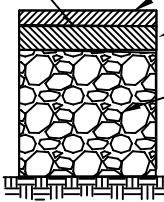


TACK COAT
(SEE NCDOT
SPECIFICATIONS)



SURFACE COURSE

1 1/2" SF9.5B
FINAL LIFT TO BE APPLIED AFTER 75% DEVELOPMENT OCCUPANCY OR 1 YEAR
FROM INTERMEDIATE COURSE PLACEMENT (WHICHEVER OCCURS FIRST).

INTERMEDIATE COURSE

1 1/2" S9.5B, SF9.5A

BASE COURSE

8" COMPACTED AGGREGATE BASE COURSE, OR 4" BCBC TYPE B25.0B
SHOULD ENTIRE DEVELOPMENT HAVE A CBR OF 6 OR GREATER, THEN AN
ALTERNATIVE BASE COURSE PAVEMENT DESIGN MAY BE SUBMITTED TO THE
TOWN ENGINEER FOR APPROVAL.

SUBGRADE

COMPACT SUBGRADE TO AASHTO STANDARDS AND SPECIFICATIONS

TYPICAL MINIMUM PAVEMENT SECTION

KEY

- (R) 2'-6" CURB AND GUTTER
- (S) 4" CONCRETE SIDEWALK (THICKNESS)
6" AT ALL DRIVEWAYS
- (P) TYPICAL PAVEMENT SECTION

NOTES:

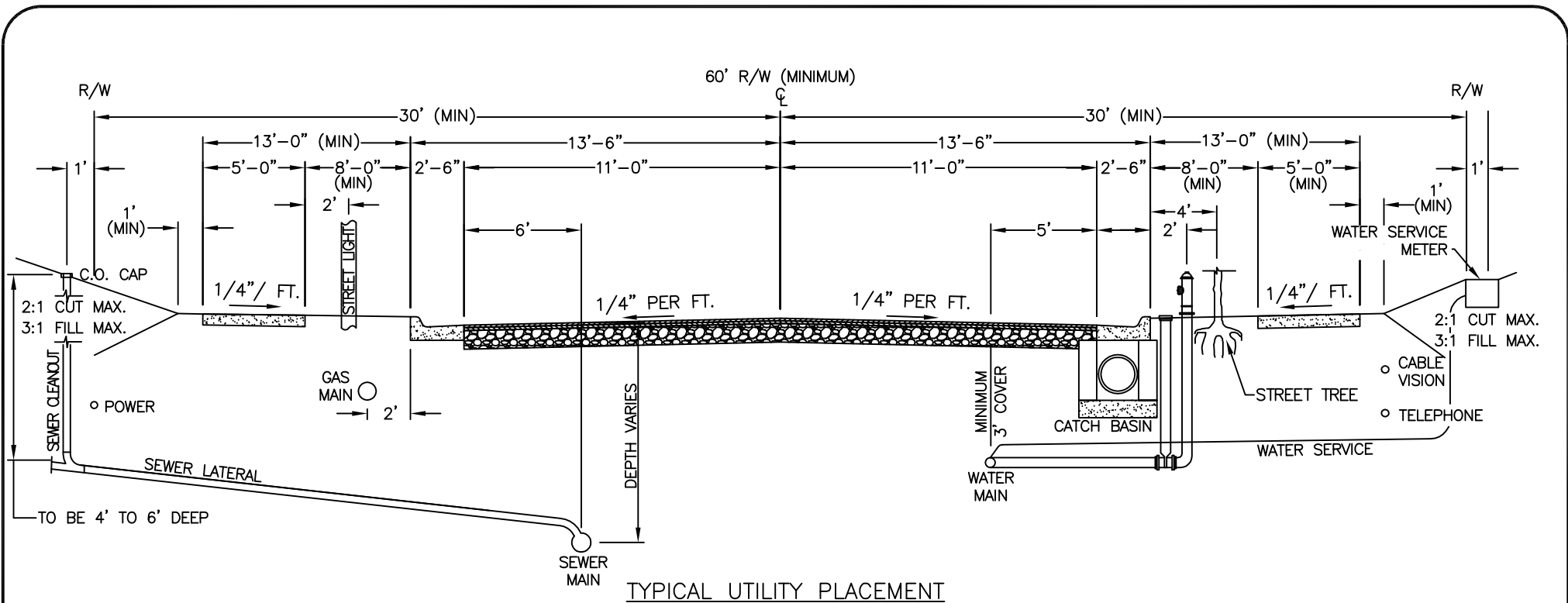
1. AN ALTERNATIVE PAVEMENT DESIGN MAY BE REQUIRED BASED ON SPECIFIC TRAFFIC PARAMETERS.
2. ALL DIMENSIONS NOTED AS MINIMUMS ARE SUBJECT TO STANDARDS REQUIRED BY ARTICLES 13 AND 16 OF THE STALLINGS DEVELOPMENT ORDINANCE.
3. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS.
4. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL BE APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION.



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

RESIDENTIAL STREET SECTION

STD. NO.	REV.
10.01	



TYPICAL UTILITY PLACEMENT

NOTES:

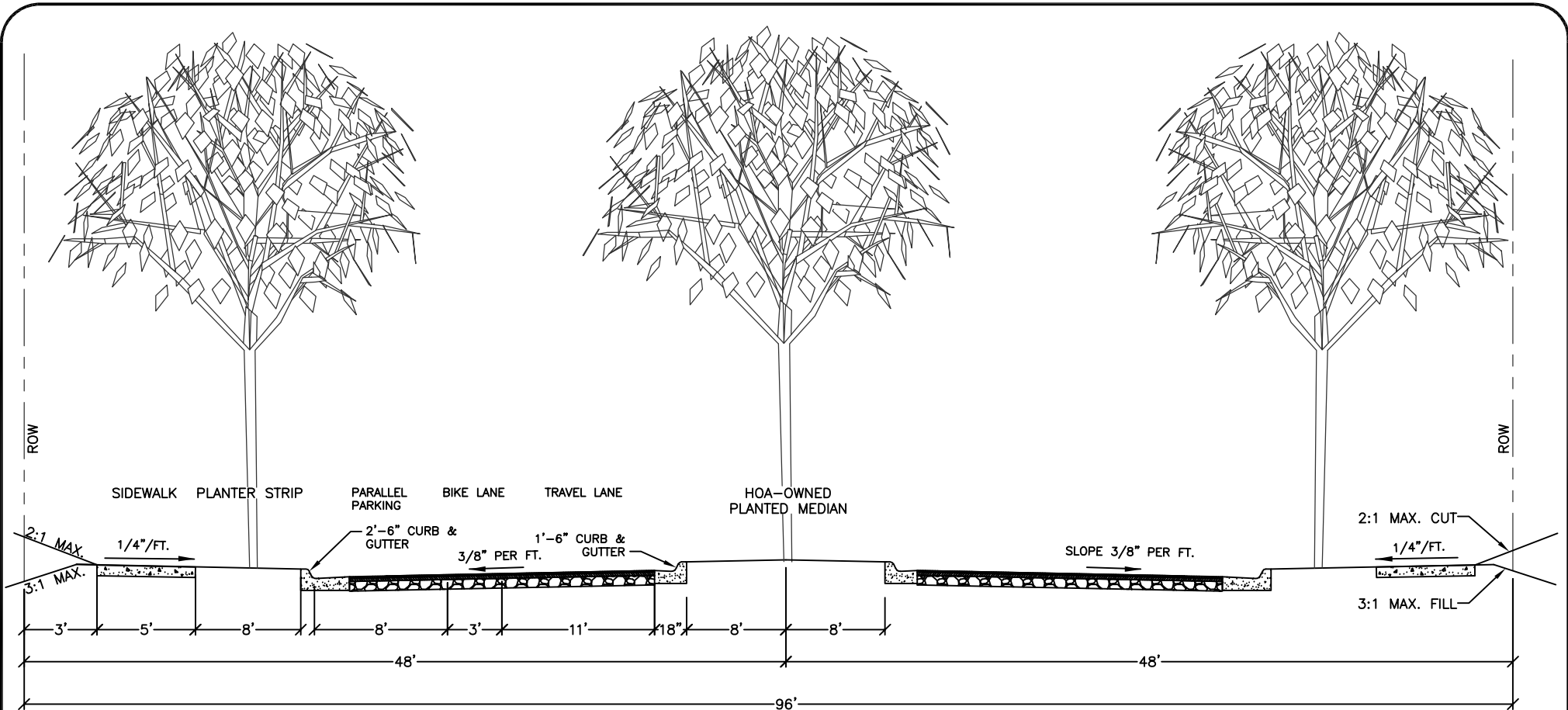
1. ALL DIMENSIONS NOTED AS MINIMUM ARE SUBJECT TO STANDARDS REQUIRED BY ARTICLES 13 AND 16 OF THE TOWN OF STALLINGS DEVELOPMENT ORDINANCE.
2. WATER AND SEWER MAY BE REVERSED FROM LOCATION SHOWN ABOVE.
3. WATER AND SEWER SEPARATION SHALL BE IN ACCORDANCE WITH SECTION .0900 OF THE RULES GOVERNING PUBLIC WATER SYSTEMS.
4. WATER AND SEWER SHALL BE INSTALLED UNDER PAVEMENT TO MINIMIZE DISRUPTION TO PRIVATE PROPERTY DURING MAINTENANCE ACTIVITIES.
5. TELEPHONE, CABLE TV, AND POWER SHALL BE LOCATED JUST INSIDE THE STREET RIGHT-OF-WAY (COLOCATION IS REQUIRED).
6. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS.
7. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL BE APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION.



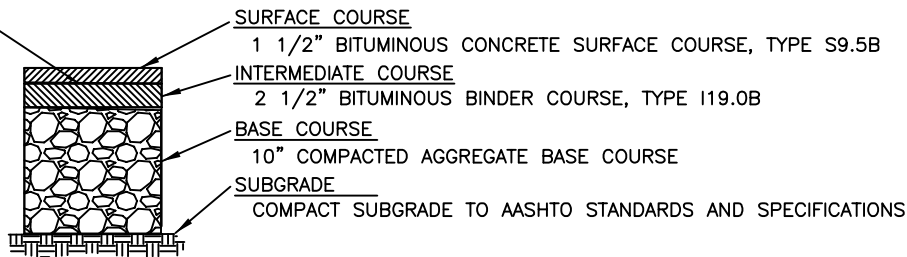
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**STREET SECTION WITH UTILITIES
60' RIGHT-OF-WAY**

STD. NO.	REV.
10.02	



TACK COAT
(SEE NCDOT
SPECIFICATIONS)



TYPICAL MINIMUM PAVEMENT SECTION

NOTES:

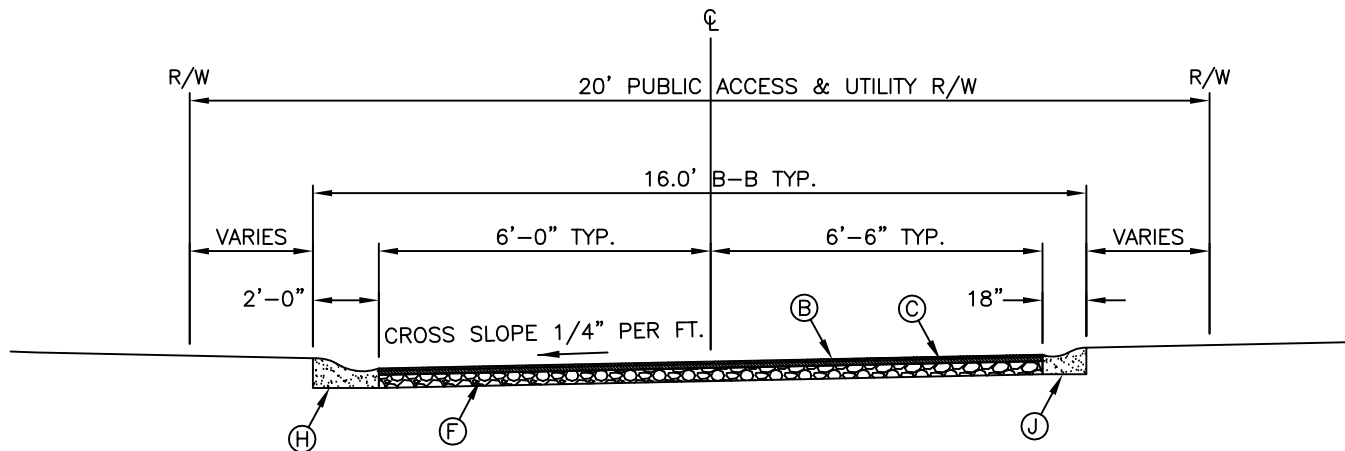
1. FOR UTILITY LOCATIONS SEE 10.02.
2. CONCRETE SIDEWALK SHALL BE A MINIMUM OF 4" THICK EXCEPT AT DRIVEWAYS WHERE MINIMUM THICKNESS SHALL BE 6".
3. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS.
4. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL BE APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION.



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

RESIDENTIAL COLLECTOR STREET SECTION

STD. NO.	REV.
10.03	



PAVEMENT SCHEDULE

- Ⓟ 1 1/4" BITUMINOUS CONCRETE SURFACE COURSE, TYPE S9.5B
- Ⓒ 2 1/4" BITUMINOUS CONCRETE BINDER COURSE, TYPE I19.0B
- ⓕ 5" COMPACTED AGGREGATE BASE COURSE
- ⓗ 2'-0" STANDARD VALLEY GUTTER
- ⓙ 1'-6" STANDARD VALLEY GUTTER

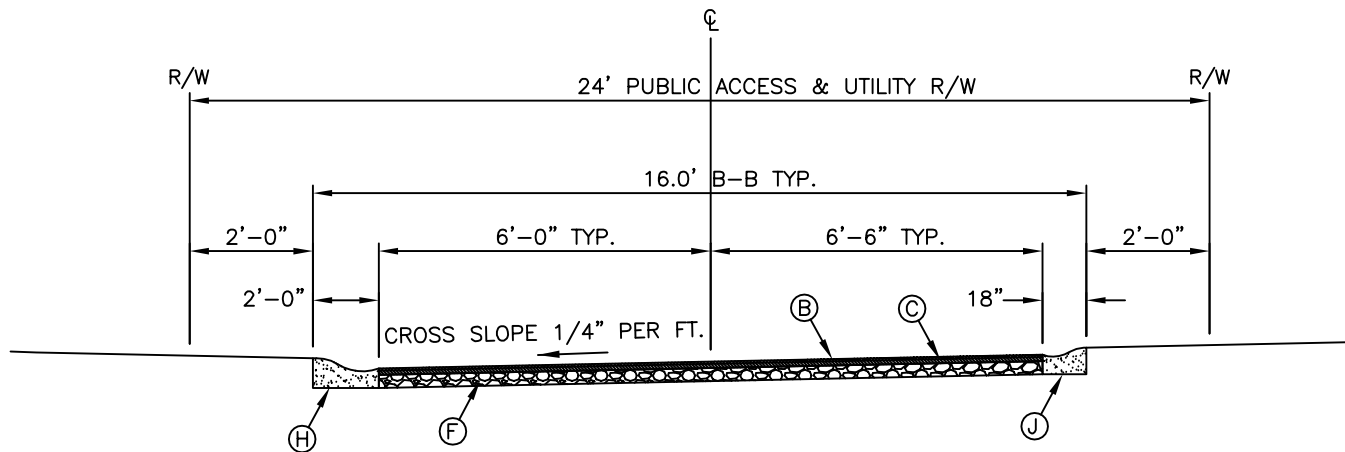
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TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

STANDARD ALLEY SECTION

STD. NO.	REV.
10.04	



PAVEMENT SCHEDULE

- Ⓐ 1 1/4" BITUMINOUS CONCRETE SURFACE COURSE, TYPE S9.5B
- Ⓒ 2 1/4" BITUMINOUS CONCRETE BINDER COURSE, TYPE I19.0B
- Ⓕ 5" COMPACTED AGGREGATE BASE COURSE
- Ⓗ 2'-0" STANDARD VALLEY GUTTER
- Ⓙ 1'-6" STANDARD VALLEY GUTTER

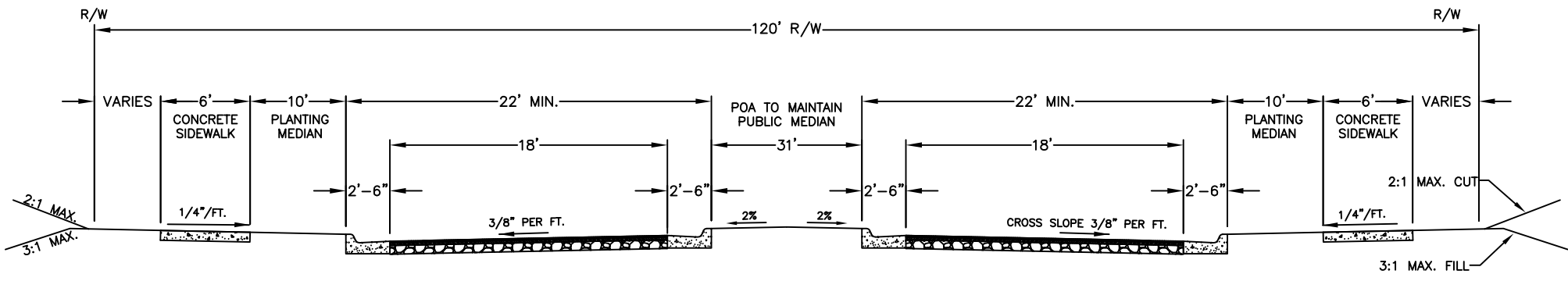
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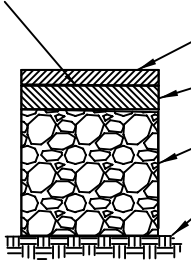
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

EXTRA WIDTH ALLEY SECTION

STD. NO.	REV.
10.05	



TACK COAT
(SEE NCDOT
SPECIFICATIONS)



- SURFACE COURSE
1 1/2" BITUMINOUS CONCRETE SURFACE COURSE, TYPE S9.5B
- INTERMEDIATE COURSE
2 1/2" BITUMINOUS BINDER COURSE, TYPE I19.0B
- BASE COURSE
10" COMPACTED AGGREGATE BASE COURSE
- SUBGRADE
COMPACT SUBGRADE TO AASHTO STANDARDS AND SPECIFICATIONS

TYPICAL MINIMUM PAVEMENT SECTION

NOTES:

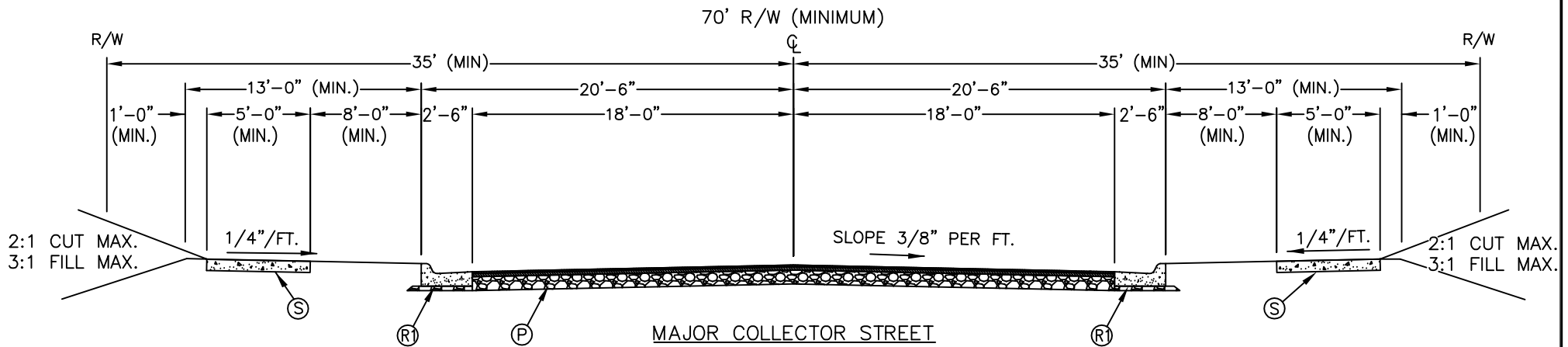
1. FOR UTILITY LOCATIONS SEE 10.02.
2. CONCRETE SIDEWALK SHALL BE A MINIMUM OF 4" THICK EXCEPT AT DRIVEWAYS WHERE MINIMUM THICKNESS SHALL BE 6".
3. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS.
4. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL BE APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION.



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**DIVIDED HEAVY DUTY COMMERCIAL
BOULEVARD STREET SECTION**

STD. NO.	REV.
10.06	



TACK COAT
(SEE NCDOT
SPECIFICATIONS)

SURFACE COURSE

3" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B
TO BE PLACED IN TWO 1 1/2" LIFTS EACH

INTERMEDIATE COURSE

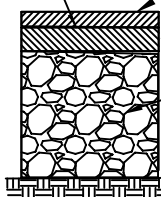
2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B

BASE COURSE

10" COMPACTED AGGREGATE BASE COURSE, OR 5" BCBC TYPE B25.0B

SUBGRADE

COMPACT SUBGRADE TO AASHTO STANDARDS AND SPECIFICATIONS



TYPICAL MINIMUM PAVEMENT SECTION

KEY

- (R1) 2'-6" CURB AND GUTTER
- (S) 4" CONCRETE SIDEWALK (THICKNESS)
6" AT ALL DRIVEWAYS
- (P) TYPICAL PAVEMENT SECTION

NOTES:

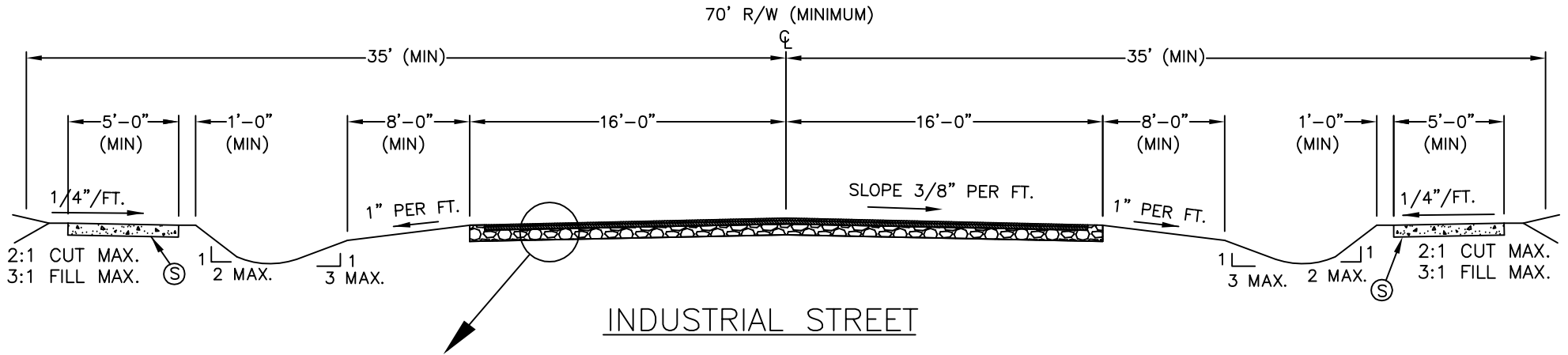
1. DEVELOPER MAY SUBMIT AN ALTERNATIVE PAVEMENT DESIGN TO TOWN ENGINEER.
2. AN ALTERNATIVE PAVEMENT DESIGN MAY BE REQUIRED BY NCDOT BASED ON SPECIFIC TRAFFIC PARAMETERS.
3. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS.
4. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL BE APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION.
5. ALL PROPOSED ROADWAYS IN COMMERCIAL AND INDUSTRIAL DEVELOPMENTS SHALL BE CONSIDERED COMMERCIAL COLLECTOR STREETS.



TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

MAJOR COLECTOR & INDUSTRIAL STREET

STD. NO.	REV.
10.07	



INDUSTRIAL STREET

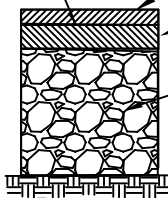
TACK COAT
(SEE NCDOT
SPECIFICATIONS)

SURFACE COURSE (TWO LANE SECTION)
3" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5B
TO BE PLACED IN TWO 1 1/2" LIFTS EACH

INTERMEDIATE COURSE
2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B

BASE COURSE
10" COMPACTED AGGREGATE BASE COURSE, OR 5" BCBC TYPE B25.0B

SUBGRADE
COMPACT SUBGRADE TO AASHTO STANDARDS AND SPECIFICATIONS



TYPICAL MINIMUM PAVEMENT SECTION

KEY

Ⓢ 4" CONCRETE SIDEWALK (THICKNESS)
6" AT ALL DRIVEWAYS

NOTES:

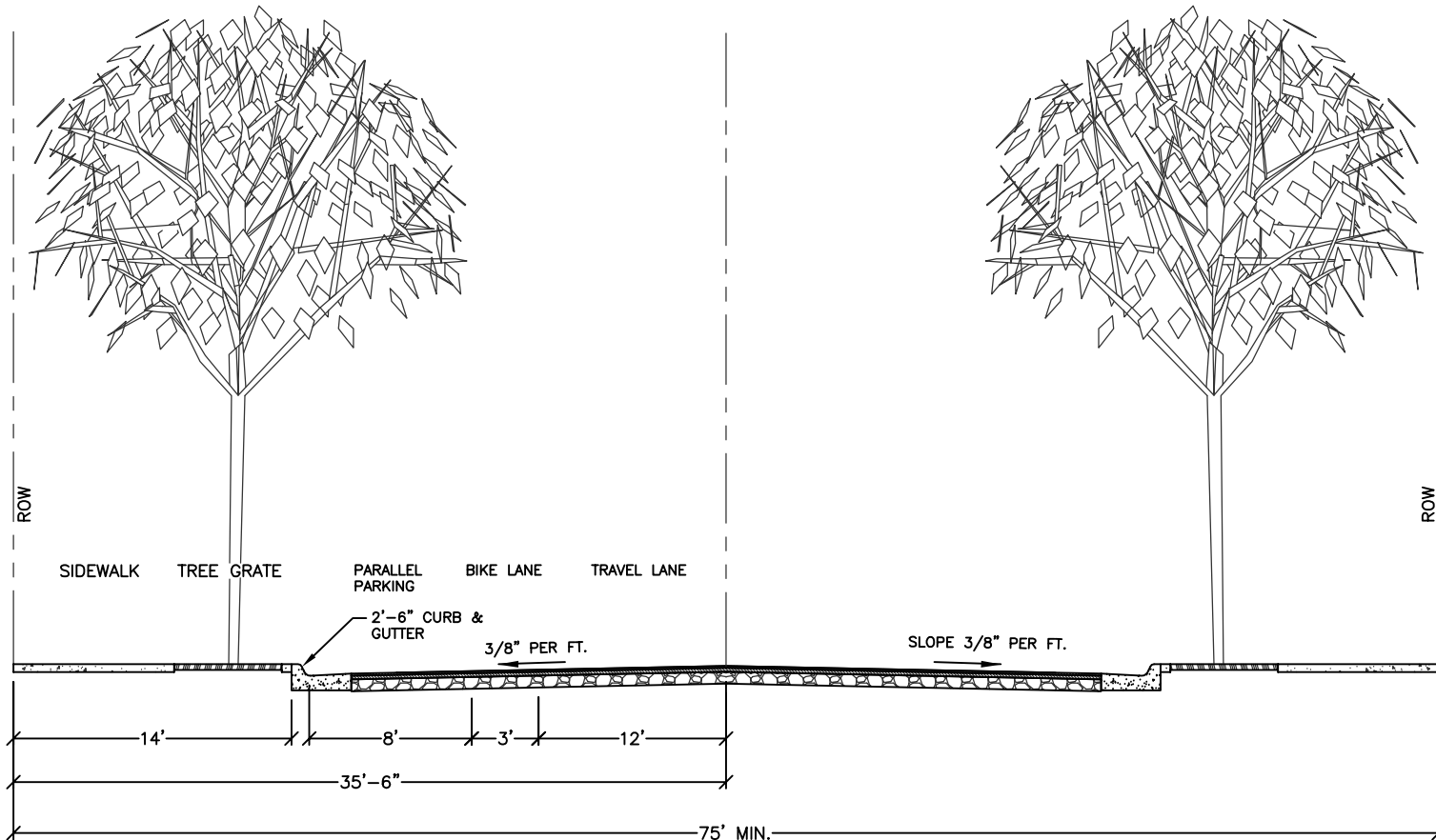
1. DEVELOPER MAY SUBMIT AN ALTERNATIVE PAVEMENT DESIGN TO TOWN ENGINEER.
2. AN ALTERNATIVE PAVEMENT DESIGN MAY BE REQUIRED BY NCDOT BASED ON SPECIFIC TRAFFIC PARAMETERS.
3. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS.
4. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL BE APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION.
5. ALL PROPOSED ROADWAYS IN COMMERCIAL AND INDUSTRIAL DEVELOPMENTS SHALL BE CONSIDERED COMMERCIAL COLLECTOR STREETS.
6. SIDEWALK EASEMENT MAY BE REQUIRED.



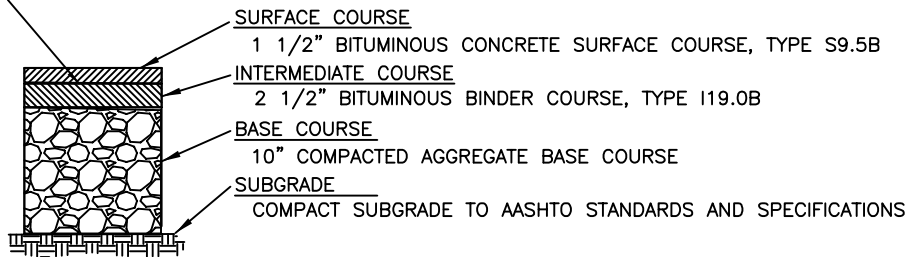
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

INDUSTRIAL STREET
(DITCH TYPE)

STD. NO.	REV.
10.08	



TACK COAT
(SEE NCDOT
SPECIFICATIONS)



TYPICAL MINIMUM PAVEMENT SECTION

NOTES:

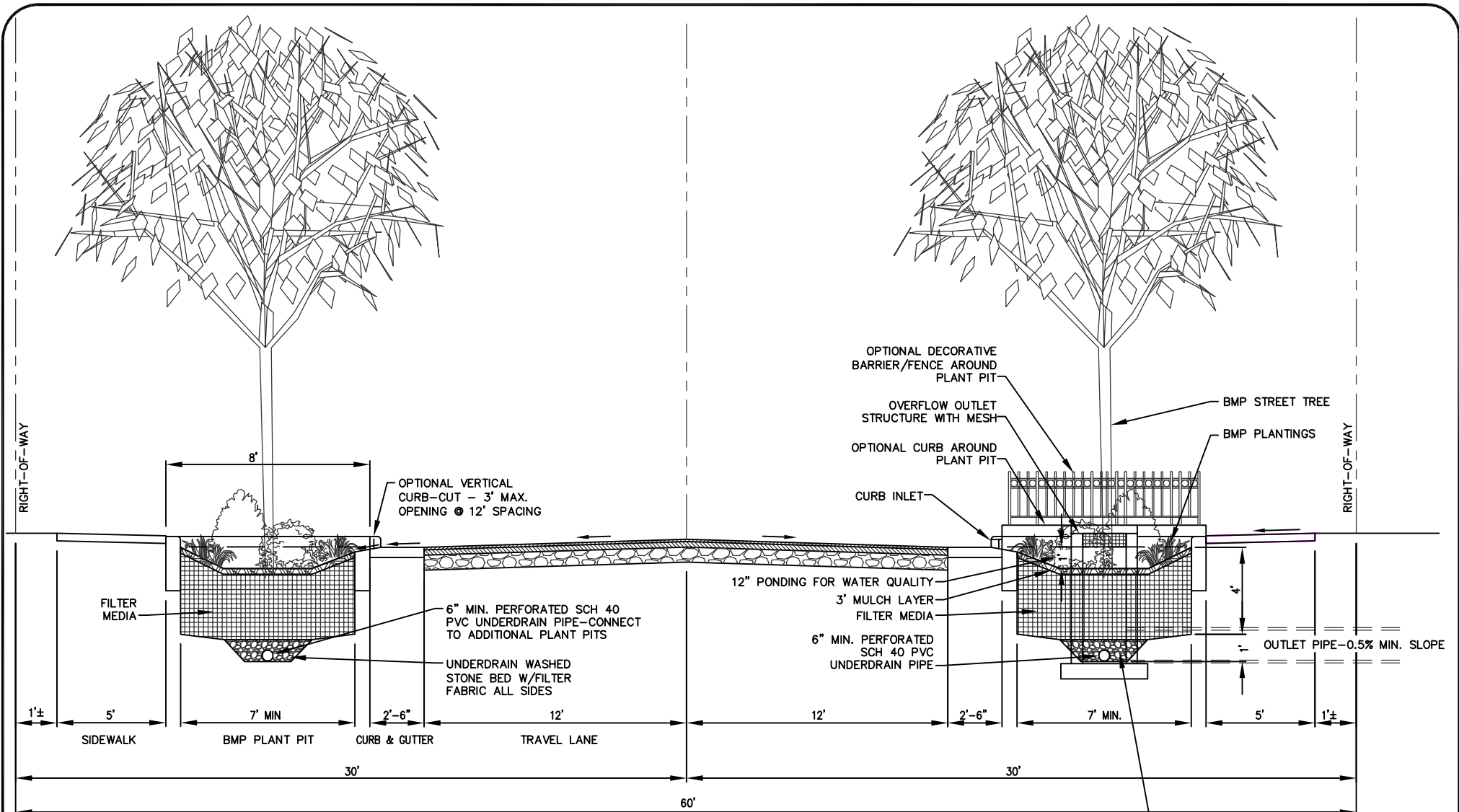
1. FOR UTILITY LOCATIONS SEE 10.02.
2. CONCRETE SIDEWALK SHALL BE A MINIMUM OF 4" THICK EXCEPT AT DRIVEWAYS WHERE MINIMUM THICKNESS SHALL BE 6".
3. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS.
4. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL BE APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION.



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**MAIN STREET
URBAN STREET SECTION**

STD. NO.	REV.
10.09	



RIGHT-OF-WAY

RIGHT-OF-WAY



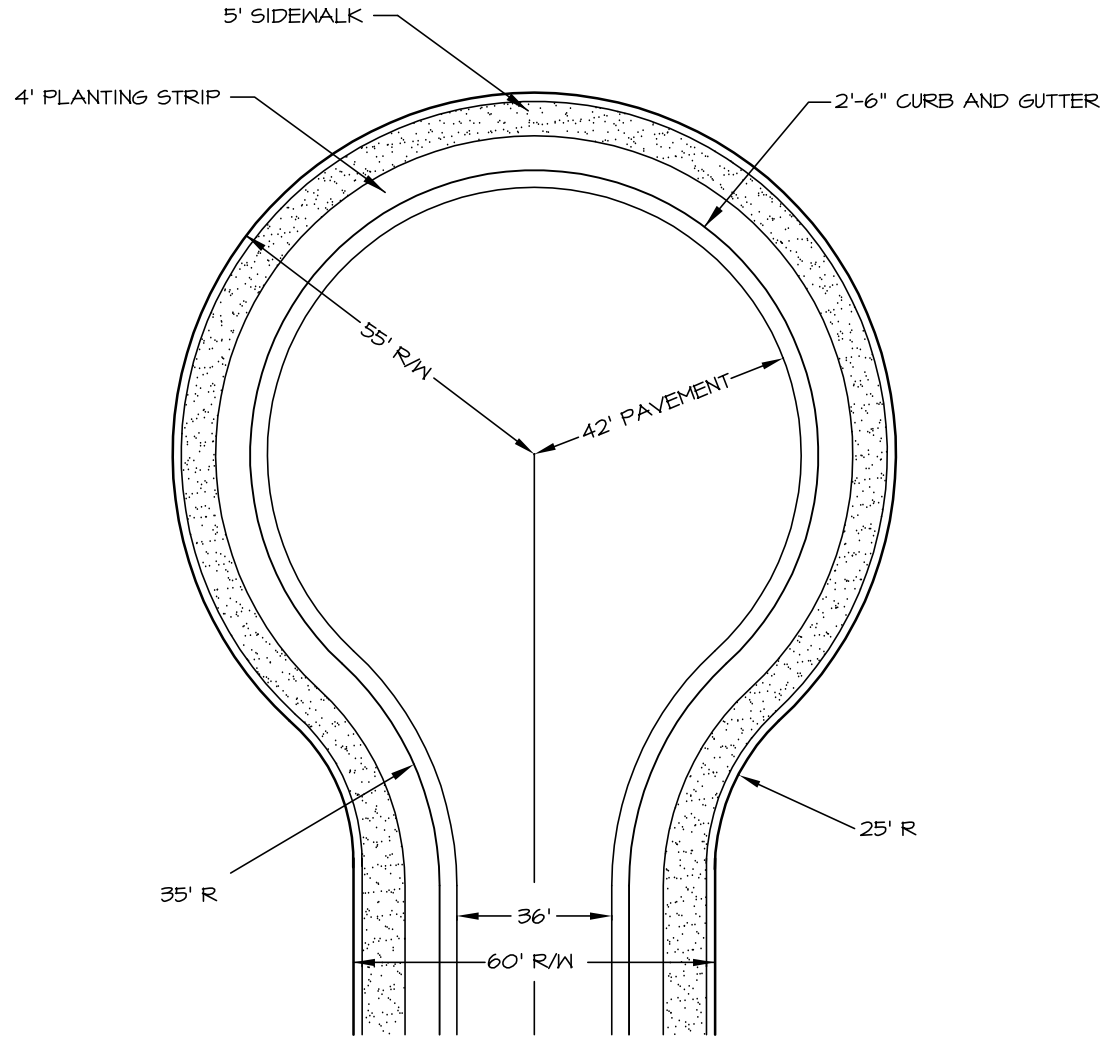
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**URBAN/NEIGHBORHOOD STREET SECTION
WITH STORM BMP**

STD. NO.	REV.
10.10	

NOTES:

1. ALTERNATIVE CUL-DE-SAC DESIGNS, INCLUDING ISLANDS SHALL BE SUBMITTED TO THE TOWN ENGINEER FOR REVIEW AND APPROVAL.
2. PAVEMENT SECTION SHALL CONFORM WITH THE DESIGN REQUIREMENTS FOR COMMERCIAL STREETS.
3. THE CROWN FOR PAVEMENT SHALL BE 1/4" PER FT FROM THE CENTER OF THE CUL-DE-SAC.
4. IRRIGATION SYSTEMS ARE NOT ALLOWED IN THE STREET RIGHTS-OF-WAY UNLESS AN ENCROACHMENT AGREEMENT HAS BEEN ISSUED BY THE TOWN OF STALLINGS
5. TREES PROPOSED IN THE PLANTING STRIPS OR RIGHTS-OF-WAY SHALL APPROVED BY THE TOWN OF STALLINGS PRIOR TO INSTALLATION



NOT TO SCALE



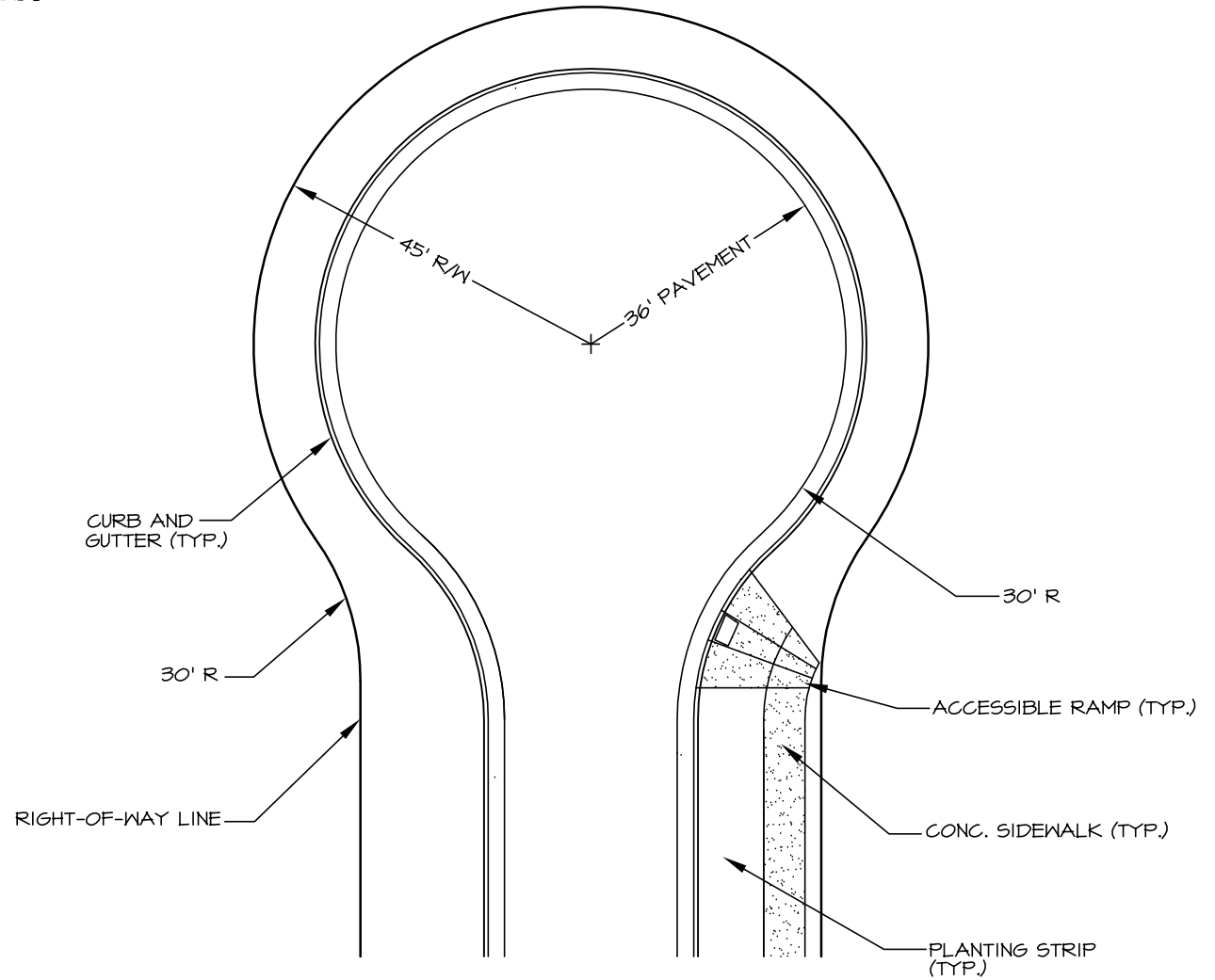
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

MINOR COLLECTOR CUL-DE-SAC

STD. NO.	REV.
10.13	

NOTES:

1. ALTERNATIVE CUL-DE-SAC DESIGNS, INCLUDING ISLANDS SHALL BE SUBMITTED TO THE TOWN ENGINEER FOR REVIEW AND APPROVAL.
2. SIDEWALK MAY BE REQUIRED TO EXTEND AROUND CUL-DE-SAC BULB WHERE PARKS OR SCHOOLS HAVE FRONTAGE TO THE END OF THE CUL-DE-SAC.
3. THE CROWN FOR PAVEMENT SHALL BE 1/4" PER FT FROM THE CENTER OF THE CUL-DE-SAC.



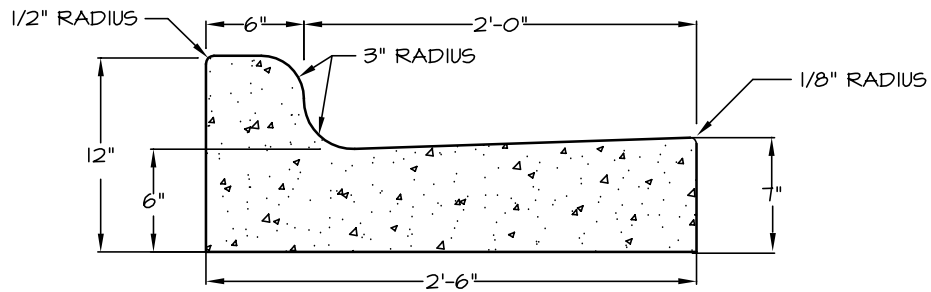
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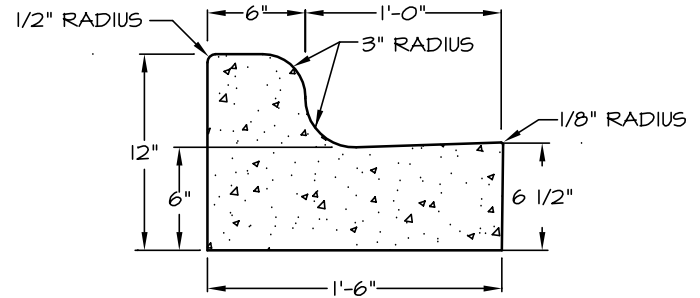
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

RESIDENTIAL CUL-DE-SAC

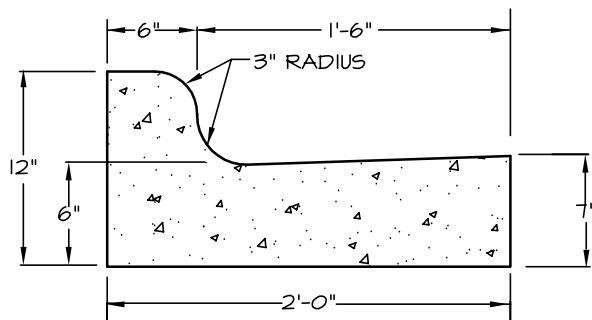
STD. NO.	REV.
10.14	



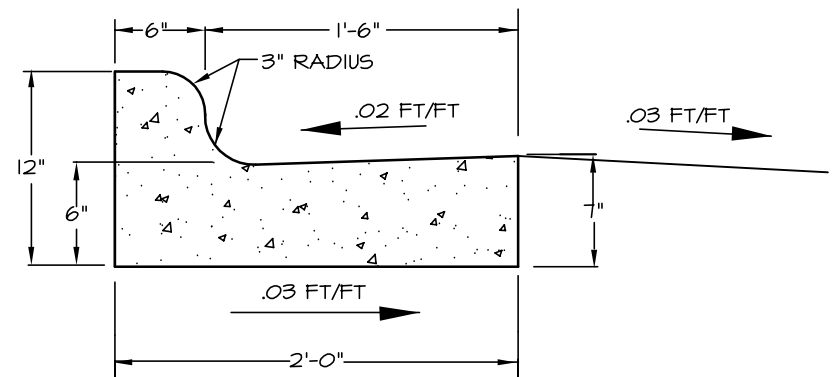
STANDARD 2'-6" CURB AND GUTTER



1'-6" STANDARD CURB AND GUTTER



2'-0" STANDARD CURB & GUTTER



SLOPE FOR VARIABLE SUPERELEVATION RATES

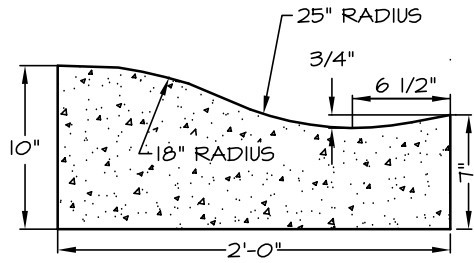
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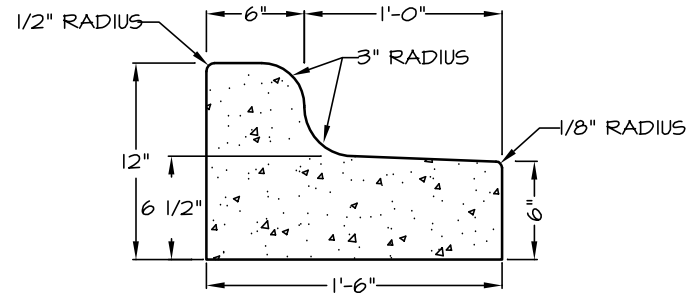
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

STANDARD CURB AND GUTTER

STD. NO.	REV.
10.17A	

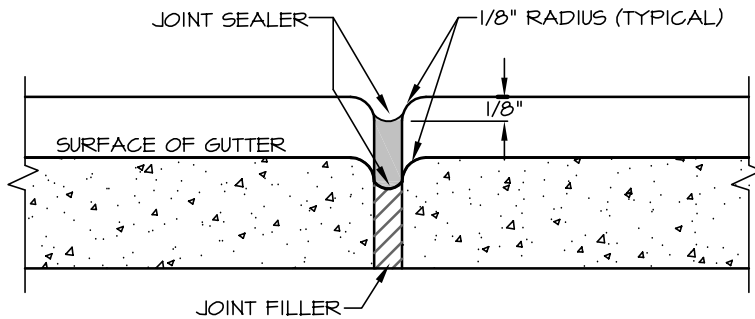


2'-0" VALLEY GUTTER

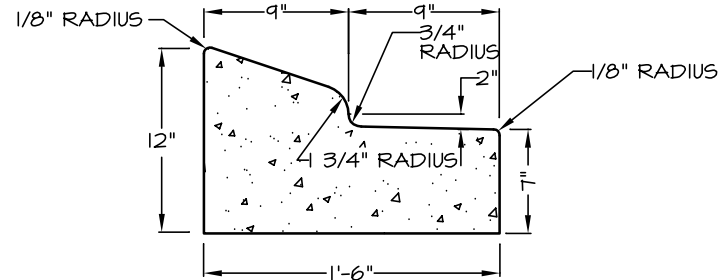


1'-6" MEDIAN CURB AND GUTTER

TO BE USED IN MEDIANS WHEN LANES ARE SLOPED FROM ISLAND OR AS SPECIFIED BY THE TOWN ENGINEER.



