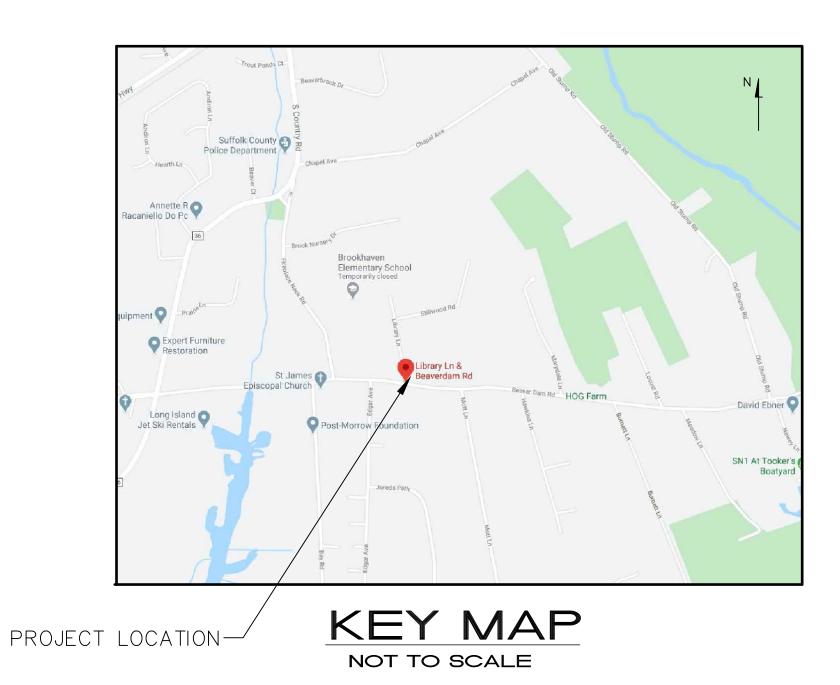
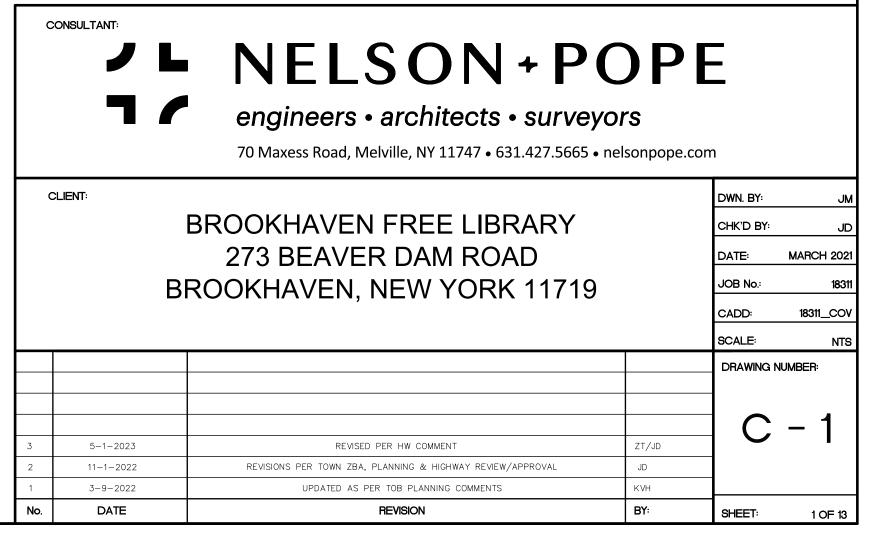
# SITE IMPROVEMENTS FOR BROOKHAVEN FREE LIBRARY 273 BEAVER DAM ROAD TOWN OF BROOKHAVEN SUFFOLK COUNTY, NEW YORK 11719 MARCH 2021

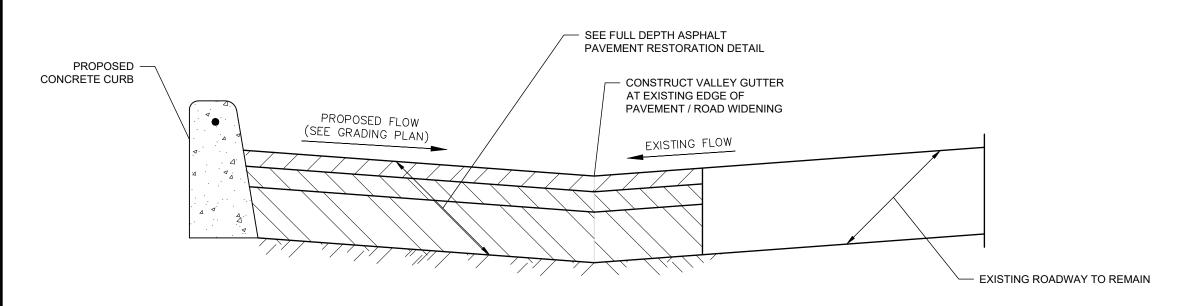


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SHEET	DRAWING No.	DESCRIPTION
1	C - 1	COVER SHEET
2 - 3	MD - 1 THRU 2	MISCELLANEOUS DETAILS
4 - 7	RD - 1 THRU 4	SIDEWALK RAMP DETAILS
8	EC - 1	EXISTING CONDITIONS PLAN
9	CP - 1	CONSTRUCTION PLAN
10	DP - 1	DRAINAGE PLAN
11	GP - 1	GRADING PLAN
12	PMP - 1	PAVEMENT MARKING PLAN
13	LLP - 1	LANDSCAPE AND LIGHTING PLAN

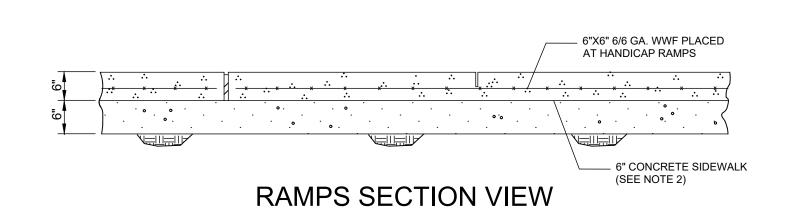
## REVISED CONSTRUCTION DOCUMENTS

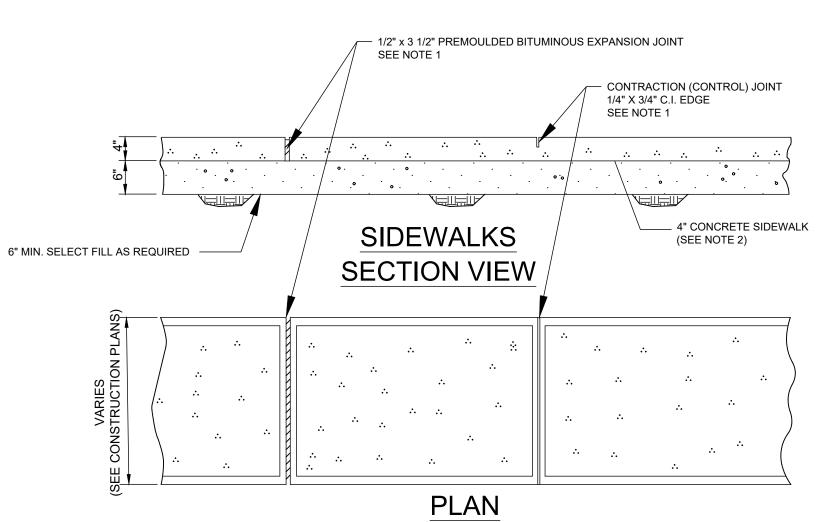




# ROAD RESTORATION TYPICAL SECTION

NOT TO SCALE



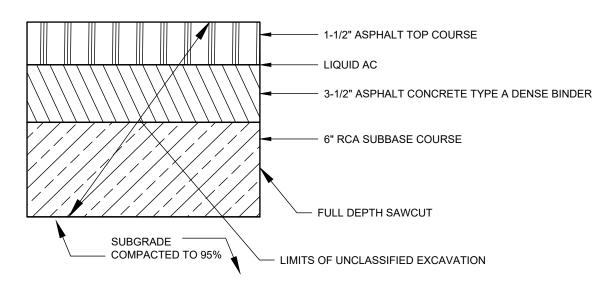


# CONCRETE SIDEWALK (RAMPS ONLY) ITEM 2A

NOT TO SCALE

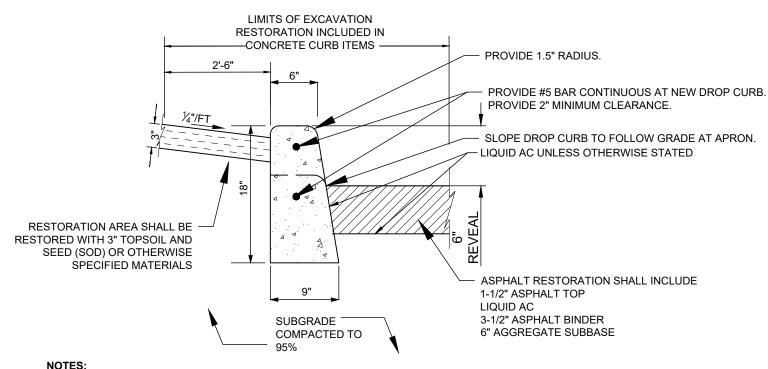
SIDEWALK NOTES:

- 1. CONTROL JOINTS ARE TO BE PLACED EVERY 5'-0" AND EXPANSION JOINTS ARE TO BE PLACED EVERY 20', OR AS DIRECTED BY THE
- 2. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED 6" 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.
- 4. THE CONTRACTOR SHALL COORDINATE WITH THE LIBRARY'S DESIGNATED REPRESENTATIVE TO DETERMINE THE EXACT COLOR OF THE CONCRETE TO BE USED/PLACED IN AREAS SUCH AS CURB RAMPS.
- CONCRETE SIDEWALK SHALL BE A MONOLITHIC POUR AND HAVE A COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS. (TEST CYLINDERS STRENGTH MAY BE REQUIRED, AS REQUESTED BY INSPECTOR OR TOWN ENGINEER.)



# FULL DEPTH ASPHALT PAVEMENT RESTORATION DETAIL ITEM 4A

NOT TO SCALE



- 1. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS. (TEST CYLINDERS STRENGTH MAY BE
- REQUIRED, AS REQUESTED BY INSPECTOR OR TOWN ENGINEER.) CONCRETE SHALL BE A MONOLITHIC POUR, MUST USE FORMS FRONT AND REAR.

## 3. PAVING OF ASPHALT SHALL BE COMPLETED ON-SITE. CONCRETE CURB DETAIL

ITEM 1A NOT TO SCALE SOLDIER COURSE PAVERS TO BE MORTARED IN-PLACE SOLDIER COURSE 45 DEG HERRINGBONE PATTERN -BORDER PAVER INTERIOR PAVER, TYP. GLEN-GERY FULL RANGE 2-1 BRICK PAVERS OR APPROVED EQUIVALENT SOLDIER COURSE PAVERS TO BE MORTARED IN-PLACE (SEE NOTE 2)

# **BLOCK PAVER DETAIL** ITEM 3

3" CONCRETE BASE -(SEE NOTE 3)

NOT TO SCALE

- THE PAVER COLOR AND PATTERN SHALL MATCH THE SPECIFICATIONS OF THIS CONTRACT, WHICH REVIEW AND APPROVAL BY THE LIBRARY'S DESIGNATED REPRESENTATIVE PRIOR TO PLACEMENT OF ORDER AND/OR INSTALLATION.
- THE CONTRACTOR SHALL MORTAR ALL SOLDIER PAVERS, EDGE BLOCK IN-PLACE ON THE CONCRETE BASE.
- 3. CONCRETE BASE SHALL BE PLACED TO PROVIDE A LEVEL FINISHED SURFACE FOR THE PLACEMENT OF CONCRETE PAVERS.

