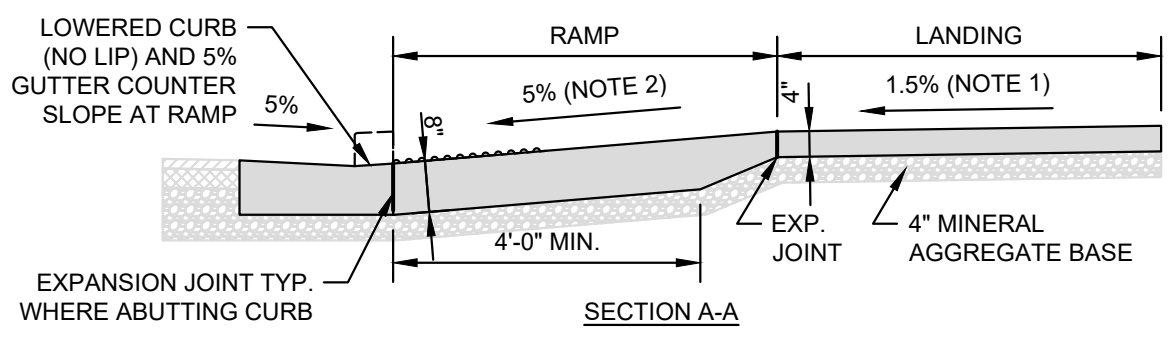
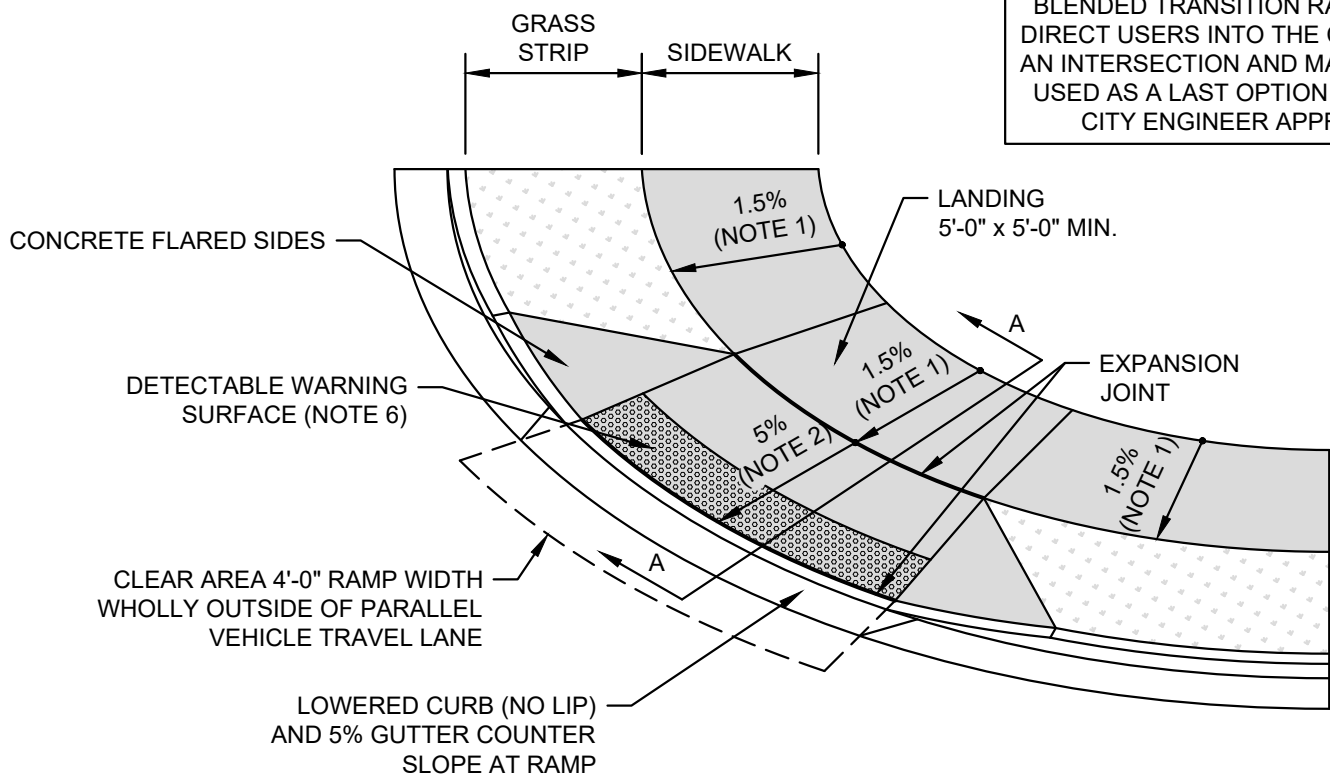


BLENDING TRANSITION RAMPS MAY DIRECT USERS INTO THE CENTER OF AN INTERSECTION AND MAY ONLY BE USED AS A LAST OPTION AND ONLY WITH CITY ENGINEER APPROVAL



NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 5% MAX.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
  - A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
  - B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
  - A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.



<b>BLENDING TRANSITION RAMP</b>		DWG. NO.
CITY OF FRANKLIN	CITY ENGINEER: <i>Paul P. Hoyle</i>	DATE: 7/1/2024
NOT TO SCALE		<b>RP-15</b>