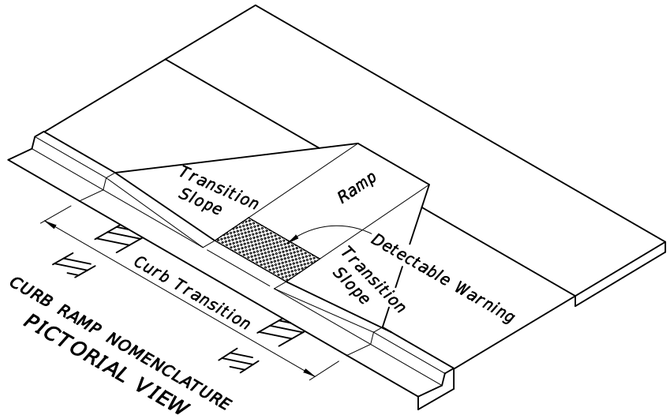
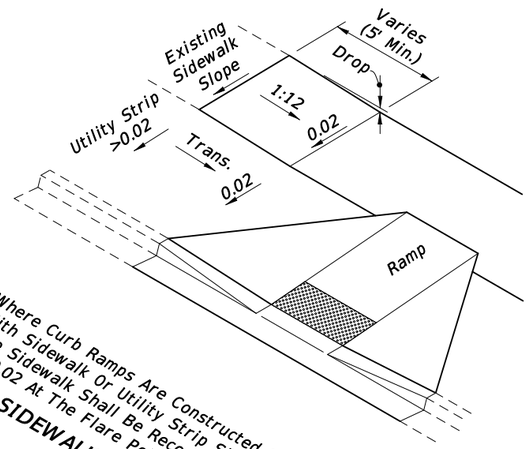
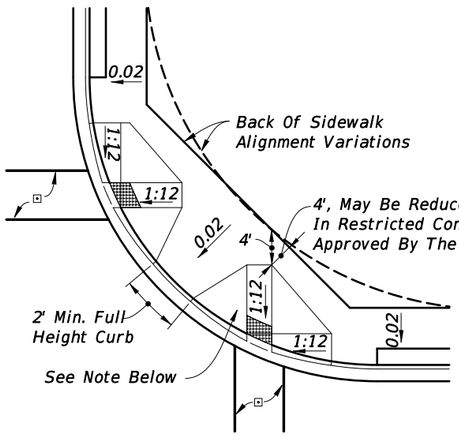


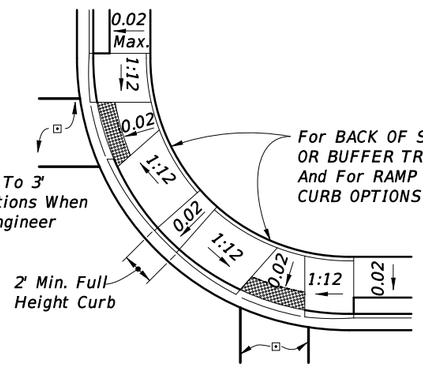
CURB RAMP NOMENCLATURE
PICTORIAL VIEW

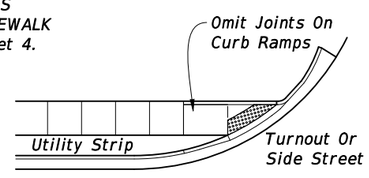


Where Curb Ramps Are Constructed In Existing Sidewalks With Sidewalk Or Utility Strip Slopes Greater Than 0.02, The Sidewalk Shall Be Reconstructed To Reduce The Slopes To 0.02 At The Flare Point.

SIDEWALK / UTILITY STRIP TRANSITION







LINEAR SIDEWALK RAMPS

Note: A portion of one or both ramps may extend outside the return.

Note:
When crosswalk markings are required, ramp runs must fall within crosswalk limits and where practical, be parallel with the projected crosswalk alignment. The bottom of the ramp beyond the curb line shall have a clear space 48" minimum within the markings of a marked crosswalk. If no crosswalk markings are present, the bottom of the ramp beyond the curb ramp shall have a clear space 48" minimum outside active traffic lanes.

⊡ Crosswalk widths and configuration vary; must conform to Index No. 17344 and 17346.

GENERAL NOTES

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 curbed returns. Partial curb returns shall extend to the limit prescribed by Index No. 515 to accommodate curb ramps. Ramps constructed at locations without sidewalks shall have a landing constructed at the top of each ramp, see Sheet 5.

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

3. Curb ramp 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 3" 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, then the walk shall have transition slopes to the ramp; the maximum slope of the transitions shall be 1 : 12. 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 527. See Sheet 6 of 6 for detectable warning layouts. Transition slopes are not to have detectable warnings. Detectable warnings are required on sidewalks at intersecting roads, streets and railroads. For requirements for detectable warnings on sidewalks at intersecting driveways, see Index 310.

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 to the extent that no remaining section of curb or curb and gutter 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 310.

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, (__" Thick),

   SY. Curb transitions and reconstructed curbs are to be paid for under the contract unit price for the parent curb, i.e., Curb Conc., (Type __), LF or Curb and Gutter Conc., (Type __), 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 Warnings:
   (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 a 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 ramp surfaces and ramp transition slopes with a slope shown in this Index to be 1:12 shall be 1:12 maximum.

TYPICAL PLACEMENT OF PUBLIC SIDEWALK CURB RAMPS AT CURBED RETURNS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	DP	Removed the 2' level landing from all details and notes.			

