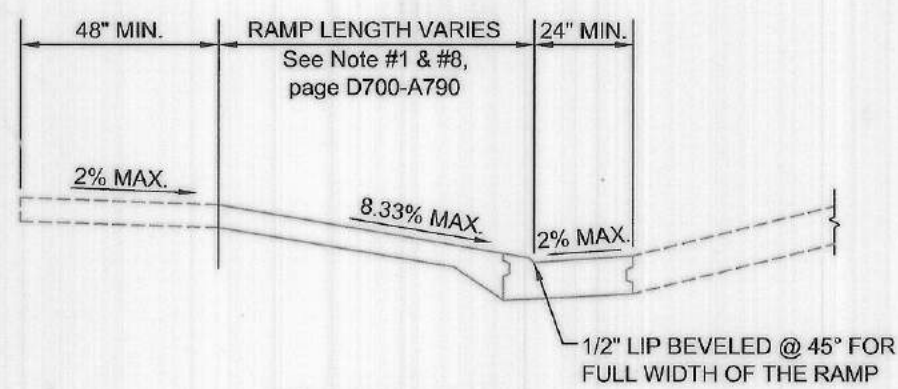
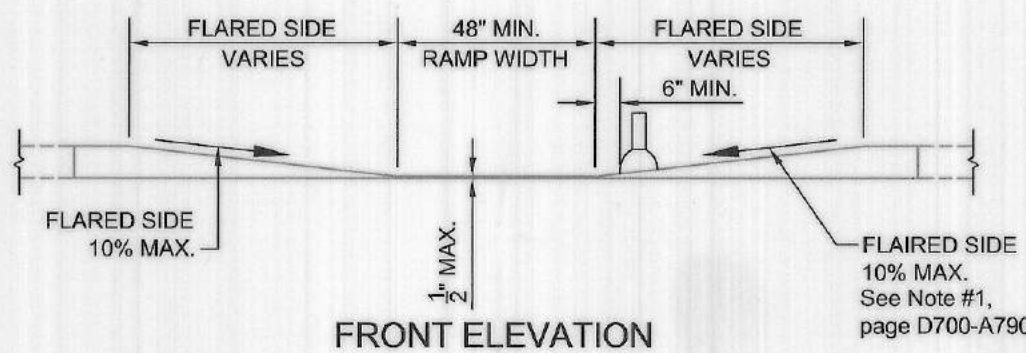
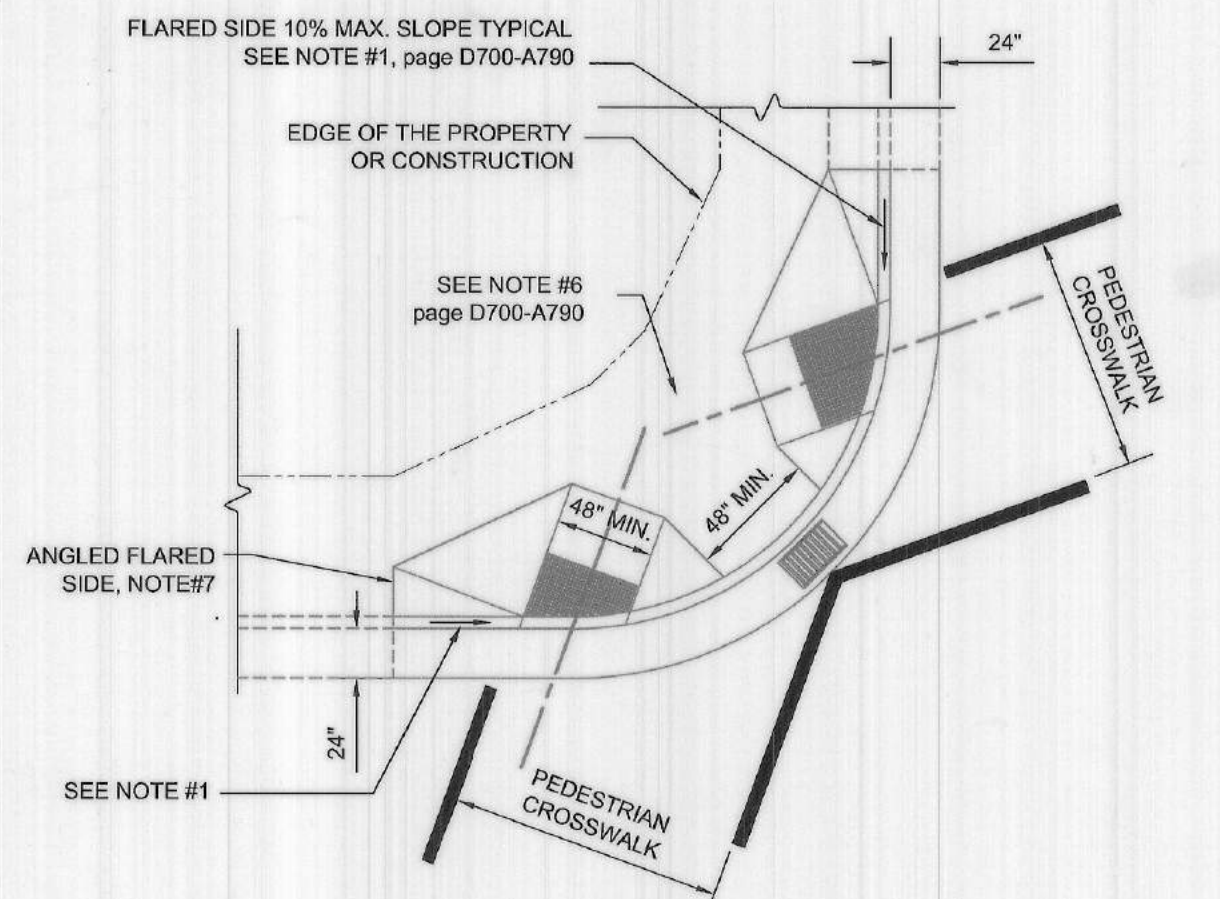


