ELEVATION-steel facing

N.Y.S.

NOTES:
1. Expansion Joints in the steel curb facings and concrete backings shall be at a maximum spacing of 4 feet.
2. The expansion joints of the curb and steel curb facings shall line up with the expansion joints of the concrete backings, whenever possible.
3. No piece of steel curb facings heavier than two 20 gauge stainless steel sheets may be installed unless it is welded to the adjacent steel curb facings.
4. 1/2" dia. x 8" headed anchor studs (Crisalix or solid flux filled) may be substituted.
5. Structural Steel (A.S.A. Specification)
   a. Surface to be cleaned and painted as per N.Y.C.D.O.T. Standard Highway Specifications, Section 22.6. Color of top coat shall be gray as approved by the Engineer.
6. Where two or more pieces of steel curb facings are joined but not welded, two (2) one-half inch holes, twenty-four (24) inches long shall be inserted into the concrete backings, one-half inch at each side of the joint.
7. Concrete to be Class B, Air-Entrained.
8. Corner curb and vertical face will be acceptable for corner curbs providing the edges are waffled to form a transition with adjacent battered face curbs.

Typical section

N.Y.S.
TRIPLE UNIT = 180°
DOUBLE UNIT = 120°
SINGLE UNIT = 60°

SECTION B-B
WHITE REFLECTIVE PAINT
5/8" D-10 US. LAG SCREWS

SECTION B-B (1/2"

ELEVATION

GENERAL NOTES:
1. ALL TIMBER AND LUMBER TO BE DENSE STRUCTURAL GRADE DOUGLAS FIR OR LUSCIFOLIUM YEW FIP
2. WHITE AND ORANGE EXTERIOR ENSOLE.
3. WHITE TO BE REFLECTORIZED.

SECTION C-C

DETAIL "A"

4" X 4" POST

RED "SCOTCHPLATE" NO. 3072 OR EQUAL. ALL AROUND POST, TACK ON SURFACES OPPOSITE TRAFFIC SIDE.

1/2" DOWEL HOLE

WHITE ORANGE

12" X 12" TIMBER

VERSICAL STRIPES ON THOSE EXPOSED SURFACES

SPICED PLATE SEE DETAIL "A"

NUT & WASHER TO ACCOMPANY 1/2" DIA. HOLE

10" X 10" TIMBER CRUD

3/4" DIA. STUD

2-5/8" SPLICE PLATE

PULL PLATE

3/8" I.D. 1-1/2" X 10" HARDWARE

LAP, LAG, OR WOOD SCREW AS DESIRED
NOTES:
1. ALL TIMBER SHALL BE DOUGLAS FIR, GRADE NO. 1 OR EQUAL.
2. ALL WORK SHALL CONFORM WITH NATIONAL DESIGN SPECIFICATIONS FOR STRESS GRADE LUMBER AND ITS FASTENINGS.
3. ALL PAINTING SHALL BE ON TRAFFIC FACE, 3-COATS APPROVED GRADE AND STAIN RESISTANT REFLACTORIZED WHITE.
4. ALL ELECTRICAL WORK FOR BARRICADE LIGHTING SHALL CONFORM TO THE DETAILS SHOWN ON D.H.S.S. E.E. STANDARD DRAWING NO. 1.02.00 AND IN D.H.S.S. E.E. "GENERAL SPECIFICATION FOR THE INSTALLATION OF LIGHTING SYSTEMS."
5. THIS STANDARD APPLIES FOR BOTH BATTERY OPERATED FLASHING UNITS OR ELECTRICAL UNITS AS ShOWN. PROJECT SPECIFICATIONS WILL DICTATE THE TYPE OF POWER SUPPLY.
NOTES:

1. 10" x 1/4" ROLLED HEAT TREATED STEEL CURB ANCHORS (SOLID OR STUD) PLUS CORRUGATED PLASTIC MAY BE SUBSTITUTED.

2. STRUCTURAL STEEL AS PER ASTM DESIGNATION A36.

3. CURB FACING TO BE CLEARLY AND PAINTED AS PER SPECIFICATION 2.5' OF THE UN-CONTRACTED HIGHWAY SPECIFICATION. THE COLOR OF TOP COAT SHALL BE GREEN AS APPROVED BY THE ENGINEER.

4. CONCRETE TO BE CLASS B-52, TYPE IV-A.

5. 3'-6" TO 5'-0" AS ORDERED BY THE ENGINEER EXCEPT FOR THE FIRE DEPARTMENT DRIVEWAYS WHICH WILL SLOPE STRAIGHT BACK TO THE PROPERTY LINE. FIRE DEPARTMENT DRIVEWAYS SHALL BE TYPE II SIDEWALK DIE-380.

SECTION M-M

THEORETICAL TOP OF CURB
CURB LINE
SLOPE IN ACCORDANCE WITH STANDARD SIDEWALK REGULATIONS ON FILE. SEE NOTE #3
TOP OF DROP CURB ROADWAY
1'-5/8" REVEAL
TOP OF DRIP CURB ROADWAY
SLOPE IN ACCORDANCE WITH STANDARD SIDEWALK REGULATIONS ON FILE. SEE NOTE #3
1. Extend Fence Height - Section
   - Use existing top rail & fitting
   - New extension rail:
     - Use Existing
     - CSU 3.065
     - A790-A718
     - 10.9 bolt flat
     - 10.9 bolt flat
     - 10.9 bolt flat
     - 10.9 bolt flat

2. Different Curb Elevations
   - Flat cap
   - End cap
   - Tension bar
   - Tension bar
   - Curb
   - Curb
   - Gravel fill
   - Concrete fill
   - Curtain joint
   - Sidewalk to be re-aligned
   - Sidewalk to be re-aligned
   - Sidewalk to be re-aligned

3. Supply New Portal
   - Chain link fence under 8'-high
     - Posts caps
     - End fittings - both sides
     - Tension bar & base
     - New end posts
     - End fittings - both sides
     - New base
     - End fittings - both sides

4. Protective End Piece
   - Replace fence post 30'-0" HT. & OVER
     - New extended schedule end post
     - Post rail welded to end post
     - New extended schedule end post
     - Concrete fill
     - Reinforcement bars
     - Concrete footing

5. Replace Fence Post 30'-0" HT. & OVER
   - New extended schedule end post
     - Post rail welded to end post
     - Concrete fill
     - Reinforcement bars
     - Concrete footing

6. Replace Fence Post Up to 6'-0"
   - New extended schedule end post
     - Post rail welded to end post
     - Concrete fill
     - Reinforcement bars
     - Concrete footing

SCHEDULE FOR POST INSERTS

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New York City
Department of Transportation

Chain Link Fence - Special Conditions

Checked:___
Date:___

Approved:___
Date:___

Drawn:___
Date:___

Scale:___
Revision:___

Department of Design + Construction
8" WIDE BLACK NON-REFLECTORIZED PINTAILED STRIPES, ALTERNATING WITH 1/32" REFLECTORIZED BLACK STRIPES FOR FULL LENGTH, UPPER AND LOWER RAIL.

