

20-OCT-2016
det1721.dgn

Linear Referencing Method (LRM) Number
(ODOT internal employees can use ODOT TransGIS, turn on level Roadside<ADA Ramps to see LRM and corner position number of ramps inventoried.)

These items represent the minimum information required on curb ramp details

This is a code to identify the intersection on a specific state highway.
There is a four part format for the code: Highway #; Highway Suffix; Roadway ID, Mileage Type.

- 1) The Highway Number is a 3 digit number (not the route number) assigned to all state highways by ODOT. Valid numbers are 001-493.
- 2) Highway Suffix is a letter format assigned to frontage roads and connections to identify the unique connection, for example AA or AB. This can be found on the FACS-STIP tool. Use the Identify Features tool on the Trans GIS Highway Network layer; turn on Hwy Network-Colored layer for visual reference. If the intersection is not located on a connection use 00 for the code.
- 3) Roadway ID is a one letter code used to identify alignment. There are two possible letter codes; I for increasing mile point direction and D for decreasing mile point direction. For most highways, the I direction is south and east. Note I-5 doesn't follow this rule. Generally "I" will be used. When there is a separated highway there will be an I roadway and a D roadway. Check the Digital Video Log to be sure of the direction.
- 4) Mileage Type is used when there are multiple locations of the same mile point on a section of highway. Overlay lapping mileage is listed as "z" mileage.

An LRM number of 22800I00 is on State Highway 228, on the main highway, increasing mile point direction, and is on a section of highway that doesn't have repeating mile point numbers.

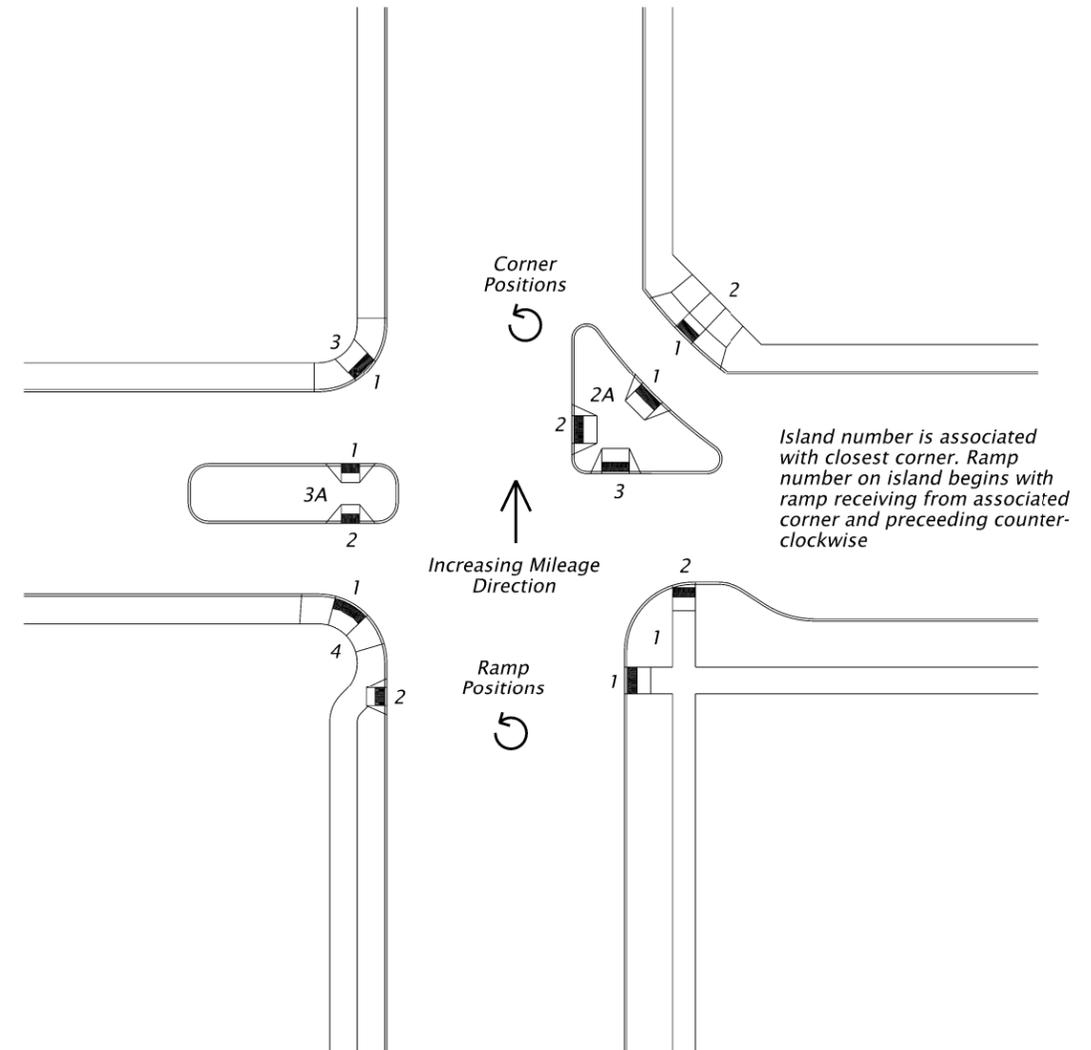
Mile point of an intersection is based on the mile point of the center of the intersection listed to the hundredth of a mile.

