

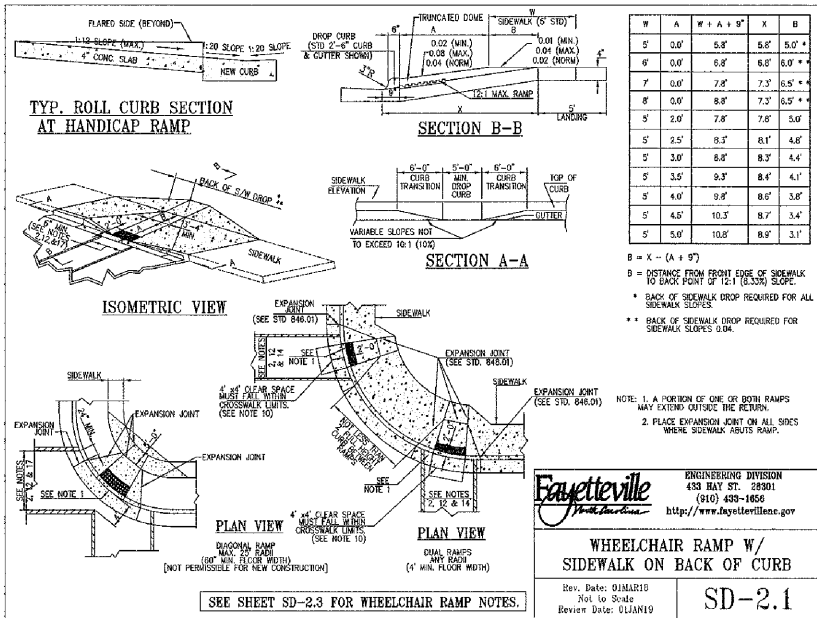
- NOTES:
- VERTICAL CURB - GRASS UTILITY STRIP MAY BE REMOVED UPON APPROVAL OF THE CITY ENGINEER. IF NO GRASS UTILITY STRIP, INSTALL 1/2" EXPANSION JOINT MATERIAL BETWEEN BACK OF CURB AND SIDEWALK.
 - SEE DETAIL SD-3 CONTRACTION AND EXPANSION JOINT.
 - SEE DETAIL SD-9 TYPICAL RESIDENTIAL DRIVEWAY APRON AND DETAIL SD-8.1 TYPICAL COMMERCIAL DRIVEWAY APRON.
 - SODDING LIMITS INCLUDE THE GRASS UTILITY STRIP BETWEEN THE BACK OF CURB AND THE SIDEWALK AS WELL AS 2' BEYOND THE SIDEWALK.
 - SEE TECHNICAL SPECIFICATION SECTION 0345, PART 3, SUB-SECTION 3.02, SUB-PART F.

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TYPICAL SIDEWALK SECTION & SODDING LIMITS

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SD-12

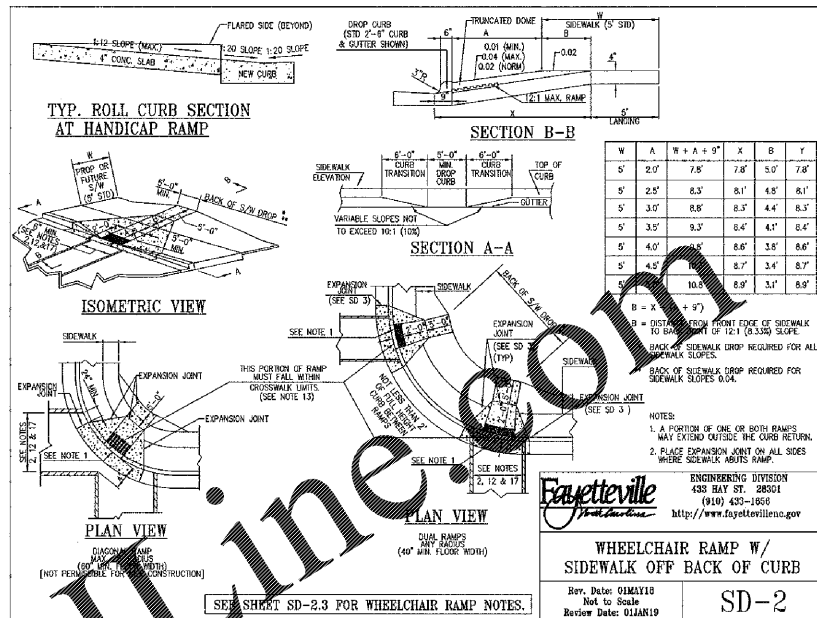


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WHEELCHAIR RAMP W/ SIDEWALK ON BACK OF CURB

