



STOP & SHOP #530 - DOBBS FERRY - PHASE 1

390 BROADWAY
DOBBS FERRY, NY 10522
VILLAGE OF DOBBS FERRY

volta

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

New York
© 2022 KIMLEY-HORN ENGINEERING AND
LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.
1 N LEXINGTON AVE, SUITE 505
WHITE PLAINS, NY 10601
PHONE: 914.369.9200
WWW.KIMLEY-HORN.COM

ITEM	TASK	YES	NO	N/A
1	CONTACT 811 UTILITY PRIOR TO EXCAVATION WORK.			
2	NOTIFY VOLTA & KIMLEY-HORN OF ANY DISCREPANCIES W/ PLANS OR POTENTIAL CONFLICTS.			
3	VERIFY ALL FIELD CONDITIONS PRIOR TO START OF CONSTRUCTION IN ACCORDANCE WITH THESE PLANS.			
4	INSTALL WORK AREA PROTECTION MEASURES.			
5	FIELD LOCATE EXISTING UTILITIES AND CROSSINGS & VERIFY NO CONFLICTS W/PROPOSED INFRASTRUCTURE.			
6	FIELD VERIFY ALL STALL DIMENSIONS AND EQUIPMENT LOCATIONS.			
7	CONFIRM ALL ADA AND LOCAL REQUIREMENTS ARE MET.			
8	ESTABLISH TEMPORARY CONSTRUCTION ACCESS(ES).			
9	IMPLEMENT AND MAINTAIN EPSC CONTROL MEASURES PER LOCAL REQUIREMENTS.			
10	LOCATE VERTICAL AND HORIZONTAL UTILITIES PRIOR TO BORING.			
11	PROVIDE PROPOSED LIMITS OF ASPHALT OVERLAY SKETCH TO KIMLEY-HORN & VOLTA (IF NEEDED).			
12	SEED & STABILIZE ALL DISTURBED AREAS AFTER FINAL GRADING.			

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE BUILDING/ DWELLING, STRUCTURAL, PLUMBING, MECHANICAL, ELECTRICAL, AND FIRE/LIFE SAFETY CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THE LOCAL GOVERNING AUTHORITIES CODES.

VOLTA PROPOSES:

- APPLICATION IS MADE FOR 2 ELECTRIC VEHICLE (EV) CHARGING STATION FIXTURES TO BE LOCATED IN EXISTING CURBED ISLAND AREAS THAT ARE ADJACENT TO ON-SITE PARKING SPACES AND PART OF AN EXISTING STOP & SHOP GROCERY STORE AT THE PROPERTY. THE EV FIXTURES ARE CUSTOMARY ACCESSORY AND INCIDENTAL TO THE EXISTING COMMERCIAL USE AND SOLELY FOR THE BENEFIT OF CUSTOMERS VISITING THE STORE. THE FIXTURES ARE LOCATED TO PROVIDE PRIORITY PARKING FOR PATRONS WITH EVS AND DISPLAY VISIBILITY ALONG THE INTERIOR CIRCULATION AISLE FOR SHOPPERS. THERE ARE NO PROPOSED CHANGES TO THE PARKING SPACES OR ANY OF THE EXISTING TRAFFIC CIRCULATION AT THE PROPERTY.

APPLICANT:

KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.
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PROGRAM MANAGER:

KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.
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CIVIL ENGINEER:

KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.
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ELECTRICAL ENGINEER:

KIMLEY-HORN ENGINEERING AND LANDSCAPE ARCHITECTURE OF NEW YORK, P.C.
CONTACT: JEFFREY SALLEE, P.E.
PHONE: (757)-213-8635
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REV	DATE	DESCRIPTION	BY
1	04/14/2022	CD100s	JZS

ISSUE DATE

04/14/2022

ISSUED FOR

PERMIT



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

STOP & SHOP #530 - DOBBS FERRY - PHASE 1

**390 BROADWAY
DOBBS FERRY, NY 10522**

SHEET TITLE

COVER SHEET

SHEET NUMBER

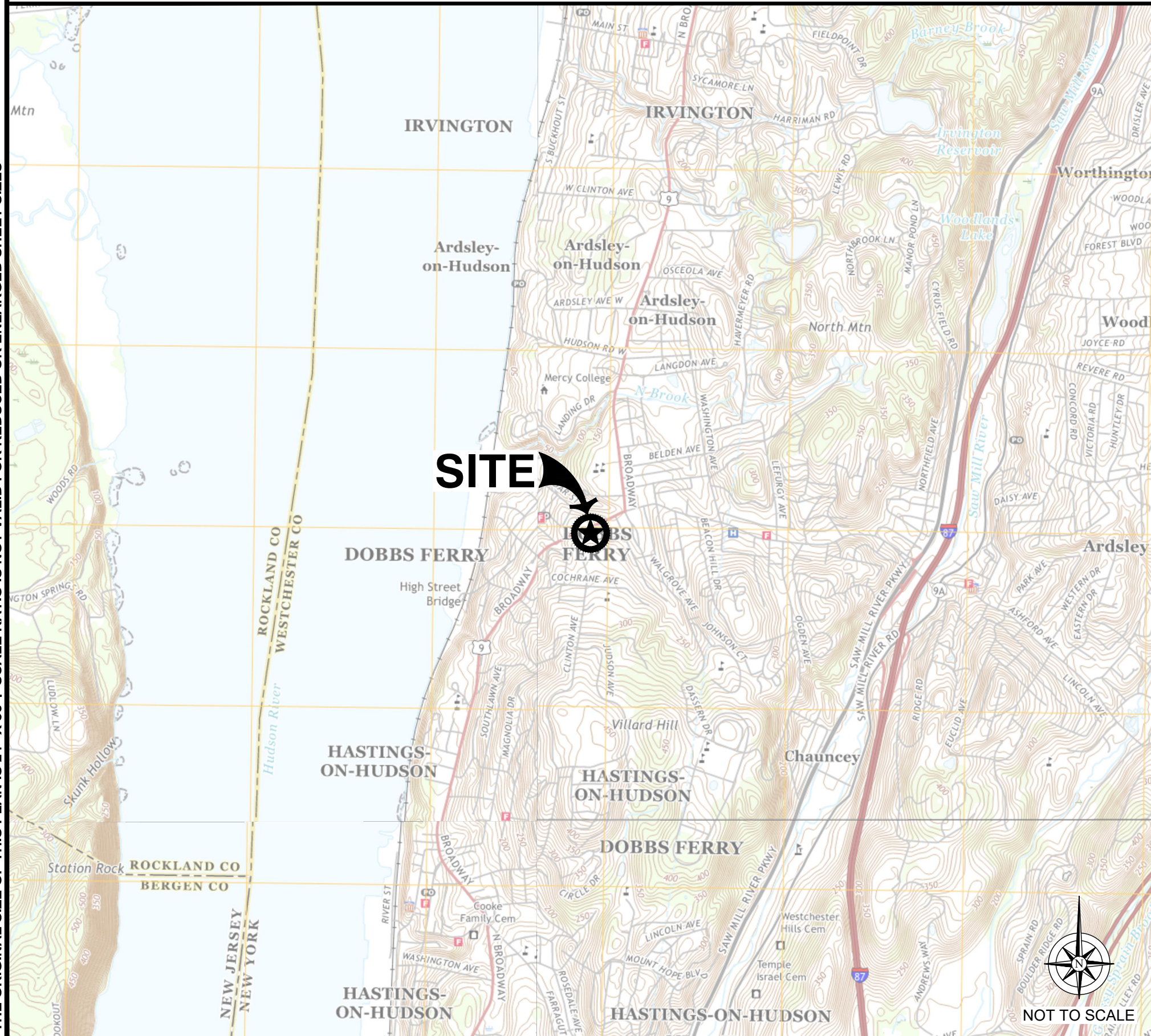
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CONTRACTOR VERIFICATION CHECKLIST

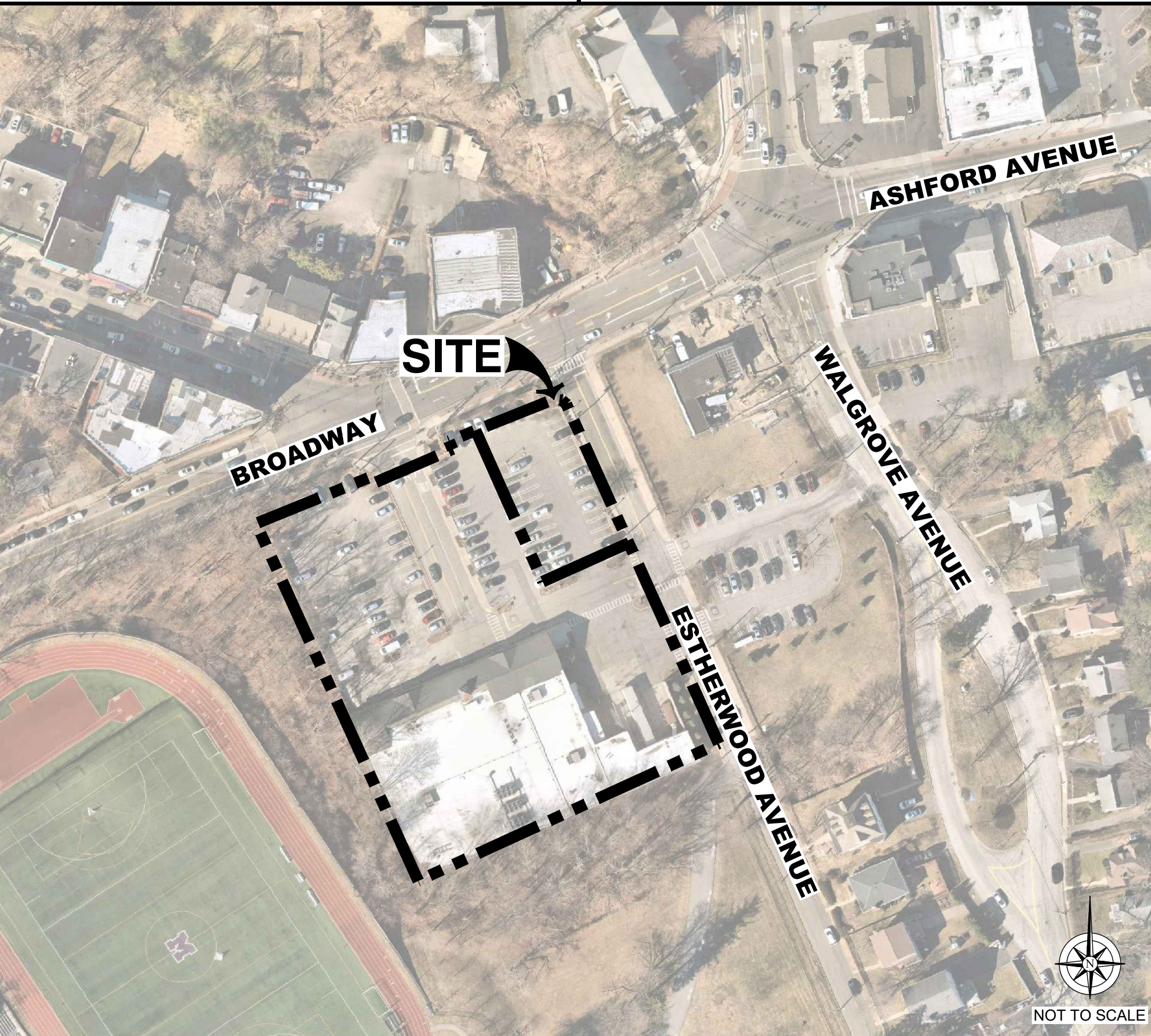
CODE BLOCK

PROJECT DESCRIPTION

PROJECT TEAM



LOCATION MAP



VICINITY MAP

SHEET NUMBER	SHEET TITLE
C0-00	COVER SHEET
C0-01	GENERAL NOTES
C0-02	VOLTA STATION OVERVIEW
C1-00	OVERALL SITE PLAN
C2-00	ENLARGED SITE PLAN
C3-00	SITE DETAILS
C3-01	SITE DETAILS
C3-02	SITE DETAILS
C3-03	SITE DETAILS
E1-00	ELECTRICAL ONE LINE DIAGRAM & PANEL SCHEDULE
E2-00	ELECTRICAL NOTES & DETAILS

SHEET INDEX



DIG ALERT

CONTRACTOR SHALL VERIFY ALL PLANS & EXISTING LOCATIONS, CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

Know what's BELOW.
CALL before you dig.

