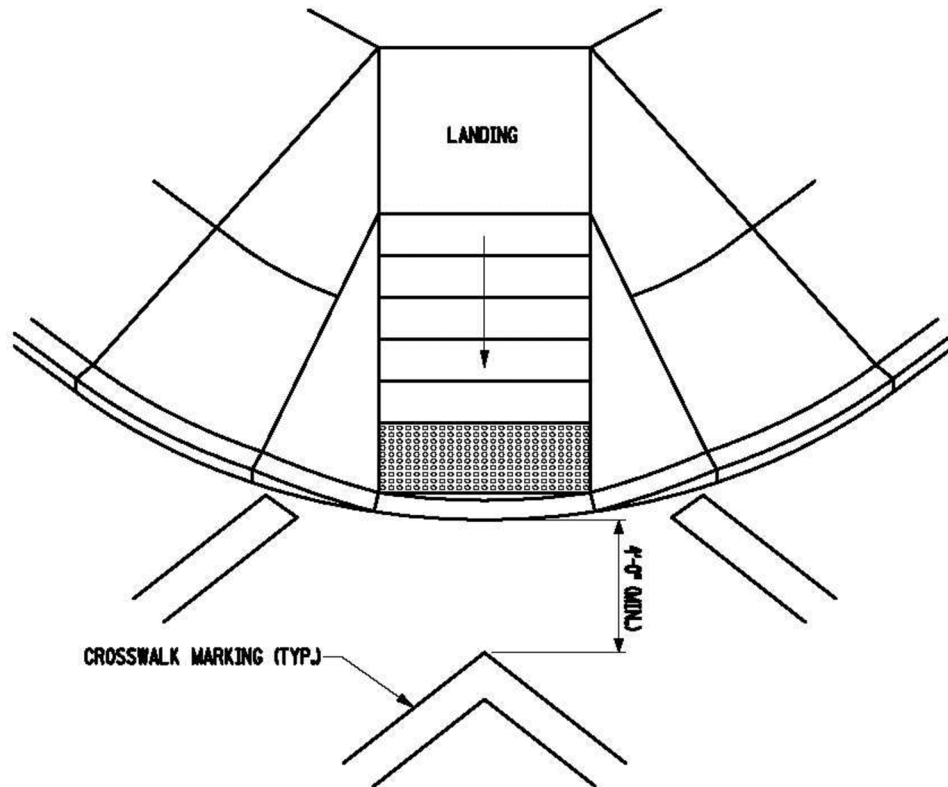
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**CURB RAMP WITH SIDE FLARES
TYPICAL DIMENSIONING**



DIAGONAL SIDEWALK CURB RAMP

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**SIDEWALK CURB RAMPS
(SHEET 3 OF 8)**

