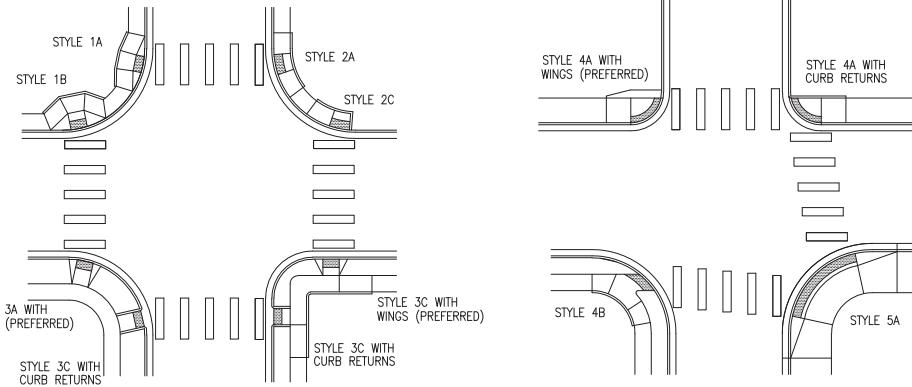


GENERAL NOTES

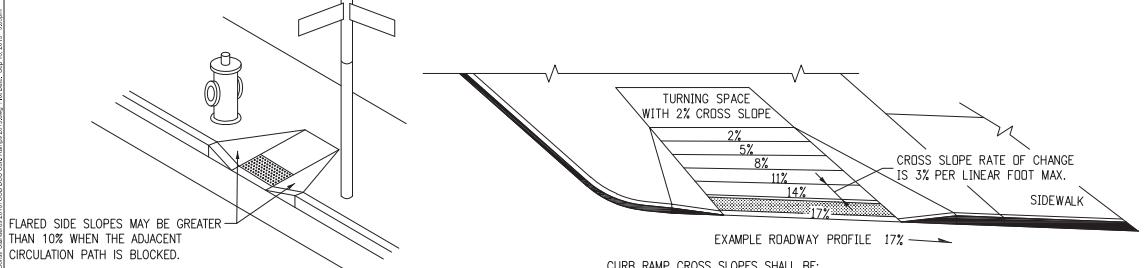
1. THE DETECTABLE WARNINGS SHALL BE INSTALLED AT SIDEWALK TO STREET TRANSITIONS. THEY SHALL HAVE A TRUNCATED DOME SURFACE. THE DOMES SHALL BE IN A SQUARE GRID PATTERN AND ALIGNED WITH PEDESTRIAN TRAFFIC.
2. ALL DETECTABLE WARNING SURFACES SHALL START A MINIMUM OF 6 INCHES FROM THE FLOWLINE OF THE CURB AND NOT BE MORE THAN A MAXIMUM OF 8 INCHES FROM ANY POINT ON THE FLOWLINE OF THE CURB, WITH THE EXCEPTION OF RAMPS CONFIGURED SIMILAR TO TYPE 4A AS THIS DIMENSION MAY BE GREATER THAN 8 INCHES ON ONE SIDE OF THE RADIUS.
3. THE RAMP SLOPE, INCLUDING THE DETECTABLE WARNING SURFACE SHALL BE 8.3% OR FLATTER (SEE NOTE 4).
4. THE CITY OF BOULDER DOES NOT ALLOW A TOLERANCE THAT EXCEEDS 8.3% RUNNING SLOPE. RUNNING SLOPES ON NEW RAMPS THAT EXCEED 8.3% MAY REQUIRE REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE. TO AVOID CHASING GRADE INDEFINITELY, THE RAMP LENGTH MAY BE LIMITED TO 15 FEET. ADJUST THE RUNNING SLOPE TO PROVIDE ACCESS TO THE MAXIMUM EXTENT TECHNICALLY FEASIBLE. THE RESULTING RUNNING SLOPE MAY EXCEED 8.3% AND WOULD REQUIRE A CITY OF BOULDER CURB RAMP VARIANCE FORM TO BE SUBMITTED TO, AND APPROVED BY THE CITY OF BOULDER PROFESSIONAL ENGINEER IN CHARGE OF THE RESPECTIVE PROJECT.
5. PEDESTRIAN ACCESS ROUTES AT RAMPS SHALL BE CONSTRUCTED IN COMPLIANCE WITH THE LATEST PROPOSED RIGHT-OF-WAY ACCESS GUIDELINES (PROWAG), ISSUED BY THE UNITED STATES ACCESS BOARD. DEVIATING FROM PROWAG WILL REQUIRE THAT A CITY OF BOULDER CURB RAMP VARIANCE BE SUBMITTED TO, AND APPROVED BY THE CITY OF BOULDER PROFESSIONAL ENGINEER IN CHARGE OF THE RESPECTIVE PROJECT.
6. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS.
7. CONSTRUCTION OF PEDESTRIAN CURB, WHERE REQUIRED, SHALL BE PAID AS PEDESTRIAN CURB (LINEAR FEET).
8. IF THE PLACEMENT OF THE PEDESTRIAN PUSH BUTTON POST ASSEMBLY (PPBPA) ON A TRAFFIC SIGNAL POLE WILL NOT BE WITHIN EASY REACH (10 INCHES OR LESS AND UNOBSTRUCTED) OF ALL PEDESTRIANS (IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA)), THEN A SEPARATE PPBPA SHALL BE INSTALLED WITHIN ADA REACH RANGES. THE PPBPA SHALL MEET THE PROVISIONS FOUND IN "SECTION 4E.08 THROUGH 4E.13 – PEDESTRIAN DETECTORS" OF THE 2009 MUTCD MANUAL WITH REVISIONS 1 AND 2.
9. DIAGONAL CURB RAMPS (ON THE APEX) ARE NOT ALLOWED IN NEW CONSTRUCTION. A SINGLE DIAGONAL CURB RAMP (ON THE APEX) WILL ONLY BE PERMITTED DURING RECONSTRUCTION OR ALTERATION WHERE PHYSICAL OR SITE CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED. A CITY OF BOULDER CURB RAMP VARIANCE FORM MUST BE SUBMITTED TO, AND APPROVED BY THE CITY OF BOULDER PROFESSIONAL ENGINEER IN CHARGE OF THE RESPECTIVE PROJECT IN ORDER TO CONSTRUCT A SINGLE DIAGONAL CURB RAMP (ON THE APEX).
10. CURB RAMPS (EXCLUDING FLARED SIDES OR BLENDED TRANSITIONS) SHALL BE WHOLLY CONTAINED WITHIN THE WIDTH OF THE CROSSWALK AND/OR THE PEDESTRIAN STREET CROSSING THEY SERVE.
11. ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH ($0^{\circ} \pm \frac{1}{8}$). THE JOINT BETWEEN THE ROADWAY SURFACE AND THE GUTTER PAN SHALL BE FLUSH ($0^{\circ} \pm \frac{1}{8}$).
12. THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS AND AVOID PONDING IN THE FINAL CONFIGURATION.
13. FLARED SIDE SLOPES MAY EXCEED 10% ONLY WHERE THEY ABOUT A NON-WALKABLE SURFACE OR THE ADJACENT CIRCULATION PATH IS BLOCKED. A VERTICAL PEDESTRIAN CURB MAY ALSO BE USED IN THIS SITUATION, IF REQUIRED, TO IMPROVE ACCESS TO A PPBPA.
14. THE STANDARD TURNING SPACE IS 4 FEET BY 4 FEET. WHERE THE TURNING SPACE IS CONSTRAINED, THE TURNING SPACE SHALL BE 4 FEET BY 5 FEET MINIMUM. THE 5 FOOT DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
15. THE SLOPES INDICATED IN THESE DETAILS SHOW THE MAXIMUM SLOPES ALLOWABLE. PREFERRED VALUES TO BE USED DURING DESIGN, LAYOUT AND CONSTRUCTION ARE:
 - RAMP RUNNING SLOPE 7.5%
 - RAMP CROSS SLOPE 1.5%
 - TURNING SPACE RUNNING SLOPE 1.5%
 - TURNING SPACE CROSS SLOPE 1.5%
 - FLARE SLOPE 8.0 TO 9.0%

