








# LEGEND

-  PROPERTY LINE
-  EXISTING
-  PROPOSED
-  GRADE BREAK
-  SLOPE
-  TRUNCATED DOMES PER 2018 CALTRANS STANDARD PLANS A88A
-  PEDESTRIAN PUSH BUTTON ALLOWABLE AREA 2% MAX ANY DIRECTION

# ABBREVIATIONS

- ADA AMERICANS WITH DISABILITY ACT
- APS ACCESSIBLE PEDESTRIAN SIGNAL
- EX EXISTING
- FL FLOW LINE
- FS FINISHED SURFACE
- LG LIP OF GUTTER
- MA MATCH
- MAX. MAXIMUM
- MIN. MINIMUM
- N/A NOT APPLICABLE
- NTS NOT TO SCALE
- PERP. PERPENDICULAR
- R RADIUS
- REF REFERENCE
- R.O.W. RIGHT OF WAY
- TC TOP OF CURB

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# GENERAL NOTES

- IT IS THE PURPOSE OF THESE DOCUMENTS TO PROVIDE TECHNICAL STANDARDS THAT EXPAND ON THOSE FOUND IN FEDERAL, STATE, AND LOCAL ACCESSIBILITY REGULATIONS. THE SCOPE OF ACCESSIBLE FEATURES (LOCATIONS REQUIRED) IS SET FORTH IN THE FEDERAL, STATE, AND LOCAL ACCESSIBILITY STATUTES AND REGULATIONS. SCOPING OF THE DEPICTED ELEMENTS IS NOT THE PURPOSE OF THESE DOCUMENTS.
- STANDARD CURB RAMP LAYOUTS SHOWN IN THESE PLANS ARE TO BE USED IN NEW CONSTRUCTION AND IN ALTERATIONS TO THE EXTENT IT IS TECHNICALLY FEASIBLE OR STRUCTURALLY PRACTICABLE. CURB RAMP LAYOUT SHEETS ARE ORDERED FROM HIGHEST TO LOWEST ALLOWABLE DESIGN. THE HIGHEST ORDERED LAYOUT THAT FITS WITHIN SITE CONSTRAINTS SHALL BE PROVIDED. USE OF THE STANDARDS IN ALTERATIONS OF PUBLIC R.O.W. ARE SUBJECT TO APPROVAL BY ADA PROGRAMS MANAGER. DOCUMENTED EVIDENCE THAT STANDARD CURB RAMP CONSTRUCTION WOULD BE TECHNICALLY INFEASIBLE OR STRUCTURALLY IMPRACTICABLE SHALL BE PRESENTED TO ADA PROGRAMS MANAGER.
- SIDES OF CURB RAMPS: IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MAY WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS OR GUARDRAILS, IT SHALL HAVE FLARED SIDES. CURB RAMPS WITH RETURNED CURBS MAY BE USED WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP SUCH AS AT LANDSCAPED AREAS.
- A LEVEL LANDING CONCRETE GUTTER OF 2 FEET MINIMUM WIDTH SHALL BE PROVIDED AT THE LOWER END OF THE RAMP. THE BOTTOM OF RAMP SHALL BE FLUSH WITH LOWER LANDING (NO LIP). PROVIDE GUTTER CONTROL JOINTS AT FRONT OF RAMP AND ALIGN WITH DIRECTION OF RAMP.
- A LEVEL LANDING 4'-2" MINIMUM IN LENGTH SHALL BE PROVIDED AT THE UPPER END OF EACH CURB RAMP.
- CURB RAMP LENGTH MAY BE LIMITED TO 15 FEET WHERE EXISTING SIDEWALK OR ROADWAY RUNNING GRADE MAKES IT TECHNICALLY INFEASIBLE OR STRUCTURALLY IMPRACTICABLE TO LIMIT RAMP SLOPE TO 8.33%.
- RAMPS SHALL BE PLACED AS CLOSE TO CENTER OF CROSSWALK AS FEASIBLE. WHERE CROSSWALK MARKINGS EXIST, FULL WIDTH OF RAMP IS TO LIE WITHIN CROSSWALK MARKINGS WITH A PREFERRED MINIMUM OF 3 FEET BETWEEN RAMP AND MARKINGS. ALIGNMENT OF RAMP AT OPPOSITE SIDES IS DESIRABLE, ESPECIALLY AT WIDE CROSSWALKS. EACH CROSSWALK SHALL HAVE A CURB RAMP AT EACH END.
