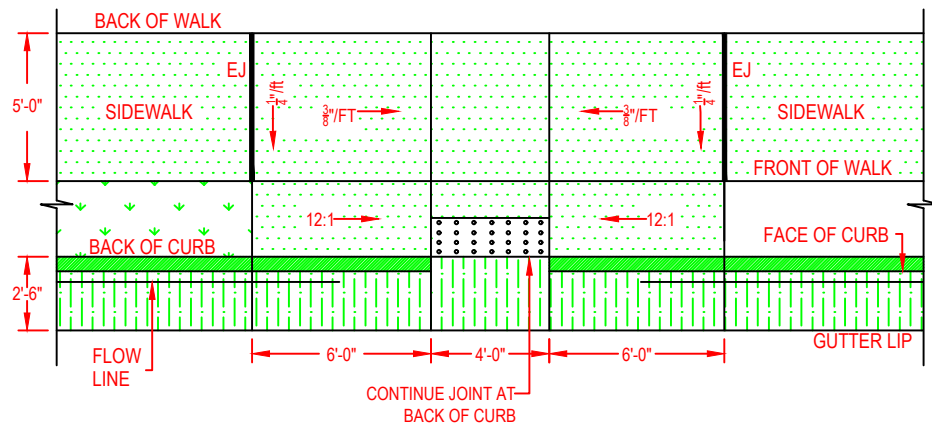


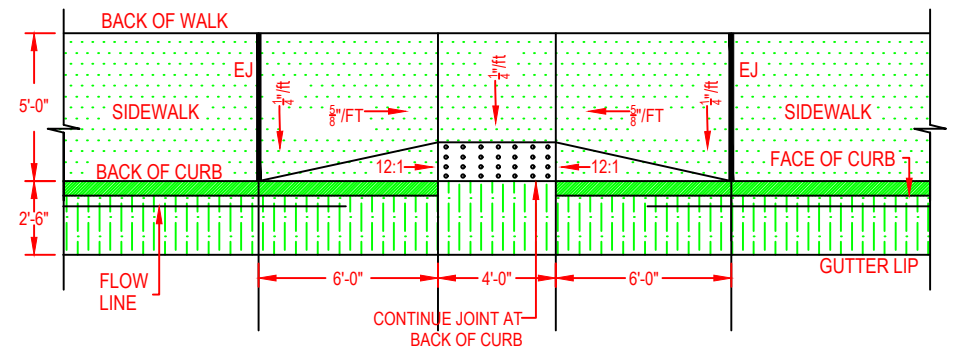


PLAN VIEW-PARALLEL RAMP W/ PLANTING STRIP

TOP VIEW - N.T.S.

NOTE:

TRUNCATED DOMES COLORED
PER RELEVANT STANDARDS.

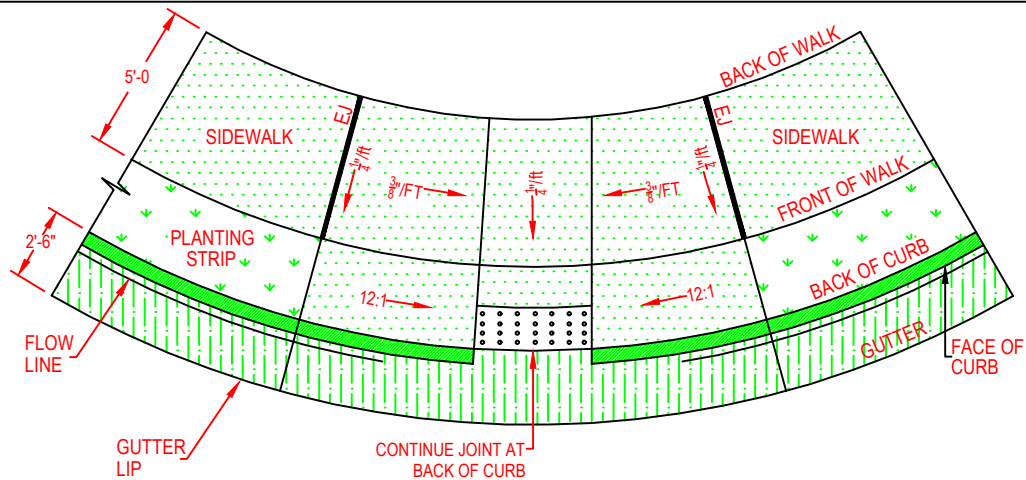


PLAN VIEW-PARALLEL RAMP W/O PLANTING STRIP

TOP VIEW - N.T.S.

NOTE:

TRUNCATED DOMES COLORED
PER RELEVANT STANDARDS.

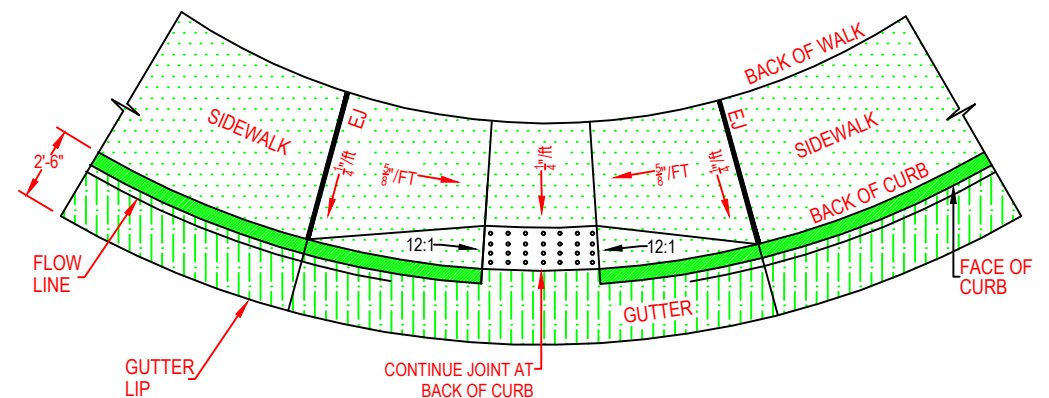


PLAN VIEW-DIAGONAL RAMP W/ PLANTING STRIP

TOP VIEW - N.T.S.

NOTE:

TRUNCATED DOMES COLORED
PER RELEVANT STANDARDS.

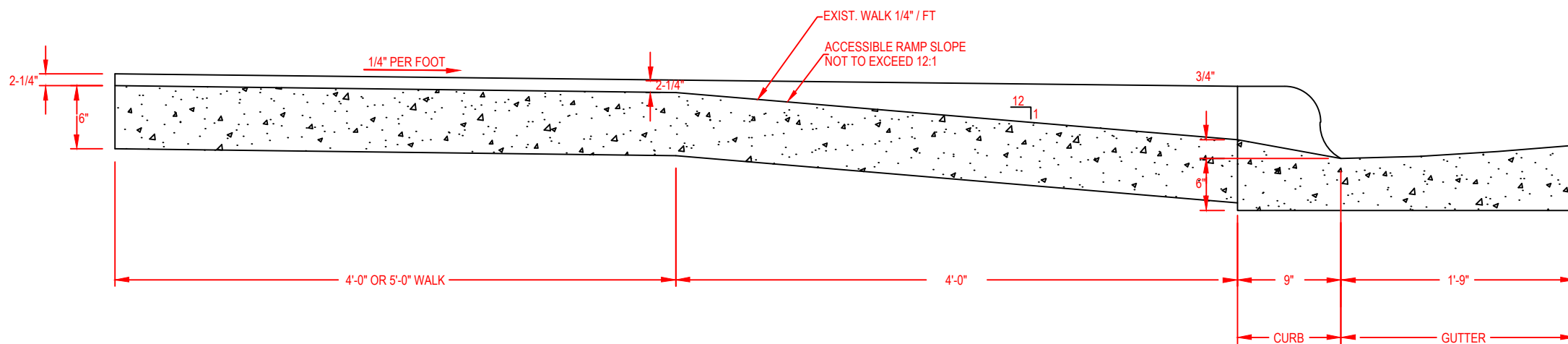


PLAN VIEW-DIAGONAL RAMP W/O PLANTING STRIP

TOP VIEW - N.T.S.

NOTE:

TRUNCATED DOMES COLORED
PER RELEVANT STANDARDS.



TYPICAL RAMP $\oslash$ SECTION
TOP VIEW - N.T.S.