▲ THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND THE CURB PAN (OR ADJOINING ROAD SURFACE WHEN NO PAN EXISTS) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL TYPICALLY NOT EXCEED 5%. IF A GUTTER SLOPE GREATER THAN 5% IS REQUIRED TO MAINTAIN PROPER DRAINAGE, THE RAMP SLOPE MUST BE REDUCED AN APPROPRIATE AMOUNT TO RETAIN AN ALGEBRAIC DIFFERENCE OF 13.33% AT THE BREAK LINE.

* SEE DETECTABLE WARNING DETAILS DRAWING 2.07-H AND 2.07-I.



RAMP STYLES



STEEP FLARED SIDE SLOPES

SEE NOTE 13.
(THIS SHEET)

RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE

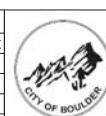
APPLICABLE TO ALL CURB RAMP TYPES

ADAPTED/MODIFIED FROM COLORADO DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NUMBER M-609-1 SHEET NUMBER 1 OF 10 (LAST
MODIFICATION DATE: 2/23/17 BY LTA)

Modified by: P Sanders

Checked by: R Rindal

Approved by: Director of Public Works

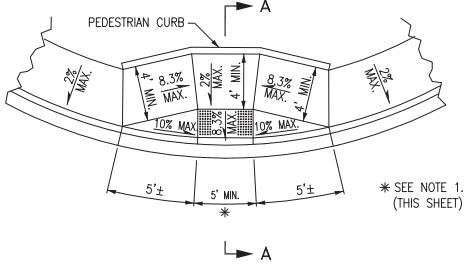


**City of Boulder, CO
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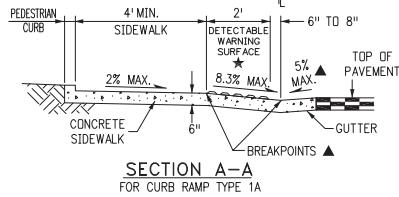
**CURB RAMP
DETAILS AND
GENERAL NOTES**

NOT TO SCALE

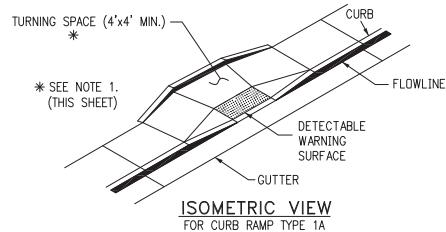
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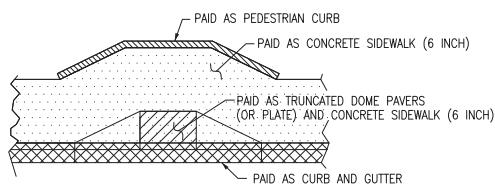
CURB RAMP TYPE 1A DETAIL



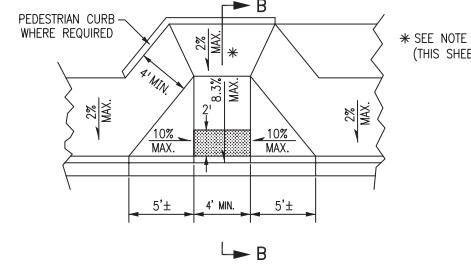
SECTION A-A
FOR CURB RAMP TYPE 1A



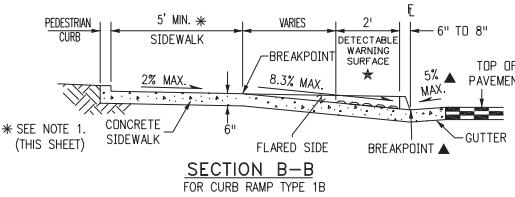
ISOMETRIC VIEW
FOR CURB RAMP TYPE 1A



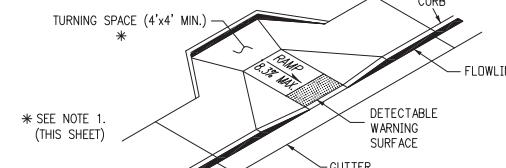
RAMP PAY AREA
FOR CURB RAMP TYPE 1A



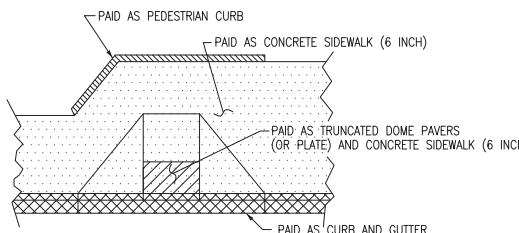
CURB RAMP TYPE 1B DETAIL



SECTION B-B
FOR CURB RAMP TYPE 1B



ISOMETRIC VIEW
FOR CURB RAMP TYPE 1B



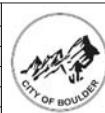
RAMP PAY AREA
FOR CURB RAMP TYPE 1B

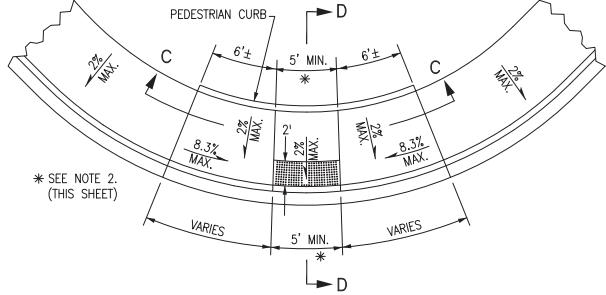
NOTES

1. THE STANDARD TURNING SPACE IS 4 FEET BY 4 FEET. WHERE THE TURNING SPACE IS CONSTRAINED, THE TURNING SPACE SHALL BE 4 FEET BY 5 FEET MINIMUM. THE 5 FOOT TURNING SPACE SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