CROSS SECTION THROUGH GUARD RAIL SPlice
N.T.S.

RECESS 1/4" DEEP X 1-1/4" DIA.

HARDWARE
N.T.S.
DESIGN SPECIFICATIONS

SIZE LIMITATIONS

WIDTH
THE WIDTH OF THE CANOPY IS LIMITED TO THE WIDTH OF THE ENTRANCE TO THE BUILDING OR PLACE OF BUSINESS, BUT IN NO CASE MAY THE WIDTH BE LESS THAN FOUR FEET.

HEIGHT
THE BOTTOM OF THE COVERINGS OF THE CANOPY SHALL NOT BE LESS THAN EIGHT FEET ABOVE THE SIDEWALK.

LENGTH
THE CANOPY MAY EXTEND FROM THE BUILDING TO NO MORE THAN A MIN. OF ONE FOOT OR A MAX. OF 2 FEET FROM CURB LINES.

COVERING MATERIAL
MAY BE OF FLAMEPROOF CANVAS OR CLOTH, APPROVED SLOW BURNING PLASTIC, SHEET METAL, OR OTHER EQUIVALENT MATERIAL.

COLOR
MUST COORDINATE WITH THE ARCHITECTURE OF THE BUILDING THAT IT IS INTENDED FOR AND ALSO BE IN KEEPING WITH THE SURROUNDING AREA.

PAINTING
WHERE FRAMEWORK IS IRON, STEEL, OR GALVANIZED, IT SHALL BE PAINTED AT A MAXIMUM OF FIVE YEAR PERIODS THEREAFTER.

LETTERING
LETTERING ON COVERING MAY BE OF A PAINTED, IMPRINTED OR STENCILLED TYPE AS APPROVED AND SHALL BE LIMITED TO A SINGLE HORIZONTAL LINE OF LETTERING ON EACH SIDE FACE OF THE CANOPY COVERING. THE SIZE OF THE AREAS OF THE PERMITTED CANOPY LETTERING AND THE SIGNS ON THE BUILDING WITH WHICH THE CANOPY IS CONNECTED SHALL NOT EXCEED THE MINIMUM LIMITS ESTABLISHED IN THE ZONING RESOLUTION OF THE CITY OF NEW YORK.

SIDE CURTAINS
NO SIDE CURTAINS ARE PERMITTED.

SUPPORT AND FRAMEWORK MATERIAL
SUPPORTING FRAMEWORK SHALL BE CONSTRUCTED OF NON-COMBUSTIBLE METAL. MEMBERS VERTICAL UPRIGHTS SHALL BE OF SUFFICIENT SIZE AND STRENGTH AND SHALL BE NO LESS THAN A STANDARD STEEL PIPE 1 1/4 INCH DIAMETER. WHERE SPECIAL CONSTRUCTION IS USED INSTEAD OF PIPE, THE DESIGN SHALL BE EQUIVALENT TO THE ABOVE NOTED MINIMUM STANDARD FOR PIPE.

CONSTRUCTION
THE VERTICAL UPRIGHTS SHALL BE IMBEDDED IN A CONCRETE FOOTING OF ADEQUATE SIZE DESIGNATED TO TAKE CARE OF WIND UPLIFT. INTERMEDIATE SUPPORTS OR DIAGONAL BRACINGS FOR VERTICAL SUPPORTS ARE NOT PERMITTED EXCEPT FOR ADDITIONAL UPRIGHT SUPPORTS AT THE FACE OF THE BUILDING.

REPAINTING
WHERE INITIALLY PAINTED, IT SHALL BE REPATIATED AT A MAXIMUM OF FIVE YEAR INTERVALS.

LIGHTING
AREA UNDER CANOPY COVERING SHALL BE LIGHTED TO THE SATISFACTION OF THE NYC DEPARTMENT OF TRANSPORTATION. LIGHTING INSTALLATION MUST BE MADE BY A LICENSED ELECTRICIAN AND APPROVED BY THE NYC DEPARTMENT OF TRAFFIC OPERATIONS, STREET LIGHTING SECTION.
TYPICAL PAVEMENT KEY

5" MINIMUM (OR TO TOP OF BASE) UNLESS OTHERWISE GOVERNING

2'-0"

REMOVE ALL MATERIAL WITHIN KEY AND DISPOSE OF AWAY FROM SITE AS DIRECTED BY THE ENGINEER

CHISEL, CUT EDGE

CURB

EXISTING ASPHALTIC WEARING COURSE

CONCRETE BASE, ASPHALT BASE OR STONE BASE

RUNWAY }

VARIABLE

STRAIGHT, SAW-CUT EDGE APPLY TACK COAT TO ALL SURFACES

LIMITS OF ASPHALT OVERLAY
SECTION
N.T.B.

NOTE:
ADJUST ALL MANHOLE, GRATES,
CATCH BASINS, VALVE BOXES, ETC.
WITHIN AREA OF RESURFACING.
NOTES:
1. TYPE I CONSTRUCTION JOINT TO BE USED FOR LONGITUDINAL ROADWAY JOINTS.
2. TYPE II CONSTRUCTION JOINT SHALL BE INSTALLED ON ALL TRANSVERSAL ROADWAY JOINTS.
3. ALL ASPHALT JOINTS SHALL BE SAW-CUT, FULL DEPTH. TACK COAT TO BE APPLIED TO ALL SURFACES. JOINT SHALL BE PARALLEL TO CURBLINE OR AS OTHERWISE DIRECTED.
NOTES:
1. ALL EXPOSED SURFACES TO BE STEEL, TROWEL FINISHED.
2. THE MATERIAL UNDERLYING THE CURB SHALL BE SATISFACTORY AND
   THOROUGHLY COMPACTED TO THE SATISFACTION OF THE ENGINEER.
3. PERFORATED JOINT FILLER TO BE USED AT ALL EXPANSION JOINTS.
   THICKNESS OF EXPANSION JOINT TO MATCH THAT OF ADJACENT 
   MATERIALS.
4. COLOR TO BE AS DIRECTED.
NOTE:
AUTHORIZATION REQUIRED BY N.Y.C. DEPT. OF BUILDINGS & DEPT. OF ENVIRONMENTAL PROTECTION FOR NEW INSTALLATIONS.

