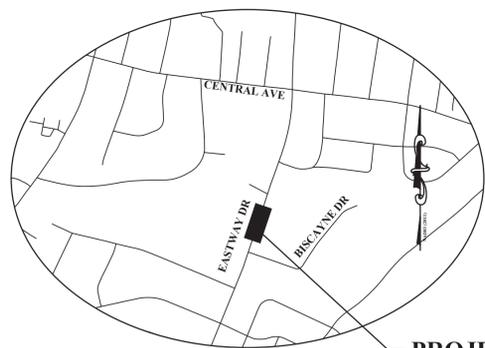


INDEX OF SHEETS

Cover Sheet .....	1
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Typical Sections and Storm Drainage Summary.....	3
Plan .....	4
Traffic Control .....	TCP1
Pavement Marking Plan .....	PM1
Signal Plans Cover Sheet .....	
Signal Plans .....	SIG1-SIG5

TOTAL SHEETS 13



VICINITY MAP  
NTS

PROJECT SITE

Begin Project  
Sta. 10+00.00 -L-



Know what's below.  
Call before you dig.

SURVEY PREPARED BY:

CITY OF CHARLOTTE SURVEY-MAPPING-GIS FROM THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON STATE PLANE COORDINATES ESTABLISHED BY: NCGS MONUMENT OR CONTROL POINT WITH NAD 83(2011) STATE PLANE COORDINATES OF NORTHING: 536,826.21 FEET EASTING: 1,467,793.93 FEET ELEVATION NAVD88 = 715.58'; THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.999843376 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES.  
DATE RANGE OF SURVEY: 11/07/2023 TO 12/11/2023

PLANS PREPARED BY:



600 East Fourth Street  
Charlotte, North Carolina 28202  
Phone: (704) 336-2291  
Fax: (704) 336-6586



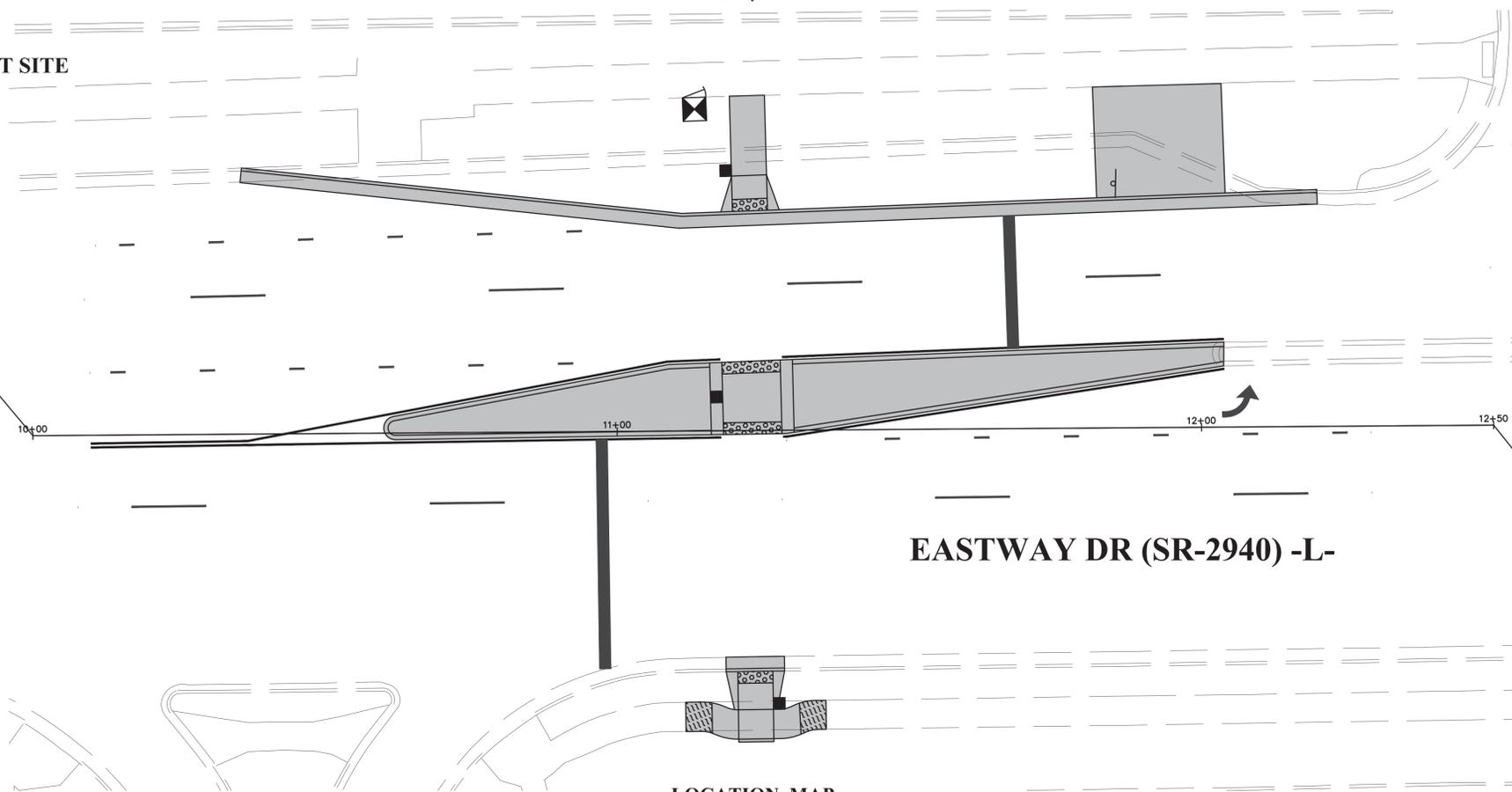
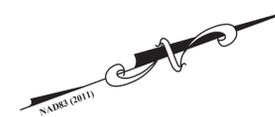
**CHARLOTTE**  
GENERAL SERVICES

Construction Plans of Proposed  
Vision Zero Ped Safety PHB: Eastway at Biscayne PHB

PMES231779-I

Project Features:

- Concrete Sidewalks
- Concrete Curb Ramps
- Concrete Curb and Gutter
- Concrete Pedestrian Refuge
- Grading
- Milling
- Asphalt Pavement
- Pavement Markings
- Pedestrian Hybrid Beacon



EASTWAY DR (SR-2940) -L-

End Project  
Sta. 12+50 -L-

LOCATION MAP  
NTS

POSTED SPEED LIMIT = 45 MPH

DESIGN SPEED = 50 MPH

PROJECT LENGTH = 250 FT

2024 NCDOT STANDARD SPECIFICATIONS

GRAPHIC SCALES

Plan View .....	10	20	30
Horz. Profile .....	10	10	10
Vert. Profile .....	4	8	12
Cross Section .....	5	10	15



Bid Set No.

APPROVED

Beeth Bryant  
FOR CITY ENGINEER

07/17/2024  
DATE

PE SEAL



Record Drawings

Final Plans  
Project Name: Vision Zero Ped Safety PHB: Eastway at Biscayne PHB Project Number: PMES231779-I

GENERAL NOTES

PROPOSED CURB ELEVATIONS:

THE CONTRACTOR SHALL SET AND ADJUST PROPOSED CURB ELEVATIONS AS NECESSARY TO ENSURE PROPER LONGITUDINAL GRADE FOR DRAINAGE. THE CONTRACTOR SHALL RETAIN EXISTING PAVEMENT, UNLESS OTHERWISE NOTED.

DRIVEWAYS AND SIDEWALKS:

PROPOSED DRIVEWAY ENTRANCE DIMENSIONS ARE FROM EXPANSION JOINT TO EXPANSION JOINT. MATCH REPLACEMENT MATERIALS TO THE EXISTING SURFACE ACCORDINGLY:

- CONCRETE - SIX INCH PORTLAND CEMENT CONCRETE (3600 PSI).
ASPHALT - (COMMERCIAL) TWO INCH S9.5C COURSE AND FOUR INCH I19.0C INTERMEDIATE COURSE.
(RESIDENTIAL) TWO INCH S9.5C COURSE AND FOUR INCH AGGREGATE BASE (ABC) COURSE.
GRAVEL - SIX INCH INCIDENTAL STONE

SIDEWALK SHALL BE FOUR INCHES THICK, AND SIX INCHES THICK AT DRIVEWAY CROSSINGS. PER CITY STD. NO. 10.22.

CROSS SLOPES ON SIDEWALKS SHALL NOT EXCEED 2.1%.

RUNNING SLOPES ALONG SIDEWALKS SHALL NOT EXCEED 5.0%, OR THE ADJACENT ROADWAY SLOPE AS MEASURED AT THE GUTTER PAN, WHICHEVER IS GREATER.

A LANDING SHALL BE PROVIDED AT ALL LOCATIONS WHERE A PEDESTRIAN MIGHT TURN TO CHANGE DIRECTION OF TRAVEL. THE LANDING SHALL BE A MINIMUM OF 4 FEET BY 4 FEET. TYPICALLY LANDING DIMENSIONS WILL MATCH SIDEWALK WIDTH. THE LANDING ALSO SHALL NOT EXCEED 2.1% SLOPE MEASURED PERPENDICULAR TO THE ROADWAY. THE LANDING ALSO SHALL NOT EXCEED 2.1% OR ADJACENT ROADWAY SLOPE, WHICHEVER IS GREATER, MEASURED PARALLEL TO THE ROADWAY.

A CROSS SLOPE TRANSITION PANEL MAY BE REQUIRED WHERE PROPOSED SIDEWALK MEETS EXISTING SIDEWALK WITH A CROSS SLOPE GREATER THEN 2.1%. THE TRANSITION PANEL SHALL NOT EXCEED 2.1% ON THE SIDE OF THE PROPOSED SIDEWALK AND/OR RAMP, AND SHALL MATCH THE EXISTING CROSS SLOPE ON THE SIDE OF THE EXISTING SIDEWALK.

DRAINAGE STRUCTURES:

GRADES, ELEVATIONS AND LOCATIONS SHOWN ARE APPROXIMATE. AS DIRECTED BY THE ENGINEER, THEY MAY BE ADJUSTED TO ACCOMMODATE UNFORESEEN CONDITIONS. STATIONS, OFFSETS AND ELEVATIONS REFER TO THE CENTER OF DROP INLETS, MANHOLES AND JUNCTION BOXES, AND THE MIDPOINT OF THE LIP FOR CATCH BASINS, PIPE AND BOX CULVERT LENGTHS ARE REPORTED IN THE CONSTRUCTION DOCUMENTS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE, INCLUDING TRANSITIONS, HORIZONTAL AND VERTICAL BENDS. ALL PIPES SHALL BE RCP CLASS III, UNLESS OTHERWISE NOTED.

WEEP HOLES ARE TO BE CONSTRUCTED AS DIRECTED BY THE ENGINEER. IF REQUIRED, WEEP HOLES ARE TO BE CONSTRUCTED IN THE BOTTOM 1/4 OF THE STRUCTURE. ATTACH HARDWARE CLOTH (ALUMINUM OR GALVANIZED STEEL NO. 4 WIRE REINFORCEMENT) TO THE OUTSIDE OF THE STRUCTURE WITH HEAVY DUTY CONSTRUCTION ADHESIVE OVER THE WEEP HOLE. PLACE A POROUS FABRIC BAG FILLED WITH ONE CUBIC FOOT OF NO. 78M STONE AT EACH WEEP HOLE AGAINST THE HARDWARE CLOTH. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK.

