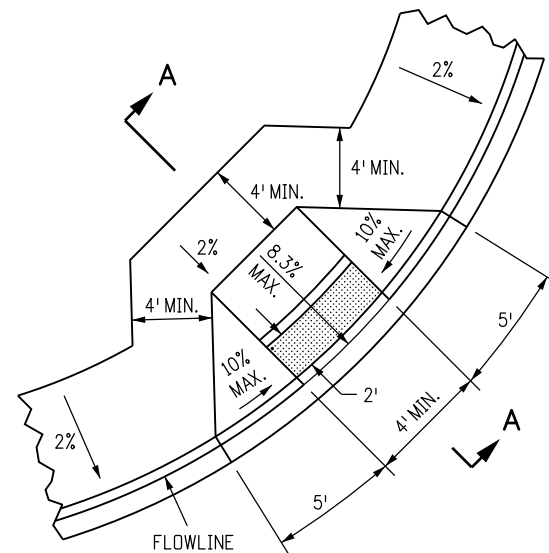


GENERAL NOTES

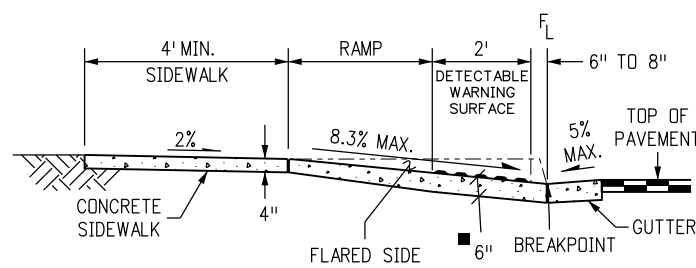
1. THE DETECTABLE WARNINGS SHALL BE INSTALLED AT SIDEWALK TO STREET TRANSITIONS. THEY SHALL HAVE A TRUNCATED DOME SURFACE. THE DOMES SHALL BE IN A SQUARE GRID PATTERN AND ALIGNED WITH PEDESTRIAN TRAFFIC.
2. ALL DETECTABLE WARNING SURFACES SHALL START A MINIMUM OF 6 INCHES FROM THE FLOWLINE OF THE CURB AND NOT BE MORE THAN A MAXIMUM OF 8 INCHES FROM ANY POINT ON THE FLOWLINE OF THE CURB, WITH EXCEPTION FOR TYPES 1B MODIFIED AND 3B MODIFIED CURB RAMPS AS THIS DIMENSION MAY BE GREATER THAN 8 INCHES ON ONE SIDE OF THE RADIUS.
3. THE RAMP SLOPE AND DETECTABLE WARNING SURFACE SHALL BE 8.3% OR FLATTER.
4. TOLERANCE LIMITS ON THE RAMP RUNNING SLOPE AND FLARED SIDE SLOPES SHALL BE +0.5% MAXIMUM. THE DEPARTMENT WILL MEASURE THE SLOPES AND THOSE EXCEEDING THE MAXIMUM TOLERANCE WILL NOT BE ACCEPTED.
5. THE MINIMUM WIDTH FOR SIDEWALK IS 4 FEET.
6. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS.
7. CONSTRUCTION OF THE CONCRETE PEDESTRIAN CURB SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE CURB RAMP.
8. IF THE PLACEMENT OF THE PEDESTRIAN PUSH BUTTON ASSEMBLY ON A TRAFFIC SIGNAL MAST POLE WILL NOT BE WITHIN EASY REACH (10 INCHES OR LESS AND UNOBSTRUCTED) OF ALL PEDESTRIANS (IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT), THEN A SEPARATE PEDESTRIAN PUSH BUTTON POST ASSEMBLY (PPBPA) SHALL BE INSTALLED WITHIN ADA REACH RANGES. THE PPBPA SHALL MEET THE PROVISIONS FOUND IN "SECTION 4E.08 THROUGH 4E.13 - PEDESTRIAN DETECTORS" OF THE 2009 MUTCD MANUAL WITH REVISIONS 1 AND 2.
9. DIAGONAL CURB RAMPS (ON THE APEX) ARE NOT PREFERRED IN NEW CONSTRUCTION. A SINGLE DIAGONAL CURB RAMP (ON THE APEX) WILL ONLY BE PERMITTED DURING RECONSTRUCTION OR ALTERATION WHERE PHYSICAL OR SITE CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED. THE ENGINEER SHALL PROVIDE APPROVED JUSTIFICATION DOCUMENTATION (CDOT CURB RAMP DESIGN VARIANCE REQUEST FORM). ALL CURB RAMPS INSTALLED ON THE APEX MUST MEET THE STANDARDS AS DEFINED IN M-608-1.
10. CURB RAMPS (EXCLUDING FLARED SIDES OR BLENDED TRANSITIONS) SHALL BE WHOLLY CONTAINED WITHIN THE WIDTH OF THE CROSSWALK AND/OR THE PEDESTRIAN STREET CROSSING THEY SERVE.
11. ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH ($0'' \pm \frac{1}{8}''$). THE JOINT BETWEEN THE ROADWAY SURFACE AND GUTTER PAN SHALL BE FLUSH.
12. THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS, AND AVOID PONDING IN THE FINAL CONFIGURATION.
13. TO AVOID CHASING GRADE INDEFINITELY WHEN TRAVERSING THE HEIGHT OF CURB, THE RAMP LENGTH SHALL NOT EXCEED 15 FEET. ADJUST THE RAMP SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT TECHNICALLY FEASIBLE.
14. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL NOT EXCEED 5.0%.
15. FLARED SIDE SLOPES MAY EXCEED 10% ONLY WHERE THEY ABUT A NON-WALKABLE SURFACE OR THE ADJACENT CIRCULATION PATH IS BLOCKED.
16. THE STANDARD TURNING SPACE IS 4 FEET BY 4 FEET. WHERE THE TURNING SPACE IS CONSTRAINED, THE TURNING SPACE SHALL BE 4 FEET MINIMUM BY 5 FEET MINIMUM. THE 5 FOOT DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

PERCENT SLOPE	1.0%	2.0%	5.0%	7.1%	8.3%	10.0%
EQUIVALENT SLOPE	100:1	50:1	20:1	14:1	12:1	10:1

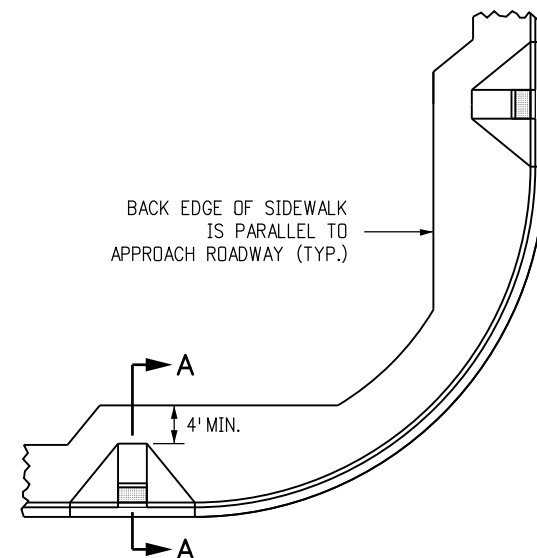
SLOPE TABLE



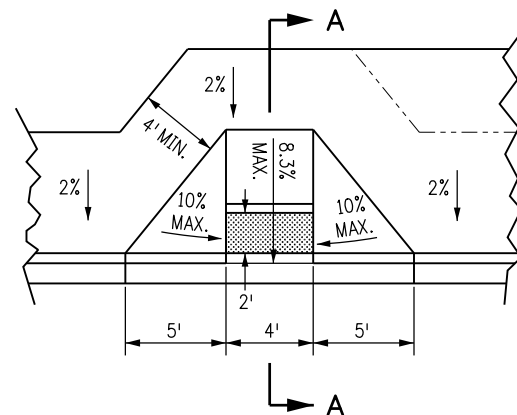
CURB RAMP TYPE 1A
SEE NOTE 9.



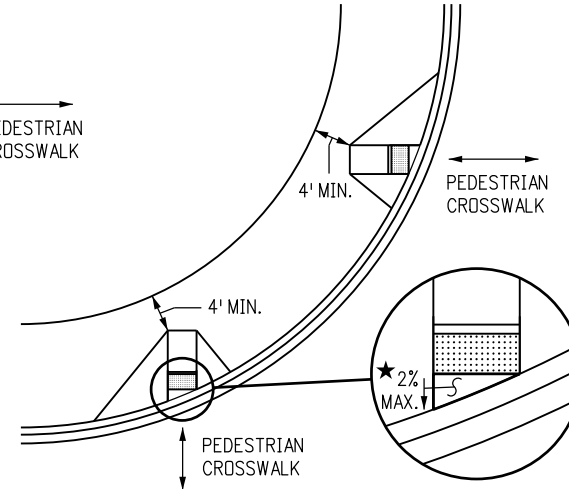
SECTION A-A
INCREASES TO 8" FOR BRICK PAVERS.



CURB RAMP TYPE 1B

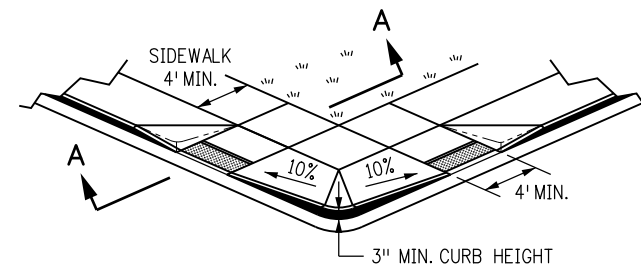


CURB RAMP TYPE 1B DETAIL
MAY BE USED IN MID-BLOCK.

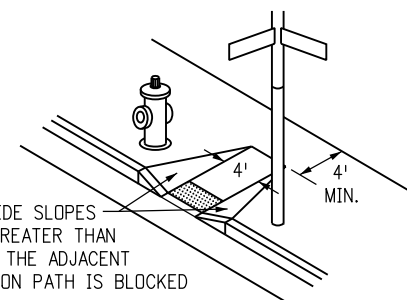


CURB RAMP TYPE 1B MODIFIED

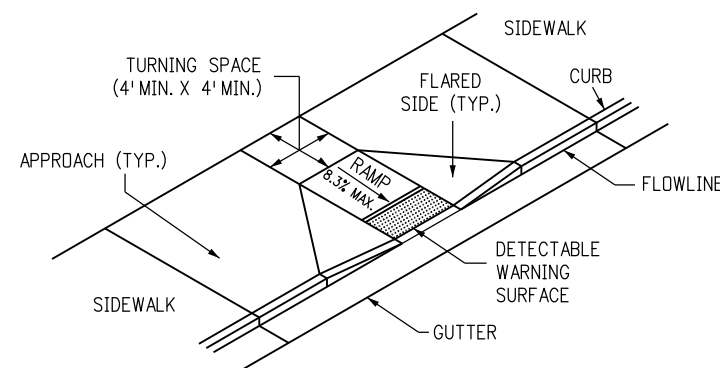
NOTE: GRADE BREAKS SHALL NOT BE PERMITTED IN RAMPS, TURNING SPACES, AND SURFACE SLOPES.



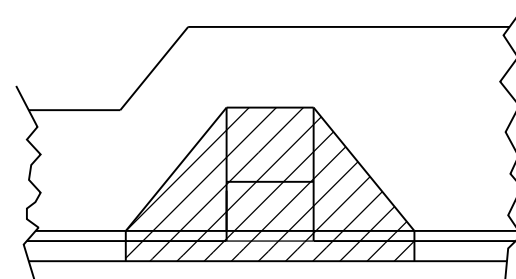
CURB RAMP TYPE 1B OR 3B REDUCED CURB HEIGHT



STEEP FLARED SIDE SLOPES
SEE NOTE 15.



ISOMETRIC VIEW



RAMP PAY AREA
FOR CURB RAMPS TYPES 1A AND 1B.