Corner Position is based on increasing mile points beginning with the first corner on the right and proceeds counter-clockwise around the intersection, numbering consecutive 1 through the end of corners. An "A" is added to the number for an island (see corner position and ramp position diagram).

Ramp Position is a number given to each ramp beginning with Corner Position 1 and the first ramp encountered in the increasing mile point direction and proceeds counter-clockwise around the corner. Proceed following the pedestrian route and in Corner Position Number order (see corner position and ramp position diagram). When more than one ramp is shown, label the ramps.

DESIGNER NOTES:

1. INROADS alignment located at gutter.
2. Name INROADS alignment "CR##". Number consecutive through the project length, one alignment per corner.
3. If existing ramps and sidewalk elevations are raised or lowered by more than 2 inches, electrical junction boxes and conduit systems will require adjustment which may require additional concrete work. Show all existing junction box locations with elevations. Adjustment of the junction boxes conduit system is generally easier when the existing elevations are raised. Contact Region Traffic for assistance and coordination.
4. Location of signal pole, pedestrian pole, and pushbutton need to be shown. A 10" max. reach is required to the pedestrian pushbutton. See Std. Drg. TM458. Additional concrete may need to be added to provide access to the pedestrian pushbutton. Use the wheelchair design vehicle to verify access to the pedestrian pushbutton as shown in the Signal Design Manual.
5. Suggest use of excel and axiom to create the point table.
6. Add design exception control number, if no design exception is required use N/A.
7. See Std. Drgs. for details not shown.
8. Add LRM & Corner Position data.
9. Scales are 1"-5' for signalized intersections (1 corner per sheet), and 1"-10' for non-signalized intersections (2 corners per sheet). (Note: Large radius corners may require different scale to fit on sheet)
10. Additional tables may be added for clarity, if required.
11. Additional elevation flags may be added for clarity, if required.
12. Elevations shown at a minimum at front and back of ramp, front and back of wings, horizontal breaks along back of sidewalk.
13. Label sidewalk width.
14. Use "retrofit ramp" bid item when sidewalk work is contained to area shown on RD752 or RD753. Otherwise use "concrete walks" bid item. Both can be used on same project.
15. When signals are present on corners with sidewalk ramps, coordination between the signal designer and the roadway designer is required.



CORNER POSITION AND RAMP POSITION DIAGRAM

The selection and use of this detail, 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 DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

EXAMPLE OF
MINIMUM SIDEWALK
RAMP DETAILS
INSTRUCTIONS

DETAIL NO.
DET1721

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