FRAME AND RETICULINE - 8" REINFORCED CONC. SLAB (DESIGNED FOR H-20 LOADING) (INCLUSIVE OF ITEM) - MEET EXISTING LIMITS OF FULL DEPTH ASPHALT RESTORATION -MEET EXISTING PAVEMENT - GEOTEXTILE FILTER FABRIC AROUND STRUCTURE SEE TYPICAL SECTION FOR -ASPHALT PAVEMENT RESTORATION MINIMAL AMOUNT OF EXCAVATION 3' COLLAR BACKFILL TO BE CLEAN SAND OR BANKRUN VIRGIN STRATA OF REINFORMENT -SAND & GRAVEL 6" X 12" -10 GA. 6' PENETRATION INTO WWM A-185 - ACCEPTABLE DRAINAGE

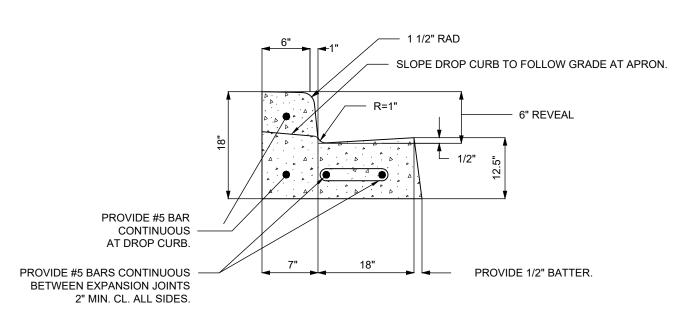
# LEACHING BASIN DETAIL

## ITEM 5A

NOT TO SCALE

#### **LEACHING POOL NOTES:**

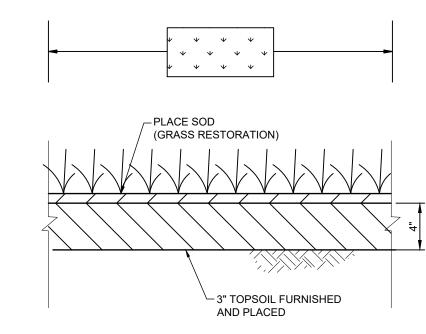
- ALL DRAINAGE PIPES MUST BE PROVIDED WITH A MINIMUM 2'-0" OF COVER. THE TOP SECTION SHALL BE LEACHING TYPE WITH GEOTEXTILE FILTER CLOTH INSTALLED. AOS 095 SHALL BE 0.52mm OR GREATER IN ACCORDANCE WITH ASTM D4751.
- SANITARY RINGS MAY NOT BE USED.
- MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI CONCRETE PRIOR TO INSTALLATION. 5. ALL STRUCTURES MUST BE MANUFACTURES AT AN ACI CERTIFIED PLANT, A COPY OF CERTIFICATION MUST BE ON FILE WITH THE TOWN.



# **CURB & GUTTER DETAIL**

ITEM 1B

NOT TO SCALE



# TOPSOIL AND SOD RESTORATION DETAIL

ITEM 7C

NOT TO SCALE

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2	11-1-2022	REVISIONS PER TOWN ZBA, PLANNING & HIGHWAY REVIEW/APPROVAL	JD	
1	3-9-2022	UPDATED AS PER TOB PLANNING COMMENTS	KVH	

DATE

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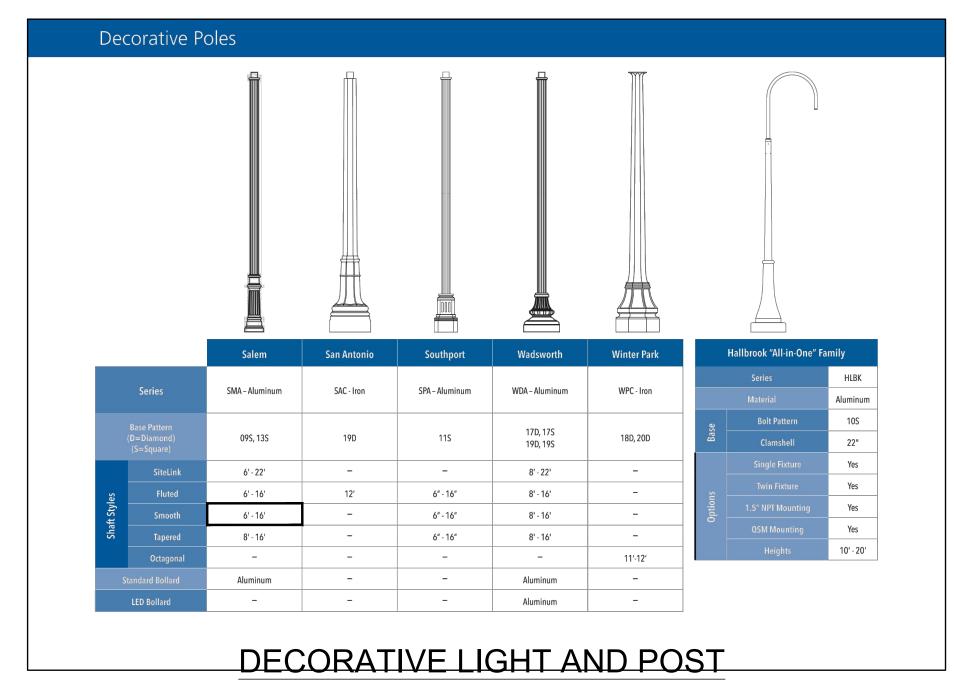
**MISCELLANEOUS DETAILS - 1** 

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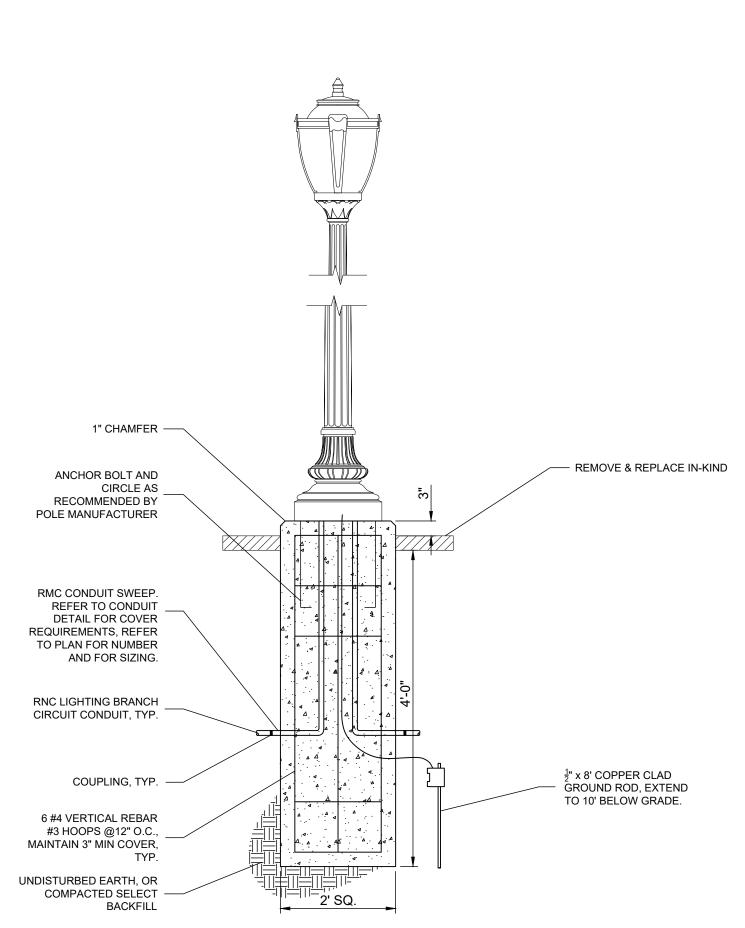
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SHEET: 2 OF 13









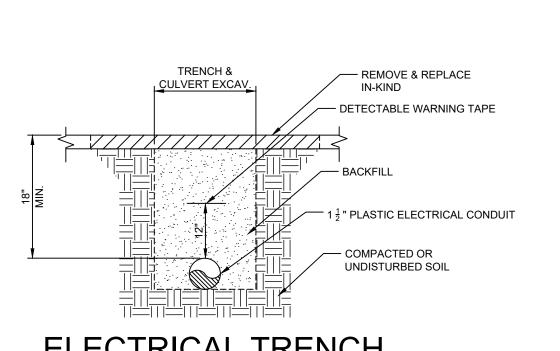
# LIGHT POLE FOUNDATION

ITEM 11B

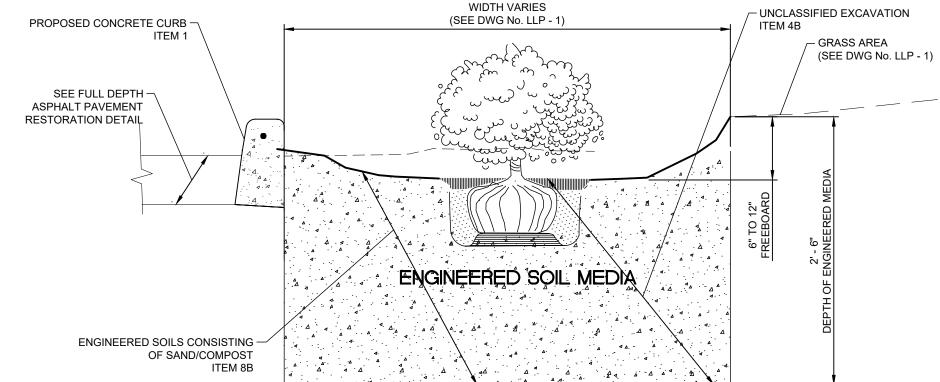
NOT TO SCALE

LIGHT POLE NOTES:

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

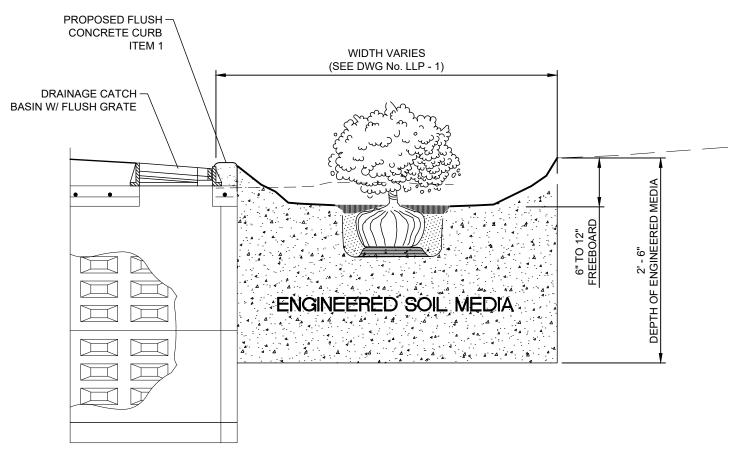


ELECTRICAL TRENCH
NOT TO SCALE

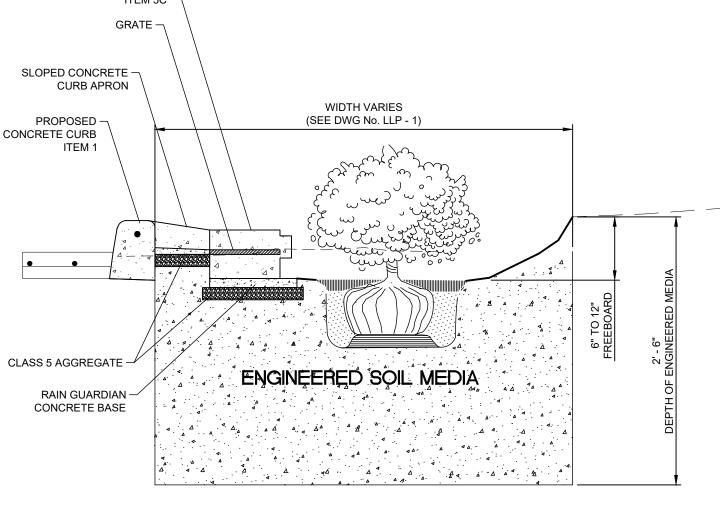


# BIO-SWALE SECTION A-A

NOT TO SCAL



# BIO-SWALE SECTION B-B



<b>BIO-SWALE</b>
SECTION C-0
NOT TO SCALE

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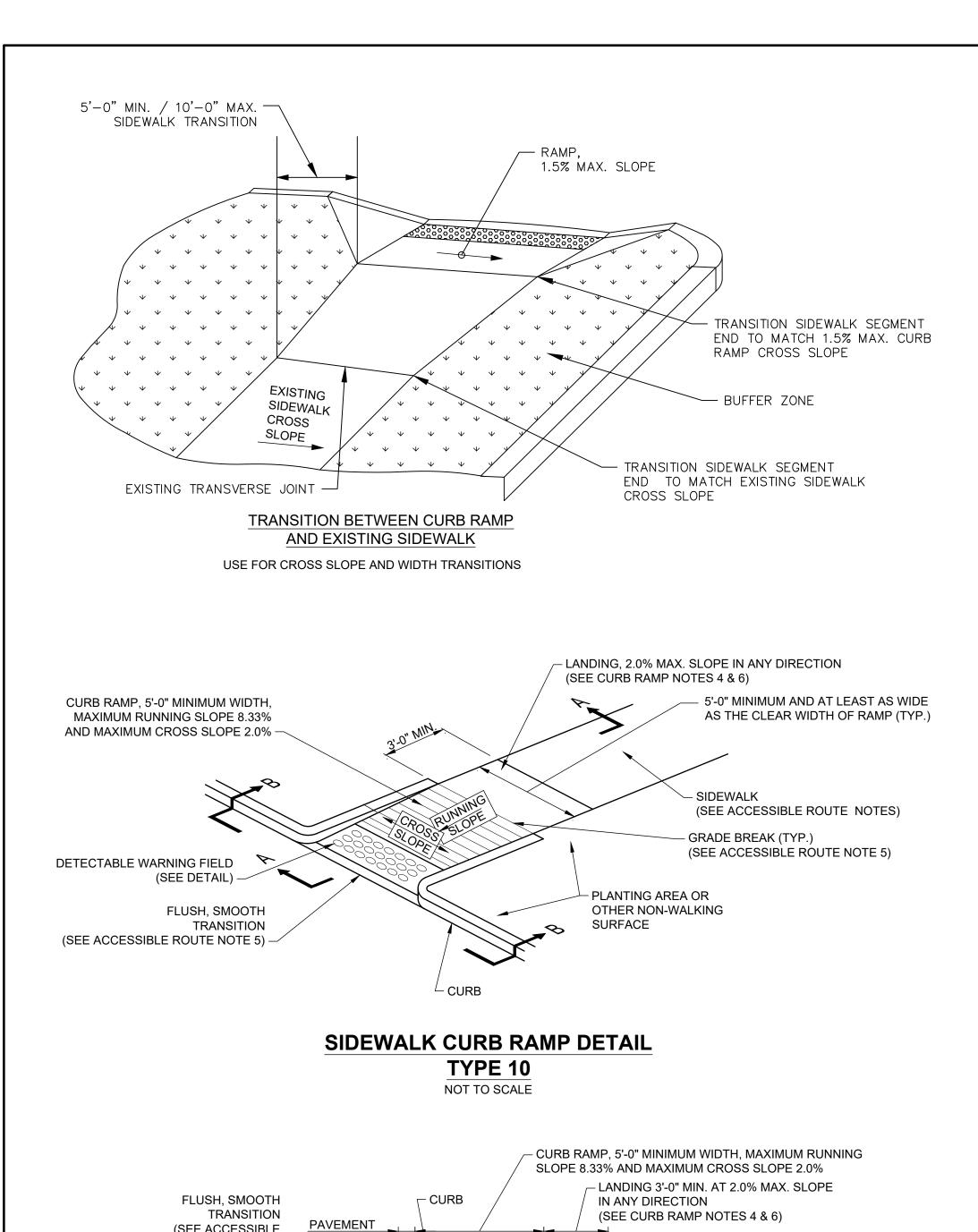
MISCELLANEOUS DETAILS - 2

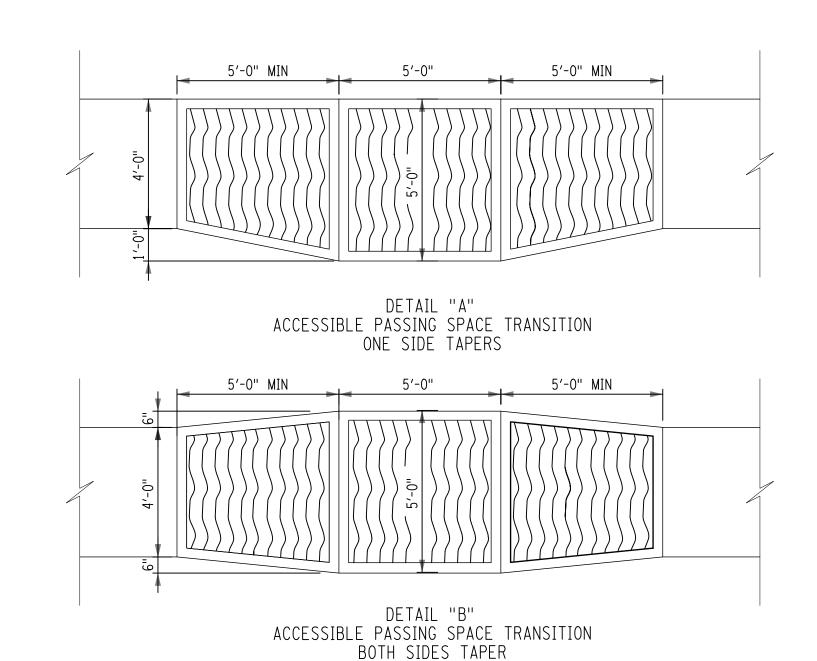
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SHEET:

3 OF 13

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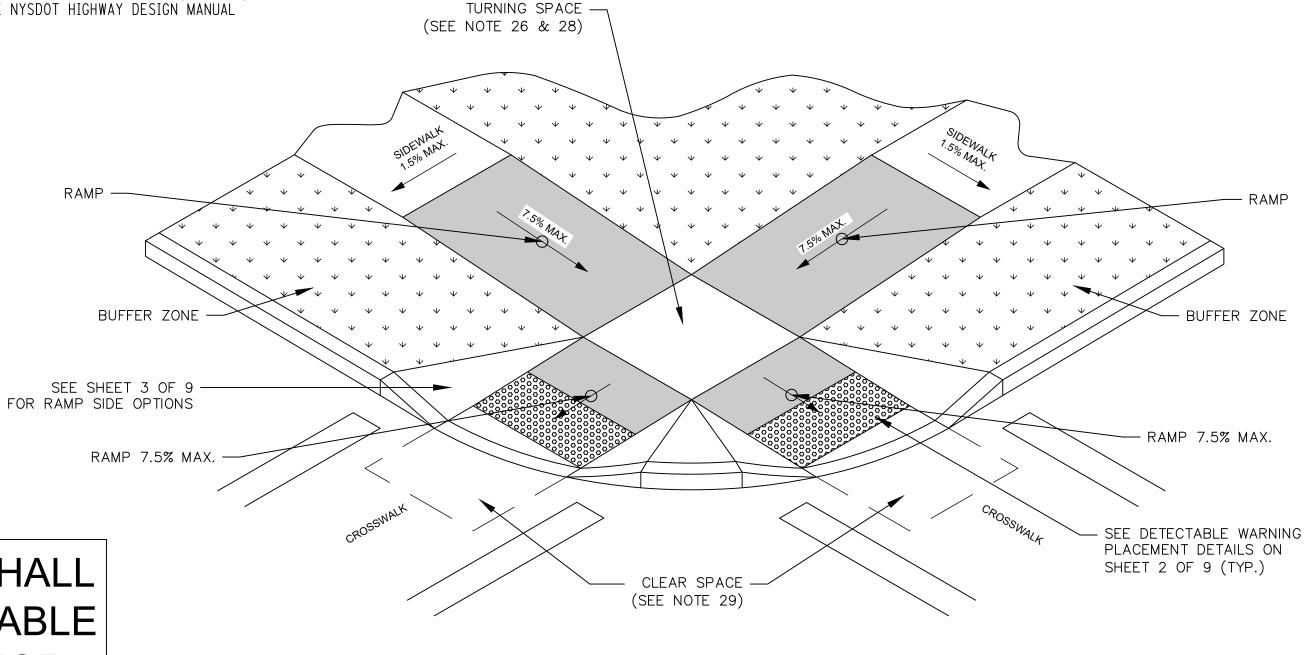




DESIGN ELEMENT TOLER.	ANCES	
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5% MAX.	2.0% MAX.
SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11	4.5% MAX.	5.0% MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21	7.5% MAX.	8.3% MAX.
BLENDED TRANSITION GRADE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



(SEE ACCESSIBLE ROUTE NOTE 5) SIDEWALK RUNNING (SEE ACCESSIBLE ROUTE NOTES) CURB -

**SECTION A-A** 

**SECTION B-B** 

- CURB RAMP, 5'-0" MINIMUM WIDTH, MAXIMUM RUNNING SLOPE 8.33% AND MAXIMUM CROSS SLOPE 2.0%

BE PAID FOR UNDER ITEM 2A. DETECTABLE

**NOTE**: ALL CONCRETE CURB RAMPS SHALL WARNING SURFACES SHALL BE PAID FOR UNDER ITEM 2B.

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CURB RAMP TYPE 5

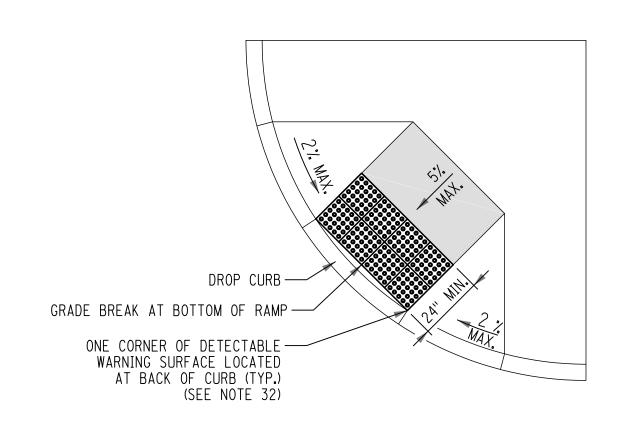
ITEM 2A & 2B

NOT TO SCALE

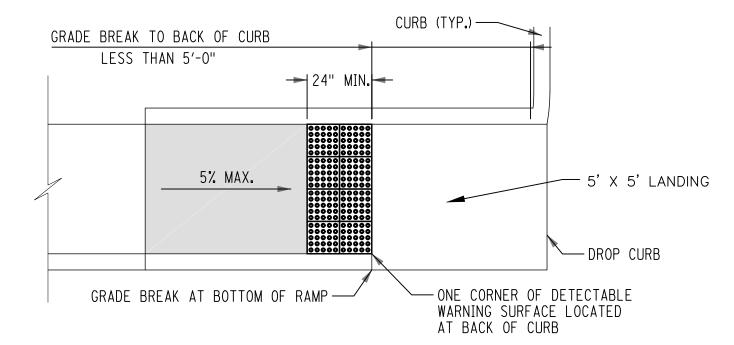
SIDEWALK RAMP DETAILS - 1

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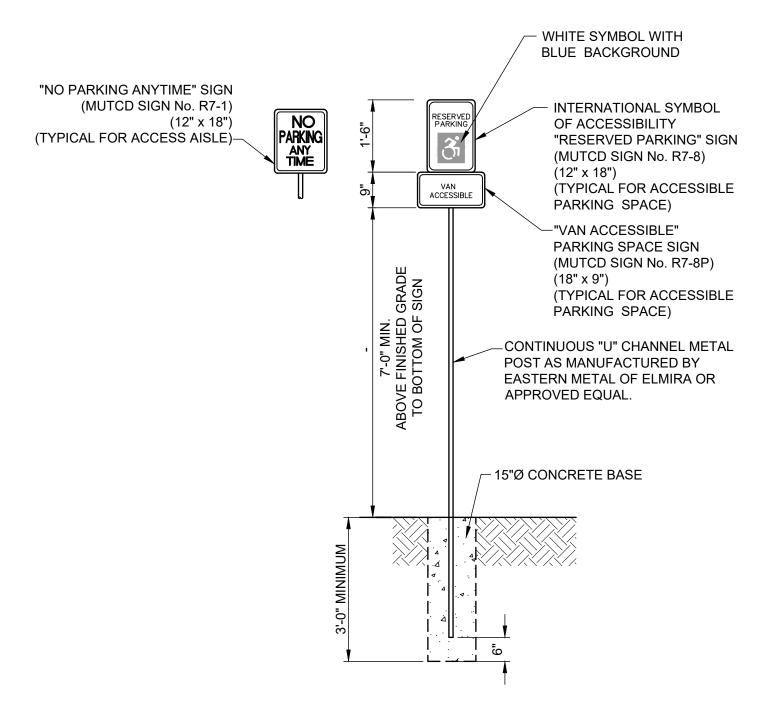
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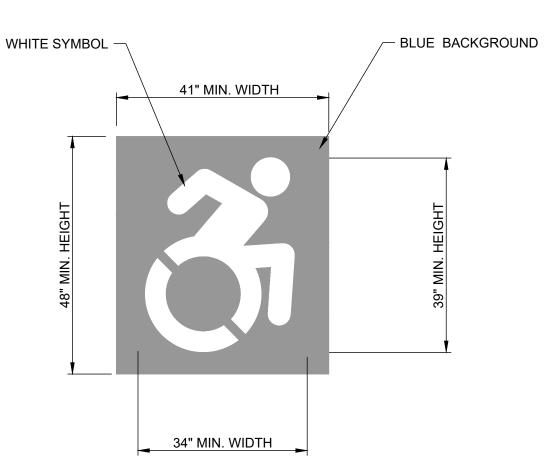
OPTION 1



