GENERAL NOTES:

1. INDOT is recognized as a TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA), 1990 PUBLIC LAW 101-336. A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROVIDES DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PROVISIONS OF SECTION 504 OF THE REHABILITATION ACT OF 1973 AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS INDEPENDENT OF THE FUNDING SOURCE.

2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHTS-OF-WAY (PROW), JUNE 30, 2011, LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERTED PEDESTRIAN ACCESS ROUTES (PAR).

3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.

4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE AND SLIP-RESISTANT. PROVIDE SLIP-RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROMING TRANSVERSE TO THE SLOPE OF THE RAMPS OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE PLATES. DO NOT SLODE OR MAKE GROOVED IN SLOPED SURFACES. LIINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.

5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCH IN MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.

6. CURB RAMPS IN GRAVINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.3 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRAVING SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.

7. PROVIDE EXPANSION JOMTAL PLATE 0.6 INCHES THICK WHERE CURB RAMPS ADJUNCTION ANY ROADWAY, SIDEWALK OR STRUCTURE WITH THE TOP OF THE JOINT PLASTER WITH ADJACENT CONCRETE SURFACE.

8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.

9. INSTALL JOINTS WHERE CURB RAMPS, TURNING PLACES, PLATES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.

10. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMPS OR PLATES. GRADE NON-WALK AREAS AT 0 TO FLAT.

11. CONSTRUCTION TOPOLOGY OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLAEDS). VERTICAL LDS NOT PERMITTED AT THE BOTTOM OF CURB RAMPS WHERE THE RAMPS MEET STREET LEVEL.

SIDWALKS:

12. SIDEWALKS, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 060-01-VI.

13. SIDEWALK CROSS SECTION IS RECOMMENDED FOR CONSTRUCTION FOR CROSS SECTION OF 1%/5 TYPICAL, BUT SHALL NOT EXCEED 2.5% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR). SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5 FT. EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.

EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS A 4 FT. PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 20 FT MAXIMUM. PASSING SPACES SHALL BE 0.5 FT MINIMUM BY 2.5 FT MINIMUM.

14. ANY SIGN POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.5 FT.

15. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGEE ISLANDS SHALL BE 0.5 FT MINIMUM.

CURB RAMPS:

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMPS AND FLARE SLOPES WITH THE FLATTEST SLOPE POSSIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN HATE 10 OF THE CURB RAMPS STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMPS STANDARD DETAILS CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE RECONSTRUCTED.

18. RUNNING SLICE OF THE CURB RAMPS SHALL BE 8 IN MAX RECOMMENDED (10) BUT SHALL NOT REQUIRE THE RAMPS LENGTH TO EXCEED 15.5 FT TO AVOID CHANGING THE SLOPE INADEQUATELY. WHEN CONNECTING TO STEEP GRADES, WHEN APPLYING THE 10 FT MAX LENGTH, THE RUNNING SLICE OF THE CURB RAMPS SHALL BE 6 IN MAXIMUM. FOR GROOVE TYPE PER-upload DONT EXCEED 2.5 FT.

19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMPS (EXCLUDING ANY FLARED SIDES). BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5 FT 0 IN WIDENING AND 2 FT 0 IN (2 FT 0 IN CLEAR SPACE) BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL, VEHICLE TRAVEL LANE.

20. CURB RAMPS AND FLARE SIZE ARE VARIED AND BASED ON CURB HEIGHT AND THE SIDEWALK SLIPE.

21. MEASURE LOCATIONS AT THE BOTTOM OF THE CURB RAMPS AND ADJACENT ROADWAY TO THE CURB CURB RAMPS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 8 IN.

22. CONSTRUCT CURB RAMPS LONGER ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR PEDESTRIAN CROSSINGS BEYOND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.

23. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMPS. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMPS AND TURNING SPACES. SIDEWALK SLOPES THAT ARE AT GRADE BREAKS SHALL BE CONSTRUCTED TO BE FLUSH WITH ADJACENT SURFACES.

