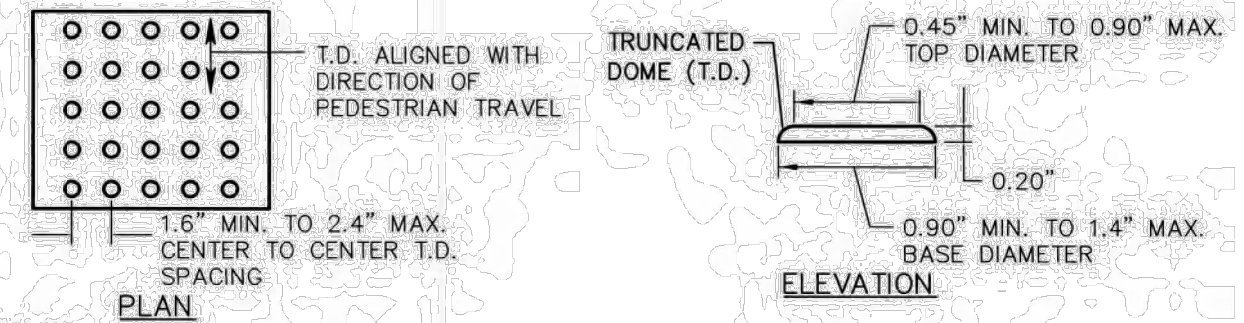
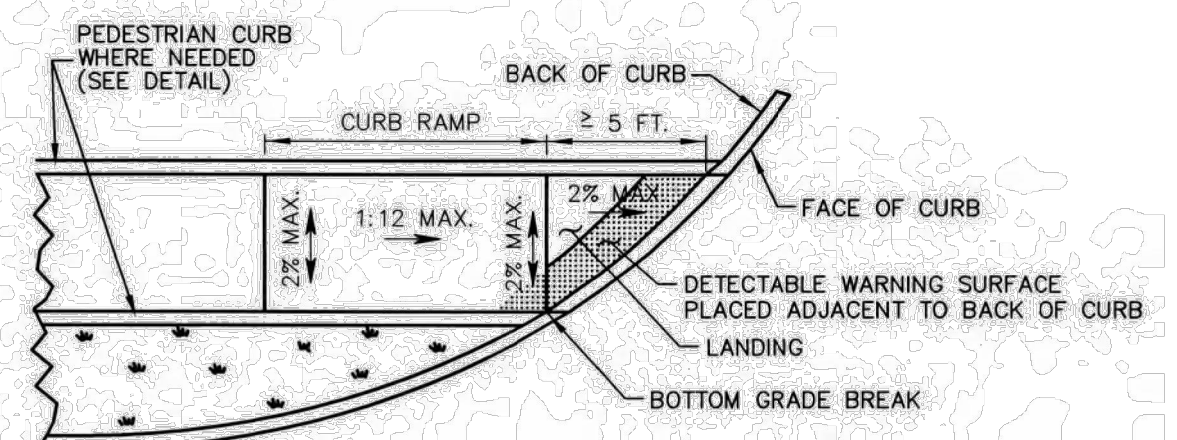


ADA SINGLE RAMP RUN
N.T.S.

