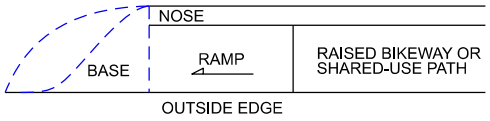
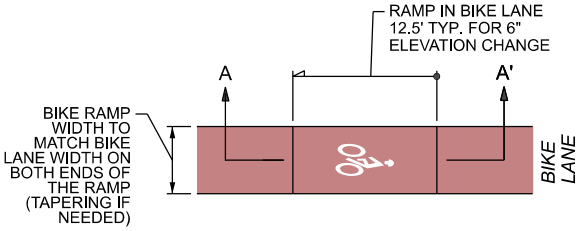
BIKE RAMP COMPONENTS

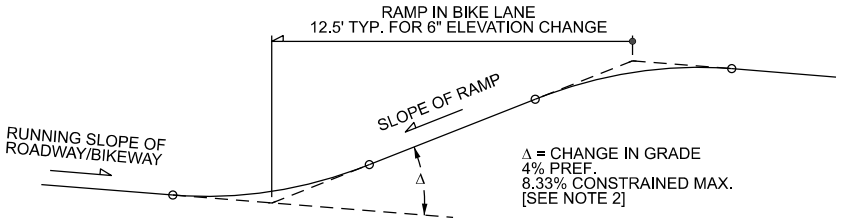


RAMP



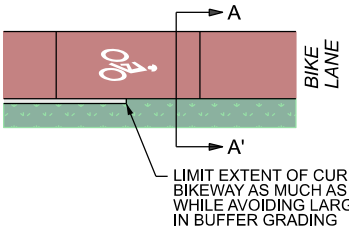
PROFILE A-A'

(MIRROR PROFILE TO INVERT CHANGE IN ELEVATION)

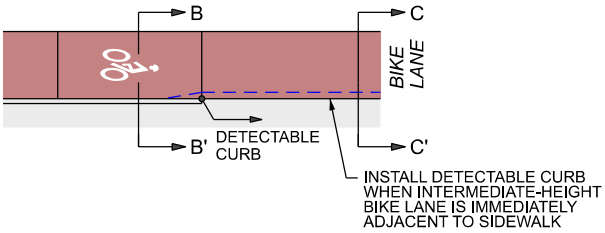


OUTSIDE EDGE

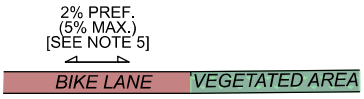
BUFFER



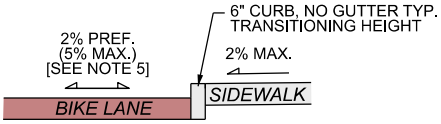
SIDEWALK



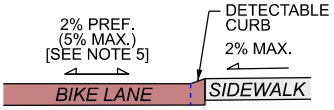
SECTION A-A'



SECTION B-B'



SECTION C-C'



NOTES:

[1] BIKE RAMPS SHOWN RAMP UP IN A ONE-WAY BIKE LANE, BUT THE SAME CRITERIA (MIRRORED) APPLIES FOR RAMPING DOWN AND FOR TWO-WAY BIKE LANES.

[2] BIKE RAMPS SHOULD BE AS GRADUAL AS FEASIBLE, GENERALLY USING THE LOWEST POSSIBLE GRADE OVER THE MAXIMUM AVAILABLE LENGTH WHILE STILL ACCOMMODATING STORMWATER RUNOFF. A CHANGE IN GRADE OF 4% IN BIKE RAMPS IS PREFERRED, WHICH TYPICALLY RESULTS IN A 12.5' LONG RAMP FOR A 6" CHANGE IN ELEVATION. STEEPER CHANGES IN GRADE SHOULD ONLY BE USED IN CONSTRAINED CONDITIONS. IF THE 4% GRADE BREAK CANNOT BE ACHIEVED, FIRST CONSIDER INTRODUCING THE BIKE RAMP UPSTREAM OF THE CONSTRAINED LOCATION BEFORE INCREASING THE GRADE OF THE RAMP. 8.33% IS THE MAXIMUM GRADE FOR A BIKE RAMP.

[3] STANDARD SIDEWALK HEIGHT OF 6" ABOVE ROADWAY LEVEL MAY BE REDUCED AT POINT OF CONNECTION TO BIKE RAMP TO ACHIEVE ALLOWABLE RAMP SLOPE.

[4] SEE RAISED BIKE LANE DETAIL SD 440-1 FOR CONCRETE THICKNESS AND REBAR OR WIRE MESH PLACEMENT.

[5] ENSURE ANY RUN OFF RESULTING FROM A NEGATIVE CROSS SLOPE IN A BIKE RAMP IS ADEQUATELY ADDRESSED WITHIN PUBLIC RIGHT-OF-WAY.

