

MID BLOCK CROSSING WITH PARK STRIP

MID BLOCK CROSSING WITHOUT PARK STRIP

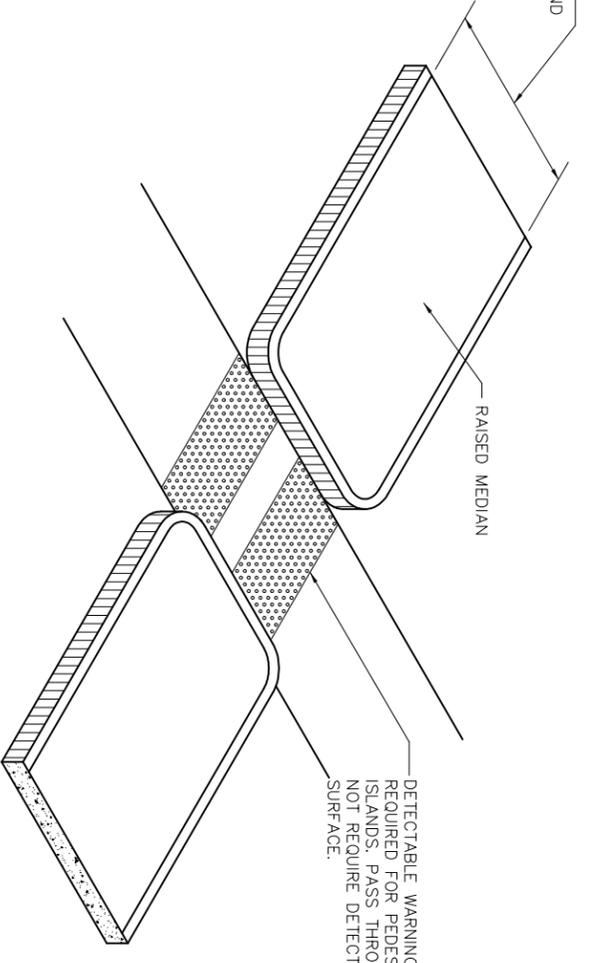
ITEM	MAX RUNNING SLOPE*	MAX. CROSS SLOPE*
LANDING	2% (1V:50H)	
RAMP	8.33% (1V:12H)	
STREET	5% (1V:20H)	
SIDEWALK	—	2% (1V:50H)
CROSSWALK	5% (1V:20H)	

* RUNNING SLOPE IS IN THE DIRECTION OF PEDESTRIAN TRAVEL, WHILE CROSS SLOPE IS PERPENDICULAR TO PEDESTRIAN TRAVEL.

STREET TRANSITION RUNNING SLOPE NEEDS TO BE CONSTANT ACROSS ENTIRE CURB CUT. SLOPE GUTTER PAN TO MEET REQUIRED TRANSITION SLOPE AT CURB CUT.

PARALLEL RAMP'S RUNNING SLOPE 1:12, CROSS SLOPE 1:50, BUT ARE NOT REQUIRED TO EXCEED 15 FEET IN LENGTH.

CROSS SLOPE REQUIREMENT DOES NOT APPLY AT PERPENDICULAR RAMP MID-BLOCK CROSSING.



MEDIAN BREAK (EXAMPLE)

NOTES:

1. CONFIGURATION OF RAMPS AND LANDINGS MAY BE CHANGED, BUT MUST MEET PEDESTRIAN RAMP DIMENSION AND SLOPE REQUIREMENTS. SPECIFIC SITE CONDITIONS WILL VARY. THE USE OF FLARES, CURBWALLS, ETC. ARE AT THE DISCRETION OF THE ENGINEER.
2. PROVIDE DETECTABLE WARNING SURFACE FOR FULL WIDTH OF RAMP, LANDING, OR CURB CUT. SEE DETAIL "A" FOR DETECTABLE WARNING SURFACE DIMENSIONS.
3. LOCATE DETECTABLE WARNING SURFACE SO THAT THE EDGE NEAREST THE STREET IS 6" TO 8" FROM CURB LINE.
4. ACCEPTABLE DETECTABLE WARNING SURFACE COLOR SHALL BE SAFETY YELLOW CONFORMING TO ANSI Z535.1.
5. STAMPED DETECTABLE WARNING SURFACES OR THOSE APPLIED WITH ADHESIVE ARE UNACCEPTABLE. ACCEPTABLE DETECTABLE WARNING SURFACES SHALL BE THOSE DESIGNED TO BE EMBEDDED IN UNCURED CONCRETE. SUBMIT FOR APPROVAL PRIOR TO INSTALLATION.

TOOFILE COUNTY ENGINEERING
HANDICAPPED ACCESS
MID BLOCK CROSSING

JIM LAWRENCE, P.E. DATE