

**Americans with Disabilities Act (ADA)  
ADA Transition Plan for the Public Right-of-Way**



## **Appendix B5**

### **WSDOT Resources**

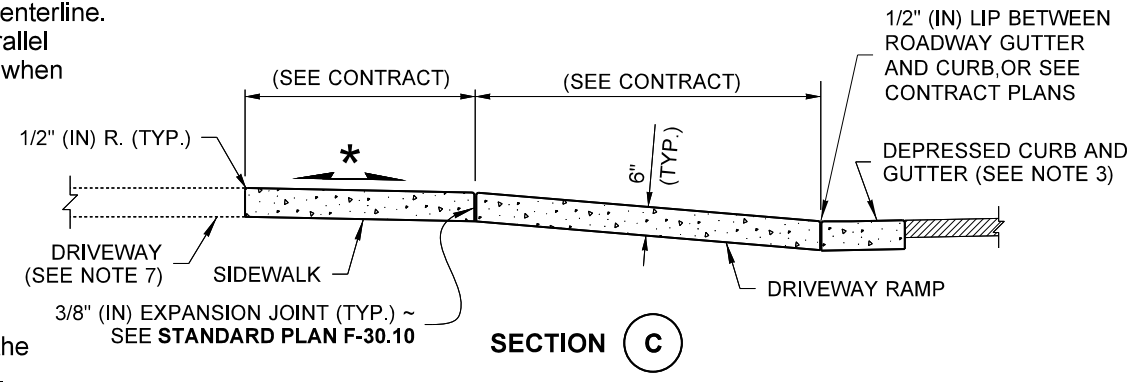
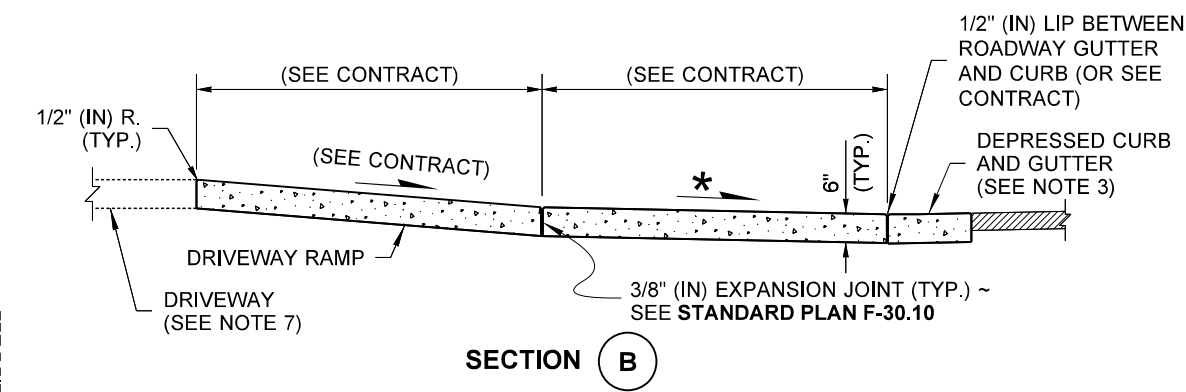
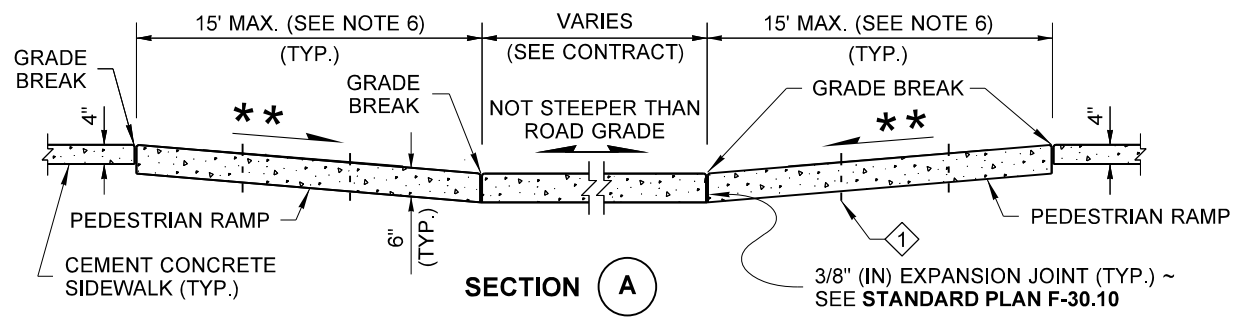