Computer File Information

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Colorado Department of Transportation

2829 West Howard Place
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Division of Project Support JBK/LTA

CURB RAMPS

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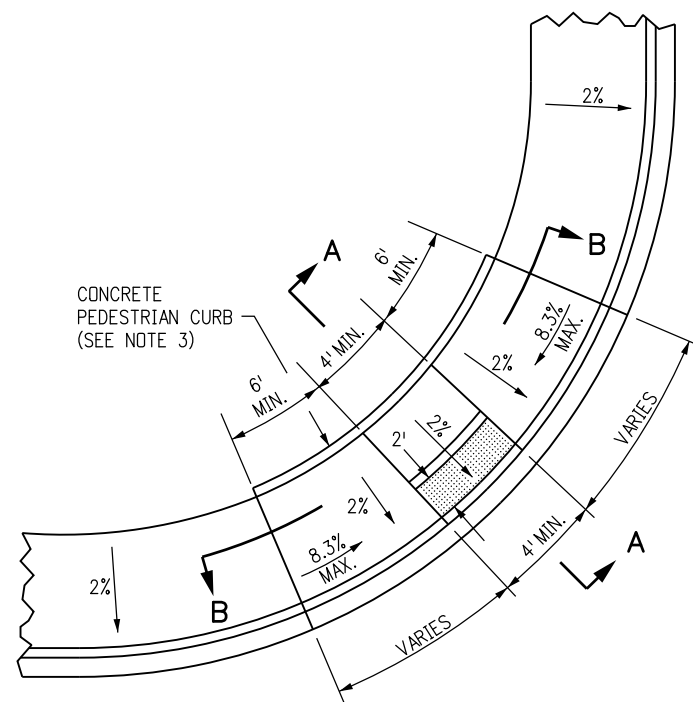
STANDARD PLAN NO.

M-608-1

Sheet No. 1 of 10

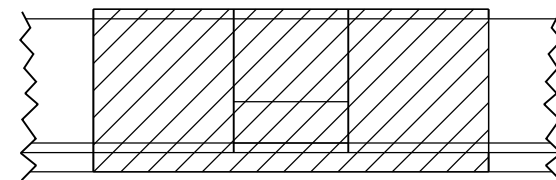
NOTES

1. CURB RAMP TYPE 2B MAY BE USED IN MID-BLOCK.
2. DIAGONAL CURB RAMPS (ON THE APEX) ARE NOT PREFERRED IN NEW CONSTRUCTION. A SINGLE DIAGONAL CURB RAMP (ON THE APEX) WILL ONLY BE PERMITTED DURING RECONSTRUCTION OR ALTERATION WHERE PHYSICAL OR SITE CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED. THE ENGINEER SHALL PROVIDE APPROVED JUSTIFICATION DOCUMENTATION (CDOT CURB RAMP DESIGN VARIANCE REQUEST FORM). ALL CURB RAMPS INSTALLED ON THE APEX MUST MEET THE STANDARDS AS DEFINED IN M-608-1.
3. THE PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP OR LANDING IS THE SAME ELEVATION AS THE CURB RAMP OR LANDING AND THERE IS NO MATERIAL TO RETAIN.



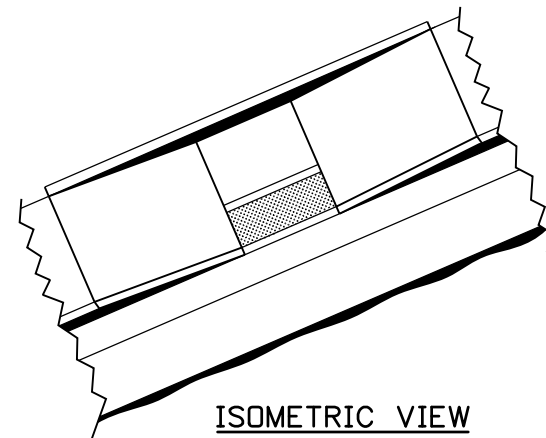
CURB RAMP TYPE 2A

SEE NOTE 2.

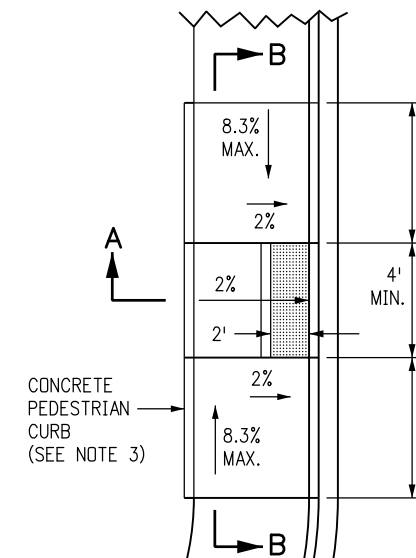


RAMP PAY AREA

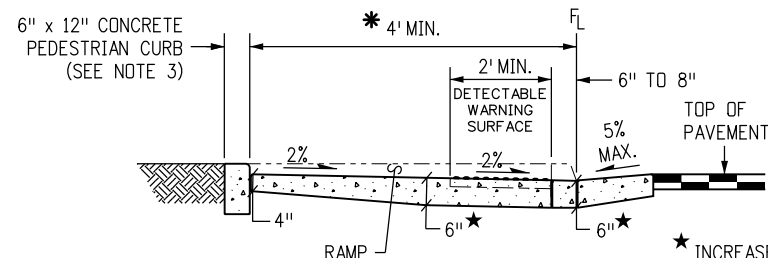
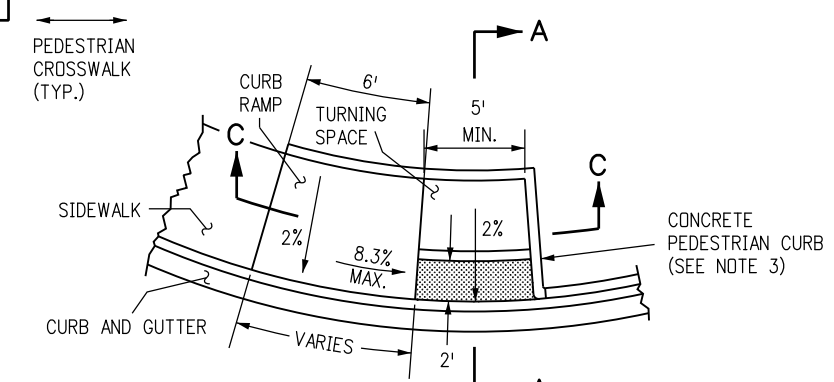
FOR CURB RAMP TYPES 2A AND 2B.



ISOMETRIC VIEW

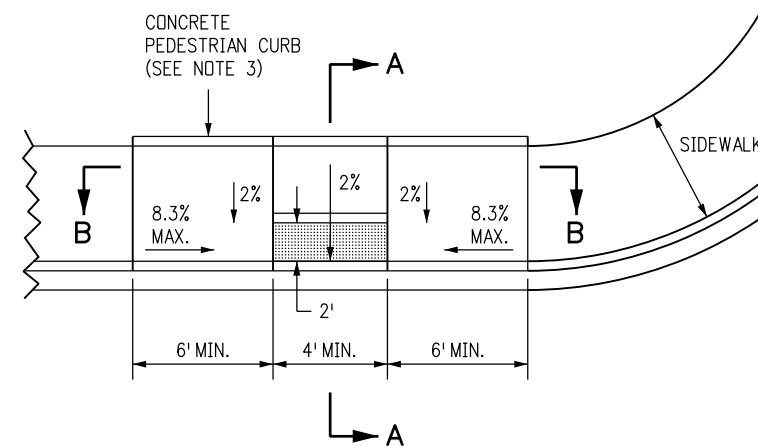


CURB RAMP TYPE 2C



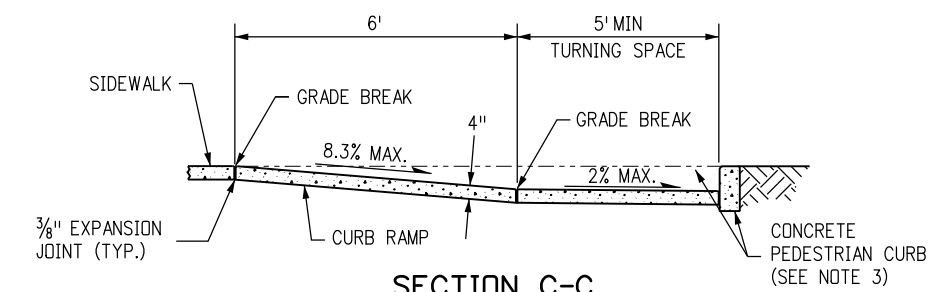
SECTION A-A

* SEE NOTE 16 ON SHEET 1.

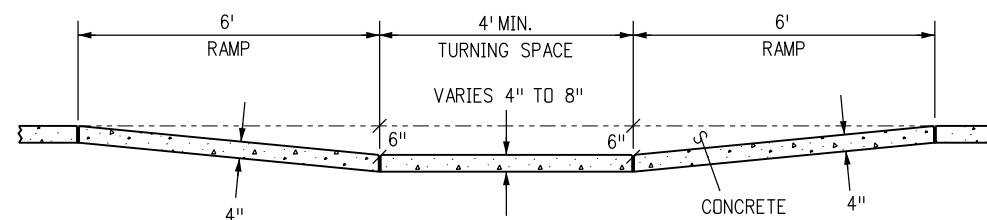


CURB RAMP TYPE 2B

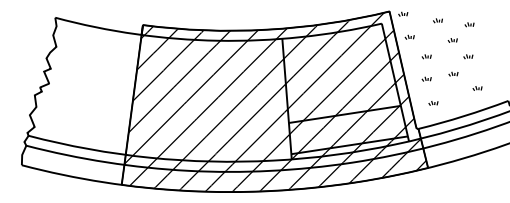
SEE NOTE 1.



SECTION C-C

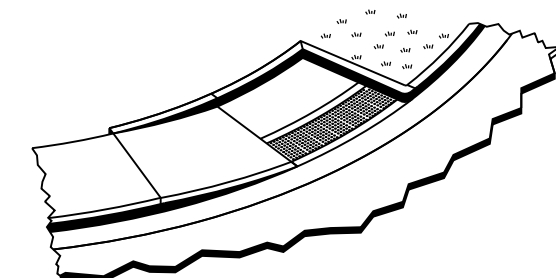


SECTION B-B



RAMP PAY AREA

FOR CURB RAMP TYPES 2C.



