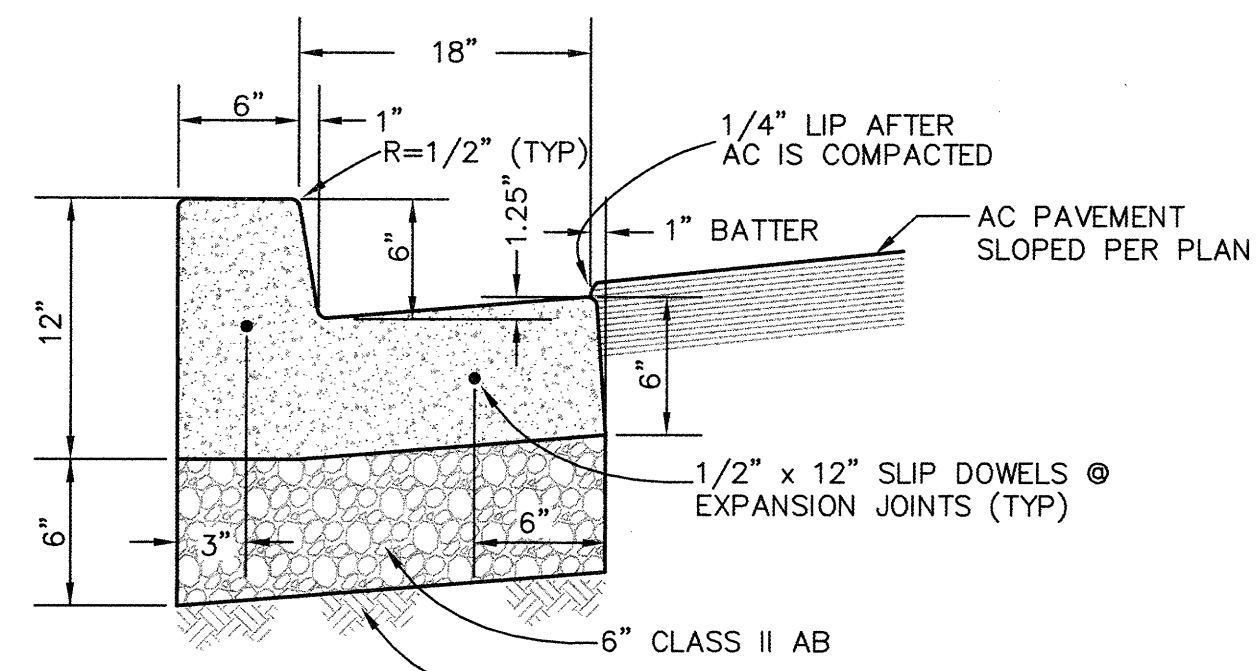
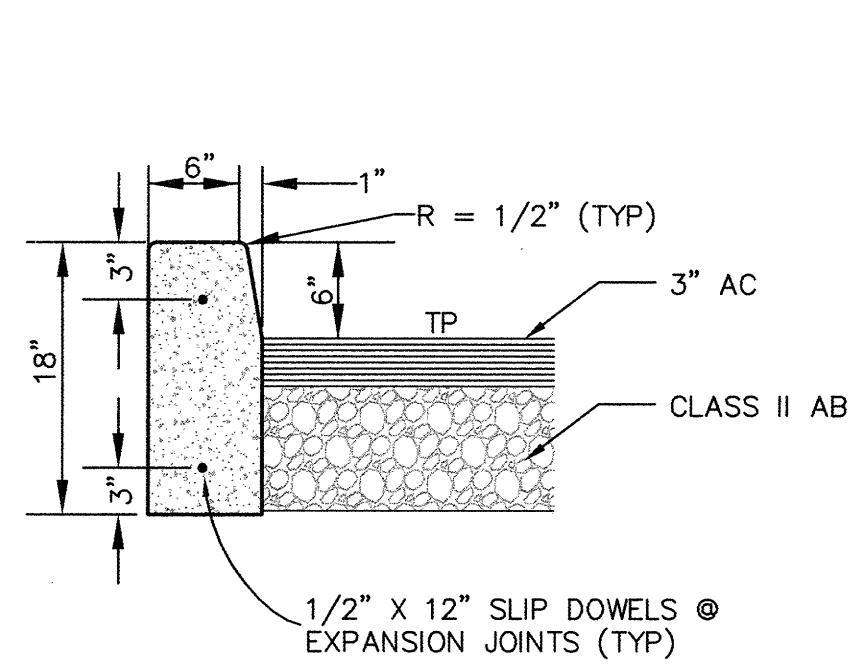


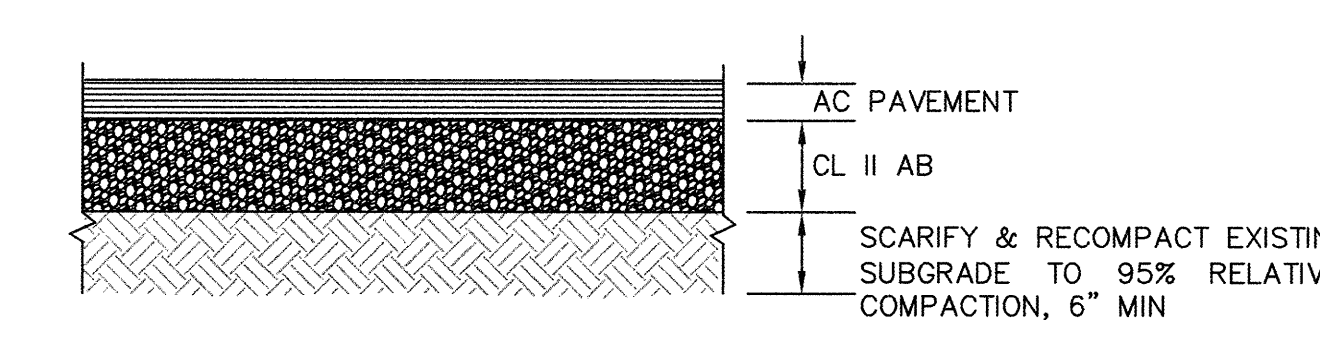
**1 FLUSH CURB**  
NTS



**2 CURB & GUTTER**  
NTS



**3 VERTICAL CURB**  
NTS



**AC PAVEMENT SECTION DESIGN—SOIL SUBGRADE CONDITION ONLY**

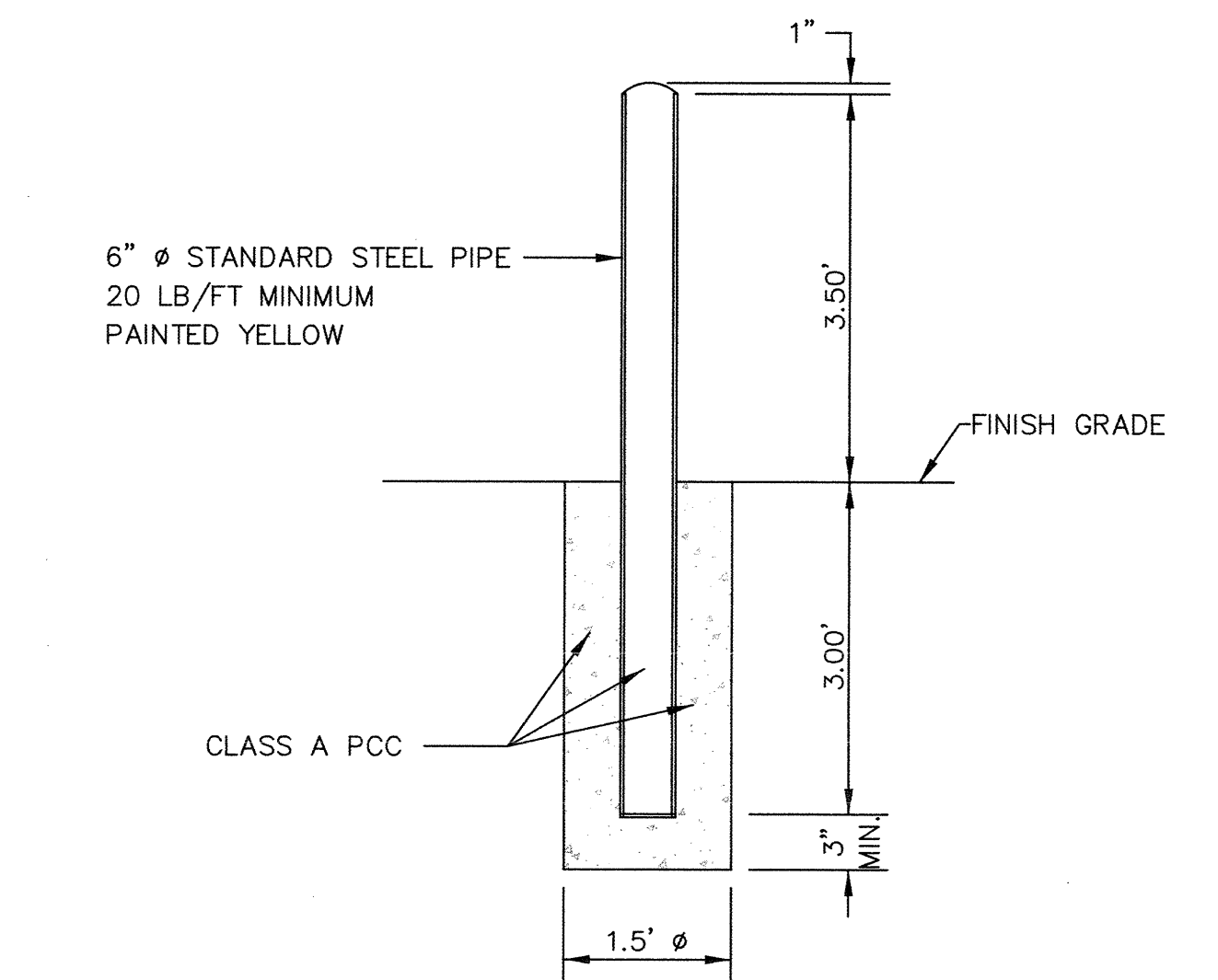
LOCATION	AC	AB	TI	R#
ROADWAYS	4	1.5	7	10
PARKING STALLS	3	9	4	10
PARKING LOT DRIVE AISLES	3	9	5	10

**AC PAVEMENT SECTION DESIGN—BEDROCK SUBGRADE CONDITION ONLY**

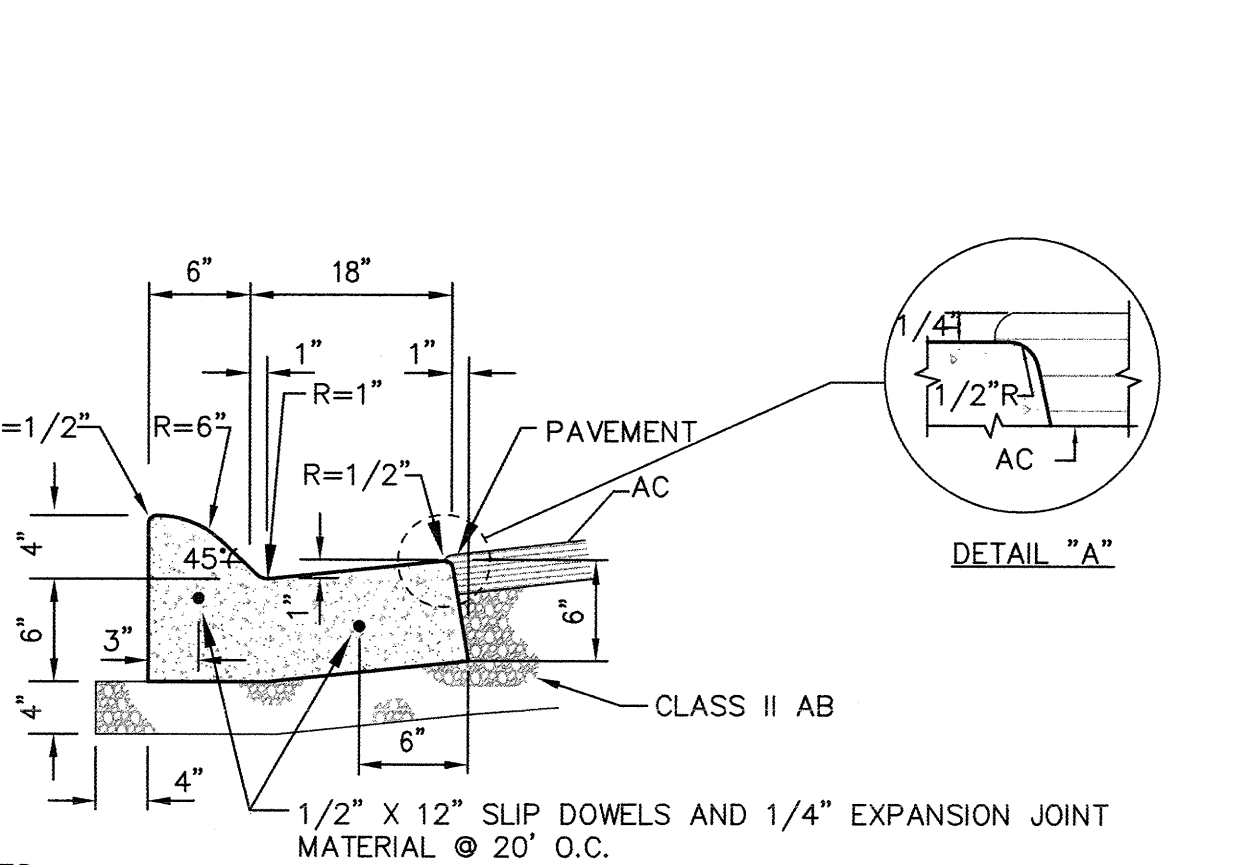
LOCATION	AC	AB	TI	R#
ROADWAYS	4	7	7	40
PARKING STALLS	3	4	4	40
PARKING LOT DRIVE AISLES	3	4	5	40

**NOTES:**  
 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.

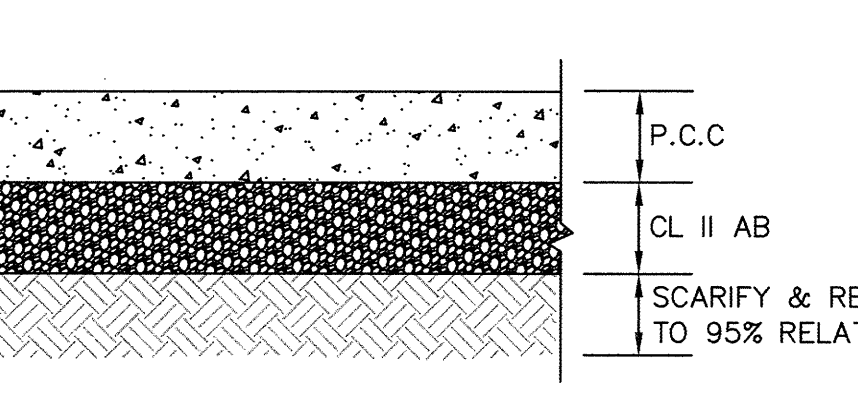
**4 AC PAVEMENT SECTION DESIGN**  
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**5 BOLLARD**  
NTS



**6 ROLLED CURB**  
NTS



**PCC PAVEMENT SECTION DESIGN—SOIL SUBGRADE CONDITION ONLY**

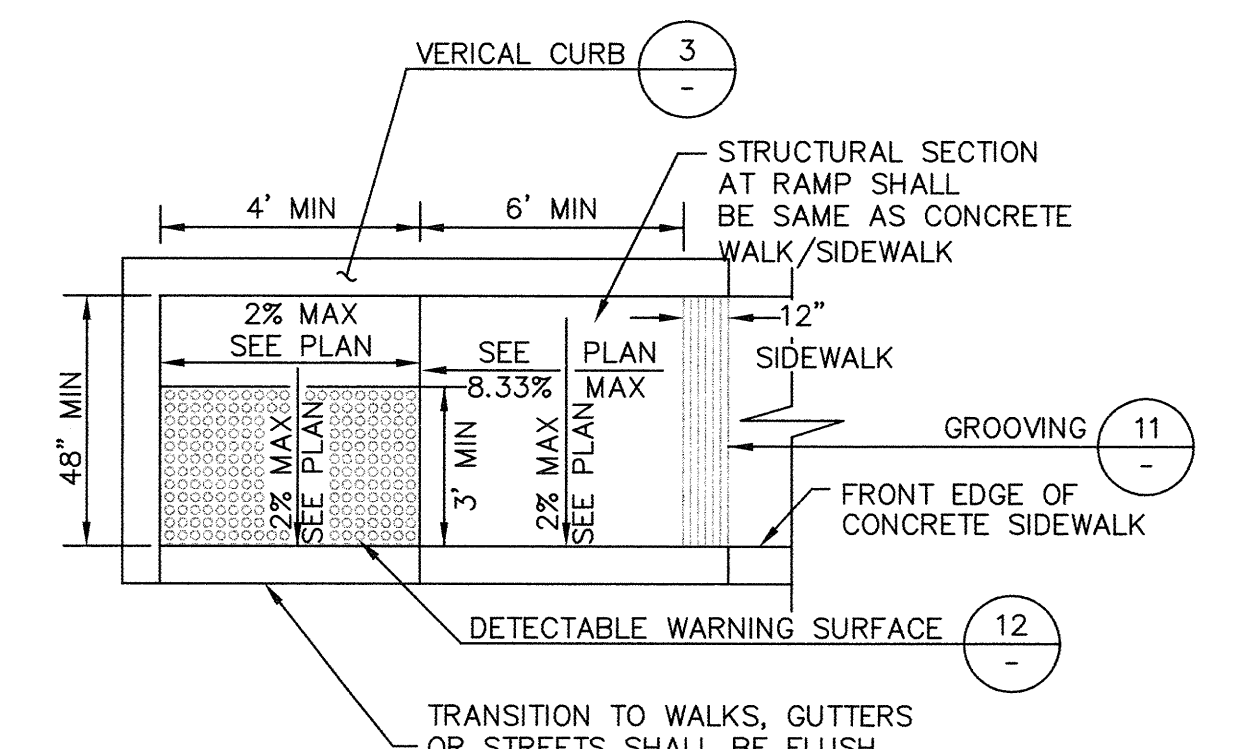
LOCATION	PCC	AB
FIRE ACCESS	6	6
PEDESTRIAN	4	4

**PCC PAVEMENT SECTION DESIGN—BEDROCK SUBGRADE CONDITION ONLY**

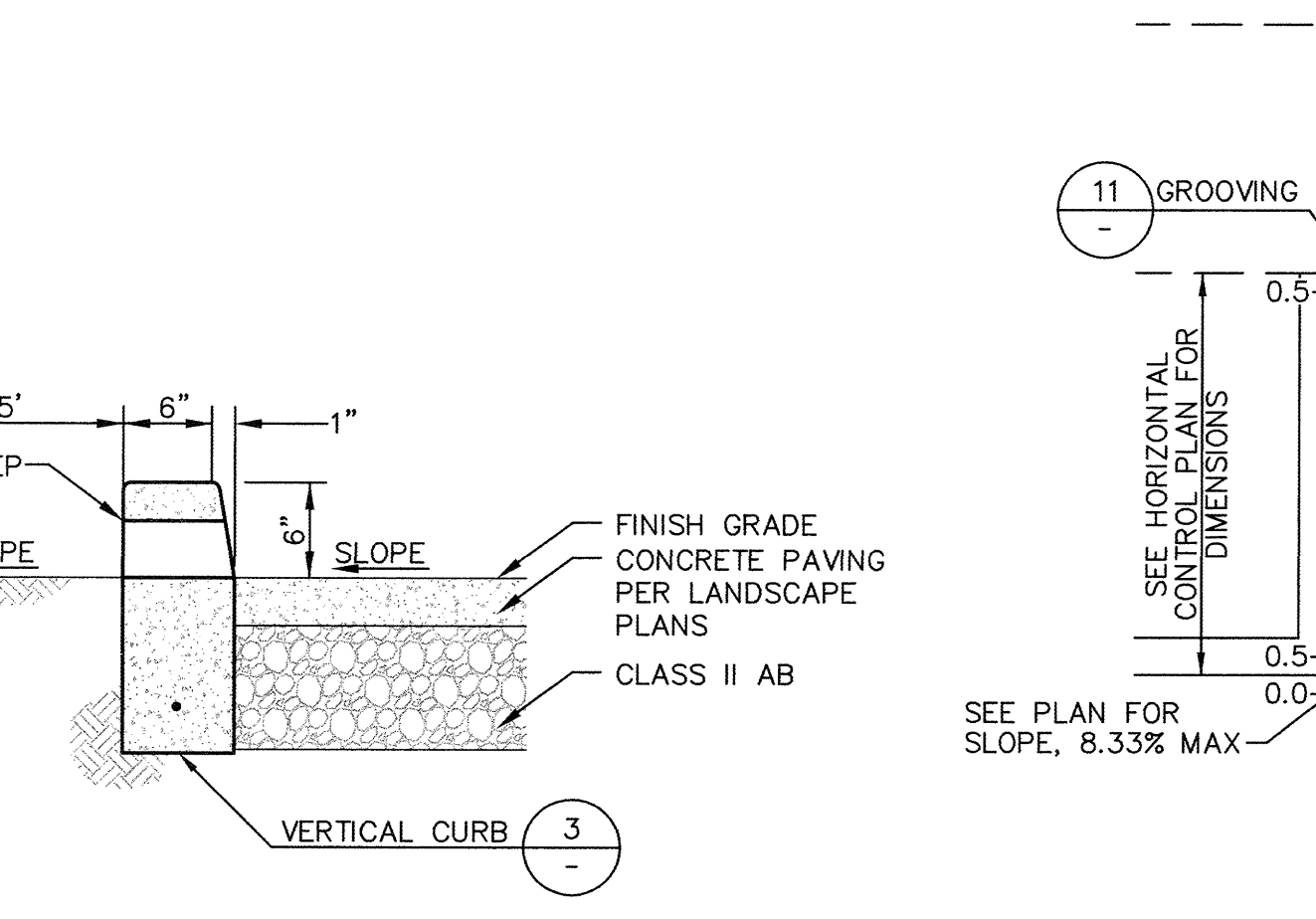
LOCATION	PCC	AB
FIRE ACCESS	6	4
PEDESTRIAN	4	4

**NOTES:**  
 1. SEE LANDSCAPE PLANS FOR SCORING PATTERN, COLOR, ETC.  
 2. CONTRACTOR SHALL PREPARE SOILS AS NECESSARY TO PROVIDE A STABLE SUBGRADE.

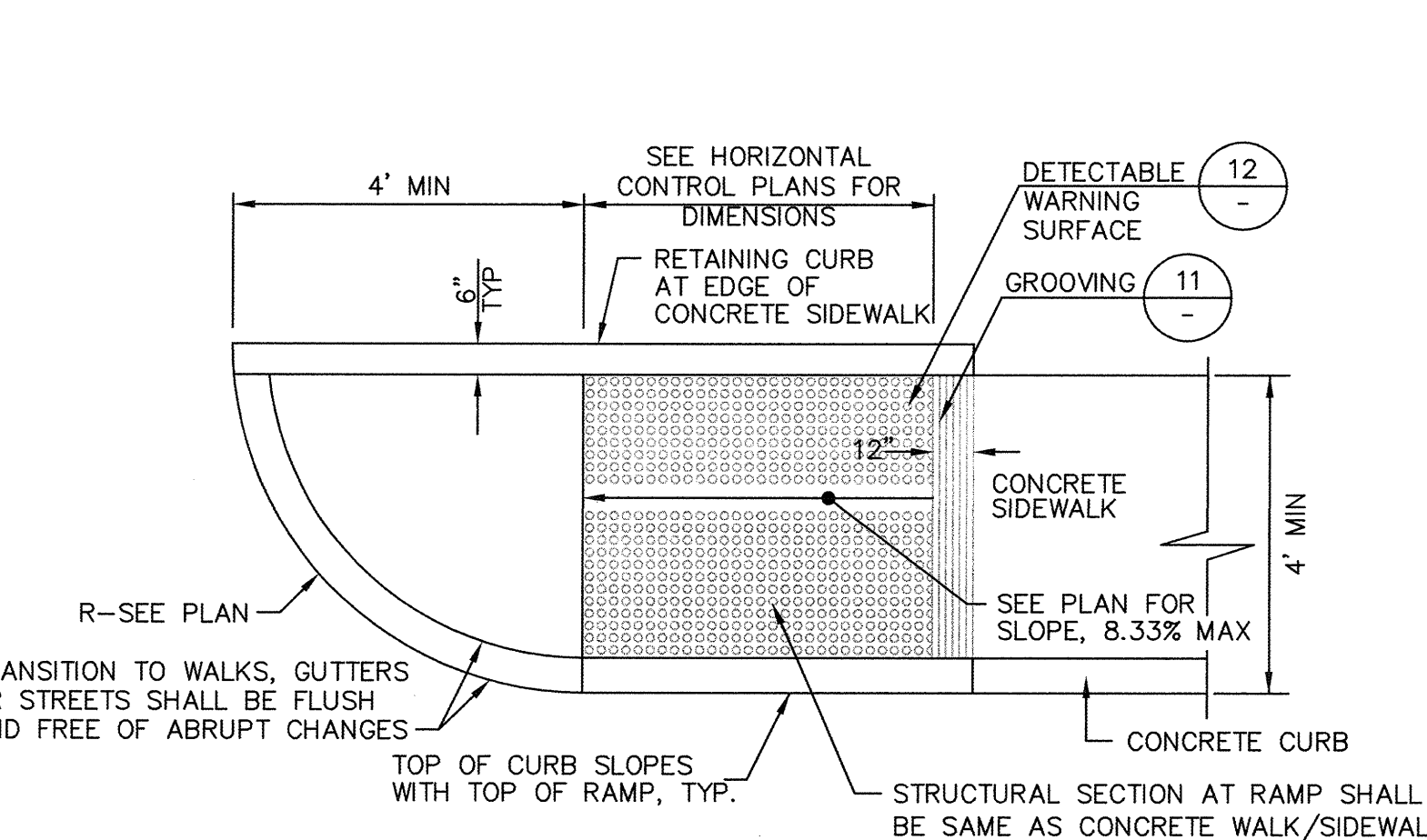
**7 PCC PAVEMENT SECTION DESIGN**  
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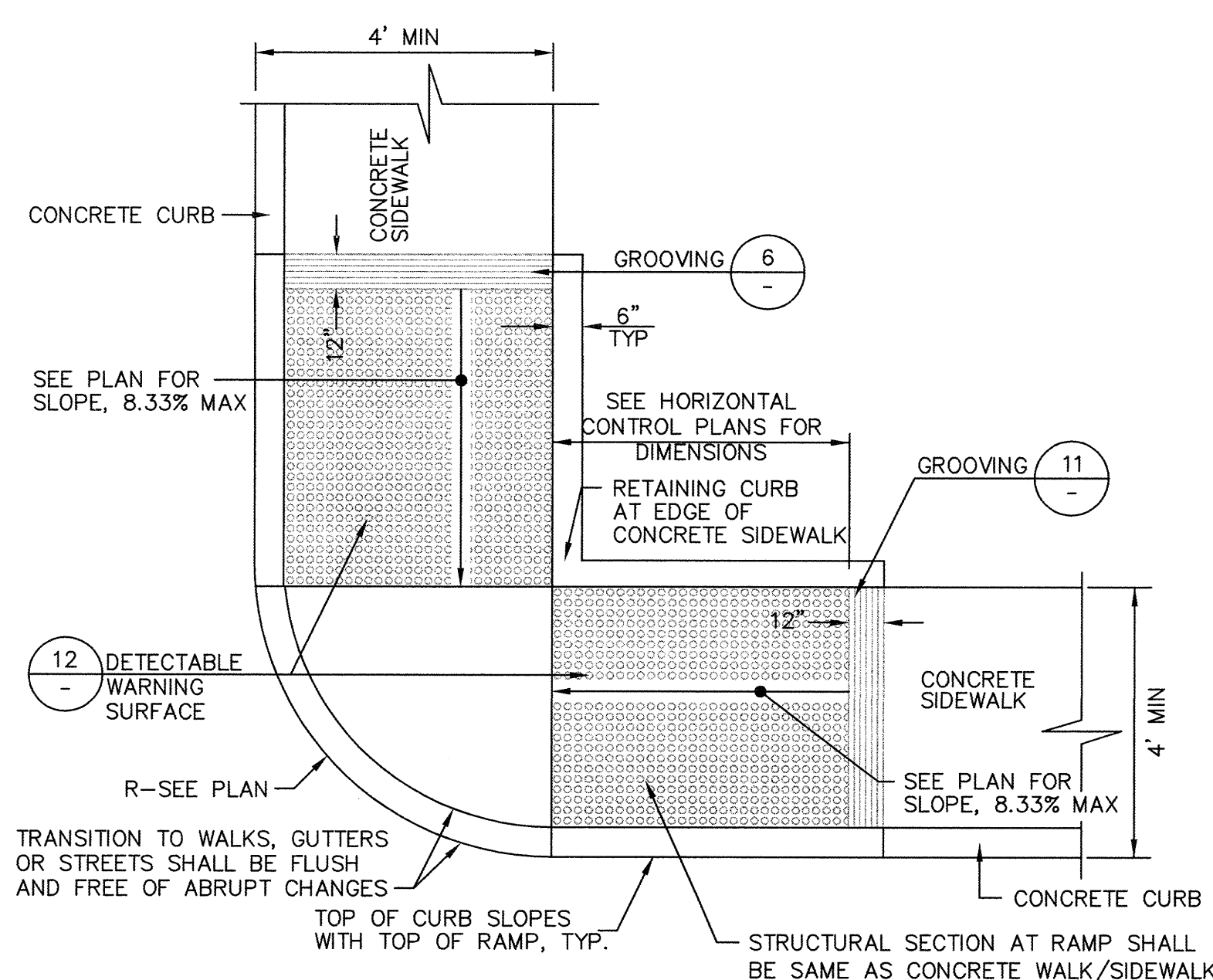
**8 VERTICAL CURB WITH WEEP HOLES**  
NTS



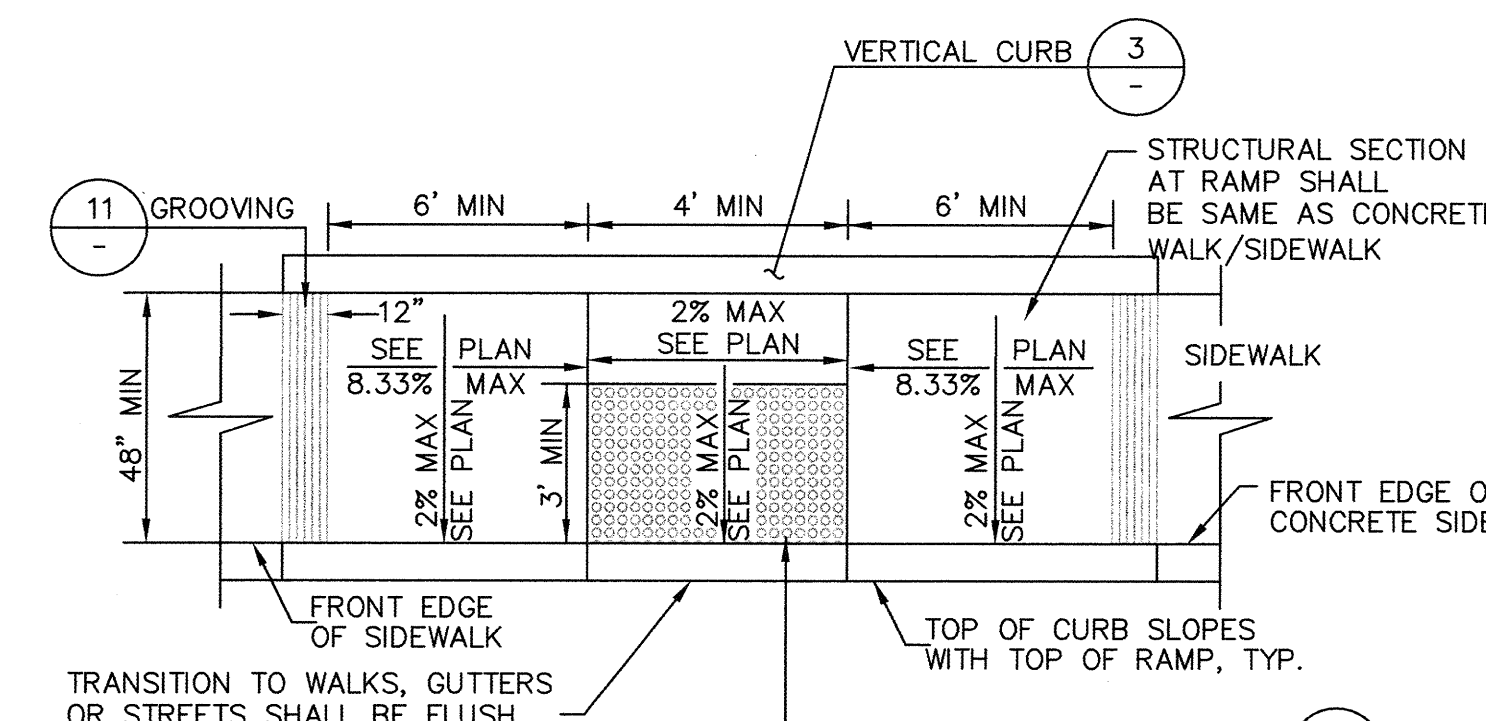
**CASE F CURB RAMP**



**ALTERNATIVE I CASE F CURB RAMP**



**ALTERNATIVE II CASE F CURB RAMP**



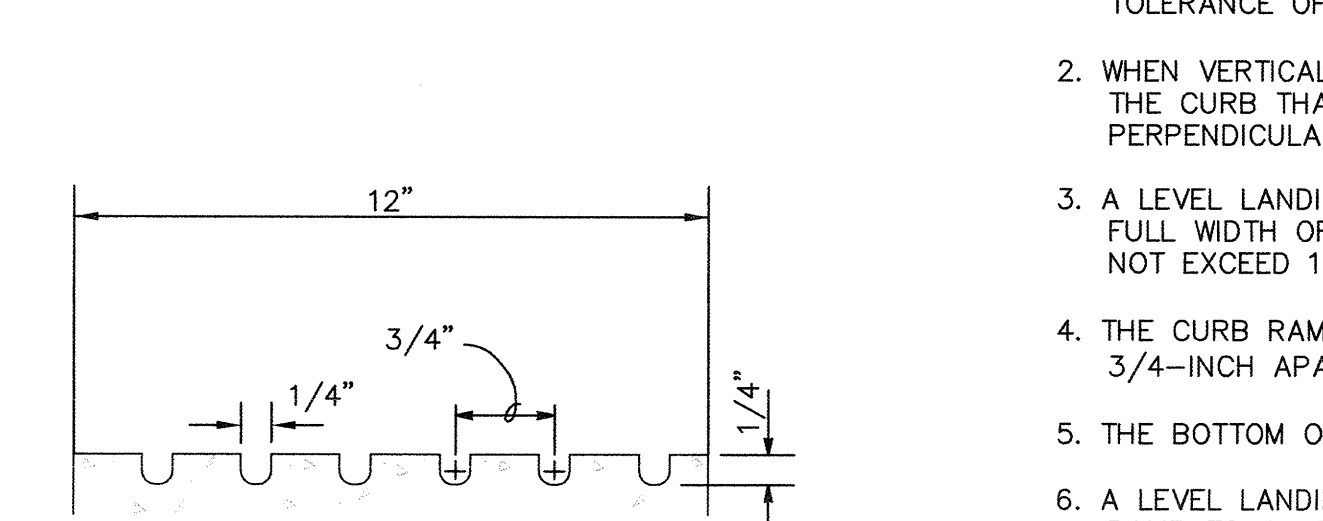
**CASE C CURB RAMP**

**NOTES:**  
 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.

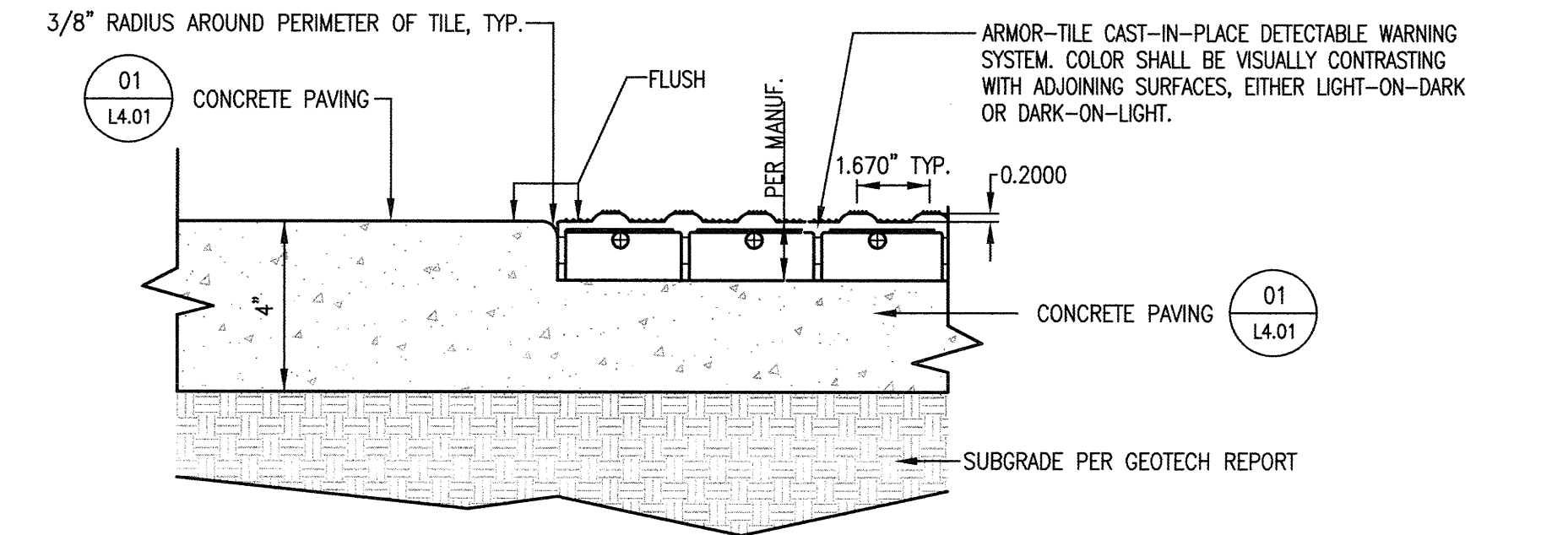
**8 VERTICAL CURB WITH WEEP HOLES**  
NTS

