

LEGEND
 588 PROPOSED GRADE CONTOUR
 3.4% SLOPE DIRECTION

ABBREVIATIONS:
 BOS BOTTOM OF STAIRS
 BW BOTTOM OF WALL
 EX EXISTING
 EG EXISTING GRADE
 FF FINISHED FLOOR
 FG FINISHED GRADE
 GB GRADE BREAK
 HP HIGH POINT
 LP LOW POINT
 TC TOP OF CURB
 TOS TOP OF STAIRS
 TW TOP OF WALL

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BKF
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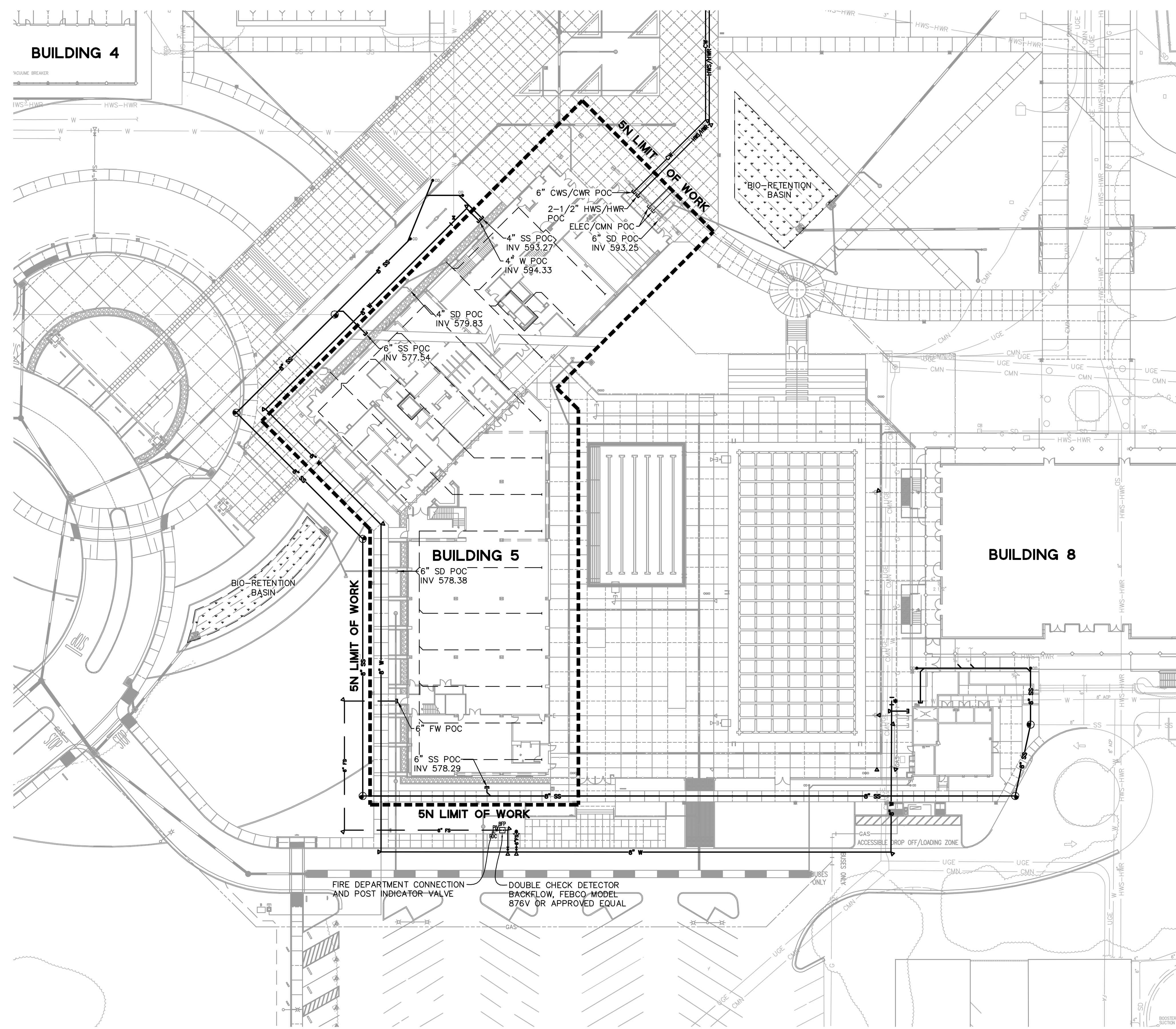
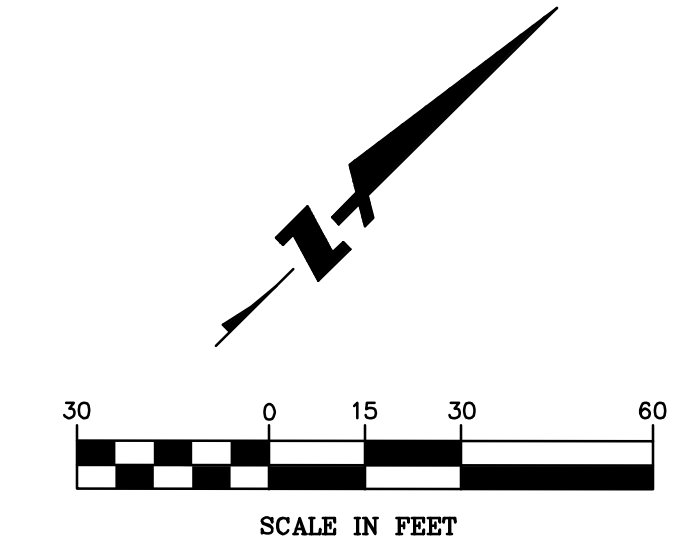
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GRADING PLAN
C1.01