ISOMETRIC VIEW

Computer File Information

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Division of Project Support **JBK/LTA**

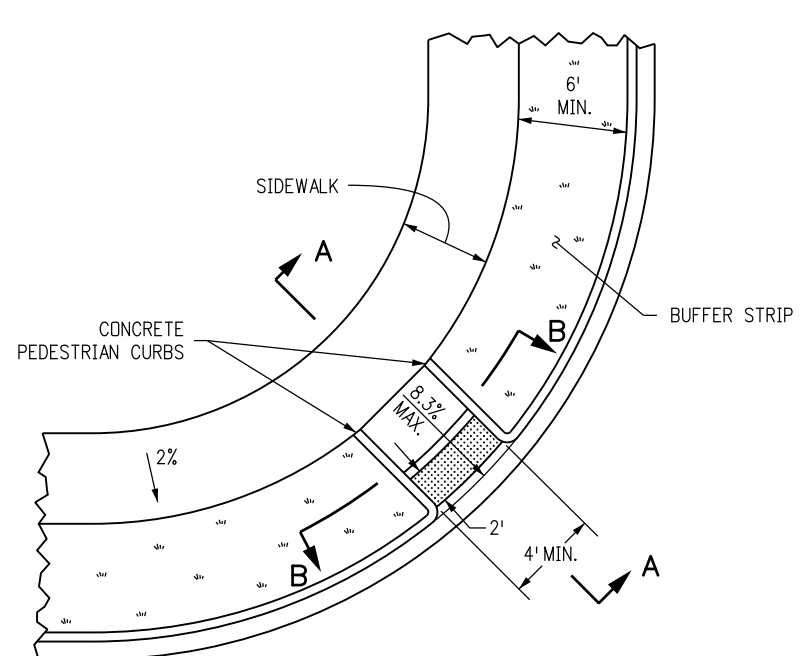
CURB RAMPS

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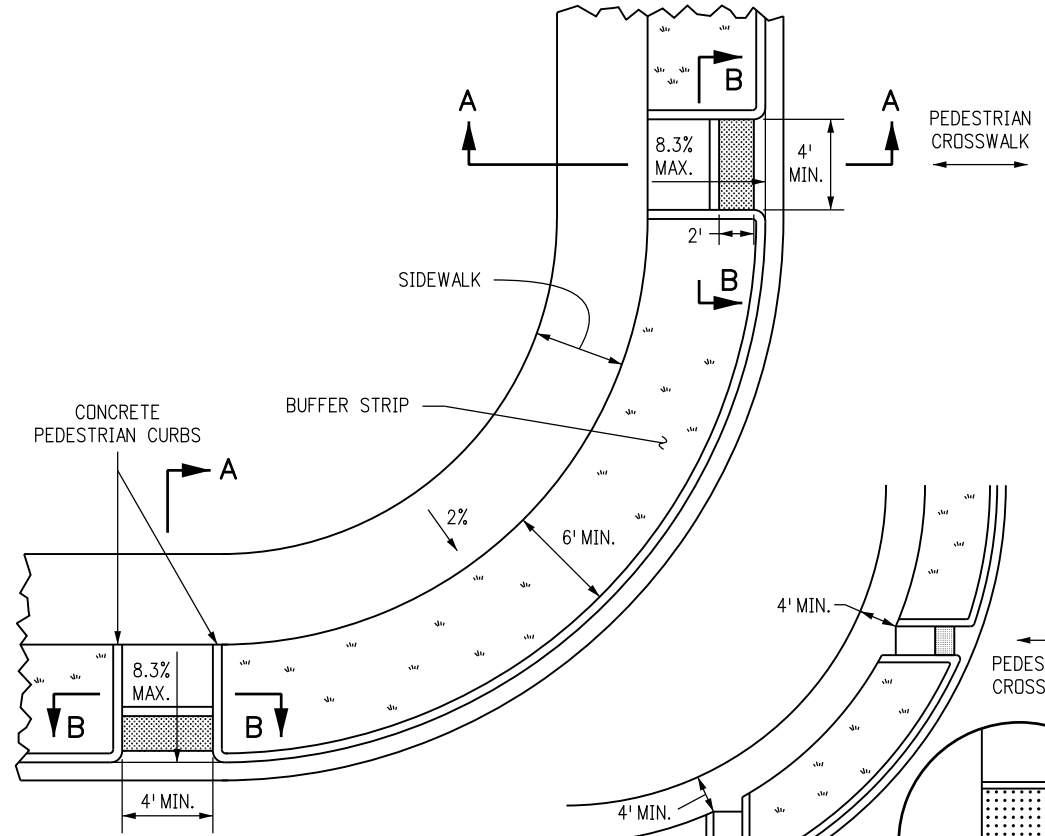
STANDARD PLAN NO.

M-608-1

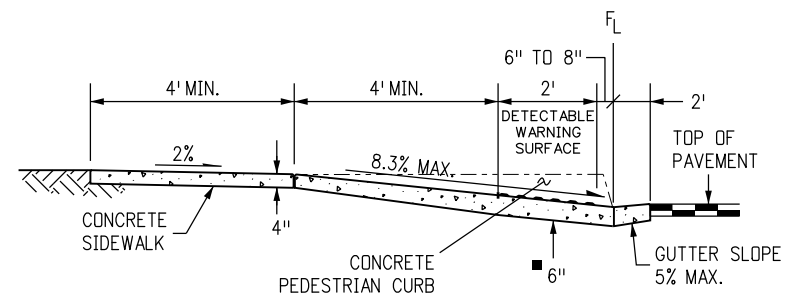
Sheet No. 2 of 10



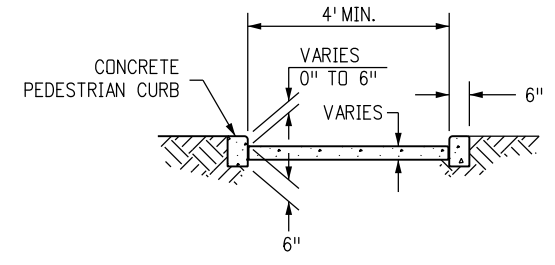
CURB RAMP TYPE 3A
SEE NOTE 2.



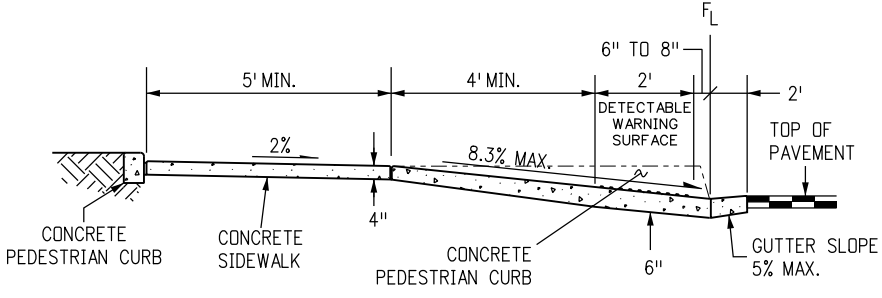
CURB RAMP TYPE 3B
SEE NOTE 1.



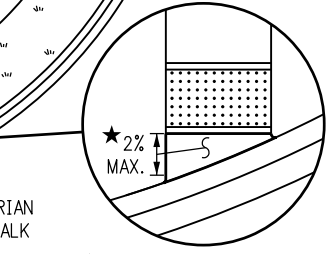
SECTION A-A



SECTION B-B

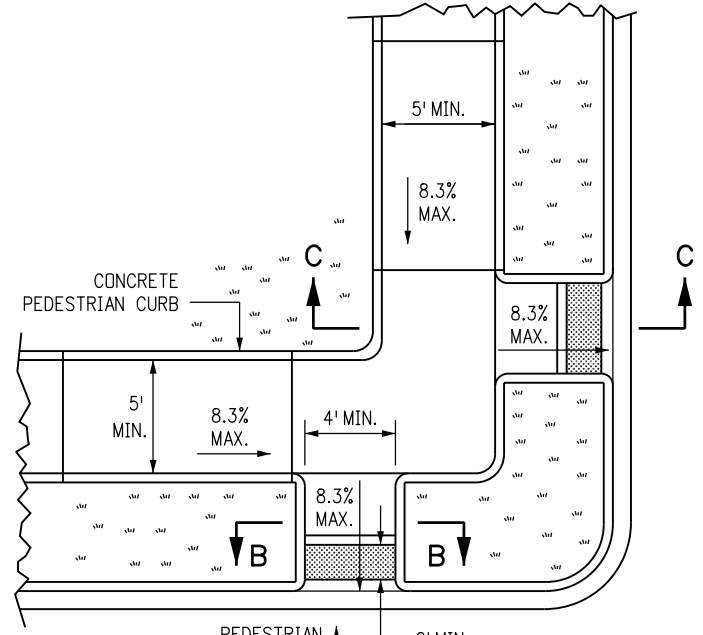


SECTION C-C

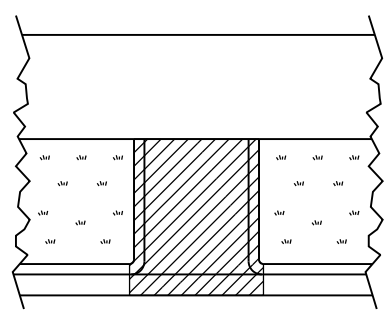


CURB RAMP TYPE 3B MODIFIED

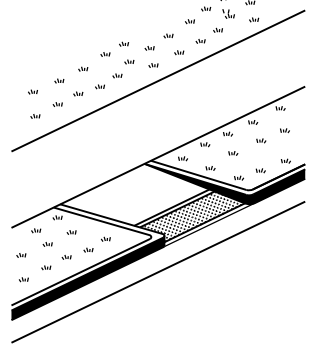
- NOTES**
- CURB RAMP TYPE 3B MAY BE USED IN MID-BLOCK.
 - DIAGONAL CURB RAMPS (ON THE APEX) ARE NOT PREFERRED IN NEW CONSTRUCTION. A SINGLE DIAGONAL CURB RAMP (ON THE APEX) WILL ONLY BE PERMITTED DURING RECONSTRUCTION OR ALTERATION WHERE PHYSICAL OR SITE CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED. THE ENGINEER SHALL PROVIDE APPROVED JUSTIFICATION DOCUMENTATION (CDOT CURB RAMP DESIGN VARIANCE REQUEST FORM). ALL CURB RAMPS INSTALLED ON THE APEX MUST MEET THE STANDARDS AS DEFINED IN M-608-1.



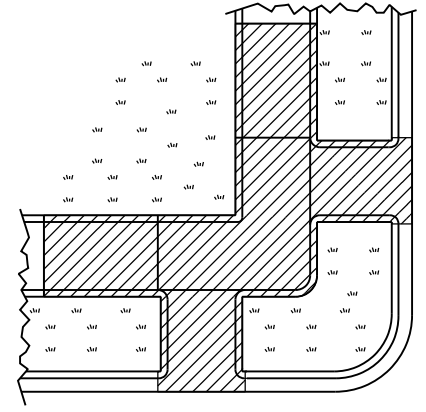
PLAN VIEW



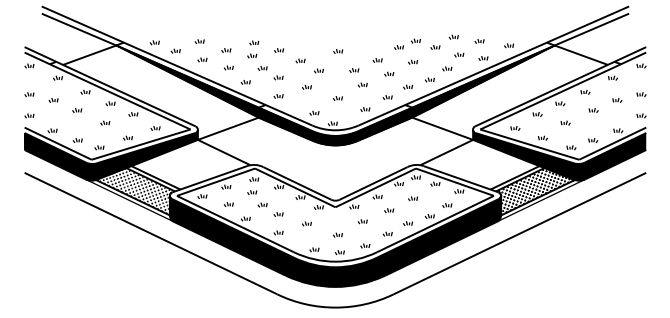
RAMP PAY AREA
FOR CURB RAMP TYPES 3A AND 3B.



ISOMETRIC VIEW



RAMP PAY AREA



ISOMETRIC VIEW

CURB RAMP TYPE 3C (COMBINATION)

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CURB RAMPS

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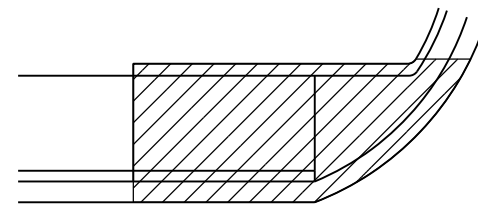
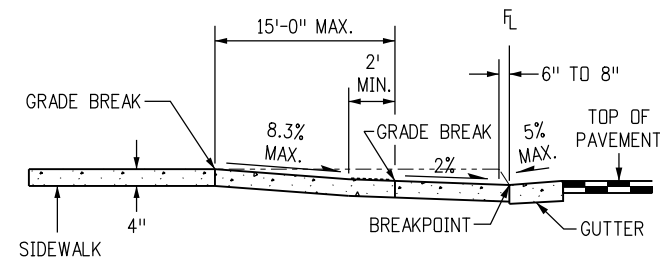
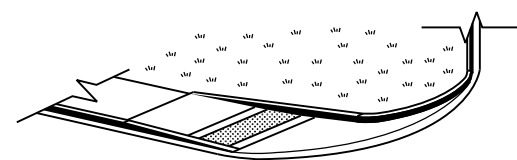
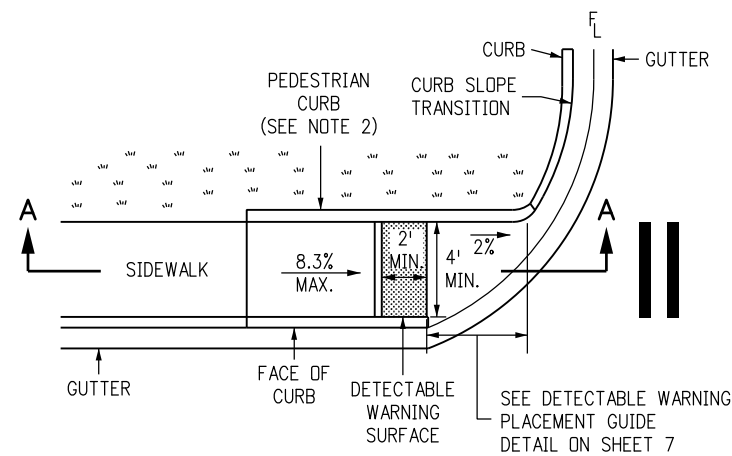
STANDARD PLAN NO.

