**General Notes**

1. Public sidewalk curb ramps shall be constructed in the public right of way at locations that will provide continuous pedestrian crossing paths to pedestrian aisles, elements and facilities in the public right of way and to accessible pedestrian routes on adjacent sites.

2. The location and orientation of each ramp shall be as shown in the plans.

3. Curb ramp running slopes at constrained 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 prevents the accommodation of a ramp slope of 1:12, a running slope between 1:10 and 1:12 is permitted for a rise of 6' maximum and a running slope of between 1:10 and 1:12 is permitted for a rise of 3' maximum. Where compliance with the requirements for cross slope cannot be fully met, the minimum transition cross slope shall be provided.

Ramps running slopes are not required to exceed 6% in length, except at sites where the plans specify a greater slope.

4. If a curb ramp is located where pedestrians must walk across the ramp, then the walk shall have transition slopes to the ramp; the minimum slope of the transition shall be 1:12. Ramps with such returns may be used at locations where otherwise impracticable traffic conditions or from that purpose or for pedestrian access to the street; 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 527. See Sheet 5 of 6 for detectable warning layouts. Transition slopes are not to have detectable warnings. Detectable warnings are required in sidewalks at intersecting roads, streets and railroads. For requirements for detectable warning guidance at intersecting intersections, see Index No. 370.

6. Where a curb ramp is constructed within existing curb, curb and gutter and/or sidewalk, the adjoining curb or curb and gutter shall be removed to the control line and the cross slope shall be a transition of 1:12 or the street to the extent that no remaining section of curb or curb and gutter is less than 6' long. The existing sidewalk shall be removed to the nearest joint beyond the transition slope or end of the adjacent sidewalk shall be extended to the extent that no remaining section of curb or curb and gutter is less than 6' long. For details of concrete sidewalks, see Index No. 370.

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

8. Public sidewalk curb ramps are to be paid for as follows:

   a. Ramp, reconstructed sidewalks, walk around sidewalks, detectable landings and detectable curbs to be paid for under the contract unit price for Sidewalk Concrete (Type 2). See Index No. 1744 and 1745.

   b. Sidewalk transitions and reconstructed curbs are to be paid for under the contract unit price for Sidewalk Concrete (Type 1). See Index No. 1744 and 1745.

   c. 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 sidewalks, respectively. See Index No. 1744 and 1745.

9. Acceptance Criteria for Detectable Warnings:
   a. The ramp detectable warning surface shall be complete and uniform in color and texture.
   b. 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 must not deform more than 0.10" from a true plane.

10. All pavement surfaces, ramp surfaces, and landings with a steep slope shown in this Index to be 0.02 shall be 0.02 maximum. All ramp surfaces and ramp transition strips with a slope shown in this Index to be 1:12 shall be 1:12 maximum.

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**Typical Placement of Public Sidewalk Curb Ramps at Curbed Returns**

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**Ramps**

- Reconstructed sidewalks, walk around sidewalks, detectable landings and detectable curbs are to be paid for under the contract unit price for Sidewalk Concrete (Type 1).
- Sidewalk transitions and reconstructed curbs are to be paid for under the contract unit price for Sidewalk Concrete (Type 1). See Index No. 1744 and 1745.
- 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 sidewalks, respectively. See Index No. 1744 and 1745.

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**Acceptance Criteria for Detectable Warnings**

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**All pavement surfaces, ramp surfaces, and landings with a steep slope shown in this Index to be 0.02 shall be 0.02 maximum. All ramp surfaces and ramp transition strips with a slope shown in this Index to be 1:12 shall be 1:12 maximum.**
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

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

* 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.

DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS WHERE RAMP AND LANDING DEPTH ARE RESTRICTED BY RIGHT OF WAY
DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC

RAMP AND SIDEWALK CURB OPTIONS

MONOLITHIC CAST CURB

SEPARATELY CAST CURB

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

BACK OF SIDEWALK CURB OR BUFFER TRANSITION
Slopes shall intersect at centerline of median on the 0.02 rate when the edge of pavement elevations are equal. The slopes may intersect off 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.

**PLAN - (ALTERNATE DETAIL)**

**SECTION CC**

**MEDIAN CROSSWALKS**

- 5’ Refuge 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 refuge 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.

**PLAN**

- 2’ Curb Transition
- 5’ Concrete Sidewalk
- Median
- Roadway Pavement
- Crosswalk (Concrete Sidewalk, 4’)
- Slope varies (0.02 Std.: 1:12 max.)

**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**

- Concrete Landing
- 0.02 Max. Slope
- Ramp Run
- 1:12 Max.
On curb ramps, landings and flush transitions perpendicular to the curb line: Rows of domes shall be aligned with the centerline of the ramp. (See Pictorial View A)

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

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

* 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:
Rows of domes are aligned with the centerline of the ramp. (See Pictorial View B)

PUBLIC SIDEWALK CURB RAMPS

TYPICAL PLACEMENT OF DETECTABLE WARNING AT CURB RAMPS

2010 Interim Design Standard

PUBLIC SIDEWALK CURB RAMPS