

CONSTRUCTION NOTES:

- HORIZONTAL CONTROL IS BASED ON GEOGRAPHIC INFORMATION SYSTEM RECORDS AND IS FOR RELATIVE REFERENCE ONLY.
- CONTRACTOR SHALL OBTAIN APPROVAL FROM THE PROJECT MANAGER ON THE CONTRACTOR'S TRAFFIC CONTROL PLAN PRIOR TO WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT OF ALL PROPOSED FEATURES AND SHALL COORDINATE WITH PROJECT MANAGER FOR ACCEPTANCE PRIOR TO INSTALLATION. SPEED HUMPS AND RAISED CROSSWALKS SHALL BE MARKED IN THE FIELD BY THE CONTRACTOR AND ACCEPTED BY THE PROJECT MANAGER PRIOR TO WORK.
- CONTRACTOR SHALL PRE-MARK ALL SIGNS, MARKING LINES AND SYMBOLS PRIOR TO PLACEMENT. COORDINATE WITH PROJECT MANAGER FOR ACCEPTANCE PRIOR TO PLACEMENT.
- CONTRACTOR SHALL PROVIDE A MINIMUM OF 24 HOURS NOTICE FOR ALL INSPECTION, VERIFICATION, ACCEPTANCE AND OTHER COORDINATION ITEMS THAT MAY REQUIRE ON-SITE PRESENCE OF THE PROJECT MANAGER OR HIS/HER DESIGNEE.
- CALL 311 BEFORE DIGGING

STRIPING AND SIGNAGE NOTES:

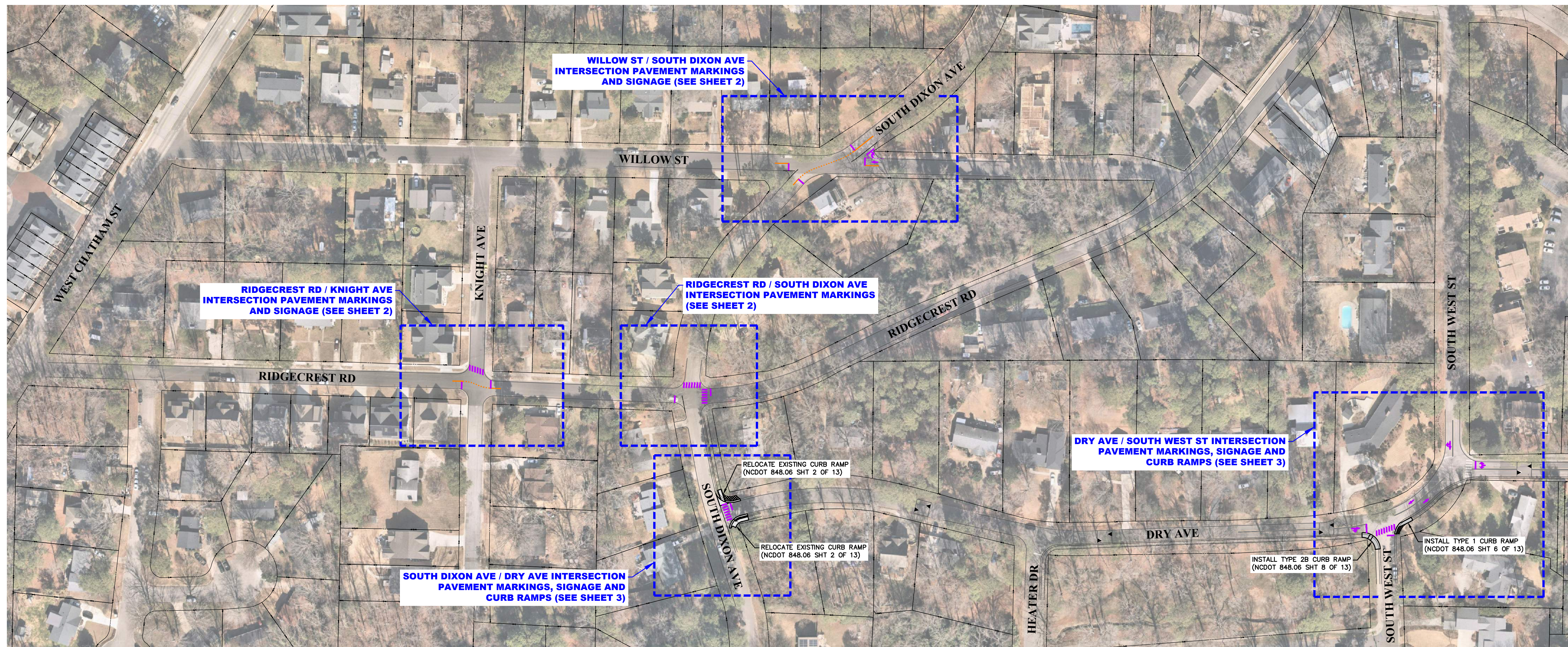
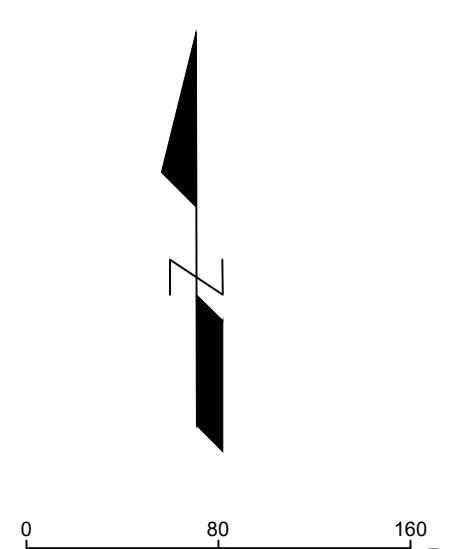
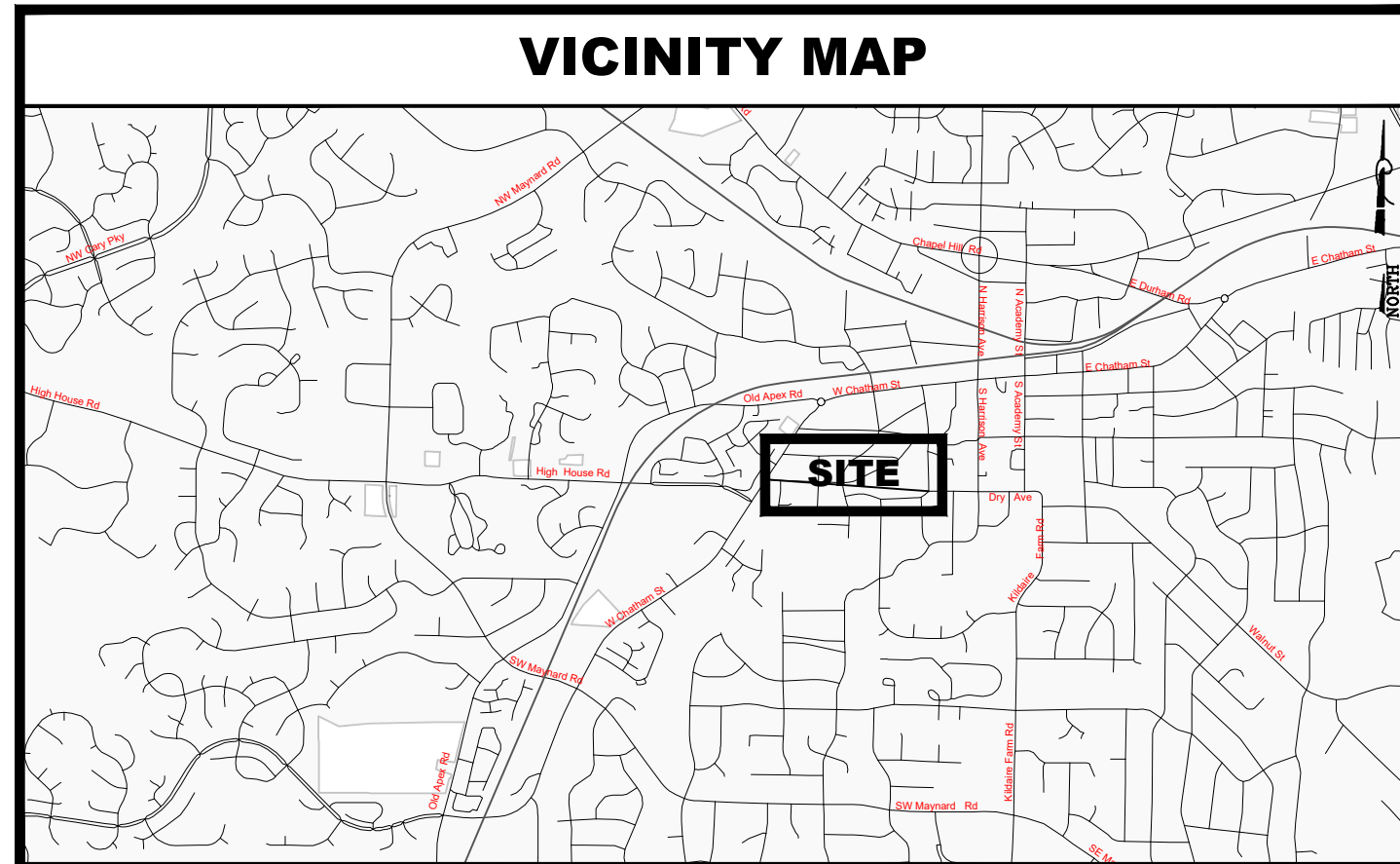
- ALL SIGNS SHALL MEET THE REQUIREMENTS OF THE MUTCD, LATEST EDITION, INCLUDING VERTICAL AND HORIZONTAL CLEARANCES, AND CARY STANDARD SPECIFICATIONS.
- SIGNS SHALL BE FLUORESCENT YELLOW GREEN WHERE INDICATED ON THE PLAN (FYG).
- FIELD LOCATE SIGNS TO AVOID VISIBILITY OBSTRUCTIONS. CLOSELY-SPACED SIGNS MAY REQUIRE A MINIMAL HORIZONTAL OFFSET TO ENSURE VISIBILITY. VISIBILITY OF ALL SIGNS SHALL BE DETERMINED FROM THE APPROXIMATE DRIVER'S POSITION WITHIN THE TRAVEL LANE.
- WORK AREAS SHALL NOT BE LEFT MORE THAN 24 HOURS WITHOUT PERMANENT PAVEMENT STRIPING DURING REMOVAL/REPLACEMENT OPERATIONS OR AFTER PAVING. IF APPROVED BY THE PROJECT MANAGER PRIOR TO WORK IN THE AREA, TEMPORARY STRIPING MAY BE UTILIZED ON AN INTERIM BASIS IF PERMANENT STRIPING CANNOT BE PLACED WITHIN THE STATED TIMEFRAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF TEMPORARY STRIPING AT NO ADDITIONAL COST TO THE OWNER.
- ALL MARKING LINES SHALL BE THERMOPLASTIC IN ACCORDANCE WITH NCDOT STANDARDS, MINIMUM 90 MIL THICKNESS.
- STOP BARS SHALL EXTEND FROM LIP OF GUTTER TO CENTERLINE OF ROAD.
- ALIGN HIGH-VISIBILITY CROSSWALK MARKINGS, PARALLEL TO TRAFFIC, WITH A THEORETICAL LINE DRAWN FROM CENTER OF ADA RAMP TO CENTER OF ADA RAMP.

