Kelso Longview
Cities Working Together

WHEEL CHAIR RAMPS (NEW CONSTRUCTION)

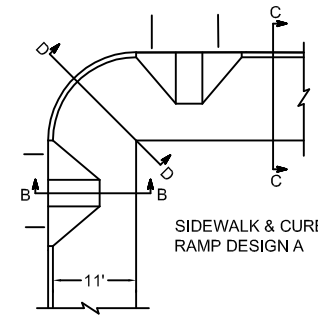
STANDARD PLAN: **ST - 140**

DATE: **FEB. 2008**

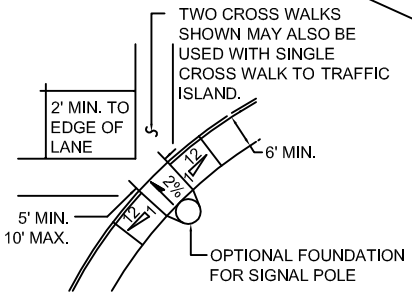
CITY ENGINEER APPROVAL:

Longview: **C.B.**

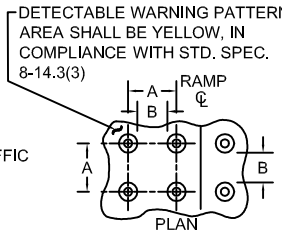
Kelso: **S.Z.**



SIDEWALK & CURB RAMP DESIGN A

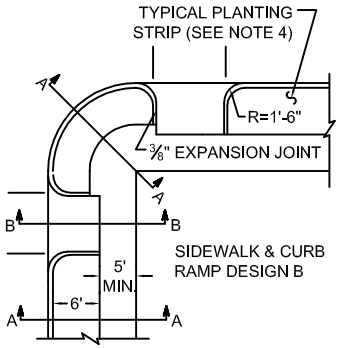


SIDEWALK AND CURB RAMP DESIGN D FOR USE W/ LARGE RADIUS (35' MIN.) INTERSECTIONS

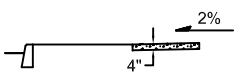


	MIN.	MAX.
A	1-5/8"	2-3/8"
B	5/8"	1-1/2"
C	7/16"	3/4"
D	7/8"	1-7/16"

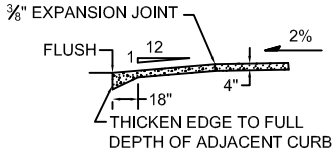
TRUNCATED DOMES (SEE NOTE 7)
DETECTABLE WARNING PATTERN DETAIL



