

**NOTE**

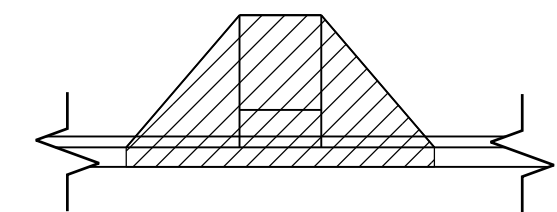
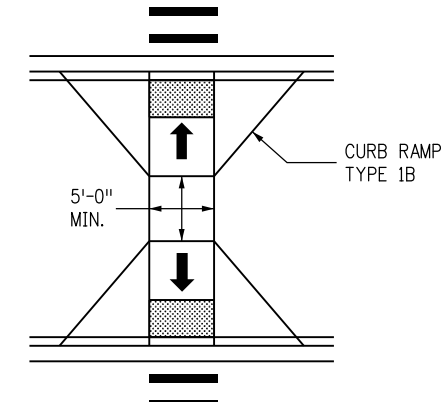
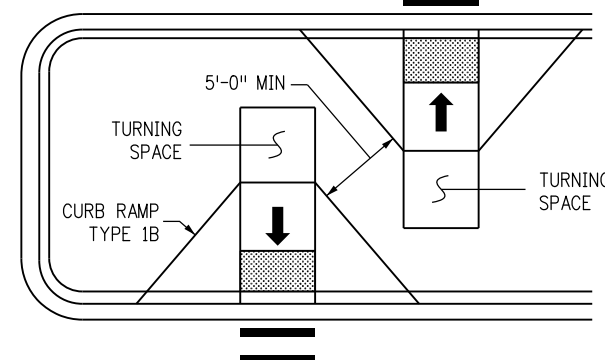
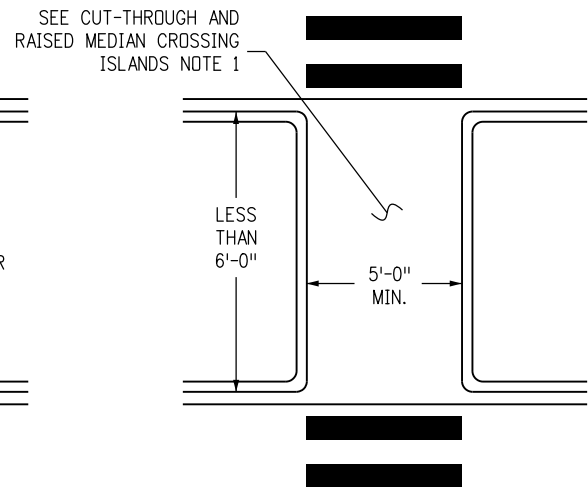
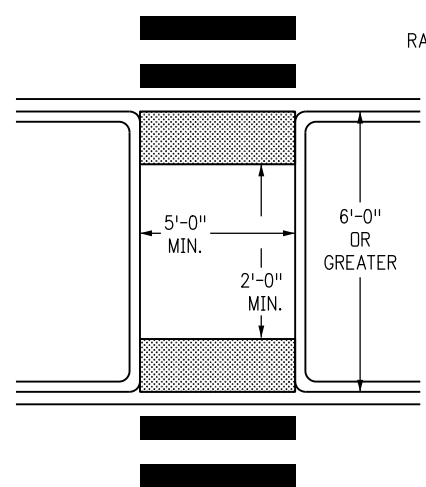
1. CURB RAMP AND CUT-THROUGH WIDTHS SHOULD BE THE SAME WIDTH AS ANY SIDEWALK OR MULTI-USE PATHS WHICH THEY SERVE.

**CUT-THROUGH AND RAISED INTERSECTION ISLANDS**

- FOR CUT-THROUGH INTERSECTION ISLANDS, THE DETECTABLE WARNING SURFACES SHALL BE AT THE FLOWLINE. FOR RAISED INTERSECTION ISLANDS, THE DETECTABLE WARNING SURFACES SHALL BE 6 TO 8 INCHES BACK FROM THE FLOWLINE (SEE SHEET 7).
- FLARED SIDES ARE PREFERENTIAL ON RAISED INTERSECTION ISLANDS AND SHOULD BE PROVIDED FOR ISLANDS WHICH SERVE MULTI-USE PATHS OR AT LOCATIONS WHERE BICYCLE USE IS EXPECTED.

**RAMP PAY AREA**

(WILL INCLUDE FLARED SIDES IF CONSTRUCTED)  
SEE CURB RAMP TYPE 3B ON SHEET 3,  
OR CURB RAMP TYPE 1B ON SHEET 1.



**RAMP PAY AREA**

SEE CURB RAMP TYPE 1B ON SHEET 1.

**CUT-THROUGH AND RAISED MEDIAN CROSSING ISLANDS**

- FOR CUT-THROUGH MEDIAN CROSSING ISLANDS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE ISLAND AND BE SEPARATED BY A MINIMUM 2 FOOT SPACE WITHOUT DETECTABLE WARNING SURFACES. IF A 2 FOOT SEPARATION BETWEEN DETECTABLE WARNING SURFACES CANNOT BE PROVIDED, THEN NO DETECTABLE WARNING SURFACES SHALL BE INSTALLED.

**PERPENDICULAR CURB RAMPS FOR CROSSING ISLANDS**

Computer File Information	
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Sheet Revisions	
Date:	Comments
02/23/17	Added and revised the Curb Ramp details and General Notes.

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**CURB RAMPS**

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