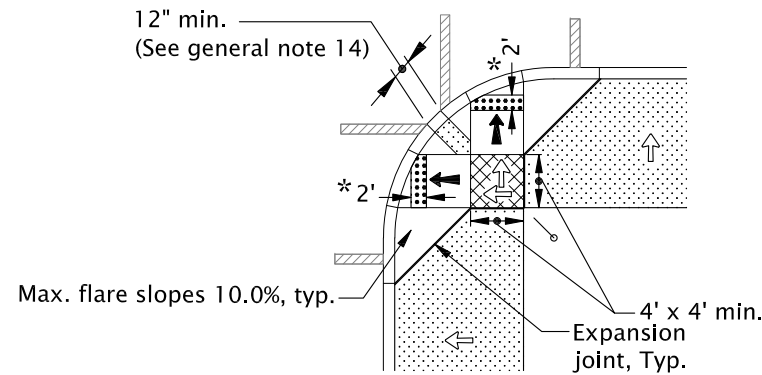
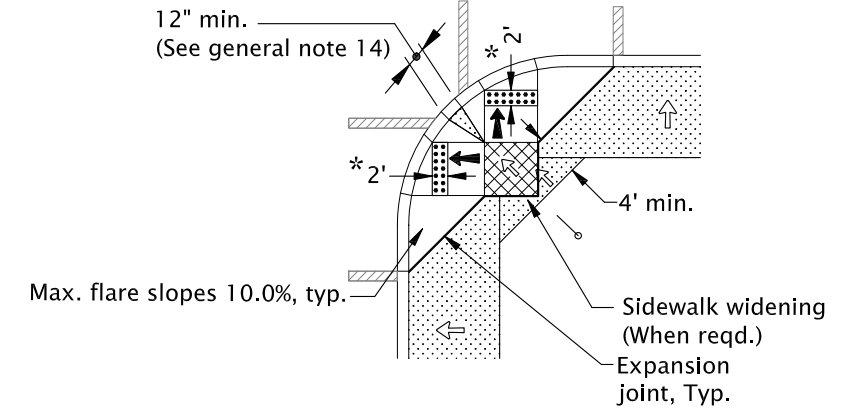


**OPTION A**  
**PERPENDICULAR RAMPS WITH PLANTER STRIP**  
 (Ramp width 4' min.)



**OPTION B**  
**PERPENDICULAR RAMPS (FOR WIDE SIDEWALKS)**  
 (Ramp width 4' min.)



**OPTION C**  
**PERPENDICULAR RAMPS (FOR NARROW SIDEWALKS)**  
 (Ramp width 4' min.)

**LEGEND**

Sidewalk

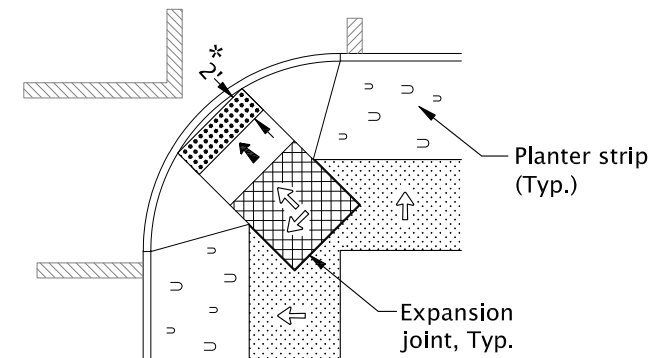
Turning space  
 Min. level area 4'x4'  
 4'x5' when constrained (with longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) is considered level.

Truncated dome detectable warning surface

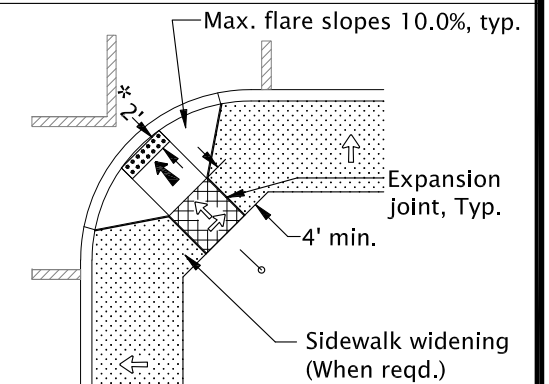
Slope 1.5% max.  
 (Max. 2.0% finished surface slope)  
 (Normal sidewalk cross slope)

Slope 7.5% max.  
 (Max. 8.3% finished surface slope)  
 (Ramp length 15' max., measured along finished surface slope)

