



MARION COUNTY PUBLIC WORKS

ADA CURB RAMP DESIGN CHECKLIST FOR LOCALLY OWNED ROADWAYS

(IF BOX IS NOT CHECKED, AN ADA CURB RAMP DESIGN EXCEPTION REQUEST IS REQUIRED)

Use a new check list form for each intersection.

Project Name:							Key No.: (IF APPLICABLE)
Road Name:							Road No.:
Intersection MP:				Intersecting Street Name:			
Curb Ramp Number							Check List Items
							<p>A. A separate curb ramp is provided for each pedestrian access route crossing (typically two curb ramps per corner) unless such crossing is officially and properly closed. Note: If a crossing is closed, confirm existing Public Works Director 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.</p>
							<p>Ramp running slope meets applicable criteria below: B1. 7.5 % maximum ramp running slope on all ramp runs. Note: When maximum ramp running slope is less than 5% the curb ramp shall be considered a blended transition. B2. No longer in use. B3. 7.5% maximum curb running slope.</p>
							<p>Cross slope meets the applicable criteria below: C1. 1.5% maximum cross slope on ramp runs. C2. At an intersection crossing which includes an island where the roadway is not controlled by a stop or yield sign, maximum cross slope of the island is the adjacent road profile grade, not to exceed 4.5%. C3. At an Island at a midblock location, maximum cross slope does not exceed adjacent road profile grade. Note: At an intersection crossing where the roadway is not controlled by a stop or a yield sign, perpendicular style ramp-runs shall be allowed to transition cross-slope at an appropriate rate between the 1.5% max turning space to the street or highway grade up to a maximum of 4.5%. 0.5%/ft is a suggested appropriate cross-slope transition rate.</p>
							<p>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, the maximum gutter flow is the adjacent road profile grade, not to exceed 4.5%. D3. At midblock crossings, the gutter flow shall be permitted to equal the street or highway grade.</p>



OREGON

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								Maximum counter slope meets applicable criteria below: E. Maximum counter slope is +/- 4.0%. The standard applies to gutters and road surfaces within 2' of a curb ramp and shall be measured perpendicular to the curb.
								Minimum clear width (within the Standard Drawing pay limit) meets the applicable criteria below: F1. Minimum clear width through the pedestrian access route (flares and curbs are excluded from pedestrian access route) shall be 4.5' nominal, 4' minimum. F2. Minimum clear width through a cut-through island shall be 5.5' nominal, 5' minimum. F3. Curb ramps designed for shared use paths shall have a minimum width equal to the approaching path width.
								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 G2. Side of ramp discourages pedestrian cross-travel with landscaping or an obstruction (If no flares, curb return is used). G3. When curb ramps include flares there shall be 1' minimum separation between flares.
								H. No drainage grates within the pedestrian access route.
								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 5' x 5' nominal, 4' x 4' minimum; OR J3. If constraints at back-of-walk 5' x 5' nominal, 4' x 5' minimum (5' in crosswalk direction). Note: Constraints are objects that prevent a wheel chair footrest from overhanging the edge of the turning spacing, thus requiring a larger area to turn.
								Pedestrian pushbuttons, if present, meets the criteria below: K1. Horizontal reach to pushbuttons shall be 10" maximum from the 4' side of the clear space; AND K2. Vertical reach to center of pushbuttons shall be 36" to 48" above the clear space, 42" nominal.



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								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) Note: Reach and height criteria originate from nearest prepared surface. These may include turning space, sidewalk, paved shoulder or ramp run.
								Bottom of curb ramp meets applicable criteria below: M. If 4' x 4' clear 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.