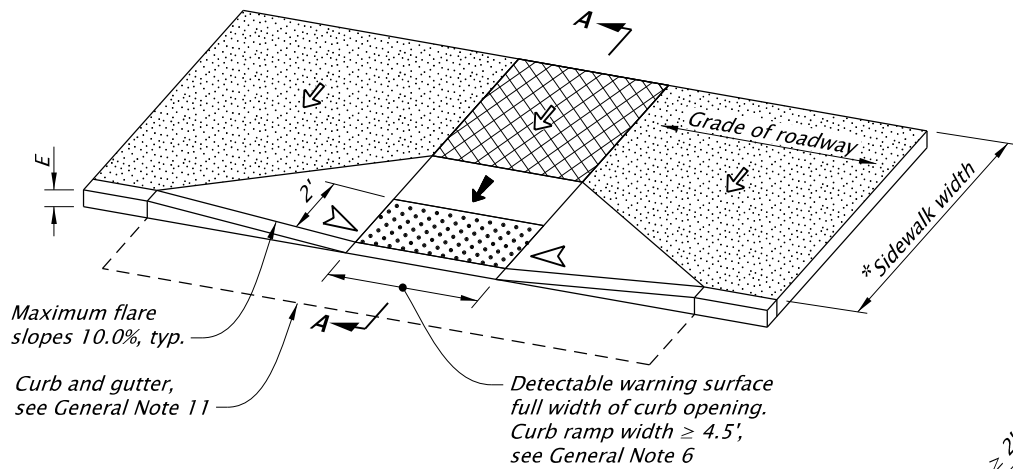
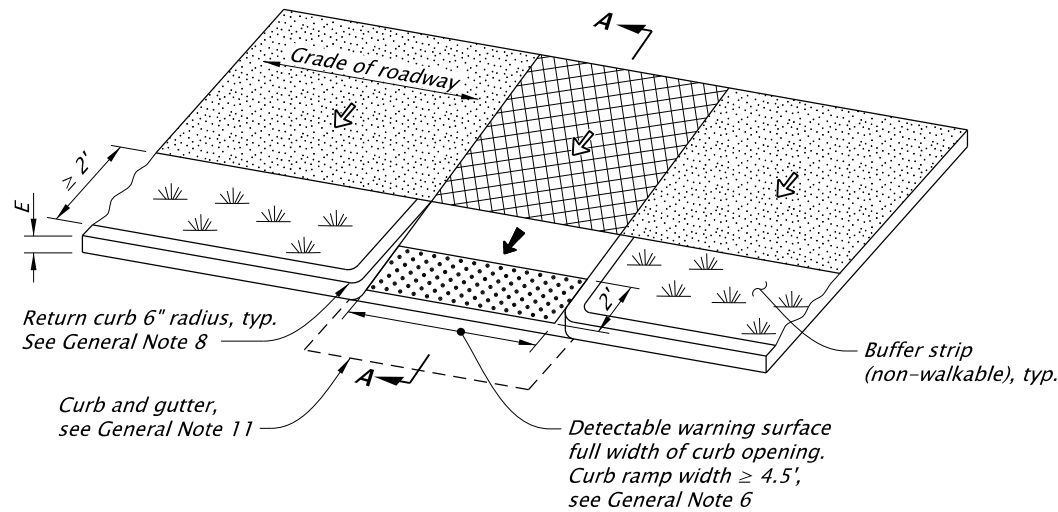