TRANSVERSE EXPANSION JOINT



1'-6" MOUNTABLE CURB AND GUTTER

TO BE USED IN MEDIANS ONLY: WHEN SPECIFIED BY THE APPROPRIATE TOWN ENGINEERING DEPT.

NOTES:

1. CONTRACTION JOINTS SHALL BE SPACED AT 10-FOOT INTERVALS. FOR VALLEY GUTTER, A 10-FOOT SPACING MAY BE USED WHEN A MACHINE IS USED. JOINT SPACING MAY BE ALTERED BY THE TOWN ENGINEER TO PREVENT UNCONTROLLED CRACKING.
2. CONTRACTION JOINTS MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. WHERE SUCH JOINTS ARE NOT FORMED BY TEMPLATES, A MINIMUM DEPTH OF 1 1/2" SHALL BE OBTAINED.
3. ALL EXPANSION JOINTS SHALL BE SPACED AT 90-FOOT INTERVALS, AND ADJACENT TO ALL RIGID OBJECTS. JOINTS SHALL MATCH LOCATIONS WITH JOINTS IN ABUTTING SIDEWALK.
4. CONCRETE COMPRESSIVE STRENGTH SHALL BE 3600 P.S.I. IN 28 DAYS.
5. CURB SHALL BE DEPRESSED AT INTERSECTIONS TO PROVIDE FOR FUTURE ACCESSIBLE RAMPS.
6. TOP 6" OF SUBGRADE BENEATH THE CURB AND GUTTER SHALL BE COMPACTED TO 100% STANDARD PROCTOR DENSITY.

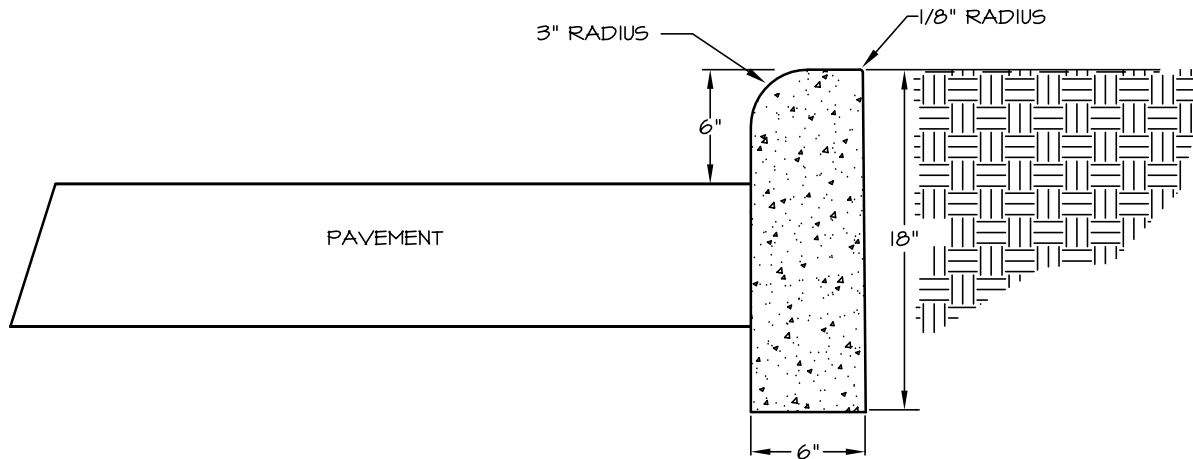
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TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

CURB AND GUTTER

STD. NO.	REV.
10.17B	



NOTES:

1. CONTRACTION JOINTS SHALL BE SPACED AT 10-FOOT INTERVALS. JOINT SPACING MAY BE ALTERED BY THE ENGINEER TO PREVENT UNCONTROLLED CRACKING.
2. CONTRACTION JOINTS MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. WHERE SUCH JOINTS ARE NOT FORMED BY TEMPLATES, A MINIMUM DEPTH OF 1 1/2" SHALL BE OBTAINED.
3. ALL EXPANSION JOINTS SHALL BE SPACED AT 90-FOOT INTERVALS, AND ADJACENT TO ALL RIGID OBJECTS. JOINTS SHALL MATCH LOCATIONS WITH JOINTS IN ABUTTING SIDEWALK.
4. CONCRETE COMPRESSIVE STRENGTH SHALL BE 3600 P.S.I. IN 28 DAYS.
5. CURB SHALL BE DEPRESSED AT INTERSECTIONS TO PROVIDE FOR FUTURE ACCESSIBLE RAMPS.
6. TOP 6" OF SUBGRADE BENEATH THE CURB SHALL BE COMPACTED TO 100% STANDARD PROCTOR DENSITY.
7. DETAIL MAY BE USED FOR PRIVATE DRIVES, PARKING LOTS, AND INTERIOR CIRCULATION DRIVE.

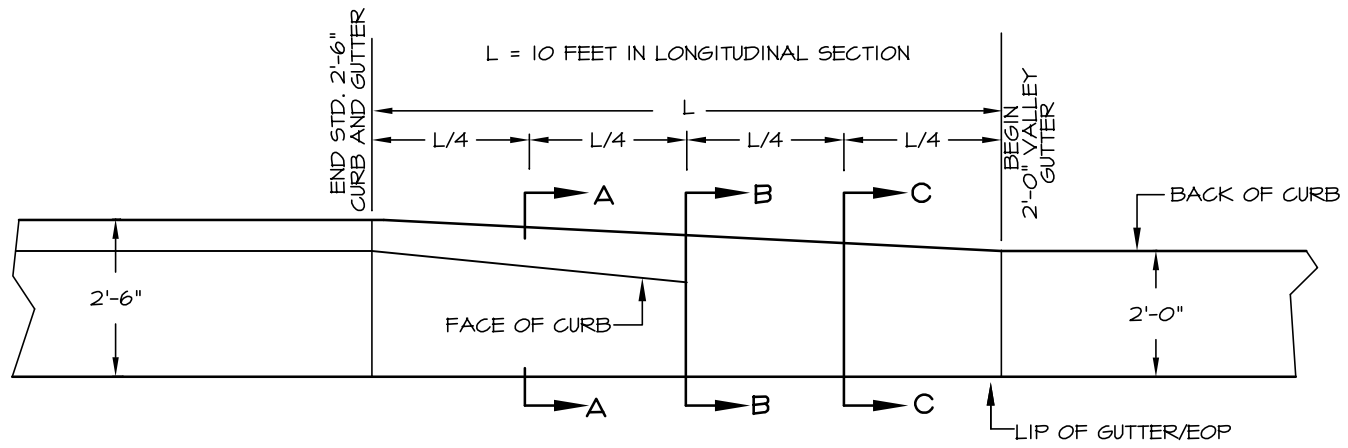
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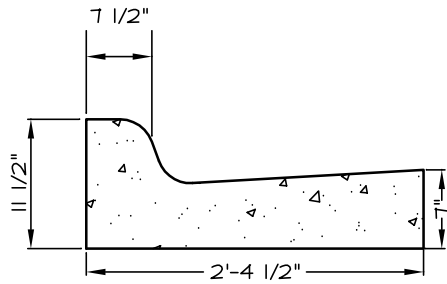
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

18" VERTICAL CURB

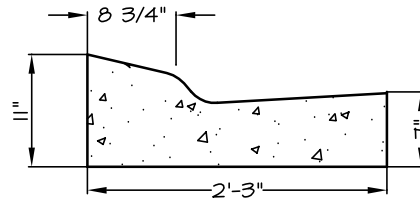
STD. NO.	REV.
10.18	



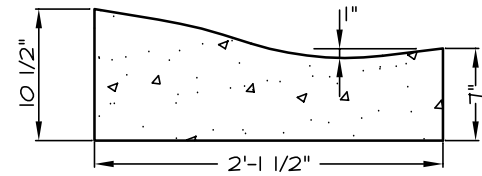
PLAN VIEW



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. TRANSITION IS NOT TO BE LOCATED WITHIN THE CURB RADIUS.

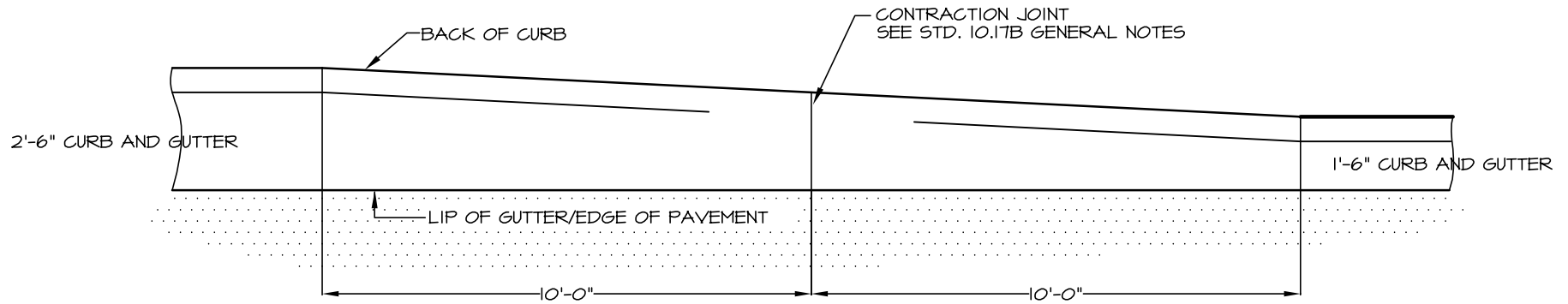
NOT TO SCALE



TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

CURB TRANSITION
2'-6" CURB AND GUTTER TO 2'-0" VALLEY GUTTER

STD. NO.	REV.
10.19	

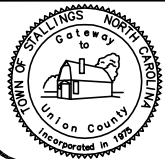


PLAN VIEW

NOTES:

- I. TRANSITION TO BE ALONG BACK OF CURB.

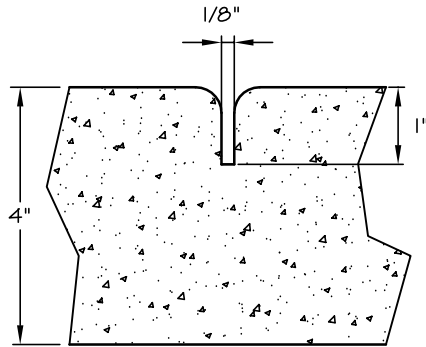
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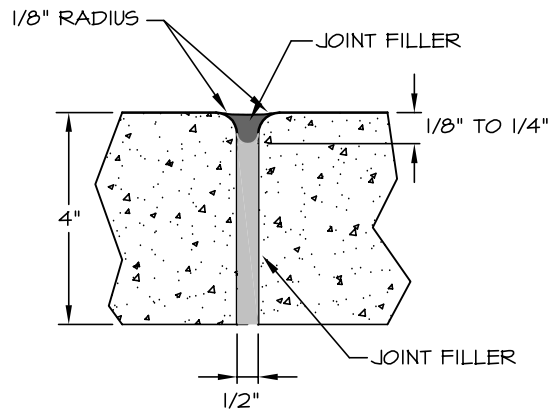
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

CURB TRANSITION
2'-6" CURB AND GUTTER TO 1'-6" CURB AND GUTTER

STD. NO.	REV.
10.20	



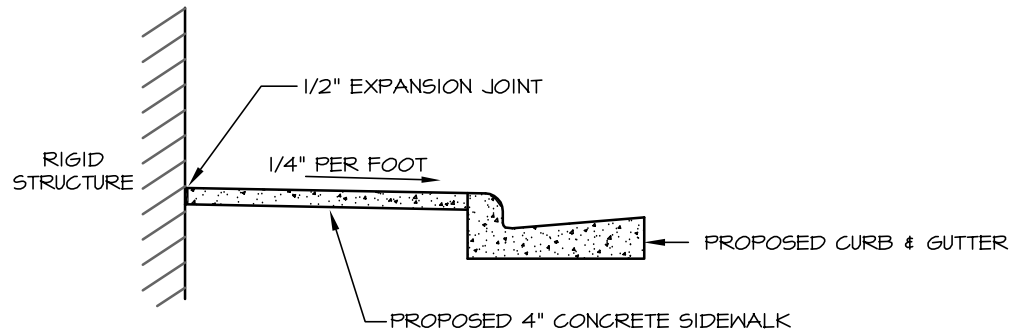
GROOVE JOINT IN SIDEWALK



TRANSVERSE EXPANSION JOINT IN SIDEWALK

GENERAL NOTES:

1. A GROOVE JOINT 1" DEEP WITH 1/8" RADII SHALL BE REQUIRED IN THE CONCRETE SIDEWALK AT 5' INTERVALS. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 45' INTERVALS NOT TO EXCEED 50' AND MATCHING EXPANSION/CONSTRUCTION JOINT IN ADJACENT CURB. A SEALED 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.
2. SIDEWALK AT DRIVEWAY ENTRANCES TO BE 6" THICK.
3. WIDTH OF SIDEWALK ON THOROUGHFARE STREETS SHALL BE A MINIMUM OF 5'. WIDTH OF SIDEWALKS IN THE CENTRAL BUSINESS DISTRICT WILL BE DETERMINED BY THE TOWN PLANNING DEPT.
4. WIDTH OF SIDEWALKS ON NON-THOROUGHFARE STREETS SHALL BE A MINIMUM OF 4'.
5. SIDEWALK TO BE POURED TO END OF RADIUS AT INTERSECTING STREETS.
6. CONCRETE COMPRESSIVE STRENGTH SHALL BE 3600 PSI. IN 28 DAYS.
7. ZONING CONDITIONS MAY REQUIRE ADDITIONAL WIDTH SIDEWALKS WHICH SHALL SUPERSEDE THESE STANDARD DIMENSIONS SHOWN.
8. TRANSVERSE EXPANSION JOINTS SHALL BE FILLED WITH AN ELASTIC EPOXY FROM THE FILLER TO FLUSH WITH THE TOP OF THE SIDEWALK



DETAILS SHOWING EXPANSION JOINTS IN CONCRETE SIDEWALK

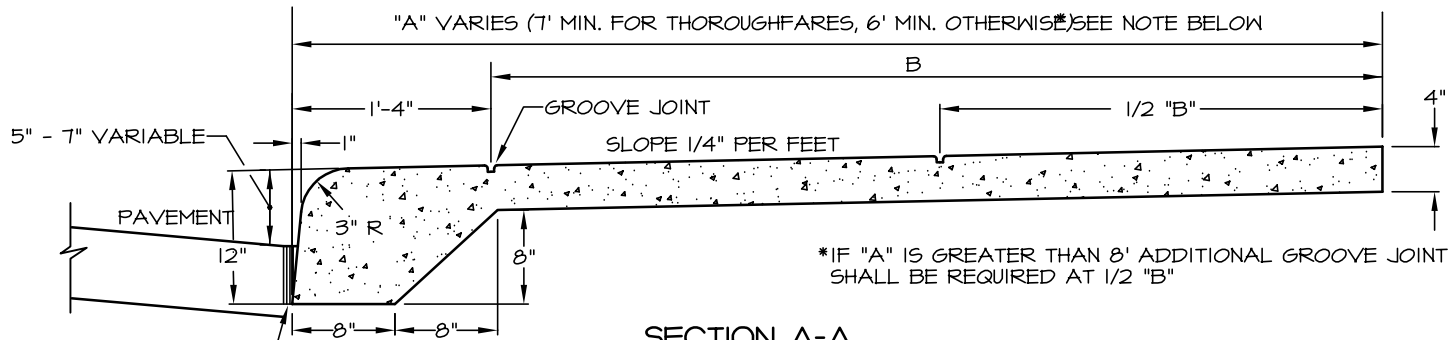
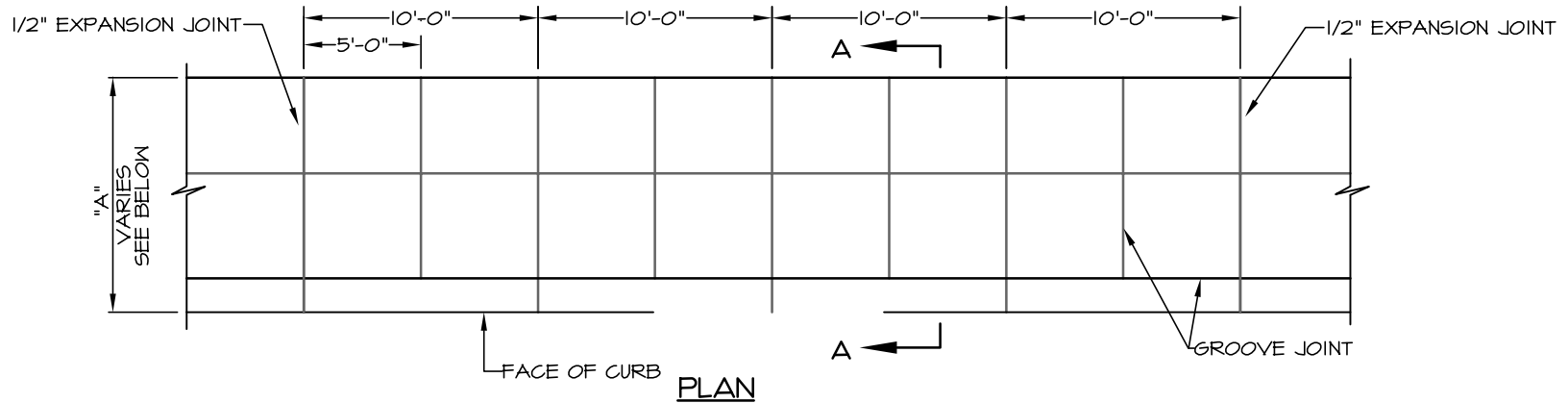
NOT TO SCALE



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

CONCRETE SIDEWALKS

STD. NO.	REV.
10.22	



TWO 1/2" THICK PIECES BITUMINOUS FIBER REQUIRED IF SUBBASE IS CONCRETE. MUST BE SEALED WITH APPROVED JOINT SEALER.

GENERAL NOTES:

1. A GROOVE JOINT 1" DEEP WITH 1/3" RADII SHALL BE REQUIRED IN THE CONCRETE SIDEWALK AT 5' INTERVALS. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 40' INTERVALS. A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.
2. ALL CONCRETE TO BE 3600 P.S.I. COMPRESSIVE STRENGTH.
3. SEE STANDARD 10.22 FOR DETAIL OF EXPANSION JOINT AND GROOVE JOINT.
4. SEE STANDARD 10.26 FOR DETAIL OF DRIVEWAY.
5. MONOLITHIC CURB AND SIDEWALK TO BE CONSTRUCTED ONLY WHEN REPLACING GRANITE CURB OR AT LOCATIONS APPROVED BY THE APPROPRIATE TOWN ENGINEER.

NOT TO SCALE



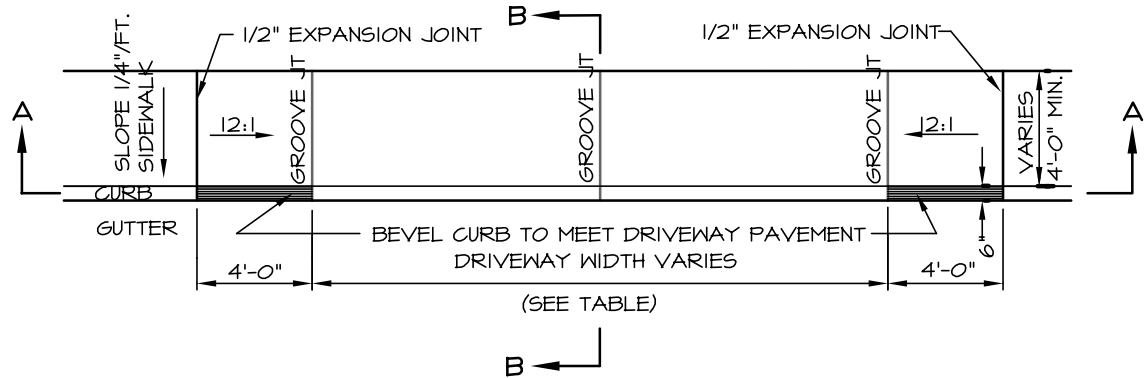
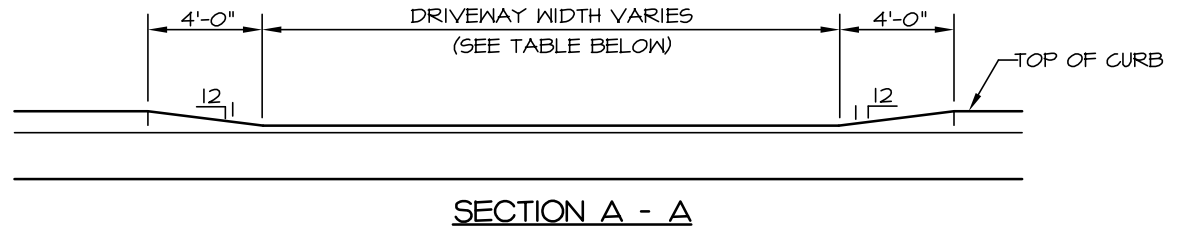
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

MONOLITHIC CONCRETE
CURB AND SIDEWALK

STD. NO.	REV.
10.23	

NOTE:

- 1/2" EXPANSION JOINTS REQUIRE INSTALLATION OF ONE 1/2" THICK PIECE OF BITUMINOUS FIBER THROUGH THE ENTIRE SLAB.
- TO LIMIT STORM WATER FLOW DOWN DRIVEWAYS, USE STANDARD 10.24C FOR DRIVEWAYS NEAR LOW POINTS.
- ALL DRIVEWAYS MUST MEET THE CURRENT CITY DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
- "A" BREAKOVER SHALL BE 8% OR LESS (A = ALGEBRAIC DIFFERENCE).
- PRIOR APPROVAL IS REQUIRED BY TOWN ENGINEER ON GRADES EXCEEDING WHAT ARE SHOWN.



GENERAL NOTES:

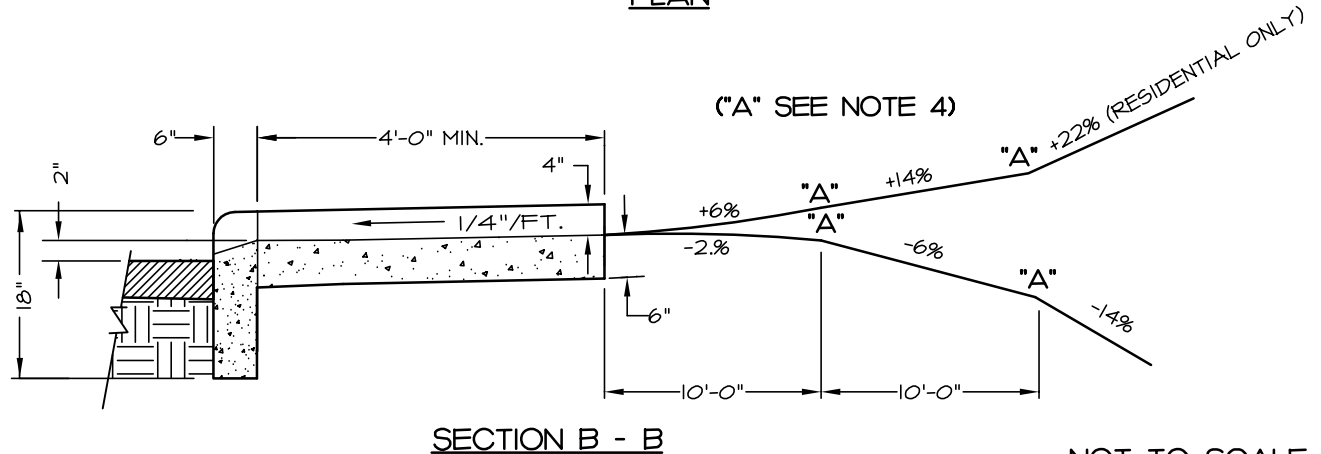
ALL CONCRETE TO BE 3600 P.S.I. COMPRESSIVE STRENGTH.