STRIPING LEGEND & QUANTITY

ITEM DESCRIPTION	NCDOT STD DWG	QTY	UOM
24-INCH WIDE WHITE LINE (CROSSWALK / STOP LINE), 90-MILS	1205.01, 1205.07	430	LF
4-INCH WIDE YELLOW CENTERLINE, 90-MILS**	1205.01	308	LF*
4-INCH WIDE WHITE LINE, 90-MILS**	1205.01	19	LF
PAVEMENT MARKING ARROW (TYPE AS SHOWN)	1205.08	7	EA

* QUANTITY OF DOUBLE LINES IS BASED ON TOTAL LINEAR FOOTAGE OF STRIPING (1 FT OF CENTERLINE = 2 FT QTY)
 ** QUANTITY OF MINI-SKIP LINES MEASURED BY LINEAR FOOTAGE OF MARKINGS (QTY = 1/4 TOTAL LINE LENGTH)

SIGN SCHEDULE						
	SIGN PANEL	DESIG.	SIZE	QTY	UOM	NOTES
(A)	STOP	R1-1	30 X 30	4	EA	INSTALL NEW POST-MOUNTED SIGN
(B)	ALL-WAY	R1-3P	18 X 6	4	EA	PLAQUE ONLY
(C)	TRAFFIC FROM RIGHT DOES NOT STOP	W4-4aP (R)	24 X 12	1	EA	PLAQUE ONLY
(D)	TRAFFIC FROM LEFT DOES NOT STOP	W4-4aP (L)	24 X 12	1	EA	PLAQUE ONLY
(E)	ONCOMING TRAFFIC DOES NOT STOP	W4-4bP	24 X 12	2	EA	PLAQUE ONLY
(F)	STREET NAME SIGNS	---	9-IN	2	EA	WILLOW/DIXON
(G)	CROSS TRAFFIC DOES NOT STOP	W4-4P	24 X 12	2	EA	PLAQUE ONLY
(H)	PEDESTRIAN	W11-2 (FYG)	30 X 30	4	EA	SOLAR-POWERED, LED-ENHANCED PRIMARY SIGN WITH PUSH BUTTON ACTIVATION INCLUDING AUDIBLE INFORMATION DEVICE (AID) 2-IN SQUARE SIGN POSTS REQUIRED FOR PUSH BUTTON MOUNTS
(J)	DOWNWARD ARROW (LEFT)	W16-7P (L) (FYG)	21 X 15	4	EA	PLAQUE ONLY



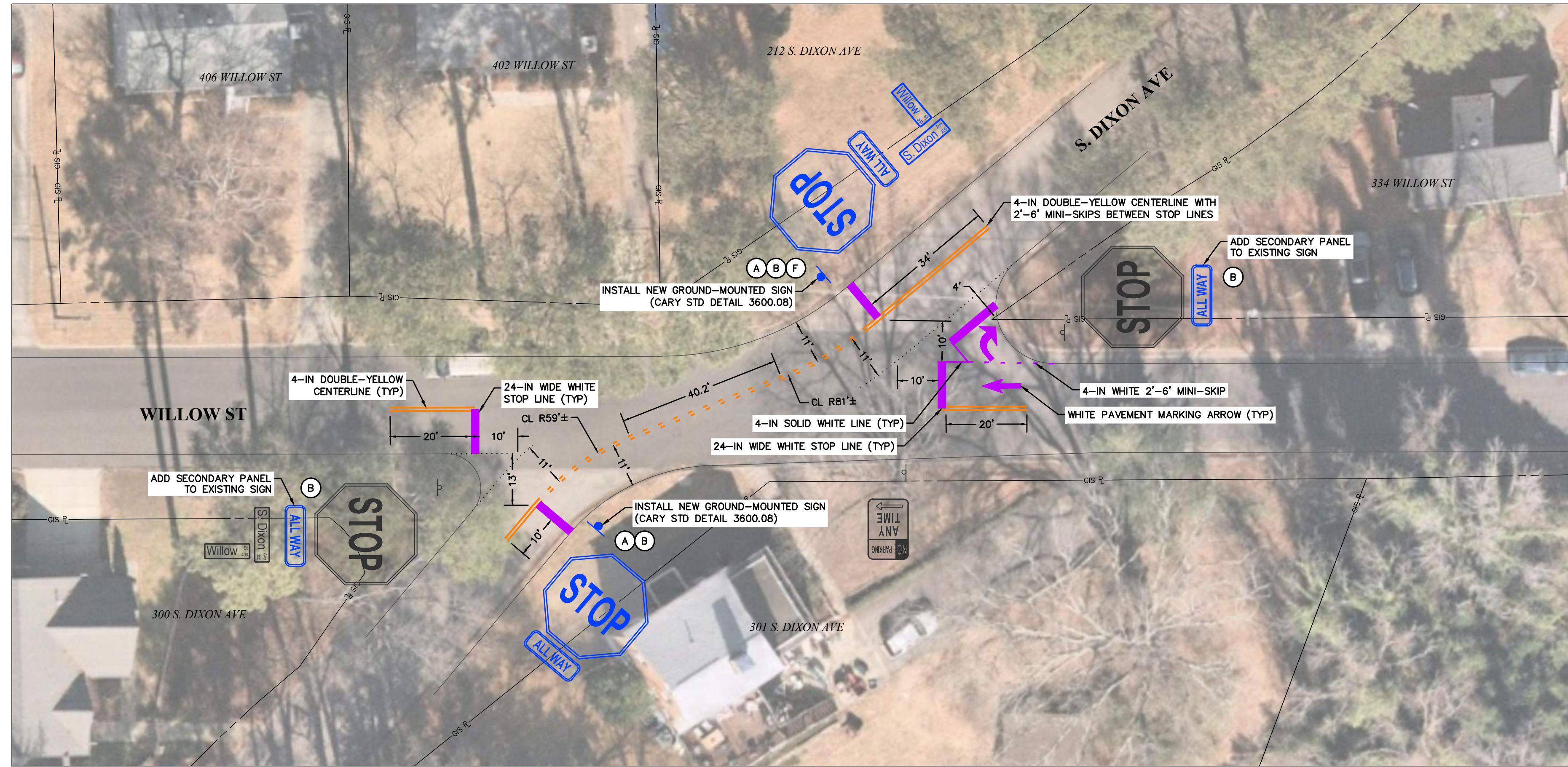
User Name : apilorz Date\Time : Thu, 02 May 2024 - 3:44pm Acad Version : R24.1.s (LMS Tech) 22" x 34" Border

Contact Information:
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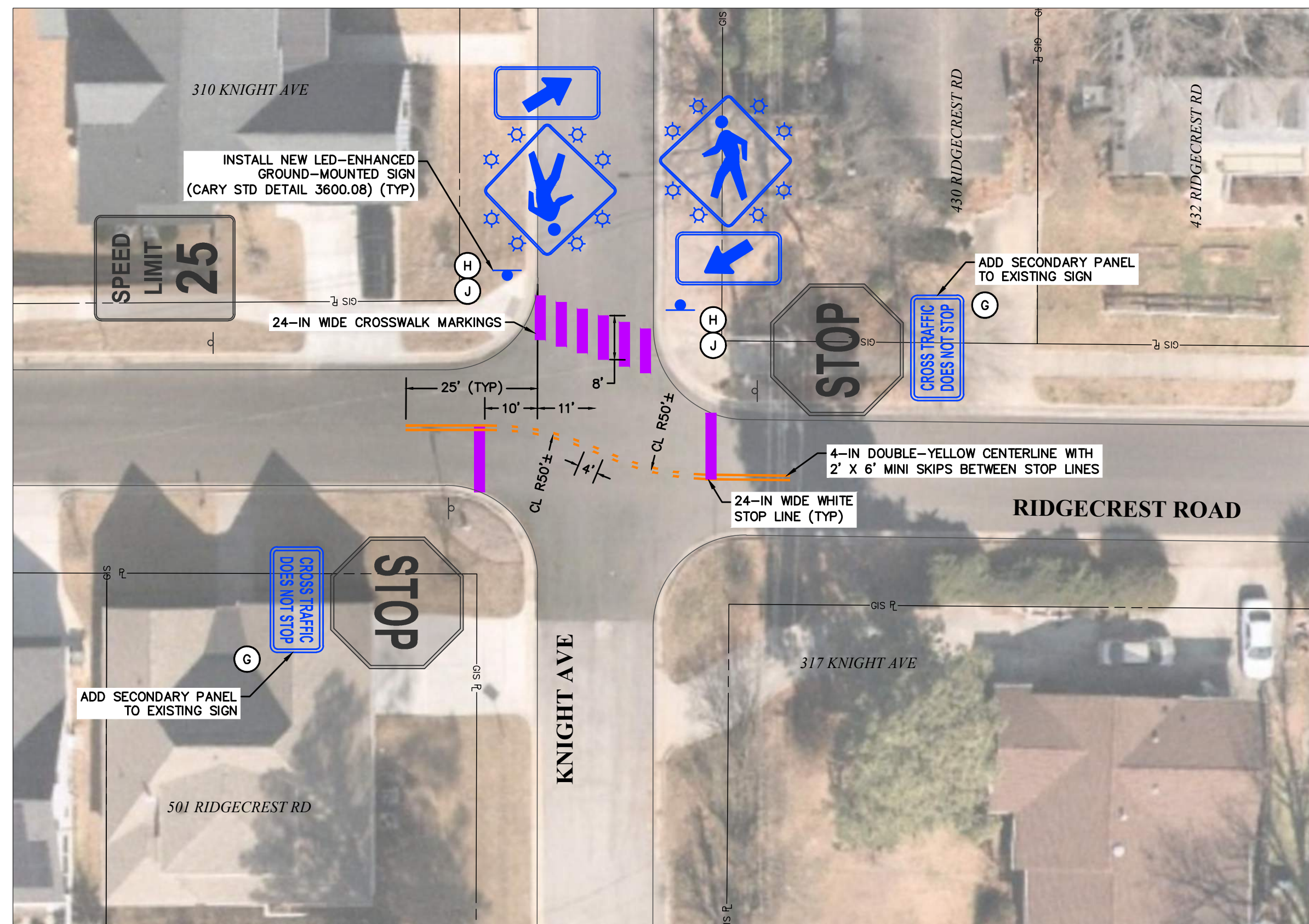
WEST DOWNTOWN MOBILITY IMPROVEMENTS
 Traffic Signs, Pavement Markings and
 Sidewalk Ramp Replacement
 OVERALL PLAN VIEW

