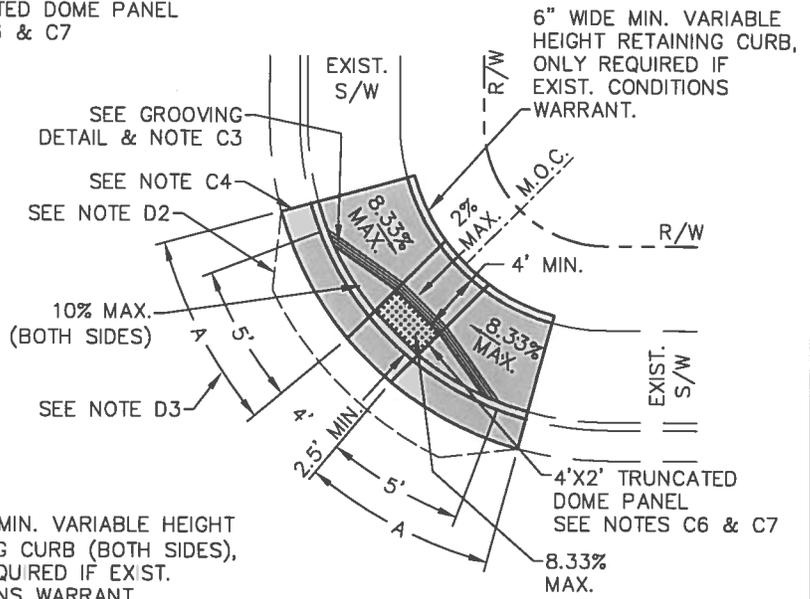
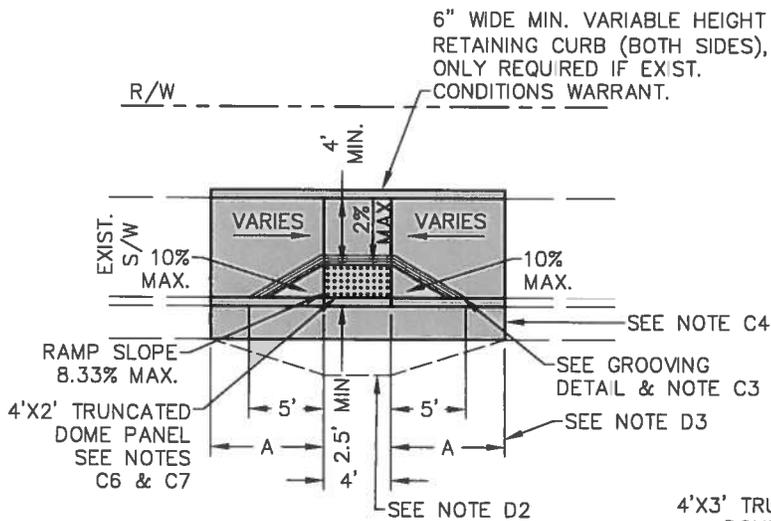


