

DRAWING NO.

TITLE

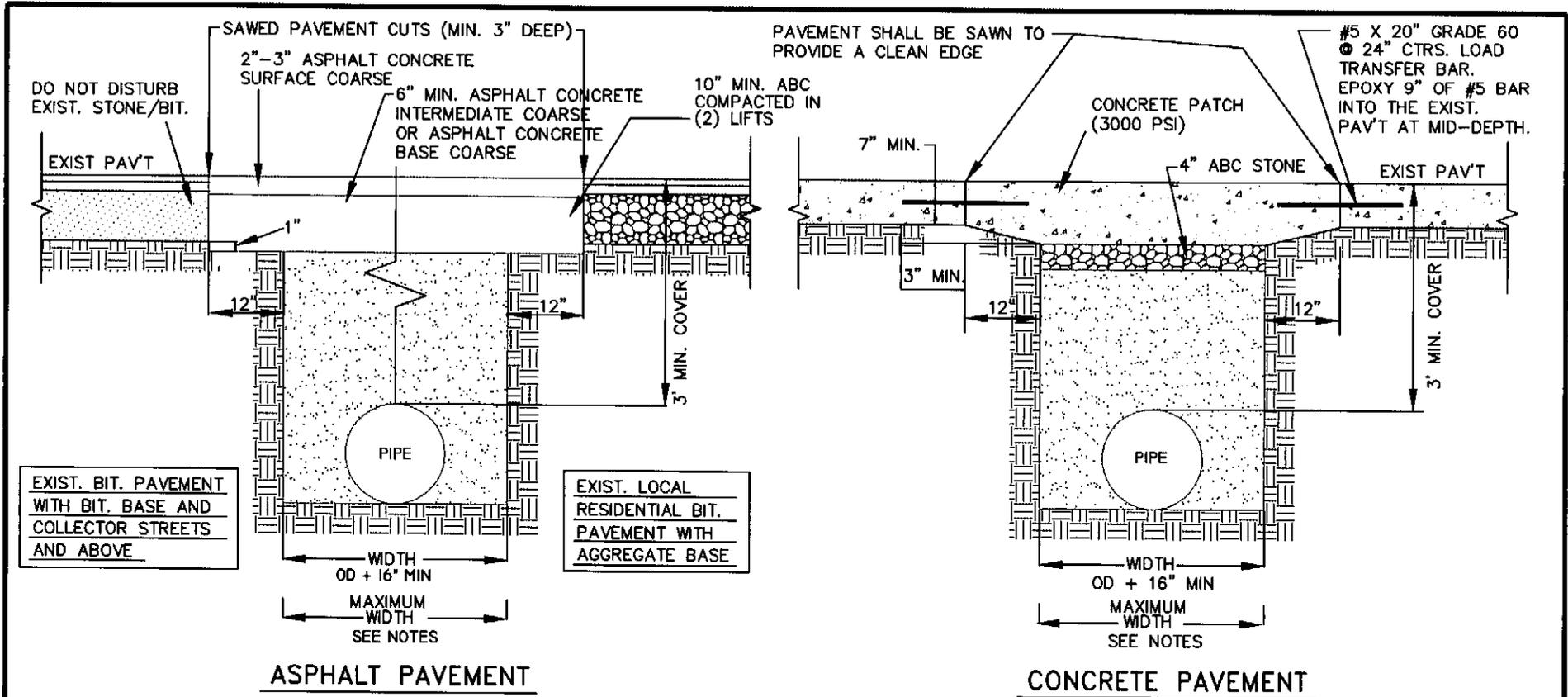
501.00	PAVEMENT REPAIR FOR PIPE/URILITY CONSTRUCTION
502.00	CONCRETE COLLAR FOR ROADWAY STRUCTURES FOR MANHOLE AND OTHER CASTING IN PAVEMENT
503.00	2'-6" STANDARD CURB & GUTTER & 2'-6" SPILL CURB & GUTTER
503.10	2'-6" ROLLED CURB & GUTTER &
504.00 (1 OF 2)	STANDARD ROADWAY CROSS SECTIONS FOR CURB & GUTTER STREETS
504.00 (2 OF 2)	STANDARD ROADWAY CROSS SECTIONS FOR CURB & GUTTER STREETS
505.00 (1 OF 2)	STANDARD CUL-DE-SACS FOR CURB & GUTTER STREETS
505.00 (2 OF 2)	STANDARD CUL-DE-SACS FOR CURB & GUTTER STREETS
506.00	STANDARD DEAD END STREET TEMPORARY TURN-AROUND AREA FOR CURB & GUTTER STREETS
510.00	CONCRETE SIDEWALK
511.00	BRICK SIDEWALK
512.00	PAVED MULTI-USE TRAIL FOR GREENWAYS
520.00 (1 OF 2)	DRIVEWAY ENTRANCE WITH FLARES FOR CURB & GUTTER STREETS
520.00 (2 OF 2)	DRIVEWAY ENTRANCE WITH FLARES FOR CURB & GUTTER STREETS
530.00	TREE PLANTING DETAIL BALL & BURLAP TREES IN ALL SOIL TYPES



STANDARD DRAWING FOR
TABLE OF CONTENTS
FOR ROADWAY STANDARD DRAWING TITLES

500.00

SHEET 1 OF 1



NOTES:

- A. MAXIMUM WIDTH AND BEDDING REQUIREMENTS WILL VARY BASED ON THE PIPE MATERIAL TYPE. TO DETERMINE, SEE THE BEDDING STANDARDS FOR THE VARIOUS PIPE MATERIALS.
- B. WHERE CONCRETE PAVEMENT IS OVERLAID WITH ASPHALT, THE PATCH MAY BE TREATED AS AN ASPHALT EXISTING ROADWAY, WITH THE APPROVAL OF THE ENGINEER.
- C. FOR A RESIDENTIAL BITUMINOUS PAVEMENT WITH AN AGGREGATE BASE, THE TOP OF THE PATCH MAY BE FULL DEPTH ASPHALT WITH THE APPROVAL OF THE ENGINEER.

BACKFILLING NOTES ACCORDING TO CURRENT EDITION OF NCDOT STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES:

- D. EXCAVATION, TRENCHING, AND BACKFILLING SHALL BE DONE ACCORDING TO SECTION 1505. (WATER & SEWER)
- E. BACKFILLING SHALL ALSO BE IN ACCORDANCE WITH ARTICLE 300-7 AND COMPACTED TO 95% OF THE AASHTO T99 NCDOT MODIFIED PROCTOR.
- F. THE LAST 8" OF BACKFILL BELOW THE FINISHED SURFACE OF THE SUBGRADE SHALL BE COMPACTED TO 100% OF THE AASHTO T99 NCDOT MODIFIED PROCTOR.

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JAMESTOWN
 NORTH CAROLINA

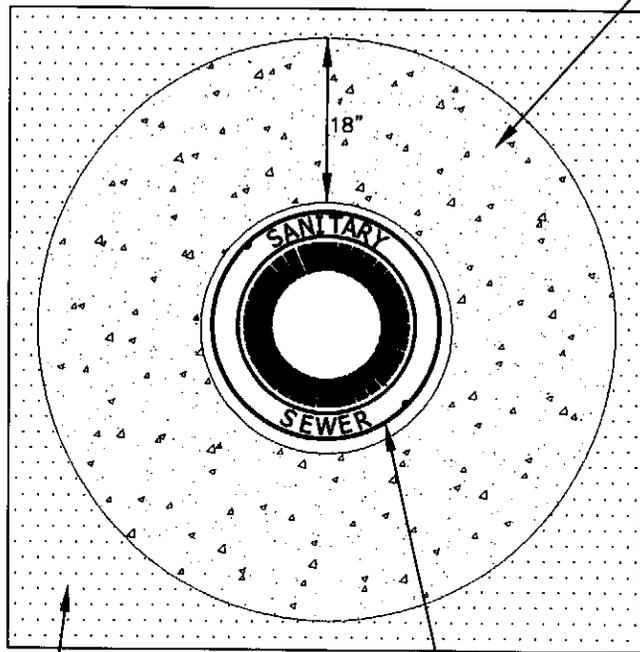
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REVISIONS

