

TYPICAL ROADWAY SECTION

\* RIGHT SHOULDER SHALL BE 11' WIDE ALONG STREET ROOT

- NOTES:
1. THE OWNER MAY OPT TO LEAVE THE STREETS ONE INCH LOW UNTIL THE INFRASTRUCTURE IN THE SUBDIVISION IS COMPLETE. THIS OPTION WOULD REQUIRE THAT THE APPROVED PAVEMENT DESIGN BE INCREASED BY ONE-HALF INCH OF ASPHALT.
  2. PAVEMENT DESIGN SHALL BE SUBMITTED TO THE TOWN OF CARY FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF ANY STONE BASE.

REVISIONS	DATE	DESCRIPTION

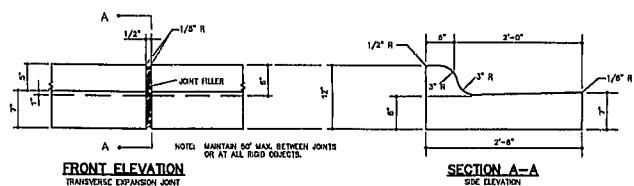
REVISIONS	DATE	DESCRIPTION

A.B.C. UNDER 2'-6" CURB & GUTTER

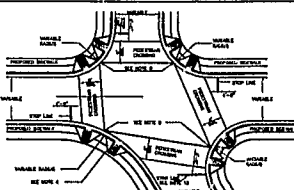
STD. No. 3.10

STANDARD WHEELCHAIR RAMP

SHEET 1 OF 2  
STD. No. 3.17



COMBINATION CURB AND GUTTER



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

- NOTES:
1. THE WALKWAY SURFACE SHALL BE SELF RESISTANT. DETECTABLE WARNING DOMES SHALL COVER THE FULL WIDTH AND DEPTH OF THE RAMP FLOOR. THE DETECTABLE WARNING DOMES SHALL BE SPACED AT 12" INTERVALS. THE RAMP MAY BE YELLOW OR GREEN ON ANY COLOR WITH A 1/8" CONTRAST RATIO.
  2. CONCRETE WIDTH AND CONSTRUCTION SHALL COMPLY WITH THE DESIGN STANDARDS.
  3. NORTH CAROLINA GENERAL STATUTE 136-1118 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR ANY PURPOSE SHALL BE CONFORMED TO THE DESIGN STANDARDS FOR CURBS AND GUTTERS. THE DESIGN STANDARDS FOR CURBS AND GUTTERS SHALL BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR CURBS AND GUTTERS. THE DESIGN STANDARDS FOR CURBS AND GUTTERS SHALL BE IN ACCORDANCE WITH THE DESIGN STANDARDS FOR CURBS AND GUTTERS.
  4. WHEELCHAIR RAMP SHALL BE PROVIDED AT LOCATIONS AS SHOWN ON AS DIRECTED BY THE DESIGNER. WHEELCHAIR RAMP SHALL BE LOCATED AS INDICATED IN THESE DETAILS. HOWEVER, THE DESIGNER MAY AT HIS DISCRETION OR AS DIRECTED BY THE TOWN ENGINEER, PROVIDE WHEELCHAIR RAMP AT OTHER LOCATIONS. AT ALL LOCATIONS, NOT LESS THAN 3 FEET OF FULL HEIGHT CURB SHALL BE MAINTAINED BETWEEN THE RAMP.
  5. NO SLOPE ON THE WHEELCHAIR RAMP SHALL EXCEED 1/4" (0.01) H RELATIONSHIP TO GRADE OF THE STREET.
  6. IN NO CASE SHALL THE WIDTH OF THE WHEELCHAIR RAMP BE LESS THAN 40" (1'-4") HOWEVER, WIDTH MAY EXCEED 4'-0".
  7. USE CLASS 'B' CONCRETE WITH A ROCKWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SLIP TYPE SURFACE. (SEE SHEET 1 FOR SURFACE DESIGN)
  8. A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB.
  9. THE WALKWAY CROSSWALK LINES SHALL BE SET NO CLOSER TO THE INTERSECTION THAN WOULD BE ESTABLISHED BY MARKING THE WALKWAY WITH A STRIPE.
  10. THE CURB OUT AND THE PEDESTRIAN CROSSWALK LINES SHALL BE COORDINATED SO THAT THE REARWHEEL OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
  11. THE WALKWAY WIDTH OF THE PEDESTRIAN CROSSWALK SHALL BE 6 FEET. A CROSSWALK WIDTH OF 10 FEET OR GREATER IS DESIRABLE.
  12. STOP LINES NORMALLY PERPENDICULAR TO THE LANE LINES SHALL BE USED WHERE IT IS IMPORTANT TO SIGNAL THE POINT BEHIND WHICH WHEELCHAIR RAMPING IS TO BE IN COMPLIANCE WITH A STRIPE. THE STOP LINE ON OTHER EQUAL PROPORTIONING OR SIGNAL APPROACH SHALL BE PARALLEL TO THE STOP LINE TO BE PARALLEL TO THE INTERSECTION ROADWAY.
  13. PARKING SHALL BE ELIMINATED A MINIMUM OF 20 FEET JACK OF PEDESTRIAN CROSSWALK.
  14. ALL WHEELCHAIR RAMPING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF PRACTICE FOR THE DESIGN AND CONSTRUCTION OF WALKWAYS AND THE NORTH CAROLINA SUPPLEMENT TO THE MANUAL.