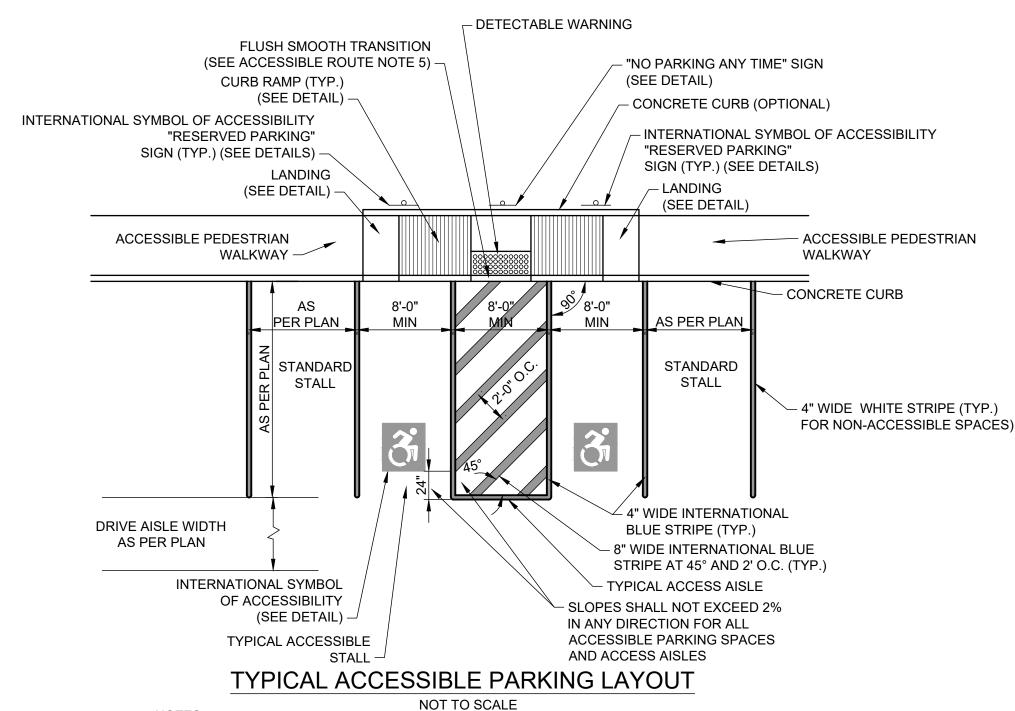
OPTION 2



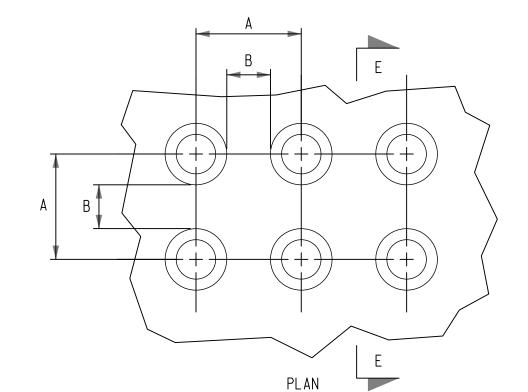
**ACCESSIBLE PARKING SPACE** AND ACCESS AISLE SIGN DETAIL



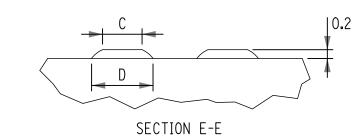
## INTERNATIONAL SYMBOL OF ACCESSIBILITY **PAVEMENT MARKING DETAIL** NOT TO SCALE



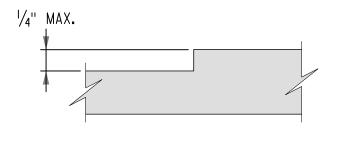
- THE ABOVE DETAIL IS INTENDED TO PROVIDE A TYPICAL ACCESSIBLE PARKING LAYOUT. REFER TO PLAN FOR SPECIFIC LAYOUT OF ACCESSIBLE PARKING, ACCESS AISLE, CURB RAMP TYPES AND LOCATIONS, AND ACCESSIBLE ROUTE.
- 2. ALL PAVEMENT MARKINGS SHALL RECEIVE TWO COATS OF AN A APPROVED PAINT AND SHALL BE APPLIED TO A MINIMUM WET FILM THICKNESS OF 15 MILS.
- PAVEMENT MARKINGS SHALL BE PAINTED AS REQUIRED BY THE LOCAL CODE OR SPECIFIED BY THE
- 4. THE PAVEMENT MARKINGS SHALL BE MAINTAINED PERMANENTLY ON THE PAVEMENT SURFACE IN THE LAYOUT SHOWN ON THE APPROVED PLAN.
- 5. THE WIDTH OF THE STALLS SHOWN SHALL BE MEASURED FROM THE CENTERLINE OF THE MARKINGS.
- INTERNATIONAL SYMBOL OF ACCESSIBLITY "RESERVED PARKING" SIGNAGE MAY BE PLACED 2 FOOT BEHIND THE FACE OF CURB IF THE REQUIRED CLEAR SPACE BEHIND THE SIGN IS PROVIDED FOR THE ACCESSIBLE ROUTE. (SEE ACCESSIBLE ROUTE NOTES).

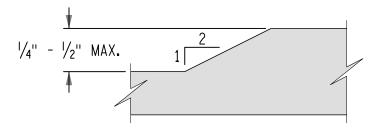


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DIM.	MIN. (IN)	MAX. (IN)
Α	1.6"	2.4"
В	0.65"	1 <b>.</b> 5"
С	50% - 65%	OF D DIM.
D	0.9"	1.4"
	DIM. A B	A 1.6" B 0.65" C 50% - 65%

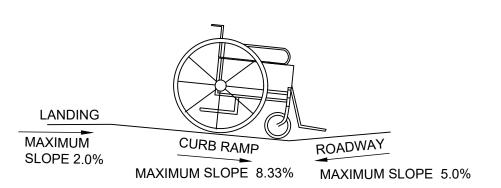


DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS





VERTICAL SURFACE DISCONTINUITIES SEE NOTE 6 ON SHEET 1 OF 9



## **COUNTER SLOPE CONDITIONS DETAIL**

NOT TO SCALE

THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, LANDING, OR BLENDED TRANSITION SHALL BE 5.0% MAXIMUM.

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## DRAWING TITLE: SIDEWALK RAMP DETAILS - 2

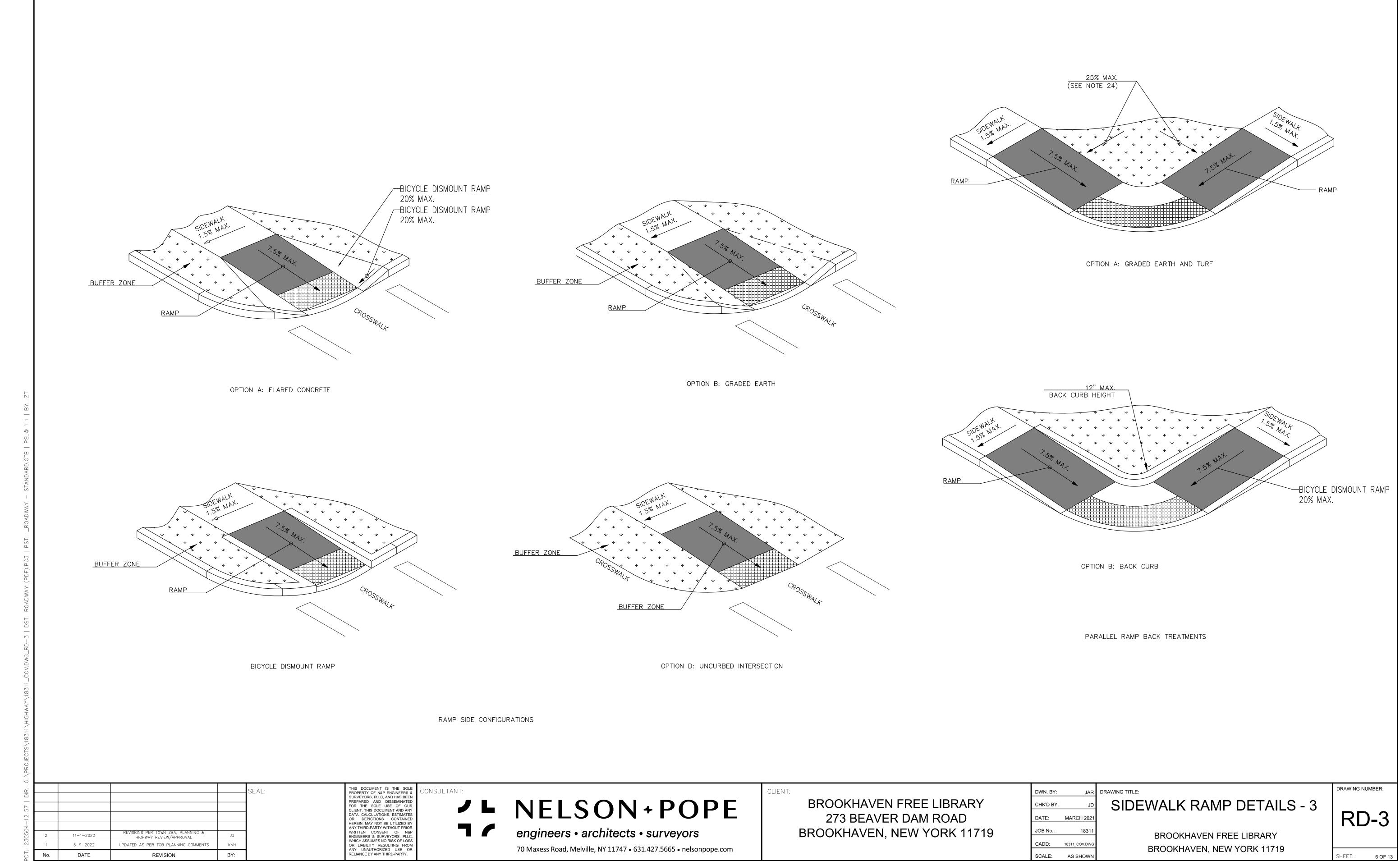
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DATE

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REVISION

#### **ACCESSIBILITY NOTES:**

#### **GENERAL NOTES:**

- SPECIAL ATTENTION SHALL BE GIVEN TO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN (ADAAG), BUILDING CODE OF NEW YORK STATE (BCNYS), AND APPLICABLE LOCAL LAWS AND REGULATIONS, LATEST EDITIONS.
- IT IS ESSENTIAL THAT CONTRACTORS ARE AWARE OF THE SITE ACCESSIBILITY REQUIREMENTS. NELSON & POPE HAS DEVELOPED THESE NOTES AND DETAILS TO ASSURE THAT CONTRACTORS ARE AWARE OF THE REQUIREMENTS AT THE POINT IN TIME WHEN THEY ARE BIDDING THE PROJECT. IN ADDITION, NELSON & POPE HAS MADE A POINT IN THESE NOTES AND DETAILS, AS WELL AS IN OUR DRAWINGS, TO PROVIDE SLOPES / GRADES AND DIMENSIONS THAT COMPLY WITH THE ADAAG, BCNYS AND APPLICABLE LOCAL LAWS AND REGULATIONS, LATEST EDITIONS. IF THESE SLOPES / GRADES AND DIMENSIONS ARE NOT ACHIEVABLE, THE CONTRACTOR IS REQUIRED TO CONTACT THE OWNER IMMEDIATELY AND BEFORE MOVING FORWARD WITH THE WORK.
- 3. THE CONTRACTOR SHALL NOTIFY NELSON & POPE IMMEDIATELY OF ANY CONFLICT BETWEEN THESE NOTES AND DETAILS AND OTHER PROJECT DRAWINGS, WHETHER BY NELSON & POPE OR OTHERS. THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK FOR WHICH THE ALLEGED CONFLICT HAS BEEN DISCOVERED UNTIL SUCH ALLEGED CONFLICT HAS BEEN RESOLVED. NO CLAIM SHALL BE MADE BY THE CONTRACTOR FOR DELAY DAMAGES AS A RESULT OF RESOLUTION OF ANY SUCH CONFLICT(S).
- 4. THESE ACCESSIBILITY NOTES AND DETAILS ARE INTENDED TO DEPICT SLOPE AND DIMENSIONAL REQUIREMENTS ONLY. REFER TO SIDEWALK, CURBING, AND PAVEMENT DETAILS FOR ADDITIONAL INFORMATION.

