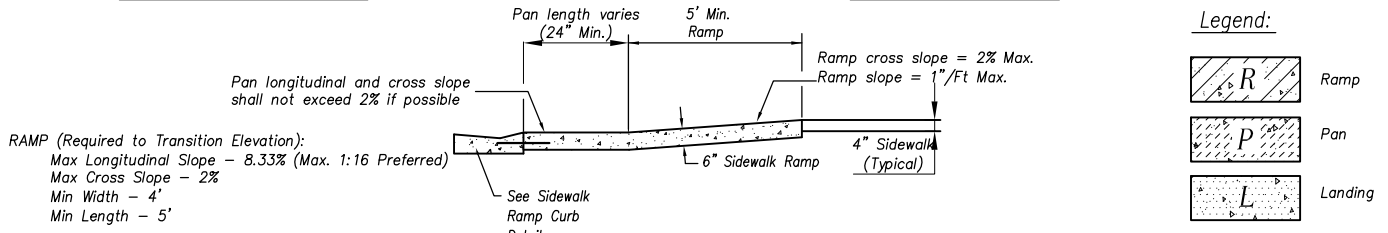
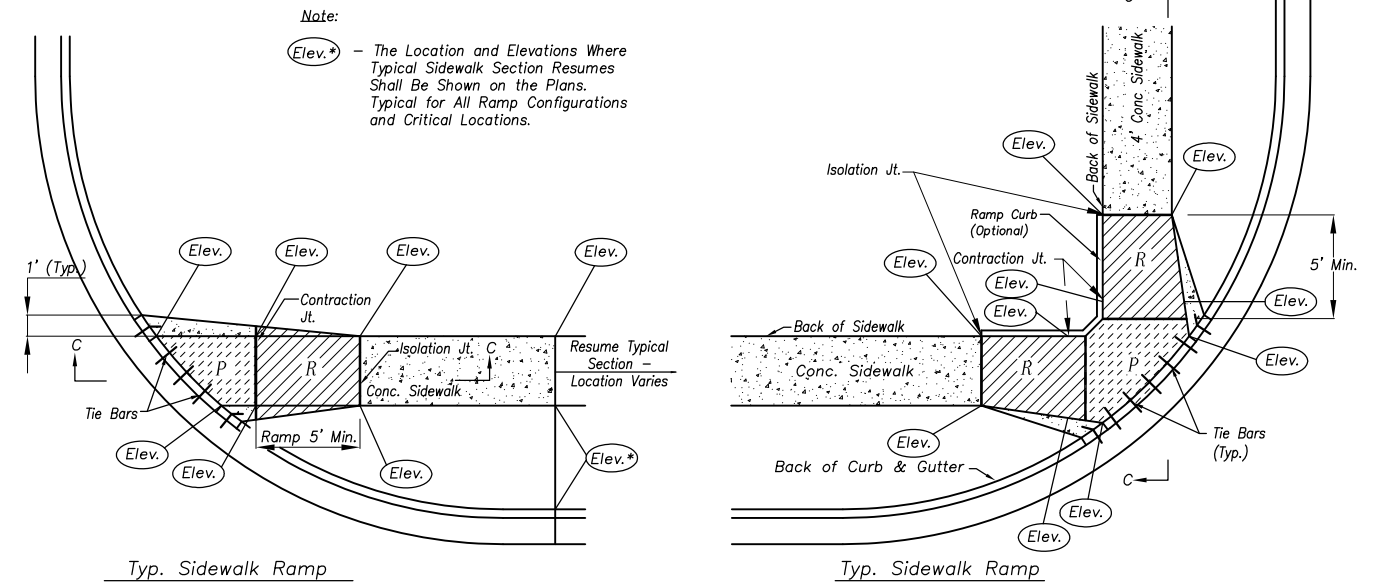
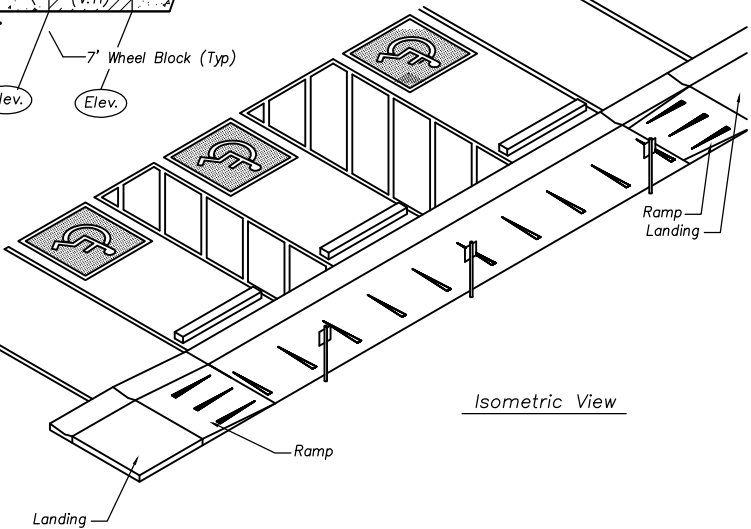
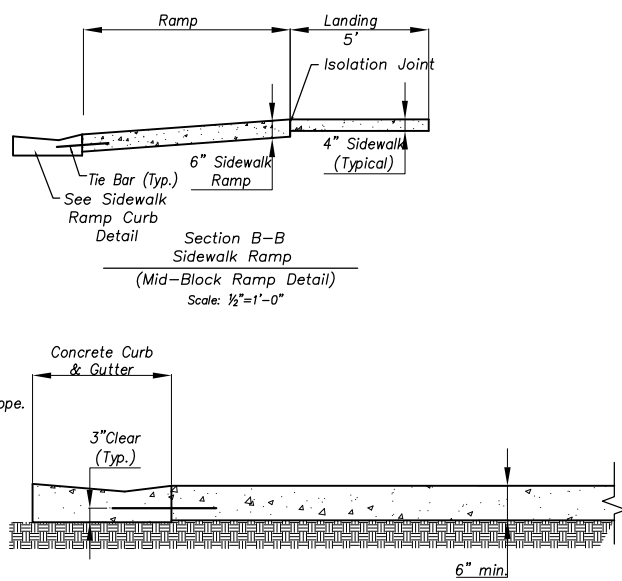
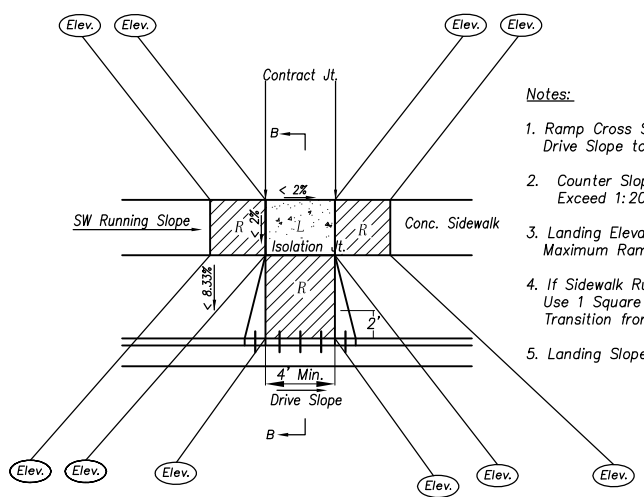
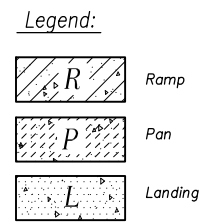