EXPLANATION:
- **EXPANSION JOINT (TYP)**
- **CONCRETE SIDEWALK**
- **W.R.M. 2 x 2 x 6**
- **CONCRETE CURB 3"**
- **6" FLOODING MATERIAL (TYP)**
- **DRAINAGE PIPE 4"**
- **CONCRETE CRADLE 4"**

**SECTION A-A**
- **SINGLE DRAIN (AS SHOWN)**

**MULTIPLE DRAIN**
- **12" 1/2" DEEP CONCRETE EJ BOX WITH STEEL COVER**
- **12" 1/2" DEEP CONCRETE EJ BOX WITH STEEL COVER**
- **PROPERTY LINE**
- **PROPERTY LINE**

**UNDER SIDEWALK DRAIN**

New York City
Department of Transportation

Checked by: 1/28

Approved: 7/10
TYPICAL TYPE II BREAKAWAY BARRICADE UNIT
ALTERNATIVE ‘B’
NOT TO SCALE

NOTES:
1. ALL PIPE SHALL BE Polyvinyl Chloride (PVC) PRESSURE RATED PIPE 600 PSI ORder E or Astraseal.
2. JOINT FITTINGS SHALL BE PVC ASTM D2668.
3. ALL PIPE SHALL BE WHITE. WHITE FITTINGS ARE PREFERRED, BLACK MAY BE USED.
4. CEMENT CEMENT ASTM D2664 TYPE 1.
5. ALUMINUM FACE PANELS N.Y.S.D.O.T. 730-B.
6. REFLECTIVE SHEETING N.Y.S.D.O.T. 730-B.01 OR 730-B.02.
7. PAN HEAD METAL SCREWS N.Y.S.D.O.T. 750-A.
8. ALL JOINTS TO BE GLUED.

TYPICAL TYPE III BREAKAWAY BARRICADE UNIT
ALTERNATIVE ‘B’
NOT TO SCALE

NOTES:
1. ALL PIPE SHALL BE Polyvinyl Chloride (PVC) PRESSURE RATED PIPE 600 PSI ORder E or Astraseal.
2. JOINT FITTINGS MAY BE PVC ASTM D2668 OR PVC/CPVC BUTTERSCOTCH SYMPATEX UG-0150 160°F (ORANGE AND WHITE, ORANGE AND ORANGE, OR RED AND WHITE).
3. ALL PIPE SHALL BE WHITE. WHITE FITTINGS ARE PREFERRED, BLACK MAY BE USED.
4. ALL JOINTS SHALL BE SEPARATE UPON VEHICLE IMPACT.
5. SHOES CONCRETE TO BE TIED TOGETHER WITH ROPE THREADED INTO PIPE END, USE 5/16” NO. 6 SOLID BRAIDED NYLON OR EQUIVALENT.
6. A FIXED PAVEMENT CONNECTION IS PREFERRED. SAND BAGS MAY BE SUBSTITUTED.
7. TIE WIRE 6 GAUGE ALUMINUM OR GALVANIZED STEEL.
8. ALUMINUM FACE PANELS N.Y.S.D.O.T. 730-B.
9. REFLECTIVE SHEETING N.Y.S.D.O.T. 730-B.01 OR 730-B.02.
10. NO. 14 PAN HEAD METAL SCREWS 1” LONG N.Y.S.D.O.T. 750-C.
11. FOR LIGHTED BARRICADES THE MOUNTING OF BATTERY PACKS FOR LIGHTING ON CONSTRUCTION BARRICADES SHALL BE AT THE SIDE OF THE BARRICADES.
**NOTES:**

1. TYPE I CONSTRUCTION JOINTS TO BE INSTALLED ON ALL LONGITUDINAL ROADWAY JOINTS.
2. TRANSVERSE JOINTS TO BE SAW CUT WITHIN 24 HOURS OF POURING OF CONCRETE.
3. TRANSVERSE JOINTS SHALL BE 5 FT. SPACED AND SHALL BE PROVIDED AT 20 FT. CENTERS.
   SEE TYPICAL LAYOUT AND SECTION X-X FOR DETAILS. (18" WIDE)
4. AN 18 INCH WIDTH OF R.C. MEMBRANE IS TO BE APPLIED OVER TRANSVERSE AND LONGITUDINAL
   JOINTS TO PREVENT REFLECTIVE CRACKING. R.C. MEMBRANE TO BE APPROVED BY THE ENGINEER.
5. R.C. MEMBRANE TO BE INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS.
6. ROADWAY JOINTS (LONGITUDINAL OR TRANSVERSE) TO BE PAID FOR UNDER NEW CONC. BASE ITEM.
7. CONTRACTOR WILL BE PERMITTED TO INSTALL ALTERNATE COLD JOINT FOR TRANSVERSE SECTIONS,
   SUBJECT TO THE APPROVAL OF THE FIELD ENGINEER.
8. R.C. MEMBRANE WILL BE PAID FOR UNDER ITEM 6.51, REFLECTIVE CRACKING MEMBRANE (18" WIDE).
NOTES:

1. DEPTH "T" TO BE TO THE TOP OF THE EXISTING CONC. BASE, THE CONC. BASE SHALL BE CHIPPED CLEAN AND AN EPOXY BASE COATING SHALL BE APPLIED THEREAFTER.

2. SHOULD THE DEPTH "T" TO THE TOP OF THE EXISTING CONC. BASE BE LESS THAN 6" THE BASE SHALL BE CUT DOWN TO A MIN. OF 6" AND AN EPOXY BASE COATING WILL BE APPLIED TO THE EXPOSED CONC. SURFACE.

3. CONC. PAVEMENT SHALL BE CLASS M CONC. (1000 psi at 28 DAYS).

4. PIPE BIB SHALL INCLUDE ALL EXCAVATION, PERLITE, TARRING, EPOXY, CONC., FINISHING, ETC. ADDS FOR THE PROPER INSTALLATION.

5. THE FORMATION OF THE EXCAVATED AREA SHALL BE CUT SQUARE TO MONITOR THE EQUALLY FINISHED AREA.

6. IF THE DISTANCE BETWEEN TWO OR MORE CARTWHEELS IS SMALLER THAN 6" THE RESTORATION SHALL BE AS ONE UNIT WHILE THE PAY ITEM SHALL BE THE NUMBER OF CARTWHEELS EROPE BIBS INCORPORATED INTO THE WORK.

7. FOR CONC. COLLAR AROUND STEAM VALVE HOLE CONSTRUCTION WILL BE SIMILAR EXCEPT EDGE DISTANCE "T" SHALL BE 1'-0".

New York City
Department of Transportation

Department of Transportation
Department of Citywide Construction

Date issued: 7/1/10
Date: 7/1/10

Concrete Collar around Steam Manhole and Steam Valve

Plan No.: N.T.S.

