

ELEMENT TOLERANCES

ELEMENT	DESIGN AND FIELD LAYOUT	ACCESSIBILITY GUIDELINES AND WORK ACCEPTANCE
SIDEWALK CROSS SLOPE	1.50% MAXIMUM	2% MAXIMUM
TURNING SPACE CROSS SLOPE	1.50% MAXIMUM	2% MAXIMUM
ACCESS RAMP CROSS SLOPE	1.50% MAXIMUM	2% MAXIMUM
BLENDED TRANSITION CROSS SLOPE	1.50% MAXIMUM	2% MAXIMUM
SIDE FLARE CROSS SLOPE (ENCROACHMENT INTO PAVED AREA)	9.50% MAXIMUM	10% MAXIMUM
SIDE FLARE CROSS SLOPE (ABUTS LAWN AREA)	20% MAXIMUM	20% MAXIMUM
ACCESS RAMP GRADE (RUNNING SLOPE)	7.50% MAXIMUM	8.30% MAXIMUM
BLENDED TRANSITION GRADE (RUNNING SLOPE)	4.50% MAXIMUM	5% MAXIMUM

NOTES

1. ACCESS ELEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH "PROPOSED GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG)". FOLLOWING NOTES REITERATE OR AMEND REQUIREMENTS OUTLINED IN "PROPOSED GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG)" AND NYSDOT "HIGHWAY DESIGN MANUAL - CHAPTER 18 PEDESTRIAN FACILITY DESIGN". SEE BOTH DOCUMENTS FOR FURTHER INFORMATION, CLARIFICATION OR GUIDANCE AS NEEDED.
2. DESIGN TOLERANCES FOR DIMENSIONS, GRADES (RUNNING SLOPE) AND CROSS SLOPES SHOWN IN CONTRACT DOCUMENTS ARE MINIMUM AND MAXIMUM LIMITS FOR DESIGN AND FIELD LAYOUT OF ACCESSIBLE ELEMENTS. ACCESSIBLE ELEMENTS ARE NOT TO BE CONSTRUCTED WITH VALUES OUTSIDE LIMITS PER ACCESSIBILITY GUIDELINES AND FOR WORK ACCEPTANCE.
3. JOINTS BETWEEN SIDEWALK FLAGS, ACCESS RAMPS, BLENDED TRANSITIONS, TURNING SPACES AND STREETS ARE TO BE FLUSH AND FREE FROM ABRUPT VERTICAL SEPARATIONS GREATER THAN 1/4 INCH. VERTICAL CHANGES BETWEEN 1/4 INCH AND 1/2 INCH ARE TO BE BEVELED ACROSS ENTIRE JOINT WITH STANDARD BEVEL SLOPE OF 1:3, BUT NO STEEPER THAN 1:2. VERTICAL SEPARATIONS GREATER THAN 1/2 INCH ARE UNACCEPTABLE, REQUIRING TOTAL REPLACEMENT.
4. AT STREET CORNERS WITH DUAL PEDESTRIAN STREET CROSSINGS, SEPARATE ACCESS RAMPS OR BLENDED TRANSITIONS ARE TO BE PROVIDED FOR EACH PEDESTRIAN STREET CROSSING, ORIENTED IN DIRECTION OF PEDESTRIAN TRAVEL. WHERE EXISTING CONDITIONS CANNOT BE OVERCOME TO ACCOMMODATE SEPARATE ACCESS RAMPS OR BLENDED TRANSITIONS, SINGLE DIAGONAL ACCESS RAMP OR BLENDED TRANSITION MAY BE PERMITTED THAT IS ORIENTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
5. DETECTABLE WARNING SURFACE IS TO PROVIDE LIGHT-ON-DARK OR DARK-ON-LIGHT CONTRAST WITH SURROUNDING SURFACE. DEFAULT COLOR OF DETECTABLE WARNING SURFACE IS #33538 TRAFFIC YELLOW. OTHER ACCEPTABLE COLORS FOR USE IN CONCRETE AREAS ARE #20109 RED BROWN AND #36081 DARK GUNSHIP GRAY; IN ASPHALT OR OTHER SIMILAR DARK SURFACE AREAS #36495 LIGHT GRAY AND #37925 INSIGNIA WHITE; OR APPROVED EQUIVALENTS. COLORS ARE TO BE IN ACCORDANCE WITH FEDERAL STANDARD 595C.
6. TRUNCATED DOME ROWS ARE TO BE ALIGNED PERPENDICULAR OR RADIAL TO LOWER GRADE BREAK ON ACCESSIBLE CONNECTIONS WITH GRADE (RUNNING SLOPE) OF 5% OR GREATER. WHERE TRUNCATED DOMES ARE ARRAYED RADially TRUNCATED DOMES MAY DIFFER IN DIAMETER AND CENTER-TO-CENTER SPACING. WHERE GRADE (RUNNING SLOPE) IS LESS THAN 5%, ORIENTATION IS LESS CRITICAL AND TRUNCATED DOMES MAY DIFFER FROM PERPENDICULAR OR RADIAL ALIGNMENT TO LOWER GRADE BREAK.

CITY OF ROCHESTER

ACCESSIBILITY GUIDELINES

ISSUED	7-1-17	NON-STANDARD
REVISED		DWG.NO.S608-42