SITE IMPROVEMENTS

FOR

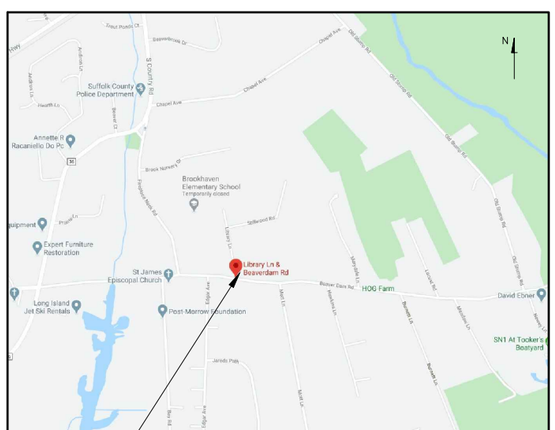
BROOKHAVEN FREE LIBRARY

IN THE VICINITY OF 273 BEAVER DAM ROAD

TOWN OF BROOKHAVEN, NEW YORK 11719

SUFFOLK COUNTY, NEW YORK

APRIL 2020



PROJECT LOCATION

KEY MAP

NOT TO SCALE

INDEX

SHEET	DRAWING No.	DESCRIPTION
1	C - 1	COVER SHEET
2 - 3	MD - 1 THRU 2	MISCELLANEOUS DETAILS
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11	GP - 1	GRADING PLAN
12	PMP - 1	PAVEMENT MARKING PLAN
13	LLP - 1	LANDSCAPE AND LIGHTING PLAN

PROGRESS PRINT

CONSULTANT:

NELSON & POPE

ENGINEERS | ARCHITECTS | SURVEYORS

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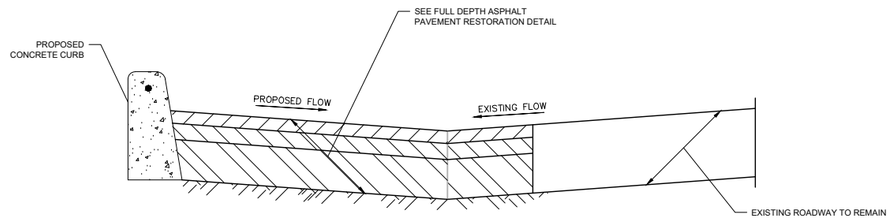
C - 1

SHEET: 1 OF 13



ROAD RESTORATION TYPICAL SECTION

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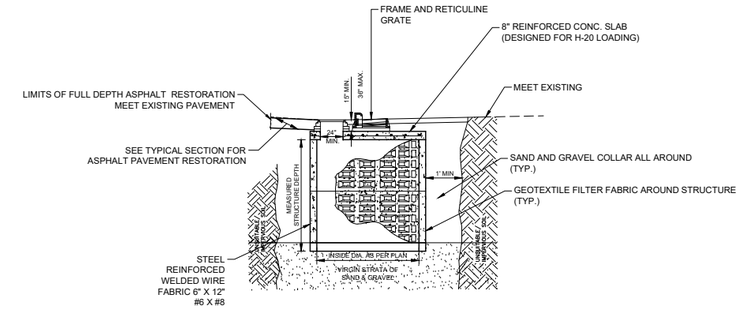


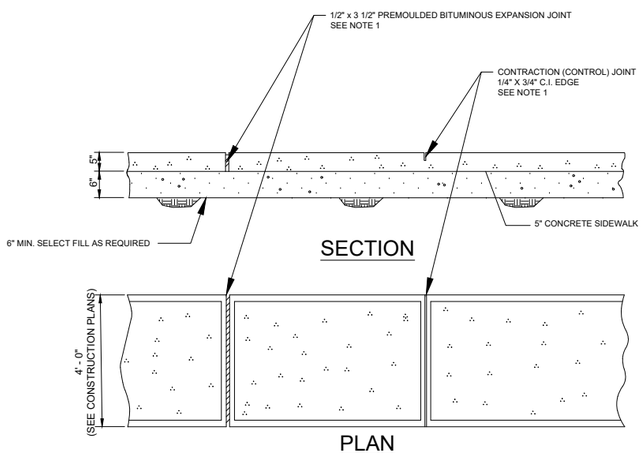
LEACHING BASIN DETAIL

ITEM 5

NOT TO SCALE

LEACHING POOL NOTES:

1. ALL DRAINAGE PIPES MUST BE PROVIDED WITH A MINIMUM 2'-0" OF COVER.
2. THE TOP SECTION SHALL BE LEACHING TYPE WITH GEOTEXTILE FILTER CLOTH INSTALLED. AOS 095 SHALL BE 0.52mm OR GREATER IN ACCORDANCE WITH ASTM D4751.



CONCRETE SIDEWALK

ITEM 2A

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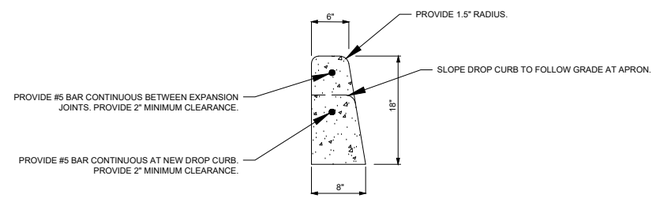
SIDEWALK NOTES:

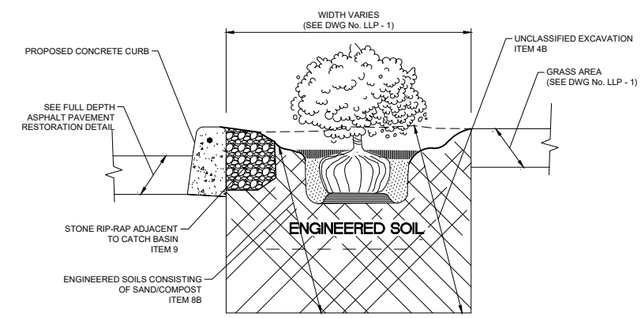
1. CONTROL JOINTS ARE TO BE PLACED EVERY 5'-0" AND EXPANSION JOINTS ARE TO BE PLACED EVERY 20', OR AS DIRECTED BY THE ENGINEER.
2. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED 5" THICK.
3. ALL SIDEWALKS IN INTERSECTIONS AND IN SMALL RADII SHALL BE PLACED MONOLITHICALLY AND SHALL BE 5 INCHES THICK UNREINFORCED CONCRETE FROM THE PC TO THE PT. THE AREA TO BE PAID FOR THE SIDEWALK ITEM SHALL NOT NOT INCLUDE THE CURB AND GUTTER.



CONCRETE CURB DETAIL

ITEM 1

NOT TO SCALE



BIO-SWALE SECTION

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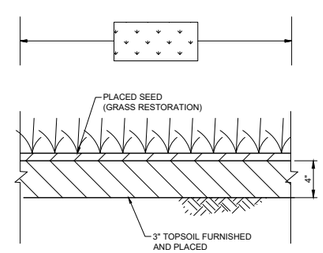
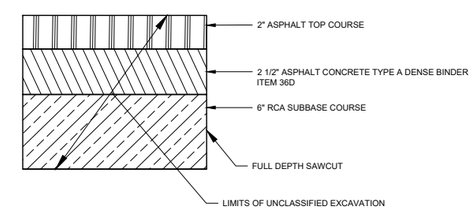


TOPSOIL AND SOD RESTORATION DETAIL

ITEM 7B

NOT TO SCALE



FULL DEPTH ASPHALT PAVEMENT RESTORATION DETAIL

ITEM 4

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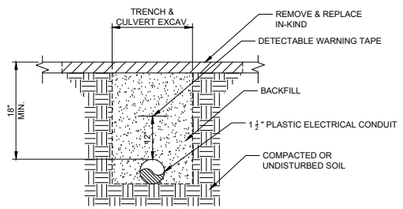
SHEET: 2 OF 13



