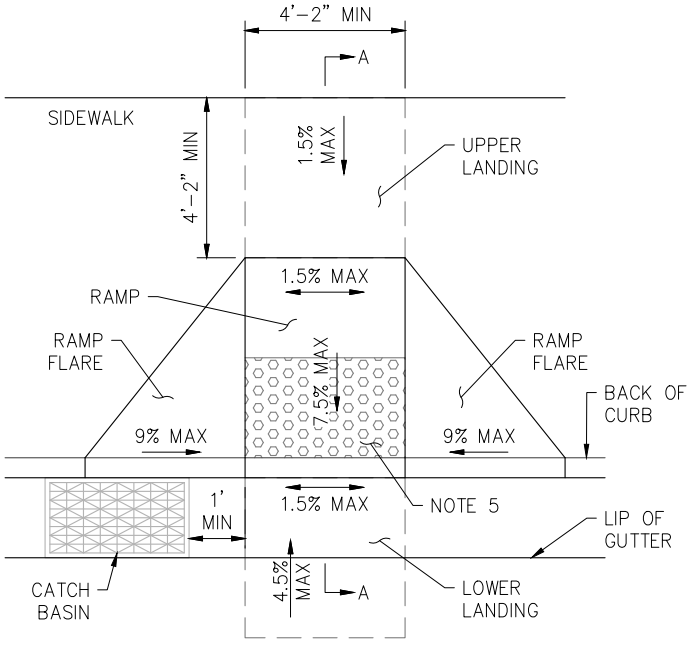
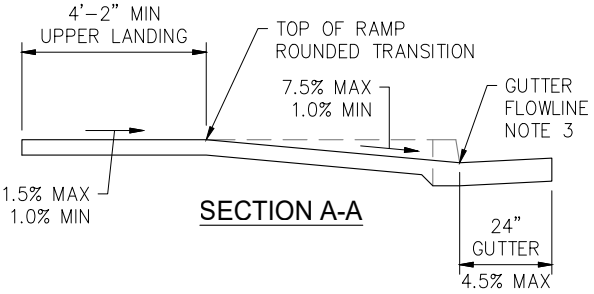
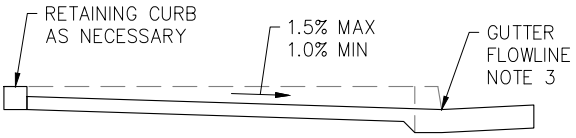