NORTH CAROLINA
 PROFESSIONAL
 SEAL
 047270
 A. PILARZ
 3/2/2024
 362899559EC2488
 Signature

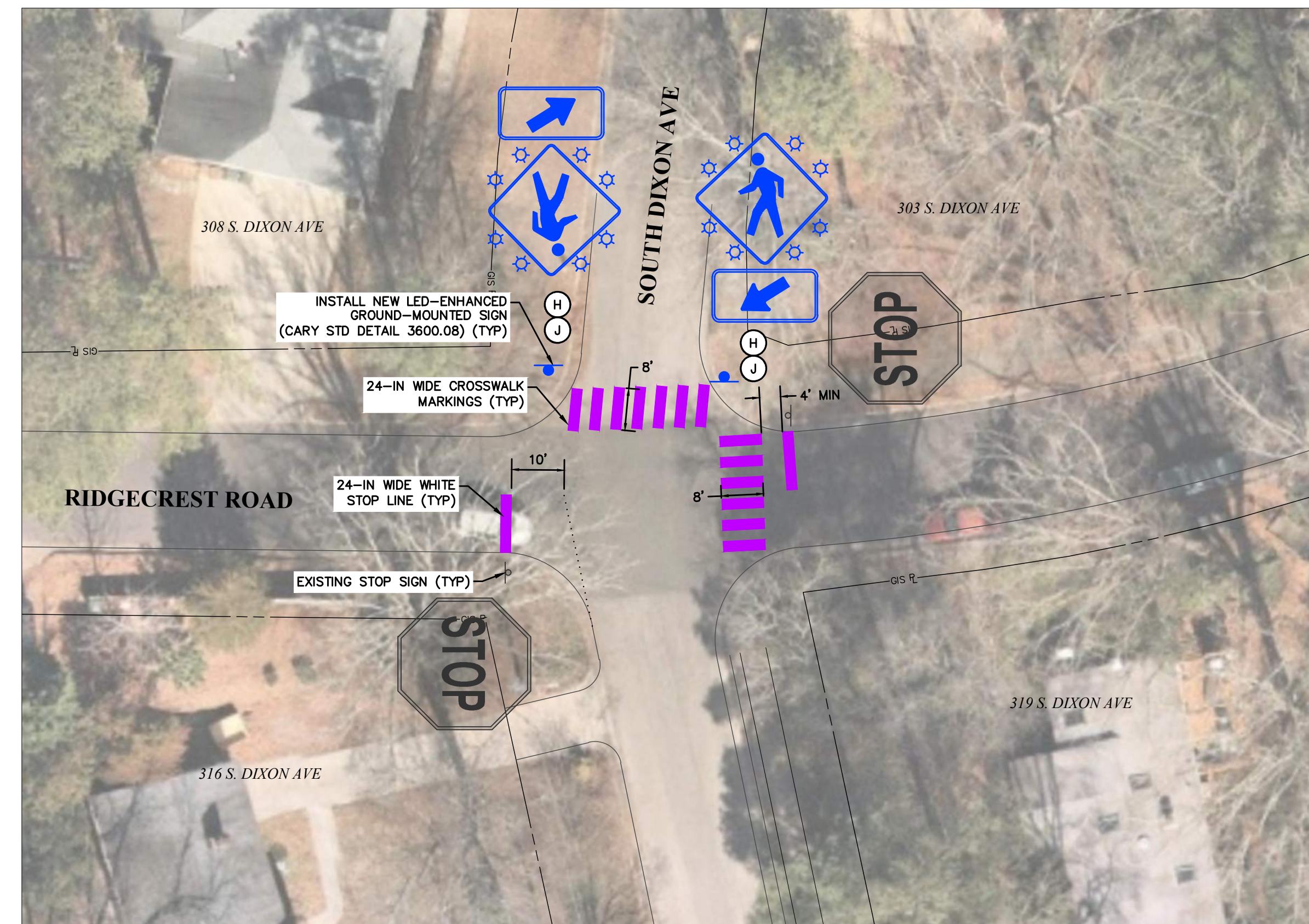
Revisions
 Proj. No. ST3604
 Design By: A. PILARZ
 Drawn By: A. PILARZ
 Date: JAN 2024
 Scale Hor: 1" = 80'
 Scale Ver: N/A



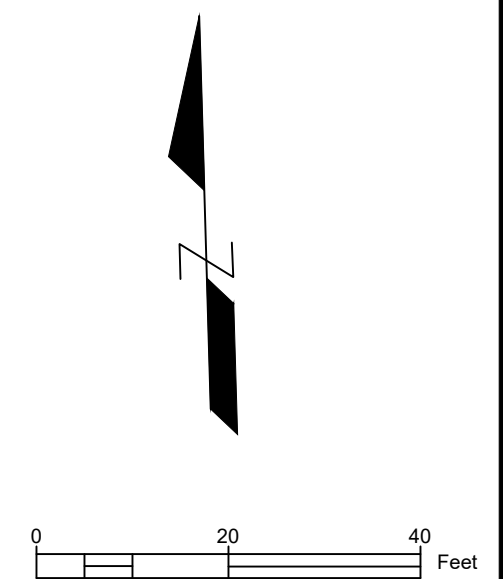
WILLOW / SOUTH DIXON INTERSECTION



RIDGECREST / KNIGHT INTERSECTION



RIDGECREST / SOUTH DIXON INTERSECTION



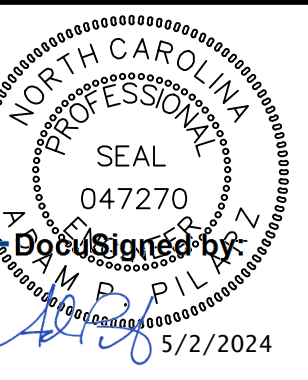
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WEST DOWNTOWN MOBILITY IMPROVEMENTS
 Traffic Signs, Pavement Markings and
 Sidewalk Ramp Replacement

INTERSECTION DETAILS (WILLOW / S. DIXON / RIDGECREST)



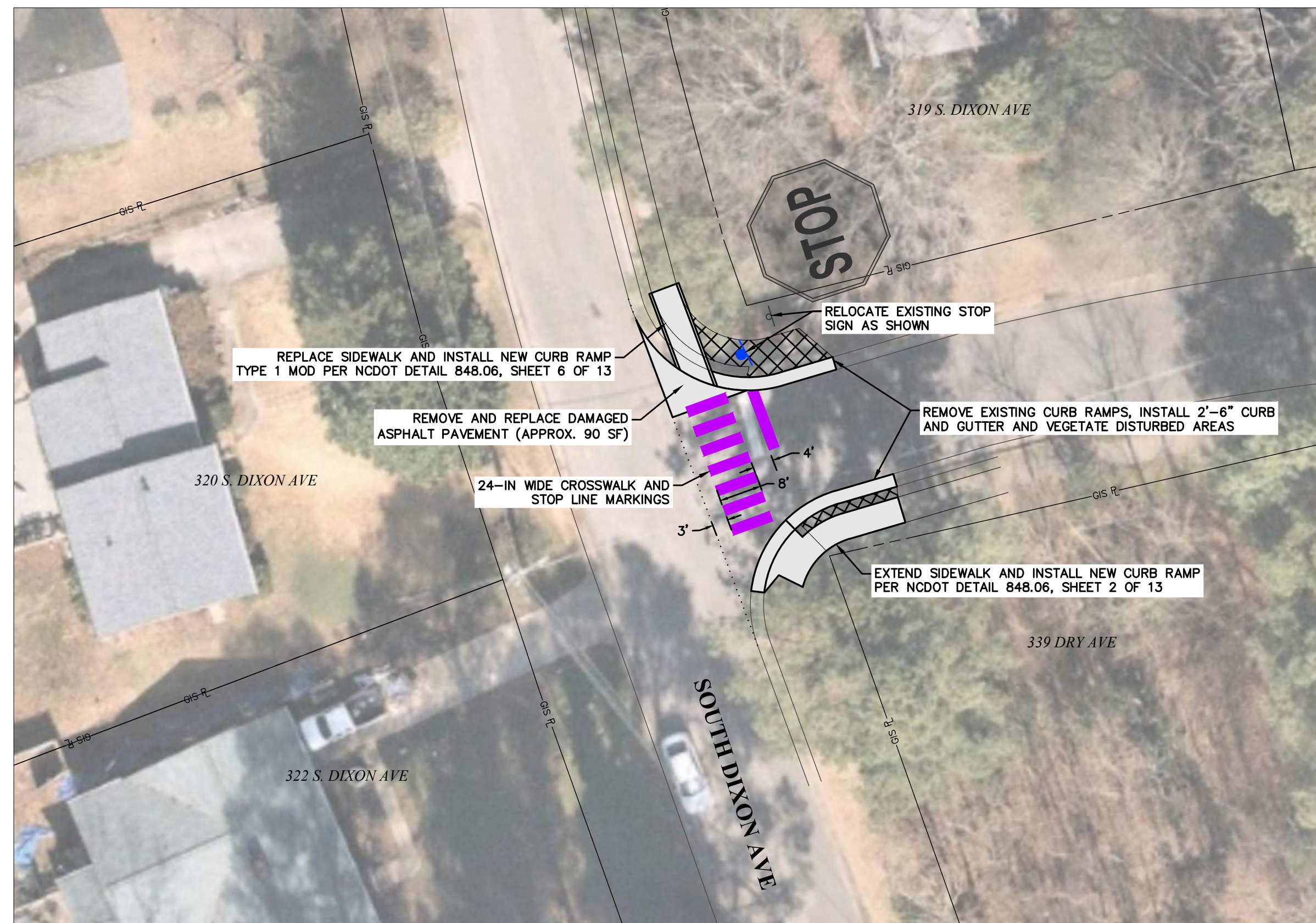
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Revisions

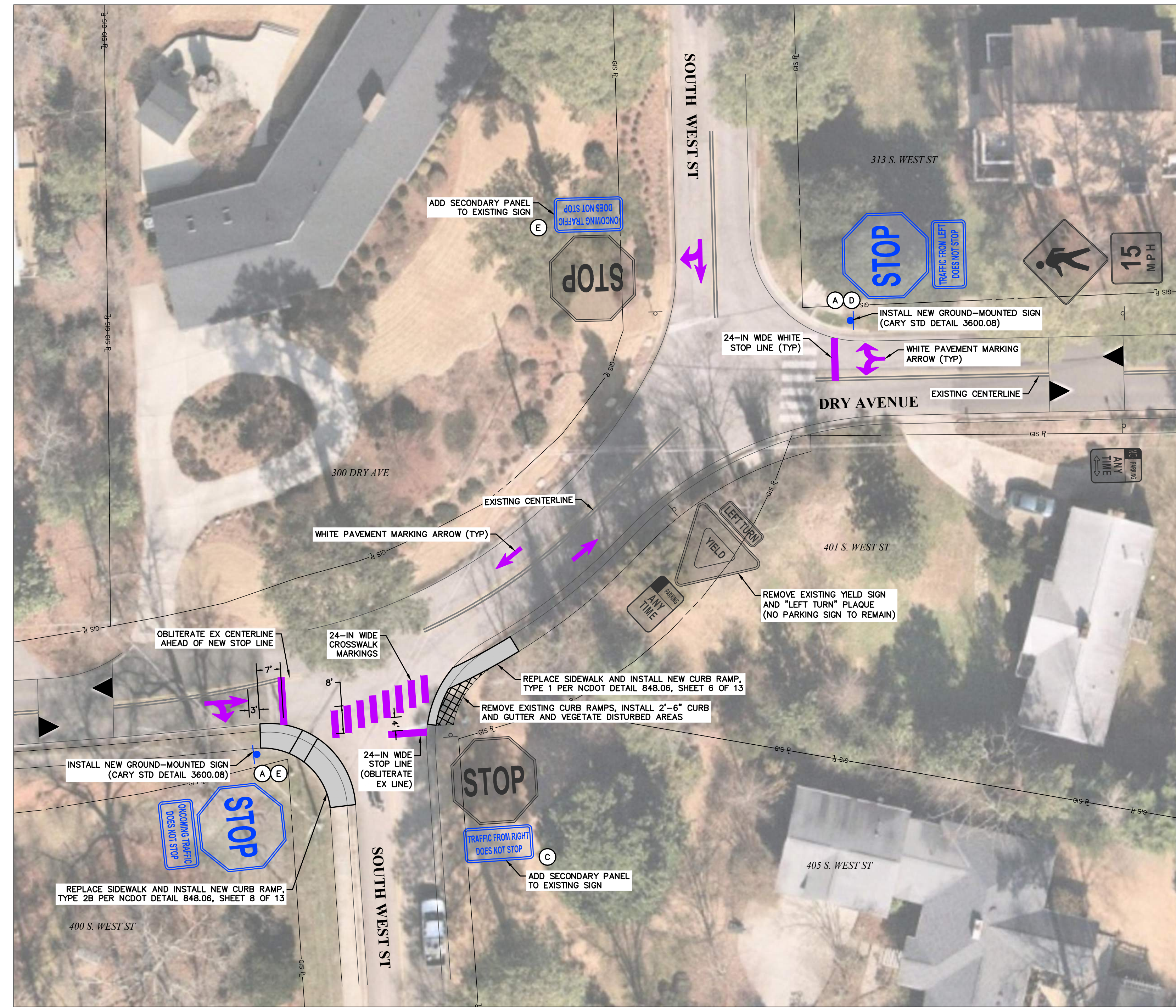
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 Drawn By: A. PILARZ
 Date: JAN 2024
 Scale Hor: 1" = 20'
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User Name : apilarz Date\Time : Thu, 02 May 2024 - 3:44pm Acad Version : R24.1s (LMS Tech) 22" x 34" Border

