SLOPE TABLE					
	ITEM	MAX. RUNNING SLOPE *		MAX. CROSS SLOPE *	
Ⓣ	TURNING SPACE	2%		2%	(d)
Ⓡ	RAMP	8.3% 5.1% MIN	(a)	2%	(d)
Ⓑ	BLENDED TRANSITION	5%		2%	(d)
Ⓒ	CLEAR SPACE/GUTTER **	5%	(b)	2%	(d)
Ⓢ	SIDEWALK	–		2%	
Ⓕ1	FLARE WITHIN SIDEWALK	10%	(c)	--	
Ⓕ2	FLARE NOT IN SIDEWALK	25%	(c)	--	
	CROSSWALK	5%		2%	(e) (f)

* RUNNING SLOPE IS IN THE DIRECTION OF PEDESTRIAN TRAVEL.
CROSS SLOPE IS PERPENDICULAR TO PEDESTRIAN TRAVEL.
** SEE CLEAR SPACE/GUTTER DETAIL C

(a) LENGTH OF RUNNING SLOPE FOR RAMPS IS NOT REQUIRED TO EXCEED 15 FT.

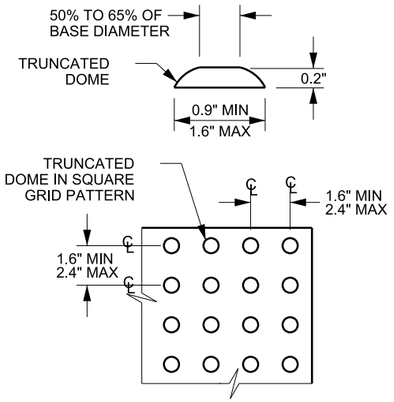
(b) MAINTAIN CONSISTENCY OF CLEAR SPACE RUNNING SLOPE ACROSS ENTIRE CURB CUT. WARP GUTTER PAN TO MEET REQUIRED CLEAR SPACE SLOPE AT CURB CUT.

(c) MEASURE FLARE SLOPE PARALLEL TO CURB LINE.

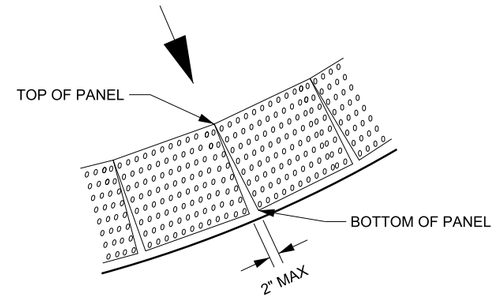
(d) DO NOT EXCEED THE ROADWAY PROFILE GRADE FOR THE CROSS SLOPE AT CROSSWALKS WITHOUT A STOP OR YIELD SIGN AND AT MID-BLOCK CROSWALKS.

(e) DO NOT EXCEED 5 PERCENT CROSS SLOPE AT CROSSWALKS AT INTERSECTIONS WITHOUT A STOP OR YIELD SIGN.

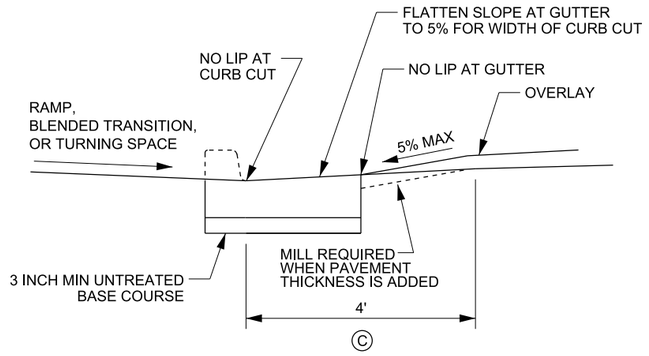
(f) DO NOT EXCEED A CROSS SLOPE EQUAL TO THE STREET OR HIGHWAY GRADE AT MID-BLOCK CROSSWALKS.



DETECTABLE WARNING SURFACE
DETAIL A



DETECTABLE WARNING SURFACE PANEL GAP
DETAIL B



CLEAR SPACE/GUTTER
DETAIL C

GENERAL NOTES APPLICABLE TO THE GW 5 SERIES:

1. DIMENSIONS SHOWN IN THE SLOPE TABLE ARE NOT SUBJECT TO CONVENTIONAL INDUSTRY TOLERANCES. CONSTRUCT SIDEWALKS AND RAMPS SUCH THAT THE MAXIMUM OR MINIMUM VALUES ARE NOT EXCEEDED. WORK THAT EXCEEDS THOSE VALUES WILL NOT BE ACCEPTED.
2. SITE CONDITIONS WILL VARY. CONFIGURATION OF RAMP, BLENDED TRANSITION, TURNING SPACE, AND CLEAR SPACE MAY BE CHANGED, BUT THEY MUST MEET DIMENSIONS AND SLOPES SHOWN HERE. THE USE OF ITEMS SUCH AS FLARES AND CURBWALLS ARE AT THE DISCRETION OF THE ENGINEER.
3. PERPENDICULAR AND PARALLEL RAMPS SHOWN ON STD DWG GW 5B AND THE COMBINATION ACCESS NEXT TO GUTTER DETAIL SHOWN ON STD DWG GW 5D ARE ACCEPTABLE FOR USE AT MID-BLOCK OR CORNER INSTALLATIONS. REFER TO BLENDED TRANSITION DETAIL ON STD DWG GW 5B AND STD DWGS GW 5C AND GW 5D FOR OTHER EXAMPLES OF CORNER INSTALLATIONS.
4. RAMP GRADE BREAK MUST BE PERPENDICULAR TO THE RUNNING SLOPE.
5. TURNING SPACE WIDTH: USE THE LARGER OF THE CURB CUT WIDTH OR A 4 FT MINIMUM WIDTH X 4 FT MINIMUM DEPTH.
6. TURNING SPACE DEPTH: USE A 4 FT MINIMUM DEPTH WHEN THE TURNING SPACE IS UNCONSTRAINED. USE A 5 FT MINIMUM DEPTH WHEN THE TURNING SPACE IS CONSTRAINED. THE TURNING SPACE IS CONSTRAINED WHEN THERE IS A BARRIER SUCH AS A CURB ON THE REAR OF A PERPENDICULAR RAMP OR ON 2 OR MORE OF THE SIDES OF A PARALLEL RAMP.
7. CONSTRUCT BLENDED TRANSITIONS WITHOUT A TURNING SPACE ONLY WHEN TECHNICAL INFEASIBILITY PREVENTS THE INSTALLATION OF A TURNING SPACE.
8. LOCATE CURB CUT WITHIN CROSSWALK.
9. USE A 8 FT MINIMUM CURB CUT FOR BI-DIRECTIONAL CROSSWALKS. USE A 4 FT MINIMUM CURB CUT UPON APPROVAL OF THE REGION TRAFFIC OPERATIONS ENGINEER.
10. PROVIDE DETECTABLE WARNING SURFACE ACCORDING TO MANUFACTURER'S RECOMMENDATIONS FOR FULL WIDTH OF CURB CUT AND 2 FT MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. SEE DETECTABLE WARNING SURFACE DETAIL A FOR DIMENSIONS.
11. LOCATE DETECTABLE WARNING SURFACE SO THE OUTSIDE CORNER NEAREST THE STREET IS WITHIN 1 INCH OF THE BACK OF CURB.
12. PLACE DETECTABLE WARNING SURFACE PANELS ON A RADIUS IN A STRAIGHT LINE OR ACCORDING TO DETAIL B. TOP CORNERS OF ADJACENT PANELS TO TOUCH, BOTTOM CORNERS OF ADJACENT PANELS TO HAVE A 2 INCHES MAXIMUM GAP.
13. GRIND OFF REMAINING PORTION OF ANY CUT DOMES WHEN DETECTABLE WARNING SURFACE IS CUT. SEAL ALL CUT PANEL EDGES TO PREVENT WATER DAMAGE.
14. PROVIDE DETECTABLE WARNING SURFACE COLOR THAT CONTRASTS WITH ADJACENT WALKING SURFACE, GUTTER, STREET, AND PEDESTRIAN ACCESS ROUTE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.
15. CLEAR SPACE SIZE: USE A 4 FT MINIMUM DEPTH AND THE LARGER OF THE CURB CUT WIDTH OR A 4 FT MINIMUM WIDTH.
16. USE CLASS AA(AE) CONCRETE.
17. USE UNTREATED BASE COURSE UNDER ALL CONCRETE FLATWORK.
18. REFER TO STD DWG SL 7 FOR DISTANCE TO PEDESTRIAN SIGNAL BUTTON.
19. PLACE A R9-3 NO PEDESTRIAN SIGN AT BOTH ENDS OF THE CROSSWALK WHEN PEDESTRIANS ARE PROHIBITED FROM CROSSING AN UNMARKED CROSSWALK AT AN INTERSECTION.

SUPPLEMENTAL DRAWING

REVISIONS

NO.	DATE	APPR.	REMARKS
1	11/06/2014	JLL	NEW DRAWING. CURRENT GW 05A, GW 05B, AND GW 05C NUMBERS CHANGED.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — NOV.06.2014 DATE — DEPUTY DIRECTOR
CHAIRMAN STANDARDS COMMITTEE APPROVED — NOV.06.2014 DATE

PEDESTRIAN ACCESS
STANDARD DRAWING TITLE

STD. DWG. NO.
GW 5A

DGN File: L:\Standard_Drawings\Imperial\2012Approved_Supplemental_Issues\Suppl0Approved\GW05A.dgn
18-NOV-2014