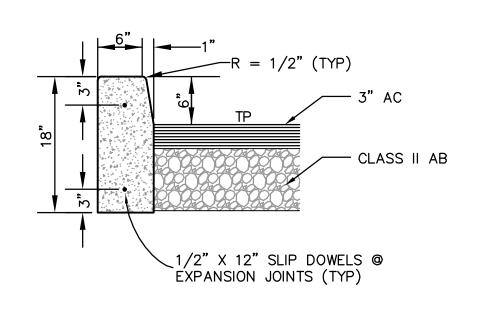


NTS

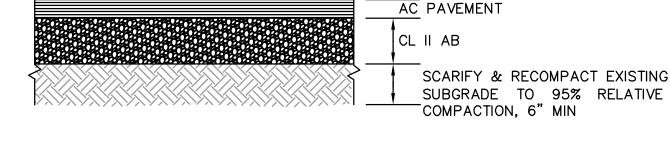


**VERTICAL CURB** 

NTS

SCARIFY & RECOMPACT EXISTING SUBGRADE

TO 95% RELATIVE COMPACTION, 6" MIN



AC PAVEMENT SECTION DESIGN-SOIL SUBGRADE CONDITION ONLY ROADWAYS PARKING STALLS |PARKING LOT DRIVE AISLES|

# AC PAVEMENT SECTION DESIGN-BEDROCK SUBGRADE CONDITION ONLY ROADWAYS

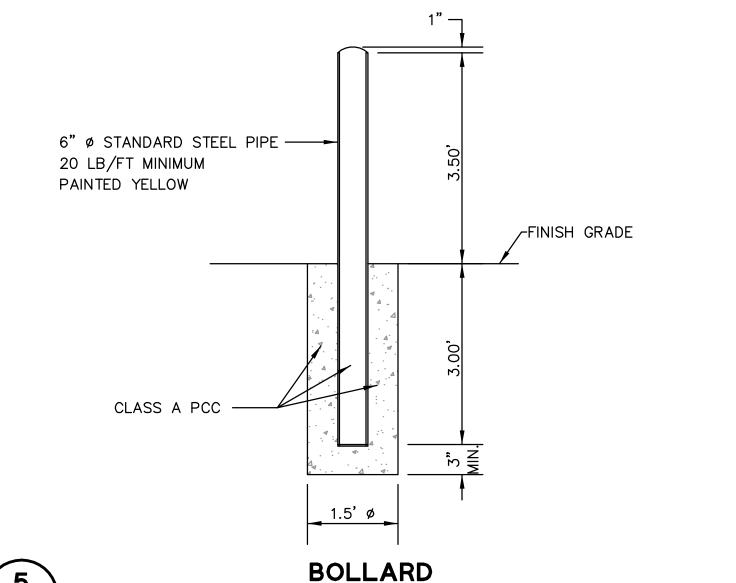
|PARKING LOT DRIVE AISLES|

- 1. THIS SECTION TO BE USED IN LOCATIONS WHERE NEW PAVEMENT SECTIONS ARE REQUIRED.
- 2. SCARIFY TOP 6" OF SUBGRADE AND COMPACT TO 95% RELATIVE COMPACTION.
- 3. R VALUE=10 IS AN ASSUMED VALUE FOR PAVEMENT SUPPORTED ON SOILS. IF BEDROCK IS ENCOUNTERED AS SUBGRADE AS DETERMINED BY THE ENGINEER, AN R VALUE OF 40 MAY BE ASSUMED.

