* USE 6.5" WHEN DRIVEWAY IS USED IN LIEU OF A WHEELCHAIR RAMP TO ACCOMMODATE 12:1 MAXIMUM SLOPE (ADA COMPLIANT), SUCH AS IN A CUL-DE-SAC.
NOTES:
1. WHEN A DRIVEWAY IS TO BE CONSTRUCTED WHERE FINAL LAYER OF ASPHALT HAS BEEN PLACED, THE CURB CAN BE SAW CUT IN A STRAIGHT LINE AND REMOVED. IF THE FINAL LAYER HAS NOT BEEN PLACED, THE ENTIRE CURB AND GUTTER SHALL BE REMOVED AND THE DRIVEWAY SHALL BE A MONOLITHIC POUR USING 3000 PSI, MAX. 4" SLUMP CONCRETE.
2. EXPANSION MATERIAL SHALL EXTEND THE FULL DEPTH OF THE CONCRETE. 1/2" EXPANSION JOINTS ALONG SIDEWALK SHALL BE LOCATED AT NOT MORE THAN 40' INTERVALS & DUMMY CONSTRUCTION JOINTS AT 6' INTERVALS. DUMMY JOINTS SHALL BE AT LEAST 1/3 THE SLAB THICKNESS IN DEPTH.
3. SLOPE ON UNPAVED AREAS BETWEEN BACK OF CURB & SIDEWALK SHALL BE 1/4" PER FT.
4. NO EXPOSED AGGREGATE OR OTHER SPECIAL SURFACE TREATMENTS IN ROW.
5. W-DIMENSION AS SHOWN ON PLAN VIEW SHALL BE AS FOLLOWS:
   10' MINIMUM, 18' MAXIMUM FOR RESIDENTIAL DRIVEWAYS
   36' MAXIMUM FOR COMMERCIAL DRIVEWAYS
6. THE DISTANCE FROM THE END OF A STREET CURB RADIUS TO THE BEGINNING OF THE DRIVEWAY RADIUS SHOULD BE MINIMUM OF 20 FT.
7. CURB RADIUS TO BE DISSIPATED BETWEEN LIMITS NOTED ABOVE.
8. 7' MIN. BETWEEN DRIVEWAYS ON ADJACENT LOTS.
   45' MIN. BETWEEN DRIVEWAYS ON SAME LOT.
9. NO RADIUS ENCROACHMENT SHALL BE ALLOWED ACROSS AN ADJOINING PROP. FRONTAGE. THIS IS DETERMINED BY EXTENDING A LINE FROM THE PROPERTY CORNER PERPENDICULAR TO THE RW TO THE CURB AND GUTTER LOCATION.
10. ALL CONCRETE MUST BE Poured ON SAME DAY AS INSPECTION OR RE-INSPECTION IS REQUIRED.
11. DRIVEWAY RADIUS SHALL BE A MINIMUM OF 5' FROM ANY CATCH BASIN.
NOTES:
1. SEE STANDARD DETAIL T-10.26.1 FOR CURB AND GUTTER DETAILS.
2. EXPANSION MATERIAL SHALL EXTEND THE FULL DEPTH OF THE CONCRETE.
3. ALL CONCRETE SHALL BE 3000 PSI (MIN.).

CITY OF RALEIGH
STANDARD DETAIL

DRIVEWAY FOR
VALLEY TYPE CURB & GUTTER

T-10.02
NOTES:
1. PIPE TO BE RCP OR HDPE AND SIZED TO CARRY THE DESIGN FLOW OF THE DITCH FOR A 10-YEAR, 24-HOUR STORM EVENT; THE MINIMUM ACCEPTABLE PIPE SIZE IS 15" IF THE DESIGN FLOW WOULD REQUIRE A SMALLER PIPE. PIPE TO BE EXTENDED TO ALLOW ACCEPTABLE COVER AND SLOPES.
2. 12" MINIMUM COVER OVER PIPE MEASURED FROM TOP OF PAVEMENT.
3. STEEPER SLOPES CAN BE ALLOWED WHERE SPECIAL STABILIZATION IS PROVIDED IN ACCORDANCE WITH EROSION AND SEDIMENTATION CONTROL ORDINANCE.
4. USE 5' VERTICAL CURVE FOR TRANSITION.
5. SEE CITY OF RALEIGH STREET DESIGN MANUAL FOR COMMERCIAL DRIVEWAYS.
6. NO EXPOSED AGGREGATE OR OTHER SPECIAL SURFACE TREATMENTS IN RIGHT OF WAY.
7. W-DIMENSION AS SHOWN ON PLANS SHALL BE AS FOLLOWS; 15" MINIMUM, 18" MAXIMUM FOR RESIDENTIAL DRIVEWAYS.