PARTIAL SECTION

- Depth "T" to be to the top of the existing conc. base, the conc. base shall be chipped clean and an epoxy base coating shall be applied thereafter.
- Should the depth "T" to the top of the existing conc. base be less than 6", the base shall be cut down to a min. of 6" and an epoxy base coating will be applied to the exposed conc. surface.
- Conc. pavement shall be class M conc. (1000 psi at 28 days).
- Pipe bib shall include all excavation, perlite, tarring, epoxy, conc., finishing, etc., adds for the proper installation.
- The formation of the excavated area shall be cut square to monitor the equally finished area.
- If the distance between two or more cartwheels is smaller than 6", the restoration shall be as one unit while the pay item shall be the number of cartwheels epoxy bibs incorporated into the work.
- For conc. collar around steam valve hole construction will be similar except edge distance "T" shall be 1'-0".
CRITICAL ROADWAYS AND PROTECTED STREETS

RESTORATION DETAIL

NOTES:

1. ALL UNEVEN, DISTURBED OR UNSTABLE SUB-BASE MATERIAL SHALL BE REMOVED PRIOR TO BACKFILLING. IT SHALL BE FULLY RESTORED AND COMPACTED WHILE THE TRENCH IS BEING FULLY BACKFILLED AND COMPACTED.

2. ALL TRENCHES SHALL BE BACKFILLED PER SECTION 4.11.1 OF NYC DOT STANDARD HIGHWAY SPECIFICATIONS.

3. ALL TRENCH RESTORATIONS SHALL BE SQUARE OR RECTANGULAR SHAPED SAW CUTTING BACK EXISTING ASPHALT PAVEMENT AND CONCRETE BASE. SQUARING AND ALINING OF CUT LIMITS TO BE PERFORMED ONLY AFTER COMPLETION OF THE CONSTRUCTION OF THE BACKFILL TO THE BOTTOM OF THE BASE.

4. BACKFILL MATERIAL SHALL BE DEPOSITED IN HORIZONTAL LAYERS NOT EXCEEDING 1/2 IN THICKNESS PRIOR TO COMPACTION. A MINIMUM OF 30% OF STANDARD PROCTOR MAXIMUM DENSITY SHALL BE REQUIRED. WHEN PLACING BACKFILL AROUND PIPES LAYERS SHALL BE DEPOSITED TO PROGRESSIVELY BURY THE PIPE TO EQUAL DEPTHS ON BOTH SIDES. COMPACTION SHALL BE ACHIEVED BY THE USE OF IMPACT ROLLERS, PLATE OR SMALL DRUM VIBRATORS OR PNEUMATIC BUTTON HEAD COMPACTION EQUIPMENT ROLLING IS NOT PERMITTED EXCEPT IN THE IMMEDIATE AREA OF THE UNDERGROUND FACILITY.

5. ALL RESTORATION SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF NYC DEPARTMENT OF TRANSPORTATION AND IN PROCESS INSPECTION AND TESTING SHALL BE CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.

6. WHEN THE EXISTING PAVEMENT IS ASPHALT MACADAM WITHOUT CONCRETE BASE. THE CONTRACTOR SHALL SAW CUT A WIDTH OF NOT LESS THAN 8 INCHES OF THE EXISTING PAVEMENT AND RESTORE THUS TO CONFORM TO THE EXISTING PAVEMENT AND SUB-BASE MATERIAL BUT MAY PLACE NOT LESS THAN 8 INCHES OF ASPHALT MACADAM ON THE CUSHIONING AGGREGATE SYMMETRICALLY SIZED TO 8 INCHES. THE RESTORATION SHALL CONFORM TO THE TYPICAL TYPE RESTORATION 8. WHERE NO MARKINGS EXIST THE ALIGNMENT SHALL BE SO THAT SAWCUT DOES NOT FALL UNDER A WHEEL TRACK.

7. WHEN THE DISTANCE BETWEEN HOLES IS GREATER THAN 10 FT. FROM EDGE TO ABUTTING EDGE THE CONCRETE BASE SHALL BE OPENED SEPARATE FOR EACH HOLES A SERIES OF SMALL HOLES SPACED 10 FT OR LESS FROM EDGE TO ABUTTING EDGE SHALL BE OPENED TO A CONTINUOUS TRENCH. SEE TYPE V RESTORATION.

8. ALL REPAIRS SHALL CONFORM TO TYPICAL TYPE RESTORATION 8A ABOVE.

9. FOR TRENCH OR HOLE RESTORATION AT BUS STOPS OF FULL DEPTH CONCRETE OR ANY FULL DEPTH CONCRETE PAVEMENT. SEE STANDARD DRAWING IN-104B FOR RESTORATION DETAILS.

10. FOR RESTORATION OF CONCRETE COLLARS AROUND STEAM MANHOLES SEE STANDARD DRAWING IN-104L.

11. NO REFERENCE TO THE REQUIREMENTS SET FORTH IN THIS DRAWING, IT SHALL REMAIN THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ADDITIONAL REQUIREMENTS THAT MAY BE STIPULATED IN THE DOT PERMIT.
1. All trenches shall be backfilled with good to excellent fill as per the NYC Department of Transportation Specifications.

2. Backfill material shall be deposited in horizontal layers not exceeding 12" in thickness prior to compaction. A minimum of 95% of standard maximum density will be required when placing backfill. Layers shall be deposited to progressively bury the utility to equal depths on both sides. Compaction shall be achieved by the use of impact hammers, plate or small drum vibrators or pneumatic button head compaction equipment. Hand tamping is not permitted except in the immediate area of the underground facility.

3. All materials used in the restoration shall conform to the standards and specifications of the NYC Department of Transportation and/or shall be approved by the OCMO.

4. The outline of the patch shall be full depth saw cutting at a minimum distance of 1/8" from all edges of the excavation. (See Sketch for detail.) The break with pneumatic hammers is to begin at the center of the patch area at the saw cuts. If the contractor spalls the concrete during the removal, he must make a new saw cut outside the spalled area and remove the concrete without additional compensation.

5. To minimize or eliminate patch cracking, pumping, and breakage, the width of the patch shall not be less than one full lane width. However, if the excavation extends into an adjacent lane the concrete in this adjacent lane is to be removed to the next longitudinal joint (to the curb line if cut in curb lane). Existing joints thereby removed are to be restored in such a manner so that the structural integrity of the original joint is retained. The bar, if present, shall in all cases be retained or replaced.

6. The edge of the patch shall not be closer than 1" to the nearest transverse joint. If said edge falls within this ten (10) foot distance all concrete up to the joint shall be removed and replaced to said boundary. Likewise, the edge of the patch shall not be closer than 1" beyond the far side of the hardware. Joints may be rough faced or smooth faced but in all cases the structural integrity of the existing joint is to be retained. Load transfer devices, if present, shall be retained or replaced.

7. Immediately prior to the placing of the new concrete all exposed edges of the old concrete shall have a cement/water/sand grout or epoxy bonding compound brushed on.

8. A wire mesh of the same size as that in the original pavement shall be placed in the patch area. No physical tie to the existing mesh will be required. This mesh will be placed approx. 2-3" below the roadway surface.

