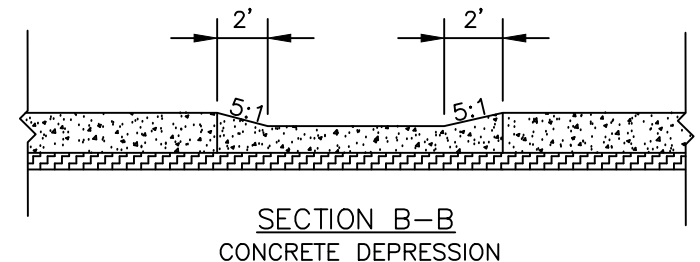


NOTES:

1. THIS DETAIL CAN BE USED ON NCDOT AND CITY OF CHARLOTTE STREETS WITH PRIOR NCDOT AND CDOT APPROVAL.
2. WIDTH OF THE TRUCK APRON SHALL ACCOMMODATE A DESIGN VEHICLE AS DETERMINED BY CDOT/NCDOT.
3. TRUCK APRON SHALL BE CONCRETE AND STAMPED WITH A BRICK PATTERN.
4. CONCRETE SHALL BE NATURALLY COLORED.
5. ON NCDOT-MAINTAINED FACILITIES, INSTALL 1'-6" SPILL CURB AND GUTTER BEHIND THE TRUCK APRON INSTEAD OF VERTICAL CURB AS SHOWN. THE GUTTER SPILL SLOPE MUST MATCH THE SLOPE OF THE ADJACENT TRUCK APRON. ON CITY-MAINTAINED STREETS, INSTALL VERTICAL CURB AS ILLUSTRATED.
6. ENSURE POSITIVE DRAINAGE THROUGHOUT THE APRON. AVOID STORM DRAINAGE STRUCTURES WITHIN THE MOUNTABLE CURB AND GUTTER.
7. PROVIDE FLUSH TRANSITIONS THROUGHOUT CONCRETE DEPRESSION AREA AND ENSURE RUNNING SLOPE AND CROSS SLOPE OF 2% MAX. FOR ALTERATIONS OF EXISTING CROSSINGS, CROSS SLOPE MAY MATCH ROAD GRADE.
8. AT SIGNALIZED INTERSECTIONS, ACCESSIBLE PEDESTRIAN SIGNALS (APS) WILL BE REQUIRED FOR ALL CROSSINGS TO & FROM CORNERS WITH TRUCK APRONS. ENGINEER TO COORDINATE WITH CDOT IMPLEMENTATION ON PLACEMENT, APS FEATURES, AND OPERATIONS.



NOT TO SCALE



CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE ETJ

TRUCK APRON AT INTERSECTION

STD. NO.	REV.
10.45A	25