

SINGLE RAMP

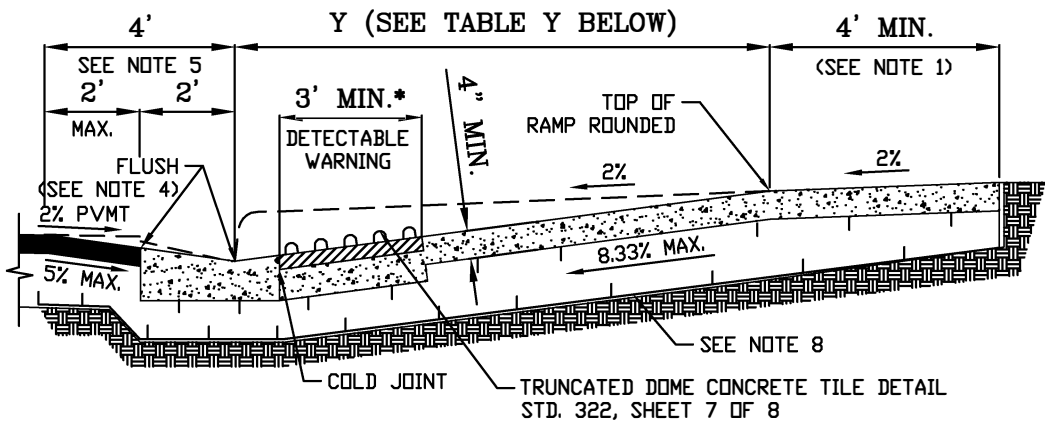
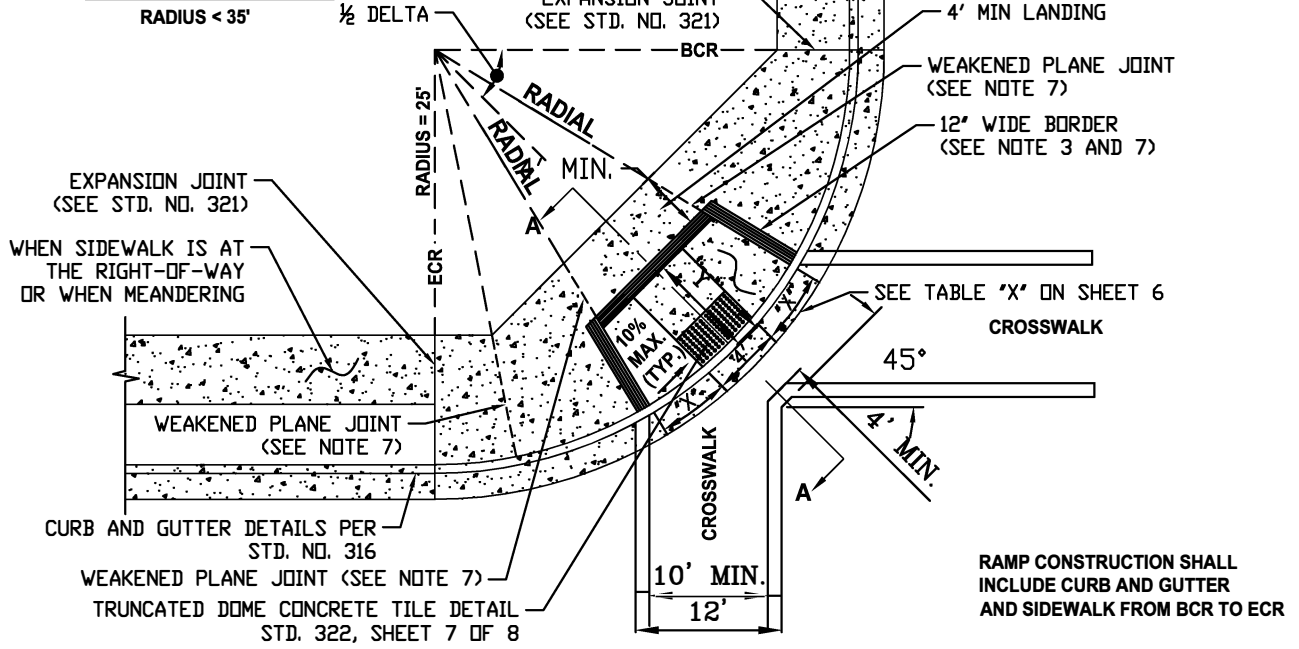


TABLE Y

CF	Y*
6'	7.90'
8'	10.53'

$$Y = \frac{\text{CURB FACE (FT.)}}{6.33\%}$$

SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

* 'Y' SHALL NOT EXCEED 10.53', UNLESS APPROVED BY THE CITY ENGINEER

CITY OF MISSION VIEJO

ACCESS RAMPS CASE A

STANDARD
PLAN NO.

