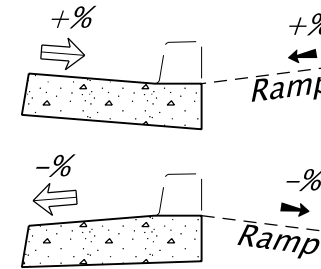


Cross slope transition
panel rate 0.5% per ft.
(See dwg. no. RD722)

Cross slope transition
panel rate 0.5% per ft.
(See dwg. no. RD722)

CONSTRUCTION NOTES TO DESIGNER:

1. Slopes hold over elevations.
2. See Oregon Standard Drawings for details not shown.
3. Sawcut and replace pavement per pavement replacement detail.
4. Restore all disturbed areas to existing conditions.
5. Gutter Flow Slope is permitted to match the roadway profile, see ODOT Exhibit A, Design Exception required for turn space if it exceeds 1.5%. A combination curb ramp is required to meet full standard, and R/W should be planned for acquisition for wider walkway width.
6. Refer to the Signal Design Manual for RRFB pushbutton design requirements. Wheelchair design vehicles may approach from either direction. Ensure reach and range distance is met from both directions to determine grade break placement for each ramp run.
7. Consider local street sweeping and snow removal operations with accessible route cut through island design.



SLOPE DIRECTIONS

SUPPLEMENTARY NOTES:

- ① Design Exception required if gutter pan is not installed.
- ② See pavement marking plans and approval for striping requirements.
- ③ Design Exception required when road slope > 8.3%. Design Exception required when road slope > 5.0% on new roadway.
- ④ Gutter pan is optional with type A or type C island. (See dwg. no. RD705)

LEGEND

- Sidewalk or other traversable surface
- Level area (turning space/landing)
- Detectable warning surface (DWS)
- Cross slope 1.5% max.
(Maximum 2.0% finished surface slope)
(Normal sidewalk cross slope)
- Running slope 7.5% max.
(Maximum 8.3% finished surface slope)
- Counter slope 4.0% max. ascending or descending
(Maximum 5.0% finished surface slope)
- Slope as required for drainage
- Station, offset, elevation point
- Station, offset, elevation point
(For pole foundation)
- RR1
Ramp Run Position 1
- Intended crossing (See striping plans)
- 4.5' x 5.5' Clear space (Longer dimension in direction of pedestrian street crossing)

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

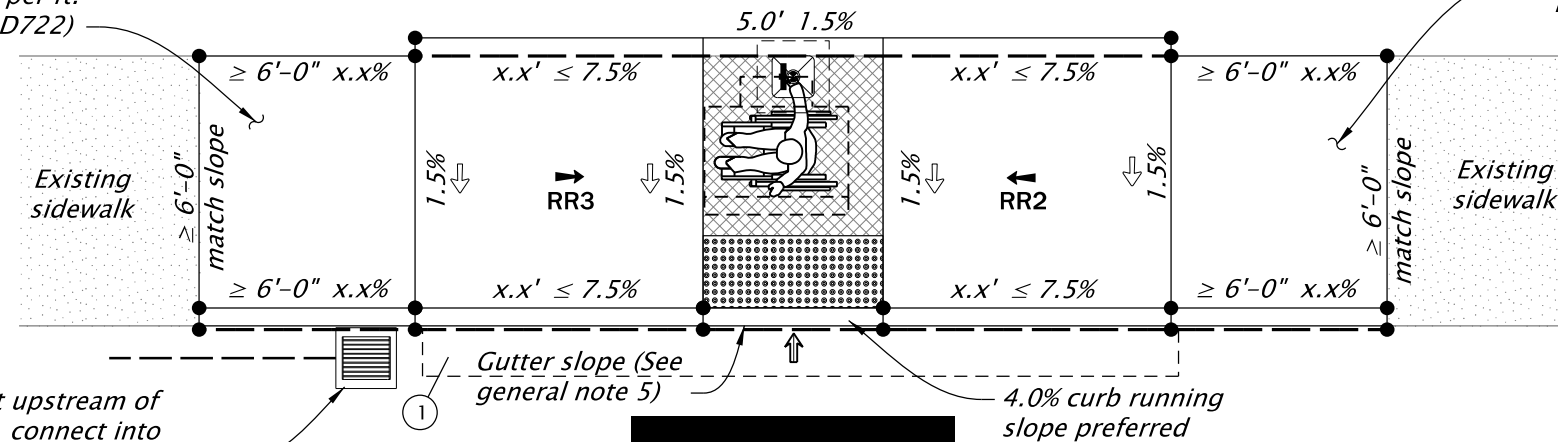


OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

PEDESTRIAN CROSSING
DETAILS

DETAIL NO.
DET1771

CORNER 4, RAMP 1



Raised pedestrian refuge
island, hardscaping
material shown

Roadway slope

Gutter slope
match roadway

Raised pedestrian refuge
island, softscaping
material shown

6'-0"
minimum

See dwg. no. RD902 for
detectable warning surface
installation details (Asphaltic
concrete pavement surface shown)

Install inlet upstream
of curb ramp, connect
into existing storm
sewer system

4.0% curb running
slope preferred

Gutter slope (See
general note 5)

Cross slope transition
panel rate 0.5% per ft.
(See dwg. no. RD722)

Existing
sidewalk

Match slope

RR2

RR3

Existing
sidewalk

Match slope

Cross slope transition
panel rate 0.5% per ft.
(See dwg. no. RD722)

Taper 1:10 preferred,
1:5 constrained
and 1:3 minimum

Taper 1:10 preferred,
1:5 constrained
and 1:3 minimum

CORNER 1, RAMP 1

MID-BLOCK CROSSING ON TWO-WAY ROADWAY