ALL NUMBERING BEGINS FROM THE NORTHWEST CORNER AND GOES CLOCKWISE. EACH CORNER HAS ITS SPECIFIC NUMBER THAT SHALL BE USED IF CURB RAMPS ARE IN THESE LOCATIONS.

* MEDIAN RAMPS ON THE WEST AND/OR EAST LEGS WOULD BE M1, M8, AND M4, M5 RESPECTIVELY.
1. CURB RAMPS SHALL BE INSTALLED PER STD DWGS STR-01, STR-16, ODOT 608, AND DPS ADA RULES AND REGULATIONS.
2. MATERIAL: THE RAMP PANEL AND FLARED SIDES SHALL BE CONCRETE.
3. RAMPS TYPES ARE CATEGORIZED BELOW IN TIERS BY REQUIRED ORDER OF USE. LOCATING THE RAMP AS CLOSE AS POSSIBLE TO THE INTERSECTION FOLLOWING THE CURB RAMP DESIGN BOUNDARY CONTAINED IN THE ADA RULES AND REGULATIONS IS THE FIRST PRIORITY. THE DESIGNER SHALL NOT USE A LOWER TIERED RAMP WITHOUT FIRST DETERMINING AND HAVING JUSTIFICATION THAT THE UPPER TIER RAMPS ARE NOT CONSTRUCTIBLE.

CITY OF MARYSVILLE RAMP TYPE HIERARCHY

TIER 1 (THESE RAMPS SHOULD BE UTILIZED WHENEVER POSSIBLE.)
- TYPE H

TIER 2 (THESE PERPENDICULAR RAMPS SHOULD BE UTILIZED WHENEVER TIER 1 RAMPS CANNOT BE USED.)
- TYPE A
- TYPE C
- TYPE D

TIER 3 (PARALLEL RAMPS SHOULD ONLY BE USED DUE TO RIGHT OF WAY (ROW) OR OTHER SPACE CONSTRAINTS WHERE A TIER 1 OR 2 RAMP CANNOT BE USED.)
- TYPE P-4 (4' OF ROW AVAILABLE)
- TYPE P-5 (5' OF ROW AVAILABLE)
- TYPE P-7 (7' OF ROW AVAILABLE)
- TYPE P-6 (6' OF ROW AVAILABLE)

TIER 4 (TIER 4 RAMPS CAN ONLY BE USED WITH WRITTEN APPROVAL BY THE CITY ENGINEER OR DESIGNEE. TIER 3 RAMPS SHALL BE IDENTIFIED IN THE DESIGN SCOPE OR APPROVAL REQUESTED BY THE DESIGNER JUSTIFYING THAT THIS RAMP TYPE IS NECESSARY.)
- RADIAL RAMPS
- SINGLE SHARED RAMPS

SPECIALTY RAMPS (SHALL ONLY BE USED FOR THE LISTED SITUATION, OR WRITTEN APPROVAL BY THE CITY ENGINEER OR DESIGNEE.)
- TYPE L-1 - ONLY FOR MEDIAN CROSSINGS
- TYPE L-2 - ONLY FOR MEDIAN CROSSINGS