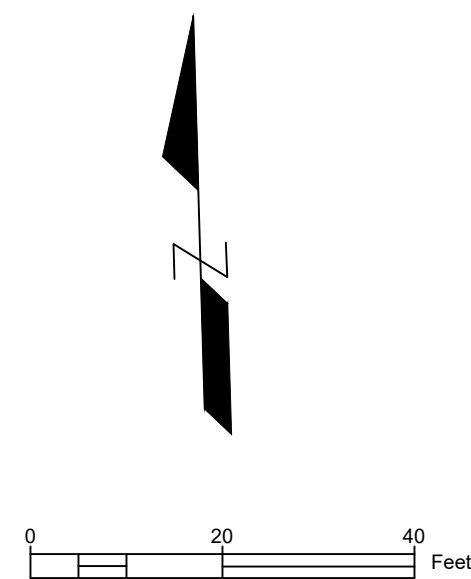
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SOUTH DIXON / DRY INTERSECTION



DRY / SOUTH WEST INTERSECTION



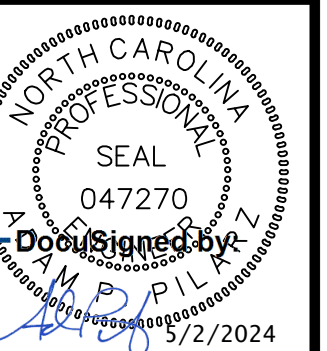