CALL AT LEAST TWO WORKING
DAYS BEFORE YOU DIG

CALL BEFORE YOU DIG

1. VOLTA WILL PROVIDE AN INSTALLATION GUIDE AND OTHER SUPPORTING DOCUMENTS AT TIME OF CONSTRUCTION.
2. ALL EXISTING CONDITIONS SHOWN ARE APPROXIMATE. EXISTING UTILITY LOCATIONS AND CROSSINGS ARE TO BE LOCATED IN THE FIELD. CONTRACTOR IS TO CONTACT 811 UTILITY PRIOR TO BEGINNING ANY EXCAVATION WORK.
3. ALL PAVEMENT, LANDSCAPING, UTILITIES, AND OWNER PROPERTY THAT IS DAMAGED OR AFFECTED BY CONSTRUCTION SHALL BE RETURNED TO EXISTING CONDITIONS OR BETTER AT THE CONTRACTOR'S EXPENSE.
4. PROPOSED PAVEMENT STRIPING SHALL LINE UP WITH EXISTING STRIPING WHEREVER POSSIBLE. ADDITIONAL PAVEMENT STRIPE IS NOT NECESSARILY PARALLEL TO THE CONSTRUCTED CHARGING ISLAND.
5. THIS ACCESSIBILITY REVIEW WAS UNDERTAKEN TO IDENTIFY DESIGN FEATURES OF THE PROJECT THAT MAY BE CONSIDERED BY GOVERNMENTAL AGENCIES OR DEPARTMENTS, OR NON-GOVERNMENTAL GROUPS TO BE NON-COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, REVISED 2010 ADA REGULATIONS AND STANDARDS. THE AMERICANS WITH DISABILITIES ACT OF 1990 IS A FEDERAL CIVIL RIGHTS LAW. THERE IS NO FEDERAL REVIEW PROCESS TO ENSURE FULL COMPLIANCE WITH THE GUIDELINES, EXCEPT THROUGH THE FEDERAL COURT SYSTEM. THE DEPICTIONS, NOTES, AND RECOMMENDATIONS, EXPRESSED ON THIS PLAN ARE BASED ON PROFESSIONAL JUDGEMENT GAINED THROUGH EXPERIENCE WITH ACCESSIBILITY LAWS, CODES AND STANDARDS AND THE WORKING INVOLVEMENT TO DEVELOP ACCESSIBILITY STANDARDS THAT WILL MEET OR EXCEED THE APPLICABLE FEDERAL GUIDELINES. ACCORDINGLY, NO CLAIMS OR WARRANTIES, EXPRESSED OR IMPLIED, ARE MADE THAT IN PREPARING THIS PLAN AND PROPOSING RECOMMENDATIONS, THAT ALL POSSIBLE BARRIERS TO ALL PEOPLE HAVE BEEN IDENTIFIED.
6. CONTRACTOR SHALL ACHIEVE A MINIMUM OF 1% BUT NO MORE THAN A 2% SLOPE IN ANY DIRECTION WITHIN ADJACENT ACCESSIBLE SPACE AND BLEND ASPHALT OVERLAY TO EXISTING GRADES AS REQUIRED. CONTRACTOR SHALL PROVIDE A KEYCHAL TO VOLTA OF PROPOSED LIMITS OF ASPHALT OVERLAY TO ACHIEVE THIS REQUIREMENT PRIOR TO BEGINNING PAVEMENT WORK.
7. ACCESSIBLE EV STALLS WERE DESIGNED BASED ON EXISTING CONDITIONS AND WITHOUT THE BENEFIT OF SURVEY DATA. ALL ADA AND LOCAL REQUIREMENTS INCLUDING BUT NOT LIMITED TO SLOPE AND SPACING SHALL BE CONFIRMED BY THE CONTRACTOR AND MET AT THE TIME OF CONSTRUCTION. CONTRACTOR TO NOTIFY THE ENGINEER OF ANY DISCREPANCIES IN ACCESSIBILITY PRIOR TO CONSTRUCTION.
8. UNDER NO CIRCUMSTANCE IS THE CONTRACTOR TO DISRUPT ANY OPERATIONS AT THE SITE HOST LOCATION, INCLUDING BUT NOT LIMITED TO CUSTOMER DISRUPTION, UTILITIES, AND INFRASTRUCTURE.
9. CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT WORK AREAS WITH CONES AND/OR BARRICADES AT ALL TIMES.
10. ALL PROPOSED LIGHTING SHALL COMPLY WITH SECTION 300-41 OF THE LOCAL ZONING ORDINANCE.

1. ADDITIONAL EROSION CONTROL DEVICES TO BE USED AS REQUIRED BY LOCAL INSPECTOR.
2. DISTURBED AREAS LEFT IDLE FOR FIVE DAYS, AND NOT TO FINAL GRADE, WILL BE ESTABLISHED TO TEMPORARY VEGETATION. MULCH, TEMPORARY VEGETATION OR PERMANENT VEGETATION SHALL BE COMPLETED ON ALL EXPOSED AREAS WITHIN 14 DAYS AFTER DISTURBANCE. ALL AREAS TO FINAL GRADE WILL BE ESTABLISHED TO PERMANENT VEGETATION UPON COMPLETION.
3. WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHOULD BE UNIFORMLY SPREAD OVER SEEDED AREA. TEMPORARY EROSION CONTROL, IF USABLE TO ACCOMPLISH, MULCH SHALL BE USED AS A TEMPORARY COVER. CONCENTRATED FLOW AREAS AND ALL SLOPES STEEPER THAN 1:1 AND WITH A HEIGHT OF TEN FEET OR GREATER (DOES NOT APPLY TO RETAINING WALLS), CUTS AND FILLS WITHIN BUFFERS, SHALL BE STABILIZED WITH THE APPROPRIATE EROSION CONTROL MATTING OR BLANKETS.
4. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.
5. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
6. SEED ALL DISTURBED AREAS UNLESS OTHERWISE NOTED AS PART OF THIS CONTRACT.
7. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT FROM THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES TO REMAIN. THE CONTRACTOR IS TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR PROPOSED UTILITIES PRIOR TO PROCEEDING.
8. STOCKPILED TOPSOIL OR FILL MATERIAL IS TO BE TREATED SO THE SEDIMENT RUN-OFF WILL NOT CONTAMINATE SURROUNDING AREAS OR ENTER NEARBY STREAMS. STOCK PILE LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER PRIOR TO GRADING ACTIVITIES. EROSION & SEDIMENT CONTROL PRACTICE SHALL BE INSTALLED PRIOR TO STOCKPILE OPERATIONS.
9. CONSTRUCT SILT BARRIERS BEFORE BEGINNING GRADING OPERATIONS.
10. ALL SEED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE AFTER FINAL GRADING IS COMPLETED (WITHIN 15 DAYS OF ACHIEVED FINAL GRADES) UNLESS OTHERWISE INDICATED. CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO ESTABLISH PERMANENT SOIL STABILIZATION. STEEP SLOPES (GREATER THAN 3:1) SHALL BE STABILIZED WITHIN 7 DAYS OF FINAL GRADING.
11. PROVIDE TEMPORARY CONSTRUCTION ACCESS(ES) AT THE POINT(S) WHERE CONSTRUCTION VEHICLES EXIT THE CONSTRUCTION AREA. MAINTAIN PUBLIC ROADWAYS FREE OF TRACKED MUD AND DIRT.
12. DO NOT DISTURB VEGETATION OR REMOVE TREES EXCEPT WHEN NECESSARY FOR GRADING PURPOSES.

1. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BASED ON THE CITY STANDARD CONSTRUCTION DETAILS AND SPECIFICATIONS.
2. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.
3. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
4. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.
5. CONTRACTOR SHALL OBTAIN PERMITS FOR ANY FINISHES OR FINISHES ON GRADE AND SIGNAGE BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.

HORIZONTAL DIRECTIONAL DRILLING (HDD) OR OTHER TRENCHLESS METHODS AS APPROVED BY SITE HOS. THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL CONDUIT BENEATH EXISTING PARKING LOTS AND PAVED AREAS.

- 1.1. CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF TWO AND ONE-HALF FEET (2.5') OR BELOW THE FREEZE LINE, WHICHEVER IS DEEPER. CONDUIT TYPE AND DESIGN TO BE SPECIFIED BY EV CHARGING STATION VENDOR AND MEET ALL LOCAL REQUIREMENTS. CONDUIT DIAMETER SHALL BE NO LARGER THAN THE CONDUIT PAVEMENT PER SPECIFICATIONS BELOW.
- 1.2. THE RECEIVING PIT SHALL BE LOCATED AS CLOSE AS REASONABLY POSSIBLE TO THE PROPOSED WALL PENETRATION TO LIMIT THE LENGTH OF BUILDING-MOUNTED CONDUIT. LOCATE RECEIVING PIT WITHIN ASPHALT PAVED AREA OR CONCRETE SIDEWALK AREA; RECEIVING PIT SHALL NOT BE LOCATED WITHIN THE UNLOADING PAD [SIX TO TEN INCH (6-10") REINFORCED CONCRETE SLAB AT THE REAR OF THE STORE]. RECEIVING PIT LOCATION AND WORK AREA SHALL NOT AFFECT SITE HOST CUSTOMER OR DELIVERY TRAFFIC. SEE SUPPLEMENTAL DOCUMENTS, RECEIVING AREA DIAGRAM.
- 1.3. THE RECEIVING PIT SIZE SHALL BE LIMITED TO THREE FEET (3') BY THREE FEET (3') AND SHALL NOT UNDERMINE THE BUILDING FOUNDATION, ENCLOSURES OR CONCRETE UNLOADING PAD.
- 1.4. BEFORE EXCAVATING THE PAVEMENT, THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT. WHERE CONCRETE PAVEMENT, SIDEWALK, ASPHALT PAVEMENT, CURBING, OR CURBING GUTTER IS REMOVED, THE WIDTH OF THE REMOVAL SHALL EXCEED THE ACTUAL WIDTH AT THE TOP OF THE TRENCH BY TWELVE INCHES (12") ON EACH SIDE OF THE TRENCH, OR A TOTAL OF TWO FEET (2') WIDER THAN THE TRENCH.
- 1.5. TRENCHING THROUGH THE CONCRETE RECEIVING PAD AT THE REAR OF THE STORE OR THE DRIVE-THRU SLABS IS NOT ALLOWED. ONLY TRENCHING THROUGH MINOR CONCRETE INSTALLATIONS SUCH AS SIDEWALKS WILL BE PERMITTED.
- 1.7. EXCAVATE TRENCHES TO A DEPTH FOUR INCHES (4") DEEPER THAN BOTTOM OF FINISHED PIPE ELEVATION.
- 1.8. THE BOTTOM WIDTH OF THE TRENCH SHALL BE AS REQUIRED TO PERMIT CONDUIT TO BE PROPERLY LAIN AND BACKFILL TO BE PLACED AND PROPERLY COMPACTED.
- 1.9. REMOVED PAVEMENT, CONCRETE AND EXCAVATED MATERIALS UNSUITABLE FOR USE AS BACKFILL SHALL BE DISPOSED OFFSITE.
- 1.10. BEDDING AND BACKFILL MAY BE MATERIAL EXCAVATED FROM THE TRENCH PROVIDED THAT IT IS FREE FROM DEBRIS AND ROCKS LARGER THAN ONE AND ONE-HALF INCHES (1-1/2").
- 1.11. OVER THE PIPE, IN LAYERS NOT EXCEEDING FOUR INCHES (4"), PLACE AND COMPACT SUITABLE FILL MATERIAL TO NINETY-FIVE PERCENT (95%) DRY DENSITY AS DETERMINED BY ASTM D698.
- 1.12. COMPACTING EQUIPMENT SHALL BE OF SUCH DESIGN, WEIGHT, AND QUALITY AS IS REQUIRED TO COMPLY WITH THE DESIGN HEREIN OR INDICATED ON THE DESIGN DRAWINGS. AREAS INACCESSIBLE TO SELF-PROPELLED COMPACTING EQUIPMENT SHALL BE COMPACTED OR CONSOLIDATED BY HAND-OPERATED MECHANICAL TAMPERS OR VIBRATORS.
- 1.13. RESTORE GRASS, LANDSCAPING, IRRIGATION AND ALL FEATURES TO THEIR PRECONSTRUCTION CONDITION.
2. ANY UTILITIES, PAVEMENT, IRRIGATION, LANDSCAPING OR OTHER SITE FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY EV CHARGING STATION VENDOR TO SITE HOST SPECIFICATION.
- 2.1. WHERE LANDSCAPING IS IMPACTED, IT IS THE RESPONSIBILITY OF EV CHARGING STATION VENDOR TO REPOSITION OR PROVIDE NEW LANDSCAPING WITHIN THE SITE HOST PROPERTY TO ENSURE COINCIDENCE WITH ANY CODE REQUIREMENTS.
- 2.2. WHERE PARKING LOT, SIDEWALK OR OTHER PAVED AREAS ARE IMPACTED OR DAMAGED, IT IS THE RESPONSIBILITY OF THE EV CHARGING STATION VENDOR TO REPAIR THE AREA TO LIKE NEW CONDITION. REPAIR SHOULD EXTEND BEYOND DAMAGED AREA TO NEAREST CLEAN BREAK THAT ALIGNS WITH ARCHITECTURAL BREAKS, MATERIAL JOINTS, PAVEMENT MARKINGS, ETC.
3. WHERE APPLICABLE, UTILITY SERVICE PROVIDER TO USE SITE HOST APPROVED ROE (RIGHT OF ENTRY) AGREEMENT. SITE HOST PROGRAM MANAGER WILL PROVIDE TEMPLATE WHEN NECESSARY.
4. ASPHALT PAVEMENT REMOVAL AND REPLACEMENT
 - 4.1. SAW CUT THE PAVEMENT TO NEAT, STRAIGHT LINES TO THE FULL DEPTH OF THE PAVEMENT. PAVEMENT REMOVAL SHALL EXTEND A MINIMUM OF TWELVE INCHES (12") BEYOND THE EDGES OF THE REMOVAL AREA. ANY OTHER PAVEMENT AREAS DAMAGED DURING REMOVAL SHALL ALSO BE REPAIRED OR REPLACED AS NECESSARY.
 - 4.2. REMOVE THE PAVEMENT WITHOUT DAMAGING THE PAVEMENT THAT IS TO REMAIN IN-PLACE.
 - 4.3. IF BASE REPLACEMENT IS REQUIRED, COMPACT THE IN-SITU SOILS TO NINETY-FIVE PERCENT (95%) ASTM D698 AND PLUS OR MINUS TWO PERCENT (2%) OF OPTIMUM MOISTURE CONTENT. REMOVE AND REPLACE ANY UNSUITABLE IN-SITU SOILS.
 - 4.4. PLACE AND COMPACT BASE MATERIAL TO NINETY-FIVE PERCENT (95%) OF ASTM D698.
 - 4.5. APPLY PRIME COAT TO AGGREGATE BASE IN COMPLIANCE WITH THE DOT SPECS. PRIME COAT SHALL NOT BE APPLIED MORE THAN TWENTY-FOUR (24) HOURS BEFORE ASPHALT PAVEMENT IS PLACED. APPLICATION RATE TO BE PER THE DOT SPEC.
 - 4.6. CLEAN AND APPLY PRIME COAT TO THE ENDS OF CURBS, EDGES OF CONCRETE SURFACES, EDGES OF MANHOLES AND INLETS AND EDGES OF SAW CUT PAVEMENT THAT WILL REMAIN IN-PLACE.
 - 4.7. PLACE AND COMPACT HOT-MIX ASPHALT. HOT-MIX ASPHALT THICKNESS SHALL BE THE GREATER OF THE IN-PLACE ASPHALT OR THREE AND ONE-HALF INCHES (3.5"). ASPHALT MIX DESIGN SHALL BE BY THE CONTRACTOR.
 - 4.8. PLANT MIXED ASPHALT BASE/BINDER COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF TWO INCHES (2").
 - 4.9. PLANT MIXED ASPHALT SURFACE COURSE: PROVIDE ONE COURSE LAID TO A MINIMUM COMPACTED THICKNESS OF ONE AND ONE-HALF INCHES (1-1/2").
 - 4.10. FOR SMALLER JOBS, IT MAY NOT BE FEASIBLE TO INSTALL BINDER AND SURFACE COURSES, IN WHICH CASE SURFACE COURSE, PLACED AND COMPACTED IN TWO LIFTS, WILL BE ACCEPTED.
 - 4.11. IF PLACING HOT MIX ASPHALT WITH A SHOVEL, BEGIN PLACING HMA AGAINST THE EDGES OF THE PATCH AND WORKING INWARD. HMA SHOULD NOT BE PLACED IN THE CENTER OF THE PATCH AND RAKED TOWARDS THE EDGES.
 - 4.12. THE FIRST PASS OF THE ROLLER OR COMPACTION EQUIPMENT SHOULD BE ALONG THE EDGES OF THE PATCH TO PROPERLY FORM THE JOINT. THE ROLLER WHEEL OR COMPACTION EQUIPMENT SHOULD OVERHANG THE EXISTING PAVEMENT ONTO THE PATCH BY SIX INCHES (6"). AFTER THE PERIMETER OF THE PATCH HAS BEEN COMPACTED BEGIN TO WORK TOWARDS THE CENTER OF THE PATCH WITH SUCCESSIVE PASSES SEPARATED BY SIX INCHES (6").
 - 4.13. THE CONTRACTOR SHALL UTILIZE AN APPROPRIATE HEAVY COMPACTION EQUIPMENT TO ACHIEVE THE REQUIRED COMPACTION OF THE ASPHALT.
 - 4.14. SEAL THE AREA AROUND THE EDGES WITH AN ELASTOMERIC LIQUID ASPHALT SEALER TO PROTECT AGAINST WATER INFILTRATION, INCLUDING ANY INADVERTENT OVERCUTS DURING THE SAW CUTTING PROCEDURE.

