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.
Flared sides 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.

R303.2.2 REFERENCE TO PROWAG SECTION, 2005 DRAFT RULE (IDENTIFIED AS CURRENT BEST PRACTICE IN ACCESSIBLE PEDESTRIAN DESIGN UNDER FHWA FEDERAL AID (504) REGULATION).

FOR INFORMATIONAL PURPOSES ONLY
DO NOT INCLUDE IN CONTRACT SPECIFICATIONS

CROSSWALK

R303.2.1 PERPENDICULAR CURB RAMPS.

R303.2.1.1 RUNNING SLOPE.
The running slope shall be 0.3% 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. The cross slope at mid-block crossings shall be permitted to be warped to meet street grade.

R303.3 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 R303.4.4 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 than 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.

R303.4 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.

PROWAG GUIDELINES
TYPICAL PERPENDICULAR CURB RAMPS
DESIGN STANDARDS
STANDARD PLAN NO. SU-051

MOUNTAIN RIDGE STREET
WASHA CULVERT (TYP.)

CITY OF TACOMA
DEPARTMENT OF PUBLIC WORKS

Maintain Position: Storm Water Drainage (TYP.)

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).