

CITY OF ROSEBURG PROJECT # 23PW13

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROL/DETOUR PLANS SHALL BE PROVIDED BY CONTRACTORS BEFORE CONSTRUCTION, AND APPROVED BY CITY PRIOR TO PRE-CONSTRUCTION CONFERENCE.
2. THE CONTRACTOR SHALL PROVIDE TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, ODOT STANDARD DRAWINGS/STANDARD SPECIFICATIONS, AND CONTRACT SPECIAL PROVISIONS
3. USE TEMPORARY PAVEMENT MARKERS, BARRIERS, BARRICADES, AND SIGNS AS REQUIRED TO SAFELY DETOUR PEDESTRIAN AND VEHICULAR TRAFFIC AROUND CONSTRUCTION. LABEL TYPE AND LOCATION FOR ALL ITEMS ON TRAFFIC CONTROL PLANS.
4. APPROPRIATE METHODS OF PEDESTRIAN AND VEHICULAR TRAFFIC CONTROL, INCLUDING FLAGGERS, SHALL BE EMPLOYED BY THE CONTRACTOR TO THE EXTENT DEEMED NECESSARY BY THE TRAFFIC CONTROL SUPERVISOR AND AS APPROVED BY THE CITY AND THE ENGINEER TO PROTECT WORKERS OR THIRD PARTIES AND SAFELY ACCOMMODATE TRAFFIC THROUGH THE WORK ZONE.
5. THE CONTRACTOR SHALL COORDINATE ACCESS TO DRIVEWAYS WITH PROPERTY OWNERS. ACCESS TO ROADWAY APPROACHES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. TRAFFIC PLATE SHALL BE USED, AND SECURED IN A MANNER ACCEPTABLE TO THE CITY, ACROSS ALL TRENCHES BLOCKING DRIVEWAYS TO PROVIDE ACCESS AT ALL TIMES. AT NO TIME SHALL CONTRACTORS DETAIN OR DELAY EMERGENCY VEHICLES.
6. THE CONTRACTOR SHALL COORDINATE ACCESS FOR SERVICES INCLUDING, BUT NOT LIMITED TO, MAIL DELIVERY, TRASH PICKUP, SCHOOL TRANSPORTATION, AND ANY OTHER SPECIAL TRANSPORTATION SERVICES THAT EXIST WITHIN THE PROJECT AREA.
7. EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION SIGNING SHALL BE COVERED OR REMOVED DURING CONSTRUCTION AND REPLACED AFTER CONSTRUCTION.
8. PROVIDE ACP WEDGES FOR LONGITUDINAL AND TRANSVERSE JOINTS ACCORDING TO 00620.40(d), 00744.44 AND 00744.45.
9. THE CONTRACTOR SHALL PROVIDE SAFE, STABLE ACCESS TO ALL DRIVEWAY AND PEDESTRIAN PATHS CONNECTING TO FRONT DOORS AT ALL TIMES. TEMPORARY INTERRUPTIONS IN ACCESS SHALL BE COORDINATED BY THE CONTRACTOR WITH THE PROPERTY OWNER OR OCCUPANT AS REQUIRED.
10. CONTRACTOR SHALL FURNISH PORTABLE CHANGEABLE MESSAGE SIGN AT WORK ZONES ON ARTERIAL ROADS IN ACCORDANCE WITH THE SPECIFICATIONS.
11. COORDINATE WITH CITY OF ROSEBURG AND ODOT SIGNAL OPERATIONS PRIOR TO DISTURBANCE OF EXISTING TRAFFIC SIGNAL LOOPS. SEE SPECIFICATIONS FOR CONTACT INFORMATION.

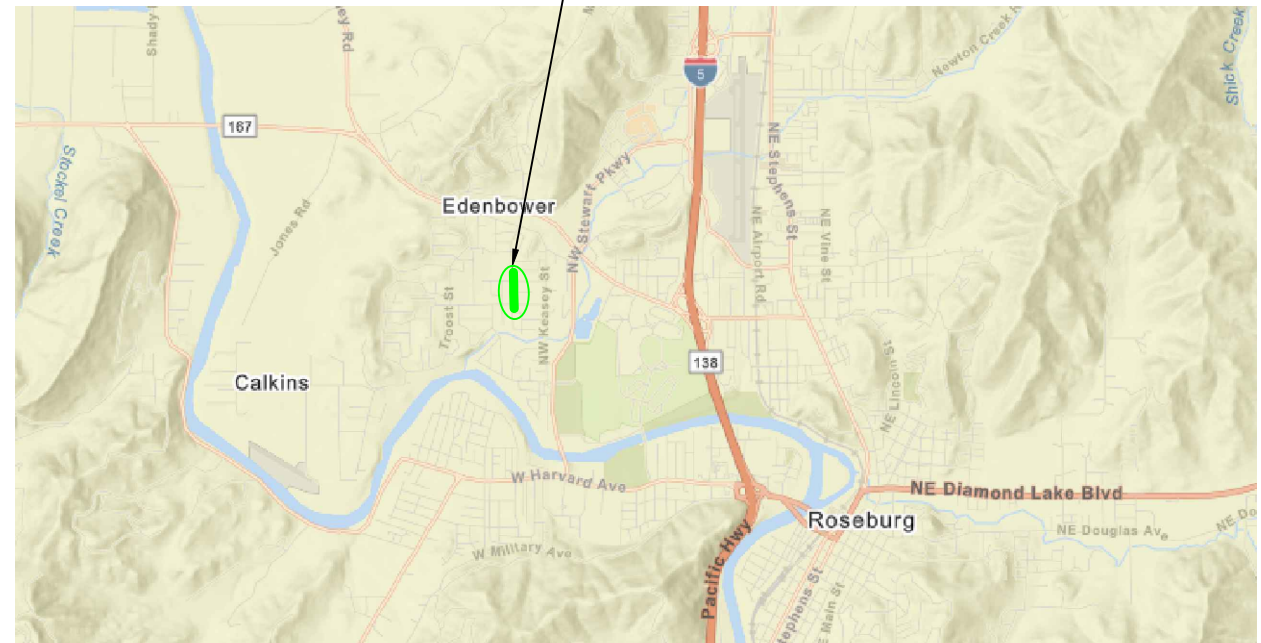
1. TRIM VEGETATION AS NEEDED PRIOR TO PAVING TO ENSURE ALL VEGETATION IS CLEAR OF PAVING OPERATIONS.
2. ALL EDGES REMAINING AFTER COLD PLANE PAVEMENT REMOVAL SHALL BE VERTICAL TO ACCEPT THE SUCCEEDING FULL DEPTH ASPHALT LIFT.
3. ALL JOINTS BETWEEN NEW ASPHALTIC CONCRETE AND EXISTING OR NEW ASPHALTIC CONCRETE AND CONCRETE SHALL BE TACKED AND SAND SEALED.
4. PROVIDE MINOR ADJUSTMENTS IN GRADE OF NEW A.C. AS REQUIRED TO FACILITATE DRAINAGE INTO STORM DRAINAGE FACILITIES. NO PONDING SHALL OCCUR BETWEEN CATCH BASINS FOLLOWING CONSTRUCTION.
5. THE MAXIMUM EXPOSURE AT DRIVEWAYS SHALL BE 3/4-INCH.
6. WHERE PAVEMENT IS TO BE REPLACED TO MATCH EXISTING GRADE ADJACENT TO EXISTING CURB, CONTRACTOR SHALL MARK EXISTING CURB FLOW LINE WITH PAINT PRIOR TO A.C. SURFACING REMOVAL.
7. COORDINATE WITH CITY STAFF FOR IN-GROUND VALVE, MANHOLE OR VAULT ADJUSTMENT OF FRANCHISE UTILITY ASSETS.

1. CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING ALL AMERICANS WITH DISABILITIES (ADA) REQUIREMENTS AS DEFINED BY THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES. DETAILS AND DIMENSIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS TO MEET ADA REQUIREMENTS. SHOULD ANY DISCREPANCY EXIST, THE CONTRACTOR SHALL NOTIFY CITY ENGINEER FOR CLARIFICATION OR CORRECTION BEFORE PROCEEDING .
2. COMPLETE SIDEWALK CONSTRUCTION PRIOR TO FINAL STREET PAVING.
3. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFY SURVEYING AND STAKING NECESSARY FOR CONSTRUCTION. CONTRACTOR TO COMPLETE ALL SURVEY/STAKING AS NEEDED USING INFORMATION CONTAINED IN THE PLANS AND ADJUST AS NECESSARY TO MEET ADA REQUIREMENTS. ADDITIONAL INFORMATION OR CLARIFICATION BY THE ENGINEER MAY BE AVAILABLE UPON REQUEST, BUT IS NOT GUARANTEED. SURVEYED FIELD LAYOUT SHALL BE REVIEWED BY THE ENGINEER PRIOR TO DEMOLITION AND CONCRETE PLACEMENT.
4. THE MAXIMUM CLOSURE TIME FOR ANY SINGLE CURB RAMP SHALL BE 7 CALENDAR DAYS. SUBMIT TRAFFIC CONTROL PLAN AND PEDESTRIAN DETOUR PLAN FOR RAMP CLOSURES. PLAN SHALL INCLUDE, BUT IS NOT LIMITED TO, WORK AREA PROTECTION, SIDEWALK CLOSURES AND DETOURS.

SHEET #1	COVER SHEET
SHEET #2	PLAN VIEW
SHEET #3-#10	ADA RAMP DETAIL BY INTERSECTION
SHEET #11-#14	STANDARD DETAILS
SHEET #15	RAMP CURB & GUTTER DETAILS
SHEET #16 & #17	STORM PIPE CONNECTION DETAILS

Not To Scale

–Project Location



Ⓢ
ⓓ

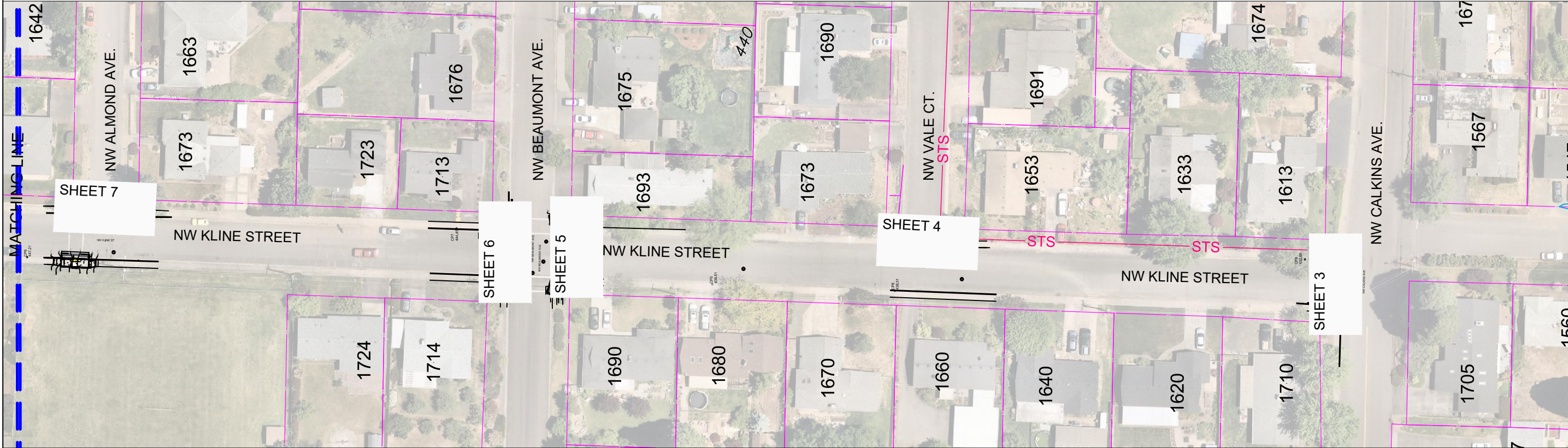
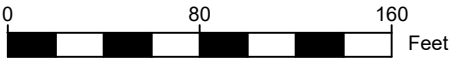
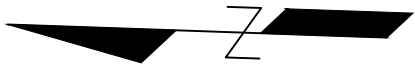
-STS

— PROPERTY LINE



	<p>CITY OF ROSEBURG Public Works Department</p> <p>Dawn Easley- DIRECTOR</p> <p>Public Works Department</p>	<p>NW Kline Street ADA Curb Ramp Rehabilitation</p> <p>Project # 23PW13</p>	DATE:	12/27/2022	DESIGN:	RGH
			REVISIONS		DRAWN:	GZV
			1.		SCALE:	N/A
			2.		SHEET:	1/17
			3.			
			4.			

