ACKNOWLEDGED

1. THESE SPECIFICATIONS ARE IN ACCORDANCE WITH THE GUIDELINES FOR PEDESTRIAN ACCESSIBILITY.

2. THE DESIGN SPECIFICATIONS ARE IN ACCORDANCE WITH THE RULES AND REGULATIONS FOR PEDESTRIAN FACILITIES.

3. THE DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES THE STREETS, ROADS, OR HIGHWAYS.

4. THE REQUIREMENTS FOR PEDESTRIAN ACCESS ROUTES MUST BE MET.

5. THE REQUIREMENTS FOR PEDESTRIAN CROSSINGS MUST BE SUBMITTED FOR APPROVAL.

6. THE REQUIREMENTS FOR PEDESTRIAN CROSSINGS MUST BE DOCUMENTED.

7. THE REQUIREMENTS FOR PEDESTRIAN CROSSINGS MUST BE PRESENTED FOR REVIEW.

8. THE REQUIREMENTS FOR PEDESTRIAN CROSSINGS MUST BE MEETING THE NEEDS OF PEDESTRIANS WITH DISABILITIES.

9. THE REQUIREMENTS FOR PEDESTRIAN CROSSINGS MUST BE DOCUMENTED.

10. THE REQUIREMENTS FOR PEDESTRIAN CROSSINGS MUST BE MET.

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52. THE REQUIREMENTS FOR PEDESTRIAN CROSSINGS MUST BE MET.
NOTE:
1. All notes referenced on this sheet can be found on Sheet 608-01, Sheet 1 of 12.
2. A combination of ramp side configurations can be used.

---

**Detectable Warning Surface (DWS) Truncated Dome Details**

**Detectable Warning Surface Placement Options**

1. **Option 1**
   - Grade break at the back of curb.
   - 24\(\text{"} \times 24\text{"} \text{in} \) in direction of travel (see Note 20).

2. **Option 2**
   - Grade break at the bottom of ramp.
   - 24\(\text{"} \times 24\text{"} \text{in} \) in direction of travel (see Note 20).

3. **Option 3**
   - Grade break at the bottom of curb.
   - 24\(\text{"} \times 24\text{"} \text{in} \) in direction of travel (see Note 20).

4. **Option 4**
   - Grade break at the bottom of ramp.
   - 24\(\text{"} \times 24\text{"} \text{in} \) in direction of travel (see Note 20).

---

**Plan**

- Ramp slope.
- Grade break at the back of curb (less than 5\(\text{"}\)).
- Grade break at the bottom of ramp (greater than 5\(\text{"}\)).

---

**Section E-E**

- Flare slope.
- Grade break at the bottom of ramp (see Note 33).

---

**Vertical Surface Discontinuities**

(See Note 5 on Sheet 1 of 12).

---

**Warning Surface (Typ.)**

- Cut to fit detectable rectangular units.
- Special edge radial units detectable warning surface (Typ).

---

**Highlights of Components**

- Flare slope.
- Drop curb.
- Warning surface (Typ).
- Section E-E details.
- Vertical surface discontinuities.

---

**Notes:**

- SEE NOTE 5 ON SHEET 1 OF 12.
- SEE NOTES 34 AND 35.
- WARNING SURFACE (TYP.) CUT TO FIT DETECTABLE RECTANGULAR UNITS.
- DROP CURB.
- WARNING SURFACE (TYP.) CUT EDGE JOINTS (TYP.).
RAMP SIDE CONFIGURATIONS

NOTES:
1. All notes referenced on this sheet can be found on standard sheet 608-01, sheet 1 of 12.
2. A combination of ramp side configurations can be used.

RAMP SIDE OPTION A: FLARED CONCRETE

RAMP SIDE OPTION B: GRADED EARTH

RAMP SIDE OPTION C: RETURN CURB

RAMP SIDE OPTION D: UNCURBED INTERSECTION

RAMP BACK OPTION A: GRADED EARTH AND TURF

RAMP BACK OPTION B: BACK CURB

RAMP BACK OPTION C: BACK CURB

PARALLEL RAMP BACK TREATMENTS

1. All notes referenced on this sheet can be found on standard sheet 608-01, sheet 1 of 12.
2. A combination of ramp side configurations can be used.
CURB RAMP CONFIGURATION: TYPE 1

CURB RAMP CONFIGURATION: TYPE 2

CURB RAMP CONFIGURATION: TYPE 3

CURB RAMP CONFIGURATION: TYPE 4

CURB RAMP CONFIGURATION: TYPE 5

NOTE:

ALL NOTES REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-01, SHEET 1 OF 12.
CURB RAMP CONFIGURATION: TYPE 9 MID BLOCK CROSSING OR T INTERSECTION

CURB RAMP CONFIGURATION: TYPE 10 MID BLOCK CROSSING OR T INTERSECTION

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
SEE NOTES 26-29
(INCLUDES DWS AREA)

CLEAR SPACE
SEE NOTES 26, 27 & 28

TURNING SPACE
SEE NOTES 26, 27 & 28

SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
SEE NOTES 26-29
(INCLUDES DWS AREA)

CLEAR SPACE
SEE NOTES 26, 27 & 28

TURNING SPACE
SEE NOTES 26, 27 & 28

SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
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SEE NOTES 23-29

SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
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SEE NOTES 23-29

SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
SEE NOTES 26-29
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SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
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PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
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PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
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SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.

CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

NOTE:
1.5% MAX.