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Project Name:
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105 S. Shelby St. Blacksburg, SC

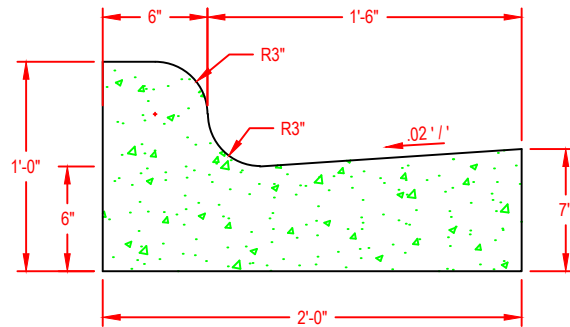
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TYP. ADA RAMP $\oslash$ SECTION

Drawn By: Samantha Lee
Designed By: Patrick N. Sadek
Date: 12-01-2021 Scale: N.T.S.
Job No.: CP/17-120114

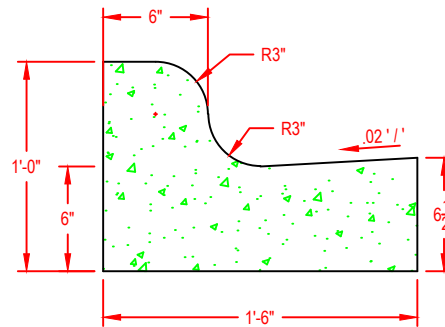
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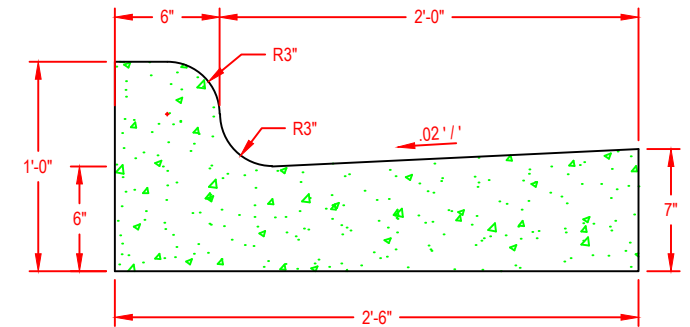
2'-0" STD. CONC. CURB & GUTTER

N.T.S



1'-6" STD. CONC. CURB & GUTTER

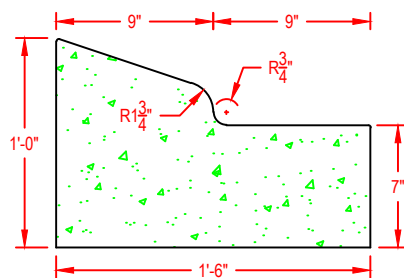
N.T.S



2'-6" STD. CONC. CURB & GUTTER

N.T.S

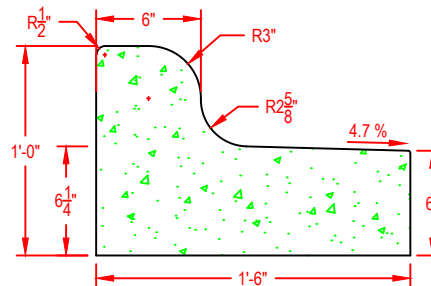
NOTES: TO BE USED IN MEDIANS ONLY WHEN SPECIFIED BY THE ENGINEER.



1'-6" STD. MOUNTABLE CURB & GUTTER

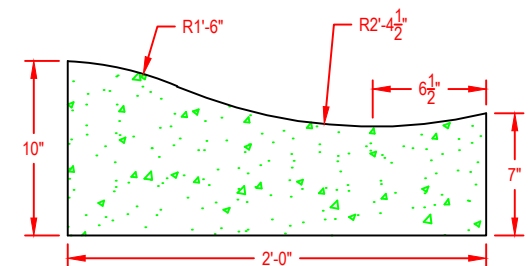
N.T.S

NOTES: TO BE USED IN MEDIANS WHEN LANES ARE SLOPED FROM ISLAND OR AS SPECIFIED BY THE ENGINEER.



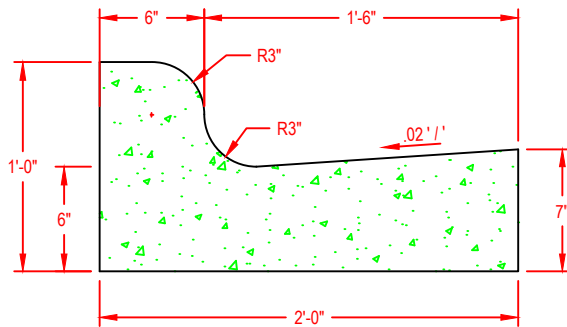
1'-6" STD. MEDIAN CURB & GUTTER

N.T.S



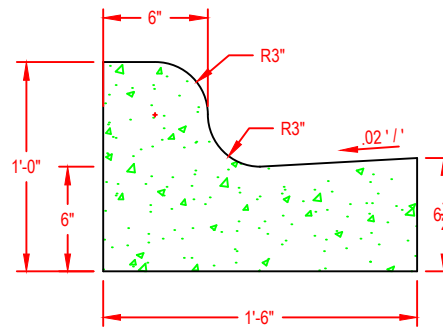
2'-0" STD. VALLEY GUTTER

N.T.S



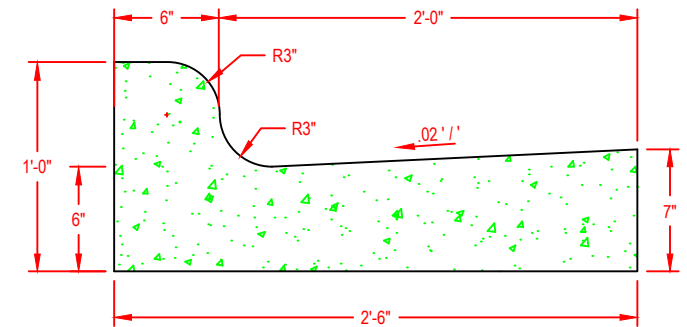
2'-0" STD. CONC. CURB & GUTTER

N.T.S



2'-6" STD. CONC. CURB & GUTTER

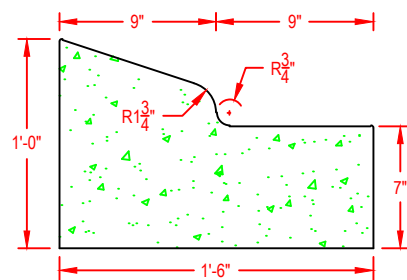
N.T.S



2'-0" STD. CONC. CURB & GUTTER

N.T.S

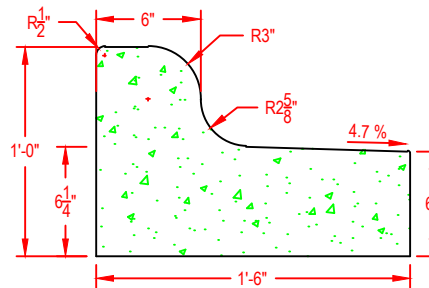
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1'-6" STD. MOUNTABLE CURB & GUTTER

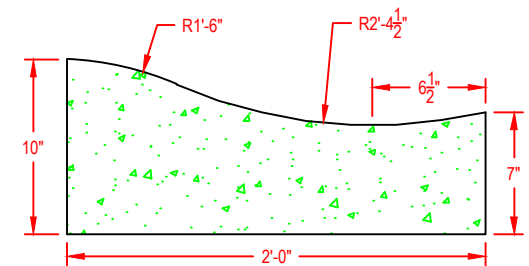
N.T.S

NOTES: TO BE USED IN MEDIANS WHEN LANES ARE SLOPED FROM ISLAND OR AS SPECIFIED BY THE ENGINEER.



1'-6" STD. MEDIAN CURB & GUTTER

N.T.S



2'-0" STD. VALLEY GUTTER

N.T.S

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Project Name:
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Sheet Title:

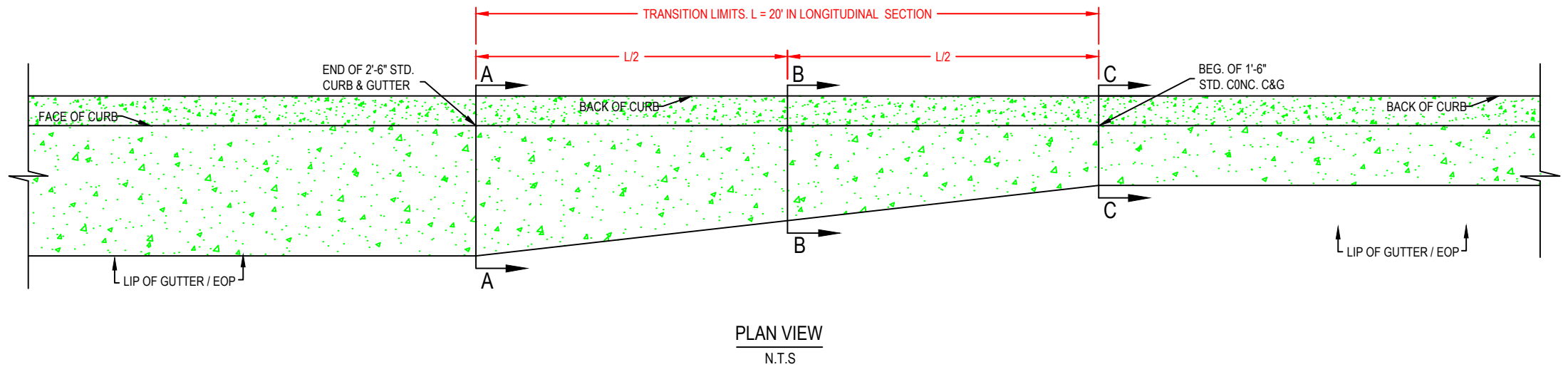
STD. CONC. CURB & GUTTER

Drawn By: Samantha Lee
Designed By: Patrick N. Sadek
Date: 12-01-2021 Scale: N.T.S.
Job No.: CP/17-120114