ELECTRICAL TRENCH

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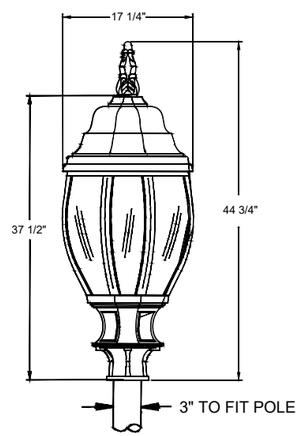
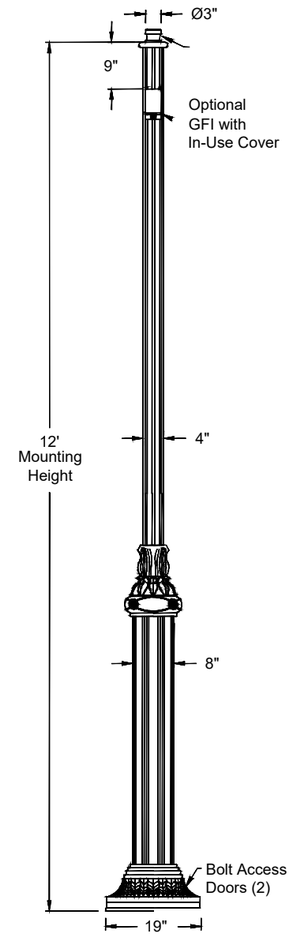
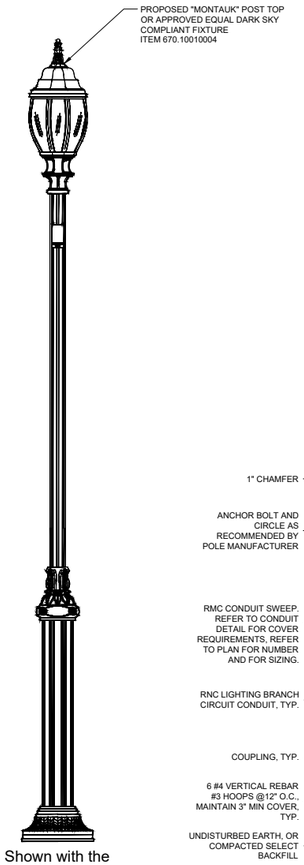
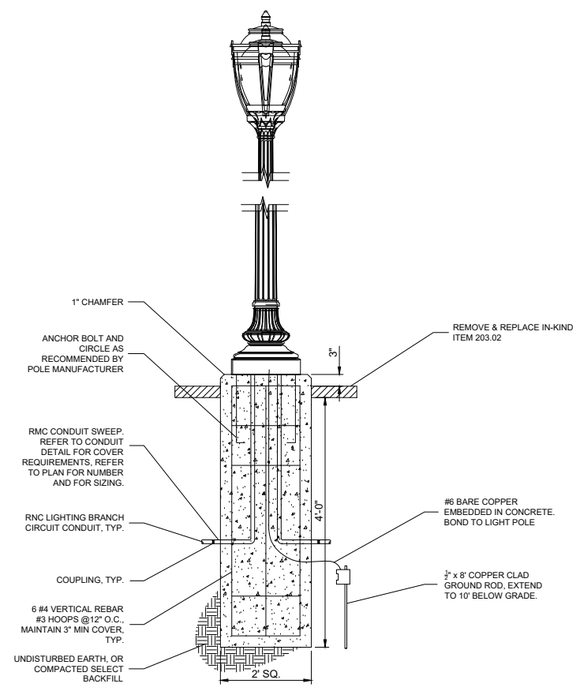


"MONTAUK" POST TOP OR APPROVED
EQUAL DARK SKY COMPLIANT FIXTURE





Shown with the
"Montauk" luminaire



LIGHT POLE FOUNDATION

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LIGHT POLE NOTES:

1. CONCRETE SHALL BE 3,000 PSI AT 28 DAYS.
2. REBAR SHALL BE GRADE 60.
3. ANCHOR BOLT YIELD STRENGTH SHALL BE 55 KSI PER AASHTO M314.

DECORATIVE LIGHT AND POST

ITEM 11B

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SHEET: 3 OF 13

GENERAL NOTES:

1. THESE SHEETS ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), AND THE REQUIREMENTS OF THE 2011 PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT OF WAY (PROWAG).

2. DIMENSIONS SHOWN IN THE DETAILS AS MINIMUMS AND MAXIMUMS ARE THE LIMITS FOR DESIGN AND FIELD LAYOUT. FACILITIES SHALL NOT BE CONSTRUCTED WITH VALUES OUTSIDE THE LIMITS FOR WORK ACCEPTANCE. SEE TABLE "DESIGN ELEMENT TOLERANCES" ON THIS SHEET. FURTHER INFORMATION IS PROVIDED ON "CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND ACCEPTANCE OF PEDESTRIAN FACILITIES" AVAILABLE ON THE N.Y.S.D.O.T HIGHWAY DESIGN MANUAL CHAPTER 18 WEB SITE.

3. NOT ALL FACILITIES CAN BE CONSTRUCTED TO MEET THE DESIGN STANDARDS. FACILITIES THAT CANNOT BE CONSTRUCTED TO MEET THE DESIGN STANDARDS SHALL BE CONSTRUCTED TO MEET THE STANDARDS TO THE GREATEST EXTENT PRACTICABLE. NONSTANDARD FEATURES SHALL BE JUSTIFIED PER HIGHWAY DESIGN MANUAL CHAPTER 2, EXHIBIT 2-15A.

4. TO CHECK FIELD LAYOUT AND TO VERIFY WORK ACCEPTANCE, ALL SLOPES AND GRADES WILL BE MEASURED WITH A 4 FOOT LONG DIGITAL LEVEL USING AT LEAST TWO READINGS. WHERE THE READINGS VARY, THE MEASUREMENTS WILL BE AVERAGED. GRADE (RUNNING SLOPE) WILL BE MEASURED ALONG THE CENTERLINE AND OFFSET 12" TO 18" FROM THE CENTERLINE. CROSS SLOPES WILL BE MEASURED PERPENDICULAR TO CENTERLINE AT 5' TO 10' INTERVALS.

5. GRADES (RUNNING SLOPES) ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.

6. JOINTS BETWEEN SIDEWALKS, CURB RAMPS, TURNING SPACES AND ROADWAYS SHALL BE FLUSH AND FREE FROM ABRUPT VERTICAL CHANGES GREATER THAN $\frac{1}{4}$". VERTICAL SURFACE DISCONTINUITIES BETWEEN $\frac{1}{4}$" AND $\frac{1}{2}$" SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN1:2. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE JOINT. SEE DETAIL ON SHEET 2 OF 9.

7. SIDEWALKS ARE CONNECTED TO ROADWAYS BY EITHER BLENDED TRANSITIONS OR CURB RAMPS. BLENDED TRANSITIONS ARE CONNECTIONS BETWEEN THE SIDEWALK LEVEL AND THE ROADWAY LEVEL THAT HAVE A MAXIMUM GRADE (RUNNING SLOPE) OF 13% AND TRANSITIONS GREATER THAN 5% ARE CONSIDERED CURB RAMPS.

8. CURB RAMPS AND BLENDED TRANSITIONS MAY REQUIRE THE INSTALLATION OF DETECTABLE WARNINGS , SEE ADDITIONAL "DETECTABLE WARNING NOTES" ON THIS SHEET, AND DETAILS ON SHEET OF 2 OF 9 FOR DIMENSIONS, ORIENTATION AND INSTALLATION.

9. VERTICAL ALIGNMENT SHALL BE GENERALLY PLANAR. GRADE BREAKS WITHIN THE PEDESTRIAN ACCESS ROUTE SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL AND SHALL NOT BE ROUNDED.