STANDARD DRAWING FOR
PAVEMENT REPAIR
 FOR PIPE/UTILITY CONSTRUCTION

501.00

PLAN VIEW

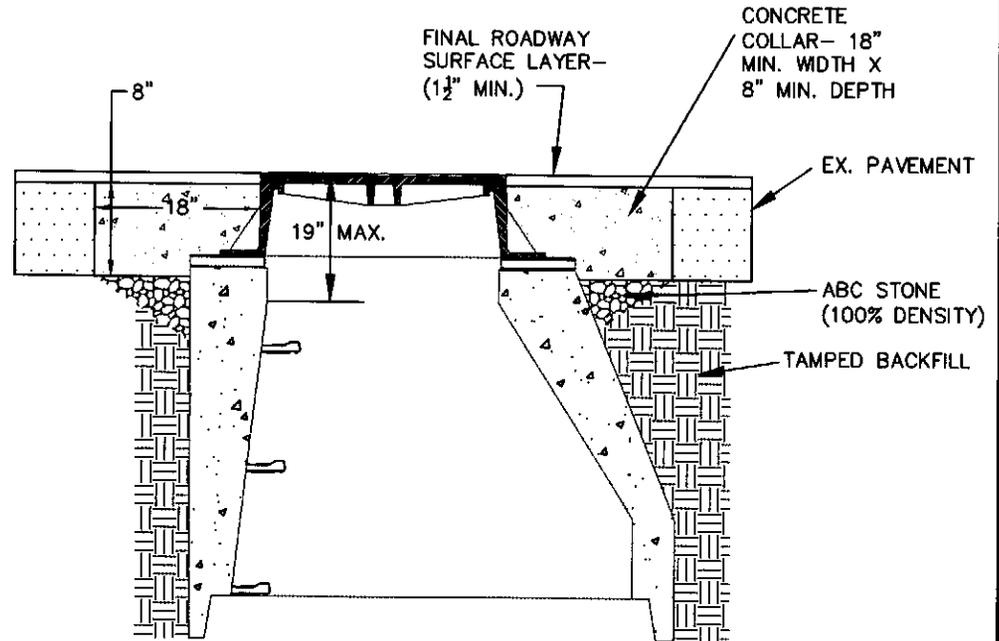


CONCRETE COLLAR— 18" MIN. WIDTH X 8" MIN. DEPTH

ROADWAY BEFORE APPLYING FINAL SURFACE LAYER

THE COVER SHALL READ "STORM WATER", "SANITARY SEWER", OR "WATER" AS APPLICABLE BY TYPE OF UTILITY. SEE STANDARDS 307 OR 412 FOR DETAILS.

SECTION VIEW



NOTES:

- A. A CONCRETE COLLAR SHALL BE UTILIZED ON ALL ROADWAY STRUCTURE ADJUSTMENTS.
- B. CONCRETE SHALL BE A MINIMUM OF 4000 PSI HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE.
- C. THE CONCRETE COLLAR SHALL BE POURED IN ONE CONTINUOUS LIFT.
- D. THE RING CASTING SHALL BE SET TO BE PARALLEL TO THE PAVEMENT SLOPE. THE RING CASTING SHALL BE SET TO BE LEVEL WITH THE FINAL ROADWAY SURFACE.
- E. REMOVE ALL FAULTY EXISTING BRICKWORK AND REPLACE WITH NEW BRICK MASONRY.

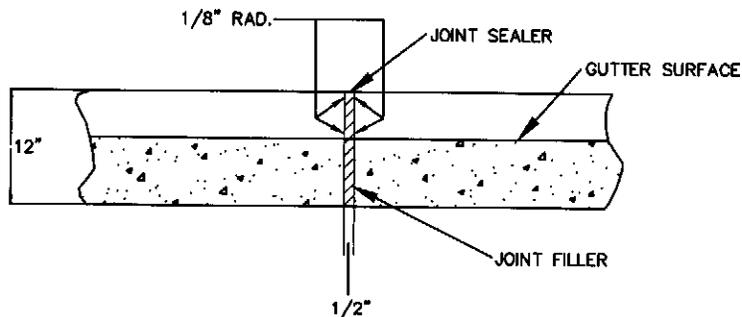
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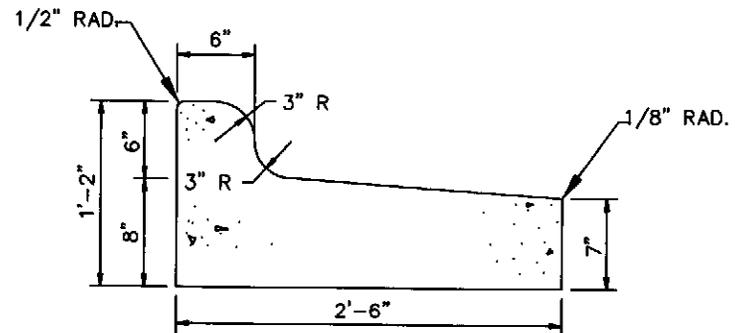
REVISIONS

STANDARD DRAWING FOR
CONCRETE COLLAR FOR ROADWAY STRUCTURES
FOR MANHOLE & OTHER CASTINGS IN PAVEMENT

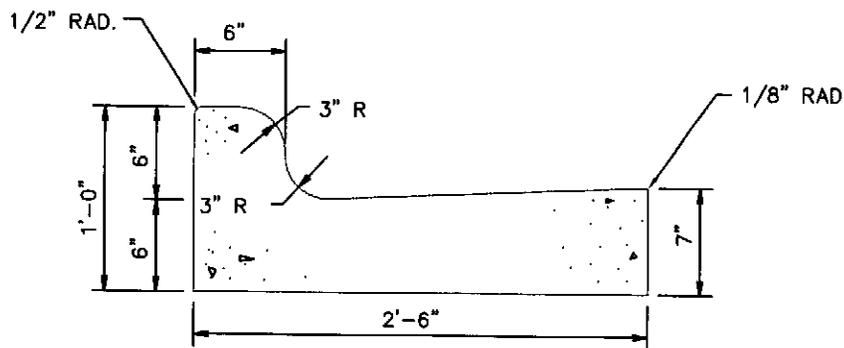
502.00



TRANSVERSE EXPANSION JOINT
IN CURB AND GUTTER



2'-6" SPILL CURB AND GUTTER
SPILL GUTTER MAY BE USED ONLY WHEN DIRECTED
ON THE PLANS OR AS APPROVED BY THE DIRECTOR.



STD. 2'-6" CONCRETE
CURB AND GUTTER

NOTES:

- A. PLACE CONTRACTION JOINTS AT 10' INTERVALS, EXCEPT THAT A 15' SPACING MAY BE USED WHEN A MACHINE IS USED OR WHEN SATISFACTORY SUPPORT FOR THE FACE FORM CAN BE OBTAINED WITHOUT THE USE OF TEMPLATES AT 10' INTERVALS.
- B. JOINT SPACING MAY BE ALTERED IF REQUIRED BY THE ENGINEER.
- C. CONTRACTION JOINTS MAY BE INSTALLED WITH THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. CONSTRUCT NON-TEMPLATE FORMED JOINTS A MIN. OF 1 1/2" DEEP.
- D. FILL ALL CONSTRUCTION JOINTS WITH JOINT FILLER AND SEALER.
- E. SPACE EXPANSION JOINTS AT 90' INTERVALS AND ADJACENT TO ALL RIGID OBJECTS.
- F. CONSTRUCT THE CONCRETE IN ACCORDANCE WITH SECTION 825 AND SECTION 846 OF THE MOST RECENT EDITION OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES.

