



NOTES:

1. THE CURB RAMP CENTERLINE (DENOTED WITH AN "X" AT THE CURBLINE) IS LOCATED BY STATION AND OFFSET WITH REFERENCE TO THE CONSTRUCTION BASELINE (PROPOSED BASELINE) ON THE INDIVIDUAL CURB RAMP DETAILS. STATION AND OFFSET IS ASSUMED PERPENDICULAR TO THE CONSTRUCTION BASELINE (PROPOSED BASELINE).
2. ALL PEDESTRIAN ACCESS TO SIDEWALKS AND STREETS, INCLUDING CROSSWALKS, CURB RAMPS, STREET FURNISHINGS, PEDESTRIAN SIGNALS, PARKING AND OTHER COMPONENTS OF PEDESTRIAN ACCESS IN THE RIGHTS-OF-WAY ARE TO BE IN ACCORDANCE WITH THE CURRENT PUBLIC RIGHTS-OF-WAY GUIDELINES PROPOSED BY THE ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD (ACCESS BOARD).
3. GRADE BREAKS AT THE TOP AND BOTTOM OF THE CURB RAMP SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN. AT LEAST ONE END OF THE BOTTOM GRADE BREAK SHALL BE AT THE BACK OF CURB. WHEN INSTALLING A CURB RAMP ON A CURB RADIUS, THE AREA BETWEEN THE GRADE BREAK AND THE BACK OF CURB SHALL MEET THE SLOPE REQUIREMENTS FOR LANDINGS AND PROVIDE ADEQUATE DRAINAGE TO PREVENT THE ACCUMULATION OF WATER OR DEBRIS ON OR AT THE BOTTOM OF THE RAMP. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMPS, BLENDED TRANSITIONS, LANDINGS, AND GUTTER AREAS WITHIN THE PEDESTRIAN ACCESS ROUTE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH. THE ROWS OF TRUNCATED DOMES IN THE DETECTABLE WARNING SURFACE SHALL BE ALIGNED PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP AND THE LANDING.
4. MAXIMUM ALLOWABLE CROSS SLOPE OF RAMPS AND LANDINGS SHALL BE 2% IN ALL DIRECTIONS.
5. MAXIMUM ALLOWABLE LONGITUDINAL SLOPE OF CURB RAMPS SHALL BE 12:1 OR 8.3%.
6. MAXIMUM ALLOWABLE LONGITUDINAL SLOPE OF LANDING SHALL BE 2%.

2. ALL PEDESTRIAN ACCESS TO SIDEWALKS AND STREETS, INCLUDING CROSSWALKS, CURB RAMPS, STREET FURNISHINGS, PEDESTRIAN SIGNALS, PARKING AND OTHER COMPONENTS OF PEDESTRIAN ACCESS IN THE RIGHTS-OF-WAY ARE TO BE IN ACCORDANCE WITH THE CURRENT PUBLIC RIGHTS-OF WAY GUIDELINES PROPOSED BY THE ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD (ACCESS BOARD).

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