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09/28/99

CONTRACT: DB00317

TIP PROJECT: R-5782C

DENOTES LOCATION

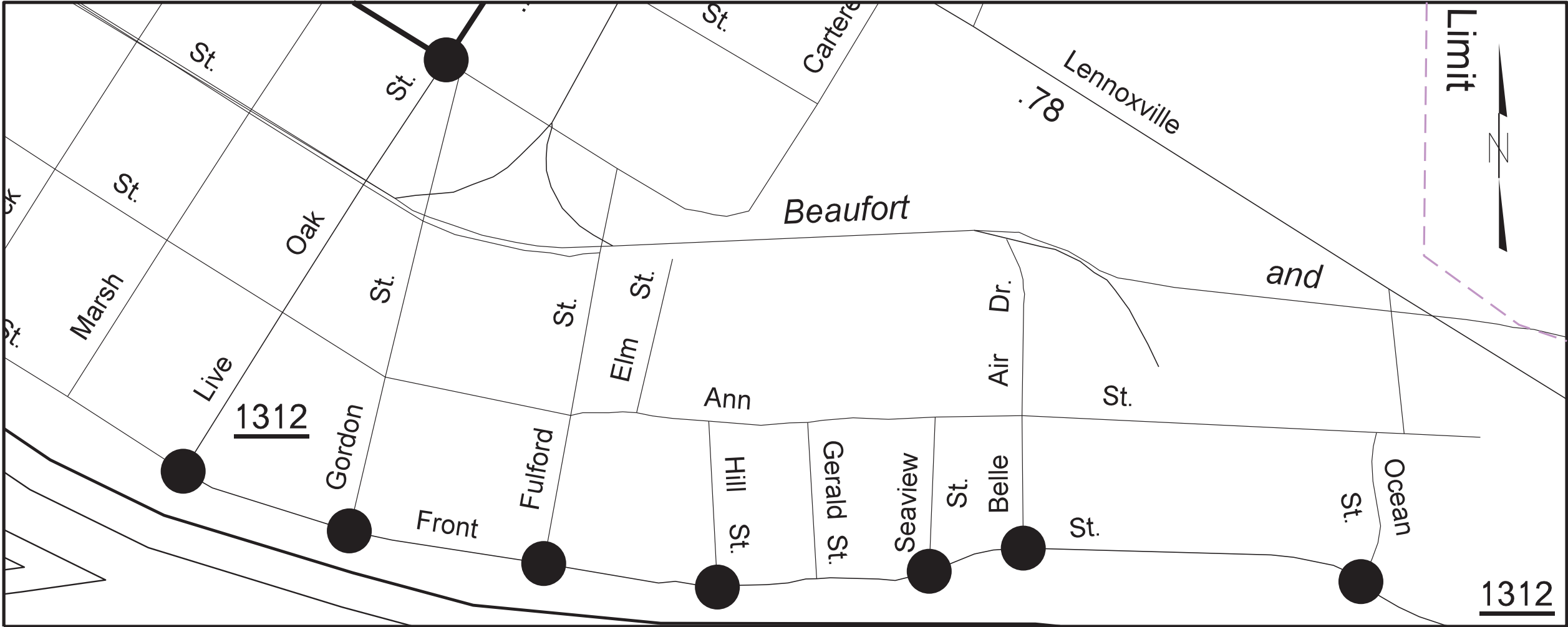
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

CARTERET COUNTY

LOCATION: INTERSECTIONS ALONG SR 1312 ( FRONT STREET)  
AND US 70 AT CEDAR STREET

TYPE OF WORK: CURB RAMP INSTALLATION

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5782C	1	17
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
44912.3.4	TAP-0220 (080)	CONST	



See Sheet 1-A For Index of Sheets

GRAPHIC SCALES



PROJECT LENGTH

LENGTH ROADWAY PROJECT R-5782C = 0.085 MI

Prepared In the Office of:  
**DIVISION OF HIGHWAYS**  
1701 W 5TH ST., WASHINGTON NC 27889

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:  
N/A

LETTING DATE:  
DECEMBER 2016

WILLIAM C KINCANNON, PE  
PROJECT ENGINEER

RICH GODLEY  
PROJECT DESIGN ENGINEER

ROADWAY DESIGN  
ENGINEER

DocuSigned by:  
William C Kincannon  
P.E.

Seal of William C Kincannon, PE, Seal No. 33793, State of North Carolina



STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

## INDEX OF SHEETS

1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, STANDARD DRAWINGS
2-2E	CURB RAMPS DETAILS
3	SUMMARY OF QUANTITIES
4-11	PLANSHEET

GENERAL NOTES:

2012 SPECIFICATIONS  
EFFECTIVE: 01-17-2012  
REVISED: 07-30-2012

SUBSURFACE PLANS:

NO SUBSURFACE PLANS ARE AVAILABLE ON THIS PROJECT. THE CONTRACTOR SHOULD MAKE HIS OWN INVESTIGATION AS TO THE SUBSURFACE CONDITIONS.

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE  
THE TOWN OF BEAUFORT

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OWNER

WHEELCHAIR RAMPS:

WHEELCHAIR RAMPS ARE SHOWN ON THE PLANS AT APPROXIMATE LOCATIONS.  
THE CONSTRUCTION OF ALL WHEELCHAIR RAMPS SHALL BE IN ACCORDANCE WITH  
DETAILS IN PLANS.

OR AS DIRECTED BY ENGINEER

## PAVEMENT REPAIR:

REFER TO SECTION 654 ASPHALT PLANT MIX, PAVEMENT REPAIR  
REFER TO SECTION 520 AGGREGATE BASE COURSE  
AS SHOWN IN THE 2012 STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES

