OREGON DEPARTMENT OF TRANSPORTATION
ADA CURB RAMP DESIGN CHECK LIST
(IF BOX IS NOT CHECKED, ADA DESIGN EXCEPTION REQUEST IS REQUIRED)

Clear All

Clear, Keep Headings

See Exhibit "A" for Curb Ramp Location and Numbering Guidance, Exhibit "B" for Curb Ramp Style Examples, Exhibit "C" for Pushbutton Requirements, and Exhibit "D" for Gutter Flow Slope Requirements.

Consult the Highway Design Manual Part 800, 900 & 1000 for additional information on design guidance and preparation.

Project Name:			Route No.:		
Project or Key No:			Highway No.:		
Highway Name:			Intersection MP:		
Cross Street/Conn. :			City or County:		
Designed By:		Date:	Reviewed By:		Date:

	Design Criteria:	Curb Ramp Number								Comments:
A.	**A.** A separate curb ramp is provided for each crosswalk (typically two curb ramps per corner) unless the crosswalk is officially closed. **Note:** If a crosswalk is closed, confirm existing State Traffic Roadway Engineer Closure Approval Letter is on file or pursue closure process (ODOT form No. 734-5150). A design exception is not required for a single ramp if closure approval letter is on file.									
B.	Ramp running slope meets applicable criteria below: **B1**. 7.5 % maximum ramp running slope on all ramp runs.									
	B2. No longer in use (maximum ramp run length).									
	B3. 7.5% maximum curb running slope. 4.0% maximum when a directional curb is present. **Note:** Refer to Detail 1752, 4.0% is typical practice.									
	B4. 4.0% maximum running slope on the directional curb.									

Note: Criteria with Asterisks are ODOT Specific Standards

YES = Standard Achieved, DE = Design Exception Required, N/A = Not Applicable Criteria

ODOT Form No. 734-5184 (December 2023)

	Design Criteria:	Curb Ramp Number								Comments:
C.	Cross slope meets the applicable criteria below: **C1.** 1.5% maximum cross slope on all ramp runs. **Note:** 0.5%/ft. is a suggested appropriate cross-slope transition rate for ramp runs entering the crosswalk. See Table 800-6 of the HDM or the advisory RD21-01(A) when it's required for Ramp Run 1.									
	C2. At an intersection crossing which includes an island where the roadway is not controlled by a stop or yield sign or is signalized, maximum cross slope of the island is 4.5%.									
	C3. At an Island at a midblock location, the maximum cross slope does not exceed adjacent road profile grade. **Note:** When a cross slope is less than or equal to 1.5% a DE is not required for midblock locations**.**									
	C4. Cross slope on the directional curb is within the allowable gutter flow slope condition (Stop/Yield, Signalized/Uncontrolled, or Midblock) at the intersection. Refer to criteria D below.									
D.	Gutter flow slope meets the applicable criteria below: **D1.** Maximum gutter flow slope is 1.5% at bottom of curb ramps where the roadway is controlled by a stop or yield sign.									
	D2. At an intersection crossing where the roadway is not controlled by a stop or yield sign, or is signalized, the maximum gutter flow is 4.5%.									
	D3. At midblock crossings, the gutter flow slope does not exceed the street or highway grade. **Note**: When a gutter flow slope is less than or equal to 1.5% a DE is not required for midblock locations.									
E.	**E.** Maximum counter slope is positive or negative 4.0%. The standard applies to gutters and road surfaces within 2 feet of a curb ramp and shall be measured perpendicular to the curb.									

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	Design Criteria:	Curb Ramp Number								Comments:
F.	Minimum clear width meets the applicable criteria below: **F1.** Minimum clear width through the pedestrian access route (flares and curbs are excluded from pedestrian access route) is at least 4.5 feet.									
	F2. Minimum clear width through a cut-through island is at least 5.5 feet.									
	F3. Curb ramps designed for shared use paths have a minimum width equal to the approaching shared use path width.									
G.	Ramp flares or return curbs meet the applicable criteria below: **G1.** Flares are provided with maximum slope of 10%, measured parallel to the curb line; OR **Note:** Best practice is to use 9.0-9.5% for flare slopes.									
	G2. Side of ramp discourages pedestrian cross-travel with landscaping or a physical obstruction when curb return is used.									
	***G3.** When curb ramps include flares there is at least 1 feet minimum separation between flares. **Note:** Best practice is to use 15" or more separation.									
H.	***H.** Drainage grates are not within the pedestrian access route.									
J.	Ramp turning space meets the applicable criteria below: **J1.** 1.5% maximum slope in both directions of travel; AND									
	J2. If no constraints at back of walk at least 4.5 feet x 4.5 feet; OR									
	J3. If constraints at back-of-walk at least 4.5 feet x 5.5 feet (5.5 feet in the crosswalk direction). **Note:** Constraints are objects that prevent a wheelchair footrest from overhanging the edge of the turning spacing, thus requiring a larger area to turn.									
K.	Pedestrian pushbuttons, if present, meets the criteria below: **K1.** Horizontal reach to pushbuttons shall be 10 inches maximum from the 4 foot long side of the clear space; AND									

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	Design Criteria:	Curb Ramp Number								Comments:
K.	**K2.** Vertical reach to center of pushbuttons is between 42 inches to 48 inches above the clear space.									
L.	Surfaces adjacent to pedestrian push buttons meets the clear space criteria below: **L1.** 2.5 feet x 4 feet 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 (typically 1.5% both directions, see Traffic Signal Design Manual) **Note:** Reach and height criteria originate from nearest prepared surface. These may include turning space, sidewalk, paved shoulder or ramp run.									
M.	Curb ramp meets applicable criteria below: **M.** Curb ramps provide 4 feet x 4 feet clear space at the bottom of curb ramp which is outside of the parallel vehicular path of travel, and within the crosswalk.									
N.	***N.** Between curb ramps, curb exposure height is at least 3 inches.									
P.	***P1.** At least 5 feet minimum separation between successive ramp runs. **Note:** Best practice is to use 5.5' (66") separation between ramp runs.									
	***P2.** At least 5 feet minimum separation between throats of the curb ramp and driveway.									
Q.	**Q.** Curb ramp falls within the width of the pedestrian street crossing (crosswalk) served and is not blocked by legally parked vehicles.									
R.	Detectable warning surface meets the criteria below: * **Safety Yellow colored truncated domes are required**. **Note:** Submit alternative color requests on General DE form No. 734-5366 with code "other" checked.									

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	Design Criteria:	Curb Ramp Number							Comments:
R.	**R1.** Consists of truncated domes, extending 2 feet deep and the full width of the curb ramp.								
	R2. At a crossing island or pedestrian refuge, 2 feet of separation is provided between detectable warning surfaces.								

	R3. Detectable warning surface meets placement criteria or other geometric features including but not limited to:
	• Place detectable warning surface maximum 2 inches from the back of curb.
	• When a directional curb is present:
	  ○ If the longest length below the grade break is less than or equal to 4.9 feet and only when alongside a curb return with non-traversable buffer zone place detectable warning surface above the grade break.
	  ○ If the longest length below the grade break is greater than 4.9 feet or when flares are present place the detectable warning surface along the back of curb.
	• At rail crossings:
	  ○ 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 feet from center of nearest rail.								

T.	**T.** Ramp Runs have perpendicular grade breaks free from lips: • Transitions at all grade breaks in a curb ramp are flush and free of abrupt level changes (no lip or other vertical surface discontinuity); AND • Grade breaks at top and bottom of ramp runs shall be perpendicular to that ramp run.								

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