NOTES:

1. TWO CURB RAMPS ARE REQUIRED AT EACH SIDEWALK CORNER. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER, A SINGLE CURB RAMP IS PERMITTED. EACH CURB RAMP SHALL CONNECT THE PEDESTRIAN ACCESS ROUTE AT EACH PEDESTRIAN STREET CROSSING.

2. IN AN IDEAL CONDITION WHERE THE CURB RETURN AND INTERSECTION ARE LEVEL AND THE CURB HEIGHT IS 6":

   A. IF THE RIGHT-OF-WAY (ROW) LIMITS ARE 10'-0" OR MORE (MEASURED FACE OF CURB TO PROPERTY LINE), A TYPE A OR TYPE B CURB RAMP SHALL BE USED.

   B. IF THE ROW LIMITS ARE LESS THAN 10'-0" BUT NOT LESS THAN 8'-0", A TYPE C2 CURB RAMP SHALL BE USED.

   C. IF THE ROW LIMITS ARE LESS THAN 8'-0", A TYPE C1 CURB RAMP SHALL BE USED.

   D. A TYPE D CURB RAMP SHALL BE USED AT ALLEY CORNERS.

   E. CASE A AND CASE B CURB RAMPS SHALL BE USED AT SIDEWALKS WITH PARKWAYS BETWEEN THE SIDEWALK AND THE CURB.

   F. A CASE C CURB RAMP SHALL BE USED AT RESTRICTED ROW LIMITS (LESS THAN 8'-0") TO ACCOMMODATE MULTI-DIRECTIONAL ACCESS IF IT IS TECHNICALLY INFEASIBLE TO USE A STANDARD CURB RAMP OR TWO DIRECTIONAL CURB RAMPS.

3. OPPOSING CURB RAMPS AT A SINGLE CROSSING SHALL LINE UP. ALIGN THE CURB RAMP WITH THE CROSSWALK SO THERE IS A STRAIGHT PATH OF TRAVEL FROM THE TOP OF THE RAMP TO THE CURB RAMP ON THE OTHER SIDE, TO THE MAXIMUM EXTENT FEASIBLE.

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

5. UTILITY POLES MAY BE INCORPORATED INTO THE FLARES OF THE CURB RAMP PROVIDED THAT THE REQUIRED ACCESSIBLE ROUTE WIDTH IS COMPLIANT.

6. THE RUNNING SLOPE OF THE RAMP RUN SHALL NOT EXCEED 8.33%. IF THE CONDITION OF THE STREET AND SIDEWALK IS SUCH THAT THE EXISTING SLOPES DO NOT ALLOW THE INSTALLATION OF THE REQUIRED RUNNING SLOPE, THEN THE RAMP LENGTH SHALL BE EXTENDED 15 LINEAR FEET EVEN IF THE REQUIRED SLOPE IS NOT ACHIEVED.

   THE SLOPE OF THE FLARES WITHIN THE PEDESTRIAN CIRCULATION ROUTE SHALL BE 10% MAXIMUM. IF THE CONDITION OF THE STREET AND SIDEWALK IS SUCH THAT THE EXISTING SLOPES DO NOT ALLOW THE INSTALLATION OF THE REQUIRED SLOPE, THEN THE FLARE LENGTH SHALL BE EXTENDED 10 LINEAR FEET.

7. GRADE BREAKS AT THE TOP AND BOTTOM OF THE RAMPS AND CURB RAMPS 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.

8. PROVIDE A 1/4" DEEP TOOLED JOINT WITH 1/4" RADIUS EDGES AS SHOWN ON DRAWINGS.

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

10. PONDING IS NOT ALLOWED WITHIN THE CURB RAMP LIMITS, AND THE DRAINAGE PATTERN SHALL NOT BE ALTERED.

REVISION	BY	APPROVED	DATE
ORIGINAL	SS	A. OSKOUI	12/03
UPDATE	FC	J.NAGELVOORT	02/16
UPDATE	MM	J.NAGELVOORT	03/18
UPDATE	FC	J.NAGELVOORT	06/18
UPDATE	FC	J.NAGELVOORT	09/18
UPDATE	HN	J.NAGELVOORT	04/19

CITY OF SAN DIEGO – STANDARD DRAWING

GENERAL CURB RAMP NOTES

RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE

COORDINATOR R.C.E. 56523 4/10/19 DATE

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NOTES:

11. THE ADJUSTMENT OF THE CROSS SLOPE AT THE RAMP OPENING SHALL NOT CAUSE GUTTER TRICKLE FLOW TO SPILL ONTO TRAVELLED LANES OR PONDING ANYWHERE.

