Intro

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Your Destination...Our Priority
MnDOT ADA Training

STANDARD PLANS & PAY ITEMS
Module Overview

- PROWAG and Curb Ramp Basics
- Standard Plan Sheets
- Curb Ramp Types
- ADA Pay Items
• PROWAG requirements are based on slopes, so curb ramps cannot simply meet a certain length to be compliant.

• A 6 inch high curb does not necessarily mean that a ramp should be 6 foot long; it depends on whether the area behind the ramp slopes up, down or is flat from the top of curb.
Curb Ramp/PROWAG Basics

- Minimum 4 foot wide Pedestrian Access Route (PAR) with a maximum cross slope of 2% is required.
- The PAR must be continuous and unobstructed.
- The PAR shall connect accessible elements, spaces and facilities.
Curb Ramp/PROWAG Basics

- If longitudinal slope exceeds 5 percent, or there is a change in direction, landings must be provided on any pedestrian facility.
- Maximum ramp slope is 8.3 percent.
- Maximum length of initial ramp is 15 feet.
- Slopes and dimensions are **absolute**. PROWAG allows no tolerances for exceeding these maximums.
Pedestrian Curb Ramp - Discontinued

- 4 ft. by 4 ft. minimum landing with maximum 2% cross slope in all directions REQUIRED
- Ramp lengths depend on grades, not dimensions
- Served as the foundation for the Curb Ramp Standard Plans
Standard Plans

Landing shall be located anywhere the pedestrian access route changes,
including the mid point of the last grade of a cross slope or at 40 ft.
whereever the cross slope is greater than 0.06.

Initial curb ramp landings shall be constructed within 10' from the back
of curb ramp if from the back of curb ramp shall be maintained distance
secondary curb ramp landings are required for every 100' of vertical rise.
where the longitudinal slope is greater than 0.06.

Contractor shall be constructed along all grade breaks.

All grade breaks within the par shall be perpendicular to the path of travel.

To ensure safety and landings are properly constructed, landings may be
be cast separately. Follow standard requirements details on Sheet 5.

Top of curb shall match proposed adjacent walk grade.

Minimum width of detectable warning is required for all ramps. Detectable
warnings shall be continuous within a window of 1/4" in the path of travel.

Dark 100% of width. 50% shall be dark at each end.

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Dark 100% of width. 50% shall be dark at each end.

Diagonal ramps shall be used only after all other curb ramp types have been
evaluated and deemed impractical.

1st Iteration Approved May, 2012.
New in 2013: Ramp slope ranges

Indicates pedestrian ramp - slope shall be between 5.0% minimum and 8.3% maximum in the direction shown and cross slope shall not exceed 2.0%.

Indicates pedestrian ramp - slope shall be greater than 2.0% and less than 5.0% in the direction shown and cross slope shall not exceed 2.0%.
Standard Plans
Standard Plans

- When constructing directional ramps, the “triangular” concrete piece shall be poured integral with the curb and gutter (Directional Curb).
Standard Plans

PEDESTRIAN ACCESS ROUTE
CURB & GUTTER DETAIL

NOTE:
- The flow line drainage shall be maintained through the pedestrian access route pipe at a 2% maximum.
- Any vertical up that occurs at the flow line shall not be greater than 1/4".

1. For use at curb cuts where the pedestrian’s path of travel is assumed non-perpendicular to the gutter flow line, ramp types include flat, depressed corner, and combined designs.
2. For use at curb cuts where the pedestrian’s path of travel is assumed perpendicular to the gutter flow line, ramp types include perpendicular, tilted perpendicular, parallel, and diagonal ramps.
3. There shall be no vertical discontinuities greater than 1/4".
4. Gravel and gravel base materials used on the base to create slope not to exceed 1" in 6' at center of existing concrete pavement.
5. Elevation change takes place from the existing to new front of gutter.
6. Pavement details shall and shall not be used.
7. The design of the road shall not cross over the new gutters.
8. Reinforcement shall be used to prevent damage.
9. The use of a 2% 1/4" 12 long reinforcement bars is required.

