NOTES:

A. SLOPES MAY BE CHECKED WITH A 2-FOOT SMART LEVEL
B. RAMPS SHALL HAVE A HEAVY BROOM FINISH TRANSVERSE TO THEIR SLOPE.
C. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR SIMILAR APPURTENANCE SHALL BE LOCATED WITHIN THE RAMP AREA WITHOUT PRIOR WRITTEN APPROVAL BY THE CITY ENGINEER.
D. LANDING AT TOP OF RAMP SHALL NOT EXCEED 1.75% MAX SLOPE IN ANY DIRECTION.
E. TRANSITIONS TO SIDEWALK, GUTTER AND STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGE.
F. RAMP SHALL BE DESIGNED AND CONSTRUCTED SUCH THAT WATER DOES NOT ACCUMULATE ON RAMP.
G. DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH OF THE RAMP LESS A MAXIMUM OF 2" ON EACH SIDE.

SECTION 'A-A'

THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

DETECTABLE WARNING SURFACE (SEE STANDARD DETAIL #210 & NOTES G & H ABOVE).

DEEP TOOL JOINT - 1½ MIN DEPTH

4" CLASS 2 CONCRETE

6" CLASS II AB PROCESSED TO 95% RELATIVE COMPACTION

6" SUBGRADE OR CLASS II AB PROCESSED TO 95% RELATIVE COMPACTION

STRUCTURAL STREET SECTION PER DESIGN STANDARDS

THE CITY OF WEST SACRAMENTO

STANDARD DETAIL # 209

DATE APPROVED: July 24, 2015

CIVIL ENGINEERING

NO. 54031

REVISED 2009

F:\CD Engineering & Inspections\CAD STANDARDS\CITY STANDARD DETAILS\Revised New\d1\#209 - crb mrp typ 2 - new const.dwg 7/24/2015 Regalier, Dennis

PERPENDICULAR CURB RAMP NEW CONSTRUCTION