CITY OF RALEIGH
STANDARD DETAIL

[Diagram with notes and dimensions]

T-10.03
NOTES:
IF THE SLOPE BETWEEN THE TOP OF CURB AND GUTTER AND A POINT 30 FEET FROM THE CURB AND GUTTER EXCEEDS 20%, THIS SLOPE SHALL BE ADJUSTED TO A MAXIMUM OF 8.33% (1"/FT) UP OR 4.17% (1/2"/FT) DOWN.
1. The pavement edge shall be defined by a straight edge formed by a machined saw cut.

2. The trench subgrade material shall be backfilled with suitable material and compacted to a density of at least 95% of that obtained by compacting a sample of the material in accordance with AASHTO T-99 as modified by NCDOT.

3. The final 1' of fill shall consist of ABC material compacted to a density equal to 100% of that obtained by compacting a sample of the material in accordance with AASHTO T-80 as modified by NCDOT. Bituminous base or binder may be substituted if approved by transportation director or designee.

4. The entire thickness/vertical edge of the cut shall be tacked.

5. The same depth of pavement material which exists shall be reinstalled, but in no case shall the asphalt be less than 3" thick.

6. The asphalt pavement material shall be installed and compacted thoroughly and rolled with a smooth drum roller to achieve a smooth, level patch.
NOTES:
1. IF DRIVEWAY IS WITHIN CLOSE PROXIMITY OF ACCESS RAMP, TIE SIDEWALK INTO DRIVEWAY.
2. REFER TO STANDARD DETAIL T-10.01.2, DRIVE WAY AND SIDEWALK DETAIL, SHEET 1 OF 2.
When using a center turn lane, the row distance will be 76" and the back to back curb distance will be 48" with center turn lane (retrofit only).
When using a center turn lane, the right curb distance will be 90° and the back to back curb distance will be 62°.
1. CURB AND GUTTER SECTION SHALL BE REMOVED IN ACCORDANCE WITH DRIVEWAY WIDTH APPROVED BY THE CITY.

2. IF PERPENDICULAR CUT IS LESS THAN 5' FROM NEXT JOINT, THEN THE PARALLEL CUT SHALL BE MADE TO THAT JOINT.

3. THIS METHOD IS NOT ALLOWED IN NEW ROADWAY CONSTRUCTION.

NOTES:

IF THE FINAL LIFT OF ASPHALT HAS BEEN INSTALLED AND IS DAMAGED DURING CURB REMOVAL, A ONE FOOT WIDE SECTION OF ASPHALT SHOULD BE SAWCUT AND REMOVED FOR FORMS TO BE USED TO KEEP A STRAIGHT EDGE ON THE DRIVEWAY APRON. REINSTALL HOT MIX SURFACE ASPHALT PATCH S9.5B.

IF THE FINAL LIFT OF ASPHALT HAS NOT BEEN INSTALLED, THE ASPHALT IN FRONT OF THE APRON CAN REMAIN IN PLACE.
CITY OF RALEIGH
STANDARD DETAIL

DATE: 8/2020

STANDARD METHOD OF ENDING CURB AND GUTTER

T-10.25

PLAN

SCORE FULL WIDTH OF CURB AND GUTTER

BACK OF CURB

EDGE OF PAVEMENT

2'-0"

6"

1'-6"

1/2"

FRONT

END

2'-6"

2'-0"

6"

BACK OF CURB

EDGE OF PAVEMENT

SCORE FULL WIDTH OF CURB AND GUTTER
NOTE: MAINTAIN 50' MAX. BETWEEN EXPANSION JOINTS OR AT ALL RIGID OBJECTS.