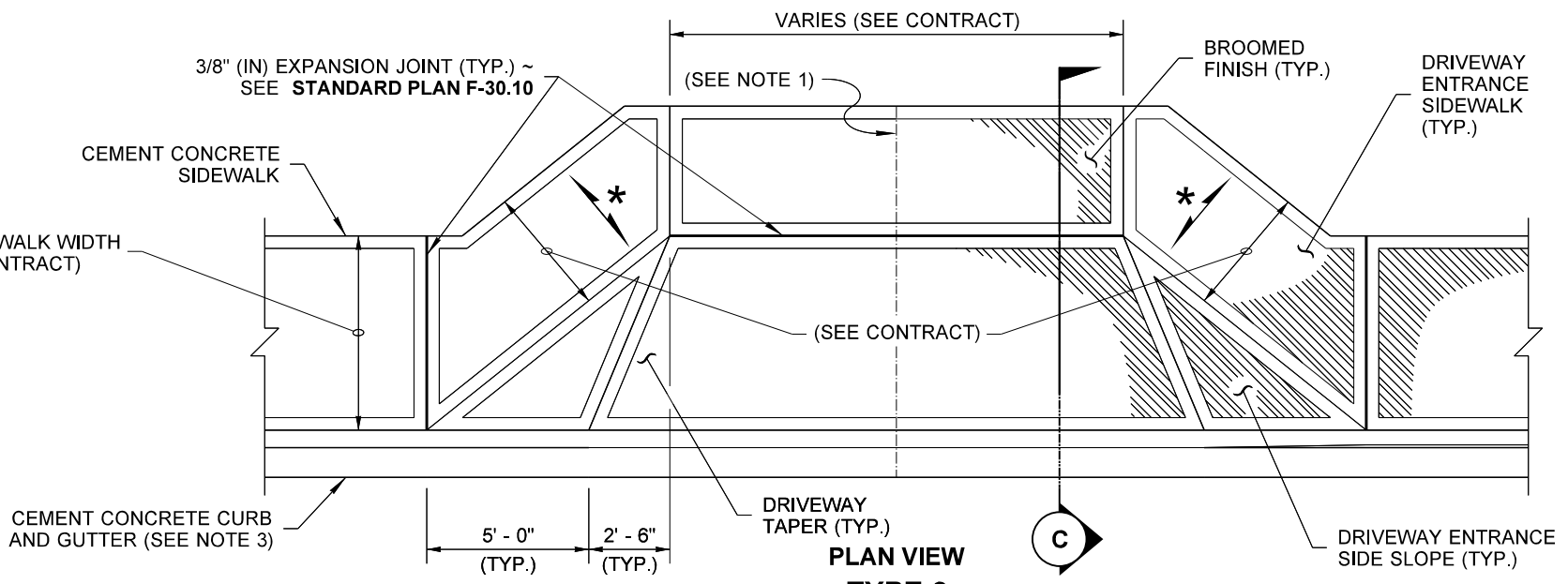
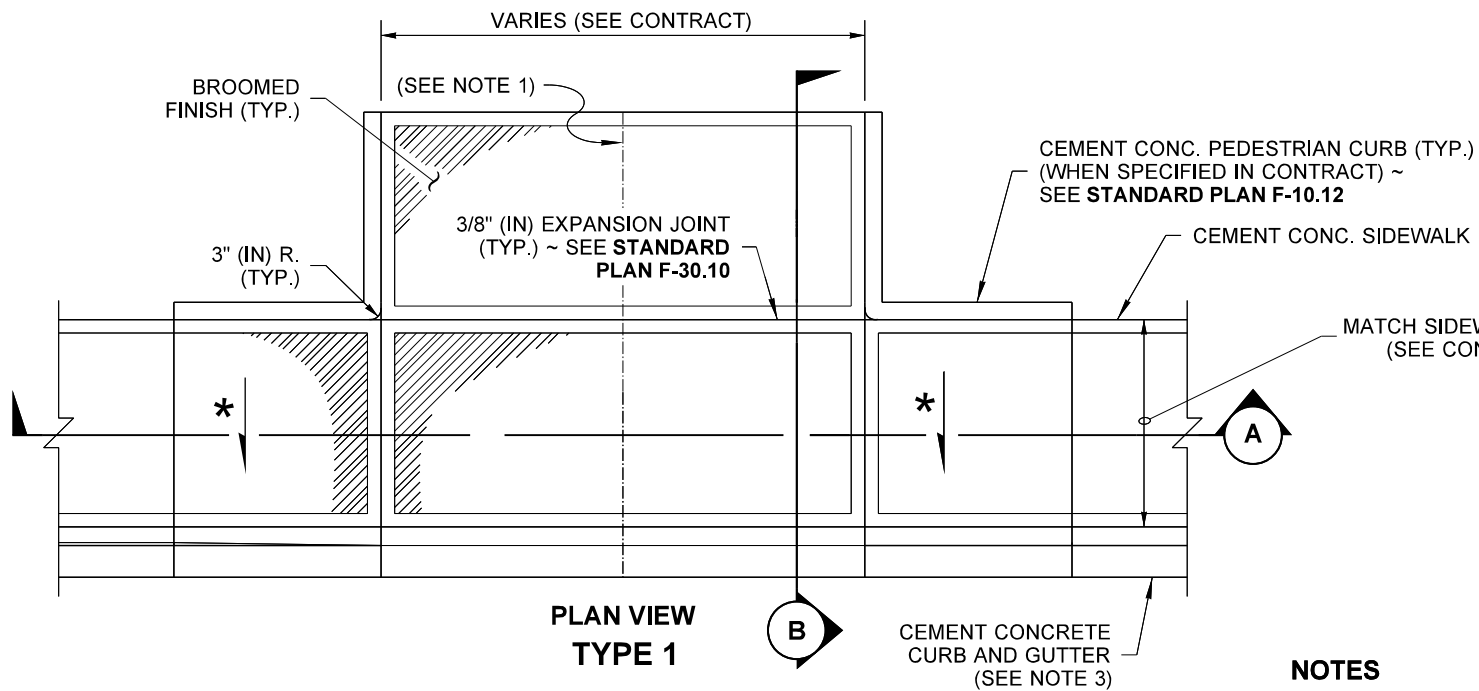
**WSDOT Standard Plans for Driveway Interface with Sidewalks**

