

ESTIMATED QUANTITIES:

NEW CURB	760	Lin. ft.
NEW SIDEWALK	3040	Sq. ft.
NEW ROADWAY	2888	Sq. yds.
EX TREES TO PRESERVE	13	Each
NEW TREES	7	Each
OFF SITE TREES FUND	10	Each
NEW CATCH BASIN	0	Each
NEW 12"DIP (CL56)	0	Lin. ft.
NEW MANHOLES	0	Each

STREET STATUS:

BOSCOMBE AVENUE:
RECORD WIDTH = 73'
FINAL MAP WIDTH = 73'
TITLE VESTED 7-17-1967
PROTECTED STREET

NEW YORK CITY

DOT

NEW YORK CITY

DOT

Ped Ramp Program

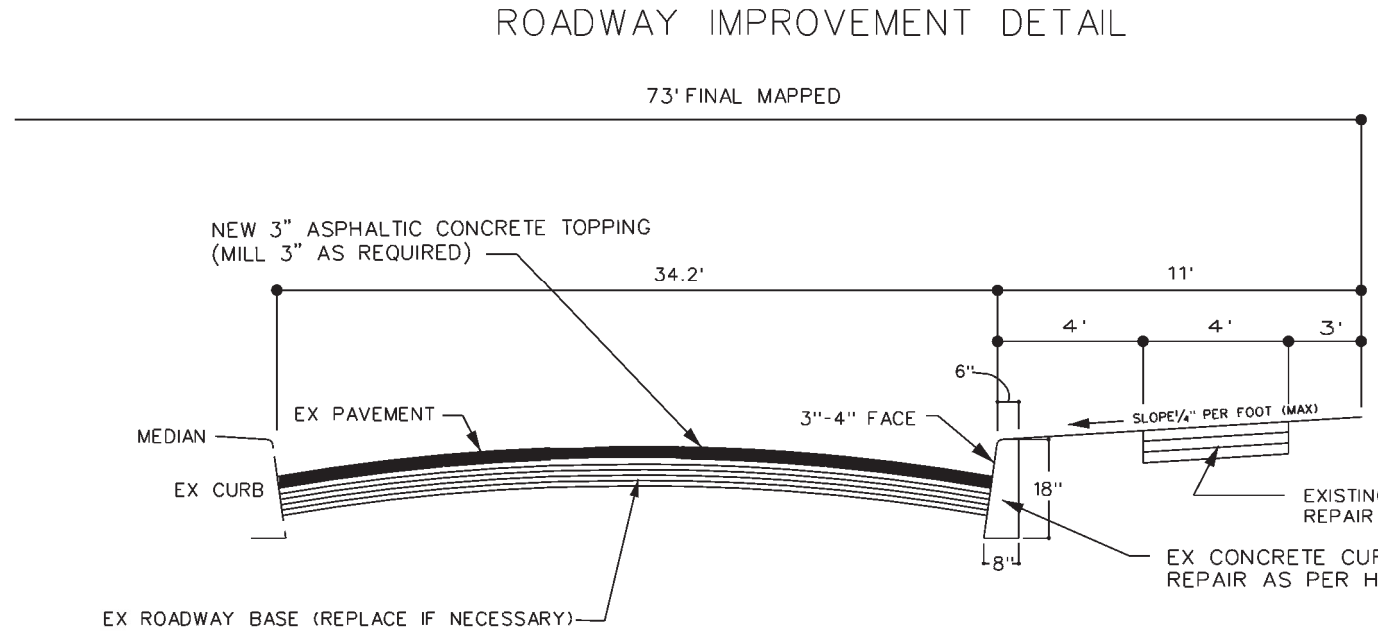
☒APPROVED

☐REJECTED

This review is by DOT's Pedestrian Ramp Program (PRP) only. Other agency and DOT approvals may be required.

Designer's review is for general compliance with the Ped Ramp Program (PRP) requirements for pedestrian ramps (curb ramps) only. Driveways and other curb cuts are not included in this review. This review assumes no responsibility for dimensions, quantities, and conditions that pertain to existing conditions, construction, fabrication, and installation or processes and techniques of construction. The contractor & owner are responsible for all the necessary coordination of all trades and proper execution of the work.

Approved by: Liz Jae Yun Park06/04/2024



DRIVEWAY NOTE :
NEW DRIVEWAYS TO BE 7 IN. THICK CONCRETE ON
6 IN. THICK GRAVEL BASE AS PER H-1045 TYPE III.

