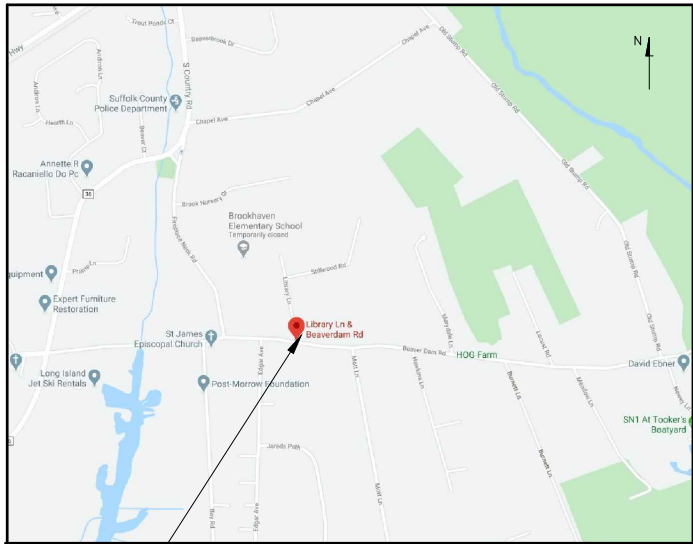


SITE IMPROVEMENTS
FOR
BROOKHAVEN FREE LIBRARY
273 BEAVER DAM ROAD
TOWN OF BROOKHAVEN
SUFFOLK COUNTY, NEW YORK 11719
AUG 2020



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
4 - 7	RD - 1 THRU 4	SIDEWALK RAMP DETAILS
8	EC - 1	EXISTING CONDITIONS PLAN
9	CP - 1	CONSTRUCTION PLAN
10	DP - 1	DRAINAGE PLAN
11	GP - 1	GRADING PLAN
12	PMP - 1	PAVEMENT MARKING PLAN
13	LLP - 1	LANDSCAPE AND LIGHTING PLAN

CONSULTANT: N&P NELSON & POPE ENGINEERS ARCHITECTS SURVEYORS 572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188 PHONE: 631.427.5665 • FAX: 631.427.5620 • NELSONPOPE.COM			
CLIENT: BROOKHAVEN FREE LIBRARY 273 BEAVER DAM ROAD BROOKHAVEN, NEW YORK 11719			DRAWN BY: JM CHECKED BY: JD DATE: AUG 2020 JOB No.: 18311 CADD: 18311_COV SCALE: NTS
No.			DRAWING NUMBER: C - 1
DATE			SHEET: 1 OF 13
REVISION			
BY:			



FRAME AND RETICULATE GRATE

8" REINFORCED CONC. SLAB
(DESIGNED FOR H-20 LOADING)

MEET EXISTING

LIMITS OF FULL DEPTH ASPHALT RESTORATION
MEET EXISTING PAVEMENT

SEE TYPICAL SECTION FOR
ASPHALT PAVEMENT RESTORATION

SAND AND GRAVEL COLLAR ALL AROUND
(TYP.)

GEOTEXTILE FILTER FABRIC AROUND STRUCTURE
(TYP.)

STEEL
REINFORCED
WELDED WIRE
FABRIC 6" X 12"
#6 X #8

LIMITS OF EXCAVATION
(INCLUSIVE OF ITEM)

15" MIN.

36" MAX.

24" MIN.

1" MIN.

INSIDE DIA. AS PER PLAN

VIRGIN STRATA OF
SAND & GRAVEL

LEACHING BASIN DETAIL

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

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. ADJACENT RESTORATION SHALL BE PERFORMED TWO FEET (2') FROM THE BACKSIDE OF THE NEWLY PLACED SIDEWALK. TWO FEET (2') OF RESTORATION SHALL BE PERFORMED ON THE FRONTSIDE OF THE SIDEWALK AS WELL, ONLY WHEN NECESSARY.



A cross-sectional diagram showing a proposed concrete curb (ITEM 1) on the left, which transitions into a stone rip-rap area (ITEM 9) adjacent to a catch basin. The catch basin contains a layer of engineered soil consisting of sand/compost (ITEM 8B). Above the catch basin is a tree. To the right of the catch basin is an unclassified excavation (ITEM 4B) and a grass area (SEE DWG No. LLP - 1). The width of the entire structure varies (SEE DWG No. LLP - 1). The ground surface is shown as asphalt pavement restoration detail.

BIO-SWALE SECTION

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TOPSOIL AND SOD RESTORATION DETAIL

-	-	-	-
No.	DATE	REVISION	BY:

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CONSULTANT



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572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188
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IOB No. 1

CLIP

2015

DRAWING TITLE:

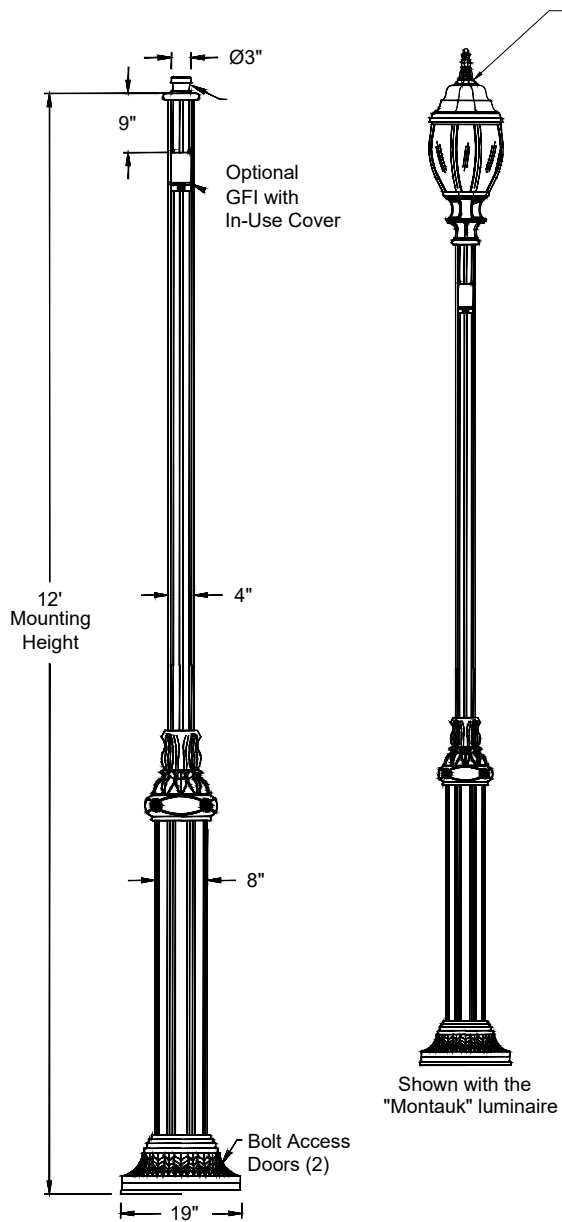
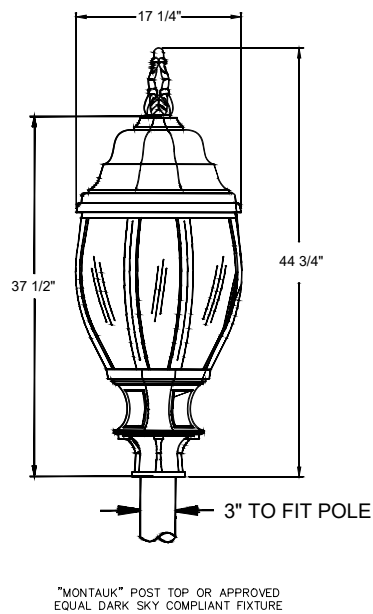
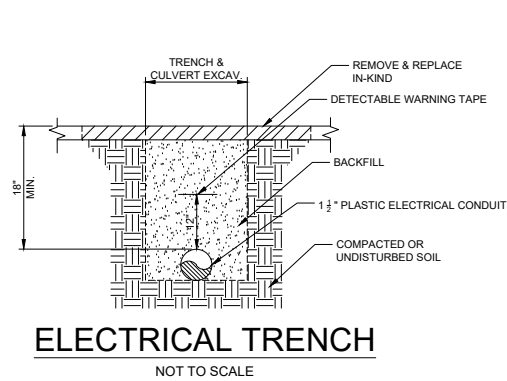
MISCELLANEOUS DETAILS - 1

