



1751 DOBBINS DRIVE  
1751 DOBBINS DRIVE, CHAPEL HILL, NC 27514  
SITE & SOLID WASTE PLAN

REV.	DATE	DESCRIPTION	BY
1	09/03/2019	PER CITY REVIEW COMMENTS	CJK

DATE:	JULY 24, 2019
HORIZONTAL SCALE:	1" = 10'
VERTICAL SCALE:	N/A
PROJECT MANAGER:	CPK
DRAWN BY:	CPK
PROJECT NO:	19-011
DRAWING NAME:	19-011 REVIEW

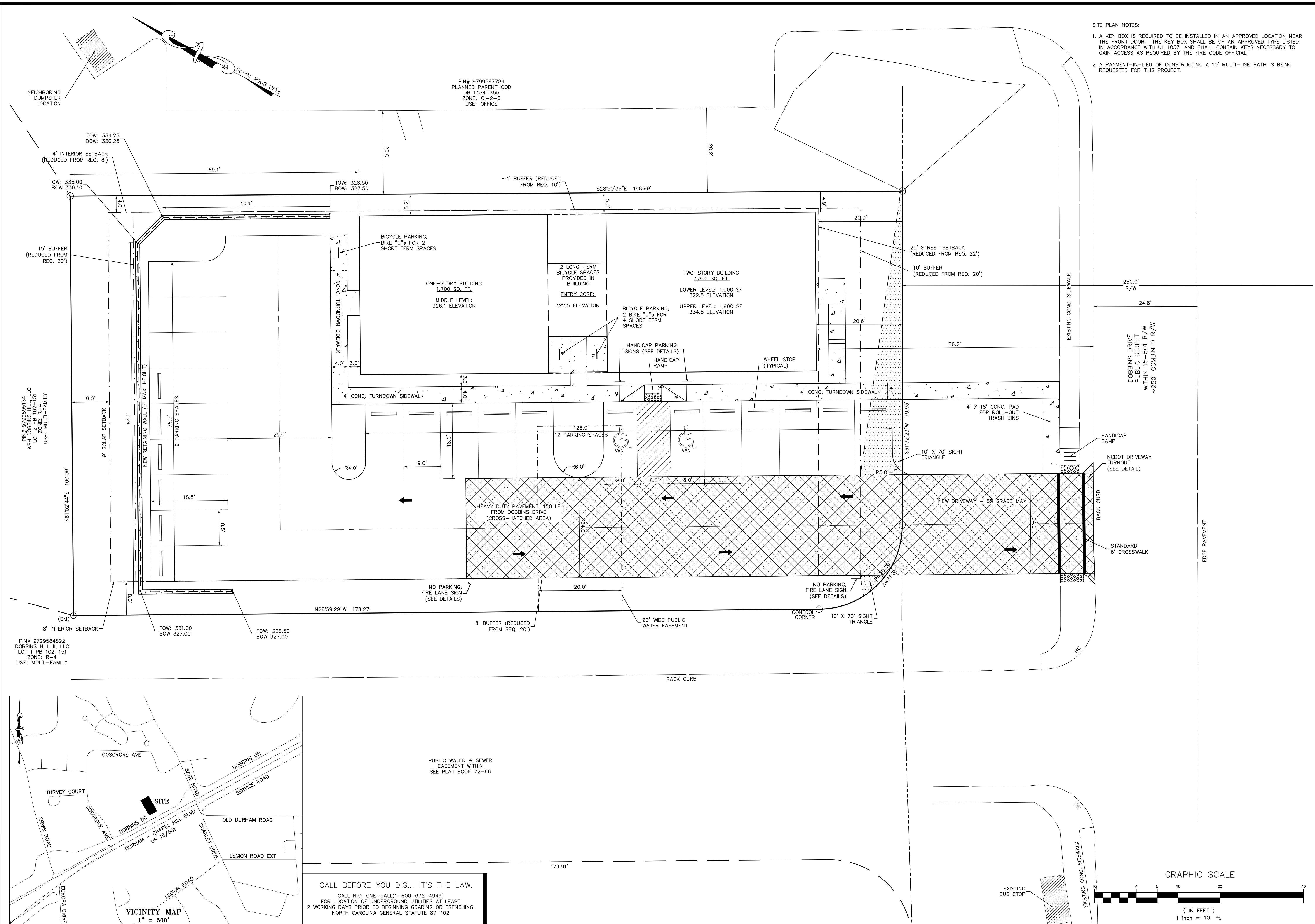
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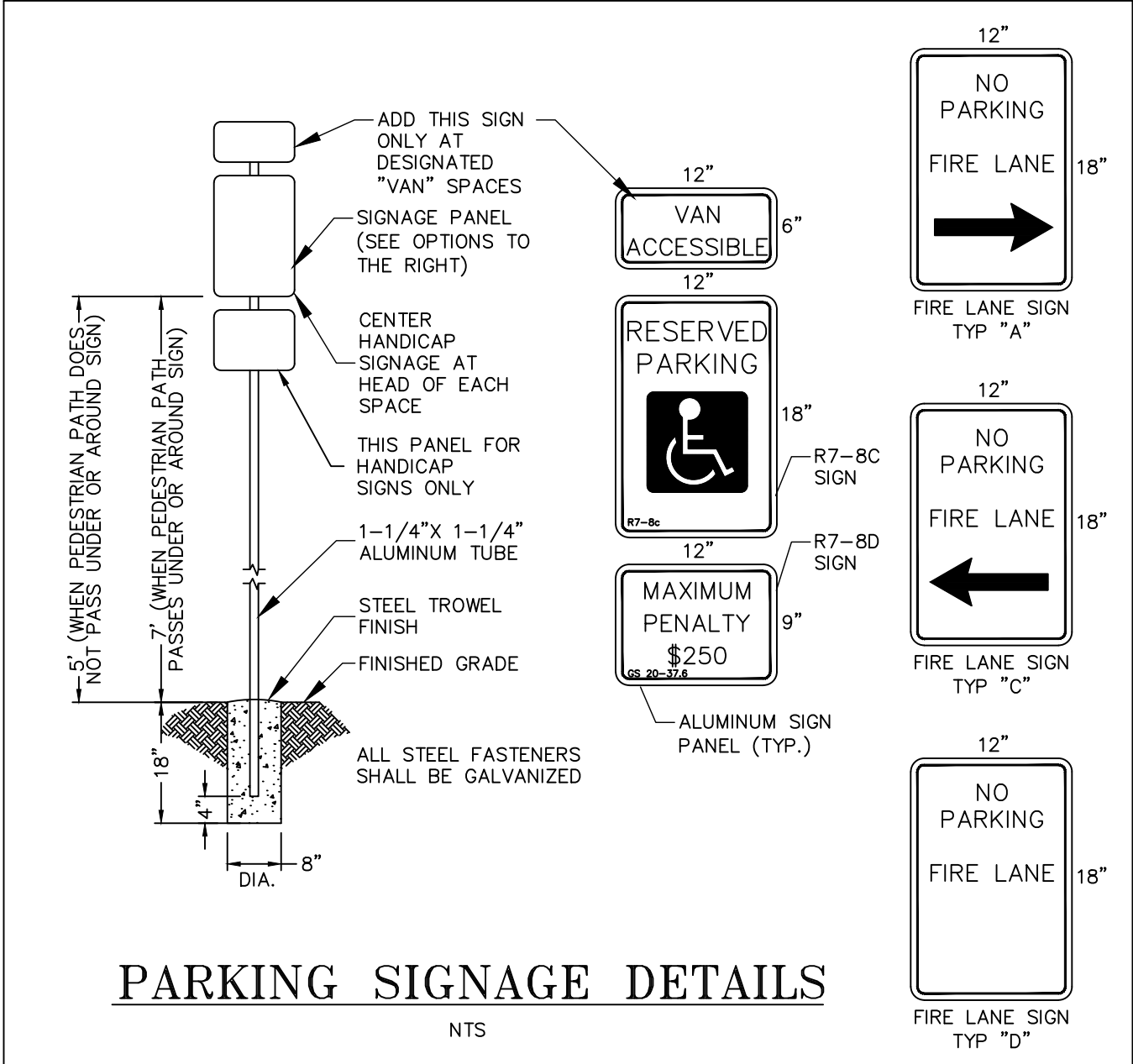
SHEET NO.