M-608-1

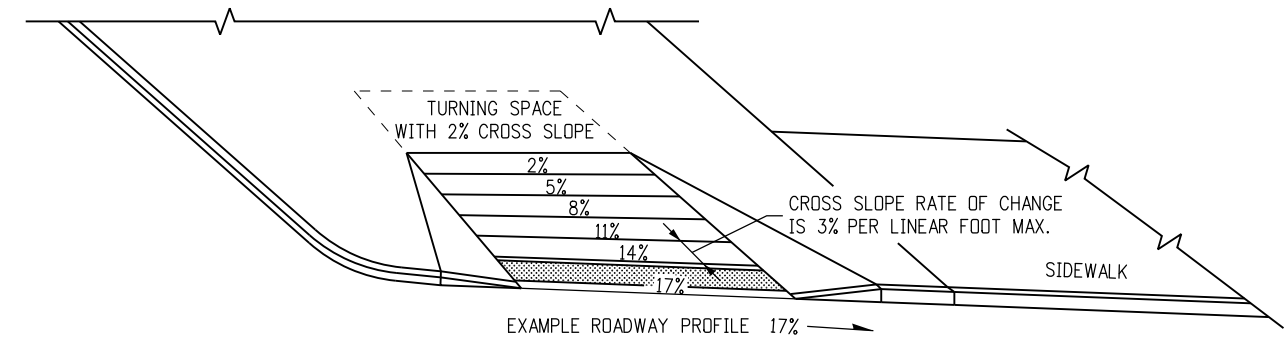
Sheet No. 3 of 10

NOTES

1. RAMP GRADE BREAKS SHALL BE PERPENDICULAR TO THE RUNNING SLOPE.
2. PEDESTRIAN CURB MAY BE OMITTED IF THE GROUND SURFACE AT THE BACK OF THE CURB RAMP AND TURNING SPACE WILL BE AT THE SAME ELEVATION AS THE CURB RAMP AND TURNING SPACE, OR THERE WILL NOT BE ANY MATERIAL TO RETAIN.

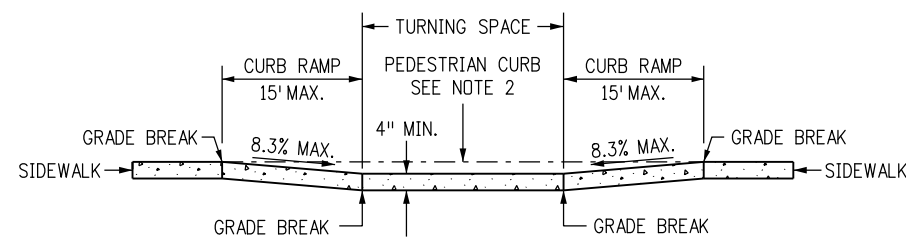
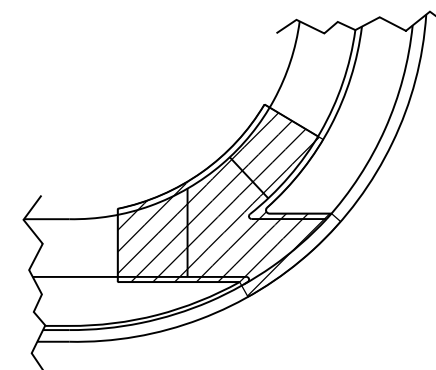
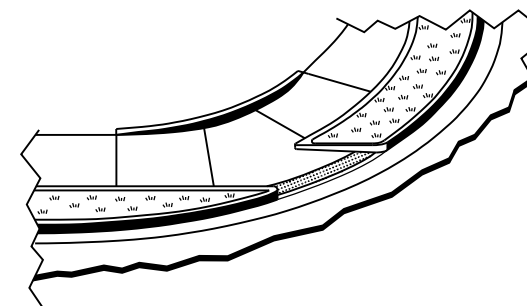
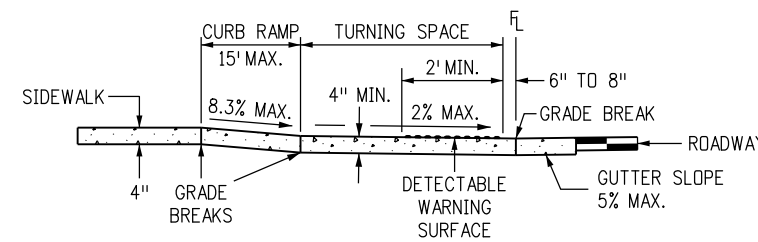
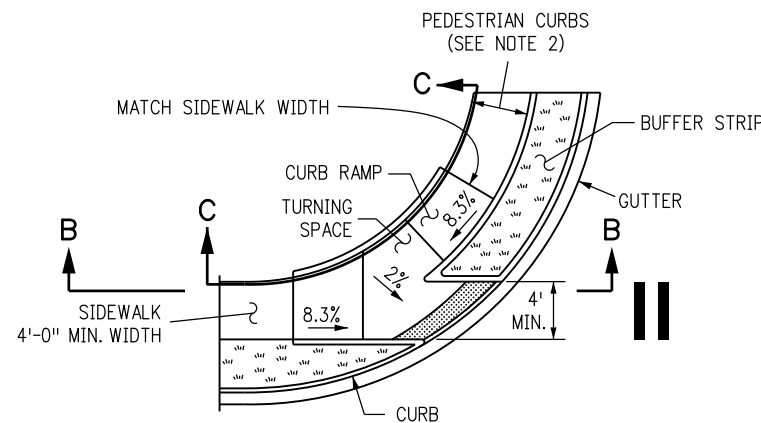


CURB RAMP TYPE 4A



RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE (APPLICABLE TO ALL CURB RAMP TYPES)

- CURB RAMP CROSS SLOPES AND TURNING SPACES SHALL BE:
- A. 2% MAX. WHEN A YIELD OR STOP CONTROL IS PRESENT.
 - B. PERMITTED TO EQUAL THE ROADWAY GRADE WHEN THERE IS NO YIELD OR STOP CONTROL, WHEN A TRAFFIC SIGNAL IS PRESENT, OR AT A MIDBLOCK CROSSING LOCATION.



CURB RAMP TYPE 4B

FOR USE WHERE PEDESTRIAN CROSSING IS IN ONE DIRECTION ONLY.

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Division of Project Support **JBK/LTA**

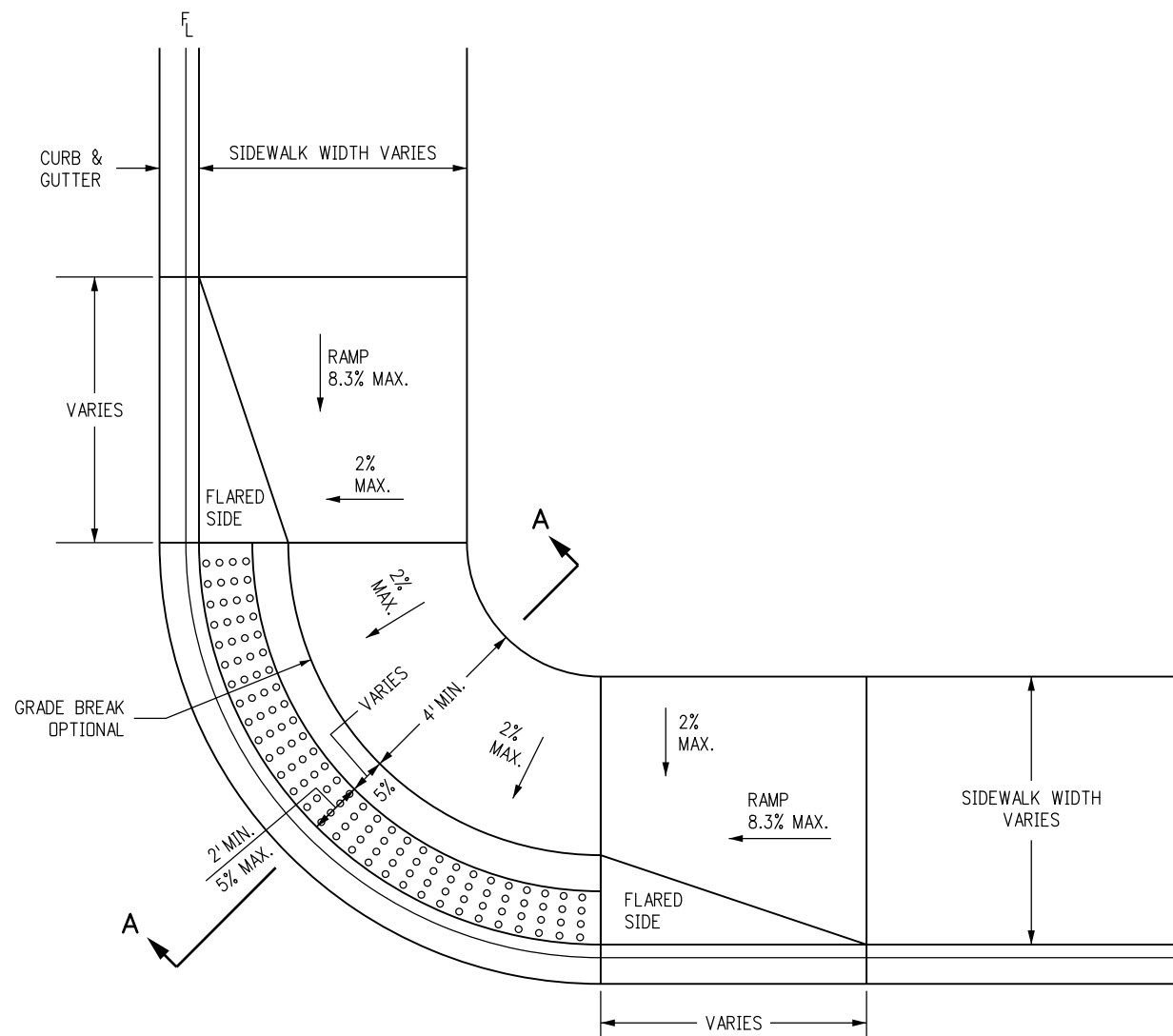
CURB RAMPS

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STANDARD PLAN NO.

M-608-1

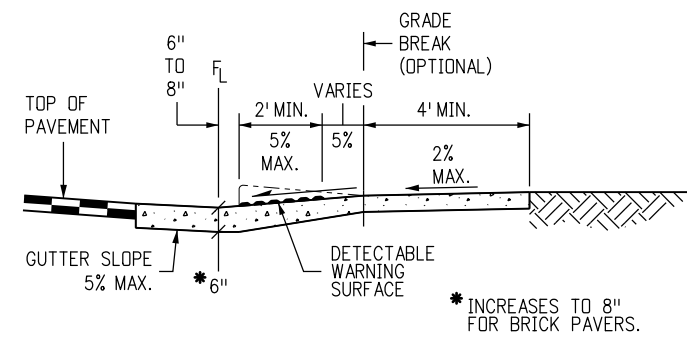
Sheet No. 4 of 10



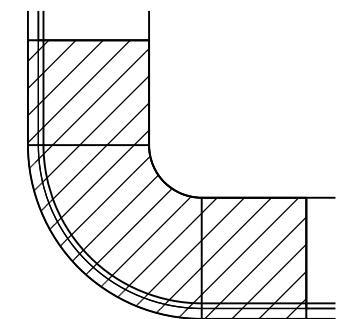
BLENDED TRANSITION (DEPRESSED CORNER) TYPE 5A

NOTES

1. SLOPES SHOWN AS TYPICAL IN SECTION A-A MAY BE ADJUSTED IF NECESSARY TO FIT EXISTING CONDITIONS BUT MAY NOT EXCEED 5% SLOPE UNDER ANY CONDITIONS.
2. ALL TRUNCATED DOME PANELS OR PAVERS PLACED AT THE SAME CORNER SHALL BE MADE UP OF THE SAME UNIFORM MATERIAL TYPE.
3. DEPRESSED CORNERS WITH LARGE SPANS CAN MAKE THE STREET TRANSITION DIFFICULT TO DETECT FOR PEDESTRIANS AND MOTORISTS. LIMIT THE SIZE AND DELINEATE WITH DETECTABLE WARNINGS. SHOULD A LARGE DEPRESSED CORNER BE AN EXISTING CONDITION, CONSIDER ADDING INTERMITTENT BARRIERS, SUCH AS PLANTING BOXES OR BOLLARDS NEXT TO THE CURB TO PREVENT VEHICLES FROM TRAVELING ONTO THE SIDEWALK WHEN TURNING THE CORNER. SPACE THE BARRIERS AT LEAST 36 INCHES APART TO PERMIT WHEELCHAIR USERS TO PASS.