24. SLOPES ARE MEASURED IN RESPECT TO THE LEVEL PLANE. THERESOPE, THE LENGTH OF CURB RAMPS IS NOT SOLELY DEPENDENT ON THE HEIGHT OF THE CURB. (FOR EXAMPLE, 48 IN 0 CURB DOES NOT NECESSARILY MEAN A RAMPS LENGTH OF 6 FT 0 IN 38 IN.)

CROSSWALKS:

25. PROVIDE A SEPARATE CURB RAMPS FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMPS LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING:

26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACES ARE AT A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN CROSSING ROUTE LIES OVER A CROSSED STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR PAID PRESIDENT ACCESSIBLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS.

27. DETECTABLE WARNING SURFACES MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS IF ARE STOPPED ON THE LEVEL OR CONTROLLED BY A SIGNAL.

28. DETAILS OF DETECTABLE WARNING SURFACES ARE SHOWN IN CONTRACT PLANS AND SHEET 660-01-R12 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS:

26. FOR ALTERNATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN INJURIES. REFER TO THE MUTCD PUBLICATION JANUARY 2011.

28. PEDESTRIAN SIGNAL, PUSH BUTTONS SHALL COMPLY WITH THE CURRENT VERSION OF THE MANUAL ON UNPULLED TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 15" TO 18" AND SHALL BE WITHIN 15' TO 45' ABOVE THE SIDEWALK SURFACE.

30. PEDESTRIAN SIGNAL SHALL HAVE AN 18" MINIMUM CLEARANCE SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL COMPLY TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS. THE PEDESTRIAN ACCESS STANDARDS AND PROVISIONS 401 ON LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS LICENSED VARYING ENJOYING OR TECHNICALLY INEFFECTIVE BY THE DEFINITION SHALL BE REQUIRED TO MEET THE MINIMUM REQUIREMENTS. ANY ELEMENTS OR FEATURES IN THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MORE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SOCIEY OF THE ALTERATION.

32. TECHNICAL INEFFECTIVENESS, MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE UNLIKEABLE OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LEAVING BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME, OR BECAUSE THE EXISTING PHYSICAL OR SITE CONDITIONS PREVENT.

33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS EXIST, CLAMME FOR 1' X 1' X 4' CURB RAMPS FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMPS SHALL BE PERMITTED TO SERVE WITHIN PEDESTRIAN STREET CROSSINGS.
KEY NOTES:

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.0%). TURNING SPACE SHALL BE 4.5' FT BY 4.5' FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK. THE TURNING SPACE SHALL BE 4.0' FT BY 5.0' FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.0%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDDLE PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.

3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 9.5% MAX (RECOMMENDED 6%). BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INCREDIBLY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 18.0 FT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICAL.

4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

5. CURB SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 2.0% MAX.

6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 8%). MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.

B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 656-001-012 OF THE STANDARD DRAWS.

C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

D. CONCRETE INLAY CURB RUMPS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 656000 AND NO SEPARATE PAYMENT WILL BE MADE.
KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LATERAL SLOPE OF 0% (RECOMMENDED 1%). TURNING SPACE SHALL BE 4.5 FT BY 4.0 FT MIN (RECOMMENDED 4.5 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRUCTED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.5 FT MIN BY 5.0 FT MAX. THE 5.0 FT MAX SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

2. CROSS SLOPE SHALL BE 1% MAX (RECOMMENDED 1%) EXCEPT THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MID-OCC PEDSTRIAN STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.

3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 0.2% MAX (RECOMMENDED 0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 10.0 FT TO AVOID CHANGING THE SLOPE INADEQUATELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 18 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.

4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN, OR TURNING SPACE SHALL BE 0% MAX.

6. RAMPS ARE TO HAVE A SLOPE OF 10% MAX (RECOMMENDED 1%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE RAMPS ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT USE OR MAKE ANY CHANGES IN ALLOTTED SURFACE LINES SHOWN ON STANDARDS DETAILS AND FOR ILLUSTRATION ONLY.

B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 601-M-001 OF THE STANDARD DRAWINGS.