10. MATERIAL DEPTHS SHOWN ON THESE SHEETS ARE TYPICAL MINIMUM VALUES AND MAY BE DIFFERENT IN THE CONTRACT DOCUMENTS.

11. SIDEWALK GRADE (RUNNING SLOPE) SHALL NOT BE DESIGNED TO EXCEED 4.5%, EXCEPT WHEN MATCHING INTO EXISTING SIDEWALK OR WHEN THE HIGHWAY GRADE IS STEEPER. WHEN HIGHWAY GRADE IS GREATER THAN 5%, THE SIDEWALK GRADE SHALL NOT EXCEED THE HIGHWAY GRADE.

12. THE CROSS SLOPE OF PEDESTRIAN ACCESS ROUTES SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE. THE FOLLOWING EXCEPTIONS ARE ALLOWED:

    WHERE PEDESTRIAN STREET CROSSINGS ARE PROVIDED AT INTERSECTIONS WITHOUT YIELD OR STOP CONTROL OR WHERE THERE IS ANY TRAFFIC SIGNAL WITHOUT A FLASHING RED, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A STREET CROSSING SHALL BE 4.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 5% MAXIMUM FOR WORK ACCEPTANCE.

    WHERE MIDBLOCK PEDESTRIAN STREET CROSSINGS ARE PROVIDED, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A MIDBLOCK STREET CROSSING SHALL BE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.

13. THE MINIMUM CLEAR WIDTH FOR PEDESTRIAN ACCESS ROUTES IS 4'-0", EXCLUSIVE OF THE CURB. WHEN WALKWAY WIDTHS ARE LESS THAN 5'-0", 5'-0" x 5'-0" PASSING SPACES (SHOWN IN DETAIL A OR B), OR A FEATURE OF EQUAL OR GREATER DIMENSION (E.G. DRIVEWAYS) THAT MEET THE SLOPE CRITERIA, SHALL BE PROVIDED AT A MINIMUM INTERVAL OF 200'. EXISTING DRIVEWAYS AND STREET CROSSING MAY ALSO SERVE AS PASSING SPACES.

14. THE BUFFER ZONE IS A PRACTICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE FROM THE VEHICLE TRAVELED WAY. THE BUFFER ZONE WAY MAY BE PLANTED OR PAVED. WHERE THE BUFFER ZONE WIDTH, EXCLUSIVE OF CURB, IS LESS THAN 3'-0" THE SURFACE SHOULD BE PAVED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

15. THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TURF BUFFER ZONE OR SLOPE TRANSITION BEHIND SIDEWALK IS 25%. BUFFER ZONES WITH A CROSS SLOPE GREATER THAN 25% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.

16. WHEN CROSSING DRIVEWAYS, THE WORK SHALL BE IN CONFORMANCE WITH STANDARD SHEET 608-03.

17. FOR PEDESTRIAN SIGNALS AND PEDESTRIAN PUSH BUTTONS, REFER TO STANDARD SHEET 680-10 FOR DETAILS.

18. WHERE EXISTING ROADWAYS ARE SAW CUT TO INSTALL CURBING AND/OR SIDEWALK, THE ROADWAY SHOULD BE SAWCUT AT LEAST 2'-0" FROM THE PROPOSED CURB LINE TO ALLOW FOR ADEQUATE COMPACTION OF ASPHALT IF SAWCUT IS LESS THAN 2'-0" FROM PROPOSED CURB LINE, THEN THE ROADWAY SHALL BE REBUILT USING CLASS C CONCRETE, SEE DETAILS ON SHEET 9 OF 9.

CURB RAMP NOTES:

1. THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4'-0".

2. THE GRADE (RUNNING SLOPE) OF A CURB RAMP SHALL BE A MINIMUM OF 13%. THE GRADE FOR DESIGN AND LAYOUT SHALL BE A MAXIMUM OF 7.5%. THE GRADE FOR ADA ACCESSIBILITY AND WORK ACCEPTANCE SHALL BE A MAXIMUM OF 8.3%.

3. WHERE EXISTING CONDITIONS DO NOT ALLOW THE CONSTRUCTION OF A CURB RAMP WITH A GRADE (RUNNING SLOPE) OF 8.3% OR LESS, THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-1" FOR DESIGN AND FIELD LAYOUT. THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-0" FOR WORK ACCEPTANCE.

4. THE CROSS SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS POSSIBLE AND STILL PROVIDE POSITIVE DRAINAGE. THE CROSS SLOPE OF A CURB RAMP SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE. SEE NOTE 12 FOR EXCEPTIONS. WHERE THE EXISTING ROADWAY GRADE EXCEEDS 2%, THE CURB RAMP MAY BE WARPED ACCORDING TO THE DETAIL ON SHEET 8 OF 9 TO TIE INTO THE DROP CURB.

5. RAMP SIDE OPTIONS ARE DETAILED ON SHEET 3 OF 9 FOR USE WITHIN THE BUFFER ZONE. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES\ SHALL BE INSTALLED WITH A MAXIMUM SLOPE OF 9.5% FOR DESIGN AND LAYOUT, AND 10% MAXIMUM FOR WORK ACCEPTANCE. THE SLOPE OF FLARED SIDES IS MEASURED PARALLEL TO THE CURB LINE.

6. THE BACKSIDE OF A PARALLEL RAMP SHOULD BE GRADED TO A MAXIMUM SLOPE OF 25% TO MATCH EXISTING TERRAIN, UNLESS OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS. WHERE GRADING IS NOT FEASIBLE DUE TO LIMITED ROW OR PHYSICAL CONSTRAINTS, A BACK CURB MAY BE INSTALLED. SEE DETAILS ON SHEET 3 OF 9 AND SHEET 9 OF 9.

7. DEPARTMENT PREFERENCE IS TO INSTALL TWO CURB RAMPS AT A STREET CORNER THAT SERVES BOTH CROSSINGS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER THAT SERVES BOTH CROSSINGS, A SINGLE DIAGONAL CURB RAMP WILL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

TURNING SPACE AND CLEAR SPACE NOTES:

8. WHERE A CHANGE IN DIRECTION IS REQUIRED TO UTILIZE A CURB RAMP, A TURNING SPACE SHALL BE PROVIDED AT THE BASE OR THE TOP OF CURB RAMP AS APPLICABLE. TURNING SPACES SHALL BE PERMITTED TO OVERLAP CLEAR SPACES.

9. WHERE THERE ARE NO VERTICAL CONSTRAINTS AT THE BACK OF SIDEWALK, (E.G. VERTICAL CURB, BUILDINGS, FENCES) THE TURNING SPACE DIMENSIONS SHALL BE 4'-0" x 4'-0" MINIMUM. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK. THE TURNING SPACE SHALL 4'-0" x 5'-0" MINIMUM. THE 5'-0" DIMENSION SHALL BE PROVIDED PERPENDICULAR TO THE CONSTRAINT.

10. TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5%. IN ANY DIRECTION, WHILE PROVIDING POSITIVE DRAINAGE. THE MAXIMUM CROSS SLOPE FOR WORK ACCEPTANCE IS 2.0%. A NONSTANDARD FEATURE JUSTIFICATION IS REQUIRED WHERE TURNING SPACES EXCEED 2.0% IN ANT DIRECTION.

11. BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4'-0" x 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE. THE CLEAR SPACE MAY OVERLAP TURNING SPACES, DETECTABLE WARNING SURFACES, AND DROP CURBS.

DETECTABLE WARNING NOTES:

12. DETECTABLE WARNING SURFACES SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS ON PEDESTRIAN ACCESS ROUTES:

    CURB RAMPS ARE BLENDED TRANSITIONS AT PEDESTRIAN STREET CROSSINGS.

