



**GROOVING DETAIL**

NOT TO SCALE

**NOTES FOR ACCESS RAMP STANDARD PLATE NOS. 5-1, 5-2, 5-3 AND 5-4**

1. CURB ACCESS RAMPS SHALL BE CONSTRUCTED AT EACH CORNER OF STREET INTERSECTIONS AND WHERE A CROSS WALK OR PEDESTRIAN WAY CROSSES A CURB. TWO RAMPS, CENTERED ON EACH CROSS WALK, SHALL BE PROVIDED AT CURB RETURNS ON PRIMARY, SECONDARY, INDUSTRIAL AND COMMERCIAL ROADS (CURB RADIUS OF 35'). FOR 25' RADIUS CURB RETURNS, ONE RAMP, CENTERED IN THE RETURN, SHALL BE PROVIDED. RAMPS SHALL NOT EXTEND BEYOND THE CURB RETURN BCR OR ECR.
2. RAMPS SHALL BE A MIN. 4' WIDE AND SHALL GENERALLY LIE IN A SINGLE SLOPE PLAN WITH MINIMAL SURFACE WARPING. RAMP SLOPE SHALL BE MAXIMUM 7.5%, WITH CROSS SLOPE OF 1.5% MAXIMUM. LANDINGS SHALL BE 4' BY 4' WITH A MAXIMUM 1.5% SLOPE IN ANY DIRECTION.
3. THE BOTTOM OF ALL RAMPS OR LANDINGS SHALL BE FLUSH WITH THE ADJACENT GUTTER (NO LIP). THE ADJACENT GUTTER SLOPE SHALL BE 5% MAXIMUM.
4. PROVIDE A 12" WIDE GROOVED BORDER AT THE TOP OF EACH RAMP. SEE DETAIL ABOVE FOR DIMENSIONS OF GROOVES. THE FULL WIDTH AND THE LOWER 3' OF RAMPS OR LANDINGS SHALL HAVE A TRUNCATED DOME DETECTABLE WARNING SURFACE. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINATE DIRECTION OF TRAVEL.
5. THE DIMENSIONS AND SPACING OF THE TRUNCATED DOME ON THE DETECTABLE WARNING SURFACE SHALL BE IN ACCORDANCE WITH ADA REGULATIONS AND CALTRANS STANDARD PLAN A88A.
6. TRUNCATED DOME PANELS SHALL BE INSET INTO THE CONCRETE. PANELS SHALL NOT BE APPLIED USING ADHESIVE. CONCRETE OR BRICK PAVERS WITH PRECAST TRUNCATED DOMES MAY BE USED.
7. COLOR OF THE DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. SELECTION OF COLOR SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO INSTALLATION. BRICK RED COLOR IS PREFERRED.
8. THE DEVELOPER'S ENGINEER SHALL DESIGN EACH CURB ACCESS RAMP, INCLUDING ALL DIMENSIONS, ELEVATIONS, SLOPES AND TRANSITION LENGTHS AS SHOWN ON PLATE NOS. 5-1, 5-2, 5-3 AND 5-4.
9. THE CONCRETE SURFACE OF THE ENTIRE CURB ACCESS RAMP SHALL BE SLIP RESISTANT AND CONTRASTING FROM THE FINISH OF THE ADJACENT SIDEWALK.
10. SAWCUT EXISTING SIDEWALK AT NEAREST SCORE LINE AND CONSTRUCT NEW CONCRETE SIDEWALK EACH SIDE OF CURB ACCESS RAMP PER PLATE NO. 8-3. PROVIDE SIDEWALK EXTENSIONS AS REQUIRED TO MAINTAIN 4' MIN. PATH OF TRAVEL PER PLATE NO. 8-8 OR 8-9.
11. PROVIDE 6" CONCRETE CURB AT END OF RAMP WHERE SIDEWALK DOES NOT CONTINUE.
12. SAWCUT AND REMOVE/REPLACE MIN. 1' OF EXISTING AC PAVEMENT ALONG ENTIRE LENGTH OF ACCESS RAMP. MATCH EXISTING STRUCTURAL SECTION, MIN. 3" AC OVER 6" AB.
13. TRANSITION BOTH SIDES OF RAMP TO MATCH EXISTING SIDEWALK CONDITIONS.
14. ALL UTILITIES WITHIN THE ECR AND BCR MUST BE RAISED TO GRADE.

				APPROVED: 	
CHANGE	DESCRIPTION	DATE	INITIAL	CITY ENGINEER	DATE