SECTION A-A



RAMP PAY AREA

Computer File Information	
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Date:	Comments
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Colorado Department of Transportation



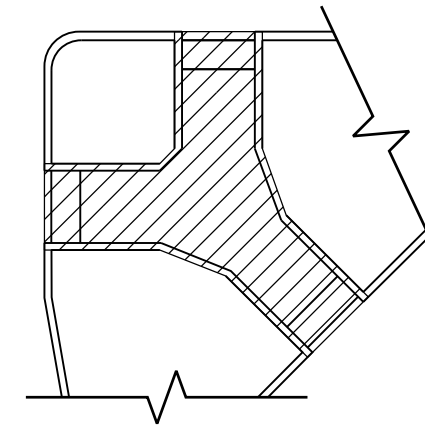
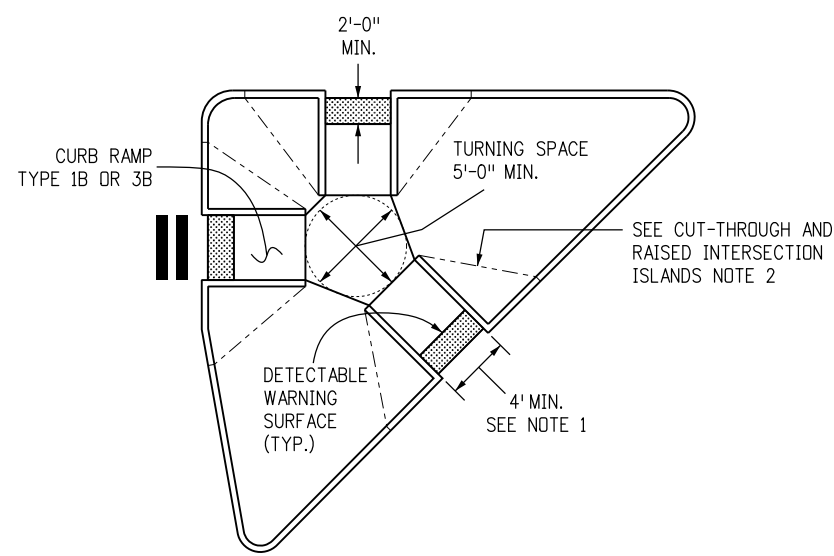
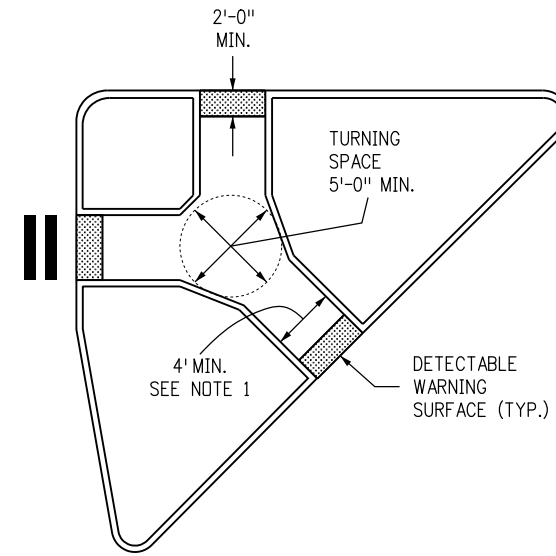
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Division of Project Support **JBK/LTA**

CURB RAMPS

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STANDARD PLAN NO.
M-608-1
Sheet No. 5 of 10



NOTE

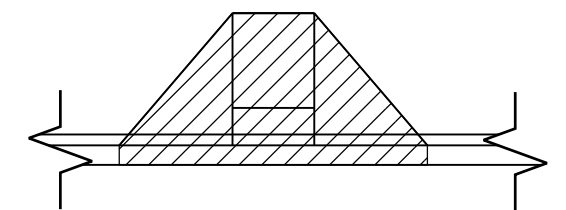
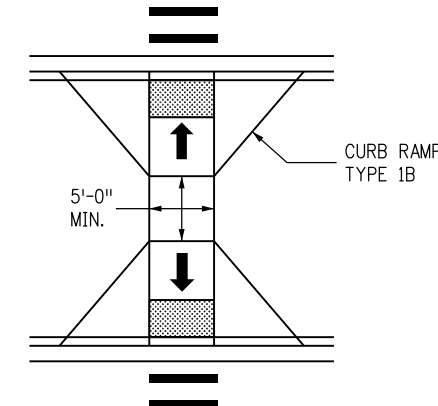
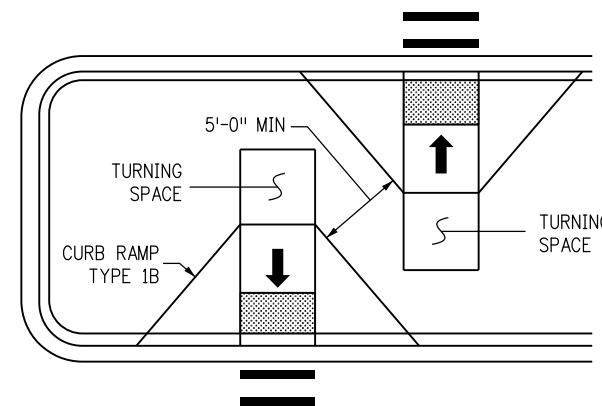
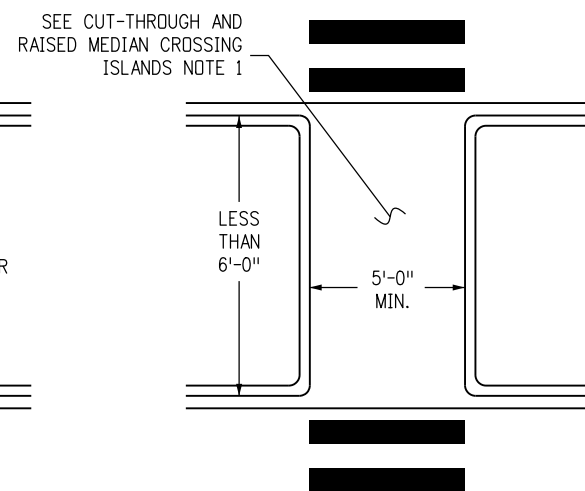
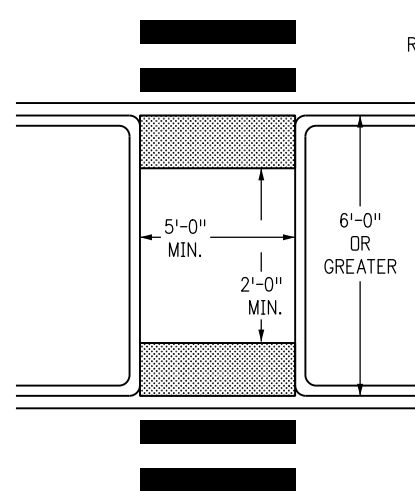
1. CURB RAMP AND CUT-THROUGH WIDTHS SHOULD BE THE SAME WIDTH AS ANY SIDEWALK OR MULTI-USE PATHS WHICH THEY SERVE.

CUT-THROUGH AND RAISED INTERSECTION ISLANDS

- FOR CUT-THROUGH INTERSECTION ISLANDS, THE DETECTABLE WARNING SURFACES SHALL BE AT THE FLOWLINE. FOR RAISED INTERSECTION ISLANDS, THE DETECTABLE WARNING SURFACES SHALL BE 6 TO 8 INCHES BACK FROM THE FLOWLINE (SEE SHEET 7).
- FLARED SIDES ARE PREFERENTIAL ON RAISED INTERSECTION ISLANDS AND SHOULD BE PROVIDED FOR ISLANDS WHICH SERVE MULTI-USE PATHS OR AT LOCATIONS WHERE BICYCLE USE IS EXPECTED.

RAMP PAY AREA

(WILL INCLUDE FLARED SIDES IF CONSTRUCTED)
SEE CURB RAMP TYPE 3B ON SHEET 3,
OR CURB RAMP TYPE 1B ON SHEET 1.



RAMP PAY AREA

SEE CURB RAMP TYPE 1B ON SHEET 1.

CUT-THROUGH AND RAISED MEDIAN CROSSING ISLANDS


- FOR CUT-THROUGH MEDIAN CROSSING ISLANDS, DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE ISLAND AND BE SEPARATED BY A MINIMUM 2 FOOT SPACE WITHOUT DETECTABLE WARNING SURFACES. IF A 2 FOOT SEPARATION BETWEEN DETECTABLE WARNING SURFACES CANNOT BE PROVIDED, THEN NO DETECTABLE WARNING SURFACES SHALL BE INSTALLED.

PERPENDICULAR CURB RAMPS FOR CROSSING ISLANDS

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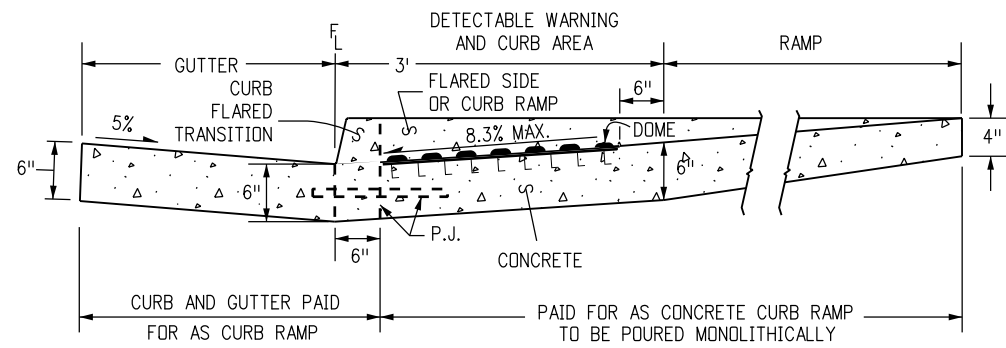
CURB RAMPS

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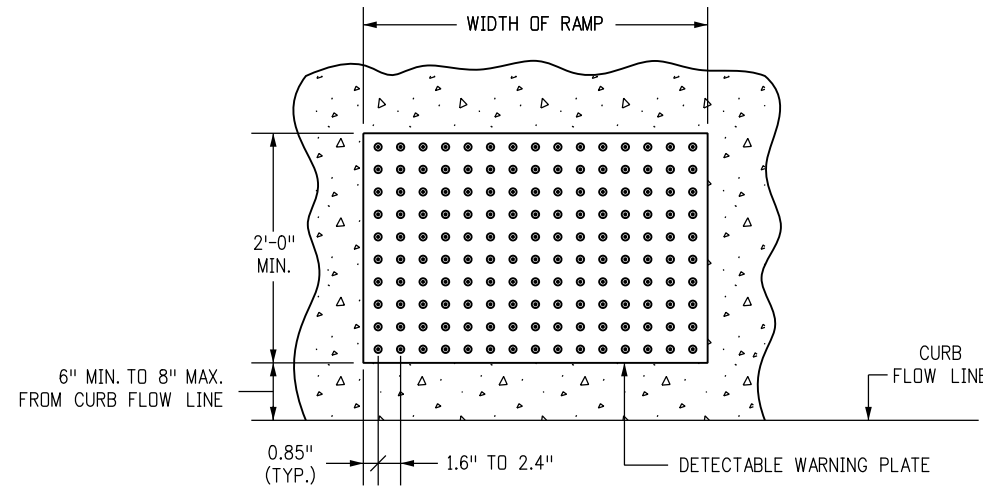
NOTES

1. THE TRUNCATED DOME PLATE SHALL BE EMBEDDED IN THE CONCRETE CURB RAMP WHILE CONCRETE IS PLASTIC.
2. THE TRUNCATED DOME PLATE TO BE USED SHALL BE ON THE CDOT APPROVED PRODUCT LIST.
3. WHEN THE DETECTABLE WARNING SURFACE IS CUT, GRIND OFF THE REMAINING PORTION OF ANY CUT DOMES. SEAL ALL CUT PANEL EDGES WITH AN APPROVED PRODUCT LIST (APL) SEALANT TO PREVENT WATER DAMAGE.
4. THE DETECTABLE WARNING SURFACE SHALL SPAN THE ENTIRE WIDTH OF THE RAMP. IF CONDITIONS DO NOT ALLOW THE ENTIRE SPAN, THE DETECTABLE WARNING SURFACE SPAN SHALL NOT BE MORE THAN 2 INCHES AWAY FROM EACH SIDE OF RAMP.

