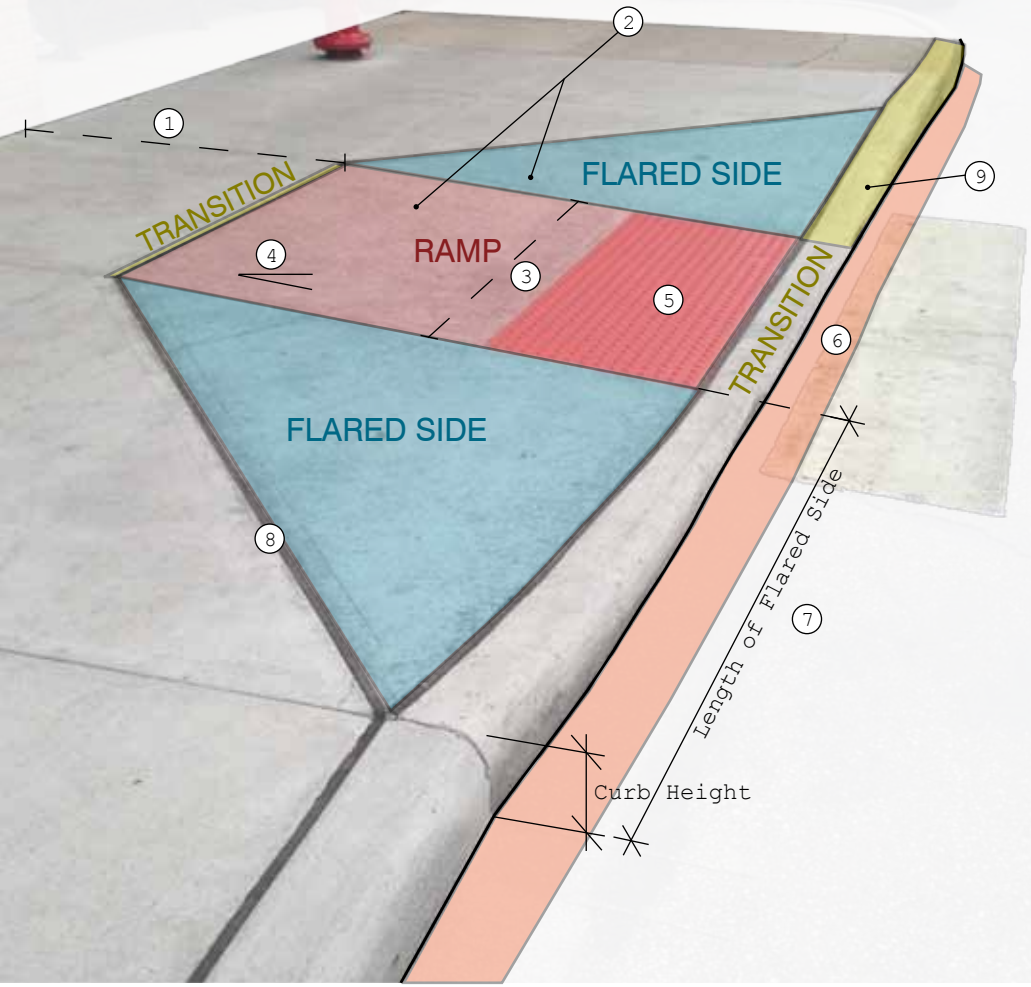
Anatomy of a Curb Ramp



Design Standards Relevant to Curb Ramp Safety

1. TOP LANDING WIDTH IS 36" MIN (NEW CONSTRUCTION), UNLESS INSTALLED AS AN ALTERATION AND SPACE IS NOT AVAILABLE
2. SURFACE OF CURB RAMP AND FLARES TO BE SLIP-RESISTANT
3. RAMP WIDTH IS 36" MIN
4. MAX SLOPE OF CURB RAMP IS 1:12 (8.33%)
5. DETECTABLE WARNING, WHEN USED, IS 24" DEEP X FULL WIDTH OF RAMP, FULLY ADHERED, WITH FLUSH OR BEVELED EDGES
6. SLOPE OF INTERSECTING PAVEMENT TO BE 1:20 MAX; AVOID PONDING WATER AT BOTTOM OF CURB RAMP
7. FOR STANDARD 6" CURB HEIGHT, LENGTH OF FLARED SIDE IS 60"; 72" IF NO TOP LANDING (FLARED SIDES NOT REQUIRED IF AREA ADJACENT TO CURB RAMP IS NOT A WALKING SURFACE)
8. SIDEWALK JOINTS TO BE FLUSH TO AVOID TRIPPING
9. FLARED SIDE CURB TO BE PAINTED IF REST OF CURB IS PAINTED

Common Issues in Curb Ramp Incidents

- Trips and falls on curb ramps frequently occur on the flared side or the flared side curb, as many are steeper than code allows.
- Many times, the flared side surfaces are irregular or convex rather than flat, making walking on them more difficult.
- Trips and falls occur where detectable warning mats become loose.
- Curb ramp slips and falls can occur on wet detectable warning strips, or at the bottom of the ramp where ponding water freezes and turns to ice.
- When portions of the curb ramp, such as the flared sides, are painted with traffic paint, slips occur in wet weather where no slip-resistant paint additive was used.

The premises safety team at Robson Forensic investigates matters involving the design, construction, operation, and maintenance of residential, institutional and commercial premises. All of our experts are highly qualified, but depending upon the unique facets of your case, one expert may be better suited to assist with your investigation. Please contact one of our experts directly to discuss the matter at hand and how we can assist.