



- NOTES:**
- THE CURB AND CURB TRANSITION ON THE RAMP WILL BE PAID FOR AS LINEAR FEET OF CONCRETE CURB OR CONCRETE CURB AND GUTTER. THE RAMP AREA WILL BE PAID FOR AS CONCRETE WALK. THE TRUNCATED DOME AREA SHALL BE PAID BY THE SQ. FT.
 - MAXIMUM OFFSET OF THE DETECTABLE WARNING PLATES/TRUNCATED DOME AREA FROM THE BACK OF CURB IS 6\".
 - ADA REQUIRED TRUNCATED DOME AREA SHALL BE 2' 0\" MIN. IN DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP. THIS TRUNCATED DOME AREA SHALL CONTRAST VISUALLY WITH THE ADJACENT GUTTER, ROADWAY, OR WALKWAY EITHER LIGHT ON DARK OR DARK ON LIGHT. TRUNCATED DOME PANELS SHALL BE MANUFACTURED BY NEENAH FOUNDRY CO. OR EAST JORDAN IRON WORKS. TRUNCATED DOME PANELS SHALL BE STANDARD FINISH (NON COLOR).
 - SAWCUT CURB AND GUTTER REMOVAL LIMITS
 - APPROX SOD REPLACEMENT AREA
 - REMOVE EXISTING WALK AS REQUIRED
 - THIS LAYOUT APPLIES WHEN BOTH SIDEWALKS ARE MORE THAN 8' FROM CURB. (w/15' RADIUS) 4' MINIMUM. IF LESS THAN 4', ENTIRE RADIUS TO BE KEPT AT GUTTER ELEVATION.
 - THIS LAYOUT APPLIES WHEN BOTH SIDEWALKS ARE 8' OR LESS FROM CURB. (w/15' RADIUS)
 - IF RADIUS IS LARGER THAN 15' THE LAYOUTS IN NOTES 6 & 7 WILL HAVE TO BE FIELD VERIFIED.
 - CROSS SLOPE OF THE RAMP MAY NOT EXCEED 0.02 FT./FT. AS CONSTRUCTED.
 - THE CONSTRUCTION OF A NEW OR RECONSTRUCTION OF AN EXISTING PEDESTRIAN RAMP WILL NOT BE ALLOWED UNLESS A PEDESTRIAN RAMP MEETING CITY STANDARDS IS LOCATED ON THE OPPOSITE SIDE OF THE STREET FROM THE RAMP BEING PROPOSED. IN THE EVENT NO RAMP EXISTS, A NEW RAMP MEETING CITY STANDARDS SHALL BE CONSTRUCTED (SEE DETAIL 7017B).
 - SAWCUT AND REMOVE EXISTING BITUMINOUS PAVEMENT 6\" MINIMUM FROM LIP OF GUTTER. PLACE BITUMINOUS PATCH TO MATCH EXISTING PAVEMENT SECTION.
 - 4' BY 4' MIN. LANDING WITH MAX. 2.0% SLOPE IN ALL DIRECTIONS.
 - IF LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4' X 4' MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.

- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE. SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30\" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%. CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS. ALL GRADE BREAKS WITHIN THE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. DETECTABLE WARNINGS MAY BE PART OF 6' X 6' LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
- SEE MNDOT STANDARD PLAN SHEET NO. 5-297.250 (SHEETS 1 THRU 5) FOR ADDITIONAL DETAIL INFORMATION.

LEGEND

- THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.
- INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%
 - INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%

PEDESTRIAN CURB RAMP
NOT TO SCALE
SAINT PETER STANDARD
PLATE 7017

PEDESTRIAN CURB RAMP
WITH TRUNCATED DOME AREA

STANDARD DETAIL
PLATE NO:
7017

APPROVED: ADOPTED BY CITY COUNCIL ON JANUARY 12, 2004

REVISED: REVISION ADOPTED BY CITY COUNCIL ON MAY 12, 2014

REMARKS: FOR USE ON LOCAL, MSA, CSAH, OR FEDERAL PROJECTS

SAINT PETER UTILITY STANDARD DETAIL



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