OR AS DIRECTED BY ENGINEER

## 2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
654.01 PAVEMENT REPAIRS	

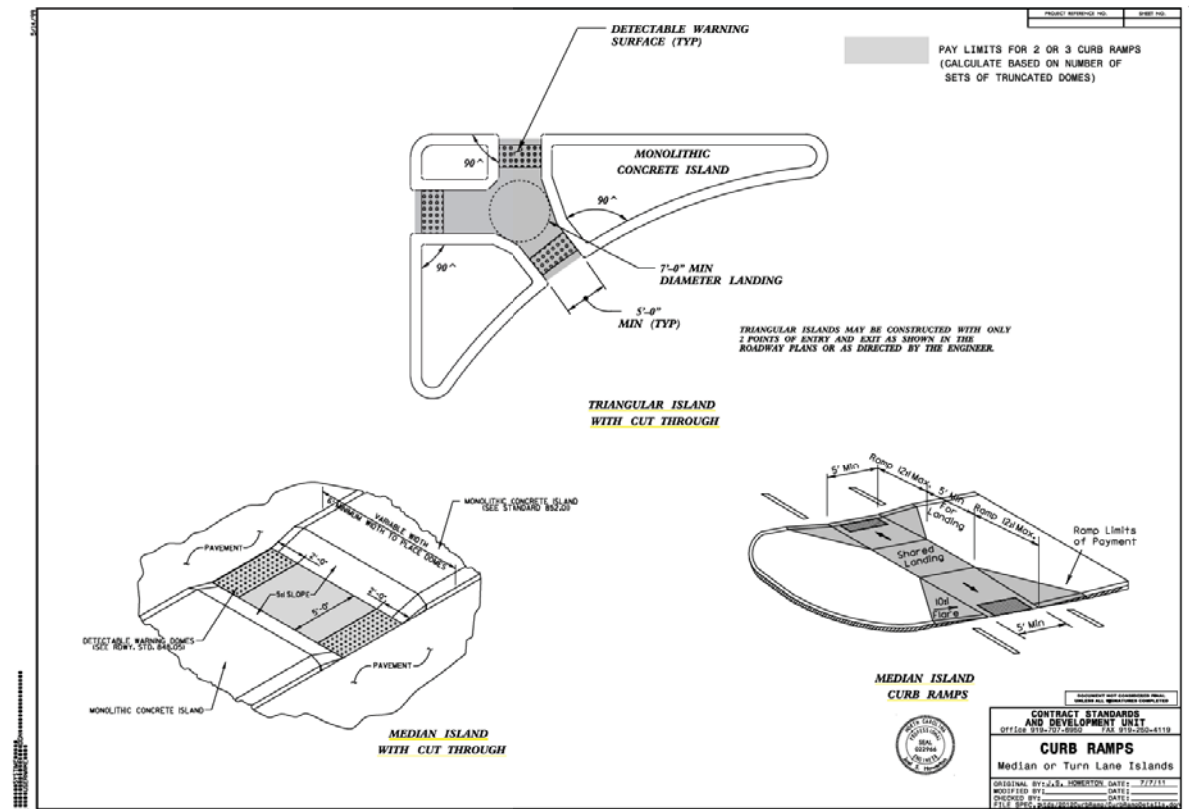
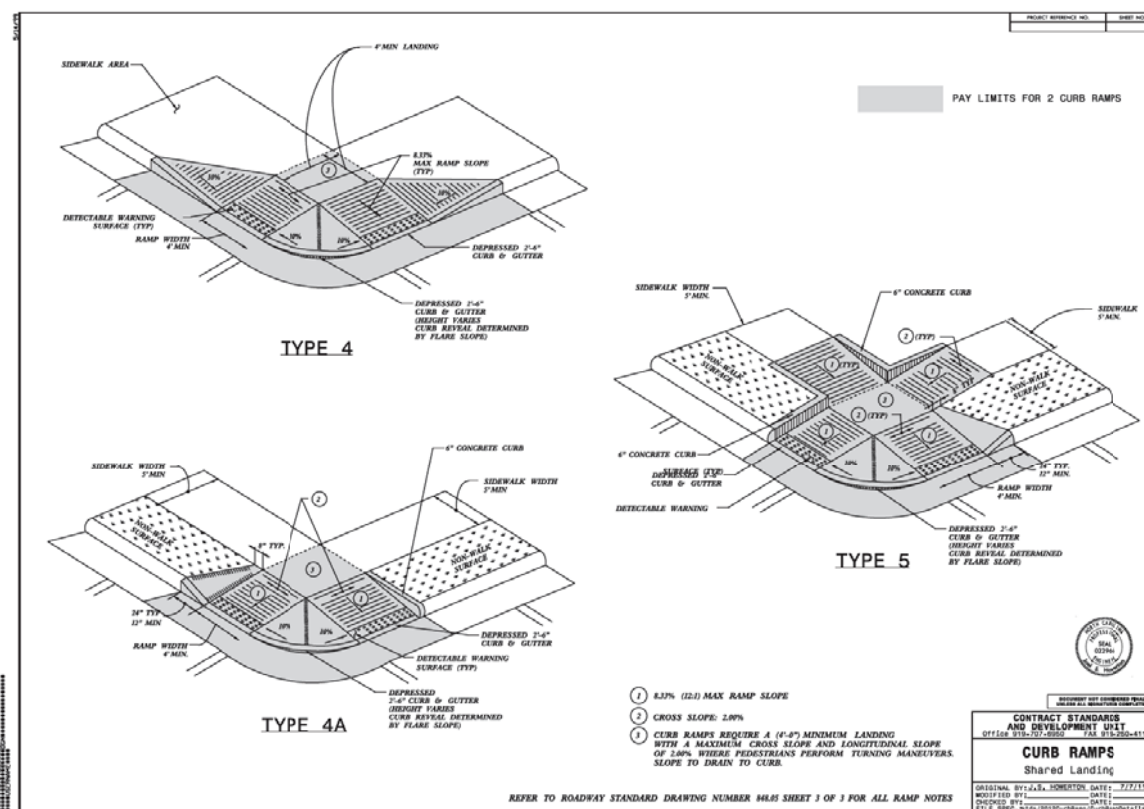
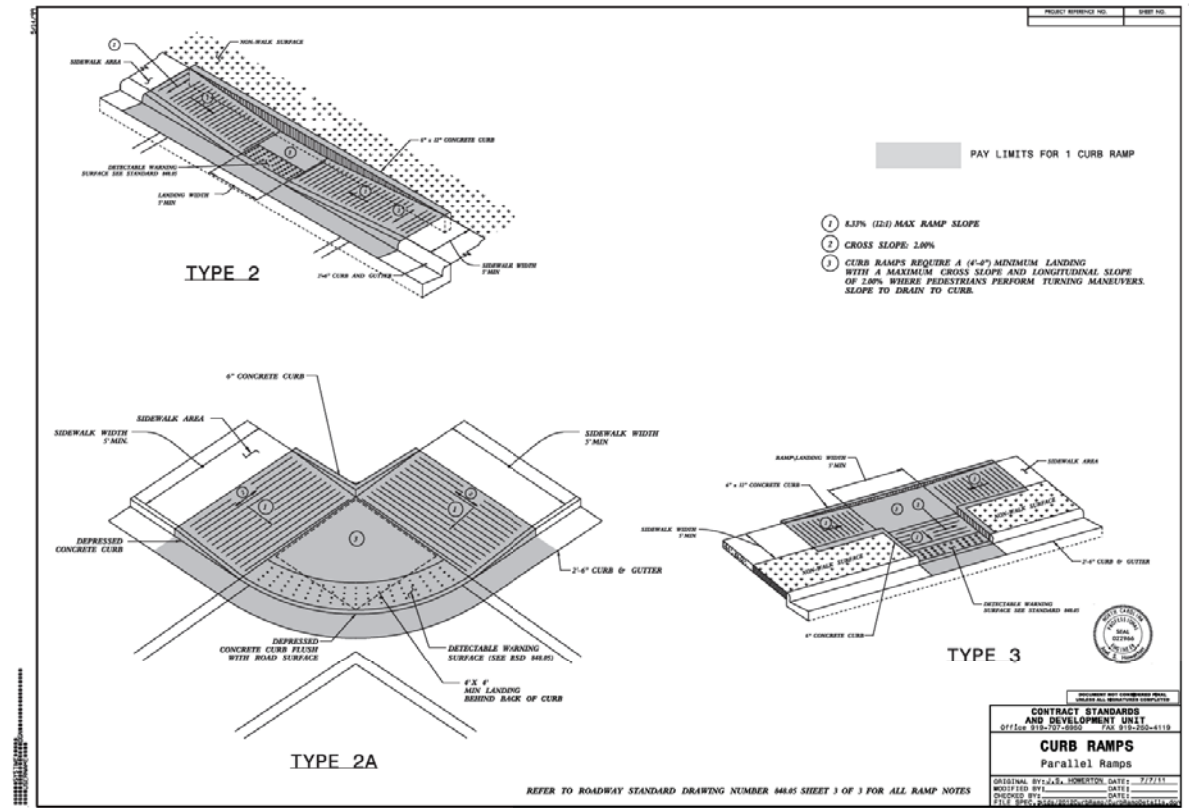
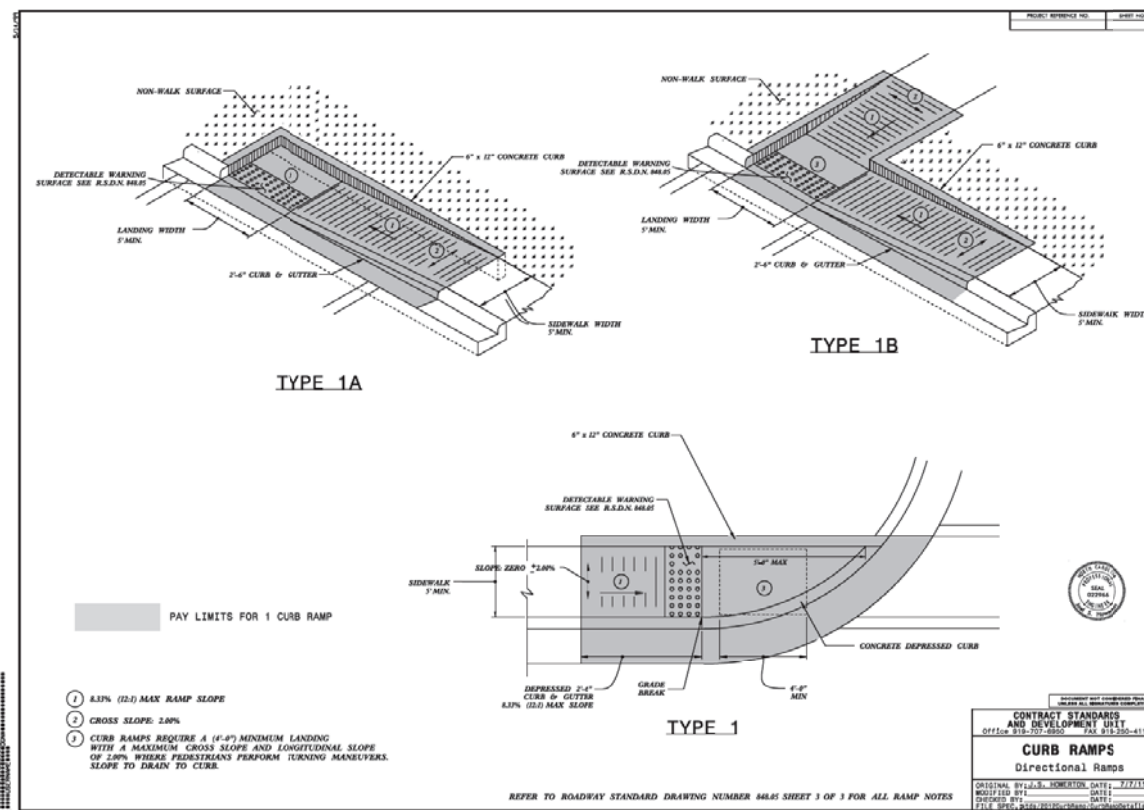
DIVISION 8 - INCIDENTALS  
848.01 CONCRETE SIDEWALK  
848.06 CURB RAMP - EXISTING CURB AND GUTTER