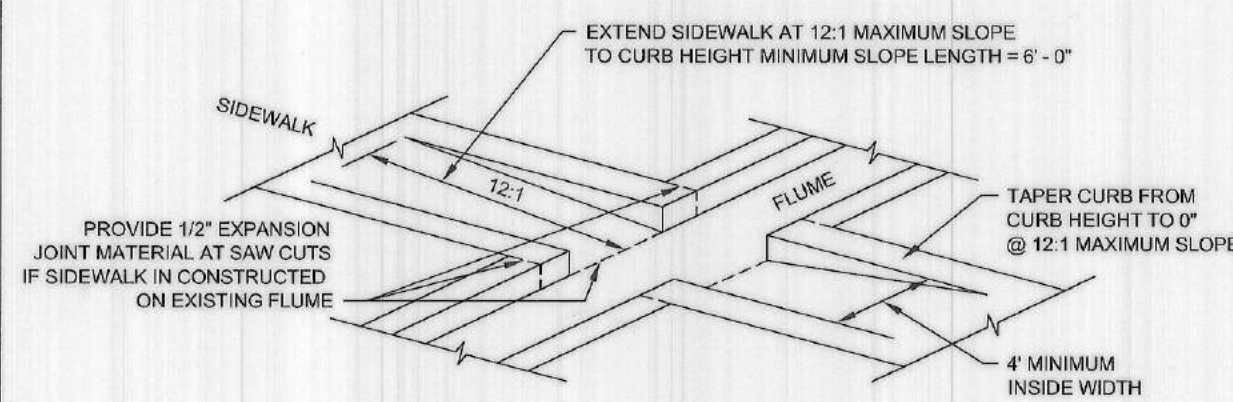
TYPICAL LAYOUT



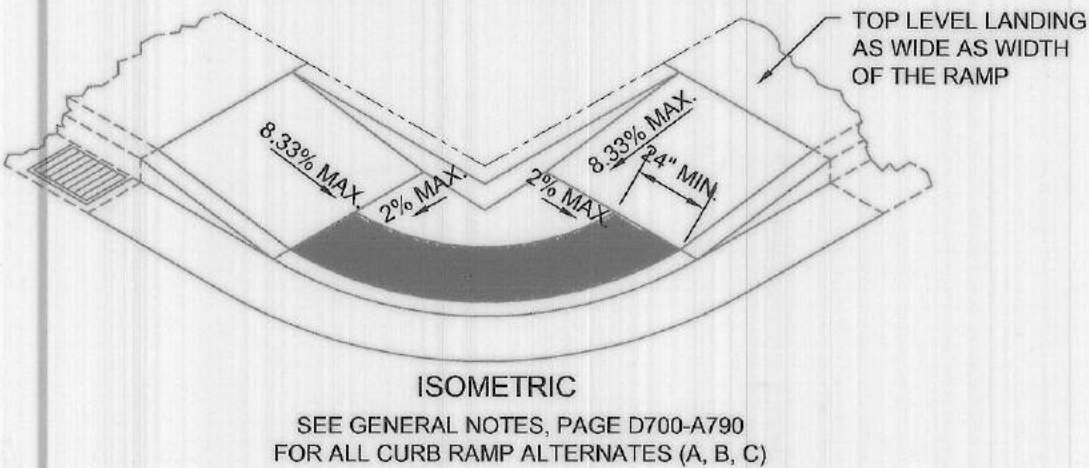
