NOTE:
FOR DETAILS NOT SHOWN SEE STANDARD PLAN A88A

ABBREVIATIONS:
DWS DETECTABLE WARNING SURFACE
TC TOP OF CURB
TR TOP OF RAMP
TRC TOP OF RETAINING CURB

		CALTRANS CONSERVATIVE DESIGN STANDARDS	FEDERAL/CALIFORNIA STANDARDS
(A)	Length of Ramp (1)	Not required to exceed 15 feet, DIB 82 4.3.8 #1	
(B)	Width of Ramp	50" min	48" min
(C)	Slope of Ramp	7.5% max	8.3% max (1)
(D)	X Slope of the Ramp (2)	1.5% max	2.0% max
(E)	Top Landing Length	50" min	48" min
(F)	Top Landing Width	50" min	48" min
(G)	Top Landing Slope	1.5% max	2.0% max
(H)	Top Landing X Slope (2)	1.5% max	2.0% max
(I)	Counter Slope (3)	1"(V):24"(H) max	5.0% max
(J)	Flow Line Slope (2)	1.5% max	2.0% max
(K)	Detactable Warning Surface	See Standard Plan A88A and DIB 82	
(L)	Flare (Right/Left)	9.0% max at curb	10.0% max at curb

(1) Curb ramps shall have a running slope not steeper than 8.3% maximum but shall not require the ramp length to exeed 15 feet.
(2) At pedestrian crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope of curb ramps and landings shall be permitted to equal the street or highway grade. See DIB 82 4.3.8 item No. 8.
(3) Counter slope shall not exceed 1"(V):24"(H) or 4.2% where a gutter pan is present. If no gutter pan is present counter slope shall not exceed 5.0% max.

Items A through L graphically depict standards that are all required for compliance with the 2010 Americans with Disabilities Act or draft Public Rights of Way Accessibility Guidelines.

For each curb ramp location that is not designed to meet the conservative design standards include one (EA) quantity of bid item Pre/Post Construction Surveys in the bid item list. The intent of this bid item is to verify that construction complies with allowable variations from the dimensions and slopes shown on the contract plans required by CPB 14-1.

Location call outs and elevations direct the tie-in of the curb ramp to adjacent roadway, sidewalk, and grade at a project specific location with the specific compliant slopes and dimensions shown. Removal and replacement of any existing pavement or other surfacing necessary to tie-in to the proposed curb ramp is not shown in this example.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

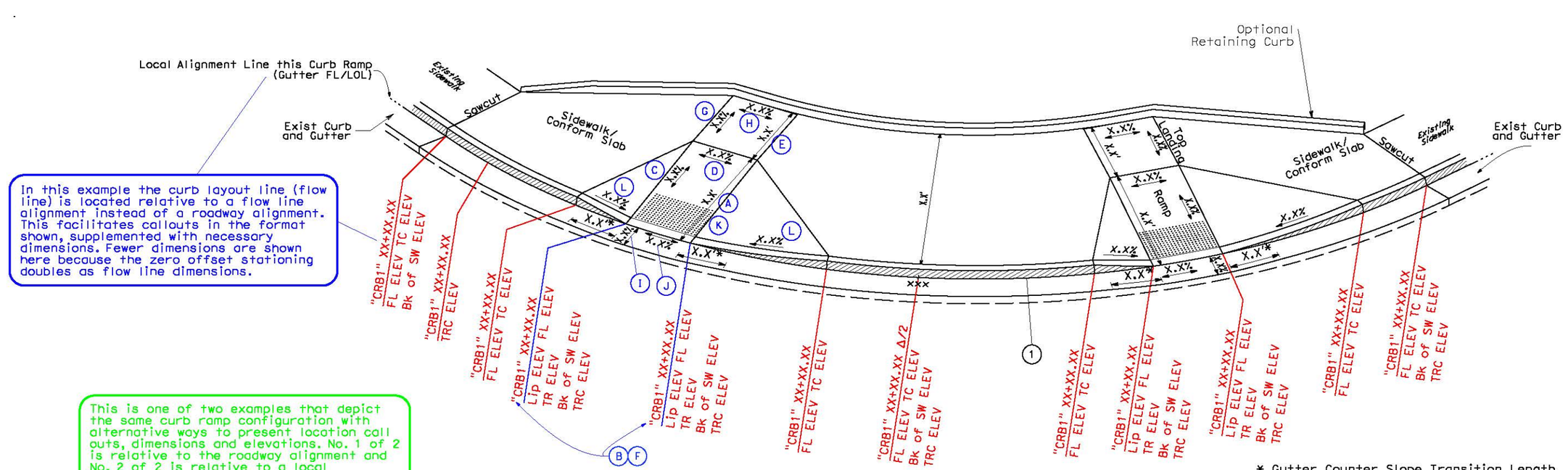
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CURVE DATA

No. ⊕	R	Δ	T	L
1	XX'	00°00'00"	XX'	XX'



In this example the curb layout line (flow line) is located relative to a flow line alignment instead of a roadway alignment. This facilitates callouts in the format shown, supplemented with necessary dimensions. Fewer dimensions are shown here because the zero offset stationing doubles as flow line dimensions.

This is one of two examples that depict the same curb ramp configuration with alternative ways to present location call outs, dimensions and elevations. No. 1 of 2 is relative to the roadway alignment and No. 2 of 2 is relative to a local alignment on the gutter flow line. Another way to present the callouts, dimensions and elevations is in tabular format.

* Gutter Counter Slope Transition Length

CURB RAMP DESIGN STANDARDS, TWO CASE A RAMPS LOCAL FLOW LINE ALIGNMENT AND CALLOUTS — 2 of 2

TWO CASE A CURB RAMPS, 2 OF 2, RELEASED 1/06/2017

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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