



NOTES

1. WHEN THE DISTANCE BETWEEN TWO RAMPS IS 10'-0" OR LESS INSTALL THIS TYPE SIDEWALK RAMP THAT COMBINES BOTH RAMPS. THE DEPRESSED CURB OR DEPRESSED CURB & GUTTER PORTION OF THIS COMBINED RAMP WOULD BE CONTINUOUS FROM THE ONE RAMP LOCATION TO THE OTHER RAMP LOCATION, AS SHOWN IN THE DETAIL DRAWINGS.
2. THE LOCATION OF THIS COMBINED SIDEWALK RAMP SHALL BE DETERMINED BY CURRENT A.D.A. REQUIREMENTS, EXISTING OBSTRUCTIONS, CROSSWALK LOCATIONS, AND SHALL BE APPROVED BY THE CITY ENGINEER BEFORE CONSTRUCTION BEGINS.
3. ALL CONCRETE SHALL BE MD DEPT. OF TRANS. S.H.A. MIX NO. 3 WITH A 28 DAY COMPRESSIVE STRENGTH OF 3,500 P.S.I., WITH 5%-8% AIR AND 2"-5" SLUMP. DO NOT ADD WATER TO THE SURFACE FOR FINISHING. ALL EXPOSED SURFACES SHALL RECEIVE A LIGHT TRANSVERSE BROOM FINISH.
4. FOR ADDITIONAL INFORMATION ON RAMP CONSTRUCTION, REFER TO THE APPROPRIATE PLATE FOR THE PARTICULAR TYPE OF SIDEWALK RAMPS INVOLVED.
5. REFER TO PLATE T-050 FOR STANDARD CONCRETE SIDEWALK, PLATE T-040 FOR STANDARD CONCRETE CURB & GUTTER, AND PLATE T-042 FOR CONCRETE REPLACEMENT CURB.
6. THE DOT HATCHED AREAS REPRESENT DETECTABLE WARNING SURFACES AT THE REQUIRED LOCATION AND ORIENTATION. REFER TO PLATE T-059 FOR THE DETECTABLE WARNING SURFACE SYTEM SPECIFICATIONS, DETAILS, AND NOTES.



CITY OF HAGERSTOWN, MARYLAND – ENGINEERING AND INSPECTIONS DEPARTMENT

**TRANSPORTATION STANDARD DETAIL
COMBINING TWO SIDEWALK RAMPS
(FOR RAMPS LESS THAN 10'-0" APART)**

ISSUE DATE: 01-01-03	
REVISIONS	
01-01-04	01-01-07
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Plate T-058