ALL CURB, CURB AND GUTTER AND SIDEWALKS ARE TO BE REMOVED TO THE NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT WITH A SAW AND REMOVED. SAW CUT OR JOINT TO BE PERPENDICULAR TO EDGE OF EXISTING PAVEMENT.

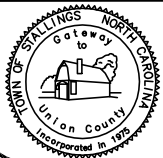
SEE STD. NO 10.17B FOR DETAIL OF EXPANSION JOINT AND GROOVE JOINT.

DRIVEWAY WIDTH		
TYPE DRIVEWAY	MINIMUM	MAXIMUM
TYPE I-RESIDENTIAL: LOCAL/COLLECTOR THOROUGHFARE*	10'	30'
	15'	30'
ONE-WAY TYPE II COMMERCIAL	20'	30'
TWO-WAY TYPE II COMMERCIAL	26'	50'

* MUST PROVIDE ON-SITE TURNAROUND



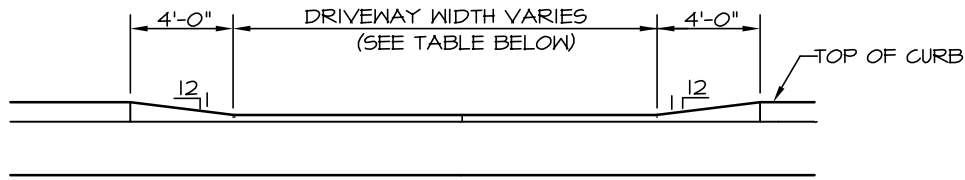
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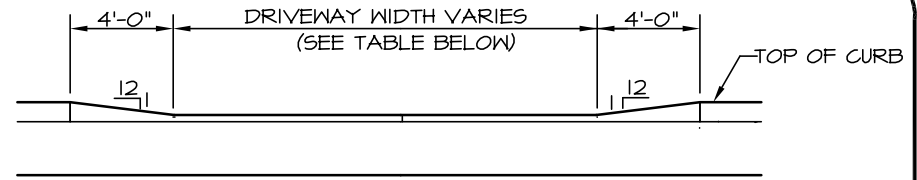
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**COMMERCIAL TYPE II AND RESIDENTIAL TYPE I DROP CURB
DRIVEWAY WITH SIDEWALK ABUTTING CURB
(6' X 18' VERTICAL CURB)**

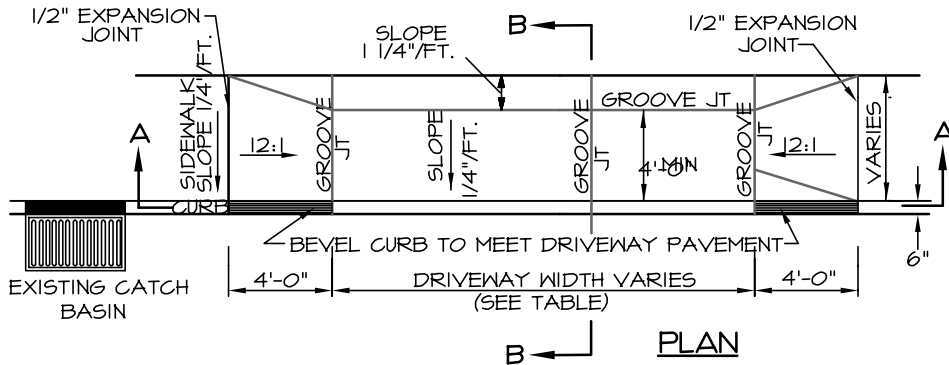
STD. NO.	REV.
10.24B	



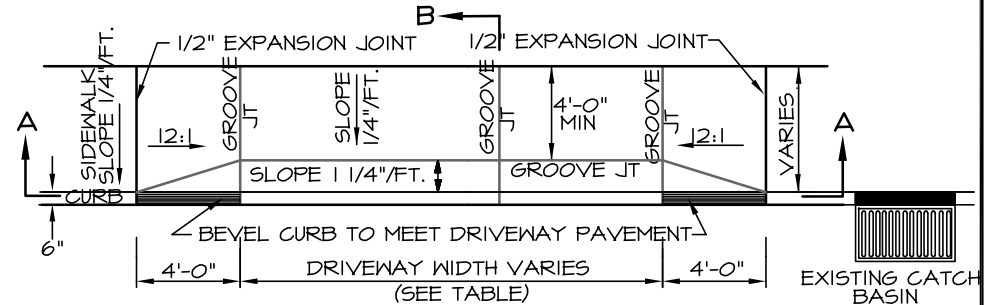
SECTION A - A



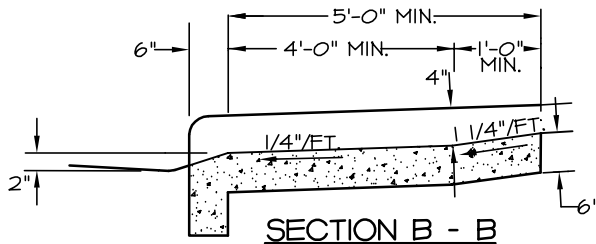
SECTION A - A



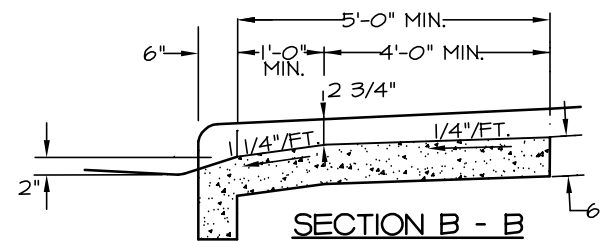
PLAN



PLAN



SECTION B - B



SECTION B - B

DRIVEWAY WIDTH		
TYPE DRIVEWAY	MINIMUM	MAXIMUM
TYPE I-RESIDENTIAL LOCAL/COLLECTOR THOROUGHFARE*	10'	30'
	15'	30'
ONE-WAY TYPE II COMMERCIAL	20'	30'
TWO-WAY TYPE II COMMERCIAL	26'	50'

* MUST PROVIDE ON-SITE TURNAROUND

NOTES

1. USED AT LOW POINTS IN ROADWAYS WITH 2'-6" CURB AND GUTTER OR 6" X 18" CURB AS DIRECTED BY CITY ENGINEER.
2. SEE STANDARDS 10.24A & 10.24B FOR ADDITIONAL DETAILS.
3. ALL DRIVEWAYS MUST MEET THE CURRENT CITY DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.

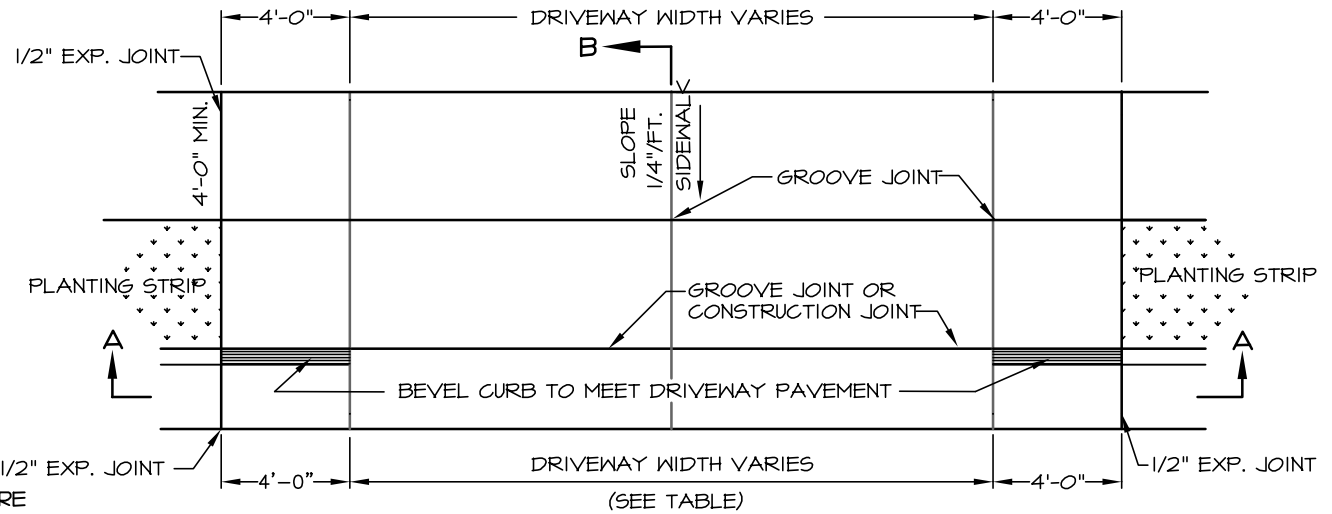
NOT TO SCALE



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**COMMERCIAL AND RESIDENTIAL DROP CURB
DRIVEWAY WITH SIDEWALK ABUTTING CURB**

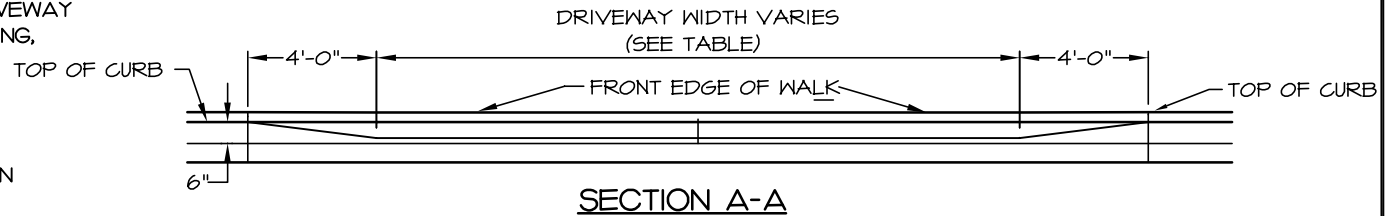
STD. NO.	REV.
10.24C	



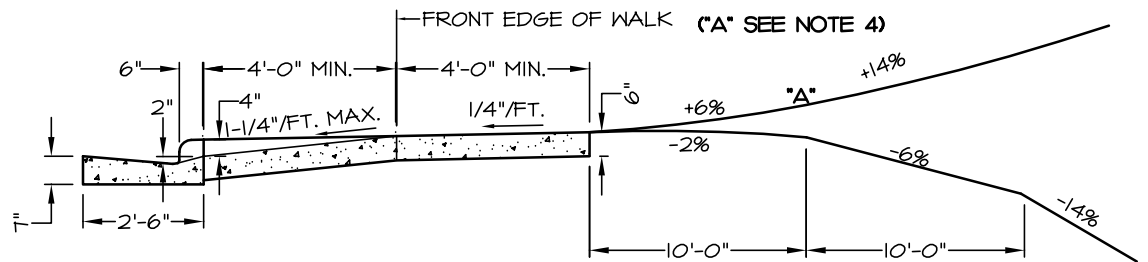
NOTES:

1. ALL CONCRETE TO BE 3600 P.S.I.
2. ALL CURB OR CURB AND GUTTER AND SIDEWALKS ARE TO BE REMOVED TO THE NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT WITH A SAW AND REMOVED. SAW CUT OR JOINT TO BE PERPENDICULAR TO EDGE OF EXISTING PAVEMENT. SEE STD. NO. 10.17 FOR JOINT DETAIL.
3. ALL DRIVEWAYS MUST MEET THE CURRENT TOWN DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
4. "A" BREAKOVER SHALL BE 8% OR LESS (A = ALGEBRAIC DIFFERENCE).
5. PRIOR APPROVAL IS REQUIRED BY TOWN ENGINEER ON GRADES EXCEEDING WHAT ARE SHOWN.

PLAN VIEW



SECTION A-A



SECTION B-B

NOT TO SCALE

DRIVEWAYS CLASSIFICATION		
TYPE DRIVEWAYS	MINIMUM	MAXIMUM
ONE-WAY TYPE II - COMMERCIAL	20'	30'
TWO-WAY TYPE II - COMMERCIAL	26'	50'*

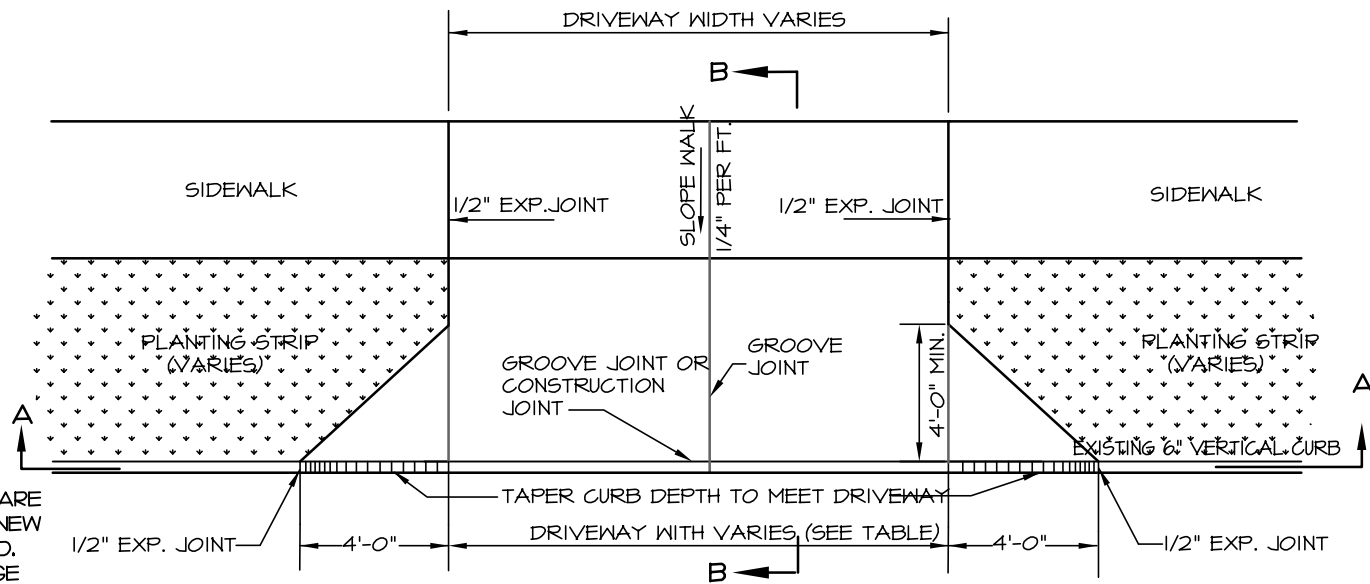
* NEED MORE THAN ONE CONTRACTION JOINT IN CENTER.



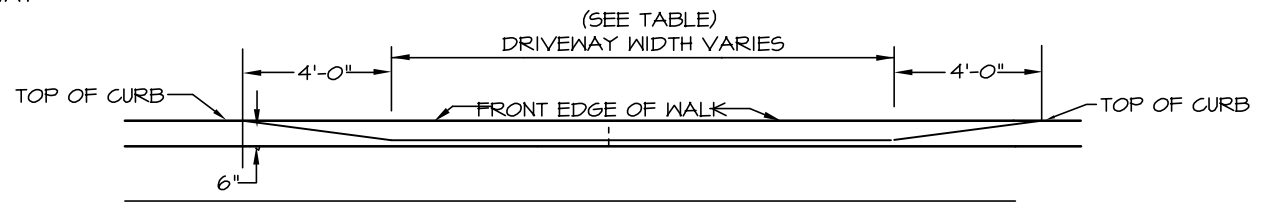
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

COMMERCIAL DROP CURB TYPE II DRIVEWAY
WITH PLANTING STRIP
(2'-6" CURB AND GUTTER)

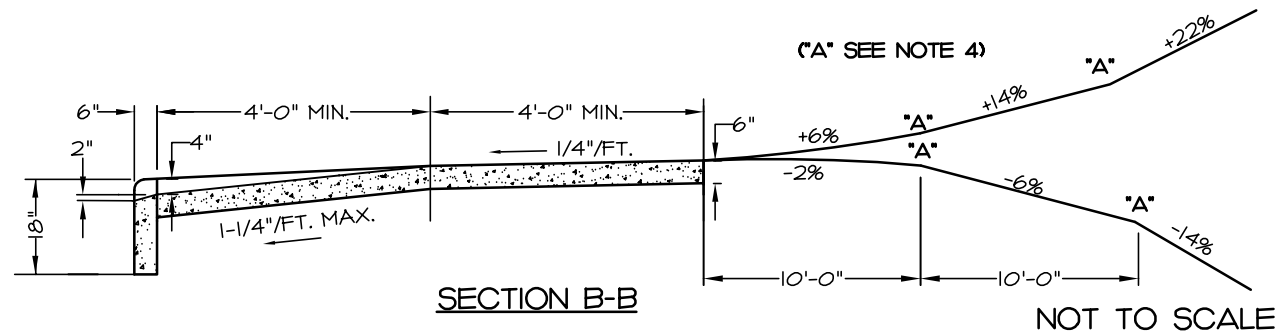
STD. NO.	REV.
10.25B	



PLAN VIEW



SECTION A-A (ALONG FLOW LINE)



SECTION B-B

NOT TO SCALE

NOTES:

1. ALL CONCRETE TO BE 3600 P.S.I.
2. ALL CURB OR CURB AND GUTTER AND SIDEWALKS ARE TO BE REMOVED TO THE NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT WITH A SAW AND REMOVED. SAW CUT OR JOINT TO BE PERPENDICULAR TO EDGE OF EXISTING PAVEMENT. SEE STD. NO. 10.17 FOR JOINT DETAIL.
3. ALL DRIVEWAYS MUST MEET THE CURRENT TOWN DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
4. "A" BREAKOVER SHALL BE 8% OR LESS (A = ALGEBRAIC DIFFERENCE).
5. PRIOR APPROVAL IS REQUIRED BY TOWN ENGINEER ON GRADES EXCEEDING WHAT ARE SHOWN.

DRIVEWAY WIDTH		
DRIVEWAY TYPE	MINIMUM	MAXIMUM
LOCAL/COLLECTOR	10'	30'
THOROUGHFARE*	15'	30'

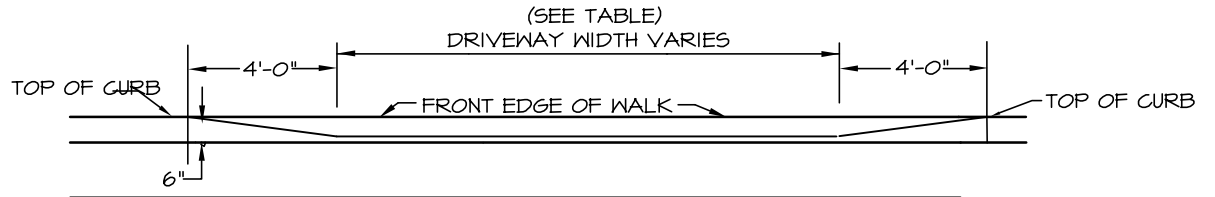
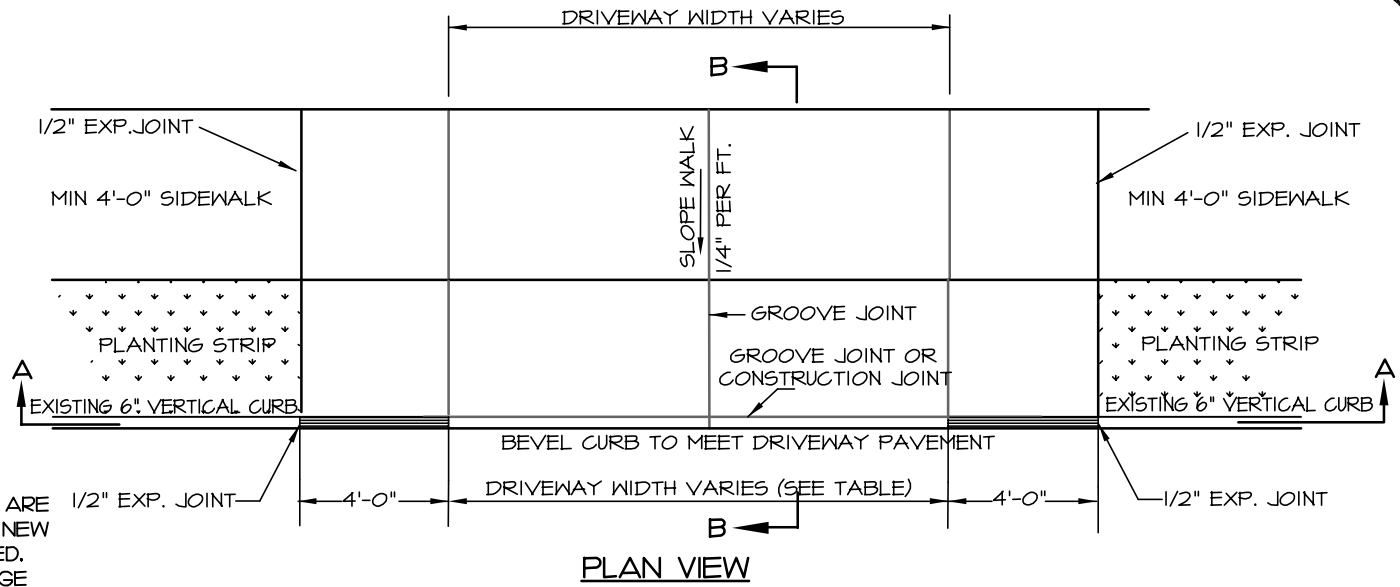
* MUST PROVIDE ON-SITE TURNAROUND



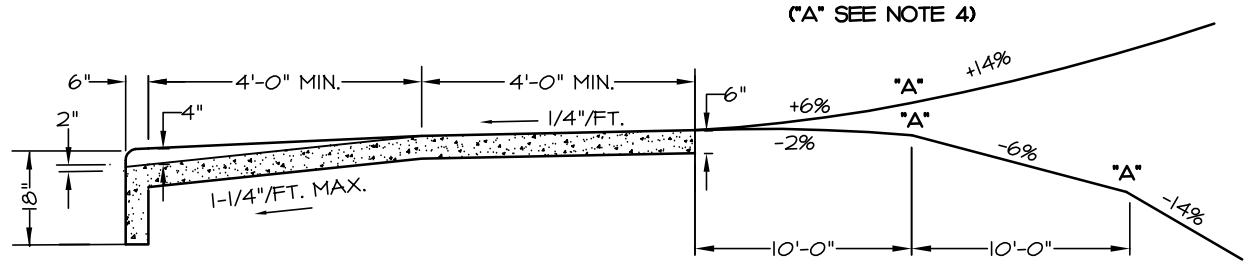
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

RESIDENTIAL DROP CURB TYPE I DRIVEWAY
WITH PLANTING STRIP
(6" X 18" VERTICAL CURB)

STD. NO.	REV.
10.25C	



SECTION A-A (ALONG FLOW LINE)



SECTION B-B

NOTES:

1. ALL CONCRETE TO BE 3600 P.S.I.
2. ALL CURB OR CURB AND GUTTER AND SIDEWALKS ARE TO BE REMOVED TO THE NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT WITH A SAW AND REMOVED. SAW CUT OR JOINT TO BE PERPENDICULAR TO EDGE OF EXISTING PAVEMENT. SEE STD. NO. 10.17 FOR JOINT DETAIL.
3. ALL DRIVEWAYS MUST MEET THE CURRENT TOWN DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
4. "A" BREAKOVER SHALL BE 8% OR LESS (A = ALGEBRAIC DIFFERENCE).
5. PRIOR APPROVAL IS REQUIRED BY TOWN ENGINEER ON GRADES EXCEEDING WHAT ARE SHOWN.

