NOTE:
FOR DETAILS NOT SHOWN SEE STANDARD PLAN ABBA

CALTRANS CONSERVATIVE DESIGN STANDARDS FEDERAL/CALIFORNIA STANDARDS

1. Length of Ramp (1) Not required to exceed 15 feet, DIB 82 4.3.8 (1)
2. Width of Ramp 50' min 48' max
3. Slope of Ramp 7.5% max 8.3% max (1)
4. X Slope of the Ramp (2) 1.5% max 2.0% max
5. Top Landing Length 50' min 48' min
6. Top Landing Slope 50' min 48' min
7. Top Landing Height 50' min 48' min
8. Top Landing X Slope (2) 1.5% max 2.0% max
9. Counter Slope (3) 1"(V):24"(H) max 5.0% max
10. Flow Line Slope (2) 1.5% max 2.0% max
11. Detachable Warning Surface See Standard Plan ABBA and DIB 82
12. 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 exceed 15' feet.
(2) At intersection crossings without yield or stop control and at approaches to signalized 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) Another 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.

CURVE DATA

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For each curb ramp location that is not designed to meet the conservative design standards include one of the conservative design standards callout points along the curb. Surveys in the bid item list. The intent of this bid item is to verify that construction complied 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 grades. It is a project specific location with the exception of alignment on the gutter flow line. 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.

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

NOTE: ABBREVIATIONS: 0 between the callout points along the curb are different than the length along the roadway alignment due to varying offsets and curvature.

CURB RAMP DESIGN STANDARDS, TWO CASE A RAMPS MAIN ALIGNMENT CALLOUTS WITH DIMENSIONS 1 of 2

This is one of two examples that depict the same curb ramp configuration with different ways to present location callouts, dimensions and elevations. No. 1 is relative to the roadway alignment and No. 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.