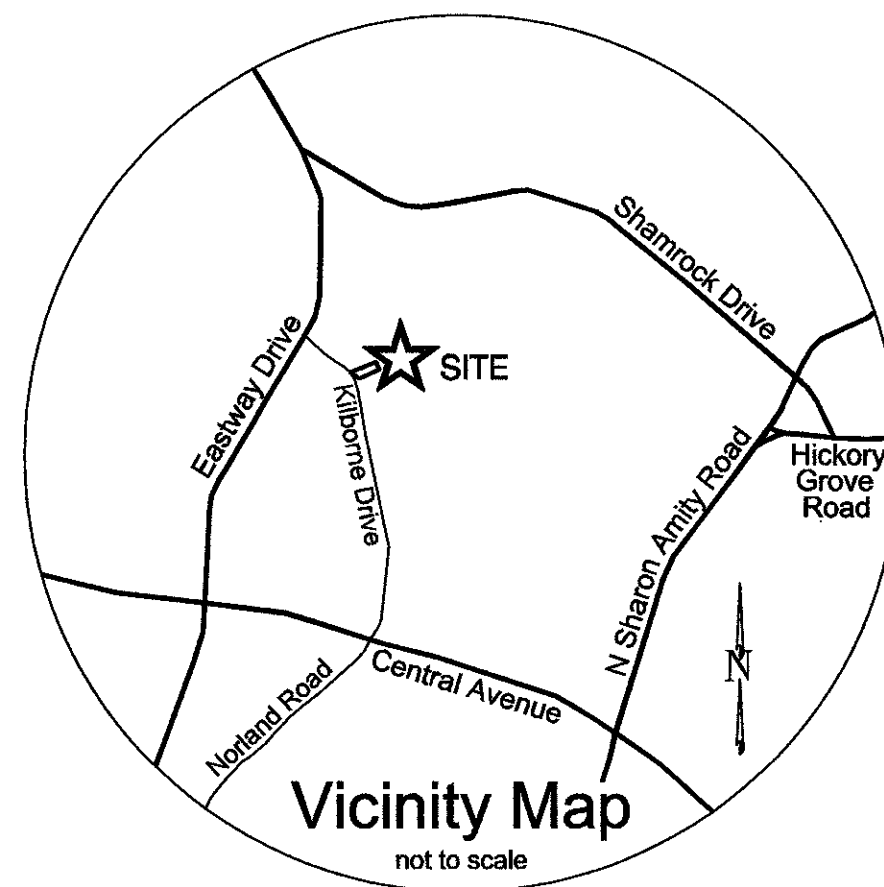


Kilborne Townhomes

Civil Construction Documents Prepared for: Fiorenza Properties, LLC

**PRELIMINARY PLANNED
MULTI-FAMILY SUBDIVISION
APPROVAL**
CHARLOTTE-MECKLENBURG PLANNING DEPARTMENT
By Brent Wilkinson 5/18/18