- LEGEND:**
- EXISTING COMMUNICATION LINE
 - EXISTING GAS LINE
 - EXISTING HOT WATER SERVICE/HOT WATER RETURN LINE
 - EXISTING SANITARY SEWER LINE
 - EXISTING STORM DRAIN LINE
 - EXISTING UNDERGROUND ELECTRIC LINE
 - EXISTING WATER LINE
 - EXISTING AREA DRAIN
 - EXISTING CATCH BASIN
 - EXISTING CLEAN OUT
 - EXISTING FIRE HYDRANT
 - EXISTING PRESSURE RELIEF VALVE
 - EXISTING COMMUNICATION MANHOLE
 - EXISTING ELECTRICAL MANHOLE
 - EXISTING SANITARY SEWER MANHOLE
 - EXISTING STREETLIGHT
 - EXISTING WATER VALVE
 - NEW CHILLED WATER LINE
 - NEW COMMUNICATION LINE
 - NEW FIRE SERVICE LINE
 - NEW GAS LINE
 - HWS/HWR NEW HOT WATER SERVICE/HOT WATER RETURN LINE
 - SS NEW SANITARY SEWER LINE
 - SD NEW STORM DRAIN LINE
 - SUB NEW SUBDRAIN LINE
 - W NEW WATER LINE
 - NEW AREA DRAIN
 - NEW BACK FLOW PREVENTOR, FIRE DEPARTMENT CONNECTION AND POST INDICATOR VALVE
 - NEW CATCH BASIN
 - NEW CLEAN OUT
 - NEW FIRE HYDRANT
 - NEW MANHOLE
 - NEW SD/SS/W/HWS/HWR/CW/FW/ELEC/CMN STUB
 - NEW WATER VALVE