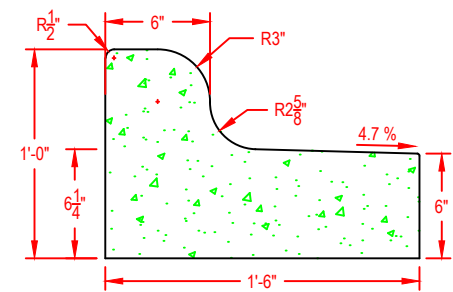
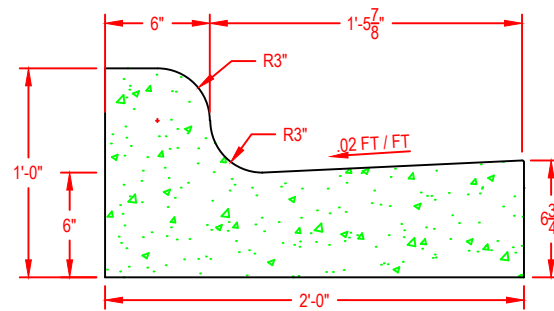
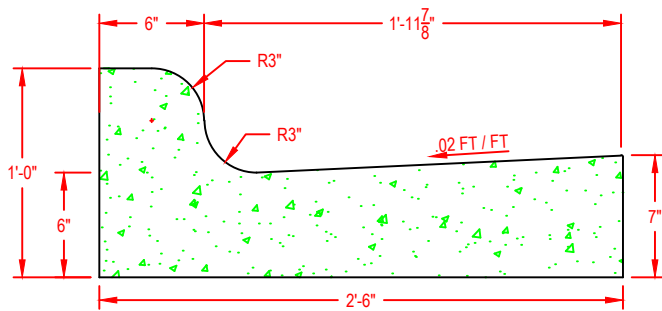
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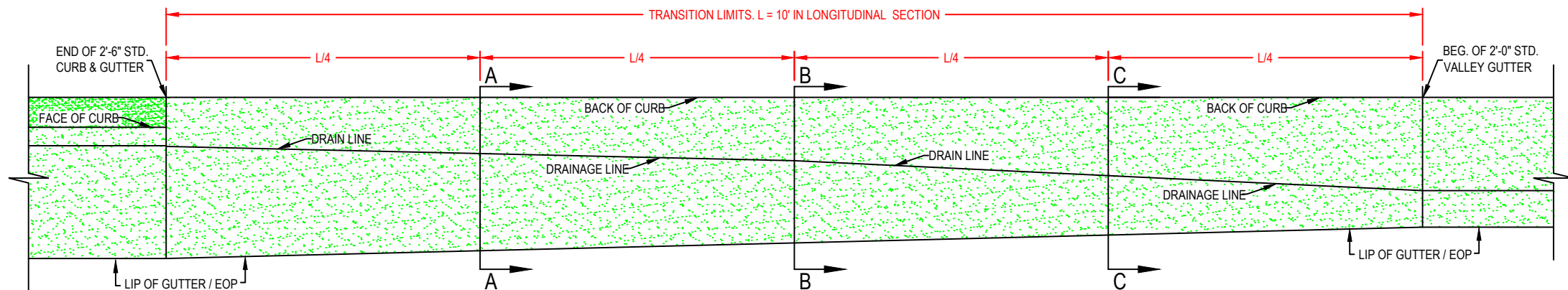
CP





NOTES:
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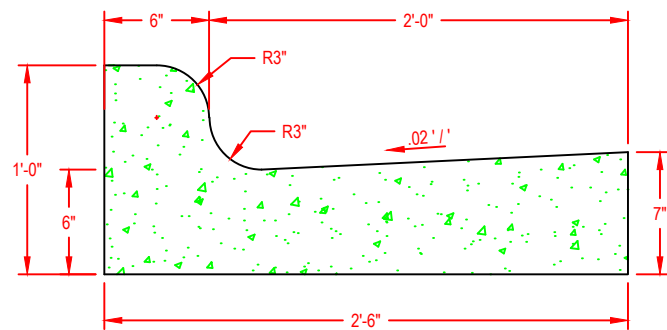




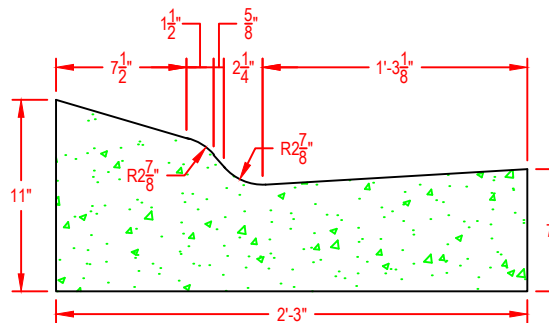
PLAN VIEW
N.T.S.

NOTES:

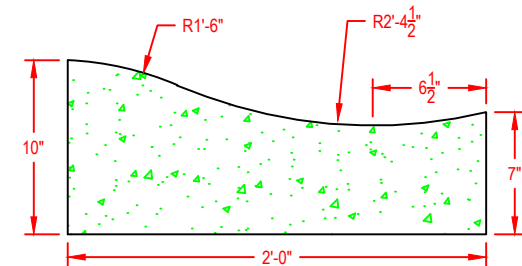
1. TRANSITION IS NOT TO BE LOCATED WITHIN THE CURB RADIUS.



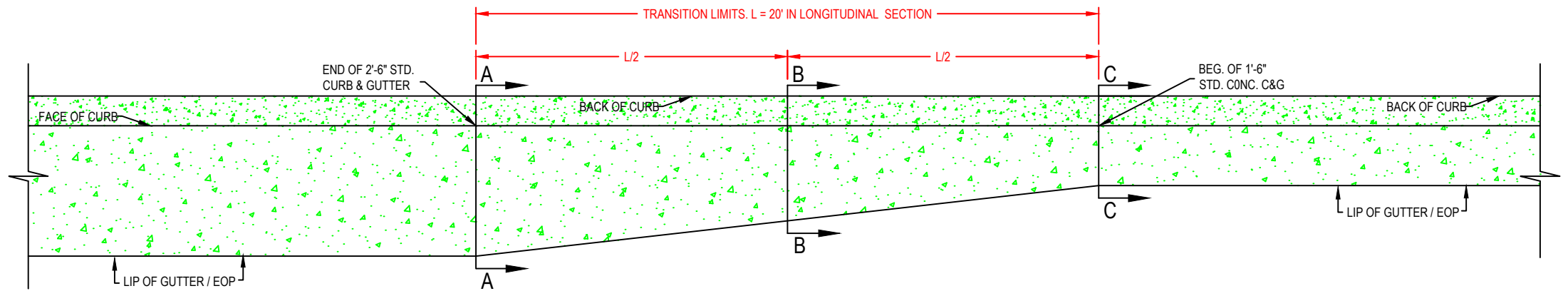
SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



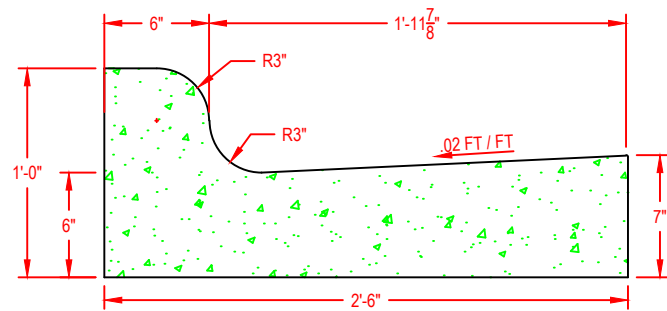
SECTION C-C
N.T.S.



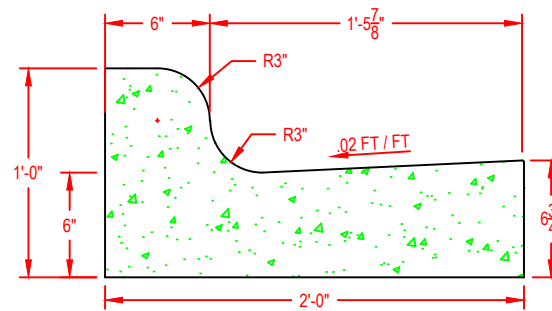
PLAN VIEW

NOTES:

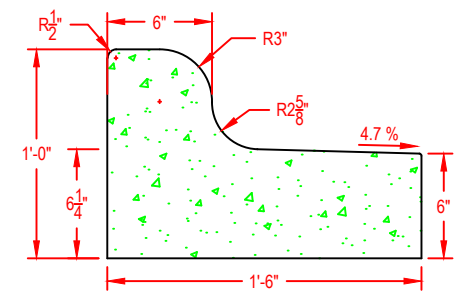
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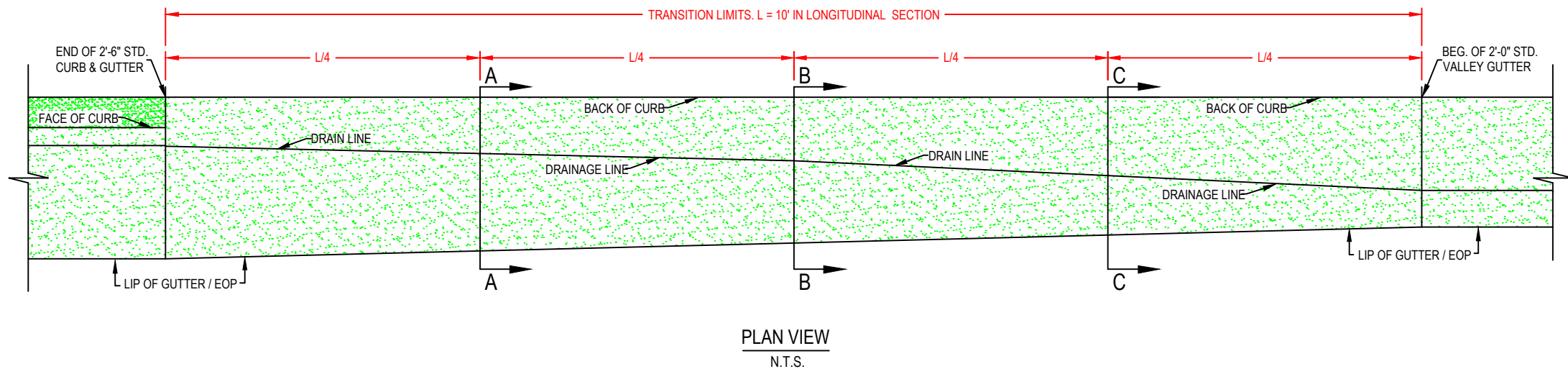
SECTION A-A