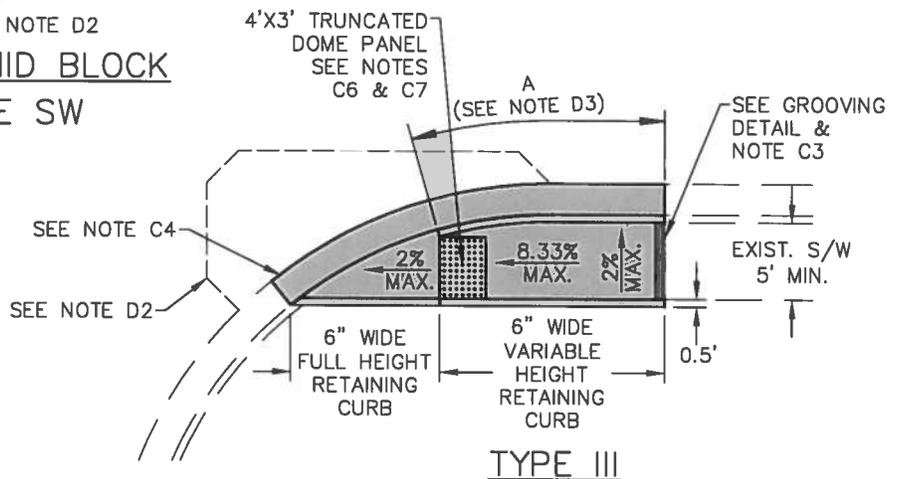
TYPE I



TYPE II



**TYPE II-A - @ MID BLOCK
W/ CURB SIDE SW**



TYPE III

APPROVED BY

John Beard
CITY ENGINEER

11/14/2014
DATE

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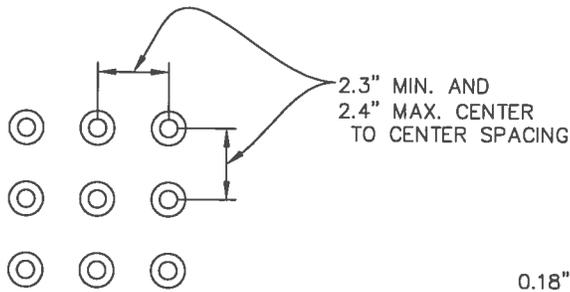
PEDESTRIAN RAMP

STANDARD DRAWING NO.

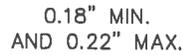
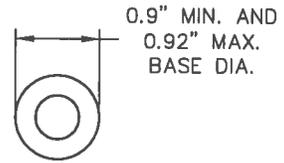
304

Sheet 1 of 4

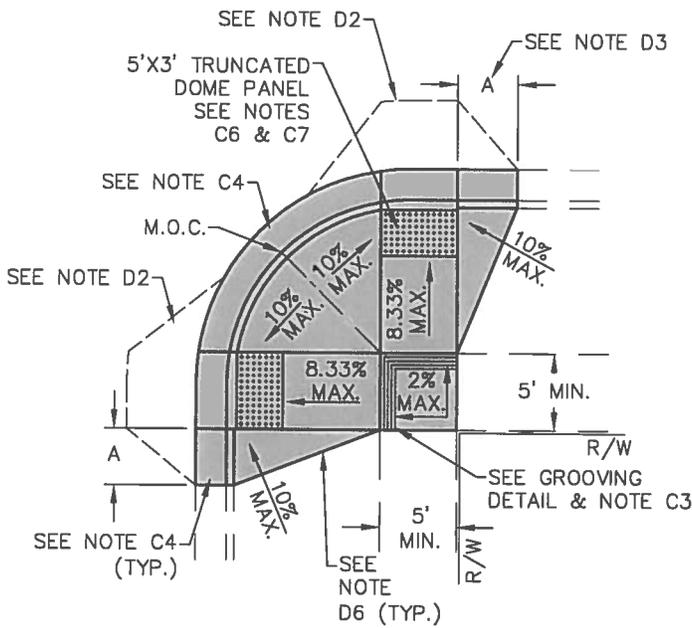
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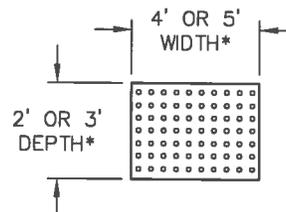
RAISED TRUNCATED DOME PATTERN



RAISED TRUNCATED DOME

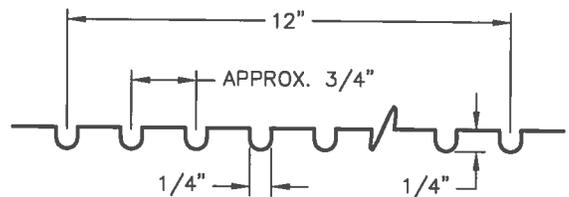


TYPE VI

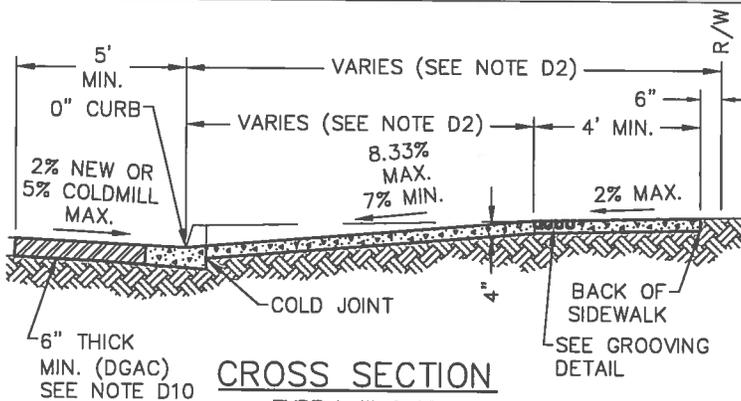


PANEL DIMENSIONS

NOTE: ONE SOLID PANEL SHALL BE INSTALLED (TILES WILL NOT BE ALLOWED)