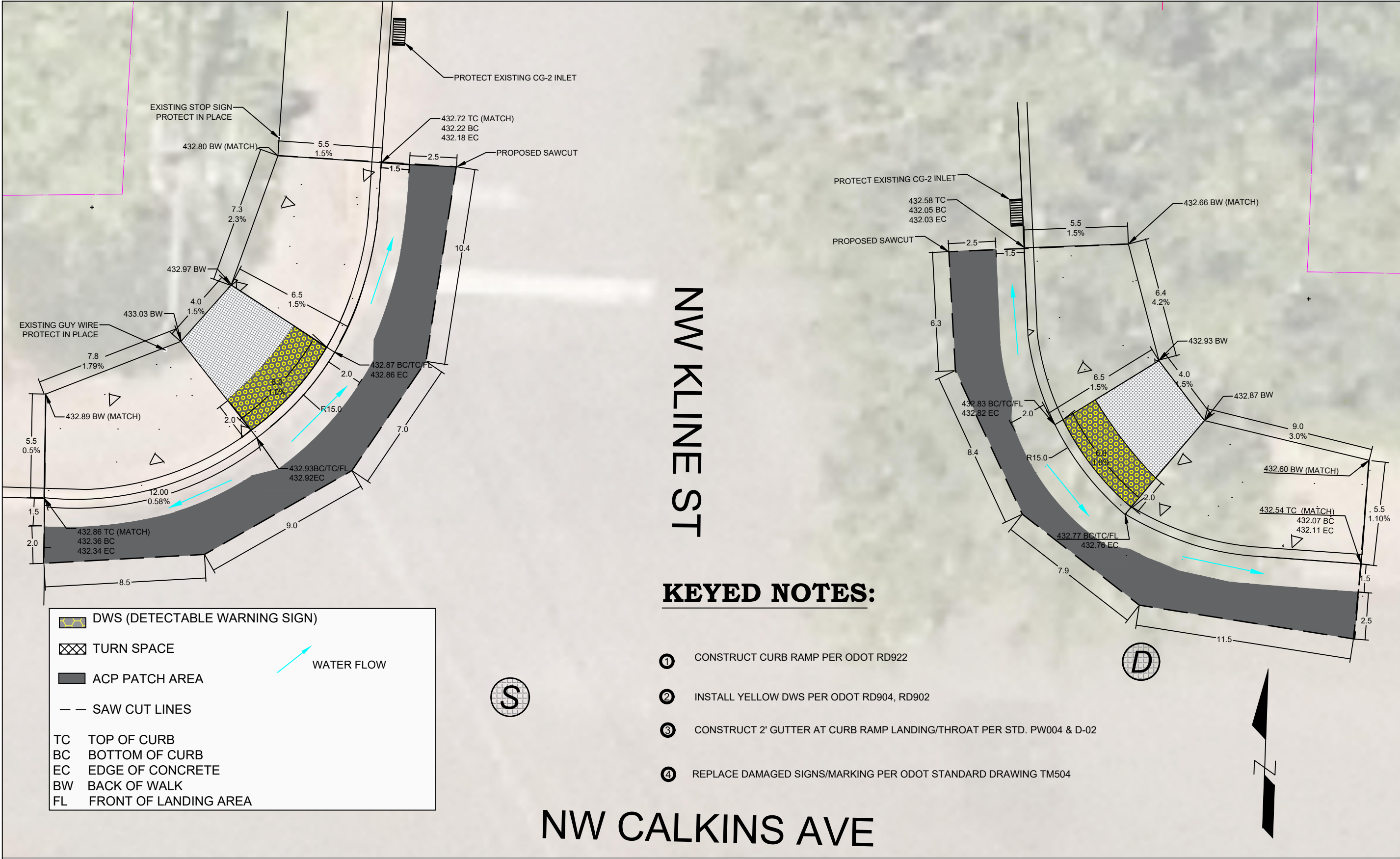
ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG



CITY OF ROSEBURG
Public Works Department
Dawn Easley- DIRECTOR
Public Works Department

NW Kline Street ADA Curb
Ramp Rehabilitation
Project # 23PW13

DATE:	12/27/2022	DESIGN:	RGH
REVISIONS		DRAWN:	GZV
1.		SCALE:	1"=80'
2.		SHEET	2/17
3.			
4.			

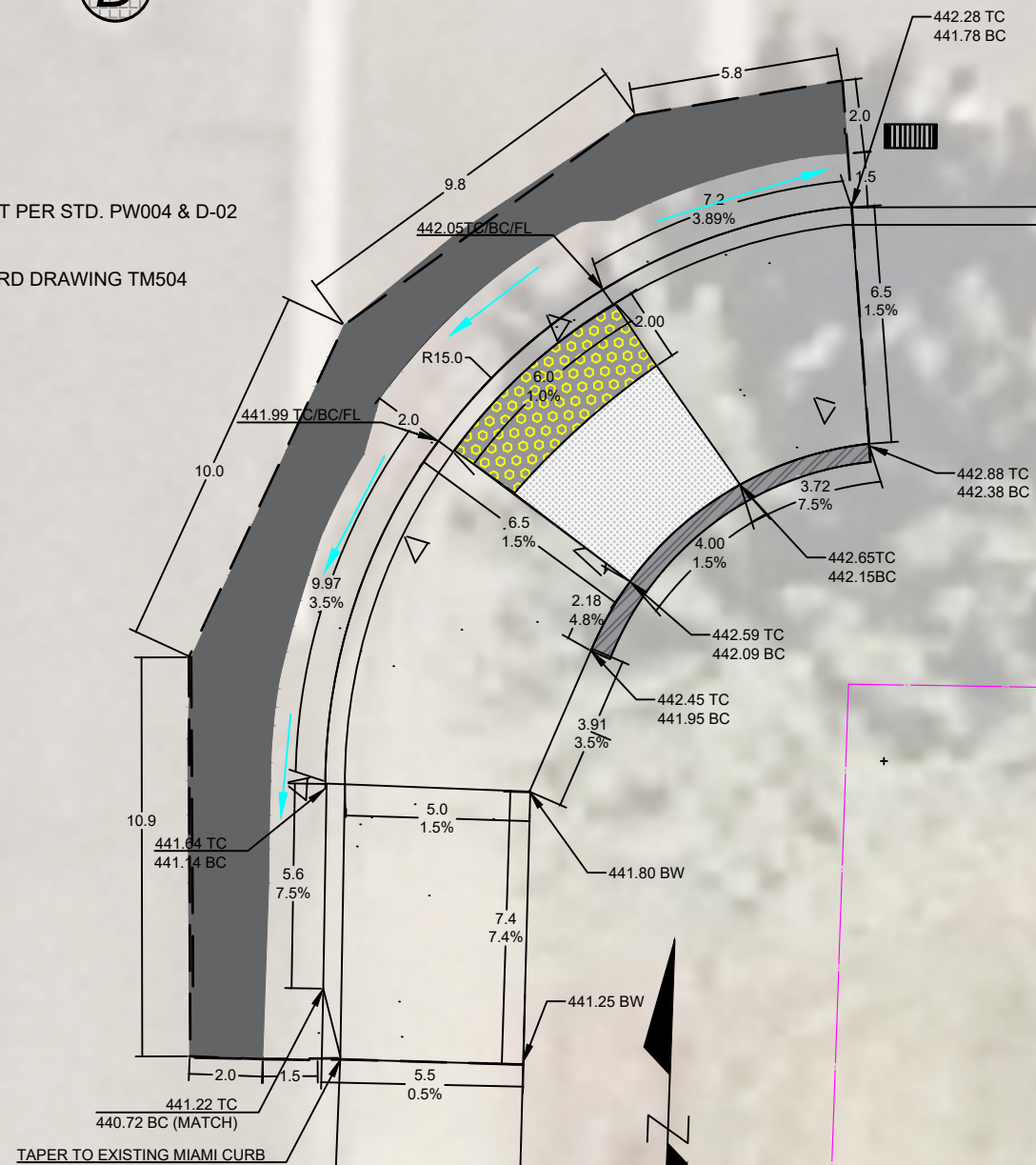


DESIGN: RGH	DATE: 12/27/2022	NW Kline Street ADA Curb Ramp Rehabilitation Project # 23PW13	CITY OF ROSEBURG Public Works Department Dawn Easley- DIRECTOR Public Works Department	
DRAWN: GZV	REVISIONS			
SCALE: 1"=5'	1.			
SHEET: 3/17	2. 3. 4.			

Ⓢ

D

- NW KLINE ST



-

The seal of the City of Roseburg, Oregon. It is a circular emblem with a green border. Inside, there is a stylized landscape with a blue sky, a brown mountain range, and green evergreen trees. The text "THE CITY OF" is written in a semi-circle at the top, "ROSEBURG" is written vertically in the center, and "NOTED FOR THE QUALITY OF TIMBER" is written in a semi-circle at the bottom.