- PEDESTRIAN CROSSWALKS, AS REFERENCED IN THESE STANDARDS, ARE SHOWN FOR GENERAL LOCATION ONLY. ACTUAL CROSSWALK MARKINGS SHALL BE PER CITY OF OAKLAND STANDARDS WHERE MARKED.
- EXISTING UTILITY BOXES AND COVERS SHALL BE ADJUSTED TO BE FLUSH WITH CURB RAMP SURFACE AND SHALL NOT STRADDLE ANY CHANGE IN PLANE. CONTACT UTILITY OWNER FOR INSTRUCTIONS ON PROPER ADJUSTMENT OF AT-GRADE FACILITIES. EXISTING UTILITY BOXES AND COVERS ARE ALLOWED WITHIN CURB RAMPS ON A CASE-BY-CASE BASIS AND MUST BE COVERED WITH DETECTABLE WARNING SURFACE. APPROVAL IS SUBJECT TO THE CITY OF OAKLAND. NEW UTILITY STRUCTURES SHALL NOT BE PLACED WITHIN THE CURB RAMP OR CURB RETURN AREA.
- THE CONTRACTOR SHALL REFERENCE AND PRESERVE ANY EXISTING MONUMENTS WITHIN THE LIMITS OF WORK. A CORNER RECORD OR RECORD OF SURVEY SHALL BE FILED WITH THE COUNTY SURVEYOR PURSUANT TO THE CALIFORNIA BUSINESS AND PROFESSIONS CODE, SECTION 8771, PRIOR TO ANY WORK COMMENCING. IF ANY MONUMENT IS DESTROYED, DAMAGED, COVERED, OR OTHERWISE OBLITERATED, THE CONTRACTOR SHALL RESET SAID MONUMENT AS REQUIRED.
- AT LOCATIONS WHERE IT IS NOT TECHNICALLY FEASIBLE TO BUILD THE DESIGNED SLOPES, LESSER OR GREATER SLOPES MAY BE APPROVED ON A CASE-BY-CASE BASIS BY CITY ENGINEER, ADA PROGRAMS MANAGER, OR THEIR DESIGNEE.
- CROSS SLOPE IS DEFINED AS SLOPE PERPENDICULAR TO PEDESTRIAN PATH OF TRAVEL AT ANY GIVEN POINT.
- CONFORM BETWEEN EXISTING ELEVATIONS AND NEW CURB AND NEW SIDEWALK IN CURB RETURN AREA. CONFORM MAY REQUIRE ADDITIONAL CURB AND SIDEWALK BEYOND END OF RAMP. EXISTING SIDEWALK FLAGS IMMEDIATELY ADJACENT TO SIDEWALK AND CURB AREA TO BE REPLACED, EXCEPT OVER SUBSIDEWALK BASEMENTS, SHALL BE REMOVED TO NEAT FLAG LINES (CONTROL JOINTS) TO ENSURE THAT SIDEWALK WILL CONFORM SMOOTHLY WITHOUT ABRUPT CHANGES IN SLOPE. EXTENDED GUTTER MAY BE NECESSARY DEPENDING ON SLOPE.
- POSITIVE DRAINAGE IS REQUIRED TO DRAIN SURFACE WATER ON SIDEWALKS AWAY FROM PROPERTY LINES AND BUILDINGS TO THE STREET OR OTHER STORMWATER CONVEYANCE OR STORAGE.
- BASE REPAIR IS REQUIRED WHEN THE OUTSIDE CONCRETE GUTTER ELEVATION IS LOWERED MORE THAN 1/2-INCH OR RAISED MORE THAN 2-INCHES WHERE EXISTING ASPHALT CONCRETE WEARING SURFACE (ACWS) IS STANDARD 2-INCH THICK.
- PEDESTRIAN ACCESS ROUTE (PAR) CONSISTS OF SIDEWALKS, LEVEL LANDINGS AT UPPER END OF RAMPS, LANDINGS AT BOTTOM OF RAMPS AT GUTTER, AND OTHER PEDESTRIAN PATHS, PEDESTRIAN STREET CROSSINGS, CURB RAMPS, AND BLENDED TRANSITIONS.



