R303.2.1.4 FLARES.
FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE, SHALL BE PROVIDED WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP.

ADVISORY R303.2.1.4 FLARES.
SIDE OF RAMPS MAY BE RETURNED, PROVIDING USEFUL DIRECTIONAL CUES, IF PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, POLES, OR EQUIPMENT.

NOTE: CITY OF TACOMA PREFERS A RETURN CURB BE USED ONLY ADJACENT TO LANDSCAPING. IF RETURN CURB IS NEEDED AT OTHER LOCATIONS, RAILING MAY BE REQUIRED TO PREVENT CROSS TRAVEL.

NOTES:

1. CURB RAMPS SHALL BE LOCATED, CONSTRUCTED OR RETROFITTED IN ACCORDANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, 28 CFR, PART 35 AS SUPPLEMENTED BY THE DRAFT PUBLIC WORKS RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG), THE CITY OF TACOMA STANDARD PLANS AND THE CITY'S CURB RAMP INSTALLATION MATRIX.

2. CONDUIT FOR APS EQUIPMENT SHALL BE INSTALLED DURING CURB RAMP CONSTRUCTION AT ALL SIGNALIZED INTERSECTIONS AND AT INTERSECTIONS WHERE SIGNALIZATION IS ANTICIPATED WITHIN THE NEXT 6 YEARS. COORDINATE WITH PUBLIC WORKS - ENGINEERING, TRAFFIC SECTION.

R303.22 REFERENCE TO PROWAG SECTION, 2005 DRAFT RULE (IDENTIFIED AS CURRENT BEST PRACTICE IN ACCESSIBLE PEDESTRIAN DESIGN UNDER FHWA FEDERAL AID (504) REGULATION).

TAPER CURB

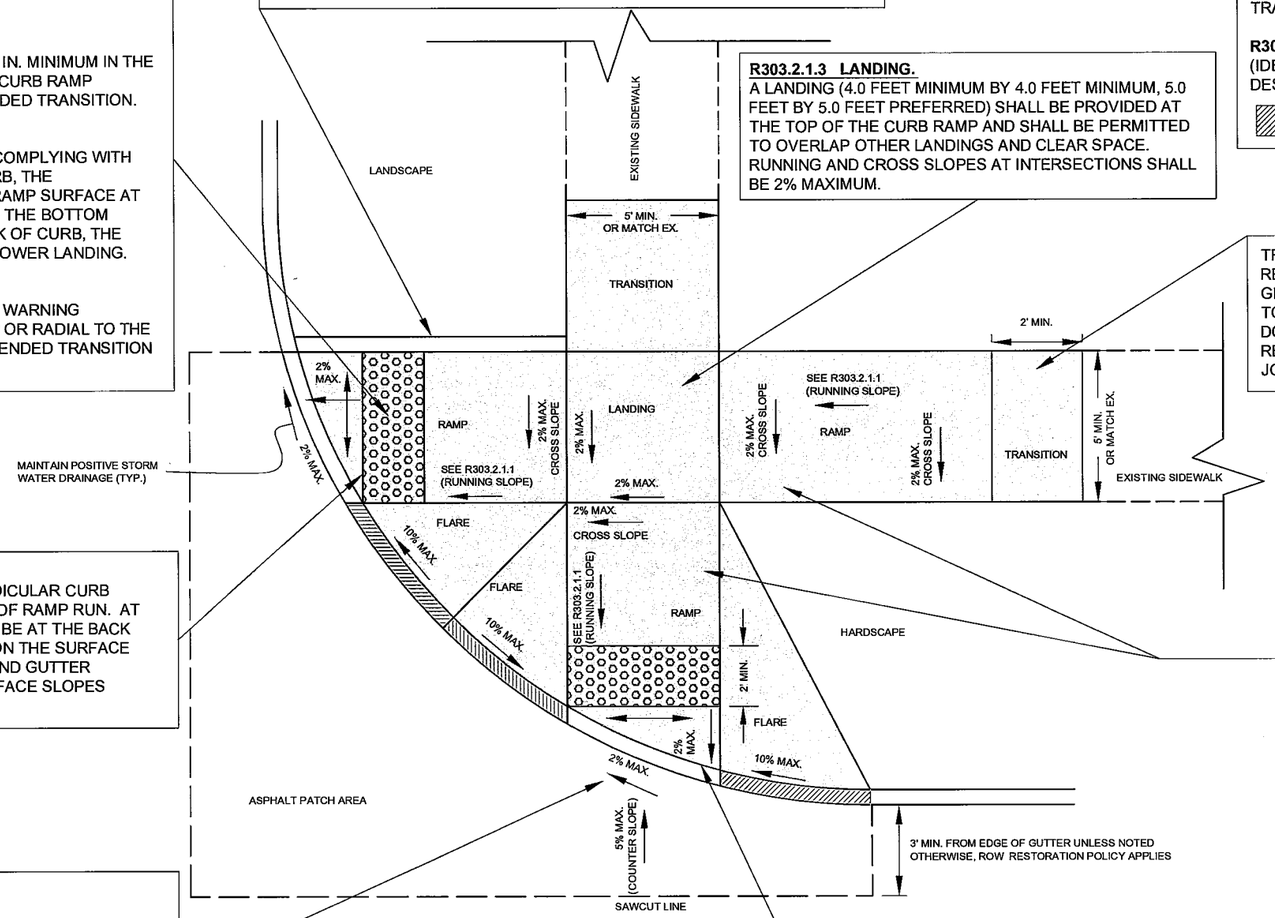
R303.3.2 DETECTABLE WARNINGS.
DETECTABLE WARNING SURFACES COMPLYING WITH R304 SHALL BE PROVIDED, WHERE A CURB RAMP, LANDING, OR BLENDED TRANSITION CONNECTS TO A STREET.

