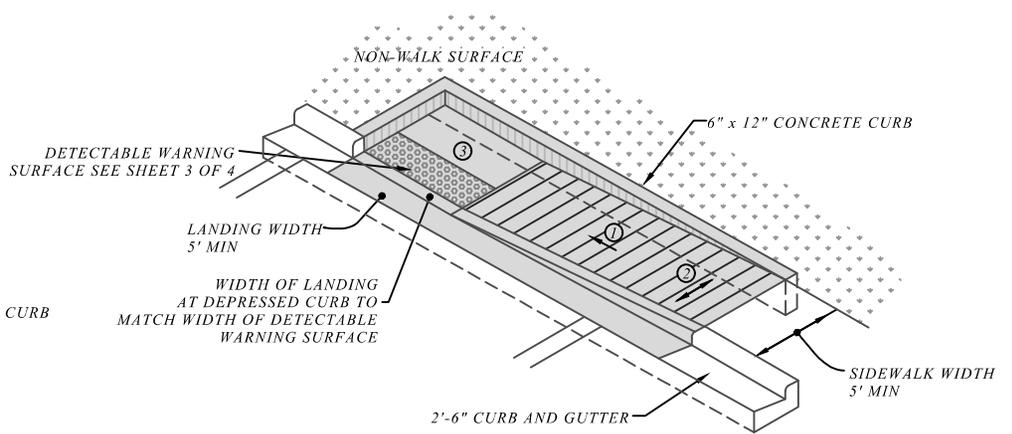
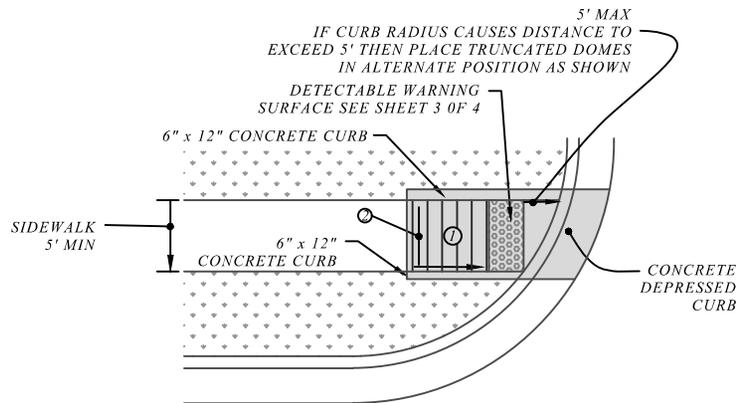