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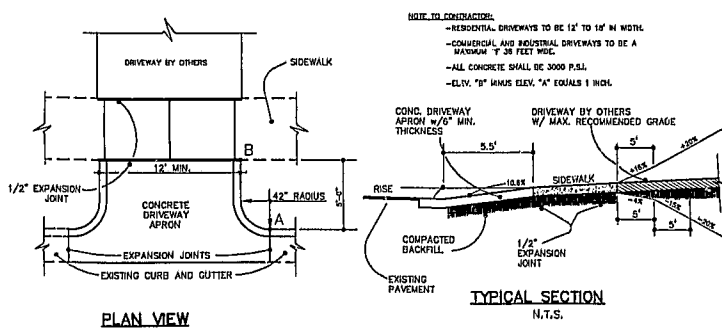
REVISIONS	DATE	DESCRIPTION

STANDARD CONCRETE CURB AND GUTTER

STD. No. 3.11

STANDARD WHEELCHAIR RAMP

SHEET 2 OF 2  
STD. No. 3.17



PLAN VIEW  
N.T.S.

TYPICAL SECTION  
N.T.S.

- NOTE:
1. CURB SHALL BE TAPERED TO FINISH FLOOR WITH ROCKWALK.
  2. RADIUS RADIUS SHALL NOT EXCEED ON ANY PORTION OF THE APRON 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 STRIPS WHICH ARE NOT PLANNED FOR SIDEWALK.

REVISIONS	DATE	DESCRIPTION

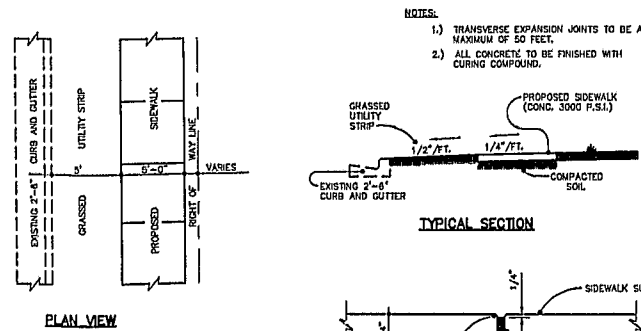
REVISIONS	DATE	DESCRIPTION

STANDARD DRIVEWAY APRON

STD. No. 3.15

STANDARD PAVEMENT WIDENING TAPER AND MARKINGS

STD. No. 3.18



PLAN VIEW

TYPICAL SECTION

TRANSVERSE EXPANSION JOINT

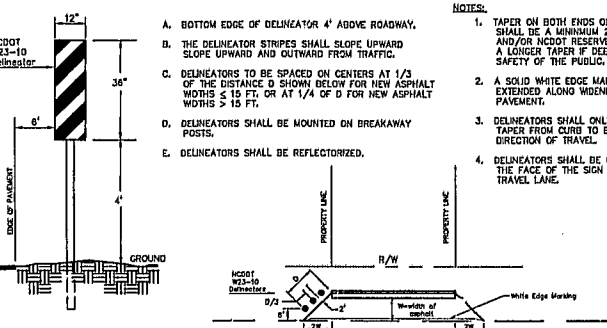
- NOTES:
1. TRANSVERSE EXPANSION JOINTS TO BE A MAXIMUM OF 30 FEET.
  2. ALL CONCRETE TO BE FINISHED WITH CURING COMPOUND.

REVISIONS	DATE	DESCRIPTION

REVISIONS	DATE	DESCRIPTION

STANDARD CONCRETE SIDEWALK

STD. No. 3.16



DETAIL

PLAN VIEW

- NOTES:
- A. BOTTOM EDGE OF DELINEATOR 4" ABOVE ROADWAY.
  - B. THE DELINEATOR STRIPES SHALL SLOPE UPWARD SLOPE UPWARD AND OUTWARD FROM TRAFFIC.
  - C. DELINEATORS TO BE SPACED ON CENTERS AT 1/3 OF THE DISTANCE D SHOWN BELOW FOR NEW ASPHALT WIDTHS ≤ 15 FT. OR AT 1/4 OF D FOR NEW ASPHALT WIDTHS > 15 FT.
  - D. DELINEATORS SHALL BE MOUNTED ON BREAKAWAY POSTS.
  - E. DELINEATORS SHALL BE REFLECTORIZED.
1. TAPER ON BOTH ENDS OF ROADWAY WIDENING SHALL BE A MINIMUM 2:1. THE TOWN ENGINEER AND/OR NCDOT RESERVE THE RIGHT TO REQUIRE A LONGER TAPER IF DEEMED NECESSARY FOR THE SAFETY OF THE PUBLIC.
  2. A SOLID WHITE EDGE MARKING SHALL BE EXTENDED ALONG WIDENING AT EXISTING PAVEMENT.
  3. DELINEATORS SHALL ONLY BE REQUIRED AT TAPER FROM CURB TO EXISTING PAVEMENT IN DIRECTION OF TRAVEL.
  4. DELINEATORS SHALL BE ORIENTED SUCH THAT THE FACE OF THE SIGN IS PERPENDICULAR TO TRAVEL LANE.

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No.	Description	Date	By
A	FINAL REVISIONS	9/19/97	QAS

**CARY GLEN P.U.D.**  
(FORMERLY PANTHER CREEK P.U.D.)  
PARCELS SF-3, SF-4 AND SF-5

ROADWAY DETAILS

Designer WJR	Scale NTS	CAD File SHT11.DWG
Drawn By GAS	Date 3/3/97	Sheet No.
Checked By JEC	Job No. 07048	11 of .

97-05-002  
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B8 9-23-97  
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