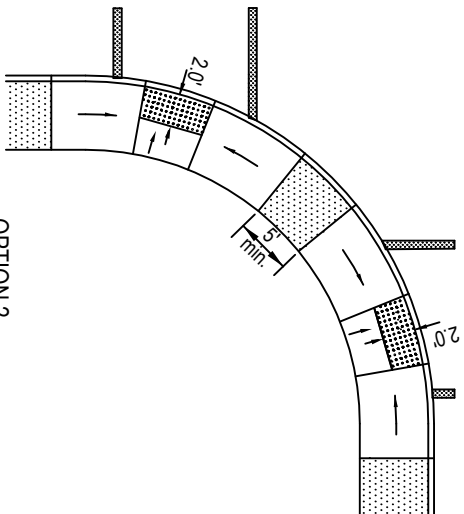
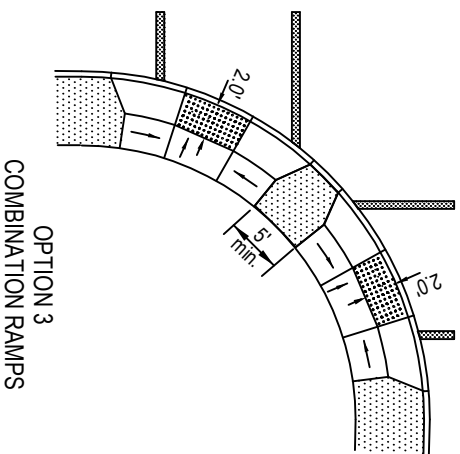


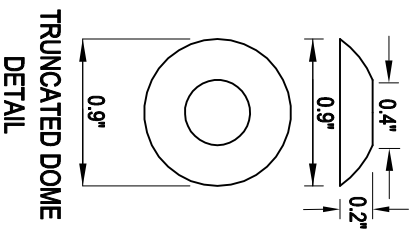
OPTION 1
PERPENDICULAR RAMPS



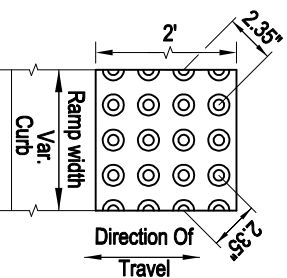
OPTION 2



OPTION 3
COMBINATION RAMPS



TRUNCATED DOME
DETAIL



RAMPS TEXTURE PATTERN
DETAIL

Marked or intended
crossing location

General Notes

1. Place truncated dome detectable warning texture in the lower 2' of throat of ramp only. Arrange domes using in-line pattern only as shown in detail right. Color of texture to be safety yellow. For construction of sidewalk ramps outside of public right-of-way, check with State Building Codes for requirements regarding texturing of flares.
2. Sidewalk curb ramp slopes shown are relative to the true level horizon (zero bubble)
3. In alterations curb ramp slope(s) may be 10% for a max. rise of 6" or 12.5% for a max. rise of 3/4". Curb ramps, in alterations, need not exceed 6' in length.
4. Side flares that are not part of the path of travel may be of any slope.
5. Do not slope landing more than 2% in any direction.
6. Ramps for paths intersecting a roadway should be full width of path. When a ramp is used to provide bicycle access from a roadway to a sidewalk, the ramp should be 8' wide, with no texturing.
7. Sidewalk ramp details are based on ORS 447.310 and proposed ADAAG Section 14, June 20, 1994.
8. When 2 curb ramps are immediately adjacent, the curb exposure (e) between the adjacent side flares may range between 3" and full design exposure.
9. For the purpose of this drawing, a curb ramp is considered "perpendicular" if the angle between the longitudinal axis of the ramp and a line tangent to the curb at the ramp center is 75° or greater.

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS CITY OF HOOD RIVER SIDEWALK RAMP PLACEMENT FOR CURBSIDE SIDEWALKS SHEET 1	
DATE	REVISIONS
12-02	DESCRIPTION
	2002
	City of Hood River Modifications
	Registered Professional Engineer.