9. A conventional concrete mixture containing an increased cement factor (3 bag mix type II cement), reduced water content, superplasticizer and an accelerant is to be used so that the patch can be opened to traffic within a twenty-four hour period, or before, if and when the concrete has obtained a strength of 2000 psi or better. Until this time the patch shall be protected from traffic by placing an additional barrier.

10. Extra attention is to be given to ensure that the patch is well vibrated around the edges and that it is not over finished. The patch should be struck off two or three times to ensure that its surface is even with the adjacent concrete. The finished texture shall match that of the adjacent pavement.

11. A clear curing and sealing compound shall be applied to the finished surface.
NOTES:

1. ALL UNDERMINED, DISTURBED OR UNSATISFACTORY SUBBASE MATERIAL SHALL BE REMOVED PRIOR TO BACKFILLING. IT SHALL BE FULLY RESTORED AND COMPACTED WHILE THE TRENCH IS BEING FULLY BACKFILLED AND COMPACTED.

2. ALL TRENCHES SHALL BE BACKFILLED AS PER SECTION 411 OF NYC DOT STANDARD HIGHWAY SPECIFICATIONS.

3. ALL TRENCH RESTORATIONS SHALL BE SQUARE OR RECTANGULAR SHAPED. BAKING CUTTING BACK EXISTING ASPHALT PAVEMENT AND CONCRETE BASE. SQUEAKING AND ALIGNING OF CUT LIMITS TO BE PERFORMED ONLY AFTER COMPLETION OF THE COMPACTION OF THE BACKFILL TO THE BOTTOM OF THE BASE.

4. BACKFILL MATERIAL SHALL BE DEPOSITED IN HORIZONTAL LAYERS NOT EXCEEDING 1/2 IN THICKNESS PRIOR TO COMPACTING. A MINIMUM OF 95% OF STANDARD PROCTOR MAXIMUM DENSITY SHALL BE REQUIRED. WHEN PLACING BACKFILL AROUND PIPES, LAYERS SHALL BE DEPOSITED TO PROGRESSIVELY BURY THE PIPE TO EQUAL DEPTHS ON BOTH SIDES. COMPACTION SHALL BE ACHIEVED BY THE USE OF IMPACT RAMMERS, PLATE OR SMALL DRUM VIBRATORS OR PNEUMATIC BUTTON HEAD COMPACTING EQUIPMENT. HAND TAMPLING IS NOT PERMITTED EXCEPT IN THE IMMEDIATE AREA OF THE UNDERGROUND FACILITY.

5. ALL RESTORATION SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF NYC DEPARTMENT OF TRANSPORTATION AND IN PROCESS INSPECTION AND TESTING SHALL BE CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.

6. WHEN THE EXISTING PAVEMENT IS ASPHALT ON CONCRETE BASE THEN THE RESTORATION SHALL BE AS SHOWN ON RESTORATION DETAIL. FOR NON-PROTECTED STREETS CONCRETE BASE SHALL BE REMOVED TO A WIDTH OF W+1 FOOT BY EITHER FULL DEPTH BAKING OR OTHER METHODS. ASPHALT SHALL BE REMOVED TO A WIDTH OF NOT LESS THAN W+3 FEET BY BAKING CUTTING AND DRIVING OR PULLING SO AS NOT TO DAMAGE CONCRETE BASE. THE BAKING CUTTING SHALL ALIGN WITH THE LANE MARKING OR DIRECTION OF TRAFFIC IF THERE ARE NO LANE MARKINGS, AND PERPENDICULAR THERETO.

7. APPLY BITUMINOUS CURB COMPOUND OVER NEWLY PLACED CONCRETE BASE (SECTION 2.14 NYC DOT HIGHWAY SPECIFICATION).
NOTES

1. EXPANSION JOINTS IN THE STEEL CURB FACING AND CONCRETE BACKING SHALL BE AT A MAXIMUM SPACING OF 24 FEET.

2. THE EXPANSION JOINTS OF THE CURB AND STEEL CURB FACING SHALL LINE UP WITH THE EXPANSION JOINTS OF THE CONCRETE SIDEWALK.

3. NO PIECE OF STEEL CURB FACING HAVING LESS THAN TWO (2) WELDED DowELs MAY BE INSTALLED UNLESS IT IS WELDED TO THE ADJACENT STEEL CURB FACING.

4. 1/2" D x 5" HEADED ANCHOR STUDS (GRANULAR OR SOLID FLUX FILLED) MAY BE SUBSTITUTED.


6. SURFACE TO BE PAINTED SHALL BE THOROUGHLY CLEANED AND THEN PAINTED AS PER REQUIREMENTS OF SECTION 2.13 IN THE NYS DOT STANDARD HIGHWAY SPECIFICATIONS. THE COLOR OF TOP COAT SHALL BE ORANGE AS APPROVED BY THE ENGINEER.

7. WHERE TWO (2) PIECES OF STEEL CURB FACING ARE JOINED BUT NOT WELDED, TWO (2) ONE-HALF (1/2) INCH RODS, TWENTY-FOUR (24) INCHES LONG SHALL BE INSERTED INTO THE CONCRETE BACKING, ONE-HALF (1/2) THE LENGTH AT EACH SIDE OF THE JOINT.

8. CORNER CURB: VERTICAL FACE WILL BE ACCEPTABLE FOR CORNER CURBS PROVIDING THE ENDS ARE WARPED TO FORM A TRANSITION WITH ADJACENT BATTERED FACE CURBS.

ELEVATION-STEEL FACING FOR BRIDGE DECK CURBS

N.T.S.
NOTES:
1. ALL MATERIALS AND CONSTRUCTION METHODS USED ARE TO CONFORM TO SECTION B-108 OF THE NYCDOT DEPARTMENT OF TRANSPORTATION STANDARD HIGHSPEED SPECIFICATIONS.
TYPE I - SIDEWALK, OUTSIDE DRIVEWAY AND CORNER QUADRANTS
N.T.S.

4" CONC. SIDEWALK

6" GRAVEL, BROKEN STONE OR SAND AS PER STANDARD SPECIFICATION

COMPACTED EARTH

TYPE II - SIDEWALK, IN DRIVEWAY AND IN CORNER QUADRANTS
N.T.S.

7" CONC. SIDEWALK

6" GRAVEL, BROKEN STONE OR SAND AS PER STANDARD SPECIFICATION

COMPACTED EARTH

NOTES:
1. ALL MATERIALS AND CONSTRUCTION METHODS USED ARE TO CONFORM TO SECTION #4.13 OF THE NYCDOT DEPARTMENT OF TRANSPORTATION (DOT) STANDARD HIGHWAY SPECIFICATIONS.
2. WELDED WIRE FABRIC, WHERE SPECIFIED, SHALL BE ASTM DESIGNATION A-166, GAUGE #8, 47 5/32" SPACERS, AND CONFORM TO SECTION # 2.22 OF THE NYCDOT STANDARD HIGHWAY SPECIFICATIONS.