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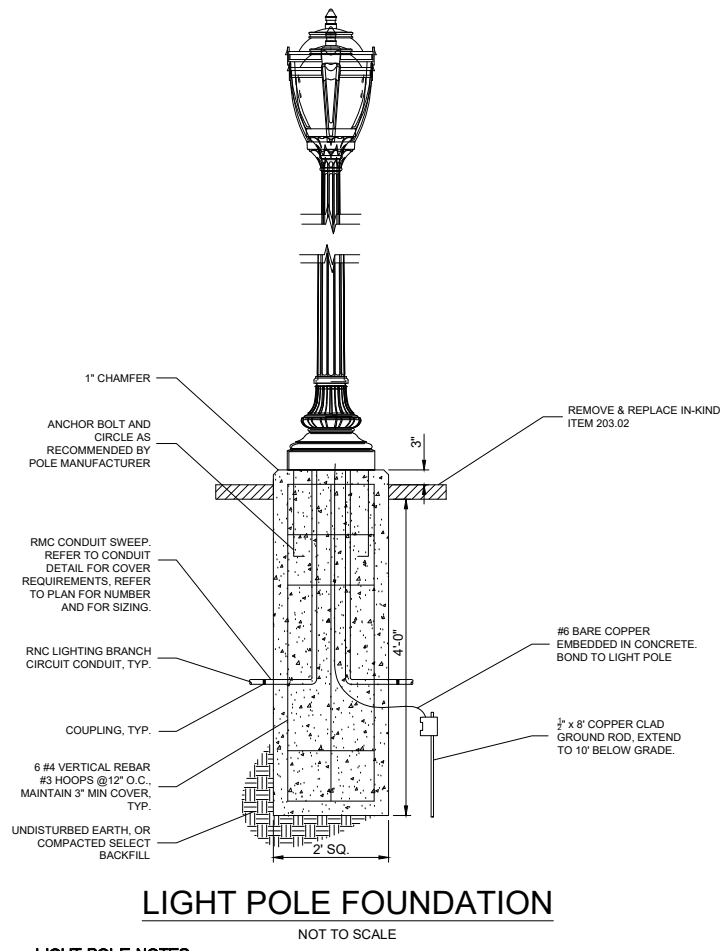
DRAWING NUMBER

MD -

SHEET: 20



PROPOSED "MONTAUK" POST TOP
OR APPROVED EQUAL DARK SKY
COMPLIANT FIXTURE
ITEM 670.10010004



- 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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No.	DATE	REVISION	BY:							SHEET: 3 OF 13

GENERAL NOTES:

- 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).
- 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.
- 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.
- 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.
- GRADES (RUNNING SLOPES) ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
- 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 THAN 1:2. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE JOINT. SEE DETAIL ON SHEET 2 OF 9.
- 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.
- CURB RAMPS AND BLENDED TRANSITIONS MAY REQUIRE THE INSTALLATION OF DETECTABLE WARNING. SEE ADDITIONAL "DETECTABLE WARNING NOTES" ON THIS SHEET, AND DETAILS ON SHEET 2 OF 9 FOR DIMENSIONS, ORIENTATION AND INSTALLATION.
- 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.
- MATERIAL DEPTHS SHOWN ON THESE SHEETS ARE TYPICAL MINIMUM VALUES AND MAY BE DIFFERENT IN THE CONTRACT DOCUMENTS.
- 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.
- 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.

- 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.
- 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.
- 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.
- WHEN CROSSING DRIVEWAYS, THE WORK SHALL BE IN CONFORMANCE WITH STANDARD SHEET 608-03.
- FOR PEDESTRIAN SIGNALS AND PEDESTRIAN PUSH BUTTONS, REFER TO STANDARD SHEET 680-10 FOR DETAILS.
- 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:

- THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4'-0".
- 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%.
- 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.
- 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.
- 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.
- 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 LIMITED 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.
- 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:

- 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.
- 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.
- 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.
- 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.

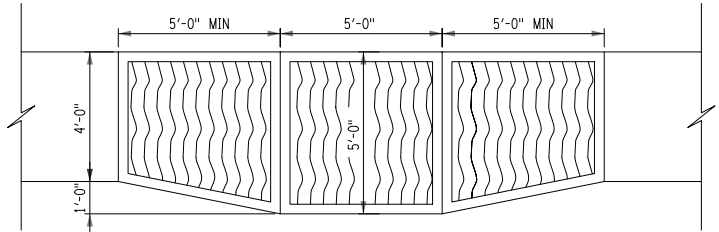
DETECTABLE WARNING NOTES:

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

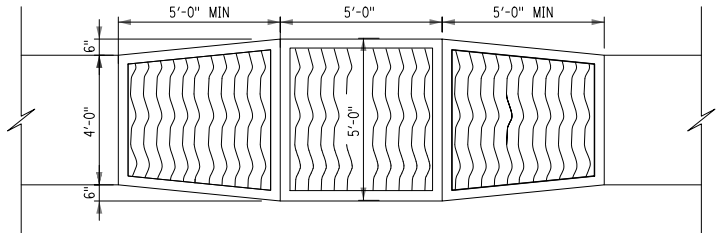
CURB RAMPS ARE BLENDED TRANSITIONS AT PEDESTRIAN STREET CROSSINGS.

