Curb Ramp General Notes:

1. In new construction or full-depth reconstruction, provide a separate curb ramp for each van-sized or hand-truck-sized pedestrian street crossing.
2. Curb ramps shall be contained wholly within the width of the pedestrian street crossing or crosswalk they serve, or as shown on the project plans.
3. Alternatives are defined as changes to existing median that affect pedestrian access, circulation, or use. Alternatives include, but are not limited to, headwall, rehabilitation, reconstruction, curb ramp setbacks, historic restoration, or changes to reference structures or elements of a pedestrian facility.
4. A vehicle surface is defined as a raised surface adjacent to a curb ramp or turning space, without raised obstacles, which could be inadvertently traversed by a user and is visually impaired.
5. In situations where an existing physical constraint prevents providing a separate curb ramp for each pedestrian street crossing, a single entrance ramp for the area shall be permitted to serve all pedestrian street crossings in the line of a single entrance ramp as required by the design. In the absence of these requirements, the design of curb ramps shall not be affected by the decision to construct diagonal ramps.
6. Where a vehicle surface will be used to clear the pedestrian access route, the designer shall be familiar with the design considerations for construction diagonal ramps.

Curb Ramp Pay Areas:

Type 1

Type 2 - 2x2 Ramps

Type 2 - 1x2 Ramp

E J B R M T D N S
type 2 - 3x1 Ramps

Bleard Transition

General Notes & Pay Areas:

Percent Slope: 1% 2.5% 5% 10%
Equivalent Ramp: 200 300 400 500 1000
Slope Table

Curb Ramps Standard Plan No.

M-608-1

Sheet No. 1 of 10

Centerline Date: 07/24/23

Sheet Revisions:

Date Comments

07/24/23 Completely revised every sheet

Colorado Department of Transportation

Division of Project Support

JKB/LTA

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COMBINATION CURB RAMP NOTES:

1. The curb ramp placements shown are typical configurations only and not indicative of all possible curb ramp configurations that may be acceptable as long as they conform to the standards and are approved by the engineer.

2. Ramp and turning space cross slope - 2.0% typical at crossings without yield or stop control or where a signal where vehicles can proceed through the intersection without stopping is provided. The cross slope of the ramp and turning space may equal the roadway grade at midblock pedestrian street crossings. The ramp and turning space cross slope may equal the roadway grade.

3. Where it is acceptable for a ramp or turning space cross slope to exceed 2.0% and match the roadway grade, the ramp above the turning space may be united into the curb. The horizontal cross slope from the sidewalk to the street is 1:10. The transition to the sidewalk cross slope shall be smooth and vary over the length of the ramp to minimize walking. The rate of change in cross slope may not exceed 1% per linear foot.

COMBINATION CURB RAMPS TYPICAL CONFIGURATIONS
DETECTABLE WARNING SURFACE PLACEMENT

DETECTABLE WARNING SURFACE NOTES:

1. Detectable warning surfaces (DWS) shall be installed at intersections of shared use path to street transitions, and shall consist of truncated dome surfaces. Any truncated dome panels or panels which are used must be on the Colorado approved projects list. DWS shall be installed at a point of 2 in. from the edge of the detectable warning surface to the edge of the curb ramp or shared use path is permitted.

2. When detectable warning surfaces are placed on a slope greater than 5%, truncated domes shall be placed in a square grid or circular pattern. When placed in a grid, each panel edge to edge shall be straight.

3. Locate one corner of the DWS leading edge at the back of curb. No point on the leading edge of the DWS shall be more than 1 ft from the back of curb. The leading edge of the DWS shall be placed as close as possible to the curb.

4. The detectable warning surface is cut, sheared off the remaining portion of any cut truncated domes. Seal all cut panel edges with an asphalt layer to prevent water damage.

5. Truncated dome plates shall be embedded in the concrete curb ramp where the concrete is plastic.

6. DWS shall not be placed over grade breaks.

DETECTABLE WARNING SURFACE PLACEMENT

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CURB RAMPS

STANDARD PLAN NO.
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