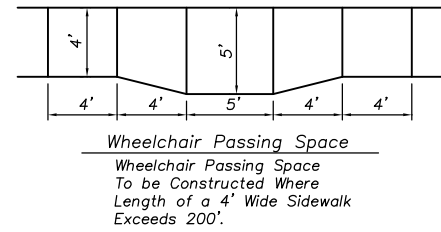
- Notes:**
- Sidewalk to Parking Stall Interface Shall Be Type "C" Modified Curb or Approved Equivalent Such That NO Vertical Curb is Adjacent to the Accessible Parking Aisles or Stalls Between Aisles. (See Public Works Detail for Type "C" Curb.)
 - Counter Slope of Gutter Stall Shall Not Exceed 1:20.
 - Slopes Within Accessible Parking Stall, Loading Areas and Aisles Shall Not Exceed 1:50 in Any Direction.
 - This Detail Applies to Areas Where Accessible Parking Stalls are Located Adjacent to Sidewalk. Exceptions to this Layout Will Be Considered where Specific Drainage or Safety Issues Exist.
 - This Detail Shows Specific Items of Interest to the City and Is Not All Inclusive Regarding Federal ADA Requirements. Construction Must Still Conform to Those Additional ADA Requirements.
 - All Accessible Stalls Can Be Constructed as Universal Parking Stalls Instead of Designating Car and Van Accessible Stalls.
 - Landing Slope 2% Max. in Any Direction.