SECTION B-B

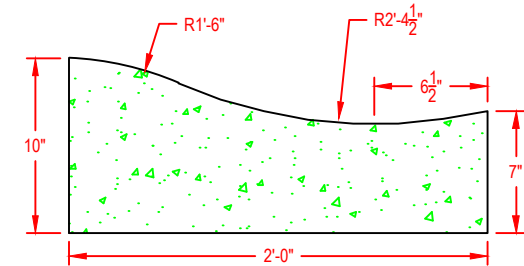
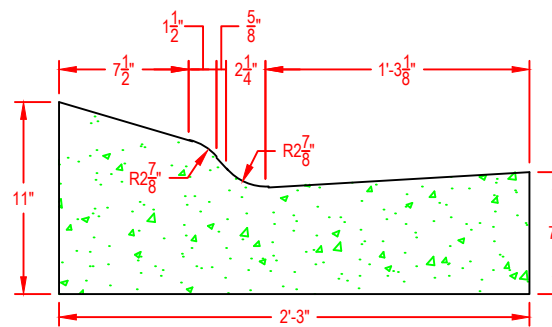
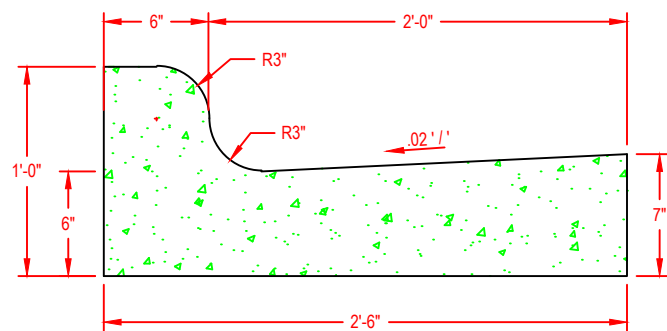


SECTION C-C



NOTES:

1. TRANSITION IS NOT TO BE LOCATED W/IN THE CURB RADIUS.



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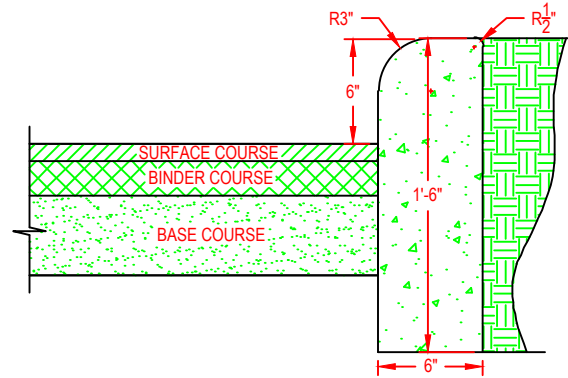
Project Name:
Town of Blacksburg South Carolina
105 S. Shelby St. Blacksburg, SC 29702
105 S. Shelby St. Blacksburg, SC

Sheet Title:
CURB TRANSITION
2'-6" C&B TO VALLEY GUTTER

Drawn By: Samantha Lee
Designed By: Patrick N. Sadek
Date: 12-01-2021 Scale: N.T.S.
Job No.: CP/17-120114

Sheet No.:
CP



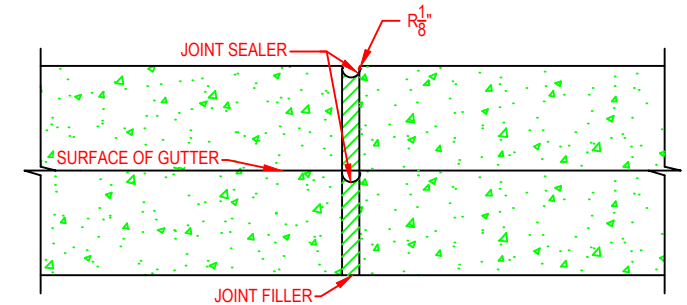


18" VERTICAL CURB

N.T.S.

NOTES:

1. CJs SHALL BE SPACED AT 10' INTERVALS TO PREVENT UNCONTROLLED CRACKING. JOINT SPACING MAY BE ALTERED BY THE ENGINEER.
2. CJs MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. SPACING MAY BE ALTERED BY THE ENGINEER.
3. ALL EJs SHALL BE SPACED AT 50' INTERVALS, AND ADJACENT TO ALL RIGID OBJECTS. JOINTS SHALL MATCH LOCATIONS W/ JOINTS IN ABUTTING SIDEWALK.
4. CONC. COMPRESSIVE STRENGTH SHALL BE 3,600 P.S.I. IN 28 DAYS.
5. CURB SHALL BE DEPRESSED AT INTERSECTIONS TO PROVIDE FOR FUTURE ACCESSIBLE RAMPS.
6. TOP 6" OF SUBGRADE BENEATH CURB SHALL BE COMPACTED TO 100% STD. PROCTOR DENSITY.
7. DETAIL MAY BE USED FOR PRIVATE DRIVES, PARKING LOTS, AND INTERIOR CIRCULATION DRIVE.



CURB & GUTTER EJ & CJ

N.T.S.

NOTES:

1. CJs SHALL BE SPACED AT 10' INTERVALS. FOR VALLEY GUTTER, A 10' SPACING MAY BE USED WHEN A MACHINE IS USED. JOINT SPACING MAY BE ALTERED BY THE TOWN ENGINEER TO PREVENT UNCONTROLLED CRACKING.
2. CJs MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. WHERE SUCH JOINTS ARE NOT FORMED BY TEMPLATES, A MIN. DEPTH OF 1 1/2" SHALL BE OBTAINED.
3. ALL EJs SHALL BE SPACED AT 50' INTERVALS, AND ADJACENT TO ALL RIGID OBJECTS. JOINTS SHALL MATCH LOCATIONS W/ JOINTS IN ABUTTING SIDEWALK.
4. CONC. COMPRESSIVE STRENGTH SHALL BE 3,600 P.S.I. IN 28 DAYS.
5. CURB SHALL BE DEPRESSED AT INTERSECTIONS TO PROVIDE FOR FUTURE ADA RAMPS.
6. TOP 6" OF SUB-GRADE BENEATH THE C&G SHALL BE COMPACTED TO 100% STD. PROCTOR DENSITY.

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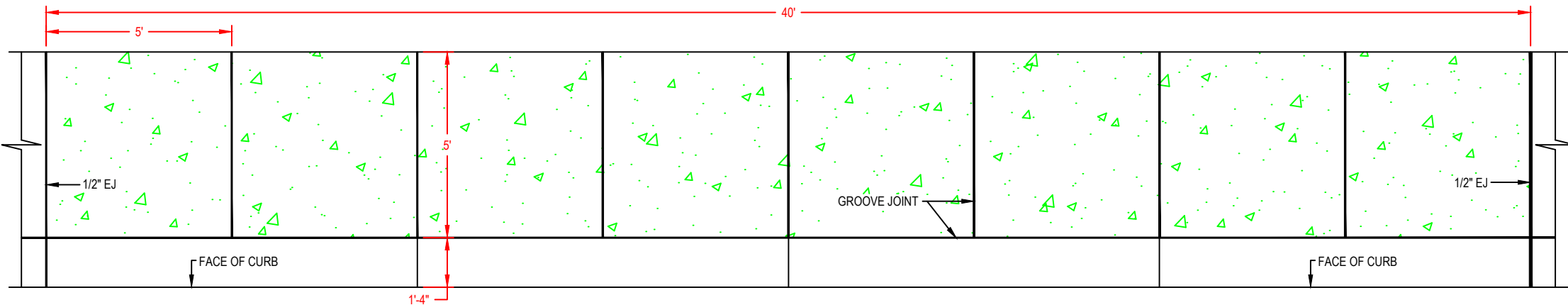
Project Name:
Town of Blacksburg South Carolina
105 S. Shelby St. Blacksburg, SC 29702
105 S. Shelby St. Blacksburg, SC