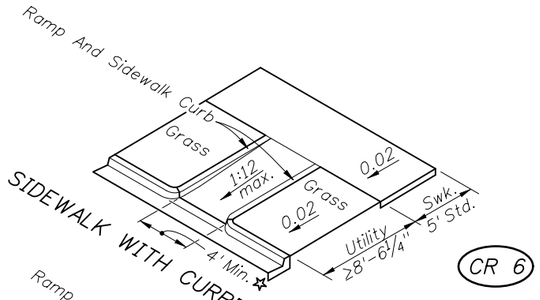
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

2010 Interim Design Standard

PUBLIC SIDEWALK CURB RAMPS

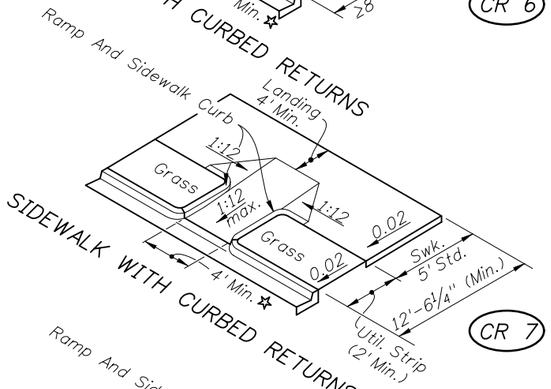
Interim Date 01/01/11

Index No. 304



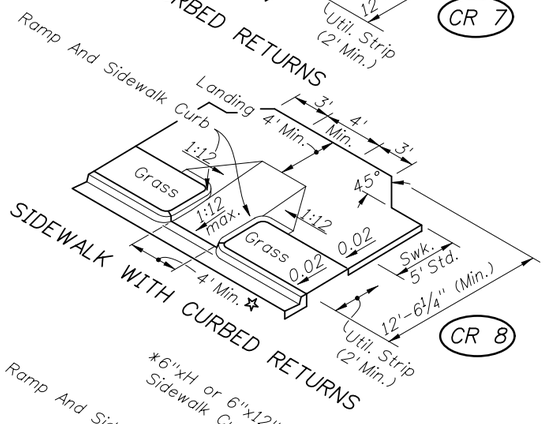
SIDEWALK WITH CURBED RETURNS

CR 6



SIDEWALK WITH CURBED RETURNS

CR 7



SIDEWALK WITH CURBED RETURNS

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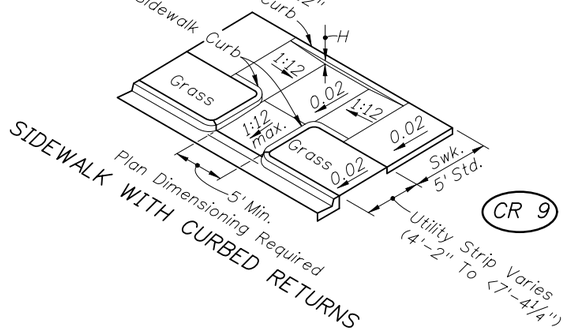
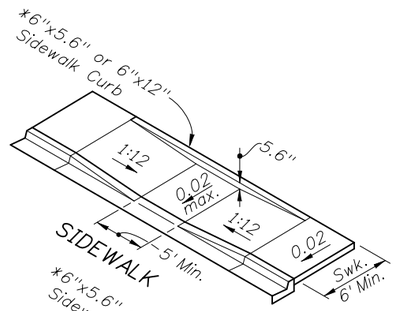


