

WAKE COUNTY TRANSIT IMPROVEMENTS



CAPITAL DEVELOPMENT:
PO BOX 1387
RTP, NC 27709
PH: (919)–485–7510
FAX: (919)–485–7541

OFFICE ADDRESS:
4600 EMPEROR BLVD.
SUITE 100
DURHAM, NC 27713

GoTriangle
PASSENGER AMENITY IMPROVEMENTS
CONSTRUCTION GROUP O
SITES: 2309, 2310, 2505, 2506, 2509, 2705–2708, 2711, 2906, 2907
(12 TOTAL SITES)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:




DRMP, INC.
5808 FARINGDON PLACE
RALEIGH, NC 27609
NC LICENSE NO. F-1524 (919) 872-5115

BENJAMIN R. LENNON, PE
PROJECT ENGINEER

ERIC H. ALSPAUGH
PROJECT DESIGN ENGINEER

DESIGN ENGINEER



SEAL
037438
ENGINEER
BENJAMIN R. LENNON

THE TOWN OF CARY



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DURHAM, NC 27713**

GoTriangle PASSENGER AMENITY IMPROVEMENTS

SITES: 2505, 2506, 2509, 2906, 2907

CUMULATIVE AREA DISTURBED: 0.09 ACRES

ADA CERTIFICATION

I, BENJAMIN R. LENNON CERTIFY THAT THESE DRAWINGS HAVE BEEN REVIEWED TO THE BEST OF MY KNOWLEDGE AND THAT I BELIEVE THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND TOWN OF CARY STANDARDS AND SPECIFICATIONS.

SIGNATURE LICENSED ARCHITECT /LANDSCAPE ARCHITECT /ENGINEER

CONDITIONS OF APPROVAL:

1. CONTRACTOR TO INSTALL CONCRETE SIDEWALK, IN ACCORDANCE WITH TOC STD. 3100.08, BETWEEN EXISTING SIDEWALK AND BACK OF CURB USE EXPANSION JOINTS AND JOINT FILLER WHERE APPLICABLE AND MATCH EXISTING SIDEWALK CONTRACTION JOINTS. SEE SECTION 3070 OF THE TOC STANDARD SPECIFICATIONS.
2. ALL EXISTING PUBLIC UTILITIES INFRASTRUCTURE SHALL REMAIN ACTIVE AND BE PROTECTED DURING CONSTRUCTION.

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**BENJAMIN R. LENNON, PE
PROJECT ENGINEER**

**ERIC H. ALSPAUGH
PROJECT DESIGN ENGINEER**

DESIGN ENGINEER



GENERAL NOTES (APPLICABLE FOR ALL SHEETS):

- THE CONTRACTOR IS TO OBTAIN THE BUS SHELTERS, BENCHES, AND OTHER AMENITIES FROM GOTRIANGLE, WHICH HAVE BEEN PRE-PURCHASED AND ARE BEING STORED AT A LOCATION TO BE DETERMINED. CONTRACTOR TO COORDINATE WITH GOTRIANGLE TO OBTAIN THE AMENITIES. BUS SHELTERS AND BENCHES INCLUDE ALL PARTS AND AMENITIES INCLUDING TRASH RECEPTACLE. CONTRACTOR TO PROVIDE ANCHORS AND INCIDENTAL ITEMS REQUIRED TO ASSEMBLE AND INSTALL BUS SHELTERS, BENCHES, AND OTHER AMENITIES AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR TO INSTALL PER MANUFACTURERS INSTRUCTIONS. CONTRACTOR TO DISPOSE OF PACKING MATERIAL IN A LEGAL MANNER OFF-SITE AND AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR IS TO CONTACT NC811 TO LOCATE UTILITIES AT EACH SITE AT LEAST THREE WORKING DAYS PRIOR TO STARTING WORK ON EACH SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO BEGINNING WORK. ANY DAMAGE TO EXISTING UTILITIES WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- PRIOR TO REMOVAL, SAW CUT ALL PAVEMENT AND CONCRETE CURB AND GUTTER AT REMOVAL LIMITS OR AT NEAREST JOINT IF WITHIN 2' OF JOINT.
- CONTROL SEDIMENT ON SITES AND PREVENT FROM WASHING ONTO ADJACENT ROADWAYS. PROVIDE INLET PROTECTION AT INLETS THROUGHOUT CONSTRUCTION AND SILT FENCING OR NCDOT #57 STONE PILED 1' HIGH BY 2' WIDE AT BASE AS APPLICABLE TO PREVENT SEDIMENT FROM LEAVING THE SITES OR ENTERING ADJACENT STORM DRAINAGE SYSTEMS. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PER THE 2024 NCDOT ROADWAY STANDARD DRAWINGS. MAINTENANCE OF EROSION CONTROL MEASURES IS INCIDENTAL TO EROSION CONTROL.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MATERIALS AND EQUIPMENT LEFT ON SITE. IT IS RECOMMENDED THAT THE CONTRACTOR NOT LEAVE MATERIAL ON SITE WHEN NOT PRESENT.
- PROTECT ALL DISTURBED AREAS AND DO NOT LEAVE ANY OPEN TRENCHES WHEN NOT PRESENT. PROVIDE PROPER AND VISIBLE PROTECTION FENCING, MARKERS AND SIGNAGE AT ALL TIMES. DO NOT LEAVE ANY OPEN TRENCHES OR TRIPPING HAZARDS OVER NIGHT. USE PROPER SIDEWALK CLOSURE/DETOUR SIGNS MEETING THE LATEST NCDOT STANDARDS.
- COORDINATE WITH PROPERTY OWNERS FOR STAGING AREAS AND OWNER ACCESS TO THE SITE DURING CONSTRUCTION, INCLUDING TENANT PARKING, DELIVERIES AND GARBAGE PICKUP. GOTRIANGLE HAS PROCURED OR IS IN THE PROCESS OF PROCURING ROW AND/OR TEMPORARY CONSTRUCTION EASEMENTS AT EACH INDIVIDUAL BUS SITE (IF APPLICABLE). THE CONTRACTOR WILL COORDINATE ENTRANCE INTO ADJACENT PROPERTY WITH GOTRIANGLE AND UNDERSTANDS THAT SOME OF THE ROW AND/OR TEMPORARY CONSTRUCTION EASEMENTS MAY NOT BE PROCURED AT THE TIME OF CONSTRUCTION. ROW INFORMATION SHOWN ON PLANS IS BASED ON DEED RESEARCH AND NOT ACTUAL FIELD DATA.
- CONTROL POINTS PROVIDED ON PLAN ARE FOR USE IN STAKING OUT PROPOSED WORK TO BE COMPLETED BY THE CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND RESETTING IF DAMAGED BY CONSTRUCTION ACTIVITIES. CADD FILES CAN BE OBTAINED BY REQUEST FROM THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING SITE FEATURES TO REMAIN AND RESTORING TO PRECONSTRUCTION CONDITIONS IF DAMAGED BY CONSTRUCTION ACTIVITIES.
- IF LANE CLOSURE IS REQUIRED TO PERFORM ANY WORK ITEMS, USE NCDOT STD. 1101.02 FOR ADVANCED WARNING SIGNS AND APPLICABLE LANE CLOSURE. SUBMIT PLAN TO THE APPROPRIATE JURISDICTION PRIOR TO LANE CLOSURE FOR APPROVAL. PROVIDE PROPER SIDEWALK CLOSURE/DETOUR SIGNING IN ACCORDANCE WITH THE LOCAL MUNICIPALITY AND NCDOT STANDARDS. ALL TRAFFIC CONTROL DEVICES AND SIGNING ARE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL.
- REFER TO THE SERIES 2 SHEETS AND THE LIST OF STANDARDS FOR SITE DETAILS. REFER TO THE MOST CURRENT VERSION OF THE NCDOT ROADWAY STANDARD DRAWINGS OR THE LOCAL MUNICIPALITY STANDARDS FOR ADDITIONAL INFORMATION. ALL CONSTRUCTION SHOULD ADHERE TO THESE STANDARDS.
- ALL NEW PAVEMENT SHALL BE FLUSH WITH EXISTING PAVEMENT TO PREVENT TRIPPING HAZARD. PROVIDE EXPANSION JOINT AT ALL EXISTING PAVEMENT OR STRUCTURES.
- IF ASPHALT PATCHING IS REQUIRED, USE 3" OF S9.5C IN PARKING LOT AREAS (CARS ONLY) AND USE 6" OF I19.0C AND 3" OF S9.5C IN ALL OTHER AREAS. ALL DAMAGE SHALL BE SAW CUT FOR SMOOTH JOINT. COORDINATE WITH THE ENGINEER OR INSPECTOR PRIOR TO REPAIRING ASPHALT PAVEMENT.
- PROVIDE JOINT SEALER AT ALL JOINTS BETWEEN NEW CONCRETE PAD AND EXISTING PAVEMENT. JOINT SEALER SHALL BE GRAY IN COLOR AND IN ACCORDANCE WITH NCDOT STANDARD SECTION 1028. CONTRACTOR SHOULD MATCH EXISTING CONTRACTION JOINT SPACING WHERE APPLICABLE. EXPANSION JOINTS SHALL BE LOCATED EVERY 50' AT MAXIMUM.
- BACKFILL ADJACENT TO ALL NEW PAVEMENT ONCE FORM WORK IS REMOVED AND COMPACT. USE MINIMUM 6" CLEAN TOP SOIL AND BRING TO WITHIN 2" OF PAVEMENT FOR PLACEMENT OF SOD. CUT GRADE DOWN 2" IN ALL GRASS AREAS TO TIE SOD FLUSH WITH SURROUNDING GRADE.
- GRADE ALL DISTURBED AREAS SMOOTH, REMOVE ALL ROOTS, ROCKS OR ANY OTHER DEBRIS, AND SOD. MATCH SOD TYPE TO EXISTING SURROUNDING GRASS, I.E. FESCUE, BERMUDA, ETC. FERTILIZE AND WATER FOR A 2-WEEK PERIOD. CONTACT ENGINEER ONCE GRASS IS PLACED TO START 2-WEEK WATERING PERIOD. ANY GRASS THAT NEEDS TO BE REPLACED AT THE END OF 2 WEEKS WILL BE AT THE CONTRACTORS EXPENSE.
- ALL PRUNING SHALL BE COMPLETED BY A LICENSED LANDSCAPE OR TREE PROFESSIONAL AND COORDINATED WITH THE LOCAL MUNICIPALITY, ENGINEER, AND INSPECTOR.
- ALL EXISTING BUS STOPS WILL REMAIN OPERATIONAL DURING CONSTRUCTION. COORDINATE REMOVAL OF EXISTING MATERIAL WITH NEW IMPROVEMENTS COMPLETION. PROVIDE A TEMPORARY PROTECTED AREA ADJACENT TO SITE FOR RIDERS UNTIL NEW IMPROVEMENTS HAVE BEEN ACCEPTED BY GOTRIANGLE FOR OPERATION. REPAIR ANY DAMAGED AREAS USED FOR THE TEMPORARY BUS STOP.
- AT THE START OF GRADING INVOLVING THE LOWERING OF THE EXISTING GRADE AROUND A TREE OR STRIPPING OF TOPSOIL, A CLEAN, SHARP, VERTICAL CUT SHALL BE MADE AT THE EDGE OF THE TREE SAVE AREA AT THE SAME TIME AS OTHER EROSION CONTROL MEASURES ARE INSTALLED. TREE PROTECTION FENCING SHALL BE INSTALLED ON THE SIDE OF THIS CUT FARTHEST AWAY FROM THE TREE TRUNK.
- NO STORAGE OF MATERIALS, DUMPING OF WASTE MATERIALS, FILL, OR PARKING OF EQUIPMENT SHALL BE ALLOWED WITHIN THE ROOT PROTECTION ZONE, AND NO TRESPASSING SHALL BE ALLOWED WITHIN THE BOUNDARY OF THE ROOT PROTECTION ZONE.
- A CLEAR AREA OF 2 FEET MINIMUM SHOULD BE PROVIDED BEHIND SHELTERS FOR MAINTENANCE UNLESS OTHERWISE NOTED ON THE PLANS.
- DIVERT RUNOFF AWAY FROM SHELTER PAD.
- THE USE OF SOD WILL BE USED AND DETERMINED BY THE TIME OF YEAR OR THE IMPORTANCE TO HAVE GRASS RE-ESTABLISHED. SMALL AREAS MAY BE SEEDED.
- RIGHT-OF-WAY INFORMATION ON PLANS IS BASED ON DEED RESEARCH AND NOT ACTUAL FIELD DATA.
- CONTRACTOR SHOULD MATCH EXISTING CONTRACTION JOINT SPACING WHERE APPLICABLE.
- THE WORK TAKING PLACE RELATED TO THE CHANGES IN THIS SITE PLAN WILL BE FULLY COMPLIANT WITH THE NORTH CAROLINA ACCESSIBILITY CODES (ANSI 117-2009 AND CHAPTER 11 OF THE NCB) UNLESS AND EXCEPT IN AREAS WHERE AN APPROVED STATEMENT FROM A SITE ENGINEER, SURVEYOR, ARCHITECT VERIFIES THAT SITE CONDITIONS EXIST WHERE THE TOPOGRAPHY OF THE SITE IS EXTREME AND ONLY ALTERNATE METHODS OF COMPLIANCE ARE POSSIBLE.
- CONTRACTOR TO PROVIDE A PEDESTRIAN DETOUR AND SIDEWALK CLOSURE SIGNS AT EACH SITE. PEDESTRIAN DETOUR PLANS ARE PROVIDED, IF A DIFFERENT DETOUR IS DEEMED NECESSARY, CONTRACTOR SHALL SUBMIT THE PLAN TO THE ENGINEER FOR APPROVAL. ALL DETOUR PLANS, SIGNS, BARRICADES, ETC. AND PLAN SUBMITTAL FOR USE IN THE PEDESTRIAN DETOURS OR SIDEWALK CLOSURES WILL BE CONSIDERED INCIDENTAL TO THE OVERALL CONTRACT.
- IF EXISTING TREES TO BE RETAINED ARE DAMAGED OR DESTROYED, THE CONTRACTOR SHALL REPLACE TREE MATCHING EXISTING SPECIES AND SIZE AT NO ADDITIONAL COST TO THE OWNER.
- REMOVAL OR RELOCATION OF EXISTING AMENITIES AND SIGNS SHOULD NOT BE PERFORMED UNTIL COMPLETION OF PROPOSED IMPROVEMENTS WHEN POSSIBLE. AMENITIES OWNED BY THE TOWN OF CARY SHOULD BE RETURNED TO THE TOWN. AMENITIES OWNED BY GOTRIANGLE SHOULD BE RETURNED TO THE GOTRIANGLE RALEIGH WAREHOUSE FACILITY. CONTRACTOR IS TO COORDINATE WITH GOTRIANGLE AND TOWN OF CARY TO DETERMINE THE OWNER OF SPECIFIC AMENITIES AND IS TO RETURN AMENITIES TO THE APPROPRIATE LOCATION AS PART OF THIS CONTRACT. SEE CONTRACT DOCUMENTS FOR MORE INFORMATION.
- RELOCATED BUS STOP SIGNS ARE REQUIRED TO BE INSTALLED ON A NEW 2"x2" 12-GAUGE GALVANIZED STEEL SQUARE TUBE POST. CONTRACTOR TO FABRICATE NEW BUS STOP SIGNS AT LOCATIONS DETERMINED BY GOTRIANGLE. CONTRACTOR IS TO PROVIDE A DETAILED SUBMITTAL TO THE ENGINEER SPECIFYING LETTERING HEIGHTS AND SPACING, SIGN SIZE, COLORING, AND OTHER INFORMATION REQUIRED TO ENSURE THE SIGN MEETS ALL APPLICABLE REQUIREMENTS OF THE 2024 ROADWAY STANDARD DRAWING AND THE MUTCD.
- ALL TRUNCATED DOME PADS AT CURB RAMPS SHALL BE FEDERAL YELLOW UNLESS OTHERWISE NOTED.

CONTACT INFORMATION:

CONTRACTOR TO CONTACT GOTRIANGLE INSPECTOR WHEN FORMS ARE SET AND PRIOR TO POURING OF CONCRETE FOR BUS STOP AMENITIES.

FOR DESIGN AND ENGINEERING ISSUES:

FREDERICK FERRELL
fherrell@gotriangle.org

FOR PLANNING ISSUES:

Jay Heikes
jheikes@gotriangle.org

2024 NCDOT ROADWAY ENGLISH STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS THEY APPEAR IN "ROADWAY STANDARD DRAWINGS" HIGHWAY DESIGN BRANCH - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 16, 2024 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
DIVISION 2 - EARTHWORK 200.02	METHOD OF CLEARING - METHOD II
DIVISION 6 - ASPHALT BASES AND PAVEMENTS 654.01	PAVEMENT REPAIRS
DIVISION 8 - INCIDENTALS 846.01 848.01 848.06	CONCRETE CURB, GUTTER, AND CURB & GUTTER CONCRETE SIDEWALK CURB RAMP
DIVISION 9 - SIGNING 903.10 904.10 904.50	GROUND MOUNTED SIGN SUPPORTS ORIENTATION OF GROUND MOUNTED SIGNS MOUNTING OF TYPE 'D', 'E', AND 'F' SIGNS ON 'U' CHANNEL POSTS
DIVISION 11 - WORK ZONE TRAFFIC CONTROL 1101.01 1101.02 1110.02 1130.01 1135.01 1145.01 1180.01	WORK ZONE ADVANCE WARNING SIGNS TEMPORARY LANE CLOSURES PORTABLE WORK ZONE SIGNS DRUMS CONES BARRICADES - TYPE III SKINNY DRUMS
DIVISION 12 - PAVEMENT MARKINGS, MARKERS, AND DELINEATION 1205.01 1205.07	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
DIVISION 16 - EROSION CONTROL AND ROADSIDE DEVELOPMENT 1605.01 1606.01	TEMPORARY SILT FENCE SPECIAL SEDIMENT CONTROL FENCE

SHEET #
2A

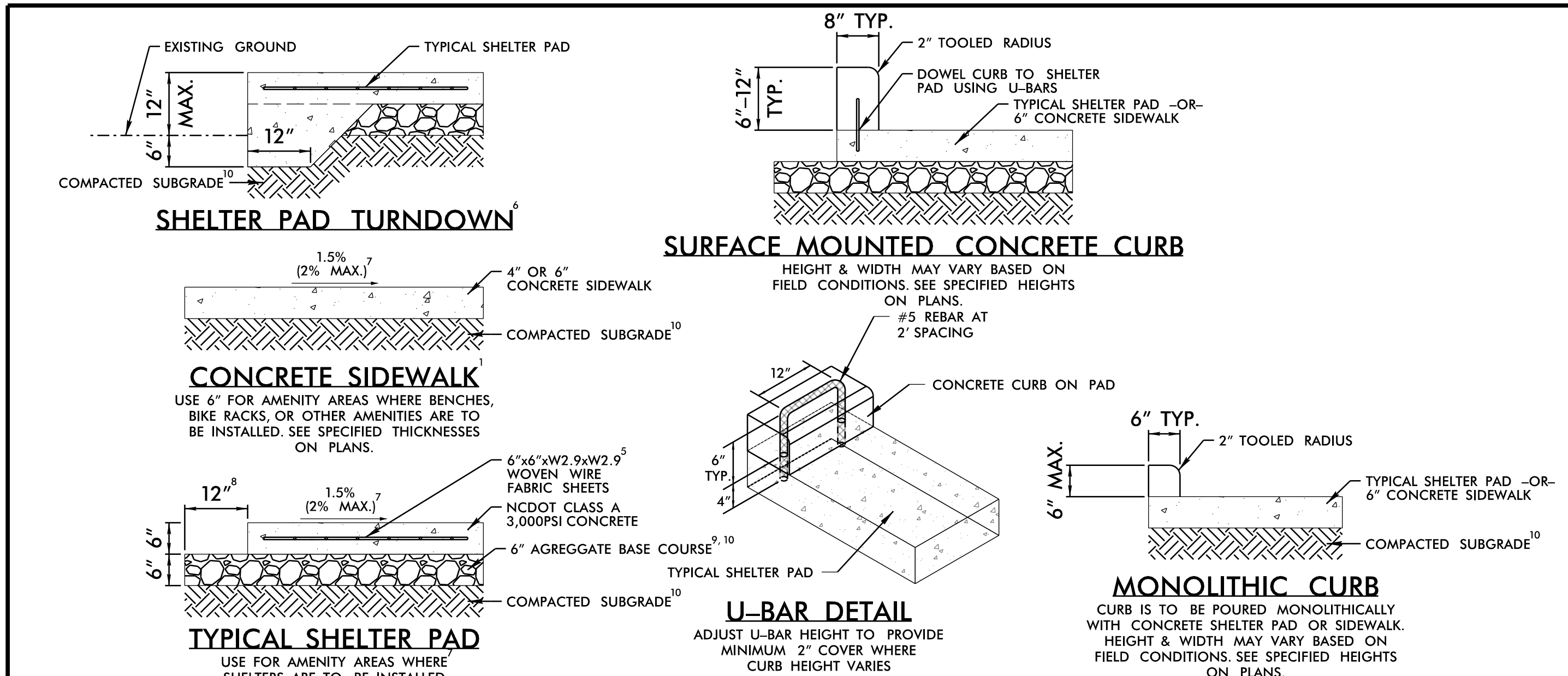


WAKE COUNTY
GOTRIANGLE BUS STOPS
GENERAL NOTES & DETAILS

REVISIONS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL

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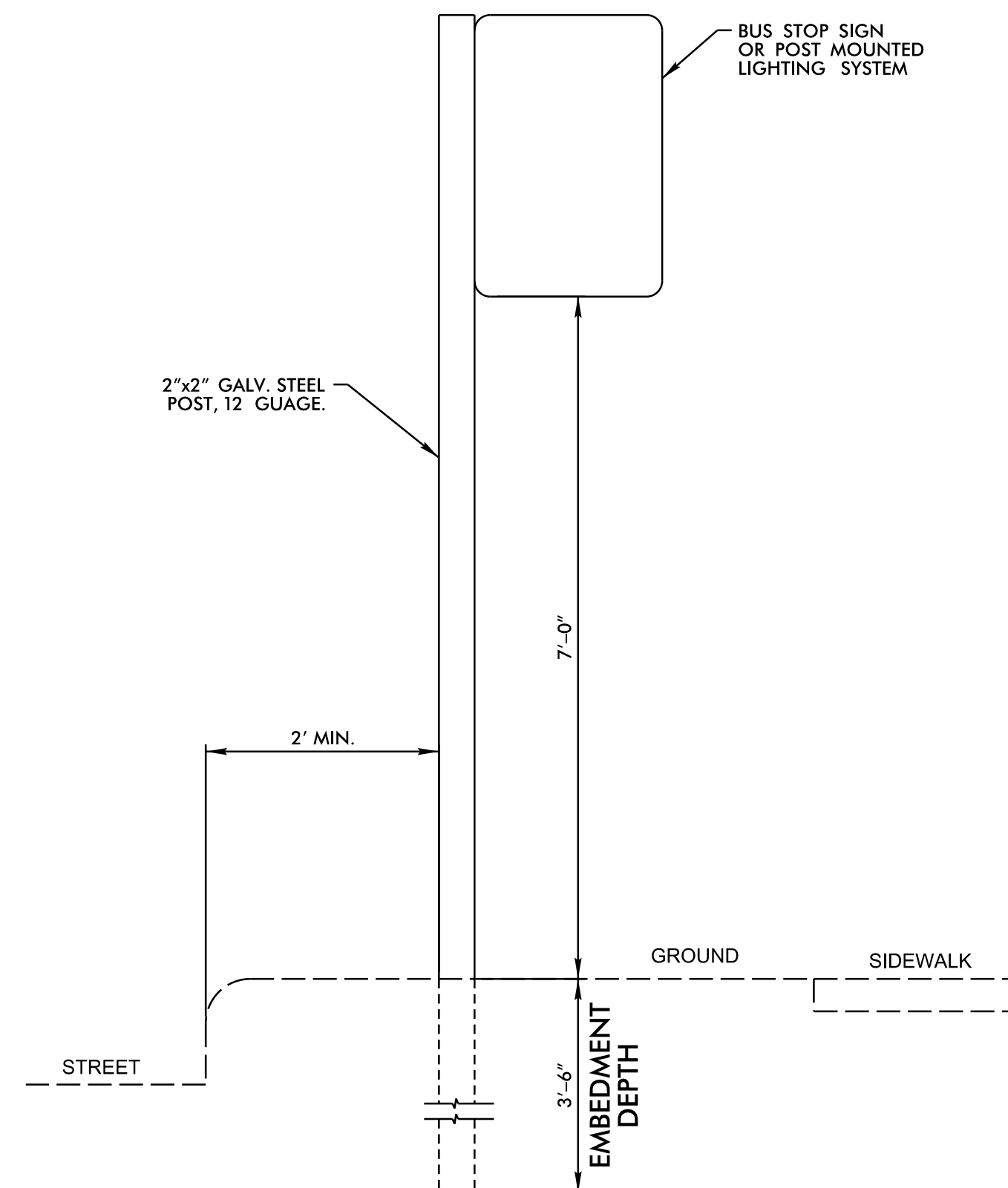


- NOTES:
- SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NCDOT STD. 848.01.
 - EXPANSION JOINTS ARE TO BE SPACED 50' MAX MEASURED ON CENTER AND PLACED AT ALL RIGID OBJECTS AND DIRECTION CHANGES IN THE SIDEWALK.
 - EXPANSION JOINTS SHALL HAVE A 18" RADIUS TOOLED EDGE AND BE FILLED WITH JOINT SEALER.
 - JOINT SEALER SHALL BE GRAY IN COLOR AND IN ACCORDANCE WITH NCDOT STANDARD SECTION 1028.
 - REINFORCE SHELTER PAD WITH WOVEN WIRE FABRIC SHEETS. WOVEN WIRE FABRIC SHEETS SHALL HAVE MINIMUM 6" OVERLAPS AND PLACED WITHIN 3" ON ALL SIDES.
 - SHELTER PAD TURNDOWN IS TO PROVIDE A 12" WIDE CONCRETE SECTION TO EXTEND A MINIMUM 6" BELOW THE EXISTING ADJACENT GROUND WITH A 45 DEGREE SECTION TO BRING BACK TO THE STANDARD 6" THICKNESS.
 - CROSS SLOPE OF AMENITY AREA PAVEMENTS SHALL BE 1.5% RECOMMENDED, 1% MINIMUM, 2% MAXIMUM UNLESS OTHERWISE APPROVED, OR NOTED ON THE PLANS.
 - EXTEND AGGREGATE BASE COURSE 12" BEYOND EDGE OF PAD IN ALL DIRECTIONS EXCEPT WHERE BORDERED BY EXISTING PAVEMENTS.
 - AGGREGATE BASE COURSE SHALL MEET NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
 - SUBGRADE AND AGGREGATE BASE COURSE SHALL BE PROPERLY COMPACTED WITH PLATE TAMPERS PRIOR TO PLACING CONCRETE.
 - WHERE HANDRAIL OR SAFETY RAIL IS PROPOSED WITHIN LIMITS OF CONCRETE PAD, INCREASE PAD THICKNESS AS SHOWN ON THE HANDRAIL OR SAFETY RAIL STANDARD.
 - ALL NEW PAVEMENTS SHALL BE FLUSH WITH EXISTING SIDEWALKS AND OTHER PAVEMENTS TO PREVENT TRIPPING HAZARDS AND TO ENSURE THE BUS STOP LANDING MEETS CURRENT PROWAG REQUIREMENTS.
 - COMPACTION OF SUBGRADE SHALL BE CHECKED BY A TECHNICIAN UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER PRIOR TO POURING CONCRETE BY USING A PROBE ROD OR TESTING THE SOIL IF NECESSARY.
 - QUALITY OF CONCRETE SHALL BE CHECKED PER ASTM STANDARDS TO ENSURE PROPER MIX DESIGN AND SPECIFICATIONS. TESTING SHALL BE PERFORMED BY A TECHNICIAN UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL.
 - STORMWATER RUNOFF SHOULD BE DIVERTED AWAY FROM THE SHELTER PAD.
 - MATCH EXISTING CONTRACTION JOINT SPACING WHERE APPLICABLE AND WHEN WITHIN 1' OF EXISTING JOINTS.
 - THE CONTRACTOR SHALL REQUEST AN INSPECTION WHEN CONCRETE FORM WORK IS PLACED AND SHALL NOT POUR CONCRETE UNTIL APPROVED BY THE INSPECTOR OR ENGINEER.

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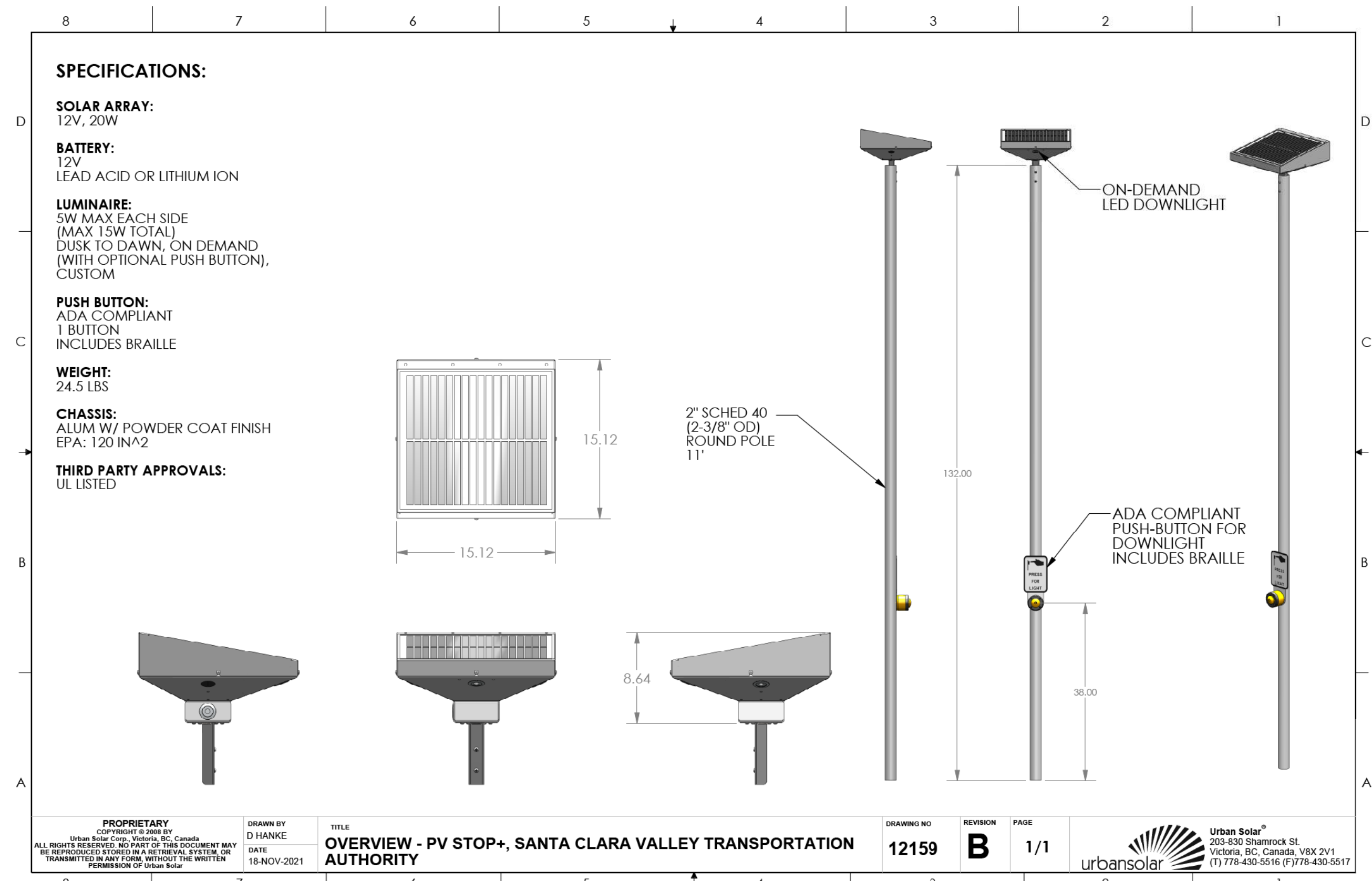
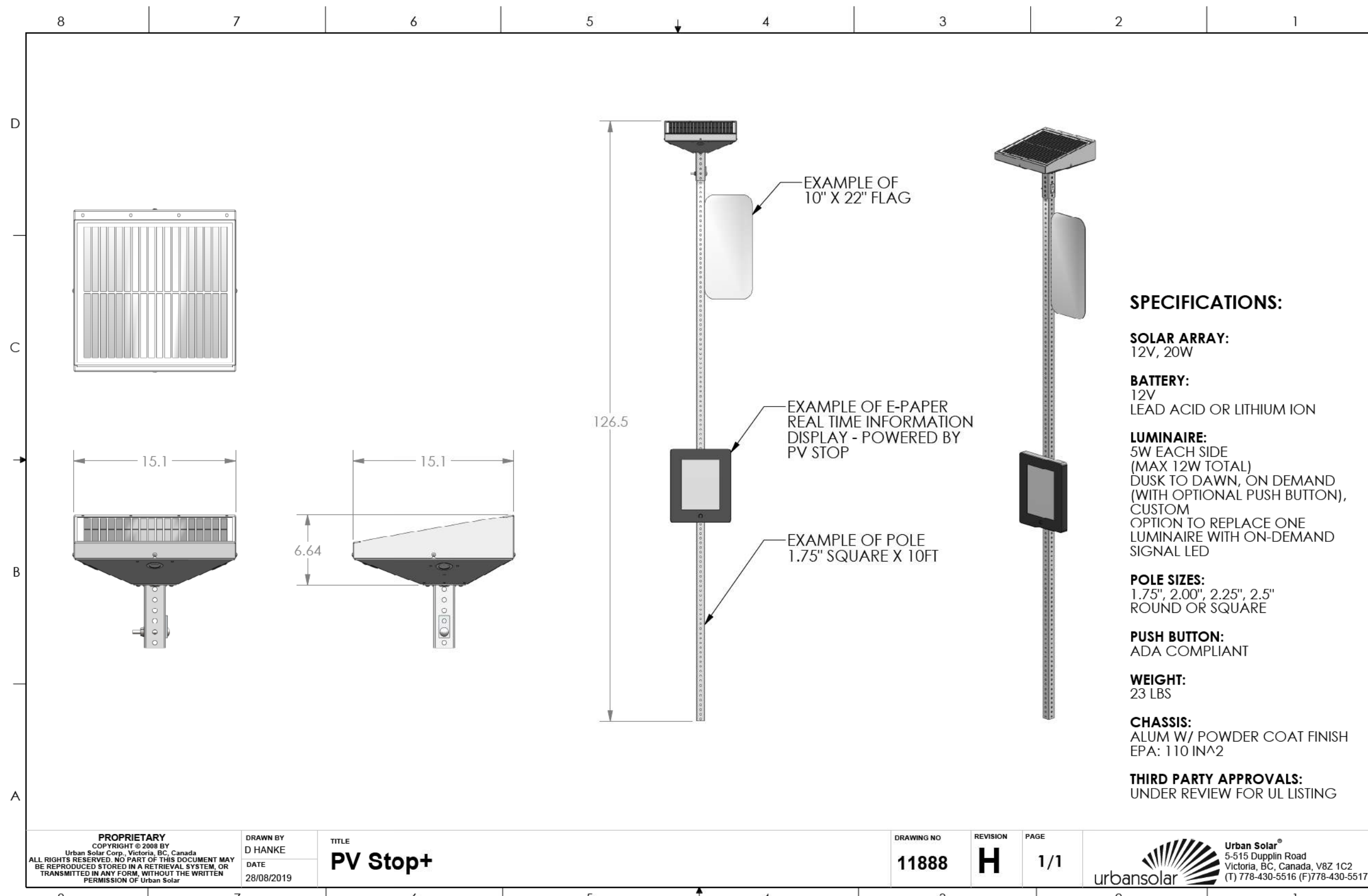
WAKE COUNTY
GOTRIANGLE BUS STOPS
STANDARD DETAILS



SIGN POST INSTALLATION DETAIL

NOTES:

1. INSTALL SIGN 2' AHEAD OF BUS STOP LANDING AREA, WITHIN THE UTILITY STRIP. IF NO UTILITY STRIP IS PRESENT OR IF UTILITY STRIP IS PAVED CORE 12" DIAMETER HOLE FOR SIGN INSTALLATION.
2. CALL 811 FOR UNDERGROUND UTILITY LOCATION PRIOR TO INSTALLATION.
3. POST MOUNTED LIGHTING SYSTEMS, REAL TIME DISPLAYS, AND OTHER POST MOUNTED SYSTEMS SHOULD BE INSTALLED ON SEPERATE SIGN POSTS AND COMPLY WITH THE MINIMUM DISTANCE REQUIREMENTS, AS APPLICABLE. BUS STOP SIGN SHOULD NOT BE MOUNTED ON SIGN POSTS OR NCDOT PEDESTALS WITH WARNING SIGNAGE OR WARNING SIGNALS.
4. SIGN POST LOCATION SHOULD BE ADJUSTED TO ENSURE BUS STOP SIGNAGE DOES NOT OBSTRUCT OTHER ROADWAY SIGNAGE.



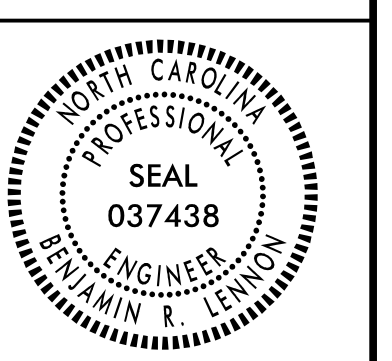
POST MOUNTED LIGHTING SYSTEM

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2" SQUARE POST SIZE TO BE USED UNLESS OTHERWISE NOTED FOR ALL SOLAR LIGHTING SYSTEM AND PUSH BUTTON ASSEMBLIES. TELSPAR QWIK PUNCH OR APPROVED EQUAL WITH GALVANIZED ZINC OR BLACK GALVANIZED ZINC FINISH.
THE CONTRACTOR SHALL EXCAVATE A 2-FOOT MINIMUM DEPTH HOLE FOR INSTALLATION OF THE SOLAR LIGHT POLE. THE 12-FOOT LIGHT POLE SHALL BE INSTALLED AS CLOSE TO THE ADJACENT CONCRETE PAD AS ALLOWED, WHILE MAINTAINING REQUIRED CLEARANCES AND CONSTRUCTABILITY.
THE POLE SHALL BE SET PLUMB AND CENTERED IN THE EXCAVATION. THE EXCAVATION SHALL BE FILLED WITH CAST-IN-PLACE CONCRETE TO WITHIN 2 INCHES OF FINISHED GRADE. THE REMAINING 2 INCHES SHALL BE BACKFILLED WITH TOPSOIL AND COMPACTED FLUSH WITH SURROUNDING GRADE.

REVISIONS	DATE	DESIGNED BY	CHECKED BY
	03/30/2026	EHA	BRL

DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL

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3/30/2026 User: 6618paugh Carry: 28_Devall.s.dgn

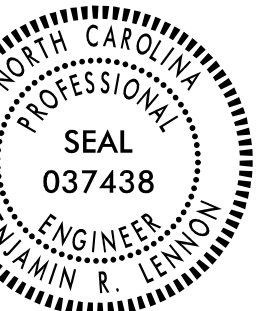


WAKE COUNTY
GOTRIANGLE BUS STOPS
STANDARD DETAILS

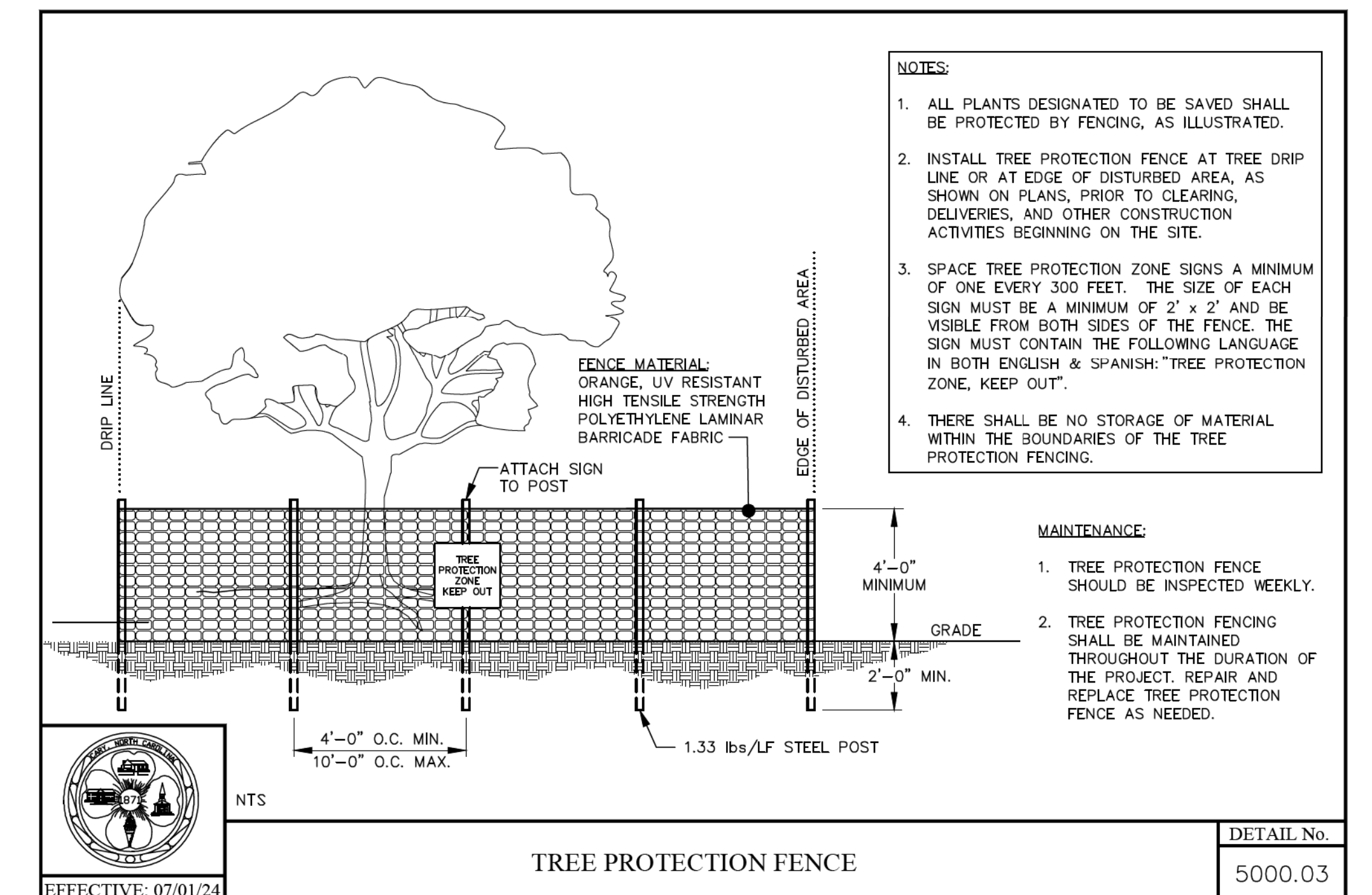
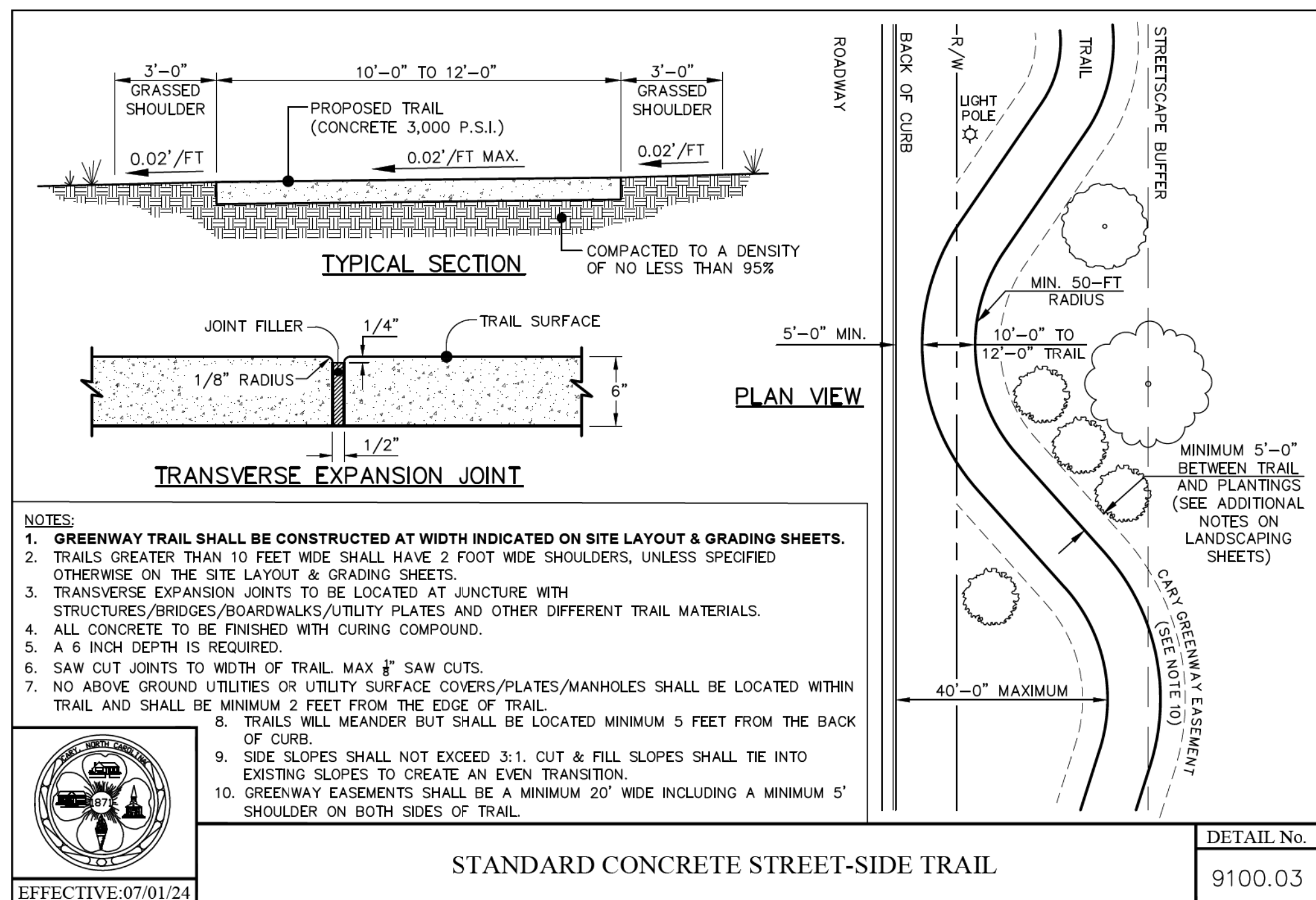
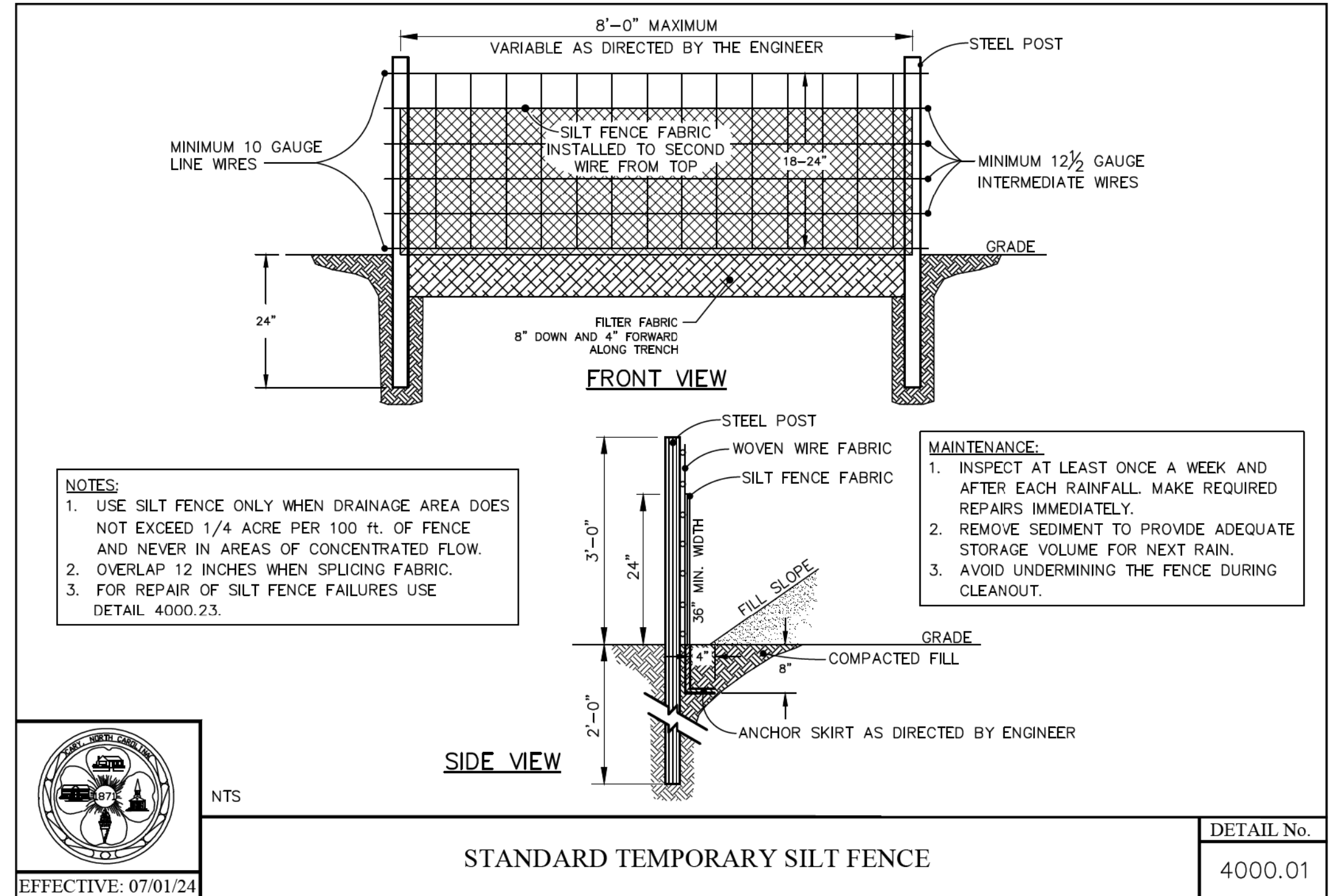
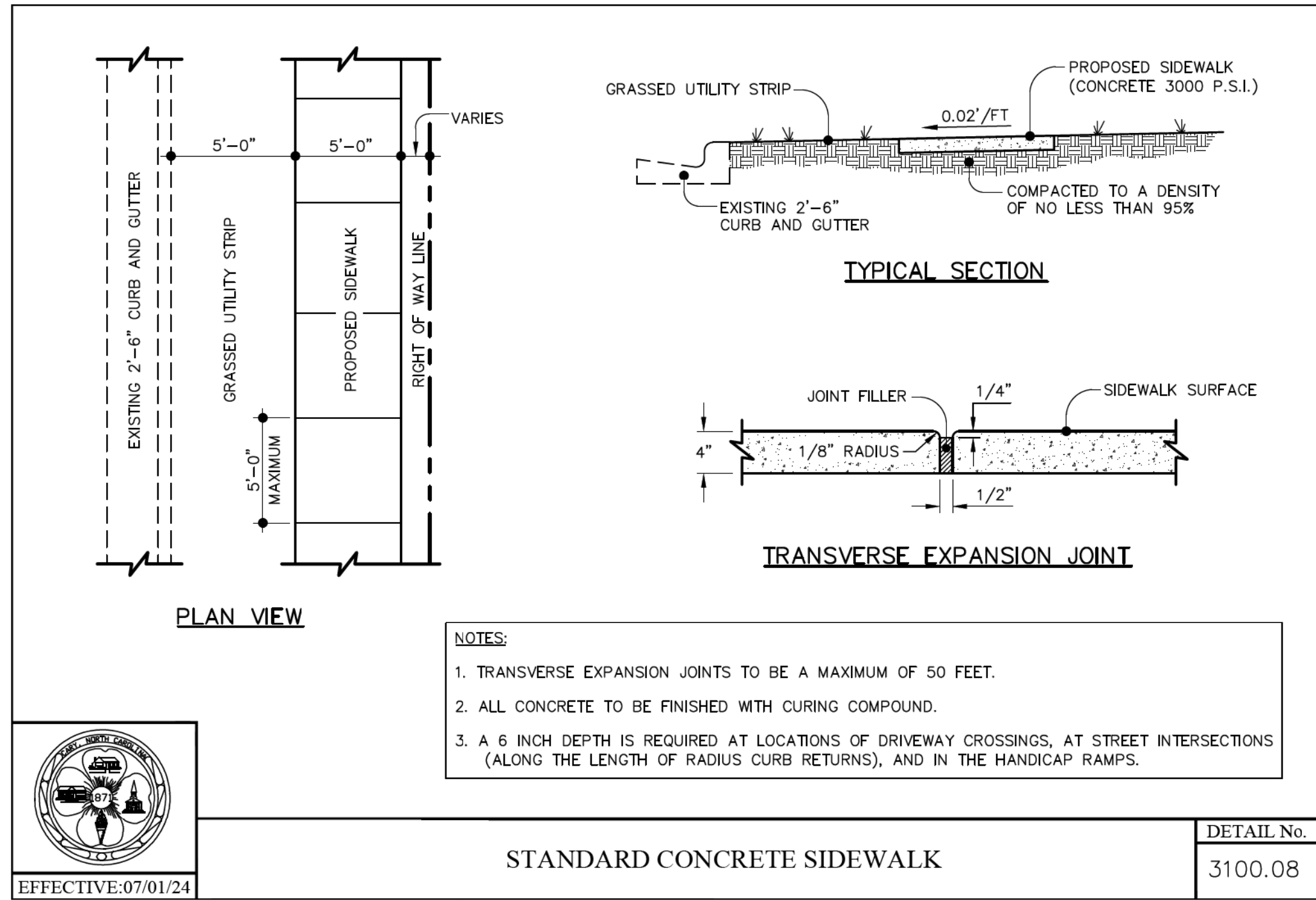
REVISIONS

