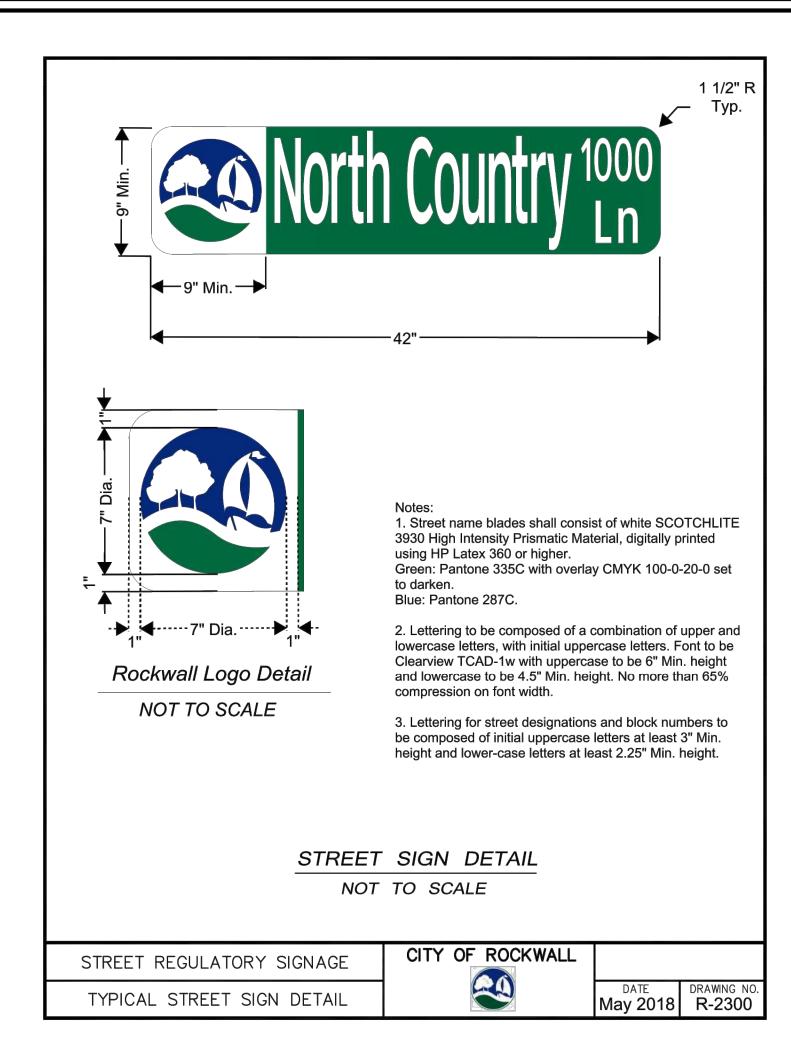


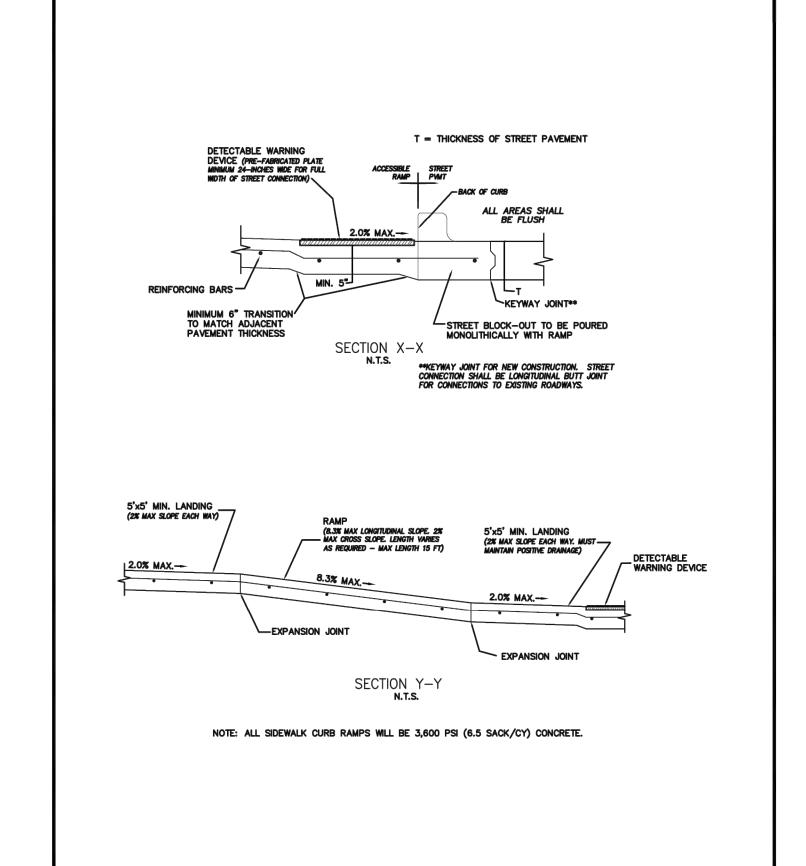
- Also known as "Clear Space" per ADA PROWAG, the City requires a minimum landing space of 5-foot by 5-foot at the bottom of every ramp. This landing space shall have a cross slope in both directions that does not exceed 2.0% and shall be wholly outside the parallel vehicular travel
- The ramp component of the directional curb ramp shall have a continuous longitudinal slope more than 5% and less than 8.3%. The ramp shall also have a cross slope of no more than 2.0%. Length of ramp can vary, but shall not exceed 15 feet to achieve desired elevation change.
- Also known as "Turning Space" per ADA PROWAG, a minimum landing space of 5-foot by 5-foot shall be at the top of every ramp. This landing (turning) space shall have a cross slope in both directions that does not exceed 2.0%. Landing must match width of sidewalk and length shall be the same distance ("Squared" Landing).
- All curb ramps shall have grade breaks at the top and bottom that are perpendicular to the direction of the ramp run. Where the ends of the bottom grade break are less than or equal to 5 feet, the DWD shall be placed within the ramp at the bottom grade break. Where either end of the bottom grade break is greater than 5 feet, the DWD shall be placed behind the back of the
- Paving contractor shall leave block out with a keyway joint installed, minimum of 18 inches measured from back of curb. Block out shall be poured monolithically with Curb Ramp. Concrete shall tie to street paving with a keyway joint per NCTCOG detail 2050. No curb shall be constructed where a DWD is provided. The curb on either side shall have a typical 5 foot taper to transition from the standard 6-inch curb height to be flush with ramp.