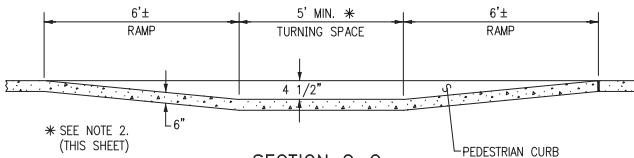
▲ THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND THE CURB PAN (OR ADJOINING ROAD SURFACE WHEN NO PAN EXISTS) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL TYPICALLY NOT EXCEED 5%. IF A GUTTER SLOPE GREATER THAN 5% IS REQUIRED TO MAINTAIN PROPER DRAINAGE, THE RAMP SLOPE MUST BE REDUCED AN APPROPRIATE AMOUNT TO RETAIN AN ALGEBRAIC DIFFERENCE OF 13.33% AT THE BREAK LINE.

★ SEE DETECTABLE WARNING DETAILS DRAWING 2.07-H AND 2.07-I.

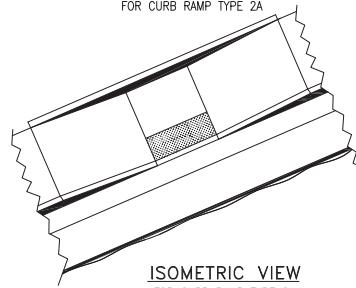




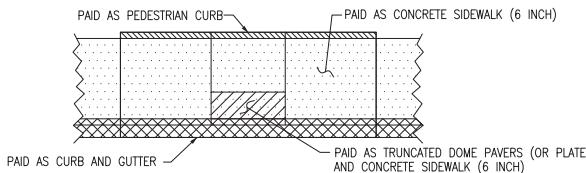
CURB RAMP TYPE 2A DETAIL



SECTION C-C
FOR CURB RAMP TYPE 2A



ISOMETRIC VIEW
FOR CURB RAMP TYPE 2A



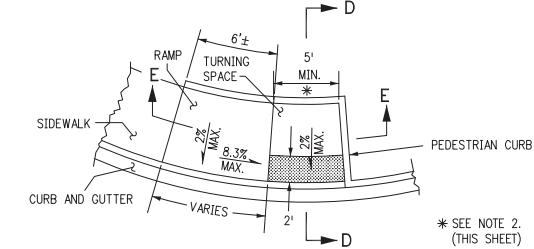
RAMP PAY AREA
FOR CURB RAMP TYPE 2A

NOTES

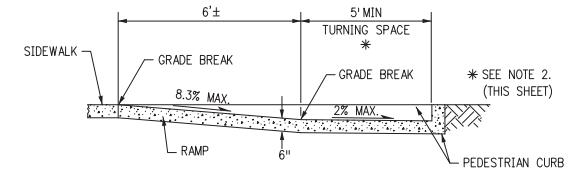
1. THE USE OF CURB RAMPS TYPE 2A OR 2C, WHILE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT (ADA), IS DISOURAGED BY THE CITY OF BOULDER DUE TO POTENTIAL ISSUES WITH PONDING WATER, DEBRIS COLLECTION AND ICE. TYPE 2 SERIES RAMPS WILL ONLY BE ALLOWED WHEN NO OTHER ADA COMPLIANT RAMP IS FEASIBLE. A CITY OF BOULDER CURB RAMP VARIANCE FORM MUST BE SUBMITTED TO, AND APPROVED BY THE PUBLIC WORKS PROFESSIONAL ENGINEER IN CHARGE OF THE RESPECTIVE PROJECT IN ORDER TO CONSTRUCT A TYPE 2 SERIES RAMP.
2. THE STANDARD TURNING SPACE IS 4 FEET BY 4 FEET. WHERE THE TURNING SPACE IS CONSTRAINED, THE TURNING SPACE SHALL BE 4 FEET BY 5 FEET MINIMUM. THE 5 FOOT DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

▲ THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND THE CURB PAN (OR ADJOINING ROAD SURFACE WHEN NO PAN EXISTS) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE CUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL TYPICALLY NOT EXCEED 5%. IF A GUTTER SLOPE GREATER THAN 5% IS REQUIRED TO MAINTAIN PROPER DRAINAGE, THE RAMP SLOPE MUST BE REDUCED AN APPROPRIATE AMOUNT TO RETAIN AN ALGEBRAIC DIFFERENCE OF 13.33% AT THE BREAK LINE.

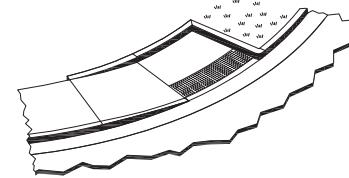
* SEE DETECTABLE WARNING DETAILS DRAWING 2.07-H AND 2.07-I.



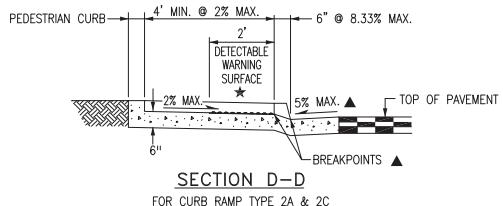
CURB RAMP TYPE 2C DETAIL



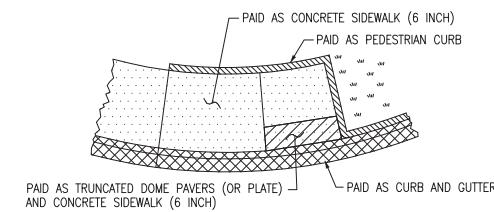
SECTION E-E
FOR CURB RAMP TYPES 2C



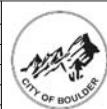
ISOMETRIC VIEW
FOR CURB RAMP TYPES 2C

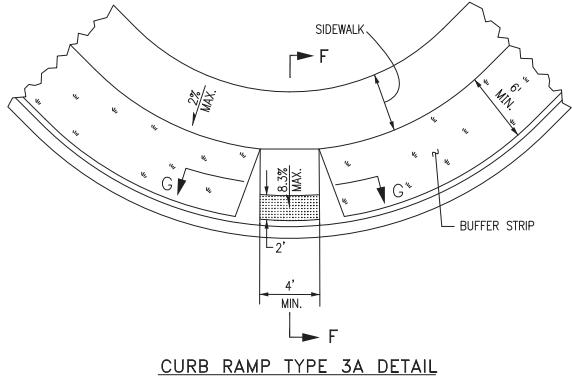


SECTION D-D
FOR CURB RAMP TYPE 2A & 2C



RAMP PAY AREA
FOR CURB RAMP TYPES 2C

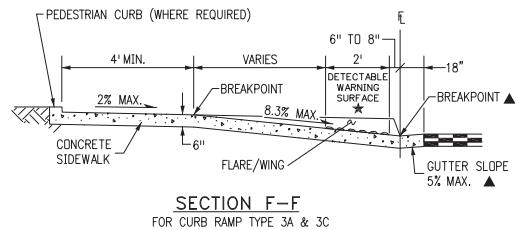




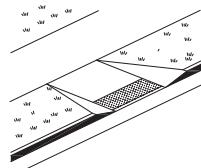
CURB RAMP TYPE 3A DETAIL

▲ THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND THE CURB PAN (OR ADJOINING ROAD SURFACE WHEN NO PAN EXISTS) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL TYPICALLY NOT EXCEED 5%. IF A GUTTER SLOPE GREATER THAN 5% IS REQUIRED TO MAINTAIN PROPER DRAINAGE, THE RAMP SLOPE MUST BE REDUCED AN APPROPRIATE AMOUNT TO RETAIN AN ALGEBRAIC DIFFERENCE OF 13.33% AT THE BREAK LINE.

