GENERAL NOTES:
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PRO-WAY), JULY 31, 2011, LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PARS).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS. PEDESTRIAN ACCESS ROUTES (PARS) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSELY TO THE SLOPE OF THE RAMP AND/OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMPS INCLUDING SIDE PLATES. DO NOT SCORCE OR MAKE GROOVED IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.
4. CURB RAMPS SHALL BE AT LEAST 0.5 INCHES 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 (VERTICAL CURB RAMP). FRACTURED CURB SURFACES WILL NOT BE ALLOWED.
5. CURB RAMPS IN GRADES AND JOINTS SHALL NOT PASS PRODUCT OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRADES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
6. PROVIDE EXPANSION JOINT MATERIAL 0.6 INCHES THICK WHERE CURB RAMPS ADJOIN ANY SIDEWALK, PEDESTRIAN OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
7. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
8. INSTALL DOORS WHERE CURB RAMPS, TURNING SPACES, PLATES, AND SIDEWALKS ADJOIN. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
9. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMPS FLAT OR GIRDER. GRADE NON-WALK AREAS AT 3° OR FLATTER.
10. CONSTRUCTION TOP/BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LPS NOT PERMITTED AT THE BOTTOM OF CURB RAMPS WHERE THE RAMPS MEET STREET LEVEL.

SIDEWALKS
12. SIDEWALKS, AND CURB AND SUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 601-01-11.
13. SIDEWALK CROSS SLOPE IS RECOMMENDED FOR CONSTRUCTION FOR CROSS SLOPE OF 1% TYPICAL, BUT SHALL NOT EXCEED 2.5% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT. EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.

CURB RAMPS
17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMPS AND FLARE SLOPES WITH THE FLATTEST SLOPE REASABLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE NO. 17 CURB RAMPS STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN CURB RAMPS STANDARD DETAILS, OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE RECONSTRUCTED.
18. RUNNING SLOPE OF THE CURB RAMPS SHALL BE 5% MAXIMUM (RECOMMENDED 1%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.5 FT TO AVOID CHANGING THE SLOPE INAPPROPRIATELY WHEN CONNECTING TO STREETS GRADERS. WHEN APPLYING THE 15-FOOT MAX LENGTH, THE RUNNING SLOPE OF THE RAMP CURB RAMPS WILL EXIT AS SHORT AS POSSIBLE ACCORDING TO NIDCO STANDARDS.
19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMPS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT. 14-1/2 MAX-3.0 FT 1/2 MAX CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMPS AND SIDEWALK LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLICE.
21. THE RAMP GRADE AT THE BOTTOM OF THE CURB RAMPS AND ADJOINING ROADWAY SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE SUTTER ON ROAD OR ROAD AT THE BOTTOM OF A CURB RAMPS RUNS, TURNING SPACE OR BLENDING TRANSITION IS NOT TO EXCEED 1%. "CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT POOLING. FOR LEVEL SURFACES BEYOND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
22. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMPS RUNS. GRADE BREAKS SHALL NOT BE PERMITTED ON THE CURB RAMPS RUNS AND TURNING SPACES. SLOPES AT CURVE BREAKS SHALL BE FLAT.
23. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMPS IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 1% CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 0.6 FT IN A 1% SLOPE).

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 IN A CHAIN PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR MEDIAN. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVES.
27. DETECTABLE WARNING SURFACES MUST BE PROVIDED AT THE INTERSECTION BETWEEN THE PAR AND COMMERCIAL DRIVES THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS
28. FOR ALTERNATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MINIMUM PRACTICABLE INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN HAZARDS. REFER TO THE MUTCD PUBLICATION FOR DETAILS.
29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT DATA OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0' TO 10' AND SHALL BE WITHIN 0'- 7'- 6" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE AT LEAST 6' MINIMUM CLEARANCE TO PROVIDE ACCESS TO PUSH BUTTONS.

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES
31. ALL ADDITIONS OR ALTERATIONS TO EXISTING FACILITIES SHALL COMPLY WITH THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS. THE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE MODIFIED TO PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES IN THE EXISTING FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SOFE OF THE ALTERATION.
32. TECHNICAL ISPIBILITY MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE UNCHALLENGED OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LEAF-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME, OR BECAUSE THERE IS NO PHYSICAL SITE CONSTRAINTS PREVENT.
33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS JENTS CLIMBING 11' X 11' X 11' CURB RAMPS FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMPS SHALL BE PERMITTED TO BE SERVED BY PEDESTRIAN STREET CROSSINGS.