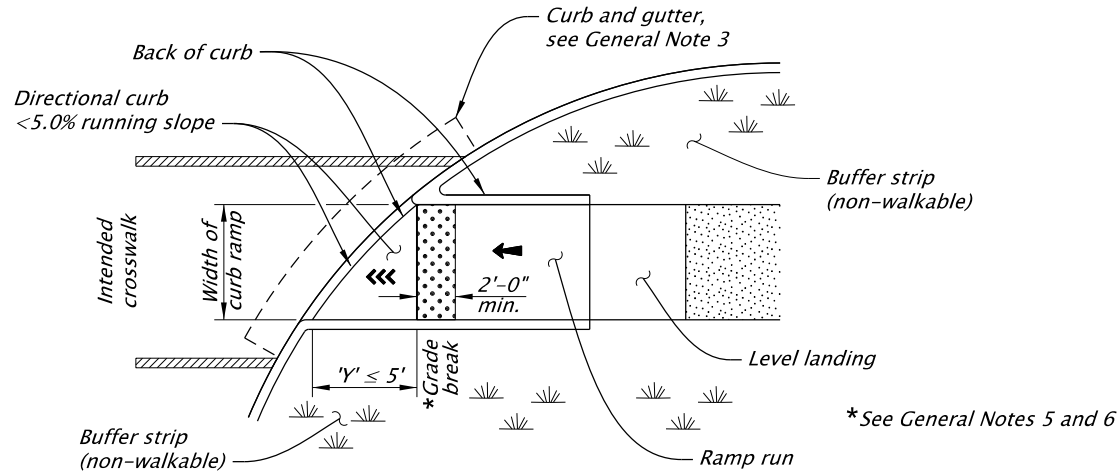
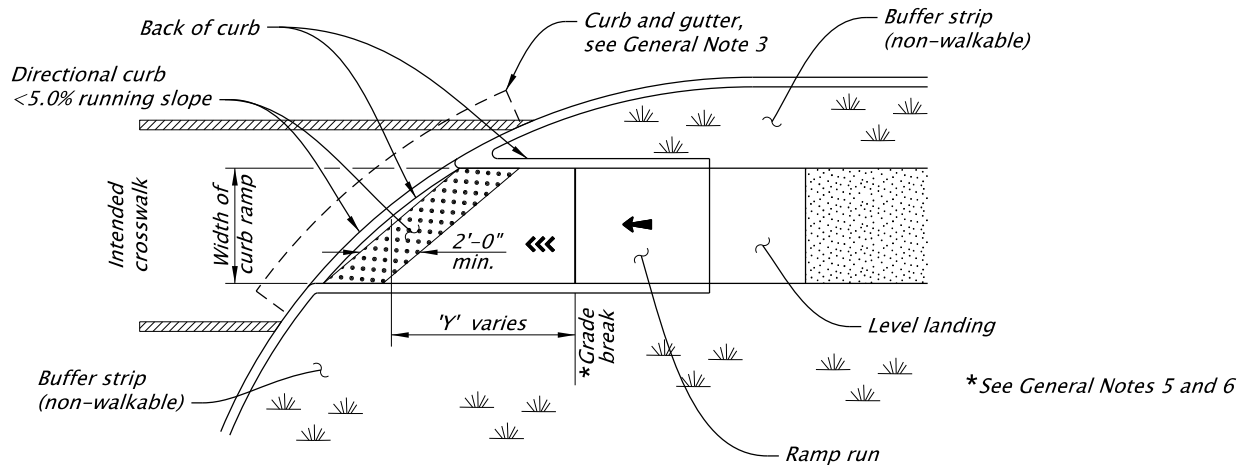
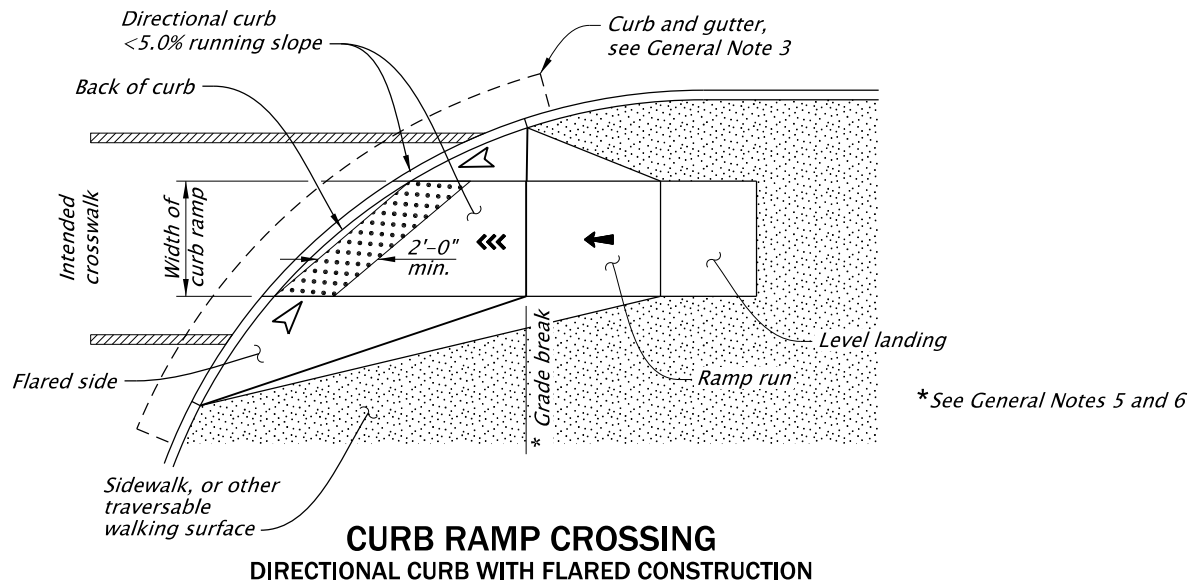




CURB RAMP CROSSING
GRADE BREAK ≤ 5 FEET FROM BACK OF CURB



CURB RAMP CROSSING
GRADE BREAK > 5 FEET FROM BACK OF CURB



CURB RAMP CROSSING
DIRECTIONAL CURB WITH FLARED CONSTRUCTION

GENERAL NOTES FOR ALL DETAILS 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.
5. Detectable warning surface placement across the grade break is prohibited.
6. Where the 'Y' distance is greater than 5 feet anywhere in front of ramp run grade break, the detectable warning surface placement shall be placed at the back of curb line.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Running slope 7.5% maximum
(Maximum 8.3% finished surface slope)
- Flare slope
(Maximum 10.0% finished surface slope)
- Running slope 4.0% maximum
(Maximum 4.9% 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 DIRECTIONAL CURBS			
2024			
DATE	REVISION DESCRIPTION		
01-2025	UPDATED CAD STANDARDS		
CALC. BOOK NO.	N/A	SDR DATE	10-JAN-2025
RD905			