UTILITY NOTE :
INSTALLATION OR RELOCATION OF POLES,
HYDRANTS, TREES, ETC., ARE TO BE INSTALLED
AT A MINIMUM CLEARANCE DIMENSION
OF 7 FEET FROM A DRIVEWAY.

TREE NOTE :
PLACEMENT, REMOVAL AND/OR REPLACEMENT OF CURB TREES TO
BE DONE IN STRICT ACCORDANCE WITH NEW YORK CITY
ADMINISTRATIVE CODE SECTION 18-107, MAINTAIN 7 FOOT MINIMUM
CLEARANCE TO A CURB CUT.

NEW TREES INDICATED = TREES TO BE REMOVED =
PERMITS ARE TO BE OBTAINED BY THE OWNER FROM NYC PARKS DEPT.
PRIOR TO TREE REMOVAL. NEW TREES TO BE PLACED MIN 20'-25' APART.

SIDEWALK NOTE :
NEW SIDEWALKS TO BE 4 IN. THICK CONCRETE ON
6 IN. THICK GRAVEL BASE AS PER H-1045 TYPE I.

ROADWAY IMPROVEMENT NOTE :
SAW-CUT IN CROSS-HATCHED AREA TO LIMIT OF NEW
ASPHALTIC CONCRETE WEARING COURSE, REMOVE THE
EXISTING ASPHALT BETWEEN THE NEW CURB AND THE
SAW-CUT LINE, REPLACE EXISTING ROADWAY BASE, (IF
NECESSARY), ADJACENT TO THE NEW CURB AND THEN
INSTALL NEW 3" ASPHALTIC CONCRETE WEARING COURSE
(UNLESS OTHERWISE NOTED ON PLAN)

BUS-STOP NOTE :
THIS APPLICATION DOES NOT REQUIRE THE RELOCATION OF
AN EXISTING BUS STOP

UNDERGROUND UTILITIES NOTE:
UNDERGROUND, OVERHEAD, AND GROUND LEVEL UTILITIES ARE NOT GUARANTEED AS TO
ACCURACY, EXACT LOCATION, TYPE OR USE, ACTIVE OR INACTIVE. VERIFICATION IS MANDATORY
WITH MUNICIPAL AGENCIES, PUBLIC AND PRIVATE UTILITY COMPANIES PRIOR TO EXCAVATION AND
CONSTRUCTION.

ALL OPERATIONS OF UNDERGROUND FACILITIES AND ALL EXCAVATORS ARE OBLIGATED TO
COMPLY WITH ARTICLE 36 OF THE GENERAL BUSINESS LAW AND WITH PROVISIONS OF INDUSTRIAL
CODE PART (RULE NO 35) BEFORE ANY EXCAVATION OR DEMOLITION IS COMMENCED. EVERY
EXCAVATOR IS REQUIRED BY THESE LAWS TO GIVE ADVANCE NOTICE TO EVERY OPERATOR OF
UNDERGROUND FACILITIES OF HIS INTENT TO PERFORM EXCAVATION OR DEMOLITION WORK IN
THE SPECIFIED AREA.

FIELD CONFLICT NOTE :
IN THE EVENT THAT A FIELD CONFLICT OR IMPASS IS ENCOUNTERED WITH ANY
UTILITY, CITY OWNED ENTITY, UNDERGROUND SUB-STRUCTURE, VAULTS, TREES,
HYDRANTS, LAMP POST, VALVE BOXES, MANHOLES, CABLE BOXES, PARKING METERS,
BENCHES, STREET FURNITURE OR THE LIKE, THAT WOULD INHIBIT OR PREVENT
THE INSALLATION OF THE ITEMS INTENDED FOR INSTALLATION UNDER THIS
APPLICATION AS APPROVED BY THE DEPARTMENT OF BUILDINGS, AND PERMITTED
FOR INSTALLATION BY THE DEPARTMENT OF TRANSPORTATION, ALL WORK IS TO
CEASE IMMEDIATELY PENDING A FIELD INVESTIGATION BY RS ENGINEERING AND
OR THE DEPARTMENT OF BUILDINGS.
RS ENGINEERING AND LAND SURVEYING, PLLC/ROGERS SURVEYING PLLC WILL
NOT BE HELD RESPONSIBLE FOR ANY INSTALLATION THAT CONFLICTS WITH ANY
OF THE AFORESAID ENTITIES, NOR WILL A HIGHWAY SIGN OFF PROCEDURE COMMENCE
UNTIL SUCH A CONFLICT IS CORRECTED.

