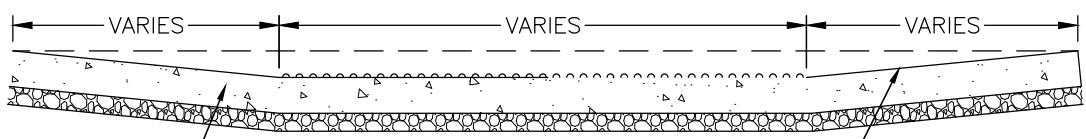


SECTION A-A



SLOPE VARIES UNIFORMLY TO MAX 10:1 (12:1 DESIRABLE)

SECTION B-B

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.

GENERAL NOTES

1. A VARIATION OF THE RAMP MAY BE USED IN CERTAIN CIRCUMSTANCES BUT MUST COMPLY WITH PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY
2. DESIRABLE SLOPE TO BE USED UNLESS OTHERWISE DIRECTED BY THE CITY OF FRANKLIN.
3. MINIMUM TURNING SPACE IS 5'X5'.
4. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS AND MID-BLOCK LOCATIONS.
5. 4" MIN BASE STONE (303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" REQUIRED UNDER ALL SIDEWALKS.
6. 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 SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
7. THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP AND SHOULD EXTEND ONLY 2 FEET IN THE DIRECTION OF TRAVEL.
8. DETECTABLE WARNING SURFACES SHALL BE YELLOW (ADA SOLUTIONS, INC. OR APPROVED EQUAL) CAST IN PLACE AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARED SIDES) AND SHOULD EXTEND ONLY 2 FEET IN THE DIRECTION OF TRAVEL.

**CITY OF FRANKLIN**

BLENDED TRANSITION RAMP

**DWG. NO. RP-15**

EFFECTIVE DATE: 7/1/2017

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

*Stephanie Morrison* 7/1/2017  
 ASST. DIRECTOR OF ENG. DATE