| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| B-5121 / B-5317 | 2C-5 |

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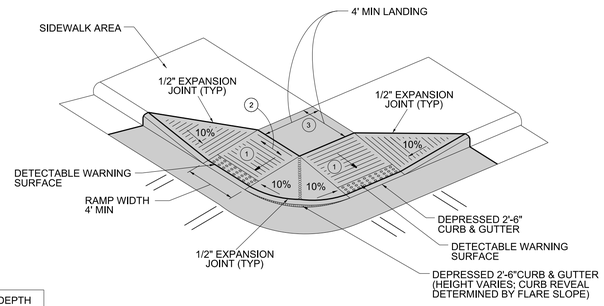
5/14/99

REVISIONS

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR CURB RAMP

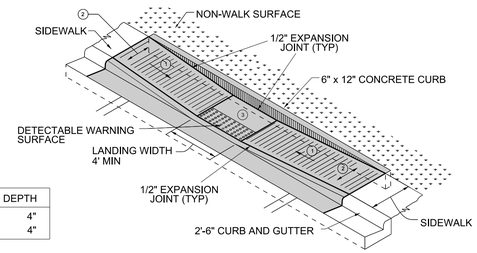



| CONCRETE DEPTH | |
|---|---|
| RAMP / FLARE | 6" |
| LANDING | 4" |

TYPE N-3A

## DETAIL CR–1: CURB RAMPS AT INTERSECTION (NO VERGE)

PAY LIMITS FOR CURB RAMP




| CONCRETE DEPTH | |
|---|---|
| RAMP | 4" |
| LANDING | 4" |

TYPE R-2

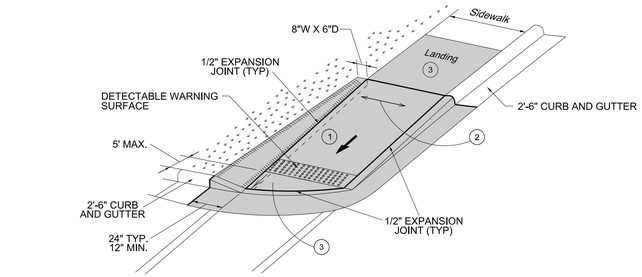
(USE ONLY WHERE WATER WILL NOT POND WITHIN LANDING)

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

## DETAIL CR–2: DIRECTIONAL CROSSING (WITH CURB)

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR CURB RAMP



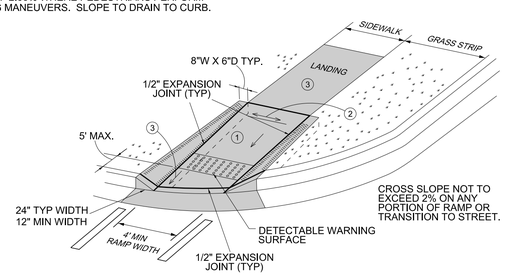

| CONCRETE DEPTH | |
|---|---|
| RAMP / FLARE | 6" |
| LANDING | 4" |

TYPE R-1

## DETAIL CR–3: DIRECTIONAL CROSSING (NO VERGE)

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR CURB RAMP



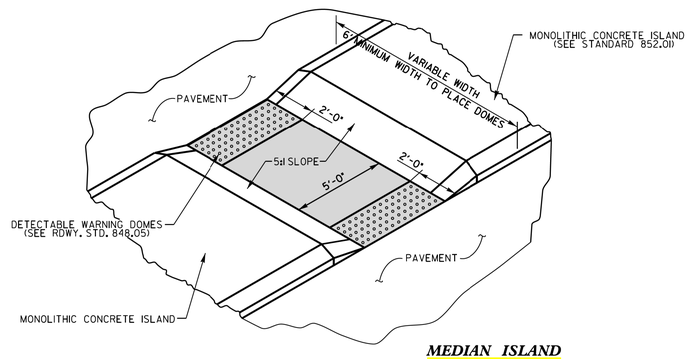

| CONCRETE DEPTH | |
|---|---|
| RAMP / FLARE | 6" |
| LANDING | 4" |

TYPE N-1A (FLARE TYPE)

NOTE: USE SMALL FLARES ONLY WHEN A CURB TYPE DIRECTLY CONFLICTS WITH APPROACHING VEHICULAR TURNING MOVEMENTS.

## DETAIL CR–4: DIRECTIONAL CROSSING (WITH FLARE)

PAY LIMITS FOR CURB RAMP




***MEDIAN ISLAND***

***WITH CUT THROUGH***

***(MEDIANS ≤ 20')***

## DETAIL CR–5: PEDESTRIAN REFUGE

NOTE: CITY OF RALEIGH CURB RAMP DETAILS TO BE USED IN LOCATIONS AS SHOWN ON PLANS

3/21/2016