UTILITIES:

UTILITIES ARE ILLUSTRATED FOR INFORMATION PURPOSES ONLY. THE CITY WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF UTILITY LOCATIONS, SIZES, DEPTHS, OR FOR COMPLETENESS OF UTILITY INFORMATION. PRIOR TO CONSTRUCTION AND VIA THE CITY UTILITY COORDINATOR AND CITY INSPECTOR, THE CONTRACTOR SHALL NOTIFY AND MEET WITH ALL UTILITIES AFFECTED TO DETERMINE UTILITY LOCATIONS. THE CONTRACTOR SHALL PROTECT ALL UTILITIES FROM DAMAGE CAUSED BY HIS OPERATIONS OR THOSE OF HIS AGENTS. THE CONTRACTOR SHALL HOLD THE CITY HARMLESS FOR ANY THIRD-PARTY INCONVENIENCE CREATED BY WORK OF HIS OWN FORCES OR THAT OF HIS AGENTS. ANY DAMAGES INCURRED SHALL BE THE CONTRACTORS FINANCIAL RESPONSIBILITY.

AS NEEDED, THE CONTRACTOR SHALL ADJUST/RELOCATE THE SANITARY SEWER AND WATER LINES ONLY. ALL OTHER ADJUSTMENTS/RELOCATIONS WILL BE PERFORMED BY THE VARIOUS UTILITY OWNERS. VIA THE CITY UTILITY COORDINATOR AND CITY INSPECTOR, THE CONTRACTOR SHALL COORDINATE WORK WITH UTILITY OWNERS SO AS NOT TO ADVERSELY AFFECT THE PROJECT SCHEDULE. THE CITY WILL NOT BE HELD RESPONSIBLE FOR ANY DELAYS OR DISRUPTIONS TO THE WORK SCHEDULE OF OTHER UTILITY OWNERS. THE CONTRACTOR SHALL STAY A MINIMUM OF 5 FEET AWAY FROM ALL UTILITY POLES.

- FOR UTILITY LOCATES CALL NORTH CAROLINA ONE-CALL @ 1-800-632-4949.
WARNING: OVERHEAD UTILITIES, UNLESS OTHERWISE NOTED FOR RELOCATION, THE CONTRACTOR IS TO WORK UNDER ALL EXISTING OVERHEAD UTILITIES.

THE CONTRACTOR SHALL ADJUST ALL WATER VALVES, WATER METER BOXES AND WATER VAULTS TO FINISHED GRADE. WATER METERS LOCATED IN SIDEWALKS OR CONCRETE DRIVEWAYS SHALL BE INSTALLED WITHIN CONCRETE BOXES.

GAS LINES WILL BE ADJUSTED/RELOCATED AS NEEDED BY PIEDMONT NATURAL GAS. VIA THE CITY UTILITY COORDINATOR AND CITY INSPECTOR, THE CONTRACTOR SHALL CONTACT PIEDMONT NATURAL GAS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION.

EXISTING SANITARY SEWER AND WATER LINE:

PRIOR TO THE BEGINNING OF ANY WATER AND/OR SANITARY SEWER WORK, CONTACT THE CHARLOTTE WATER PROJECT MANAGER, AND AN INSPECTOR WILL BE PROVIDED FOR WORK OVERSIGHT.

WHERE SANITARY SEWERS AND WATER LINES ARE ENCOUNTERED, THE CONTRACTOR SHALL USE CARE IN WORKING AROUND OR NEAR THEM. IF AN EXISTING SEWER OR WATER LINE IS DAMAGED, THE CONTRACTOR SHALL IMMEDIATELY REPORT THE PROBLEM TO CHARMECK 311 AND THE CHARLOTTE WATER PROJECT MANAGER AND INSPECTOR, AND REPLACE THE SEWER OR WATER LINE WITH CLASS 350 DUCTILE IRON PIPE. THE CONTRACTOR SHALL REPLACE A MINIMUM OF 18 FEET OF SANITARY SEWER AND/OR WATER LINE WITH CLASS 350 DUCTILE IRON PIPE WHEN ANY OF THE MINIMUM SEPARATION DISTANCES OUTLINED IN THE SPECIAL PROVISIONS FOR THIS PROJECT ARE NOT MET. ALL WATER VALVES, WATER METER BOXES, AND WATER VAULTS AFFECTED BY THIS CONSTRUCTION ARE TO BE ADJUSTED TO THE FINISHED GRADE BY THE CONTRACTOR.

WATER AND SEWER MAINS ARE TO REMAIN ACTIVE DURING CONSTRUCTION. IF THIS IS NOT POSSIBLE, THE CONTRACTOR SHALL FOLLOW CHARLOTTE WATER PROCEDURES AS OUTLINED IN THE DESIGN MANUAL AND SPECIAL PROVISIONS REGARDING OUTAGES. TEMPORARY WATER SERVICE AND BYPASS SEWER PUMPING. ALL PLANNED OUTAGES ARE TO BE COORDINATED WITH CHARLOTTE WATER, WITH A MINIMUM OF 72 HOURS NOTICES TO THE AFFECTED RESIDENTS AND BUSINESSES.

SANITARY SEWER AND WATER SERVICE LATERALS ARE NOT SHOWN ON THESE PLANS AND WILL BE ENCOUNTERED DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH CHARLOTTE WATER PERSONNEL TO ENSURE THAT ALL EXISTING SERVICES ARE RELOCATED AND KEPT IN SERVICE. THIS WORK IS INCIDENTAL TO ALL CONSTRUCTION ACTIVITIES.

SUBSURFACE PLANS:

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

MAIL BOXES:

THE CONTRACTOR SHALL RELOCATE ALL MAIL BOXES AS REQUIRED BY SECTION 107-11 OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. COORDINATE THIS WORK WITH THE U.S. POSTAL SERVICE.

GENERAL NOTES

FENCES:

THE CONTRACTOR SHALL REMOVE AND RESET FENCES AS NOTED ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

TREES, SHRUBS, AND HEDGES:

THE CONTRACTOR IS REQUIRED TO REMOVE TREES, SHRUBS, AND HEDGES WITHIN THE EASEMENT LINES UNLESS SHOWN ON THE PLANS TO BE PROTECTED. WHEN ROOT PRUNING IS NECESSARY, CUT ROOTS CLEANLY USING A DISC TRENCHER IN ACCORDANCE WITH SECTION 01000 OF THE CITY OF CHARLOTTE LANDSCAPE CONSTRUCTION STANDARDS. PRUNING SHALL BE PER THE LATEST STANDARD OF THE LANDSCAPE CONSTRUCTION STANDARDS MANUAL (TYP.) USE PLYWOOD FORMS WHEN TREE ROOTS ARE ADJACENT TO PROPOSED CURB & GUTTER OR SIDEWALK. USE CLD STD. 40.11 FOR BRIDGING TREE ROOTS. TREES SPECIFIED BY THE PLANS TO HAVE ASPHALT CURBING MUST USE CLD STD. 40.13. TREE PROTECTION SHALL BE IN ACCORDANCE WITH CLD STD. 40.02. WHEN THE TREE IS CLOSE TO THE WORK AREA TREE PROTECTION CLD STD. 40.12 SHALL BE USED.

SIDE SLOPES:

LIMITS OF PROPOSED SLOPES ARE INDICATED IN THE PLANS, DETAILS AND STANDARD DRAWINGS. THE MAXIMUM SLOPE SHALL NOT EXCEED A 3:1 (HORIZONTAL TO VERTICAL) UNLESS DESIGNATED BY THE ENGINEER. A CUT SLOPE OF 2:1 MAXIMUM WILL BE USED ONLY AS DIRECTED BY THE ENGINEER.

EROSION CONTROL:

THE CONTRACTOR SHALL MAINTAIN EROSION CONTROL DEVICES IN ACCORDANCE WITH THE APPROPRIATE CITY AND STATE EROSION AND SEDIMENT CONTROL ORDINANCES. THE CONTRACTOR SHALL PREVENT STANDING WATER DUE TO CONSTRUCTION. DISTURBED AREAS SHALL BE SEEDED AND MULCHED AT THE DIRECTION OF THE ENGINEER. THE CONTRACTOR SHALL FOLLOW THE EROSION CONTROL MEASURES SHOWN ON SHEET 4.

ACCESSIBLE RAMPS AND DEPRESSED CURB:

THE CONTRACTOR SHALL CONSTRUCT 6-INCH THICK CONCRETE ACCESSIBLE CURB RAMPS AT INTERSECTIONS IN ACCORDANCE WITH THE LATEST REVISIONS FOR ACCESSIBLE CURB RAMPS DETAILS, "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), CONSTRUCTION PLANS & NCDOT STANDARD DRAWINGS.

RUNNING SLOPES ALONG CURB RAMPS SHALL NOT EXCEED 8.3%, UNLESS RAMP IS GREATER THAN OR EQUAL TO 15 FEET LONG. RAMP MUST MAINTAIN CONSISTENT RUNNING SLOPE.

FLARES SHALL BE 10.0% MAXIMUM SLOPE (WHERE APPLICABLE), UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

RAMP CROSS SLOPE SHALL NOT EXCEED 2.1%, OR THE ADJACENT ROADWAY SLOPE AS MEASURED AT THE GUTTER PAN, WHICHEVER IS GREATER.

A LANDING SHALL BE PROVIDED AT ALL LOCATIONS WHERE A PEDESTRIAN MIGHT TURN TO CHANGE DIRECTION OF TRAVEL. THE LANDING SHALL BE A MINIMUM OF 4 FEET BY 4 FEET, UNLESS NOTED BY THE ENGINEER. TYPICALLY LANDING DIMENSIONS WILL MATCH SIDEWALK WIDTH. THE LANDING SHALL NOT EXCEED 2.1% SLOPE MEASURED PERPENDICULAR TO THE ROADWAY. THE LANDING ALSO SHALL NOT EXCEED 2.1% OR ADJACENT ROADWAY SLOPE, WHICHEVER IS GREATER, MEASURED PARALLEL TO THE ROADWAY.

SAWCUTS:

THE CONTRACTOR SHALL SAWCUT EXISTING ASPHALT AND/OR CONCRETE SURFACES PRIOR TO REMOVAL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SAW CUT WIDTH SHALL BE 1 FOOT MINIMUM FROM THE EXISTING EDGE OF PAVEMENT. SAW CUT PAVEMENT SHALL BE REPLACED AS WELL AS ADDITIONAL PAVEMENT REQUIRED TO TIE-IN TO FACE OF PROPOSED CURB AND GUTTER.

TRAFFIC CONTROL:

TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE "WORK AREA TRAFFIC CONTROL HANDBOOK" (WATCH) AND THE TRAFFIC CONTROL PLANS ON SHEET TCP1.

STANDARDS

THE FOLLOWING STANDARDS AND THE LATEST REVISION THERETO ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE ARE CONSIDERED A PART OF THESE PLANS. NCDOT STANDARDS SHALL BE USED. CHARLOTTE LAND DEVELOPMENT STANDARDS MAY BE USED IF THERE IS NOT AN APPLICABLE NCDOT STANDARD.

NCDOT:

Table with 2 columns: STD. NO., TITLE. Includes items like CONCRETE CURB, GUTTER, AND CURB & GUTTER; CONCRETE SIDEWALK; CURB RAMP; CONCRETE ISLANDS; WORK ZONE ADVANCE WARNING SIGNS; DRUMS; CONES.

CHARLOTTE:

Table with 2 columns: STD. NO., TITLE. Includes items like SIDEWALK TRANSITION; CATCH BASIN INLET PROTECTION.

CATS:

Table with 2 columns: STD. NO., TITLE. Includes item like BUS STOP WITH 5' X 10' SHELTER AND PLANTING STRIP.