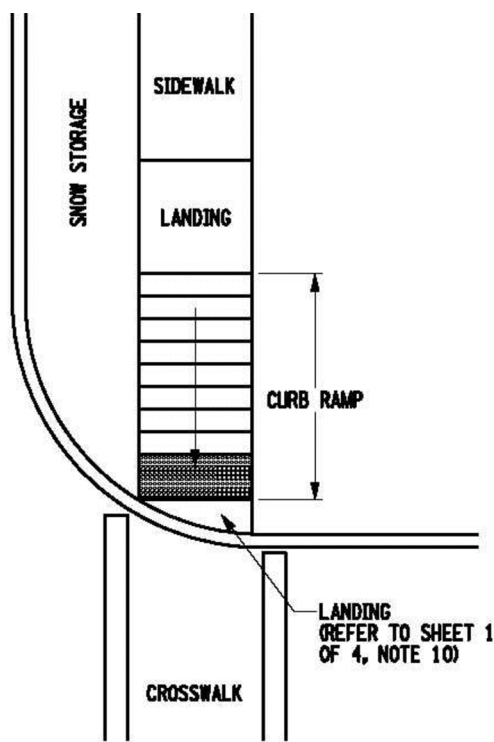
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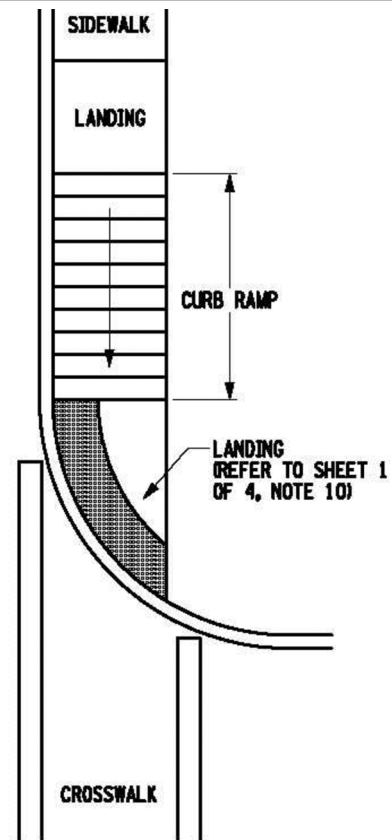
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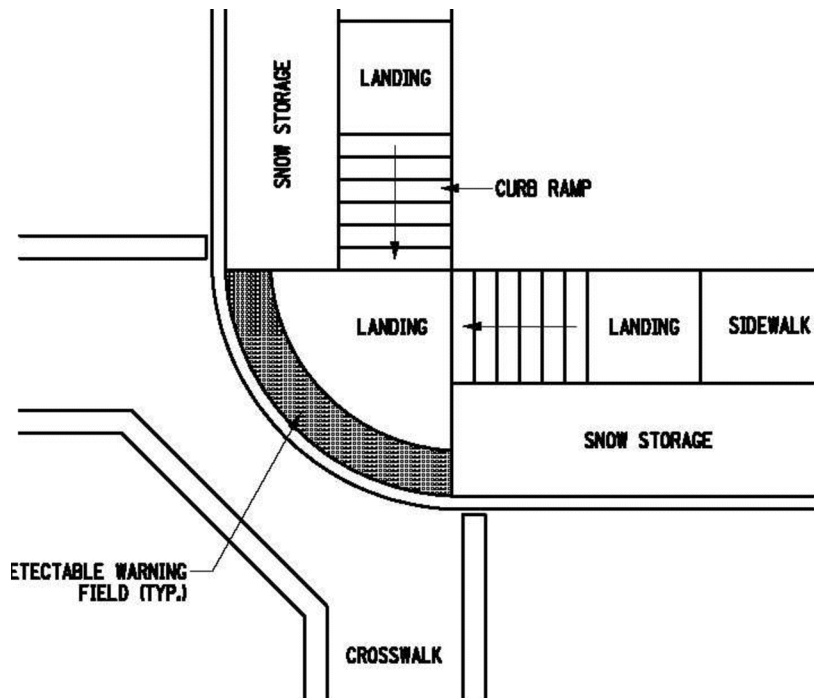
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CURB RAMP CONFIGURATION: TYPE 1



CURB RAMP CONFIGURATION: TYPE 2



CURB RAMP CONFIGURATION: TYPE 3

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SIDEWALK CURB RAMPS (SHEET 4 OF 8)