#### ACCESSIBLE ROUTE NOTES:

- 1. AT LEAST ONE ACCESSIBLE ROUTE SHALL BE PROVIDED WITHIN THE SITE FROM ACCESSIBLE PARKING SPACES AND ACCESSIBLE PASSENGER LOADING ZONES; PUBLIC STREETS OR SIDEWALKS; AND PUBLIC TRANSPORTATION STOPS TO THE ACCESSIBLE BUILDING OR FACILITY THEY SERVE.
- 2. AT LEAST ONE ACCESSIBLE ROUTE SHALL CONNECT ACCESSIBLE BUILDINGS, ACCESSIBLE FACILITIES, ACCESSIBLE ELEMENTS, AND ACCESSIBLE SPACES THAT ARE ON THE SAME SITE.
- 3. WALKING SURFACES SHALL HAVE A MAXIMUM RUNNING SLOPE OF 5.0% AND A MAXIMUM CROSS SLOPE OF 2.0%.
- 4. ANY WALKING SURFACE WITH A RUNNING SLOPE GREATER THAN 5.0% IS A RAMP AND SHALL COMPLY WITH THE GUIDELINES FOR RAMPS OR CURB RAMPS.
- 5. TRANSITIONS BETWEEN RAMPS, WALKS, LANDINGS, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4 INCH MAXIMUM VERTICAL CHANGE
- 6. FLOOR SURFACES SHALL BE STABLE, FIRM AND SLIP RESISTANT.
- 7. THE MINIMUM CLEAR WIDTH SHALL BE THIRTY-TWO (32) INCHES FOR A ROUTE SEGMENT LENGTH LESS THAN TWENTY-FOUR (24) INCHES. CONSECUTIVE SEGMENTS OF THIRTY-TWO (32) INCHES IN WIDTH MUST BE SEPARATED BY A ROUTE SEGMENT FORTY-EIGHT (48) INCHES MINIMUM IN LENGTH AND THIRTY-SIX (36) INCHES MINIMUM IN WIDTH.
- 8. THE MINIMUM CLEAR WIDTH SHALL BE THIRTY-SIX (36) INCHES FOR A ROUTE SEGMENT LENGTH GREATER THAN TWENTY-FOUR (24) INCHES.
- 9. WHERE AN ACCESSIBLE ROUTE MAKES A 180 DEGREE TURN AROUND AN OBJECT THAT IS LESS THAN FORTY-EIGHT (48) INCHES IN WIDTH, CLEAR WIDTH SHALL BE FORTY-TWO (42) INCHES MINIMUM APPROACHING THE TURN, FORTY-EIGHT (48) INCHES MINIMUM DURING THE TURN, AND FORTY-TWO (42) INCHES MINIMUM LEAVING THE TURN. THE CLEAR WIDTH APPROACHING AND LEAVING THE TURN MAY BE THIRTY-SIX (36) INCHES MINIMUM WHEN THE CLEAR WIDTH AT THE TURN IS SIXTY (60) INCHES MINIMUM.
- 10. AN ACCESSIBLE ROUTE WITH A CLEAR WIDTH LESS THAN SIXTY (60) INCHES SHALL PROVIDE PASSING SPACES AT INTERVALS OF TWO HUNDRED (200) FEET MAXIMUM. PASSING SPACES SHALL BE EITHER A SIXTY (60) INCH MINIMUM BY SIXTY (60) INCH MINIMUM SPACE; OR AN INTERSECTION OF TWO (2) WALKING SURFACES THAT PROVIDE A COMPLIANT T-SHAPED TURNING SPACE, PROVIDED THE BASE AND ARMS OF THE T-SHAPED SPACE EXTEND FORTY-EIGHT (48) INCHES MINIMUM BEYOND THE INTERSECTION.
- 11. DOORS, DOORWAYS AND GATES THAT ARE PART OF AN ACCESSIBLE ROUTE SHALL COMPLY WITH ADAAG AND BCNYS REQUIREMENTS.
- 12. DIRECTIONAL SIGNAGE INDICATING THE ROUTE TO THE NEAREST ACCESSIBLE BUILDING ENTRANCE SHALL BE PROVIDED AT INACCESSIBLE BUILDING ENTRANCES.
- . WHERE POSSIBLE, DRAINAGE INLETS SHALL NOT BE LOCATED ON AN ACCESSIBLE ROUTE. IN THE EVENT THAT A DRAINAGE INLET MUST BE LOCATED ON AN ACCESSIBLE ROUTE, THE GRATE SHALL COMPLY WITH ADAAG REQUIREMENTS.

#### **RAMP NOTES:**

- 1. ANY PART OF AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 5% SHALL BE CONSIDERED A RAMP.
- 2. THE MAXIMUM RUNNING SLOPE FOR A RAMP SHALL BE 8.33% AND THE MAXIMUM CROSS SLOPE SHALL BE 2.0%.
- 3. THE CLEAR WIDTH OF A RAMP RUN SHALL BE THIRTY-SIX (36) INCHES MINIMUM. WHERE HANDRAILS ARE PROVIDED ON THE RAMP RUN, THE CLEAR WIDTH SHALL BE MEASURED BETWEEN THE HANDRAILS.
- 4. THE RISE FOR ANY RAMP RUN SHALL BE THIRTY (30) INCHES MAXIMUM.
- 5. LANDINGS SHALL BE PROVIDED AT THE TOP AND BOTTOM OF RAMPS. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 2.0% IN ANY DIRECTION. THE LANDING CLEAR WIDTH SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING. THE LANDING CLEAR LENGTH SHALL BE SIXTY (60) INCHES LONG MINIMUM. RAMPS THAT CHANGE DIRECTION BETWEEN RUNS AT LANDINGS SHALL HAVE A CLEAR LANDING OF SIXTY (60) INCHES BY SIXTY (60) INCHES MINIMUM.
- 6. RAMP RUNS WITH A RISE GREATER THAN SIX (6) INCHES OR A HORIZONTAL PROJECTION GREATER THAN SEVENTY-TWO (72) INCHES SHALL HAVE HANDRAILS ON BOTH SIDES COMPLYING WITH ADAAG AND BCNYS REQUIREMENTS.
- FLOOR SURFACES OF RAMPS AND LANDINGS SHALL BE STABLE, FIRM AND SLIP RESISTANT.
- 8. EDGE PROTECTION COMPLYING WITH ADAAG AND BCNYS REQUIREMENTS SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND ON EACH SIDE OF RAMP LANDINGS.
- WHERE DOORWAYS ARE LOCATED ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES REQUIRED BY ADAAG AND BCNYS REQUIREMENTS SHALL BE PERMITTED TO OVERLAP THE REQUIRED LANDING AREA. WHERE DOORS THAT ARE SUBJECT TO LOCKING ARE ADJACENT TO A RAMP LANDING, LANDINGS SHALL BE SIZED TO PROVIDE A COMPLIANT TURNING SPACE.

#### **CURB RAMP NOTES:**

- THE MAXIMUM RUNNING SLOPE OF A CURB RAMP SHALL BE 8.33% AND THE MAXIMUM CROSS SLOPE SHALL BE 2.0%.
- 2. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT BE STEEPER THAN 5%. THE ADJACENT SURFACES AT TRANSITIONS AT CURB RAMPS TO WALKS, GUTTERS AND STREETS SHALL BE AT THE SAME LEVEL.
- 3. THE CLEAR WIDTH OF A CURB RAMP SHALL BE SIXTY (60) INCHES MINIMUM, EXCLUSIVE OF FLARED SIDES, IF PROVIDED.
- 4. LANDINGS SHALL BE PROVIDED AT THE TOP OF CURB RAMPS. THE CLEAR LENGTH OF THE LANDING SHALL BE THIRTY-SIX (36) INCHES MINIMUM. THE CLEAR WIDTH OF THE LANDING SHALL BE AT LEAST AS WIDE AS THE CURB RAMP, EXCLUDING FLARED SIDES, LEADING TO THE LANDING. LANDINGS SHALL HAVE A SLOPE NOT STEEPER THAN 2% IN ANY DIRECTION.
- 5. IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS OR GUARDRAILS, IT SHALL HAVE FLARED
- 6. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT EXCEED 10%. IF THE CLEAR LENGTH OF THE LANDING IS LESS THAN FORTY-EIGHT (48) INCHES THAN THE SLOPE OF THE FLARED SIDES SHALL NOT EXCEED 8.33%.
- CURB RAMPS AND THE FLARED SIDES OF CURB RAMPS SHALL BE LOCATED SO THAT THEY DO NOT PROJECT INTO VEHICULAR TRAFFIC LANES, PARKING SPACES OR PARKING ACCESS AISLES. CURBS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES.
- 8. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED VEHICLES.
- CURB RAMPS SHALL HAVE A TWENTY-FOUR (24) INCH DEEP DETECTABLE WARNING COMPLYING WITH ADAAG, EXTENDING THE FULL WIDTH OF THE RAMP. REFER TO DETECTABLE WARNING DETAILS AND NOTES FOR PLACEMENT, ORIENTATION AND NOTES.
- 10. FLOOR SURFACES OF CURB RAMPS SHALL BE DEEP GROOVED, ½ INCH WIDE BY ¼ INCH DEEP, ONE (1) INCH CENTERS TRANSVERSE TO THE RAMP
- 11. WHERE PROVIDED, STOP LINES SHALL BE LOCATED IN ADVANCE OF CURB RAMP.
- 12. WHERE PROVIDED, PEDESTRIAN ACTIVATED SIGNALS SHALL BE LOCATED ADJACENT TO THE SIDEWALK AND NOT ON THE SIDEWALK.
- 13. WHERE PROVIDED, DRAINAGE INLETS SHALL BE LOCATED UPSTREAM OF CURB RAMPS AND NOT IN THE RAMP AREA
- 14. CURB RAMP TYPE AND LOCATION ARE PER PLAN.

#### **PARKING SPACE NOTES:**

- 1. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTES OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE.
- 2. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE AT LEAST NINETY-SIX (96) INCHES WIDE. WHERE PARKING SPACES AND ACCESS AISLES ARE MARKED WITH LINES, THE WIDTH MEASUREMENTS SHALL BE MADE FROM CENTERLINE OF THE MARKINGS. WHERE PARKING SPACES OR ACCESS AISLES ARE NOT ADJACENT TO ANOTHER PARKING SPACE OR ACCESS AISLES, MEASUREMENTS SHALL BE PERMITTED TO INCLUDE THE FULL WIDTH OF THE LINE DEFINING THE PARKING SPACE OR ACCESS AISLES.
- 3. PARKING ACCESS AISLES SHALL BE PART OF AN ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE AND SHALL COMPLY WITH PROVISIONS FOR ACCESSIBLE ROUTES. MARKED CROSSINGS SHALL BE PROVIDED WHERE THE ACCESSIBLE ROUTE MUST CROSS VEHICULAR TRAFFIC LANES. WHERE POSSIBLE, IT IS PREFERABLE THAT THE ACCESSIBLE ROUTE NOT PASS BEHIND PARKED VEHICLES.
- 4. TWO (2) ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.
- 5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACE THEY SERVE.
- 6. ACCESS AISLES SHALL BE MARKED SO AS TO DISCOURAGE PARKING IN THEM.
- 7. ACCESS AISLES SHALL NOT OVERLAP THE VEHICULAR WAY. ACCESS AISLES SHALL BE PERMITTED TO BE PLACED ON EITHER SIDE OF THE PARKING SPACE EXCEPT FOR ANGLED VAN PARKING SPACES WHICH SHALL HAVE ACCESS AISLES LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACES.
- 8. FLOOR SURFACES OF PARKING SPACES AND ACCESS AISLES SERVING THEM SHALL BE STABLE, FIRM AND SLIP RESISTANT. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE. CHANGES IN LEVEL ARE NOT PERMITTED.
- 9. PARKING SPACES AND ACCESS AISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 2.0% IN ALL DIRECTIONS.
- 10. PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE REQUIRED CLEAR WIDTH OF AN ACCESSIBLE ROUTE.
- 11. PARKING SPACES FOR VANS AND ACCESS AISLES AND VEHICULAR ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF NINETY-EIGHT (98) INCHES MINIMUM. SIGNS SHALL BE PROVIDED AT ENTRANCES TO PARKING FACILITIES INFORMING DRIVERS OF CLEARANCES AND THE LOCATION OF VAN ACCESSIBLE
- 12. EACH ACCESSIBLE PARKING SPACE SHALL BE PROVIDED WITH SIGNAGE DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. EACH ACCESS AISLE SHALL BE PROVIDED WITH SIGNAGE READING "NO PARKING ANYTIME". SIGNS SHALL BE INSTALLED AT A CLEAR HEIGHT OF BETWEEN SIXTY (60) INCHES AND EIGHTY-FOUR (84) INCHES ABOVE GRADE AND SHALL NOT INTERFERE WITH AN ACCESSIBLE ROUTE FROM AN ACCESS AISLE. SIGNS LOCATED WHERE THEY MAY BE HIT BY VEHICLES BEING PARKED SHALL BE INSTALLED WITH BOLLARD PROTECTION.
- 13. ACCESSIBLE PARKING SPACE, ACCESS AISLE STRIPING, AND INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL BE PAINTED BLUE.

#### PASSENGER LOADING ZONE NOTES:

- 1. PASSENGER LOADING ZONES SHALL PROVIDE VEHICULAR PULL-UP SPACE NINETY-SIX (96) INCHES WIDE MINIMUM AND TWENTY (20) FEET LONG MINIMUM.
- 2. PASSENGER LOADING ZONES SHALL PROVIDE A CLEARLY MARKED ACCESS AISLE THAT IS SIXTY (60) INCHES WIDE MINIMUM AND EXTENDS THE FULL LENGTH OF THE VEHICLE PULL-UP SPACE THEY SERVE.
- 3. ACCESS AISLE SHALL ADJOIN AN ACCESSIBLE ROUTE AND NOT OVERLAP THE VEHICULAR WAY.
- 4. VEHICLE PULL-UP SPACES AND ACCESS AISLES SERVING THEM SHALL BE LEVEL WITH SURFACE SLOPES NO EXCEEDING 2.0% IN ALL DIRECTIONS. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE. CHANGES IN LEVEL ARE NOT PERMITTED.
- 5. FLOOR SURFACES OF VEHICLE PULL-UP SPACES AND ACCESS AISLES SERVING THEM SHALL BE STABLE, FIRM AND SLIP RESISTANT.
- 6. VEHICLE PULL-UP SPACES, ACCESS AISLES SERVING THEM AND A VEHICULAR ROUTE FROM AN ENTRANCE TO THE PASSENGER LOADING ZONE, AND FROM THE PASSENGER LOADING ZONE TO A VEHICULAR EXIT SERVING THEM, SHALL PROVIDE A VERTICAL CLEARANCE OF ONE HUNDRED FOURTEEN (114) INCHES MINIMUM.