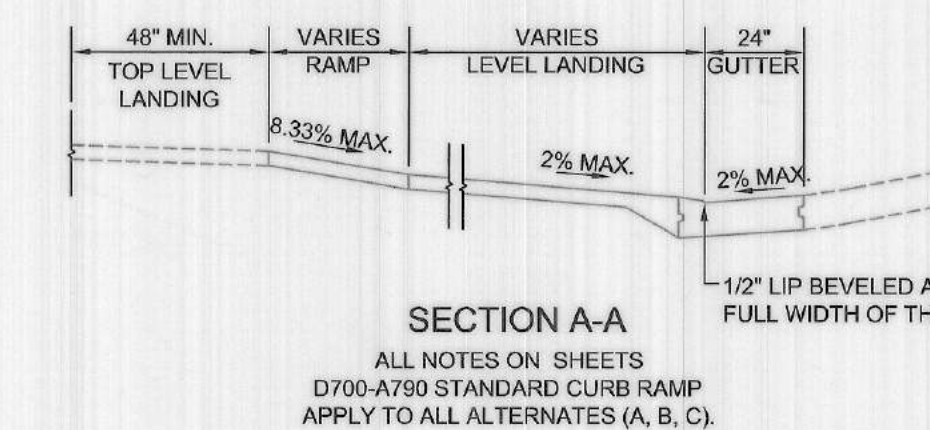
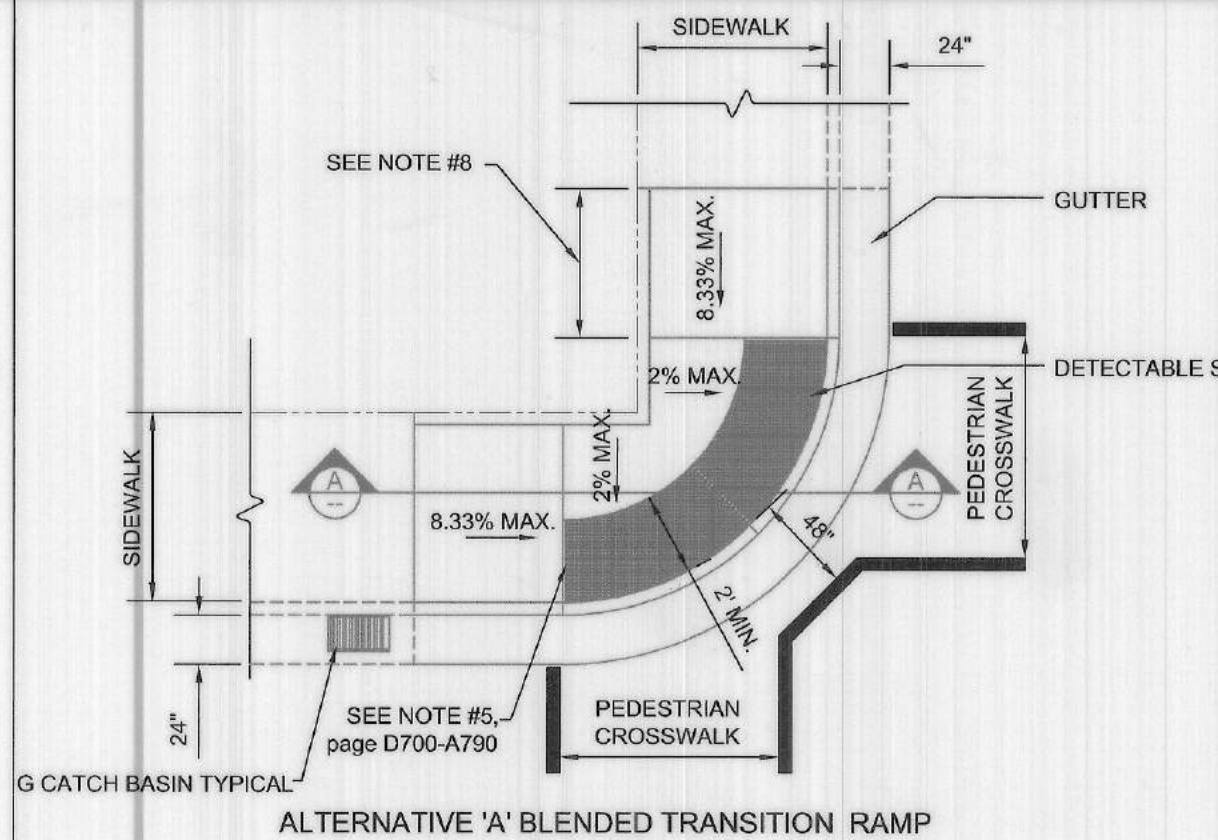
STANDARD CURB RAMP  
710