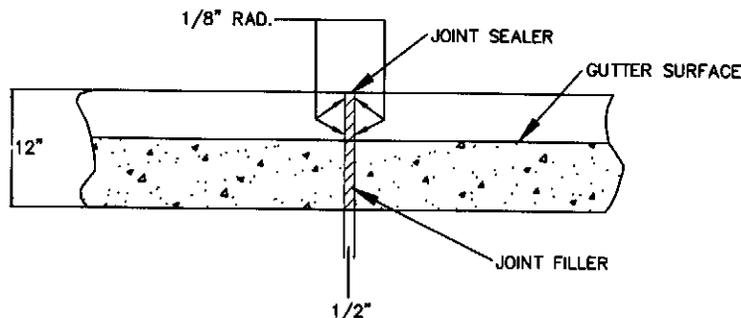
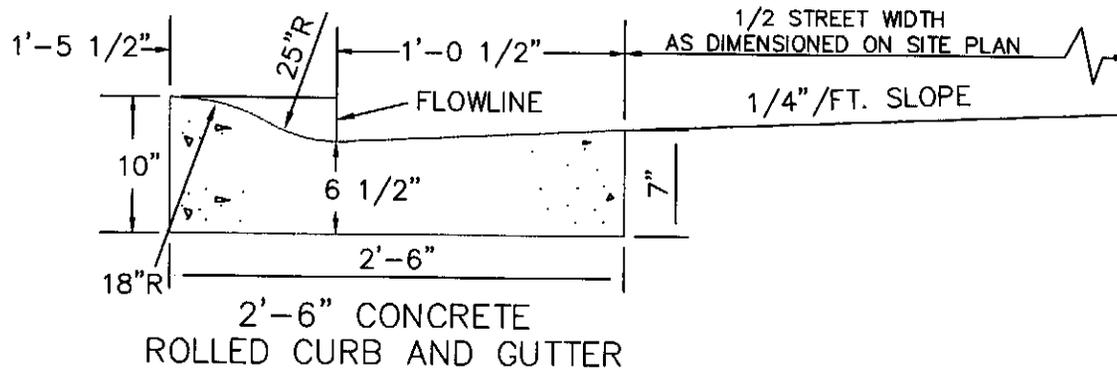
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REVISIONS	

STANDARD DRAWING FOR
2'-6" STANDARD CURB AND GUTTER &
2'-6" SPILL CURB AND GUTTER

503.00



TRANSVERSE EXPANSION JOINT
IN CURB AND GUTTER

NOTES:

- A. PLACE CONTRACTION JOINTS AT 10' INTERVALS, EXCEPT THAT A 15' SPACING MAY BE USED WHEN A MACHINE IS USED OR WHEN SATISFACTORY SUPPORT FOR THE FACE FORM CAN BE OBTAINED WITHOUT THE USE OF TEMPLATES AT 10' INTERVALS.
- B. JOINT SPACING MAY BE ALTERED IF REQUIRED BY THE ENGINEER.
- C. CONTRACTION JOINTS MAY BE INSTALLED WITH THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. CONSTRUCT NON-TEMPLATE FORMED JOINTS A MIN. OF 1 DEEP.
- D. FILL ALL CONSTRUCTION JOINTS WITH JOINT FILLER AND 1/2" SEALER.
- E. SPACE EXPANSION JOINTS AT 90' INTERVALS AND ADJACENT TO ALL RIGID OBJECTS.
- F. CONSTRUCT THE CONCRETE IN ACCORDANCE WITH SECTION 825 AND SECTION 846 OF THE MOST RECENT EDITION OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES.
- G. ROLL CURBING MAY BE USED ONLY WHEN DIRECTED ON THE PLANS OR AS APPROVED BY THE DIRECTOR.

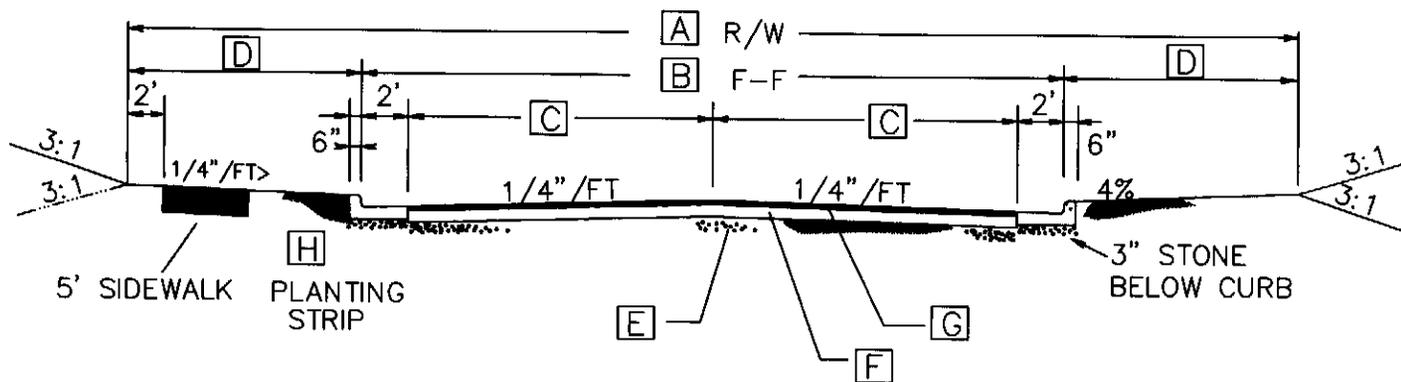
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STANDARD DRAWING FOR
2'-6" ROLLED CURB AND GUTTER

503.10



STREET CLASSIFICATION	DIMENSION					PAVEMENT SPECIFICATIONS		
	A	B	C	D	H	STONE BASE E	FIRST PAVEMENT COARSE F	SURFACE COARSE G
LOCAL RESIDENTIAL	50'	26'	11'	12'	4.5'	8" ABC	2.0" S 9.5 B	1.5" SF 9.5 A
SUB COLLECTOR	56'	32'	14'	12'	4.5'	8" ABC	2.5" I 19.0 B	1.5" SF 9.5 A
COLLECTOR	60'	40'	18'	10'	2.5'	8" ABC	2.5" I 19.0 C	1.5" S 9.5 C
INDUSTRIAL	60'	40'	18'	10'	2.5'	8" ABC	2.5" I 19.0 C	1.5" S 9.5 C
PRIVATE	34'	26'	11'	4'	N/A	8" ABC	2.0" S 9.5 B	1.5" SF 9.5 A
ALLEY (SEE NOTE)	25'	20'	8'	2.5'	N/A	8" ABC	2.0" S 9.5 B	1.5" SF 9.5 A

NOTE: RIBBON PAVED ALLEYWAYS WILL BE HANDLED ON A CASE BY CASE BASIS FOR DIMENSIONAL SIZING.

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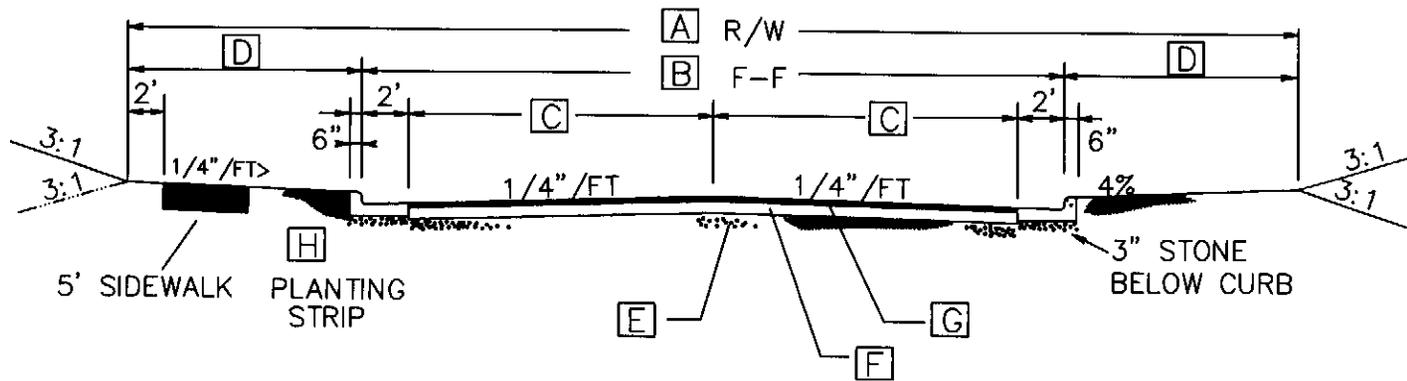
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STANDARD DRAWING FOR
STANDARD ROADWAY CROSS SECTION
 FOR CURB & GUTTER STREETS