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETWITS

CURB AND GUTTER REINFORCEMENT FOR USE ON CURB RAMP RETWITS
Curb and Gutter Details

- Always maintain flow line and use modified Pedestrian Access Route curb and gutter sections.

- Perpendicular and parallel ramps can have a maximum 5% gutter slope because the pedestrian’s path of travel is perpendicular to the gutter flow line.
Curb and Gutter Details

- Curb ramp types where the pedestrian’s travel is not perpendicular to the gutter flow line (i.e. directional, depressed corners and fan ramps) shall have a flattened gutter slope of 2% to 3%.
Standard Plans

Detectable Edge with Curb and Gutter

Detectable Edge Without Curb and Gutter

Approach Nose Detail

Notes:
1. Standard plate 123A and this sheet for additional details on detectable warnings.
2. Whether a surface is walkable or not shall be determined by the engineer.
3. Concrete, flare lengths adjacent to non-walkable surfaces should be less than 5 in long measured along the ramp from the back of curb.
4. D - Curb Height.
5. F - Flare Height.
6. Identify object or obstruction.
7. Use treatments are applicable to all ramp types and should be implemented unless all ramp use restrictions objects, the engineer shall determine the ramp use restrictions based on maintenance of both roadway and sidewalk adjacent property considerations and operations.
8. ConstructionRemarks:
   a. When no concrete, flares must be provided the concrete ramp shall be formed and constructed perpendicular to the side of roadway at the point of travel.
   b. If curb and gutter is placed in rural sections, detectable windshield shall be placed from the edge of roadway to provide visual contact.
   c. All construction lines must be a continuous detectable edge for the visually impaired. No detectable edge reduces detectable warnings. Whether these 123A plus curb, curb flare and concrete S detectable edge when the area starts with "S" of the edge of the detectable warnings and properly exit to a 3-1/2-in width curb height, any curb not part of a curb "S" for and less than 3 inches is not considered a detectable edge. Therefore is not compliant with accessibility standards.

Pedestrian Curb Ramp Details

State Proj. No.
(10) 7 Sheet No. of Sheets
Side Treatments

- When adjacent to pavement, flares shall be constructed at 8-10% max slope.
- When adjacent to turf, 1:6 graded flare is generally preferred.
Side Treatments

- When adjacent to turf, a 2’-3’ concrete flare may be used.
Side Treatments

- Approach nose detail for downstream side of traffic.
Detectable Edge at quadrant

- All constructed curbs must have continuous detectable edge for the visually impaired.
Detectable edge at quadrant

- Curb transitions are considered a detectable edge when the taper starts within 3” of the edge of truncated domes.
Standard Plan Sheets
Vertical Face Curb

- V-curb adjacent to building
• V-curb adjacent to landscape and outside sidewalk limits (preferred)
V-Curb

- V-curb adjacent to landscape and inside sidewalk limits
Curb Ramp Types

- Perpendicular ramp
- Parallel ramp
- One-way directional ramp
- Combined directional ramp
- Depressed corner
- Tiered perpendicular ramp
- Fan ramp
- Diagonal ramp (not recommended)
Ramp is perpendicular to the curb line.
Grade break occurs at the top of the ramp and the flow line.
Parallel

- Ramp is parallel to the curb line.
- Landing occurs at the bottom of the ramp.
One Way Directional

LESS THAN 5% RAMP SLOPE, LANDING NOT REQUIRED
Combined Directional
Depressed Corner

Landing
Tiered Perpendicular

- Used where the initial curb ramp cannot make up the elevation difference, so a secondary ramp is needed
Fan

Landing
New in 2013: Reinforcement Details

Curb and Gutter Reinforcement
For use on curb ramp retrofits

Sidewalk Reinforcement
Diagonal Ramp

• Should only be used after all other curb ramp types have been evaluated and deemed impractical
Diagonal Ramp – Least Preferred
### Traditional Vs. ADA Pay Items

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- ADA pay items allow less time tracking quantities in the field and more time ensuring a quality product.
Mill and Patch Bit. Pavement