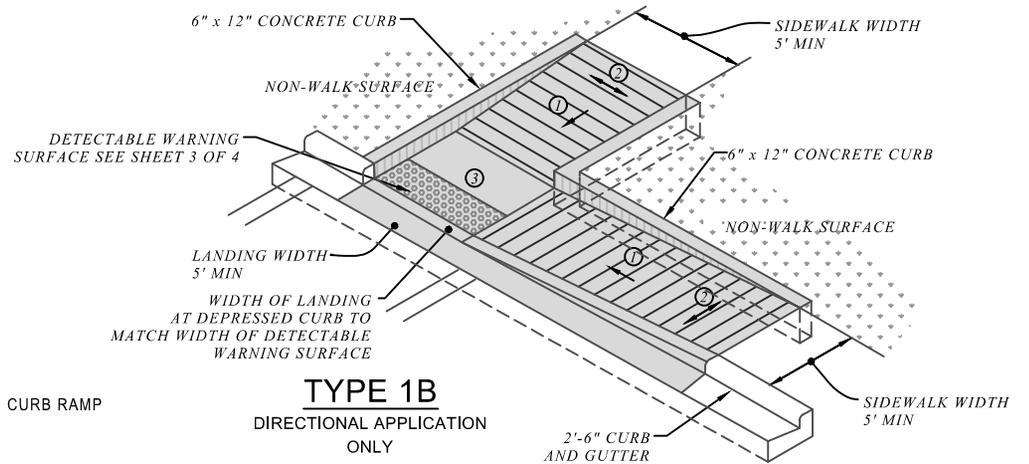
TYPE 1



TYPE 1A
DIRECTIONAL APPLICATION ONLY



TYPE 1
WITH GRASS STRIP



TYPE 1B
DIRECTIONAL APPLICATION ONLY

SEE SHEET 3 OF 4 FOR NOTES

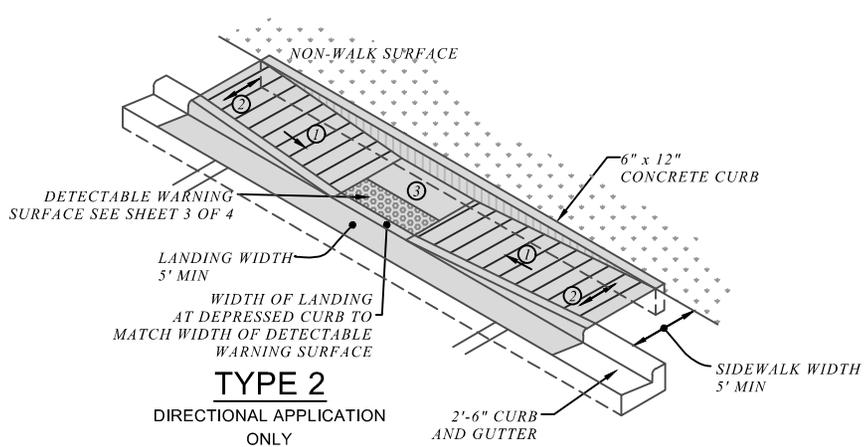
- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ CURB RAMPS REQUIRE A 4'-0" MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR 1 CURB RAMP

