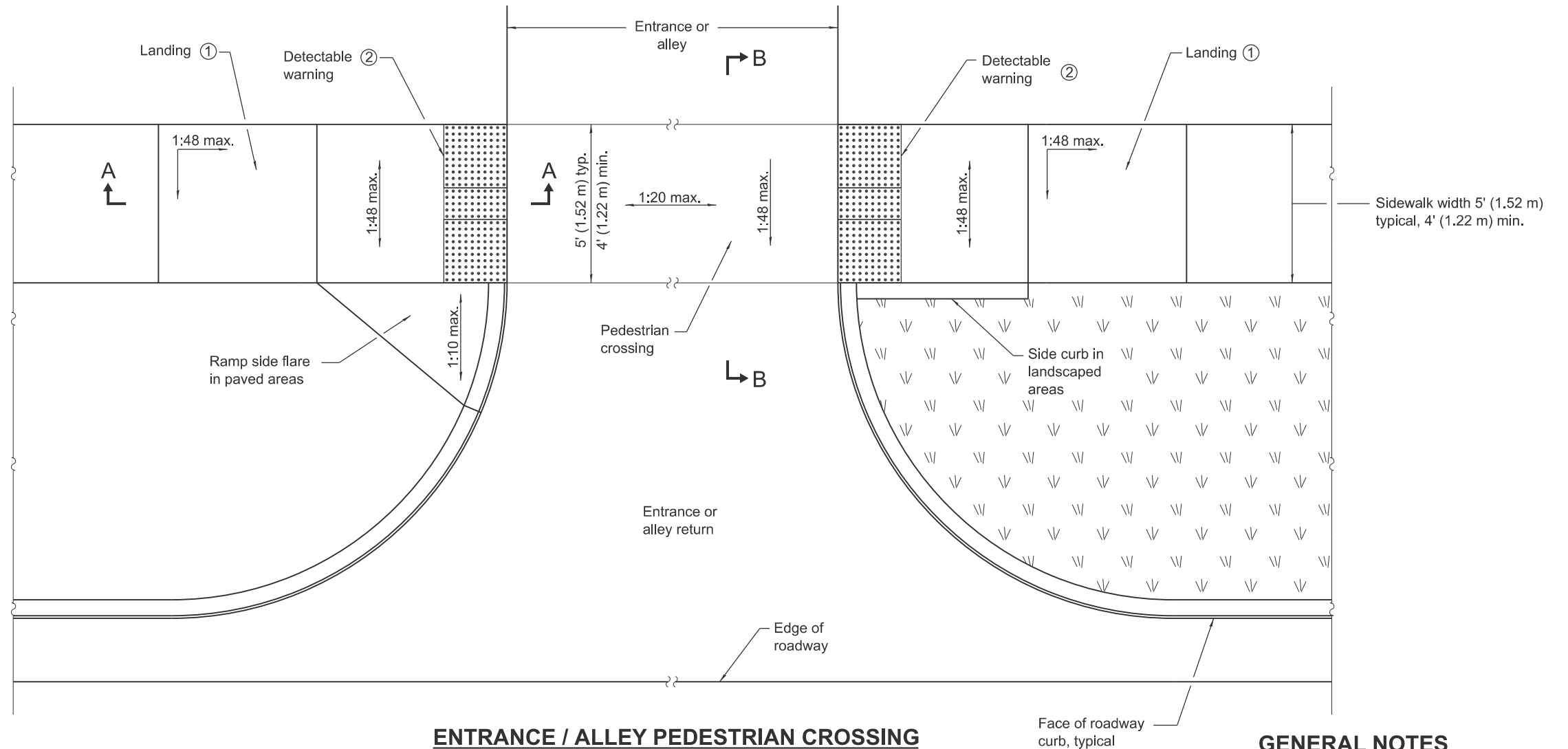


- ① Landing not required for blended transitions, or where there is no change in direction.
- ② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).
- ③ Where possible, maintain the grade of the sidewalk across the entrance/ally to avoid the need for ramps and turning spaces.
- ④ The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



ENTRANCE / ALLEY PEDESTRIAN CROSSING

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

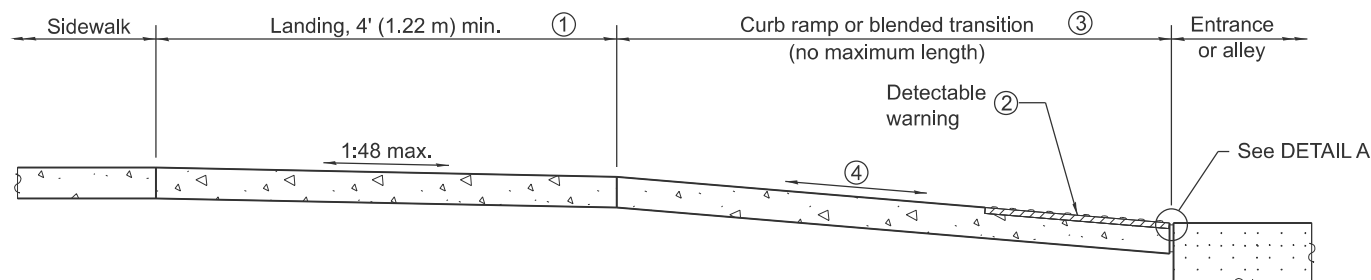
Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

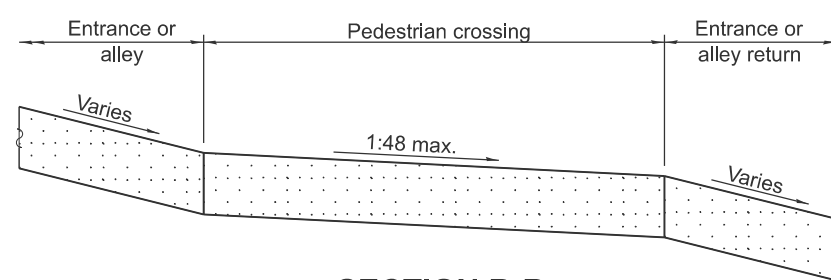
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

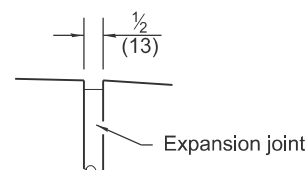
All dimensions are in inches (millimeters) unless otherwise shown.



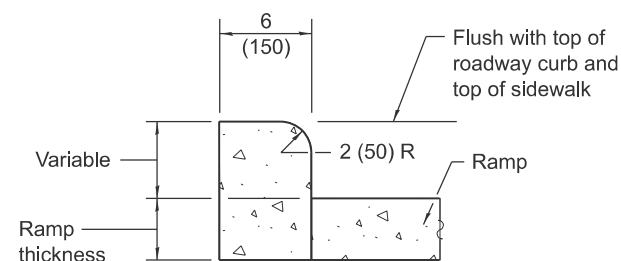
SECTION A-A



SECTION B-B



DETAIL A



SIDE CURB DETAIL

DATE	REVISIONS
1-1-25	Modified Section A-A notes and updated cross slopes.
1-1-19	Added blended transitions and placement tolerances for detectable warnings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

STANDARD 424026-04