NW Kline Street ADA Curb Ramp Rehabilitation

Project # 23PW13

CITY OF ROSEBURG
Public Works Department
Dawn Easley- DIRECTOR

Dawn Easley- DIRECTOR
Public Works Department

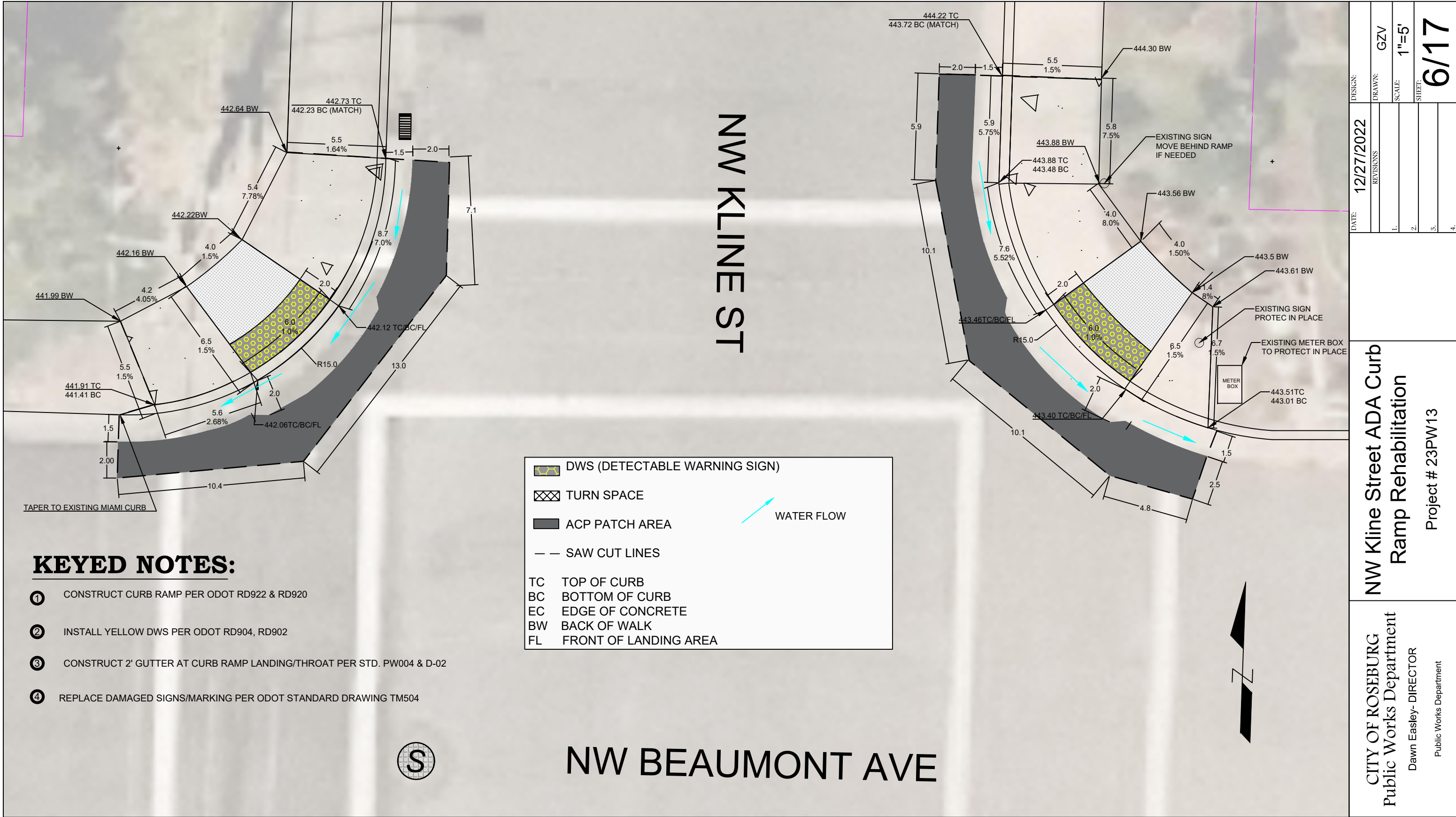
DATE:	12/27/2022	DESIGN:	RGH
-------	------------	---------	-----

GZV	REVISIONS
	DRAWN:

1.	SCALE: 1"=5'
----	-----------------

2. SHEET: 5/17

5/17



KEYED NOTES:

- ① CONSTRUCT CURB RAMP PER ODOT RD922 & RD920
- ② INSTALL YELLOW DWS PER ODOT RD904, RD902
- ③ CONSTRUCT 2' GUTTER AT CURB RAMP LANDING/THROAT PER STD. PW004 & D-02
- ④ REPLACE DAMAGED SIGNS/MARKING PER ODOT STANDARD DRAWING TM504

DWS (DETECTABLE WARNING SIGN)

TURN SPACE

ACP PATCH AREA

SAW CUT LINES

TC

TOP OF CURB

BC

BOTTOM OF CURB

EC

EDGE OF CONCRETE

BW

BACK OF WALK

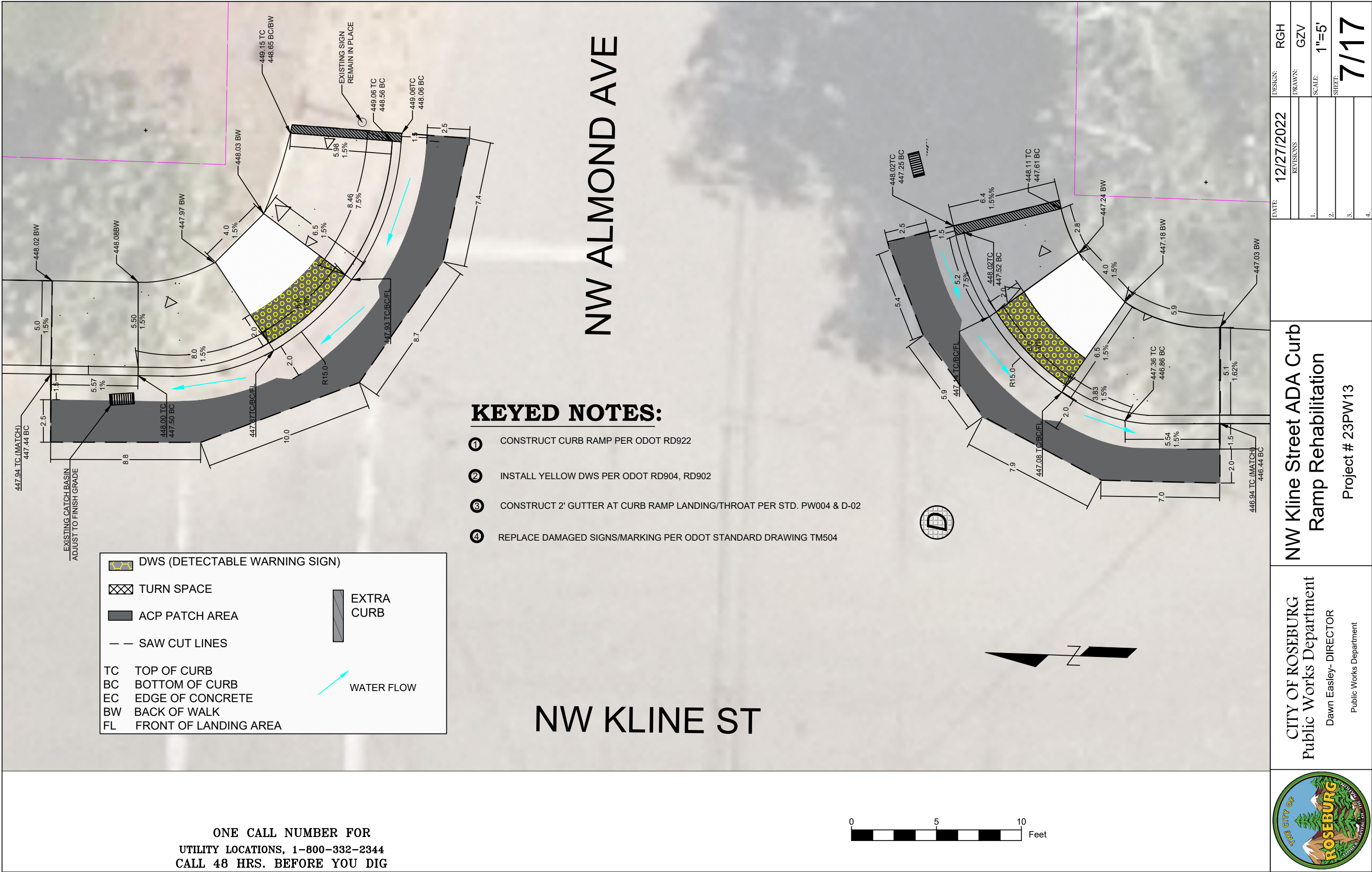
FL

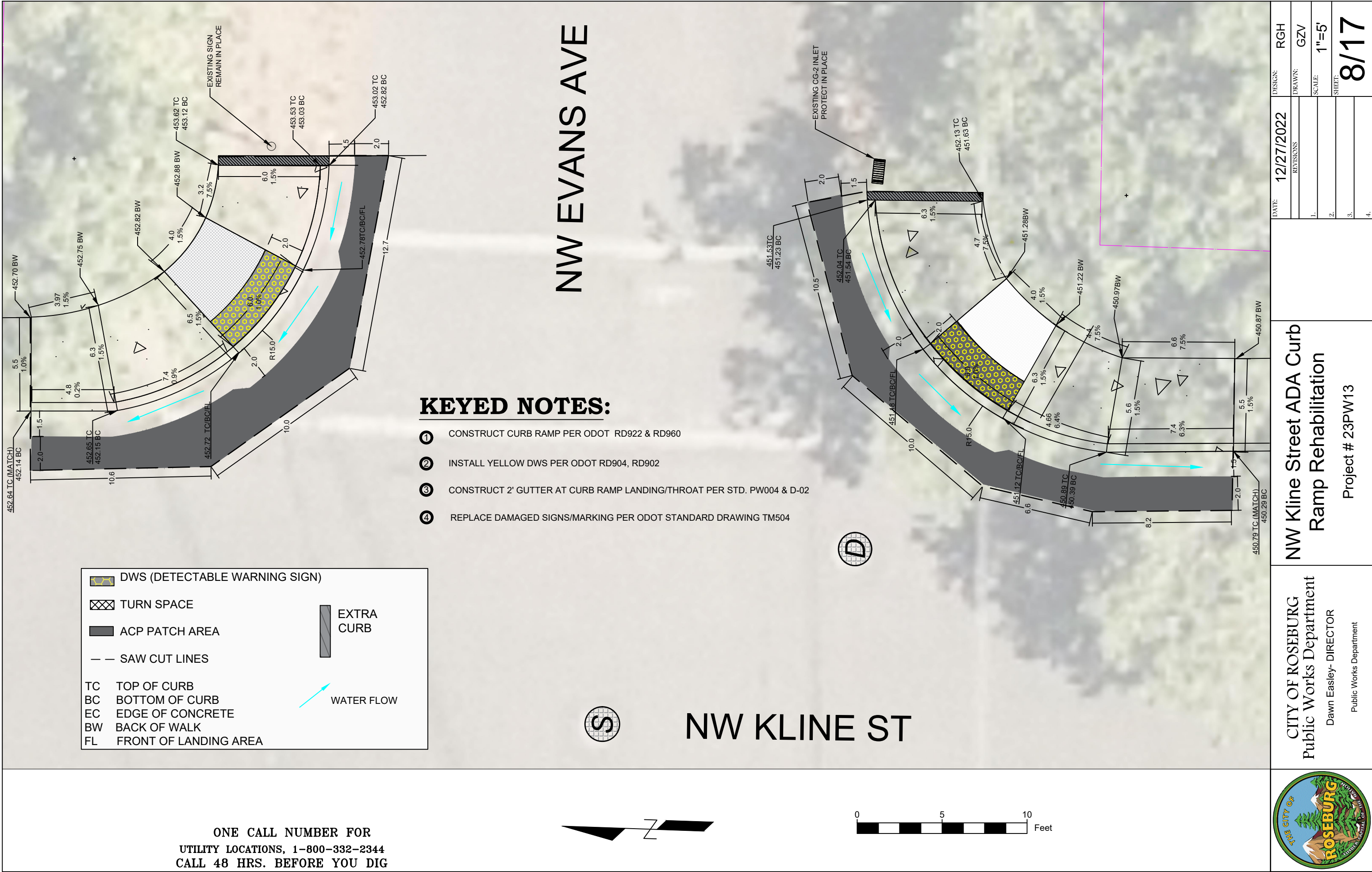
FRONT OF LANDING AREA

WATER FLOW

ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG







NW EVANS AVE

KEYED NOTES:

- 1 CONSTRUCT CURB RAMP PER ODOT RD922 & RD960
- 2 INSTALL YELLOW DWS PER ODOT RD904, RD902
- 3 CONSTRUCT 2' GUTTER AT CURB RAMP LANDING/THROAT PER STD. PW004 & D-02
- 4 REPLACE DAMAGED SIGNS/MARKING PER ODOT STANDARD DRAWING TM504

DWS (DETECTABLE WARNING SIGN)

TURN SPACE

ACP PATCH AREA

SAW CUT LINES

TC

TOP OF CURB

BC

BOTTOM OF CURB

EC

EDGE OF CONCRETE

BW

BACK OF WALK

FL

FRONT OF LANDING AREA

EXTRA CURB

WATER FLOW

NW KLINE ST

ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG

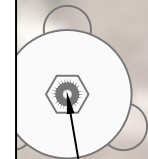
CITY OF ROSEBURG
Public Works Department
Dawn Easley- DIRECTOR
Public Works Department

NW Kline Street ADA Curb
Ramp Rehabilitation
Project # 23PW13





DATE:	12/27/2022	DESIGN:	RGH
REVISIONS		DRAWN:	GZV
1.		SCALE:	1"=5'
2.		SHEET:	8/17
3.			
4.			