TO SCHEDULE A UTILITY PAINT OUT FOR THE SCOPE OF WORK, DIAL 811 IN THE FIVE BOROUGH
(OUTSIDE THE 5 BOROUGH DIAL 1-800-272-4480)

DATUM NOTE:

COORDINATES AND BEARINGS SHOWN ARE REFERENCED TO THE BOROUGH
OF STATEN ISLAND, AS ESTABLISHED BY THE U.S. COAST & GEODETIC
SURVEY BOGART SYSTEM).

ELEVATIONS SHOWN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL
DATUM OF 1988 (NAVD 88).



LOCATION PLAN



NAVD 88

PLAN PREPARED BY:



ROGERS CALVANICO GROUP
ARCHITECTURAL, ENGINEERING & LAND SURVEYING
2420 ARTHUR KILL ROAD STATEN ISLAND, N.Y. 10309
(718) 494-0444 / (718) 317-6900

NOTES

- GENERAL REQUIREMENTS**
- ALL DESIGNS, MATERIALS, CONSTRUCTION METHODS AND WORKMANSHIP SHALL COMPLY WITH THE FOLLOWING PUBLICATIONS OF THE BUREAU OF HIGHWAYS: STANDARD SPECIFICATIONS, STANDARD DETAILS OF CONSTRUCTION; RULES OF THE BUREAU OF HIGHWAY OPERATIONS; GUIDELINES FOR THE DESIGN OF INFRASTRUCTURE COMPONENTS.
 - ALL NONSTANDARD MATERIALS AND CONSTRUCTION PROCEDURES SHALL BE SPECIFICALLY APPROVED IN WRITING BY THE DOT.
 - ANY WORK NOT COMPLYING WITH THE REQUIREMENTS OF THE DOT SHALL BE REMOVED AND REPLACED.
 - THIS PLAN SHALL BE VALID FOR THE ISSUANCE OF CONSTRUCTION PERMITS FOR A PERIOD OF ONE YEAR FROM THE DATE OF APPROVAL OR SELF-CERTIFICATION, AS APPLICABLE.
 - ALL SIDEWALK AND STREET AREAS CONSTRUCTED UNDER THIS PLAN SHALL REMAIN OPEN TO THE PUBLIC AT ALL TIMES.
- ISSUANCE OF PERMITS**
- NO SIDEWALK, CURB OR ROADWAY WORK SHALL BE DONE WITHOUT A PERMIT FROM THE BOROUGH SUPERINTENDANT. APPLICATION SHALL BE MADE THREE DAYS BEFORE STARTING CONSTRUCTION. THE CONTRACTOR SHALL HAVE ALL REQUIRED INSURANCE COVERAGE ON FILE.
 - NO WORK ON DRAINAGE STRUCTURES SHALL BE DONE WITHOUT A PERMIT FROM THE BOROUGH OFFICE OF THE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
 - ANY VAULT WORK AT THE SITE SHALL BE DONE AS PER THE APPLICABLE RULES OF THE DOT AND DEPT. OF BUILDINGS.
- CONSTRUCTION ACTIVITY**
- A CONSTRUCTION PLAN SHOWING MAINTENANCE AND PROTECTION OF TRAFFIC, INCLUDING PLACEMENT OF SIDEWALK BRIDGES, BARRIERS AND SIGNAGE, SHALL BE SUBMITTED TO THE BOROUGH HIGHWAY OFFICE BEFORE CONSTRUCTION BEGINS.
 - NO SIDEWALK SHALL BE CLOSED WITHOUT A PERMIT. PEDESTRIAN AND TRAFFIC SAFETY SHALL BE PROTECTED AT ALL TIMES. ROADWAY CLOSINGS SHALL BE AS DIRECTED.
 - THE SITE SHALL BE MAINTAINED IN A CLEAN AND SAFE CONDITION.
- FINAL SIGN-OFF**
- PERMITS SHALL BE PRESENTED FROM ALL PUBLIC AGENCIES AND UTILITIES HAVING OWNERSHIP OF STRUCTURES RELOCATED OR REMOVED DURING CONSTRUCTION.
 - ALL PAVEMENT MARKINGS INCLUDING THERMOPLASTIC LANE DIVIDERS, REMOVED DURING CONSTRUCTION, SHALL BE REPLACED IN KIND TO THE BUREAU OF TRAFFIC STDs.
 - ALL EXISTING CATCH BASIN ON SITE SHALL BE CLEANED AND MADE OPERABLE.
 - ALL DAMAGE CAUSED BY CONSTRUCTION ON THIS PROJECT OUTSIDE THE PROJECT LIMITS SHALL BE REPAIRED AS DIRECTED.
 - THE ROADWAY SHALL BE PAVED TO THE REQUIREMENTS OF THE DOT AND AS DIRECTED.