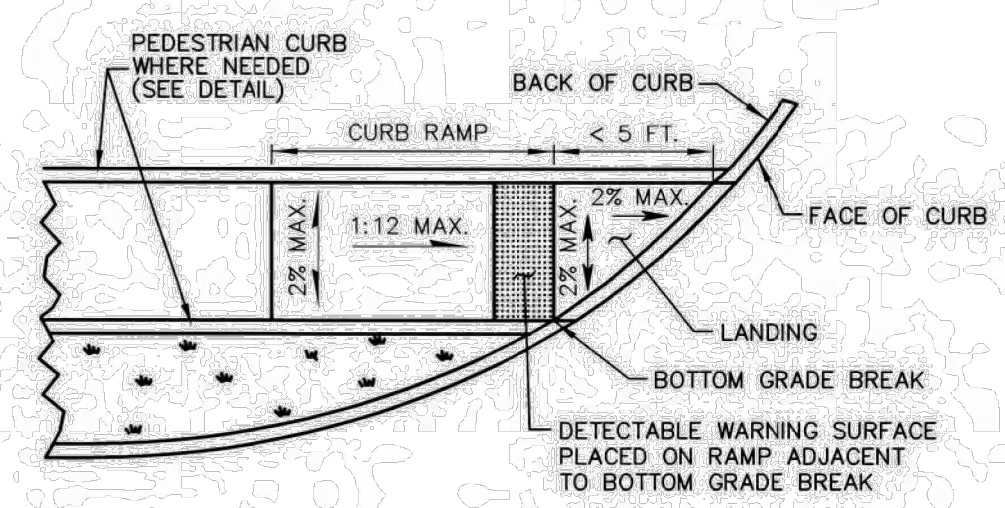


- NOTES:**
- DETECTABLE WARNING SURFACE (DWS) SHALL EXTEND FULL WIDTH OF CURB RAMP (EXCLUSIVE OF FLARES) OR FULL WIDTH OF LANDING/TURNING SPACE.
 - DWS SHALL EXTEND 2 FEET MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. DWS SHOULD BE COLORED AS FOLLOWS:
 - WITHIN TOWNSHIP/COUNTY RIGHT OF WAY, COLOR SHALL CONTRAST VISUALLY WITH ADJACENT SURFACES, EITHER LIGHT ON DARK OR DARK ON LIGHT, OR AS PER SPECIFIED REQUIREMENTS.
 - WITHIN STATE RIGHT OF WAY, USE A SURFACE OR A COATING MATERIAL THAT IS SAFETY RED IN COLOR ACCORDING TO FED-STD-595B COLOR CHIP NO. 31350 AND HAS A 35 BPN MINIMUM SLIP RESISTANCE WHEN TESTED ACCORDING TO ASTM R 303. ENSURE THAT THE FINISHED PRODUCT IS STABILIZED AGAINST UV DEGRADATION AND ADHERES TO THE SUBSTRATE WITHOUT PEELING OR BLISTERING.
 - TYPICALLY, DWS SHALL BE PLACED ADJACENT TO BACK OF CURB. SEE "PLACEMENT OF DETECTABLE WARNING SURFACE ON CURB RADIUS" FOR EXCEPTIONS.

DETECTABLE WARNING SURFACE
N.T.S.



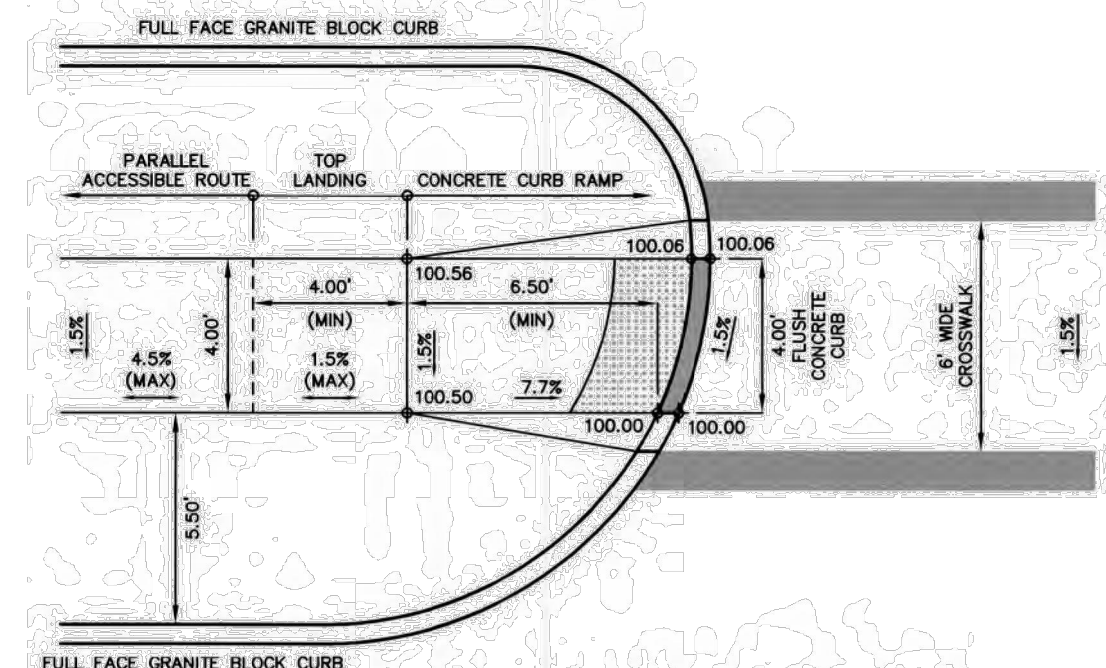
CONDITION 1
FOR RAMP INTERSECTING A CURB RADIUS AT A SKEWED ANGLE WHERE AT LEAST ONE END OF BOTTOM GRADE BREAK IS GREATER THAN OR EQUAL TO 5 FEET FROM BACK OF CURB. DETECTABLE WARNING SURFACE SHALL BE PLACED ADJACENT TO BACK OF CURB.