# DIVISION 11 - WORK ZONE TRAFFIC CONTROL 1101.02 TEMPORARY LANE CLOSURES

# DIVISION 12 - PAVEMENT MARKINGS, MARKERS AND DELINEATION

## 1205.07 PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS

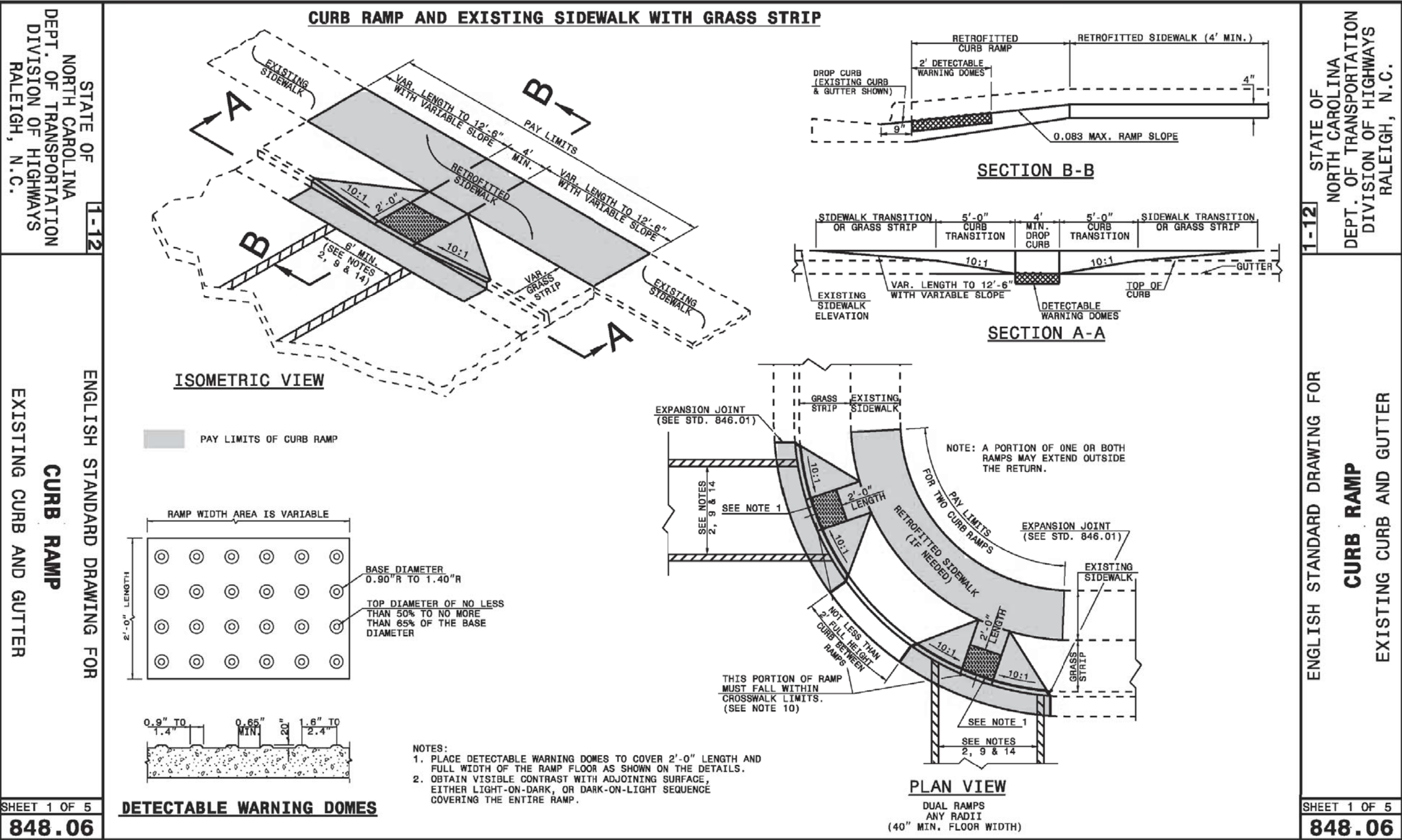
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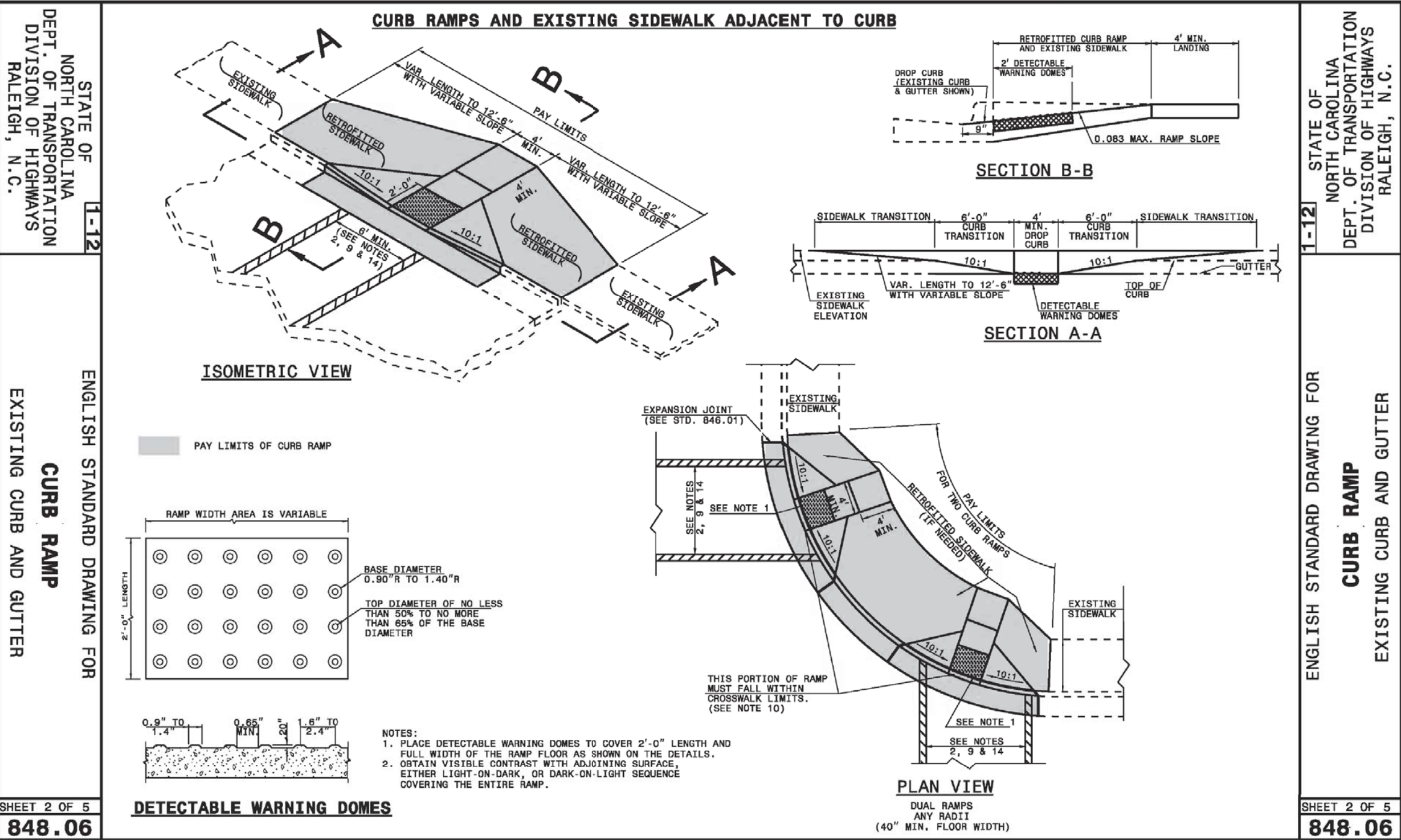