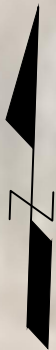
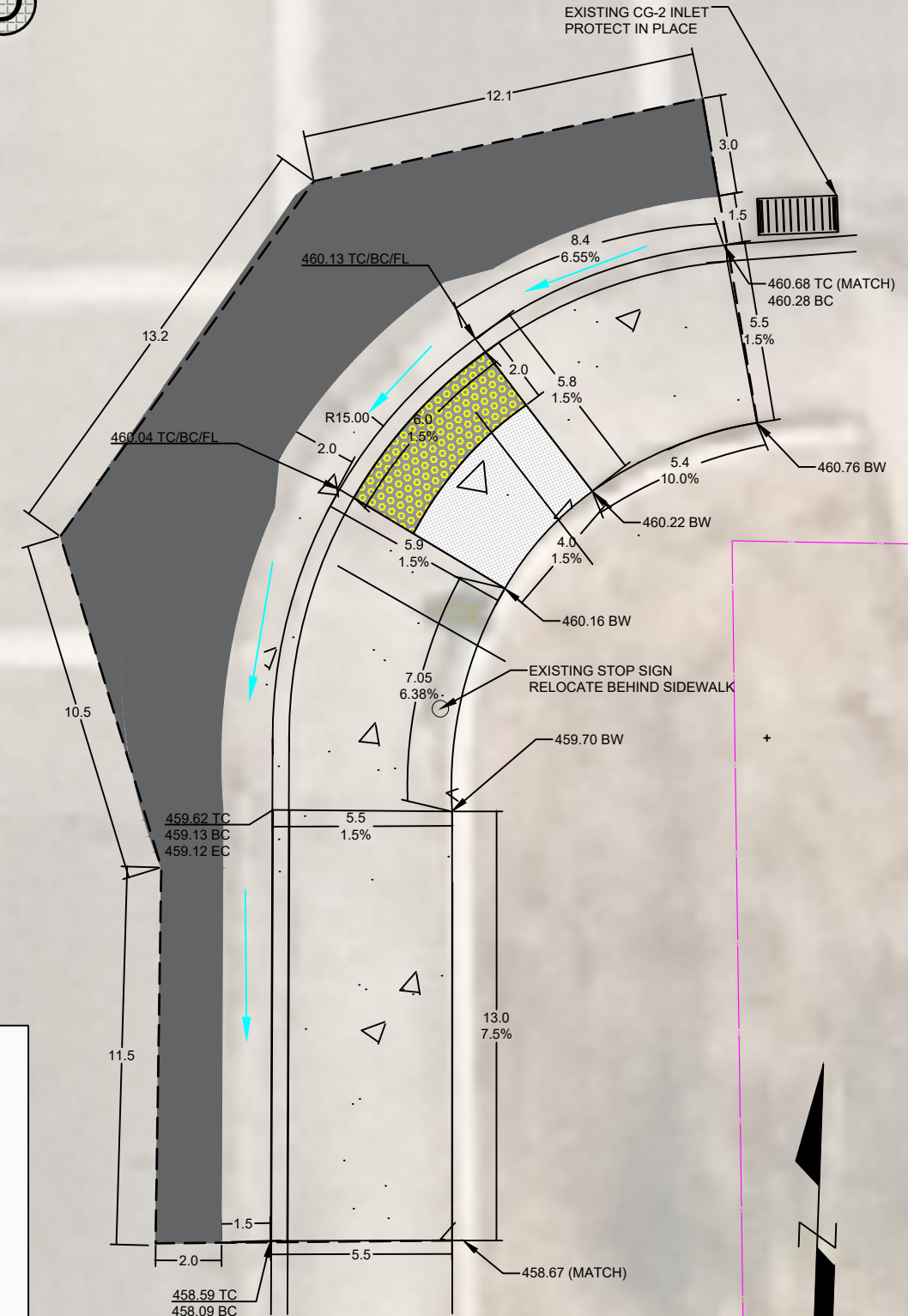
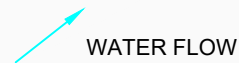
D

NW KLINE ST



- ① CONSTRUCT CURB RAMP PER ODOT RD900, RD 916 & RD930
- ② INSTALL YELLOW DWS PER ODOT RD904, RD902
- ③ CONSTRUCT 2' GUTTER AT CURB RAMP LANDING/THROAT PER STD. PW004 & RD720
- ④ REPLACE DAMAGED SIGNS/MARKING PER ODOT STANDARD DRAWING TM504

- | | | |
|---|-------------------------------|---|
|  | DWS (DETECTABLE WARNING SIGN) | |
|  | TURN SPACE | |
|  | ACP PATCH AREA |  |
| — — | SAW CUT LINES | WATER FLOW |
| TC | TOP OF CURB | |
| BC | BOTTOM OF CURB | |
| EC | EDGE OF CONCRETE | |
| BW | BACK OF WALK | |
| FL | FRONT OF LANDING AREA | |



**NW Kline Street ADA Curb
Ramp Rehabilitation**

Project # 23PW13

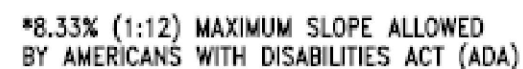
Project # 23FW13


CITY OF ROSEBURG
Public Works Department

Dawn Easley- DIRECTOR

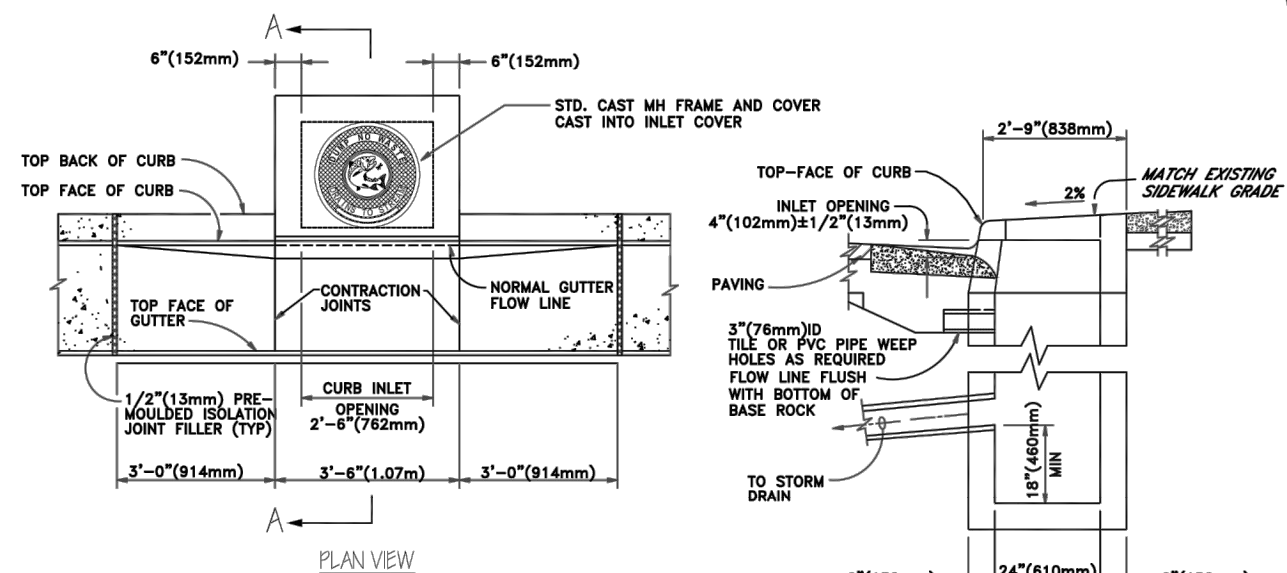
Public Works Department

DATE:	12/27/2022	DESIGN:	RGH
		DRAWN:	GZV
	REVISIONS	SCALE:	1"=5'
1.		SHEET:	9/17
2.			
3.			
4.			

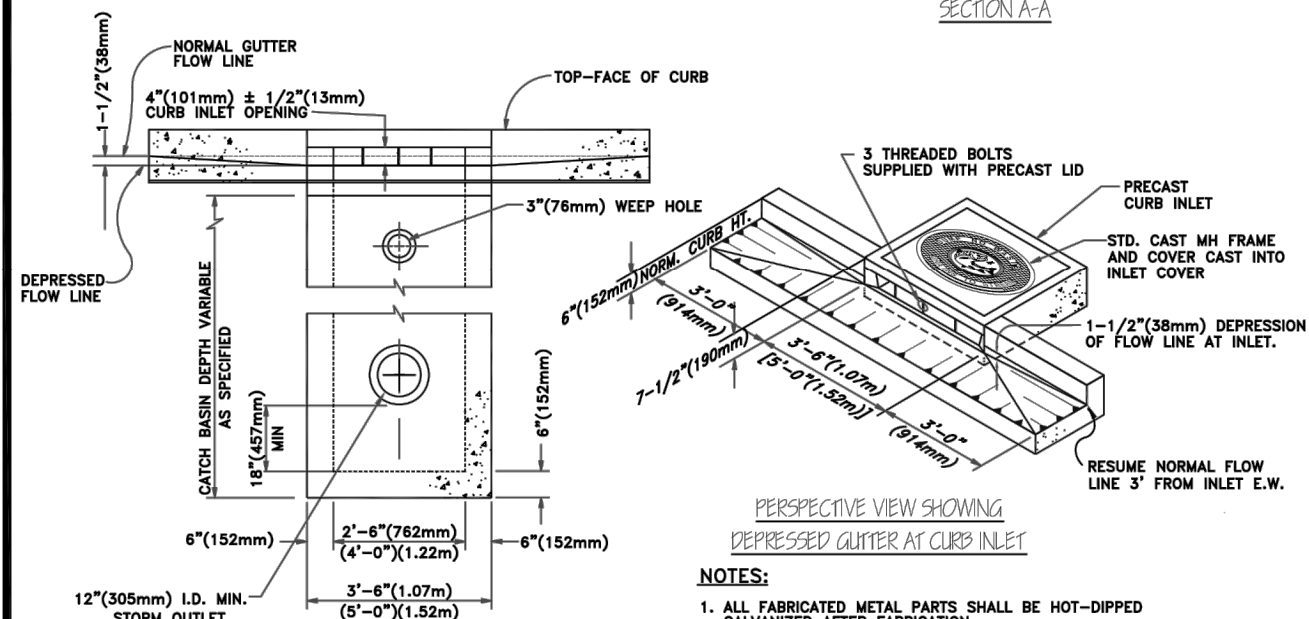


1. ALL RADII SHALL BE $\frac{3}{4}"$ (20mm) UNLESS OTHERWISE SHOWN.
2. ALL CONCRETE SHALL MEET STND. CONCRETE SPEC. [3300 PSI (22.75MPa)]
3. ALLOWABLE TOLERANCE FOR DEVIATION FROM TANGENT OR STRAIGHT LINES IN NON-CURVED SECTIONS, SHALL NOT EXCEED 2mm/1m ($\frac{1}{4}"$ PER 12')
- [WHEN A 2 meter STRAIGHT EDGE IS LAID UPON ANY SURFACE NOT IN A CURVE OR A GRADE CHANGE THE MAXIMUM GAP SHALL BE 4mm.]
- 

