

DISABLED PASSENGER LOADING ZONES.

PARKING SPACES REQUIRED TO BE ACCESSIBLE BY 4.1 SHALL COMPLY WITH THE REQUIREMENTS OF 4.1.1. ACCESSIBLE PASSENGER LOADING ZONES REQUIRED TO BE ACCESSIBLE BY 4.1.1 SHALL COMPLY WITH THE REQUIREMENTS OF 4.1.1.1.

DISABLED PASSENGER LOADING ZONES SERVING A PARTICULAR BUILDING SHALL BE ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE ROUTE TO THE BUILDING. ACCESSIBLE ROUTE OF TRAVEL FROM THE ENTRANCE OF THE BUILDING TO THE ACCESSIBLE PASSENGER LOADING ZONES SHALL BE DISPERSED AND LOCATED NEAR ENTRANCES.

PARKING SPACES FOR DISABLED PEOPLE SHALL BE AT LEAST 96" WIDE AND AN ADJACENT ACCESS AISLE 60" (1525mm) WIDE MINIMUM. BE PART OF AN ACCESSIBLE ROUTE TO THE BUILDING OR COMPLY WITH 4.3. TWO ACCESSIBLE PARKING SPACES MAY BE ADJACENT TO EACH OTHER PROVIDED THAT THE CLEARANCE ROUTE TO THE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEEDING 1:50 IN ALL DIRECTIONS.

PARKING SPACES FOR VANS DESIGNED FOR HANDICAPPED PERSONS HAVE AN ADJACENT ACCESS AISLE AT LEAST 96" (2440mm) WIDE AND FLOOR SURFACES.

PARKING SPACES SHALL BE DESIGNATED AS RESERVED FOR THE SYMBOL OF ACCESSIBILITY (SEE 4.30.5). SUCH SIGNS SHALL BE VISIBLE FROM THE STREET AND SHALL BE 1:12 SLOPE.

PASSENGER LOADING ZONES SHALL PROVIDE AN ACCESSIBLE ROUTE TO THE BUILDING. ACCESSIBLE ROUTE OF TRAVEL FROM THE ENTRANCE OF THE BUILDING TO THE ACCESSIBLE PASSENGER LOADING ZONES SHALL BE DISPERSED AND LOCATED NEAR ENTRANCES. ACCESSIBLE ROUTE OF TRAVEL FROM THE ENTRANCE OF THE BUILDING TO THE ACCESSIBLE PASSENGER LOADING ZONES SHALL BE DISPERSED AND LOCATED NEAR ENTRANCES. ACCESSIBLE ROUTE OF TRAVEL FROM THE ENTRANCE OF THE BUILDING TO THE ACCESSIBLE PASSENGER LOADING ZONES SHALL BE DISPERSED AND LOCATED NEAR ENTRANCES.

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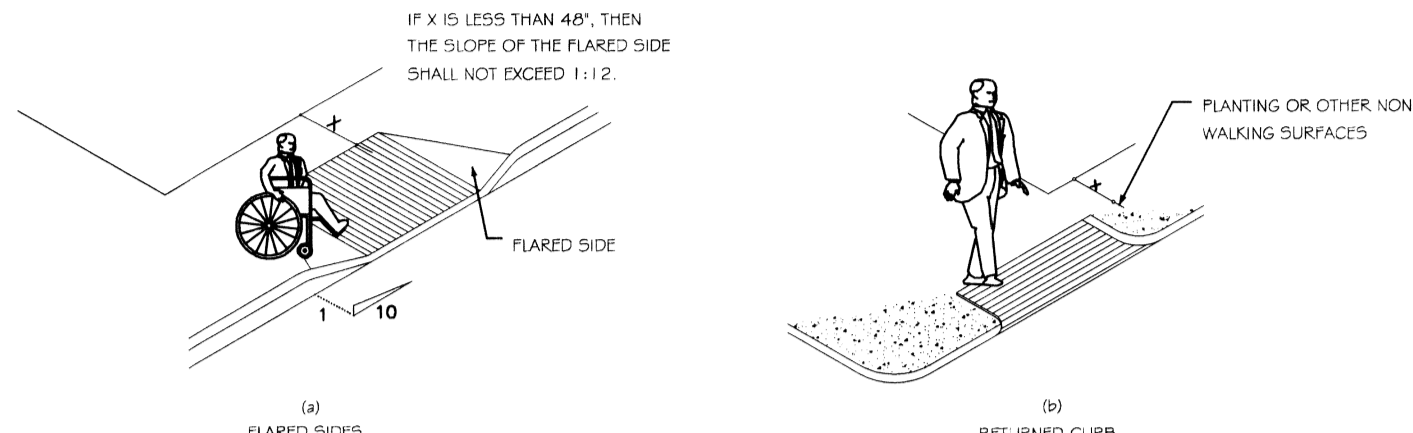
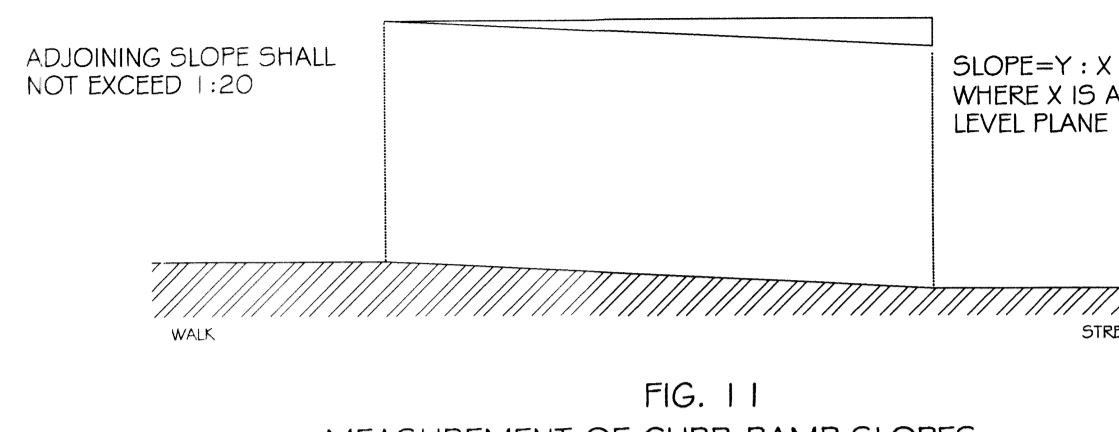
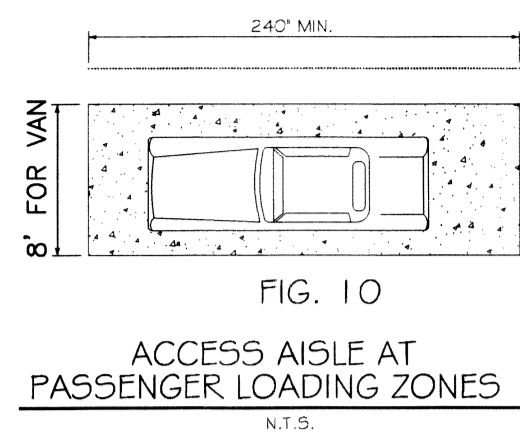