#### ACCESSIBLE ENTRANCE NOTES:

- 1. ACCESSIBLE ENTRANCES SHALL BE PROVIDED AS REQUIRED BY ADAAG AND BCNYS REQUIREMENTS.
- 2. ENTRANCE DOORS, DOORWAYS AND GATES SHALL COMPLY WITH ADAAG AND BCNYS REQUIREMENTS AND SHALL BE ON AN ACCESSIBLE ROUTE.

PDT:	No.	DATE	REVISION	BY:	
7	1	3-9-2022	UPDATED AS PER TOB PLANNING COMMENTS	KVH	
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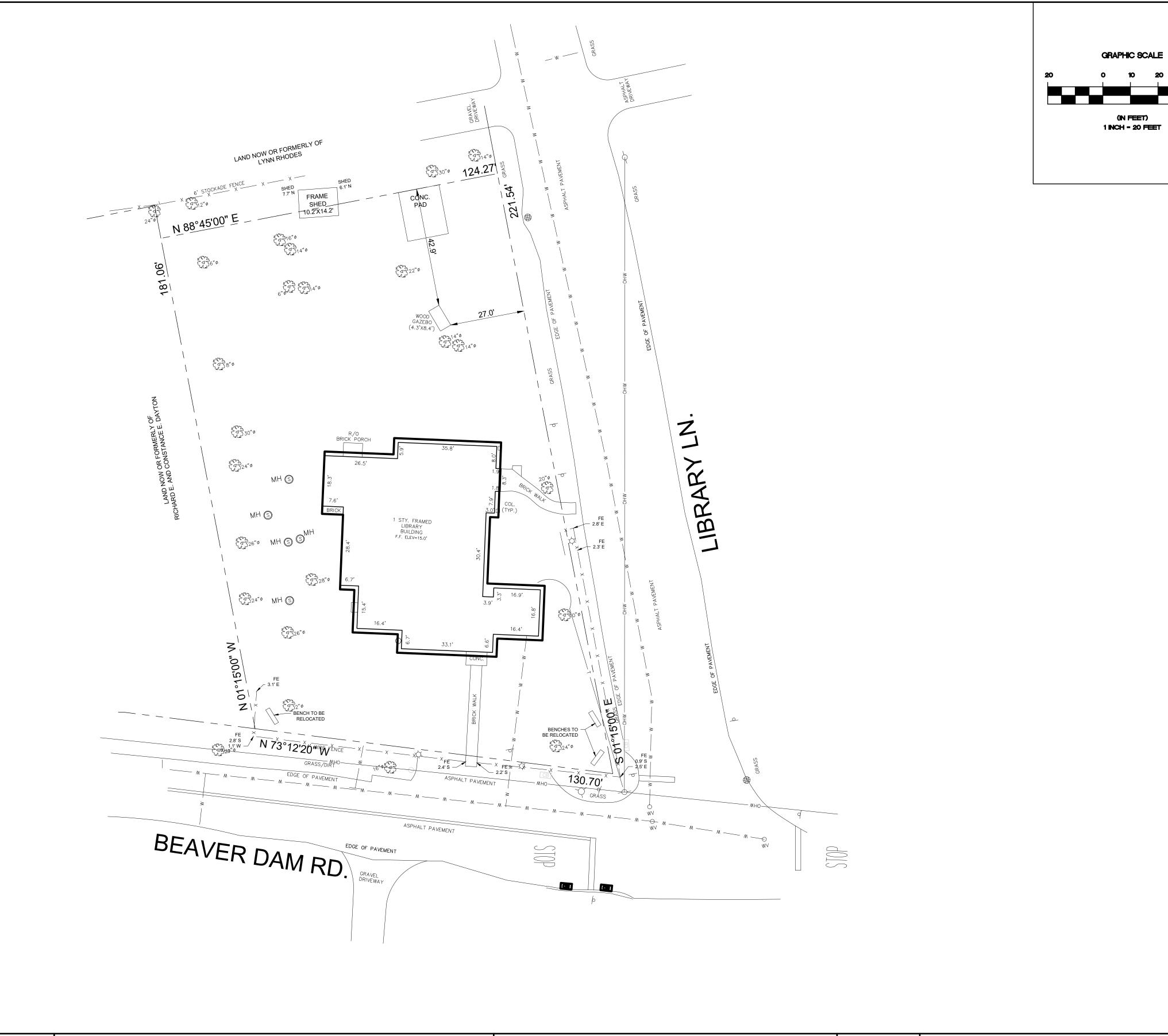
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SIDEWALK RAMP DETAILS - 4

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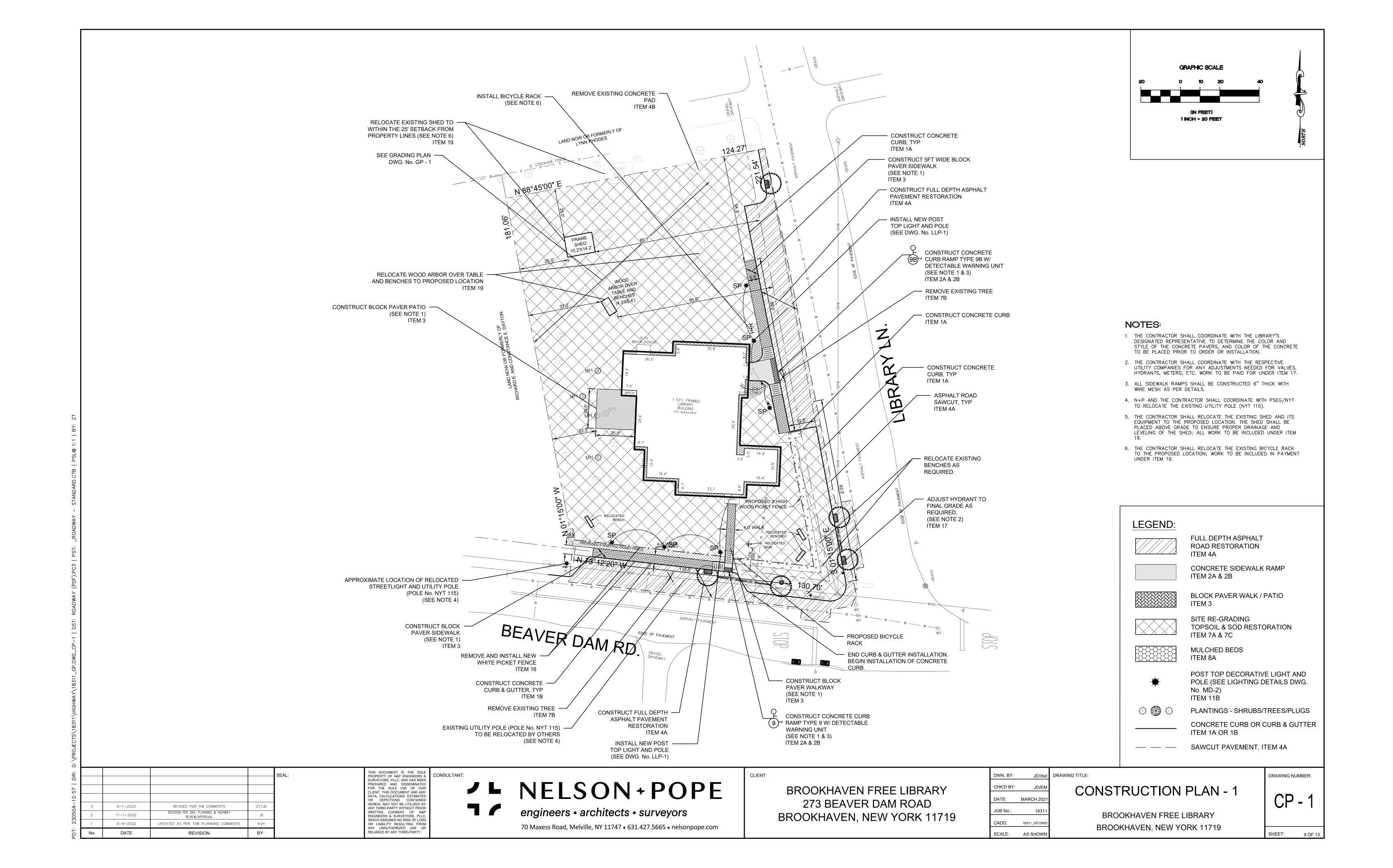
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THE CONTROL OF DUST RESULTING FROM LAND-DISTURBING ACTIVITIES.

TO PREVENT SURFACE AND AIR MOVEMENT OF DUST FROM DISTURBED SOIL SURFACES THAT MAY CAUSE OFF-SITE DAMAGE, HEALTH HAZARDS AND

ON CONSTRUCTION ROADS, ACCESS POINTS, AND OTHER DISTURBED AREAS SUBJECT TO SURFACE DUST MOVEMENT AND DUST BLOWING WHERE OFF-SITE DAMAGE MAY OCCUR IF DUST IS NOT CONTROLLED.

CONSTRUCTION OPERATIONS SHOULD BE SCHEDULED TO MINIMIZE THE AMOUNT OF AREA DISTURBED AT ONE TIME. BUFFER AREAS OF VEGETATION SHOULD BE LEFT WHERE PRACTICAL. TEMPORARY OR PERMANENT STABILIZATION MEASURES SHOULD BE INSTALLED. NO SPECIFIC DESIGN CRITERIA ARE GIVEN; SEE CONSTRUCTION SPECIFICATIONS BELOW FOR COMMON METHODS OF DUST CONTROL.

WATER QUALITY MUST BE CONSIDERED WHEN MATERIALS ARE SELECTED FOR DUST CONTROL. WHERE THERE IS POTENTIAL FOR THE MATERIAL TO WASH OFF TO A STREAM OR WATER BODY, INGREDIENT INFORMATION MUST BE PROVIDED TO THE LOCAL PERMITTING AUTHORITY.

#### **CONSTRUCTION SPECIFICATIONS**

A. NON-DRIVING AREAS - THESE AREAS USE PRODUCTS AND MATERIALS APPLIED OR PLACED ON SOIL SURFACES TO PREVENT AIRBORNE MIGRATION OF SOIL PARTICLES.

VEGETATIVE COVER - FOR DISTURBED AREAS NOT SUBJECT TO TRAFFIC; VEGETATION PROVIDES THE MOST PRACTICAL METHOD OF DUST CONTROL. TEMPORARY SEEDING SHALL BE AS FOLLOWS:

RYE GRASS (ANNUAL OR PERENNIAL) AT 30 LBS. PER ACRE (0.7 LBS./1,000 S.F.)

CERTIFIED "AROOSTOOK" WINTER RYE (CEREAL RYE) AT 100 LBS. PER ACRE (2.5 LBS./S.F.)

USE WINTER RYE IF SEEDING IN OCTOBER / NOVEMBER.

MULCH (INCLUDING GRAVEL MULCH) - MULCH OFFERS A FAST, EFFECTIVE MEANS OF CONTROLLING DUST. THIS CAN ALSO INCLUDE ROLLED EROSION CONTROL BLANKETS.

SPRAY ADHESIVES - THESE ARE PRODUCTS GENERALLY COMPOSED OF POLYMERS IN A LIQUID OR SOLID FORM THAT ARE MIXED WITH WATER TO FORM AN EMULSION THAT IS SPRAYED ON THE SOIL SURFACE WITH TYPICAL HYDROSEEDING EQUIPMENT. THE MIXING RATIOS AND APPLICATION RATES WILL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIC SOILS ON THE SITE. IN NO CASE SHOULD THE APPLICATION OF THESE ADHESIVES BE MADE ON WET SOILS OR IF THERE IS A PROBABILITY OF PRECIPITATION WITHIN 48 HOURS OF ITS PROPOSED USE. MATERIAL SAFETY DATA SHEETS WILL BE PROVIDED TO ALL APPLICATORS AND OTHERS WORKING WITH THE MATERIAL.

EXAMPLES OF SPRAY ADHESIVES FOR USE ON MINERAL SOILS ARE SHOWN IN THE FOLLOWING TABLE.