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.
- 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.
- 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.
- 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.
- 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.
- 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 NYS DOT 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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CADD: 18311_COV.DWG

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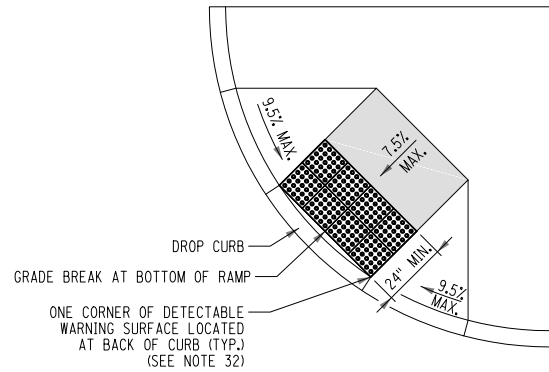
SIDEWALK RAMP DETAILS - 1

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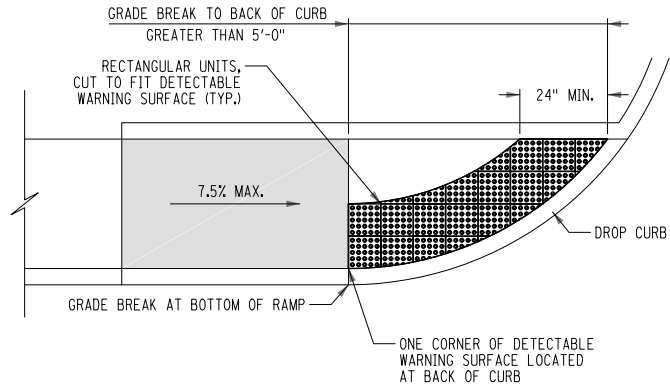
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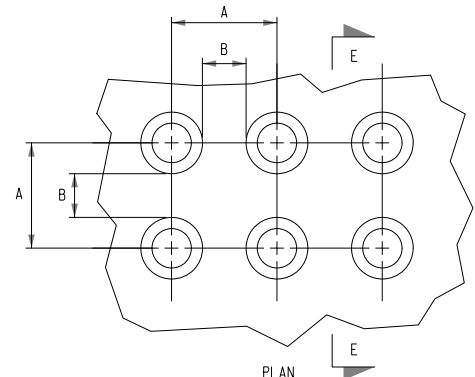
SHEET: 4 OF 20



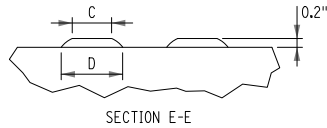
OPTION 1



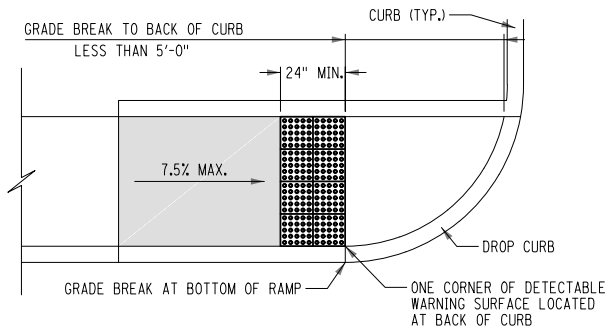
OPTION 4



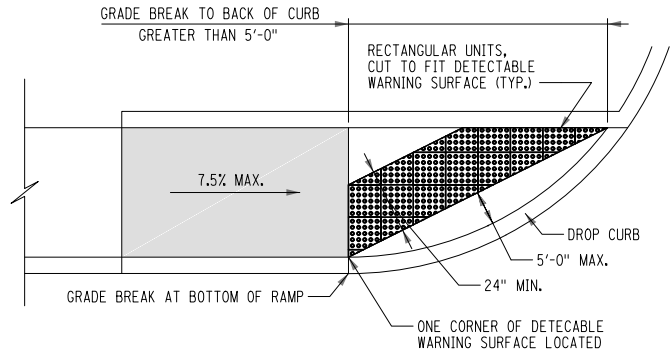
TRUNCATED DOME DIMENSIONS		
DIM.	MIN. (IN)	MAX. (IN)
A	1.6"	2.4"
B	0.65"	1.5"
C	50% - 65% OF D DIM.	
D	0.9"	1.4"



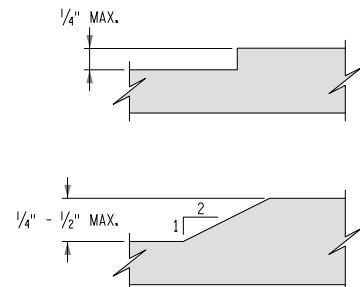
DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS



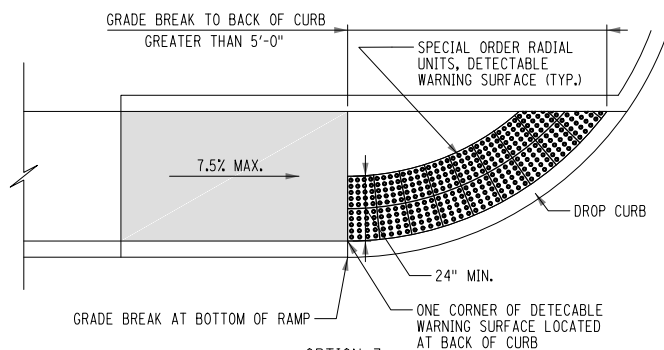
OPTION 2



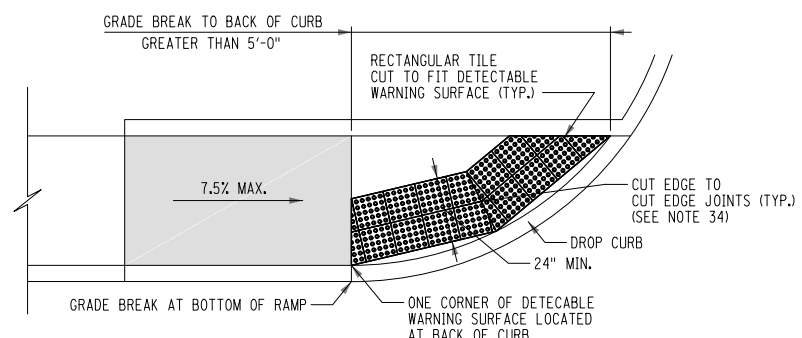
OPTION 5



VERTICAL SURFACE DISCONTINUITIES
SEE NOTE 6 ON SHEET 1 OF 9



OPTION 3



OPTION 6

DETECTABLE WARNING SURFACE (DWS) PLACEMENT OPTION DETAILS

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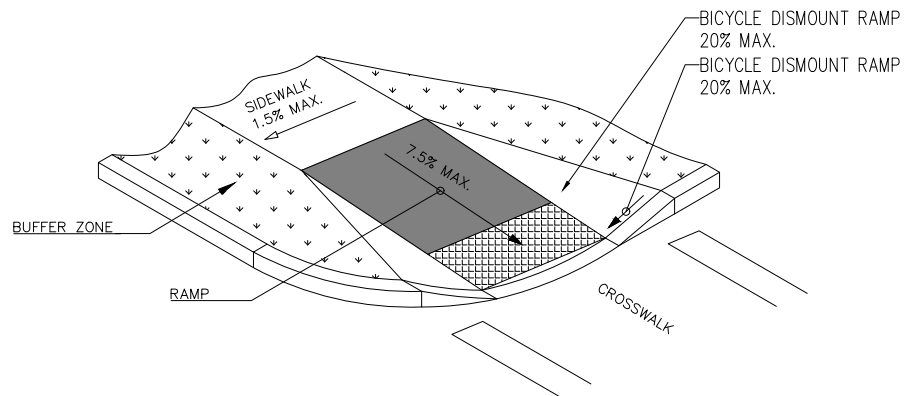
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273 BEAVER DAM ROAD
BROOKHAVEN, NEW YORK 11719