LEGEND:

VEGETATED AREA

TERRACOTTA-COLORED CONCRETE

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

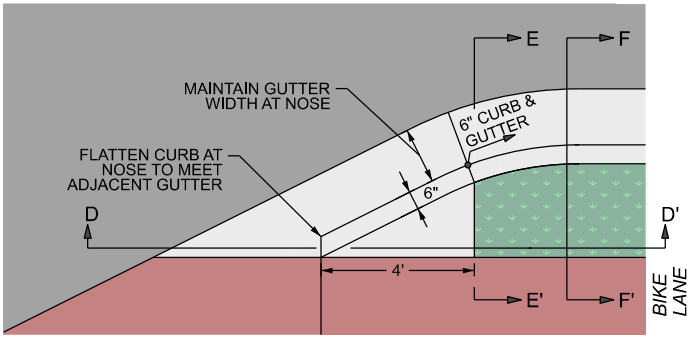
BIKE RAMPS
COMPONENTS, PROFILE, AND NEIGHBOR DETAILS

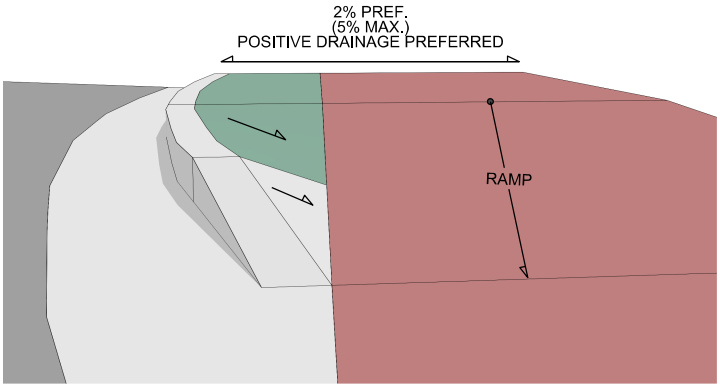
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
SD 440-2

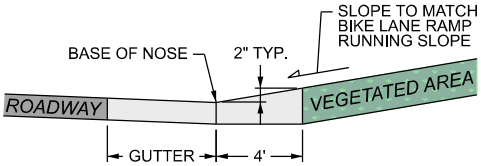
2025-02-12

TYPICAL NOSE

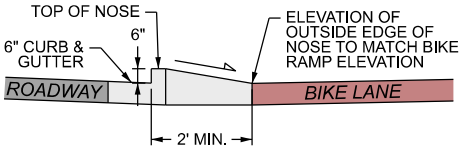




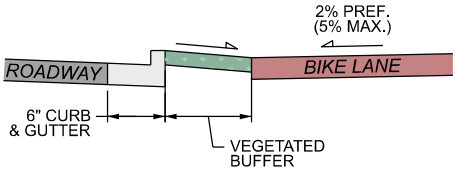
PROFILE D-D'



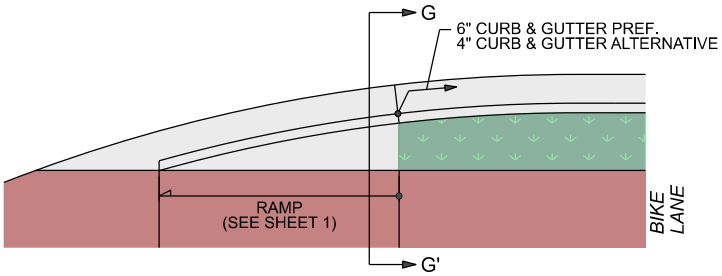
SECTION E-E'

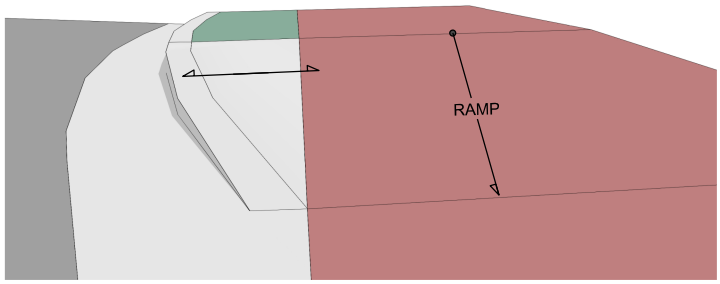


SECTION F-F'

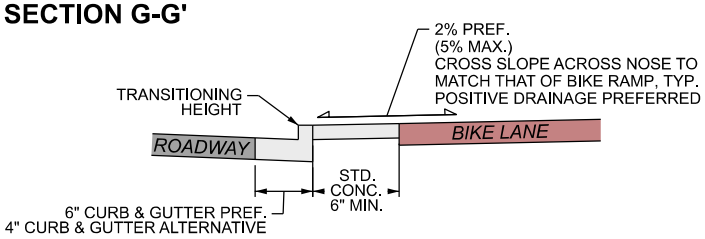


EXTENDED NOSE

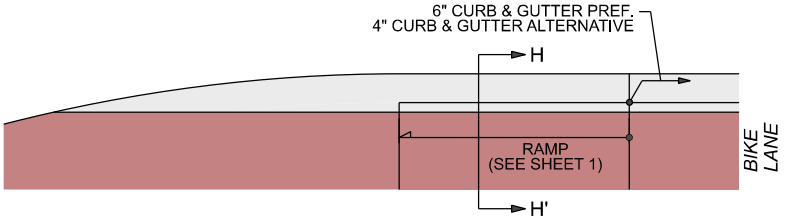


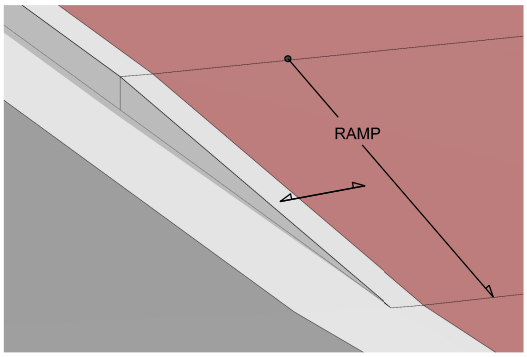


SECTION G-G'

