TOWN OF

Knightdale

2006

Standard Specifications and Details Manual

Adopted October 2, 2006

Amended August 4, 2008

Town of Knightdale ▪950 Steeple Square Court ▪ Knightdale, NC 27545 ▪ www.knightdalenc.gov

STANDARD SPECIFICATIONS AND DETAILS

TOWN OF KNIGHTDALE
NORTH CAROLINA

Adopted October 2, 2006

950 Steeple Square Court
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STANDARD SPECIFICATIONS

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SECTION 1 - PRELIMINARY CONSIDERATIONS & INSTRUCTIONS

1.01 General

The Standard Specifications as contained herein are to be utilized as minimum standards for all development (non-residential sites and/or subdivisions) and utility construction projects within the jurisdiction of the Town of Knightdale or connecting to the Town's utility system. All development projects shall also comply with the Town of Knightdale ***Unified Development Ordinance***.

The purpose of these Specifications is to present standards for typical conditions encountered. All projects which include construction of public facilities, such as storm drainage facilities or streets, require that the design services be performed by, or under the direct supervision of, a Professional Engineer, a Professional Land Surveyor, or a Professional Landscape Architect licensed to practice in the State of North Carolina. The existence of these Standard Specifications and Construction Details does in no way relieve the Professional Engineer, Professional Land Surveyor, or the Professional Landscape Architect of the responsibility to correctly adapt these standards to the actual site conditions encountered on a specific project. The Professional Engineer, Professional Land Surveyor, or the Professional Landscape Architect must review the applicable portions of these specifications and determine that these minimum standards will function correctly for the project. There may be circumstances whereby the engineer, surveyor, or landscape architect may wish to increase pipe strength classification, bedding requirements, reinforcing, depth of stone base, depth of asphalt, etc. In such situations where changes or modifications are proposed, the Town of Knightdale shall be consulted prior to completion of final design and plan submittal. This will serve to help ensure that the plan review time is minimized. Such approval shall be clearly indicated at one location on the construction drawings and labeled "Exceptions to the Standard Specifications of the Town of Knightdale."

Projects shall be constructed according to the Standard Specifications in effect at the time the project receives final approval by the Town of Knightdale for construction. The project contractor shall have at least one complete set of approved plans and these Standard Specifications at the job site at all times that work is being performed.

The Town of Knightdale will periodically update these Specifications. Updates will be made available on the Town’s website. The Town will also periodically consolidate the changes and republish the document in its entirety.

SECTION 2 - GENERAL PROVISIONS

2.01 General

All construction shall conform to the requirements and dimensions on the approved construction plans, Town Standard Details, the Code of the Town of Knightdale, or as stated in these Specifications.

2.02 Abbreviations & Definitions

a. Abbreviations:

AASHTO - American Association of State Highway Transportation Officials

ASTM - American Society for Testing & Materials

AWWA - American Water Works Association

NC DOT - North Carolina Department of Transportation

ANSI - American National Standard Institute

b. Definitions:

Where the word "Engineer" is used in these Specifications, it shall be the Town Engineer of Knightdale, the Town's Consulting Engineer as designated by the Town Manager, or an assistant or other representative duly authorized by the Town Engineer or the Town's Consulting Engineer.

Where the words “Town Representative” are used in these Specifications, it shall be the Director of Public Works & Utilities of the Town of Knightdale or an assistant or other duly authorized representative of the Town of Knightdale, North Carolina.

Where the word "Town" is used in these Specifications, it shall be the Town of Knightdale, North Carolina.

Where the word "Developer" or "Contractor" is used in these Specifications, it shall be the developer of the project or his authorized contractor performing work on the site. For purposes of these Specifications, these words are to be considered synonymous. All Contractors performing construction or installation of public facilities shall be properly licensed for the work by the NC Licensing Board for General Contractors. Prior to commencing work, the Contractor shall submit proof of licensure. The Contractor shall also submit information including mailing and street address for the firm, ownership information, telephone numbers for contact during regular business hours and emergency telephone numbers for contact during nights, weekends and holidays.

Where the words "Project Engineer" are used in these Specifications, they shall mean the design engineer, land surveyor, or landscape architect retained by the developer, and the person responsible for the preparation of the final construction drawings.

2.03 Insurance Requirements

If work is to be performed within any Town street right-of-way or on Town owned property, the Developer/Contractor shall submit a certificate of insurance to the Town stating that coverage is in effect during the project duration. The limits of coverage shall be no less than $3,000,000 for general liability (bodily injury and property damage) plus $2,000,000 for automobile liability (bodily injury and property damage).

2.04 Erosion & Sedimentation Control

a. General Requirements:

Temporary and permanent erosion control measures shall be provided in accordance with the erosion and sedimentation control plan approved by the Erosion, Flood and Stormwater Division of the Wake County Environmental Services Department. The approved Erosion and Sedimentation Control Plan shall be kept on site by the Contractor at all times that work is being performed.

All permanent erosion and sedimentation control measures shall be incorporated into the work at the earliest practicable time, and in no case shall an area remain denuded for more than 30 working days. Temporary erosion and sedimentation control measures shall be coordinated with permanent erosion and sedimentation control measures and all other work on the project to ensure economical, effective and continuous erosion and sedimentation control throughout the construction and post construction period and to minimize siltation of streams, lakes, reservoirs, and other water impoundments, ground surfaces, roadways, or other property.

b. Seeding & Mulching:

Seeding and mulching shall be carried out immediately behind construction in accordance with the following specifications:

SEEDING SPECIFICATIONS			
SHOULDERS, SIDE DITCHES, SLOPES (MAX. 3:1)			
		APPLICATION RATE	
SEEDING PERIOD	**TYPE**	**Per Acre**	**Per 1000 SF**
Aug 15 - Nov 1	Tall Fescue	300#	7#
Nov 1 - Mar 1	Tall Fescue and	300#	7#
	Abruzzi Rye	25#	0.6#
Mar 1 - Apr 15	Tall Fescue	300#	7#
Apr 15 - Jun 30	Hulled Common Bermudagrass	25#	0.6#
Jul 1 - Aug 15	Tall Fescue and	120#	2.8#
	*Browntop Millet	35#	0.8#
	*or Sorghum-Sudan Hybrids	30#	0.7#

SEEDING SPECIFICATIONS			
SLOPES (3:1 TO 2:1)			
		APPLICATION RATE	
SEEDING PERIOD	**TYPE**	**Per Acre**	**Per 1000 SF**
Mar 1 - Jun 1	Sericea Lespedeza (scarified)	50#	1.2#
	and		
(Mar 1- Apr 15)	ADD Tall Fescue	120#	2.8#
(Mar 1- Jun 30)	OR ADD Weeping Love grass	10#	0.2#
(Mar 1- Jun 30)	OR ADD Hulled Common Bermudagrass	25#	0.6#
Jun 1 - Sep 1	*Tall Fescue and	120#	2.8#
	*Browntop Millet	35#	0.8#
	*or Sorghum-Sudan Hybrids	30#	0.7#
Sep 1 - Mar 1	Sericea Lespedeza (unhulled, unscarified)	70#	1.6#
	and Tall Fescue	120#	2.8#
(Nov 1-Mar 1)	ADD Abruzzi Rye	25#	0.6#

*Temporary - Reseed according to optimum season for desired permanent vegetation. Do not allow temporary cover to grow over 12" in height before mowing, otherwise fescue may be shaded out.

Consult Wake Soil & Water Conservation District or North Carolina Division of Soil & Water Conservation for additional information concerning other alternatives for vegetation of denuded areas. The above vegetation rates are those that do well under local conditions; other seeding rate combinations are possible.

SEEDBED PREPARATION

(1) Chisel compacted areas and spread topsoil three (3) inches deep over adverse soil conditions, if available.

(2) Rip the entire area to 6-inch depth.

(3) Remove all loose rock, roots, and other obstructions leaving surface reasonably smooth and uniform.

(4) Apply agricultural lime, fertilizer, and superphosphate uniformly and mix with soil (see below*).

(5) Continue tillage until a well-pulverized, firm, reasonably uniform seedbed is prepared 4 to 6 inches deep.

(6) Seed on a freshly prepared seedbed and cover seed lightly with seeding equipment or cultipack after seeding.

(7) Mulch immediately after seeding and anchor mulch.

(8) Inspect all seeded areas and make necessary repairs or reseedings within the planting season, if possible. If stand should be over 60% damaged, re-establish following original lime, fertilizer and seeding rates.

(9) Consult Wake Soil & Water Conservation District on maintenance treatment and fertilization after permanent cover is established.

*Apply:	Agricultural Limestone	- 2 tons/acre (3 tons/acres in clay soils)
	Fertilizer	- 1,000 lb/acre - 10-10-10
	Superphosphate	- 500 lb/acre - 20% analysis
	Mulch	- 2 tons/acre - small grain straw
	Anchor	- Asphalt Emulsion @ 300 gals/acre

c. Construction Entrances:

Gravel construction entrance pads shall be constructed at each point of construction access to each property. The gravel pads shall be maintained in such a manner as to prevent the deposition of mud and debris onto existing public roadways adjacent to the site.

Gravel pads shall be constructed in accordance with the latest adopted Wake County's Erosion and Sedimentation Control Ordinance and published standard detail Temporary Construction Entrance/Exit.

Special Note: It shall be the developer's responsibility to see that the construction entrance pads are properly maintained so that mud is not tracked onto adjacent streets. In the event that the gravel construction entrances are not properly maintained, or are otherwise ineffective, **the Town Representative may issue a Stop Work Order** or any other equitable remedy provided by the Town of Knightdale UDO or NC General Statutes. The Stop Work Order, which shall remain in effect until such time as the pads are restored and replenished and until any resulting mud and debris, has been removed from the adjacent streets by the Contractor.

d. Clearing Limits:

All clearing limits shall be clearly identified and staked prior to any construction. The Town shall be given 24-hour notice prior to beginning clearing operations.

2.05 Earthwork

a. General:

Earthwork shall be defined as the removal of soil (including rock) from its natural location and the depositing of such material into the proper fill areas as indicated on the plan.

b. Rock Excavation - by Blasting:

(1) Permit - Where rock must be removed by blasting, a written permit must first be obtained from the Town of Knightdale Public Safety Department a minimum of 24 hours before any explosive materials or blasting agents are used within the corporate limits of the Town of Knightdale and its extra-territorial jurisdiction (ETJ). A certificate of insurance, as outlined in paragraph 2.03, must be submitted to the Town prior to any blasting operations regardless of the location of the blasting.

(2) Hours of Blasting - Blasting for rock removal shall be conducted only Monday through Friday during normal business hours.

(3) Blasting Procedures - Blasting for trench rock may be initiated only after the permitting requirements prescribed in (1) above of this Section have been complied with. The Contractor is also reminded of the work hour limitations for blasting, as also established in (2) above of this Section.

Blasting Procedures shall conform to all applicable local, state, and Federal laws and ordinances. The Contractor shall take all necessary precautions to protect life and property, including the use of an approved blasting mat where there exists the danger of throwing rock or overburden. The Contractor shall keep explosive materials which are needed on the job site in specially constructed boxes provided with locks. These boxes shall be painted red and plainly identified as to their contents. After working hours, the boxes containing explosive material shall be removed from the job site.

Failure to comply with this specification shall be grounds for suspension of blasting operations until full compliance is made. No blasting shall be allowed unless a galvanometer is employed to check cap circuits. Where blasting takes place within 500 feet of a utility, structure, or property which could be damaged by vibration, concussion, or falling rock, the Contractor shall be required to keep a blasting log containing the following information for each and every shot:

1. Date of shot
2. Time of shot
3. Foreman's name
4. Number and depth of holes
5. Approximate depth of overburden
6. Amount and type of explosive used in each hole
7. Type of caps used (instant or delay)
8. The weather

This blasting log shall be made available to the Town Representative upon request and shall be kept in an orderly manner. Compliance by the Contractor with these specifications does in no way relieve him of legal liabilities relative to blasting operations.

The Town Representative reserves the right to require removal of rock by means other than blasting where any utility, residence, structure, etc. is either too close to, or so situated with respect to the blasting hazardous.

c. Removal of Unstable Material:

Where unstable, organic material ("muck") is encountered in trenches or in roadways, the material shall be completely removed and replaced with suitable, thoroughly compacted material.

d. Placement of Fill:

Fill material for roadway embankments shall be free from stones greater than four (4) inches in size, construction material debris, frozen material, organic matter or other unstable material. Fill material placed in roadway embankments shall be placed in uncompacted lifts of eight (8) inches or less and compacted to a density of not less than 95% of maximum dry density as measured by AASHTO Method T-99. The compaction requirement shall be increased to 100% in the uppermost 12 inches of subgrade. These compaction requirements shall apply for that portion of the roadway measured from the back of curb and extending on a slope of 1 to 1 to the no cut/no fill line. Outside these limits soil may be compacted to a density of not less than 90% of maximum dry density as measured by AASHTO T-99.

In cut sections, the uppermost 12 inches of subgrade shall be scarified and recompacted to not less than 100 percent of maximum dry density as measured by AASHTO Method T-99.

Attention is called to Section 3 for the inspection and testing requirements.

e. Compaction Tests:

During roadway construction, the Town Representative shall require the developer or Contractor to provide compaction tests to demonstrate compliance with the compaction requirements outlined herein. Such tests may be required at any time that the Town Representative believes the compaction to be less than the required density.

All compaction testing shall be performed by a certified testing laboratory. The cost of such testing shall be borne by the developer.

2.06 Safety

The Contractor shall provide for and maintain safety measures necessary for the protection of all persons on the work, to include; and shall fully complying with all laws, regulations and building code requirements to prevent accident or injury to persons on or about the location of the work, including all applicable provisions of OSHA regulations. The Contractor shall protect all trees and shrubs designated to remain in the vicinity of the operations and barricade all walks, roads, and areas to keep the public away from the construction. All trenches, excavations, or other hazards in the vicinity of the work shall be well barricaded and properly lighted at night.

The Contractor shall be responsible for the entire site and the necessary protection as required by the Town and by laws or ordinances governing such conditions. He shall be responsible for any damage to Town property, or that of others, by the Contractor, his employees, subcontractors or their employees and shall correct and/or repair such damages to the satisfaction of the Town of Knightdale and/or other affected parties. He shall be responsible for and pay for any such claims against the Town.

2.07 Maintenance of Traffic

Existing public streets or highways shall be kept open to traffic at all times by the Contractor unless permission to close the streets, or portions thereof, is granted by the Town Representative. When allowed to close any street, the Contractor shall contact the Town of Knightdale Public Safety Department a minimum of 24 hours before fully or partially closing any street. Proper and sufficient barricades, lights, signing and other protective devices shall be installed by the Contractor when deemed necessary by the Public Safety Department or the Town Representative. All traffic control measures shall comply with the MUTCD standards and guidelines for Work Zone Traffic Control. Failure to comply will result in issuance of a Stop Work Order.

2.08 Concrete

Concrete shall be only plant-mixed or transit-mixed concrete conforming to ASTM C33 for aggregates and to ASTM C94 for ready-mixed concrete. Any concrete poured that has a slump over four (4) inches as per ASTM C143, or has a batched time of more than 90 minutes, will be considered unacceptable and shall not be incorporated into the work. Concrete shall not be deposited on frozen subgrade. Concrete shall not be poured when the air temperature is falling and below 40° F and the predicted low temperature for the succeeding 24-hour period is less than 32° F. All concrete when placed in the forms shall have a temperature of between 50° and 90° F and shall be maintained at a temperature of not less than 50° F for at least 72 hours for normal concrete and 24 hours for high-early strength concrete or for as much time as is necessary to secure proper rate of curing and designed compressive strength.

Concrete shall be air entrained at five (5) percent, $\pm$one (1) percent. Retarders and accelerators shall be used only upon approval of the Town Representative.

2.09 Installation of Utilities Not Furnished by the Town

The Developer shall arrange for the installation of all utilities that are not furnished by the Town or the City of Raleigh. This shall include electric service, telephone service, and, where available, cable television and natural gas. Restoration of Town right-of-way disturbed by installation of these types of utilities shall be the responsibility of the Developer. All utility installations shall be designed and installed in a manner to prevent the open cutting of public paved areas.

2.10 Materials

All materials incorporated in work to be accepted by the Town of Knightdale for operation and maintenance shall be new, first quality material installed in accordance with the manufacturer's instructions or these Specifications, whichever, in the opinion of the Town Representative, is more stringent or applicable.

It is the intent of this Specification to provide materials and construction methods of high standard and quality and to provide materials free from defects in workmanship and product. Substitute materials not specified may be used provided documentation (shop drawings) and samples are furnished to the Town not less than fourteen days before their scheduled delivery to the construction site. A sufficient number of copies shall be submitted such that the Town may retain three copies. The Town will issue written approval, or disapproval, of the alternate materials. The Town shall assume no responsibility for disapproving the substitute material. Current Specifications and/or the latest revisions shall apply in all cases where materials are described by these Specifications.

SECTION 3 - STREETS

3.01 General

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

Whenever the following terms are used in NCDOT specifications, the intended meaning of such terms shall be as follows:

"State" or "Commission" shall be replaced by the words "sampling and testing by the Town or its authorized testing agent."

"Inspection by Commission" shall be replaced by "inspection by Town or its duly authorized representative."

3.02 Design

a. General:

Street design shall conform to the standards set forth in the applicable sections of the Knightdale ***Unified Development Ordinance***. Streets shall be classified as follows:

STREET CLASSIFICATION[1]	
Category One	Alley Local Street
Category Two	Main Street Avenue Urban Avenue
Category Three	Boulevard Urban Boulevard Freeway

[1]As defined by the ***Unified Development Ordinance***

Intersection sight distances and ensuing sight triangles shall be in accordance with the ***Unified Development Ordinance***. When any part of any sight triangle falls outside the right-of-way of either street, a sight triangle easement shall preserve the sight distances. Such sight triangle easements shall be shown on the final plat for the subdivision. Plant materials placed inside the sight triangle shall be in accordance with the ***Unified Development Ordinance***.

b. Soils Evaluation & Pavement Design:

Pavement design for all new streets shall be based upon subgrade soil conditions, a 20-year (minimum) design life and projected traffic loadings (ADT and percent trucks).

The pavement design and subgrade soils evaluation procedure shall include the following as a minimum:

(1) Perform standard penetration test (SPT) borings to a depth of five feet below design subgrade, or, in the case of fill sections, to a depth of five feet below existing ground. The standard penetration test borings shall be obtained along the centerline of all roadways at intervals not greater than 300 feet.

(2) Perform classification tests of representative SPT soil samples.

(3) Obtain bag samples of prevalent soils and perform moisture-density tests.

(4) Select a soil type for pavement design - usually a weaker soil among those expected to be present at subgraded level. Re-mold a sample and perform a California Bearing Ratio (CBR) using soaked values at 0.1 inch as outlined in ASTM D1833.

(5) Prepare pavement design calculations based on the soaked CBR values and typical traffic loading as prescribed for the category of the affected street.

(6) The pavement design and traffic analysis for traffic loading shall be prepared by a Professional Engineer licensed to practice in the State of North Carolina and submitted to the Town in duplicate copies in a report format prior to placing of any curb and gutter or crushed aggregate base course.

Soils testing work shall be performed by a qualified geotechnical engineering firm. The pavement designs shall be performed by a qualified professional engineer using standard methods developed by NCDOT, AASHTO, The Asphalt Institute, or other similar methods approved by the Engineer.

The AASHTO method requires use of a serviceability index as follows:

SERVICEABILITY INDEX	
Street Classification[1]	**Index**
Category One	2.0
Category Two	2.0
Category Three	2.5

[1]As defined by the ***Unified Development Ordinance***

In addition, use $S_o = 0.49$ for flexible pavement and 0.39 for rigid pavement and reliability of 98 percent for Category Three and 95 percent for Category One and Category Two.

The final pavement thickness shall be the calculated thickness, but in no case shall the thickness be less than that shown in the standard street section details, or that required by NCDOT for streets to be maintained by the State.

3.03 Construction Requirements

a. General:

All roadway subgrade, storm sewer and utility construction shall be inspected and approved by the Town Representative prior to placement of the base course materials.

All streets shall be cleared and graded for the full width of the right-of-way.

b. Placement of Aggregate Base Course:

Aggregate base course shall be placed and compacted in strict conformance with the standard requirements of NCDOT. Each layer shall be compacted to a density equal to at least 98 percent of the nuclear target density as determined by AASHTO Method T-180 as modified by NCDOT. Category One and Two streets shall have a thickness of no less than eight (8) inches. Category Three streets shall conform to the standard requirements of NCDOT.

c. Placement of Bituminous Surface Course:

The Superpave bituminous surface course pavements (for Category One streets) shall be in accordance with Type S 9.5A with a total thickness of not less than 2½ inches as shown on the standard details. The bituminous surface course material shall be placed in two lifts, each in strict conformance with the requirements of NCDOT. The second lift shall be 1¼ inch nominal thickness, and shall be delayed during the period of initial residential construction activity to allow the intial course of asphalt and underlying structure to withstand a full season's freeze thaw cycle. (eg. an initial coarse laid in the Spring/Summer/Fall of a given year will not be allowed to have the final lift placed until the Spring of the subsequent year). The final lift of asphalt shall be placed at the conclusion of the seasonal freeze thaw cycle, typically March of the following year, or as approved by the Town Engineer.

For Category Two streets requiring a combination of Type I 19.0B and Type S 9.5B, the Town will require the asphalt intermediate course (I19.0B) to be installed in a single lift of 2½ inches and the asphalt surface course (S9.5B) in a single lift of 1½ inches. The asphalt surface course shall be delayed during the period of initial residential construction activity to allow the intermediate course of asphalt and underlying structure to withstand a full season's freeze thaw cycle. (eg. an intermediate coarse laid in the Spring/Summer/Fall of a given year will not be allowed to have the final lift placed until the Spring of the subsequent year). The final lift of asphalt shall be placed at the conclusion of the seasonal freeze thaw cycle, typically March of the following year, or as approved by the Town Engineer. All asphalt shall be installed in strict conformance with the requirements of NCDOT.

For Category Three streets requiring a combination of Type I 19.0B and Type S 9.5B, the Town may require the asphalt intermediate course to be initially sealed with a 1½ inch layer of the asphalt surface course followed by placement of the final asphalt surface course layer at a later date. Asphalt pavement thickness shall conform to the requirements of NCDOT. Geotechnical reports and traffic volumes may be required.

The contractor shall provide temporary drains through the concrete gutter at all low points to allow the first layer of asphalt to drain and eliminate ponding at the low points. Prior to placing the final layer of surface course, the initial course shall be thoroughly cleaned and repaired. Bituminous tack shall be applied prior to surfacing to assure bond between layers, along gutters and around castings.

3.04 Inspection

a. Proof-Rolling:

Street embankments and cut areas shall be graded and compacted as described in Section 2 of these Specifications. After all utilities and storm sewers have been installed, the subgrade shall be fine graded and restored to required grade, and then proof-rolled, utilizing a fully loaded tandem axle truck having a gross weight not less than 40,000 pounds and with the tires inflated to not less than 70 psi.

Should any "pumping" or displacement be observed during the proof-rolling, the defective area(s) shall be excavated to a depth no less than 18 inches below subgrade and backfilled with suitable material, thoroughly compacted in not less than eight (8) inch lifts of uncompacted fill. If deemed appropriate by a geotechnical engineer, geotextile fabric may be utilized below the base course material in lieu of additional excavation. The geotextile shall be installed in strict accordance to the manufacturer's recommendations with respect to overlap, depth of cover, etc. Prior to installing geotextile fabric, a copy of the manufacturer's literature shall be submitted to the Town along with the geotechnical engineer's recommendations. The locations of geotextile fabric shall be indicated on the Record Drawings.

Proof-rolling shall be repeated until there is no evidence of "pumping" or displacement.

b. Compaction Testing - Subgrade:

Upon completion of the proof-rolling, the Developer/Contractor shall furnish to the Town Representative a report from a certified soils testing laboratory. The report shall present the results of a Proctor analysis demonstrating that the subgrade compaction is acceptable in accordance with standard requirements of NCDOT. The subgrade shall then be inspected by the Town Representative, and upon its acceptance and approval, the stone base course may be placed. However, no stone base may be placed prior to backfilling behind the curb.

One field density (compaction) test shall be required for each 3,000 SY of street surface and for each lift of fill material placed into the roadway embankment.

The cost of laboratory testing of subgrade compaction shall be borne by the Developer/ Contractor.

c. Intermediate Course & Surface Course Inspection Requirements:

Prior to placement of bituminous surface course material, a Proctor analysis shall be furnished on the Aggregate Base Course placed in the roadway. The report shall be prepared by a certified testing laboratory and shall evidence compliance with the compaction requirements. Quarry tickets shall also be presented to the Town Representative to enable a check for yield at the specified final thickness. The base material shall then be inspected by the Town Representative, and upon acceptance and approval, the bituminous surface course may be placed. Bituminous intermediate course material shall be placed and compacted in accordance with NCDOT requirements. Copies of delivery tickets shall be furnished to the Town Representative to enable a check for yield at the specified final thickness.

The frequency and number of intermediate course field density tests shall be in accordance with requirements of NCDOT or as may otherwise be directed by the Town Representative or the Engineer.

Bituminous surface course material shall be placed and compacted in accordance with NCDOT requirements. Copies of delivery tickets shall be furnished to the Town Representative to enable a check for yield at the specified final thickness.

Should there be a question as to the final thickness of Aggregate Base Course, bituminous intermediate course or bituminous surface course, the Town Representative reserves the right to require the Developer/ Contractor to provide random corings by an independent testing laboratory to demonstrate actual thickness of base, intermediate and surface courses. Core samples shall be taken by a certified testing laboratory, and the results shall be presented to the Town Representative. Should the corings reveal insufficient thickness, the Contractor shall provide additional surface course as may be required or shall furnish other remedial measures as may be acceptable to the Town Representative.

The cost of compaction testing and coring work shall be borne by the Developer.

3.05 Pavement Marking & Signage

The Developer shall be responsible for furnishing and installing all street identification (name) and regulatory signs. The Developer shall also be responsible for striping on all public streets constructed with development as follows:

- Stop Bars and Crosswalks - all streets - per detail 4.06

- Continuous Centerline Striping - double yellow line on Category Two and Category Three streets.

- Parking Stalls – where applicable (on-street).

a. Pavement Markings:

All pavement markings including traffic control, stop bars fire lanes and cross walks shall be made with reflectorized thermoplastic striping with a minimum thickness in accordance with NCDOT Standard Specifications for Roads & Structures. All markings shall be 120 mil thick with the exception of symbols which shall be 90 mil thick. Parking stall striping in a private parking lot is exempt from use of thermoplastics. The thermoplastic striping type of marking material shall be applied by fusing to the pavement surface by application of heat. Materials shall comply fully with the requirements set forth in Section 1087 of the ***Standard Specifications for Roads & Structures***, latest edition, as published by NCDOT. Application of markings shall conform to the applicable requirements set forth in Section 1205 of the ***Standard Specifications for Roads & Structures***, latest edition, as published by NCDOT for permanent marking.

b. Street Identification Signs:

Street identification signs shall identify all streets at each intersection. Such signs shall be constructed of aluminum sheets, six (6) inch high, 0.063 inch thick and length as needed to have a two (2) inch margin before and after the lettering. The background shall be reflectorized green meeting the requirements set forth in Section 1093 the ***Standard Specifications for Roads & Structures***, latest edition, as published by NCDOT. Street name lettering shall be white, upper case, block letters four (4) inches in height. Street classification (i.e. street, avenue, etc.) shall be white, upper case block lettering, two (2) inches in height. Street signs shall be mounted at a nominal height of eight (8) feet above grade. The sign shall comply with the Town of Knightdale Standard Detail 3.16 and 17.

c. Regulatory Signs:

Regulatory signs shall meet the requirements of the ***Manual on Uniform Traffic Control Devices*** and any modifications thereto established by NCDOT. Materials shall meet the requirements set forth in Sections 1092 and 1093 of the ***Standard Specifications for Roads & Structures***, latest edition, as published by NCDOT. The location and types of regulatory signs shall be indicated on the construction drawings.

d. Sign Posts:

All signs shall be mounted on a galvanized steel square tube post with a minimum 14 gauge steel as specified in Section 1094 of the ***Standard Specifications for Roads & Structures***.

3.06 Private Irrigation Systems

Private irrigation systems proposed to be located within existing or proposed Town right-of-way shall be reviewed, and a permit to encroach upon Town right-of-way shall be issued by the Town prior to installation. The following requirements or features must be indicated on the construction drawings:

(1) All irrigation systems shall be equipped with an approved RPZ-type backflow preventer located in a freeze-proof enclosure and meeting the requirements of the City of Raleigh.

(2) All backflow preventers, control boxes, and other above ground devices shall be located outside of Town right-of-way. Only flush-type sprinkler heads and buried piping and control wiring may be located within the Town right-of-way. No sprinkler heads or other devices shall be installed within 5 feet of curbs or edges of pavement.

(3) Within the Town right-of-way, all control wiring shall be in PVC electrical conduit and installed with no less than 18" of cover, unless greater cover is required by the applicable electrical codes.

(4) All irrigation piping crossing beneath Town streets shall be encased in steel or ductile iron casing pipe, extending no less than 3 feet beyond curbs or edges of pavement with no less than 18" of cover.

(5) Sprinkler heads shall be located and adjusted so that the spray pattern does not enter the right-of-way or create a visual obstruction within sight triangles.

(6) The owner of the irrigation system shall be fully responsible for operation, maintenance and repair of the system. The owner of the irrigation system shall also be responsible for any damage to Town streets, sidewalks, landscaping or utilities resulting from failure of or repair to the irrigation system. The Town shall not be responsible for damage of any kind to private irrigation systems or components located within Town right-of-way for any reason.

(7) The owner of the irrigation system shall maintain accurate as-built information regarding the system and shall be responsible for providing this information to the Town or any other public entity. Ownership and contact information of the irrigation system shall be provided to the Town's Director of Public Works and permanently posted on the backflow preventer enclosure, visible to the roadway.

In the event that the Town's Director of Public Works deems that the owner of the irrigation system developer failed to properly install, operate or maintain a private irrigation system within Town right-of-way, the Director will immediately revoke permission for the encroachment upon Town right-of-way. Upon revocation of permission to encroach upon Town right-of-way, water service to the irrigation system will be terminated without further notice.

3.07 Mailboxes

Mailboxes located within Town right-of-way for the purpose of receiving delivery from the US Postal Service shall conform to the requirements set forth by the US Postal Service. All portions of the mailbox, support, or any appurtenance thereto shall be no less than 12" from the back of curb with a minimum height from pavement to mailbox of 42-inches. The Town shall reserve the right to review mailbox location with respect to site triangle, and require relocation accordingly.

SECTION 4 - CURB & GUTTER, GREENWAYS, DRIVEWAYS AND SIDEWALKS

4.01 Materials

a. Concrete:

Concrete for curb and gutter, driveways, or sidewalks shall be Portland cement concrete having a 28-day strength of 3000 psi when tested in accordance with ASTM C39. Detailed specifications for concrete shall conform to the specifications contained in Section 2.08 hereof.

b. Bituminous Concrete (Asphalt):

Asphalt for public greenways shall meet the requirements as set forth in Section 610 of NCDOT Specifications for Type S 9.5A.

c. Joint Fillers:

Joint fillers shall be a non-extruding joint material conforming to ASTM D1751.

4.02 Dimensions

The minimum thickness of a sidewalk shall be 4 inches, except at driveway crossings where the sidewalk shall be 6" thick. Sidewalks shall have a uniform slope perpendicular to the curb of ¼ inch per foot toward the curb. The utility strip between the sidewalk and the back of curb shall be less ½ inch per foot toward the roadway. Where street trees are required a subgrade of soil aggregate mixture will be required by the Town.

Curb and gutter shall be standard 30" combination curb and gutter. Rolled or valley type gutter shall not be used. Standard median curb (18-inch) may be used on entrance islands and medians.

4.03 Construction Methods

a. Subgrade:

The subgrade shall be excavated to the required depth to allow placement a minimum of 5" of aggregate base course beneath the curb and shaped to the proper cross-section. Where tree roots are encountered, they shall be removed to a depth of 1 foot for the full width of the excavation. The subgrade shall be stable and thoroughly compacted as specified in paragraph 2.05 and tested in accordance with paragraph 3.04.

For sidewalks a 6” sub base mixture of #57 stone and ASTM c33 sand shall be provided. The mixture shall be 70 percent stone and 30 percent sand. An equal may be considered by the Town Engineer.

b. Forms:

Forms shall be set and maintained true to the required lines, grades, and cross sectional dimensions as shown in the Construction Details and on the Drawings. Forms shall be constructed with material of such strength and with such rigidity to prevent deflection between supports. Straight forms shall be within a tolerance of ½ inch in 10 feet from a true line

horizontally or vertically. Forms shall be thoroughly cleaned of all dirt, mortar and foreign material before being used. All inside form surfaces shall be thoroughly coated with commercial quality form oil before placing concrete.

Curbing forms or "stringline" guides shall be carefully placed to assure that the curbing will be constructed to accurate grades and without creating any depressions or "bird baths. Curved sections shall be placed such that the radii are smooth and continuous and without abrupt bends.

c. Expansion, Contraction and Control Joints:

Contraction and control joints shall be cut to a depth equal to at least 1/3 of the total concrete thickness. Contraction or control joint spacing shall be 10 feet maximum for curbing and driveway aprons. Expansion joints for curbing shall be no more than 50 feet on centers, with the joint material extending the full depth of the concrete with the top of the filler 1/2 inch below the finished surface. Expansion and contraction joints shall be spaced such that no final curb section shall be less than 5 feet long (including repair sections). Expansion joints for sidewalks shall be spaced no greater than 50 feet apart. Sidewalks shall be finished to grade and cross-section with a float, troweled smooth and finished with a broom. Contraction joints shall be no less than 1/8 inch in width, to a depth equal to at least 1/3 of the total slab thickness and cut at intervals equal to the width of sidewalk.

d. Driveway Aprons:

Where driveway aprons are to be installed in an existing curb, the entire curb and gutter section shall be removed. Saw cutting and removing the curbing, leaving the existing gutter in place, shall not be allowed. Contraction, control and expansion joints shall be located as previously specified and shown on the details. The flow line of the gutter shall be maintained across driveway aprons.

4.04 Pedestrian Crossings

Pedestrian crossings, curb cuts and ramps shall be provided at all intersections in accordance with NC GS 136-44.14. Construction, pavement marking, etc. shall conform to Detail 4.06.

4.05 Inspection

No concrete shall be placed until the forms and subgrades have been inspected and authorized by the Town Representative. Offset or reference points shall be maintained in place to assure proper placement of the forms by the Town Representative. Where machine extruded curbing is used, the "stringline" shall be inspected by the Town Representative. A minimum of 24 hours notice shall be given for inspections.

SECTION 5 - STORM DRAINAGE

5.01 Design

Storm drainage facilities shall be designed in accordance with the goals and guidelines set forth in the *Unified Development Ordinance*. The goal shall be to collect and dispose of stormwater generated upon or passing through the project location. The determination of the quantities of water that must be accommodated will be based upon peak flows from storms having the following return frequency:

Drainage Structure	**Storm Event - Return Frequency**
Curb inlets & Gutters	10-year storm
Storm Sewer Collector	10-year storm
Detention Facility	100-year Emergency Spillway
Cross Street Drainage	100-year storm
Roadways in Flood Plain	100-year storm*****
BMP Devices	UDO & NCDENR Stormwater Best Management Practices

***** Roadways in flood plain areas shall withstand the 100-year storm without over-topping or sustaining damage. The roadway embankments shall be fully protected from flows that may occur during a 100-year event.

Prediction of the peak flow rates resulting from a rainfall event shall be calculated using the procedure in the SCS TR-55, the Rational Method, or other calculation procedures acceptable to the Engineer. The size of storm water conduits shall be determined by utilizing the standard energy equation for inlet control or outlet control and/or headwater nomographs as published by various federal agencies such as Federal Highway Administration - HEC-5, HEC-RAS, Soil Conservation Service, etc. Calculations shall include analyses of pre- and post-development run off rates from the project for the 1-year storm event. All calculations shall be performed under the responsible charge of an appropriately licensed design professional and sealed by that professional. Storm drainage facilities shall be designed in a manner such that upstream and downstream properties are not adversely affected.

The minimum pipe size to be used within any public right-of-way shall be 15-inch diameter. All public storm drainage facilities shall be installed in dedicated street rights-of-way (i.e. pipe inlets and outlets shall be within street rights-of-way or dedicated easement). If a property owner/developer desires to extend storm drainage piping to eliminate open channels on private property, such pipes shall be installed within a stormwater easement and maintained at the adjacent property owner's or owners' expense. A manhole or junction box shall be provided at the public right-of-way boundary. Minimum widths of storm drainage easements shall be the

greater of 1) the width as dictated by the appropriate following configurations listed below; or 2) the width necessary to contain the predicted 100-year water elevation plus two feet in depth:

- 20 feet for single pipes up to and including 36 inches nominal diameter or open channels up to 36 inches in top width

- 20 feet plus the maximum conduit (outside diameter at the barrel) or channel width (in feet) for single pipes or channels larger than 36 inches wide

- 10 feet from the edge line of the outside conduits where multiple, parallel pipes are installed.

Erosion and sedimentation control measures shall be so designed to provide control from the calculated peak rates from a 10-year frequency storm. Discharge from drainage systems shall not be of such a velocity as to cause damages after leaving the pipe. At pipe outlets, flared end sections or head walls shall be provided with rip-rap aprons designed to reduce velocity and dissipate energy so that downstream damage does not occur.

Catch basins, yard inlets, manholes or structures shall be installed at each deflection of line or grade. No "blind" junction boxes shall be permitted. The minimum cover for reinforced concrete pipe shall be 2 feet from finish subgrade to the top of pipe under roadways and 1 foot under a non-roadway area. For polyethylene storm drainage pipe, the minimum cover shall be two times the nominal pipe diameter.

Stormwater shall not be allowed to flow across streets. Drainage shall be provided to intercept flow in the radius of an intersection, or the design of the street shall indicate a continuous grade around the radius to allow the flow to continue down the intersecting street. Water shall be picked up before the spread into the street exceeds 8 feet from the face of the curb. The inlets shall be spaced using a maximum capacity of 5 CFS per single curb inlet. No curb inlet shall be installed in the curb radius of any intersection.

Detention ponds and other BMP devices shall reference and adhere to standards set forth by NCDENR in *Stormwater Best Management Practices.* Additional requirements by the Town include a maximum of 3:1 slopes on all sides of ponds, unless exempted by the Town Engineer.

5.02 Pipe Materials

a. General:

All storm sewer pipes to be installed in projects within the public street rights of way belonging (or to be dedicated) to the Town of Knightdale shall be reinforced concrete pipe (RCP) or high density polypropylene (HDPP) conforming to the specifications presented herein.

If an applicant desires to use any materials other than RCP or HDPP, the applicant's plan submittal must contain a formal request and be accompanied by complete background data to justify its use. Approval to use any materials other than RCP or HDPP may only be granted by the Town Manager upon the recommendation of the Town Representative and Town Engineer.

a. Reinforced Concrete Pipe (RCP):

RCP shall be as per ASTM C76, Table III or TABLE IV with a minimum 15-inch diameter. All RCP shall be top quality material; no seconds or lesser quality pipe shall be used. Joints shall be sealed with a plastic cement putty meeting Federal Specification SS-S-00210 such as "Ram-Nek or a butyl rubber sealant."

b. High Density Polypropylene (HDPP) Storm Drainage Pipe:

HDPP storm drainage pipe shall conform to AASHTO M330 Type S or Type D. The pipe shall be smooth interior finish and be furnished in 20' laying lengths with an integral bell for gasket, bell and spigot joints. The pipe shall be a double wall type, having a corrugated outer surface and a smooth inner surface, with Manning's roughness not to exceed 0.010. End treatments and fittings shall meet the requirements of ASSHTO M330-20.

5.03 Materials - Storm Drainage Structures

a. General:

All structures including manholes, curb inlets, catch basins, yard inlets, junction boxes, etc., shall be constructed of clay brick masonry units, concrete brick masonry units, or precast concrete (waffle boxes are not acceptable). Endwalls and headwalls shall be constructed of clay brick masonry units, concrete brick masonry units, precast or structural cast-in-place concrete.

b. Clay Brick Masonry Units:

Clay brick shall be solid, rough, sound clay brick conforming to ASTM C32, Grade MS.

c. Concrete Brick Masonry Units:

Concrete brick masonry units shall be solid units meeting the requirements of ASTM C55, Grade S-II.

d. Precast Concrete Structures:

Precast concrete structures shall meet the requirements of ASTM C478. Structures shall have joints sealed with a pre-formed plastic gasket per Federal Specifications SS-S-00210. Manholes shall be sized in accordance with the table below.

MANHOLE SIZE REQUIREMENTS		
DEPTH RANGE	OUTLET PIPE SIZE	
0' – 12'	6'	7'
12' – 18'	6'	7'
> 18'	7'	8'

e. Mortar:

Mortar shall be proportioned as shown below for either Mix No. 1 or Mix No. 2. All proportions are by volume. Water shall be added only in the amount required to make a workable mixture.

MIX NO. 1: 1 part Portland Cement
¼ part Hydrated Lime
3¾ parts Mortar Sand (maximum)

MIX NO. 2: 1 part Portland Cement
1 part Masonry Cement
6 parts Mortar Sand (maximum)

Portland cement shall be ASTM C150, Type 1. Hydrated lime shall conform to ASTM C207, Type S. Masonry cement shall meet the requirements of ASTM C91. Mortar sand shall be standard size 4S, per requirements of the NC DOT.

f. Castings:

(1) General - All castings shall be of one of the manufacturers specified. If the Developer/ Contractor desires to use a casting of another manufacturer, samples of the casting(s) shall be provided to the Town Representative for review and approval. In addition to samples, the names of other users of the castings shall be furnished along with names and telephone numbers of persons whom the Town Representative may contact for an evaluation of the casting.

All castings shall meet the requirements of ASTM A48, Grade 30 iron.

(2) Curb Inlet Grate, Frame & Hood - Curb inlets shall be of the grate, frame and hood type conforming to NCDOT 840.03, Type E, F and G, based on flow direction. Castings shall be Type V-4066 (2-5) as manufactured by Vulcan Foundry Company, Southern Foundry SF-102 + SF-103 (C,E,F, or G) or US Foundry #5181. Grates with slots parallel to the curb are not permitted.

(3) Grates & Frames - Cast iron grates and frames for yard inlets shall conform to NCDOT 840.16 and be of the size indicated on the approved plans. Grates and frames shall be Vulcan V-4870, Southern Foundry SF-131, US Foundry 4130+6230; or their equivalent with comparable features for other larger size openings as may be required.

Grates and frames shall only be used outside of street rights-of-way.

(4) Manhole Rings & Cover - Cast iron manhole rings and covers shall conform to NCDOT 840.54, with the words "STORM SEWER" cast on the cover. Covers shall have four 1-inch holes. Manhole castings shall be machined to provide a continuous bearing around the full periphery of the frame. Covers shall be Vulcan V-1384, Southern Foundry SF-101 or US Foundry 669-KL.

g. Portland Cement Concrete:

Portland cement concrete used for storm drainage structures, endwalls, etc. shall conform to the technical requirements presented in paragraph 2.08 of these Specifications, and shall have a minimum compressive strength of 3,000 psi at 28 days. Primary structures, such as box culverts, may require concrete having a compressive strength greater than 3,000 psi and may require the submission of mix designs and testing of the concrete by an independent laboratory. These special requirements may be imposed by the Town Representative for all such structures where recommended by the Engineer.

h. Reinforcing Steel:

Reinforcing steel shall be new billet steel conforming to ASTM A615, Grade 60, deformed.

5.04 Miscellaneous Materials

a. Riprap:

Riprap shall be large aggregate of the size and class shown on the approved drawings.

b. Steps:

Steps shall be constructed using ½ inch diameter reinforcing steel encapsulated in polypropylene material. Steps shall be designed and installed to accommodate a vertical load of not less than 400 pounds and a horizontal pullout load of at least 1,000 pounds. Steps shall have a clear width of 12 inches.

5.05 Construction Methods

a. Trenching & Bedding for Storm Sewers:

The trench shall be excavated to the line and grade indicated on the Drawings. The trench bottom shall provide a firm and uniform support for the pipe. Where bell and spigot type pipe is used, recesses shall be excavated to receive the pipe bell.

Where the foundation is found to be of poor supporting value, the pipe foundation shall be conditioned by undercutting the unacceptable material to the required depth as directed by the Town Representative and backfilling with stone or other approved material. Where necessary, surface water shall be temporarily diverted in order to maintain the pipe foundation in a dry condition. The flow of water from such temporary diversions shall be directed into suitable erosion control devices.

b. Pipe Laying:

Concrete pipe culverts shall be laid carefully with bells or grooves upgrade and ends fully and closely joined. Joints of concrete pipe shall be made with O-ring gasket or with plastic gasket material as specified. Joints shall be made in accordance with manufacturer's recommendations. Pipe which is not true to alignment, or which shows any settlement after laying, shall be taken up and relaid.

Corrugated steel pipe and pipe arch shall be laid similar to reinforced concrete pipe. Joints shall be of steel bands supplied by pipe manufacturer and installed according to manufacturer's instructions.

c. Backfilling:

The storm sewer trench shall be backfilled with approved material free from large stones or clods in 6-inch layers, loose measurement, and compacted to 95% of maximum dry density (AASHTO T-99), where the trench is within an area to be paved, or where the trench is immediately behind the curb. In streets the compaction requirement shall be increased to 100% of maximum dry density within 12" of subgrade. The backfilling shall be done on both sides of the pipe simultaneously to prevent displacement of the pipe. The backfill materials shall be moistened when necessary in the opinion of the Engineer to obtain maximum compaction. Water settling or puddling shall not be permitted. Backfill in trenches not within the limits to be paved may be compacted in 12-inch layers after backfill is one foot above the top of the pipe.

All trash, forms, debris, etc., shall be cleared from around all pipes and structures before backfilling. Backfilling around structures shall be done symmetrically and thoroughly compacted in 6-inch layers with mechanical tampers to the specified 95% density.

d. Masonry Structures:

Excavations shall be made to the required depth, and the foundation on which the brick masonry is to be laid shall be approved by the Town Representative. The brick shall be laid so that they will be thoroughly bonded into the mortar by means of the "shove-joint" method. Buttered or plastered joints will not be permitted. The headers and stretchers shall be so arranged as to thoroughly bond the mass. Brickwork shall be of alternate headers and stretchers with consecutive courses breaking joint. All mortar joints shall be at least 3/8 inches in thickness. The joints shall be completely filled with mortar. No spalls or bats shall be used except for shaping around irregular openings or when unavoidable to finish out a course. Competent masons shall be employed on the work, and all details of construction shall be in accordance with approved practice and to the satisfaction of the Town Representative.

Steps as shown on the plans shall be placed in all catch basins and inlets when they are greater than five feet in depth. The steps shall be set in the masonry as the work is built up, thoroughly bonded, and accurately spaced and aligned. Steps shall be set at 16 inches on center and project at least 5 inches from the face of the wall.

Inverts in the structures shall be shaped to form a smooth and regular surface free from sharp or jagged edges. They shall be sloped adequately to prevent sedimentation.

The castings shall be set in full mortar beds. All castings when set shall conform to the finish grade shown on the Drawings.

e. Concrete Construction:

The forming, placing, finishing and curing of Portland cement concrete shall be performed in strict accordance with all applicable requirements as contained in the ***Standard Specifications for Road & Structures***, latest edition, as published by the NC DOT.

f. Installation of Precast Concrete Structures:

Precast concrete catch basins, manholes, junction boxes, etc. shall be installed level and plumb and upon a firm, dry foundation, approved by the Town Representative. Structures shall be backfilled with suitable materials, symmetrically placed and thoroughly compacted so as to prevent displacement and deter settlement. Castings shall be set in full mortar beds to the required finished grade.

SECTION 6 – WATER

6.01 Preliminary Considerations

All water main extensions and distribution facilities shall be in accordance with the City of Raleigh standards.

6.02 Design

a. Fire Hydrants:

(1) Residential Zoning Districts - Fire hydrants shall be located at each street intersection. The maximum distance between fire hydrants in residential districts, measured along street centerlines, shall not exceed 500 feet. On group housing projects, all parts of the buildings shall be within 300 feet of a fire hydrant.