322



Rick Johnson

08/07/19

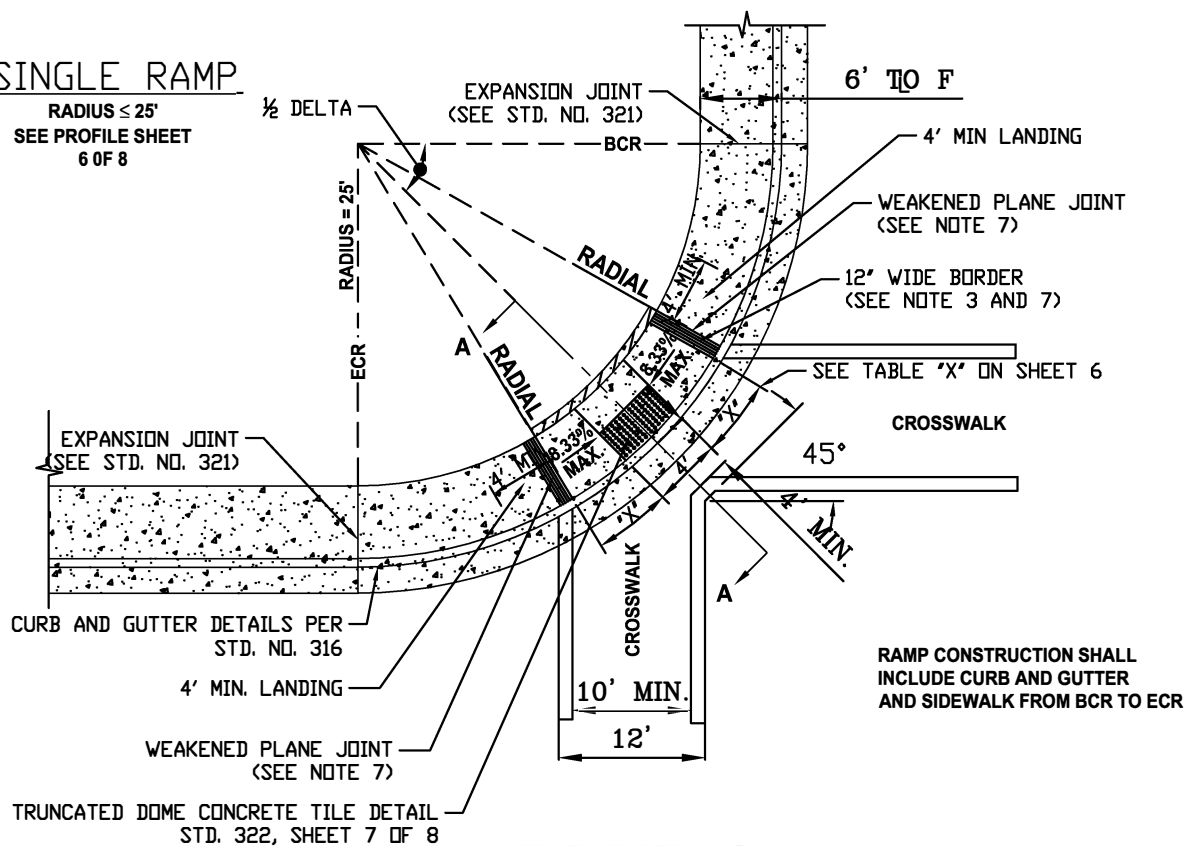
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DATE

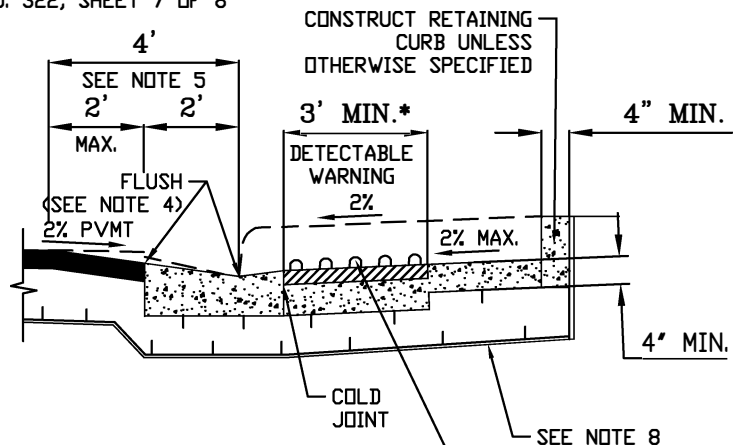
SHT 1 OF 8

SINGLE RAMP

RADIUS $\leq 25'$
SEE PROFILE SHEET
6 OF 8



RAMP CONSTRUCTION SHALL
INCLUDE CURB AND GUTTER
AND SIDEWALK FROM BCR TO ECR



SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

CITY OF MISSION VIEJO

ACCESS RAMPS CASE B

STANDARD
PLAN NO.