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CHKD BY: JD
DATE: AUG 2020
JOB No.: 18311
CADD: 18311_COV.DWG
SCALE: AS SHOWN

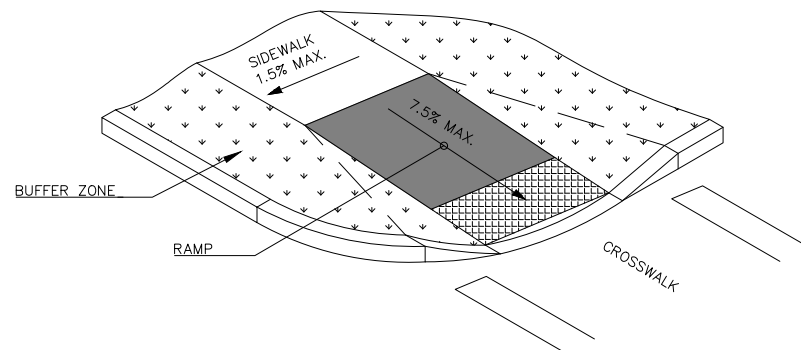
DRAWING TITLE:
SIDEWALK RAMP DETAILS - 2

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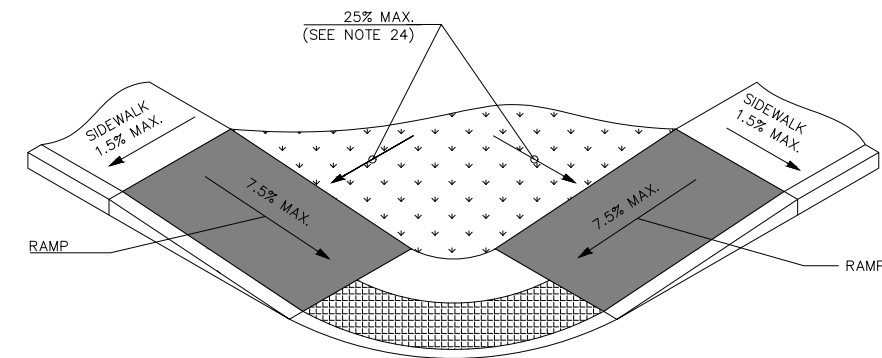
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RD-2
SHEET: 5 OF 20