    PEDESTRIAN REFUGE ISLANDS (WHERE THE LENGTH OF THE PEDESTRIAN ACCESS ROUTE ACROSS THE REFUGE ISLAND IS GREATER THAN OR EQUAL TO 6 FEET).

    PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY.

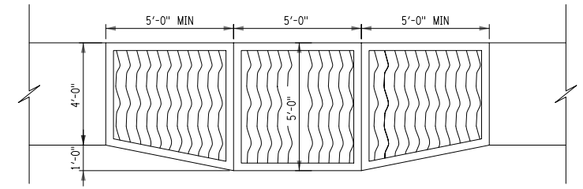
13. DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL. DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APRONS.

14. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. IF REQUIRED, THE BORDER SHALL NOT EXCEED 2". WHERE THE BACK OF CURB EDGE IS TOOLED TO PROVIDE A RADIUS. THE BORDER DIMENSION SHALL BE MEASURED FROM THE INSIDE EDGE OF THE CURB RADIUS.

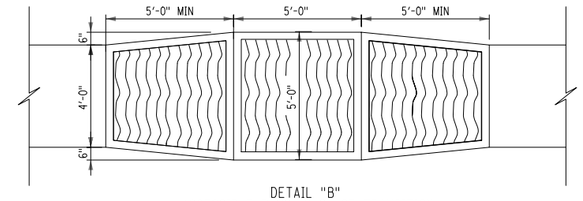
15. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT IS FOR ILLUSTRATION ONLY. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 24" MINIMUM IN THE DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUDING ANY FLARED SIDES. THE WIDTH OF THE DETECTABLE WARNING FIELD INCLUDES A CONCRETE BORDER, IF PROVIDED.

16. ON SLOPES OF 13% OR GREATER, THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE LOWER GRADE BREAK ON THE RAMP RUN. WHERE DOMES ARE ARRAYED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON SHEET 2. ON SLOPES LESS THAN 5% DOME ORIENTATION IS LESS CRITICAL AND MAY DIFFER FROM PERPENDICULAR OR RADIAL ALIGNMENT TO THE GRADE BREAK.

17. THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS OR MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS. DETECTABLE WARNING SURFACES SHALL CONSIST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.



DETAIL "A"
ACCESSIBLE PASSING SPACE TRANSITION
ONE SIDE TAPERS



DETAIL "B"
ACCESSIBLE PASSING SPACE TRANSITION
BOTH SIDES TAPER

DESIGN ELEMENT TOLERANCES		
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5% MAX.	2.0% MAX.
SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11	4.5% MAX.	5.0% MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21	7.5% MAX.	8.3% MAX.
BLENDED TRANSITION GRADE (RUNNING SLOPE) - SEE NOTE 7	4.5% MAX.	5.0% MAX.

ALL VALUES SHOWN ON THE 608-01 STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS.

FOR ADDITIONAL REQUIREMENTS AND TOLERANCES, SEE "CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND CONSTRUCTION OF PEDESTRIAN FACILITIES" AVAILABLE ON THE NYSDOT HIGHWAY DESIGN MANUAL CHAPTER 18 WEBSITE.

NOTE: ALL CONCRETE CURB RAMPS SHALL BE PAID FOR UNDER ITEM 27. DETECTABLE WARNING SURFACES SHALL BE PAID FOR UNDER ITEM 27DW.

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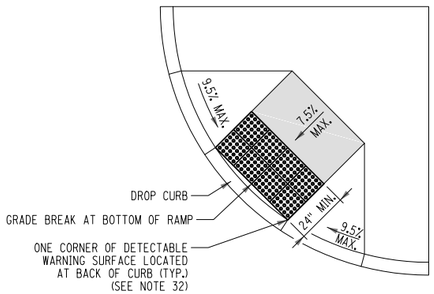
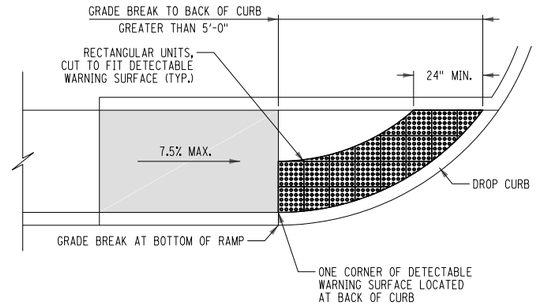


OPTION 1



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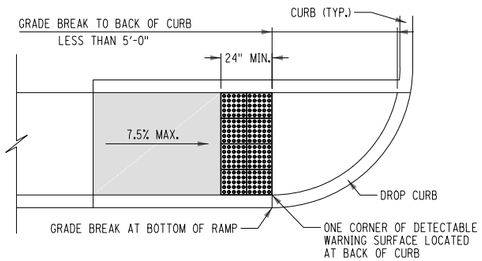

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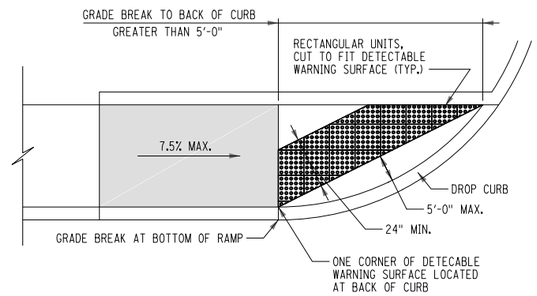

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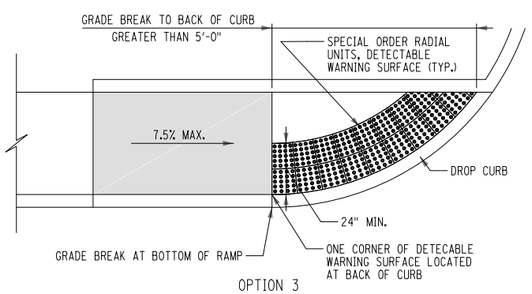

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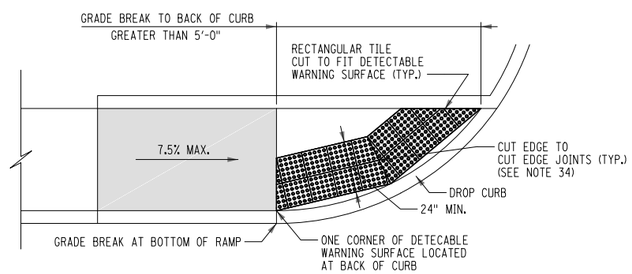
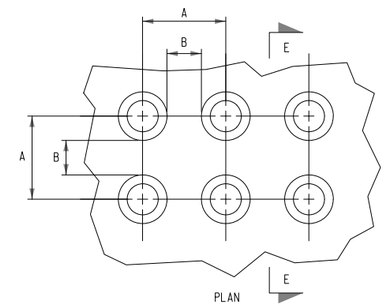
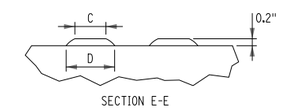


OPTION 6

DETECTABLE WARNING SURFACE (DWS) PLACEMENT OPTION DETAILS

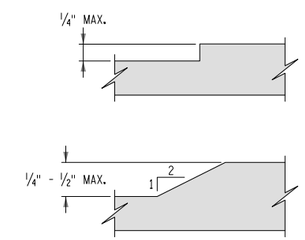


TRUNCATED DOME DIMENSIONS		
DIM.	MIN. (IN)	MAX. (IN)
A	1.6"	2.4"
B	0.65"	1.5"
C	50% - 65% OF D DIM.	
D	0.9"	1.4"



