

NOTE: Show tie-in to existing sidewalk
(Not shown on plans)

Increase sidewalk turning space/plaza to extent feasible. Avoid conflicts with existing utility infrastructure.

Provide pricing and quantity to widen ex. sidewalk

Install CDOT Shared Use Path Pavement Marking emblem. Orient arrows as shown (typ.) See detail this sheet.

Approx. location of existing 8' sidewalk (No survey available. Consultant to verify)

Adjust ex. utilities

Provide pricing and quantity to fill ex. planting strip with sidewalk

Prop. 12' wide curb ramp to accommodate Belk Trail

Adjust pavement markings. Install CDOT Urban Trail Crossing.

Tighten curb radius

Install CDOT Shared Use Path Pavement Marking emblem. Orient arrows as shown (typ.) See detail this sheet.
Prop. 12' wide curb ramp to accommodate Belk Trail
Concrete construction recommended

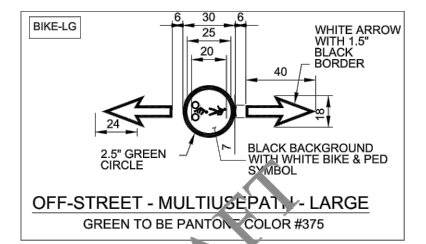
Prop. 12' wide curb ramp to accommodate Belk Trail
Blended transition (vertical curb both sides)
Concrete construction recommended

CDOT Comments for trail connection between Church St-Mint St:
Width/Typical Section:
16' width as measured in AutoCAD site file is appropriate. Follow CLDSM Standard 10.42 for typical section.

Horizontal/vertical alignment:
Adhere to standards in AASHTO Guide for the Development of Bicycle Facilities. Longitudinal slope exceeds 5% between Mint St. to approximately the midpoint of the path; study if grades can be adjusted to achieve 4.5-5.0%. If not, a technical infeasibility may be required.

Lighting:
Continue lighting along path between S Church St to S Mint St adhering to same design standards/criteria used for Hill St from Tryon to Church St.

Trees/Plantings:
While CDOT recognizes that planting opportunities may be limited due to horizontal constraints and existing grading, please identify areas on the plan where grades and space would accommodate planting areas.