*Sarah Fine*  
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 COMPLETE STREETS PAVING & SIDEWALKS PROGRAM MANAGER

*Anh Nguyen*  
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 DIVISION MANAGER, DOT GREAT STREETS DELIVERY

*Wladimir Wlassowsky*  
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 ASSISTANT DIRECTOR

<b>STANDARD CURB RAMP PLANS</b>	 <b>CITY OF OAKLAND</b> ENGINEERING AND DESIGN SERVICES DEPARTMENT 250 FRANK H. OGAWA PLAZA, SUITE 4314 * OAKLAND CA, 94612 (510) 238-3437 * FAX (510) 238-7227	<table border="1"> <thead> <tr> <th>CIVIL ENGINEER</th> <th>No.</th> <th>DATE</th> <th>BY</th> <th>REFERENCE</th> </tr> </thead> <tbody> <tr> <td>RCE NO. C 72285</td> <td>EXP.</td> <td>06/30/2022</td> <td></td> <td></td> </tr> <tr> <td>CHECKED BY</td> <td>KW</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DESIGNED BY</td> <td>JW</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td>AC</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	CIVIL ENGINEER	No.	DATE	BY	REFERENCE	RCE NO. C 72285	EXP.	06/30/2022			CHECKED BY	KW				DESIGNED BY	JW				DRAWN BY	AC				<b>CITY STANDARD DETAILS</b> LEGEND, ABBREVIATIONS, AND GENERAL NOTES	SCALE: NTS HOR. VERT. DATE: MARCH 2021 SHEET NO. <b>1</b> OF <b>5</b>
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CURB RAMP DESIGN CONSTRAINTS AND REQUIREMENTS					
LOCATION	MIN. SLOPE	MAX. SLOPE	CROSS SLOPE	LENGTH	WIDTH
RAMP	1.5%	7.5%	1.0%-1.5%	MAX. = (SIDEWALK WIDTH - 4' 2")	4' 2" MIN.
FLARED SIDE	6% PERP. TO RAMP	9% PERP. TO RAMP	N/A	15' MAX.	N/A
LANDING AT GUTTER	0.5% PERP. TO PATH OF TRAVEL	1.5% PERP. TO PATH OF TRAVEL	1.0%-1.5%	1'-2' PER CITY OF OAKLAND DETAILS	MIN. TO BE AS WIDE AS CURB RAMP
LEVEL LANDING AT UPPER END OF RAMP	1.0% PARALLEL TO PATH OF TRAVEL	1.5% PARALLEL TO PATH OF TRAVEL	1.0%-1.5%	4' 2" MIN.	MIN. TO BE AS WIDE AS CURB RAMP

**DESIGN PARAMETERS**

CONSTRUCTED LIMITS					
LOCATION	MIN. SLOPE	MAX. SLOPE	CROSS SLOPE	LENGTH	WIDTH
RAMP	2.0%	8.33%	2.0%	15' MAX.	4' MIN.
FLARED SIDE	6% PERP. TO RAMP	10% PERP. TO RAMP	N/A	N/A	N/A
LANDING AT GUTTER	0.5% PERP. TO PATH OF TRAVEL	2.0% PERP. TO PATH OF TRAVEL	0.5%-2.0%	2' MIN.	MIN. TO BE AS WIDE AS CURB RAMP
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**CONSTRUCTION PARAMETERS**