C3.0

PRELIMINARY SITE PLAN

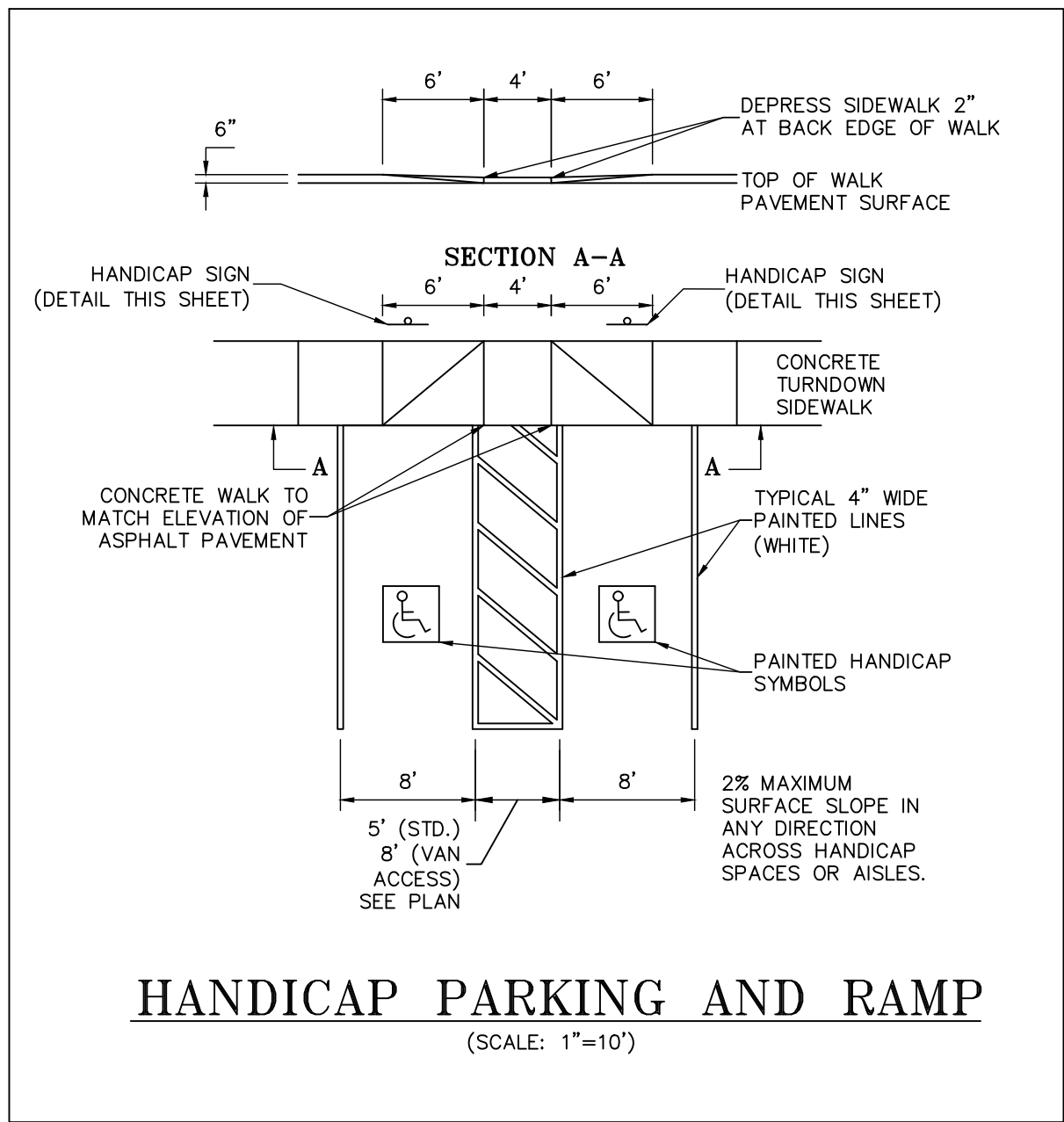






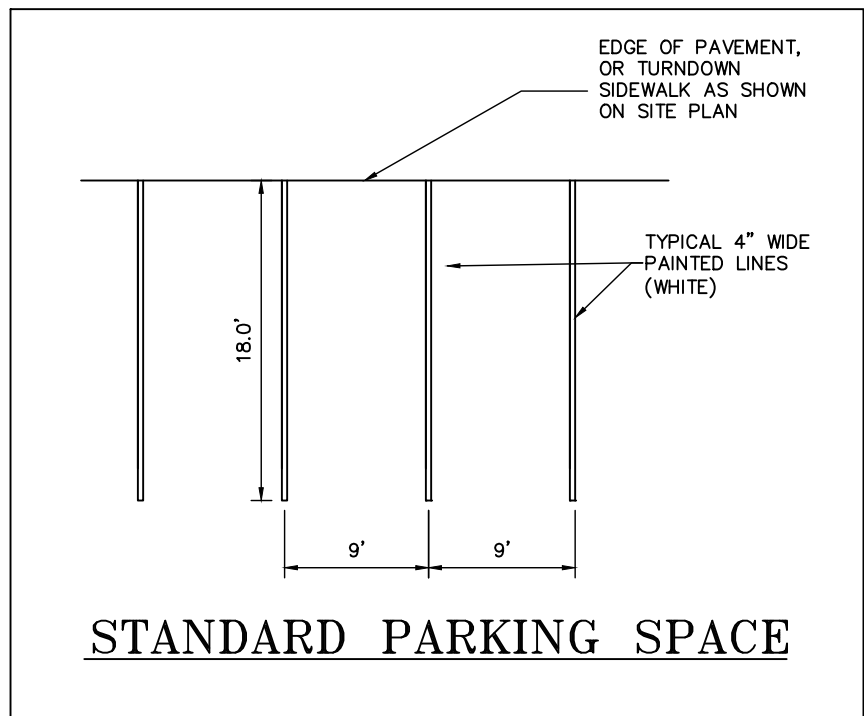