504.00

SHEET 1 OF 2



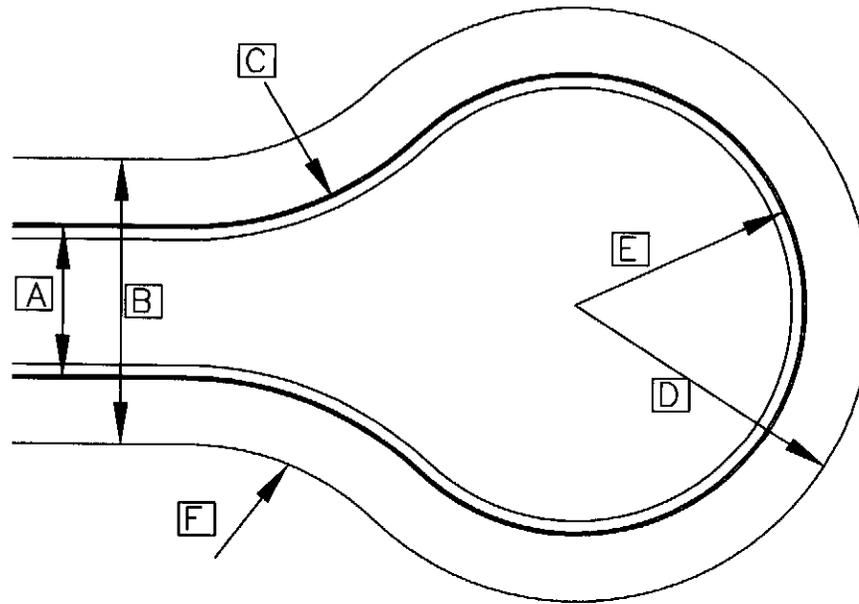
STREET CLASSIFICATION	HORIZONTAL CENTERLINE RADIUS (MIN.)	VERTICAL CURVES MINIMUM "K" VALUE			MAXIMUM GRADE	CORNER RADIUS	SITE TRIANGLE
		CREST	SAG	STOP			
LOCAL RESIDENTIAL	225'	24	24	9	10%	30'	10' X 70'
SUB COLLECTOR	300'	30	30	14	10%	30'	10' X 70'
COLLECTOR	450'	30	30	14	8%	30'	20' X 200'
INDUSTRIAL	450'	45	45	20	8%	40'	20' X 200'
PRIVATE	225'	24	24	9	10%	30'	10' X 70'

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REVISIONS

STANDARD DRAWING FOR
STANDARD ROADWAY CROSS SECTION
 FOR CURB & GUTTER STREETS

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SHEET 2 OF 2



STANDARD BULB

DIMENSION

<u>STREET CLASSIFICATION</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>
LOCAL RESIDENTIAL	26'	50'	60' R	52' R	40' R	48' R
SUB COLLECTOR	32'	56'	60' R	52' R	40' R	48' R
COLLECTOR	40'	60'	70' R	60' R	50' R	60' R
INDUSTRIAL	40'	60'	70' R	60' R	50' R	60' R
PRIVATE	26'	34'	60' R	44' R	40' R	56' R

NOTES:

MAXIMUM ROAD LENGTH FROM CUL-DE-SAC TO NEAREST INTERSECTION IS 800 FEET. FOR EXCEPTIONS, SEE SECTION 16.2-7 (A) OF THE JAMESTOWN LAND DEVELOPMENT ORDINANCE.

PAVEMENT DIMENSIONS ARE TO FACE OF CURB FOR CURB AND GUTTER STREETS AND EDGE OF PAVEMENT FOR RIBBON PAVED STREETS.

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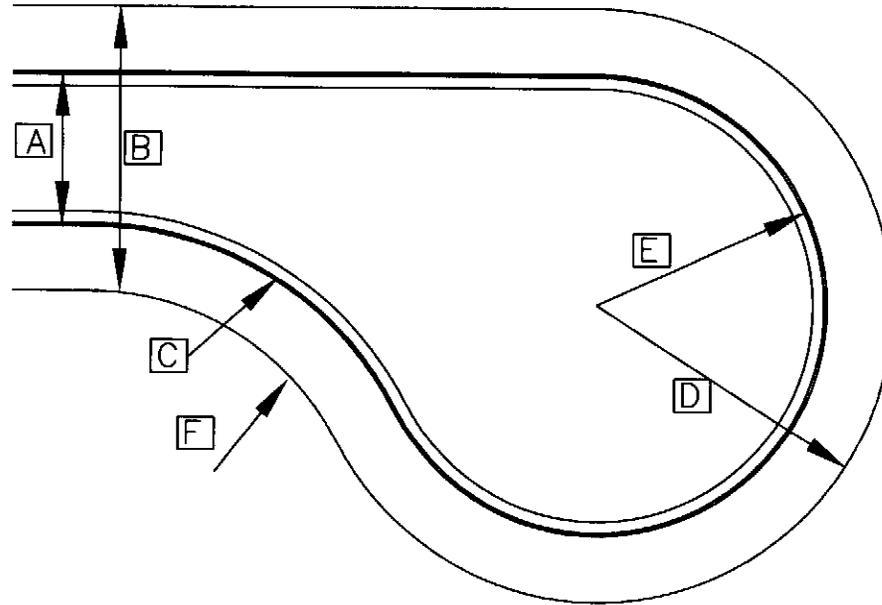
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REVISIONS

STANDARD DRAWING FOR
 STANDARD CUL-DE-SACS
 FOR CURB & GUTTER STREETS

505.00

SHEET 1 OF 2



OFFSET BULB

DIMENSION

<u>STREET CLASSIFICATION</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>
LOCAL RESIDENTIAL	26'	50'	60' R	52' R	40' R	48' R
SUB COLLECTOR	32'	56'	60' R	52' R	40' R	48' R
COLLECTOR	40'	60'	70' R	60' R	50' R	60' R
INDUSTRIAL	40'	60'	70' R	60' R	50' R	60' R
PRIVATE	26'	34'	60' R	44' R	40' R	56' R

NOTES:
 MAXIMUM ROAD LENGTH FROM CUL-DE-SAC
 TO NEAREST INTERSECTION IS 800 FEET.
 FOR EXCEPTIONS, SEE SECTION 16.2-7 (A)
 OF THE JAMESTOWN LAND DEVELOPMENT ORDINANCE.

PAVEMENT DIMENSIONS ARE TO FACE OF CURB
 FOR CURB AND GUTTER STREETS AND EDGE OF
 PAVEMENT FOR RIBBON PAVED STREETS.