322



Rich Johnson

08/07/19

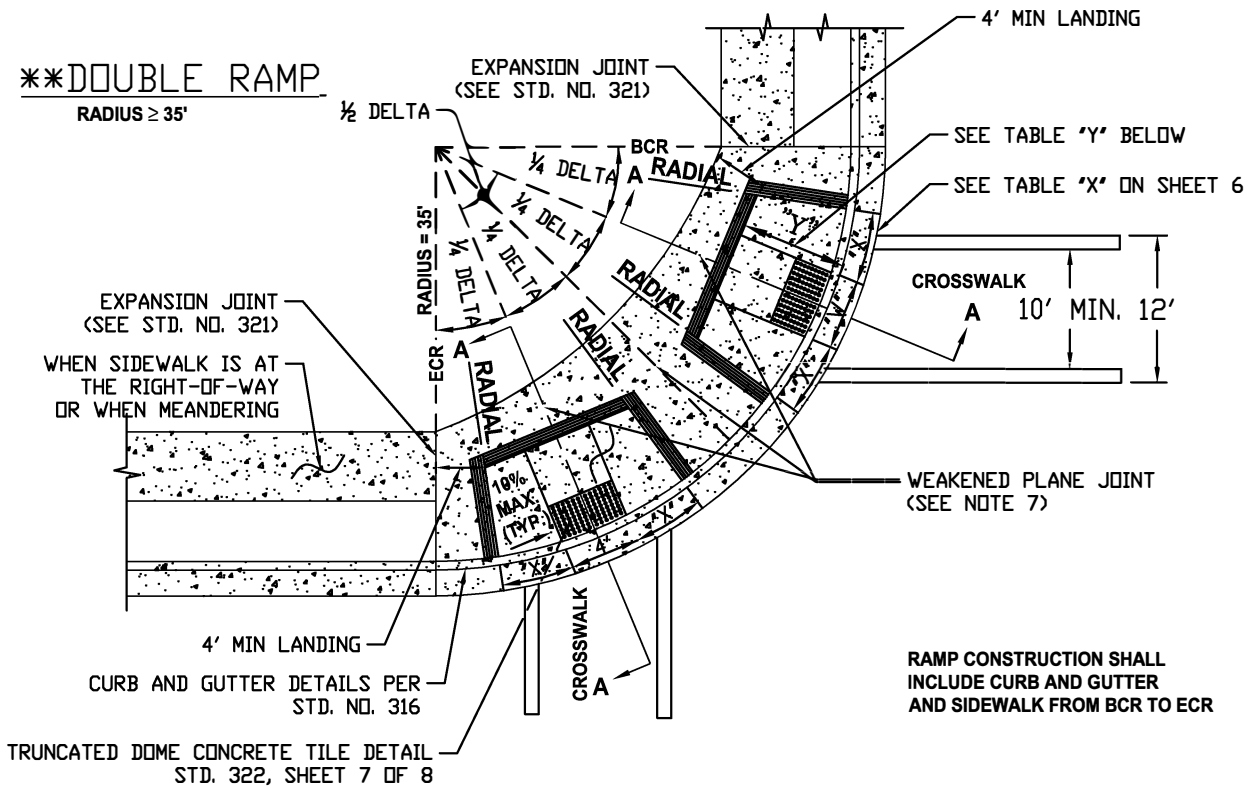
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DATE