WAIVERS

DOT REQUIREMENT WAIVED

- WAIVER OF CURB AND SIDEWALK ALIGNMENT IN BOSCOMBE AVENUE
- WAIVER OF MINIMUM CLEARANCE FROM A CURB CUT TO A POLE
- PERMISSION TO MAINTAIN EXISTING 4' SIDEWALK IN LIEU OF 5'
-

DOB APPROVAL

PROPOSED AND EXISTING WORK SHOWN HERE REVIEWED FOR COMPLIANCE WITH ALL
APPLICABLE RULES AND REQUIREMENTS BY:

PLAN EXAMINER

APPROVAL FOR ISSUANCE OF WORK PERMITS GRANTED BY:

CHIEF/BUILDERS PAVEMENT SECTION

DATE

PROJECT:

STREET ADDRESS: 200 BOSCOMBE AVENUE
BLOCK: 7577 LOT(S) 3
ZONING: R3X ZONING MAP NO. 32D

OWNER: GATEWAY CATHEDRAL INC., c/o PASTOR MICHAEL LUCIANO
200 BOSCOMBE AVENUE
STATEN ISLAND, NY 10309
718-966-4500

BUILDERS PAVEMENT PLAN (ON-GROUND)

THIS PLAN PERTAINS TO PROPOSED WORK WITHIN THE NYC RIGHT OF WAY LINES ONLY

SEAL AND SIGNATURE

DATE: 5-1-24

PROJECT NO. 118907

DRAWING BY: JM

CHECKED BY: RD

DWG. NO.