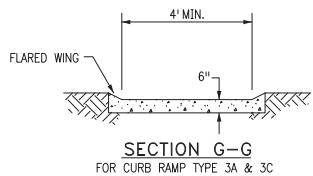
★ SEE DETECTABLE WARNING DETAILS DRAWING 2.07-H AND 2.07-I.



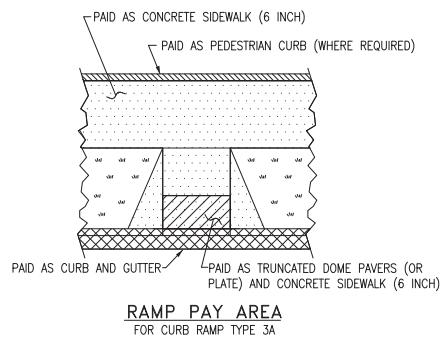
SECTION F-F
FOR CURB RAMP TYPE 3A & 3C



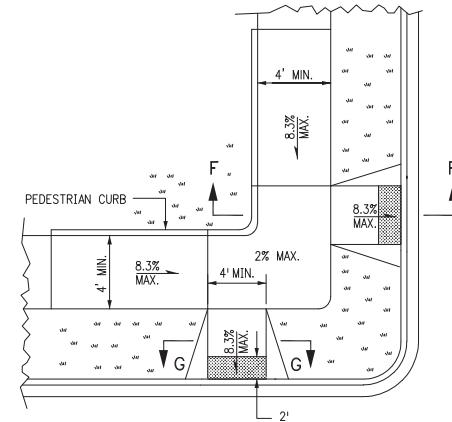
ISOMETRIC VIEW
FOR CURB RAMP TYPE 3A



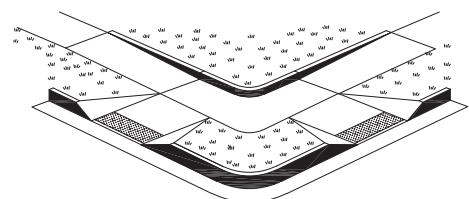
SECTION G-G
FOR CURB RAMP TYPE 3A & 3C



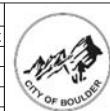
RAMP PAY AREA
FOR CURB RAMP TYPE 3A

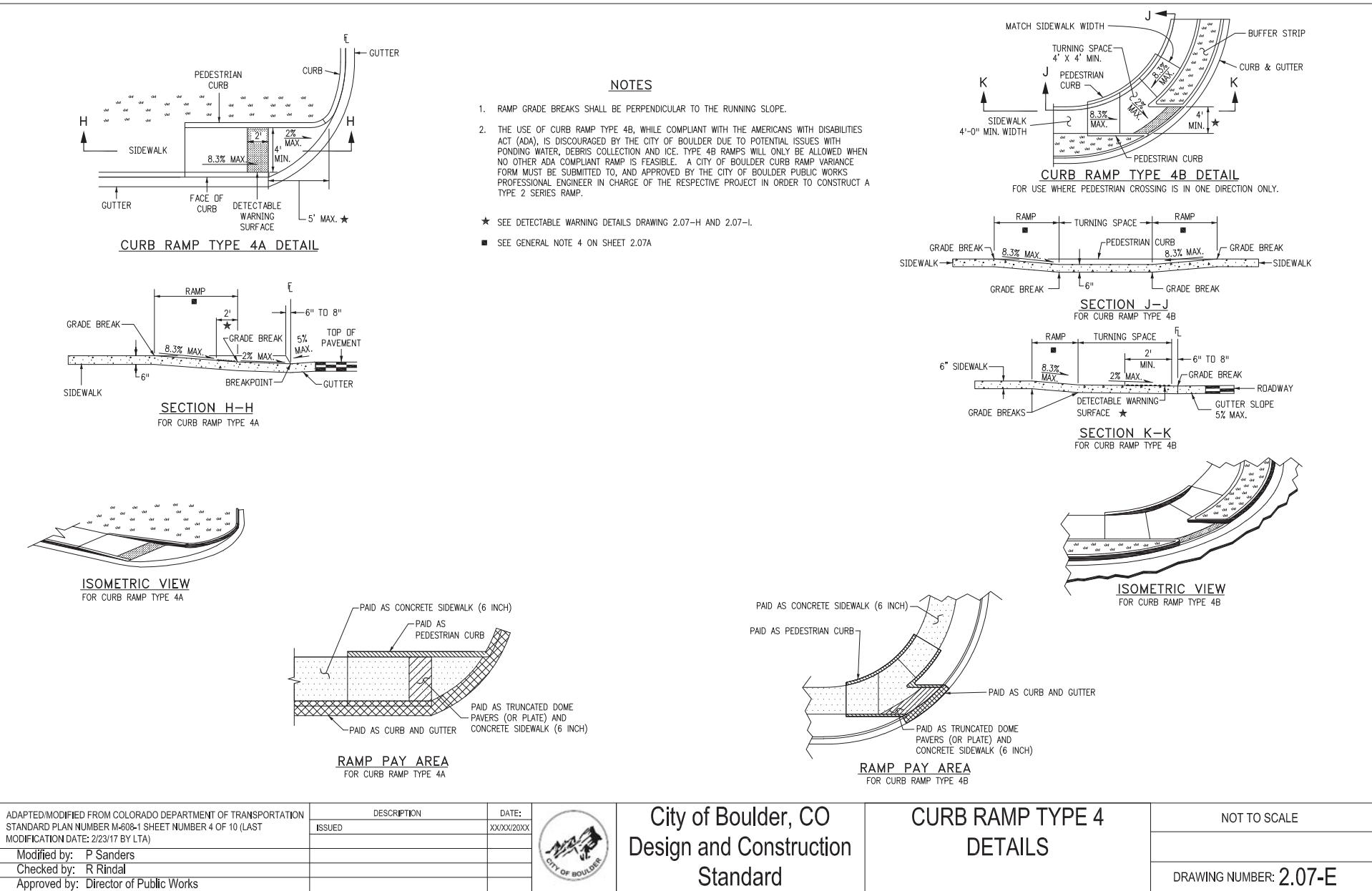


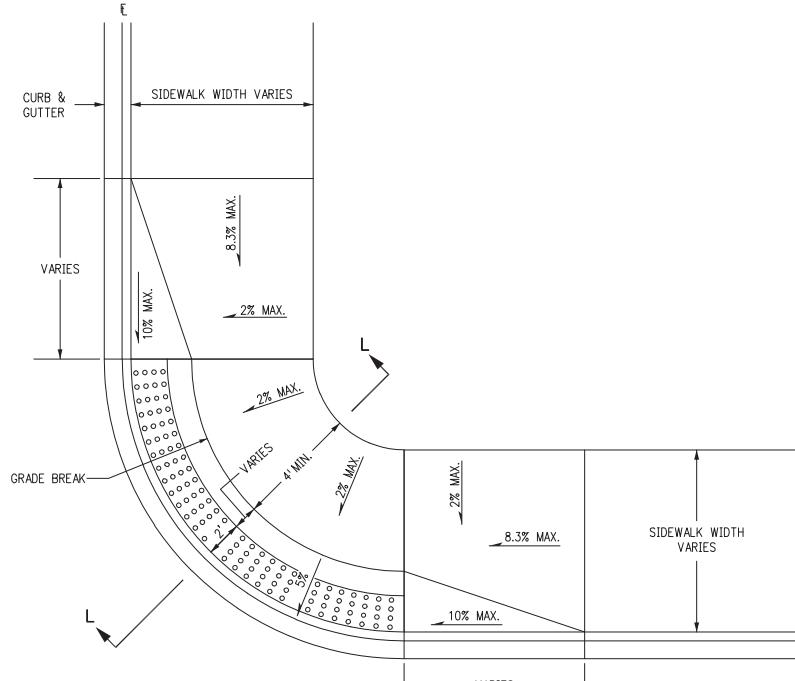
CURB RAMP TYPE 3C (COMBINATION) DETAIL



ISOMETRIC VIEW
FOR CURB RAMP TYPE 3C (COMBINATION)

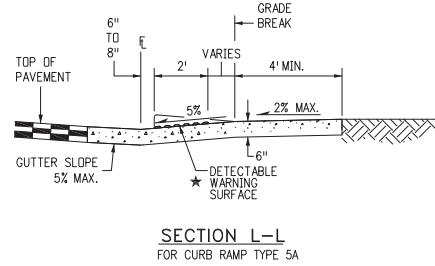




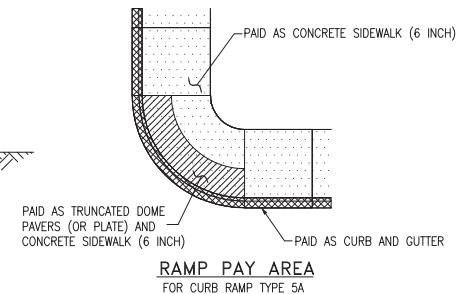


BLENDED TRANSITION TYPE 5A

★ SEE DETECTABLE WARNING DETAILS DRAWING 2.07-H AND 2.07-I.



SECTION L-L
FOR CURB RAMP TYPE 5A



City of Boulder, CO Design and Construction Standard Sheet 5 of 10 Drawing 2.07-F Curb Ramp Type 5A Revision 1 dated 2/23/17 by LTA

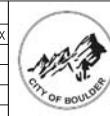