SECTION E-E

DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS



VERTICAL SURFACE DISCONTINUITIES

SEE NOTE 6 ON SHEET 1 OF 9

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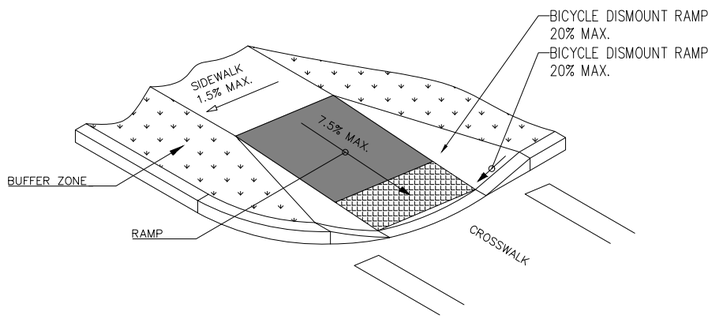
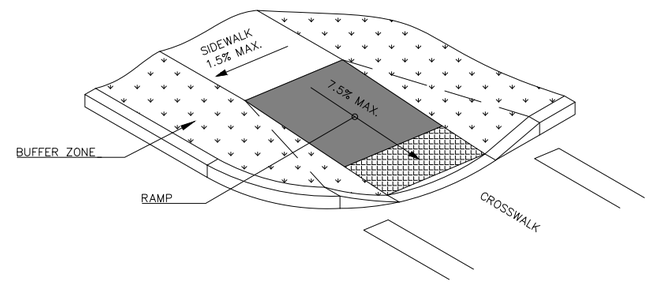
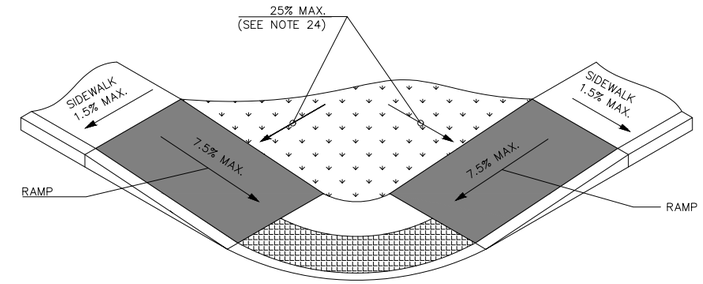


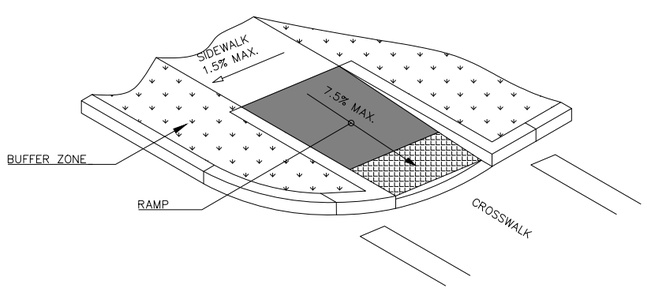
OPTION A: FLARED CONCRETE



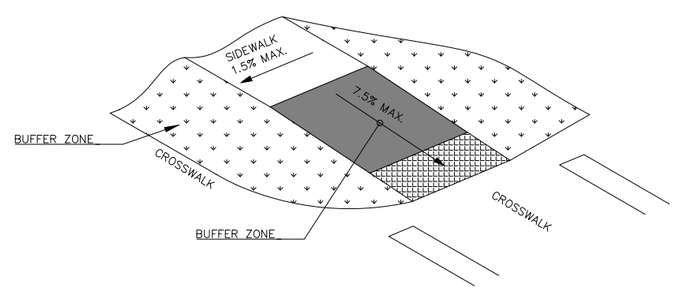
OPTION B: GRADED EARTH



OPTION A: GRADED EARTH AND TURF

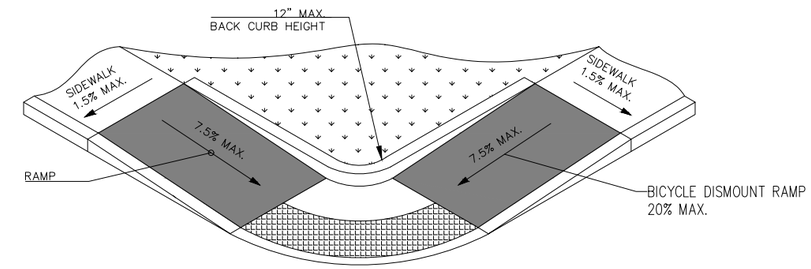


BICYCLE DISMOUNT RAMP



OPTION D: UNCURBED INTERSECTION

RAMP SIDE CONFIGURATIONS



OPTION B: BACK CURB

PARALLEL RAMP BACK TREATMENTS

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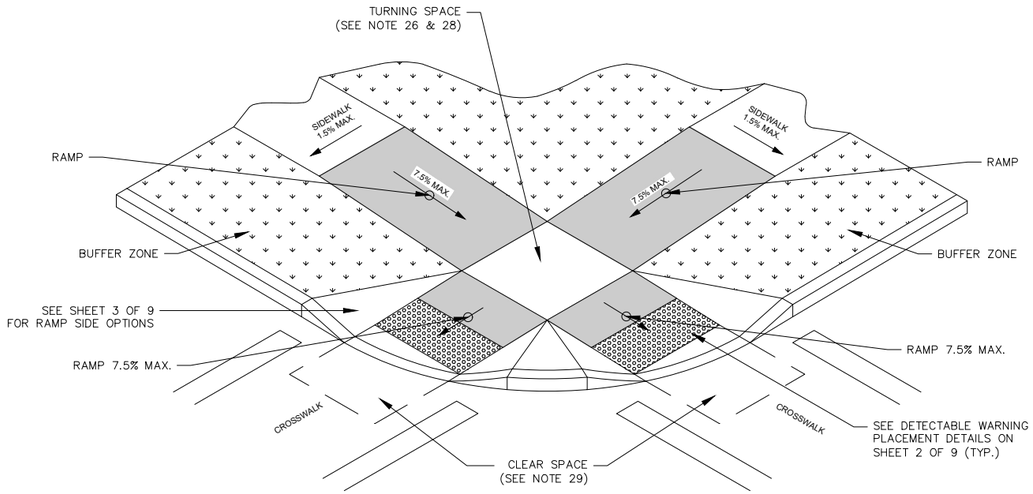

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ITEM 2A & 2B

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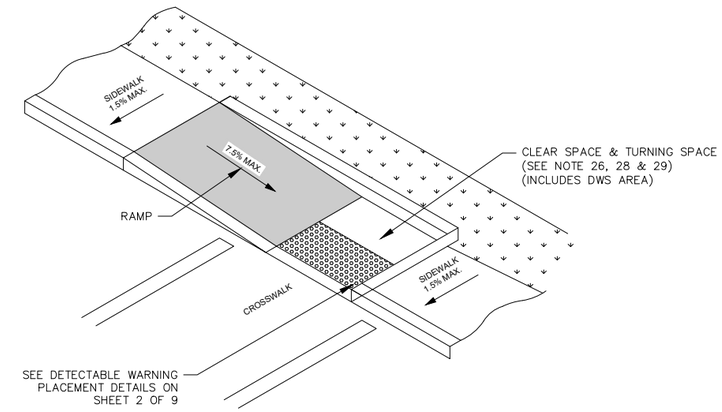