1. 30° CURB & GUTTER

2. 30° VALLEY TYPE GUTTER

MEDIAN CURB AND GUTTER
SIDE ELEVATION

MEDIAN CURB AND GUTTER
(NON-MOUNTABLE)

NOTES:
1. 10' MAXIMUM BETWEEN DUMMY JOINTS. 15' MAXIMUM BETWEEN DUMMY JOINTS ON MACHINE POURS.
2. 1/2" EXPANSION JOINT EVERY 50'.
3. 3000 PSI CONCRETE MINIMUM, 4" SLUMP MAXIMUM.
4. LIQUID MEMBRANE CURING COMPOUND SHALL MEET THE REQUIREMENTS OF SECTION 1026-2 OF NCDOT STANDARDS & SPECIFICATIONS FOR ROADS AND STRUCTURES.
5. ALL CONSTRUCTION JOINTS SHALL BE FILLED WITH JOINT FILLER AND SEALER IN ACCORDANCE WITH NCDOT ROADWAY STANDARD DETAIL 846.01. THE JOINT MATERIAL SHALL CONFORM TO SECTION 1028-2 OF NCDOT STANDARD & SPECIFICATIONS FOR ROADS AND STRUCTURES.
6. REFER TO NCDOT DETAIL 846.01 FOR CURB AND GUTTER SUPERELEVATION RATES.

SPILL CURB DETAIL
NOTES:
TRANSITION NOT TO BE LOCATED WITHIN
THE CURB RADIUS.
**NOTES:**

A. BOTTOM EDGE OF DELINEATOR SHALL BE 4 FEET ABOVE ROADWAY.

B. THE DELINEATOR STRIPES SHALL SLOPE UPWARD AND OUTWARD FROM TRAFFIC.

C. DELINEATORS TO BE SPACED ON CENTERS AT 1/3 OF THE DISTANCE 'X', SHOWN BELOW, FOR NEW ASPHALT WIDTHS ≤ 15 FEET OR AT 1/4 OF 'X' FOR NEW ASPHALT WIDTHS > 15 FEET.

D. DELINEATORS SHALL BE MOUNTED ON BREAKAWAY POSTS.

E. DELINEATORS SHALL BE REFLECTORIZED.

F. CALL 811 FOR UNDERGROUND UTILITY LOCATE PRIOR TO INSTALLATION.

**NOTES:**

1. TAPER ON BOTH ENDS OF ROADWAY WIDENING SHALL BE A MINIMUM 2:1. THE TRANSPORTATION DIRECTOR OR DESIGNEE AND/OR NCDOT RESERVES 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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**DETAIL**

**CITY OF RALEIGH**

**STANDARD DETAIL**

**TAPER & MARKINGS**

**STANDARD PAVEMENT WIDENING**

**NCDOT TYPE 3 Delineator**

**DATE: 8/2020**

**STANDARD PAVEMENT WIDENING TAPER & MARKINGS**

**NCDOT TYPE 3 OBJECT MARKER**

**NCDOT TYPE 3**

**EXISTING ROADWAY**

**TRAVEL DIRECTION**

**PLAN VIEW**
NOTES:
1. BARRICADE(S) TO BE ERECTED ACROSS ENTIRE ROADWAY INCLUDING CURB & GUTTER.
2. ADVANCE WARNING SIGN W14-1 (DEAD END) SHALL BE PLACED JUST AFTER LAST INTERSECTING STREET.
3. MARKINGS FOR BARRICADE RAILS SHALL BE REFLECTIVE AND ALTERNATE RED & WHITE STRIPS.
5. CALL 811 FOR UNDERGROUND UTILITY LOCATE PRIOR TO INSTALLATION.
NOTES:

1. WATER AND/OR SANITARY SEWER LINES SHALL BE A MINIMUM OF TWO FEET FROM THE EDGE OF THE CURB AND GUTTER

2. ENCROACHMENT ONTO CITY MAINTAINED RIGHT OF WAY SHALL FOLLOW CONDITIONS OF THE APPLICABLE ENCROACHMENT AGREEMENT OR FRANCHISE AGREEMENT.

3. FOR HYDRANT LOCATION SEE PUBLIC UTILITIES STANDARD DETAIL W-4.

4. PUE TO BE EXPANDED ON A CASE BY CASE BASIS AS NEEDED TO ACCOMMODATE PRIVATE UTILITIES APPURtenant FACILITIES AND EQUIPMENT.
NOTE: SEE STANDARD DETAIL T-20.05 FOR PAVEMENT MARKING PLACEMENT

DETAIL SHOWING TYPICAL LOCATION OF SIDEWALK ACCESS RAMPS, PEDESTRIAN CROSSWALKS AND STOP BARS.