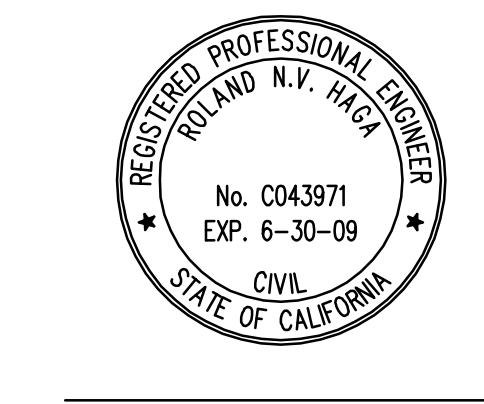
- ABBREVIATIONS:**
- BFP BACKFLOW PREVENTOR
 - CO CLEANOUT
 - CMN COMMUNICATION LINE
 - CW CHILLED WATER
 - CWS/CWR CHILLED WATER SERVICE/CHILLED WATER RETURN
 - ELEC ELECTRIC LINE
 - FS FIRE SERVICE
 - FW FIRE WATER
 - G GAS LINE
 - HWS/HWR HOT WATER SERVICE/HOT WATER RETURN
 - INV INVERT
 - POC POINT OF CONNECTION
 - PRV PRESSURE RELIEF VALVE
 - SD STORM DRAIN
 - SS SANITARY SEWER
 - UGE UNDERGROUND ELECTRIC
 - W WATER
 - WV WATER VALVE