C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 40004 AND NO SEPARATE PAYMENT WILL BE MADE.
KEY NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 3% (RECOMMEND 1%). TURNING SPACE SHALL BE 4 FT BY 4.5 FT PERMITT ED. OTHER TURNING SPACES AND CLEAR SPACES WHERE THE TURNING SPACE IS CONSTRUCTED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 3.5 FT BY 4.5 FT. TURNING SPACE SHALL BE 4.2 FT MIN EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICAL

2. CROSS SLOPE SHALL BE 0.3% MAX (RECOMMEND 1%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING. THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.

3. RAMP LENGTH TO EXTEND 12 FT TO AVOID CHANGING THE SLOPE INADVERTENTLY WHEN CONNECTING TO STEEP GRADES. WHEN APPL YING THE 18 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICAL.

4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.

5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 0.3% MAX.

6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 10%). MEASURED PARALLEL TO THE BACK OF CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE LINES SHOWN IN STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.

B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 68-001-012 OF THE STANDARD DRAWINGS.

C. IN ALTERNATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSING.

D. CONCRETE HEADER CURB CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED ACCIDENTAL TO ITEM NUMBER 4604A AND NO SEPARATE PAYMENT WILL BE MADE.
KEYNOTES
1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND 1.5% (MIN) SLOPE OF 2% (RECOMMEND 1%). TURNING SPACE SHALL BE 4.5 FT BY 4.5 FT MINIMUM (RECOMMEND 8.5 FT BY 8.5 FT). AT THE TOP OF THE CURB RAMPS AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRUCTED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.5 FT MINIMUM BY 5.0 FT. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMPS.
2. CROSS SLOPE SHALL BE 2.5% (RECOMMEND 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MOBILIZE PEDESTRIAN STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMPS SHALL BE 8.0% MAX (RECOMMEND 7.5%) BUT SHALL NOT REQUIRE THE RAMPS LENGTH TO EXCEED 10.0 FT TO AVOID CHANGING THE SLOPE INCONSISTENTLY WHEN CONNECTING TO STEEP GRADES. WHEN APPLING THE 10 FT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMPS SHALL BE EXTENDED AS FLAT AS POSSIBLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMPS. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMPS RUNS AND TURNING SPACE SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMPS RUN OR TURNING SPACE SHALL BE 5.0% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% (RECOMMEND 8%) MEASURED PARALLEL TO THE BACK OF THE CURB UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, PENCING, OR RAILINGS.

NOTES:
A. 5/8" HIC OR MAKE GROOVES IN SLOPED SURFACE - LINE SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 606-001-R12 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMPS FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMPS SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMPS WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 80000 AND NO SEPARATE PAYMENT WILL BE MADE.
KEYED NOTES

1. Turning space shall have maximum cross slope and longitudinal slope of 2% (recommend 1%). Turning space shall be 4.0 ft by 4.0 ft minimum (recommend 6.0 ft by 6.0 ft) at the top of the curb ramp and shall be permitted to overlap other turning spaces and clear spaces where the turning space is constrained at the back of sidewalk. The turning space shall be 4.0 ft by 6.0 ft minimum. The 4.0 ft shall be provided in the direction of the ramp run.

2. Cross slope shall be 2.5% max (recommend 1%). Exception: the cross slope of curb ramps at pedestrian street crossings without yield or stop control, traffic signals designed for the green phase and at mid-block pedestrian street crossings. The cross slope is permitted to match street or highway grade.

3. Running slope of the curb ramp shall be 8.9% max (recommended 7%) but shall not require the ramp length to exceed 15 ft to avoid changing the slope abruptly when connecting to steep grades. When applying the 15 ft max length, the running slope of the curb ramp shall be extended as flat as maximum extent practicable.

4. Grade breaks at the top and bottom of curb ramps run shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of the ramp run and turning space. Surface slopes that meet at grade breaks shall be flush.

5. Counter slope of the gutter or street at the foot of a curb ramp, run or turning space shall be 9% max.

6. Planted sides are to have a slope of 10% max (recommend 5%) measured parallel to the back of the curb. Unless the planted sides are protected from cross traffic by landscape, street furniture, chains, fencing, oraulings.

