ADA Training
Standard Plans

SCREEN READABLE VERSION IS IN THE MAKING AND WILL BE MADE AVAILABLE SOON

2018
MnDOT
Overview

• PROWAG and Curb Ramp Basics
• Curb Ramp Types
• ADA Curb Ramp Standard Plans
• ADA Driveway and Sidewalk Standard Plans
In 2010 MNDOT Implements PROWAG

- Public Rights of Way Accessibility Guidelines
- Minimum 4 foot wide Pedestrian Access Route (PAR) with a maximum cross slope of 2% is required.
- 5’ x 5’ min. passing areas is needed every 200’ feet
- Vertical discontinuity of ¼” or less or beveled at 1:2 for up to a ½”
In 2010 MNDOT Implements PROWAG

- If longitudinal slope exceeds 5%, or there is a change in direction, landings must be provided on any pedestrian facility.
- Maximum ramp slope is 8.3%.
- 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

- February 20th, 2004 Standard Plate 7036F
- Ramps are based on lengths
- When possible provide a clear path of travel 4’ wide behind the pedestrian ramp (PAR)
- **Desirable** 4’ x 4’ relatively flat landing
PROWAG and Curb Ramp Basics

Standard Plate 7036G

Pedestrian Curb Ramp - Discontinued

- March 23rd, 2011 7036G
- Based on PROWAG
- 4 ft. by 4 ft. minimum landing
  max. 2% slope in all directions
- Ramp lengths depend on grades
Standard Plans – Curb Ramps

Legend

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<tr>
<td><strong>THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.</strong></td>
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Curb Ramp Types

Standard Plan Sheet 1
- Perpendicular ramp
- Tiered perpendicular ramp
- Parallel ramp
- Fan ramp
- Modified Fan ramp
- Depressed corner
- Diagonal ramp (not recommended)

Standard Plan Sheet 2
- One-way directional ramp
- Combined directional ramp

Standard Plan Sheet 5
- Semi-Directional ramp
Curb Ramp Types

Perpendicular Ramp

- Ramp is perpendicular to the curb line.
Curb Ramp Types
Tiered Perpendicular Ramp

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

- 3” high curb when using a 3’ long ramp
- 4” high curb when using a 4’ long ramp
Curb Ramp Types
Parallel Ramp

- Ramp is parallel to the curb line.
- Landing occurs at the bottom of the ramp.
Curb Ramp Types

Fan Ramp

- (F) slope through detectable warnings
- Minimum 3’ long initial ramp
- The top of curb tapers should always be at 3” height
- (8) 7’ Min top radius grade break required to be constructible. Initial ramp 5% max.
Curb Ramp Types
Modified Fan

- Typically used when Right-of-Way is constrained

- (2) 4’ min. depth landing required across top of ramp

- (6) The grade break shall be perpendicular to the back of walk

Notice how landing set back to square up with walk.
Curb Ramp Types
Depressed Corner
Curb Ramp Types
Diagonal Ramp

SHALL ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPractical.
Curb Ramp Types
Diagonal Ramp - Least Preferred
Curb Ramp Types
One-way Directional Ramp

(7) Max. 2.0% slope in all directions in front of grade break and drain to flow line. SHALL be constructed integral with curb and gutter.
Curb Ramp Types
Directional with Domes back of Curb

- Detectable warning shall cover the full width of walk/path
- Eliminate the curb taper obstructing the pedestrian path of travel

2% Max. slope
Curb Ramp Types
Combined Directional

- Provide direction both ways
- In Line with both incoming walks
- Ramps are directional
- Perpendicular grade breaks in line with path of travel
- Combined landing
- Bump should not be in path of travel
(10) Dome setback shall be 2’ max when adjacent to walkable surface and 5’ max setback when adjacent to non-walkable surface.
Curb Ramp Types
Semi-Directional Ramp

Semi-Directional Ramp (3,4,9)
• Note: Landings shall be located anywhere the pedestrian access route changes direction, at the top of ramps that have running slopes greater than 5%, and if the approaching walk is inverse grade greater than 2%.
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• Note: Landings shall be located anywhere the pedestrian access route changes direction, at the top of ramps that have running slopes greater than 5%, and if the approaching walk is inverse grade greater than 2%.
• Initial curb ramps landings shall be constructed within 15’ from the back of curb, with 4’-6’ from the back of curb being the preferred distance.