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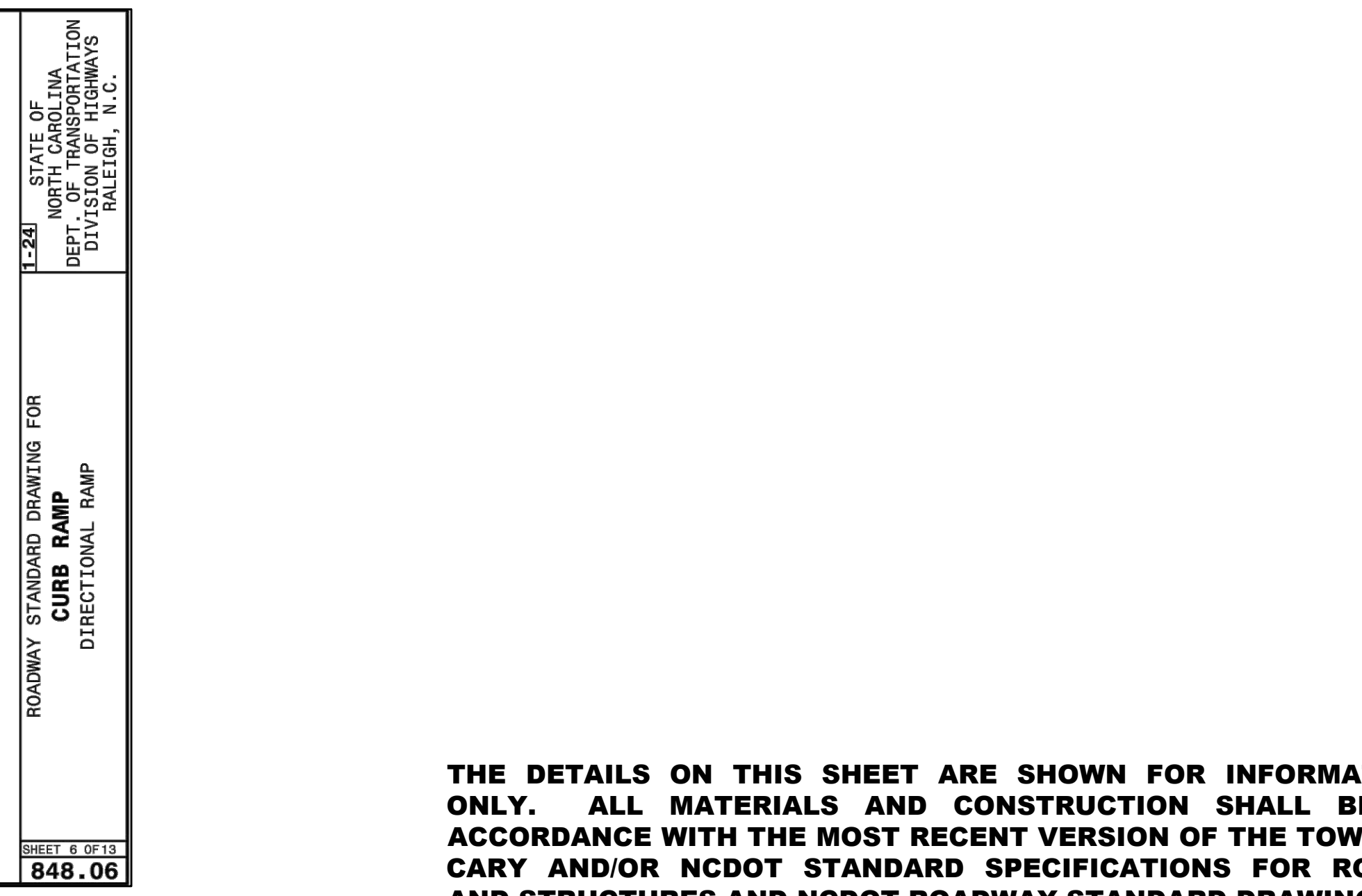
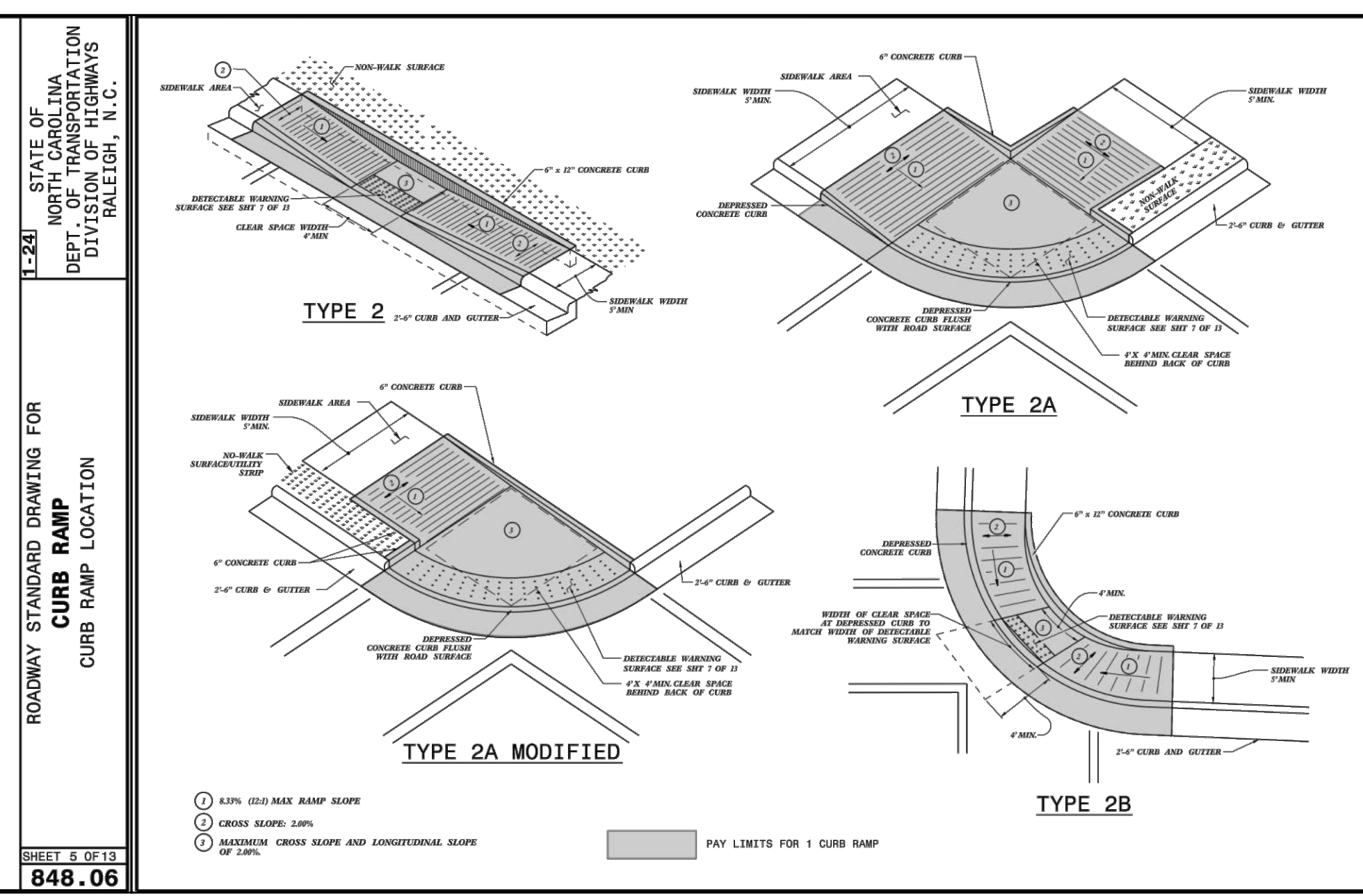
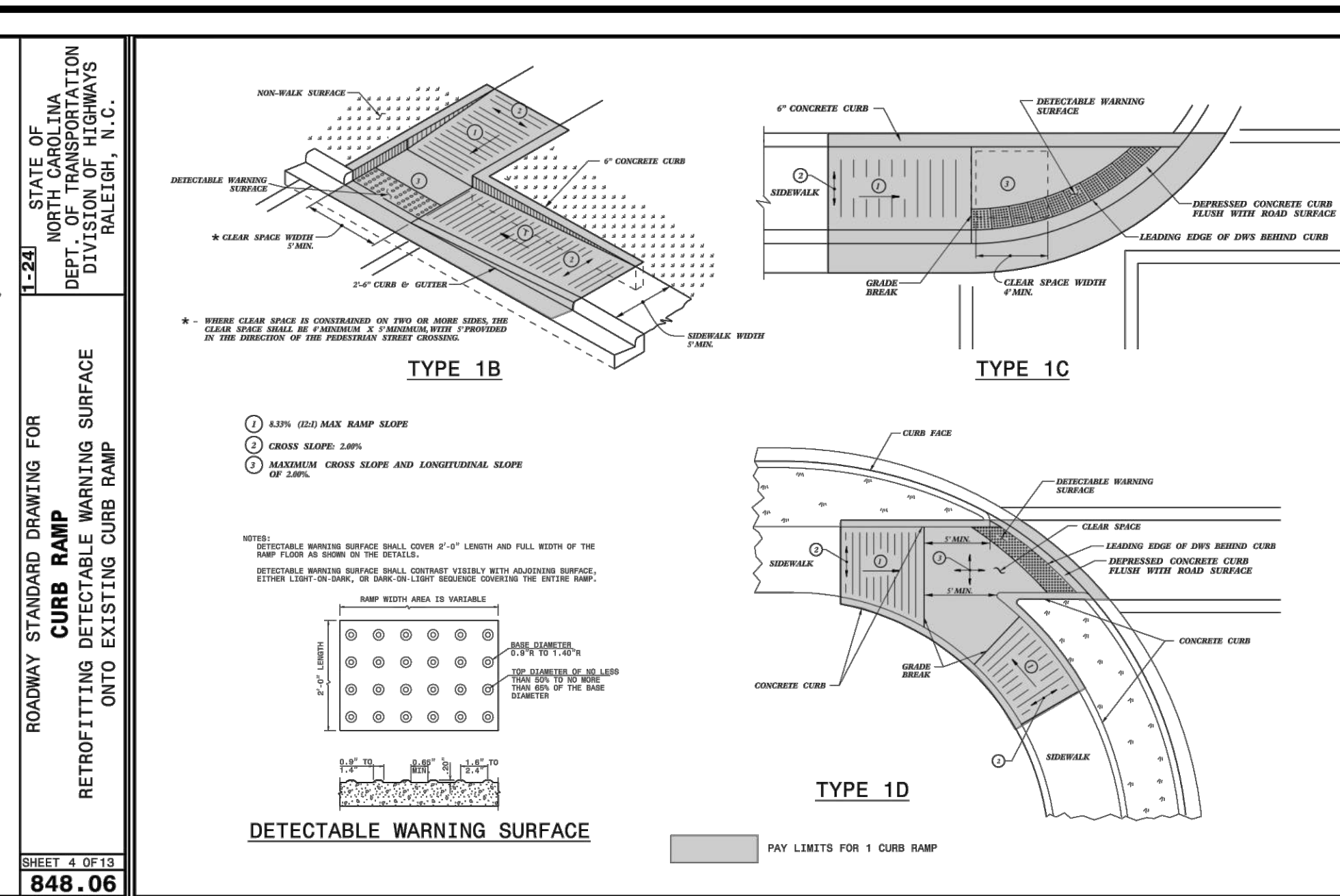
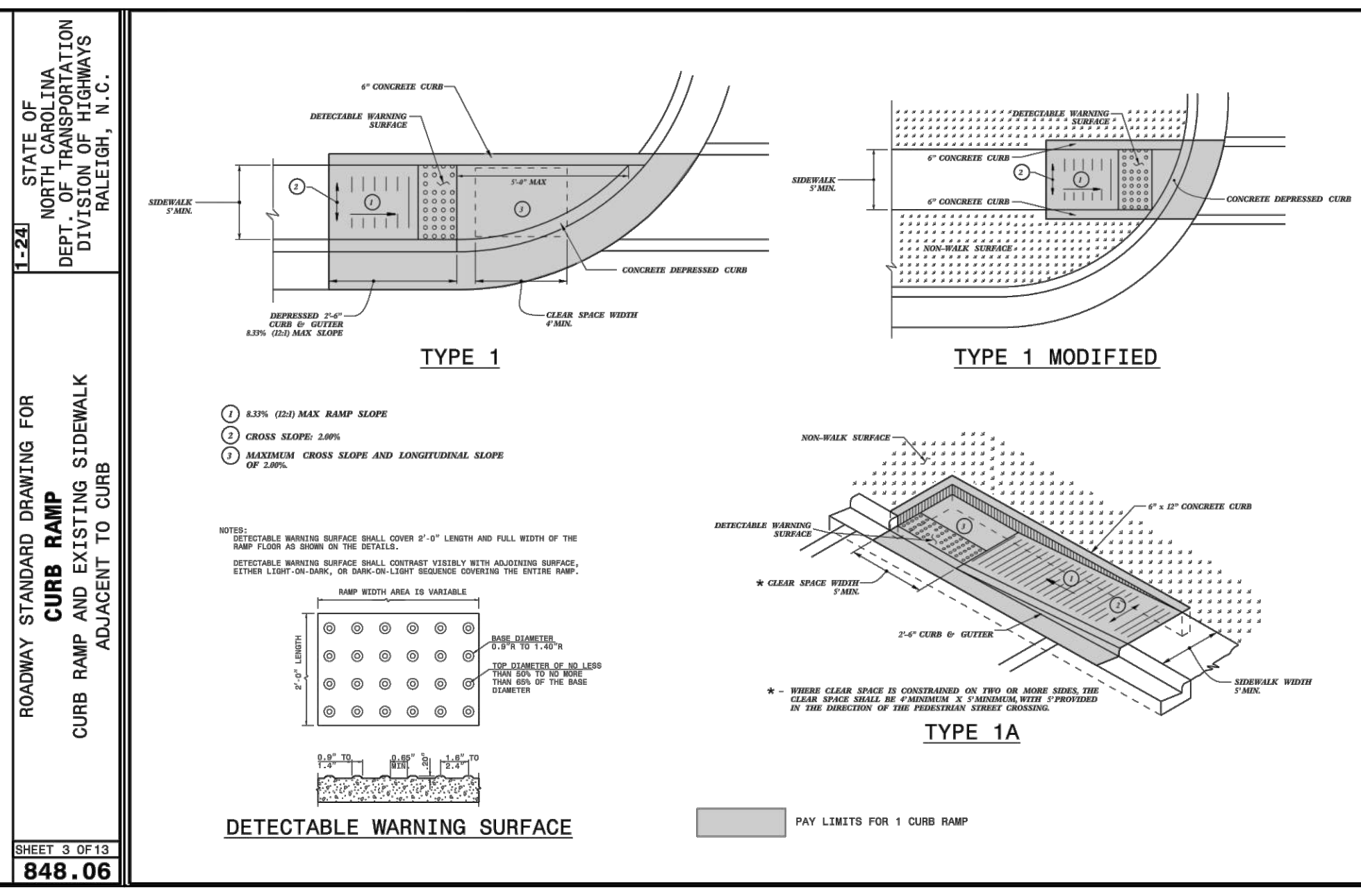
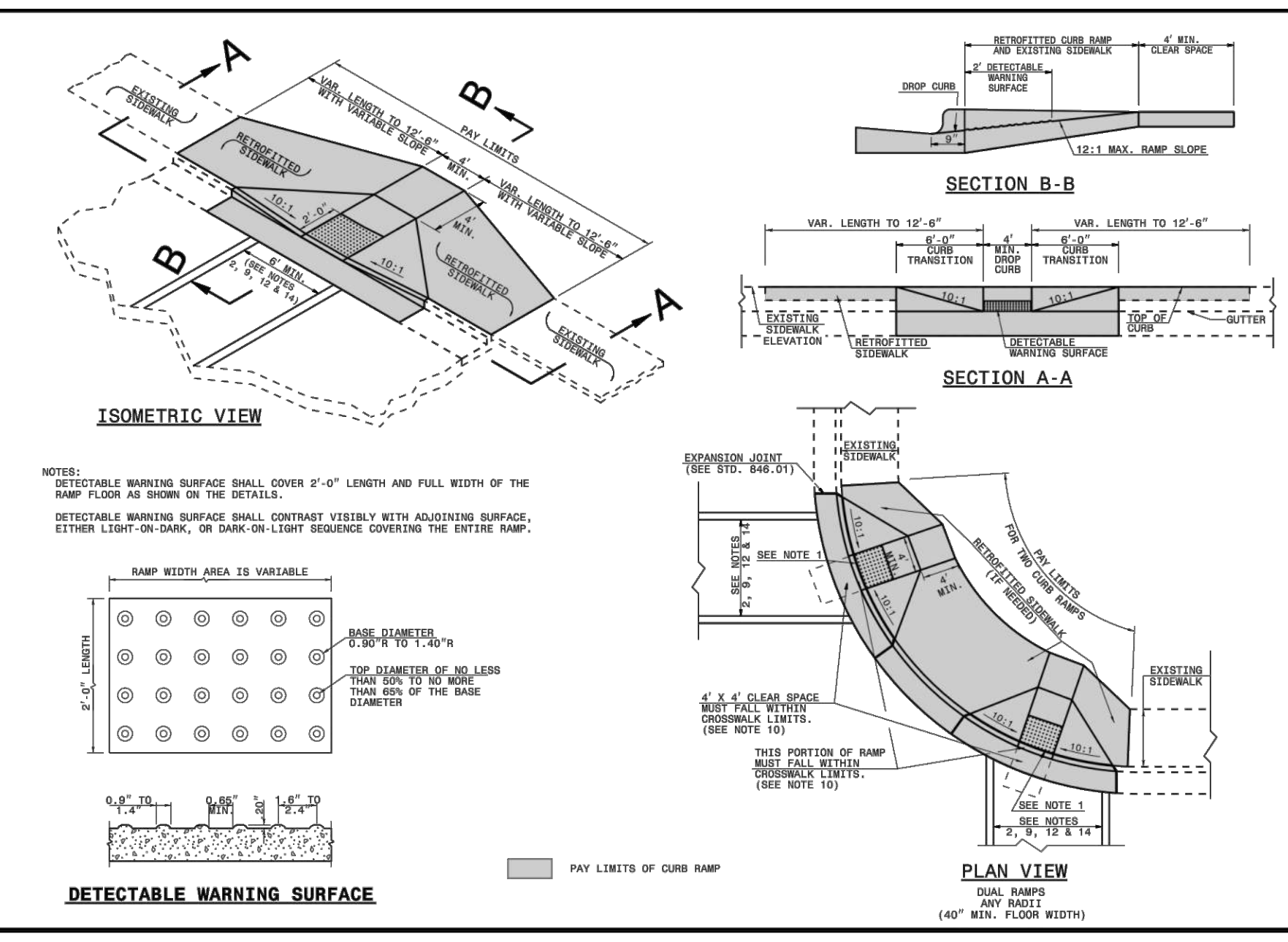