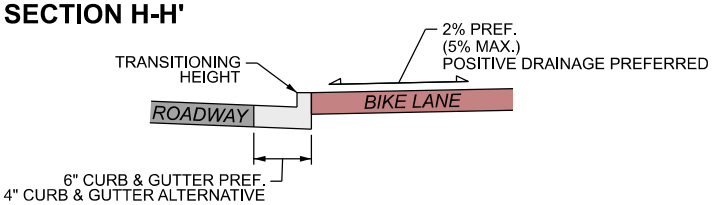


CONSTRAINED NOSE





SECTION H-H'



NOT TO SCALE

CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	BIKE RAMPS NOSE DETAILS	
	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. SD 440-2 2 OF 7

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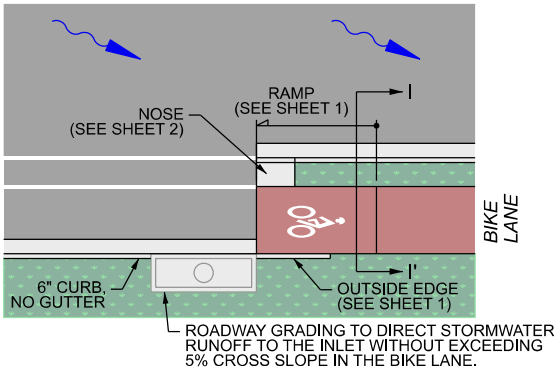
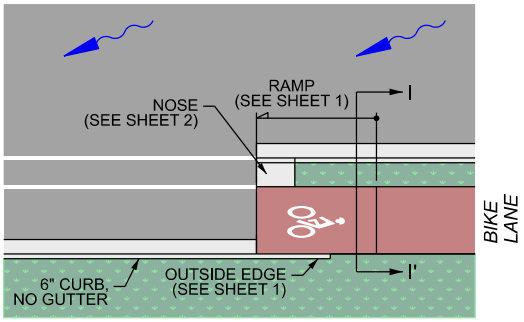
SQUARE BASE

INLET AT BASE

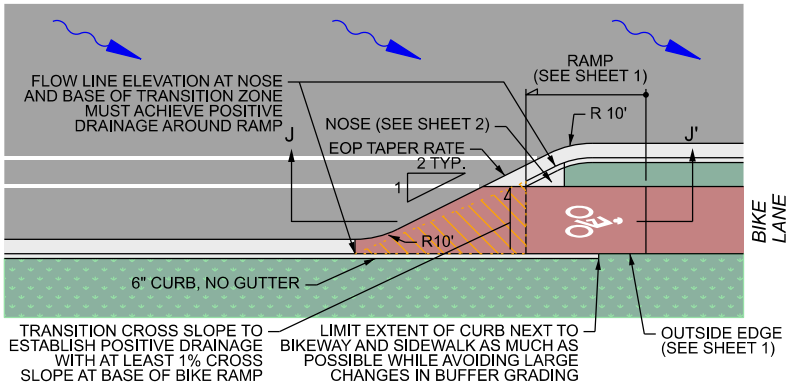


RUNOFF FLOWING AWAY FROM RAMP

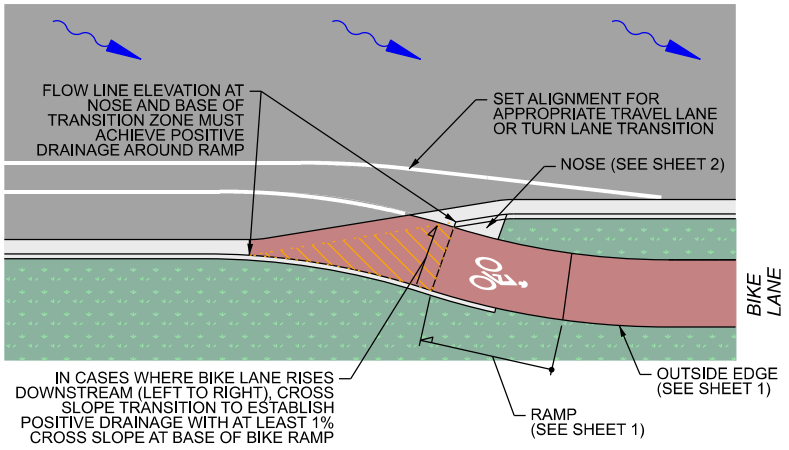


TAPERED BASE

TYPICAL

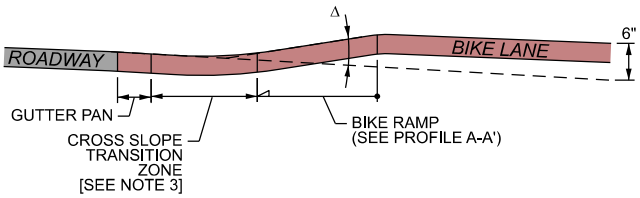


TAPERED BASE WITH BEND OUT

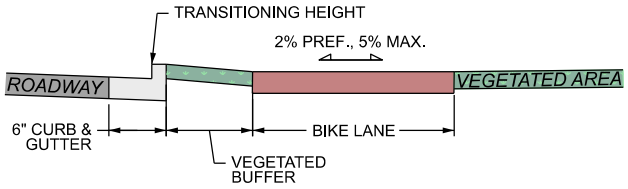


PROFILE J-J'

