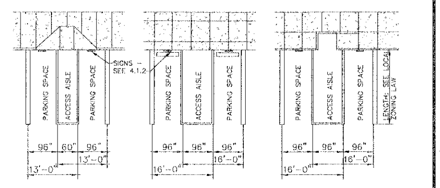


4.4.1 - PARKING SPACE(S) FOR STANDARD (NON-VAN) VEHICLES

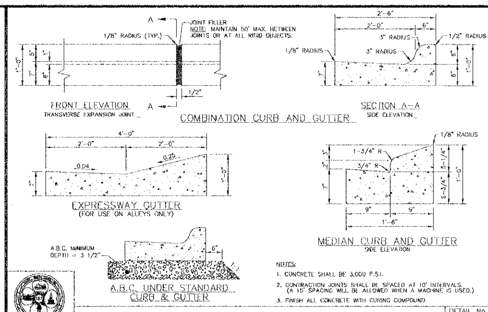
4.4.2 - PARKING SPACE(S) FOR VANS

4.4.2.1 - IF A NON-VAN PARKING SPACE SHARES AN ACCESS AISLE WITH A VAN ACCESSIBLE SPACE, THEN THE ACCESS AISLE SHALL BE 96" WIDE.

ALL DIMENSIONS ARE MINIMUM

4.4 SIZES OF ACCESSIBLE PARKING SPACES

N.T.S.

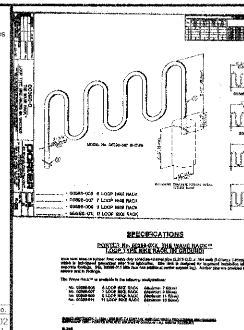


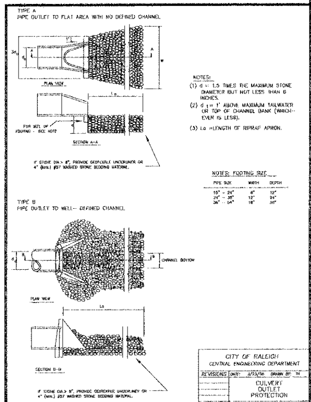
NOTES:
1. CONCRETE SHALL BE 3,000 P.S.I.
2. CONTRACTION JOINTS SHALL BE SPACED AT 10' INTERVALS. (A 15' SPACING WILL BE ALLOWED WHEN A MACHINE IS USED.)
3. FINISH ALL CONCRETE WITH CURING COMPOUND.

EFFECTIVE: 07/01/04

STANDARD CONCRETE CURB AND GUTTER

DETAIL No. 03000.02
SHEET 1 OF 1





NOTES:
(1) d = 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NOT LESS THAN 6 INCHES.
(2) d = 1' ABOVE MAXIMUM TAILWATER OR TOP OF CHANNEL BANK (WHICH– EVER IS LESS).
(3) Lo =LENGTH OF RIPRAP APRON.

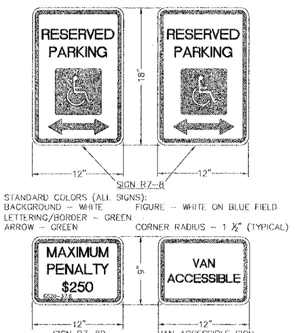
IF STONE DIA.> 8", PROVIDE GEOTEXTILE UNDERLINER OR 4" (MIN.) #57 WASHED STONE BEDDING MATERIAL.

NOTES: FOOTING SIZE

PIPE SIZE	WIDTH	DEPTH
15" – 24"	6"	12"
24" – 36"	12"	24"
36" – 54"	18"	36"

CITY OF RALEIGH
CENTRAL ENGINEERING DEPARTMENT
REVISIONS | DATE: 3/23/05 | DRAWN BY: TH
CULVERT OUTLET PROTECTION
STD. # 40.27

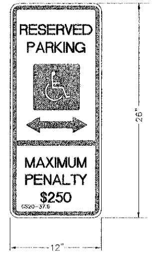
N.T.S.



STANDARD COLORS (ALL SIGNS):
BACKGROUND – WHITE FIGURE – WHITE ON BLUE FIELD
LETTERING/BORDER – GREEN
ARROW – GREEN CORNER RADIUS – 1 ½" (TYPICAL)

4.1.2 - SIGNS AT ACCESSIBLE PARKING SPACES (PART 1)

N.T.S.



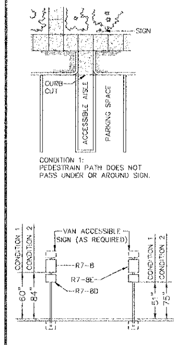
SIGN R7–8E

(COLOR/CORNER RADII SAME AS 4.1.2 – PART 1)

THIS SIGN MAY BE USED IN PLACE OF SIGNS R7–8/R7–8D (SEE 4.1.2 – PART3)

4.1.2 - SIGNS AT ACCESSIBLE PARKING SPACES (PART 2)

N.T.S.