**PEDESTRIAN PUSH BUTTON INFORMATION**

1. PEDESTRIAN PUSHBUTTON POLES WILL ONLY BE ALLOWED IN THE "PEDESTRIAN PUSHBUTTON ALLOWABLE AREA," WITH FACEPLATE ORIENTED PARALLEL TO CROSSWALK PATH OF TRAVEL, AND PUSHBUTTON ON SIDE CLOSEST TO RAMP. ALTERNATE LAYOUTS FOR PEDESTRIAN PUSHBUTTON POLES MAY BE POSSIBLE IN CASES OF TECHNICAL INFEASIBILITY PROVIDED EQUAL FACILITATION IS PROVIDED PER MUTCD GUIDANCE AND APPROVED BY ADA PROGRAMS MANAGER.
2. WHERE THERE ARE TWO ACCESSIBLE PEDESTRIAN SIGNALS ON THE SAME CORNER, THE PUSH BUTTONS SHALL BE MOUNTED ON POLES SEPARATED BY AT LEAST 10 FEET. EXCEPTION: IF THE REQUIREMENT FOR SEPARATION CANNOT BE MET DUE TO LOCATION REQUIREMENTS, TWO ACCESSIBLE PEDESTRIAN SIGNAL-RELATED PUSH BUTTONS MAY BE INSTALLED ON A SINGLE POLE. IF INSTALLED ON THE SAME POLE, THE APS MUST BE EQUIPPED TO PROVIDE SPEECH-TRANSMITTED DATA OR OTHER TECHNOLOGY THAT DELIVERS AN UNAMBIGUOUS MESSAGE ABOUT WHICH CROSSWALK HAS THE WALK SIGNAL INDICATION.
3. THE PUSH BUTTON SHALL BE MOUNTED ADJACENT TO A CLEAR GROUND SPACE OR A LANDING ON THE PEDESTRIAN ACCESS ROUTE LEADING TO THE CROSSWALK. THE CLEAR GROUND SPACE SHALL BE AT LEAST 32 INCHES BY 54 INCHES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION, AND SHALL BE PROVIDED WITH A STABLE, FIRM AND SLIP RESISTANT SURFACE FROM WHICH TO OPERATE CONTROLS. THIS CLEAR GROUND SPACE MAY OVERLAP ENTIRELY WITH THE PEDESTRIAN ACCESS ROUTE.
4. ACCESSIBLE PEDESTRIAN SIGNAL (APS) PLACEMENT SHALL BE WITHIN REACH RANGE REQUIREMENTS, WHERE CENTER OF APS BUTTON SHALL BE MOUNTED 40" VERTICALLY AND 10" HORIZONTALLY CLEAR FROM ANY OBSTRUCTIONS MEASURED FROM THE FINISH FLOOR OR GROUND OF THE PEDESTRIAN ACCESS ROUTE.

APS ZONE LIMITS	
A	4'-2" MIN DISTANCE TO APS ZONE
B	10' MAX DISTANCE FROM BACK OF CURB
C	30" MIN DISTANCE FROM BACK OF CURB
D	60" MAX DISTANCE FROM EDGE OF CROSSWALK
E	1.5% MAX SLOPE



**STANDARD CURB RAMP PLANS**

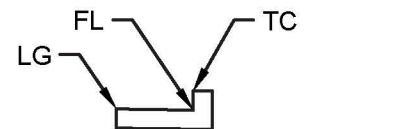


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CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCE NO. C 72285 EXP. 06/30/2022				
CHECKED BY: KW				
DESIGNED BY: JW				
DRAWN BY: AC				

**CITY STANDARD DETAILS**  
 CASE A DIRECTIONAL STANDARD CURB RAMP

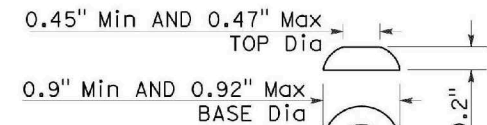
SCALE: NTS
HOR. VERT.
DATE: MARCH 2021
SHEET NO. 2 OF 5



