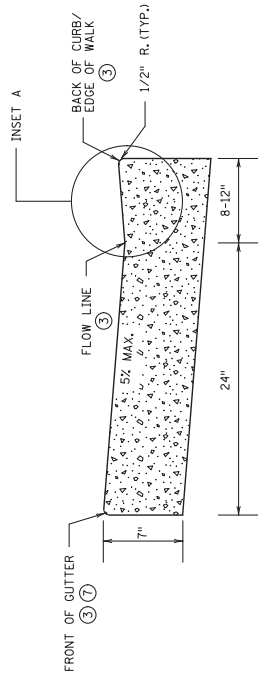
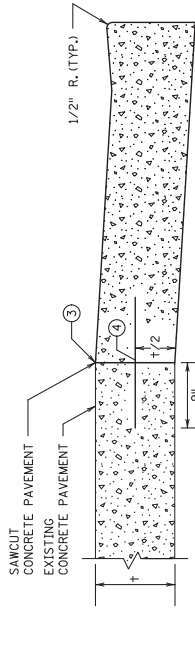
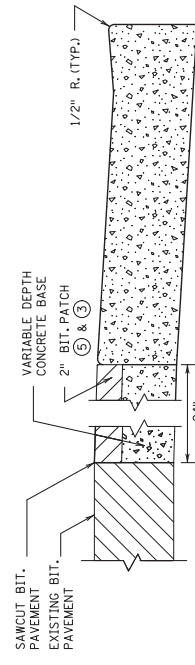
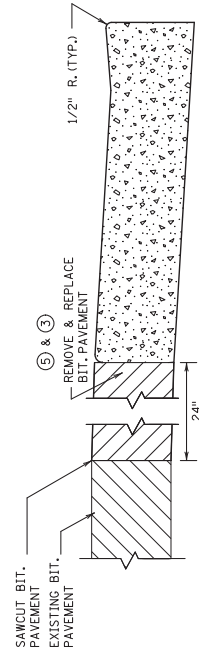
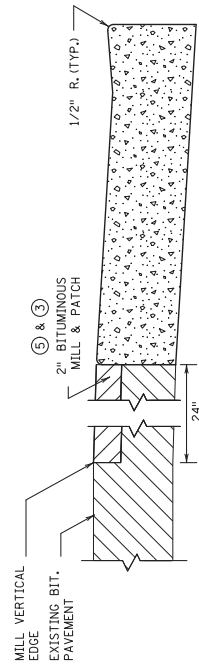


NON PERPENDICULAR ①

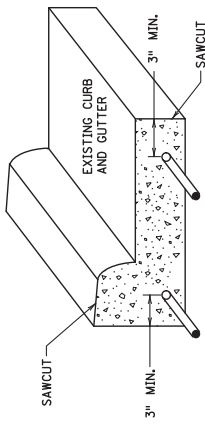


PERPENDICULAR ②

PEDESTRIAN ACCESS ROUTE  
CURB & GUTTER DETAIL



PAVEMENT TREATMENT OPTIONS  
IN FRONT OF CURB & GUTTER  
FOR USE ON CURB RAMP RETROFITS



CURB AND GUTTER  
REINFORCEMENT ⑧

FOR USE ON CURB RAMP RETROFITS

- NOTES:**
- POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
  - NO PONDING SHALL BE PRESENT IN THE PAR.
  - ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.
  - FOR USE AT CURB CUTS WHERE THE PEDESTRIAN PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE, RAMP TYPES INCLUDE: FANS, DEPRESSED CORNERS, & ONE WAY AND COMBINED DIRECTIONALS.
  - FOR USE AT CURB CUTS WHERE THE PEDESTRIAN PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE, RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
  - THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
  - DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT.
  - ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
  - VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS.
  - TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION; PAR GUTTER SHALL NOT BE OVERLAID.
  - WHERE PLAN SPECIFIES, DRILL AND GROUT 2 - NO. 4 X 12" LONG REINFORCEMENT BARS (EPOXY COATED).

REVISIONS:

APPROVED: *Christina By* 8-6-2014  
STATE DESIGN ENGINEER

REVISIONS:

APPROVED: P-6-2014  
OPERATIONS ENGINEER