**WSDOT Design Manual Chapter 1730-5 Bus Stop Accessibility Features**

**May 2024**

**Prepared by Transportation Solutions, Inc.**





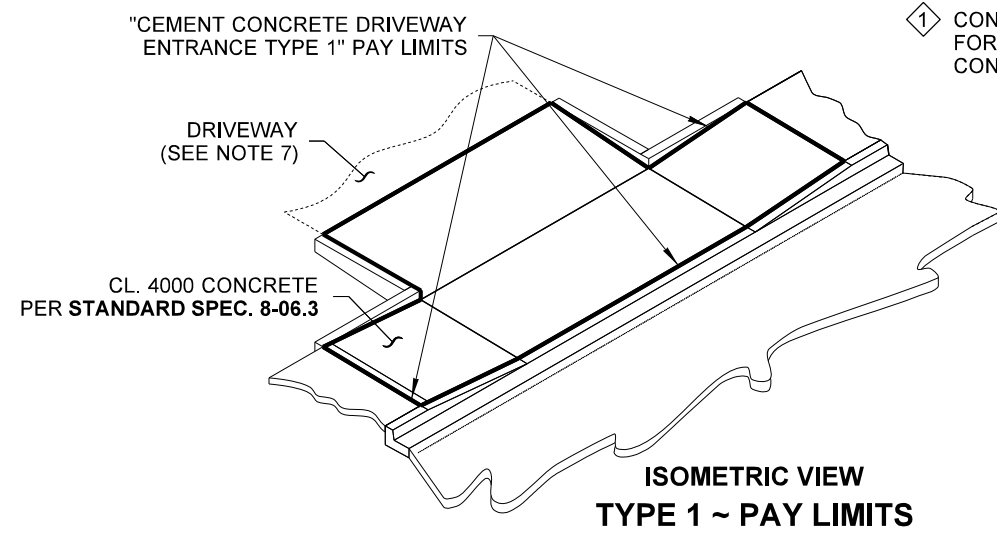
**NOTES**

1. When the driveway width exceeds 15' (ft), construct a full depth expansion joint with 3/8" (in) joint filler along the driveway centerline. See **Standard Plan F-30.10**. Construct expansion joints parallel with the centerline as required at 15' (ft) maximum spacing when driveway widths exceed 30' (ft).
2. See **Standard Plan F-30.10** for sidewalk details.
3. Curb and Gutter shown; see the Contract Plans for the curb design specified. See **Standard Plan F-10.12** for Curb Details.
4. Avoid placing drainage structures, junction boxes or other obstructions in front of driveway entrances.
5. Where "GRADE BREAK" is called out, the entire length of the line between the two adjacent surface planes shall be flush.
6. The Pedestrian Ramp length is not required to exceed 15 feet (unless otherwise shown in the Contract Plans). When applying the 15-foot max. length (measured from back of sidewalk) the running slope of the pedestrian ramp is allowed to exceed 8.3%. Use a single constant slope from bottom of ramp to top of ramp to match into the sidewalk over a horizontal distance of 15 feet.
7. Beyond limits shown. Pay item does not include driveway. See Contract Plans.

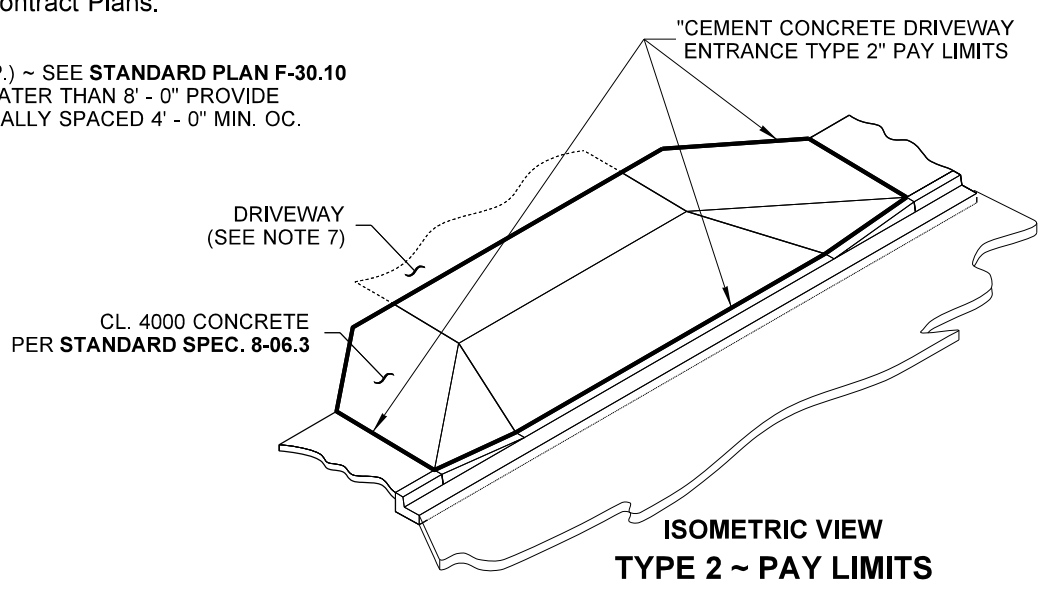
**LEGEND**

- SLOPE IN EITHER DIRECTION
- 1.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (2% MAX.)
- 7.5% OR FLATTER RECOMMENDED FOR DESIGN/FORMWORK (8.3% MAX.) (SEE NOTE 6)

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CONTRACTION JOINT (TYP.) ~ SEE **STANDARD PLAN F-30.10** FOR RAMP LENGTHS GREATER THAN 8' - 0" PROVIDE CONTRACTION JOINT EQUALLY SPACED 4' - 0" MIN. OC.