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CHECKED BY: BRL

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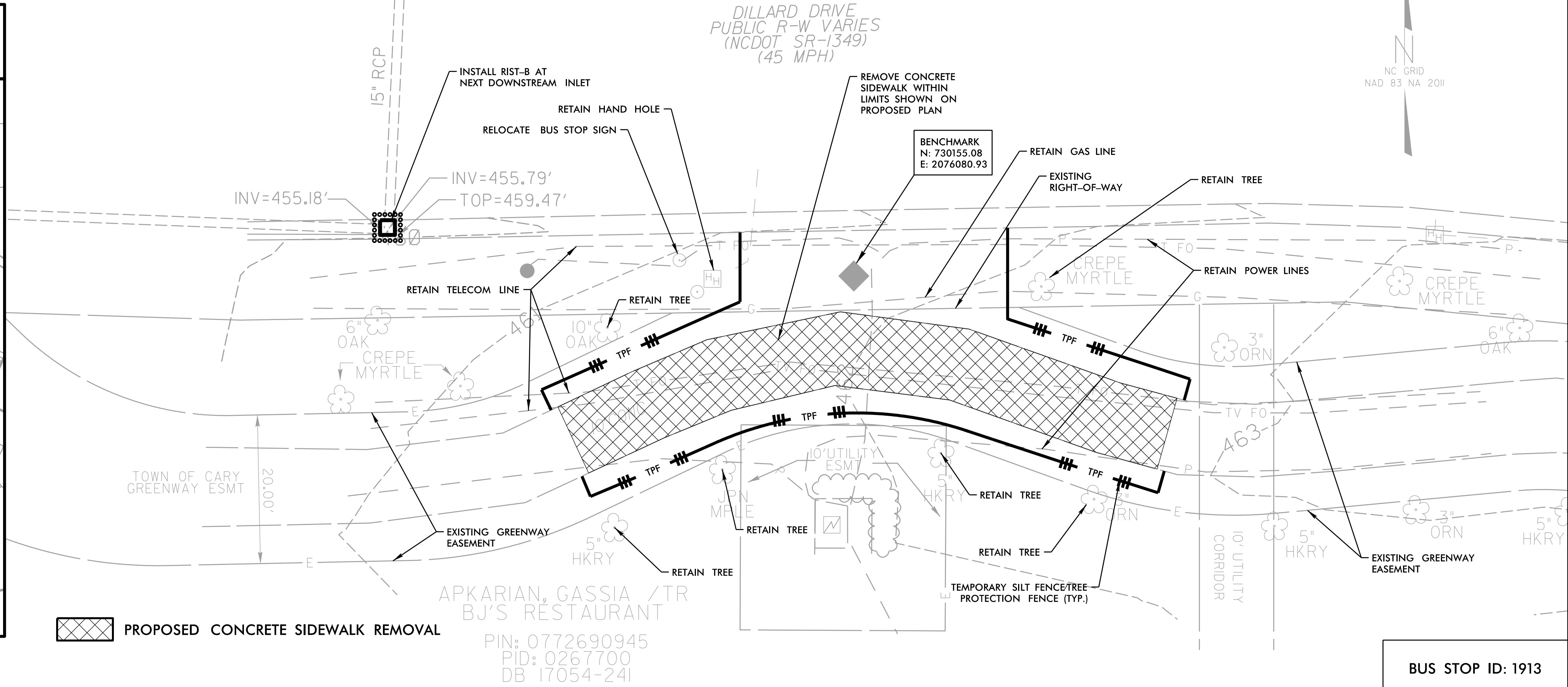
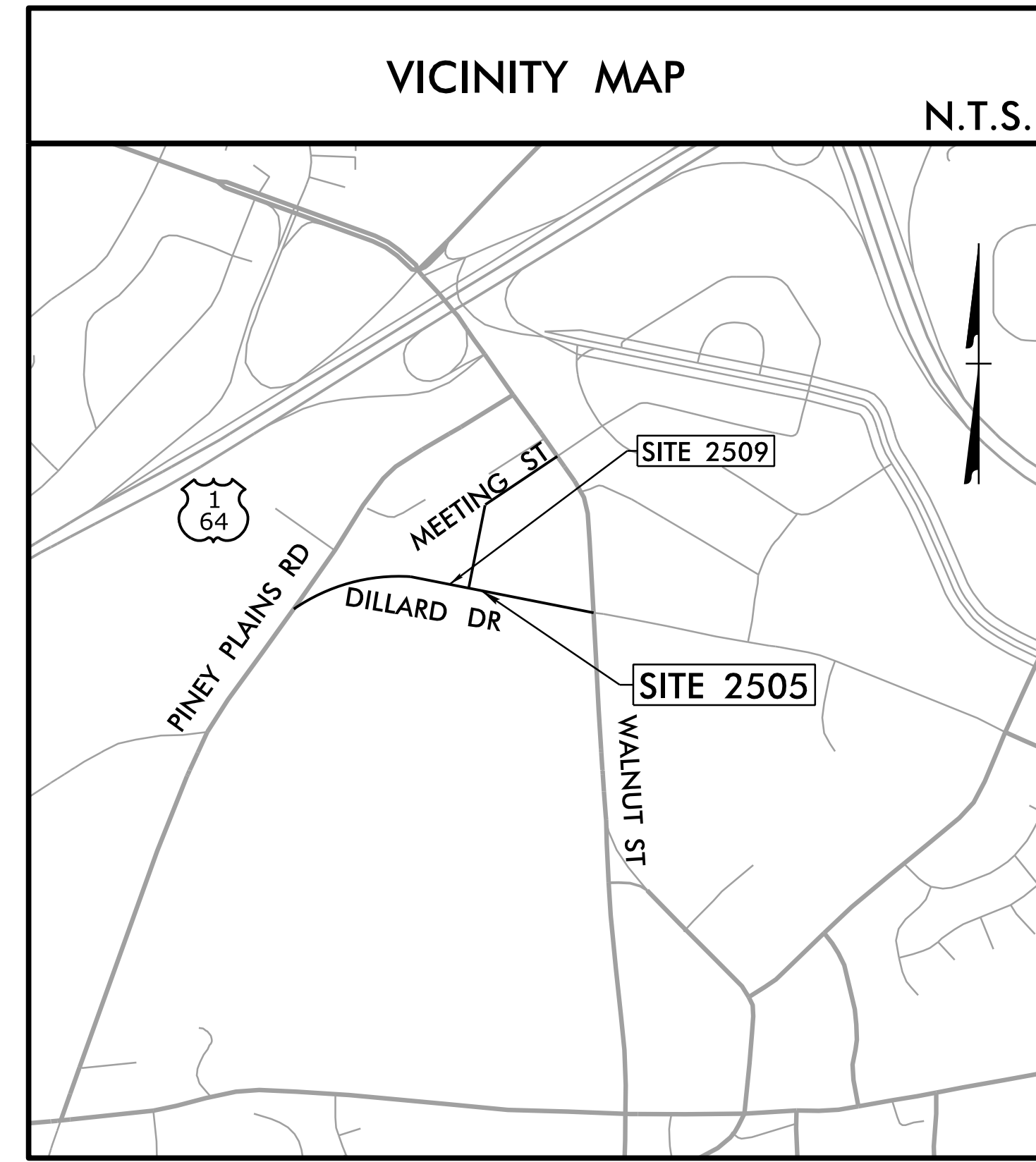
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3/30/2026
User: gcl, Bpaugh
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EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2505.1

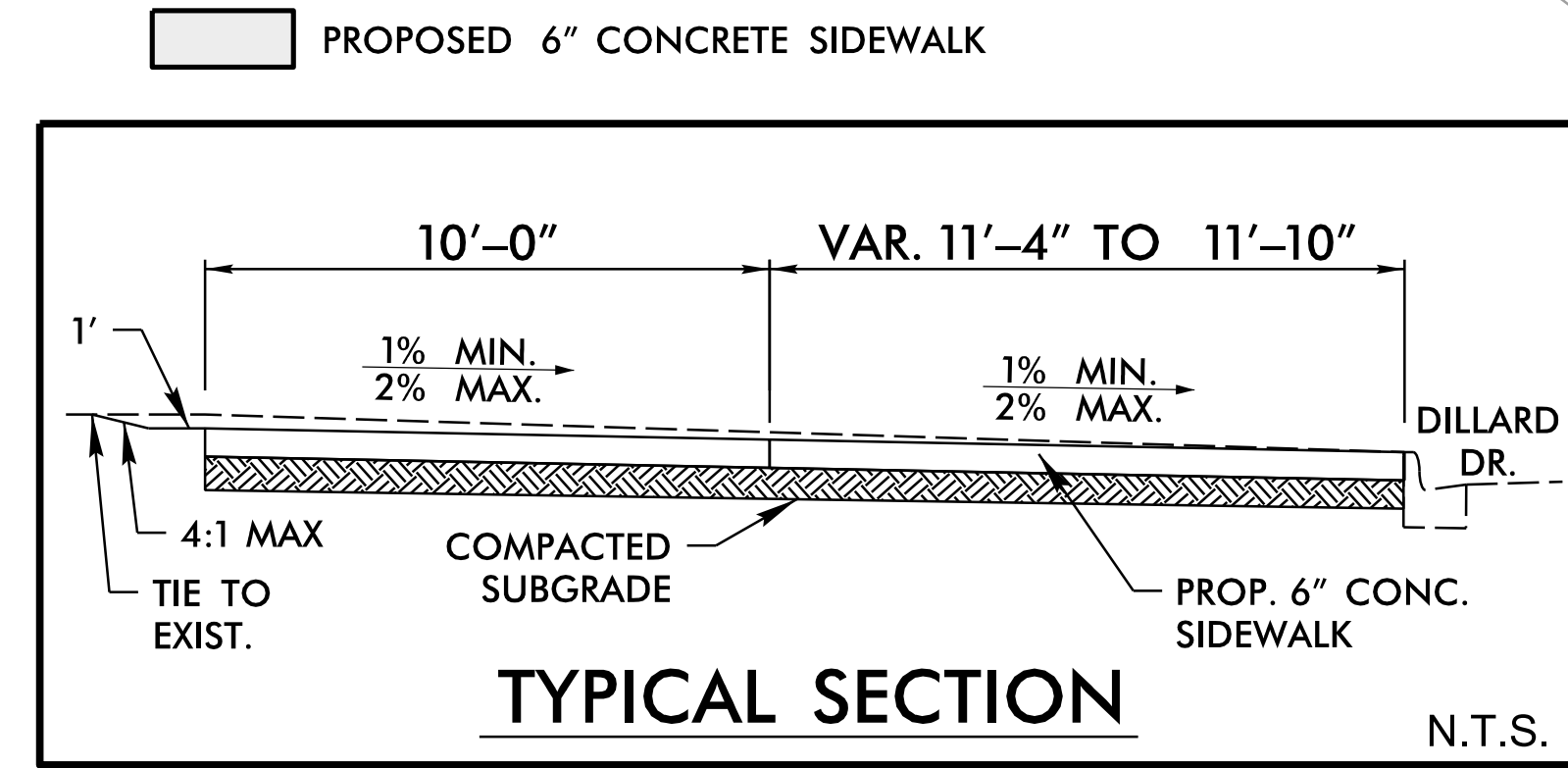
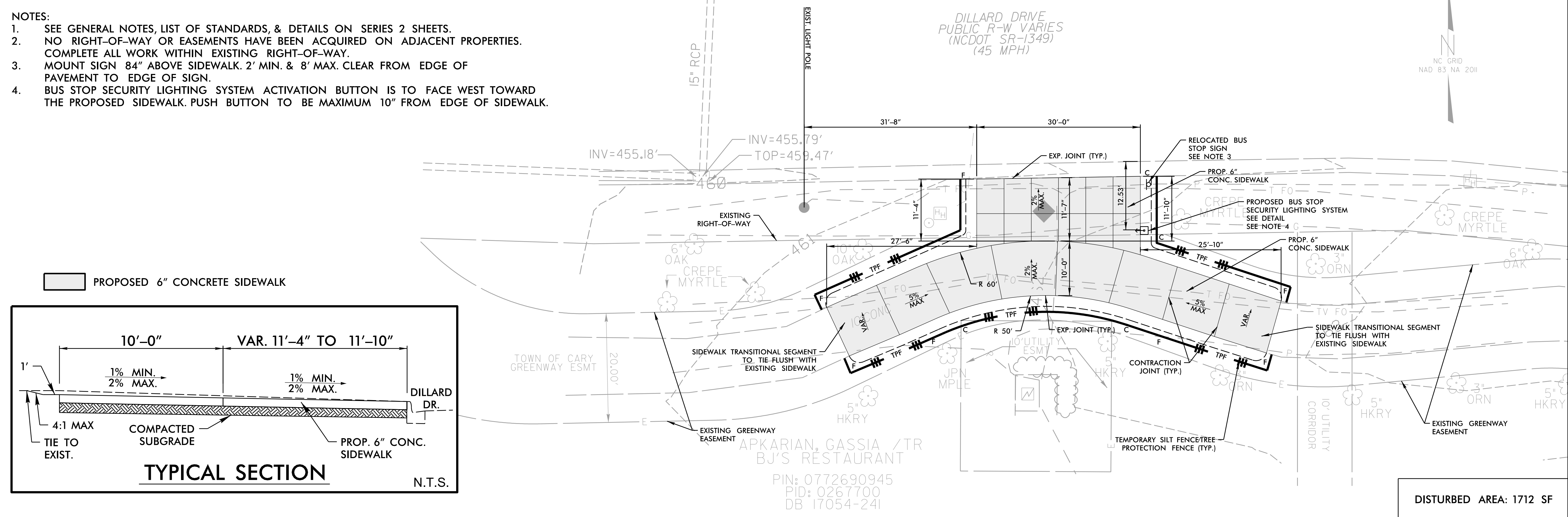


WAKE COUNTY
GOTRIANGLE BUS STOPS
DILLARD DRIVE (EB)
AT MEETING STREET

BUS STOP ID: 1913

PROPOSED PLAN

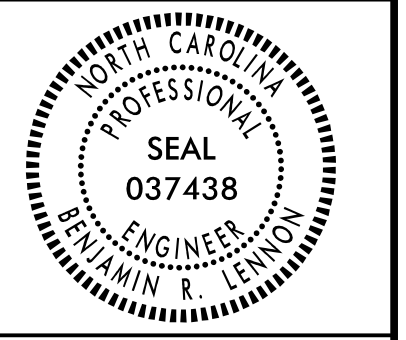
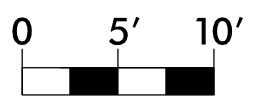
- NOTES:
1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
 2. NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
 3. MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
 4. BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE WEST TOWARD THE PROPOSED SIDEWALK. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SIDEWALK.



REVISIONS

NO.	DESCRIPTION	DATE

DATE: 03/30/2026
DESIGNED BY: SBH
CHECKED BY: BRL



DISTURBED AREA: 1712 SF

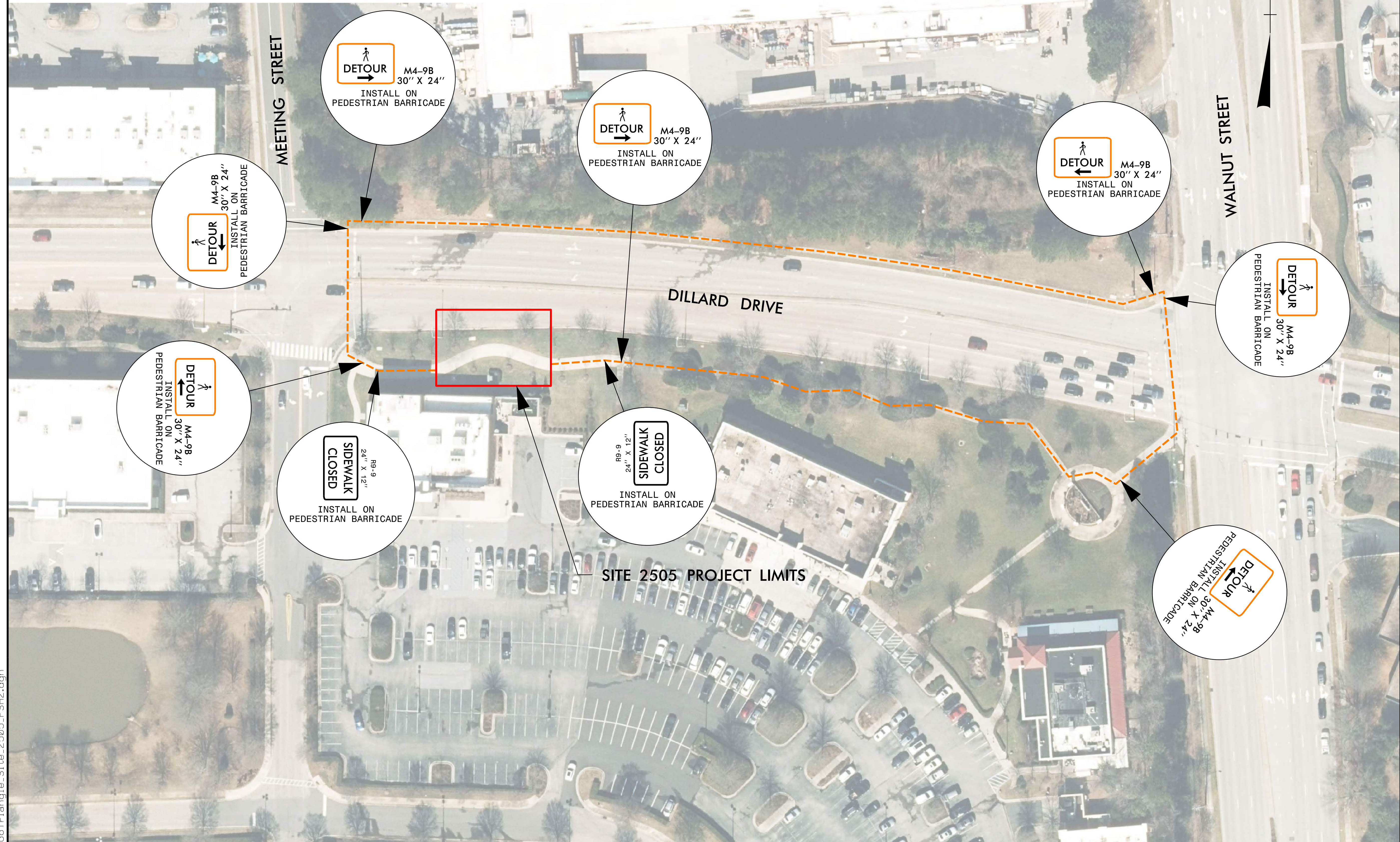
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SIDEWALK CLOSURE SIGN EXHIBIT

SITE NO.
2505.2



- NOTES:
1. PEDESTRIAN DETOUR PLAN PROVIDED TO ASSIST CONTRACTOR WITH ESTABLISHING SIGNAGE FOR ALTERNATE PEDESTRIAN ROUTE DURING CONSTRUCTION.
 2. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A PEDESTRIAN AND VEHICULAR SIGNAGE PLAN FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. SIGNS NOTED ON PLANS ARE REQUIRED BUT NOT INDICATIVE OF THE FULL SIGNAGE QUANTITY AND PLACEMENT REQUIREMENTS THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE SAFETY OF EVERYONE DIRECTLY AND INDIRECTLY AFFECTED BY THE PROJECT AND SHALL PROVIDE ALL SIGNAGE NECESSARY TO ADEQUATELY PROTECT AND MAINTAIN A SAFE PEDESTRIAN ROUTE.
 3. CONTRACTOR TO ENSURE ARROWS ON SIGNS POINT IN THE APPROPRIATE DIRECTION FOR PEDESTRIANS APPROACHING THE WORK SITE. CONTRACTOR TO VERIFY FIELD CONDITIONS WHEN PLACING SIGNS.

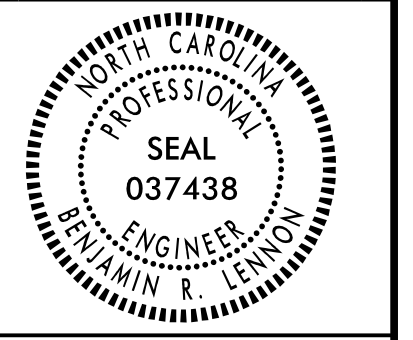
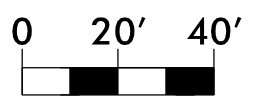


WAKE COUNTY
GOTRIANGLE BUS STOPS
DILLARD DRIVE (EB)
AT MEETING STREET

REVISIONS	DATE	DESCRIPTION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL

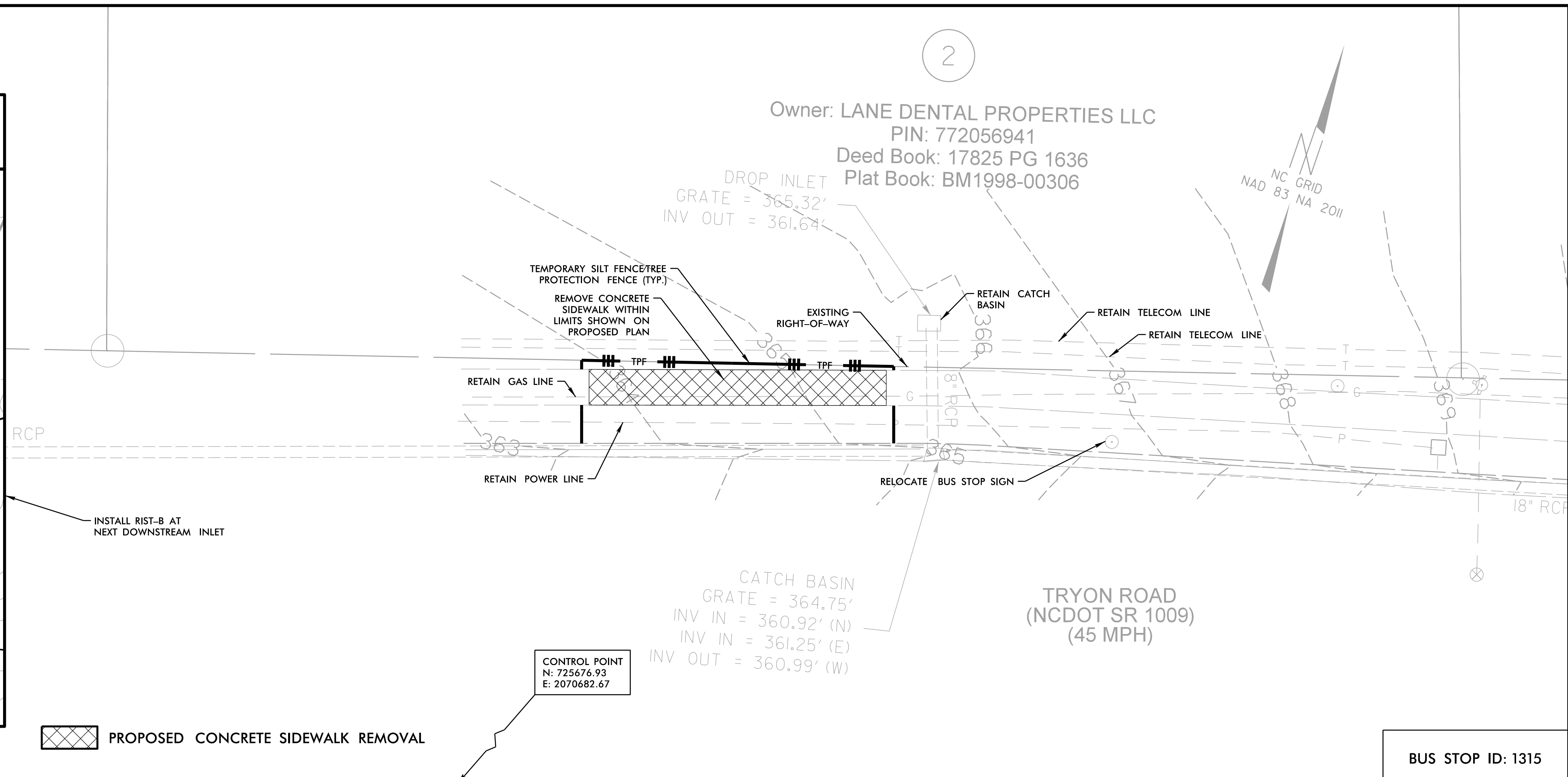
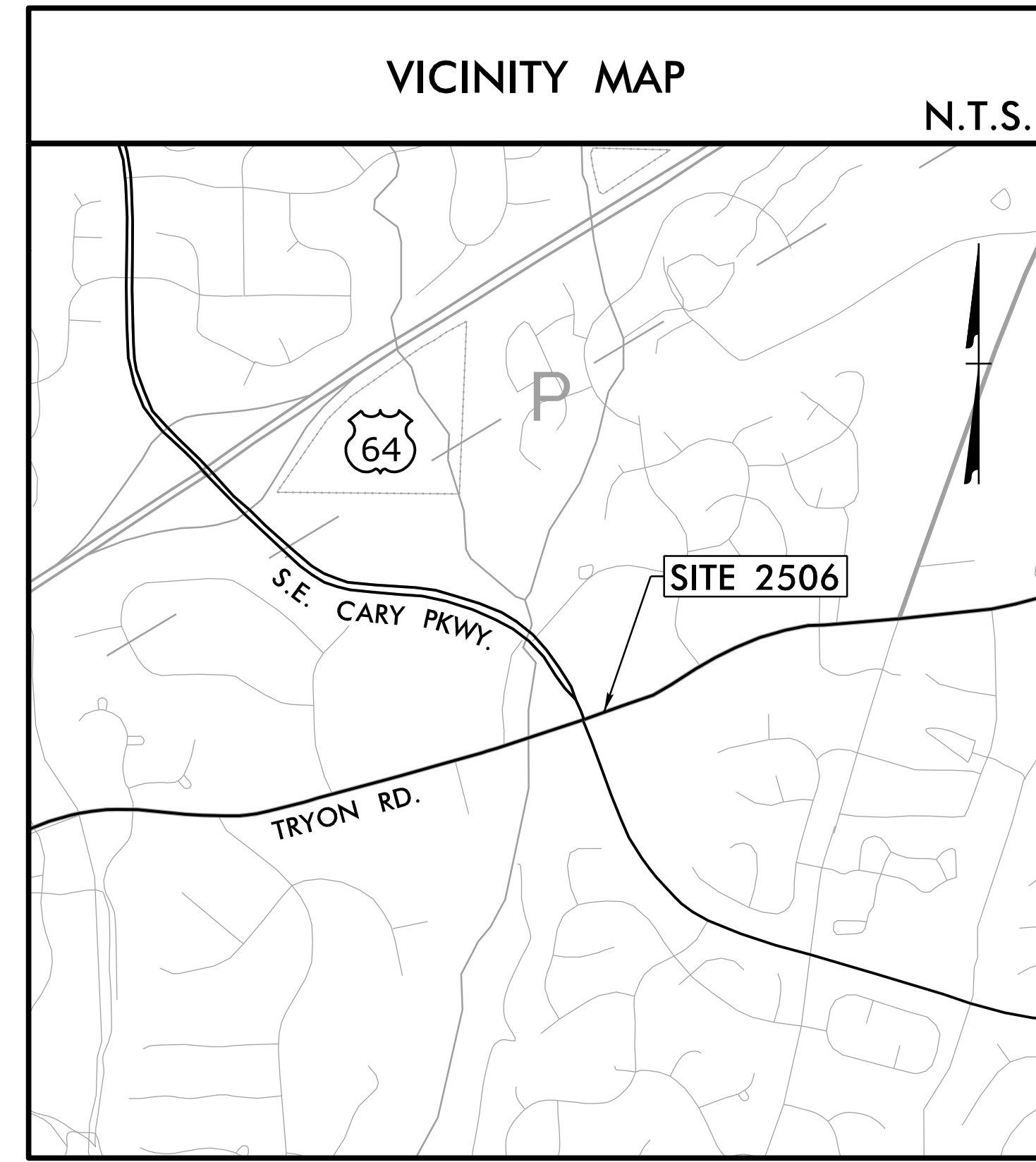


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User: ealispough
GoTriangle_Site_2505_PSH2.dgn

EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2506.1

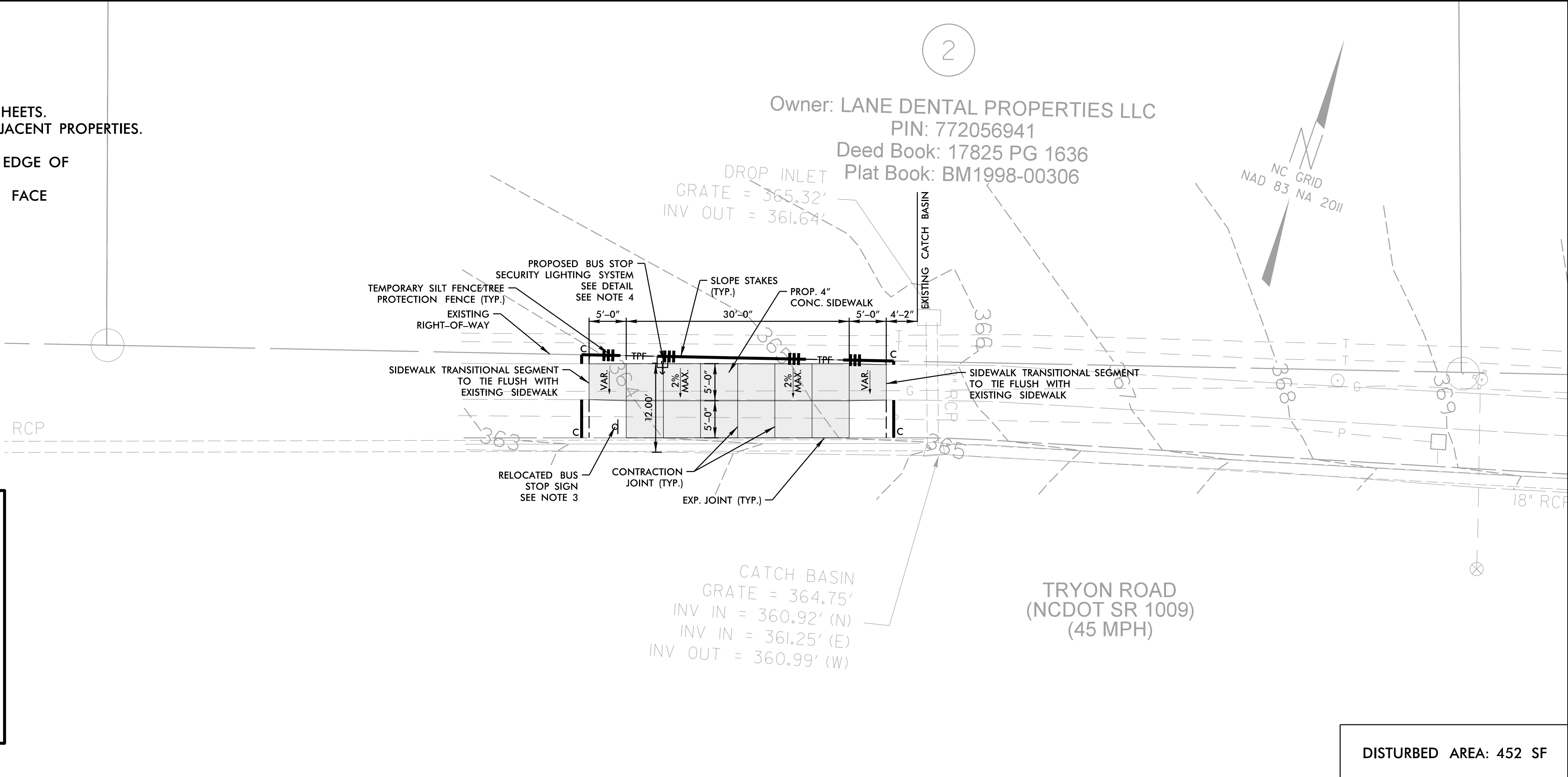


WAKE COUNTY
GOTRIANGLE BUS STOPS
TRYON RD. (WB) AT
S.E. CARY PKWY.

BUS STOP ID: 1315

PROPOSED PLAN

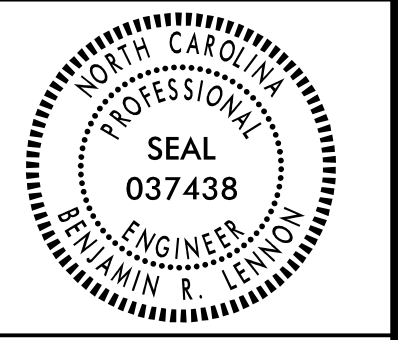
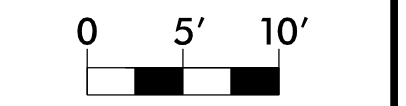
- NOTES:
- SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
 - NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
 - MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
 - BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE SOUTH TOWARD THE PROPOSED SIDEWALK. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SIDEWALK.



REVISIONS

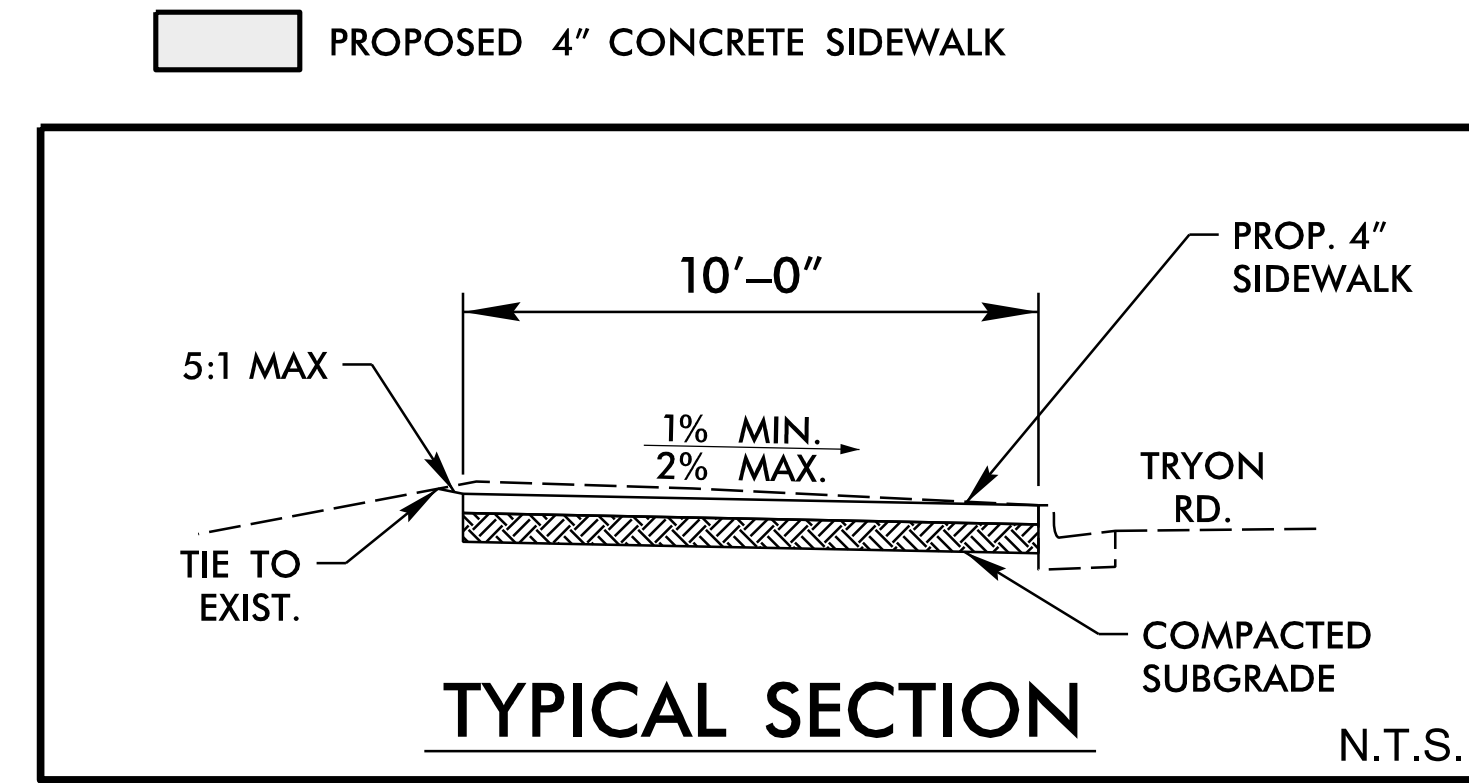
NO.	DESCRIPTION	DATE

DATE: 03/30/2026
DESIGNED BY: EHA
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DISTURBED AREA: 452 SF



3/30/2026 User: ealispough GoTriangle_Site_2506_PSH.dgn

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SIDEWALK CLOSURE SIGN EXHIBIT

NOTES:

1. PEDESTRIAN DETOUR PLAN PROVIDED TO ASSIST CONTRACTOR WITH ESTABLISHING SIGNAGE FOR ALTERNATE PEDESTRIAN ROUTE DURING CONSTRUCTION.
2. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A PEDESTRIAN AND VEHICULAR SIGNAGE PLAN FOR REVIEW AND APPROVAL PRIOR TO START OF CONSTRUCTION. SIGNS NOTED ON PLANS ARE REQUIRED BUT NOT INDICATIVE OF THE FULL SIGNAGE QUANTITY AND PLACEMENT REQUIREMENTS THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE SAFETY OF EVERYONE DIRECTLY AND INDIRECTLY AFFECTED BY THE PROJECT AND SHALL PROVIDE ALL SIGNAGE NECESSARY TO ADEQUATELY PROTECT AND MAINTAIN A SAFE PEDESTRIAN ROUTE.
3. CONTRACTOR TO ENSURE ARROWS ON SIGNS POINT IN THE APPROPRIATE DIRECTION FOR PEDESTRIANS APPROACHING THE WORK SITE. CONTRACTOR TO VERIFY FIELD CONDITIONS WHEN PLACING SIGNS.

