GENERAL NOTES

1. Public sidewalk curb ramps shall be constructed in the public right of way at locations that provide additional opportunities for pedestrians to use the sidewalk, 3 feet or more, and facilitate in the public right of way to pedestrian and bicycle traffic on adjacent streets. Curb extensions with sidewalks are those without sidewalks elsewhere in the area, ramps constructed at the sidewalk intersection, and for which there are already pedestrian crosswalks.

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

3. Curb ramp running slope angle of uncrowned edge shall not be steeper than 1:2 or have a slope of 1:2 or greater. Transition slopes shall not be steeper than 1:6.

4. When using existing pedestrian facilities with different grades, the maximum grade angle shall be 1:6, and the running edge shall not be steeper than 1:6. When using existing pedestrian facilities with different grades, the maximum grade angle shall be 1:6, and the running edge shall not be steeper than 1:6. When using existing pedestrian facilities with different grades, the maximum grade angle shall be 1:6, and the running edge shall not be steeper than 1:6.

5. Curb ramp running slope angle of uncrowned edge shall not be steeper than 1:2 or crown slope. Transition slopes shall not be steeper than 1:6.

6. When using existing pedestrian facilities with different grades, the maximum grade angle shall be 1:6, and the running edge shall not be steeper than 1:6. When using existing pedestrian facilities with different grades, the maximum grade angle shall be 1:6, and the running edge shall not be steeper than 1:6. When using existing pedestrian facilities with different grades, the maximum grade angle shall be 1:6, and the running edge shall not be steeper than 1:6.

7. Any public utility identification shall be for reference (one, two, etc.) and shall be marked with the following:

8. Public sidewalk curb ramps shall be to be placed as follows:

9. Any public utility identification shall be for reference (one, two, etc.) and shall be marked with the following:

10. Allくんe with a slope shown in this table to be used on all public sidewalks, all connecting sidewalks, all transition edges, and all looking edges. All公用 with a slope shown in this table to be used on all public sidewalks, all connecting sidewalks, all transition edges, and all looking edges.
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.
DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS WHERE RAMP AND LANDING DEPTH ARE NOT RESTRICTED BY RIGHT OF WAY
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.

* Ramp Widths for Curb Ramps CR 10, CR 2, CR 15, CR 30, and CR 375 vary by...

Massachusetts Standard in English Units
Applicable to Design Standards
Not to be Published in English Units

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC SIDEWALK CURB RAMPS
Interim Standard

This index replaces Index No. 34 of the Design Standards. Issued December 31, 1975.
DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC

SECTION AA

DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK COMBINED CORNER RAMPS UNDER CONDITIONS OF INFEASIBILITY

RAMP AND SIDEWALK CURB OPTIONS

MONOLITHIC CAST CURB

SEPARATELY CAST CURB

Construct Sidewalk Curb in Absence Of Adequate Buffer, Unintegrated Surface Contour, Abutting Structure Or When Called For In The Plans Or Standards.

BACK OF SIDEWALK CURB
OR BUFFER TRANSITION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC SIDEWALK CURB RAMPS

INTERIM STANDARD

APPENDIX B

INTERIM STANDARD IN ENGLISH UNITS

APPROVED BY

01-01-05

FINISHED DATE:

03/14/2004

04/24/2004

DRAWN:

PRINTED:

CHECKED:

APPROVED:

3 of 6
TYPICAL PLACEMENT OF DETECTABLE WARNING ON CURB RAMPS

On Ramps That Are Perpendicular With The Curb Line, The Dome Pattern Shall Be In-Line With The Direction Of Travel. On Ramps Intersecting Curb On A Radius, The Dome Pattern Shall Be In-Line With The Direction Of Travel To The Extent Practical.

The top width of the dome shall be a minimum of 50% and a maximum of 85% of the base diameter.

Base-to-base spacing shall be 90° minimum between domes.

CURB RAMP DETECTABLE WARNING DETAIL

All Sidewalk Curb Ramps Shall Have Detectable Warning Surfaces That Extend The Full Width Of The Ramp And In The Direction Of Travel 4 Feet (120 cm) From The Back Of Curb.