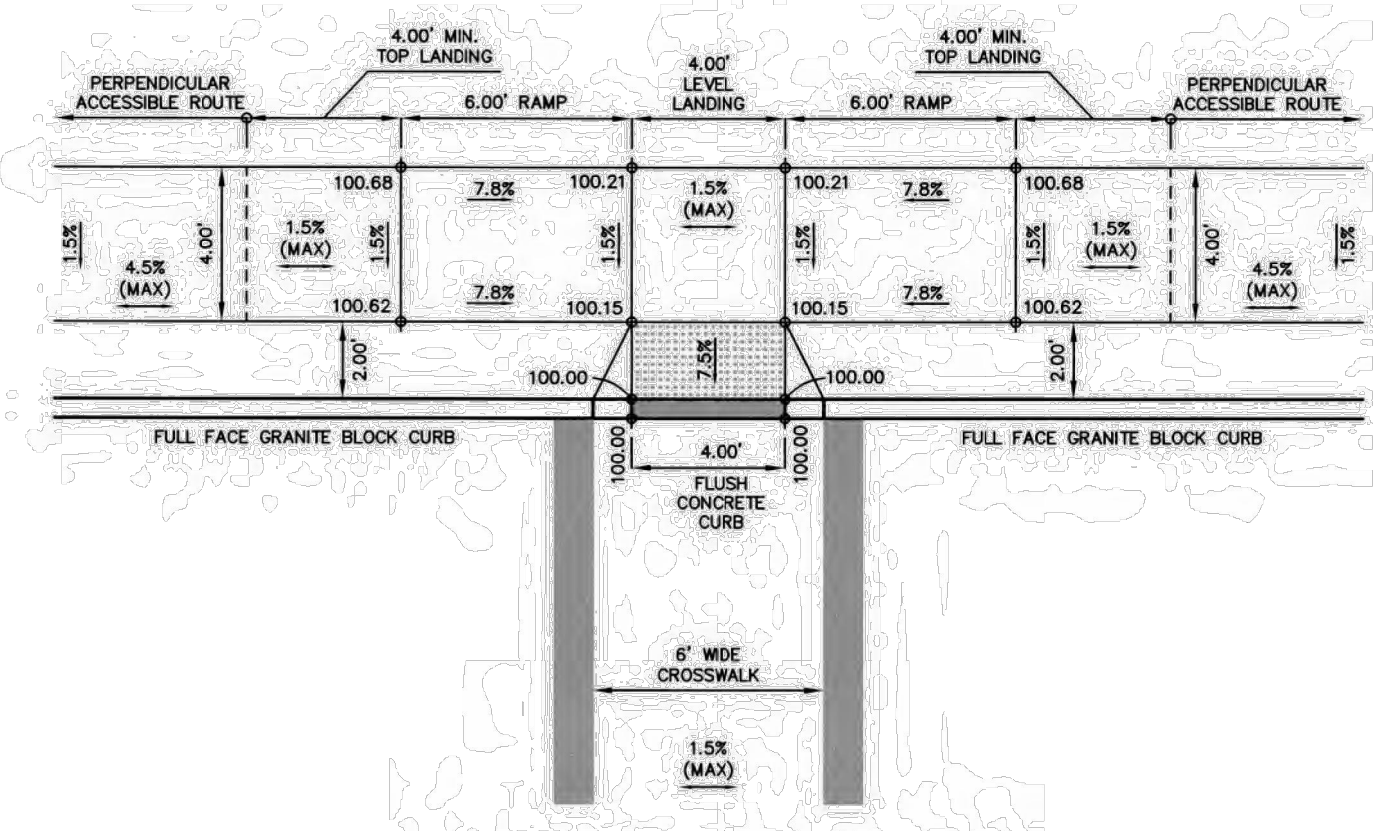
CONDITION 2
FOR RAMP INTERSECTING A CURB RADIUS AT A SKEWED ANGLE WHERE BOTH ENDS OF BOTTOM GRADE BREAK ARE LESS THAN 5 FEET FROM BACK OF CURB. DETECTABLE WARNING SURFACE SHALL BE PLACED ON THE RAMP ADJACENT TO BOTTOM GRADE BREAK.

PLACEMENT OF DETECTABLE WARNING SURFACE ON CURB RADIUS
N.T.S.

