PROPOSED
MAIN STREET SIDEWALKS IMPROVEMENT PROJECT

VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NY
(FEDERAL AID PROJECT)

GENERAL NOTES

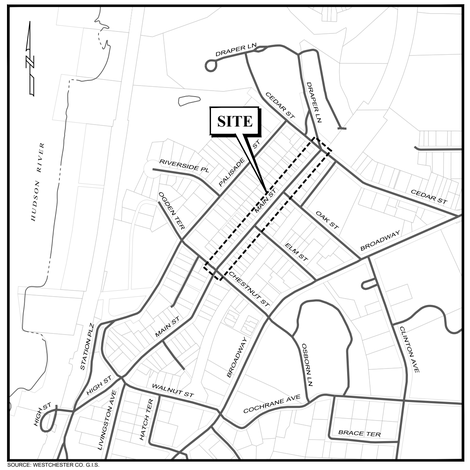
1. All materials and methods of construction shall be in accordance with these plans, specifications, any revisions thereto, New York State Department of Transportation (NYSDOT) Standard Specifications (USC, September 1, 2019 or most current official version), and the rules and regulations of the Village of Dobbs Ferry.
2. The subsurface information shown hereon is not guaranteed as to accuracy or completeness. The Contractor shall verify the location of all existing utility lines whether in public right–of–way, in easements, or in private property prior to starting any excavation and shall be responsible for the same. The Contractor shall be responsible for contacting the Underground Facilities Protective Organization, pursuant to N.Y.S. Law, 16 NYCRR Code 753.
3. The Contractor shall be responsible for the relocation of any utility service line or valve which is in interference with the proposed work. Public utility work is reimbursable, private utility work shall be done by the utility owner and is not reimbursable.
4. The Contractor shall verify all existing and proposed elevations in the field.
5. The Contractor shall provide the Engineer with a telephone number of the person responsible in the case of an emergency, 24 hours a day, 7 days a week.
6. All damage to public or private facilities caused by the Contractor's operation shall be repaired to the satisfaction of the Owner at the Contractor's expense.
7. The Contractor shall submit shop drawings for all highway works to the Engineer. No construction shall be allowed until the shop drawings are approved.
8. The Contractor shall comply with O.S.H.A. Standard 29 CFR – Part 1926.650, .651 and .652 for all excavations.
9. Refuse from demolition shall become the property of the Contractor. It shall be the Contractor's responsibility to dispose of all construction refuse legally.
10. The Contractor shall prevent the formation of any low spots where water can collect behind new curb or sidewalk and any possible redirection of runoff onto private property and shall take whatever corrective measures are necessary. The Contractor is responsible, at no cost to the Owner, to correct any deleterious water ponding areas.
11. Existing manhole covers to remain shall be adjusted by the Contractor to finished grades where required. Castings shall be recessed 1/4 inch below the finished pavement elevation.
12. Existing water and gas valves to remain shall be adjusted by the utility company to finished grades where required. Castings shall be recessed 1/4 inch below the finished pavement elevation.
13. Existing pavement shall be sawcut in a straight line where it is to be bounded by new pavement.
14. The pavement and subbase thicknesses noted on these plans are after compaction.
15. All existing site features (including but not limited to: building facades, pavement, driveway aprons, curbing, grass, landscaping, piping, utility lines, signs, walls, fencing and structures) disturbed or damaged by construction shall be restored by the Contractor to a condition equal to or better than those currently existing and as directed by the Engineer.
16. Disturbed grass or earth areas shall be provided with 4 inches minimum of topsoil and seeded or sodded as described in the specifications.
17. Any damaged pedestrian indicators or signal infrastructure shall be repaired and/or replaced to current standards, including ADA/PROWAG requirements at no separate cost.
18. Prior to the beginning of any preliminary construction work, the Contractor, Village representative, NYSDOT, and the Engineer shall meet on–site to walk the roadways proposed for improvements. During the "walk–through", the Contractor will be required to markup all roadways, pavements, etc. to be sawcut.
19. The Village's engineering consultant may require the installation of erosion control measures if deemed appropriate to mitigate unforeseen siltation or erosion of disturbed soils. Erosion control measures shall be installed in accordance with the latest edition of N.Y.S.D.E.C publication "New York State Standards and Specifications for Erosion and Sediment Control". (Items 209.13 & 209.1703)

N.Y.S.D.O.T. NOTES

1. The latest revisions of the standard sheets maintained by the department, which are current on the date of advertisement for bids, shall be considered to be in effect. All pay items and work contained in the contract and any additional pay items and work encountered during the course of the contract shall be subject to the applicable standard sheet(s) unless otherwise specified in the contract documents.
2. All work contemplated under this contract is to be covered by and in conformity with the standard specifications (US Customary) referenced in the contract project "proposal" except as modified by these plans or by changes set forth in the contract project "proposal."
3. Contract plans have been designed in accordance with NYSDOT policies and guidelines and the Final Design Report approved on 07/31/2019.

LEGEND

- HIGHWAY BOUNDARY LINE
- PROPERTY LINE (ADJOINING)
- 140 EXIST. CONTOUR LINE
- +149.7 EXIST. SPOT ELEVATION AT DOOR SILL
- ST EXIST. STORM PIPE
- EXIST. CATCH BASIN
- D EXIST. DRAINAGE MANHOLE
- EXIST. DOWNSPOUT & ROOF LEADER
- SS EXIST. SANITARY SEWER LINE
- S EXIST. SANITARY SEWER MANHOLE
- W EXIST. WATER LINE
- W EXIST. WATER VALVE
- EXIST. FIRE HYDRANT
- EXIST. SPRINKLER CONNECTION
- G EXIST. GAS LINE
- G EXIST. GAS VALVE
- EXIST. UTILITY POLE
- EXIST. UTILITY POLE W/ LIGHT
- T EXIST. TELEPHONE MANHOLE
- EXIST. MAILBOX
- EXIST. BOLLARD
- EXIST. PARKING METER
- EXIST. SIGN
- EXIST. DECIDUOUS TREE



SOURCE: WESTCHESTER CO. G.I.S.

LOCATION MAP

SCALE: 1" = 500'

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES (Item 619.01)

1. The maintenance and protection of traffic schemes, both pedestrian and vehicular, shall be the responsibility of the Contractor. Access to all commercial, institutional and residential parking facilities shall be maintained at all times. A safe means of pedestrian access to and from all points within the contract limit shall be provided.
2. Where excavations or other work occur on or near sidewalks or other pedestrian ways, the Contractor shall provide a safe and orderly pedestrian passage that complies with ADA standards around or through the work area. The Contractor shall submit a pedestrian–bicyclist detour plan to the Engineer for approval. The pedestrian passage shall not subject pedestrians to hazards from traffic or construction operations nor cause the pedestrians to walk upon unsuitable or hazardous surfaces. Construction materials, vehicles, equipment, debris, temporary sign supports, or other materials shall not be placed or stored on open sidewalks or walkways unless expressly shown in the Contract Documents or approved by the Engineer. Upon completion of the work at each location, the Contractor shall remove all remaining material and equipment and shall leave the affected area(s) in a neat condition.
3. The Contractor must submit traffic maintenance and staging schemes in writing to the Engineer for approval.
4. All traffic maintenance devices, including, but not limited to, temporary signs, barricades, steel plates, lights and warning signals, shall be constructed and displayed within the Higway Boundary (public right–of–way).
5. All diverted traffic, pedestrian and vehicular, shall remain within the Highway Boundary (public right–of–way).

RIGHT–OF–WAY NOTES

1. All work to be performed under this contract will be within the public right–of–way (ROW) in accordance with Section 105-15 of the Standard Specifications. The Contractor is to assure himself that all work is being performed within the ROW, including but not limited to vehicle access; storage of equipment, materials, debris and waste; landscaping; vegetation removal and management; grading, seeding and the installation of turf; and the installation of any fences or protective barrier.
2. If Contractor is unable to identify the limits of the rights-of-way when the contract calls for work in those vicinities, the Contractor must contact the Project Engineer for definitive boundary determinations before any work may be initiated at those locations (Standard Specifications Sections 105-10 and 625).
3. In accordance with Section 107-13 of the Standard Specifications, releases for any non-essential contract work outside of the existing rights-of-way, including plantings, landscaping or driveway enhancement, will be provided by the Project Engineer and in no instance are to be secured by the Contractor. The Contractor shall not invade upon private properties, lands or buildings outside of the rights-of-way for any reason without first securing written permission from the property owner (Standard Specifications Sections 105-15, 107-13).
4. The Contractor will be held liable for any damages done. Any such injuries or damages shall be satisfactorily repaired or items replaced at the Contractor's expense (Standard Specifications Section 107-08 and 107-13).

