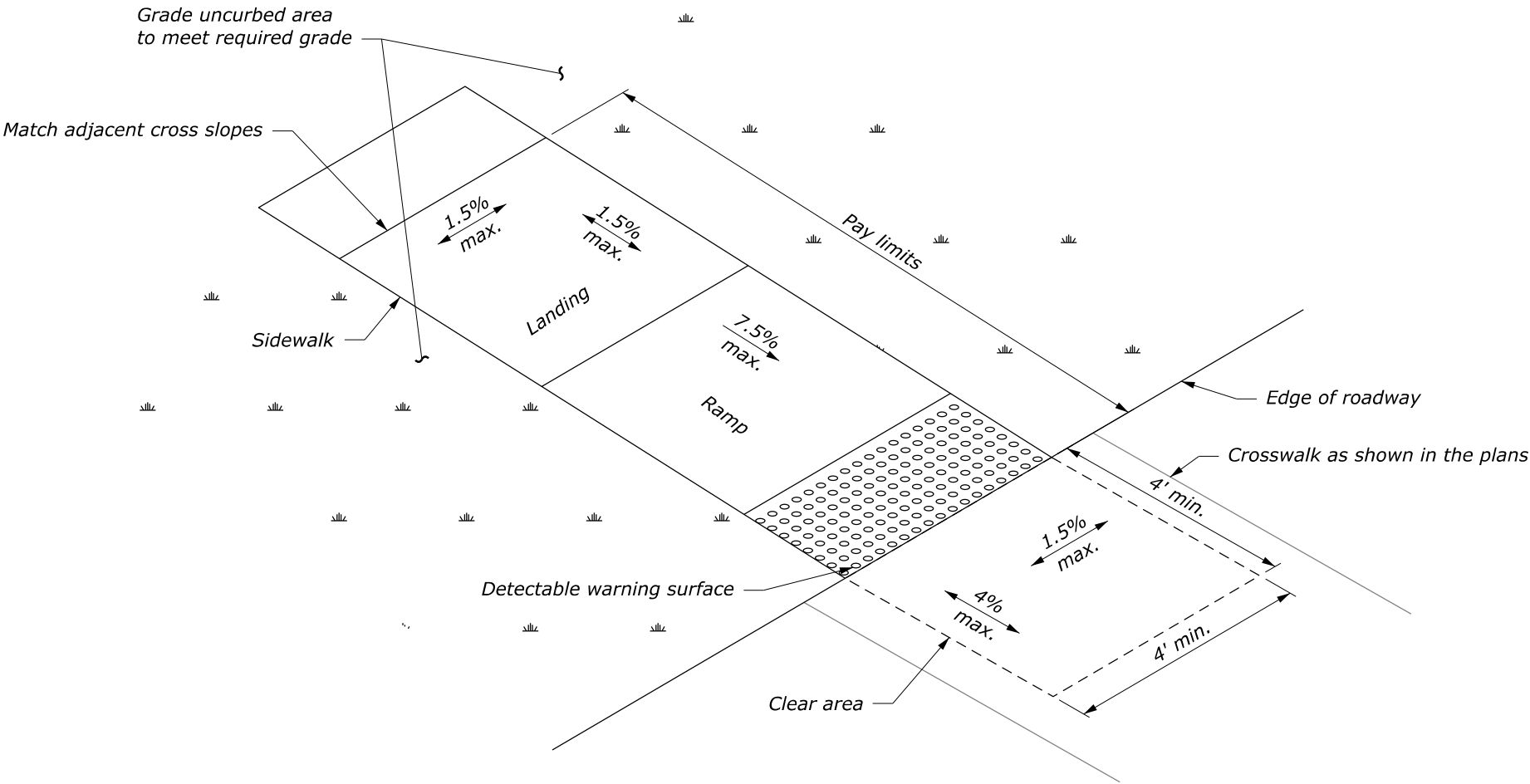
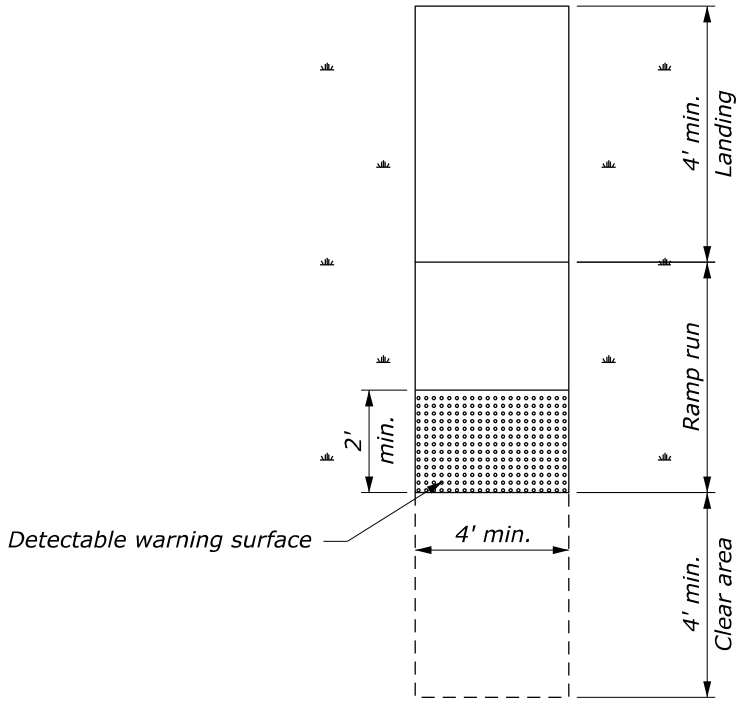