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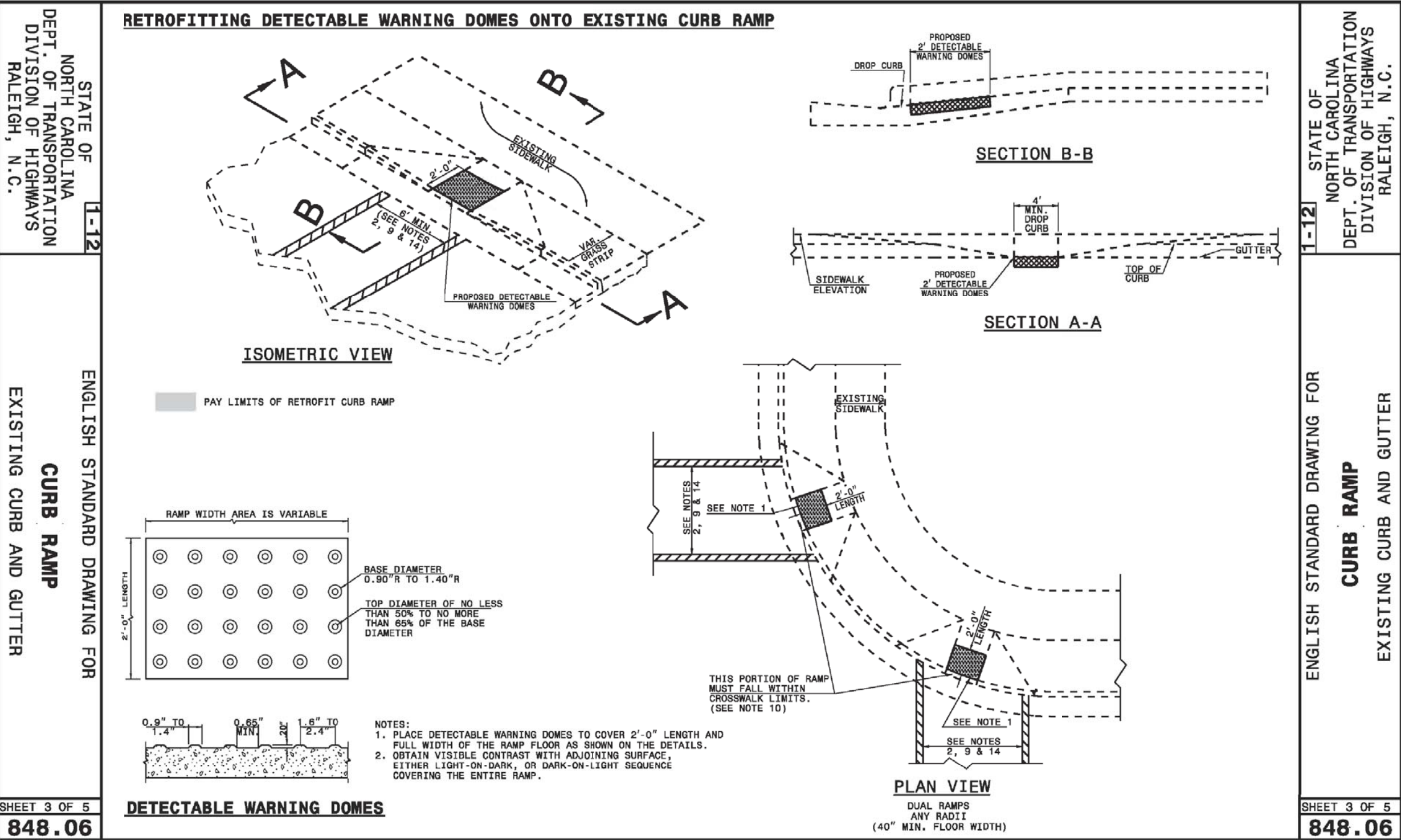




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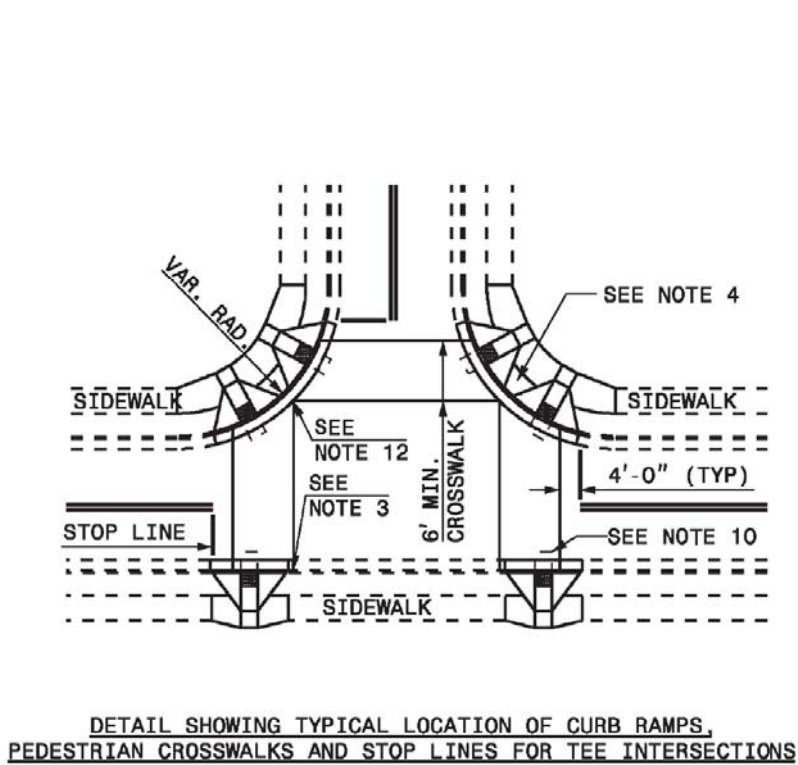
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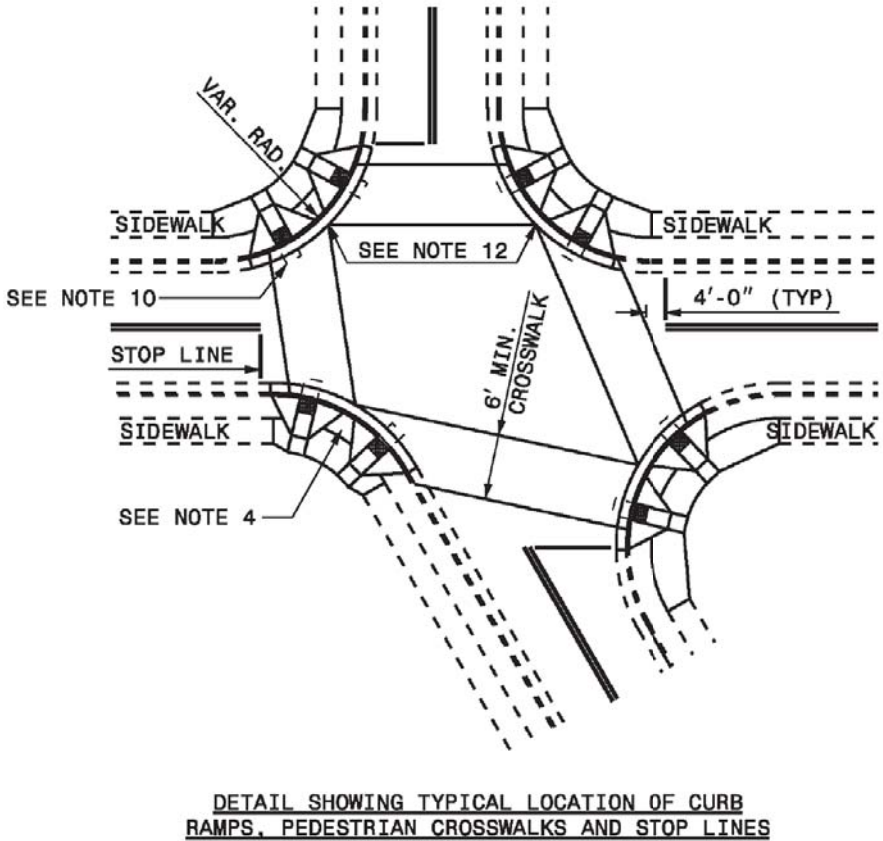
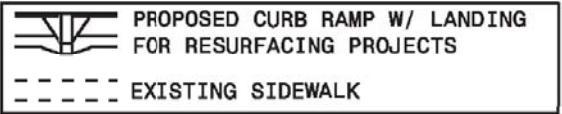


STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.	1-12
ENGLISH STANDARD DRAWING FOR <b>CURB RAMP</b> EXISTING CURB AND GUTTER	
SHEET 4 OF 5 <b>848.06</b>	

**CURB RAMPS AND EXISTING SIDEWALK**



**RESURFACING PROJECTS**



ALLOWABLE LOCATIONS  
DUAL RAMP RADII.....ANY

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.	1-12
ENGLISH STANDARD DRAWING FOR <b>CURB RAMP</b> EXISTING CURB AND GUTTER	
SHEET 4 OF 5 <b>848.06</b>	



STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.		1-12		STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.	
ENGLISH STANDARD DRAWING FOR <b>CURB RAMP</b> EXISTING CURB AND GUTTER		1-12		ENGLISH STANDARD DRAWING FOR <b>CURB RAMP</b> EXISTING CURB AND GUTTER	
CURB RAMP AND EXISTING SIDEWALK					
NOTES:					
1. 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.					
2. LOCATE CURB RAMPS AND PLACE PEDESTRIAN CROSSWALK MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS. WHEN FIELD ADJUSTMENTS REQUIRE MOVING CURB RAMPS OR MARKINGS AS SHOWN, CONTACT THE SIGNING AND DELINEATION UNIT OR LOCATE AS DIRECTED BY THE ENGINEER.					
3. 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.					
4. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL LANE IS 4' MINIMUM.					
5. 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.					
6. TERMINATE PARKING A MINIMUM OF 20' BACK OF A PEDESTRIAN CROSSWALK.					
7. CONSTRUCT CURB RAMPS A MINIMUM OF 4' WIDE.					
8. CONSTRUCT THE RUNNING SLOPE OF THE RAMP 8.33% MAXIMUM.					
9. ALLOWABLE CROSS SLOPE ON SIDEWALKS AND CURB RAMPS WILL BE 2% MAXIMUM.					
10. CONSTRUCT THE SIDE FLARE SLOPE A MAXIMUM OF 10% MEASURED ALONG THE CURB LINE.					
11. 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.					
12. CONSTRUCT LANDINGS FOR SIDEWALK A MINIMUM OF 4'x4' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. CONSTRUCT LANDINGS FOR MEDIAN ISLANDS A MINIMUM OF 5'x5' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.					
13. 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.					
14. SMALL CHANNELIZATION ISLANDS THAT CAN NOT PROVIDE A 5'x5' LANDING AT THE TOP OF A RAMPS, WILL BE CUT THROUGH LEVEL WITH THE SURFACE STREET.					
15. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP. THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.					
16. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB AS SHOWN IN ROADWAY STANDARD DRAWING 848.01					
17. PLACE ALL PEDESTRIAN PUSH BUTTON ACTUATORS AND CROSSING SIGNALS AS SHOWN IN THE PLANS OR AS SHOWN IN THE MUTCD.					
18. CURB RAMPS THROUGH MEDIAN ISLANDS, SINGLE RAMPS AT DUAL CROSSWALKS OR LIMITED R/W SITUATIONS, WILL BE HANDLED BY SPECIAL DETAILS. CONTACT THE CONTRACT STANDARDS AND DEVELOPMENT UNIT FOR THE DETAILS OR FOR A SPECIAL DESIGN.					
SHEET 5 OF 5		SHEET 5 OF 5		SHEET 5 OF 5	
848.06		848.06		848.06	

ENGLISH STANDARD DRAWING FOR

CURB RAMP

EXISTING CURB AND GUTTER



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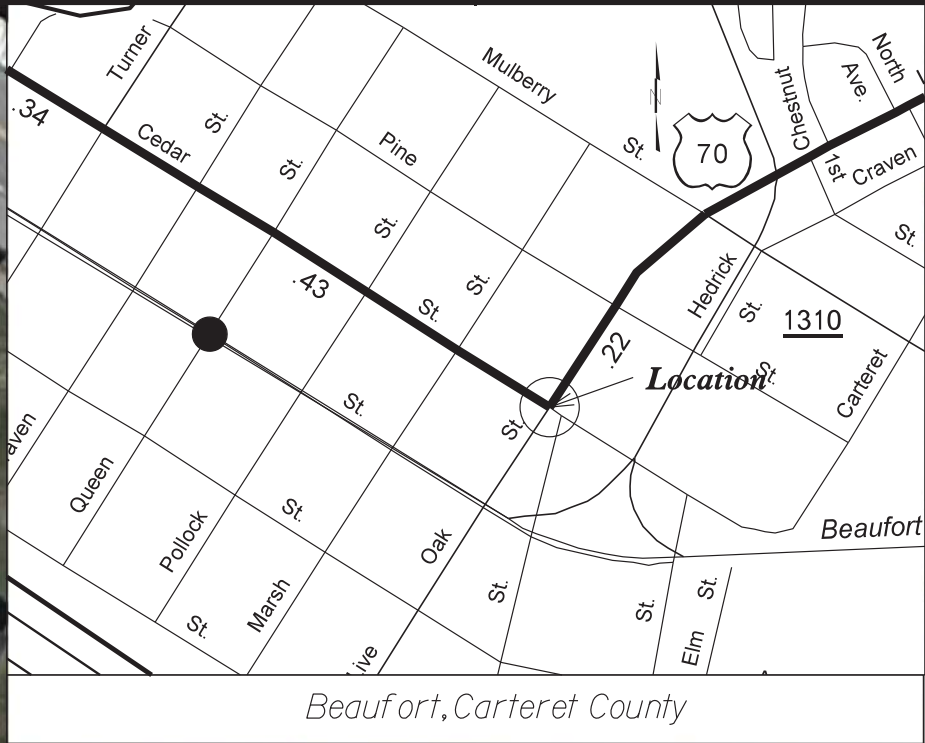
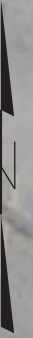
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STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

SUMMARY OF QUANTITIES

SECT	QUANTITY	UNIT	ITEM DESCRIPTION
800	1	LS	MOBILIZATION
520	20	TON	AGGREGATE BASE COURSE
654	8	TON	ASPHALT PLANT MIX,PAVEMENT REPAIR
848	20	SY	4' CONCRETE SIDEWALKS
848	22	EA	CONCRETE CURB RAMPS
1105	1	LS	TEMPORARY TRAFFIC CONTROL
1205	772	LF	PAINT PAVEMENT MARKING LINES (12')
1205	144	LF	PAINT PAVEMENT MARKING LINES (24')
1205	530	LF	REMOVAL OF PAVEMENT MARKING LINES (4')
1205	86	LF	REMOVAL OF PAVEMENT MARKING LINES (24')
1660	0.25	AC	SEED AND MULCHING
SP	4	EA	RESPONSE FOR EROSION CONTROL





## LEGEND

*Alternative Curb Ramp Design:*

Directional Ramps

(T1)\_\_\_Type 1  
(T1A)\_\_\_Type 1A  
(T1B)\_\_\_Type 1B

Parallel Ramps

(T2)\_\_\_Type 2  
(T2A)\_\_\_Type 2A  
(T3)\_\_\_Type 3

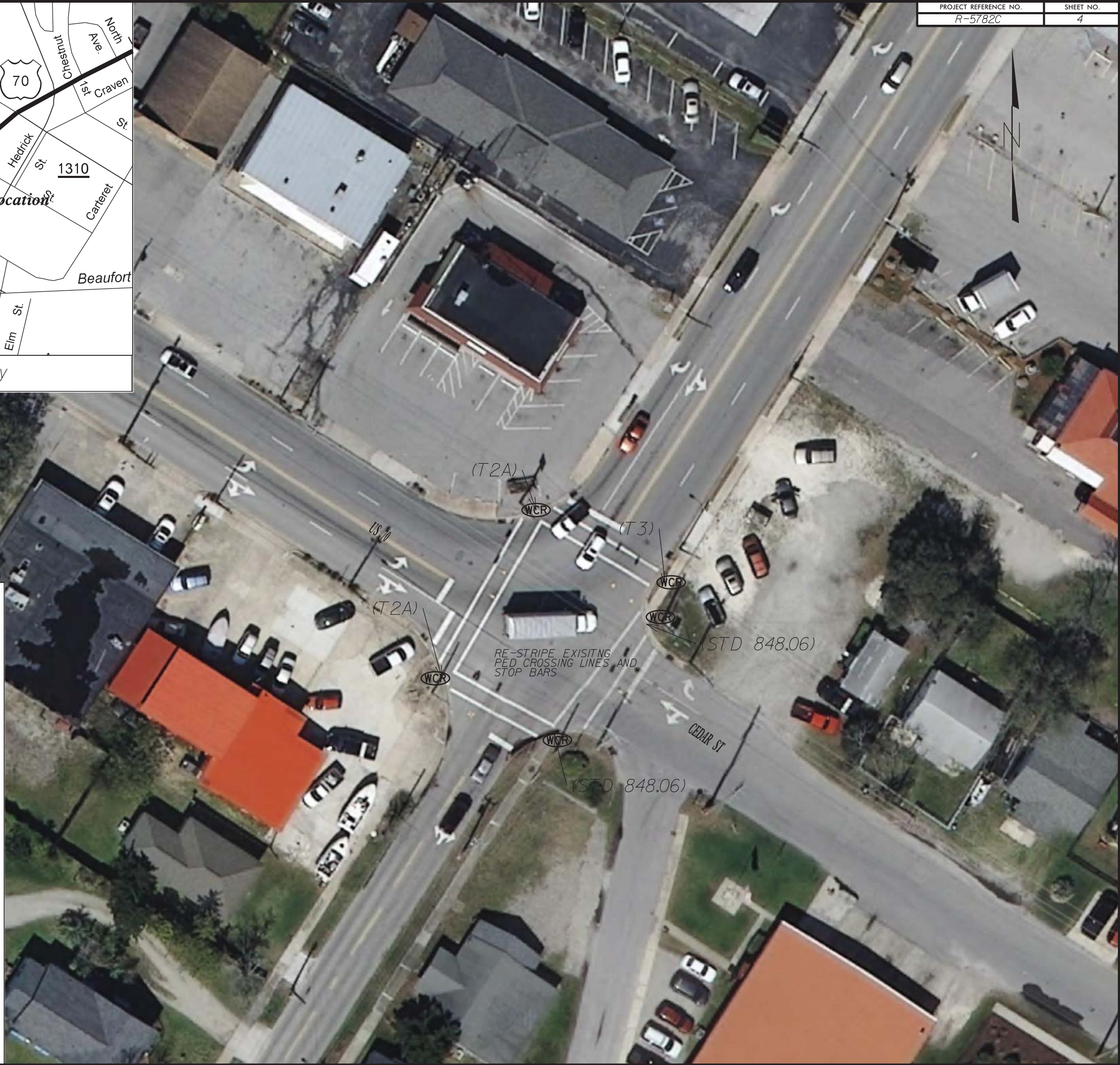
Shared Landing

(T4)\_\_\_Type 4  
(T4A)\_\_\_Type 4A  
(T5)\_\_\_Type 5

Island Ramps

(MI)\_\_\_Median Island  
(MICT)\_\_\_Median Island with Cut Through  
(TICT)\_\_\_Triangular Island with Cut Through

STD 848.06 Sheets 1-5



REVISIONS



## REVISIONS

Pollock St.