- PROP. GRANITE CURB
- PROP. COLORED & IMPRINTED CONC. EDGING
- PROP. PARKING METER
- PROP. SIGN
- PROP. STREET TREE

FIRE DEPARTMENT CONCRETE APRON NOTES

1. Concrete shall be NYSDOT Class D, 5,000 psi at 28 days, with microfiber.
2. Steel reinforcement shall be epoxy coated Grade 60 No. 5 deformed bars with longitudinal and transverse spacing a maximum of 12 inches on center.
3. All materials and methods to be in conformance with the project specifications.
4. JOINT CONSTRUCTION: Construct expansion, control, and construction joints straight with face perpendicular to concrete surface. Run slab reinforcement continuous through joint. See concrete joint details.
5. CONTROL JOINTS: Provide joints at equal spacing throughout the slab, maximum of 20'–0" on center each way. A joint shall be installed between bays.
6. CONSTRUCTION JOINTS: Place construction joints at end of placements and at locations where placement operations are stopped for a period of more than a 1/2 hour, except where such placements terminate at expansion joints. Construct joints in accordance with standard details.
7. EXPANSION JOINTS: Locate expansion joints as shown on plans and at concrete curbs, catch basins, manholes, inlets, structures, sidewalks, and other fixed objects. Provide premolded joint filler for expansion joints.
8. Concrete shall not be placed in the pour gap until 72 hours after placement of the most recent adjacent section.
9. Contractor shall meet existing grades at garage slab to ensure fire truck entry.
10. Subgrade to be approved by engineer prior to placement of concrete.
11. The Contractor to verify clearance of fire trucks into the garage bays based on the proposed grades of the driveway apron.

TABLE OF MAINTENANCE JURISDICTION

HIGHWAY	LIMITS (STATION)	CENTERLINE (MILES)	LANE (MILES)	FEATURES TO BE MAINTAINED	AGENCY	JURISDICTION
MAIN STREET	0+00 TO 10+60	0.201	0.402	ALL FEATURES, INCLUDING ROADWAY PAVEMENT, SIDEWALKS, DRAINAGE, STREET TREES, AND ROADWAY & SIDEWALK SNOW REMOVAL	VILLAGE OF DOBBS FERRY	SECTION 40, SUBDIVISION 18 OF N.Y. HIGHWAY LAW

N.Y.S.D.O.T. STANDARD SHEETS REFERENCE

ITEM	NYSDOT STANDARD SHEETS
CURB RAMP DETAILS & NOTES	SERIES 608-01
MAINTENANCE & PROTECTION OF TRAFFIC	SERIES 619

DRAWING INDEX

VILLAGE ADMINISTRATOR, VILLAGE OF DOBBS FERRY: CHARLENE INDELICATO

8/12/19
DATE

STATE OF NEW YORK · GEORGE E. POLLAS · 082452 · PROFESSIONAL ENGINEER

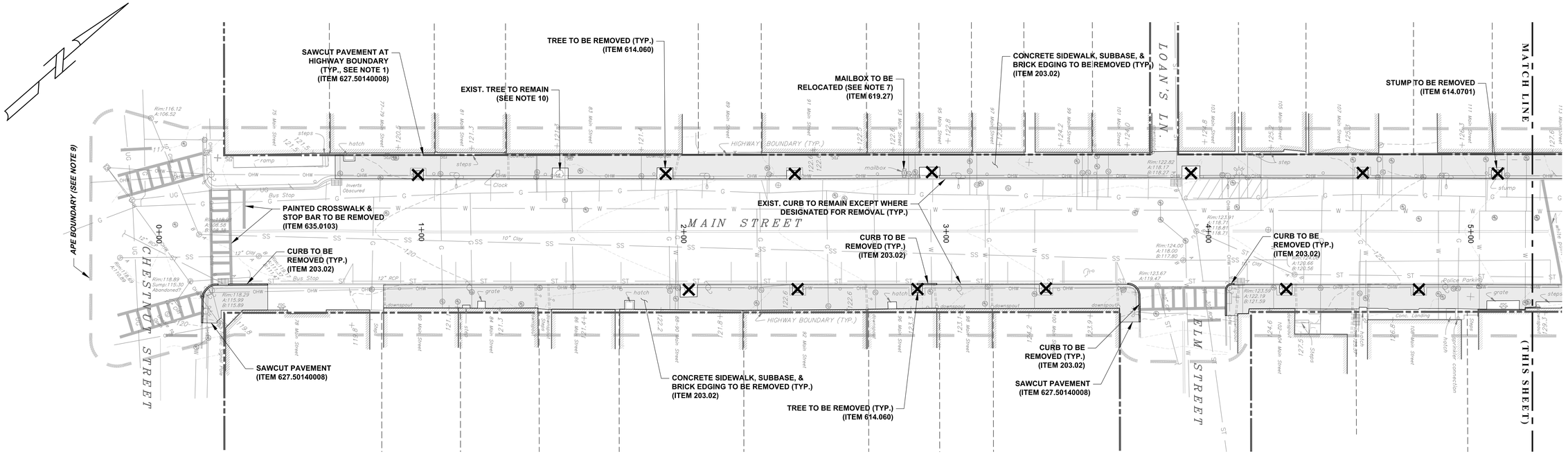
REV.	DATE	DESCRIPTION
5	2/12/20	ISSUED FOR BID
4	1/29/20	PER NYSDOT
3	11/25/19	PER VILLAGE
2	9/6/19	PER NYSDOT
1	8/14/19	NYSDOT SUBMISSION

TITLE: COVER SHEET & NOTES

PROJECT: PROPOSED MAIN STREET SIDEWALKS IMPROVEMENT PROJECT
FEDERAL AID PROJECT
NYSDOT P.I.N. 8761.52
VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NEW YORK

JAMES J. HAHN ENGINEERING, P.C.
Putnam Business Park
1689 Route 22
Brewster, New York 10509
Tel: (845) 279-2220

SCALE: AS NOTED
DATE: 6/6/19
DRAWING NO.: C-1
SHEET NO.: 1 OF 7



NOTES:

1. The Higway Boundary (public right-of-way) shall be located in the field by a licensed surveyor. Existing pavement to is to be sawcut inside the Highway Boundary. No new construction is to take place on private property without prior documented permission from the property owner.
2. Existing sidewalk hatches and sidewalk grates fully inside of the Highway Boundary shall be removed and reset if required. Those which overlap the Highway Boundary shall remain in place unless prior documented permission has been acquired from the property owner.
3. Existing curb is to remain except as shown hereon. Additional removal and replacement of damaged curb may be required as ordered by the Engineer.
4. Existing parking meters are to be removed, stored, and replaced by Village forces. The Contractor shall install new parking meter sleeves where required.
5. Where necessary, existing signage is to be removed by the Contractor and held by the Village for storage. The Contractor shall supply and install any temporary signage required for traffic and parking control. Any new sign posts that are required shall be of like size and materials and shall be furnished and installed by the Contractor. The Contractor shall reinstall stored signage upon completion of construction.
6. Existing trash receptacles are to be removed, stored, and reinstalled by Village forces.
7. The existing mailbox shall be temporarily relocated by the Contractor to a location approved by the local postmaster and shall be returned to its original location upon completion of construction.
8. The vertical extent of the Area of Potential Effect (APE) is to 4'-0" in depth in areas of tree replacement and to the depth of the subbase replacement (varies 11" to 20") in areas of sidewalk and driveway replacement.
9. Tree and stump removal shall include grinding and removing the roots to a minimum depth of 12" below the finished grade of the sidewalk. Roots underneath curbing and the roadway surface are to remain in place.
10. Trees to remain shall be protected from soil overcompaction and root damage. The Contractor shall keep the soil around the tree moist at all times and shall not expose roots for more than 4 hours. The Engineer may require additional protection of trees to remain.

LEGEND

- TREE / STUMP TO BE REMOVED
- CONC. SIDEWALK, BRICK EDGING, & SUBBASE TO BE REMOVED
- AREA OF POTENTIAL EFFECT (APE) BOUNDARY

20 0 20 40 60

Scale 1" = 20'

Topographic survey (2019) provided by TEC Land Surveying, 15 Tioronda Avenue, Beacon, NY 12508.

