NOTES

1. UNLESS TECHNICALLY INFEASIBLE, TWO CURB RAMPS SHALL BE INSTALLED AT EACH SIDEWALK CORNER. SEE DETAILS A AND B.

2. OPPOSING CURB RAMPS AT A SINGLE CROSSING SHALL LINE UP TO THE MAXIMUM EXTENT FEASIBLE.

3. A TYPE C1 CURB RAMP SHALL BE USED ONLY IN SITUATIONS WHEN THERE ARE SITE CONSTRAINTS AND/OR INSUFFIECIENT RIGHT OF WAY. DEVIATION FROM THIS PROVISION MAY BE ALLOWED PROVIDED THE DESIGN AND/OR DOCUMENTATION WAS REVIEWED AND APPROVED BY THE ENGINEER.

4. PULL BOXES, MANHOLES, VAULTS, AND OTHER UTILITIES SHALL BE RELOCATED OR ADJUSTED TO GRADE PROVIDED THAT THE ACCESS COVER IS FLUSH, STABLE, FIRM, AND SLIP RESISTANT. COORDINATE THE WORK WITH THE ENGINEER.

5. UTILITY POLES MAY BE INCORPORATED INTO THE FLARES OF THE CURB RAMP PROVIDED THAT THERE IS SUFFICIENT ACCESS TO THE CURB RAMP AND SIDEWALK.

6. IF THE CONDITION OF THE STREET AND SIDEWALK IS SUCH THAT THE EXISTING SLOPES DO NOT ALLOW THE INSTALLATION OF THE REQUIRED CURB RAMP SLOPE THEN, THE RAMP MAY BE EXTENDEDUP TO A MAXIMUM LENGTH OF 15'–0" LINEAR FEET TO CATCH THE REQUIRED SLOPE EVEN IF THE REQUIRED SLOPE IS NOT ACHIEVED. COORDINATE WITH THE ENGINEER PRIOR TO DEMOLITION OR CONSTRUCTION.

7. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24" OF THE CURB RAMP SHALL NOT BE STEEPER THAN 5.0%. IF THE COUNTER SLOPE (SLOPE OF STREET AND CURB RAMP) OF 5% CANNOT BE ACHIEVED, LOWER THE SLOPE OF THE RAMP SO THE COMBINED SLOPE OF THE ROAD AND CURB RAMP DOES NOT EXCEED 13%.

8. GRADE BREAKS AT THE TOP AND BOTTOM OF THE CURB RAMP SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN.

9. CURB RAMPS SHALL BE 4" THICK MINIMUM OF CONCRETE CLASS 520–C–2500 FINISHED WITH A MEDIUM TO HEAVY BROOM FINISH ON THE RAMPS, FLARES, AND LANDINGS OF THE CURB RAMP.

10. PROVIDE A 1/4" DEEP TOOL JOINT WITH 1/4" RADIUSED EDGES AT BOTH SIDES OF THE LANDING AND BETWEEN THE FLARES AND THE RAMP. THE JOINT SHALL NOT EXTEND TO THE BOTTOM OF THE CURB OR GUTTER.

11. INSTALL A 1/4" EXPANSION JOINT FILLER BETWEEN THE NEW CURB RAMP AND THE EXISTING SIDEWALK.

12. PONDING IS NOT ALLOWED WITHIN THE CURB RAMP LIMITS.

13. TRANSITIONS FROM RAMPS TO WALKS AND SIDEWALK GUTTER OR STREET SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. PAVEMENT AT THE STREET SURFACE SHALL BE MILLED TO ACHIEVE FLUSH CONDITION.

14. THE REMOVAL OF EXISTING CONCRETE CURB, GUTTER, SIDEWALK, AND PAVEMENT (OR EXISTING CURB RAMP) FOR THE INSTALLATION OF A NEW CURB RAMP SHALL COMPLY WITH SDG–156.

15. PROVIDE A 2" X 2" KEYWAY BENEATH SAWCUT EDGES OF THE EXISTING SIDEWALK.

16. CURB RAMPS AND THE FLARED SIDES OF THE CURB RAMPS SHALL BE LOCATED SO THAT THEY DO NOT PROJECT INTO VEHICULAR TRAFFIC LANES, PARKING SPACES, OR PARKING ACCESS AISLES. CURB RAMPS AT MARKED CROSSING SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING, ANY FLARED SIDES.

17. THE BOTTOM OF DIAGONAL CURB RAMPS SHALL HAVE A CLEAR SPACE 48" MINIMUM OUTSIDE ACTIVE TRAFFIC LANES OF THE ROADWAY. DIAGONAL CURB RAMPS PROVIDED AT MARKED CROSSWALKS SHALL PROVIDE THE 48" MINIMUM CLEAR SPACE WITHIN THE MARKINGS.

18. DIAGONAL OR CORNER TYPE CURB RAMPS WITH RETURNED CURBS OR OTHER WELL–DEFINED EDGES SHALL HAVE THE EDGES PARALLEL TO THE DIRECTION OF PEDESTRIAN FLOW. DIAGONAL CURB RAMPS WITH FLARED SIDES SHALL HAVE A SEGMENT OF CURB 24" LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING.

19. HISTORICAL STAMP IMPRESSIONS SHALL BE PRESERVED PER SDG–115.

20. FORM WORK AND SLOPES MAY BE CHECKED WITH A 2'–LONG SMART LEVEL.

21. ANY DEVIATION FROM THESE PROVISIONS REQUIRES PRIOR APPROVAL FROM ENGINEER.

REVISION	BY	APPROVED	DATE
ORIGINAL	SS	A. OSKOUI	12/03
UPDATE	FC	A. OSKOUI	12/06
UPDATE	FC	A. OSKOUI	12/08
UPDATE	KA	J. NAGELVOORT	01/12
UPDATE	AW	J. NAGELVOORT	10/15

CITY OF SAN DIEGO – STANDARD DRAWING

GENERAL CURB RAMP NOTES

RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE

COORDINATOR R.C.E. 56523 DATE

DRAWING NUMBER **SDG-131**