

STREET **GENERAL** **CONSTRUCTION** **SPECIFICATIONS** **AND** **DETAILS**



CITY OF CONOVER
PUBLIC WORKS

REVISED
February 2025

Note: *All Drawings are not engineer stamped drawings*
General Construction Specifications and Details for Water may be modified by the City at any time.

CONTENTS

CONSTRUCTION STANDARDS

pg. no.	
4	General
4	Construction Requirements for Curb and Gutter
4	Construction Requirements for Driveway Approaches
4	Construction Requirements for Driveway Tie-ins
4,5	Construction Requirements for Sidewalks
5	Construction Requirements for Streets
6,7	Pavement Designs
7	Construction Requirements for Drainage
8	Requirements for Decorative Street Lighting

Typical Design Standard Details for Construction of Curb & Gutter, Sidewalks, Driveway approaches, Driveway Tie-ins, Curb Ramps

10	(std. 1ST)	Curb /Gutter and Valley Curb
11	(std. 2ST)	Sidewalk Construction
12	(std. 3ST)	Driveway Construction
13	(std. 4ST)	Driveway Construction with sidewalk
14	(std. 5ST)	Driveway Construction no curb & gutter
15	(std. 6ST)	Driveway Entrance (Existing Development) no curb & gutter
16	(std. 7ST)	Driveway Entrance (No Slope)
17	(std. 8ST)	Driveway Entrance (Upward Slope)
18	(std. 9ST)	Driveway Entrance (Downward Slope)
19	(std. 10ST)	Driveway Entrance (Downward Slope with Ditches)
20	(std. 11ST)	Driveway Entrance (Downward Slope with Trench Drain)
21	(std. 100ST)	Curb Ramp Locations (Proposed Sidewalk)
22	(std. 101ST)	Curb Ramp Design (Proposed Sidewalk)
23	(std. 102ST)	General Notes Curb Ramps (Proposed Sidewalk)
24	(std. 103ST)	Curb Ramp Locations (Existing Sidewalk)
25	(std. 104ST)	Curb Ramp Design (Existing Sidewalk)
26	(std. 105ST)	Curb Ramp Design (Existing Sidewalk)
27	(std. 106ST)	Curb Ramp Detectable Warning Domes
28	(std. 107ST)	Curb Ramp Detectable Warning Domes (Placement)
29	(std. 108ST)	General Notes Curb Ramps (Existing Sidewalk)
30	(std. 109ST)	Directional Ramp Detail

Typical Design Standard Details for Street Drainage Construction

31	(std. 200ST)	Precast Concrete Catch Basin
32	(std. 201ST)	Catch Basin Frame, Grate and Hood
33	(std. 202ST)	Catch Basin Curb/Gutter Transition

pg no.

- 34 (std. 300ST) Street Turnout
- 35 (std. 301ST) Intersection Site Traingle

Typical Design Standard Details for Street Construction

- 36 (std. 400ST) Street Cross Section (Sidewalk One Side)
(Collector, Local, Marginal Access Street Types)
- 37 (std. 401ST) Street Cross Section (Sidewalk One Side)
(Commercial and Industrial Street Types)
- 38 (std. 402ST) Street Cross Section
(Vegetative Swale and Sidewalk)
- 39 (std. 403ST) Street Cross Section
(Valley Curb)
- 40 (std. 404ST) Street Cross Section
(Cul-de-sac with Curb/gutter)
- 41 (std. 404aST) Plan
(Tee Cul-de-sac with Curb/gutter)
- 42 (std. 405ST) Street Cross Section
(Street Construction with On Street Parking)
- 43 (std. 406ST) Street Cross Section
(Street Construction One Way with On Street Parking)
- 44 (std. 407ST) Street Cross Section
(Alley Way Construction with Flat Curb)
- 45 (std. 408ST) Street Cross Section
(Street Trees)
- 46 (std. 409ST) Street Cross Section (Sidewalk Both Sides)
(Collector, Local, Marginal Access Street Types)

Typical Design Standard Details for Traditional Neighborhoods

- 47 (std. 500ST) 24' Public street / 24' Public Street Connection
- 48 (std. 501ST) 16' Public street / 16' Public Street Connection
- 49 (std. 502ST) 16' Public street / 12' Alley (private) Street Connection
- 50 (std. 503ST) 24' Public street / 12' Alley (private) Street Connection
- 51 (std. 504ST) 24' Public street / 16' Public Street Connection
- 52 (std. 505ST) 12' Alley (private) / 12' Alley (Private) Street Connection

Typical Design Standard Details

- 53 (std. 600ST) CBU Location with Sidewalk
- 54 (std. 601ST) Hi-Visibility (mid block) Crosswalk
- 55 (std. 602ST) Median Island Traffic Calming Plan
- 56 (std. 603ST) Neckdown Traffic Calming Plan
- 57 (std. 604ST) Barricade for Dead End Roads
- 58 (std. 605ST) Street Signage

STREET **GENERAL CONSTRUCTION** **SPECIFICATIONS**

CONSTRUCTION REQUIREMENTS FOR CURB & GUTTER, DRIVEWAY APPROACHES, DRIVEWAY TIE-INS AND SIDEWALKS

GENERAL

Unless otherwise provided herein, all materials and street construction methods shall conform to the applicable requirements as outlined in the Standard Street Specifications for Roads & Structures, latest edition, as published by the NCDOT. Best engineering practices shall be used for the design.

CURB AND GUTTER

Curb and Gutter installed in the City of Conover shall be constructed with concrete material.

Concrete curb and gutter is required on all roadways. Curb and gutter shall be a minimum of 24 inches of roll or valley type and conform to City of Conover specifications. All other designs will be authorized by the Public Works Director.

During the pour of the curb/gutter all overrun shall be removed so to allow for the proper construction of the street.

DRIVEWAY APPROACHES

All driveway locations grades and cuts shall be at a minimum, in accordance with the latest edition of the "Policy on Street and Driveway access to North Carolina Highways" Published by the NCDOT Traffic engineering branch. Driveway approaches shall be constructed consistent with the surrounding area.

DRIVEWAY TIE-INS

All driveway tie-ins shall be constructed to the width of the existing driveway and the slope of driveway entrance construction will be determined in the field, water drainage along tie in shall continue through gutter pan. This will be determined in the field. Driveway tie-ins shall be constructed consistent with the surrounding area.

SIDEWALKS

Sidewalks installed in the City of Conover shall be constructed with minimum 4" depth and 5' wide with 4000 psi concrete. Sidewalks will be constructed so that the water will drain to the gutter/ditch of the street. Cross slope of the sidewalk shall meet ADA requirements.

All handicap ramps required must be constructed to meet ADA requirements.

Sidewalks cont.

All subdivisions must provide pedestrian access and convenience.
All sidewalks through driveways shall meet ADA requirements.

The side of the street within the subdivision upon which the sidewalk is to be constructed shall: provide for maximum continuous flow of pedestrian traffic, minimize street crossings, be connected so as to create a continuous flow without doubling back, can be connected to existing streets in the area, and fit into the sidewalk plan for the area to the extent possible. The city shall make the final determination on which side of the street the sidewalk will be constructed, taking into account the herein mentioned standards and good practices of subdivision sidewalk design.

All other pedestrian walk construction material outside of the street design and Right of Way that the City may maintain will be approved by the Public Works Director.

CONSTRUCTION REQUIREMENTS FOR STREETS

All roadway subgrade, storm sewer, and utility construction of a City maintained street shall be inspected and approved by the City prior to placement of base course materials.

Street designs shall meet Conover standards, NCDOT Standards and best Engineering practices shall be used for design.

Roadway Type:	Pavement Width:	Curb & Gutter	Total
a. Highway	As determined	by	NCDOT
b. Boulevard	48 ft. + median	30 in.	58 ft. + median
c. Avenue	44 ft.	30 in.	49 ft.
d. Town Street	27 ft.	30 in.	32 ft.
e. Neighborhood Street	22 ft.	30 in.	27 ft.
f. Close (Cul-de-sac)	18 ft.	30 in.	23 ft.
g. Turnaround	75 ft.	30 in.	85 ft.
h. Alley	12 ft.	N/A	12 ft.

Right-of-way widths. Street right-of-way widths shall not be less than the following:

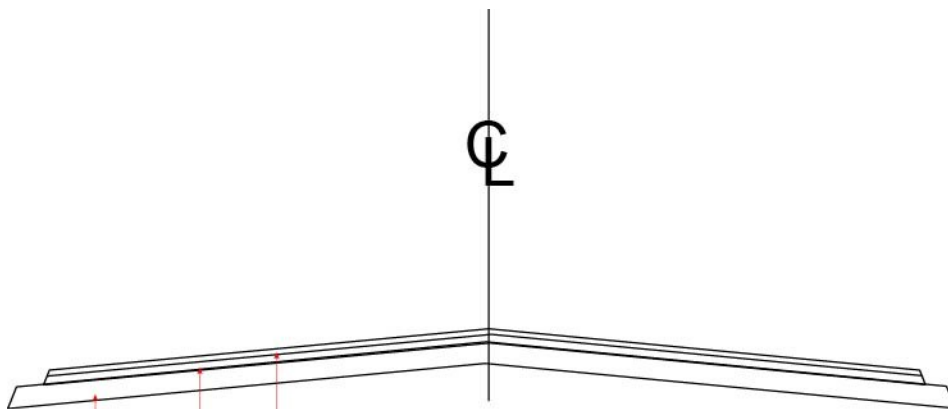
a. Highway	100 ft. R/W or as determined by NCDOT
b. Boulevard	90 ft. R/W
c. Avenue	60 ft. R/W
d. Town Street	50 ft. R/W
e. Neighborhood Street	50 ft. R/W
f. Close (Cul-de-sac)	45 ft. R/W
g. Turnaround	100 ft.
h. Alley	20 ft.

Placement of paving materials, aggregate and surface course to meet N.C.D.O.T specifications.

CONSTRUCTION REQUIREMENTS FOR STREETS CONT.

PAVEMENT DESIGNS:

SA-1	6.8%		
S 4.75 A	7.0%		
S 9.5 B	6.7%		
S 9.5 C	6.0%	S 9.5 D	5.7%
I 19.0 C	4.8%		
B 25.0 C	4.5%		
PADC, TYPE P-57	2.5%	OGFC, TYPE FC-1 MOD.	6.1%
PADC, TYPE P-78M	3.0%		



PAVEMENT SCHEDULE

- C** PROPOSED APPROX 1 1/2" ACSC, TYPE S 9.5 C AT AN AVERAGE RATE OF 168 LBS. PER SW. YD. IN EACH OF TWO LAYERS.
- B** PROPOSED APPROX. 2 ACIC, TYPE I 19.0 C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
- A** 8" COMPACTED AGGREGATE BASE COURSE

NOTE:
 RATES AND DEPTHS SHOWN ARE EXAMPLES ONLY. SEE SPECIFIC PROJECT
 PAVEMENT SCHEDULE FOR EXACT RATES AND DEPTHS.

PAVEMENT DESIGNS:

All street pavement design shall be to NC DOT standards unless otherwise noted in this manual. Any other pavement design must be reviewed by the City on an individual basis and approval will be based upon sound engineering principles. Decorative pavers may be permitted by encroachment. Maintenance of decorative pavers will not be performed by NCDOT or the City.

CONSTRUCTION REQUIREMENTS FOR DRAINAGE

The installation of underground storm drainage crossing private property within the corporate limits of the City is private and is the responsibility of the property owner.

The installation of all storm drainage systems will extend to a natural watercourse, existing storm drain or storm water ponds etc.

Pipe sizes and structural accessories shall be approved by the City unless it involves a DOT street. Any drainage improvements along a DOT street will be approved by NC DOT and be built to DOT standards. Drainage pipe used must be of reinforced concrete, 16 gauge corrugated metal type or HDPE (DOT specification).

Should the City deem necessary, drainage areas where construction is taking place may be upgraded. Materials used for this upgrade will be at property owners/ developers expense. The City will not maintain areas crossing private property. Property owner approval must be given before any upgrading can be considered.

The method for upgrading is to be determined by the Public Works Director. Basic design standards must be used in the construction project as shown in standards or by an engineers design.

STREET LIGHTING:

Decorative Street Light Agreement

Decorative lighting may be installed on City Streets in leu of standard fixtures based on the following criteria when utilizing lighting by Duke Energy.

1. The Developer must prepare a lighting plan and submit to City for approval.
2. The Developer shall pay the (1) one time cost of the fixture.
3. Lamps shall be placed a maximum of 150' apart taking into consideration adequate intersection lighting.
4. Mounting height shall be a minimum of 12'.
5. Lamps shall be a minimum LED 50 watt Black Type III 3000K Public.
6. The City shall be responsible for paying the monthly base rate charged by Duke Energy.
7. The developer shall provide proper right of ways, easements, curb cuts, utility strips; curb islands or other features necessary for placement of the lighting.
8. The Developer shall coordinate with Duke Energy the placement of infrastructure as to accommodate the proper placement of electrical wiring relative to street lighting.
9. Lighting will be installed by Duke Energy or their contractor.

The following criteria shall apply to Developers utilizing lighting by other private sources.

- a. The Developer must prepare a lighting plan and submit to the City for approval.
- b. The Developer shall purchase and install light fixtures.
- c. Lighting shall be maintained and or replaced by the Developer or Home owners group.
- d. Arrangements for proper electrical service shall be made by the Developer.
- e. Lights shall be metered.
- f. The City shall pay the monthly metered charge associated with the street lighting.
- g. No private or yard lighting can be connected.

Sub-Division Name _____

Duke or Private _____

Developer Signature _____

(Authorization)

City Signature _____

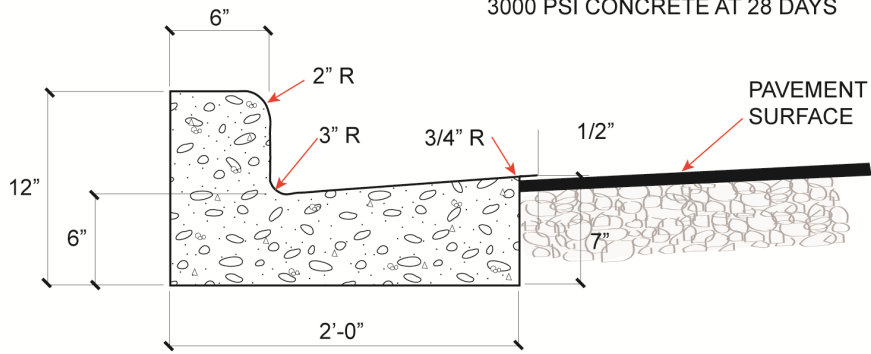
(Approval)

Remarks: _____

TYPICAL DESIGN DETAILS

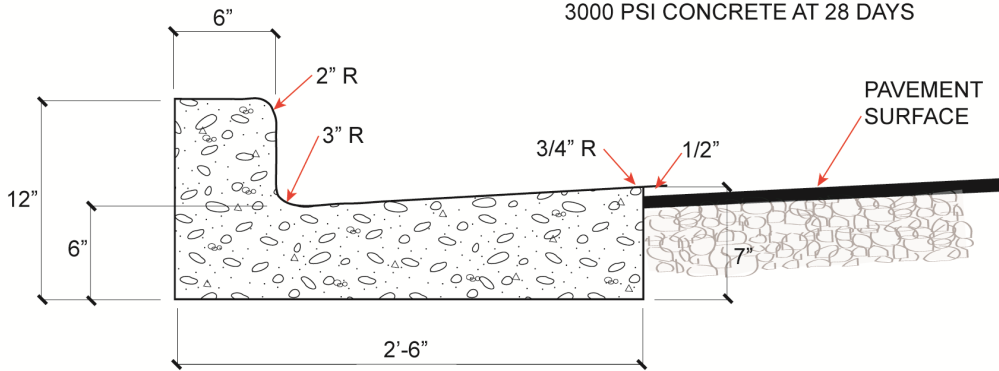


24" CURB AND GUTTER SECTION
HAND FORMED OR EXTRUDED
3000 PSI CONCRETE AT 28 DAYS



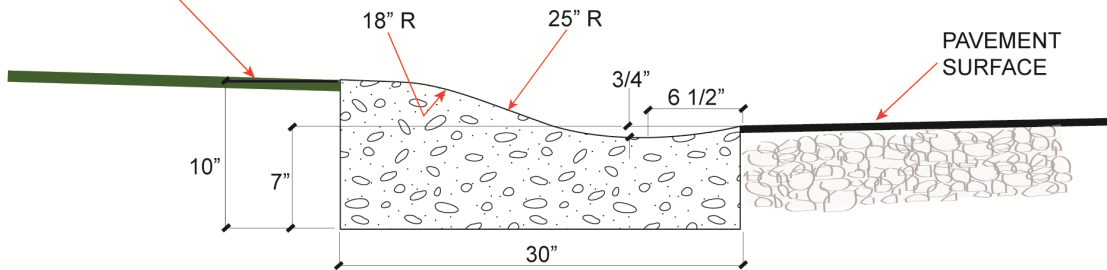
TYPICAL 24" CURB & GUTTER DETAIL

30" CURB AND GUTTER SECTION
HAND FORMED OR EXTRUDED
3000 PSI CONCRETE AT 28 DAYS



TYPICAL 30" CURB & GUTTER DETAIL

SLOPE TO REQUIRED
ELEVATION OF SIDEWALK
OR RIGHT-OF-WAY LINE



TYPICAL 24" & 30" VALLEY CURB DETAIL

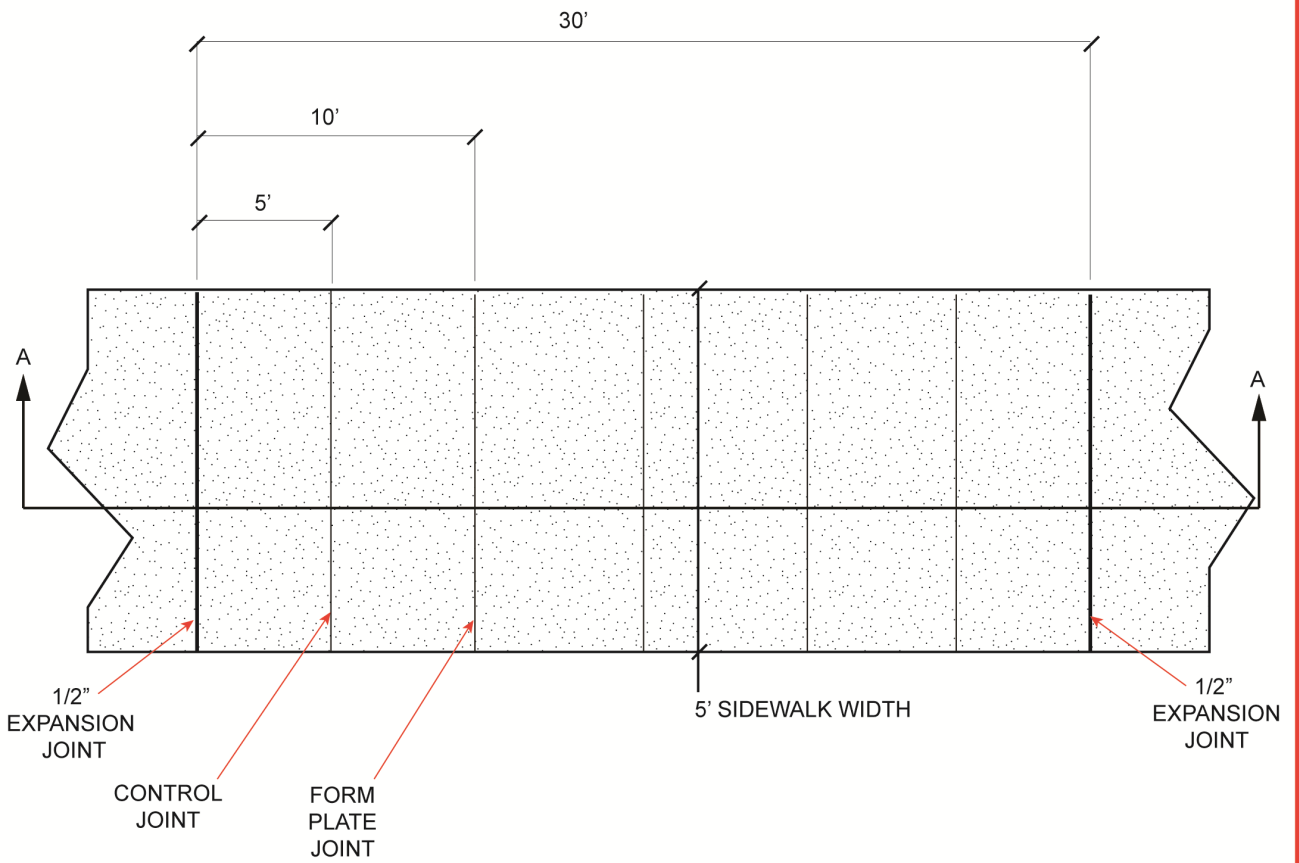
(30" VALLEY CURB SHOWN)



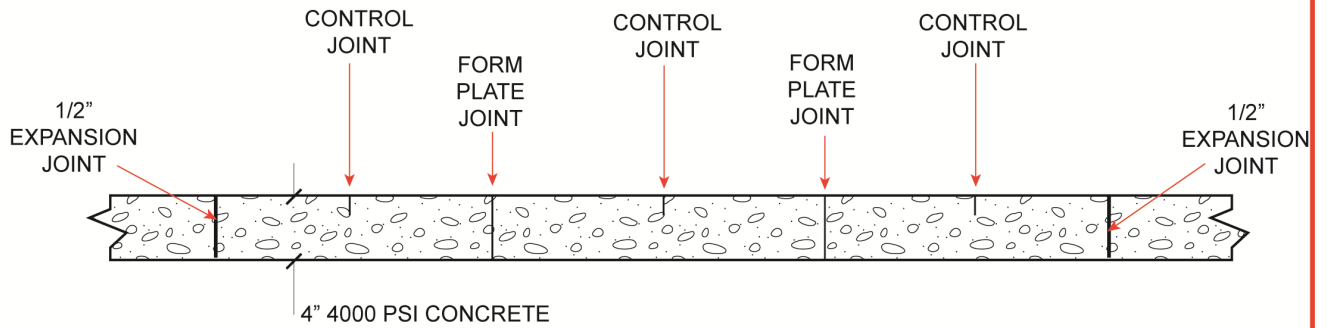
STANDARD # 1ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

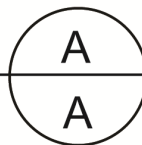
TYPICAL DESIGN STANDARDS
30", 24" AND VALLEY
CURB & GUTTER