9 C3-01	DETAIL NO. SHEET NO.
	PROPERTY LINE
	BREAK LINE
	EXISTING CURB AND GUTTER
	EXISTING PARKING STRIPE
	EXISTING CONCRETE PAD
	EXISTING TREE
	EXISTING SHRUB
	EXISTING FIRE HYDRANT
	EXISTING CATCH BASIN / MANHOLE
	EXISTING POWER POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	EXISTING STRUCTURE / UTILITY
	EXISTING ELECTRICAL ROOM / PANEL
	PROPOSED ELECTRICAL CONDUIT
	PROPOSED ELECTRICAL JUNCTION BOX
	PROPOSED COMMUNICATIONS CONDUIT
	PROPOSED COMMUNICATIONS JUNCTION BOX
	PROPOSED CURB AND GUTTER
	PROPOSED PARKING STRIPE
	PROPOSED CONCRETE WHEEL STOP
	PROPOSED CONCRETE PAD
	PROPOSED TREE PROTECTION
	PROPOSED VOLTA V4 L2 CHARGING STATION
	PROPOSED VOLTA V4 L2 POST-INSTALLED CHARGING STATION
	PROPOSED VOLTA V4 L3 DCFC CHARGING STATION
	PROPOSED VOLTA V4 L2 EVCS W/ 4" PIPE BOLLARDS
	PROPOSED VOLTA V3 L2 CHARGING STATION
	PROPOSED V3 L2 EVCS FOUNDATION W/ 4" PIPE BOLLARDS
	PROPOSED PCS FOUNDATION
	PROPOSED PCS FOUNDATION W/ 4" BOLLARDS
	PROPOSED L2 REMOTE CHARGING UNIT FOUNDATION
	PROPOSED eBOX & eCLICK
	PROPOSED SIGN POST
	PROPOSED SIGN POST W/ BOLLARD
	PROPOSED POST INSTALLED SIGN POST
	PROPOSED POST INSTALLED SIGN POST W/ BOLLARD
	PROPOSED WALL MOUNTED SIGN
	PROPOSED 4" ISOLATED PIPE BOLLARD

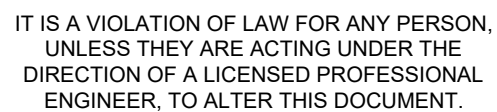
volta

155 DE HARO STREET
SAN FRANCISCO, CA 94103

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04/14/2022

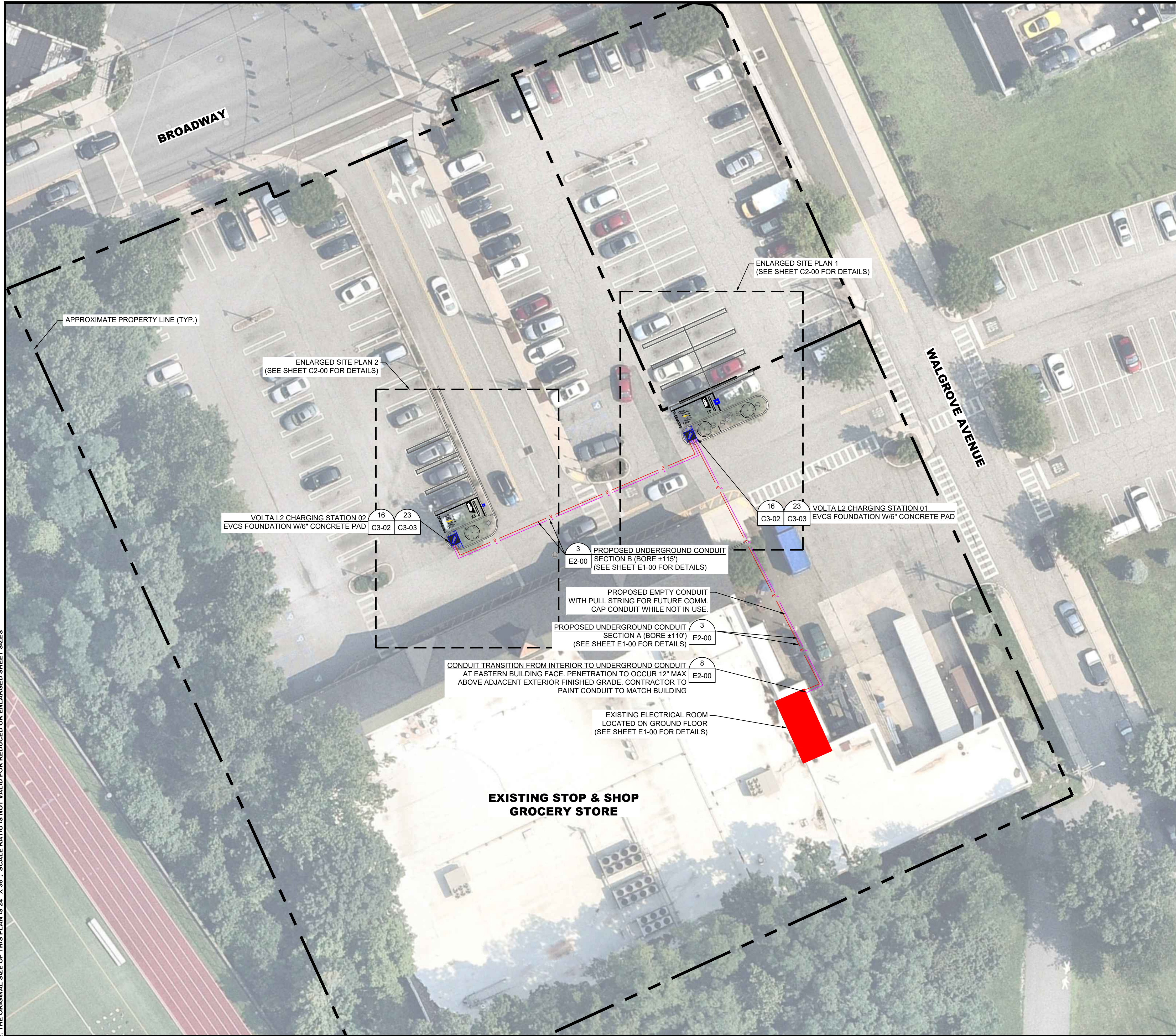
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**390 BROADWAY
DOBBS FERRY, NY 10522**

GENERAL NOTES

C0-01



NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

OVERALL SITE PLAN

DISCLAIMER

THESE DRAWINGS WERE PRODUCED WITHOUT THE BENEFIT OF A CURRENT LAND SURVEY. ALL PROPERTY LINES, EASEMENTS, SETBACKS, EXISTING INFRASTRUCTURE AND TITLE DOCUMENTS SHALL BE VERIFIED PRIOR TO START OF CONSTRUCTION. KIMLEY-HORN AND VOLTA DO NOT GUARANTEE THE ACCURACY OF SAID PROPERTY LINES, EASEMENTS, SETBACKS, EXISTING INFRASTRUCTURE AND TITLE DOCUMENTS.

CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL FIELD CONDITIONS AND IS TO ALERT THE ENGINEER AND VOLTA OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. CONTRACTOR TO COORDINATE WITH VOLTA PM FOR ALL FINAL PLACEMENTS OF INFRASTRUCTURE.

CONSTRUCTION NOTES:

1. CONTRACTOR RESPONSIBILITIES CONSISTS OF, BUT NOT LIMITED TO, CHARGING STATION MOUNTING, FOUNDATION CONSTRUCTION, CONDUIT INSTALLATION, AND WIRING.
2. CONTRACTOR TO PAINT PROPOSED EV PARKING STALLS PER JURISDICTIONAL REQUIREMENTS.
3. CONTRACTOR TO INSTALL TREE PROTECTION FENCING PRIOR TO ANY CONSTRUCTION ACTIVITY. SEE SHEET C3-00 FOR DETAILS.
4. EXACT STATION PLACEMENT AND ROTATION ANGLE MAY VARY SLIGHTLY UPON INSTALLATION DEPENDING ON SITE CONDITIONS.
5. CONTRACTOR TO FIELD VERIFY ALL STALL DIMENSIONS AND ALL EQUIPMENT LOCATIONS TO ENSURE SUFFICIENT SPACE IS AVAILABLE.
6. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
7. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ETC.) TO LOCATE MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. DO NOT CUT OR DRILL THROUGH ANY EXISTING REINFORCING. ADJUST LOCATION AS NECESSARY TO AVOID EXISTING REINFORCING. ENSURE 1" GAP MIN. BETWEEN REBAR AND ANCHORAGE.
8. VOLTA WILL MAKE EVERY EFFORT TO FOLLOW, WITH THEIR PROPOSED CONDUIT, AN EXISTING CONDUIT ROUTE FROM ELECTRICAL ROOM TO PROPOSED STATION PLACEMENTS. WHEN AN EXISTING ROUTE IS NOT AVAILABLE, VOLTA WILL MAKE EVERY EFFORT TO CONCEAL/HIDE, PAINT AND MINIMIZE VISUAL IMPACT OF CONDUITS ANYWHERE THEY MAY BE VISIBLE TO THE PUBLIC.
9. CONTRACTOR IS RESPONSIBLE TO LOCATE ALL VERTICAL AND HORIZONTAL UTILITIES PRIOR TO DIRECTIONAL BORING. ANY ALTERATIONS TO THE PROPOSED CONDUIT ROUTE ARE TO BE COORDINATED WITH THE PROFESSIONAL ENGINEER(S) PRIOR TO CONSTRUCTION.
10. ANY ITEMS TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED TO THE EXISTING CONDITION OR BETTER AT THE CONTRACTOR'S EXPENSE.
11. CONTRACTOR TO LOCATE JUNCTION BOX OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.

PARKING NOTE:

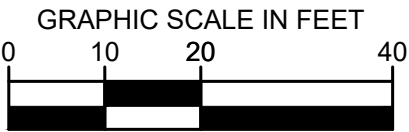
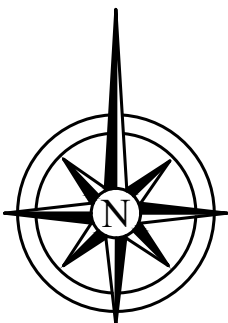
1. THIS PROJECT PROPOSES TO UPGRADE (2) STANDARD PARKING STALLS TO (2) EV PARKING STALLS FOR EV READINESS. NO PARKING REDUCTION IS PROPOSED.

