2015 Amendment # 1
July 2015

Amendment of:
Standard Details #208, #208A, #209, #209A and #210

City of West Sacramento
Standard Specifications 2002

Effective July 24, 2015

The following amendment represents a minor revision to the “Community Development Department Engineering Division Standard Specifications 2002”. This amendment supersedes the prior document. Therefore, it is recommended that all Standard Specifications holders insert this packet into the front of the “Community Development Department Engineering Division Standard Specifications 2002” and refer to them as necessary.

Mark Collier, P.E. No. 54031
Supervising Civil Engineer
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. THE LANDING AREA SLOPE SHALL NOT EXCEED 1.75% 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"

6" SUBGRADE OR CLASS IIAB PROCESSED TO 95% RELATIVE COMPACTION
6" WIDE RETAINING CURB WITH VARIABLE HEIGHT ALONG RUNNING SLOPE
STRUCTURAL STREET SECTION PER DESIGN STANDARDS

THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

208 PARALLEL CURB RAMP NEW CONSTRUCTION

DATE APPROVED: July 24, 2015
THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

PARALLEL CURB RAMP RETROFIT

DATE APPROVED: July 24, 2015

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G. DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH OF THE RAMP LESS A MAXIMUM OF 2" ON EACH SIDE.
I. SLOPES OVER THE MAXIMUM ALLOWED IN THIS AREA WILL REQUIRE WRITTEN APPROVAL BY THE CITY ENGINEER.

THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

PARALLEL CURB RAMP RETROFIT

DATE APPROVED: July 24, 2015

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THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

PARALLEL CURB RAMP RETROFIT

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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.
I. SLOPES OVER THE MAXIMUM ALLOWED IN THIS AREA WILL REQUIRE WRITTEN APPROVAL BY THE CITY ENGINEER.
THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

TITLE: PERPENDICULAR CURB RAMP NEW CONSTRUCTION

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

No. 54031
CIVIL

DATE APPROVED: July 24, 2015

STANDARD DETAIL # 209

Regaller, Dennis
THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

STANDARD DETAIL # 209 A

TITLE: PERPENDICULAR CURB RAMP RETROFIT

DATE APPROVED: July 24, 2015

NOTES:

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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.
H. THE LEADING EDGE OF THE DETECTABLE WARNING SURFACE SHALL BE LOCATED 6" TO 8" FROM THE GUTTER FLOW-LINE.
I. SLOPES OVER THE MAXIMUM ALLOWED IN THIS AREA WILL REQUIRE WRITTEN APPROVAL BY THE CITY ENGINEER.

1. DETECTABLE WARNING SURFACE (SEE STANDARD DETAIL #210 AND NOTE G & H ABOVE).
2. DEEP TOOL JOINT - 1 1/2" MIN DEPTH
3. 4" CLASS 2 CONCRETE
4. 6" CLASS IIAB PROCESSED TO 95% RELATIVE COMPACTION
5. 5" SUBGRADE OR CLASS IIAB PROCESSED TO 95% RELATIVE COMPACTION
6. SAW CUT, REMOVE AND REPLACE AC
7. INSTALL 18" LENGTHS OF #4 REBAR SPACED AT 18" ON CENTER WITH 4" MIN. DOWEL AND EPOXY INTO EXISTING SIDEWALK, CURB AND GUTTER (TYP.)
1. DETECTABLE WARNING SURFACES SHALL BE PRE-FABRICATED VITRIFIED POLYMER COMPOSITE MATERIAL, AS MANUFACTURED BY ARMOR-TILE, OR APPROVED EQUAL.

2. TRUNCATED DOMES SHALL HAVE DIMENSIONS OF 0.20" HEIGHT, 0.9" BASE DIAMETER, AND 0.45" TOP DIAMETER, AND BE SPACED AT 1.67" ON CENTER TO 2.35" ON CENTER.

3. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY BY AT LEAST 70% WITH ADJACENT SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. STANDARD COLOR FOR THE DETECTABLE WARNING SURFACE SHALL BE FEDERAL YELLOW (NO. 33538) UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

4. DETECTABLE WARNING SURFACES SHALL BE SLIP RESISTANT.

5. DETECTABLE WARNING PAD INSTALLATIONS SHALL UTILIZE CAST-IN-PLACE PRODUCTS AND INSTALLATION METHOD FOR ALL NEW INSTALLATIONS WITHOUT EXCEPTION. SURFACE MOUNT PRODUCTS AND INSTALLATION METHOD MAY BE USED FOR RETROFIT SITUATIONS WITH PRIOR WRITTEN APPROVAL OF THE CITY ENGINEER. ALL PRODUCTS AND INSTALLATION METHODS SHALL CONFORM TO THESE SPECIFICATIONS AND DETAILS AND MANUFACTURER RECOMMENDATIONS.

6. ALL DETECTABLE WARNING PRODUCTS USED MUST COME WITH A 5-YEAR WARRANTY FOR SHAPE, COLOR FASTNESS, SOUND-ON-CANE ACOUSTIC QUALITY, RESILIENCE AND ATTACHMENT. WARRANTY MUST STATE THAT PRODUCT AND ATTACHMENT WILL NOT DEGRADE SIGNIFICANTLY FOR 5 YEARS, I.E. MUST RETAIN AT LEAST 90% OF ITS ORIGINAL APPROVED DESIGN CHARACTERISTICS.

7. THE EDGE OF THE DETECTABLE SURFACE SHALL HAVE A BEVELED EDGE SLOPED AT 1:2 MAXIMUM. WHEN THE DETECTABLE SURFACE EDGE IS CUT AND THE RESULTING EDGE IS NOT FLUSH WITH THE SURFACE OF THE CURB RAMP, THE EDGE SHALL BE BEVELED OR CONFORMED WITH AN APPROVED FILLER AT 1:2 MAXIMUM SLOPE, IN ACCORDANCE WITH THE APPROVED DETECTABLE SURFACE MANUFACTURER'S REQUIREMENTS.