Marsh St.

Oak St.

Gordon St.

Live Oak St.

Location

1312

Beaufort, Carteret County

Beaufort, Carteret County

LEGEND

*Alternative Curb Ramp Design:*

### Directional Ramps

```
(T/I)___Type  I
(T/A)___Type  IA
(T/B)___Type  IB
```

### Parallel Ramps

(T2) Type 2  
(T2A) Type 2A  
(T3) Type 3

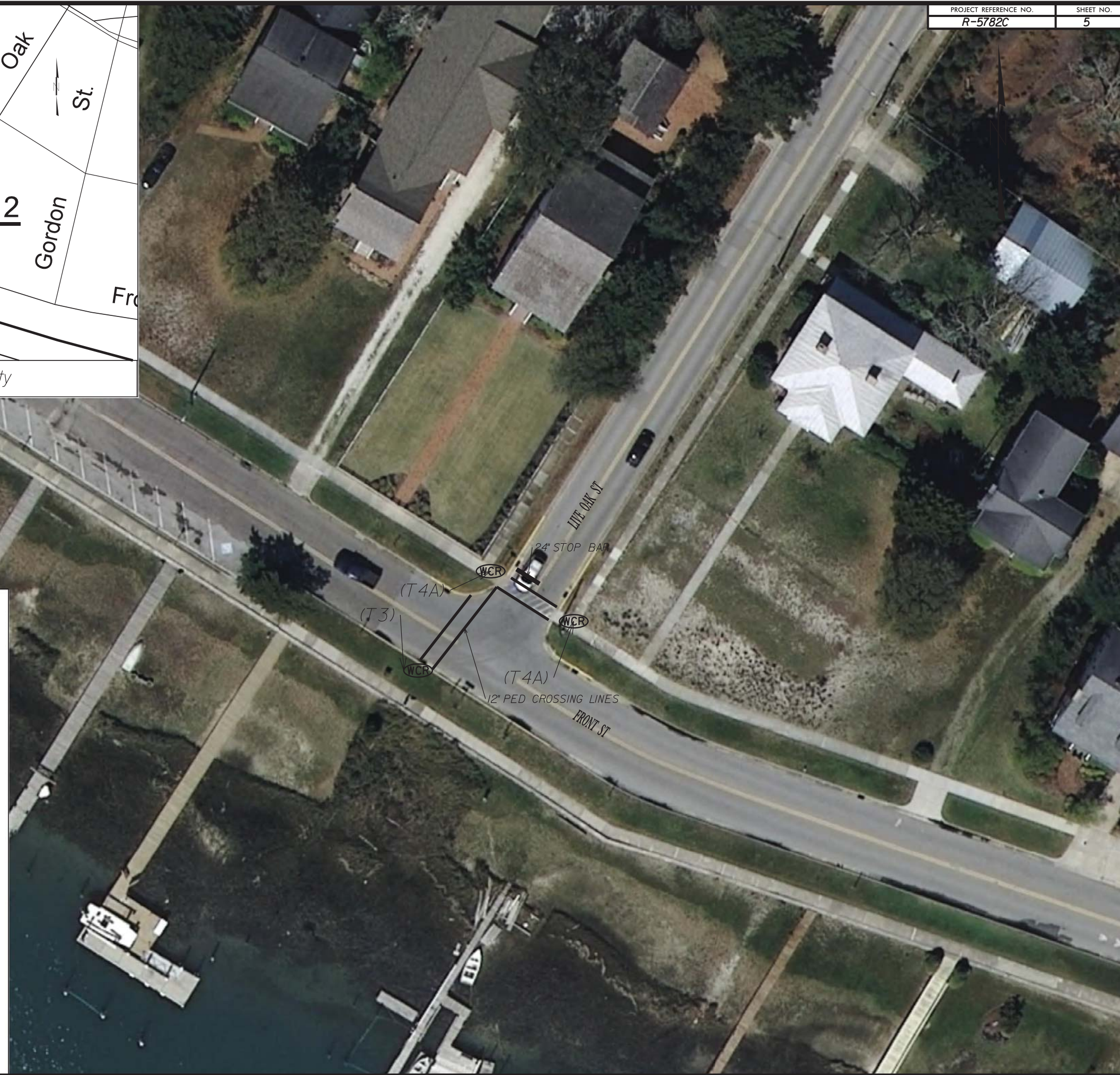
## Shared Landing

(T4) Type 4  
(T4A) Type 4A  
(T5) Type 5

### Island Ramps

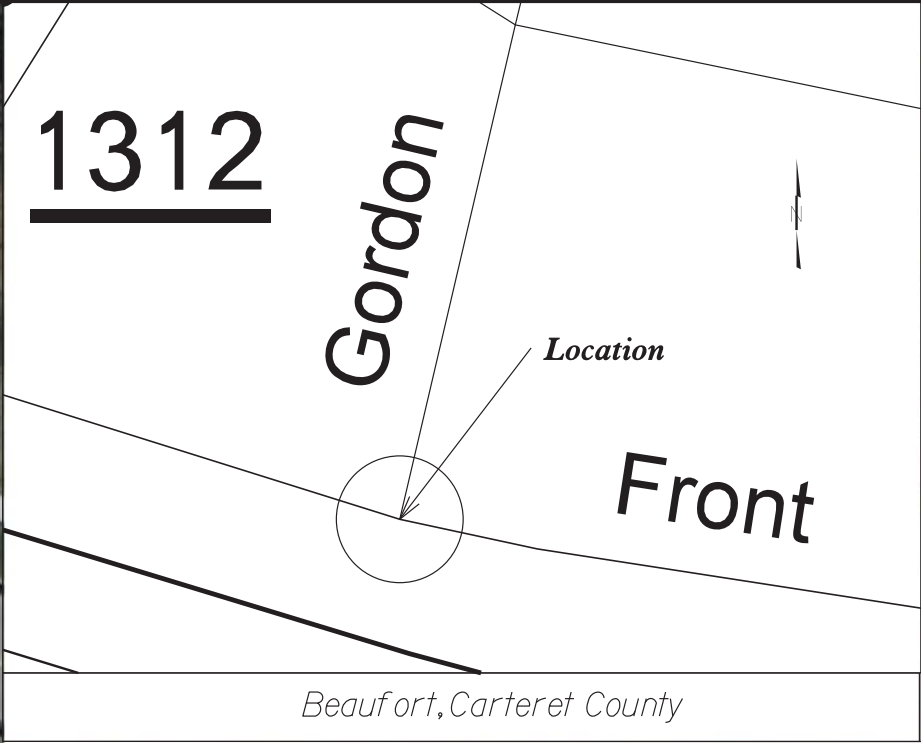
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(MICT)\_\_\_Median Island with Cut Through  
(TICT)\_\_\_Triangular Island with Cut Through

STD 848.06 Sheets 1-5



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## LEGEND

Alternative Curb Ramp Design:

Directional Ramps

(T1)\_\_\_Type 1  
(T1A)\_\_\_Type 1A  
(T1B)\_\_\_Type 1B

Parallel Ramps

(T2)\_\_\_Type 2  
(T2A)\_\_\_Type 2A  
(T3)\_\_\_Type 3

Shared Landing

(T4)\_\_\_Type 4  
(T4A)\_\_\_Type 4A  
(T5)\_\_\_Type 5

Island Ramps

(MI)\_\_\_Median Island  
(MICT)\_\_\_Median Island with Cut Through  
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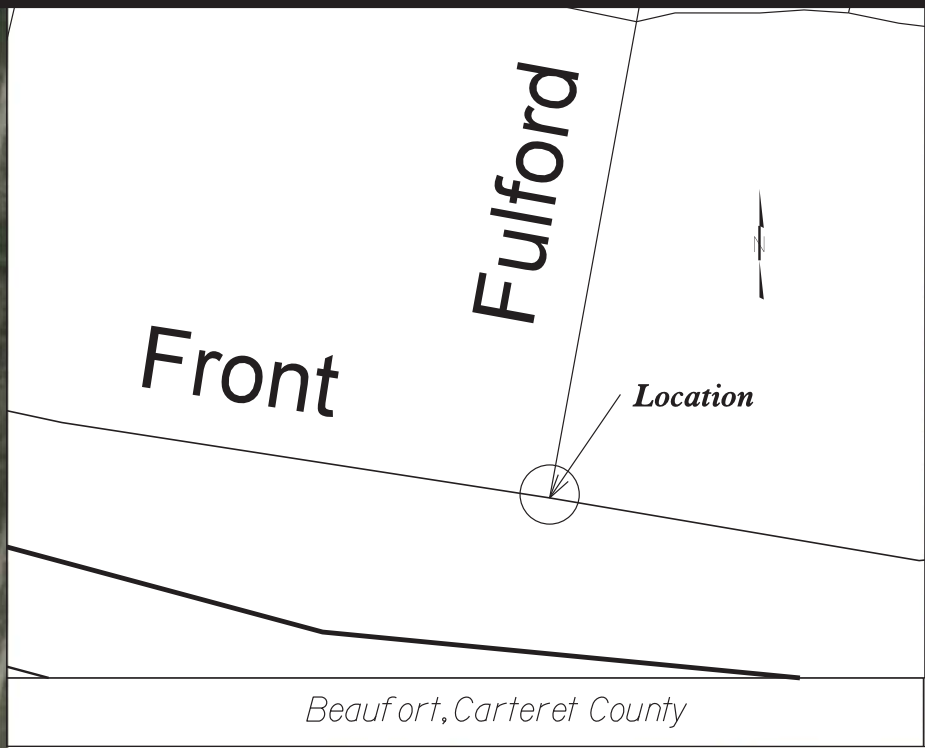
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## LEGEND

*Alternative Curb Ramp Design:*

Directional Ramps

(T1)\_\_\_Type 1  
(T1A)\_\_\_Type 1A  
(T1B)\_\_\_Type 1B

Parallel Ramps

(T2)\_\_\_Type 2  
(T2A)\_\_\_Type 2A  
(T3)\_\_\_Type 3

Shared Landing

(T4)\_\_\_Type 4  
(T4A)\_\_\_Type 4A  
(T5)\_\_\_Type 5

Island Ramps

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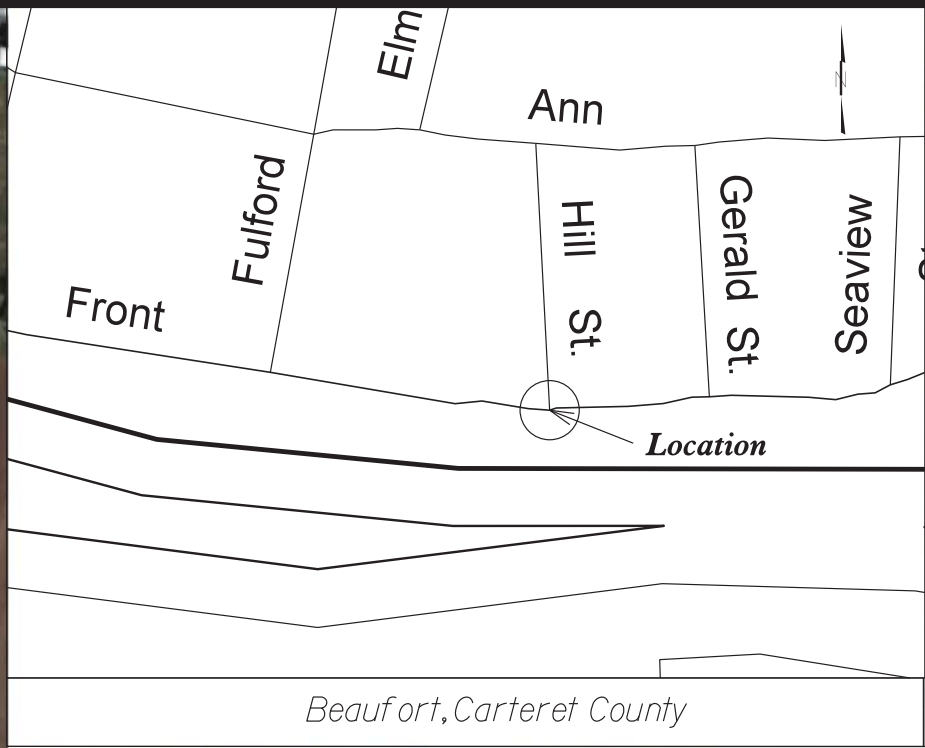
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### LEGEND

#### Alternative Curb Ramp Design:

##### Directional Ramps

- (T1)\_\_\_Type 1
- (T1A)\_\_\_Type 1A
- (T1B)\_\_\_Type 1B

##### Parallel Ramps

- (T2)\_\_\_Type 2
- (T2A)\_\_\_Type 2A
- (T3)\_\_\_Type 3

##### Shared Landing

- (T4)\_\_\_Type 4
- (T4A)\_\_\_Type 4A
- (T5)\_\_\_Type 5

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- (MICT)\_\_\_Median Island with Cut Through
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STD 848.06 Sheets 1-5



REVISIONS

8/17/99

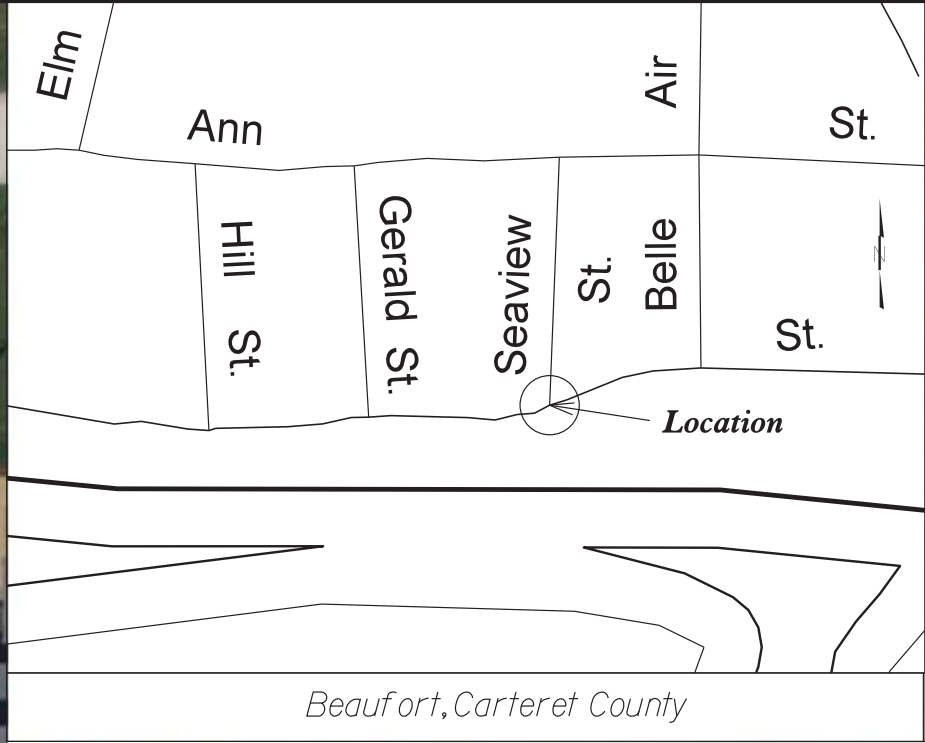
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### LEGEND