(MIRROR PROFILE TO INVERT CHANGE IN ELEVATION)



SECTION I-I'



NOTES:

[1] BIKE RAMPS SHOWN RAMPING UP, BUT THE SAME CRITERIA (MIRRORED) APPLIES FOR RAMPING DOWN AND FOR TWO-WAY BIKE LANES.

[2] FOR RECONSTRUCTION PROJECTS WITH RUNOFF FLOWING TOWARDS THE RAMP (LEFT TO RIGHT IN THESE GRAPHICS), A SQUARE BASE WITH AN INLET IS PREFERRED AT BASE OF THE RAMP TO REDUCE DEBRIS BUILDUP IN THE BIKE LANE.

[3] TRANSITION CROSS SLOPE, GRADING TO DRAIN, MEETING OR EXCEEDING THE FOLLOWING PREFERRED CRITERIA: L = 5' x CS, WHERE L = CROSS SLOPE TRANSITION LENGTH (IN FEET) AND CS = PERCENT CHANGE IN CROSS SLOPE. TPW TO APPROVE OF RAMPS WHERE L < 3' x CS.

[4] SUPPLEMENTAL CATCH BASIN INLET MAY BE REQUIRED DEPENDING ON DRAINAGE STUDY.

[5] SEE RAISED BIKE LANE DETAIL SD 440-1 FOR CONCRETE THICKNESS AND REBAR OR WIRE MESH PLACEMENT.

LEGEND:

- CROSS SLOPE TRANSITION ZONE [SEE NOTE 3]
- VEGETATED AREA
- TERRACOTTA-COLORED CONCRETE
- CATCH BASIN INLET

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

BIKE RAMPS
MID-BLOCK CONFIGURATIONS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

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SD 440-2
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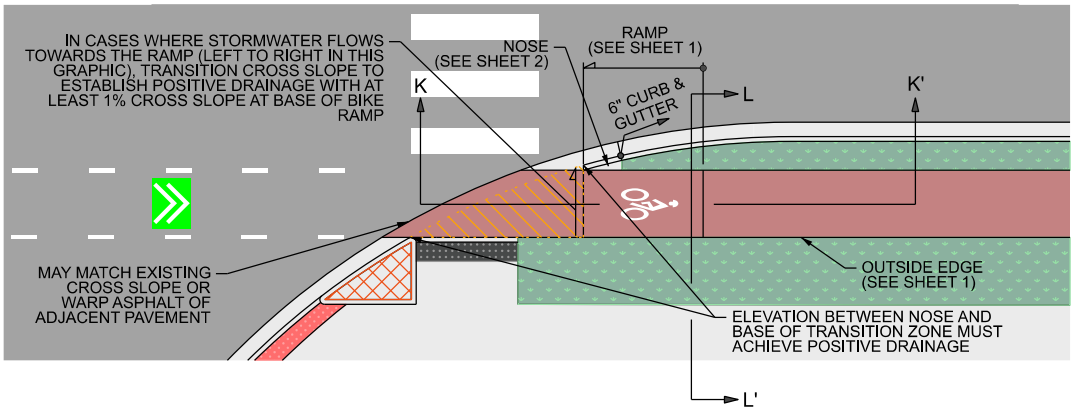
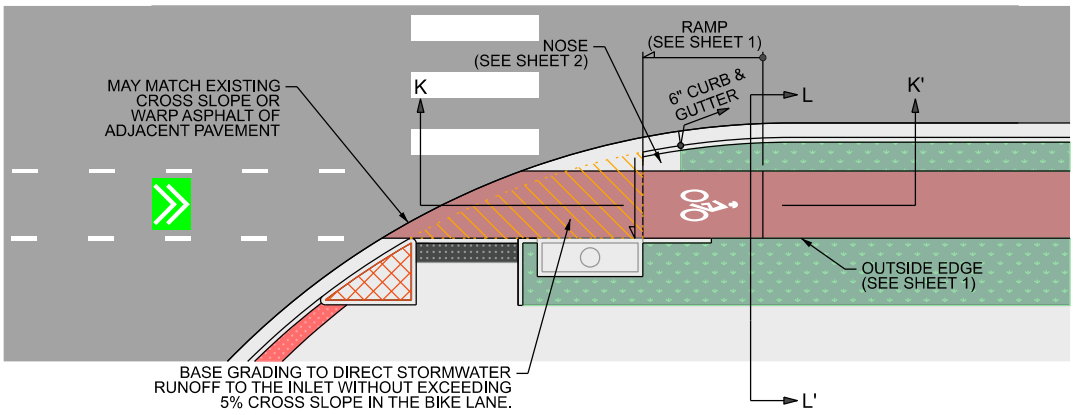
2025-02-12