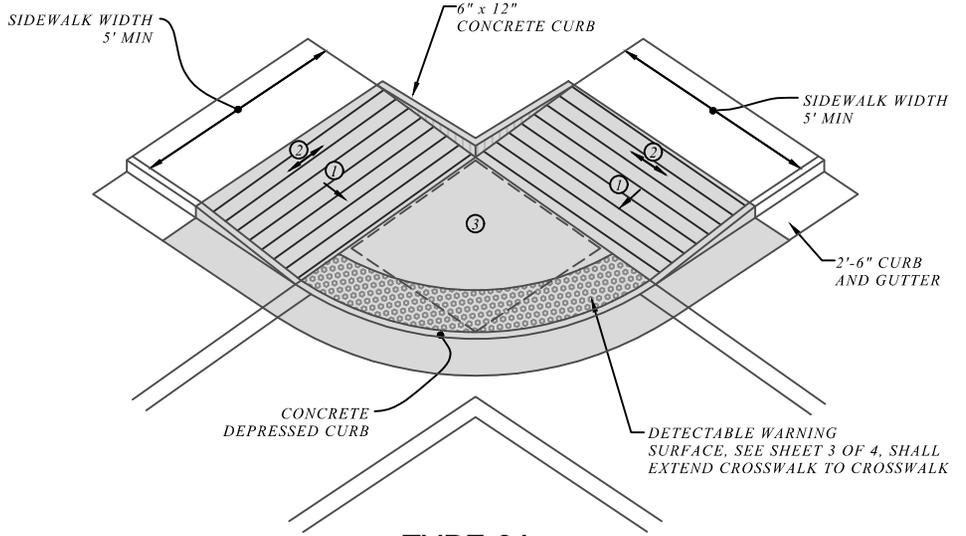


DATE 08/05/19	REVISED	SCALE NOT TO SCALE
------------------	---------	-----------------------

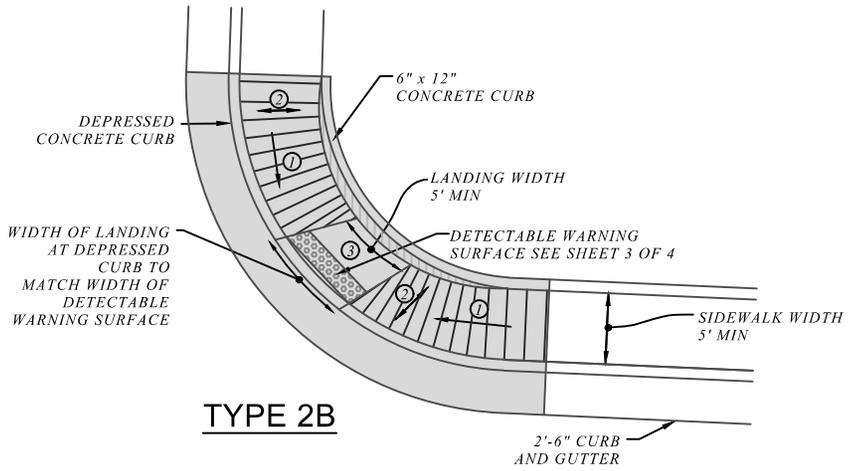
DETAIL R-25 SH 1 OF 4



TYPE 2
DIRECTIONAL APPLICATION ONLY



TYPE 2A



TYPE 2B

SEE SHEET 3 OF 4 FOR NOTES

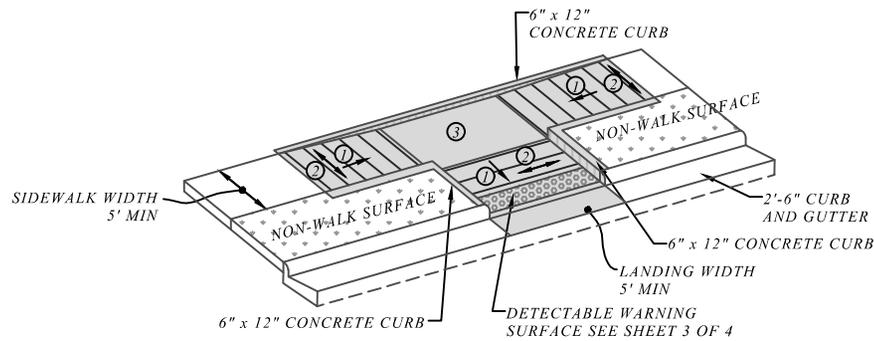
- ① 8.33% (12:1) MAX RAMP SLOPE
- ② CROSS SLOPE: 2.00%
- ③ CURB RAMPS REQUIRE A 4'-0" MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

PAY LIMITS FOR 1 CURB RAMP

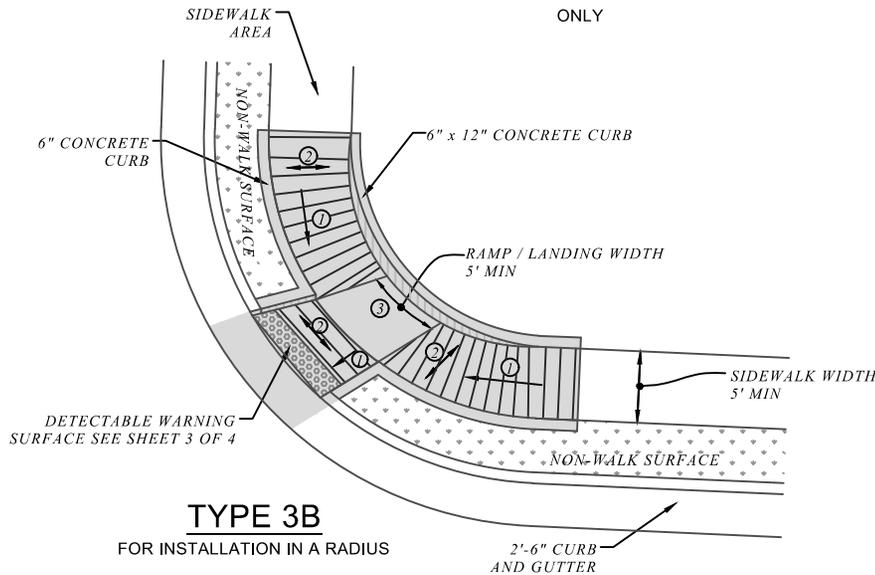


DATE 08/05/19	REVISED	SCALE NOT TO SCALE
------------------	---------	-----------------------

DETAIL R-25 SH 2 OF 4



TYPE 3
DIRECTIONAL APPLICATION
ONLY



TYPE 3B
FOR INSTALLATION IN A RADIUS

SEE SHEET 3 OF 4 FOR NOTES

- 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.

 PAY LIMITS FOR 1 CURB RAMP

LOCATION OF WHEELCHAIR RAMP:

1. NORTH CAROLINA GENERAL STATUE 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 WHEEL CHAIR RAMPS FOR THE PHYSICALLY HANDICAPPED 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 FUTURE DATE THE AMERICANS WITH DISABILITY 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 TITLE 111 OF THE ADA, BECOMING EFFECTIVE ON JANUARY 26, 1992.
2. WHEELCHAIR RAMPS SHALL BE PROVIDED AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. WHEELCHAIR RAMPS SHALL BE LOCATED AS INDICATED IN THESE DETAILS. HOWEVER THE LOCATION MAY BE ADJUSTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS ETC. AFFECT PLACEMENT. AT ALL LOCATIONS, NOT LESS THAN 2 FEET OF FULL HEIGHT CURB SHALL BE PLACED BETWEEN THE RAMPS.

