

**1-21.01**

**GENERAL NOTES**

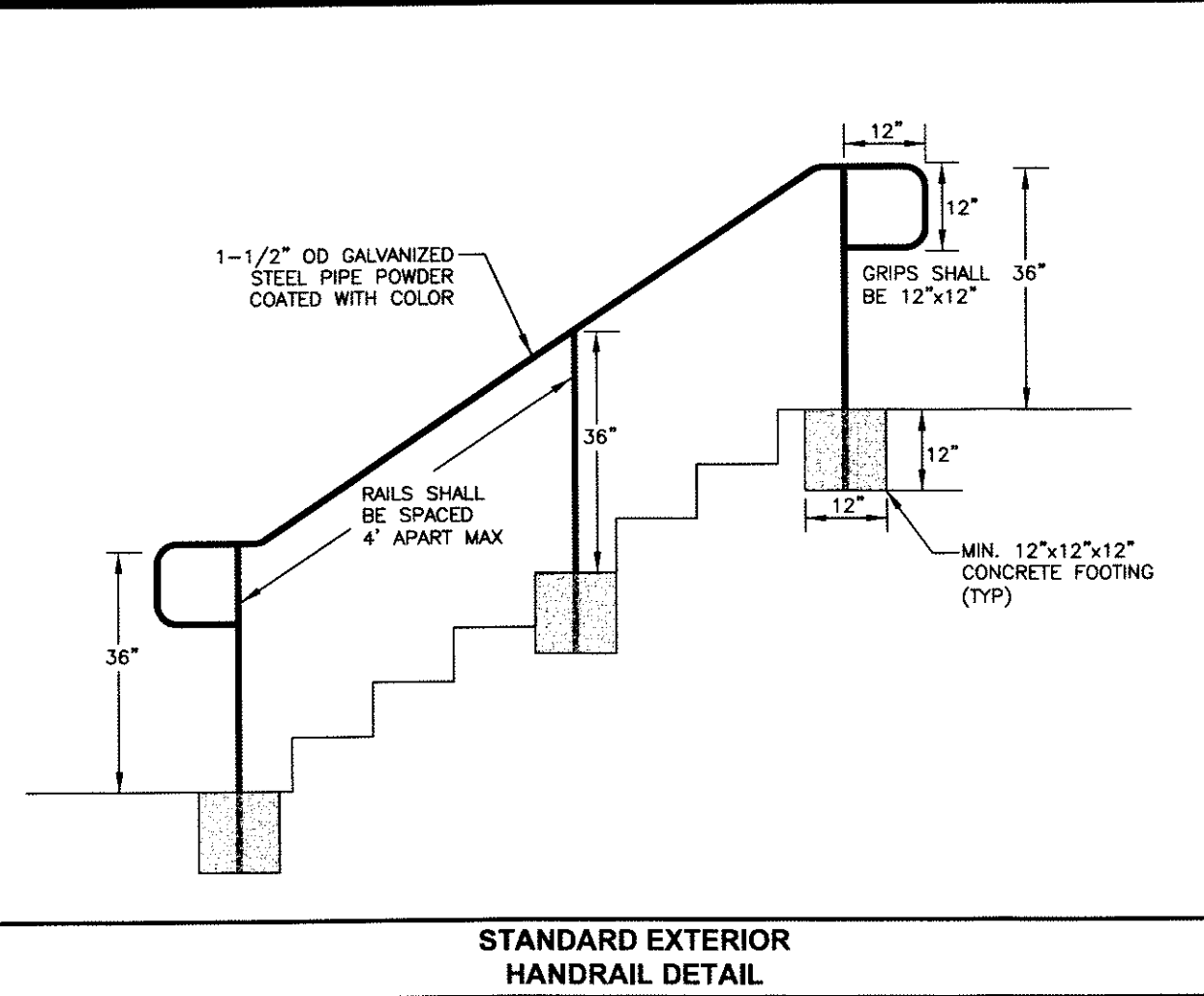
- A slight beveled curb (not shown) should be used only when the adjacent sidewalk is to be finished. This curb should be finished with those shown on the next sheet.
- Contractor shall note and describe, regardless of whether the details are shown or omitted, the location of all curbs and sidewalks. This information should be included in the contract documents.
- Locate sewer lines within the inner edge of marked curbs or, if curbs are not marked, within the area's standard marked sidewalk width.
- Bring run length shown portion to 6" curb height and no longitudinal sidewalk slope. For other heights and slopes, increase or decrease the slope to maintain the same slope. In cases where sidewalk slope is necessary, it shall be no greater than 1:12 for a 6" curb height or, in general, no greater than 1:12 for a 4" curb height. The same applies to the slope of the sidewalk. The same applies to the slope of the sidewalk.
- If conditions require, the Engineer may increase the 1:12 slope to 1:21 maximum.
- The 1:21 and 1:21 slopes shown on the element shown below by law (except as provided under Note 8).
- Concrete curb and sidewalk is to be finished with a rough, non-slip type surface.
- Drainage holes should not be located within marked curbs or, if curbs are not marked, within the area's standard marked sidewalk width. If they are, they shall be located in the sidewalk and shall be no greater than 1/2" in any direction and be no closer than the shown.
- Install 2" x 4" x 1/2" steel angle with 1/2" diameter bolts, spaced at 24" on center, to provide a rough, non-slip type surface. The same applies to the slope of the sidewalk.
- Place 1/2" expansion joint where the concrete wheelchair ramp meets the curb and as shown on standard detail 03000.17.
- 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 wheelchair travelway when one ramp is installed (see Note 17).
- 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.
- Construct the pedestrian crosswalk a minimum of 8 feet. A crosswalk width of 10 feet or greater is desirable.
- Use stop lines, normally perpendicular to the lane lines, where it is important to indicate the point beyond 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.
- Terminate parking a minimum of 20 feet back of pedestrian crosswalk.
- 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.
- Wheelchair ramps should be constructed according to TDC & NCDOT standards after the locations of the proposed stop bar and/or pedestrian crosswalks have been staked out.
- Ladder-style & diagonal crosswalk striping are not permissible.

**NOTES**

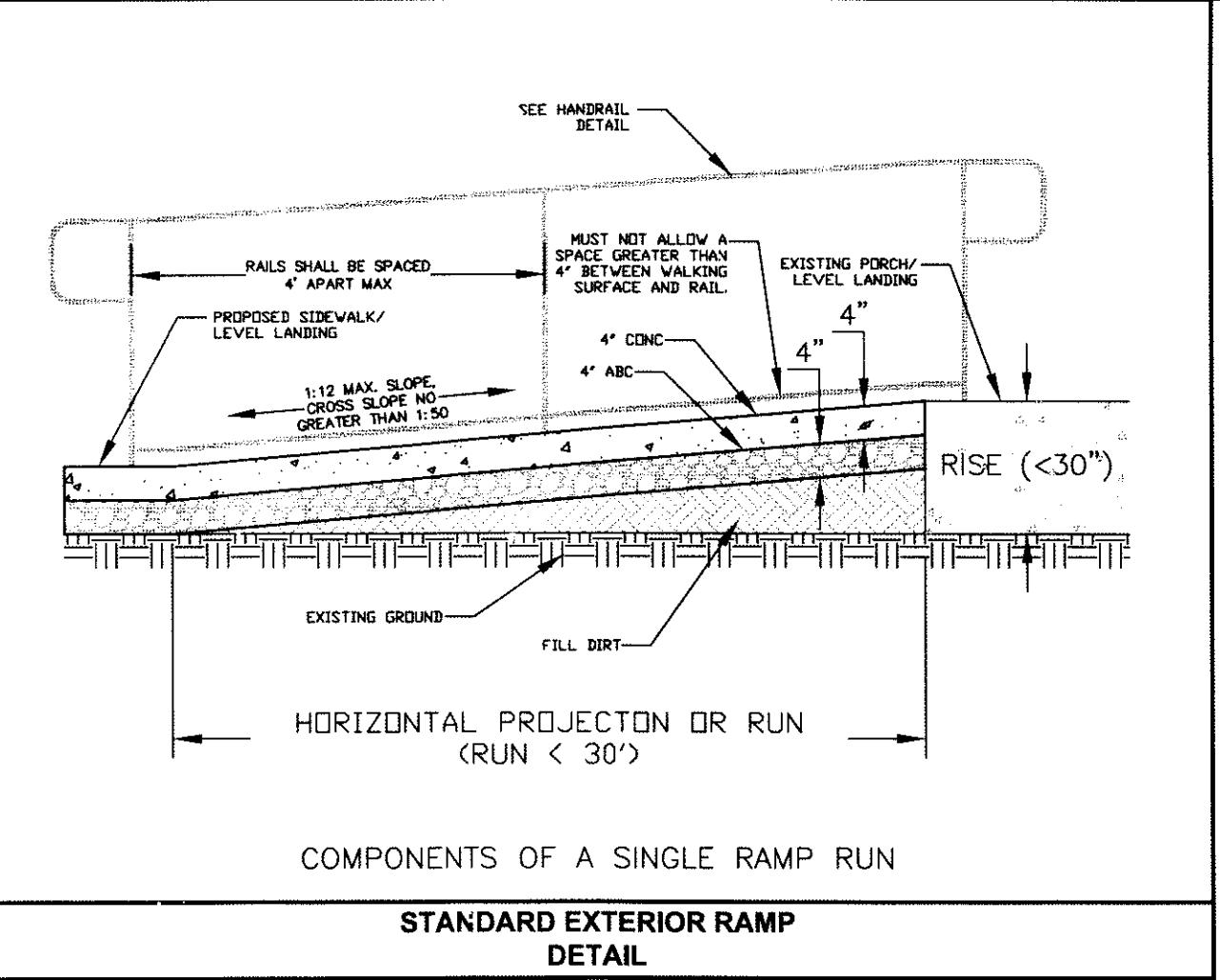
- DETECTABLE WARNING DOMES SHALL COVER 2'-0" IN LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON DETAIL 03000.14, SHEETS 1 & 2. THE RAMP MAY BE YELLOW IN COLOR OR ANY COLOR WITH A 70% CONTRAST RATIO.
- CROSSWALK WIDTHS AND CONFIGURATION VARY BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
- NORTH CAROLINA GENERAL STATUTE 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR MAINTENANCE PROCEDURES, TRAFFIC OPERATIONS, REPAIRS, CORRECTION OF UTILITIES OR ALTERS FOR ANY REASON AFTER SEPTEMBER 1, 1973 SHALL PROVIDE WHEELCHAIR RAMPS FOR THE PHYSICALLY DISABLED AT ALL INTERSECTIONS WHERE BOTH CURBS AND OUTER AND SIDEWALK ARE PROVIDED AND AT OTHER POINTS OF PEDESTRIAN FLOW. IN ADDITION, SECTION 216 OF THE 1975 FEDERAL ADA HIGHWAY SAFETY ACT REQUIRES PROVISION OF CURB RAMPS ON ANY CURB CONSTRUCTION AFTER JULY 1, 1976 WHETHER A SIDEWALK IS PROPOSED IMMEDIATELY OR IS PLANNED FOR A FUTURE DATE.
- 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 SHEETS, 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.
- PAY FOR ALL VARIABLE DEPTH CONCRETE USED FOR CONSTRUCTION OF WHEELCHAIR RAMPS AS CONCRETE WHEELCHAIR RAMPS. (SQ. YDS.)
- FOR ALL DEEPER CURBS AT WHEELCHAIR RAMPS AS THE TYPE CURB AND OUTER USED ADJACENT TO DEEPER CURB. (CU. FT.)
- SLASH PRICES AND PAYMENTS IS CONSIDERED FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO SATISFACTORILY COMPLETE THE WORK.
- DO NOT EXCEED 0.08 (1:12) SLOPE ON THE WHEELCHAIR RAMP IN RELATIONSHIP TO THE GRADE OF THE STREET.
- CONSTRUCT WHEELCHAIR RAMPS 40" (3'-4") OR GREATER FOR DUAL RAMPS AND 60" (5'-0") OR GREATER FOR DIAGONAL RAMPS.
- USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SLIP TYPE SURFACE.
- PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON STANDARD DETAIL 03000.17.
- PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION RADI, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE WHEELCHAIR TRAVELWAY WHEN ONE RAMP IS INSTALLED (SEE NOTE 17).
- 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.
- CONSTRUCT THE PEDESTRIAN CROSSWALK A MINIMUM OF 8 FEET. A CROSSWALK WIDTH OF 10 FEET OR GREATER IS DESIRABLE.
- USE STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, WHERE IT IS IMPORTANT TO INDICATE THE POINT BEYOND 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.
- TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
- 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.
- WHEELCHAIR RAMPS SHOULD BE CONSTRUCTED ACCORDING TO TDC & NCDOT STANDARDS AFTER THE LOCATIONS OF THE PROPOSED STOP BAR AND/OR PEDESTRIAN CROSSWALKS HAVE BEEN STAKED OUT.
- LADDER-STYLE & DIAGONAL CROSSWALK STRIPING ARE NOT PERMISSIBLE.

STANDARD WHEELCHAIR RAMP

DETAIL No. 03000.14 SHEET 2 OF 2



STANDARD EXTERIOR HANDRAIL DETAIL



STANDARD EXTERIOR RAMP DETAIL

NO.	REVISION	DATE
1.	PER CARY COMMENTS	08/05/11
2.	PER CARY COMMENTS	09/27/11
3.	PER CARY COMMENTS	11/07/11

**S & N**  
 SPAULDING & NORRIS, PA  
 Design Consultants  
 972 Trinity Road  
 Raleigh, North Carolina 27607  
 Phone (919) 854-7990 Fax (919) 854-7925

PREPARED FOR:  
 BE ALL YOU CAN BE INC.  
 214 BRIDLE CREEK DRIVE  
 CARY, NC 27513  
 DATE: 05-03-2011  
 SCALE: AS SHOWN  
 PROJECT ENGINEER:  
 SKAN FIRM CERTIFICATION # C-1075  
 TOM J. SPAULDING, PE  
 PROJECT CAD DESIGNER:  
 BRIAN W. DOWNS  
 PROJECT SURVEYOR:  
 TURNING POINT SURVEYING, LLC

**BARBER PROPERTY**  
 6244 TRYON ROAD, CARY, NC 27518  
 TOWN OF CARY, WAKE COUNTY, NORTH CAROLINA

**SITE PLAN**  
**STANDARD DETAILS SHEET**  
 SHEET 18 OF 11

FOR REVIEW ONLY - NOT FOR CONSTRUCTION  
 PLAN IS SUBJECT TO REVISIONS DURING THE PRELIMINARY APPROVAL PROCESS

DRAWING SHEET  
**D-1.2**  
 PROJECT NUMBER  
**723-11**

11-SP-030  
 HTE # 11-1006  
 APPROVED BY THE TOWN OF CARY  
 DEVELOPMENT REVIEW COMMITTEE  
 PLANNER: *[Signature]* DATE: 11/17/2011