FINAL APPROVAL

PROJECT NUMBER: SDRMF-2018-00008

ENGINEERING
PCSO / DETENTION / DRAINAGE PLAN

APPROVED
By Jack Fulghum at 2:05 pm, May 18, 2018

EROSION CONTROL

APPROVED

URBAN FORESTRY
TREE ORDINANCE

APPROVED

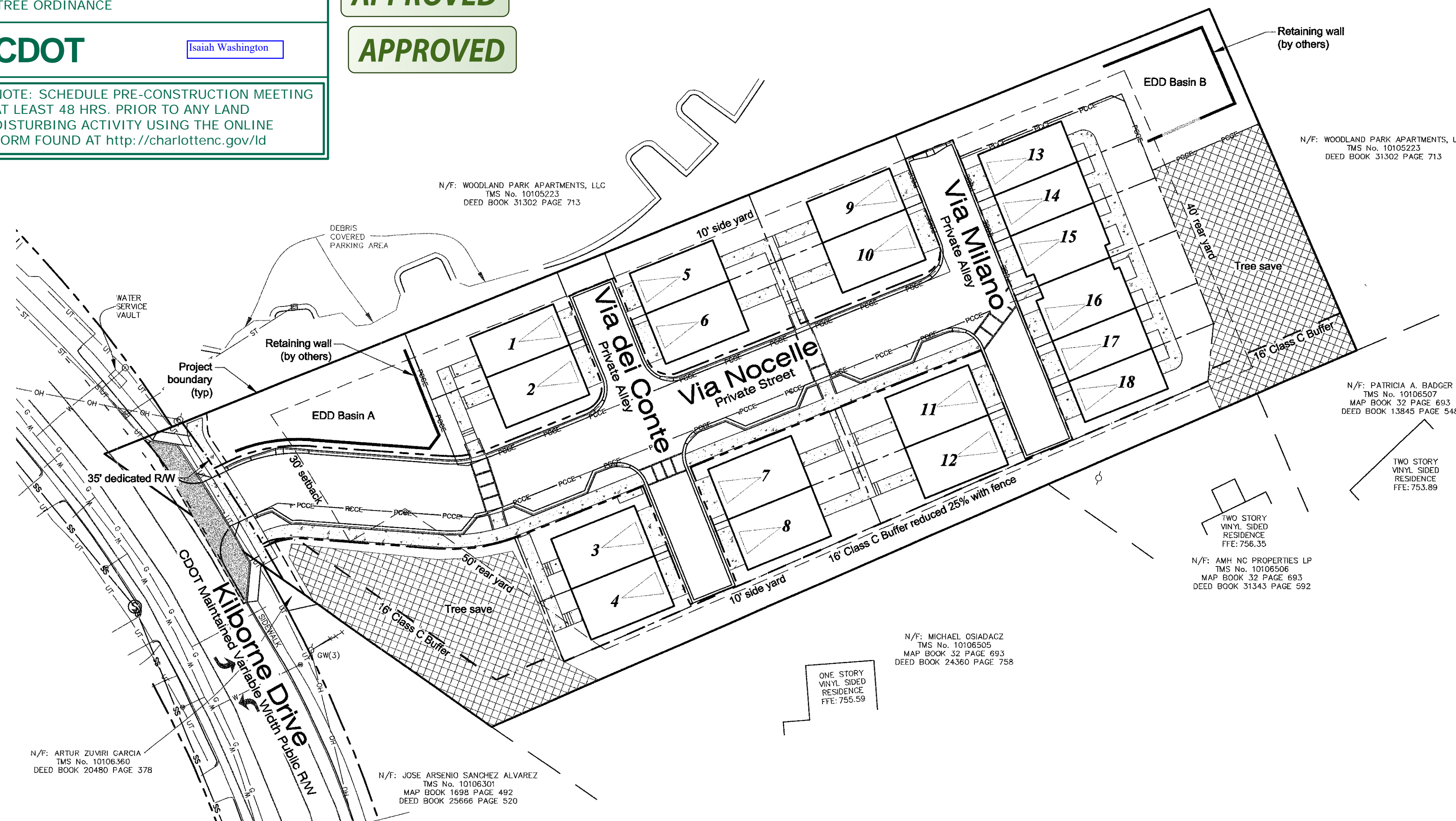
CDOT

Isaiah Washington

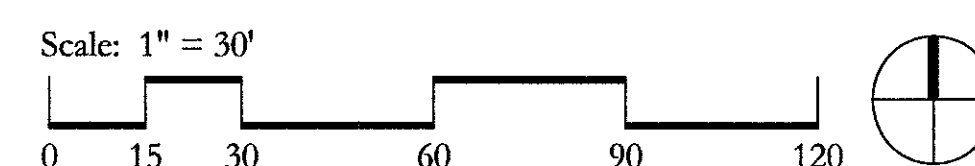
APPROVED

NOTE: SCHEDULE PRE-CONSTRUCTION MEETING
AT LEAST 48 HRS. PRIOR TO ANY LAND
DISTURBING ACTIVITY USING THE ONLINE
FORM FOUND AT <http://charlottenc.gov/ld>