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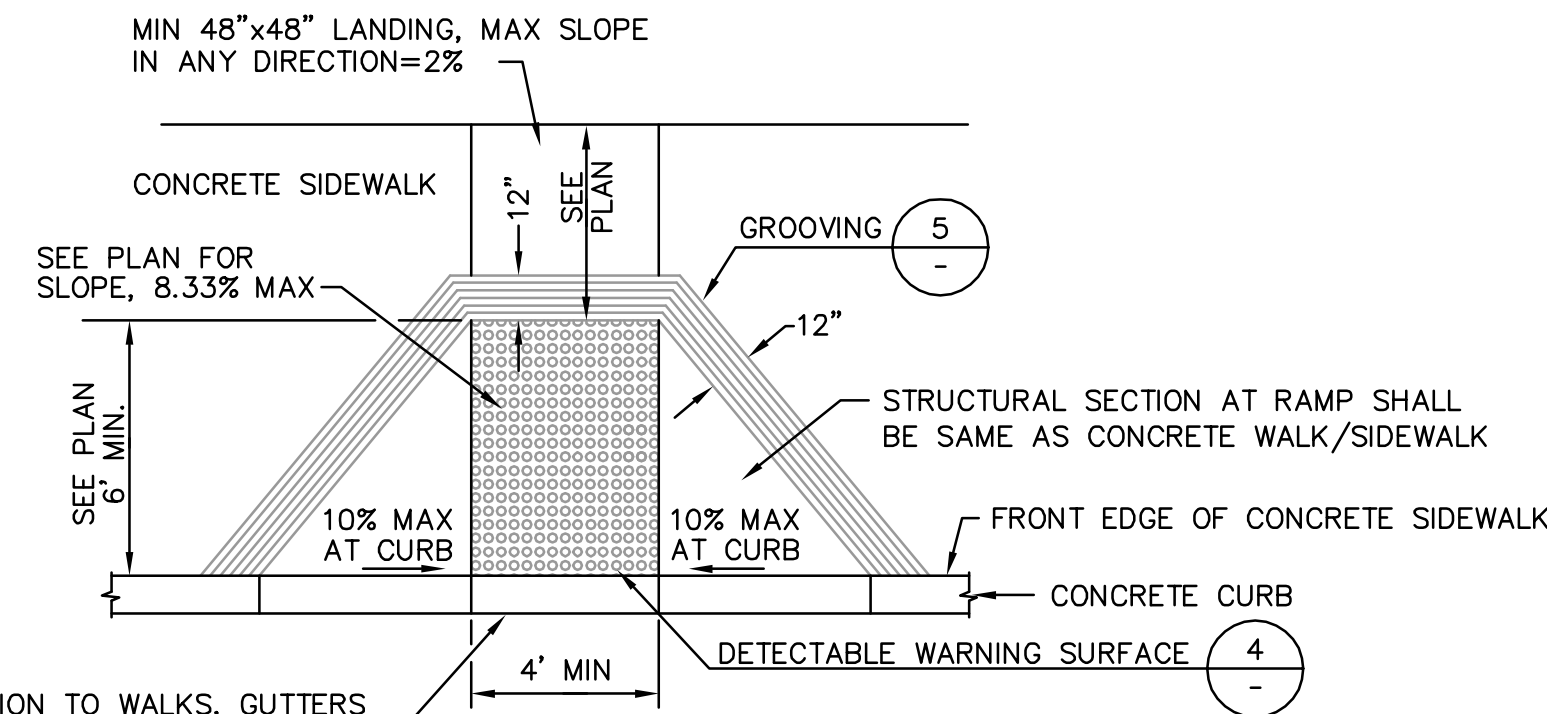
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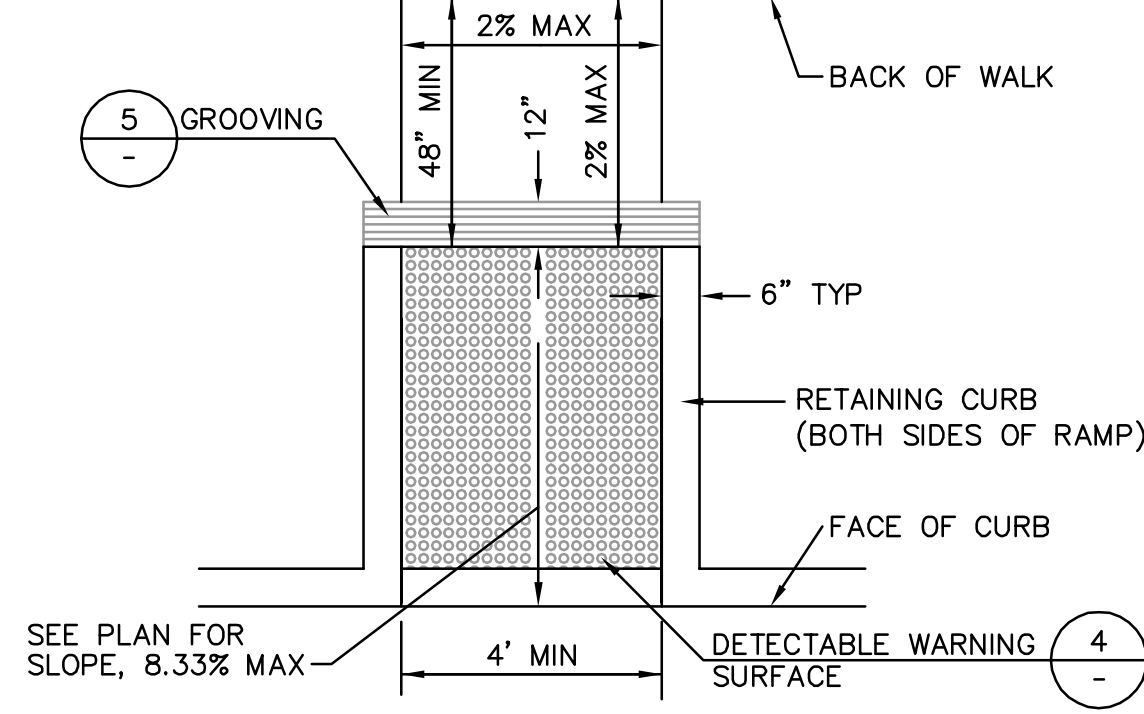
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UTILITY PLAN
C2.01

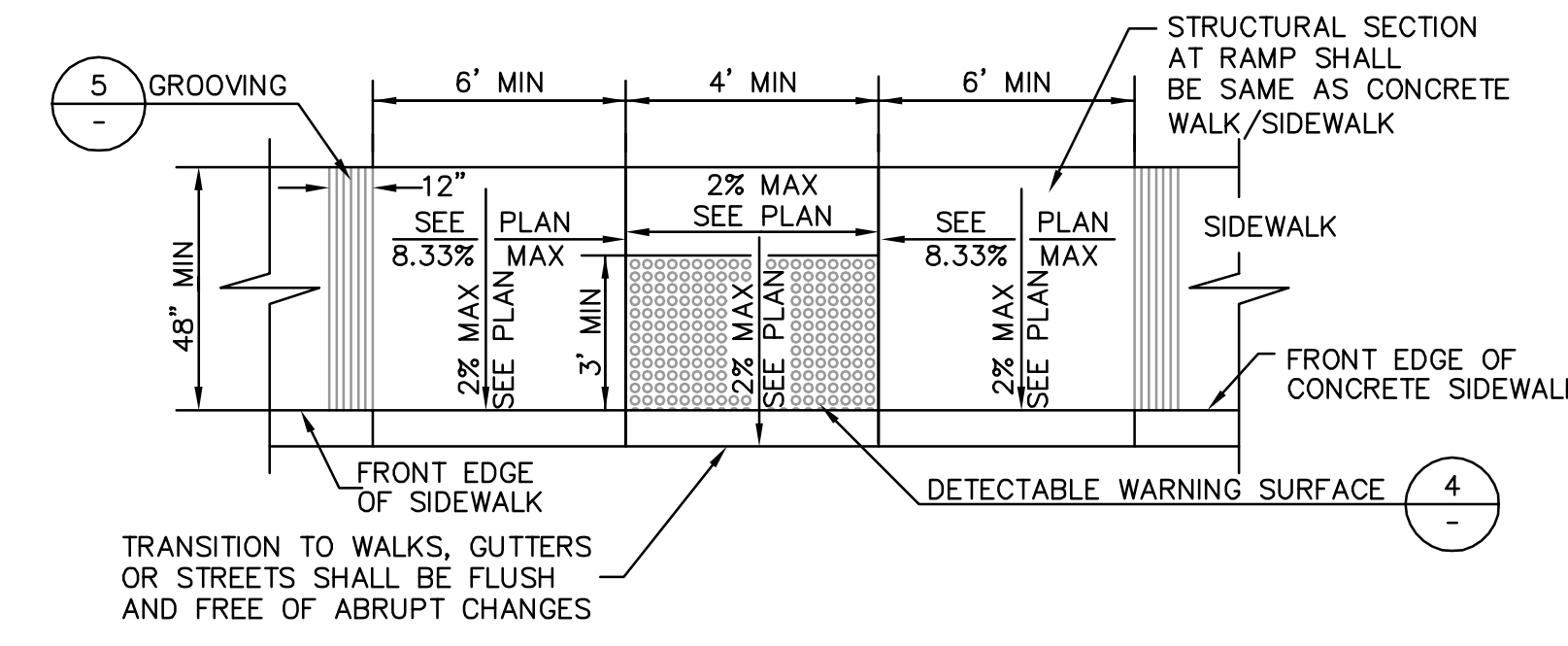
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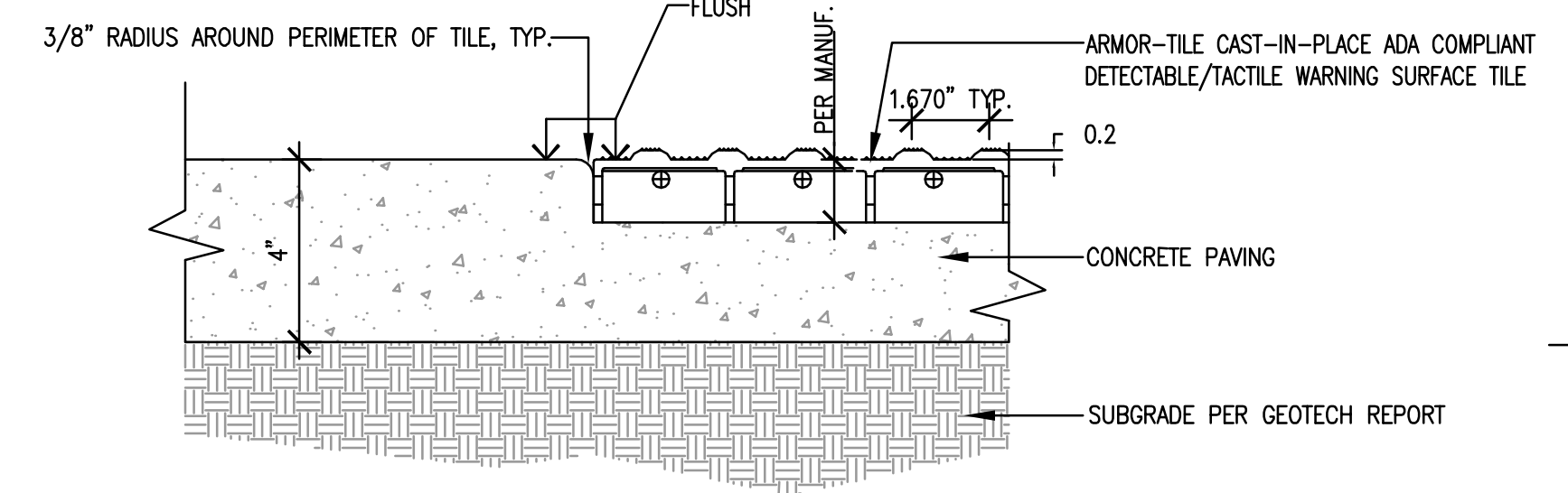
1 CASE A CURB RAMP
NTS