ABBREVIATIONS

Table of abbreviations and their meanings, including ABANDONED, ALGEBRAIC DIFFERENCE, ASPHALT, APPROXIMATELY, BACK OF CURB, BITUMINOUS, BENCH MARK, BEARING, CATCH BASIN, CURB AND GUTTER, CLEARANCE, CHAIN LINK FENCE, CORRUGATED MTL PIPE, CONCRETE, CONSTRUCTION, DEED BOOK, DOUBLE CB, DROP INLET, FIRE HYDRANT, DRIVEWAY, DIMENSION, EAST/EASTING, EACH, ELEVATION, EDGE OF PAVEMENT, EASEMENT, EXISTING, FACE OF CURB, FLARED END SECTION, FIRE HYDRANT, FIBER OPTIC CABLE, GAS VALVE, HORIZONTAL, INTERSECTION, INVERT, IRON PIN SET, LENGTH, LINEAR FOOTAGE, LEFT, POUND, LIGHT POLE, MAXIMUM, MINIMUM, MONOLITHIC, MILES PER HOUR, METAL, NORTH/NORTHING, NOT TO SCALE, OVER HEAD, ON CENTER, PAVEMENT, POINT OF CURVATURE, PERMANENT, PAGE, POINT OF INT, PK NAIL SET, POWER POLE, PROPOSED, PROPOSED, POINT OF TANGENCY, POINT OF VERT INT, RADIUS, ROAD GRADE, RIGHT, REINFORCED CONC PIPE, RELOCATE, RIGHT OF WAY, SOUTH, SAWCUT, STORM DRAIN, SQUARE FOOT, SPLIT RAIL FENCE, SANITARY SEWER, STATION, STANDARD, SIDEWALK, TANGENT, TEMP CONST ESMT, TEMPORARY, TRAVERSE POINT, TEST WIRE, TYPICAL, UNDER GROUND, PERM UTILITY ESMT, VERTICAL CURVE, VERTICAL, WEST, WITH, WATER METER, WATER VAULT, WATER VALVE, SIXTY PENNY NAIL SET, FOOT, INCH.

CONVENTIONAL SIGNS

Table of conventional signs and their symbols, including Proposed Property Line, Existing Property Line, Maintained as R/W Line, Slope Stake Cut line, Slope Stake Fill line, Conservation Easement, Temporary Construction Easement, Sidewalk/Utility Easement, Storm Drainage Easement, Utility Easement, Post Construction Controls Easement, Existing Easement, Existing Gas Line, Proposed Gas Line, Existing Water Line, Proposed Water Line, Existing Sanitary Sewer, Proposed Sanitary Sewer, Existing Underground Telecommunications, Existing Underground Electric, Existing Overhead Utilities, Existing Overhead Electric, Existing Overhead Telephone, Existing Underground Cable TV, Existing Underground Fiber Optic, Existing Overhead Fiber Optic, Proposed Underground, Proposed Overhead, Existing Storm Drainage, Proposed Storm Drainage, Existing Guardrail, Proposed Guardrail, Existing Fence, Proposed Fence, Silt Fence, Proposed Safety Rail, Creek/Ditch, Railroad Tracks, Accessible Ramp Domes, Tree Protection, Proposed Curb & Gutter, Conc. Drive, Sidewalk, Proposed Asphalt Pavement, Proposed Rip Rap Ditch, Proposed Gravel, Proposed Pavement Removal, Proposed Sidewalk Bridging Tree Roots, Sidewalk Cross Slope Transition, Asphalt Milling.

CONVENTIONAL SIGNS

Table of conventional signs and their symbols, including Existing Tree, Existing Water Meter, Proposed Water Meter, Existing Water Valve, Proposed Water Valve, Existing Gas Valve, Existing Sanitary Sewer Manhole, Proposed Sanitary Sewer Manhole, Existing Storm Drain Manhole, Proposed Storm Drain Manhole, Existing Telephone Manhole, Proposed Telephone Manhole, Existing Electric Manhole, Proposed Electric Manhole, Existing Catch Basin, Proposed Catch Basin, Existing Light Pole, Proposed Light Pole, Existing Utility Pole, Guy Wire, Proposed Utility Pole, Iron Pin, Existing Fire Hydrant, Proposed Fire Hydrant, Existing Drop Inlet, Proposed Drop Inlet.



Plans Prepared By: BUILDING DESIGN GROUP, CITY OF CHARLOTTE PLANNING & DESIGN GROUP. 600 East Fourth Street, Charlotte, North Carolina 28202. Phone: (704) 336-2291, Fax: (704) 336-6886.

Table with columns: NO., DATE, BY, DESCRIPTION.



Ronak Patel, 07/17/2024

Table with columns: AS NOTED SCALE, RBP CHECKED BY, DATE, JOB NO., PREPARED BY, APPROVED BY.

VISION ZERO PHB: EASTWAY AT BISCAYNE PHB, GENERAL NOTES AND DETAILS

**RAMP NOTES**

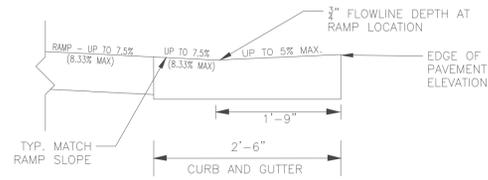
DESIGN SLOPES SHOWN ON THIS SHEET ARE APPROXIMATE. REFER TO GENERAL NOTES ON SHEET 2 FOR REQUIREMENTS.

NEW RAMP AND SIDEWALK CROSS SLOPES SHALL NOT EXCEED THE MAXIMUM ALLOWABLE AS DETAILED IN THE GENERAL NOTES ON SHEET 2.

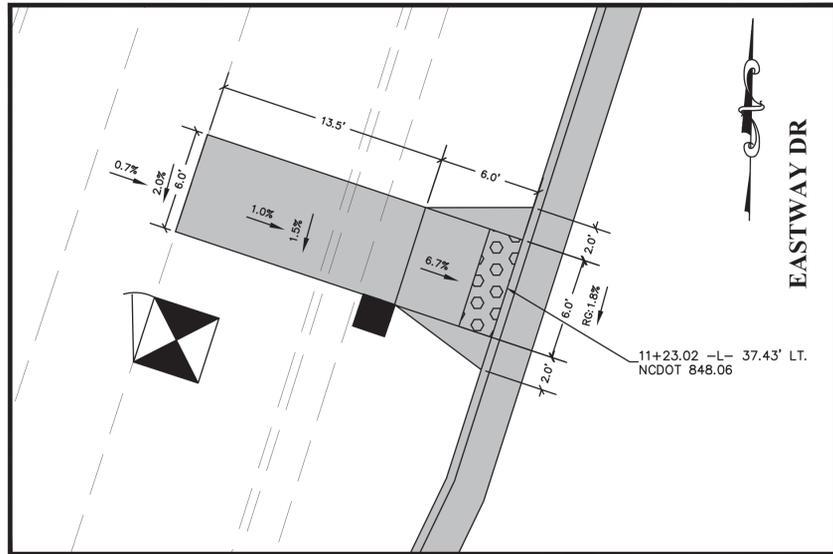
DETECTABLE WARNING DOME WIDTH SHALL MATCH PROPOSED RAMP WIDTH SHOWN.

PROVIDE LANDING FOR ALL RAMPS IN LOCATION SPECIFIED IN DETAILS AND PER MAXIMUM SLOPES SPECIFIED IN GENERAL NOTES ON SHEET 2.

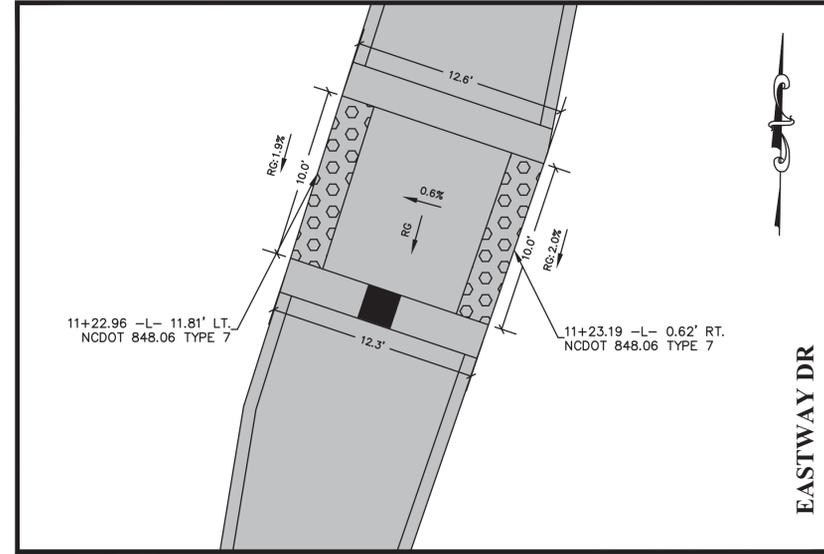
PROVIDE CROSS SLOPE TRANSITION PANEL IN LOCATIONS SPECIFIED IN DETAILS AND PLANS AND PER SLOPES AS SPECIFIED IN GENERAL NOTES ON SHEET 2.



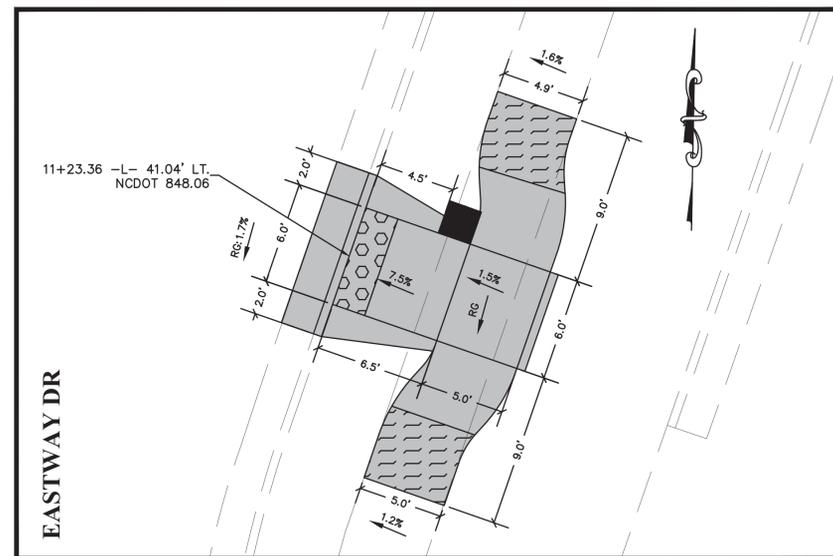
**2'-6" CURB AND GUTTER RAMP DETAIL (NTS)**  
 MAXIMUM SLOPES FOR CURB AND GUTTER DEPRESSION AT RAMPS



**CURB RAMP DETAIL 1**



**CURB RAMP DETAIL 2**



**CURB RAMP DETAIL 3**



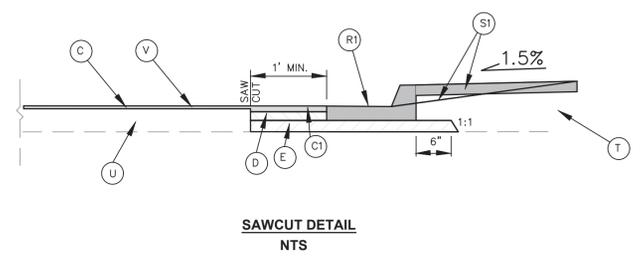
**Plans Prepared By:**  
 BUILDING  
 CITY OF CHARLOTTE  
 PLANNING & DESIGN GROUP  
 600 East Fourth Street  
 Charlotte, North Carolina 28202  
 Phone: (704) 336-2291  
 Fax: (704) 336-6866