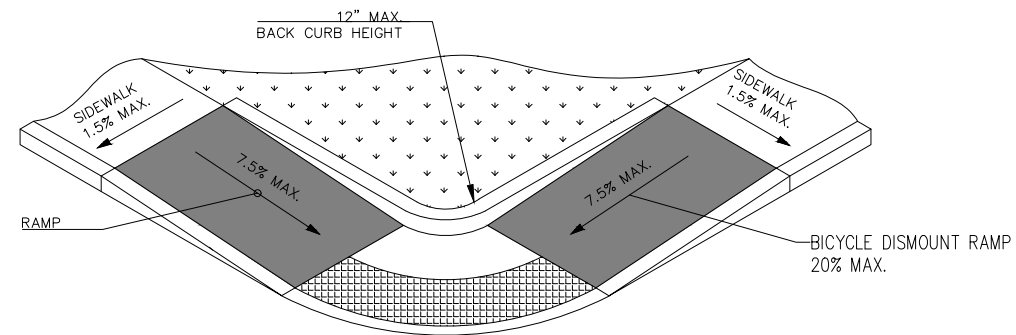
OPTION A: FLARED CONCRETE



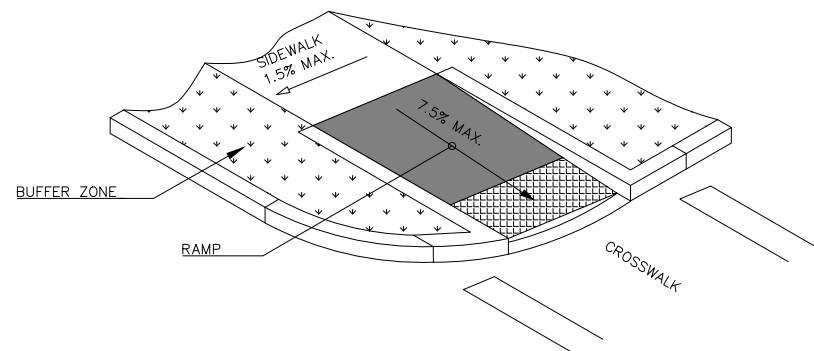
OPTION B: GRADED EARTH



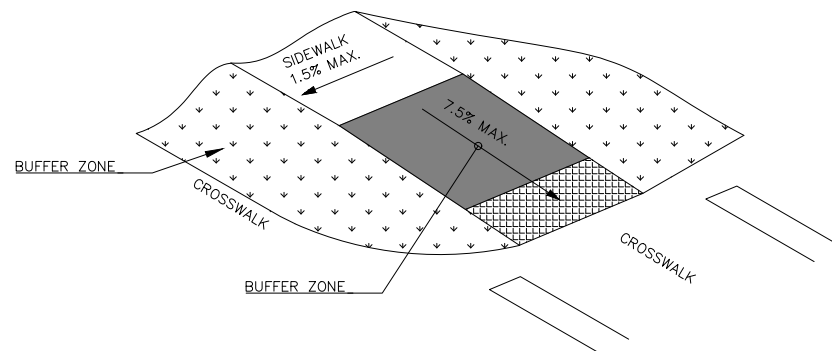
OPTION A: GRADED EARTH AND TURF



OPTION B: BACK CURB



BICYCLE DISMOUNT RAMP

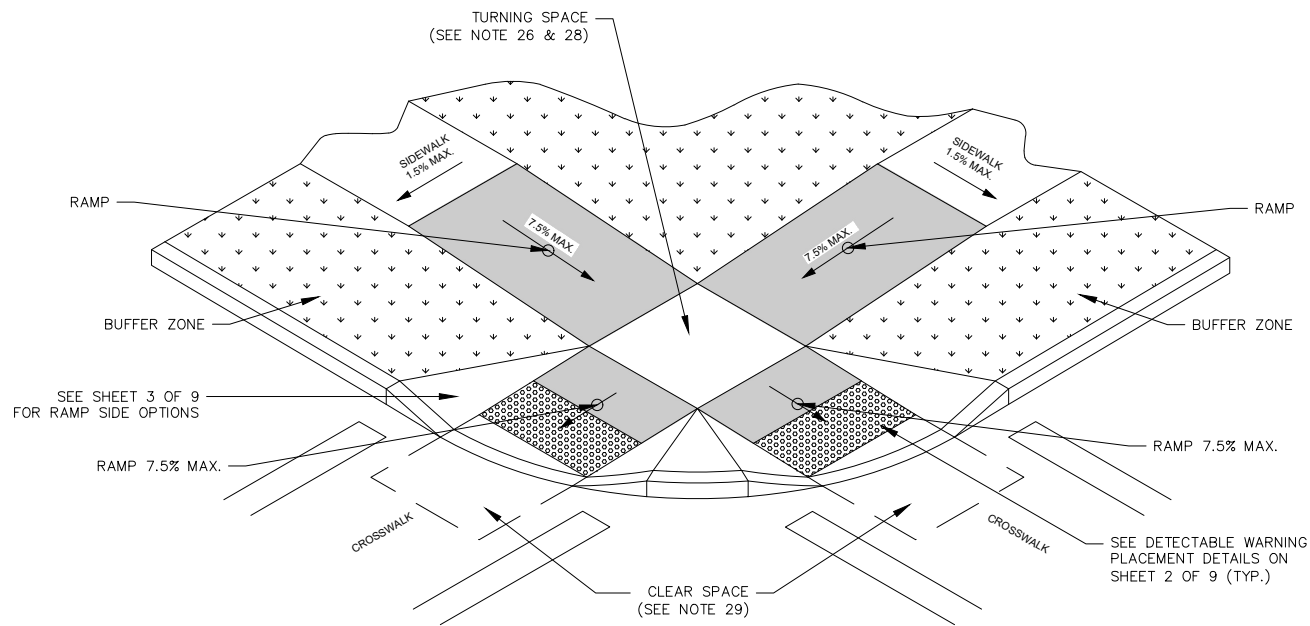


OPTION D: UNCURED INTERSECTION

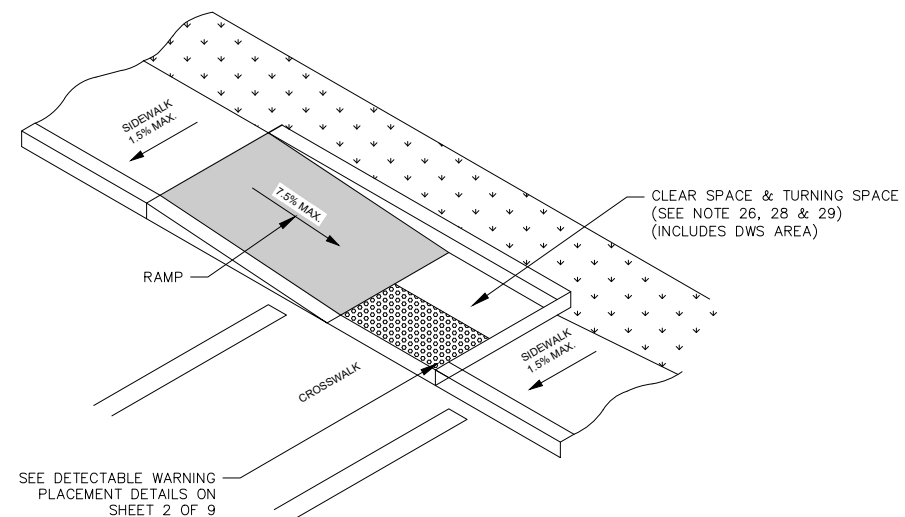
RAMP SIDE CONFIGURATIONS

PARALLEL RAMP BACK TREATMENTS

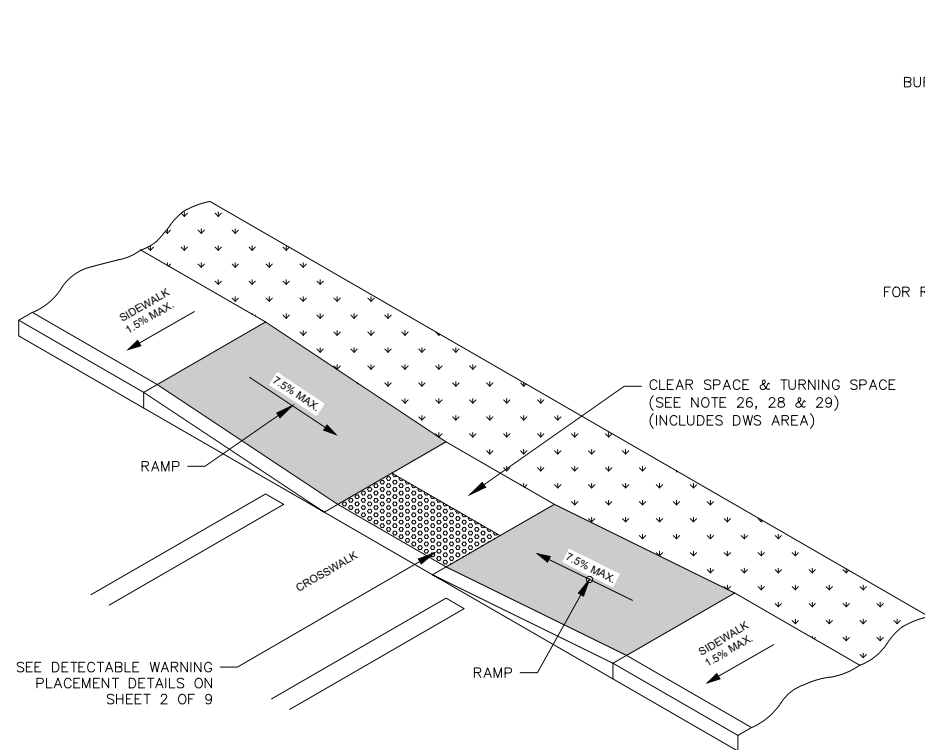
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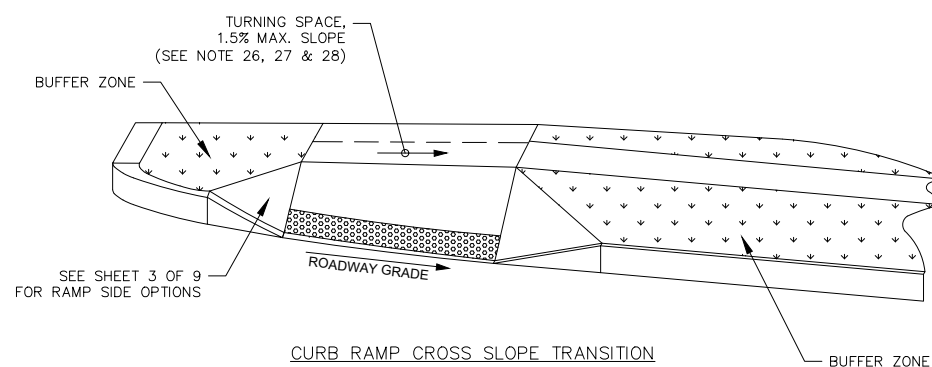
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ITEM 2A & 2B
NOT TO SCALE