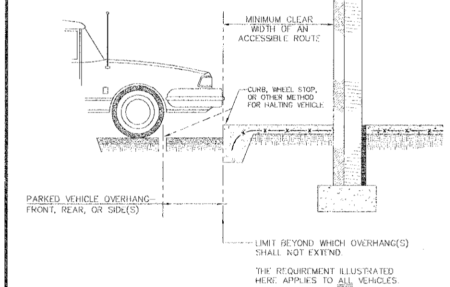
CONDITION 1:
PEDESTRAIN PATH DOES NOT PASS UNDER OR AROUND SIGN.

CONDITION 2:
PEDESTRAIN PATH GOES BY, UNDER, OR AROUND SIGN.

GENERAL NOTES:
1. REGARDLESS OF ACE, ALL ACCESSIBLE SPACES SHALL BE IDENTIFIED BY ABOVE– ROSPACUND SIGNS ONLY. (SEE N.C.G.S.)
2. NEW ES SHALL NOT USE GROUND– PAINTED SYMBOLS.
3. ACCESSIBLE SPACES ARE REQUIRES TO BE STRIPED OFF ONLY; BLUE COLORING IS NOT NECESSARY NOR REQUIRED.
4. SSTRIPING IS WHITE ON DARK PAVEMENT; BLACK ON LIGHT PAVEMENT. (N.C.D.O.T.)

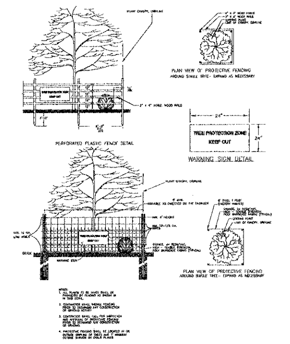
4.1.2 - SIGNS AT ACCESSIBLE PARKING SPACES (PART 3)

N.T.S.



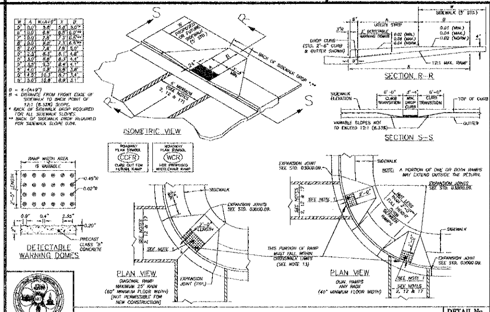
THE REQUIREMENT ILLUSTRATED HERE APPLIES TO ALL VEHICLES.

N.T.S.



PLANT PROTECTIVE FENCING

N.T.S.

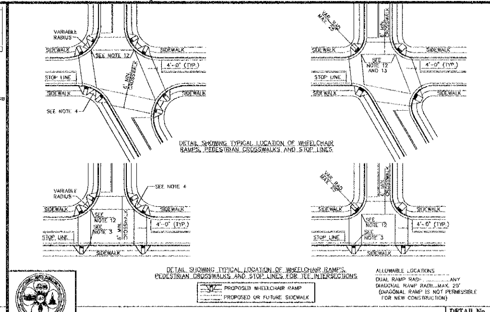


EFFECTIVE:07/01/04

STANDARD WHEELCHAIR RAMP

DETAIL No. 03000.14
SHEET 1 OF 3

NOTE:
THE MINIMUM DROP CURB ON PRIVATE PROPERTY IS 48".



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

EFFECTIVE: 07/01/04

STANDARD WHEELCHAIR RAMP

DETAIL No. 03000.14
SHEET 2 OF 3

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 POINTS 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 03000.09.
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.

EFFECTIVE: 07/01/04

STANDARD WHEELCHAIR RAMP

DETAIL No. 03000.14
SHEET 3 OF 3

Cary Project Number
05-SP-154
APPROVED
TOWN OF CARY
Appoved by DRC Date 3/31/06
Planning ______ Date 4-13-06
Engineering TS Date 4-13-06

GRAPHIC SCALE
20 0 10 20 40
1 inch = 20 ft.

05-SP-154

FINAL PLAN – NOT RELEASED FOR CONSTRUCTION

REVISIONS
1. 01-27-06 REVISED PER TOWN OF CARY 1st REVIEW.
2. 03-10-06 REVISED PER TOWN OF CARY 2nd REVIEW.

ADVANTAGE REALTY GROUP IV
OFFICE BUILDING
2128 HIGH HOUSE ROAD
CARY NC

SCALE: 1"=20'
ORIGINAL DATE: 12-16-05
LATEST REVISION DATE: 03-10-06
PROJECT NO.: 04-157

MISC DETAILS

NORTH CAROLINA PROFESSIONAL SEAL 12550 ENGINEER DAVID H. BLEVINS

DEVELOPMENT ENGINEERING, INC.
Professional Engineering Consultants
244 W. Millbrook Road, Raleigh, NC 27609
P. O. Box 17705, Raleigh, NC 27619
Phone: 919-847-8300
Fax: 919-847-2130
E-mail: Office@d-e-inc.com

SHEET NO. 10

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