DRIVEWAYS CLASSIFICATION		
TYPE DRIVEWAYS	MINIMUM	MAXIMUM
ONE-WAY TYPE II - COMMERCIAL	20'	30'
TWO-WAY TYPE II - COMMERCIAL	26'	50'*

* NEED MORE THAN ONE CONTRACTION JOINT IN CENTER.

NOT TO SCALE

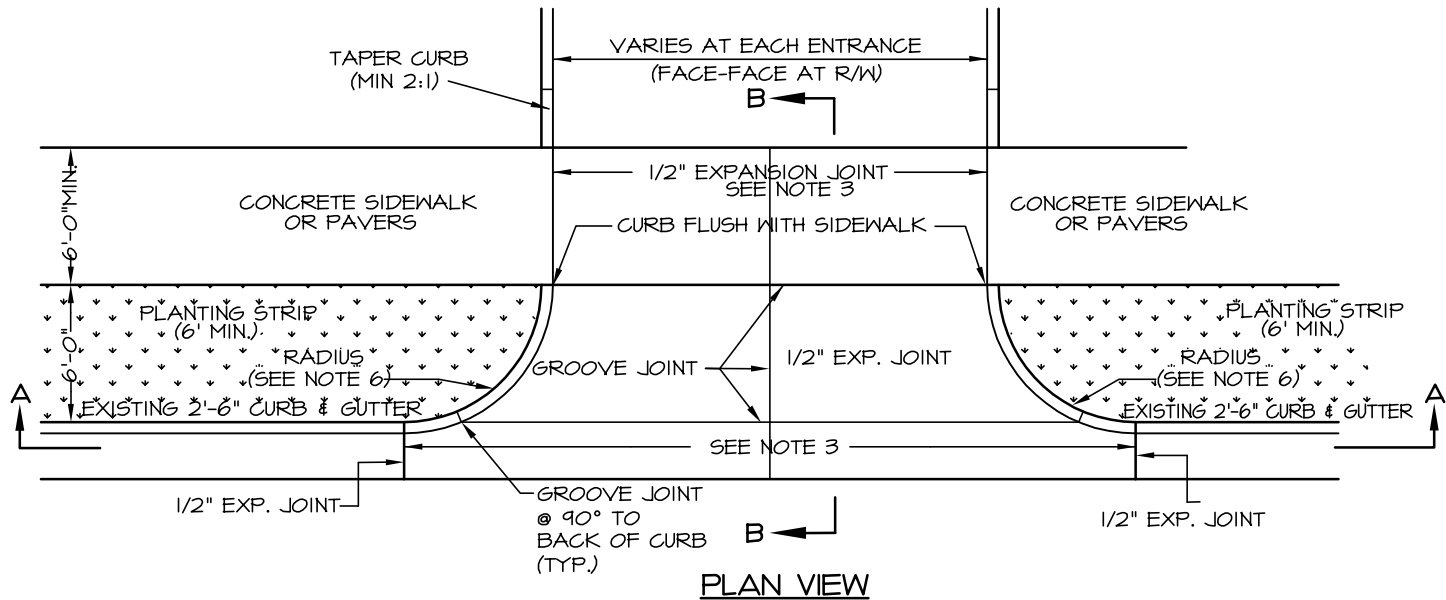


**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**COMMERCIAL DROP CURB TYPE II DRIVEWAY
WITH PLANTING STRIP
(6" X 18" VERTICAL CURB)**

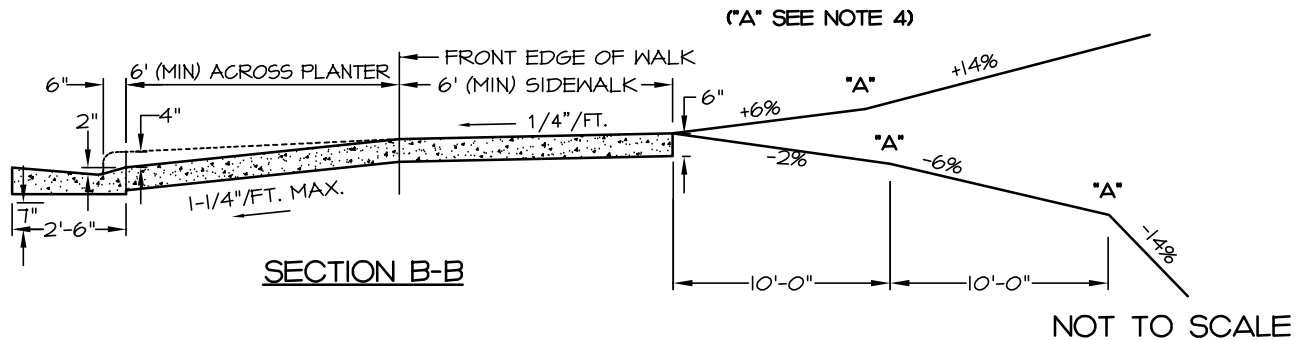
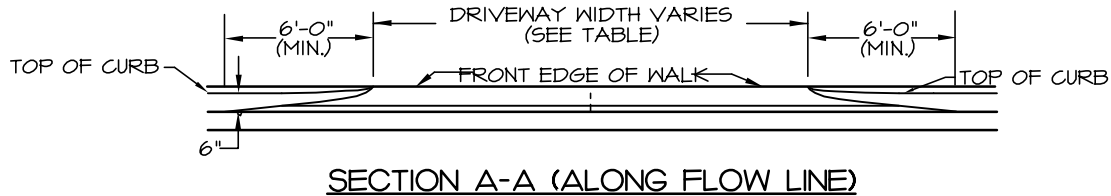
STD. NO.	REV.
10.25D	

DRIVEWAY DIMENSIONS		
OPERATION/RADIUS	MINIMUM	MAXIMUM
ONE-WAY WITH 6-12 FT. RADII	20'	30'
ONE-WAY WITH 13+ FT. RADII	15'	25'
TWO-WAY WITH 6-12 FT. RADII	26'	50'
TWO-WAY WITH 13+ FT. RADII	22'	40'



NOTES:

1. ALL CONCRETE TO BE 3600 P.S.I.
2. ALL CURB OR CURB AND GUTTER AND SIDEWALKS ARE TO BE REMOVED TO THE NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT WITH A SAW AND REMOVED. SAW CUT OR JOINT TO BE PERPENDICULAR TO EDGE OF EXISTING PAVEMENT. SEE STD. NO. 10.17 FOR JOINT DETAIL.
3. ALL DRIVEWAYS MUST MEET THE CURRENT TOWN DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
4. "A" BREAKOVER SHALL BE 8% OR LESS (A = ALGEBRAIC DIFFERENCE).
5. PRIOR APPROVAL IS REQUIRED BY TOWN ENGINEER ON GRADES EXCEEDING WHAT ARE SHOWN.
6. RADII MUST BE MINIMUM 6 FEET OR THE WIDTH OF THE PLANTING STRIP, WHICHEVER IS GREATER. RADII GREATER THAN THESE MINIMUMS MAY BE REQUIRED BY TOWN ENGINEER ON A CASE-BY-CASE BASIS. FOR RADII GREATER THAN 6 FEET, THE RADII ARE TO CONTINUE AS A BAND AT-GRADE THROUGH THE SIDEWALK.

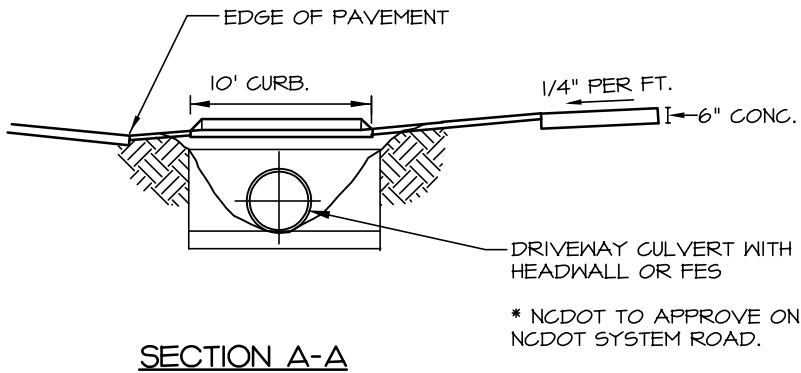


TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

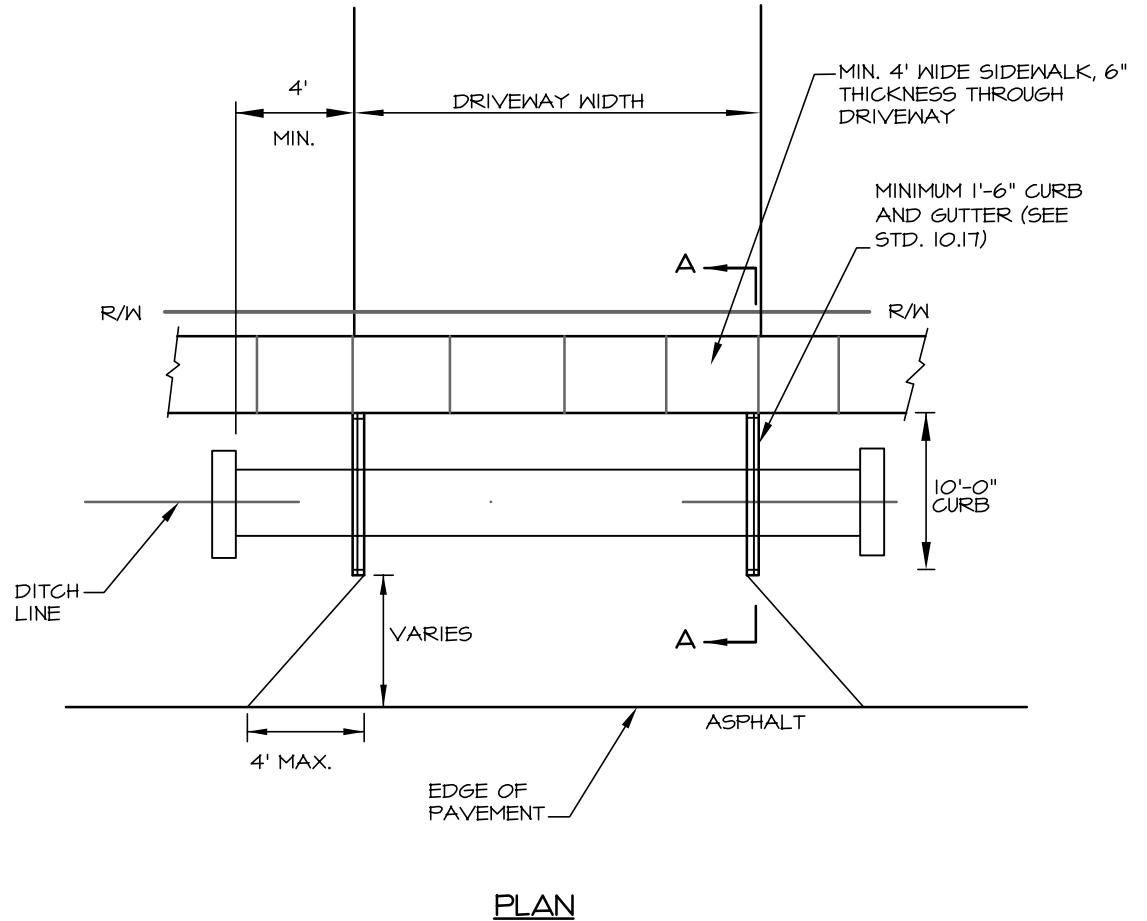
TYPE II-MODIFIED DRIVEWAY
WITH PLANTING STRIP
(2'-6" STANDARD CURB)

STD. NO.	REV.
10.25E	

DRIVEWAY WIDTH		
DRIVEWAY TYPE	MINIMUM	MAXIMUM
ONE-WAY	20'	30'
TWO-WAY	26'	50'



* NCDOT TO APPROVE ON NCDOT SYSTEM ROAD.



NOTES:

1. TO BE USED ON ROADS WITHOUT CURB AND GUTTER AND WHERE CURB AND GUTTER IS NOT BEING INSTALLED. (MUST MEET BOTH CRITERIA)
2. ALL CONCRETE TO BE 3600 P.S.I. COMPRESSIVE STRENGTH.
3. USE OF THIS STANDARD FOR RESIDENTIAL DRIVEWAY CONSTRUCTION AT THE DISCRETION OF THE TOWN ENGINEER ONLY.

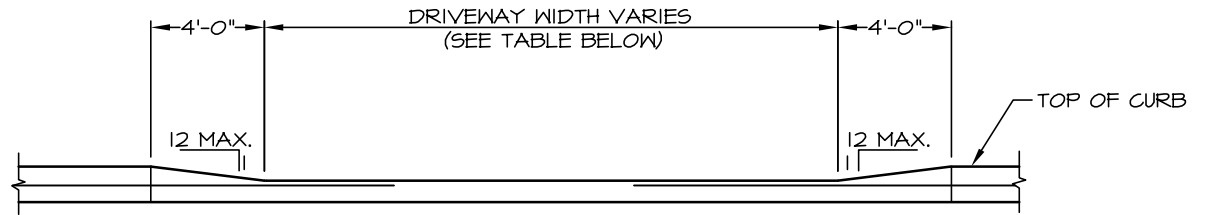
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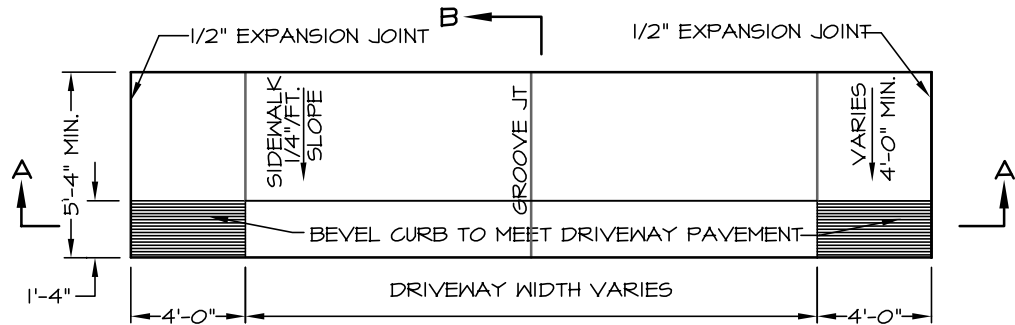
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**COMMERCIAL TYPE IV
DRIVEWAY**

STD. NO.	REV.
10.25F	

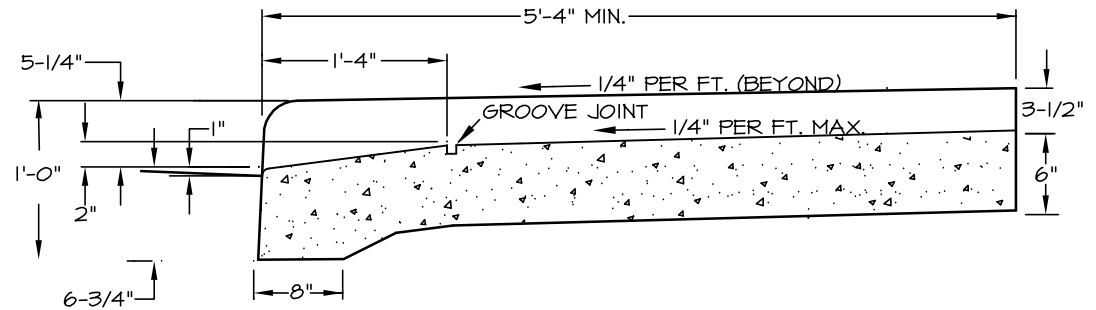


SECTION A-A



(SEE TABLE BELOW)

PLAN



SECTION B-B

NOT TO SCALE

GENERAL NOTES:

ALL CONCRETE TO BE 3600 P.S.I. COMPRESSIVE STRENGTH.

A 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE. SEE STANDARD IO.22.

THIS DETAIL TO BE USED ONLY IN CONJUNCTION WITH MONOLITHIC SIDEWALK AS ON STANDARD NO. IO.23

NOTES:

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

TYPE DRIVEWAY	DRIVEWAY WIDTH	
	MINIMUM	MAXIMUM
TYPE I RESIDENTIAL LOCAL/COLLECTOR THOROUGHFARE*	10'	30'
ONE-WAY TYPE III COMMERCIAL	20'	30'
TWO-WAY TYPE III COMMERCIAL	26'	50'

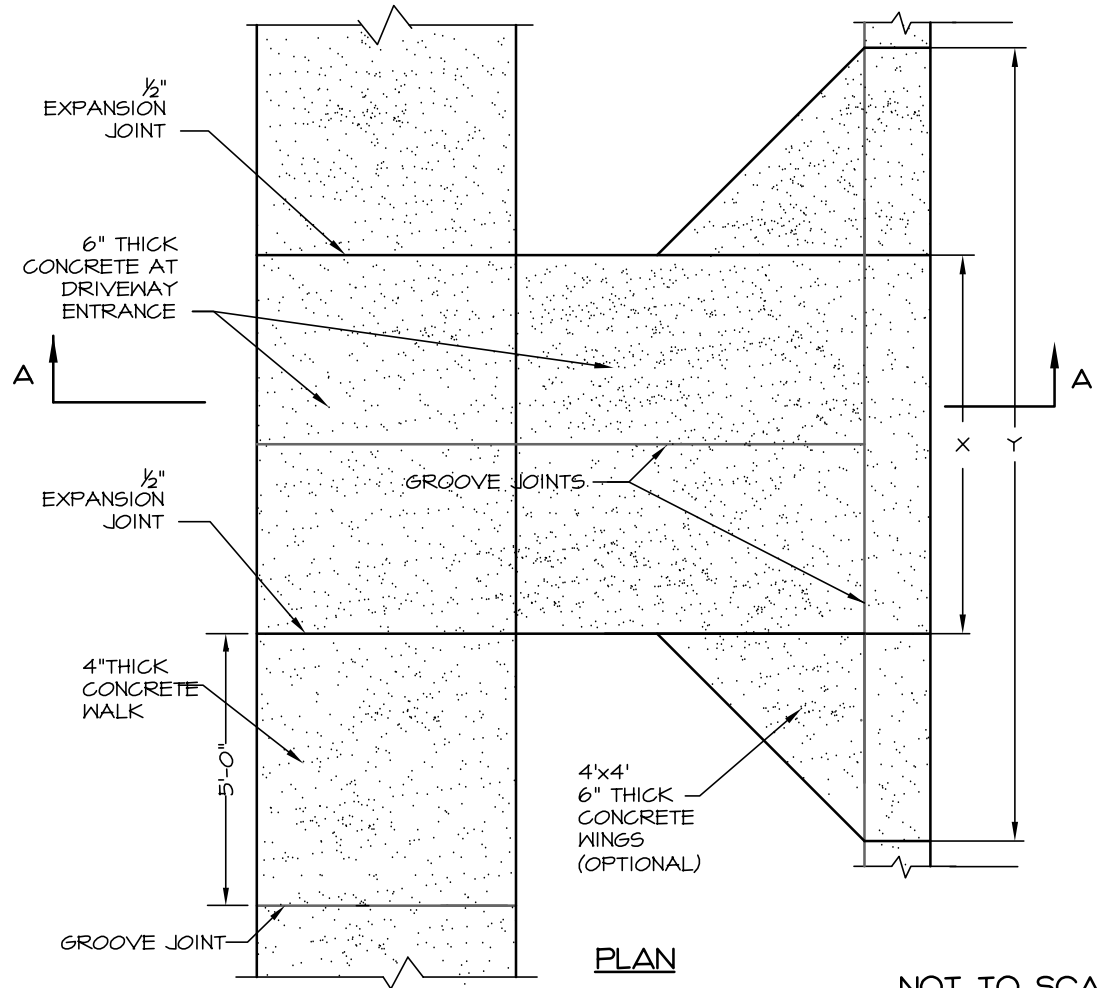
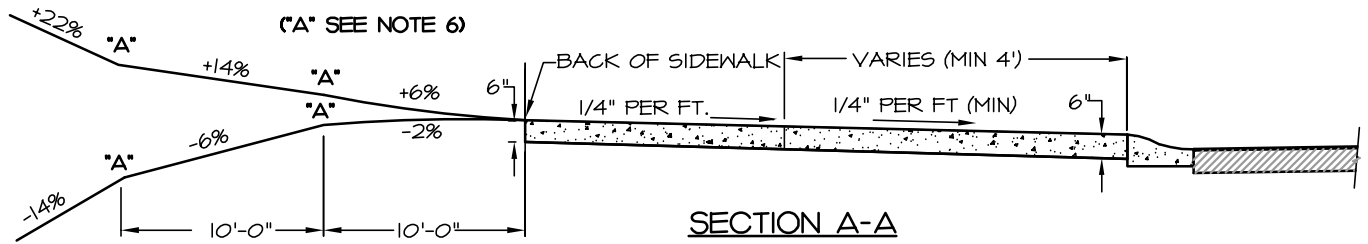
* MUST PROVIDE ON-SITE TURNAROUND



TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

DROP CURB DRIVEWAY
MONOLITHIC CONCRETE CURB AND SIDEWALK

STD. NO.	REV.
10.26	



NOTES:

1. THE ELEVATION OF THE SIDEWALK SHALL BE NOT LESS THAN SIX INCHES OR MORE THAN EIGHTEEN INCHES ABOVE THE ROADWAY CROWN. THIS ELEVATION DIFFERENTIAL SHALL BE CONSISTENT WITHIN EACH BLOCK.
2. ALL CONCRETE TO BE 3600 PSI STRENGTH.
3. ALL CONSTRUCTION PRACTICES, INCLUDING COMPACTION, CURING, FINISHING, ETC. SHALL BE IN ACCORDANCE WITH THE THESE LAND DEVELOPMENT STANDARDS.
4. PLANTING STRIP SHALL BE GRADED WITH A CROSS SLOPE BETWEEN 1/2 IN. PER FOOT AND 1 1/4 IN. PER FOOT EXCEPT WHERE EXCESSIVE NATURAL GRADES MAKE THIS REQUIREMENT IMPRACTICAL. IN SUCH CASES, THE TOWN ENGINEER MAY AUTHORIZE A SUITABLE GRADE
5. ALL DRIVEWAYS MUST MEET THE CURRENT TOWN DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS, INCLUDING BUT NOT LIMITED TO SPACING, SIGHT DISTANCE, AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
6. "A" BREAKOVER SHALL BE 8% OR LESS (A = ALGEBRAIC DIFFERENCE).