CURB RETURN BASE

PREFERRED CONDITION WITH BUFFERS

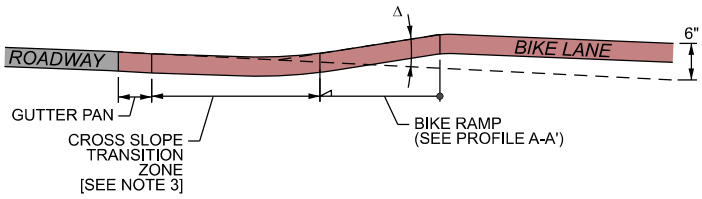


PREFERRED CONDITION WITH BUFFERS AND INLET

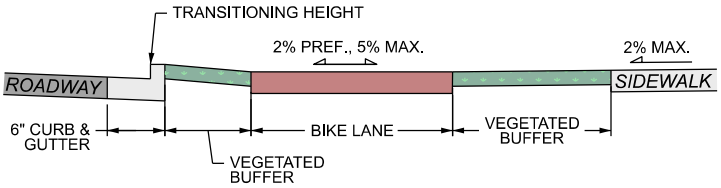


PROFILE K-K'

(MIRROR PROFILE TO INVERT CHANGE IN ELEVATION)



SECTION L-L'



NOTES:

[1] BIKE RAMPS SHOWN RAMPING UP, BUT THE SAME CRITERIA (MIRRORED) APPLIES FOR RAMPING DOWN AND FOR TWO-WAY BIKE LANES.

[2] FOR RECONSTRUCTION PROJECTS WITH RUNOFF FLOWING TOWARDS THE RAMP (LEFT TO RIGHT IN THESE GRAPHICS), A SQUARE BASE WITH AN INLET IS PREFERRED AT BASE OF THE RAMP TO REDUCE DEBRIS BUILDUP IN THE BIKE LANE.

[3] TRANSITION CROSS SLOPE, GRADING TO DRAIN, MEETING OR EXCEEDING THE FOLLOWING PREFERRED CRITERIA: L = 5' x CS, WHERE L = CROSS SLOPE TRANSITION LENGTH (IN FEET) AND CS = PERCENT CHANGE IN CROSS SLOPE. TPW TO APPROVE OF RAMPS WHERE L < 3' x CS.

[4] SUPPLEMENTAL CATCH BASIN INLET MAY BE REQUIRED DEPENDING ON DRAINAGE STUDY.

[5] SEE RAISED BIKE LANE DETAIL SD 440-1 FOR CONCRETE THICKNESS AND REBAR OR WIRE MESH PLACEMENT.

LEGEND:

- CROSS SLOPE TRANSITION ZONE [SEE NOTE 3]
- VEGETATED AREA
- TERRACOTTA-COLORED CONCRETE
- DETECTABLE WARNING SURFACE
- CATCH BASIN INLET

NOT TO SCALE

CITY OF AUSTIN TRANSPORTATION PUBLIC WORKS	BIKE RAMPS CURB RETURN INTEGRATION AND CROSS SECTIONS	
	THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.	STANDARD NO. SD 440-2 4 OF 7