\* 2' See general note 5



**OPTION D**  
**PERPENDICULAR RAMP WITH PLANTER STRIP**  
 (Ramp width 4' min.)

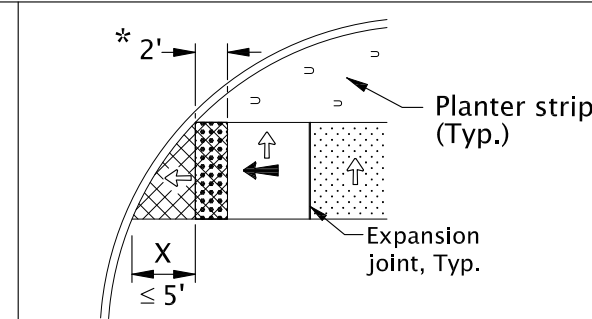


**OPTION E**  
**PERPENDICULAR RAMP**  
 (Ramp width 4' min.)

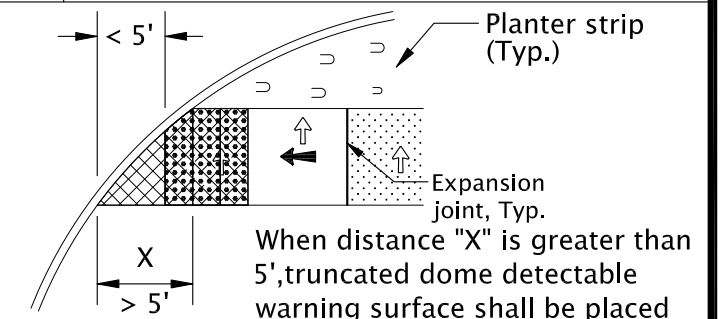
**General Notes for all details:**

- Sidewalk ramp details are based on United States Access Board Standards. Any alternate design shall meet Access Board Standards and be approved by the City Engineer.
- See Std. Dwg. GP700 for curbs.  
See Std. Dwg. GP720 for sidewalks.  
See Std. Dwg. GP755 for sidewalk ramp details.
- Tooled joints are required at all sidewalk ramp slope break lines.
- Sidewalk curb ramp slopes shown are relative to the true level horizon (Zero bubble).
- Place truncated dome detectable warning surface in the lower 2' adjacent to traffic of throat of ramp only, unless shown otherwise. For details not shown, see Std. Dwg. GP755. Place detectable warning surface over full ramp width.
- Side flares that are not part of the path of travel may be any slope.
- Return curb may be provided in lieu of flared slope only if protected from cross travel by landscaping or fixed barrier.
- For the purpose of this drawing, a curb ramp is considered "perpendicular" if the angle between the longitudinal axis of the ramp and a line tangent to the curb at the ramp center is 75° or greater.
- Ramps for paths intersecting a roadway should be full width of path, excluding flares. When a ramp is used to provide bicycle access from a roadway to a sidewalk, the ramp should be 8' wide.
- Check the gutter flow depth at ramp locations to assure that the design flood does not overtop the back of sidewalk at ramp. If overtopping occurs place an inlet at upstream side of ramp or perform other approved design mitigation.

- Only use details allowed by jurisdiction.
- Site conditions normally require a project specific design. See project plans for details not shown.
- See Traffic Drawings for signal pole and pedestrian pedestal details.
- When 2 curb ramps are immediately adjacent as in Options B & C, the curb exposure (e) between the adjacent side flares may range between 3" and full design exposure.
- See concrete standards page for additional requirements.
- Sidewalk ramp section shall be 6" thick.
- Curb Joints shall be contraction joints if curb and ramp are placed monolithic.
- City Engineer reserves the right to not accept any completed work that is not in conformance with the City's Standard Drawings and Specifications. Concrete shall not be placed until forms have been inspected by City Engineer.
- ODOT ramps may be used with approval by City Engineer.
- All truncated domes to be safety yellow, surface applied with adhesives.
- Encroachment Permit is required prior to starting any work within right of way.
- Provide expansion joints between ramps (including turning space) and sidewalk.
- Existing survey monuments of record shall be protected in place during construction. If disturbed, contractor is responsible for replacement of said survey monument(s) per O.R.S. 209.150.



When distance "X" is less than 5', truncated dome detectable warning surface shall be placed perpendicular to the direction of travel.



When distance "X" is greater than 5', truncated dome detectable warning surface shall be placed perpendicular to the direction of travel in area from ramp grade to within 5' of curb.

**PLACEMENT ON SIDEWALK RAMP**

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.

Designed By: STAFF  
 Drawn By: KJD  
 Checked By: MPT  
 Approved: JMC

No.	Date	Revisions	App. By



**CITY OF GRANTS PASS**  
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**SIDEWALK RAMP-CORNER  
 DETAIL**

2018

DWG. NO. GP756