1. SIDEWALK RAMP DETAILS ARE BASED ON US DOT REQUIREMENTS. RAMPS MUST BE ADA COMPLIANT.

2. SEE STD. DRG. NO. P-540 FOR CURBS AND P-551 FOR SIDEWALKS.

3. TOOLED JOINTS ARE REQUIRED AT ALL SIDEWALK RAMP SLOPE BREAK LINES.

4. SIDEWALK CURB RAMP SLOPES SHOWN ARE RELATIVE TO THE TRUE LEVEL HORIZON (ZERO BUBBLE).

5. PLACE TRUNCATED DOME DETECTABLE WARNING SURFACE 6" FROM FACE OF CURB ADJACENT TO TRAFFIC. THE WIDTH OF THE DETECTABLE WARNING SHALL BE THE SAME WIDTH AS THE RAMP THROAT. DETECTABLE WARNINGS SHALL BE FEDERAL YELLOW. SEE ODOT STD. DRG. NO. RD759 FOR DETAILS NOT SHOWN.

6. 10% (RELATIVE TO STREET GRADE) MAXIMUM RAMP WING FLARE SLOPE.

7. CHECK THE GUTTER FLOW DEPTH TO ENSURE THAT THE DESIGN FLOOD DOES NOT OVERTOP THE BACK OF SIDEWALK. PLACE INLET AT UPSTREAM SIDE OR PERFORM OTHER APPROVED DESIGN MITIGATION IF BACK OF RAMP LANDING IS LESS THAN 3" ABOVE GUTTER LINE.

8. A CURB RETURN INSTEAD OF RAMP WING MAY ONLY BE USED WHEN THE RAMP IS PROTECTED FROM PEDESTRIAN CROSS-TRAVEL (BY HANDRAIL OR SIMILAR ACCEPTABLE BARRIER) OR WHEN THE ADJACENT FURNISHING ZONE IS LANDSCAPED.

9. CONSTRUCT ALL RAMPS PERPENDICULAR TO CURB.

10. CURB RAMP AT STREET INTERFACE SHALL BE WITHIN LEGAL CROSSWALK.

11. MIDBLOCK RAMPS SHOULD MATCH THE WIDTH OF CORRESPONDING SIDEWALK, UP TO 6 FEET.

12. PROVIDE MINIMUM 1 FOOT CLEAR (FREE FROM VERTICAL OBSTRUCTIONS, INCLUDING CURBS) ADJACENT TO 4' X 4' LANDINGS.

13. MAXIMUM 11% GRADE BREAK ALLOWED IN ACCESSIBLE ROUTE. 24" CONCRETE GUTTER SHALL BE USED AT LOCATIONS WHERE DIFFERENCE BETWEEN RAMP RUNNING SLOPE AND STREET CROSS SLOPE IS GREATER THAN 11%. SEE STD. DRG. P-544 FOR DETAILS.

PROPERTY LINE (TYPICAL)

TRANSITION PANEL TO EXISTING SIDEWALK

SLOPE 2% MAX. (USE 1.5% FOR DESIGN GRADE MAXIMUM FOR CONSTRUCTION TOLERANCE.)

SLOPE 8.33% MAX. (USE 7.2% FOR DESIGN GRADE MAXIMUM FOR CONSTRUCTION TOLERANCE)

TRUNCATED DOME DETECTABLE WARNING SURFACE (SEE NOTE #5 AND ODOT STD. DRG. NO. RD759 FOR DETAILS)

LANDING AREA (MINIMUM LEVEL AREA 48" X 48") FOR THE PURPOSES OF THIS APPLICATION, A 2% MAXIMUM SLOPE IS CONSIDERED LEVEL.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.

PORTLAND BUREAU OF TRANSPORTATION

Standard Drawing Title

MIDBLOCK SIDEWALK RAMP

City Engineer

Note: All material and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.

Effective Date:

05-27-2019

Calc. Book No.:

n/a

Std. Drg. Report Date:

P-547