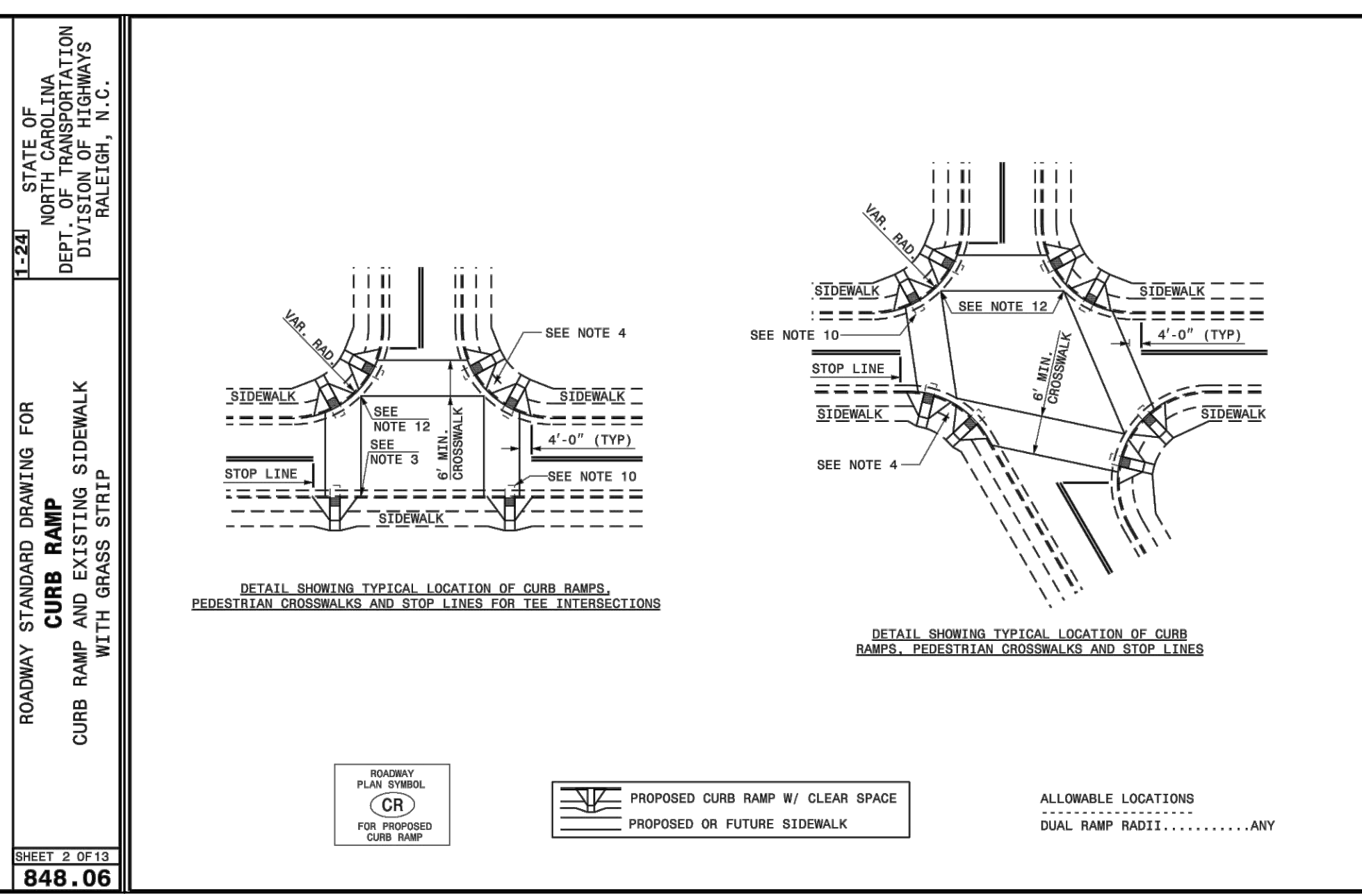
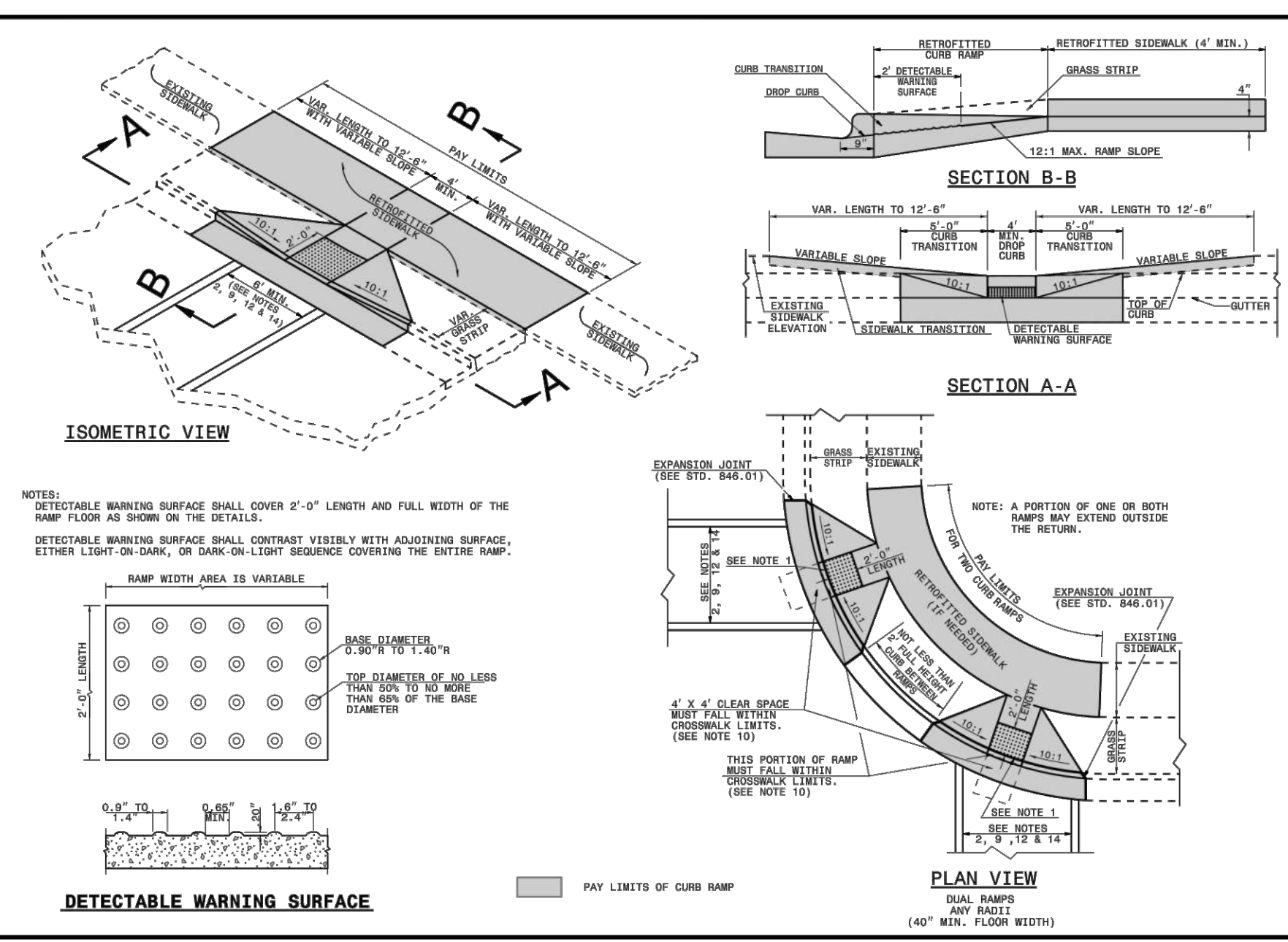
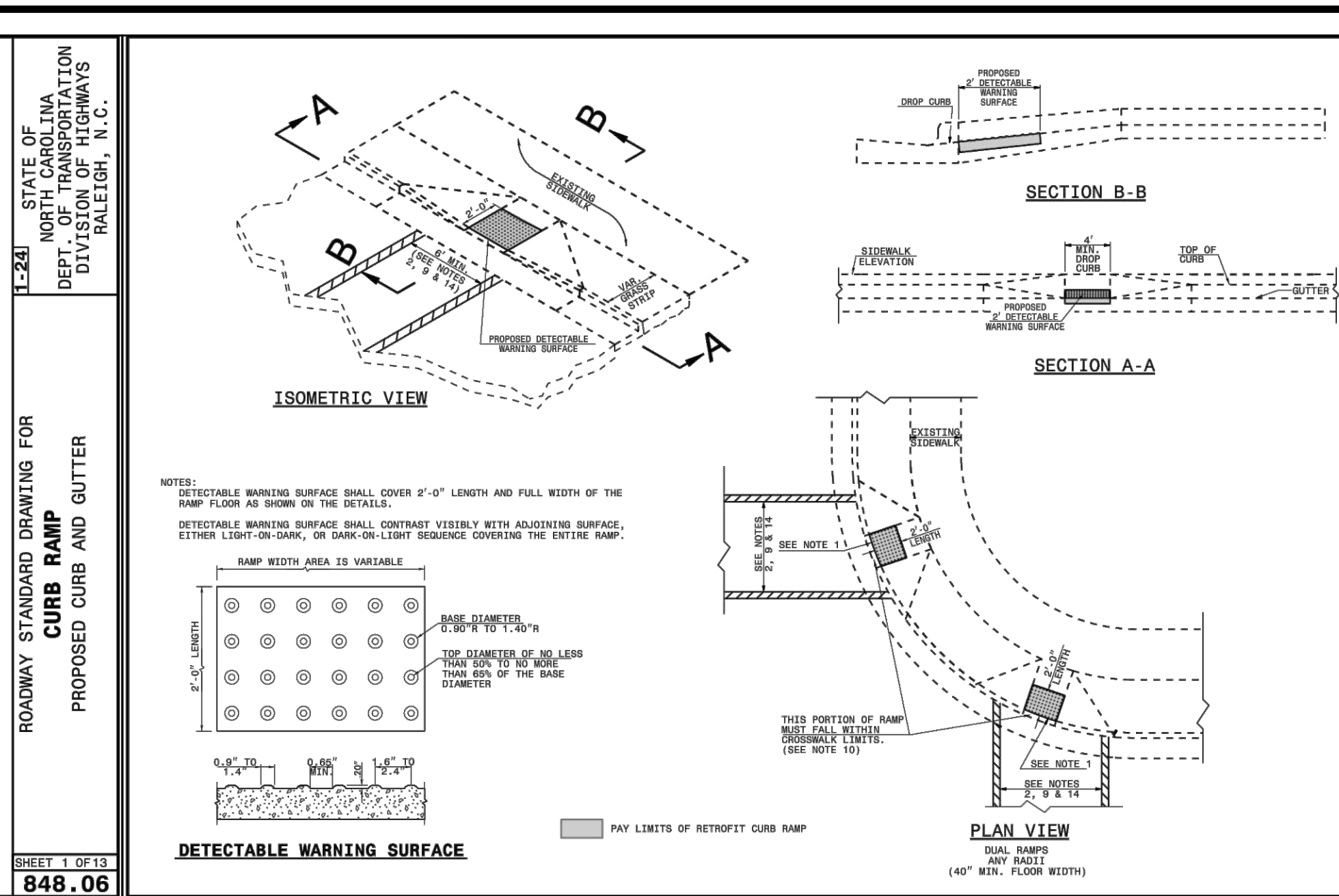
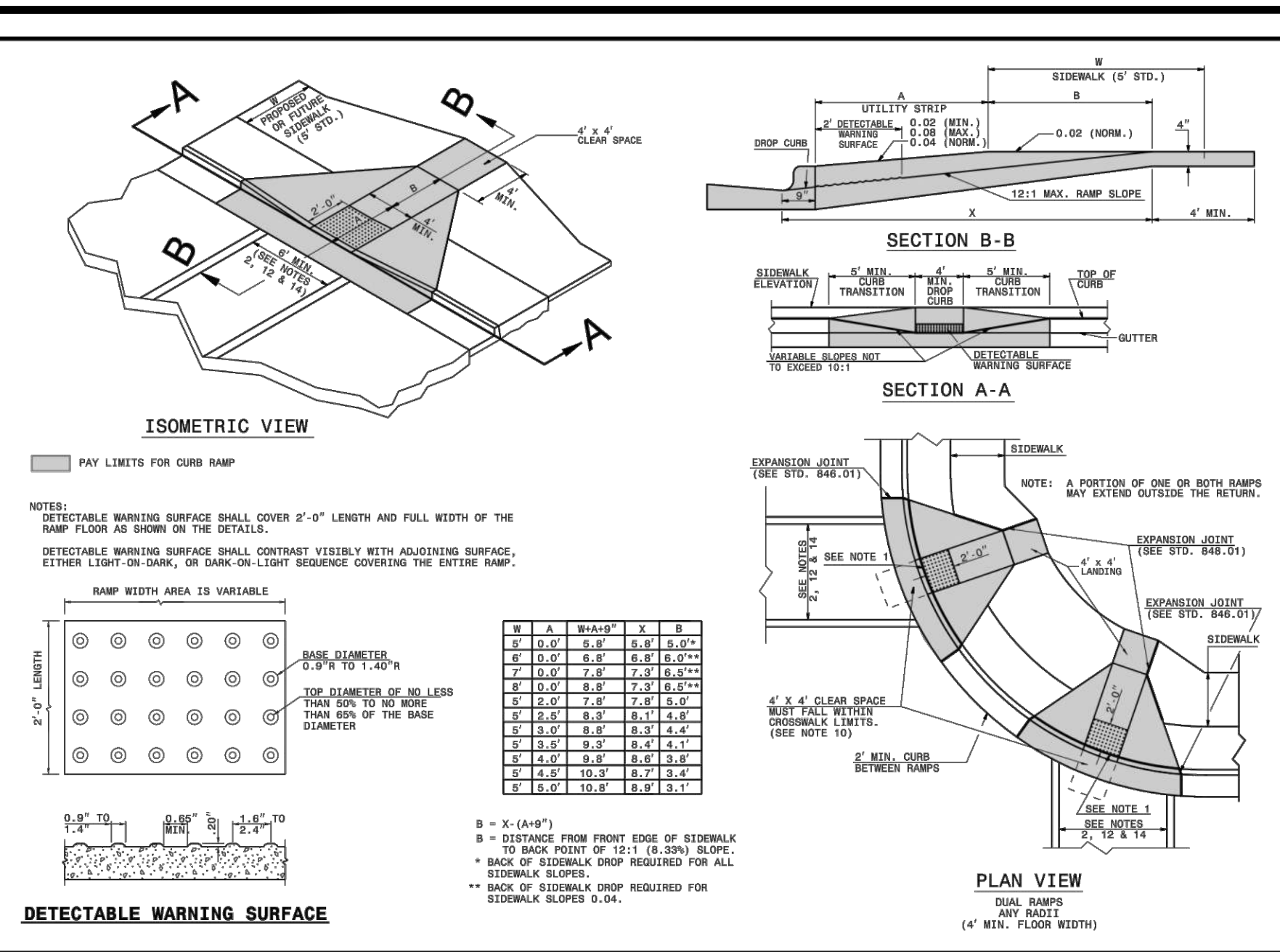
INTERSECTION DETAILS (S. DIXON / DRY / S. WEST)