REFERENCE NOTE:

1. SEE PROJECT LEGEND ON SHEET C0-01 FOR SYMBOLS AND LINE TYPE DESCRIPTIONS.

IMAGE REFERENCE:

AERIAL IMAGE(S) PROVIDED BY NEARMAP IMAGERY ©2021 Nearmap, HERE



volta

155 DE HARO STREET
SAN FRANCISCO, CA 94103

Kimley»Horn

New York
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PHONE: 914.369.9200
WWW.KIMLEY-HORN.COM

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1	04/14/2022	CD100s	JZS

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STOP & SHOP #530
- DOBBS FERRY -
PHASE 1

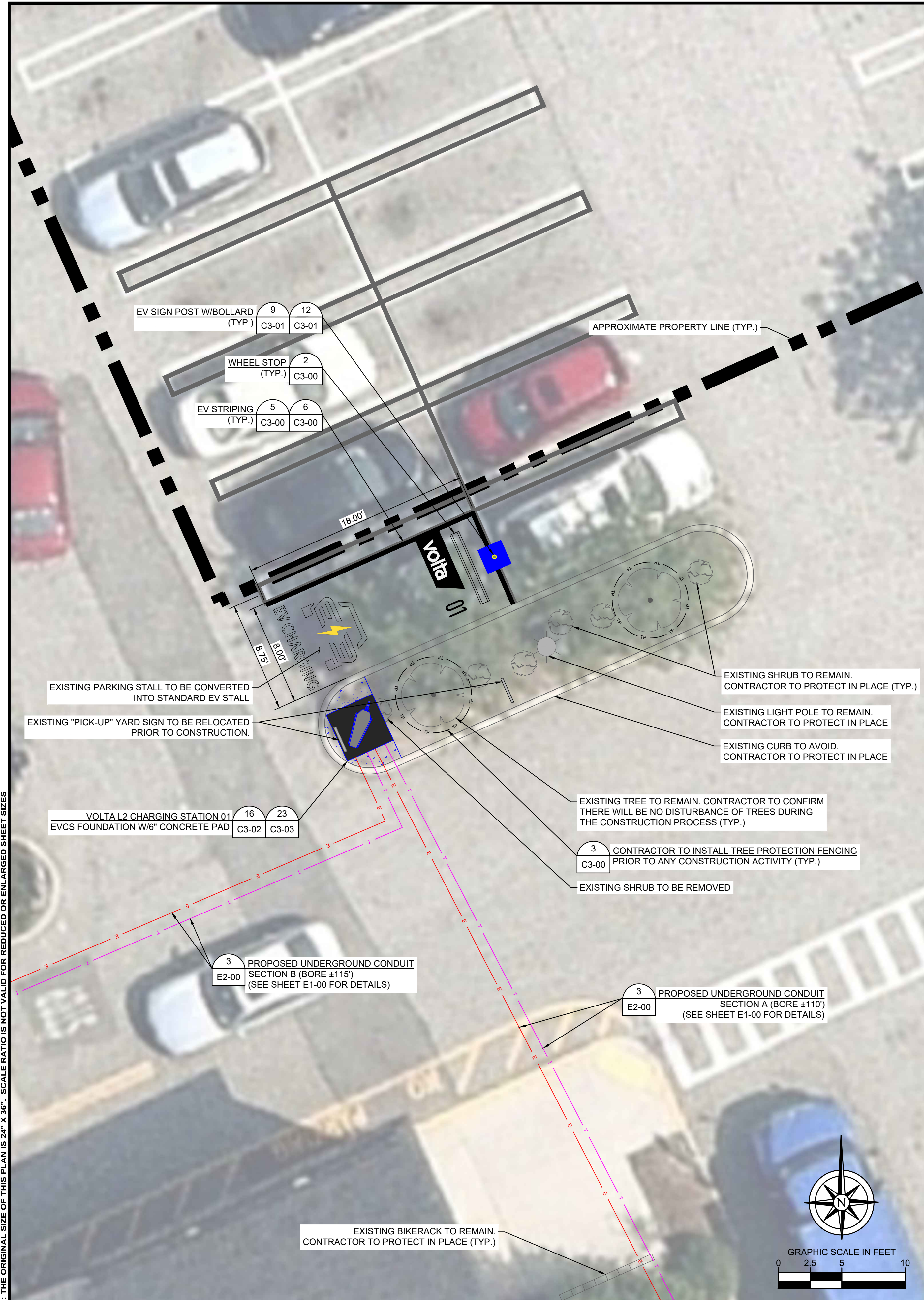
390 BROADWAY
DOBBS FERRY, NY 10522

SHEET TITLE

OVERALL SITE
PLAN

SHEET NUMBER

C1-00



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**STOP & SHOP #530
- DOBBS FERRY -
PHASE 1**
**390 BROADWAY
DOBBS FERRY, NY 10522**

SHEET TITLE
**ENLARGED SITE
PLAN**

SHEET NUMBER
C2-00

-
- SIDE VIEW**
- PAVEMENT SECTION AND COMPACTED BASE COURSE PER PLAN
- 1-1/2" (TYP.)
- 6'-0"
- 1'-0"
- 2'-0"
- 1'-0"
- 1-1/2" (TYP.)
- 1/2" STEEL RODS (#4 REBAR) 2'-0" MIN. LENGTH
- SECTION A-A**
- 8" OF SIDEWALK
- 4"
- 2 #3 BARS SPACED @ 4" O.C.
- 1/2" STEEL RODS (#4 REBAR) 2'-0" MIN. LENGTH
- PLAN VIEW**
- 2'-0" (TYP.)
- 4" WIDE PARKING STRIPE (TYP.)
- 3'-0" (TYP.)
- STANDARD PARKING STALL 9'-0"
- NOTES:**
1. WHEEL BLOCK TO BE 6'-0" LONG x 8" WIDE x 6" HIGH WITH 1-1/2" CHAMFERS AS SHOWN.
 2. WHEEL BLOCKS SHALL BE PRECAST CONCRETE SECTIONS, 4,000 PSI CONCRETE MIX WITH (2) #3 BARS CONTINUOUS.

[illegible]

C3-00

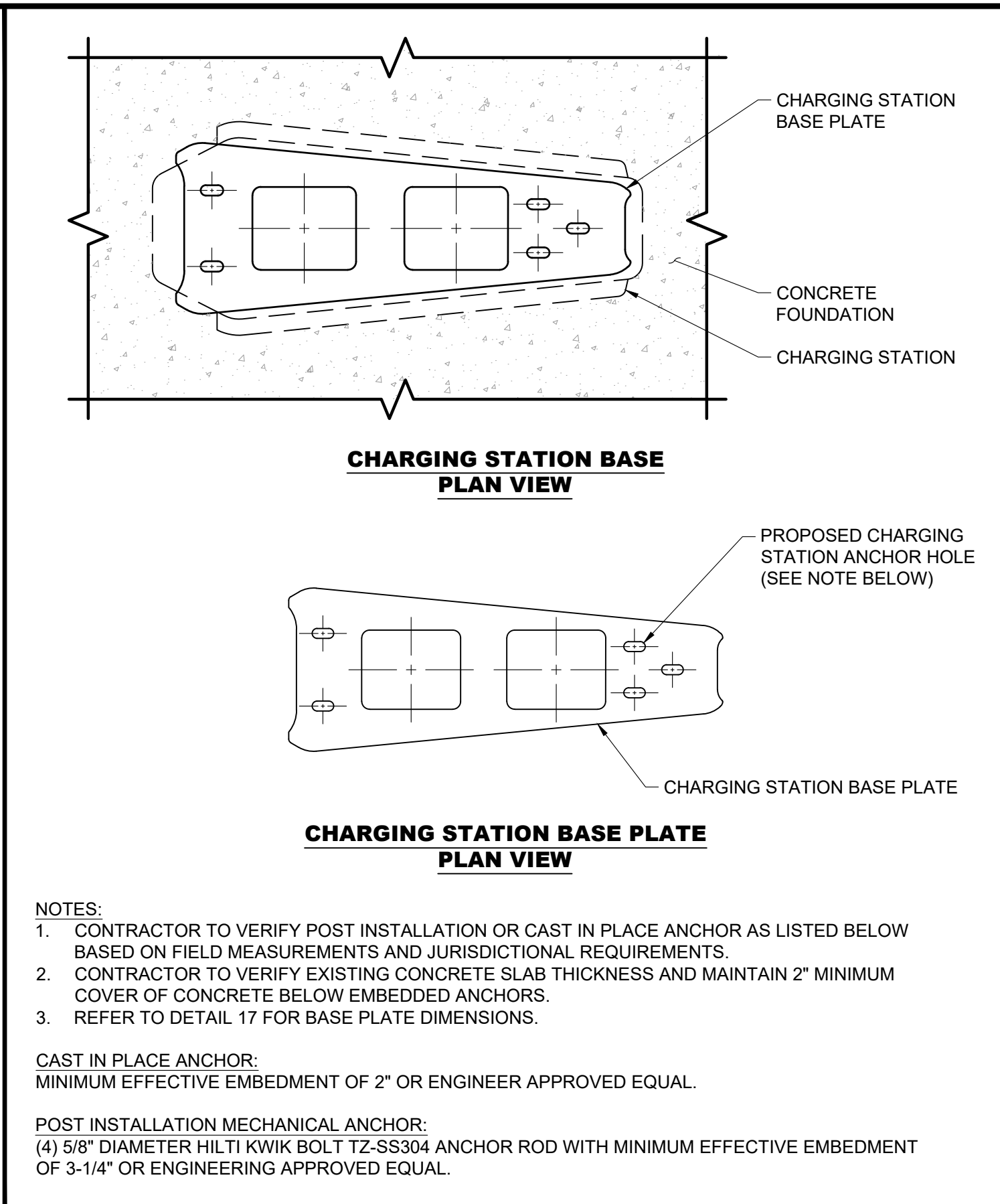
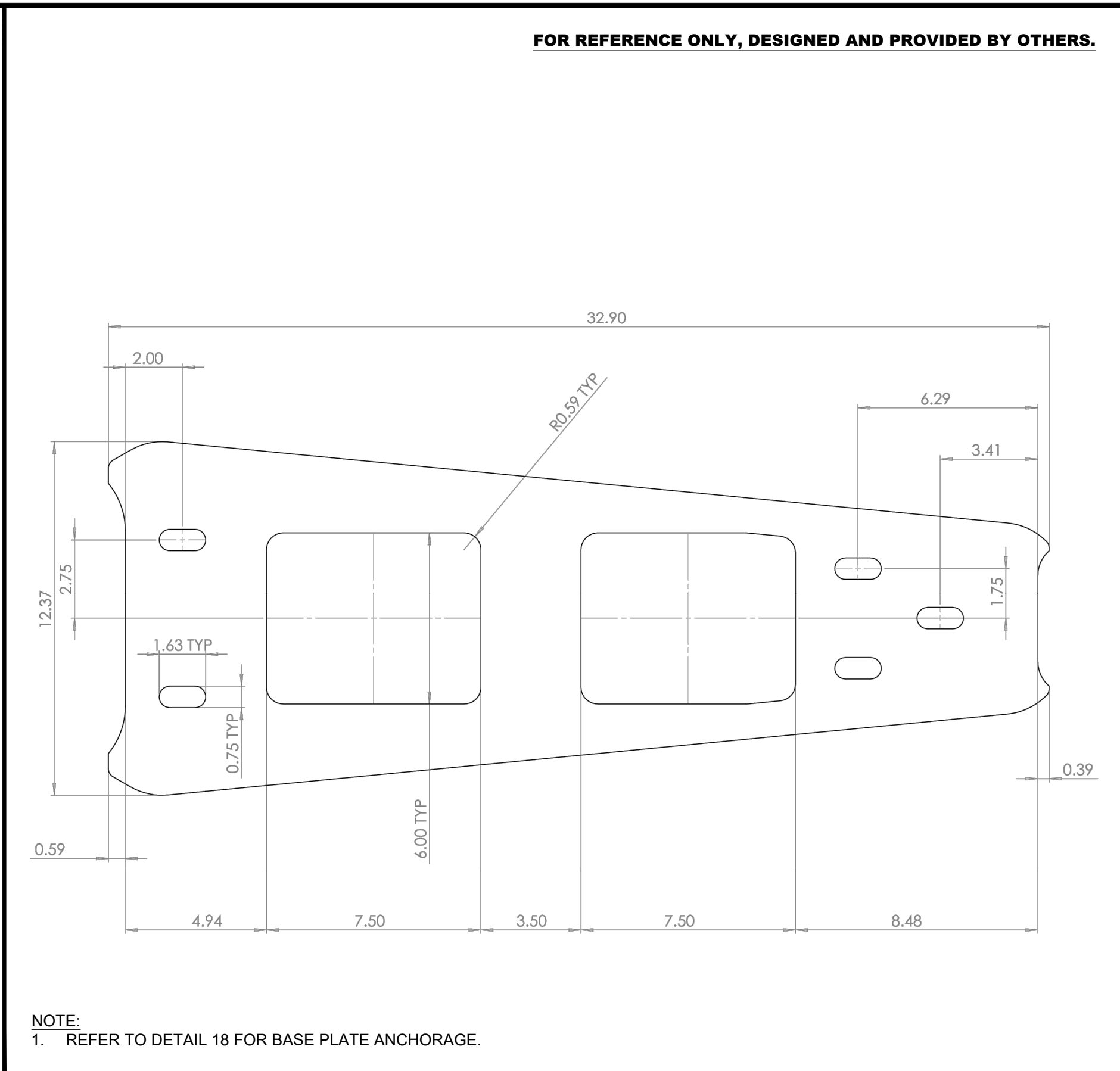
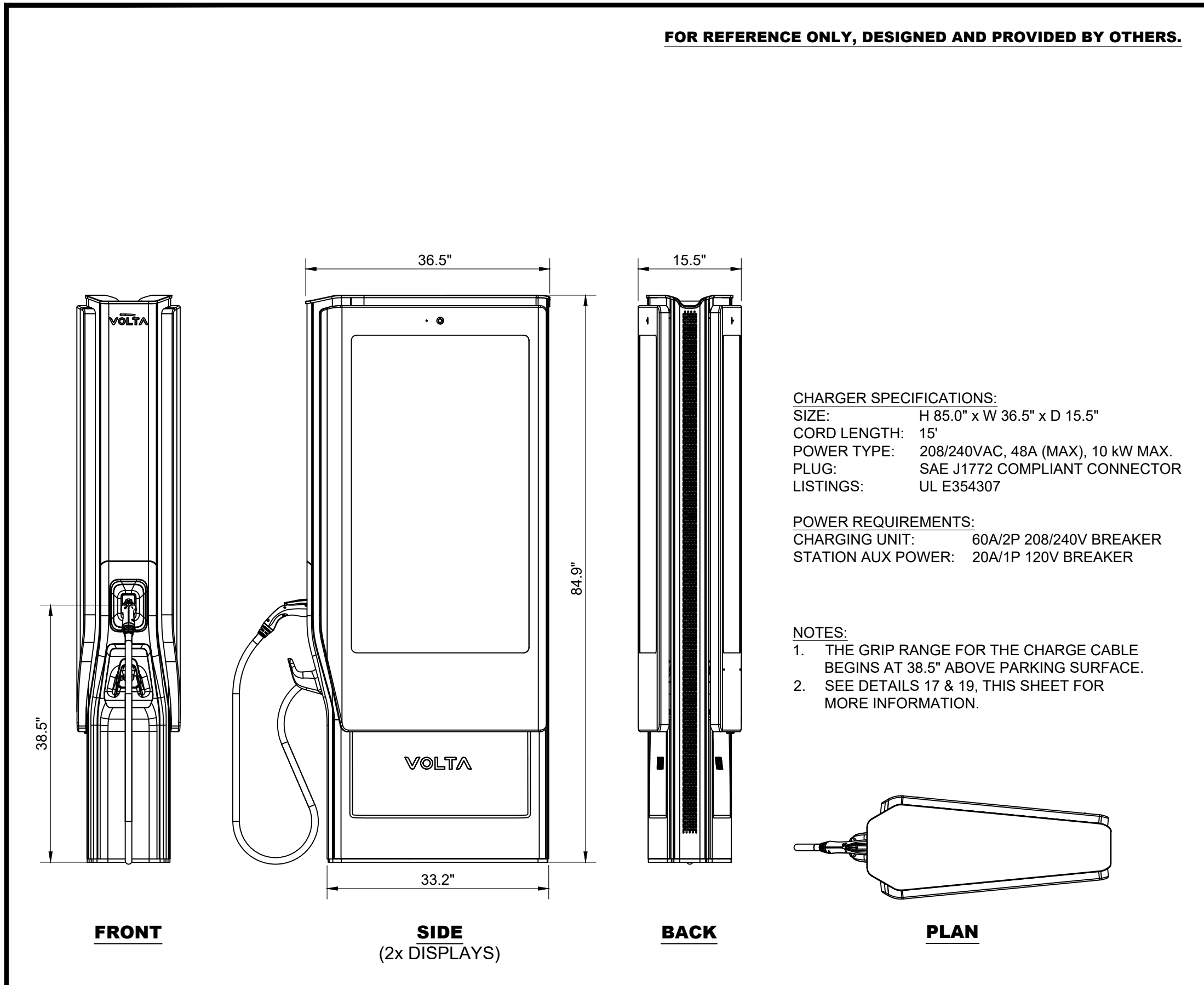
NOTE:
1. CONTRACTOR TO ENSURE PAINT
IS APPLIED 40° FAHRENHEIT MIN.