- All work associated with accessible routes shall be installed flush with all features to minimize vertical surface discontinuities. Each segment along accessible route shall be flush with no more (zero tolerance) than a 14-inch grade separation (elevation difference), or 12-inch grade separation if beveled (bevel slope shall not be steeper than 50%).
- A sidewalk header shall be constructed at ends of all work performed.
- Street crossings shall adhere to same guidelines as other accessible routes within public right-of-way, and shall be for the full width of the in-line accessible route. Cross slope shall not exceed 2%\*. New street construction shall incorporate all ADA design requirements. It shall be the responsibility of the Design Professional and Contractor to ensure all street crossings meet the requirements of PROWAG. Street alterations on existing streets to bring to compliance shall be at the City Engineer's discretion.
- All curbs constructed as part of an ADA Ramp shall match City curb standards.
  - \* See PROWAG special design considerations when street crossing has no stop or yield condition.

CITY OF ROCKWALL DIRECTIONAL CURB RAMP



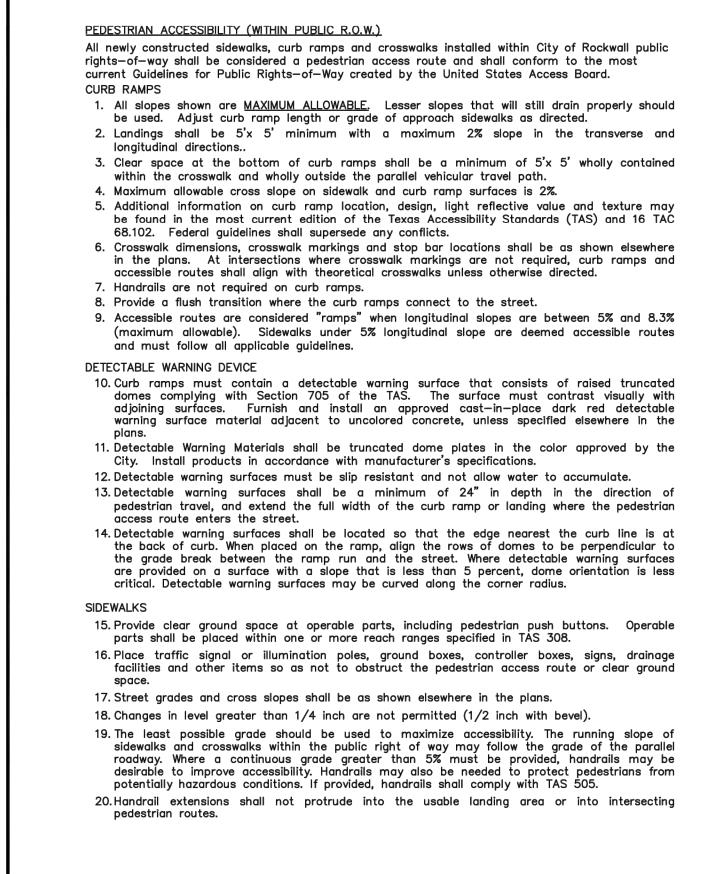
## RECORD DRAWING

THESE RECORD DRAWINGS ARE BASED ON AS-BUILT DOCUMENTS PROVIDED BY THE CONTRACTOR OR DEVELOPER. FIELD INSPECTION OF CONSTRUCTION, IF EQUIRED FOR COMPLIANCE WITH CERTAIN REGULATOR' STANDARDS, WAS NOT PERFORMED BY THE DESIGN NGINEER. IT IS NOT GUARANTEED THAT THIS DOCUMEN REPRESENTS "AS-BUILT CONDITIONS." 03/22/2022



