| TOPIC | NUMBER | SUPERCEDES OR RESCINDS |
|---|---|---|
| *Pavement Services Guidance – ADA Curb Ramp Paving Guidelines* | *CO24-01(A)* | *C023-01 (A)* |
| **APPROVAL**<br>**Original Signed by:**<br>**Jeff Shambaugh, P.E.**<br>**State Pavements Engineer** | **EFFECTIVE DATE**<br>*10/31/2024* | **VALIDATION DATE** |

## *Topic*

This technical advisory provides revised guidance that ODOT Pavement Services is using for pavement repair due to installation of curb ramps and associated pavement cuts. This technical advisory supercedes technical advisory C023-01A dated 06/26/2023.

## *Advisory Information (in use by ODOT Pavement Services)*

**Guidance**

**For saw cuts in the shoulder:**
1. If saw cut will be ≥ 2 feet (1 foot for low volume roadways[1] or on fog line[2] for very low volume roadways[3]) from a fog line then use the following sections:

- 5 inches ACP over 12 inches Aggregate Base - Local Roads
- 6 inches ACP over 12 inches Aggregate Base - Minor & Major Collectors / Arterials
- 8 inches ACP over 12 inches Aggregate Base - Principal Arterials

2. If saw cut line is between 0 and 2 feet (0 and 1 foot – low volume) of a fog line, then move saw cut to fog line and use:

- 8 inches ACP over 12 inches Aggregate Base – Minor & Major Collectors / Arterials
- 10 inches ACP over 12 inches Aggregate Base – Principal Arterials

**For saw cuts in the travel lane:**
3. If saw cut goes into a travel lane, use a 30-year design, and move the saw cut to mid lane for urban, grade constrained areas.

4. All paving joints in a travel lane should be at mid lane or on a lane line. If saw cut is in the travel lane and cannot be placed at mid lane or on the lane line, use a 30-year design and a 4-inch inlay, or top two lifts, across the construction joint. The 4-inch inlay, or top two lifts, will need to go either to mid lane or full travel lane depending on where the joint is located.

(For all 30-year designs, a Pavement Design Report will be required. Contact Pavement Services for 30-year design information.)

**Materials:**
5. For work existing only in a shoulder, Standard Specification 00740 – Commercial Asphalt Concrete Pavement (CACP) may be utilized. If the project will have another ACP mix type available due to other work (00744 or 00745), that mix type should be utilized for shoulder work if practical.

6. For work in a travel lane, Standard Specification 00744, level 3 Asphalt Concrete Pavement should be utilized. If the project has 00745 due to other work on the project, that mix should be utilized.

7. For mix binder type selection, follow guidance shown in the ODOT Pavement Design Guide, or contact Pavement Services for guidance.

**General:**
8. New construction joints located in a shoulder must have a minimum 2-inch inlay across the joint if within 4 feet of the fog line (Follow bicycle policy for joint placement).

9. Sand seal all surface saw cut joints to mitigate water infiltration. (See Standard Specification 00495 – Trench Resurfacing, 00495.40(e)).

10. If the roadway where new ADA ramp installation is to occur is constructed out of Portland Cement Concrete, or if there is buried Portland Cement Concrete, contact Pavement Services for guidance.

11. Contact Pavement Services if a situation outside of these guidelines arises.

[1] To determine low volume routes, Use TransGIS Low Volume Road (LVR) classification.
[2] If no fog line exists, assume the outside edge of a 12-foot lane as the fog line.

[3] Very low volume roadways are considered less than 1000 AADT for this guidance. Use TransGIS or OTMS to determine AADT for a given route. http://highway.odot.state.or.us/cf/highwayreports/traffic_parms.cfm

## *Target Audience*

Region Roadway Design Personnel

## *Contact Information*

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