SIDEWALK PLAN



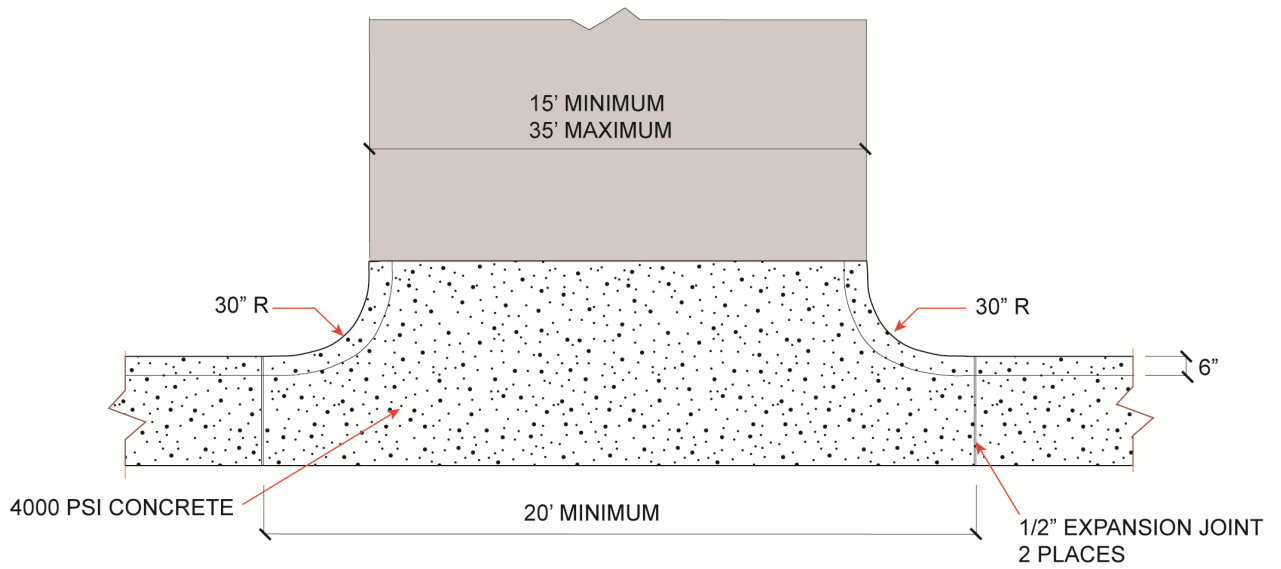
SECTION



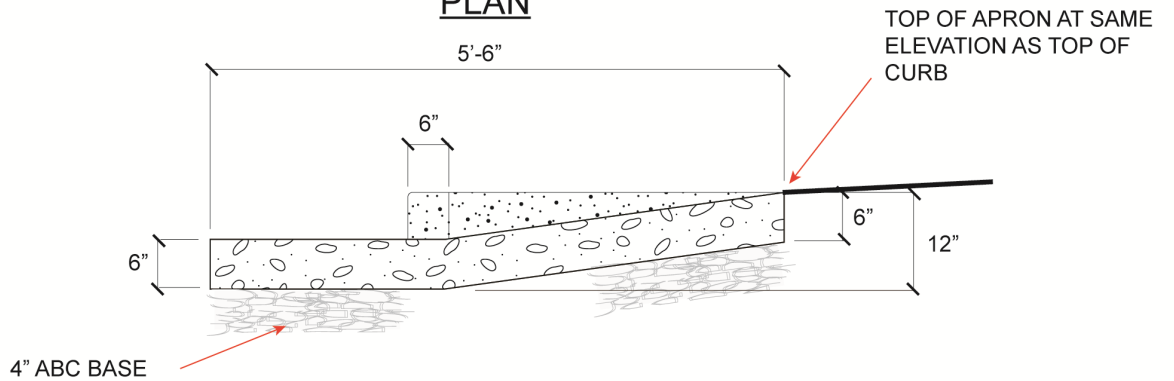
STANDARD # 2ST

**CITY OF CONOVER
PUBLIC WORKS DEPARTMENT**

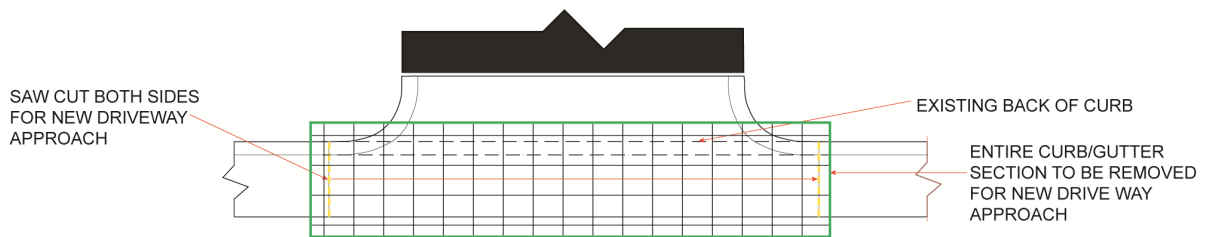
**TYPICAL DESIGN STANDARDS
FOR SIDEWALK
CONSTRUCTION**



PLAN



ELEVATION



DRIVEWAY INSTALLATION AT EXISTING CURB/GUTTER

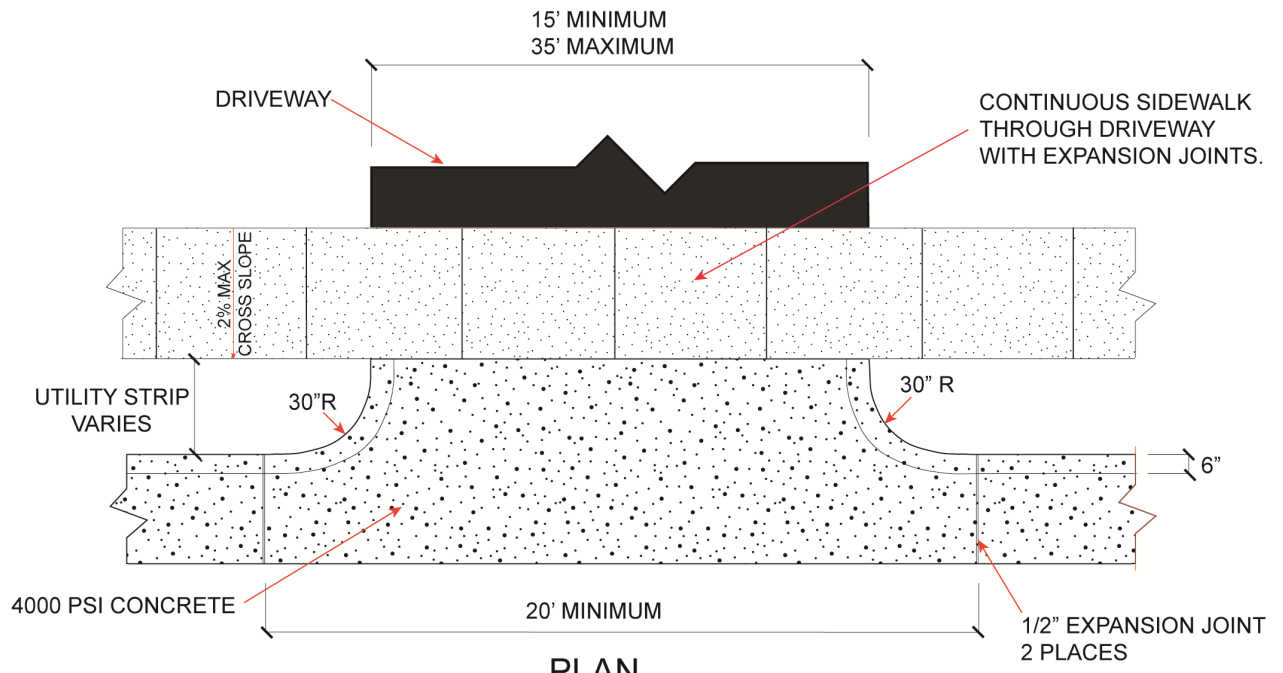
STANDARD DRIVEWAY CONSTRUCTION



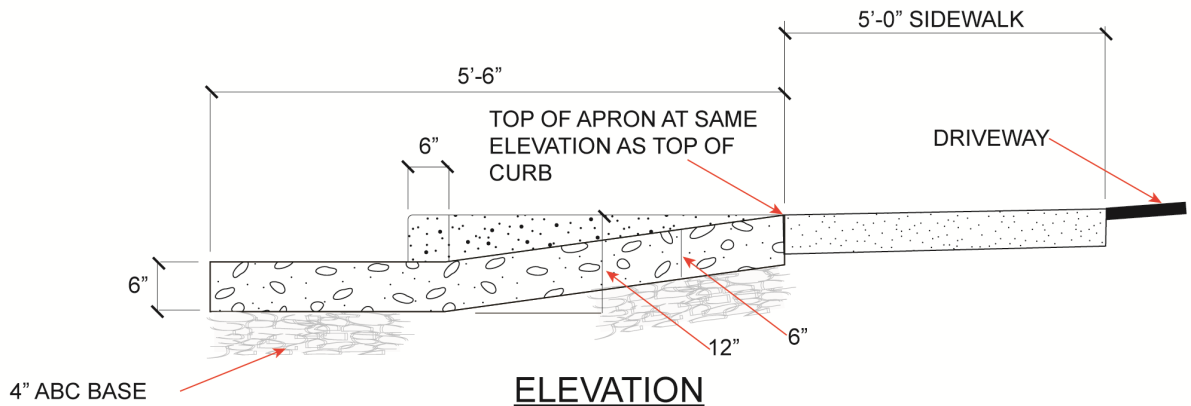
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**CITY OF CONOVER
PUBLIC WORKS DEPARTMENT**

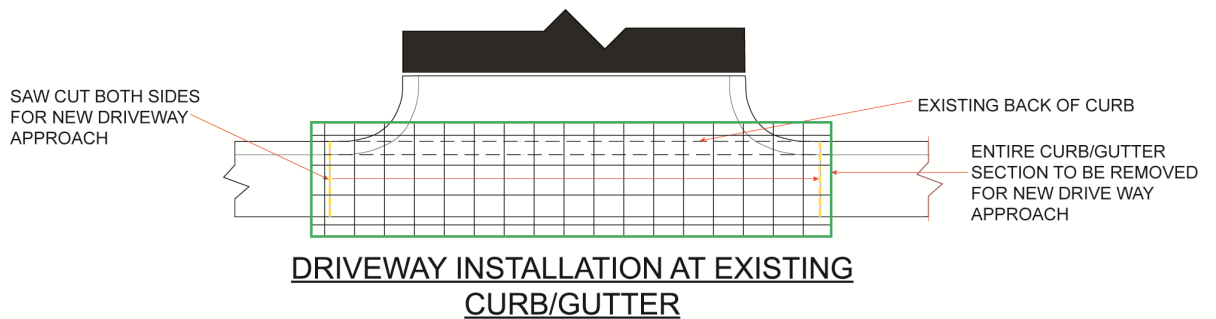
**TYPICAL DESIGN STANDARDS
STANDARD DRIVEWAY
CONSTRUCTION
WITH CURB & GUTTER**



PLAN



ELEVATION



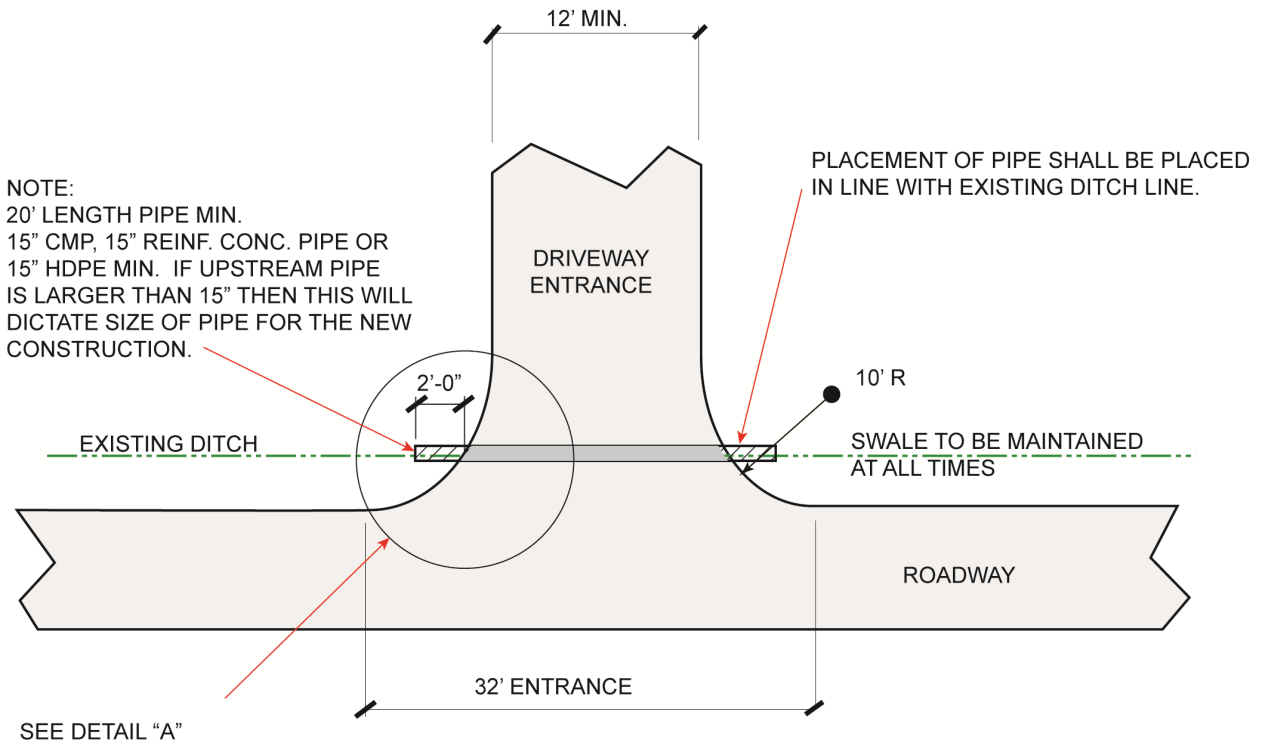
STANDARD DRIVEWAY CONSTRUCTION WITH SIDEWALK



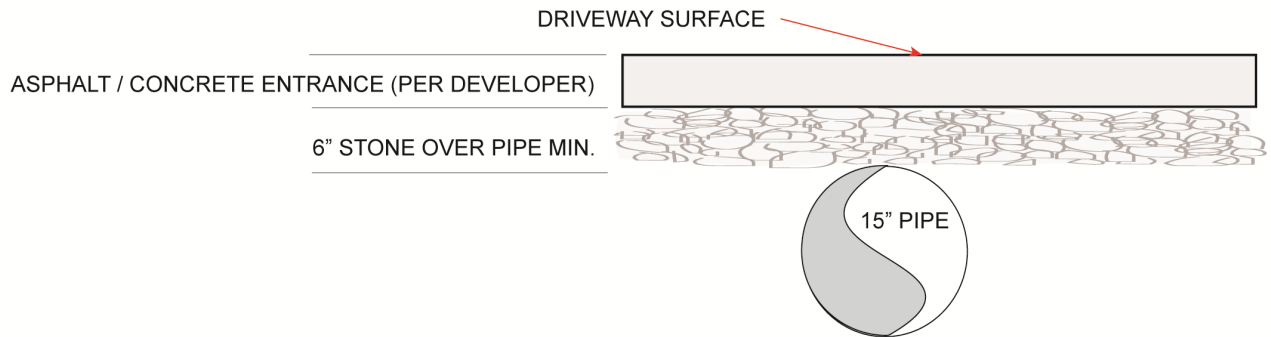
STANDARD # 4ST

**CITY OF CONOVER
PUBLIC WORKS DEPARTMENT**

**TYPICAL DESIGN STANDARDS
STANDARD DRIVEWAY
CONSTRUCTION**



PLAN



DETAIL "A"

DRIVEWAY ENTRANCE DETAIL

TYPICAL DRIVEWAY DESIGN
EXISTING DEVELOPMENT WITH NO CURB & GUTTER



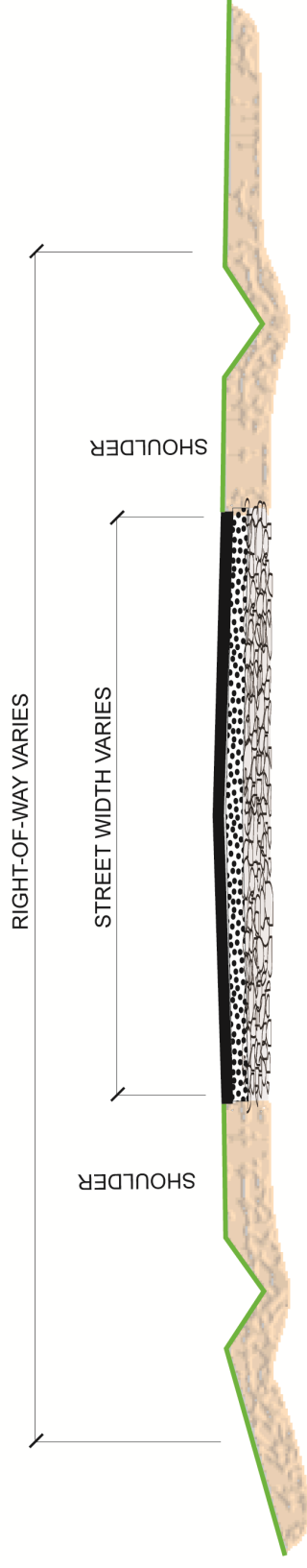
STANDARD # 5ST

CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
 DRIVE ENTRANCE



SEE STANDARD 8ST



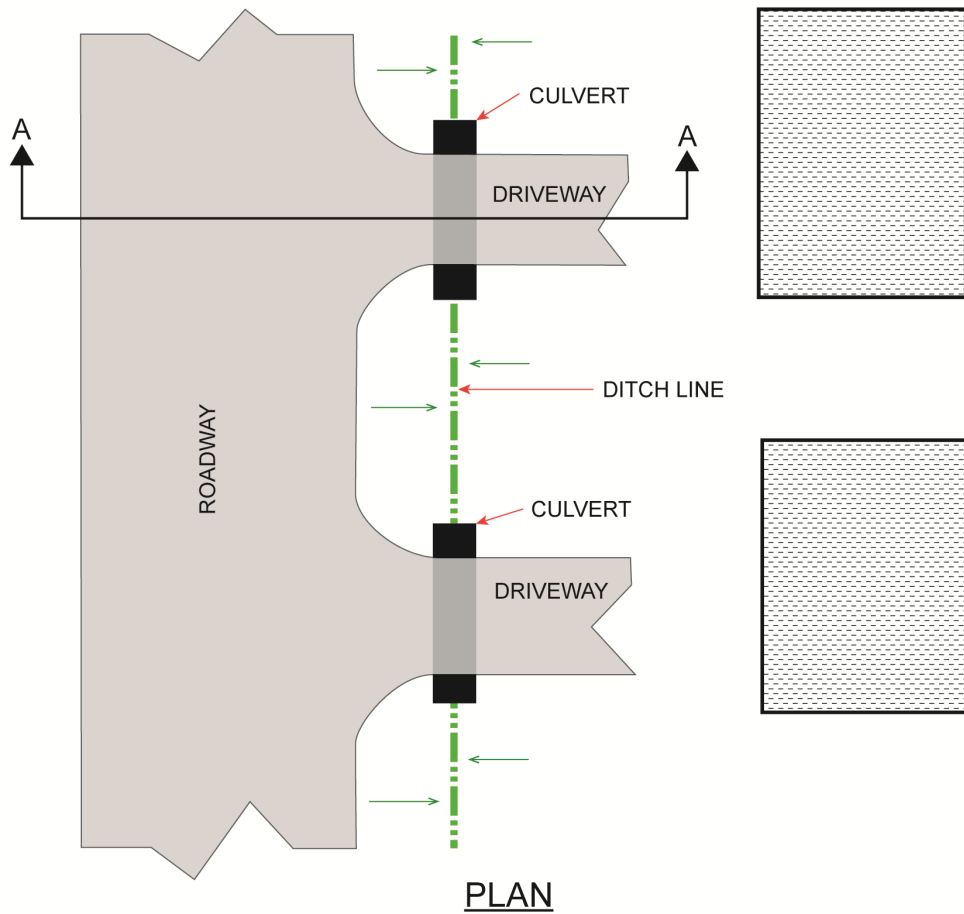
SEE STANDARD 7ST

TYPICAL DRIVEWAY DESIGN
EXISTING DEVELOPMENT WITH NO CURB & GUTTER

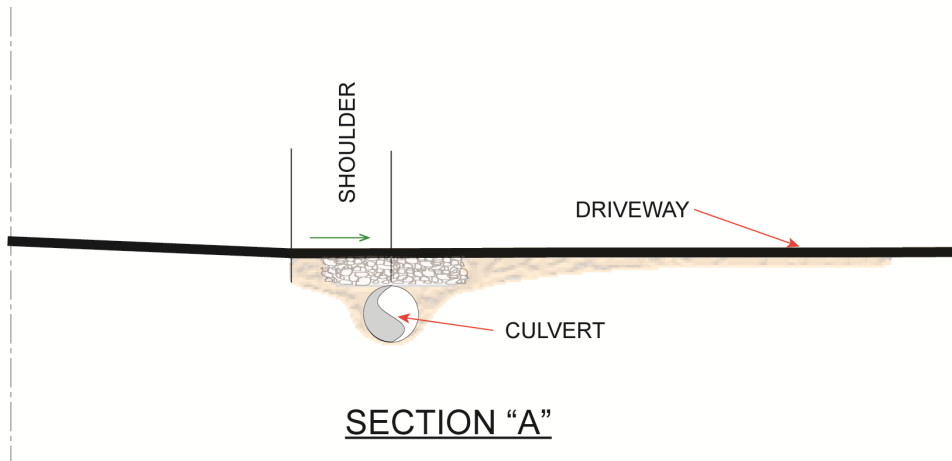


STANDARD # 6ST
 CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
 DRIVEWAY DESIGN
 EXISTING DEVELOPMENT
 (WITH NO CURB & GUTTER)



PLAN



SECTION "A"

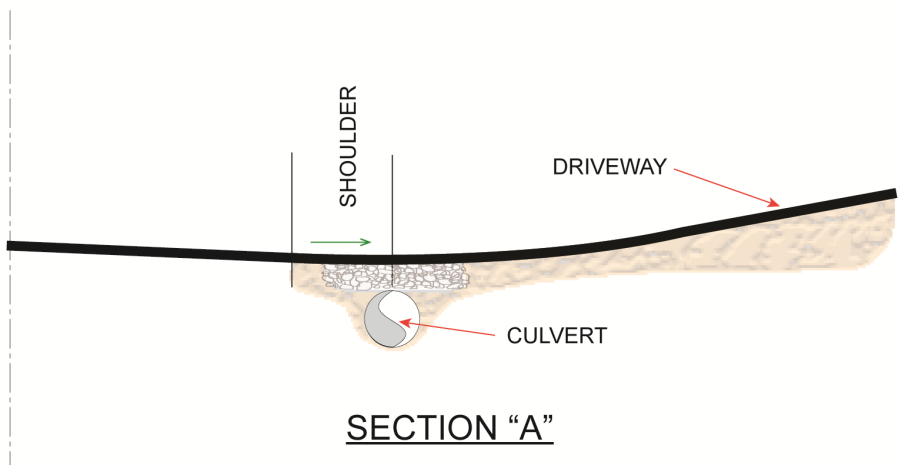
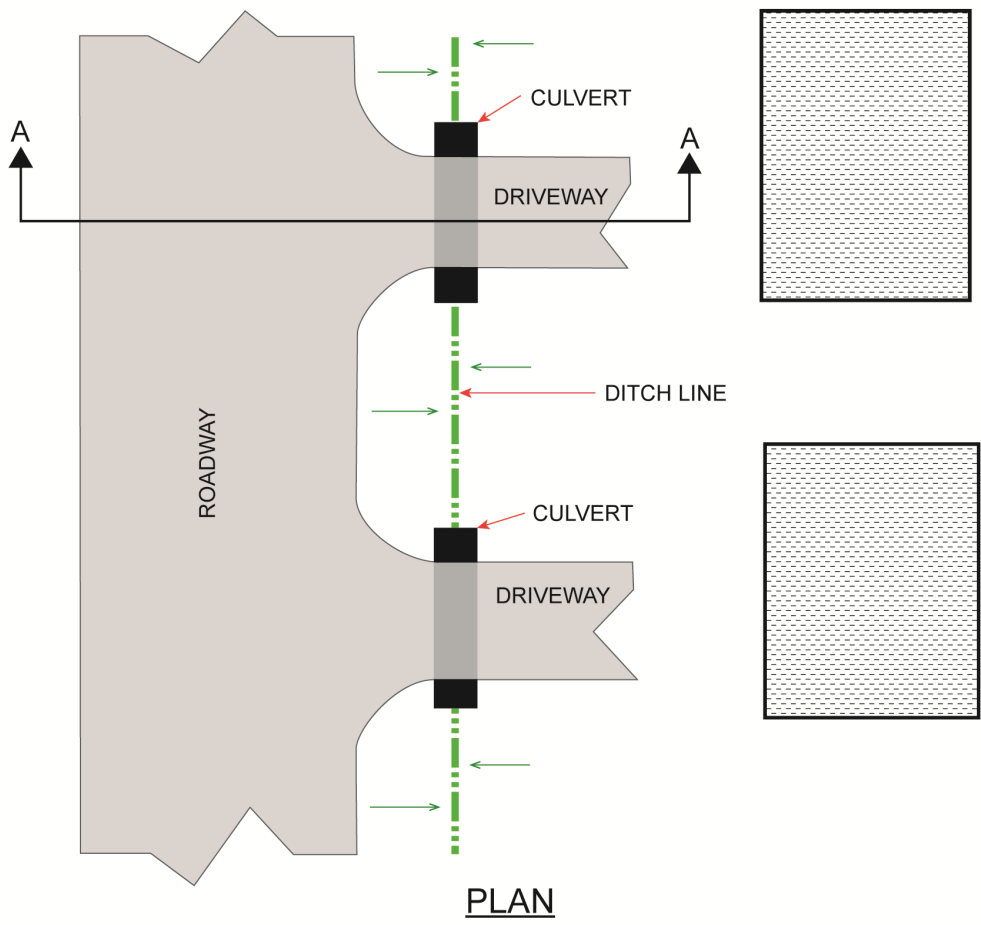
TYPICAL DRIVEWAY DESIGN
EXISTING DEVELOPMENT WITH NO CURB & GUTTER