SITE NO.
2506.2



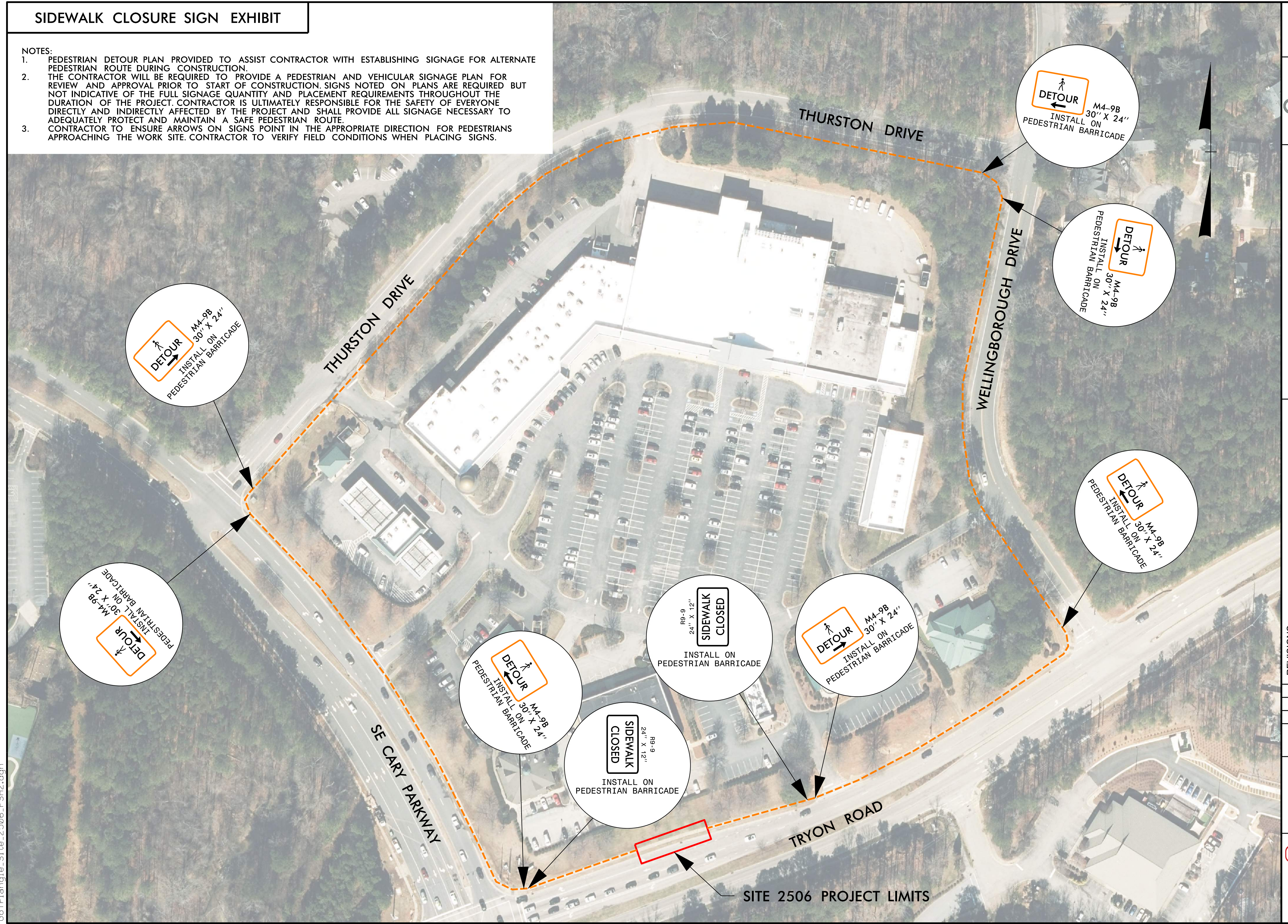
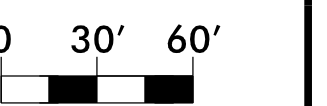
WAKE COUNTY
GOTRIANGLE BUS STOPS
DILLARD DRIVE (EB)
AT MEETING STREET

REVISIONS	DATE	DESCRIPTION

DATE: 03/30/2026

DESIGNED BY: EHA

CHECKED BY: BRL



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User: ealispough
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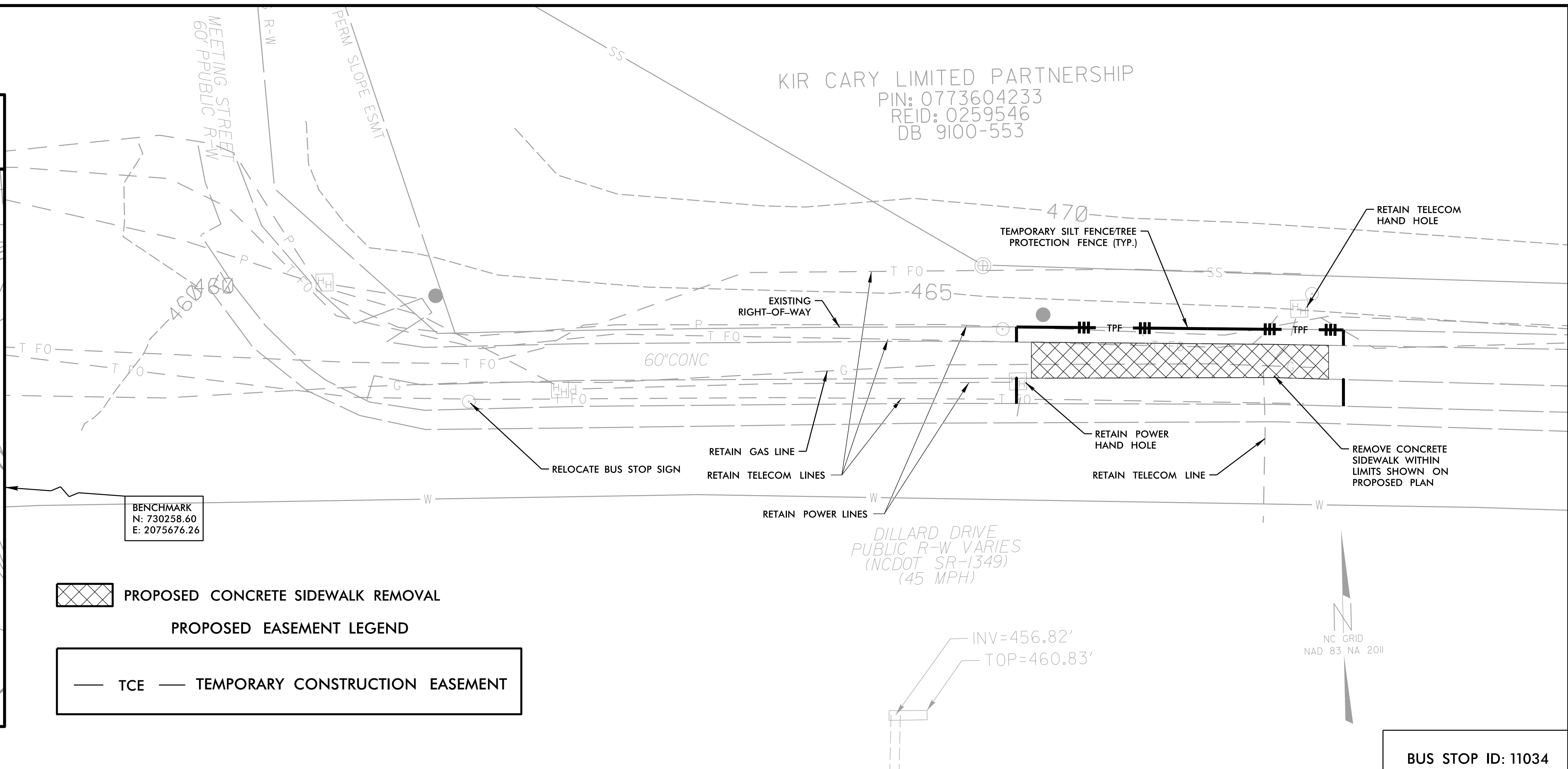
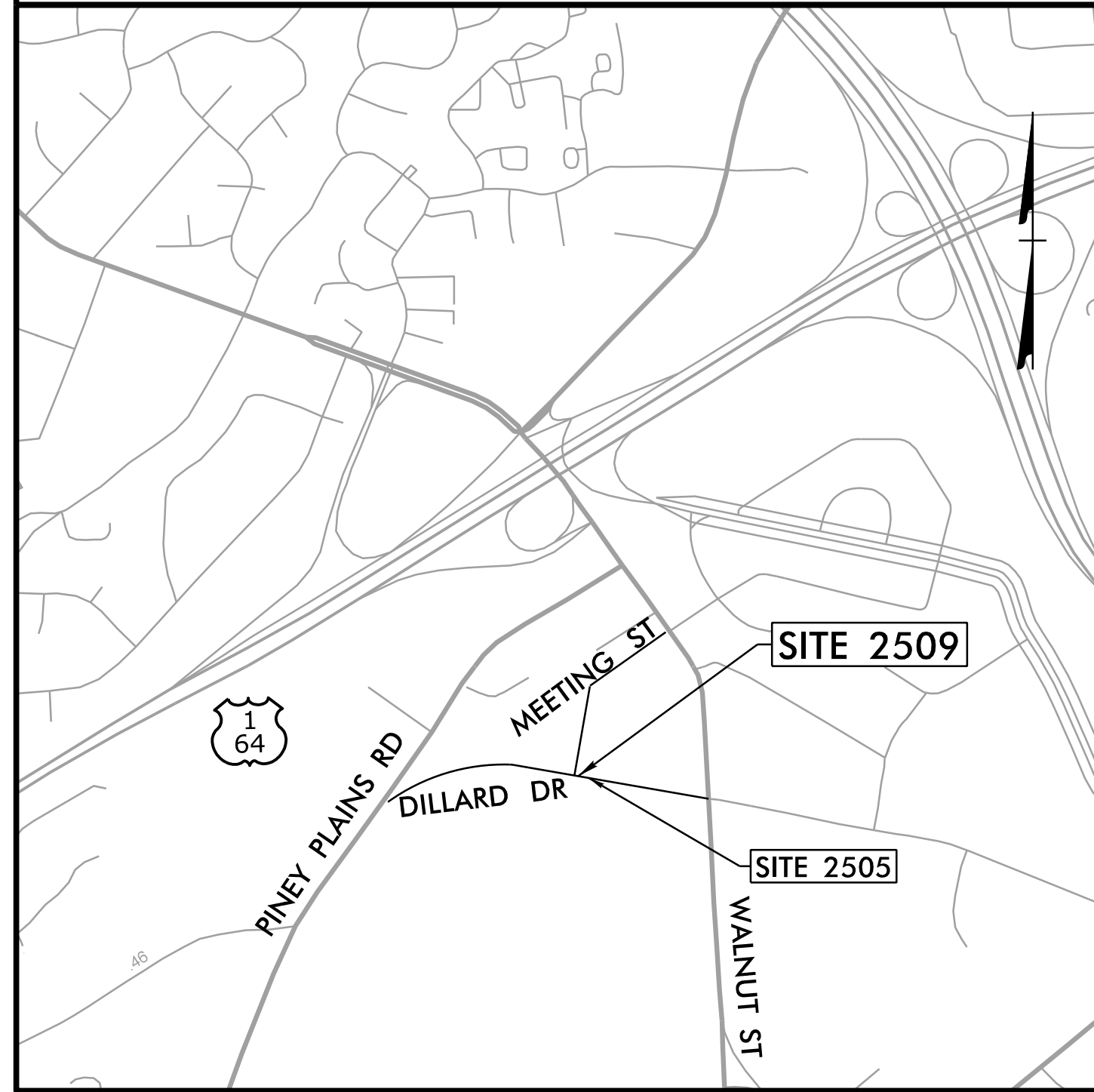
EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2509.1



VICINITY MAP

N.T.S.



PROPOSED EASEMENT LEGEND

PROPOSED CONCRETE SIDEWALK REMOVAL

TCE — TEMPORARY CONSTRUCTION EASEMENT

WAKE COUNTY
GOTRIANGLE BUS STOPS
DILLARD DRIVE (WB)
AT MEETING STREET

BUS STOP ID: 11034

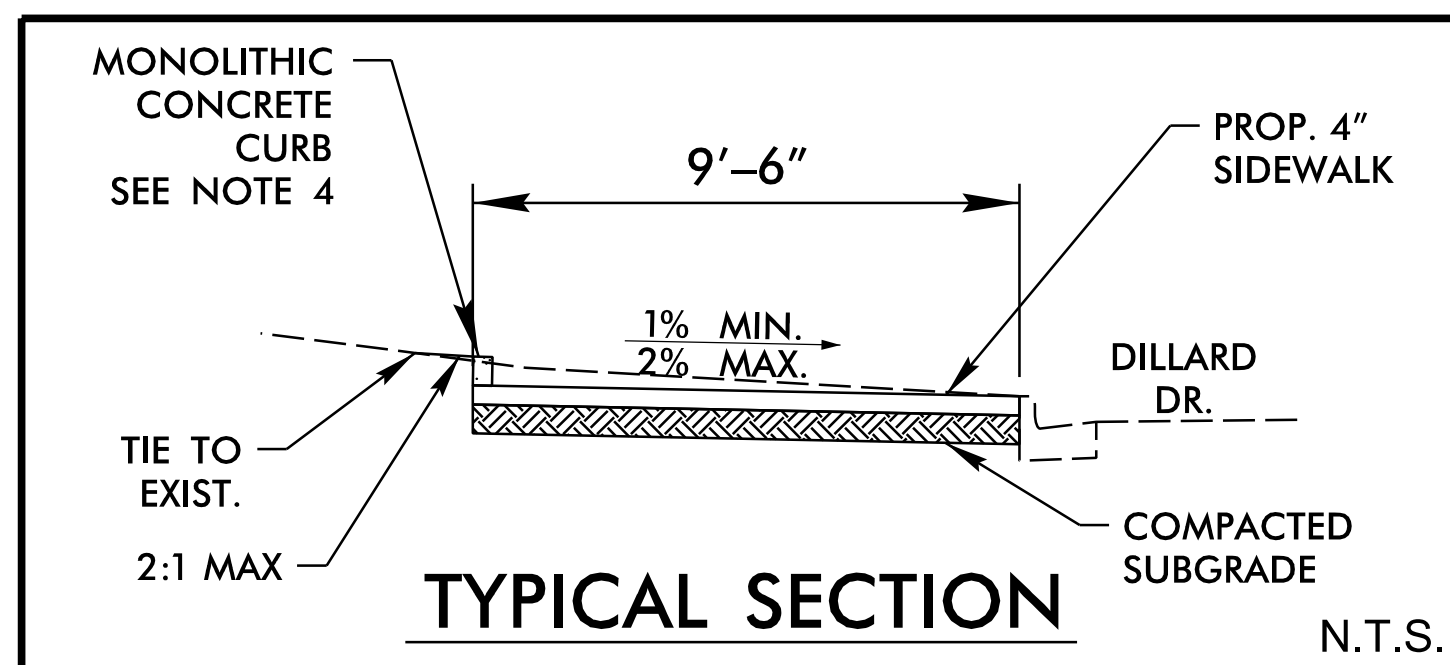
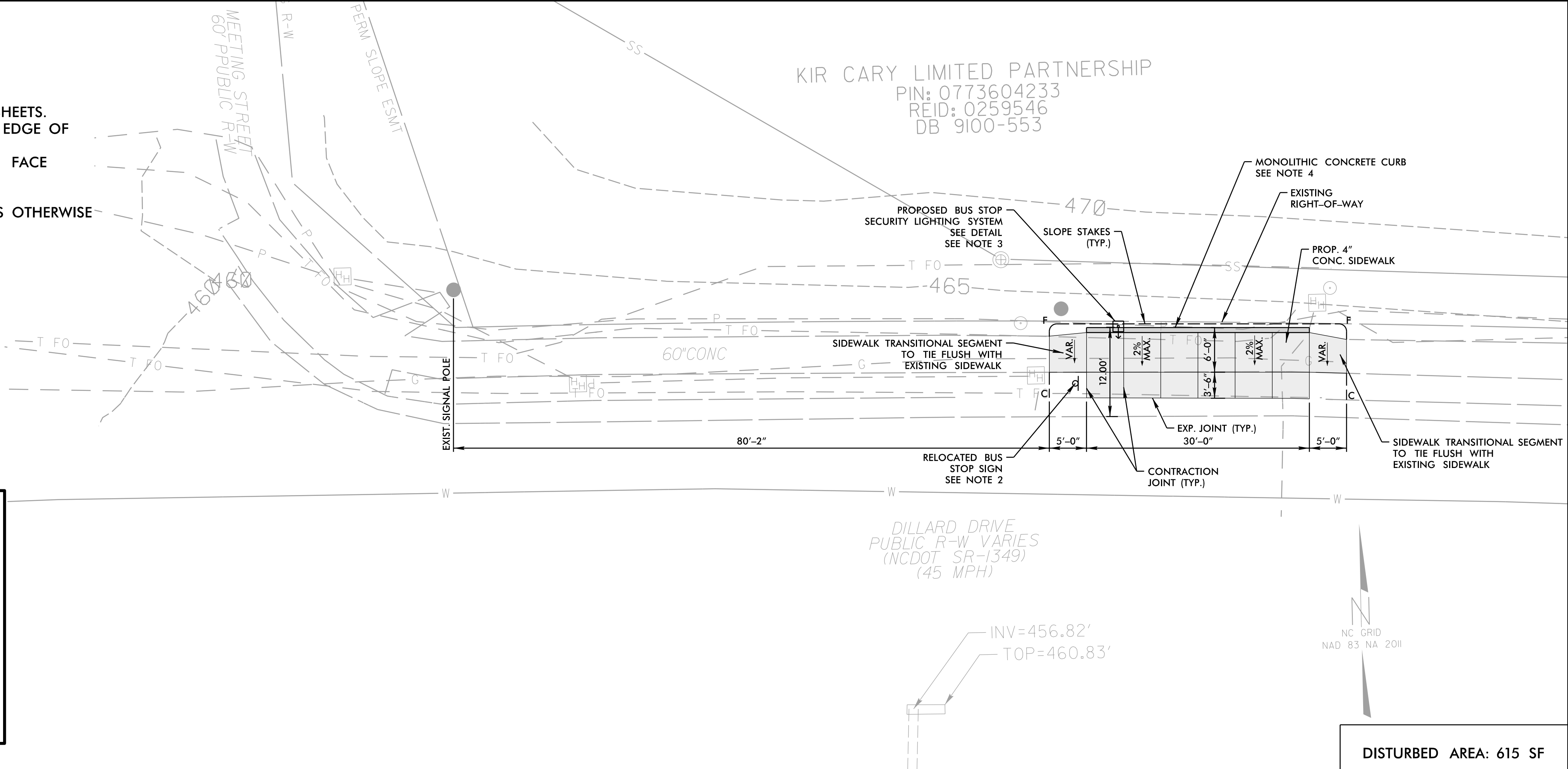
PROPOSED PLAN

NOTES:

1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
2. MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
3. BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE SOUTH TOWARD THE PROPOSED SIDEWALK. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SIDEWALK.
4. CURB HEIGHT TO BE SET AT 6" ABOVE CONCRETE SIDEWALK UNLESS OTHERWISE DIRECTED BY ENGINEER.

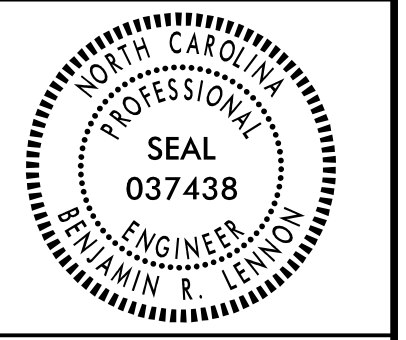
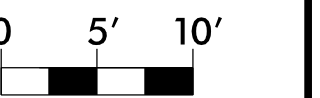
PROPOSED 4" CONCRETE SIDEWALK

PROPOSED CONCRETE CURB



REVISIONS

DATE:	03/30/2026
DESIGNED BY:	SBH
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DISTURBED AREA: 615 SF

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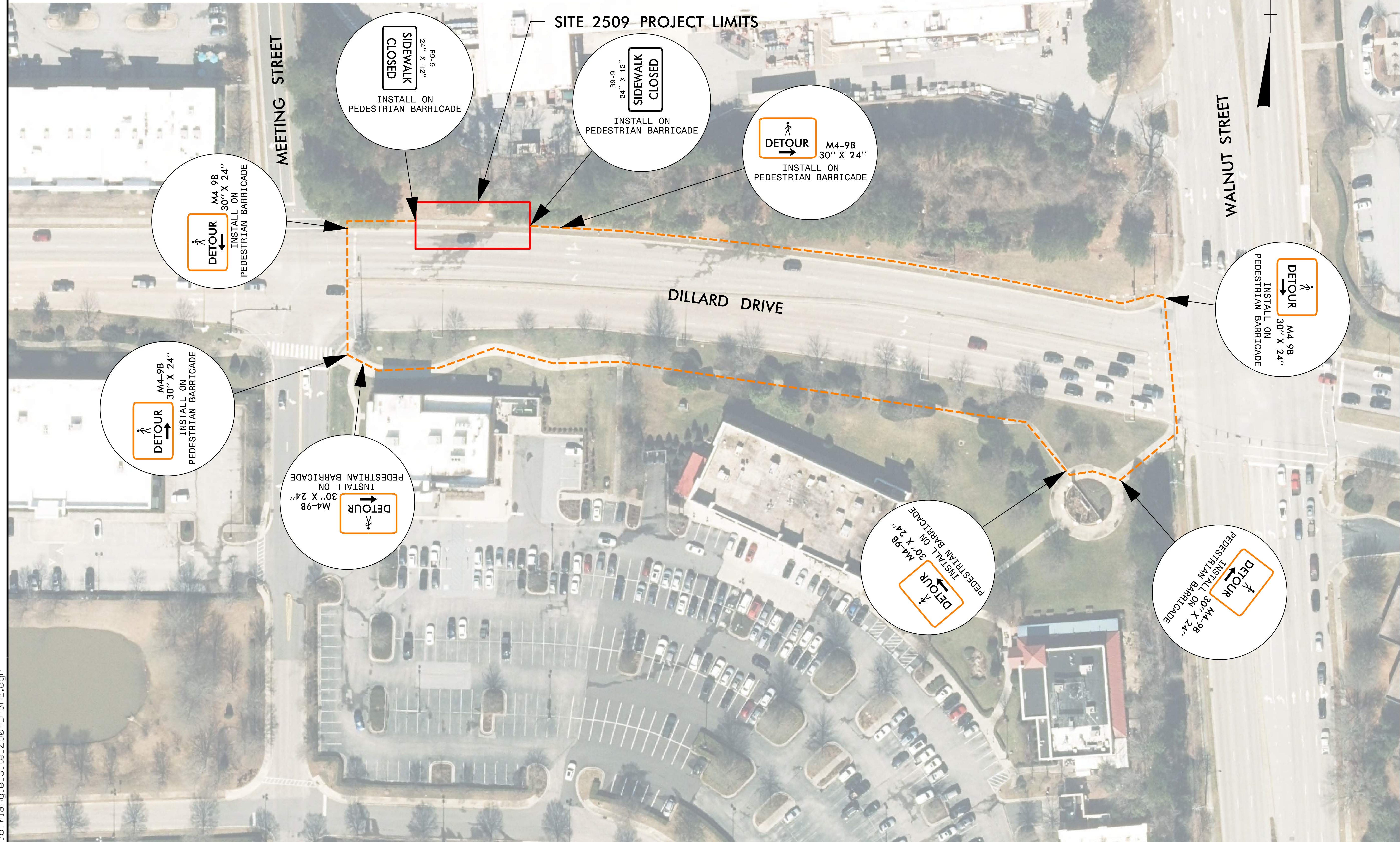
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SIDEWALK CLOSURE SIGN EXHIBIT

SITE NO.
2509.2



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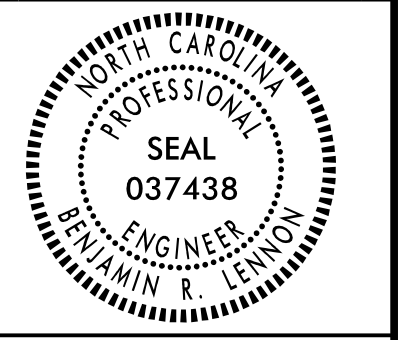
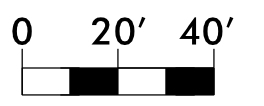


WAKE COUNTY
GOTRIANGLE BUS STOPS
DILLARD DRIVE (WB)
AT MEETING STREET

REVISIONS	DATE	DESCRIPTION

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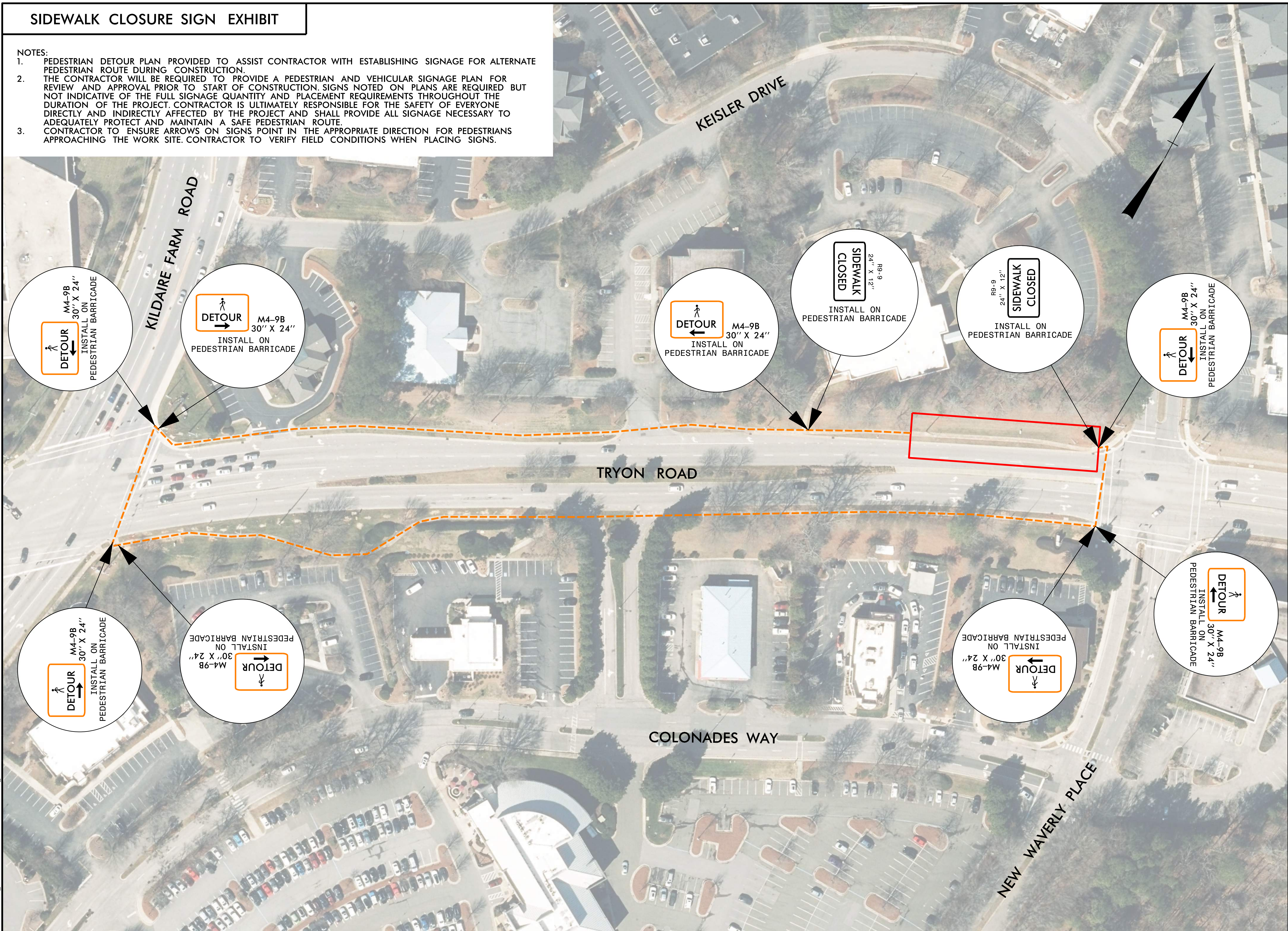
SIDEWALK CLOSURE SIGN EXHIBIT

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SITE NO.
2906.2



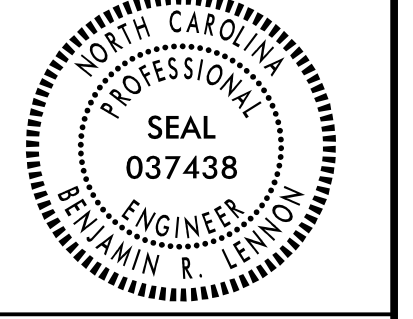
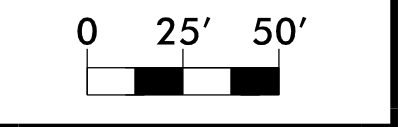
WAKE COUNTY
GOTRIANGLE BUS STOPS
TRYON ROAD (WB)
AT NEW WAVERLY PLACE



REVISIONS	DATE	DESCRIPTION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 03/30/2026
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CHECKED BY: BRL

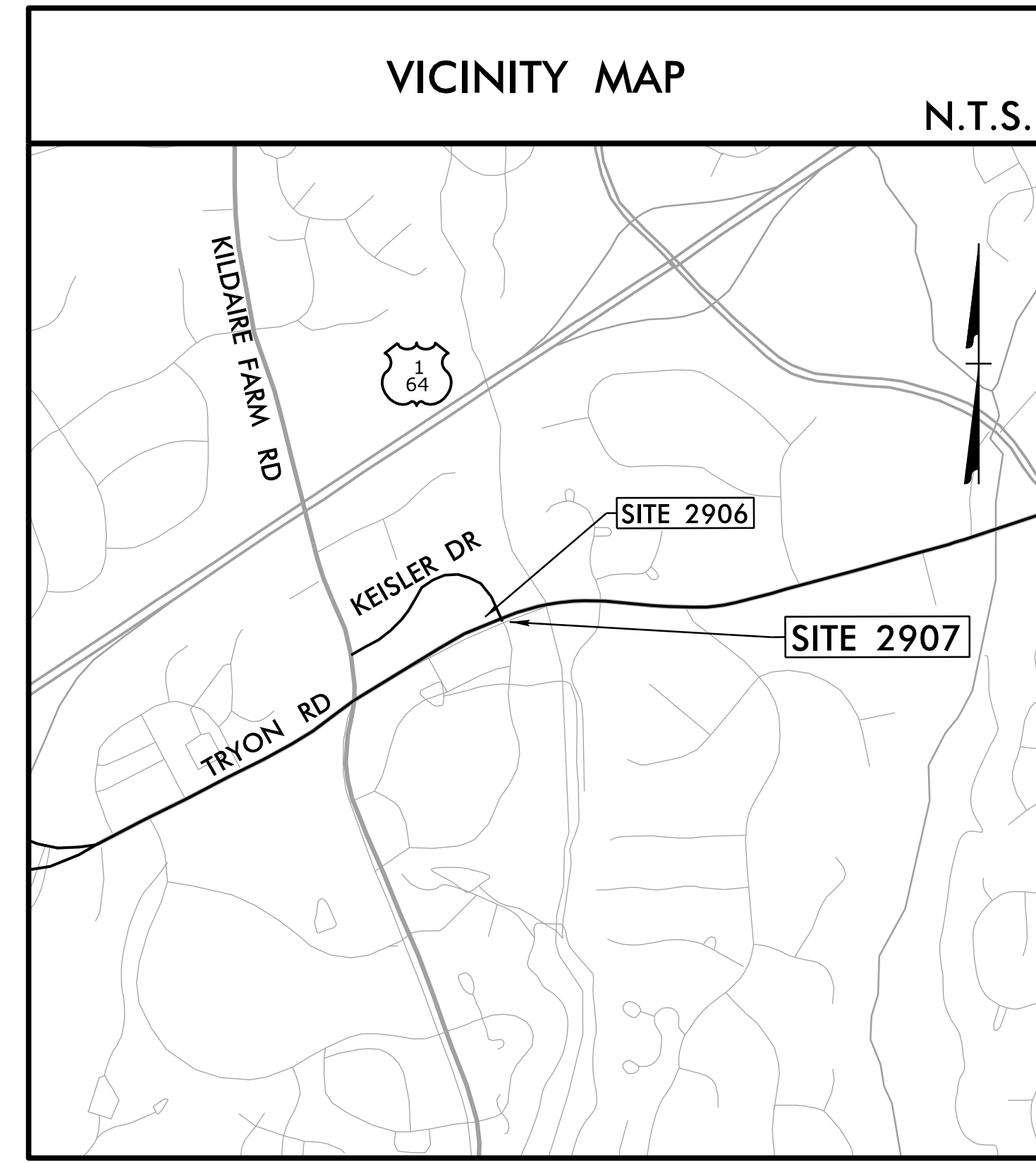


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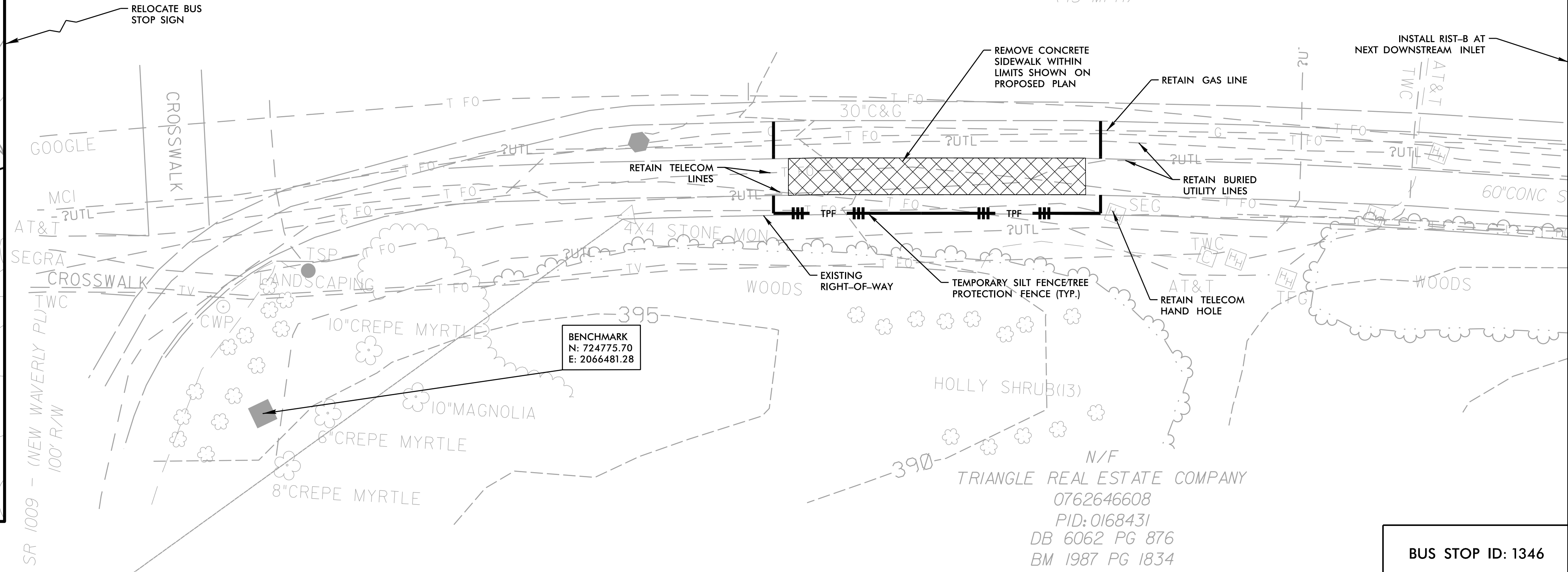
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EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2907.1



PROPOSED CONCRETE SIDEWALK REMOVAL



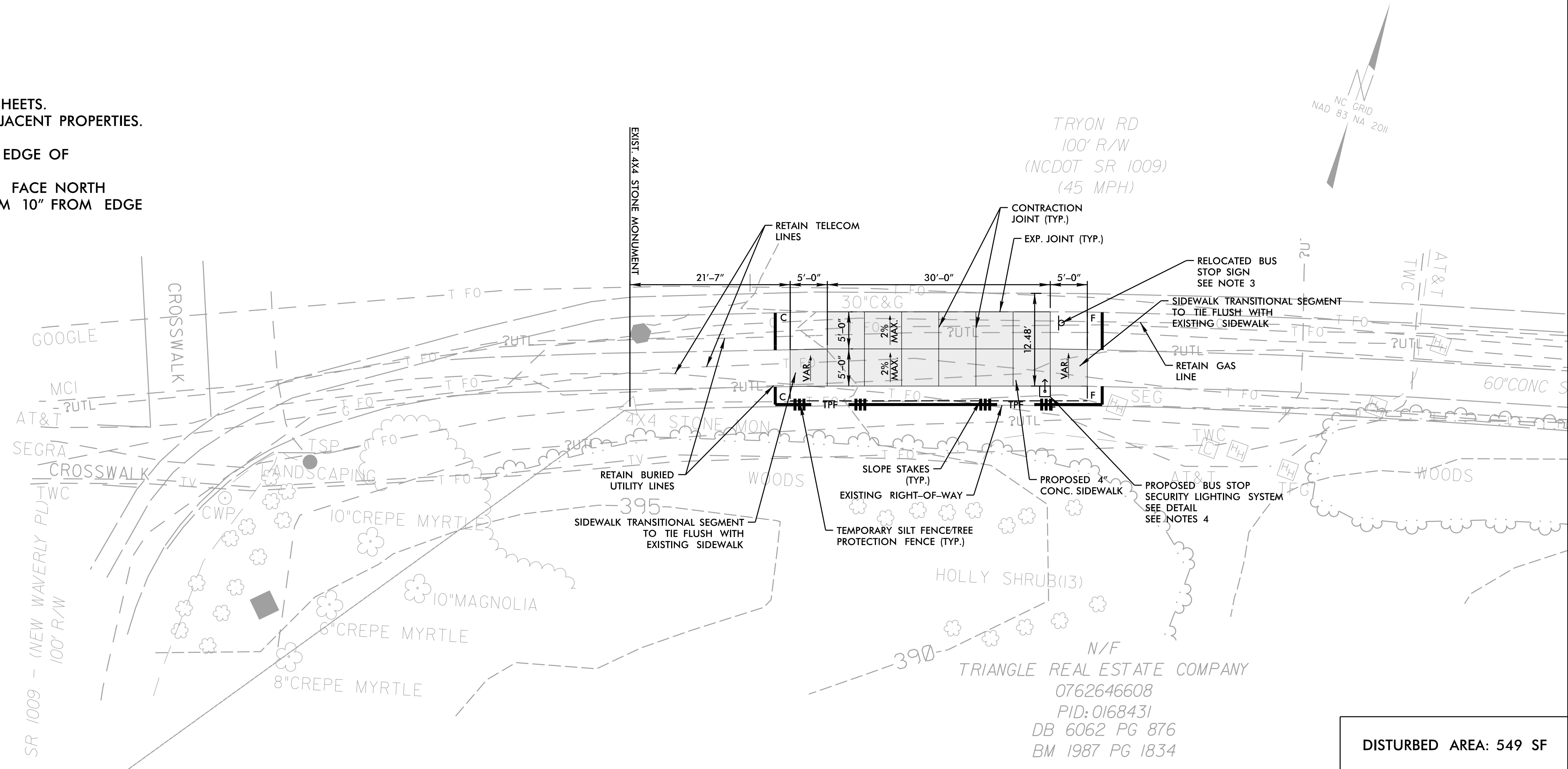
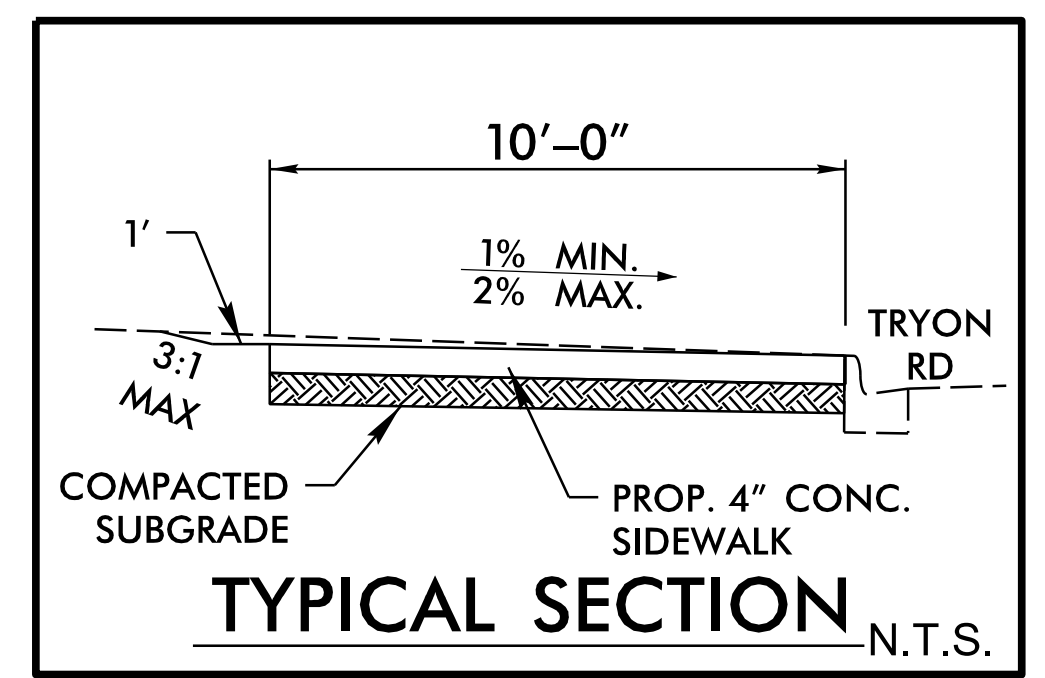
WAKE COUNTY
GOTRIANGLE BUS STOPS
TRYON ROAD (EB)
AT NEW WAVERLY PLACE

BUS STOP ID: 1346

PROPOSED PLAN

- NOTES:
1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
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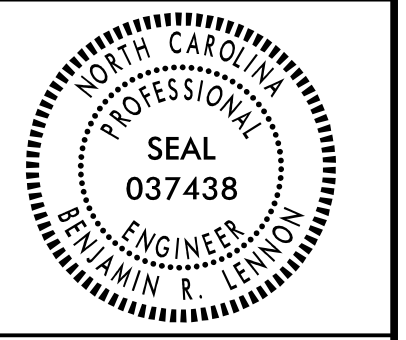
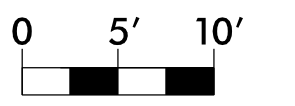
PROPOSED 4" CONCRETE SIDEWALK



REVISIONS

NO.	DATE	DESCRIPTION

DATE: 03/30/2026
DESIGNED BY: SBH
CHECKED BY: BRL



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DISTURBED AREA: 549 SF

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User: ealispough
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SIDEWALK CLOSURE SIGN EXHIBIT

NOTES:

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SITE NO.
2907.2



WAKE COUNTY

GOTRIANGLE BUS STOPS

TRYON ROAD (EB)
AT NEW WAVERLY PLACE

REVISIONS

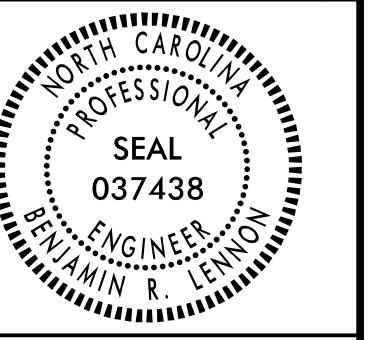
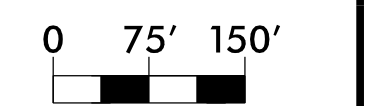
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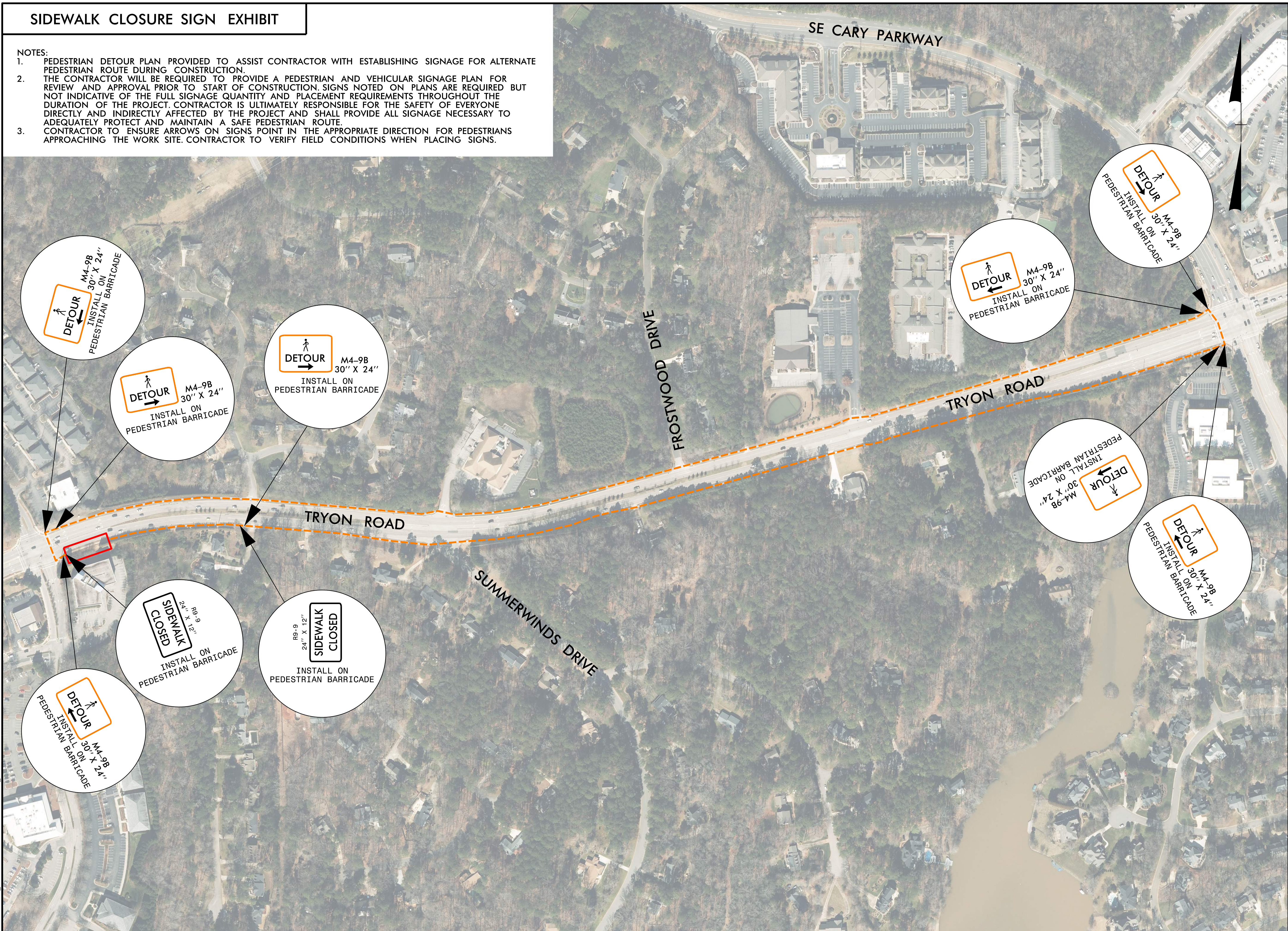
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3/30/2026
User: ealispough
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THE CITY OF RALEIGH



CAPITAL DEVELOPMENT:

***PO BOX 1387
RTP, NC 27709
PH: (919)–485–7510
FAX: (919)–485–7541***

***OFFICE ADDRESS:
4600 EMPEROR BLVD.
SUITE 100
DURHAM, NC 27713***

**GoTriangle
PASSENGER AMENITY IMPROVEMENTS**

**SITES: 2309, 2310, 2705–2708, 2711
(7 TOTAL SITES)**

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PLANS PREPARED BY:



DRMP, INC.
5808 FARINGDON PLACE
RALEIGH, NC 27609
NC LICENSE NO. F-1524 (919) 872-5115

**BENJAMIN R. LENNON, PE
PROJECT ENGINEER**

**ERIC H. ALSPAUGH
PROJECT DESIGN ENGINEER**

DESIGN ENGINEER



GENERAL NOTES (APPLICABLE FOR ALL SHEETS):