BPP - 001.00

DOB NO.
540212232

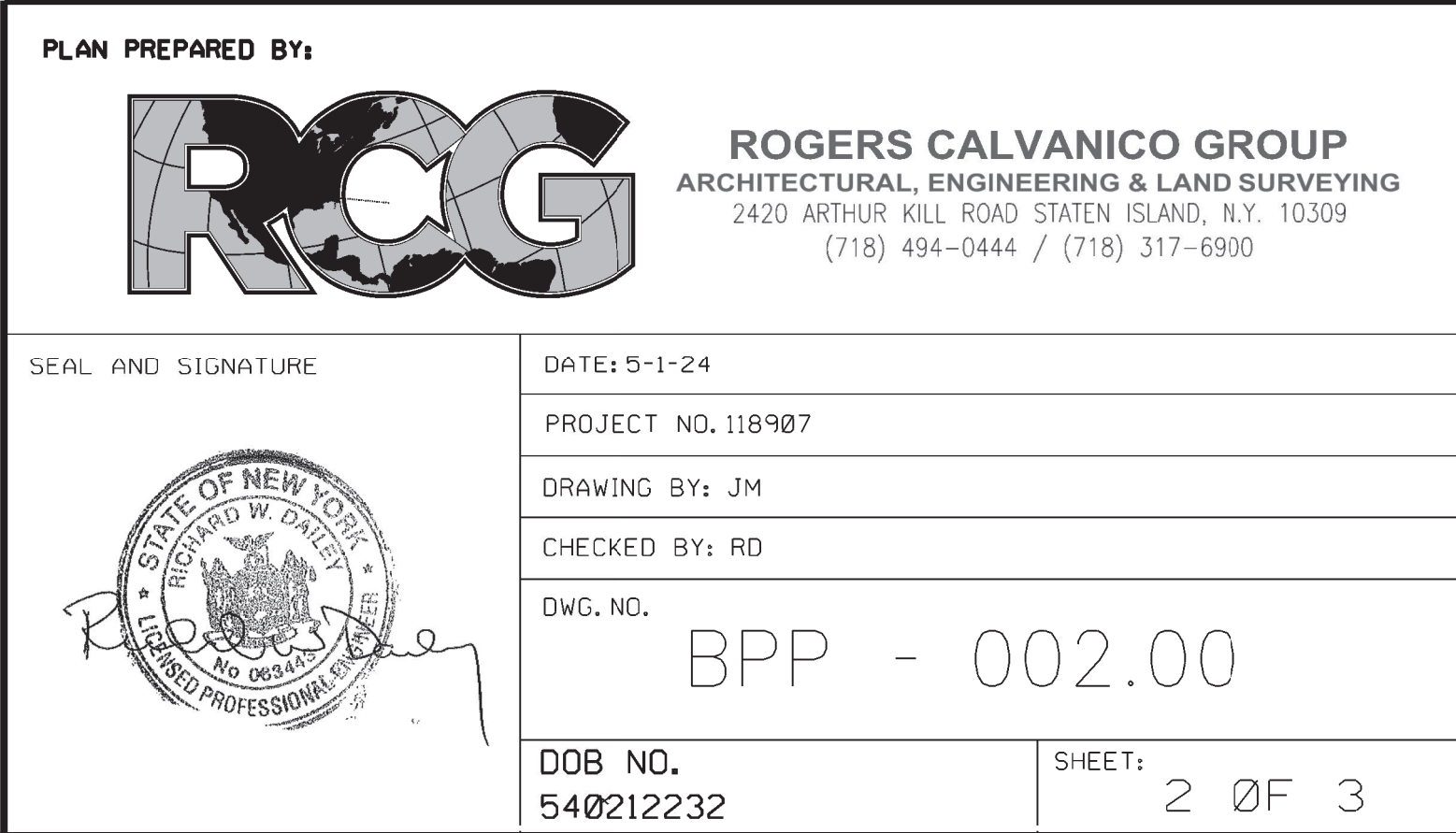
SHEET:
1 OF 3



No.	REVISION	APPRV/DATE
1	ADD PED RAMPS PER DOT	

NAVD 88

Irregular	Record Width 73'	+/-
-----------	------------------	-----



GLOSSARY	
TERMS	DEFINITIONS
CLEAR SPACE	THE TERM "CLEAR SPACE" REFERS TO AN UNOBSTRUCTED AREA PROVIDED BEFORE THE BOTTOM GRADE BREAK OF A RAMP. FOUR FEET BY FOUR FEET (4' X 4') SQUARE MINIMUM, WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK, AND WHOLLY FREE OF ANY VEHICLES, OBSTACLES, OR OTHER TRAFFIC. IF A SIDEWALK RUNNING PARALLEL TO THE CROSSWALK, THE CLEAR SPACE MAY OVERLAP BOTTOM LANDING AREAS AND FLUSH CURBS. IF THE CLEAR SPACE IS ALSO A TURNING SPACE, THEN THE SLOPES OF THE CLEAR SPACE MUST COMPLY WITH THE REQUIREMENTS FOR TURNING SPACE.
COUNTER SLOPE	THE TERM "COUNTER SLOPE" REFERS TO THE SLOPE OF THE ROADWAY AT THE FLUSH CURB, PERPENDICULAR TO THE CURB LINE.
CROSS SLOPE	THE TERM "CROSS SLOPE" REFERS TO ANY SLOPE MEASURED

GUTTER FLOW	THE TERM "GUTTER FLOW SLOPE" REFERS TO THE ROADWAY SLOPE THAT DETERMINES THE CURB TO GUTTER SLOPE.
UNSTRUCTURED AREA	THE TERM "UNSTRUCTURED FLOW" REFERS TO AN UNSTRUCTURED LEVEL AREA ADJOINING A RAMP THAT ALLOWS A PEDESTRIAN USING A SIDEWALK RAMP TO REST WHILE WAITING FOR A CROSSWALK SIGNAL. THE CROSS SLOPES AND RUNNING SLOPES NO GREATER THAN TWO PERCENT (2.0%), A PERPENDICULARITY OF 90 DEGREES, AND A MINIMUM RAMP LENGTH OF 10 FEET. A SIDEWALK RAMP TYPICALLY HAS A LANDING AT THE BOTTOM OF THE PARALLEL RAMP.
PARALLEL RAMP	THE TERM "PARALLEL RAMP" REFERS TO THE UNSTRUCTURED FLOW OF ANY PEDESTRIAN ACCESS ROUTE AND PEDESTRIAN CIRCULATION PATH WHICH IS NOT INTENDED FOR PEDESTRIAN TRAFFIC RUNNING (NON-ADA COMPLIANT) GRASSY OR GRADE COVER PAVED.
PEDESTRIAN ACCESS ROUTE	THE TERM "PEDESTRIAN ACCESS ROUTE" REFERS TO A CONTINUOUS AND UNSTRUCTURED PATH OF TRAVEL PROVIDED FOR PEDESTRIAN TRAVEL THAT IS NOT INTENDED FOR PEDESTRIAN CIRCULATION PATH. THE PEDESTRIAN ACCESS ROUTE IS INCLUSIVE OF ANY PEDESTRIAN CIRCULATION PATH SLOPES NOT STEEPER THAN FIVE PERCENT (5.0%), DOORWAYS, STRUCTURAL WALLS, AND OTHER OBSTACLES.