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ITEM 2A & 2B

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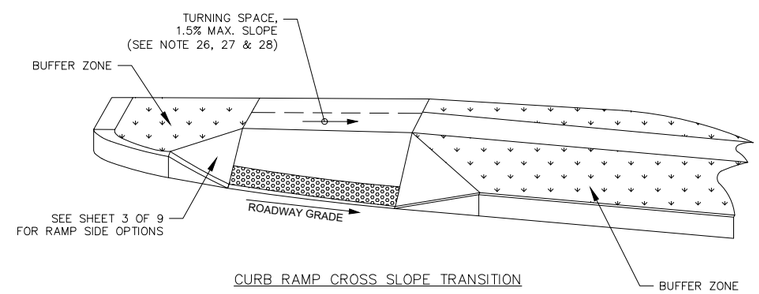
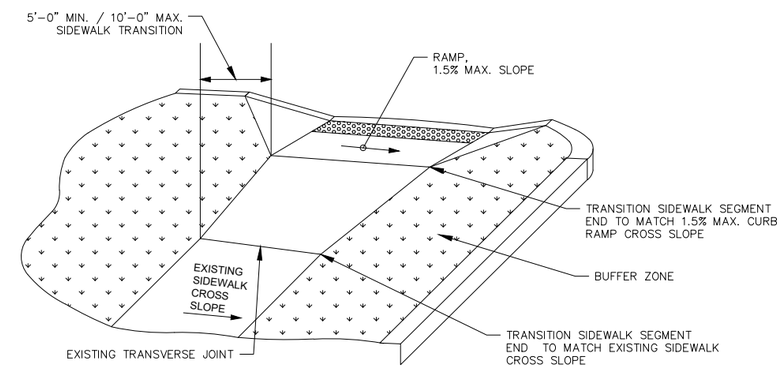


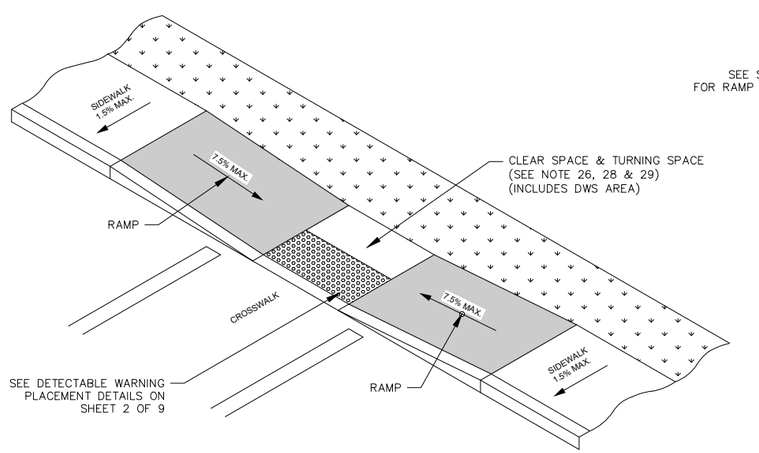
CURB RAMP CROSS SLOPE TRANSITION

REFER TO NOTE 22 ON SHEET 1 OF 9 FOR
CROSS SLOPE REQUIREMENTS



TRANSITION BETWEEN CURB RAMP AND EXISTING SIDEWALK

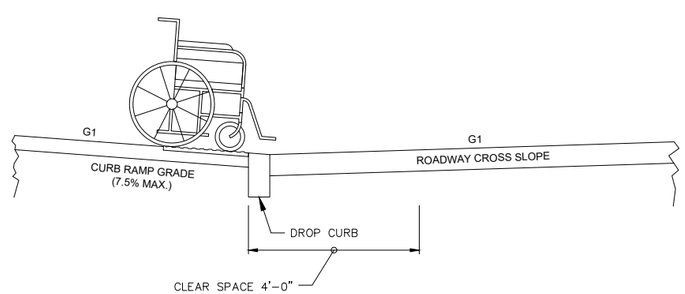
USE FOR CROSS SLOPE AND WIDTH TRANSITIONS

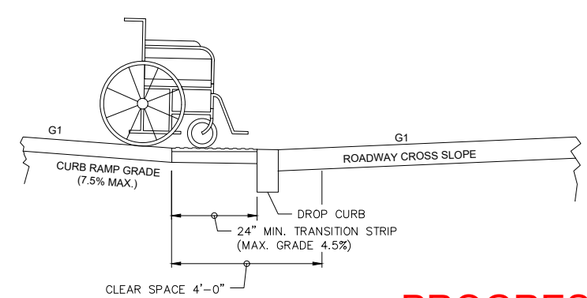


CURB RAMP TYPE 9

ITEM 2A & 2B

NOT TO SCALE





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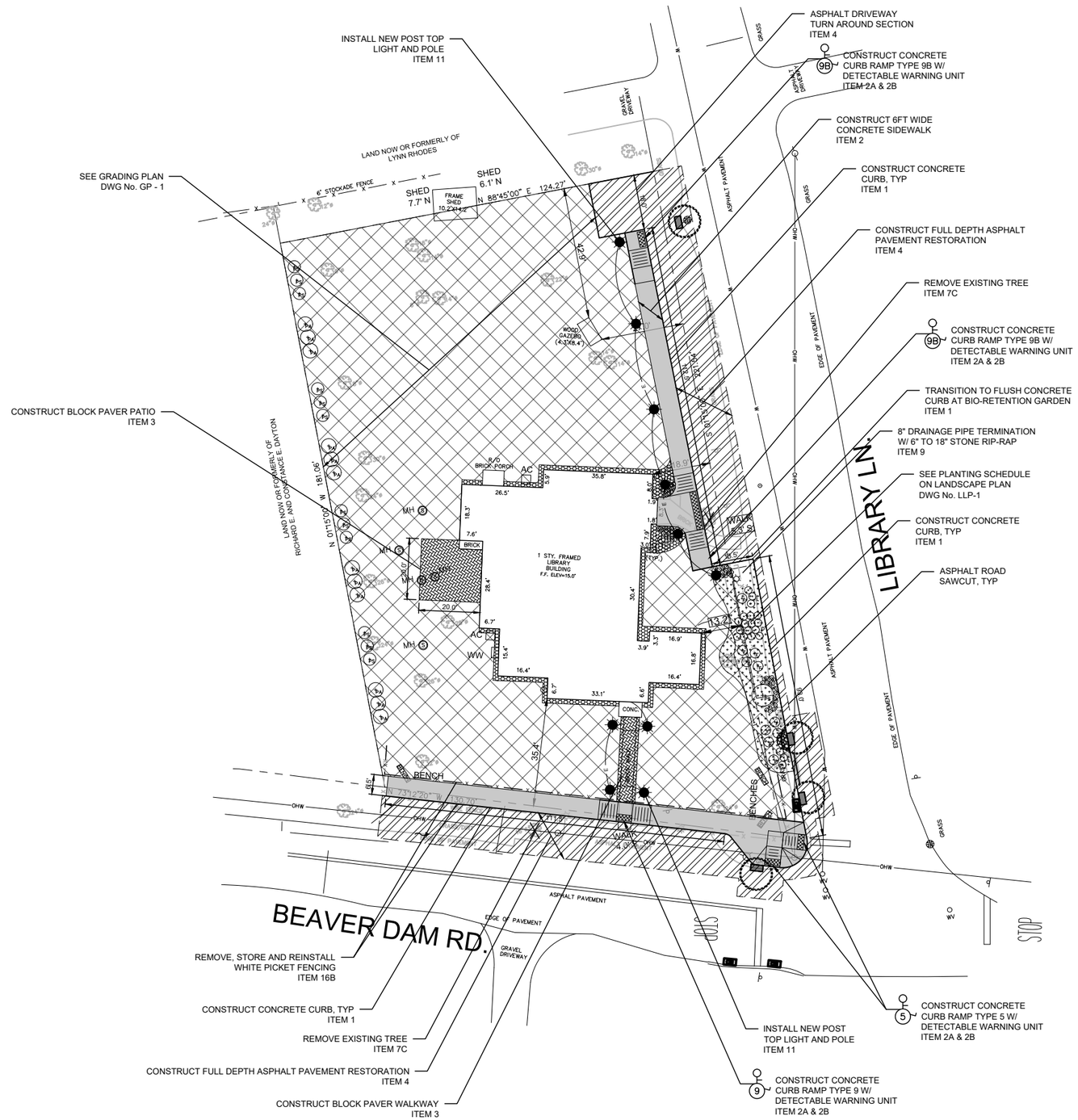