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SD-2.1



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WHEELCHAIR RAMP W/ SIDEWALK OFF BACK OF CURB

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SD-2

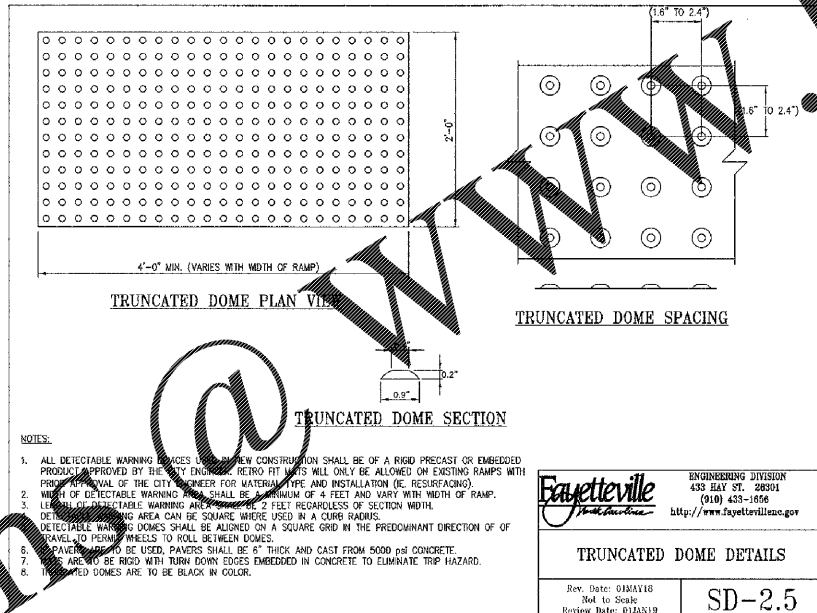
- CONSTRUCT THE WALKING SURFACE WITH SLIP RESISTANCE AND A 70% CONTRASTING COLOR TO THE SIDEWALK. WHEELCHAIR RAMP SHALL ALSO INCLUDE A BLACK, TRUNCATED DOME STRIP.
- CROSSWALK WIDTHS AND CONFIGURATION VARY BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
- NORTH CAROLINA GENERAL STATUTE 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED FOR MAINTENANCE PROCEDURES, TRAFFIC OPERATIONS, REPAIRS, CORRECTION OF UTILITIES OR 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 AND 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.
- 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 NOT LESS THAN 2 FEET OF FULL HEIGHT CURB SHALL BE PLACED 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 AS DESCRIBED ON PROJECT SPECIFICATIONS.
- PAY FOR ALL DEPRESSED CURBS AT WHEELCHAIR RAMPS AS THE TYPE CURB AND GUTTER USED ADJACENT TO DEPRESSED CURB. (LN. FT.)
- SUCH PRICES AND PAYMENTS WILL BE 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 48" (ADA STANDARD) OR GREATER FOR DUAL RAMPS.
- USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
- PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON SD-2.
- PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION ROAD, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVEL WAY WHEN ONE RAMP IS INSTALLED. (SEE NOTE 12)
- COORDINATE THE CURB OUT 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 6 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 BEHIND WHICH VEHICLES ARE REQUIRED TO STOP IN COMPLIANCE WITH A TRAFFIC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SIGN 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 BY 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.

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WHEELCHAIR RAMP NOTES

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SD-2.3



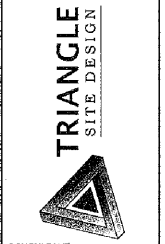
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TRUNCATED DOME DETAILS

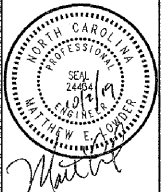
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SD-2.5

Order Plans @ www.ldi@www.ldi.com



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REV.	DATE	DESCRIPTION

Project No. 005017
Date: October 9, 2015
Title

CONSTRUCTION DETAILS

Sheet No. C1.4B