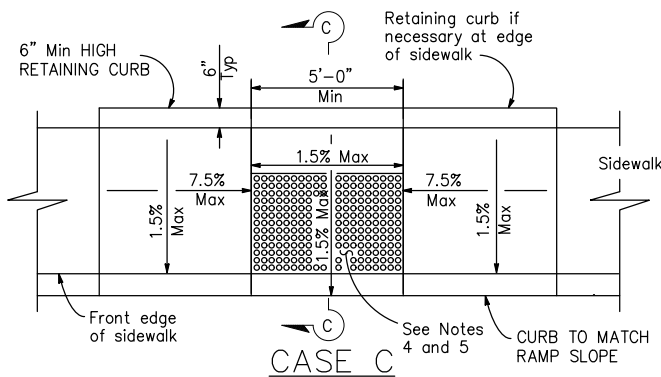
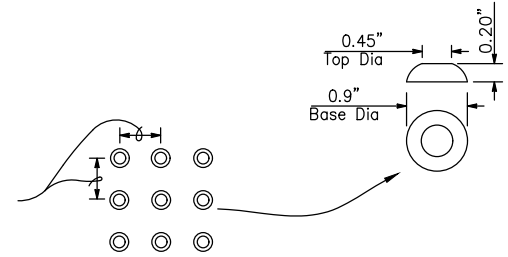


TYPICAL TWO-RAMP CORNER INSTALLATION

See Note 1

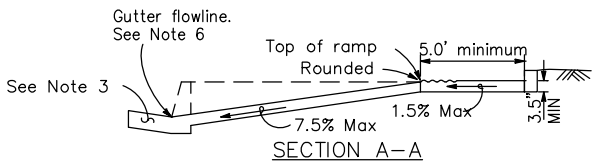


nominal 2.35" center to center spacing

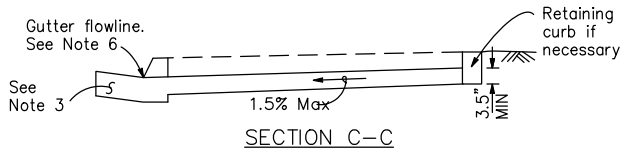


RAISED TRUNCATED DOME PATTERN (IN-LINE) DETECTABLE WARNING SURFACE

See Note 4



SECTION A-A



SECTION C-C

NOTES:

1. WHEN CONSTRUCTION OF TWO PERPENDICULAR RAMPS IS NOT FEASIBLE AT CURB RETURN LOCATIONS, THE ONE-RAMP CORNER INSTALLATION DETAIL MAY BE USED. CROSSWALKS SHALL CONFORM TO THE CONFIGURATION DETAILS ON THIS PLAN.
2. DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP LANDING (5.0' MINIMUM) AS SHOWN IN CASE A, THE SIDEWALK MAY BE DEPRESSED LONGITUDINALLY OR WIDENED AS NECESSARY.
3. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 24 INCHES OF THE CURB RAMP SHALL NOT BE STEEPER THAN 1V:20H (5.0%). GUTTER PAN SLOPE SHALL NOT EXCEED 1" OF DEPTH FOR EACH 2'-0" OF WIDTH.
4. RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH OF THE BOTTOM LANDING AND 3.0' IN DEPTH FROM THE BACK OF THE CURB. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE DETAILS ON THIS PLAN.
5. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE AT THE BACK OF CURB.
6. TRANSITIONS FROM RAMPS AND LANDING TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
7. RAMPS SHALL BE INSTALLED PRIOR TO PAVING.
8. SEE CALTRANS STANDARD PLANS FOR ADDITIONAL DETAILS.



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Standard Detail D-1  
CURB RAMP (2 OF 2)

*[Signature]*  
Approved Date 3/30/2023