NOTES:
1. ACCESS RAMPS SHOULD BE CONSTRUCTED TO MINIMIZE PEDESTRIAN CROSSING DISTANCES, AND POSITION PEDESTRIANS WHERE THEY CAN BEST BE SEEN BY ONCOMING TRAFFIC. CURB RAMP ORIENTATION WILL ALIGN PEDESTRIANS PARALLEL WITHIN THE LATERAL EXTENSION LINES OF THE SIDEWALK. INTERSECTION RADIUS LESS THAN 35’ WILL USE TWO PERPENDICULAR CURB ACCESS RAMPS PER CORNER. WHERE INTERSECTION CORNERS ARE OFFSET, CURB ACCESS RAMPS WILL ORIENTATE DIAGONALLY TO THE OPPOSING CURB ACCESS RAMP. LANDING BETWEEN ACCESS RAMPS WILL NOT BE LESS THAN 5’ WITH A SLOPE NO GREATER THAN 2.0% CENTER AND DIRECTION OF RAMP SHALL BE LOCATED WITHIN CROSSWALK LINES AS CLOSE AND PARALLEL TO CROSSWALK CENTERLINE AS POSSIBLE. SEE OLYMPIA STANDARD DRAWING 4-32.
3. PLACED JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN CURB RAMP SHALL BE ADA COMPLIANT. DO NOT PLACE GRATING IN FRONT OF OR IN ANY PART OF THE CURB RAMP OR LANDING.
4. CURB RAMP LANDING, AND FLARES SHALL RECEIVE BROOM FINISH. SEE WSDOT STANDARD SPECIFICATIONS 8-14.
5. CURB RAMP WIDTH AND LANDINGS MAY BE REDUCED TO 4’0” WITH APPROVAL FROM CITY ENGINEER.
6. USE OLYMPIA STANDARD DRAWING 4-14 WHEN BICYCLE LANE IS PRESENT OR PLANNED; OLYMPIA STANDARD DRAWING 4-14A WHEN BICYCLE LANE IS NOT PRESENT OR PLANNED.
7. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH THE RUNNING SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS FEASIBLE. CURB RAMP SLOPE INCLUDING TOLERANCE NOT TO EXCEED 8.3%.

LEGEND

SLOPE IN EITHER DIRECTION

PLANTER STRIP

CEMENT CONCRETE PEDESTRIAN CURB, SEE NOTE 6

FACE OF CURB

CROSSWALK

DETECTABLE WARNING SURFACE, SEE WSDOT STANDARD PLAN F-45.10-01

DEPRESSED TRAFFIC CURB

CEMENT CONCRETE TRAFFIC CURB, SEE NOTE 6

5’-0” MINIMUM
SEE NOTE 5

Landing
2.0% MAXIMUM

CURB RAMP

4” TYPICAL

LANDING TO MATCH CURB RAMP WIDTH, SEE NOTE 5

CURB RAMP WIDTH 5’-0” MINIMUM
2'-0” MINIMUM

BUFFER WIDTH MATCH TO CURB RAMP DEPTH (TYPICAL)

2.0% MAXIMUM

1’-6” RADIUS (TYPICAL)

DETECTABLE WARNING SURFACE, SEE WSDOT STANDARD PLAN F-45.10-01

DEPRESSED CURB

TOP OF ROADWAY

GRADE BREAK

COUNTER SLOPE 5.0% MAXIMUM

VARIES TO
15'-0” MAXIMUM
SEE NOTE 7

LANDING
2.0% MAXIMUM

CURB RAMP

4” TYPICAL

SECTION A-A

SEE WSDOT STANDARD PLAN F-30.10-01 FOR SLOPE TREATMENT

3/8” EXPANSION JOINT (TYPICAL) SEE OLYMPIA STANDARD DRAWING 4-10

PERVIOUS CONCRETE SIDEWALK

IMPERMEABLE CONCRETE CURB RAMP

IMPERMEABLE CONCRETE LANDING

APPROVED BY
FRAN R. EIDE, PE
CITY ENGINEER

REVISED DATE
12/11/2015

TYPE B (SHOWN WITH BUFFER)

CITY OF OLYMPIA

STD. DWG. NO.
4-12B