PCCO SUMMARY		
Original Parcel ID Number(s):	10105221	
Development Type:	Multi-Family	
Subject to PCCO? Y/N	Y	
If NO, why?	-- Click for Dropdown --	
Watershed:	Central	
Disturbed Area (ac):	1.21	
Site Area (ac):	1.409	
	EDD Basin A	EDD Basin B
Total on-site Drainage Area (ac):	1.409	
Existing Built-upon-area (SF):	2,919	2,783
Existing BUA to be removed (SF):	2,919	2,783
Existing BUA to remain (SF):	0	0
Proposed New BUA (SF):	18,999	10,313
Proposed % BUA:	70.3	69.6
Density (High / Low)	High	High
Total Post-Project BUA for site:	30,305 SF	
Development or Redevelopment?	Development	
Natural Area Required (ac):	N/A	
Natural Area provided, total (ac):	N/A	
Undisturbed Treed Natural Area Preserved (ac):	0.21	
Total stream buffer protected on-site (ac):	n/a	
Transit Station Area? Y/N	N	
Distressed Business District? Y/N	Y	
Mitigation Type (if applicable)	1-YR VOL / 10-YR Peak	
Natural Area mitigation? Y/N	N	
Buffer Mitigation? Y/N	N	
Total Phosphorous Mitigation? Y/N	N	



Estimated project start date: May 1, 2018
Estimated project completion: May 31, 2019



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--	Boundary Survey	
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C202	Ordinance Planting Plan	3/22/18
C301	Initial Erosion Control Plan	3/22/18
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C404	EDD Basin B Plan & Details	3/22/18
C501	Private Street Plan & Profile	3/22/18
C502	Sight Distance Profile	3/22/18
C601	Private Sewer & Water Utilities Plan	3/22/18
C602	Private Sewer Profiles	3/22/18
C701 to C710	Construction Details	3/22/18

Project Information

Address: 2231 Kilborne Drive
Charlotte, NC 28205

Tax Parcel Numbers: 10105221

Zoning Classification: R-17MF
Distressed Business District

Environmental: Central Watershed

Contact Information

Developer
Adam Fiorenza
Fiorenza Properties, LLC
301 Fieldbrook Place
Charlotte, NC 28209
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Merrick & Company
1001 Morehead Square Drive
Charlotte, NC 28203
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MERRICK
ENGINEERS

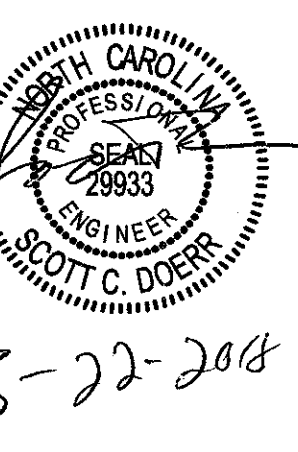
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**Fiorenza
Properties, LLC**
301 Fieldbrook Place
Charlotte, NC 28209

REVISIONS:	DATE:	BY:	DESCRIPTION:	DATE:	BY:	DESCRIPTION:
1	3/22/18	SD	Addressed City ID comments	3/22/18	JM	CHANGED CHECKED APPROVED