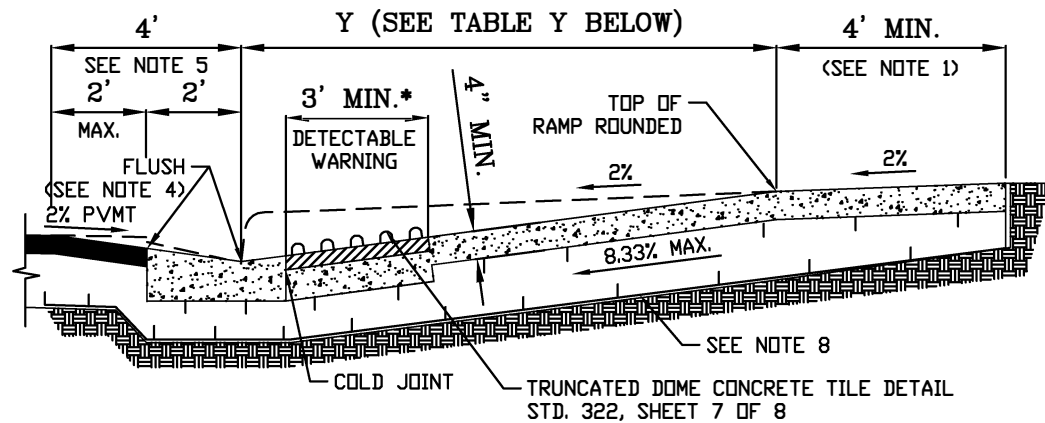
SHT 2 OF 8

****DOUBLE RAMP**

RADIUS ≥ 35'



RAMP CONSTRUCTION SHALL INCLUDE CURB AND GUTTER AND SIDEWALK FROM BCR TO ECR



SECTION A - A

SEE SHEET 8 OF 8 FOR NOTES.

TABLE - Y

CF	Y*
6'	7.90'
8'	10.53'

$$Y = \frac{\text{CURB FACE (FT.)}}{6.33\%}$$

* 'Y' SHALL NOT EXCEED 10.53', UNLESS APPROVED BY THE CITY ENGINEER
 ** ELIMINATE ONE RAMP IF NO FUTURE PATH OF TRAVEL EXIST

CITY OF MISSION VIEJO

**ACCESS RAMPS
CASE C**

STANDARD
PLAN NO.

322



Richard J. ...

08/07/19

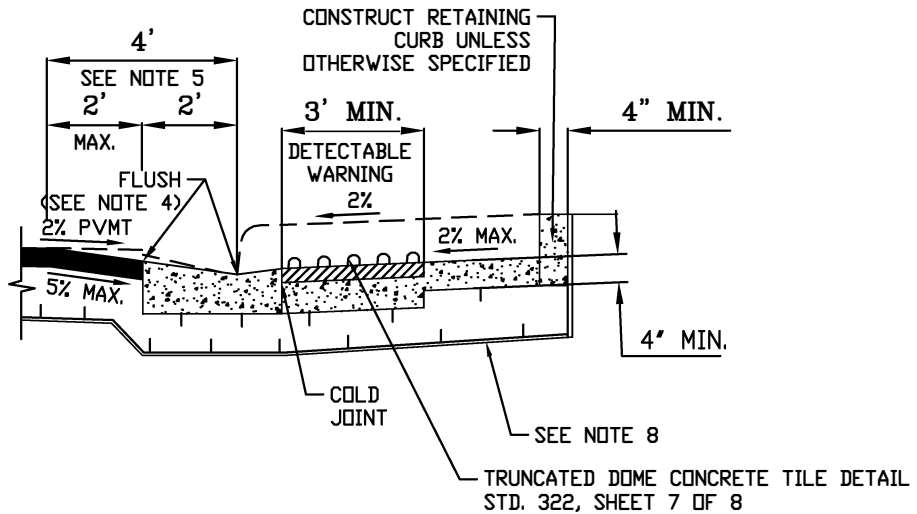
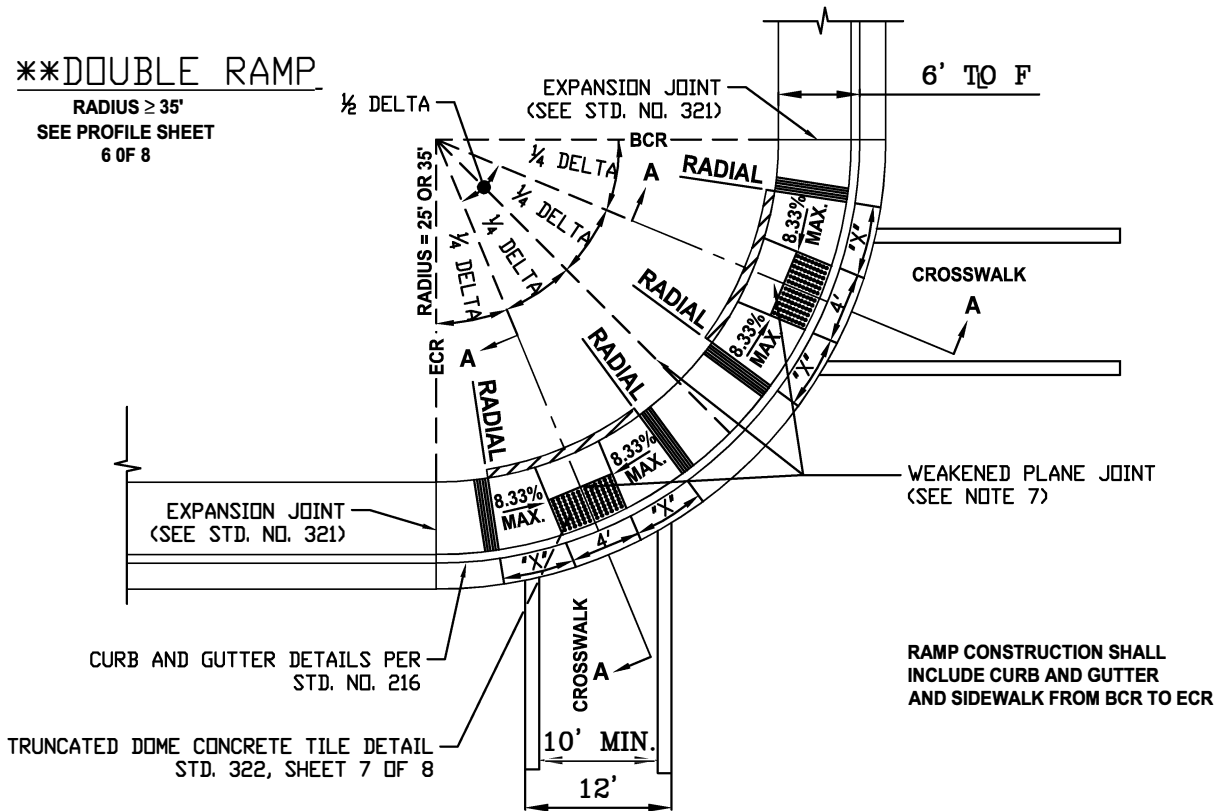
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SHT 3 OF 8