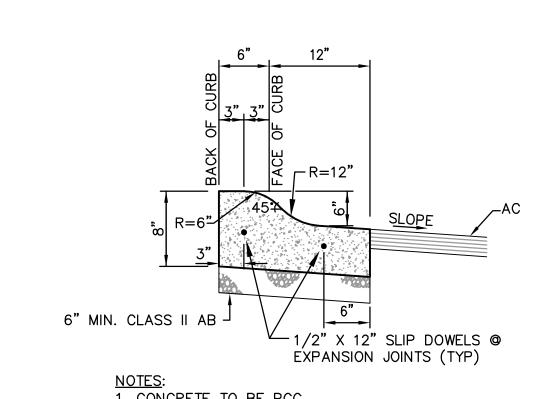


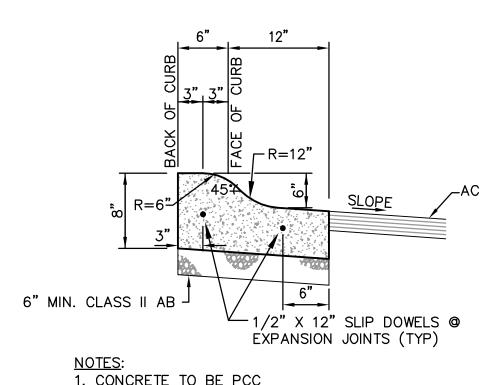
### AC PAVEMENT SECTION DESIGN

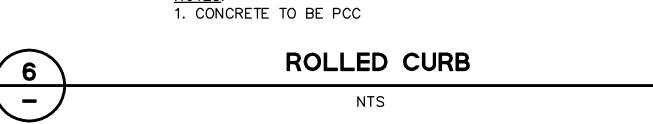
4'MIN



NTS







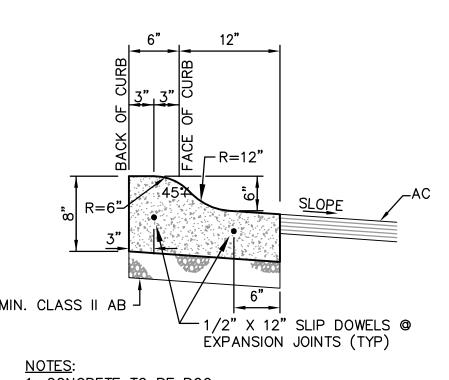
- BACK OF WALK. SEE PLAN.

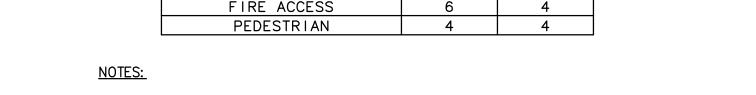
● PLANTER AREA

FACE OF CURB

— RETAINING CURB (BOTH SIDES OF

SURFACE





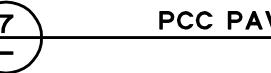
PCC PAVEMENT SECTION DESIGN-SOIL SUBGRADE CONDITION ONLY

PCC PAVEMENT SECTION DESIGN-BEDROCK SUBGRADE CONDITION ONLY

1. SEE LANDSCAPE PLANS FOR SCORING PATTERN, COLOR, ETC.

PEDESTRIAN

2. CONTRACTOR SHALL PREPARE SOILS AS NECESSARY TO PROVIDE A STABLE SUBGRADE.



SURFACE

CONCRETE SIDEWALK

SLOPE, 8.33% MAX

ackslash STRUCTURAL SECTION AT RAMP SHALL

BE SAME AS CONCRETE WALK/SIDEWALK

└ CONCRETE CURB

\_

SEE HORIZONTAL

CONTROL PLANS FOR

- RETAINING CURB

CONCRETE SIDEWALK

AT EDGE OF

TOP OF CURB SLOPES

WITH TOP OF RAMP, TYP.