Sheet Title:
STD. CONC. CURB & GUTTER

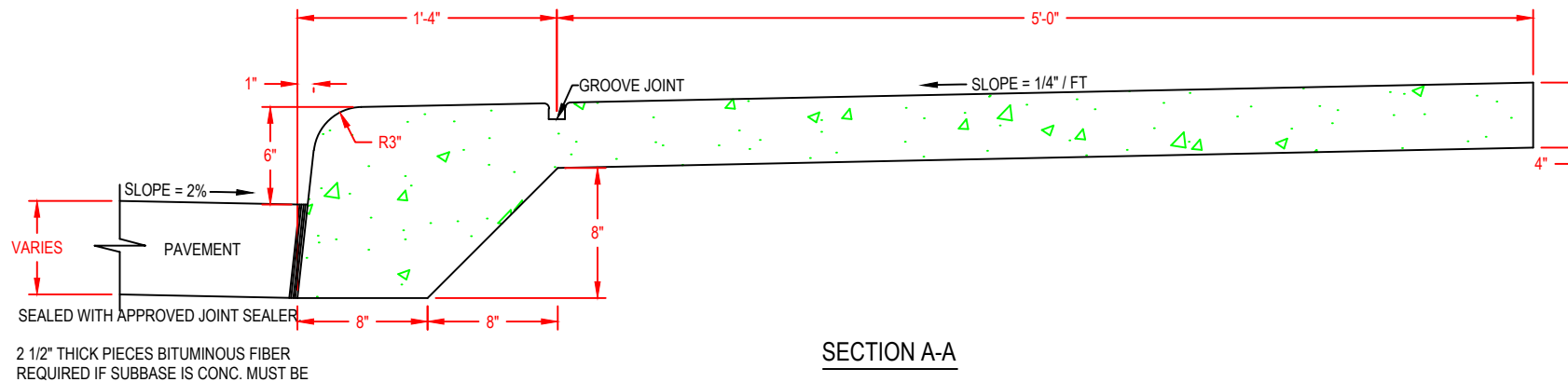
Drawn By: Samantha Lee
Designed By: Patrick N. Sadek
Date: 12-01-2021 Scale: N.T.S.
Job No.: CP/17-120114

Sheet No.:
C004A

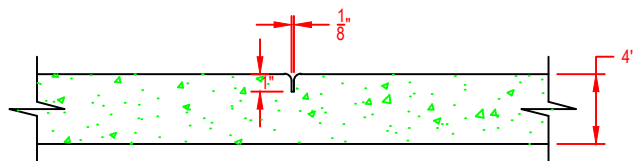




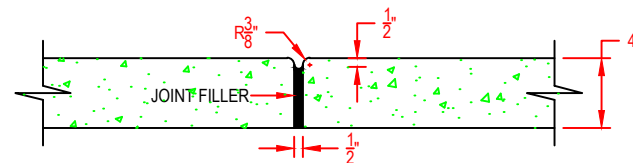
SIDEWALK PLAN VIEW



SECTION A-A



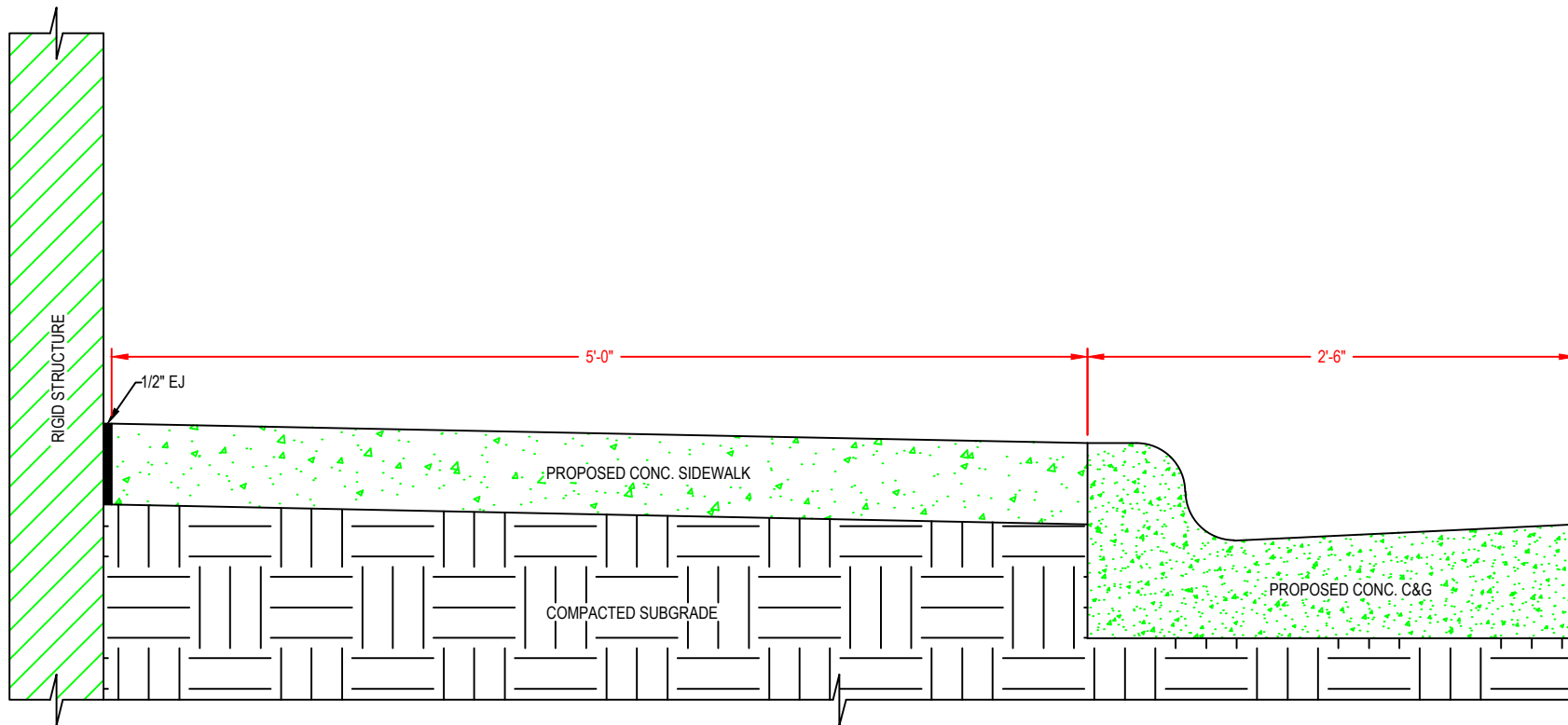
TRANSVERSE C.J. IN SIDEWALK



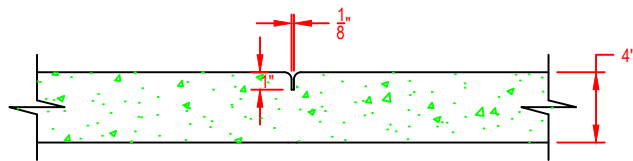
TRANSVERSE E.J. IN SIDEWALK

NOTES:

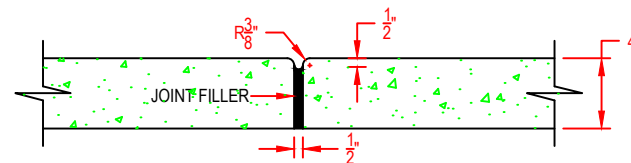
1. A GROOVE JOINT 1" DEEP WITH 1/3" RADII SHALL BE REQUIRED IN THE CONC. SIDEWALK AT 5' INTERVALS. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 40'. A 1/2" E.J. WILL BE REQUIRED WHERE THE SIDEWALK JOINS RIGID STRUCTURES.
2. CONC. COMPRESSIVE STRENGTH SHALL BE 3600 PSI. IN 28 DAYS.
3. SEE STD. # __ FOR E. J. & GROOVE JOINT DETAIL.
4. SEE STD. # __ FOR DRIVEWAY DETAIL.
5. MONOLITHIC CURB & SIDEWALK TO BE CONSTRUCTED ONLY WHEN REPLACING GRANITE CURB OR AT LOCATIONS APPROVED BY THE APPROPRIATE ENGINEER.