**TYPICAL CURB & GUTTER**  
 SEE CITY OF OAKLAND DETAIL S-1

**LEGEND**

PEDESTRIAN PUSH BUTTON ALLOWABLE AREA 2% MAX ANY DIRECTION

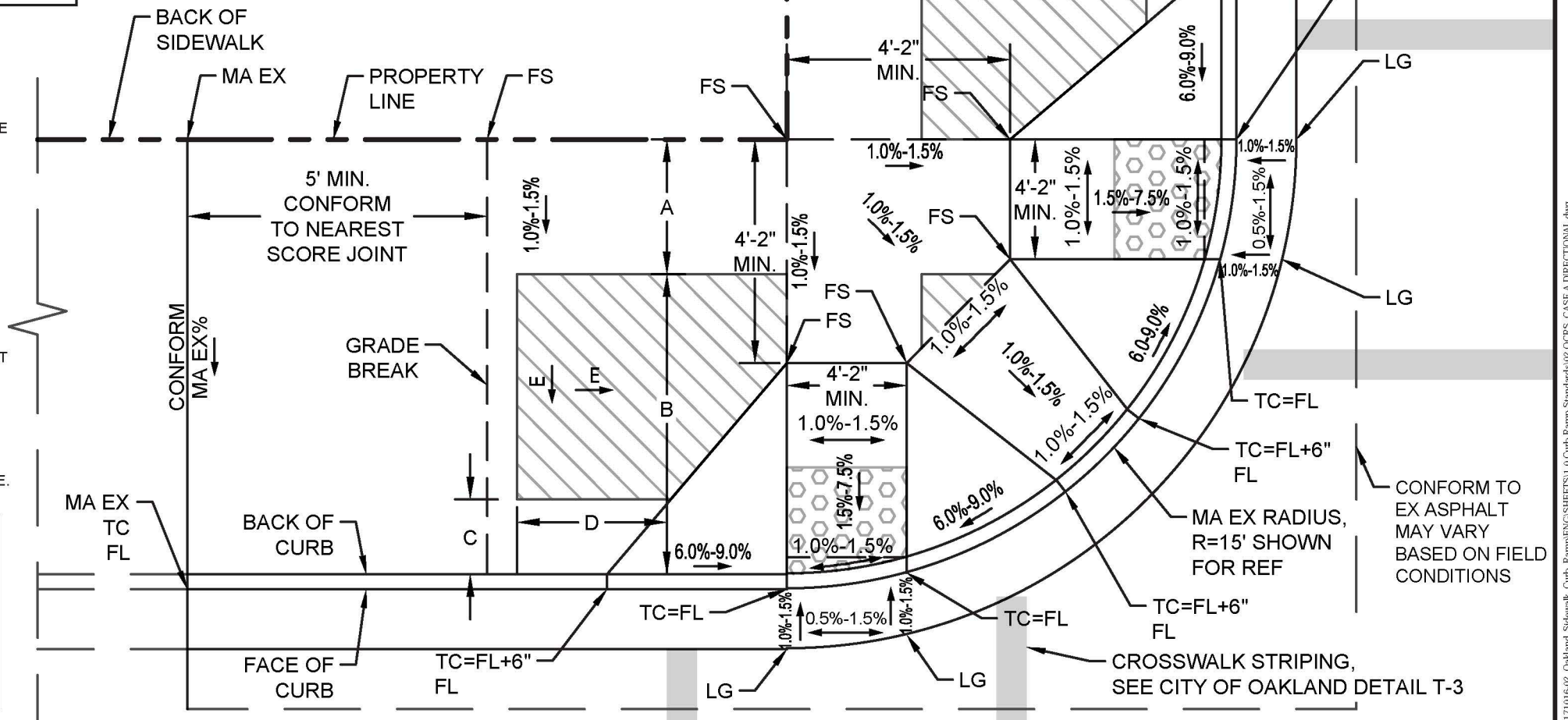


2.3" Min AND 2.4" Max CENTER TO CENTER SPACING

**NOTE:**

1. SEE 2018 CALTRANS STANDARD PLAN A88A.

**DETECTABLE WARNING SURFACE**



STANDARD CURB RAMP PLANS  
 DRAWING NAME: K:\2018\171016\02\_Oakland\_Sidewalk\_Curb\_Ramp\ENG\SHEETS\10\_Curb\_Ramp\_Standards\02\_OCRS\_CASE A DIRECTIONAL.dwg  
 PLOT DATE: 03/18/21  
 PLOTTED BY: cba