TYPE III - SIDEWALK WITH WELDED WIRE FABRIC
N.T.S.

6" GRAVEL, BROKEN STONE OR SAND AS PER STANDARD SPECIFICATIONS

WELDED WIRE FABRIC 20 ft @ 6" SPACERS
NOTES:
1. ALL MATERIALS AND CONSTRUCTION METHODS USED ARE TO CONFORM TO SECTION 4.1.8 OF THE STANDARD HIGHWAY SPECIFICATIONS, LATEST EDITION.
2. PRIOR TO THE START OF WORK, THE CONTRACTOR SHALL OBTAIN THE NECESSARY PERMIT FROM THE CGO. OF PARKS AND RECREATION FOR THE REMOVAL AND PLANTING OF TREES.
3. TREE PITS SHOULD BE LOCATED TWO (2) FEET MINIMUM FROM GAS, OIL, OR WATER BOXES.
4. TREE STAKES ARE TO BE REMOVED BY THE TREE SUBCONTRACTOR NOT LESS THAN ONE YEAR AFTER PLANTING OF SOD TREES AND PRIOR TO THE FINAL ACCEPTANCE OF THE WORK.
5. USE OF SIDEWALK PAVEMENT MATERIALS OTHER THAN GRANITE BLOCK MUST BE SPECIFICALLY APPROVED, IN WRITING, BY ENGINEER.
6. GRANITE BLOCK IN TREE PIT SHALL BE PAID FOR UNDER ITEM NO. 6.09 AB OR 6.09 BB, AS APPLICABLE.
7. WHERE CONCRETE PAVING ARE SPECIFIED FOR USE IN TREE PITS THEY SHALL BE PAID FOR UNDER ITEM NO. 6.47 TP.

SECTION A-A

PLAN
TREE PLANTING, STAKING AND TREE PIT PAVEMENT DETAILS FOR SIDEWALK AREAS
TREE PITS SHALL BE 4' X 5' OR 5' X 5' OR 5' X 10' AS SPECIFIED

REQUIRED STREET TREE SPACING
SECTION A-A
DETAILS - PROTECTIVE TREE BARRIER

* WIDTH MAY BE REDUCED TO 0 ON NARROW SIDEWALKS AS REQUIRED TO MAINTAIN SIDEWALK CLEARANCE OF 2 (THREE FEET) AT THE TREE BARRIERS ONLY.
1. This detail shall apply for both concrete and steel faced concrete curb and shall be used where directed by the engineer.

2. For steel faced concrete curb, cut steel facing at haunch (8" below top of curb). The steel shall be cut in such a manner that the bottom anchors are not removed.

3. The contractor shall hand excavate for a distance of 4'-6" on each side of centerline of existing tree to remain. Item # 8.00 B or 8.02 AB-5.

4. Bulwark opening so that pavement does not encroach on open area.

5. All materials & construction methods used are to conform to sections # 4.08 & 4.09 of the N.Y. DEPT. OF TRANSPORTATION STANDARD HIGHWAY SPECIFICATIONS.
NOTES:

1. The barrel must be plastic and specifically designed as a traffic control device. The barrel must be flattened on at least one side or otherwise designed so that if it will not roll if overturned.

2. The battery powered light is for night use only. Use Type A low intensity flashing light for point hazards. Use Type C low intensity steady burn lights for channelization. The light shall be photo cell controlled for night use.

3. All materials & methods used are to conform to Section M-87 of the Standard Specifications, Latest Edition, as amended.
METAL REINFORCEMENT FOR CONCRETE PAVEMENT

GENERAL NOTES:
1. WELDED WIRE FABRIC SHALL MEET REQUIREMENTS OF ASTM A-956.
2. WELDED WIRE FABRIC SHALL BE 444 HWFA.
3. CONCRETE SHALL BE HIGH EARLY STRENGTH AS SPECIFIED.
4. SHEETS MAY BE HINGED AS SHOWN IN THE DETAIL. HINGED SHEETS SHALL BE HINGED AT LEAST TWO LONGITUDINAL MEMBERS OFF CENTER, AND EACH ADJACENT SHEET SHALL BE REVERSED IN PLACING, IN ORDER THAT THE HINGES SHALL NOT OVERLAP EACH OTHER AT THE LAPS.
5. THE METAL REINFORCEMENT SHALL BE PLACED AT 1/2 DEPTH OF PAVEMENT.
6. THE DETAIL OF REINFORCEMENT IS SHOWN FOR HALF OF THE WIDTH OF THE ROADWAY AND IS SIMILAR IN THE OTHER HALF.
7. REINFORCEMENT FOR OTHER WIDTHS OF ROADWAY SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN WITH APPROPRIATE DIMENSIONS.
8. CONCRETE PAVEMENT SURFACE TO BE TRANSVERSELY TEXTURED WITH A SET OF SPRING STEEL TRAVEL 270' (3MM) DEEP IN A DIRECTION PARALLEL TO THE TRANSVERSE JOINT LINES.