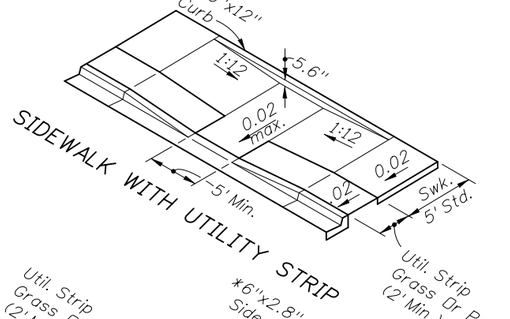
SIDEWALK WITH CURBED RETURNS

CR 9



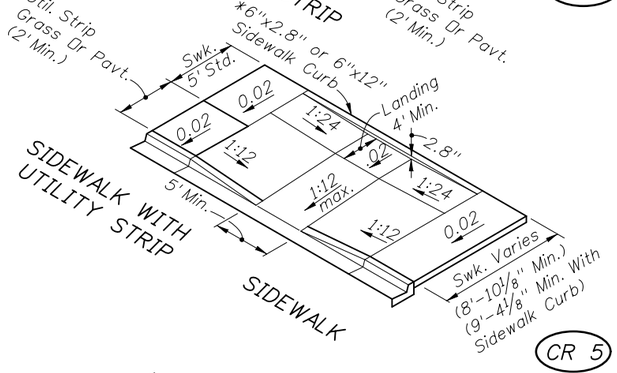
SIDEWALK

CR 3



SIDEWALK WITH UTILITY STRIP

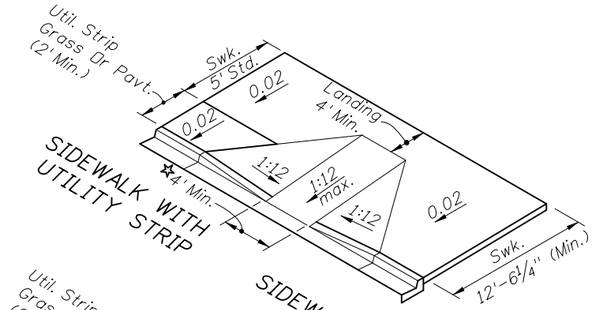
CR 4



SIDEWALK WITH UTILITY STRIP

SIDEWALK

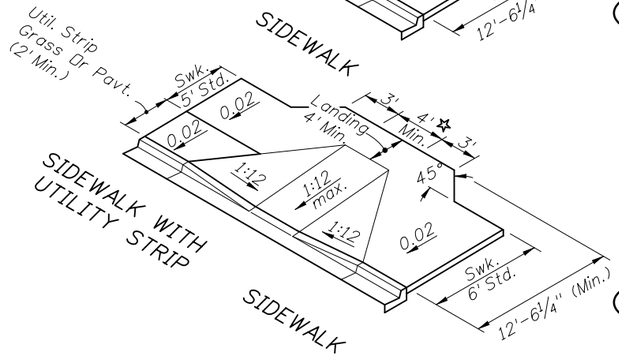
CR 5



SIDEWALK WITH UTILITY STRIP

SIDEWALK

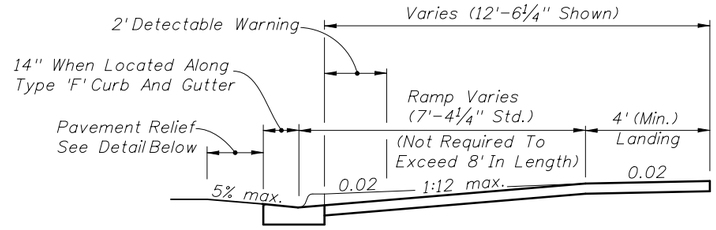
CR 1



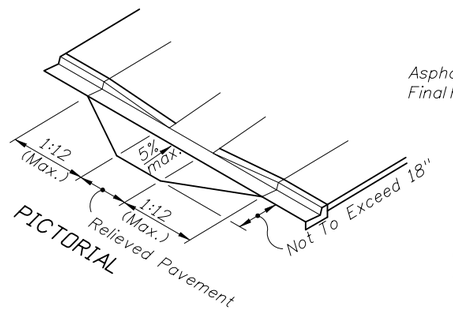
SIDEWALK WITH UTILITY STRIP

SIDEWALK

CR 2

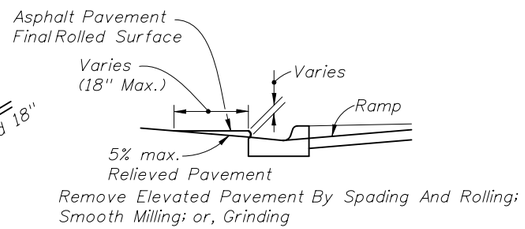


SECTION THROUGH RAMP RUN AND LANDINGS WITH UPPER LANDING AT NORMAL SIDEWALK ELEVATION



PICTORIAL

PAVEMENT RELIEF AT LIP OF CURB



Remove Elevated Pavement By Spading And Rolling; Smooth Milling; or, Grinding

SECTION

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

☆ Ramp 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 NOT RESTRICTED BY RIGHT OF WAY

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01/01/11	DP	Removed 2' level landing from all details and notes.			