- THE CONTRACTOR IS TO OBTAIN THE BUS SHELTERS, BENCHES, AND OTHER AMENITIES FROM GOTRIANGLE, WHICH HAVE BEEN PRE-PURCHASED AND ARE BEING STORED AT A LOCATION TO BE DETERMINED. CONTRACTOR TO COORDINATE WITH GOTRIANGLE TO OBTAIN THE AMENITIES. BUS SHELTERS AND BENCHES INCLUDE ALL PARTS AND AMENITIES INCLUDING TRASH RECEPTACLE. CONTRACTOR TO PROVIDE ANCHORS AND INCIDENTAL ITEMS REQUIRED TO ASSEMBLE AND INSTALL BUS SHELTERS, BENCHES, AND OTHER AMENITIES AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR TO INSTALL PER MANUFACTURERS INSTRUCTIONS. CONTRACTOR TO DISPOSE OF PACKING MATERIAL IN A LEGAL MANNER OFF-SITE AND AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR IS TO CONTACT NC811 TO LOCATE UTILITIES AT EACH SITE AT LEAST THREE WORKING DAYS PRIOR TO STARTING WORK ON EACH SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO BEGINNING WORK. ANY DAMAGE TO EXISTING UTILITIES WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- PRIOR TO REMOVAL, SAW CUT ALL PAVEMENT AND CONCRETE CURB AND GUTTER AT REMOVAL LIMITS OR AT NEAREST JOINT IF WITHIN 2' OF JOINT.
- CONTROL SEDIMENT ON SITES AND PREVENT FROM WASHING ONTO ADJACENT ROADWAYS. PROVIDE INLET PROTECTION AT INLETS THROUGHOUT CONSTRUCTION AND SILT FENCING OR NCDOT #57 STONE PILED 1' HIGH BY 2' WIDE AT BASE AS APPLICABLE TO PREVENT SEDIMENT FROM LEAVING THE SITES OR ENTERING ADJACENT STORM DRAINAGE SYSTEMS. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PER THE 2024 NCDOT ROADWAY STANDARD DRAWINGS. MAINTENANCE OF EROSION CONTROL MEASURES IS INCIDENTAL TO EROSION CONTROL.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MATERIALS AND EQUIPMENT LEFT ON SITE. IT IS RECOMMENDED THAT THE CONTRACTOR NOT LEAVE MATERIAL ON SITE WHEN NOT PRESENT.
- PROTECT ALL DISTURBED AREAS AND DO NOT LEAVE ANY OPEN TRENCHES WHEN NOT PRESENT. PROVIDE PROPER AND VISIBLE PROTECTION FENCING, MARKERS AND SIGNAGE AT ALL TIMES. DO NOT LEAVE ANY OPEN TRENCHES OR TRIPPING HAZARDS OVER NIGHT. USE PROPER SIDEWALK CLOSURE/DETOUR SIGNS MEETING THE LATEST NCDOT STANDARDS.
- COORDINATE WITH PROPERTY OWNERS FOR STAGING AREAS AND OWNER ACCESS TO THE SITE DURING CONSTRUCTION, INCLUDING TENANT PARKING, DELIVERIES AND GARBAGE PICKUP. GOTRIANGLE HAS PROCURED OR IS IN THE PROCESS OF PROCURING ROW AND/OR TEMPORARY CONSTRUCTION EASEMENTS AT EACH INDIVIDUAL BUS SITE (IF APPLICABLE). THE CONTRACTOR WILL COORDINATE ENTRANCE INTO ADJACENT PROPERTY WITH GOTRIANGLE AND UNDERSTANDS THAT SOME OF THE ROW AND/OR TEMPORARY CONSTRUCTION EASEMENTS MAY NOT BE PROCURED AT THE TIME OF CONSTRUCTION. ROW INFORMATION SHOWN ON PLANS IS BASED ON DEED RESEARCH AND NOT ACTUAL FIELD DATA.
- CONTROL POINTS PROVIDED ON PLAN ARE FOR USE IN STAKING OUT PROPOSED WORK TO BE COMPLETED BY THE CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND RESETTING IF DAMAGED BY CONSTRUCTION ACTIVITIES. CADD FILES CAN BE OBTAINED BY REQUEST FROM THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING SITE FEATURES TO REMAIN AND RESTORING TO PRECONSTRUCTION CONDITIONS IF DAMAGED BY CONSTRUCTION ACTIVITIES.
- IF LANE CLOSURE IS REQUIRED TO PERFORM ANY WORK ITEMS, USE NCDOT STD. 1101.02 FOR ADVANCED WARNING SIGNS AND APPLICABLE LANE CLOSURE. SUBMIT PLAN TO THE APPROPRIATE JURISDICTION PRIOR TO LANE CLOSURE FOR APPROVAL. PROVIDE PROPER SIDEWALK CLOSURE/DETOUR SIGNING IN ACCORDANCE WITH THE LOCAL MUNICIPALITY AND NCDOT STANDARDS. ALL TRAFFIC CONTROL DEVICES AND SIGNING ARE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL.
- REFER TO THE SERIES 2 SHEETS AND THE LIST OF STANDARDS FOR SITE DETAILS. REFER TO THE MOST CURRENT VERSION OF THE NCDOT ROADWAY STANDARD DRAWINGS OR THE LOCAL MUNICIPALITY STANDARDS FOR ADDITIONAL INFORMATION. ALL CONSTRUCTION SHOULD ADHERE TO THESE STANDARDS.
- ALL NEW PAVEMENT SHALL BE FLUSH WITH EXISTING PAVEMENT TO PREVENT TRIPPING HAZARD. PROVIDE EXPANSION JOINT AT ALL EXISTING PAVEMENT OR STRUCTURES.
- IF ASPHALT PATCHING IS REQUIRED, USE 3" OF S9.5C IN PARKING LOT AREAS (CARS ONLY) AND USE 6" OF 119.0C AND 3" OF S9.5C IN ALL OTHER AREAS. ALL DAMAGE SHALL BE SAW CUT FOR SMOOTH JOINT. COORDINATE WITH THE ENGINEER OR INSPECTOR PRIOR TO REPAIRING ASPHALT PAVEMENT.
- PROVIDE JOINT SEALER AT ALL JOINTS BETWEEN NEW CONCRETE PAD AND EXISTING PAVEMENT. JOINT SEALER SHALL BE GRAY IN COLOR AND IN ACCORDANCE WITH NCDOT STANDARD SECTION 1028. CONTRACTOR SHOULD MATCH EXISTING CONTRACTION JOINT SPACING WHERE APPLICABLE. EXPANSION JOINTS SHALL BE LOCATED EVERY 50' AT MAXIMUM.
- BACKFILL ADJACENT TO ALL NEW PAVEMENT ONCE FORM WORK IS REMOVED AND COMPACT. USE MINIMUM 6" CLEAN TOP SOIL AND BRING TO WITHIN 2" OF PAVEMENT FOR PLACEMENT OF SOD. CUT GRADE DOWN 2" IN ALL GRASS AREAS TO TIE SOD FLUSH WITH SURROUNDING GRADE.
- GRADE ALL DISTURBED AREAS SMOOTH, REMOVE ALL ROOTS, ROCKS OR ANY OTHER DEBRIS, AND SOD. MATCH SOD TYPE TO EXISTING SURROUNDING GRASS, I.E. FESCUE, BERMUDA, ETC. FERTILIZE AND WATER FOR A 2-WEEK PERIOD. CONTACT ENGINEER ONCE GRASS IS PLACED TO START 2-WEEK WATERING PERIOD. ANY GRASS THAT NEEDS TO BE REPLACED AT THE END OF 2 WEEKS WILL BE AT THE CONTRACTORS EXPENSE.
- ALL PRUNING SHALL BE COMPLETED BY A LICENSED LANDSCAPE OR TREE PROFESSIONAL AND COORDINATED WITH THE LOCAL MUNICIPALITY, ENGINEER, AND INSPECTOR.
- ALL EXISTING BUS STOPS WILL REMAIN OPERATIONAL DURING CONSTRUCTION. COORDINATE REMOVAL OF EXISTING MATERIAL WITH NEW IMPROVEMENTS COMPLETION. PROVIDE A TEMPORARY PROTECTED AREA ADJACENT TO SITE FOR RIDERS UNTIL NEW IMPROVEMENTS HAVE BEEN ACCEPTED BY GOTRIANGLE FOR OPERATION. REPAIR ANY DAMAGED AREAS USED FOR THE TEMPORARY BUS STOP.
- AT THE START OF GRADING INVOLVING THE LOWERING OF THE EXISTING GRADE AROUND A TREE OR STRIPPING OF TOPSOIL, A CLEAN, SHARP, VERTICAL CUT SHALL BE MADE AT THE EDGE OF THE TREE SAVE AREA AT THE SAME TIME AS OTHER EROSION CONTROL MEASURES ARE INSTALLED. TREE PROTECTION FENCING SHALL BE INSTALLED ON THE SIDE OF THIS CUT FARTHEST AWAY FROM THE TREE TRUNK.
- NO STORAGE OF MATERIALS, DUMPING OF WASTE MATERIALS, FILL, OR PARKING OF EQUIPMENT SHALL BE ALLOWED WITHIN THE ROOT PROTECTION ZONE, AND NO TRESPASSING SHALL BE ALLOWED WITHIN THE BOUNDARY OF THE ROOT PROTECTION ZONE.
- A CLEAR AREA OF 2 FEET MINIMUM SHOULD BE PROVIDED BEHIND SHELTERS FOR MAINTENANCE UNLESS OTHERWISE NOTED ON THE PLANS.
- DIVERT RUNOFF AWAY FROM SHELTER PAD.
- THE USE OF SOD WILL BE USED AND DETERMINED BY THE TIME OF YEAR OR THE IMPORTANCE TO HAVE GRASS RE-ESTABLISHED. SMALL AREAS MAY BE SEEDED.
- RIGHT-OF-WAY INFORMATION ON PLANS IS BASED ON DEED RESEARCH AND NOT ACTUAL FIELD DATA.
- CONTRACTOR SHOULD MATCH EXISTING CONTRACTION JOINT SPACING WHERE APPLICABLE.
- THE WORK TAKING PLACE RELATED TO THE CHANGES IN THIS SITE PLAN WILL BE FULLY COMPLIANT WITH THE NORTH CAROLINA ACCESSIBILITY CODES (ANSI 117.1-2009 AND CHAPTER 11 OF THE NCB) UNLESS AND EXCEPT IN AREAS WHERE AN APPROVED STATEMENT FROM A SITE ENGINEER, SURVEYOR, ARCHITECT VERIFIES THAT SITE CONDITIONS EXIST WHERE THE TOPOGRAPHY OF THE SITE IS EXTREME AND ONLY ALTERNATE METHODS OF COMPLIANCE ARE POSSIBLE.
- CONTRACTOR TO PROVIDE A PEDESTRIAN DETOUR AND SIDEWALK CLOSURE SIGNS AT EACH SITE. PEDESTRIAN CLOSURES THAT WILL LAST LONGER THAN 7 DAYS WILL REQUIRE A PEDESTRIAN CONTROL PLAN SUBMITTED TO THE ENGINEER FOR APPROVAL. ALL DETOUR PLANS, SIGNS, BARRICADES, ETC. AND PLAN SUBMITTAL FOR USE IN THE PEDESTRIAN DETOURS OR SIDEWALK CLOSURES WILL BE CONSIDERED INCIDENTAL TO THE OVERALL CONTRACT.
- IF EXISTING TREES TO BE RETAINED ARE DAMAGED OR DESTROYED, THE CONTRACTOR SHALL REPLACE TREE MATCHING EXISTING SPECIES AND SIZE AT NO ADDITIONAL COST TO THE OWNER.
- REMOVAL OR RELOCATION OF EXISTING AMENITIES AND SIGNS SHOULD NOT BE PERFORMED UNTIL COMPLETION OF PROPOSED IMPROVEMENTS WHEN POSSIBLE. AMENITIES OWNED BY THE CITY OF RALEIGH SHOULD BE RETURNED TO THE CITY. AMENITIES OWNED BY GOTRIANGLE SHOULD BE RETURNED TO THE GOTRIANGLE RALEIGH WAREHOUSE FACILITY. CONTRACTOR IS TO COORDINATE WITH GOTRIANGLE AND THE CITY OF RALEIGH TO DETERMINE THE OWNER OF SPECIFIC AMENITIES AND IS TO RETURN AMENITIES TO THE APPROPRIATE LOCATION AS PART OF THIS CONTRACT. SEE CONTRACT DOCUMENTS FOR MORE INFORMATION.
- RELOCATED BUS STOP SIGNS ARE REQUIRED TO BE INSTALLED ON A NEW 2"x2" 12-GAUGE GALVANIZED STEEL SQUARE TUBE POST. CONTRACTOR TO FABRICATE NEW BUS STOP SIGNS AT LOCATIONS DETERMINED BY GOTRIANGLE. CONTRACTOR IS TO PROVIDE A DETAILED SUBMITTAL TO THE ENGINEER SPECIFYING LETTERING HEIGHTS AND SPACING, SIGN SIZE, COLORING, AND OTHER INFORMATION REQUIRED TO ENSURE THE SIGN MEETS ALL APPLICABLE REQUIREMENTS OF THE 2024 ROADWAY STANDARD DRAWING AND THE MUTCD.
- ALL TRUNCATED DOME PADS AT CURB RAMPS SHALL BE FEDERAL YELLOW UNLESS OTHERWISE NOTED.

CONTACT INFORMATION:

CONTRACTOR TO CONTACT GOTRIANGLE INSPECTOR WHEN FORMS ARE SET AND PRIOR TO POURING OF CONCRETE FOR BUS STOP AMENITIES.

FOR DESIGN AND ENGINEERING ISSUES:
 FREDERICK FERRELL
 fferrell@gotriangle.org

FOR PLANNING ISSUES:
 Jay Heikes
 jheikes@gotriangle.org

2024 NCDOT ROADWAY ENGLISH STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS THEY APPEAR IN "ROADWAY STANDARD DRAWINGS" HIGHWAY DESIGN BRANCH - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 16, 2024 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
DIVISION 2 - EARTHWORK 200.02	METHOD OF CLEARING - METHOD II
DIVISION 6 - ASPHALT BASES AND PAVEMENTS 654.01	PAVEMENT REPAIRS
DIVISION 8 - INCIDENTALS 846.01 848.01 848.06	CONCRETE CURB, GUTTER, AND CURB & GUTTER CONCRETE SIDEWALK CURB RAMP
DIVISION 9 - SIGNING 903.10 904.10 904.50	GROUND MOUNTED SIGN SUPPORTS ORIENTATION OF GROUND MOUNTED SIGNS MOUNTING OF TYPE 'D', 'E', AND 'F' SIGNS ON 'U' CHANNEL POSTS
DIVISION 11 - WORK ZONE TRAFFIC CONTROL 1101.01 1101.02 1110.02 1130.01 1135.01 1145.01 1180.01	WORK ZONE ADVANCE WARNING SIGNS TEMPORARY LANE CLOSURES PORTABLE WORK ZONE SIGNS DRUMS CONES BARRICADES - TYPE III SKINNY DRUMS
DIVISION 12 - PAVEMENT MARKINGS, MARKERS, AND DELINEATION 1205.01 1205.07 1205.16	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS BICYCLE FACILITIES
DIVISION 16 - EROSION CONTROL AND ROADSIDE DEVELOPMENT 1605.01 1606.01	TEMPORARY SILT FENCE SPECIAL SEDIMENT CONTROL FENCE

SHEET #
2A



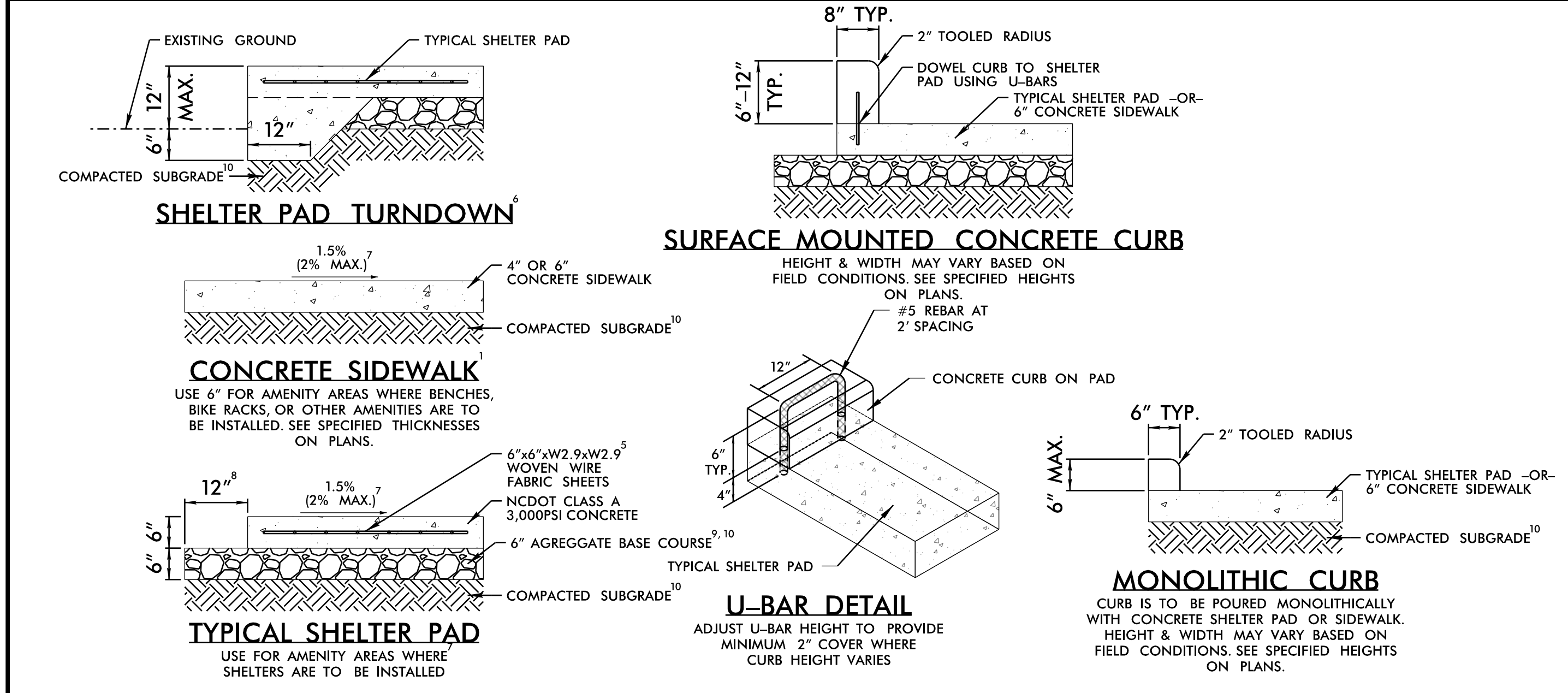
WAKE COUNTY
 GOTRIANGLE BUS STOPS
 GENERAL NOTES & DETAILS

REVISIONS	DATE	DESCRIPTION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 03/30/2026
 DESIGNED BY: EHA
 CHECKED BY: BRL

NOT TO SCALE



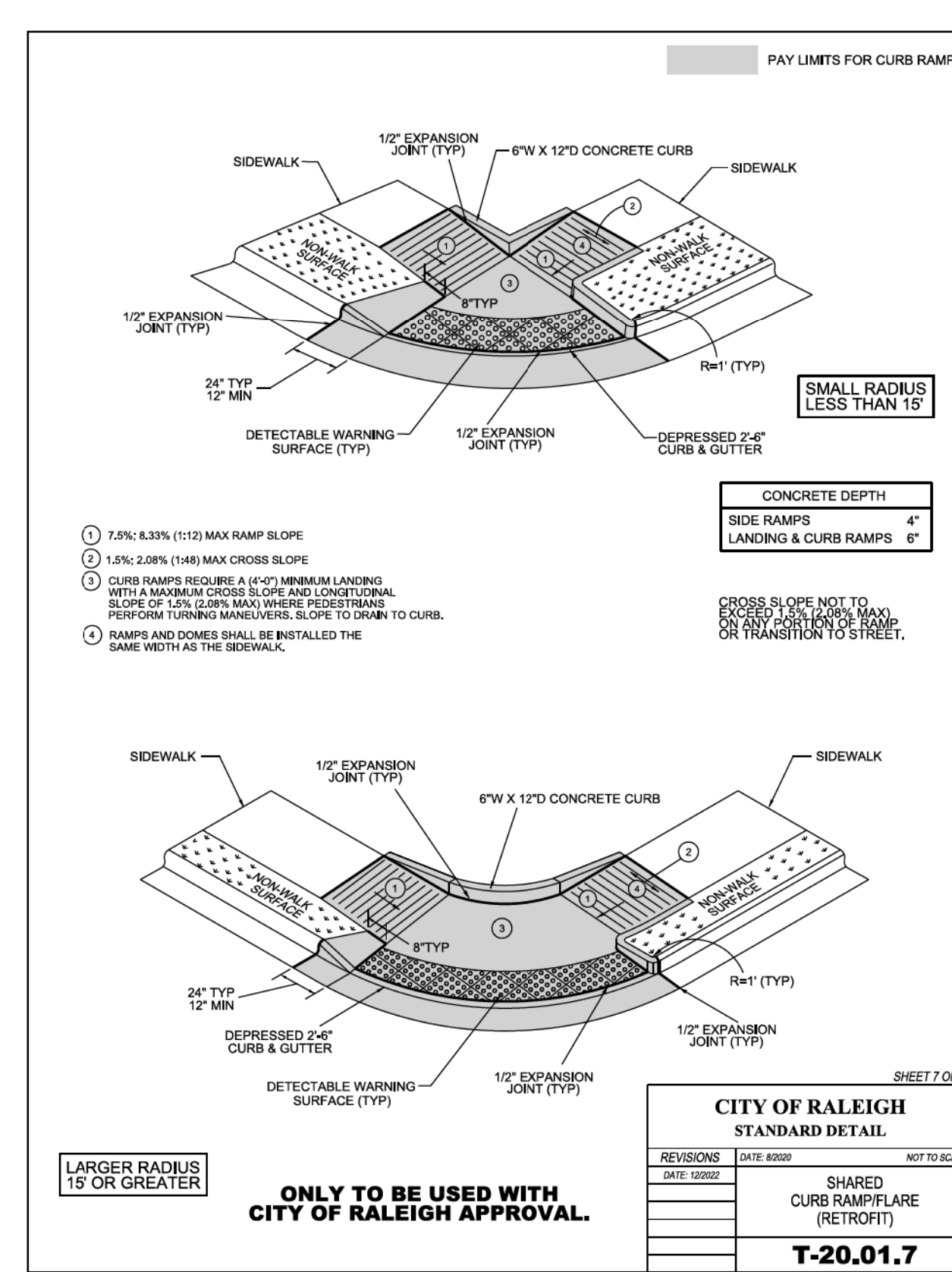
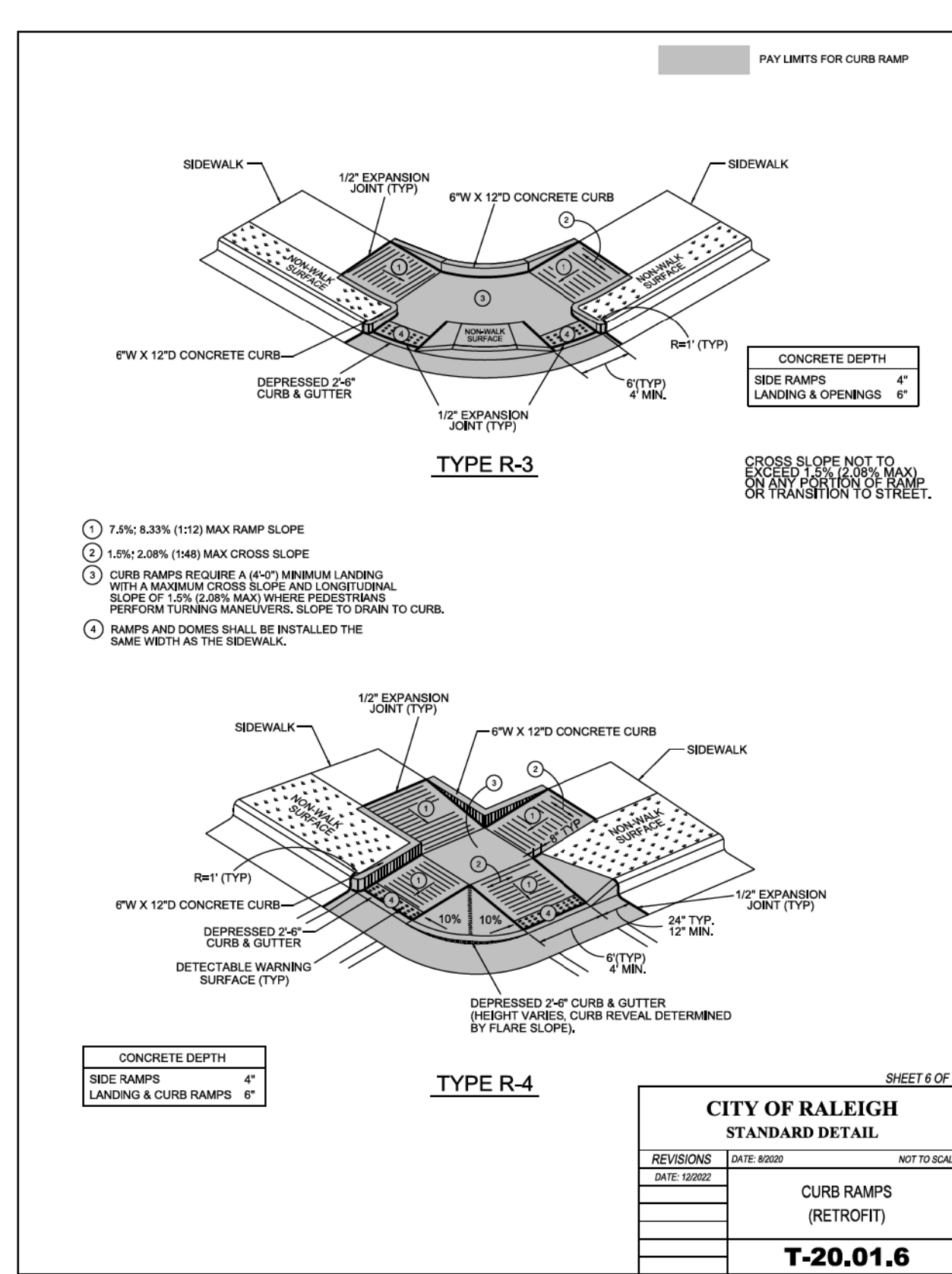
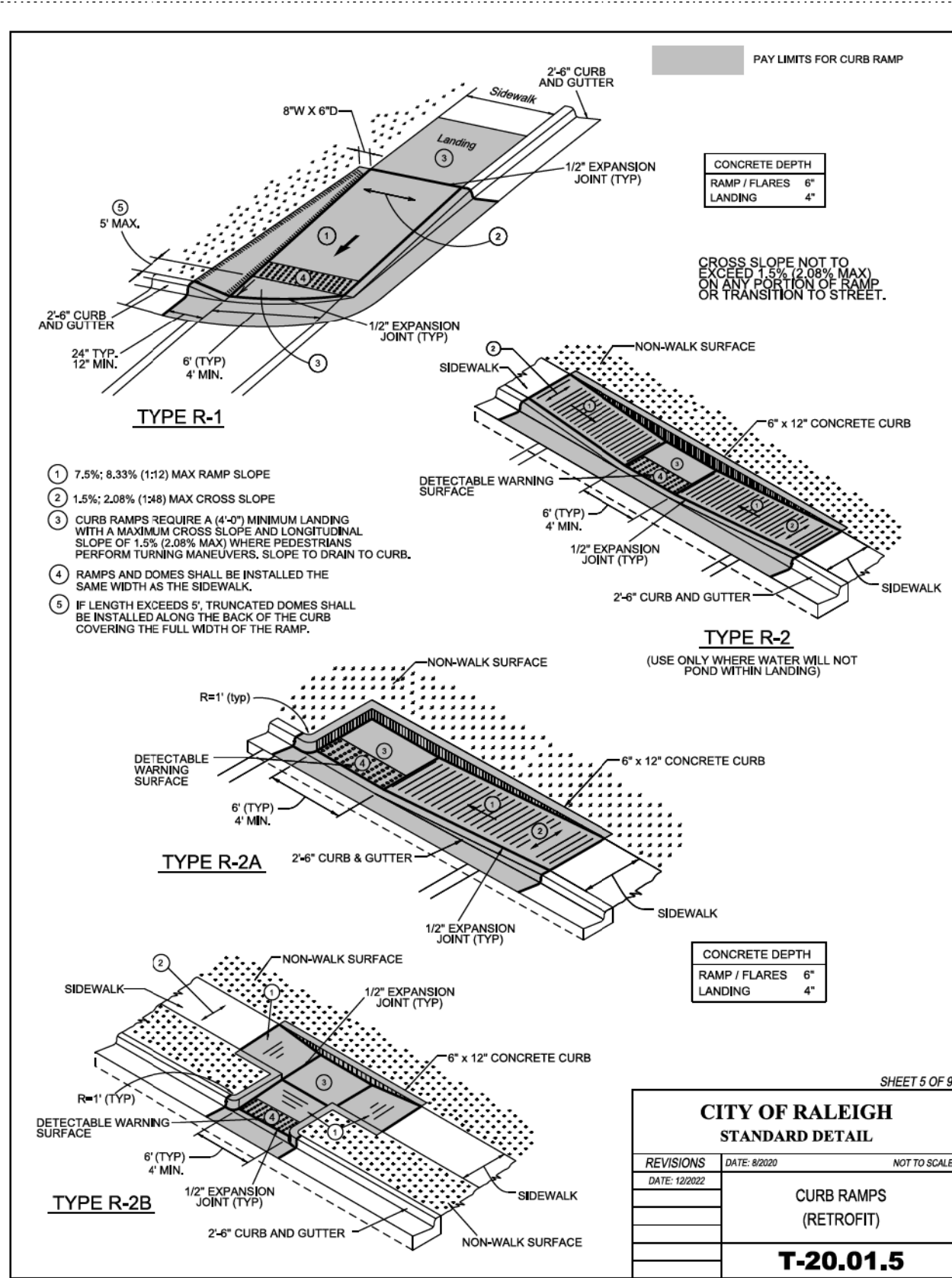
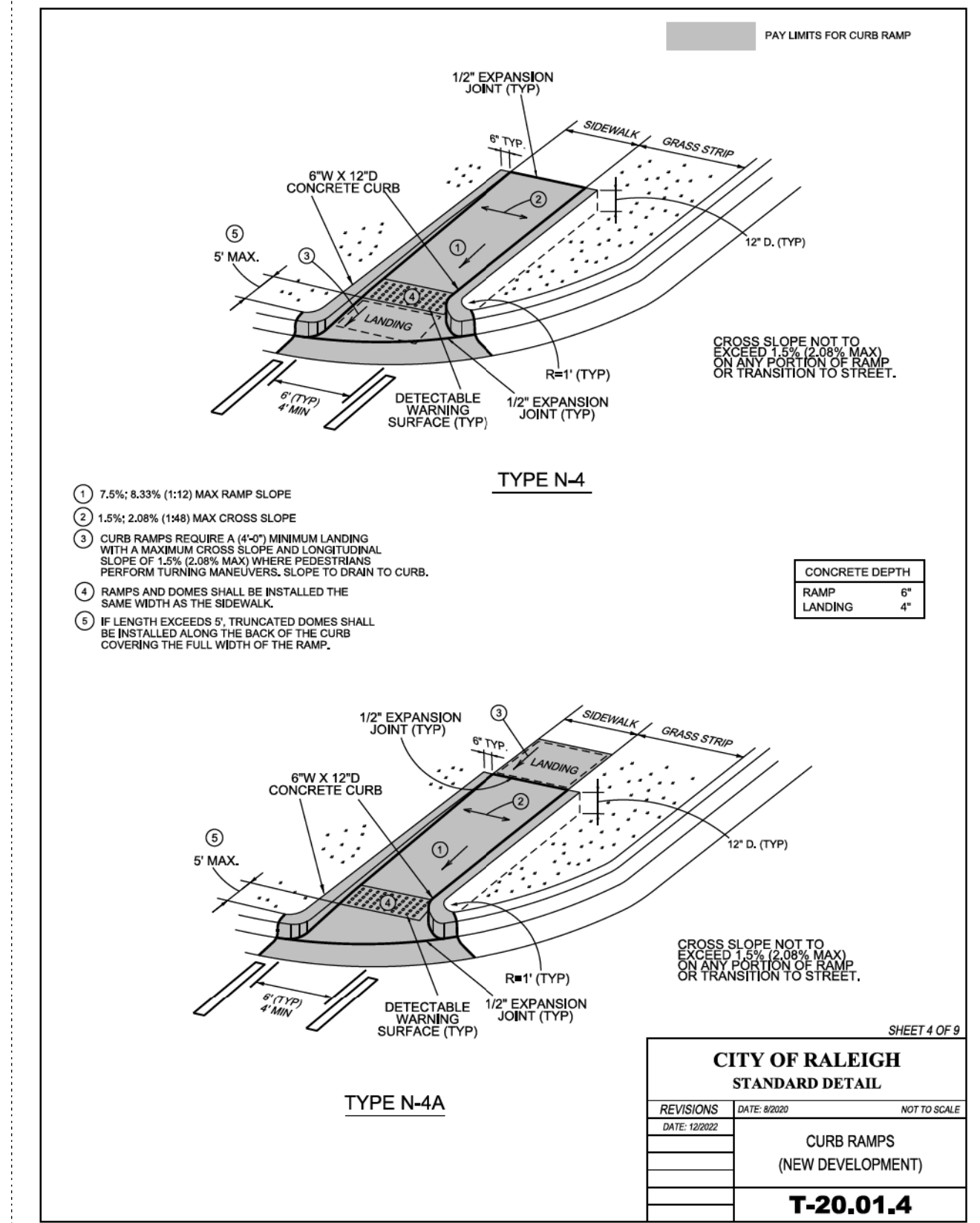
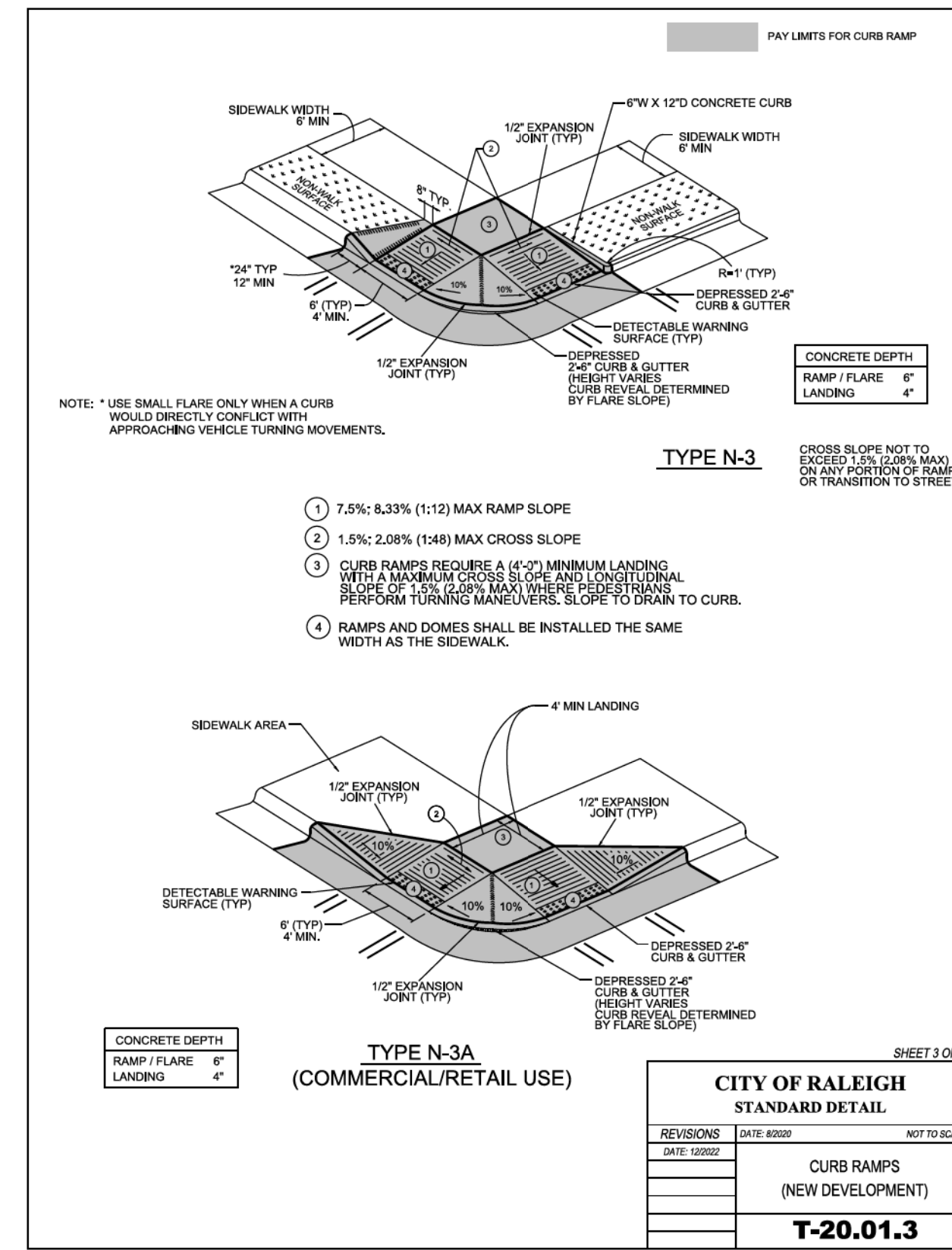
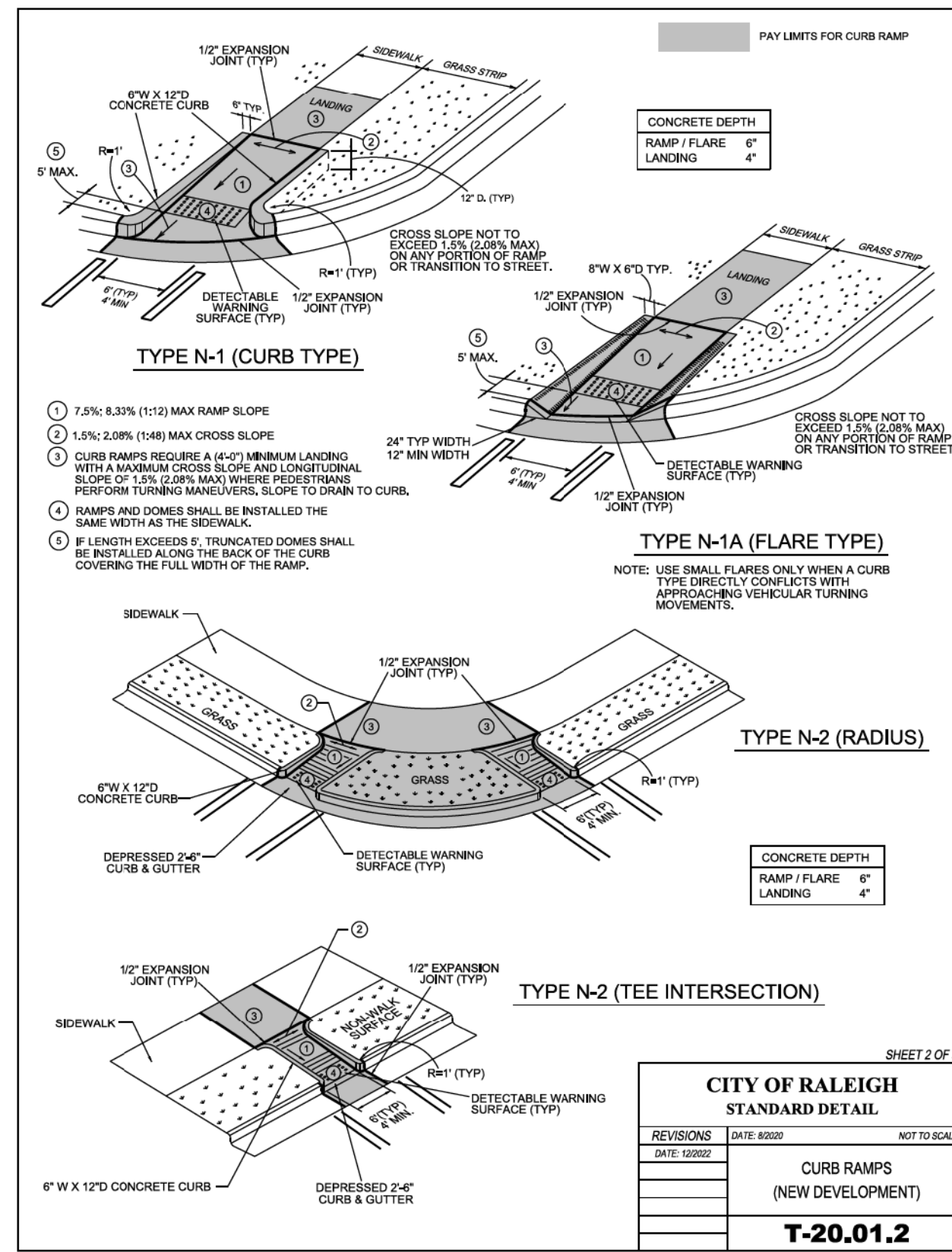
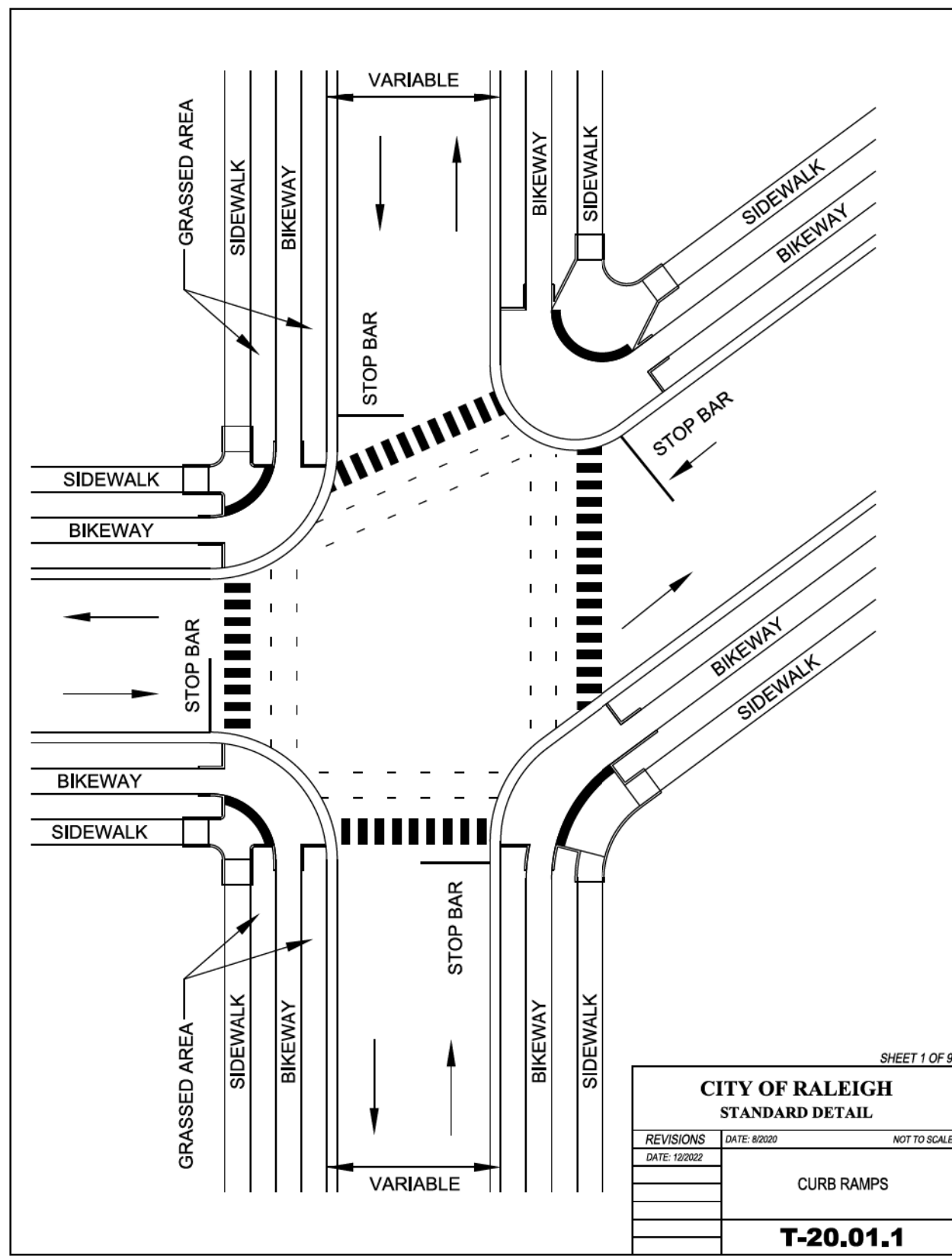
- NOTES:
- SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NCDOT STD. 848.01.
 - EXPANSION JOINTS ARE TO BE SPACED 50' MAX MEASURED ON CENTER AND PLACED AT ALL RIGID OBJECTS AND DIRECTION CHANGES IN THE SIDEWALK.
 - EXPANSION JOINTS SHALL HAVE A 18" RADIUS TOOLED EDGE AND BE FILLED WITH JOINT SEALER.
 - JOINT SEALER SHALL BE GRAY IN COLOR AND IN ACCORDANCE WITH NCDOT STANDARD SECTION 1028.
 - REINFORCE SHELTER PAD WITH WOVEN WIRE FABRIC SHEETS. WOVEN WIRE FABRIC SHEETS SHALL HAVE MINIMUM 6" OVERLAPS AND PLACED WITHIN 3" ON ALL SIDES.
 - SHELTER PAD TURNDOWN IS TO PROVIDE A 12" WIDE CONCRETE SECTION TO EXTEND A MINIMUM 6" BELOW THE EXISTING ADJACENT GROUND WITH A 45 DEGREE SECTION TO BRING BACK TO THE STANDARD 6" THICKNESS.
 - CROSS SLOPE OF AMENITY AREA PAVEMENTS SHALL BE 1.5% RECOMMENDED, 1% MINIMUM, 2% MAXIMUM UNLESS OTHERWISE APPROVED, OR NOTED ON THE PLANS.
 - EXTEND AGGREGATE BASE COURSE 12" BEYOND EDGE OF PAD IN ALL DIRECTIONS EXCEPT WHERE BORDERED BY EXISTING PAVEMENTS.
 - AGGREGATE BASE COURSE SHALL MEET NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
 - SUBGRADE AND AGGREGATE BASE COURSE SHALL BE PROPERLY COMPACTED WITH PLATE TAMPERS PRIOR TO PLACING CONCRETE.
 - WHERE HANDRAIL OR SAFETY RAIL IS PROPOSED WITHIN LIMITS OF CONCRETE PAD, INCREASE PAD THICKNESS AS SHOWN ON THE HANDRAIL OR SAFETY RAIL STANDARD.
 - ALL NEW PAVEMENTS SHALL BE FLUSH WITH EXISTING SIDEWALKS AND OTHER PAVEMENTS TO PREVENT TRIPPING HAZARDS AND TO ENSURE THE BUS STOP LANDING MEETS CURRENT PROWAG REQUIREMENTS.
 - COMPACTION OF SUBGRADE SHALL BE CHECKED BY A TECHNICIAN UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER PRIOR TO POURING CONCRETE BY USING A PROBE ROD OR TESTING THE SOIL IF NECESSARY.
 - QUALITY OF CONCRETE SHALL BE CHECKED PER ASTM STANDARDS TO ENSURE PROPER MIX DESIGN AND SPECIFICATIONS. TESTING SHALL BE PERFORMED BY A TECHNICIAN UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL.
 - STORMWATER RUNOFF SHOULD BE DIVERTED AWAY FROM THE SHELTER PAD.
 - MATCH EXISTING CONTRACTION JOINT SPACING WHERE APPLICABLE AND WHEN WITHIN 1' OF EXISTING JOINTS.
 - THE CONTRACTOR SHALL REQUEST AN INSPECTION WHEN CONCRETE FORM WORK IS PLACED AND SHALL NOT POUR CONCRETE UNTIL APPROVED BY THE INSPECTOR OR ENGINEER.

3/30/2026
 User: eah@spcough
 Raleigh: CA_Details.dgn



WAKE COUNTY
GOTRIANGLE BUS STOPS
STANDARD DETAILS

REVISIONS
DATE: 03/30/2026
DESIGNED BY: EHA
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



**CITY OF RALEIGH
CURB RAMPS
GENERAL NOTES**

- CITY OF RALEIGH STANDARD CURB RAMPS HAVE BEEN DEVELOPED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND PUBLIC RIGHT OF WAY ACCESS GUIDELINES (PROWAG).
- CURB RAMPS SHALL BE PROVIDED AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SIDEWALK ACCESS RAMPS SHALL BE LOCATED AS INDICATED IN THE DETAIL. HOWEVER, THE LOCATION MAY BE ADJUSTED IN COORDINATION WITH THE CITY OF RALEIGH WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT.
- DOUBLE WHEELCHAIR RAMPS ARE TO BE INSTALLED AT ALL PUBLIC STREET INTERSECTIONS WHERE SIDEWALK IS REQUIRED.
- THE WALKING SURFACE SHALL BE SLIP RESISTANT. THE COLOR FOR THE DETECTABLE WARNING AREA SHALL BE YELLOW FOR CONTRAST.
- NO SLOPE ON THE SIDEWALK ACCESS RAMP SHALL EXCEED 1"11" (12:1) IN RELATIONSHIP TO THE GRADE OF THE STREET.
- IN NO CASE SHALL THE WIDTH OF THE SIDEWALK ACCESS RAMP BE LESS THAN 48" ALL RAMPS SHALL BE INSTALLED THE SAME WIDTH AS THE SIDEWALK.
- USE CLASS A (3000 PSI) CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NONSKID SURFACE.
- A 1/2" EXPANSION JOINT INSTALLED FULL DEPTH WILL BE REQUIRED WHERE THE CONCRETE SIDEWALK ACCESS RAMP JOINS THE CURB AND ALSO WHERE NEW CONCRETE ABUTS EXISTING CONCRETE.
- CURB RAMPS SHOULD BE PLACED PARALLEL TO THE DIRECTION OF TRAVEL.