**9 CASE F CURB RAMP**  
NTS

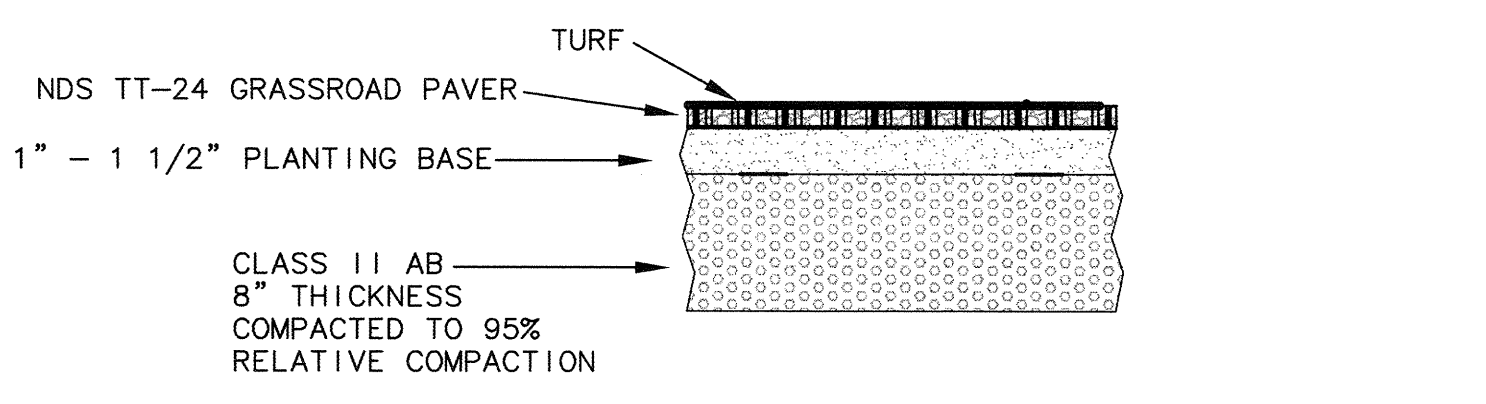
**10 CASE C CURB RAMP**  
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**11 ACCESSIBLE RAMP GROOVING DETAIL**  
NTS

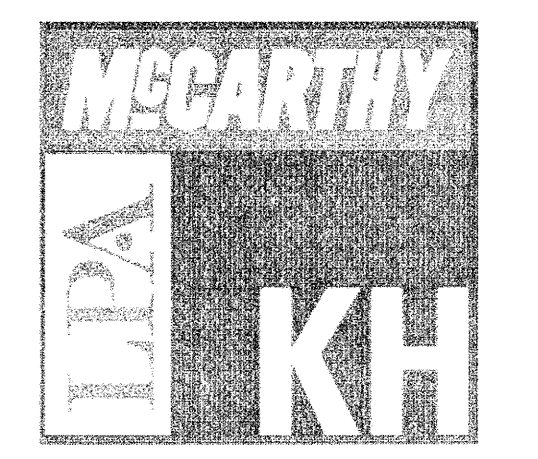


**12 DETECTABLE WARNING SURFACE**  
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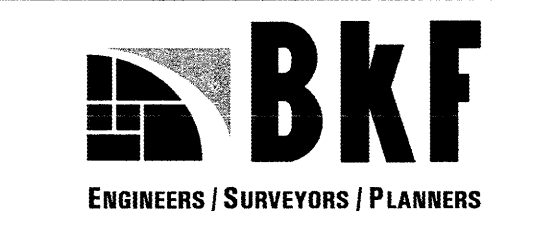


**13 NDS TT-24 TURF PAVER**  
NTS

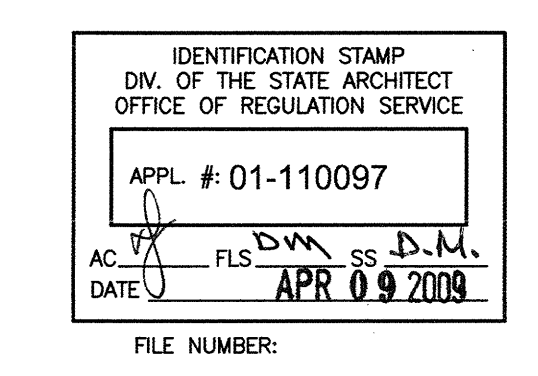
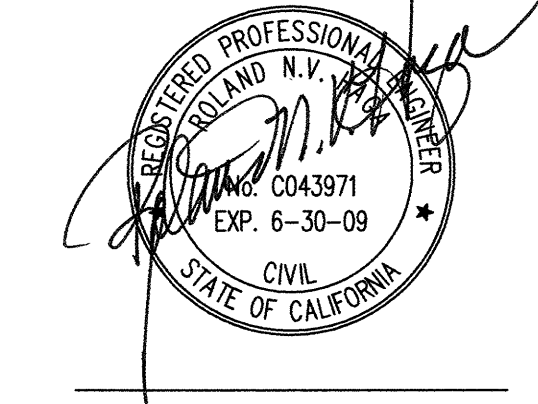
**NOTES:**  
 1. FINISH SURFACE OF CAST-IN-PLACE TILE SHALL BE FLUSH WITHIN 1/8" TOLERANCE TO ADJACENT TILE PANELS OR CONCRETE PAVING. BOLT ADJACENT TILE PANELS TOGETHER AS NECESSARY PRIOR TO INSTALLATION TO ENSURE FLUSH CONDITION.  
 2. REFER TO ARMOR-TILE MANUFACTURER'S DETAILS AND INSTALLATION INSTRUCTIONS FOR MORE INFORMATION.  
 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. 35118.



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College of San Mateo  
 Site Package  
 San Mateo, CA  
 Developed for  
 San Mateo County Community College District

Revision	Description	Date
01	CONCRETE PAVING	09 APRIL 2008
02	ARMOR-TILE CAST-IN-PLACE DETECTABLE WARNING SYSTEM	09 APRIL 2008
03	CONCRETE PAVING	09 APRIL 2008
04	CONCRETE PAVING	09 APRIL 2008
05	CONCRETE PAVING	09 APRIL 2008
06	CONCRETE PAVING	09 APRIL 2008
07	CONCRETE PAVING	09 APRIL 2008
08	CONCRETE PAVING	09 APRIL 2008
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Job No.	2708230
Date	09 APRIL 2008
Drawn by	MD, JT
Checked by	RH
Scale	AS SHOWN

**CONSTRUCTION DETAILS**

**C8.01**