DESIGN BY:	DATE:	BY:	DESCRIPTION:
JAM	1/8/18	JAM	1/8/18
SD	1/8/18	SD	1/8/18
SD	1/8/18	SD	1/8/18

Kilborne Townhomes
City of Charlotte, North Carolina
Cover Sheet



JOB NO: 65119617-01
DATE: 01/06/2018
SHEET: C100

1. Contractor shall coordinate all curb and street grades in intersection with inspector.
2. In order to ensure proper drainage, curb shall have a minimum of 0.5% slope.
3. Sight triangles shown are the minimum required. Further requirements may be made by the City of Charlotte Department of Transportation (CDOT) or NCDOT.
4. Non-standard items (i.e. pavers, irrigation systems, etc.) in the right-of-way require a Right-of-Way Encroachment Agreement with the Charlotte Department of Transportation/North Carolina Department of Transportation before installation. For City of Charlotte maintained streets, contact CDOT at (704) 336-3888.
5. In rolling and hilly terrains, sweeping of the stone base and/or application of a tack coat may be required near intersections. These requirements will be established by the Inspector and based on field conditions.
6. Any building within the 100+1 Stormwater Elevation Line is subject to the restrictions of the (City of Charlotte/Mecklenburg County) Subdivision Ordinance, Section 7.200.8.
7. All road improvements at Kilborne Drive are to be coordinated with the Charlotte Dept. of Transportation prior to construction.
8. Developer will provide street signs per CDSM #50.05 (9" signs only).
9. PE-street shop drawings for retaining wall must be submitted to City Engineer prior to construction.
10. Prior to plat recording, Offsite R/W and/or construction easements are required to be obtained according to the guidelines of the "Offsite R/W Acquisition Process". These required R/W and construction limits are clearly shown on the roadway improvement plan.
11. Certification and Street cut permits are required for utility cuts on City streets. Allow 7 days processing for permit. For information contact Charlotte Department of Transportation (704-336-4025) or visit <http://www.charmeck.org/Departments/Transportation/Street+Maintenance/Home.htm>
12. The purpose of the storm drainage easement (SDE) is to provide storm water conveyance. Buildings are not permitted in the easement area. Any other objects which impede storm water flow or system maintenance are also prohibited.
13. High-density polyethylene (HDPE) storm drainage pipe installed within existing or proposed public street right-of-way must be approved by the City's Inspector prior to any backfill being placed. Backfill material must be approved by the City Inspector prior to placement of the material within the public street right-of-way.
14. Subsurface drainage facilities may be required in the street right-of-way if deemed necessary by the inspector.
15. "As-built" drawings and plans of the storm drainage system, including designed ditches, must be submitted prior to subdivision final inspection to the City/County Engineering Department in accordance with the City/County/Subdivision Ordinance.
16. Approval of this plan is not an authorization to grade adjacent properties. When field conditions warrant off-site grading, permission must be obtained from the affected property owners.
17. The developer shall maintain each stream, creek, or backwash channel in an unobstructed state and shall remove from the channel and banks of the stream all debris, logs, timber, junk and other accumulation.
18. Prior to CO, surveyor sealed as-built drawings for underground detention systems must be provided.
19. Prior to CO, surveyor sealed as-built drawings of all water quality BMP's and detention systems must be provided.
20. Right-of-way closures longer than 30 days require a R/W Lease agreement which will include the submittal of a traffic control plan. Traffic control plans required through a lease agreement may be different from the one required during the Land Development plan review and are subject to revisions. The revised traffic control plans must be submitted as part of the lease agreement process for approval prior to start of R/W closures. Contractor shall contact CDOT at (704) 336-8348.
21. Construction staging within City R/W lasting more than 30 days requires a R/W Lease agreement. Contractor shall contact CDOT at (704) 336-8348.
22. Any work within the City's R/W that requires closure of a sidewalk or travel lane must be approved by CDOT and will require a R/W Use Permit or R/W Lease depending upon the proposed duration of closure. These approvals are in addition to site approvals and should be coordinated with CDOT prior to construction. Contractor shall contact CDOT at (704) 432-1562 at least 5 business days prior to beginning work for impacts less than 30 days. Contractor shall contact CDOT at (704) 336-8348 as soon as possible for impacts greater than 30 days. Every effort shall be made to construct improvements with minimal impact to drivers and pedestrians.
23. Any construction or use within the Future Conditions Flood Fringe Line is subject to the restrictions imposed by the Floodway Regulations of the City of Charlotte and Mecklenburg County.
24. The Developer shall contact the Charlotte Department of Transportation (Gus Jordi, 704-336-7086) to identify any conflicts with traffic signalization or work within the City's R/W that requires coordinated relocation. Developer shall be responsible for all related relocation cost and/or any repair cost caused by the contractor/developer.
25. Certification and Street cut permits are required for utility cuts on City streets. Allow 7 days processing for permit. For information contact Charlotte Department of Transportation (704-336-4025) or visit <http://www.charmeck.org/Departments/Transportation/Street+Maintenance/Home.htm>
26. Sidewalk within the City's R/W that requires replacement as part of the development and/or street improvements should be phased in such a way as to minimize the duration of the sidewalk closure to the extent feasible. The developer should make every attempt to have sidewalk repaired and reopened for public use within 30 days of removal.
27. Per Section 18-178(e) of City Code and Section 10.0 of the City's Post Construction Controls Administrative Manual, all required Natural Areas Assessment (NAA) and Post Construction Control Easement (PCEE's) must be recorded prior to the issuance of the Certificate of Occupancy.
28. There will be no demolition landfill on site.
29. Developer to contact CDOT (Anthony Mendez: 704-336-4971) during site plan preparation to discuss street lighting requirements, if any, for this project. Coordinate with Duke Energy and CDOT as necessary to determine lighting levels, lighting layout and requirements for installation.

