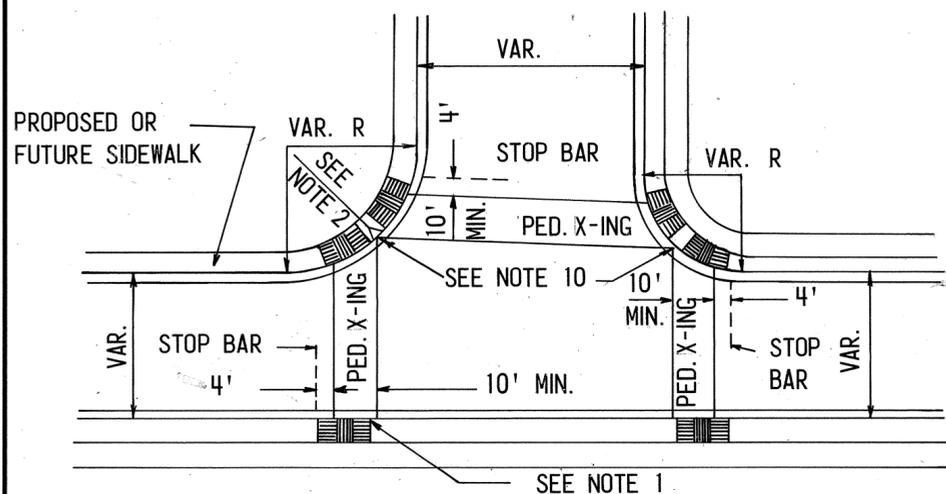
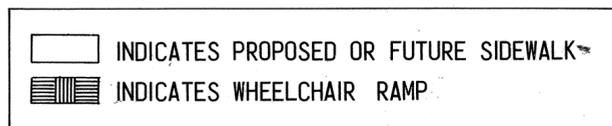


DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS, PEDESTRIAN CROSSWALKS AND STOP BARS.



DETAIL SHOWING TYPICAL LOCATION OF WHEELCHAIR RAMPS, PEDESTRIAN CROSSWALKS AND STOP BARS FOR TEE INTERSECTION.

REVISIONS		
NO.	DATE	DESCRIPTION
A	12-19-89	General Statute Note Revised

LOCATION OF WHEELCHAIR RAMPS

1. NORTH CAROLINA GENERAL STATUTE 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 WHEELCHAIR 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-AID 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 A FUTURE DATE.
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 AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT.

PAYMENT FOR WHEELCHAIR RAMPS

3. ALL 4" CONCRETE USED FOR CONSTRUCTION OF WHEELCHAIR RAMPS WILL BE PAID FOR AS CONCRETE WHEELCHAIR RAMPS.
4. ALL DEPRESSED CURBS AT WHEELCHAIR RAMPS WILL BE PAID FOR AS 2'-6" CONCRETE CURB AND GUTTER OR WHATEVER TYPE CURB AND GUTTER IS USED ADJACENT TO DEPRESSED CURB.
5. SUCH PRICES AND PAYMENTS WILL BE CONSIDERED FULL COMPENSATION FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO SATISFACTORILY COMPLETE THE WORK.

CONSTRUCTION NOTES

6. NO SLOPE ON THE WHEELCHAIR RAMP SHALL EXCEED 1"/1' (12:1) IN RELATIONSHIP TO THE GRADE OF THE STREET.
7. IN NO CASE SHALL THE WIDTH OF WHEELCHAIR RAMPS BE LESS THAN 40" (3'-4"). WIDTHS MAY EXCEED 40" IF NECESSARY.
8. USE CLASS "B" CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON-SKID TYPE SURFACE.
9. A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE CONCRETE WHEELCHAIR JOINS ANY RIGID PAVEMENT OR STRUCTURE.

ADDITIONAL NOTES

10. THE INSIDE PEDESTRIAN CROSSWALK LINES SHALL BE ESTABLISHED BY BISECTING THE INTERSECTION RADIUS WHERE MARKED. (SEE NOTE 15).
11. THE WHEELCHAIR RAMP SHALL BE LOCATED SO THAT THE BEGINNING OF THE WHEELCHAIR RAMP WILL BE TWO FEET FROM THE INSIDE PEDESTRIAN CROSSWALK LINE.
12. THE WIDTH OF THE PEDESTRIAN CROSSWALK SHALL BE 10 FEET UNLESS A GREATER WIDTH IS REQUIRED TO ACCOMMODATE THE PEDESTRIAN TRAFFIC.
13. STOP BARS 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.
14. PARKING SHALL BE ELIMINATED A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
15. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL PAVEMENT MARKINGS SHALL BE DONE BY OTHERS.

STANDARD WHEELCHAIR RAMP