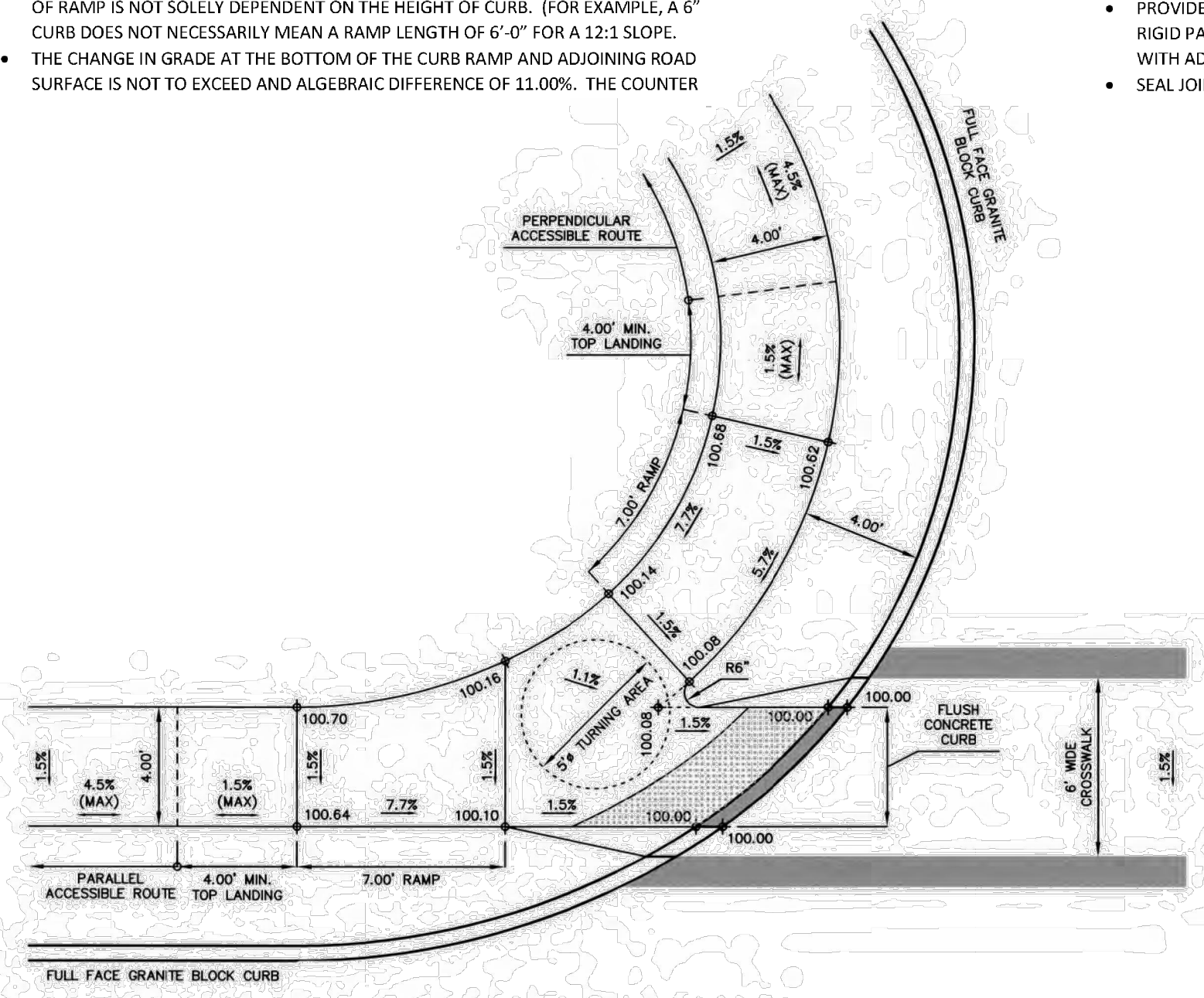
- PEDESTRIAN CURBS**
 - PEDESTRIAN CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES WHICH CANNOT BE ACCOMMODATED BY FLARES OR GRADING.
- CROSSWALKS**
 - FOR CURB RAMPS THAT LEAD TO A SINGLE CROSSWALK, THE RAMP (EXCLUDING FLARES) TO BE FULLY INSIDE OF MARKED CROSSWALK LINES.
 - SHOULD BE PLACED A MINIMUM DISTANCE OF 4'-0" FROM STOP AND YIELD LINES.
 - FOR UN-SIGNALIZED AREAS, CROSSWALKS SHOULD BE PLACED A MINIMUM DISTANCE OF 20'-0" AWAY FROM ON ROAD PARKING ZONES. FOR SIGNALIZED AREAS, CROSSWALKS SHOULD BE PLACED A MINIMUM DISTANCE OF 30'-0" FROM ON ROAD PARKING ZONES.
 - PEDESTRIAN CROSSWALKS ARE 6'-0" MINIMUM MEASURED FROM INSIDE THE PAINTED EDGE TO INSIDE PAINTED EDGE AND THE INSIDE LINES MUST BE OUTSIDE THE PROJECTED CURB LINES.
 - AVOID USING THE PARALLEL LINE CROSSWALK DESIGN. INSTEAD USE THE LONGITUDINAL LINES AT 6'-0" LONG AND 1'-2" WIDE WITH A SPACING OF 1'-2" APART. SPACING SHOULD BE DESIGNED SO THE PAINTED AREAS AVOID THE WHEEL PATHS.
- CURB RAMPS**
 - CONSTRUCT CURB RAMPS WITH A MINIMUM 4'-0" X 4'-0" CLEAR SPACE BEFORE THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK.
 - SLOPES THAT EXCEED 8.00% OR CONTRACT DOCUMENTS AS APPLICABLE, WILL NOT BE ACCEPTED AND WILL BE RECONSTRUCTED.
 - PROVIDE SLIP RESISTANT TEXTURE ON CURB RAMP BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING FLARED SIDE RAMPS.
 - TO AVOID CHASING GRADE INDEFINITELY WHEN TRAVERSING THE HEIGHT OF CURB, RAMP LENGTH NOT TO EXCEED 15'-0". ADJUST RAMP SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT FEASIBLE.
 - FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE POSSIBLE.
 - FOR NEW CONSTRUCTION, ATTEMPT TO KEEP THE CROSS SLOPE AS FLAT AS POSSIBLE. DO NOT EXCEED 2.00% CROSS SLOPE ON THE CURB RAMP OR PEDESTRIAN ACCESSIBLE ROUTE (MEASURED PERPENDICULAR TO THE DIRECTION OF TRAVEL).
 - CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
 - CURB RAMP WIDTH IS 4'-0" MINIMUM.
 - AVOID CURB RAMP DESIGNS WHERE THE WIDTH OF THE CROSSWALK WILL NEED TO BE GREATER THAN 10'-0" WIDE.
 - ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6'-0" FOR A 12:1 SLOPE.
 - THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE IS NOT TO EXCEED AN ALGEBRAIC DIFFERENCE OF 11.00%. THE COUNTER