REV.	DATE	DESCRIPTION
5	2/12/20	ISSUED FOR BID
4	1/29/20	PER NYSDOT
3	11/25/19	PER VILLAGE
2	9/6/19	PER NYSDOT
1	8/14/19	NYSDOT SUBMISSION

STATE OF NEW YORK · GEORGE E. POLLAS · 082452 · PROFESSIONAL ENGINEER

TITLE: **EXISTING CONDITIONS & DEMOLITION PLAN**

PROJECT:

PROPOSED MAIN STREET SIDEWALKS IMPROVEMENT PROJECT

FEDERAL AID PROJECT
NYSDOT P.I.N. 8761.52

VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NEW YORK

JAMES J. HAHN ENGINEERING, P.C.
Putnam Business Park
1689 Route 22
Brewster, New York 10509
Tel: (845) 279-2220

SCALE	DATE
1" = 20'	6/6/19
DRAWING NO.	SHEET NO.
C-2	2 OF 7

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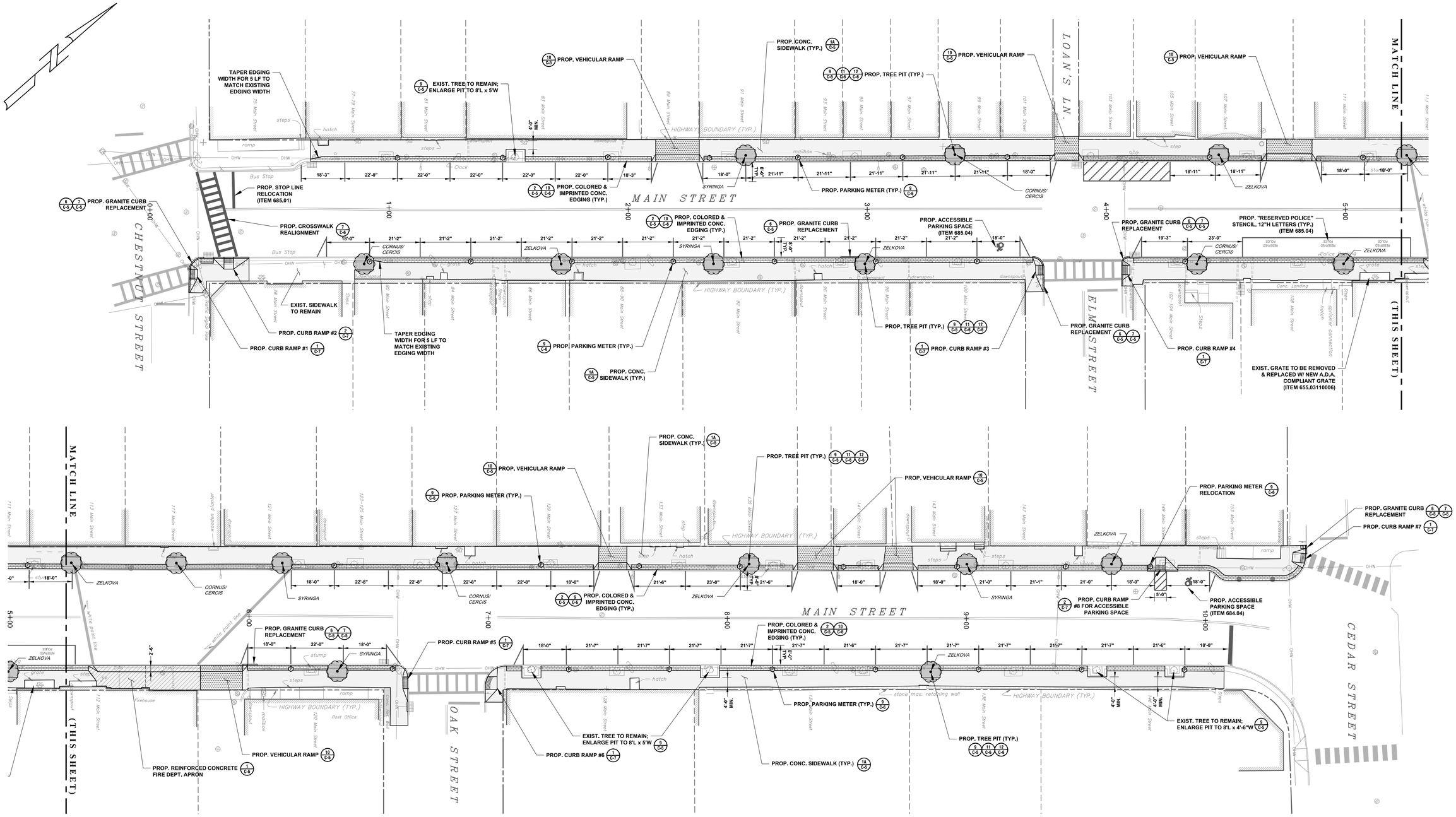

TREE SCHEDULE

BOTANICAL NAME	COMMON NAME	CAL.	MATURE FORM	REMARKS	ITEM	QTY.
Cercis canadensis 'Appalachian Red' or Cornus mas 'Golden Glory'	American Redbud or Cornelian Cherry Dogwood	1½" - 2"	Open, spreading / Round to oval, multi-stemmed	Select single leader form; prune up lower branches if necessary after established / Prune for single leader	611.0191	5*
Syringa reticulata 'Summer Snow'	Japanese Tree Lilac	1½" - 2"	Oval		611.0191	5
Zelkova serrata 'Schmidtblow' Wireless	Japanese Zelkova Wireless	1½" - 2"	Wireless broadly spreading vase	Select single leader form; prune up lower branches if necessary after established	611.0191	8

* Select either 5 Cercis or 5 Cornus

Note: Location of each tree species to be confirmed in field with the Engineer and Village prior to ordering all planting.

20 0 20 40 60

Scale 1" = 20'

REV.	DATE	DESCRIPTION
5	2/12/20	ISSUED FOR BID
4	1/29/20	PER NYSDOT
3	11/25/19	PER VILLAGE
2	9/6/19	PER NYSDOT
1	8/14/19	NYSDOT SUBMISSION

STATE OF NEW YORK · GEORGE E. POLIN · LICENSED PROFESSIONAL ENGINEER · 082452

UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2) OF THE NEW YORK STATE EDUCATION LAW. THIS PLAN IS NULL AND VOID FOR CONSTRUCTION PURPOSES WITHOUT THE SIGNATURE AND SEAL OF THE DESIGN ENGINEER.

JAMES J. HAHN ENGINEERING, P.C.

Putnam Business Park
1689 Route 22
Brewster, New York 10509
Tel: (845) 279-2220

TITLE: LAYOUT & MATERIALS PLAN

PROJECT:
PROPOSED MAIN STREET SIDEWALKS IMPROVEMENT PROJECT

FEDERAL AID PROJECT
NYSDOT P.I.N. 8761.52

VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NEW YORK

SCALE	DATE
1" = 20'	6/6/19
DRAWING NO.	SHEET NO.
C-3	3 OF 7

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MATCH LINE (THIS SHEET)

EXIST. ROOF LEADER WITHIN HIGHWAY BOUNDARY TO BE REPLACED W/ 3" PVC (8 C-5)

ADJUST GAS/WATER VALVE BOX AS REQ'D.; CONTRACTOR TO NOTIFY & COORDINATE W/ UTILITY CO. (ITEM 663.33) (TYP. FOR ALL VALVES)

EXIST. PAV'T. TO BE MILLED & REPLACED TO RESTORE 6" CURB REVEAL (SEE DETAIL) (11 C-5)

SAWCUT PAV'T. (627.50140008)

EXIST. ROOF LEADER TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADERS WITHIN HIGHWAY BOUNDARY TO BE REPLACED W/ 3" PVC (8 C-5)

SAWCUT PAV'T. (ITEM 627.51040008)

EXIST. ROOF LEADER TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADERS TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADER TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. HATCH TO BE RESET AS REQ'D (TYP. OF ALL HATCHES / GRATES FULLY WITHIN THE HIGHWAY BOUNDARY (ITEM 655.17000011) (SEE NOTE 2, THIS SHEET) (10 C-5)

EXIST. ROOF LEADER TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADERS TO BE REPLACED W/ 3" PVC (8 C-5)

SAWCUT PAV'T. (627.50140008)

EXIST. ROOF LEADER TO BE REPLACED W/ 3" PVC (8 C-5)

MAIN STREET

CHESTNUT STREET

ELM STREET

LOAN'S LN.

HIGHWAY BOUNDARY (TYP.)

MATCH LINE (THIS SHEET)

ADJUST GAS/WATER VALVE BOX AS REQ'D.; CONTRACTOR TO NOTIFY & COORDINATE W/ UTILITY CO. (ITEM 663.33) (TYP. FOR ALL VALVES)

EXIST. ROOF LEADER WITHIN HIGHWAY BOUNDARY TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADER TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADER WITHIN HIGHWAY BOUNDARY TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADER WITHIN HIGHWAY BOUNDARY TO BE REPLACED W/ 3" PVC (8 C-5)

CONSTRUCTION JOINT (3 C-5)

FIRE DEPT. CONC. APRON (REFER TO "FIRE DEPARTMENT CONCRETE APRON NOTES", DWG. C-1)

CONTROL JOINT (TYP.) (5 C-5)

EXIST. ROOF LEADER WITHIN HIGHWAY BOUNDARY TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. ROOF LEADER WITHIN HIGHWAY BOUNDARY TO BE REPLACED W/ 3" PVC (8 C-5)

EXIST. HATCH TO BE RESET AS REQ'D (TYP. OF ALL HATCHES / GRATES FULLY WITHIN THE HIGHWAY BOUNDARY (ITEM 655.17000011) (SEE NOTE 2, THIS SHEET) (10 C-5)

MAIN STREET

OAK STREET

CEDAR STREET

HIGHWAY BOUNDARY (TYP.)

