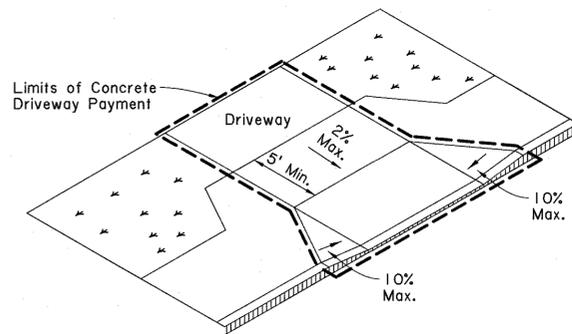
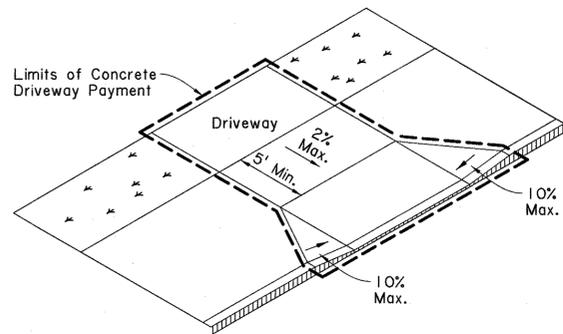


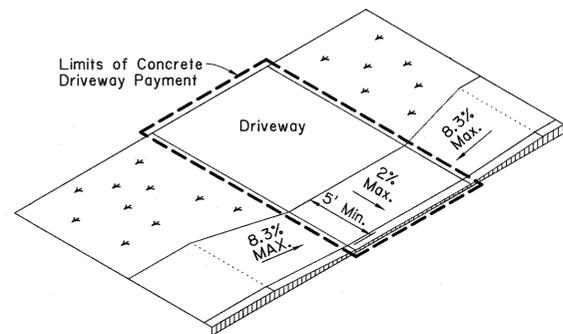
SETBACK SIDEWALK



APRON OFFSET SIDEWALK

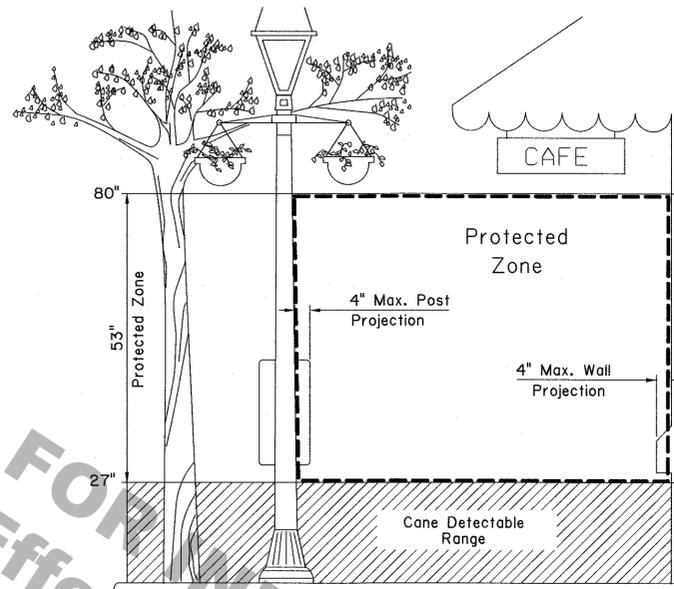


WIDE SIDEWALK



RAMP SIDEWALK

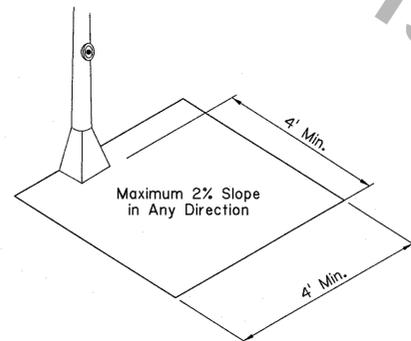
SIDEWALK TREATMENT AT DRIVEWAYS
REFER TO DRIVEWAY STANDARD PLANS FOR FURTHER DETAILS.



PROTECTED ZONE

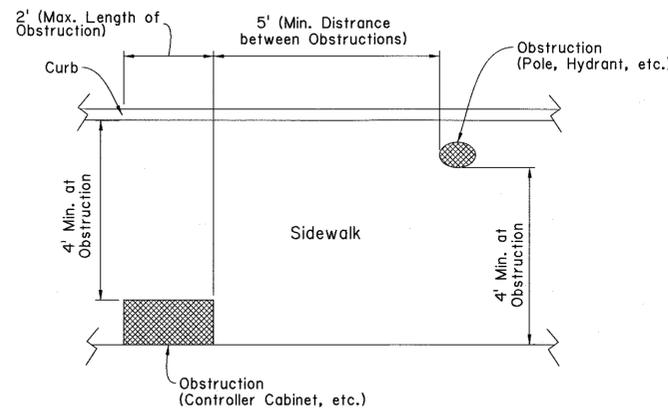
Notes:

- In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27" and 80" above the surface.
- When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, construct additional curb or foundation at the bottom to provide a maximum 4" overhang.
- Protruding objects of a height less than 27" are detectable by cane and do not require additional treatment.