CURBS No need to paint the curbs unless curbs are damaged and repaired. If repaired, paint the curb(s) to match existing conditions.

CURBS No need to paint the curbs unless curbs are damaged and repaired. If repaired, paint the curb(s) to match existing conditions.

SCALE	
N.T.S.	

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES



VOLTA V4 L2 EVCS

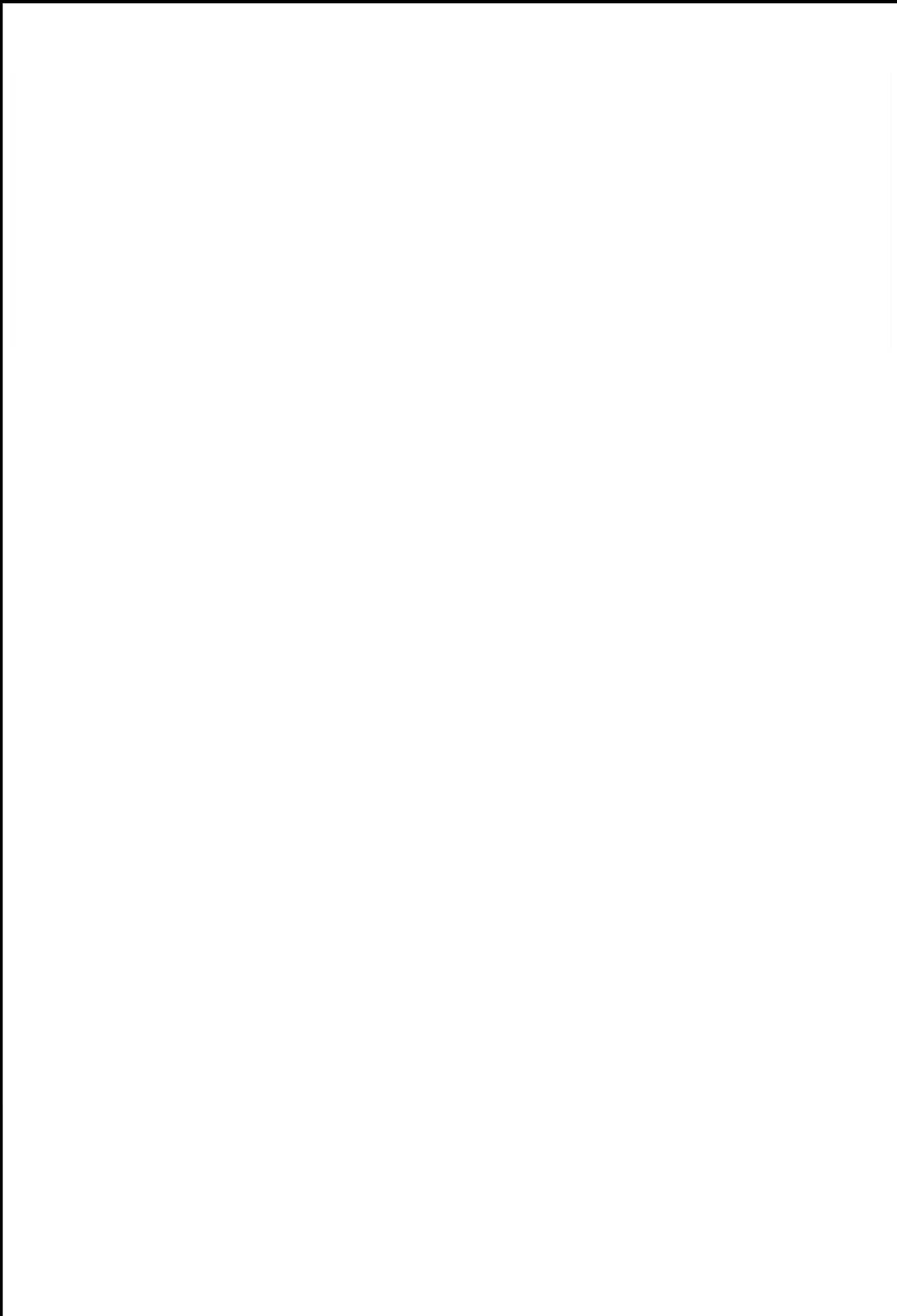
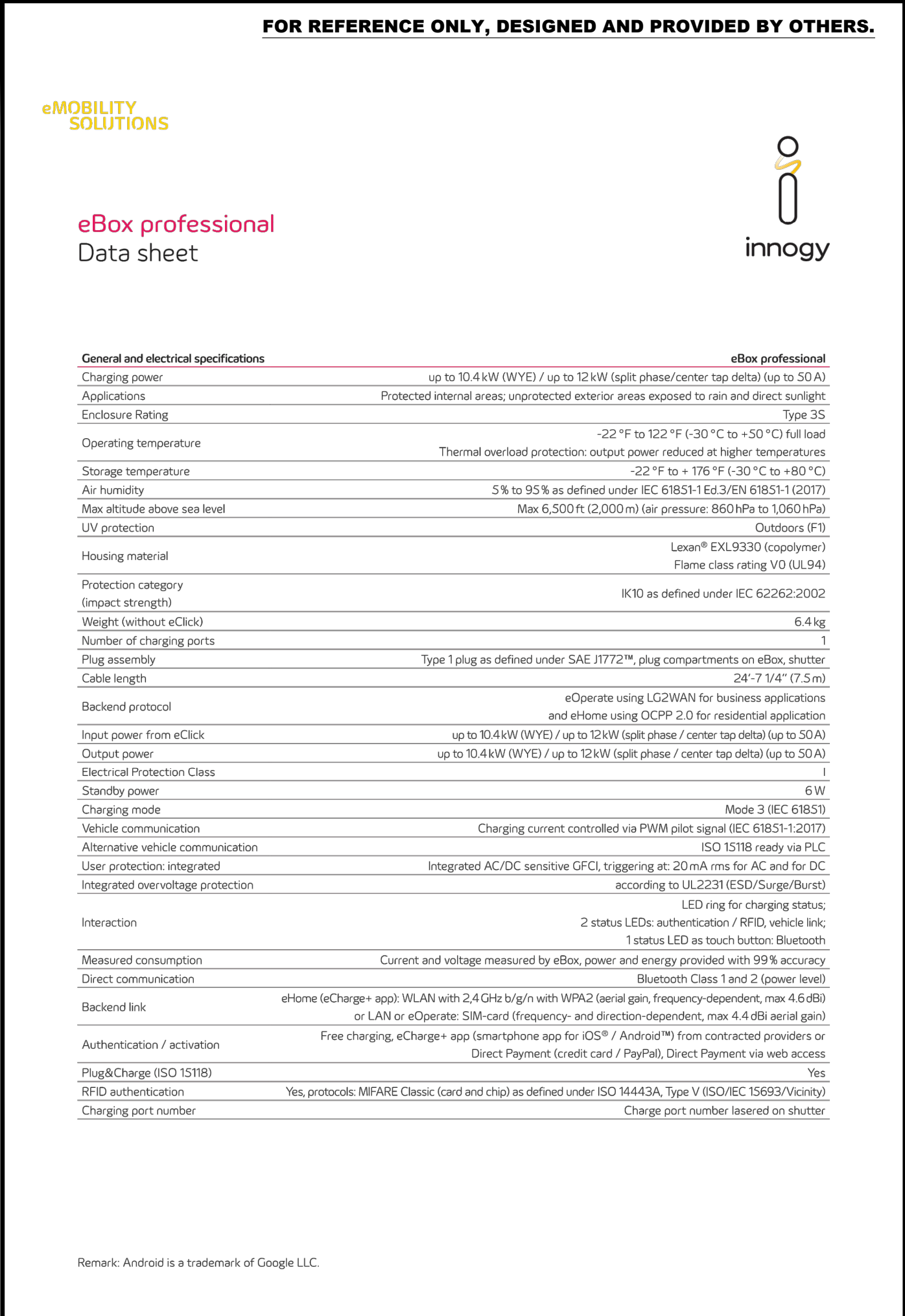
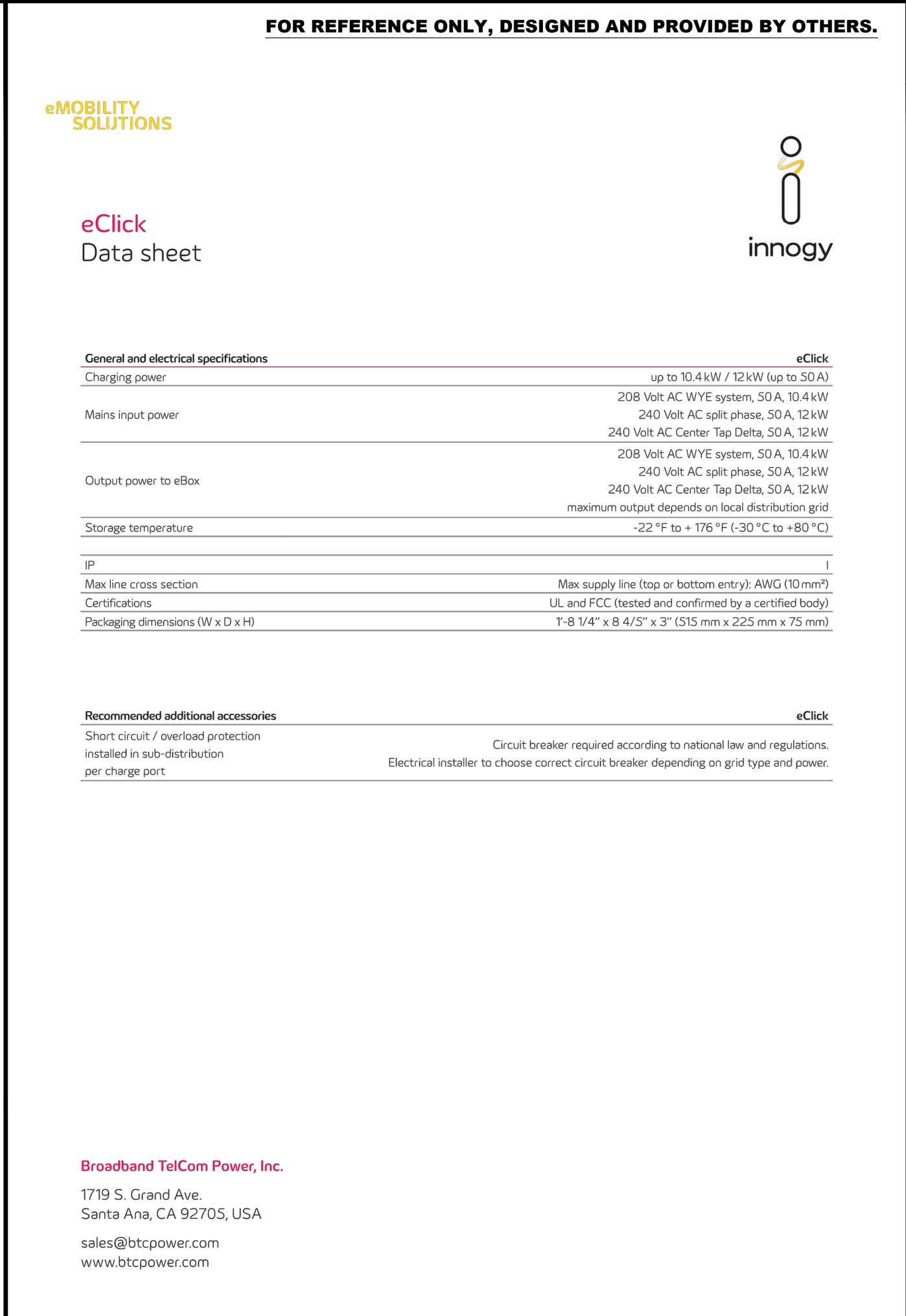
SCALE N.T.S. 16

VOLTA V4 BASE PLATE

SCALE N.T.S. 17

VOLTA BASE PLATE ANCHORAGE

SCALE N.T.S. 18



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STOP & SHOP #530
- DOBBS FERRY -
PHASE 1