TYPICAL SIDEWALK CROSS SECTION



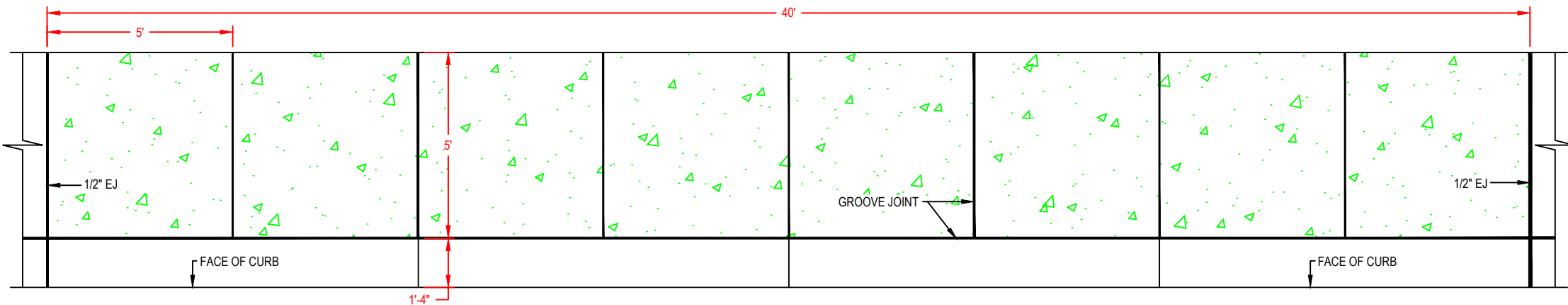
TRANSVERSE C.J. IN SIDEWALK



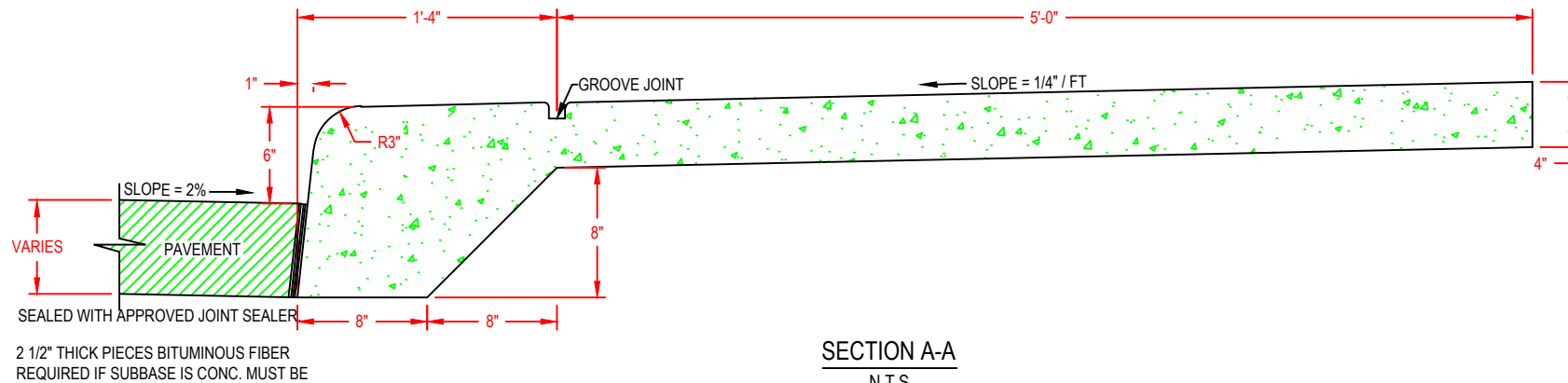
TRANSVERSE E.J. IN SIDEWALK

NOTES:

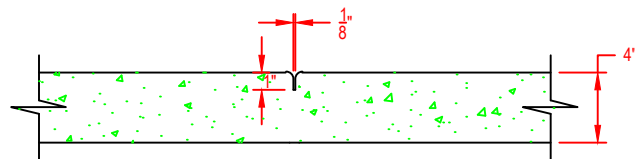
1. A GROOVE JOINT 1" DEEP W/ 1/8" RADII SHALL BE REQUIRED IN THE CONC. SIDEWALK AT 5' INTERVALS. ONE 1/2" E.J. WILL BE REQUIRED AT 45' INTERVALS NOT TO EXCEED 50' AND MATCHING EXPANSION/CONSTRUCTION JOINT IN ADJACENT CURB. A SEALED 1/2" E.J. WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.
2. SIDEWALK AT DRIVEWAY ENTRANCES TO BE 6" THICK.
3. WIDTH OF SIDEWALK ON THOROUGHFARE STREETS SHALL BE A MIN. OF 5'.
4. WIDTH OF SIDEWALKS ON NON-THOROUGHFARE STREETS SHALL BE A MIN. OF 5'.
5. SIDEWALK TO BE POURED TO END OF RADIUS AT INTERSECTING STREETS.
6. CONC. COMPRESSIVE STRENGTH SHALL BE 3600 PSI. IN 28 DAYS.
7. ZONING CONDITIONS MAY REQUIRED ADD. WIDTH SIDEWALKS WHICH SHALL SUPERSEDE THESE STD. DIMENSIONS SHOWN.



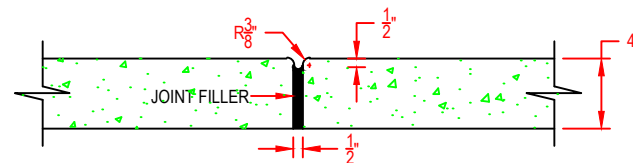
SIDEWALK PLAN VIEW
N.T.S.



SECTION A-A
N.T.S.



TRANSVERSE C.J. IN SIDEWALK
N.T.S.



TRANSVERSE E.J. IN SIDEWALK
N.T.S.

NOTES:

1. A GROOVE JOINT 1" DEEP WITH 1/3" RADII SHALL BE REQUIRED IN THE CONC. SIDEWALK AT 5' INTERVALS. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 40'. A 1/2" E.J. WILL BE REQUIRED WHERE THE SIDEWALK JOINS RIGID STRUCTURES.
2. CONC. COMPRESSIVE STRENGTH SHALL BE 3600 PSI. IN 28 DAYS.
3. SEE STD. # __ FOR E. J. & GROOVE JOINT DETAIL.
4. SEE STD. # __ FOR DRIVEWAY DETAIL.
5. MONOLITHIC CURB & SIDEWALK TO BE CONSTRUCTED ONLY WHEN REPLACING GRANITE CURB OR AT LOCATIONS APPROVED BY THE APPROPRIATE ENGINEER.

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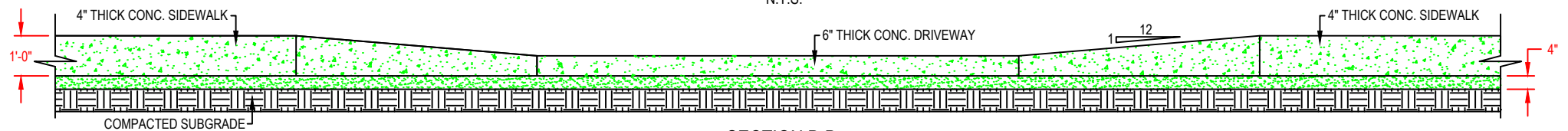
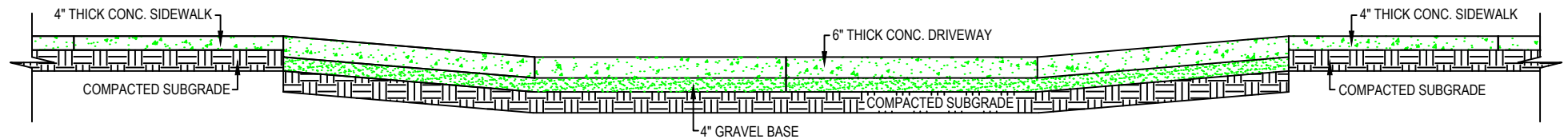
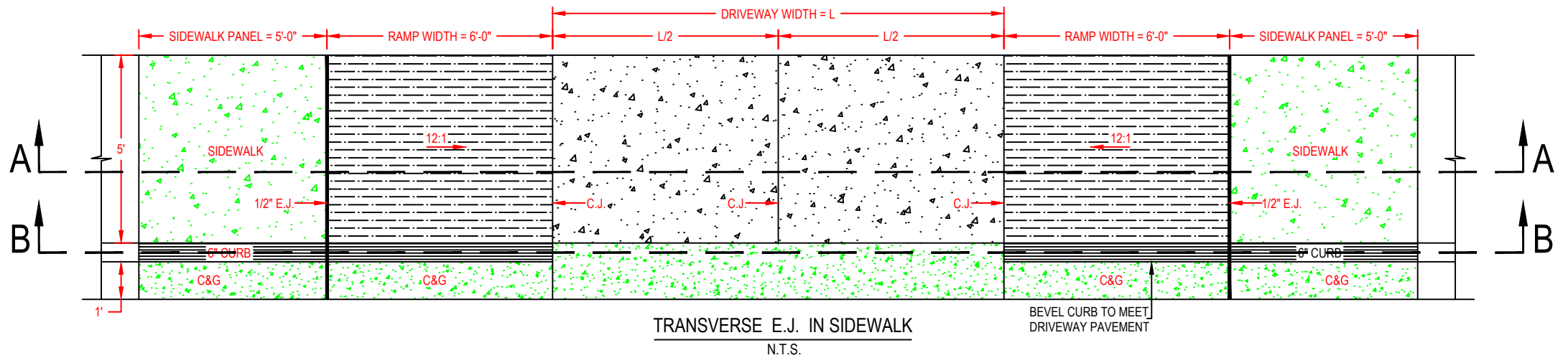
Sheet Title:

MONOLITHIC CONC. CURB & SIDEWALK

Drawn By: Samantha Lee
Designed By: Patrick N. Sadek
Date: 12-01-2021 Scale: N.T.S.
Job No.: CP/17-120114

