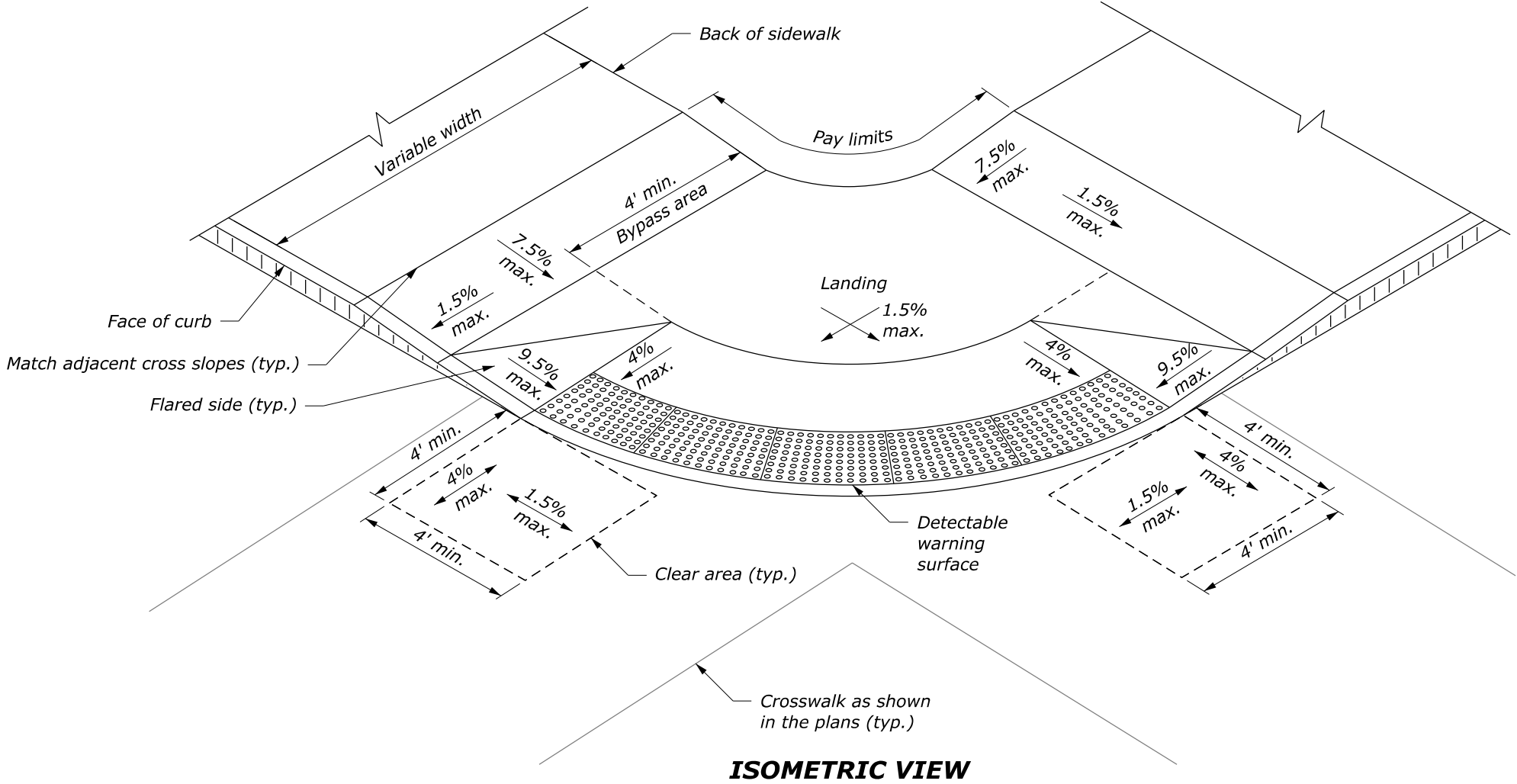
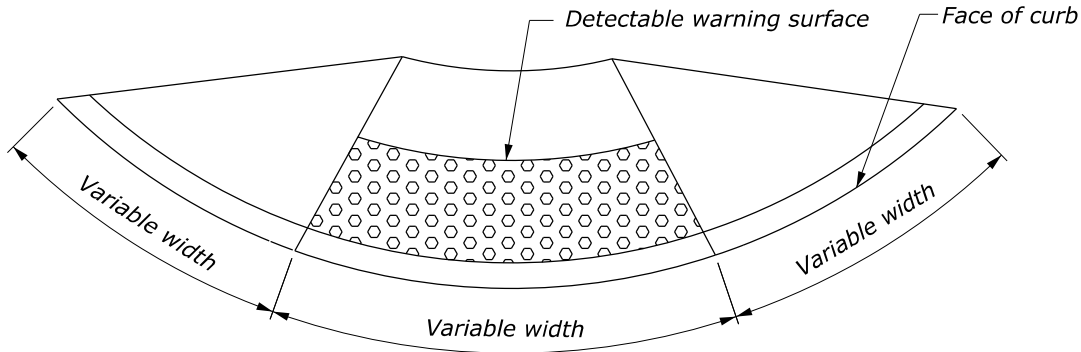