****DOUBLE RAMP**

RADIUS ≥ 35'
SEE PROFILE SHEET
6 OF 8



** ELIMINATE ONE RAMP IF NO FUTURE PATH OF TRAVEL

CITY OF MISSION VIEJO

**ACCESS RAMPS
CASE D**

**STANDARD
PLAN NO.**

322

08/07/19

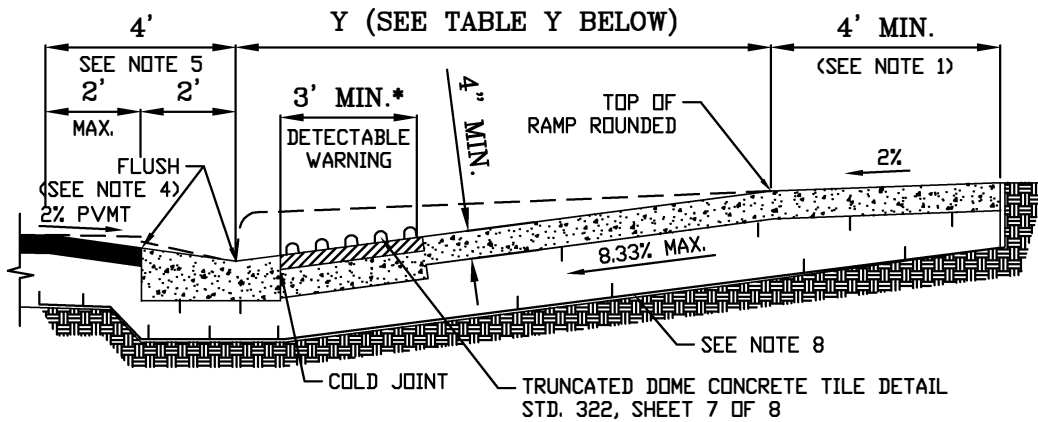
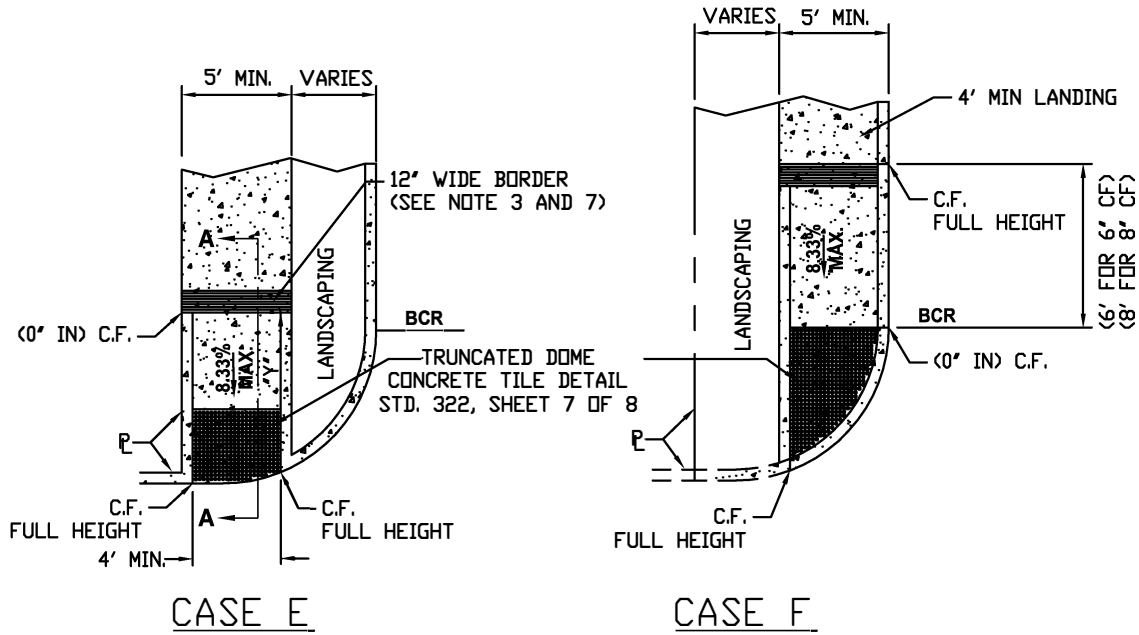