Sheet No.:
C006A

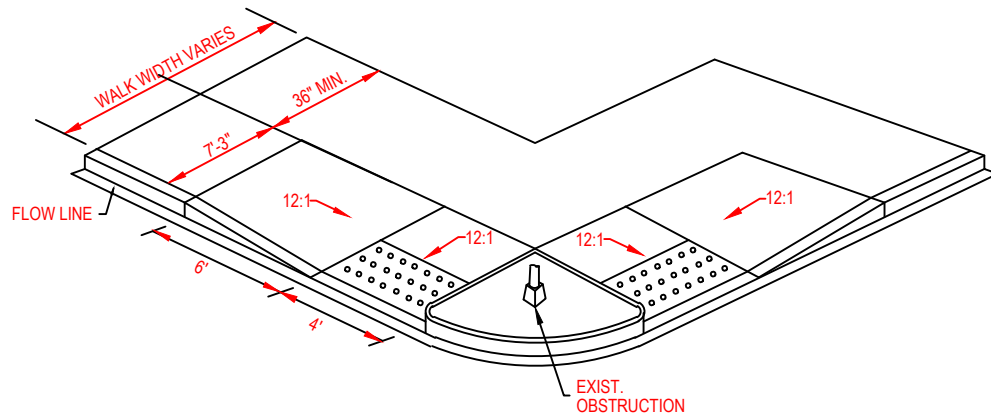




DRIVEWAY TYPE		
RESIDENTIAL	MIN. (FT)	MAX. (FT)
ONE-WAY	12'	15'
TWO-WAY	18'	24'
COMMERCIAL	MIN. (FT)	MAX. (FT)
ONE-WAY	15'	18'
TWO-WAY	24'	30'

NOTES:

- 1/2" E. J. REQUIRE INSTALLATION OF 1/2" THICK OF BITUMINOUS FIBER THRU THE ENTIRE SLAB.
- TO LIMIT STORM WATER FLOW DOWN DRIVEWAYS, USE STD. #__ FOR DRIVEWAYS NEAR LOW POINTS.
- ALL DRIVEWAYS MUST MEET THE CURRENT TOWN DRIVEWAY REGULATIONS & NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE, & OFFSETS FROM PROPERTY LINES & INTERSECTIONS.
- "A" BREAKOVER SHALL BE 8% OR LESS (A = ALGEBRAIC DIFFERENCE).
- PRIOR APPROVAL IS REQUIRED ON GRADES EXCEEDING WHAT ARE SHOWN.
- ALL CONC. TO BE 3600 P.S.I. COMPRESSIVE STRENGTH.
- ALL CURB, C&G & SIDEWALKS ARE TO BE REMOVED TO THE NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT W/ A SAW & REMOVED. SAW CUT OR JOINT TO BE PERPENDICULAR TO EDGE OF EXIST. PAVEMENT. SEE STD. #__ FOR DETAIL OF E.J. AN GROOVE JOINT.

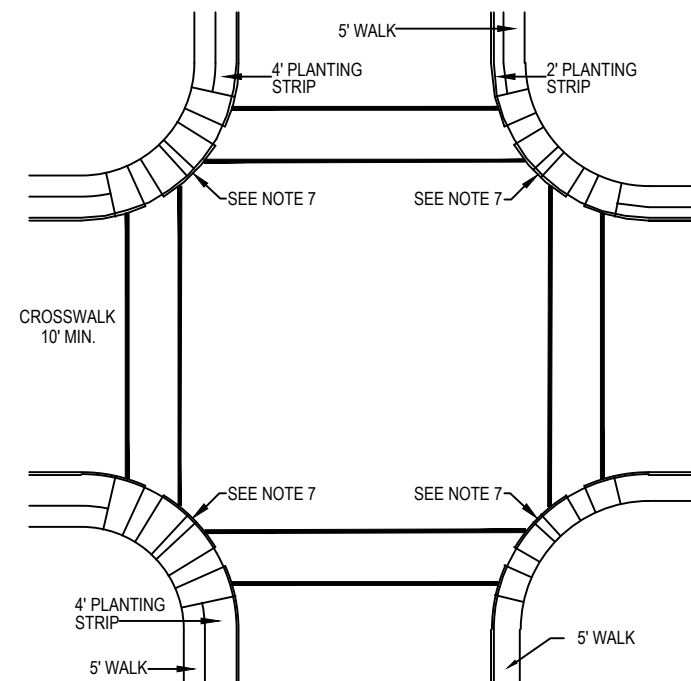


**PLACEMENT FOR OBSTRUCTED CORNER RADIUS OR
CORNER RADIUS < 10'**
PLAN VIEW - N.T.S.

NOTES:

1. ALL DETECTABLE WARNING DEVICES USED IN NEW CONSTRUCTION SHALL BE OF A RIGID PRECAST OR EMBEDDED PRODUCT APPROVED BY THE TOWN ENGINEER. RETRO FIT MATS WILL ONLY BE ALLOWED ON EXIST. RAMPs W/ PRIOR APPROVAL OF THE TOWN ENGINEER FOR MATERIAL TYPE & INSTALLATION RESURFACING).
2. WIDTH OF DETECTABLE WARNING AREA SHALL BE A MIN. OF 4' AND VARY W/ WIDTH OF RAMP.
3. LENGTH OF DETECTABLE WARNING AREA SHALL BE 2' REGARDLESS OF SECTION WIDTH.
4. DETECTABLE WARNING AREA CAN BE SQUARE WHERE USED IN A CURB RADIUS.
5. DETECTABLE WARNING DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
6. DETECTABLE WARNING AREA SHALL BE COLORED BLACK IN ALL LOCATIONS.
7. IF PAVERS ARE TO BE USED, PAVERS SHALL BE 6" THICK & CAST FROM 5000 PSI CONC.
8. MATS ARE TO BE RIGID WITH TURN DOWN EDGES EMBEDDED IN CONCRETE TO ELIMINATE TRIP HAZARD.

ROADWAY
PLAN SYMBOL
ACC
FOR PROPOSED
ACCESSIBLE RAMP



**TYPICAL LOCATION OF ADA RAMPs
& PEDESTRIAN CROSSWALKS ON INTERSECTIONS**

NOTES:

1. RAMP AND WING SLOPES SHALL NOT BE STEEPER THAN 12:1.
2. GUTTER FLOW LINE AND PLAN PROFILE SHALL BE MAINTAINED THROUGH THE RAMP AREA.
3. THE SURFACE OF THE RAMP SHALL BE FLUSH W/ THE FLOWLINE OF THE C&G.
4. THE RAMP OPENING (AT THE FULLY DEPRESSED CURB) SHALL BE LOCATED W/IN THE PARALLEL BOUNDARIES OF THE CROSSWALK MARKINGS. THE RAMP CENTER LINE SHALL BE LOCATED AT THE CORNER RADIUS CENTERLINE UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DIAGONAL CURB RAMPs SHALL HAVE A SEGMENT OF STRAIGHT CURB AT LEAST 24" LONG LOCATED ON EACH SIDE OF THE WING SLOPE AND W/IN THE CROSSWALK MARKINGS.
5. THE WING AND RAMP SURFACES SHALL BE 3600 PSI CONCRETE WITH A SIDEWALK FINISH IN ACCORDANCE WITH CURRENT EDITION NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
6. DRAINAGE STRUCTURES, MAST ARMS, LIGHT POLES AND OTHER OBSTRUCTIONS SHALL NOT BE PLACED IN LINE W/ RAMPs. LOCATION OF THE RAMP SHALL TAKE PRECEDENCE OVER OVER LOCATION OF OBSTRUCTIONS EXCEPT WHERE EXIST. OBSTRUCTIONS ARE BEING UTILIZED IN THE NEW CONSTRUCTION.
7. AT ALL LOCATIONS, NOT < 2 FT OF FULL HEIGHT CURB SHALL BE PLACED BETWEEN THE RAMPs.
8. SEE STD. DWG. FOR DETECTABLE WARNING INSTALLATION.

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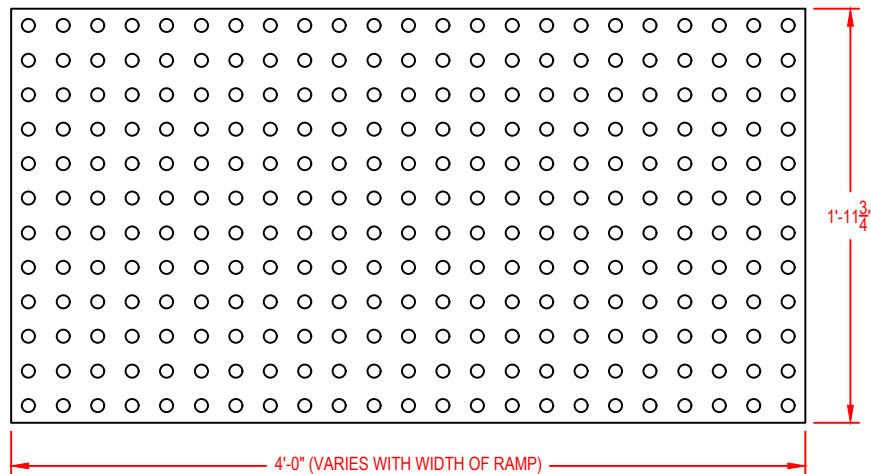
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TRUNCATED DOMES PLAN & SECTION

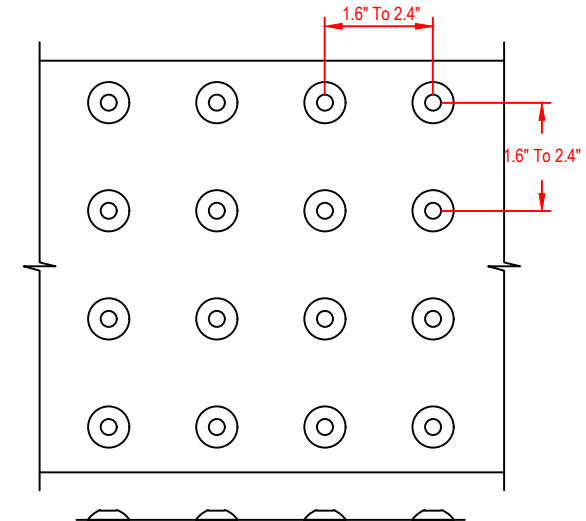
Drawn By: Samantha Lee
Designed By: Patrick N. Sadek
Date: 12-01-2021 Scale: N.T.S.
Job No.: CP/17-120114

Sheet No.:
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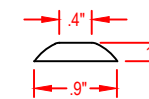
TRUNCATED DOME PLAN VIEW
TOP VIEW - N.T.S.