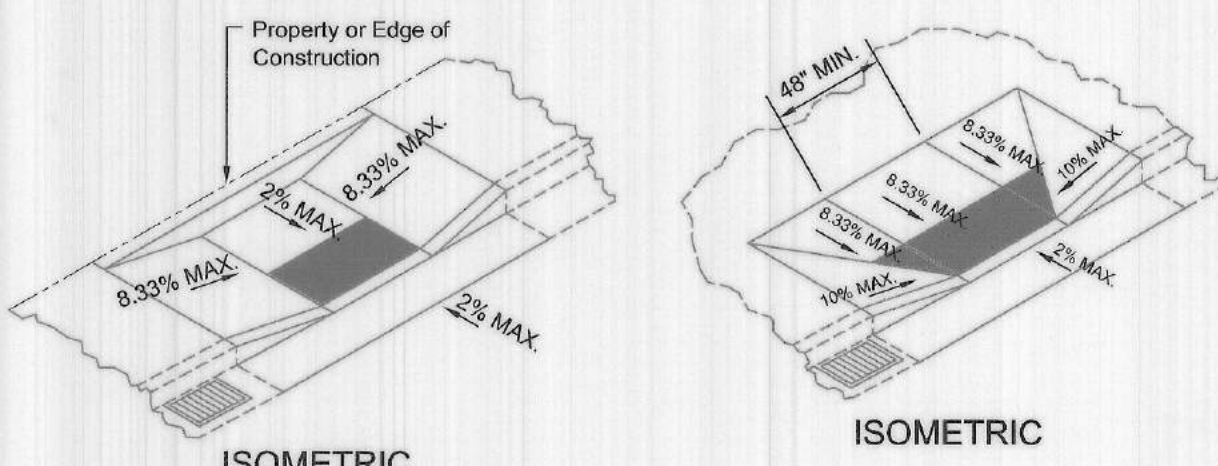
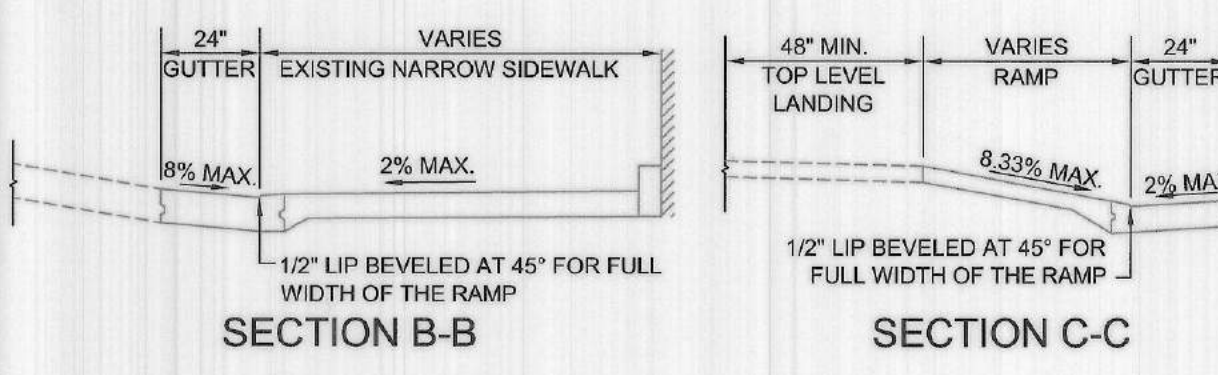
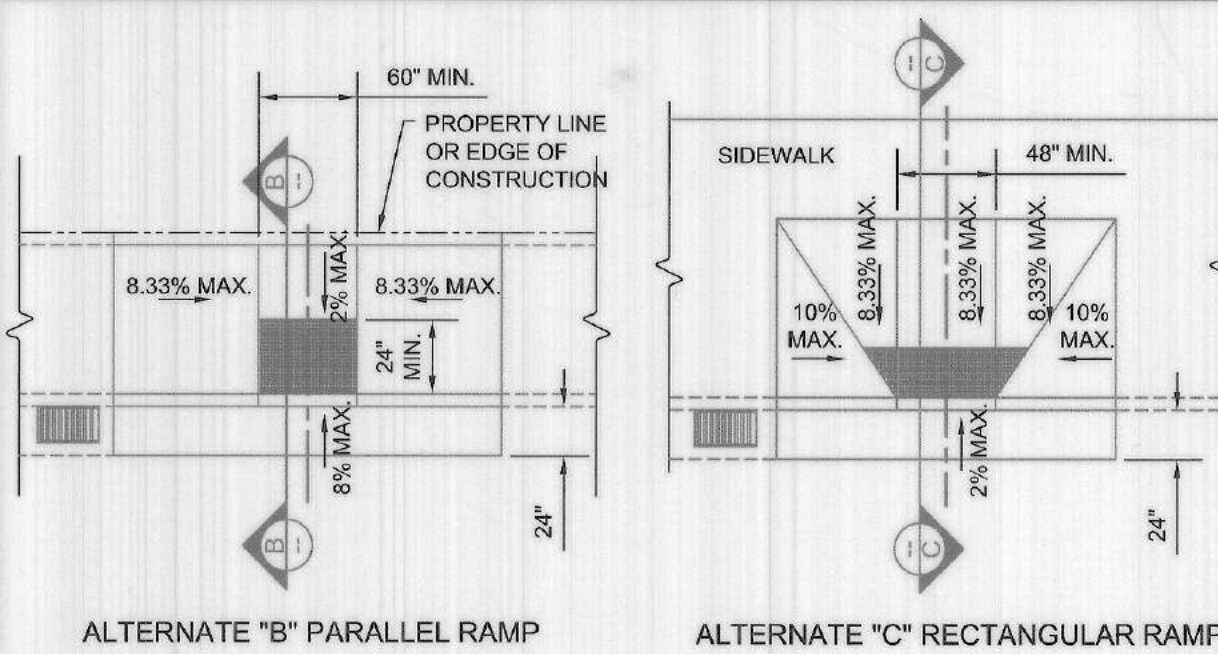
TYPICAL DIAGONAL LAYOUT  
STANDARD CURB RAMP DIAGONAL  
720