NOTES:

A. Do not score or make grooves in sloped surface. Lines shown on standard details are for illustration only.

B. Details of the detectable warning surface are shown in the construction plans. The sheet RO-001-121 of the standard drawings.

C. In alterations where existing physical constraints prevent compliance to provide a curb ramp for each pedestrian crossing a single diagonal curb ramp shall be permitted to serve both pedestrian street crossings.

D. Concrete header curbs constructed as part of the curb ramp will be considered incidental to item number 83994 and no separate payment will be made.

M. J. SMITH 19350

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

DRIVEWAY APRONS

306-019-9 306-9 of 12

DRAWING SCALE IS NOT TO SCALE

APPROVED 15-01-2015

R. M. BARBER

NEW MEXICO DEPARTMENT OF TRANSPORTATION

STANDARD DRAWING
KEYED NOTES

1. Turning space shall have maximum cross slope and longitudinal slope of 3%. Turning space shall be 4.0 ft by 4.0 ft min (recommended 5.0 ft by 5.0 ft) at the top of the curb ramp and shall be permitted to overlap other turning spaces and clear spaces where the turning space is constrained at the back of sidewalk. The turning space shall be 4.0 ft min by 5.0 ft min. The 4.0 ft shall be provided in the direction of the ramp run.

2. Cross slope shall be 3% max (recommended 1.5%) exception: the cross slope of curb ramps at pedestrian street crossing without yield or stop control, traffic signals designed for the green phase, and at median curb pedestrian street crossing, the cross slope is permitted to match street or highway grade.

3. Running slope of the curb ramp shall be 3% max (recommended 7.5%) but shall not exceed 15.5% to avoid chasing the slope of PCC. When connecting to PCC, grades when applying the 15.0% max, the running slope of the curb ramp shall be extended as flat as maximum extent practicable.

4. Grade breaks at the top and bottom of curb ramps runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning space. Surface slopes that meet at grade breaks shall be flush.

5. Counter slope of the gutter or street at the foot of a curb ramp run or turning space shall be 3% max.

6. Flared sides are to have a slope of 10% max (recommended 5%) measured parallel to the back of the curb. Unless the flared sides are protected from cross travel by landscaping, street furniture, chain, fencing, or railings.

NOTES:

A. Do not score or make grooves in sloped surface. Lines shown on standard details are for illustration only.

B. Details of the detectable warning surface are shown in the construction plans and sheet 86-001-013 of the standard drawings.

C. In alterations where existing physical constraints prevent compliance to provide a curb ramp for each pedestrian crossing a single diagonal curb ramp shall be permitted to serve both pedestrian street crossings.

D. Concrete header curbs constructed as part of the curb ramp will be considered incidental to Item number 86-001 and no separate payment will be made.
STAIRWAY REQUIREMENTS

1. STAIRWAYS SHALL BE 4' 7" WIDE MINIMUM BETWEEN HANDRAILS.

2. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER heights and UNIFORM TREAD DEPTHS. RISERS SHALL BE 4 INCHES (100MM), MINIMUM, AND 7 INCHES (178MM), MAXIMUM. TREADS SHALL BE 11 INCHES (280MM), MINIMUM, AND 11 1/2 INCHES (290MM), MAXIMUM MEASURED FROM RISER TO RISER.

3. OPEN RISERS SHALL NOT BE PERMITTED.

4. STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.

5. THE RADIUS OF CURVATURE AT THE LANDING EDGE OF THE TREAD SHALL BE 9 INCHES (229MM). MAXIMUM WARNING THAT PROJECTS BEYOND THE RISER SHALL HAVE THE UNDERSIDE OF THE LANDING CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT A MAXIMUM OF 1 DEGREE MAXIMUM FROM THE VERTICAL. RISERS WITH A DEGREE OF SLOPE OF MORE THAN 1 DEGREE SHALL BE 1 INCH (25MM) MAXIMUM BEYOND THE TREAD BELOW.

6. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.

7. OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

HANDRAIL REQUIREMENTS

1. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.

2. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH START FLIGHT OR RAMP RUN. INSIDE HANDRAILS ON SWITCH BACK OR DOCKED STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN PLIGHTS OR RUNS.

