

LANDING*

A level area of a curb ramp with a cross slope of less than 48:1. For perpendicular curb ramps, the landing allows pedestrians to bypass the flares and ramp and provides a level maneuvering space for persons using wheelchairs entering or exiting the ramp. For parallel curb ramps, the landing is between the ramps. See Road and Bridge Standards.

NEW CONSTRUCTION

All areas of newly designed and newly constructed facilities in public rights of way are subject to these guidelines. This applies to work such as the extension of roadways and sidewalks into undeveloped areas, new subdivisions, and similar types of projects. Full compliance is generally easier in these types of projects because the scope of work is usually extensive enough to allow necessary grading and acquisition of sufficient right of way.

PARALLEL CURB RAMP (CG-12, TYPE B)

Parallel ramps are especially suited to narrow rights-of-way where there is insufficient space for the top landing of a perpendicular curb ramp. In this case, the bottom landing usually serves as the direct connection to the street crossing and shall be located within the crosswalk. Criteria for parallel curb ramps address the running slope (grade) (12:1 maximum and 48:1 minimum), cross slope (48:1 maximum), level landings at the bottom at least 60" by 60" (1525 mm X 1525 mm), and barriers at drop-offs. The running slope (grade) of parallel curb ramps will be affected by the slope of the sidewalk, which is permitted to be as steep as the adjacent roadway. Thus, a maximum slope of 12:1 may not be achievable due to the road grade. In recognition of this, an exception limits the required length of a parallel ramp to 15' (4.6 m), regardless of the slope. The landing required at the bottom of the ramp is not permitted to slope more than 48:1 in any direction. They may be installed for new construction in the center of a curved section of curb when the radius is less than 25 feet and for alterations when the distance between two CG-12, Type B's is insufficient to install a separate landing for each. **One curb ramp is to be provided for each direction of crossing, where feasible.** (See Standard CG-12, Type B in the Road and Bridge Standards.)

PEDESTRIAN ACCESS ROUTE

A key term that refers to the portion of the public right of way that serves as an accessible route. Since the technical requirements for this route are unique to public rights of way, the Access Board's advisory committee wanted to use a term distinct from "accessible route," which is used by Americans with Disabilities Act Accessibility Guidelines (ADAAG) in referring to routes on sites. The pedestrian access route provides a continuous accessible means of passage. The minimum clear width for a pedestrian access route is 48" (1220 mm), excluding the width of curbs. The grade of the pedestrian access route within a sidewalk shall be no more than 20:1; however, it is permitted to be as steep as the grade of the adjoining roadway.

* Added. 7/10