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Signature

Revisions

Proj. No. ST3604
Design By: A. PILARZ
Drawn By: A. PILARZ
Date: JAN 2024
Scale Hor: 1" = 20'
Scale Ver: N/A



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STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR CURB RAMP DIRECTIONAL RAMP

SHEET 7 OF 13

848.06

STATE OF NORTH CAROLINA
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RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR CURB RAMP PARALLEL RAMP

SHEET 8 OF 13

848.06

STATE OF NORTH CAROLINA
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RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR CURB RAMP DIRECTIONAL RAMP

SHEET 6 OF 13

848.06

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WEST DOWNTOWN MOBILITY IMPROVEMENTS
Traffic Signs, Pavement Markings and
Sidewalk Ramp Replacement

CURB RAMP DETAILS

NORTH CAROLINA
PROFESSIONAL
SEAL
047270
A. PILARZ
ENGINEER
9/2/2024

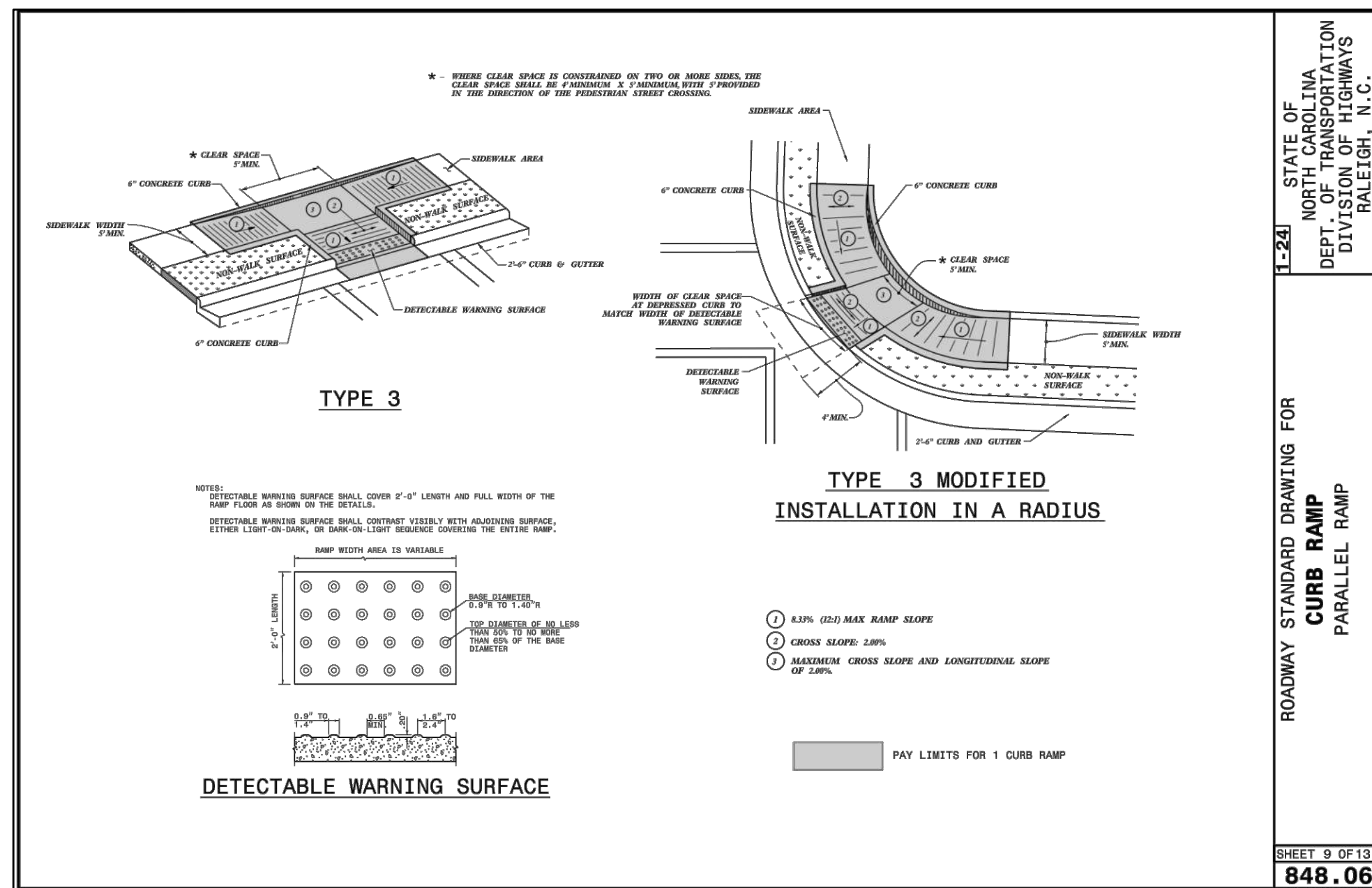
Decisigned by
Signature

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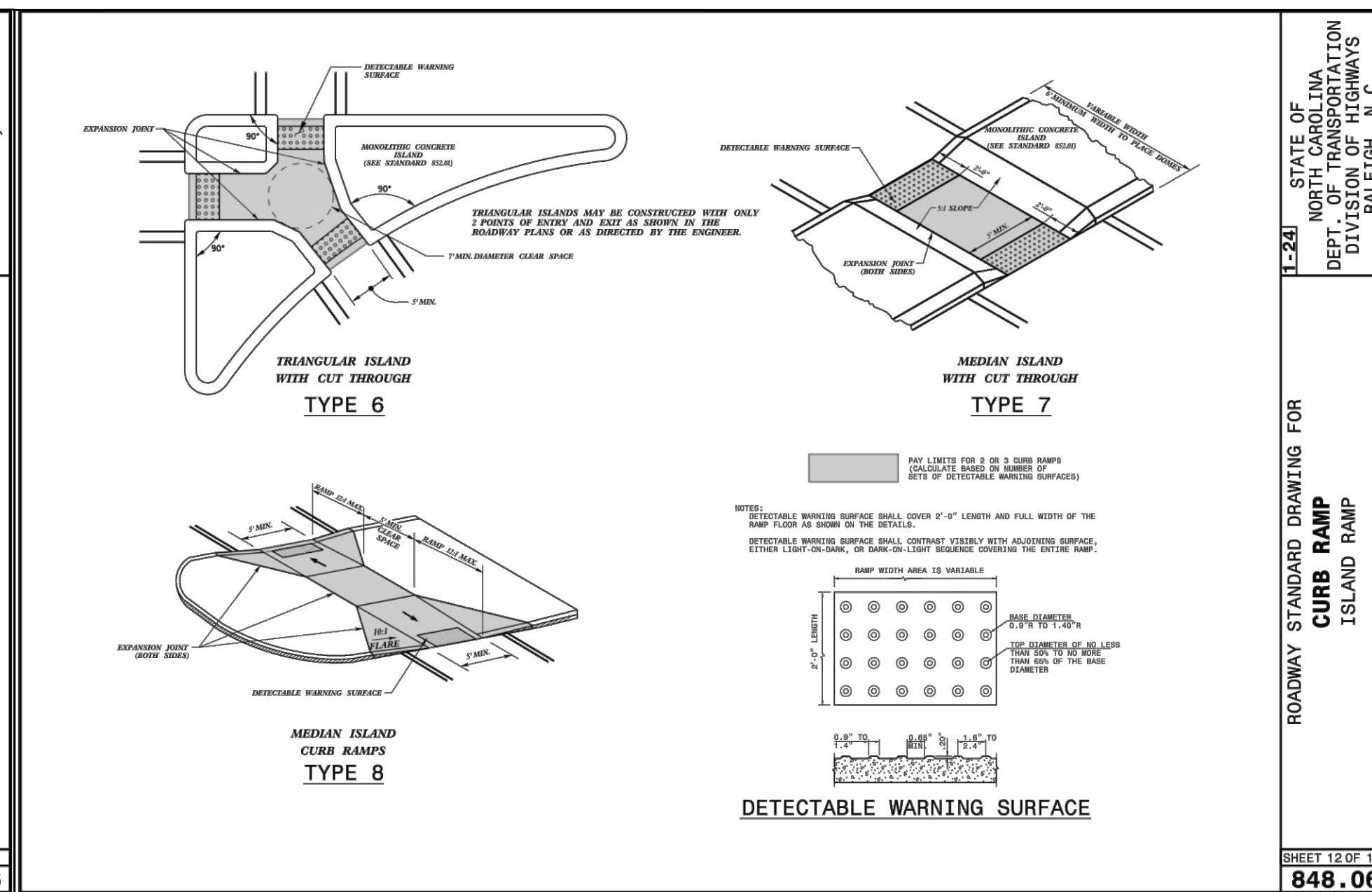
SHEET NO.
5 OF 6



STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR
CURB RAMP
 PARALLEL RAMP