R304.1.4 SIZE.
DETECTABLE WARNING SURFACES SHALL EXTEND 24 IN. MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP (EXCLUSIVE OF FLARES), THE LANDING OR, THE BLENDED TRANSITION.

R304.2.1 PERPENDICULAR CURB RAMPS.
WHERE BOTH ENDS OF THE BOTTOM GRADE BREAK COMPLYING WITH R303.3.4 ARE 5.0 FT OR LESS FROM THE BACK OF CURB, THE DETECTABLE WARNING SHALL BE LOCATED ON THE RAMP SURFACE AT THE BOTTOM GRADE BREAK. WHERE EITHER END OF THE BOTTOM GRADE BREAK IS MORE THATN 5.0 FT FROM THE BACK OF CURB, THE DETECTABLE WARNING SHALL BE LOCATED ON THE LOWER LANDING.

R304.2.3 ALIGNMENT.
THE ROWS OF TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK BETWEEN THE RAMP, LANDING, OR BLENDED TRANSITION AND THE STREET.

R303.2.1.3 LANDING.
A LANDING (4.0 FEET MINIMUM BY 4.0 FEET MINIMUM, 5.0 FEET BY 5.0 FEET PREFERRED) SHALL BE PROVIDED AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER LANDINGS AND CLEAR SPACE. RUNNING AND CROSS SLOPES AT INTERSECTIONS SHALL BE 2% MAXIMUM.



TRANSITION PANEL FROM RAMP TO EXISTING SIDEWALK (WHERE REQUIRED TO MATCH EXISTING SIDEWALK CROSS SLOPE). MAXIMUM GRADES ARE NOT SPECIFIED BY **PROWAG.** ADJUST LENGTH AS NEEDED TO PROVIDE SMOOTH TRANSITION. IF PROPOSED MATCH LINE LOCATION DOES NOT FALL ON AN EXISTING JOINT IN THE SECTION OF SIDEWALK TO REMAIN, THE EXISTING WALK SHALL BE REMOVED BACK TO THE NEXT JOINT (MINIMUM 2 FEET).

R303.2.1 PERPENDICULAR CURB RAMPS.

R303.2.1.1 RUNNING SLOPE.
THE RUNNING SLOPE SHALL BE 8.3% MAXIMUM BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FEET.

R303.2.1.2 CROSS SLOPE.
THE CROSS SLOPE SHALL BE 2% MAXIMUM.

R303.3.1 WIDTH.
THE CLEAR WIDTH OF LANDINGS, BLENDED TRANSITIONS, AND CURB RAMPS, EXCLUDING FLARES, SHALL BE 4.0 FEET MINIMUM.

R303.3.3 SURFACES.
SURFACES OF CURB RAMPS, BLENDED TRANSITIONS, AND LANDINGS SHALL COMPLY WITH R301. GRATINGS, ACCESS COVERS, AND OTHER APPURTENANCES SHALL NOT BE LOCATED ON CURB RAMPS, LANDINGS, BLENDED TRANSITIONS AND GUTTERS WITHIN THE PEDESTRIAN ACCESS ROUTE.

R303.3.4 GRADE BREAKS.
GRADE BREAKS AT THE TOP AND BOTTOM OF PERPENDICULAR CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN. AT LEAST ONE END OF THE BOTTOM GRADE BREAK SHALL BE AT THE BACK OF CURB. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMPS, BLENDED TRANSITIONS, LANDINGS, AND GUTTER AREAS WITHIN THE PEDESTRIAN ACCESS ROUTE. SURFACE SLOPES THAT MEET THE GRADE BREAKS SHALL BE FLUSH.

CROSSWALK

R303.3.5 COUNTER SLOPES.
THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, LANDING, OR BLENDED TRANSITION SHALL BE 5% MAXIMUM.

R303.2.1.2 CROSS SLOPE.
THE CROSS SLOPE AT INTERSECTIONS SHALL BE 2% MAXIMUM. THE CROSS SLOPE AT MID-BLOCK CROSSING SHALL BE PERMITTED TO BE WARPED TO MEET STREET GRADE.

GRADE BREAK AT BASE OF RAMP AND GUTTER SHALL BE FLUSH

FOR INFORMATIONAL PURPOSES ONLY
DO NOT INCLUDE IN CONTRACT SPECIFICIATIONS

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

PROWAG GUIDELINES
TYPICAL PERPENDICULAR CURB RAMP DESIGN STANDARDS

STANDARD PLAN NO. SU-05I