PEDESTRIAN ACCESS ROUTE
CURB & GUTTER DETAIL

CURB AND GUTTER
REINFORCEMENT
FOR USE ON CURB RAMP RETROITS

NOTES:
1. THE FLOW LINE CONSTRUCTION SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE PAIR AT A 1:20 MAXIMUM.
2. NO PIERCING SHALL BE PERMITTED IN THE PAIR.
3. ANY VERTICAL GAP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/8" TOTAL.
4. FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PARALLEL TO THE CURB LINES (Parallel, Perpendicular, Diagonal, Ramps), THESE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/8".
5. SEPARATION OF THE GEOMETRICALLY/angular correlations AND THREE-STEP CURB PATTERNS IS RECOMMENDED.
6. ELEVATION CHANGE TOLERANCE FROM THE EXISTING TO NEW FRONT OF GUTTER
7. FOR USE ON CurB RAMP RETROITS.
8. VARIOUS WIDTHS FOR DIRECTIONAL CURB APPLICATIONS.
9. TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FROM TWO-
10. ELEVATION CHANGE TOLERANCES FROM THE EXISTING TO NEW FRONT OF GUTTER.

PAVEMENT TREATMENT OPTIONS
IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETROITS
This work shall consist of milling and patching the existing bituminous surface adjacent to the newly constructed curb and gutter in accordance with the provisions of MnDOT 2232, 2360, other Contract provisions, and the following:

S-1.1 Construction Requirements
The bituminous surface shall be milled to a depth of 2 inches for a width of 2 feet in front of the curb and gutter as shown in the Plans and in conformance with requirements of MnDOT 2232, Mill Pavement Surface. The Contractor shall place bituminous material over the milled surface.
The compacted surface shall be at a level resulting in the edges/joints between the surface and the gutter face/existing bituminous roadway are less than ¼ inch vertically.
Mill and Patch

- (2232) Mill and patch bit. pavement – Lin Ft
PEDESTRIAN ACCESS ROUTE
CURB & GUTTER DETAIL

PEDESTRIAN CURB RAMP DETAILS

NOTES:
1. THE FLOOR LINE OR DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE PAVEMENT AT 4.5 DEGREES.
2. NO POINING SHALL BE PERMITTED IN THE PAVEMENT.
3. ANY VERTICAL GAP THAT OCCURS AT THE FLOOR LINE SHALL NOT BE GREATER THAN 1/4".
4. FOR USE AT CURB CUTS WHERE THE PEDESTRIANS PATH OF TRAVEL IS ALIGNED PERPENDICULAR TO THE GUTTER, THE GUTTER TYPES INCLUDE: PARALLEL, PERPENDICULAR, PERPENDICULAR TO THE GUTTER, AND CURB & GUTTER.
5. THE GUTTER SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
6. DRY AND OPEN GUTTER AND DRAINAGE LAY LINES AT 3" INTERVALS TO DETECT INTO EXISTING CONCRETE PAVEMENT.
7. ELEVATION CHANGES TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER, GUTTER IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING HORIZONTAL.
8. VARIES WITH FOR DIRECTIONAL CURB APPLICATIONS.
9. TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FROM PROPOSED ADJACENT PAVEMENT ELEVATION, PROPER GUTTER SHALL NOT BE OVERLAPPED.
10. PAVEMENT SPECIFICATIONS SHALL NOT BE MODIFIED.

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH ) SHEET NO. OF SHEETS

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S-1 (2104) REMOVE AND REPLACE BITUMINOUS PAVEMENT (ADA)
This work shall consist of full depth sawing, removing, and replacing the bituminous surface adjacent to the newly constructed curb and gutter in accordance with MnDOT 2104, 2360, other Contract provisions, and the following:

S-1.1 Construction Requirements
The Contractor shall provide a full depth bituminous sawcut at a line that is offset 2 feet from the proposed gutter face as shown in the Plans.
• (2104) Remove & Replace Bit. Pavement – Lin Ft
  - Compacted bit surface to be finished flush with gutter face (¼” tolerance)
Concrete Curb & Gutter

PEDESTRIAN ACCESS ROUTE
CURB & GUTTER DETAIL

PVEMENT TREATMENT OPTIONS
IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETROITS

CURB AND GUTTER
REINFORCEMENT
 FOR USE ON CURB RAMP RETROITS

NOTES:
- THE FLLOW LION DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN
- NO FLOW LION DRAINAGE SHALL BE MAINTAINED IN THE PAR.
- ANY VERTICAL GAP THAT OCCURS AT THE FLOW LION SHALL NOT BE GREATER THAN

1/8"

- 1) FOR USE AT CURB OUTS WHERE THE PEDESTRIANS PATH OF TRAVEL IS ALONG THE CURB LION AND THE CURB LION IS PARALLEL TO THE PATH OF TRAVEL, IT IS ASSUMED THAT THE PEDESTRIAN WILL NOT HIT THE CURB LION.
- 2) FOR USE AT CURB OUTS WHERE THE PEDESTRIANS PATH OF TRAVEL IS ALONG THE CURB LION AND THE CURB LION IS PERPENDICULAR TO THE PATH OF TRAVEL, IT IS ASSUMED THAT THE PEDESTRIAN WILL NOT HIT THE CURB LION.
- 3) FOR USE AT CURB OUTS WHERE THE PEDESTRIANS PATH OF TRAVEL IS ALONG THE CURB LION AND THE CURB LION IS PERPENDICULAR TO THE PATH OF TRAVEL, IT IS ASSUMED THAT THE PEDESTRIAN WILL NOT HIT THE CURB LION.
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S-1  **(2531) CONCRETE CURB & GUTTER (ADA)**

This work shall consist of constructing Concrete Curb and Gutter and the necessary Aggregate Base in accordance with the provisions of MnDOT 2531, other Contract provisions, and the following:

**S-1.1 Construction Requirements**

**Concrete Curb and Gutter** – The curb and gutter shall be constructed to meet the details in the Plan. The transition from the existing curb and gutter section to the new curb and gutter section shall occur within 5 feet of the point where the curb and gutter construction begins.

The Contractor must form, at a minimum, the top 1½ inches of the gutter face. The Contractor shall not use the existing roadway edge as a form for the top 1½ inches of the gutter face unless approved by the Engineer.
If the gutter flow line in front of the proposed curb ramps exceeds 2.0 percent slope, the flow line should be adjusted to allow a flatter slope in front of the curb ramps, but still provide positive drainage. The Contractor must consult with the Engineer before modifying any flow line that will result in the slope of the adjacent bituminous patching exceeding 5 percent.
• (2531) Concrete Curb and Gutter – Lin Ft
  - This work shall consist of constructing concrete curb and gutter and the necessary aggregate base.
  - No specific curb height pay items are specified in the plan. Simply match existing curb height at removal limit and transition into PAR curb and gutter at the pedestrian ramps.
Concrete Walk
S-1  **(2521) CONCRETE WALK (ADA)**

This work shall consist of constructing Concrete Walk, including necessary Subgrade Preparation, Aggregate Base, and Grading as indicated in the Plan, in accordance with the provisions of MnDOT 2112, 2211, 2521, other Contract provisions, and the following:
S-1.1 **Construction Requirements**

(A) **Concrete Walk** – The walk shall be constructed as detailed in the Plan and conform to the requirements of MnDOT 2521, Walks.

To avoid corner breaks, all walk edges shall be formed and constructed perpendicular to the back of curb and gutter sections and concrete structures for a one foot minimum distance.

**Grading** – If not otherwise detailed in the Plan, all fill sections shall be graded flush with the top of walk for a minimum 18” from the edge of walk and then down at a maximum 1:3 slope to existing terrain. The Contractor shall blend in the toe of fill slope and adjacent areas so as not to adversely affect drainage.
CONSTRUCTION REQUIREMENTS

(A) Concrete Walk – The walk shall be constructed as detailed in the Plan and conform to the requirements of MnDOT 2521, Walks.

To avoid corner breaks, all walk edges shall be formed and constructed perpendicular to the back of curb and gutter sections and concrete structures for a one foot minimum distance.

All existing signs shall be salvaged and reinstalled as directed by the Engineer or as indicated in the Plan.