CURB RAMP DESIGN CONSTRAINTS AND REQUIREMENTS					
LOCATION	MIN. SLOPE	MAX. SLOPE	CROSS SLOPE	LENGTH	WIDTH
RAMP	1.0%	1.5%	1.0%-1.5%	N/A	4' 2" MIN.
FLARED SIDE	N/A	N/A	N/A	15' MAX.	N/A
LANDING AT GUTTER	0.5% PERP. TO PATH OF TRAVEL	1.5% PERP. TO PATH OF TRAVEL	1.0%-1.5%	1'-2' PER CITY OF OAKLAND DETAILS	MIN. TO BE AS WIDE AS CURB RAMP
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**DESIGN PARAMETERS**

CONSTRUCTED LIMITS					
LOCATION	MIN. SLOPE	MAX. SLOPE	CROSS SLOPE	LENGTH	WIDTH
RAMP	1.0%	2.0%	2.0%	N/A	4' MIN.
FLARED SIDE	N/A	N/A </td <td>N/A</td> <td>N/A</td> <td>N/A</td>	N/A	N/A	N/A
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STANDARD CURB RAMP PLANS

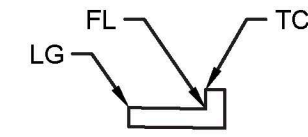


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CIVIL ENGINEER	No.	DATE	BY	REFERENCE
RCE NO. C 72285 EXP. 06/30/2022				
CHECKED BY: KW				
DESIGNED BY: JW				
DRAWN BY: AC				

CITY STANDARD DETAILS  
 BLENDED TRANSITION CURB RAMP

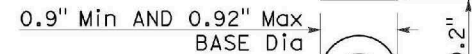
SCALE: NTS
HOR. VERT.
DATE: MARCH 2021
SHEET NO. 4 OF 5