(2) Business, Commercial, Industrial Zoning Districts - There shall be at least one fire hydrant located at each intersection. The maximum distance between fire hydrants in these districts, measuring along street centerlines, shall be 300 feet. All parts of each building shall be within 500 feet of hose run from a fire hydrant. Hose run lengths shall be measured along a route not closer than 20 feet from the building(s). All fire hydrants shall have full vehicular access via durable surface and shall not be located within 30 feet of a structure. Fire hydrant locations shall be coordinated with the Engineer, the Knightdale Fire Department and the Wake County Fire Marshal.

(3) Main Size - Water mains supplying fire hydrants shall be 6" or larger. Only one (1) fire hydrant may be fed from a single feed (or dead end) 6" water main.

b. Valves:

Valves shall be installed on all on hydrant branches.

6.03 Trench Excavation & Preparation

a. General Requirements:

The pipeline trench shall be excavated to the line and gradient shown on the approved drawings.
The length of trench which may be open ahead of pipe laying operations shall be no more than 100 feet and no less than 20 feet unless warranted by special circumstances, and then only upon approval of the Town Representative.

6.04 Materials

a. Hydrants:
Fire hydrants shall be of the compression type meeting AWWA C502-80 standards, designed for a minimum working pressure of 150 psi and a hydrostatic test pressure of 300 psi with the valve in both the open and closed positions.

All hydrants shall be equipped with two 2½-inch nozzles and one 4-inch pumper nozzle. Each nozzle shall be bronze with cast iron caps secured thereto with a suitable steel chain. Nozzles shall have National Standard threads.

The hydrants shall be open-left and equipped with a pentagon-type operating nut (National Standard) measuring 1½ inches from point to flat. Hydrants shall be of the "dry top" type with the upper rod threads completely enclosed in a sealed grease or oil chamber, equipped with "O" ring seals and a Teflon thrust bearing.

The hydrant valve opening shall be of sufficient size to insure such flows and corresponding minimum losses as set forth by the American Water Works Association. The minimum valve opening shall be 4½ inches.

The hydrants shall have a 6-inch shoe or boot, mechanical joint. Hydrants shall have bronze to bronze threads provided between the hydrant seat or seat ring and the seat attaching assembly. The hydrant shall be of the "safety" type so that, if the upper barrel is broken off, the hydrant valve will remain closed and reasonably tight. All hydrants shall be furnished with barrel and stem extensions as required by the final field location to provide a nominal minimum bury of three feet, six inches (3'-6"), or greater, if indicated on the Drawings.

Hydrants shall be Mueller Centurion, American Mark 73, Clow Medallion or Kennedy Guardian.

6.05 Installation of Water Mains, Fittings, Valves & Appurtenances

a. Setting Hydrants:

Fire hydrants shall be installed at all points indicated on the drawings and in strict accordance with the standard detail. Hydrants shall be set plumb with the steamer nozzle facing the street. The area surrounding the hydrant shall be generally flat and clear for a distance of 3 feet in each direction of the hydrant. The traffic flange shall be 2" above the finish grade. New hydrants shall be factory or field painted to match existing Town hydrants. Hydrants shall be lubricated upon completion of installation.

6.06 Installation of Steel Casing Pipes by Boring & Jacking

Steel casing pipe to be installed by simultaneous boring and jacking shall be constructed to meet required standards of NCDOT. For railroad crossings, the construction requirements shall conform to the requirements of the affected railway company.

The project drawings shall show a plan and profile for each casing pipe to be installed. The plan shall clearly note the casing pipe wall thickness and length. For railroad crossings, the Contractor shall be certain that a proper license agreement has been obtained and that any special insurance requirements are compliant.

6.07 Cutting & Replacement of Existing Pavements

Open-cut of existing bituminous pavement is generally not permitted on Town streets, designated State maintained roads, and on private driveways. Site-specific cases may be considered by the

Town. Where bituminous pavements are open-cut, the pavement shall be restored with pavement replacement conforming to the detail shown on the approved drawings.

Open-cut of concrete pavement may also be permitted where required at existing private driveways. Concrete pavement shall be restored with pavement replacement conforming to the standard detail and to the complete satisfaction of the affected property owner.

The pavement shall be cut to true neat lines, with cutting equipment as may be approved by the Town Representative, and in such a manner as not to damage the pavement outside the cutting line. The cut pavement shall then be broken up as necessary and then hauled away before trench excavation is begun to prevent its being mixed with excavated material which would be used for backfill. The edge of the pavement cut shall be at least 12 inches beyond the edge of the trench line.

Specifications previously presented relative to excavation, bedding, and backfilling shall apply with special care taken to ensure that backfill material is of select quality, and is placed and compacted in shallow 6-inch lifts.

After completion of the trenching and pipe laying operations, the backfill shall be brought to the required subgrade depth, from which point, the remaining depth (8" - 12") shall be backfilled with Aggregate Base Course, compacted in two lifts. The base course shall remain for a minimum of four (4) days prior to placement of paving, so as to allow for further natural settlement which may result from normal traffic. When final settlement is obtained, a portion of the ABC shall be removed as required to accommodate the final pavement section. All materials and pavement placement methods shall be in strict accordance with the requirement of NCDOT - ***Standard Specifications for Roads & Structures***, latest edition.

NOTE: Type I 19.0B intermediate course shall be used in lieu of ABC, if required by the NCDOT.

6.08 Water Use During Construction

The Contractor shall make arrangements with the City of Raleigh Representative for water to be used in the filling, testing, flushing, etc. of newly installed water mains. All work requiring water shall be carried out in a manner, which will minimize the volume of water required. Water for construction activities other than those associated with new public water mains shall be purchased from the City of Raleigh or supplied by the Contractor. Contact the City of Raleigh Public Works Department for information on purchasing water.

SECTION 7 - SANITARY SEWERS

7.01 Design

a. General Requirements:

Sanitary sewer extensions shall comply with the design guidelines set forth by the City of Raleigh Public Utilities Department Handbook as well as the minimum design criteria set forth by the Division of Water Quality of the NC Department of Environment & Natural Resources.

b. Location:

All public sanitary sewer mains shall be within dedicated street rights-of-way or dedicated sanitary sewer easements. When sanitary sewer mains are installed in street rights-of-way, they shall be located in the center of the pavement or right-of-way, where practical, or the south or west side of the pavement.

In natural drainageways, sewers shall be extended to all upstream property lines to readily enable future connection to adjoining property (Per Section 19.2.5 of the ***Unified Development Ordinance***).

On dead end sewers, the sewer main shall extend to a point where the terminal manhole is contiguous to the lot being served. In streets, the terminal manhole shall be inside the lot line extended, so as to be within the street frontage of the lot being served.

Minimum widths of permanent sanitary sewer easements shall be in compliance with the City of Raleigh. Sanitary sewer easements shall not overlap with drainage easements. No permanent building structures of any kind are allowed within the sewer easement.

Sanitary sewers shall not be installed under any part of an existing impoundment or beneath any area to be impounded. Where a sanitary sewer and a storm sewer cross, and the vertical separation is less than 12 inches with the sanitary below the storm or the sanitary is above the storm, the sanitary sewer shall be ductile iron pipe.

Pipe material, service lateral material, manholes, manhole accessories shall conform to City of Raleigh requirements.

7.02 Trench Excavation & Preparation

a. General Requirements:

The pipeline trench shall be excavated to the line and gradient shown on the approved drawings.
The length of trench which may be open ahead of pipe laying operations shall be no more than 100 feet and no less than 20 feet unless warranted by special circumstances, and then only upon approval of the Town Representative.

The trench bank shall be vertical from the bottom to a point not less than one foot above the top of the pipe. The Contractor shall do all bracing, sheeting, sloping of bank, shoring, pumping, etc., as required to prevent caving of the banks, all in strict accordance with applicable O.S.H.A. regulations.

b. Dewatering:

The ground adjacent to the excavation shall be graded to prevent surface water from entering the trench. The Contractor will, at his expense, remove by pumping or other means approved by the Town Representative, any water accumulated in the trench and shall keep the trench dewatered until bedding and pipe laying are complete. When water is pumped from the trench, the discharge shall follow natural drainage channels. Proper erosion control measures shall be employed for prevention of siltation.

c. Rock Excavation:

Where rock is encountered, the trench shall be excavated in strict accordance with applicable O.S.H.A. regulations.

d. Blasting Procedures:

Blasting for trench rock may be initiated only after the permitting requirements prescribed in Section 2.04 of these Specifications have been complied with. The Contractor is also reminded of the work hour limitations for blasting, as also established in Section 2.04.

Blasting Procedures shall conform to all applicable local, state, and Federal laws and ordinances. The Contractor shall take all necessary precautions to protect life and property, including the use of an approved blasting mat where there exists the danger of throwing rock or overburden. The Contractor shall keep explosive materials which are needed on the job site in specially constructed boxes provided with locks. These boxes shall be painted red and plainly identified as to their contents. After working hours, the boxes containing explosive material shall be removed from the job site.

Failure to comply with this specification shall be grounds for suspension of blasting operations until full compliance is made. No blasting shall be allowed unless a galvanometer is employed to check cap circuits. Where blasting takes place within 500 feet of a utility, structure, or property which could be damaged by vibration, concussion, or falling rock, the Contractor shall be required to keep a blasting log containing the following information for each and every shot:

1. Date of shot
2. Time of shot
3. Foreman's name
4. Number and depth of holes
5. Approximate depth of overburden
6. Amount and type of explosive used in each hole
7. Type of caps used (instant or delay)
8. The weather

This blasting log shall be made available to the Town Representative upon request and shall be kept in an orderly manner. Compliance by the Contractor with these specifications does in no way relieve him of legal liabilities relative to blasting operations.

The Town Representative reserves the right to require removal of rock by means other than blasting where any utility, residence, structure, etc. is either too close to, or so situated with respect to the blasting hazardous.

7.03 Unloading and Storage of Pipe Materials

The unloading and loading of all pipe, fittings, and other accessories shall be in accordance with the manufacturer's recommended practices and shall at all times be performed with care to avoid any damage to the material.

Once on the job site, all materials shall be stored in accordance with the manufacturer's recommended practices, and within the limits of the Project site.

7.04 Pipe Laying

All gravity sewer lines and manholes shall be laid to the line and grade shown on the approved drawings with no deviations whatsoever unless approved by the Town Representative.

The pipe interior shall be kept clean throughout the pipe laying operation. Pipe ends shall be plugged at the end of each work day. Plugs shall be watertight to prevent the entrance of foreign matter into the pipe.

7.05 Backfilling

a. General:

Backfilling shall be completed as soon as possible, so as to minimize the length of time that the trench or any part thereof is left open.

7.06 Installation of Steel Casing Pipes by Boring & Jacking

Steel casing pipe to be installed by simultaneous boring and jacking shall be constructed to meet required standards of the NCDOT. For railroad crossings, the construction requirements shall conform to the requirements of the affected railway company.

The project drawings shall show a plan and profile for each casing pipe to be installed. The plan shall clearly note the casing pipe wall thickness and length. For railroad crossings, the Contractor shall be certain that a proper license agreement has been obtained and that any special insurance requirements are complied with.

7.07 Cutting & Replacement of Existing Pavements

Open-cut of existing bituminous pavement is generally not permitted on Town streets, designated State maintained roads, and on private driveways. Where bituminous pavements are approved for open-cut, the pavement shall be restored with pavement replacement conforming to the detail shown on the approved drawings.

Open-cut of concrete pavement may also be permitted where required at existing private driveways. Concrete pavement shall be restored with pavement replacement conforming to the standard detail and to the complete satisfaction of the affected property owner.

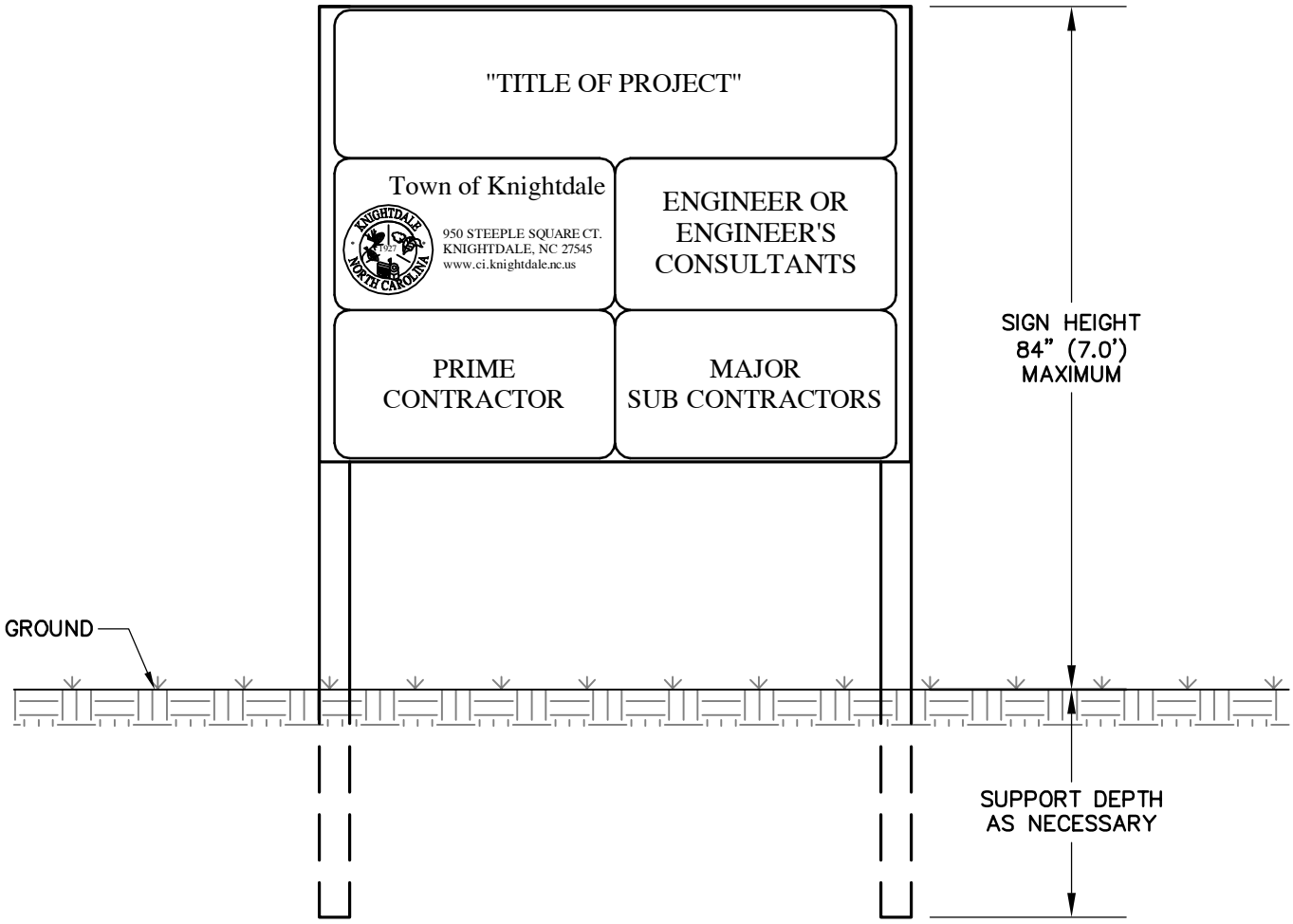
The pavement shall be cut to true neat lines, with cutting equipment as may be approved by the Town Representative, and in such a manner as not to damage the pavement outside the cutting line. The cut pavement shall then be broken up as necessary and then hauled away before trench excavation is begun to prevent its being mixed with excavated material which would be used for backfill. The edge of the pavement cut shall be at least 12 inches beyond the edge of the trench line.

Specifications provided by the City of Raleigh relative to excavation, bedding, and backfilling shall apply with special care taken to ensure that backfill material is of select quality, and is placed and compacted in shallow 6-inch lifts.

After completion of the trenching and pipe laying operations, the backfill shall be brought to the required subgrade depth, from which point, the remaining depth (8" - 12") shall be backfilled with Aggregate Base Course, compacted in two lifts. The base course shall remain for a minimum of four (4) days prior to placement of paving, so as to allow for further natural settlement which may result from normal traffic. When final settlement is obtained, a portion of the ABC shall be removed as required to accommodate the final pavement section. All materials and pavement placement methods shall be in strict accordance with the requirement of the NC DOT - ***Standard Specifications for Roads & Structures***, latest edition.

NOTE: Type I 19.0B intermediate course shall be used in lieu of ABC, if required by the NCDOT.

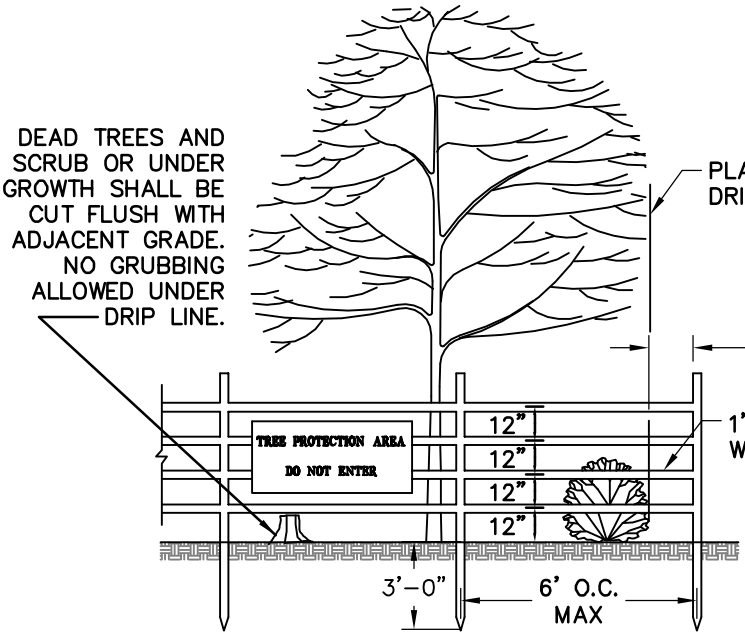
*** * * END OF STANDARD SPECIFICATIONS * * ***



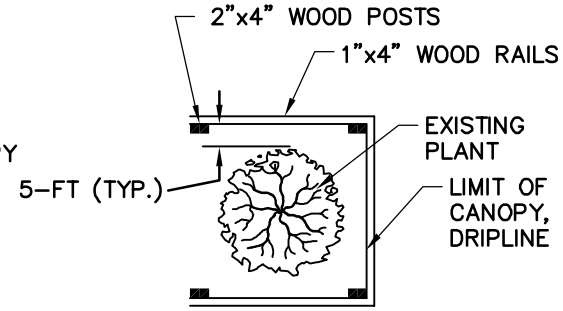
* TOTAL SIGN AREA = 32 SF/SIDE (MAXIMUM)

REVISIONS	
DATE	DESCRIPTION

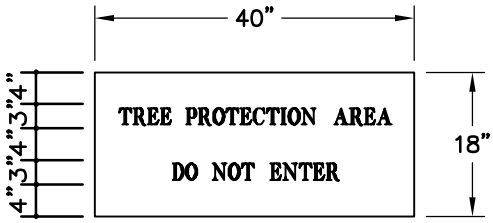
TOWN OF KNIGHTDALE STANDARD DETAILS	PROJECT IDENTIFICATION SIGN	STD. NO. 1.01



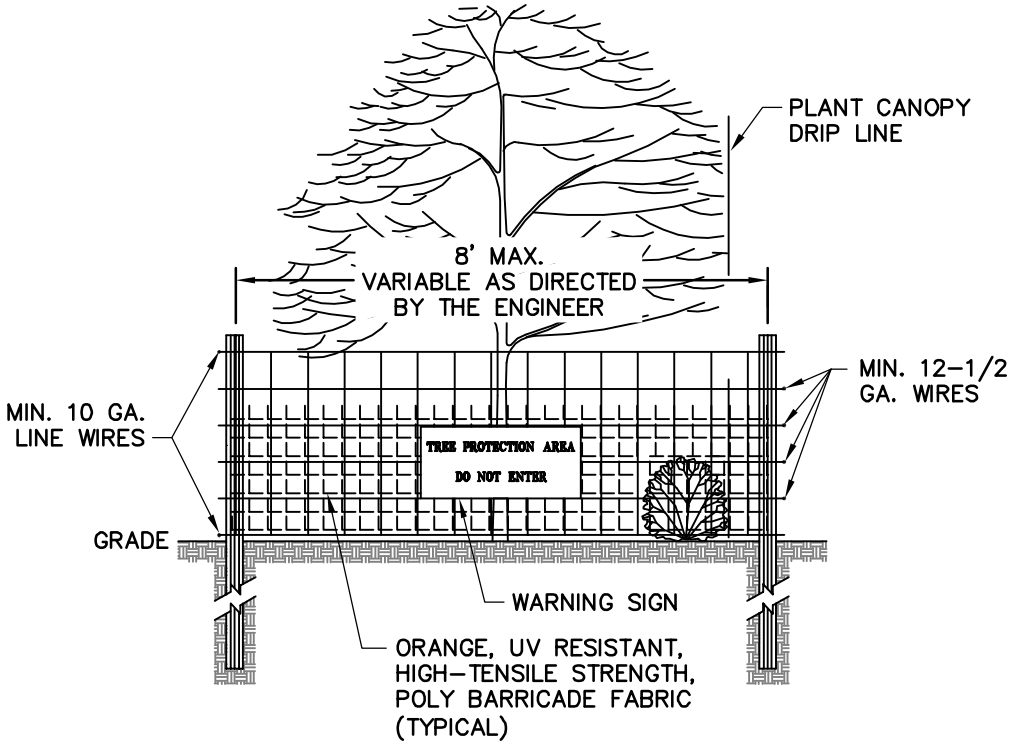
WOOD FENCE DETAIL



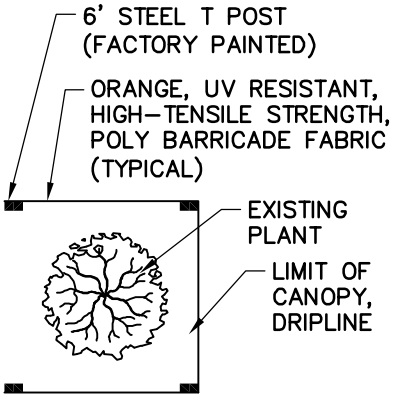
PLAN VIEW OF PROTECTIVE FENCING
AROUND SINGLE TREE- EXPAND AS NECESSARY



WARNING SIGN DETAIL



PERFORATED PLASTIC FENCE DETAIL



PLAN VIEW OF PROTECTIVE FENCING
AROUND SINGLE TREE- EXPAND AS NECESSARY

NOTES:
1. REMOVE ALL BARRIERS UPON COMPLETION OF PROJECT.
2. LANDSCAPING PLANS SHALL SHOW LOCATIONS OF ALL TREE PROTECTION FENCES.
3. ALL PLANTS TO BE SAVED SHALL BE PROTECTED BY FENCING AS SHOWN IN THIS DETAIL.
4. CONTRACTOR SHALL INSTALL FENCING PRIOR TO BEGINNING ANY CONSTRUCTION OR GRADING ACTIVITY.
5. CONTRACTOR SHALL CALL FOR INSPECTION AND APPROVAL OF PROTECTIVE FENCING PRIOR TO BEGINNING ANY CONSTRUCTION OR GRADING.
6. PROTECTIVE FENCING SHALL BE LOCATED 5' OUTSIDE DRIPLINE OF TREES AND 1' MINIMUM OUTSIDE SHRUBS OR OTHER PLANTS.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	PLANT PROTECTIVE FENCING	STD. NO. 2.10

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS	DESCRIPTION	DATE

ALLEY SECTION

STREET FEATURES:

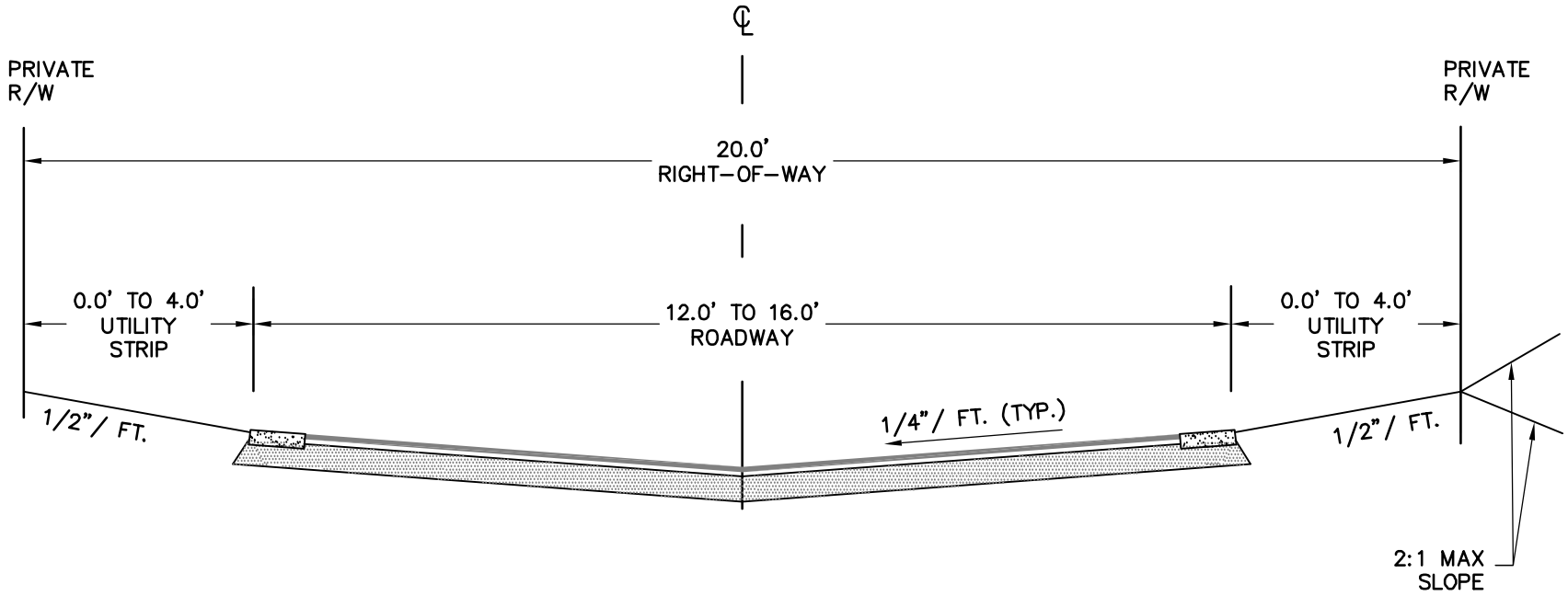
STREET WIDTH OF 12 FT. MINIMUM, 16 FT. DESIRABLE
REQUIRES 20 FT. OF RIGHT-OF-WAY
UTILITY LOCATION UNDERGROUND
TWO TO SIX BLOCKS LONG
AVERAGE SPEED OF 10 MPH

BUILDINGS & LAND USE:

RESIDENTIAL – PRIMARILY SINGLE FAMILY
COMMERCIAL

MINIMUM PAVEMENT DESIGN:

BITUMINOUS SURFACE COURSE: 2–½" S 9.5A
BASE COURSE: 8" ABC



NO SCALE

STD. NO. 3.01

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS	DESCRIPTION	DATE

STREET FEATURES:

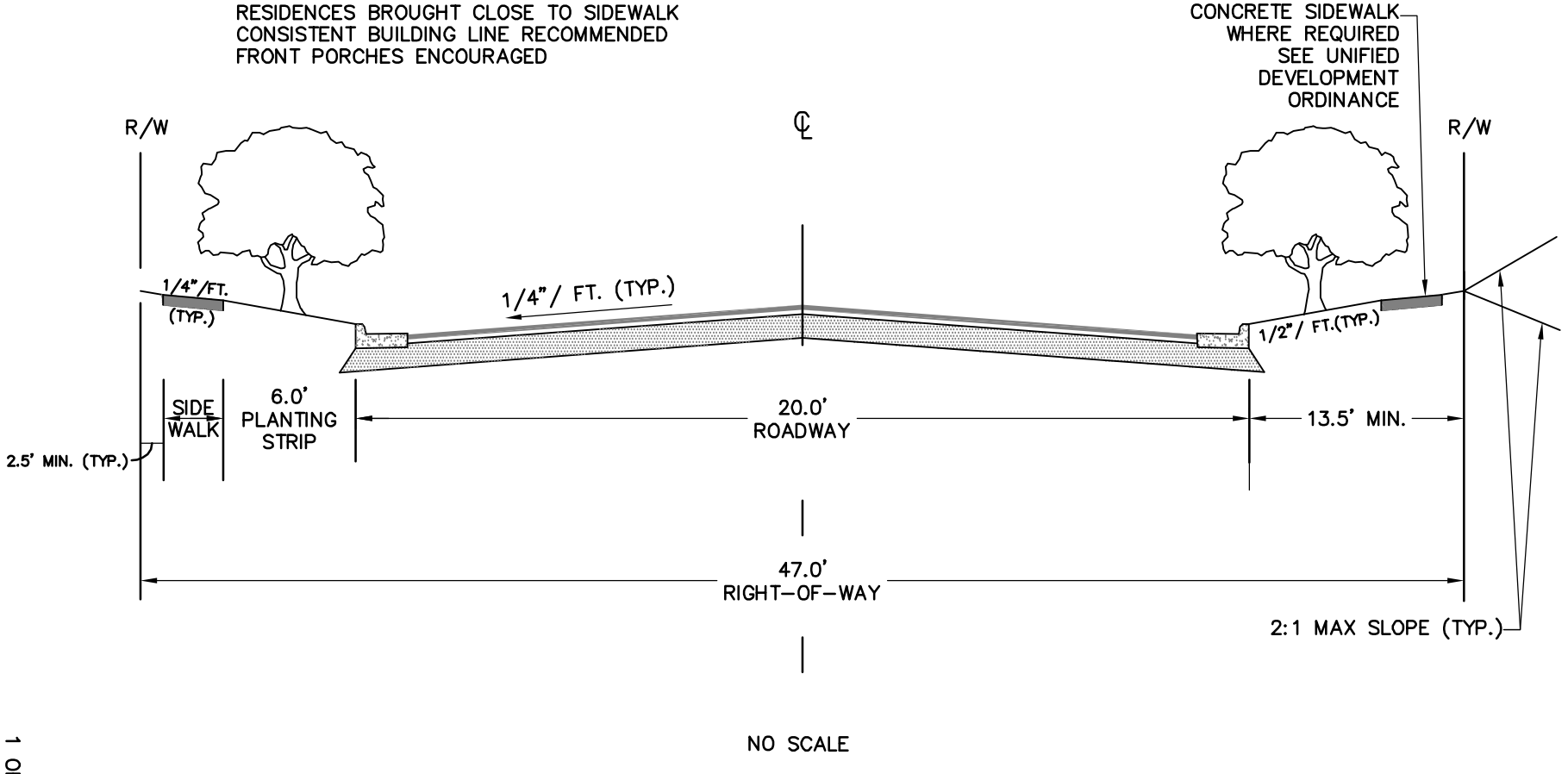
FLEXIBLE STREET DESIGN
COORDINATE STREET DESIGN ELEMENTS WITH TOWN STAFF
STREET WIDTH OF 20 FT. FOR ONE–WAY
CURB & GUTTER
INFORMAL PARKING
PLANTING STRIPS – 6 FT. ON EACH SIDE
SIDEWALKS – 5 FT. ON EACH SIDE
REQUIRES 47 FT. OF RIGHT–OF–WAY – ONE WAY
UTILITY LOCATION UNDERGROUND OR ALLEY
TWO TO SIX BLOCKS LONG
AVERAGE SPEED 20–25 MPH

BUILDINGS & LAND USE:

RESIDENTIAL – MANY RESIDENTIAL TYPES
RESIDENCES BROUGHT CLOSE TO SIDEWALK
CONSISTENT BUILDING LINE RECOMMENDED
FRONT PORCHES ENCOURAGED

MINIMUM PAVEMENT DESIGN:

BITUMINOUS SURFACE COURSE: 2–½" S 9.5A
BASE COURSE: 8" ABC



NO SCALE

LOCAL STREET SECTION
(ONE WAY)

STD. NO. 3.02

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS		
	DESCRIPTION	DATE

STREET FEATURES:

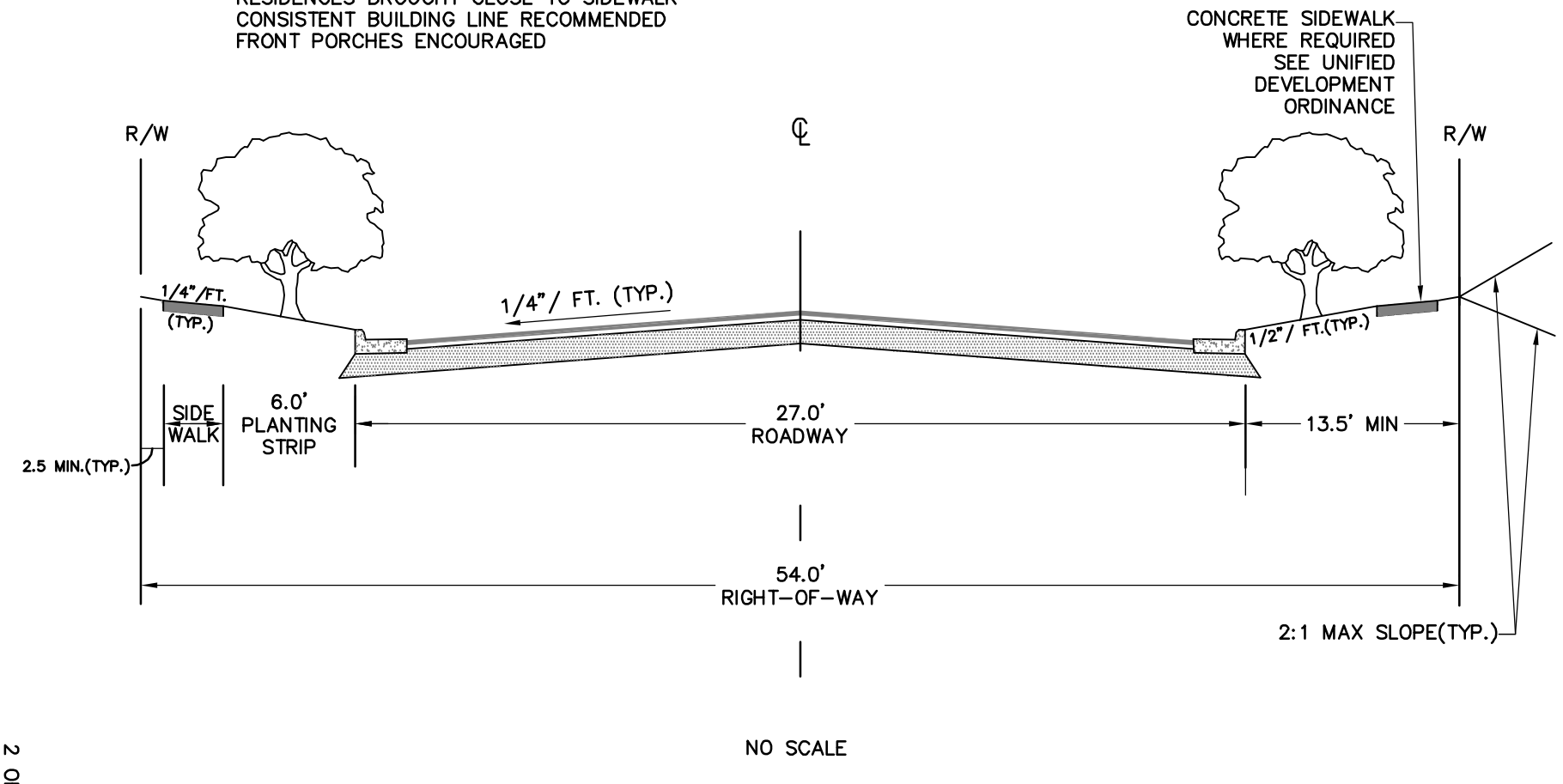
FLEXIBLE STREET DESIGN
COORDINATE STREET DESIGN ELEMENTS WITH TOWN STAFF
STREET WIDTH OF 27 FT. FOR TWO-WAY
CURB & GUTTER
INFORMAL PARKING
PLANTING STRIPS – 6 FT. ON EACH SIDE
SIDEWALKS – 5 FT. ON EACH SIDE
REQUIRES 54 FT. OF RIGHT-OF-WAY – TWO WAY
UTILITY LOCATION UNDERGROUND OR ALLEY
TWO TO SIX BLOCKS LONG
AVERAGE SPEED 20-25 MPH

BUILDINGS & LAND USE:

RESIDENTIAL – MANY RESIDENTIAL TYPES
RESIDENCES BROUGHT CLOSE TO SIDEWALK
CONSISTENT BUILDING LINE RECOMMENDED
FRONT PORCHES ENCOURAGED

MINIMUM PAVEMENT DESIGN:

BITUMINOUS SURFACE COURSE: 2-½" S 9.5A
BASE COURSE: 8" ABC



NO SCALE

LOCAL STREET SECTION
(TWO WAY)

STD. NO. 3.02

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS	DESCRIPTION	DATE

MAIN STREET SECTION

STD. NO. 3.03

STREET FEATURES:

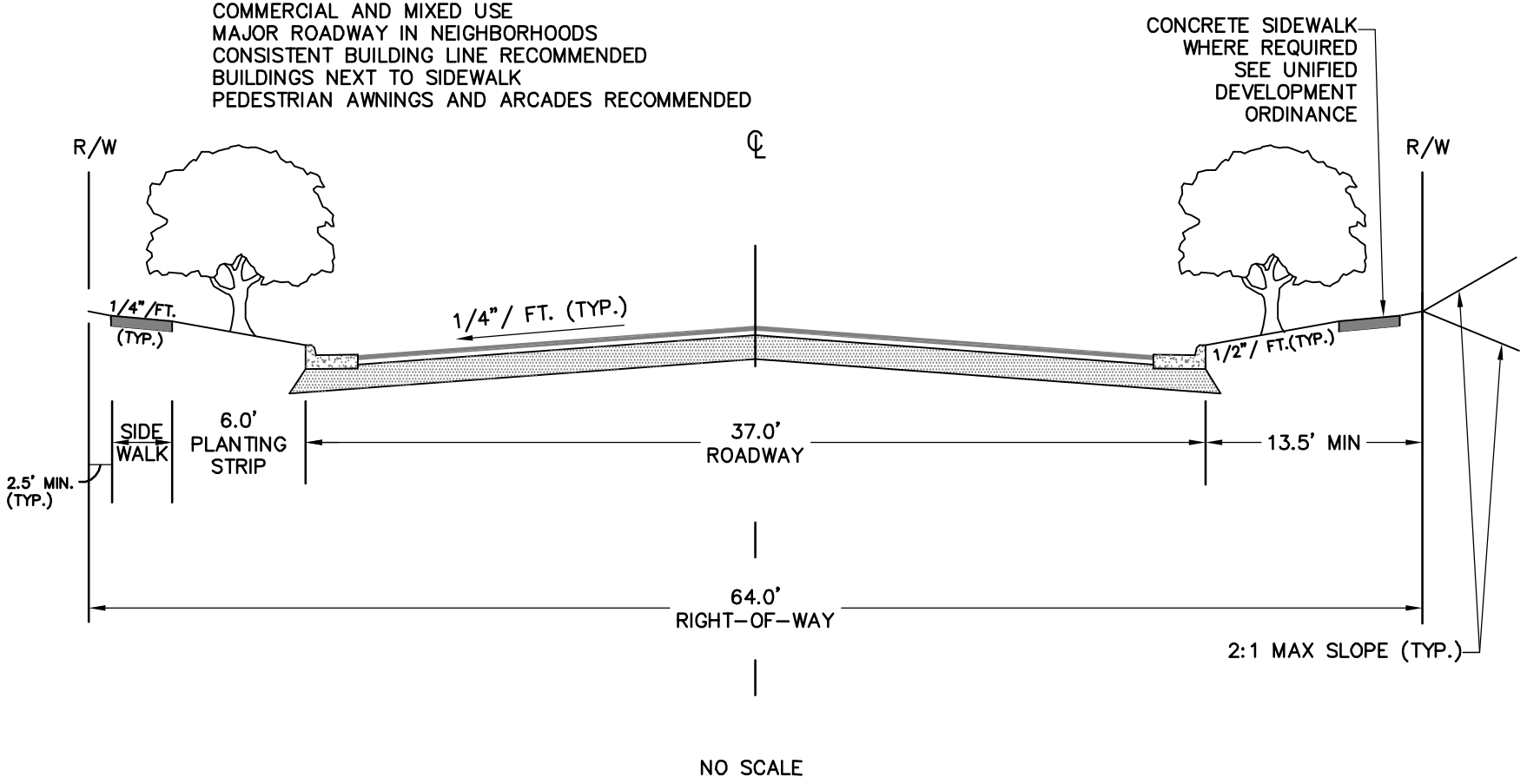
TRAVEL LANES OF 10 FT. MINIMUM
CURB & GUTTER
STRIPED PARKING IN MIXED USE AND COMMERCIAL AREAS
PLANTING STRIPS – 6 FT. ON EACH SIDE
SIDEWALKS – 5 TO 6 FT. ON EACH SIDE
(FOR SIDEWALKS >5 FT. EXTEND TO ℄ OF STREET)
REQUIRES 64 FT. OF RIGHT–OF–WAY
UTILITY LOCATION UNDERGROUND OR ALLEY
AVERAGE SPEED 20–25 MPH
INCLUDES BULBOUTS AT INTERSECTIONS AND MIDBLOCK

MINIMUM PAVEMENT DESIGN:

BITUMINOUS SURFACE COURSE: 1 1/2" S 9.5B
INTERMEDIATE COURSE: 2 1/2" I 19.0B
BASE COURSE: 8" ABC

BUILDINGS & LAND USE:

COMMERCIAL AND MIXED USE
MAJOR ROADWAY IN NEIGHBORHOODS
CONSISTENT BUILDING LINE RECOMMENDED
BUILDINGS NEXT TO SIDEWALK
PEDESTRIAN AWNINGS AND ARCADES RECOMMENDED



NO SCALE

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS	DESCRIPTION	DATE

AVENUE SECTION

STREET FEATURES:

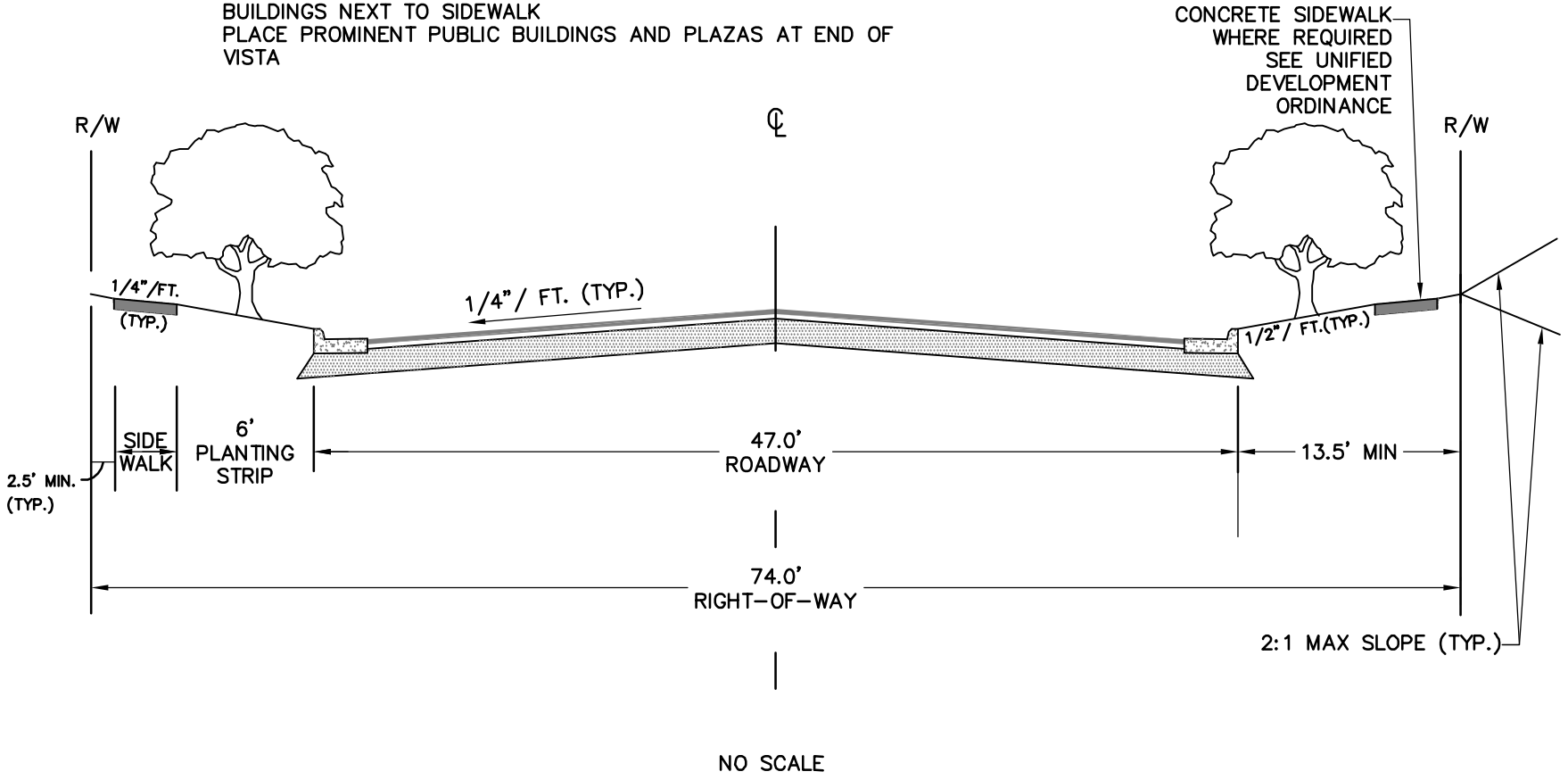
TRAVEL LANES OF 15 FT. TO ACCOMMODATE BICYCLISTS
CURB & GUTTER
STRIPED PARKING IN COMMERCIAL AND MIXED USE AREAS
PLANTING STRIPS – 6 FT. ON EACH SIDE
SIDEWALKS – 5 TO 8 FT. ON EACH SIDE
(FOR SIDEWALKS >5 FT. EXTEND TO ℄ OF STREET)
REQUIRES 74 FT. OF RIGHT–OF–WAY
UTILITY LOCATION UNDERGROUND OR ALLEY
AVERAGE SPEED 30–35 MPH

BUILDINGS & LAND USE:

RESIDENTIAL, INDUSTRIAL, AND COMMERCIAL AREAS
CONSISTENT BUILDING LINE RECOMMENDED
BUILDINGS NEXT TO SIDEWALK
PLACE PROMINENT PUBLIC BUILDINGS AND PLAZAS AT END OF VISTA

MINIMUM PAVEMENT DESIGN:

BITUMINOUS SURFACE COURSE: 1 1/2" S 9.5B
INTERMEDIATE COURSE: 2 1/2" I 19.0B
BASE COURSE: 8" ABC



NO SCALE

STD. NO. 3.04

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS	DESCRIPTION	DATE

MINIMUM PAVEMENT DESIGN:

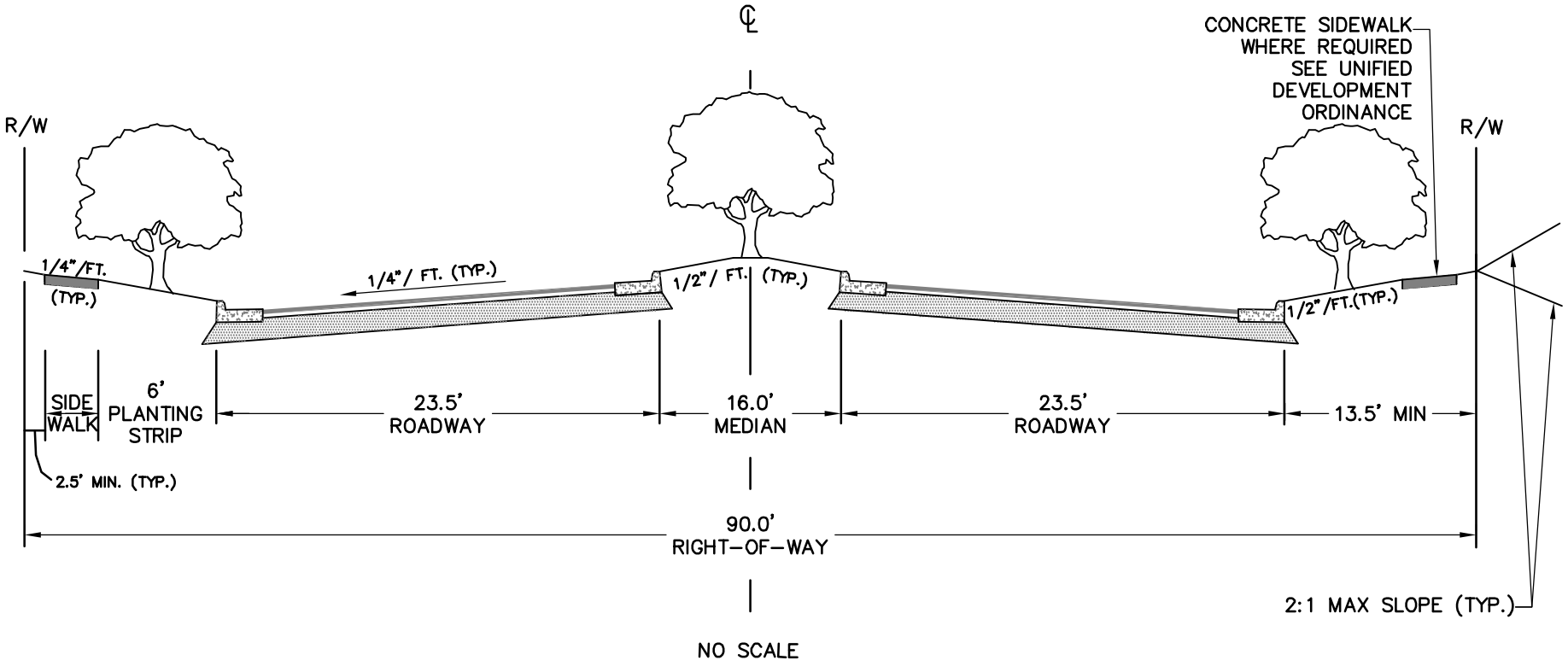
BITUMINOUS SURFACE COURSE: S 9.5B (THICKNESS PER NCDOT STANDARDS)
INTERMEDIATE COURSE: I 19.0B (THICKNESS PER NCDOT STANDRADS)
BASE COURSE: 8" ABC

STREET FEATURES:

INSIDE TRAVEL LANES OF 11 FT.
OUTSIDE TRAVEL LANES OF 14 FT. TO ACCOMMODATE BICYCLISTS
CURB & GUTTER
MEDIANS– 16 FT. IN WIDTH
PLANTING STRIPS – 6 FT. ON EACH SIDE
SIDEWALKS – 5 TO 8 FT. ON EACH SIDE
(FOR SIDEWALKS >5 FT. EXTEND TO ℄ OF STREET)
REQUIRES 90 FT. OF RIGHT–OF–WAY
UTILITY LOCATION UNDERGROUND OR ALLEY
AVERAGE SPEED 35–45 MPH

BUILDINGS & LAND USE:

RESIDENTIAL AND COMMERCIAL USE AREAS



NO SCALE

URBAN AVENUE SECTION

STD. NO. 3.05

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS	DESCRIPTION	DATE

BOULEVARD SECTION

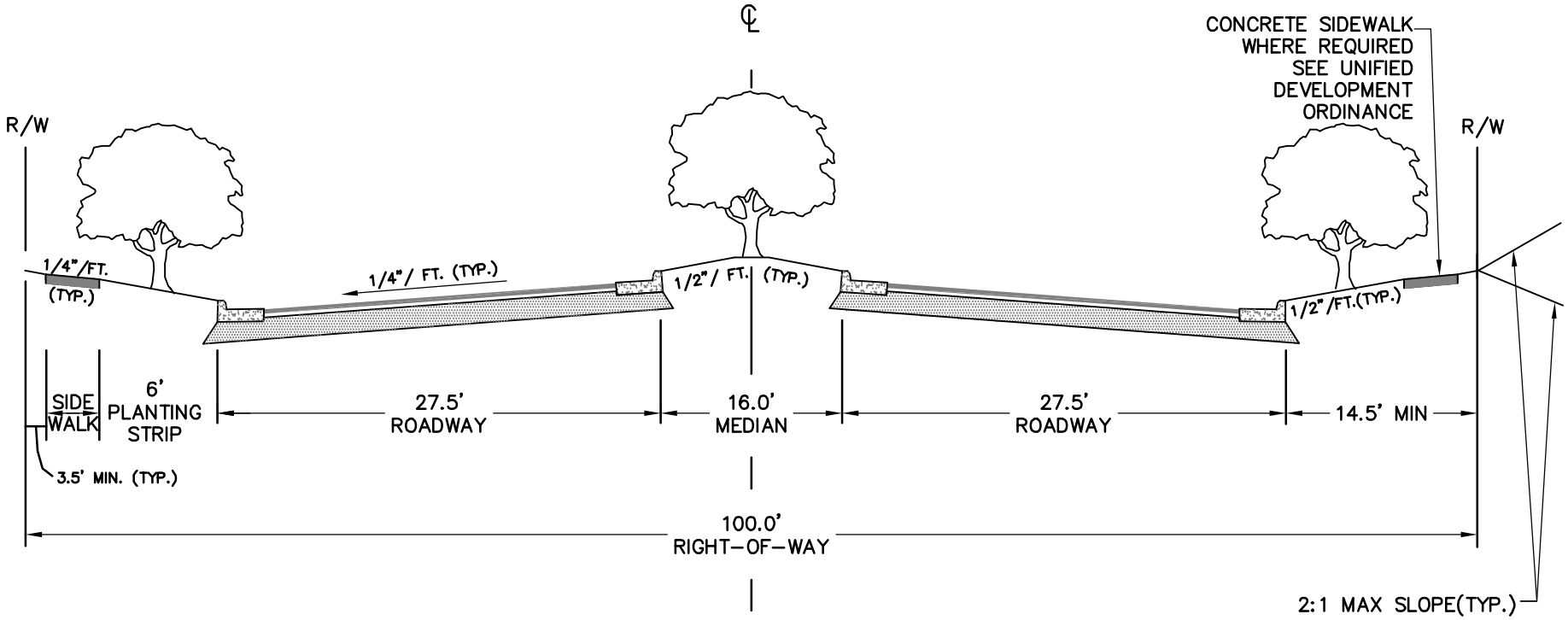
STD. NO. 3.06

MINIMUM PAVEMENT DESIGN:

BITUMINOUS SURFACE COURSE: S 9.5B (THICKNESS PER NCDOT SPECIFICATIONS)
INTERMEDIATE COURSE: I 19.0B (THICKNESS PER NCDOT SPECIFICATIONS)
BASE COURSE: 8" ABC

STREET FEATURES:

INSIDE TRAVEL LANES OF 11 FT.
OUTSIDE TRAVEL LANES OF 14 FT. TO ACCOMMODATE BICYCLISTS
CURB & GUTTER
MEDIANS– 16 FT. IN WIDTH
PLANTING STRIPS – 6 FT. ON EACH SIDE
SIDEWALKS – 5 TO 8 FT. ON EACH SIDE
(FOR SIDEWALKS >5 FT. EXTEND TO ℄ OF STREET)
REQUIRES 100 FT. OF RIGHT–OF–WAY
UTILITY LOCATION UNDERGROUND OR ALLEY
AVERAGE SPEED 35–45 MPH



NO SCALE

TOWN OF KNIGHTDALE
STANDARD DETAILS

REVISIONS	DESCRIPTION	DATE

URBAN BOULEVARD SECTION

STREET FEATURES:

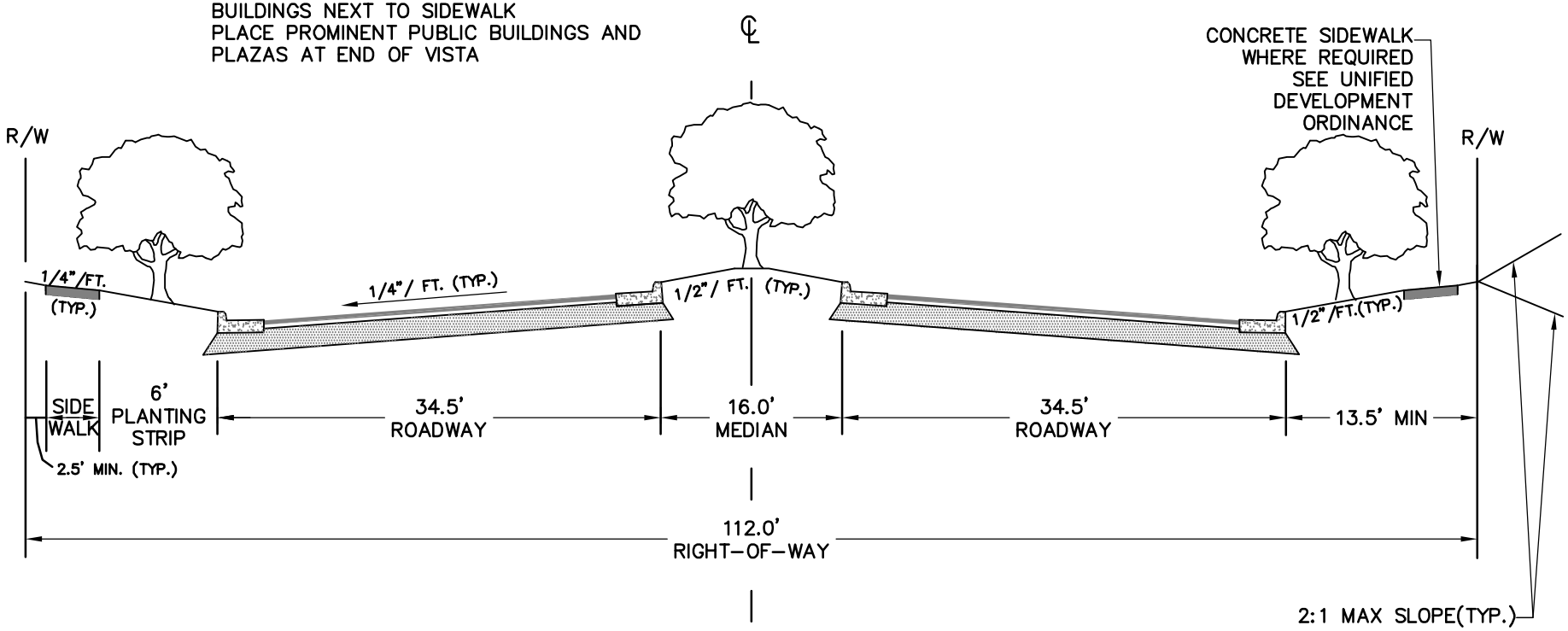
INSIDE TRAVEL LANES OF 11 FT.
OUTSIDE TRAVEL LANES OF 15 FT. TO ACCOMMODATE BICYCLISTS
CURB & GUTTER
STRIPED PARKING IN MIXED USE AND COMMERCIAL AREAS
MEDIANS– 16 FT. IN WIDTH
PLANTING STRIPS – 6 FT. ON EACH SIDE
SIDEWALKS – 5 TO 8 FT. ON EACH SIDE
(FOR SIDEWALKS >5 FT. EXTEND TO ℄ OF STREET)
REQUIRES 112 FT. OF RIGHT–OF–WAY
UTILITY LOCATION UNDERGROUND OR ALLEY
AVERAGE SPEED 35 MPH

BUILDINGS & LAND USE:

MIXED RESIDENTIAL AND COMMERCIAL USES
CONSISTENT BUILDING LINE RECOMMENDED
BUILDINGS NEXT TO SIDEWALK
PLACE PROMINENT PUBLIC BUILDINGS AND PLAZAS AT END OF VISTA

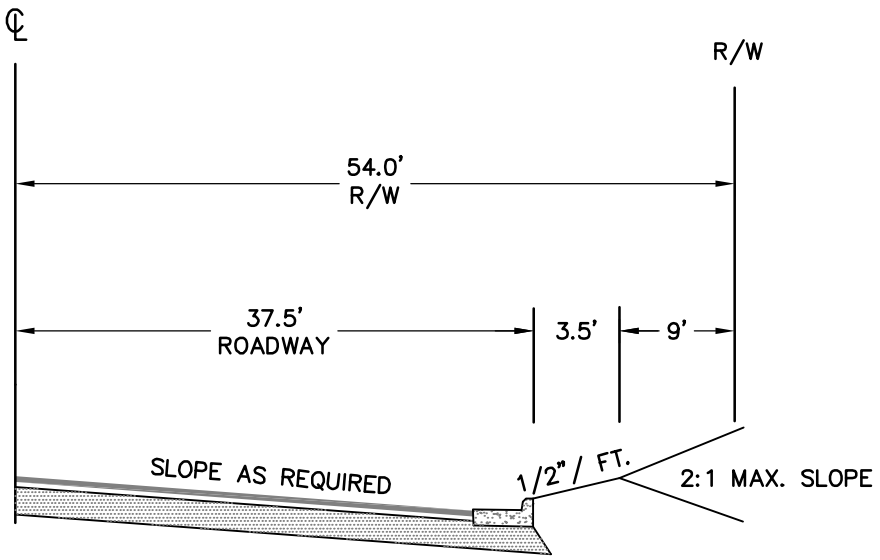
MINIMUM PAVEMENT DESIGN:

BITUMINOUS SURFACE COURSE: S 9.5B
(THICKNESS PER NCDOT SPECIFICATIONS)
INTERMEDIATE COURSE: I 19.0B
(THICKNESS PER NCDOT SPECIFICATIONS)
BASE COURSE: 8" ABC



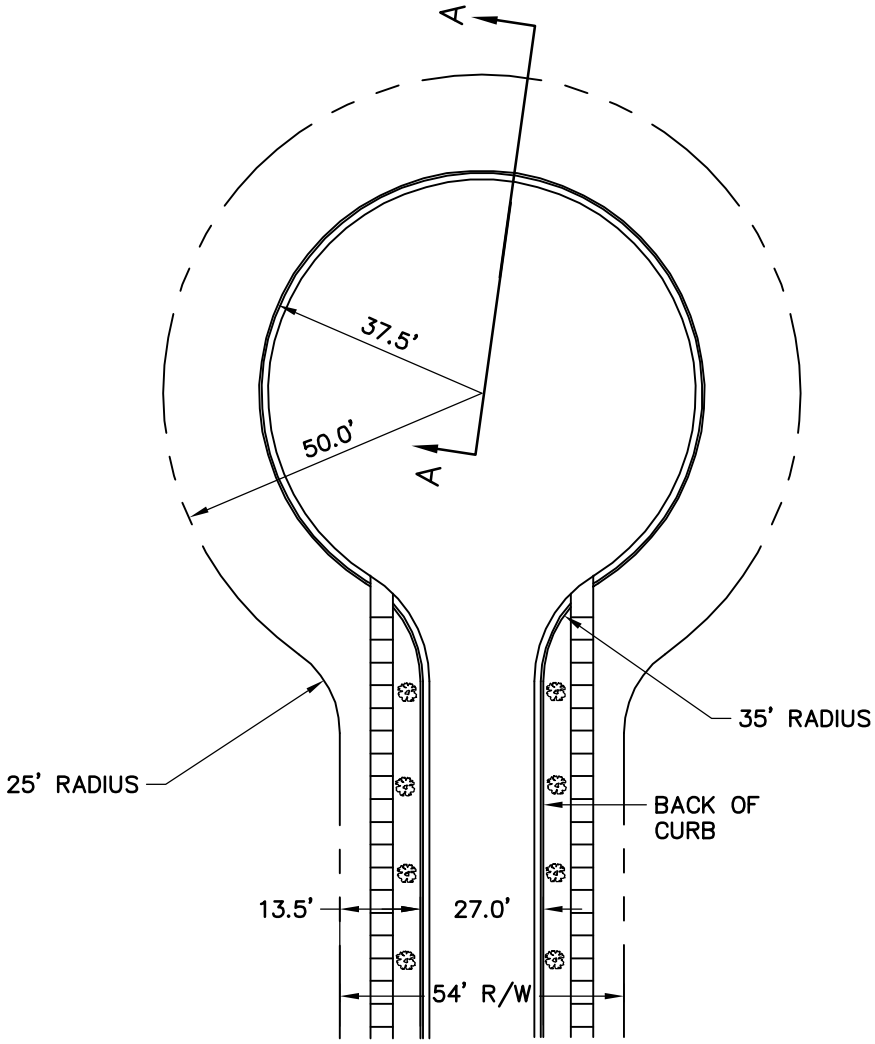
NO SCALE

STD. NO. 3.07



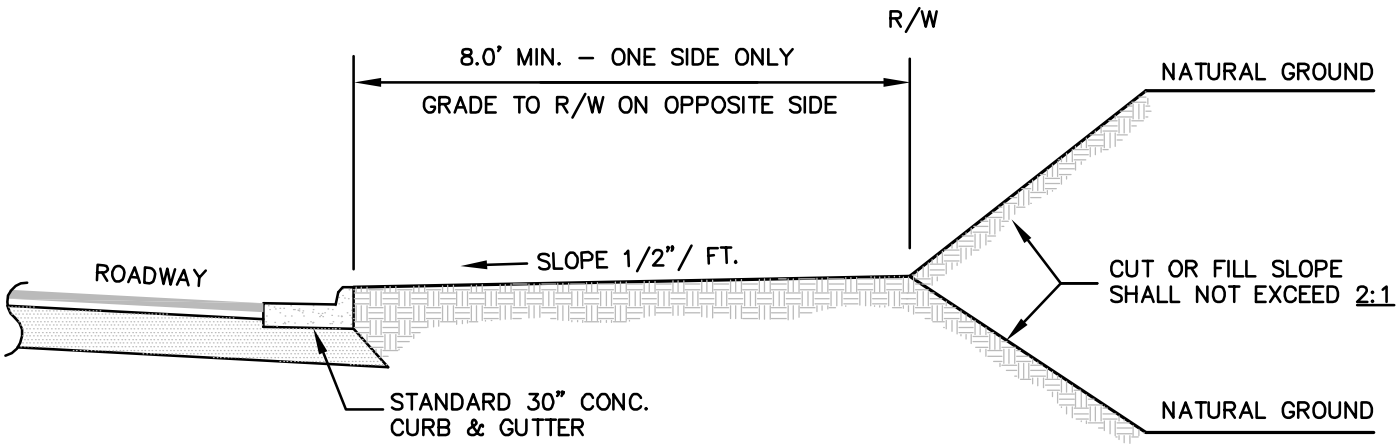
SECTION A

TERRAIN	MAX. SLOPE
LEVEL	2:1
ROLLING	2:1



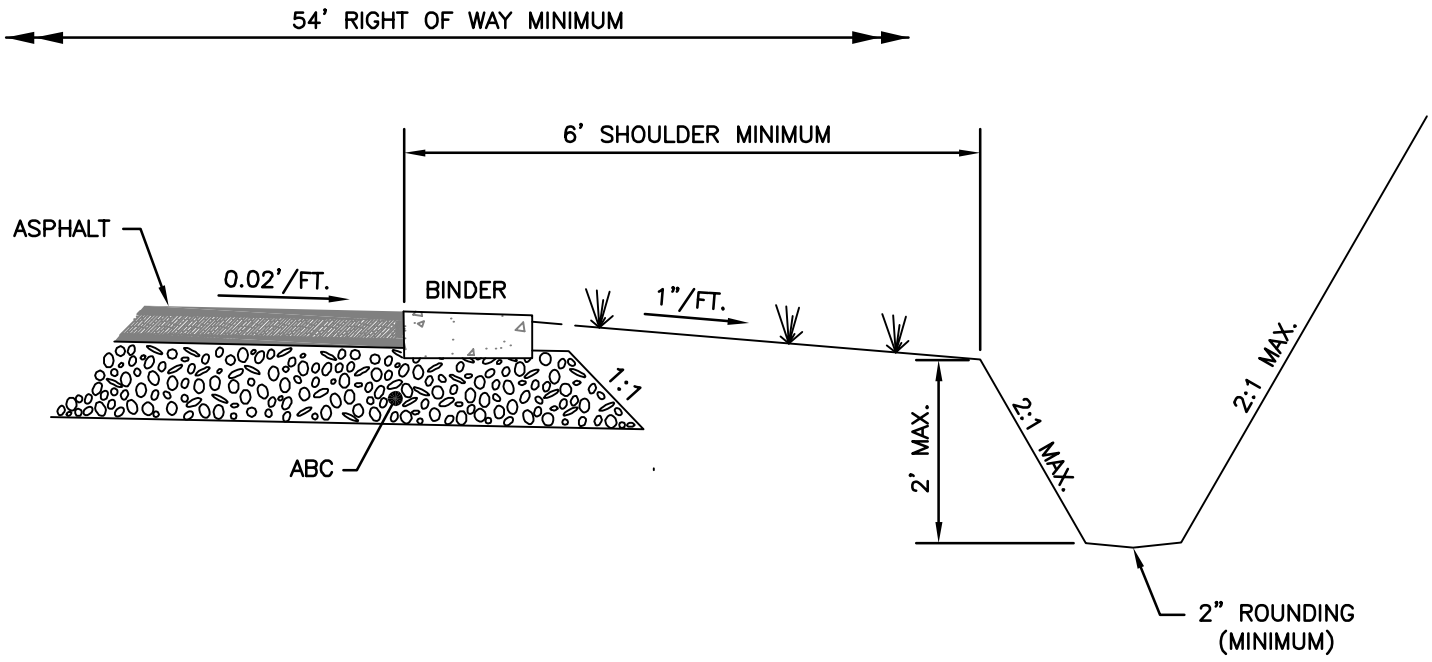
REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CUL DE SAC SECTION	STD. NO. 3.08



REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD SHOULDER SECTION WITHOUT SIDEWALK	STD. NO. 3.09



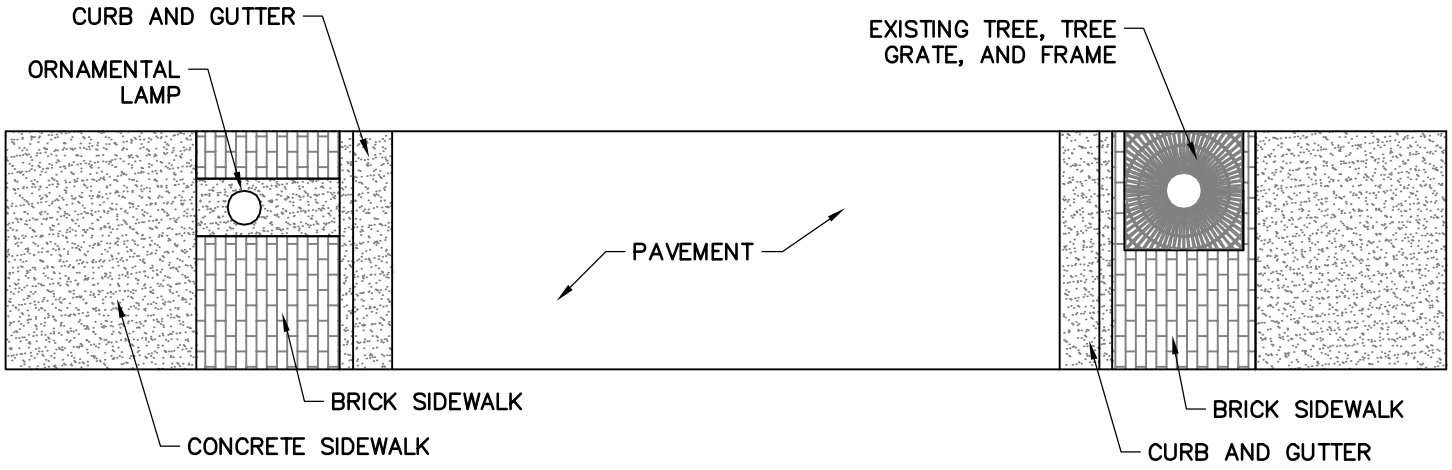
NOTE:

THIS SECTION MAY ONLY BE USED WHEN ALL OF THE FOLLOWING CONDITIONS ARE MET:

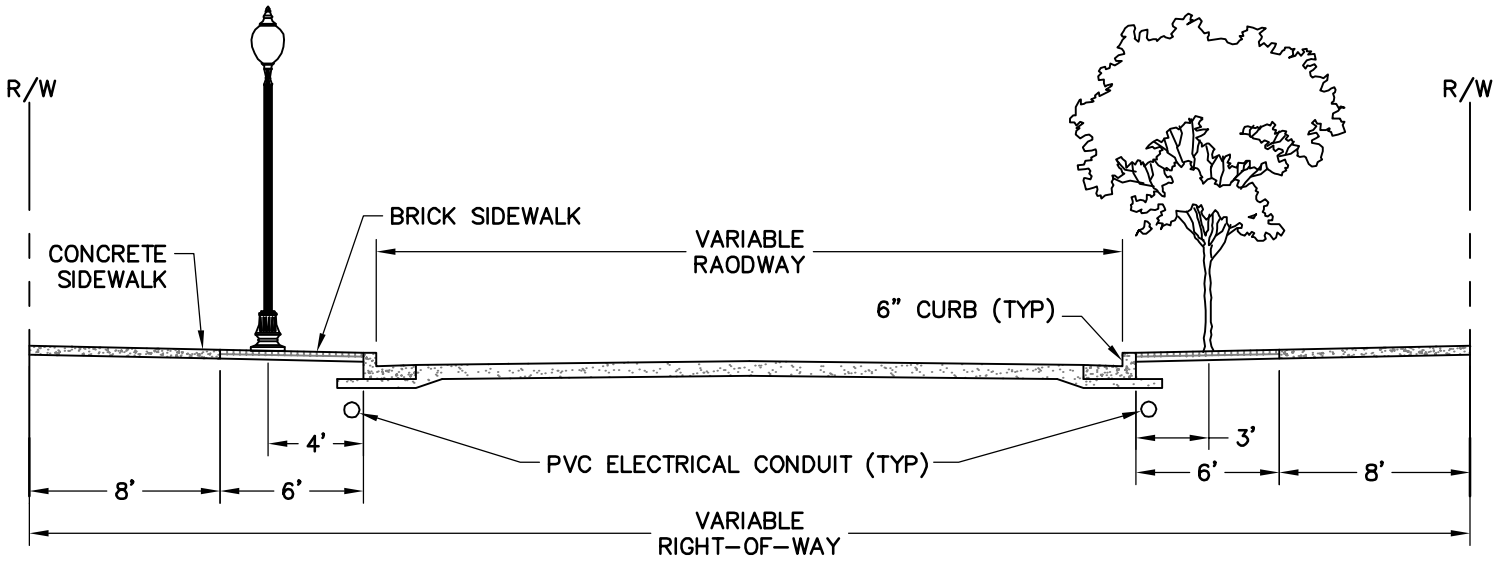
1. STREET IS EITHER A CUL-DE-SAC OR RESIDENTIAL LOOP WITH LOW AVERAGE DAILY TRAFFIC.
2. STREET IS DESIGNATED TO BE WITH BINDER CURB AS SHOWN DURING APPROVAL PROCESS.
3. STREET VERTICAL GRADE SHALL NOT EXCEED 5% AT ANY POINT.
4. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 10 YEAR STORM.
5. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
6. DETAILED DRAINAGE CALCULATIONS REQUIRED.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD SHOULDER SECTION WITHOUT CURB & GUTTER	STD. NO. 3.10



PLAN



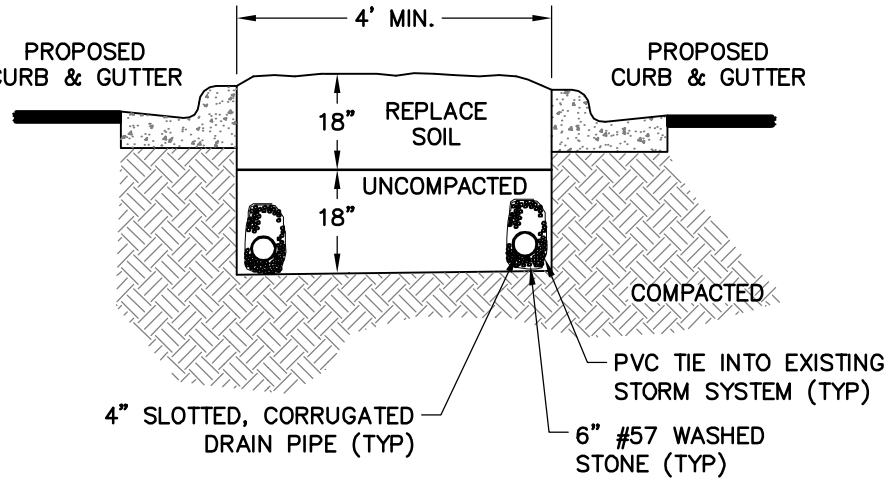
SECTION

NOTES:

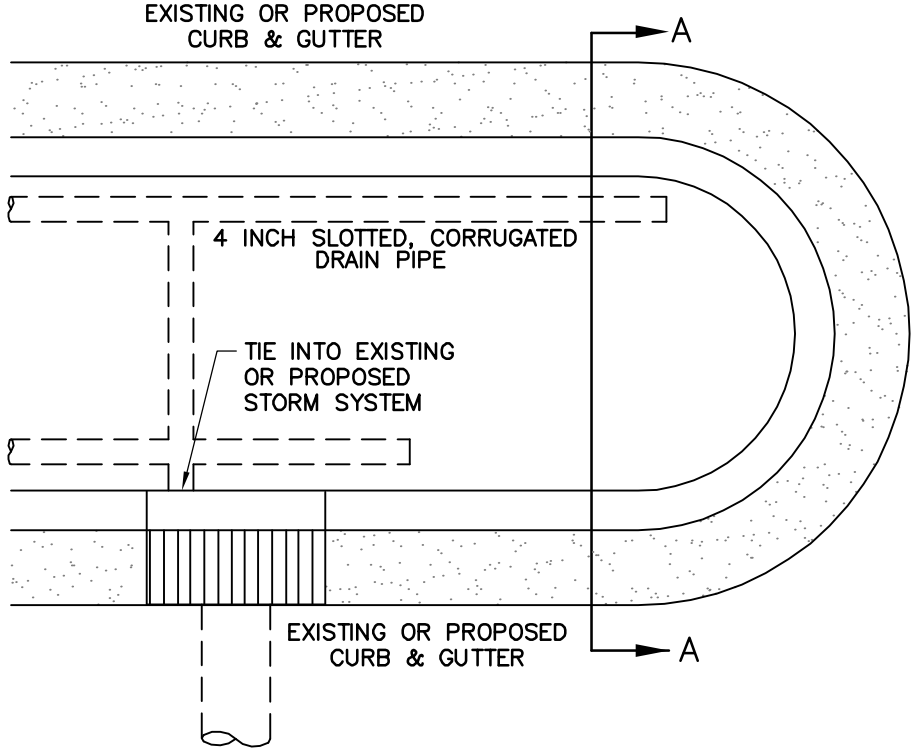
1. TO BE USED ONLY IN COMMERCIAL/MIXED USE AREAS WHERE SIDEWALKS AND TREE PLANTINGS ARE COMBINED.
2. STAMPED CONCRETE MAY BE USED IN LIEU OF BRICK PAVERS.
3. STREET LAMPS SHALL BE SPACED SUCH THAT THERE ARE NO CONFLICTS WITH STREET TREES.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	MIXED USE AREAS SECTION	STD. NO. 3.11



TYPICAL SECTION A–A



PLAN VIEW

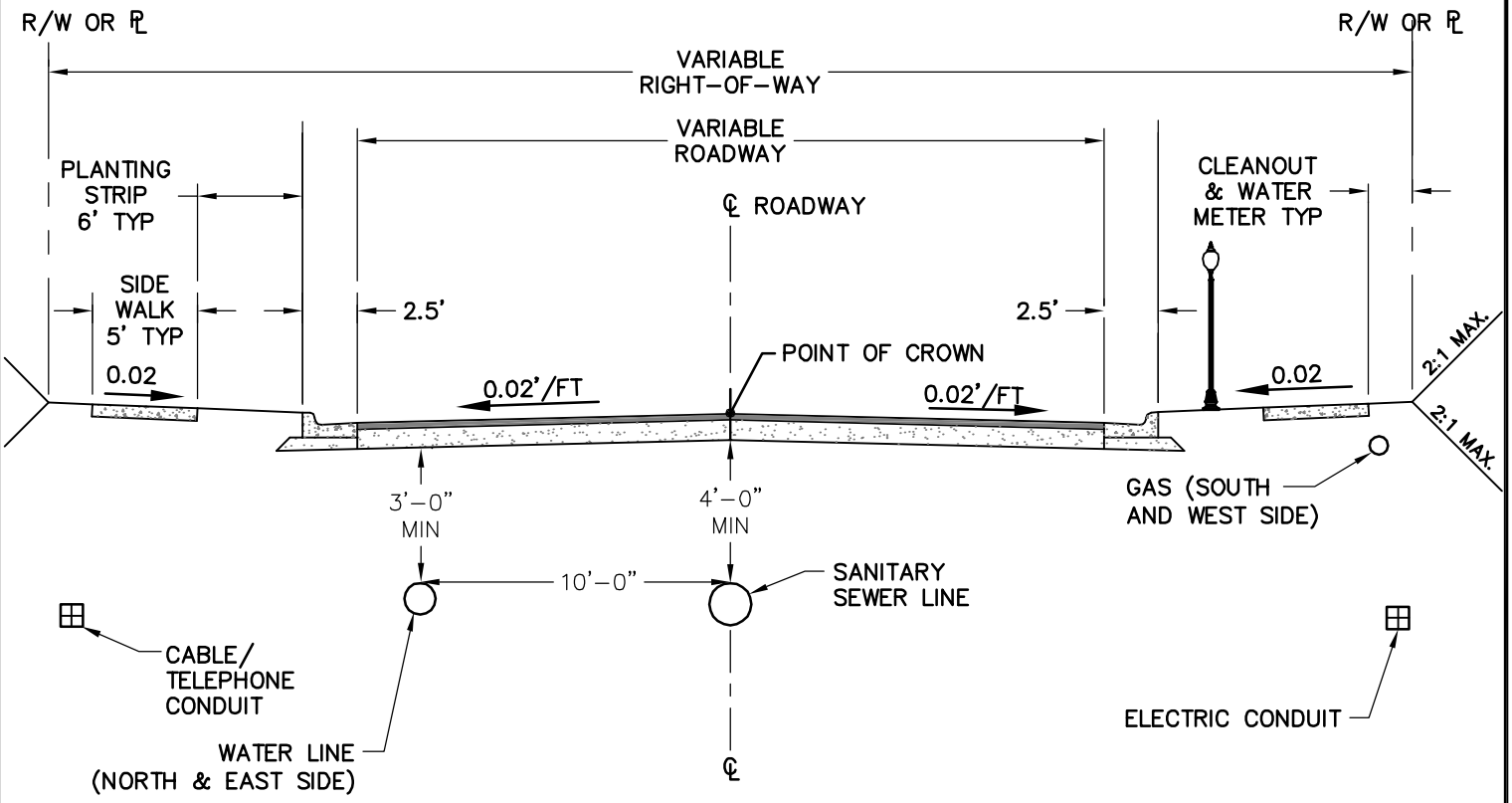
NOTES:

1. FABRIC FOR WRAPPING THE DRAINS WITH PERFORATED PIPE AND WASHED STONE SHALL BE THE NON–WOVEN TYPE, MIRAFI 140NL OR APPROVED EQUAL.

2. SUBSURFACE DRAINAGE SHALL BE INSTALLED IN ALL MEDIANS WHERE DRAIN LINES CAN BE TIED INTO EXISTING STORM DRAIN SYSTEM. A 4 INCH PERFORATED, CORRUGATED PVC DRAIN SHALL BE INSTALLED IN EACH MEDIAN AT THE BOTTOM OF THE EXCAVATED AREA. DRAIN SHALL BE COVERED WITH A MINIMUM OF 6 INCHES OF #57 WASHED STONE, THEN WRAPPED WITH THE SPECIFIED NON–WOVEN GEOTEXTILE FABRIC. SPECIAL CARE SHALL BE EXERCISED WHEN FILLING MEDIANS WITH SOIL SO AS NOT TO CRUSH OR DAMAGE THE DRAINAGE SYSTEM OR RECOMPACT THE SOIL.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STREET MEDIAN EXCAVATION, DRAINAGE, AND BACKFILL	STD. NO. 3.12



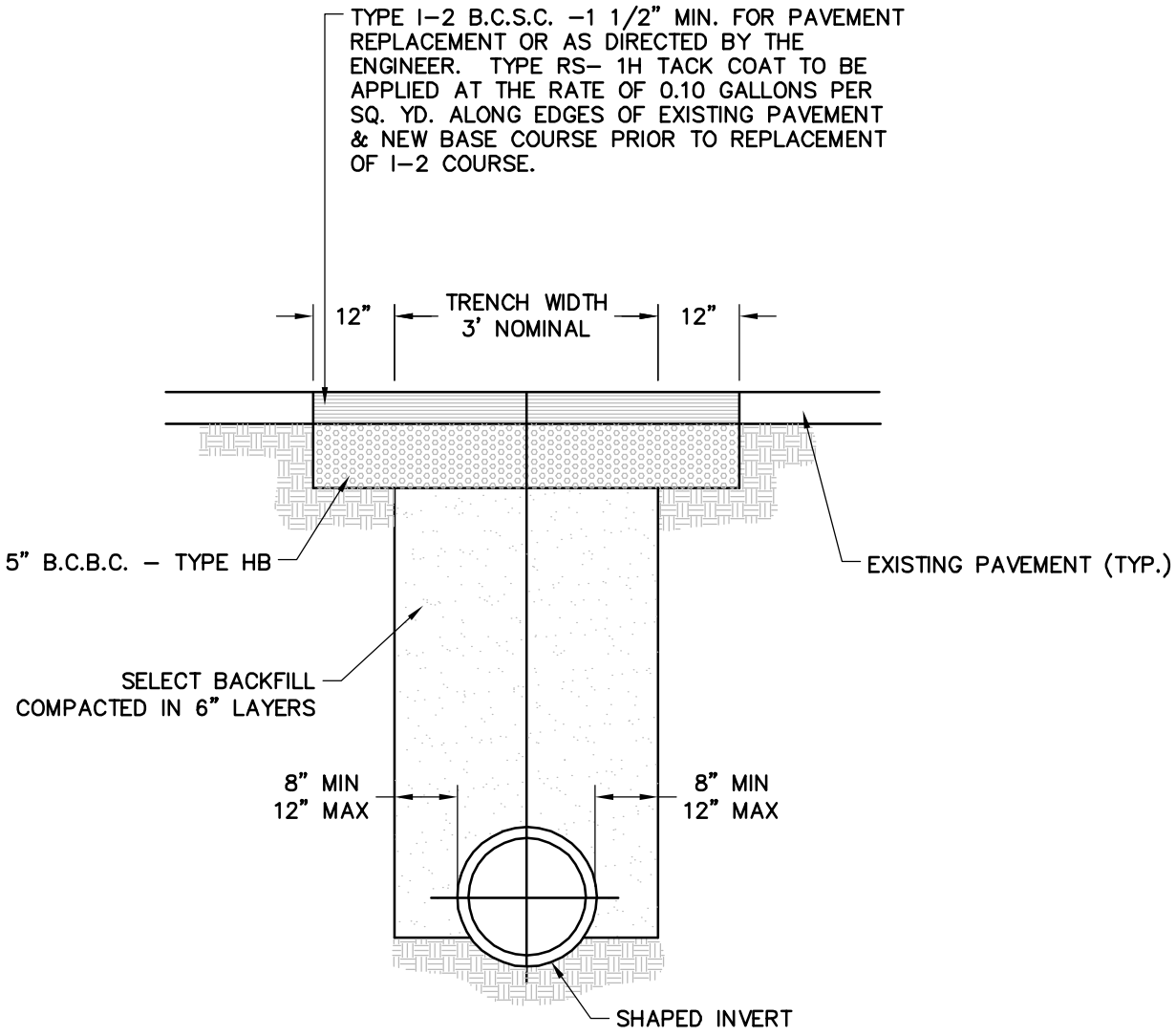
CROSS SECTION

NOTES:

1. THERE SHALL BE AN 18–INCH VERTICAL SEPARATION BETWEEN WATER AND SEWER LINES.
2. WATER AND/OR SANITARY SEWER LINES SHALL BE A MINIMUM OF TWO (2) FEET FROM THE EDGE OF THE CURB AND GUTTER.
3. ENCROACHMENT ONTO TOWN MAINTAINED RIGHT OF WAY SHALL FOLLOW CONDITIONS OF THE APPLICABLE ENCROACHMENT AGREEMENT OR FRANCHISE AGREEMENT.
4. STREET LAMPS SHALL BE PLACED SUCH THAT THERE ARE NO CONFLICTS WITH STREET TREES.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD UTILITY LOCATION IN STREET	STD. NO. 3.13

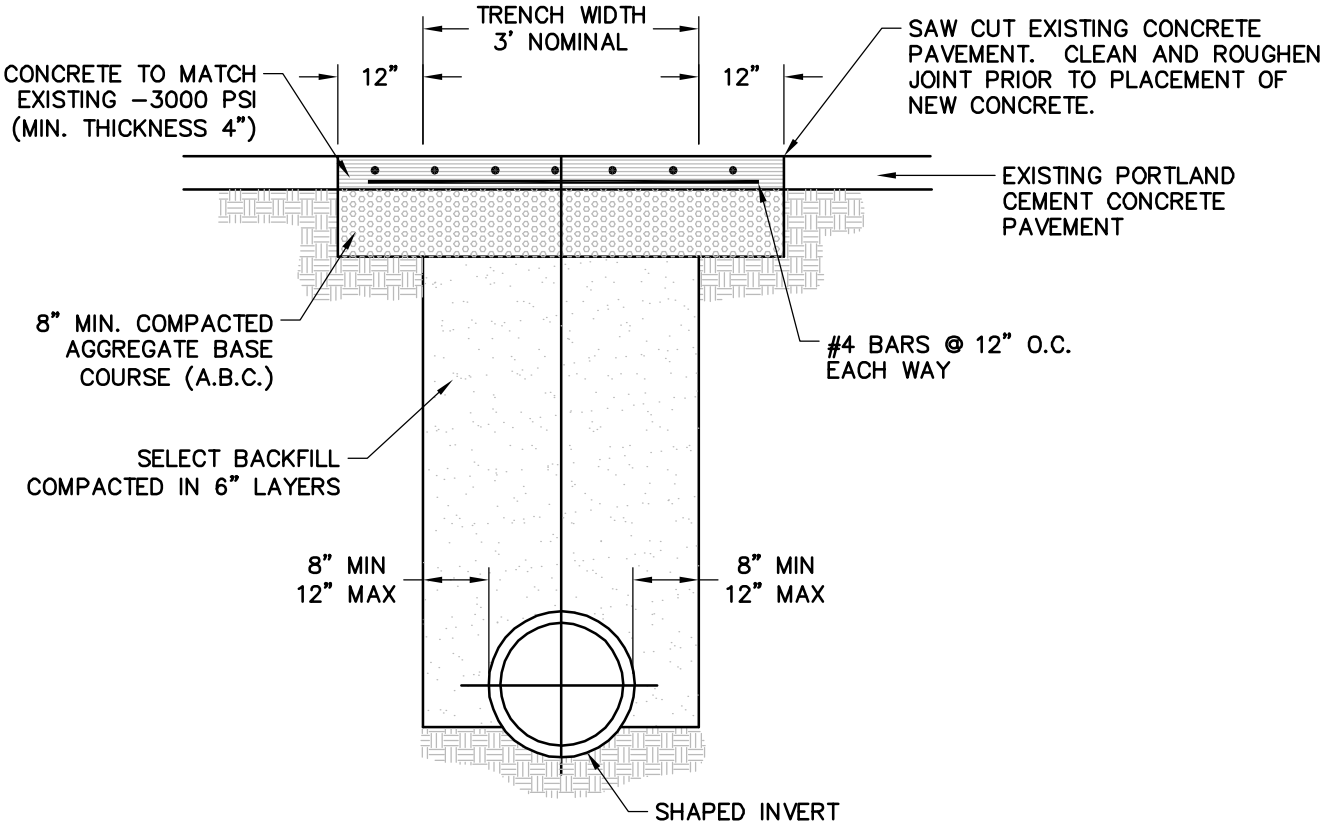


NOTES:

1. MINIMUM PAVEMENT REPLACEMENT REQUIREMENTS FOR TOWN STREETS AS SHOWN.
2. USE OF PAVEMENT REPLACEMENT (AS SHOWN HEREON) ON STATE ROADS SUBJECT TO N.C.D.O.T. APPROVAL.
3. REPAIR PAVEMENT MARKINGS WITH SIMILAR MATERIAL.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	ASPHALT PAVEMENT REPAIR SECTION	STD. NO. 3.14



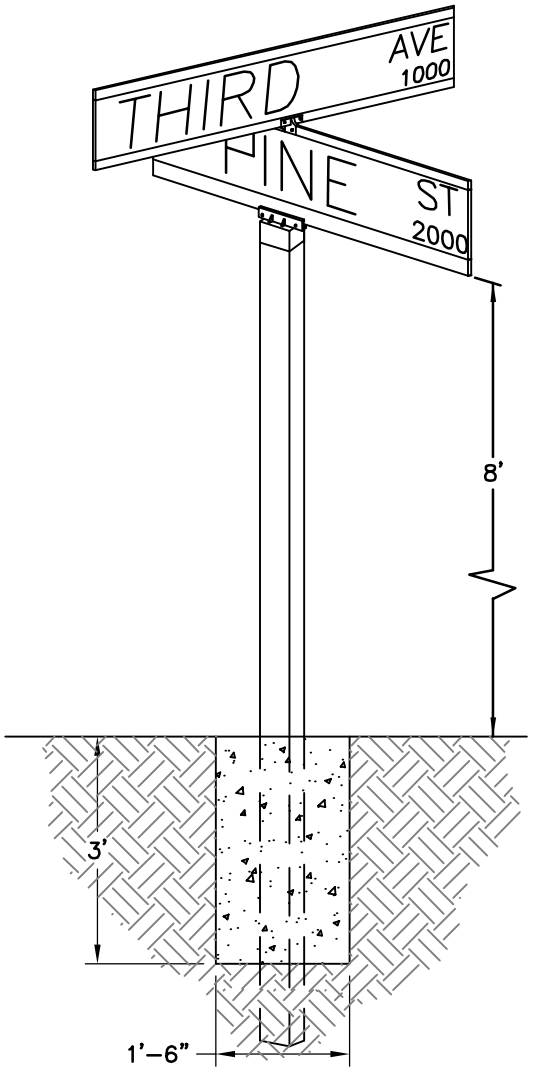
NOTE:

PAYMENT FOR PAVEMENT REPLACEMENT SHALL BE BASED ON THE LINEAL FEET OF TRENCH WHERE EXISTING PAVEMENT IS REPLACED.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CONCRETE PAVEMENT REPAIR SECTION	STD. NO. 3.15

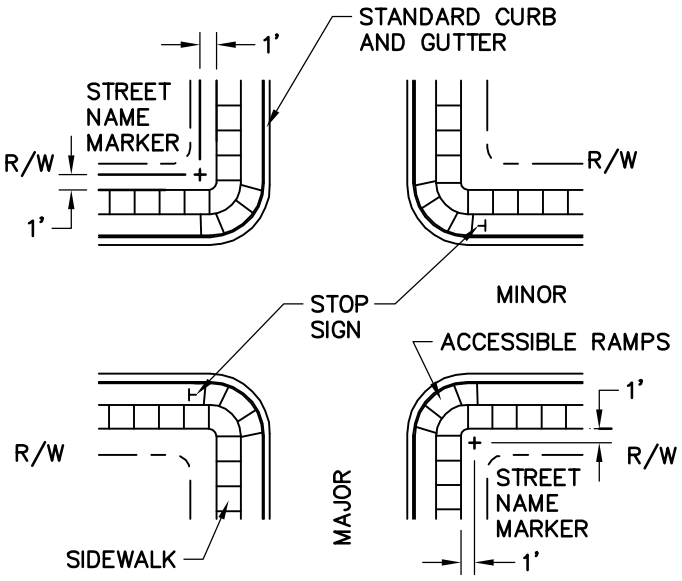
INSTALLATION OF STREET NAME SIGN



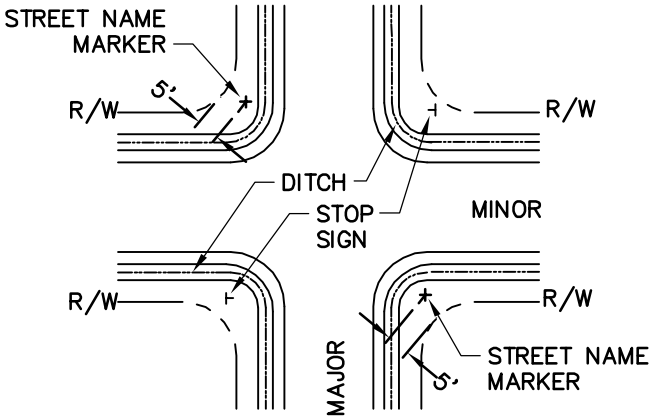
NOTES:

1. TWO STREET NAME MARKERS ARE REQUIRED IF THE MAJOR STREET HAS 3 OR MORE LANES.
2. ANY VARIANCE FROM THIS STANDARD MUST BE APPROVED BY THE TOWN OF KNIGHTDALE.