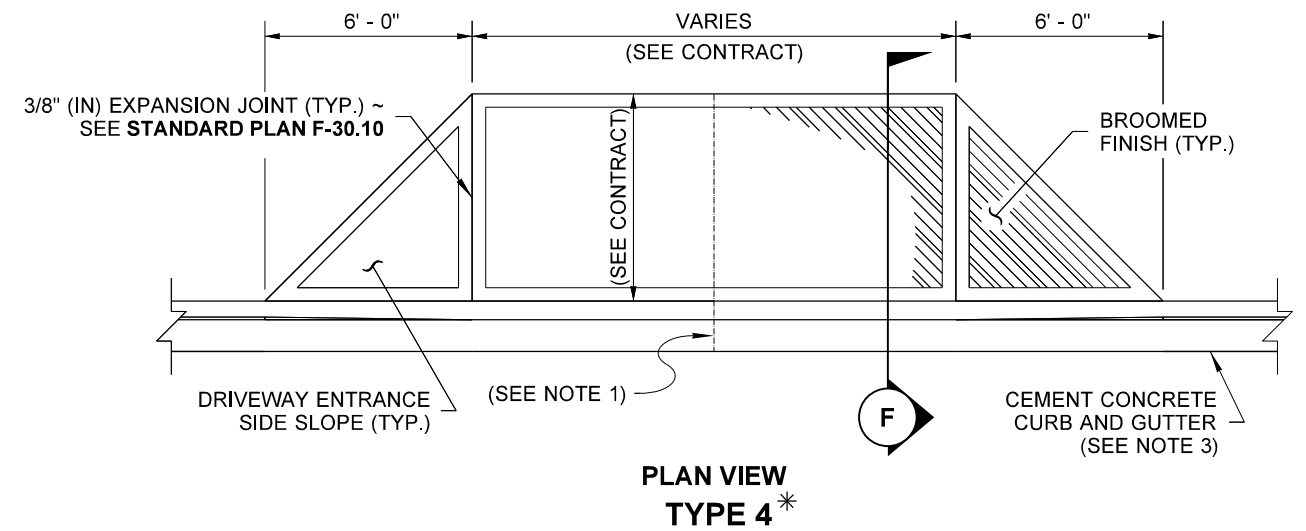
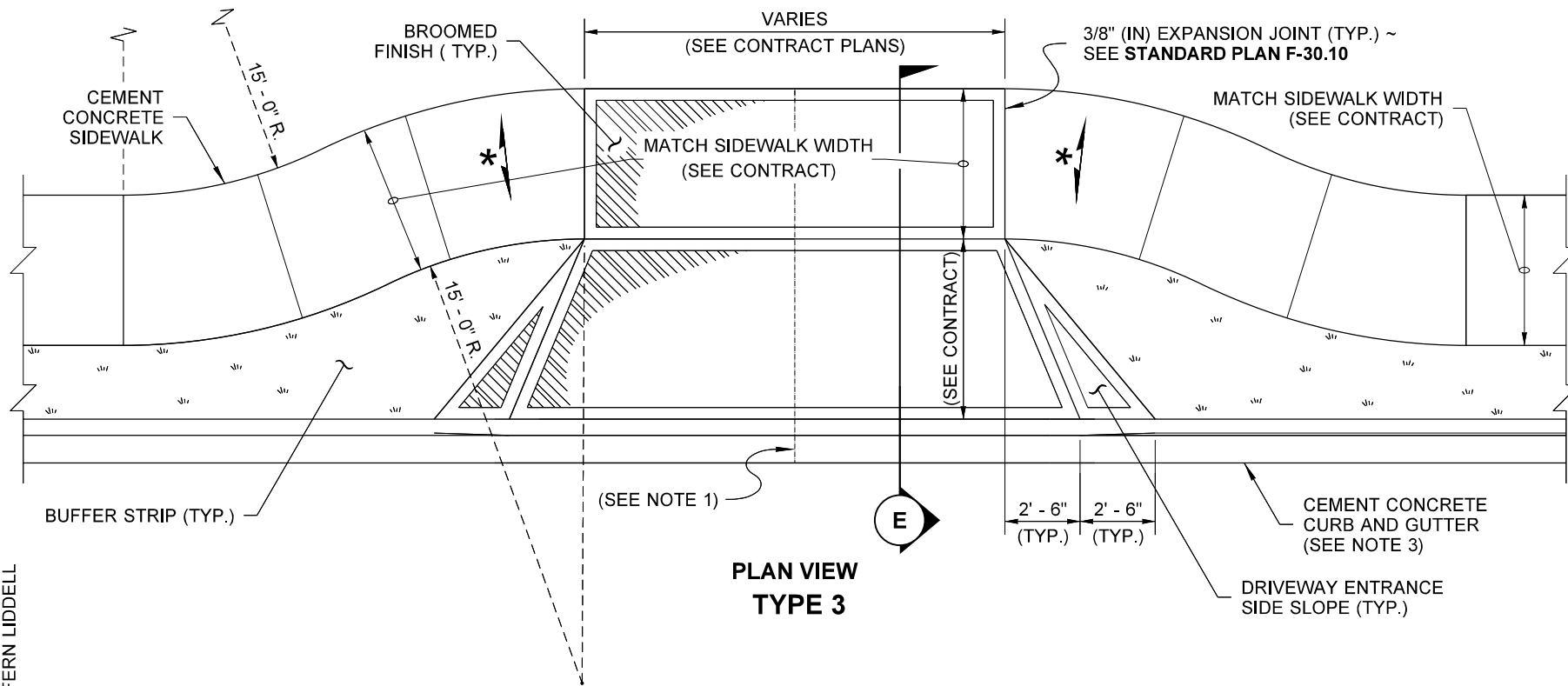
**CEMENT CONCRETE DRIVEWAY ENTRANCE TYPES 1, 2, 3, & 4**  
**STANDARD PLAN F-80.10-04**  
SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

