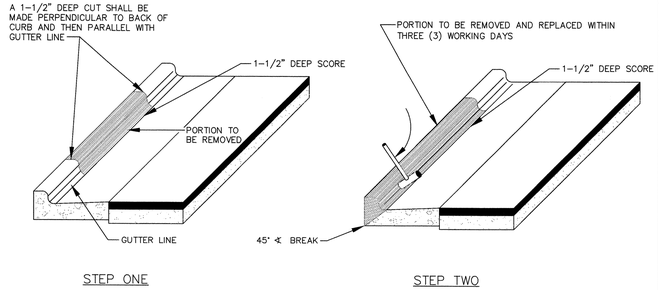
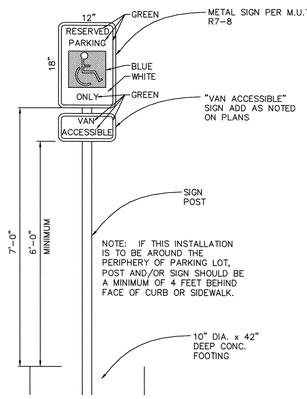


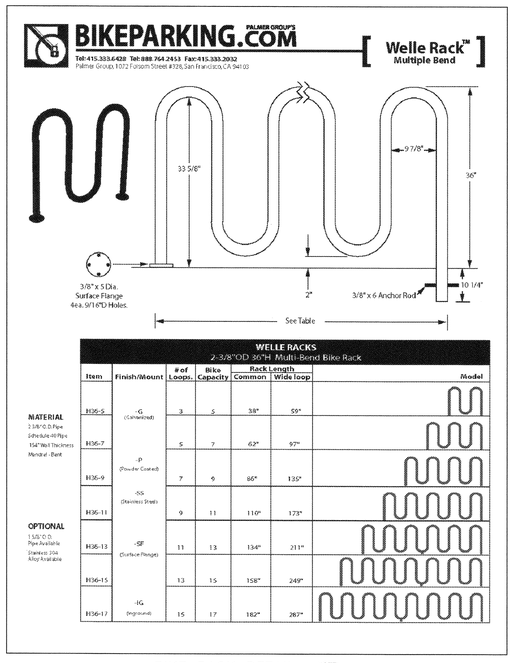
NOTES:

1. CURB AND GUTTER SECTION SHALL BE REMOVED IN ACCORDANCE WITH DRIVEWAY WIDTH APPROVED BY THE TOWN.
2. IF PERPENDICULAR CUT IS WITHIN 12" (inches) FROM A JOINT, THEN THE PARALLEL CUT SHALL BE MADE TO THAT JOINT.

STANDARD METHOD OF REMOVING BACK OF CURB



HANDICAP SIGN
N.T.S.



WELLE RACKS 2-3/8"OD 36"H Multi-Bend Bike Rack						
Item	Finish/Mount	# of Loops.	Bike Capacity	Rack Length Common	Rack Length Wide loop	Model
H36-5	-G (Galvanized)	3	5	38"	59"	
H36-7		5	7	62"	97"	
H36-9	-P (Powder Coated)	7	9	86"	135"	
H36-11	-SS (Stainless Steel)	9	11	110"	173"	
H36-13	-SF (Surface Flange)	11	13	134"	211"	
H36-15		13	15	158"	249"	
H36-17	-IG (Inground)	15	17	182"	287"	

MATERIAL
2 3/8" O.D. Pipe
Schedule 40 Pipe
154" Wall Thickness
Mandrel - Bent

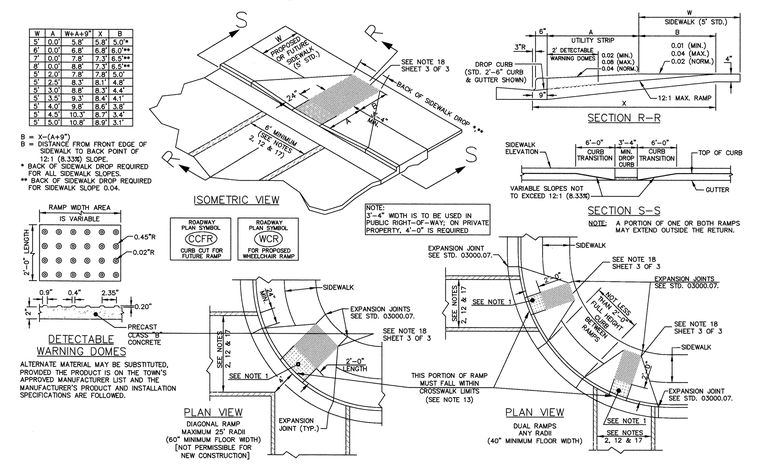
OPTIONAL
1.5/5" O.D. Pipe Available
Stainless 304 Alloy Available

BIKE RACK DETAIL

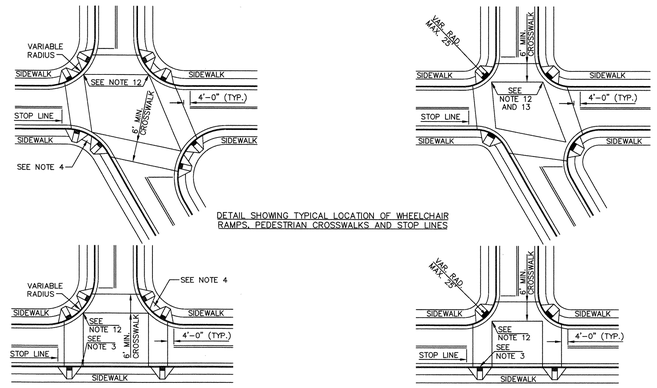
NOTE:
BIKE RACK TO BE MANUFACTURER'S STANDARD SILVER METALLIC COLOR

W	A	W+A+9'	X	B
5'	0.0'	5.8'	5.8'	5.0'*
6'	0.0'	6.8'	6.8'	6.0'**
7'	0.0'	7.8'	7.3'	6.5'**
8'	0.0'	8.8'	7.3'	6.5'**
5'	2.0'	7.8'	7.8'	5.0'
5'	2.5'	8.3'	8.1'	4.8'
5'	3.0'	8.8'	8.3'	4.4'
5'	3.5'	9.3'	8.4'	4.1'
5'	4.0'	9.8'	8.6'	3.8'
5'	4.5'	10.3'	8.7'	3.4'
5'	5.0'	10.8'	8.8'	3.1'

B = X-(A+9')
B = DISTANCE FROM FRONT EDGE OF SIDEWALK TO BACK POINT OF 12:1 (8.33%) SLOPE.
* BACK OF SIDEWALK DROP REQUIRED FOR ALL SIDEWALK SLOPES.
** BACK OF SIDEWALK DROP REQUIRED FOR SIDEWALK SLOPE 0.04.



STANDARD WHEELCHAIR RAMP



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES

DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS

PROPOSED WHEELCHAIR RAMP
PROPOSED OR FUTURE SIDEWALK

ALLOWABLE LOCATIONS
DUAL RAMP RADII.....ANY
DIAGONAL RAMP RADII...MAX. 25'
(DIAGONAL RAMP IS NOT PERMISSIBLE FOR NEW CONSTRUCTION)

STANDARD WHEELCHAIR RAMP

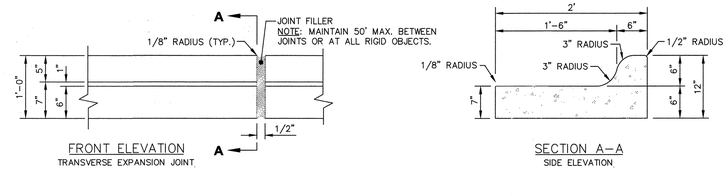
NOTES:

1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" IN LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON DETAIL 03000.14, SHEETS 1 & 2. THE RAMP MAY BE YELLOW IN COLOR OR ANY COLOR WITH A 70% CONTRAST RATIO.
2. CROSSWALK WIDTHS AND CONFIGURATION VARY BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
3. NORTH CAROLINA GENERAL STATUTE 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR MAINTENANCE PROCEDURES, TRAFFIC OPERATIONS, REPAIRS, CORRECTION OF UTILITIES OR ALTERED FOR ANY REASON AFTER SEPTEMBER 1, 1973 SHALL PROVIDE WHEELCHAIR RAMPS FOR THE PHYSICALLY DISABLED AT ALL INTERSECTIONS WHERE BOTH CURB AND GUTTER AND SIDEWALKS ARE PROVIDED AND AT OTHER PONTS OF PEDESTRIAN FLOW.

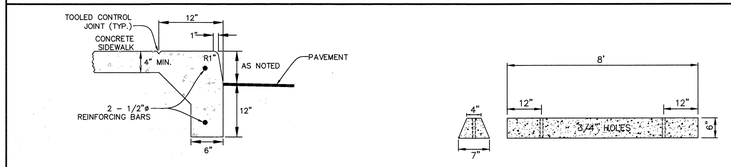
   IN ADDITION, SECTION 228 OF THE 1973 FEDERAL AID HIGHWAY SAFETY ACT REQUIRES PROVISION OF CURB RAMPS ON ANY CURB CONSTRUCTION AFTER JULY 1, 1976 WHETHER A SIDEWALK IS PROPOSED INITIALLY OR IS PLANNED FOR A FUTURE DATE.

   THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 EXTENDS TO INDIVIDUALS WITH DISABILITIES. COMPREHENSIVE CIVIL RIGHTS PROTECTIONS SIMILAR TO THOSE PROVIDED TO PERSONS ON THE BASIS OF RACE, SEX, NATIONAL ORIGIN AND RELIGION UNDER THE CIVIL RIGHTS ACT OF 1964. THESE CURB RAMPS HAVE BEEN DESIGNED TO COMPLY WITH THE CURRENT ADA STANDARDS.
4. PROVIDE WHEELCHAIR RAMPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. LOCATE WHEELCHAIR RAMPS AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT. WHERE TWO RAMPS ARE INSTALLED PLACE NOT LESS THAN 2 FEET OF FULL HEIGHT CURB BETWEEN THE RAMPS. PLACE DUAL RAMPS AS NEAR PERPENDICULAR TO THE TRAVEL LANE BEING CROSSED AS POSSIBLE.
5. PAY FOR ALL VARIABLE DEPTH CONCRETE USED FOR CONSTRUCTION OF WHEELCHAIR RAMPS AS CONCRETE WHEELCHAIR RAMPS. (SQ. YDS.)
6. PAY FOR ALL DEPRESSED CURBS AT WHEELCHAIR RAMPS AS THE TYPE CURB AND GUTTER USED ADJACENT TO DEPRESSED CURB. (LN. FT.)
7. SUCH PRICES AND PAYMENTS IS CONSIDERED FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO SATISFACTORILY COMPLETE THE WORK.
8. DO NOT EXCEED 0.08 (12:1) SLOPE ON THE WHEELCHAIR RAMP IN RELATIONSHIP TO THE GRADE OF THE STREET.
9. CONSTRUCT WHEELCHAIR RAMPS 40" (3'-4") OR GREATER FOR DUAL RAMPS AND 60" (5'-0") OR GREATER FOR DIAGONAL RAMPS.
10. USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
11. PLACE A ½" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON STANDARD DETAIL 03000.07.
12. PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION RADII, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. (SEE NOTE 17)
13. COORDINATE THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. PLACE DIAGONAL RAMPS WITH FLARED SIDES SO 24" OF FULL HEIGHT CURB FALLS WITHIN THE CROSSWALK MARKINGS ON EACH SIDE OF THE FLARES.
14. CONSTRUCT THE PEDESTRIAN CROSSWALK A MINIMUM OF 6 FEET. A CROSSWALK WIDTH OF 10 FEET OR GREATER IS DESIRABLE.
15. USE STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, WHERE IT IS IMPORTANT TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE REQUIRED TO STOP IN COMPLIANCE WITH A TRAFFIC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SKEW MAY REQUIRE THE PLACEMENT OF THE STOP LINE TO BE PARALLEL TO THE INTERSECTING ROADWAY.
16. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
17. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD.
18. FROM DETECTABLE WARNING DOME PORTION ALL THE WAY TO BACK EDGE OF SIDEWALK NEEDS TO BE BLACK.

STANDARD WHEELCHAIR RAMP

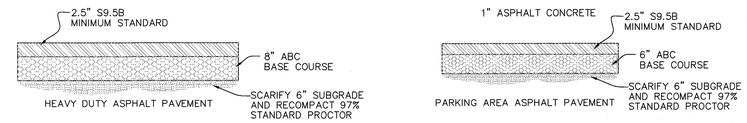


COMBINATION CURB AND GUTTER

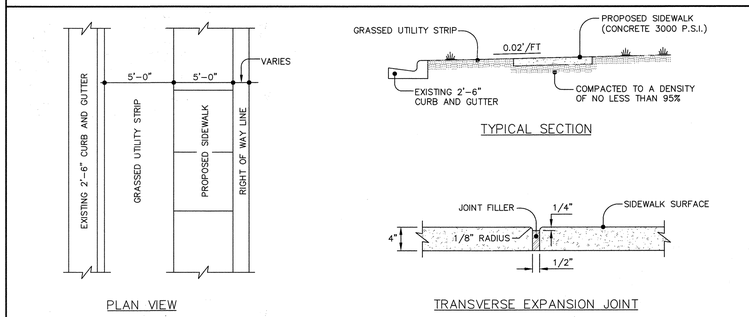


INTEGRAL SIDEWALK AND CURB

CONC. BUMPER BLOCK



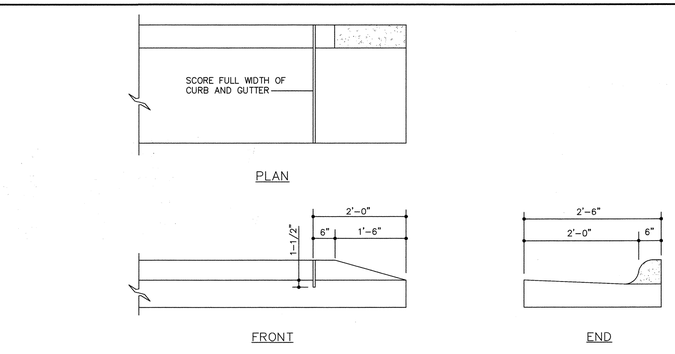
ASPHALT PAVEMENT DETAILS



NOTES:

1. TRANSVERSE EXPANSION JOINTS TO BE A MAXIMUM OF 50 FEET.
2. ALL CONCRETE TO BE FINISHED WITH CURING COMPOUND.
3. A 6-inch DEPTH IS REQUIRED AT LOCATIONS OF DRIVEWAY CROSSINGS AND STREET INTERSECTIONS.

STANDARD CONCRETE SIDEWALK



STANDARD METHOD OF ENDING CURB AND GUTTER

NORTH CAROLINA PROFESSIONAL SEAL 21543 ENGINEER BRADLEY A. RHINEHART
2-12-07

NOTE:
1. ALL CONSTRUCTION WILL CONFORM TO TOWN OF CARY STANDARDS, DETAILS, AND SPECIFICATIONS.

07-SP-018
APPROVED
TOWN OF CARY
Approved by DRC Date 7/5/07
Planning KAH Date 7/12/07
Engineering TS Date 7/13/07

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SITE ENGINEERING
INDUSTRIAL & MULTI-UNIT
LAND SURVEYING
CONSTRUCTION LAYOUT

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BOUNDARY SURVEYS
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TOWN OF CARY
WAKE COUNTY
NORTH CAROLINA

REVISED

PER TOWN OF CARY 07-12-07
PER TOWN OF CARY 06-07-07
PER TOWN OF CARY 04-26-07

DATE: 03-08-07
DRAWN BY: TRS
CHECKED BY: BAR

FBK:
CHF:
SCALE HOR 1"= -- FT.
VER 1"= -- FT.

9

07-517