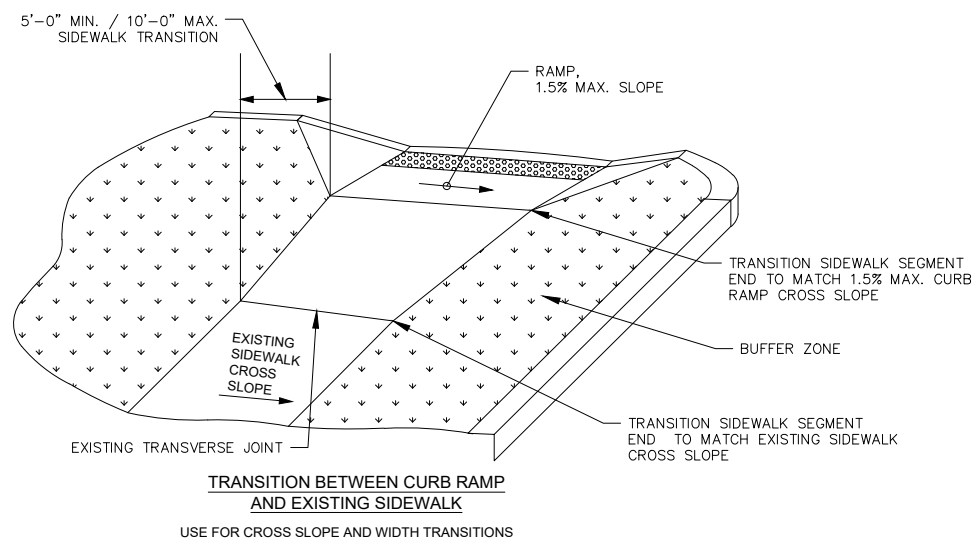
CURB RAMP TYPE 9B
ITEM 2A & 2B
NOT TO SCALE



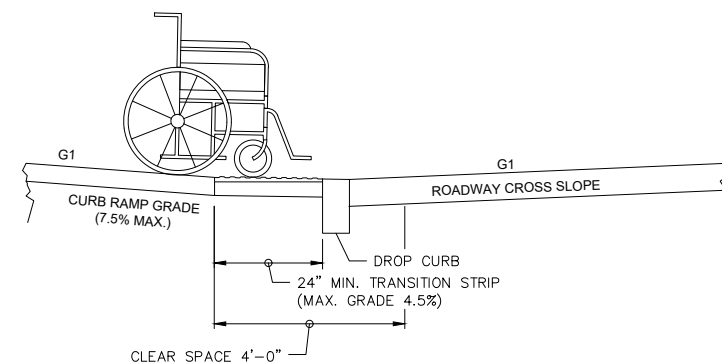
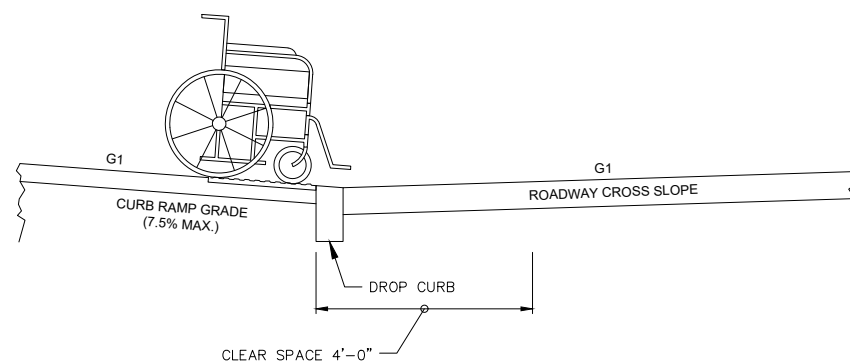
CURB RAMP TYPE 9
ITEM 2A & 2B
NOT TO SCALE



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



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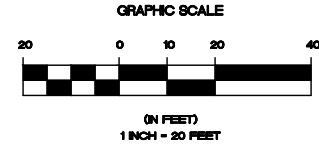
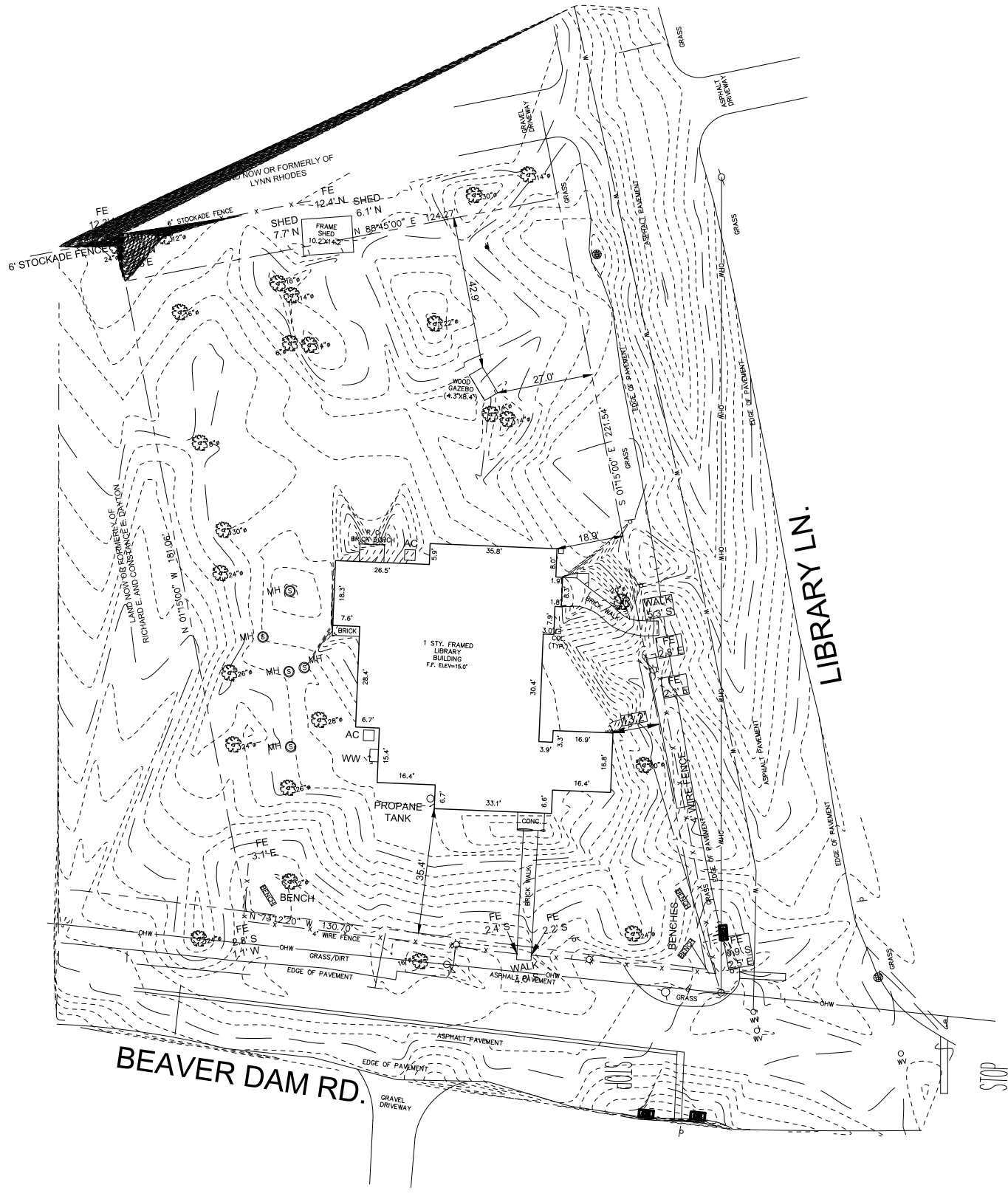
SIDEWALK RAMP DETAILS - 4