DATE:	6/24/94	SCALE:	NTS
EY:	NAJ	CHK:	RLP
DRWN:	RLP	REV:	9/11/95
APPRVD:	CSB	REV:	2/05/04
PROJECT No:	N/A	REV:	



SECTION A-A



PERSPECTIVE VIEW SHOWING
DEPRESSED GUTTER AT CURB INLET

- NOTES:**
1. ALL FABRICATED METAL PARTS SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION.
 2. CONCRETE SHALL MEET CITY STANDARD SPEC. FOR STREET CONSTRUCTION STRUCTURES. (3300 PSI, 22.75MPa)
 3. FOR STEEP GRADES USE STD. PRECAST INLET WITH 4'-0" (102mm) OPENING OR TWO 2'-6" (762mm) OPENING INLETS.
 4. CURB INLET BASE MAY BE PRECAST OR CAST-IN-PLACE.

DATE:	SCALE:
BY:	NTS
RLP	CHK:
DRWN:	REV:
RLP	2/28/95
APPRVD:	REV:
CSB	8/22/03
PROJECT No: N/A	REV:



Project # 23PW13

CITY OF ROSEBURG
Public Works Department

Dawn Easley- DIRECTOR

Public Works Department

DESIGN: BCU

12/27/2022

DATE:

DRAWN: GZW

REVISIONS

1

N/A
SCALE:

1

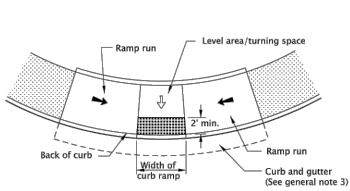
•

SHEET: 11/17

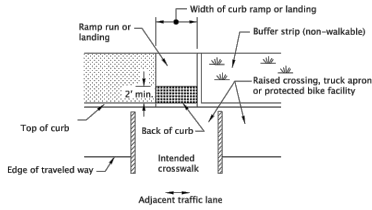


ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG

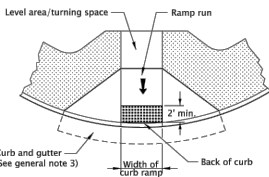
rd904.dgn 20-JUL-2020



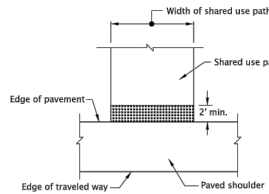
PARALLEL CURB RAMP



RAISED CROSSING, TRUCK APRON
OR PROTECTED BIKE FACILITY



PERPENDICULAR CURB RAMP
GRADE BREAK IN FRONT OF CURB



SHARED-USE PATH CONNECTION

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on applicable ODOT Standards.
2. See project plans for details not shown.
See Std. Dwg. RD700 & RD701 for curbs.
See Std. Dwg. 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.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Cross slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)
- Running slope 7.5% max.
(Max. 8.3% finished surface slope)

CALC. BOOK NO. N/A

SDR DATE 20-JULY-2020

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 consulting a Registered Professional Engineer.

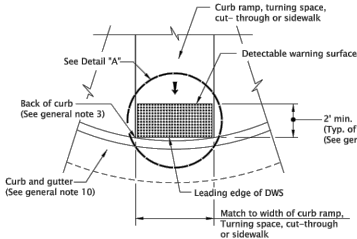
OREGON STANDARD DRAWINGS
DETECTABLE WARNING SURFACE
PLACEMENT FOR CURB RAMPS

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAIL AND NOTES

Effective Date: December 1, 2022 – May 31, 2023

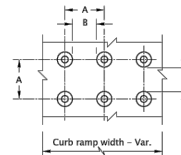
RD904

rd902.dgn 19-JUL-2021

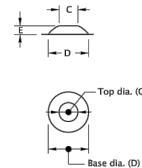


DETECTABLE WARNING SURFACE DETAIL

	A	B	C	D	E
MIN.	1.60"	0.65"	0.45"	0.90"	0.20"
MAX.	2.40"	—	0.91"	1.40"	0.20"

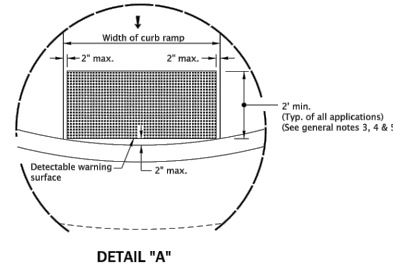


TRUNCATED DOME SPACING



TRUNCATED DOME

TRUNCATED DOME DETAILS



DETAIL "A"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on applicable ODOT Standards.
2. See project plans for details not shown.
See Std. Dwg. RD700 & RD701 for curbs.
3. The detectable warning surface shall extend the full width of the curb ramp opening, shared use path, blended transition, turning space, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted (measured at the leading edge of the detectable warning surface panel as shown in Detail "A").
4. Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. in the direction of pedestrian travel at curb ramps that are adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Detectable warning surface across a grade break is prohibited. Place abutting panels within 1/4 inch of each other and install anchors, as specified by manufacturers, along cut edge.
5. Color to be safety yellow if no color specified in construction note. Alternative colors require a design exception on or along state highways.
6. Detectable warning surface shall be used in the following locations:
a) Curb ramps at street crossings.
b) Crossing Islands (Accessible Route Islands).
c) Rail crossings.
7. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards, (see Std. Dwg. RD908).
8. Detectable warning surface shall not be used on the following locations:
a) End of sidewalk transitions that are not at a crosswalk, (see Std. Dwg. RD950, RD952 and RD960).
b) Driveways, unless constructed with curb return or are signalized.
c) Parking lots, access aisles and passenger loading zones where curb ramp does not lead to vehicular way.
9. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.
10. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Detectable warning surface
- Cross slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)
- Running slope 7.5% max.
(Max. 8.3% finished surface slope)

CALC. BOOK NO. N/A

SDR DATE 19-JULY-2021

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 consulting a Registered Professional Engineer.

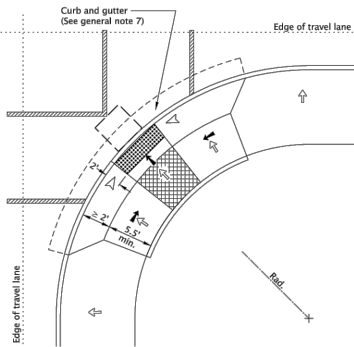
OREGON STANDARD DRAWINGS
DETECTABLE WARNING SURFACE
DETAILS

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAIL AND NOTES

Effective Date: December 1, 2022 – May 31, 2023

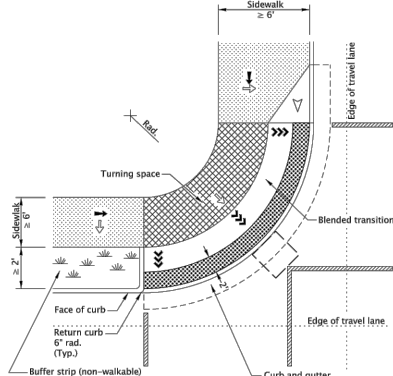
RD902

rd938.dgn 19-JUL-2021



DIAGONAL COMBINATION CURB RAMP
OPTION "CC-10"

(Use only when site constraints prohibit installing two curb ramps)



BLENDED TRANSITION COMBINATION CURB RAMP
OPTION "CC-11"

(Use only when site constraints prohibit installing two curb ramps)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown.
See Std. Dwg. RD700 & RD701 for curbs.
See Std. Dwg. RD720 & RD721 for sidewalks.
See Std. Dwg. RD902 through RD908 for detectable warning surface installation details.
See Std. Dwg. RD930 for combination curb ramp details.
3. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
5. Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping, (see Std. Dwg. RD721). Return curb shall not reduce width of approaching sidewalk.
6. Only use curb ramp options allowed by jurisdiction. Single ramps require design exceptions on or along state highways.
7. On or along state highways, curb and gutter is required at curb ramps.
8. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (turning space/landing)
Unobstructed 4.5' x 4.5'
With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)
- Running slope 7.5% max.
(Max. 8.3% finished surface slope)
- Running slope 4.0% max.
(Max. 4.9% finished surface slope)
- Flare slope
(Max. 1.0% finished surface slope)
- 4'x4' clear space

CALC. BOOK NO. N/A

SDR DATE 19-JULY-2021

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 consulting a Registered Professional Engineer.

OREGON STANDARD DRAWINGS
COMBINATION CURB RAMP
SINGLE RAMP

DATE	REVISION DESCRIPTION
07-2020	DRAWING CREATED
07-2021	REVISED DETAIL AND NOTES

Effective Date: December 1, 2022 – May 31, 2023

RD938

ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG



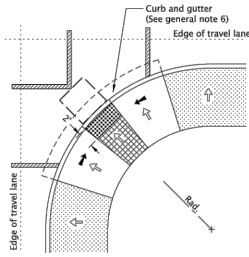
CITY OF ROSEBURG
Public Works Department
Dawn Easley- DIRECTOR
Public Works Department

NW Kline Street ADA Curb
Ramp Rehabilitation
Project # 23PW13

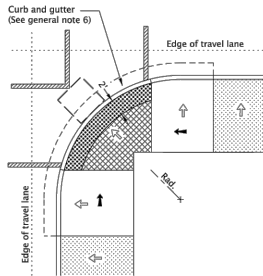
DESIGN: RGH
DRAWN: GZV
SCALE: N/A
SHEET: 12/17

rd922.dgn 20-JUL-2020

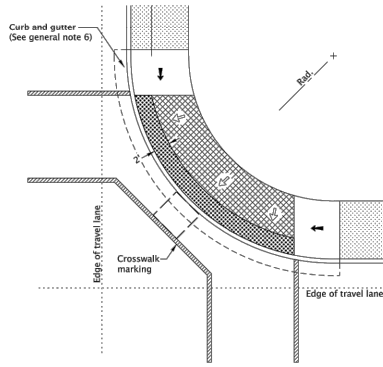
RD922



DIAGONAL PARALLEL CURB RAMP
OPTION "PL-3"
(Use only when site constraints prohibit installing two curb ramps)



DEPRESSED CURB RAMP SMALL RADIUS
OPTION "PL-4"
(Use only when site constraints prohibit installing two curb ramps)



DEPRESSED CURB RAMP LARGE RADIUS
OPTION "PL-5"
(Use only when site constraints prohibit installing two curb ramps)

- GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:
1. Curb ramp details are based on applicable ODOT Standards.
 2. See project plans for details not shown.
See Std. Dwg. RD700 & RD701 for curbs.
See Std. Dwg. RD720 & RD721 for sidewalks.
See Std. Dwg. RD902 through RD908 for detectable warning surface installation details.
See Std. Dwg. RD920 for parallel curb ramp details.
 3. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
 4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
 5. Place an inlet at upstream side of curb ramp or perform other approved design mitigation.
Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
 6. On or along state highways, curb and gutter is required at curb ramps.
 7. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
 8. Only use curb ramp options allowed by jurisdiction. Single ramps require design exceptions on or along state highways.