• Secondary curb ramp landings are required for every 30” of vertical rise when longitudinal slope is greater than 5%
• All grade breaks within the PAR shall be perpendicular to the path of travel.

• Both sides of a sloped walking surface must be equal in length.
• The outside edges of the ramp differ in length, thus no perpendicular grade break to path of travel. The grade break at the top and bottom of ramps shall be parallel.
To ensure initial ramps and initial landings (at the top of ramps) are properly constructed, initial landings SHALL be cast separately. Follow sidewalk reinforcement details on sheet 6 and the Special Provisions, Prosecution of Work (ADA) 1804.
When the boulevard is 4’ wide or less, the top of curb taper shall match the ramp slopes to reduce negative boulevard slopes from the top back of curb to the PAR.
Standard Plans – Curb Ramps
Sheet 2

NOTES:
1. Landings shall be located anywhere the pedestrian access route (parking, changes direction, at the top of ramps shall have a riser slope of 5:12 or shall be straight, and at the approach walk shall be included in the layout).
2. Initial curb ramp landing shall be constructed within (5) from the back
3. The landing’s length is only applicable when the initial ramp remains slope is 5:12.
4. Curb ramp landing shall be provided for every 300’ of vertical rise
5. Construction access shall be constructed along all grade breaks within the Parkway.
6. Joints shall be used at the top grade break of concrete flares adjacent to walkable surfaces.

LEGEND
- Standard Plan 5-297.250
- 2 of 6
Standard Plans – Curb Ramps
Sheet 2

Note: (7) Max. 2% slope in all directions in front of grade break and drain to flow line. SHALL be constructed integral with curb and gutter.
Standard Plans – Curb Ramps
Sheet 2

8%-10% Slope
2' max. dome setback
Standard Plans – Curb Ramps
Sheet 3

• Positive flow line drainage shall be maintained through the PAR at a max. 2%. No ponding shall be present in the PAR.

• 5’-10’ min. curb and gutter removals are needed for transitioning the existing gutter in-slope to the proposed PAR gutter in-slope.

• When “tabling” of the flow lines is needed, removals greater than 10’ on each side of the ramp is often required for compliance.
• Outflow Gutter 5% Max, 2% max. for directional curb applications

• Should be used at vertically constrained areas when at a drainage highpoint or super elevated roadway segments

• 0.2’ elevation gain
ADA Curb and Gutter

• 13% is the maximum rollover allowed.
• Helps provide two separate ramps
• Maximizes ramp length by reducing dome setback and minimizing directional curb length
• Compound radius should closely mimic the turning vehicle path
Compound Radii & Turning Movements

Turning movement
• ADA Curb Extension with Compound Radius (Bump Out)
• Vertically constrained areas
• Signalized quadrants where space is limited
• 5’ Tangent
Standard Plans – Curb Ramps
Sheet 3

- Prevents sidewalk settling
- Should be used in areas where long segments of sidewalk and curb is being replaced at back of curb
Standard Plans – Curb Ramps
Sheet 3

MILL VERTICAL EDGE
EXISTING BIT. PAVEMENT

24" MIN.

⑤ & ④
2" BITUMINOUS MILL & PATCH

SAWCUT BIT. PAVEMENT
EXISTING BIT. PAVEMENT

Sawcut Bit. Pavement
Existing Bit. Pavement

⑤ & ④
REMOVE & REPLACE BIT. PAVEMENT

Sawcut Concrete Pavement
Existing Concrete Pavement

VARIABLE DEPTH CONCRETE BASE
2" BIT. PATCH

⑤ & ④

④

t

ONLY ALLOWED PER ENGINEER’S APPROVAL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER
FOR USE ON CURB RAMP RETROFITS
Standard Plans – Curb Ramps

Sheet 4
Purpose of domes is to inform the user that they are at the edge of the roadway.

The domes don’t “Point You” in a certain direction.
• When adjacent to pavement, flares shall be constructed at 8-10% max slope (walkable flare)

• When adjacent to turf, 1:6 graded flare is generally preferred (non-walkable flare)

• Concrete flare length adjacent to grass should be less than 8’ – measured along edge of ramp
All constructed curbs must have continuous detectable edge for the visually impaired.

