

NOTES:

1. Construct the walking surface of the detectable domes with slip resistance and a 70% contrasting color to the sidewalk.
2. Crosswalk widths and configuration vary but must conform to traffic design standards.
3. Provide curb ramps at locations as shown on the plans or as directed by the engineer. Locate curb ramps as directed by the engineer where existing light poles, fire hydrants, drop inlets, etc. affect placement. Where two ramps are installed place not less than 2 feet of full height curb between the ramps. Place dual ramps as near perpendicular to the travel lane being crossed as possible.
4. Do not exceed 0.08 ft./ft. (12:1) slope on the curb ramp in relationship to the grade of the street.
5. Construct curb ramps a minimum of 48" wide (4'-0"); Greater for dual ramps.
6. Use class "B" concrete with a sidewalk finish in order to obtain a rough non-skid type surface.
7. Place a 1/2" expansion joint where the concrete curb ramp joins the curb.
8. Place the inside pedestrian crosswalk lines no closer in the intersection than would be established by bisecting the intersection radii, with an allowance of a 4'x4' maneuvering space (2003 ICC/ANSI a117 Commentary. Fig. C406.6 & 406.10) in the vehicular travel way when one ramp is installed.
9. Coordinate the curb cut and the pedestrian crosswalk lines so the floor of the curb ramp will fall within the pedestrian crosswalk lines. Place diagonal ramps with flared sides so 24" of the full height curb falls within the crosswalk markings on each side of the flares.
10. Construct the pedestrian crosswalk a minimum width of 6 feet. A crosswalk width of 10 feet or greater is required for all thoroughfares.
11. Use stop lines, normally perpendicular to the lane lines, 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.
12. Place all pavement markings 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. Other detectable warning materials may be considered from that shown, but require City Engineer's written approval prior to installation.



PUBLIC WORKS DEPARTMENT
1500 Beatty Street
Greenville, North Carolina 27834

CITY OF GREENVILLE, N.C.

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STANDARD CROSSWALK & CURB RAMP NOTES

NOTES:

14. For all roads with radius 25' or less. Only one curb ramp is required. Curb ramps to be placed as per traffic design standards to ensure pedestrians enter & exit without entering travel lanes.
15. Terminate parking a minimum of 20 feet back of pedestrian walk.
16. A 4'x4' maneuvering space is required at the bottom of the curb ramp and must be within the crosswalk.
17. Drop curb width (4'-0" min.) x 4' long landing required at top of curb ramp
18. 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 curb ramps for the physically disabled 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.
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 the current ADA standards.
19. Construct all ramp surfaces to comply with sections R301 and R303.3.3 of the revised ADA guidelines.
20. Construct all ramps and sidewalks with a 2% cross slope.



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