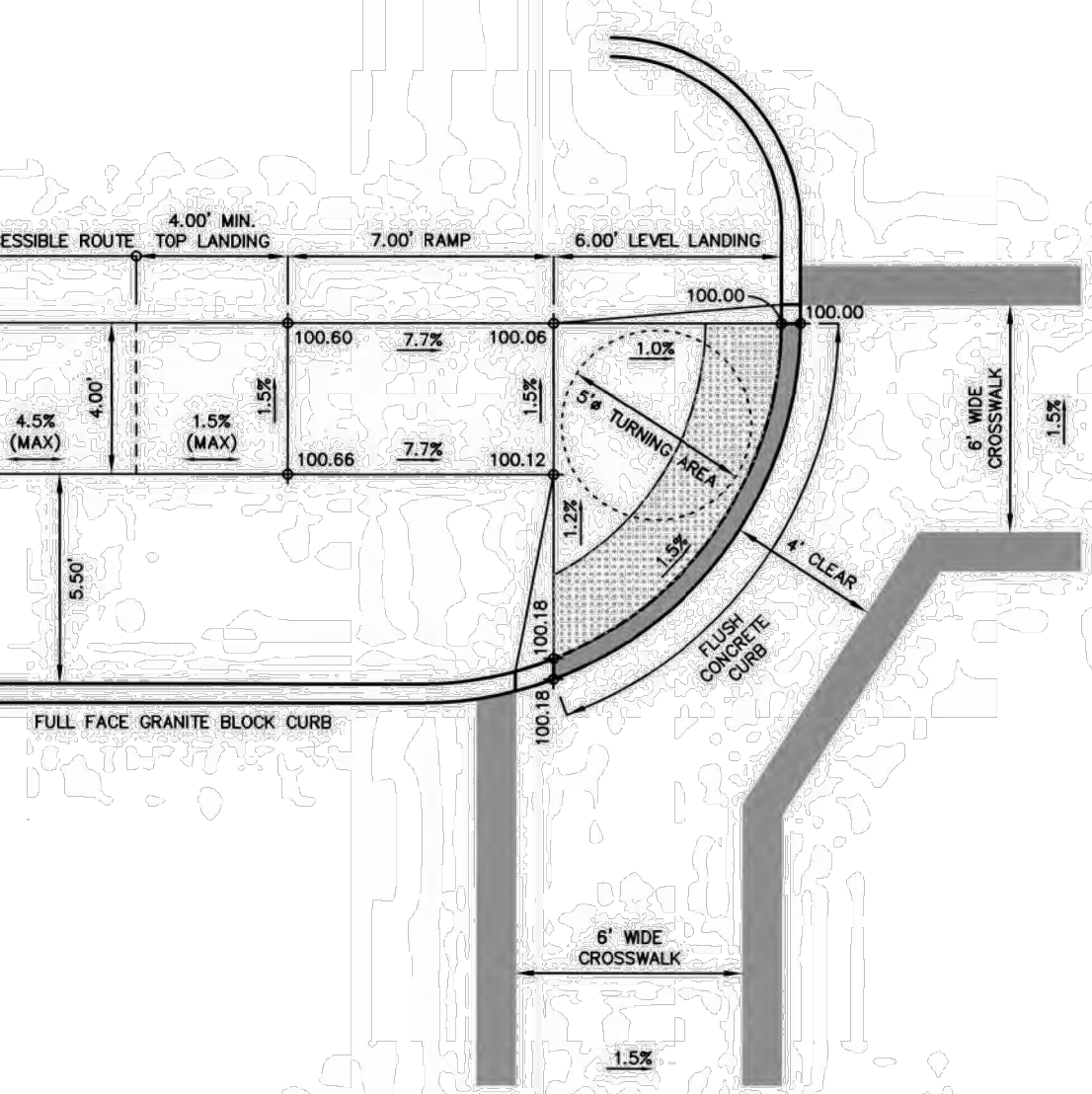
CURB RAMP TYPE 'A'
N.T.S.



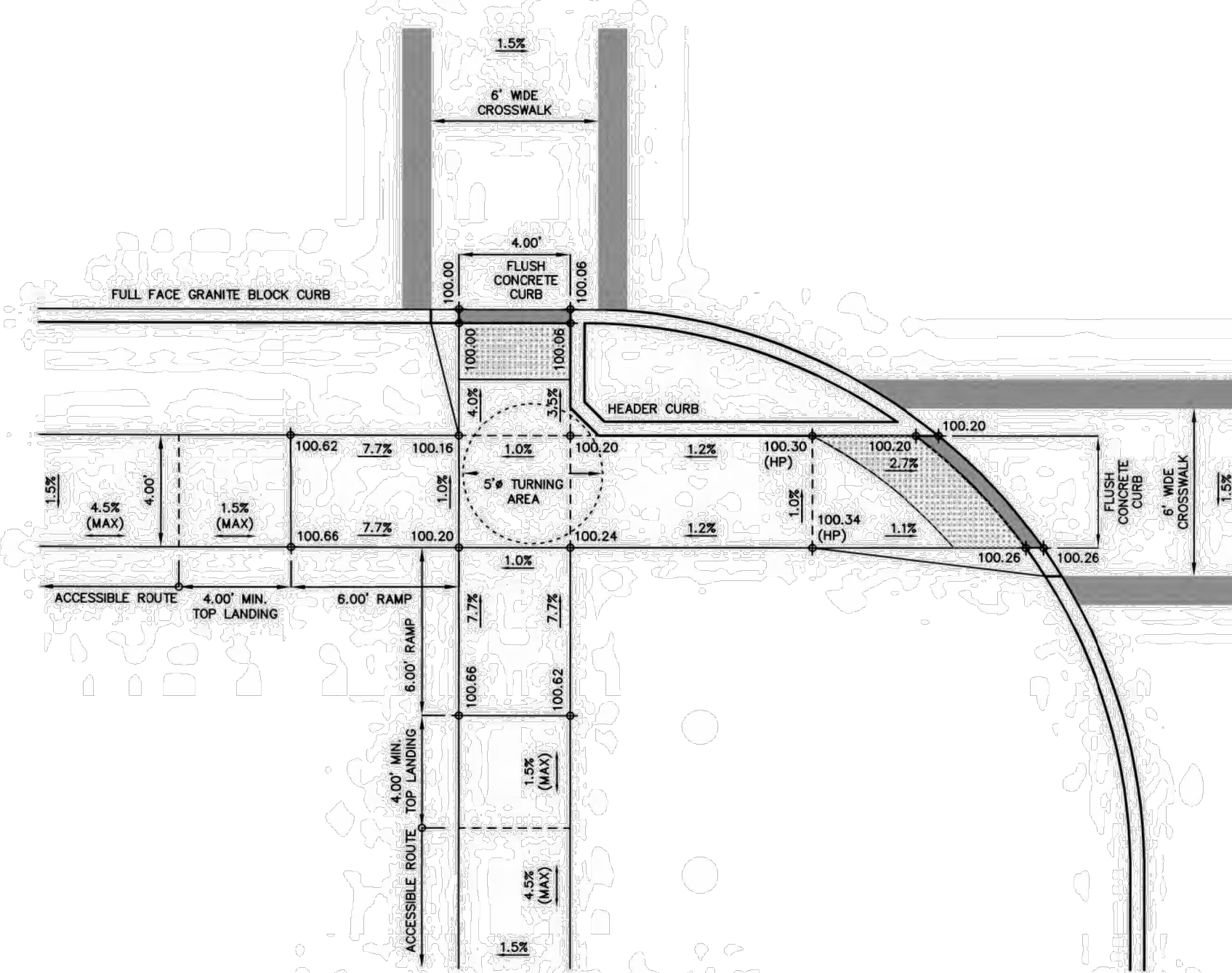
CURB RAMP TYPE 'B'
N.T.S.