NO.	DATE	BY	DESCRIPTION

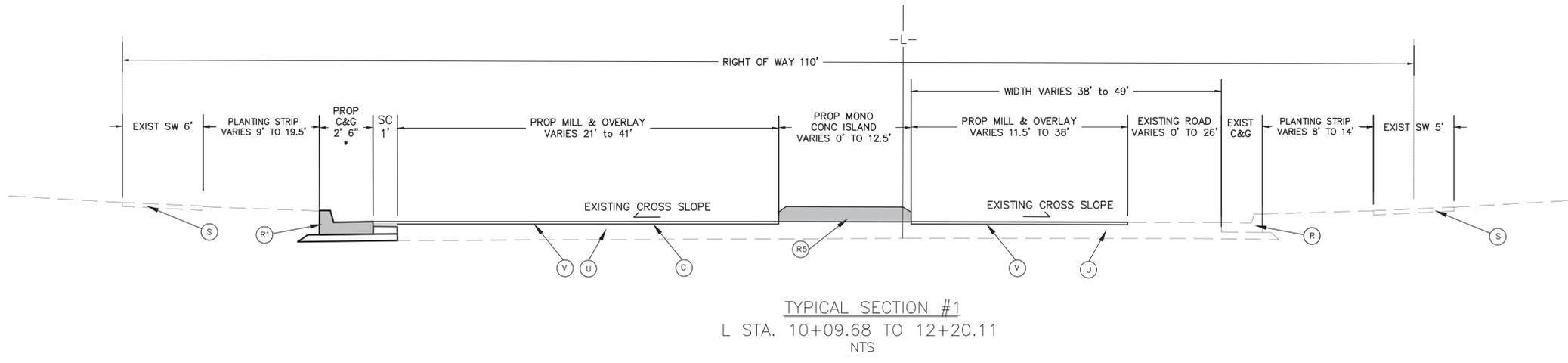
SEAL  
 054855  
 ENGINEER  
 RAJAKKUMAR PATEL  
 NORTH CAROLINA PROFESSIONAL  
 07/17/2024

PMES231779-1	1"=5'	SCALE	RBP	CHECKED BY	JULY 2024	DATE
JJS	ACB	APPROVED BY				

**VISION ZERO PHB:**  
**EASTWAY AT BISCAYNE PHB**  
**CURB RAMP**  
**DETAILS**



MATERIAL SCHEDULE	
C	PROPOSED APPROX. 1.5" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C1	PROPOSED APPROX. 3" OF ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
D	PROPOSED APPROX. 4" OF ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E	PROPOSED APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
R	EXISTING 2'-6" CURB AND GUTTER
R1	PROPOSED 2'-6" CURB AND GUTTER NCDOT 846.01
R5	PROPOSED 5" MONOLITHIC CONCRETE ISLAND
S	EXISTING SIDEWALK
S1	PROP 4" CONC SIDEWALK OR 6" RAMP
T	EARTHWORK
U	EXISTING PAVEMENT
V	APPROX. 1.5" MILLING



TYPICAL SECTION #1  
L STA. 10+09.68 TO 12+20.11  
NTS



Plans Prepared By:  
**BUILDING**  
 FOR CHARLOTTE  
 CITY OF CHARLOTTE  
 PLANNING & DESIGN GROUP  
 600 East Fourth Street  
 Charlotte, North Carolina 28202  
 Phone: (704) 336-2291  
 Fax: (704) 336-6886