SIDEWALK RAMP AT FLUME CROSSING  
725



BLENDED ALTERNATE RAMP "A"  
730

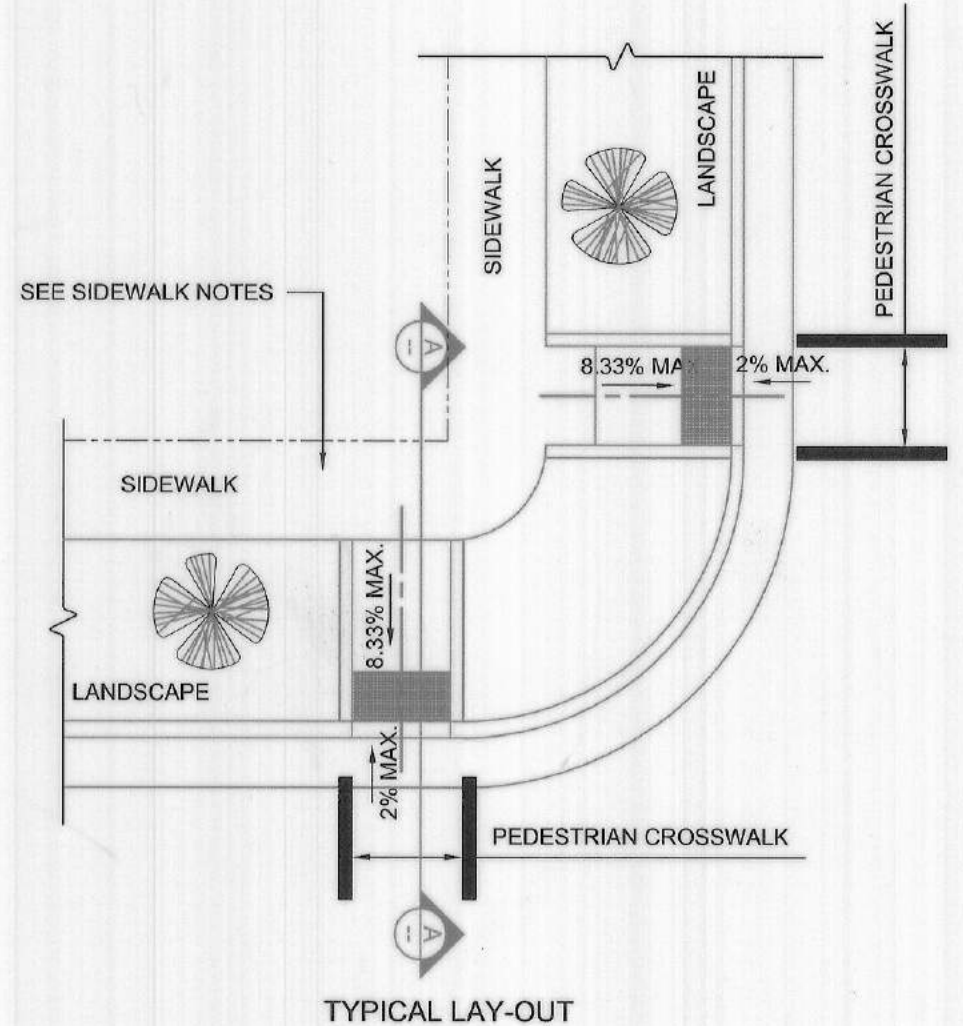


ALTERNATE "B" CURB-RAMP SHALL BE USED ON NARROW SIDEWALK AT MID-BLOCK LOCATIONS WHEN STANDARD CURB RAMP LAY-OUT IS NOT FEASIBLE. THE 6" CURB SHALL BE INSTALLED ALONG THE EDGE OF THE BACK OF SIDEWALK

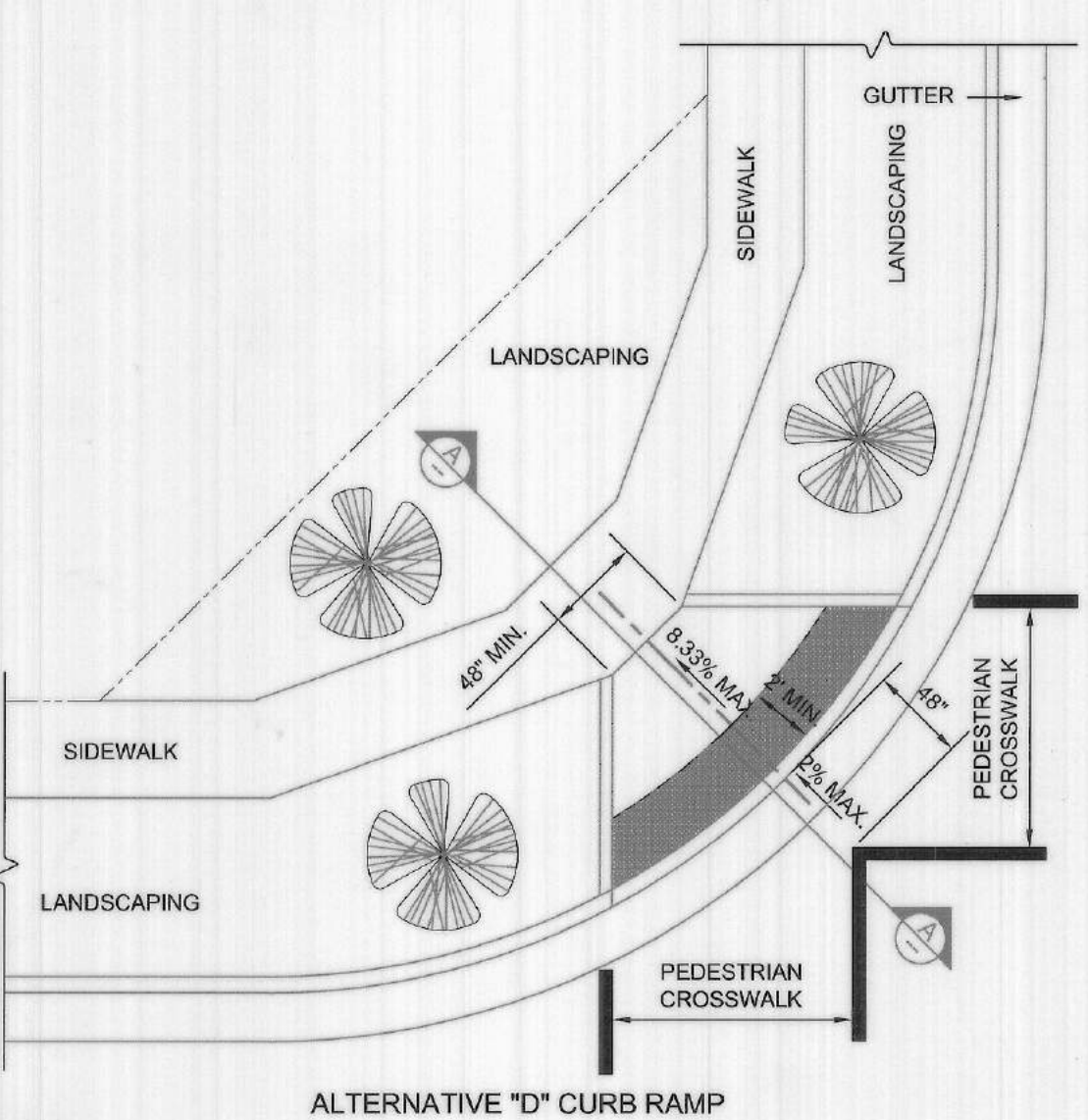
ALTERNATE "C" CURB-RAMP SHALL BE USED AS A VARIATION OF A STANDARD RAMP FOR MID-BLOCK LOCATIONS WHERE THERE IS ENOUGH ROOM FOR TOP LEVEL LANDING.