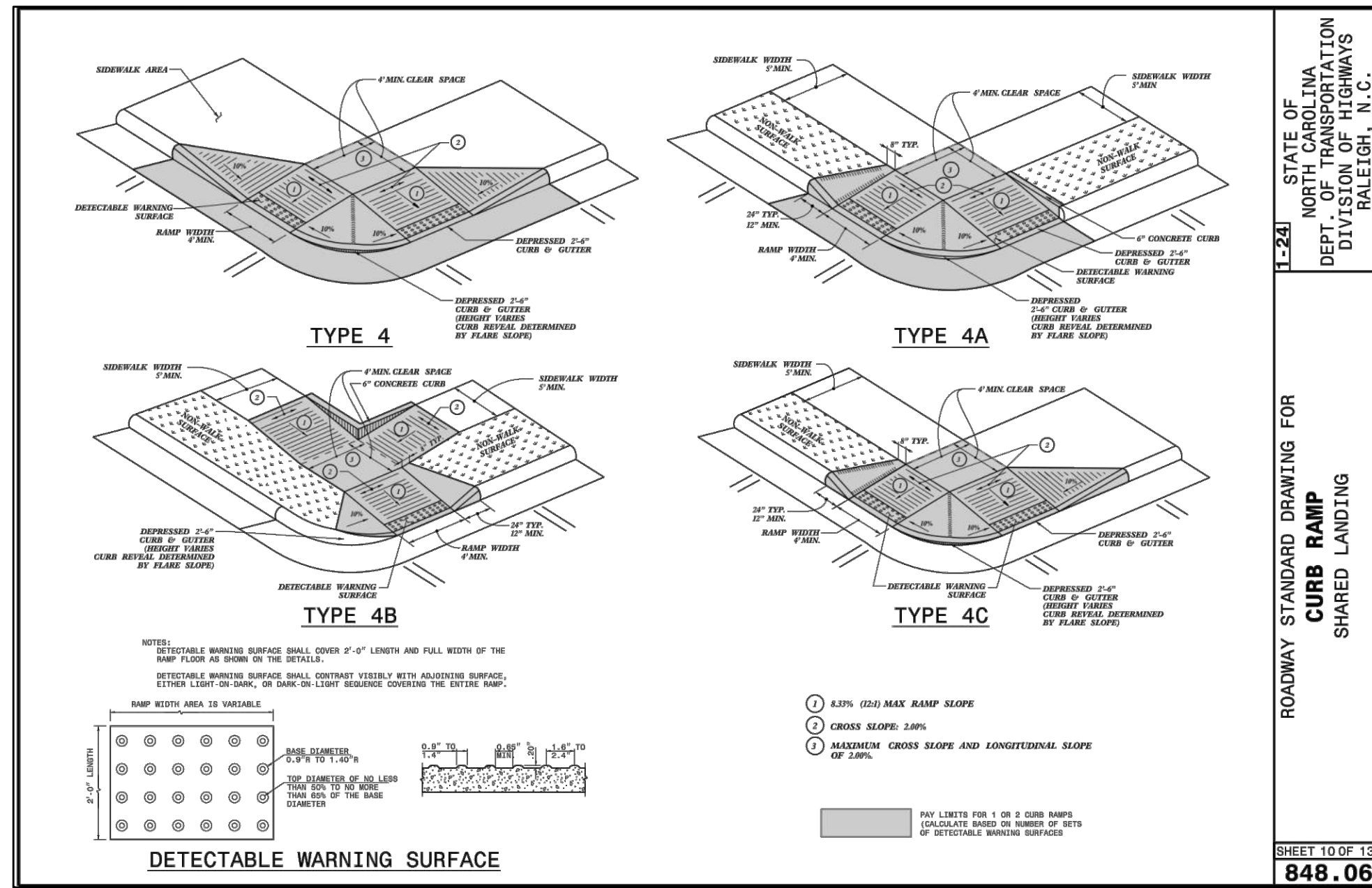
SHEET 9 OF 13
848.06



STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR
CURB RAMP
 ISLAND RAMP

SHEET 12 OF 13
848.06



STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
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 RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR
CURB RAMP
 SHARED LANDING

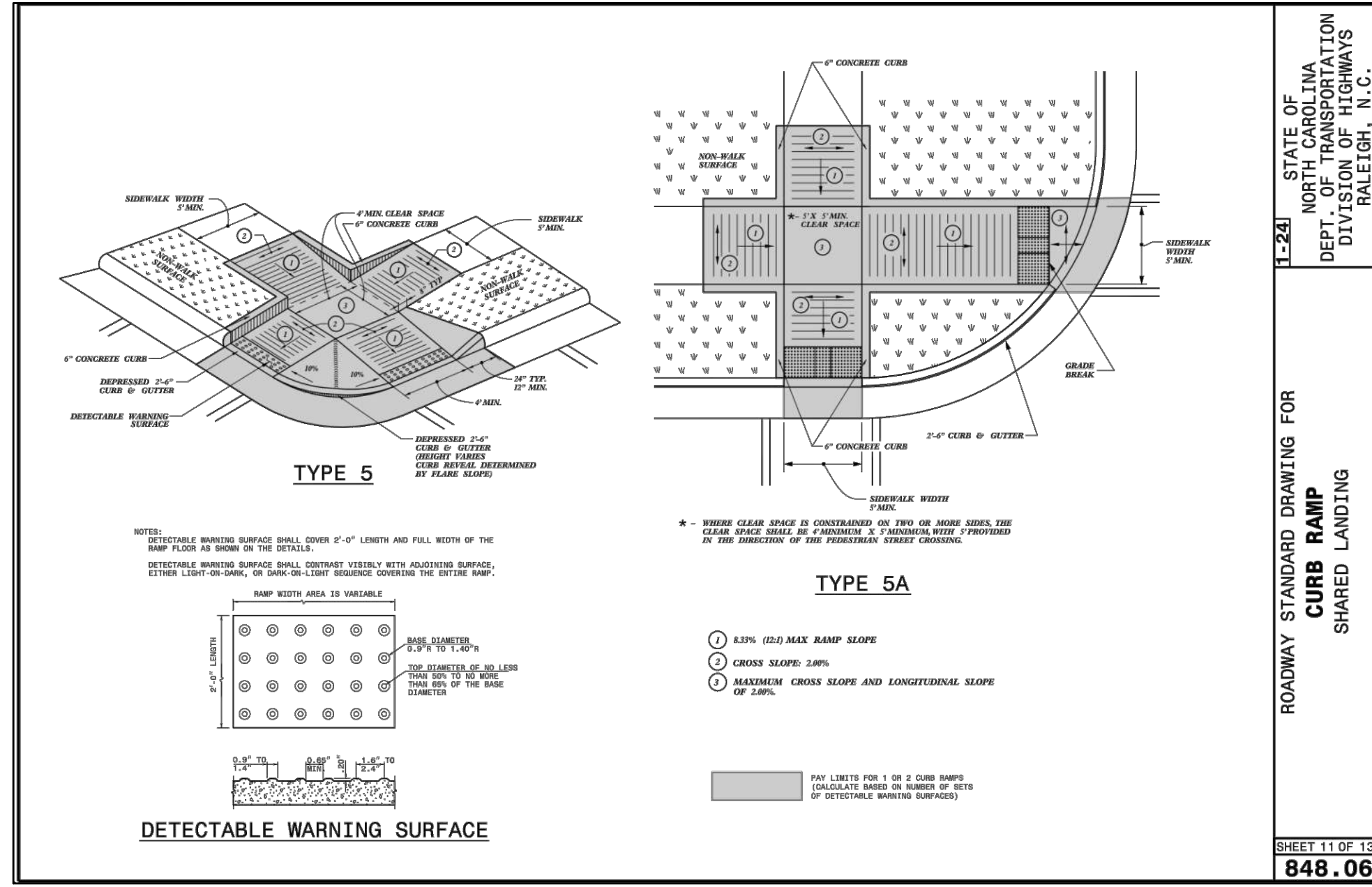
SHEET 10 OF 13
848.06

- NOTES:
- CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, AND SLIP RESISTANT. CONSTRUCT THE CURB RAMP TYPE AS SHOWN IN THE PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER.
 - LOCATE CURB RAMP AND PLACE PEDESTRIAN CROSSWALK MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS. WHEN FIELD ADJUSTMENTS REQUIRE MOVING CURB RAMP OR MARKINGS AS SHOWN, CONTACT THE SIGNING AND DELINEATION UNIT OR LOCATE AS DIRECTED BY THE ENGINEER.
 - COORDINATE THE CURB RAMP AND THE PEDESTRIAN CROSSWALK MARKINGS SO A 4'x4' CLEAR SPACE AT THE BASE OF THE CURB RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
 - SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL LANE IS 4' MINIMUM.
 - REFER TO THE PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS. IF A PAVEMENT MARKING PLAN IS NOT PROVIDED, CONTACT THE SIGNAL DESIGN SECTION FOR THE STOP BAR LOCATIONS OR LOCATE AS DIRECTED BY THE ENGINEER.
 - TERMINATE PARKING A MINIMUM OF 20' FROM THE BACK OF PEDESTRIAN CROSSWALK.
 - CONSTRUCT CURB RAMP A MINIMUM OF 4' WIDE.
 - CONSTRUCT THE RUNNING SLOPE OF THE RAMP 0.33% MAXIMUM.
 - ALLOWABLE CROSS SLOPE ON SIDEWALKS AND CURB RAMP WILL BE 2% MAXIMUM.
 - CONSTRUCT THE SIDE FLARE SLOPE A MAXIMUM OF 10% MEASURED ALONG THE CURB LINE.
 - CONSTRUCT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE BASE OF THE CURB RAMP A MAXIMUM OF 5% AND MAINTAIN A SMOOTH TRANSITION.
 - CONSTRUCT CLEAR SPACES FOR SIDEWALK A MINIMUM OF 4'x4' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. CONSTRUCT CLEAR SPACES FOR MEDIAN ISLANDS A MINIMUM OF 5'x5' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. IF CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' DIVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
 - TO USE A MEDIAN ISLAND AS A PEDESTRIAN REFUGE AREA, MEDIAN ISLANDS WILL BE A MINIMUM OF 6' WIDE. CONSTRUCT MEDIAN ISLANDS TO PROVIDE PASSAGE OVER OR THROUGH THE ISLAND.
 - SMALL CHANNELIZATION ISLANDS THAT CAN NOT PROVIDE A 5'x5' CLEAR SPACE AT THE TOP OF RAMP, WILL BE CUT THROUGH LEVEL WITH THE SURFACE STREET.
 - CURB RAMP WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP, WHERE THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE, OR THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
 - PLACE ALL PEDESTRIAN PUSH BUTTON ACTUATORS AND CROSSING SIGNALS AS SHOWN IN THE PLANS OR AS SHOWN IN THE MUTCD.
 - DETECTABLE WARNING SURFACES WILL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN IN THE DETAILS.
 - DETECTABLE WARNING SURFACES WILL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.

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ROADWAY STANDARD DRAWING FOR
CURB RAMP
 NOTES

SHEET 13 OF 13
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STATE OF NORTH CAROLINA
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ROADWAY STANDARD DRAWING FOR
CURB RAMP
 SHARED LANDING

SHEET 11 OF 13
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 Traffic Signs, Pavement Markings and
 Sidewalk Ramp Replacement

CURB RAMP DETAILS

PROFESSIONAL SEAL
 047270
 R. P. PILARZ
 5/2/2024

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 Signature

Revisions

Proj. No. ST3604
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6 OF 6