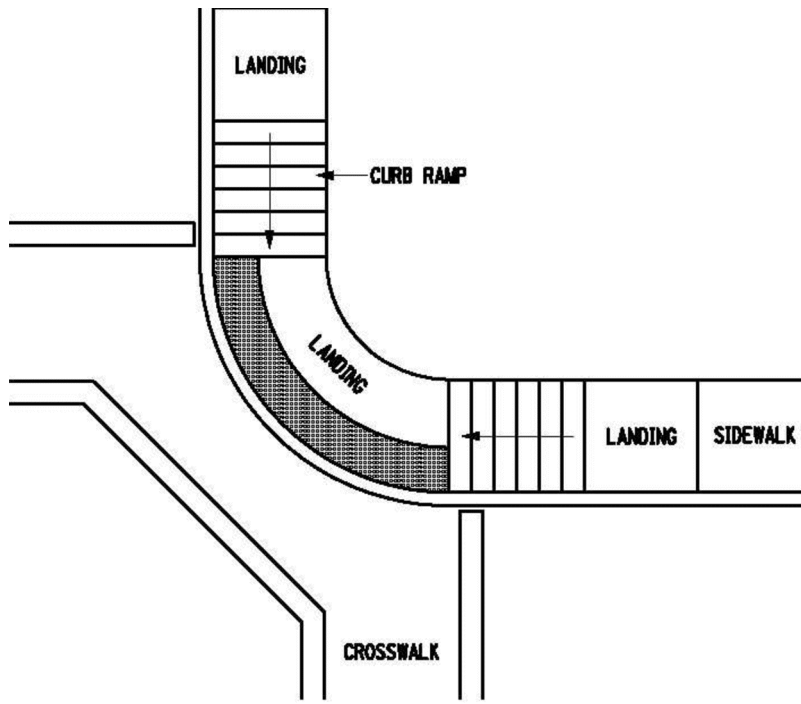
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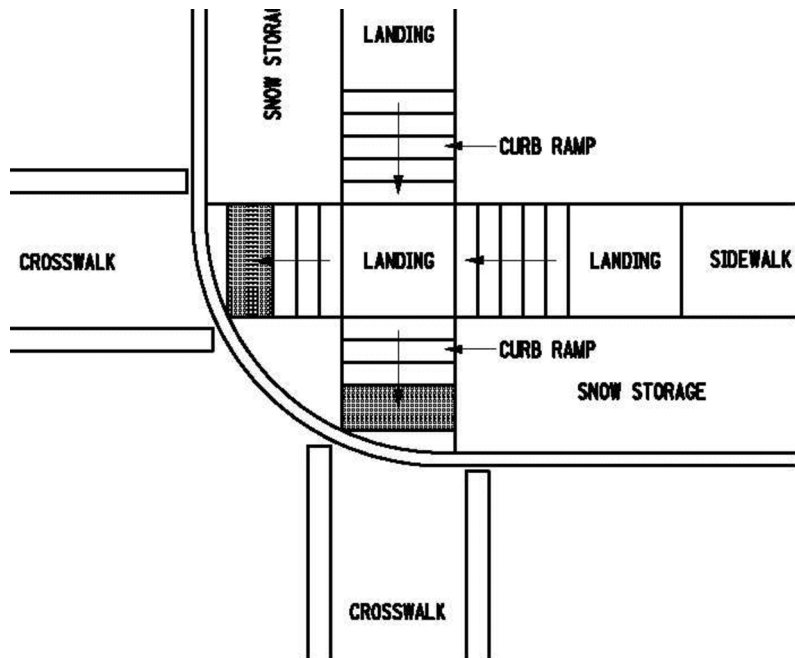
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CURB RAMP CONFIGURATION TYPE 4



CURB RAMP CONFIGURATION TYPE 5