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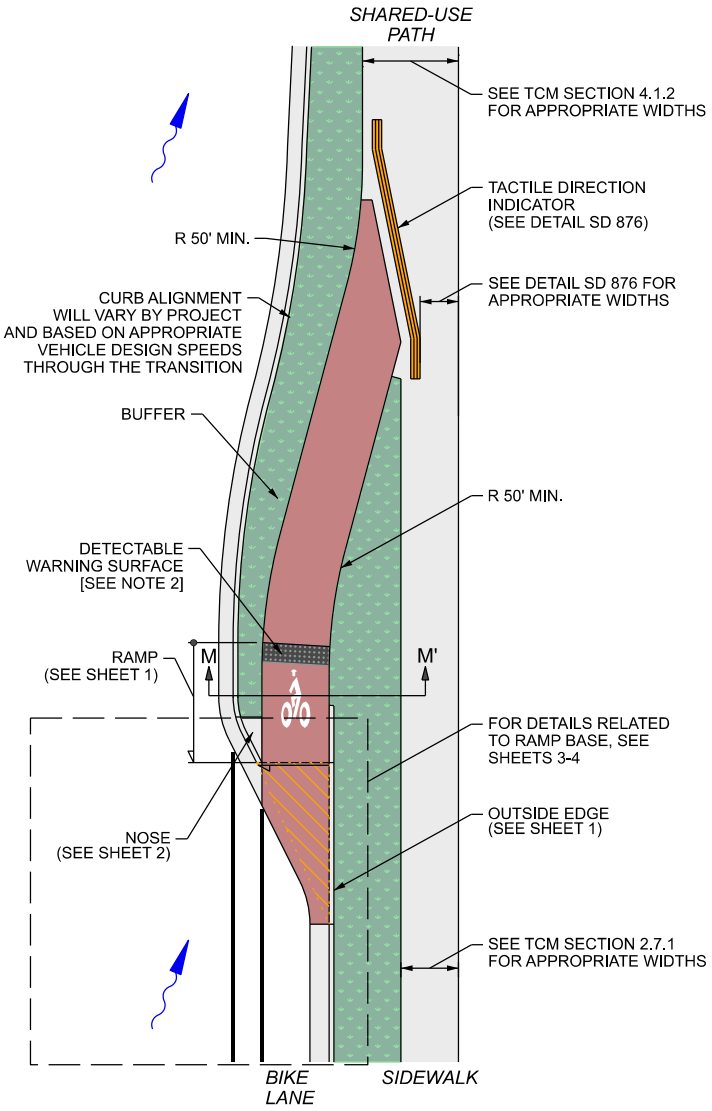
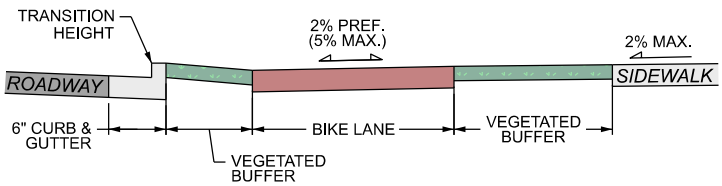
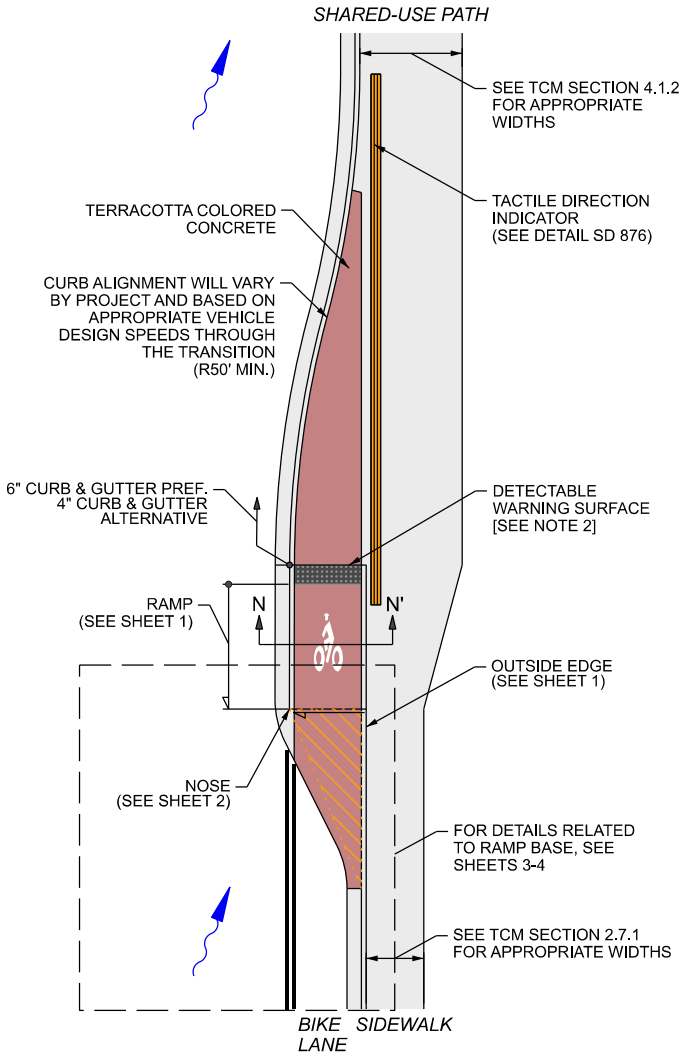
BUFFERS ON BOTH SIDES



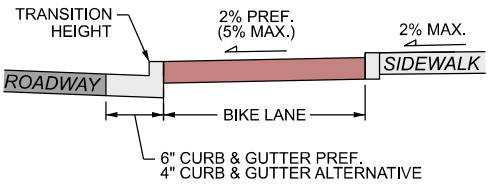
SECTION M-M'



CONSTRAINED EXAMPLE WITH NO BUFFERS



SECTION N-N'



NOTES:

[1] BIKE RAMPS SHOWN RAMPING UP, BUT THE SAME CRITERIA (MIRRORED) APPLIES FOR RAMPING DOWN AND FOR TWO-WAY BIKE LANES.

[2] DETECTABLE WARNING SURFACES TO BE PAVERS OF CONTRASTING COLOR, SEE STDS. 432S-2A.

[3] SEE RAISED BIKE LANE DETAIL SD 440-1 FOR CONCRETE THICKNESS AND REBAR OR WIRE MESH PLACEMENT.

[4] TRANSITION CROSS SLOPE, GRADING TO DRAIN, MEETING OR EXCEEDING THE FOLLOWING PREFERRED CRITERIA: L = 5' x CS, WHERE L = CROSS SLOPE TRANSITION LENGTH (IN FEET) AND CS = PERCENT CHANGE IN CROSS SLOPE. TPW TO APPROVE OF RAMPS WHERE L < 3' x CS.