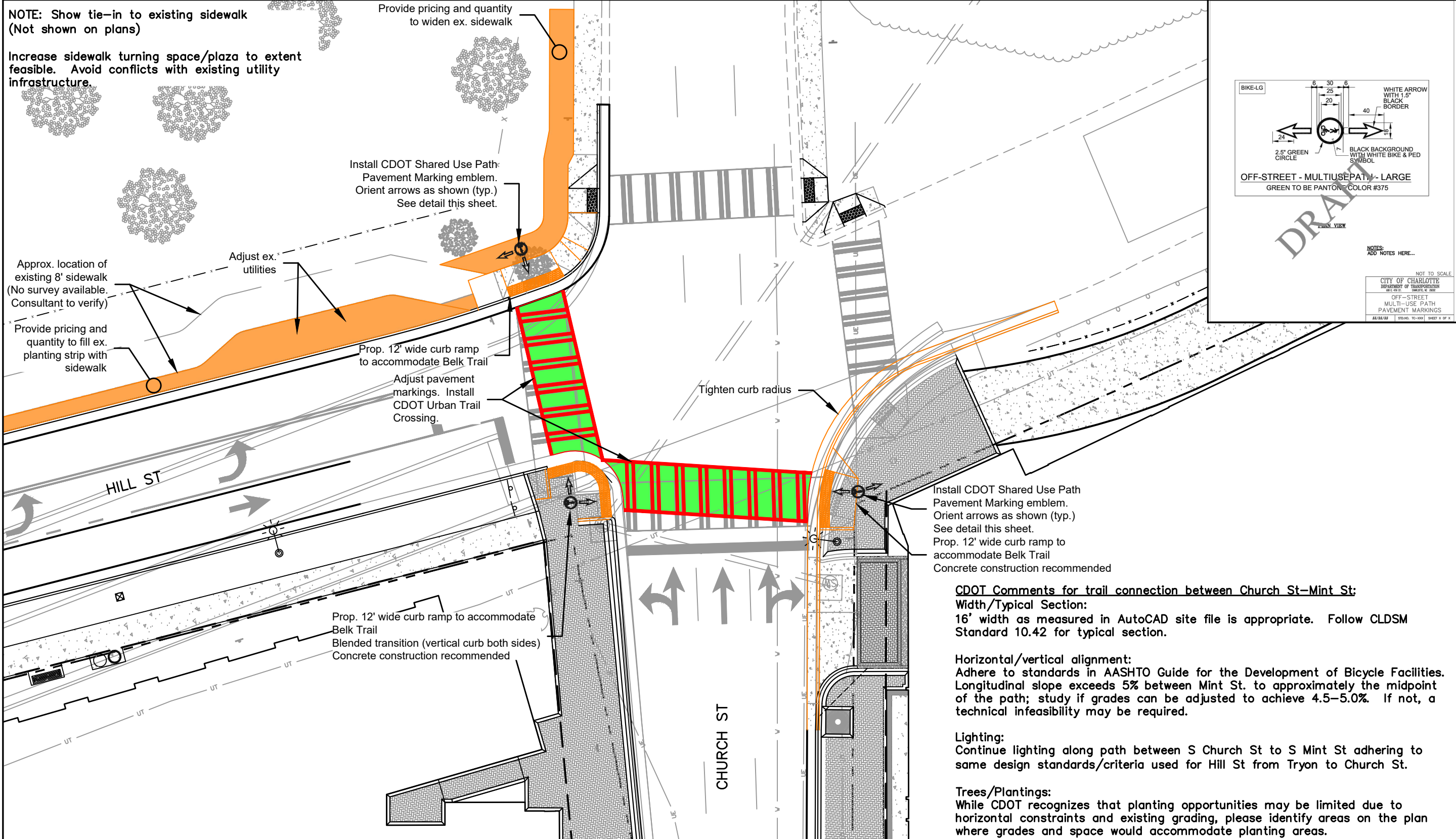


OFF-STREET - MULTIUSE PATH - LARGE
GREEN TO BE PANTONE COLOR #375

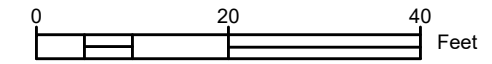
DRAFT

NOTES:
ADD NOTES HERE...

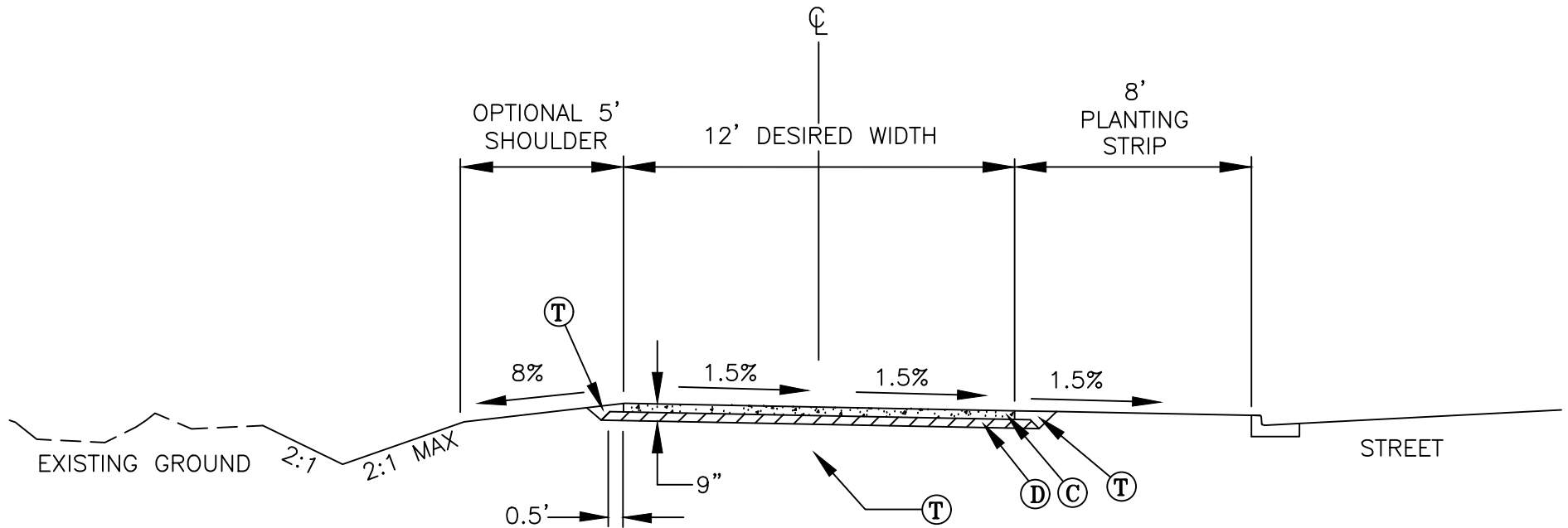
NOT TO SCALE
CITY OF CHARLOTTE
DEPARTMENT OF TRANSPORTATION
OFF-STREET
MULTI-USE PATH
PAVEMENT MARKINGS
11/16/18 | REVISED 10-2018 | SHEET 1 OF 4



