

CITY OF THE DALLES
ADA CURB RAMP DESIGN EXCEPTION REQUEST

Design Criteria for New Curb Ramps:	List curb ramp number(s) where criterion is not met.
A. A separate curb ramp is provided for each pedestrian access route crossing (typically two per curb ramp corner) within the scope of the project unless such crossing is officially and properly closed. (If crossing is officially closed, provide documentation)	
B1. 7.5 % maximum ramp running slope on all ramp runs;	
C1. 1.5% maximum cross slope on all ramp-runs. C2. At an Island across an intersection approach without yield or stop control, maximum cross slope is 5.0%. C3. At an Island at a midblock location, maximum cross slope does not exceed adjacent road profile grade.	
D1. Maximum gutter flow slope is 2.0% at bottom of curb ramps with yield or stop control. D2. At intersection approaches without yield or stop control, the maximum gutter flow is 5%. D3. At midblock crossings, the gutter flow shall be permitted to equal the street or highway grade.	
E1. If gutter pan, maximum counter slope (cross slope of gutter) of 4.0%. E2. If no gutter pan, maximum slope of crosswalk (counter slope) of 4.0%.	
F1. Minimum clear width through the pedestrian access route (flares and curbs are excluded from the pedestrian access route) shall be equal to or greater than 48". F2. Minimum clear width through a cut-through island shall be equal to or greater than 60".	
G1. Flares are provided with maximum slope of 10% relative to gutter flow slope, OR G2. Side of ramp discourages pedestrian cross-travel with landscaping or an obstruction.	
H. Drainage grates are outside pedestrian access route.	
J1. Ramp turning space (1.5% cross slope in both directions): 4' x 5' if obstruction at back-of-walk (5' in crosswalk direction); OR J2. 4' x 4' if no obstruction at back of walk.	
K. If signalized, pushbutton located within 10" reach from clear space. The pushbutton is to be located vertically 36"-48" above the clear space.	
Surfaces adjacent to pedestrian push buttons meets the clear space criteria below: L1. 2.5' x 4' clear space of prepared surface (if constrained on 3 sides a larger clear space is required, see Traffic Signal Design Manual); AND L2. 1.5% slope in one direction (recommended 1.5% both directions)	
Bottom of curb ramp meets applicable criteria below: M. If 4' x 4' space at the bottom of curb ramp is in the roadway it shall be outside of the parallel vehicular path of travel and within the crosswalk.	
N. Between curb ramps, curb exposure height is at least 3".	
P. Parallel style curb ramps shall have a 5' minimum separation from other parallel style ramps.	
Q. Curb ramp falls within the width of the pedestrian street crossing (crosswalk) served and is not blocked by legally parked vehicles.	
Detectable warning surface meets the criteria below: R1. Consists of truncated domes, extending 2' along the full width of the curb ramp. R2. At a crossing island, 2' of separation is provided between detectable warning surfaces R3. Detectable warning surface meets placement criteria below: <ul style="list-style-type: none"> • At a parallel curb ramp or blended transition place truncated domes at back of curb • At a perpendicular curb ramp place truncated domes at the bottom of the curb ramp if less than 5' from the back of curb OR at the back of curb if bottom of the curb ramp is greater than 5' from the back of curb. • At a freight rail crossing, closest edge is placed 12' 8" from center of nearest rail. • At a light rail crossing, closest edge is placed 6' from center of nearest rail. 	
T. Transitions at all grade breaks in a curb ramp are flush and free of abrupt level changes (no lip or other vertical surface discontinuity). Grade breaks at top and bottom of ramp runs shall be perpendicular to that ramp run.	

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Description of Exception: (Describe each requested design exception for each curb ramp)
Description of Project
Reasons for Not Attaining Standard: (Explain each requested design exception for each non-standard curb ramp)
Effect on Other Standards: (Describe for each requested design exception for each curb ramp)
Mitigation for Exception Included in Design (How does the design strategy accomplish accessibility to the maximum extent practicable): (Describe for each requested design exception for each curb ramps)

***Provide additional sheets as needed**

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Provide Supporting Documentation (Include the appropriate Plan Section, Cross Section, Alignments Sheets & Plan Details):

Signatures

Prepared By: _____
 (Engineer of Record)

Date: _____

Print Name:		Phone:	
Company Name:			
Company Address:			
City:		State:	
Email Address:			

Concurred By: _____
 City ADA Coordinator (Signature)

 (Print Name)

Date: _____

Approved By: _____
 City Engineer (Signature)

 (Print Name)

Date: _____

PREPARED BY:
 ENGINEER OR RECORD
 PROFESSIONAL ENGINEER STAMP

APPROVED BY:
 CITY ENGINEER
 PROFESSIONAL ENGINEER STAMP