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

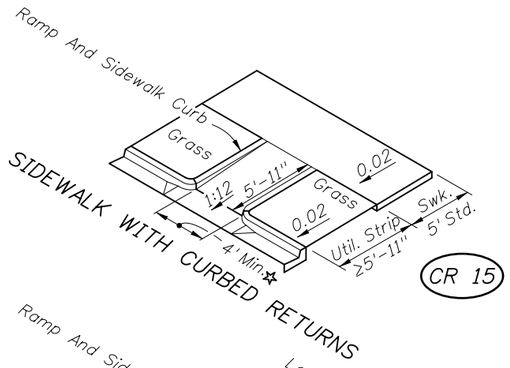
2010 Interim Design Standard

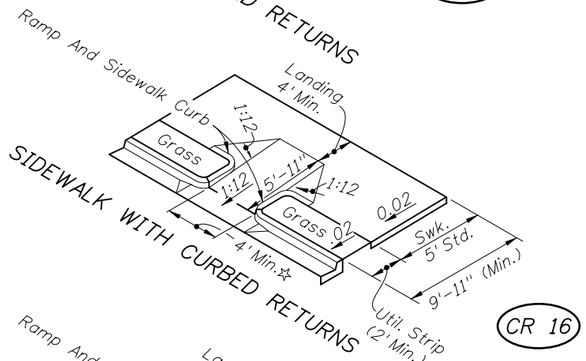
PUBLIC SIDEWALK CURB RAMPS

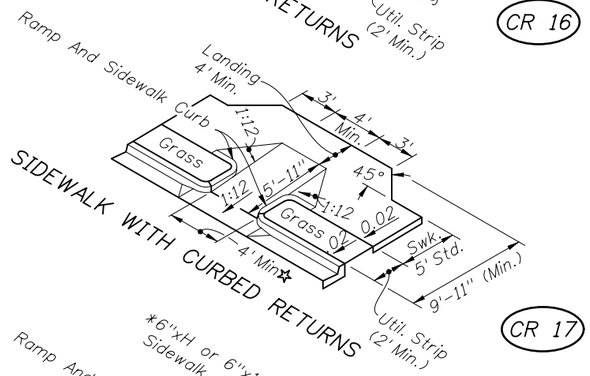
Interim Date 01/01/11

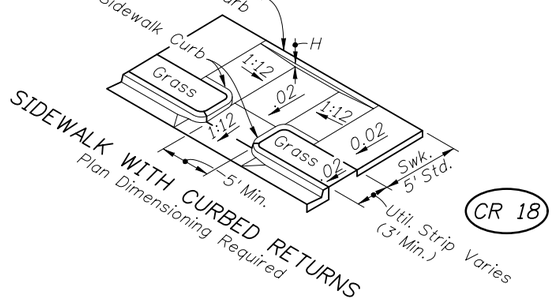
Sheet No. 2 of 6

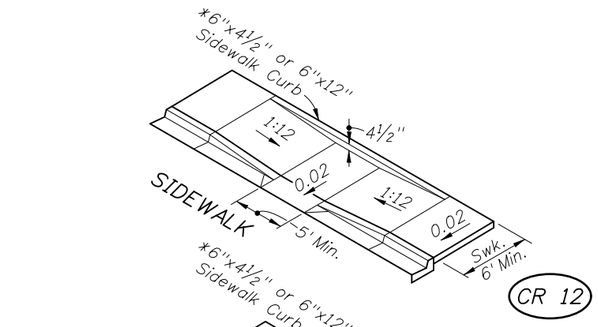
Index No. 304

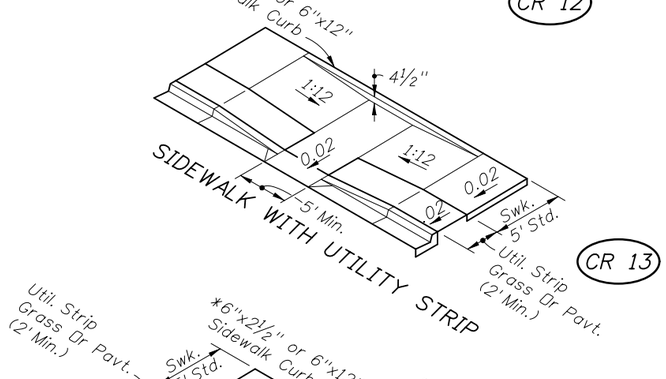


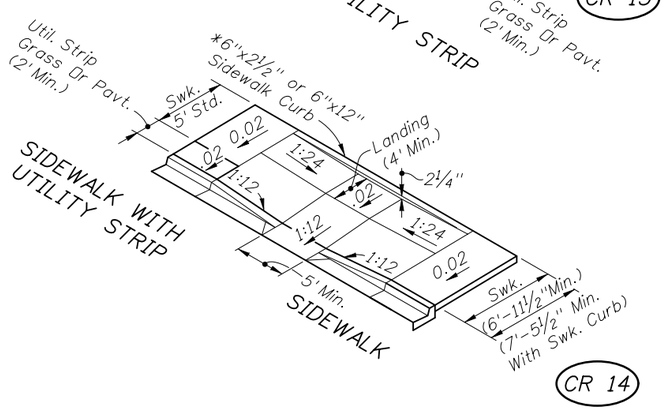


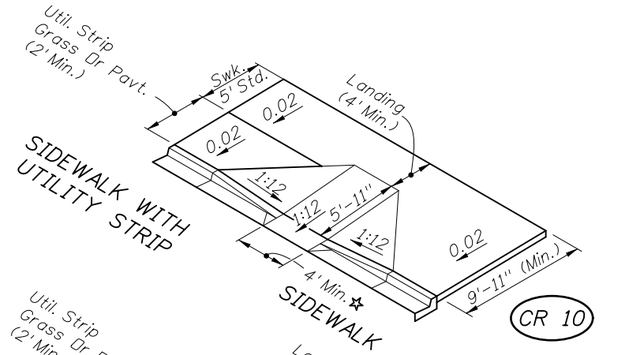


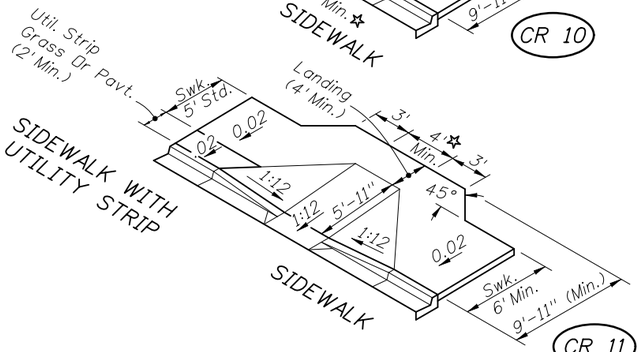


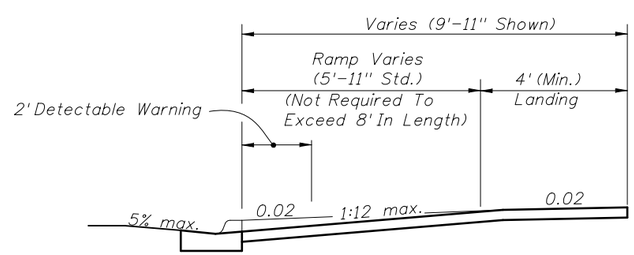












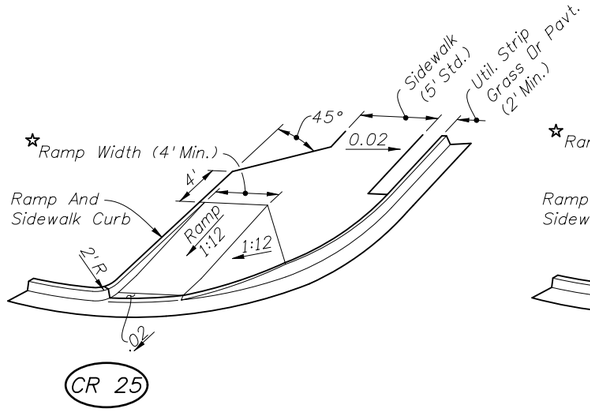
SECTION THROUGH RAMP RUN AND LANDINGS WITH UPPER LANDING AT NORMAL SIDEWALK ELEVATION