MATERIAL	WATER DILUTION	TYPE OF NOZZLE	APPLY GALLONS ACRE
ACRYLIC POLYMER	9:1	COURSE SPRAY	500
LATEX EMULSION	12.5:1	FINE SPRAY	235
RESIN IN WATER	4:1	FINE SPRAY	300

B. DRIVING AREAS - THESE AREAS UTILIZE WATER, POLYMER EMULSIONS AND BARRIERS TO PREVENT DUST MOVEMENT FROM THE TRAFFIC SURFACE

SPRINKLING - THIS SITE MAY BE SPRAYED UNTIL THE SURFACE IS WET. THIS IS ESPECIALLY EFFECTIVE ON HAUL ROADS AND ACCESS ROUTES.

POLYMER ADDITIVES - THESE POLYMERS ARE MIXED WITH WATER AND APPLIED TO THE DRIVING SURFACE BY A WATER TRUCK WITH A GRAVITY FEED DRIP BAR, SPRAY BAR OR AUTOMATED DISTRIBUTOR TRUCK. THE MIXING RATIOS AND APPLICATION RATES WILL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. INCORPORATION OF THE EMULSION INTO THE SOIL WILL BE DONE TO THE APPROPRIATE DEPTH BASED ON EXPECTED TRAFFIC. COMPACTION AFTER INCORPORATION WILL BE BY VIBRATORY ROLLER TO A MINIMUM OF 95%. THE PREPARED SURFACE SHALL BE MOIST AND NO APPLICATION OF THE POLYMER WILL BE MADE IF THERE IS A PROBABILITY OF PRECIPITATION WITHIN 48 HOURS OF ITS PROPOSED USE. MATERIAL SAFETY DATA SHEETS WILL BE PROVIDED TO ALL APPLICATORS WORKING WITH THE MATERIAL.

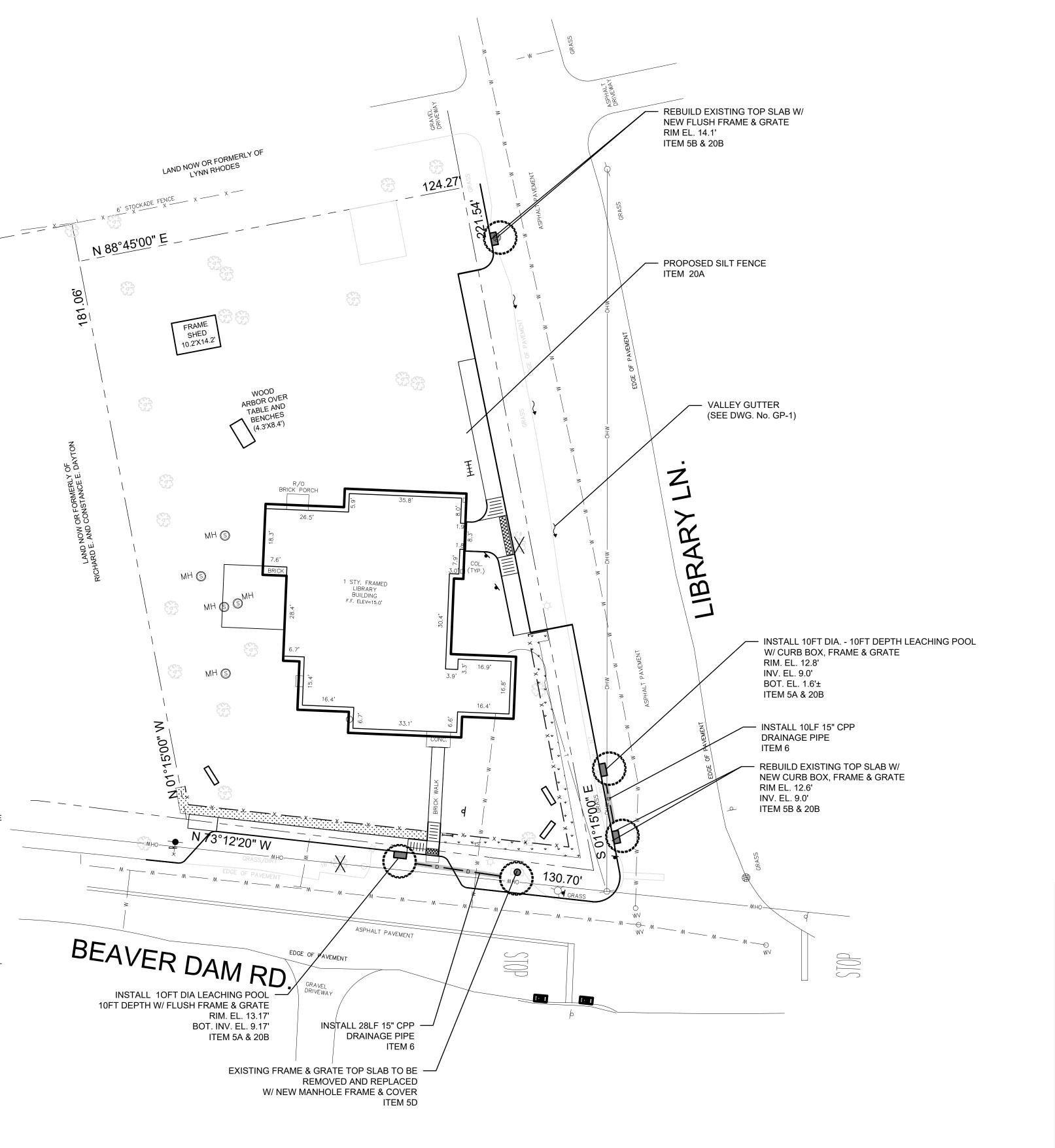
BARRIERS - WOVEN GEOTEXTILES CAN BE PLACED ON THE DRIVING SURFACE TO EFFECTIVELY REDUCE DUST THROW AND PARTICLE MIGRATION ON HAUL ROADS. STONE CAN ALSO BE USED FOR CONSTRUCTION ROADS FOR EFFECTIVE DUST CONTROL.

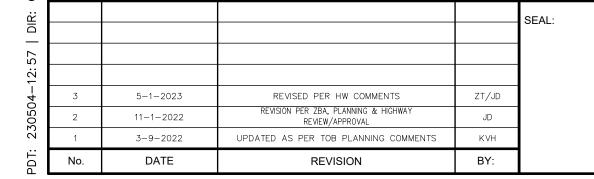
WINDBREAK - A SILT FENCE OR SIMILAR BARRIER CAN CONTROL AIR CURRENTS AT INTERVALS EQUAL TO TEN TIMES THE BARRIER HEIGHT. PRESERVE EXISTING WIND BARRIER VEGETATION AS MUCH AS PRACTICAL.

MAINTAIN DUST CONTROL MEASURES THROUGH DRY WEATHER PERIODS UNTIL ALL DISTURBED AREAS ARE STABILIZED.

### **EROSION CONTROL NOTES**

- 1. A EXISTING VEGETATION TO REMAIN SHALL BE PROTECTED AND REMAIN UNDISTURBED
- B CLEARING AND GRADING SHALL BE SCHEDULED SO AS TO MINIMIZE THE SIZE OF EXPOSED AREAS AND THE LENGTH OF TIME THAT AREAS ARE EXPOSED.
- C THE LENGTH AND STEEPNESS OF CLEARED SLOPES SHALL BE MINIMIZED TO REDUCE RUN-OFF VELOCITIES. D - RUN-OFF SHALL BE DIVERTED AWAY FROM CLEARED SLOPES.
- E SEDIMENT SHALL BE TRAPPED ON-SITE.
- SPECIFIC METHODS AND MATERIALS EMPLOYED IN THE INSTALLATION AND MAINTENANCE OF EROSION CONTROL MEASURES SHALL CONFORM TO THE NEW YORK GUIDELINES FOR EROSION AND SEDIMENT CONTROL, LATEST EDITION.
- 3. SEDIMENT BARRIERS (SILT FENCES, HAY BALES OR APPROVED EQUAL) SHALL BE INSTALLED AS REQUIRED ALONG LIMITS OF DISTURBANCE FOR THE DURATION OF THE WORK. NO SEDIMENT FROM THE SITE SHALL BE PERMITTED TO WASH ON TO ADJACENT PROPERTIES, WETLANDS OR ROADS.
- GRADED AND STRIPPED AREAS AND STOCKPILES SHALL BE KEPT STABILIZED THROUGH THE USE OF TEMPORARY SEEDING AS REQUIRED. SEED MIXTURE SHALL BE IN ACCORDANCE WITH SOIL CONSERVATION SERVICE RECOMMENDATIONS.
- DRAINAGE INLETS INSTALLED AS PART OF THE PROJECT SHALL BE PROTECTED FROM SEDIMENT BUILD-UP THROUGH THE USE OF SEDIMENT BARRIERS, SEDIMENT TRAPS, ETC., AS REQUIRED
- INSPECTION AND MAINTENANCE OF EROSION CONTROL MEASURES IS TO BE PERFORMED DAILY BY CONTRACTOR PRIOR TO THE START OF CONSTRUCTION FOR THE DAY AND AFTER HEAVY OR PROLONGED STORMS. MAINTENANCE MEASURES INCLUDE, BUT NOT LIMITED TO, CLEANING OF SEDIMENT BASINS OR TRAPS, CLEANING OR REPAIR OF SEDIMENT BARRIERS, CLEANING AND REPAIR OF BERMS AND DIVERSIONS, AND
- CLEANING AND REPAIR OF OF INLET PROTECTION. APPROPRIATE MEANS SHALL BE USED TO CONTROL DUST DURING CONSTRUCTION. SEE DUST CONTROL NOTES, THIS SHEET
- 3. A STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED TO PREVENT SOIL AND LOOSE DEBRIS FROM BEING TRACKED ONTO LOCAL ROADS. THE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED LINTIL THE SITE IS PERMANENTLY STABILIZED
- SEDIMENT BARRIERS AND OTHER EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL UPLAND DISTURBED AREAS ARE PERMANENTLY STABILIZED. AFTER PERMANENT STABILIZATION, PAVED AREAS SHALL BE CLEANED AND DRAINAGE SYSTEM FLUSHED AS NECESSARY.
- 10. DURING THE COURSE OF CONSTRUCTION, CERTAIN EROSION AND SEDIMENT CONTROL MEASURES MAY BECOME NECESSARY TO PREVENT THE TRANSPORT OF SEDIMENT TO OFF-SITE AREAS, PONDS, WATER COURSES, DRAINAGE INLETS, RECHARGE BASINS, ETC. ACTUAL EROSION CONTROL MEASURES WILL BE DICTATED BY FIELD CONDITIONS AS CONSTRUCTION PROGRESSES BUT THE GENERAL CONDITIONS IN NOTES 1 THROUGH 9





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**DRAINAGE PLAN - 1** 

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LEGEND:

FULL DEPTH ASPHALT

ROAD RESTORATION

DRAINAGE STRUCTURE

DRAINAGE STRUCTURE

'RAIN GUARDIAN'

