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.
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.

| DETECTABLE WARNING SURFACE (SEE STANDARD DETAIL #210 AND NOTES G & H ABOVE). |
| DEEP TOOL JOINT - 1½ MIN DEPTH |
| 4" 4,000 PSI MIN. CONCRETE |
| 6" CLASS 2 AB (⅞ MAX,) PROCESSED TO 95% RELATIVE COMPACTION |
| 6" SUBGRADE OR CLASS 2 AB PROCESSED TO 95% RELATIVE COMPACTION |
| 6" WIDE RETAINING CURB WITH VARIABLE HEIGHT ALONG RUNNING SLOPE |
| STRUCTURAL STREET SECTION PER DESIGN STANDARDS |
NOTE:

A. SLOPES MAY BE CHECKED WITH A 2-FOOT SMART LEVEL.
B. RAMP SHALL HAVE A HEAVY BROOM FINISH TRANSVERSE TO THEIR SLOPE.
C. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR SIMILAR APPURTEINANCE 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.
I. SLOPES OVER THE MAXIMUM ALLOWED IN this AREA WILL REQUIRE WRITTEN APPROVAL BY THE CITY ENGINEER.

THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

No. 54031

DATE APPROVED: July 28, 2015

STANDARD DETAIL #208 A

TITLE: PARALLEL CURB RAMP RETROFIT

DETECTABLE WARNING SURFACE (SEE STANDARD DETAIL #210 AND NOTES G & H ABOVE.)
DEEP TOOL JOINT - 1/2" MIN DEPTH
4" 4,000 PSI CONCRETE
6" CLASS 2 AB (3/4" MAX.) PROCESSED TO 95% RELATIVE COMPACITION
6" SUBGRADE OR CLASS 2 ASB PROCESSED TO 95% RELATIVE COMPACITION
6" WIDE RETAINING CURB WITH VARIABLE HEIGHT ALONG RUNNING SLOPE
SAW CUT, REMOVE AND REPLACE AC
INSTALL 18" LENGTHS OF #4 REBAR SPACED AT 18" ON CENTER WITH 4" MIN. DOWELED AND EPOXY INTO EXISTING SIDEWALK, CURB AND GUTTER (TYP.)
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.

| DETECTABLE WARNING SURFACE (SEE STANDARD DETAIL #210 & NOTES G & H ABOVE). | 4 | DETECTABLE WARNING SURFACE (SEE STANDARD DETAIL #210 & NOTES G & H ABOVE). |
| 2 DEEP TOOL JOINT - 1½" MIN DEPTH | 5 6" SUBGRADE OR CLASS 2 AB PROCESSED TO 95% RELATIVE COMPACTION |
| 3 4" 4,000 PSI CONCRETE | 6 STRUCTURAL STREET SECTION PER DESIGN STANDARDS |

THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

STANDARD DETAIL # 209

TITLE: PERPENDICULAR CURB RAMP NEW CONSTRUCTION

DATE APPROVED: July 28, 2015

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THE CITY OF WEST SACRAMENTO - STANDARD DETAIL

PERPENDICULAR CURB RAMP RETROFIT

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.
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 - 1½" MIN DEPTH
3. 4" 4,000 PSI CONCRETE
4. 6" CLASS 2 AB (¼" MAX.) PROCESSED TO 95% RELATIVE COMPACITION
5. 6" SUBGRADE OR CLASS 2 ASB PROCESSED TO 95% RELATIVE COMPACITION
6. SAW CUT, REMOVE AND REPLACE AC
7. INSTALL 18" LENGTHS OF #4 REBAR SPACED AT 18" ON CENTER WITH 4" MIN. DOWELED AND EPOXY INTO EXISTING SIDEWALK, CURB AND GUTTER (TYP.)