

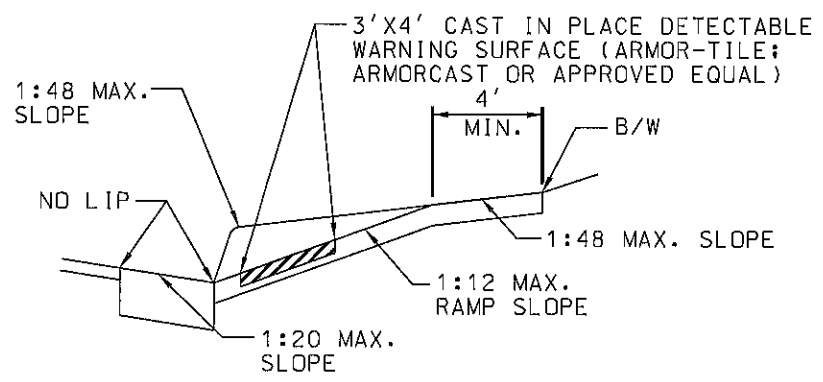
FLARE 'A' TABLE

SLOPE OF GUTTER	'A' FOR 6" CF
0.0% to 0.8%	6' - 6"
>0.8% to 1.0%	7' - 0"
>1.0% to 1.4%	8' - 0"
>1.4% to 1.8%	9' - 0"
>1.8% to 2.0%	9' - 6"

FLARE 'B' TABLE

'B'	6' - 0"
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* 4' MINIMUM



LANDING SECTION A-A

REPLACES STD. PLAN NO. 1122 AND 1122A



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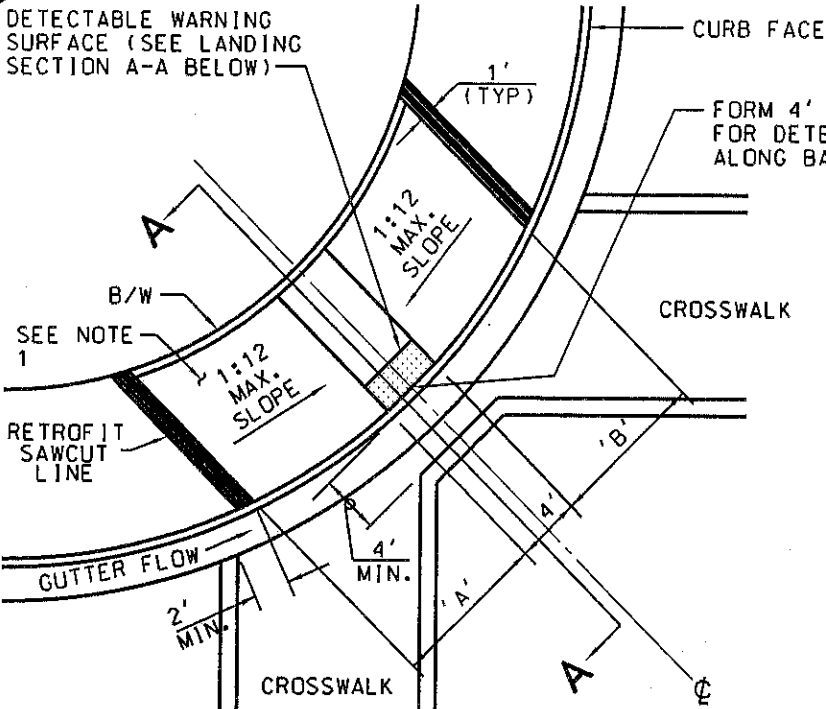
CITY OF SANTA ANA
 PUBLIC WORKS AGENCY

DATE	REVISION

CURB RAMP
 TYPE I

STD. PLAN
 NUMBER
 1122
 SHEET 1 OF 3

DETECTABLE WARNING SURFACE (SEE LANDING SECTION A-A BELOW)