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 NORTH CAROLINA

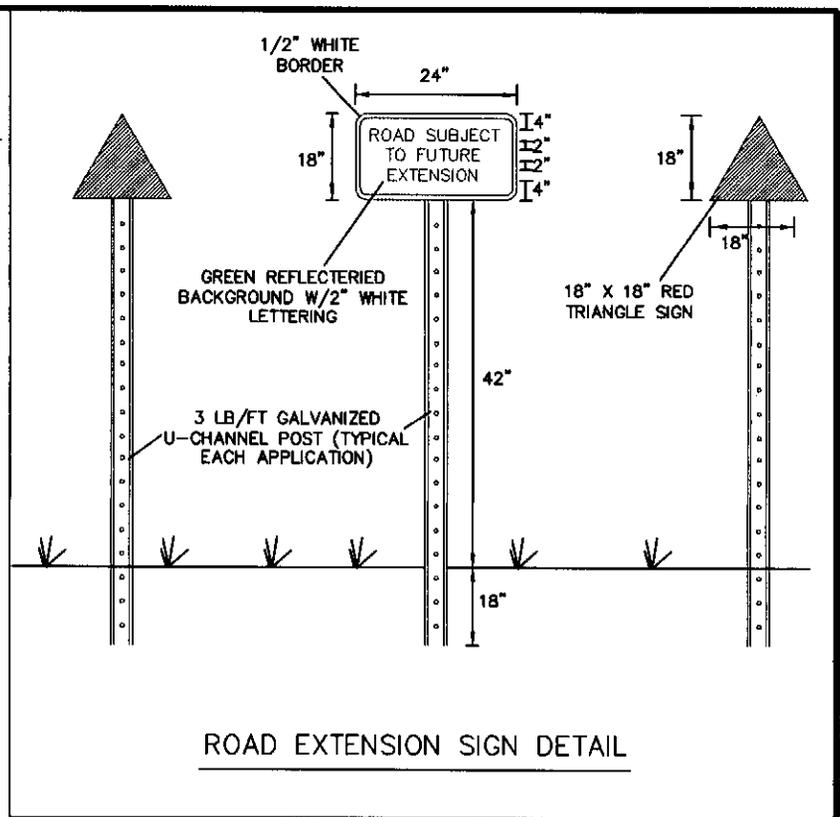
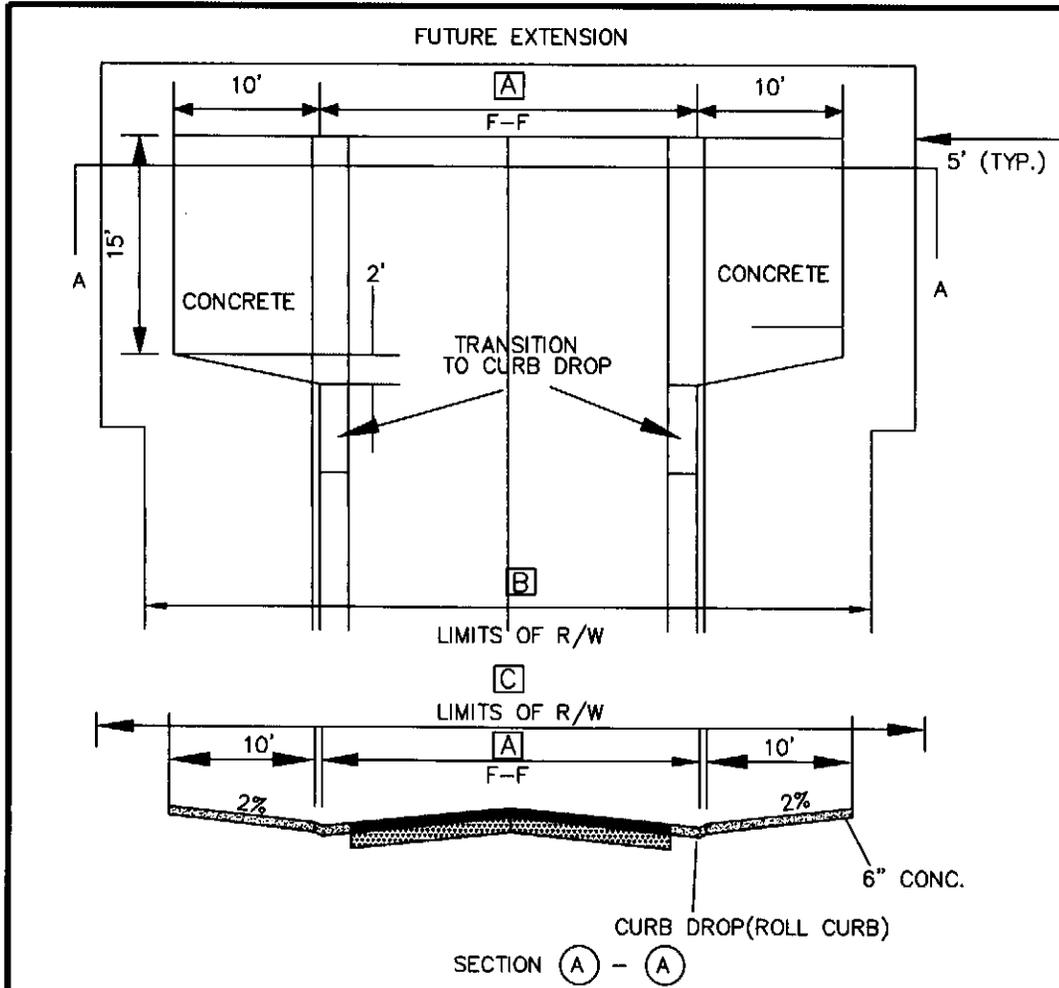
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STANDARD DRAWING FOR
 STANDARD CUL-DE-SACS
 FOR CURB & GUTTER STREETS

505.00

SHEET 2 OF 2

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STREET CLASSIFICATION	DIMENSION		
	A	B	C
LOCAL RESIDENTIAL	26'	50'	56'
PRIVATE	26'	50'	56'

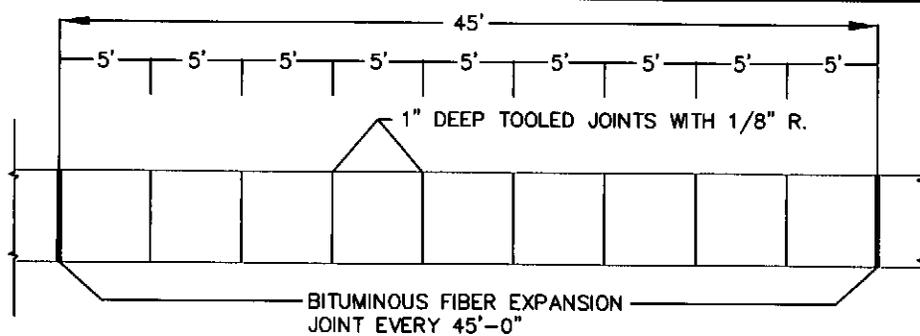
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 NORTH CAROLINA

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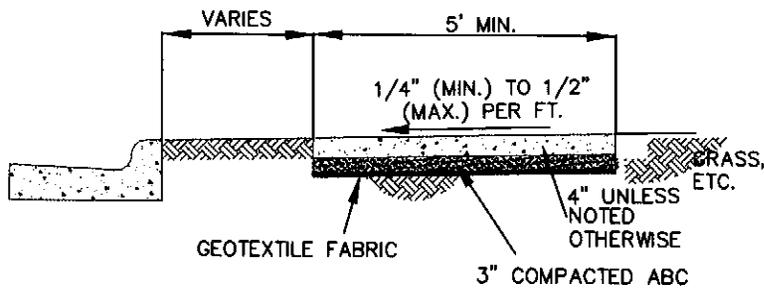
REVISIONS

STANDARD DRAWING FOR
 STANDARD DEAD END STREET
 TEMPORARY TURN AROUND AREA
 FOR CURB & GUTTER STREETS

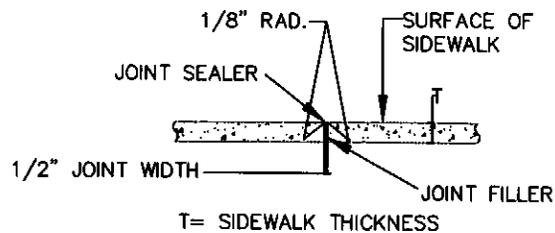
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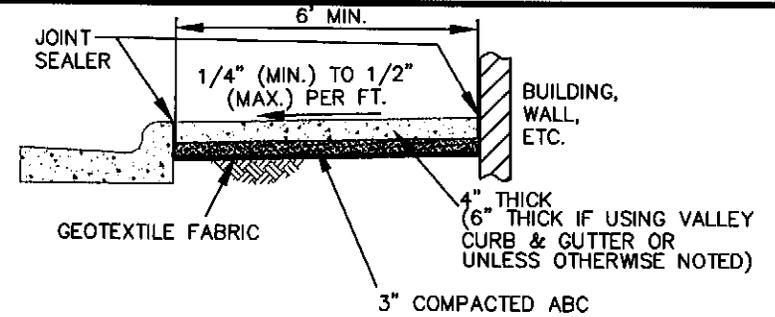
TYPICAL PLAN VIEW