2 CASE F CURB RAMP
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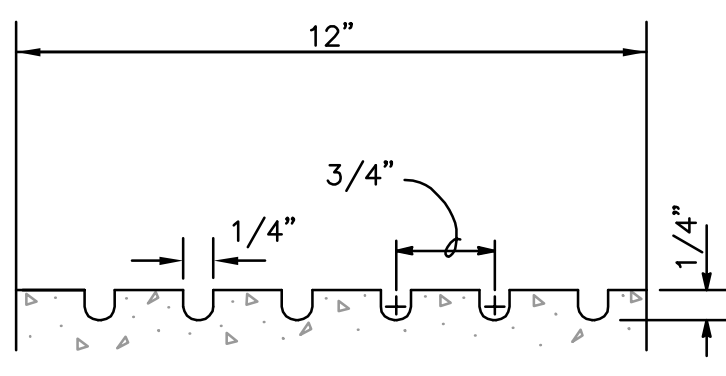


3 CASE C CURB RAMP
NTS



- NOTES:
- FINISH SURFACE OF CAST-IN-PLACE TILE SHALL BE FLUSH WITHIN 1/8" TOLERANCE TO ADJACENT TILE PANELS OR CONCRETE PAVING. BOLT ADJACENT TILE PANELS TOGETHER AS NECESSARY PRIOR TO INSTALLATION TO ENSURE FLUSH CONDITION.
 - REFER TO ARMOR-TILE MANUFACTURER'S DETAILS AND INSTALLATION INSTRUCTIONS FOR MORE INFORMATION.

4 DETECTABLE WARNING SURFACE
NTS



5 ACCESSIBLE RAMP GROOVING DETAIL
NTS

NOTES:

- 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.
- 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.
- A LEVEL LANDING OF 2 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%.
- 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.
- THE BOTTOM OF THE RAMP SHALL BE FLUSH WITH THE LOWER LANDING (NO HALF-INCH LIP).
- 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.
- NO NEW VERTICAL OBSTRUCTIONS MAY BE LOCATED IN THE CURB RAMP OR GROOVED BORDER.
- NEW UTILITY BOXES SHALL NOT BE PLACED WITHIN THE GROOVED BORDER OR THE RAMP.
- 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.
- 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.
- 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.

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| Date | 10/09/2008 |
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DETAILS
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