STANDARD # 7ST

**CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT**

**TYPICAL DESIGN STANDARDS
 DRIVE ENTRANCE**



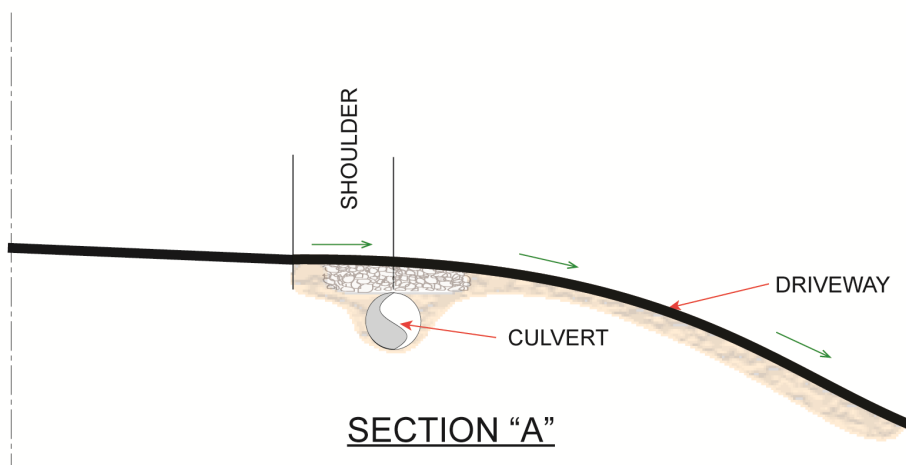
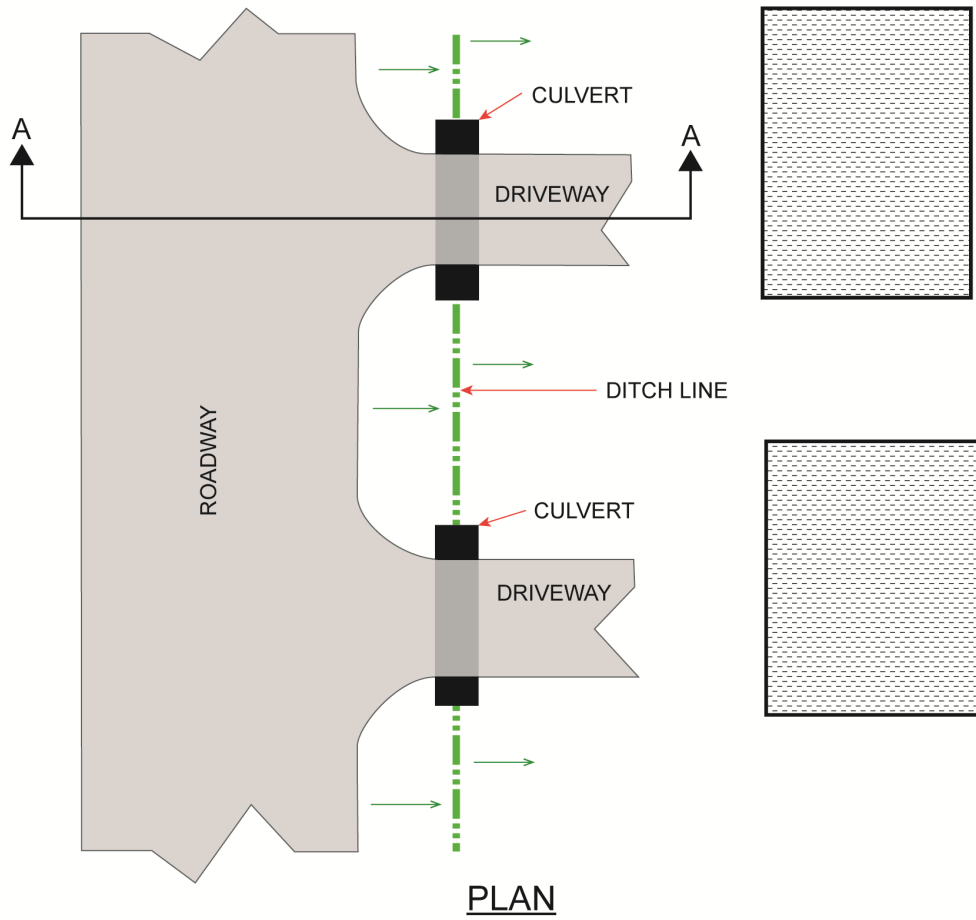
**TYPICAL DRIVEWAY DESIGN
EXISTING DEVELOPMENT WITH NO CURB & GUTTER**



STANDARD # 8ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
DRIVE ENTRANCE
UPWARD SLOPE
FROM ROADWAY



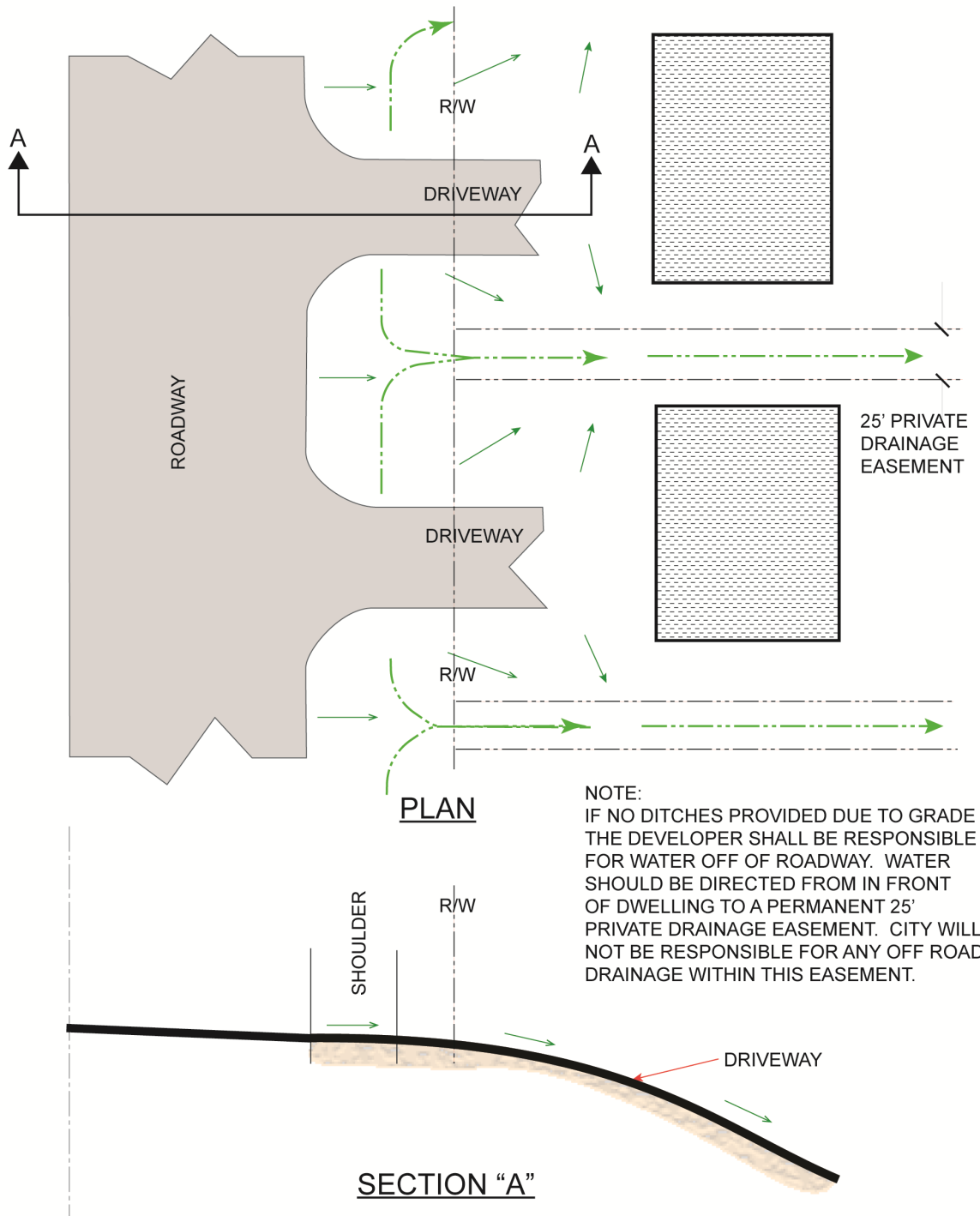
**TYPICAL DRIVEWAY DESIGN
EXISTING DEVELOPMENT WITH NO CURB & GUTTER**



STANDARD # 9ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
DRIVE ENTRANCE
DOWNWARD SLOPE
FROM ROADWAY



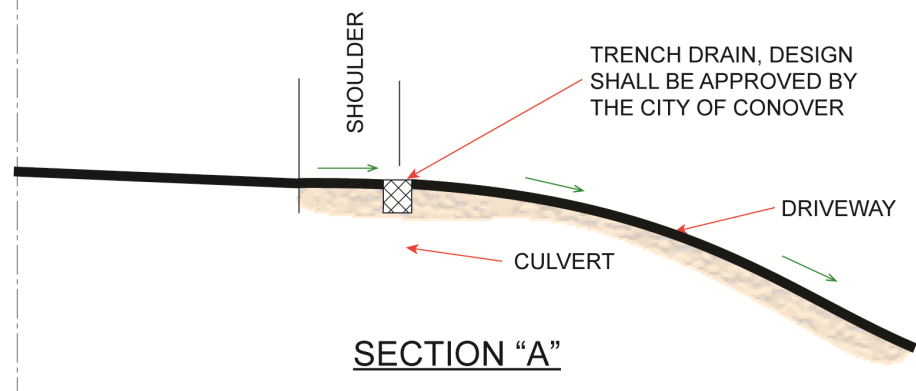
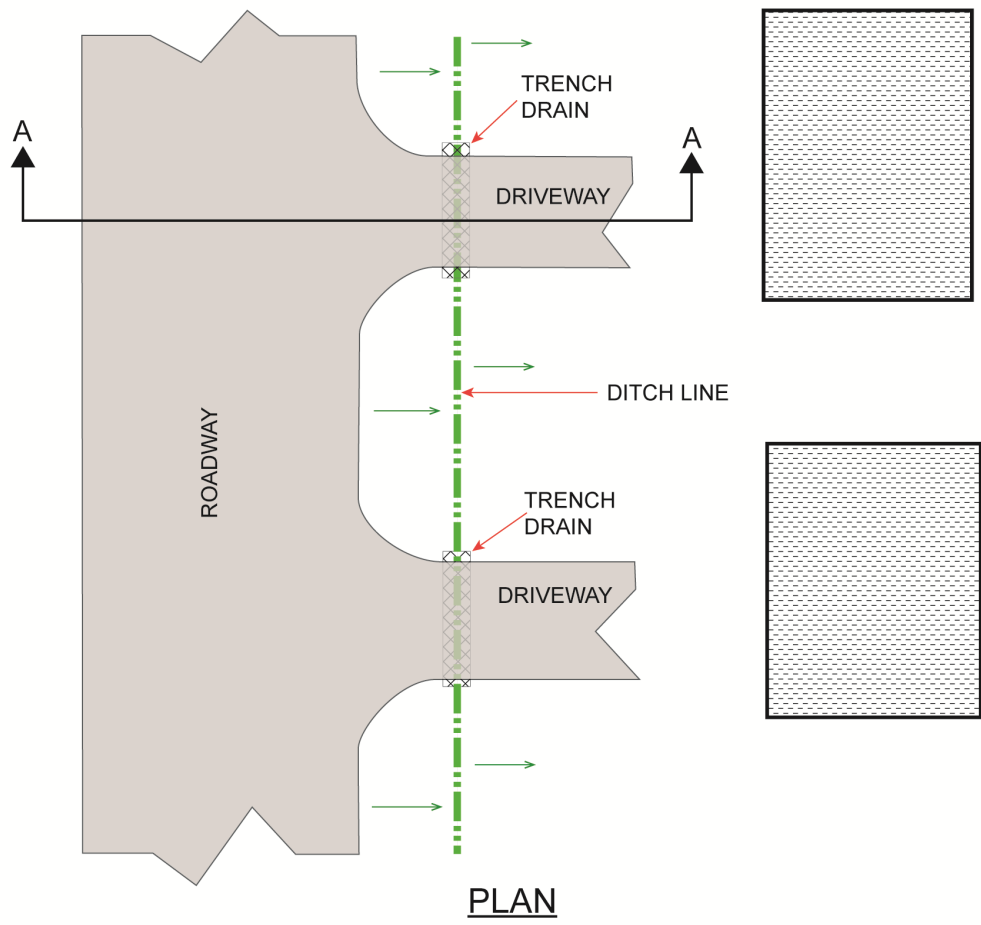
**TYPICAL DRIVEWAY DESIGN
 EXISTING DEVELOPMENT WITH NO CURB & GUTTER**



STANDARD # 10ST

CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
 DRIVE ENTRANCE
 DOWNWARD SLOPE
 FROM ROADWAY (NO DITCHES)



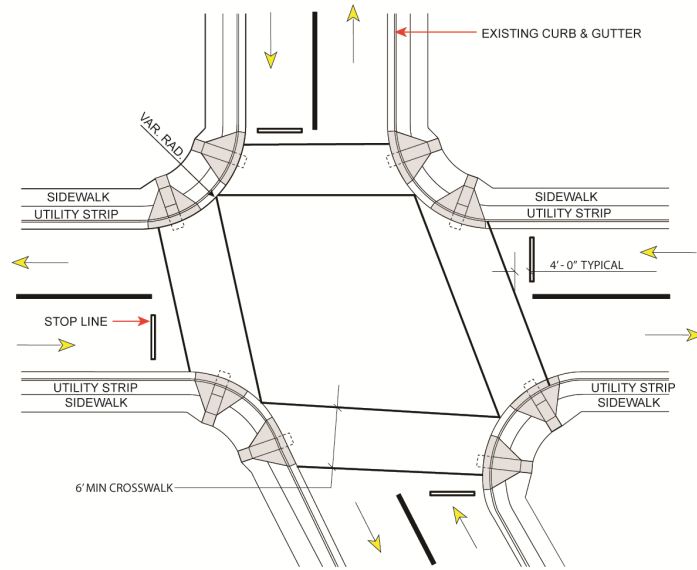
**TYPICAL DRIVEWAY DESIGN
EXISTING DEVELOPMENT WITH NO CURB & GUTTER**



STANDARD # 11ST

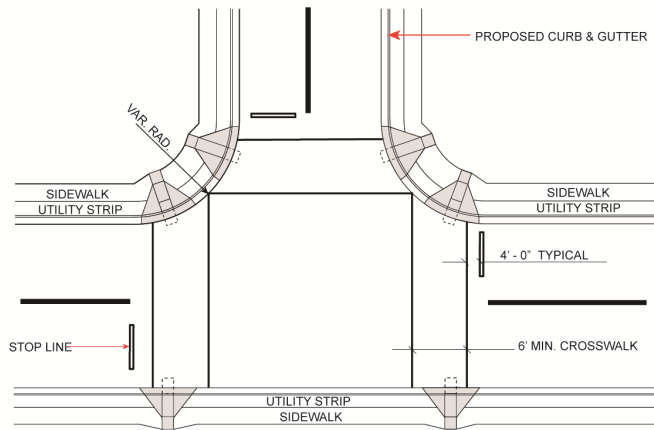
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
DRIVE ENTRANCE
DOWNWARD SLOPE
WITH TRENCH DRAIN



INTERSECTION

NOTE:
MID BLOCK CROSSWALKS
CROSS SLOPE CAN BE EQUAL
TO THE STREET OR HIGHWAY
GRADE.



TEE INTERSECTION

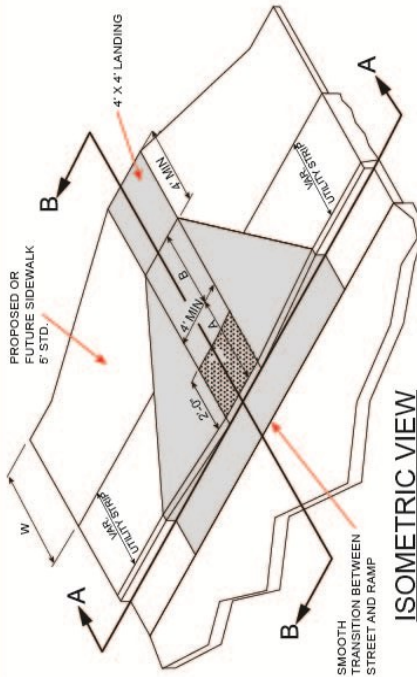
**TYPICAL LOCATION OF CURB RAMPS FOR
PROPOSED SIDEWALK
PEDESTRIAN CROSSWALKS AND STOP BARS**



STANDARD # 100ST

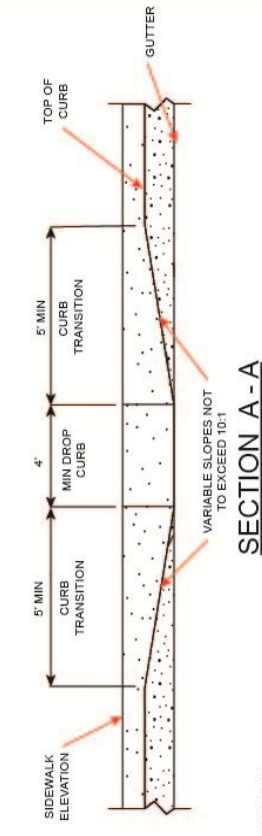
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR CURB RAMP,
PROPOSED CURB & GUTTER
AND SIDEWALK

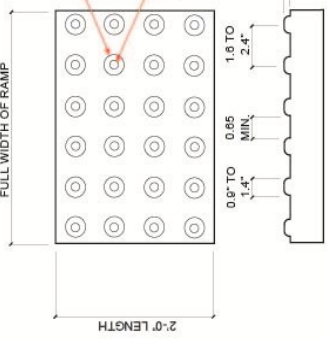


W	A	W+A+9"	X	B
5'	0.0'	5.8'	5.8'	5.0'
6'	0.0'	6.8'	6.8'	6.0'
7'	0.0'	7.8'	7.3'	6.5'
8'	0.0'	8.8'	7.3'	6.5'
5'	2.5'	8.3'	8.1'	4.8'
5'	3.0'	8.8'	8.3'	4.4'
5'	3.5'	9.3'	8.4'	4.1'
5'	4.0'	9.8'	8.6'	3.8'
5'	4.5'	10.3'	8.7'	3.4'
5'	5.0'	10.8'	8.9'	3.1'

B = X - (A+9")
 B = DISTANCE FROM FRONT EDGE OF SIDEWALK TO BACK POINT OF 12:1 (8.33%) SLOPE.
 * BACK OF SIDEWALK DROP REQUIRED FOR ALL SIDEWALK SLOPES
 ** BACK OF SIDEWALK DROP REQUIRED FOR SIDEWALK SLOPES 0.04

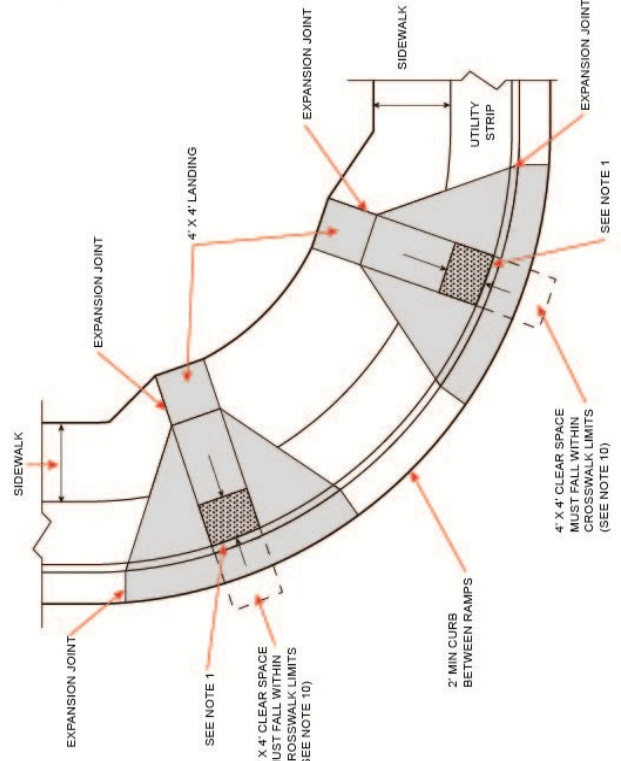


SECTION A-A

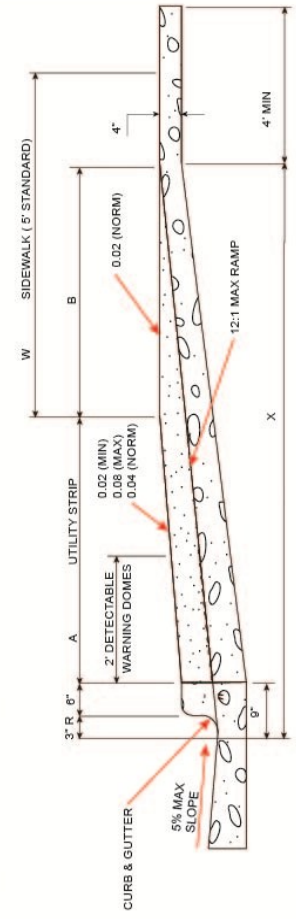


DETECTABLE WARNING DOMES

- NOTE:
1. DETECTABLE WARNING DOMES WILL COVER 2' 0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR.
 2. ALL CURB RAMPS AND WARNING DEVICES WILL MEET ADA REQUIREMENTS.
 3. CONOVER PUBLIC WORKS WILL DETERMINE COLOR OF DETECTABLE WARNING DOMES.
 4. THE SLOPE AT THE GUTTER TO THE CURB RAMP CANNOT BE GREATER THAN 5%.



PLAN VIEW



SECTION B-B

TYPICAL DESIGN STANDARDS FOR CURB RAMP FOR PROPOSED CURB AND GUTTER WITH UTILITY STRIP

STANDARD # 101ST
 CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT



CURB RAMPS AND PROPOSED SIDEWALK

NOTES:

1. CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, SLIP RESISTANT RAMP SURFACE MUST CONTRAST VISIBLY TO THE ADJACENT SURFACE.
2. PROVIDE CURB RAMPS AT LOCATIONS AS SHOWN ON THE PLANS.
3. DO NOT EXCEED 8.33% RUNNING SLOPE, 2% CROSS SLOPE.
4. CONSTRUCT CURB RAMPS A MINIMUM OF 4" FOR SINGLE RAMPS.

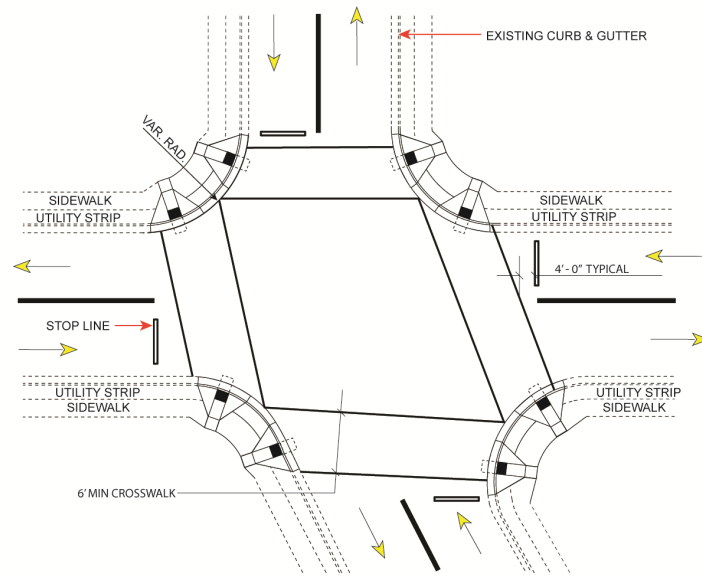
PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB.
6. PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING, THE INTERSECTION RADII. WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVEL WAY WHEN ONE RAMP IS INSTALLED.
7. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
8. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
9. CONSTRUCT ALL RAMPS SURFACES TO COMPLY WITH ADA GUIDELINES.
10. CONSTRUCT ALL RAMPS AND SIDEWALKS WITH A 2% MAXIMUM CROSS SLOPE.
11. CONSTRUCT ALL SIDE FLARES FOR CURB RAMPS WITH SLOPES NO GREATER THAN 10:1.
12. SMOOTH TRANSITION BETWEEN RAMP AND STREET CANNOT EXCEED 1/2" VERTICAL DROP.