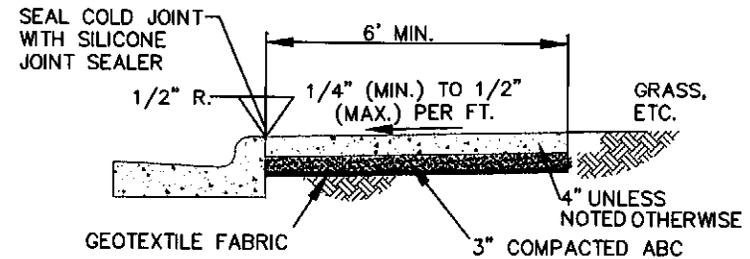
TYPICAL CROSS SECTION
SIDEWALK NOT ADJACENT TO CURB



TRANSVERSE EXPANSION JOINT
IN SIDEWALK



TYPICAL CROSS SECTION
SIDEWALK ADJACENT TO CURB & RIGID OBJECT



TYPICAL CROSS SECTION
SIDEWALK ADJACENT TO CURB & FLEXIBLE OBJECT

NOTES:

- A. CONSTRUCT STANDARD SIDEWALK 5' WIDE AND 4" THICK UNLESS OTHERWISE NOTED ON PLANS.
- B. ALL CONCRETE SHALL BE PORTLAND CEMENT CONCRETE, CLASS B, 2,500 PSI AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 825 AND SECTION 848 OF THE CURRENT EDITION OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES.
- C. WHEELCHAIR RAMP SHALL BE INSTALLED IN CONFORMANCE WITH THE CURRENT ADA STANDARDS.
- D. PRIOR TO THE POURING OF THE CONCRETE, THE FOUNDATION, FORMWORK, ETC MUST BE APPROVED BY THE TOWN OF JAMESTOWN.
- E. THE JOINT SEALER SHALL BE 3/4" DEPTH AND SHALL MEET CURRENT NCDOT STANDARD SPECIFICATIONS, ARTICLE 1028-4. SIDEWALK ALWAYS 6" THICK IN CENTRAL BUSINESS DISTRICT (CBD).

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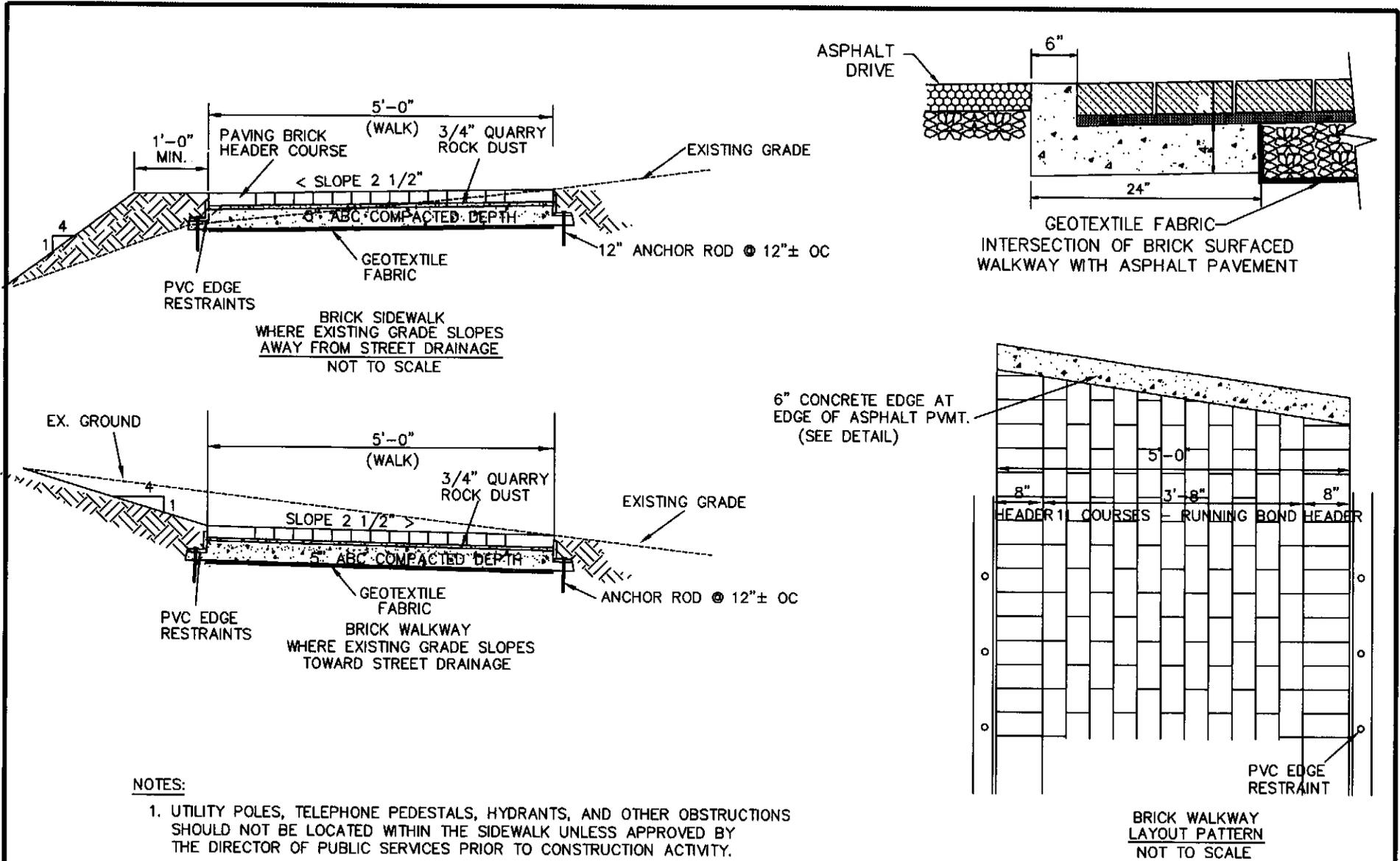
REVISIONS

NO.	DESCRIPTION

STANDARD DRAWING FOR
CONCRETE SIDEWALK

510.00

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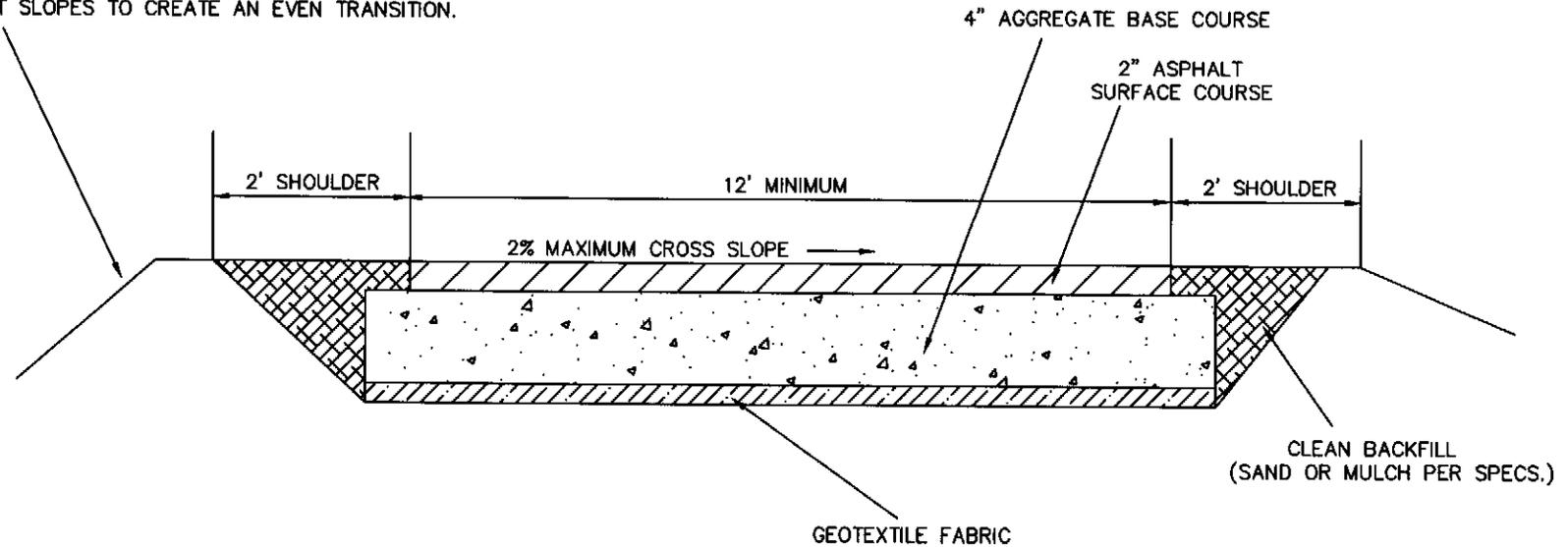
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REVISIONS	