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SHT 4 OF 8



SECTION A - A
SEE SHEET 8 OF 8 FOR NOTES.

$$Y = \frac{\text{CURB FACE (FT.)}}{6.33\%}$$

TABLE - Y

CF	Y*
6'	7.90'
8'	10.53'

* 'Y' SHALL NOT EXCEED 10.53', UNLESS APPROVED BY THE CITY ENGINEER

CITY OF MISSION VIEJO

ACCESS RAMPS CASE E & CASE F

STANDARD
PLAN NO.

322

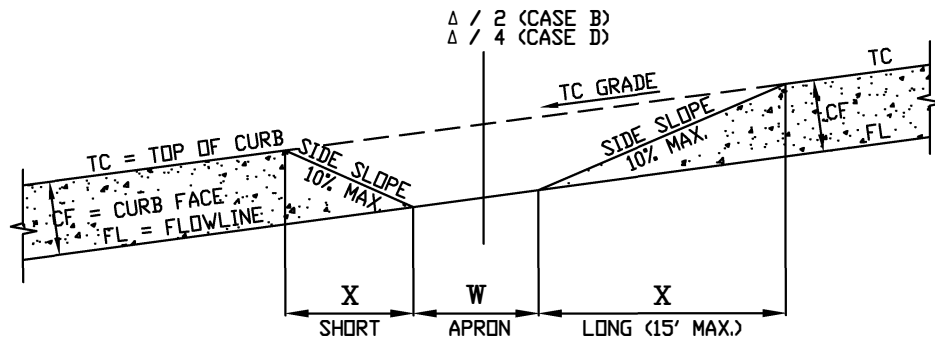
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SHT 5 OF 8





PROFILE
CASE B & D

CF (IN)	RADIUS (FT)	SIDE SLOPE	X	TC GRADE (ALONG CURB RETURN)					
				1%	2%	3%	4%	5%	6%
6'	35'	10%	X _S	4.6	4.2	3.9	3.6	3.4	3.2
			X _L	5.6	6.3	7.2	8.4	10.0	12.5
8'	35'	10%	X _S	6.1	5.6	5.2	4.8	4.5	4.2
			X _L	7.5	8.4	9.6	11.2	13.4	15.0