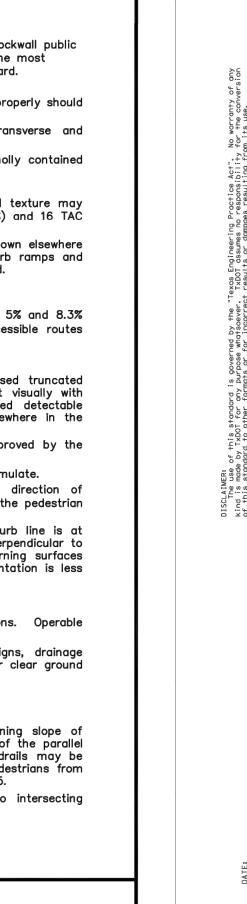
DIRECTIONAL CURB RAMP

CITY OF ROCKWALL



DIRECTIONAL CURB RAMP

CITY OF ROCKWALL

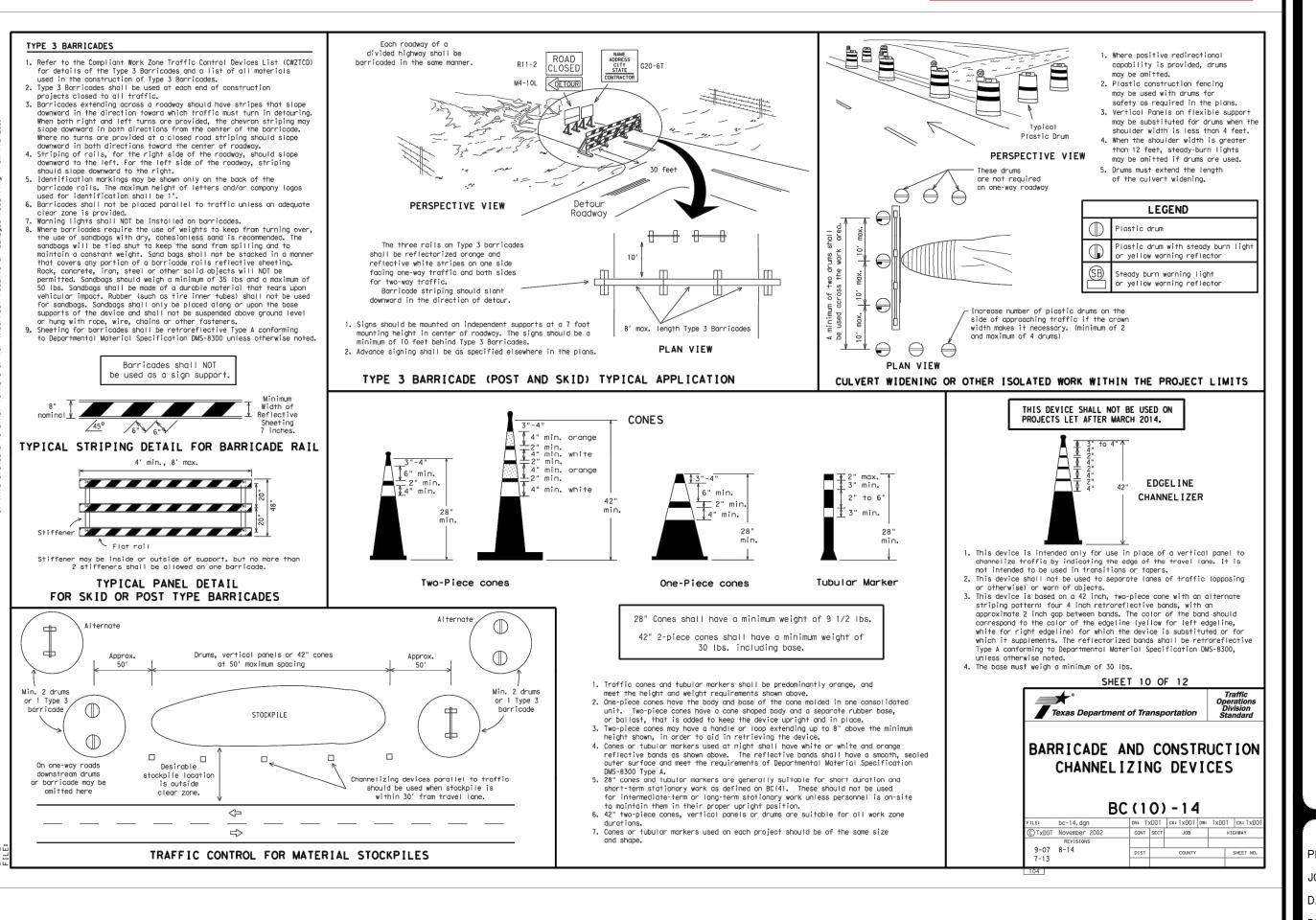


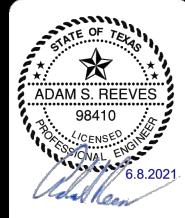
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