NOTES:

1. WHERE A TYPE III DRIVEWAY IS APPROVED BY THE CHARLOTTE DEPARTMENT OF TRANSPORTATION (CDOT) THAT CONNECTS TO AN EXISTING SIGNALIZED INTERSECTION, OR AT A LOCATION WHERE A TRAFFIC SIGNAL INSTALLATION IS PROPOSED BY CDOT BASED ON A TRAFFIC IMPACT/SIGNAL WARRANT STUDY, A FULL DEPTH ASPHALT PAVEMENT IS REQUIRED. THIS PAVEMENT DESIGN IS REQUIRED IN THE DRIVEWAY EASEMENT (100-FOOT MINIMUM) TO MAINTAIN DETECTOR LOOPS AND PAVEMENT MARKINGS. A TRAFFIC SIGNAL WILL BE INSTALLED ONLY IF CDOT DETERMINES THAT ONE IS NECESSARY BASED ON A TRAFFIC STUDY OF CURRENT CONDITIONS.

A CONCRETE GUTTER IS TO BE USED EXCEPT AT EXISTING OR PROPOSED TRAFFIC SIGNAL LOCATIONS. AT THESE LOCATIONS ADDITIONAL DRAINAGE REQUIREMENTS WILL BE NECESSARY TO ELIMINATE THE NEED FOR GUTTER ACROSS THE DRIVEWAY CONNECTIONS.

THE DRIVEWAY MUST RISE 6" FROM THE GUTTER LINE TO PREVENT RUNOFF FROM ENTERING DRIVEWAY.

ALL DRIVEWAYS MUST MEET THE CURRENT CITY DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE, AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.

TWO (2) CURB RAMPS PER CURB RETURN REQUIRED AT SIGNALIZED INTERSECTIONS.

6. FOUR (4) FOOT GUTTER AND WINGS ARE REQUIRED TO DIRECT WATER ACROSS DRIVE. GUTTER AND WINGS MAY NOT BE REQUIRED IF THE DRIVEWAY GUTTER SLOPE IS GREATER THAN 2%.

7. MAINTAIN UP TO 1.5% (MAX. 2%) CROSS-SLOPE ON THE PEDESTRIAN ACCESS ROUTE BETWEEN CURB RAMPS. CONCRETE IS OPTIONAL FOR THE CROSSWALK AREA IN THE DRIVEWAY.

8. DRIVEWAY APRON MUST BE ASPHALT OR CONCRETE EXTENDED FROM EXISTING ROADWAY EDGE OF PAVEMENT TO THE RIGHT-OF-WAY LINE, OR BACK OF SIDEWALK, WHICHEVER IS GREATER.

-VARIES, MINIMUM ENTRANCE WIDTH FOR 2 LANES OF TRAFFIC 20' IS 26' FACE TO FACE OF CURB -ASPHALT (TYP.) -INCLUDE RAMPS BOTH SIDES PER CLDSM STANDARD #10.31A/B, OR #10.40A/B. RAMPS SHOWN ON THIS DETAIL ARE PER 10.40A FOR ILLUSTRATION PURPOSES CURB RETURN-STYLE RAMPS NOT PERMITTED ON NCDOT-MAINTAINED ROADWAYS. IN THAT CASE, INSTALL 26' MIN. FLARED-SIDE RAMPS PER NCDOT DETECTABLE WARNING SURFACE-**DETAIL 848.05** PER STD. #10.35B UP TO UP TO width. 1.5% 1.5% VARIES (2% MAX) 1 (2% MAX) <u>-CROSSWAL</u>K AREA-CONCRETE OPTIONAL **VARIES** TYP. STREET SECTION SECTION A-A ∠PROVIDE TOOL JOINT--EXPANSION -FLOWLINE AT CENTERLINE OF JOINT APRON AND SPACED (TYP.) APPROX. EVERY 10'±

24' MIN.

TRANSITION CONCRETE DEPTH FROM 7" AT LIP TO 10" AT 4' CONCRETE GUTTER CONSTRUCTION JOINT IF NO ASPHALT BASE INSTALLED. IF ASPHALT BASE IS USED, 7" CONCRETE DEPTH CAN BE CARRIED THROUGH THE 4' CONCRETE GUTTER.

-ASPHALT BASE PER

NOT TO SCALE

-INTERNAL CURB &

TRANSITION FROM 2'-6" CURB &

GUTTER IN 20'-0" PER STD. NO.

GUTTER TO INTERNAL CURB &

(TYP., END OF EACH RADIUS)

EXPANSION JOINT

GUTTER

10.20



CITY OF CHARLOTTE LAND DEVELOPMENT STANDARDS

INCLUDES CHARLOTTE ETJ

4' CONCRETE GUTTER

TYPE III DRIVEWAY ENTRANCE

0.28