ADAPTED/MODIFIED FROM COLORADO DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NUMBER M-608-1 SHEET NUMBER 5 OF 10 (LAST
MODIFICATION DATE: 2/23/17 BY LTA)

Modified by: P Sanders

Checked by: R Rindal

Approved by: Director of Public Works

DESCRIPTION	DATE:
ISSUED	XXXX20XX

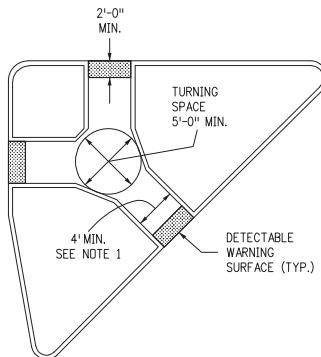


**City of Boulder, CO
Design and Construction
Standard**

**CURB RAMP TYPE 5
DETAILS**

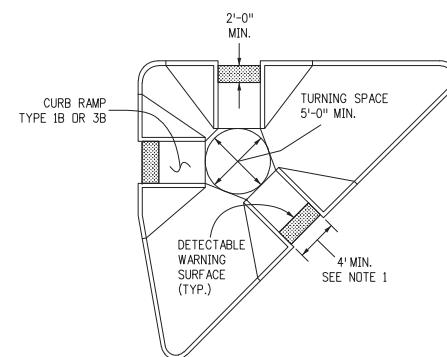
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DRAWING NUMBER: 2.07-F



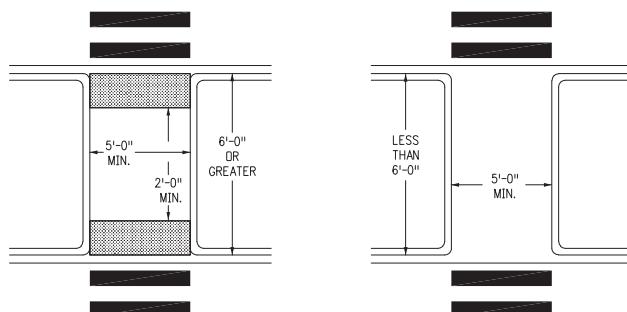
INTERSECTION ISLAND WITH CUT-THROUGH

FOR INTERSECTION ISLAND WITH CUT-THROUGHS, THE DETECTABLE WARNING SURFACES SHALL BE AT THE FLOWLINE.



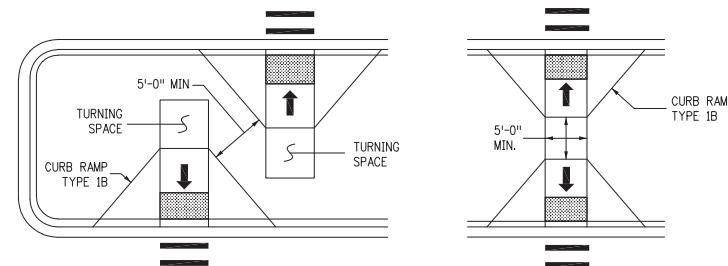
INTERSECTION ISLAND WITH RAMPS

FOR INTERSECTION ISLANDS WITH RAMPS, THE DETECTABLE WARNING SURFACE SHALL BE 6 TO 8 INCHES BACK FROM THE FLOWLINE. FLARED SIDES ARE PREFERRED ON INTERSECTION ISLANDS WITH RAMPS AND SHOULD BE PROVIDED WHEN ISLANDS SERVE MULTI-USE PATHS OR ARE LOCATED WHERE BICYCLE USE IS EXPECTED.