12. 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.

13. THE REMOVAL OF EXISTING PAVEMENT, CONCRETE CURB, GUTTER, SIDEWALK, AND EXISTING CURB RAMP FOR THE INSTALLATION OF A NEW CURB RAMP SHALL COMPLY WITH **SDG-156.**

14. 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 2'-0" LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING.

15. DIAGONAL CURB RAMPS SHALL HAVE A CLEAR 4'-0" X 4'-0" MINIMUM TURNING SPACE BEYOND THE BOTTOM GRADE BREAK WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE ACTIVE TRAFFIC LANES OF THE ROADWAY (VEHICULAR AND BIKE LANES).

16. CURB RAMP AND FORM WORK SLOPES SHALL BE CHECKED WITH A DIGITAL LEVEL OF AN APPROPRIATE LENGTH. NO PORTION OF A RAMP RUN SHALL EXCEED THE MAXIMUM SLOPE REQUIREMENT.

17. THE COUNTER SLOPE WITHIN 48" OF THE CURB RAMP SHALL BE 5% MAXIMUM. IN ALTERATIONS IF THE COUNTER SLOPE OF 5% MAXIMUM CANNOT BE ACHIEVED, THEN ADJUST THE SLOPE OR ELEVATION OF THE RAMP SO THE COMBINED COUNTER SLOPE AND RAMP SLOPE DOES NOT EXCEEDS 13.33%.

18. THE SLOPE OF THE RAMP SHALL BE UNIFORM ALONG EACH RAMP RUN.

19. THE CROSS SLOPE OF THE RAMP SHALL BE MEASURED PERPENDICULARLY TO THE PATH OR DIRECTION OF TRAVEL.

20. ANY DEVIATION FROM THESE PROVISIONS REQUIRES PRIOR APPROVAL FROM THE ENGINEER.

21. CONCRETE SHALL BE 520-C-2500.

22. THE EXISTING CONCRETE SPANDREL OF A CROSS GUTTER SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY AS PART OF THE CURB RAMP INSTALLATION.

23. THE EXISTING CONCRETE ALLEY APRON SHALL BE REMOVED AND REPLACED IN ITS ENTIRETY AS PART OF THE CURB RAMP INSTALLATION.

24. THE CROSS AND RUNNING SLOPES OF THE LANDING FOR TYPE A AND B CURB RAMPS SHALL BE 1.5%.

    EXCEPTION: FOR CURB RAMPS OTHER THAN TYPES A AND B.

    A. THE CROSS SLOPE OF THE CURB RAMP OPENING SHALL BE 2% MAXIMUM. IN ALTERATIONS WHERE THE CONDITION OF THE STREET IS SUCH THAT THE EXISTING SLOPES DO NOT ALLOW THE INSTALLATION OF THE REQUIRED 2% MAXIMUM CROSS SLOPE AT THE CURB RAMP OPENING, THE CROSS SLOPE SHALL BE ADJUSTED TO THE MAXIMUM EXTENT FEASIBLE WITHOUT AFFECTING DRAINAGE PATTERN, BICYCLING, AND VEHICULAR USES.

    B. IN ALTERATIONS WHERE THE CONDITION OF THE STREET AND THE SIDEWALK IS SUCH THAT THE EXISTING SLOPES DO NOT ALLOW THE INSTALLATION OF THE REQUIRED 1.5% RUNNING SLOPE OF THE LANDING, THE RUNNING SLOPE OF THE LANDING SHALL BE ADJUSTED TO THE MAXIMUM EXTENT FEASIBLE.

    C. IN ALTERATIONS WHERE THE CONDITION OF THE STREET AND THE SIDEWALK IS SUCH THAT THE EXISTING SLOPES DO NOT ALLOW THE INSTALLATION OF THE REQUIRED 1.5% RUNNING SLOPE OF THE TOP LANDING, THE RUNNING SLOPE OF THE TOP LANDING SHALL BE PERMITTED TO MATCH THE EXISTING SLOPE.