HILL ST. EXHIBIT



Conceptual Design for Developer Agreement
3 April 2019



NOTES:

1. PAVEMENT EDGE SLOPES ARE 1:1: UNLESS SHOWN OTHERWISE.
2. AT INTERSECTIONS WITH STREETS OR DRIVEWAYS, RAMP WIDTH MUST MATCH MULTI-USE PATH WIDTH.
3. CONTRACTOR MUST SEAL ALL JOINTS. SEAL MUST BE NON-SHRINKING AND FLUSH WITH FINISHED GRADE OF THE CONCRETE PATH.
4. ALL CONCRETE SHALL BE AT LEAST 3600 PSI COMPRESSIVE STRENGTH.
5. JOINTS MUST BE SAWCUT A MINIMUM OF $\frac{1}{4}$ DEPTH OF CONCRETE DEPTH, BUT NO MORE THAN $\frac{1}{2}$ OF CONCRETE DEPTH.
 - TRANSVERSE JOINTS MUST BE SAWCUT EVERY 6 FEET FOR 6" CONCRETE ON AGGREGATE BASE COURSE OPTION.
 - TRANSVERSE JOINTS MUST BE SAWCUT EVERY 10 FEET FOR 6" CONCRETE ON SUBGRADE OPTION.
 - CONSTRUCTION JOINTS MUST BE EVERY 40 FEET.

