

ADA CURB RAMP DESIGN REPORT

PROJECT NAME:		DESIGNER:	
PROJECT (PERMIT) NO.:			
I. LOCATION (INTERSECTION)			Check This Box if MEF Applies
		<p>Sketch Curb Ramps (or paste plan view) below. Assign each curb ramp a reference number. Note the nearby location of mid-block crossings.</p>	

II. DESIGN CRITERIA FOR NEW RAMPS: CHECK BOX IF DESIGN ELEMENT MEETS CRITERIA BELOW FOR EACH CORRESPONDING RAMP.								
RAMP NUMBER:								
1	2	3	4	5	6	7	8	
								A. SINGLE RAMP PROVIDES ACCESS TO RECEIVING RAMP WITH A DIRECTIONAL TURN ANGLE LESS THAN 45 DEGREES.
								B. RAMP IS PERPENDICULAR TO CURB LINE.
								C. BOTTOM OF RAMP AS IT INTERSECTS WITH THE STREET IS COMPLETELY WITHIN THE LEGAL CROSSING.
								D. MAX (DESIGN) RAMP RUNNING GRADE IS 7.2%.
								E. MIN DIMENSIONS OF LEVEL LANDING AT TOP OF RAMP IS 4' X 4' (PROVIDE AN ADDITIONAL FOOT FOR CLEARANCE ADJACENT TO VERTICAL OBSTRUCTIONS SUCH AS CURBS, WALLS, FENCES, POLES, ETC.)
								F. MIN RAMP THROAT WIDTH IS 4' (EXCLUDING FLARES OR WINGS).
								G. MAX RAMP FLARE (WING) IS 6' LONG FOR A 6" CURB EXPOSURE (OR EQUIVALENT RATIO; CURB RETURN MEETS THIS REQUIREMENT IF ADJACENT TO SOFTSCAPE OR COMPLETE LENGTH OF RAMP IS PHYSICALLY BLOCKED).
								H. MAX (DESIGN) STREET GUTTER GRADE AT BOTTOM OF RAMP IS 1.5%
								I. MAX (DESIGN) STREET CROSS SLOPE AT BOTTOM OF RAMP IS 4% (THIS APPLIES TO GUTTERS AND ROAD SURFACES WITHIN 2' OF A CURB RAMP, MEASURED PERPENDICULAR TO THE CURB).
								J. MAX (DESIGN) STREET TO RAMP GRADE BREAK DIFFERENCE IS 10%.
								K. MAX (DESIGN) SIDEWALK TRANSITION PANEL RUNNING GRADE IS 8.33% OR MIN LENGTH IS 15'.
FOR DIAGONAL RAMPS ONLY (TURNING MOVEMENT TO RECEIVING RAMP IS 45 DEGREES OR HIGHER) (ADA TA SIGN-OFF REQUIRED AS PREFERENCE IS FOR TWO DIRECTIONAL RAMPS AT EACH CORNER)								
								CHECK BOX IF NOT APPLICABLE
								L. RAMP LANDING (MATCH RAMP THROAT, MINIMUM SQUARE 4' X 4') CENTERED AT BOTTOM OF RAMP IN THE STREET IS OUTSIDE OF THE VEHICULAR TRAVELED WAY (INCLUDING BIKE LANES) AND 1.5% IN ALL DIRECTIONS.
FOR RAMPS WITH PUSH BUTTON ONLY (COORDINATE PUSH BUTTON PLACEMENT WITH SSL ENGINEERING)								
								CHECK BOX IF NOT APPLICABLE
								M. THE PUSH BUTTON POLE IS LOCATED ADJACENT TO A LEVEL ALL-WEATHER RAMP LANDING.
								N. THE PUSH BUTTON POLE IS WITHIN 5' LONGITUDINALLY (ALONG CURB ALIGNMENT) OF THE OUTSIDE LIMITS OF THE MARKED (OR LEGAL UNMARKED) CROSSING.
								O. THE PUSH BUTTON POLE IS BETWEEN 1.5' AND 10' FROM FACE OF CURB, SHOULDER, OR EDGE OF PAVEMENT (IDEALLY BETWEEN 1.5' AND 6').
								P. DISTANCE FROM ADJACENT PUSHBUTTONS ON SEPARATE POLES IS AT LEAST 10'.
								Q. THE CENTER OF THE PUSH BUTTON IS BETWEEN 3.5' AND 4' ABOVE THE ADJACENT LEVEL ALL-WEATHER RAMP LANDING.
								R. THE FACE OF THE PUSH BUTTON IS WITHIN 10" TO THE EDGE OF THE LEVEL ALL-WEATHER RAMP LANDING BUT NOT PROTRUDING MORE THAN 4" HORIZONTALLY INTO THE CIRCULATION PATH.
								S. THE PUSH BUTTON IS AN AUDIBLE PEDESTRIAN SIGNAL (APS) AND PARALLEL TO THE DIRECTION OF THE CROSSING.

**III. IDENTIFY CORNERS THAT DO NOT MEET THE CRITERIA LISTED ON PAGE 2 OF THIS FORM.
LIST THE CRITERIA THAT ARE NOT MET AND EXPLAIN WHY. DISCUSS UNIQUE DESIGNS. DESCRIBE
MITIGATION OPTIONS.**

PROVIDE RECOMMENDATION FOR ADDING TO TRANSITION PLAN LIST.

**ADA TECHNICAL ADVISOR APPROVAL REQUIRED WHEN LOCATING PORTION OF RAMP THROAT OUTSIDE
LEGAL CROSSWALK. TRAFFIC ENGINEER WRITTEN CONCURRENCE REQUIRED TO LOCATE RAMP BEYOND
20 FEET OF THE PARALLEL STREET CURB FACE/EDGE OF TRAVEL LANE. FOR RAMPS WITHIN 20 FEET,
TRAFFIC ENGINEER BLANKET APPROVAL APPLIES. SEE ENGINEERING DIRECTIVE ST 003-02.**

**APPROVALS: ADA TECHNICAL ADVISOR APPROVAL REQUIRED WHEN DESIGN CRITERIA ON PAGE 2 IS NOT
MET, OR FOR UNIQUE DESIGNS SUCH AS DEPRESSED CORNERS AND RADIAL TRUNCATED DOMES.**

	ENGINEER OF RECORD	ADA TECHNICAL ADVISOR
NAME		
DATE		
SIGNATURE		