NOTES:

1. EXISTING UNDERGROUND UTILITY SERVICE LINES SHALL BE LOCATED BY THE CONTRACTOR PRIOR TO EXCAVATING PROPOSED TREE PITS. NEW TREE PITS SHALL NOT BE LOCATED OVER EXISTING SERVICE LINES. ALTERNATIVE TREE PIT LOCATIONS SHALL BE AS DIRECTED IN THE FIELD BY THE ENGINEER.

2. IF THE EXISTING HATCH OR GRATE IS IN SUCH A CONDITION THAT IT CANNOT BE RESET, A NEW HATCH OR GRATE SHALL BE INSTALLED AFTER RECEIVING THE ENGINEER'S APPROVAL. (HATCH: ITEM 665.20040004; GRATE: ITEM 655.03110006)

20 0 20 40 60

Scale 1" = 20'

STATE OF NEW YORK — GEORGE E. POLLAS — 092452 — PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION
5	2/12/20	ISSUED FOR BID
4	1/29/20	PER NYSDOT
3	11/25/19	PER VILLAGE
2	9/6/19	PER NYSDOT
1	8/14/19	NYSDOT SUBMISSION

TITLE: SITE PLAN

PROJECT:

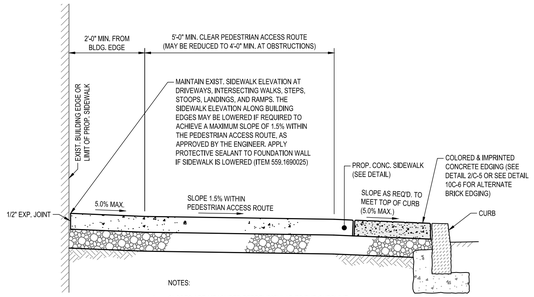
PROPOSED MAIN STREET SIDEWALKS IMPROVEMENT PROJECT

FEDERAL AID PROJECT
NYSDOT P.I.N. 8761.52

VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NEW YORK

JAMES J. HAHN ENGINEERING, P.C.
Putnam Business Park
1689 Route 22
Brewster, New York 10509
Tel: (845) 279-2220

SCALE: 1" = 20' | DATE: 6/6/19
DRAWING NO.: C-4 | SHEET NO.: 4 OF 7

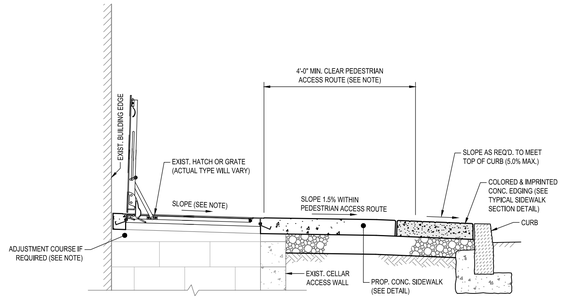


NOTES:

1. SLOPES ARE MEASURED PERPENDICULAR TO THE CURBLINE.
2. EXISTING SIDEWALK HATCHES SHALL BE ADJUSTED TO MATCH THE SLOPE OF THE NEW SIDEWALK IF NECESSARY. SEE DETAIL "TYPICAL SIDEWALK SECTION AT HATCH OR GRATE".

1A TYPICAL SIDEWALK SECTION

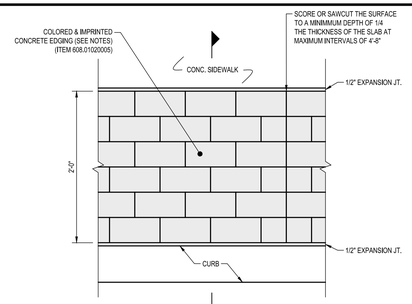
SCALE: 1/2" = 1'-0"



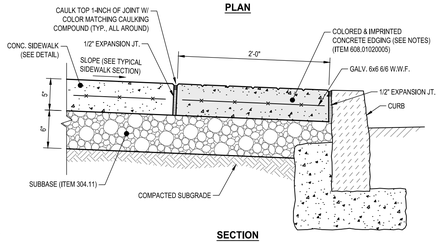
NOTE:
THE SIDEWALK HATCH/GRATE MAY BE SLOPED UP TO 5.0% IF A 4'-0" MINIMUM CLEAR PEDESTRIAN ACCESS ROUTE AT 1.5% SLOPE IS ACHIEVABLE. IF ANY PORTION OF THE FRAME IS WITHIN THE PEDESTRIAN ACCESS ROUTE, THE FRAME MUST BE SLOPED AT 1.5% AND THE FINISHED GRADE ALONG THE BUILDING EDGE LOWERED IF REQUIRED, AS APPROVED BY THE ENGINEER (ITEM 655.17000011).

1B TYPICAL SIDEWALK SECTION AT HATCH OR GRATE

SCALE: 1/2" = 1'-0"



PLAN



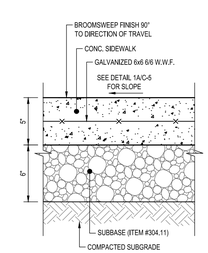
SECTION

NOTES:

1. CONCRETE COLOR TO MATCH COLOR OF EXISTING PAVERS ALONG MAIN STREET NEAR THE CHESTNUT STREET INTERSECTION.
2. IMPRINT PATTERN TO SIMULATE RUNNING BOND PATTERN OF 4" x 8" BRICK PAVERS.

2 COLORED & IMPRINTED CONCRETE EDGING

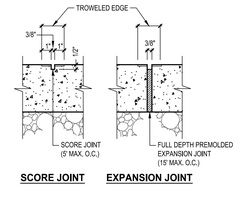
SCALE: 1" = 1'-0"



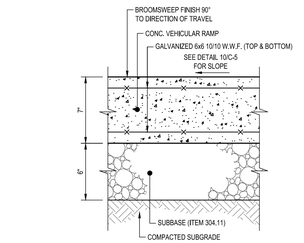
SECTION

3 CONCRETE SIDEWALK

(ITEM 608.0101) N.T.S.



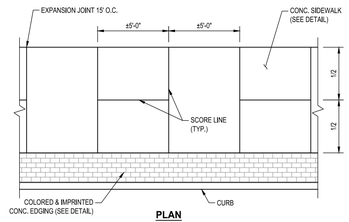
SCORE JOINT EXPANSION JOINT



SECTION

4 CONCRETE SIDEWALK AT VEHICULAR RAMP

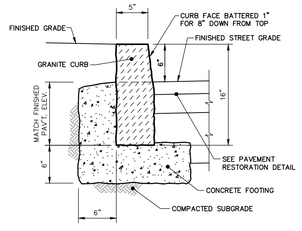
(ITEM 608.0101) N.T.S.



PLAN

5 TYPICAL SIDEWALK SCORING PATTERN

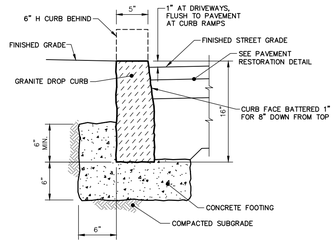
(ITEM 608.0101) SCALE: 3/16" = 1'-0"



SECTION

6 GRANITE CURB

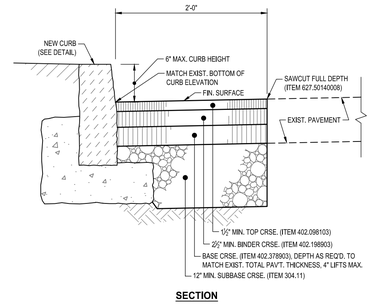
(ITEM 609.0204) N.T.S.



SECTION

7 GRANITE DROP CURB

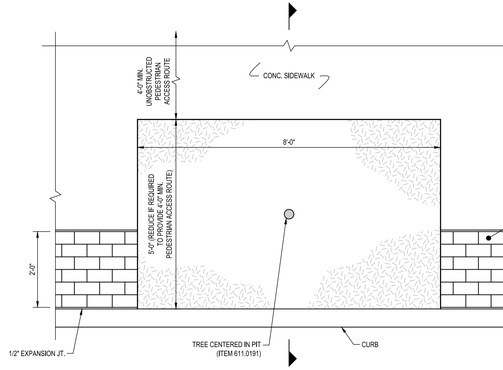
(ITEM 609.0204) N.T.S.