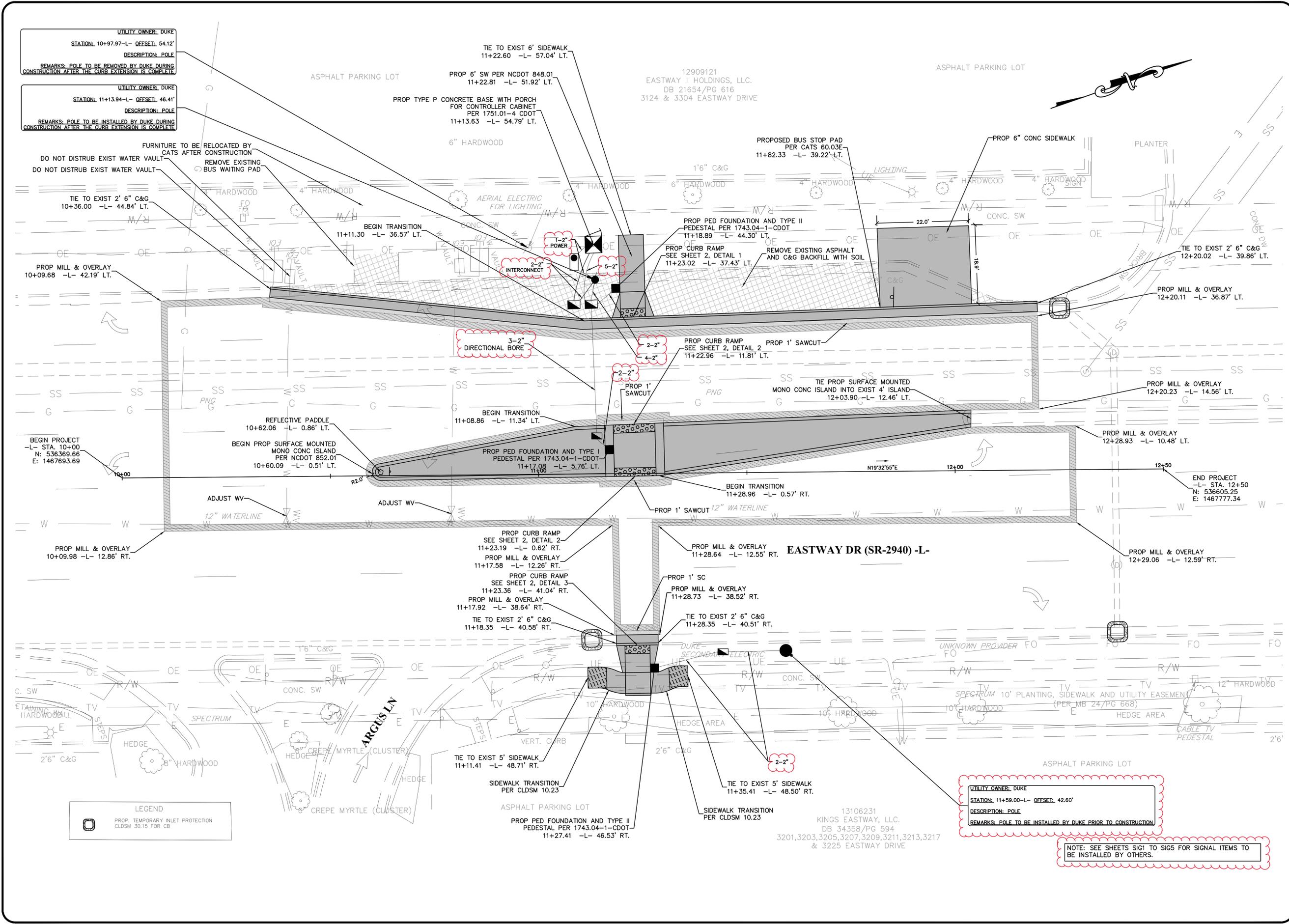
NO.	DATE	BY	DESCRIPTION



Rohank Patel  
07/17/2024

AS NOTED	SCALE	RBP	CHECKED BY	JULY 2024	DATE
PMES231779-1	JOB NO.	JJS	PREPARED BY	ACB	APPROVED BY

VISION ZERO PHB:  
 EASTWAY AT BISCAVNE PHB  
 TYPICAL SECTIONS



**Plans Prepared By:**  
**BUILDING**  
 CITY OF CHARLOTTE  
 PLANNING & DESIGN GROUP

600 East Fourth Street  
 Charlotte, North Carolina 28202  
 Phone: (704) 336-2291  
 Fax: (704) 336-6886

NO.	DATE	BY	DESCRIPTION
1	8/14/24	JUS	ADDED BOTH UBO BOXES
2	11/2/24	JUS	ADDED CONDUIT, PULL BOXES, AND BOTTOM UBO BOX



1" = 10'	SCALE	RBP	CHECKED BY	NOVEMBER 2024	DATE
PMES23179-1	JOB NO.	JUS	PREPARED BY	ACB	APPROVED BY

**VISION ZERO PHB:**  
**EASTWAY AT BISCAYNE PHB**

**PLAN & PROFILE**  
**STA. 10+00 TO 12+50**

GENERAL NOTES

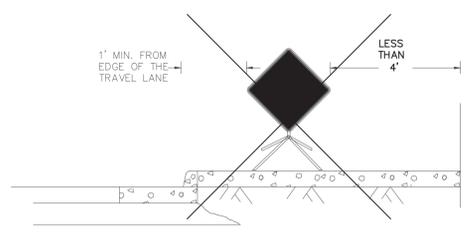
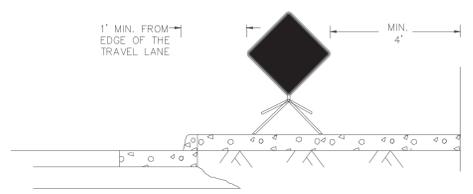
- A) ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE MOST CURRENT EDITIONS OF THE CHARLOTTE DEPT. OF TRANSPORTATION(CDOT) WORK AREA TRAFFIC CONTROL HANDBOOK(W.A.T.C.H.), THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES(M.U.T.C.D.), THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION(NCDOT) SUPPLEMENT TO THE M.U.T.C.D., THE NCDOT ROADWAY STANDARD DRAWINGS AND THE CURRENT EDITION OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
B) THE CONTRACTOR IS TO NOTIFY CDOT IN WRITING 10 WORKING DAYS IN ADVANCE OF ANY ROAD CLOSURE OR 5 WORKING DAYS PRIOR TO CLOSING ONE OR MORE TRAVEL LANES IN ACCORDANCE WITH THE SECTION "APPROVAL AND NOTIFICATION REQUIREMENT FOR WORK IN THE PUBLIC RIGHT-OF-WAY OF THE W.A.T.C.H. HANDBOOK.
C) ALL SIGNAL REVISIONS OR SHIFTS OF SIGNAL HEADS WILL BE THE RESPONSIBILITY OF CDOT; PRIOR TO REVISION TRAFFIC LANES WHICH REQUIRE SIGNAL REVISIONS, THE CONTRACTOR SHALL NOTIFY THE CDOT IMPLEMENTATION SECTION MANAGER (704-336-4119) OR THEIR REPRESENTATIVE A MINIMUM OF 30 CALENDAR DAYS IN ADVANCE. TRAFFIC LANES SHALL NOT BE SHIFTED UNTIL THE REQUIRED SIGNAL REVISION / SHIFT IS COMPLETE AND READY FOR ACTIVATION. ALL COMPLETE RESTRINGS OR NEW TRAFFIC SIGNALS REQUIRE 60 CALENDAR DAYS NOTICE.
D) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH, INSTALL, RELOCATE, AND MAINTAIN ALL TRAFFIC CONTROL DEVICES, SIGNS, BARRICADES, WARNING AND/OR CHANNELIZING DEVICES FOR WORK SITES AND DETOUR ROUTES AS SHOWN IN TRAFFIC CONTROL PLANS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.
E) CONSTRUCTION PHASING MAY DICTATE THAT TWO OR MORE TYPICAL W.A.T.C.H. DIAGRAMS OR STANDARDS BE USED IN ONE AREA OF CONSTRUCTION. CHANNELIZING DEVICES ASSOCIATED WITH THESE TYPICALS SHALL BE MOVED, SUPPLEMENTED, CHANGED, OR REMOVED AS NECESSARY TO COMPLY WITH THE CONSTRUCTION PHASING OF THE PLANS. THE LOCATION AND POSITIONING OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER TO ENSURE THAT THE MOTORIST DOES NOT RECEIVE FALSE INFORMATION WHEN TWO OR MORE TYPICALS AND/OR ROADWAY STANDARD DRAWINGS OVERLAP.
F) CONTRACTOR SHOULD BE AWARE THAT WHEN THE CONSTRUCTION AREA IS IN OR NEAR A VERTICAL CREST OR HORIZONTAL CURVE, THE WORK AREA SHALL BE EXTENDED SO THAT LANE CLOSURE BEGINS IN ADVANCE OF THE CURVE AND MINIMUM STOPPING SIGHT DISTANCE IS MET.
G) OFF-DUTY POLICE OFFICERS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER TO BE PRESENT FOR CONTROLLING TRAFFIC DURING CONSTRUCTION HOURS.
H) THE CONTRACTOR SHALL MARK ALL HAZARDS WITHIN THE LIMITS OF THE PROJECT WITH WELL-MAINTAINED SIGNS, BARRICADES, WARNING AND/OR CHANNELIZING DEVICES. ON CONNECTING ROADS, ALL BARRICADES, SIGNS, WARNING, AND/OR CHANNELIZING DEVICES SHALL BE MOVED, SUPPLEMENTED, CHANGED, OR REMOVED AS REQUIRED DURING THE PROGRESS OF CONSTRUCTION AS APPROVED BY THE ENGINEER.
I) WORK ON THE PROJECT OR ANY SEPARATE ACTIVITY THEREIN SHALL NOT START UNTIL ALL OF THE REQUIRED SIGNS, BARRICADES, WARNING, AND/OR CHANNELIZING DEVICES ARE INSTALLED AND APPROVED BY THE ENGINEER.
J) THE CONTRACTOR SHALL CONTACT THE CDOT IMPLEMENTATION SECTION MANAGER (704-336-4119) OR REPRESENTATIVE WITH THE CITY OF CHARLOTTE DEPARTMENT OF TRANSPORTATION (CDOT) TWO WEEKS PRIOR TO BEGINNING ANY WORK.
K) THE CONTRACTOR MUST MAINTAIN DURING ALL PERIODS OF CONSTRUCTION ACTIVITY THE ABILITY TO FLAG TRAFFIC USING QUALIFIED FLAGGERS WHEN NECESSARY OR REQUIRED.
L) THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT MARKINGS AND ADDRESS CONFLICTING PAVEMENT MARKINGS IN ACCORDANCE WITH THE SECTION "TEMPORARY TRAFFIC CONTROL ZONE DEVICES" OF THE W.A.T.C.H. HANDBOOK OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN ANY EXISTING PAVEMENT MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
M) THE CONTRACTOR SHALL MAINTAIN TWO WAY TRAFFIC ON ALL PORTIONS OF THIS PROJECT UNLESS OTHERWISE SPECIFIED IN THE PLANS, PROJECT NOTES, OR BY THE ENGINEER. FOR ALL APPROVED ROAD AND LANE CLOSURES, THE CONTRACTOR MUST NOTIFY THE CDOT IMPLEMENTATION SECTION MANAGER (704-336-4119) OR REPRESENTATIVE A MINIMUM OF TEN WORKING DAYS PRIOR TO THE ROAD CLOSING, AND FIVE WORKING DAYS PRIOR TO A 24-HOUR/PEAK HOUR LANE CLOSURE.
N) CONTRACTOR WILL BE REQUIRED TO PROVIDE PROPERTY OWNERS AND TENANTS ACCESS TO THEIR PROPERTY THROUGHOUT THE PROJECT LIMITS, INCLUDING REASONABLE INGRESS AND EGRESS FOR BUSINESSES. SPECIAL ATTENTION SHALL BE PAID TO FIRE HYDRANTS.
O) THE CONTRACTOR IS TO NOTIFY (BY MAIL) ALL PROPERTY OWNERS AND OCCUPANTS WHO HAVE DIRECT ACCESS TO THE ROADWAY WITHIN THE PROJECT LIMITS A MINIMUM OF 5 AND A MAXIMUM OF 10 WORKING DAYS PRIOR TO INSTALLING TRAFFIC CONTROL DEVICES IN FRONT OF THOSE PROPERTIES. NOTIFICATIONS SHOULD INCLUDE CONTACT PERSONS NAME, TELEPHONE NUMBER, EMAIL ADDRESS, AND MAILING ADDRESS.
P) THE CONTRACTOR SHALL PATROL THE WORK SITE AT THE BEGINNING AND END OF EACH WORK DAY, AT A MINIMUM, TO ENSURE THAT ALL TRAFFIC CONTROL DEVICES ARE IN PLACE AND FUNCTIONING PROPERLY. CONTRACTOR SHALL ENSURE THAT ALL TRAFFIC CONTROL DEVICES ARE IN PLACE AND FUNCTIONING AT ALL TIMES DURING PERIODS OF CONSTRUCTION INACTIVITY.
Q) DURING PERIODS OF INACTIVITY OR AT NIGHT, EQUIPMENT SHALL NOT BE PARKED IN SUCH A MANNER AS TO BLOCK SIDEWALKS, TRAFFIC CONTROL DEVICES, OR THE MOTORISTS' VIEW OF TRAFFIC. EQUIPMENT SHALL BE AT LEAST 10 FEET AWAY FROM THE TRAVEL LANE. EQUIPMENT SHALL NOT BLOCK SIDEWALKS AT ANY TIME UNLESS THE SIDEWALK ITSELF IS UNDERGOING CONSTRUCTION.
R) WHENEVER TRAFFIC MUST BE ROUTED ACROSS THE CENTERLINE DURING CONSTRUCTION ACTIVITY, THE TWO OPPOSING DIRECTIONS MUST BE PHYSICALLY SEPARATED. TRAFFIC CONES CAN BE USED FOR THIS PURPOSE DURING DAYLIGHT HOURS; REFLECTORIZED CONES OR DRUMS MUST BE USED AT NIGHT. TRAFFIC SHALL NOT BE ROUTED ACROSS THE CENTERLINE DURING CONSTRUCTION INACTIVITY UNLESS PAVEMENT MARKING CONFLICTS ARE APPROPRIATELY ADDRESSED AND AGREEMENT ON REMOVAL OR NOT IS WORKED OUT WITH THE ENGINEER IN ACCORDANCE WITH THE SECTION "DURATION OF WORK" OF THE W.A.T.C.H. HANDBOOK. IF THE ENGINEER APPROVES TRAFFIC TO CROSS THE CENTER LINE DURING CONSTRUCTION INACTIVITY, ONLY REFLECTORIZED DRUMS MUST BE USED.
S) THE CITY ENGINEER OR DIRECTOR OF THE CHARLOTTE DEPARTMENT OF TRANSPORTATION OR NCDOT ENGINEER OR THEIR REPRESENTATIVES ARE AUTHORIZED TO STOP ANY WORK WITHIN PUBLIC RIGHT OF WAY THAT DOES NOT FOLLOW THIS TRAFFIC CONTROL PLAN OR REQUIREMENTS OF THE W.A.T.C.H. AND THE M.U.T.C.D. UNTIL SUCH REQUIREMENTS ARE MET.
T) ADJACENT LANES TO CONSTRUCTION ZONES MAY REMAIN OPEN IF LATERAL CLEARANCE BETWEEN EDGE OF TRAVEL LANE AND EQUIPMENT IS EQUAL TO OR GREATER THAN 5 FEET ON NCDOT STREETS OR 2 FEET ON CITY STREETS (INCLUDING WIDTH OF DRUM). IF A DROPOFF EXISTS WITHIN THE WORK ZONE, CONTRACTOR SHOULD FOLLOW THE SECTION "MISCELLANEOUS CONSIDERATIONS" OF THE W.A.T.C.H. HANDBOOK PERTAINING TO ADJACENT LANE CLOSURES DUE TO DROPOFFS.
U) THE CONTRACTOR SHALL FOLLOW THE PHASING AS DESCRIBED HEREIN. THE CONTRACTOR SHALL COMPLETE THE REQUIREMENTS OF EACH CONSTRUCTION PHASE IN SEQUENCE. WHEN A CONSTRUCTION PHASE IS DIVIDED INTO STEPS, THE CONTRACTOR SHALL COMPLETE THE REQUIREMENTS OF EACH STEP IN SEQUENCE UNLESS OTHERWISE SPECIFIED IN THE PLAN OR APPROVED BY THE ENGINEER. (EXAMPLE: THE REQUIREMENTS OF PHASE I SHALL BE COMPLETED BEFORE PROCEEDING TO PHASE II; THE REQUIREMENTS OF STEP 1 OF PHASE I SHALL BE COMPLETED BEFORE PROCEEDING TO STEP 2 OF PHASE I). ALL WORK DESCRIBED IN THE PROJECT PHASING SHALL BE PERFORMED BY THE CONTRACTOR, EXCEPT WHERE IT IS SPECIFIED FOR CERTAIN WORK TO BE PERFORMED BY OTHERS.
V) THE CONTRACTOR SHALL NOT BE ALLOWED TO STOP TRAFFIC FOR MORE THAN 5 MINUTES AT A TIME IN ANY ONE DIRECTION.
W) CONTRACTOR SHALL NOT BE ALLOWED TO WORK ON BOTH SIDES OF THE ROAD SIMULTANEOUSLY WITHIN THE SAME AREA EXCEPT WHERE THE ROADWAY IS DIVIDED BY A RAISED MEDIAN AND PEDESTRIAN TRAFFIC IS MAINTAINED ON AT LEAST ONE SIDE UNIMPEDED. IT WILL BE ACCEPTABLE TO CONSTRUCT BORE PITS ON EACH SIDE OF A ROADWAY FOR BORING UTILITIES UNDER THE ROADWAY UNLESS SUPERCEDED BY ENGINEER TO COMPLY WITH PEDESTRIAN REQUIREMENTS OR LATERAL CLEARANCE FROM TRAVEL LANES.
X) THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO THE SECTION "PEDESTRIAN CONSIDERATIONS" OF THE W.A.T.C.H. PEDESTRIANS MUST NOT BE REROUTED TO CROSS TO THE OTHER SIDE OF THE ROAD UNLESS THE ENGINEER AGREES THAT THERE IS NO ALTERNATE SAFE ROUTE ON THE SAME SIDE OF THE STREET. THE ALTERNATIVE PEDESTRIAN ROUTE IF APPROVED/USED MUST INCLUDE ACCESSIBILITY AND DETECTABLE FEATURES CONSISTENT WITH THE EXISTING PEDESTRIAN FACILITY.
Y) THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO THE SECTION "TEMPORARY TRAFFIC CONTROL ZONE DEVICES" OF THE W.A.T.C.H. NEITHER PORTABLE NOR PERMANENT SIGNS OR SIGN SUPPORT SHOULD OBSTRUCT SIDEWALKS UNLESS THE SIDEWALK ITSELF IS UNDERGOING CONSTRUCTION. A 4' MINIMUM CLEAR PATH MUST BE MAINTAINED WHEN A PORTABLE SIGN IS TO BE PLACED IN THE EXISTING SIDEWALK OTHERWISE, ROAD SIGNS SHOULD BE MOUNTED ON A POST WITH A MINIMUM VERTICAL CLEARANCE OF 7' FROM THE SURFACE OF THE SIDEWALK.