PARKING SIGNAGE DETAILS

NTS

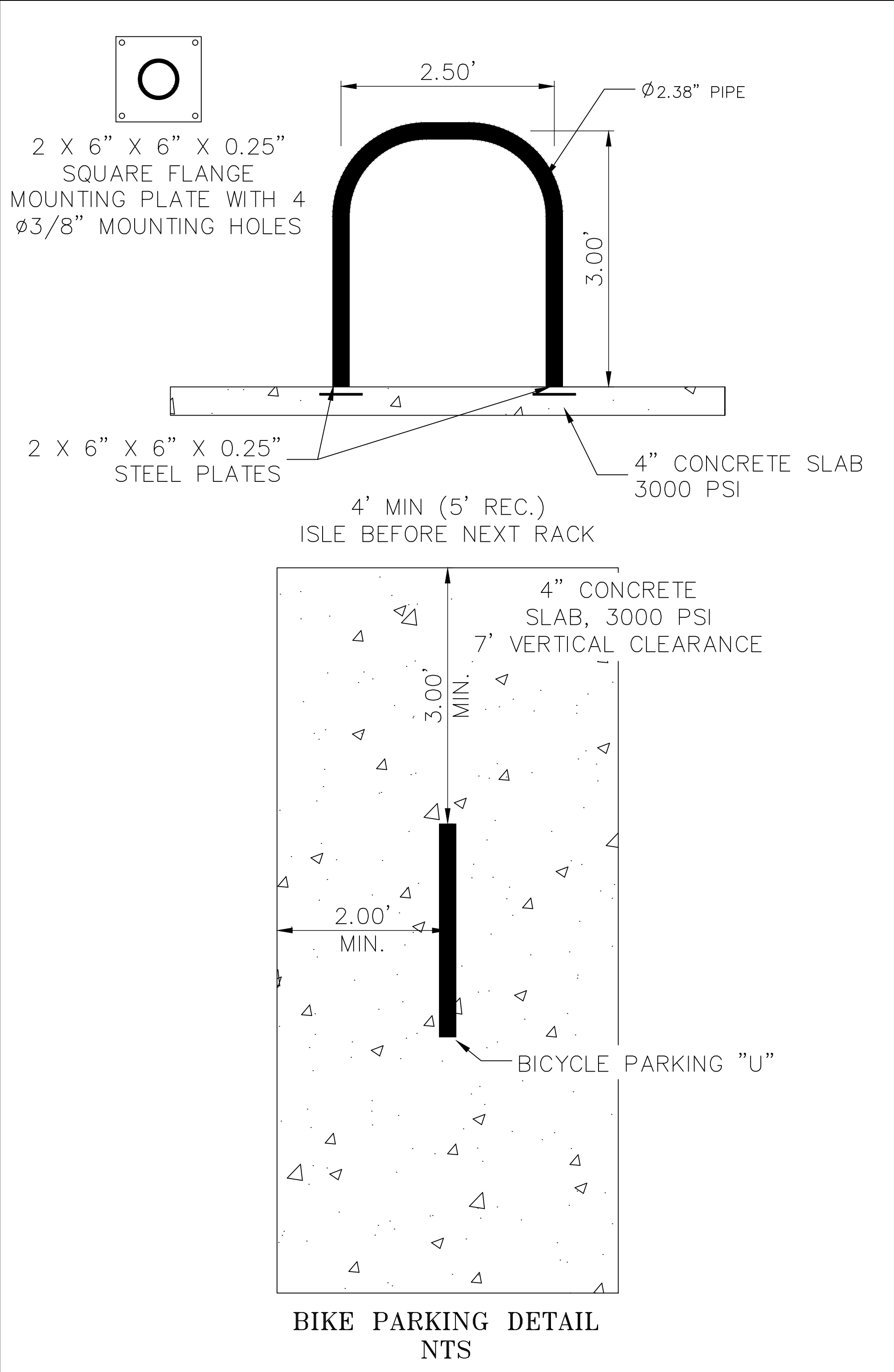


HANDICAP PARKING AND RAMP

(SCALE: 1"=10')

