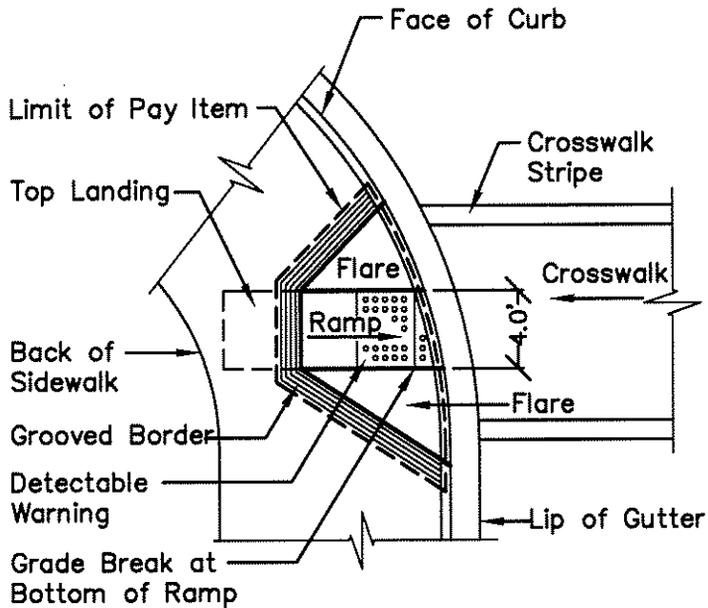
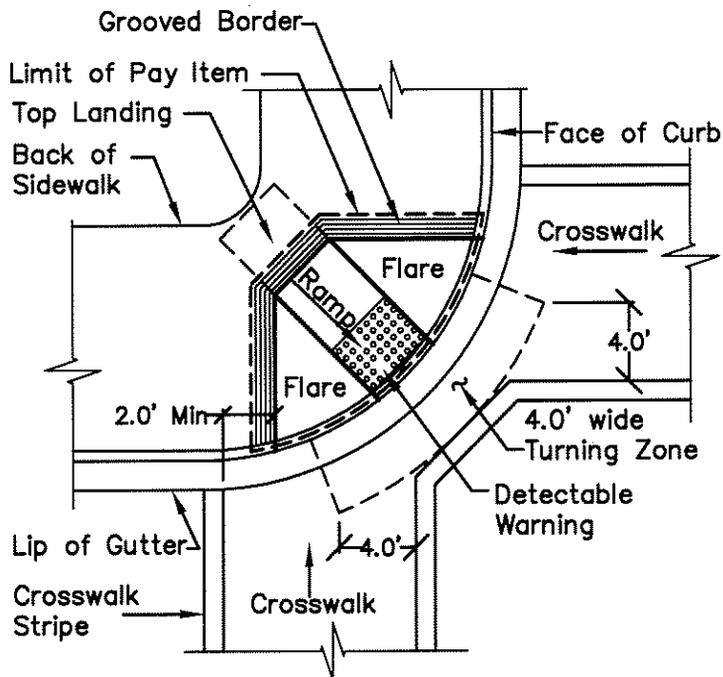


Notes:

1. All work shall be done in accordance with notes on Dwg 106C and 106D.
2. Flare max slope is 10% in any direction.
3. Ramp max slope is 8.33% in direction of travel and 2% perpendicular to travel.
4. Landing and Top Landing max slope is 2% in any direction.
5. Top Landing depth shall be 4.0' minimum, and shall be 5.0' when there is an obstruction at the back of the walk, measured in the direction of the ramp
6. Crosswalk max slope is 5% in direction of travel and 2% perpendicular to travel.
7. Turning zone shall be 2% max slope in any direction. Depress gutter lip as required.
8. Depress lip of gutter at bottom of ramp to achieve 5% max slope between flow line and lip of gutter, unless otherwise noted.
9. Minimum dimension of detectable warning in direction of travel is 3.0'. Gap between detectable warning and back of curb is 0.16' (2") max.
10. Top of curb at ramp shall equal flow line of gutter and shall be level. Top of curb at flare shall match elevation and slope of flare.
11. Grade break at bottom of ramp shall be perpendicular to ramp. Area between grade break and back of curb, if any, shall be sloped 2% toward the curb.



TYPE A - STANDARD INSTALLATION



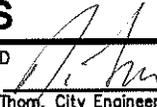
TYPE A - DIAGONAL INSTALLATION

ACAD FILE NO. C3101D106A Rev6.DWG

CITY OF SAN LEANDRO * STANDARD PLANS

NO.	REVISIONS	DATE	BY
1	Add type A standard	6/4/15	NT

**WHEELCHAIR CURB CUT RAMP
TYPE A**

APPROVED

 Nick Thorn, City Engineer R.C.E. No.54659
 Expires 12/31/15

DRAWN GF/MLWH/VL	CHECKED KJ/KRC	DATE June 2004	SCALE 1"=10'	SHEET 1 OF 4	DWG. NO. 106A CASE. 3101
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