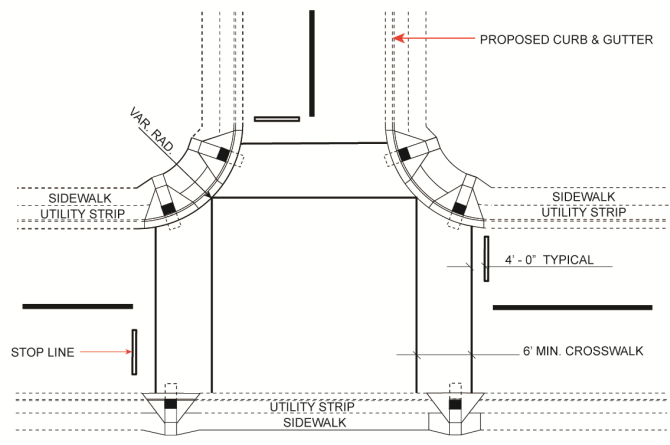
STANDARD # 102ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
CURB RAMPS AND
PROPOSED SIDEWALK
NOTES



INTERSECTION



TEE INTERSECTION

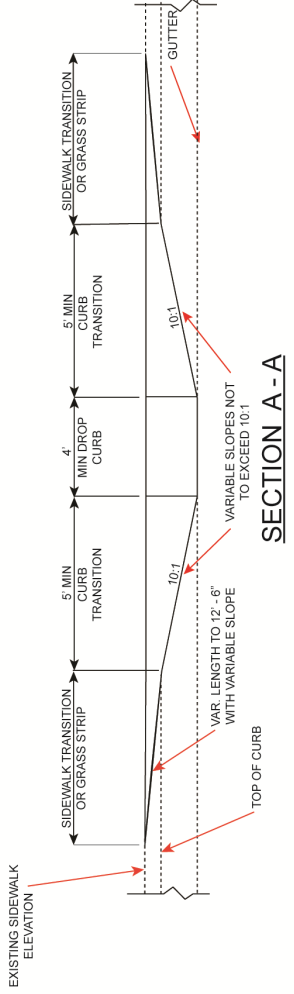
**TYPICAL LOCATION OF CURB RAMPS AT
EXISTING SIDEWALK
PEDESTRIAN CROSSWALKS AND STOP BARS**



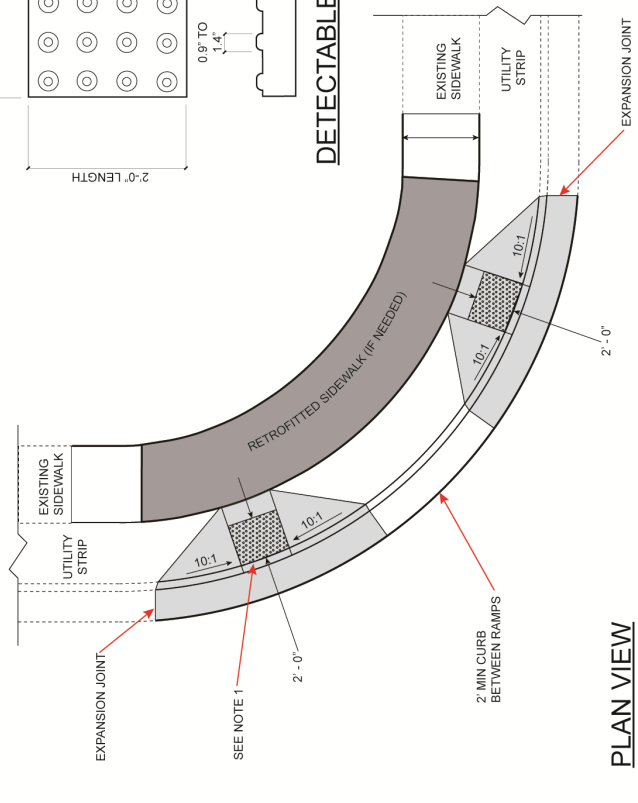
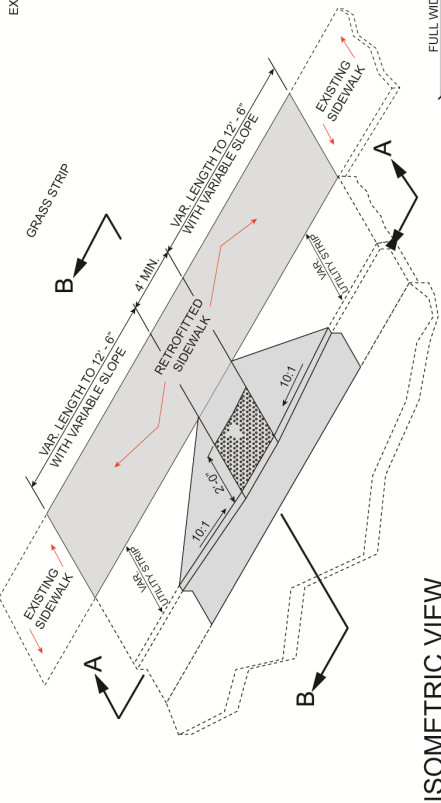
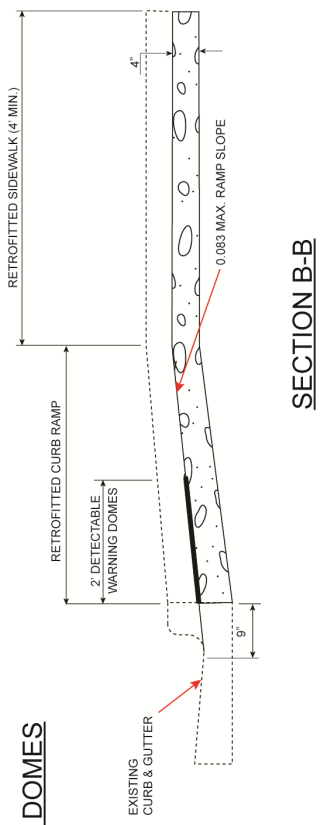
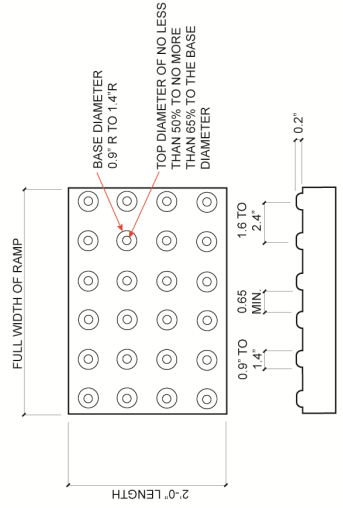
STANDARD # 103ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR CURB RAMP,
EXISTING CURB & GUTTER
AND SIDEWALK



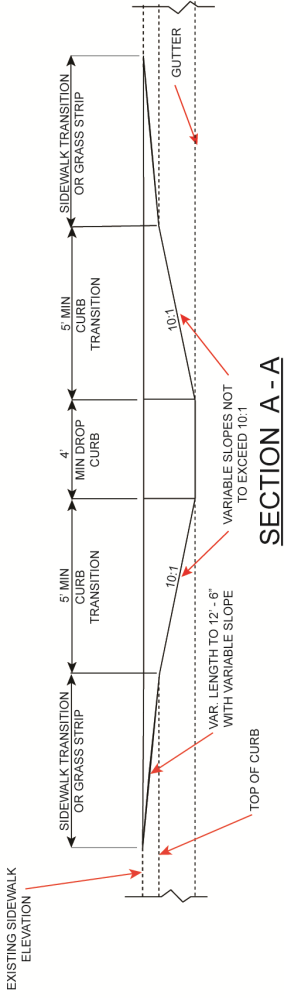
- NOTE:**
1. DETECTABLE WARNING DOMES WILL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR.
 2. ALL CURB RAMPS AND WARNING DEVICES SHALL MEET ADA REQUIREMENTS.



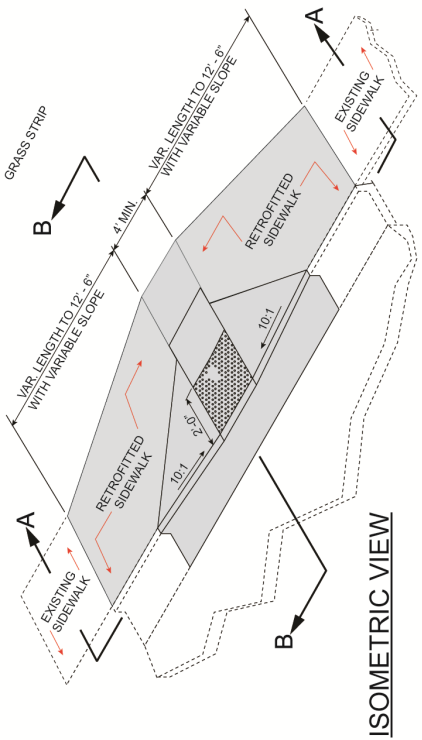
TYPICAL DESIGN STANDARDS FOR CURB RAMP FOR EXISTING CURB AND GUTTER WITH UTILITY STRIP

STANDARD # 104ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

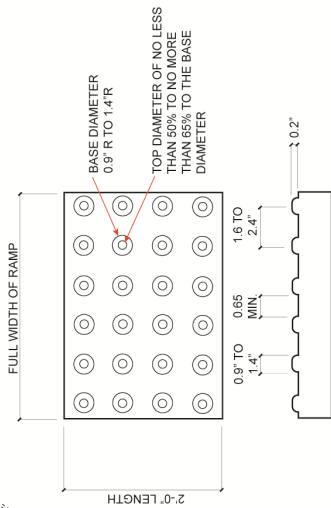




SECTION A-A

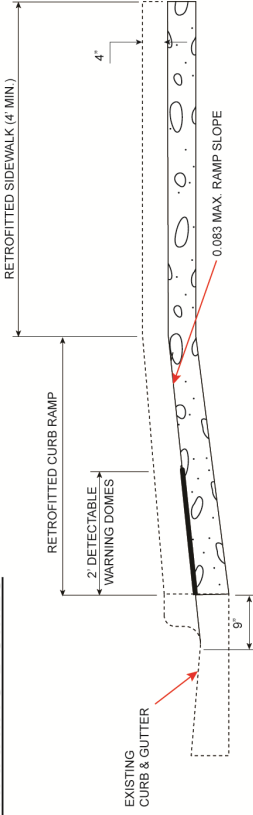


ISOMETRIC VIEW

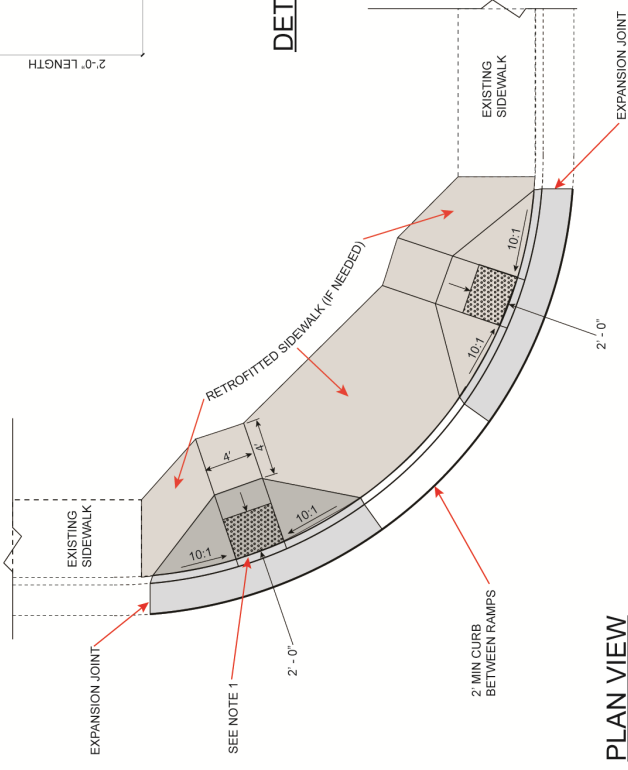


DETECTABLE WARNING DOMES

- NOTE:**
1. DETECTABLE WARNING DOMES WILL COVER 2' 0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR.
 2. ALL CURB RAMPS AND WARNING DEVICES SHALL MEET ADA REQUIREMENTS.



SECTION B-B

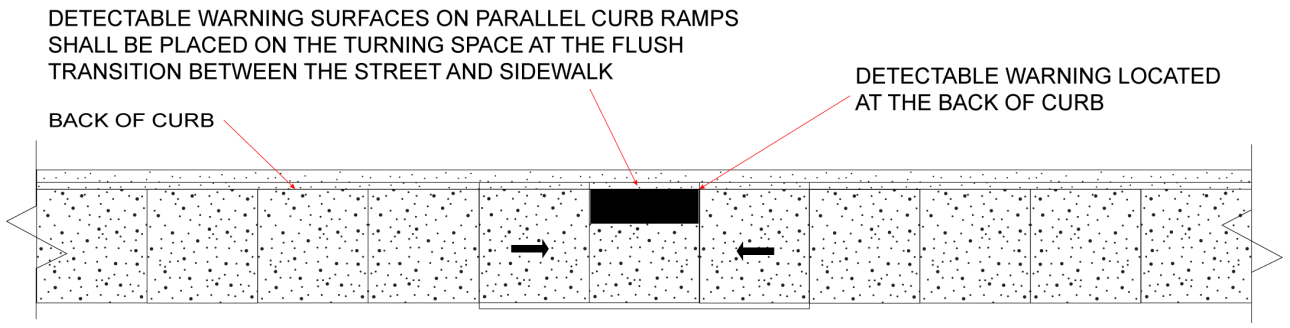
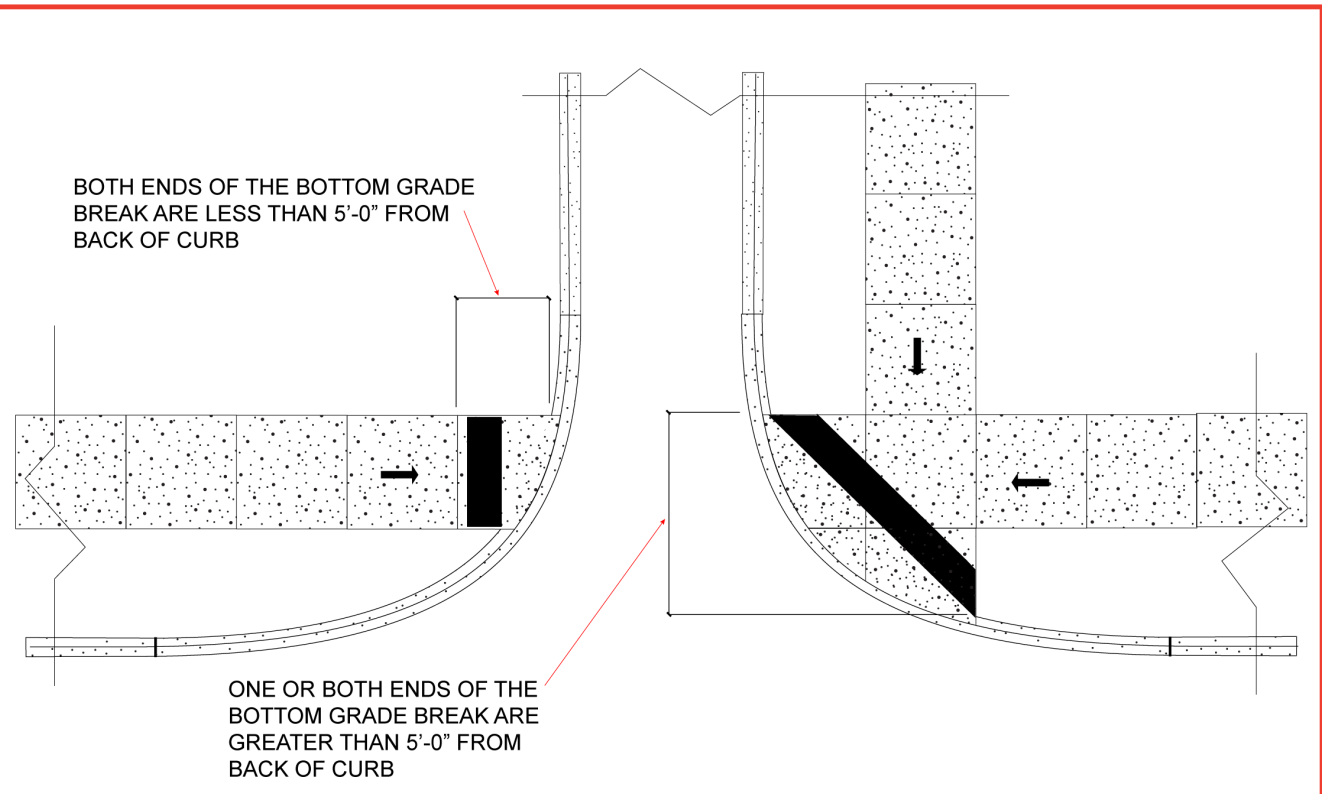


PLAN VIEW

TYPICAL DESIGN STANDARDS FOR CURB RAMP FOR EXISTING SIDEWALK ADJACENT TO CURB

STANDARD # 105ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT





STANDARD # 107ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR DETECTABLE WARNING DOME
PLACEMENT

CURB RAMPS AND EXISTING SIDEWALK

NOTES:

1. CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, SLIP RESISTANT RAMP SURFACE MUST CONTRAST VISIBLY TO THE ADJACENT SURFACE.
2. PROVIDE CURB RAMPS AT LOCATIONS AS SHOWN ON THE PLANS.
3. DO NOT EXCEED 8.33% RUNNING SLOPE, 2% CROSS SLOPE AND 5% CROSS SLOPE AT GUTTER.
4. CONSTRUCT CURB RAMPS A MINIMUM OF 4" FOR SINGLE RAMPS.

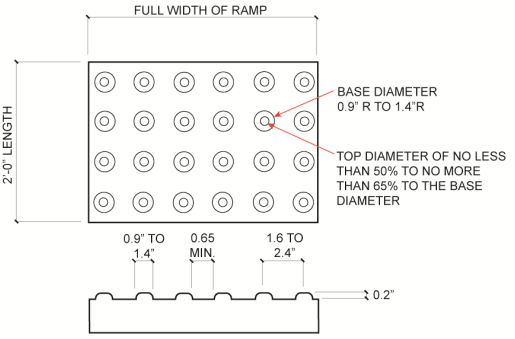
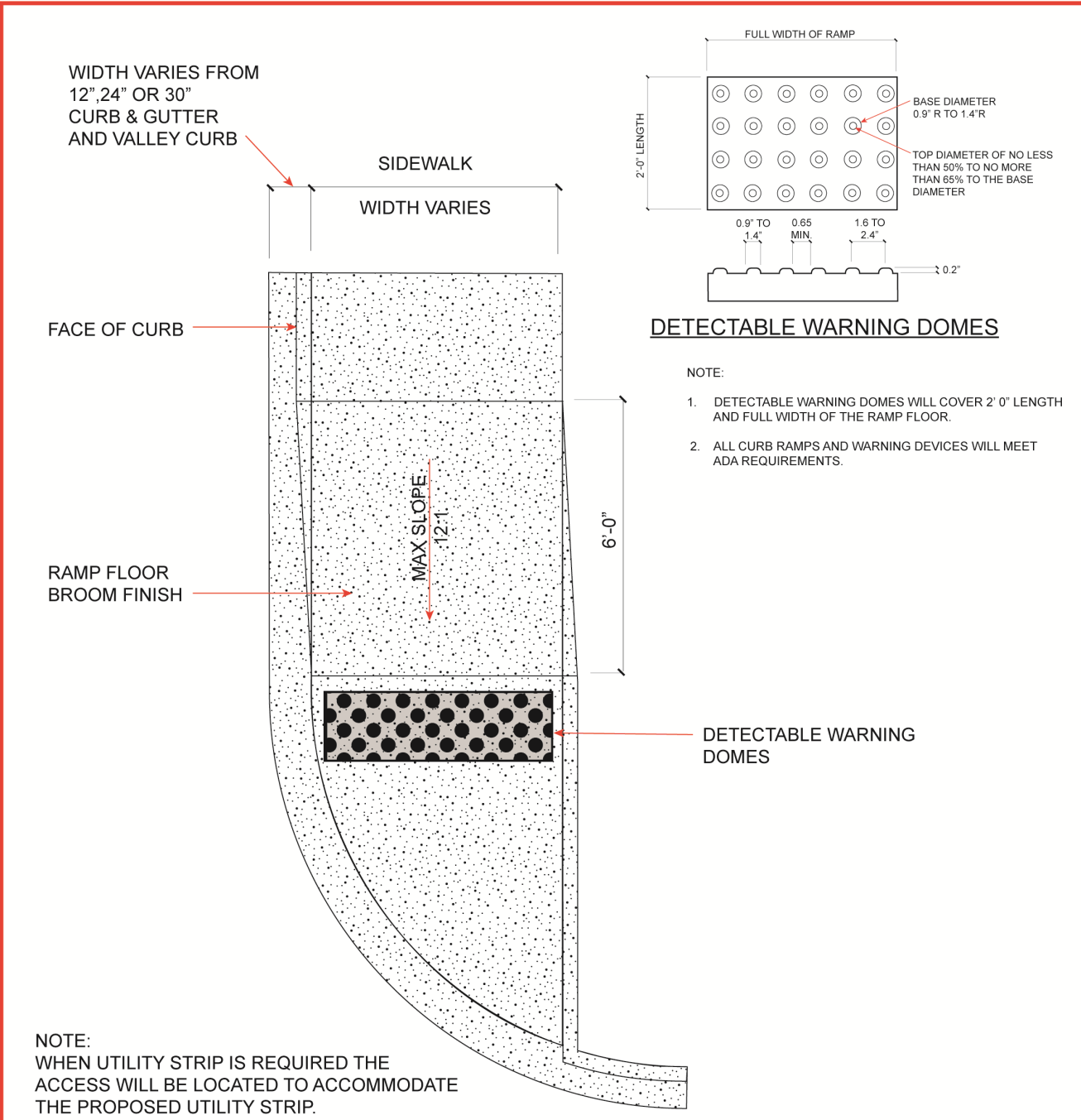
PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB.
6. PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING, THE INTERSECTION RADII. WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVEL WAY WHEN ONE RAMP IS INSTALLED.
7. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
8. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
9. CONSTRUCT ALL RAMPS SURFACES TO COMPLY WITH ADA GUIDELINES.
10. CONSTRUCT ALL RAMPS AND SIDEWALKS WITH A 2% MAXIMUM CROSS SLOPE.
11. CONSTRUCT ALL SIDE FLARES FOR CURB RAMPS WITH SLOPES NO GREATER THAN 10:1.



STANDARD # 108ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
CURB RAMPS AND
EXISTING SIDEWALK
NOTES



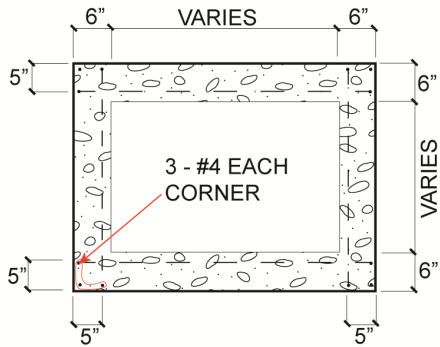
DETECTABLE WARNING DOMES

- NOTE:
1. DETECTABLE WARNING DOMES WILL COVER 2' 0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR.
 2. ALL CURB RAMPS AND WARNING DEVICES WILL MEET ADA REQUIREMENTS.

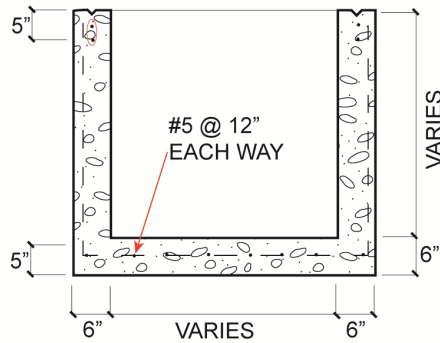
NOTE:
 WHEN UTILITY STRIP IS REQUIRED THE ACCESS WILL BE LOCATED TO ACCOMMODATE THE PROPOSED UTILITY STRIP.

DIRECTIONAL RAMP DETAIL

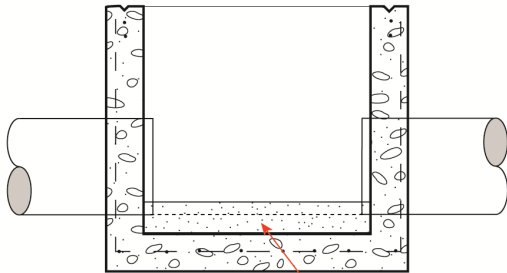
	<p>STANDARD # 109ST</p>	<p>TYPICAL DESIGN STANDARDS DIRECTIONAL RAMP DETAIL</p>
<p>CITY OF CONOVER PUBLIC WORKS DEPARTMENT</p>		



TOP VIEW



SIDE VIEW



CATCH BASINS TO HAVE POURED CONCRETE INVERT TO MAINTAIN WATER FLOW.

NOTES:

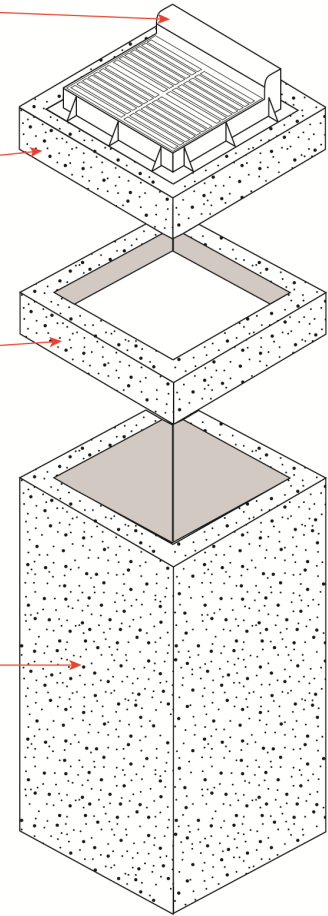
1. CONCRETE SHALL BE 4,000 PSI MIN.
2. REINFORCING STEEL TO MEET ASTM-706 OR ASTM 615 FOR GRADE 60
3. ALL PRECAST ELEMENTS SHALL MEET ASTM-C913

UNLESS NOTED OTHERWISE
 GRATE AND FRAME FOR THIS
 TOP SHALL BE 24" X 36"
 (U.S. FOUNDARY 5181-6420')
 OR APPROVED EQUAL
 CONFORMING TO NCDOT
 ROADWAY STANDARD 840.03

DRAINAGE STRUCTURE
 TOP VARIES WITH
 APPLICATION.