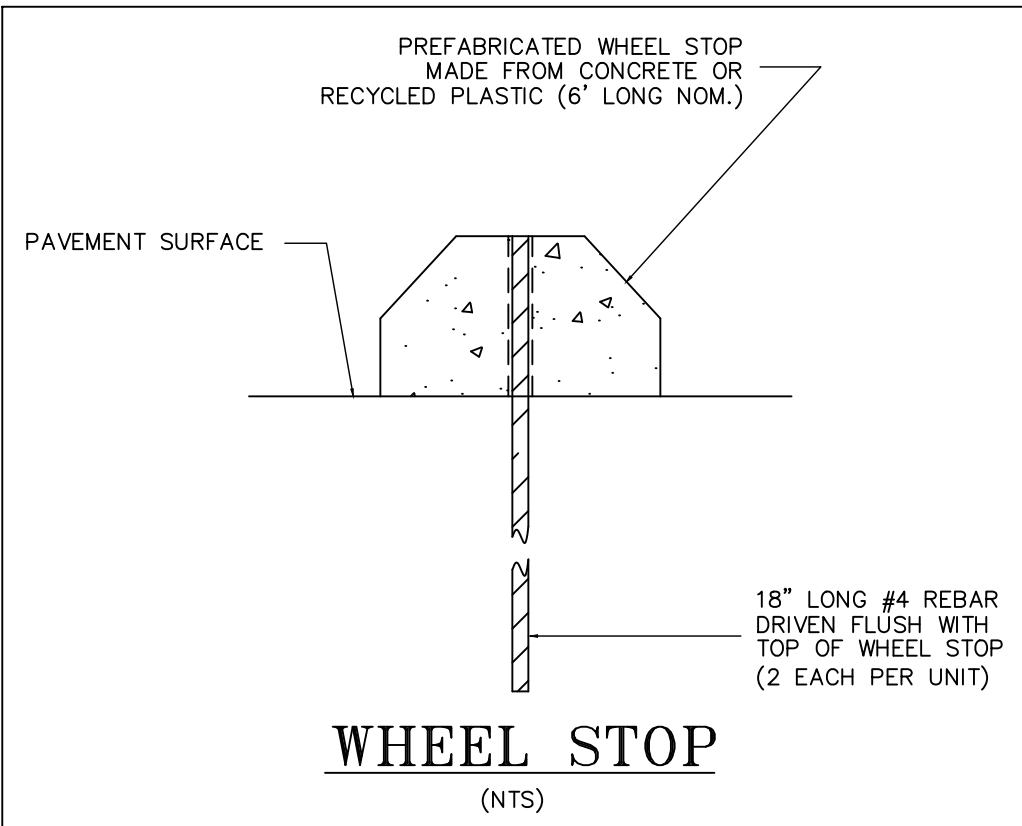


STANDARD PARKING SPACE



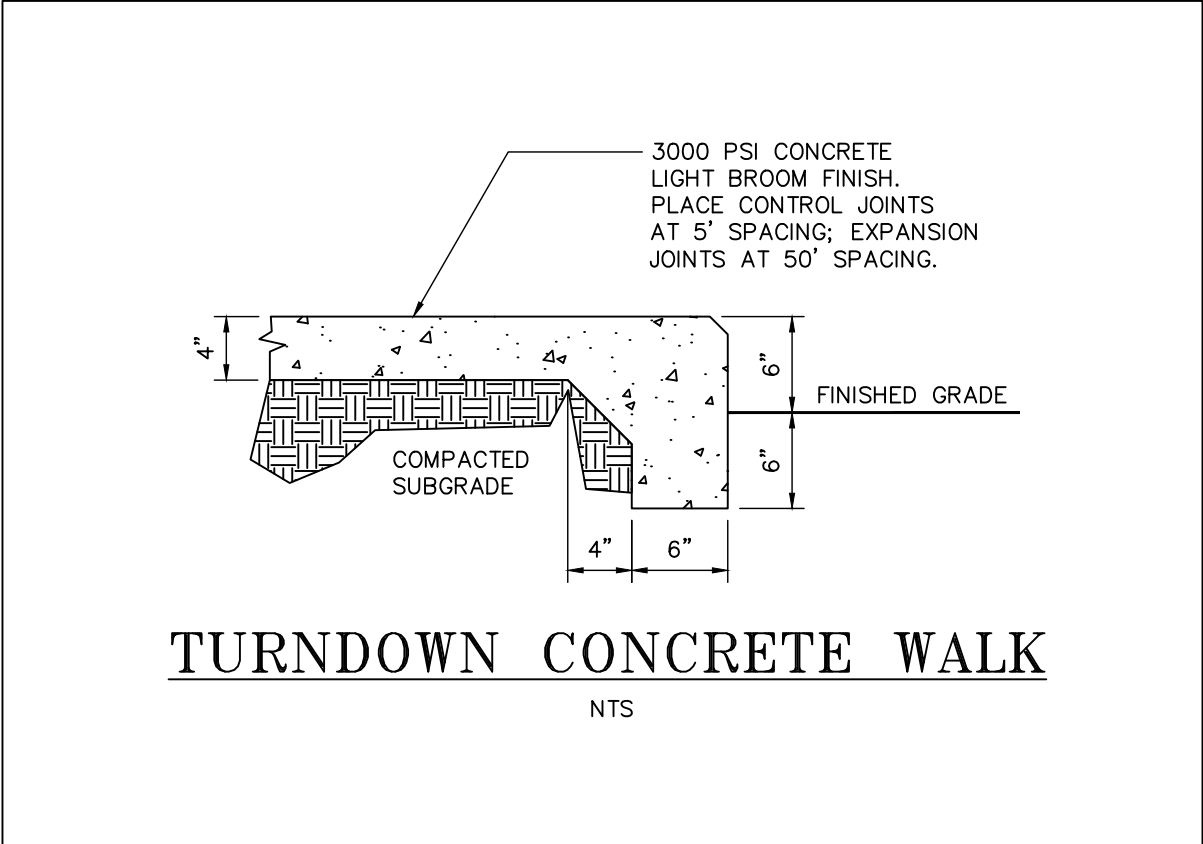