390 BROADWAY
DOBBS FERRY, NY 10522

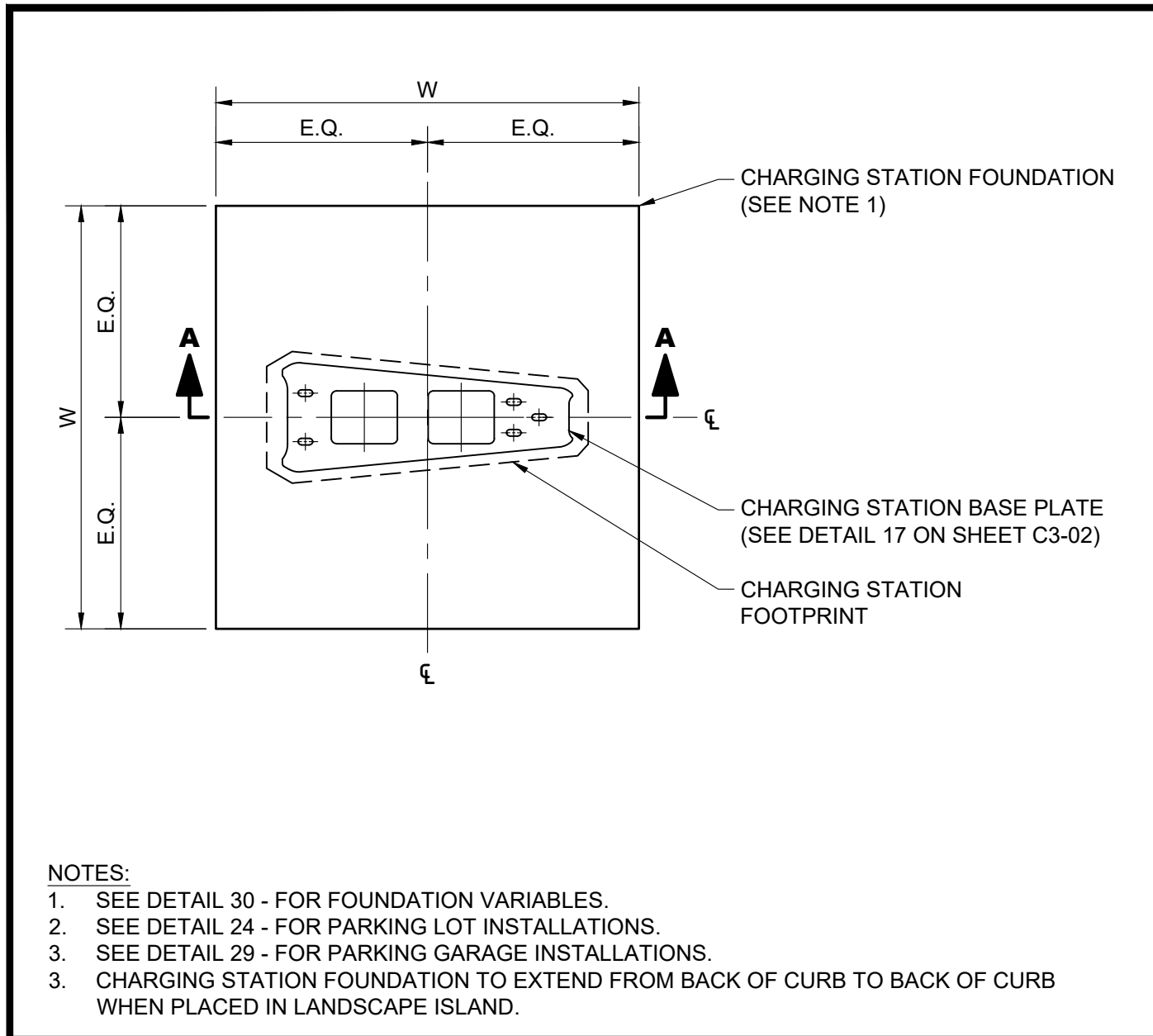
SHEET TITLE

SITE DETAILS

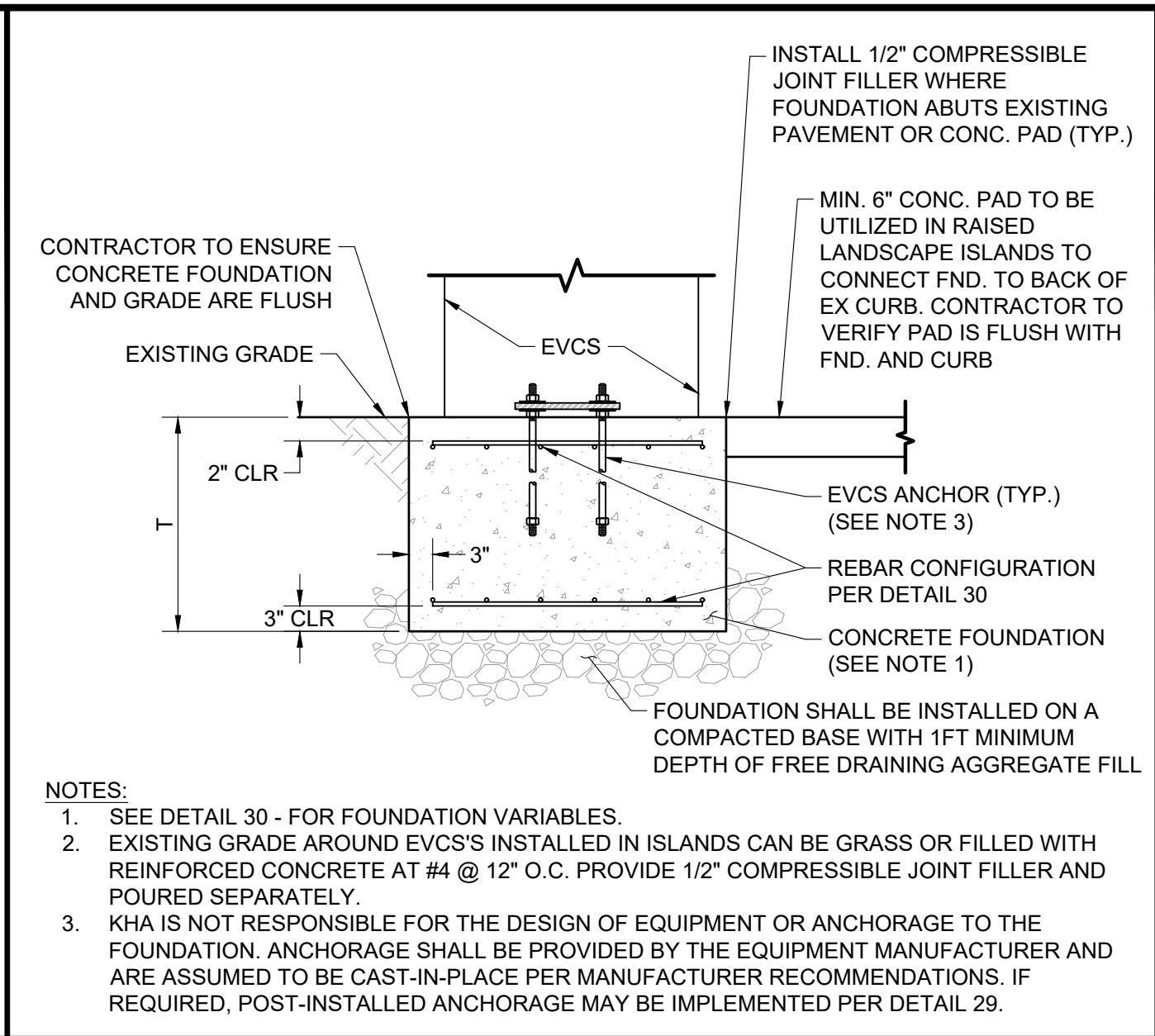
SHEET NUMBER

C3-02

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES



- NOTES:
1. SEE DETAIL 30 - FOR FOUNDATION VARIABLES.
 2. SEE DETAIL 24 - FOR PARKING LOT INSTALLATIONS.
 3. SEE DETAIL 29 - FOR PARKING GARAGE INSTALLATIONS.
 3. CHARGING STATION FOUNDATION TO EXTEND FROM BACK OF CURB TO BACK OF CURB WHEN PLACED IN LANDSCAPE ISLAND.



- NOTES:
1. SEE DETAIL 30 - FOR FOUNDATION VARIABLES.
 2. EXISTING GRADE AROUND EVCS'S INSTALLED IN ISLANDS CAN BE GRASS OR FILLED WITH REINFORCED CONCRETE AT #4 @ 12" O.C. PROVIDE 1/2" COMPRESSIBLE JOINT FILLER AND POURED SEPARATELY.
 3. KHA IS NOT RESPONSIBLE FOR THE DESIGN OF EQUIPMENT OR ANCHORAGE TO THE FOUNDATION. ANCHORAGE SHALL BE PROVIDED BY THE EQUIPMENT MANUFACTURER AND ARE ASSUMED TO BE CAST-IN-PLACE PER MANUFACTURER RECOMMENDATIONS. IF REQUIRED, POST-INSTALLED ANCHORAGE MAY BE IMPLEMENTED PER DETAIL 29.

V4 EVCS FOUNDATION

SCALE
N.T.S.

23

V4 EVCS FOUNDATION SECTION A-A

SCALE
N.T.S.

24

NOT USED

SCALE
N.T.S.

25

NOT USED

SCALE
N.T.S.

26

EVCS PAD FOUNDATIONS					
CONFIGURATION	WIDTH (W)	THICKNESS (T)	REBAR LAYERS	REBAR SIZE	REBAR QTY. (PER LAYER)
5	3.00	2.50	2	#5	4

- NOTES:
1. FOUNDATION WAS DESIGNED IN ACCORDANCE WITH 2018 INTERNATIONAL BUILDING CODE (IBC), ASCE 7-16, AND ACI 318-14.
 2. PRESUMPTIVE SOILS WERE ASSUMED PER 2018 IBC TABLE 1806.2.
 3. FOUNDATION SHALL BE INSTALLED ON COMPACTED SUBGRADE WITH BASE WITH 1FT MINIMUM DEPTH OF FREE DRAINING AGGREGATE FILL (UNLESS OTHERWISE SPECIFIED).
 4. VOLTA V4 ELECTRIC VEHICLE CHARGING STATION (EVCS) MAY BE ROTATED AS NEEDED ON PROPOSED FOUNDATION BLOCK.
 5. ALL EQUIPMENT ANCHORAGE MAY BE CAST-IN-PLACE OR POST-INSTALLED. ANCHORAGE SHALL BE INSTALLED PER MANUFACTURER SPECIFICATIONS.

NOT USED

SCALE
N.T.S.

27

NOT USED

SCALE
N.T.S.

28

NOT USED

SCALE
N.T.S.

29

EVCS VARIABLE FOUNDATIONS TABLE

SCALE
N.T.S.

30

NOT USED

SCALE
N.T.S.

31

NOT USED

SCALE
N.T.S.

32

NOT USED

SCALE
N.T.S.

33

NOT USED

SCALE
N.T.S.

34

volta

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STATE OF NEW YORK

DANIEL LO FRISCH

REGISTERED PROFESSIONAL ENGINEER

No. 090067

4/14/2022

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STOP & SHOP #530
- DOBBS FERRY -
PHASE 1

390 BROADWAY
DOBBS FERRY, NY 10522

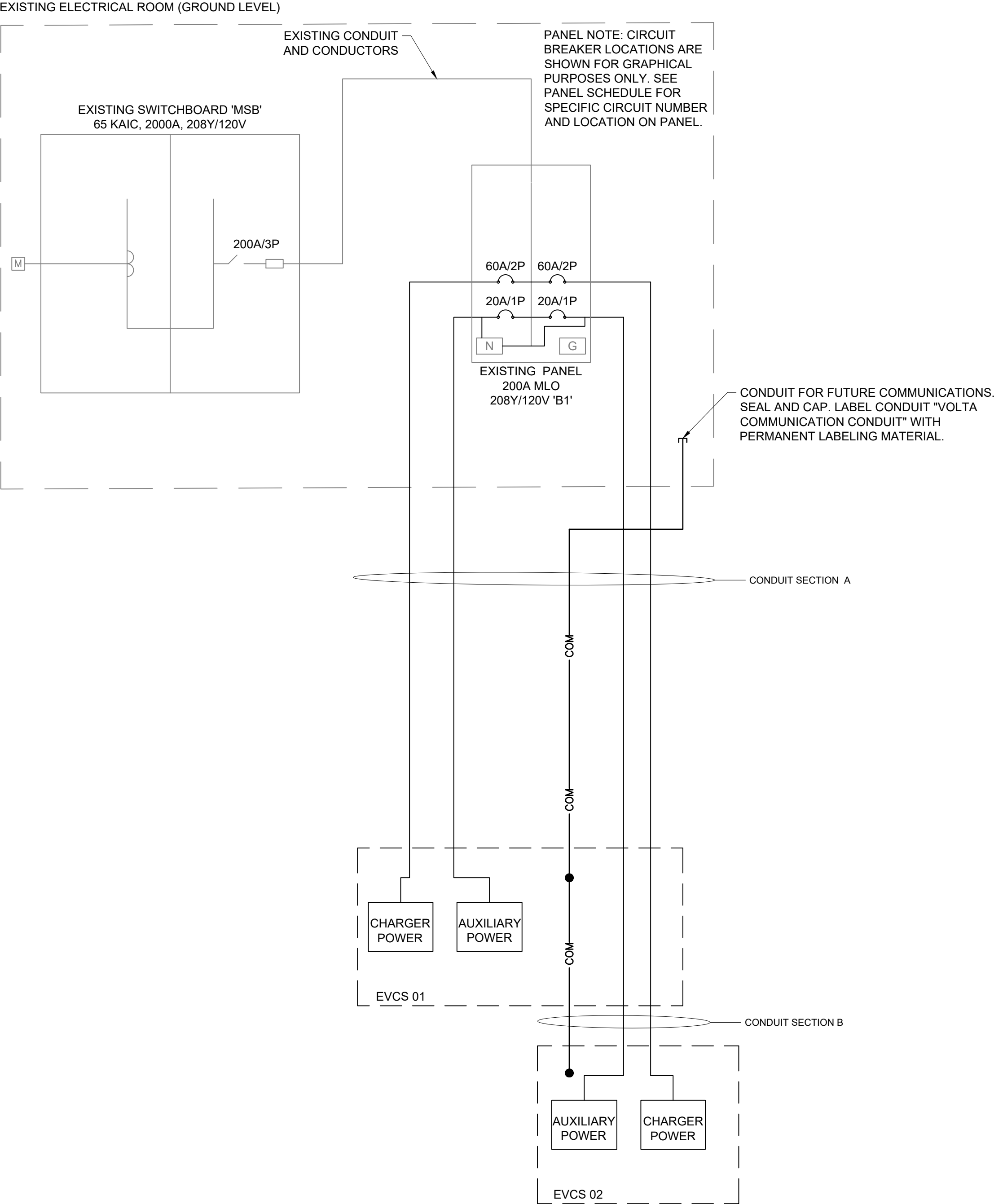
SHEET TITLE

SITE DETAILS

SHEET NUMBER

C3-03

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES



Conduit Schedule				
Conduit Section	Conduit #	Conduit Size	Conductors	Installation Method
A	1	2"	(See 48A Voltage Drop Table)	Surface Mount / Directional Bore
	2	1"	Future Communications w/ Pull String	
B	1	2"	(See 48A Voltage Drop Table)	Directional Bore
	2	1"	Future Communications w/ Pull String	