PROJECT NOTES

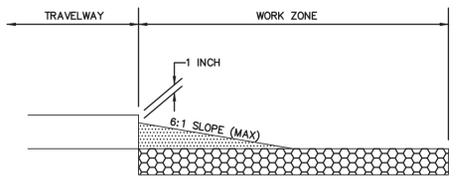
- 1. CONTRACTOR SHALL PROVIDE AND INSTALL ALL FINAL PAVEMENT MARKINGS AND SHALL PROVIDE AND INSTALL ALL FINAL SIGNAGE.
2. CONTRACTOR SHALL ONLY WORK ON ONE CORNER OF AN INTERSECTION AT A TIME.
3. DURING THE HOURS OF 7:00 AM-9:00 AM AND 4:00 PM 6:00 PM MONDAY THRU FRIDAY CONSTRUCTION OR MAINTENANCE WORK WHICH INVOLVES CLOSURE OF A TRAVEL LANE ON CITY STREETS WILL NOT BE ALLOWED. DURING THE HOURS OF 8:00 AM TO 8:00 PM MONDAY THRU FRIDAY CONSTRUCTION MAINTENANCE WORK WHICH INVOLVES CLOSURE OF A TRAVEL LANE ON NCDOT STREETS WILL NOT BE ALLOWED EXCEPT FOR EMERGENCY SITUATIONS OR WITH APPROVAL FROM CDOT OR NCDOT.
4. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TO ONE STREET AT A TIME, UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TO ONE BLOCK EACH DAY IN ORDER TO DECREASE THE AMOUNT OF BACKFILL.

CONSTRUCTION PHASING

PHASE I: THE CONTRACTOR SHALL PLACE ALL CONSTRUCTION WARNING SIGNS ONE WEEK PRIOR TO THE BEGINNING OF WORK PER NCDOT 1101.01 SHEET 3 OF 3. THE APPROACH WARNING SIGNS SHALL BE PLACED ON EASTWAY DRIVE AND SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED.
PHASE II: THE CONTRACTOR SHALL CONSTRUCT PAVEMENT, CURB & GUTTER, RAMPS, ISLANDS, FOUNDATIONS, AND SIDEWALK WITHIN THE PROJECT LIMITS USING NCDOT STD. 1101.02 SHEETS 3 AND 7 OF 19.
PHASE III: THE CONTRACTOR SHALL MILL AND OVERLAY TO THE LIMITS SHOWN ON THE PLANS AND COMPLETE PAVEMENT MARKING WORK USING NCDOT STD. 1101.02 SHEETS 3 AND 7 OF 19.
PHASE IV: THE CONTRACTOR SHALL REMOVE ALL TEMPORARY SIGNAGE.



ALTERNATIVE OPTION IS TO PLACE SIGN BEHIND SIDEWALK WHEN POSSIBLE. OTHERWISE, MAY NEED TO POST MOUNT SIGN WITH 7' MINIMUM VERTICAL CLEARANCE FROM SIDEWALK SURFACE



DETAIL A
N.T.S.



Plans Prepared By:
600 East Fourth Street
Charlotte, North Carolina 28202
Phone: (704) 336-2291
Fax: (704) 336-6886



Table with 4 columns: NO., DATE, BY, DESCRIPTION.

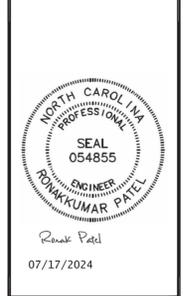
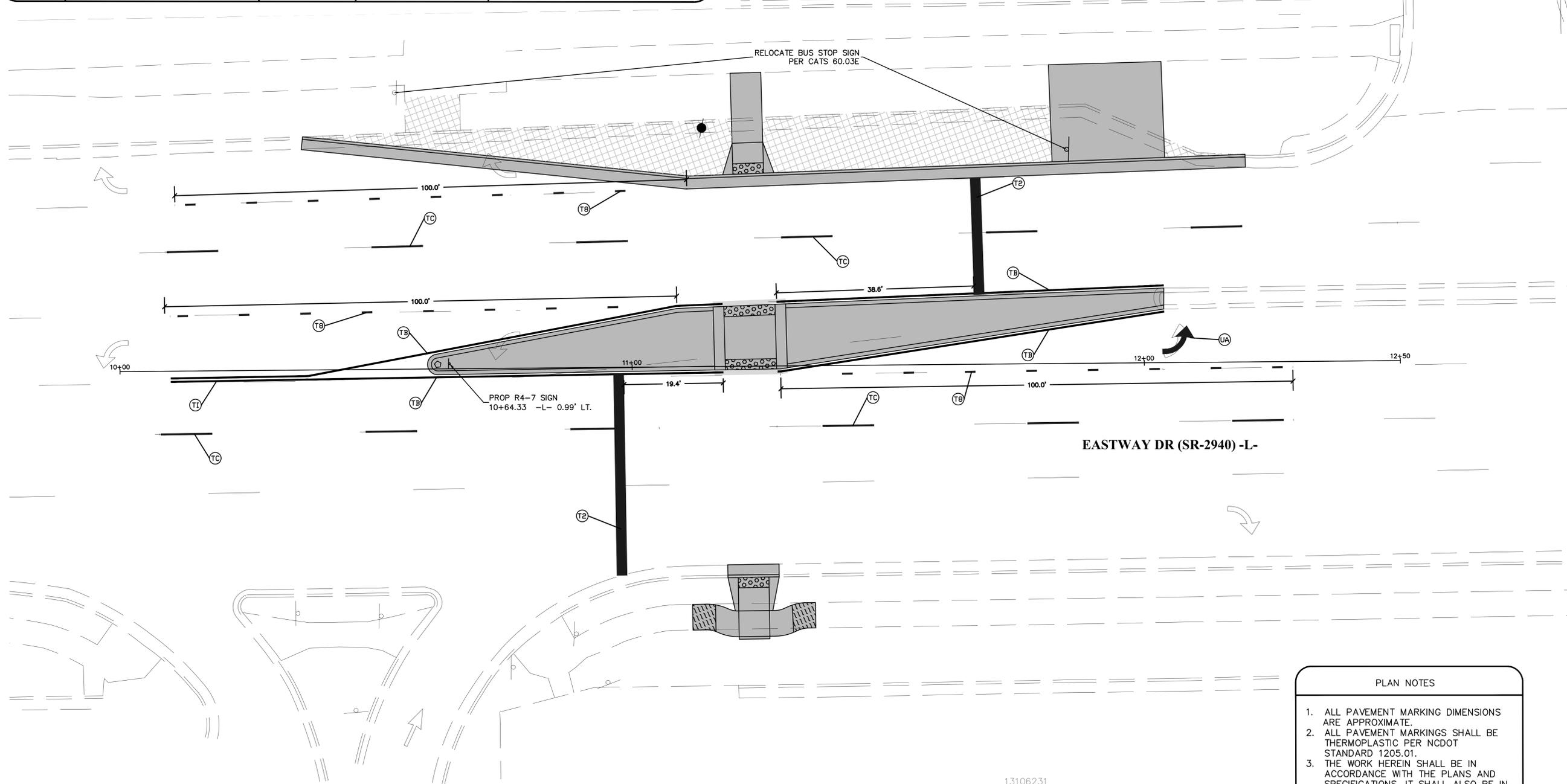


Table with 2 columns: AS NOTED, SCALE, RBP, CHECKED BY, DATE. Includes values like JULY 2024.

VISION ZERO PHB: EASTWAY AT BISCAVNE PHB
TRAFFIC CONTROL NOTES
SHEET TCP1 OF TCP1

SYMBOL	DESCRIPTION	QUANTITY BREAKDOWN	STANDARD	PAY ITEM
Ⓣ	WHITE STOPBAR	62 LF	NCDOT STD. 1205.01	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 mils)
ⓉB	3 FT. - 9 FT./SP WHITE MINISKIP	75 LF	NCDOT STD. 1205.01	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 mils)
ⓉB	YELLOW EDGELINE	316 LF	NCDOT STD. 1205.01	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 mils)
ⓉC	10 FT. WHITE SKIP	120 LF	NCDOT STD. 1205.01	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 mils)
ⓉI	YELLOW DOUBLE CENTER	58 LF	NCDOT STD. 1205.01	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 mils)
ⓉA	LEFT TURN ARROW	1 EA	NCDOT STD. 1205.08	THERMOPLASTIC PAVEMENT MARKING SYMBOLS, LEFT-TURN ARROW

12909121  
EASTWAY II HOLDINGS, LLC.  
DB 21654/PG 616  
3124 & 3304 EASTWAY DRIVE



EASTWAY DR (SR-2940) -L-

13106231  
KINGS EASTWAY, LLC.  
DB 34358/PG 594  
3201,3203,3205,3207,3209,3211,3213,3217  
& 3225 EASTWAY DRIVE

- PLAN NOTES
1. ALL PAVEMENT MARKING DIMENSIONS ARE APPROXIMATE.
  2. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER NCDOT STANDARD 1205.01.
  3. THE WORK HEREIN SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. IT SHALL ALSO BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NCDOT ROADWAY STANDARD DRAWINGS & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).



Plans Prepared By:  
**BUILDING**  
CITY OF CHARLOTTE  
PLANNING & DESIGN GROUP  
600 East Fourth Street  
Charlotte, North Carolina 28202  
Phone: (704) 336-2291  
Fax: (704) 336-6886