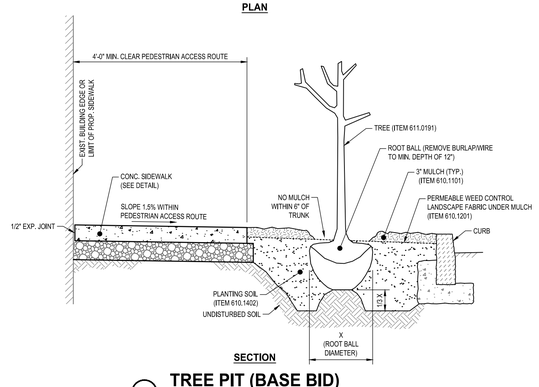
SECTION

8 PAVEMENT RESTORATION AT NEW CURB

SCALE: 1" = 1'-0"



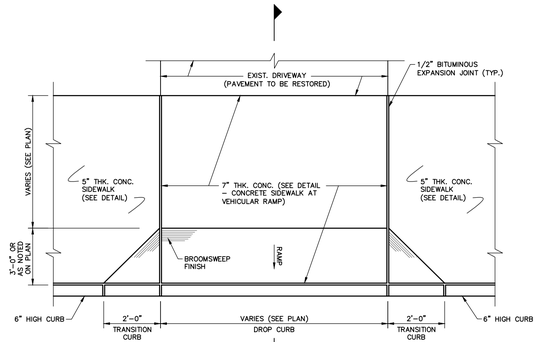
PLAN



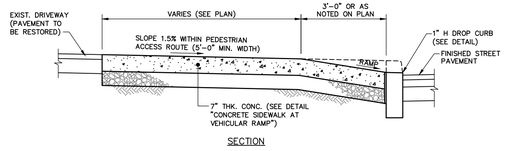
SECTION

9 TREE PIT (BASE BID)

SCALE: 1/2" = 1'-0"



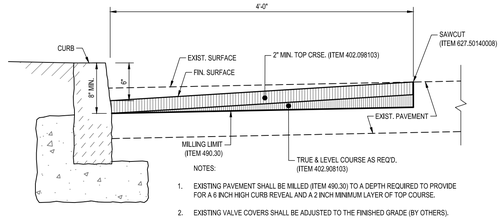
PLAN



SECTION

10 VEHICULAR RAMP

N.T.S.



NOTES:

1. EXISTING PAVEMENT SHALL BE MILLED (ITEM 490.30) TO A DEPTH REQUIRED TO PROVIDE FOR A 6 INCH HIGH CURB REVEAL AND A 2 INCH MINIMUM LAYER OF TOP COURSE.
2. EXISTING VALVE COVERS SHALL BE ADJUSTED TO THE FINISHED GRADE (BY OTHERS).
3. PROVIDE TACK COAT ON MILLED AND SAWCUT SURFACES.

SECTION

11 PAVEMENT MILLING & REPLACEMENT

SCALE: 1" = 1'-0"

REV.	DATE	DESCRIPTION
5	2/12/20	ISSUED FOR BID
4	1/29/20	PER NYSDOT
3	11/25/19	PER VILLAGE
2	9/6/19	PER NYSDOT
1	8/14/19	NYSDOT SUBMISSION

TITLE: DETAILS (SHEET 1)

PROJECT:
PROPOSED MAIN STREET SIDEWALKS IMPROVEMENT PROJECT

FEDERAL AID PROJECT
NYSDOT P.I.N. 8761.52

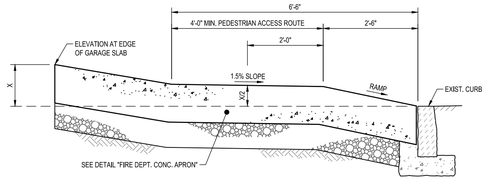
VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NEW YORK

STATE OF NEW YORK * GEORGE E. POLAN * LICENSED PROFESSIONAL ENGINEER * 062452

JAMES J. HAHN ENGINEERING, P.C.
Putnam Business Park
1689 Route 22
Brewster, New York 10509
Tel: (845) 279-2220

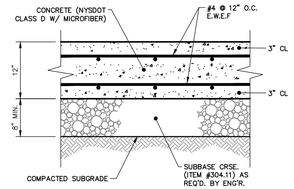
SCALE: AS NOTED
DATE: 6/6/19
DRAWING NO.: C-5
SHEET NO.: 5 OF 7

H:\Dobbs Ferry\19004\Main St Sidewalks\details\details 19004 dwg 2/12/2020 9:10:04 AM



1 TYPICAL FIRE DEPT. CONCRETE APRON PROFILE

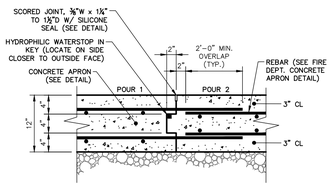
SCALE: 1/2" = 1'-0"



SECTION

2 FIRE DEPT. CONCRETE APRON

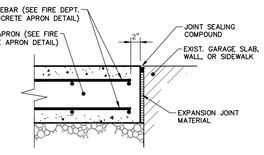
(ITEM 608.0101) N.T.S.



SECTION

3 FIRE DEPT. APRON CONSTRUCTION JOINT

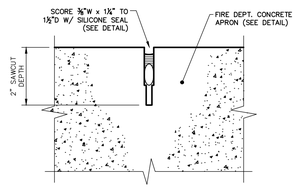
(ITEM 608.0101) N.T.S.



SECTION

4 FIRE DEPT. APRON EXPANSION JOINT

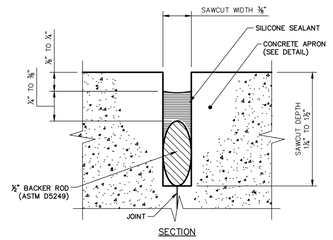
(ITEM 608.0101) N.T.S.



SECTION

5 CONTROL JOINT

(ITEM 608.0101) N.T.S.



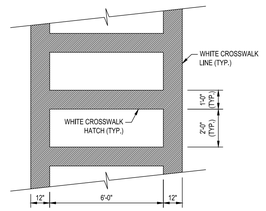
SECTION

6 SILICONE SEAL

(ITEM 608.0101) N.T.S.

NOTES:

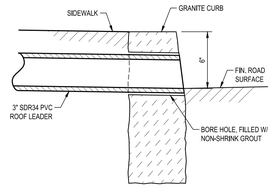
1. PAVEMENT MARKINGS SHALL BE EPOXY PAINT MEETING N.Y.S.D.O.T. REQUIREMENTS.
2. DETAIL HEREON REFERENCES N.Y.S.D.O.T. STANDARD SHEETS 685-01.



PLAN

7 CROSSWALK PAVEMENT MARKING (TYPE LS)

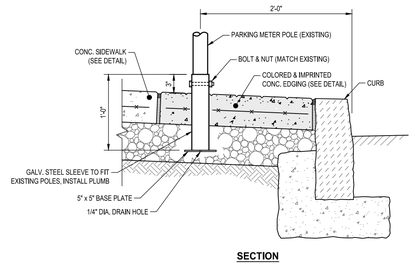
(ITEM 685.01) N.T.S.



SECTION

8 ROOF LEADER DISCHARGE THRU CURB

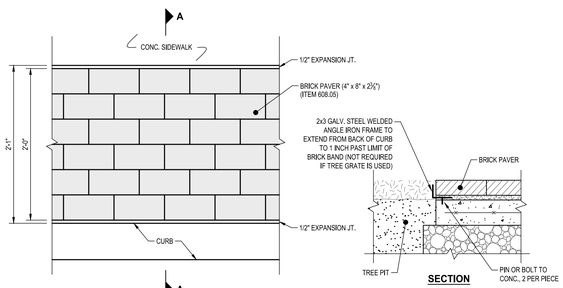
(ITEM 576.2001) N.T.S.



