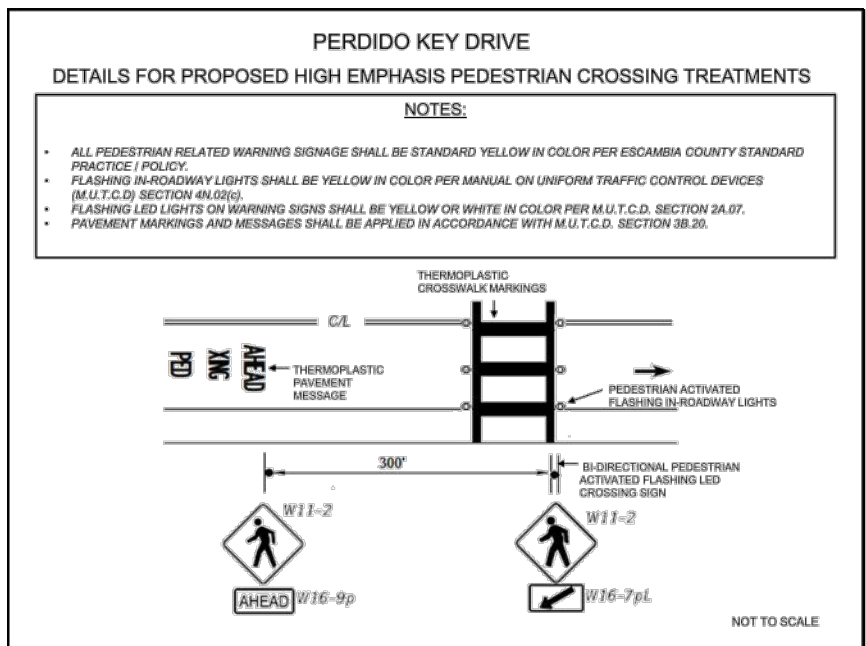
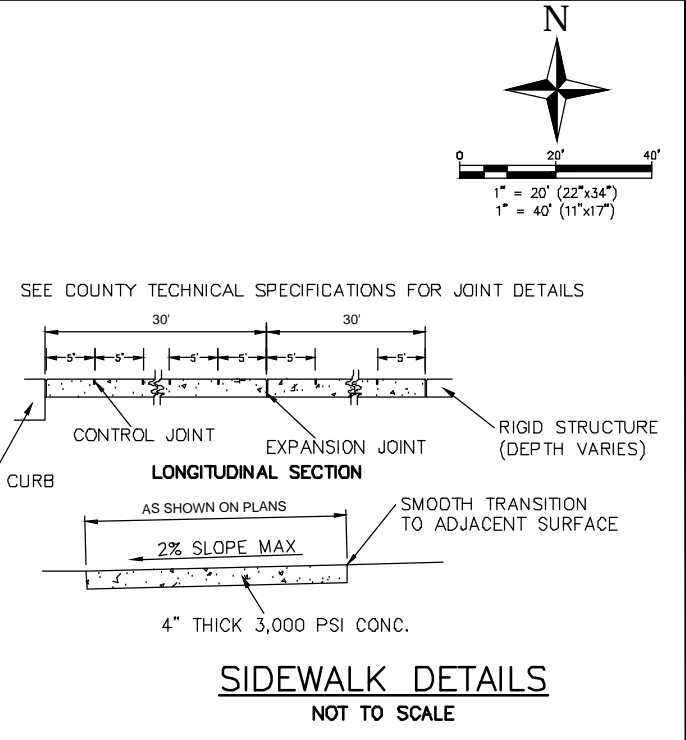


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PHASE	REVIEW	DATE	ORIGINATOR (RP)	PRODUCTION CHECKING COMPLETE, READY FOR SUBMITTAL REVIEW (RP)	DATE	ORIGINATOR (RP)	CORRECT (Green Highlighter) Change	DATE	VERIFICATION CHECKER (CR)	DATE	ORIGINATOR (RP)	CORRECT (Pink Highlighter)	DATE
SIGNATURE:													