NO.	DATE	BY	DESCRIPTION
1	11/12/24	JJS	REMOVED NOTE THAT SAID MARKINGS WOULD BE BY OTHERS



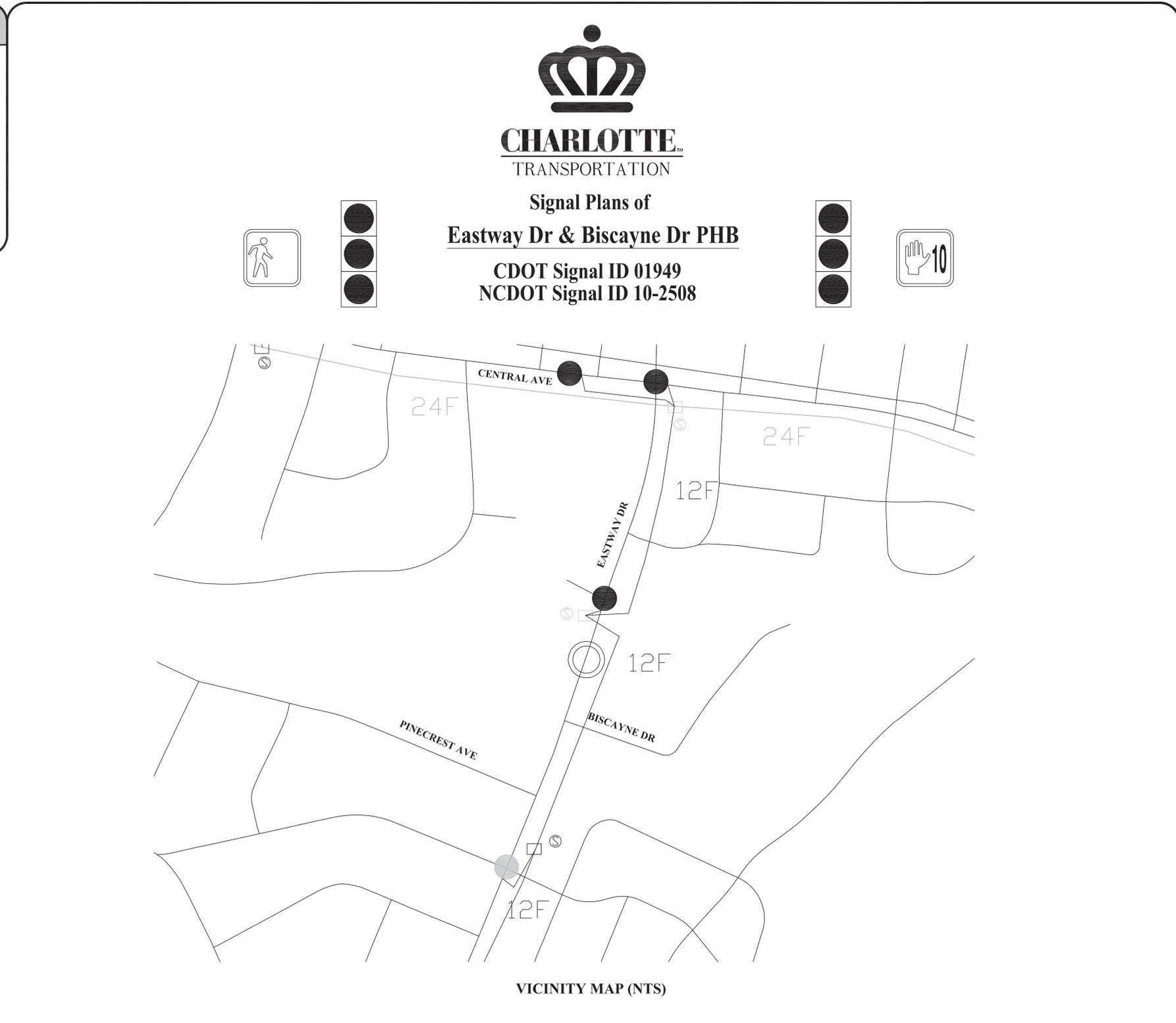
Rank Patel  
11/20/2024

1" = 10'	SCALE	RBP	CHECKED BY	NOVEMBER 2024	DATE
PMES231779-1	JOB NO.	JJS	PREPARED BY	ACB	APPROVED BY

VISION ZERO PHB:  
EASTWAY AT BISCAVNE PHB  
PAVEMENT MARKING &  
SIGNING PLAN

SHEET  
PM1  
OF  
PM1

INDEX OF SHEETS	
Cover Sheet	
Signal Plan .....	SIG1
Signal Details .....	SIG2
Splice Detail .....	SIG3
Signal Wiring Diagram .....	SIG4
Low Voltage Wiring Diagram .....	SIG5
TOTAL SHEETS 5	



LEGEND		
PROPOSED	DESCRIPTION	EXISTING
	CONTROL BOX	
	METER PEDESTAL	
	PULL BOX	
	STEEL POLE	
	MAST ARM	
	PED PEDESTAL	
	UTILITY POLE	
	ANCHOR	
	SIGNAL HEAD	
	VIDEO CAMERA	
	OPTICOM	
	OBSERVATION CAM	
	DETECTOR	
	CONDUIT	
	INTERCONNECT	
	EDGE OF PVMT.	
	CURB & GUTTER	
	TUBULAR MARKER	
	GROUND SIGN	
	OVERHEAD SIGN	
	DOUBLE YELLOW	
	STOP BAR	
	WHITE SKIP	
	WHITE MINI	
	PAVEMENT ARROW	
	PROPERTY LINE	
	ROW	

PULLBOX ID		
	SIZE	PULLBOX TYPE
①	13"x24"x12"	LOOP
②	17"x30"x24"	FIBER OPTIC
③	24"x36"x24"	CONTROLLER / FIBER
④	30"x48"x36"	CONTROLLER
⑤	24"x24"x12"	CONTROLLER
⑥	36"x36"x12"	CONTROLLER

NOTE:  
PULLBOX MATERIAL MUST MEET OR EXCEED THE 1998 CDOT TRAFFIC SIGNAL SPECIFICATIONS.

**PLANS PREPARED BY:**

**City of Charlotte**  
**Department of Transportation**  
 600 East 4th Street Charlotte, NC 28202  
 Phone: (704) 336-4119  
 Fax: (704) 336-4400

**PLAN NOTES**

- ALL PAVEMENT MARKING DIMENSIONS ARE APPROXIMATE.
- SIGNAL SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST CDOT STANDARD SPECIFICATIONS AND CDOT TRAFFIC SIGNAL SPECIAL PROVISIONS.
- PED SIGNALS WITH PUSHBUTTONS WILL BE LABELED "PB" (FOR EXAMPLE PB21, PB22)
- COUNTDOWN PEDESTRIAN SIGNALS SHALL COUNT DOWN FLASHING DON'T WALK ONLY.

**PE SEAL**

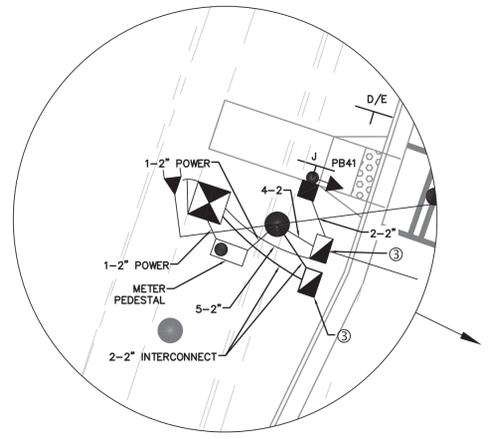
*Onk P. Patel* 05/09/2024  
 SIGNATURE DATE

PROJECT TEAM	
DESIGNER:	ANDREA WRIGHT
PROJECT MANAGER:	DEVENDRA PATEL
TIMING ENGINEER:	SALEEM BARAKZAI

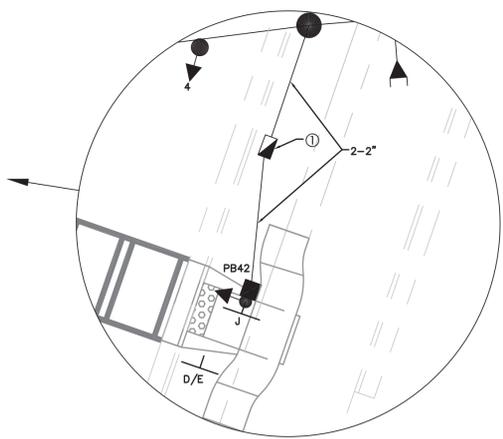
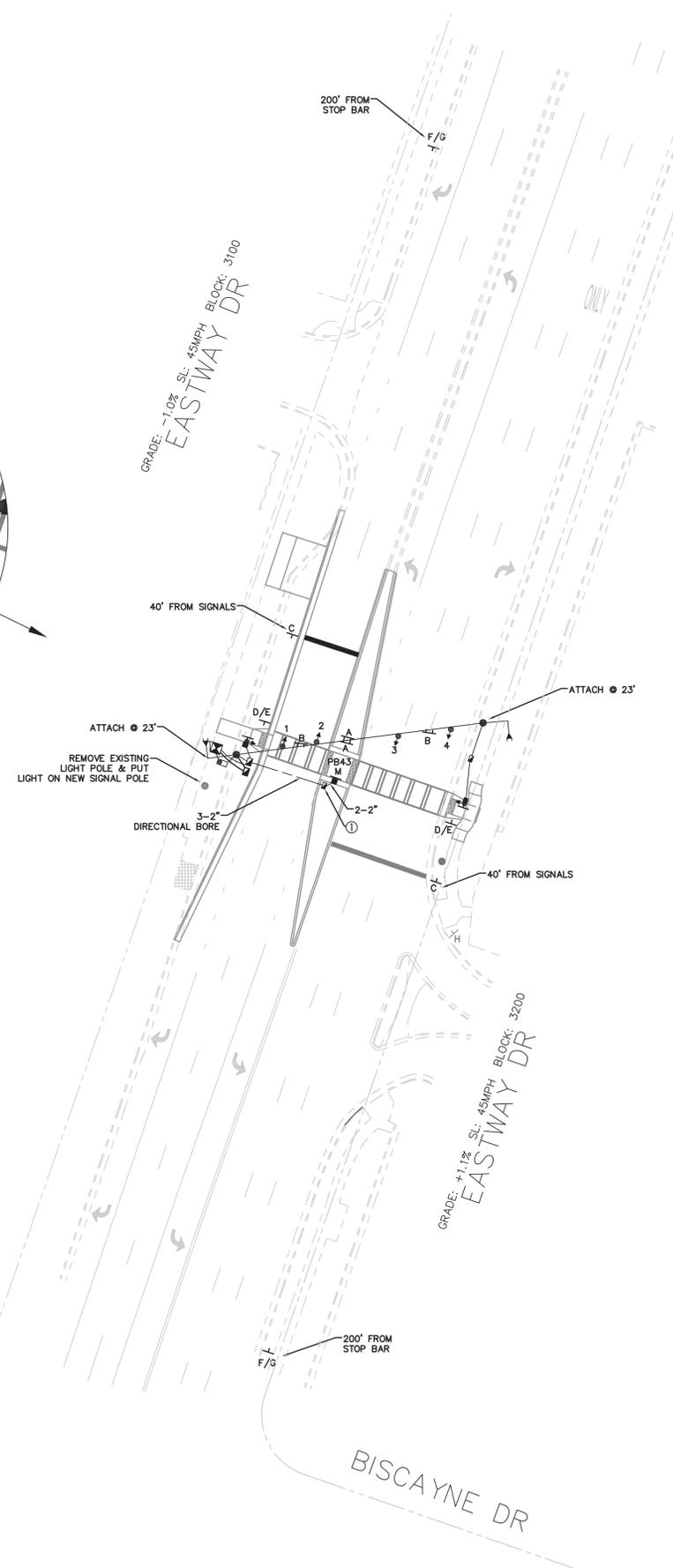


NCDOT Signal ID 10-2508 / Signal ID 01949

EASTWAY DR & BISCAYNE DR PHB



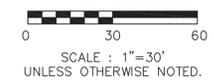
DETAIL SCALE: 1"=10'



DETAIL SCALE: 1"=10'

**SIGN ID**

A 84" x 15"	B R10-23 24" x 30"	C R10-6a 24" x 30"	D W11-2 30" x 30"	E W16-7P L 30" x 18"	F W3-3a 30" x 30"	G W16-9C 24" x 12"	H R1-1 30" x 30"
J R10-3(L)EFT	K R10-3(R)IGHT	M R10-3b					



**Plans Prepared By:**  
CITY OF CHARLOTTE  
DEPARTMENT OF TRANSPORTATION  
600 E. 4TH ST. CHARLOTTE, NC 28202  
704.386-4119 FAX 704.386-4400

NO.	DATE	BY	REVISION DESCRIPTION



SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

01949 SIGNAL NO.	AW PREPARED BY	01-2024 DATE
10-2508 NC DOT ID NO.		

**SHEET SIG1 OF SIG5**  
**EASTWAY DR & BISCAYNE DR PHB**  
**SIGNAL PLAN**

### SIGNAL PHASING

Ring Configuration 2,4,a,3

MIN RECALL

RED REST

### SIGNAL SEQUENCE

RING 1	PHASE 2			PHASE 4			FLASH
	R/W	CL1	CL2	R/W	CL1	CL2	
SIGNAL ID NUMBER	1,2,3,4	DARK	Y				Y
1L,2L,3L,4L				R	R	DARK	DARK
1R,2R,3R,4R				R	DARK	R	DARK
PB41-PB42				W	FDW	FDW	DARK