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SHEET: 7 OF 13



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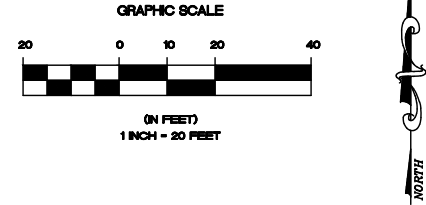
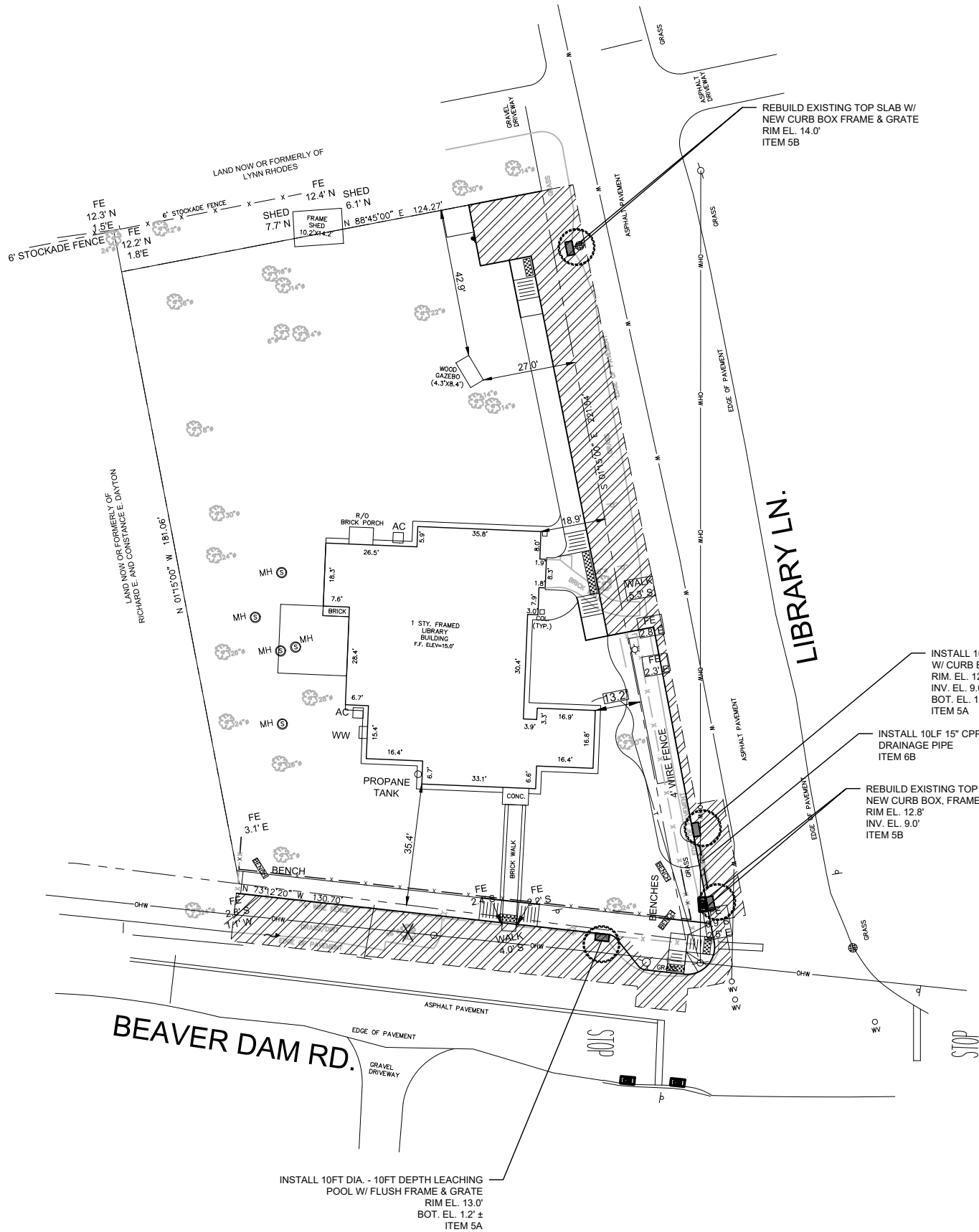
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EXISTING CONDITIONS PLAN - 1

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- LEGEND:**
- FULL DEPTH ASPHALT ROAD RESTORATION ITEM 4A
 - DRAINAGE STRUCTURE ITEM 5A
 - DRAINAGE PIPE ITEM 6A OR 6B
 - CONCRETE CURB ITEM 1
 - SAWCUT PAVEMENT

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DRAINAGE PLAN - 1

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SHEET: 10 OF 13



— — — — —	EXISTING MAJOR GRADING CONTOUR
- - - - -	EXISTING MINOR GRADING CONTOUR
× E SOLXX	PROPOSED GRADE
— — — — — 10.0 — — — — —	PROPOSED MAJOR GRADING CONTOUR
— — — — — 10.2 — — — — —	PROPOSED MINOR GRADING CONTOUR
× P XX.XX	PROPOSED GRADE