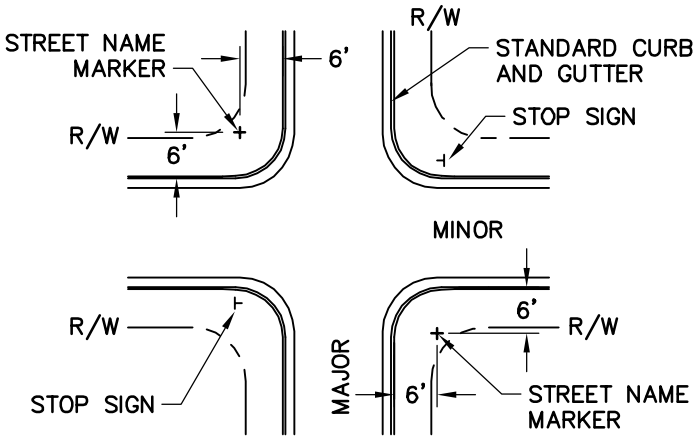
INTERSECTION WITH SIDEWALK, CURB, AND GUTTER



INTERSECTION WITH DITCHES, AND NO CURB AND GUTTER

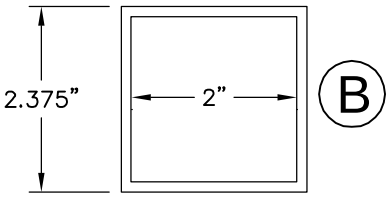


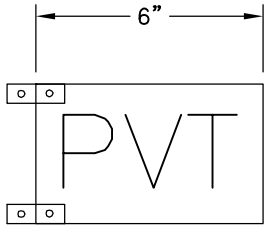
INTERSECTION WITH CURB AND GUTTER

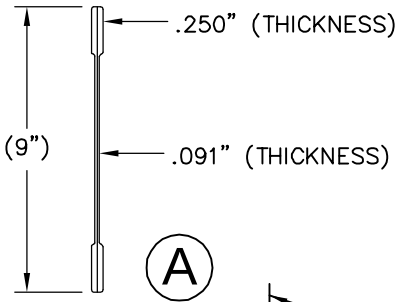


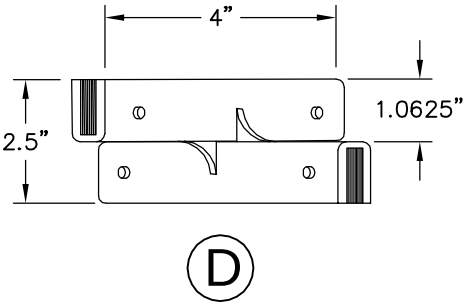
REVISIONS	
DATE	DESCRIPTION

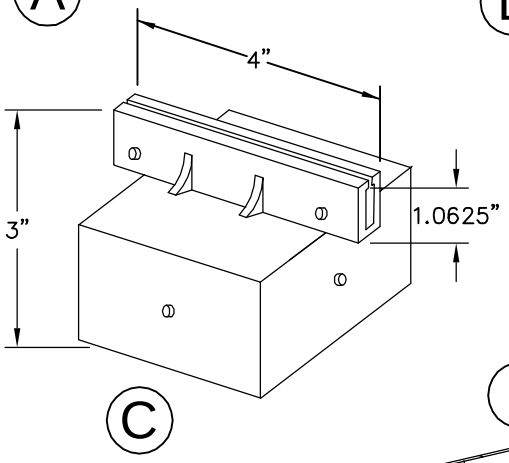
TOWN OF KNIGHTDALE STANDARD DETAILS	STREET NAME SIGN INSTALLATION LOCATIONS	STD. NO. 3.16

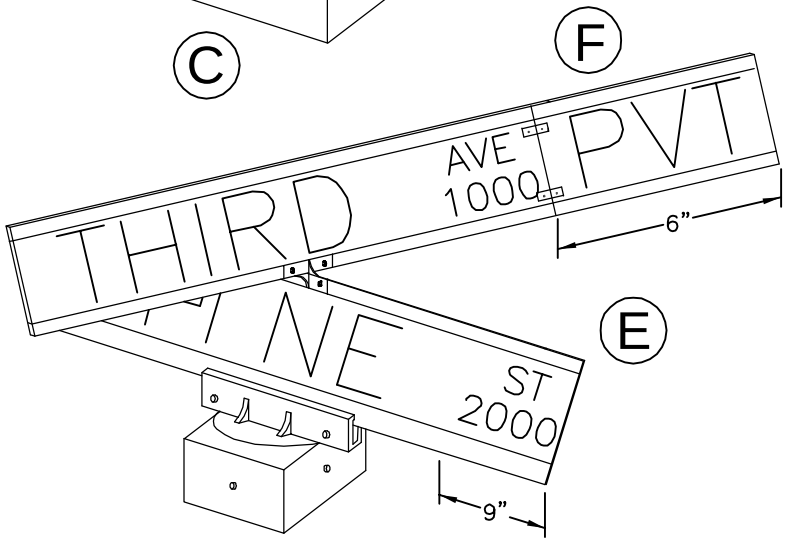












NOTES:

BLADES SHALL BE EXTRUDED ALUMINUM 6063T5 OR 6063T6 ALLOY .080" THICK. POST SHALL BE 10'–0" IN LENGTH, GLOSS GALVANIZED STEEL CONTINUOUS MILL DIPPED, WITH NO RAW ENDS; OR 40, 1540 WALL ALUMINUM (SEE DETAIL B).

CAP TO BE ALUMINUM #380 ALLOY OR EQUAL SLOTTED FOR .25" EXTRUDED BLADE; 2.375" I.D. BASE, DIE CAST AND POLISHED. CAP SHALL BE TAPPED TO RECEIVE AND INCLUDE 3 STAINLESS STEEL SET SCREWS FOR POST MOUNTING AND 2 STAINLESS STEEL SET SCREWS FOR BLADE MOUNTING. SET SCREWS TO HAVE ALLEN HEADS (SEE DETAIL C).

BLADE SPACER BRACKET SHALL MEET SAME SPECIFICATIONS AS THE CAP WITH 2 SCREWS TO EACH BLADE MOUNTING (SEE DETAIL D).

THE FACE OF ALL BLADES SHALL MEET COVERED WITH ENGINEERING GRADE SHEETING WITH #2290 WHITE DIE CUT LETTERS WITH REVERSED SCREENED #708 TRANSPARENT GREEN. THE PRIMARY LETTERS SHALL BE 5" HIGH UPPER CASE, FHWA SERIES B AND PREFIX/SUFFIX LETTERS SHALL BE 2–1/2" HIGH, UPPER CASE, FHWA SERIES C. BLOCK NUMBERS SHALL BE PLACED IN THE LOWER RIGHT CORNER AND SHALL BE 2–1/2" HIGH, FHWA SERIES C. ALL MATERIALS TO BE VACUUM AND HEAT APPLIED TO A PREPARED ALLUMINUM BLADE, WHICH HAS BEEN CLEANED AND ALL FOREIGN MATERIAL REMOVED (SEE DETAIL E).

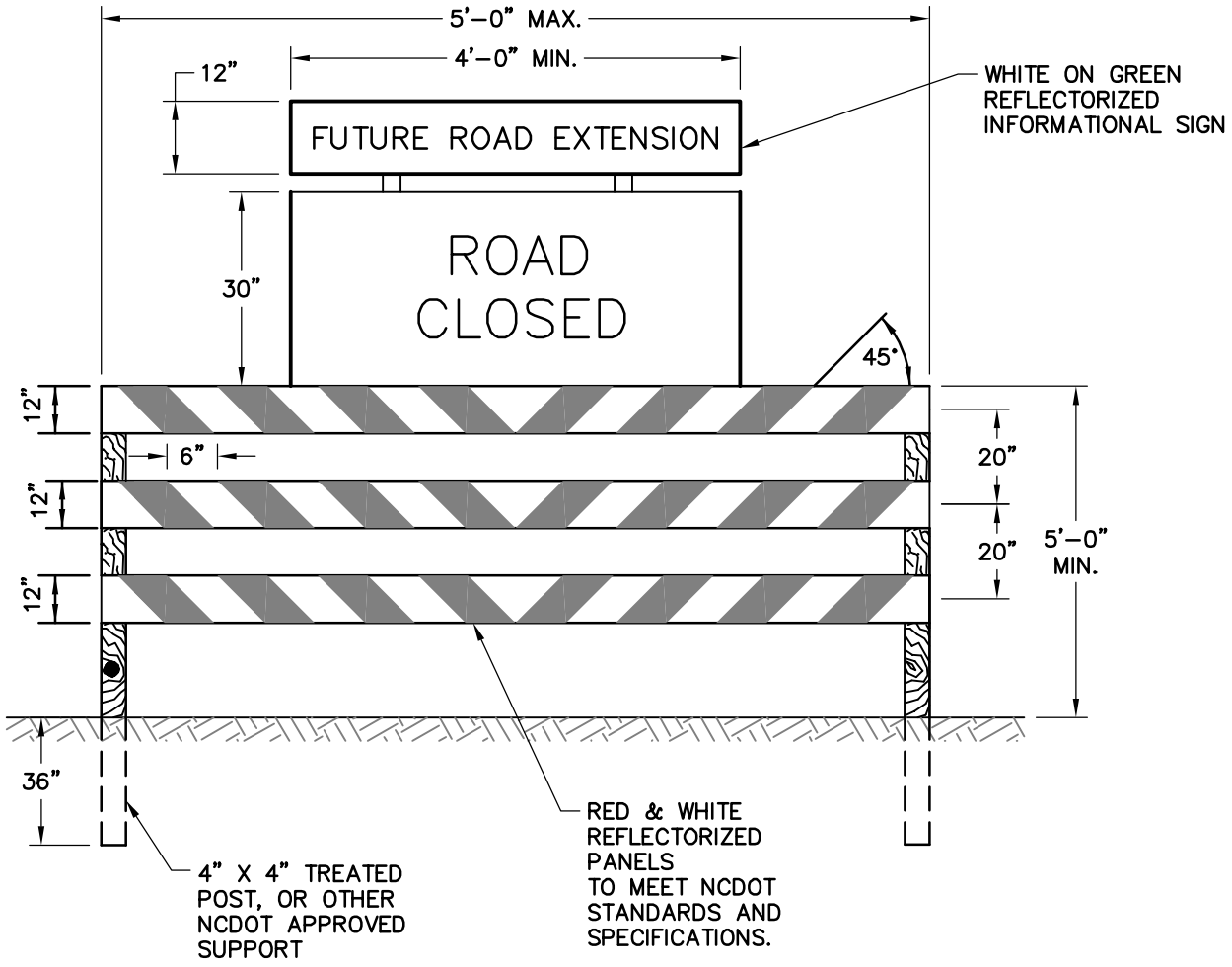
LETTERS, NUMBERS AND SPACING SHALL CONFORM TO THE STANDARD ALPHABETS FOR HIGHWAY SIGNS, 1966 EDITION, REPRINT MAY, 1972 BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, OFFICE OF TRAFFIC OPERATION.

ALL STREET NAME SIGNS ARE SUBJECT TO APPROVAL BY THE TOWN. BLOCK NUMBERS SHALL BE PROVIDED ON SIGNS AND CORRESPOND TO OFFICIALLY APPROVED ADDRESSES.

IF THE STREET IS INTENDED TO BE PRIVATE, A SUPPLEMENTAL PLATE IS REQUIRED. THE SUPPLEMENTAL PLATE MAY BE ATTACHED TO THE SIGN OR AN EXTENDED BLADE WITH BLACK ON YELLOW SHEETING MAY BE USED. THE SIGN SHALL HAVE BLACK LETTERS THAT SHOW PVT TO STAND FOR PRIVATE. THE LETTERS SHALL BE 2–1\2" HIGH, UPPER CASE, FHWA SERIES C, ON A BACKGROUND OF YELLOW ENGINEERING GRADE SHEETING. (SEE DETAIL F).

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STREET NAME SIGN	STD. NO. 3.17

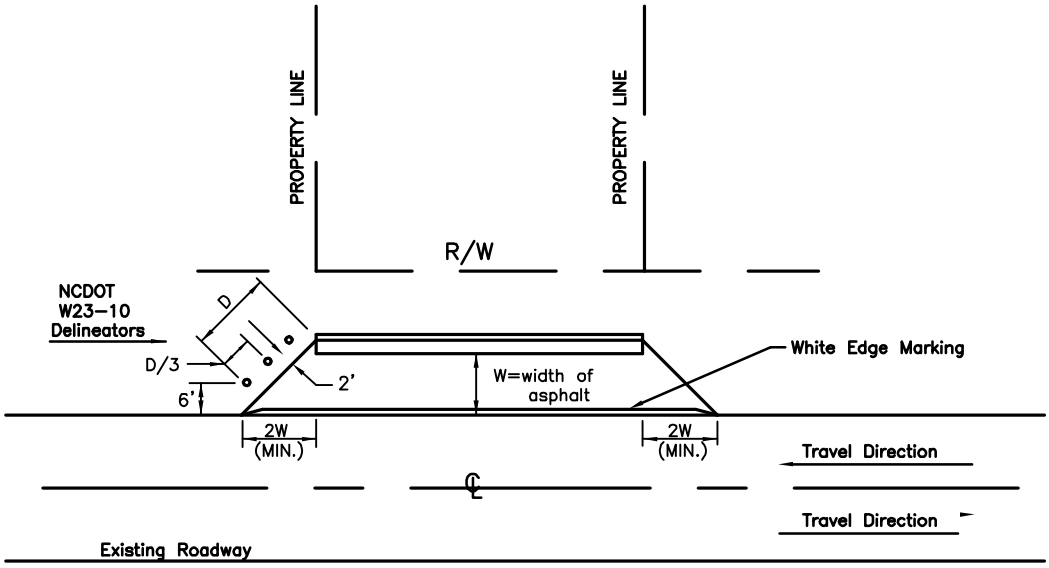


NOTES:

1. BARRICADE(S) TO BE ERECTED ACROSS ENTIRE ROADWAY INCLUDING CURB & GUTTER.
2. ADVANCE WARNING SIGN W14-1 (DEAD END) SHALL BE PLACED JUST AFTER LAST INTERSECTING STREET.
3. MARKINGS FOR BARRICADE RAILS SHALL BE REFLECTIVE AND ALTERNATE RED AND WHITE STRIPS.
4. "ROAD CLOSED" SIGN SHALL MEET SPECIFICATIONS OF M.U.T.C.D R11-2 AND BE REQUIRED ATOP EACH BARRICADE USED.

REVISIONS	
DATE	DESCRIPTION

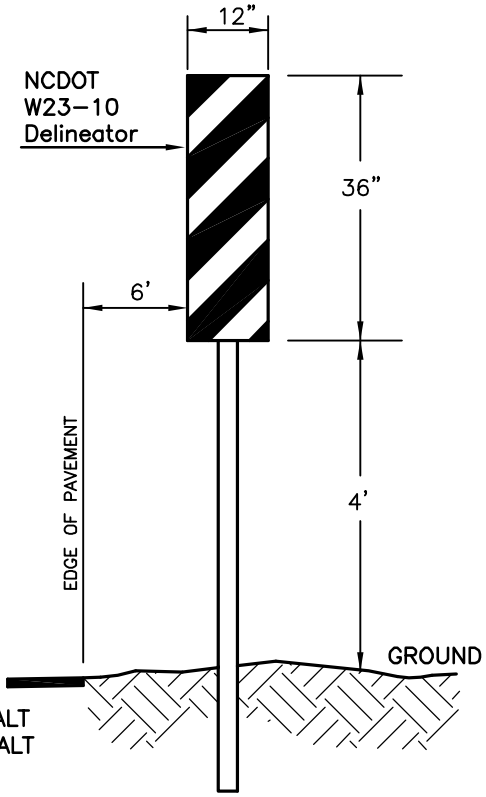
TOWN OF KNIGHTDALE STANDARD DETAILS	TEMPORARY BARRICADE FOR DEAD END ROADS	STD. NO. 3.18



PLAN VIEW

NOTES:

1. TAPER ON BOTH ENDS OF ROADWAY WIDENING SHALL BE A MININMUM 2:1. THE TOWN ENGINEER AND/OR NCDOT RESERVE THE RIGHT TO REQUIRE A LONGER TAPER IF DEEMED NECESSARY FOR THE SAFETY OF THE PUBLIC.
2. A SOLID WHITE EDGE MARKING SHALL BE EXTENDED ALONG WIDENING AT EXISTING PAVEMENT.
3. DELINEATORS SHALL ONLY BE REQUIRED AT TAPER FROM CURB TO EXISTING PAVEMENT IN DIRECTION OF TRAVEL.
4. DELINEATORS SHALL BE ORIENTED SUCH THAT THE FACE OF THE SIGN IS PERPENDICULAR TO TRAVEL LANE.



DETAIL

A. BOTTOM EDGE OF DELINEATOR 4' ABOVE ROADWAY.

B. THE DELINEATOR STRIPES SHALL SLOPE UPWARD SLOPE UPWARD AND OUTWARD FROM TRAFFIC.

C. DELINEATORS TO BE SPACED ON CENTERS AT 1/3 OF THE DISTANCE D SHOWN BELOW FOR NEW ASPHALT WIDTHS $\leq$ 15 FT. OR AT 1/4 OF D FOR NEW ASPHALT WIDTHS > 15 FT.

D. DELINEATORS SHALL BE MOUNTED ON BREAKAWAY POSTS.

E. DELINEATORS SHALL BE REFLECTORIZED.

REVISIONS	
DATE	DESCRIPTION

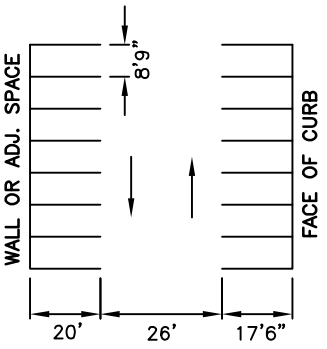
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD PAVEMENT WIDENING TAPER AND MARKINGS	STD. NO. 3.19

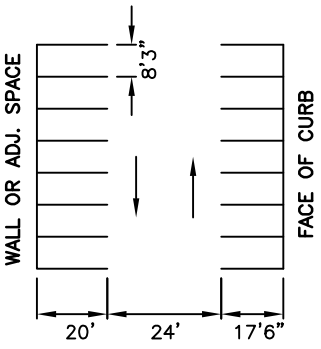
PLANNING & URBAN DESIGN
DESIGN STANDARDS

RECOMMENDED LOS "A"

MINIMUM LOS "C"

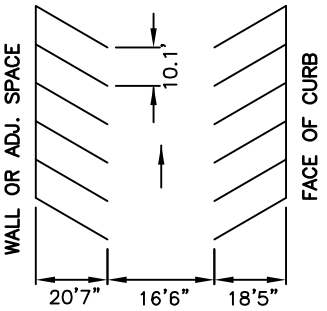
PARKING ANGLE 90°
(TWO WAY OPERATION ONLY)
TOTAL 63'6"

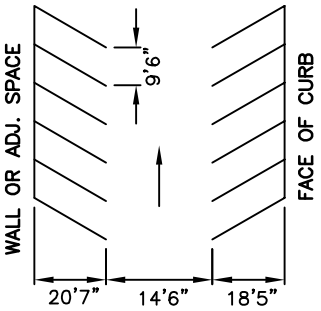




TOTAL 61'6"

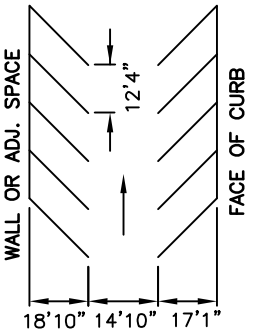
PARKING ANGLE 60°
(ONE WAY OPERATION ONLY)
TOTAL 55'6"

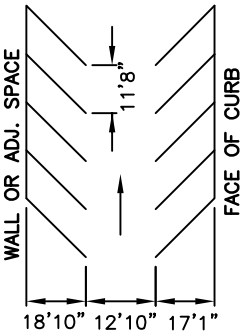




TOTAL 53'6"

PARKING ANGLE 45°
(ONE WAY OPERATION ONLY)
TOTAL 50'9"





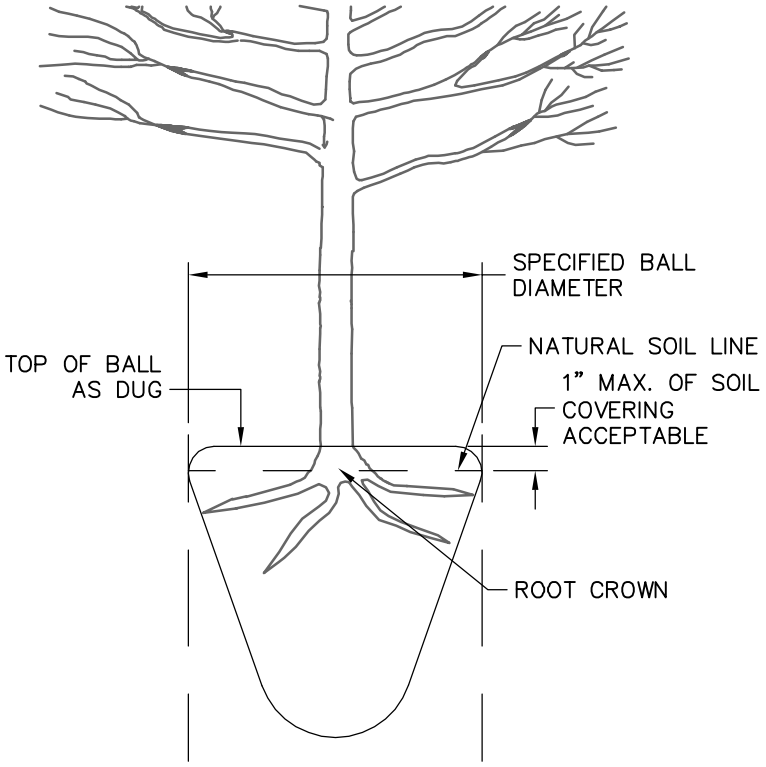
TOTAL 48'9"

NOTE:

1. FOR ACCESSIBLE PARKING STANDARDS SEE TOWN UNIFIED DEVELOPMENT ORDINANCE.
2. PAVEMENT MARKINGS SHALL BE 4" WHITE PAINT TO TOWN STANDARDS.

REVISIONS	
DATE	DESCRIPTION

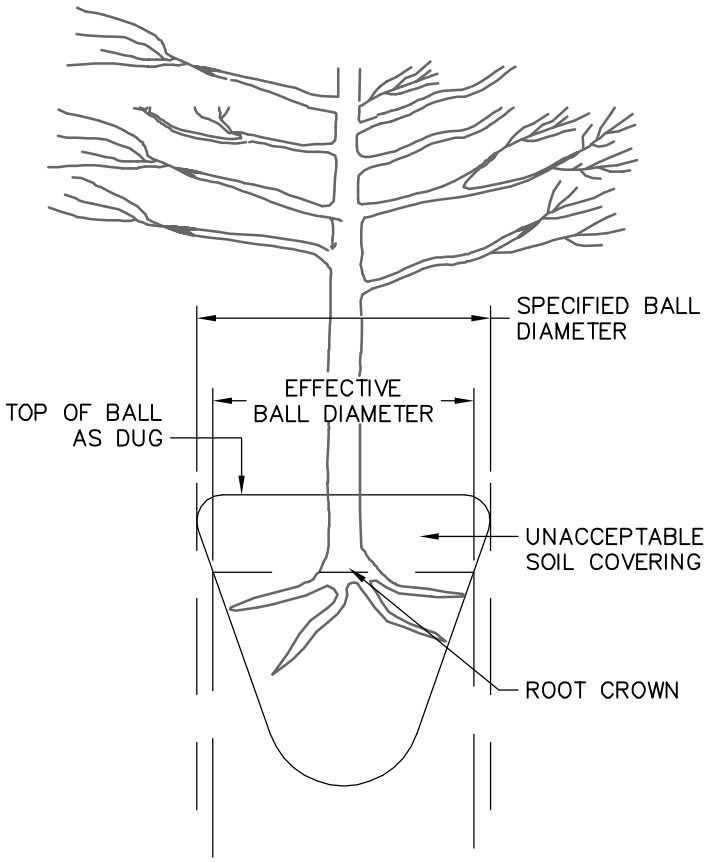
TOWN OF KNIGHTDALE STANDARD DETAILS	PARKING STANDARDS	STD. NO. 3.20



ACCEPTABLE CONDITION

NOTE:

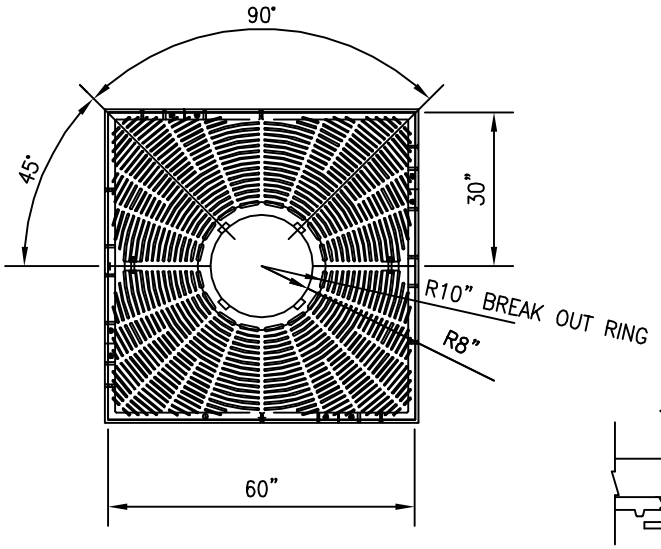
A ROOT COLLAR EXCAVATION FOR ALL TREES SPECIFIED WILL BE DONE BY THE TOWN TO ENSURE THAT TREES WERE NOT PLANTED/GROWN TOO DEEPLY AT SOURCE (NURSERY). LANDSCAPE CONTRACTOR SHALL HAVE SUPPLIER MARK GROUND LEVEL LINE ABOVE ROOT BALL. IF TOWN DETERMINES THAT THERE IS EXCESSIVE SOIL OVER THE ROOT CROWN, THESE TREES WILL BE REJECTED.



UNACCEPTABLE CONDITION

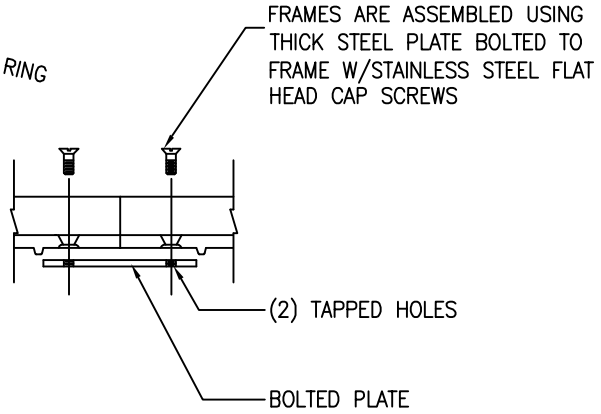
REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	ROOT CROWN DEPTHS	STD. NO. 3.21



TREE GRATE W/BREAK AWAY RING

NTS



ASSEMBLY DETAIL

NOTE:
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B
FINISH: NOT PAINTED

NOTES:

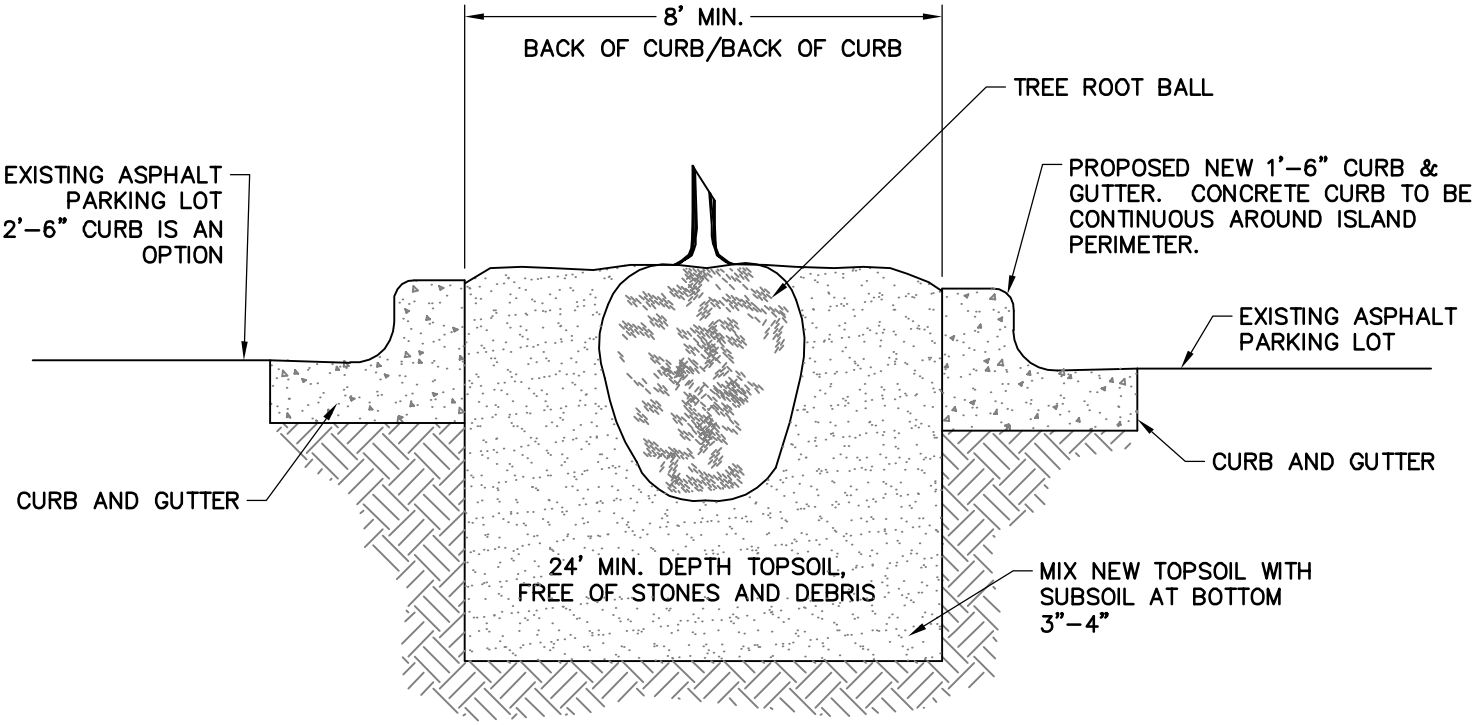
1. TREE GRATES ARE REQUIRED AT VARIOUS LOCATIONS IN TOWN TO COMPLY WITH ZONING REQUIREMENTS. ALL OTHER INSTALLATIONS OF TREE GRATES WITHIN THE R/W OF STATE MAINTAINED STREETS REQUIRE AN ENCROACHMENT AGREEMENT EXECUTED THROUGH NCDOT.
2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
3. MATERIAL SHALL BE CAST GRAY IRON ASTM A-48, CLASS 35B WITH A NON PAINTED FINISH.
4. AN INSPECTION SCHEDULE IS NEEDED FOR TREES THAT WILL BE PLANTED IN THE STREET R/W DUE TO ZONING OR OTHER REQUIREMENTS. LANDSCAPE INSPECTION INCLUDES THE FOLLOWING:

   TREE PIT/WELL OR PLANTING STRIP INSPECTION
   SOIL MIX APPROVALS/INSPECTIONS
   TREE APPROVALS/INSPECTIONS – PRIOR TO PURCHASING THE TREES, TO BE MADE BY TOWN
   TREE PLANTING INSPECTION
   FINAL WALK THROUGH

5. ALL OF THE ABOVE INSPECTIONS WILL BE PERFORMED BY THE TOWN

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TREE GRATE DETAIL	STD. NO. 3.22

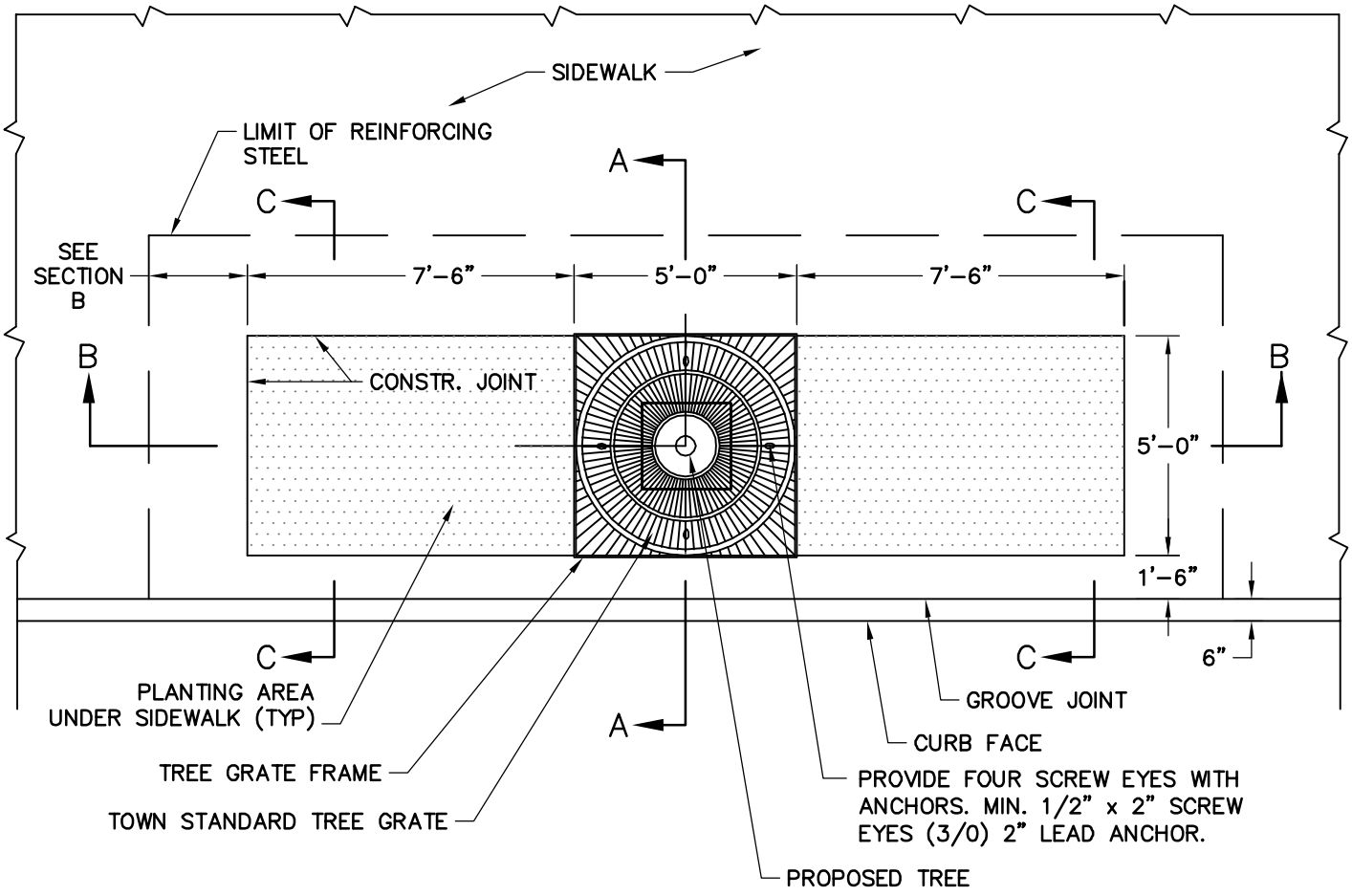


NOTES:

1. 300 SF MIN. TOTAL REQUIRED AREA PER TREE.
2. FOR NEW PLANTING AREAS, REMOVE ALL PAVEMENT, GRAVEL SUB-BASE AND CONSTRUCTION DEBRIS BEFORE PREPARING SOIL AND PLANTING TREES.
3. REMOVE COMPACTED SOIL AND ADD 24" NEW OR TOPSOIL/PLANTING MIX OR UNCOMPACT AND AMEND TOP 24" OF EXISTING SOIL TO MEET TOPSOIL/PLANTING MIX STANDARDS FOR TREES.

REVISIONS	
DATE	DESCRIPTION

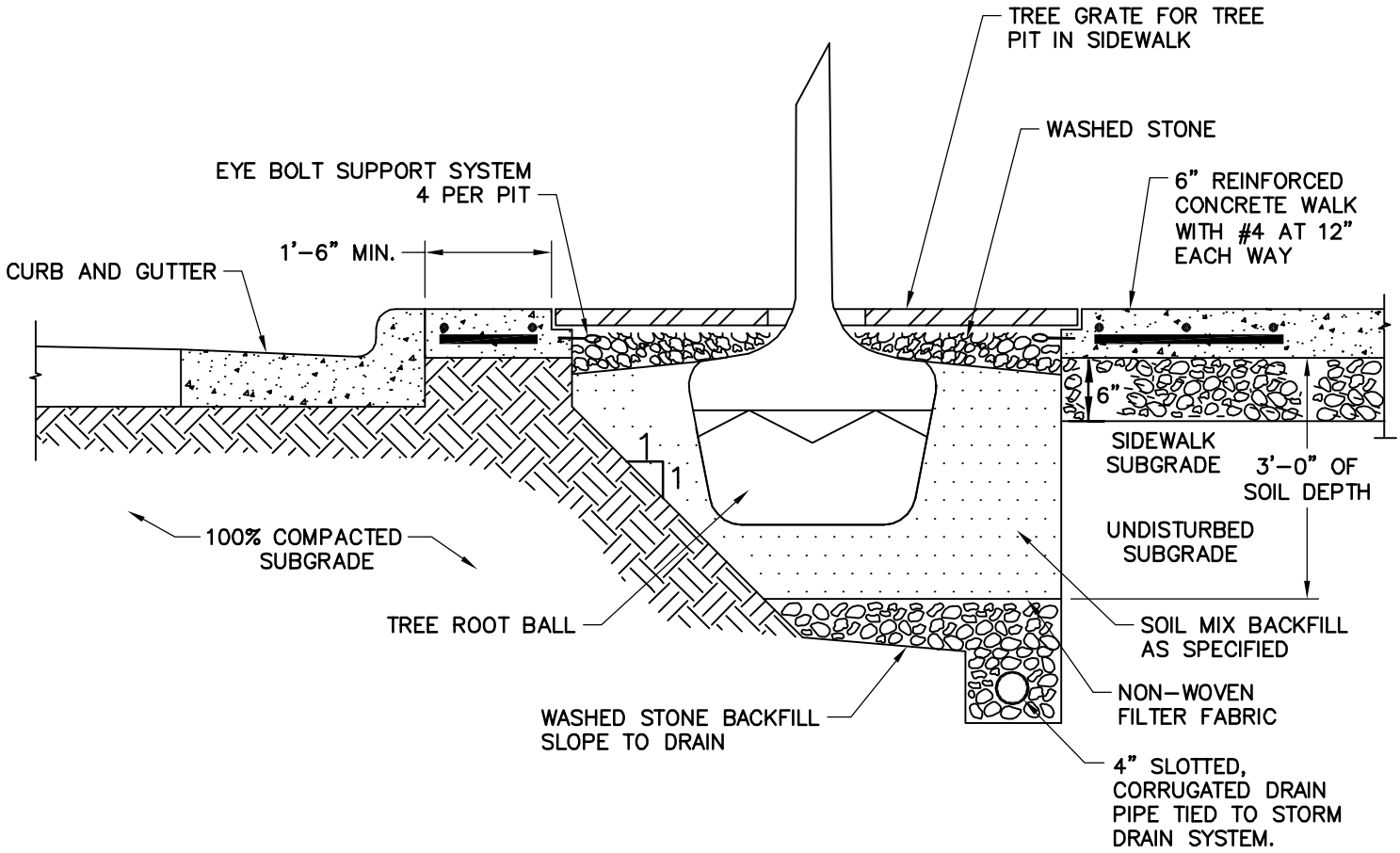
TOWN OF KNIGHTDALE STANDARD DETAILS	TREE PLANTING ISLAND IN PARKING LOTS	STD. NO. 3.23



PLAN

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TREE PIT WITH GRATE IN SIDEWALK	STD. NO. 3.24



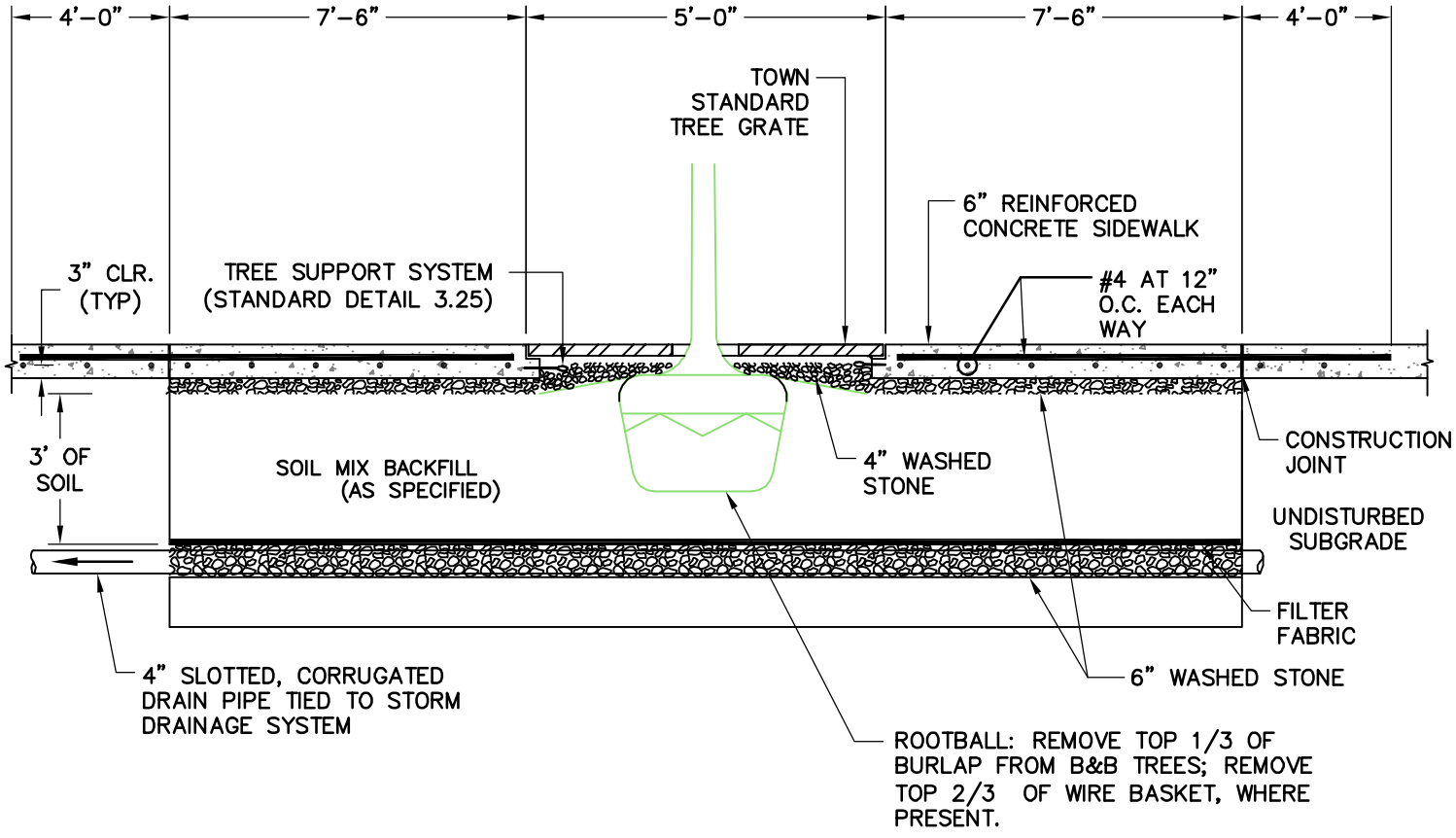
SECTION A-A

NOTE:

SIDEWALK SUBBASE SHALL BE A 70 PERCENT AGGRATE TO 30 PERCENT SANDY SOIL MIXTURE PER TOWN STANDARD SPECIFICATIONS.

REVISIONS	
DATE	DESCRIPTION

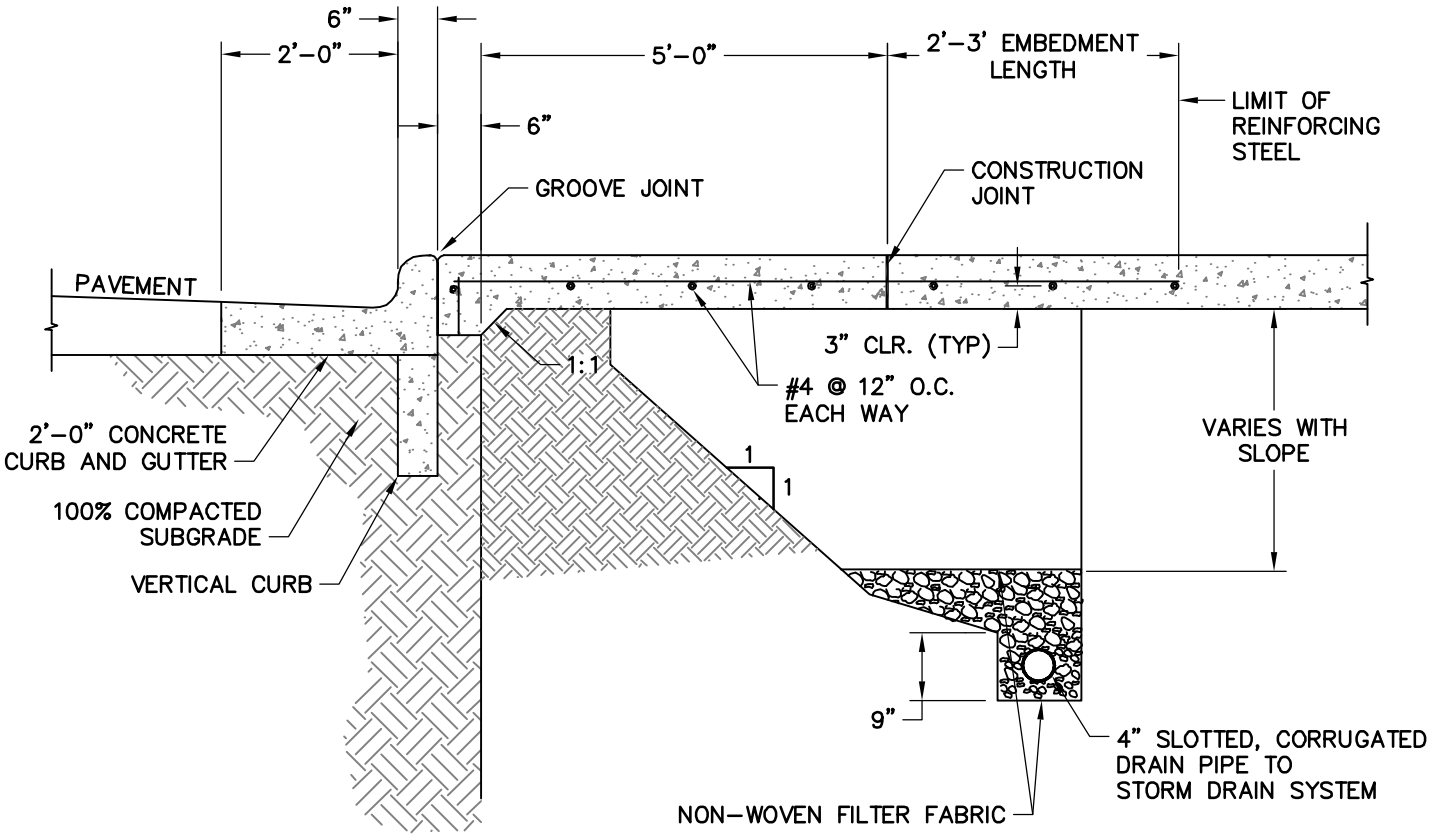
TOWN OF KNIGHTDALE STANDARD DETAILS	TREE PIT WITH GRATE IN SIDEWALK	STD. NO. 3.24



SECTION B–B

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TREE PIT WITH GRATE IN SIDEWALK	STD. NO. 3.24



NOTES:

1. EXPANSION JOINTS ARE PERMITTED AT 40' MIN. SPACING AND NOT LESS THAN 12'-6" FROM CENTER OF TREE GRATE.
2. SEE STANDARD DETAIL 4.04 (2 OF 2) FOR GROOVE JOINT.
3. CONCRETE SHALL BE 3600 PSI IN 28 DAYS.
4. ALL REINFORCING STEEL SHALL BE GRADE 60.
5. USE REINFORCED STEEL BAR SUPPORTS IN COMPLIANCE WITH NCDOT STANDARD SPECIFICATION 970-4.