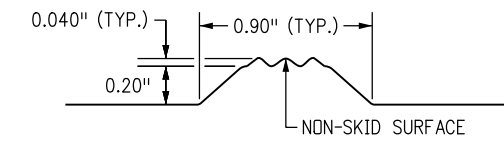


P.J. = PERMISSIBLE JOINT WITH EPOXY-COATED DEFORMED NO. 4 BY 18 IN. BARS CONFORMING TO AASHTO M 284 AT 18 IN. SPACING.

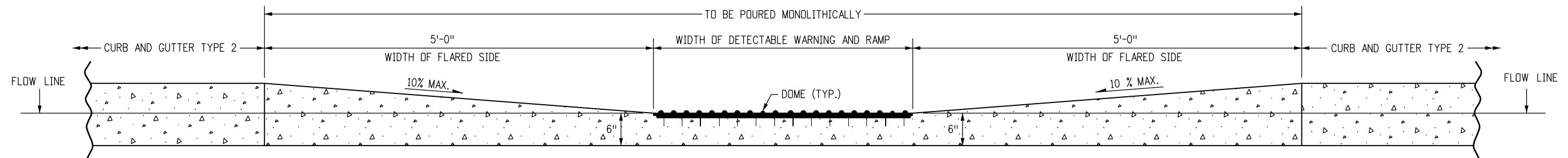
SECTION VIEW FOR TYPES 1 AND 3 CURB RAMPS



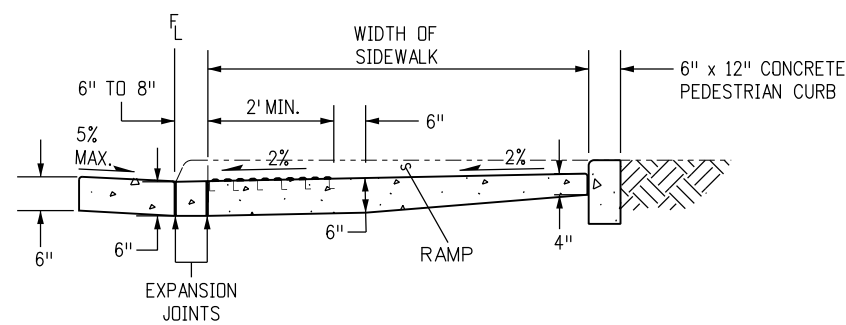
PLAN VIEW OF DETECTABLE WARNING SURFACE



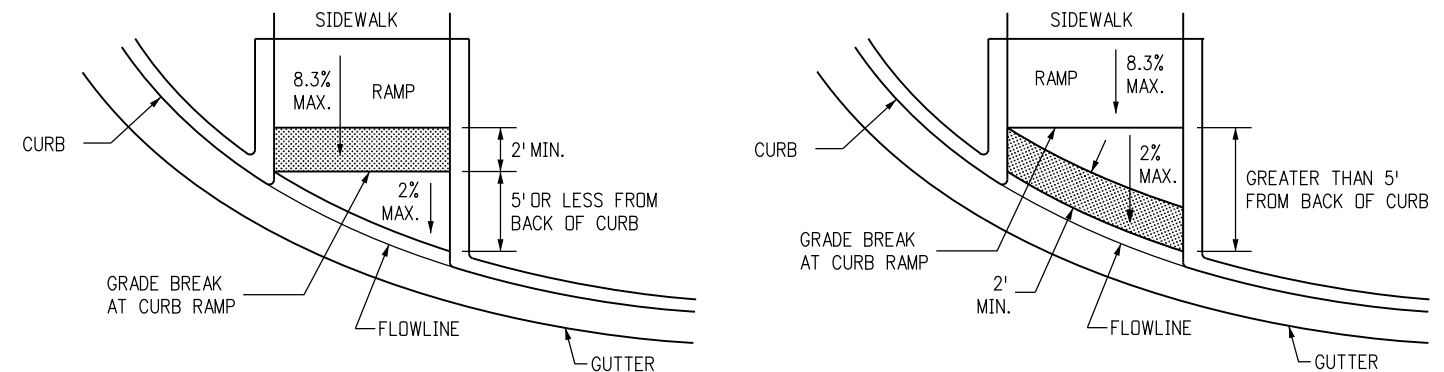
ELEVATION VIEW OF DETECTABLE WARNING PLATE



SECTION VIEW OF CURB RAMP TYPE 1



SECTION VIEW FOR TYPE 2 CURB RAMP



DETECTABLE WARNING PLACEMENT GUIDE FOR PAVERS AND PLATES

CURB RAMP TYPES WITH SURFACE PLATES

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02/23/17	Added and revised the Curb Ramp details and General Notes.

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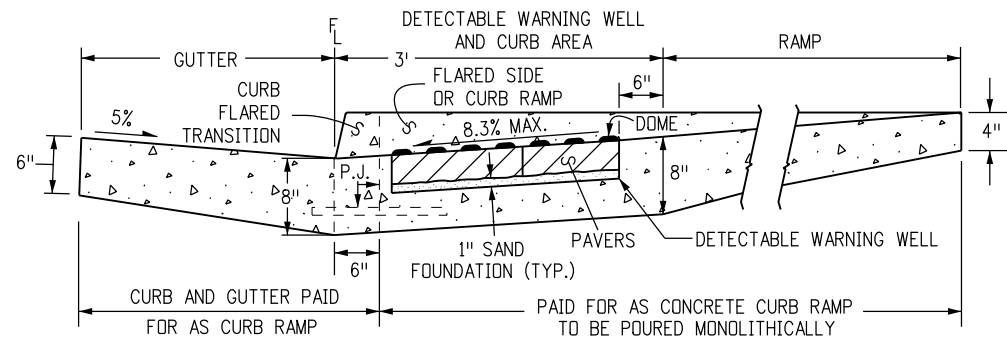
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CURB RAMPS

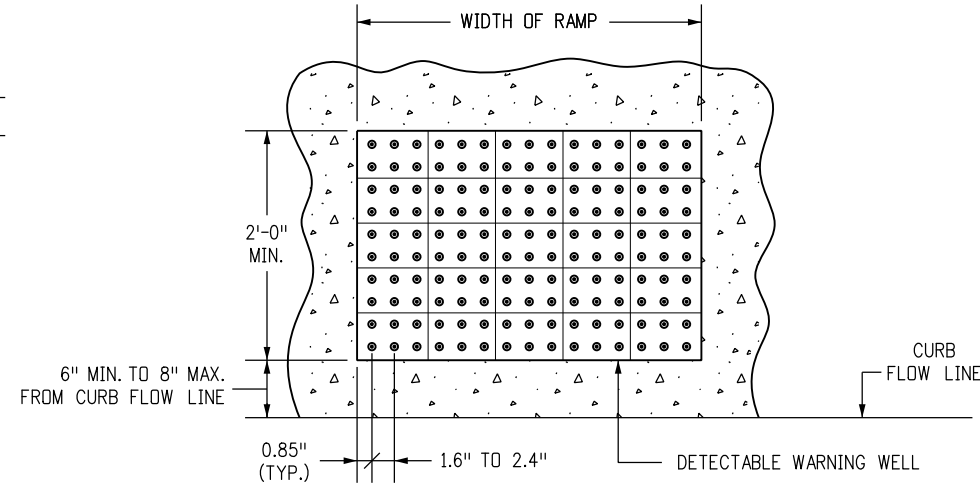
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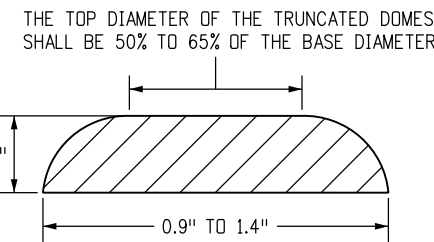


P.J. = PERMISSIBLE JOINT WITH EPOXY-COATED DEFORMED NO. 4 BY 18 IN. BARS CONFORMING TO AASHTO M 284 AT 18 IN. SPACING.

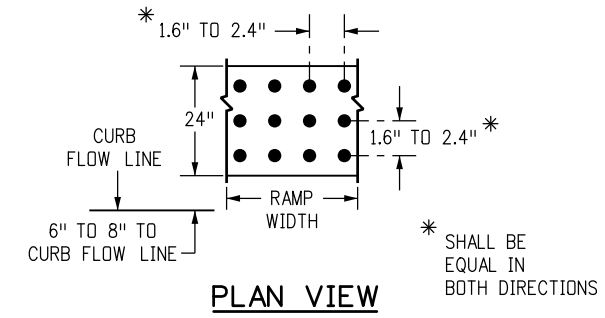
SECTION VIEW FOR TYPES 1 AND 3 CURB RAMPS



PLAN VIEW OF DETECTABLE WARNING AND WELL
(PAVERS NOT DRAWN TO SCALE)

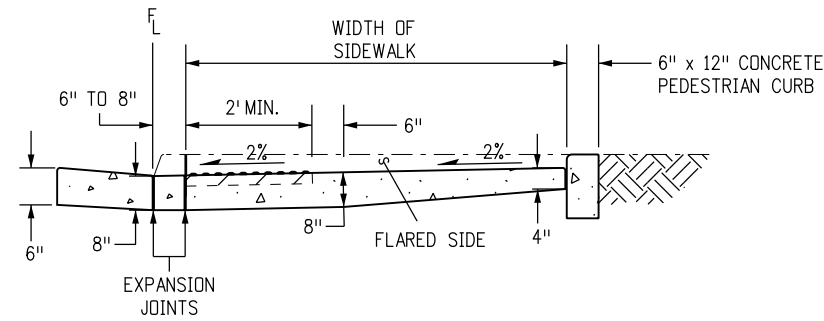


ELEVATION VIEW OF SINGLE DOME



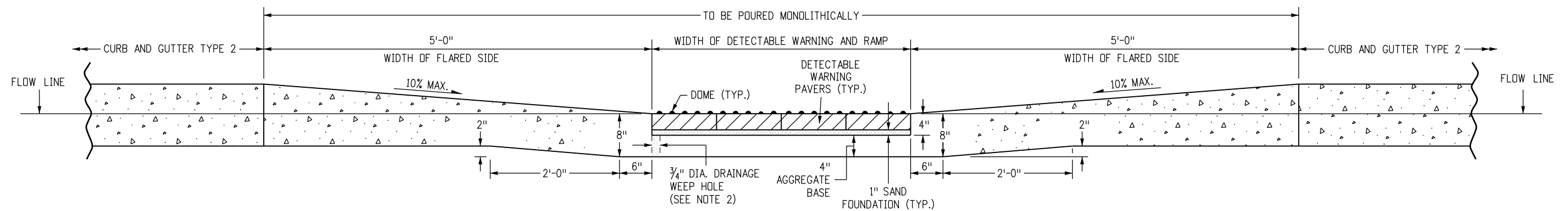
PLAN VIEW

- NOTES**
1. THE DETECTABLE WARNINGS SHALL BE MADE OF PAVERS WITH A TRUNCATED DOME SURFACE.
 2. THE TOP OF THE DRAINAGE WEEP HOLE SHALL BE LOCATED AT THE LOWEST POINT OF THE DETECTABLE WARNING WELL.
 3. THE DETECTABLE WARNING SURFACE SHALL SPAN THE ENTIRE WIDTH OF THE RAMP. IF CONDITIONS DO NOT ALLOW THE ENTIRE SPAN, THE DETECTABLE WARNING SURFACE SPAN SHALL NOT BE MORE THAN 2 INCHES AWAY FROM EACH SIDE OF RAMP.