SEE GENERAL NOTES, PAGE D700-A790 FOR ALL CURB RAMP ALTERNATES (A, B, C)

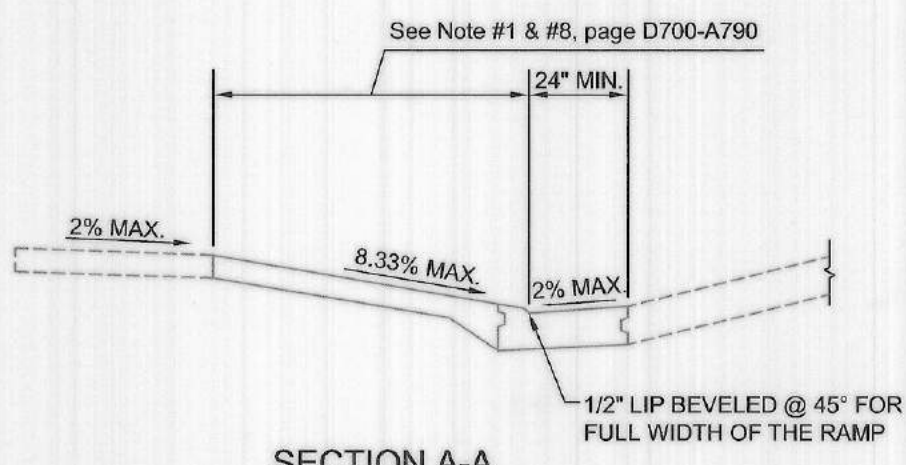
ALTERNATE RAMPS "B" & "C"  
740



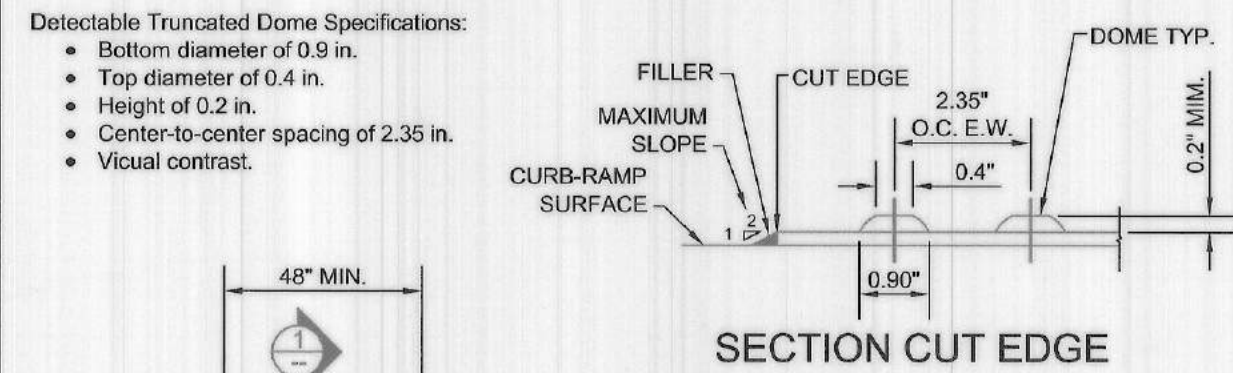
STANDARD SETBACK SIDEWALK CURB RAMP  
750



