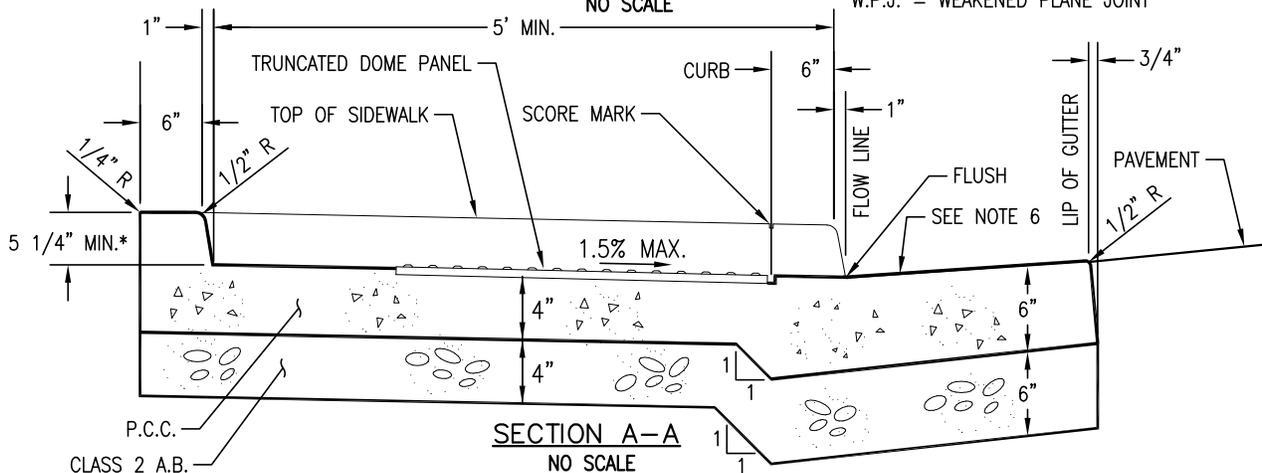


PLAN VIEW

NO SCALE

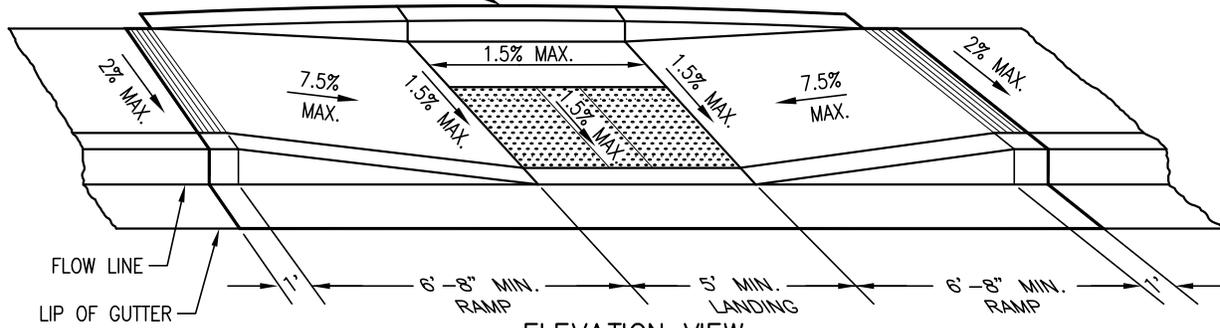
S.C.J. = SIDEWALK CONTACT JOINT
W.P.J. = WEAKENED PLANE JOINT



SECTION A-A

NO SCALE

*TOP OF BACK CURB SHALL BE ADJUSTED HIGHER TO MATCH EXISTING ADJACENT GRADE



ELEVATION VIEW

NO SCALE

NOTES:

1. CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES (GROOVING AND TRUNCATED DOMES). SEE DETAIL ST-16 FOR GROOVING DETAILS AND TRUNCATED DOME DETAILS.
2. 18" MIN. WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX) AND NOTE 6 BELOW FOR REQUIREMENTS. PAVEMENT REMOVAL AND REPLACEMENT ABOVE THE MINIMUM MAY BE REQUIRED TO MEET THE REQUIREMENTS OF NOTE 6.
3. CURB RAMPS FOR SEPARATED SIDEWALKS SHALL BE DESIGNED ON AN INDIVIDUAL BASIS.
4. THE SURFACE OF RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
5. EXISTING SIDEWALK SHALL BE RECONSTRUCTED TO THE NEAREST SCORE MARK TO PROVIDE A SMOOTH TRANSITION BETWEEN THE NEW CURB RAMP AND EXISTING SIDEWALK IF THE EXISTING SIDEWALK CROSS SLOPE IS GREATER THAN 2%. THE MINIMUM REQUIRED LENGTH OF SIDEWALK RECONSTRUCTION IS 2 FEET OR AS DETERMINED BY THE CITY ENGINEER.
6. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO AND WITHIN 2 FEET OF THE CURB RAMP LANDING SHALL NOT BE STEEPER THAN 5%. GUTTER PAN SLOPE SHALL NOT EXCEED 5% WITHIN 2 FEET OF THE CURB RAMP LANDING. THE ADJACENT SURFACES AT TRANSITIONS AT CURB RAMPS TO WALKS, GUTTERS, AND STREETS SHALL BE AT THE SAME LEVEL.



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 DATE: **SEPTEMBER 2020**

STRAIGHT CURB RAMP

CITY OF SANTA CLARA

ST-15

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