

1. North Carolina General Statute 136-44.14 requires that all street curbs being constructed or reconstructed for maintenance procedures, traffic operations, repairs, correction of utilities or altered for any reason after September 1, 1973 shall provide curb ramps for the physically disabled at all intersections where both curb and gutter and sidewalks are provided and at other points of pedestrian flow.  
 In addition, section 228 of the 1973 Federal Aid Highway Safety Act requires provision of curb ramps on any curb construction after July 1, 1976 whether a sidewalk is proposed initially or is planned for a future date.  
 The Americans with Disability Act (ADA) of 1990 extends to individuals with disabilities. Comprehensive civil rights protections similar to those provided to persons on the basis of race, sex, national origin and religion under the Civil Rights Act of 1964. These curb ramps have been designed to comply with the current ADA standards (2010 ADA Standards for Accessible Design, dated September 15, 2010 & effective March 15, 2012).
2. Curb ramps are required when streets are altered for resurfacing (spanning one intersection to another and includes overlay of additional material to the road surface with or without milling), reconstructed, rehabilitated or widened. Maintenance activities on streets, such as crack filling sealing, pavement markings, surface sealing and pavement patching, are not alterations. However, if there is no block-to-block resurfacing but resurfacing is occurring at a crosswalk itself, partial resurfacing (curb-to-curb resurfacing of a crosswalk) requires the provision of curb ramps at that crosswalk.  
 Curb ramps are not required in the absence of a pedestrian walkway with a prepared surface nor are curb ramps required in the absence of curb, elevation or other barrier between the street and the walkway. [USDOJ July 8, 2013]
3. Curb ramps are required at all curb returns.
4. Detectable warning domes are required for curb ramps.
5. Single curb ramp at the center of the return are permitted under special circumstances.
6. Dimensions assume 90° centerline intersection of streets.
7. Construct the ramp surface to be stable, firm and slip resistant. Located and construct the curb ramp type as shown in these details.
8. Curb ramps shall be constructed perpendicular to the roadway travel lane.
9. Coordinate the curb ramp and pedestrian crosswalk markings so a 4'x4' clear space at the base of the curb ramp will fall within the pedestrian crosswalk lines.
10. Set back distance from inside corner of an intersection crosswalk marking to nearest edge of travel lane is 4 feet minimum.
11. Terminate parking a minimum of 20 feet back of a pedestrian crosswalk.
12. Construct a curb ramps a minimum of 4 feet wide. Width may exceed 4 feet.
13. Construct the running slope of the ramp at a maximum of 8.33% (1 : 12).
14. Allowable cross slope on sidewalks and ramps to be a maximum of 2%.
15. Construct the side flare slope to a maximum of 10% measured along the curb line.;
16. Construct the counter-slope of the gutter or street at the base of the curb ramp at a maximum of 5% and maintain a smooth transition.
17. Construct landings for sidewalk at a minimum of 4'x4' with a maximum slope of 2% in any direction. Construct landings for median islands a minimum of 5'x5' with a maximum slope of 2% in any direction.



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**CITY OF DURHAM, NC**  
 USE WITH THE STANDARD SPECIFICATIONS ONLY

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## CURB RAMP NOTES

SCALE: Not to Scale	DETAIL# 405.20
REVISION DATE: 06/2017	SHEET# 1 of 2