DRIVEWAY WIDTH		
TYPE I-RESIDENTIAL ¹	X	Y
LOCAL/COLLECTOR	10' MIN.	30' MAX. **
THOROUGHFARE *	15' MIN.	30' MAX. **

* MUST PROVIDE ON-SITE TURNAROUND
 ** MAXIMUM WIDTH INCLUDES OPTIONAL WINGS

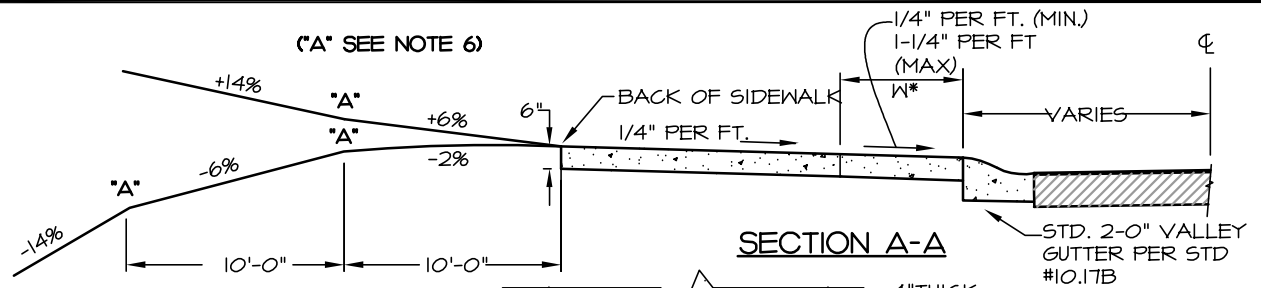
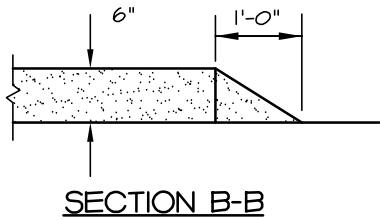
NOT TO SCALE



**TOWN OF STALLINGS
 LAND DEVELOPMENT STANDARDS**

**RESIDENTIAL DRIVEWAY (TYPE I)
 FOR 2'-0" VALLEY GUTTER**

STD. NO.	REV.
10.27A	

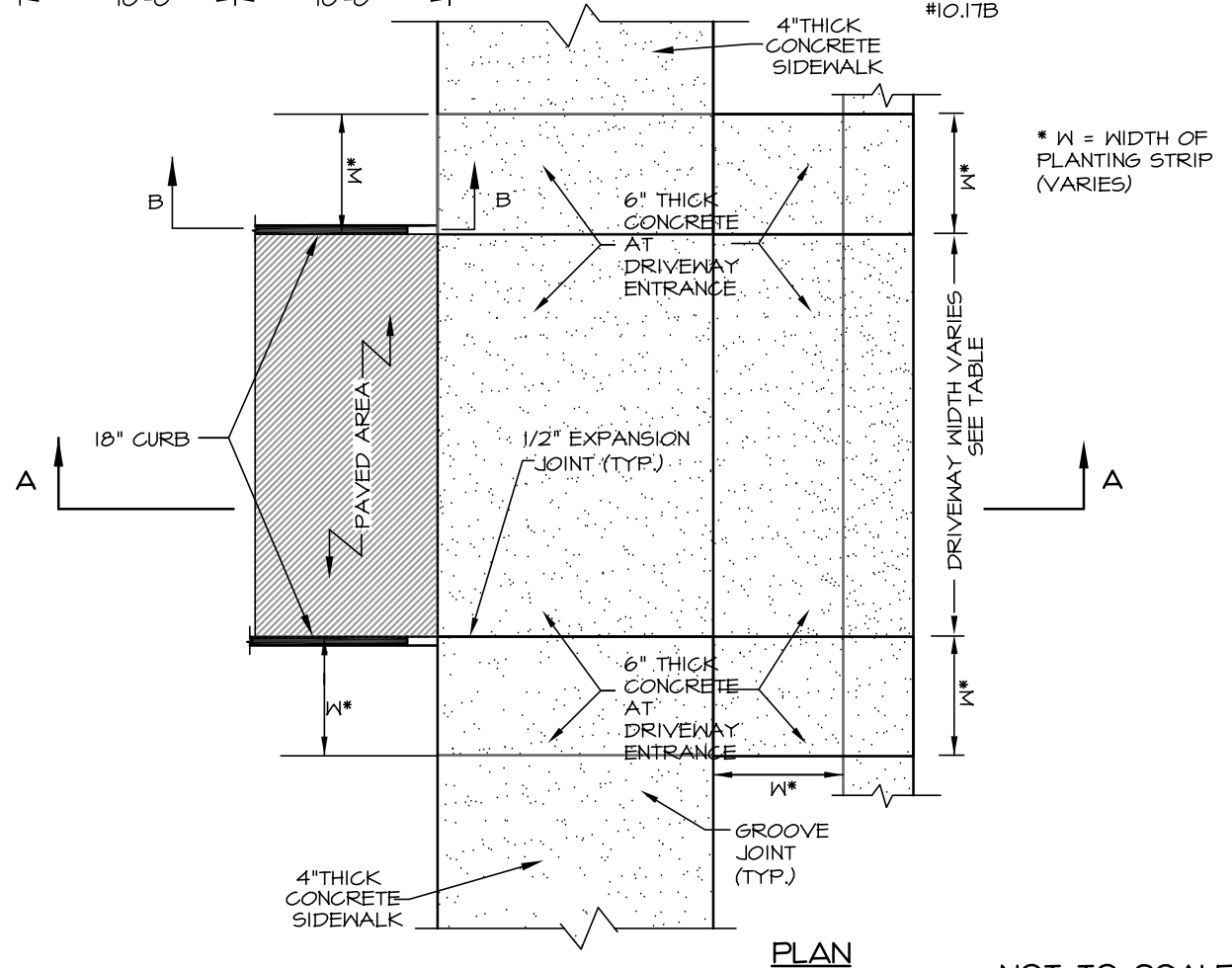


NOTES

1. THE ELEVATION OF THE SIDEWALK SHALL BE NOT LESS THAN SIX INCHES OR MORE THAN EIGHTEEN INCHES ABOVE THE ROADWAY CROWN. THIS ELEVATION DIFFERENTIAL SHALL BE CONSISTENT WITHIN EACH BLOCK.
2. ALL CONCRETE TO BE 3600 PSI STRENGTH.
3. ALL CONSTRUCTION PRACTICES, INCLUDING COMPACTION, CURING, FINISHING, ETC. SHALL BE IN ACCORDANCE WITH THESE LAND DEVELOPMENT STANDARDS.
4. PLANTING STRIP SHALL BE GRADED WITH A CROSS SLOPE BETWEEN 1/2 IN. PER FOOT AND 1 1/4 IN. PER FOOT EXCEPT WHERE EXCESSIVE NATURAL GRADES MAKE THIS REQUIREMENT IMPRACTICAL. IN SUCH CASES, THE CITY ENGINEER MAY AUTHORIZE A SUITABLE GRADE.
5. ALL DRIVEWAYS MUST MEET THE CURRENT TOWN DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS, INCLUDING BUT NOT LIMITED TO SPACING, SIGHT DISTANCE, AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
6. "A" BREAKOVER SHALL BE 8% OR LESS (A=ALGEBRAIC DIFFERENCE).
7. PRIOR APPROVAL IS REQUIRED BY THE TOWN ENGINEER ON GRADES EXCEEDING WHAT ARE SHOWN.

DRIVEWAY WIDTH		
TYPE DRIVEWAY	MINIMUM	MAXIMUM
ONE-WAY TYPE II COMMERCIAL	20'	30'
TWO-WAY TYPE II COMMERCIAL	26'	50'

* MUST PROVIDE ON-SITE TURNAROUND



PLAN

NOT TO SCALE



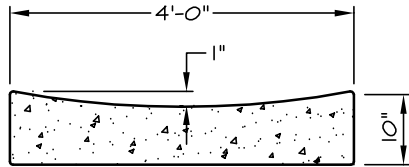
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**COMMERCIAL TYPE II DRIVEWAY
FOR 2'-0" VALLEY GUTTER**

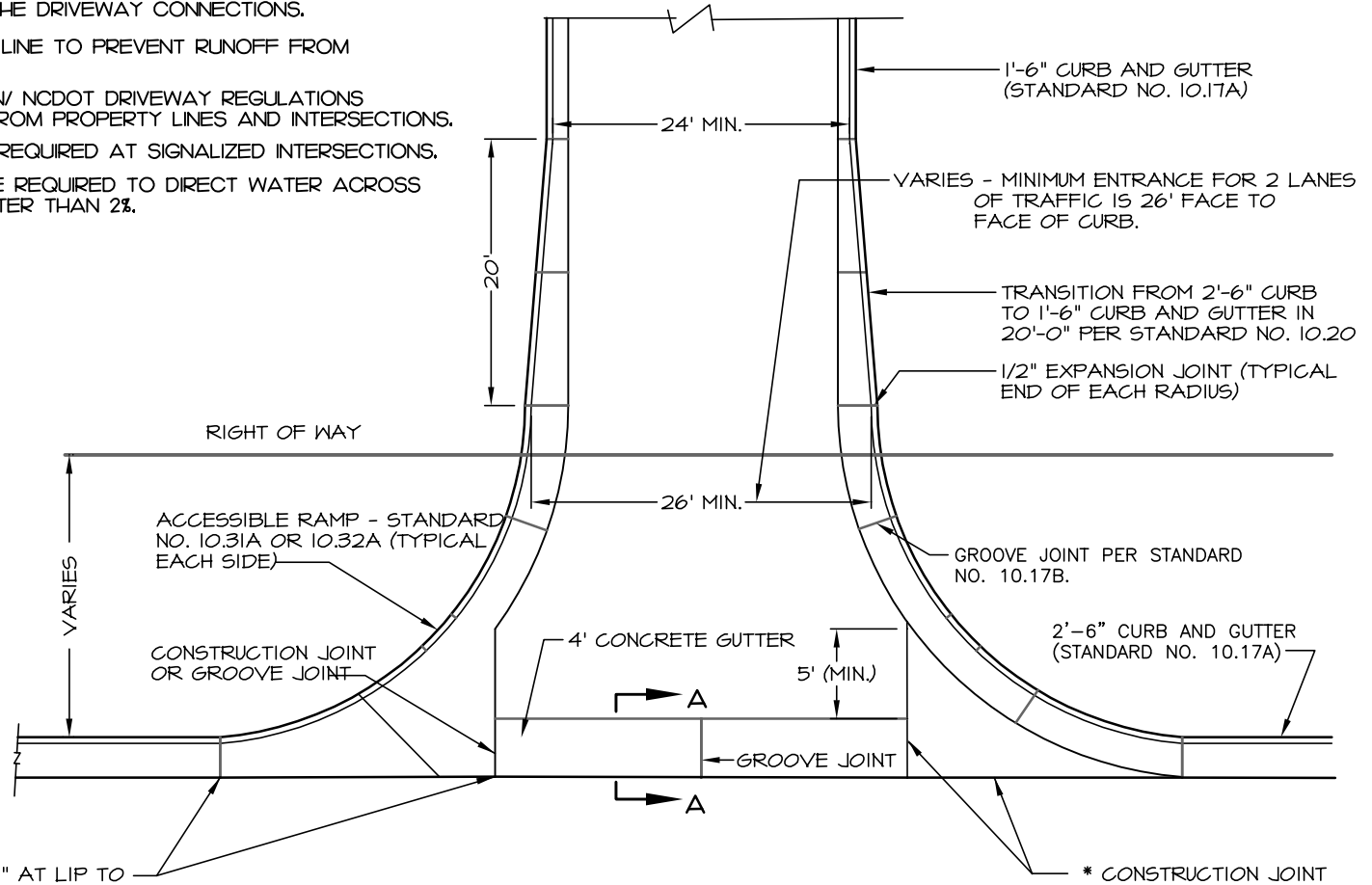
STD. NO.	REV.
10.27B	

NOTES:

1. WHERE A TYPE III DRIVEWAY IS APPROVED BY THE TOWN ENGINEER THAT CONNECTS TO AN EXISTING SIGNALIZED INTERSECTION, OR AT A LOCATION WHERE A TRAFFIC SIGNAL INSTALLATION IS PROPOSED BY BASED ON A TRAFFIC IMPACT/SIGNAL WARRANT STUDY, A FULL DEPTH ASPHALT PAVEMENT (2-1/2" S-9.5 B/C AND 6" B-25.0 B/C) IS REQUIRED. THIS PAVEMENT DESIGN IS REQUIRED IN THE DRIVEWAY EASEMENT (100-FOOT MINIMUM) TO MAINTAIN DETECTOR LOOPS AND PAVEMENT MARKINGS.
 2. 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.
 3. THE DRIVEWAY MUST RISE 6" FROM THE GUTTER LINE TO PREVENT RUNOFF FROM ENTERING DRIVEWAY.
 4. ALL DRIVEWAYS MUST MEET THE CURRENT TOWN/ NCDOT DRIVEWAY REGULATIONS FOR SPACING, SIGHT DISTANCE, AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
 5. TWO (2) ACCESSIBLE RAMPS PER CURB RETURN REQUIRED AT SIGNALIZED INTERSECTIONS.
- * FOUR (4) FOOT GUTTER AND WINGS WILL NOT BE REQUIRED TO DIRECT WATER ACROSS DRIVE IF THE DRIVEWAY GUTTER SLOPE IS GREATER THAN 2%.



SECTION A-A



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

PLAN

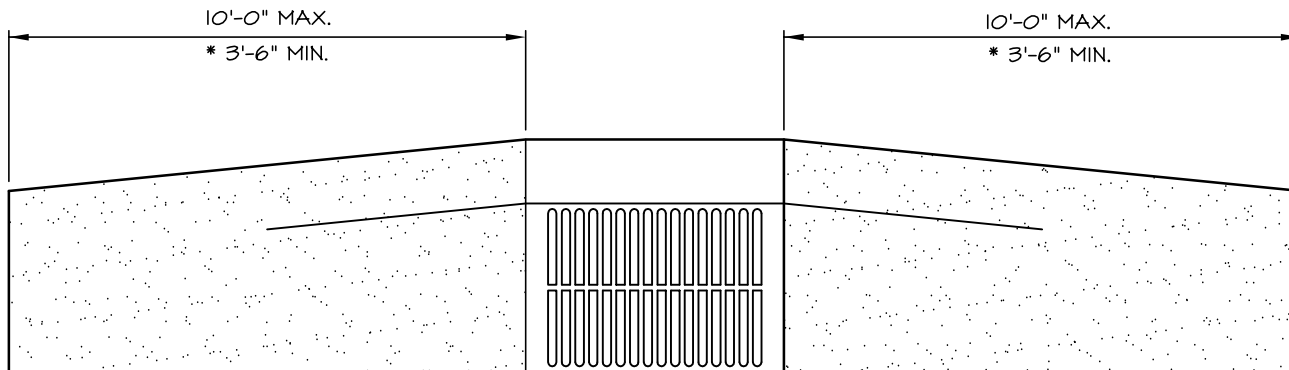
NOT TO SCALE



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

TYPE III DRIVEWAY ENTRANCE

STD. NO.	REV.
10.28	



PLAN

NOTE:

TRANSITION FROM 2'-6" STANDARD CURB TO VALLEY CURB
AT A DRAINAGE INLET ONLY.

*SEE STANDARD 10.19 FOR CROSS SECTION GEOMETRY.

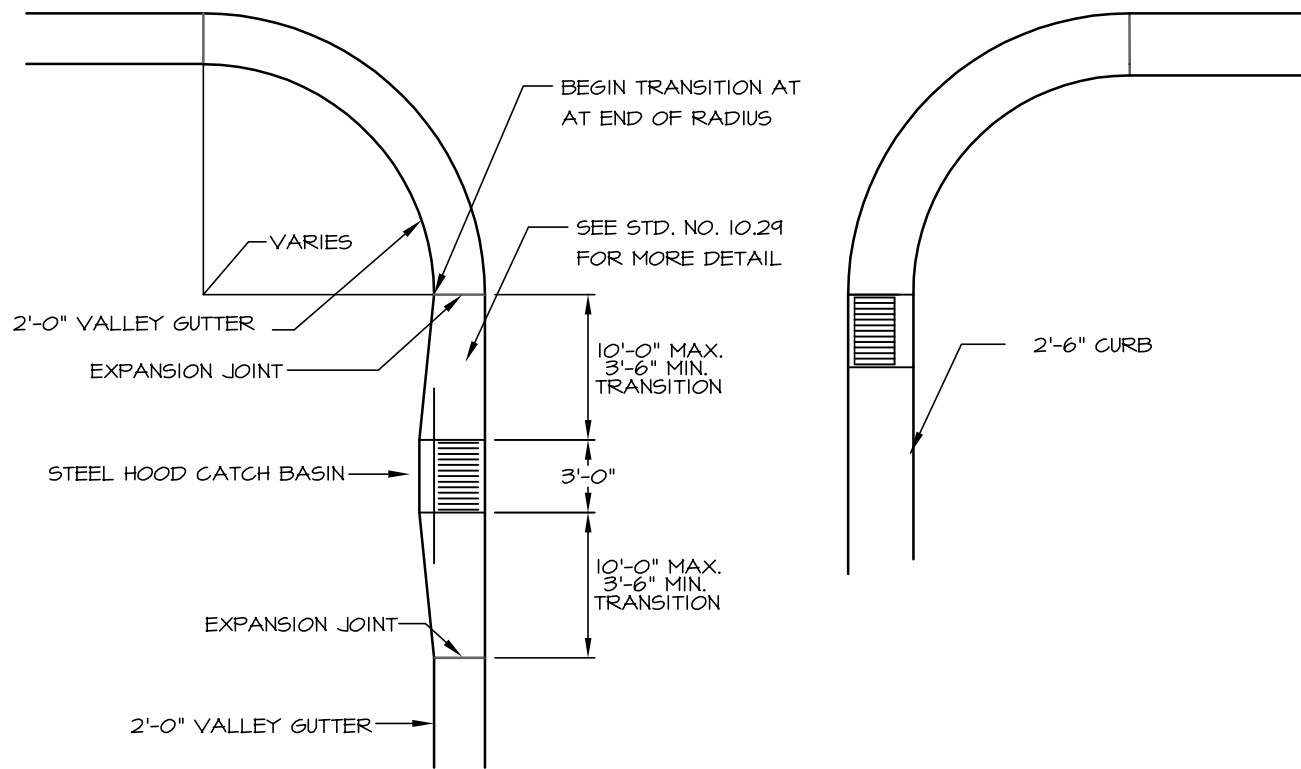
NOT TO SCALE



TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

CATCH BASIN FRAME
IN VALLEY GUTTER

STD. NO.	REV.
10.29	



NOTE:

1. WHERE 2'-6" CURB AND GUTTER IS USED, CATCH BASINS MAY BE LOCATED AT END OF RADIUS.
2. RADIUS AT INTERSECTION MAY VARY.

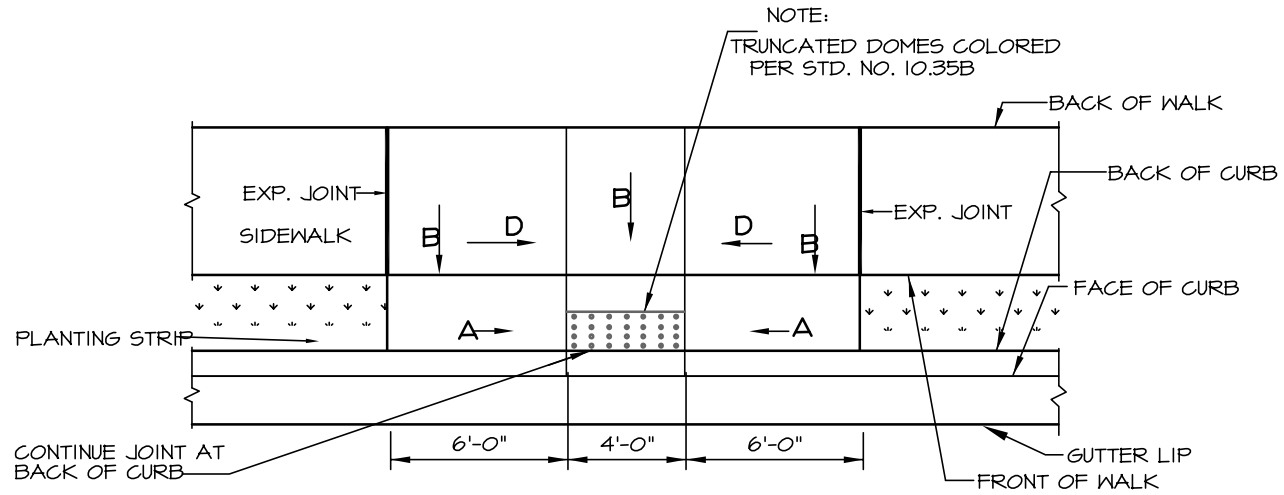
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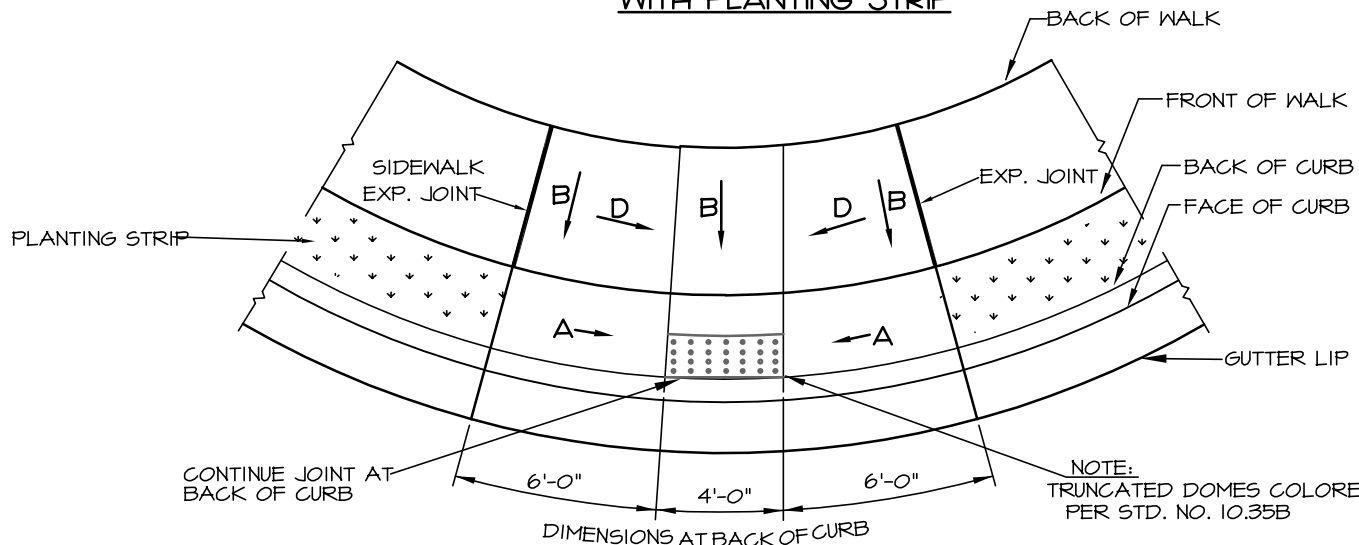
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

CATCH BASIN PLACEMENT AT INTERSECTIONS

STD. NO.	REV.
10.30	



**PLAN VIEW-PARALLEL RAMP
WITH PLANTING STRIP**



PLAN VIEW-DIAGONAL RAMP WITH PLANTING STRIP

NOT TO SCALE

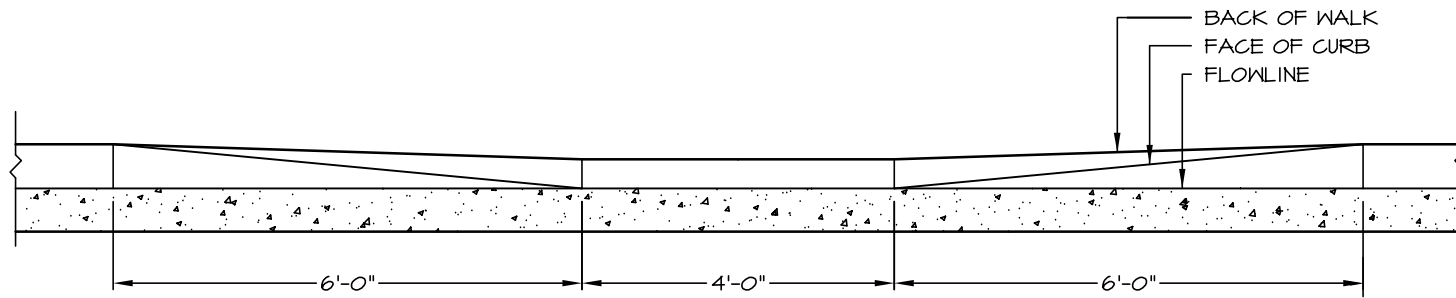
SLOPE "A" 12:1
SLOPE "B" 1/4"/FT
SLOPE "D" 3/8"/FT



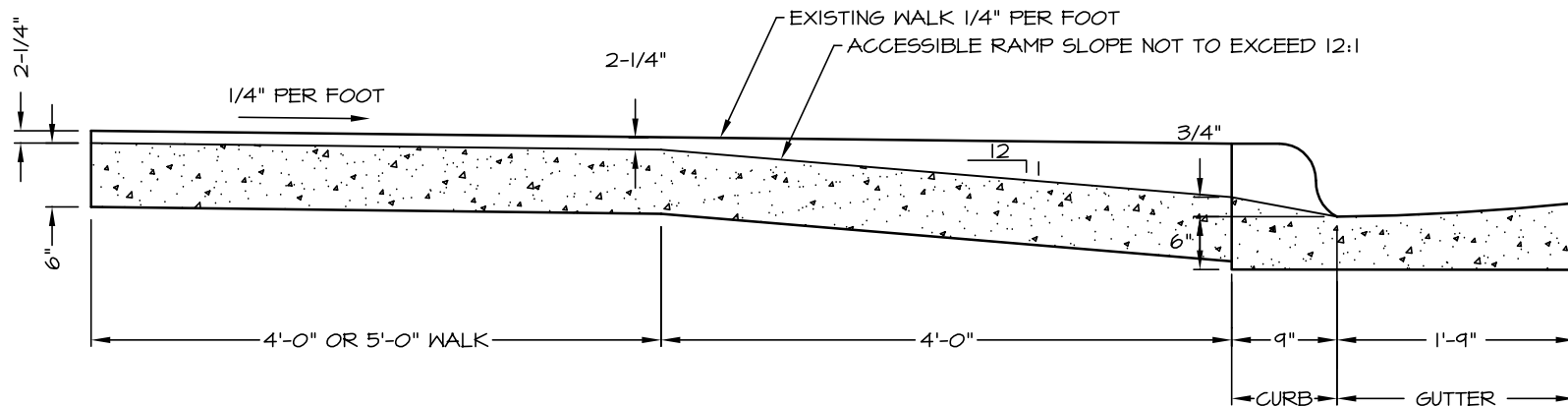
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**ACCESSIBLE RAMP STANDARD WITH
PLANTING STRIP 2'-6" CURB AND GUTTER**