*Alternative Curb Ramp Design:*

Directional Ramps

(T1) \_\_Type 1  
(T1A) \_\_Type 1A  
(T1B) \_\_Type 1B

Parallel Ramps

(T2) \_\_Type 2  
(T2A) \_\_Type 2A  
(T3) \_\_Type 3

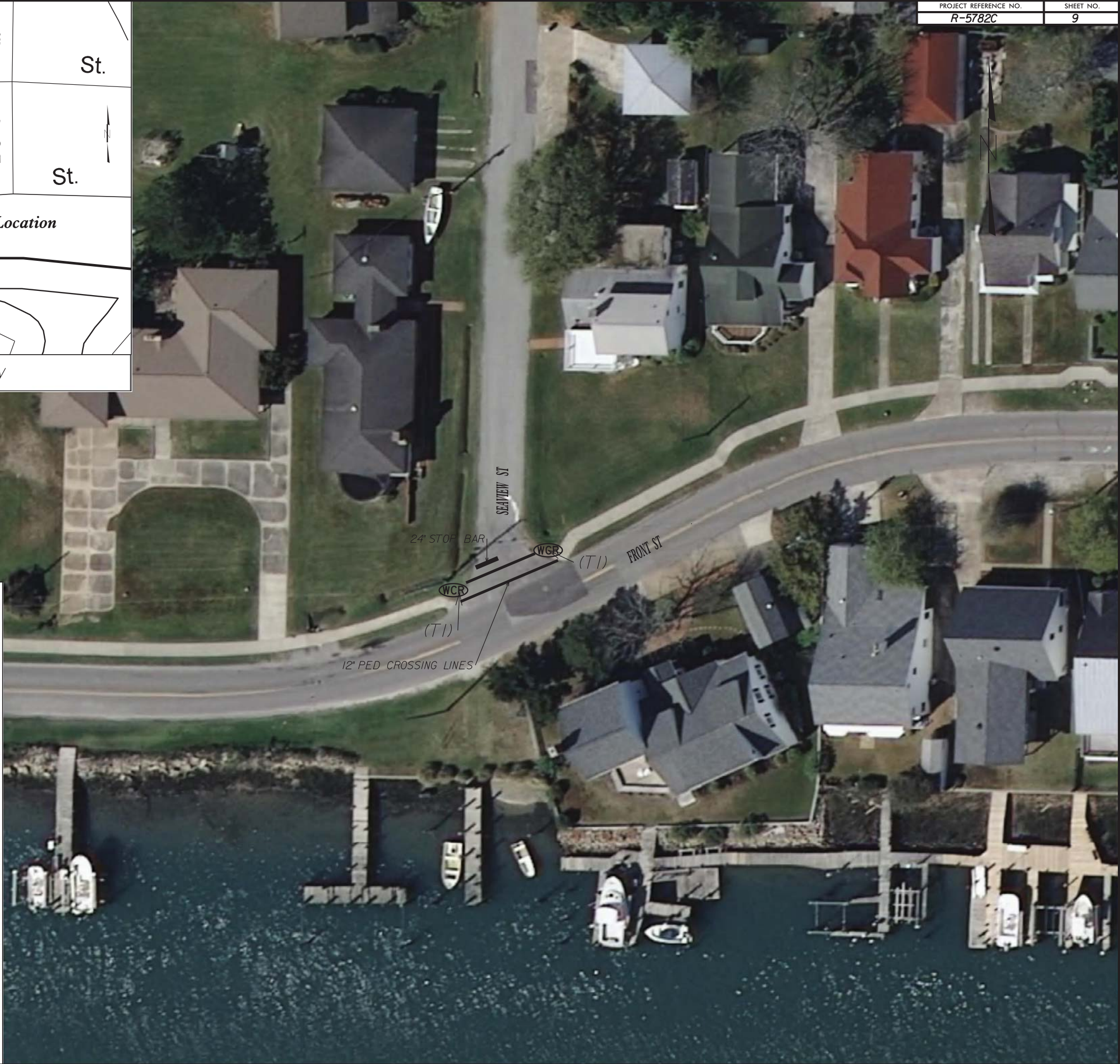
Shared Landing

(T4) \_\_Type 4  
(T4A) \_\_Type 4A  
(T5) \_\_Type 5

Island Ramps

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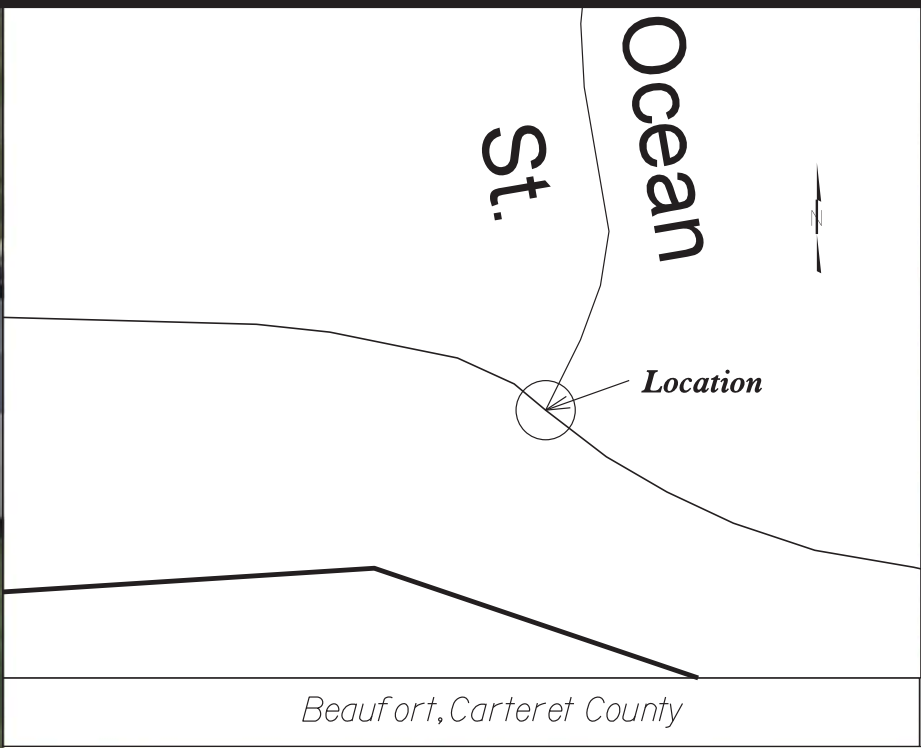
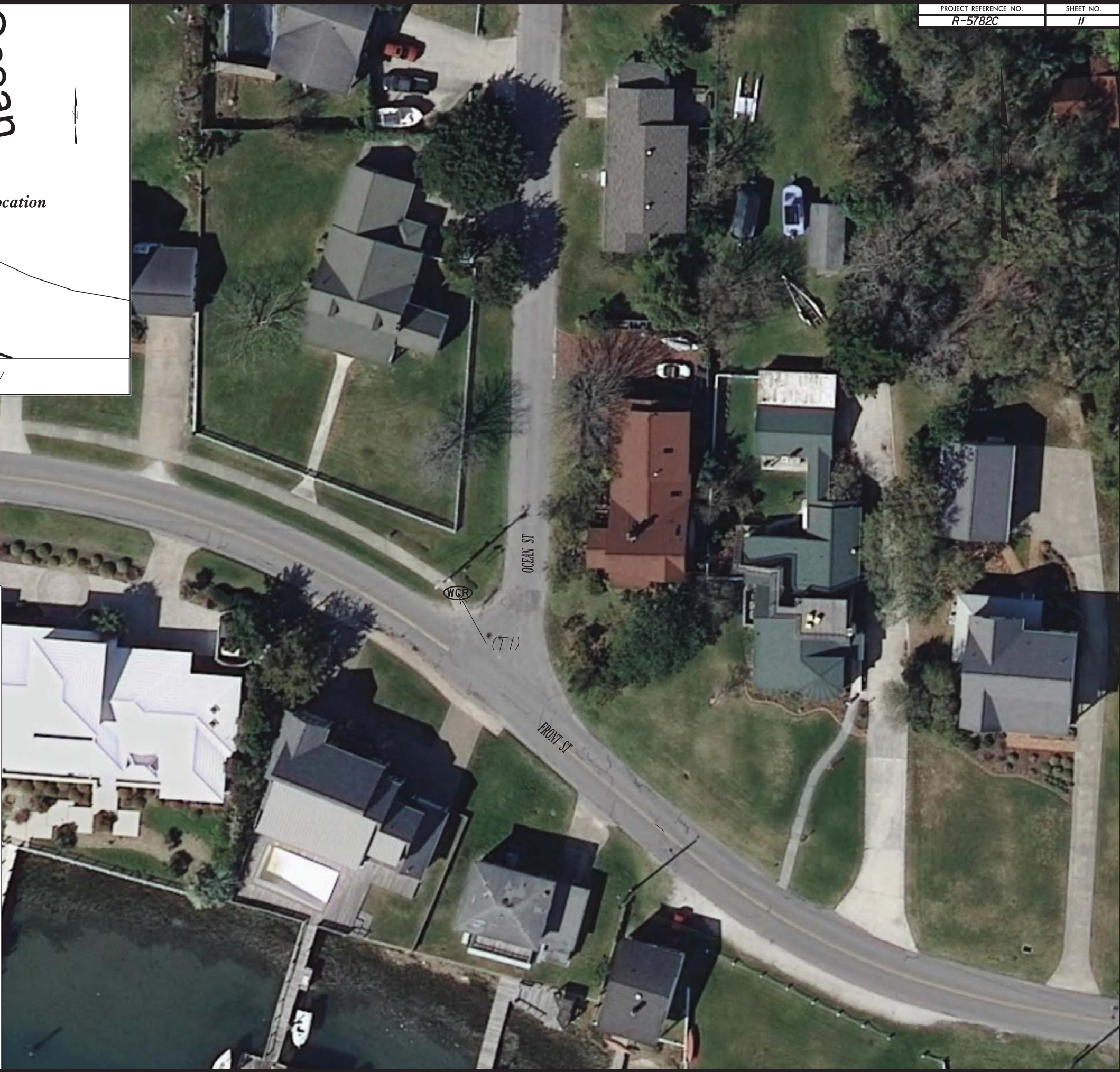
STD 848.06 Sheets 1-5











### LEGEND

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*Directional Ramps*

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*Parallel Ramps*

(T2) \_\_Type 2  
(T2A) \_\_Type 2A  
(T3) \_\_Type 3

*Shared Landing*

(T4) \_\_Type 4  
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(MI) \_\_Median Island  
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*STD 848.06 Sheets 1-5*

REVISIONS