TABLE - X

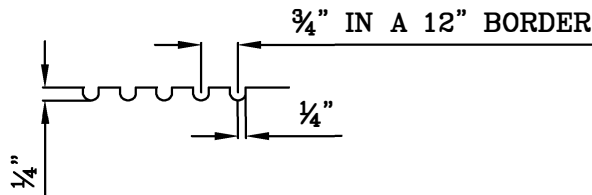
TO CALCULATE "X" DIMENSION

SHORT SIDE (DOWN SLOPE): LONG SIDE (UP SLOPE):

$$X_S \text{ (FT)} = \frac{\text{CURBFACE (FT)}}{\text{SIDE SLOPE} + \text{TC GRADE}} \quad X_L \text{ (FT)} = \frac{\text{CURBFACE (FT)}}{\text{SIDE SLOPE} - \text{TC GRADE}}$$

ENGINEER TO SHOW X_S AND X_L ON IMPROVEMENT PLANS

GROOVE DETAIL



CITY OF MISSION VIEJO



CURB RAMP

STANDARD
PLAN NO.

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SHT 6 OF 8

CONTRAST BORDER WIDTH $\geq 4"$ TYP. (1" MIN. PER CBC)
LIGHT-ON-DARK OR DARK-ON-LIGHT

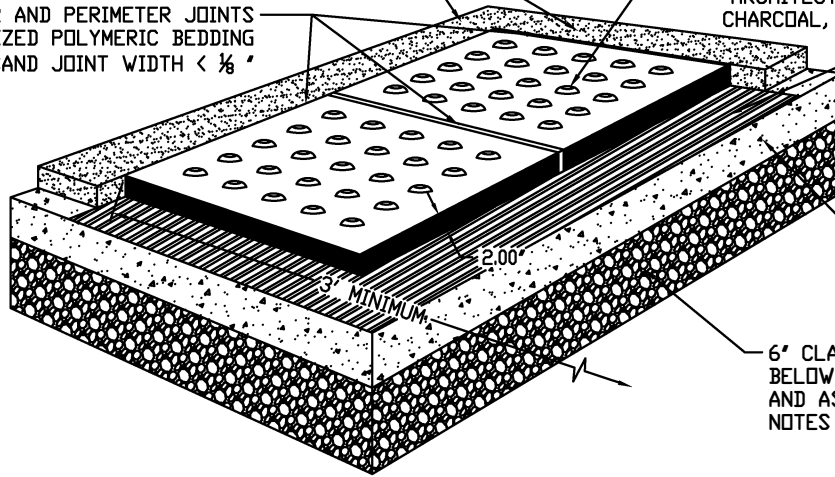
AT INTERIOR AND PERIMETER JOINTS
USE STABILIZED POLYMERIC BEDDING
SAND JOINT WIDTH $< \frac{1}{8}"$

CONCRETE TILE DETECTABLE
WARNING DOMES, IN-LINE PATTERN
(WAUSAU TILE ADA-2, COLOR A-90,
TEKWAY ADA DOME TILES
"ARCHITECTURAL SERIES" COLOR
CHARCOAL, OR EQUAL)

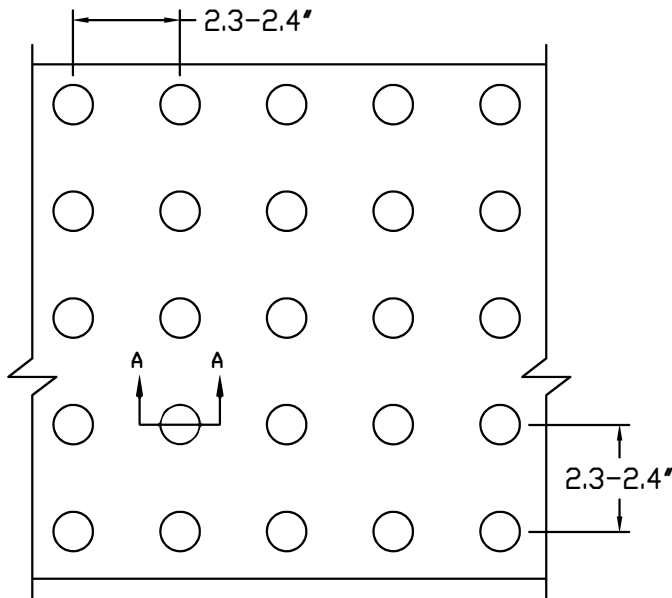
LATEX THIN-SET
MORTAR BED
PER MANUFACTURER'S
RECOMMENDATIONS

4" CONCRETE
(SEE NOTE 8)

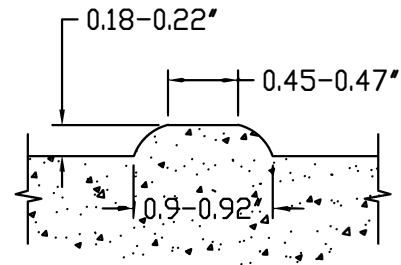
6" CLASS II BASE OR CAB
BELOW CURB RAMP AREA
AND AS SUPPLEMENTED BY THE
NOTES ON STD. 321



ISOMETRIC VIEW



CONCRETE TILE DETECTABLE WARNING DOMES
IN-LINE PATTERN



SECTION A - A

CITY OF MISSION VIEJO

**TRUNCATED DOME
CONCRETE TILE DETAIL**

STANDARD
PLAN NO.