PEDESTRIAN CIRCULATION PATH	THE TERM "PEDESTRIAN CIRCULATION PATH" REFERS TO A PREPARED SURFACE PROVIDED FOR PEDESTRIAN TRAVEL IN THE PUBLIC RIGHT-OF-WAY. IT MAY INCLUDE A COURSE OF CONCRETE, SIDEWALK, ADA COMPLIANT GRANITE BLOCK PAVEMENT, BLYSTONE FLAGS, ASPHALT BLOCK PAVERS, AND BRICK PAVES, NUC DOT STANDARD HIGHWAY SPECIFICATION SECTIONS 4.13, 6.04 ADA, 6.07, 6.08, 6.09, 6.10, 6.11 AND OTHER RELATED WALKING SURFACES. FOR EXAMPLE, THE PEDESTRIAN CIRCULATION PATH DOES NOT INCLUDE TREE TIPS, PLANTING STRIPS, OR OTHER NON-WALKABLE AREAS. THE PEDESTRIAN CIRCULATION PATH INCLUDES THE FLARED SIDES OF PEDESTRIAN RAMPS.
PERPENDICULAR RAMP	THE TERM "PERPENDICULAR RAMP" REFERS TO A PEDESTRIAN RAMP THAT HAS A RAMP SURFACE THAT IS APPROXIMATELY PERPENDICULAR TO THE CURBLINE.

[illegible][illegible]

10. FOR ISLANDS WITH PEDESTRIAN CROSSINGS, USE ISLAND CATES CATE #1 OR #2. DOWD, N.Y. H-1011-7.

11. FOR TEMPORARY RAMPS, AND RAMP REQUIREMENTS IN CONSTRUCTION WORK ZONES, SEE TEMPORARY CATES: CATES T1, T2, OR T3. DOWD, N.Y. H-1011-7.

 New York City
Department of Transportation

PEDESTRIAN RAMPS

INDEX OF DRAWINGS, SLOPE LIMITS, LEGEND,
GLOSSARY, GENERAL NOTES

Approved: _____
Roger K. Wield P.E.
Chief Engineer, P.E. (May 24, 2013 to 03/01/2017)
Department of Transportation

Approved: _____
Howe Shown Rains P.E.
Howe Shown Rains, P.E.
Principal Geotechnical Engineer
Infrastructure Design
Department of Design + Construction

Date: 6/06/2022

Scale: _____

Drawing #: H-1011-7

DATE APPROVED: _____

Diagram illustrating curb treatment options and dimensions:

- Top view shows a curb with dimensions: 10' MAX. REVEAL, 7' MIN. CURB REVEAL, and 2' MIN. CURB REVEAL.
- Labels include: "SEE SIDE TREATMENT OPTIONS AND GENERAL NOTE 2L (TYP.)", "D.W.S.", and "CLEAR SPACE".
- Bottom view shows three cross-sections:
 - TYPE B LEFT FLARE RIGHT CURB (Correct treatment)
 - TYPE C LEFT CURB RIGHT FLARE (Incorrect treatment, crossed out)
 - TYPE D CURBED SIDES (Incorrect treatment, crossed out)
- Section title: **M1 SIDE TREATMENT OPTIONS**
- Scale: SCALE: N.T.S.

DATE	APPROVED	Date Issued: 01/01/2022	Date:	Drawing # 111-10111
------	----------	-------------------------	-------	---------------------

NOTES:

FOR INDEX OF DRAWINGS, SLOPE LIMITS, LENGTH, GLOSSARY, GENERAL NOTES, SEE DWG. NO. H-101-11.

FOR EFFECTIVE WARNING VARIANTS (DWGS.), SEE DWG. NO. H-101-11.