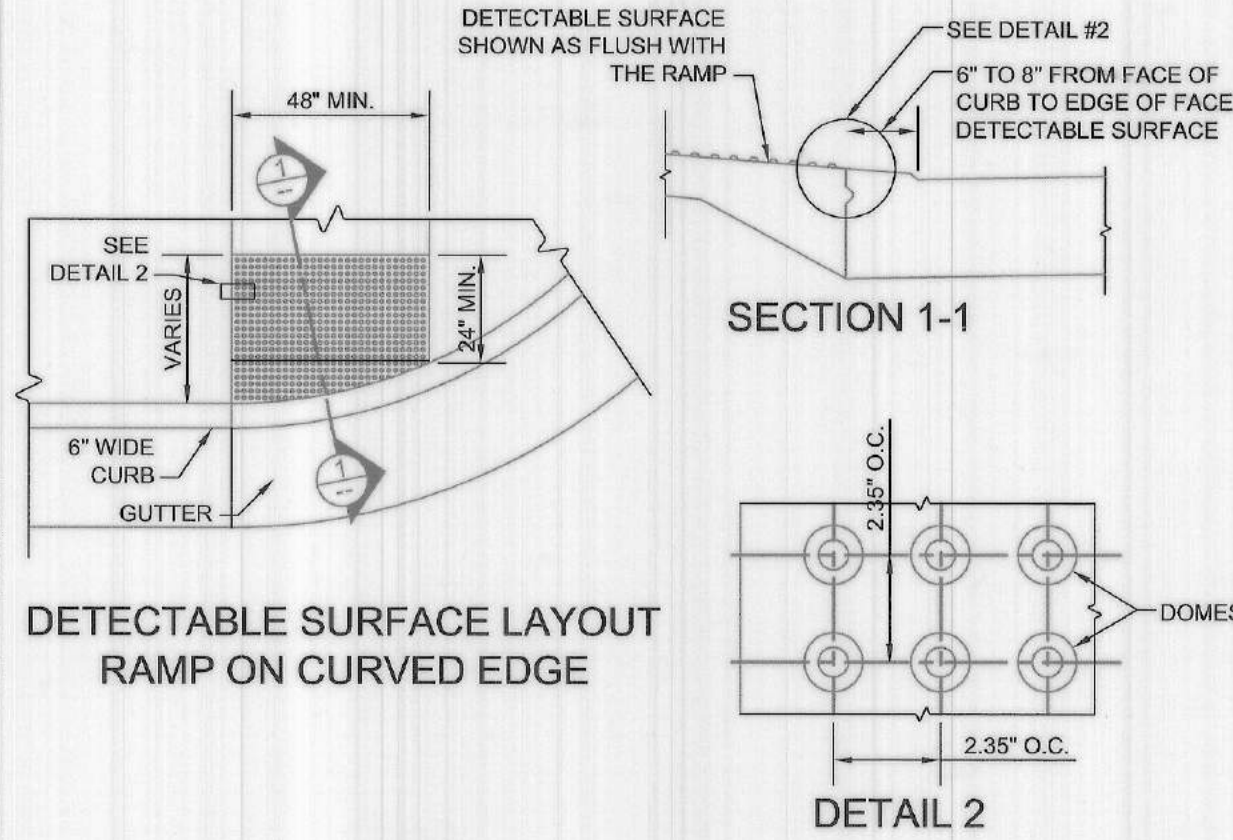
ALTERNATIVE "D" CURB RAMP



ALTERNATIVE CURB RAMP FOR SETBACK SIDEWALK  
760

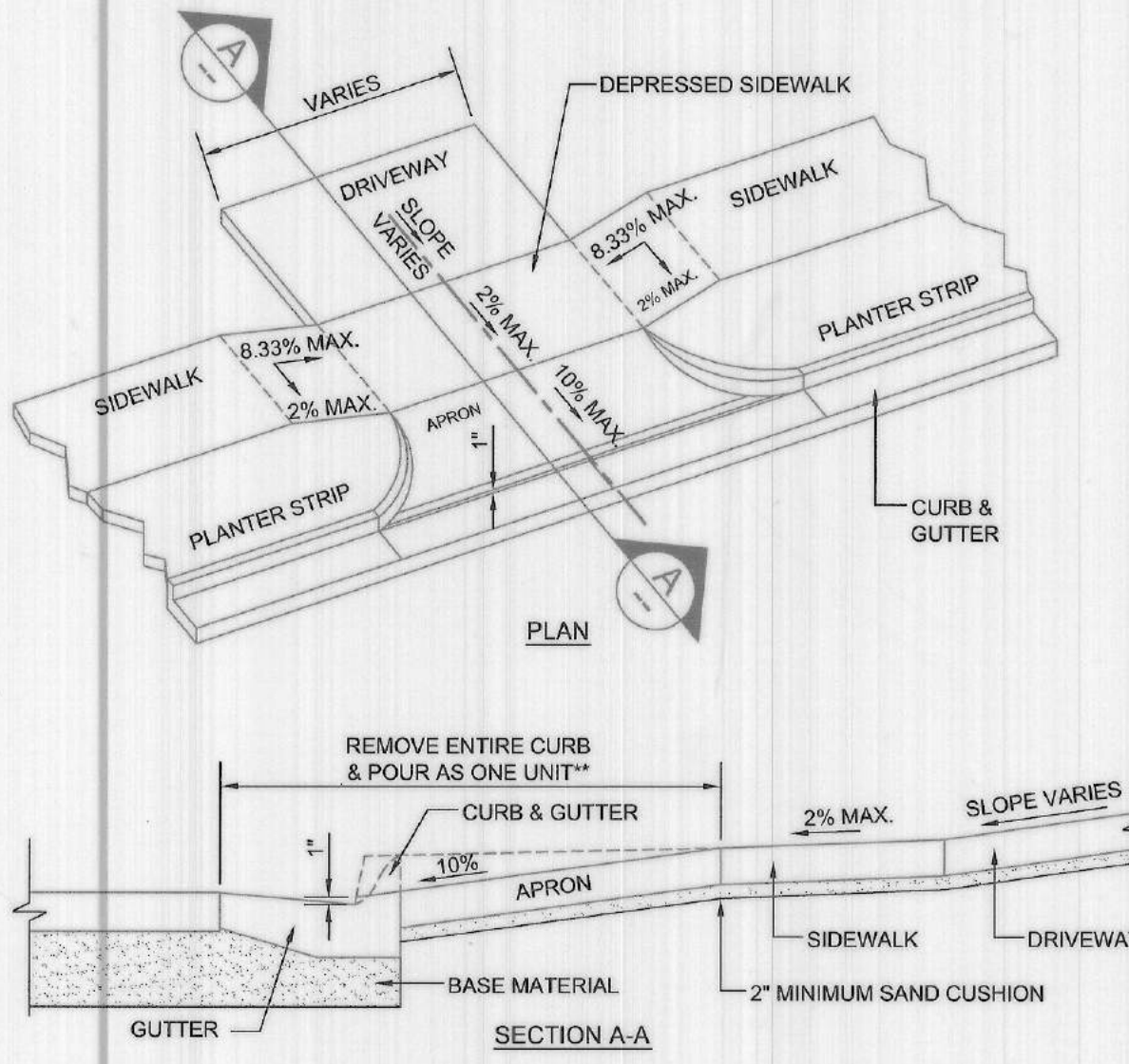


DETECTABLE SURFACE LAYOUT RAMP ON STRAIGHT EDGE



DETECTABLE SURFACE LAYOUT RAMP ON CURVED EDGE

DETECTABLE SURFACE FOR RAMPS  
770



NOTES:

1. A 5' - 0" minimum radius is approved for one & two family residences not abutting a limited access or major street. All other Driveways will have a 10' 0" minimum radius.
2. The Driveway Contractor may saw cut & remove the complete Curb & Gutter section or the Curb only. Saw cuts shall be 2" or 1/3 the depth of the gutter, whichever is greater. Saw cuts shall include the top & face of curb as well as the gutter. Saw cuts shall be made prior to the removal of concrete.
3. If a gutter holds water prior to any construction by driveway Contractor, he shall notify the City Engineer of the situation before doing any work. The completed driveway work will not be accepted if the gutter holds water due to poor construction by the Contractor.
4. It is recognized that this driveway detail will not cover every possible situation encountered in construction. Additional expansion joints will be required as needed.
5. Clean and seal all joints and saw cuts in accordance with standard specifications.
6. Do not turn radius in front of adjacent property without written permission from adjacent property owner.
7. Curb cuts exceeding 42" must be approved by the City Engineer.

STANDARD DRIVEWAY DETAILS FOR EXISTING PAVING  
780

NOTES - 790

General Notes:

- a. The standard curb-ramp lay-out shall be used whenever possible. Any deviation from the standard curb-ramp plans shall be approved by the City Engineer or designee on a case by case basis.
- b. The standard curb-ramp drawings supersede all previous drawings and shall be part of the new curb ramp standard drawings.
- c. All alternate ramps shall be approved by the City Engineer prior to construction.

Curb Ramp Notes:

1. A curb ramp is defined as the entire concrete surface which includes the ramp & flared sides. The 4' - 0" wide center portion, including the detectable surface, shall have the sloped plane of 8.33% (1:12) maximum, and cross slope, not to exceed 2%. The "flared side" of the ramp and shall lie on a slope of 10% (1:10) maximum measured along the curb. The curb ramp shall have a surface tolerance of 1/4" per 10 foot straight edge maximum.
2. The ramp center line and path of travel must be parallel to the sidewalk. The full width of the ramp shall lie within the crosswalk area. It is desirable that the location of the ramp be as close as possible to the center of the crosswalk.
3. The 4'-0" min. distance between flared sides of the two adjacent curb ramps may be reduced to 3'-0" with documentation of hardship indicating legal and or physical constraints provided to the City Engineer.
4. Existing utility boxes and covers shall be adjusted flush with the curb ramp surface and shall not straddle any change in plane or material. Existing utility box frames and covers shall have matching surface finish on the entire frame and cover. New utility boxes shall not be placed within the detectable border.
5. The surface of the curb ramp and detectable surface material shall be stable, firm and slip resistant. The concrete curb ramp surface shall be broom finished transverse to the axis of the ramp and shall be slightly rougher than the finish of the adjacent sidewalk surface.
6. A level landing 4'-0" deep, with a 2% maximum slope in each direction shall be provided at the upper end of each curb ramp to allow safe egress from the ramp surfaces. The width of the level landing shall be at least as wide as the width of the ramp.
7. When vertical obstructions are present near the curb at the end of the flared side or when the curb-ramp is diagonal to the curb which will result in an extremely long flared side surface, the affected flared side may be cut and terminated perpendicular to the curb, provided that the maximum slope of 10% is achieved on each of the resulting planes.
8. The length of ramp may be constructed up to 30 feet long to achieve the slope requirement.
9. Existing vertical utility poles or street light poles may be incorporated into the flared sides, if necessary. The vertical obstruction shall be a minimum of 6 inches away from the edge of the ramp. Pedestrian crosswalk push button poles, fire department call box poles and other poles with activated devices, may not be placed in the curb-ramp at any time. No new vertical obstructions may be located in the curb ramp or the grooved border.

Sidewalk Notes:

1. Minimum Sidewalk width shall be 4'-0" for residential, 6'-0" for commercial, and 6'-0" clear width whenever adjacent to section line streets.
2. Sidewalk slope shall be maximum of 2% cross slope.
3. Whenever the width of the sidewalk is less than 5'-0", a 5' x 5' passing area with a maximum 2% slope in any direction at intervals of 200' shall be installed.
4. Whenever changing direction in a sidewalk, install a 5' x 5' passing area with maximum 2% slope in any direction.
5. Objects such as tree branches, signs, water fountains, etc. shall not protrude into the sidewalk more than 4" at the heights between 27" and 80".

Ramps:

When the rise in elevation is greater than 30" a series of ramps and landings will be required.

- Landing shall be 5'-0" in length and no greater than 2% in any direction.
- The maximum of a run is determined by the rise (30" maximum) and slope, as shown in the following table

Max. Rise	Slope	Max. Length	Max. Rise	Slope	Max. Length
30 in.	1:12	30 ft.	30 in.	1:16	40 ft.
30 in.	1:13	32.5 ft.	30 in.	1:17	42.5 ft.
30 in.	1:14	35 ft.	30 in.	1:18	45 ft.
30 in.	1:15	37.5 ft.	30 in.	1:19	47.5 ft.

The City of MOORE Oklahoma

STANDARD ADA CURB RAMP, SIDEWALK AND DRIVEWAY DETAILS

STD. D-700

APPROVED BY: *Donald Vick* DATE 03/06/2008

DONALD VICK, P.E. CITY ENGINEER

APPROVED BY CITY COUNCIL 06/16/08

REVISED: