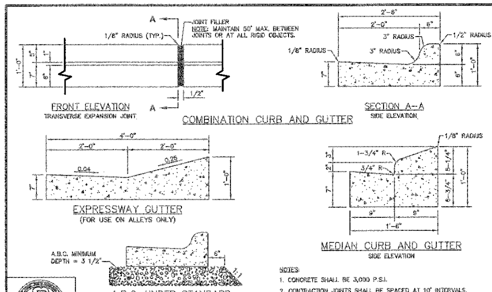
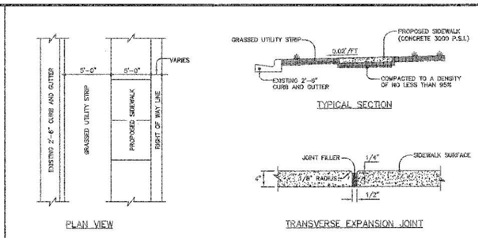


NOTES:

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.

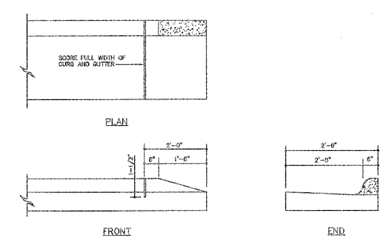
STANDARD CONCRETE CURB AND GUTTER — DETAIL No. 03000.02, SHEET 1 OF 1 — EFFECTIVE: 07/01/04



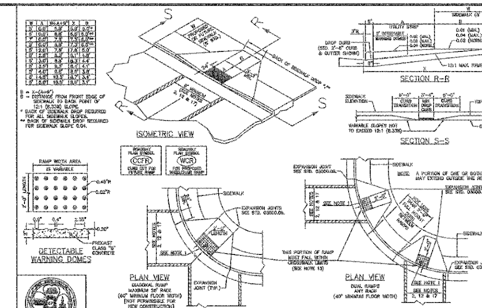
NOTES:

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.

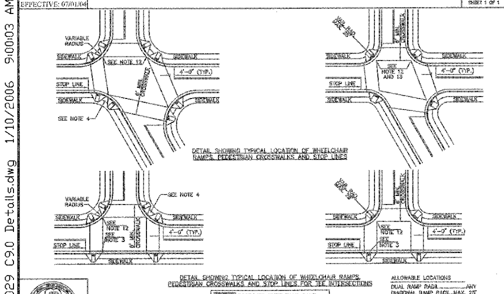
STANDARD CONCRETE SIDEWALK — DETAIL No. 03000.07, SHEET 1 OF 1 — EFFECTIVE: 07/01/04



STANDARD METHOD OF ENDING CURB AND GUTTER — DETAIL No. 03000.11, SHEET 1 OF 1 — EFFECTIVE: 07/01/04



STANDARD WHEELCHAIR RAMP — DETAIL No. 03000.14, SHEET 1 OF 3 — EFFECTIVE: 07/01/04



STANDARD WHEELCHAIR RAMP — DETAIL No. 03000.14, SHEET 2 OF 3 — EFFECTIVE: 07/01/04

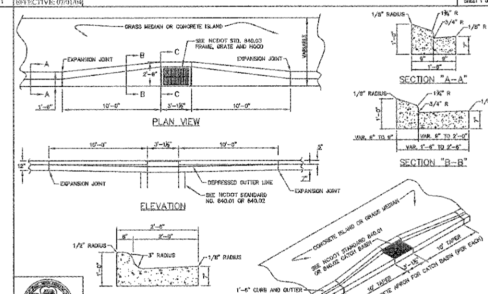
NOTES:

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.

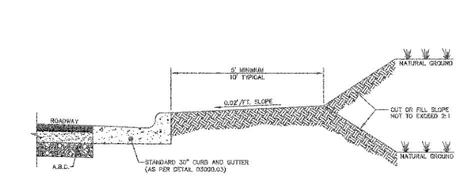
   IN ADDITION, SECTION 228 OF THE 1973 FEDERAL AID HIGHWAY SAFETY ACT REQUIRES PROVISION OF CURB RAMPS ON ANY CURB CONSTRUCTION AFTER JULY 1, 1976 WHETHER A SIDEWALK IS PROPOSED INITIALLY OR IS PLANNED FOR A FUTURE DATE.

   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.

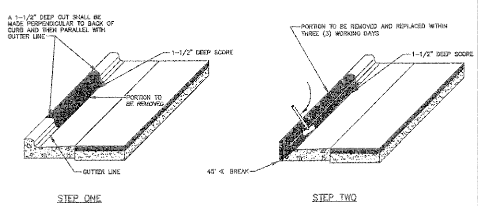
STANDARD WHEELCHAIR RAMP — DETAIL No. 03000.14, SHEET 3 OF 3 — EFFECTIVE: 07/01/04



STANDARD MEDIAN CURB FOR CATCH BASIN (FOR USE WITH 1'-6" CURB & GUTTER) — DETAIL No. 08000.04, SHEET 1 OF 1 — EFFECTIVE: 07/01/07



STANDARD SHOULDER SECTION WITHOUT SIDEWALK — DETAIL No. 03000.04, SHEET 1 OF 1 — EFFECTIVE: 07/01/04



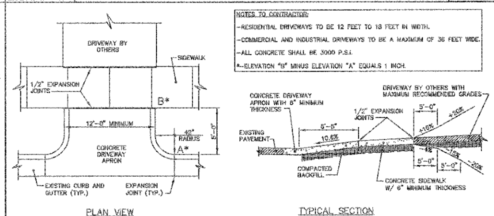
NOTES:

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 EXISTING CURB (FOR A DRIVEWAY APRON INSTALLATION) — DETAIL No. 03000.10, SHEET 1 OF 1 — EFFECTIVE: 07/01/04

NOTES TO CONTRACTOR:

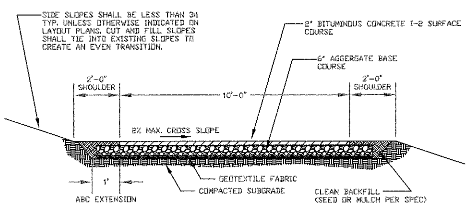
- RESIDENTIAL DRIVEWAYS TO BE 12 FEET TO 18 FEET IN WIDTH.
- COMMERCIAL AND INDUSTRIAL DRIVEWAYS TO BE A MAXIMUM OF 36 FEET WIDE.
- ALL CONCRETE SHALL BE 3000 P.S.I.
- *ELEVATION "B" MINUS ELEVATION "A" EQUALS 1 INCH.



NOTES:

1. CURB SHALL BE TAPERED TO FINISH FLUSH WITH SIDEWALK.
2. BEGINNING RADIUS SHALL NOT ENCROACH ON ADJACENT PROPERTIES BASED ON A PROJECTION OF THE PROPERTY LINE FROM THE RIGHT OF WAY TO THE CURB LINE.
3. SIDEWALK SECTION SHALL NOT BE REQUIRED ALONG STREETS WHICH ARE NOT PLANNED FOR SIDEWALK.
4. THE TOWN IS NOT RESPONSIBLE FOR VEHICLES THAT DRAG DUE TO GRADE OF DRIVEWAY. THE DRIVEWAY IS PRIVATELY MAINTAINED.

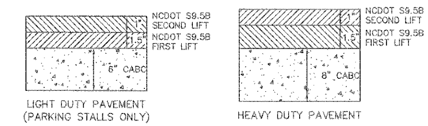
STANDARD DRIVEWAY APRON — DETAIL No. 03000.13, SHEET 1 OF 1



NOTES:

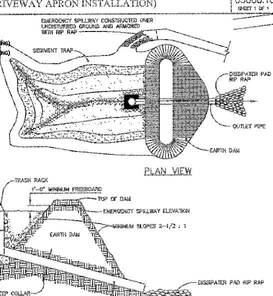
1. CROSS SLOPE DIRECTION VARIES. SEE LAYOUT PLANS FOR DIRECTION OF SLOPE.
2. CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING ALL SLOPES DISTURBED BY CONSTRUCTION.