CURB RAMP TYPE 'C'
N.T.S.



CURB RAMP TYPE 'D'
N.T.S.



CURB RAMP TYPE 'E'
N.T.S.

NOTES:
SPOT GRADES SHOWN REPRESENT TYPICAL GRADING PATTERNS. SITE SPECIFIC ELEVATIONS SHALL BE AS SHOWN ON GRADING PLANS. RAMPS AND ACCESSIBLE ROUTES SHALL ADHERE TO ALL CURRENT ADA REGULATIONS.

CURB RAMP SLOPE REQUIREMENTS			
ITEM	DESIGN & CONSTRUCTION	CONSTRUCTION TOLERANCE	MAXIMUM ALLOWABLE (ADA STANDARDS)
CURB RAMP			
RUNNING SLOPE	7.8% (MAX)	0.5%	8.3% (1:12)
CROSS SLOPE	1.5% (MAX)	0.5%	2.0% (1:48)
TOP LANDING (PARALLEL ACCESSIBLE ROUTE)	1.5% (MAX)	0.5%	2.0% (1:48)
TOP LANDING (PERPENDICULAR ACCESSIBLE ROUTE)	1.5% (MAX)	0.5%	2.0% (1:48)
CROSSWALK			
RUNNING SLOPE	4.5% (MAX)	0.5%	5.0% (1:20)
CROSS SLOPE	1.5% (MAX)	0.5%	2.0% (1:48)
ACCESSIBLE ROUTE/SIDEWALK			
RUNNING SLOPE	4.5% (MAX)	0.5%	5.0% (1:20)
CROSS SLOPE	1.5% (MAX)	0.5%	2.0% (1:48)
5 FOOT DIAMETER LEVEL TURNING AREA			
SLOPE, ALL DIRECTIONS	1.5% (MAX)	0.5%	2.0% (1:48)

NOTES:
FLUSH CURB SHALL BE PROVIDED AT BOTTOM OF ALL CURB RAMP TRANSITIONS TO PAVEMENT. ACCESSIBLE CURB RAMPS AND LANDINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT ADA REQUIREMENTS. ACCESSIBLE ROUTES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT ADA REQUIREMENTS.