4. RAMP RUNNING SLOPE: THE RUNNING SLOPE SHALL BE NO GREATER THAN 7.69%.
5. ALL JOINTS BETWEEN NEW AND EXISTING MATERIALS SHALL BE FLUSH.
6. LANDINGS:
   - LANDINGS SHALL HAVE A MAXIMUM 1.56% SLOPE IN ALL DIRECTIONS FOR ALL CURB RAMPS TYPES.
   - A PARALLEL RAMPS, CONSTRAINED ON TWO (2) SIDES, E.G., TYPE P-7, SHALL HAVE A LANDING 5-FT WIDE BY 5-FT DEEP A PARALLEL RAMP, CONSTRAINED ON ONE (1) SIDE, E.G., TYPES P-4, 5, & 6. SHALL HAVE A LANDING NO LESS THAN 4-FT MINIMUM BY 5-FT. THE 5-FT DIMENSION SHALL BE PROVIDED AS SHOWN IN THESE STANDARD DRAWINGS.
   - ALL PERPENDICULAR RAMPS SHALL HAVE A LANDING NO LESS THAN 4-FT MINIMUM BY 4-FT. A PERPENDICULAR RAMP THAT IS CONSTRAINED AT THE BACK OF SIDEWALK SHALL HAVE A LANDING 4-FT BY 5-FT. THE 5-FT DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF RAMP RUN, AS SHOWN IN THESE STANDARD DRAWINGS.
   - LANDING AT INTERSECTING SIDEWALKS - WHEREVER SIDEWALKS INTERSECT, THERE SHALL BE A LANDING.
7. STREET COUNTER SLOPE: THE COUNTER SLOPE AT THE BASE OF THE RAMP SHALL BE A MAXIMUM OF 5% FOR A MINIMUM OF 2-FT.
8. CLEAR SPACE: AT MARKED CROSSINGS THE RAMP AND STREET CLEAR SPACE MUST BE FULLY CONTAINED WITHIN THE MARKED CROSSEWALK. AT UNMARKED CROSSINGS THE RAMP AND CLEAR MUST BE WITHIN THE CURB RAMP DESIGN BOUNDARY.
9. SURFACES: RAMPS, FLARE, AND LANDING SURFACES MUST BE STABLE AND SLIP RESISTANT. RAMPS SHALL BE BROOM FINISHED, TRANSVERSE TO THE DIRECTION OF TRAVEL. GRATINGS, VALVE BOXES, AND UTILITY BOXES SHALL NOT BE LOCATED IN THE RAMP OR LANDING.
10. DETECTABLE WARNINGS: DETECTABLE WARNINGS SHALL BE INSTALLED ACCORDING TO THESE STANDARD DRAWINGS, ODOT 608, AND ADA RULES AND REGULATIONS. DETECTABLE WARNINGS SHALL BE DARK GRAY AND CAST IN PLACE.
11. CURB WALLS MAY BE NECESSARY FOR CURB RAMP CONSTRUCTION WHERE SPACE RESTRICTION DO NOT ALLOW FOR GRADING WITHIN ROW AT A 3:1 SLOPE OR FLATTER. THE MAXIMUM HEIGHT OF 6" THICK, NON-REINFORCED CURB WALL IS 12" ABOVE THE SIDEWALK SURFACE. THE BURIED PORTION OF THE NON-REINFORCED CURB WALL SHALL BE EQUAL TO THE EXPOSED REVEAL. RETAINING EMBANKMENT TO A HEIGHT OF MORE THAN 12" ABOVE THE SIDEWALK WILL REQUIRE A DESIGNED RETAINING WALL OR CELLULAR WALL.
12. RAMPS MUST BE CONSTRUCTED TO ALLOW FOR POSITIVE DRAINAGE. THE RAMP ITSELF SHALL NOT HOLD EXCESS WATER AND THE ADJACENT PAVEMENT SHALL NOT BE ALTERED TO INHIBIT FLOW OF WATER. IF AN EXISTING CONSTRAINT PREVENTS BUILDING THE RAMP AND ADJACENT AREA WITH POSITIVE DRAINAGE IT MUST BE BROUGHT TO THE CITY'S ATTENTION PRIOR TO CONSTRUCTION AND FINAL DESIGN APPROVED BY THE CITY.

Date: 1/1/20

Standard Construction Drawing

CURB RAMP GENERAL NOTES

Drawing No.
STR-16
Sheet 2 of 14
NOT TO SCALE

CODED NOTES:
A SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
SECTION A - A

CODED NOTES:
A SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

NOT TO SCALE

Date: 1/1/20

Standard Construction Drawing

CURB RAMP TYPE C

Drawing No.
STR-16
Sheet 4 of 14
PERMANENT OBSTRUCTION OR NON-WALKABLE SURFACE ONE SIDE

UTILITY STRIP OR OTHER OBSTRUCTION
THE OBSTRUCTION MUST BE 15" OR CLOSER TO THE FACE OF CURB

1/2" EXPANSION MATERIAL
6" CURB
8" CONCRETE
4" CONCRETE

SECTION A - A

CODED NOTES:
SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

NOT TO SCALE

Date: 1/1/20

Standard Construction Drawing

CURGB RAMP, TYPE D

Drawing No.
STR-16
Sheet 5 of 14
**NOT TO SCALE**

PROVIDE POSITIVE DRAINAGE ALONG CURBLINE, SHOULD BE 1.00% MINIMUM SLOPE.

WHERE THE DISTANCE FROM EITHER END OF THE BOTTOM OF THE GRADE BREAK TO THE BACK OF CURB IS GREATER THAN 5 FT., THE DETECTABLE WARNING SHALL BE PLACED AT THE BACK OF CURB.

SECTION A-A

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

**CODED NOTES:**

A. SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

B. PROVIDE POSITIVE DRAINAGE ALONG CURBLINE, SHOULD BE 1.00% MINIMUM SLOPE

C. WHERE THE DISTANCE FROM EITHER END OF THE BOTTOM OF THE GRADE BREAK TO THE BACK OF CURB IS GREATER THAN 5 FT., THE DETECTABLE WARNING SHALL BE PLACED AT THE BACK OF CURB

D. FOR THE LENGTH OF THE RAMP, THE UTILITY STRIP MAY BE REMOVED AND REPLACED WITH 8" CONCRETE (ITEM 608), PROVIDED THE UTILITY STRIP IS NO WIDER THAN 2 FT

**NOTES:**

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.