c:\pw_work\w\ld0611699\Std610-3.dgn [Std 610-3] 15 July 2026 2:22 PM

PROJECT	SHEET NUMBER



ISOMETRIC VIEW



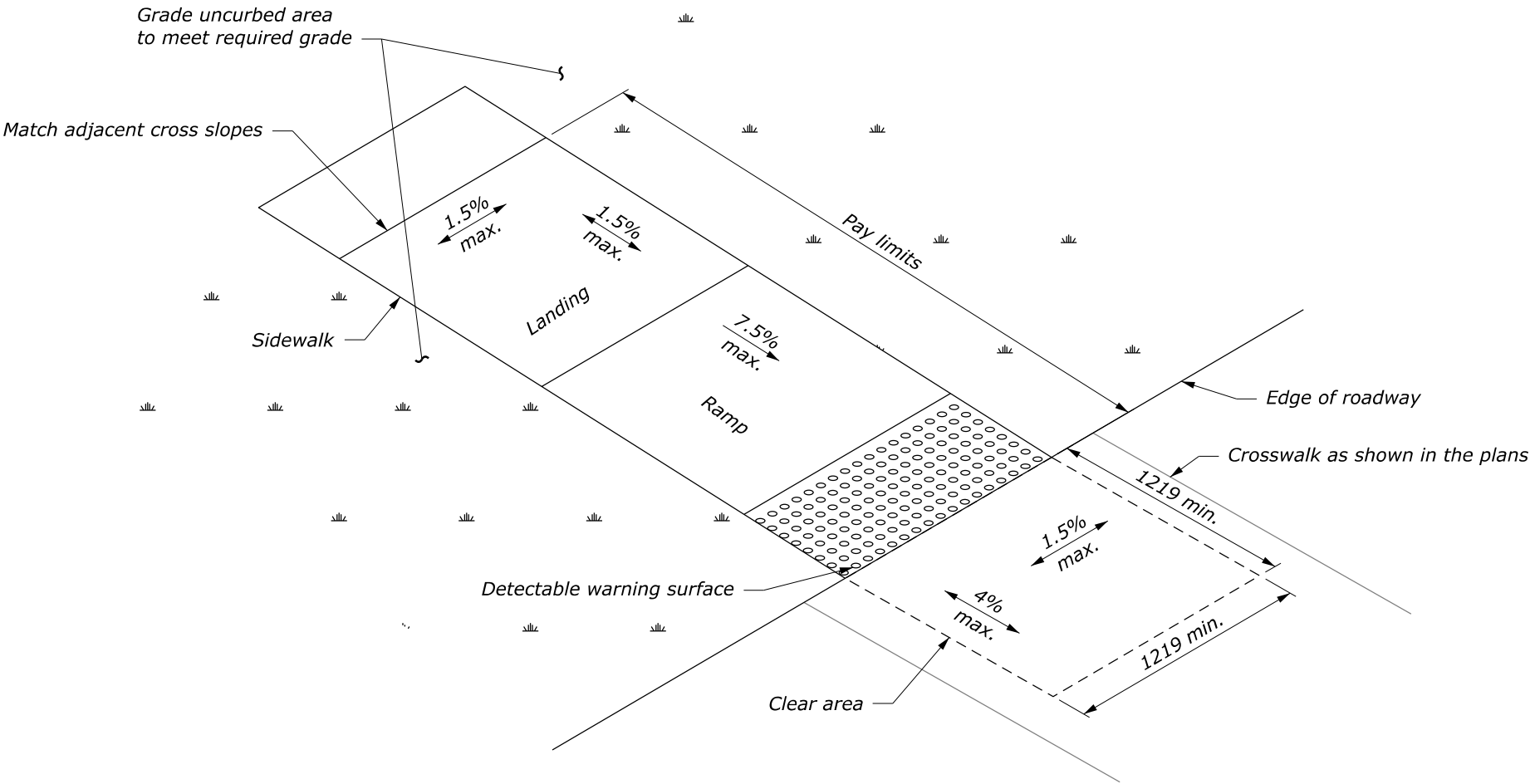
PLAN VIEW

NOTE:

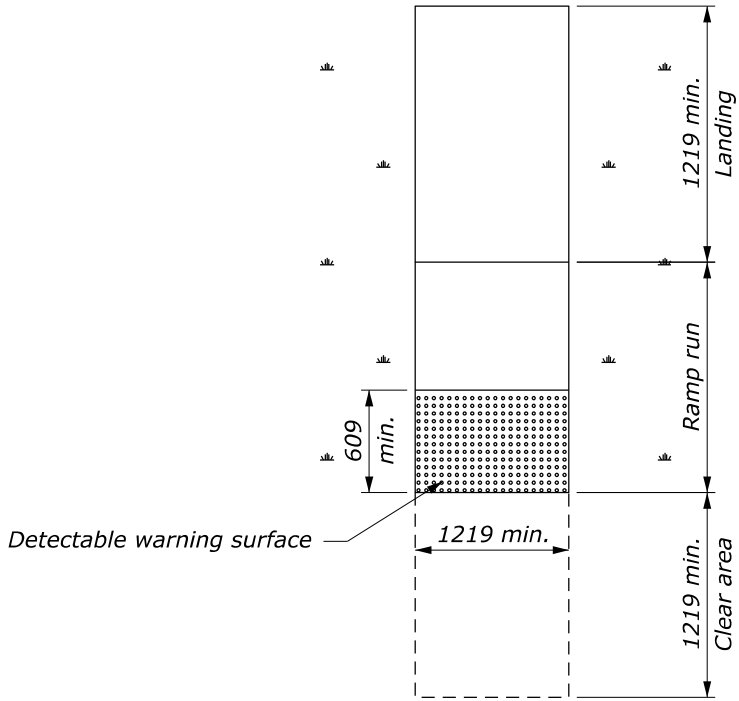
1. Use a coarse broom finish running perpendicular to the running slope to create a slip resistant surface on concrete ramp surfaces, exclusive of the detectable warning surface unless otherwise directed.
2. Construct curb ramp perpendicular to the curb. Avoid skewing the ramp face.
3. Construct ramp transitions between sidewalks, gutters, or streets that are flush and free of abrupt vertical changes exceeding $\frac{1}{4}$ inch.
4. Provide detectable warning surfaces (DWS) that meet the Access Board's Public Right-of-Way Accessibility Guidelines.
5. Locate drainage inlets and manholes outside of ramp walking surfaces and landings.
6. Align ramps parallel to the crosswalk direction to the maximum extent feasible. Do not use where placement would result in ramp alignment greater than 45 degrees from the direction of the crosswalk.
7. Place ramp ensuring there is a clear area outside the vehicle travel lanes, including bike lanes, running parallel to the crosswalk.
8. See sidewalk pavement structure for pavement depths.
9. Construct grade breaks at the top and bottom of curb ramp runs that are perpendicular to the direction of the curb ramp runs. Do not construct grade breaks on the surface of curb ramp runs or landing.

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	FLH STANDARD 610-3
MIDBLOCK PERPENDICULAR UNCURBED RAMP	SPECIFICATION FP-24
	APPROVED FOR USE 5/2026



ISOMETRIC VIEW



PLAN VIEW

NOTE:

1. Use a coarse broom finish running perpendicular to the running slope to create a slip resistant surface on concrete ramp surfaces, exclusive of the detectable warning surface unless otherwise directed.
2. Construct curb ramp perpendicular to the curb. Avoid skewing the ramp face.
3. Construct ramp transitions between sidewalks, gutters, or streets that are flush and free of abrupt vertical changes exceeding 76 millimeters.
4. Provide detectable warning surfaces (DWS) that meet the Access Board's Public Right-of-Way Accessibility Guidelines.
5. Locate drainage inlets and manholes outside of ramp walking surfaces and landings.
6. Align ramps parallel to the crosswalk direction to the maximum extent feasible. Do not use where placement would result in ramp alignment greater than 45 degrees from the direction of the crosswalk.
7. Place ramp ensuring there is a clear area outside the vehicle travel lanes, including bike lanes, running parallel to the crosswalk.
8. See sidewalk pavement structure for pavement depths.
9. Construct grade breaks at the top and bottom of curb ramp runs that are perpendicular to the direction of the curb ramp runs. Do not construct grade breaks on the surface of curb ramp runs or landing.

This drawing contains **Metric** units of measure.
Dimensions without units are millimeters.

U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	FLH STANDARD M610-3
MIDBLOCK PERPENDICULAR UNCURBED RAMP	SPECIFICATION FP-24
	APPROVED FOR USE 5/2026

NO SCALE