NOTES:

- Landings shall be located anywhere the pedestrian access route (PAR) changes direction, at the top of ramps that have running slopes greater than 3.0%.
- Initial curb ramp landings shall be constructed within 10' from the back of the proposed curb. Within the PAR, the maximum distance shall be 20' from the back of the curb.
- Initial curb ramp landings shall be constructed within 10' from the back of the proposed curb. Within the PAR, the maximum distance shall be 20' from the back of the curb.

- All ramps shall have a maximum 3% long ramp length.
- 4% maximum width of detectable warnings is required for all ramps.
- Detectable warnings shall be set 3" minimum to 6" maximum from the back of the curb.
- Rectangular detectable warnings shall be on the back of the curb.
- Flared detectable warnings shall be set 3" minimum to 6" maximum from the back of the curb.
- Non-walkable or walkable surface.

- PRIMARY CURB RAMP DETAILS

- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 3.0%.


- ALL RAMPS SHALL HAVE A 3% LONG RAMP LENGTH.

- 4% MAXIMUM WIDTH OF DETECTABLE WARNINGS IS REQUIRED FOR ALL RAMPS.
- DETECTABLE WARNINGS SHALL BE SET 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF THE CURB.

- RECTANGULAR DETECTABLE WARNINGS SHALL BE SET 3" FROM THE BACK OF THE CURB.
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL

PEDESTRIAN CURB RAMP DETAILS

NOTES:
1. POSITIVE FLOW LINE DRAINSAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
2. NO PONDING SHALL BE PRESENT IN THE PAR.
3. ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.
4. FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON-PERPENDICULAR TO THE GUTTER FLOW LINE, RAMPS TYPES INCLUDE: PARALLEL, AND DIAGONAL RAMPS.
5. BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
6. THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
7. ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER.
8. THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
9. VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.
10. NO PONDING SHALL BE PRESENT IN THE PAR.
11. POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
12. CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE 1:3 MIN. TAPER.
13. HOLD TANGENT 5' PAST OUTSIDE ZERO.
14. HOLD TANGENT 5' PAST OUTSIDE ZERO.
15. LARGE RADIUS 2:10-TYPICAL
16. SMALL RADIUS 2:10-TYPICAL
17. VARIABLE DEPTH & SPACE; 3/4" MIN. TO 1/4" MAX.
18. SAWCUT GT, PAVEMENT EXISTING GT, PAVEMENT
19. WARNING: THESE CURB EXTENSIONS ARE FOR USE ON CURB RAMP RETROFITS
20. FOR USE ON CURB RAMP RETROFITS
21. PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL

PEDESTRIAN CURB RAMP DETAIL

NOTES:
1. POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM.
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5. SMALL RADIUS 2:10-TYPICAL
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7. SAWCUT GT, PAVEMENT EXISTING GT, PAVEMENT
8. WARNING: THESE CURB EXTENSIONS ARE FOR USE ON CURB RAMP RETROFITS
9. FOR USE ON CURB RAMP RETROFITS
NOTE:
- See Standard Plate 703 and this sheet for additional details on detectable warning.
- A walkable surface is defined as a paved surface adjacent to a curb ramp without raised obstacles that could mistakenly be traversed by a user who is visually impaired.
- Concrete flare lengths adjacent to non-walkable surfaces should be no less than 3’ long measured along the ramps from the back of curb.

- 1") curb height.
- Full curb height.
- 2") curb height.
- 3") curb height.

- Standard Plan 5-297.250
- DETECTABLE EDGE WITHOUT CURB AND GUTTER

PEDESTRIAN CURB RAMP DETAILS

TYPICAL SIDE TREATMENT OPTIONS

PEDESTRIAN APPROACH NOSE DETAIL (FOR RETURNED CURB SIDE TREATMENTS)
SECTION B-B

V CURB INTERSECTION

V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

SECTION A-A

CONCRETE CURB DESIGN V

CURB WIDTH
4" 8" 12" 16"
CURB HEIGHT
6" 6" 6" 6"

V CURB ADJACENT TO BUILDING OR BARRIER

V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)

LEGEND

TRANSITION PANEL

NOTES:
A WALKABLE PLANE IS A 6-20" CONCRETE PLANE THAT IS REQUIRED WHEN THE PLANE IS
ADJACENT TO A WALKABLE SURFACE, OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A
PUSH BUTTON TRAVERSES THE PLANE.

ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALL JOINTS.
WHERE RIGHT-OF-WAY ALLOWS, USE OF V CURBS SHOULD BE MINIMIZED; Grading Adjacent
Turf OR SLOPING ADJACENT PAVEMENT IS PREFERRED.

V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT-OF-WAY ALLOWS,
V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SMALL MATCH PREVIOUS TOP
OF SIDEWALK ELEVATIONS.

1. END PAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.
2. ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALL.
3. EDGE BETWEEN NEW V CURB AND INPLACE STRUCTURE SHALL BE SEALED AND
SOUND BREAKER SHALL BE USED BETWEEN EXISTING STRUCTURE AND PLACED V-CURB.
4. THE MAX RATE OF CROSS SLOPE TRANSITIONING IS 1' LINEAR FOOT OF SIDEWALK
OR 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN.
5. TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING
ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).
6. EXISTING CROSS SLOPE GREATER THAN 2.0%.

PEDESTRIAN CURB RAMP DETAILS

These longitudinal slope ranges shall be the starting point if site
conditions warrant. Longitudinal slopes up to 0.25% on flat areas are
allowed. Indicates Pedestrian Ramp - slope shall be between
0.25% minimum and 0.5% maximum in the direction shown.

Semi-Directional Ramp (3,4,9)
3" Dome Setback, 2" Long Ramp and Push Button 3" from the back of curb
Primarily used for APS applications, where the path does not continue past
the push button (dead-end sidewalk).

1-23-2017
STANDARD PLAN 5-297.250 5 OF 6
1) 1.0% MIN. CROSS-SLOPE OF THE ROAD

2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE

3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP

4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

5.0% MAX. CROSS-SLOPE OF THE ROAD

3") ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA;

1.5% PREFERRED

QUALITY: 1.5% PREFERRED OR USE COMPLIANT RAMPS TO MAINTAIN THE CURB LINE AND ROAD CROSSING ADJUSTMENTS;

2") 5.0% MAX. CROSS-SLOPE OF THE ROAD

3") 5.0% RECOMMENDED MAX. FLOW LINE

NOTES:

1) TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPS SURFACE PLACING SLOPE GREATER THAN 42% SHALL BE FORMED AND EASED SEPARATELY, TO AN INDEPENDENT CONCRETE POUR.

2) "TABLING" OF ENTIRE CROSSWALK SHALL OCCUR WHEN FEASIBLE.

3) "TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, ALLOWABLE CROSSWALK SLOPE», WHICH IS RECOMMENDED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

4) "TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, ALLOWABLE CROSSWALK SLOPE», WHICH IS RECOMMENDED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

5) "TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, ALLOWABLE CROSSWALK SLOPE», WHICH IS RECOMMENDED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

OPTIONAL CURB LINE REINFORCEMENT DETAILS

NOTE 1:

RECONSTRUCTION PROJECTS ON ROADWAY REPAIR replacement projects.

REINFORCEMENT DETAILS ON THIS SHEET FOR ALTERNATE CONCRETE POUR.

OPTIONAL CURB LINE REINFORCEMENT DETAILS ONLY BE VERTICAL PER 15 HORIZONTAL

PERMITTED CURB AND GUTTER REINFORCEMENT

PERMITTED CURB AND GUTTER REINFORCEMENT

CURB AND GUTTER REINFORCEMENT

SEPARATE LANDING POUR REINFORCEMENT

1") TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPS SURFACE PLACING SLOPE GREATER THAN 42% SHALL BE FORMED AND EASED SEPARATELY, TO AN INDEPENDENT CONCRETE POUR.

2") TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPS SURFACE PLACING SLOPE GREATER THAN 42% SHALL BE FORMED AND EASED SEPARATELY, TO AN INDEPENDENT CONCRETE POUR.

3") TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPS SURFACE PLACING SLOPE GREATER THAN 42% SHALL BE FORMED AND EASED SEPARATELY, TO AN INDEPENDENT CONCRETE POUR.

4") TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPS SURFACE PLACING SLOPE GREATER THAN 42% SHALL BE FORMED AND EASED SEPARATELY, TO AN INDEPENDENT CONCRETE POUR.