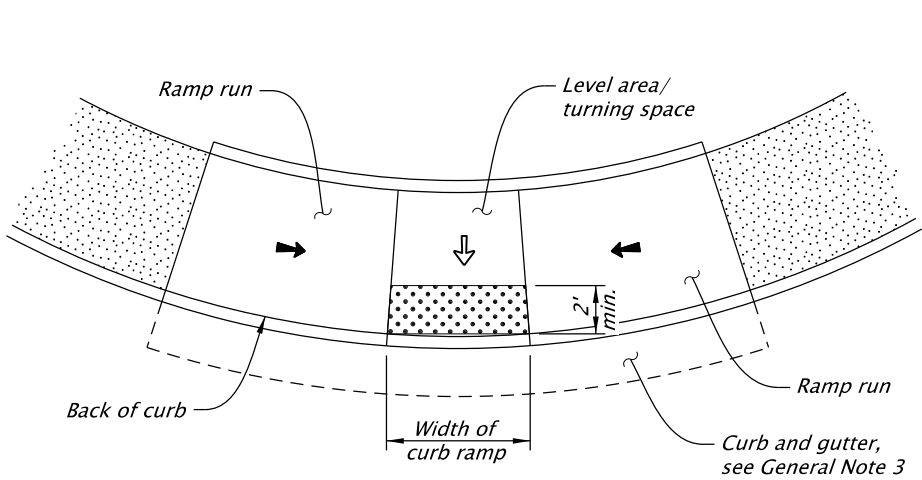
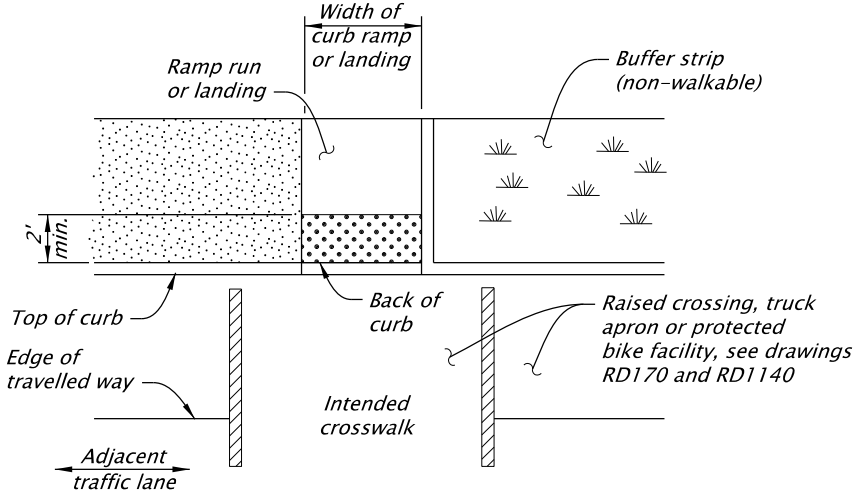
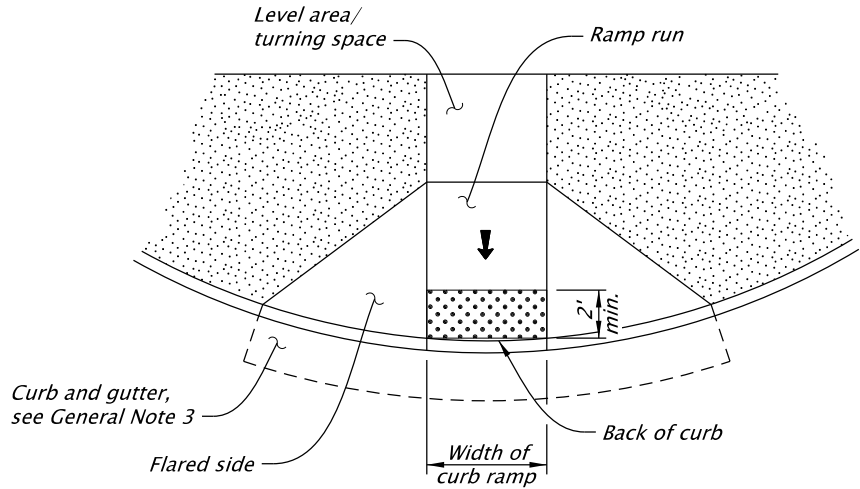




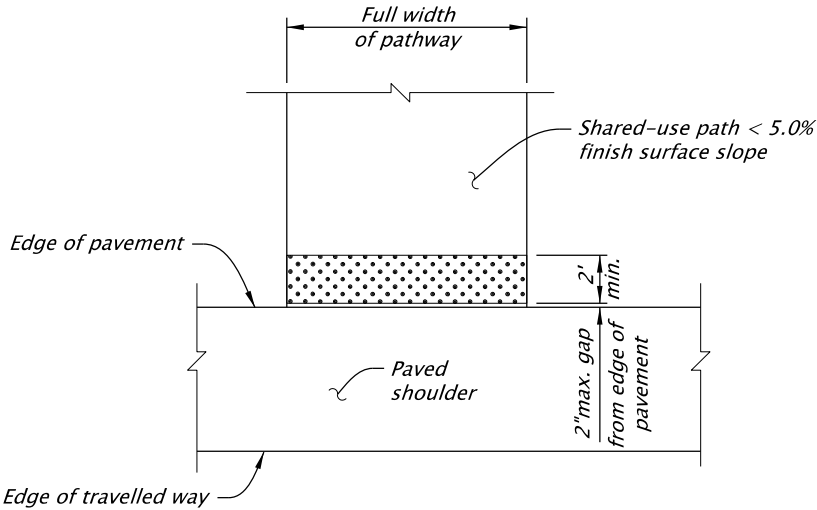
PARALLEL CURB RAMP



RAISED CROSSING, TRUCK APRON
OR PROTECTED BIKE FACILITY



PERPENDICULAR CURB RAMP
GRADE BREAK IN FRONT OF CURB



SHARED-USE PATH CONNECTION
OR CURBLESS WALKWAY

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details and locations are based on applicable ODOT Standards.
2. See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawing RD902 for detectable warning surface installation details.
3. On or along state highways, curb and gutter is required at curb ramps.
4. Detectable warning surface placement for perpendicular ramps vary as shown.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Cross slope 1.5% maximum
(Maximum 2.0% finished surface slope)
(Normal sidewalk cross slope)
- Running slope 7.5% maximum
(Maximum 8.3% finished surface slope)

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 and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
DETECTABLE WARNING SURFACE PLACEMENT FOR CURB RAMPS			
2024			
DATE	REVISION	DESCRIPTION	
01-2025	UPDATED	CAD STANDARDS	
CALC. BOOK NO.	N/A	SDR DATE	10-JAN-2025
RD904			RD904