SIDEBALK RAMP DETAILS ARE BASED ON US DOT REQUIREMENTS.

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

3. TOOLEO JUITIONS 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. RAMP WING FLARES MAY BE 10% MAX. SLOPE RELATIVE TO STREET GRADE.

7. CHECK THE GUTTER FLOW DEPTH TO ASSURE 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. RAMPS MUST BE ADA COMPLIANT. CONSTRUCT ALL RAMPS PERPENDICULAR TO CURB.

10. CURB RAMP AT STREET INTERFACE SHALL BE WITHIN LEGAL CROSSWALK AND HAVE A MAXIMUM ALGEBRAIC GRADE BREAK OF 11% (STREET CROSS SLOPE TO RAMP GRADE).

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) AT BACK OF LANDINGS.

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.

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

Effective Date: 04-03-2017

Standard Drawing No.: P-547

Baseline Report Date: 01-19-2017

City Engineer

Standard Drawing Title: MIDBLOCK SIDEWALK RAMP