BIKE PARKING DETAIL

NTS



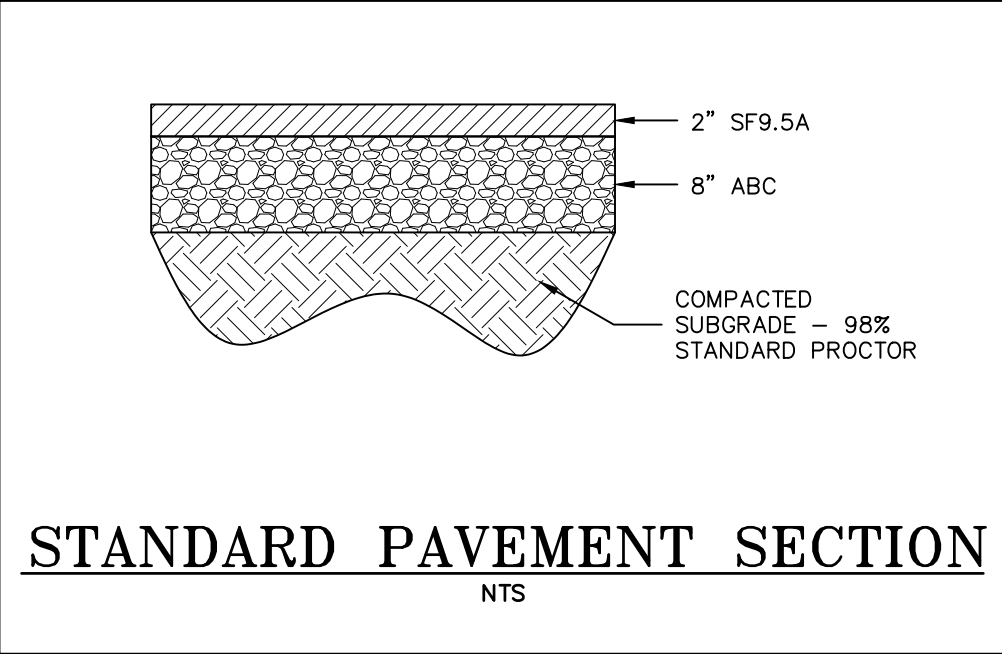
WHEEL STOP

(NTS)