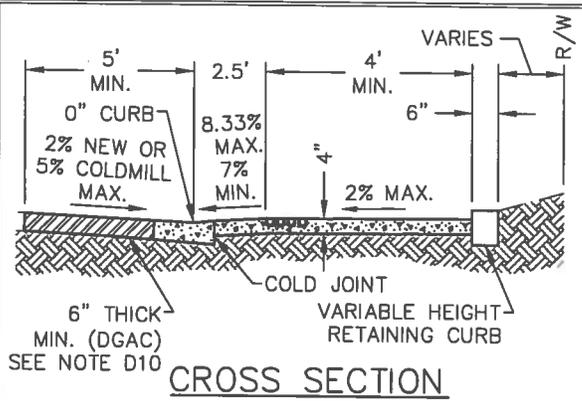


GROOVING DETAIL



CROSS SECTION

TYPE I, III & VI



CROSS SECTION

TYPE II, II-A, IV, IV-A & V

APPROVED BY

Shirley Bid
CITY ENGINEER

11/14/2014
DATE

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PEDESTRIAN RAMP

STANDARD DRAWING NO.

304

Sheet 3 of 4

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CONSTRUCTION NOTES:

- C1. CONCRETE SHALL BE PER CURRENT EDITION OF THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION." (560-C-3250)
- C2. THE RAMP SHALL BE POURED MONOLITHICALLY WITH THE ADJACENT SIDEWALK AND ALSO POURED SEPARATE FROM THE CURB/GUTTER AND SPANDREL.
- C3. THE RAMP SHALL HAVE A 12" WIDE BORDER WITH 1/4" GROOVES APPROXIMATELY 3/4" O.C. SEE GROOVING DETAIL, SHEET 3. THE SURFACE OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
- C4. GUTTER CROSS SLOPE SHALL BE TRANSITIONED FROM THE STANDARD OR EXISTING AT THE FULL HEIGHT CURB THROUGH THE 'A' DISTANCE TO 5% AT THE BOTTOM OF THE RAMP WHERE THE 0" CURB FACE.
- C5. CROSSWALKS SHALL BE ALIGNED PER THE LATEST EDITION OF THE CALIFORNIA MUTCD. THE CHAMFER SHALL BE 4' FROM THE GUTTER FLOWLINE TO THE NEAREST EDGE OF THE 12" STRIPE.
- C6. ALL RAMPS SHALL HAVE A YELLOW TRUNCATED DOME PANEL, THAT EXTENDS THE FULL WIDTH OF THE RAMP AND PER THE DEPTH INDICATED FOR EACH RAMP TYPE. SEE DETAIL, SHEET 3 OF 4. FOR NEW CONSTRUCTION, TRUNCATED DOMES SHALL BE SET IN WET CONCRETE (CAST-IN-PLACE TYPE).
- C7. THE EDGE OF THE TRUNCATED DOME PANEL NEAREST THE STREET SHALL BE 6"-8" FROM THE GUTTER FLOWLINE.
- C8. A MINIMUM OF 1 TO 2 EXISTING SIDEWALK PANELS ADJACENT TO NEW RAMPS SHALL BE REPLACED IF THE CROSSFALL EXCEEDS 2%.

