



NOTE:
 BLENDED TRANSITION RAMP LAYOUT, LOCATED AT THE APEX OF THE CORNER, MAY DIRECT USERS INTO THE CENTER OF THE INTERSECTION, RATHER THAN THE CROSS WALK, AND SHOULD BE USED AS THE LAST OPTION IN CURB RAMP DESIGN. CITY ENGINEER APPROVAL SHALL BE REQUIRED FOR THIS TYPE OF LAYOUT.

← SLOPE 8.3% MAX (1.5% CROSS SLOPE)
 [Pattern] TRUNCATED DOME DETECTABLE WARNING SURFACE

GENERAL NOTES

1. TURNING SPACE SHALL BE 5'X5' AND CLEAR SPACE SHALL BE 4'X5' MIN.
2. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS AND TURNING SPACE SHALL BE 1.5%.
3. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5%. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%
4. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMPS RUNS SHALL BE 5% MAX.
5. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
6. DECIDABLE WARNING SHALL BE INSTALLED ALONG ENTIRE WIDTH OF RAMP BASE.

N.T.S

CITY OF FRANKLIN

BLENDED TRANSITION RAMP LAYOUT

DWG. NO. RP-19

EFFECTIVE DATE: 7/1/2017

Paul P. Hoyle 7/1/2017
 CITY ENGINEER DATE

Stephanie M. Martin 7/1/2017
 ASST. DIRECTOR OF ENG. DATE