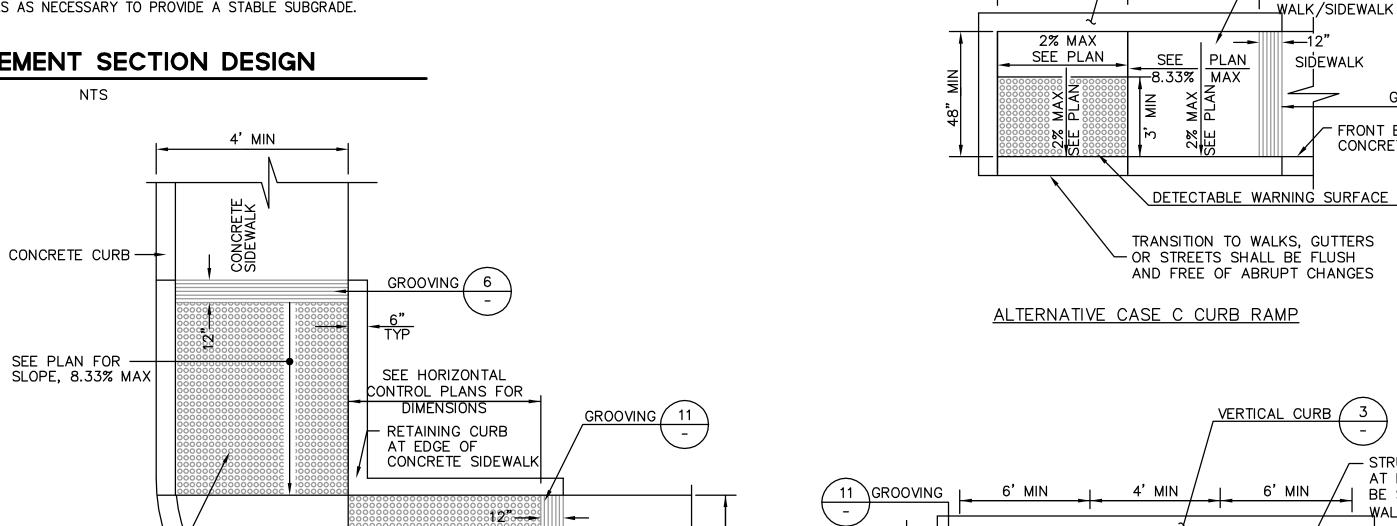
SURFACE

R-SEE PLAN -

TRANSITION TO WALKS, GUTTERS

AND FREE OF ABRUPT CHANGES -

OR STREETS SHALL BE FLUSH



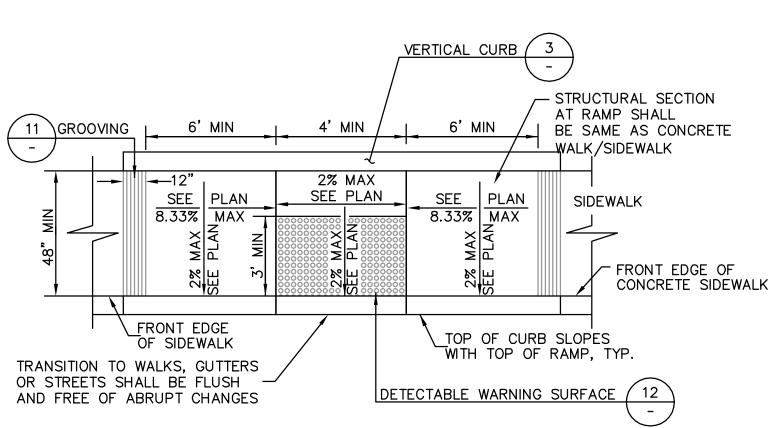
⊢ SEE PLAN FOR I

► STRUCTURAL SECTION AT RAMP SHALL

BE SAME AS CONCRETE WALK/SIDEWALK

SLOPE, 8.33% MAX

— CONCRETE CURB



- STRUCTURAL SECTION

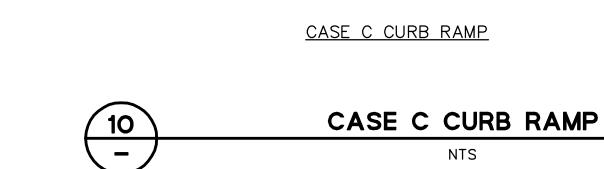
BE SAME AS CONCRETE

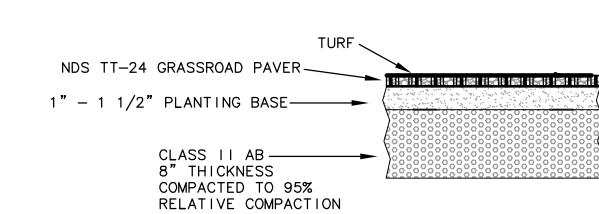
GROOVING / 11

FRONT EDGE OF CONCRETE SIDEWALK

AT RAMP SHALL

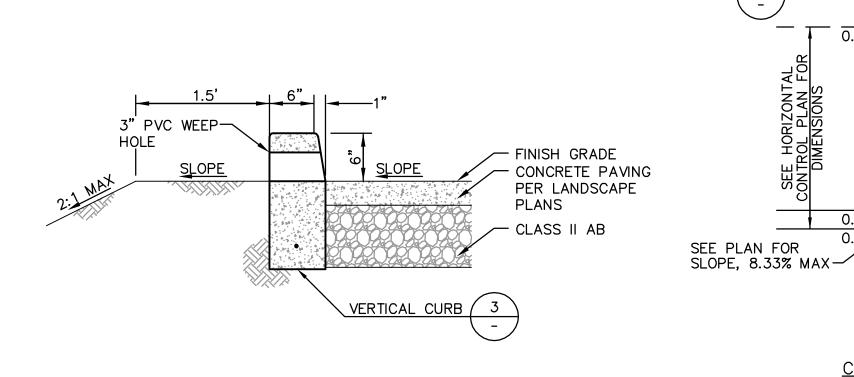
CASE C CURB RAMP



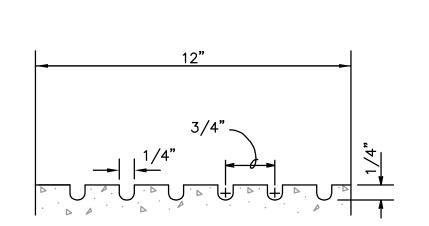




RECORD DRAWINGS THESE RECORD DOCUMENTS HAVE BEEN PREPARED BASED ON INFORMATION PROVIDED BY OTHERS. BKF ENGINEERS HAS NOT VERIFIED THE ACCURACY AND/OR COMPLETENESS OF THIS INFORMATION AND SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY BE INCORPORATED HEREIN AS A RESULT. BKF ENGINEERS DOES NOT ASSUME ANY RESPONSIBILITY FOR THE FIELD MODIFICATIONS TO THE PLANS. BY: BKF ENGINEERS DATE: JUNE 2011