- DEPRESSED CURBS**
 - CONSTRUCT TOP OF PLAIN CEMENT CONCRETE DEPRESSED CURB TO BE FLUSH WITH ADJACENT SURFACES (RAMPS, SIDEWALKS, FLARES).
 - CONSTRUCT DEPRESSED CURB FOR CURB RAMPS FLUSH TO ADJACENT ROADWAY, GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL LANDINGS BEHIND DEPRESSED CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE. THE VERTICAL ALIGNMENT OF A CURB RAMP, EXCLUDING FLARES, SHALL BE PLANAR. GRADE BREAKS SHALL BE FLUSH AND PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. RAMP TRANSITIONS BETWEEN WALKS, GUTTERS, LANDINGS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAXIMUM).
 - WHEN TWO CROSSWALKS LEAD TO A SINGLE CURB RAMP, THE DEPRESSED CURB MUST EXTEND FROM THE OUTER MOST EDGE OF EACH CROSSWALK.
- DETECTABLE WARNING SURFACES**
 - NO SEPARATION BETWEEN DETECTABLE WARNING SURFACES FOR MEDIANS LESS THAN 4'-0" BETWEEN BACK OF CURBS.
 - PROVIDE DETECTABLE WARNING SURFACES (DWS) 24" MINIMUM (IN THE DIRECTION OF PEDESTRIAN TRAVEL) ACROSS FULL WIDTH OF RAMP AT THE GRADE BREAK NEAR STREET EDGE. PROVIDE DWS THAT CONTRAST VISUALLY WITH ADJACENT WALKWAY SURFACES, EITHER LIGHT ON DARK OR DARK ON LIGHT FOR THE FULL WIDTH OF RAMP.
 - ALIGN DETECTABLE WARNING SURFACE TRUNCATED DOMES ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF THE RAMP AND PERPENDICULAR TO CURB WHEN APPROPRIATE.
 - DETECTABLE WARNING SURFACES SHALL BE SAFETY RED COLOR, EXCEPT IF THE MUNICIPALITIES HAVE ESTABLISHED AN ALTERNATE COLOR SCHEME.
 - FOR TWO CROSSWALKS LEADING TO A SINGLE CURB RAMP, THE DETECTABLE WARNING SURFACE MUST BE PLACED ALONG THE ENTIRE DEPRESSED CURB AND THE DOMES MUST BE PLACED IN SUCH A WAY THAT THE DIRECTION OF TRAVEL IS ORIENTED INTO THE CROSSWALK.
- DRIVEWAYS**
 - 5.00% MAXIMUM SLOPE FOR THE DRIVEWAY APRON.
 - 1 1/2" MAXIMUM VERTICAL CHANGE IN HEIGHT BETWEEN THE ROAD SURFACE AND THE DEPRESSED CURB AT THE DRIVEWAY APRON.
- JOINTS**
 - PROVIDE EXPANSION JOIN MATERIAL 1/2" THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
 - SEAL JOINTS WITH AN APPROVED SEALING MATERIALS.