SECTION

9 PARKING METER SLEEVE

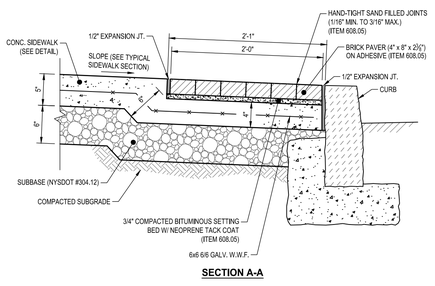
(ITEM 634.06010007) SCALE: 1" = 1'-0"



PLAN

SECTION

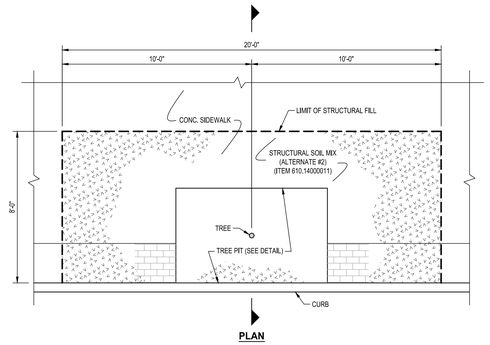
STEEL FRAME AT TREE PIT



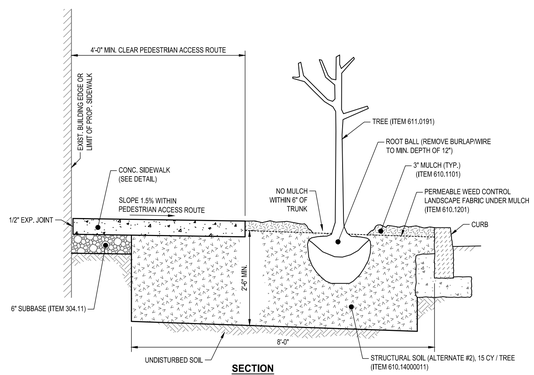
SECTION A-A

10 BRICK PAVER EDGING (ALTERNATE #1)

SCALE: 1" = 1'-0"



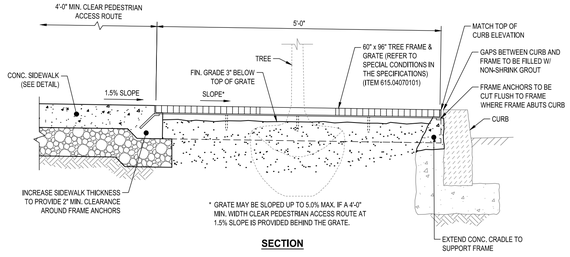
PLAN



SECTION

11 TREE PIT W/ STRUCTURAL SOIL MIX (ALTERNATE #2)

N.T.S.



SECTION

12 TREE GRATE (ALTERNATE #3)

SCALE: 3/4" = 1'-0"

REV.	DATE	DESCRIPTION
5	2/12/20	ISSUED FOR BID
4	1/29/20	PER NYSDOT
3	11/25/19	PER VILLAGE
2	9/6/19	PER NYSDOT
1	8/14/19	NYSDOT SUBMISSION

STATE OF NEW YORK · GEORGE E. POLLAS · 082452 · LICENSED PROFESSIONAL ENGINEER

TITLE: DETAILS (SHEET 2)

PROJECT: PROPOSED MAIN STREET SIDEWALKS IMPROVEMENT PROJECT

FEDERAL AID PROJECT
NYSDOT P.I.N. 8761.52

VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NEW YORK

JAMES J. HAHN ENGINEERING, P.C.
Putnam Business Park
1689 Route 22
Brewster, New York 10509
Tel: (845) 279-2220

SCALE: AS NOTED | DATE: 6/6/19
DRAWING NO.: C-6 | SHEET NO.: 6 OF 7

GENERAL NOTES:

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

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

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

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

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

6. JOINTS BETWEEN SIDEWALKS, CURB RAMPS, TURNING SPACES AND ROADWAYS SHALL BE FLUSH AND FREE FROM ABRUPT VERTICAL CHANGES GREATER THAN 1/4". VERTICAL SURFACE DISCONTINUITIES BETWEEN 1/4" AND 1/2" SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE JOINT. SEE DETAIL

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

8. CURB RAMPS AND BLENDED TRANSITIONS MAY REQUIRE THE INSTALLATION OF DETECTABLE WARNINGS. SEE ADDITIONAL "DETECTABLE WARNING NOTES" ON THIS SHEET, AND DETAILS ON SHEET C-7 FOR DIMENSIONS, ORIENTATION AND INSTALLATION.

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

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

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

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

    A. 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.

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

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

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

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

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

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

18. WHERE EXISTING ROADWAYS ARE SAWCUT 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.

CURB RAMP NOTES:

19. THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4′-0".

20. THE GRADE (RUNNING SLOPE) OF A CURB RAMP SHALL BE A MINIMUM OF 5%. 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%.

21. 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.

22. 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 C-7 TO TIE INTO THE DROP CURB.

23. RAMP SIDE OPTIONS ARE DETAILED ON SHEET C-7 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.

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

25. 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:

26. 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.

27. 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 BE 4′-0" X 5′-0" MINIMUM. THE 5′-0" DIMENSION SHALL BE PROVIDED PERPENDICULAR TO THE CONSTRAINT.

28. 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 ANY DIRECTION.

29. 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:

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

    A. CURB RAMPS AND BLENDED TRANSITIONS AT PEDESTRIAN STREET CROSSINGS.

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

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

31. 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.

32. 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.

33. 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.

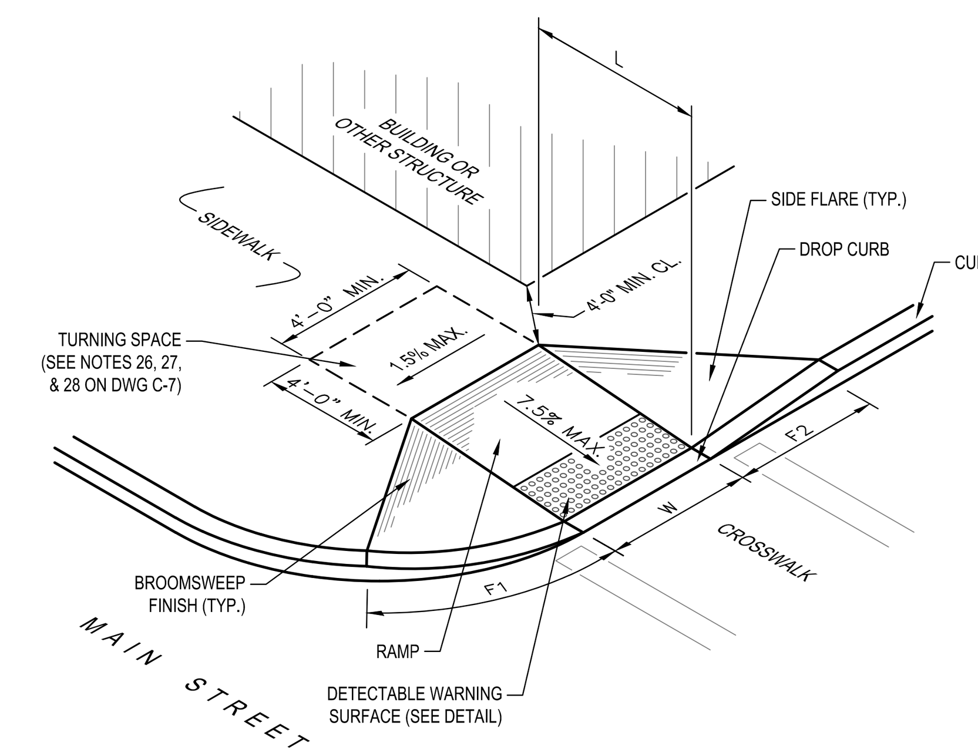
34. ON SLOPES OF 5% OR GREATER, THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE LOWER GRADE BREAK ON THE RAMP RUN. WHERE DOMES ARE ARRAYED RADIALLY THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON SHEET 2. ON SLOPES LESS THAN 5%, DOME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

35. 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 CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.