**CITY OF RALEIGH
STANDARD DETAIL
CURB RAMP NOTES
T-20.01.8**

REVISIONS	DATE	BY	NOT TO SCALE

3/30/2026
user: eah, burl
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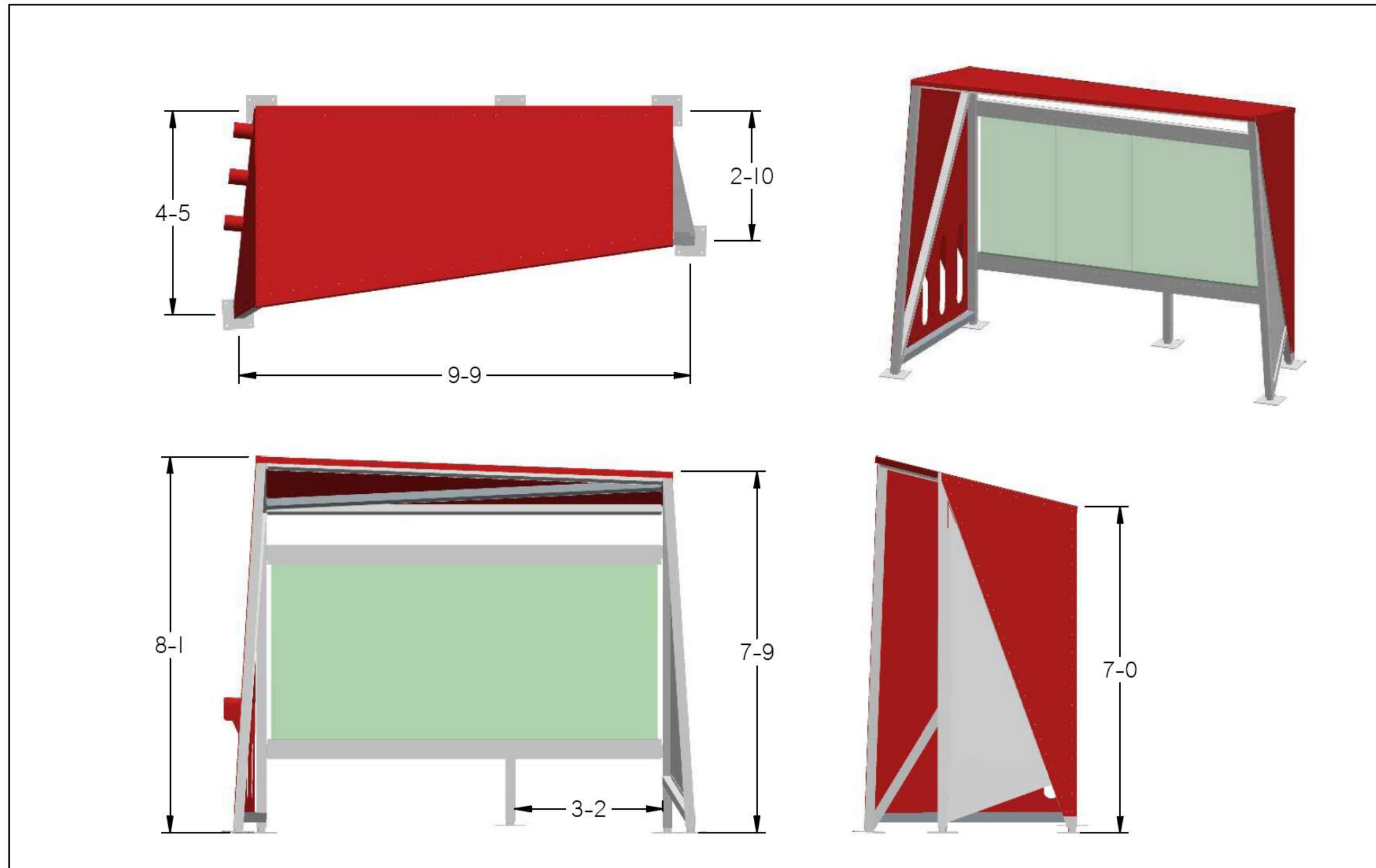
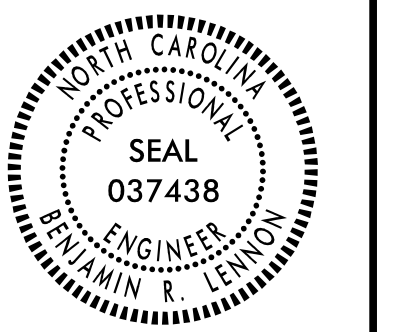
WAKE COUNTY
GOTRIANGLE BUS STOPS
SHELTER DETAILS & NOTES

REVISIONS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

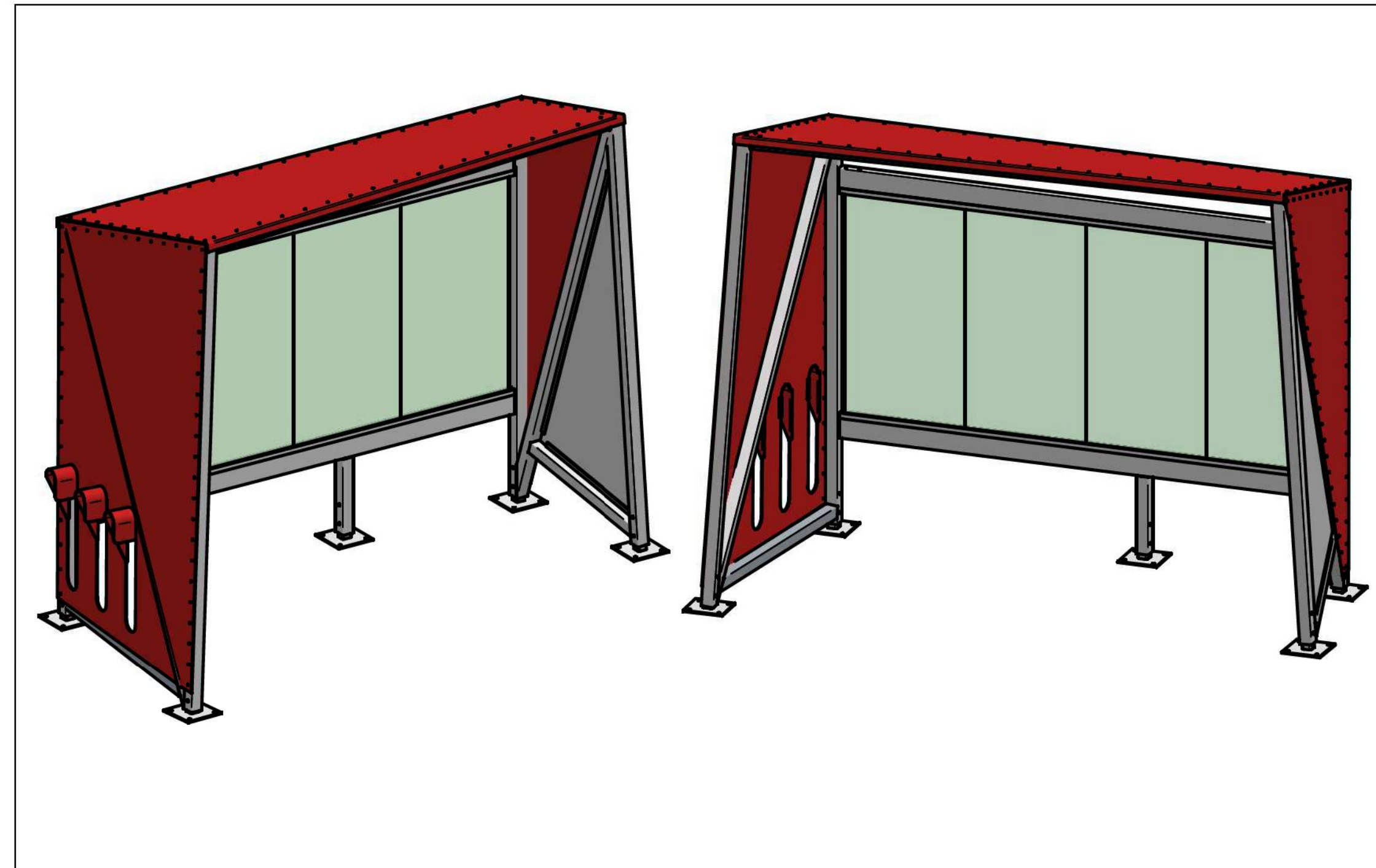
DATE: 03/30/2026
DESIGNED BY: EHA
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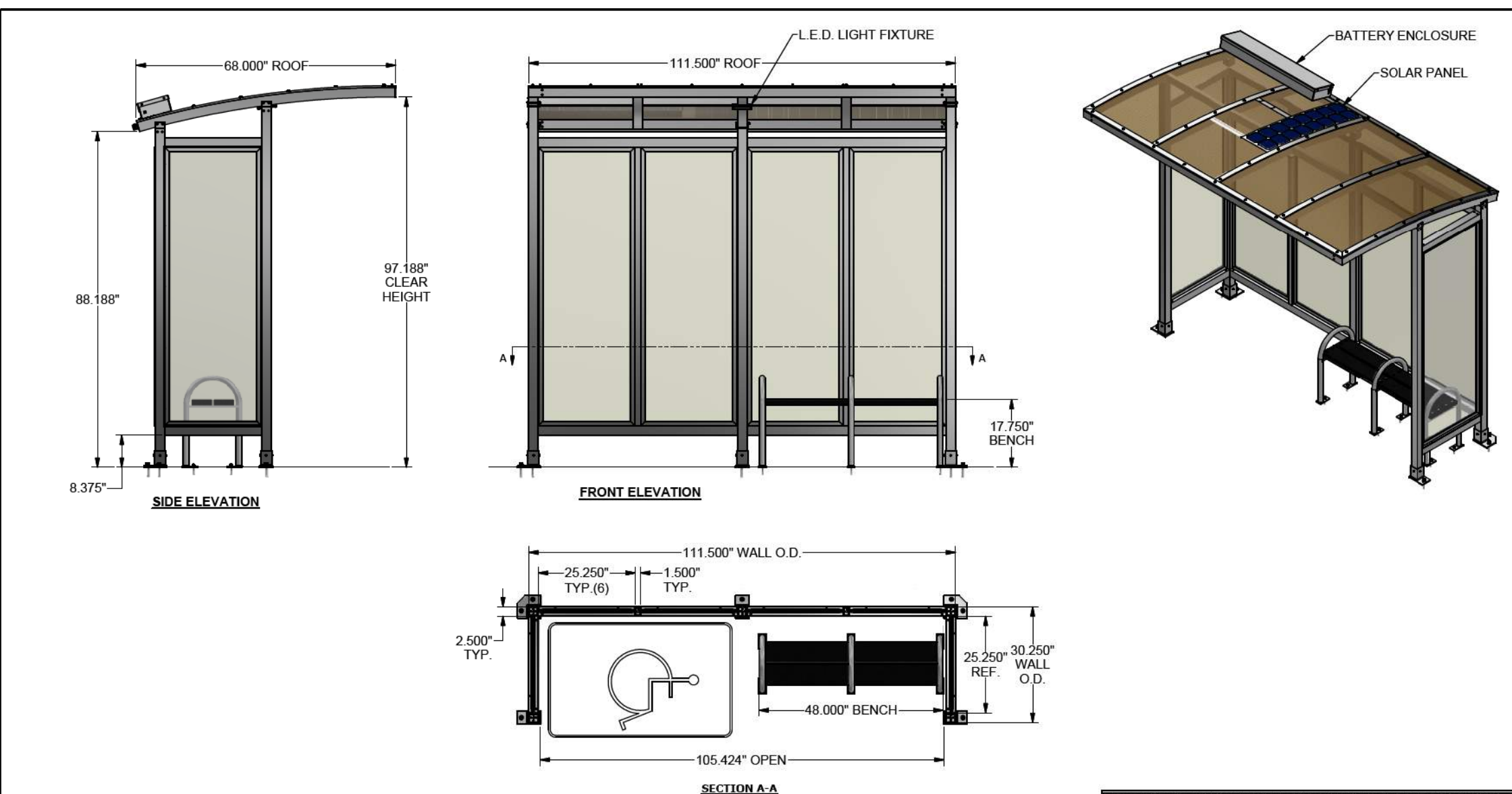
MFG_6031200 Raleigh Shelter (page2)		rev.	description	date	approved	Unless otherwise specified dimensions are in inches and tolerances are:
S.O. #	P.O. Qty:	prod wk:				fractional ± 1/16"
Material	Finish	Drawn By: Chad				.xxx ± 0.015
		Created: 5/7/2018				.xxx ± 0.005
		bar length	cut length	tolerance		angles ± 1 deg

NCDOT APPROVED PRODUCT LIST PRODUCT ID: NP18-8166



MFG_6031200 Raleigh Shelter (page1)		rev.	description	date	approved	Unless otherwise specified dimensions are in inches and tolerances are:
S.O. #	P.O. Qty:	prod wk:				fractional ± 1/16"
Material	Finish	Drawn By: Chad				.xxx ± 0.015
		Created: 5/7/2018				.xxx ± 0.005
		bar length	cut length	tolerance		angles ± 1 deg

NCDOT APPROVED PRODUCT LIST PRODUCT ID: NP18-8166



QUANTITY (7) SHELTERS THUS

- SPECIFICATIONS:**
- RAL9006 WHITE ALUMINUM POWDER COATED ALUMINUM STRUCTURE
 - 3/8" CLEAR POLYCARBONATE WALL GLAZING
 - 4" CURVELINE BENCH WITH BLACK HOPE SLATS
 - 6mm BRONZE STRUCTURED POLYCARBONATE ARCHED ROOF
 - SOLAR LIGHTING PACKAGE WITH L.E.D. LIGHT FIXTURE AND BATTERY ENCLOSURE



BRASCO INTERNATIONAL, INC.
32400 INDUSTRIAL DR.
MADISON HEIGHTS, MICHIGAN 48071
1-800-893-3665 WWW.BRASCO.COM

CUSTOMER:	GO TRIANGLE	DESIGNER:	HAJS	CHECKER:	BDH
PROJECT:	SUMLINE STYLE SHELTER	DATE:	7-13-20	DATE:	7-13-20
MODEL:	SL-05-10-C-0-AR-PC-PC-1-0-S	JOB #	6178A	SHEET:	S-001
		REVISION:			A

THIS DRAWING IS CONFIDENTIAL AND IS FOR THE SOLE USE OF OUR CUSTOMERS AND MAY NOT BE REPRODUCED OR COPIED WITHOUT WRITTEN PERMISSION FROM BRASCO INTERNATIONAL. LEAD TIME BEGINS UPON RECEIPT OF SIGNED APPROVAL.

NCDOT APPROVED PRODUCT LIST PRODUCT ID: NP14-6681

SHELTER INSTALLATION NOTES:

1. SHELTER MODELS AND ADDITIONAL AMENITIES ARE TO BE INSTALLED AT LOCATIONS AS SHOWN ON THE PLANS. THE CONTRACTOR WILL BE PROVIDED A LIST OF LOCATIONS FOR EACH SHELTER MODEL TO BE INSTALLED. SHELTERS TO BE INSTALLED WITHIN NCDOT RIGHT-OF-WAY ARE REQUIRED TO BE ADDED TO THE NCDOT APPROVED PRODUCTS LIST BEFORE INSTALLATION. ALL SHELTERS IN THIS SET OF PLANS ARE ON THE NCDOT APPROVED PRODUCTS LIST OR ARE IN THE PROCESS OF BEING REVIEWED FOR APPROVAL.
2. SHELTERS, BENCHES, TRASH CANS, AND OTHER AMENITIES ARE PURCHASED BY GOTRIANGLE AND ARE TO BE INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED. SEE SERIES 2 SHEETS FOR ADDITIONAL NOTES.
3. ANCHOR BOLTS FOR ALL AMENITIES ARE TO BE INSTALLED A MINIMUM OF 6" FROM THE EDGE OF CONCRETE UNLESS OTHERWISE SHOWN.

NOTES:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
3.) CUSTOM LETTERING AVAILABLE FOR RECESSED SIDE PANELS (TOTAL OF 37 SPACES)
 CUSTOM LETTERING (37 SPACES)

LENGTH OPTIONS:
 6' BENCH
 8' BENCH

DuMor, inc. BENCH
DATE DRAWN: 3/22/94
DRAWN BY: AH
REV. DATE: 11/21/99
REV. BY: JSB

NOTES:
1.) DURING ASSEMBLY PROCEDURE, DO NOT COMPLETELY TIGHTEN HARDWARE. THE ACTUAL PARTS WILL NOT BE NUMBERED. NUMBERS ONLY APPLY TO DRAWING.
2.) UPON COMPLETION OF ASSEMBLY SQUARE ALL COMPONENTS THEN TIGHTEN ALL HARDWARE.
3.) MOUNT AND ANCHOR AS SPECIFIED.

TOOLS REQ'D:
3/4" WRENCH
5/16" ALLEN WRENCH
1/2" MASONRY DRILL BIT
DRILL
RATCHET STRAP (PROVIDED)

PARTS LIST:

ITEM	QTY	PART NO.	DESCRIPTION
1	2	0-57-00-02	CAST IRON BENCH SUPPORT
2	1	0-57-00-04	71 3/4" PIPE BRACE
3	1	0-58-00-01	6" STL SEAT
4	6	1-12-005	1/2" X 2 1/2" FLT. SKT. HD. CAP. SCR.

KITS PROVIDED:

ITEM	QTY	PART NO.	DESCRIPTION
5	1	K-F0840-6	1/2" CAP. HARDWARE KIT (6PCS)
6	1	K-AN0080-4	1/2" X 3 3/4" SS ANCHOR KIT (4PCS)

ASSEMBLY INSTRUCTIONS:
1. PLACE SEAT ASSEMBLY ON WORK SURFACE ALLOWING ACCESS TO ENDS. PLACE RATCHET STRAP AROUND SEAT ASSEMBLY AS SHOWN ABOVE.
2. TIGHTEN STRAP UNTIL SHIPPING BRACKET BECOMES LOOSE, THEN REMOVE AND DISCARD BOLTS & SHIPPING BRACKET.
3. ATTACH CAST SUPPORT TO SEAT ASSEMBLY. IF HOLES IN CASTING DO NOT ALIGN WITH THE RATCHET STRAP.
4. ATTACH 71 3/4" PIPE BRACE TO STEP 1 ASSEMBLY.

DuMor, inc. ASSEMBLY INSTRUCTIONS
DATE DRAWN: 3/22/94
DRAWN BY: AH
REV. DATE: 11/21/99
REV. BY: JSB

NOTE:
1.) DURING ASSEMBLY PROCEDURE, DO NOT COMPLETELY TIGHTEN HARDWARE. ALL COMPONENTS THEN TIGHTEN ALL HARDWARE. NUMBERS ONLY APPLY TO DRAWING.

STEP 1:
USE 1 - PCS. CAST IRON BENCH SUPPORT (2)
1 - PC. 6" SEAT ASSEMBLY (3)
4 - PCS. 1/2" X 2 1/2" FLT. SKT. HD. CAP. SCR. (4)
ATTACH CAST IRON BENCH SUPPORTS (2) TO 6" SEAT ASSEMBLY (3) USING HARDWARE (4). TIGHTEN TO SNUG FIT.

STEP 2:
USE 1 - PC. 71 3/4" PIPE BRACE (1)
2 - PCS. 1/2" X 2 1/2" FLT. SKT. HD. CAP. SCR. (4)
ATTACH 71 3/4" PIPE BRACE (1) TO STEP 1 ASSEMBLY USING HARDWARE (4). TIGHTEN TO SNUG FIT.

STEP 3:
UPON COMPLETION OF BENCH ASSEMBLY SQUARE ALL COMPONENTS THEN TIGHTEN ALL HARDWARE.

STEP 4:
MOUNT AND ANCHOR AS SPECIFIED.

SCALE: NONE
TITLE: BENCH ASSEMBLY

DuMor, inc. BENCH ASSEMBLY
DATE DRAWN: 3/22/94
DRAWN BY: AH
REV. DATE: 12/14/99
REV. BY: JSB

NOTES:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED

LENGTH OPTIONS:
 6' BENCH
 8' BENCH

DuMor, inc. BENCH
DATE DRAWN: 3/22/94
DRAWN BY: AH
REV. DATE: 12/14/99
REV. BY: JSB

NOTES:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
3.) SIDE OF RECEPTACLE HINGES OPEN FOR REMOVAL OF LINER.
4.) LATCH PROVIDED W/ KEY, USE OF KEY OPTIONAL.
5.) RECEPTACLE FULLY ASSEMBLED AT FACTORY.

DuMor, inc. RECEPTACLE
DATE DRAWN: 12/01/00
DRAWN BY: HD
REV. DATE: 6/7/17
REV. BY: JSB

NOTES:
1.) DURING ASSEMBLY PROCEDURE, DO NOT COMPLETELY TIGHTEN HARDWARE. THE ACTUAL PARTS WILL NOT BE NUMBERED. NUMBERS ONLY APPLY TO DRAWING.
2.) UPON COMPLETION OF ASSEMBLY SQUARE ALL COMPONENTS THEN TIGHTEN ALL HARDWARE.
3.) MOUNT AND ANCHOR AS SPECIFIED.

TOOLS REQ'D:
3/4" WRENCH
1/2" MASONRY DRILL BIT
DRILL

PARTS LIST:

ITEM	QTY	PART NO.	DESCRIPTION
1	1	0-102-300H-F10	30 GAL. STL. RECEPT. ASSEMBLY W/ FLT. TOP
2	1	49-32	32 GAL. PL. LINER W/ HANDLE, BLK.

KITS PROVIDED:

ITEM	QTY	PART NO.	DESCRIPTION
3	1	K-AN0080-3	1/2" X 3 3/4" SS ANCHOR KIT (6PCS)

ASSEMBLY INSTRUCTIONS:
1. ATTACH CAST IRON BENCH SUPPORT TO CAST IRON BENCH SUPPORTS.
2. REMOVE 1/2" X 2 1/2" FLT. SKT. HD. CAP. SCR. FROM SHIPPING BRACKET AND DISCARD.
3. TIGHTEN STRAP UNTIL SHIPPING BRACKET BECOMES LOOSE, THEN REMOVE AND DISCARD BOLTS & SHIPPING BRACKET.
4. TIGHTEN HARDWARE THEN REMOVE RATCHET STRAP AND REPEAT THIS PROCEDURE ON THE OTHER END OF BENCH.
5. ATTACH CAST IRON BENCH SUPPORT TO SEAT ASSEMBLY. IF HOLES IN CASTING DO NOT ALIGN WITH THE RATCHET STRAP, ADJUST BY USING THE RATCHET STRAP.

DuMor, inc. ASSEMBLY INSTRUCTIONS
DATE DRAWN: 12/01/00
DRAWN BY: HD
REV. DATE: 6/7/17
REV. BY: JSB

LENGTH OPTIONS:
 6' BENCH
 8' BENCH

NOTES:
1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
2.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
3.) CUSTOM LETTERING AVAILABLE FOR RECESSED SIDE PANELS (TOTAL OF 37 SPACES)
 CUSTOM LETTERING (37 SPACES)

DuMor, inc. BENCH
DATE DRAWN: 03/22/94
DRAWN BY: AH
REV. DATE: 12/14/99
REV. BY: JSB

ASSEMBLY INSTRUCTIONS:
1. ATTACH CAST IRON BENCH SUPPORT TO CAST IRON BENCH SUPPORTS.
2. REMOVE 1/2" X 2 1/2" FLT. SKT. HD. CAP. SCR. FROM SHIPPING BRACKET AND DISCARD.
3. TIGHTEN STRAP UNTIL SHIPPING BRACKET BECOMES LOOSE, THEN REMOVE AND DISCARD BOLTS & SHIPPING BRACKET.
4. TIGHTEN HARDWARE THEN REMOVE RATCHET STRAP AND REPEAT THIS PROCEDURE ON THE OTHER END OF BENCH.
5. ATTACH CAST IRON BENCH SUPPORT TO SEAT ASSEMBLY. IF HOLES IN CASTING DO NOT ALIGN WITH THE RATCHET STRAP, ADJUST BY USING THE RATCHET STRAP.

DuMor, inc. ASSEMBLY INSTRUCTIONS
DATE DRAWN: 12/21/99
DRAWN BY: JSB
REV. DATE: 02/02/00
REV. BY: JSB

3/30/2026
user: eah,jsb
Raleigh-CE-Details.dgn



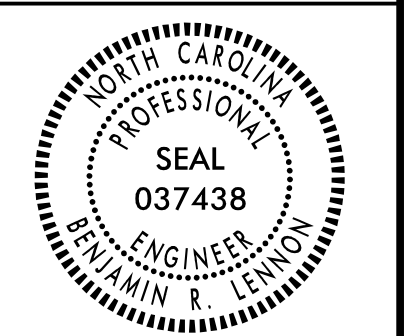
WAKE COUNTY
GOTRIANGLE BUS STOPS
STANDARD DETAILS

REVISIONS

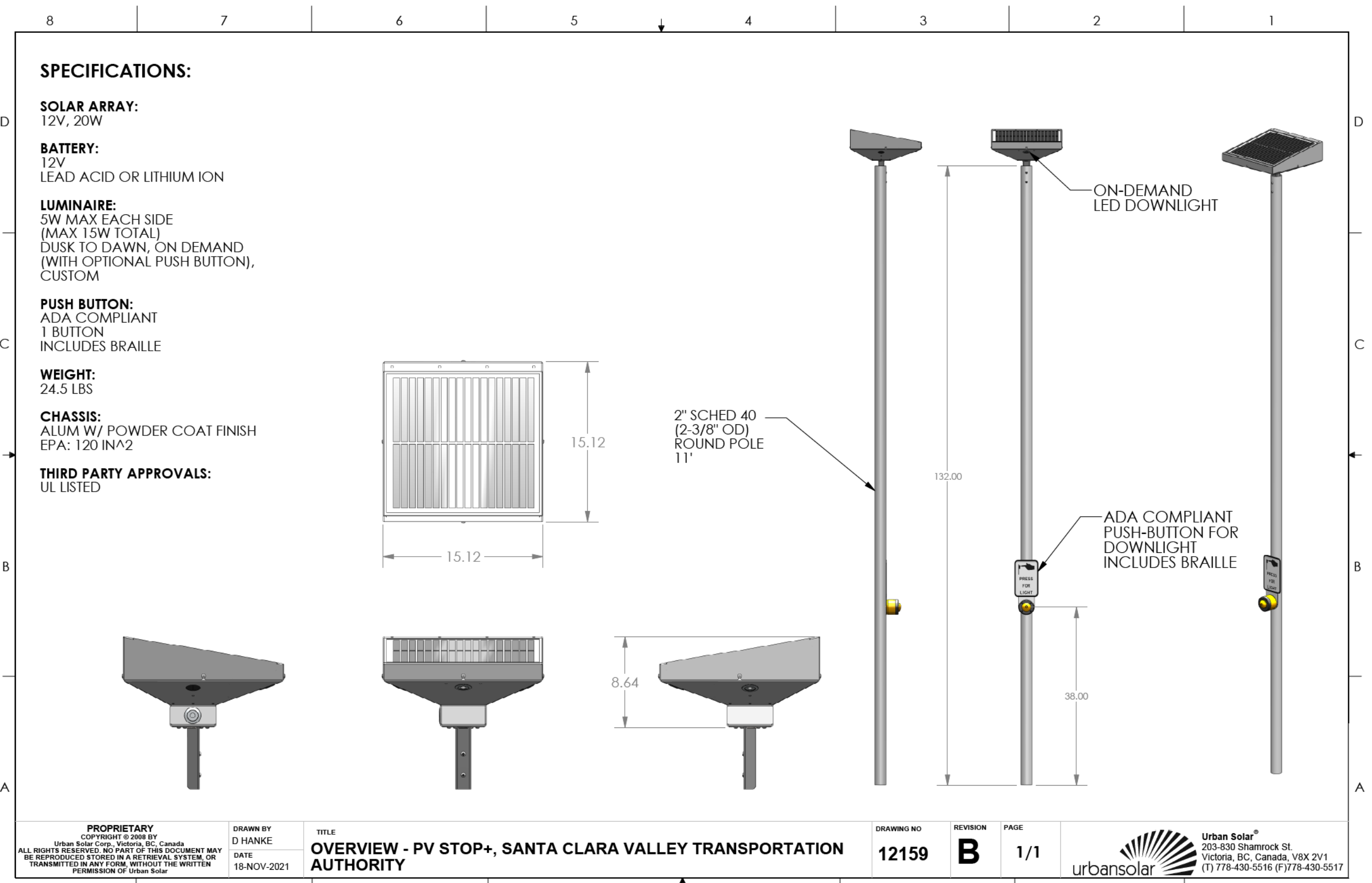
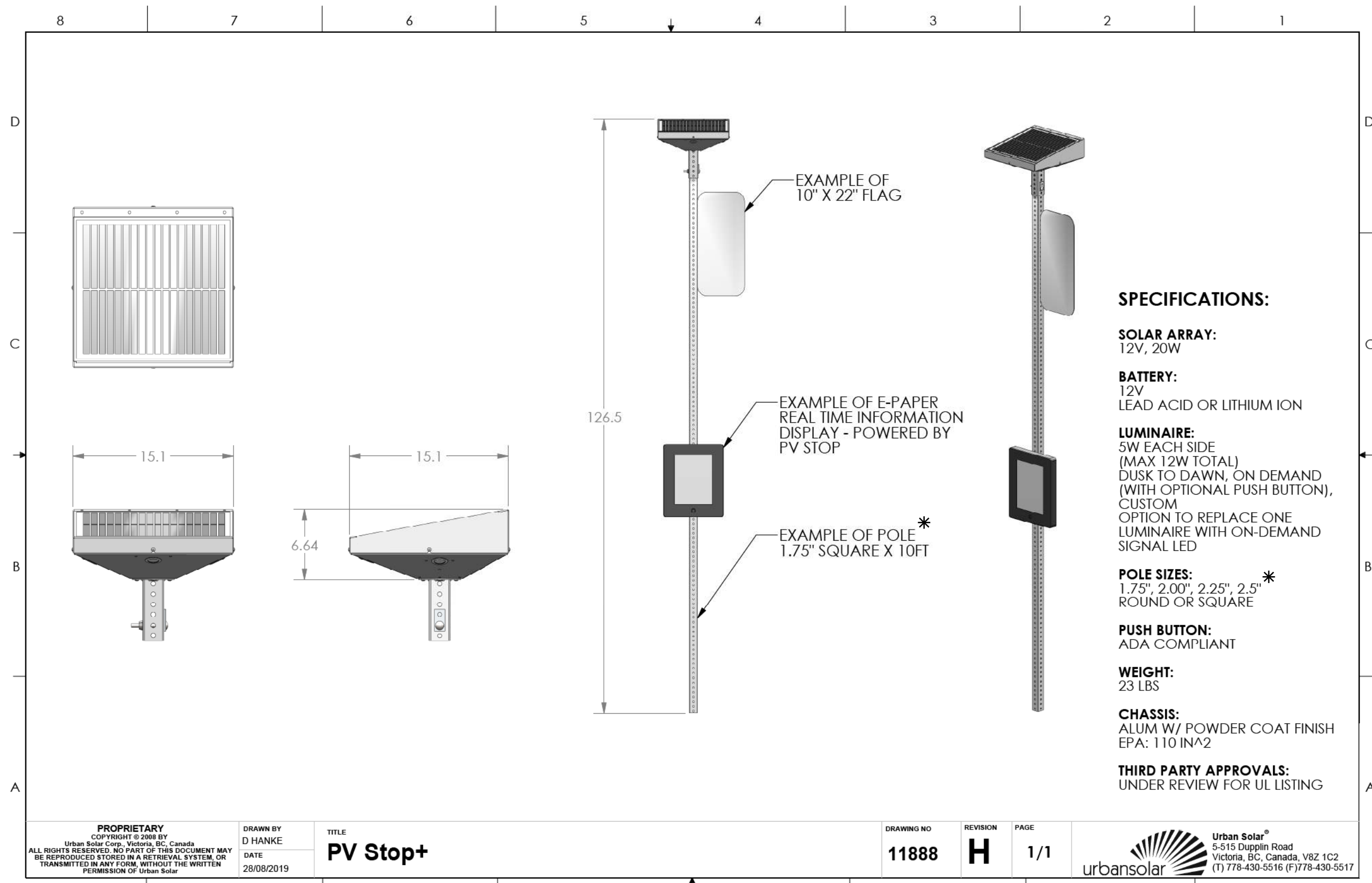
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL

NOT TO SCALE

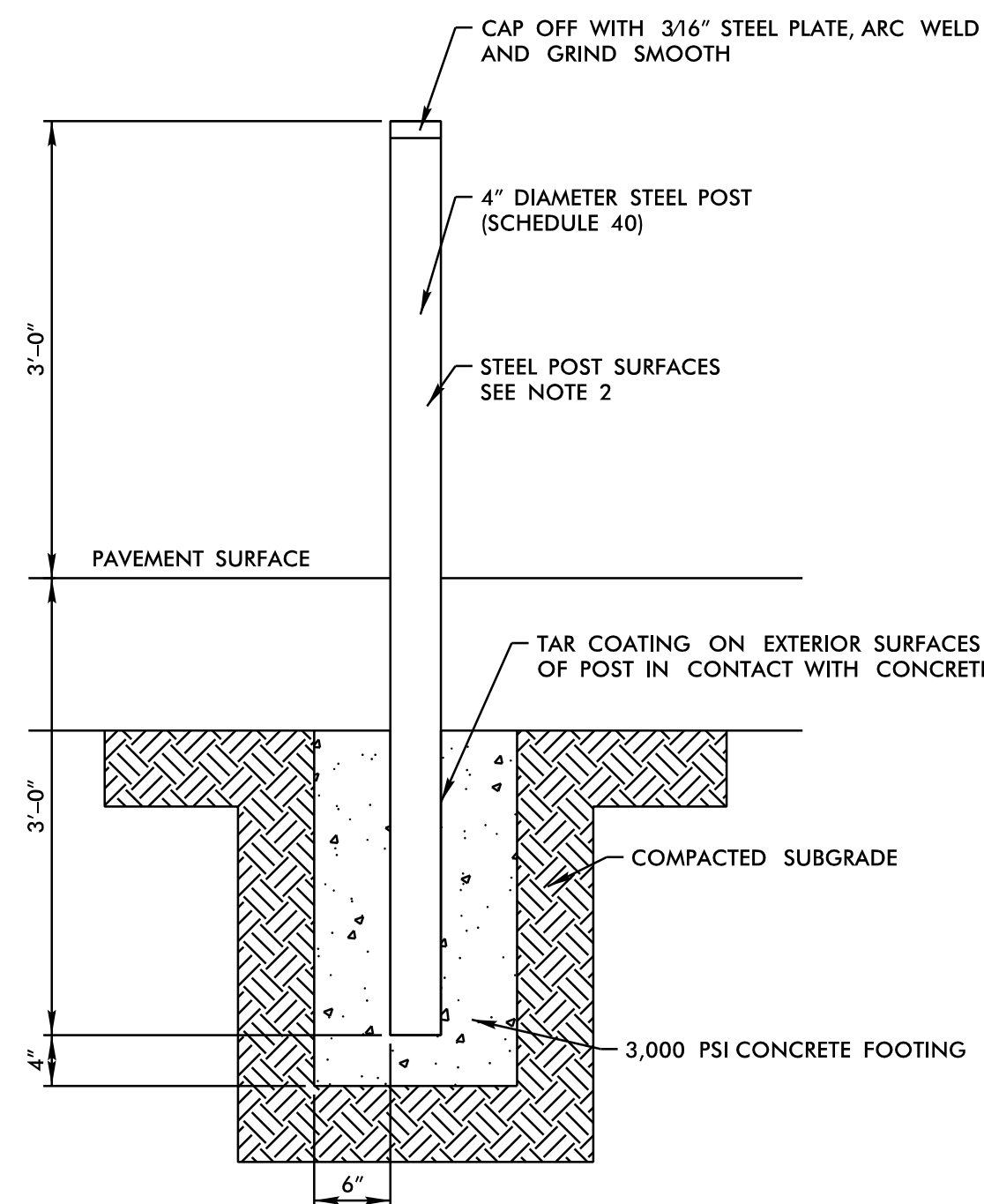


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POST MOUNTED LIGHTING SYSTEM

NOT TO SCALE
*2" SQUARE POST SIZE TO BE USED UNLESS OTHERWISE NOTED FOR ALL SOLAR LIGHTING SYSTEM AND PUSH BUTTON ASSEMBLIES. TELSPAR OWIK PUNCH OR APPROVED EQUAL WITH GALVANIZED ZINC OR BLACK GALVANIZED ZINC FINISH.
THE CONTRACTOR SHALL EXCAVATE A 2-FOOT MINIMUM DEPTH HOLE FOR INSTALLATION OF THE SOLAR LIGHT POLE. THE 12-FOOT LIGHT POLE SHALL BE INSTALLED AS CLOSE TO THE ADJACENT CONCRETE PAD AS ALLOWED, WHILE MAINTAINING REQUIRED CLEARANCES AND CONSTRUCTABILITY. THE POLE SHALL BE SET PLUMB AND CENTERED IN THE EXCAVATION. THE EXCAVATION SHALL BE FILLED WITH CAST-IN-PLACE CONCRETE TO WITHIN 2 INCHES OF FINISHED GRADE. THE REMAINING 2 INCHES SHALL BE BACKFILLED WITH TOPSOIL AND COMPACTED FLUSH WITH SURROUNDING GRADE.

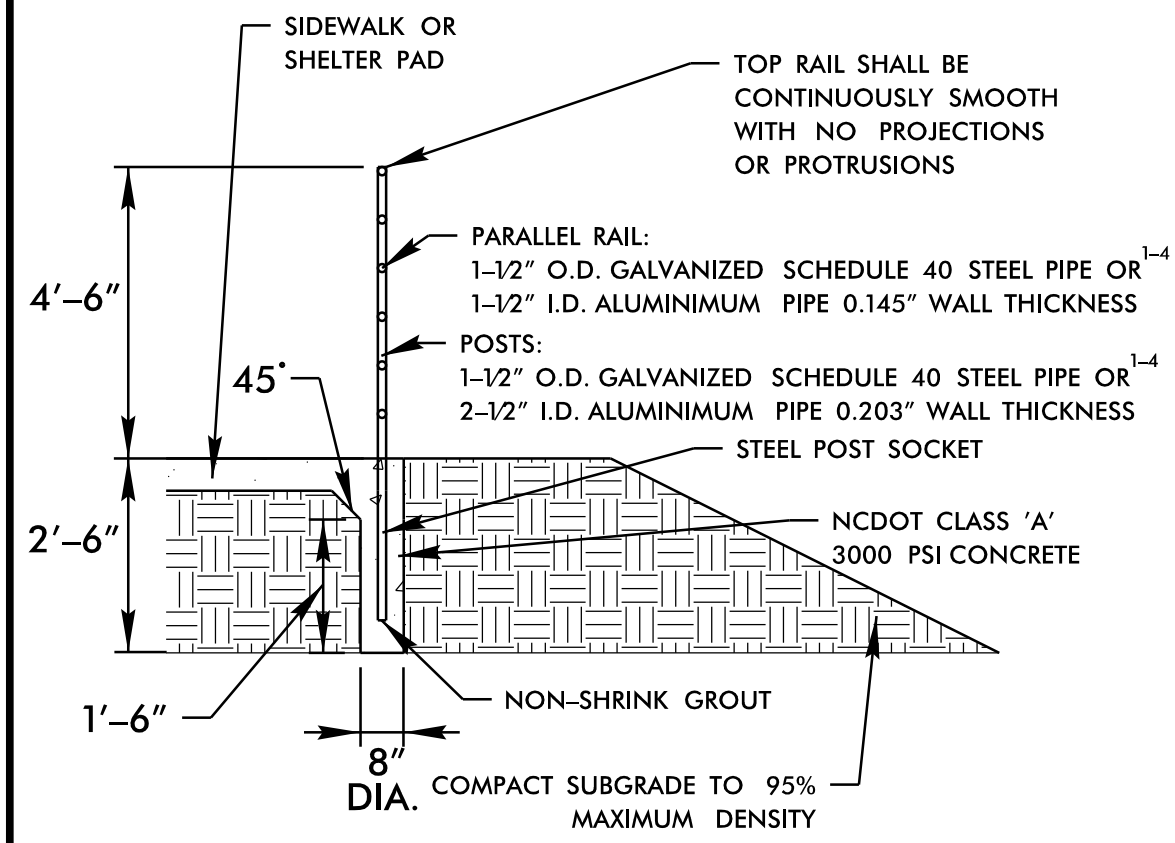


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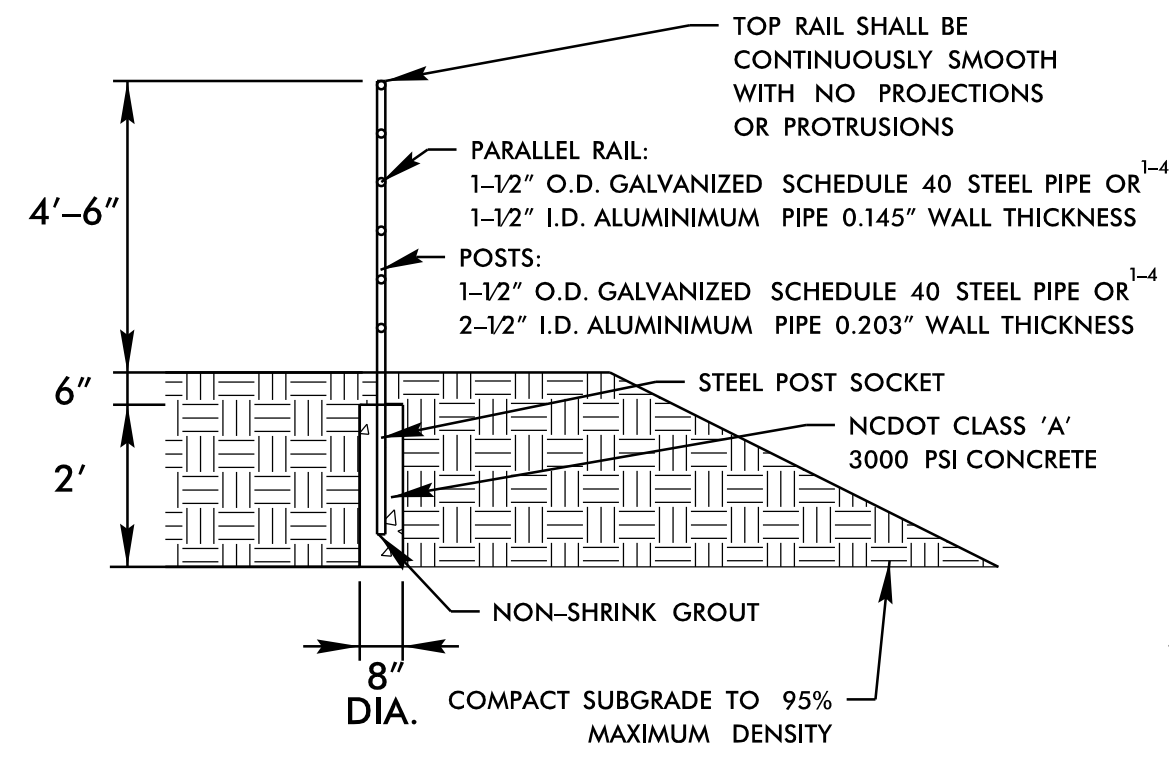
- ENSURE 1' CLEAR SPACE BETWEEN EDGE OF BOLLARD AND ANY PROPOSED AMENITY.
- ALL SURFACES ARE TO BE HOT DIPPED GALVANIZED AND SHOP PRIMED AND PAINTED WITH TWO COATS INDUSTRIAL ENAMEL "SAFETY YELLOW."