10' ASPHALT GREENWAY TRAIL

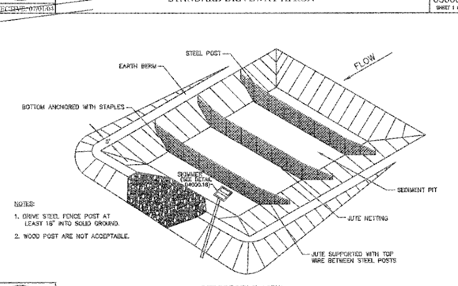


PAVEMENT DETAIL SECTION

	DIMENSIONS	ELEV.
EMERGENCY SPILLWAY	15' 6" CLASS A RIPRAP	264.5' (OR EXISTING)
TOP OF DAM WIDTH	AS SHOWN	264.5' (OR EXISTING)
ANTI-SEEP COLLAR	2.5'X2.5'	-----
RIP RAP DISSIPATER PAD	10'LX6'W 6" CLASS A	260.5
ANTI-FLOATATION DEVICE	3'X2'	261.0' TOP
TOP OF RISER	24"	263.5'
OUTLET PIPE INVERT IN	15"	261.0'
OUTLET PIPE INVERT OUT	15"	260.5'
SEDIMENT STORAGE AREA	9,900 CUFT	264.5'



STANDARD RISER-BARREL SEDIMENT BASIN (WITH SKIMMER) — DETAIL No. 04000.02, SHEET 1 OF 1 — EFFECTIVE: 07/01/04

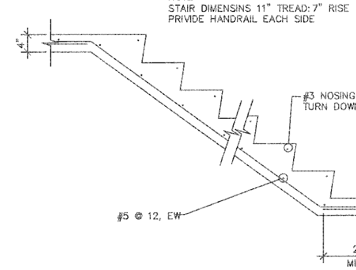


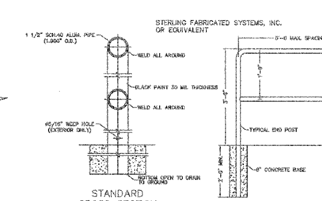
NOTES:

1. DRIVE STEEL FENCE POST AT LEAST 18" INTO SOLID GROUND.
2. WOOD POST ARE NOT ACCEPTABLE.

STANDARD GRAVEL & RIP RAP FILTER BASIN — DETAIL No. 04000.03, SHEET 1 OF 2 — EFFECTIVE: 07/01/04

NOTE:
STAIR DIMENSINS 11" TREAD: 7" RISE
PRIVIDE HANDRAIL EACH SIDE





CONCRETE STAIR AND HANDRAIL

05-SP-135
APPROVED
TOWN OF CARY
Approved by DRC Date 12·19·05
Planning AC Date 1·29·06
Engineering TS Date 1·19·06

CHAS. H. SELLS, INC.
Consulting Engineers, Surveyors & Photogrammetrists
15401 Weston Parkway
Suite 100
Cary, NC 27513
Tel: 919-678-0035
Fax: 919-678-0206
www.chashsells.com

NORTH CAROLINA PROFESSIONAL SEAL 026386 ENGINEER EDWARD TANG
1-10-06
RELEASED FOR CONSTRUCTION

AMBERLY AR RECREATION CENTER

CARY, NORTH CAROLINA

PULTE HOMES
801 Corporate Center Drive
Raleigh, NC 27607

© CHAS.H.SELLS,INC. ALL RIGHTS ARE RESERVED. ANY POSSESION, REPRODUCTION OR OTHER USE OF THIS DOCUMENT WITHOUT PRIOR PERMISSION FROM CHAS H. SELLS, INC. IS EXPRESSLY PROHIBITED.

REVISIONS

PROJECT #: 05-4029 DATE: 1/10/05
DRAWN BY: CD CHECKED BY: ET
TITLE
PAVING & DRAINAGE DETAILS
SHEET
C9.0

V:\Projects\Sells Projects\05-4029 Amberly AR Carolina Preserve Rec Center\DRAWINGS\PROJECT DRAWINGS\05-4029 C9.0 Details.dwg 1/10/2006 9:00:03 AM EST