Curb transitions are considered a detectable edge when the taper starts within 3” of the edge of truncated domes.
Detectable Edge Without Curb and Gutter

- Detectable warnings shall be placed 1’ from edge of bituminous roadway, for visual contrast.
Standard Plans – Curb Ramps
Sheet 4 (Detectable Edge)

Detectable Edge Required for Entire Width

Domes Placed 1’ from edge of pavement to provide visual contrast
Pedestrian Approach Nose Detail (for returned curb side treatment)

- Note: (15) 3’ for both upstream and downstream side on medians and splitter islands
• Domes to be 12’ min. to 15’ max to the nearest rail (measured perpendicular)

• Concrete crossing surface shall extend 2’ past the outside edge of walk/path

• Sidewalk to be placed 8.75’ min. from the face of curb
Standard Plans – Curb Ramps
Sheet 5

V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

V CURB ADJACENT TO BUILDING
CURB OUTSIDE SIDEWALK LIMITS

CONCRETE CURB DESIGN V

V CURB INTERSECTION

SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)

PUSH BUTTON STATION (V-CURB)

SEMI-DIRECTIONAL RAMP (C, S, 4, 9)
3'-4" Curb setback, 4'-6" long ramp and push button, as shown.

TRANSITION PANEL

NOTES
- All V Curbs should be ADA compliant. Where applicable, Grade
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PEDESTRIAN CURB RAMP DETAILS

1-23-2017

STANDARD PLAN 5-297,250 | 5 OF 6
Standard Plans – Curb Ramps
Sheet 5

• V-curb adjacent to building (4” wide)
• V-curb adjacent to landscape and (1) outside sidewalk limits [preferred], (2) inside sidewalk limits
Standard Plans – Curb Ramps
Sheet 5

**Plan View**
- **6" Wide V-Curb**
- **4" Pedestal Pole (line up center of pole with the back of V-Curb)**
- **30" x 30" Square Pedestal Foundation (must be flush with the surrounding walk)**
- **Distance from APS push button to edge of sidewalk must not exceed 10 inches**

**Section B-B**
- **Signal Pedestal & Push Button (V-Curb)**
- **Top of Walk: 15"**

**Section A-A**
- **Push Button Station (V-Curb)**
- **Top of Walk: 9"**
- **18" Wide Concrete to match height of adjacent 6" Wide V-Curb**
- **APS Push Button Mounting Spacers (saddle adaptors)**
- **4" Push Button Station Pole**
- **18" wide by 18" long, min. 12" thick concrete. Modify the push button station to allow a square foundation.**
• Max. rate of cross-slope transitioning is 1’ linear foot of sidewalk per HALF percent of cross-slope (double the length of transition when PAR is greater than 6’ or when running slope is greater than 5%)

• Transition panels are only used after the ramp, or if needed, landing is at typical section height
Standard Plans – Curb Ramps
Sheet 6

- Drill and grout Reinf. Bars (epoxy coated) paid for as each
Standard Plans – Curb Ramps
Sheet 6 (Expansion & Reinf. Detail)

• No expansion material to be used in front of pedestrian ramp

• Reinf. used in settlement prone areas and with adjacent sill curb
• When the existing flowline is greater than 2% the flowline must be “tabled.”

• “Tabling” of the pavement should occur in shoulder, parking areas, and turn lanes. Cannot extend into the through lane.

• “Table” the flowline to 2% max or up to a 4% change.

• The roadway cross-slope must be between 1% min or 5% max.
Standard Plans – Curb Ramps
Sheet 6 (Tabling)

FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS

FLOW LINE PROFILE "TABLE" - FAN
RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
3) 5.0% RECOMMENDED MAX. FLOW LINE
4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS

FLOW LINE PROFILE RAISE - FAN
Standard Plans – Curb Ramps
Sheet 6 (Raise)
Standard Plans – Curb Ramps
Sheet 6 (Raise)

4” Raise
Standard Plans – Driveway and Sidewalk (Sheet 1)

NOTES:

1. In no case shall drainage profiles exceed 5%, except drainage profiles can match roadway grade if roadway grade is greater than 5%. Ramps for driveways are required to follow the adjacent sidewalk criteria.
2. Construction joints shall be constructed along all grade breaks within the pavement area. Note:intel™ deep visual joints shall be used at the tops of concrete surfaces adjacent to walkable surfaces.
3. Driveway types with most properties are as follows: PERPENDICULAR, TIERED PERPENDICULAR, TIERED PERPENDICULAR OFFSET & PARALLEL.
4. To be used when the driveway pad is level, with or above the top of curb resulting in a continuous pad profile.
5. To be used when the driveway pad is below the roadway curb height. This driveway type can be used for both paved and gravel surfaces.
6. Should be used for negative slopes driveways. On curb type 2 curb shall extend so that pad and gutter and reduce wheel center point (WCP) of curb will extend to ground surface. Curb shall be serrated on trailing side of curb to reduce wheel center point (WCP) of curb.
7. Top of curb shall match proposed adjacent sidewalk grade.
8. Be max. preparation as max. for commercial or use max. for residential. See general notes on Sheet 2 for more information.
9. Be max. preparation see Sheet 2 for more information.
10. 0.5% of driveway used for driveway-related projects. 0.5% proposed for dedicated projects.
11. No walkway width is the standard through driveways of feasible width. A reference to walkway approaching median is provided. In vertically constrained areas par terracing can be reduced to 0.5% or even after other options have been applied.
12. The pedestrian access route may not exceed 0.5% ft-ft. as constructed.
13. Curb offset to be less than or equal to half the Approaching Sidewalk Final.
14. Valley gutter grass to be formed integral with the curb and gutter. See Sheet 2 for more information.

See Sheet 2 for curb type information.
Standard Plans – Driveway and Sidewalk (Sheet 1)

General Driveway Notes:

- Apron slope: 8% max. preferred, 10% max. commercial and 12% max. residential
- 5’ min. PAR, 4’ min. can be used in vertically constrained areas after all other options have been applied
- 1.5% cross-slope of PAR, 2.0% max.
- 8% max. tie-in slope
- 5% max. sidewalk profile, unless road is greater than 5%
Standard Plans – Driveway and Sidewalk (Sheet 1)

• Perpendicular driveway to be used when the driveway PAR is level with or above the top of curb, resulting in a continuous PAR profile.

![Diagram of Perpendicular Driveway with PAR Apron](image)
Standard Plans – Driveway and Sidewalk (Sheet 1)

• Tiered perpendicular Driveways are to be used when the driveway PAR is below the roadway curb height.
Standard Plans – Driveway and Sidewalk (Sheet 1)

- Need ROW behind the back of walk.
- Sidewalk offset taper 1:3 min, 1:5 preferred, 1:10 for full Sidewalk Reconstruction projects.
- Sidewalk offset to be less than or equal to half the approaching sidewalk width.

PAR Apron
Standard Plans – Driveway and Sidewalk (Sheet 1)

- Parallel driveways should be used for negative sloped driveways.
- 2” driveway curb should be used to help raise the PAR above the gutter and to reduce the “roller coaster” effect.
- Least preferred driveway type
Standard Plans – Driveway and Sidewalk (Sheet 2)

**DW Curb Standard**
Standard Curb at Driveway

**DW Curb Type 2**
Vertically Constrained

**DW Curb Type 3**
Vertically Constrained

**Section A-A**
(Refer to previous sheet)

**Section B-B**
(Refer to previous sheet)

**DRIVEWAY TABULATION**

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<th>STATION</th>
<th>SIDE</th>
<th>DRIVEWAY TYPE</th>
<th>CURB TYPE</th>
<th>E1</th>
<th>E2</th>
<th>L1</th>
<th>S1</th>
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**Notes:**
- DW curb standard shall be used when the driveway acts as a pedestrian ramp. The maximum slope must relate to the sidewalk as well. DW curb standard should be used if there is on-street parking.
- Where driveway driveway is a concern, consider placing curb Type 2. Curb Type 2 can be used to help keep the driveway in public right-of-way.
- Valley gutter curb should only be used in extreme tie-in cases. Curb Types 2 and 3 shall only be used after utilizing best practices such as widening E1 and L1.