3/30/2026
user: eah
raleigh_2F_Details.dgn

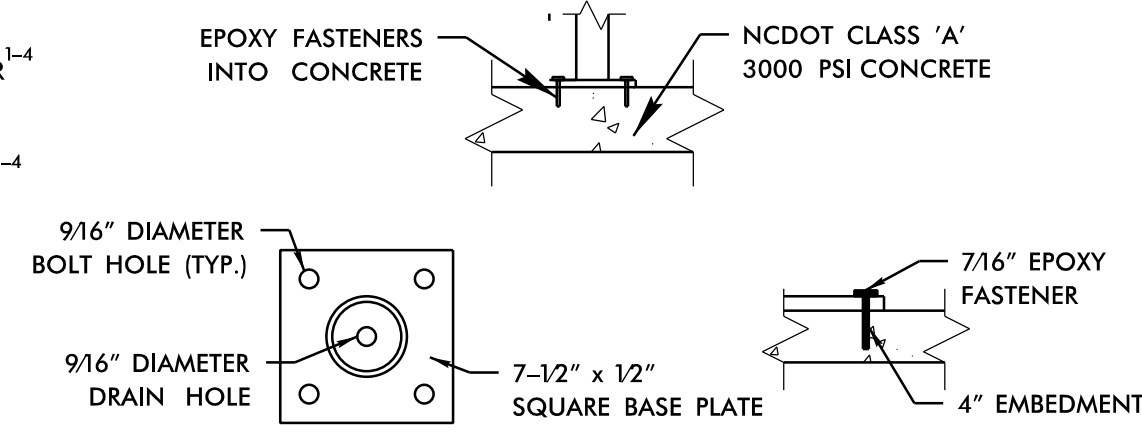
PEDESTRIAN SAFETY RAIL



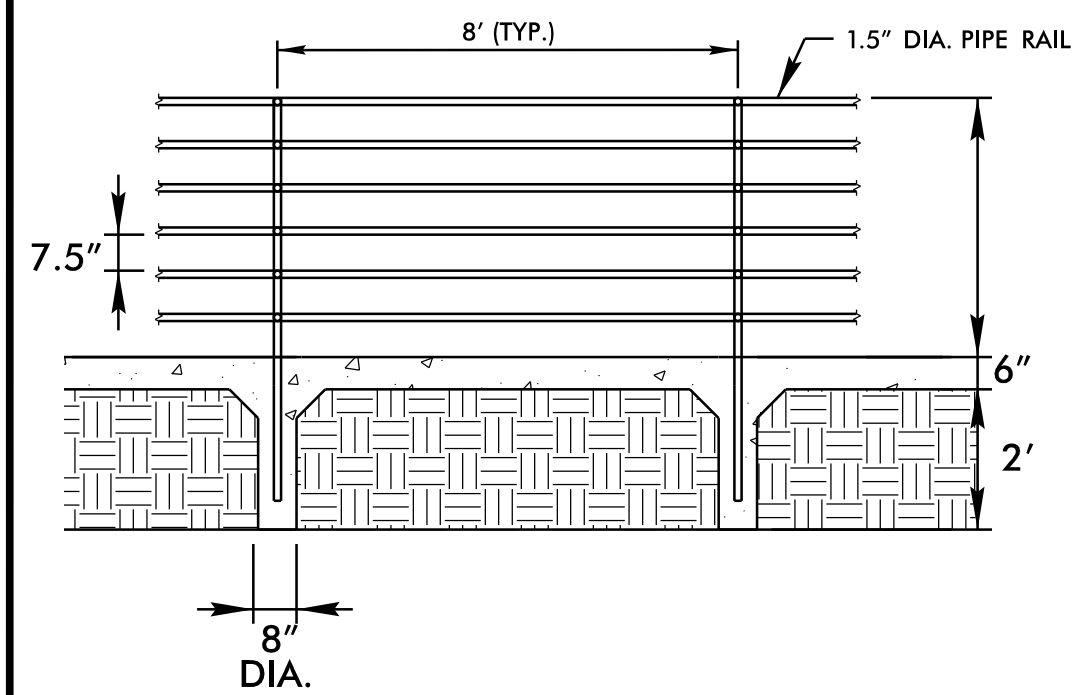
SECTION VIEW (METHOD A)



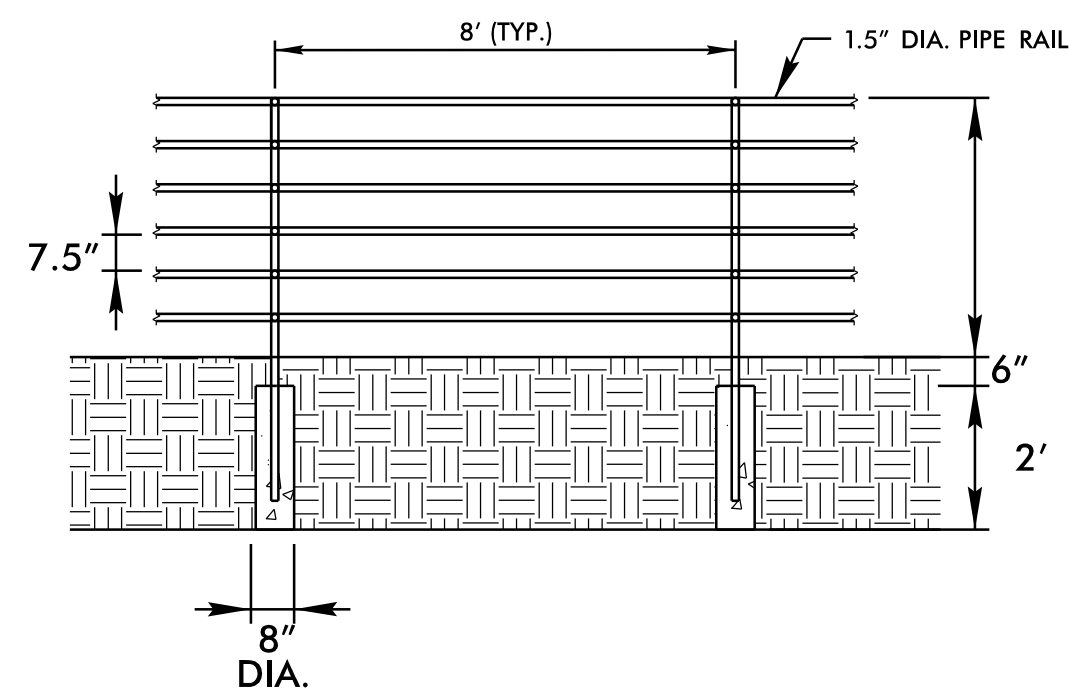
SECTION VIEW (METHOD B)



ALUMINUM POST MOUNT (METHOD C)



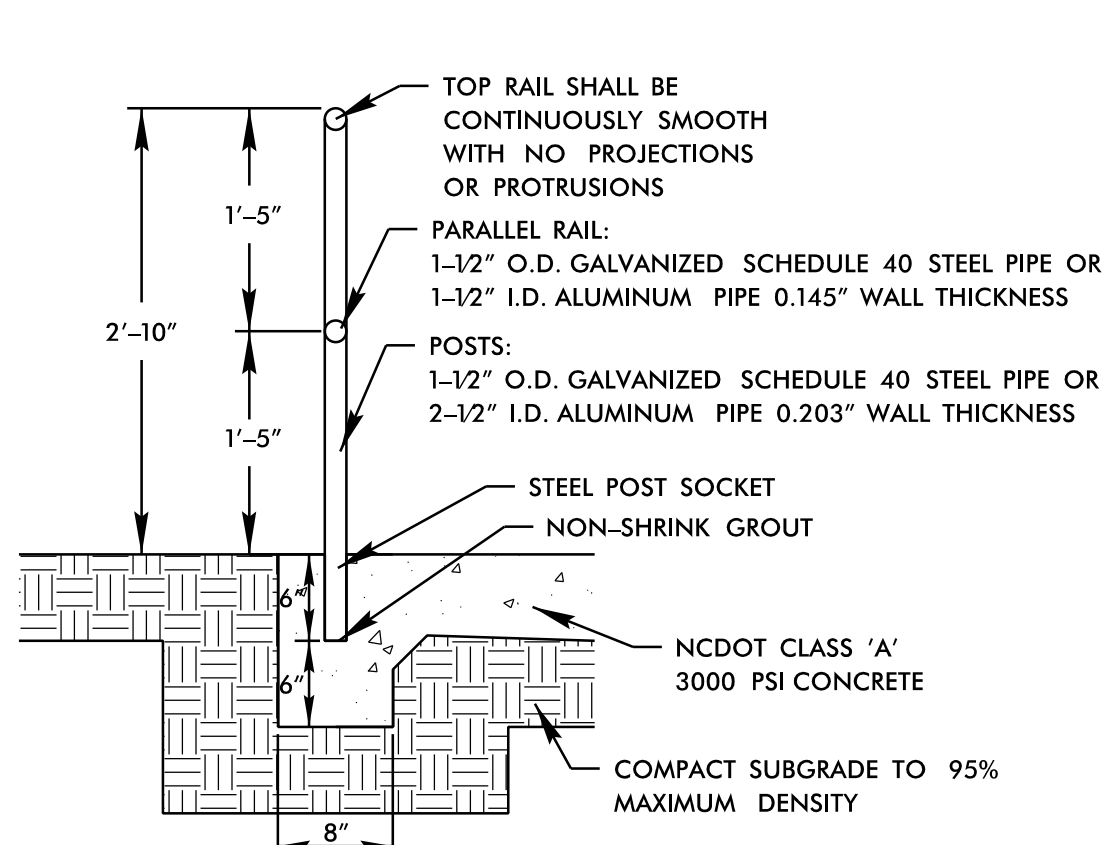
HORIZONTAL VIEW (METHOD A)



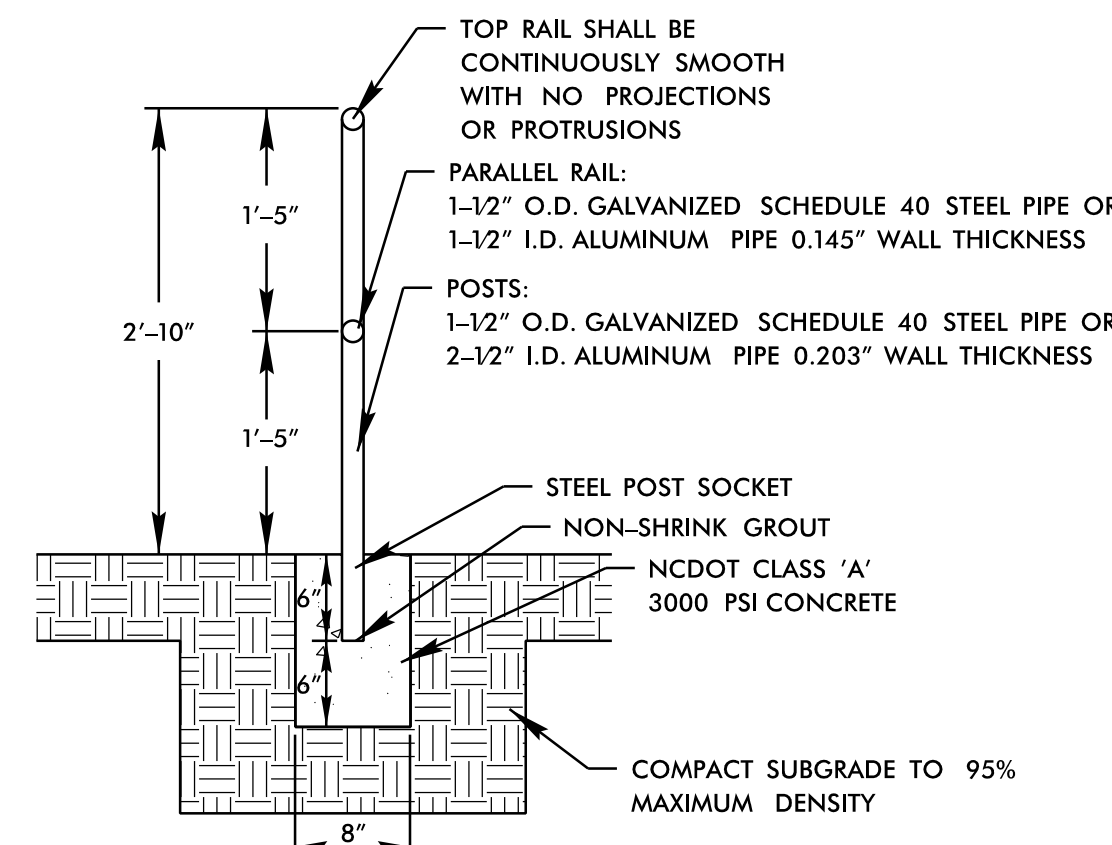
HORIZONTAL VIEW (METHOD B)

- NOTES:
1. CONSTRUCT PROPOSED STEEL PIPE RAIL OF 1.5" DIAMETER SCHEDULE 40 PLAIN END GALVANIZED STEEL PIPE MEETING REQUIREMENTS OF ASTM A53.
 2. REPAIR GALVANIZING IN ACCORDANCE WITH SECTION 1076 OF THE NCDOT STANDARD SPECIFICATIONS.
 3. PAINT IN ACCORDANCE WITH SECTION 1080 OF THE NCDOT SPECIFICATIONS.
 4. WELD IN ACCORDANCE WITH ARTICLE 1072-18 OF THE NCDOT STANDARD SPECIFICATIONS.
 5. SHOP DRAWINGS OF PEDESTRIAN SAFETY RAIL ARE TO BE PROVIDED TO ENGINEER FOR REVIEW PRIOR TO APPROVAL.
 6. PLACEMENT OF SAFETY RAIL IN RELATION TO SHOULDER BREAK POINT AND SIDEWALK MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.

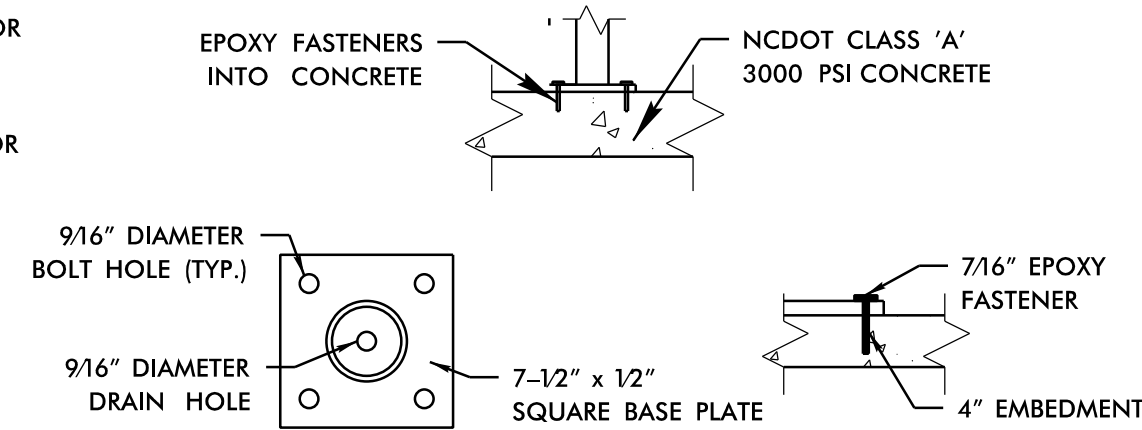
PEDESTRIAN HANDRAIL



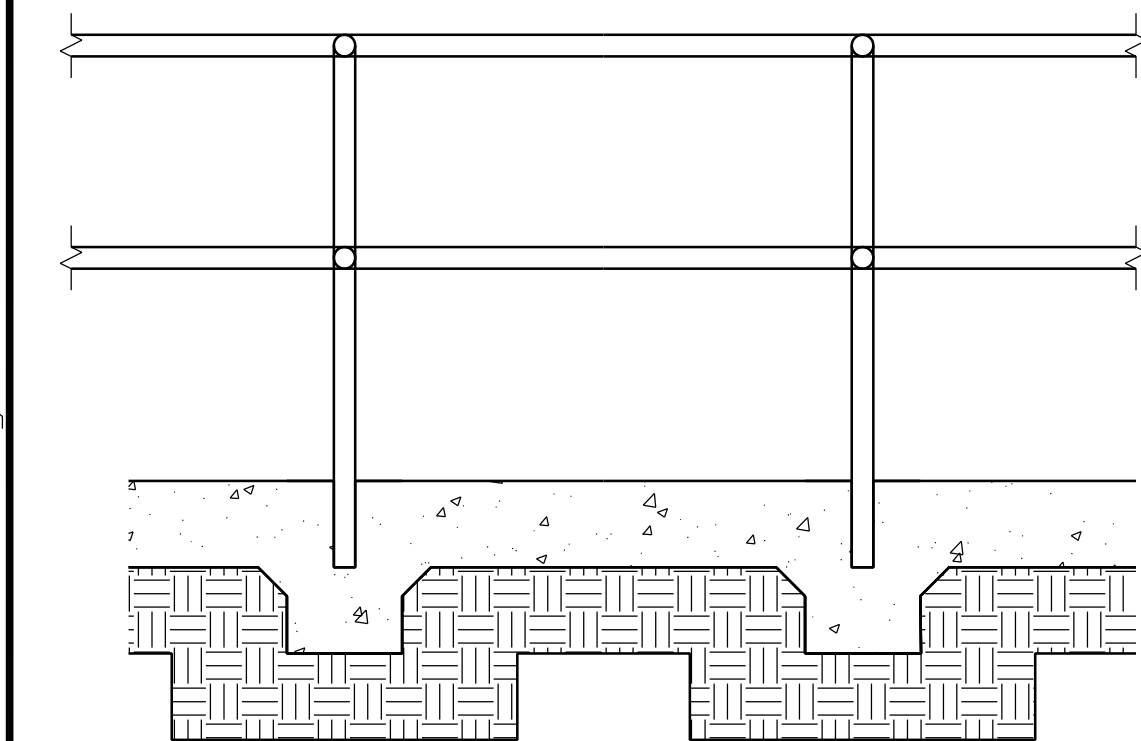
SECTION VIEW (METHOD A)



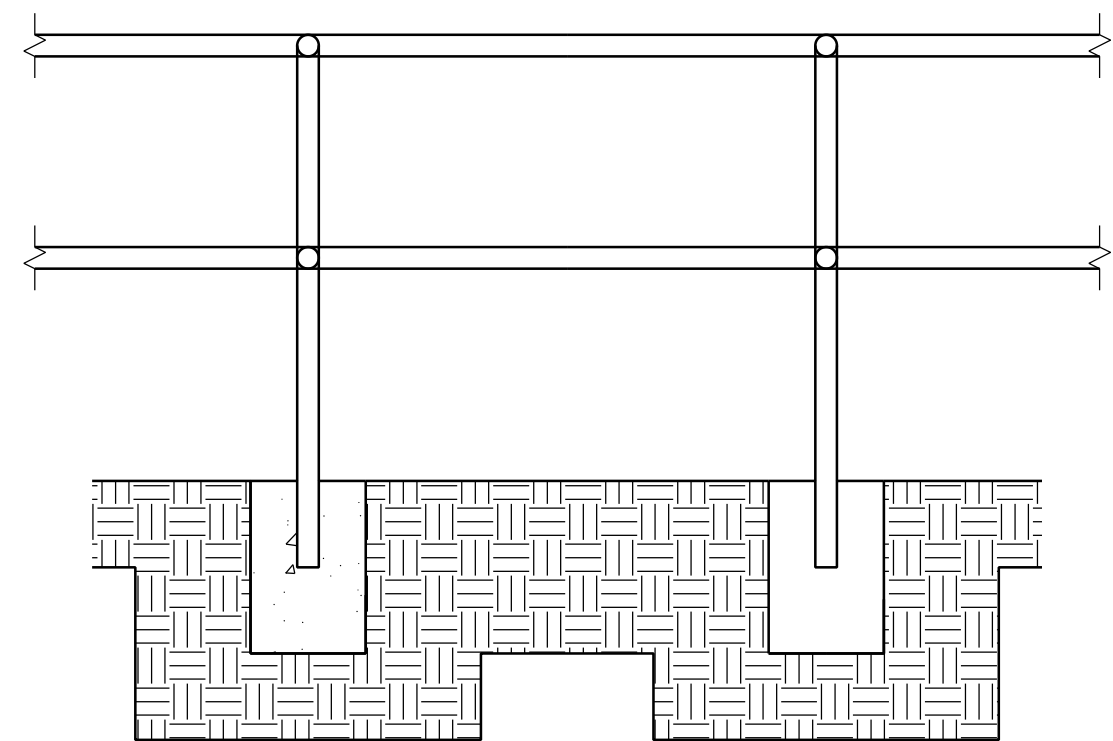
SECTION VIEW (METHOD B)



ALUMINUM POST MOUNT (METHOD C)



HORIZONTAL VIEW (METHOD A)



HORIZONTAL VIEW (METHOD B)

- NOTES:
1. CONSTRUCT PROPOSED STEEL PIPE RAIL OF 1.5" DIAMETER SCHEDULE 40 PLAIN END GALVANIZED STEEL PIPE MEETING REQUIREMENTS OF ASTM A53.
 2. REPAIR GALVANIZING IN ACCORDANCE WITH SECTION 1076 OF THE NCDOT STANDARD SPECIFICATIONS.
 3. PAINT IN ACCORDANCE WITH SECTION 1080 OF THE NCDOT SPECIFICATIONS.
 4. WELD IN ACCORDANCE WITH ARTICLE 1072-18 OF THE NCDOT STANDARD SPECIFICATIONS.
 5. SHOP DRAWINGS OF PEDESTRIAN SAFETY RAIL ARE TO BE PROVIDED TO ENGINEER FOR REVIEW PRIOR TO APPROVAL.
 6. PLACEMENT OF HANDRAIL IN RELATION TO SHOULDER BREAK POINT AND SIDEWALK MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.



WAKE COUNTY
GOTRIANGLE BUS STOPS
DETAILS

REVISIONS	DATE	DESCRIPTION

DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL

NOT TO SCALE



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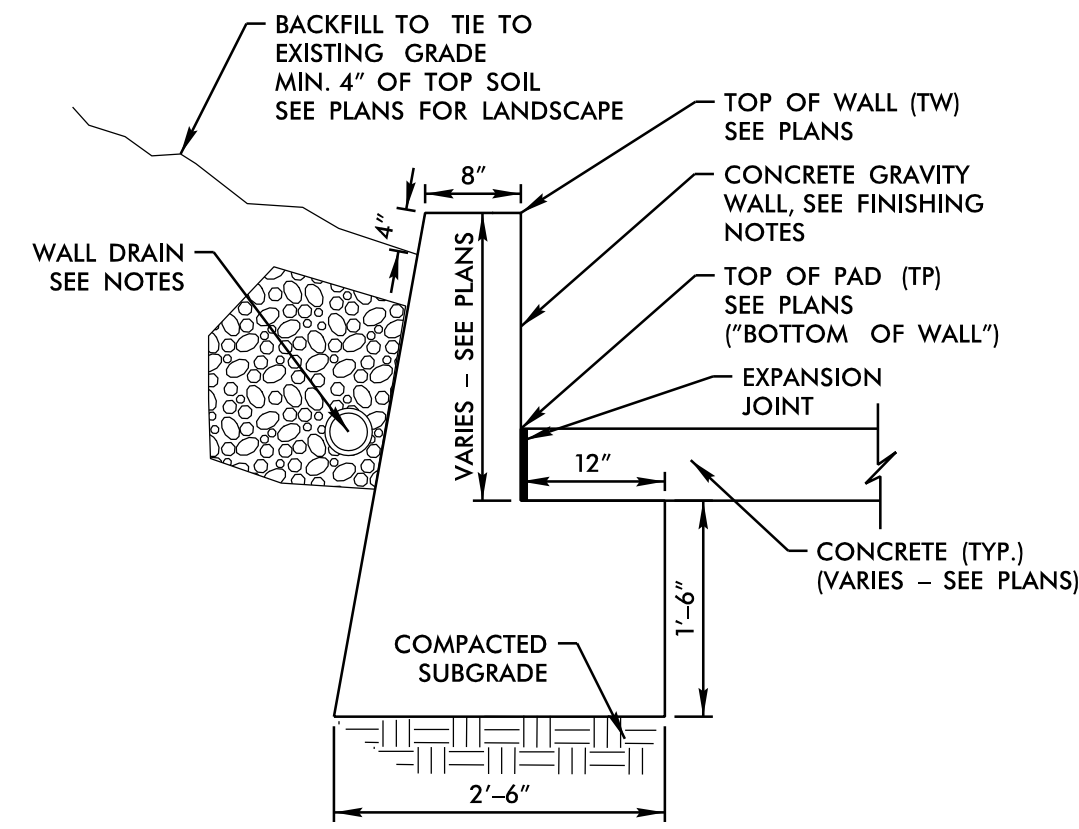


WAKE COUNTY
GOTRIANGLE BUS STOPS
DETAILS

REVISIONS
DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL

DATE: 03/30/2026
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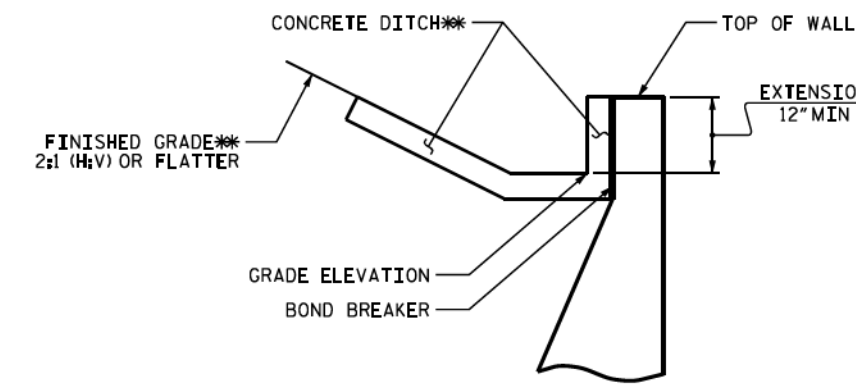
NOT TO SCALE



CIP GRAVITY RETAINING WALL
NTS

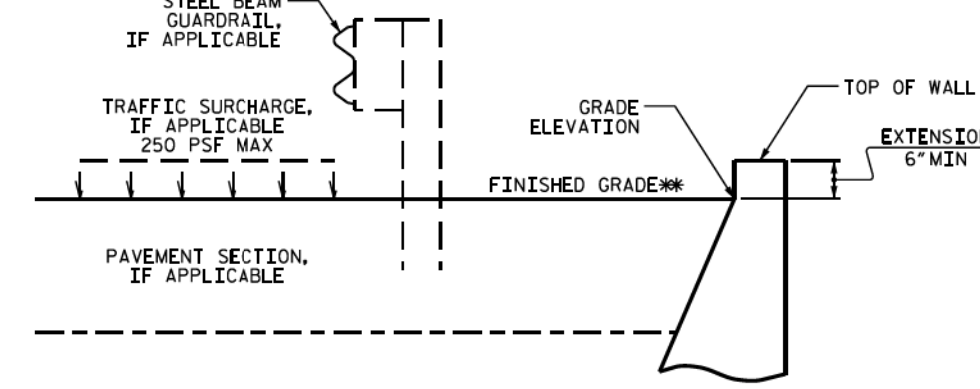
NOTES:

- USE CLASS A CONCRETE AND PROVIDE CLASS I SURFACE FINISH ON ALL EXPOSED SURFACES. CONTRACTOR TO USE PROPER FLEX-SHAFT CONCRETE VIBRATOR TO ENSURE AIR IS REMOVED DURING THE POUR.
- PROVIDE GROOVED CONTRACTION JOINTS EVERY 10'-0".
- PROVIDE 4" PERFORATED PVC DRAIN PIPE THE LENGTH OF THE WALL. WRAP PIPE WITH FILTER FABRIC AND PROVIDE 1' WIDE BY 1' DEEP WASHED STONE AROUND PIPE. DAYLIGHT AT ENDS AND PROVIDE SOCK AROUND ENTIRE PIPE.
- DO NOT BACKFILL WALL UNTIL CONCRETE DEVELOPS A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI. COMPACT BACKFILL AND COMPACT WITH HAND OPERATED EQUIPMENT.
- TAPER ENDS OF WALL AS SHOWN ON THE PLANS OR TO 6" ABOVE GRADE 1' FROM THE EDGE OF THE SIDEWALK.
- WALL SIMILAR TO NCDOT STANDARD DRAWING 453.01. FOOTING WIDTH TO BE DETERMINED BASED ON WALL HEIGHT. SEE PLANS.



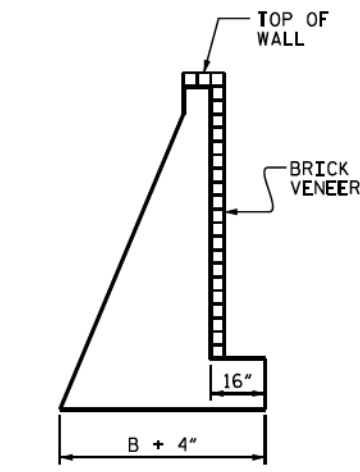
SLOPE CASE

SEE ROADWAY PLANS FOR CONCRETE DITCH AND FINISHED GRADE DETAILS.



NO SLOPE CASE

SEE ROADWAY PLANS FOR FINISHED GRADE DETAILS.

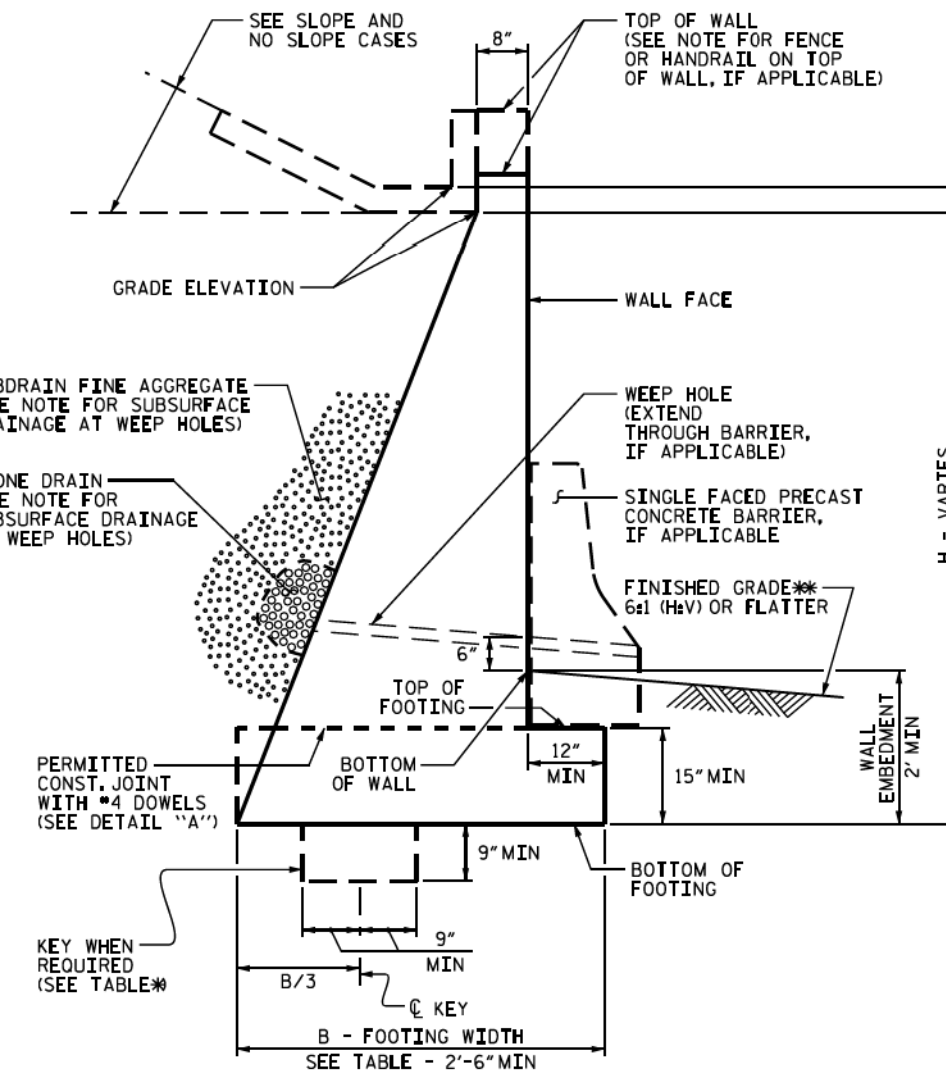


BRICK VENEER DETAIL

(WHEN APPLICABLE)

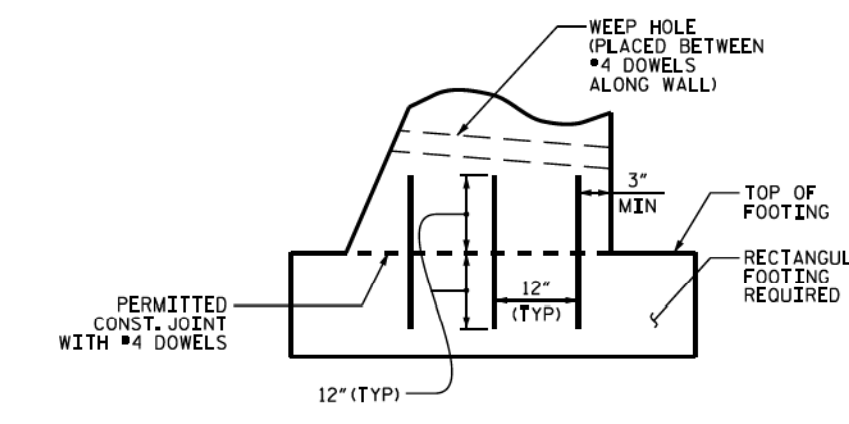
NOTES:

- FOR STANDARD CIP GRAVITY RETAINING WALLS, SEE SECTION 453 OF THE STANDARD SPECIFICATIONS.
- FOR STEEL BEAM GUARDRAIL, SEE ROADWAY PLANS AND SECTION 862 OF THE STANDARD SPECIFICATIONS.
- FOR SINGLE FACED PRECAST CONCRETE BARRIER, SEE ROADWAY PLANS AND SECTION 857 OF THE STANDARD SPECIFICATIONS.
- FOR FENCES OR HANDRAILS ON TOP OF WALLS, SEE ROADWAY PLANS FOR FENCE OR HANDRAIL ATTACHMENT DETAILS.
- FOR SUBSURFACE DRAINAGE AT WEEP HOLES, SEE ARTICLE 414-8 OF THE STANDARD SPECIFICATIONS.
- STANDARD CIP GRAVITY WALLS ARE BASED ON THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:
UNIT WEIGHT, $\gamma = 120$ PCF
FRICTION ANGLE, $\phi = 35$ DEGREES (GROUNDWATER WITHIN 7' OF BOTTOM OF FOOTING)
FRICTION ANGLE, $\phi = 30$ DEGREES (GROUNDWATER MORE THAN 7' BELOW BOTTOM OF FOOTING)
COHESION, $c = 0$ PSF
- DO NOT USE STANDARD CIP GRAVITY WALLS IF ASSUMED SOIL PARAMETERS ARE NOT APPLICABLE OR GROUNDWATER IS ABOVE BOTTOM OF FOOTING.
- DO NOT USE STANDARD CIP GRAVITY WALLS WHEN VERY LOOSE OR SOFT SOIL OR MUCK IS BELOW WALLS.
- BEFORE BEGINNING STANDARD CIP GRAVITY WALL CONSTRUCTION, SURVEY WALL LOCATIONS AND SUBMIT WALL PROFILE VIEWS (WALL ENVELOPES) FOR REVIEW. FOR WALL ENVELOPES, INCLUDE BOTTOM OF WALL, EXISTING GROUND AND GRADE ELEVATIONS AND OTHER ELEVATIONS AS NEEDED AT INTERVALS OF 25' OR LESS ALONG WALLS. DO NOT START WALL CONSTRUCTION UNTIL WALL ENVELOPES ARE ACCEPTED.
- FOR BRICK VENEERS, SUBMIT BRICK SAMPLES FOR APPROVAL BEFORE BEGINNING STANDARD CIP GRAVITY WALL CONSTRUCTION.
- DO NOT PLACE CONCRETE FOR FOOTINGS UNTIL EXCAVATION DIMENSIONS AND FOUNDATION MATERIAL ARE APPROVED.
- WHEN CONSTRUCTING STANDARD CIP GRAVITY WALLS WITH A CONSTRUCTION JOINT AS SHOWN IN DETAIL "A", PROVIDE A MINIMUM OF 3 EQUALLY SPACED #4 DOWELS AT INTERVALS OF 1'-6" ALONG WALLS.



STANDARD CIP GRAVITY WALL

SEE ROADWAY PLANS FOR FINISHED GRADE DETAILS.



DETAIL "A"

H (FT)	3 - < 6	6 - 9	> 9 - 12
SLOPE CASE	.66	.70*	.75*
NO SLOPE CASE WITH TRAFFIC SURCHARGE	.80	.75*	.70*
NO SLOPE CASE WITHOUT TRAFFIC SURCHARGE	.60	.60	.60

B/H RATIO (B = 2'-6" MIN)

*KEY IS REQUIRED FOR "SLOPE CASE" OR "NO SLOPE CASE WITH TRAFFIC SURCHARGE" WHEN H IS 6' OR GREATER.

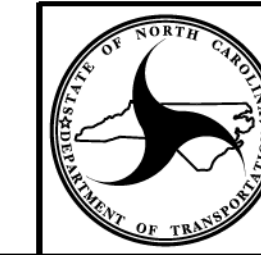
PROJECT NO.: _____ COUNTY _____

STATION: _____ WALL ID RW-____

STANDARD DETAIL NO. 453.01

STANDARD CIP GRAVITY RETAINING WALL

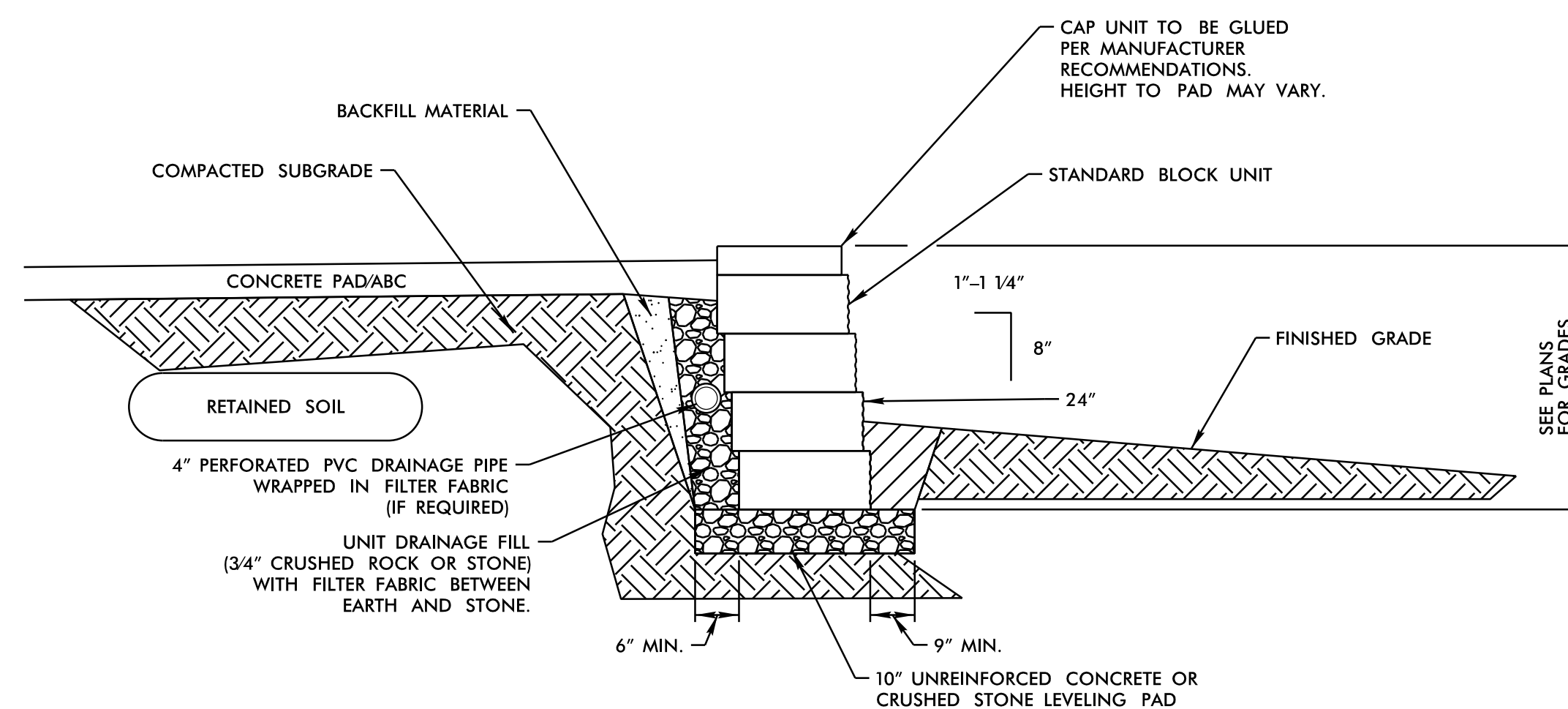
DATE: 10-19-21



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

NCDOT STD. 453.01 (STANDARD CIP GRAVITY RETAINING WALL)

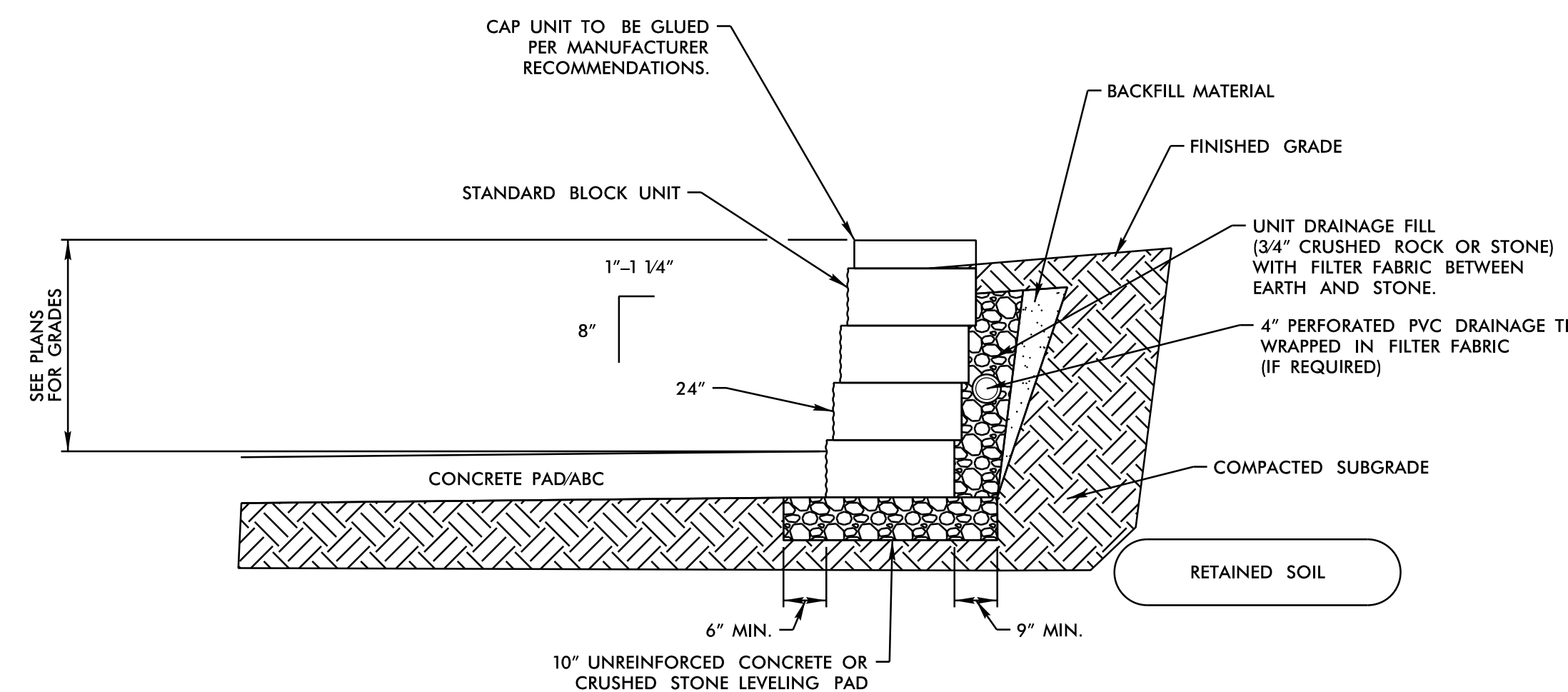
FOR REFERENCE ONLY - REFER TO PROJECT NOTES AND DETAILS FOR RETAINING WALL DESIGN



SEGMENTAL BLOCK RETAINING WALL (FILL)
NTS

NOTES:

- WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY ENGINEER.
- STANDARD UNIT DIMENSIONS ARE CONCRETE BLOCKS 18" WIDE BY 18" DEEP BY 8" TALL WITH PIN OR SIMILAR LOCKING MECHANISM FOR UNITS.
- USE GEOGRID MATERIAL WHEN REQUIRED BY MANUFACTURER.
- CONTRACTOR TO INSTALL WEEP HOLES AT LOCATIONS DETERMINED BY THE ENGINEER.
- CONTRACTOR TO SUBMIT DETAIL OF WALL UNITS TO ENGINEER FOR APPROVAL PRIOR TO BEGINNING CONSTRUCTION.



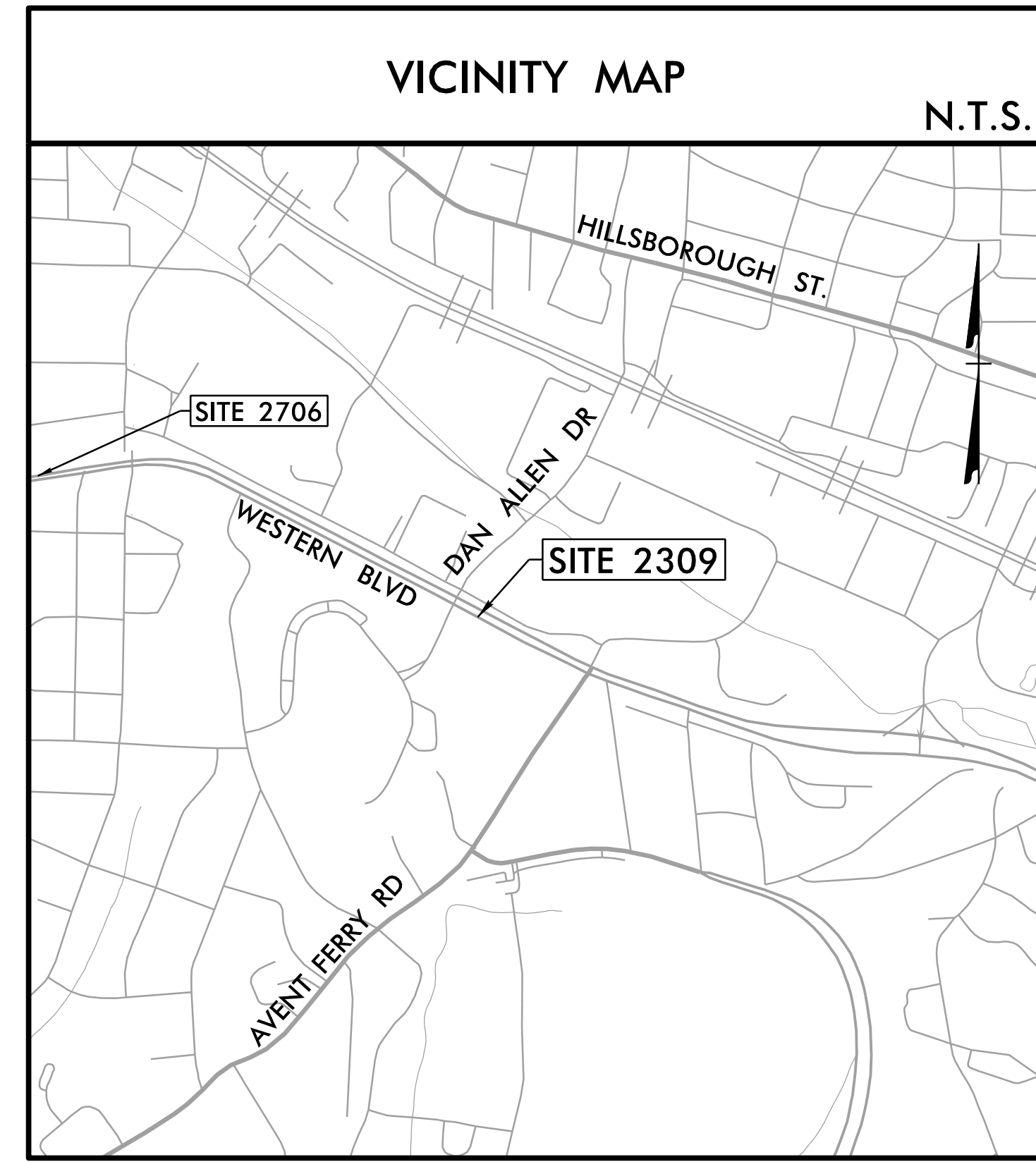
SEGMENTAL BLOCK RETAINING WALL (CUT)
NTS

NOTES:

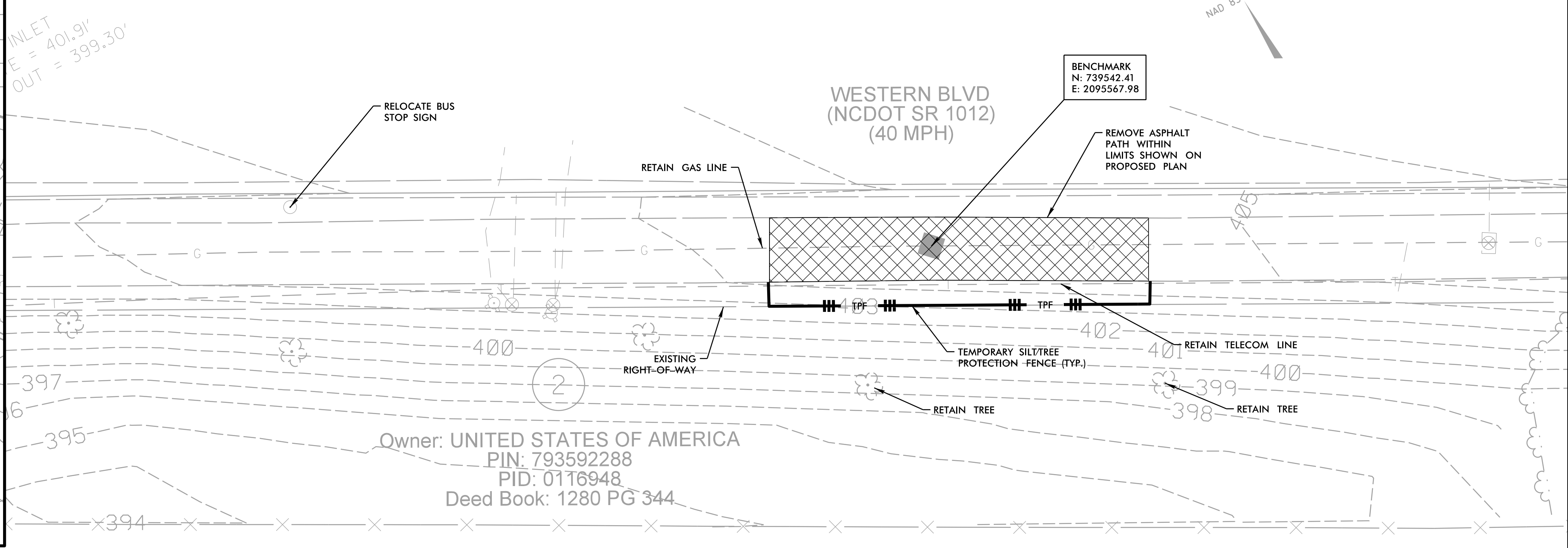
- WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY ENGINEER.
- STANDARD UNIT DIMENSIONS ARE CONCRETE BLOCKS 18" WIDE BY 18" DEEP BY 8" TALL WITH PIN OR SIMILAR LOCKING MECHANISM FOR UNITS.
- USE GEOGRID MATERIAL WHEN REQUIRED BY MANUFACTURER.
- CONTRACTOR TO INSTALL WEEP HOLES AT LOCATIONS DETERMINED BY THE ENGINEER.
- CONTRACTOR TO SUBMIT DETAIL OF WALL UNITS TO ENGINEER FOR APPROVAL PRIOR TO BEGINNING CONSTRUCTION.

EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2309



PROPOSED ASPHALT PATH REMOVAL

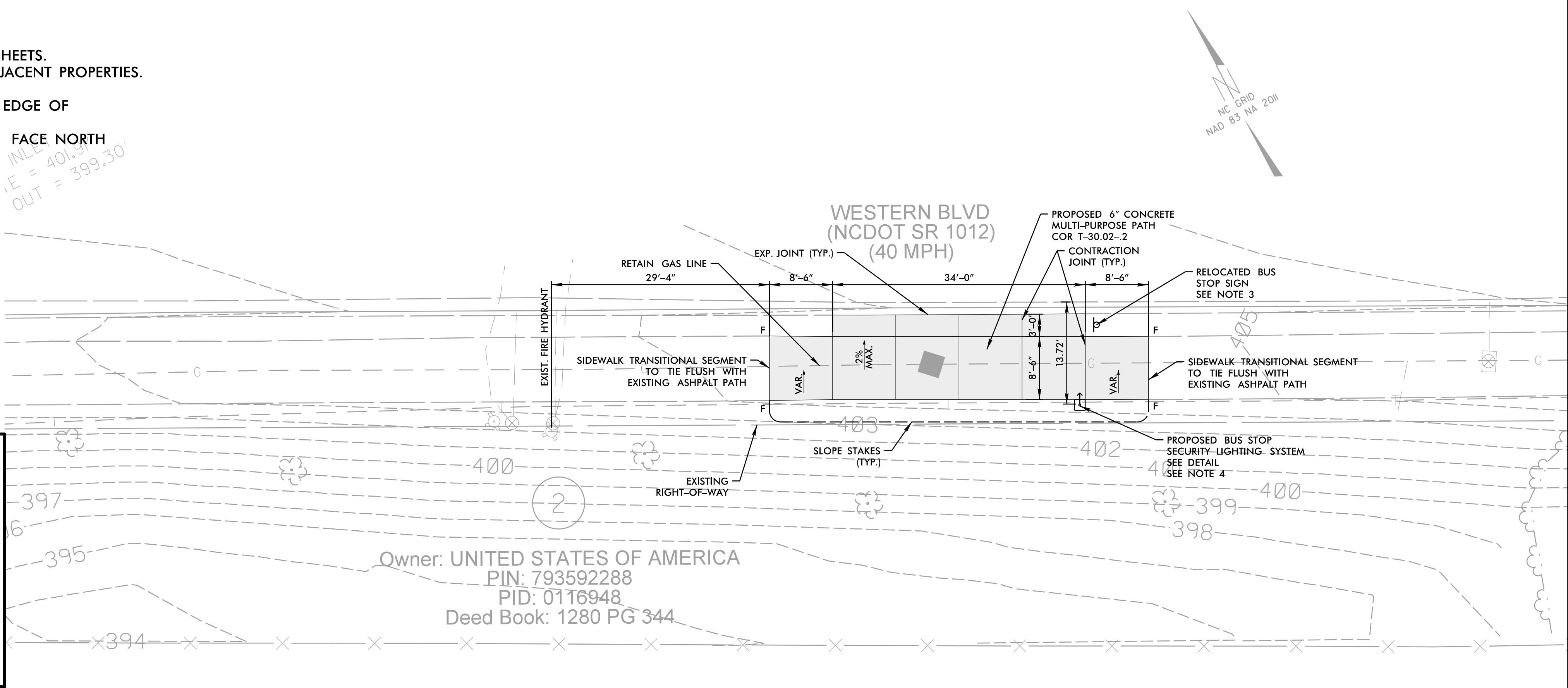
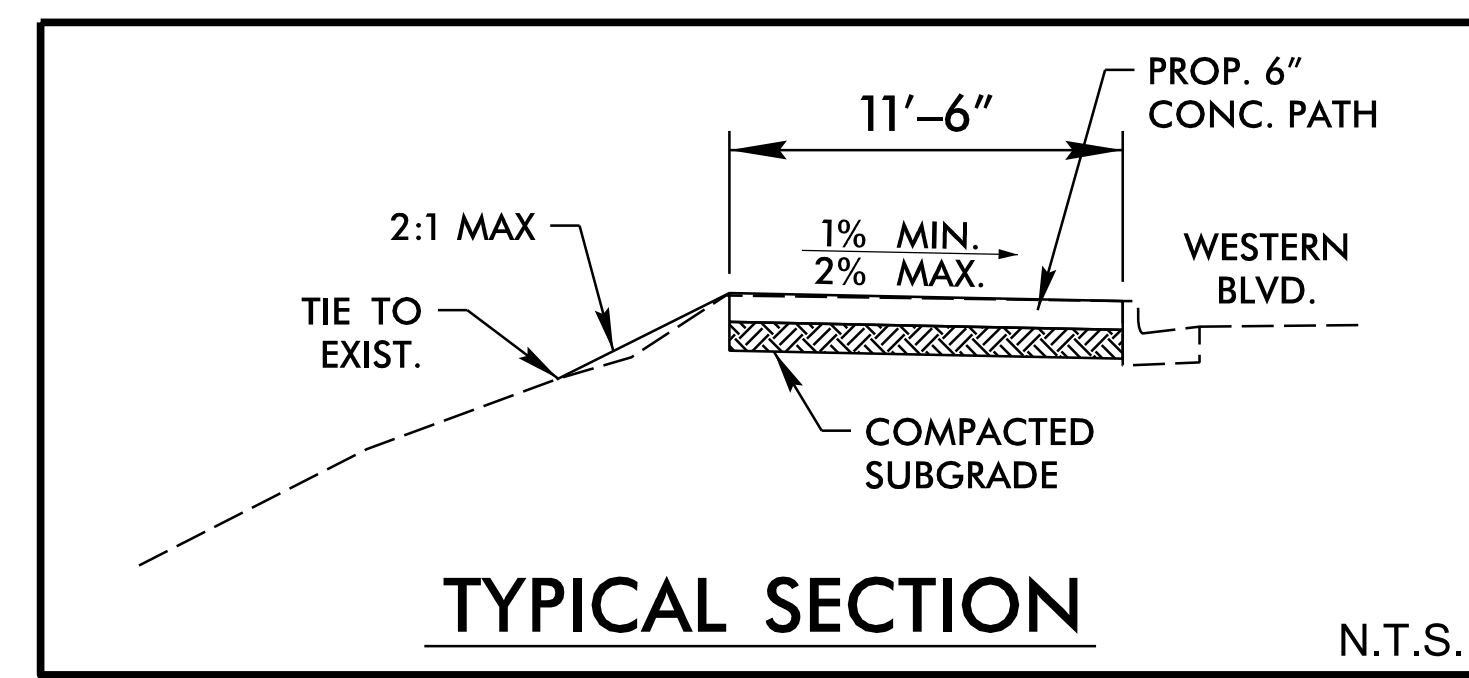


BUS STOP ID: 1277

PROPOSED PLAN

- NOTES:
1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
 2. NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
 3. MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
 4. BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE NORTH TOWARD WESTERN BOULEVARD.

PROPOSED 6" CONCRETE MULTI-PURPOSE PATH
CITY OF RALEIGH DETAIL T-30.02.2



WAKE COUNTY
GOTRIANGLE BUS STOPS
WESTERN BOULEVARD (EB)
AT DAN ALLEN DRIVE

REVISIONS

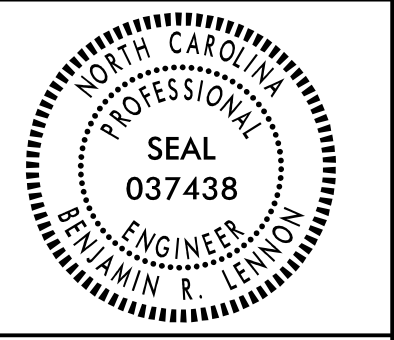
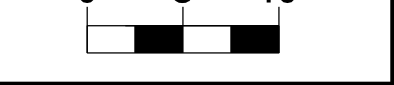
NO.	DATE	DESCRIPTION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 03/30/2026

DESIGNED BY: EHA

CHECKED BY: BRL



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3/30/2026
User: ealispough
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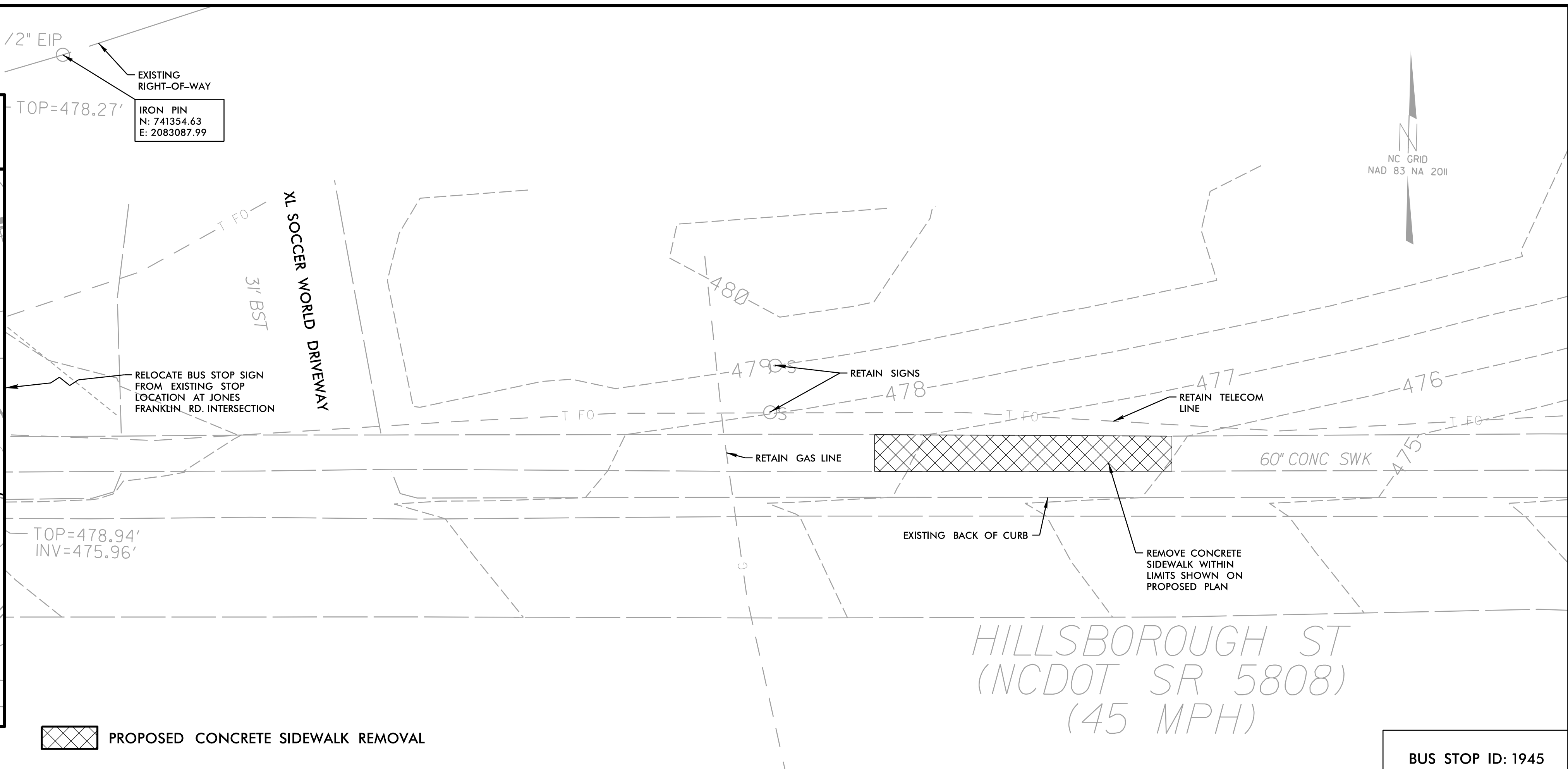
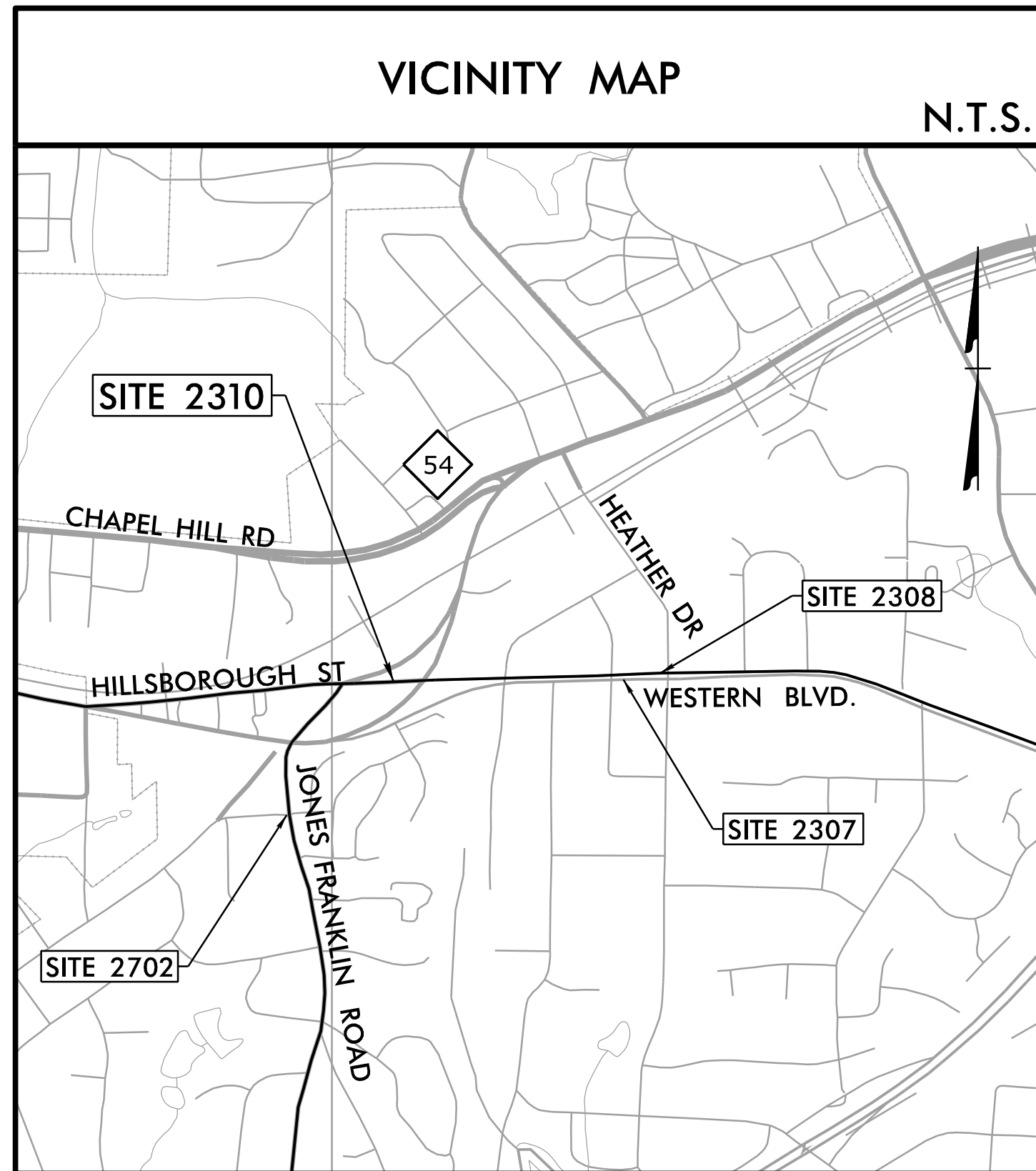
EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2310



VICINITY MAP

N.T.S.



PROPOSED CONCRETE SIDEWALK REMOVAL

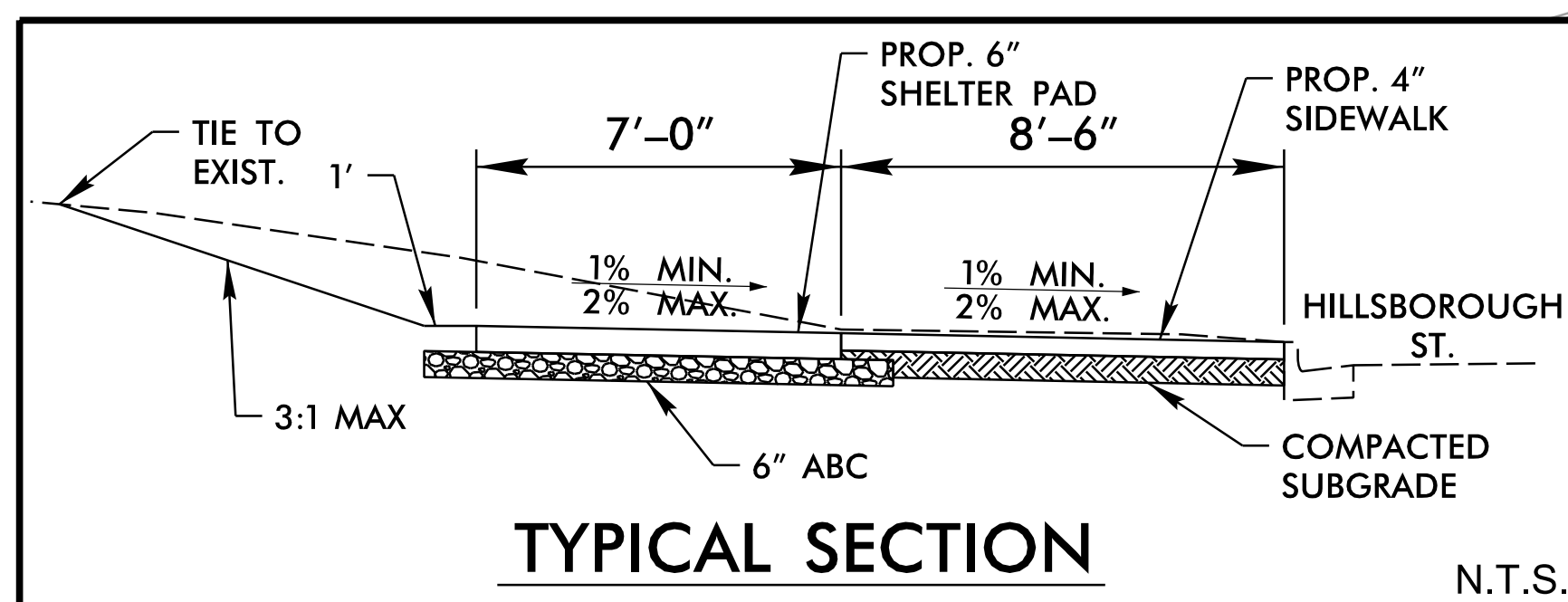
BUS STOP ID: 1945

PROPOSED PLAN

NOTES:

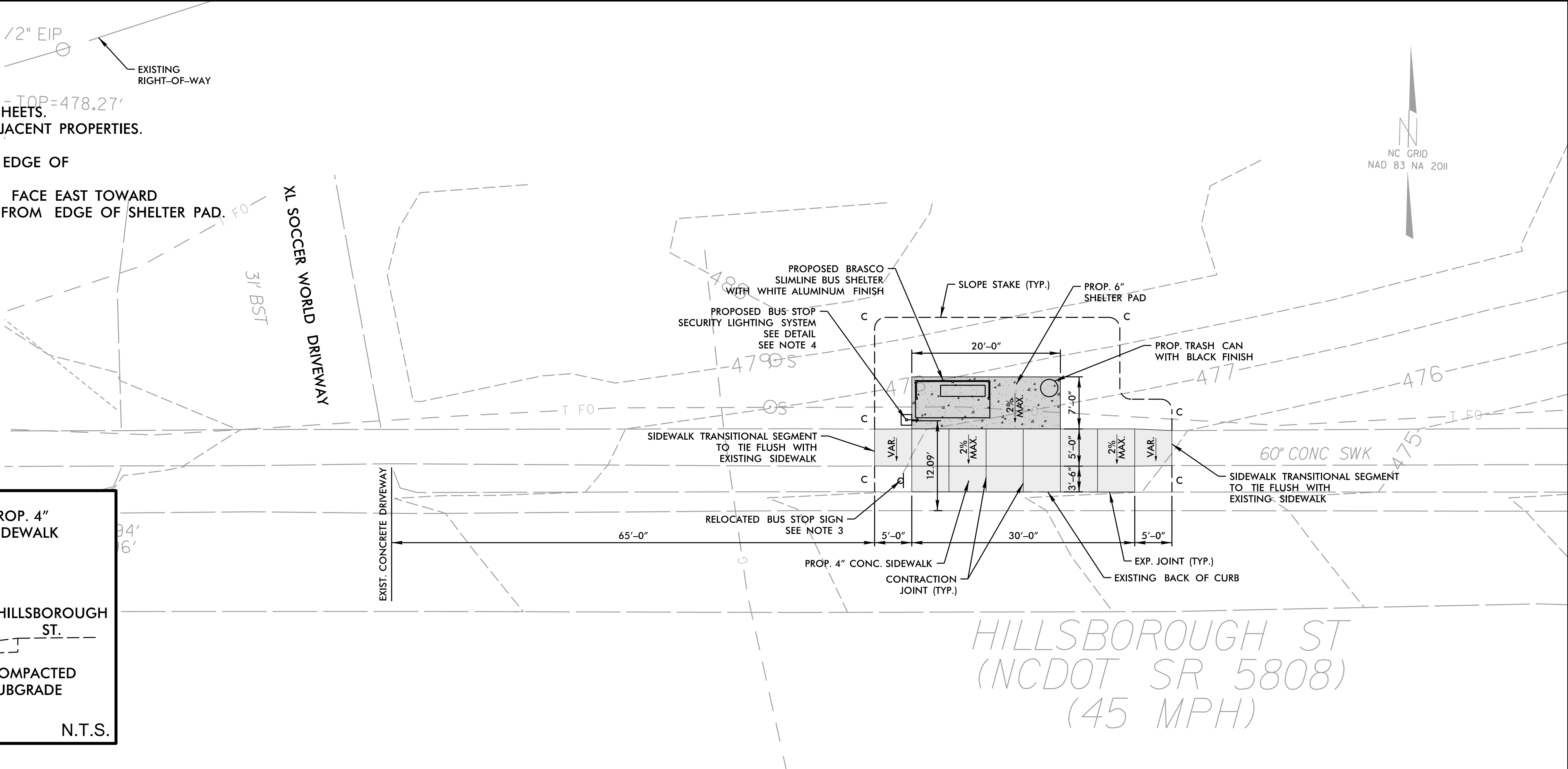
1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
2. NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
3. MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
4. BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE EAST TOWARD THE PROPOSED SHELTER PAD. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SHELTER PAD.

- PROPOSED 4" CONCRETE SIDEWALK
- PROPOSED 6" SHELTER PAD WITH 6" ABC & WIRE FABRIC



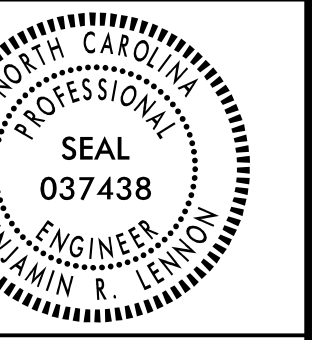
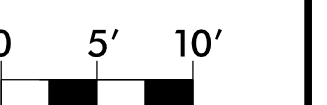
TYPICAL SECTION

N.T.S.



REVISIONS

DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL



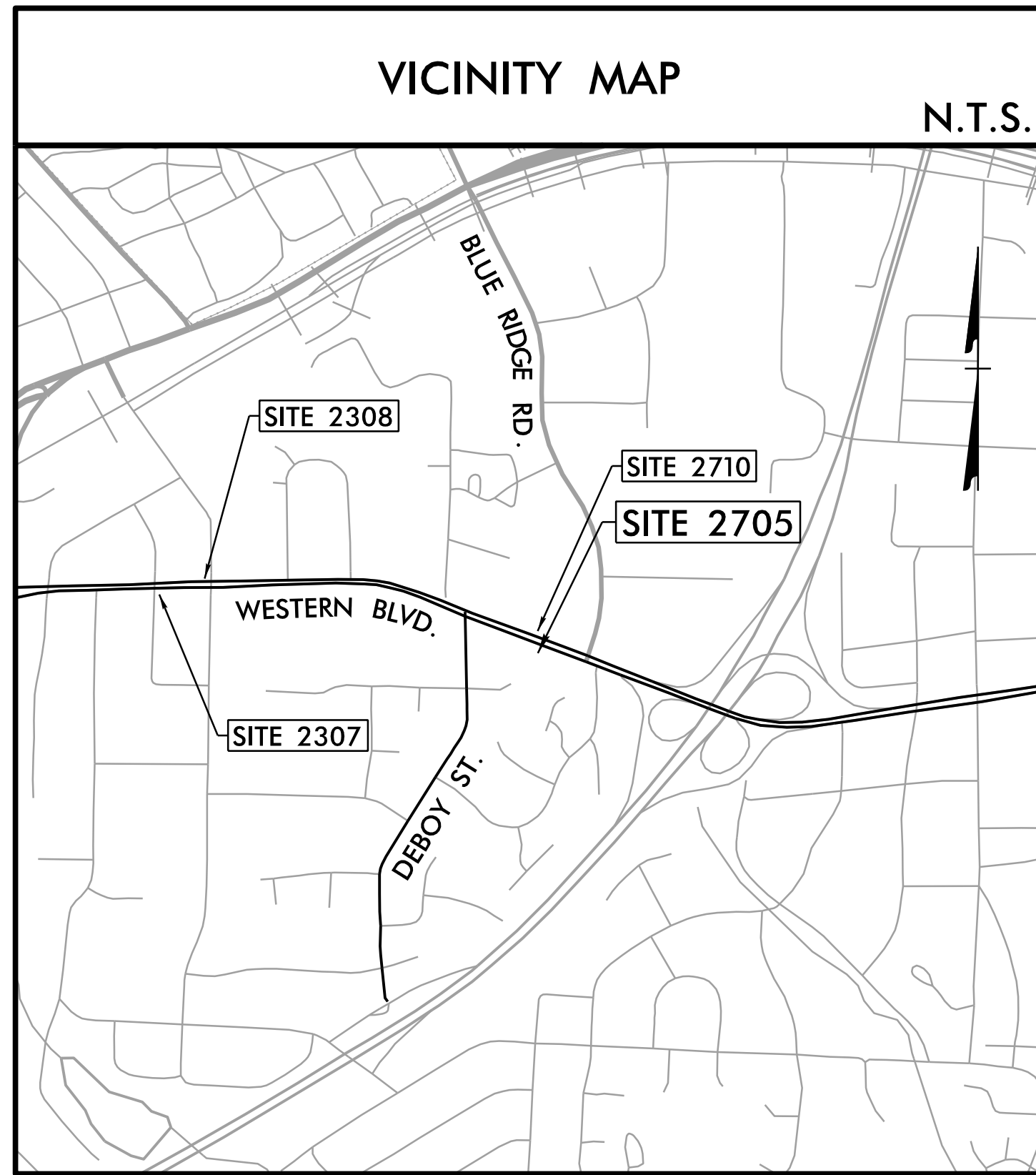
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3/30/2026
User: ealispough
GoTriangle_Site_2310_PSH.dgn

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2705



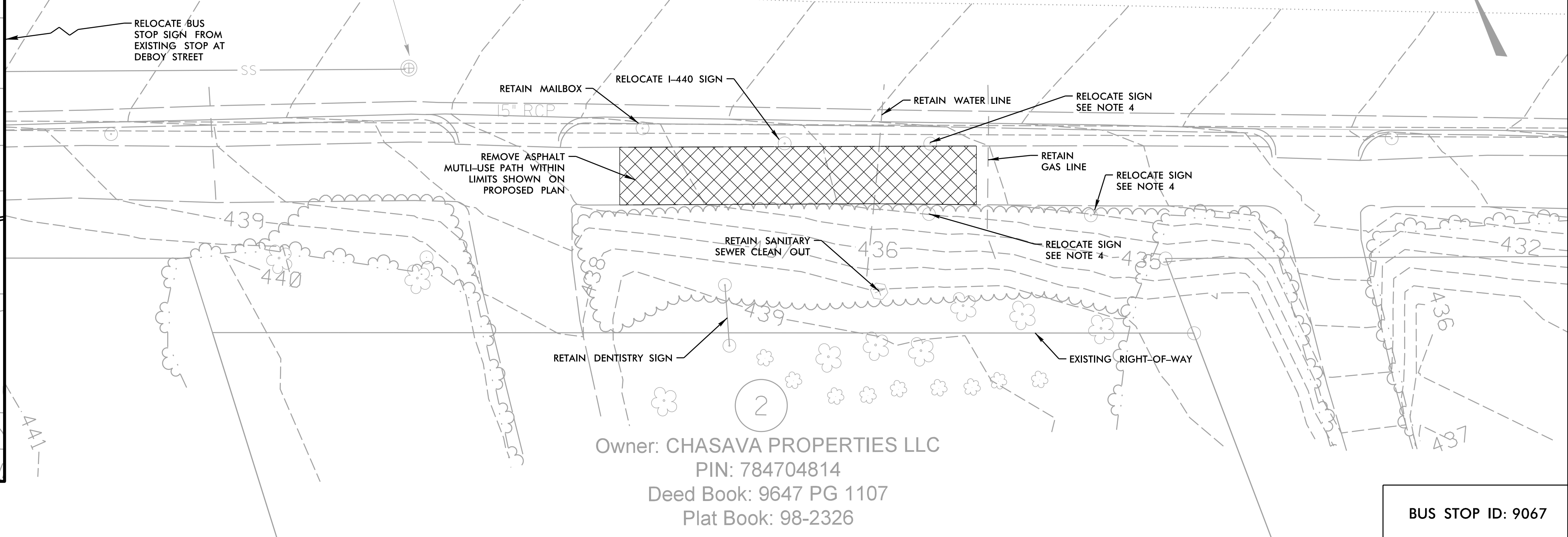
PROPOSED ASPHALT MULTI-USE PATH REMOVAL

MANHOLE
RIM = 436.39'
INV OUT = 430.55'

BENCHMARK
N: 740965.04
E: 2087432.08

WESTERN BOULEVARD
VARIABLE WIDTH PUBLIC R/W
(NCDOT SR 1012)
(45 MPH)

NC GRID
NAD 83 NA 2011



Owner: CHASAVA PROPERTIES LLC
PIN: 784704814
Deed Book: 9647 PG 1107
Plat Book: 98-2326

BUS STOP ID: 9067

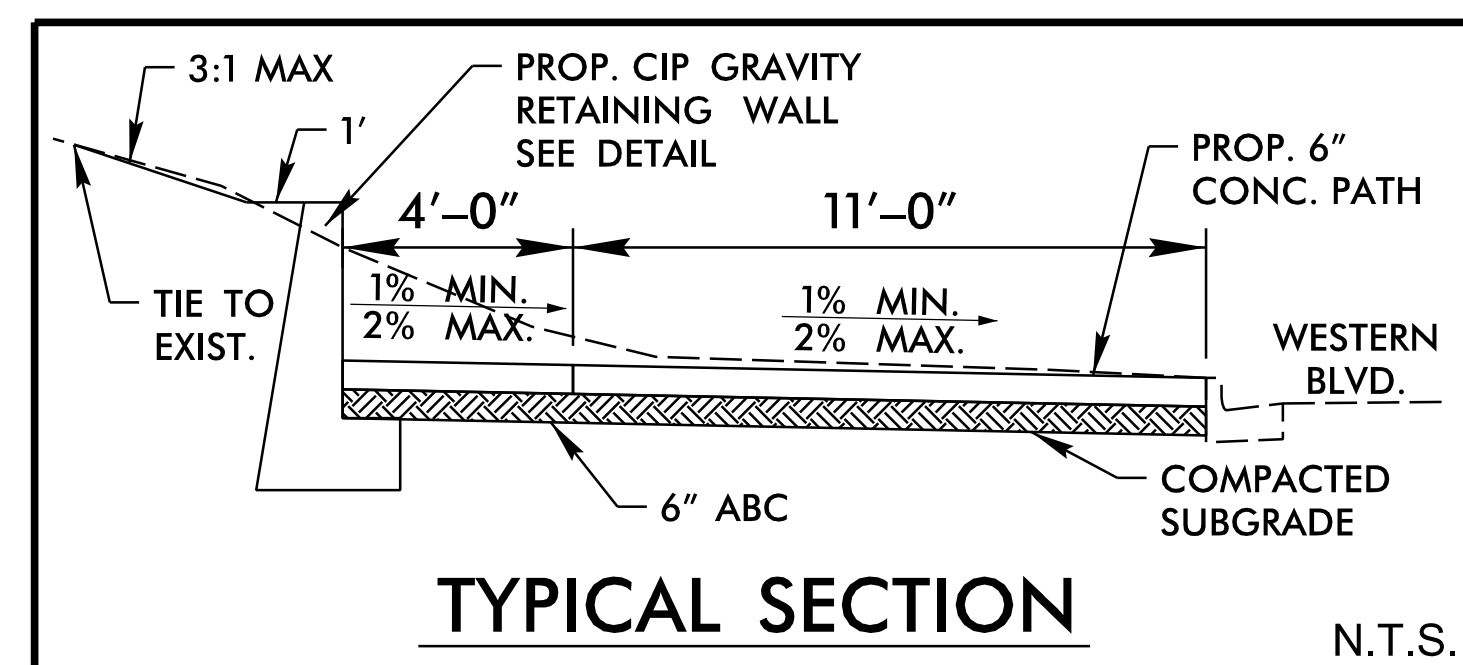
WAKE COUNTY
GOTRIANGLE BUS STOPS
WESTERN BOULEVARD (EB)
AT DEBOY STREET

PROPOSED PLAN

NOTES:

- SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
- NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
- MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
- RELOCATE WORK ZONE SIGNAGE IF PRESENT DURING CONSTRUCTION. COORDINATE WITH CONSTRUCTION AT I-440 AND WESTERN BOULEVARD AS NECESSARY.
- BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE NORTH TOWARD WESTERN BOULEVARD. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SIDEWALK.

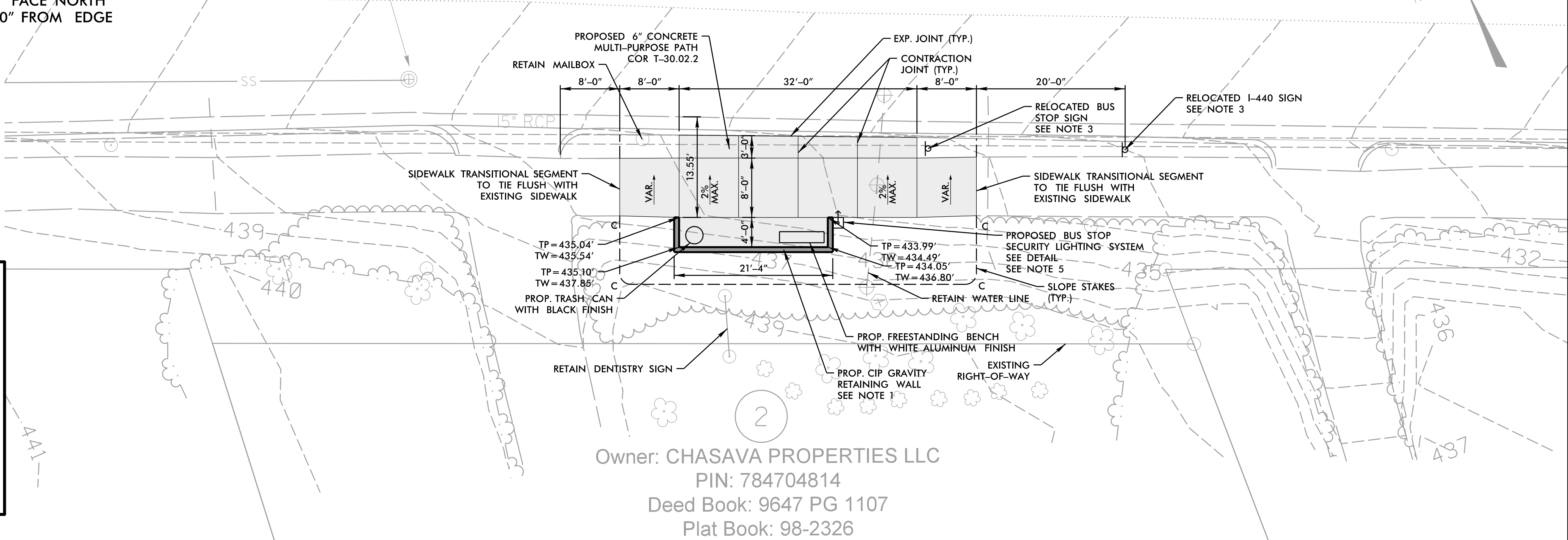
- PROPOSED 6" CONCRETE MULTI-PURPOSE PATH CITY OF RALEIGH DETAIL T-30.02.2
- PROPOSED CIP GRAVITY RETAINING WALL



MANHOLE
RIM = 436.39'
INV OUT = 430.55'

WESTERN BOULEVARD
VARIABLE WIDTH PUBLIC R/W
(NCDOT SR 1012)
(45 MPH)

NC GRID
NAD 83 NA 2011

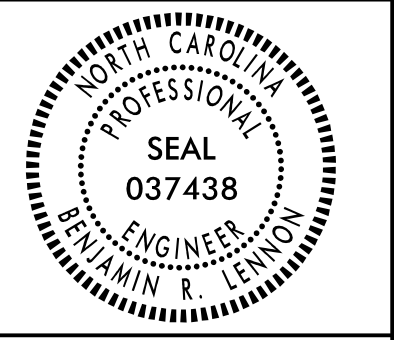
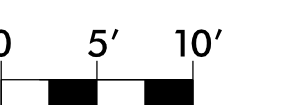


Owner: CHASAVA PROPERTIES LLC
PIN: 784704814
Deed Book: 9647 PG 1107
Plat Book: 98-2326

REVISIONS

NO.	DESCRIPTION	DATE

DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL



3/30/2026 User: ealispough GoTriangle_Site_2705_PSH.dgn

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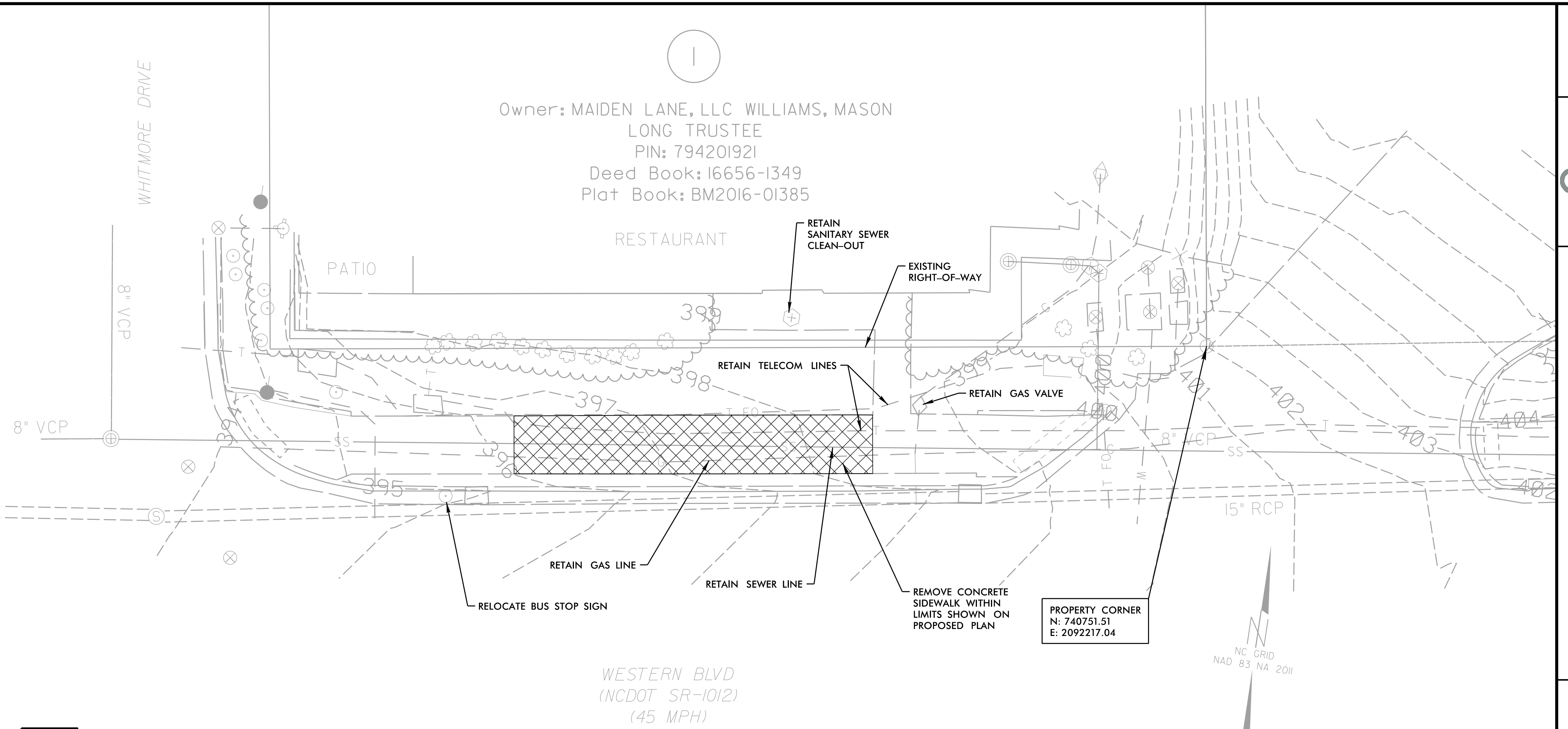
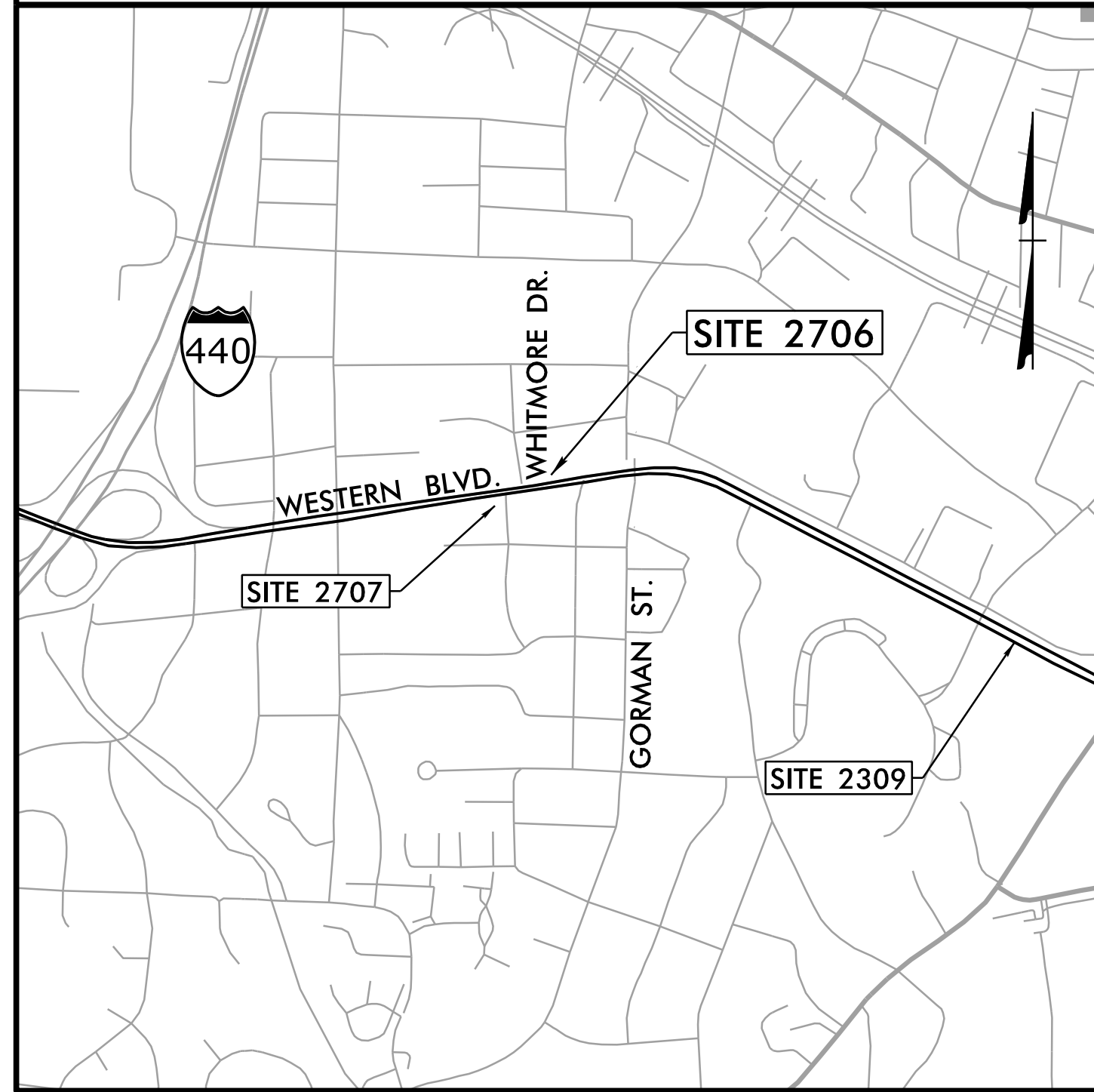
EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2706



VICINITY MAP

N.T.S.



PROPOSED CONCRETE SIDEWALK REMOVAL

BUS STOP ID: 1276

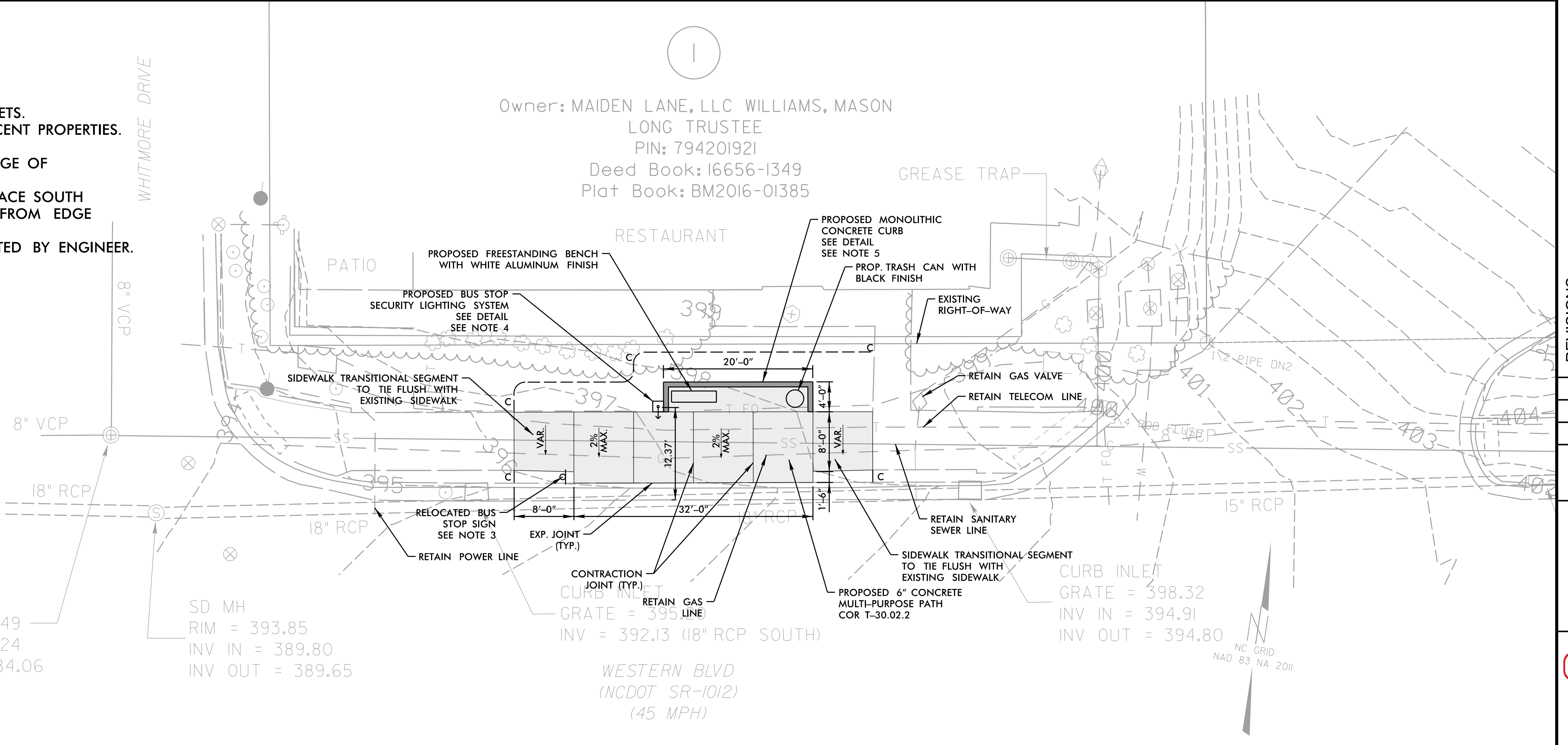
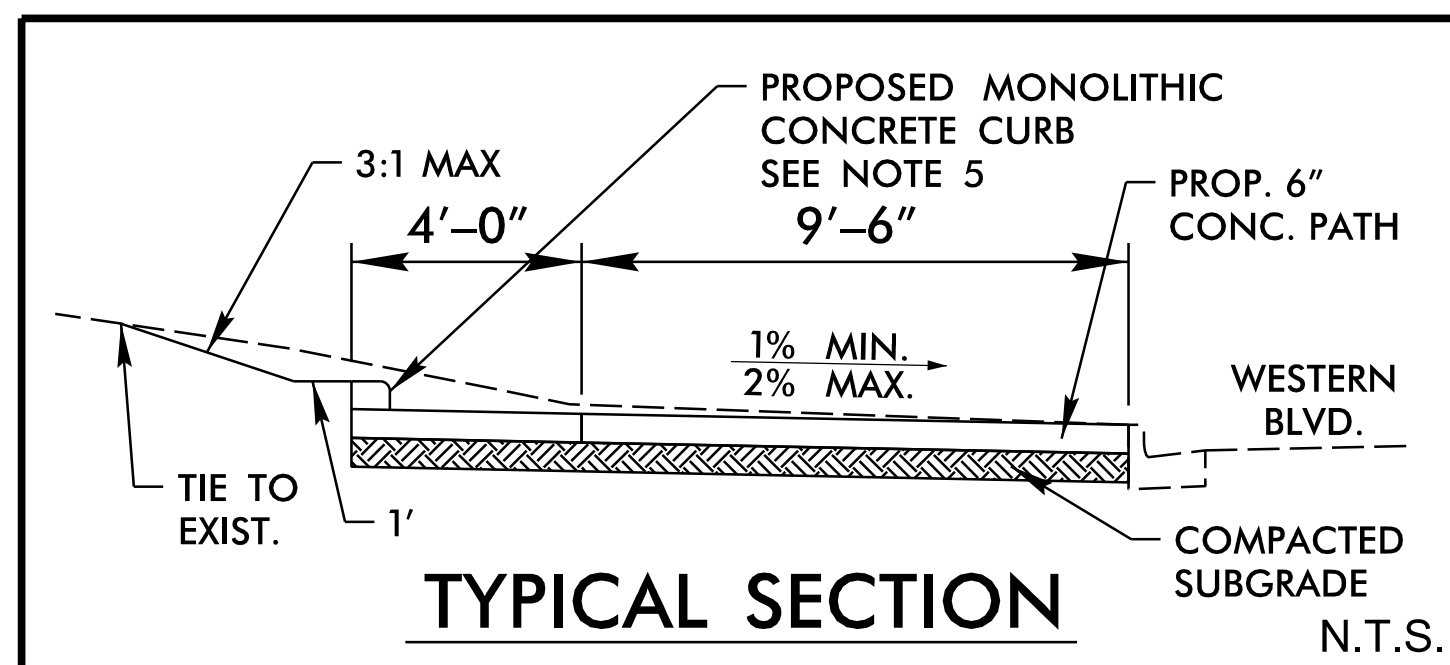
WAKE COUNTY
GOTRIANGLE BUS STOPS
WESTERN BOULEVARD (WB)
AT GORMAN STREET

PROPOSED PLAN

NOTES:

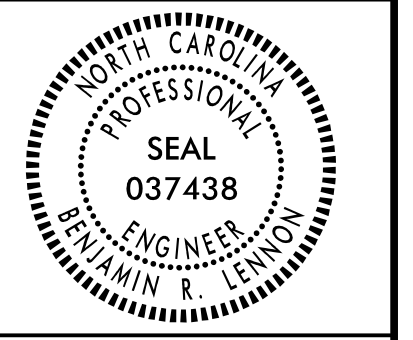
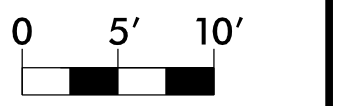
1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
2. NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
3. MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
4. BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE SOUTH TOWARD WESTERN BOULEVARD. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SIDEWALK.
5. CURB HEIGHT TO BE SET AT 6" ABOVE PAD UNLESS OTHERWISE DIRECTED BY ENGINEER.

