SINGLE RAMP
RADIUS < 35'

EXPANSION JOINT
(SEE STD. NO. 208)

WHEN SIDEWALK IS AT
THE RIGHT-OF-WAY
OR WHEN MEANDERING

EXPANSION JOINT
(SEE STD. NO. 208)

WEAKENED PLANE JOINT
(SEE NOTE 6)
CURB AND GUTTER DETAILS
PER STD. NO. 201 OR 202
24" MIN. CURB WITHIN MARKED
CROSSWALK (SEE NOTE 8)
TRUNCATED DOME CONCRETE TILE
DETAIL STD. 250, SHEET 7 OF 8

10% MAX.

Y (SEE TABLE Y BELOW)*

4' MIN.

4' MIN.

2'

2'

3'

TOP OF
RAMP ROUNDED

COLD JOINT

TRUNCATED DOME CONCRETE TILE
DETAIL STD. 250, SHEET 7 OF 8

SECTION A-A
SEE SHEET 8 OF 8 FOR NOTES

<table>
<thead>
<tr>
<th>CF</th>
<th>Y*</th>
</tr>
</thead>
<tbody>
<tr>
<td>6&quot;</td>
<td>7.90'</td>
</tr>
<tr>
<td>8&quot;</td>
<td>10.53'</td>
</tr>
</tbody>
</table>

Y = CURB FACE (FT) / 6.33%

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

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

TABLE Y

APRON WIDTH TABLE - W

<table>
<thead>
<tr>
<th>W</th>
<th>RAMP TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot;</td>
<td>STANDARD PEDESTRIAN</td>
</tr>
<tr>
<td>6&quot;</td>
<td>LINKED TO MULTI-PURPOSE TRAIL</td>
</tr>
</tbody>
</table>

SCALE
NTS

REVISIONS
No.    DATE

DESIGN AND DEVELOPMENT DEPARTMENT

CURB RAMP
CASE A

APPROVED BY:

BRYAN MCKINNEY, P.E.
City Engineer
R.C.E. No. 49418

DATE

SHEET 1 OF 8
**DOUBLE RAMP**
RADIUS ≥ 35'

EXPANSION JOINT
(SEE STD. NO. 208)

WHEN SIDEWALK IS AT THE RIGHT-OF-WAY OR WHEN MEANDERING

WEAKENED PLANE JOINT
(SEE NOTE 6)

WASHED EXPOSED AGGREGATE FOR RAMPs LINKED TO MULTI-PURPOSE TRAIL

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

4' MIN. LANDING
CURB AND GUTTER DETAILS
PER STD. NO. 201 OR 202
24" MIN. CURB WITHIN MARKED CROSSWALK (SEE NOTE 8)
TRUNCATED DOME CONCRETE TILE DETAIL STD. 250, SHEET 7 OF 8

SECTION A-A
SEE SHEET 8 OF 8 FOR NOTES

TABLE Y
SEE TABLE Y BELOW*

<table>
<thead>
<tr>
<th>CF</th>
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<tbody>
<tr>
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</tr>
</tbody>
</table>

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

APRON WIDTH TABLE - W

<table>
<thead>
<tr>
<th>W</th>
<th>RAMP TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>4'</td>
<td>STANDARD PEDESTRIAN</td>
</tr>
<tr>
<td>6'</td>
<td>LINKED TO MULTI-PURPOSE TRAIL</td>
</tr>
</tbody>
</table>

---

**City of La Quinta**

DESIGN AND DEVELOPMENT DEPARTMENT

CURB RAMP CASE C

APPROVED BY:

BRYAN MCKINNEY, P.E.
City Engineer
R.C.E. No. 49418

1/26/18

SCALE NTS

REVISIONS No. DATE

STANDARD PLAN NO.

