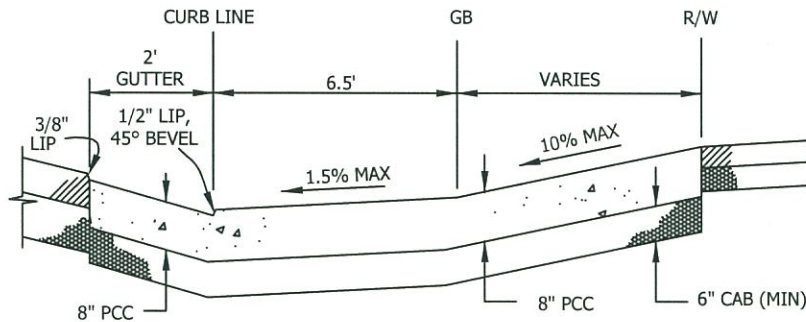


**PLAN VIEW**



**SECTION "A-A"**

CURB TRANS.  
FULL HEIGHT TO 0"  
SEE NOTE #5

**NOTES:**

- 1.) TYPE IV APPROACH SHALL BE USED WHEN SIDEWALK IS ADJACENT TO CURB AND RIGHT-OF-WAY IS NOT AVAILABLE TO BUILD A TYPE III APPROACH.
- 2.) WEAKENED PLANE JOINT REQUIRED AT CENTERLINE OF APPROACH AND AT LOCATIONS AS SHOWN, SPACED 10' MAX. AND AS NECESSARY.
- 3.) CONCRETE SHALL BE CLASS 560-C-3250, CURED WITH WHITE PIGMENTED CURING COMPOUND.
- 4.) TOP OF SIDEWALK RAMP SHALL HAVE A 12" WIDE BORDER WITH GROOVES 1/4" DEEP, WITH 1/8" RADIUS, AND SPACED AT 3/4" OC.
- 5.) "X" SHALL HAVE A MAXIMUM SLOPE OF 1:12 (8.33%), AND A MINIMUM SLOPE OF 1:15 (6.67%).
- 6.) RAMP SURFACE SHALL BE SLIP-RESISTANT AND SHALL BE OF CONTRASTING FINISH FROM ADJACENT SIDEWALK (ROUGH BROOM FINISH OR EQUIVALENT).
- 7.) ALL ACCESS RAMPS SHALL BE CONSTRUCTED TO THE MOST CURRENT REQUIREMENT OF THE AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS/CALIFORNIA CODE OF REGULATIONS TITLE 24-ACCESSIBILITY REGULATIONS. ADJUSTMENTS SHALL BE MADE IN THE FIELD TO ACHIEVE RAMP CONDITIONS.
- 8.) FOR NEW DRIVEWAY APPROACHES ON EXISTING STREETS A 12" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.
- 9.) MEDIUM BROOM FINISH REQUIRED FOR DRIVEWAY.
- 10.) FOR CONSTRUCTING NEW DRIVEWAY APPROACHES ON EXISTING STREETS A 18" WIDTH OF ASPHALT CONCRETE SHALL BE REMOVED AND REPLACED TO FULL DEPTH.



DATE REVISED  
06/10/2019

**CITY OF MANHATTAN BEACH  
DEPARTMENT OF PUBLIC WORKS**

**COMMERCIAL DRIVEWAY APPROACH: TYPE IV**

APPROVED BY  
*[Signature]*  
PREM KUMAR, CITY ENGINEER

6/13/19  
DATE

STANDARD PLAN NUMBER  
**MBSI-116D-0**  
SHEET 1 OF 1