LEGEND:

- CROSS SLOPE TRANSITION ZONE [SEE NOTE 4]
- VEGETATED AREA
- DETECTABLE WARNING SURFACE
- TACTILE DIRECTION INDICATOR

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

BIKE RAMPS
SHARED-USE PATH TRANSITIONS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

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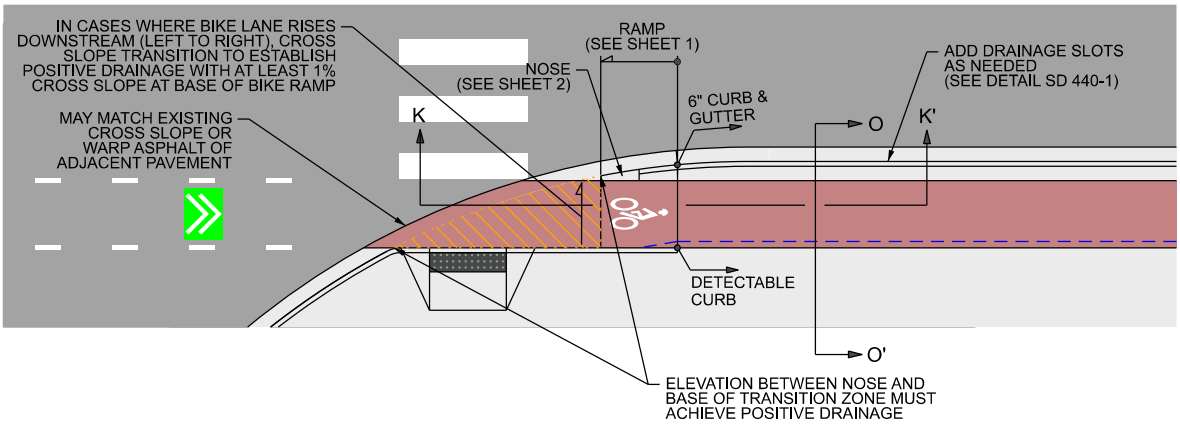
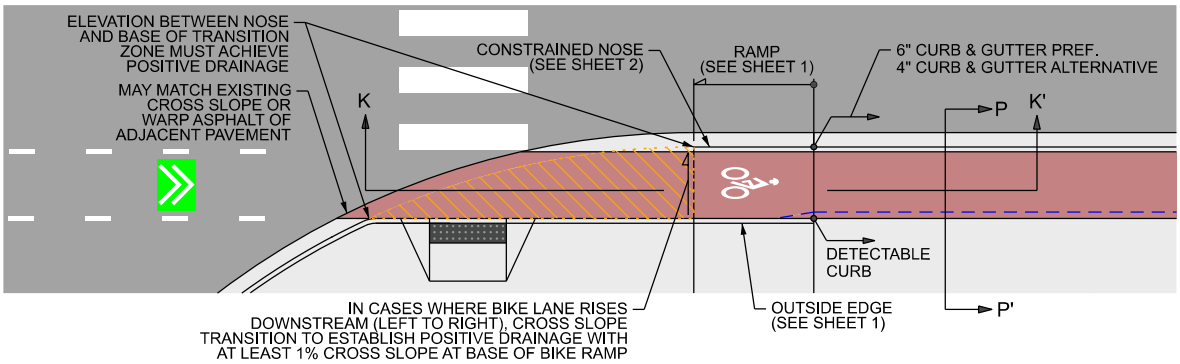
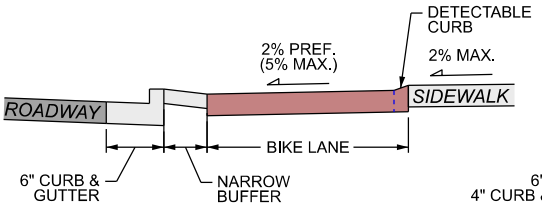
CONSTRAINED BIKE LANE WITH MINIMAL ROADWAY BUFFER AT CURB RETURN



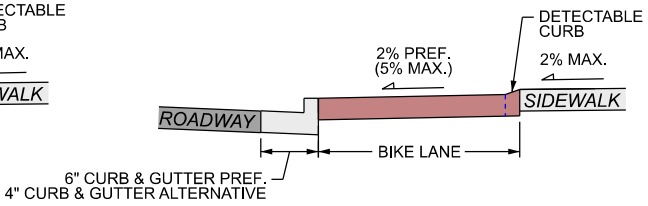
CONSTRAINED BIKE LANE WITH NO BUFFERS AT CURB RETURN



SECTION O-O'



SECTION P-P'



NOTES:

[1] DETECTABLE WARNING SURFACES TO BE PAVERS OF CONTRASTING COLOR, SEE STDS. 432S-2A.

[2] TRANSITION CROSS SLOPE, GRADING TO DRAIN, MEETING OR EXCEEDING THE FOLLOWING PREFERRED CRITERIA: L = 5' x CS, WHERE L = CROSS SLOPE TRANSITION LENGTH (IN FEET) AND CS = PERCENT CHANGE IN CROSS SLOPE. TPW TO APPROVE OF RAMPS WHERE L < 3' x CS.