SHEET 3 OF 8

250
**DOUBLE RAMP**

RADIUS ≥ 35'
SEE PROFILE
SHEET 6 OF 8

EXPANSION JOINT
(SEE STD. NO. 208)

BCR

\( \frac{1}{2} \text{ DELTA} \)

24" MIN. CURB WITHIN MARKED CROSSWALK (SEE NOTE 8)
SEE TABLE "X" ON SHEET 6

WEAKENED PLANE JOINT
(SEE NOTE 6)

4' MIN. LANDING

EXPANSION JOINT
(SEE STD. NO. 208)

CURB AND GUTTER
DETAILS PER
STD. NO. 201 OR 202

TRUNCATED DOME CONCRETE TILE
DETAIL STD. 250, SHEET 7 OF 8

10'MIN

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

SECTION A-A

SEE SHEET 8 OF 8 FOR NOTES

** ELIMINATE ONE RAMP IF NO FUTURE PATH OF TRAVEL EXIST**

---

City of La Quinta

DESIGN AND DEVELOPMENT DEPARTMENT

STANDARD PLAN NO.

250

Curb Ramp
Case D

BRYAN MCKINNEY, P.E.
City Engineer
R.C.E. No. 49418

DATE

Sheet
4 OF 8
SECTION A-A
SEE SHEET 8 OF 8 FOR NOTES

TABLE Y

<table>
<thead>
<tr>
<th>CF</th>
<th>Y*</th>
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</thead>
<tbody>
<tr>
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<td>7.90'</td>
</tr>
<tr>
<td>8&quot;</td>
<td>10.53'</td>
</tr>
</tbody>
</table>

\[ Y = \frac{\text{CURB FACE (FT)}}{6.33\%} \]

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

CASE B & D

<table>
<thead>
<tr>
<th>CF (IN)</th>
<th>RADIUS (FT)</th>
<th>SIDE SLOPE</th>
<th>X</th>
<th>TC GRADE (ALONG CURB RETURN)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1%</td>
</tr>
<tr>
<td>6°</td>
<td>35'</td>
<td>10%</td>
<td>$X_S$</td>
<td>4.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$X_L$</td>
<td>5.6</td>
</tr>
<tr>
<td>8°</td>
<td>35'</td>
<td>10%</td>
<td>$X_S$</td>
<td>6.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$X_L$</td>
<td>7.5</td>
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</tbody>
</table>

**TABLE - X**

**TO CALCULATE "X" DIMENSION**

SHORT SIDE (DOWN SLOPE):

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

LONG SIDE (UP SLOPE):

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

ENGINEER TO SHOW $X_S$ AND $X_L$ ON IMPROVEMENT PLANS
CONTRAST BORDER WIDTH ≥ 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 < 1/8"

CONCRETE TILE DETECTABLE WARNING DOMES, IN-LINE PATTERN (WAUSAU TILE, TYPE 2, SERIES U4008, QUARRY RED, OR EQUAL)

LATEX THIN-SET MORTAR BED PER MANUFACTURER'S RECOMMENDATION

4" CONCRETE (SEE NOTE 7)

6" CLASS II BASE OR CAB BELOW CURB RAMP AREA (SEE STANDARD 200, NOTE 3)

ISOMETRIC VIEW
NOT TO SCALE

CONCRETE TILE DETECTABLE WARNING DOMES
IN-LINE PATTERN SCALE: 3"=1'-0"
(WAUSAU TILE, TYPE 2, SERIES U4008, QUARRY RED, OR EQUAL)

SECTION A-A
SCALE: 1"=1"
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. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.

4. 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.

5. 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' RAMP).

6. CONSTRUCT EXPANSION JOINTS AT 1/4 AND 3/4 DELTAS WHEN RADIUS EQUALS 35 FEET, AND RADIALY IF ANGLE POINT OCCURS.

7. CONCRETE SPECIFICATION PER CITY STANDARD 200 - CONCRETE SPECIFICATIONS

8. DIAGONAL CURB RAMPS WITH FLARED SIDES SHALL HAVE A SEGMENT OF CURB 24 INCHES LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING

DETECTABLE WARNING NOTES:

1. TRUNCATED DOMES SHALL BE WAUSAU TILE, TYPE 2, SERIES U4008 OR EQUAL (QUARRY/BRICK RED), IN-LINE, PRE-CAST CONCRETE TILES AND GROUTED IN PLACE. NO SURFACE APPLIED DOME MATS ARE ALLOWED. USE STABILIZED POLYMERIC BEDDING SAND AT TRUNCATED DOME TILES AT INTERIOR AND PERIMETER JOINTS. JOINT WIDTH < 1/8".

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 RETURN RADIUS. GRIND EDGE TO AVOID TRIP HAZARD, AS REQUIRED.