☆ *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

REVISIONS						2010 Interim Design Standard	Interim Date	Sheet No.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION		01/01/11	3 of 6
01/01/11	DP	Revomed 2' level landing from all details and notes.				PUBLIC SIDEWALK CURB RAMPS	Index No.	304



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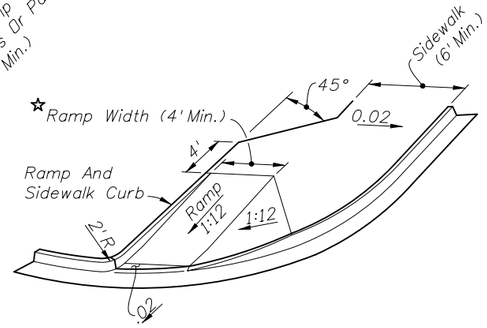

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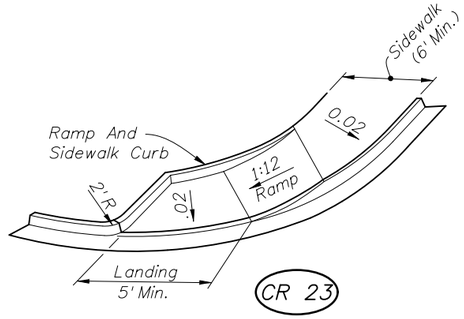

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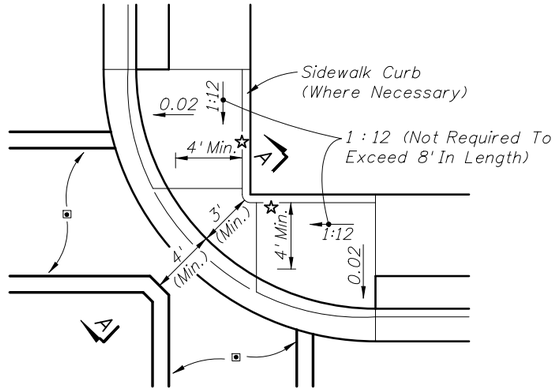
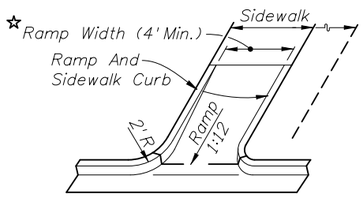


▣ Crosswalk width and configuration vary; must conform to Index No. 17344 and 17346.

PLAN



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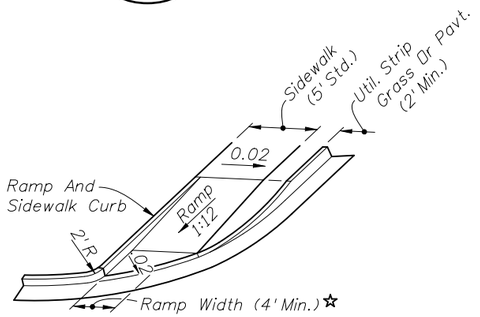

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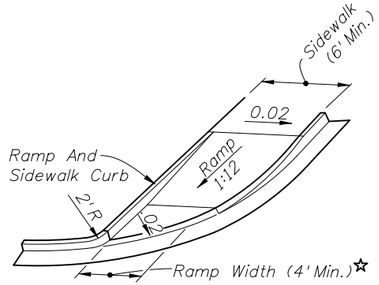
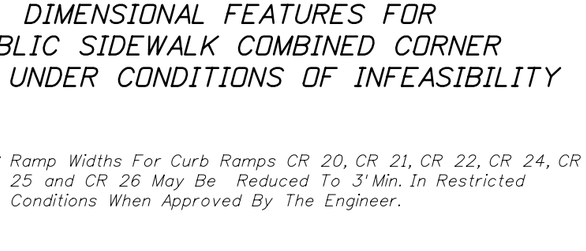


CR 20

DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC

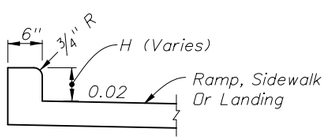


SECTION AA

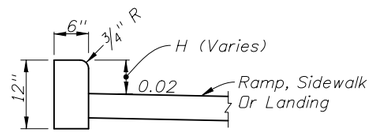
CR 26

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

☆ Ramp Widths For Curb Ramps CR 20, CR 21, CR 22, CR 24, CR 25 and CR 26 May Be Reduced To 3' Min. In Restricted Conditions When Approved By The Engineer.