322

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DATE

SHT 7 OF 8



Rich Johnson

CONSTRUCTION NOTES:

1. IF DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP AND 4-FOOT LANDING, THEN USE THE CASE "B" RAMP.
2. IF SIDEWALK IS LESS THAN 6 FEET WIDE, THE FULL WIDTH OF THE SIDEWALK SHALL BE DEPRESSED AS SHOWN IN CASE B. MINIMUM SIDEWALK WIDTH IS 4 FEET FROM BACK OF CURB.
3. THE RAMP SHALL HAVE A 12-INCH-WIDE BORDER WITH GROOVES ¼" WIDE AND ¼" DEEP APPROXIMATELY ¾" ON CENTER. SEE GROOVING DETAIL ON SHEET 6 OF 8.
4. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
5. MAXIMUM SLOPES OF ADJOINING GUTTERS: THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP AND CONTINUOUS PASSAGE TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN 4 FEET OF THE BOTTOM OF THE CURB RAMP.
6. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 10% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP (EXCEPT IN CASE B).
7. CONSTRUCT EXPANSION JOINTS AT ¼ AND ¾ DELTAS WHEN RADIUS EQUALS 35 FEET, AT INSIDE EDGE OF GROOVED BORDER WHEN RADIUS EQUALS 25 FEET, AND RADially IF ANGLE POINT OCCURS.
8. CONCRETE SPECIFICATION PER CITY STANDARD 200 - CONCRETE SPECIFICATIONS.

DETECTABLE WARNING NOTES:

1. TRUNCATED DOMES SHALL BE WAUSAU TILE, TYPE 3, SERIES U4008 OR EQUAL, IN LINE, PRE-CAST CONCRETE TILES AND GROUTED IN PLACE. NO SURFACE APPLIED DOME MATS ARE ALLOWED UNLESS APPROVED BY CITY ENGINEER. USE STABILIZED POLYMERIC BEDDING SAND AT TRUNCATED DOME TILES AT INTERIOR AND PERIMETER JOINTS. JOINT WIDTH < ⅛".
2. CURB RAMPS REQUIRE DETECTABLE WARNING DOMES FOR THE FULL WIDTH AND THREE (3) FEET IN DEPTH OF THE CURB RAMP SLOPE FROM THE CURB LINE WITHIN THE PUBLIC RIGHT-OF-WAY.
3. PRIVATE (ONSITE) TRUNCATED DOME INSTALLATION TO EXTEND FULL WIDTH AND DEPTH OF RAMP PER CALIFORNIA BUILDING CODE, EXCLUDING PRIVATELY FUNDED SINGLE-FAMILY RESIDENCES.
4. THREE RUNNING FEET OF TRUNCATED DOMES AT FLUSH CURB INSTALLATIONS ARE REQUIRED FOR HAZARDOUS VEHICULAR AREAS. BOLLARDS ARE UTILIZED FOR PEDESTRIAN PROTECTION AT FLUSH CURB RETURNS OR EQUIVALENT FACILITIES AS APPROVED BY THE CITY ENGINEER.
5. SUBMIT CONCRETE DOME TILE AND POLYMERIC BEDDING SAND SPECIFICATIONS OR SAMPLES TO THE CITY FOR APPROVAL PRIOR TO INSTALLATION.
6. THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6" FROM THE CURB FACE.
7. MATCH ALL TILE CORNERS SUCH THAT ALL TRUNCATED DOME TILES ALIGN AND MAINTAIN DOME DIMENSIONAL SPACING. TRUNCATED DOME TILES SHALL BE ALIGNED PARALLEL WITH RAMP SLOPE DIRECTION. TRUNCATED DOME TILES CUT TO MATCH CURB RETURN RADIUS. GRIND EDGE TO AVOID TRIP HAZARD, AS REQUIRED.

CITY OF MISSION VIEJO



**CURB RAMP
CONSTRUCTION NOTES**

**STANDARD
PLAN NO.**

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SHT 8 OF 8