PEDESTRIAN REFUGE ISLAND
CURB RAMP

TYPICAL CUT-THROUGH PEDESTRIAN REFUGE ISLAND OPENING WITH CURB SIDES

KEYEJNOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND 1.33/15/15 (1 IN 110) SLOPE OF 2.0% (RECOMMENDED 1.5%) TURNING SPACE SHALL BE 6.5 FT BY 6.5 FT MIN (RECOMMENDED 9.5 FT BY 9.5 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK. THE TURNING SPACE SHALL BE 4.0 FT BY 6.5 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE CURB RAMP.

2. CROSS SLOPE SHALL BE 2.0% (RECOMMENDED 1.5%) EXCEPTION: THE CURB CROSSING SHALL BE 5.0% (RECOMMENDED 1.5%) FOR PEDESTRIAN CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MOBILIZATION PEDESTRIAN STREET CROSSING. THE CROSS SECTIONS WILL BE PERMITTED TO MATCH STREET OR HIGHWAY GRADE.

3. RUNNING BARS OF THE CURB RAMP SHALL BE 2.0% MAX (RECOMMENDED 1.5%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 18.0 FT TO AVOID CHANGING THE SLOPE INORDINATELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 18.0 FT MAX LENGTH THE RUNNING BARS OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM PRACTICABLE.

4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMPS RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMPS AND TURNING SPACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE PLUSH.

5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMPS RUN OR TURNING SPACE SHALL BE 0.0% MAX.

6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX. (RECOMMENDED 5%). MEASURED PARALLEL TO THE BACK OF THE CURB. UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. 5/16 IN. SLOTS OR MAKE GROOVES IN SLOPED SURFACE. UNLESS SHOWN ON SHEET, STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.

B. DETAIL IF THE DETECTABLE WARNING SURFACE ARE SHOWN ON SHEET 608-001-810 OF THE STANDARD DRAWINGS.

C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMPS FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMPS SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

D. CONCRETE HEMD CURBS CONSTRUCTED AS PART OF THE CURB RAMPS WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 80000 AND NO SEPARATE PAYMENT WILL BE MADE.