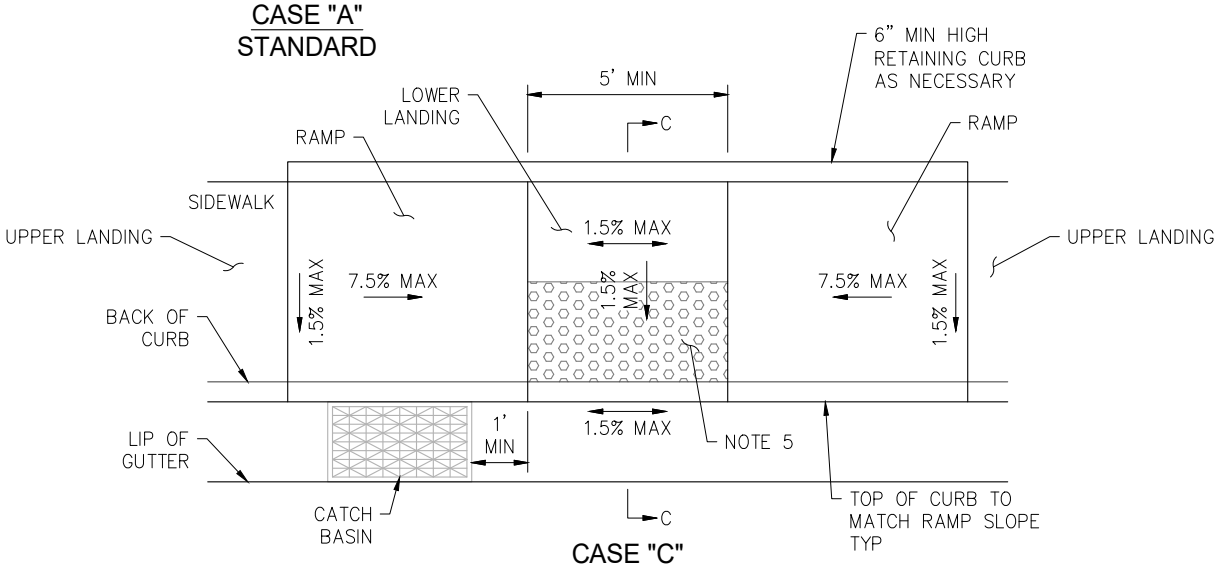
CASE "A"
STANDARD



SECTION A-A



SECTION C-C



CASE "C"
NARROW SIDEWALKS

NOTES:

1. ALL CITY CURB RAMPS ARE BASED ON CALTRANS STANDARD PLAN A88A. CONSTRUCTION SHALL COMPLY WITH WHICHEVER STANDARD IS MORE STRICT. REFER TO CALTRANS STANDARD PLANS FOR ALL OTHER DETAILS RELATED TO CURB RAMPS.
2. AS SITE CONDITIONS DICTATE, CASE A SHALL BE USED FOR CORNER AND MIDBLOCK RAMPS AND SHALL BE DIRECTIONAL AND PARALLEL TO THE PEDESTRIAN PATH OF TRAVEL. CASE C MAY BE USED ON SIDEWALKS WITH LIMITED WIDTH.
3. RAMPS AND SIDEWALKS SHALL ALL SLOPE TOWARD THE GUTTER AT 1% MINIMUM SLOPE. NO CASE SHALL ALLOW FOR THE GUTTER FLOW LINE TO DRAIN ONTO THE RAMP OR SIDEWALK.
4. SIDEWALK AND RAMP THICKNESS IS 4" MINIMUM. SEE STD R-3A & R-3B.
5. DETECTABLE WARNING SURFACE SHALL BE YELLOW COLOR #33538 OF FED-STD-595. NO UTILITY BOXES ALLOWED WITHIN THE DETECTABLE WARNING AREA. TACK ON DETECTABLE WARNING SURFACES ONLY ALLOWED FOR RETROFITTING EXISTING CURB RAMPS THAT HAVE ADA-COMPLIANT SLOPES.
6. LANDINGS SHALL HAVE 4'-2" MINIMUM WIDTH AND LENGTH AND BE DESIGNED TO 1.0%-1.5% CROSS SLOPE AND RUNNING SLOPE, EXCEPT WHERE STREET RUNNING SLOPE EXCEEDS 5% THEN THE UPPER LANDING SHALL BE DESIGNED AS LEVEL TO THE EXTENT FEASIBLE.
7. LOWER LANDINGS WITHIN THE ROADWAY, SUCH AS CASE A, SHALL HAVE 4'-2" MINIMUM WIDTH AND LEGTH AND BE DESIGNED TO 1.0%-1.5% CROSS SLOPE PARALLEL TO THE CURB AND 1.0%-4.5% MAX SLOPE PERPENDICULAR TO THE CURB.
8. CATCH BASINS SHALL BE RELOCATED OUTSIDE OF THE LOWER LANDING OF A RAMP.
9. FOR ANY CASE UNABLE TO BE ADDRESSED BY THIS STANDARD OR THE CALTRANS STANDARD PLANS DUE TO PHYSICAL CONSTRAINTS, MODIFIED RAMPS ON DETAIL R-6B SHALL BE USED.
10. ANY SIGNAGE, SIGN POSTS, OR PAVEMENT STRIPING REMOVED DURING CONSTRUCTION OF A CURB RAMP SHALL BE REPLACED AND/OR REINSTALLED AS DIRECTED BY THE PUBLIC WORKS INSPECTOR.

SOUTH SAN FRANCISCO PUBLIC WORKS ENGINEERING	**CURB RAMP STANDARDS**	**FEB 2022**
		R-6A