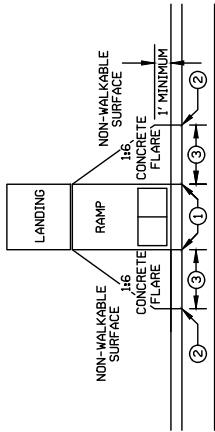
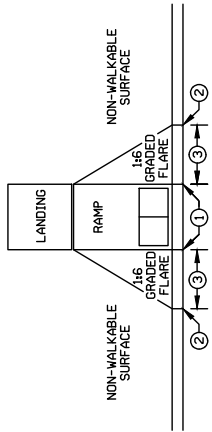


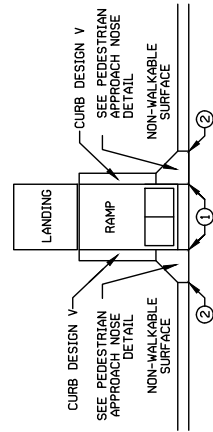
PAVED FLARES  
ADJACENT TO WALKABLE SURFACE



PAVED FLARES  
ADJACENT TO NON-WALKABLE SURFACE

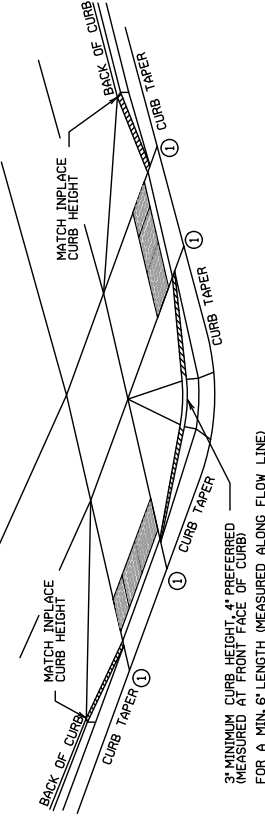


GRADED FLARES

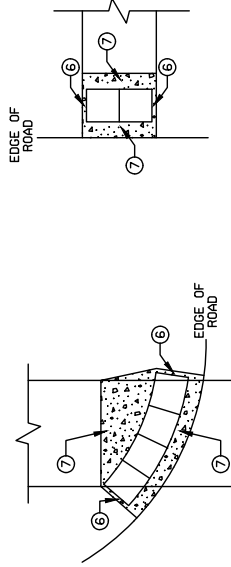


TYPICAL SIDE TREATMENT OPTIONS<sup>④ ⑤</sup>

PUBLISHED  
1-18  
CITY PL. NO.  
STRT-6  
REVISED 1-18

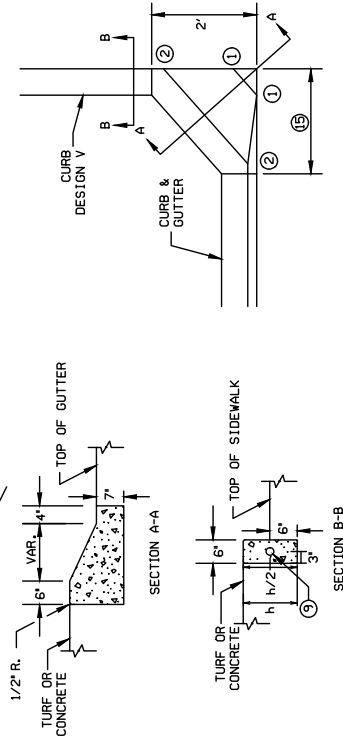
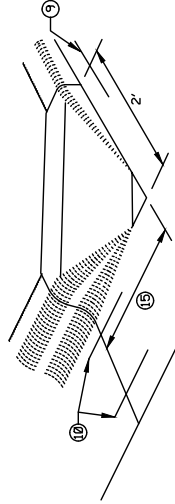


DETECTABLE EDGE WITH  
CURB AND GUTTER



RADIAL DETECTABLE WARNING

RECTANGULAR DETECTABLE WARNING



PEDESTRIAN APPROACH  
NOSE DETAIL  
(FOR RETURNED CURB  
SIDE TREATMENT)



REVISED

APPROVED

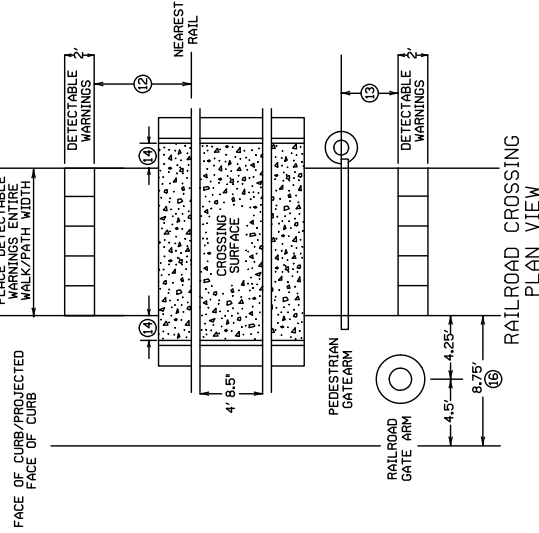
STATE DESIGN ENGINEER

1-23-2017

PEDESTRIAN CURB RAMP DETAILS

STANDARD PLAN 5-297.250

4 OF 6



RAILROAD CROSSING  
PLAN VIEW

NOTES:

SEE STANDARD PLATE 7038 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 LESS THAN 8' LONG  
MEASURED ALONG THE RAMP'S FROM THE BACK OF CURB.

① 0" CURB HEIGHT.

② FULL CURB HEIGHT.

③ 2' FOR 4" HIGH CURB AND 3' FOR 6" HIGH CURB.

④ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD  
CONDITIONS AND USER NEEDS DETERMINE. RAMP SIDE TREATMENTS BASED ON ADVANCEANCE  
OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS  
ARE TYPICALLY USED FOR MEDIANS AND ISLANDS.

⑤ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED  
PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOWNS AND EDGE OF CONCRETE.

⑥ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNING SURFACES SHALL BE PLACED 1' FROM  
THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.

⑦ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED.

⑧ THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNING WHEREVER THERE IS ZERO-INCH HIGH CURB, CURB  
TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3' OF THE EDGE OF THE  
DETECTABLE WARNING AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART  
OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND  
THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.

⑨ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED WITH 3" MIN. COVER.  
REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V. CURB.

⑩ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED WITH 3" MIN. COVER, REINFORCEMENT  
BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.

⑪ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL  
HEIGHT CURB (I.E. 6" LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1' BELOW  
FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE  
BOULEVARD DRAINAGE.

⑫ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12" MINIMUM TO 15" MAXIMUM FROM THE  
NEAREST RAIL. FOR SKewed RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12"  
MEASURED PERPENDICULAR TO THE NEAREST RAIL.

⑬ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL  
BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE  
APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑫.

⑭ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.

⑮ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.

⑯ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS  
ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.