- RAMP (Required to Transition Elevation):**
 Max Longitudinal Slope - 8.33% (Max. 1:16 Preferred)
 Max Cross Slope - 2%
 Min Width - 4'
 Min Length - 5'
- Turning Space (Required to Change Direction of Travel):**
 Max Longitudinal Slope - 2%
 Max Cross Slope - 2%
 Min Width - 4'
- PAN:**
 Max Longitudinal Slope - 2% (Where Possible)
 Max Cross Slope - 2% (Where Possible)
- DETECTABLE WARNING SURFACE (When Approved):**
 Min Width Equals Sidewalk Width
 Min Length - 2'
 Domes Shall Be Aligned With Direction of Travel.
 Approved Material: Clay Brick or Conc. Paver
 W/ Truncated Domes - Casintact Concrete Panels.
 City Approval Required for Any Other Material



- Private Sidewalk Notes:**
- Longitudinal Sidewalk Slopes Adjacent to and Paralleling Private Drives May Be Constructed at the Same Slope as the Private Drive. (A Private Drive is Defined as a Drive With Limited Access and No Adjacent Parking.)
 - Longitudinal Sidewalk Slopes Following Drive Aisles, Greenscape Walks Between Buildings and Walks Within Pedestrian Mall Areas Shall Not Exceed 1:20 (V:H). - Except Where Specifically Waived by the Director of Planning and Development Services or Their Designee. (A Drive Aisle is defined as a Drive With Adjacent Parking.)
 - Where It is not Practicable, As Determined by The City, To Meet The Above Longitudinal Slope Requirements, Ramps With Landings Shall Be Provided Which Conform to Current ADA and International Building Code Requirements. (Including Handrail Requirements)
 - Where It is not Practicable, As Determined by The City, To Install Ramps, Then Stairs Shall Be Provided Which Conform To Current ADA and International Building Code Requirements.
 - Sidewalk Cross Slopes Shall Not Exceed 1:50 (V:H).
 - Curb Ramps: Counter Slope of Gutter Shall Not Exceed 1:20.
 - Detectable Warning Surface (Where Approved) Shall Meet City Planning Department Material Requirements and ADA Requirements.
 - A 5'x5' Turning Space Shall be Provided at All Sidewalk Intersections. The Slope Shall Not Exceed 2% in Any Direction.
 - Doorway Landings Maneuvering Clearances Shall be Sized Per ADA Requirements and Slopes Shall Not Exceed 2%.
 - Where Possible, Slopes Should Always be Designed (and the Forms Set Up) at Slopes Below the ADA Maximum Values to Account for Inaccuracies During Construction. The ADA As-Constructed Slopes are Not-To-Exceed Values and Are Subject to City Inspection and Approval Prior to Final Certificate of Occupancy Compliance.



NOTE TO DESIGN PROFESSIONAL:

This supplemental detail has been prepared by the City of Overland Park Planning Department solely for the convenience of registered design professionals. The City disclaims all warranties and representations of any kind, expressed or implied, with regard to this supplemental detail, including but not limited to, any warranty related to the fitness for a particular purpose.

The design professional assumes all responsibility for verification that this supplemental design detail is suitable for use on any specific construction plan. By incorporation of this supplemental design detail into a construction plan, the design professional certifies that they have determined that this supplemental design detail is suitable for use on their specific construction plan.