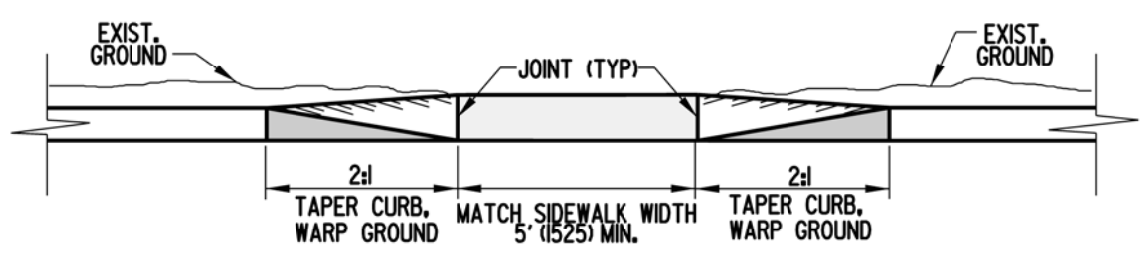
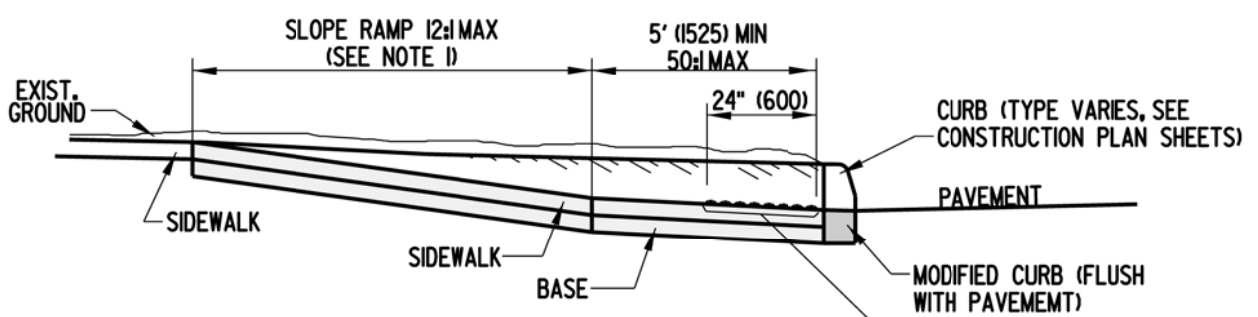


DETECTABLE WARNING TRUNCATED DOME DETAILS

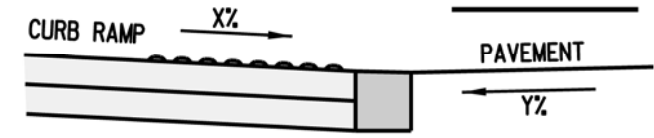
- NOTES:**
A). THE AREA OF DETECTABLE WARNING TRUNCATED DOMES SHALL BE 24" (600) LONG AND THE FULL WIDTH OF THE RAMP OR DEPRESSED CURB.
B). SEE SPECIFICATION FOR ADDITIONAL INFORMATION.