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SIDEWALK CURB RAMPS (SHEET 5 OF 8)

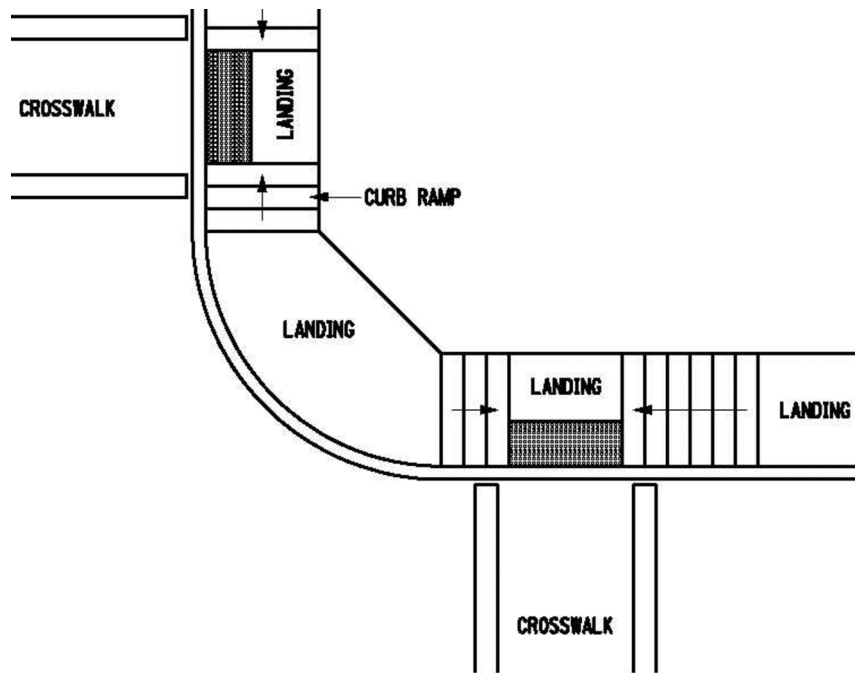
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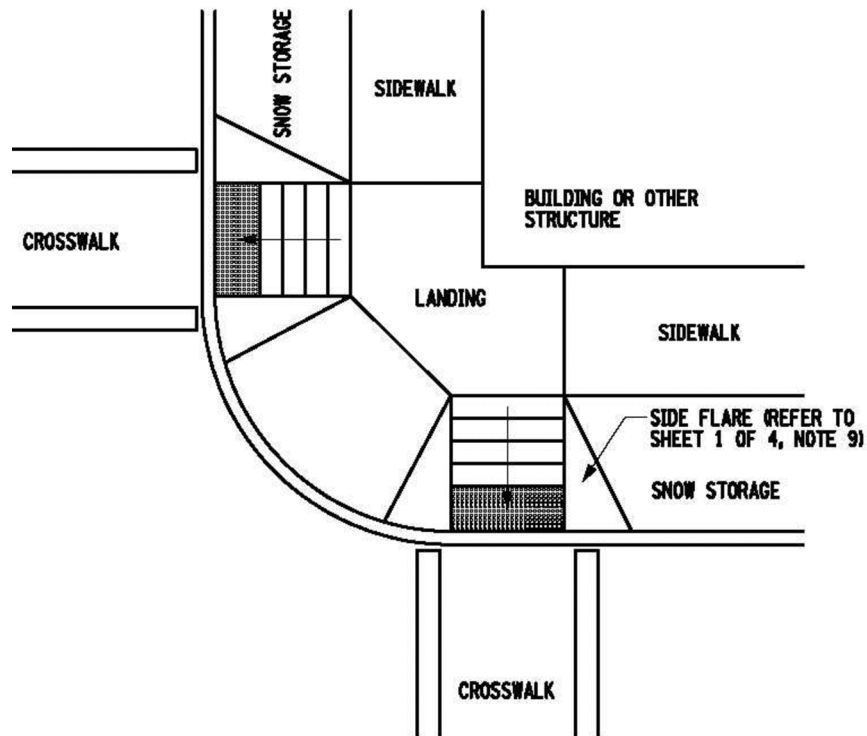
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CURB RAMP CONFIGURATION: TYPE 6