- LANDINGS (AKA TURNING SPACE)**
 - LANDING AREA, APPROACH SIDEWALK TRANSITIONS, AND CURB RAMP SHALL BE KEPT CLEAR OF OBSTRUCTIONS, UNLESS AN EXCEPTION IS GRANTED.
 - DO NOT EXCEED 2.00% SLOPE IN ALL DIRECTIONS.
 - LANDING AREA SHOULD BE 4'-0" X 4'-0" MINIMUM CLEAR SPACE. IF THE TURNING SPACE IS CONSTRAINED ON 2 OR MORE SIDES, IT MUST BE 4'X5' WITH THE 5' LENGTH ALONG THE UNOBSTRUCTED SIDE. FOR TWO CROSSWALKS LEADING TO A SINGLE CURB, THE LANDING AREA MUST HAVE A MINIMUM OF A 5'-0" DEPTH (INCLUDING THE DETECTABLE WARNING SURFACE) ALONG THE DEPRESSED CURB/ROADWAY.
 - ENGINEERING DEPARTMENT APPROVAL IS REQUIRED IF LANDING FOR TURNING MANUEVER IS NOT ON THE SIDEWALK, I.E. IF THE LANDING AREA "CLEAR SPACE" IS IN THE ROADWAY.
 - 4'X4' LANDINGS ARE REQUIRED AT EVERY ACCESSIBLE PEDESTRIAN SIGNAL/PUSHBUTTON LOCATION.
- NON-WALK SURFACES**
 - NON-WALK AREA IS AN OBSTRUCTION OR GRASS/NON-PAVED AREA ADJACENT TO THE PEDESTRIAN ACCESS ROUTE THAT IS NOT USED BY THE PEDESTRIAN FOR ACCESS.
- PEDESTRIAN PUSHBUTTONS**
 - THE DETAILS DEPICT PEDESTRIAN PUSHBUTTON POLES TO ILLUSTRATE THE RECOMMENDED PLACEMENT OF PEDESTRIAN PUSHBUTTONS. FOR ALTERATION PROJECTS, EXTEND ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT FEASIBLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS.
 - NEW CONSTRUCTION MUST COMPLY WITH RECOMMENDED LOCATIONS FOR ALTERATION PROJECTS LOCATE PEDESTRIAN PUSHBUTTONS, TO THE MAXIMUM EXTENT FEASIBLE (SEE 2009 MUTCD FIG 4E-3)
 - ADJACENT TO A LEVEL NON-SLIP SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS A NON-SLIP WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 - WITHIN 5'-0" OF THE CROSSWALK EXTENDED
 - BETWEEN 1'-6" AND 10'-0" OF THE EDGE OF CURB, SHOULDER OR PAVEMENT
 - PARALLEL TO THE CROSSWALK TO BE USED
 - MOUNT PEDESTRIAN PUSHBUTTON 42" ABOVE THE SIDEWALK OR FINISHED GRADE TO THE CENTER OF THE PUSHBUTTON AND 10" MAXIMUM LATERALLY FROM LANDING. IN ADDITION, THE PEDESTRIAN PUSHBUTTON MUST ALSO BE 5'-0" MINIMUM DISTANCE FROM THE CURB RAMP AND 2'-0" MINIMUM DISTANCE BETWEEN A CATCH BASIN AND THE PEDESTRIAN PUSHBUTTON.
- SIDE FLARES**
 - ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6'-0" FOR A 12:1 SLOPE.
 - SIDE FLARES 10.00% MAXIMUM SLOPE WHERE THE PEDESTRIAN PATH CROSSED THE CURB RAMP
 - SIDE FLARES MUST BE PARALLEL TO THE CURB LINE
 - CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND SIDEWALK SLOPE
 - GRADE GRASS AREA OR OTHER NON-WALK AREA AT 3:1 (1:3) MAXIMUM. DO NOT INSTALL CHEEK WALLS THAT INTERSECT THE PEDESTRIAN ACCESS ROUTE
 - SIDE FLARE WIDTH IS TYPICALLY 24" AND A MINIMUM OF 12".
- SIDEWALKS**
 - NOTE THE AREA CONSIDERED TO BE THE "PEDESTRIAN ACCESSIBLE ROUTE"
 - THE MAXIMUM SIDEWALK CROSS IS 2.00% (MEASURED PERPENDICULAR TO THE DIRECTION OF TRAVEL). THE MAXIMUM GRADE IS 5.00% FOR SIDEWALKS ALONG STREETS; HOWEVER, THE LONGITUDINAL GRADE OF THE SIDEWALK SHOULD BE CONSISTENT WITH THE GRADE OF THE ADJACENT ROADWAY. IF THE 5.00% GRADE IS NOT FEASIBLE DUE TO TOPOGRAPHY AND OTHER PHYSICAL CONSTRAINTS, THE LOWEST PRACTICAL GRADE GREATER THE 5.00% SHOULD BE USED
 - SIDEWALK WIDTH MAY BE REDUCED TO 4'-0", WHEN PASSING AREAS 5'-0" X 5'-0" ARE PROVIDED EVERY 200'.
- TRAVEL LANES**
 - THE TRAVEL LANE IS DEFINED BY THE OUTSIDE EDGE OF THE WHITE PAVEMENT MARKING LINE. IF A WHITE PAVEMENT MARKING LINE DOES NOT EXIST, THE TRAVEL LANE IS DEFINED BY THE CONTRACT DOCUMENTS.
- MODIFY CONSTRUCTION DETAILS TO ADAPT DIMENSIONS TO EXISTING CURB HEIGHTS WHERE THE CURB IS LESS OR MORE THAN THE STANDARD 6" HEIGHT.
- CONSTRUCTION MUST MEET THE STANDARDS CONTAINED HEREIN UNLESS OTHERWISE NOTED OR DIRECTED.
- PREFERRED AND ALTERNATE TREATMENTS SHOULD NOT BE INTERMIXED WITHIN THE SAME INTERSECTION.
- ALL HANDICAP RAMPS CONSTRUCTED IN THIS CONTRACT SHALL MEET ACCESSIBILITY REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.
- THE CONTRACTOR IS REQUIRED TO CONTACT THE TRAFFIC ENGINEERING DEPARTMENT ABOUT THE CONSTRUCTION OF ALL HANDICAP CURB RAMPS AT SIGNALIZED INTERSECTIONS AND VERIFY THE STRIPING PLAN IS IN ACCORDANCE WITH THE MOST RECENT NO PASSING ZONE PLAN.
- GRADE BREAKS**
 - GRADE BREAKS AT THE TOP AND BOTTOM OF THE CURB RAMP SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN.
 - GRADE BREAKS ARE NOT PERMITTED ON THE SURFACE OF RAMP RUNS OR LANDING AREAS.
 - SURFACE SLOPES THAT MEET AT THE GRADE BREAKS SHALL BE FLUSH.
- FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE POSSIBLE.
- ALL VERTICAL SURFACE DISCONTINUITIES SHALL NOT EXCEED 1/4" IN HEIGHT. ANY VERTICAL SURFACE DISCONTINUITY BETWEEN 1/4" AND 1/2" SHALL BE BEVELED AT A SLOPE NO GREATER THAN 50% ACROSS THE ENTIRE DISCONTINUITY.
- HORIZONTAL OPENINGS IN GRATES AND JOINTS SHALL NOT EXCEED 1/2" IN DIAMETER AND THE GRATES SHALL BE PLACED SO THE LONG DIMENSION IS PERPENDICULAR TO THE DIRECTION OF TRAVEL.

NO.	DATE	DESCRIPTION	DRAWN BY
3	5/30/23	REVISED PURSUANT TO NJDEP LETTER DATED 12/5/22	KMB
2	1/31/23	ADDED MISSING LOT 22	JUL
1	7/22/22	REVISED PURSUANT TO BOROUGH COMMENTS	KMB

PRELIMINARY MAJOR SUBDIVISION & SITE PLAN
BLOCK 13 LOTS 13-18, 20, 21, 22
BLOCK 14 LOTS 12, 14
BLOCK 15 LOTS 5-12
BOROUGH OF SEA BRIGHT MONMOUTH COUNTY NEW JERSEY

W.H. ENGINEERING
CERT. OF AUTH. NO. 24GA28117300
257 MONMOUTH ROAD, BLDG. A, SUITE 7, OAKHURST, NJ 07795
PHONE: 732-225-1313
WWW.WHENGINEERING.COM

A.D.A. NOTES & DETAILS
Date: 2023.06.07
WALTER JOSEPH HOPKINS
PROFESSIONAL ENGINEER, LIC. 2023.06.07
09:53:56 04/00

SCALE: 1"= 30'
DRAWN BY: JUL
DATE: 1/17/22
JOB No.: 19179A
SHEET No.: 13 OF 13