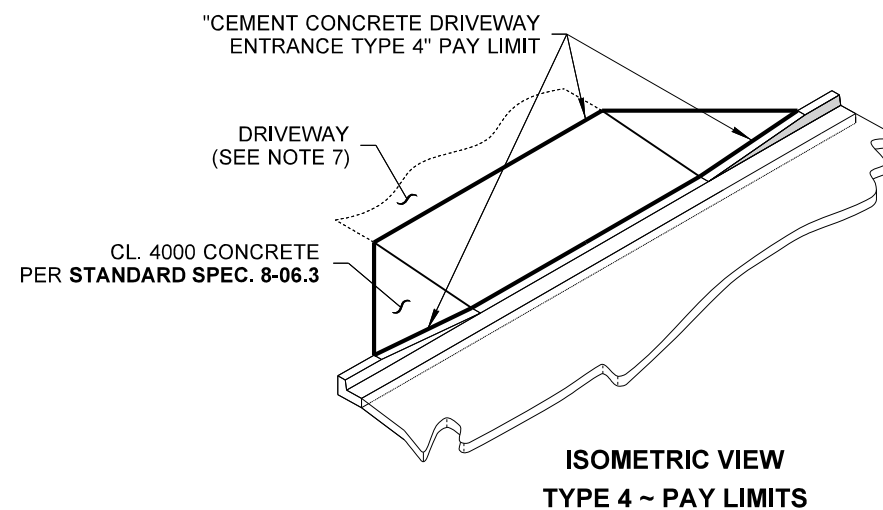
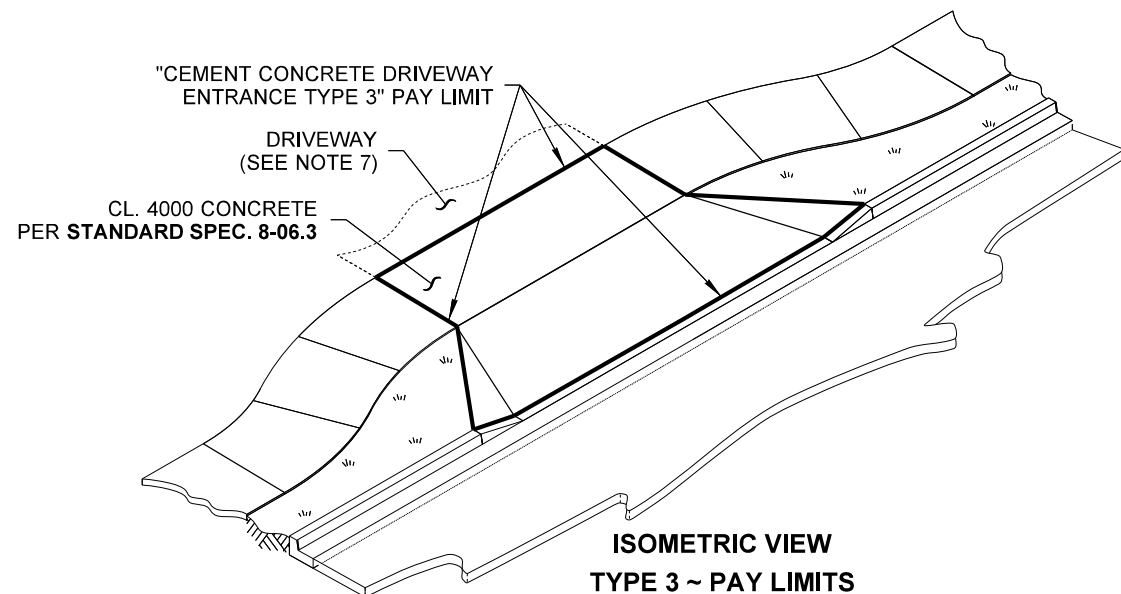
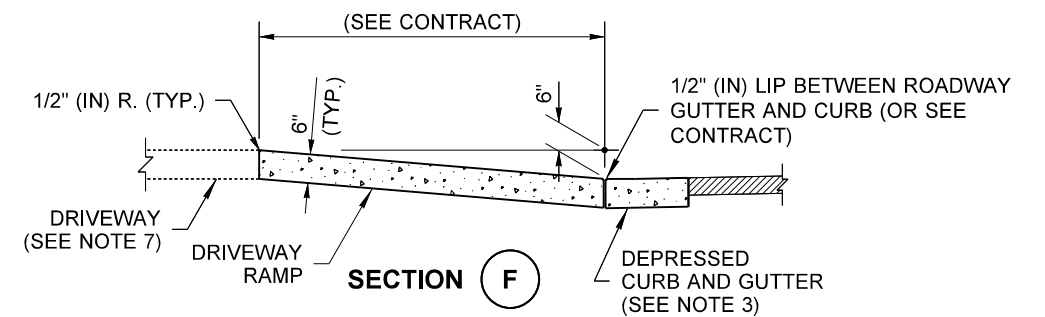
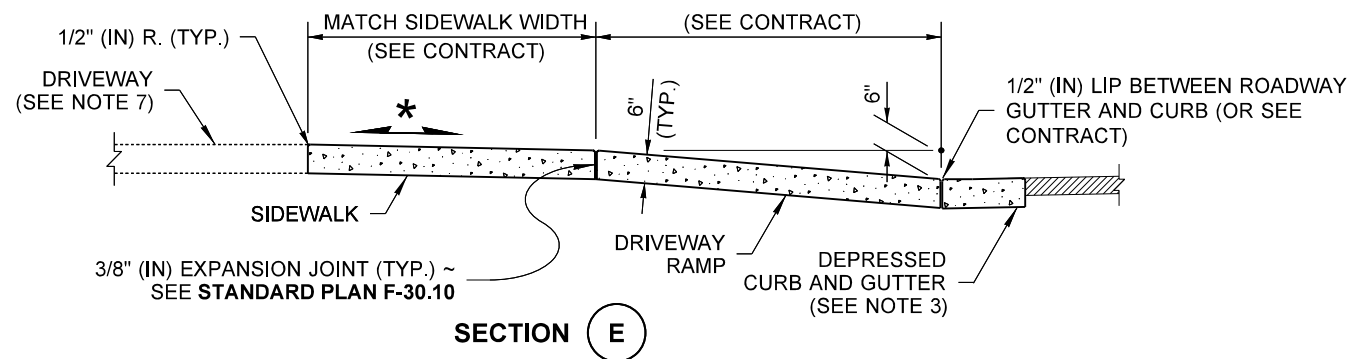
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STATE DESIGN ENGINEER  
 Washington State Department of Transportation