FOR RAMPS AT ASPHALT TO ASPHALT STREET TYPE DRIVEWAYS OR PRIVATE STREET TIE IN.
CURB RAMPS
(NEW DEVELOPMENT)

T-20.01.2

NOT TO SCALE

CITY OF RALEIGH
STANDARD DETAIL

CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP OR TRANSITION TO STREET.

NOTE: USE SMALL FLARES ONLY WHEN A CURB TYPE DIRECTLY CONFLICTS WITH APPROACHING VEHICULAR TURNING MOVEMENTS.

TYPE N-1 (CURB TYPE)
1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.
4. RAMPS AND DOMES SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.
5. IF LENGTH EXCEEDS 5', TRUNCATED DOMES SHALL BE INSTALLED ALONG THE BACK OF THE CURB COVERING THE FULL WIDTH OF THE RAMP.

TYPE N-1A (FLARE TYPE)

TYPE N-2 (RADIUS)

TYPE N-2 (TEE INTERSECTION)
NOTE: * USE SMALL FLARE ONLY WHEN A CURB WOULD DIRECTLY CONFLICT WITH APPROACHING VEHICLE TURNING MOVEMENTS.

**TYPE N-3**

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.
4. RAMPS AND DOMES SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.

**TYPE N-3A**

(COMMERCIAL/RETAIL USE)
CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

RAMPS AND DOMES SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.

IF LENGTH EXCEEDS 6', TRUNCATED DOMES SHALL BE INSTALLED ALONG THE BACK OF THE CURB COVERING THE FULL WIDTH OF THE RAMP.

TYPE N-4

1. SLOPE TO MEET GRADE, 15' MAXIMUM.
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.
4. RAMPS AND DOMES SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.
5. IF LENGTH EXCEEDS 6', TRUNCATED DOMES SHALL BE INSTALLED ALONG THE BACK OF THE CURB COVERING THE FULL WIDTH OF THE RAMP.

TYPE N-4A

CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP OR TRANSITION TO STREET.

WARNING SURFACE (TYP)

DETECTABLE WARNING SURFACE (TYP)

1/2" EXPANSION JOINT (TYP)

1/2" EXPANSION JOINT (TYP)

R=1' (TYP)

R=1' (TYP)

5" W X 12" D CONCRETE CURB

5" W X 12" D CONCRETE CURB

6" W X 12" D CONCRETE CURB

5" MAX.

5" MAX.

5" MAX.

6" TYP.

6" TYP.

6" TYP.

6" TYP.

GRASS STRIP

GRASS STRIP

SIDEWALK

SIDEWALK

LANDING

LANDING

12" D. (TYP)

12" D. (TYP)

CONCRETE DEPTH

RAMP 6"

LANDING 4"

CITY OF RALEIGH

STANDARD DETAIL

REVISIONS

DATE 8/2020

NOT TO SCALE

CURB RAMPS

(THE NEW DEVELOPMENT)

T-20.01.4
**TYPE R-1**

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.
4. RAMPS AND DOMES SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.
5. IF LENGTH EXCEEDS 5', TRUNCATED DOMES SHALL BE INSTALLED ALONG THE BACK OF THE CURB COVERING THE FULL WIDTH OF THE RAMP.

**TYPE R-2**

(USE ONLY WHERE WATER WILL NOT POND WITHIN LANDING)

**TYPE R-2A**

**TYPE R-2B**

**CITY OF RALEIGH**

**STANDARD DETAIL**

**REVISIONS**

**DATE 8/2020**

**NOT TO SCALE**

**CURB RAMPS**

(RETROFIT)

**T-20.01.5**
CURB RAMPS
(RETROFIT)

T-20.01.6

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%, WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.
4. RAMPS AND DOMES SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.

CONCRETE DEPTH

| SIDE RAMPS | 4" |
| LANDING & OPENINGS | 6" |

TYPE R-3

TYPE R-4
CURB RAMP/FLARE (RETROFIT)

6” SIDE RAMPS
LANDING & CURB RAMPS

CROSS SLOPE: 2.00%
MAX RAMP SLOPE
12:1

CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

R=1’ (TYP)
LARGER RADIUS

15’ OR GREATER

DEPRESSED 2'-6" CURB & GUTTER

DETECTABLE WARNING SURFACE (TYP)

CONCRETE DEPTH
SIDE RAMPS 4"
LANDING & CURB RAMPS 6"

SMALL RADIUS
LESS THAN 15’

8.33% (12:1) MAX RAMP SLOPE
CROSS SLOPE: 2.00%

RAMP SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.