**CONCRETE CURB** 

SAWCUT PAVEMENT

ITEM 4A

ITEM 5A

ITEM 5C

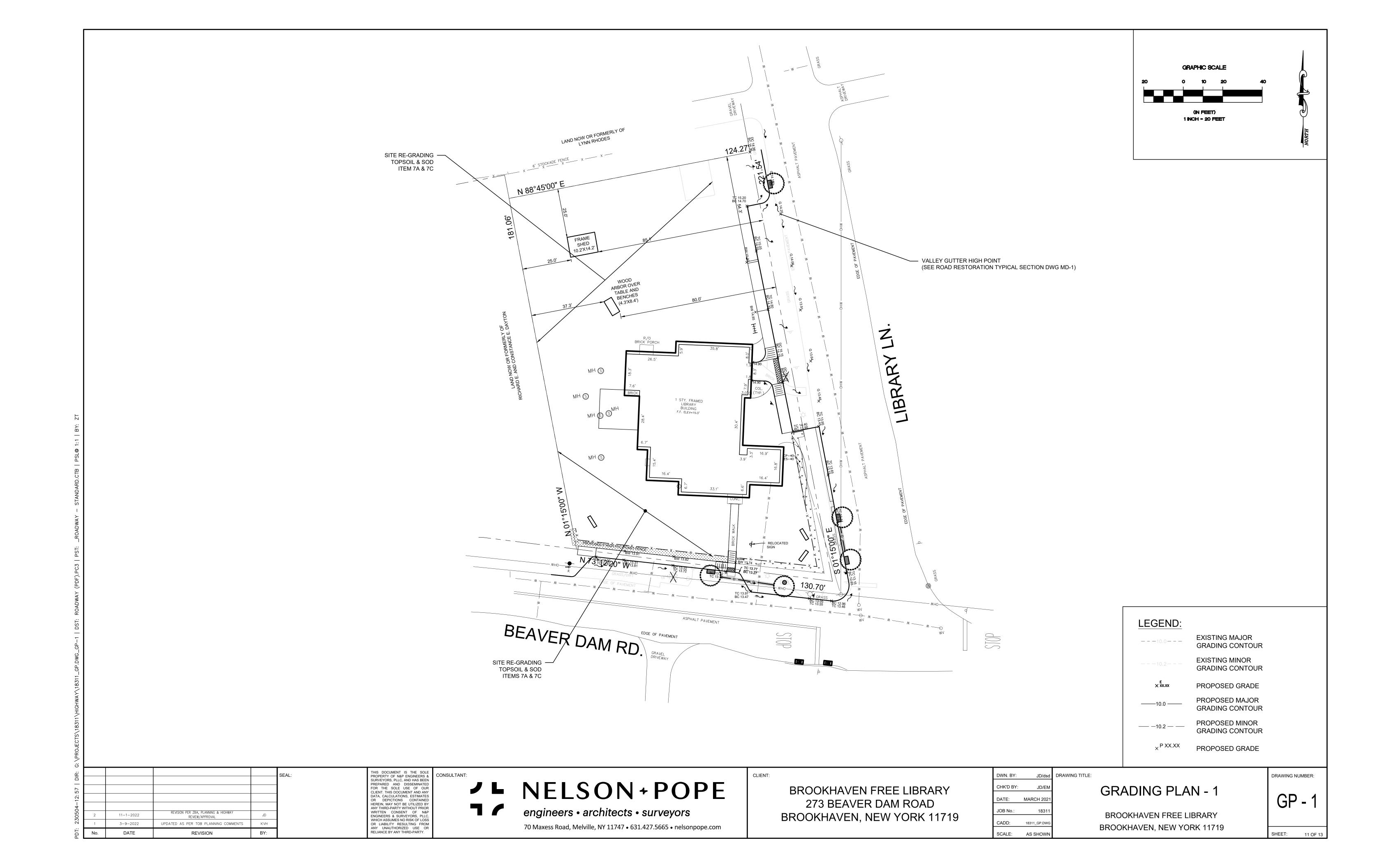
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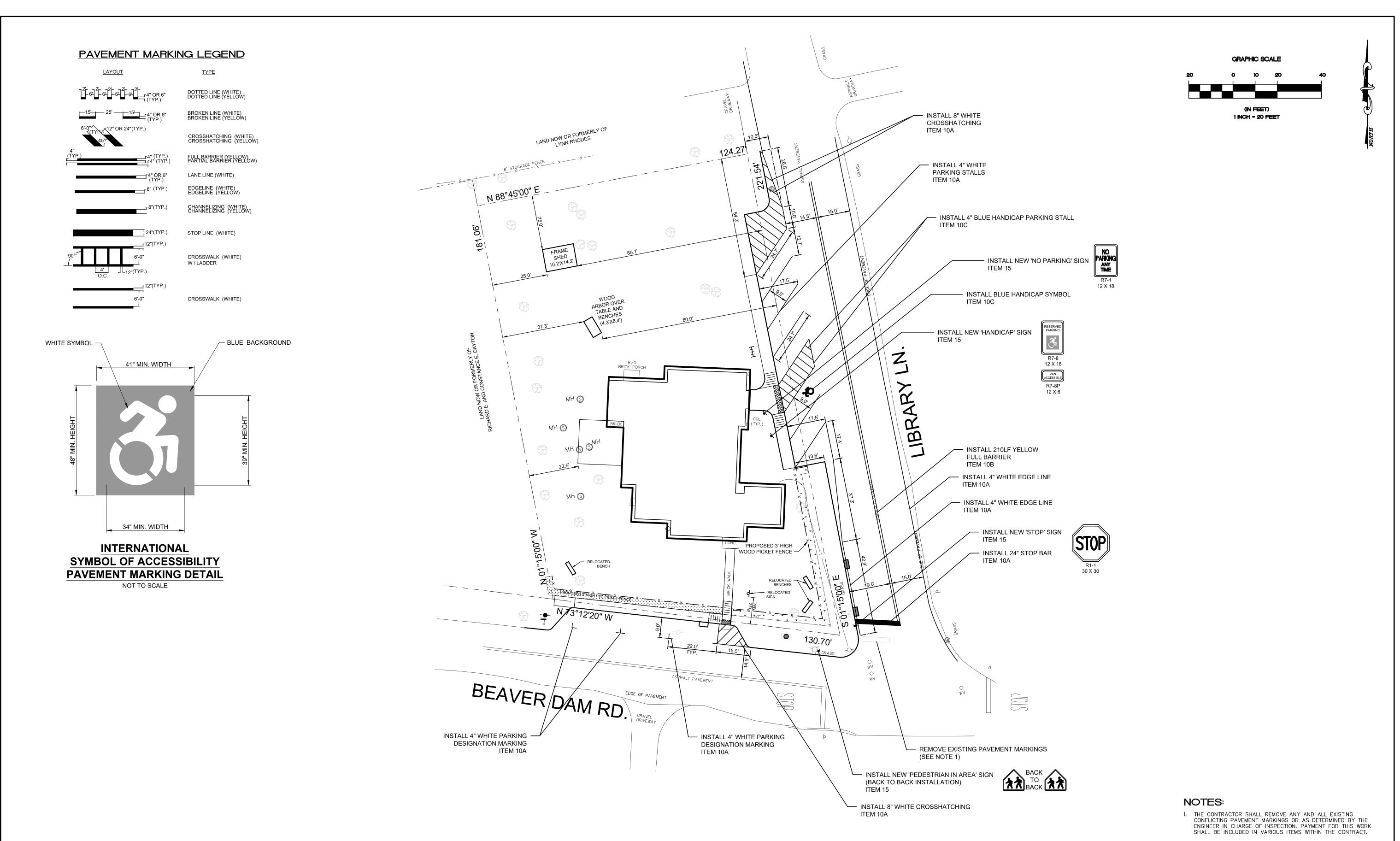
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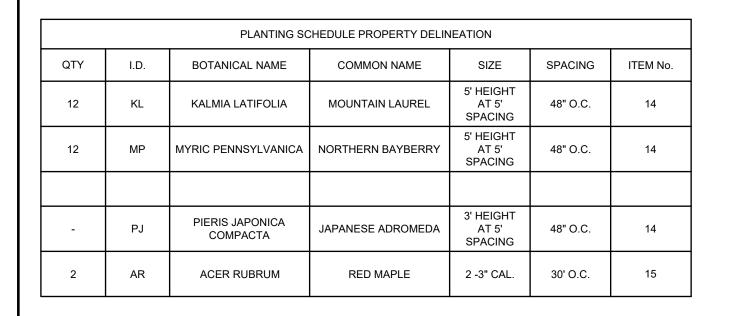
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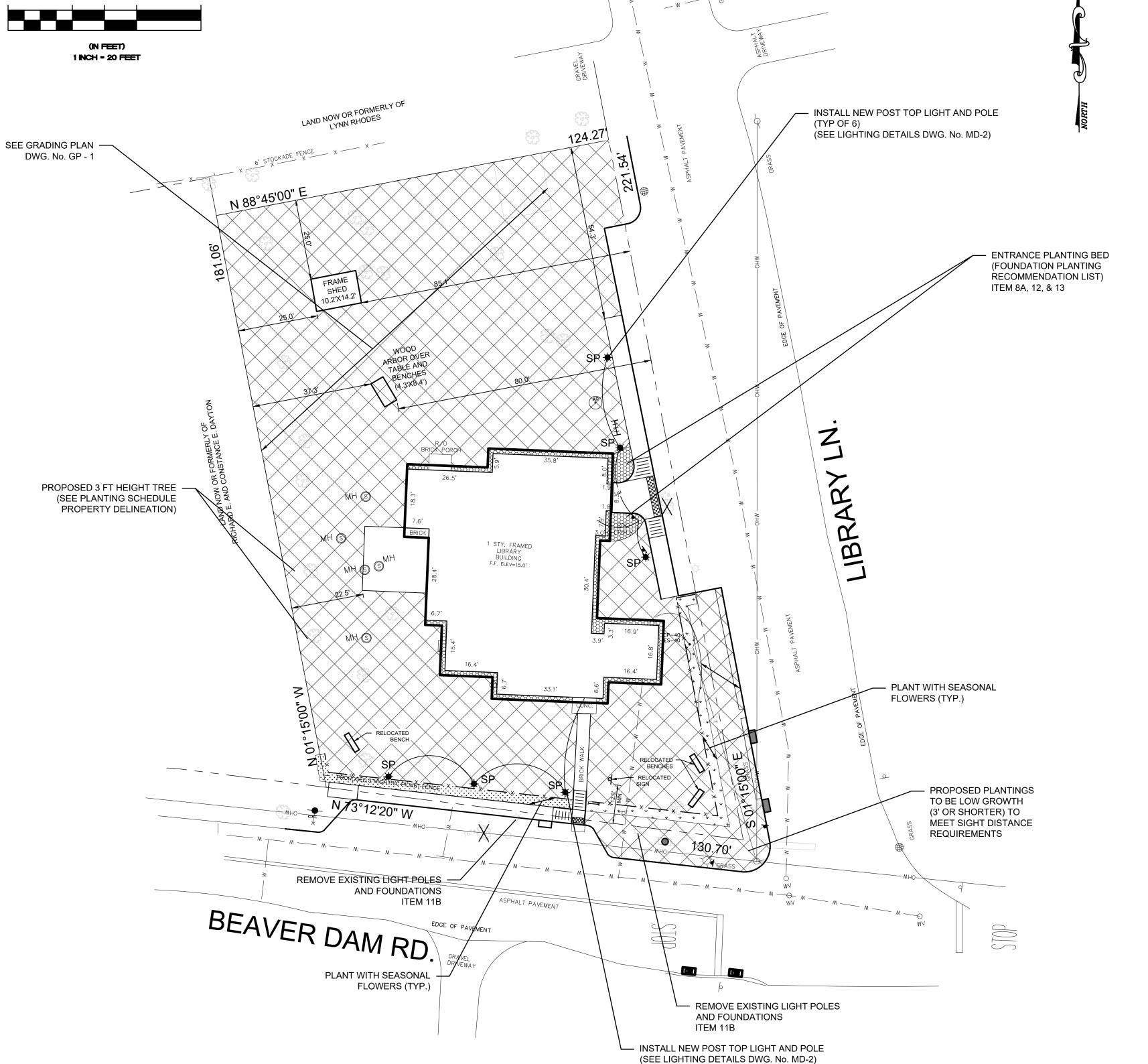
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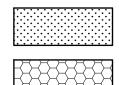


SEASONAL PLANTINGS TO BE PLACED ALONG FENCELINE. AT NO TIME SHALL PLANTS NEWLY INSTALLED OR PLANTS TO REMAIN BE HIGHER THAN 2'-6" IN EHGIHT. ONLY LOW GROWTH PLANTS SHALL BE PLACED IN THIS AREA.

		FOUNDATION PLANTING	S - RECOMMENDATION LIST		
		PERI	ENNIALS		
QTY	DESCRIPTI ON	BOTANICAL NAME	COMMON NAME	SIZE	ITEM No.
25	Ŋ	Aster cordifolius	Blue Wood-Aster	PINT	12
25	T PLANTS IN FRONT	Agastache foeniculum	Anise Hyssop	PINT	12
25	N S	Baptisia australis	False Blue Indigo	PINT	12
25	LAN-	Echinacea purpurea	Purple Coneflower	PINT	12
MIXED ASSORTMENT SIN REAR, SHORTER PLOF PLANTING BED) SPACING 18" MAX	Geranium maculatum	Wild Geranium	PINT	12	
	Panicum virgatum 'Shanandoah'	Switchgrass	PINT	12	
25	AR, S	Penstemon digitalis	Smooth Penstemon	PINT	12
25	AIXEI N RE OF P SPA	Rudbeckia fulgida	Black-eyed Susan	PINT	12
	NTS I	SHR	UBS		
3	PLAI	Ceanothus americanus	New Jersey Tea	1 GAL	13
3	TALLER PLANTS	llex glabra	Inkberry Holly	1 GAL	13
3	(TAI	Itea virginica 'Henry's Garnet'	Virginia Sweetspire	1 GAL	13



LAWN RE-GRADING TOPSOIL & SOD RESTORATION



SEASONAL FLOWERS (LOW HEIGHT, 2.5' MAX)

MULCHED BEDS



POST TOP DECORATIVE LIGHT AND POLE



PLANTINGS - SHRUBS/TREES

(bhl) LUMINAIRE SCHEDULE										
TYP	SYMBOL	DESCRIPTION	LAMP	LUMENS	MOUNTING/BALLAST	LLF	QTY			
SP	*	DOVER LED 55021CDBZ	12 Watt LED	840	6' Pole Cat.# SMA 06 F4C 09S C03	0.90	6			

No.	DATE	REVISION	BY:	
1	3-9-2022	UPDATED AS PER TOB PLANNING COMMENTS	KVH	
2	11-1-2022	REVISION PER ZBA, PLANNING & HIGHWAY REVIEW/APPROVAL	JD	
3	5-1-2023	REVISED PER HW COMMENT	ZT/JD	
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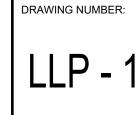
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