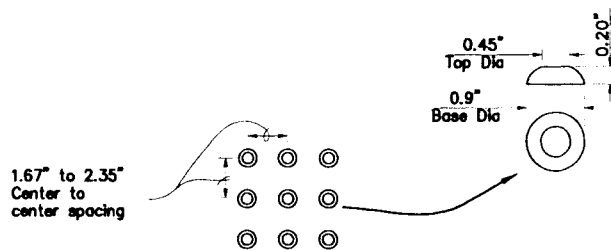
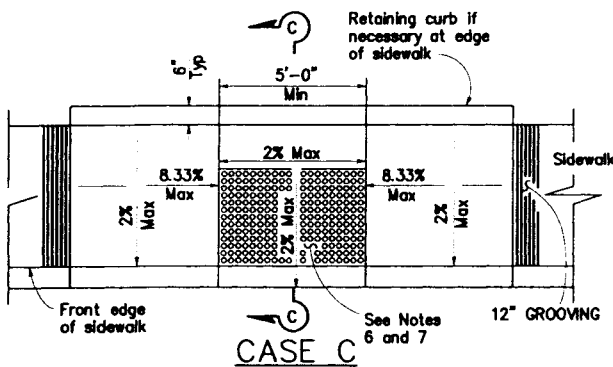
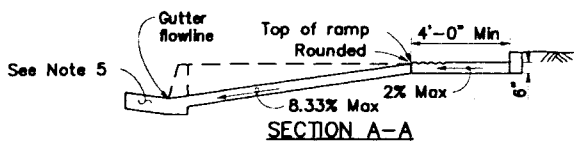


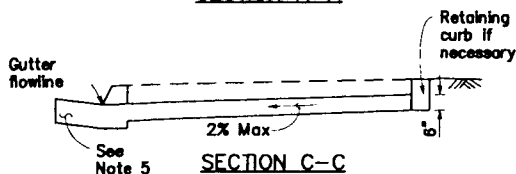
**TYPICAL ONE-RAMP CORNER INSTALLATION**  
See Notes 1 and 3



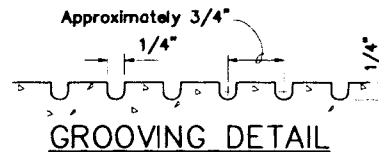
**RAISED TRUNCATED DOME PATTERN (IN-LINE) DETECTABLE WARNING SURFACE**  
See Note 6



**SECTION A-A**



**SECTION C-C**



**GROOVING DETAIL**

**NOTES:**

- AS SITE CONDITIONS DICTATE, CASE A AND CASE C CURB RAMPS MAY BE USED FOR CORNER INSTALLATIONS (SEE CORNER INSTALLATION DETAIL) AND AT MID BLOCK LOCATIONS.
- IF DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP AND 4.0' LANDING AS SHOWN IN CASE A, THE SIDEWALK MAY BE DEPRESSED LONGITUDINALLY AS IN CASE C.
- WHEN RAMP IS LOCATED IN CENTER OF CURB RETURN, THEN THE CROSSWALK CONFIGURATION MUST BE SIMILAR TO THAT SHOWN IN THE RAMP CORNER INSTALLATION DETAIL.
- IF LOCATED ON A CURVE, THE SIDES OF THE RAMP NEED NOT BE PARALLEL, BUT THE MINIMUM WIDTH OF THE RAMP SHALL BE 4.0'.
- MAXIMUM SLOPES OF ADJOINING GUTTERS, THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP OR ACCESSIBLE ROUTE SHALL NOT EXCEED 5% WITHIN 4.0' OF THE TOP AND BOTTOM OF THE CURB RAMP.
- CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3.0' DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO THE DETAILS ON THIS PLAN AND THE REQUIREMENTS IN THE SPECIAL PROVISIONS. THE DETECTABLE WARNING SURFACES SHALL BE SAFETY YELLOW UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6"-8" FROM THE GUTTER FLOWLINE.
- CURB RAMPS SHALL BE INSTALLED PRIOR TO PAVING.
- SEE CALTRANS STANDARD PLANS FOR ADDITIONAL DETAILS.

**CURB RAMP**

DATE	REVISIONS	BY

<b>CITY OF YUBA CITY</b>	
<b>STANDARD DETAIL</b>	
<b>ST3</b>	
<i>[Signature]</i>	7/21/09
APPROVED	DATE