FIG. 12 SIDES OF CURB RAMP N.T.S.

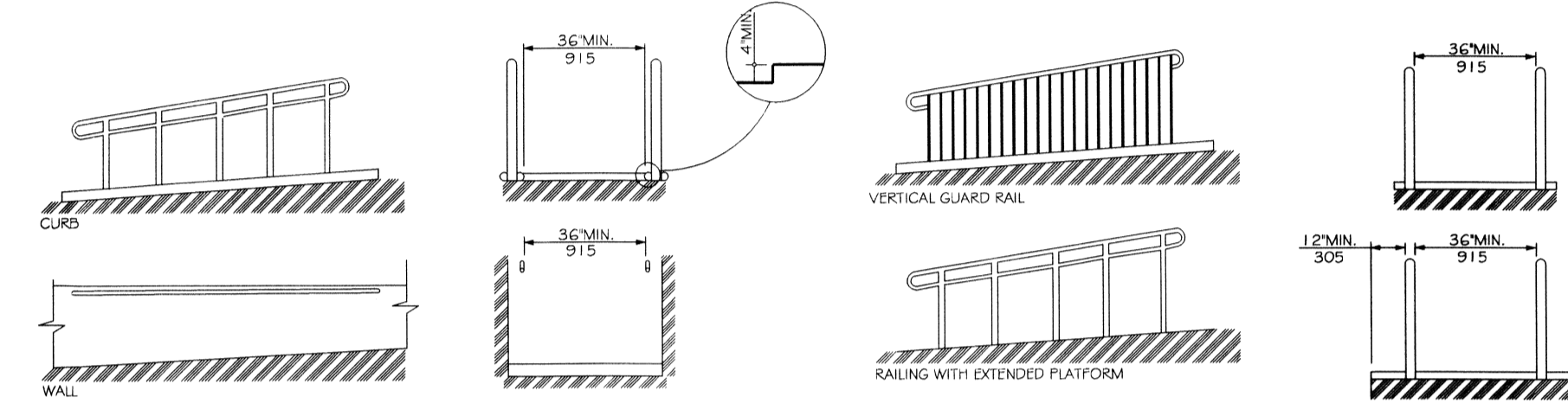


FIG. 17 EXAMPLES OF EDGE PROTECTION AND HANDRAIL EXTENSIONS N.T.S.

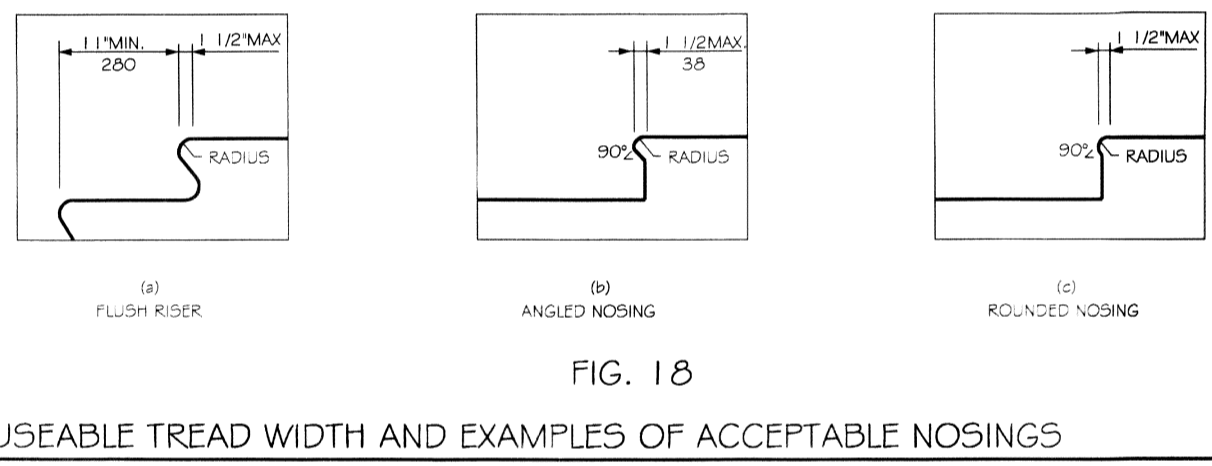


FIG. 18 USEABLE TREAD WIDTH AND EXAMPLES OF ACCEPTABLE NOSINGS N.T.S.