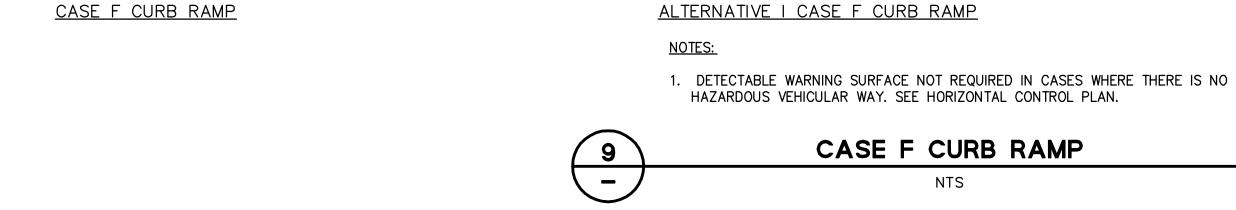






ACCESSIBLE RAMP **GROOVING DETAIL** 

NTS



R-SEE PLAN -

OR STREETS SHALL BE FLUSH

TRANSITION TO WALKS, GUTTERS

AND FREE OF ABRUPT CHANGES -

# NOTES:

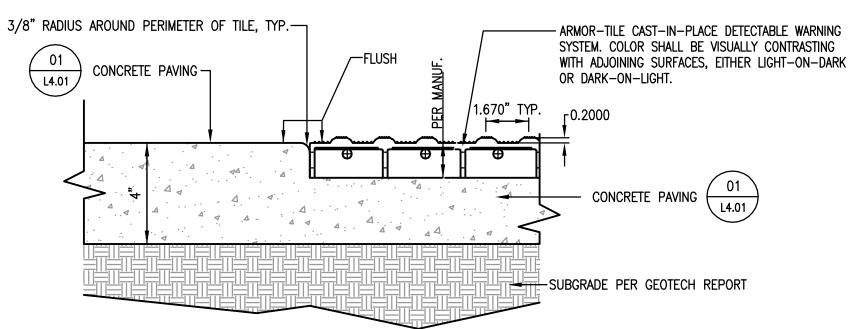
2% MAX

+0.0 ~ \ +0.5

4' MIN `

11 \GROOVING

- 1. A "CURB RAMP" IS DEFINED AS THE ENTIRE CONCRETE SURFACE AREA WHICH INCLUDES THE RAMP AND THE FLARED SIDES. THE "RAMP" IS DEFINED AS THE 4-FOOT WIDE CENTER PORTION INCLUDING THE DETECTABLE SURFACE, AND SHALL LIE IN A SLOPED PLANE OF 8.33% (1:12) MAXIMUM AND CROSS SLOPE NOT TO EXCEED 2%. THE "FLARED SIDE" IS DEFINED AS THE AREA ON EITHER SIDE OF THE RAMP AND SHALL LIE ON A SLOPED PLANE OF 10% (1:10) MAXIMUM MEASURED ALONG THE CURB. THE CURB RAMP SURFACES SHALL HAVE A SURFACE FLATNESS TOLERANCE OF 1/4" PER 10-FOOT STRAIGHT EDGE MAXIMUM.
- 2. WHEN VERTICAL OBSTRUCTIONS ARE PRESENT NEAR THE CURB AT THE END OF THE FLARED SIDE, OR WHEN THE CURB RAMP IS DIAGONAL TO THE CURB THAT WILL RESULT IN AN EXTREMELY LONG FLARED SIDE SURFACE, THEN THE AFFECTED FLARED SIDE MAY BE CUT AND TERMINATED PERPENDICULAR TO THE CURB, PROVIDED THAT THE REQUIRED SLOPE IS ACHIEVED ON EACH OF THE RESULTING PLANES.
- 3. A LEVEL LANDING OF 4 FEET MINIMUM DEPTH, 2% MAXIMUM CROSS SLOPE, SHALL BE PROVIDED AT THE LOWER END OF THE RAMP AND OVER THE FULL WIDTH OF THE RAMP TO ALLOW SAFE EGRESS. THE ALGEBRAIC SUM OF THE OPPOSING SLOPES BETWEEN TWO ADJACENT SURFACES SHALL NOT EXCEED 10.33%.
- 4. THE CURB RAMP SHALL BE BOUNDED BY A 12-INCH WIDE GROOVED BORDER WITH A 1/4-INCH WIDE BY 1/4-INCH DEEP GROOVES SCORED 3/4-INCH APART EXCEPT ON THE CURB SECTION.