CONCRETE CATCH BASIN
 EXTENSION RISER:
 LENGTH AND WIDTH
 TO MATCH BASIN.
 HEIGHT VARIES WITH
 PROPOSED GRADE.

PRECAST CONCRETE CATCH
 BASIN LENGTH, WIDTH
 AND HEIGHT VARIES BY
 MANUFACTURER AND
 APPLICATION.



CATCH BASIN SCHEMATIC

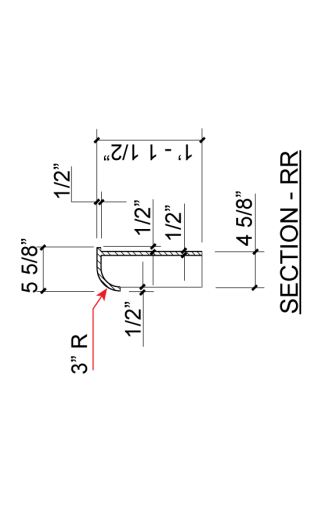
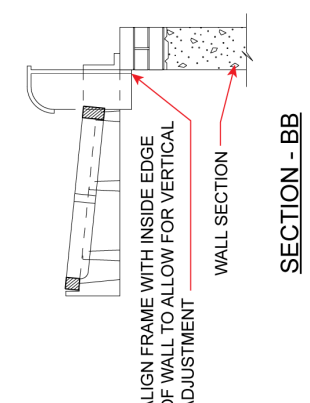
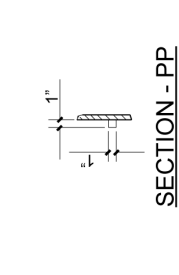
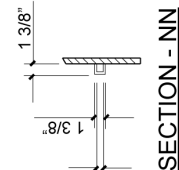
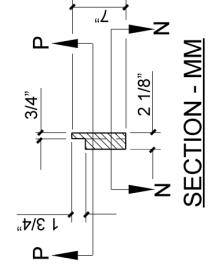
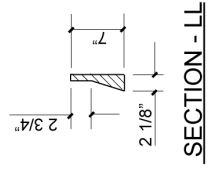
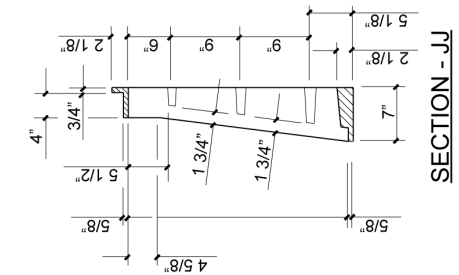
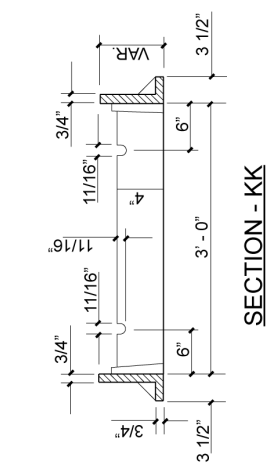
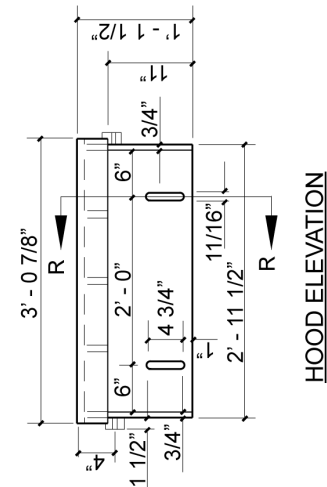
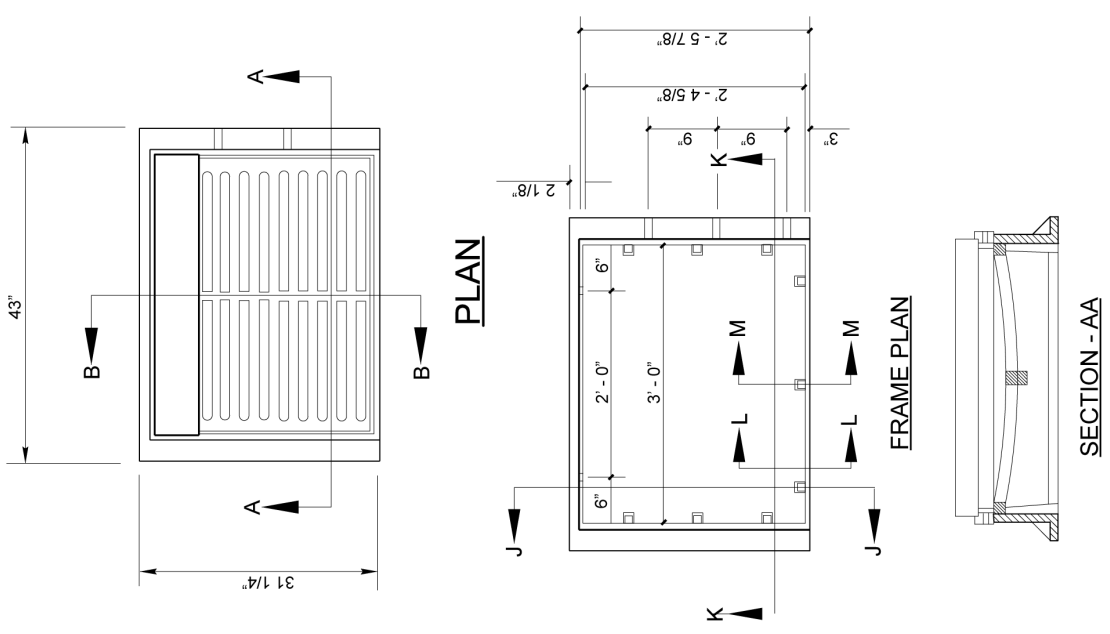
PRECAST DRAINAGE STRUCTURE



STANDARD # 200ST

CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT

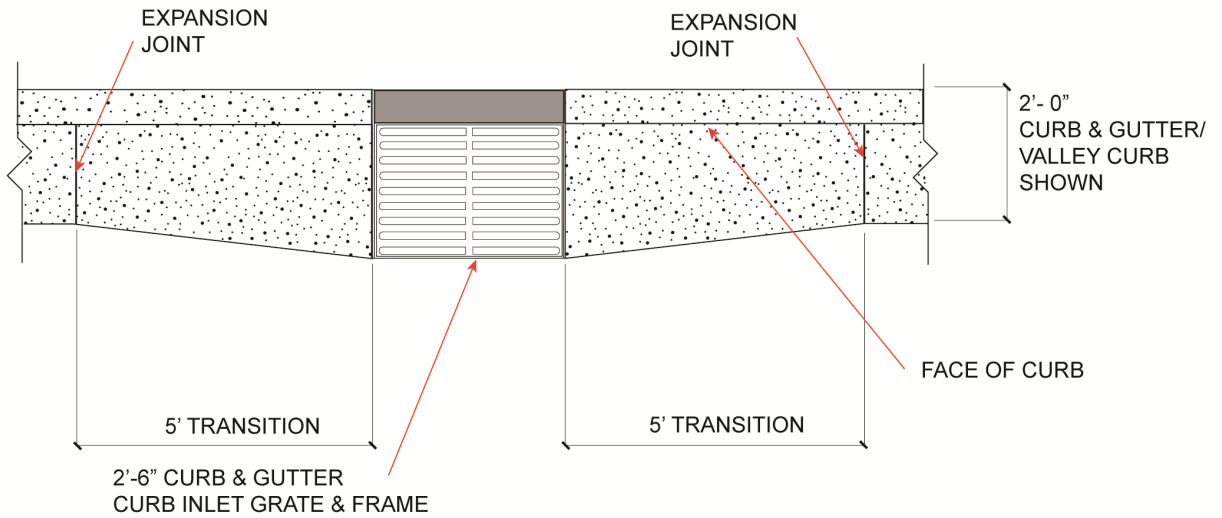
TYPICAL DESIGN STANDARDS
 PRECAST CONCRETE
 CATCH BASIN



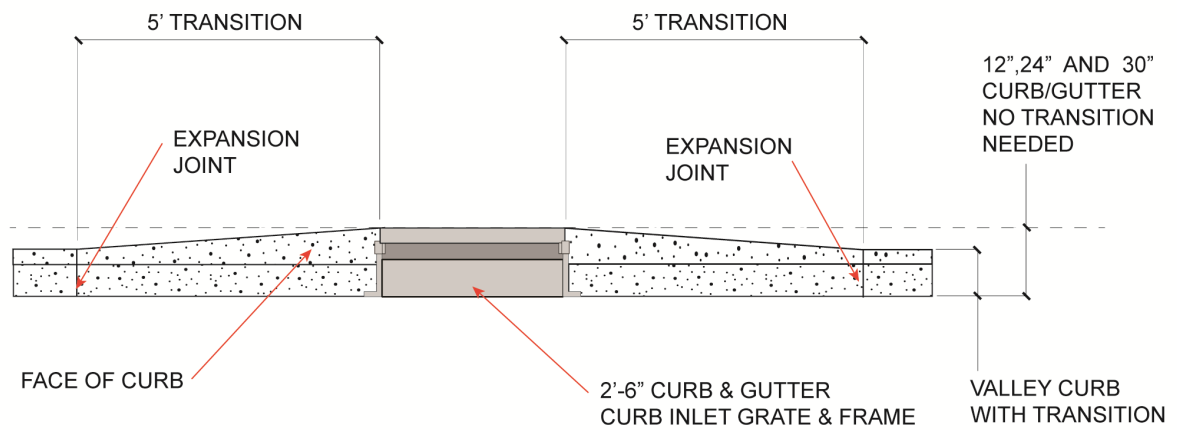
STANDARD # 201ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FRAME, GRATE AND HOOD FOR
STANDARD CATCH BASIN





CURB & GUTTER TRANSITION PLAN
 (12" C&G AND 24" VALLEY / CURB & GUTTER)



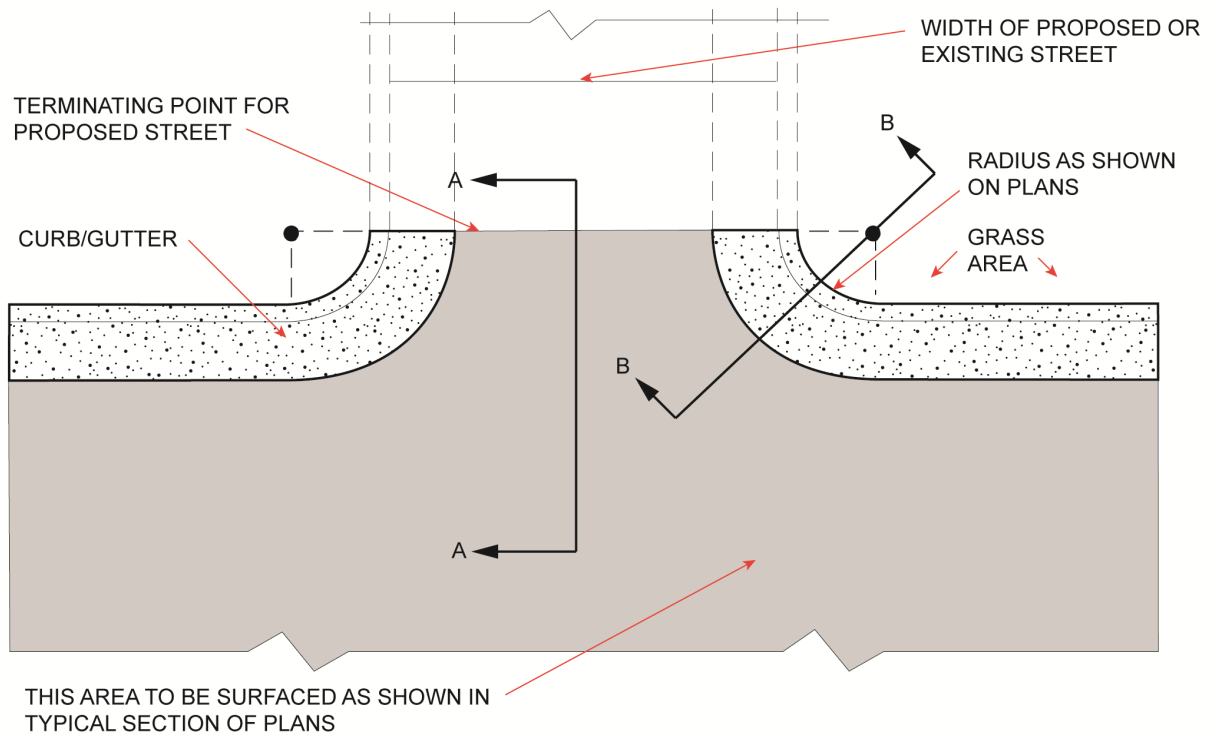
CURB & GUTTER TRANSITION PROFILE
 (VALLEY CURB ONLY)



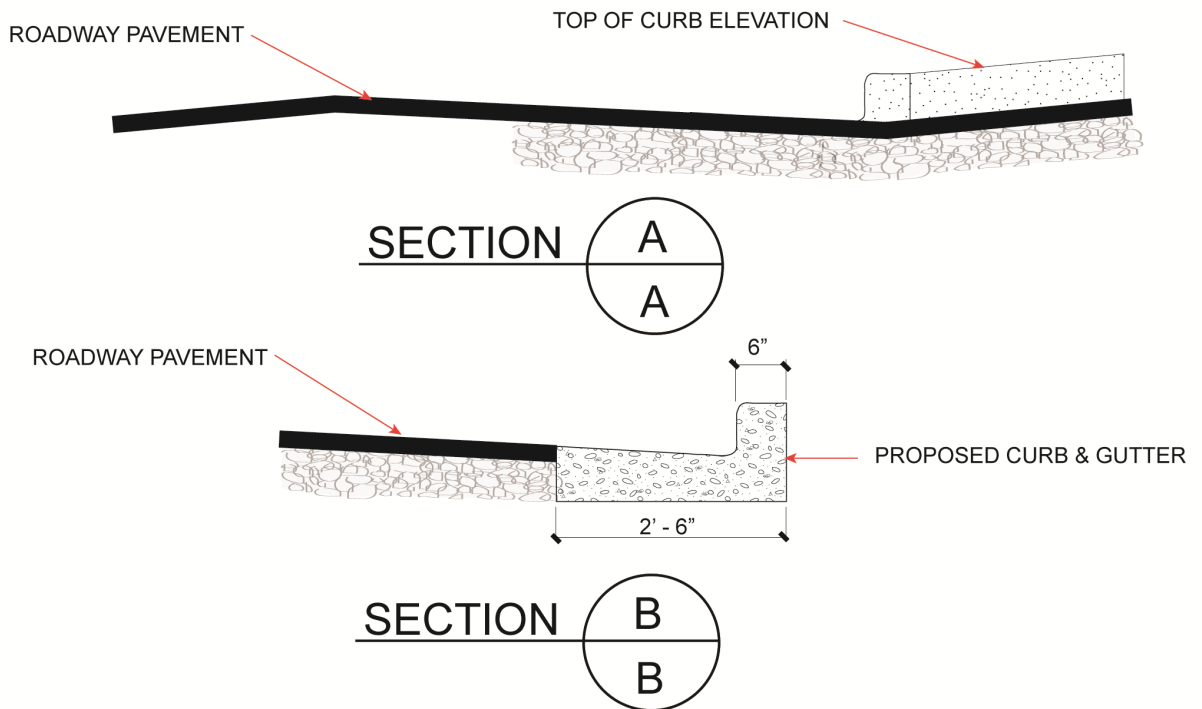
STANDARD # 202ST

CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
 VALLEY / CURB & GUTTER
 DETAIL



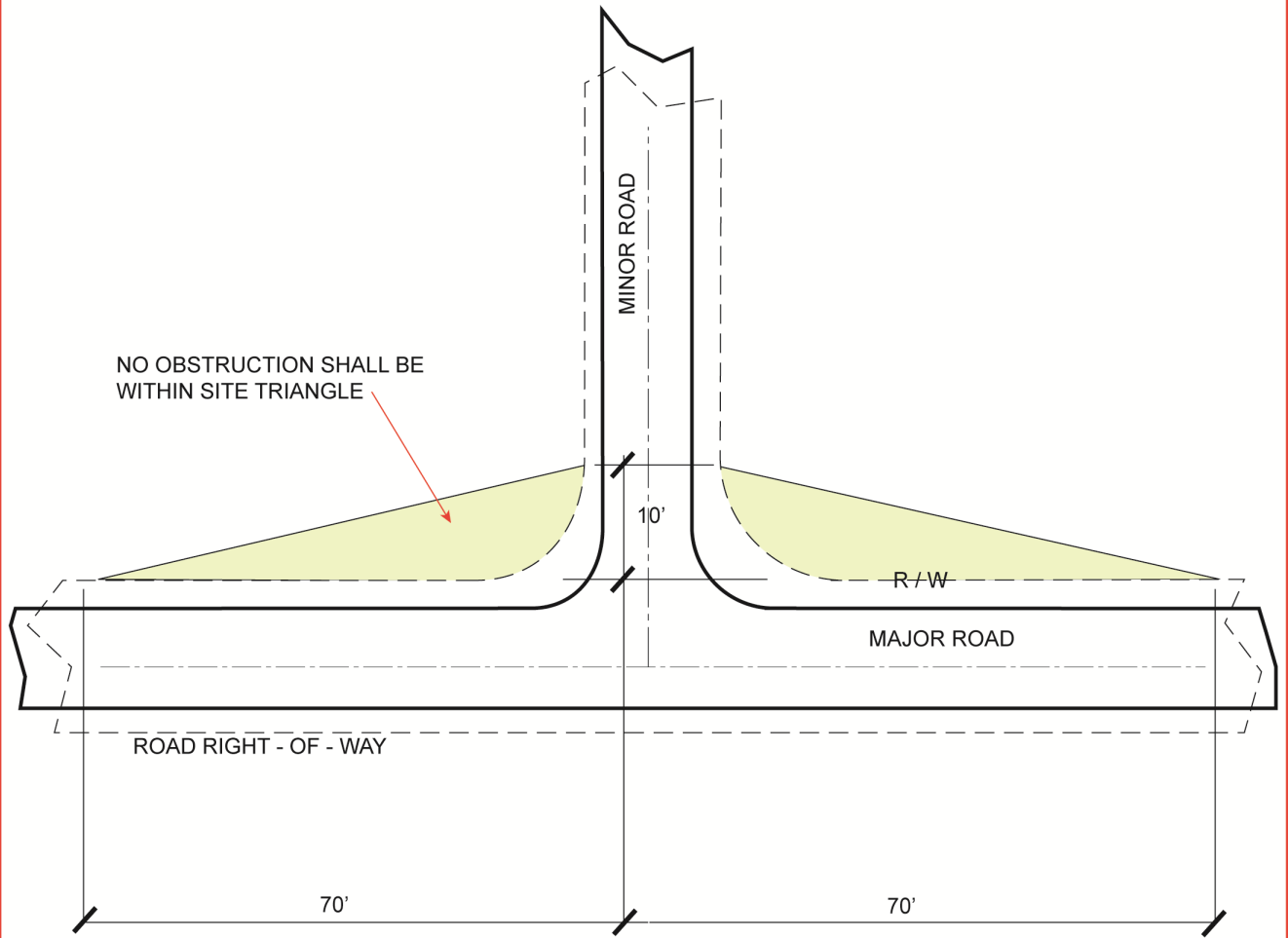
PARTIAL PLAN PAVED TURNOUT
 TO BE USED ON PROPOSED AND EXISTING STREET INTERSECTIONS
 OR MAJOR TYPE COMMERCIAL ENTRANCES



STANDARD # 300ST

CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
 STREET TURNOUTS



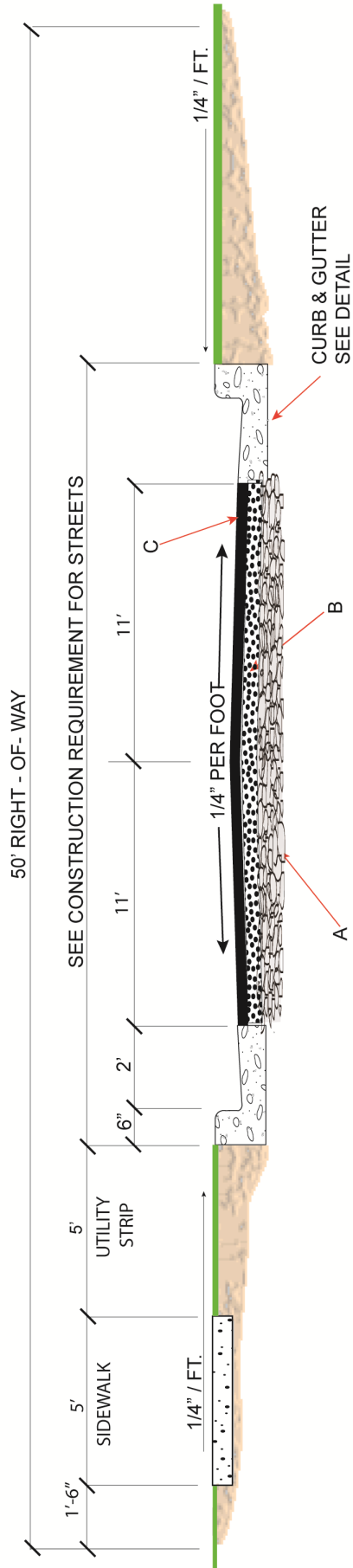
INTERSECTION SITE TRIANGLE



STANDARD # 301ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
INTERSECTION SITE
TRIANGLE



TYPICAL STREET CROSS SECTION

(NEIGHBORHOOD STREET SHOWN. SEE CONSTRUCTION REQUIREMENTS FOR STREETS FOR OTHER PVT. WIDTHS)

PAVEMENT SCHEDULE

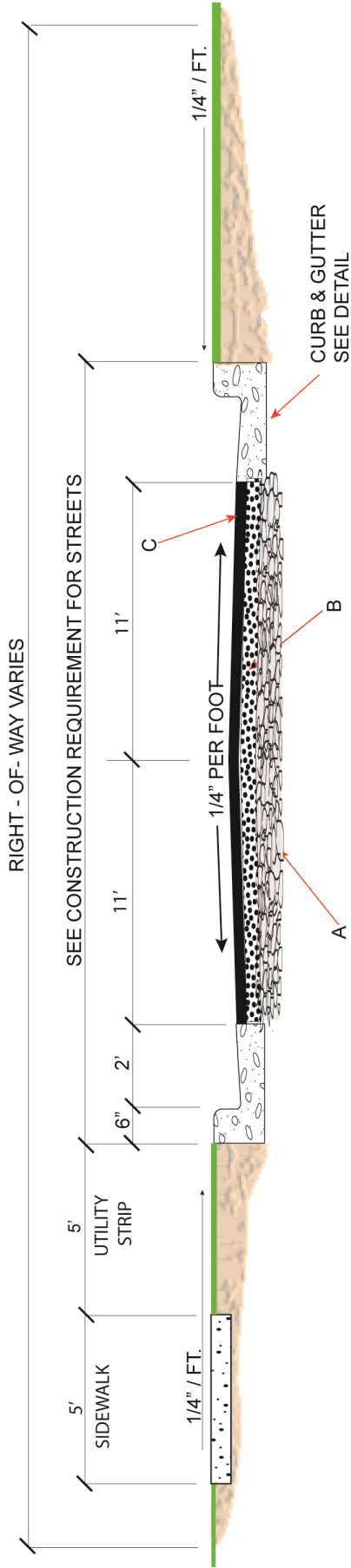
- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (2 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (2 INCHES, S9.5 B,C,D).