- ### GENERAL NOTES
- Sidewalk curb ramps shall be constructed at locations that will provide continuous unobstructed pedestrian circulation path to pedestrian areas, elements and facilities within the right of way and to accessible pedestrian routes on adjacent sites. Curbed facilities with sidewalks and those without sidewalks are to have curb ramps constructed for all intersections and turnouts with curbed returns. To accommodate curb ramps, partial curb returns are to extend to the limits prescribed in Index No. 515. Ramps constructed at locations without sidewalks are to have a landing constructed at the top of each ramp, see LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS.
 - When altering existing pedestrian facilities, where existing restricted conditions preclude the accommodation of a ramp slope of 1:12, a ramp slope between 1:12 and 1:10 is permitted for a rise of 6" maximum. Where compliance with the requirements for cross slope cannot be fully met, the minimum feasible cross slope shall be provided. Ramp slopes are not required to exceed 15' in length.
 - If sidewalk curb ramps are located where pedestrians must walk across the ramp, then provide transition slopes to the ramp; otherwise a sidewalk curb may be required.
 - All sidewalks, ramps, and landings with a cross slope of 0.02 shown in this Index are 0.02 maximum. All ramp slopes shown in this Index as 1:12 are 1:12 maximum. Landings shall have slopes less than or equal to 0.02 in any direction.
 - Grade breaks at the top and bottom of ramps shall be parallel to each other and perpendicular to the direction of the ramp slope.
 - Where a sidewalk 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 to the extent that no remaining section of curb or curb and gutter is less than 5' long. Existing sidewalks shall be removed to the nearest joint beyond the transition slope or to the extent that no remaining section of sidewalk is less than 5' long. For CONCRETE SIDEWALK details refer to Index 310.
 - Sidewalk curb ramp alpha-identifications are for reference purposes (plans, permits, etc.). Alpha-identifications CR-I and CR-J were intentionally omitted.
 - Detectable warnings shall extend the full width of the ramp and to a depth of 2'. Detectable warnings shall be constructed in accordance with Specification Section 527. For the layout of detectable warnings, refer to the TYPICAL PLACEMENT OF DETECTABLE WARNINGS details. Detectable warnings shall not be provided on transition slopes.
 - When detectable warnings are placed on a slope greater than 5%, domes shall be aligned with the centerline of the ramp; otherwise domes are not required to be aligned.
 - Detectable warnings shall be required on sidewalks and shared use paths at:
 - Intersecting roads,
 - Median Crossings greater than or equal to 6' in width,
 - Railroad Crossings,
 - Signalized driveways.
 - Detectable Warnings - Acceptance Criteria:
 - Color and texture shall be complete and uniform.
 - 90% of individual truncated domes shall be in accordance with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705.
 - There shall be no more than 4 non-compliant domes in any one square foot.
 - Non-compliant domes shall not be adjacent to other non-compliant domes.
 - Surfaces shall not deviate more than 0.10" from a true plane.
 - Detectable warnings shall be installed no greater than 5' from the back of curb or edge of pavement.
 - Detectable warnings shall not be installed over grade breaks.
 - Construction of sidewalks, curb cuts and driveways should be built to ADA standards using the latest edition of Design Standards and Public Rights-of-Way Accessibility Guidelines (PROWAG).



PERDIDO KEY DRIVE
EDEN & SEA SPRAY CONDOMINIUMS
SIDEWALK & CROSSWALK IMPROVEMENTS

ENGINEERING DIVISION	DESIGNED BY:	CHECKED BY:	DATE:	DATE:
ESCAMBIA COUNTY, FLORIDA	PROJECT MANAGER:	PROJECT:	DATE:	DATE:
3363 WEST PARK PLACE, PENSACOLA, FLORIDA 32505	SECTION:	TOWNSHIP:	RANGE:	
FIELD BOOK PAGES:				

REVISIONS	DATE	APPROVED BY	DATE	APPROVED BY	DATE

DRAWING NUMBER	PROJECT NUMBER	SURVEY NUMBER	SHEET	1 OF 1
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