GRAPHIC SCALE

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(IN FEET)
1 INCH = 20 FEET

HARON

LEGEND:

- FULL DEPTH ASPHALT ROAD RESTORATION
- CONCRETE SIDEWALK
- BLOCK PAVER WALK / PATIO
- LAWN RE-GRADING TOPSOIL & SOD RESTORATION
- BIO-RETENTION GARDEN AREA SAND/COMPOST ENGINEERED MEDIA
- MULCHED BEDS
- POST TOP DECORATIVE LIGHT AND POLE
- PLANTINGS - SHRUBS/TREES/PLUGS
- CONCRETE CURB
- SAWCUT PAVEMENT

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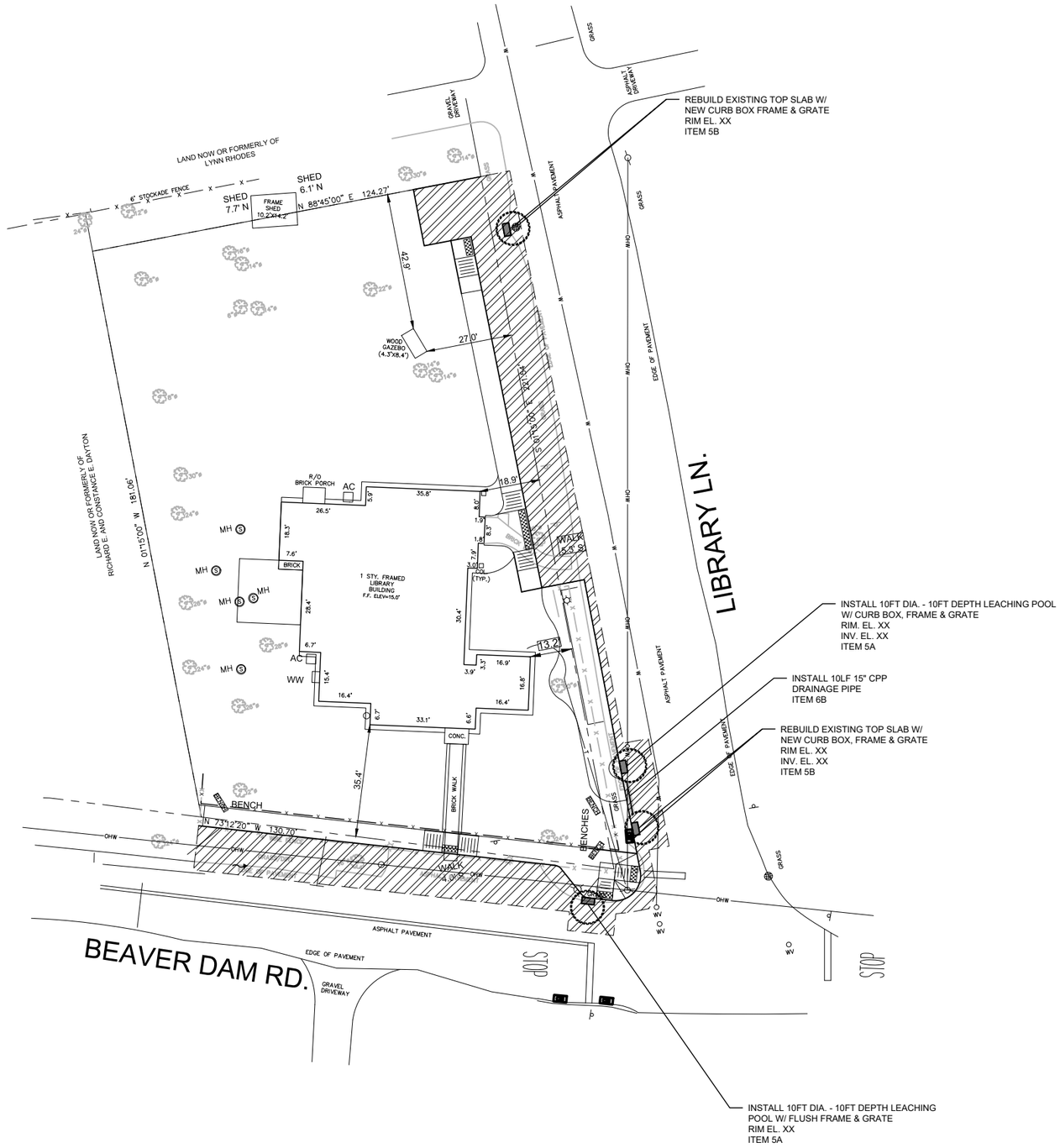

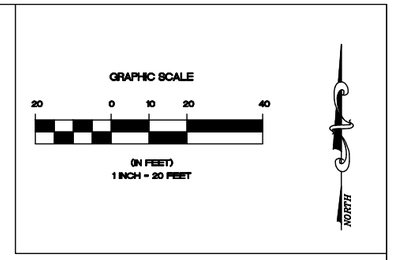

LEGEND:

- FULL DEPTH ASPHALT ROAD RESTORATION
- DRAINAGE STRUCTURE
- DRAINAGE PIPE
- CONCRETE CURB
- SAWCUT PAVEMENT

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——10.0——	PROPOSED MAJOR GRADING CONTOUR
— —10.2— —	PROPOSED MAJOR GRADING CONTOUR
× P XX.XX	PROPOSED GRADE

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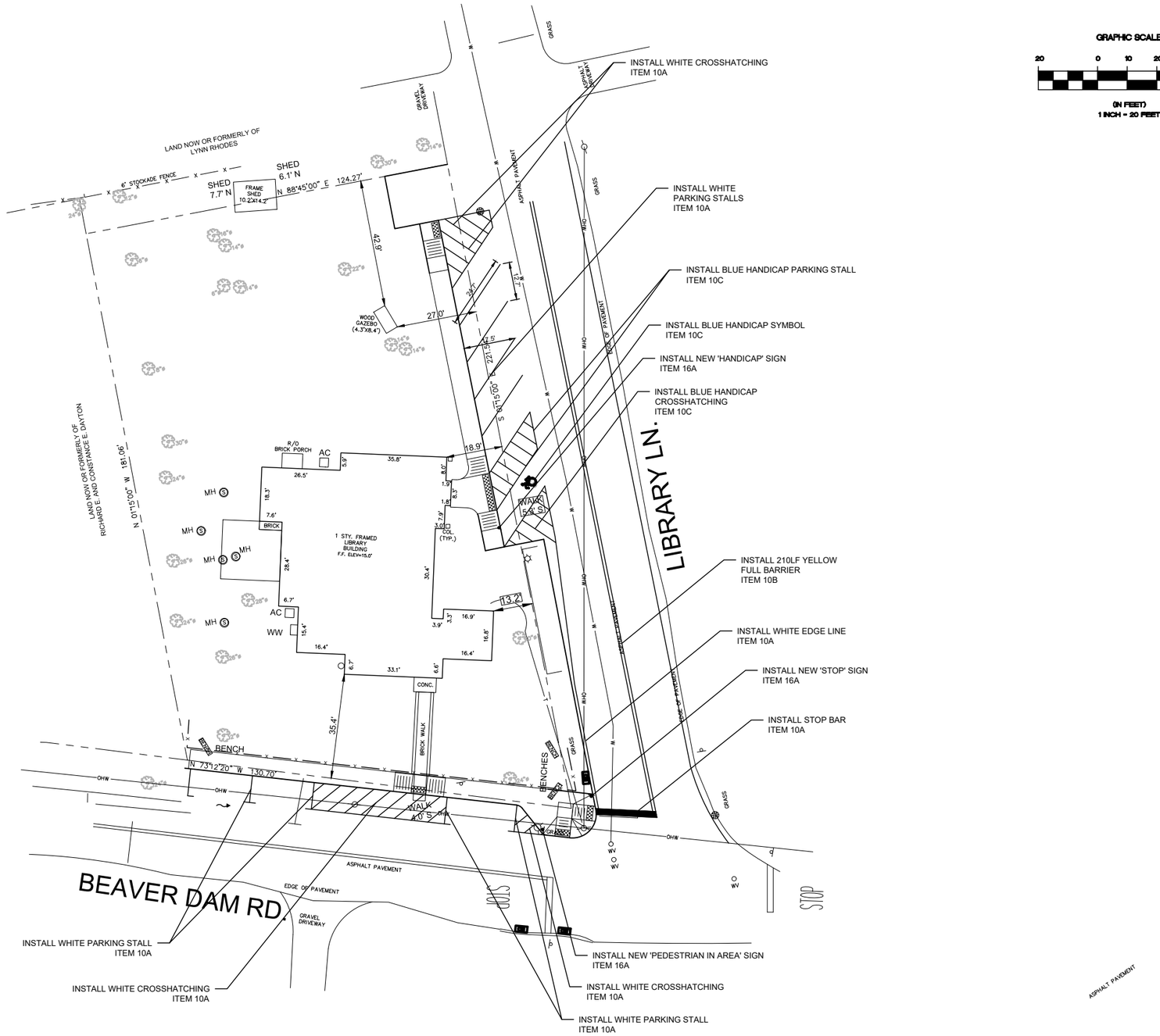