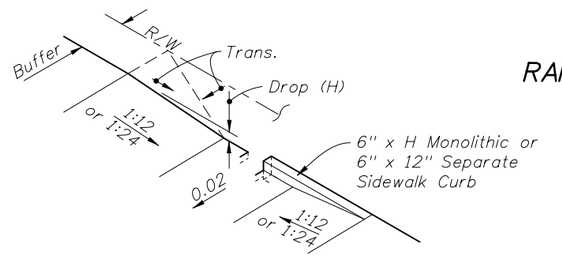


MONOLITHIC CAST CURB



SEPARATELY CAST CURB

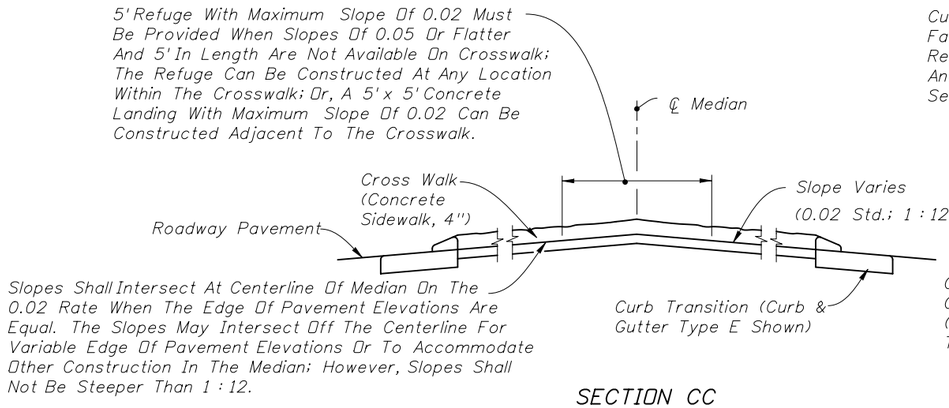
RAMP AND SIDEWALK CURB OPTIONS



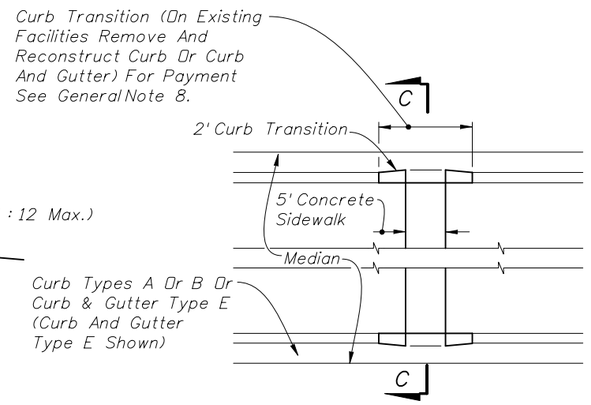
Construct Sidewalk Curb In Absence Of Adequate Buffer, Maintainable Surface Contour, Abuting Structure, Or When Called For In The Plans Or Standards

BACK OF SIDEWALK CURB OR BUFFER TRANSITION

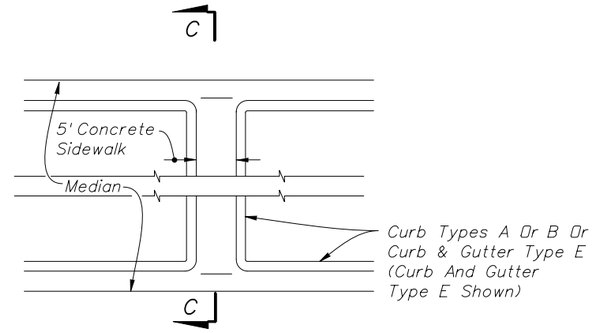
REVISIONS						2010 Interim Design Standard	Interim Date	Sheet No.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	PUBLIC SIDEWALK CURB RAMPS	01/01/11	4 of 6
01/01/11	DP	Removed 2' level landing from all details.					Index No. 304	



SECTION CC

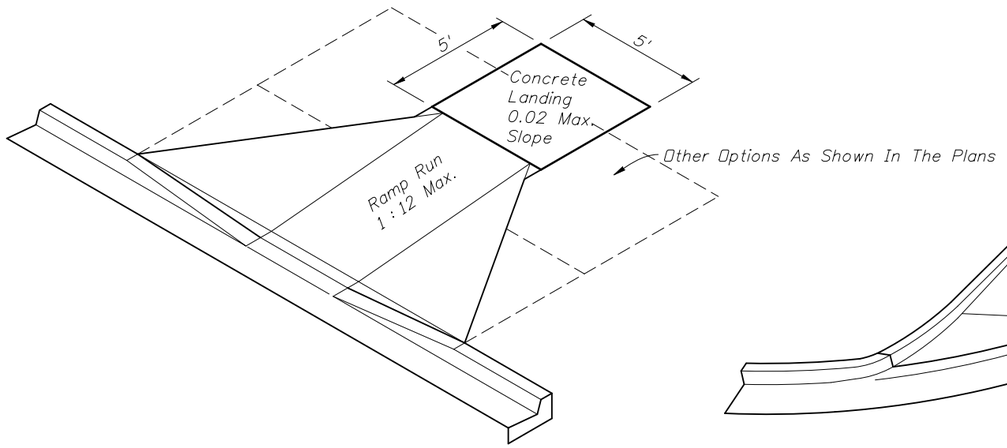


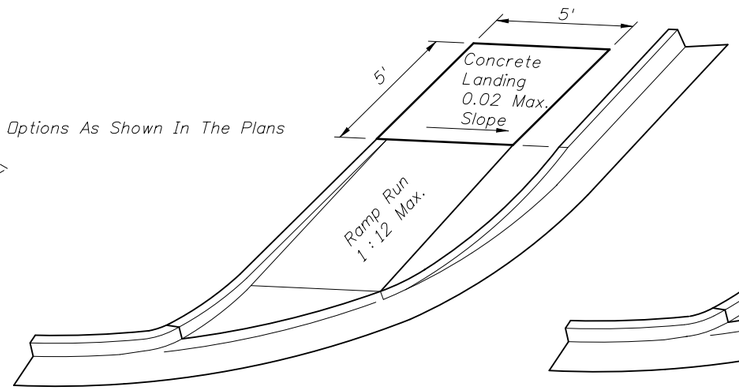
PLAN

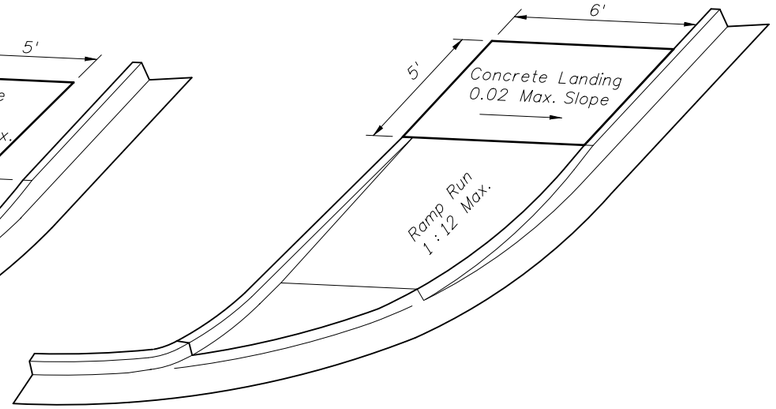


PLAN – (ALTERNATE DETAIL)