1. PHASES 3 SHALL BE OMITTED IN THE CONTROLLER PROGRAMMING TO PREVENT THE CONTROLLER FROM TIMING PHASES 3 GREEN OR YELLOW (DUMMY PHASE). THE PHASE 3 RED INDICATIONS ARE TURNED OFF BY LOGIC PROCESSOR PROGRAMMING IN THE CONTROLLER WHEN PHASE 2 IS GREEN, FLASHING YELLOW, OR SOLID YELLOW.  
 2. SIGNAL SHALL REST IN PHASES 2 GREEN (DARK) AND PHASES 4 IN SOLID DON'T WALK UNTIL ACTIVATION.  
 3. UPON ACTIVATION BY PHASE 4, PHASE 2 YELLOW SHALL FLASH, IMMEDIATELY AFTER THE PHASE 2 FLASHING YELLOW INTERVAL, PHASE 2 SHALL HAVE A SOLID YELLOW INTERVAL. IMMEDIATELY AFTER THE PHASE 2 SOLID YELLOW INTERVAL, PHASE 2 AND PHASE 3 SHALL BOTH DISPLAY A SOLID ALL-RED INDICATION BEFORE PHASE 4 PEDESTRIAN SIGNALS DISPLAY A WALK INDICATION. PHASE 2 AND PHASE 3 SHALL CONTINUE TO DISPLAY A SOLID ALL-RED INDICATION WHILE THE PHASE 4 WALK IS TIMING. AFTER PHASE 4 WALK HAS TIMED AND BEGINS TIMING THE FLASHING-DON'T-WALK INTERVAL, THE PHASE 2 AND PHASE 3 RED INDICATIONS SHALL OPERATE WITH AN ALTERNATING FLASHING RED SEQUENCE. AFTER THE PHASE 4 FLASHING-DON'T-WALK HAS TIMED, THE SIGNAL SHALL REST IN PHASE 2 GREEN (DARK) UNTIL THE NEXT ACTIVATION.

### OVERLAP PHASE

PEDESTRIAN OVERLAP-PHASE	SIGNAL ID NUMBER	R/W	OTH	LEFT RED	RIGHT RED	FLASH

FLASHING YELLOW BALL

### TURNING MOVEMENT COUNT

Phase	1	2	3	4	5	6	7	8
% Grade		-2.6%						
Distance		60						
Approach Speed (mph)		45						
Yellow		5.0						
All Red		5.0						
Total Clearance		10.0						

### SIGN ID

### SIGNAL HEAD ID

### MALFUNCTION MANAGEMENT UNIT / CONFLICT MONITOR

### DETECTOR RACK SETUP

### PROGRAMMING DETAIL

(program card and tables as shown)

CHANNEL NUMBER	ENABLE/DISABLE
1	DISABLE
2	ENABLE
3	ENABLE
4	ENABLE
5	DISABLE
6	DISABLE
7	DISABLE
8	DISABLE
9	DISABLE
10	DISABLE
11	DISABLE
12	DISABLE
13	DISABLE
14	DISABLE
15	DISABLE
16	DISABLE

OPTION	SETTING
RECURRENT PULSE	ON
WALK DISABLE	OFF
LOG CVM FAULTS	ON
EXTERN WATCHDOG	OFF
24V-2#12VDC	OFF
PGM CARD MEMORY	ON
LEDguard	ON
FORCE TYPE 16	OFF
TYPE12-SDLC	OFF
VM 3xDay Latch	ON

MMU PROGRAMMING NOTE:  
ENSURE YELLOW CHANGE PLUS RED CLEARANCE MONITORING IS ENABLED FOR ALL CHANNELS.

### ECONOLITE EOS-2070 SPECIAL MMU PROGRAMMING

(program controller as shown)

- From Main Menu select **1. CONFIGURATION**
- From CONFIGURATION Submenu select **1. CABINET**
- From PORT 1 (SDLC) Submenu select **4. MONITOR PROGRAMMING**

**CAUTION!**  
Set intersection to Flash before attempting to enter or change any MMU programming data.  
This programming and that of the MMU programming card must match exactly. If they do not, the intersection will be placed into Flash.

```

MMU PROGRAM [ MANUAL ]

CH 6 5 4 3 2 1 0 9 8 7 6 5 4 3 2
1 .....
2 ..... X
3 ..... X
4 .....
5 .....
6 .....
7 .....
8 .....
9 .....
10 .....
11 .....
12 .....
13 .....
14 .....
15 .....
    
```

END PROGRAMMING

INSERT DETECTOR CARDS IN RACK ACCORDING TO THE DETAIL SHOWN BELOW. PARTICULAR DETECTOR CHANNELS WILL CALL PHASES INDICATED.

| DET BIU #1 | SLOT  | DET BIU #2 |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|------------|
|            | EMPTY |            |

### APS PUSH BUTTON INPUT SETUP

01949 SIGNAL NO. 10-2508 NCDOT ID NO.

AW PREPARED BY 01-2024 DATE

**EASTWAY DR & BISCAYNE DR PHB**

**SIGNAL DETAILS**

SHEET **SIG2** OF **SIG5**

Plans Prepared By: CITY OF CHARLOTTE DEPARTMENT OF TRANSPORTATION 600 E. 4TH ST. CHARLOTTE, NC 28202 704.536-4119 FAX 704.536-4400

REVISION DESCRIPTION

BY

DATE

NO.

SEALED 03/17/08

SIGNATURE

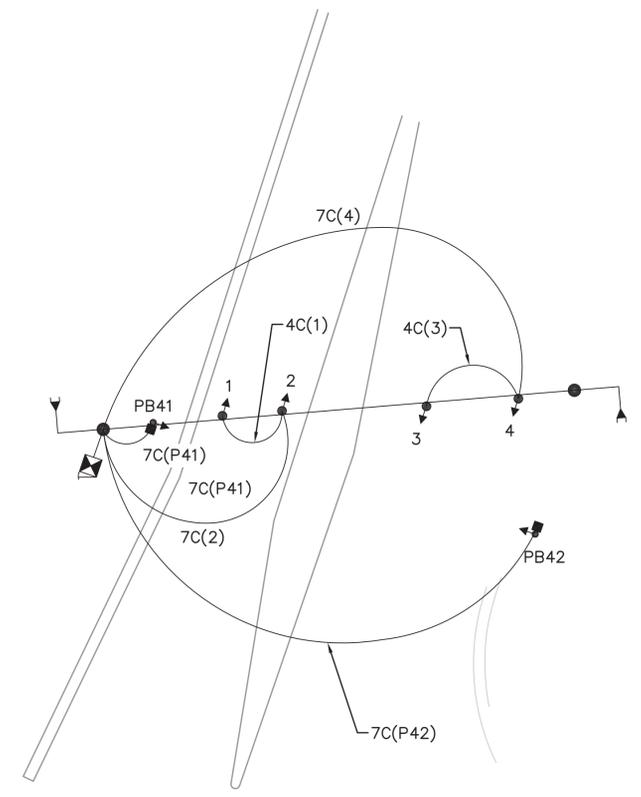
DATE



### SIGNAL HEAD WIRING

CHANNEL		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PHASE		1	2	3	4	5	6	7	8	2 PED	4 PED	6 PED	8 PED	OL-A	OL-B	OL-C	OL-D
SIGNAL HEAD NO.		NU	21	22	31	PB41	PB42	NU	NU	NU	NU	NU	NU	NU	NU	NU	NU
RED	Wire		22R	21R	31R												
	Terminal		LS2-R	[22R]	LS3-R												
YELLOW	Wire		22Y	21Y													
	Terminal		LS2-Y	[22Y]													
GREEN	Wire		LOAD RESISTOR														
	Terminal																
RED ARROW	Wire																
	Terminal																
YELLOW ARROW	Wire																
	Terminal																
FLASHING YELLOW	Wire																
	Terminal																
GREEN ARROW	Wire																
	Terminal																
DON'T WALK	Wire					P41R	P42R										
	Terminal					LS10-R	LS10-R										
WALK	Wire					P41G	P42G										
	Terminal					LS10-G	LS10-G										

[XX\*] = TERMINAL BLOCK IN SIGNAL HEAD | LSX\* = TERMINAL IN LOAD BAY



SIGNAL WIRE NAMING CONVENTION:  
 CABLES:  
 xC(nn) x = #of conductors in cable, nn = cable number  
 WIRES:  
 nnA nn = cable number, A = conductor in cable  
 EXAMPLE: 7C(41)

NOTE: Conductor colors may vary. Record plan actual colors installed.



**Plans Prepared By:**  
 CITY OF CHARLOTTE  
 DEPARTMENT OF TRANSPORTATION  
 600 E. 4TH ST. CHARLOTTE, NC 28202  
 704.386-4119 FAX 704.386-4400

NO.	DATE	BY	DESCRIPTION

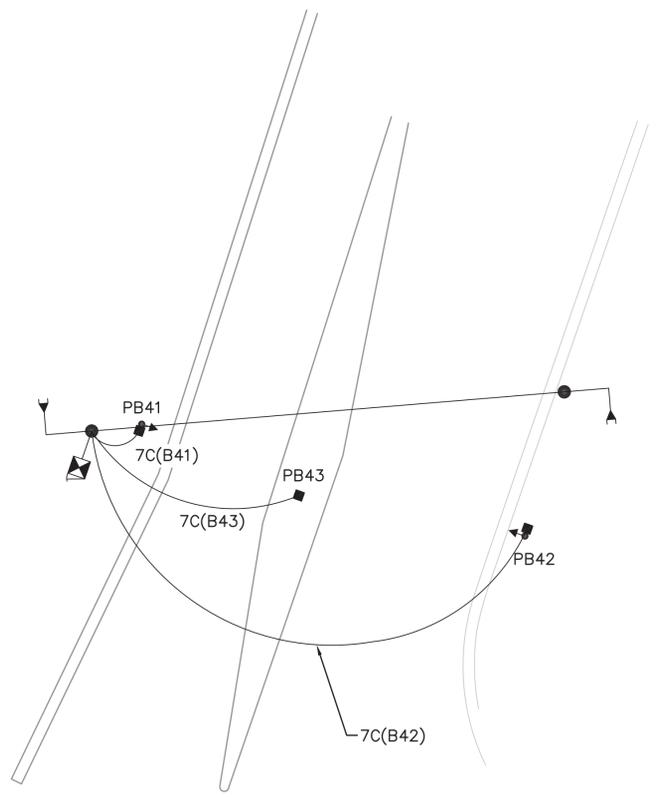


SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

01949	SIGNAL NO.	AW	PREPARED BY	01-2024	DATE
10-2508	NC DOT ID NO.				

**EASTWAY DR & BISCAYNE DR PHB**  
**SIGNAL WIRING DIAGRAM**

SHEET **SIG4** OF **SIG5**



**LOW-VOLTAGE WIRE NAMING CONVENTION:**  
**CABLES:**  
 (Ann) A = Loops(L)/Pushbutton(B) nn = cable number

**WIRES:**  
 Ann-C-D A = Loops(L)/Pushbutton(B), nn = cable number,  
 C = pair number, D = conductor in pair

**EXAMPLE: (L41)**

**NOTE:** Conductor colors may vary. Record plan actual colors installed.

**NOTE:**  
 ALL LEAD-IN WIRE SHOULD BE TWO PAIR CABLE



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NO.	DATE	BY	DESCRIPTION



SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

01949 SIGNAL NO.	AW PREPARED BY	01-2024 DATE
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**EASTWAY DR &  
 BISCAYNE DR PHB**

**LOW VOLTAGE  
 WIRING DIAGRAM**

SHEET  
**SIG5**

OF  
**SIG5**