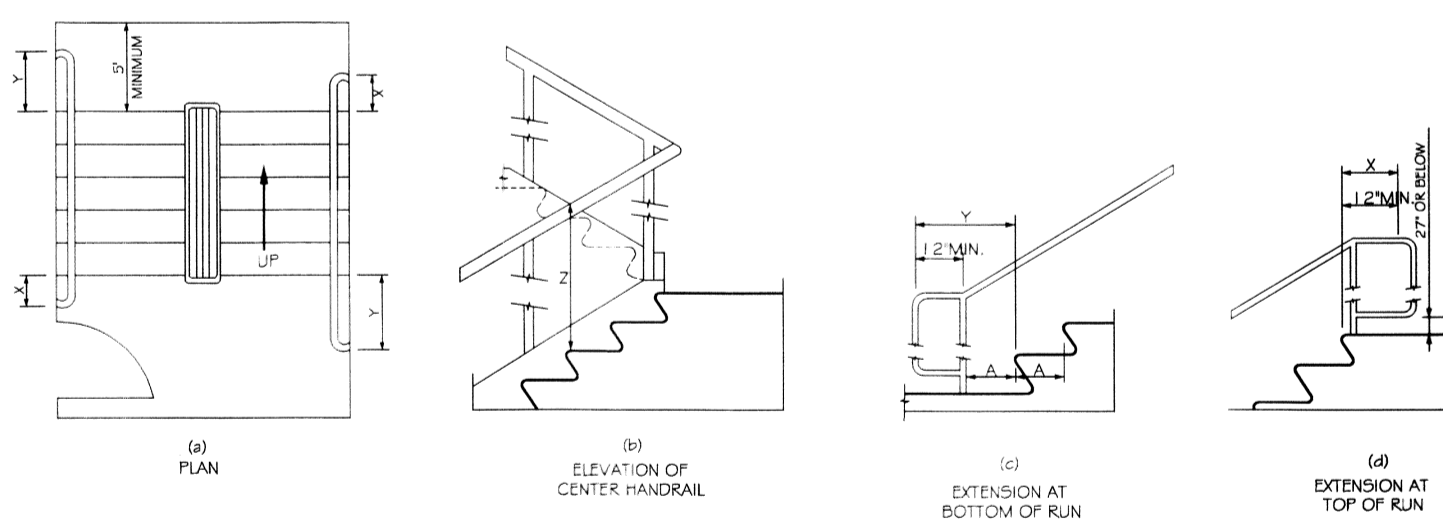


FIG. 19 STAIR HANDRAILS N.T.S.

4.10 ELEVATORS.

4.10.1 GENERAL. ACCESSIBLE ELEVATORS SHALL BE ON AN ACCESSIBLE ROUTE AND SHALL COMPLY WITH 4.10 AND WITH THE ASME A17.1-1990, SAFETY CODE FOR ELEVATORS AND ESCALATORS. FREIGHT ELEVATORS SHALL NOT BE CONSIDERED AS MEETING THE REQUIREMENTS OF THIS SECTION UNLESS THE ONLY ELEVATORS PROVIDED ARE USED AS COMBINATION PASSENGER AND FREIGHT ELEVATORS FOR THE PUBLIC AND EMPLOYEES.

4.10.2 AUTOMATIC OPERATION. ELEVATOR OPERATION SHALL BE AUTOMATIC. EACH CAR SHALL BE EQUIPPED WITH A SELF-LEVELING FEATURE THAT WILL AUTOMATICALLY BRING THE CAR TO FLOOR LANDINGS WITHIN A TOLERANCE OF 1/2" (13mm) UNDER RATED LOADING ZERO TO LOADING CONDITIONS. THIS SELF-LEVELING FEATURE SHALL BE AUTOMATIC AND INDEPENDENT OF THE OPERATING DEVICE AND SHALL CORRECT THE OVERTRAVEL OR UNDERTRAVEL.

4.10.3 HALL CALL BUTTONS. CALL BUTTONS IN ELEVATOR LOBBIES AND HALLS SHALL BE CENTERED AT 42" (1065mm) ABOVE THE FLOOR. SUCH CALL BUTTONS SHALL HAVE VISUAL SIGNALS TO INDICATE WHEN EACH CAR IS REGISTERED AND WHEN EACH CALL IS ANSWERED. CALL BUTTONS SHALL BE A MINIMUM OF 3/4" (19mm) IN THE SMALLEST DIMENSION. THE BUTTON DISH GUARDING THE UP DIRECTION SHALL BE ON TOP. BUTTONS SHALL BE RAISED OR FLUSH. OBJECTS MOUNTED BENEATH HALL CALL BUTTONS SHALL NOT PROJECT INTO THE ELEVATOR LOBBY MORE THAN 4" (100mm).