3. TOP GRIP SURFACES OF HANDRAILS SHALL BE 34 INCHES (860MM) MINIMUM AND 36 INCHES (914MM) MAXIMUM HORIZONTALLY ABOVE STAR NOOKS AND RAMPS SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAR NOOKS AND RAMPS SURFACES.

4. CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (25MM) MINIMUM.

5. GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS, OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.

6. HANDRAIL BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
   A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
   B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUPY 2 INCHES (50MM) MINIMUM BEYOND THE BOTTOM OF THE HANDRAIL AND
e. EDGES HAVE 1 INCH (25MM) MINIMUM RADIUS.

7. HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM SHALL BE FREE OF ANY SNAG OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (25MM) MINIMUM RADIUS.

8. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.

9. HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS.

   A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF STAIRS AND RAMPS.

   B. IN ALTERNATE FULL EXTENSIONS OF HANDRAILS SHALL BE REQUIRED WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.

10. RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 1 INCHES (25MM) MINIMUM BEYOND OF RAMP RUNS SUCH EXTENSION SHALL RETURN TO WALL, OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.

11. AT THE TOP OF A START FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (300MM) MINIMUM MEASURING DIRECTLY ABOVE THE LATER RISER KOINS. SUCH EXTENSIONS SHALL RETURN TO WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT START FLIGHT.

12. AT THE BOTTOM OF THE START FLIGHT HANDRAILS SHALL EXTEND ALO OF THE START FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO 1 1/2 TIMES DEPTH BEYOND THE LAST RISER MOSS. EXTENSIONS SHALL RETURN TO A WALL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT START FLIGHT.
ACCESSIBLE ROUTES:

ACCESSIBLE ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, WORK SITES, AND ACCESSIBLE PARKING LOT ZONES IN PUBLIC ACCESSIBLE TO THE ACCESSIBLE PASSENGER VEHICLES TO THE PLACE WHERE DISABILITY OR AGE WOULD PREVENT A PERSON FROM LEAVING FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY.

ACCESSIBLE PARKING REQUIREMENTS:
1. EACH PARKING SPACE SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:

<table>
<thead>
<tr>
<th>TOTAL PARKING SPACES</th>
<th>TOTAL REQUIRED ACCESSIBLE PARKING SPACES</th>
<th>NUMBER REQUIRED TO BE VAN ACCESSIBLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-25</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>26-35</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>36-50</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>51-100</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>101-150</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>151-200</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>OVER 200</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

2. Vehicles shall be 96 inches (2440 mm) wide minumum and van parking spaces shall be 126 inches (3200 mm) wide and shall have an adjacent access aisle.

3. Accessible aisles serving parking spaces shall connect to the building or facility entrance by an accessible sidewalk.
4. Two parking spaces shall be permitted to share a common access aisle. The van access aisle shall be at right side passenger side of the parking space.
5. Accessible parking spaces shall be at least 96 inches (2440 mm) minumum clear width. If more than one parking space is served by an access aisle, the minimum clear width may follow the adjacent road profile gradient. Where vehicle clearance shall not reduce the minimum 48 inch clear width of an accessible route.

6. Accessible aisles shall extends full length of the parking spaces.
7. Parking spaces and access aisles shall have surface slopes not steeper than 1:12. Accessible aisles shall be at the same level as the parking spaces they serve.

8. Parking spaces for vans shall have a vertical clearance of 88 inches (2235 mm) minimum at the space and along the vehicular route thereof.

9. Each accessible parking space shall be served by a sign on a post, signs shall include the international symbol of accessibility, the clearance to the bottom of the sign shall be at least 48 inches (1219 mm) located at the head of the parking space. Van accessible parking spaces shall have in additional sign 24 x 24 inches mounted below the international symbol of accessibility identifying the space as "van accessible." Sign must include the language "vans only" subject to a fine or other civil penalty.

10. Parking space and access aisle shall have stop safety blue stringing. Stringing shall be 4 inches (102 mm) wide. Accessible aisle stringing shall be 35 inches (900 mm) on center access aisle shall have the words "no parking" in capital letters of which shall be at least one foot high and at least two inches wide placed at the rear of the parking space so as to be close to where an adjacent vehicle rear tires would be placed.