CONTINUOUS ON SHEET 2 OF 4
TRANSVERSE JOINT NOTES
1. TRANSVERSE JOINTS SHALL BE PROVIDED IN THE NEW PAVEMENT BY SAWING THE HARDBED SLAB OR BY PLACING AN INSERT OR GROOVE IN THE SLAB SURFACE WHILE THE CONCRETE IS PLASTIC.
2. TRANSVERSE CONSTRUCTION JOINTS SHALL BE SHEDGED JOINTS WITH A MAXIMUM SPACING OF 20 FEET AND A MINIMUM SPACING OF 15 FEET.
3. TRANSVERSE JOINTS SHALL BE ALIGNED TO COINCIDE WITH THE JOINTS IN THE ADJACENT CURVES WHERE PRACTICAL.
4. TRANSVERSE JOINTS ARE TO BE SAWED TO A DEPTH OF 1/2", ALL JOINTS ARE TO BE SAWED IN SUCCESSION AND SHOULD BE SAWED WHILE THE PAVEMENT IS UNDER COMPRESSION TO PREVENT THE SLAB FROM CRACKING AHEAD OF THE SAW.
5. WHEN A WIDER JOINT IS SHEDGED, THE JOINTS MAY BE SAWED SIMULTANEOUSLY WITH THE INITIAL SAW CUT BY PLACING BLADES OF DIFFERENT SIZES ON THE STEEL.
6. PRIOR TO SEALING, THE JOINT SURFACES MUST BE CLEAN AND FREE OF CURING COMPOUND RESIDUE, SCAFFOLD, AND ANY OTHER FOREIGN MATERIAL.
7. FIELD MOLED SEALANTS MEETING ASPHALT WITH ANSI OR ASTM D4919 OR AN APPROVED EQUAL ARE TO BE PLACED AS PER MANUFACTURERS RECOMMENDATIONS.
8. THE SURFACES MUST BE DRY WHEN THE SEALANT IS PLACED AND THE JOINTS ARE TO BE FILLED TO 1/8" BELOW FLUSH WITH THE PAVEMENT SURFACE ±1/8" INCH.
9. IF THE CONTRACTOR ELECTS TO USE PREFORMED SEALANTS THEY ARE TO MEET THE SPECIFICATIONS FOR ANSI OR ASTM D4919 OR AN APPROVED EQUAL FACTOR FOR THE JOINT SEALANT. THE JOINTS ARE TO BE FILLED AS PER MANUFACTURERS RECOMMENDATIONS OR SUPPLIER.
10. IF AN EMERGENCY CONSTRUCTION JOINT OCCURS AT OR NEAR THE LOCATION OF A PLANNED CONSTRUCTION JOINT, A BUILT-IN JOINT WITH CORBEL BARS IS TO BE USED. IF SAW JOINT OCCURS IN THE MIDDLE THIRDS OF THE NORMAL JOINT INTERVAL, A FULLY JOINT WITH TIE BARS IS TO BE USED.
11. TRANSVERSE CONSTRUCTION JOINTS FALLING AT PLANNED LOCATIONS FOR CONSTRUCTION OR EXPANSION JOINTS ARE TO BE BUILT AND SEALED TO CONFORM WITH THE SPECIFICATIONS FOR THOSE JOINTS.

TYPICAL JOINT LAYOUT

LONGITUDINAL JOINT NOTES
1. LAKE JOINTS ARE TO BE SAWED JOINTS (1/4" WIDE X 1/4" DEEP) TIE BARS WILL NOT BE REQUIRED BUT A SEALANT RESERVOIR SIMILAR TO THOSE USED FOR THE TRANSVERSE CONSTRUCTION JOINTS MUST BE INSTALLED.
2. THE CENTER LINE JOINT IS TO BE A KEYED CONSTRUCTION JOINT WITH TIE BARS SPACED AS SHOWN ON THE PLANS AND SET PERPENDICULAR TO THE CENTER LINE AND PARALLEL TO THE TOP OF THE SLAB.
3. TIE BARS SHALL BE RIGIDLY SECURED BY CHAINS OR OTHER APPROVED SUPPORTS TO PREVENT DISPLACEMENT.
4. TIE BARS SHALL NOT BE COATED WITH ANY MATERIALS DELETERIOUS TO BOND.
5. LONGITUDINAL JOINTS SHALL BE AT LEAST 1/4" AND 1/8" WIDE.
6. AFTER SAWING, THE JOINTS ARE TO BE FLUSHED OUT, DRIED AND SEALED TO ELIMINATE A SECOND CLEARING.
7. THE SAWED GROOVE CAN BE COMPLETELY FILLED WITH SEALANT MATERIAL, OR A ROPE, CORD OR OTHER APPROVED MATERIAL CAN BE INSERTED IN THE GROOVE FIRST TO REDUCE THE AMOUNT OF SEALANT REQUIRED.
8. JOINTS ARE TO BE FILLED TO 1/8" BELOW FLUSH WITH THE PAVEMENT SURFACE ±1/8 INCH.
9. NOTES 6, 7, 8, AND 9 UNDER TRANSVERSE JOINTS APPLY TO LONGITUDINAL JOINTS ALSO.
TYPICAL TRANSVERSE JOINT DETAIL

NOT TO SCALE

EXIST. ASPH. & CONC. PAVEMENT TO REMAIN

LIMIT OF NEW 3" A.C. ON CONC. Curb Line

WEIGHT OF ADJUVANT AS DIRECTED BY ENGINEER

PREFORMED JOINT FUller & REFLECTIVE CRACKING MEMBRANE

ITEM NO. 681

FULL DEPTH SAW-CUT (NOTED)

ITEM NO. 685

SUBGRADE

NOTES - SAWCUT

1. APPLY ASPHALT TACK COAT TO ALL SURFACES.
2. PAYMENT WILL BE MADE FOR NUMBER OF LINEAR FEET OF SAW CUTTING AS ORDERED BY ENGINEER.
3. EXISTING ASPHALT TO BE REMOVED UNDER OTHER ITEMS AND THE ADJUSTMENT AREA RESTORED WITH NEW 3" A.C. ON NEW ENDBRIDGE MIXTURE AS REQUIRED TO MATCH THE EXISTING ASPHALT PAVEMENT.

DETAIL OF SAW CUT AT END OF NEW PAVEMENT

NOT TO SCALE

CASE I

JOINT, IF CONTINUED, WILL PASS THROUGH THE MANHOLE BUT NOT THROUGH THE CENTER.

CASE II

JOINT, IF CONTINUED, WILL PASS WITHIN 1/2" OF MANHOLE Rim.

CASE III

JOINt CLEARs THE MANHOLE Rim BY 1/4" OR MORE.

DETAILS FOR SLAB JOINT/MANHOLE ARRANGEMENTS

NOT TO SCALE

PAVEMENT LIMITS

1. THE LIMITS OF CONCRETE PAVEMENT IN THE INTERSECTING STREETS SHALL BE APPROXIMATELY AT THE BUILDING LINE ALONG ROADWAY. PLACE SO AS NOT TO INTERSECT ANY STREET HARDWARE.

2. ADJUSTMENT AREAS SHALL BE AS DIRECTED BY THE ENGINEER (10 FT TO 15 FT) AND SHALL NOT INTERSECT ANY STREET HARDWARE.

DETAIL AT THE JUNCTION OF PAVEMENT AND CURB

NOT TO SCALE

6" SOLN CEMENT OR LIME STABILIZED BASE ITEM NO. 555 AS IF REQUIRED
NOTES:
1. ALL MATERIAL AND CONSTRUCTION METHODS USED ARE TO CONFORM TO SECTION R-7.16 OF THE N.Y.C. DEPARTMENT OF TRANSPORTATION STANDARD HIGHWAY SPECIFICATIONS.
2. ALL FASTENERS SHALL BE GALVANIZED INDUSTRIAL STANDARD.
3. 2" X 4" DIMENSION IS FROM FRONT OF STEP TO TOP OF POST.
4. TOP OF RAIL TO BE PLANE SMOOTH.