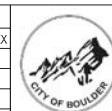
MEDIAN ISLAND WITH CUT-THROUGH

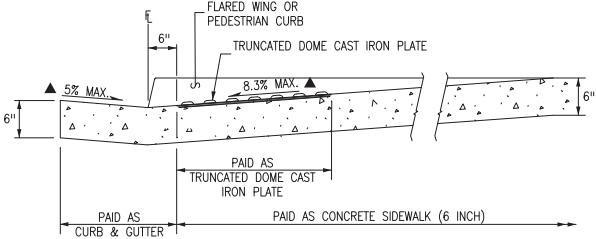
FOR MEDIAN ISLAND CUT-THROUGHS, WITH AT LEAST 6 FEET OF DISTANCE FROM FLOWLINE OF MEDIAN CURB TO FLOWLINE OF MEDIAN CURB, DETECTABLE WARNING SURFACE SHALL BE AT THE FLOWLINE. THE RESULTING GAP BETWEEN THE DETECTABLE WARNING SURFACES WILL BE AT LEAST 2'. IF THE DISTANCE FROM FLOWLINE OF MEDIAN CURB TO FLOWLINE OF MEDIAN CURB IS LESS THAN 6 FEET, THEN NO DETECTABLE WARNING SURFACES SHOULD BE PLACED ON THE MEDIAN ISLAND.



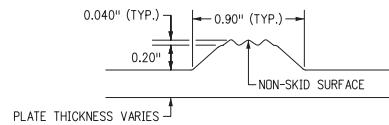
MEDIAN ISLAND WITH RAMP CROSSING

FOR MEDIAN ISLANDS WITH RAMPS, THE DETECTABLE WARNING SURFACE SHALL BE 6 TO 8 INCHES BACK FROM THE FLOWLINE. FLARED SIDES ARE PREFERRED ON MEDIAN ISLANDS WITH RAMPS AND SHOULD BE PROVIDED WHEN MEDIAN ISLANDS SERVE MULTI-USE PATHS OR ARE LOCATED WHERE BICYCLE USE IS EXPECTED.

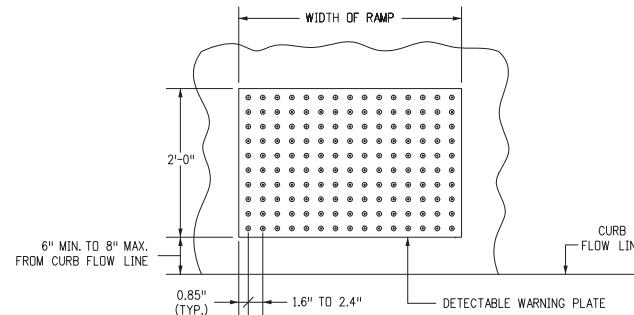




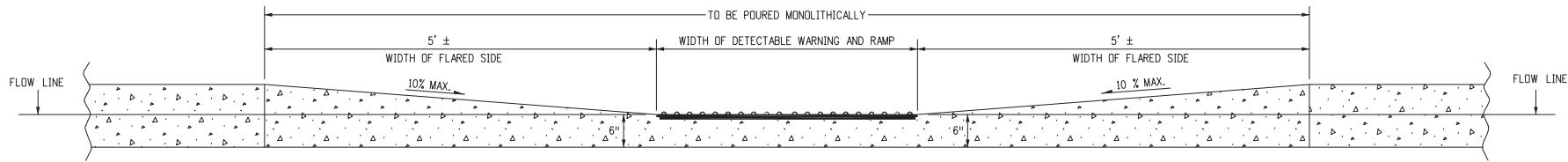
SECTION VIEW FOR TYPES 1 AND 3 CURB RAMPS



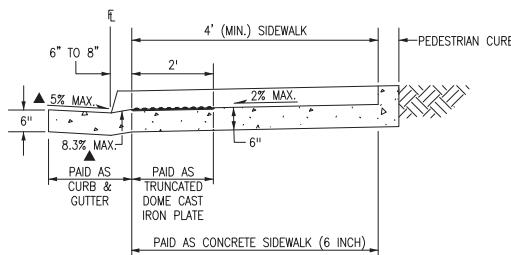
ELEVATION VIEW OF DETECTABLE WARNING PLATE



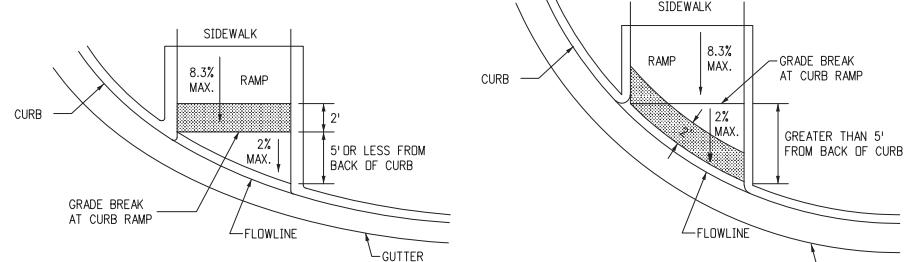
PLAN VIEW OF DETECTABLE WARNING SURFACE



SECTION VIEW OF CURB RAMP TYPE 1



SECTION VIEW FOR TYPE 2 CURB RAMP



DETECTABLE WARNING PLACEMENT GUIDE FOR CAST IRON PLATES

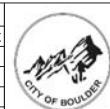
City of Boulder, CO Standard Drawing 2.07-H, Detectable Warning Surface, 2014, Last Modified 2/23/17 by LTA

ADAPTED/MODIFIED FROM COLORADO DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NUMBER M-608-1 SHEET NUMBER 7 OF 10 (LAST
MODIFICATION DATE: 2/23/17 BY LTA)