CURB RAMP CONFIGURATION: TYPE 7

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SIDEWALK CURB RAMPS (SHEET 6 OF 8)

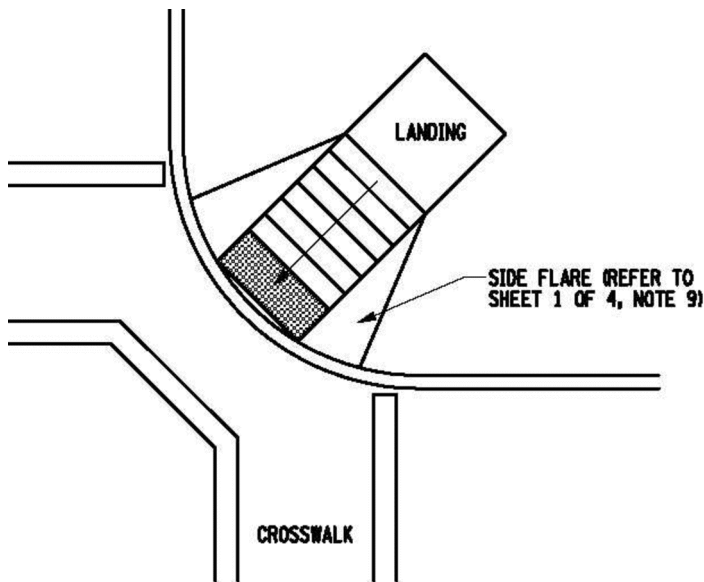
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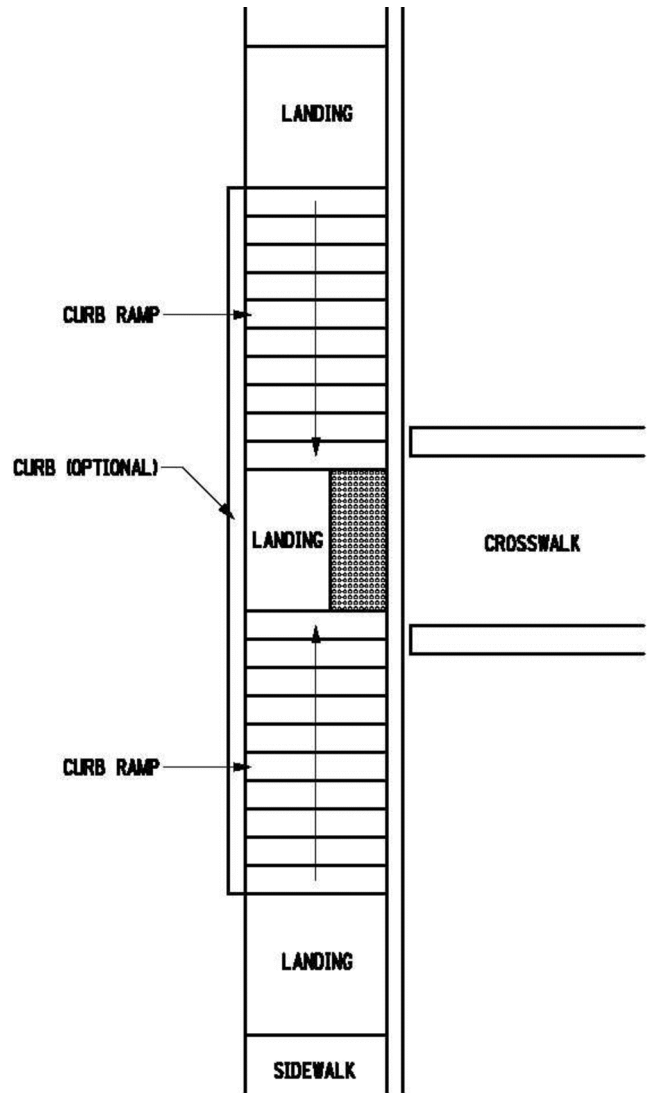
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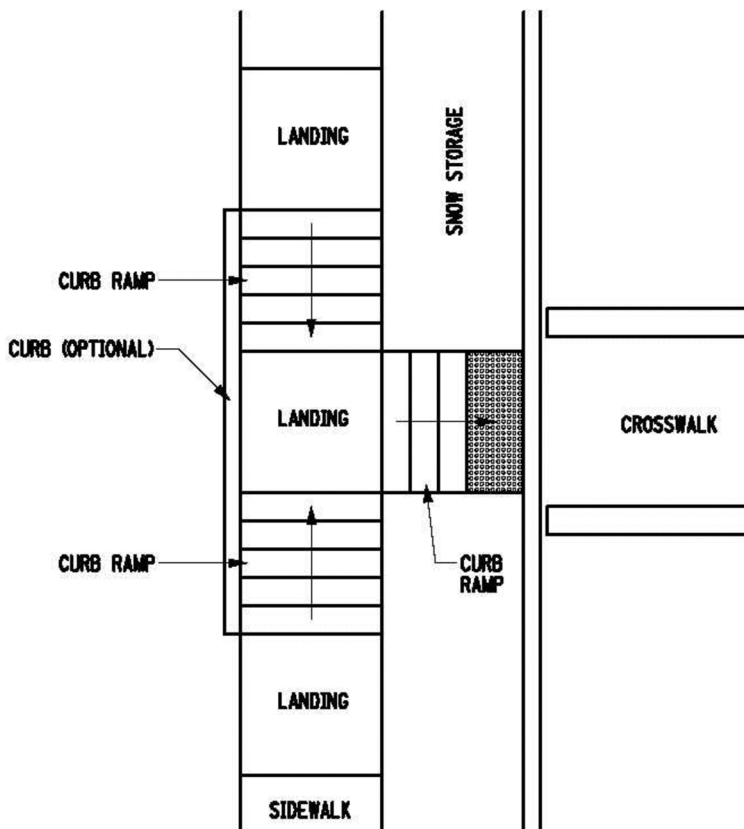
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CURB RAMP CONFIGURATION: TYPE 8
REFER TO SHEET 3 OF 4 (NOTE 6)
NOT RECOMMENDED



CURB RAMP CONFIGURATION: TYPE 9
MID BLOCK CROSSING



CURB RAMP CONFIGURATION: TYPE 10
MID BLOCK CROSSING

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SIDEWALK CURB RAMPS (SHEET 7 OF 8)