TEMPORARY WOODEN STEPS

New York City
Department of Transportation

CHECKED BY: [Signature]

Approved: [Signature]

Data Issued: 7/1/10

Scale: [Scale]

Docking #: 8-16-5251
NOTES:
1. 20' MAXIMUM UNLESS OTHERWISE SPECIFIED.
2. CONCRETE BASE FOR AREA OF ADJUSTMENT AND NEW ROADWAY PAVEMENT BASE TO BE LAYERED TOGETHER.
3. CROWN OF MAJOR ROADWAY TO BE MANUFACTURED. TRANSITION CROWN OF SIDE STREET TO MEET MAIN STREET CURB LINE. MAIN STREET STREET WATER FLOW ACROSS SIDE STREET TO BE MAINTAINED.
4. CONCRETE PAVEMENT EDGE TO BE MIN. 1'6" FROM EDGE OF STREET HARDWARE.
5. ASPHALT CONCRETE FOR AREA OF ADJUSTMENT AND NEW ROADWAY PAVEMENT TO BE PLACED MONOLITHICALLY UNLESS OTHERWISE DIRECTED BY THE ENGINEERS.
6. TACK COAT (SECTION 6.5B) ALL EDGES.
7. ADDITIONAL THICKNESS GREATER THAN 3' P.A.W.G. WILL BE PAID FOR UNDER ASPHALT CONCRETE (ITEM 4.10 CS) OR Binder Mixture (ITEM 4.12 CA).

SECTION X-X
N.T.S.

Full depth saw cut Item 5.54
Reflective cracking membrane Item 6.51
New asphaltic concrete wearing course
New concrete base

Provide kev - see note 2

Concrete base varies from designed depth to meet existing pavement base to remain - Item 6.56

Limit of designed pavement depth - Items 6.56 to 6.54

New asphaltic concrete wearing course to meet existing pavement course - Item 4.10 AG - see note 7

Drawn & Checked

New York City Department of Transportation

Details for constructing areas of adjustment and transition sections

Approved

Chief Engineer
Department of Transportation

Associate Commissioner
Substructure/Design

Department of Design + Construction

Drawing No. 8-N-1003

Date Issued: 7/11/10

Scale: 1 in = 10 ft

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Estimated Date: 7/11/10

Revision: 0
NOTES:
1. WHERE THERE IS NO CONCRETE BASE, OR WHERE IT IS NECESSARY TO REMOVE CONCRETE BASE SUBSEQUENT TO INSTALLING TYPE "B" PAVEMENT KEY, PAYMENT FOR DEPTH GREATER THAN 2" WILL BE MADE UNDER ITEM 6.A.1.A AS ORDERED BY THE ENGINEER.
2. CONTRACTOR MAY AT HIS OPTION SELECT STRIP OR GRADE THE AREA TO THE REQUIRED DEPTH. IF THE CONTRACTOR CHOOSES TO STRIP THERE WILL BE NO ADDITIONAL PAYMENT FOR OVERCUTTING OR ADDITIONAL MINING.
3. THE ITEM WHEN ORDERED BY THE ENGINEER WILL BE USED TO ELIMINATE HIGH POINTS IN THE EXISTING PAVEMENT PRIOR TO REPAVING.
4. (A.O.B.) AS ORDERED BY ENGINEER.
NOTES:

A. LENGTH OF STRAIGHT GRANITE CURB SHALL RANGE FROM 4 FT. TO 12 FT. LONG, 36% OF WHICH SHALL BE 6 FT. OR GREATER.
B. LENGTHS OF CORNER GRANITE CURB SHALL RANGE FROM 9 FT. TO 12 FT. LONG, 59% OF WHICH SHALL BE 6 FT. OR GREATER.
C. LENGTH OF TRANSITION CURB (STRAIGHT OR CURVED) AT CORNERS SHALL BE 6 FT. LONG/LAND.
D. EXPOSED SURFACES OF THE GRANITE CURB TO BE DRESSED WITH A SLEW HAMMERED OR THERMAL PASTE, WITH NO CHALK MARKS.

NOTE:
GRANITE CURBS (CURVES OF WHICH SHALL BE TURNED TO THE CITY BY THE CONTRACTOR PRIOR TO INSTALLING CURVES) TO BE MEDIUM GRAVEL IN COLORS AS APPROVED BY THE ENGINEER.
STANDARD DRAWINGS

STEEL FACED CURB, TYPE 0  H-9010
SIDEWALK PEDESTRIAN RAMP  H-9011
STEEL FACED DROP CURB (DRIVERWAY)  H-9015
CONCRETE CURB  H-9044
CONCRETE SIDEWALK  H-9045

WHERE EXISTING SIDEWALK RIMS AND CURB IS REPLACED, THE PAYMENT IN THIS AREA IS NOT CHARGEABLE TO THE PROPERTY OWNER.

NO SIDEWALK TO BE INSTALLED IN THIS AREA (TYPICAL) UNLESS SIDEWALK VIOLATIONS HAVE BEEN PROPERLY ISSUED AND VERIFIED BY THE ENGR. PAYMENT TO BE REIMBURSED FROM THE PROPERTY OWNER.

NEW CURB
AS DIRECTED

NEW CURB TO BE INSTALLED WHERE DIRECTED. PAYMENT CHARGEABLE TO THE CITY OR PROPERTY OWNER AS DIRECTED.

SIDEWALK VIOLATION & PAYMENT

CHECKED BY: [Signature]
REV. [Revision]
NEW [New] 

[Department of Transportation Details]
NOTES
1. UPON BEING ORDERED BY THE ENGINEER TO PERFORM THIS REQUIRED ADJUSTMENT, THE CONTRACTOR IS TO FIELD INVESTIGATE EACH LOCATION AND DETERMINE THE HEIGHT REQUIRED TO BRING GRATING TO THE PROPOSED GRADE.

2. THE METHOD OF ADJUSTMENT MAY BE USED ONLY WHERE AN UPWARD ADJUSTMENT OF 2 TO 3 INCHES IS REQUIRED AND AS DIRECTED BY THE ENGINEER.

3. THE ADJUSTMENT COLLAR WHEN INSTALLED SHALL HAVE NO LATERAL OR VERTICAL MOVEMENT OF ANY KIND.

4. EACH GRATING WHEN SET ON NEW-seat SHALL BEAR EVENLY SO THAT NO VERTICAL MOVING OR ROCKING OCCURS DURING TRAFFIC.

5. THE CONTRACTOR MAY USE AN APPROVED EQUAL ADJUSTMENT DEVICE.

6. NO WORK SHALL PROCEED UNTIL SHOP DRAWING HAVE BEEN SUBMITTED AND APPROVED BY THE DEPARTMENT.
CUT AND REMOVE EXIST. (P ASPHALT, CONC., OR CONCRETE) PAVEMENT SURFACE.
INSTALL NEW PAVEMENT ON A BINDER COURSE AS REQUIRED.

ELEVATION
N.T.S.
SECTION A-A

EXIST. CURB
EXIST GUTTER

NEW ROADWAY RESURFACING

NEW ROADWAY RESURFACING

NEW BINDER COURSE