CLEAR SPACE & TURNING SPACE
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BUFFERS ZONE

4' - 0"
MAX. SLOPE

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CURB RAMP CONFIGURATION: TYPE 11 MID BLOCK CROSSING OR T INTERSECTION

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SEE DETECTABLE MARKS
PLACEMENT DETAILS ON SHEET 2 OF 12
SEE NOTES 23-29

BUFFERS ZONE

4' - 0"
MAX. SLOPE

7.5 % MAX.
NOTES

1. A guard is a rail or barrier placed to discourage or prevent movement in a certain direction, typically where there is a drop-off, adjacent to a pedestrian pathway. See note 9.

2. Guardrails are required on both sides of ramps where they are located more than 30" (measured horizontally) to the edge of the open side. Guards must comply with the NYS Building Code. They are only required on ramps along pedestrian circulation paths. They are only required on ramps along pedestrian access routes.


4. A ramp surface must extend a minimum of 12" beyond the inside face of the handrail. See note 10.

5. Ramps must extend a minimum of 12" beyond the top of the ramp. See note 10.


7. Edge protection shall be provided on both sides of a ramp and at each end of a ramp landing. Edge protection may consist of:
   a. A wall or curb with a minimum height of 48".

8. A handrail is a rail provided for grasping with the hand for support. A handrail is a rail placed to discourage or prevent movement in a certain direction. See note 9. A handrail is a rail placed to discourage or prevent movement in a certain direction. See note 9.

9. A handrail is a rail provided for grasping with the hand for support. A handrail is a rail placed to discourage or prevent movement in a certain direction. See note 9. A handrail is a rail placed to discourage or prevent movement in a certain direction. See note 9.


TABLE 1 - CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT AND ACCEPTANCE OF PEDESTRIAN FACILITIES

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>LIMITS REQUIRED TO RETAIN EXISTING CURB RAMP (SEE NOTE 1)</th>
<th>INSPECTION METHODS</th>
<th>NOTE NO.</th>
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<td>INSPECTION METHODS (NOTE NO.)</td>
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<td>LANDING SLOPE, IN ANY DIRECTION</td>
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<td>SLIP OF PLANTED SLOPE, IN HEIGHT OF PEDESTRIAN CIRCULATION PATH</td>
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<td>SLOPE OF PLANTED SLOPE, OUTSIDE PEDESTRIAN CIRCULATION PATH</td>
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<tr>
<td>SPACE RUNNING SLOPES FOR CURB HUMP</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>SLIDING SLOPES SLIDED TO GRASS</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CROSS SLOPE AT CROSSING WITH FALLS OR STEP CONTROL</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CROSS SLOPE AT CROSSING WINDING HILLS OR STEP CONTROL, INCLUDING ANY RAMPS OR TREADS NOT FLUSHING HILL</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>LENGTH OF CURB SLOPE, OR ANY ALLOWABLE SLOPE, WHICH IS NOT CONCERNED</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TURNING SPACE WITH NO CONSTRAINTS</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TURNING SPACE WITH CONSTRAINTS AT END OF STREET</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TURNING SPACE, WITH CONSTRAINTS ON SIDE</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>HANDRAIL EXTENSION AT BOTTOM OF HANDRAIL</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>DISTANCE BETWEEN BOTTOM OF GUARD</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CLEAR Width OF WIDEST RAMP</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CLEAR Width OF WIDEST RAMP</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>HEIGHT OF HANDRAIL (FROM WALKING SURFACE TO TOP OF GUARD)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>DISTANCE BETWEEN BOTTOM OF GUARD</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TURNING SPACE IN THE MIDBLOCK</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>HEIGHT OF HANDRAIL (FROM WALKING SURFACE TO TOP OF GUARD)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>DISTANCE BETWEEN BOTTOM OF GUARD</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>CLEAR Width OF PEDESTRIAN ACCESS ROUTE</td>
<td>-</td>
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<tr>
<td>CLEAR Width OF PEDESTRIAN ACCESS ROUTE</td>
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<tr>
<td>HANDRAIL EXTENSION AT BOTTOM OF HANDRAIL</td>
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<tr>
<td>DISTANCE BETWEEN BOTTOM OF GUARD</td>
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<tr>
<td>CLEAR Width OF PEDESTRIAN ACCESS ROUTE</td>
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<td>CLEAR Width OF PEDESTRIAN ACCESS ROUTE</td>
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<tr>
<td>HANDRAIL EXTENSION AT BOTTOM OF HANDRAIL</td>
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<tr>
<td>DISTANCE BETWEEN BOTTOM OF GUARD</td>
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</tr>
<tr>
<td>CLEAR Width OF PEDESTRIAN ACCESS ROUTE</td>
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</table>

1. NOTES REFERENCED ON THIS SHEET ARE FOUND ON SHEET 11 OF 12.
2. MORE CRITICAL ELEMENTS FOR PEDESTRIAN FACILITIES CAN BE FOUND ON THE "CRITICAL ELEMENTS" FOR THE DESIGN, LAYOUT AND ACCEPTANCE OF PEDESTRIAN FACILITIES REFERENCED IN HIGHWAY DESIGN MANUAL\- Chapter 18.
3. DOES NOT APPLY TO HIGHWAY SEGMENTS, HIGHWAY RAMPS, OR HIGHWAY BRIDGES WITH BRIDGE OR HIGHWAY BARRIERS.
4. PEDESTRIAN ACCESS ROUTE PLANS IS DEFINED ON SHEET 1 OF 12.

TABLE 2 - SELECT CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT AND ACCEPTANCE OF PEDESTRIAN FACILITIES, NEW OR REPLACEMENT FACILITIES (2011 PROWAG STANDARDS)