DEPRESSED 2'-6" CURB & GUTTER

DETECTABLE WARNING SURFACE (TYP)

DEPRESSED 2'-6" CURB & GUTTER

DETECTABLE WARNING SURFACE (TYP)

SIDEWALK

24" TYP
12" MIN

6" W X 12" D CONCRETE CURB

1/2" EXPANSION JOINT (TYP)

LARGER RADIUS

15’ OR GREATER

ONLY TO BE USED WITH CITY OF RALEIGH APPROVAL.
1. CITY OF RALEIGH STANDARD CURB RAMPS HAVE BEEN DEVELOPED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND PUBLIC RIGHT OF WAY ACCESS GUIDELINES (PROWAG).

2. CURB RAMPS SHALL BE PROVIDED AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SIDEWALK ACCESS RAMPS SHALL BE LOCATED AS INDICATED IN THE DETAIL, HOWEVER, THE LOCATION MAY BE ADJUSTED IN COORDINATION WITH THE CITY OF RALEIGH WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT.

3. DOUBLE WHEELCHAIR RAMPS ARE TO BE INSTALLED AT ALL PUBLIC STREET INTERSECTIONS WHERE SIDEWALK IS REQUIRED.

4. THE WALKING SURFACE SHALL BE SLIP RESISTANT. THE COLOR FOR THE DETECTABLE WARNING AREA SHALL BE YELLOW FOR CONTRAST.

5. NO SLOPE ON THE SIDEWALK ACCESS RAMP SHALL EXCEED 1"/FT (12:1) IN RELATIONSHIP TO THE GRADE OF THE STREET.

6. IN NO CASE SHALL THE WIDTH OF THE SIDEWALK ACCESS RAMP BE LESS THAN 48" ALL RAMPS SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.

7. USE CLASS A (3000 PSI) CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NONSKID SURFACE.

8. A 1/2" EXPANSION JOINT INSTALLED FULL DEPTH WILL BE REQUIRED WHERE THE CONCRETE SIDEWALK ACCESS RAMP JOINS THE CURB AND ALSO WHERE NEW CONCRETE ABUTS EXISTING CONCRETE.

9. CURB RAMPS SHOULD BE PLACED PARALLEL TO THE DIRECTION OF TRAVEL.
TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY 2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE ROADWAY PLANS.

MEDIAN ISLAND CURB RAMPS
(MEDIANS WIDER THAN 20')

CONCRETE PEDESTRIAN REFUGE

5" MONOLITHIC CONCRETE ISLAND

MEDIAN ISLAND
WITH CUT THROUGH
(MEDIANS ≤ 20')

CITY OF RALEIGH
STANDARD DETAIL

T-20.02
CONCRETE PEDESTRIAN REFUGE

USE 12" X 12" PAVERS
DETECTABLE WARNING
SURFACE (YELLOW)

1/2" EXPANSION
JOINT (TYP)

5:1 SLOPE

5" CONCRETE
MONOLITHIC ISLAND

VARIABLE (SEE PLANS)

6' (TYP)
4' MIN

5" CONCRETE
MONOLITHIC ISLAND

CROSS SECTION VIEW

CONCRETE PEDESTRIAN REFUGE

1/2" EXPANSION
JOINT (TYP)

5:1 SLOPE

5" CONCRETE
MONOLITHIC ISLAND

PROFILE VIEW

CITY OF RALEIGH
STANDARD DETAIL

T-20.03
CITY OF RALEIGH
STANDARD DETAIL

DETECTABLE WARNING SURFACE PLACEMENT

T-20.04.1
NOTES:
1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON DETAIL. SIZE OF PAVER SHALL BE 1' X 1'.
2. THE COLOR FOR THE DETECTABLE WARNING AREA SHALL BE YELLOW FOR CONTRAST.
SECTION "A-A"
WITH DETECTABLE WARNING PAVERS

SECTION "B"
TYPICAL SECTION

NOTES:
1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON DETAIL.
2. THE COLOR FOR THE DETECTABLE WARNING AREA SHALL BE YELLOW FOR CONTRAST.
RAMP SECTION
WITH DETECTABLE WARNING SURFACE
CAST-IN-PLACE SYSTEM

NOTES:
1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON DETAIL.
2. THE COLOR FOR THE DETECTABLE WARNING AREA SHALL BE YELLOW FOR CONTRAST.
1. Hi-visibility crosswalks should only be used at crossings where the intersection is signalized or un-controlled by any traffic control device (e.g. stop sign).