STANDARD # 400ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR STREET CONSTRUCTION
(COLLECTOR, LOCAL, MARGINAL ACCESS
& ALLEY STREET TYPES)



TYPICAL STREET CROSS SECTION

SEE CONSTRUCTION REQUIREMENTS FOR STREETS FOR OTHER PVT. WIDTHS

PAVEMENT SCHEDULE

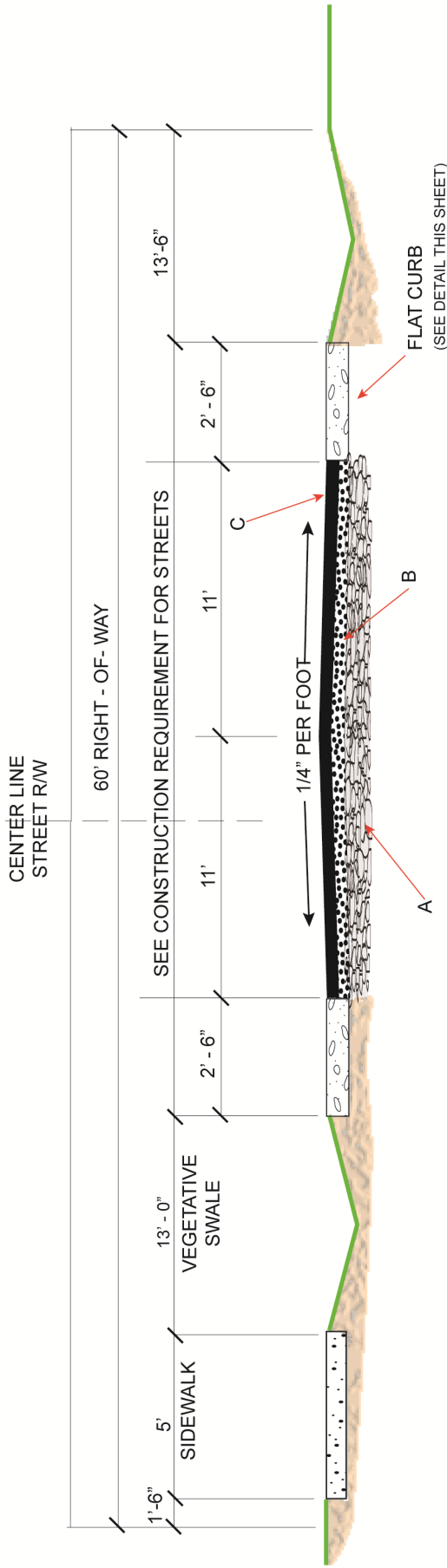
- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (3 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (2 INCHES, S9.5 B,C,D).



STANDARD # 401ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR STREET CONSTRUCTION
(COMMERCIAL AND INDUSTRIAL STREET TYPES)

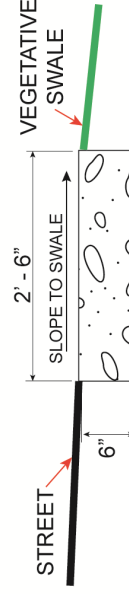


TYPICAL STREET CROSS SECTION

SEE CONSTRUCTION REQUIREMENTS FOR STREETS FOR OTHER PVT. WIDTHS)

PAVEMENT SCHEDULE

- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (2 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (2 INCHES, S9.5 B,C,D).



FLAT CURB DETAIL

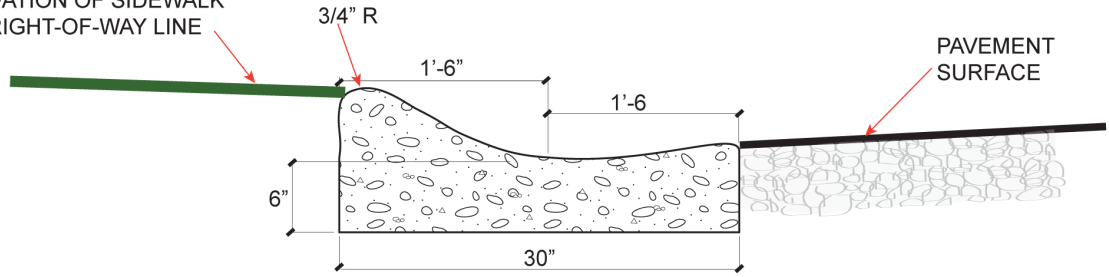


STANDARD # 402ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

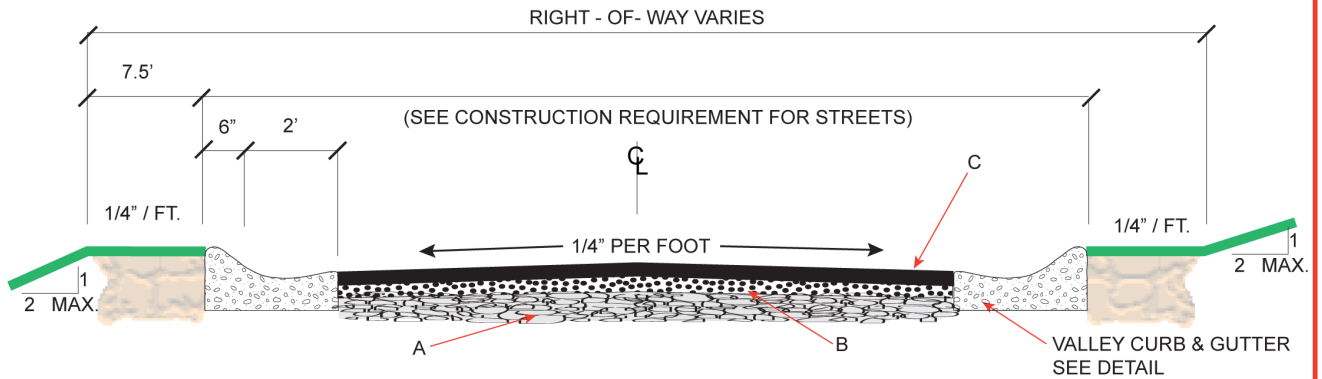
TYPICAL DESIGN STANDARDS
FOR STREET CONSTRUCTION WITH
FLAT CURB, VEGETATIVE SWALE AND SIDEWALK

SLOPE TO REQUIRED ELEVATION OF SIDEWALK OR RIGHT-OF-WAY LINE

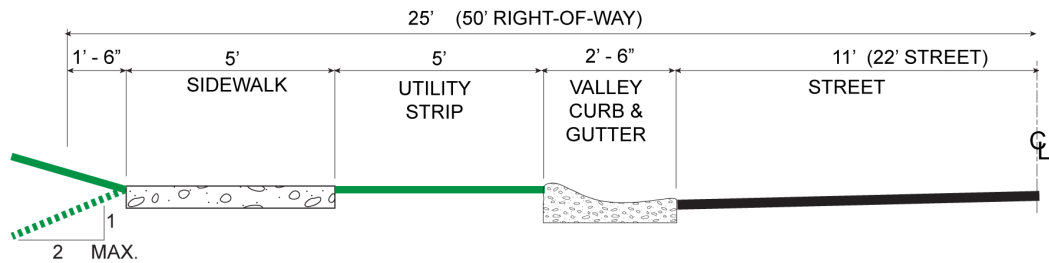


TYPICAL 24" & 30" VALLEY CURB DETAIL

(30" VALLEY CURB SHOWN)



TYPICAL STREET CROSS SECTION



PARTIAL STREET CROSS SECTION

(WITH UTILITY STRIP AND SIDEWALK)

PAVEMENT SCHEDULE

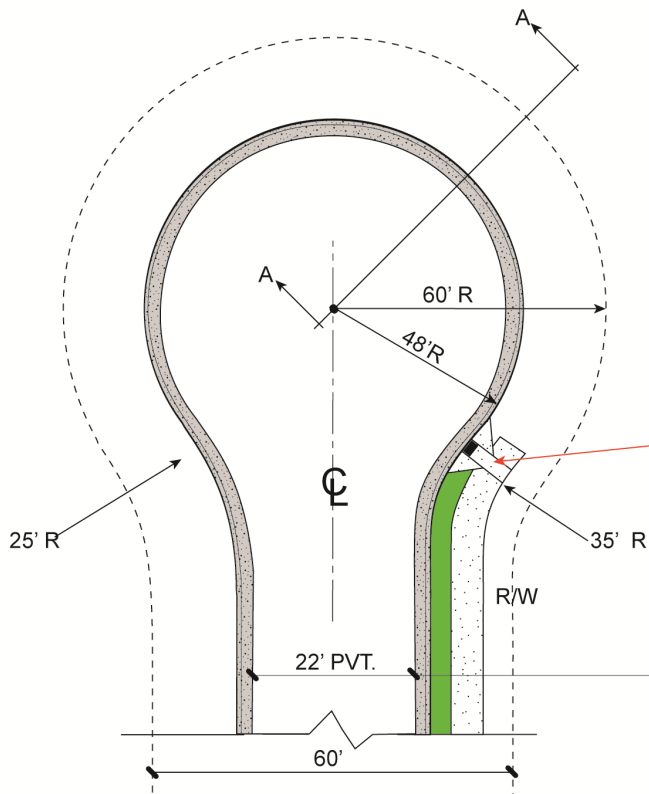
- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (2 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (2 INCHES, S9.5 B,C,D).



STANDARD # 403ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR STREET CONSTRUCTION WITH
VALLEY CURB & GUTTER
(COLLECTOR, LOCAL, MARGINAL ACCESS
& ALLEY STREET TYPES)

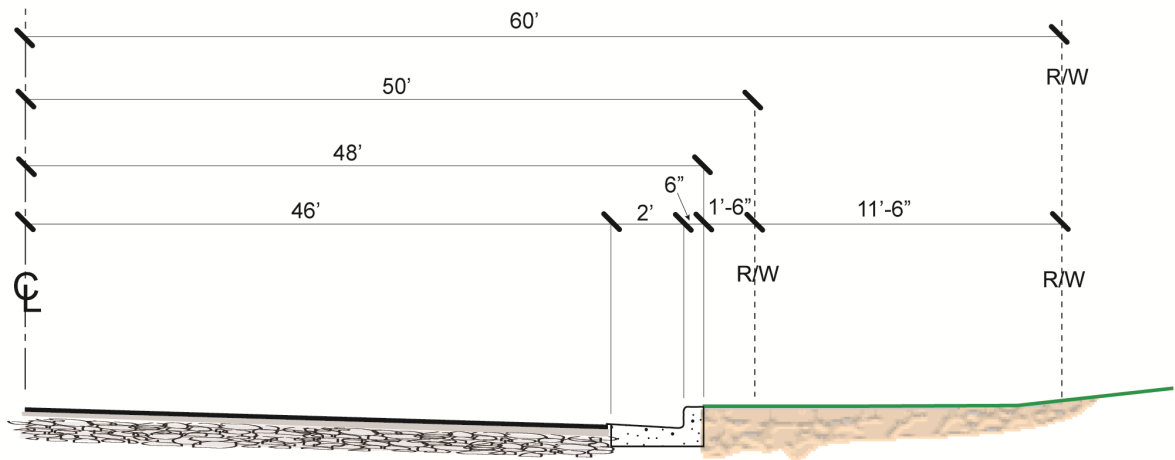


TERRAIN	MAX SLOPE
LEVEL	2 : 1
ROLLING	2 : 1
HILLY	1-1/2 : 1

CURB RAMP
ADA STANDARDS

**PAVEMENT WIDTH WITH CURB & GUTTER
AND VALLEY CURB:**

- a. 24" CURB & GUTTER = 23' PAVEMENT
- b. 24" VALLEY CURB = 22' PAVEMENT
- c. 30" CURB & GUTTER = 22' PAVEMENT
- d. 30" VALLEY CURB = 21' PAVEMENT



SECTION A
A

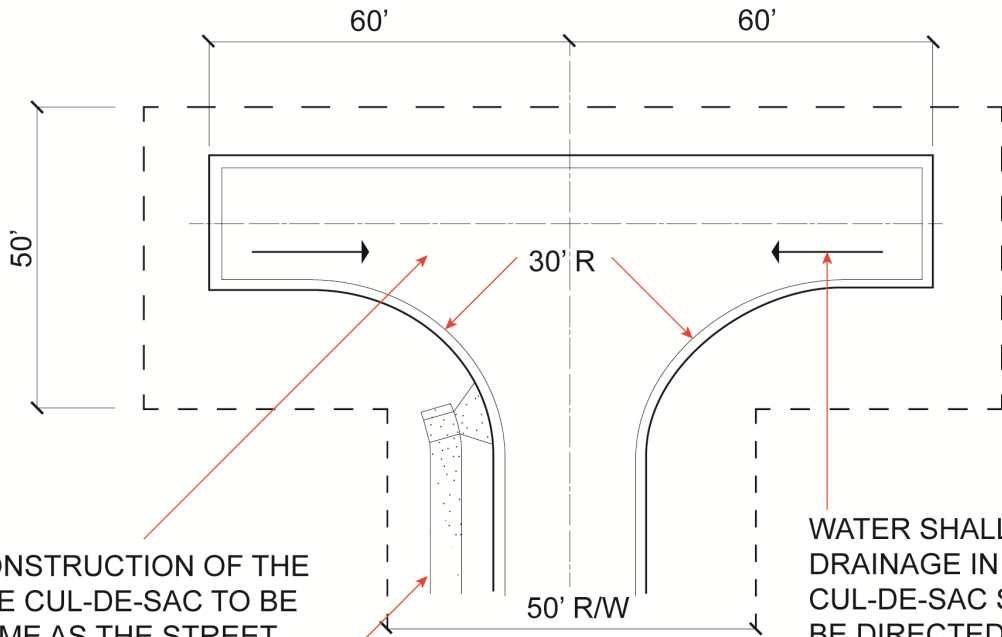
CUL-DE-SAC WITH CURB / GUTTER



STANDARD # 404ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR SYMMETRICAL CUL-DE-SAC
WITH CURB & GUTTER



CONSTRUCTION OF THE TEE CUL-DE-SAC TO BE SAME AS THE STREET CONSTRUCTION

WATER SHALL NOT STAND. DRAINAGE IN THE CUL-DE-SAC SHALL BE DIRECTED TO THE NEAREST CATCH BASIN.

PLAN

SIDEWALK SHALL TERMINATE AT THE NECK OF THE TEE CUL-DE-SAC.

NOTE:

TEE CUL-DE-SAC WILL ONLY BE USED UPON THE APPROVAL OF THE PUBLIC WORKS DIRECTOR.

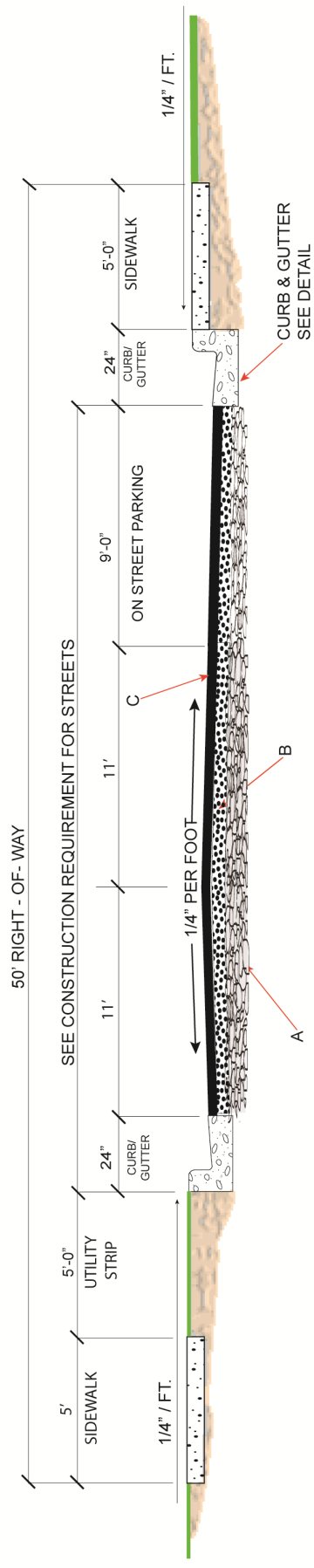
TEE CUL-DE-SAC WITH CURB / GUTTER



STANDARD # 404a ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR TEE CUL-DE-SAC
WITH CURB & GUTTER



TYPICAL STREET CROSS SECTION

(NEIGHBORHOOD STREET SHOWN. SEE CONSTRUCTION REQUIREMENTS FOR STREETS FOR OTHER PVT. WIDTHS)

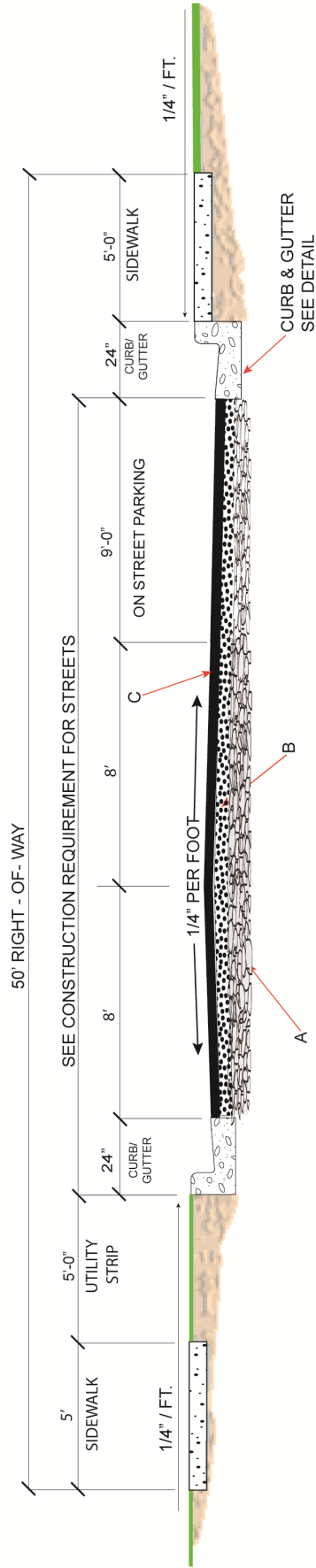
PAVEMENT SCHEDULE

- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (2 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (1 INCH, S9.5 B,C,D).



STANDARD # 405ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
FOR STREET CONSTRUCTION WITH ON STREET PARKING
 (COLLECTOR, LOCAL, MARGINAL ACCESS & ALLEY STREET TYPES)



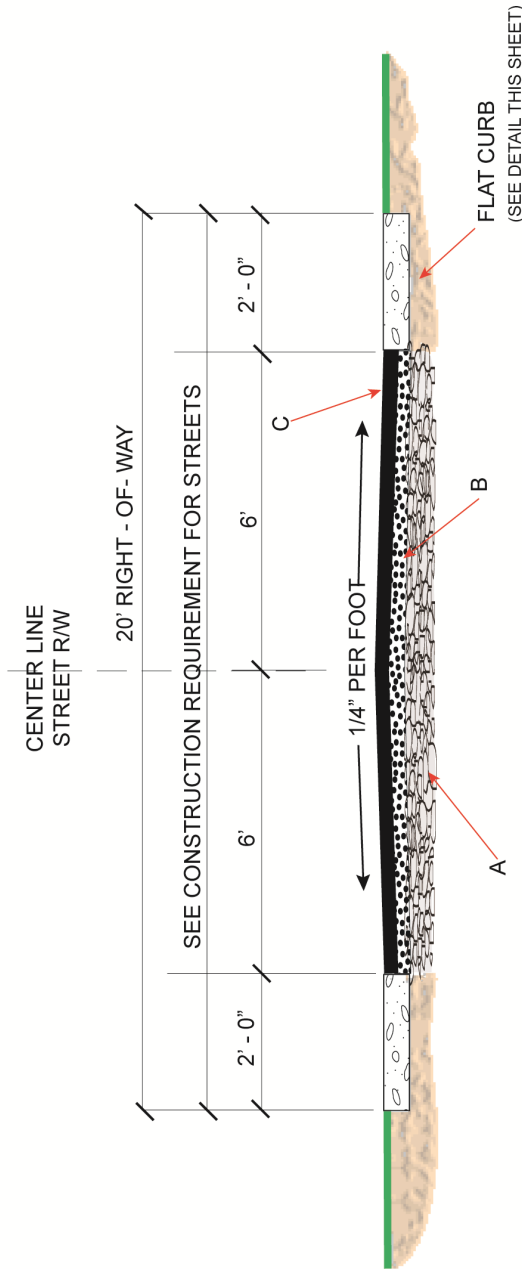
TYPICAL STREET CROSS SECTION (24" CURB/GUTTER SHOWN)

(NEIGHBORHOOD STREET SHOWN. SEE CONSTRUCTION REQUIREMENTS FOR STREETS FOR OTHER PVT. WIDTHS)

PAVEMENT SCHEDULE

- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (2 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (1 INCH, S9.5 B,C,D).

	<p>STANDARD # 406ST CITY OF CONOVER PUBLIC WORKS DEPARTMENT</p>	<p>TYPICAL DESIGN STANDARDS FOR STREET CONSTRUCTION WITH ON STREET PARKING ONE WAY STREET</p>
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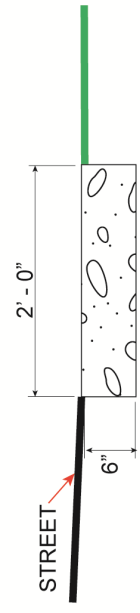


TYPICAL STREET CROSS SECTION

SEE CONSTRUCTION REQUIREMENTS FOR STREETS FOR OTHER PVT. WIDTHS)

PAVEMENT SCHEDULE

- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (2 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (1 INCH, S9.5 B,C,D).

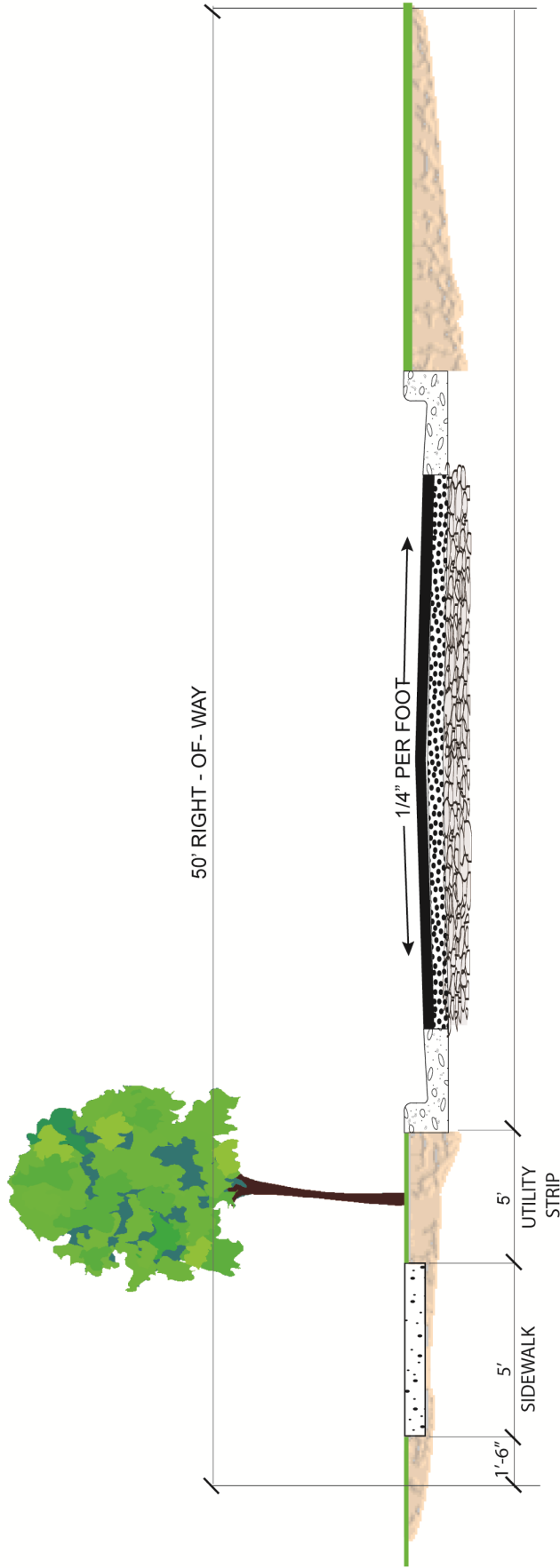


FLAT CURB DETAIL



STANDARD # 407ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

**TYPICAL DESIGN STANDARDS
FOR ALLEY WAY CONSTRUCTION WITH FLAT CURB**

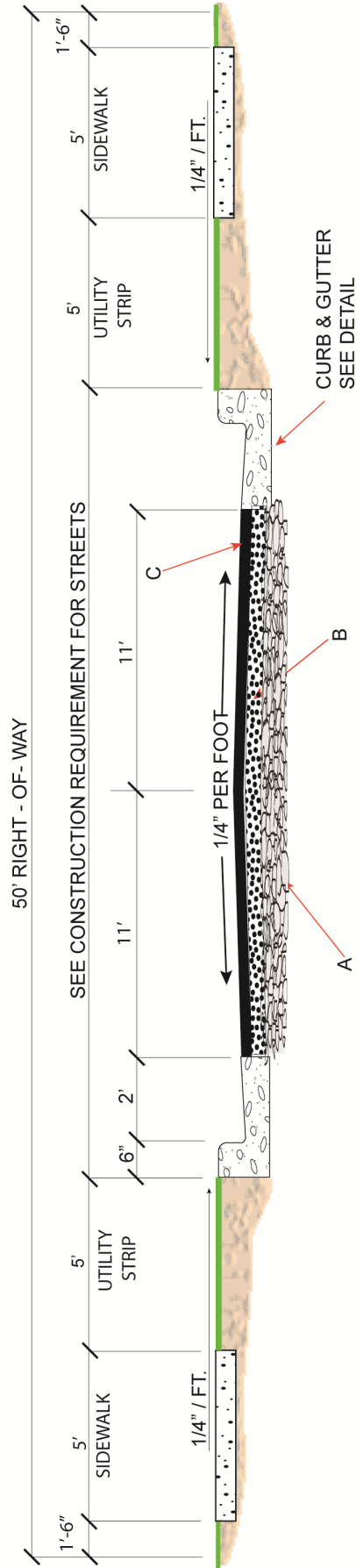


TYPICAL STREET CROSS SECTION WITH STREET TREES

TYPICAL DESIGN STANDARDS
FOR STREET CONSTRUCTION
(COLLECTOR, LOCAL, MARGINAL ACCESS
& ALLEY STREET TYPES)