- LEGEND:
- Marked or intended crossing location
 - Sidewalk
 - Detectable warning surface
 - Level area (turning space/landing)
Unobstructed 4.5' x 4.5'
With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
 - Cross slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)
 - Running slope 7.5% max.
(Max. 8.3% finished surface slope)
 - 4'x4' clear space

CALC. BOOK NO.	N/A	SDR DATE	20-JULY-2020
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
PARALLEL CURB RAMP SINGLE RAMP			
2021			
DATE	REVISION	DESCRIPTION	
05-2020			

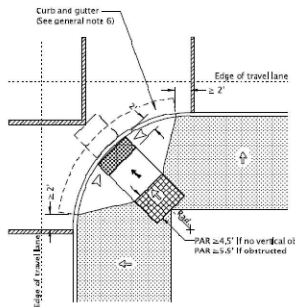
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

Effective Date: June 1, 2021 – November 30, 2021

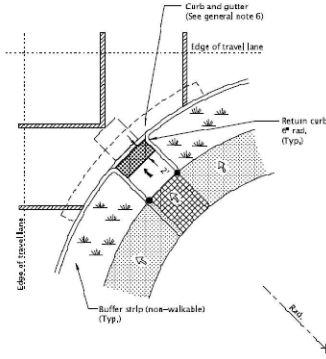
RD922

rd916.dgn 20-JUL-2020

RD916



DIAGONAL CURB RAMP FOR WIDE SIDEWALKS
OPTION "PR-9"
(Use only when site constraints prohibit installing two curb ramps)



DIAGONAL CURB RAMP WITH LANDSCAPED BUFFER STRIP
OPTION "PR-10"
(Use only when site constraints prohibit installing two curb ramps)

- GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:
1. Curb ramp details are based on applicable ODOT Standards.
 2. See project plans for details not shown.
See Std. Dwg. RD700 & RD701 for curbs.
See Std. Dwg. RD720 & RD721 for sidewalks.
See Std. Dwg. RD902 through RD908 for detectable warning surface installation details.
See Std. Dwg. RD920 for parallel curb ramp details.
 3. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
 4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
 5. Only use curb ramp options allowed by jurisdiction. Single ramps require design exceptions on or along state highways.
 6. On or along state highways, curb and gutter is required at curb ramps.

- LEGEND:
- Marked or intended crossing location
 - Sidewalk
 - Detectable warning surface
 - Level area (turning space/landing)
Unobstructed 4.5' x 4.5'
With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
 - Cross slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)
 - Running slope 7.5% max.
(Max. 8.3% finished surface slope)
 - Flare slope (Max. 10% finished surface slope)
 - 4'x4' clear space
 - PAR Pedestrian Access Route
 - Zero curb exposure

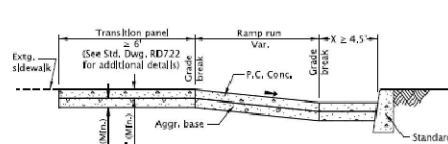
CALC. BOOK NO.	N/A	SDR DATE	20-JULY-2020
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
PERPENDICULAR CURB RAMP SINGLE RAMP			
2021			
DATE	REVISION	DESCRIPTION	
05-2020			

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 consulting a Registered Professional Engineer.

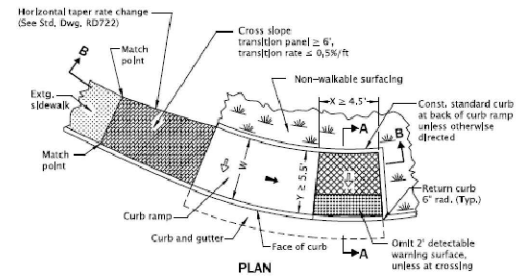
Effective Date: June 1, 2021 – November 30, 2021

RD916

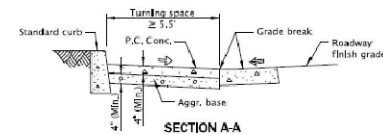
ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG



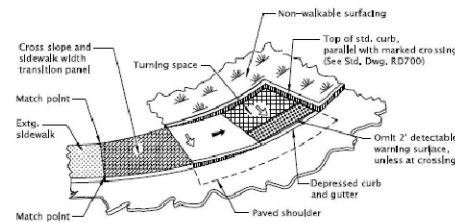
SECTION B-B



PLAN



SECTION A-A



ISOMETRIC VIEW

CURBED OPTION

- GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:
1. Curb ramp details are based on applicable ODOT applicable Standards.
 2. See project plans for details not shown.
See Std. Dwg. RD700 & RD701 for curbs.
See Std. Dwg. RD720 & RD721 for sidewalks.
See Std. Dwg. RD902 through RD908 for detectable warning surface installation details.
See Std. Dwg. RD920 for parallel curb ramp details.
 3. Site conditions normally require a project specific design, see project plans for details not shown.
 4. Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
 5. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
 6. Place detectable warning surface at the back of curb for a minimum depth of 2' in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.
 7. Place an inlet at upstream side of curb ramp or perform other approved design mitigation.
Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
 8. When a shared use path terminates, the curb ramp shall be the full width of the path, the turning space Y-dimension should be minimum 8' wide to enable bicycles to ride from ramp to shoulder.
 9. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
 10. On or along state highways, curb and gutter is required at curb ramps.
 11. Unless curb ramp option can be used for curved or tangent roadway sections, super/elevated roadways require a site specific detail.

- LEGEND:
- Sidewalk
 - Transition panel
 - Detectable warning surface
 - Level area (turning space/landing)
Unobstructed 4.5' x 4.5'
With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing).
For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
 - Cross slope 1.5% max.
(Max. 2.0% finished surface slope)
(Normal sidewalk cross slope)
 - Running slope 7.5% max.
(Max. 8.3% finished surface slope)
 - Counter slope 4.0% max, ascending or descending.
(Max. 5.0% finished surface slope)
Slope is required for drainage
 - New construction sidewalk width. See contract plans for dimension

CALC. BOOK NO.	N/A	SDR DATE	19-JUL-2021
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications.			
OREGON STANDARD DRAWINGS			
UNIQUE CURB RAMP			
2021			
DATE	REVISION	DESCRIPTION	
05-2020			

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 consulting a Registered Professional Engineer.

Effective Date: December 1, 2021 – May 31, 2022

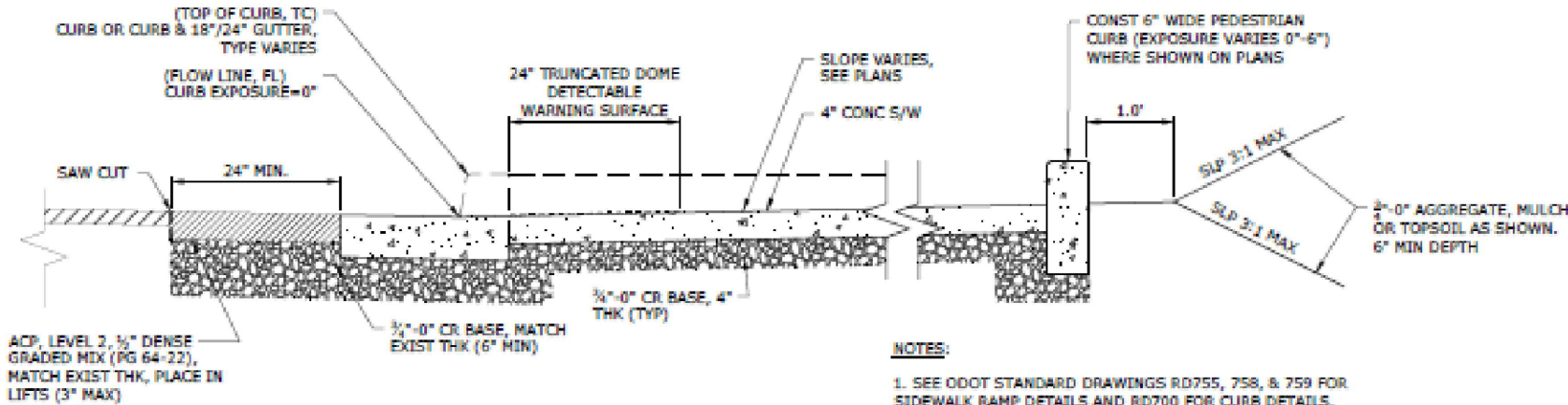
RD900



CITY OF ROSEBURG
Public Works Department
Dawn Easley- DIRECTOR
Public Works Department

NW Kline Street ADA Curb
Ramp Rehabilitation
Project # 23PW13

DESIGN	RGH
DRAWN	GZV
SCALE	N/A
SHEET	13/17



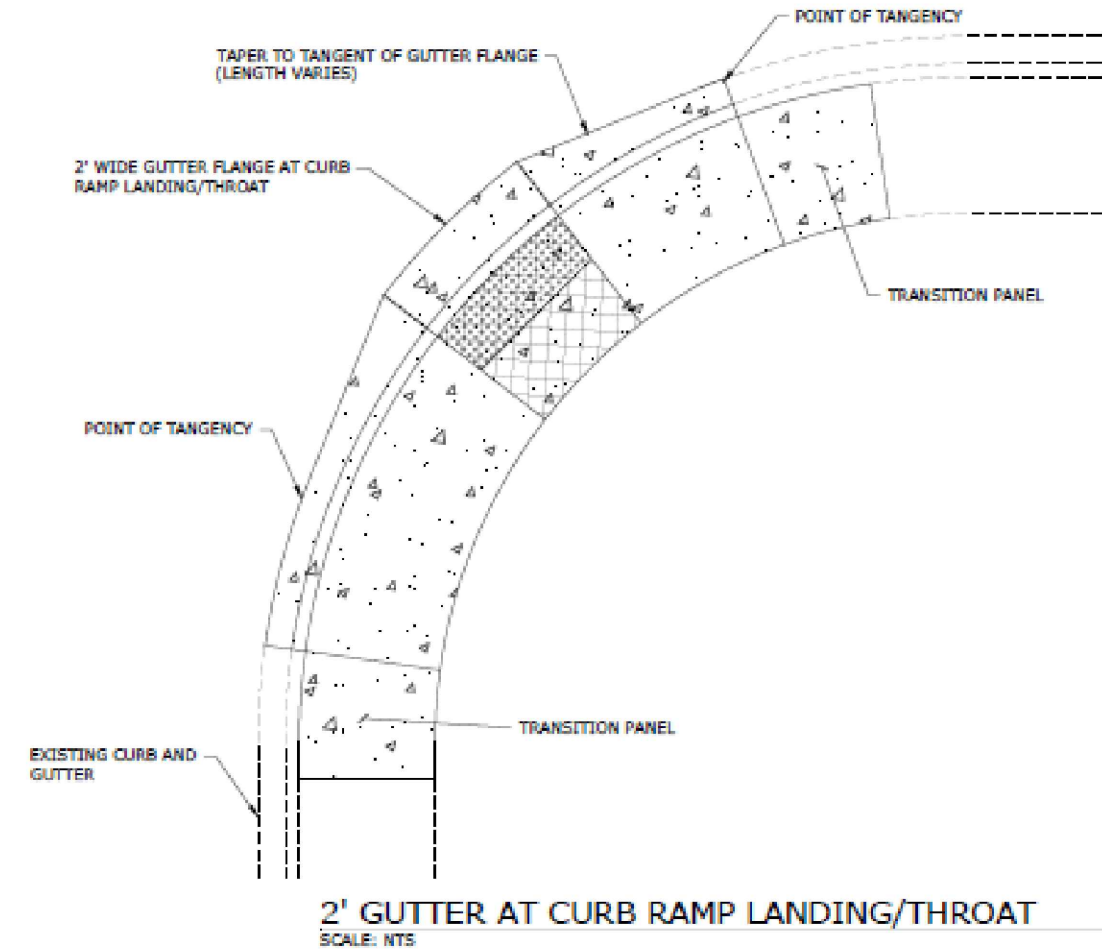
- NOTES:**
1. SEE ODOT STANDARD DRAWINGS RD755, 758, & 759 FOR SIDEWALK RAMP DETAILS AND RD700 FOR CURB DETAILS.
 2. TOOLED JOINTS ARE REQUIRED AT ALL SIDEWALK RAMP SLOPE BREAK LINES.