LEGEND:

- CROSS SLOPE TRANSITION ZONE [SEE NOTE 2]
- DETECTABLE WARNING SURFACE
- TERRACOTTA-COLORED CONCRETE

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

BIKE RAMPS
EXAMPLE APPLICATIONS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
SD 440-2
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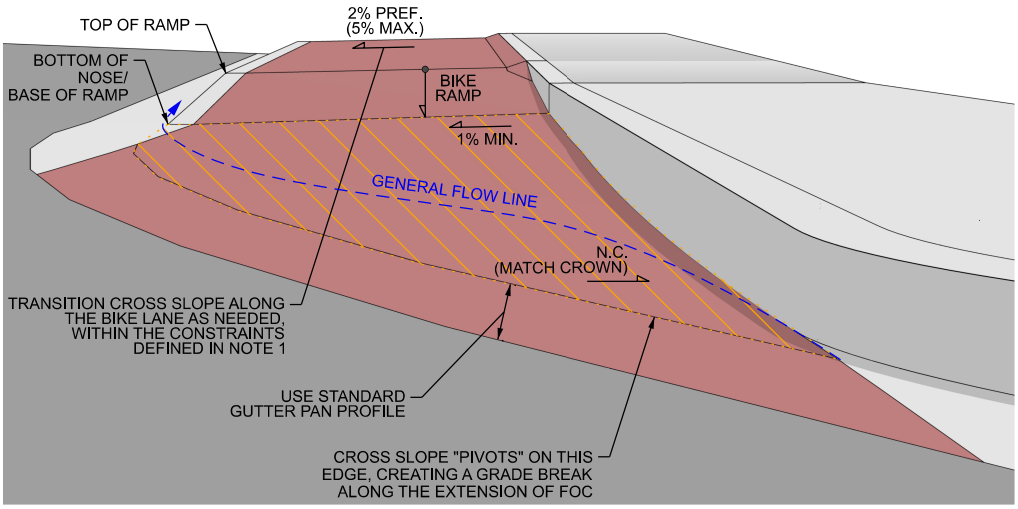
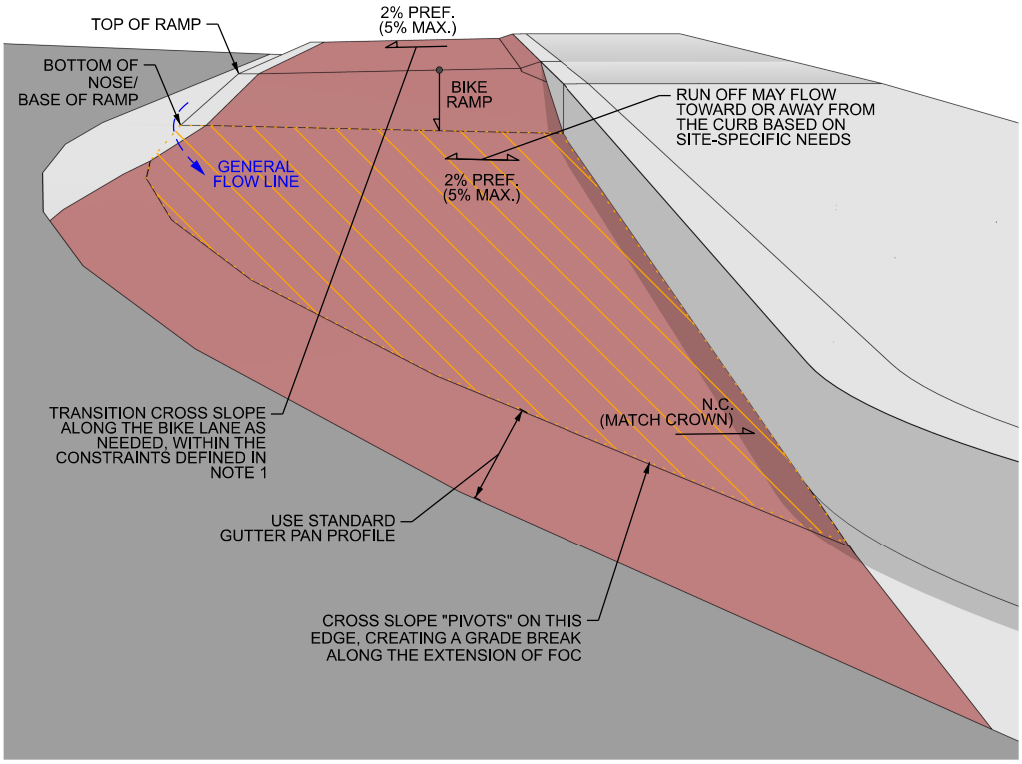
2025-02-12

STORMWATER RUNOFF FLOWING TOWARDS BIKE RAMP



STORMWATER RUNOFF FLOWING AWAY FROM BIKE RAMP



NOTES:

[1] TRANSITION CROSS SLOPE IN BIKE LANE, GRADING TO DRAIN, MEETING OR EXCEEDING THE FOLLOWING PREFERRED CRITERIA: L = 5' x CS, WHERE L = CROSS SLOPE TRANSITION LENGTH (IN FEET) AND CS = PERCENT CHANGE IN CROSS SLOPE. TPW TO APPROVE OF RAMPS WHERE L < 3' x CS.

[2] BIKE LANE CROSS SLOPE IN TRANSITION ZONE TO INCREASE / DECREASE AT A CONSTANT RATE PARALLEL TO THE DIRECTION OF TRAVEL, WITHIN THE CONSTRAINTS ON THE RATE OF CHANGE IN NOTE 1.

LEGEND:

CROSS SLOPE TRANSITION ZONE [SEE NOTES 1 AND 2]

TERRACOTTA-COLORED CONCRETE

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

BIKE RAMPS
PERSPECTIVE VIEWS OF CROSS SLOPE TRANSITION ZONE

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
SD 440-2
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