DETAIL FOR TYPE 2 CURB RAMP

DOME AND DETECTABLE WARNING DETAILS




SECTION VIEW OF CURB RAMP TYPE 1

CURB RAMP TYPES WITH PAVERS

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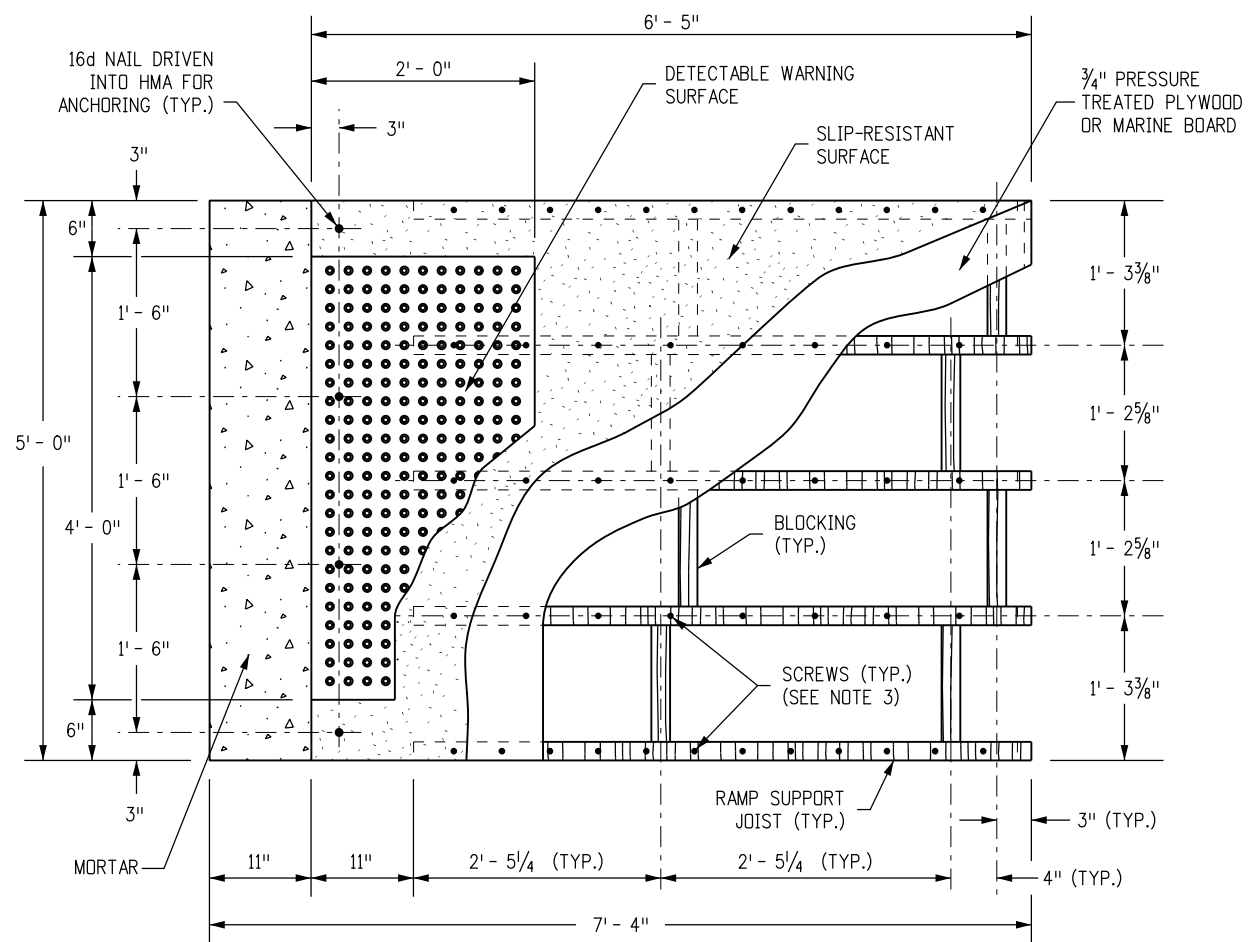
CURB RAMPS

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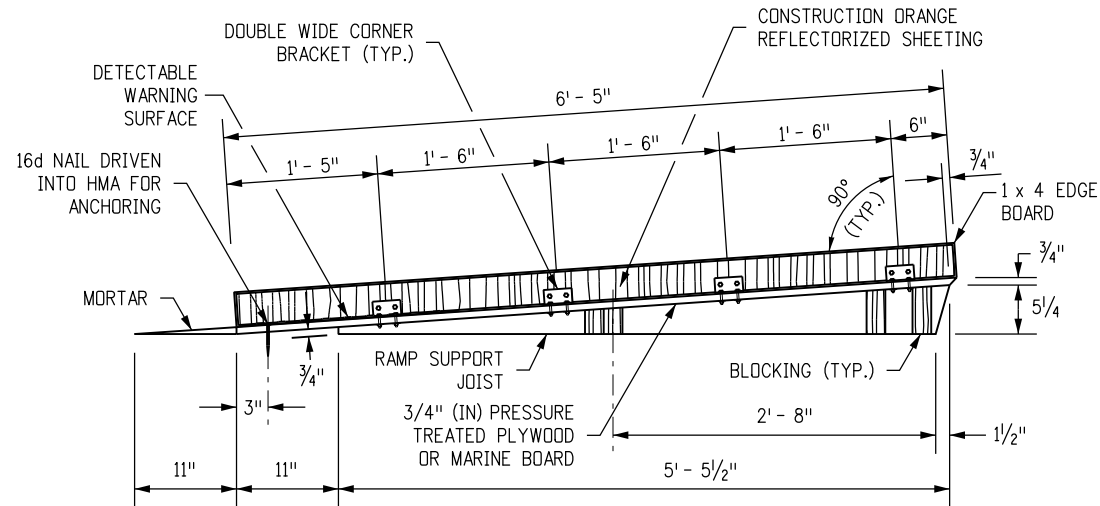
STANDARD PLAN NO.

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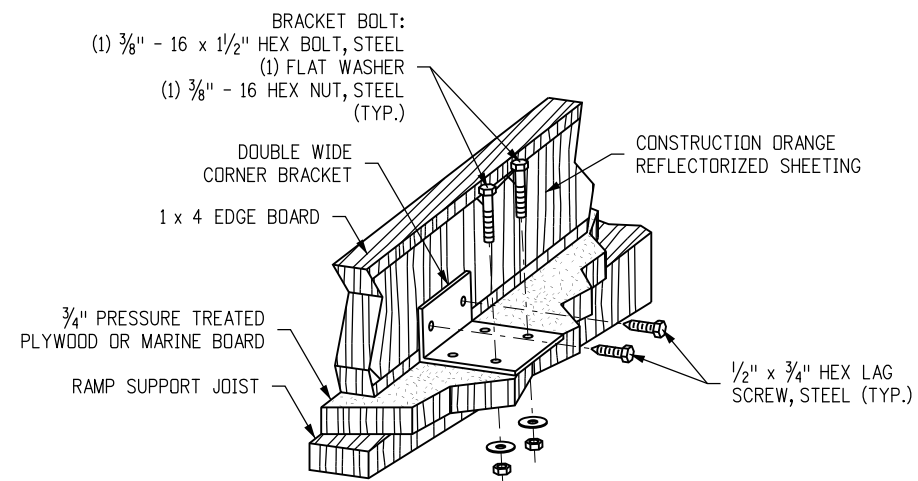


TOP VIEW

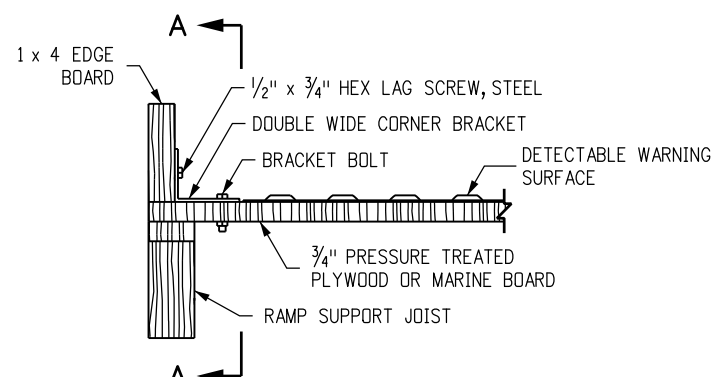


**SIDE VIEW
RAMP AND EDGE BOARD**

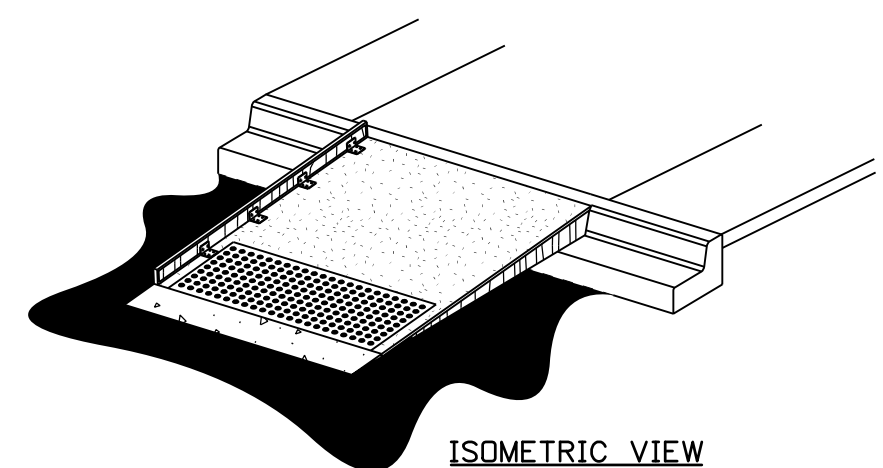
- NOTES**
1. A TEMPORARY PEDESTRIAN ACCESS ROUTE SHALL BE PROVIDED WHENEVER THE EXISTING PEDESTRIAN ACCESS ROUTE IN THE PUBLIC RIGHT-OF-WAY IS BLOCKED BY CONSTRUCTION, ALTERATION, MAINTENANCE, OR OTHER TEMPORARY CONDITIONS. FOR FURTHER WORK ZONE INFORMATION, PLEASE REFER TO CDDT'S WEBPAGE TITLED "ADA IN WORK ZONES".
 2. THIS DESIGN ASSUMES OPTIMAL CONDITIONS AND A STANDARD CURB HEIGHT OF 6 INCHES. INSTALLED RAMPS SHALL BE NO STEEPER THAN 8.3% AND SHALL HAVE A CROSS-SLOPE OF 2.0% OR LESS. USE SHIMS OR GROUT AS REQUIRED TO ADJUST FOR EXISTING CONDITIONS AND TO PREVENT ROCKING. SHIMS SHALL BE NO HIGHER THAN 1 INCH AND SHALL BE SECURED TO THE RAMP. FOR CURBS SHORTER THAN 6 INCHES, INSTALL A RAMP ON THE SIDEWALK NO STEEPER THAN 8.3%, AND MADE OF GROUT OR AS APPROVED BY THE ENGINEER. ADJUSTMENTS TO THE RAMP DIMENSIONS SHOWN MAY BE REQUIRED TO MATCH EXISTING CONDITIONS.
 3. SCREWS SHALL BE USED TO SECURE THE RAMP SURFACE. SPACING SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING CODE.
 4. USE A SLIP-RESISTANT TREATMENT FOR THE SURFACE OF RAMP.
 5. ALL FASTENERS SHALL BE GALVANIZED.
 6. DO NOT INSTALL A HAND RAILING IF USING THE EDGE BOARD OPTION.