4.10.4 HALL LANTERNS. A VISIBLE AND AUDIBLE SIGNAL SHALL BE PROVIDED AT EACH HOISTWAY ENTRANCE TO INDICATE WHICH CAR IS ANSWERING A CALL. AUDIBLE SIGNALS SHALL SOUND ONCE FOR THE UP DIRECTION AND TWICE FOR THE DOWN DIRECTION OR SHALL HAVE VERBAL ANNUNCIATORS THAT SAY "UP" OR "DOWN." VISIBLE SIGNALS SHALL HAVE THE FOLLOWING FEATURES:

- (1) HALL LANTERN FIXTURES SHALL BE MOUNTED SO THAT THEIR CENTERLINE IS AT LEAST 2 1/2" (64mm) IN THE SMALLEST DIMENSION.
- (2) VISUAL ELEMENTS SHALL BE AT LEAST 2-1/2" (64mm) IN THE SMALLEST DIMENSION.
- (3) SIGNALS SHALL BE VISIBLE FROM THE VICINITY OF THE HALL CALL BUTTON. IN CAR LANTERNS LOCATED IN CARS, VISIBLE FROM THE VICINITY OF HALL CALL BUTTONS, AND CONFORMING TO THE ABOVE REQUIREMENTS, SHALL BE ACCEPTABLE.

FIG. 23 STAIR DETAIL N.T.S.

4.10.5 RAISED BRAILLE CHARACTERS ON HOISTWAY ENTRANCES. ALL ELEVATOR HOISTWAY ENTRANCES SHALL HAVE RAISED AND BRAILLE FLOOR DESIGNATIONS PROVIDED ON BOTH JAMBES. THE CENTERLINE OF THE CHARACTERS SHALL BE 67" (1725mm) ABOVE FINISH FLOOR. SUCH CHARACTERS SHALL BE 2" (50mm) HIGH AND SHALL COMPLY WITH 4.30.4. REMAINING APPLIED PLATES ARE ACCEPTABLE IF THEY ARE PERMANENTLY FIXED TO THE JAMBES.

4.10.6 DOOR PROTECTIVE REOPENING DEVICE. ELEVATOR DOORS SHALL OPEN AND CLOSE AUTOMATICALLY. THEY SHALL BE PROVIDED WITH A REOPENING DEVICE THAT WILL STOP AND REOPEN A CAR DOOR AND HOISTWAY DOOR AUTOMATICALLY IF THE DOOR BECOMES OBSTRUCTED BY AN OBJECT OR PERSON. THE DEVICE SHALL BE CAPABLE OF COMPLETING THESE OPERATIONS WITHOUT REQUIRING CONTACT FOR AN OBSTRUCTION PASSING THROUGH THE OPENING AT HEIGHTS OF 5' 4" (1626mm) TO 7'3" (2213mm) ABOVE FINISH FLOOR. DOOR REOPENING DEVICES SHALL REMAIN EFFECTIVE FOR AT LEAST 20 SECONDS. AFTER SUCH AN INTERVAL, DOORS MAY CLOSE IN ACCORDANCE WITH THE REQUIREMENTS OF ASME A17.1-1990.

4.10.7 DOOR # SIGNAL TIMING FOR HALL CALLS. THE MINIMUM ACCEPTABLE TIME FROM NOTIFICATION THAT A CAR IS ANSWERING A CALL UNTIL THE DOORS OF THAT CAR START TO CLOSE SHALL BE CALCULATED FROM THE FOLLOWING EQUATION:

$$T = D / (1.5/S) \text{ OR } T = D / (445mm/S)$$

WHERE T TOTAL TIME IN SECONDS AND D DISTANCE IN FEET OR MILLIMETERS FROM A POINT IN THE LOBBY OR CORRIDOR 60" (1525mm) DIRECTLY IN FRONT OF THE FARTHEST CALL BUTTON CONTROLLING THAT CAR TO THE CENTERLINE OF THE HOISTWAY DOOR. FOR CARS WITH CAR LANTERNS, T BEGINS WHEN THE LANTERN IS VISIBLE FROM THE VICINITY OF HALL CALL BUTTONS AND AN AUDIBLE SIGNAL IS SOUNDED. THE MINIMUM ACCEPTABLE NOTIFICATION TIME SHALL BE 3 SECONDS.

4.10.8 DOOR DELAY FOR CAR CALLS. THE MINIMUM TIME FOR ELEVATOR DOORS TO REMAIN FULLY OPEN IN RESPONSE TO A CAR CALL SHALL BE 3 SECONDS.

4.10.9 FLOOR PLAN OF ELEVATOR CARS. THE FLOOR AREA OF ELEVATOR CARS SHALL PROVIDE SPACE FOR WHEELCHAIR USERS TO ENTER THE CAR, MANEUVER WITHIN REACH OF CONTROLS, AND EXIT FROM THE CAR. ACCEPTABLE DOOR OPENING AND INSIDE DIMENSIONS SHALL BE AS SHOWN IN FIG. 22 THE CLEARANCE BETWEEN THE CAR PLATFORM SILL AND THE EDGE OF ANY HOISTWAY LANDING SHALL BE NO GREATER THAN 1 1/4" (32mm).

4.10.11 ILLUMINATION LEVELS. THE LEVEL OF ILLUMINATION AT THE CAR CONTROLS, PLATFORM, AND CAR THRESHOLD AND LANDING SILL SHALL BE AT LEAST 5 FOOT-CANDELES (53.6 LUX).