Modified by: P Sanders

Checked by: R Rindal

Approved by: Director of Public Works



City of Boulder, CO
Design and Construction
Standard

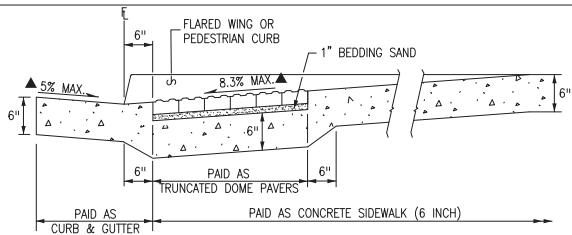
CAST IRON
DETECTABLE WARNING
DETAILS

NOT TO SCALE

DRAWING NUMBER: 2.07-H

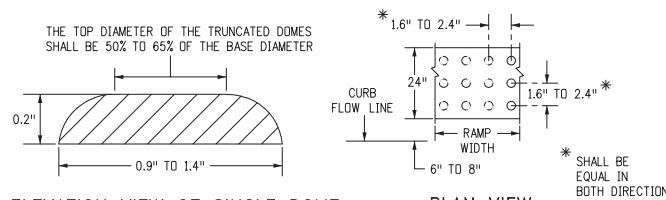
NOTES

1. THE DETECTABLE WARNINGS SHALL BE MADE OF CAST IRON TRUNCATED DOME PLATES.
 2. THE CITY ENGINEER SHALL APPROVE THE MANUFACTURER, STYLE AND COLOR OF TRUNCATED DOME PLATES.
 3. INSTALLATION OF TRUNCATED DOME PLATES SHALL BE DONE PER MANUFACTURERS RECOMMENDATIONS.
 4. THE DETECTABLE WARNING SURFACE SHALL SPAN THE ENTIRE WIDTH OF THE RAMP. IF CONDITIONS DO NOT ALLOW THE ENTIRE SPAN, THE DETECTABLE WARNING SURFACE SPAN SHALL NOT BE MORE THAN 2 INCHES AWAY FROM EACH SIDE OF THE RAMP.
- ▲ THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND THE CURB PAN (OR ADJOINING ROAD SURFACE WHEN NO PAN EXISTS) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL TYPICALLY NOT EXCEED 5%. IF A GUTTER SLOPE GREATER THAN 5% IS REQUIRED TO MAINTAIN PROPER DRAINAGE, THE RAMP SLOPE MUST BE REDUCED AN APPROPRIATE AMOUNT TO RETAIN AN ALGEBRAIC DIFFERENCE OF 13.33% AT THE BREAK LINE.



SECTION VIEW FOR TYPES 1 AND 3 CURB RAMPS

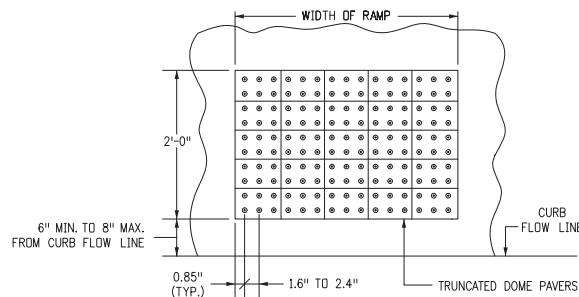
THE TOP DIAMETER OF THE TRUNCATED DOMES SHALL BE 50% TO 65% OF THE BASE DIAMETER



ELEVATION VIEW OF SINGLE DOME

PLAN VIEW

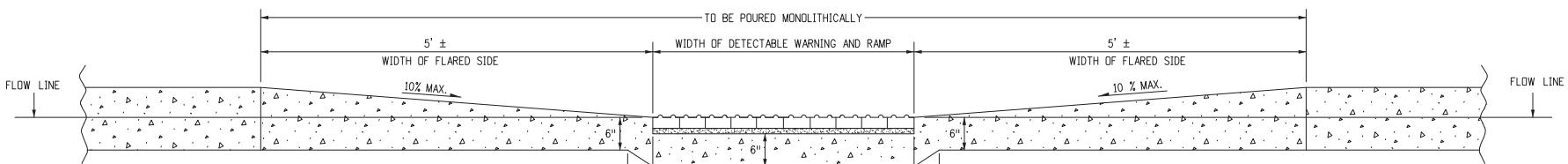
DOME AND DETECTABLE WARNING DETAILS



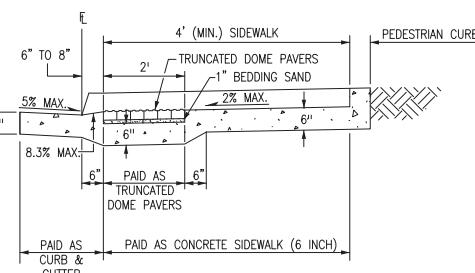
PLAN VIEW OF DETECTABLE WARNING SURFACE

- NOTES**
1. THE DETECTABLE WARNINGS SHALL BE MADE OF TRUNCATED DOME PAVERS.
 2. THE CITY ENGINEER SHALL APPROVE THE MANUFACTURER, STYLE AND COLOR OF TRUNCATED DOME PAVERS.
 3. INSTALLATION OF TRUNCATED DOME PAVERS SHALL BE DONE PER MANUFACTURERS RECOMMENDATIONS.
 4. THE DETECTABLE WARNING SURFACE SHALL SPAN THE ENTIRE WIDTH OF THE RAMP. IF CONDITIONS DO NOT ALLOW THE ENTIRE SPAN, THE DETECTABLE WARNING SURFACE SPAN SHALL NOT BE MORE THAN 2 INCHES AWAY FROM EACH SIDE OF THE RAMP.
 5. 1 INCH SAND BASE IS INCLUDED IN THE COST OF TRUNCATED DOME PAVERS.

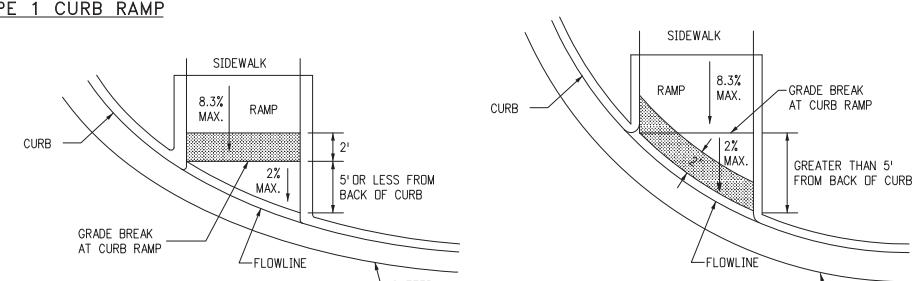
▲ THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND THE CURB PAN (OR ADJOINING ROAD SURFACE WHEN NO PAN EXISTS) SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL TYPICALLY NOT EXCEED 5%. IF A GUTTER SLOPE GREATER THAN 5% IS REQUIRED TO MAINTAIN PROPER DRAINAGE, THE RAMP SLOPE MUST BE REDUCED AN APPROPRIATE AMOUNT TO RETAIN AN ALGEBRAIC DIFFERENCE OF 13.33% AT THE BREAK LINE.