STANDARD # 408ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT





TYPICAL STREET CROSS SECTION

(NEIGHBORHOOD STREET SHOWN. SEE CONSTRUCTION REQUIREMENTS FOR STREETS FOR OTHER PVT. WIDTHS)

PAVEMENT SCHEDULE

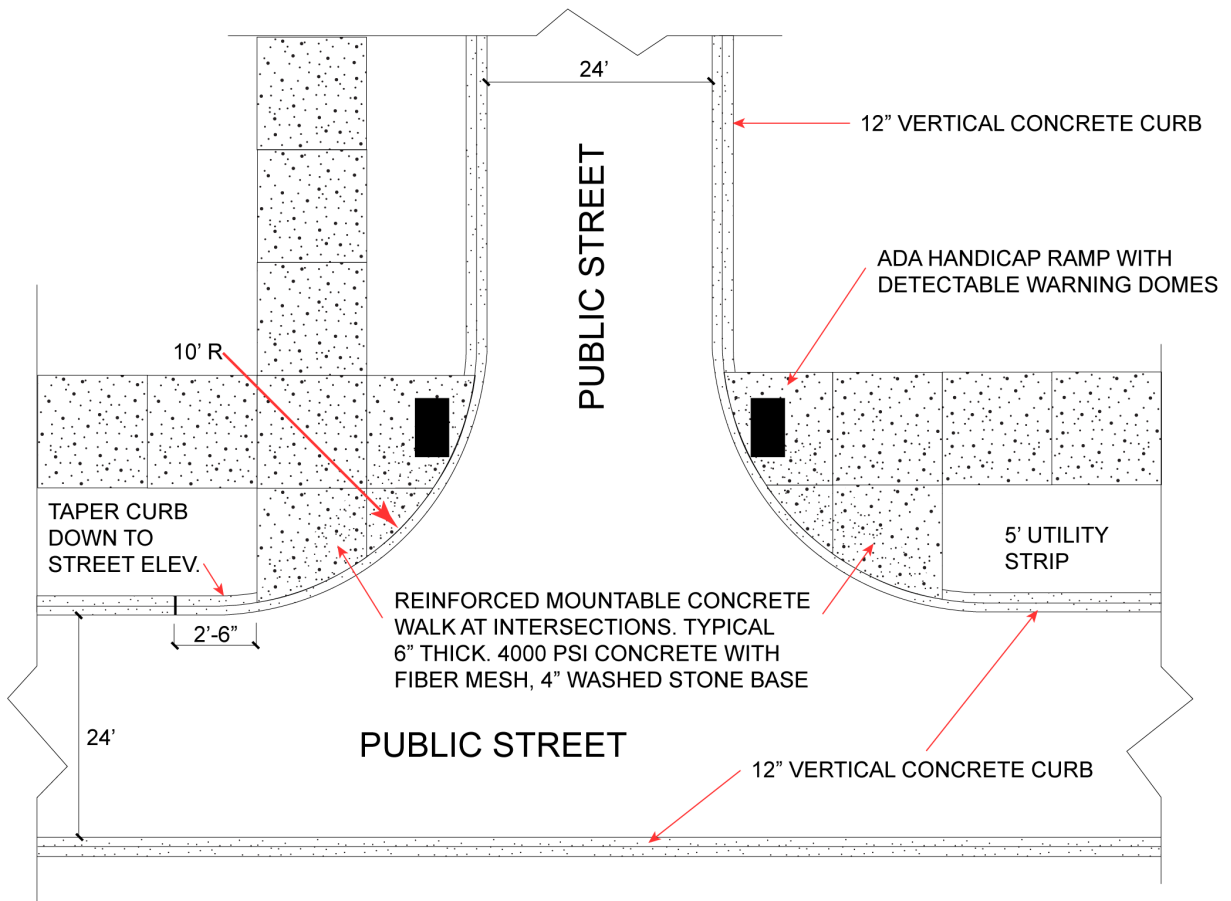
- A. COMPACTED AGGREGATE BASE COURSE (8 INCHES, STONE)
- B. BITUMINOUS CONCRETE H-BINDER COURSE TO BE PLACED IMMEDIATELY UPON FINAL PREPARATION OF ABC STONE BASE. PLANT MIX TO MEET N.C.D.O.T. SPECIFICATIONS, (2 INCHES, I-19C).
- C. BITUMINOUS CONCRETE SURFACE COURSE, (1 INCH, S9.5 B,C,D).



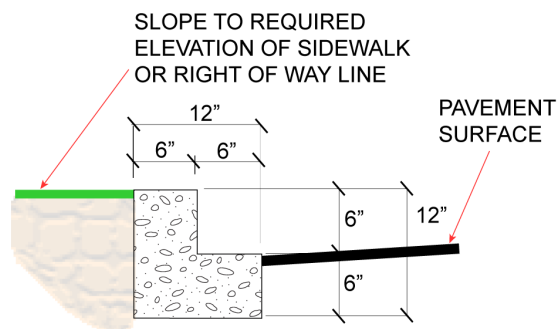
STANDARD # 409ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS FOR
STREET CONSTRUCTION, SIDEWALK BOTH SIDES
(COLLECTOR, LOCAL, MARGINAL ACCESS & ALLEY STREET TYPES)



24' PUBLIC STREET / 24' PUBLIC STREET CONNECTION



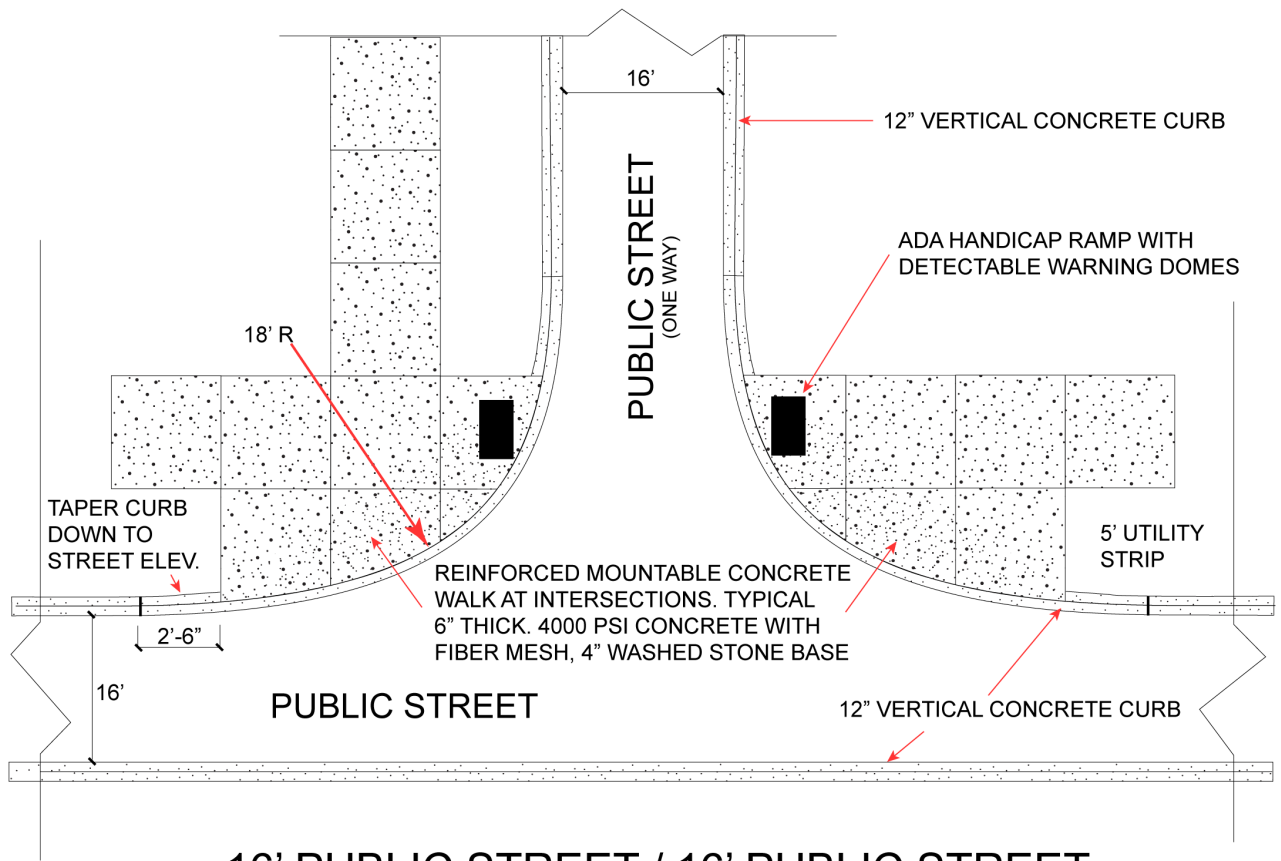
12" CURB & GUTTER
(TRADITIONAL NEIGHBORHOODS ONLY)



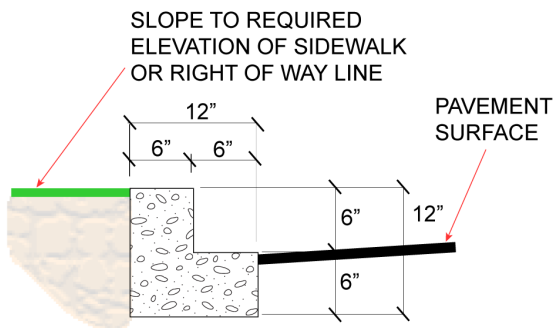
STANDARD # 500ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
24' TO 24' PUBLIC
STREET CONNECTION
(TRADITIONAL NEIGHBORHOODS ONLY)



16' PUBLIC STREET / 16' PUBLIC STREET CONNECTION



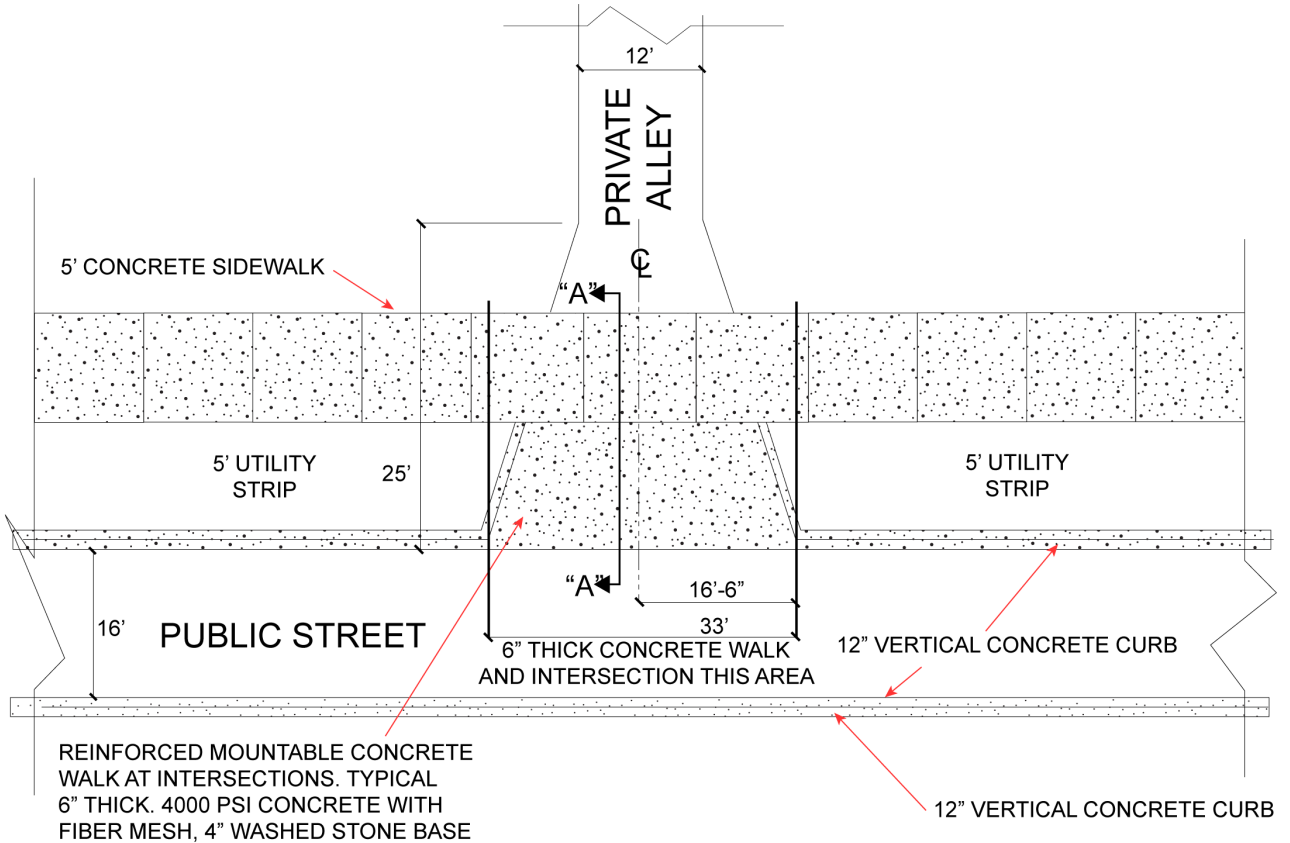
12" CURB & GUTTER
(TRADITIONAL NEIGHBORHOODS ONLY)



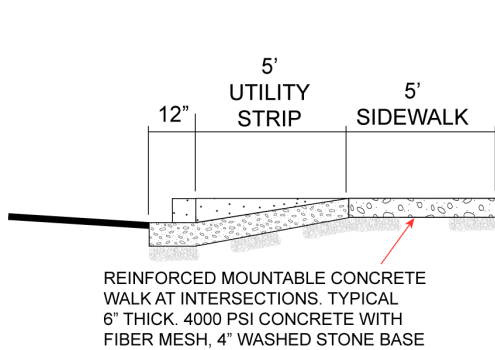
STANDARD # 501ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

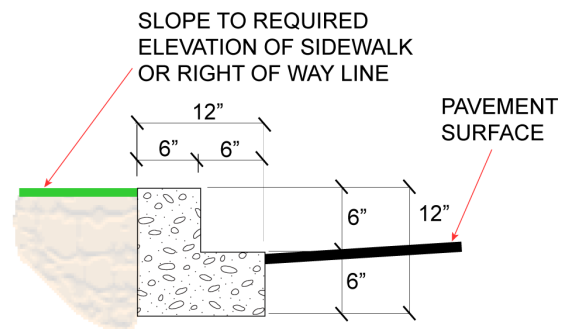
TYPICAL DESIGN STANDARDS
16' TO 16' PUBLIC
STREET CONNECTION
(TRADITIONAL NEIGHBORHOODS ONLY)



16' PUBLIC STREET / 12' PRIVATE ALLEY CONNECTION



SECTION "A-A"



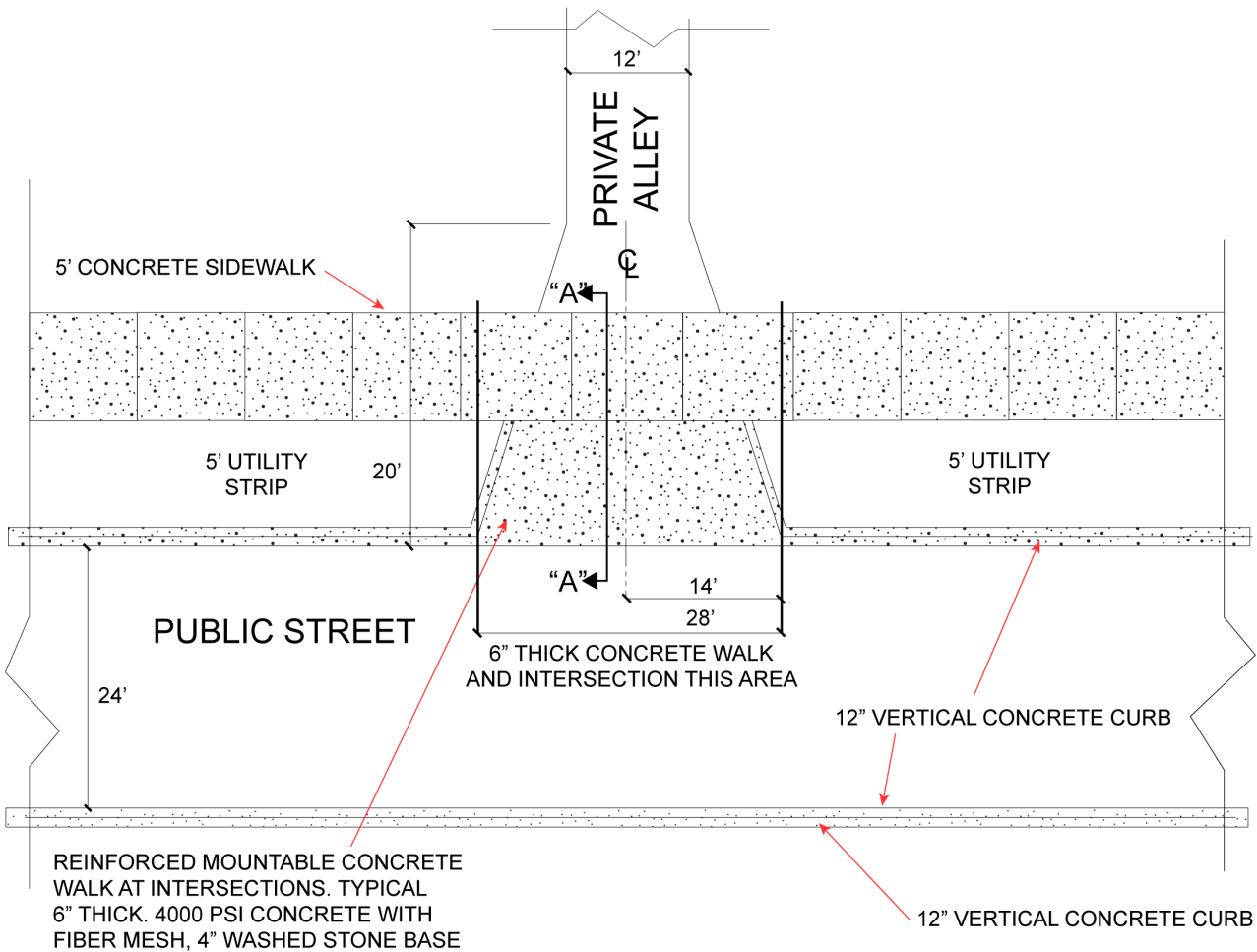
12" CURB & GUTTER
(TRADITIONAL NEIGHBORHOODS ONLY)



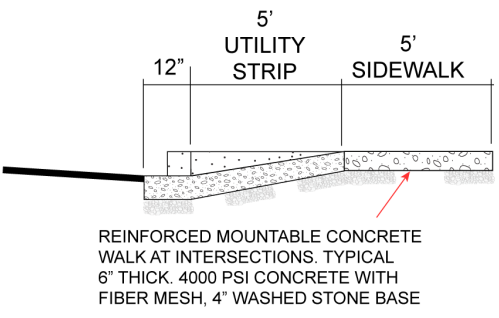
STANDARD # 502ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

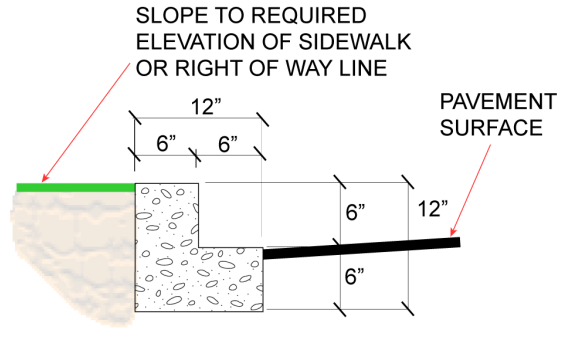
TYPICAL DESIGN STANDARDS
16' PUBLIC TO 12' PRIVATE ALLEY
STREET CONNECTION
(TRADITIONAL NEIGHBORHOODS ONLY)



24' PUBLIC STREET / 12' PRIVATE ALLEY CONNECTION



SECTION "A-A"



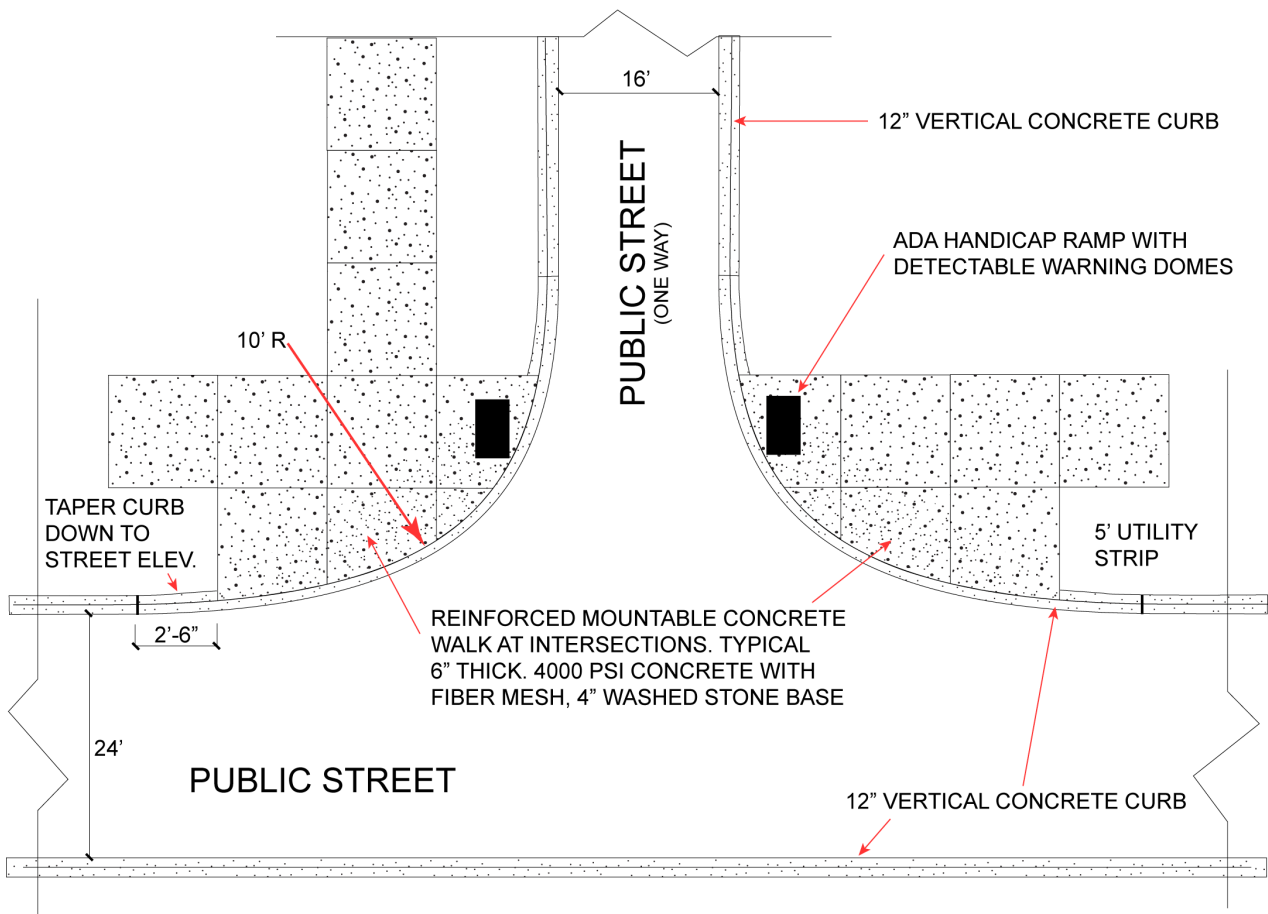
12" CURB & GUTTER
(TRADITIONAL NEIGHBORHOODS ONLY)