4.10.12 CAR CONTROLS. ELEVATOR CONTROL PANELS SHALL HAVE THE FOLLOWING FEATURES:

- (1) BUTTONS. ALL CONTROL BUTTONS SHALL BE AT LEAST 3/4" (19mm) IN THEIR SMALLEST DIMENSION. THEY SHALL BE RAISED OR FLUSH.
- (2) TACTILE, BRAILLE, AND VISUAL CONTROL INDICATORS. ALL CONTROL BUTTONS SHALL BE DESIGNATED BY BRAILLE AND BY RAISED STANDARD ALPHABET CHARACTERS FOR LETTERS, ARABIC CHARACTERS FOR NUMERALS, OR STANDARD SYMBOLS AS SHOWN IN FIG. 23(a), AND AS REQUIRED IN ASME A17.1-1990. RAISED AND BRAILLE CHARACTERS AND SYMBOLS SHALL COMPLY WITH 4.30. THE CALL BUTTON FOR THE MAIN ENTRY FLOOR SHALL BE DESIGNATED BY A RAISED STAR AT THE LEFT OF THE FLOOR DESIGNATION (SEE FIG. 23(a)). ALL RAISED DESIGNATIONS FOR CONTROL BUTTONS SHALL BE PLACED IMMEDIATELY TO THE LEFT OF THE BUTTON TO WHICH THEY APPLY. APPLIED PLATES, PERMANENTLY ATTACHED, ARE AN ACCEPTABLE MEANS TO PROVIDE RAISED CONTROL DESIGNATIONS. FLOOR BUTTONS SHALL BE PROVIDED WITH VISUAL INDICATORS TO SHOW WHEN EACH CALL IS REGISTERED. THE VISUAL INDICATORS SHALL BE EXTINGUISHED WHEN EACH CALL IS ANSWERED.
- (3) HEIGHT. ALL FLOOR BUTTONS SHALL BE NO HIGHER THAN 54" (1370mm) ABOVE THE FINISH FLOOR FOR SIDE APPROACH AND 48" (1220mm) FOR FRONT APPROACH. EMERGENCY CONTROLS, INCLUDING THE EMERGENCY ALARM AND EMERGENCY STOP, SHALL BE GROUPED AT THE BOTTOM OF THE PANEL AND SHALL HAVE THEIR CENTERLINES NO LESS THAN 35" (890mm) ABOVE THE FINISH FLOOR (SEE FIG. 23(a) & (b)).
- (4) LOCATION. CONTROLS SHALL BE LOCATED ON A FRONT WALL IF CARS HAVE CENTER OPENING DOORS, AND AT THE SIDE WALL OR AT THE FRONT WALL NEXT TO THE DOOR IF CARS HAVE SIDE OPENING DOORS (SEE FIG. 23(c) & (d)).

4.10.13 CAR POSITION INDICATORS. IN ELEVATOR CARS, A VISUAL CAR POSITION INDICATOR SHALL BE PROVIDED ABOVE THE CAR CONTROL PANEL OR OVER THE DOOR TO SHOW THE POSITION OF THE ELEVATOR IN THE HOISTWAY, AS THE CAR PASSES OR STOPS AT A FLOOR SERVED BY THE ELEVATOR. THE CORRESPONDING NUMERALS SHALL ILLUMINATE, AND AN AUDIBLE SIGNAL SHALL SOUND. NUMERALS SHALL BE A MINIMUM OF 1/2" (13mm) HIGH. THE AUDIBLE SIGNAL SHALL BE NO LESS THAN 20 DECIBELS WITH A FREQUENCY NO HIGHER THAN 1500HZ. THE FLOOR NUMBER AT WHICH A CAR STOPS OR WHICH A CAR PASSES MAY BE SUBSTITUTED FOR AN AUTOMATIC VERBAL ANNOUNCEMENT OF THE AUDIBLE SIGNAL.

4.10.14 EMERGENCY COMMUNICATIONS. IF PROVIDED, EMERGENCY TWO-WAY COMMUNICATION SYSTEMS BETWEEN THE ELEVATOR AND A POINT OUTSIDE THE HOISTWAY SHALL COMPLY WITH ASME A17.1-1990. THE HIGHEST OPERABLE PART OF A TWO-WAY COMMUNICATION SYSTEM SHALL BE A MINIMUM OF 48" (1220mm) FROM THE FLOOR OF THE CAR. IT SHALL BE IDENTIFIED BY A RAISED STAR ADJACENT TO THE DEVICE. IF THE SYSTEM USED HANDSET THEN THE LENGTH OF THE CORD FROM THE PANEL TO THE HANDSET SHALL BE AT LEAST 50" (1270mm). IF THE SYSTEM IS LOCATED IN A CLOSED COMPARTMENT, THE COMPARTMENT DOOR HARDWARE SHALL CONFORM TO 4.27. CONTROLS AND OPERATING MECHANISMS. THE EMERGENCY INTERCOMMUNICATION SYSTEM SHALL NOT REQUIRE VOICE COMMUNICATION.

