

DRIVEWAY, SIDEWALK, AND TRAIL TIE-IN - NOTES:

1. THE DRIVEWAY, SIDEWALK, TRAIL TIE-IN SHALL BE BUILT IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).
2. THE DRIVEWAY, SIDEWALK, TRAIL TIE-IN SHALL BE PLACED PARALLEL TO THE TRAIL DIRECTION OF TRAVEL.
3. DETECTABLE WARNINGS SHALL BE INSTALLED ALONG THE BACK OF CURB COVERING THE FULL WIDTH OF THE RAMP.
4. FOR THE TRAIL APRON, USE CLASS A (3000 PSI) CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH, NONSKID SURFACE.
5. A 1/2" EXPANSION JOINT INSTALLED FULL DEPTH WILL BE REQUIRED WHERE THE CONCRETE RAMP JOINS THE CURB AND ALSO WHERE NEW CONCRETE ABUTS EXISTING CONCRETE.
6. REMOVE AND REPLACE CURB AND GUTTER TO NEAREST JOINT.
7. BOLLARDS/BOULDERS SHOULD BE SET BACK FROM THE ROADWAY EDGE A MINIMUM OF 7 FEET AND A MAXIMUM OF 30 FEET AND WILL VARY DEPENDING ON LOCATION. OWNER SHALL INDICATE WHICH OPTION IS BEST FOR THE SITE LOCATION. BOLLARD SHALL NOT BE PLACED WITHIN THE ROADWAY RIGHT-OF-WAY UNLESS AN APPROVED RIGHT-OF-WAY OBSTRUCTION PERMIT IS SECURED WITH THE CITY OF RALEIGH RIGHT OF WAY SERVICES. SEE DETAILS GW-10.06, GW-10.07, AND GW-10.08 FOR BOLLARD/BOULDER DETAILS.
8. STOP SIGN (MUTCD R1-1) AND NO MOTOR VEHICLES SIGN (MUTCD R5-3) SHALL BE 0.063 GAUGE, 3105 ALLOY ALUMINUM AND SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL GUIDELINES.

- ① 8.33% (12:1) MAX RAMP SLOPE (DRAIN TO ROADWAY)
- ② CROSS SLOPE: MAXIMUM 2.00%
- ③ RAMP REQUIRES A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN CURB.

SHEET 2 OF 2

<b>CITY OF RALEIGH</b>		
<b>STANDARD DETAIL</b>		
REVISIONS	DATE: 12/2022	NOT TO SCALE
		DRIVEWAY, SIDEWALK, AND TRAIL TIE-IN
<b>GW-10.04.2</b>		