ELEVATION A-A



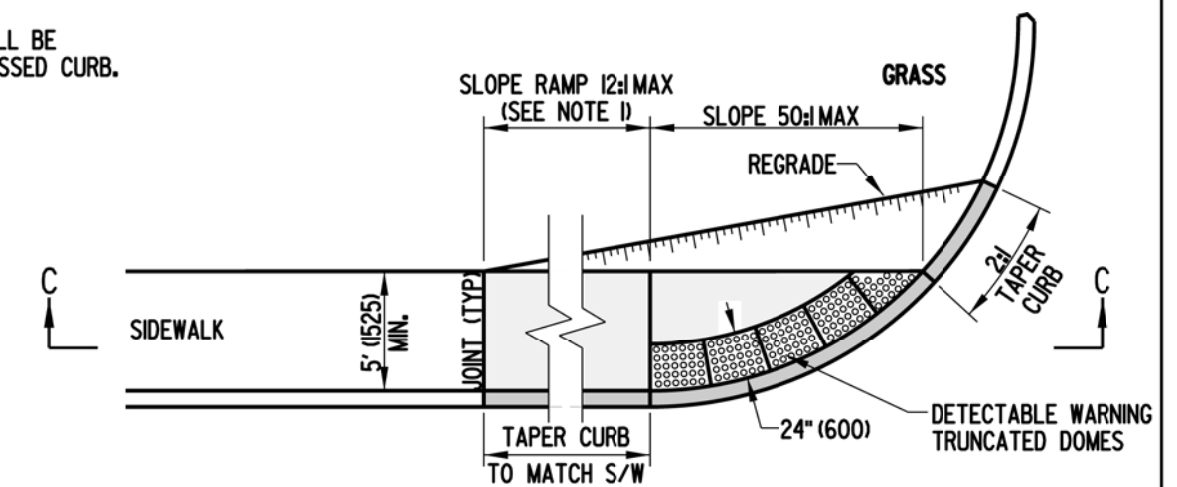
SECTION B-B



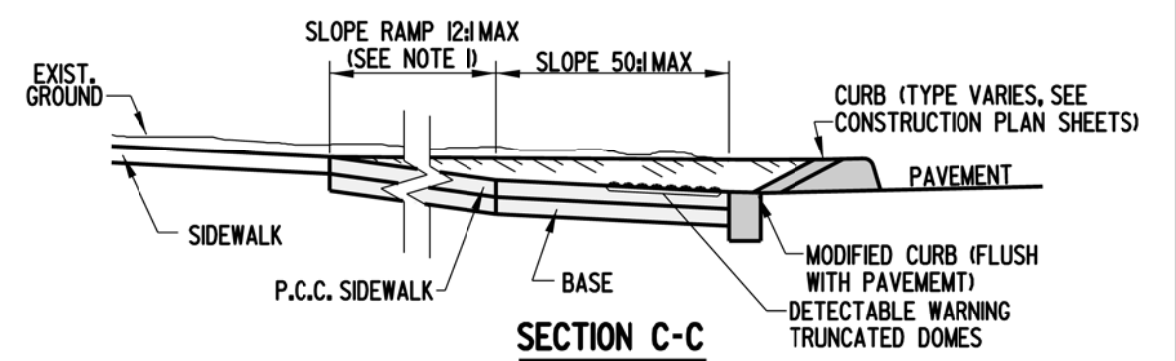
MAXIMUM DIFFERENCE IN GRADE

FOR EXAMPLE, IF THE CURB RAMP AND DEPRESSED CURB SLOPE (X) IS 8.1% AND THE PAVEMENT SLOPE (Y) IS 4.0%, THEN TO DETERMINE THE DIFFERENCE IN GRADE, ADD X + Y TO GET 12.1%. WHICH IS GREATER THAN THE 11% PREFERRED BUT LESS THAN THE 13% MAXIMUM.

CURB RAMP, TYPE 1
PERPENDICULAR CURB RAMP



SECTION C-C



- NOTES:**
1). WHERE A 12:1 MAXIMUM SLOPE RAMP WILL NOT MEET THE SIDEWALK GRADE WITHIN A LENGTH OF 15' (4570) DUE TO STEEP ADJACENT ROADWAY, THE RAMP LENGTH MAY BE LIMITED TO 15' (4570), AND ALLOWED TO EXCEED 12:1.
2). RAMP AND SIDEWALK CROSS SLOPE SHALL BE 50:1 (2%) MAXIMUM.
3). IF GRADING WILL BE STEEPER THAN 6:1, THEN A TYPE 1 CURB OR RETAINING WALL SHOULD BE USED TO ELIMINATE THE NEED FOR THE STEEP SLOPE.
4). THE MAXIMUM DIFFERENCE IN GRADE BETWEEN THE CURB RAMP OR MODIFIED CURB AND THE PAVEMENT SHALL BE 13%, HOWEVER 11% IS PREFERRED.

<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	CURB RAMP, TYPE 1 AND SECTIONS			<p>APPROVED <i>[Signature]</i> 11/18/08 CHIEF ENGINEER DATE</p>
	STANDARD NO. C-2 (2008)	SHT. 1	OF 4	<p>RECOMMENDED <i>[Signature]</i> 11/17/08 DESIGN ENGINEER DATE</p>