- 5. THE BOTTOM OF THE RAMP SHALL BE FLUSH WITH THE LOWER LANDING (NO HALF-INCH LIP).
- 6. A LEVEL LANDING 4 FEET DEEP MINIMUM, 2% MAXIMUM CROSS SLOPE EACH DIRECTION, SHALL BE PROVIDED AT THE UPPER END OF EACH CURB RAMP TO ALLOW SAFE EGRESS FROM THE RAMP SURFACE. THE WIDTH OF THE LEVEL LANDING SHALL BE AT LEAST AS WIDE AS THE WIDTH OF THE RAMP.
- 7. NO NEW VERTICAL OBSTRUCTIONS MAY BE LOCATED IN THE CURB RAMP OR GROOVED BORDER.
- 8. NEW UTILITY BOXES SHALL NOT BE PLACED WITHIN THE GROOVED BORDER OR THE RAMP.
- 9 .THE SURFACE OF THE CURB RAMP AND DETECTABLE SURFACE MATERIAL SHALL BE STABLE, FIRM AND SLIP RESISTANT. THE CONCRETE CURB RAMP SURFACE SHALL BE BROOM FINISHED TRANSVERSE TO THE AXIS OF THE RAMP AND SHALL BE SLIGHTLY ROUGHER THAN THE FINISH ON THE ADJACENT SIDEWALK SURFACE. ALL CURB RAMP SURFACES SHALL BE SLIP RESISTANT, INCLUDING CONCRETE OR OTHER APPROVED SURFACE MATERIALS, AND THE DETECTABLE WARNING MATERIAL MEASURED AT THE TOP OF DOMES SURFACES AND THE SURFACE BETWEEN DOMES. SLIP RESISTANCE SHALL BE MEASURED IN ACCORDANCE WITH ASTM C1028 AND SHALL ACHIEVE A STATIC COEFFICIENT OF FRICTION OF 0.8 OR GREATER, WET OR DRY.
- 10. THE DEPTH OF THE COMBINED CONCRETE CURB AND GUTTER SHALL BE EQUAL TO THE DEPTH OF THE EXISTING PAVEMENT STRUCTURAL SECTION OR 6 INCHES, WHICHEVER IS GREATER.
- 11. THE RAMP CENTER LINE AND PATH OF TRAVEL MUST BE PARALLEL TO THE CROSSWALK. THE FULL WIDTH OF THE RAMP SHALL LIE WITHIN THE CROSSWALK AREA. IT IS DESIRABLE THAT THE LOCATION OF THE RAMP BE AS CLOSE AS POSSIBLE TO THE CENTER OF THE CROSSWALK.