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PAVEMENT MARKING PLAN - 1
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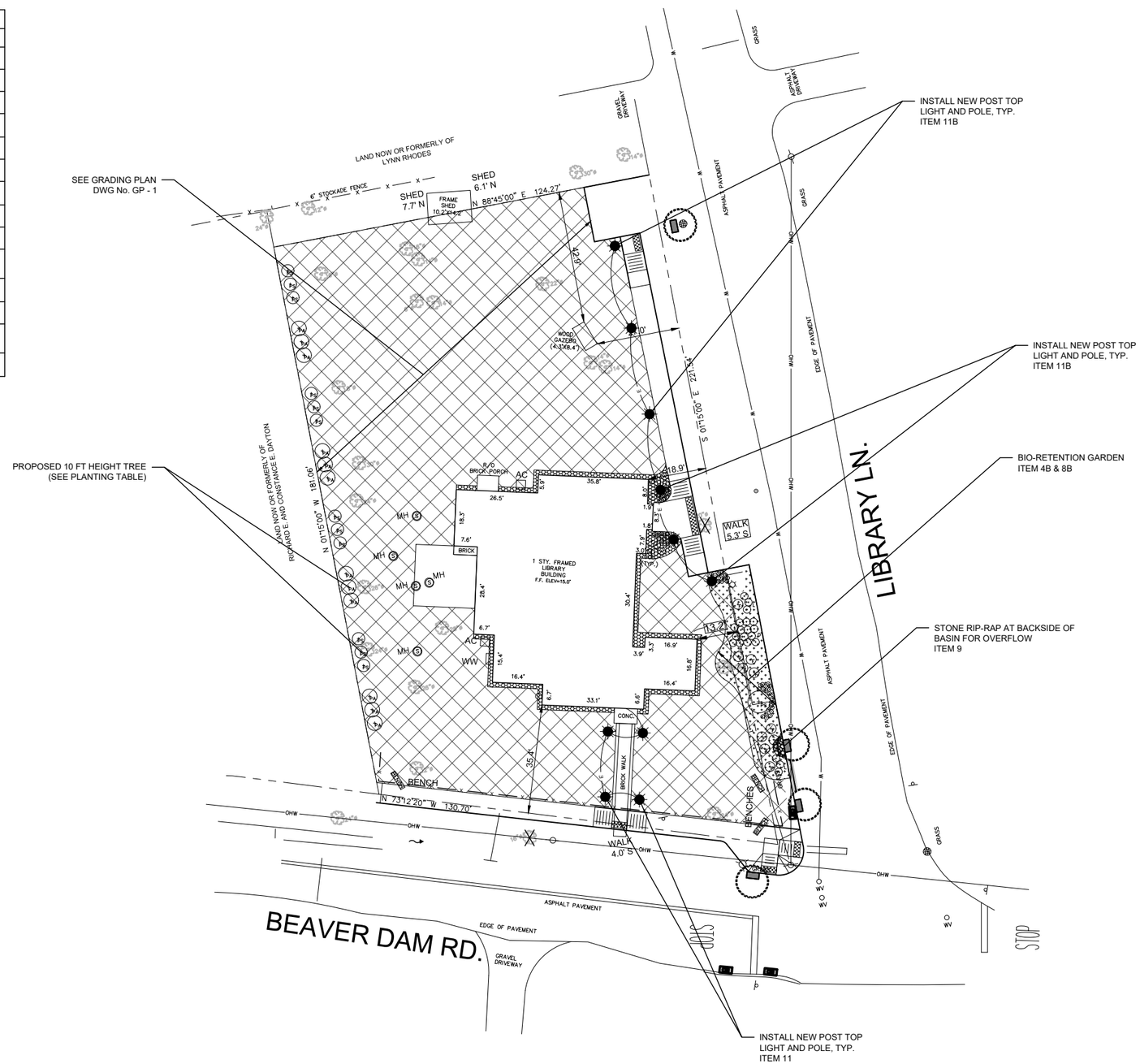
PLANTING SCHEDULE				
QUANTITY	I.D.	BOTANICAL NAME	COMMON NAME	SIZE & SPACING
5	PS	PINUS STROBUS	WHITE PINE	6' - 7' HEIGHT @ 14' SPACING
6	PA	PICEA ABIES	NORWAY SPRUCE	6 - 7' HEIGHT @ 14' SPACING
1	CK	CORNUS KOUSA	KOUSA DOGWOOD	6' - 8' HEIGHT @ 15' SPACING
6	AR	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	2 ½ - 3" CAL. @ 40' - 45' SPACING
1	MS	MALUS	FLOWERING CRABAPPLE SPECIMEN TREE	6' - 8' HEIGHT @ 15' SPACING
1	BN	BETULA NIGRA	RIVER BIRCH	8' - 10' HEIGHT @ 30' SPACING
5	RH	RHODODENDRON	HYBRID RHODODENDRON MIX	2 ½ - 3' HEIGHT @ 5' SPACING
2	AM	AMELANCHIER CANADENSIS	SHADBLOW SERVICE BERRY	5' - 6' HEIGHT @ 10' SPACING
6	AZ	AZALEA	EVERGREEN AZALEAS MIX	18" - 24" HEIGHT @ 4' SPACING
4	EF	EUONYMUS FORTUNEI	EMERALD GAIETY & EMERALD GOLD EUONYMUS	15" - 18" SPD @ 3' SPACING
4	TH	YAXUS MEDIA HICKSII	HICKS YEW	2 ½ ' - 3' HEIGHT @ 2' SPACING
9	TD	TAXUS MEDIA DENSIFORMIS	DENSE SPREADING YEW	18" - 24" SPD @ 3' SPACING
2	F	FORSYTHIA x INTERMEDIA SPECTABILIS	SHOWYBORDER FORSYTHIA	3' - 3 ½' HEIGHT @ 6' SPACING
1	D	CORNUS ALBA ARGENTED - MARGINATA	VARIEGATED RED TWIG DOGWOOD	3' - 3 ½' HEIGHT @ 6' SPACING

IN PROGRESS



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 INCH = 20 FEET

HARON

LEGEND:

- LAWN RE-GRADING TOPSOIL & SOD RESTORATION
- BIO-RETENTION GARDEN AREA SAND/COMPOST ENGINEERED MEDIA
- MULCHED BEDS
- POST TOP DECORATIVE LIGHT AND POLE
- PLANTINGS - SHRUBS/TREES/PLUGS

PROGRESS PRINT

No.	DATE	REVISION	BY:
.	.	.	.

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