

APPROACH SLOPE	NEGATIVE LONGITUDINAL APPROACH ROADWAY	POSITIVE LONGITUDINAL APPROACH ROADWAY
1%		
2%		
3%		
4%		
5%		
6%		
7%		
8%		

NOTES:

- A. REFER TO STD T-310.030-19 FOR ISOMETRIC VIEW, CURB TRANSITION AND PAVEMENT STRUCTURE DETAILS .
- B. WHERE A NEGATIVE LONGITUDINAL APPROACH ROADWAY SLOPE IS ABOVE 4%, THE MAXIMUM DIFFERENTIAL SLOPE BETWEEN THE RAMP SLOPE AND THE APPROACH LONGITUDINAL ROADWAY SLOPE SHALL BE 10.7%.
- C. RAMP SLOPES SHOWN ABOVE ARE NOT TO BE USED FOR MID-BLOCK RAISED CROSSWALKS. MID-BLOCK RAISED CROSSWALK RAMPS SHALL HAVE A MAXIMUM OF A 4% DIFFERENTIAL SLOPE BETWEEN THE RAMP SLOPE AND THE APPROACH LONGITUDINAL ROADWAY SLOPE.
- D. IF THE APPROACH ROADWAY SLOPE ENDS IN A DECIMAL (NOT A WHOLE NUMBER AS SHOWN IN THE SCENARIOS ABOVE), THE RAMP SLOPE SHALL BE INTERPOLATED BETWEEN THE TWO NEAREST SCENARIOS ABOVE.
- E. SCENARIOS WITH NEGATIVE LONGITUDINAL APPROACH ROADWAY SLOPES REQUIRE A CATCH BASIN AT THE BOTTOM OF THE RAMP FOR DRAINAGE PURPOSES.

	ENGINEERING & CONSTRUCTION SERVICES STANDARD DRAWING	REV 0	SEP 2023
		T-310.030-20	
	NTS	SHEET 1	

RAISED INTERSECTION AND CROSSWALK RAMP SLOPES