NOTES:

- THE CONTRACTOR SHALL PERFORM A 30-DAY LOAD STUDY ON PANEL 'B1'. THE LOAD STUDY SHALL UTILIZE A METERING DEVICE THAT CAN MEASURE AND RECORD THE PEAK DEMAND ON EACH PHASE CONDUCTOR AND THE NEUTRAL CONDUCTOR EVERY 15 MINUTES OVER THE DURATION OF THE 30-DAY PERIOD. THE RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL EITHER IN .XLSX OR .CSV FORMAT WITH DATE, TIME, PHASE COLUMNS AND RECORDED PEAK DEMAND. ON THE RESULTS SUBMITTAL, INCLUDE THE NAME OF THE ELECTRICIAN, THE DAYS THE LOAD STUDY STARTED AND FINISHED, AND THE NAME OF THE PANEL THAT THE LOAD STUDY IS BEING PERFORMED ON. THE CONTRACTOR SHALL NOT PROCEED WITH ANY MODIFICATIONS AND/OR ADDITIONS UNTIL WRITTEN APPROVAL IS RENDERED FROM THE ENGINEER.
- CONTRACTOR TO VERIFY CIRCUITS MARKED AS SPARE ARE NOT IN USE. IF SPARE BREAKERS ARE IN USE CONTACT ENGINEER.
- LOAD STUDY NEEDED ON PANEL B1 - ENGINEER HAS NOT SEEN THE AS BUILTS NECESSARY TO VERIFY PANEL CAPACITY.

NOTES:

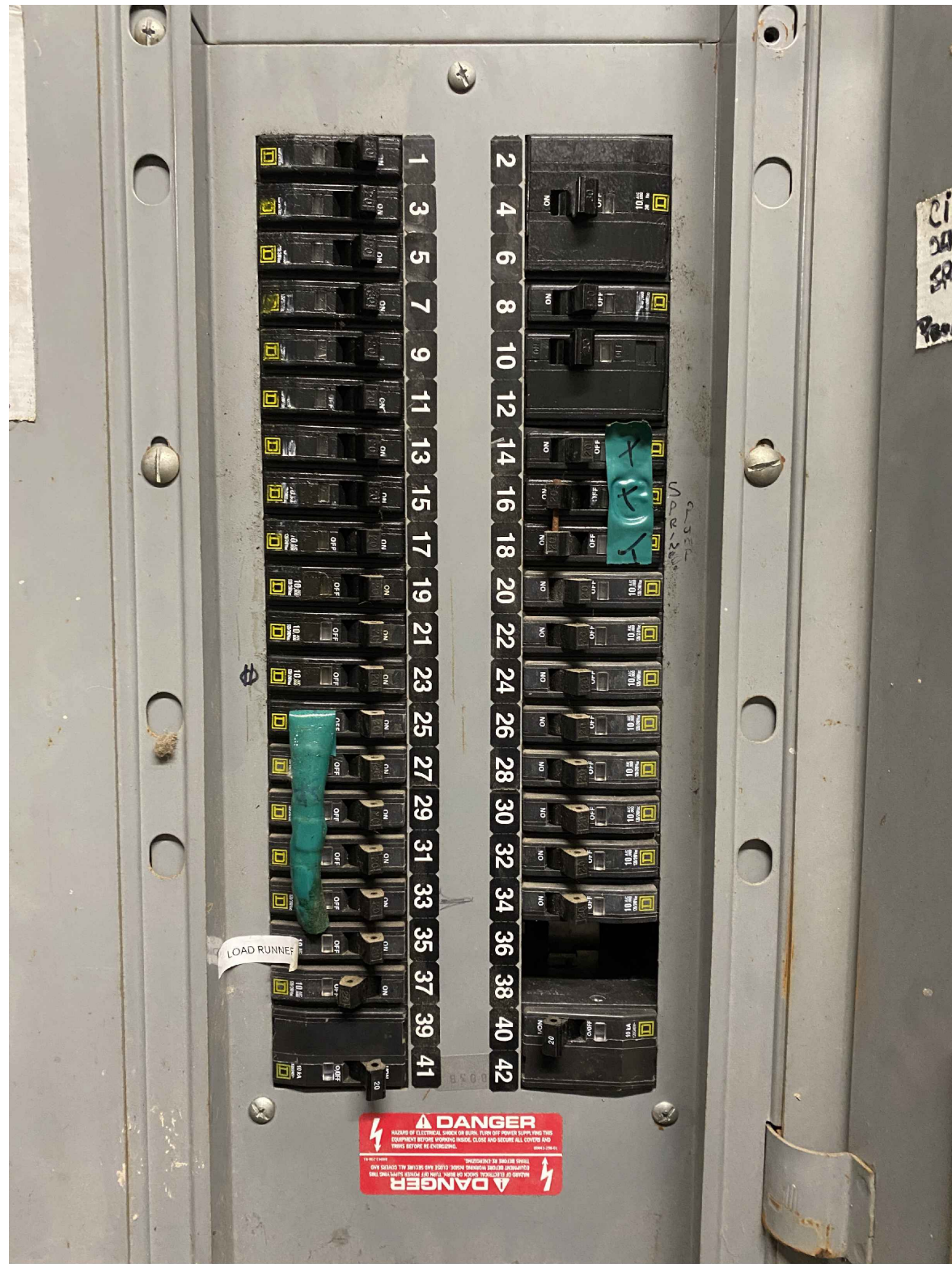
- ALL ELECTRICAL WORK AND RELATED ACTIVITIES PERFORMED ON SITE SHALL BE DONE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE (NEC) STANDARDS BEING ENFORCED BY ALL APPLICABLE JURISDICTIONAL REQUIREMENTS AT THE TIME OF CONSTRUCTION.
- ANY PAVEMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITIONS OR BETTER.
- CONTRACTOR SHALL USE THWN COPPER CONDUCTORS.
- CONTRACTOR SHALL USE EMT INSIDE AND OUTSIDE ABOVE GRADE WHERE NOT SUBJECT TO DAMAGE. CONTRACTOR SHALL USE RGS INSIDE AND OUTSIDE ABOVE GRADE WHERE SUBJECT TO DAMAGE. CONTRACTOR SHALL USE PVC SCHEDULE 80 UNDER PAVED OR SIDEWALK AREAS AND PVC SCHEDULE 40 IN DIRT OR LANDSCAPED AREAS.
- SEE SHEETS C1-00 AND C2-00 FOR CONDUIT STUB UP LOCATIONS.
- CONTRACTOR TO LOCATE JUNCTION BOX, LINE BOX (LB), OR APPROVED ALTERNATIVE FOR SITE SPECIFIC RUN LENGTHS AND BENDS.

Panel Schedule																
Existing Panel 'B1'		Location: Existing Electrical Room		Volts: 208Y/120V		Phase: 3		Wire: 4		Hertz: 60						
200A MLO		Main AIC: N/A		Branch AIC: (See Note 3)		ENCL (NEMA): 1		MTG: Surface								
200 Amp Frame , Ground Bar, Looking Cover, Panel Card																
Description of Load Served	Breaker		Wire	A/Phase			CKT No.	CKT No.	A/Phase			Wire	Breaker		Description of Load Served	
	Amp	Pole		A	B	C			A	B	C		Amp	Pole		
SALAD PREP RECEPT	20	1	EXIST	EX			1	2	-			EXIST	30	3	EXISTING LOAD (OFF)	
SALAD PREP RECEPT	20	1	EXIST		EX		3	4		-						
SALAD PREP RECEPT	20	1	EXIST			EX	5	6			-					
PRODUCE WORK RECEPT	20	1	EXIST	EX			7	8	-			EXIST	20	1	EXISTING LOAD (OFF)	
PRODUCE WORK RECEPT	20	1	EXIST		EX		9	10		-		EXIST	20	2	EXISTING LOAD (OFF)	
PRODUCE WORK RECEPT	20	1	EXIST			EX	11	12			-	EXIST	20	1	EXISTING LOAD (OFF)	
BATHROOM EXT. FAN	20	1	EXIST	EX			13	14	-			EXIST	20	1	EXISTING LOAD (OFF)	
SPARE	20	1			-		15	16		EX		EXIST	20	1	EXISTING LOAD	
EXISTING LOAD	20	1	EXIST			EX	17	18			EX	EXIST	20	1	EXISTING LOAD	
CASH REGISTER CONV	20	1	EXIST	EX			19	20	-			EXIST	20	1	EXISTING LOAD (OFF)	
CASH REGISTER CONV	20	1	EXIST		EX		21	22		-		EXIST	20	1	EXISTING LOAD (OFF)	
CASH REGISTER CONV	20	1	EXIST			EX	23	24				EXIST	20	1	EXISTING LOAD (OFF)	
SPARE	20	1		-			25	26	48.0		48.0	See Note 5	60	2	CHARGING STATION EVCS 01	
EXISTING LOAD	20	1	EXIST		EX		27	28		5.0		See Note 5	20	1	CHARGING STATION EVCS 01	
EXISTING LOAD	20	1	EXIST			EX	29	30			5.0	See Note 5	20	1	CHARGING STATION EVCS 02	
EXISTING LOAD	20	1	EXIST	EX			31	32	48.0			See Note 5	60	2	CHARGING STATION EVCS 02	
EXISTING LOAD	20	1	EXIST		EX		33	34		48.0						
EXISTING LOAD	20	1	EXIST			EX	35	36			-				SPACE	
EXISTING LOAD	20	1	EXIST	EX			37	38	-						SPACE	
EXISTING LOAD	20	1	EXIST				39	40		EX		EXIST	20	2	EXISTING LOAD	
EXISTING LOAD	20	2	EXIST			EX	41	42			EX					
Total A/Phase				0.0	0.0	0.0			96.0	53.0	53.0	Total A/Phase				
Notes:	1. Connected KVA (New): 24.2 2. Demand KVA (New): 30.3 3. Contractor shall match existing AIC Rating. 4. Where load is labeled "EX" the load is unknown. 5. See Voltage Drop Table for conductor sizing.															

48A L2 Conductor Voltage Drop Table Per Charging Station										
<175FT	175FT-200FT	200FT-255FT	255FT-275FT	275FT-320FT	320FT-400FT	400FT-440FT	440FT-510FT	510FT-635FT	635FT-700FT	700FT-800FT
(2) #4 AWG + (2) #12 AWG + (1) #6 AWG GND	(2) #4 AWG + (2) #10 AWG + (1) #6 AWG GND	(2) #3 AWG + (2) #10 AWG + (1) #4 AWG GND	(2) #2 AWG + (2) #10 AWG + (1) #4 AWG GND	(2) #2 AWG + (2) #8 AWG + (1) #4 AWG GND	(2) #1 AWG + (2) #8 AWG + (1) #4 AWG GND	(2) #1/0 AWG + (2) #6 AWG + (1) #3 AWG GND	(2) #1/0 AWG + (2) #6 AWG + (1) #3 AWG GND	(2) #2/0 AWG + (2) #6 AWG + (1) #2 AWG GND	(2) #3/0 AWG + (2) #6 AWG + (1) #1 AWG GND	(2) #3/0 AWG + (2) #4 AWG + (1) #1 AWG GND

VOLTAGE DROP TABLE NOTES

- CONTRACTOR SHALL BE RESPONSIBLE FOR DE-RATING CONDUCTORS WHEN 4 OR MORE CURRENT CARRYING CONDUCTORS ARE CARRIED IN THE SAME CONDUIT PER THE NEC.
- THE DISTANCES IN THIS TABLE ARE TOTAL DISTANCES, NOT HORIZONTAL DISTANCES. INCLUDE VERTICAL RUNS AND JUNCTION BOX COIL LENGTH IN THE TOTAL CONDUCTOR DISTANCE.
- WHEN MORE THAN ONE CHARGING STATION CIRCUIT CONDUCTORS ARE IN A CONDUIT, USE ONLY ONE SHARED EQUIPMENT GROUND CONDUCTOR.
- WHEN INSTALLING #1/0 AWG OR LARGER CONDUCTORS FROM THE POWER SOURCE TO EVCS, INCLUDE MULTICONDUCTOR TAPS IN THE CLOSEST JUNCTION BOX PRIOR TO ENTERING THE EVCS OR IN THE EVCS ITSELF SO THAT #6 AWG CONDUCTORS CAN BE TERMINATED IN THE EVCS.



EXISTING PANEL 'B1'

volta

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**STOP & SHOP #530
- DOBBS FERRY -
PHASE 1**

**390 BROADWAY
DOBBS FERRY, NY 10522**

SHEET TITLE

**ELECTRICAL ONE
LINE DIAGRAM &
PANEL SCHEDULE**

SHEET NUMBER

E1-00

NOTE: THE ORIGINAL SIZE OF THIS PLAN IS 24" X 36". SCALE RATIO IS NOT VALID FOR REDUCED OR ENLARGED SHEET SIZES

- NOTES:
1. A NATIONALLY RECOGNIZED TESTING LABORATORY SHALL LIST ALL EQUIPMENT IN COMPLIANCE WITH ART110.3.
 2. ALL EXTERIOR EQUIPMENT SHALL BE RAIN TIGHT AND APPROVED FOR USE IN WET CONDITIONS.
 3. ALL CONDUCTORS SHALL BE PROVIDED WITH STRAIN RELIEF UPON ENTRY INTO ENCLOSURES.
 4. EACH UNGROUNDED CONDUCTOR SHALL BE IDENTIFIED BY PHASE AND SYSTEM PER ART 210.5.
 5. ALL METALLIC COMPONENTS SHALL BE GROUNDED VIA EQUIPMENT GROUNDING CONDUCTORS.
 6. CHARGING UNITS ARE EQUIPPED WITH AN INTEGRATED CONTACTOR TO PREVENT BACK FEEDING OF POWER TO THE SOURCE..