CURB RAMP SCHEDULE										
CURB RAMP #	W	L	F1	F2	NON-COMPLIANT ELEMENT(S)					
					RAMP CROSS SLOPE (2.0% MAX.)	RAMP RUNNING SLOPE (8.3% MAX.)	SIDE FLARE SLOPE (F1) (25.0% MAX.)	SIDE FLARE SLOPE (F2) (9.5% MAX.)	TURNING SPACE SLOPE (2.0% MAX.)	COUNTER SLOPE (5.0% MAX.)
1	4'-0"	3'-0"	2'-3"	5'-8"	7.5%	10.7%	-	15.5%	-	-
3	4'-0"	3'-0"	6'-3"	7'-0"	8.6%	-	-	20.6%	4.0%	-
4	4'-0"	3'-0"	2'-2"	2'-1"	7.8%	8.7%	-	31.1%	3.2%	-
5	4'-11" (EXIST. CURB TO REMAIN)	2'-0"	3'-10" (EXIST. CURB TO REMAIN)	5'-6" (EXIST. CURB TO REMAIN)	12.3%	-	-	21.6%	10.7%	-
6	5'-4" (EXIST. CURB TO REMAIN)	4'-11"	6'-0" (EXIST. CURB TO REMAIN)	5'-4" (EXIST. CURB TO REMAIN)	6.4%	16.6%	-	17.6%	8.2%	-
7	4'-0" (EXIST. CURB TO REMAIN)	5'-4"	2'-0" (EXIST. CURB TO REMAIN)	2'-2"	5.5%	10.0%	-	-	-	-

NOTES:

1. REFER TO DWG. C-7 FOR ADDITIONAL DETAILS AND NOTES.



1 **CURB RAMP #1, 3, 4, 5, 6, & 7**

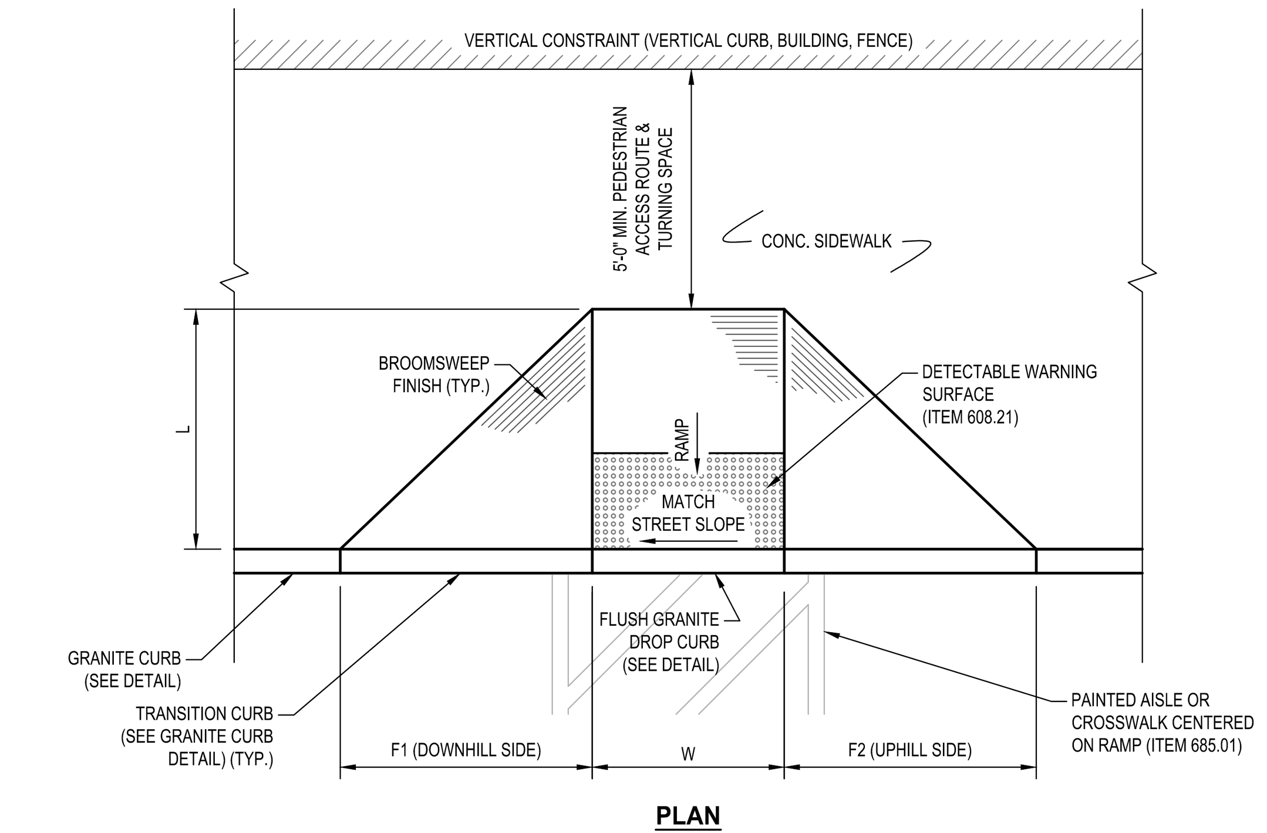
N.T.S.

CURB RAMP SCHEDULE										
CURB RAMP #	W	L	F1	F2	NON-COMPLIANT ELEMENT(S)					
					RAMP CROSS SLOPE (2.0% MAX.)	RAMP RUNNING SLOPE (8.3% MAX.)	SIDE FLARE SLOPE (F1) (9.5% MAX.)	SIDE FLARE SLOPE (F2) (9.5% MAX.)	TURNING SPACE SLOPE (2.0% MAX.)	COUNTER SLOPE (5.0% MAX.)
2	4'-0"	4'-6"	SEE NOTE 1	SEE NOTE 1	2.25%	19.2%	-	-	-	25.7%
8	4'-0"	5'-5"	SEE NOTE 1	5'-3"	4.9%	11.3%	-	14.5%	5.1%	13.6%

NOTES:

1. TRANSITION CURB LENGTH AS REQUIRED TO ACHIEVE 9.5% MAXIMUM SLOPE.

2. REFER TO DWG. C-7 FOR ADDITIONAL DETAILS AND NOTES.

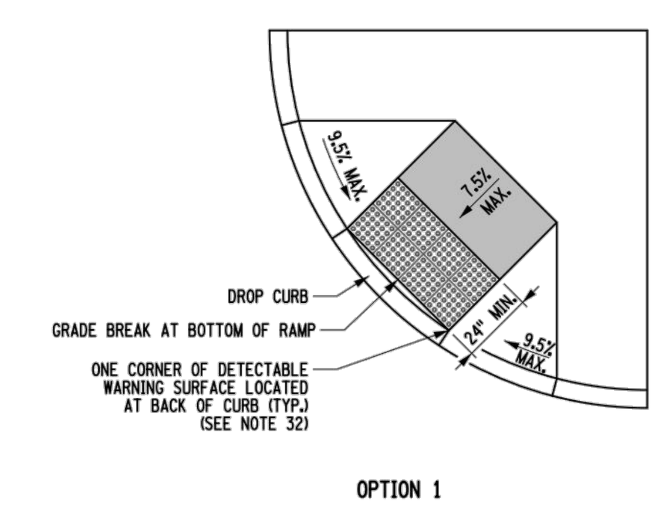


PLAN

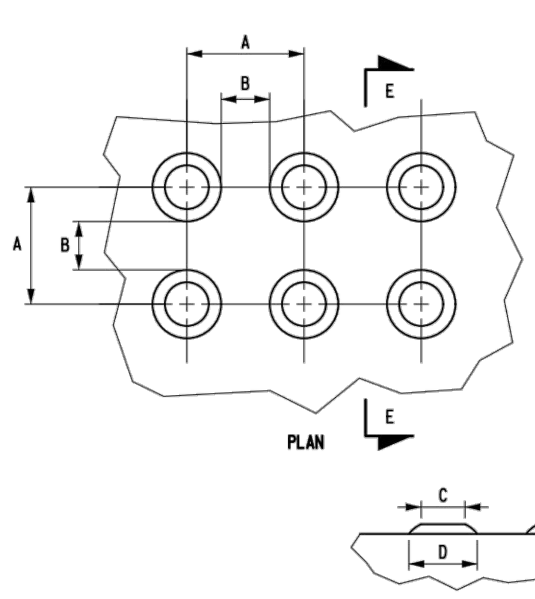
2 **CURB RAMP #2 & 8**

SCALE: 1/4" = 1'-0"

NOTE: DETECTABLE WARNING SURFACES SHALL BE EMBEDDED PLASTIC SHEETS (BRICK RED).



DETECTABLE WARNING SURFACE (DWS) PLACEMENT



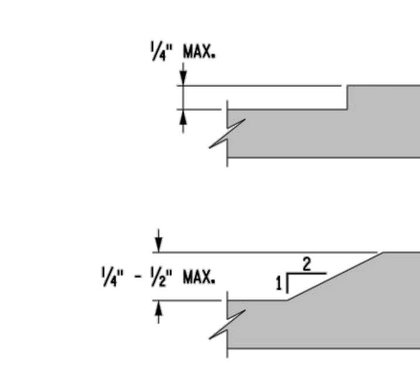
TRUNCATED DOME DIMENSIONS		
DIM.	MIN. (IN)	MAX. (IN)
A	1.6"	2.4"
B	0.65"	1.5"
C	50% - 65% OF D DIM.	
D	0.9"	1.4"