CLEAR GROUND SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON

Minimum 4' x 4' clear space required at public use fixtures.



PLAN VIEW

PLACEMENT OF OBSTRUCTIONS
Items not intended for public use.

PEDESTRIAN FACILITIES GENERAL NOTES

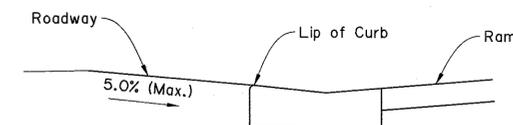
Handicap Curb Ramps

- Maximum allowable cross slope of curb ramp surfaces is 2%; desired cross slope is 1.5%.
- The maximum longitudinal slope of a curb ramp shall be 8.33% (1:12). Where existing restricted conditions preclude the installation of a 1:12 ramp slope, a ramp slope between 1:12 and 1:10 is permitted for a maximum rise of 6" or a ramp slope between 1:10 and 1:8 is permitted for a maximum rise of 3".
- Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run.
- Where curb ramps are located adjacent to a walking surface, a flare must be provided; otherwise a curb may be provided. For an example, refer to curb ramp Type 2 on sheet 2.
- The landing dimensions are 5'x5' with a maximum 2% slope in any direction. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.
- Small raised channelization islands, which cannot provide a minimum 5'x5' landing at the top of ramps, shall be cut through level with the surface of the street.
- Raised medians should be a minimum of 6' wide in the direction of pedestrian travel to serve as a pedestrian refuge area. Medians with pedestrian access routes through them shall be designed in accordance with Draft PROWAG.
- Maneuvering space at the bottom of curb ramps shall be a minimum of 4'x4' completely contained within the crosswalk and completely outside the parallel vehicle travel lane.
- It is desirable to provide a no-parking zone 50' from crosswalks on each intersection approach or provide a curb extension.
- Drainage structures should be located on the upstream side of the ramp and located to prevent ponding near the curb ramp. Drainage structures should be placed outside the crosswalk.
- Slopes of adjoining gutters and roadway surfaces immediately adjacent to the curb ramp shall not exceed 5%. Refer to the Transition from the Curb Ramp to Roadway Detail on sheet 1.
- Curb ramps should be aligned with the direction of pedestrian travel on the crosswalk or theoretical crosswalk. Refer to sheet 4 for typical crossing layouts and refer to the pavement marking standard plans for crosswalk markings.
- Crosswalk markings shall be placed a distance of 24" from the flare on each side of a diagonal curb ramp. Refer to sheet 4 for an example.
- Handicap curb ramps shall include detectable warning surfaces. Refer to sheet 5 for details of detectable warning surfaces.
- Where a handicap curb ramp is constructed within existing curb, curb and gutter and/or sidewalk, the existing curb or curb and gutter shall be removed to the nearest joint beyond the curb transition or the extent that no remaining section of curb or curb and gutter is less than 5' long or as directed by the Project Engineer. Existing sidewalks shall be removed to the nearest joint beyond the flare slope or to the extent that no remaining section of sidewalk is less than 5' long or as directed by the Project Engineer.

Sidewalks

- Where a 5' sidewalk cannot be provided due to site constraints, 5'x5' passing areas at intervals not to exceed 200' are required.
- Where sidewalks and crosswalks are contained within street or highway right-of-way, the grade of the sidewalk or crosswalk shall not exceed the grade of the adjacent street or highway. Where sidewalks are not contained within a street or highway right-of-way, the grade of the sidewalk shall be 5% maximum.
- Maximum allowable cross slope of sidewalk surfaces is 2%; desired cross slope is 1.5%.
- Vertical surface discontinuities along a sidewalk shall be 1/2" maximum. Discontinuities between 1/4" and 1/2" shall be beveled at a 1:2 maximum slope.
- Where sidewalks intersect with streets, detectable warning surfaces are required. Refer to sheet 5 for details of detectable warning surfaces.
- Traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items shall be placed so as not to obstruct the accessible route.
- Where an existing driveway is in good condition and meets slope requirements, construct only as much as required for satisfactory connection with new work. When a sidewalk crosses a driveway and exceeds the 2% maximum cross slope, the driveway or driveway portion shall be reconstructed to meet the 2% maximum cross slope requirement. Refer to driveway standard plans for driveway details.
- Handrails are not required on sidewalks unless site specific conditions dictate. Where handrails are provided, they must comply with ADAAG 505.
- To prevent tracking of gravel onto the sidewalk, gravel driveways should be paved from the roadway edge to a point 10' behind the sidewalk or to the right-of-way, whichever is less.

ADA - Americans with Disabilities Act
ADAAG - Americans with Disabilities Act Accessibility Guidelines
Draft PROWAG - Draft Public Rights-of-Way Accessibility Guidelines



TRANSITION FROM CURB RAMP TO ROADWAY

SHEET NUMBER		PARISH		CONTROL SECTION		STATE PROJECT	
DESIGN	CHECK	DETAIL	CHECK	REVIEW	SERIES #	1 of 6	
MAL	BPW	MAL	BPW				



APPROVED BY CHIEF ENGINEER:
Melissa Lebas
DATE: 3/26/19



PEDESTRIAN FACILITIES
GENERAL NOTES AND MISC. DETAILS
PED-01

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ROAD DESIGN