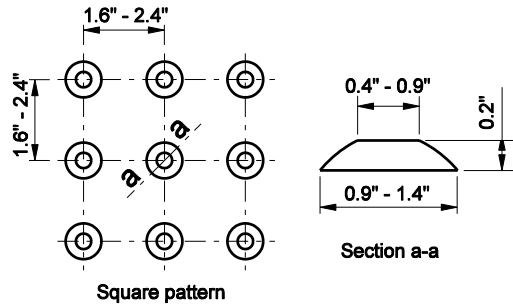
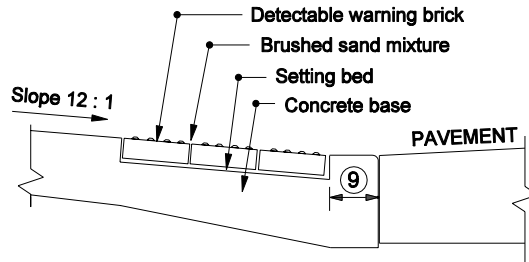


GENERAL NOTES :

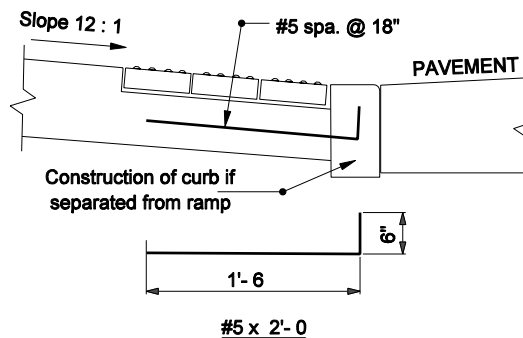
- 1 These dimensions are based on a 6 in. curb height. They shall be proportionally adjusted for other curb heights.
- 2 Where site infeasibility precludes construction to the width shown, such width may be decreased to a minimum of 3'-0.
- 3 The bottom edge of the curb ramp shall be flush with the edge of adjacent pavement and gutter line.
- 4 Landing areas at the top of curb ramps shall have maximum cross slope of 50 : 1 in any direction. When site infeasibility precludes a landing slope of 50 : 1 in any direction, the slope perpendicular to the curb face shall not exceed 50 : 1.
- 5 If site infeasibility precludes construction to the width shown, the landing width may be decreased to 3'-0 minimum. The running slope of the curb ramp may be steepened to a maximum of 10 : 1 for a maximum 6 in. rise.
6. Drainage inlets should be located uphill from curb ramps to prevent puddles at the path of travel.
7. See Standard Drawing E 604-SWCR-12 for improved access on narrow sidewalks.
8. Algebraic difference in grade between the base of curb ramp and the gutter shall be limited to less than 11%. If it is not practical, a 2'-0 wide level strip shall be provided. See detail sketch.
- 9 The detectable warning surface shall be located so that the near edge to the curb line is 6" min. and 8" max.



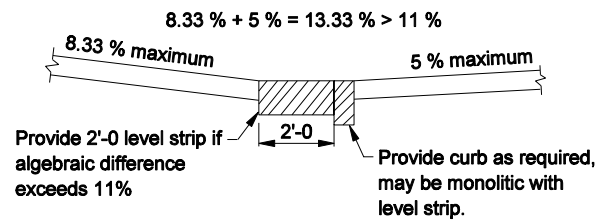
TRUNCATED DOMES USED IN DETECTABLE WARNINGS



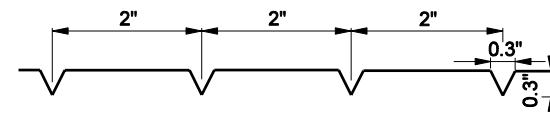
BRICK SURFACE CONSTRUCTION



ALTERNATE CURB CONSTRUCTION



CHANGE OF GRADE



DETAIL OF RAMP GROOVES

INDIANA DEPARTMENT OF TRANSPORTATION	
SIDEWALK CURB RAMPS GENERAL NOTES & DETAILS	
MARCH 2005	
STANDARD DRAWING NO. E 604-SWCR-02	
	/s/ Richard L. VanCleave 3-01-05 DESIGN STANDARDS ENGINEER DATE
	/s/ Richard K. Smutzer 3-01-05 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	