TOP OF CURB SLOPES

WITH TOP OF RAMP, TYP.

ALTERNATIVE II CASE F CURB RAMP

## NOTES:

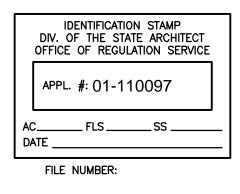
- 1. FINISH SURFACE OF CAST-IN-PLACE TILE SHALL BE FLUSH WITHIN 18" TOLERANCE TO ADJACENT TILE PANELS OR CONCRETE PAVING. BOLT ADJACENT TILE PANELS TOGETHER AS NECESSARY PRIOR TO INSTALLATION TO ENSURE FLUSH CONDITION.
- 2. REFER TO ARMOR-TILE MANUFACTURER'S DETAILS AND INSTALLATION INSTRUCTIONS FOR MORE
- 3. THE COLOR OF THE DETECTABLE WARNING SURFACE IN ALL AREAS IS "ARMOR-TILE CAST IN PLACE DETECTABLE WARNING SYSTEM," COLOR DARK GRAY, FEDERAL COLOR NO. 36118.

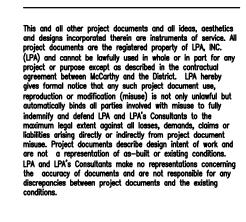
DETECTABLE WARNING SURFACE NTS

McCarthy Building Companies, Inc. 343 Sansome Street, 14th Floor San Francisco, California 94104 P 415 | 364-1339 F 415 397-5999

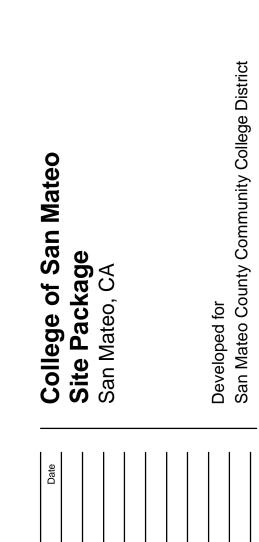


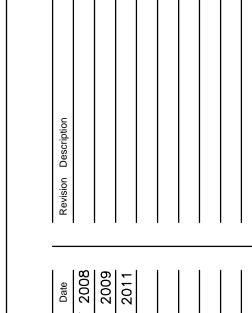


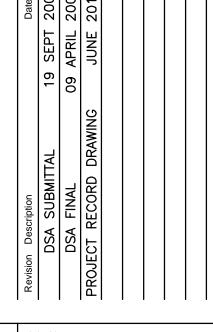




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Job. No. 02 APRIL 2009 MD, JT Checked by AS SHOWN CONSTRUCTION **DETAILS** 

C8.01