GENERAL NOTES

1. Public sidewalk curb ramps shall be constructed in the public right of way of locations that will provide continuous unobstructed pedestrian circulation paths to pedestrian areas, elements, and facilities in the public right of way and to accessible pedestrian routes on adjacent streets. Curb facings with sidewalks and those without sidewalks are to have ramps connected to them as described herein. Curb facings without sidewalks shall have a ramp connected on the top of each ramp, see Sheet 5.

2. The location and orientation of such ramps shall be as shown in the plan.

3. Curb ramp running slope of unobstructed after shall not be less than 1:12 and cross slope shall be 0.5% or flatter. Transition slope shall not be less than 1:4.

4. Where existing pedestrian facilities are relocated, the accommodation of a ramp slope of 1:12, a running slope between 1:12 and 1:4 is permitted for a rise of 6" maximum and a running slope of between 1:12 and 1:4 is permitted for a rise of 3" maximum. Where sidewalks with the requirements for cross slope cannot be fully met, the accessible pedestrian cross slope shall be provided. Ramp running slope is not required to exceed 8" in length, except at the place where the plane may be a greater length.

5. Where a curb ramp is located where pedestrians must walk across the ramp, then the walk shall have transition along the ramps; the maximum slope of the transition shall be 1:12. Ramps with curb returns may be used at locations where other requirements provide guidance away from any portion of the sidewalk perpendicular to the sidewalk. Improvements for guidance are not required at such ramps for linear pedestrian traffic.

6. Curb ramp detectable warning surfaces shall extend the full width of the ramp and in the direction of travel 24" from the back of curb. Detectable warning surfaces shall be constructed by forming a truncated dome pattern in accordance with the United States Department of Justice A.D.A. Standards for Accessible Design. A.D.A. Accessibilty Guidelines, Section 4.25.2, Exhibit shown above left. Transition slopes are not to have detectable warnings.

7. Unless otherwise called out in the plans, the curb detectable warning surface shall be colored in accordance with Section 25 of the Standard Specifications.

8. Where a curb ramp is constructed within existing curbs, curb and gutter and/or sidewalk, the existing curb or curb and gutter shall be removed to the required joint between the curb transition or to the extent that no reaching section of curb or curb and gutter shall be revised to 3" length. The remaining sidewalk shall be removed to the required joint beyond the transition slope so that it is not more than 3' long.

9. The color requirements in General Note 6 is to provide a clear contrast between the detectable warning surface and the adjacent warning surface. Where adjacent warning surfaces are colored or are compliant with material other than standard United States Department of Justice A.D.A. Standards for Accessible Design, the plans must provide for detectable warning surface colors or materials that provide the necessary contrast, either dark on light or light on dark.

DESIGN NOTES

1. The color requirement in General Note 6 is to provide a dark on light visual contrast between the detectable warning surface and the adjacent warning surface. Where adjacent warning surfaces are colored or are compliant with material other than standard United States Department of Justice A.D.A. Standards for Accessible Design, the plans must provide for detectable warning surface colors or materials that provide the necessary contrast, either dark on light or light on dark.

TYPICAL PLACEMENT OF PUBLIC SIDEWALK CURB RAMPS AT CURBED RETURNS

1. The color requirement in General Note 6 is to provide a dark on light visual contrast between the detectable warning surface and the adjacent warning surface. Where adjacent warning surfaces are colored or are compliant with material other than standard United States Department of Justice A.D.A. Standards for Accessible Design, the plans must provide for detectable warning surface colors or materials that provide the necessary contrast, either dark on light or light on dark.

PUBLIC SIDEWALK CURB RAMPS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DRAFTED BY: 
APPROVED BY: 
CONTRACT NO.: 50840 Date: 1/21/1998 
50840 Date: 1/21/1998 
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PEAVEMENT RELIEF AT LIP OF CURB

DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS WHERE RAMP AND LANDING DEPTH ARE NOT RESTRICTED BY RIGHT OF WAY

SECTION THROUGH RAMP RUN AND LANDINGS WITH UPPER LANDING AT NORMAL SIDEWALK ELEVATION

* For BACK OF SIDEWALK CURB OR BUFFER TRANSITION And For RAMP AND SIDEWALK CURB OPTIONS See Sheet 4.
DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS WHERE RAMP AND LANDING DEPTH ARE RESTRICTED BY RIGHT OF WAY

* For back of sidewalk curb or buffer transition and for ramp and sidewalk curb options see Sheet 4.
MEDIAN CROSSWALKS

LANDINGS FOR RAMPS WITHIN PUBLIC RIGHT OF WAY CONSTRUCTED AT LOCATIONS WHERE FUTURE SIDEWALKS ARE PROPOSED, WHERE STABLE SURFACES OTHER THAN SIDEWALKS ARE PART OF A CONTINUOUS PASSAGE OR WHERE A CURB FALLS ALONG THE CIRCULATION PATH TO PEDESTRIAN ROUTES ON ADJACENT SITES