CONSTRUCTION NOTES:

3. NO SLOPE ON THE WHEELCHAIR RAMP SHALL EXCEED 1"/1' (12:1) IN RELATIONSHIP TO THE GRADE OF THE STREET.
4. IN NO CASE SHALL THE WIDTH OF THE WHEELCHAIR RAMP BE LESS THAN 48" (4'-0").
5. USE CLASS "A" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE. (SEE DETAIL R-4)
6. A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB.

ADDITIONAL NOTES:

7. THE INSIDE PEDESTRIAN CROSSWALK LINES SHALL BE SET NO CLOSER IN THE INTERSECTION THAN WOULD BE ESTABLISHED BY BISECTING THE INTERSECTION RADII. (SEE NOTE 12)
8. THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SHALL BE COORDINATED SO THAT THE BEGINNING OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
9. THE MINIMUM WIDTH OF THE PEDESTRIAN CROSSWALK SHALL BE 10 FEET UNLESS A GREATER WIDTH IS REQUIRED TO ACCOMMODATE THE PEDESTRIAN TRAFFIC.
10. STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, SHALL BE USED 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.
11. PARKING SHALL BE ELIMINATED A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
12. ALL PAVEMENT MARKINGS SHALL BE 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.
13. "BRICK RED" DETECTABLE 2' X 4' WARNING SURFACES ARE REQUIRED AT THE BOTTOM OF CURB RAMPS. THE DETECTABLE WARNING SURFACE SHALL BE CENTERED AGAINST THE BACK OF CURB AS INDICATED IN DETAIL R-4, OR R-25. THE DETECTABLE WARNING SURFACE WILL BE CONSTRUCTED OF A PREFORMED THERMOPLASTIC ADHESIVE MATERIAL. THE DIMENSIONS AND SPACING OF THE TRUNCATED DOMES WILL BE IN ACCORDANCE WITH THIS STANDARD. A MAXIMUM 1/4" RISE FROM THE SURROUNDING SURFACE WILL BE ALLOWED. TYPICALLY THERMOPLASTIC CAN ONLY BE PLACED IF THE SURFACE TEMPERATURE IS 60 DEG. F. AND RISING, THEREFORE; THERMOPLASTIC INSTALLATION WILL NEED TO BE COORDINATED ACCORDINGLY. COLOR SHALL BE "BRICK RED" OR OTHER PREAPPROVED COLOR. DETECTABLE WARNING SURFACE SHALL BE OF A PRE-FORMED RADIUS TO MATCH THE CURB RADIUS WHEN PLACED IN A CURVE.

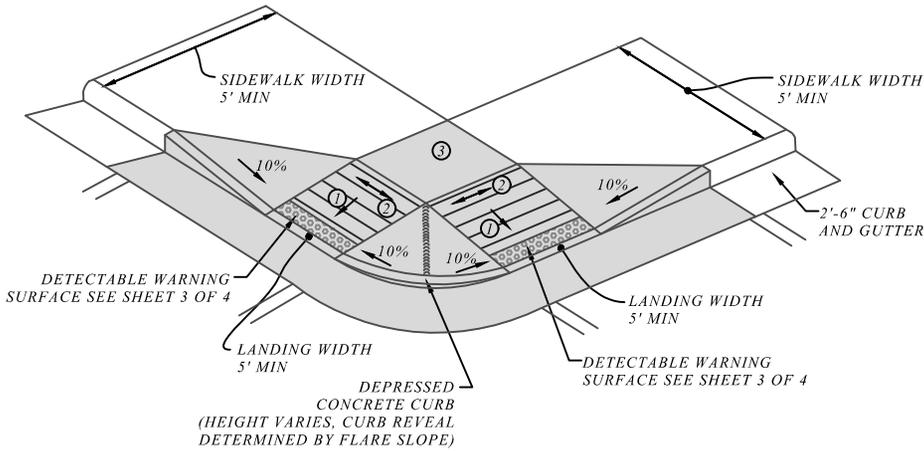
DETECTABLE WARNING SURFACE / TRUNCATED DOMES MATERIAL SPECIFICATIONS:

THE THERMOPLASTIC MUST BE COMPOSED OF ESTER MODIFIED ROSINS RESISTANT TO DEGRADATION BY MOTOR FUELS, LUBRICANTS, SALT, ETC. IN CONJUNCTION WITH AGGREGATES, PIGMENTS AND BINDERS. THE THERMOPLASTIC WILL BE COMPOSED OF SUFFICIENT BRICK RED PIGMENT TO ENSURE COMPLIANCE WITH FHWA'S COLOR SPECIFICATIONS FOR PAVEMENT MARKINGS AND PROVIDE 70% CONTRAST TO THE SURROUNDING AREA. THE COLOR PIGMENT MUST BE DISTRIBUTED THROUGHOUT THE THICKNESS OF THE DOMED PREFORMED THERMOPLASTIC MATERIAL. THERMOPLASTIC SHALL BE STORED AND PLACED PER MANUFACTURER'S RECOMMENDATIONS.

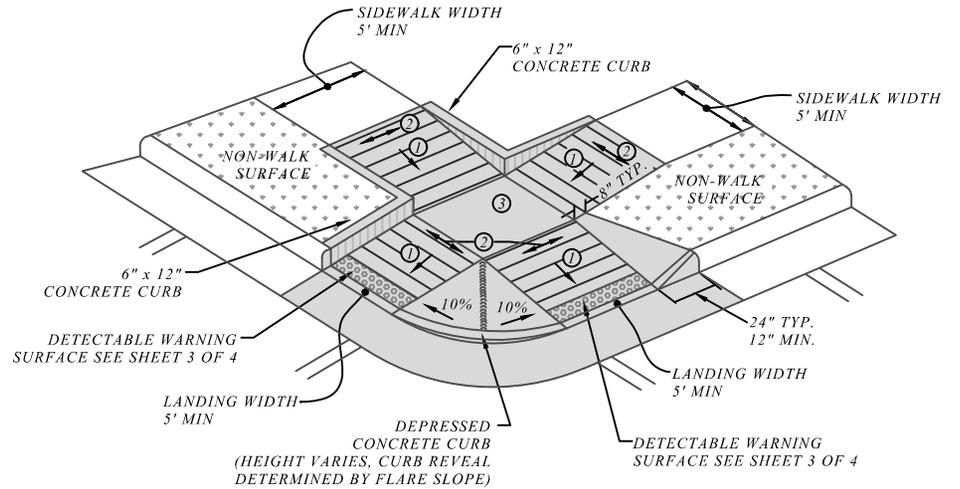


DATE	REVISED	SCALE
08/05/19		NOT TO SCALE

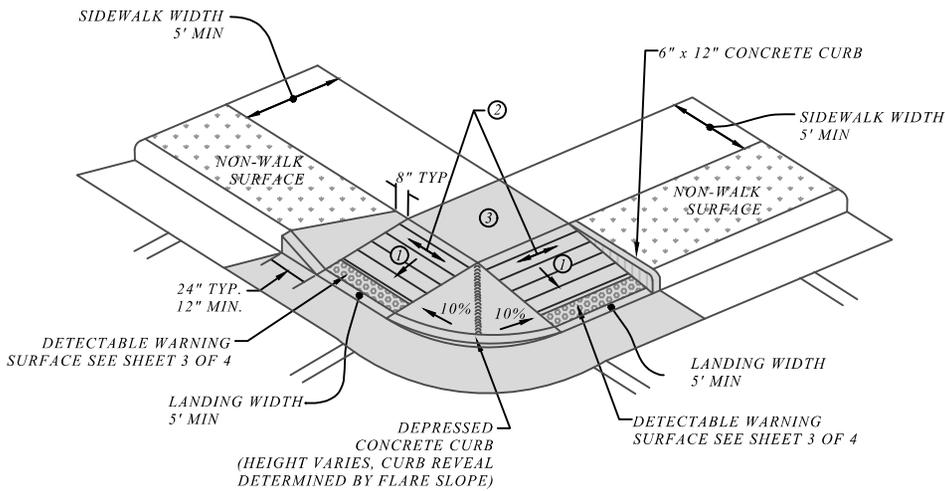
DETAIL	R-25 SH 3 OF 4
--------	----------------



TYPE 4



TYPE 5



TYPE 4A

SEE SHEET 3 OF 4 FOR NOTES

- 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.

 PAY LIMITS FOR 1 CURB RAMP



DATE	REVISED	SCALE
08/05/19		NOT TO SCALE

DETAIL	R-25 SH 4 OF 4
--------	----------------