

LEGEND

ABBREVIATION	TERM
PT	POINT
ELEV	ELEVATION
PED	PEDESTRIAN

NOTES:

- (1) WHERE THE DIRECTION OF PEDESTRIAN TRAVEL IS PERPENDICULAR TO THE FACE OF CURB, PROVIDING POINTS AT THE EDGES OF THE RAMP OR CUT THROUGH IS TYPICALLY SUFFICIENT TO DETERMINE THE CROSS SLOPE OF THE PEDESTRIAN ROUTE IN THE DIRECTION OF TRAVEL. NECESSITY OF ADDITIONAL POINTS SHALL BE DETERMINED ON A SITE SPECIFIC BASIS.
- (2) WHERE THE DIRECTION OF PEDESTRIAN TRAVEL IS NOT PERPENDICULAR TO THE FACE OF CURB, SUFFICIENT INFORMATION SHALL BE PROVIDED TO DETERMINE THE CROSS SLOPE OF THE PEDESTRIAN CROSSING IN THE DIRECTION OF TRAVEL.
- (3) INDICATE THE SLOPE IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (4) 1/4 DELTA POINTS MAY BE OMITTED WHEN THE POINT FALLS WITHIN A CURB RAMP OPENING.

GENERAL NOTES:

THIS DRAWING REPRESENTS A MINIMUM STANDARD FOR USE WHERE CORNER RADIUS 32' OR LESS. ADDITIONAL POINTS MAY BE REQUIRED TO ASSESS GEOMETRIC, DRAINAGE, AND ADA REQUIREMENTS ON A SITE SPECIFIC BASIS.

ALL POINTS ARE TO THE FACE OF VERTICAL CURB, FACE OF ISLAND, OR MOUNTABLE CURB GUTTER FLOW LINE AS APPLICABLE.

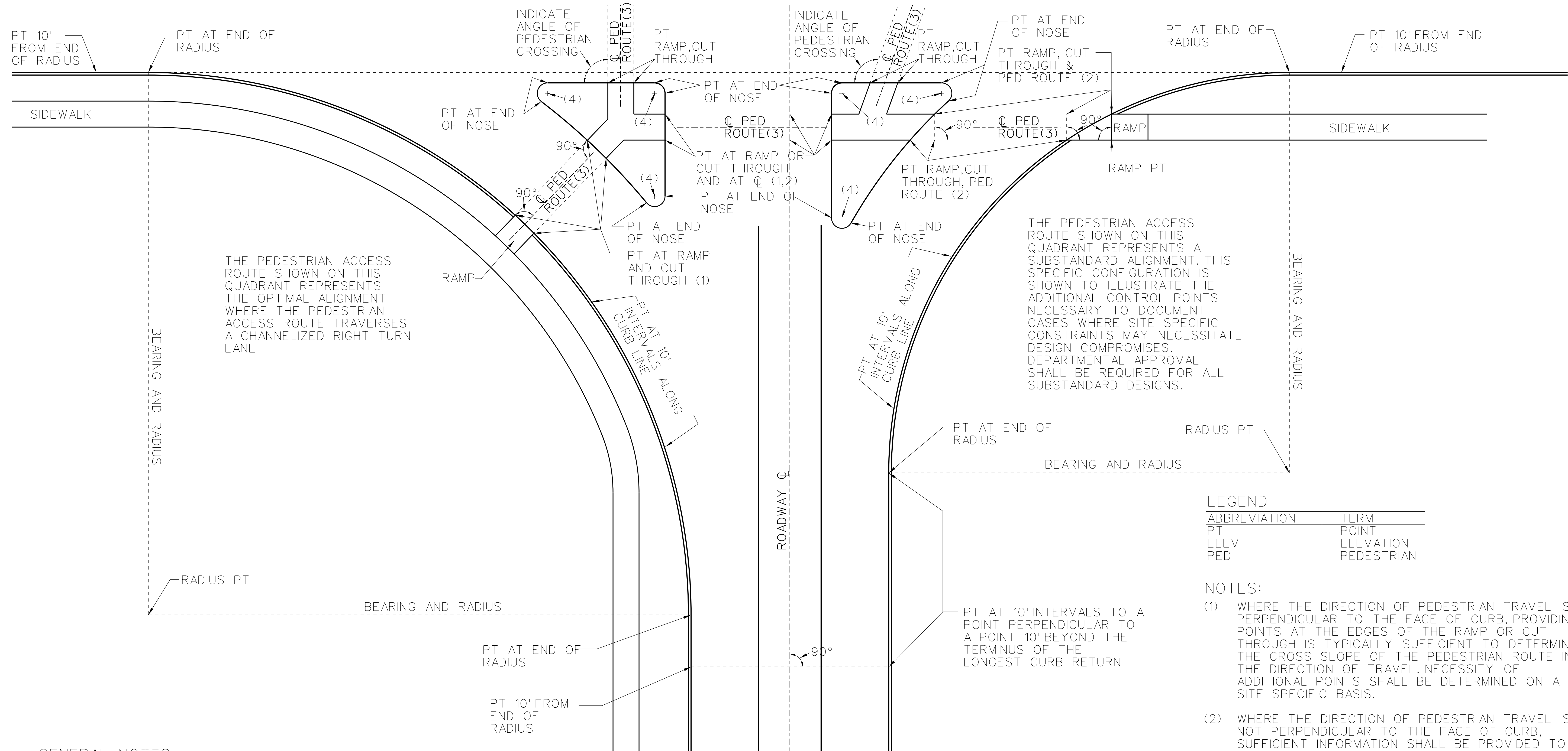
AT THE INTERSECTION OF TWO ROADWAYS, THE ROADWAY WITH THE LOWER CLASSIFICATION SHOULD BE WARPED TO MEET THE ROADWAY WITH THE HIGHER CLASSIFICATION. AT THE INTERSECTION OF TWO ROADWAYS OF EQUAL CLASSIFICATION, BOTH ROADWAYS SHOULD BE WARPED.