STANDARD DRAWING FOR
 BRICK SIDEWALK

511.00

SIDE SLOPES SHALL BE LESS THAN 3:1 (TYP.)
 UNLESS OTHERWISE INDICATED ON LAYOUT
 PLANS. CUT AND FILL SLOPES SHALL TIE INTO
 ADJACENT SLOPES TO CREATE AN EVEN TRANSITION.



NOTES:

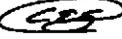
1. CROSS SLOPE DIRECTION VARIES. SEE LAYOUT PLANS FOR DIRECTION OF SLOPE.
2. AMOUNT OF CROSS SLOPE VARIES BETWEEN 0% AND 2%. SEE LAYOUT PLANS.
3. CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING ALL SLOPES DISTURBED BY CONSTRUCTION.

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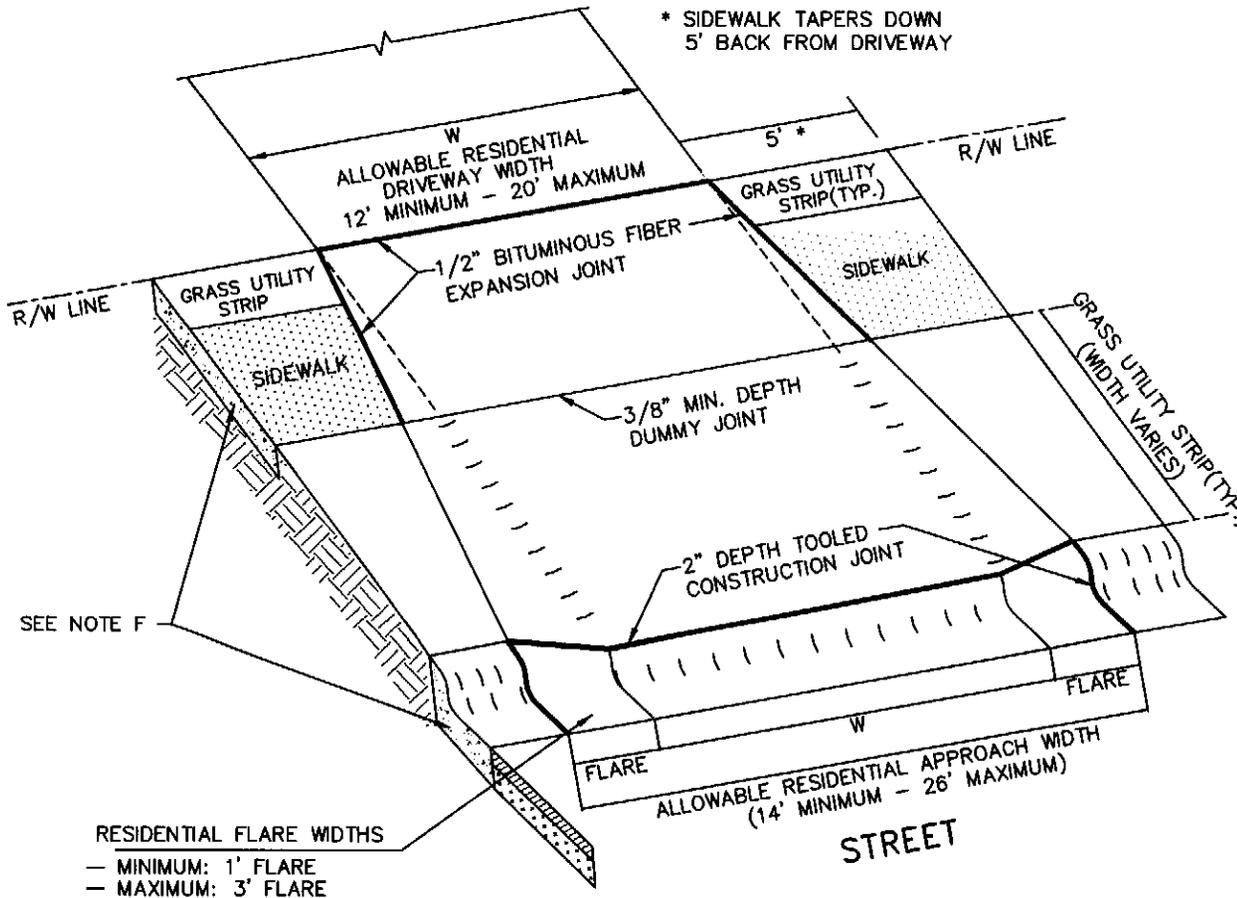
REVISIONS	

STANDARD DRAWING FOR
 PAVED MULTI-USE TRAIL
 FOR GREENWAYS

512.00

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FOR ALLOWABLE WIDTHS OF DRIVEWAY APPROACHES, SEE SHEET 2 OF 2.



NOTES:

- A. FOR SPECIFICS ON ALLOWABLE ENTRANCE LOCATIONS, SEE THE TOWN DRIVEWAY PERMITTING SECTION OF THE DEVELOPMENT ORDINANCE. IF THE ROAD IS A CURB AND GUTTER STREET, THEN THE DRIVE SHALL BE CONSTRUCTED OF CONCRETE. ASPHALT MAY BE ALLOWED IF APPROVED PRIOR TO PLACEMENT.
- B. CONSTRUCT STANDARD CONCRETE DRIVEWAYS 6" THICK UNLESS OTHERWISE DENOTED ON PLANS.
- C. ALL CONCRETE SHALL BE PORTLAND CEMENT CONCRETE, CLASS A, 3000 PSI AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 825 AND SECTION 848 OF THE CURRENT EDITION OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES.
- D. PRIOR TO THE POURING OF THE CONCRETE, THE FOUNDATION, FORMWORK, WORKMANSHIP OF CURB & GUTTER, LOCATION OR REMOVAL OF DRIVEWAY, ETC., MUST BE APPROVED BY THE PUBLIC SERVICES DEPT.
- E. WHEN THE FRONT OF THE DRIVEWAY IS ADJACENT TO CURB & GUTTER AND WHEN THE BACK OF THE DRIVEWAY IS ADJACENT TO A FIXED OBJECT (I.E. WALL, BUILDING), 1/2" EXPANSION JOINTS SHALL BE PLACED AT THE FRONT AND BACK OF THE DRIVEWAY.
- F. ALL EXISTING CURB & GUTTER AND SIDEWALK SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE NEW CONSTRUCTION OR TO A NEW SAWED CUT BEYOND THE NEW CONSTRUCTION. WHERE ALLOWED, THE CURB MAY BE REMOVED VIA A SAW-CUT ALONG THE FLOW LINE AND GUTTER PLATE MAY REMAIN.