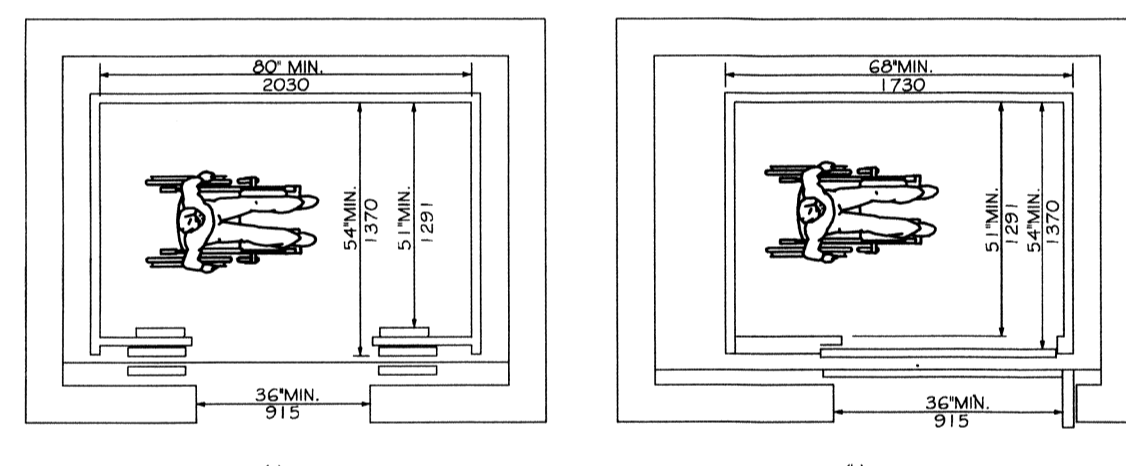


FIG. 22

FIG. 22 MINIMUM DIMENSION OF ELEVATOR CARS N.T.S.

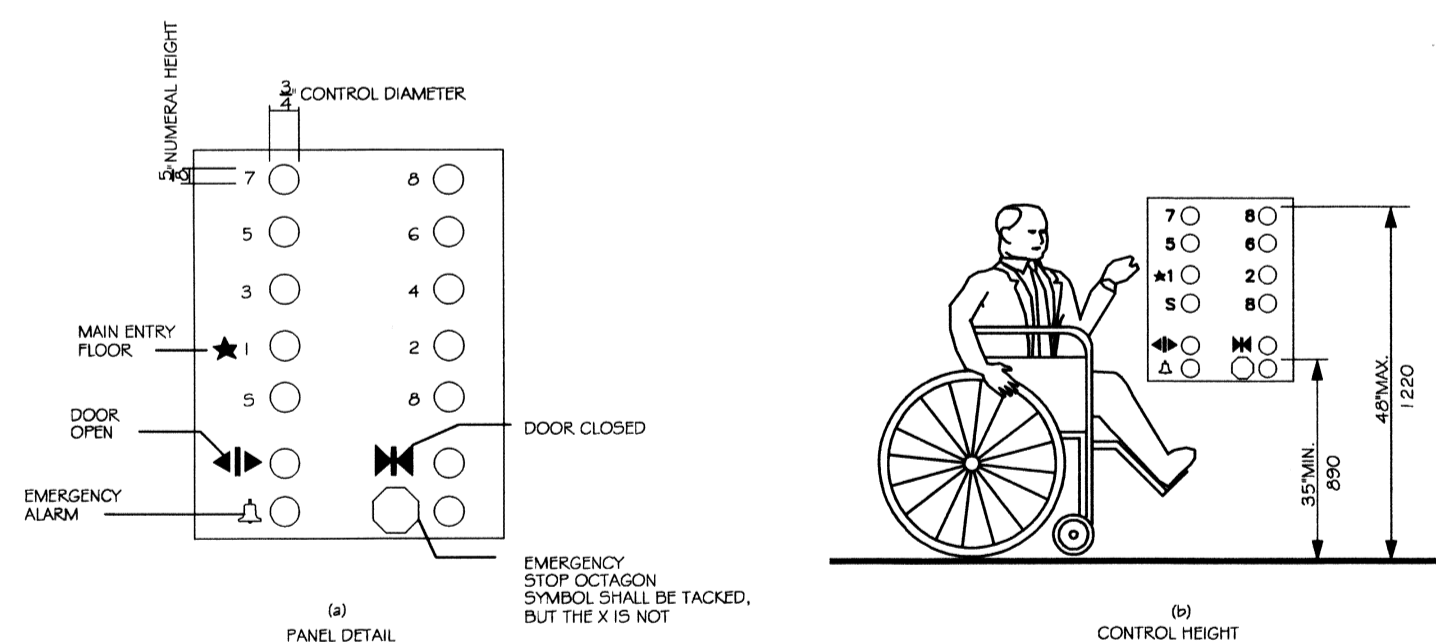


FIG. 23

FIG. 23 CAR CONTROLS N.T.S.

4.11 PLATFORM LIFTS (WHEELCHAIR LIFTS).

4.11.1 LOCATION. PLATFORM LIFTS (WHEELCHAIR LIFTS) PERMITTED BY 4.1 SHALL COMPLY WITH THE REQUIREMENTS OF 4.1.1.

4.11.2 OTHER REQUIREMENTS. IF PLATFORM LIFTS (WHEELCHAIR LIFTS) ARE USED, THEY SHALL COMPLY WITH 4.2.4, 4.5, 4.27, 4.36 AND 4.17.1 SAFETY CODE FOR ELEVATORS AND ESCALATORS, SECTION XI, 1990.

4.11.3 ENTRANCE. IF PLATFORM LIFTS ARE USED THEN THEY SHALL FACILITATE UNASSISTED ENTRY, OPERATION, AND EXIT FROM THE LIFT IN COMPLIANCE WITH 4.1.1.2.