**Standard Construction Drawing**

**Curb Ramp Type H**

**Drawing No.** STR-16

**Sheet 6 of 14**
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
2. RAMP L-1 SHALL BE USED IN ALL CIRCUMSTANCES WHERE NOT PROHIBITED BY DRAINAGE ISSUES. AN L-1 RAMP SHOULD NOT BE PLACED IN A WAY THAT WOULD CONVEY THE CURB FLOW OF WATER THROUGH THE MEDIAN PASSTHROUGH. WHERE THE ROADWAY CROSS-SLOPE DIRECTS WATER TOWARDS THE MEDIAN AND FLOWS THROUGH THE GUTTER LINE ADJACENT TO THE PASSTHROUGH, USE AN L-2 RAMP.
3. MEDIANS / ISLANDS WITHIN COMMERCIAL DRIVES REQUIRE DETECTABLE WARNINGS ONLY WHEN OPPOSING CURB RAMPS REQUIRE DETECTABLE WARNINGS. (SEE SHEET 14 OF 14, NOTE 1)
NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
2. MEDIANS / ISLANDS WITHIN COMMERCIAL DRIVES REQUIRE DETECTABLE WARNINGS ONLY WHEN OPPOSING CURB RAMPS REQUIRE DETECTABLE WARNINGS. (SEE SHEET 14 OF 14, NOTE 1).
3. TYPE L-2 RAMPS ARE ONLY TO BE INSTALLED WHEN IT IS NOT POSSIBLE TO INSTALL A TYPE L-1 RAMP DUE TO DRAINAGE ISSUES.
4. TYPE L-2 RAMPS CAN ONLY BE USED ON MEDIANS 8 FEET WIDE OR MORE.

SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

CODED NOTES:
A SEE SHEET 14 FOR DETECTABLE WARNING DETAILS
SECTION A-A

SURFACE APPLIED DETECTABLE WARNING

PAVEMENT

ITEM 608

8" CONCRETE

4" CONCRETE

1/2" EXPANSION MATERIAL

BACK OF SIDEWALK CURB (TYP.)

0.69% MAX.

5% MIN.

7.69% MAX.

1'-6" LOWER RAMP

4'-0" LANDING

1.56% MAX.

NOT TO SCALE

CODED NOTES:

A) SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

B) EXPOSED REVEAL MUST EQUAL BURIED DEPTH; 12" MAXIMUM REVEAL; FOR ADDITIONAL DETAILS SEE CURB WALL SPECIFICATION

NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
CODED NOTES:

A) SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

B) EXPOSED REVEAL MUST EQUAL BURIED DEPTH; 12" MAXIMUM REVEAL; FOR ADDITIONAL DETAILS SEE CURB WALL SPECIFICATION

NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

EXPOSED REVEAL MUST EQUAL BURIED DEPTH; 12" MAXIMUM REVEAL; FOR ADDITIONAL DETAILS SEE CURB WALL SPECIFICATION

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

CODED NOTES:

(A) SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

(B) EXPOSED REVEAL MUST EQUAL BURIED DEPTH; 12" MAXIMUM REVEAL; FOR ADDITIONAL DETAILS SEE CURB WALL SPECIFICATION

NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

NOT TO SCALE
SECTION A-A

CODED NOTES:

A. SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

B. EXPOSED REVEAL MUST EQUAL BURIED DEPTH; 12" MAXIMUM REVEAL; FOR ADDITIONAL DETAILS SEE CURB WALL SPECIFICATION

NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
GENERAL NOTES:
1. WRITTEN APPROVAL FROM THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE SHALL BE OBTAINED PRIOR TO THE DESIGN OR CONSTRUCTION OF GRANITE OR AN ALTERNATE MATERIAL CURB RAMP.
2. ALONG WITH THE REQUIREMENT OF THIS SHEET FOR BRICK OR GRANITE CURB RAMPS, ALL OTHER APPLICABLE REQUIREMENTS OF STR-16 SHALL BE FOLLOWED.
3. BRICK OR GRANITE CURB RAMPS SHALL BE TYPED PER STR-16. TYPICALLY TYPE A OR TYPE D WILL BE USED. ALL APPLICABLE DIMENSIONS AND REQUIREMENTS FOR THE SELECTED TYPE OF RAMP SHALL BE FOLLOWED.
4. LONG FLARES WILL BE USED WHEREVER POSSIBLE. A MODIFIED FLARE SHALL BE USED WHEN AN OBSTRUCTION EXISTS.

CODED NOTES:
A SEE SHEET 14 FOR DETECTABLE WARNING DETAILS

NOT TO SCALE

Date: 1/1/20
Standard Construction Drawing

CURB RAMP BRICK SIDEWALK

Drawing No.
STR-16
Sheet 13 of 14
NOTES:

1. DETECTABLE WARNINGS SHALL BE PROVIDED WHEREVER A CURB RAMP CROSSES A VEHICULAR WAY, EXCLUDING UNSIGNALIZED DRIVEWAY CROSSINGS.

2. DETECTABLE WARNINGS SHALL BE PROVIDED 24" IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE. THE DETECTABLE WARNING SHALL BE LOCATED ADJACENT TO THE CURB LINE.

3. DETECTABLE WARNINGS SHALL BE DARK GRAY AND CAST IN PLACE.

4. DETECTABLE WARNINGS SHALL BE PLACED 6" TO 8" BEHIND THE FACE OF CURB AND BEHIND THE CURB JOINT.

5. CAST IN PLACE OR ANY NON-SURFACE APPLIED DETECTABLE WARNING SHALL HAVE A MINIMUM OF 3" OF CONCRETE ON EACH SIDE OF THE WARNING.