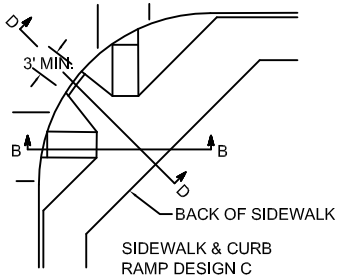
SIDEWALK & CURB RAMP DESIGN B



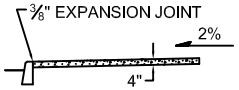
SECTION A-A



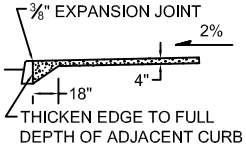
SECTION B-B



SIDEWALK & CURB RAMP DESIGN C
* SEE NOTE 11



SECTION C-C

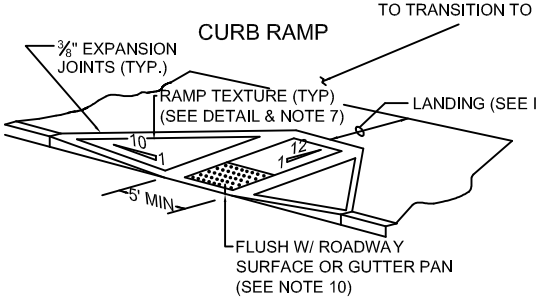


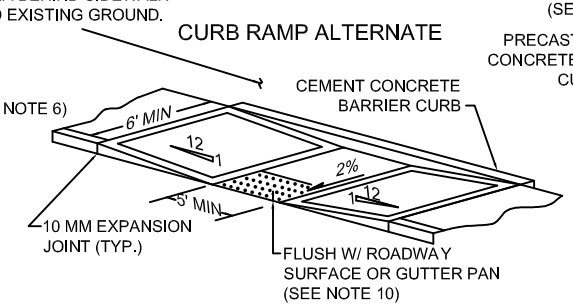
SECTION D-D

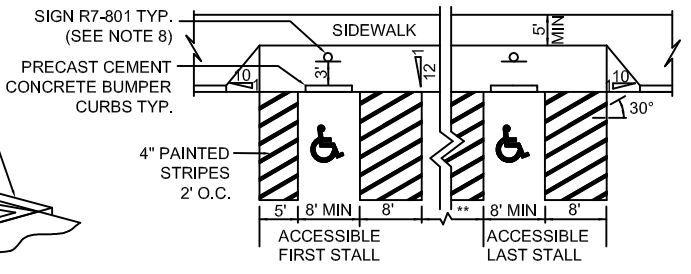
NOTES:

1. CURB RAMP DESIGNS A & B ARE THE PREFERRED DESIGNS. USE CURB RAMP DESIGN C ONLY WHEN NEITHER A NOR B WILL WORK. USE CURB RAMP DEISNG D ONLY ON LARGE RADIUS INTERSECTIONS (GREATER THAN 35')
2. A MINIMUM 3' WIDE ACCESSIBLE ROUTE SHALL BE MAINTAINED IN ALL PEDESTRIAN ACCESSIBLE AREAS.
3. CONTRACTION JOINTS SHALL BE PLACED ALONG SIDEWALKS AT 12' MAXIMUM SPACING. ALL JOINTS SHALL BE CLEAED & EDGED.
4. INLETS SHALL BE LOCATED SO THAT RUNOFF DOES NOT FLOW PAST CURB RAMPS.
5. THIS AREA MAY ALSO INCORPORATE THE FOLLOWING:
   DECORATIVE PAVING, RAISED OR LEVELED PLANTERS, OPEN GRADE PAVING, BENCHES OR SEATING AREAS.
6. CURB RAMPS SHALL BE POURED AS A SEPARATE UNIT FROM THE SIDEWALK, ISOLATED BY EXPANSION JOINT MATERIAL ON ALL SIDES EXCEPT AT END OF RAMP NEXT TO ROADWAY.
7. MINIMUM LANDING WIDTH IS 4' FOR NEW CONSTRUCTION. FOR ALTERATIONS, THE MINIMUM IS 3'. SEE CONTRACT PLANS.
8. DETECTABLE WARNING PATTERNS MAY BE CREATED BY ANY METHOD THAT WILL ACHIEVE THE TRUNCATED DOME DIMENSIONS AND SPACING SHOWN. (USE OF "CONCRETE STAMPS" TO CONSTRUCT DOMED TEXTURING SHALL ONLY BE ALLOWED PENDING APPROVAL OF AN ON SITE TEST SAMPLE CONFIRMING COMPLIANCE WITH "ADA" REQUIREMENTS).
9. SEE CONTRACT PLANS FOR MOUNTING HEIGHT OR SIGN R7-801.
10. CEMENT CONCRETE APPROACHES SHALL BE CONSTRUCTED OF AIR-ENTRAINED CONCRETE CLASS 3000 AND MAY BE POURED INTEGRAL WITH THE CURB.
11. WHEN A FLUSH CONSRUCTION IS NOT FEASIBLE, THE CHANGE IN ELEVATION BETWEEN SURFACES SHALL NOT EXCEED ½". THE EDGE OF THE HIGHER SURFACE, UP TO ¼" IN HEIGHT, MAY BE VERTICAL. THE EDGE OF THE HIGHTER SURFACE, UP TO ½" IN HEIGHT, SHALL BE BEVELED WITH A SLOPE NO STEEPER THAN 2:1.
12. WHEN ALTERING AN EXISTING INTERSECTION, ALTERNATE DESIGNS MAY BE NECESSARY. ALTERNATE DESIGNS MUST BE REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
13. AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
14. CURB & GUTTER SHOWN, SEE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED. SEE STD. PLAN ST-090, ST-100 & ST-120 FOR CURB DETAILS.
15. RAMP SLOPES SHALL NOT BE STEEPER THAN 12H:1V.

NOTE: GRADE AREA BEHIND SIDEWALK TO TRANSITION TO EXISTING GROUND.







ACCESSIBLE PARKING SHOWN WITH CONTINUOUS CURB RAMP
** X SPACES AT 16'-0"
(SEE CONTRACT PLANS)