NOTE:

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 ¼ 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. Omit the ramp on any corner side that does not lead to a marked or unmarked crosswalk, as shown in the plans or as directed.
7. 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.
8. Place ramp ensuring there is a clear area outside the vehicle travel lanes, including bike lanes, running parallel to the crosswalk.
9. See sidewalk pavement structure for pavement depths.
10. 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.
11. A bypass area is not required if curb ramp is flatter than 2.1%.



ISOMETRIC VIEW



PLAN VIEW

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	FLH STANDARD 610-6
BLENDED TRANSITION CURB RAMP	SPECIFICATION FP-24
	APPROVED FOR USE 5/2026

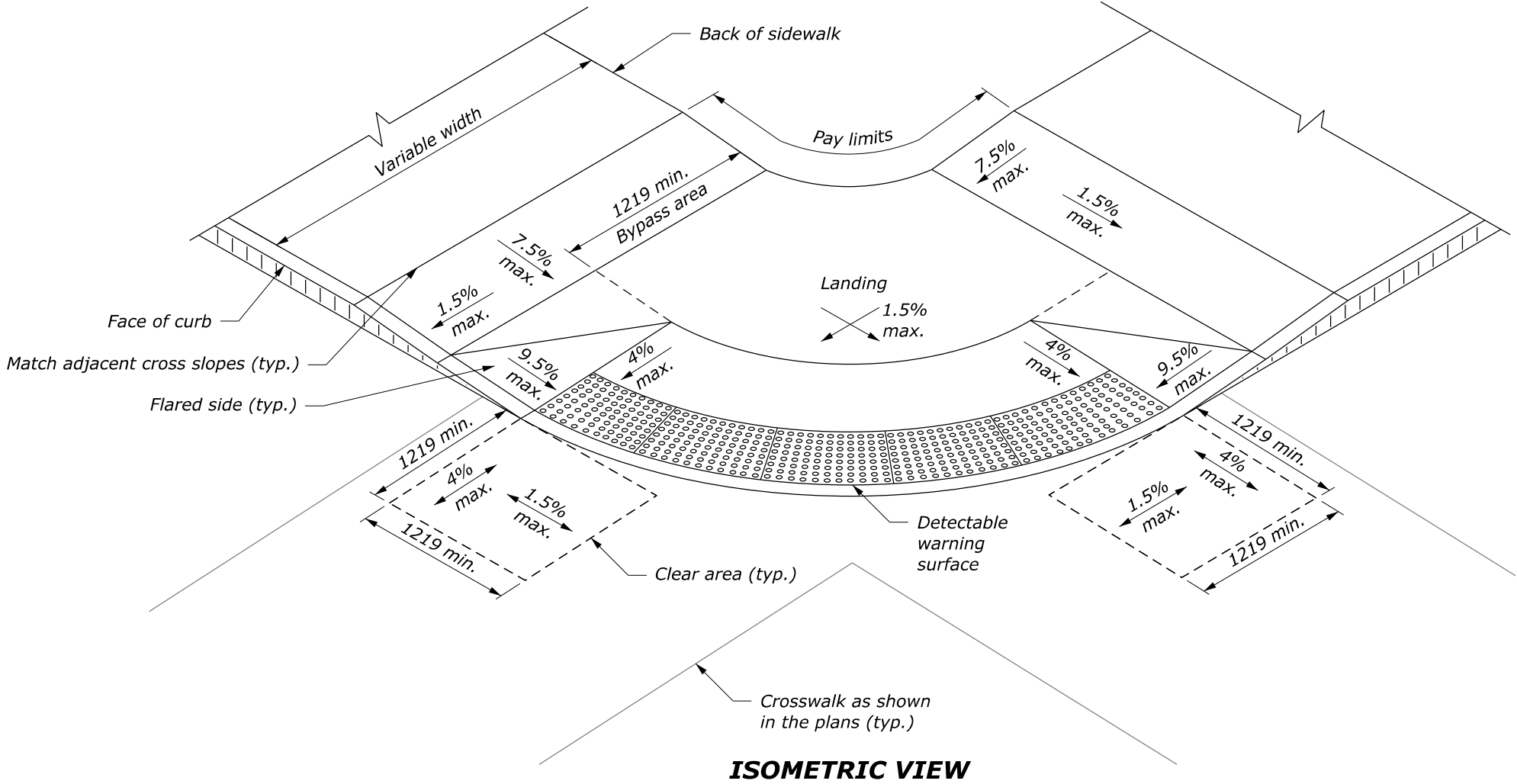
NOTE:

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. Omit the ramp on any corner side that does not lead to a marked or unmarked crosswalk, as shown in the plans or as directed.
7. 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.
8. Place ramp ensuring there is a clear area outside the vehicle travel lanes, including bike lanes, running parallel to the crosswalk.
9. See sidewalk pavement structure for pavement depths.
10. 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.
11. A bypass area is not required if curb ramp is flatter than 2.1%.

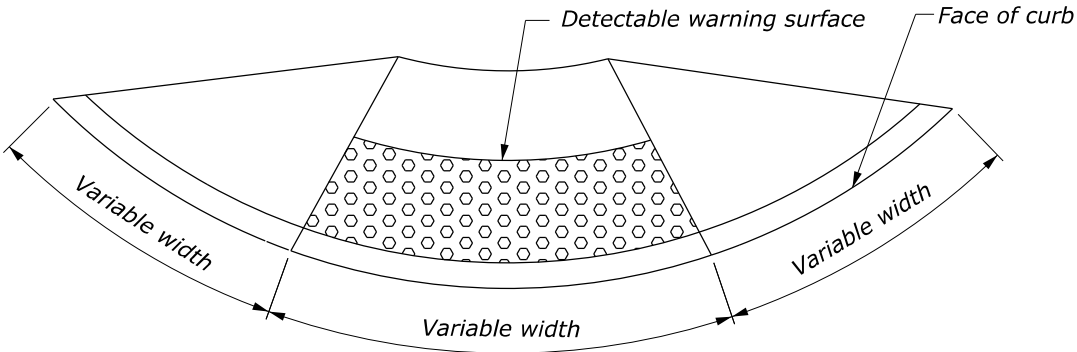
This drawing contains **Metric** units of measure.
Dimensions without units are millimeters.

U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	FLH STANDARD M610-6
	SPECIFICATION FP-24
	APPROVED FOR USE 5/2026

BLENDING TRANSITION
CURB RAMP



ISOMETRIC VIEW



PLAN VIEW

NO SCALE

NOTES TO THE DESIGNER

May 1, 2026

Standard 610-6 – Midblock Perpendicular Curb Ramp

General Information

1. Only use Standard 610-6 after all other curb ramp types have been evaluated and deemed impractical. Standard 610-6 should only be used in special cases.
-

Applicable SCRs.

Typical Pay Item Used

- 61004-1000 Accessibility ramp, concrete [SQYD]
 - 61004-2000 Accessibility ramp, exposed aggregate concrete [SQYD]
 - 61004-3000 Accessibility ramp, asphalt [SQYD]
 - 61004-4000 Accessibility ramp, stone [SQYD]
 - 61004-5000 Accessibility ramp, brick [SQYD]
-

Updates

April 2026

- New Standard drawing