


- NOTES:**
- 1). A CUT-THROUGH LEVEL WITH THE STREET IS THE PREFERRED TREATMENT FOR ISLANDS, ALTHOUGH, RAMPS CAN BE USED WHERE THE ISLAND WIDTH IS SUFFICIENT TO ACCOMMODATE THEM. POSITIVE SURFACE DRAINAGE MUST BE PROVIDED FOR EITHER TREATMENT. EITHER TREATMENT IS ACCEPTABLE.
 - 2). FOR ALTERATIONS WITHOUT A GRASS STRIP OR WHERE THE EXISTING ROAD PROFILE IS STEEPER THAN 7% AND A 12:1 MAXIMUM SLOPE WILL NOT MEET THE SIDEWALK GRADE WITHIN A LENGTH OF 15'-0", THE RAMP LENGTH MAY BE LIMITED TO 15'-0" AT A CONSTANT SLOPE, AND ALLOWED TO EXCEED 12:1.
 - 3). A CONTINUOUS PATH MUST BE PROVIDED BETWEEN ADJACENT CURB RAMPS IN ISLANDS AND MEDIANS, WITH A MAXIMUM RUNNING SLOPE OF 20:1.
 - 4). RAMP AND SIDEWALK CROSS SLOPE SHALL BE 50:1 (2%) MAXIMUM. FOR REHABILITATION WORK, THE RAMP CROSS SLOPE SHALL MATCH THE SLOPE OF THE ADJACENT ROADWAY.
 - 5). WHERE THERE IS NO DEPRESSED CURB AT A CUT-THROUGH OR CURB RAMP, THE DETECTABLE WARNING SHALL BE INSTALLED 3" FROM THE ROADWAY PAVEMENT.
 - 6). DETECTABLE WARNINGS SHALL BE INSTALLED WHEN THE LENGTH W IN THE DIRECTION OF PEDESTRIAN TRAVEL IS 6'-0" OR GREATER.
 - 7). PEDESTRIAN SIGNALS SHALL BE ACCESSIBLE WITH A LEVEL LANDING, WHOSE EDGE IS NO MORE THAN 10" FROM ALL PEDESTRIAN PUSH BUTTONS.
 - 8). LANDING AREA SHALL BE EXTENDED 18" MIN BEYOND PEDESTRIAN PUSH BUTTON FOR ALL CURB RAMP TYPES. WHEN NO PEDESTRIAN PUSH BUTTON EXISTS, THE 18" EXTENSION CAN BE OMITTED.
 - 9). LANDING AREA SHALL BE CLEARLY DELINEATED WITH JOINTS.
 - 10). INTERMEDIATE LANDING IS ONLY REQUIRED WHEN THE TWO RAMPS INTERSECT BEFORE REACHING THE FULL HEIGHT.
 - 11). CONSTRUCTION JOINTS ARE REQUIRED ON RAMP AT THE INTERVAL SPECIFIED IN NOTE 6 ON DETAIL M-3, SHEET 1 OF 1. HOWEVER, EXPANSION MATERIAL SHALL NOT BE USED IN THE RAMP SECTION.

 DELAWARE DEPARTMENT OF TRANSPORTATION	CURB RAMP, TYPE 5 & SECTIONS				APPROVED	SIGNATURE ON FILE <small>CHIEF ENGINEER</small>	02/14/2014 <small>DATE</small>
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