2. The crosswalk line should be placed at the angle of the travel lanes and traverse the pedestrian crossing.

3. A crosswalk line should be placed to avoid wheel paths. This is ideally done by centering the lines at the edge of each travel lane and in the center of each travel lane. Due to varying lane widths this is sometimes not possible.

4. Place stop bars a minimum of 4 feet from nearest crosswalk line. Stop bars at signalized intersections should be coordinated with the City of Raleigh Transportation Operations Division or as directed by the Engineer.

5. Curb ramps shall be constructed in accordance to the latest City of Raleigh standard drawings.
NOTES:

1. TRANSVERSE EXPANSION JOINTS TO BE A MAXIMUM OF 50 FEET.
2. ALL CONCRETE TO BE 3000 PSI AND FINISHED WITH CURING COMPOUND.
3. A 6 INCH DEPTH IS REQUIRED AT LOCATIONS OF DRIVEWAY CROSSINGS, AT STREET INTERSECTIONS (ALONG THE LENGTH OF RADIUS CURB RETURNS), AND IN THE HANDICAP RAMPS.

CITY OF RALEIGH
STANDARD DETAIL

REVISIONS DATED 8/2020

CONCRETE SIDEWALK

T-30.01
COMPACTED SUB GRADE

6" ABC

6" ABC

2" SF 9.5A

6"
1. TRANSVERSE EXPANSION JOINTS TO BE A MAXIMUM OF 50 FEET APART.

2. ALL CONCRETE TO BE FINISHED WITH CURING COMPOUND.

3. A 6 INCH DEPTH IS REQUIRED.

4. SAW CUT JOINTS EVERY 10 FEET OR SAME AS WIDTH. WHICHEVER IS LESS.

5. NO UTILITY SURFACE COVERS/PLATES/MANHOLES (i.e. WATERLINE VALVE COVERS, ETC.) SHALL BE LOCATED WITHIN PATH AND SHALL BE MINIMUM 1 FOOT FROM THE EDGE OF PATH.

6. ALL PATHS SHALL BE LOCATED MINIMUM 6 FEET FROM THE BACK OF CURB.

7. MULTI-USE PATH WIDTH TO BE DETERMINED BY CITY OF RALEIGH BASED ON ROADWAY TYPE, LOCATION AND PEDESTRIAN VOLUMES.
NOTES:
1. BRICK OR CONCRETE PAVERS ALLOWED ONLY UNDER SPECIAL CONDITIONS.
2. THICKNESS OF BASE MAY VARY WITH SUBGRADE/TRAFFIC CONDITIONS.
3. SCATTER SAND OR SCREENINGS OVER COMPLETE WORK AND SWEEP INTO CRACKS.
4. CONCRETE PAVERS SHOULD CONFORM TO REQUIREMENTS OF ASTM C-1319.
   BRICK PAVERS SHOULD CONFORM TO REQUIREMENTS OF ASTM C902-95
5. SEE CITY OF RALEIGH CODE SECTION 10-7001 (D) FOR CONDITIONS UNDER WHICH CONCRETE / BRICK PAVERS ARE ALLOWED.

CITY OF RALEIGH
STANDARD DETAIL

SECTION 1

CONCRETE CURB
SET 1/4" (7 MM) BELOW TOP OF PAVERS
AND CONTROL JOINTS @ 15' (4.58 M) OC

BRICK OR CONCRETE PAVER
2 3/8" (60 MM) MIN. THICKNESS

1" TO 1 1/2" (25 - 40 MM)
COMPACTED BEDDING SAND

COMPACTED AGGREGATE BASE
4" (100 MM) MIN. THICKNESS

COMPACTED SOIL SUBGRADE

SECTION 2

CONCRETE CURB
SET 1/4" (7 MM) BELOW TOP OF PAVERS
AND CONTROL JOINTS @ 15' (4.58 M) OC

BRICK OR CONCRETE PAVER
2 3/8" (60 MM) MIN. THICKNESS

1" TO 1 1/2" (25 - 40 MM)
COMPACTED BEDDING SAND

COMPACTED AGGREGATE BASE
4" (100 MM) MIN. THICKNESS

COMPACTED SOIL SUBGRADE

GALVANIZED STAKE
REFER TO MANUFACTURER'S
RECOMMENDATION FOR
INSTALLATION

ALUMINUM EDGE RESTRAINT

T-30.03