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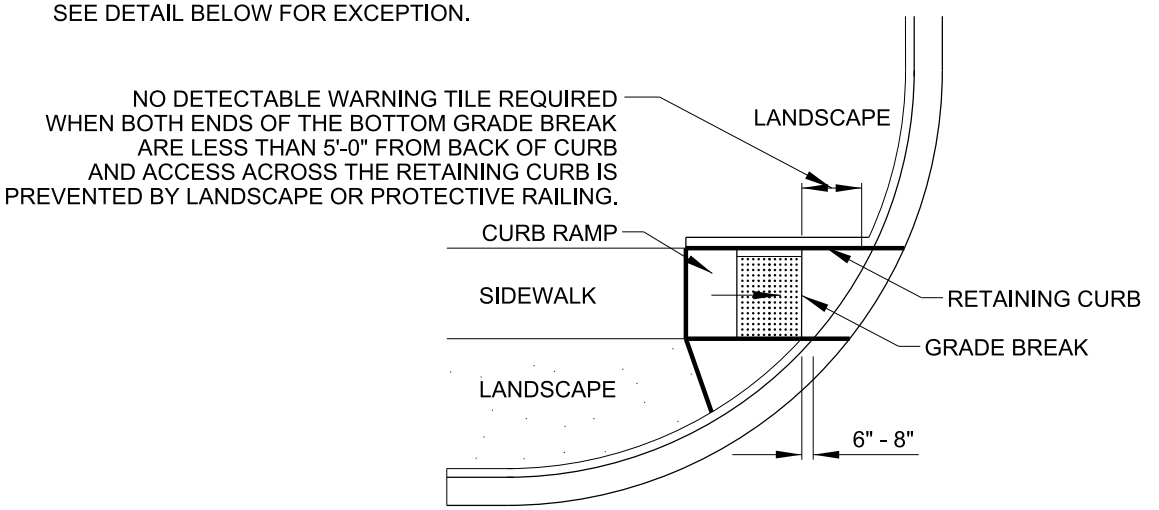
NOTES:

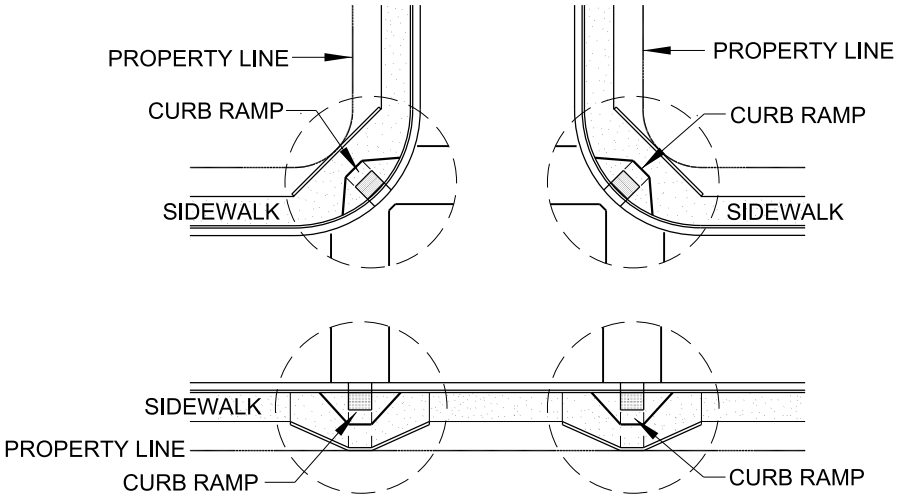
25. DETECTABLE WARNING TILE SHALL BE LOCATED SO THE EDGE NEAREST THE CURB IS 6" MINIMUM AND 8" MAXIMUM FROM THE LINE AT THE FACE OF THE CURB.

    SEE DETAIL BELOW FOR EXCEPTION.



DETAIL - NOTE 25
NOT TO SCALE

26. UNLESS TECHNICALLY INFEASIBLE, CURB RAMPS SHALL BE INSTALLED AT ALL PEDESTRIAN CROSSINGS AT INTERSECTIONS, INCLUDING T-INTERSECTIONS. SEE DETAIL BELOW.



DETAIL - NOTE 26
NOT TO SCALE

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