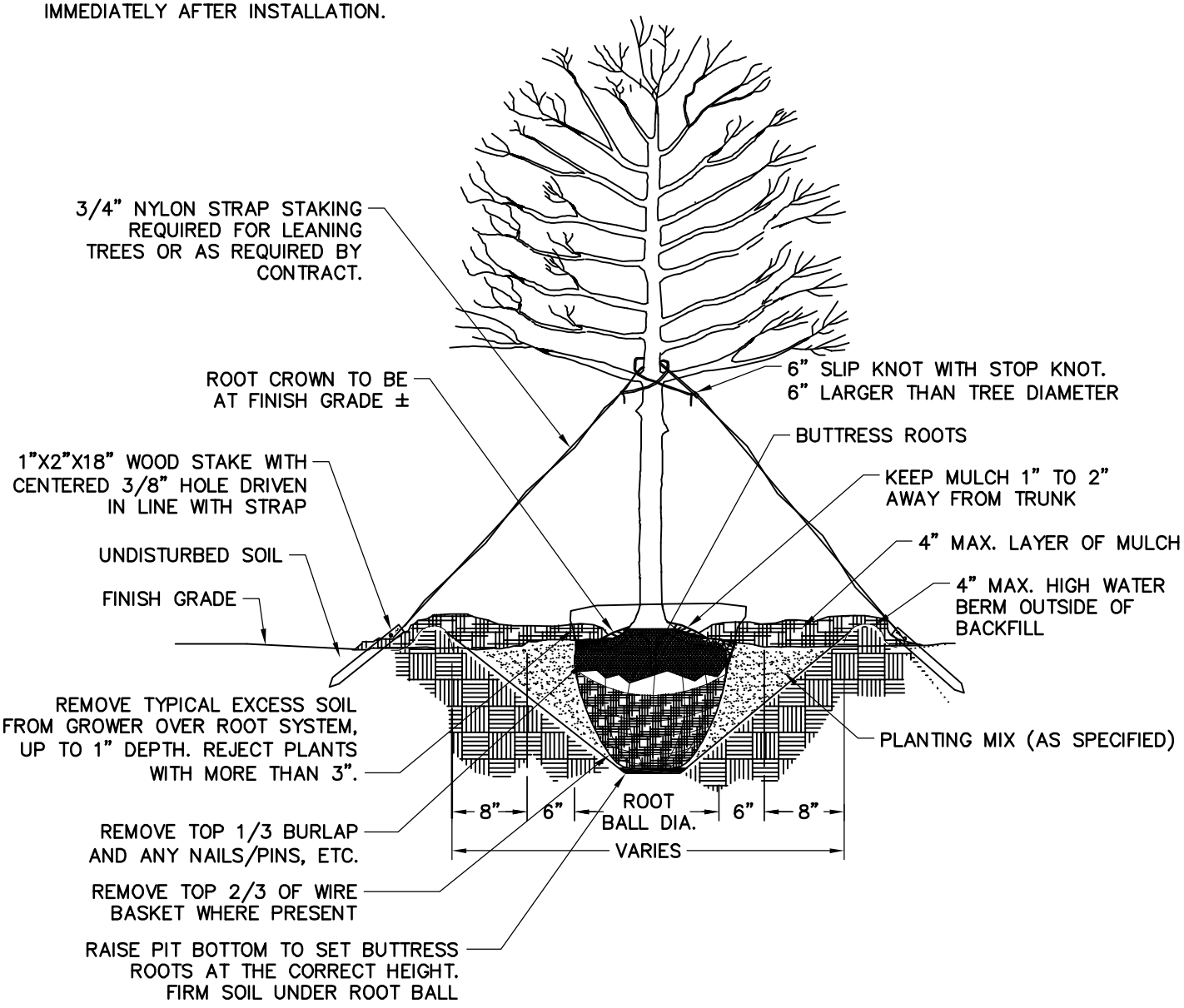
SECTION C-C

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TREE PIT WITH GRATE IN SIDEWALK	STD. NO. 3.24

NOTES:

1. REMOVE WIRE OR NYLON TWINE FROM BALL.
2. SOAK ROOT BALL AND PLANT PIT IMMEDIATELY AFTER INSTALLATION.



ALL TREES SHALL MEET AMERICAN STANDARD FOR NURSERY STOCK
(AMSI, 1990, PART 1, "SHADE AND FLOWERING TREES")

FOR EXAMPLE:	CALIPER	HEIGHT (RANGE)	MAX. HEIGHT	MIN. ROOT BALL DIA.	MIN. ROOT BALL DEPTH
	2"	12–14'	16'	24"	16"
	3"	14–16'	18'	32"	21"

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TREE PLANTING (FOR SINGLE AND MULTI-STEM TREES)	STD. NO. 3.25

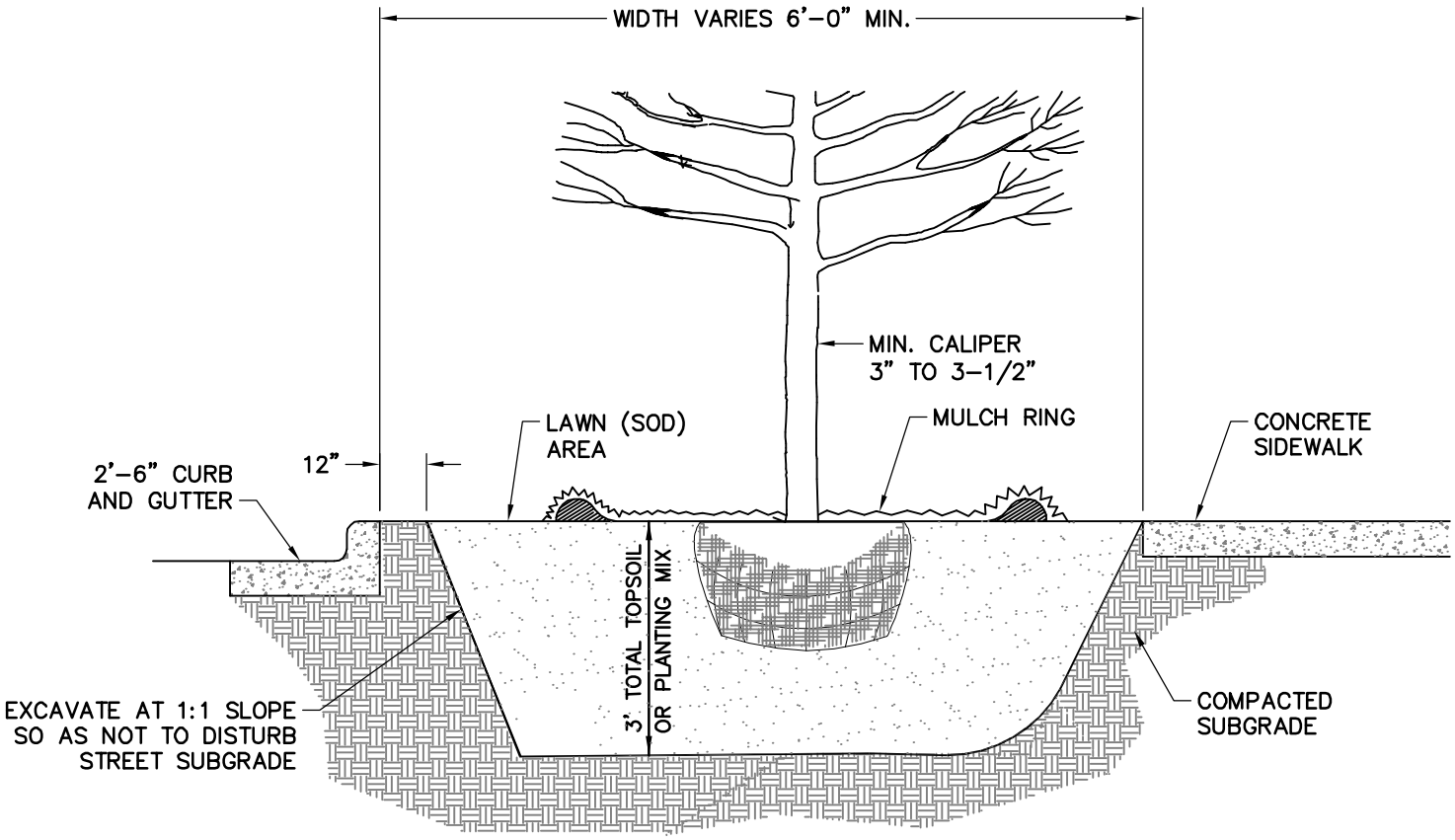
NOTES:

1. TO BE USED ONLY IN RESIDENTIAL, COMMERCIAL/MIXED USE AREAS. SEE DETAIL SERIES 3.24.

2. FOR NEW PLANTING AREAS, REMOVE ALL PAVEMENT, GRAVEL, SUB-BASE, AND CONSTRUCTION DEBRIS BEFORE PREPARING SOIL AND PLANTING TREES.

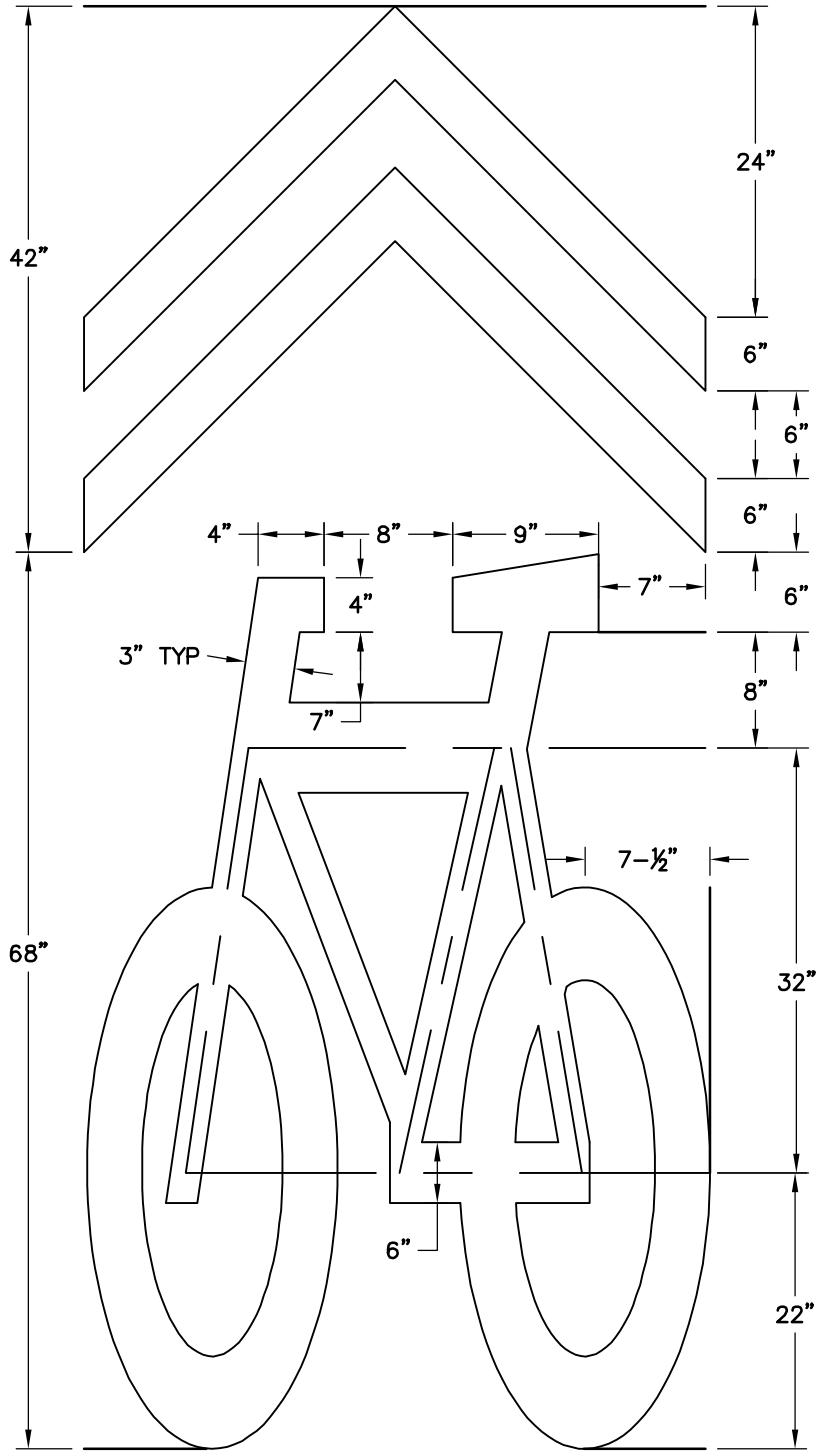
3. REMOVE COMPACTED SOIL AND ADD 24" NEW TOPSOIL WITH PLANT MIX OR UNCOMPACT AND AMEND TO 24" OF EXISTING SOIL TO MEET TOPSOIL WITH PLANTING MIX STANDARDS FOR TREES.

4. MULCH SHALL NOT BE STACKED AGAINST BASE OF PLANTING.



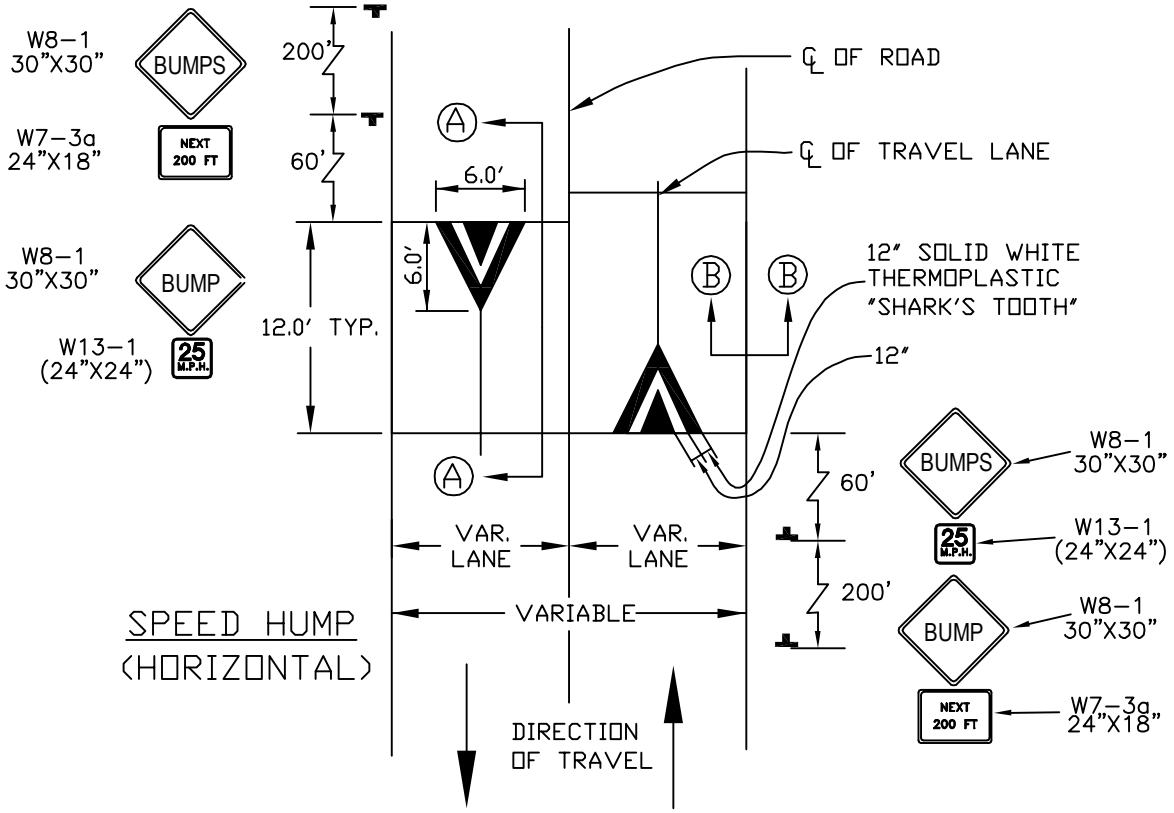
REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	6' TREE PLANTING MIXED USE AREAS	STD. NO. 3.26

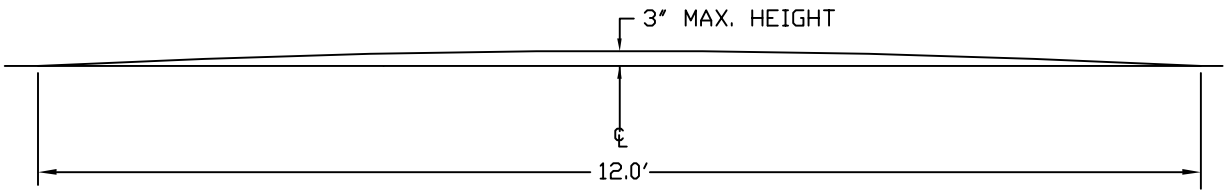


REVISIONS	
DATE	DESCRIPTION

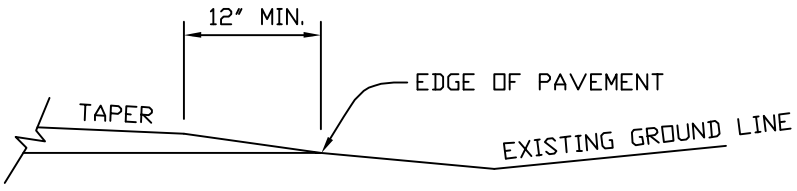
TOWN OF KNIGHTDALE STANDARD DETAILS	BICYCLE SHARED LANE MARKER	STD. NO. 3.27



SPEED HUMP
(HORIZONTAL)



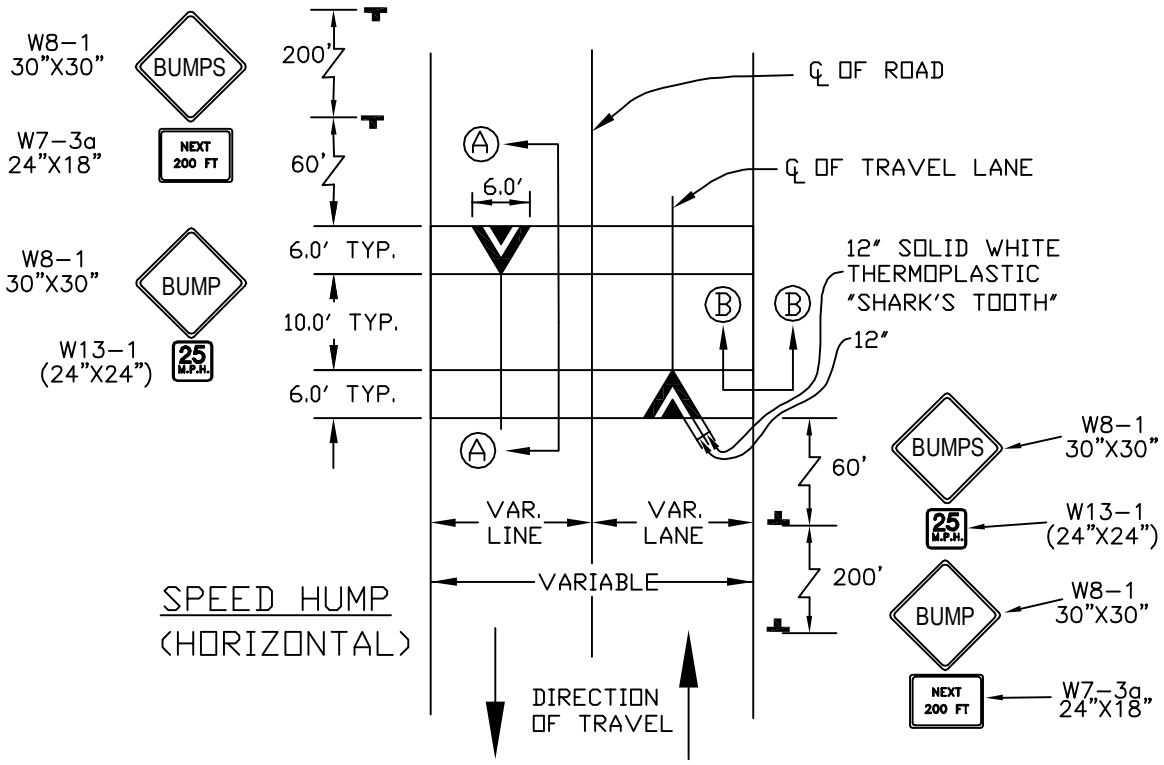
SECTION A-A



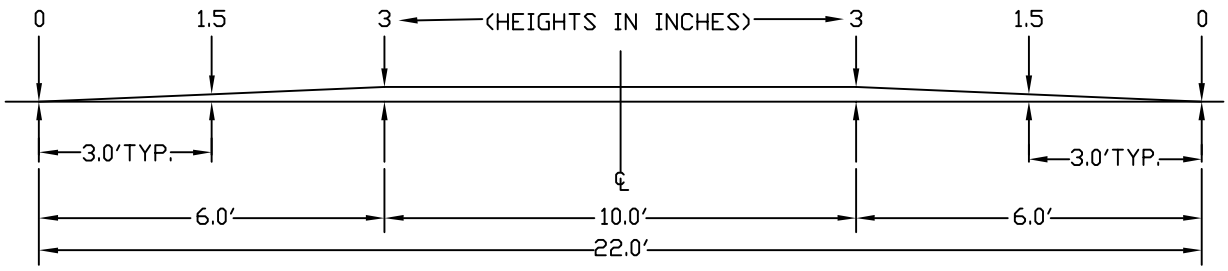
SECTION B-B

REVISIONS	
DATE	DESCRIPTION

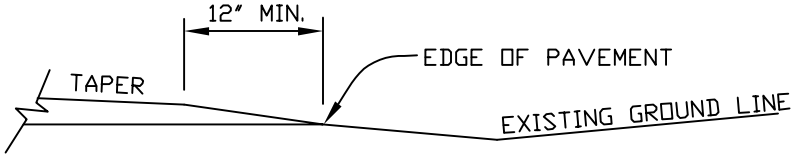
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD PAVEMENT UNDULATION (SPEED HUMP)	STD. NO. 3.28



SPEED HUMP
(HORIZONTAL)



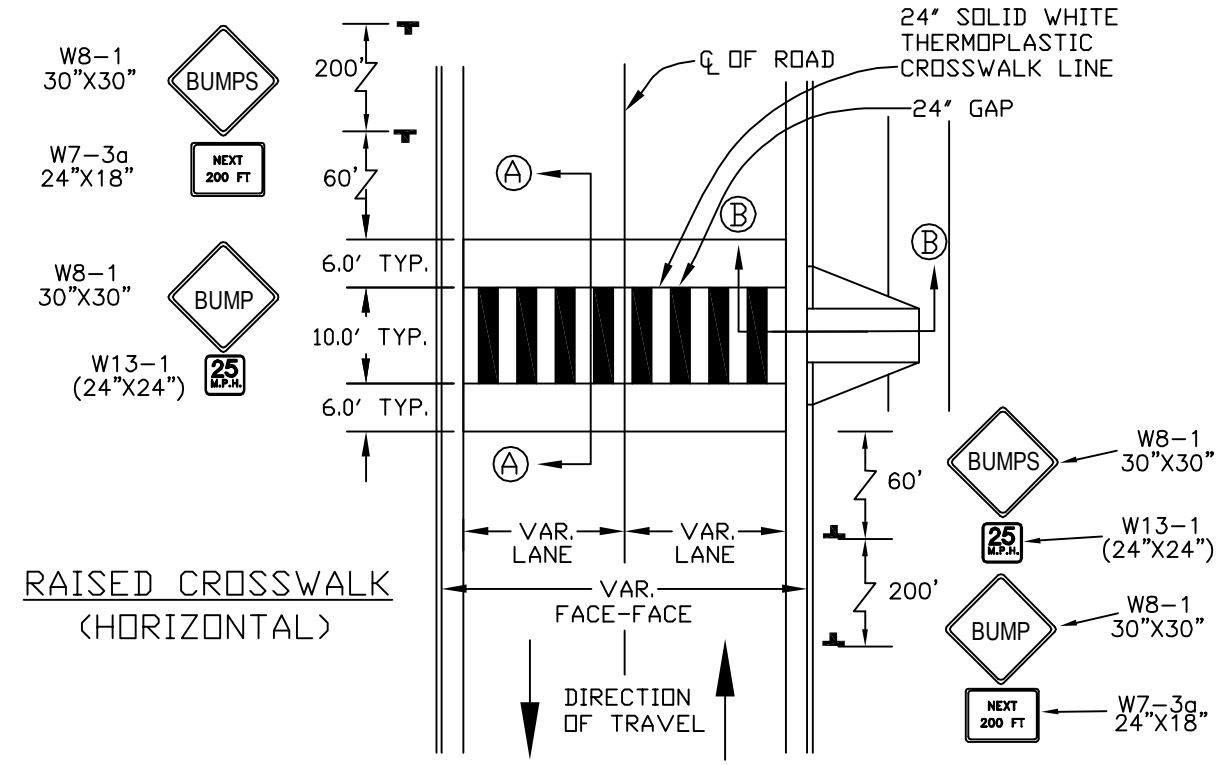
SECTION A-A



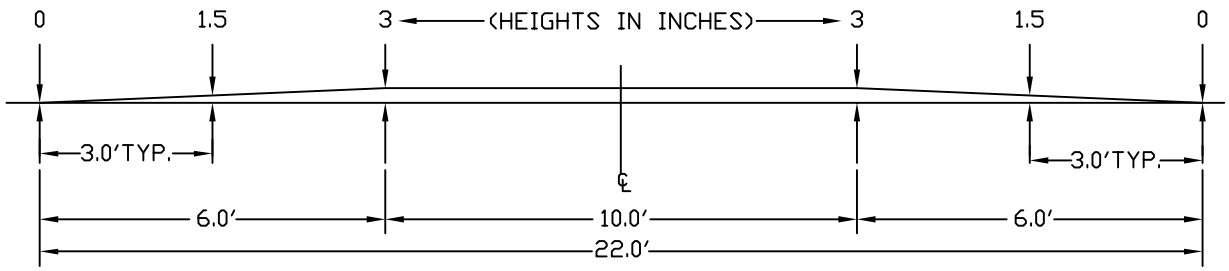
SECTION B-B

REVISIONS	
DATE	DESCRIPTION

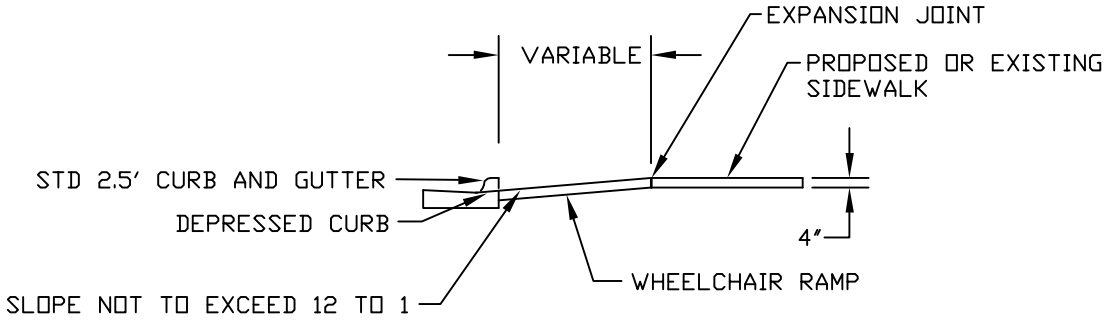
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD PAVEMENT UNDULATION (FLAT TOP SPEED HUMP)	STD. NO. 3.28



RAISED CROSSWALK
(HORIZONTAL)



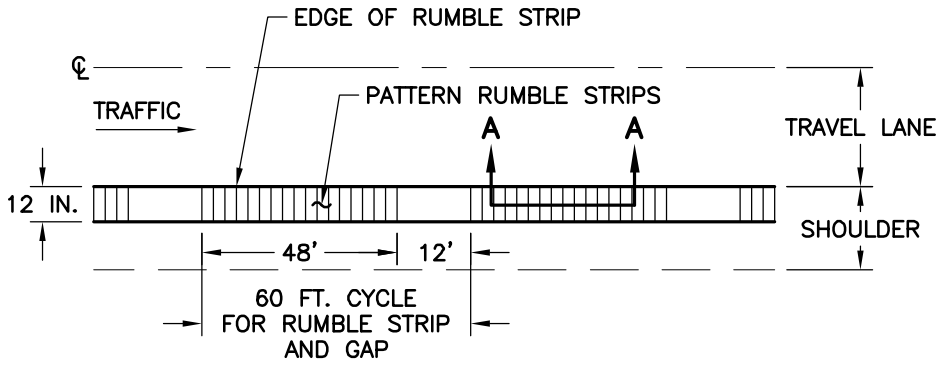
SECTION A-A



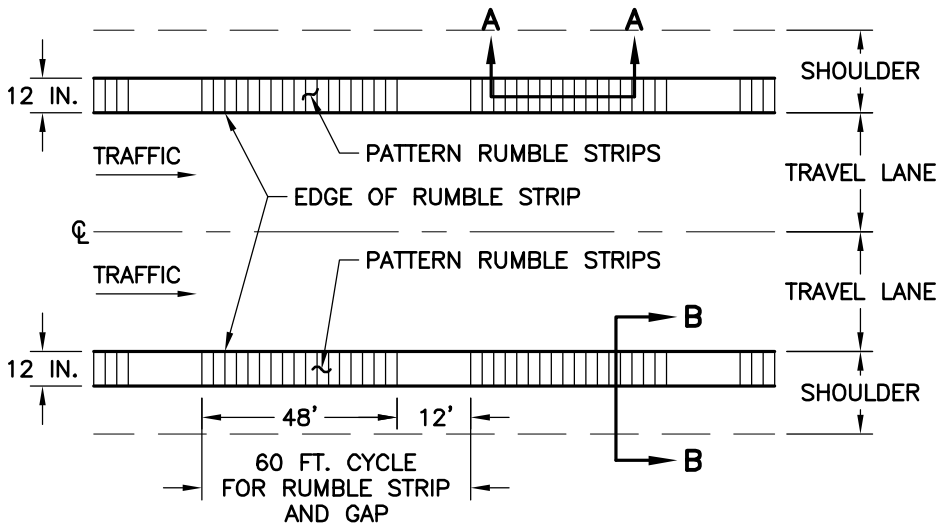
SECTION B-B

REVISIONS	
DATE	DESCRIPTION

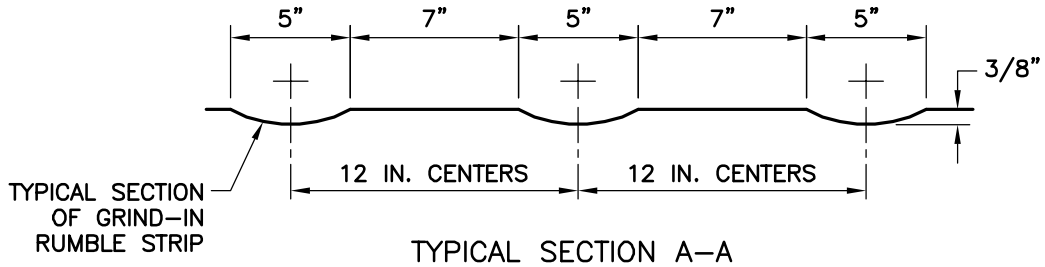
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD PAVEMENT UNDULATION (RAISED PEDESTRIAN CROSSING)	STD. NO. 3.28



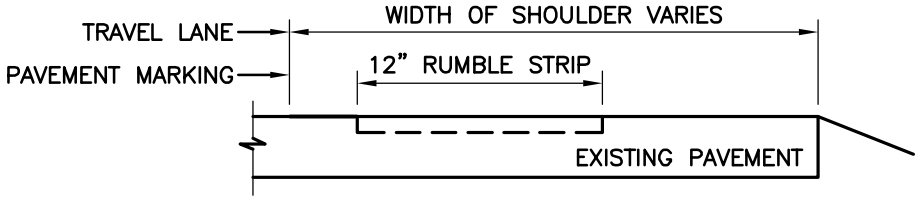
INTERMITTENT RUMBLE STRIP
TWO–LANE ROADWAY (ASPHALT)



INTERMITTENT RUMBLE STRIP
FOUR–LANE DIVIDED ROADWAY (ASPHALT)



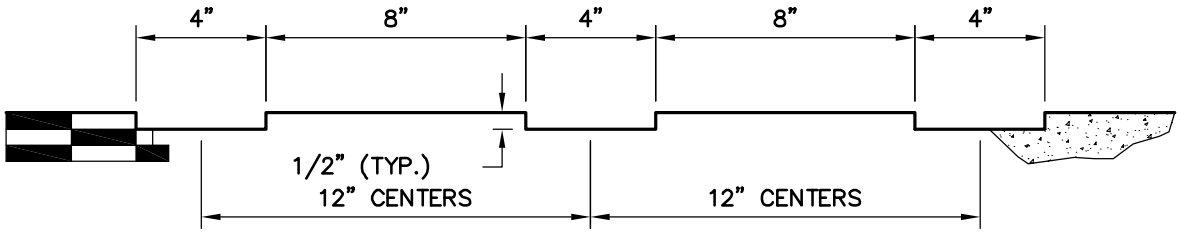
TYPICAL SECTION A–A
FOR GRIND–IN RUMBLE STRIP
ON EXISTING ASPHALT OR CONCRETE PAVEMENT



TYPICAL SECTION B–B

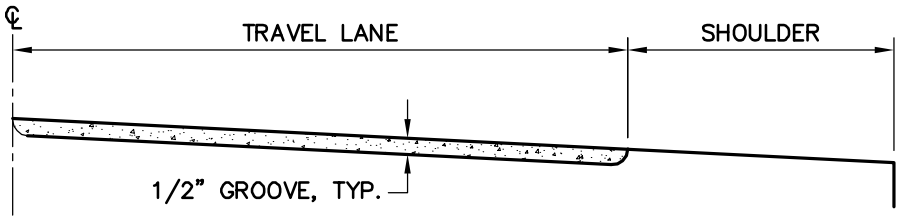
REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	RUMBLE STRIPS OUTSIDE LANE	STD. NO. 3.29



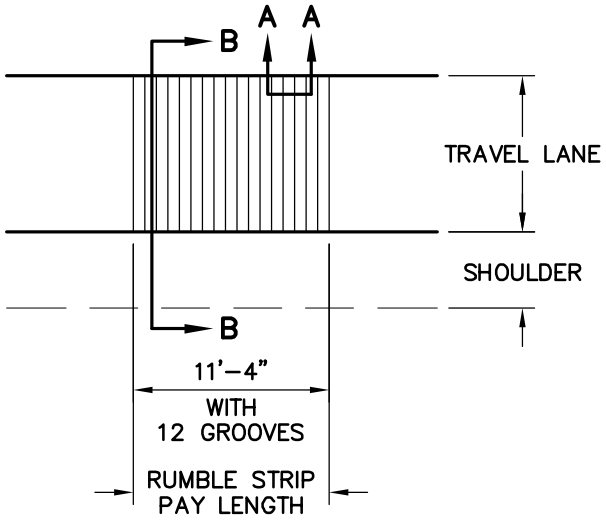
RUMBLE STRIP GROOVES IN ASPHALT OR CONCRETE SURFACE
12 STRIPS PER CLUSTER, TYPICAL

SECTION A–A
(GROOVED)



SECTION B–B
(GROOVED)

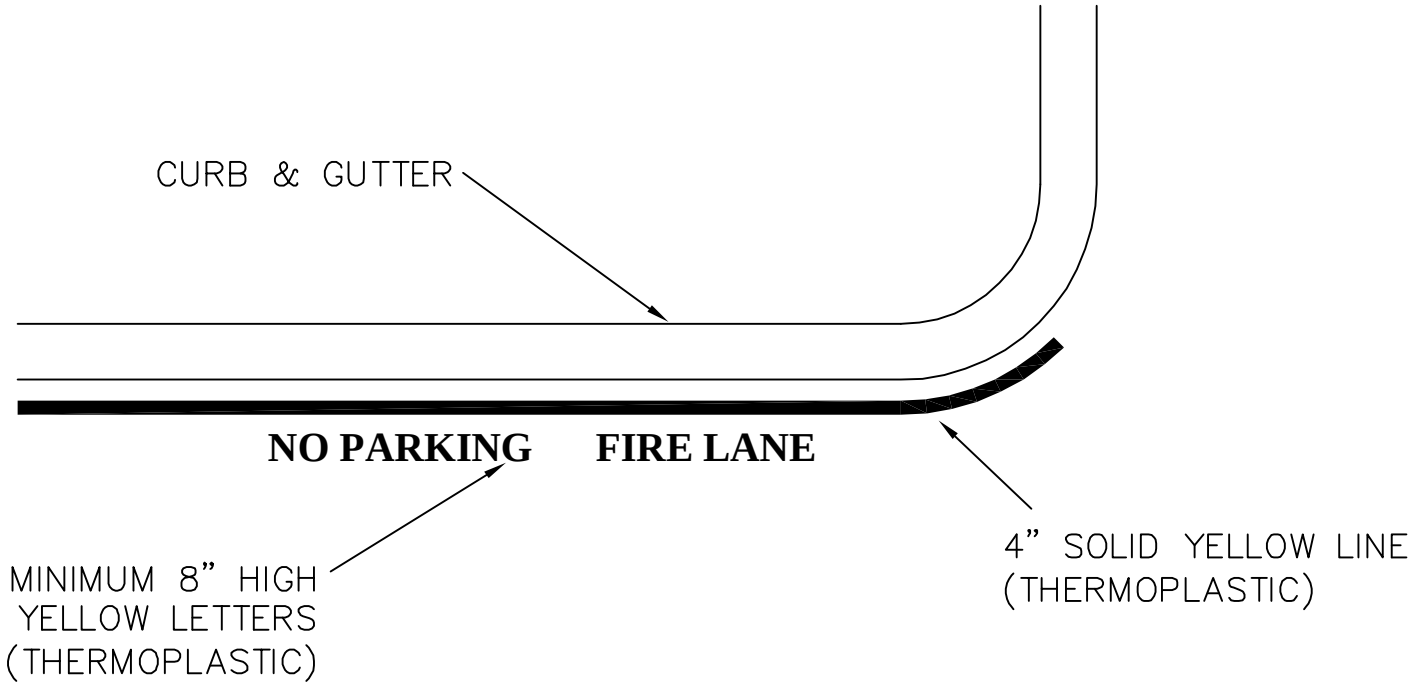
PERMANENT GROOVED RUMBLE STRIPS



TYPICAL RUMBLE STRIP CLUSTER

REVISIONS	
DATE	DESCRIPTION

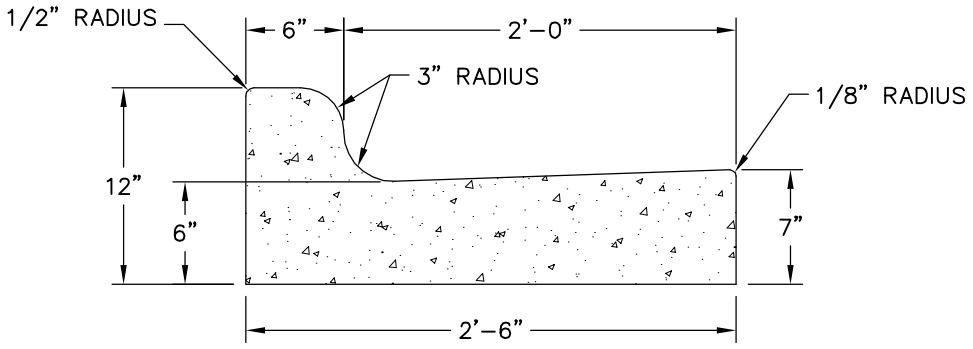
TOWN OF KNIGHTDALE STANDARD DETAILS	RUMBLE STRIPS TRAFFIC CALMING	STD. NO. 3.30



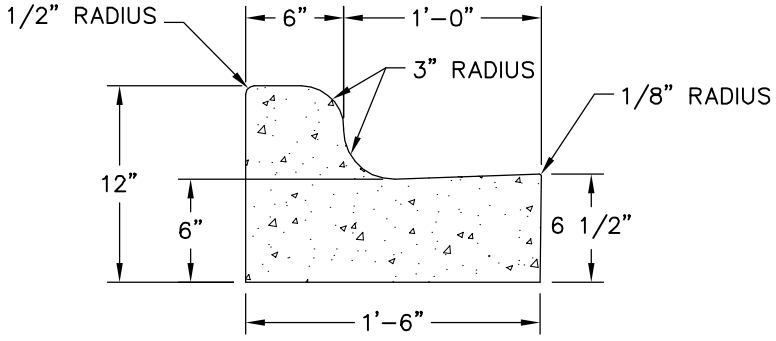
TYPICAL FIRE LANE PAVEMENT MARKING DETAIL

REVISIONS	
DATE	DESCRIPTION

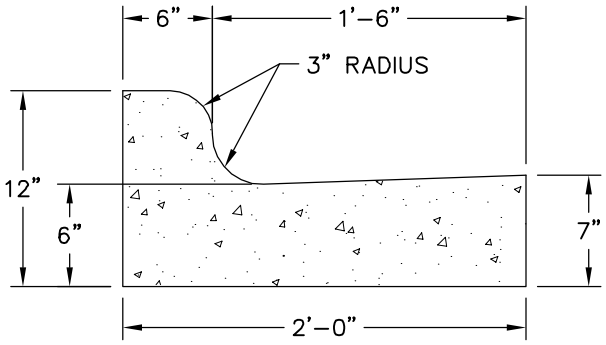
TOWN OF KNIGHTDALE STANDARD DETAILS	FIRE LANE PAVEMENT MARKING	STD. NO. 3.31



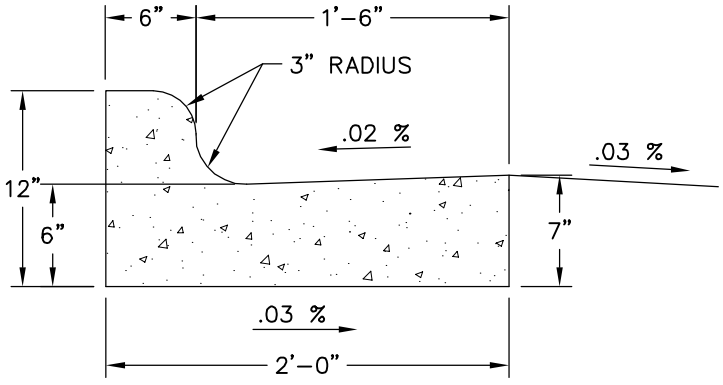
STANDARD 2'–6" CURB AND GUTTER



1'–6" STANDARD CURB AND GUTTER



2'–0" STANDARD CURB & GUTTER



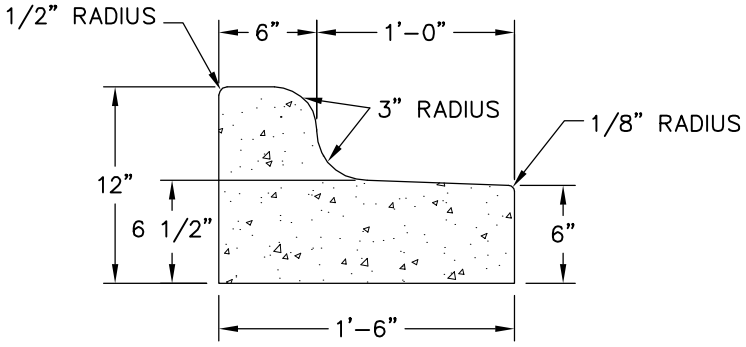
SLOPE FOR VARIABLE
SUPERELEVATION RATES

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CURB AND GUTTER	STD. NO. 4.01

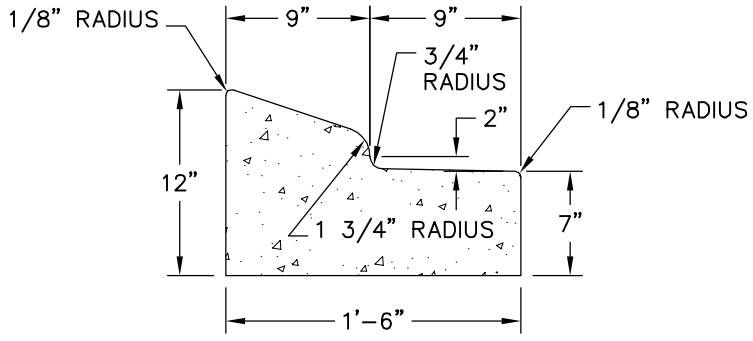
1'–6" MEDIAN CURB AND GUTTER

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



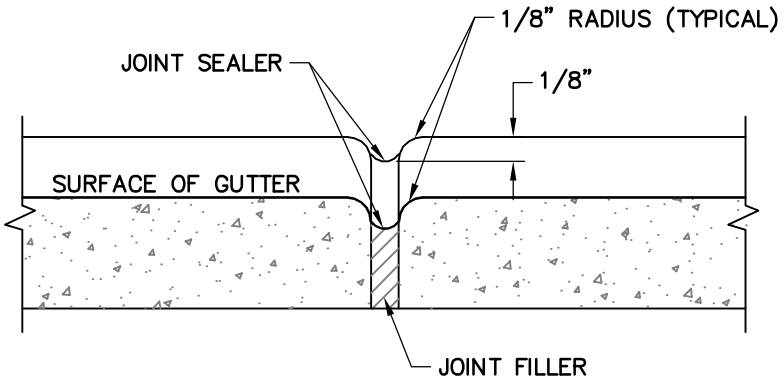
1'–6" MOUNTABLE CURB AND GUTTER

TO BE USED IN MEDIANS ONLY WHEN SPECIFIED BY THE TOWN ENGINEER.



REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CURB AND GUTTER	STD. NO. 4.01



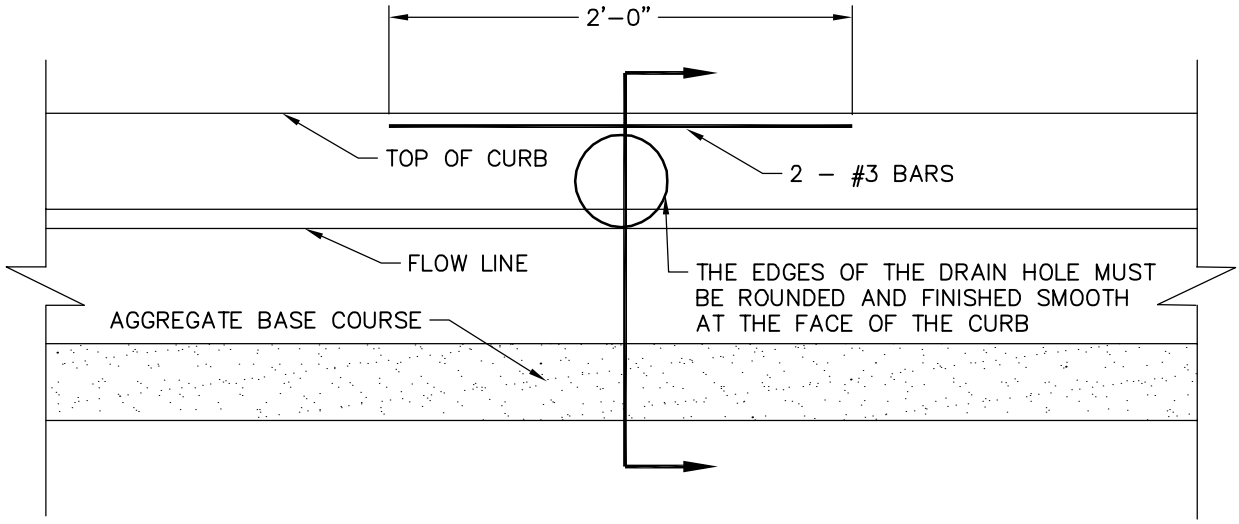
TRANSVERSE EXPANSION JOINT

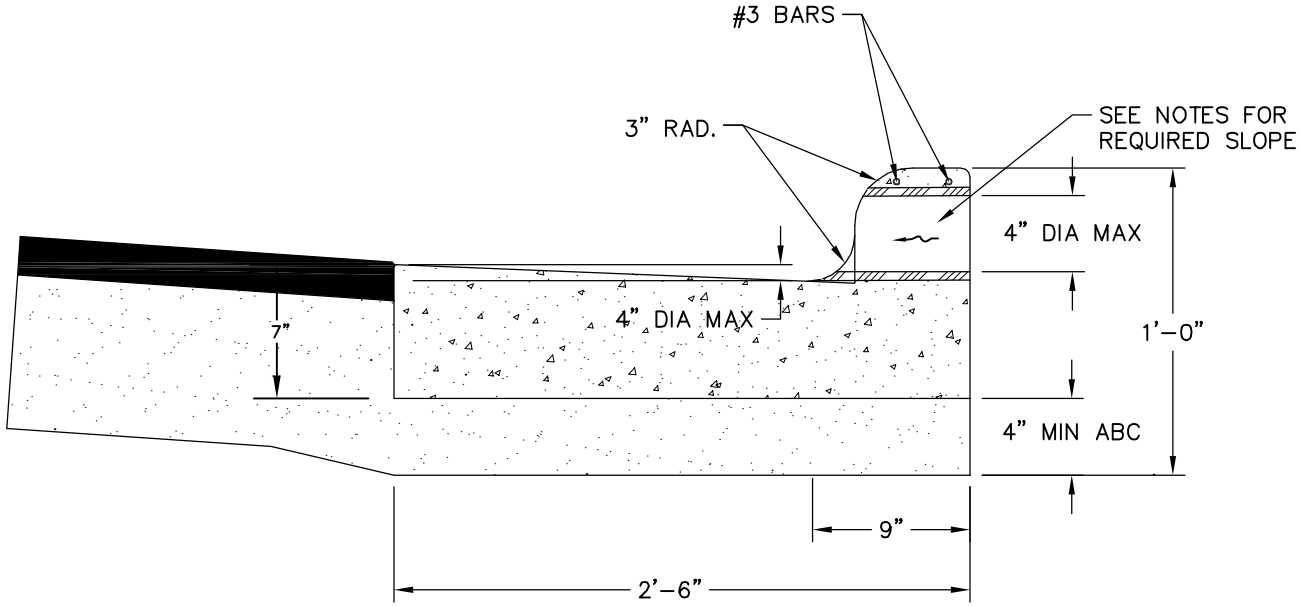
NOTES:

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 PSI 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.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CURB AND GUTTER	STD. NO. 4.01



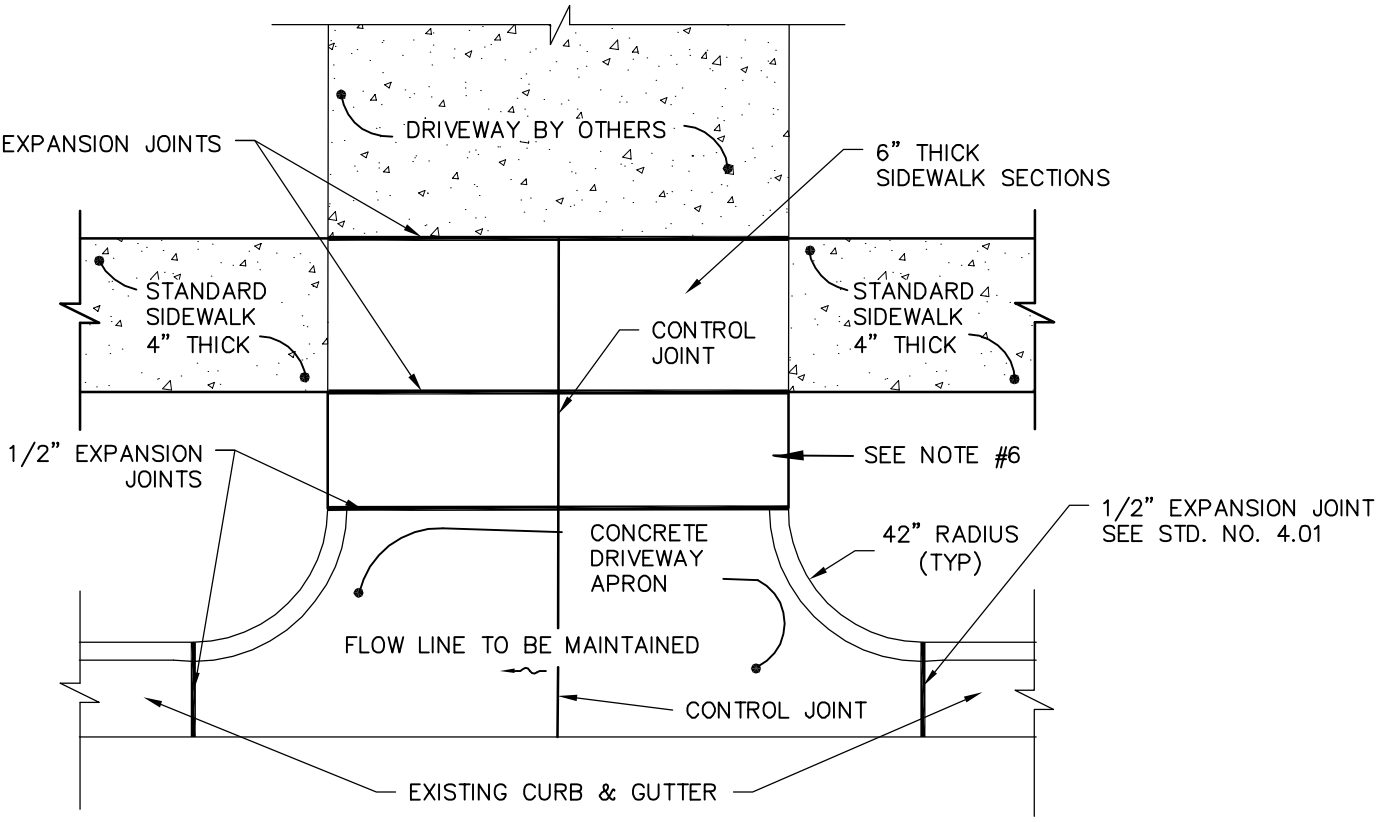


NOTES:

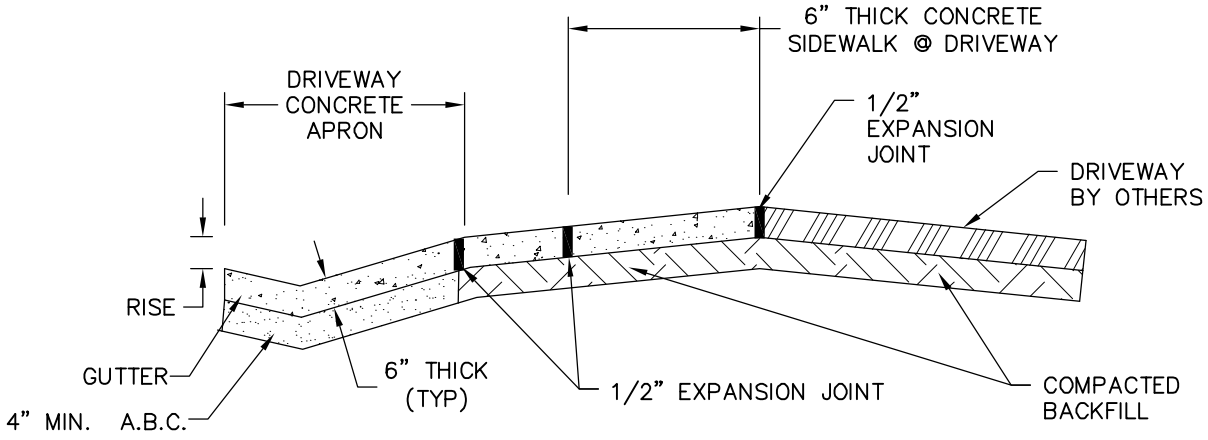
1. CURB DRAINS SHALL NOT BE CONSTRUCTED WITHIN 10' OF CONTRACTION OR EXPANSION JOINTS
2. OPENING GRADE MAY VARY BETWEEN A MAXIMUM SLOPE OF 1/2" PER FT AND A MINIMUM OF 1/4" PER FT.
2. MORE THAN ONE HOLE MAY BE INSTALLED PROVIDED THE HOLES ARE LOCATED WITH 18" SPACING

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD CURB DRAIN	STD. NO. 4.02



PLAN VIEW



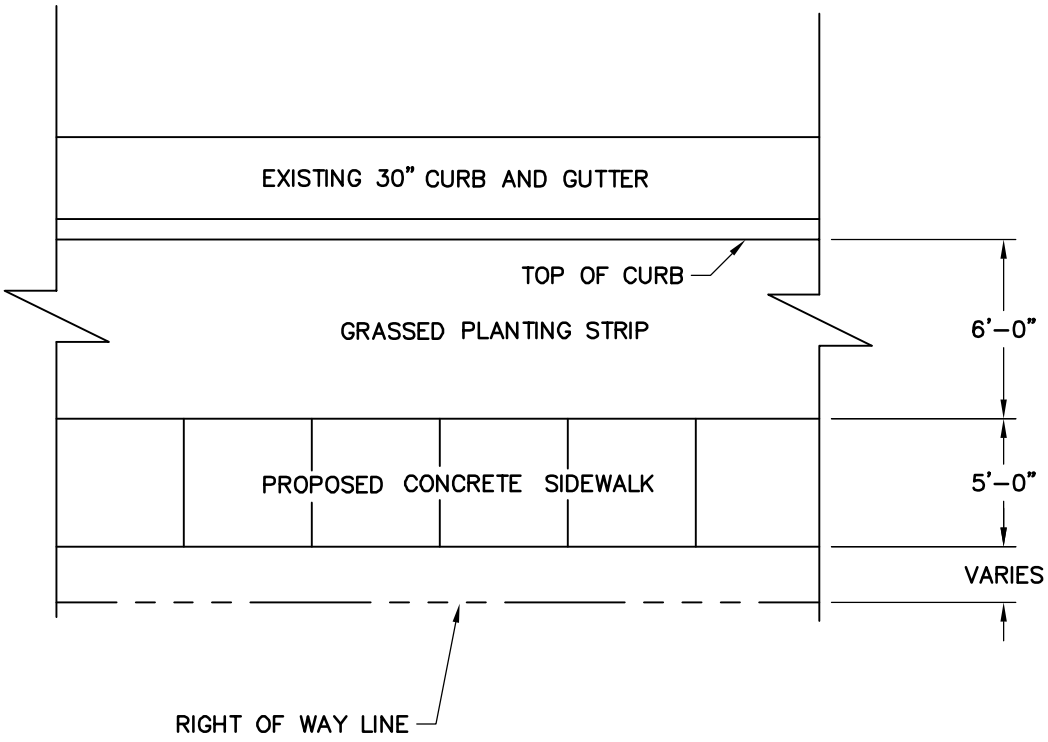
TYPICAL SECTION

NOTES:

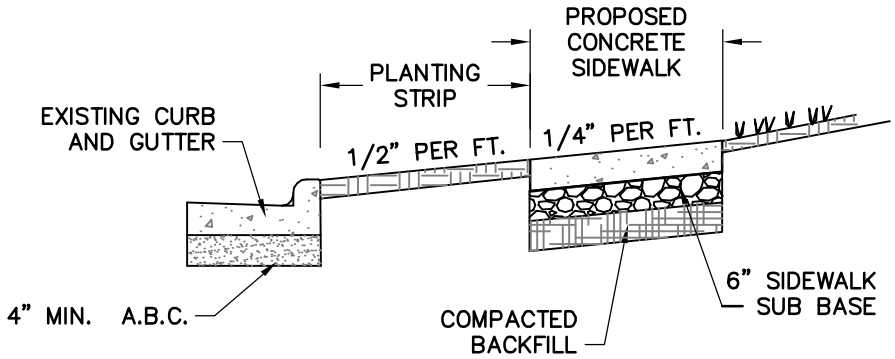
1. RESIDENTIAL DRIVEWAYS TO BE 12' TO 18'
2. COMMERCIAL DRIVEWAYS TO BE A MAXIMUM OF 36' WIDE
3. CONCRETE SHALL BE 3000 P.S.I.
4. CONTROL JOINTS NOT TO EXCEED 10' ON CENTER
5. CURB RADIUS SHALL NOT RISE MORE THAN 1 (ONE) INCH
6. IF THE DRIVEWAY SECTION BETWEEN THE SIDEWALK AND THE DRIVEWAY APRON IS 18" OR LESS THE SIDEWALK WILL BE WIDENED TO THE APRON AND AN EXPANSION JOINT ELIMINATED.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD DRIVEWAY APRON	STD. NO. 4.03



PLAN VIEW



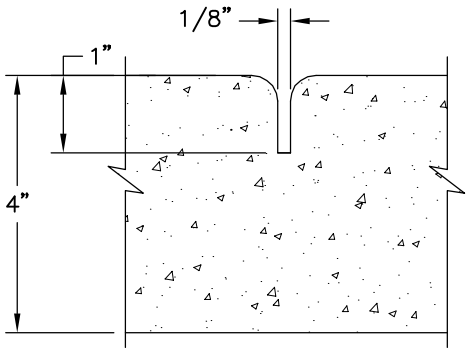
TYPICAL SECTION

NOTES:

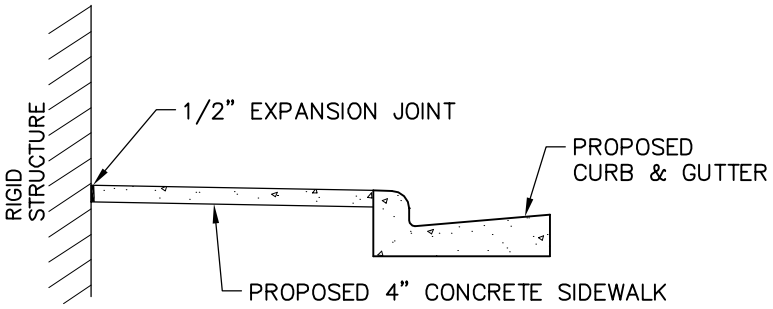
1. TRANSVERSE EXPANSION JOINTS TO BE A MAXIMUM OF 50 FEET APART.
2. CONTROL JOINTS TO BE AT 5 FEET O.C.
3. ALL CONCRETE TO BE FINISHED WITH CURING COMPOUND.
4. SIDEWALK SUB BASE TO BE A MIXTURE OF 70 PERCENT #57 STONE AND ASTM C33 SAND OR EQUAL.

REVISIONS	
DATE	DESCRIPTION

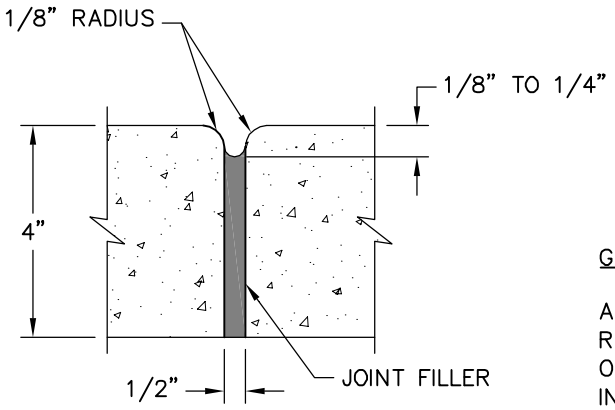
TOWN OF KNIGHTDALE STANDARD DETAILS	CONCRETE SIDEWALKS	STD. NO. 4.04



GROOVE JOINT IN SIDEWALK



DETAILS SHOWING EXPANSION JOINTS IN CONCRETE SIDEWALK



TRANSVERSE EXPANSION JOINT IN SIDEWALK

GENERAL NOTES:

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.

SIDEWALK AT DRIVEWAY ENTRANCES TO BE 6" THICK.

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 ENGINEER.

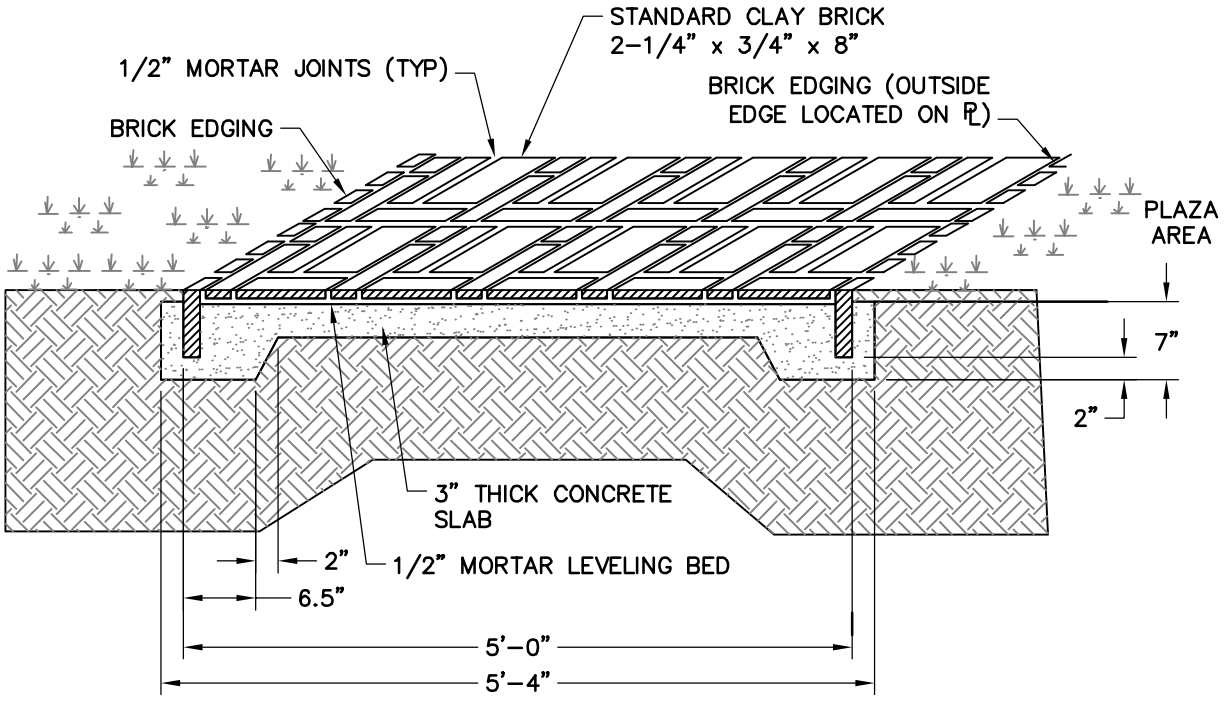
WIDTH OF SIDEWALKS ON NON-THOROUGHFARE STREETS SHALL BE A MINIMUM OF 5' UNLESS OTHERWISE SPECIFIED BY THE TOWN'S UNIFIED DEVELOPMENT ORDINANCE.

SIDEWALK TO BE POURED TO END OF RADIUS AT INTERSECTING STREETS.

CONCRETE COMPRESSIVE STRENGTH SHALL BE 3600 PSI IN 28 DAYS.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CONCRETE SIDEWALKS	STD. NO. 4.04

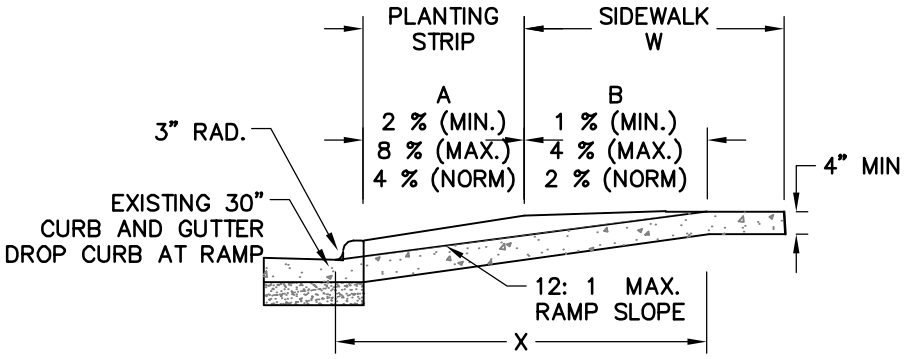


NOTE:

1. STAMPED CONCRETE OR ASPHALT MAY BE USED IN LIEU OF BRICK PAVERS.

REVISIONS	
DATE	DESCRIPTION

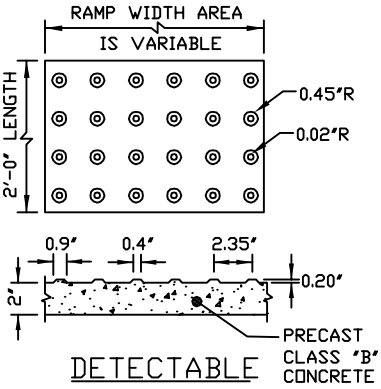
TOWN OF KNIGHTDALE STANDARD DETAILS	GUIDELINES FOR BRICK SIDEWALK	STD. NO. 4.05



SECTIONAL VIEW

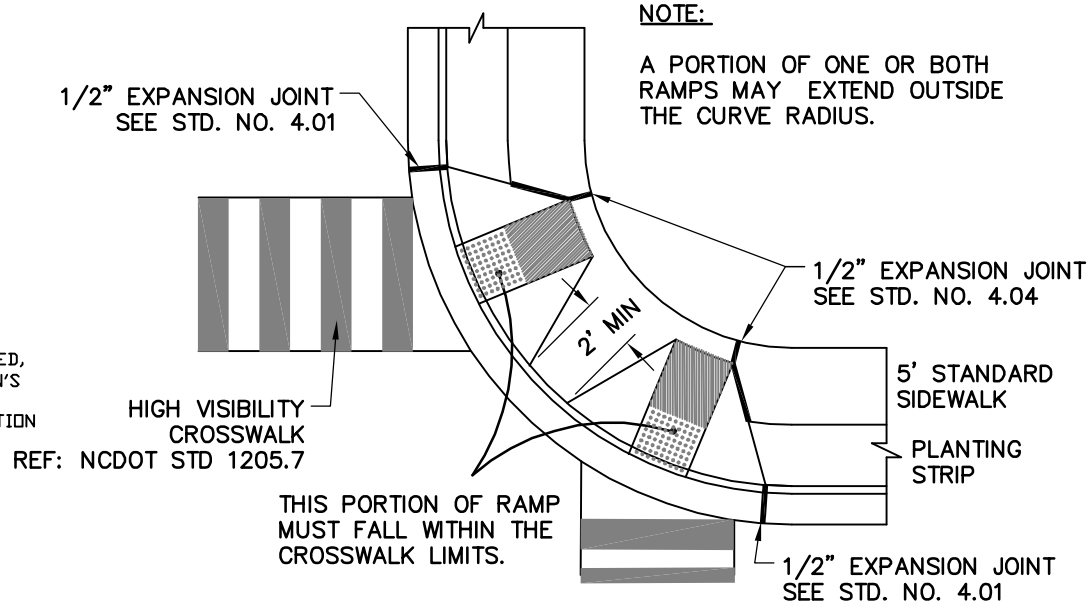
NOTES:

1. DETECTABLE WARNING DOMES SHALL COVER 2 FEET IN LENGTH & FULL WIDTH OF THE RAMP FLOOR AS SHOWN. THE WALKING SURFACE SHALL BE DARK GRAY (70% CONTRAST RATIO) IN COLOR.
2. CROSSWALK WIDTHS AND CONFIGURATIONS VARY, ALL MUST CONFORM TO TRAFFIC DESIGN STANDARDS.



DETECTABLE WARNING DOMES

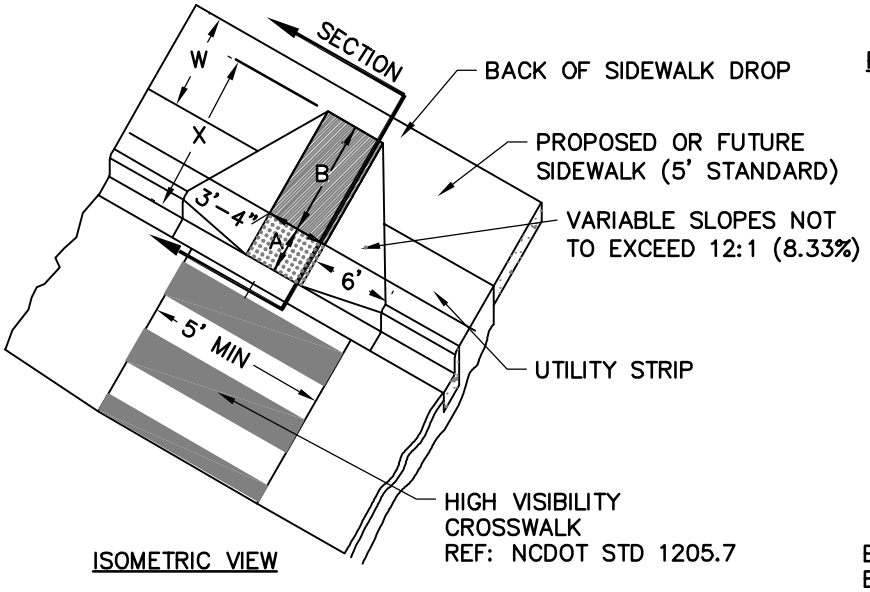
ALTERNATE MATERIAL MAY BE SUBSTITUTED, PROVIDED THE PRODUCT IS ON THE TOWN'S APPROVED MANUFACTURER LIST AND THE MANUFACTURER'S PRODUCT AND INSTALLATION SPECIFICATIONS ARE FOLLOWED.



NOTE:

A PORTION OF ONE OR BOTH RAMPS MAY EXTEND OUTSIDE THE CURVE RADIUS.

PLAN VIEW



ISOMETRIC VIEW

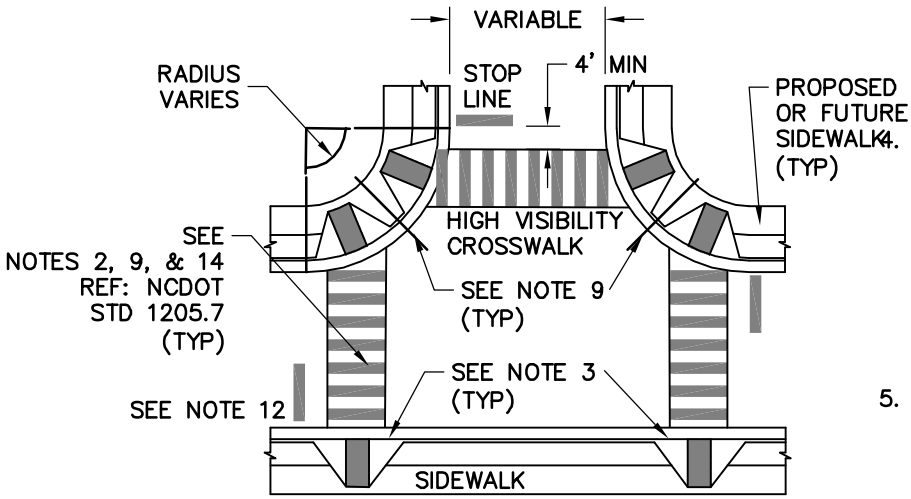
W	A	W+A+9"	X	B
5'	0.0'	5.8'	5.8'	5.0' *
6'	0.0'	6.8'	6.8'	6.0' * *
7'	0.0'	7.8'	7.3'	6.5' * *
8'	0.0'	8.8'	7.3'	6.5' * *
5'	2.0'	7.8'	7.8'	5.0'
5'	2.5'	8.3'	8.1'	4.8'
5'	3.0'	8.8'	8.3'	4.4'
5'	3.5'	9.3'	8.4'	4.1'
5'	4.0'	9.8'	8.6'	3.8'
5'	4.5'	10.3'	8.7'	3.4'
5'	5.0'	10.8'	8.9'	3.1'

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

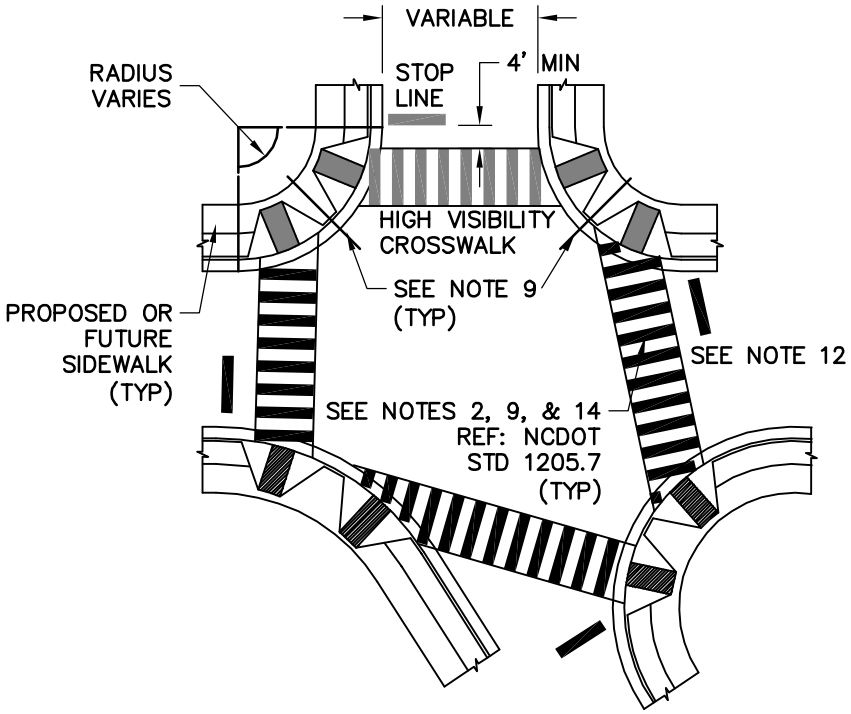
DIMENSION SCHEDULE

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	WHEELCHAIR RAMP CURB CUT	STD. NO. 4.06



TYPICAL WHEELCHAIR RAMPS AND CROSSWALKS AT TEE INTERSECTIONS



TYPICAL WHEELCHAIR RAMPS AND CROSSWALKS AND STOP LINES

NOTES:

3. NC GEN. ST. 136-44.14 REQUIRES THAT ALL STREET CURBS BEING CONSTRUCTED OR RECONSTRUCTED SHALL INCLUDE WHEELCHAIR RAMPS AT ALL INTERSECTIONS AND OTHER POINTS OF PEDESTRIAN TRAFFIC.

4. WHEELCHAIR RAMPS SHALL BE PROVIDED AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE TOWN. LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE TOWN TO AVOID POWER POLES, FIRE HYDRANTS, STORM INLETS, ETC. NO LESS THAN TWO (2) FEET OF FULL HEIGHT CURB SHALL BE PLACED BETWEEN THE RAMPS.

5. NO SLOPE ON THE WHEELCHAIR RAMP SHALL EXCEED 1" PER FOOT (12:1 OR 8.33%) IN RELATIONSHIP TO THE GRADE OF THE STREET.

6. THE WHEELCHAIR RAMP SHALL BE A MINIMUM OF 40" (3'-4") WIDE.

7. CONCRETE SHALL BE A MINIMUM OF 3000 P.S.I. AND FINISHED WITH A NON-SKID SURFACE.

8. AN EXPANSION JOINT OF 1/2" SHALL BE PLACED AT THE JOINT BETWEEN THE WHEELCHAIR RAMP AND THE CURB OR SIDEWALK.

9. THE INSIDE PEDESTRIAN CROSSWALK LINES SHALL BE SET NO CLOSER INTO THE INTERSECTION THAN WOULD BE ESTABLISHED BY BISECTING THE CURB RADII.

10. THE CURB CUTS AND THE PEDESTRIAN CROSSWALK LINES SHALL BE COORDINATED SO THAT THE BEGINNING OF THE WHEELCHAIR RAMP WILL FALL COMPLETELY WITHIN THE CROSSWALK LINES.

11. THE MINIMUM WIDTH OF THE PEDESTRIAN CROSSWALKS SHALL BE 5'-0".

12. STOP LINES SHALL BE PLACED AS SHOWN TO INDICATE THE POINT AT WHICH VEHICLES MUST COME TO A STOP. THIS POINT SHALL BE A MINIMUM OF 4'-0" FROM THE PEDESTRIAN CROSSWALK.

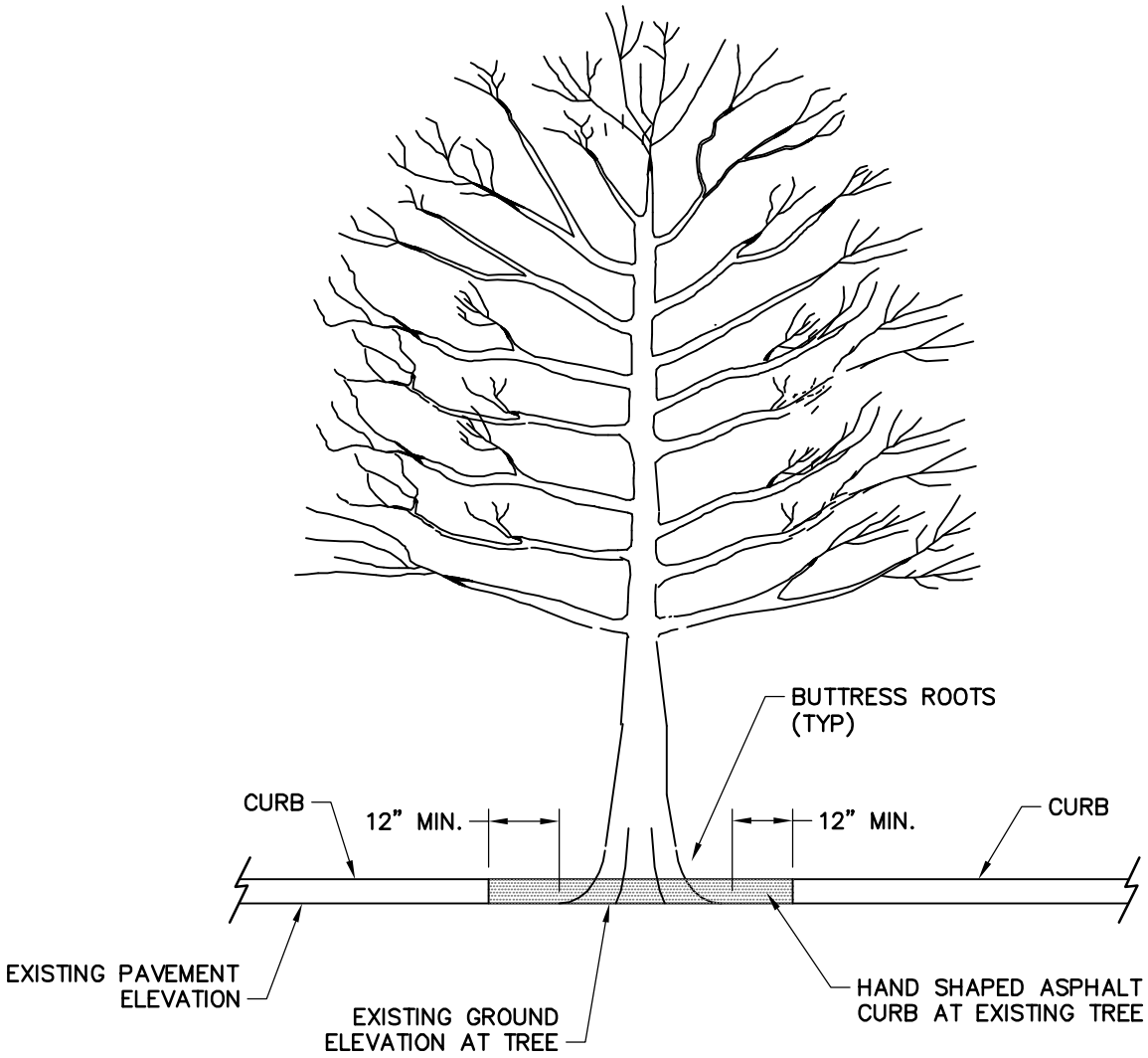
13. PARKING SHALL NOT BE ALLOWED WITHIN 20' OF PEDESTRIAN CROSSWALKS.

14. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD. ALL PAVEMENT MARKINGS SHALL CONFORM WITH NC DOT SPECIFICATIONS SECTIONS 920 AND 1087.

15. ALL STOP BARS SHALL BE 4 FEET BEHIND EDGE OF CROSSWALK.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	WHEELCHAIR RAMP CURB CUT	STD. NO. 4.06

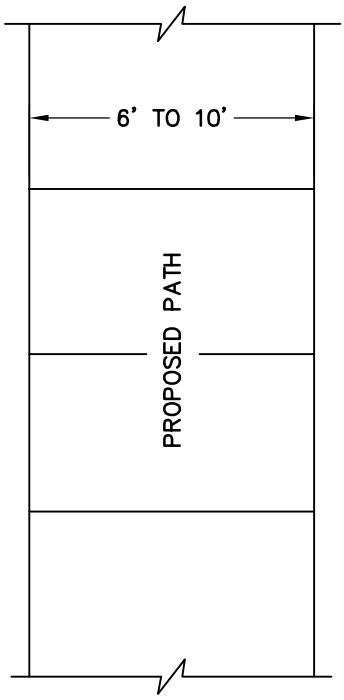


NOTES:

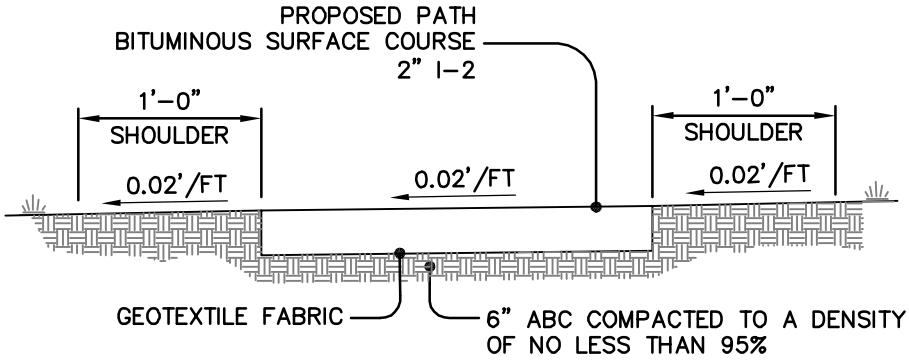
1. CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR EXISTING TREES.
2. WHERE EXISTING TREES ARE WITHIN 4' OF THE PROPOSED BACK OF CURB, THE PROPOSED CURB SHALL END A MINIMUM OF 12" FROM THE TREE'S BUTTRESS ROOTS.
3. CONTRACTOR SHALL COORDINATE WITH THE TOWN TO IDENTIFY TREES FOR WHICH THIS DETAIL APPLIES PRIOR TO CONSTRUCTION NEAR THE TREE(S).
4. NO TREES SHALL BE REMOVED UNLESS CLEARLY SPECIFIED ON THE PLANS OR IDENTIFIED BY THE ENGINEER.
5. AVOID FILL PLACEMENT NEAR TREE.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	ASPHALT CURB PLACEMENT AT EXISTING TREES	STD. NO. 4.08



PLAN VIEW



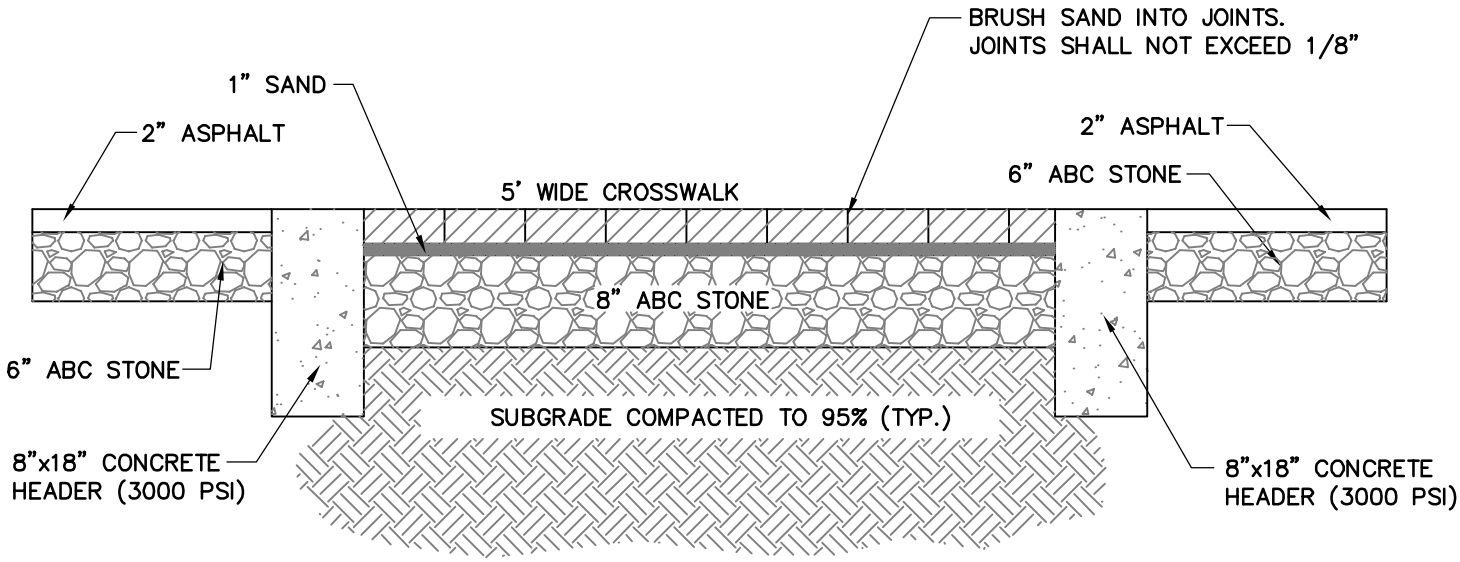
TYPICAL SECTION

NOTES:

1. CROSS SLOPE DIRECTION VARIES. SEE LAYOUT PLANS FOR DIRECTION OF SLOPE.
2. CONTRACTOR IS RESPONSIBLE FOR REESTABLISHING ALL SLOPES DISTURBED BY CONSTRUCTION.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD MULTI-USE PATH GREENWAY	STD. NO. 4.09

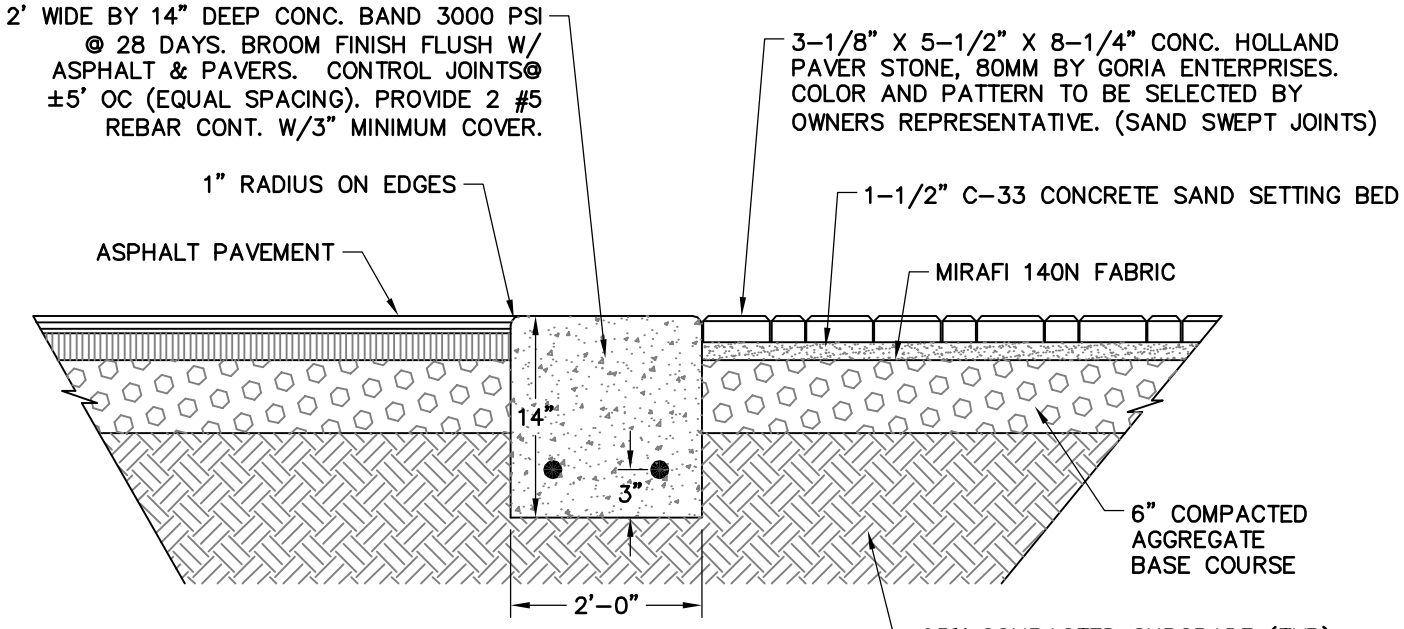


NOTE:

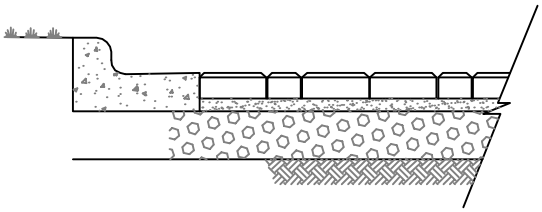
1. STAMPED CONCRETE OR ASPHALT MAY BE USED IN LIEU OF BRICK PAVERS.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	BRICK CROSSWALK	STD. NO. 4.10