SIDEWALK RAMP GENERAL NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING ALL AMERICANS WITH DISABILITIES (ADA) REQUIREMENTS AS DEFINED BY THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). DETAILS AND DIMENSIONS SHOWN ARE APPROXIMATE ONLY AND INTENDED AS A GUIDE FOR INITIAL LAYOUT PURPOSES ONLY AND ARE NOT COMPLETE. CONTRACTOR SHALL TAKE ALL NECESSARY FIELD MEASUREMENTS AND OTHERWISE VERIFY ALL DIMENSIONS TO MEET ADA REQUIREMENTS. SHOULD ANY ERROR OR INCONSISTENCY EXIST, THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK AFFECTED UNTIL REPORTED TO THE ENGINEER FOR CLARIFICATION OR CORRECTION.
2. COMPLETE SIDEWALK CONSTRUCTION PRIOR TO FINAL PAVING OF STREET.
3. ALL SURVEY AND STAKING NECESSARY FOR CONSTRUCTION SHALL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL DEVELOP AND MAKE ALL DETAIL SURVEYS NECESSARY FOR LAYOUT AND CONSTRUCTION. COMPLETE ALL SURVEY STAKING AS NEEDED USING INFORMATION CONTAINED IN THE PLANS AND ADJUSTED AS NECESSARY TO MEET ADA REQUIREMENTS. ADDITIONAL INFORMATION OR CLARIFICATION BY THE ENGINEER MAY BE AVAILABLE UPON REQUEST, BUT IS NOT GUARANTEED. SURVEYED FIELD LAYOUT SHALL BE REVIEWED BY THE ENGINEER PRIOR TO DEMOLITION AND AGAIN PRIOR TO CONCRETE PLACEMENT.
4. THE MAXIMUM CLOSURE TIME FOR ANY SINGLE CURB RAMP SHALL BE ONE WEEK. SUBMIT TRAFFIC CONTROL PLAN AND PEDESTRIAN DETOUR PLAN FOR RAMP CLOSURES. PLAN SHALL INCLUDE, BUT IS NOT LIMITED TO, WORK AREA PROTECTION, SIDEWALK CLOSURES AND DETOURS.

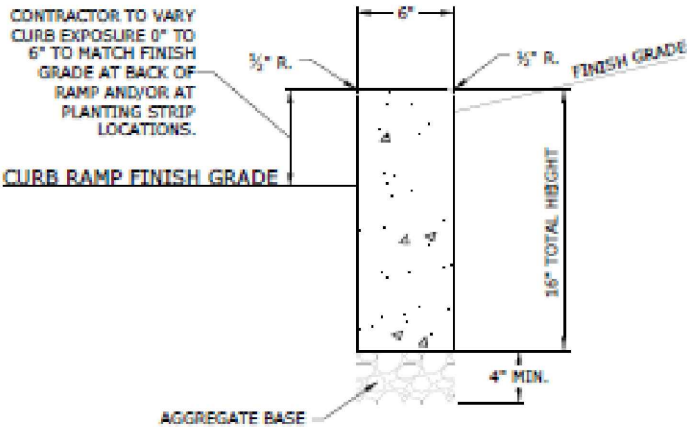
TYPICAL SIDEWALK RAMP REPLACEMENT SECTION
SCALE: NTS

1
D-02



2' GUTTER AT CURB RAMP LANDING/THROAT
SCALE: NTS

2
D-02



PEDESTRIAN CURB
SCALE: NTS

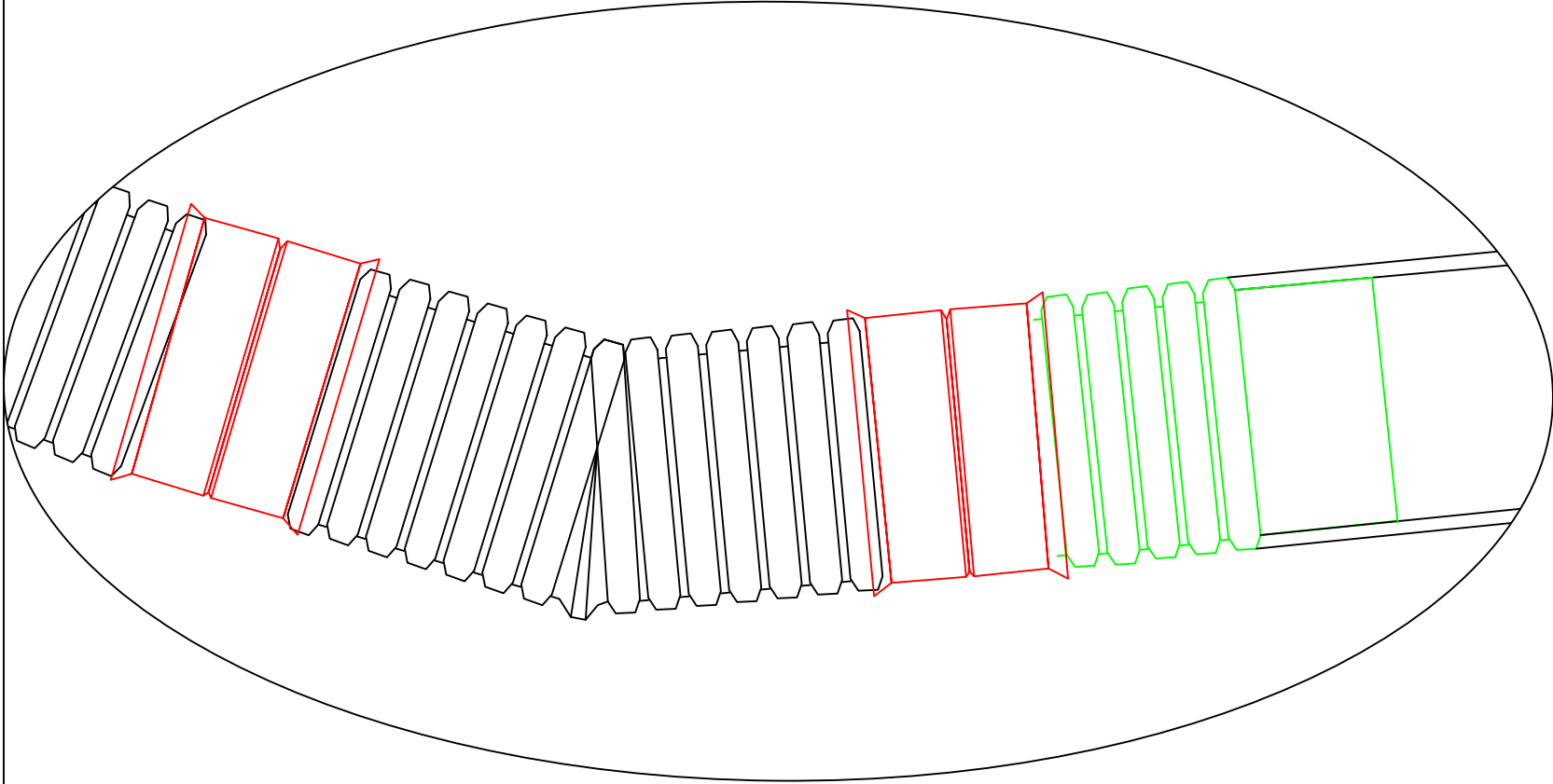
3
D-02

ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG

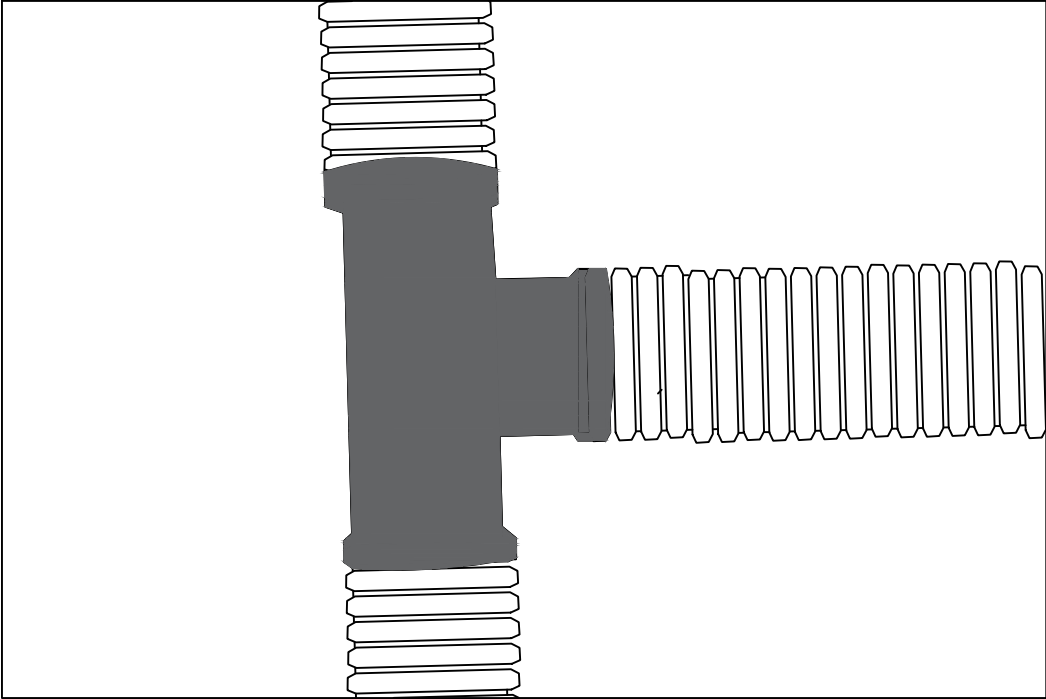
DESIGN: RGH	DATE: 12/27/2022	NW Kline Street ADA Curb Ramp Rehabilitation Project # 23PW13	CITY OF ROSEBURG Public Works Department Dawn Easley- DIRECTOR Public Works Department
DRAWN: GZV	REVISIONS		
SCALE: N/A	1.		
SHEET: 15/17	2. 3. 4.		