STD. NO.	REV.
10.31A	



ELEVATION



TYPICAL RAMP SECTION

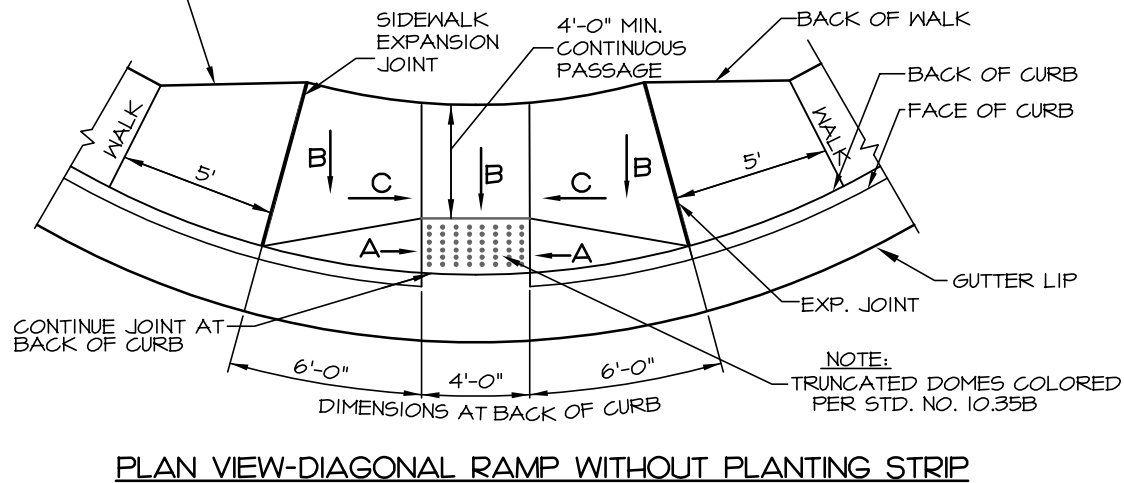
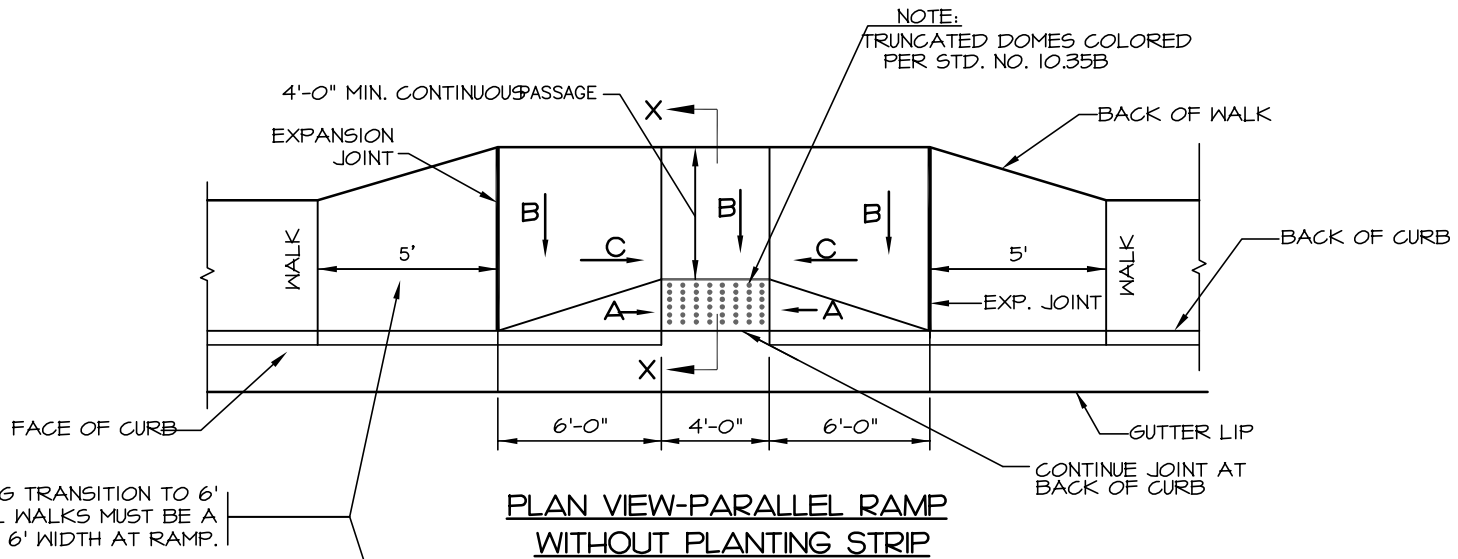
NOT TO SCALE



TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

**ACCESSIBLE RAMP SECTIONS WITH
PLANTING STRIP 2-6" CURB AND GUTTER**

STD. NO.	REV.
10.31B	



- | |
|-------------------|
| SLOPE "A" 12:1 |
| SLOPE "B" 1/4"/FT |
| SLOPE "C" 5/8"/FT |

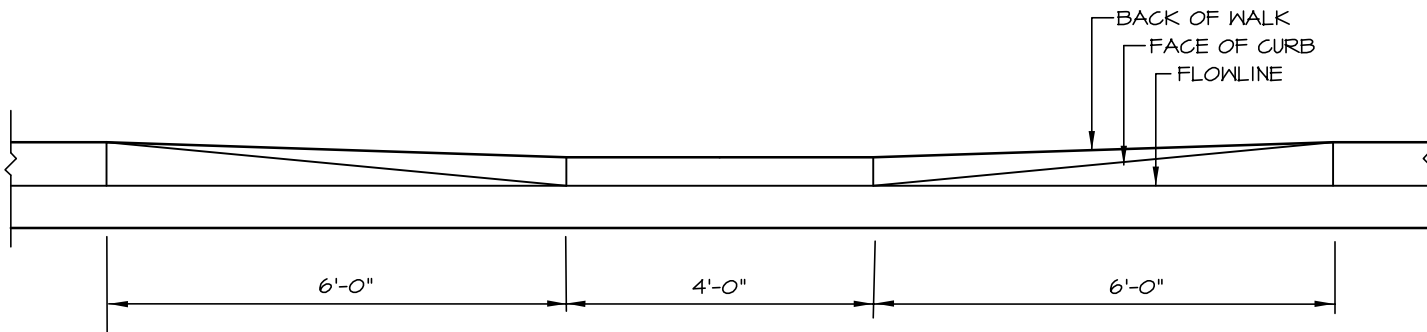
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TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

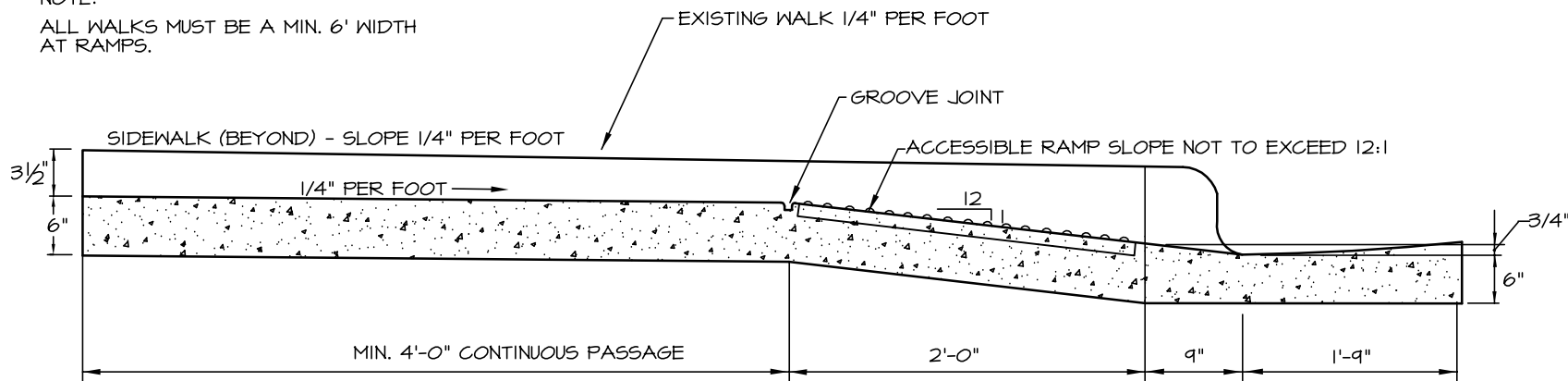
**ACCESSIBLE RAMP STANDARD WITHOUT
PLANTING STRIP 2'-6" CURB AND GUTTER**

STD. NO.	REV.
10.32A	



SECTION THROUGH FLOWLINE

NOTE:
ALL WALKS MUST BE A MIN. 6' WIDTH
AT RAMPS.



TYPICAL RAMP SECTION X-X

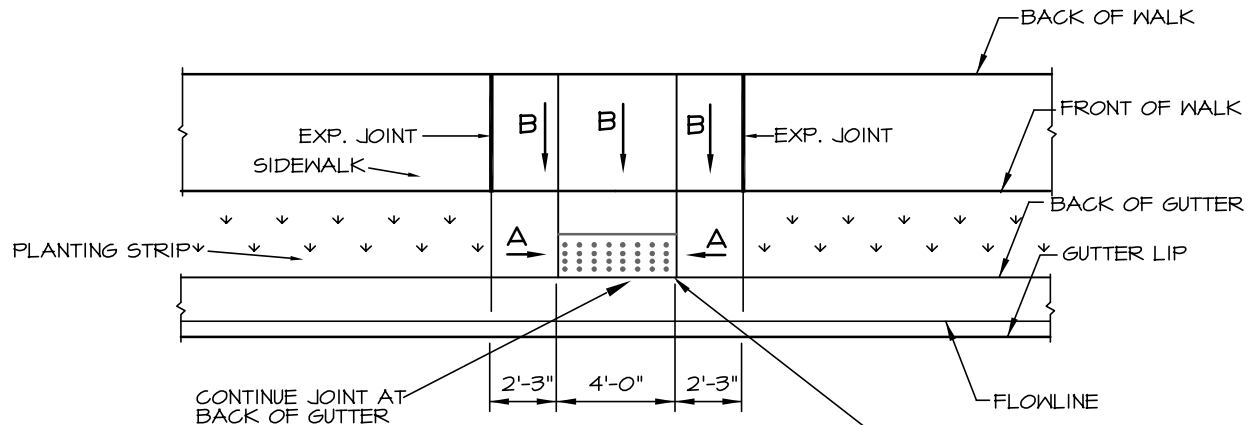
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TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

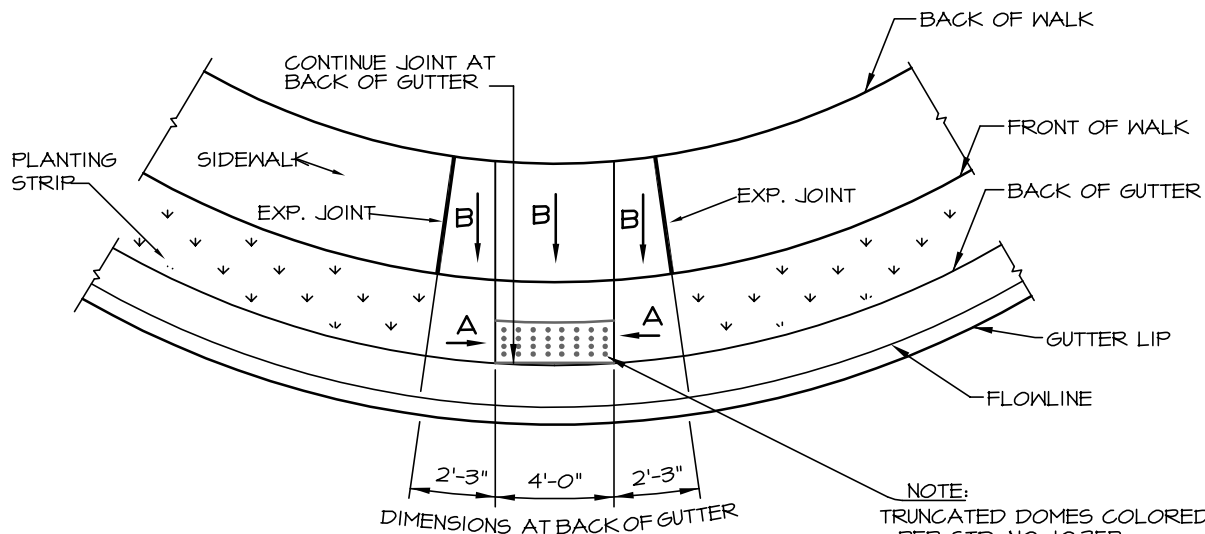
**ACCESSIBLE RAMP STANDARD WITHOUT
PLANTING STRIP 2'-6" CURB AND GUTTER**

STD. NO.	REV.
10.32B	



NOTE:
TRUNCATED DOMES COLORED
PER STD. NO. 10.35B

PLAN VIEW-PARALLEL
RAMP WITH PLANTING STRIP



NOTE:
TRUNCATED DOMES COLORED
PER STD. NO. 10.35B

PLAN VIEW-DIAGONAL RAMP
WITH PLANTING STRIP

SLOPE "A" 12:1
SLOPE "B" 1/4"/FT

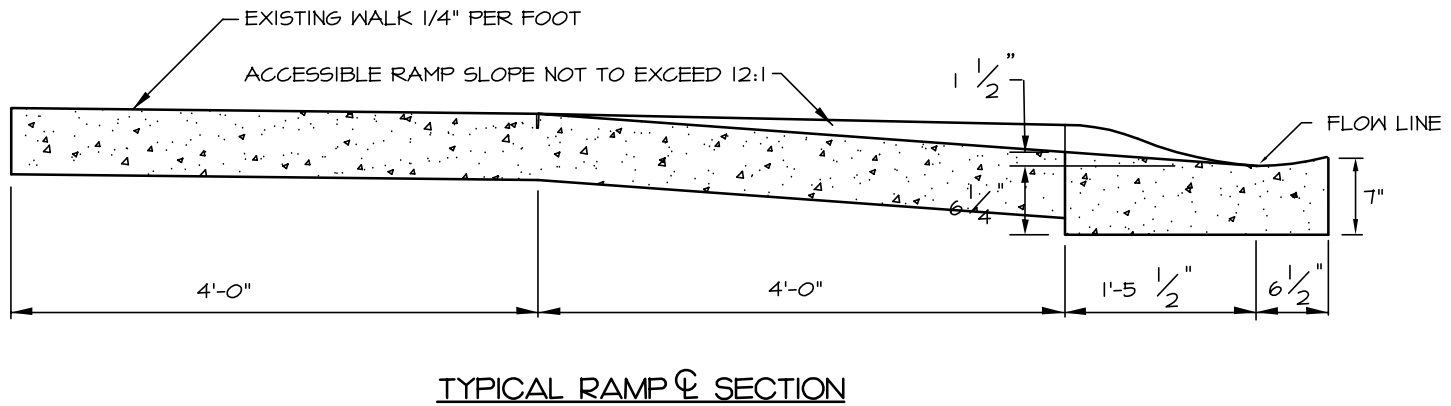
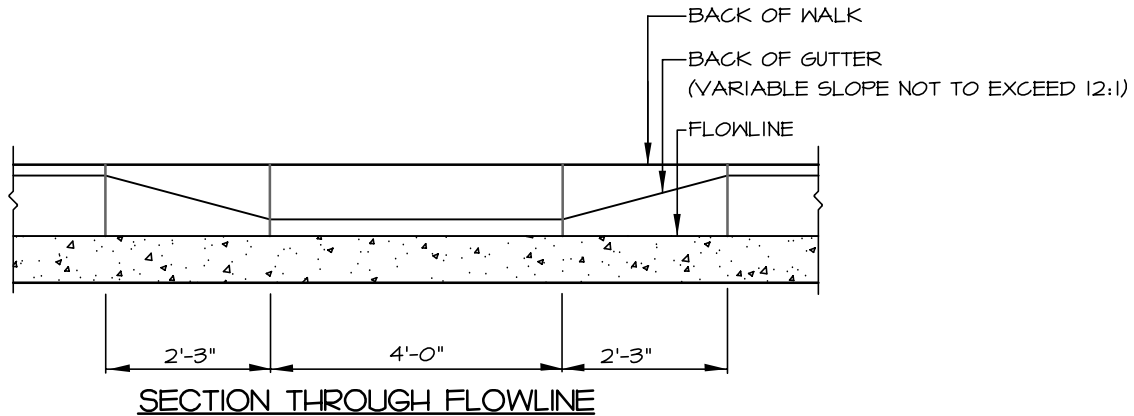
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TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

ACCESSIBLE RAMP STANDARD
2'-0" VALLEY GUTTER

STD. NO.	REV.
10.33A	



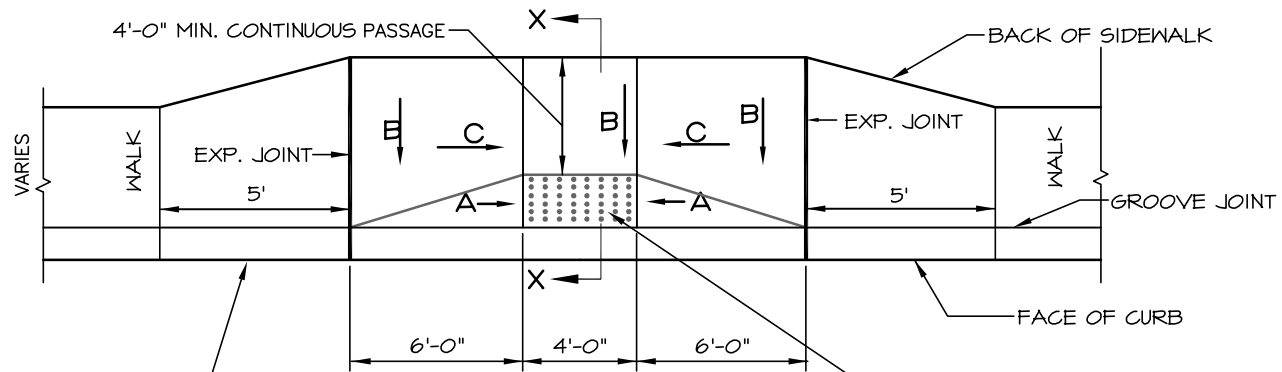
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TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

ACCESSIBLE RAMP SECTIONS
2'-0" VALLEY GUTTER

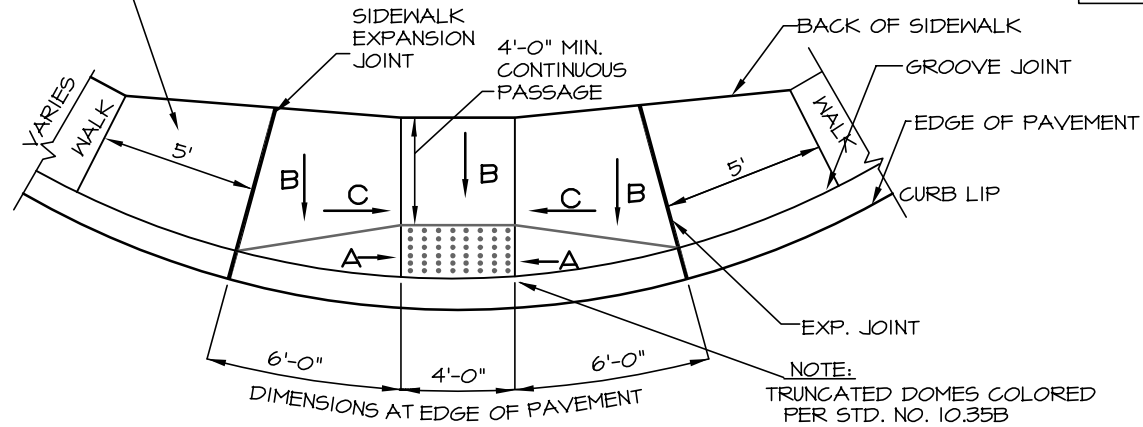
STD. NO.	REV.
10.33B	



PLAN VIEW-PARALLEL RAMP

PROVIDE 5' LONG TRANSITION TO 6' WIDE WALK. ALL WALKS MUST BE A MIN. 6' WIDTH AT RAMP.