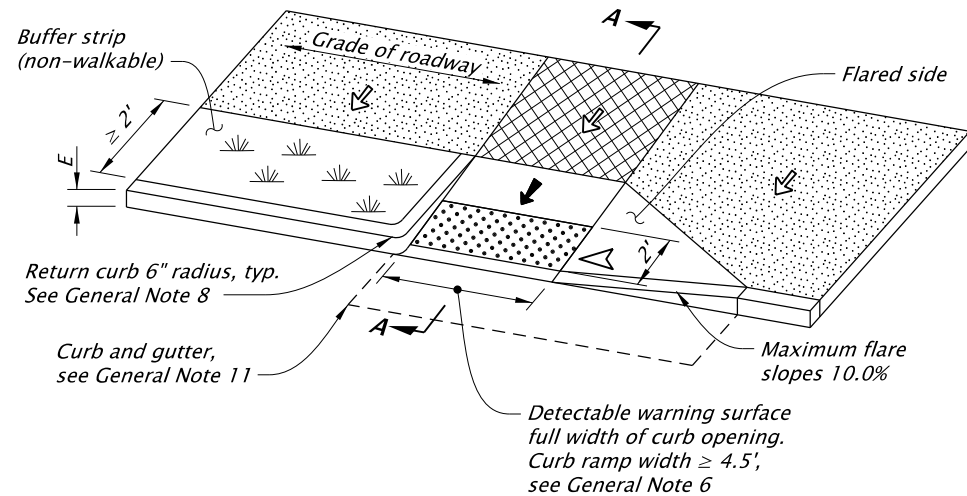


PERPENDICULAR CURB RAMP DETAIL

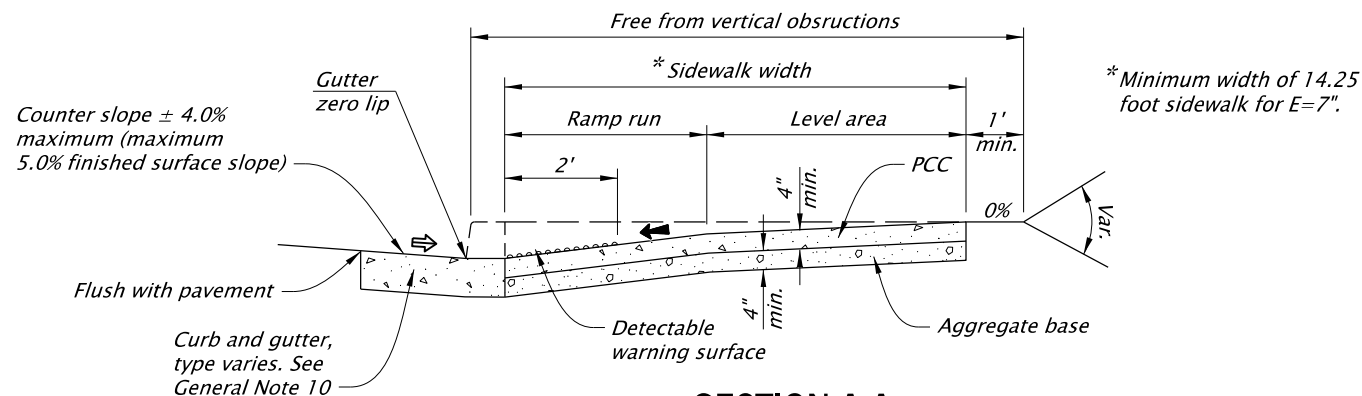
(Use "Parallel Curb Ramp Detail" or "Combination Curb Ramp Detail" when required turning space cannot be obtained)



PERPENDICULAR CURB RAMP THROUGH BUFFER STRIP



PERPENDICULAR CURB RAMP WITH SINGLE FLARE



SECTION A-A

LEGEND:

- Sidewalk
- Detectable warning surface (DWS)
- Level area (Turning space/landing)
Unobstructed 4.5' x 4.5'

With obstruction 4.5' x 5.5' (longer dimension in direction of pedestrian street crossing).

For the purposes of this application, a maximum 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.

- Cross slope 1.5% maximum
(Maximum 2.0% finished surface slope)
(Normal sidewalk cross slope)
- Running slope 7.5% maximum
(Maximum 8.3% finished surface slope)
- Counter slope 4.0% maximum ascending or descending
(Maximum 5.0% finished surface slope)
Slope as required for drainage
- Flare slope
(Maximum 10.0% finished surface slope)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Curb ramp details are based on applicable ODOT standards.
- See project plans for details not shown. See drawings RD700 and RD701 for curbs. See drawings RD720 and RD721 for sidewalks. See drawings RD902 through RD908 for detectable warning surface installation details. See drawings RD912 through RD916 for curb ramp placement options.
- Site conditions normally require a project specific design. See project plans for details not shown.
- Tooled dummy joints are required at all curb ramp slope break lines. See drawing RD722.
- Curb ramp slopes shown are relative to the true level horizon (zero bubble).
- Place detectable warning surface at the back of curb for a minimum depth of 2 feet in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.
- Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
- Return curb may be provided in lieu of flared slope only if protected from traverse travel by softscape, see drawing RD721. Return curb shall not reduce width of approaching sidewalk.
- Curb ramps for shared use paths intersecting a roadway shall be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp opening will be greater than or equal to 8 feet wide. See drawings RD904 and RD909 for additional details.
- Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
- On or along state highways, curb and gutter is required at curb ramps. Curb and gutter shall be flush with the adjacent pavement.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

PERPENDICULAR CURB RAMP

2024

DATE	REVISION	DESCRIPTION
01-2025	UPDATED CAD STANDARDS	
CALC. BOOK NO.	N/A	SDR DATE: 10-JAN-2025

RD910

Effective Date: June 1, 2026 – November 30, 2026