NORTHING, EASTING, AND ELEVATION OR STATION, OFFSET, AND ELEVATION SHALL BE PROVIDED FOR ALL POINTS.

EXCEPTION: ELEVATION NOT REQUIRED FOR CENTER POINTS OF ISLAND CORNERS OR RADIUS POINTS.

SIDEWALK AND CURB RAMP LOCATION AND CONFIGURATIONS SHOWN ON THIS DRAWING ARE FOR ILLUSTRATION ONLY. SPECIFIC RAMP DESIGN SHALL BE DETERMINED BY SITE SPECIFIC CONSIDERATIONS.

ISSUE DATE 03/09/2020	THIS IS NOT A CERTIFIED DOCUMENT	Saint Louis COUNTY TRANSPORTATION PUBLIC WORKS <small>1050 NORTH LINDBERGH BLVD. ST. LOUIS, MISSOURI 63132</small>	DESIGN CRITERIA MANUAL WARPING DETAIL REQUIREMENTS SMALL RADIUS WARPING DETAIL		
REVISIONS			EFFECTIVE 05/01/2020	SHEET 1 OF 2	DRAWING 5.5
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THE PEDESTRIAN ACCESS ROUTE SHOWN ON THIS QUADRANT REPRESENTS THE OPTIMAL ALIGNMENT WHERE THE PEDESTRIAN ACCESS ROUTE TRAVERSES A CHANNELIZED RIGHT TURN LANE

THE PEDESTRIAN ACCESS ROUTE SHOWN ON THIS QUADRANT REPRESENTS A SUBSTANDARD ALIGNMENT. THIS SPECIFIC CONFIGURATION IS SHOWN TO ILLUSTRATE THE ADDITIONAL CONTROL POINTS NECESSARY TO DOCUMENT CASES WHERE SITE SPECIFIC CONSTRAINTS MAY NECESSITATE DESIGN COMPROMISES. DEPARTMENTAL APPROVAL SHALL BE REQUIRED FOR ALL SUBSTANDARD DESIGNS.

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 - (3) INDICATE THE SLOPE IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - (4) NORTHING/EASTING OR STATION/OFFSET TO CENTER OF ISLAND CORNERS

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