- ABBREVIATIONS:
- A AMPERE
 - AC ALTERNATING CURRENT
 - AL ALUMINUM
 - ART ARTICLE
 - AUX AUXILIARY
 - BLDG BUILDING STRUCTURE
 - CONC CONCRETE
 - CU COPPER
 - DC DIRECT CURRENT
 - EGC EQUIPMENT GROUNDING CONDUCTOR
 - (E) EXISTING
 - EMT ELECTRIC METALLIC TUBING
 - EV ELECTRIC VEHICLE
 - EVSE ELECTRIC VEHICLE SUPPLY EQUIPMENT
 - GALV GALVANIZED
 - GND GROUND
 - HDG HOT DIPPED GALVANIZED
 - I CURRENT
 - KVA KILOVOLT AMPERE
 - KW KILOWATT
 - M METER
 - MAX MAXIMUM
 - MIN MINIMUM
 - N NEUTRAL
 - NEC NATIONAL ELECTRIC CODE
 - NTS NOT TO SCALE
 - (N) NEW
 - OC ON CENTER
 - PL PROPERTY LINE
 - PVC POLYVINYL CHLORIDE
 - RMC RIGID METALLIC CONDUIT
 - SCH SCHEDULE
 - SS STAINLESS STEEL
 - TYP TYPICAL
 - V VOLT
 - W WATT
 - XFMR TRANSFORMER

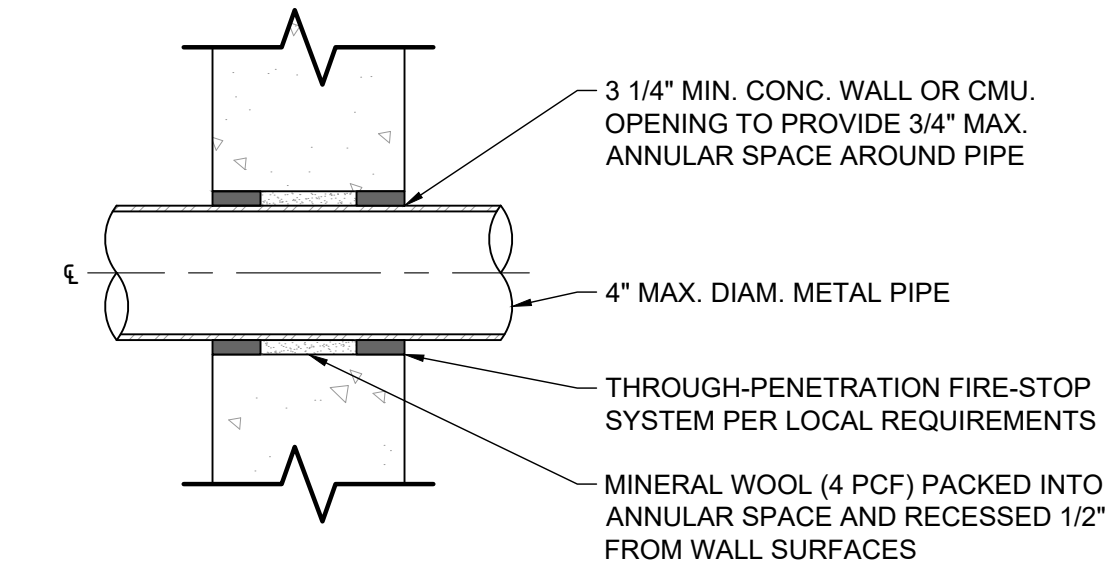
- ELECTRICAL NOTES:
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 2. CONDUIT PATHS ARE REPRESENTATIVE ONLY. EXACT CONDUIT PLACEMENT TO BE DETERMINED ON SITE BASED ON FIELD CONDITIONS.

ELECTRICAL NOTES & ABBREVIATIONS

1 NOT USED

SCALE
N.T.S.

5



CONCRETE WALL PENETRATION

- NOTES:
1. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS WHEN DRILLING INTO EXISTING CIP SLAB AND CIP DROP PANELS TO AVOID DAMAGE TO ANY REINFORCING AND EXISTING STRUCTURAL COMPONENTS.
 2. USE APPROVED ASTM METHOD (X-RAY, PACOMETER, GPR, ECT.) TO LOCATED MILD STEEL AND PRE-STRESSING TENDONS PRIOR TO DRILLING. DO NOT CUT OR DRILL THROUGH ANY EXISTING REINFORCING. ADJUST LOCATION AS NECESSARY TO AVOID EXISTING REINFORCING.
 3. ALL PENETRATIONS MUST BE LOCATED A MINIMUM OF 18" AWAY FROM THE EDGE OF CONCRETE. CONTACT EOR IF VARIANCE IS REQUESTED.
 4. PENETRATIONS THROUGH WALLS AND FLOORS SHALL COMPLY WITH THE LOCAL AHJ LATEST BUILDING CODE CHAPTER 7 FIRE AND SMOKE PROTECTION FEATURES SECTIONS 709.6 AND 714.

PENETRATION DETAIL

SCALE
N.T.S.

8

WALL CONDUIT MOUNT STRAP

SCALE
N.T.S.

9

NOT USED

NOT USED

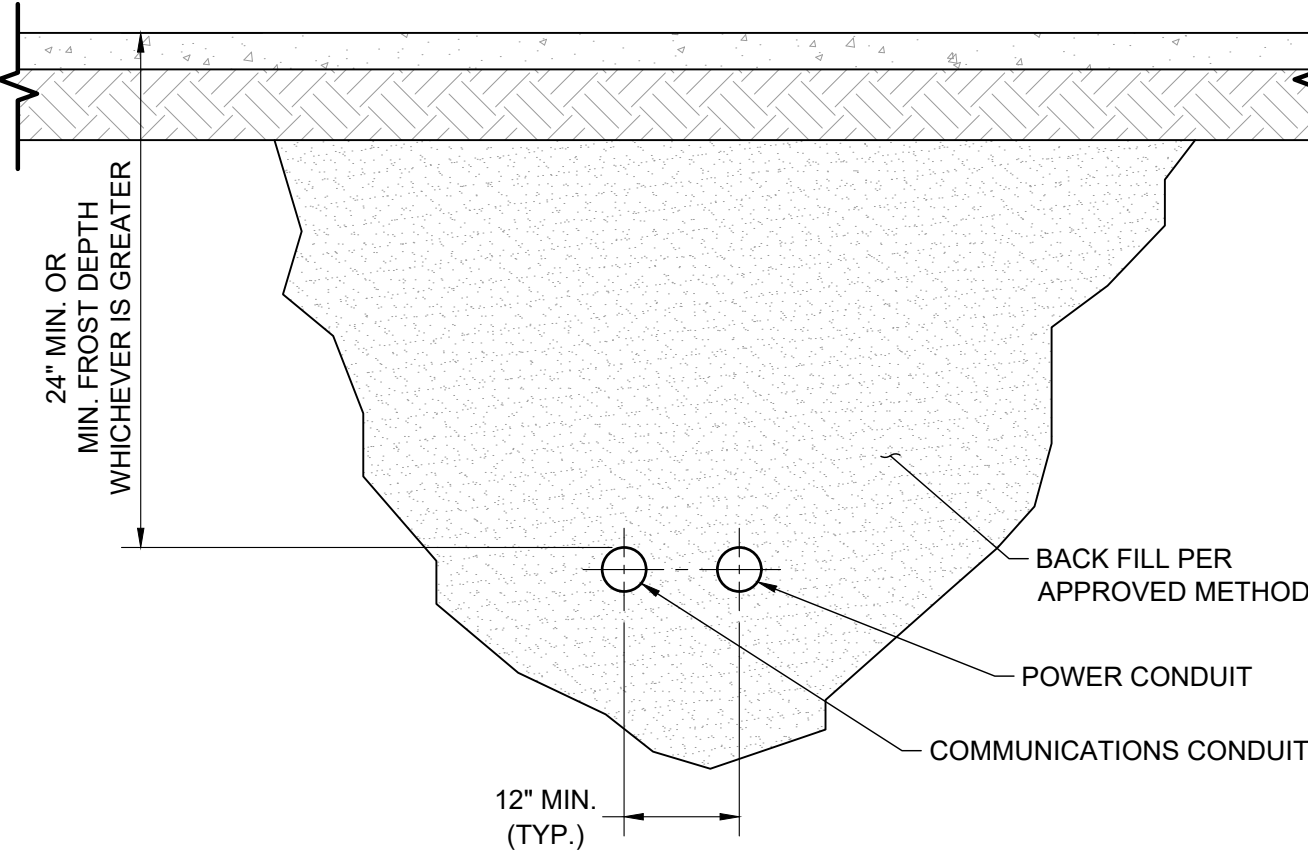
SCALE
N.T.S.

10

NOT USED

SCALE
N.T.S.

11



- NOTE:
1. EXACT CONDUIT DIAMETERS MAY VARY UPON INSTALLATION. REFERENCE CONDUIT SIZE PER THE CONDUIT SCHEDULE.
 2. REFER TO DETAIL 7 FOR BORE PIT DETAIL.

NOT USED

SCALE
N.T.S.

2

BORE SECTION

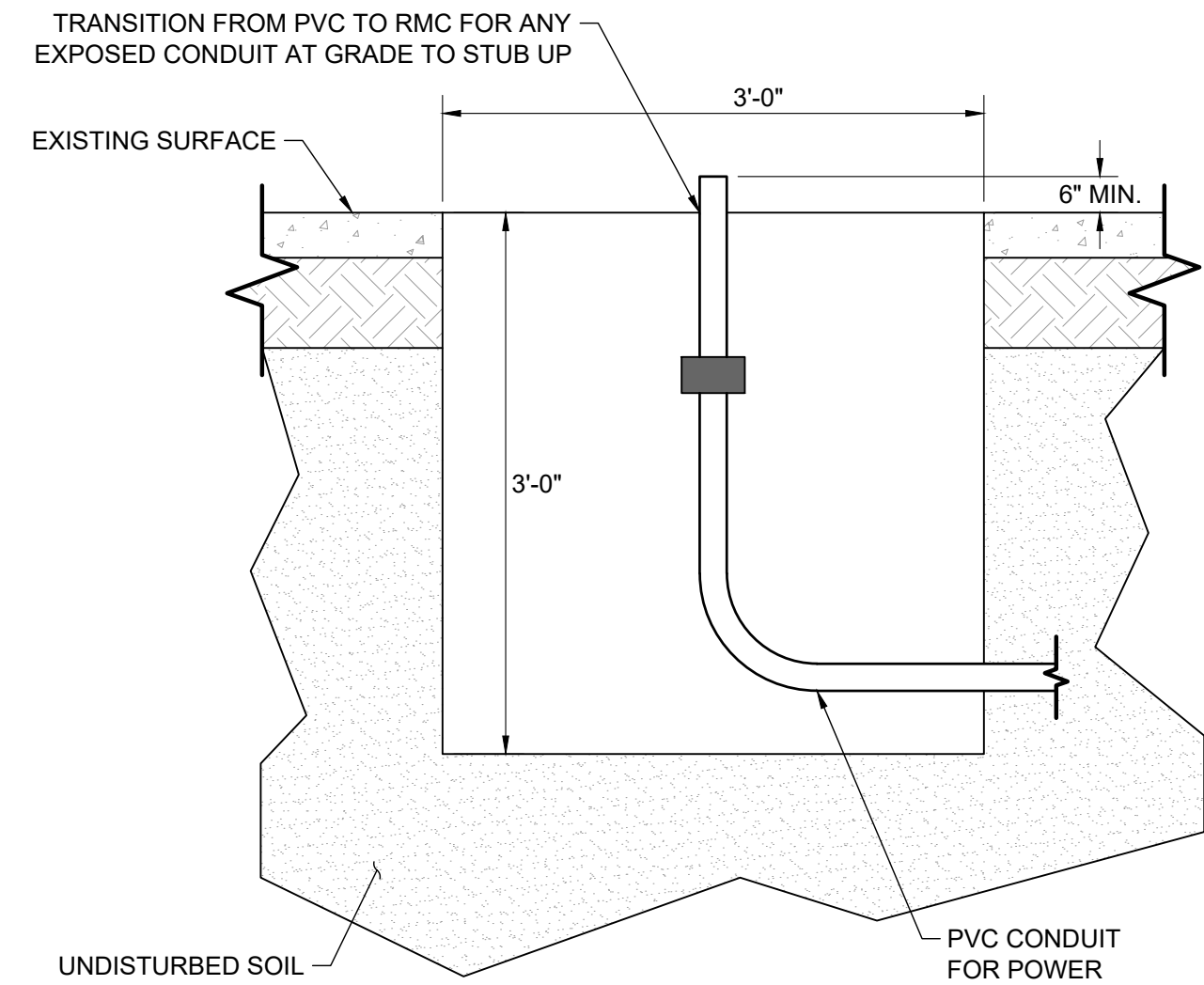
SCALE
N.T.S.

3

NOT USED

SCALE
N.T.S.

4



- NOTE:
1. EXACT CONDUIT DIAMETERS MAY VARY UPON INSTALLATION. REFERENCE CONDUIT SIZE PER THE CONDUIT SCHEDULE.

volta

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WWW.KIMLEY-HORN.COM

REV	DATE	DESCRIPTION	BY
1	04/14/2022	CD100s	JZS

ISSUE DATE

04/14/2022

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IT IS A VIOLATION OF LAW FOR ANY PERSON,
UNLESS THEY ARE ACTING UNDER THE
DIRECTION OF A LICENSED PROFESSIONAL
ENGINEER, TO ALTER THIS DOCUMENT.

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DOBBS FERRY, NY 10522

SHEET TITLE

ELECTRICAL
NOTES & DETAILS

SHEET NUMBER

E2-00