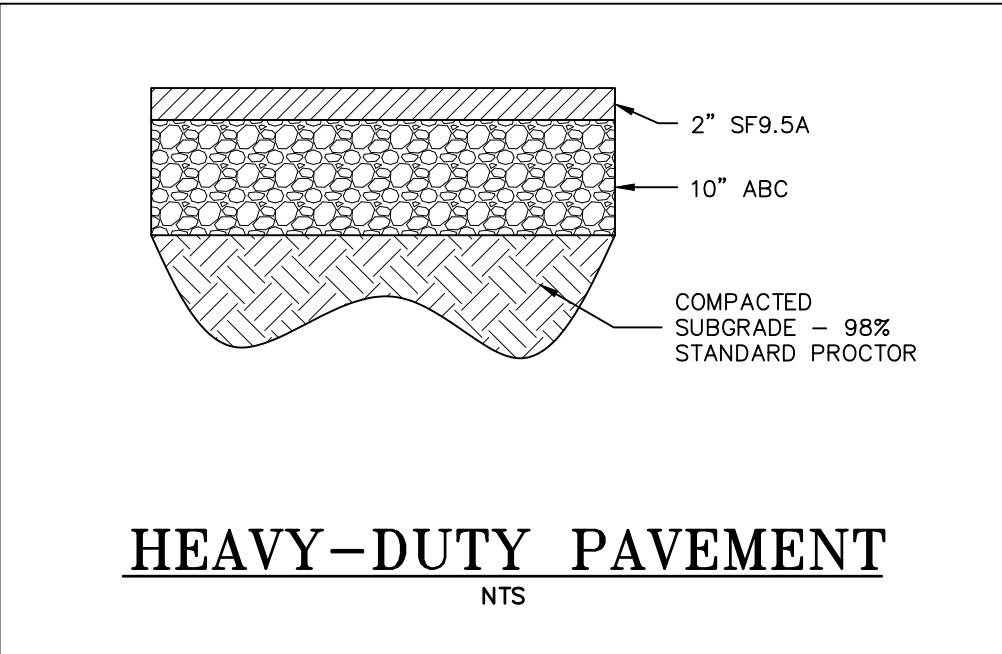
TURNDOWN CONCRETE WALK

NTS



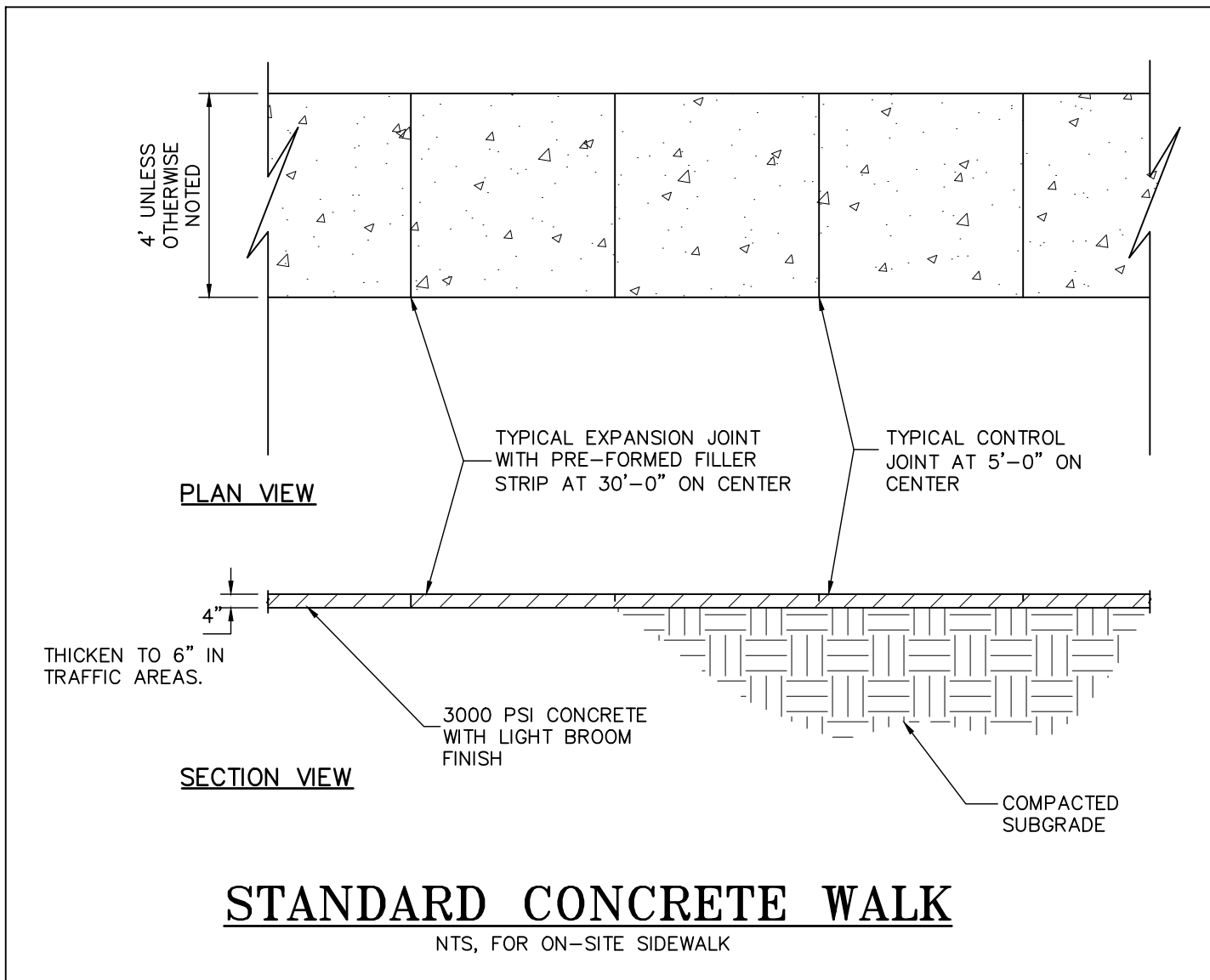
STANDARD PAVEMENT SECTION

NTS



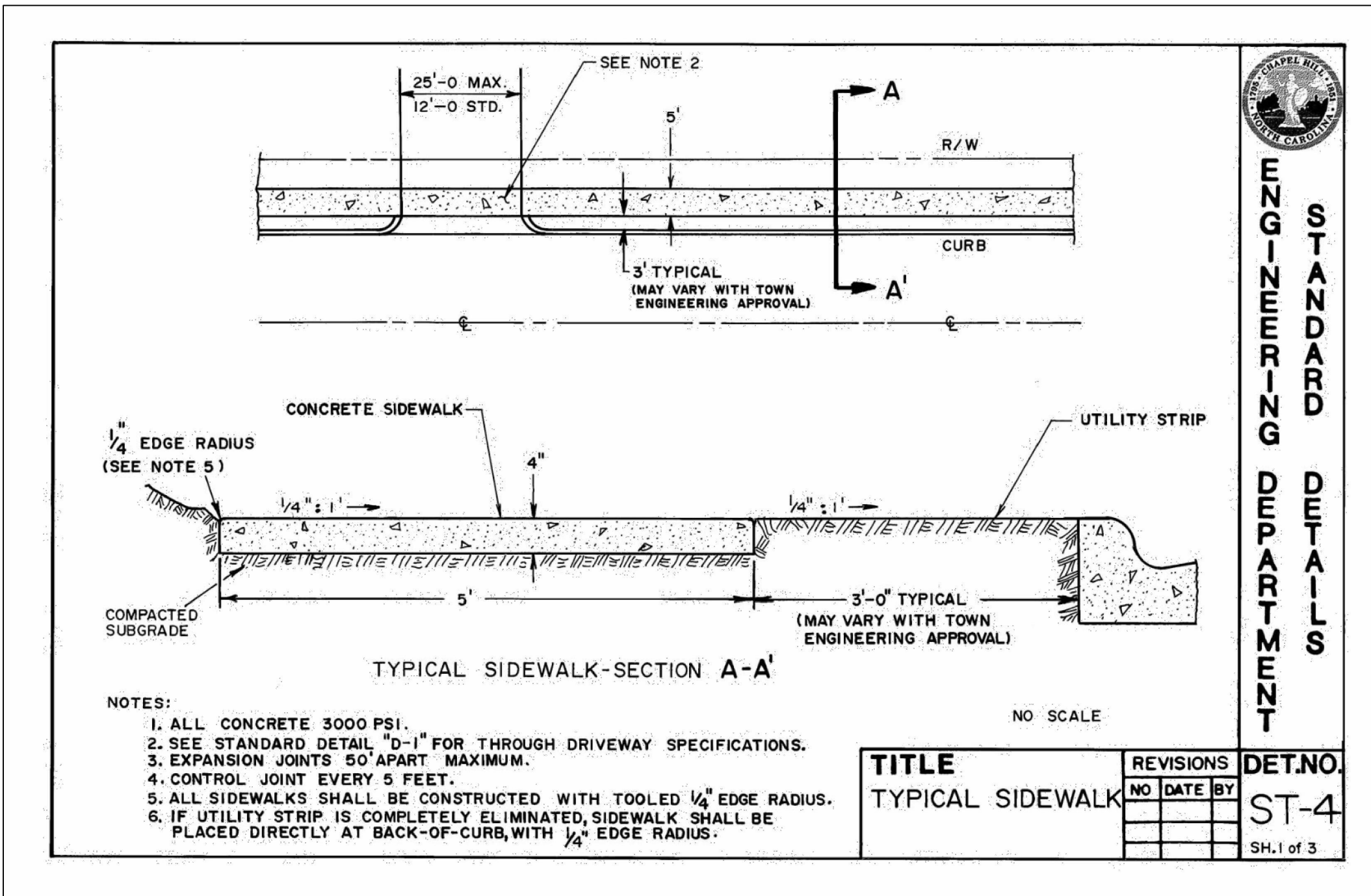
HEAVY-DUTY PAVEMENT

NTS



STANDARD CONCRETE WALK

NTS, FOR ON-SITE SIDEWALK



NOTES:

1. ALL CONCRETE 3000 PSI.
2. SEE STANDARD DETAIL 'D-1' FOR THROUGH DRIVEWAY SPECIFICATIONS.
3. EXPANSION JOINTS 50' APART MAXIMUM.
4. CONTROL JOINT EVERY 5 FEET.
5. ALL SIDEWALKS SHALL BE CONSTRUCTED WITH TOOLED 1/4\"/>
6. IF UTILITY STRIP IS COMPLETELY ELIMINATED, SIDEWALK SHALL BE PLACED DIRECTLY AT BACK-OF-CURB WITH 1/4\"/>

TITLE		REVISIONS		DET.NO.
NO	DATE	BY	DATE	
1				ST-4



STANDARD  
ENGINEERING  
DEPARTMENT

REV.	DATE	DESCRIPTION	BY
1	09/03/2019	PER CITY REVIEW COMMENTS	CPK
DATE: JULY 24, 2019			
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SHEET NO.

D5.0

PRELIMINARY SITE PLAN