11. Each accessible parking space shall include a center post. A permanent item of the international symbol of accessibility to be clearly visible on the space is occupied.

ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

1. Passenger loading zones shall extend a 8 foot (2440 mm) wide access aisle adjacent and parallel to a vehicle pull-up space. Accessible passenger loading zones shall be at the same level as the vehicle pull-up space.

2. Access aisle shall be part of the access aisle to the building or facility entrance, and marked to discourage parking.

3. Vehicle pull-up spaces in passenger loading zones and access areas shall have surface slopes not steeper than 1:12. Accessible aisles shall be at the same level as the vehicle pull-up space they serve.

4. Vertical clearance of not less than 114 inches (2900 mm) minimum shall be provided at accessible passenger loading zones and along vehicle access routes to such areas from site entrances.

5. Each accessible passenger loading zone shall be identified by a sign on a post. Sign shall include the following statement "accessibility"

CURB RAMP REQUIRED, LOCATION SHALL BE DETERMINED BY TRANSIT STOP REQUIREMENTS

1. Transit stops should be located so that there is a level and stable surface for boarding vehicles.
2. Located transit stops at signalized intersections increase the usability for pedestrians with disabilities.
3. When curbs and bollards are installed at transit stops, they must not obstruct the clear space at boarding and alighting areas or reduce the accessibility of the pedestrian access routes.
4. Transit stops shall comply with provisions section 308 of transit stops and transit shelters.

RAMP REQUIREMENTS:

1. Ramp runs shall have a running slope greater than 1:12 and not steeper than 1:2. All exceptions shall be provided for curb ramp runs shall meet the following requirements including the table for curb ramp runs.
2. Ramp runs shall not be more than 1.5 inches (38 mm) thick.

3. The clear width of a ramp run shall be 48 inches (1219 mm) minimum measured between handrails.

4. The rise for any ramp run shall be 30 inches (762 mm) maximum.

5. Ramps shall have landings at the bottom and the top of each ramp. Landings shall comply with the following requirements:
   a. Landings shall have a slope not steeper than 1:12.
   b. Clear width of landing shall be at least 36 inches as wide as the widest ramp run leading to the landing.
   c. Landing length shall be 30 inches (762 mm) minimum clear.
   d. A landing shall have a 60 inch by 60 inch (1524 mm x 1524 mm) minimum landing.
   e. Where sidewalks are adjacent to a ramp landing, making clearances shall comply with 1991 Americans with Disabilities Act Standards for Accessible Design (ADA Standards).

6. Ramps with a rise greater than 6 inches (152 mm) shall have handrails. Handrails shall not reduce the required clearances of ramp runs or landings.

7. Edge protection shall be provided on each side of ramp runs and at each end of ramp landings.

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9. Edge protection shall be provided on each side of ramp runs and at each end of ramp landings.

10. Edge protection shall be provided on each side of ramp runs and at each end of ramp landings.

11. Outdoor ramps and approaches to ramps shall be designed so that water will not accumulate on walking surfaces.

RAMP REQUIREMENTS:

1. Ramp runs shall have a running slope greater than 1:12 and not steeper than 1:2. All exceptions shall be provided for curb ramp runs shall meet the following requirements including the table for curb ramp runs.
2. Ramp runs shall not be more than 1.5 inches (38 mm) thick.

3. Cross slope of ramp runs shall not be steeper than 1:12.

4. In cases of curvatures, slopes of ramp run shall be straight, flat, and non resistant.

5. The clear width of a ramp run shall be 48 inches (1219 mm) minimum measured between handrails.

6. The rise for any ramp run shall be 30 inches (762 mm) maximum.

7. Ramps shall have landings at the bottom and the top of each ramp. Landings shall comply with the following requirements:
   a. Landings shall have a slope not steeper than 1:12.
   b. Clear width of landing shall be at least 36 inches as wide as the widest ramp run leading to the landing.
   c. Landing length shall be 30 inches (762 mm) minimum clear.
   d. A landing shall have a 60 inch by 60 inch (1524 mm x 1524 mm) minimum landing.
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