**SECTION A-A
PERSPECTIVE VIEW**



END VIEW



ISOMETRIC VIEW

TEMPORARY PERPENDICULAR CURB RAMP

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CURB RAMPS

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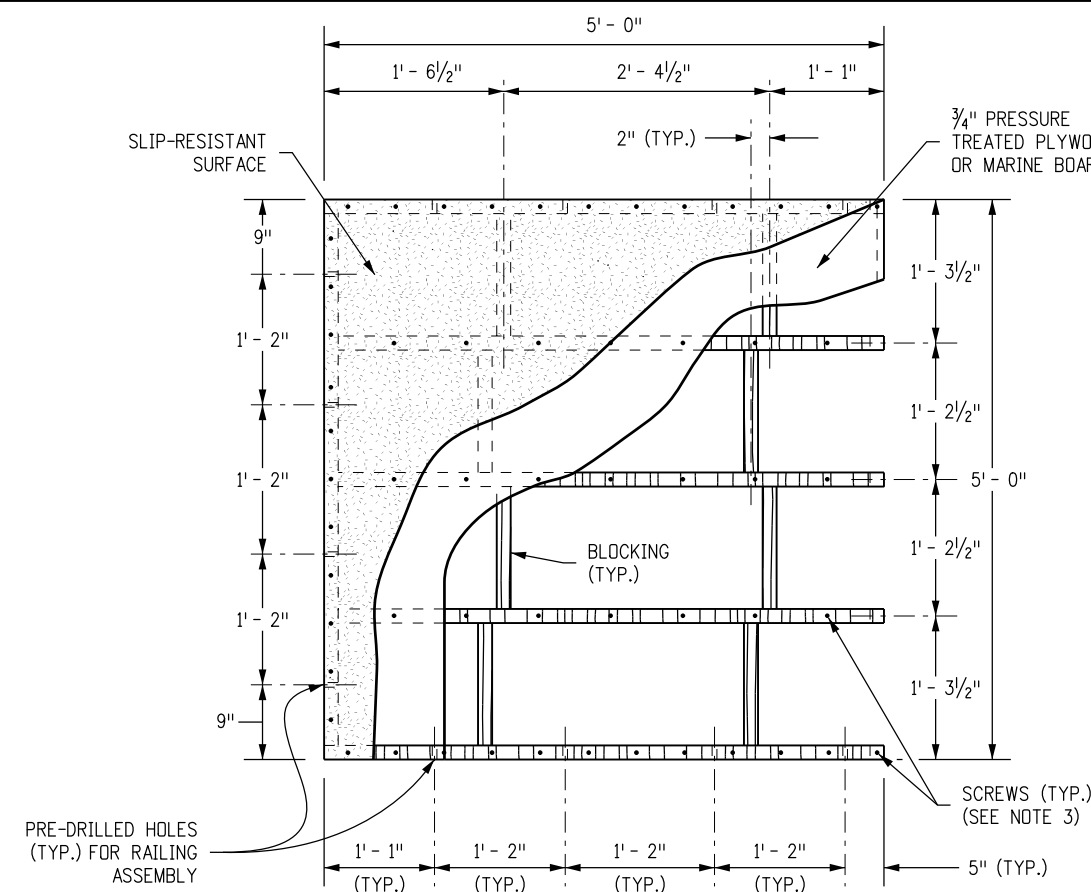
STANDARD PLAN NO.

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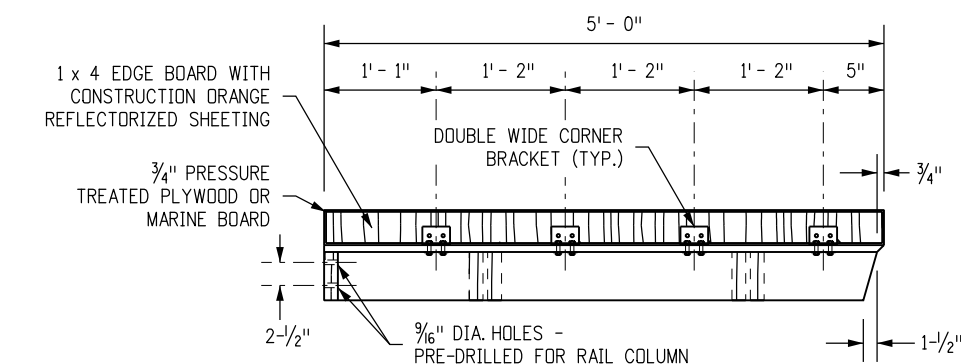
Sheet No. 9 of 10

NOTES

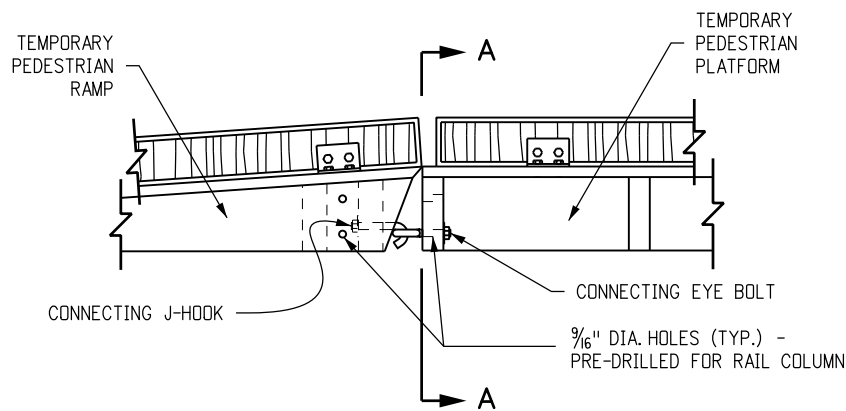
1. ALL HOLES SHOWN SHALL BE DRILLED TO FACILITATE RE-USE AND FLEXIBLE EXPANSION.
2. THIS DESIGN ASSUMES OPTIMAL CONDITIONS AND A STANDARD CURB HEIGHT OF 6 INCHES. INSTALLED RAMPS SHALL BE NO STEEPER THAN 8.3% AND SHALL HAVE A CROSS-SLOPE OF 2.0% OR LESS. USE SHIMS OR GROUT AS REQUIRED TO ADJUST FOR EXISTING CONDITIONS AND TO PREVENT ROCKING. SHIMS SHALL BE NO HIGHER THAN 1 INCH AND SHALL BE SECURED TO THE RAMP AND/OR PLATFORM. FOR CURBS SHORTER THAN 6 INCHES, INSTALL A RAMP ON THE SIDEWALK, NO STEEPER THAN 8.3%, AND MADE OF GROUT OR AS APPROVED BY THE ENGINEER. ADJUSTMENTS TO THE PLATFORM DIMENSIONS SHOWN MAY BE REQUIRED TO MATCH EXISTING CONDITIONS.
3. SCREWS SHALL BE USED TO SECURE THE RAMP SURFACE. SPACING SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING CODE.
4. USE A SLIP-RESISTANT TREATMENT FOR SURFACE OF RAMP.
5. ALL FASTENERS SHALL BE GALVANIZED.



PLAN VIEW



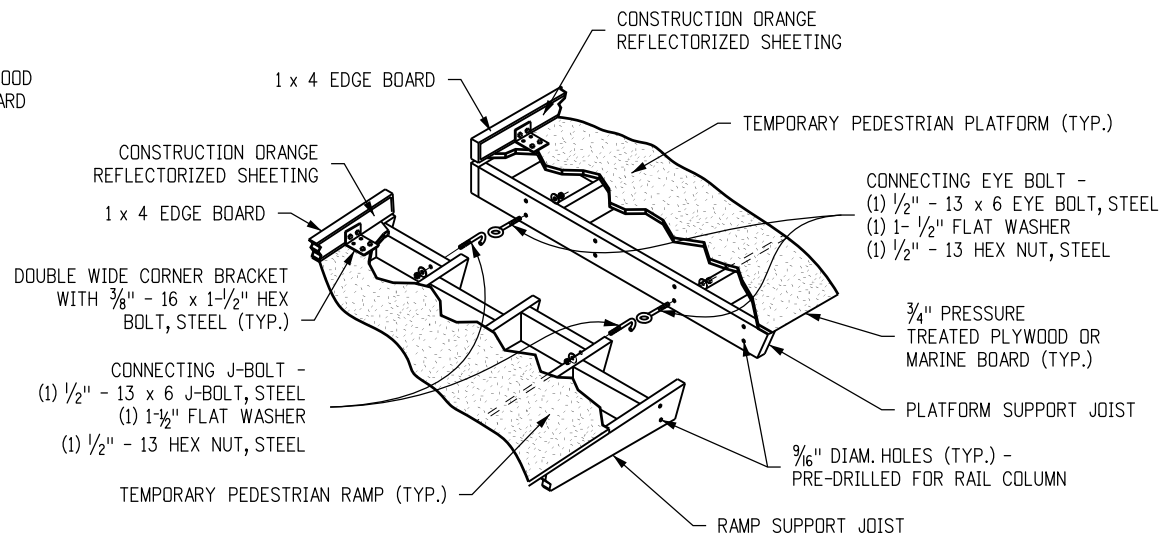
ELEVATION VIEW



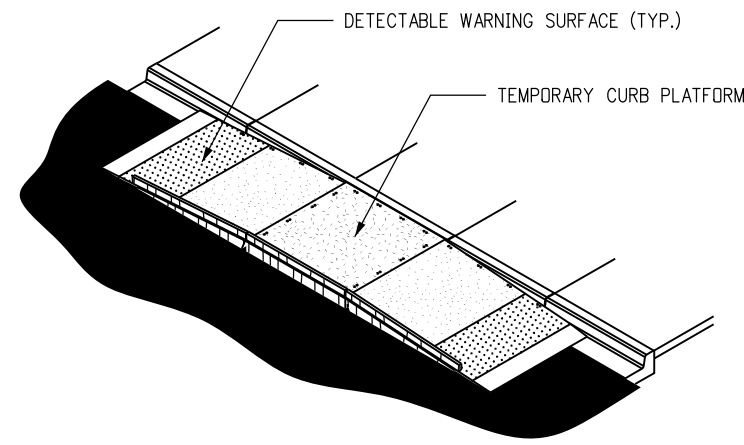
SIDE VIEW

PLATFORM DETAILS

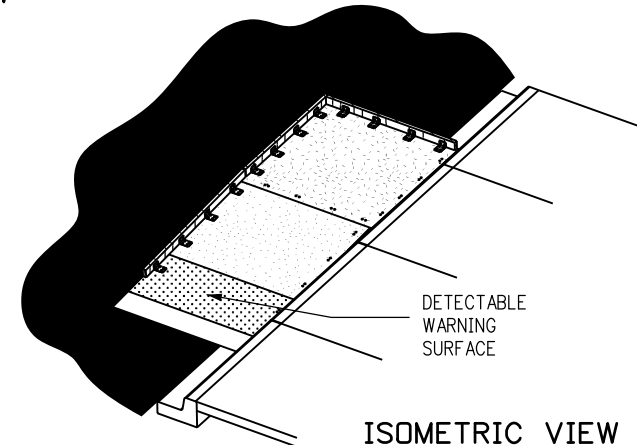
TEMPORARY PARALLEL CURB RAMPS (SINGLE OR DUAL)



**SECTION A-A
PERSPECTIVE VIEW**



**ISOMETRIC VIEW
DUAL RAMP**



**ISOMETRIC VIEW
SINGLE RAMP**

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(R-X)	
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(R-X)	

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CURB RAMPS

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