SECTION VIEW FOR TYPE 1 CURB RAMP



SECTION VIEW FOR TYPE 2 CURB RAMP



DETECTABLE WARNING PLACEMENT GUIDE FOR BRICK PAVERS

City of Boulder, CO Standard 2014-07-01 Design & Construction Standards - 2014-07-01

ADAPTED/MODIFIED FROM COLORADO DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NUMBER M-608-1 SHEET NUMBER 8 OF 10 (LAST
MODIFICATION DATE: 2/23/17 BY LTA)

Modified by: P Sanders

Checked by: R Rindal

Approved by: Director of Public Works

DESCRIPTION	DATE:
ISSUED	XXXXXX

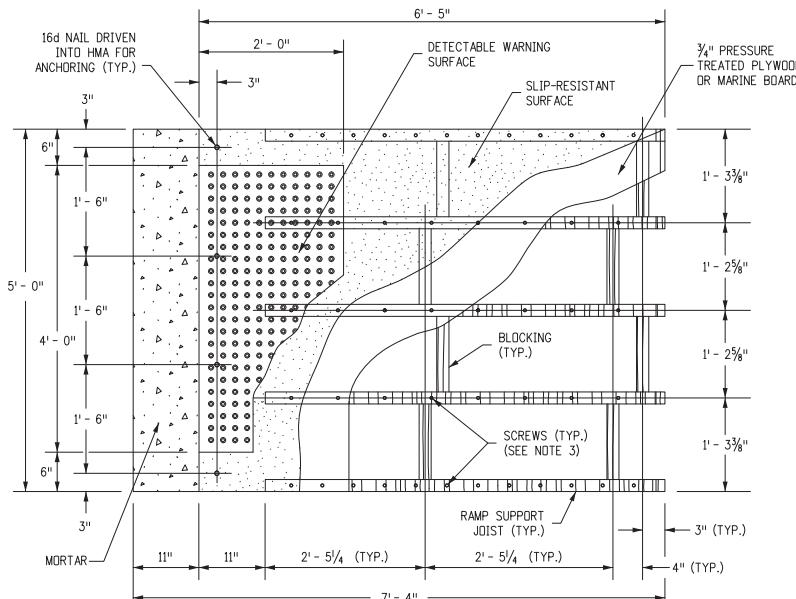


City of Boulder, CO
Design and Construction
Standard

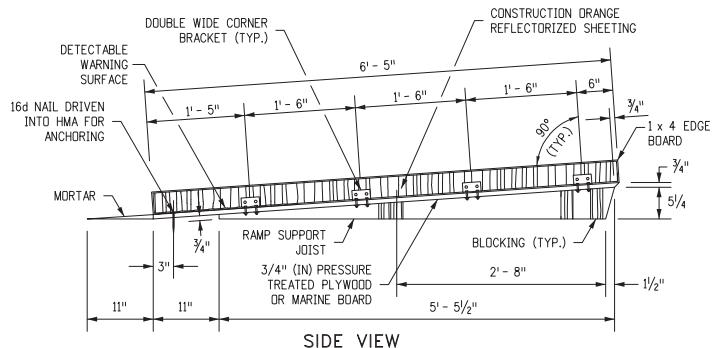
BRICK PAVER
DETECTABLE WARNING
DETAILS

NOT TO SCALE

DRAWING NUMBER: 2.07-I



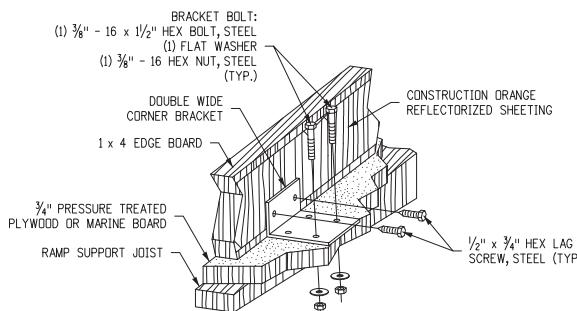
PLAN VIEW



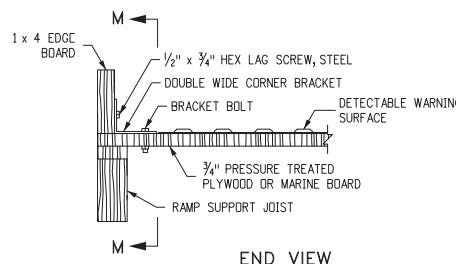
SIDE VIEW

NOTES

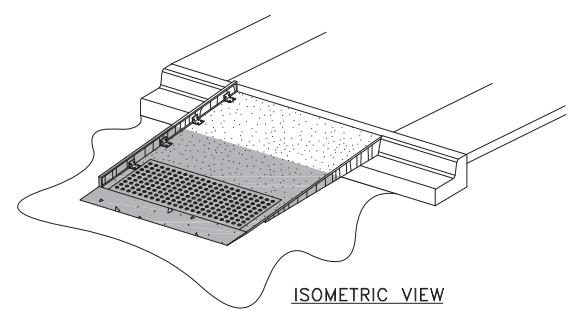
1. A TEMPORARY PEDESTRIAN ACCESS ROUTE SHALL BE PROVIDED WHENEVER THE EXISTING PEDESTRIAN ACCESS ROUTE IN THE PUBLIC RIGHT-OF-WAY IS BLOCKED BY CONSTRUCTION, ALTERATION, MAINTENANCE, OR OTHER TEMPORARY CONDITIONS. FOR FURTHER WORK ZONE INFORMATION, PLEASE REFER TO COOT'S WEBPAGE TITLED "ADA IN WORK ZONES".
2. THIS DESIGN ASSUMES OPTIMAL CONDITIONS AND A STANDARD CURB HEIGHT OF 6 INCHES. INSTALLED RAMPS SHALL BE NO STEEPER THAN 8.3% AND SHALL HAVE A CROSS-SLOPE OF 2.0% OR LESS. USE SHIMS OR GROUT AS REQUIRED TO ADJUST FOR EXISTING CONDITIONS AND TO PREVENT ROCKING. SHIMS SHALL BE NO HIGHER THAN 1 INCH AND SHALL BE SECURED TO THE RAMP. FOR CURBS SHORTER THAN 6 INCHES, INSTALL A RAMP ON THE SIDEWALK NO STEEPER THAN 8.3%, AND MADE OF GROUT OR AS APPROVED BY THE ENGINEER. ADJUSTMENTS TO THE RAMP DIMENSIONS SHOWN MAY BE REQUIRED TO MATCH EXISTING CONDITIONS.
3. SCREWS SHALL BE USED TO SECURE THE RAMP SURFACE. SPACING SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING CODE.
4. USE A SLIP-RESISTANT TREATMENT FOR THE SURFACE OF RAMP.
5. ALL FASTENERS SHALL BE GALVANIZED.
6. DO NOT INSTALL A HAND RAILING IF USING THE EDGE BOARD OPTION.



PERSPECTIVE M-M



END VIEW



ISOMETRIC VIEW

City of Boulder, CO Design and Construction Standard Sheet 2 of 2, Drawing 2.07-J, CURB RAMPS, 2014-07-17, DRAFT, Supt. S-1000, 2014-07-17

ADAPTED/MODIFIED FROM COLORADO DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NUMBER M-608-1 SHEET NUMBER 9 OF 10 (LAST
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Modified by: P Sanders

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**City of Boulder, CO
Design and Construction
Standard**

**TEMPORARY
PERPENDICULAR
CURB RAMP DETAILS**

NOT TO SCALE

DRAWING NUMBER: 2.07-J

