
Index 304

Detectable Warnings And Sidewalk Curb Ramps

ORIGINATION

Date: 3/8/17

Name: Derwood Sheppard

Phone: (850)414-4334

Email: Derwood.Sheppard@dot.state.fl

COMMENTARY

Sheet 1: Added Note 1.D to the General Notes; Clarified Slope Breaks and Joints in CURB RAMP NOMENCLATURE.

COMMENTS AND RESPONSES

BLACK = Industry Review Comments **RED** = Standard Plans Response

Name: Ms. Paula Sheil

Date: Tuesday, September 5, 2017 1:59 PM

COMMENT:

Detectable warnings should be cast in place. This prevents the warning surface from “popping up” and causing a tripping hazard.

RESPONSE:

Date: 9/19/17

The intent is to move all Detectable Warning material and installation requirements to Specification 527, where it should be located. (Note: this change has been proposed in the past and the change was not successful in achieving approval by FHWA.)

Index 304

Detectable Warnings And Sidewalk Curb Ramps

Name: Karina Fuentes, P.E.

Date: Monday, September 25, 2017 5:30 PM

COMMENT:

1. Should consider adding detail(s) for offsetting median crossings, where median is wide enough to accommodate this, since there appears to be emphasis on providing them in urban settings.
2. The slope break along the outside of the ramp flares should not have a joint (when ramp is within corner return), since the corner of the flare can crack from vehicular loading. If a joint is provided, it is recommended to construct 1-ft. of the joint perpendicular to the curb (as is done for concrete turnouts). Suggest to include a detail for this in sheet 8 of 8.

RESPONSE:

Date: 9/26/17

1. This suggestion will be considered for future changes, as it is beyond the scope of the current revisions.
2. This issue was discussed with Maintenance and the agreement was that because of the change to 6" thick concrete within radial returns, allowing the joints would not be a significant issue. However, we will coordinate further with consideration for including the suggestion in the future.