## SITE DETAILS

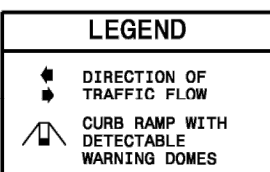
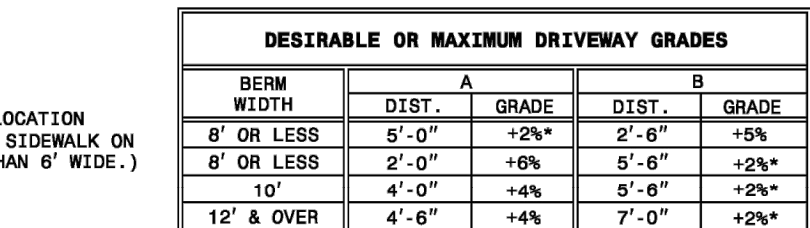
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D5.1

PRELIMINARY SITE PLAN

STING DRIVEWAY PAVEMENT IS CONCRETE,  
2" DEEP JOINT AT THE POINT OF TIE-IN.  
T PERPENDICULAR TO EDGE OF EXISTING  
PAVEMENT.



- 1- THE MINIMUM WIDTH OF STANDARD CROSSWALKS IS 6 FEET. THE MINIMUM WIDTH OF HI-VISIBILITY CROSSWALKS IS 10 FEET.
- 2- SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL IS 4' MIN.
- 3- BEYOND THE CURB FACE, A CLEAR SPACE OF 4' X 4' FEET MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE CROSSWALK
- 4- PLACE STOP BARS A MINIMUM OF 4 FEET FROM NEAREST CROSSWALK LINE. STOP BARS AT SIGNALIZED INTERSECTIONS SHOULD BE COORDINATED WITH THE SIGNAL DESIGN SECTION OR AS DIRECTED BY THE ENGINEER.
- 5- CURB RAMP SHALL BE CONSTRUCTED IN ACCORDANCE TO THE LATEST NCDOT ROADWAY STANDARD DRAWINGS.