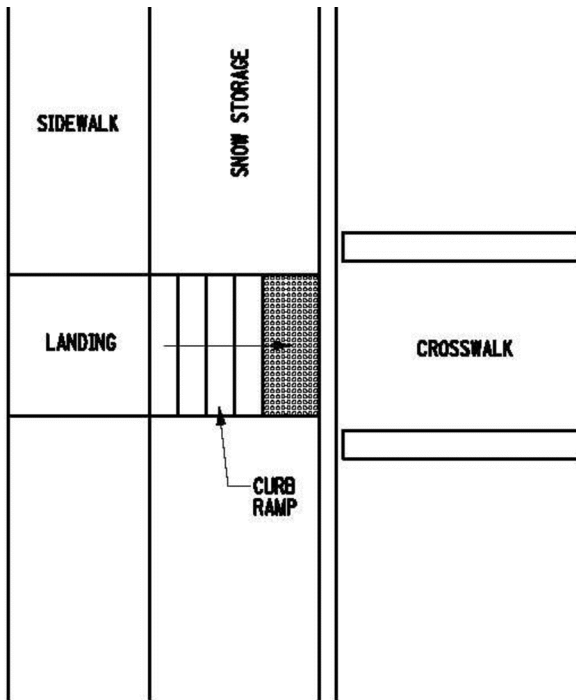
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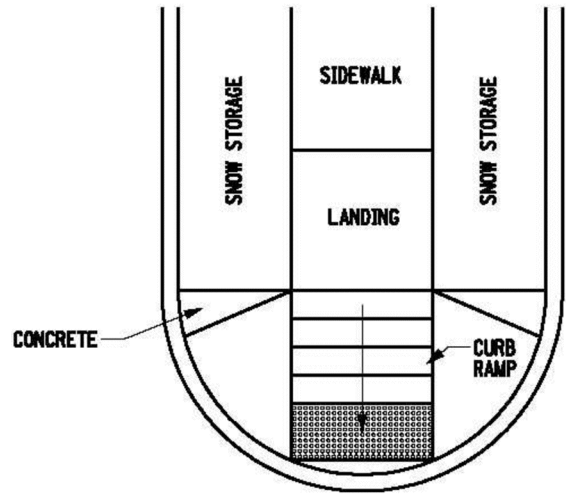
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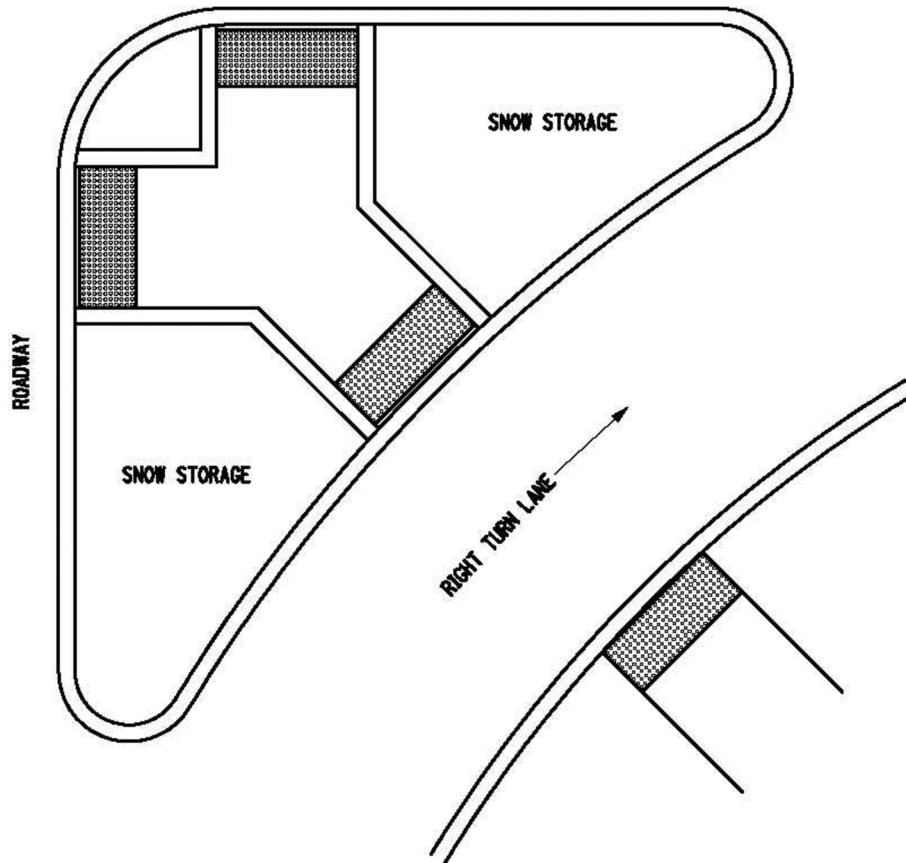
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CURB RAMP CONFIGURATION: TYPE 11



**CURB RAMP CONFIGURATION: TYPE 13
ACCESS ISLAND CURB RAMP**



**CURB RAMP CONFIGURATION: TYPE 12
RIGHT TURN ISLAND CUT THROUGH**

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STANDARD CONSTRUCTION DETAILS

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**SIDEWALK CURB RAMPS
(SHEET 8 OF 8)**

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