**Valley Gutter Curb**
Other curb heights & curb apron lengths can be used

**Driveway and Sidewalk Details**

- Standard Plan 5-297.254 | 2 OF 4
The driveway tabulation (table) must be included in the plan set as a supplemental sheet. Only driveways with PAR are needed to be shown in the table.

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**SECTION A-A**
(REFER TO PREVIOUS SHEET)

**SECTION B-B**
(REFER TO PREVIOUS SHEET)
Standard Plans – Driveway and Sidewalk (Sheet 2)

- Standard curb should be used when the Driveway Acts like a curb ramp or when there is on-street parking
- Type 2 curb should be used in negative sloped driveways if needed to maintain drainage or on parallel ramps to reduce “roller coaster” effect, not to be used in parking areas
- Type 3 curb should only be used in extreme tie-in cases (garage doors)
Standard Plans – Driveway and Sidewalk (Sheet 3)
Standard Plans – Driveway and Sidewalk (Sheet 3)

• Note (2) – Transition driveway to walk thickness. To occur when the PAR reaches the typical section height.
RETURN CURBS ARE BARRIERS/TRIP HAZARDS IN WALKABLE AREAS
Driveway with return curb trip hazard and encroachments (sidewalk seating areas, private signing, sidewalk sales, etc.)
Standard Plans – Driveway and Sidewalk (Sheet 4)

Section View B-B

Sidewalk Par Profile
Max 1% Longitudinal Slope (Positive or Negative)
Max 2% Cross Slope

Landing

Sidewalk Par Profile
Max 1% Longitudinal Slope (Positive or Negative)
Max 2% Cross Slope

Face of Building

Building Joint Seal (Incidental)

Downtown Sidewalk Typical Section

Notes:

Field Adjust Sidewalk Profiles to Meet All Doorway Thresholds.

Sidewalk Must Maintain Positive Drains Away From the Building to the Roadway.


1. Landing Extension Is Required for All Doors, Private Walks and Steps.
2. 1/8" Min When Door Opens Outward From Building.
3. 1/4" Min When Door Opens Away From Building.
4. 1/2" When Adjacent to Buildings.
5. 2/3 Par to 1/3 Boulevard Should Be Used When Feasible.
6. Sidewalk for the Majority of the Block, With Exceptions Up to 21' in Constrained Areas. Use Max for Short Sections Allowed to Account for Field Variations.
7. Furnish and Install Backer Rod of Appropriate Diameter.
8. To Minimize Jointing and Rollover Resistance Area Should Be Face of Paving, Stamped Concrete, and/or Concrete Jointing.
9. 1/8" Min for Paving Edge If Greater Than 12" Placed as Required.

Legend

- LANDING - All Slopes to be

Optional Aesthetic Treatment

Driveway and Sidewalk Details

Standard Plan 5-297.254 4 OF 4
Standard Plans – Driveway and Sidewalk (Sheet 4)

- Sidewalk must maintain positive drainage away from building to the roadway
- 6’ min. PAR when sidewalk is adjacent to building
- To minimize vibration and rolling resistance, the PAR should be free of brick pavers, stamped concrete or excessive jointing
- Sidewalk max profile is 5% or match roadway grade if steeper
Standard Plans – Driveway and Sidewalk (Sheet 4)

- Landings at doorways and steps are required under ADA Standards and Building Code. ADA requires landings at private walks.
- For additional landing requirements at doorways see Section 404.2 of 2010 ADA Standards.

1. LANDING CRITERIA IS REQUIRED FOR ALL DOORS, PRIVATE WALKS AND STEPS.
2. 18" MIN. WHEN DOOR SWINGS OUTWARD FROM BUILDING.
   12" MIN WHEN DOOR SWINGS INWARD FROM BUILDING.
Standard Plans – Driveway and Sidewalk (Sheet 4)
Bricks, cobblestones and other textured pavement create:

- Increased rolling resistance
- Tripping hazards
- Painful vibrations to people with spinal cord injuries in wheelchairs
- Potential maintenance issues

- Pavers, stamped concrete, excessive/large jointing should be located outside the PAR
- Landscape concepts should be reviewed for accessibility impacts prior to public involvement
Standard Plans – Driveway and Sidewalk (Sheet 4)
Questions?