**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 off-set, 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.

2. Grade breaks at the top and bottom of the curb ramp will be perpendicular to the direction of the ramp. Any triangle landing between the grade break and the curb will be 2.0% maximum slope. The entire length of the grade break between the two adjacent surface planes shall be flush.

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.


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%.

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**CITY OF OLYMPIA**

**APPROVED BY**

Fran R. Eide, PE

**REVISED DATE**

12/14/2015

**STD. DWG. NO.**

4-1262

**SINGLE DIRECTION CURB RAMP**