DETECTABLE WARNING SURFACE (DWS) TRUCATED DOME DETAILS

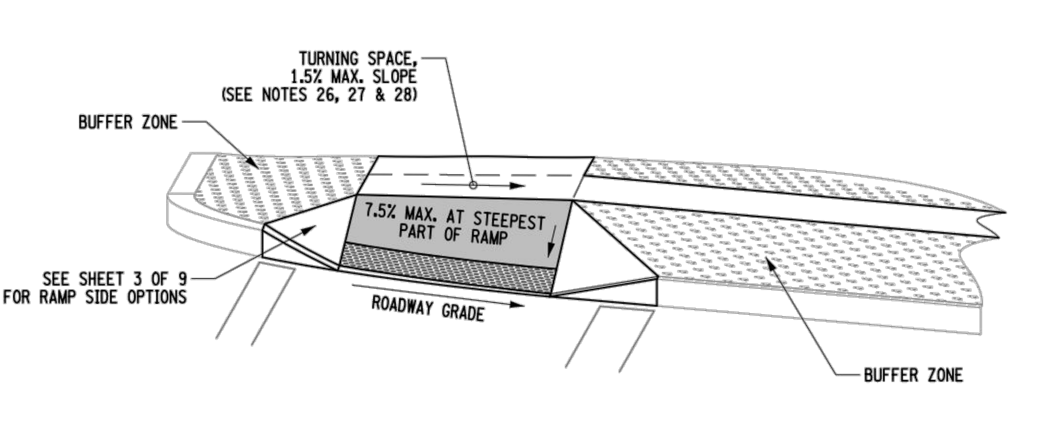
DESIGN ELEMENT TOLERANCES		
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5% MAX.	2.0% MAX.
SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11	4.5% MAX.	5.0% MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21	7.5% MAX.	8.3% MAX.
BLENDED TRANSITION GRADE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

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

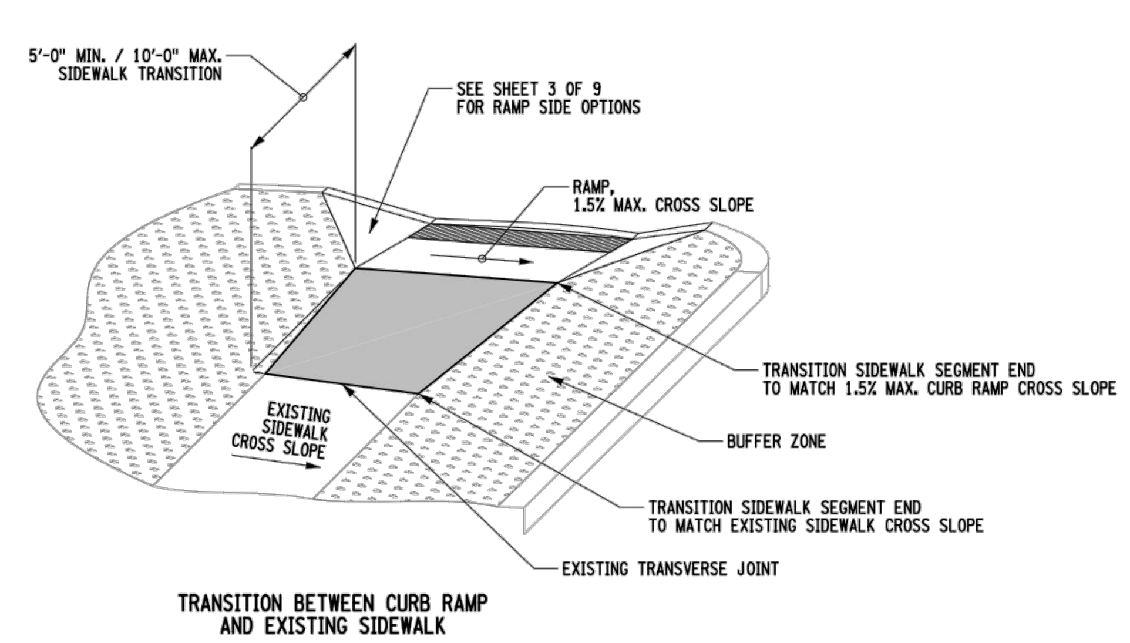
FOR ADDITIONAL REQUIREMENTS AND TOLERANCES, SEE "CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND CONSTRUCTION OF PEDESTRIAN FACILITIES" AVAILABLE ON THE NYSDOT HIGHWAY DESIGN MANUAL CHAPTER 18 WEBSITE.



VERTICAL SURFACE DISCONTINUITIES

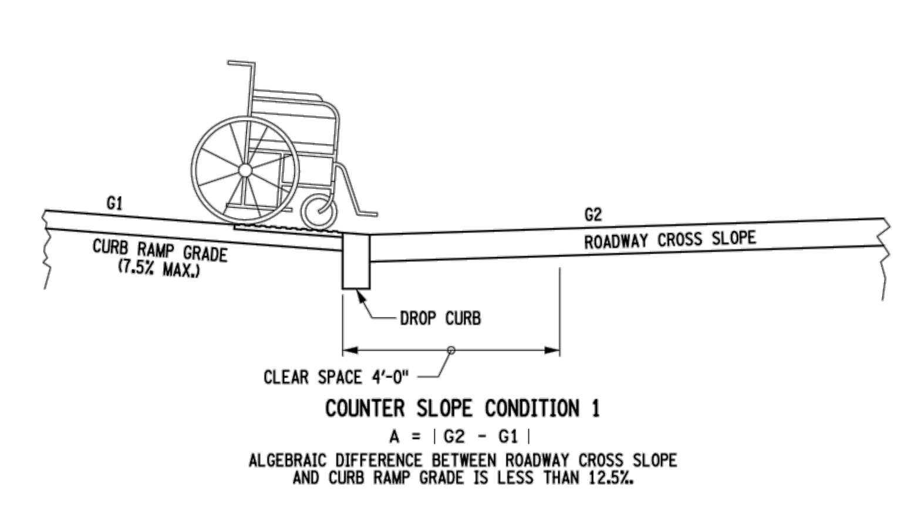


CURB RAMP CROSS SLOPE TRANSITION



TRANSITION BETWEEN CURB RAMP AND EXISTING SIDEWALK

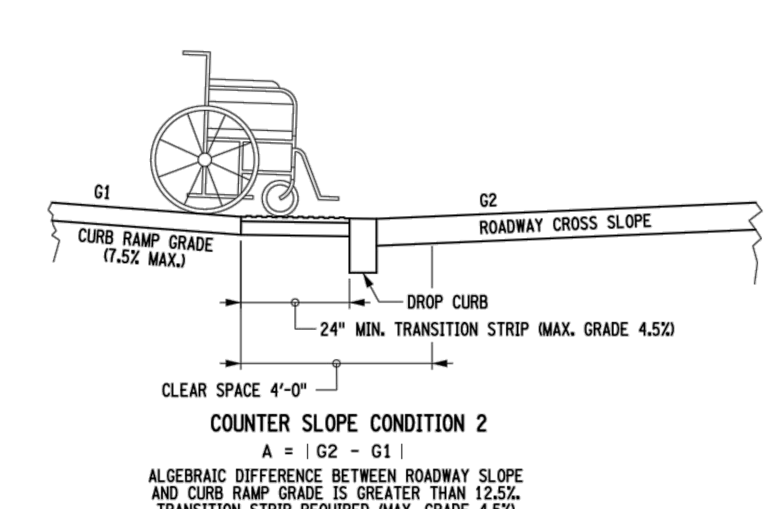
USE FOR CROSS SLOPE AND WIDTH TRANSITIONS



COUNTER SLOPE CONDITION 1

A = | G2 - G1 |

ALGEBRAIC DIFFERENCE BETWEEN ROADWAY CROSS SLOPE AND CURB RAMP GRADE IS LESS THAN 12.5%.



COUNTER SLOPE CONDITION 2

A = | G2 - G1 |

ALGEBRAIC DIFFERENCE BETWEEN ROADWAY CROSS SLOPE AND CURB RAMP GRADE IS GREATER THAN 12.5%. TRANSITION STRIP REQUIRED (MAX. GRADE 4.5%).

CURB RAMP TRANSITIONS

NOTE:
DETAILS (EXCEPT FOR DETAILS 1 & 2) AND NOTES HEREON REFERENCE N.Y.S.D.O.T. STANDARD SHEETS 608-01.

REV.	DATE	DESCRIPTION
4	2/12/20	ISSUED FOR BID
3	1/29/20	PER NYSDOT
2	9/6/19	PER NYSDOT
1	8/14/19	NYSDOT SUBMISSION

TITLE: CURB RAMP DETAILS & NOTES

PROJECT: PROPOSED
MAIN STREET SIDEWALKS IMPROVEMENT PROJECT
FEDERAL AID PROJECT
NYSDOT P.I.N. 8761.52
VILLAGE OF DOBBS FERRY, WESTCHESTER COUNTY, NEW YORK

JAMES J. HAHN ENGINEERING, P.C.
Putnam Business Park
1689 Route 22
Brewster, New York 10509
Tel: (845) 279-2220

SCALE: AS NOTED | DATE: 6/6/19 | DRAWING NO.: C-7