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\* THIS ENTRANCE TYPE SHALL NOT BE USED ALONG A PEDESTRIAN ROUTE



**CEMENT CONCRETE DRIVEWAY ENTRANCE TYPES 1, 2, 3, & 4**  
**STANDARD PLAN F-80.10-04**  
 SHEET 2 OF 2 SHEETS

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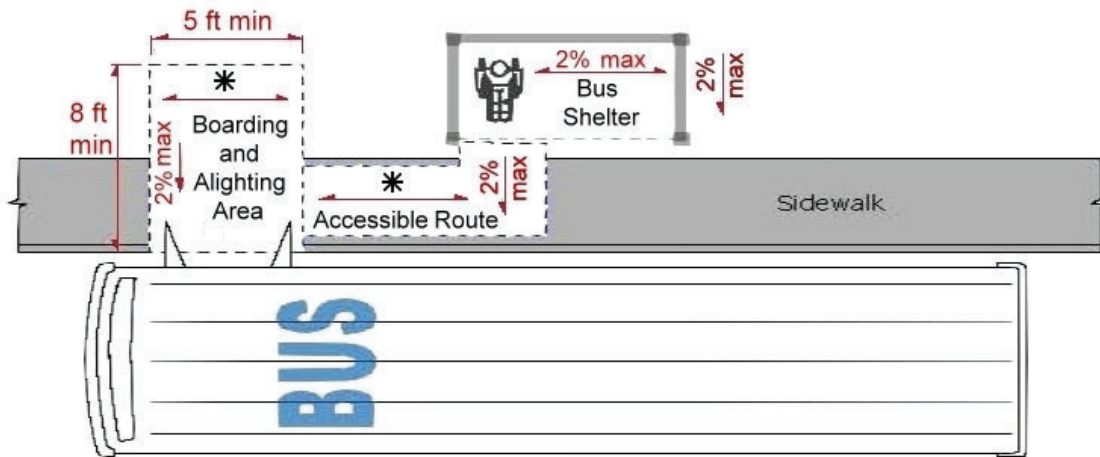
STATE DESIGN ENGINEER  
 Washington State Department of Transportation

In order to use buses that are accessible, bus stops must also be accessible. The nature and condition of streets, sidewalks, passenger loading pads, curb ramps, and other bus stop facilities can constitute major obstacles to mobility and accessibility. State, local, public, and private agencies need to work closely with public transportation officials to provide universal access.

Involve the local transit agency in the bus stop pad design and location so that lifts can actually be deployed at the site.

In order to access a bus stop, it is important that the path to the stop also be accessible. This can be accomplished by the use of sidewalks with curb ramps. For sidewalk design and curb ramp information, see Chapter 1510 and the Standard Plans. Exhibit 1730-5 depicts ADA standards for bus stop locations.

**Exhibit 1730-5 Bus Stop Accessibility Features**



\* Slope may be the same as the roadway

Design bus shelter clear space to meet the requirements found in *ADA Standards for Transportation Facilities*.



*Passenger shelter showing clear space*