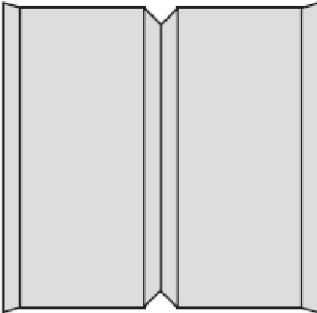
DETAIL 3
N.T.S



DETAIL 7
N.T.S

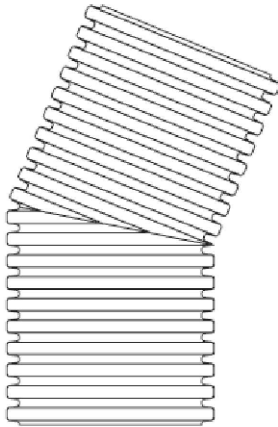


N-12 COUPLING
12" SIZE



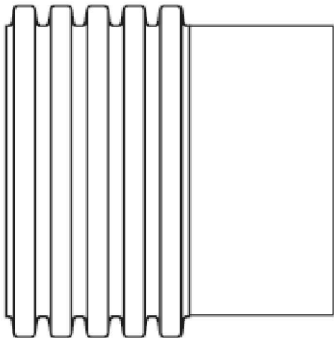
PART #1271AG

N-12 FABRICATED 22.5 DEGREE BEND
DUAL WALL 12" PIPE SIZE



PART #1292AN

N-12 CONCRETE ADAPTER FITTING 12"



PART #1221AN

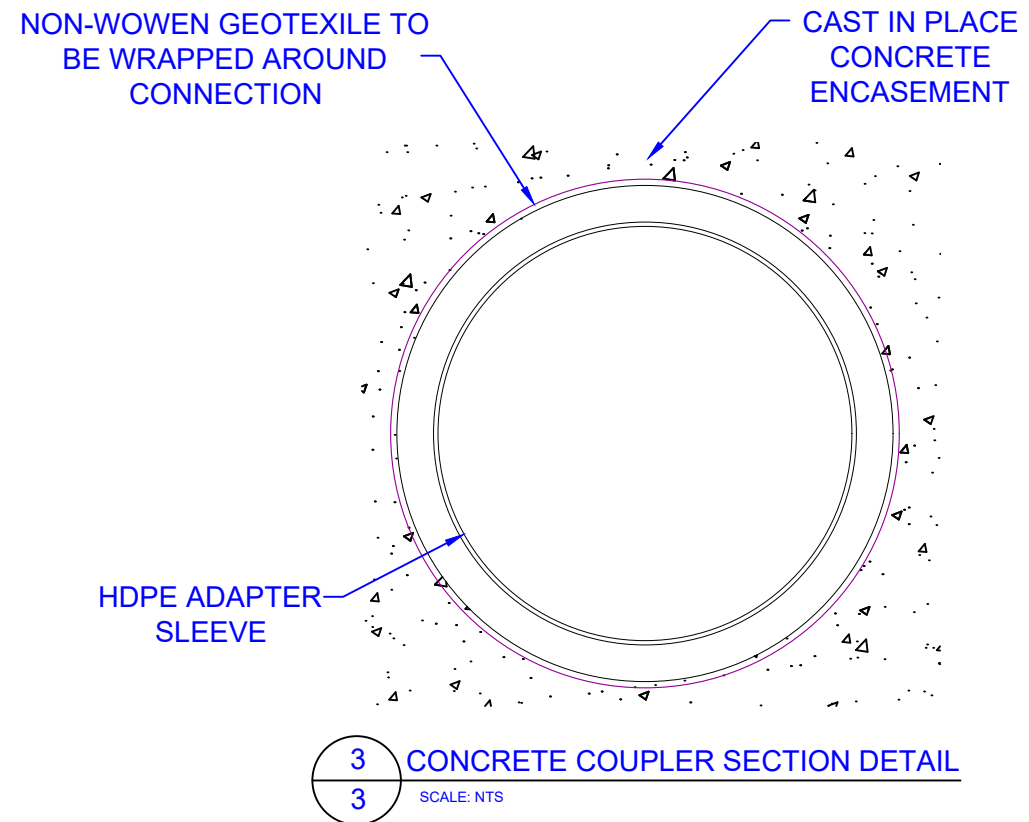
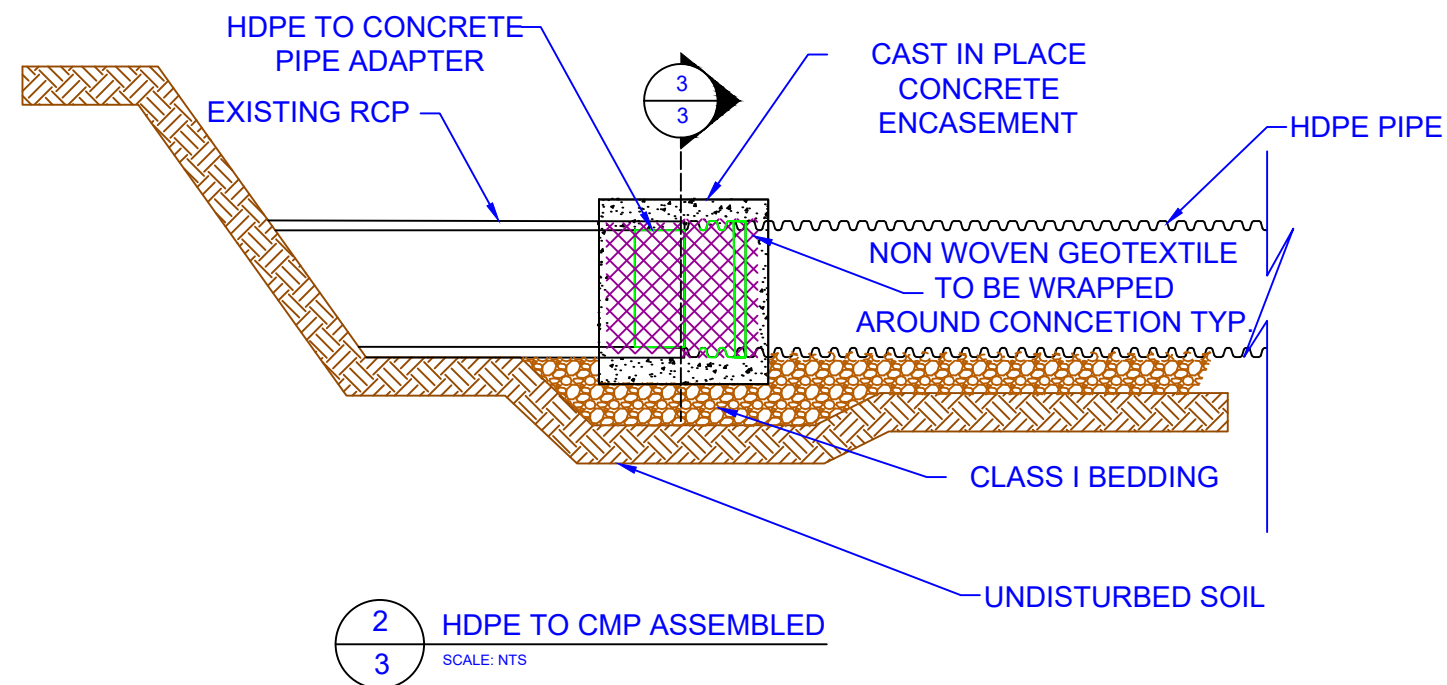
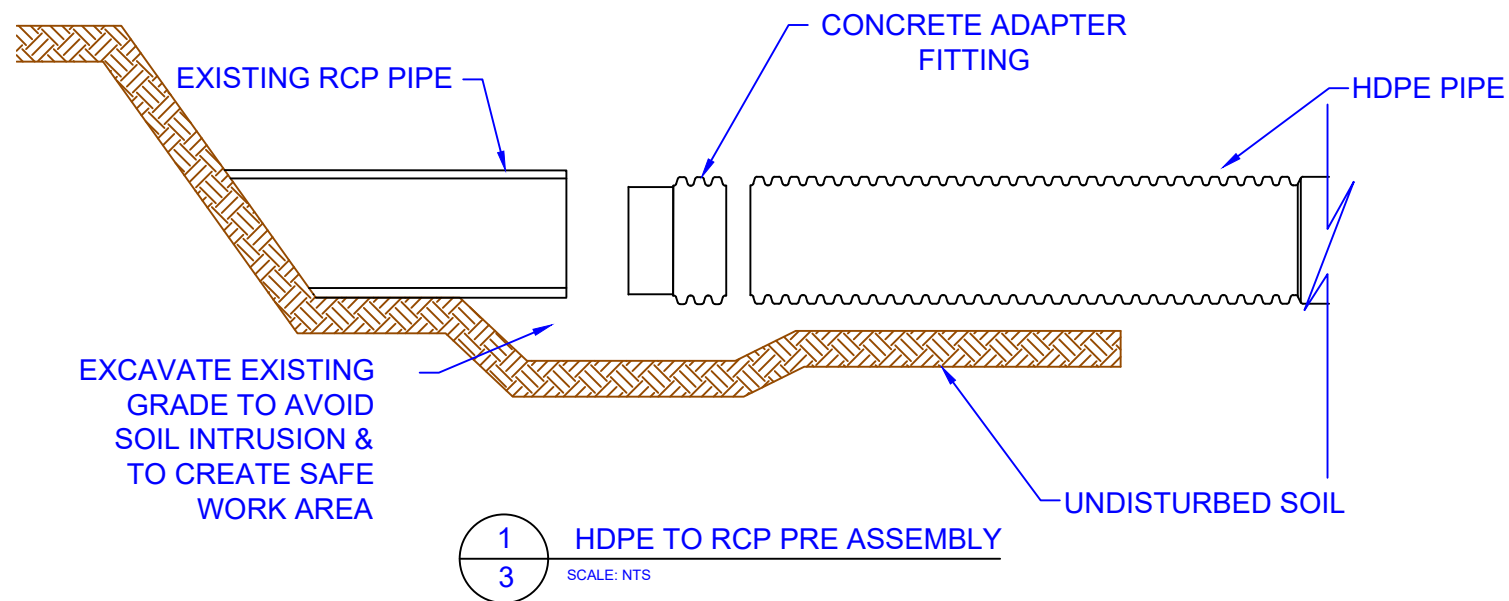
12" TEE, BELL/BELL



PART #1264ST

ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG

	<p>CITY OF ROSEBURG Public Works Department Dawn Easley- DIRECTOR Public Works Department</p>	<p>NW Kline Street ADA Curb Ramp Rehabilitation Project # 23PW13</p>	DATE:	12/27/2022	DESIGN:	RGH
			REVISIONS		DRAWN:	GZV
			1.		SCALE:	N/A
			2.		SHEET:	16/17
			3.			
			4.			



NOTES:

- ALL PIPES SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321 - STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF FLEXIBLE THERMOPLASTIC PIPES, LATEST EDITION.
- IN LIEU OF AN INTERNAL CYLINDER, AN HDPE WATERTIGHT REPAIR COUPLE CAN BE USED.
- INTERNAL CYLINDER ADAPTER IS NOT RECOMMENDED FOR DOWNSTREAM CONNECTIONS.

ONE CALL NUMBER FOR
UTILITY LOCATIONS, 1-800-332-2344
CALL 48 HRS. BEFORE YOU DIG

DATE: 12/27/2022 REVISIONS: 1. 2. 3. 4.	DESIGN: RGH
	DRAWN: GZV
	SCALE: N/A
	SHEET: 17/17
NW Kline Street ADA Curb Ramp Rehabilitation Project # 23PW13	
CITY OF ROSEBURG Public Works Department Dawn Easley- DIRECTOR Public Works Department	
	