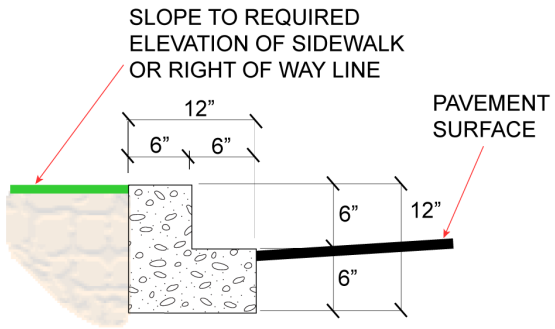
STANDARD # 503ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
24' PUBLIC TO 12' PRIVATE ALLEY
STREET CONNECTION
(TRADITIONAL NEIGHBORHOODS ONLY)



**16' PUBLIC STREET / 16' PUBLIC STREET
CONNECTION**



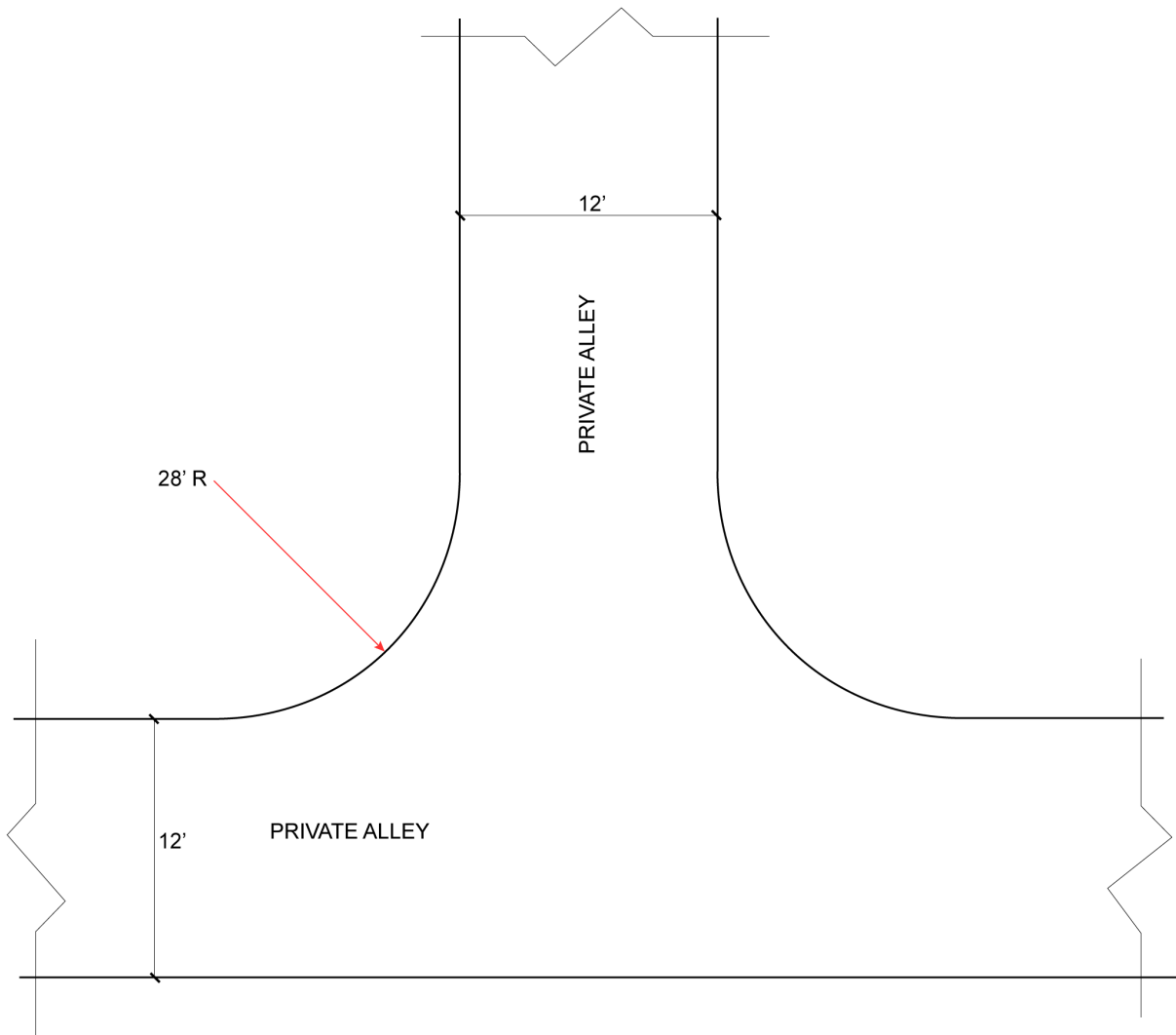
12" CURB & GUTTER
(TRADITIONAL NEIGHBORHOODS ONLY)



STANDARD # 504ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
24' TO 16' PUBLIC
STREET CONNECTION
(TRADITIONAL NEIGHBORHOODS ONLY)



12' PRIVATE / 12' PRIVATE ALLEY CONNECTION

NOTE:

1. ALL DRAINAGE WITHIN THE PRIVATE ALLEY WILL BE PRIVATELY MAINTAINED.
2. ALLEY WILL BE CONSTRUCTED TO WITHSTAND SANITATION SERVICES.
3. ALLEY SHALL BE PRIVATELY MAINTAINED.



STANDARD # 505ST

CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

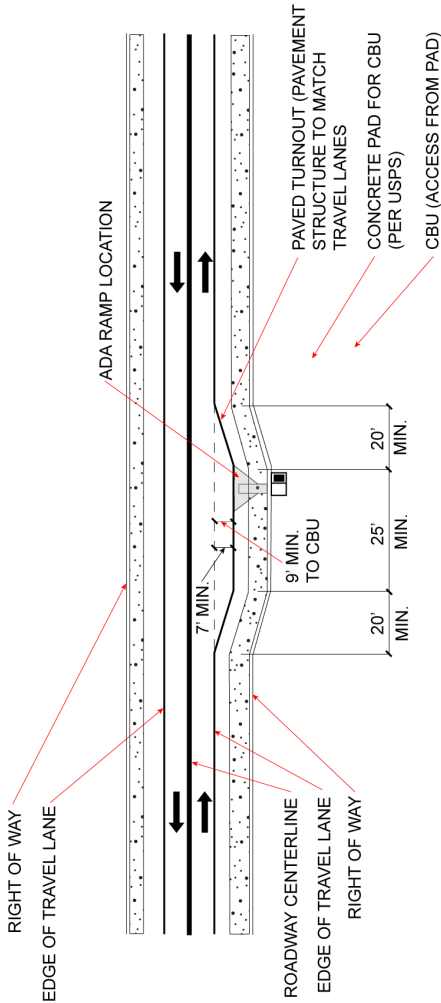
TYPICAL DESIGN STANDARDS
12 PRIVATE TO 12' PRIVATE
ALLEY STREET CONNECTION
(TRADITIONAL NEIGHBORHOODS ONLY)

NOTES:

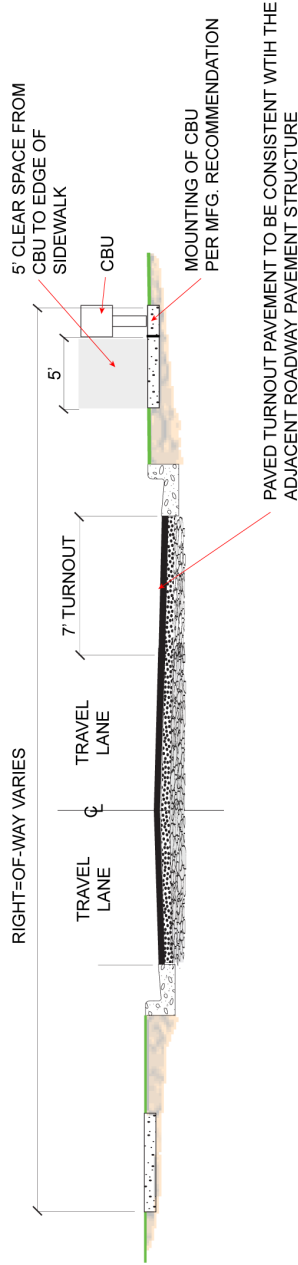
CBU SITES SHALL BE LOCATED INTERNAL TO THE DEVELOPMENT AND SHALL BE LOCATED ON THE RIGHT HAND SIDE OF THE ROADWAY IN THE DIRECTION OF TRAVEL. IN GENERAL, CBU'S SHOULD BE LOCATED IN COMMON AREAS, NEAR LOT LINES, OUTSIDE OF PUBLIC UTILITY EASEMENTS, PRIVATE STORM DRAINAGE EASEMENTS, WELL OUTSIDE ANY CLEAR ZONES/CLEAR RECOVERY AREAS AND AT LEAST 10 FEET AWAY FROM WATER METERS, CLEAN-OUTS, AND HYDRANTS. CBU SITES MUST BE SELECTED TO PRESERVE NECESSARY LINES OF SIGHT AT INTERSECTIONS, DRIVEWAYS, AND HORIZONTAL AND VERTICAL CURVES. CBU'S SHALL BE LOCATED OUTSIDE THE INFLUENCE AREA OF ADJACENT INTERSECTIONS AND NOT IMPEDE DRIVEWAYS OR OTHER FUNCTIONAL AREAS OF ACCESS. THE UNITS SHALL BE 100' MINIMUM FROM MINOR STREET INTERSECTIONS, 200' MINIMUM FROM PRIMARY ROUTE INTERSECTIONS. CBU SITES SHALL BE LOCATED SO AS TO MINIMIZE UNNECESSARY TRAVEL DISTANCE, BACKING OR U-TURNS. CBU SITES SHALL NOT BE LOCATED DIRECTLY ACROSS FROM ONE ANOTHER ON OPPOSING SIDES OF THE ROAD. UNDER NO CIRCUMSTANCES SHALL THE UNITS BE PLACED SUCH THAT TRAFFIC WILL BE NEGATIVELY AFFECTED ON EXISTING OR PROPOSED STREETS OUTSIDE OF THE SUBDIVISION OR DEVELOPMENT.

THE CITY SHALL ASSUME MAINTENANCE OF THE PAVED TURN OUT, SHOULDER AND CURB AND GUTTER, DITCH AND STORM DRAINAGE WITHIN THE RIGHT OF WAY. THE CITY SHALL NOT OWN OR MAINTAIN CBU'S OR OTHER APPURTENANCES ASSOCIATED WITH THE CBU'S INCLUDING THE RECOMMENDED PAD SUPPORTING THE CBU.

THE CITY IS NOT RESPONSIBLE FOR CLEARING SNOW, ICE LIMBS TRASH ACCUMULATION, SPECIALIZED VEGETATION MANAGEMENT. THESE MAINTENANCE ACTIVITIES MUST BE PROVIDED BY MAILBOX USERS OR A HOMEOWNERS ASSOCIATION.



CBU LOCATION WITH SIDEWALK

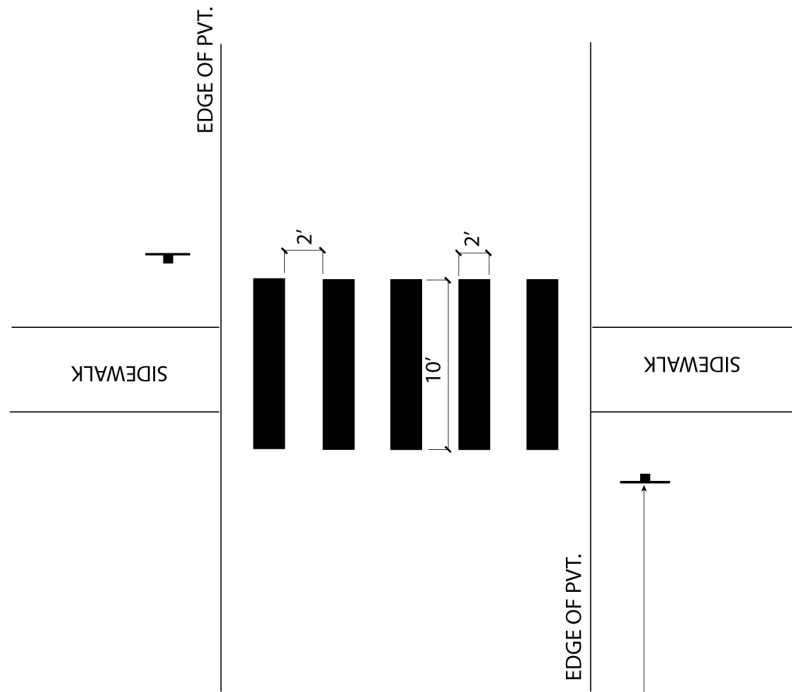


CBU LOCATION WITH SIDEWALK PROFILE

STANDARD # 600ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT



TYPICAL DESIGN STANDARDS
CBU LOCATION WITH SIDEWALK
(CBU - MAIL CLUSTER UNITS)



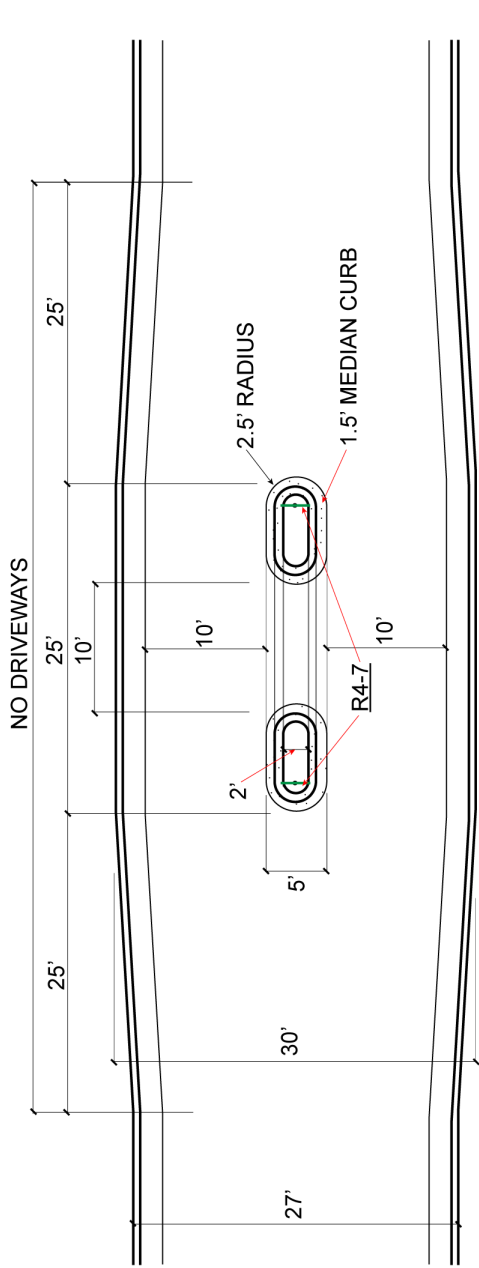
NOTES:

1. CROSSWALK MARKINGS ARE 10' IN LENGTH, 2' WIDE AND 4' ON CENTER (WHITE THERMOPLASTIC).
2. CROSSWALK IS NOT PROTECTED BY STOP CONTROL.
3. W11-2 & W16-7P SIGNS AT CROSSWALK ON EACH APPROACH (2X2).



STANDARD # 601ST
 CITY OF CONOVER
 PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
 HI-VISIBILITY (MID-BLOCK) CROSSWALK



PLAN
(30" CURB & GUTTER SHOWN)



OPTION 1: NO CROSSWALK

OPTION 2: CROSSWALK

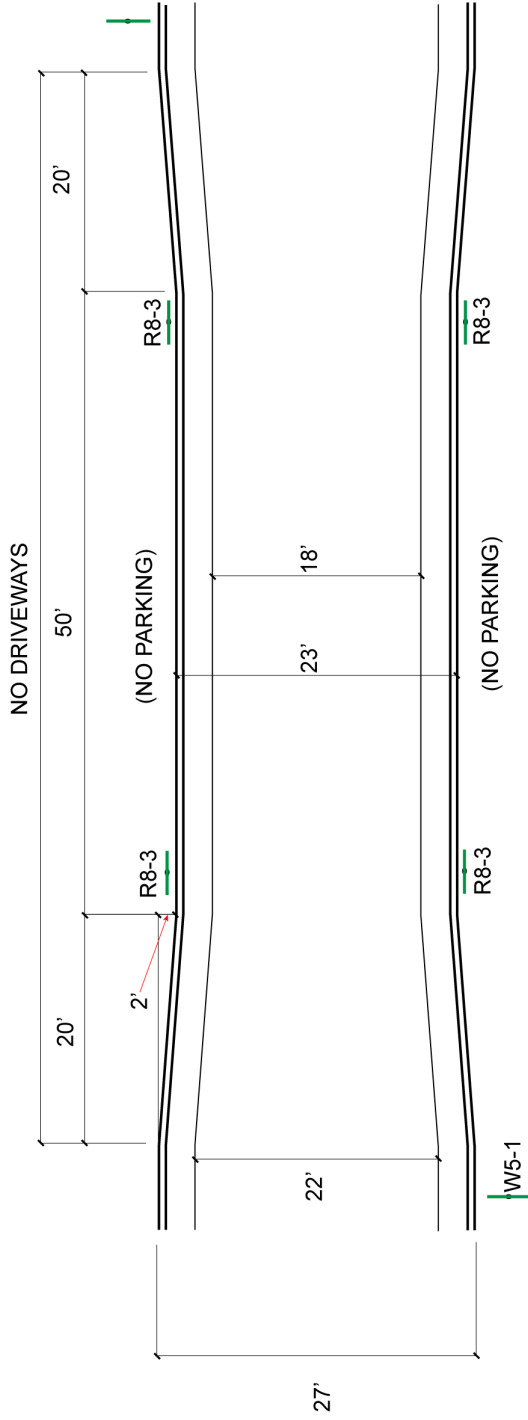
NOTES:

1. NOT FOR USE WITHIN 300' OF HORIZONTAL CURVES UNDER 300-FOOT RADIUS OR WITHIN 50 FEET OF AN INTERSECTION.
2. PLACE R4-7 KEEP RIGHT SIGNS ON EACH END OF MEDIAN.
3. OPTIONAL: 10' BREAK (SHOWN ABOVE) FOR MID-BLOCK PEDESTRIAN CROSSING.
4. PLANTINGS MAY INCLUDE GRASS, FLOWERS, OR SHRUBS UNDER 30" MATURE HEIGHT IN OPTIONAL 2' PLANTING STRIP. MAINTENANCE OF ANY PLANTINGS IS THE RESPONSIBILITY OF THE HOA.
5. DRIVEWAYS SHALL NOT BE LOCATED WITHIN 25 FEET OF THE MEDIAN.



STANDARD # 602ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
MEDIAN ISLAND TRAFFIC CALMING DEVICE



PLAN

(30" CURB & GUTTER SHOWN)

NOTES:

1. NOT FOR USE WITHIN 50 FEET OF HORIZONTAL CURVES, ADJACENT TO CURVES UNDER 300-FOOT RADIUS, OR WITHIN 50 FEET OF AN INTERSECTION.
2. W5-1 "ROAD NARROWS" 100' IN ADVANCE FOR EACH APPROACH (2).
3. R8-3 "NO PARKING" EACH END OF NECKDOWN ON BOTH SIDES OF THE STREET (4).
4. MAY BE USED TO REDUCE ENVIRONMENTAL IMPACTS OVER LONGER DISTANCES WHERE DRIVEWAYS ARE NOT PRESENT, INCLUDING STREAM OR WETLAND CROSSINGS.



STANDARD # 603ST
CITY OF CONOVER
PUBLIC WORKS DEPARTMENT

TYPICAL DESIGN STANDARDS
NECKDOWN TRAFFIC CALMING DEVICE

**EXTRUDED SIGN
SEPARATOR BRACKET**
(ALUMINUM OR BLACK FINISH
LENGTH OF BRACKET DEPENDS
ON THE NAME ON THE SIGN)
LENGTH:
5 1/2" SIGN SLOT OR
12" SIGN SLOT

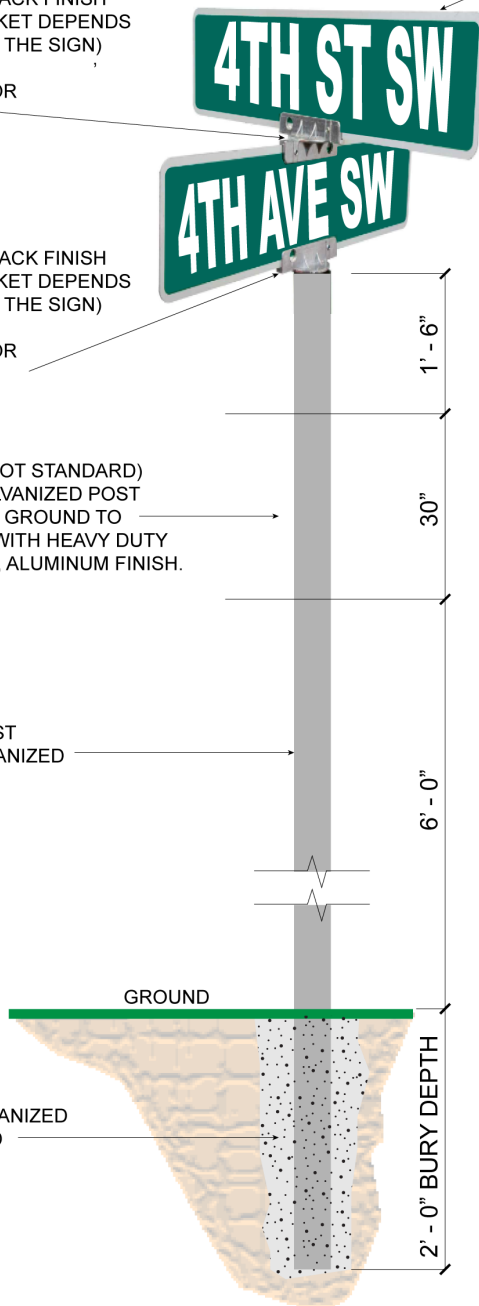
EXTRUDED ALUMINUM SIGN BLADES
.080" THICK IN THE CENTER WITH
TOP AND BOTTOM .240" THICK, SQUARE CORNERS
9" BLADE HEIGHT WITH 6" HEIGHT LETTERING
HIGH INTENSITY PRISMATIC - UPPER CASE LETTERING
THROUGH OUT SIGN

**ROUND POST
BRACKET**
(ALUMINUM OR BLACK FINISH
LENGTH OF BRACKET DEPENDS
ON THE NAME ON THE SIGN)
LENGTH:
5 1/2" SIGN SLOT OR
12" SIGN SLOT

STOP SIGNS (DOT STANDARD)
MOUNTED ON GALVANIZED POST
SHALL BE 6' FROM GROUND TO
BOTTOM OF SIGN WITH HEAVY DUTY
PIPE POST CLAMP, ALUMINUM FINISH.

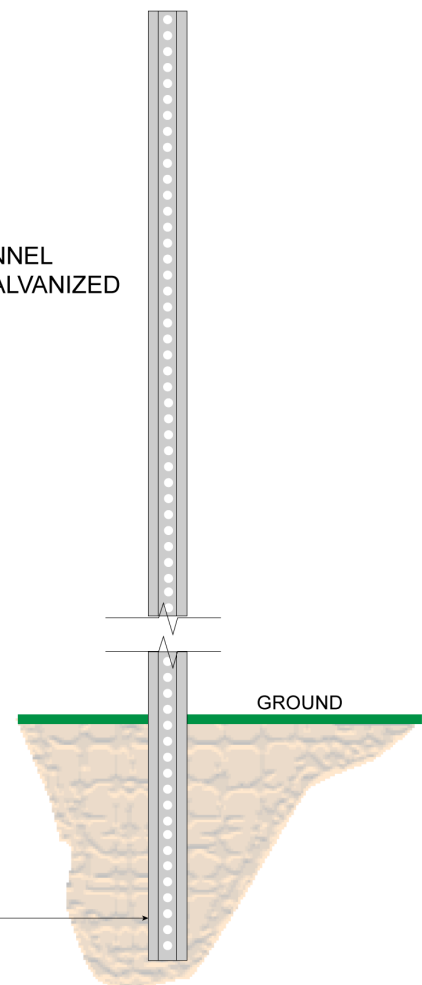
2 3/8" OD PIPE POST
12' LENGTH, GALVANIZED

**CONCRETE GALVANIZED
POST IN GROUND**



**ALL REGULATORY SIGNS
SHALL BE MOUNTED
ON U-CHANNEL AND
CONFORM TO NCDOT
SIGN STANDARDS.**

**12' U-CHANNEL
3 LB/FT, GALVANIZED
FINISH.**



**ALL U-CHANNEL POST SHALL BE DRIVEN IN TO A DEPTH
TO CONFORM TO NCDOT HEIGHT REQUIREMENTS FOR
SIGNS.**



STANDARD # 605ST

**CITY OF CONOVER
PUBLIC WORKS DEPARTMENT**

**TYPICAL DESIGN STANDARDS
STREET SIGNAGE**