PREFERRED PAVEMENT SCHEDULE*

ITEM	DESCRIPTION
(C)	6" CONCRETE
(D)	3" COMPACTED AGGREGATE BASE COURSE
(T)	COMPACTED SUBGRADE

* PLEASE NOTE: 6" CONCRETE ON COMPACTED SUBGRADE MAY BE USED AS AN OPTIONAL ALTERNATIVE PAVEMENT SECTION

CHURCH STREET TO MINT STREET

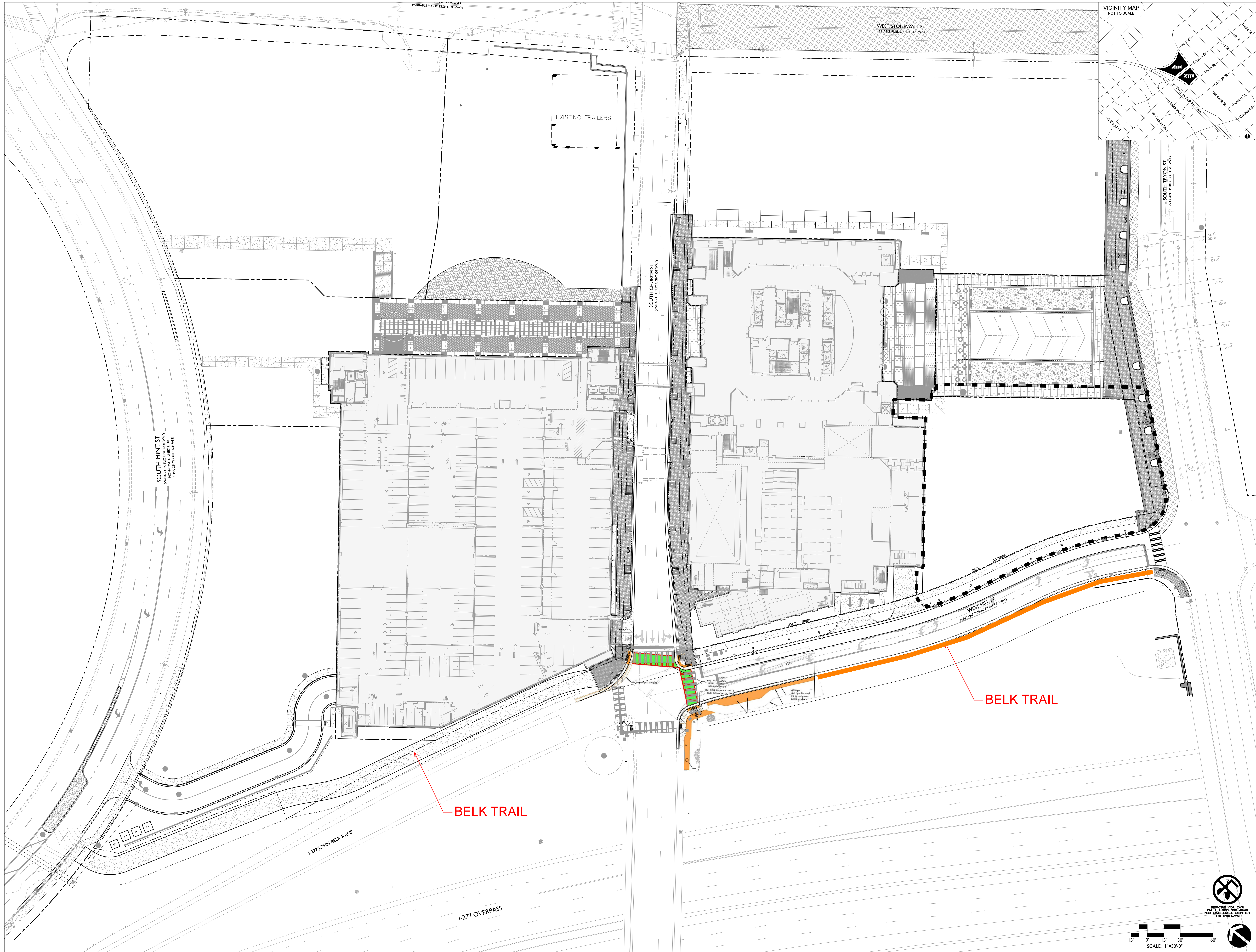
NOT TO SCALE



CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE ETJ

MULTI-USE PATH

STD. NO.	REV.
10.42	18

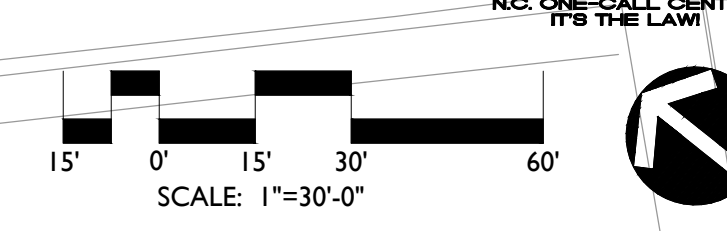


**620 SOUTH TRYON STREET
MIXED-USE DEVELOPMENT**
LINCOLN HARRIS - CHARLOTTE, NC

Layout Plan

DATE: September 16, 2016
 DESIGNED BY: LD
 CHECKED BY: LD
 O.C. BY: LD
 PROJECT #: 1016208
 SHEET #: C-3.2

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REVISIONS:
 1. 11-02-16 UVAID COMMENTS
 2. 01-16-17 UVAID COMMENTS
 3. 01-16-17 UVAID R17AP
 4. 03-27-17 CITY COMMENTS
 5. 05-01-17 R17AP #1
 6. 05-30-17 R17AP #2
 7. 06-21-17 R17AP #3
 8. 07-24-17 R17AP #4
 9. 07-24-17 R17AP #5
 10. 08-15-17 R17AP #6
 11. 08-15-17 R17AP #7
 12. 09-22-17 R17AP #8 REVISIONS