4.12 WINDOWS.

4.12.1 GENERAL. (RESERVED).

4.12.2 WINDOW HARDWARE. (RESERVED).

4.13 DOORS.

4.13.1 GENERAL. DOORS REQUIRED TO BE ACCESSIBLE BY 4.1 SHALL COMPLY WITH THE REQUIREMENTS OF 4.1.3.

4.13.2 REVOLVING DOORS & TURNSTILES. REVOLVING DOORS OR TURNSTILES SHALL NOT BE THE ONLY MEANS OF PASSAGE AT AN ACCESSIBLE ENTRANCE OR ALONG AN ACCESSIBLE ROUTE. AN ACCESSIBLE GATE OR DOOR SHALL BE PROVIDED ADJACENT TO THE TURNSTILE OR REVOLVING DOOR AND SHALL BE SO DESIGNED AS TO FACILITATE THE SAME USE PATTERN.

4.13.3 GATES. GATES, INCLUDING TICKET GATES, SHALL MEET ALL APPLICABLE SPECIFICATIONS OF 4.1.3.

4.13.4 DOUBLE-LEAF DOORWAYS. IF DOORWAYS HAVE TWO INDEPENDENTLY OPERATED DOOR LEAVES, THEN AT LEAST ONE LEAF SHALL MEET THE SPECIFICATIONS IN 4.1.3.4.1.3.6. THAT LEAF SHALL BE AN ACTIVE LEAF.

4.13.5 CLEAR WIDTH. DOORWAYS SHALL HAVE A MINIMUM CLEAR OPENING OF 32" (813mm) WITH THE DOOR OPEN 90 DEGREES, MEASURED BETWEEN THE FACE OF THE DOOR AND THE OPPOSITE FACE. OPENINGS MORE THAN 24" (610mm) IN DEPTH SHALL COMPLY WITH 4.2.1.4.3.3. EXCEPTION: DOORS NOT REQUIRING FULL USER PASSAGE, SUCH AS SHALLOW CLOSETS, MAY HAVE THE CLEAR OPENING REDUCED TO 20" (508mm) MINIMUM.

4.13.6 MANEUVERING CLEARANCES AT DOORS. THE FLOOR OR GROUND AREA WITHIN THE REQUIRED CLEARANCES SHALL BE LEVEL AND CLEAR.

EXCEPTION: ENTRY DOORS TO ACUTE CARE HOSPITAL BEDROOMS FOR INPATIENTS SHALL BE EXEMPTED FROM THE REQUIREMENT FOR SPACE AT THE LATCH SIDE OF THE DOOR IF THE DOOR IS AT LEAST 44" (1120mm) WIDE.

4.13.7 TWO DOORS IN SERIES. THE MINIMUM SPACE BETWEEN TWO HINGED OR PIVOTED DOORS IN SERIES SHALL BE 48" (1220mm) PLUS THE WIDTH OF ANY DOOR SWINGING INTO THE SPACE. DOORS IN SERIES SHALL SWING EITHER IN THE SAME DIRECTION OR AWAY FROM THE SPACE BETWEEN THE DOORS.

4.13.8 THRESHOLDS AT DOORWAYS. THRESHOLDS AT DOORWAYS SHALL NOT EXCEED 3/4" (19mm) IN HEIGHT FOR EXTERIOR SLIDING DOORS OR 1/2" (13mm) FOR OTHER TYPES OF DOORS. RAISED THRESHOLDS AND FLOOR LEVEL CHANGES AT ACCESSIBLE DOORWAYS SHALL BE BEVELLED WITH A SLOPE NO GREATER THAN 1:2 (SEE 4.5.5).

4.13.9 DOOR HARDWARE. HANDLES, PULLS, LATCHES, LOCKS, AND OTHER OPERATING DEVICES ON ACCESSIBLE DOORS SHALL HAVE A SHAPE THAT IS EASY TO GRASP WITH ONE HAND AND DOES NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING, OR TWISTING OF THE WRIST TO OPERATE. LEVER-OPERATED MECHANISMS, PUSH-TYPE MECHANISMS, AND J-SHAPED HANDLES ARE ACCEPTABLE DESIGNS. WHEN SLIDING DOORS ARE FULLY OPEN, OPERATING HARDWARE SHALL BE EXPOSED AND USABLE FROM BOTH SIDES. HARDWARE REQUIRED FOR ACCESSIBLE DOOR PASSAGE SHALL BE MOUNTED NO HIGHER THAN 48" (1220mm) ABOVE FINISHED FLOOR.

4.13.10 DOOR CLOSERS. IF A DOOR HAS A CLOSER, THEN THE SWEEP PERIODIC OF THE CLOSER SHALL BE ADJUSTED SO THAT FROM AN OPEN POSITION OF 70 DEGREES, THE DOOR WILL TAKE AT LEAST 3 SECONDS TO MOVE TO A POINT 3" (75mm) FROM THE LATCH, MEASURED TO THE LEADING EDGE OF THE DOOR.

4.13.11 DOOR OPENING FORCE. THE MAXIMUM FORCE FOR PUSHING OR PULLING OPEN A DOOR SHALL BE AS FOLLOWS:

- (1) FIRE DOORS SHALL HAVE THE MINIMUM OPENING FORCE ALLOWABLE BY THE APPROPRIATE ADMINISTRATIVE AUTHORITY.
- (2) OTHER DOORS.
 - (a) EXTERIOR HINGED DOORS: (RESERVED).
 - (b) INTERIOR HINGED DOORS: 5 LBF (22.2N)
 - (c) SLIDING OR FOLDING DOORS: 5 LBF (22.2N)

THESE FORCES DO NOT APPLY TO THE FORCE REQUIRED TO RETRACT LATCH BOLTS OR DISENGAAGE OTHER DEVICES THAT MAY HOLD THE DOOR IN A CLOSED POSITION.