A. GENERAL NOTES

1. All work and materials shall conform to the latest edition of the NCODD Standard Specifications unless otherwise specified in this manual. ALL concrete used for drainage structures shall have a minimum compressive strength of 3600 PSI at 28 days. This requirement shall be provided regardless of any lesser compressive strength specified in the North Carolina Department of Transportation Standard Specifications for Roads and Structures.
2. Reinforced concrete pipe may be used in all storm drain applications. High Density Polyethylene Pipe (HDPE) may be substituted for pipe diameter 48 inches or less. Culverts 80 inches in diameter or greater may be Corrugated Aluminized Metal Pipe (CAMP) or aluminum with a minimum 14 gauge metal.
3. All pipe shall be laid with the bell or groove up and the joint entirely interlocking.
4. The minimum cover for all pipes is two (2) feet measured from the final surface. Special applications for less than two (2) feet of cover will be reviewed and approved by the City Engineer individually. The maximum cover for storm drainage pipes shall at a minimum comply with the requirements of the North Carolina Department of Transportation Highway Design Branch Roadway Design Manual, Part I, Section 5, and "Drainage Design". Storm pipe design that exceeds these criteria may be approved at the discretion of the City Engineer.
5. All pipes in storm drain structures shall be flush with the inside wall.
6. All storm drain structures over three (3) feet and six (6) inches in height must have steps in accordance with standard details set forth in this manual.
7. The interior surfaces of all storm drainage structures shall be pointed up and smoothed to an acceptable standard using mortar mixed to manufacturer's specifications.
8. Storm drainage piping shall be placed in a straight alignment at uniform grade. No changes in alignment shall be allowed except at catch basins, manholes, or other junctions that provide appropriate clean out access. The maximum length between access points is 300 linear feet.
9. All frames, grates, grills, covers, etc., must conform to the standards set forth in this manual.
10. All graded creek banks and slopes shall be at a maximum of two (2) feet horizontal to one (1) foot vertical (2:1) and not to exceed 10' without terracing or the slopes shall be designed by a Professional Geotechnical Engineer and approved by the City Engineer on a case by case basis.

B. HIGH DENSITY POLYETHYLENE PIPE (HDPE)

1. The Product used shall be corrugated exterior/smooth interior pipe (Type S), conforming to the requirements of AASHTO Specification M294 (latest edition) for Corrugated Polyethylene Pipe.
2. Bell and spigot joints shall be required on all pipes inside the right-of-way. Bells shall cover at least two full corrugations on each section of pipe. The bell and spigot joint shall have an "O" ring rubber gasket meeting ASTM F477 with the gasket factory installed, placed on the spigot end of the pipe. Pipe joints shall meet all requirements of AASHTO M294.
3. All HDPE pipe installed must be inspected and approved by the City's Inspector prior to any backfill being placed. The City inspector must be present during the backfilling operation as well.
4. Backfill material used to install HDPE pipe within the street right-of-way shall be Select Material, Class II-IV, as defined by Section 1016-3 of the North Carolina Department of Transportation Standard Specifications for Roads and Structures. Upon submittal of written certification of material suitability by a licensed geotechnical engineer, NCODD Class I Select Material may be used. All backfill material shall be approved by the City inspector prior to placement of the material within the street right-of-way.
5. The minimum length of HDPE pipe permitted for use shall be four (4) feet. HDPE flared ends and splices are not allowed.
6. All HDPE pipe installed shall be third party certified and shall bear the Plastic Pipe Institute's (PPI) certificate sticker.

