1. Public sidewalk curb ramps shall be constructed in the public right of way at 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 sites. Curbed facilities with sidewalks and those without sidewalks are to have curb ramps constructed at all street intersections and at turnouts that have curb returns.

Partial curb returns shall extend to the limit prescribed by Index No. 5/5 to accommodate curb ramps. Ramps constructed at locations without sidewalks shall have a landing constructed at the top of each ramp, see Sheet 6.

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

3. Curb ramps running slopes at unrestrained sites shall not be steeper than 1:12 and cross slope shall be 0.02 or flatter. Transition slopes shall not be steeper than 1:12.

When altering existing pedestrian facilities where existing site development precludes the accommodation of a ramp slope of 1:12, a running slope between 1:12 and 1:10 is permitted for a rise of 6" maximum and a running slope of between 1:10 and 1:8 is permitted for a rise of 5" maximum. Where compliance with the requirements for cross slope cannot be fully met, the minimum feasible cross slope shall be provided.

Ramp running slope is not required to exceed 8' in length, except at sites where the plans specify a greater length.

4. If a curb ramp is located where pedestrians must walk across the ramp, the ramp shall have transition slopes to the ramp. The maximum slope of the transitions shall be 1:10. Ramps with curb returns may be used at locations where other improvements provide guidance away from that portion of curb perpendicular to the sidewalk. Improvements for guidance are not required at curb ramps for linear pedestrian traffic.

5. Curb ramp detectable warning surfaces shall extend the full width of the ramp and 24" deep. Detectable warning surfaces shall be constructed in accordance with Specification S27. See Sheet 6 for detectable warning layouts. Transition slopes are not to have detectable warning surfaces.

6. Where a curb ramp is constructed within existing curb, curb and gutter and/or sidewalk, the existing curb or curb and gutter shall be removed to the nearest joint beyond the curb transitions or up to curb and gutter shall be removed to the extent that no remaining section of sidewalk is less than 5' long. The existing sidewalk shall be removed to the nearest joint beyond the transition slope or walk around or to the extent that no remaining section of sidewalk is less than 5' long. For details of Concrete Sidewalk See Index J30.

7. Alpha-numeric identifications are for reference (plans, permits, etc.).

8. Public sidewalk curb ramps are to be paid for as follows: Ramps, reconstructed sidewalks, walk around sidewalks, sidewalk landings and sidewalk curbs are to be paid for under the contract unit price for Sidewalk Concrete, (1") Thick, ST. Curb transitions and reconstructed curbs are to be paid for under the contract unit price for the parent curb, i.e., Curb Conc., (Type 1), LF or Curb and Gutter Conc., (Type 2), LF.

When a separate pay item for the removal and disposal of existing curb, curb and gutter, and/or sidewalk is not provided in the plans, the cost of removal and disposal of these features shall be included in the contract unit price for new curb, curb and gutter and/or sidewalk respectively.

9. Acceptance Criteria for Detectable Warning:
(a) The ramp detectable warning surface shall be complete and uniform in color and texture.
(b) 90% of the individual truncated domes must comply with the design criteria.
(c) There may be no more than 4 non-complying domes in any one square foot of surface.
(d) No two adjacent domes may be non-compliant.
(e) Surface may not deviate more than 0.10" from true plane.

10. All sidewalk surfaces, ramp surfaces, and landings with a cross slope shown in this Index to be 0.02 shall be 0.02 maximum. All ramps surfaces and ramp transition slopes with a slope shown in this Index to be 1/12 shall be 1/12 maximum.
SECTION THROUGH RAMP RUN AND LANDINGS WITH UPPER LANDING AT NORMAL SIDEWALK ELEVATION

PAVEMENT RELIEF AT LIP OF CURB

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

# For BACK OF SIDEWALK CURB OR BUFFER TRANSITION And For RAMP AND SIDEWALK CURB OPTIONS See Sheet 4.
# Lower landing not required at driveways, parking lots, or other areas with pavement cross-slopes less than 2% (0.02).
# Ramps Widths For Curb Ramps CR 1, CR 2, CR 6, CR 7, And CR 8 May Be Reduced To 3' Min. In Restricted Conditions When Approved By The Engineer.
DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS WHERE RAMP AND LANDING DEPTH ARE RESTRICTED BY RIGHT OF WAY

* Ramp Widths. For Curb Ramps CR 10, CR 11, CR 15, CR 16, And CR 17 May Be Reduced To 3' Min. In Restricted Conditions, When Approved By The Engineer.

# For BACK OF SIDEWALK CURB OR BUFFER TRANSITION And For RAMP AND SIDEWALK CURB OPTIONS See Sheet 4.

** Lower landing not required at driveways, parking lots, or other areas with pavement cross-slopes less than 2% (0.02).
DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC

RAMP AND SIDEWALK CURB OPTIONS

MONOLITHIC CAST CURB

SEPARATELY CAST CURB

BACK OF SIDEWALK CURB OR BUFFER TRANSITION

2010 FDOT Design Standards

PUBLIC SIDEWALK CURB RAMPS
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.

5' Refuse With Maximum Slope Of 0.02 Must Be Provided When Slopes Of 0.05 Or Flatter And 5' In Length Are Not Available On Crosswalk. The Refuse Can Be Constructed At Any Location Within The Crosswalk Or, A 5' x 5' Concrete Landing With Maximum Slope Of 0.02 Can Be Constructed Adjacent To The Crosswalk.

Slopes Shall Intersect At Centerline Of Median On The 0.02 Rate When The Edge Of Pavement Elevations Are Equal. The Slopes May Intersect At The Centerline For Variable Edge Of Pavement Elevations Or To Accommodate Other Construction In The Median. However, Slopes Shall Not Be Steeper Than 1:12.

SECTION CC

2' Curb Transition

Curb Transition (Curb & Gutter Type E Shown)

Curb Types A Or B Or Curb & Gutter Type E (Curb And Gutter Type E Shown)

Curb Types A Or B Or Curb & Gutter Type E (Curb And Gutter Type E Shown)

Concrete Landing 0.02 Max. Slope
On curb ramps, landings and flush transitions perpendicular to the curb line, flows of domes shall be aligned with the centerline of the ramp. (See Pictorial View A)

Detectable warnings may be placed perpendicular across the bottom of the curb ramp, but only if the bottom of the curb ramp is no more than 5 feet from the back-of-curb.

Flangeway Gap may be up to 3" for freight-only railways.

On landings and flush transitions at radius returns, flows of domes are not required to be aligned with the centerline of the ramp. (See Pictorial View B)

On curb ramps at radius returns, flows of domes shall be aligned with the centerline of the ramp. (See Pictorial View C)

Typical Placement of Detectable Warning at Curb Ramps

Public Sidewalk Curb Ramps

2010 FDOT Design Standards

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