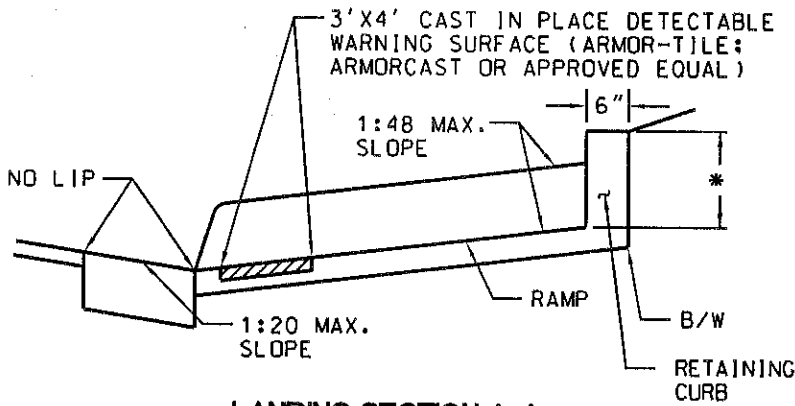
FLARE 'A' TABLE

SLOPE OF GUTTER	'A' FOR 5" CF
0.0% to 0.7%	5' - 6"
>0.7% to 1.3%	6' - 0"
>1.3% to 1.9%	6' - 6"
>1.9% to 2.3%	7' - 0"

SLOPE OF GUTTER	'A' FOR 6" CF
0.0% to 0.6%	6' - 6"
>0.6% to 1.2%	7' - 0"
>1.2% to 1.6%	7' - 6"
>1.6% to 2.0%	8' - 0"

SLOPE OF GUTTER	'A' FOR 7" CF
0.0% to 0.5%	7' - 6"
>0.5% to 1.0%	8' - 0"
>1.0% to 1.4%	8' - 6"
>1.4% to 1.8%	9' - 0"
>1.8% to 2.2%	9' - 6"

SLOPE OF GUTTER	'A' FOR 8" CF
0.0% to 0.5%	8' - 6"
>0.5% to 0.9%	9' - 0"
>0.9% to 1.3%	9' - 6"
>1.3% to 1.6%	10' - 0"
>1.6% to 1.9%	10' - 6"
>1.9% to 2.2%	11' - 0"

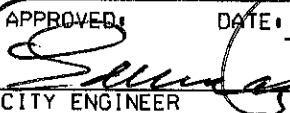


LANDING SECTION A-A

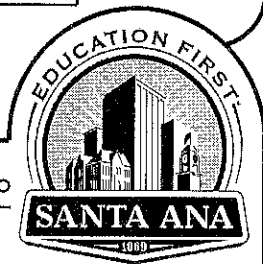
*AS NEEDED TO MATCH EXISTING B/W ELEV. (MAX 8")

FLARE 'B' TABLE

	'B'
5" CF	5' - 0"
6" CF	6' - 0"
7" CF	7' - 0"
8" CF	8' - 0"

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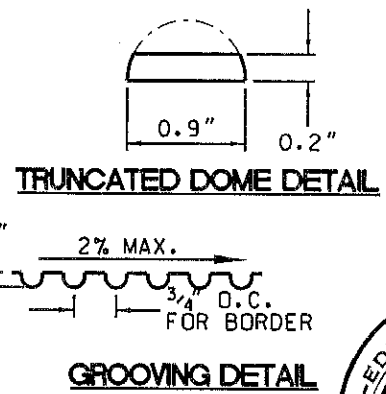
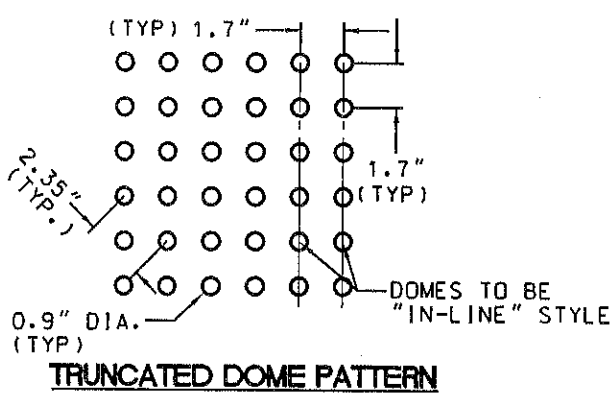