C. REINFORCED CONCRETE.

1. All concrete shall be at least 3600 PSI. Prior approval shall be obtained in order to use pre-cast storm drainage structures in any street right-of-way by City Engineer.
2. Concrete used within the street right-of-way shall be a minimum of Class III Reinforced Concrete Pipe, with a minimum diameter of fifteen (15) inches (eighteen (18) inches minimum on cross drain culverts within the ETJ). Installation of Class IV or higher concrete pipe shall be identified on the As-Built Plan and the City Inspector shall be given documentation and notification of this information prior to construction.
3. Concrete mortar joints shall be used for joining all concrete pipes. The pipe shall be clean and moist when mortar is applied. The lower portions of the bell or groove shall be filled with mortar sufficient to bring the inner surface flush and even when the next joint is fitted into place. The remainder of the joint shall then be filled with mortar and a bead or ring of mortar formed around the outside of the joint. The application of mortar may be delayed until fill is completed when the pipe is larger than thirty (30) inches.
4. Performed joint sealer, which conforms to AASHTO specification M-198 for Type B flexible plastic gaskets, may be used in lieu of the mortar jointing method.

D. INSTALLATION OF REINFORCED CONCRETE AND CORRUGATED METAL PIPE.

1. All backfill shall be non-plastic in nature, free from roots, vegetative matter, waste, construction material or other objectionable material. Said material shall be capable of being compacted by mechanical means and shall have no tendency to flow or behave in a plastic manner under the tamping blows or proof rolling.
2. Materials deemed by the Engineer as unsuitable for backfill purposes shall be removed and replaced with select backfill material.
3. Backfilling of trenches shall be accomplished immediately after the pipe is laid. The fill around the pipe shall be placed in layers not to exceed eight (8) inches, each layer shall be thoroughly compacted to 95% of the maximum density obtainable with the Standard Proctor Test (a density of 100% Standard Proctor is required for the top eight (8) inches).
4. Compaction requirements shall be attained by the use of mechanical compaction methods. Each layer of backfill shall be placed loose and thoroughly compacted in place.
5. Under no circumstances shall water be permitted to rise in un-backfilled trenches after the pipe has been placed.