MEDIAN CROSSWALKS

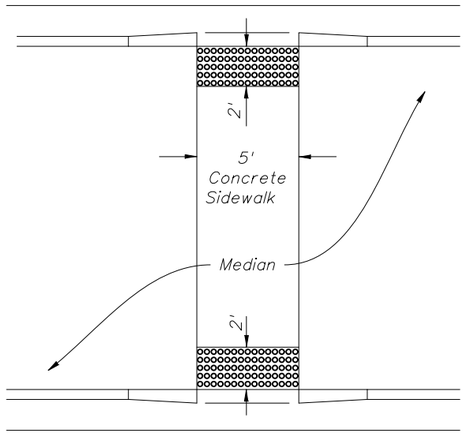






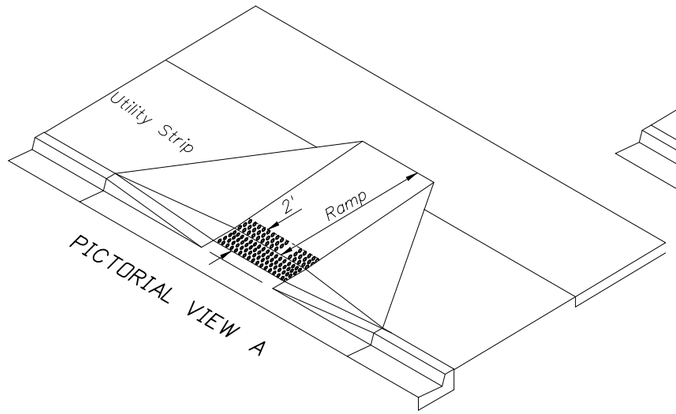
LANDINGS FOR RAMPS WITHIN PUBLIC RIGHT OF WAY CONSTRUCTED AT LOCATIONS WHERE FUTURE SIDEWALKS ARE PROPOSED, WHERE STABLE SURFACES OTHER THAN SIDEWALKS ARE PART OF A CONTINUOUS PASSAGE OR WHERE A CURB FALLS ALONG THE CIRCULATION PATH TO PEDESTRIAN ROUTES ON ADJACENT SITES

REVISIONS						2010 Interim Design Standard	Interim Date	Sheet No.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	PUBLIC SIDEWALK CURB RAMPS	01/01/11	5 of 6
01/01/11	DP	Removed 2' level landing from all details.					Index No.	304

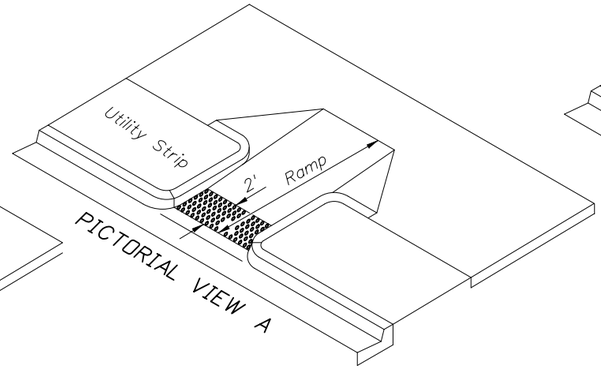


PLAN

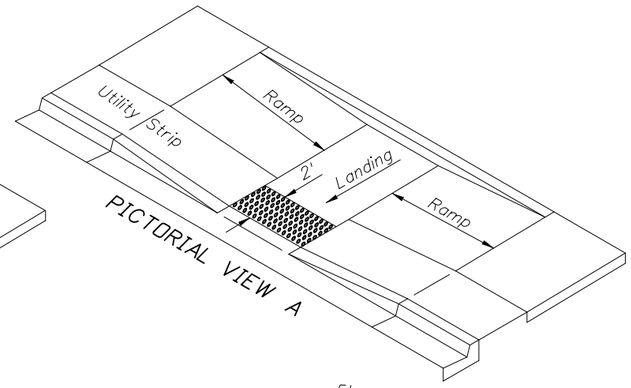
On curb ramps, landings and flush transitions perpendicular to the curb line: Rows of domes shall be aligned with the centerline of the ramp. (See Pictorial View A)



