

NOTES:

1. TWO CURB RAMPS ARE REQUIRED AT EACH SIDEWALK CORNER FOR NEW CONSTRUCTION OF ENTIRE INTERSECTION, EACH CURB RAMP SHALL CONNECT THE PEDESTRIAN ACCESS ROUTE AT EACH PEDESTRIAN STREET CROSSING. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER, A SINGLE PEDESTRIAN CURB RAMP IS PERMITTED. **SEE DETAIL A AND B ON SDG-132.**
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 CURB RAMP 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 CAN BE EXTENDED UP TO 15 LINEAR FEET EVEN IF THE REQUIRED SLOPE IS NOT ACHIEVED.

THIS REQUIREMENT DOES NOT APPLY TO CURB RAMP FLARES. THE SLOPE OF THE FLARES WITHIN THE PEDESTRIAN CIRCULATION ROUTE SHALL BE DESIGNED TO MEET THE 10% MAXIMUM SLOPE REQUIREMENT TO THE BEST EXTENT FEASIBLE WITHOUT EXCEEDING 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.
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.**


SHEET 1 OF 2

REVISION	BY	APPROVED	DATE	CITY OF SAN DIEGO – STANDARD DRAWING	RECOMMENDED BY THE CITY OF SAN DIEGO STANDARDS COMMITTEE
ORIGINAL	SS	A. OSKOUJ	12/03		
UPDATE	KA	J.NAGELVOORT	01/12	GENERAL CURB RAMP NOTES	 9/11/18
UPDATE	FC	J.NAGELVOORT	02/16		COORDINATOR R.C.E. 56523 DATE
UPDATE	MM	J.NAGELVOORT	03/18		
UPDATE	FC	J.NAGELVOORT	06/18		
UPDATE	FC	J.NAGELVOORT	09/18		
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NOTES:

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 24" LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING.
15. DIAGONAL CURB RAMPS SHALL HAVE A CLEAR 4' X 4' 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 13.3%.
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. FOR RESIDENTIAL USE, CONCRETE SHALL BE 520-C-2500. FOR COMMERCIAL USE, CONCRETE SHALL BE 560-C-3250.

SHEET 2 OF 2

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					DRAWING NUMBER SDG-131	