A. GENERAL

1. All work and materials shall conform to the latest edition of the North Carolina Department of Transportation Standard Specifications for Roads and Structures unless otherwise specified in this manual.
2. All asphalt cuts shall be made with a saw when preparing street surfaces for patching or widening strips.
3. Paper joints shall be used to seal the ends of an asphalt pour so that future extensions can be made without causing rough joints.
4. When placing asphalt against existing surfaces, a straight edge shall be used to prevent "bumping" at that location.
5. Stone shall be primed if paving is not complete within seven days following stone base approval.
6. Surfaces shall be tacked when asphalt is being placed over existing asphalt streets or adjoining concrete, storm drain and sanitary sewer structures.
7. In rolling and hilly terrain, sweeping of the stone base and/or application of a tack coat may be required near intersections. These requirements will be established by the City Inspector based on field conditions.
8. ALL concrete used for streets, curb and gutter, sidewalks and drainage structures, etc. shall have a minimum compressive strength of 3600 PSI at 28 days. This requirement shall be provided regardless of any lesser compressive strength specified in the North Carolina Department of Transportation Standard Specifications for Roads and Structures. The contractor shall prepare concrete test cylinders in accordance with Section 1000 of the North Carolina Department of Transportation Standard Specifications for Roads and Structures at the direction of the project inspector. All equipment and cylinder molds shall be furnished by the contractor. It shall be the responsibility of the contractor to protect the cylinders until such time as they are transported for testing. Testing for projects shall be performed by an independent testing lab, at no cost to the City. The contractor shall provide equipment and perform tests on concrete for a maximum slump and air content as defined in Section 1000 of the North Carolina Department of Transportation Standard Specifications for Roads and Structures. These tests shall be performed at a frequency established by the inspector. Materials failing to meet specifications shall be removed by the contractor.
9. All concrete shall be cured with 100% Resin Base, white pigmented curing compound which meets ASTM Specifications C-309, Type 1, applied at a uniform rate of one (1) gallon to 400 square feet within 24 hours of placement of the concrete.
10. All curb and gutter shall be backfilled with soil approved by the Inspector within 48 hours after construction to prevent erosion.
11. All backfill shall be non-plastic in nature, free from roots, vegetative matter, waste, construction material or other objectionable material. Said material shall be capable of being compacted by mechanical means and the material shall have no tendency to flow or behave in a plastic manner under the tamping blows or proof rolling.
12. Materials deemed by the Inspector as unsuitable for backfill purposes shall be removed and replaced with select backfill material.
13. All areas in the street right-of-way shall be backfilled with suitable material immediately after the pipe is laid. The fill around all pipe shall be placed in layers not to exceed six (6) inches and each layer shall be compacted thoroughly.
14. Under no circumstances shall water be permitted to rise in un-backfilled trenches after the pipe has been placed.
15. Compaction requirements shall be attained by the use of mechanical compaction methods. Each six (6) inch layer of backfill shall be placed loose and thoroughly compacted into place.
16. Straight forms shall not be used for forming curb and gutter in curves.
17. All excess concrete on the front edge (lip) of gutter shall be removed when curb and gutter is poured with a machine.
18. All subgrade shall be compacted to 100% of the maximum density obtainable with the Standard Proctor Test to a depth of eight (8) inches, and a density of 95% Standard Proctor for depths greater than eight (8) inches. All tests shall be performed by developer at no cost to the City.
19. A canvas cover or other suitable cover shall be required for transporting plant mix asphalt during cool weather when the following conditions are present:
 - a. Air temperature is below 60 degrees F.
 - b. Length of haul from plant to job is greater than five (5) miles.
 - c. Other occasions at the Inspector's discretion when a combination of factors indicates that material should be covered in order to assure proper placement temperature.
20. Concrete or asphalt shall not be placed until the air temperature measured at the location of the paving operation is at 35 degrees F and rising by 10:00 a.m. Concrete or paving operations should be suspended when the air temperature is 40 degrees F and descending. The contractor shall protect freshly placed concrete or asphalt in accordance with Sections 420 (Concrete Structures), 600 (Asphalt Bases And Pavements), and 700 (Concrete Structures And Structures) of the North Carolina Department of Transportation Standard Specifications when the air temperature is at or below 35 degrees F and the concrete has not obtained an age of 72 hours.
21. The contractor shall maintain two-way traffic at all times when working within existing streets. The contractor shall place and maintain signs, danger lights, and barricades and furnish watchmen or flagmen to direct traffic in accordance with the latest edition Work Area Traffic Control Handbook (WATCH). Work in the right-of-way of State System Streets may require additional traffic control provisions.
22. The contractor shall do that which is necessary to control erosion and to prevent sedimentation damage to all adjacent properties and streams in accordance with the appropriate City of Charlotte Erosion and Sedimentation Control Ordinance.

B. GRADING

1. Proposed street rights-of-way shall be graded to their full width for ditch type streets and a minimum of eight (8) feet behind the curb for curb and gutter sections.
2. Fill embankments shall be formed of suitable material placed in successive layers not to exceed more than six (6) inches in depth for the full width of the cross-section, including the width of the slope area. No stumps, trees, brush, rubbish or other unsuitable materials or substances shall be placed in the embankment. Each successive six (6) inch layer shall be thoroughly compacted by the sheepsfoot tamping roller, 10-ton power roller, pneumatic-tired roller, or other methods approved by the City Engineer. Embankments over and around all pipe culverts shall be of select material, placed and thoroughly tamped and compacted as directed by the City Engineer or his representative.