TYPICAL CURB & GUTTER  
 SEE CITY OF OAKLAND DETAIL S-1

**LEGEND**

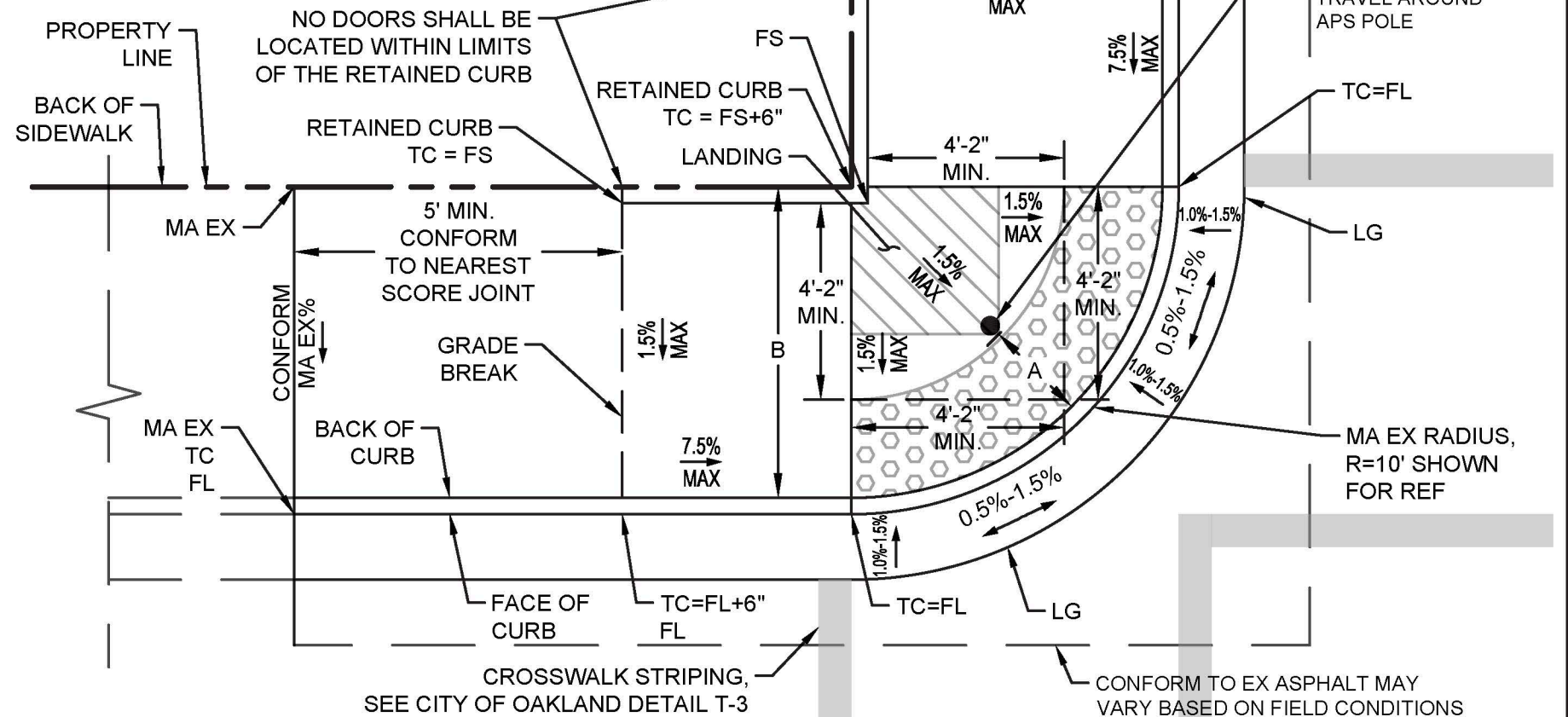
PEDESTRIAN PUSH BUTTON ALLOWABLE AREA 2% MAX ANY DIRECTION



**NOTE:**

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**DETECTABLE WARNING SURFACE**



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 DRAWING NAME: K:\2018\171015-02\_Oakland\_Sidewalk\_Curb\_Ramp\BNC\SHEETS\10\_Curb\_Ramp\_Standards\02\_OCRS\_CASE A DIRECTIONAL.dwg  
 PLOT DATE: 03-18-21  
 PLOTTED BY: cna

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**STANDARD CURB RAMP PLANS**