- PROPOSED 6" CONCRETE MULTI-PURPOSE PATH CITY OF RALEIGH DETAIL T-30.02.2
- PROPOSED CONCRETE CURB & GUTTER



REVISIONS

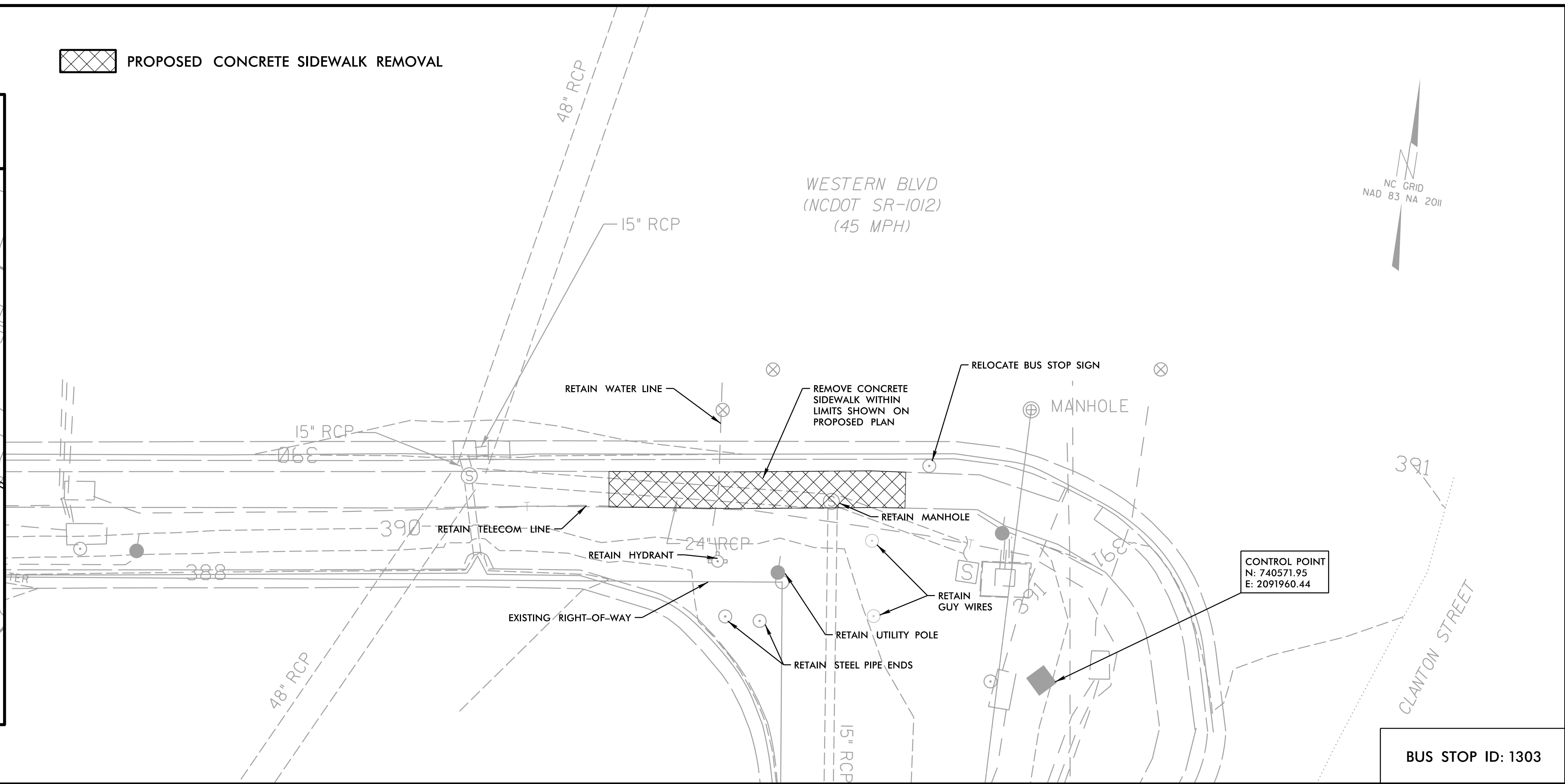
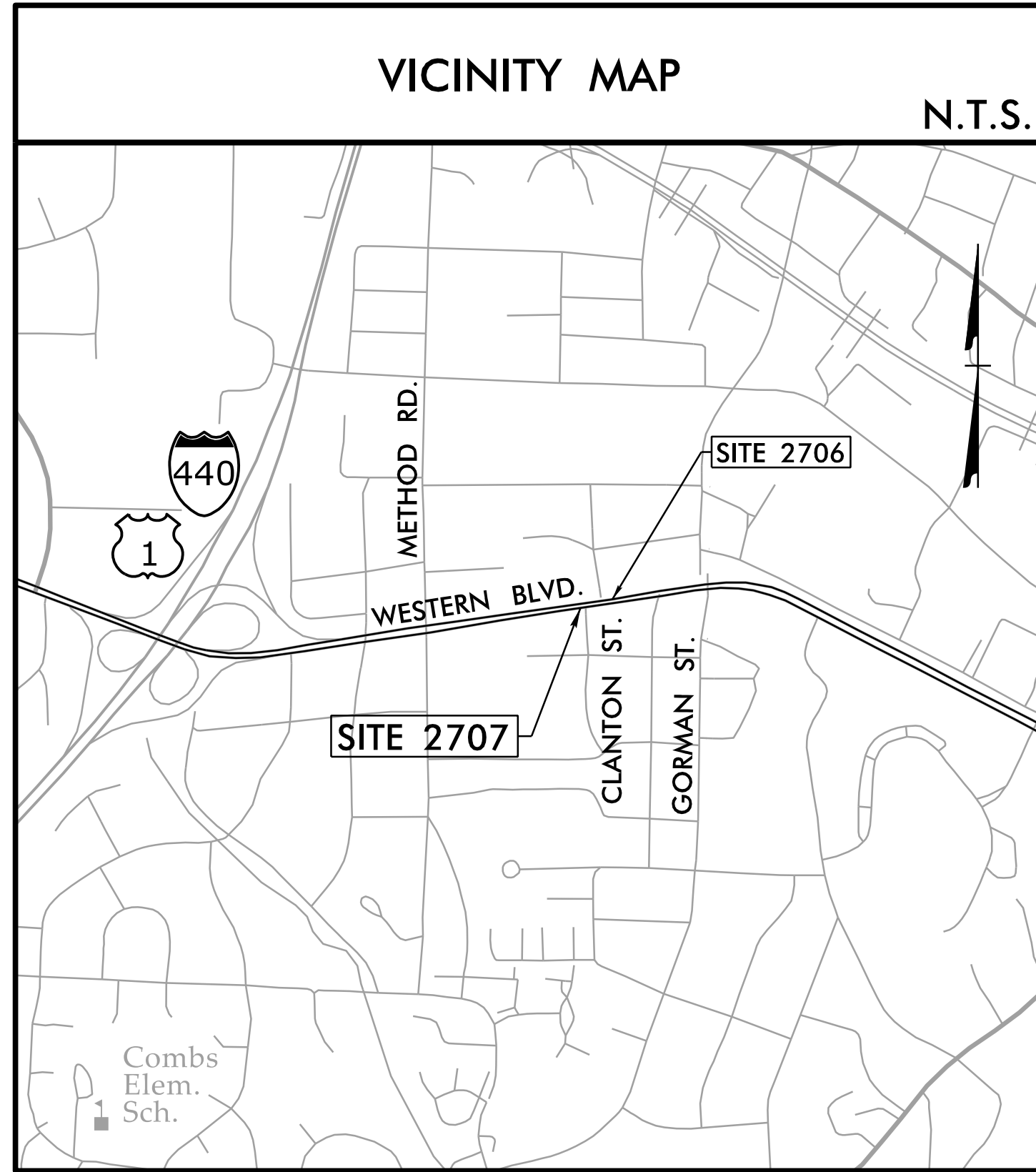
DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL




3/30/2026
User: ealispough
GoI-rtriangle_Site_2706_PSH.dgn

EXISTING SURVEY/DEMOLITION PLAN

 PROPOSED CONCRETE SIDEWALK REMOVAL





SITE NO.
2707

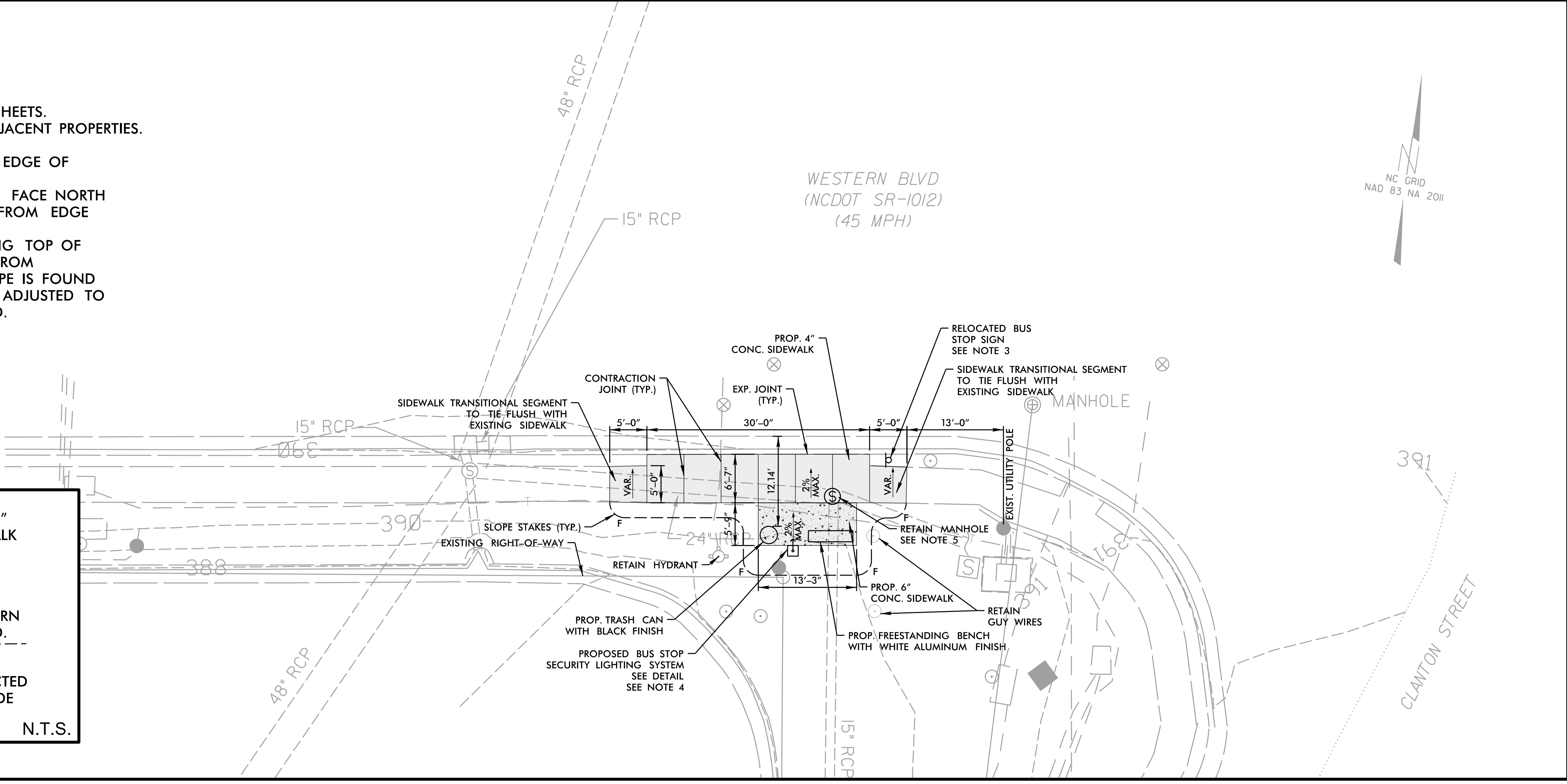
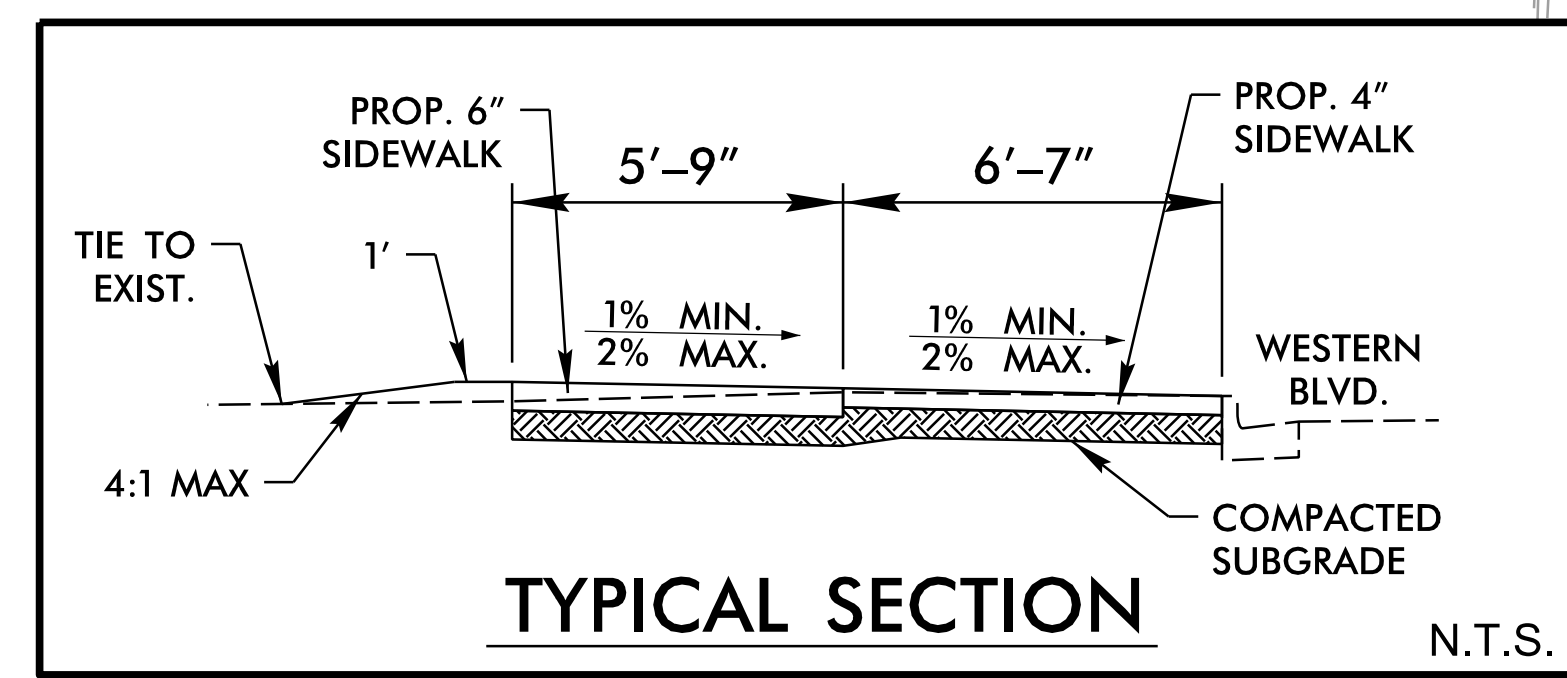


WAKE COUNTY
GOTRIANGLE BUS STOPS
WESTERN BOULEVARD (EB)
AT GORMAN STREET

PROPOSED PLAN

- NOTES:
- SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
 - NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
 - MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
 - BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE NORTH TOWARD WESTERN BOULEVARD. PUSH BUTTON TO MAXIMUM 10" FROM EDGE OF PROPOSED SIDEWALK.
 - MANHOLE IS TO BE FLUSH WITH SURROUNDING SIDEWALK. EXISTING TOP OF MANHOLE = 390.62'. SLOPE FROM BACK OF CURB (DETERMINED FROM SURVEY ELEVATIONS) IS 1.3%. IF DURING CONSTRUCTION FIELD SLOPE IS FOUND TO EXCEED MAXIMUM ALLOWABLE SLOPE (2%) MANHOLE IS TO BE ADJUSTED TO ALLOW THE SIDEWALK TO SLOPE AT 1.5% TOWARD WESTERN BLVD.

 PROPOSED 4" CONCRETE SIDEWALK
 PROPOSED 6" CONCRETE SIDEWALK

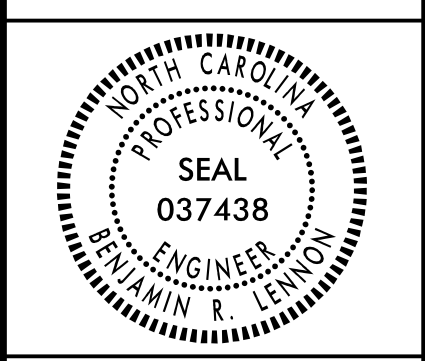
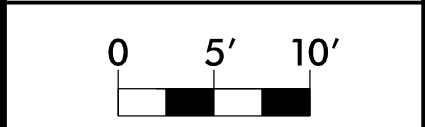


BUS STOP ID: 1303

REVISIONS	DATE	BY

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DATE: 03/30/2026
DESIGNED BY: EHA
CHECKED BY: BRL

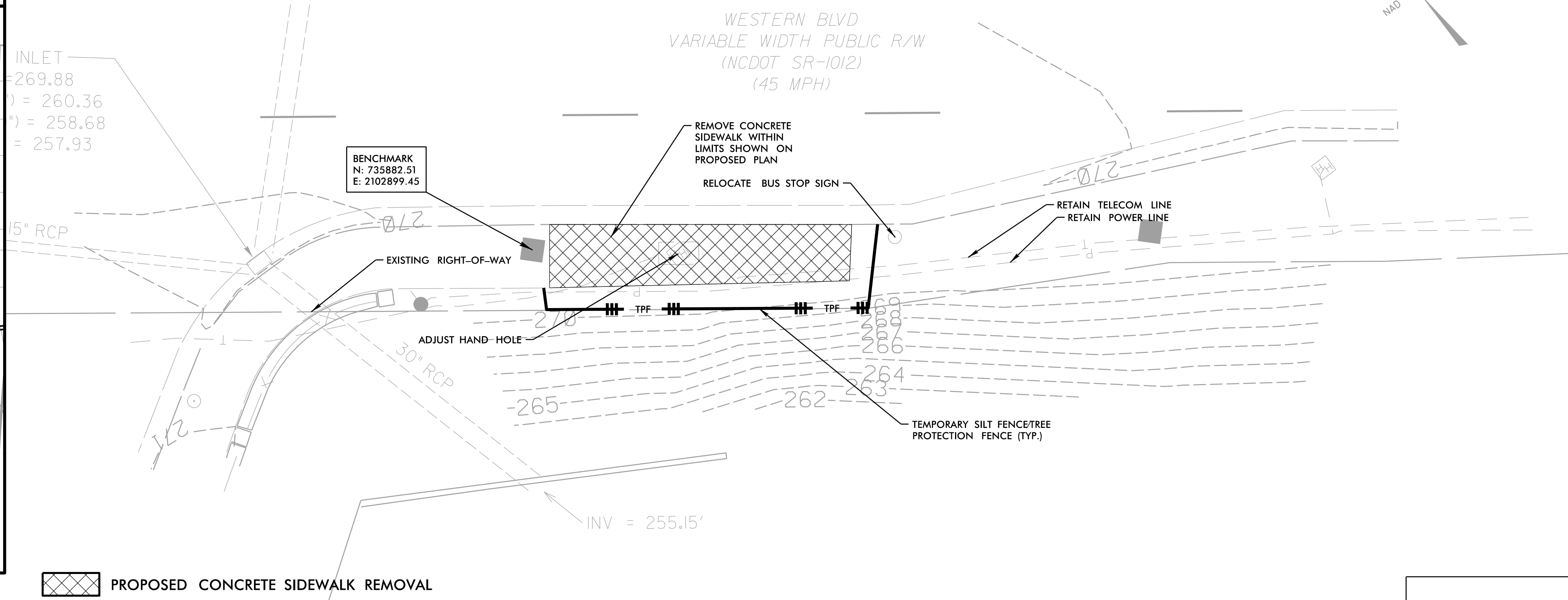
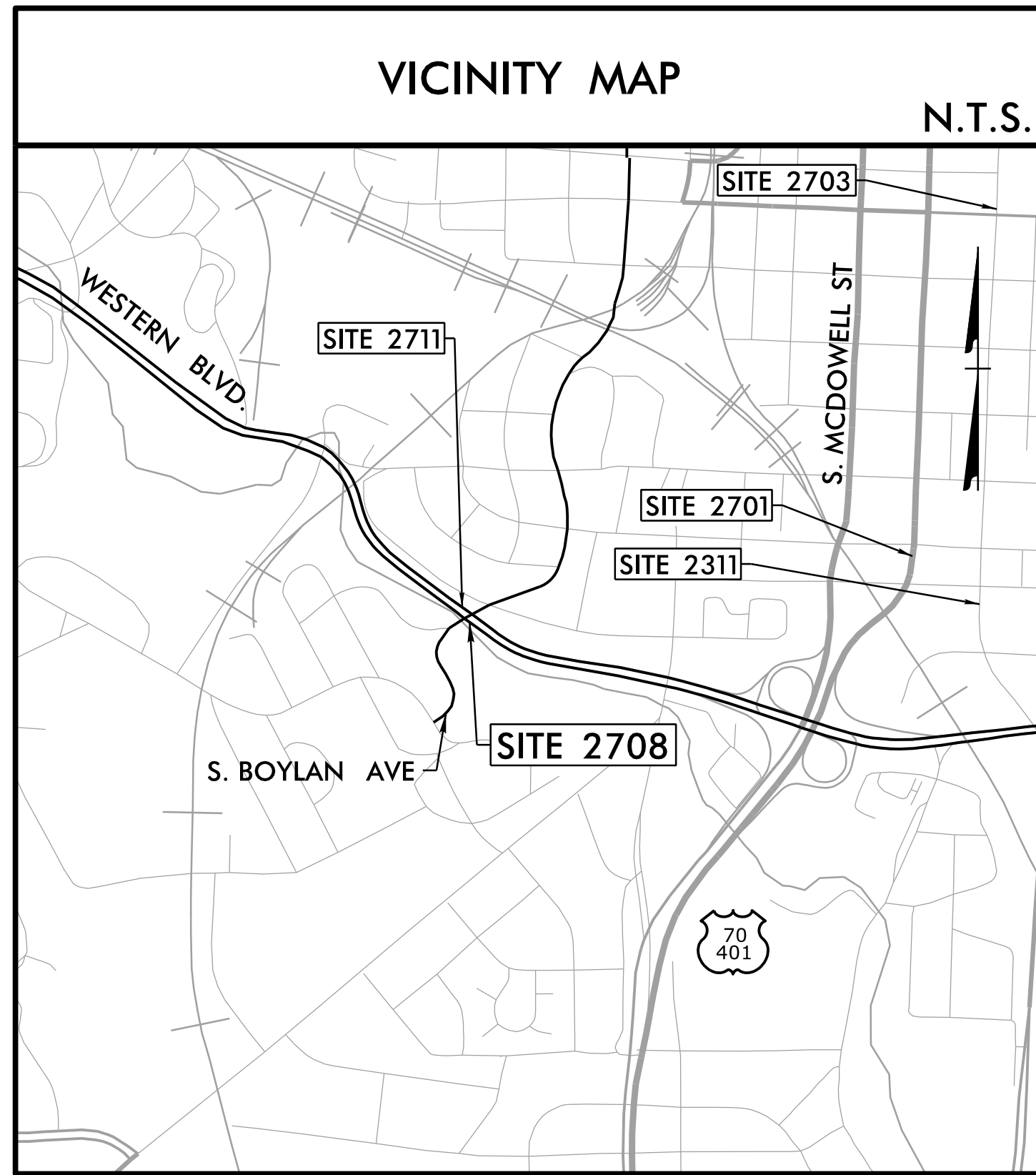


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User: ealispough
GoTriangle_Site_2707_PSH.dgn

EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2708



PROPOSED CONCRETE SIDEWALK REMOVAL

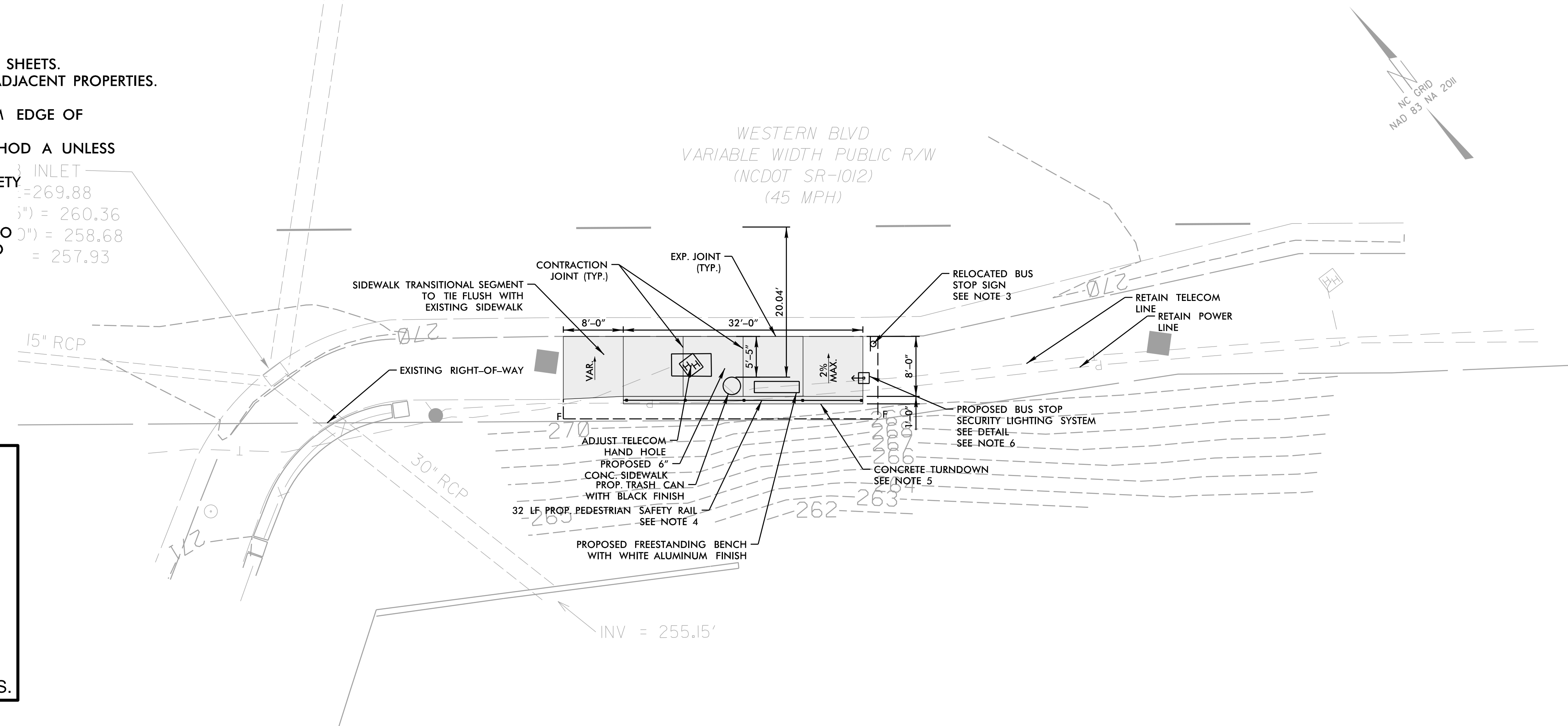
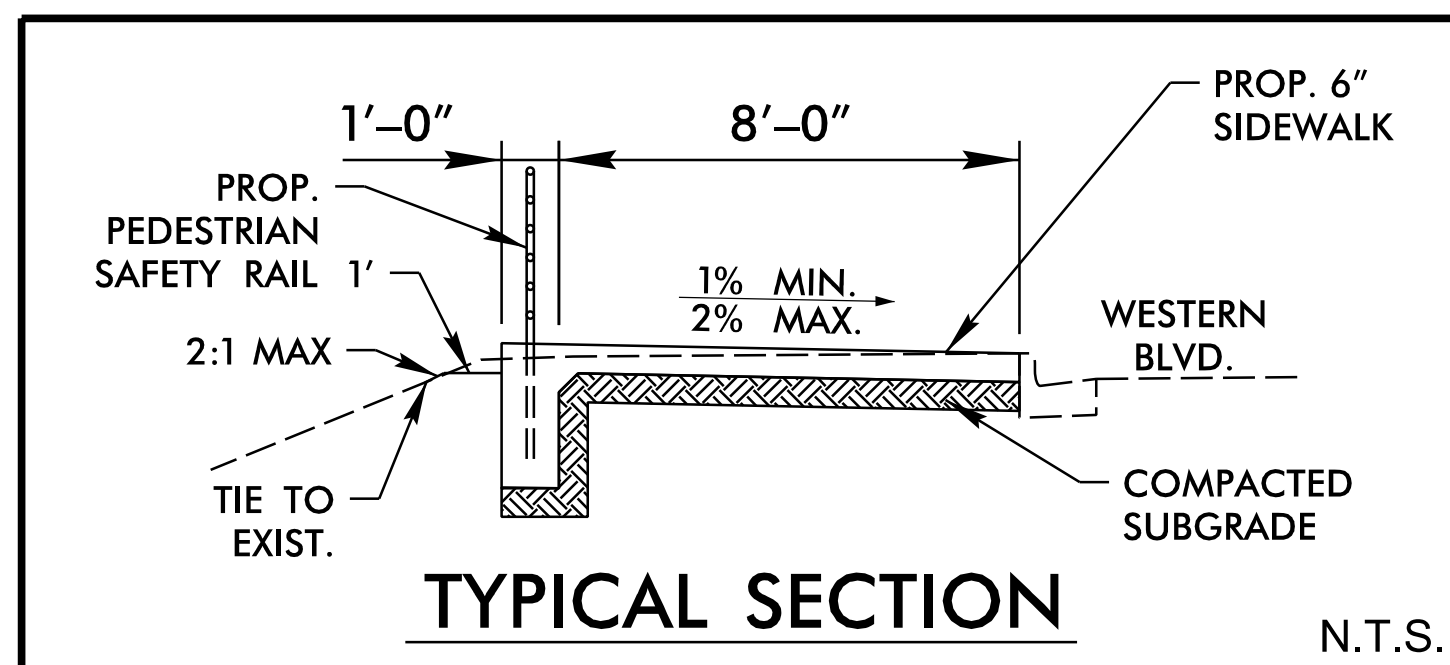
BUS STOP ID: 1281

PROPOSED PLAN

NOTES:

1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
2. NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
3. MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
4. PEDESTRIAN SAFETY RAIL IS TO BE PLACED ACCORDING TO METHOD A UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SEE DETAIL.
5. CONTRATOR MAY VARY FILL HEIGHT BEHIND THE PEDESTRIAN SAFETY RAIL UP TO 1' BELOW THE FINISHED GRADE OF THE BACK OF THE SIDEWALK TO ASSIST WITH GRADE TIE-INS.
6. BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE WEST TOWARD THE PROPOSED SIDEWALK. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SIDEWALK.

PROPOSED 6" CONCRETE SIDEWALK



WAKE COUNTY
GOTRIANGLE BUS STOPS
WESTERN BOULEVARD, (EB)
AT S. BOYLAN AVENUE.

REVISIONS

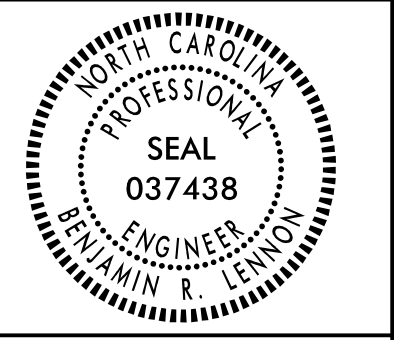
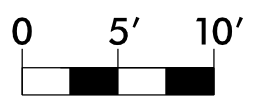
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DATE: 03/30/2026

DESIGNED BY: SBH

CHECKED BY: BRL

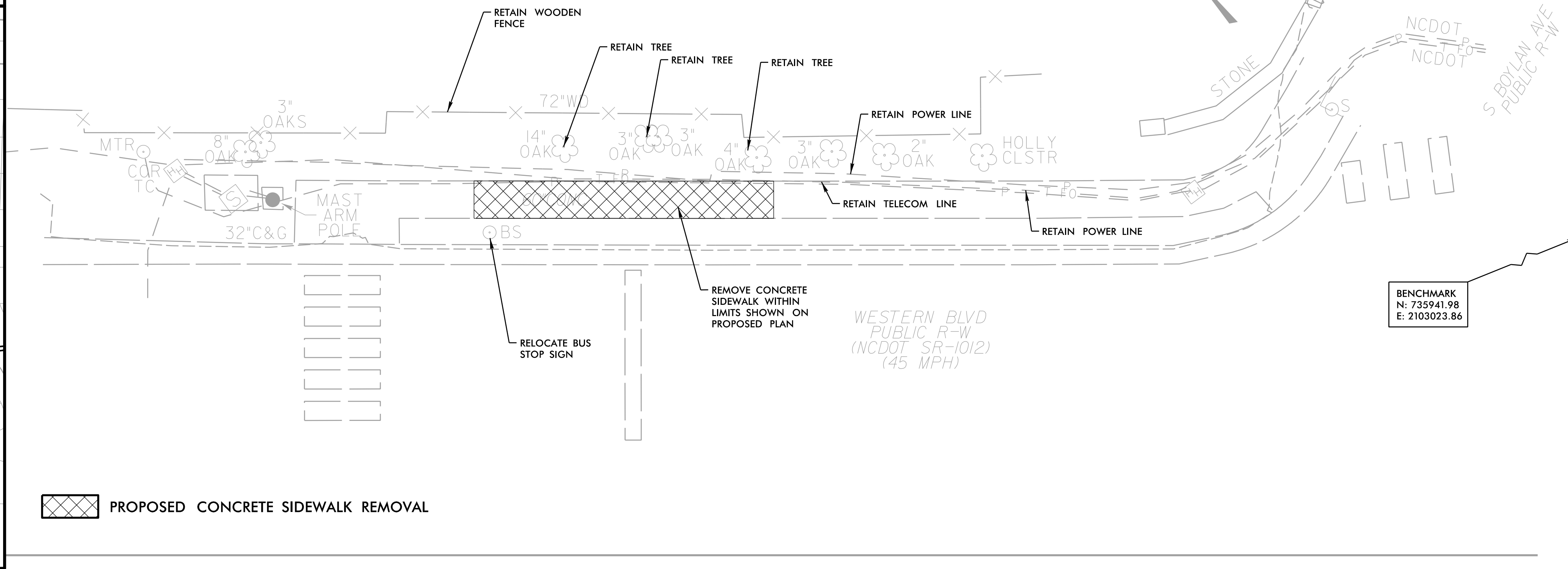
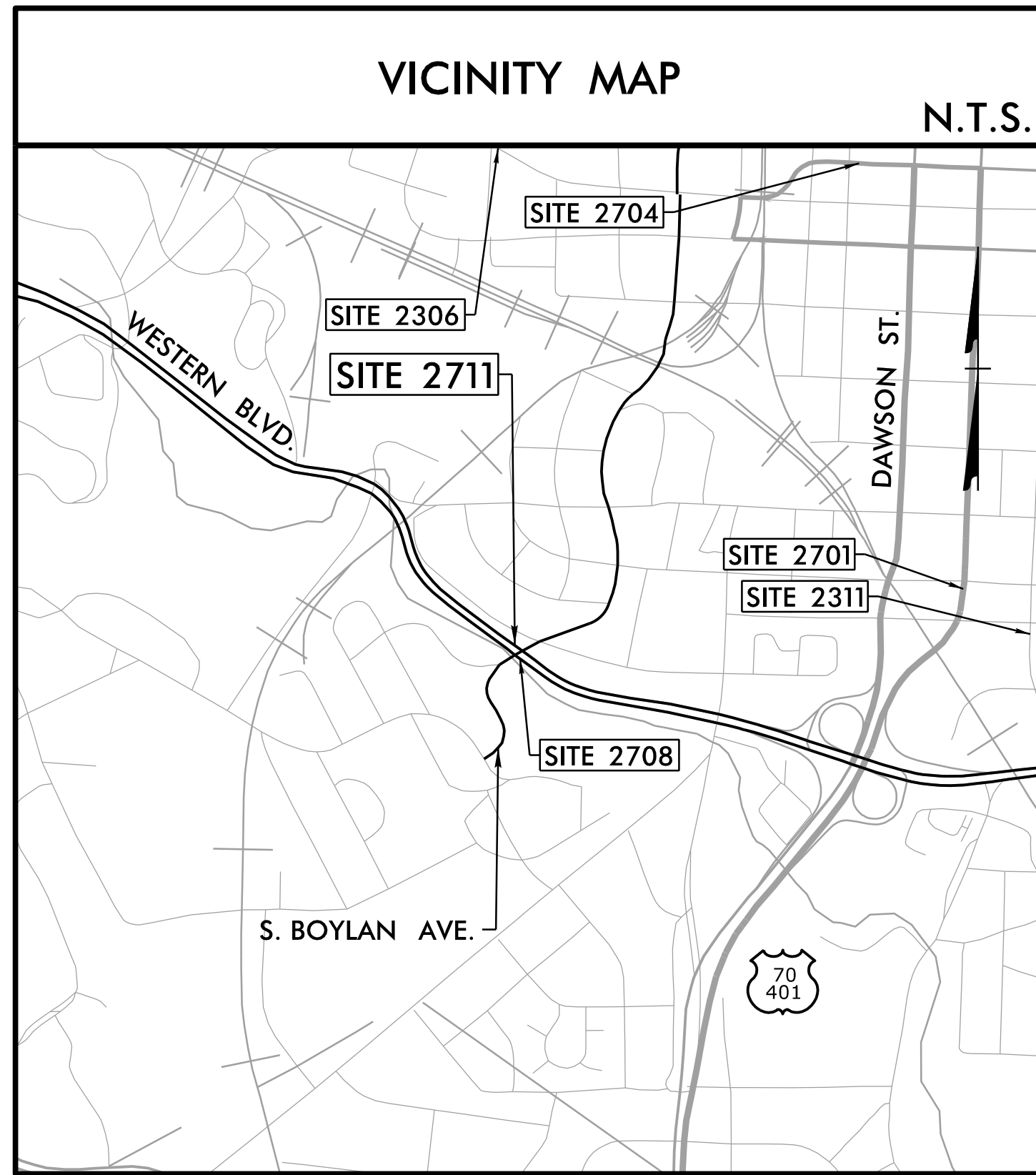


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User: ealispough
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EXISTING SURVEY/DEMOLITION PLAN

SITE NO.
2711



WAKE COUNTY
GOTRIANGLE BUS STOPS
WESTERN BOULEVARD (WB)
AT S. BOYLAN AVENUE

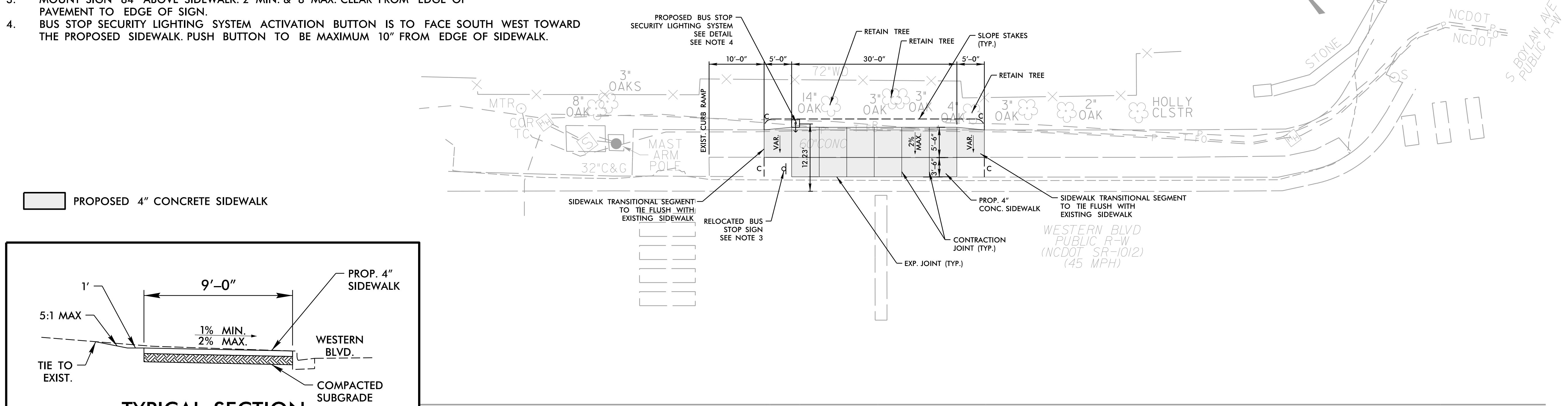
WESTERN BLVD EXT BASELINE
BM 1993-1151

BUS STOP ID: 1299

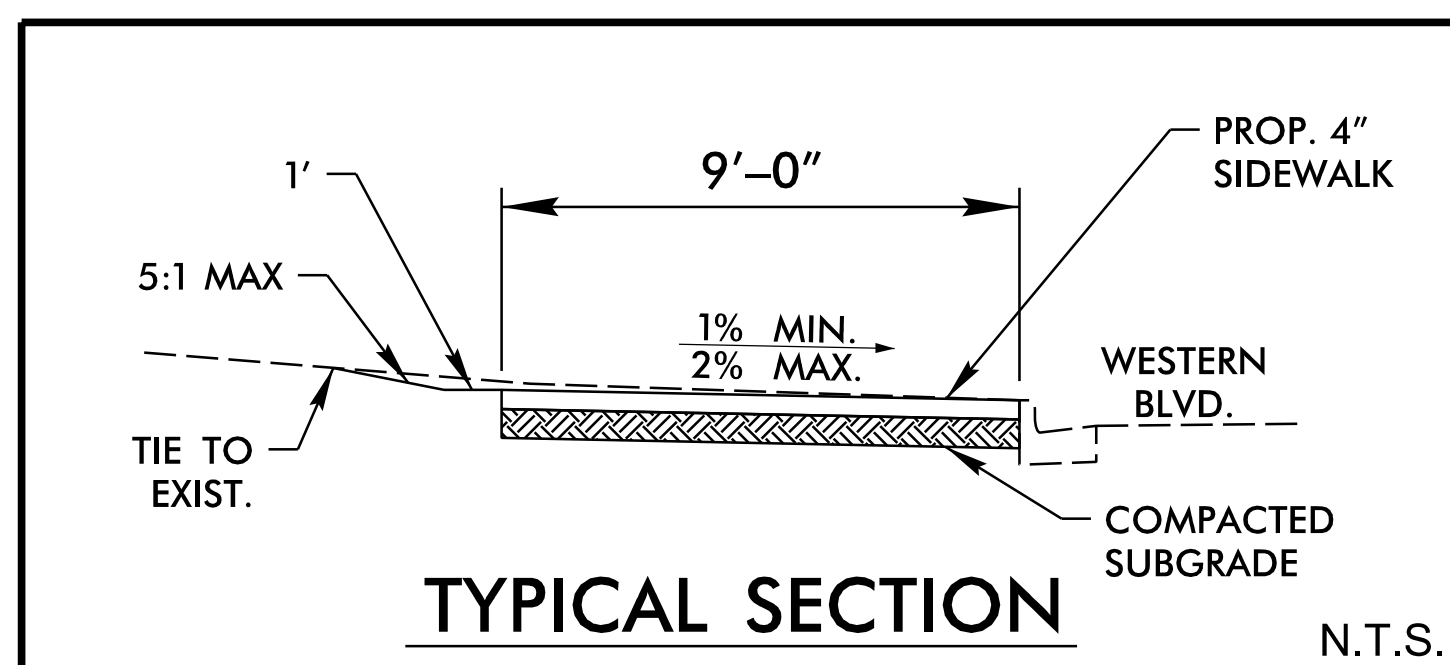
PROPOSED PLAN

NOTES:

1. SEE GENERAL NOTES, LIST OF STANDARDS, & DETAILS ON SERIES 2 SHEETS.
2. NO RIGHT-OF-WAY OR EASEMENTS HAVE BEEN ACQUIRED ON ADJACENT PROPERTIES. COMPLETE ALL WORK WITHIN EXISTING RIGHT-OF-WAY.
3. MOUNT SIGN 84" ABOVE SIDEWALK. 2' MIN. & 8' MAX. CLEAR FROM EDGE OF PAVEMENT TO EDGE OF SIGN.
4. BUS STOP SECURITY LIGHTING SYSTEM ACTIVATION BUTTON IS TO FACE SOUTH WEST TOWARD THE PROPOSED SIDEWALK. PUSH BUTTON TO BE MAXIMUM 10" FROM EDGE OF SIDEWALK.



PROPOSED 4" CONCRETE SIDEWALK



WESTERN BLVD EXT BASELINE
BM 1993-1151

REVISIONS

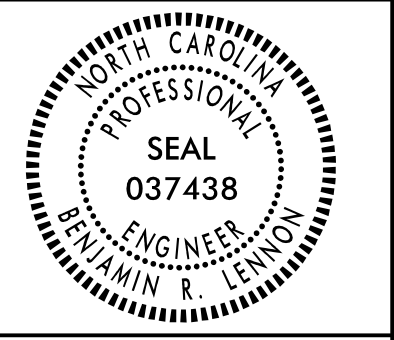
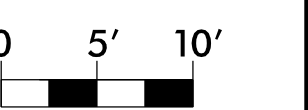
NO.	DATE	DESCRIPTION

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DATE: 03/30/2026

DESIGNED BY: SBH

CHECKED BY: BRL



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