

1. STORM DRAIN INLETS OR SIMILAR ACCESSSES SHALL NOT BE LOCATED IN THE AREA AT THE BASE OF THE CURB RAMP OR LANDING AREA. IF OBSTRUCTIONS SUCH AS INLETS, UTILITY POLES, PULL BOXES, FIRE HYDRANTS, ETC. ARE ENCOUNTERED, THE LOCATION AND DIMENSIONS MAY BE ADJUSTED UPON APPROVAL OF THE CITY ENGINEER.
2. NO LIP SHALL BE PERMITTED AT THE CURB RAMP SLOPE TO GUTTER PAN.
3. PLANTMIX BITUMINOUS SURFACE SHALL BE FLUSH WITH THE EDGE OF THE GUTTER PAN IN THE AREA OF THE CURB RAMP.
4. ROUGH BROOM TEXTURE ON CURB RAMPS AND WINGS.
5. DETECTABLE WARNING SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND SHALL BE PLACED ON MIN. SIX (6") INCHES OF P.C.C.
6. ALL SLOPE RATES ARE RELATIVE TO LEVEL AND SHALL COMPLY WITH THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) STANDARDS.
7. GUTTER SHALL MAINTAIN POSITIVE DRAINAGE TO PREVENT PONDING.
8. DETECTABLE WARNING SHALL CONSIST OF PRECAST WETSET TILES WITH MIN. SIZE OF 2' X 2', COLOR YELLOW. APPROVED PRODUCTS INCLUDE: "CASTinTACT 3", "TEKWAY DOME-TILES", "ADA SOLUTIONS", AND "ACCESS TILE". DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE. DETECTABLE WARNING SHALL BE CONSTRUCTED PER MANUFACTURER'S INSTALLATION GUIDELINES AND CONFORM TO ADAAG.
9. CONCRETE REMOVAL SHALL BE TO NEAT SAW CUT LINES
10. AGGREGATE BASE MATERIAL UNDER PEDESTRIAN RAMPS SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE BASE. MATERIALS SHALL CONFORM TO SSPWC SECTION 200, AS ADOPTED BY CITY COUNCIL.
11. PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 4000 PSI MIN. COMPRESSIVE STRENGTH AT 28 DAYS, MIN. 6 SACKS OF CEMENT PER CUBIC YARD WITH MAX. WATER-CEMENT RATIO OF 0.45, AIR ENTRAINMENT 6% $\pm$ 1.5%, SLUMP AT 1 TO 4 INCHES. MIX DESIGN SHALL CONFORM TO THE REQUIREMENTS OF SECTION 337 OF STANDARD SPECIFICATIONS OF PUBLIC WORKS CONSTRUCTION (SSPWC), AS ADOPTED BY CITY COUNCIL. CEMENT SHALL BE TYPE II. ALL CEMENT CONCRETE SHALL HAVE A COARSE AGGREGATE GRADATION CONFORMING TO SIZE No. 67. POLYPROPYLENE OR CELLULOSE FIBERS SHALL BE ADDED TO THE P.C.C. AT 1.5 LBS. PER CUBIC YARD. ALL MATERIALS SHALL CONFORM TO SSPWC, AS ADOPTED BY CITY COUNCIL.
12. CONTRACTORS SHALL CORRECT ANY GRADE CONFLICT WITH EXISTING BOXES. THE CITY ENGINEER SHALL MAKE THE FINAL DETERMINATION REGARDING THE DEGREE OF MODIFICATIONS REQUIRED BY THE CONTRACTOR FOR GRADE CONFLICTS BETWEEN EXISTING BOXES AND NEW PEDESTRIAN RAMPS.
13. SIDEWALK AT BOTH SIDES OF RAMP MAY BE RECONSTRUCTED TO MINIMIZE THE GRADE AT A HORIZONTAL DISTANCE TO BE DETERMINED IN THE FIELD, UPON APPROVAL OF THE CITY ENGINEER, SUBJECT TO PROWAG REQUIREMENTS. CURB AT THE BACK OF WALK MAY BE NEEDED. A TRANSITION SECTION OF SIDEWALK MAY BE NECESSARY TO MATCH CROSS SLOPE OF EXISTING SIDEWALK TO PEDESTRIAN RAMP IMPROVEMENTS. TRANSITION SECTIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

DRAWING No.



NOTES - PEDESTRIAN RAMP

S-106G

APPROVED BY: JE | DATE: 3/2021