(B) Grading – If not otherwise detailed in the Plan, all fill sections shall be graded flush with the top of walk for a minimum 18 inches from the edge of walk and then down at a maximum 1:3 slope to existing terrain. The Contractor shall blend in the toe of fill slope and adjacent areas so as not to adversely affect drainage.

(C) Landings – An initial landing is the first required landing of a pedestrian ramp. All initial landings required at the top of a ramped sloped surface (>2% longitudinal slope), shall be formed and placed separately in an independent concrete pour. This does not include initial landings placed at roadway grade such as depressed corners, parallel ramps, rural flat landings, or flat cut-throughs. Secondary landings consist of all landings beyond the initial landing. These secondary landings do not require a separate landing pour.

Wet casting or drill and grouting of dowel bars will be required in accordance with the details shown in Standard Plan 5-297.250 Sheet 5 of 5. These bars may be either smooth or deformed and shall be installed with 2” minimum concrete cover.

When not accounted for in the Plan, payment for these bars will be made under Item 2301.602 (Drill & Grout Reinforcement Bar (Epoxy Coated)) by the Each at the Predetermined Price of $10.00 per bar furnished and installed. All necessary subgrade preparation and aggregate base placement for the entire ramp construction limit shall be done before the initial landing is constructed at each location.
Concrete Walk

• (2521) Concrete Walk – Sq Ft

If common borrow requirements exceed 8 CY (CV) at any individual site/quadrant, than the common borrow required at that location specifically required for in the Plan shall be paid for at $20/CY (CV).
This work shall consist of constructing Concrete Curb Design V of varying heights up to 8 inches as detailed in the Plan and in accordance with the provisions of MnDOT 2531, other Contract provisions, and the following:

### S-1.1 Construction Requirements

The Concrete Curb Design V shall be constructed as detailed in the Plan. Concrete Curb Design V may be constructed independent of or integral to the adjacent sidewalk. The bottom elevation of the V Curb shall match the bottom elevation of the adjacent sidewalk slab. When the Concrete Curb Design V is constructed independent of the sidewalk, the portion of the Concrete Curb Design V that will have new concrete walk placed against it shall be clean so as to maximize bonding between the walk and V curb.
Concrete Curb Design V

• (2531) Concrete Curb Design V – Lin Ft

The locations requiring the use of Concrete Curb Design V, and the height of the Concrete Curb Design V to be constructed shall be determined by the Engineer.
Concrete Curb Design V

• (2531) Concrete Curb Design V – Lin Ft

Sections of concrete curb design v that never reach a 3” height shall be paid for as concrete walk.
Any additional v-curb beyond the quantity provided in the Plan, shall be paid for at $20/Lin. Ft.
Site Restoration

• (2575) Site Restoration - Each
  - This work consists of site grading and the turf establishment adjacent to pedestrian facilities as detailed in the Plans.
  - Intended for areas where pedestrian ramps are being built, typically in a quadrant of two intersecting roadways.
Site Restoration

(2575) Site Restoration - Each

If not otherwise detailed in the Plan, all cut section side slopes shall be finished graded flush from the top of concrete surface at a maximum 1:6 slope up to 5 feet from the edge of walk, or straight graded to the existing ground elevation 5 feet from the edge of the walk.
Site Restoration

(2575) Site Restoration - Each

Site Grading – All areas adjacent to newly constructed walk and top of curb shall be graded flush with the top of walk and top of curb. All stockpiled topsoil must be replaced within the same quadrant from which it was stripped. The minimum depth of topsoil shall be 4” which shall be achieved using select topsoil borrow if necessary.
Site Restoration

• **(2575) Site Restoration - Each**

Any topsoil borrow that is required and not accounted for in the Plan shall be Select Topsoil Borrow paid at $45/CY (LV).
Site Restoration

• (2575) Site Restoration - Each

Turf Establishment – All areas that are disturbed as a result of concrete walk and curb and gutter construction including but not limited to curb ramp, curb and gutter, and sidewalk/trail construction shall be seeded and stabilized in accordance with the Plans, Specifications, and Special Provisions.
ADA Training Module: Standard Plans & Pay Items

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