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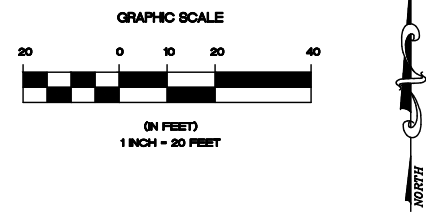
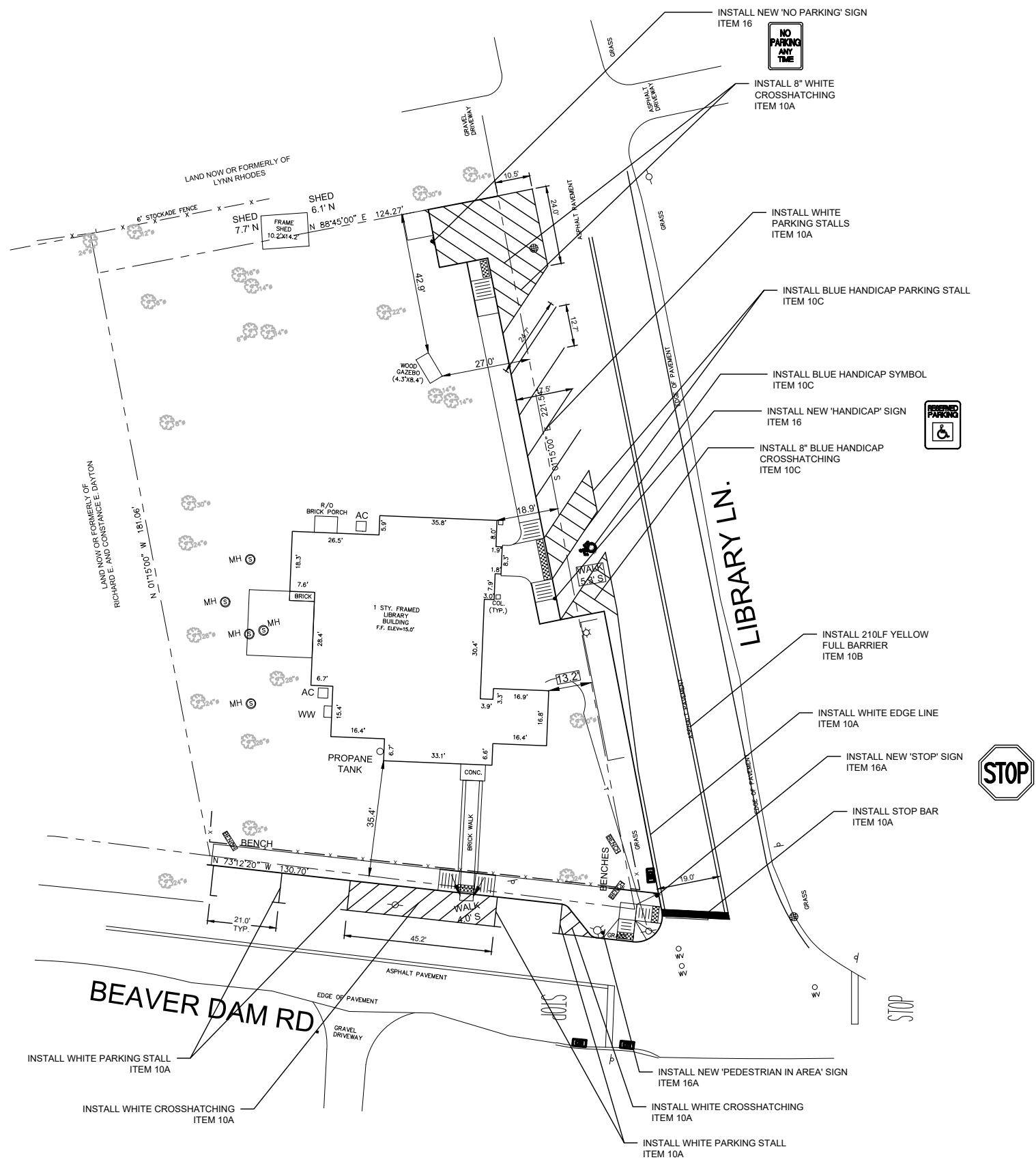
GRADING PLAN - 1

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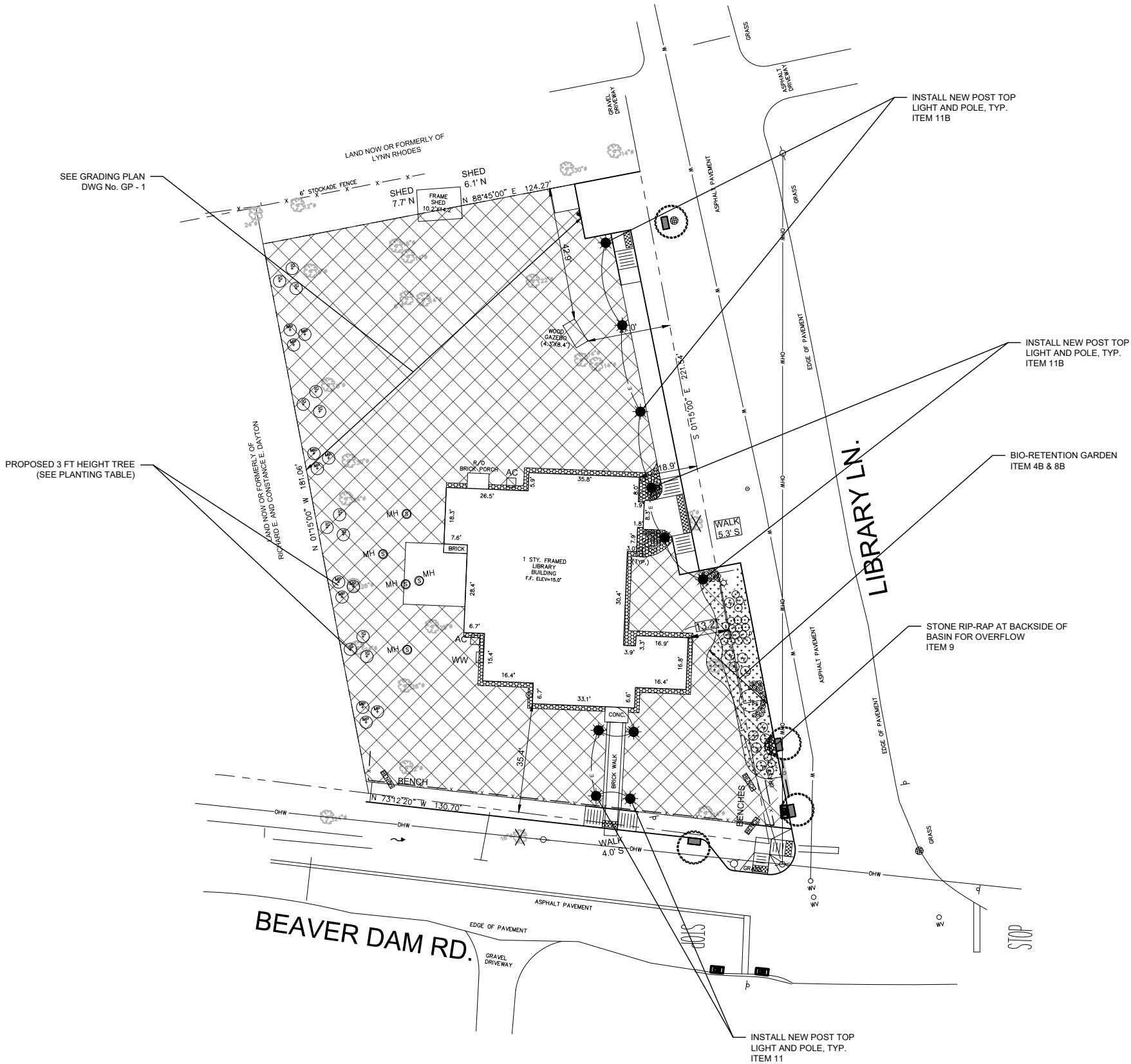
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DRAWING NUMBER:

PMP - 1

SHEET: 12 OF 13

PLANTING SCHEDULE				
QUANTITY	I.D.	BOTANICAL NAME	COMMON NAME	SIZE & SPACING
12	IG	ILEX GLABRA	INKBERRY	5' HEIGHT AT 5' SPACING
12	MP	MYRIC PENNSYLVANICA	NORTHERN BAYBERRY	5' HEIGHT AT 5' SPACING
-	PJ	PIERIS JAPONICA COMPACTA	JAPANESE ADROMEDA	3' HEIGHT AT 5' SPACING



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

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