DATE	REVISION

CURB RAMP
TYPE II

STD. PLAN
NUMBER
1122
SHEET 2 OF 3

1. RAMPS SHALL HAVE A 12" WIDE BORDER WITH 1/4" GROOVES APPROXIMATELY 3/4" O.C. SEE GROOVING DETAIL. THE SURFACE OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. DIMENSION 'A' IS DEFINED AS THE CURVE LENGTH OF THE FLARE ON THE UPSTREAM HALF OF THE CURB RAMP.
3. DIMENSION 'B' IS DEFINED AS THE CURVE LENGTH OF THE FLARE ON THE DOWNSTREAM HALF OF THE CURB RAMP.
4. WHEN DRAINAGE AROUND CURB RETURN IS A FLOW BY CONDITION, USE FLARE 'A' AND 'B' TABLES. WHEN DRAINING AROUND CURB RETURN CREATES A SUMP, USE THE FLARE 'A' TABLE FOR BOTH FLARES.
5. VALUES FOR 'A', 'B' AND CURB RAMP TYPE SHALL BE SHOWN ON THE IMPROVEMENT PLAN. CONTRACTOR SHALL CONTACT ENGINEER IF VALUES DETAILED ON PLAN VARIES FROM EXISTING CONDITION.
6. CONSTRUCT RAMP OF 4" THICK P.C.C. CLASS 520-C-2500.
7. TYPE I CURB RAMP IS TO BE USED FOR ALL NEW CONSTRUCTION WHERE THE CURB RETURN RADIUS IS 25' MINIMUM. TYPE I SHALL ALSO BE USED FOR RETROFITS WHERE SUFFICIENT RIGHT OF WAY EXISTS.
8. TYPE II CURB RAMP IS TO BE USED FOR ALL OTHER RETROFIT CONDITIONS.
9. SPECIAL DESIGN IS REQUIRED FOR ALL CASES WHERE EXISTING CURB FACE EXCEEDS 8", EXISTING SIDEWALK EXCEEDS 1:48, OR STREET GRADE EXCEEDS SLOPES DESIGNATED IN TABLES.
10. GUTTER PLATE WITHIN RAMP LANDING AREA SHALL HAVE A MAXIMUM SLOPE OF 1:20 AND THE GUTTER LIP SHALL BE FLUSH WITH ADJACENT AC PAVEMENT.
11. DETECTABLE WARNING SURFACE SHALL MEET ALL FEDERAL ADA REQUIREMENTS AS WELL AS STATE TITLE 24 REQUIREMENTS.
12. DETECTABLE WARNING SURFACE SHALL HAVE A 70% CONTRAST WITH THE ADJACENT RAMP SURFACE (LIGHT-ON-DARK OR DARK-ON-LIGHT).
13. DETECTABLE WARNING SURFACE SHALL BE INSTALLED SO DOMES ARE ALIGNED PARALLEL TO CENTERLINE OF CURB RAMP.
14. COLOR OF DETECTABLE WARNING SURFACE SHALL BE DARK GREY AS MANUFACTURED BY ARMOR-TILE, ARMORCAST, OR APPROVED EQUAL UNLESS OTHERWISE SPECIFIED BY ENGINEER.
15. ADDITIONAL CURB RAMP TYPES PER CALTRANS AND APWA STANDARD PLANS MAY ALSO BE USED AS DIRECTED BY THE ENGINEER.



APPROVED: *[Signature]* DATE: 3/22/16
 CITY ENGINEER

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CURB RAMP
 CONSTRUCTION NOTES

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