DIAGONAL SIDEWALK CURB RAMP

8'-0" - Mn - 01 - AR

SIDEWALK CURB RAMP DETAILS

TYPICAL DIMENSIONING

MID-BLOCK CROSSING CURB RAMP

GENERAL NOTES

1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND DOT STANDARDS. ANY DIMENSIONS LESS THAN THE MINIMUM DEPTH SHOWN FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS USED, ALONG WITH THE MOST CURRENT ADAAG.

2. CURB RAMP, LANDINGS AND BLENDED TRANSITIONS MAY REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAIL ON SHEET 4 OF 4 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS. REFER TO CHAPTER 18 OF THE HIGHWAY DESIGN MANUAL FOR MORE INFORMATION.

CURB RAMP NOTES

5. THE MINIMUM WIDTH FOR CURB RAMPS IS 5'-0".

4. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 1:20 (5%) MINIMUM AND 1:12 (8.33%) MAXIMUM. THE CROSS SLOPE AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.

3. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 1:20 (5%) MINIMUM (PREFERRED) AND 1:12 (8.33%) MAXIMUM. THE VERTICAL ALIGNMENT OF A CURB RAMP, EXCLUDING THE FLARES, SHALL BE PLANAR.

2. CURB RAMP LENGTHS BETWEEN CURB, LANDINGS, OR HIGHWAYS MUST BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX). WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE, SHALL BE PROVIDED.

LANDING NOTES

10. LANDINGS SHALL HAVE A MINIMUM CLEAR DEPTH OF A 5'-0" BY 5'-0" EXCEPT AT THE TERMINAL LENGTHS OF TYPES 1 & 2 ON SHEET 2 OF 4.

9. THE RUNNING AND CROSS SLOPES ON LANDINGS AT INTERSECTIONS AND AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.

COUNTER SLOPE CONDITIONS


1. For identifying geometric values refer to Sheet 1 of 4.
2. The configurations shown generally represent the most common situations encountered on roads projects. They are intended to present curb ramp design concepts. The concepts illustrated may not represent 100% of the possible applications of curb ramps. They are intended to reflect the general characteristics of the various configurations. The figures and drawings are not exact representations of the proposed curb ramps and should not be used as such.
3. Coordinate traffic control devices, utility locations, signs, other furniture or equipment, or other fixed objects may not be placed on a curb ramp or in a manner that interferes with the use of the curb ramp.
4. The surface of all curb ramps shall be smooth and slip resistant. A coarse finish on concrete curb ramps is recommended. A slip resistant finish is required on concrete curb ramps served by lifts or in the presence of the detectable warning field.
5. There shall be a landing at the top of each perpendicular curb ramp and a landing at the bottom of ramps Type 1 & 2 or Sheet 2 of 4.
6. The cross slope of ramps adjacent to landings at curb ramp crossings may be varied to meet street or roadway grade.
7. Curb ramp configurations permit overlapping landings may serve multiple curb ramps.
8. Landings may overlap with adjacent landings or a single landing may serve multiple curb ramps.
9. Landings may overlap with the curb ramp surface and shall be designed to provide for pedestrian usage with a high potential for use.
10. All curb ramps shall be designed to be accessible by wheelchairs. This includes the presence of detectable warning systems.

NOTE:
- The illustrations shown are intended to present curb ramp design concepts. They are not exact representations of the proposed curb ramps and should not be used as such.
- Coordinate traffic control devices, utility locations, signs, other furniture or equipment, or other fixed objects may not be placed on a curb ramp or in a manner that interferes with the use of the curb ramp.
- The surface of all curb ramps shall be smooth and slip resistant. A coarse finish on concrete curb ramps is recommended. A slip resistant finish is required on concrete curb ramps served by lifts or in the presence of the detectable warning field.
- There shall be a landing at the top of each perpendicular curb ramp and a landing at the bottom of ramps Type 1 & 2 or Sheet 2 of 4.
- The cross slope of ramps adjacent to landings at curb ramp crossings may be varied to meet street or roadway grade.
- Curb ramp configurations permit overlapping landings may serve multiple curb ramps.
- Landings may overlap with adjacent landings or a single landing may serve multiple curb ramps.
- Landings may overlap with the curb ramp surface and shall be designed to provide for pedestrian usage with a high potential for use.
NOTE 1: Grades shall be protected by detectable warnings, after the grade break. Detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 2: Detectable warnings at median islands shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 3: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 4: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 5: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 6: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 7: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 8: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 9: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 10: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 11: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.

NOTE 12: Detectable warnings at railroad crossings shall be placed along the sides of the rail, as shown in the above detail. Detectable warnings shall be placed within the designated zone. The distance from the grade break is greater than or equal to 5'-0", detectable warnings should be placed along the sides of the road, as shown in the above detail.