4.13.12 AUTOMATIC DOORS AND POWER-ASSISTED DOORS. IF AN AUTOMATIC DOOR IS USED, THEN IT SHALL COMPLY WITH ANSI A156.10-1995, SLOWLY OPENING, LOW POWERED, AUTOMATIC DOORS SHALL COMPLY WITH ANSI A156.19-1994. AUTOMATIC DOORS SHALL NOT OPEN TO BACK-DRAW, FASTER THAN 3 SECONDS AND SHALL REQUIRE NO MORE THAN 15 LBF (66.8N) TO STOP DOOR MOVEMENT. IF A POWER-ASSISTED DOOR IS USED, ITS DOOR OPENING FORCE SHALL CONFORM WITH 4.13.11 AND ITS CLOSING SHALL CONFORM TO THE REQUIREMENTS IN ANSI A156.19-1994.

4.14 ENTRANCES.

4.14.1 MINIMUM NUMBER. ENTRANCES REQUIRED TO BE ACCESSIBLE BY 4.1 SHALL BE PART OF AN ACCESSIBLE ROUTE COMPLYING WITH 4.3. SUCH ENTRANCES SHALL BE CONNECTED BY AN ACCESSIBLE ROUTE TO PUBLIC TRANSPORTATION STOPS, TO ACCESSIBLE PARKING AND PASSENGER LOADING ZONES, AND TO PUBLIC STREETS OR SIDEWALKS IF AVAILABLE (SEE 4.3.2(1)). THEY SHALL ALSO BE CONNECTED BY AN ACCESSIBLE ROUTE TO ALL ACCESSIBLE SPACES OR ELEMENTS WITHIN THE BUILDING OR FACILITY.

4.14.2 SERVICE ENTRANCES. A SERVICE ENTRANCE SHALL NOT BE THE SOLE ACCESSIBLE ENTRANCE UNLESS IT IS THE ONLY ENTRANCE TO A BUILDING OR FACILITY (FOR EXAMPLE, IN A FACTORY OR GARAGE).

4.15 DRINKING FOUNTAINS AND WATER COOLERS.

4.15.1 MINIMUM NUMBER. DRINKING FOUNTAINS OR WATER COOLERS REQUIRED TO BE ACCESSIBLE BY 4.1 SHALL COMPLY WITH 4.1.5.

4.15.2 SPOUT HEIGHT. SPOUTS SHALL BE NO HIGHER THAN 36" (915mm), MEASURED FROM THE FLOOR OR GROUND SURFACES TO THE SPOUT OUTLET.

4.15.3 SPOUT LOCATION. THE SPOUTS OF DRINKING FOUNTAINS AND WATER COOLERS SHALL BE AT THE FRONT OF THE UNIT AND SHALL DIRECT THE WATER FLOW IN A TRAJECTORY THAT IS PARALLEL OR NEARLY PARALLEL TO THE FRONT OF THE UNIT. THE SPOUT SHALL PROVIDE A FLOW OF WATER AT LEAST 4" (100mm) HIGH SO AS TO ALLOW THE INSERTION OF A CUP OR GLASS UNDER THE FLOW OF WATER ON AN ACCESSIBLE DRINKING FOUNTAIN WITH A ROUND OR OVAL BOWL. THE SPOUT MUST BE POSITIONED SO THE FLOW OF WATER IS WITHIN 3" (75mm) OF THE FRONT EDGE OF THE FOUNTAIN.

4.15.4 CONTROLS. CONTROLS SHALL COMPLY WITH 4.27.4. UNIT CONTROLS SHALL BE FRONT MOUNTED OR SIDE MOUNTED NEAR THE FRONT EDGE.

4.15.5 CLEARANCES.

(1) WALL- AND POST-MOUNTED CANTILEVERED UNITS SHALL HAVE A CLEAR KNEE SPACE BETWEEN THE BOTTOM OF THE APRON AND THE FLOOR OR GROUND AT LEAST 27" (685mm) HIGH, 30" (760mm) WIDE, AND 17" TO 19" (430mm TO 485mm) DEEP. SUCH UNITS SHALL ALSO HAVE A MINIMUM CLEAR FLOOR SPACE 30" BY 48" (760mm BY 1220mm) TO ALLOW A PERSON IN A WHEELCHAIR TO APPROACH THE UNIT FACING FORWARD.

(2) FREE-STANDING OR BUILT-IN UNITS NOT HAVING A CLEAR SPACE UNDER THEM SHALL HAVE A CLEAR FLOOR SPACE AT LEAST 30" BY 48" (760mm BY 1220mm) THAT ALLOWS A PERSON IN A WHEELCHAIR TO MAKE A PARALLEL APPROACH TO THE UNIT. THIS CLEAR FLOOR SPACE SHALL ALSO HAVE A MINIMUM CLEAR FLOOR SPACE 30" BY 48" (760mm BY 1220mm) TO ALLOW A FLOOR THAT SHALL COMPLY WITH 4.2.4.

MAY 09 2011
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REVIEWED FOR
STATE FIRE MARSHAL
AS PER REVIEW LETTER
BY JAMAR T. SANDERSON

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