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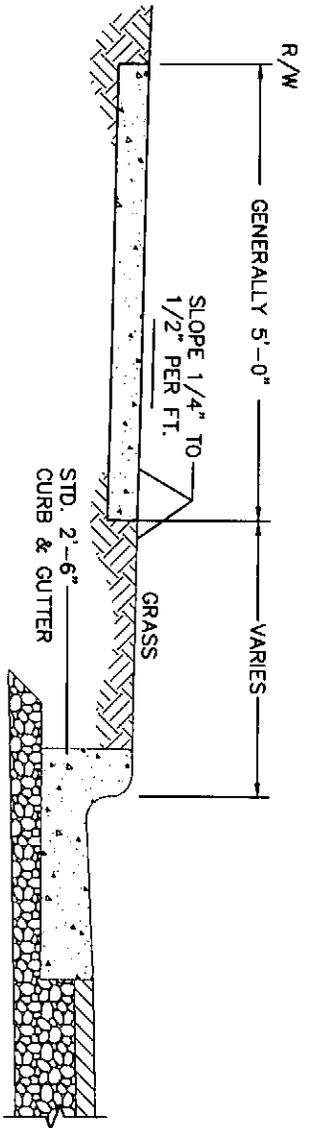
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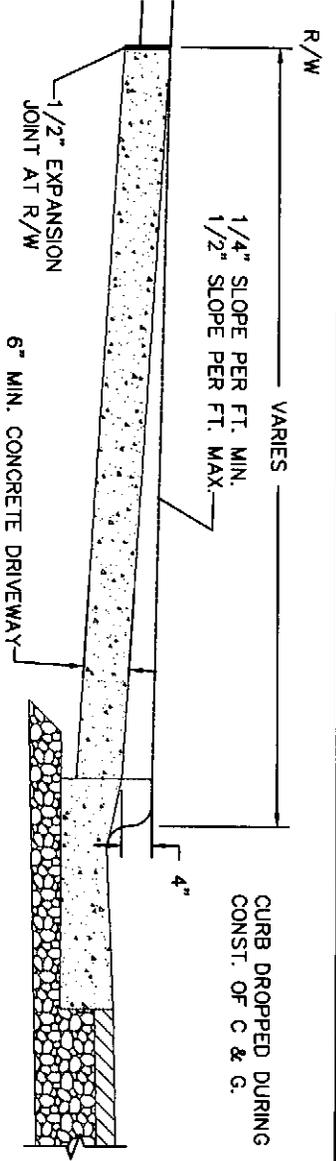
STANDARD DRAWING FOR
DRIVEWAY ENTRANCE WITH FLARES
FOR CURB & GUTTER STREETS

520.00

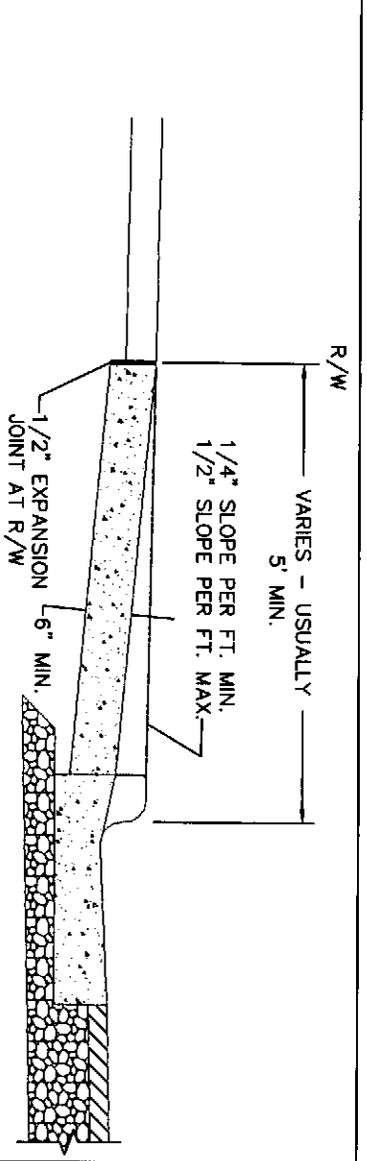
SHEET 1 OF 2



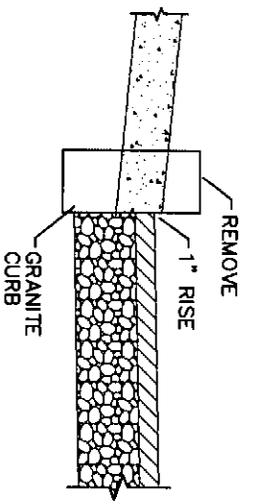
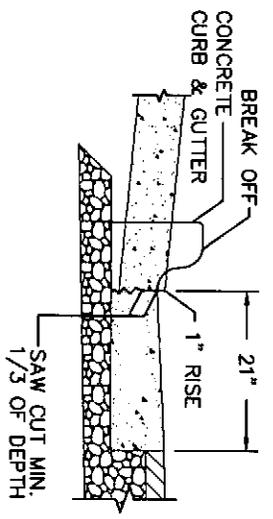
SECTION THRU SIDEWALK WITH GRASS UTILITY STRIP



SECTION THRU DRIVEWAY ON STREET WITH GRASS UTILITY STRIP



SECTION THRU DRIVEWAY ON STREET WITHOUT GRASS UTILITY STRIP



SECTION THRU DRIVEWAY INSTALLED WITH EXISTING CURB TO BE REMOVED

REVISIONS		

STANDARD DRAWING FOR DRIVEWAY ENTRANCE WITH FLARES FOR CURB & GUTTER STREETS

520.00

SHEET 2 OF 2

Settled 1752 JAMESTOWN NORTH CAROLINA

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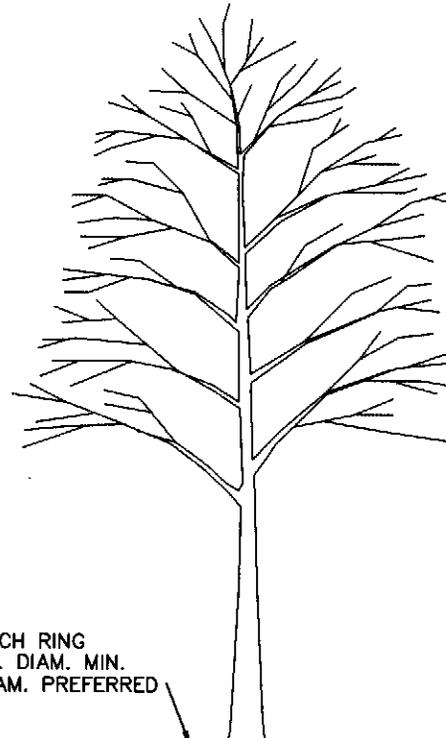
DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

STAKE TREES ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT

WRAP TREE TRUNKS ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT.

MARK THE NORTH SIDE OF THE TREE IN THE NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHEN EVER POSSIBLE.

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EACH TREE MUST BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. TREES WHERE THE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.

REMOVE ALL TWINE, ROPE AND WIRE, AND BURLAP FROM TOP HALF OF ROOT BALL

IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT THE WIRE BASKET IN FOUR PLACES AND FOLD DOWN 8 IN. INTO PLANTING HOLE.

PLACE ROOT BALL ON UNEXCAVATED OR TAMPED SOIL.

TAMP SOIL AROUND ROOT BALL BASE FIRMLY WITH FOOT PRESSURE SO THAT ROOT BALL DOES NOT SHIFT.

SET TOP OF ROOT BALL FLUSH TO GRADE OR 1-2 IN. HIGHER IN SLOWLY DRAINING SOILS.

MULCH RING
6 FT. DIAM. MIN.
8 FT. DIAM. PREFERRED

8 IN.

2 IN. MULCH. DO NO PLACE MULCH IN CONTACT WITH TREE TRUNK. MAINTAIN THE MULCH WEED-FREE FOR A MINIMUM OF THREE YEARS AFTER PLANTING.

4 IN. HIGH EARTH SAUCER BEYOND EDGE OF ROOT BALL.

NOTE: THIS DETAIL ASSUMES THAT THE PLANTING SPACE IS LARGER THAN 8 FT. SQUARE, OPEN TO THE SKY, AND NOT COVERED BY ANY PAVING OR GRATING.

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REVISIONS	

STANDARD DRAWING FOR
TREE PLANTING DETAIL
BALL & BURLAP TREES IN ALL SOIL TYPES

530.00

APPROVED... MAY 19 2009