SECTION @ CONCRETE BAND



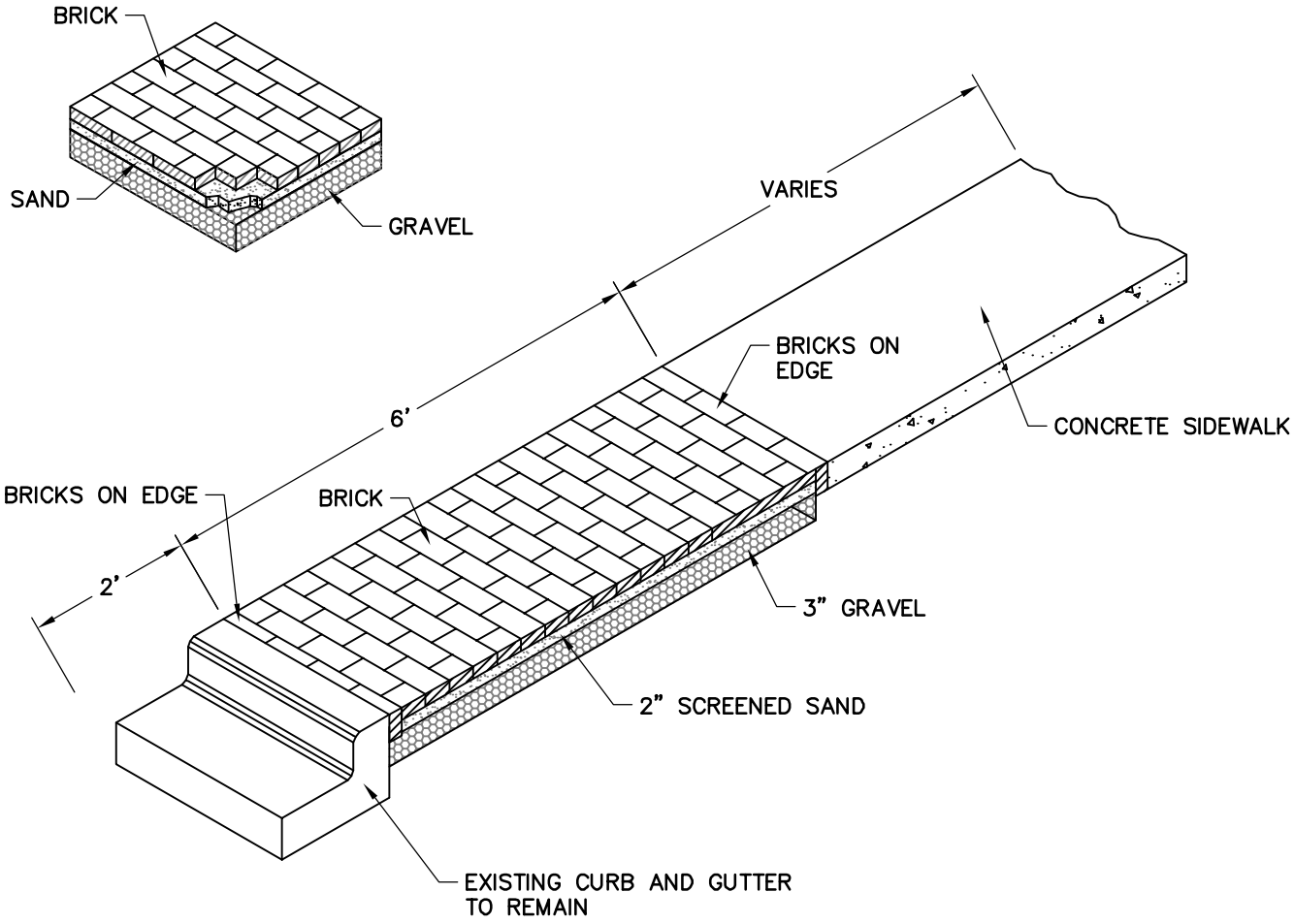
SECTION @ CURB & GUTTER

NOTE:

1. STAMPED CONCRETE OR ASPHALT MAY BE USED IN LIEU OF BRICK PAVERS.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	UNIT PAVER CROSSWALK	STD. NO. 4.11

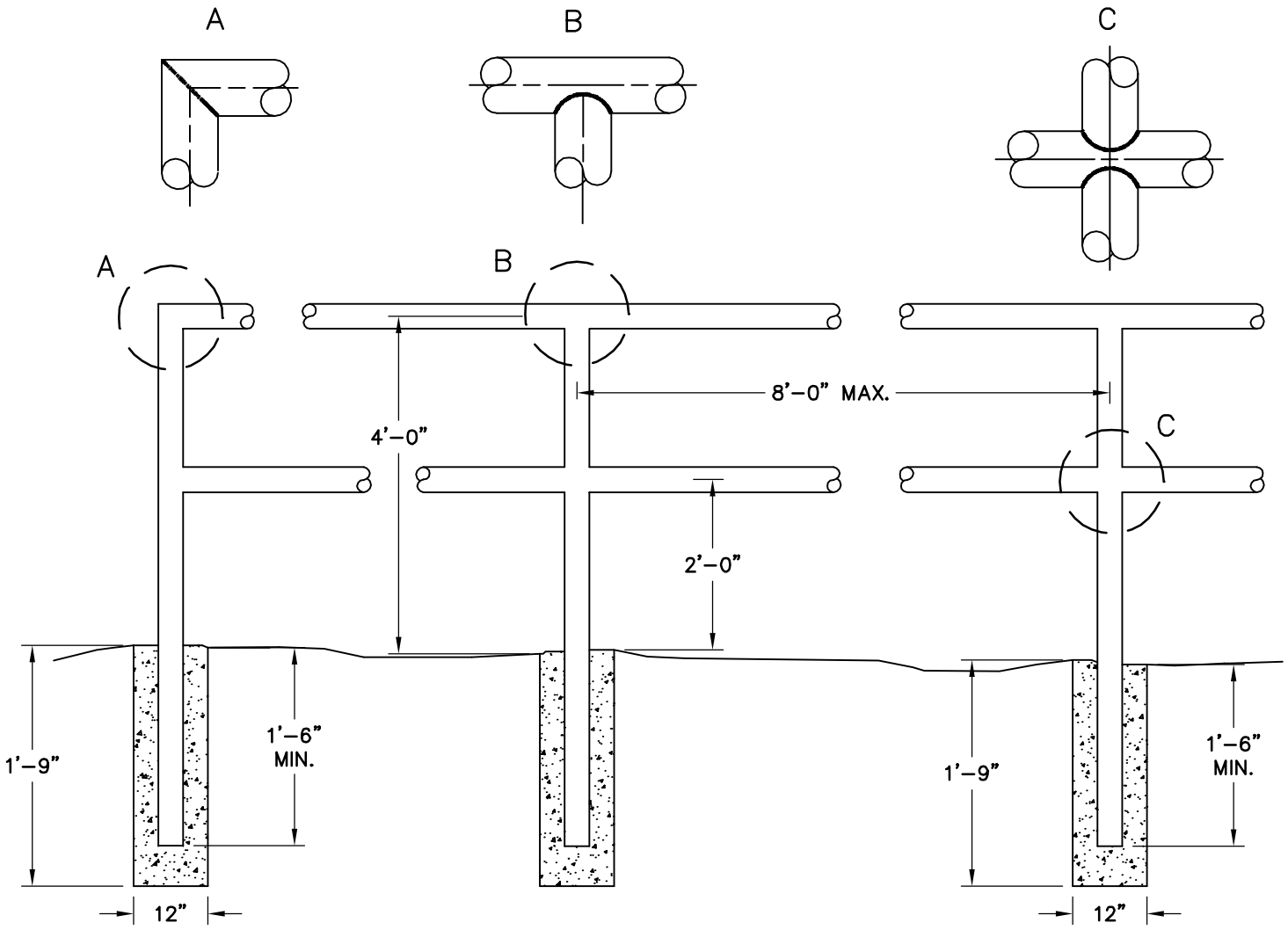


NOTES:

1. TO BE USED ONLY IN COMMERCIAL/MIXED USE AREAS WHERE SIDEWALKS AND TREE PLANTINGS GET COMBINED.
2. STAMPED CONCRETE OR ASPHALT MAY BE USED IN LIEU OF BRICK PAVERS.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TYPICAL SIDEWALK CROSS SECTION MIXED USE AREAS	STD. NO. 4.12

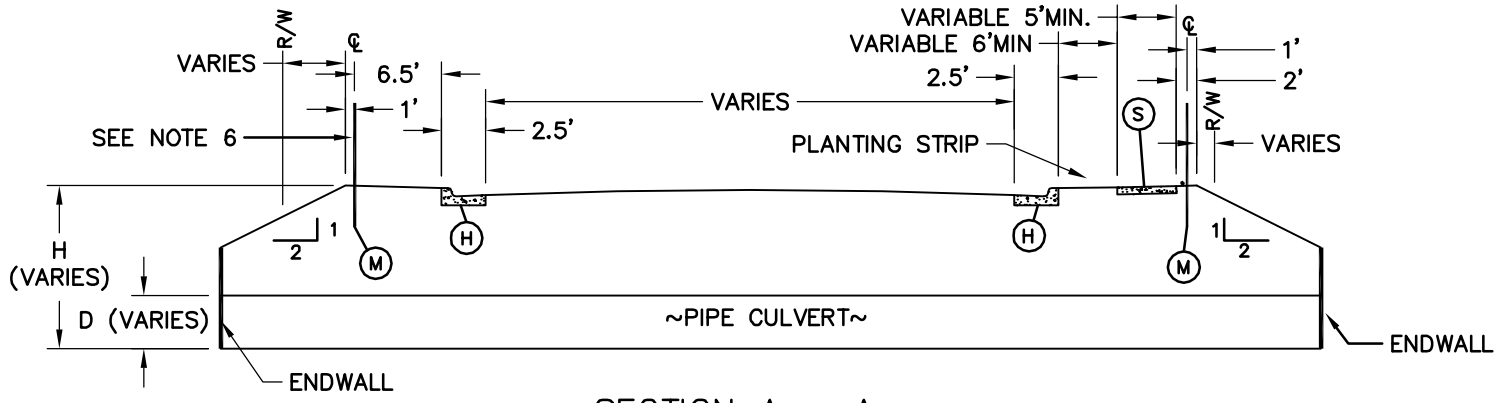


NOTES:

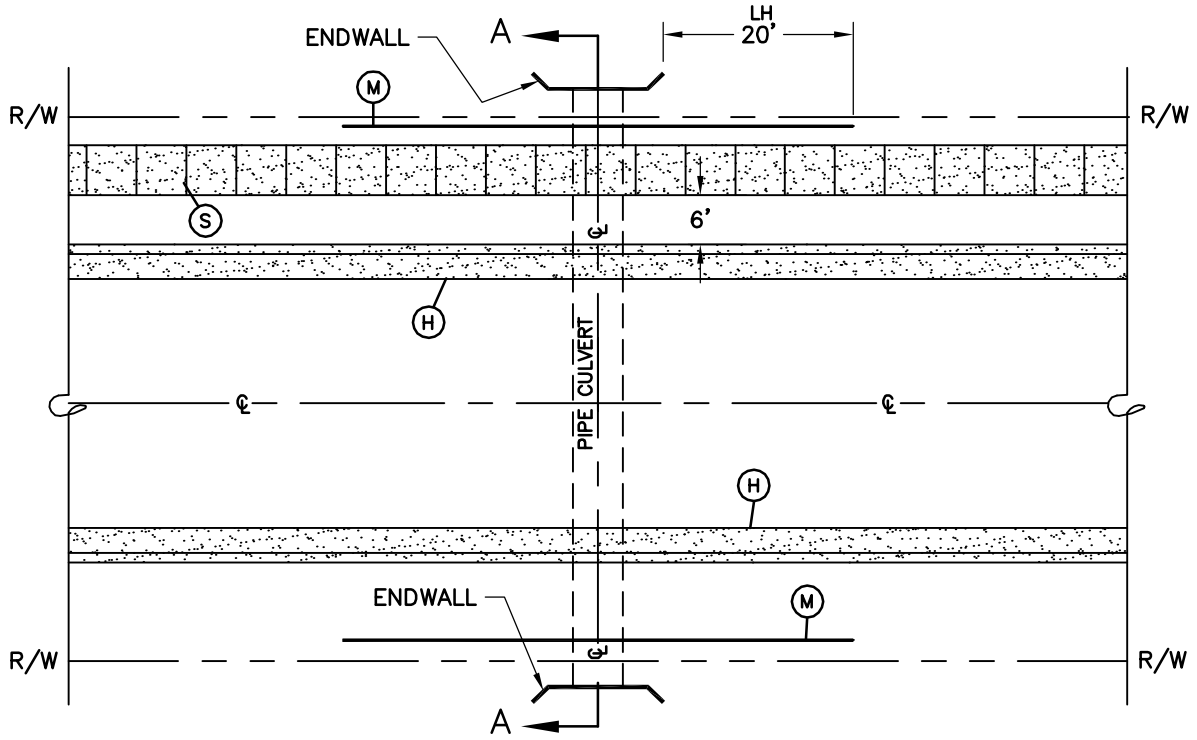
1. ALL CONCRETE TO BE 3600 PSI COMPRESSIVE STRENGTH.
2. TYPE OF PIPE TO BE USED IS 1–5/8" MAX. O.D. BLACK IRON, LOW CARBON PIPE.
3. ALL JOINTS TO HAVE A 1/2" FILLET WELD.
4. AFTER INSTALLATION, PAINT ASSEMBLY WITH BLACK ALL WEATHER ENAMEL.
5. TO BE USED AS REQUIRED BY THE TOWN ENGINEER.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TYPICAL HANDRAIL	STD. NO. 4.13



SECTION A – A



PLAN VIEW

LH = DISTANCE FROM END OF WINGWALL TO END OF HANDRAIL.

(H) 2'–6" CURB AND GUTTER, STANDARD DETAIL 4.01

(M) HANDRAIL, STANDARD DETAIL 4.13

(S) 5'–0" SIDEWALK, MINIMUM STANDARD DETAIL 4.04

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CULVERT CROSSING ON RESIDENTIAL AND COMMERCIAL STREETS	STD. NO. 5.01

NOTES:

1. UNLESS OTHERWISE DETERMINED BY THE TOWN 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 1).
3. INSTALLATION OF HANDRAIL 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 HANDRAIL 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 SHALL BE MEASURED FROM THE OUTSIDE OF THE NEAREST WALL OF THE CULVERT BARREL.
5. WHEN NECESSARY, AS DETERMINED BY THE TOWN ENGINEER, ADDITIONAL MEASURES MAY BE REQUIRED.
6. INSTALLATION OF HANDRAIL IS REQUIRED ON BOTH SIDES OF STREET IF SIDEWALK IS REQUIRED ON BOTH SIDES.
7. INSTALLATION OF HANDRAIL 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.
8. INSTALLATION OF HANDRAIL IS REQUIRED ON THE SIDEWALK SIDE OF STREET IF SIDEWALK IS ONLY REQUIRED ON ONE SIDE OF STREET.
9. DESIGN ADT IS CALCULATED ASSUMING A TRIP GENERATION OF 13 DAILY TRIPS PER SINGLE FAMILY DWELLING UNIT.

TABLE 1.
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'

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	CULVERT CROSSING ON RESIDENTIAL AND COMMERCIAL STREETS	STD. NO. 5.01

NOTES:

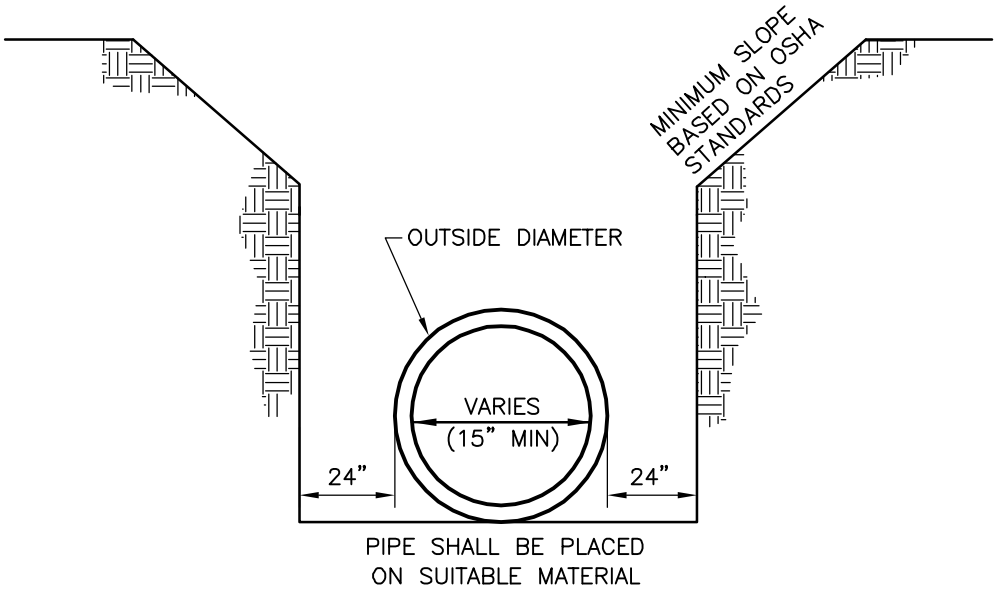
A MINIMUM OF 24" FROM OUTSIDE DIAMETER OF PIPE TO SIDE OF TRENCH MUST BE ALLOWED FOR COMPACTION OF FILL MATERIAL. BACKFILLING OF TRENCHES SHALL BE ACCOMPLISHED IMMEDIATELY AFTER THE PIPE IS LAID. THE FILL AROUND THE PIPE SHALL BE PLACED IN LAYERS NOT TO EXCEED 6". UNDER NO CIRCUMSTANCES SHALL WATER BE PERMITTED TO RISE IN UNBACKFILLED TRENCHES AFTER THE PIPE HAS BEEN PLACED. COMPACTION REQUIREMENTS SHALL BE ATTAINED BY THE USE OF MECHANICAL TAMPS ONLY. EACH AND EVERY LAYER OF BACKFILL SHALL BE PLACED LOOSE AND THOROUGHLY COMPACTED INTO PLACE.

ALL BACKFILL MATERIAL SHALL HAVE AN IN PLACE COMPACTED DENSITY OF AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DENSITY.

THE FINAL 24" OF BACKFILL MATERIAL SHALL BE COMPACTED TO 100% OF THE STANDARD PROCTOR MAXIMUM DENSITY.

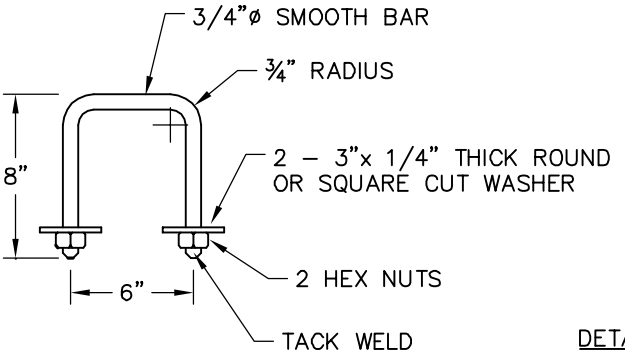
ALL TRENCHING OPERATIONS SHALL MEET OSHA STANDARDS.

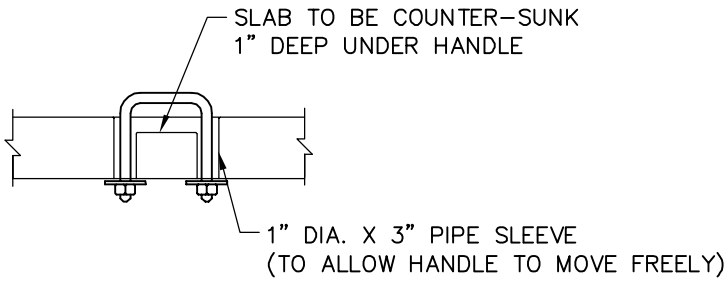
BACKFILL MATERIAL BENEATH ROADWAY SHALL BE SELECT BACKFILL MATERIAL.



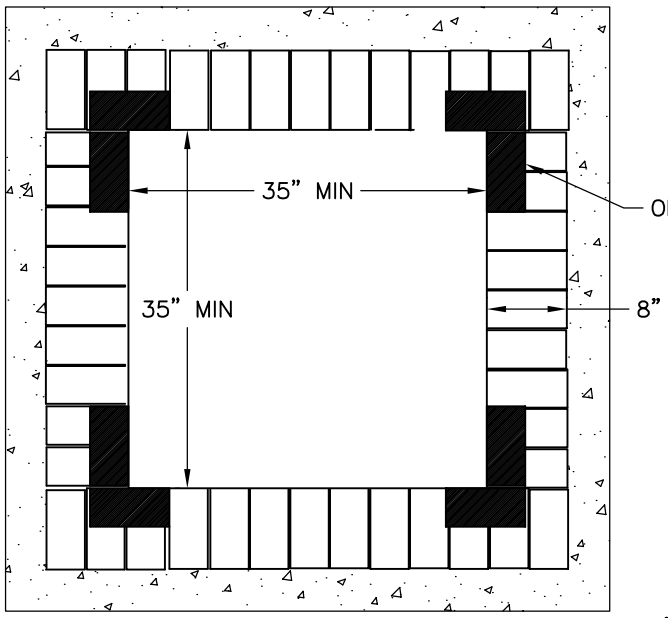
REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	TRENCH FOR STORM DRAIN PIPES	STD. NO. 5.02

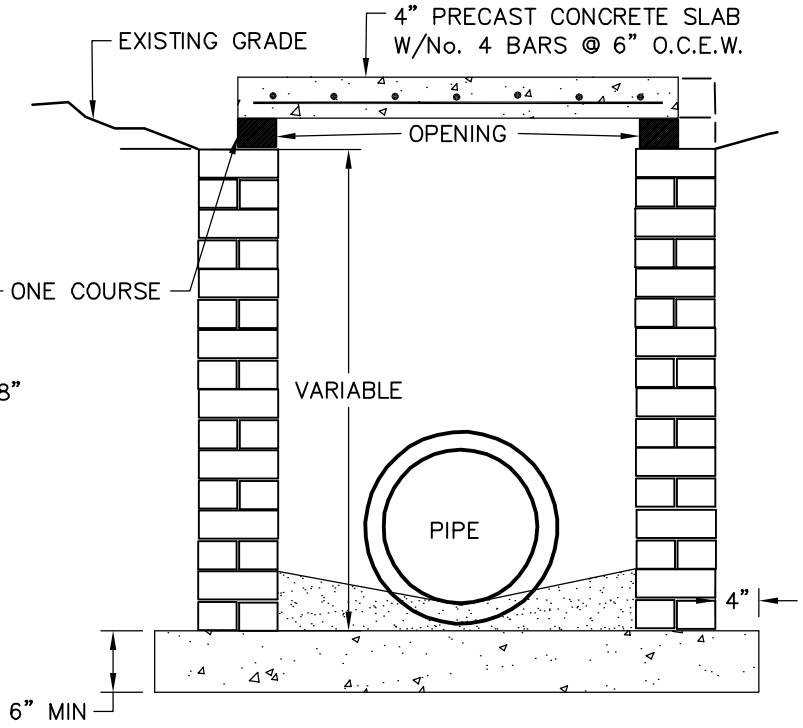




DETAIL OF HANDLE



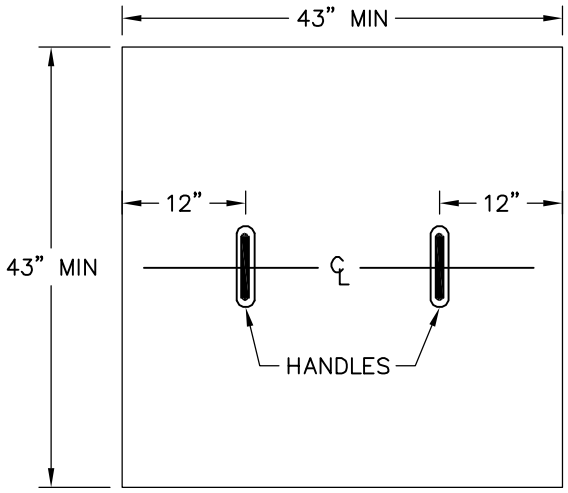
PLAN VIEW



PROFILE

NOTES:

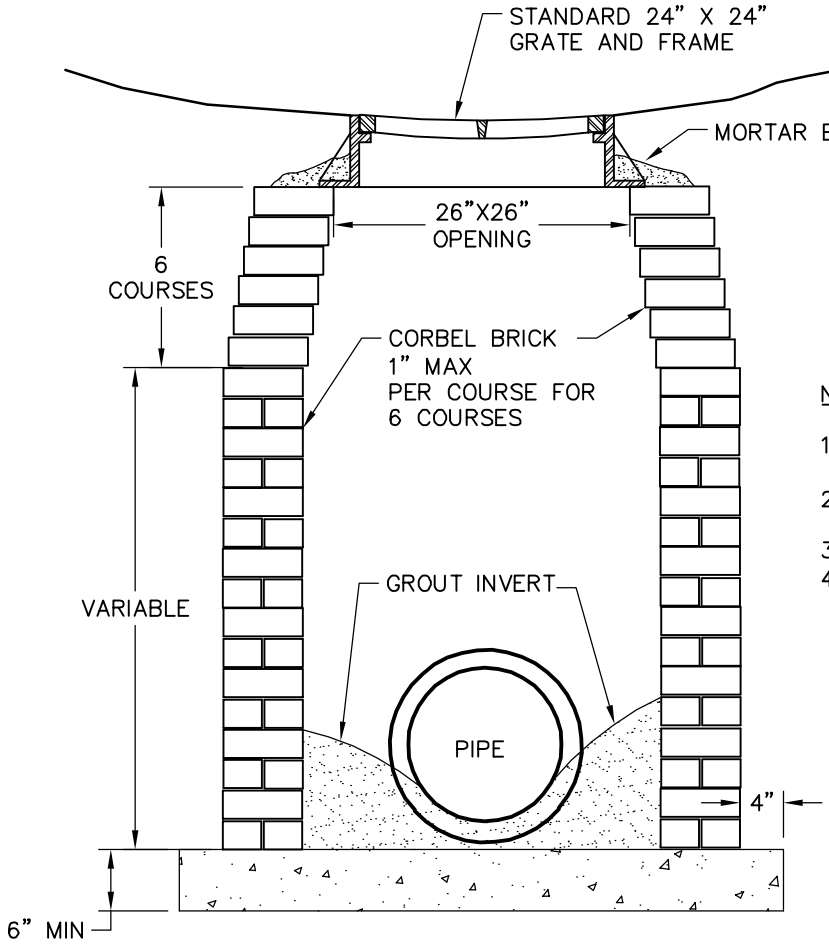
1. EITHER SOLID BRICK, SOLID BLOCK OR PRECAST CONRETE MAY BE USED.
2. PRECAST CONCRETE WALLS SHALL BE 6" THICK MINIMUM.
3. ALL CONCRETE SHALL BE 3000 P.S.I.
4. FOR 24" PIPE AND LARGER USE PIPE DIA. PLUS 12" AS INSDE DIMENSIONS.



PRECAST CONCRETE SLAB

REVISIONS	
DATE	DESCRIPTION

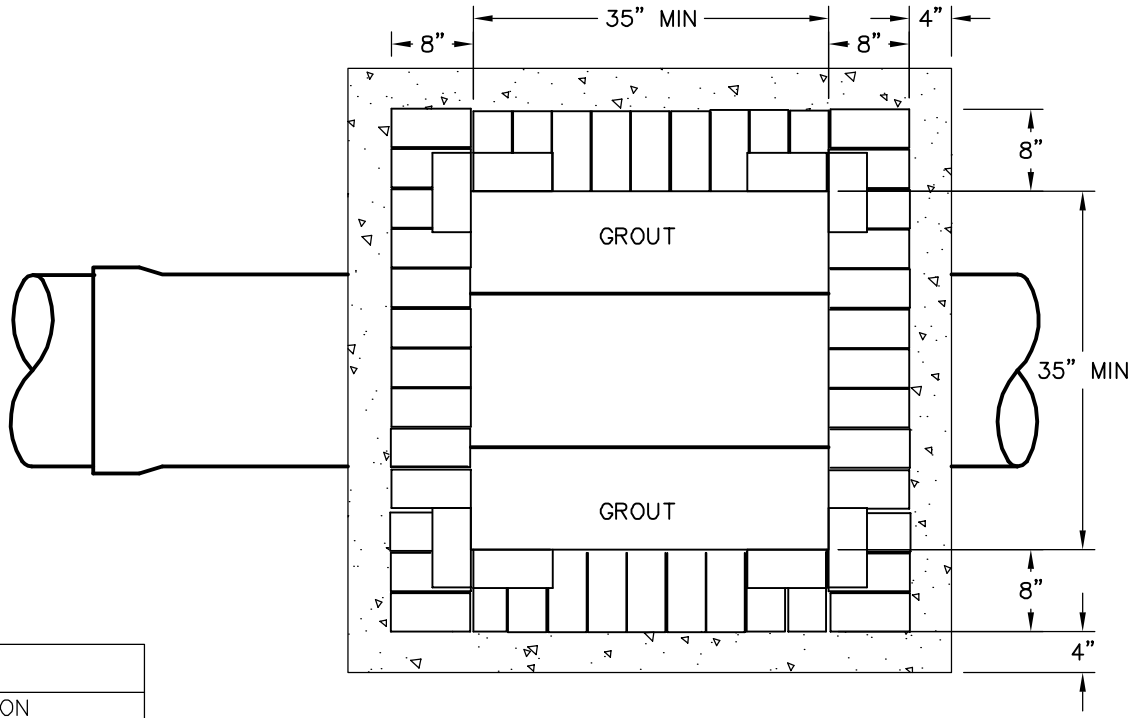
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD YARD INLET WITH CONCRETE SLAB	STD. NO. 5.03



PROFILE

NOTES:

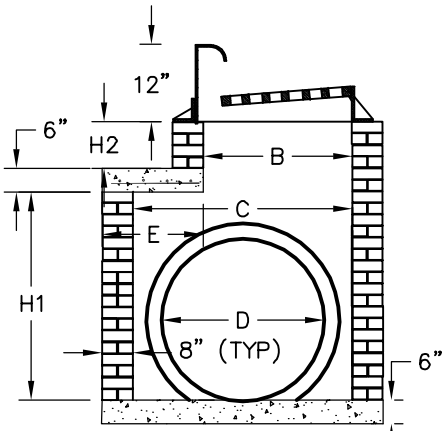
1. EITHER SOLID BRICK, SOLID BLOCK, OR PRECAST CONRETE MAY BE USED.
2. PRECAST CONCRETE WALLS SHALL BE 6" THICK MINIMUM.
3. ALL CONCRETE SHALL BE 3000 P.S.I.
4. FOR 24" PIPE AND LARGER USE PIPE DIA. PLUS 12" AS INSDE DIMENSIONS.



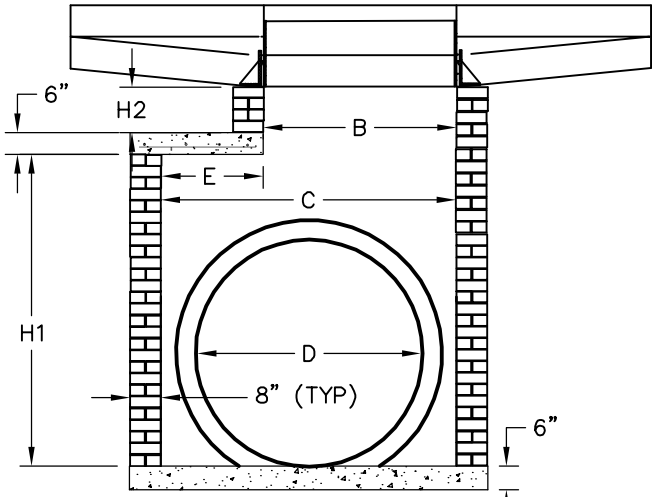
PLAN VIEW

REVISIONS	
DATE	DESCRIPTION

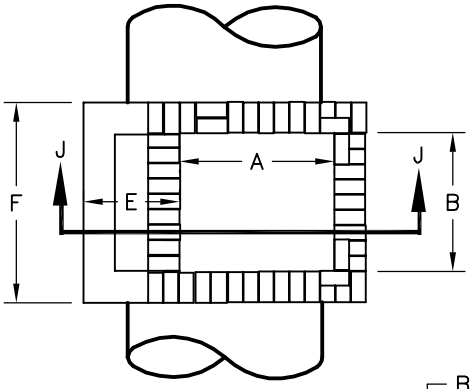
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD DROP INLET WITH GRATE AND FRAME	STD. NO. 5.04



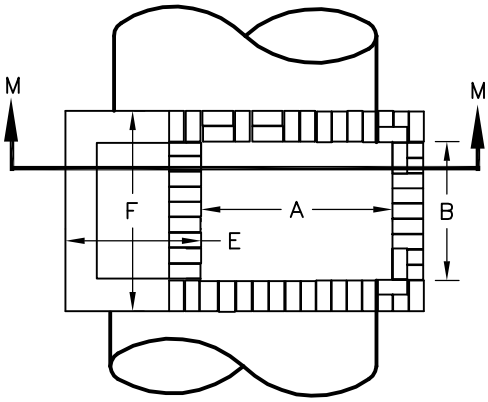
END ELEVATION J–J
WHERE 30" TO 36" PIPE IS USED



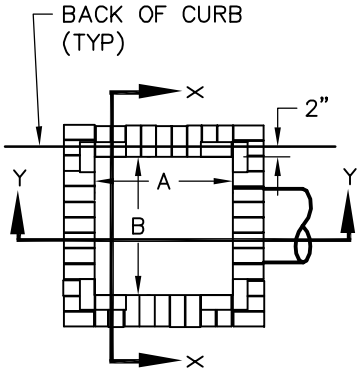
SIDE ELEVATION M–M
WHERE 42" TO 54" PIPE IS USED



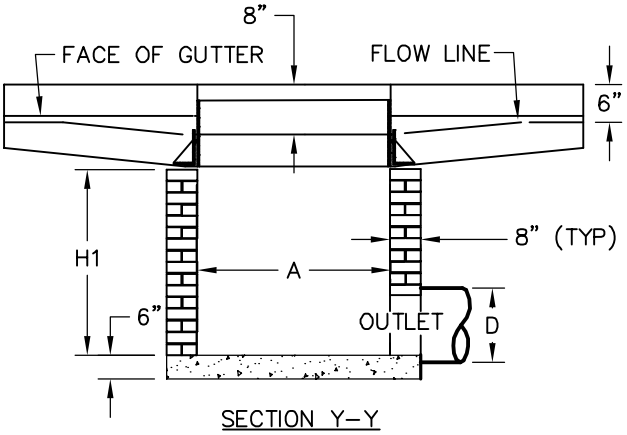
PLAN



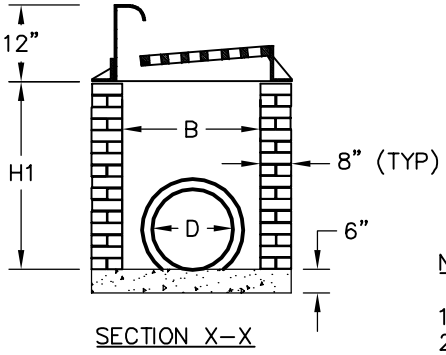
PLAN



PLAN VIEW



SECTION Y–Y



SECTION X–X

NOTES:

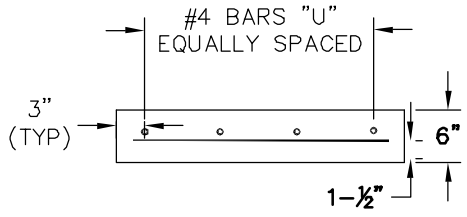
1. MORTAR JOINTS SHALL BE 1/2" THICK.
2. ALL CONCRETE SHALL BE 3000 P.S.I.
3. BASE SLABS SHALL BE FORMED PRIOR TO PLACING OF CONCRETE.
4. USETYPE "A" GRATE AT SAG POINTS, OTHERWISE USE TYPE "B" OR "C" FOR THE APPROPRIATE FLOW DIRECTION.
5. MASONRY UNITS MAY BE JUMBO BRICK, CONCRETE BRICK OR SOLID CONCRETE BLOCK.
6. ALL WALLS GREATER THAN 6' IN DEPTH SHALL BE CONSTRUCTED 12" THICK

REVISIONS	
DATE	DESCRIPTION

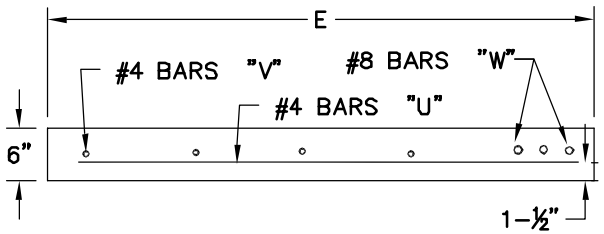
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD CURB INLET	STD. NO. 5.05

TOWN OF KNIGHTDALE
STANDARD DETAILS

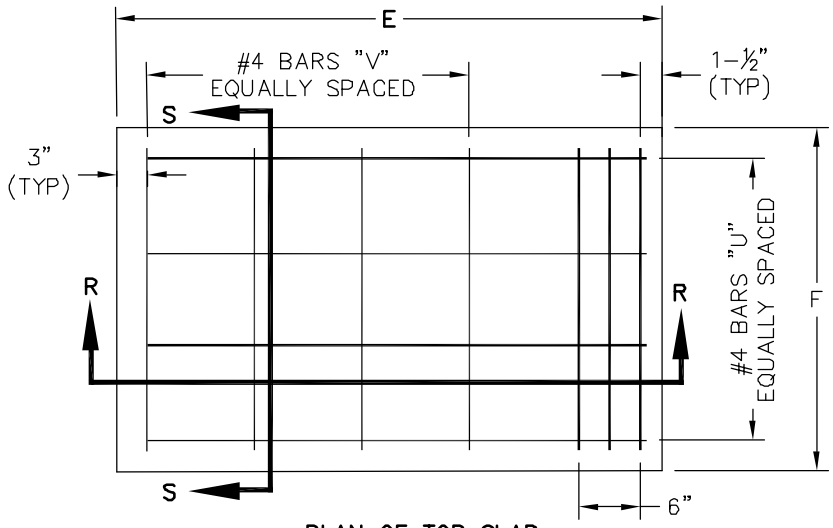
REVISIONS	DESCRIPTION	DATE



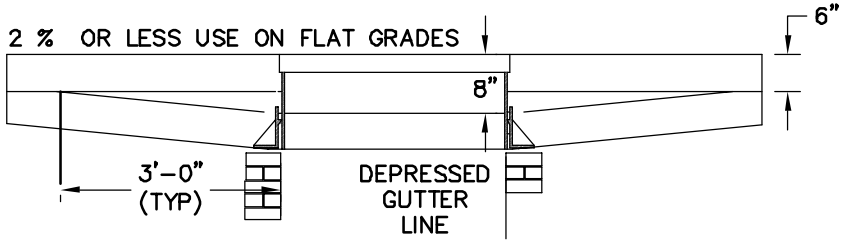
SECTION S-S



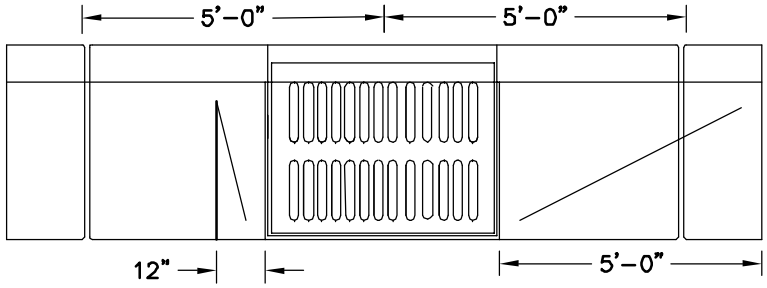
SECTION R-R



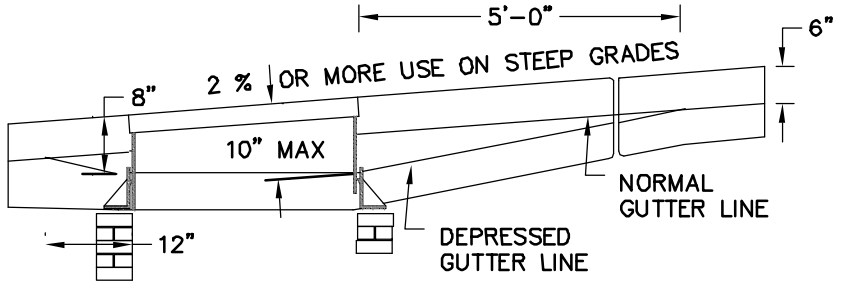
PLAN OF TOP SLAB



ELEVATION
NORMAL CURB & GUTTER ON LIGHT GRADES



PLAN
CURB & GUTTER WITH CATCH BASIN ON STEEP GRADES



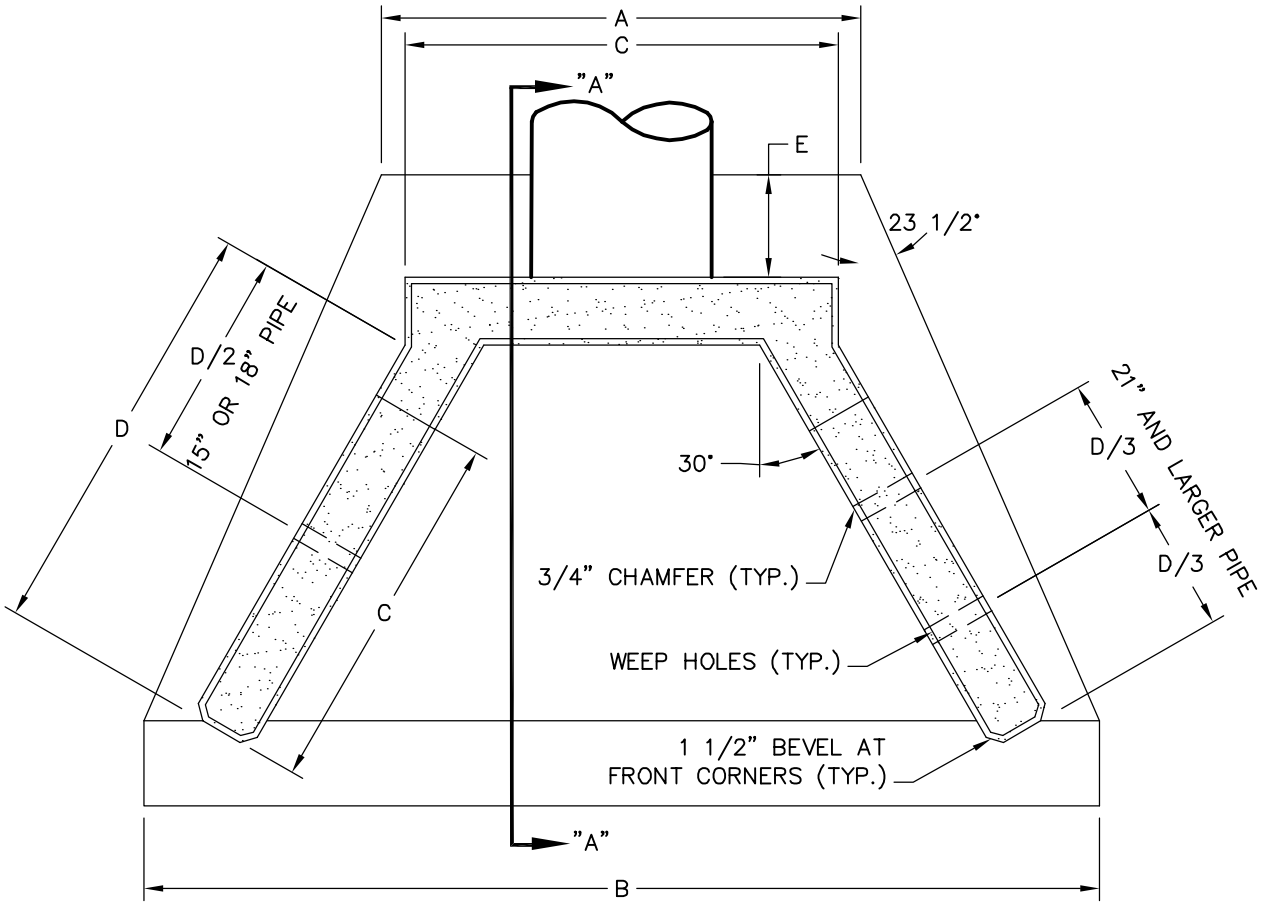
ELEVATION
NORMAL CURB & GUTTER ON STEEP GRADES

DIMENSIONS AND QUANTITIES FOR BRICK CATCH BASINS

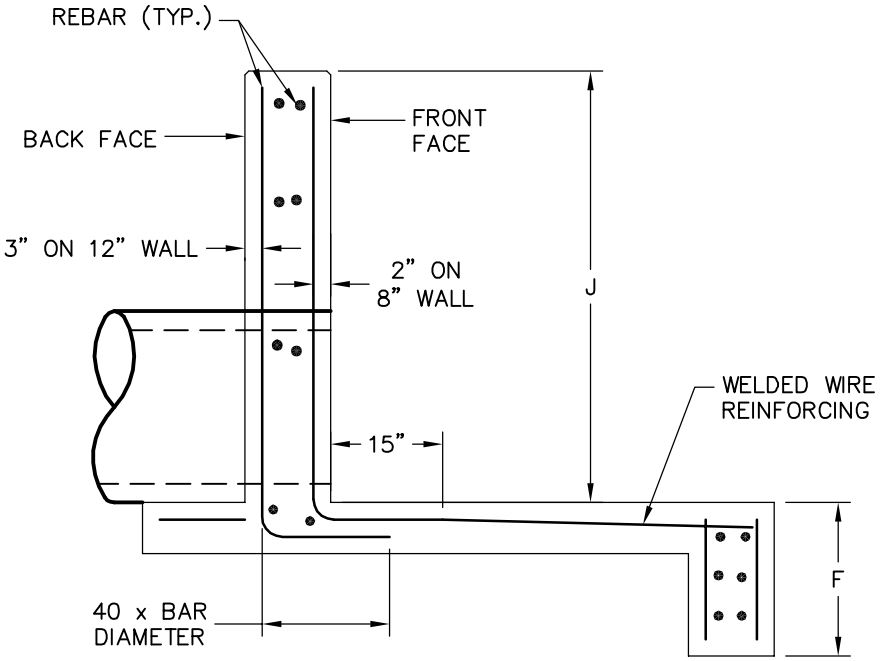
DIMENSIONS FOR BOX AND PIPE							COVER DIMENSIONS		REINFORCING							CUBIC YARDS OF CONCRETE IN BOX			BRICK MASONRY		DEDUCTIONS FOR ONE PIPE	
									BARS "U"		BARS "V"		BARS "W"		TOTAL LBS				H1			
PIPE D	SPAN A	WIDTH B	WIDTH C	SPAN G	HEIGHT MIN H1	HEIGHT H2	E	F	NO	LENGTH	NO	LENGTH	NO	LENGTH		TOP SLAB	FLOOR	TOTAL	CU YDS	PER FT Ht	CM	RC
15"	3'-0"	2'-2"			2'-6"															0.321	0.0308	0.047
18"					2'-10"															ABOVE	0.0442	0.065
24"					3'-4"															MIN H1	0.0794	0.113
30"			3'-4"		3'-2"		1'-10"	4'-4"	4	1'-6"	3	4'-1"	3	4'-1"	4'-1"	45					0.1224	0.170
36"			3'-10"		3'-8"		2'-4"	4'-4"	4	2'-0"	4	4'-1"	3	4'-1"	4'-1"	49					0.1760	0.230
42"				4'-5"	4'-4"		2'-1"	3'-6"	4	1'-9"	3	3'-3"	3	3-3"	3'-3"	38				0.3231 H2	0.2400	0.323
48"				5'-0"	4'-10"	VARIABLE	2'-6"	3'-6"	4	2'-6"	4	3'-3"	3	3'-3"	3'-3"	40					0.3131	0.460
54"	3'-0"	2'-2"		5'-7"	5'-4"		3'-3"	3'-9"	4	3'-0"	6	3'-3"	3	3'-3"	3'-3"	48					0.3958	0.580