DESIGN NOTES:

- D1. TYPE I RAMP SHALL BE USED FOR ALL NEW CONSTRUCTION OR WHEREVER EXISTING CONDITIONS PERMIT. RAMP TYPES II THROUGH V ARE TO BE USED WHEREVER EXISTING CONDITIONS RESTRICT THE USE OF A TYPE I RAMP. VARIABLE HEIGHT RETAINING CURB SHALL BE USED ONLY ADJACENT TO NON-TRAVERSIBLE AREAS. ALL RAMP TYPES SHALL BE LOCATED AT THE MIDDLE OF THE CURB RETURN (M.O.C.) EXCEPT TYPE II-A, III AND VI.
- D2. VARIABLE DEPTH COLDMILL AND DGAC OVERLAY AS NECESSARY TO ACHIEVE 5% MAX. GRADE AT LANDING. GRADE SHALL NOT EXCEED 14% BEYOND LANDING TO JOIN EXISTING.
- D3. RAMP LENGTHS AND "A" DIMENSIONS SHALL BE ADJUSTED TO MEET THE SLOPE REQUIREMENTS AS SHOWN, EXCEPT THE "A" DIM. MUST NOT EXTEND BEYOND THE END OF THE CURB RETURN. (TYPE III & VI EXEMPT)
- D4. RAMPS SHALL BE INSTALLED AT EACH CORNER OF AN INTERSECTION INCLUDING MIDBLOCK "T" LOCATIONS.
- D5. RAMPS IN MID-BLOCK (AT "T" INTERSECTIONS) SHALL BE PLACED IN LINE WITH RAMPS ON THE OPPOSITE SIDE OF THE STREET. IF NO OPENING IS PROVIDED IN A MEDIAN (ON DIVIDED STREETS), THE RAMPS SHALL BE OMITTED IN THE MID-BLOCK LOCATION.
- D6. WHERE THE GUTTER CAN BE RAISED TO THE TOP OF THE CURB (NO DRAINAGE IN THE RETURN AREA BECAUSE OF CATCH BASINS OR HIGH POINT IN GRADE) THE RAMP MAY BE ELIMINATED BY RAISING THE GUTTER GRADE AND DECREASING THE CURB FACE TO 0". THE 12" WIDE BORDER AS DESCRIBED IN NOTE C3 SHALL BE PLACED ALONG THE BACK OF CURB THROUGH THE WIDTH OF THE 0" CURB FACE.
- D7. RAMPS SHALL BE LOCATED AS SHOWN ON SHEETS 1, 2 & 3 EXCEPT UNDER THE FOLLOWING:
 - (A) WHEN LOCATION CONFLICTS WITH EXISTING STORM DRAIN, TRAFFIC SIGNAL OR UTILITY FACILITIES, THE RAMP SHALL BE RELOCATED TO AN APPROPRIATE POSITION WITHIN OR ADJACENT TO THE CURB RETURN AREA AS APPROVED BY THE CITY ENGINEER. HOWEVER, IF THE RAMP CANNOT BE POSITIONED IN A SAFE LOCATION, THE CONFLICTING FACILITY IS TO BE RELOCATED.
 - (B) WHEN THE RAMP IS TO BE CONSTRUCTED IN A RETURN THAT IS DOWNSTREAM OF A CROSS GUTTER AND THE RAMP MAY CAUSE A DRAINAGE PROBLEM, THE RAMP SHALL BE RELOCATED TO AN APPROPRIATE AREA DOWNSTREAM OF THE M.O.C.
 - (C) IN EXISTING CURB RETURNS WITH RIGHT-OF-WAY LIMITATIONS, THE RAMP SHALL BE LOCATED WITHIN THE CURB RETURN AREA WHERE THE RIGHT-OF-WAY WIDTH IS SUFFICIENT.
- D8. WHEELCHAIR RAMP WINGS OR RETAINING CURBS:
 - (A) WHERE ADJACENT AREAS ARE PAVED, WHEELCHAIR RAMP WINGS (10% SLOPE) SHALL BE INSTALLED.
 - (B) WHERE ADJACENT AREAS ARE LANDSCAPED OR RAMP CONSTRUCTION IS ADJACENT TO EXISTING FACILITIES (AS LISTED IN D7-A) VARIABLE HEIGHT RETAINING CURB SHALL BE INSTALLED.
- D9. THE RAMP MUST BE LOCATED TO BE ALIGNED COMPLETELY WITHIN A STRIPED CROSSWALK.

APPROVED BY		<i>[Signature]</i>	
CITY ENGINEER		DATE	
		11/14/2014	
MARK	REVISIONS	APPR.	DATE

CITY OF RIVERSIDE
PUBLIC WORKS DEPARTMENT

PEDESTRIAN RAMP

STANDARD DRAWING NO. 304
Sheet 4 of 4