TRUNCATED DOME SPACING
PLAN VIEW - N.T.S.

NOTES:

1. ALL DETECTABLE WARNING DEVICES USED IN NEW CONSTRUCTION SHALL BE OF A RIGID PRECAST OR EMBEDDED PRODUCT APPROVED BY THE TOWN ENGINEER. RETRO FIT MATS WILL ONLY BE ALLOWED ON EXIST. RAMPS W/ PRIOR APPROVAL OF THE TOWN ENGINEER FOR MATERIAL TYPE & INSTALLATION RESURFACING).
2. WIDTH OF DETECTABLE WARNING AREA SHALL BE A MIN. OF 4' AND VARY W/ WIDTH OF RAMP.
3. LENGTH OF DETECTABLE WARNING AREA SHALL BE 2' REGARDLESS OF SECTION WIDTH.
4. DETECTABLE WARNING AREA CAN BE SQUARE WHERE USED IN A CURB RADIUS.
5. DETECTABLE WARNING DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
6. DETECTABLE WARNING AREA SHALL BE COLORED BLACK IN ALL LOCATIONS.
7. IF PAVERS ARE TO BE USED, PAVERS SHALL BE 6" THICK & CAST FROM 5000 PSI CONC.
8. MATS ARE TO BE RIGID WITH TURN DOWN EDGES EMBEDDED IN CONCRETE TO ELIMINATE TRIP HAZARD.



TRUNCATED DOME SECTION
N.T.S.

GENERAL NOTES:

1. ALL CONCRETE TO BE 3,600 P.S.I COMPRESSIVE STRENGTH.
2. TYPE OF PIPE TO BE USED IS 1 $\frac{5}{8}$ " MAX. O.D. BLACK IRON, LOW CARBON PIPE OR GALVANIZED.
3. ALL JOINTS TO HAVE A $\frac{1}{2}$ " FILLET WELD AT ALL JOINTS.
4. AFTER INSTALLATION PAINT ASSEMBLY WITH BLACK ALL WEATHER ENAMEL.
5. SEE RELEVANT DETAIL FOR WARRANTIES.

WARRANTS:

HANDRAIL SHALL BE INSTALLED UNDER ANY OF THE FOLLOWING CIRCUMSTANCES IN BOTH NEW CONSTRUCTION & IN RETROFITTING OR RECONSTRUCTION OF EXIST. ROADWAYS OR SITES:

1. WHEN THE CULVERT-CROSSING DETAIL APPLIES.
2. IF THERE IS A 2:1 OR STEEPER FILL SLOPE THAT IS 10 FEET OR TALLER THAT BEGINS WITHIN 5 FEET OF A SIDEWALK.
3. IN ANY OF THE FOLLOWING COMBINATIONS OF DROPOFF AND OFFSET FROM SIDEWALK:
 - a. 18" OR LARGER DROPOFF WITHIN 2 FEET OF THE EDGE OF THE SIDEWALK
 - b. 36" OR LARGER DROPOFF WITHIN 4 FEET OF THE EDGE OF THE SIDEWALK
 - c. 60" OR LARGER DROPOFF WITHIN 6 FEET OF THE EDGE OF THE SIDEWALK

WARRANTS: (CONTINUED)

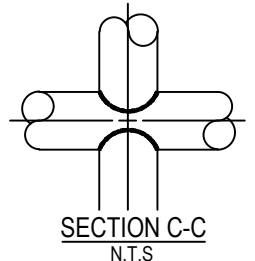
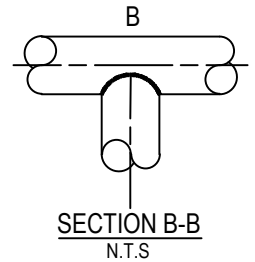
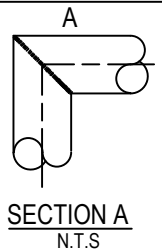
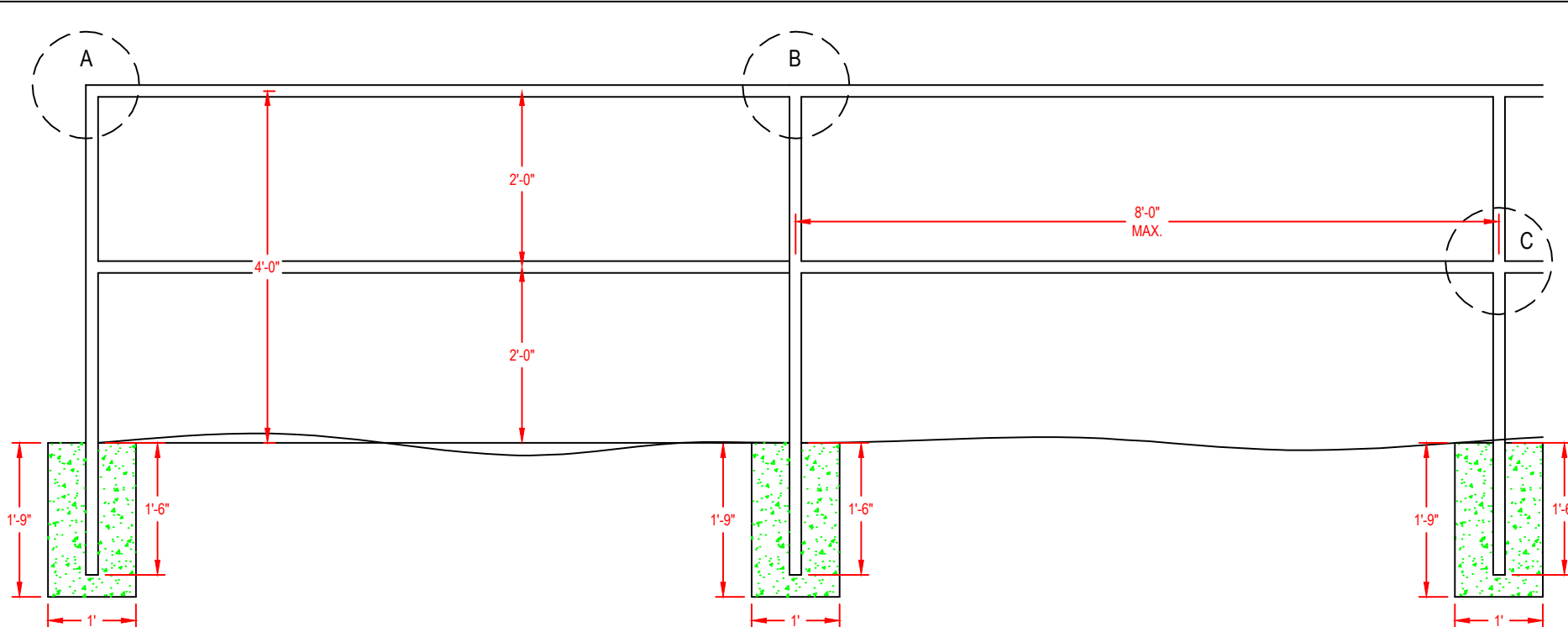
THESE CLEARANCES ASSUME THAT THE CROSS-SLOPE OF THE BERM BETWEEN THE SIDEWALK & THE DROPOFF (PED CLEAR ZONE) IS 6:1 OR FLATTER. AT THE TOP OF ANY ROPOFF WHERE PED CAN REASONABLY BE EXPECTED IN THE VICINITY.

1. AT THE DIRECTION OF TOWN PUBLIC WORKS OR BASED ON FIELD CONDITIONS. FOR PURPOSES OF THIS STD, THE TERM "SIDEWALK" IS USED GENERICALLY AND SHALL MEAN ANY PATH OR SURFACE TO BE USED FOR BICYCLE AND/OR PED TRANSPORTATION. EX: INCLUDE, BUT ARE NOT LIMITED TO, SIDEWALKS, BIKE PATHS, SHARED-USE PATHS, PED PATHS, & GREENWAYS.

DEFINITIONS

DROPOFF: A SLOPE OF 2:1 OR STEEPER. EX: INCLUDE HEADWALLS, RETAINING WALLS, & CULVERTS.

PED CLEAR ZONE: 10' OF ANY COMBINATION OF SIDEWALK, SLOPE, & SHOULDER SLOPED AT 6:1 OR FLATTER. SIDEWALK DOES NOT NEED TO BE PRESENT.



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Sheet Title:

TYPICAL RAIL & WARRANTIES

Drawn By: Samantha Lee
Designed By: Patrick N. Sadek
Date: 12-01-2021 Scale: N.T.S.
Job No.: CP/17-120114

Sheet No.:
C009