STANDARD CURB INLET

STD. NO. 5.05



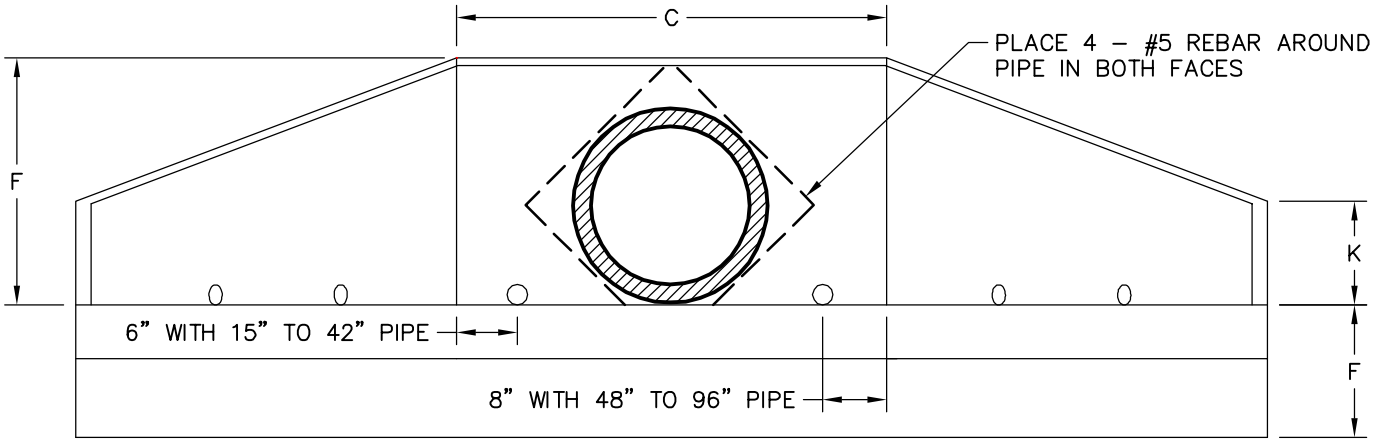
TOP VIEW



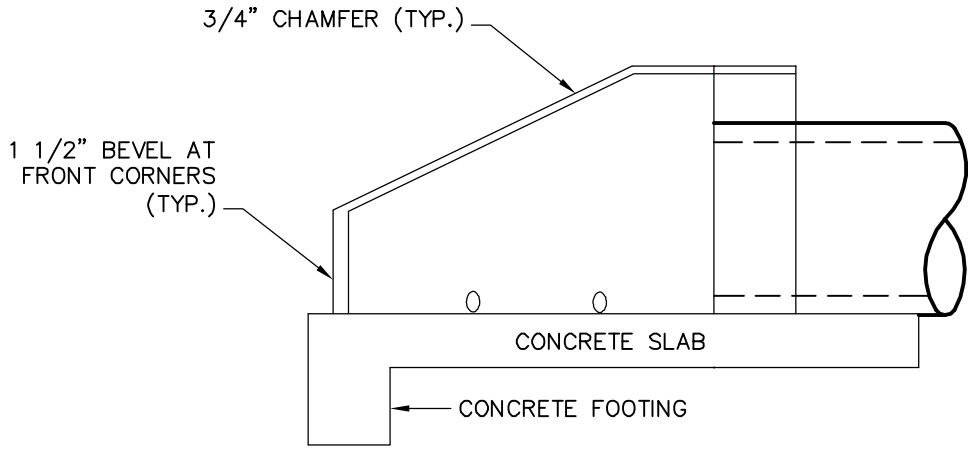
SECTION "A–A"

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD REINFORCED CONCRETE HEADWALL WITH WINGWALLS	STD. NO. 5.06



FRONT ELEVATION



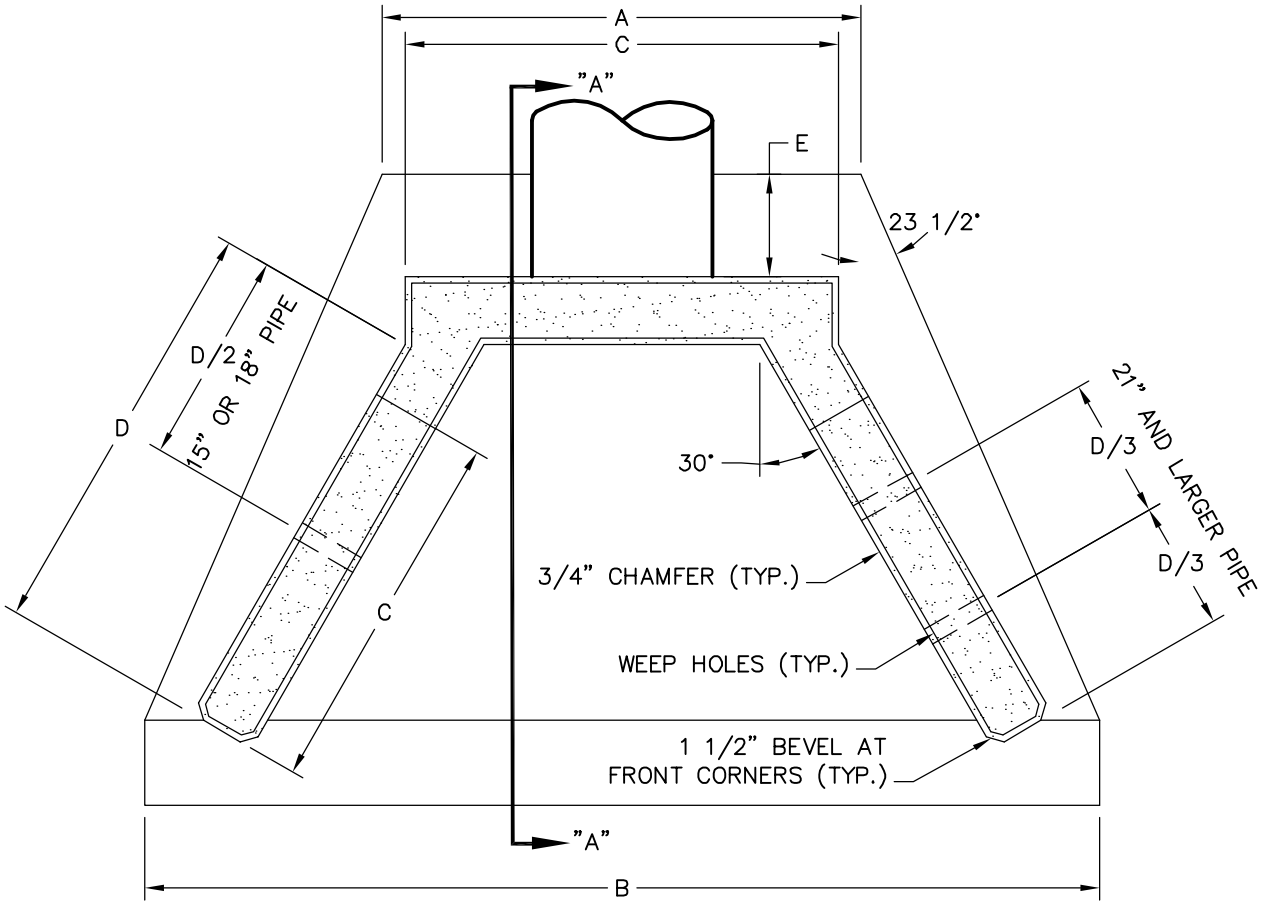
LEFT SIDE ELEVATION

NOTES:

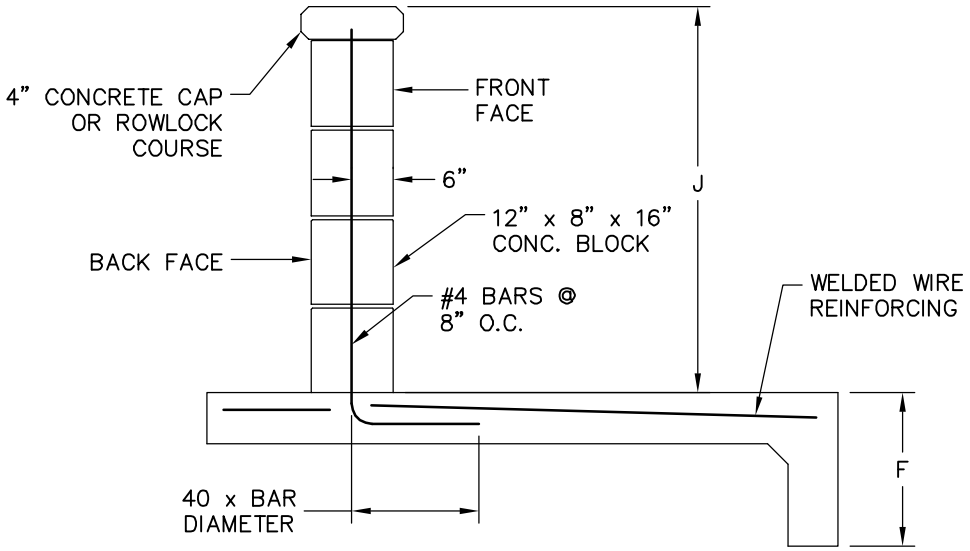
1. SEE STANDARD DETAIL. 5.09 FOR DIMENSIONS.
2. PLACE 1 CUBIC FOOT OF WASHED STONE BEHIND EACH WEEP HOLE.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD REINFORCED CONCRETE HEADWALL WITH WINGWALLS	STD. NO. 5.06



TOP VIEW



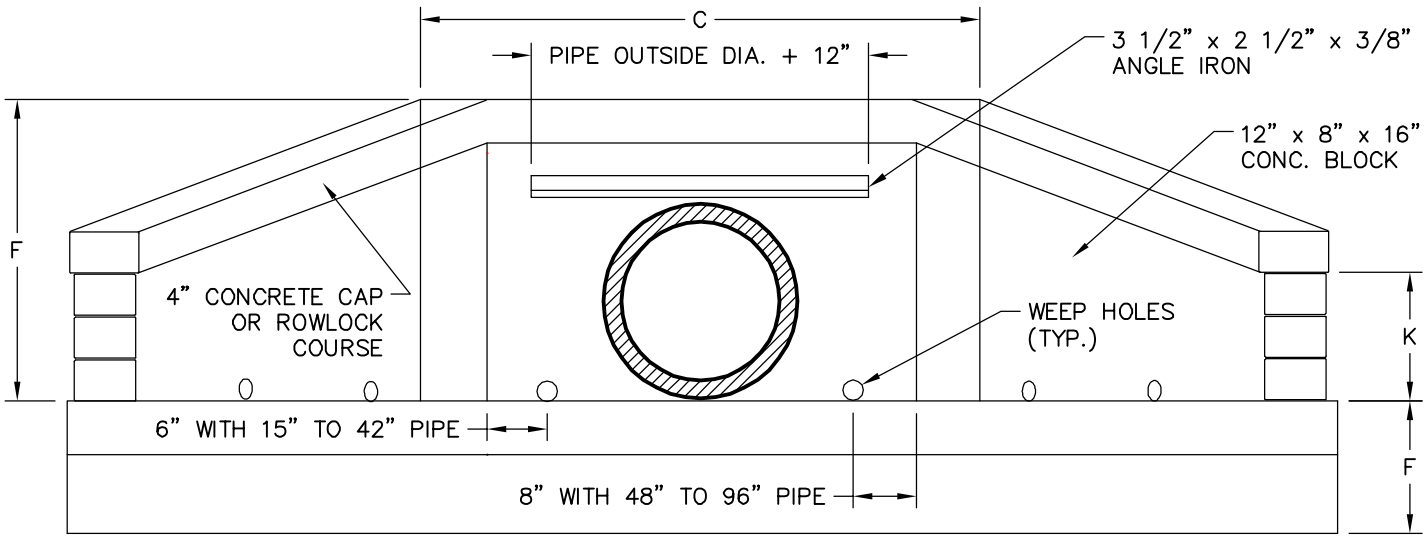
SECTION "A–A"

NOTES:

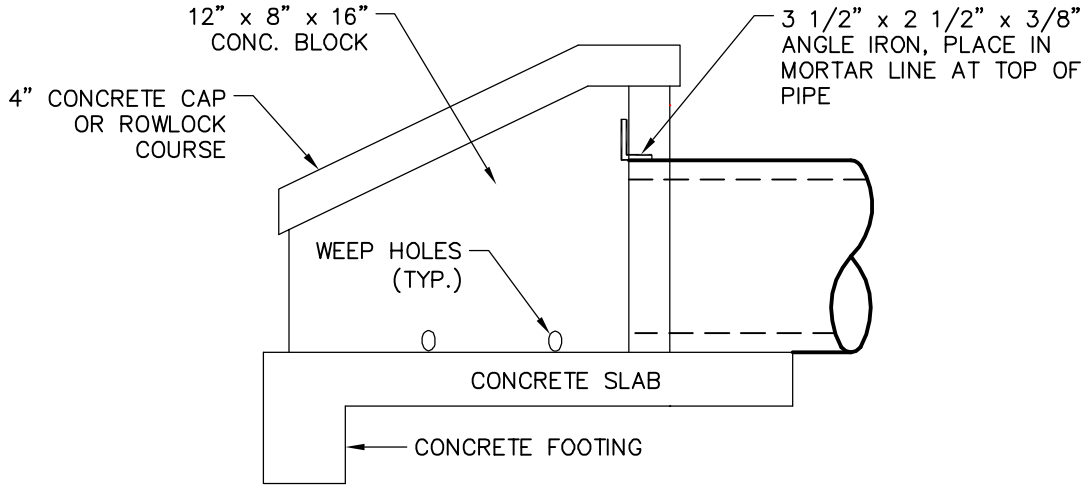
1. SEE STANDARD DETAIL 5.09 FOR DIMENSIONS.
2. PLACE 1 CUBIC FOOT OF WASHED STONE BEHIND EACH WEEP HOLE.
3. FILL EACH CAVITY COMPLETELY WITH 3000 P.S.I. CONCRETE. THE CONC. SHALL NOT FALL MORE THAN THE HEIGHT OF 5 LAYERS OF BLOCK.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD CONCRETE BLOCK HEADWALL WITH WINGWALLS	STD. NO. 5.07



FRONT ELEVATION



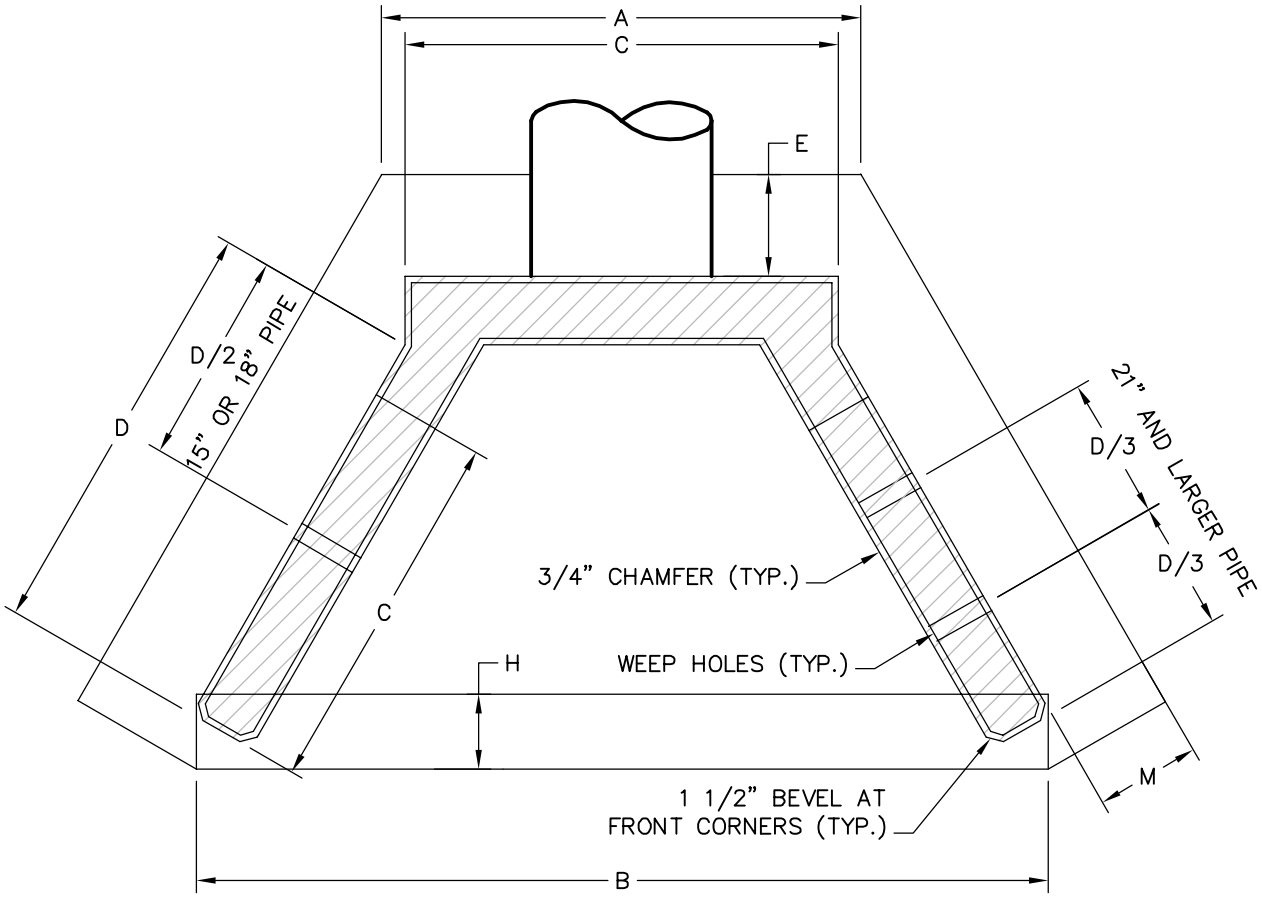
LEFT SIDE ELEVATION

NOTES:

1. SEE STANDARD DETAIL 5.09 FOR DIMENSIONS.
2. PLACE 1 CUBIC FOOT OF WASHED STONE BEHIND EACH WEEP HOLE.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD CONCRETE BLOCK HEADWALL WITH WINGWALLS	STD. NO. 5.07



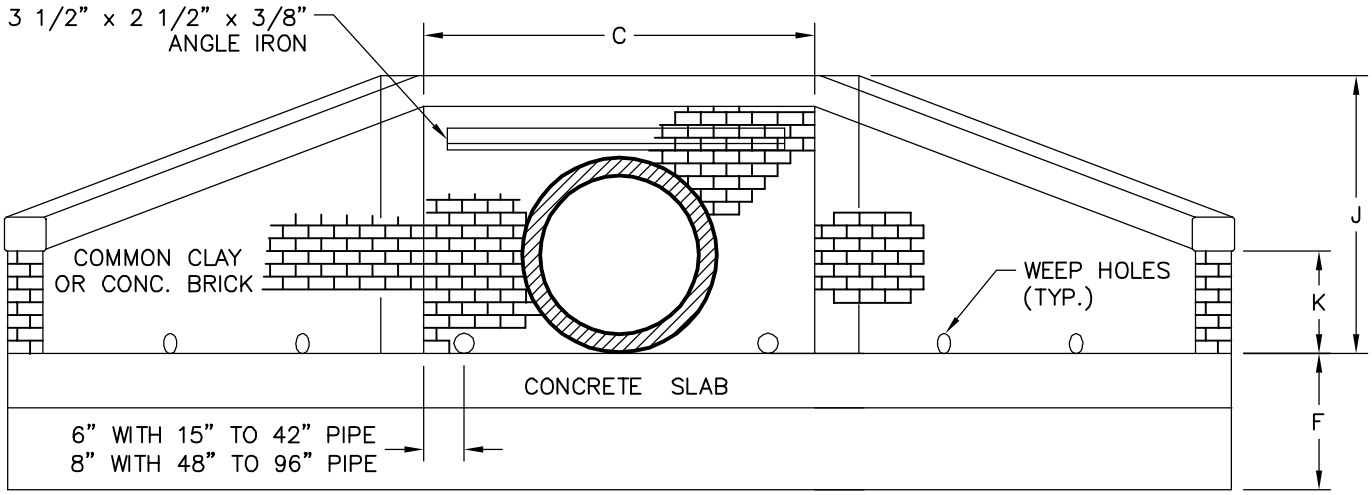
TOP VIEW

NOTES:

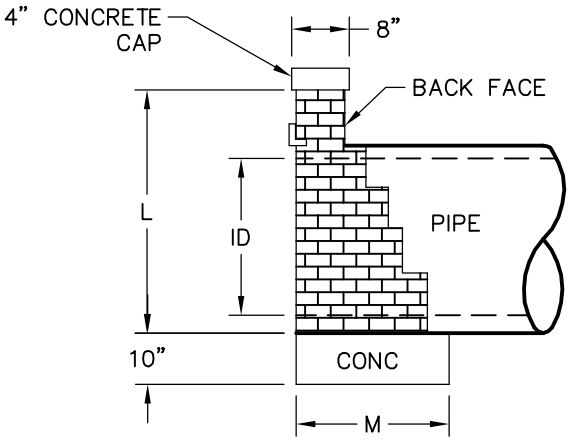
1. SEE STANDARD No. 5.09 FOR DIMENSIONS.
2. PLACE 1 CUBIC FOOT OF WASHED STONE BEHIND EACH WEEP HOLE.

REVISIONS	
DATE	DESCRIPTION

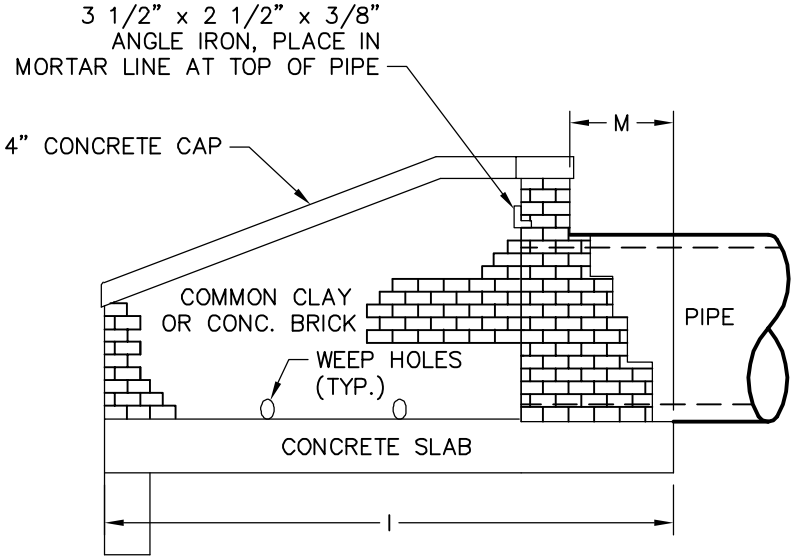
TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD BRICK HEADWALL WITH WINGWALLS 48" RCP AND UNDER (WITHOUT REINFORCING STEEL)	STD. NO. 5.08



FRONT ELEVATION



END ELEVATION



SIDE ELEVATION

COMMON DIMENSIONS		
ID	L	M
15"	2'-5"	1'-8"
18"	2'-8"	1'-8"
24"	3'-4"	2'-0"
30"	3'-9"	2'-4"
36"	4'-3"	2'-4"
42"	4'-11"	2'-8"
48"	5'-7"	3'-0"

NOTES:

1. ADD THE COMMON DIMENSIONS TO OVERALL LIST ON STANDARD DETAIL 5.09 FOR BRICK HEADWALLS.
2. THE COMMON DIMENSIONS ARE FOR END WALLS FOR BRICK H.W. WITH 48" R.C.P. & UNDER.
3. ANGLE IRON AS SHOWN SHALL BE REQUIRED ONLY WHEN CORROGATED METAL PIPE IS USED.
4. ONE CUBIC FOOT OF STONE REQUIRED BEHIND EACH WEEP HOLE.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD BRICK HEADWALL WITH WINGWALLS 48" RCP AND UNDER (WITHOUT REINFORCING STEEL)	STD. NO. 5.08

DIMENSIONS FOR SINGLE PIPE HEADWALLS

PIPE SIZE	SHELL THICKNESS	WALL THICKNESS	SLAB THICKNESS	A	B	C	D	E	F	G	H	I	J	K
15"	2 1/2"	8"	6"	4'-10"	9'-4"	3'-7"	4'-2"	1'-0"	1'-6'	3'-8'	8"	5'-8"	2'-7"	1'-0"
18"	2 1/2"	8"	6'	5'-5"	10'-5"	3'-11"	4'-11"	1'-0"	1'-6'	4'-5'	6'	6'-3"	2'-11"	1'-0"
24"	3"	8"	6'	6'-4"	12'-4"	4'-6"	6'-3"	1'-0"	1'-6'	5'-9"	6'	7'-5'	3'-6"	1'-0"
30"	3 1/2"	8"	6"	7'-3"	14'-3"	5'-1'	7'-7"	1'-0"	1'-6'	7'-1"	6'	8'-7"	4'-1"	1'-0"
36"	4"	8"	6"	7'-5"	15'-1"	5'-8"	7'-10"	1'-6'	2'-0"	7'-4"	6'	9'-4'	4'-8"	1'-6"
42"	4 1/2"	8"	6"	8'-4"	17'-0"	6'-3"	9'-2"	1'-6'	2'-0"	8'-9"	6'	10'-6"	5'-3"	1'-6"
48"	5"	8"	6"	9'-4"	18'-11"	6'-10"	10'-6"	1'-6'	2'-0"	10'-0"	6'	11'-7"	5'-10"	1'-6"
54"	5 1/2"	8"	6"	10'-1"	19'-9"	7'-5"	10'-9'	1'-6'	2'-0"	10'-3'	8"	11'-10"	6'-5"	2'-0"
60"	6"	12"	6"	10'-10"	22'-5"	8'-0"	12'-1"	2'-0"	2'-6"	11'-7"	8"	14'-0"	7'-0"	2'-0"
66"	6 1/2"	12"	8"	11'-9"	24'-4"	8'-7'	13'-5"	2'-0"	2'-6"	12'-11"	8"	15'-2"	7'-7"	2'-0"
72"	7"	12"	8"	12'-5"	25'-1"	9'-2"	13'-7"	2'-0"	2'-6"	13'-1'	8"	15'-3"	8'-2"	2'-6"
78"	7 1/2"	12"	8"	13'-4"	27'-0"	9'-9'	14'-11"	2'-0"	2'-6"	14'-5"	8"	16'-5'	8'-9"	2'-6"
84"	8"	12"	8"	13'-11"	27'-9'	10'-4'	15'-1"	2'-0"	2'-6"	14'-7"	8"	16'-7"	9'-4"	3'-0"
90"	8 1/2"	12"	8"	14'-10"	29'-9"	10'-11"	16'-6"	2'-0"	2'-6"	16'-0"	8"	17'-10"	9'-11'	3'-0"
96"	9"	12"	10"	15'-10"	30'-6"	11'-6"	16'-8"	2'-0"	2'-6"	16'-2"	12"	17'-11"	10'-6"	3'-6"
102"	9 1/2"	12"	10"	16'-11"	32'-10"	12'-1"	18'-0"	2'-0"	2'-6"	17'-6"	12"	19'-4"	11'-1"	3'-6'
108"	10"	12"	10"	17'-6'	33'-8'	12'-8"	18'-3"	2'-0"	2'-6"	17'-9"	12"	19'-7'	11'-8"	4'-0"
114"	10 1/2"	12"	10"	18'-5"	35'-10"	13'-3"	19'-7"	2'-0"	2'-6"	19'-1"	12"	21'-0"	12'-3"	4'-0"
120"	11"	12"	10"	19'-5"	37'-10"	13'-10"	20'-11"	2'-0"	2'-6"	20'-0"	12"	22'-2"	12'-10"	4'-0"

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE
STANDARD DETAILS

DIMENSIONS FOR HEADWALL WITH WINGWALLS

STD. NO.

5.09

TOWN OF KNIGHTDALE
STANDARD DETAILS

DIMENSIONS FOR HEADWALL WITH WINGWALLS

REVISIONS	DESCRIPTION	DATE

NOTE:

1. ALL DIMENSIONS FOR WING WALLS NOT LISTED ABOVE SHALL BE AS SHOWN FOR SINGLE PIPE HEADWALLS.
2. THE MINIMUM DISTANCE BETWEEN PIPES IN A DOUBLE PIPE HEADWALL IS 2'–0".

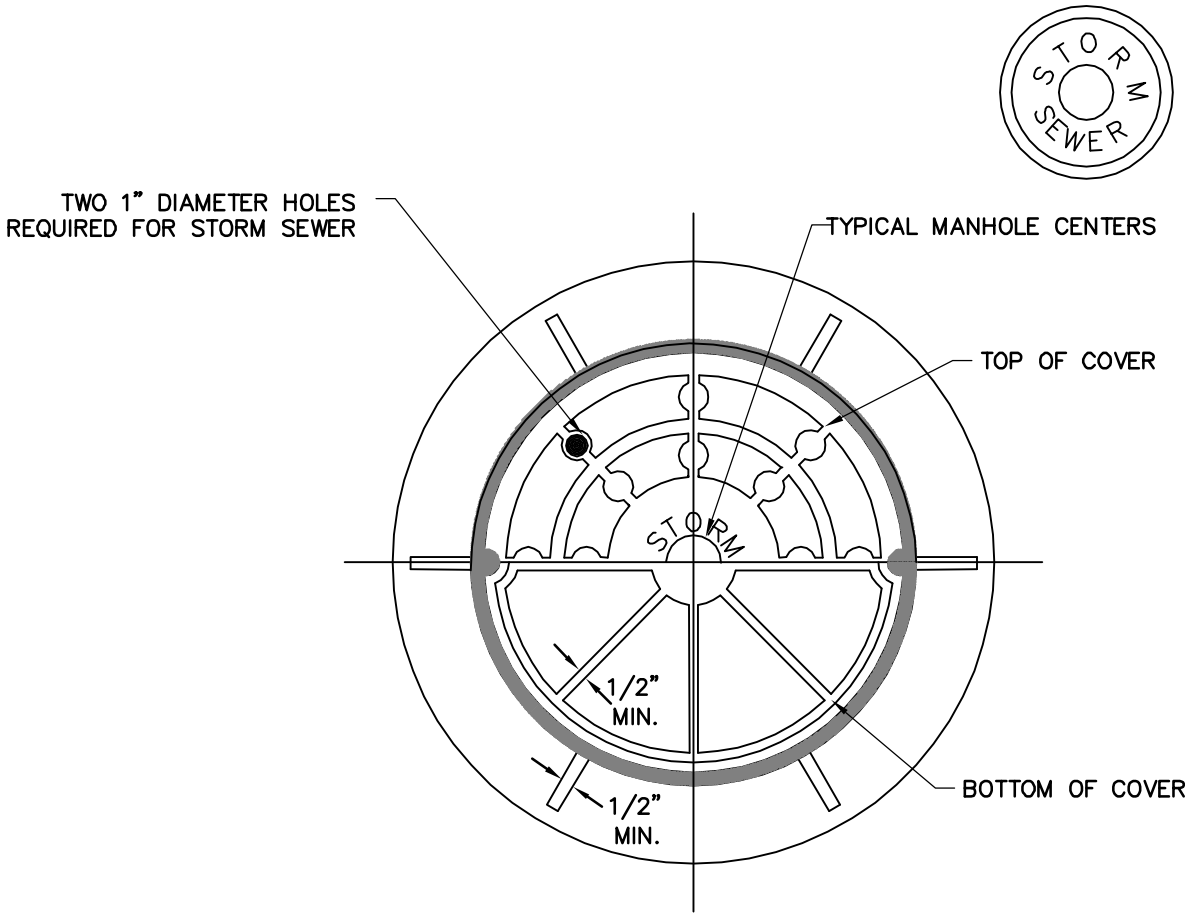
DIMENSIONS FOR SINGLE PIPE HEADWALLS

PIPE SIZE	BACK FACE			FRONT FACE	CUBIC YARDS OF CONC.
	WALL REINFORCEMENT		SLAB REINFORCEMENT	HORIZONTAL AND VERTICAL	
	HORIZONTAL	VERTICAL			
15"	No.3 @ 12" O.C.	No.3 @ 12" O.C.	6–6 X10–10 WW	No.4 @ 18" O.C.	1.61
18"	"	"	"	"	1.96
24"	"	"	"	"	2.67
30"	"	"	"	"	3.49
36"	"	"	"	"	4.21
42"	"	"	"	"	1.9
48"	"	"	"	"	6.33
54"	"	No.4 @ 12" O.C.	"	"	7.23
60"	"	"	"	"	11.25
66"	No.4 @ 12" O.C.	"	6–6 X 6–6 WW	"	14.67
72"	"	"	"	"	15.75
78"	"	"	"	No.4 @ 12" O.C.	18.04
84"	"	No.5 @ 12" O.C.	"	"	19.32
90"	"	"	"	"	21.92
96"	No.5 @ 12" O.C.	No.6 @ 12" O.C.	"	"	26.38
102"	"	"	"	"	32.26
108"	"	"	"	"	34.21
114"	"	No.8 @ 12" O.C.	"	"	40.78
120"	"	"	"	"	44.97

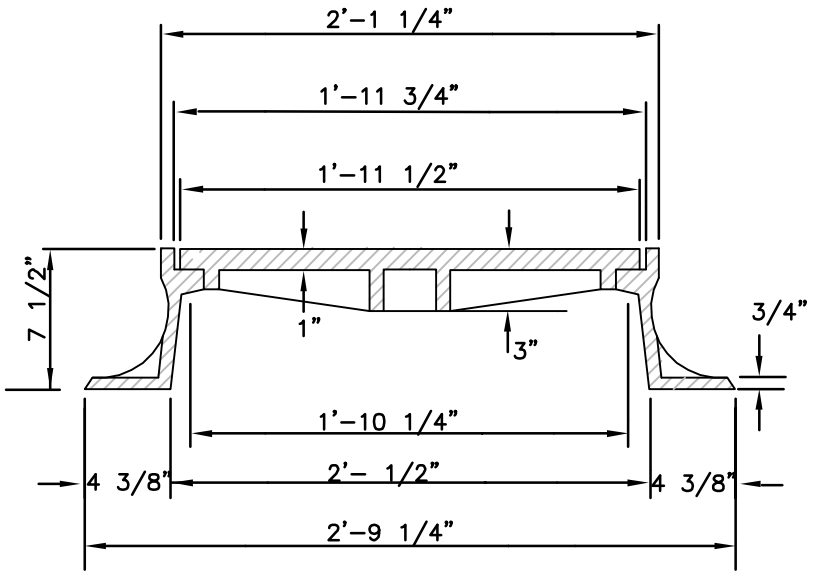
DIMENSIONS FOR DOUBLE PIPE HEADWALLS

H	I	J	K	CUBIC YARDS OF CONC.
8'–6"	13'–0"	7'–3'	8'–9"	2.24
9'–4"	14'–4"	7'–10"	9'–5"	2.7
10'–10"	16'–10"	9'–0"	10'–7"	3.64
12'–4"	19'–4"	9'–2"	11'–9"	4.72
13'–1"	20'–9"	11'–4"	12'–11"	5.75
14'–7"	23'–3"	12'–6"	14'–1"	7.05
16'–2"	25'–9"	13'–8"	15'–3"	8.52
17'–6"	27'–2"	14'–10"	16'–5"	9.74
18'–10"	30'–5"	16'–0"	18'–4"	14.74
20'–4"	32'–11"	17'–2"	19'–6"	19.44
21'–7"	34'–3"	18'–4"	20'–8"	20.96
23'–1"	36'–9"	19'–6"	21'–10"	23.89
24'–3"	38'–1"	20'–8"	23'–0"	25.59
25'–9"	40'–8"	21'–10"	24'–2"	28.95
27'–4"	42'–0"	23'–0"	25'–4"	35.30
29'–0"	44'–11"	24'–2"	26'–11"	42.53
30'–2"	16'–4"	25'–4"	28'–1"	45.15
31'–8"	49'–1"	26'–6"	29'–6"	53.26
33'–3"	51'–8"	27'–8"	30'–9"	58.59

STD. NO. 5.09



PLAN VIEW

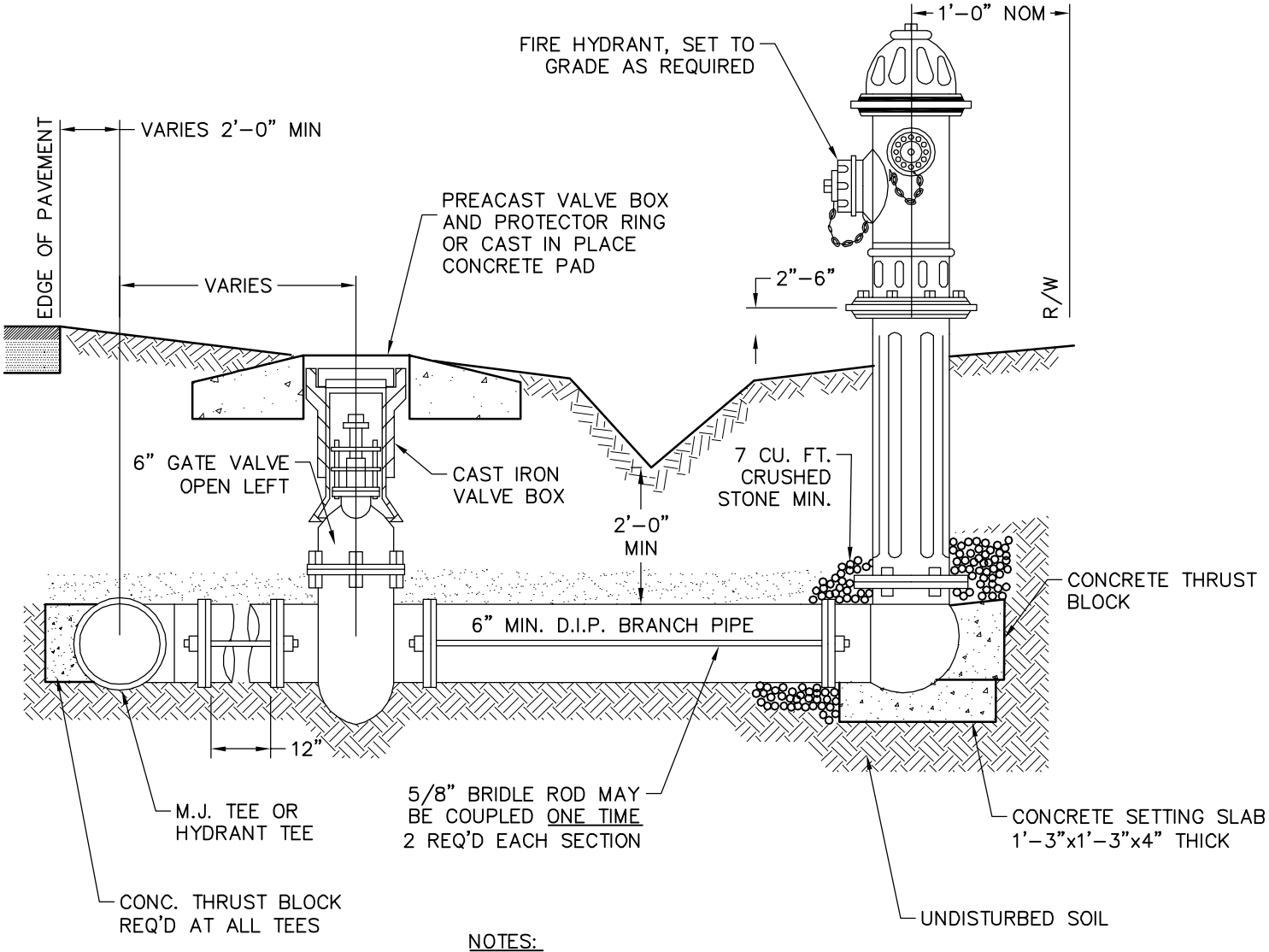


SECTION

MINIMUM AVERAGE WEIGHT	
RING	190
COVER	120
TOTAL	310

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD MANHOLE RING & COVER	STD. NO. 5.10



NOTES:

HYDRANTS SHALL BE EQUIPPED WITH 2 2–1/2" NOZZLES AND 1 4" PUMPER NOZZLE; ALL CONFORMING TO NATIONAL STANDARD THREADS.

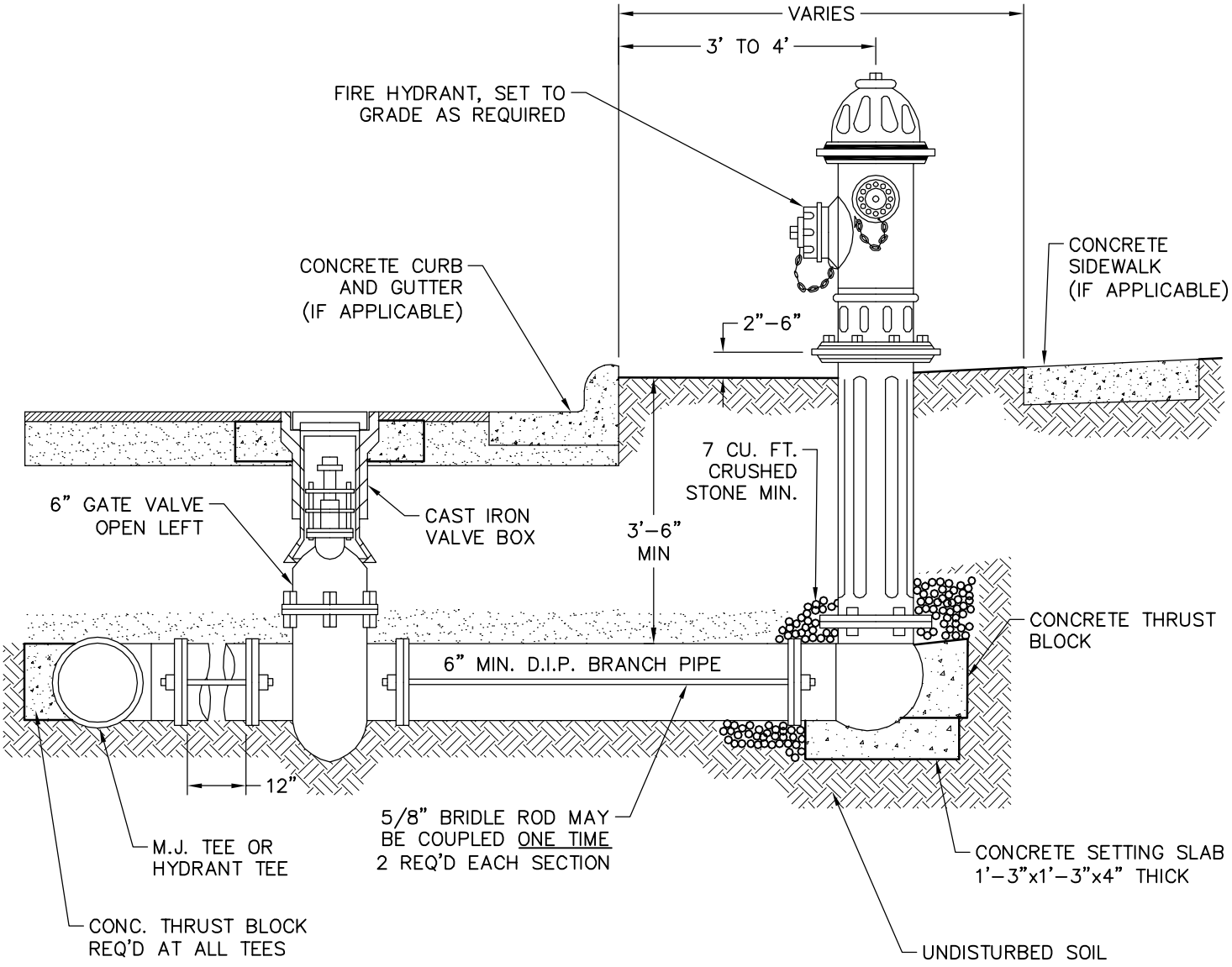
CONCRETE BLOCKING SHALL BE POURED SO AS TO LEAVE ALL FITTING BOLTS AND FLANGES EXPOSED.

IF HYDRANT IS LOCATED IN RURAL AREA, HYDRANT SHALL BE LOCATED APPROX. 1' INSIDE R/W.

IF HYDRANT IS LOACTED IN DOT R/W, USE DOT STANDARDS FOR LOCATION OF HYDRANT.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD HYDRANT INSTALLATION - RURAL	STD. NO. 6.01



NOTES:

HYDRANTS SHALL BE EQUIPPED WITH 2 2–1/2" NOZZLES AND 1 4" PUMPER NOZZLE; ALL CONFORMING TO NATIONAL STANDARD THREADS.

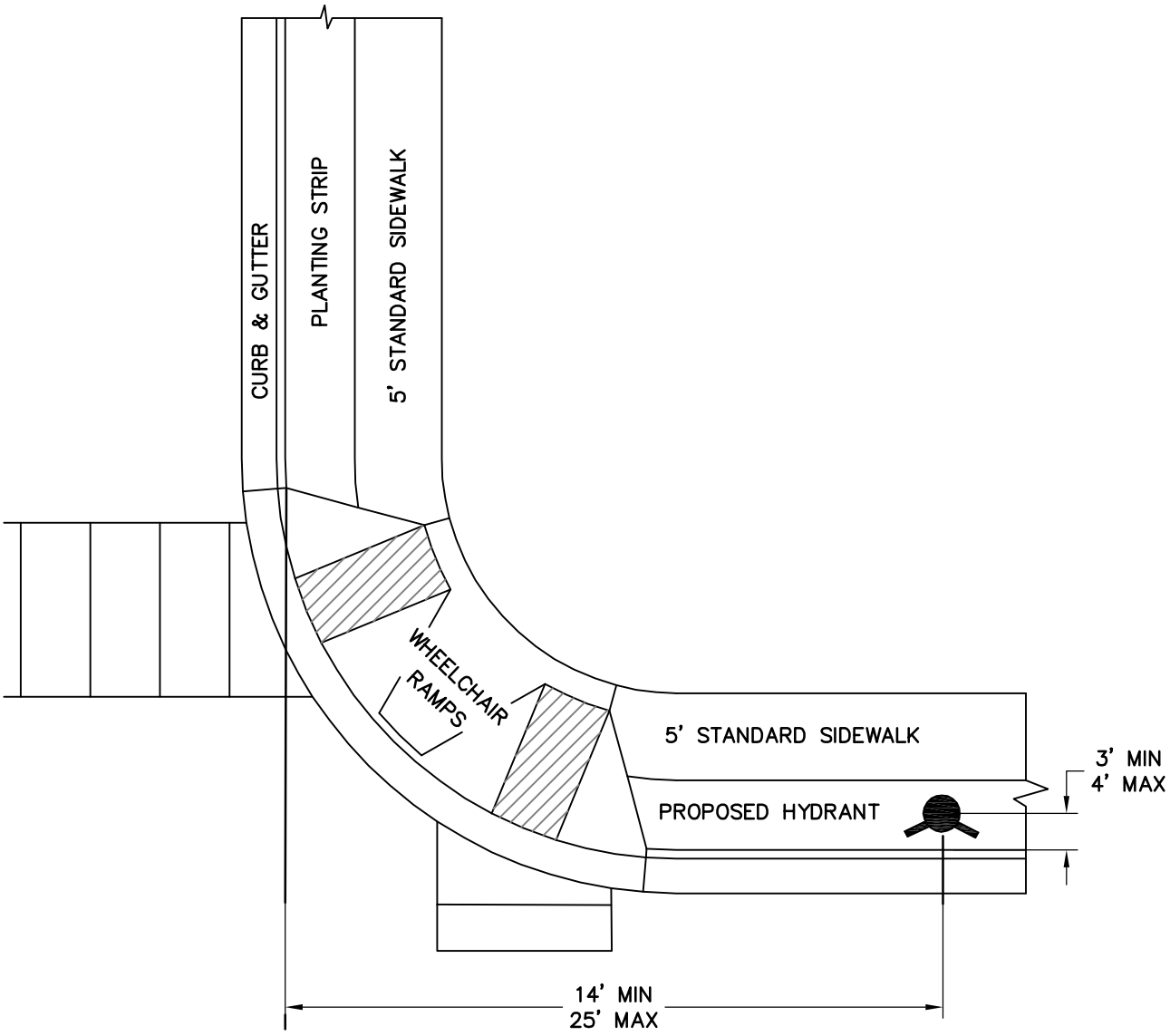
CONCRETE BLOCKING SHALL BE POURED SO AS TO LEAVE ALL FITTING BOLTS AND FLANGES EXPOSED.

IF HYDRANT IS LOCATED IN RURAL AREA, HYDRANT SHALL BE LOCATED APPROX. 1' INSIDE R/W.

IF HYDRANT IS LOACTED IN DOT R/W, USE DOT STANDARDS FOR LOCATION OF HYDRANT.

REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD HYDRANT INSTALLATION - URBAN	STD. NO. 6.02



REVISIONS	
DATE	DESCRIPTION

TOWN OF KNIGHTDALE STANDARD DETAILS	STANDARD HYDRANT LOCATION	STD. NO. 6.03

Town of Knightdale
950 Steeple Square Court
Knightdale, NC 27545
www.knightdalenc.gov