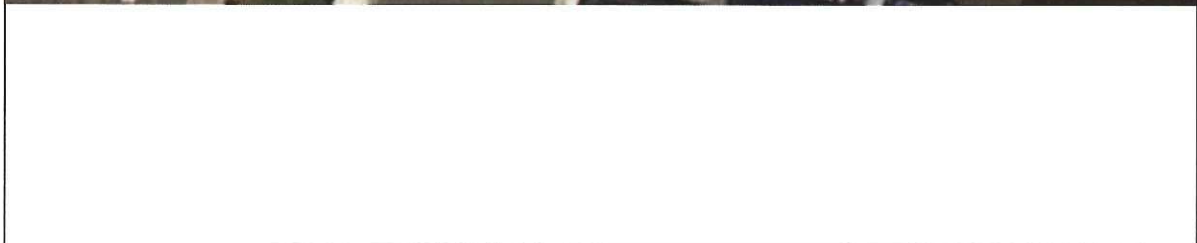




OREGON DEPARTMENT OF TRANSPORTATION
 ADA CURB RAMP DESIGN EXCEPTION REQUEST

<i>For Roadway Section Office use only</i>	
Control No:	

Section Name:	OR211 @ Stowers (Molalla)				
Highway Name:	WOODBURN-ESTACADA	Route No.:	OR 211		
County Name:	Clackamas	Region:	1	Key No.:	N/A
Highway No.:	211	Suffix Code:	00		
RDWY ID:	I <input checked="" type="radio"/> D <input type="radio"/>	Mileage Type:	0 <input checked="" type="radio"/> Z <input type="radio"/>	Mileage Overlap Code:	0 <input checked="" type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/>
Intersection MP:	13.29	Cross Street Name:	Stowers		
Corner Position(s) and Ramp Position Numbers(s)	corner position 1 ramp position 2				
Bid Date:	N/A	Funding:	private		
Curb Ramp Location (Provide sketch or insert graphic file of intersection and label corner position and ramp numbers)- See Exhibit "A").					





OREGON DEPARTMENT OF TRANSPORTATION

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)	1-2
B1. 7.5 % maximum ramp running slope on all ramp runs; AND B2. Maximum length for any ramp-run does not exceed 15'. [Note: ODOT requires a design exception if 7.5% ramp run cannot be achieved in 15' run length.]	
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.	

Description of Exception: (Describe each requested design exception for each curb ramp)
Installation of a corner ramp at Stowers in marked crosswalk. Not installing double ramp crossing Hwy 211.
Description of Project
Extend sidewalk with curb ramp disturbed by adjacent private development.
Reasons for Not Attaining Standard: (Explain each requested design exception for each non-standard curb ramp)
The scope of contracted work does not include construction of two curb ramps at the intersection corner. Private residence subdivided and constructed two single family homes on west side of Stowers Rd. at OR 211. The private development reconstructed the sidewalk along Stowers Rd, that did not connect to the intersection corner. Current scope of work is to extend sidewalk to the intersection corner and replace one curb ramp. Although the standard is to provide two curb ramps at each corner, providing the single



OREGON DEPARTMENT OF TRANSPORTATION ADA CURB RAMP DESIGN EXCEPTION REQUEST

Signatures

Prepared By: Gerald Fisher  **Date:** Apr 26, 2017
(Engineer of Record)

Print Name:	Gerald Fisher	Phone:	503.759.0218
Company Name:	City of Molalla		
Company Address:	117 N. Molalla Ave		
City:	Molalla	ST:	OR Zip: 97038
Email Address:	gfisher@cityofmolalla.com		

Concurred By: _____ **Date:** _____
(Signature)
(ODOT Program Mngr: Area Mngr, District Mngr, BDU, Private Public Partnerships, Local Government)

(Print Name)

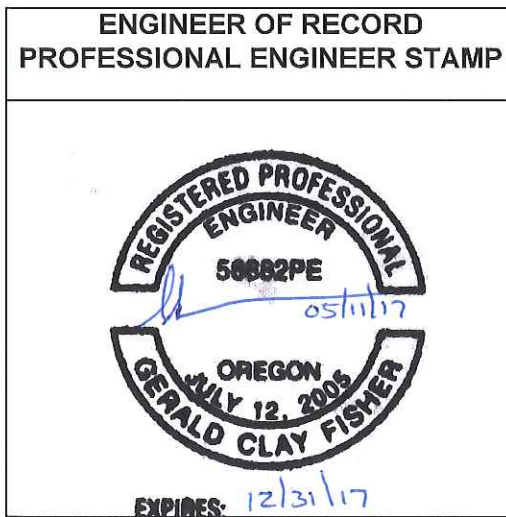
Concurred By: _____ **Date:** _____
(Signature)
(ODOT Region Tech Center Mngr or Region Roadway Mngr)

(Print Name)

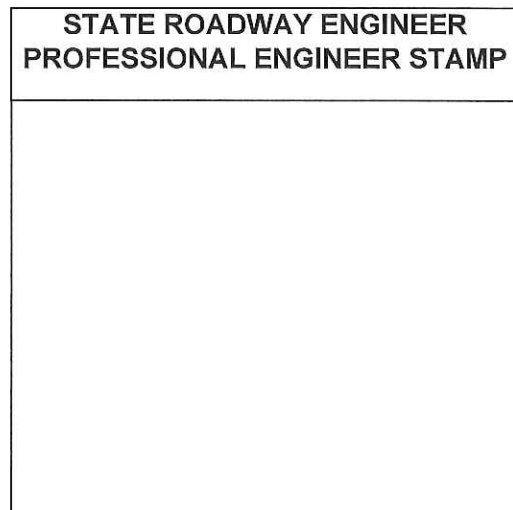
Approved By: _____ **Date:** _____
(Signature)
(State Roadway Engineer)

(Print Name)

PREPARED BY:



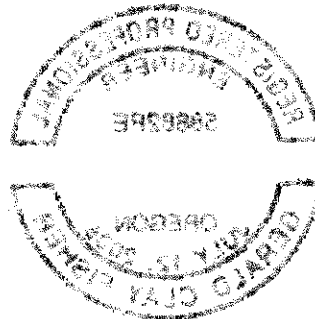
APPROVED BY:





OREGON DEPARTMENT OF TRANSPORTATION ADA CURB RAMP DESIGN EXCEPTION REQUEST

ramp for east-west crossing across Stowers Rd. would provide immediate corrective action without prohibiting addition of future ramp for north-south crossing.
Effect on Other Standards: (Describe for each requested design exception for each curb ramp)
Installation of a single curb ramp that is oriented in the direction along OR211, across Stowers does not preclude the installation of a second curb ramp in the future. Likewise, if the pedestrian crossing is to be closed, the orientation of this single curb ramp is compatible with that decision.
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)
Installation of a single curb ramp provides immediate correction to accessibility and usability of the existing disconnected pedestrian network.
Supporting Documentation (Include the appropriate Plan Section, Cross Section, Alignments Sheets & Plan Details):
[drawing attached]



Expires: 12/31/2016