1. All roadways shall be constructed with a base course as described on the appropriate Charlotte Land Development Standard Detail Drawing.
2. The material for stone base course shall conform to the requirements of Section 1010, Aggregate for Non-Asphalt Flexible Type Base, and Section 520, Aggregate Base course of the North Carolina Department of Transportation Standard Specifications for Roads and Structures.
3. The stone base shall be compacted to 100% of the maximum density obtainable with the Modified Proctor Test (AASHTO T198) by rolling with ring or tamping roller or with a pneumatic tired roller with a minimum weight of ten tons. When completed, the base course shall be smooth, hard, dense, unyielding and well bonded.
4. A bituminous concrete base course, as specified on the Standard Detail Drawing may be substituted in lieu of a stone base course.
5. Asphalt base course will only be allowed within widening strips less than five (5) feet in width.

1. All public roadways shall be constructed with an intermediate and surface course as described on the appropriate City of Charlotte Land Development Standard Detail Drawing.
2. Plant mixed asphalt shall conform in all respects to Section 610 of the North Carolina Department of Transportation Standard Specifications for Roads and Structures.
3. The final (1) one inch lift of asphalt surface course for Residential Subdivision Streets shall be withheld until a minimum of (75%) Seventy-Five Percent of the Development is occupied (occupied means a certificate of occupancy has been issued) or at least (1) one year has lapsed from the application of the intermediate course layer (All documentation to be provided by the developer and approved by the City Inspector). All known base failures shall be repaired prior to application of the final one inch lift of asphalt surface course.
4. The City Inspector shall be given a (24) twenty-four hour notification to inspect the intermediate course deficiencies. All deficiency repairs are to be monitored by a City Inspector and accepted prior to application of final layer.
5. City inspectors shall be notified prior to using recycled plant mixes.
6. Failure to meet the above requirements may result in the delay or prevention of street acceptance by the City of Charlotte or NCDOT.

1. Sidewalks shall be constructed of not less than 3600 P.S.I. concrete and shall be four (4) inches thick, constructed on an adequately graded base, except where a sidewalk crosses a driveway it shall be six (6) inches thick. Subgrade shall be compacted to 95% of the maximum density obtainable with the Standard Proctor Test. The surface of the sidewalk shall be steel trowel and light broom finished and cured with an acceptable curing compound. Tolerances for grade shall be provided at intervals of not less than five (5) feet and expansion joints at intervals of not more than forty-five (45) feet. The sidewalk shall have a desired lateral slope of 1.5% (2.00% maximum).
2. Planting strip adjacent to sidewalk shall be graded to ¼ inch per foot (min.) up to 1 ½ inch per foot (max.), except where excessive natural grades make this requirement impractical. In such cases, the City Engineer may authorize a suitable grade.
3. Sidewalk widths shall be a minimum of five (5) feet unless otherwise specified. A 5' x 5' sidewalk is required at least every 200' as required by ADA for a passing zone unless otherwise provided by residential driveways, intersecting sidewalks, etc.
4. A portion of sidewalk construction plans must be located on the lot. In cases where a sidewalk is located in unusual circumstances, sidewalk must be located a minimum of (4) four feet from the back of the curb or at the back of the right-of-way. A recorded public sidewalk easement is required for all sidewalk located outside public right-of-way; the width shall be equal to the distance from the right-of-way line to the back of the sidewalk plus two feet or to the face of building, whichever is less. The sidewalk easement must be recorded with the Mecklenburg County Register of Deeds prior to issuance of a certificate of occupancy for the corresponding building(s).
5. Running slope of all accessible ramps shall be 7.5% (8.33% maximum). Accessible ramps are required where sidewalks intersect curbing at any street intersection and at Type III driveway connections.
6. For City projects only: On CLDS# 10.24A/CB, 10.25A/CB only, and 10.27A/B, the curb and gutter across the front of the driveway shall be measured and paid for separately under Curb and Gutter (either 2'-0" valley gutter, vertical curb, or standard 2'-6" curb and gutter as specified on the details). The curb and gutter is to be measured per linear foot along the surface of the top of the curb. The concrete driveway apron is to be measured per square yard.
7. Refer to the WATCH Manual, MUTCD (latest edition), and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) for convention street pedestrian routes and signalization and controls for actuators. Curb ramps shall be designed and constructed in accordance with the American Disability Act.
8. Contractor and/or design engineer is responsible for notifying the City when installing sidewalk adjacent to street grades that exceed 5%

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