SLOPE "A"	12:1
SLOPE "B"	1/4"/FT
SLOPE "C"	1/2"/FT



PLAN VIEW-DIAGONAL RAMP

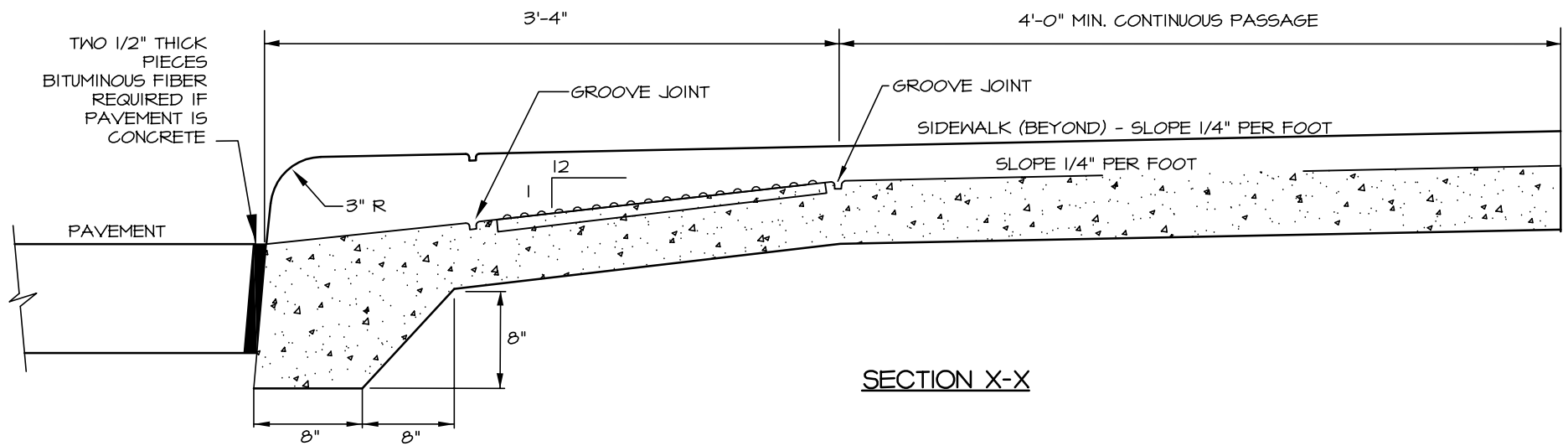
NOT TO SCALE



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**ACCESSIBLE RAMP STANDARD
MONOLITHIC CURB AND SIDEWALK**

STD. NO.	REV.
10.34A	



NOT TO SCALE



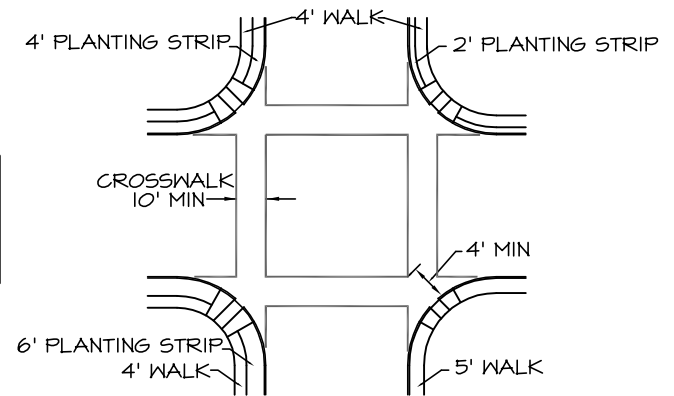
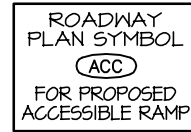
TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

ACCESSIBLE RAMP SECTIONS
MONOLITHIC CURB AND SIDEWALK

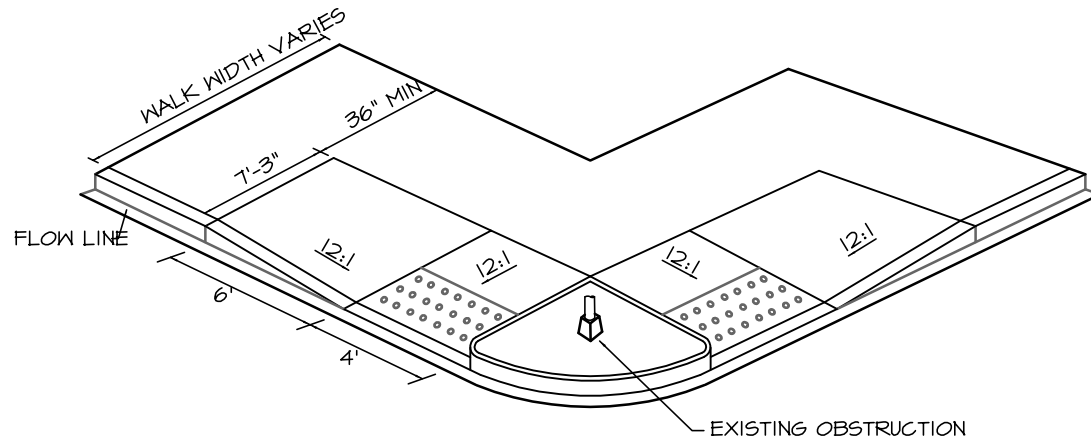
STD. NO.	REV.
10.34B	

NOTES:

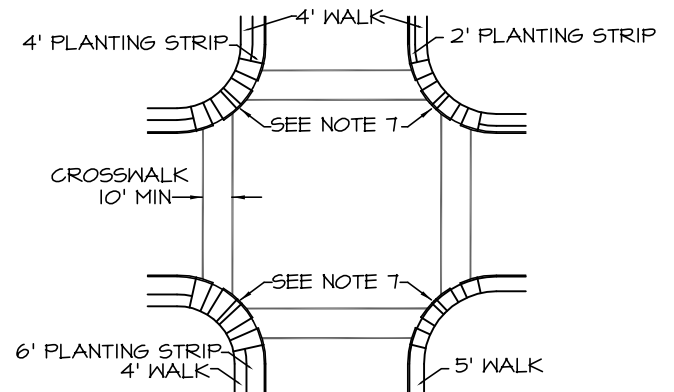
1. RAMP AND WING SLOPES SHALL NOT BE STEEPER THAN 12:1.
2. GUTTER FLOW LINE AND PLAN PROFILE SHALL BE MAINTAINED THROUGH THE RAMP AREA.
3. THE SURFACE OF THE RAMP SHALL BE FLUSH WITH THE FLOWLINE OF THE CURB AND GUTTER.
4. THE RAMP OPENING (AT THE FULLY DEPRESSED CURB) SHALL BE LOCATED WITHIN THE PARALLEL BOUNDARIES OF THE CROSSWALK MARKINGS. THE RAMP CENTERLINE SHALL BE LOCATED AT THE CORNER RADIUS CENTERLINE UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DIAGONAL CURB RAMPS SHALL HAVE A SEGMENT OF STRAIGHT CURB AT LEAST 24 INCHES LONG LOCATED ON EACH SIDE OF THE WING SLOPE AND WITHIN THE CROSSWALK MARKINGS.
5. THE WING AND RAMP SURFACES SHALL BE 3600 PSI CONCRETE WITH A SIDEWALK FINISH IN ACCORDANCE WITH CURRENT EDITION NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
6. DRAINAGE STRUCTURES, MAST ARMS, LIGHT POLES AND OTHER OBSTRUCTIONS SHALL NOT BE PLACED IN LINE WITH RAMPS. LOCATION OF THE RAMP SHALL TAKE PRECEDENCE OVER LOCATION OF OBSTRUCTIONS EXCEPT WHERE EXISTING OBSTRUCTIONS ARE BEING UTILIZED IN THE NEW CONSTRUCTION.
7. AT ALL LOCATIONS, NOT LESS THAN 2 FEET OF FULL HEIGHT CURB SHALL BE PLACED BETWEEN THE RAMPS.
8. SEE STANDARD DRAWING 10.35B FOR DETECTABLE WARNING INSTALLATION.



TYPICAL LOCATION OF ACCESSIBLE RAMPS AND PEDESTRIAN CROSSWALKS ON SUBDIVISION STREETS



PLACEMENT FOR OBSTRUCTED CORNER RADIUS OR CORNER RADIUS LESS THAN TEN FEET



TYPICAL LOCATION OF ACCESSIBLE RAMPS AND PEDESTRIAN CROSSWALKS ON THOROUGHFARES/SIGNALIZED INTERSECTIONS

SEE NCDOT STANDARD DRAWINGS

NOT TO SCALE



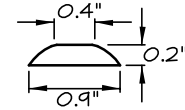
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

STANDARD PLACEMENT OF ACCESSIBLE RAMP AND GENERAL NOTES

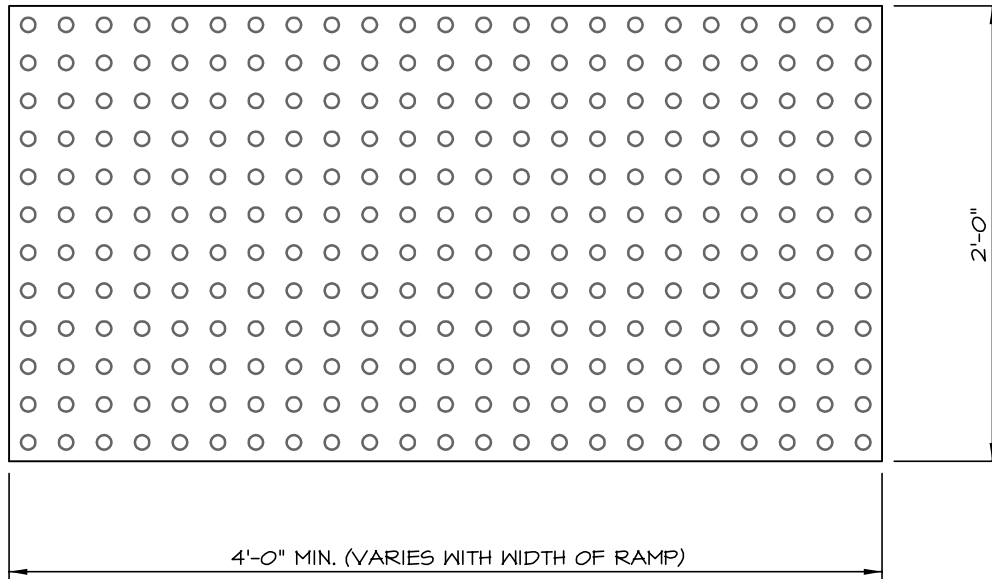
STD. NO.	REV.
10.35A	

NOTES:

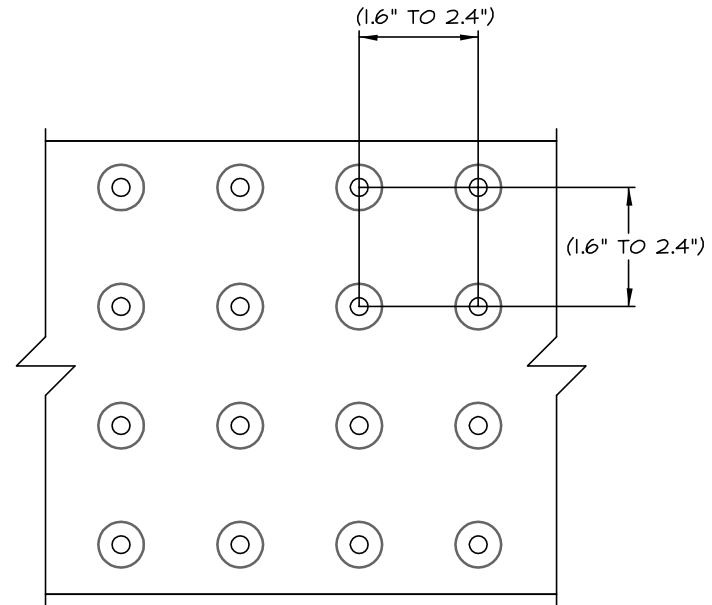
1. ALL DETECTABLE WARNING DEVICES USED IN NEW CONSTRUCTION SHALL BE OF A RIGID PRECAST OR EMBEDDED PRODUCT APPROVED BY THE TOWN ENGINEER. RETRO FIT MATS WILL ONLY BE ALLOWEED ON EXISTING RAMPS WITH PRIOR APPROVAL OF THE TOWN ENGINEER FOR MATERIAL TYPE AND INSTALLATION (IE. RESURFACING).
2. WIDTH OF DETECTABLE WARNING AREA SHALL BE A MINIMUM OF 4 FEET AND VARY WITH WIDTH OF RAMP.
3. LENGTH OF DETECTABLE WARNING AREA SHALL BE 2 FEET REGARDLESS OF SECTION WIDTH.
4. DETECTABLE WARNING AREA CAN BE SQUARE WHERE USED IN A CURB RADIUS.
5. DETECTABLE WARNING DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
6. DECTECTABLE WARNING AREA SHALL BE COLORED BLACK IN ALL LOCATIONS EXCEPT ON TRYON STREET MALL, WHERE FRENCH GRAY IS TO BE USED.
7. IF PAVERS ARE TO BE USED, PAVERS SHALL BE 6" THICK AND CAST FROM 5000 psi CONCRETE.
8. MATS ARE TO BE RIGID WITH TURN DOWN EDGES EMBEDDED IN CONCRETE TO ELIMINATE TRIP HAZARD.



TRUNCATED DOME SECTION



TRUNCATED DOME PLAN VIEW



TRUNCATED DOME SPACING

NOT TO SCALE



**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**TRUNCATED DOMES
PLAN AND CROSS-SECTION**

STD. NO.	REV.
10.35B	

NOTES:

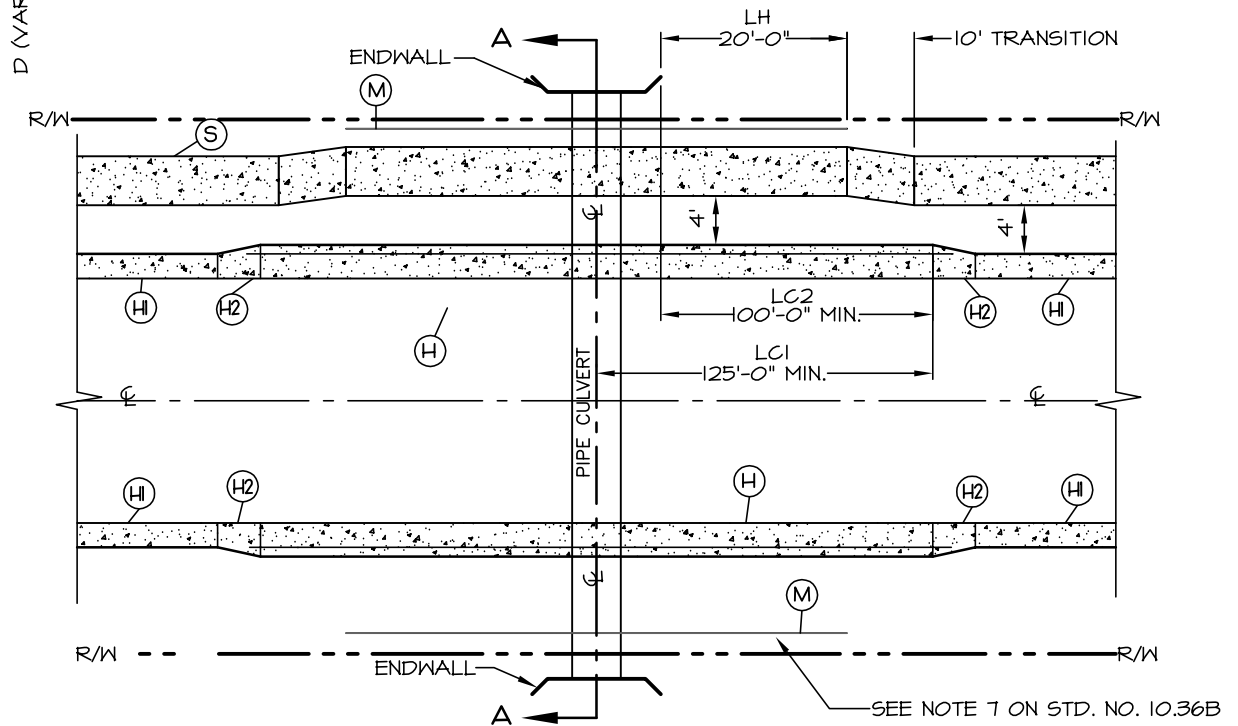
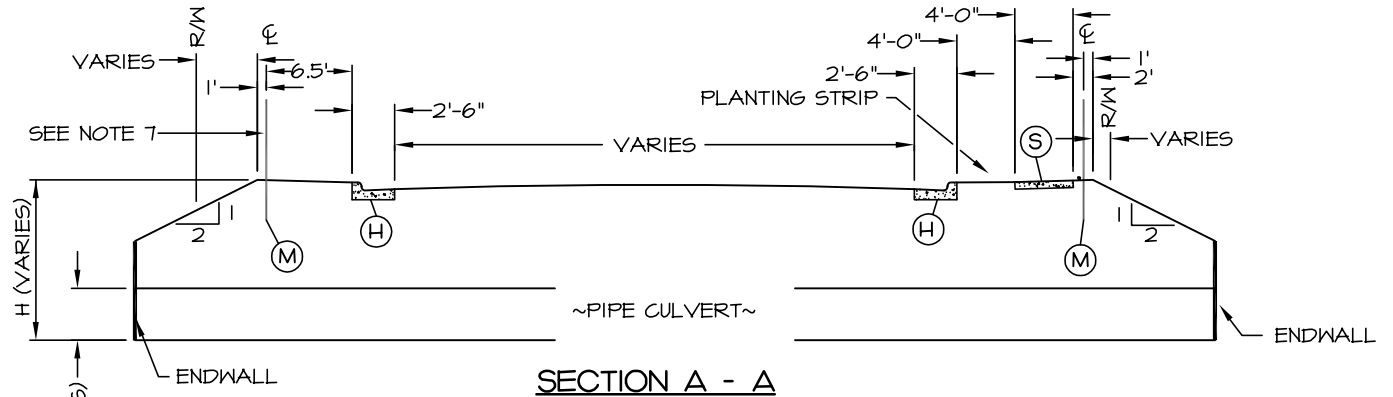
1. SEE STD. NO. 10.36B FOR GENERAL NOTES AND CLEAR ZONE DISTANCES

- (H) 2'-6" CURB AND GUTTER, STD. 10.17A
- (M) SAFETY RAIL, STD. 50.04A & 50.04B
- (S) 4'-0" SIDEWALK, STD. 10.22
- (HI) 2'-0" VALLEY GUTTER, STD. 10.17B
- (H2) CURB TRANSITION 2'-6" CURB AND GUTTER TO 2'-0" VALLEY GUTTER, STD. 10.19

LH = DISTANCE FROM END OF WINGWALL TO END OF SAFETY RAIL.

LC1 = DISTANCE FROM ϕ OF CULVERT TO END OF 2'-6" CURB AND GUTTER.

LC2 = DISTANCE FROM END OF WINGWALL TO END OF 2'-6" CURB AND GUTTER.



NOT TO SCALE



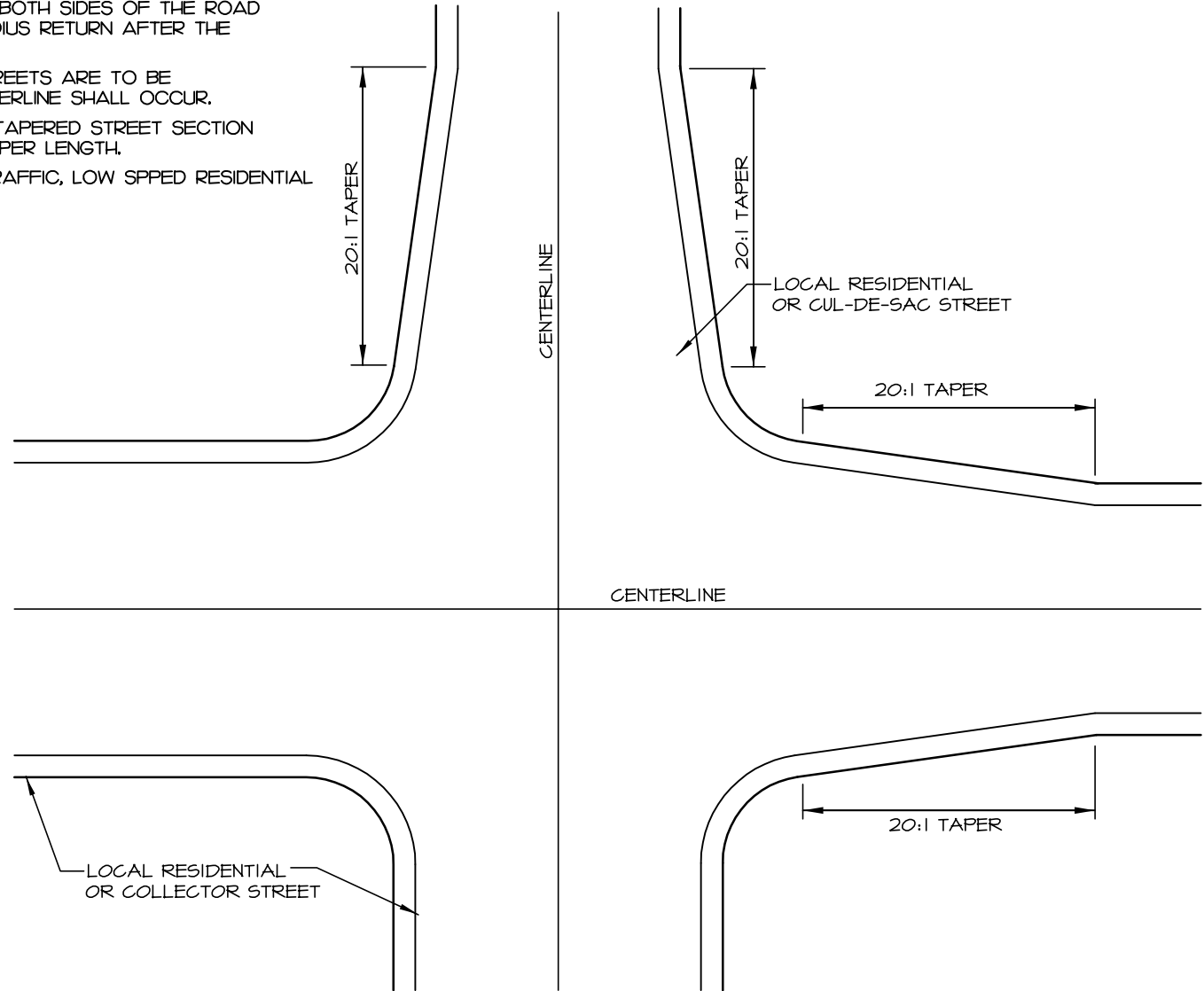
**TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS**

**CULVERT CROSSINGS ON RESIDENTIAL
AND COMMERCIAL STREETS**

STD. NO.	REV.
10.36A	

GENERAL NOTES:

1. ALL TAPERS ARE 20:1 AND OCCUR ON BOTH SIDES OF THE ROAD TO BE TAPERED STARTING AT THE RADIUS RETURN AFTER THE INTERSECTION.
2. CENTERLINE OF LOCAL RESIDENTIAL STREETS ARE TO BE MAINTAINED. NO SHIFTING OF THE CENTERLINE SHALL OCCUR.
3. RIGHT OF WAY AND SIDEWALK BEHIND TAPERED STREET SECTION TO TAPER OVER THE SAME STREET TAPER LENGTH.
4. DETAIL ALSO APPLIES FOR ALL LOW TRAFFIC, LOW SPPED RESIDENTIAL STREETS.



NOT TO SCALE



TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

TYPICAL RESIDENTIAL STREET TAPER

STD. NO.	REV.
10.37	

GENERAL NOTES:

1. UNLESS OTHERWISE DETERMINED BY THE CITY ENGINEER, THE MEASURES ILLUSTRATED SHALL BE USED WHEN CULVERT DIAMETER, D, IS GREATER THAN OR EQUAL TO 24 INCHES AND WHEN THE DIFFERENCE IN ELEVATION BETWEEN THE CULVERT INVERT AND THE TOP OF SLOPE, H, IS GREATER THAN OR EQUAL TO 5 FEET.
2. INSTALLATION OF 2'-6" CURB AND GUTTER MAY NOT BE REQUIRED WHEN AN ADEQUATE CLEAR ZONE IS PROVIDED FOR VEHICLES WITH A MAXIMUM OF 6:1 SLOPE (SEE TABLE I).
3. INSTALLATION OF SAFETY RAIL MAY NOT BE REQUIRED WHEN A 10-FOOT PEDESTRIAN CLEAR ZONE IS PROVIDED BEHIND THE SIDEWALK WITH A MAXIMUM OF 6:1 SLOPE. WHERE NO SIDEWALK IS REQUIRED, INSTALLATION OF SAFETY RAIL MAY NOT BE REQUIRED WHEN A 15-FOOT PEDESTRIAN CLEAR ZONE IS PROVIDED BEHIND THE CURB WITH A MAXIMUM OF 6:1 SLOPE.
4. FOR CULVERT CROSSINGS WITHOUT ENDWALLS, LH AND LC2 SHALL BE MEASURED FROM THE OUTSIDE OF THE NEAREST WALL OF THE CULVERT BARREL.
5. FOR MULTIPLE BARREL CULVERT CROSSINGS, LCI SHALL BE MEASURED FROM THE CENTERLINES OF THE OUTBOARD CULVERT BARRELS.
6. WHEN NECESSARY, AS DETERMINED BY THE TOWN ENGINEER, ADDITIONAL MEASURES MAY BE REQUIRED.
7. INSTALLATION OF SAFETY RAIL IS REQUIRED ON BOTH SIDES OF STREET IF SIDEWALK IS REQUIRED ON BOTH SIDES.
8. INSTALLATION OF SAFETY RAIL IS REQUIRED ON BOTH SIDES OF STREET IF NO SIDEWALK IS REQUIRED EXCEPT WHEN A 15-FOOT PEDESTRIAN CLEAR ZONE IS PROVIDED BEHIND THE CURB WITH A MAXIMUM OF 6:1 SLOPE.
9. INSTALLATION OF SAFETY RAIL IS REQUIRED ON THE SIDEWALK SIDE OF STREET IF SIDEWALK IS ONLY REQUIRED ON ONE SIDE OF STREET. INSTALL EITHER SAFTEY RAIL OR 15-FT CLEAR ZONE ON SIDE WITHOUT SIDEWALK.
10. DESIGN ADT IS CALCULATED ASSUMING A TRIP GENERATION OF 10 DAILY TRIPS PER SINGLE FAMILY DWELLING UNIT.

TABLE I.
CLEAR ZONE DISTANCES
LOCAL, COLLECTOR, AND COMMERCIAL STREETS

DESIGN ADT	CLEAR ZONE FROM EDGE OF PAVEMENT	
	TANGENT SECTION	CURVE (WITHIN 125' OF CULVERT)
UNDER 750	10'	15'
750 - 1500	12'	18'
1501 - 6000	14'	21'
OVER 6000	16'	24'

SEE STD. NO. 10.36A FOR PLAN AND CROSS SECTIONAL SCHEMATICS.

NOT TO SCALE



TOWN OF STALLINGS
LAND DEVELOPMENT STANDARDS

**CULVERT CROSSINGS ON RESIDENTIAL
AND COMMERCIAL STREETS**

STD. NO.	REV.
10.36B	