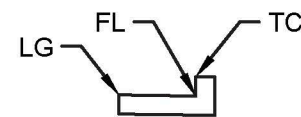


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**CITY STANDARD DETAILS**  
 NON-DIRECTIONAL STANDARD CURB RAMP

SCALE: NTS  
 HOR.  
 VERT.  
 DATE: MARCH 2021  
 SHEET NO.  
 5 OF 5



**TYPICAL CURB & GUTTER**  
 SEE CITY OF OAKLAND DETAIL S-1

**LEGEND**

PEDESTRIAN PUSH BUTTON ALLOWABLE AREA 2% MAX ANY DIRECTION

0.45" Min AND 0.47" Max TOP Dia

0.9" Min AND 0.92" Max BASE Dia

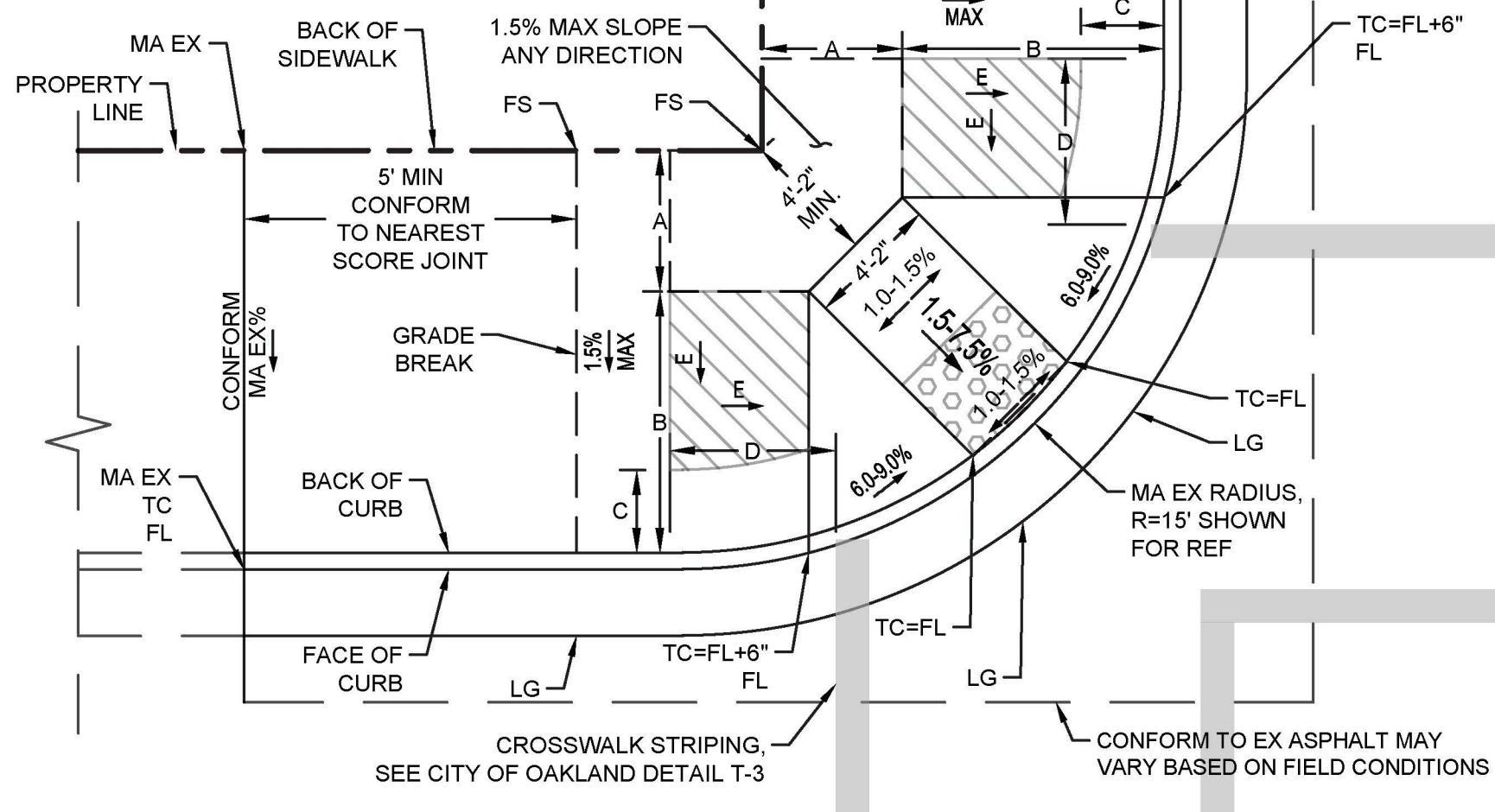


2.3" Min AND 2.4" Max CENTER TO CENTER SPACING

**NOTE:**

1. SEE 2018 CALTRANS STANDARD PLAN A88A.

**DETECTABLE WARNING SURFACE**



STANDARD CURB RAMP PLANS  
 DRAWING NAME: K:\2021\17101616-02\_Oakland\_Sidewalk\_Curb\_Ramp\ENG\SHEETS\1-0\_Curb\_Ramp\_Standards\02\_OCRS\_CASE\_A\_DIRECTIONAL.dwg  
 PLOT DATE: 03/18/21  
 PLOTTED BY: cba