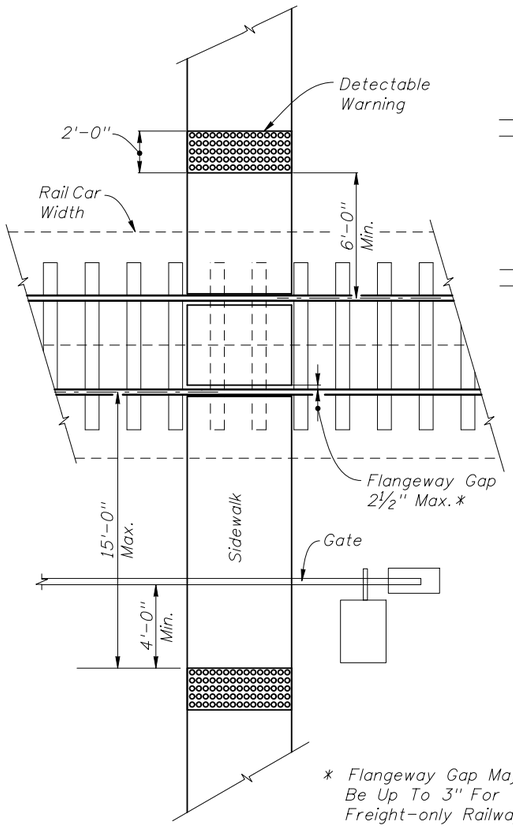
PICTORIAL VIEW A



PICTORIAL VIEW A



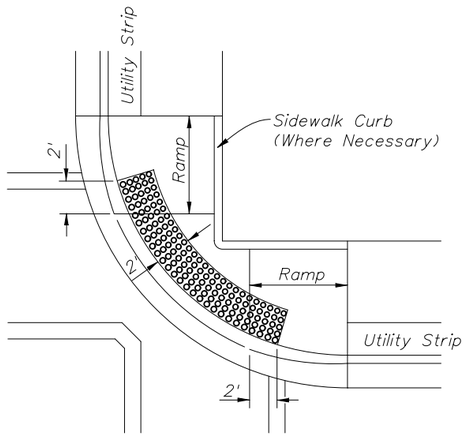
PICTORIAL VIEW A



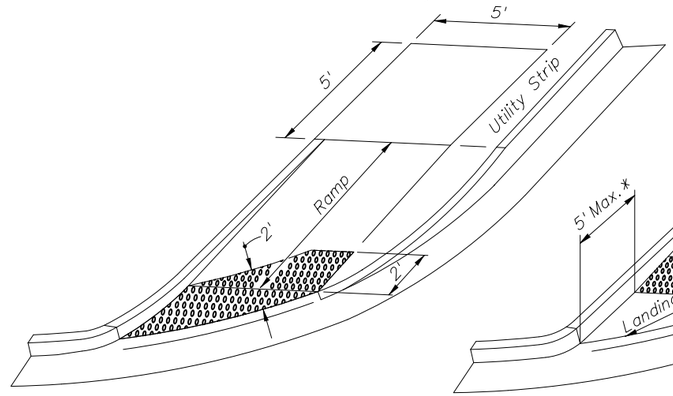
* Flangeway Gap May Be Up To 3" For Freight-only Railways

Rail Road Crossing

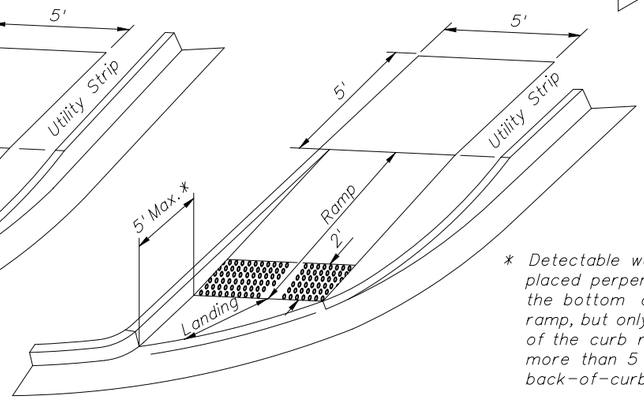
PLAN



PLAN

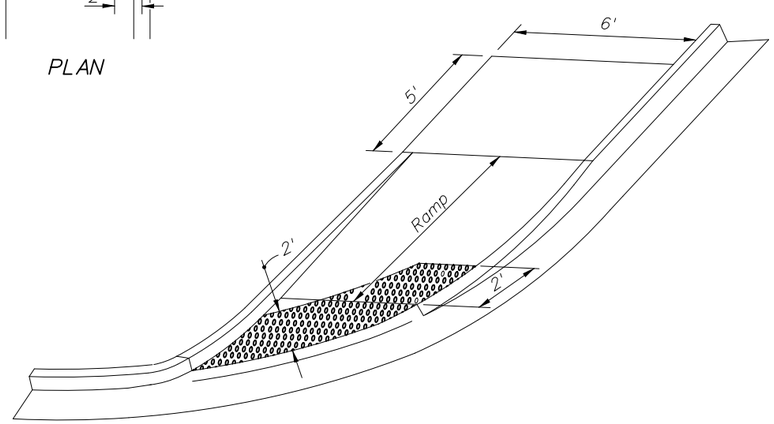


PICTORIAL VIEW B



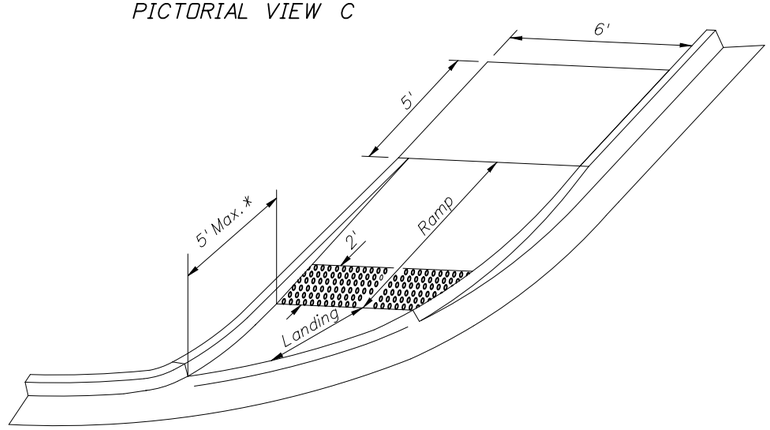
PICTORIAL VIEW C

* 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.



PICTORIAL VIEW B

On 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)



PICTORIAL VIEW C

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

TYPICAL PLACEMENT OF DETECTABLE WARNING AT CURB RAMPS

2010 Interim Design Standard

PUBLIC SIDEWALK CURB RAMPS

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