FOR OBJECTS IN THE FLARE, EXAMPLE SCORING PATTERNS, EXAMPLE BENDING CURBS AT RAMPS, AND MEETING NON-COMPLIANT SLOPES SEE DWG. NO. H-101-14.

CASE C1 AND C2 MAY BE USED WHERE OR LENGTH OR AREA OF OUTSIDE RAMP, EXCLUDING FLARES, IS 15 FEET OR GREATER.

FOR LOCALIZED WALKING PEDESTRIAN CIRCULATION PATH IS EIGHT FEET (8') OR GREATER BUT SITE CONSTRAINTS PROHIBIT CONSTRUCTION OF CASE C1 OR CASE C2, CASE C3 MAY BE USED.

FOR CASE C1 AND C2, IF ONE SIDE OF A CORNER DOES NOT LEAD TO A MARKED OR UNMARKED CROSSWALK, THE RAMP AT THAT SIDE MAY BE OMITTED AS DIRECTED BY THE ENGINEER.

CASE C1 - PERPENDICULAR NOTES

CASE C1 MAY BE USED WHERE THE PEDESTRIAN (CIRCULATION PATH WIDTH IS EQUAL TO OR GREATER THAN) EIGHT FEET (8').

CASE C1 SHOULD BE ALIGNED PARALLEL TO THE CROSSWALK DIRECTION TO THE MAXIMUM EXTENT FEASIBLE. TO ACHIEVE THIS, CASE C1 MAY BE PLACED OUTSIDE OF THE CROSSWALK.

CASE C1 SHOULD NOT BE USED WHERE PLACEMENT WOULD RESULT IN RAMP ALIGNMENT GREATER THAN 45 DEGREES (45°) FROM THE DIRECTION OF THE

NOTES:

FOR INDEX OF DRAWINGS, SLOPE LIMITS, LENGTH, GLOSSARY, GENERAL NOTES, SEE DWG. NO. H-101-11.

FOR EFFECTIVE WARNING VARIANTS (DWGS.), SEE DWG. NO. H-101-11.

FOR OBJECTS IN THE FLARE, EXAMPLE SCORING PATTERNS, EXAMPLE BENDING CURBS AT RAMPS, AND MEETING NON-COMPLIANT SLOPES SEE DWG. NO. H-101-14.

CASE C1 AND C2 MAY BE USED WHERE OR LENGTH OR AREA OF OUTSIDE RAMP, EXCLUDING FLARES, IS 15 FEET OR GREATER.

FOR LOCALIZED WALKING PEDESTRIAN CIRCULATION PATH IS EIGHT FEET (8') OR GREATER BUT SITE CONSTRAINTS PROHIBIT CONSTRUCTION OF CASE C1 OR CASE C2, CASE C3 MAY BE USED.

FOR CASE C1 AND C2, IF ONE SIDE OF A CORNER DOES NOT LEAD TO A MARKED OR UNMARKED CROSSWALK, THE RAMP AT THAT SIDE MAY BE OMITTED AS DIRECTED BY THE ENGINEER.

CASE C1 - PERPENDICULAR NOTES

CASE C1 MAY BE USED WHERE THE PEDESTRIAN (CIRCULATION PATH WIDTH IS EQUAL TO OR GREATER THAN) EIGHT FEET (8').

CASE C1 SHOULD BE ALIGNED PARALLEL TO THE CROSSWALK DIRECTION TO THE MAXIMUM EXTENT FEASIBLE. TO ACHIEVE THIS, CASE C1 MAY BE PLACED OUTSIDE OF THE CROSSWALK.

CASE C1 SHOULD NOT BE USED WHERE PLACEMENT WOULD RESULT IN RAMP ALIGNMENT GREATER THAN 45 DEGREES (45°) FROM THE DIRECTION OF THE

NOTES:

FOR INDEX OF DRAWINGS, SLOPE LIMITS, LENGTH, GLOSSARY, GENERAL NOTES, SEE DWG. NO. H-101-11.

FOR EFFECTIVE WARNING VARIANTS (DWGS.), SEE DWG. NO. H-101-11.

FOR OBJECTS IN THE FLARE, EXAMPLE SCORING PATTERNS, EXAMPLE BENDING CURBS AT RAMPS, AND MEETING NON-COMPLIANT SLOPES SEE DWG. NO. H-101-14.

CASE C1 AND C2 MAY BE USED WHERE OR LENGTH OR AREA OF OUTSIDE RAMP, EXCLUDING FLARES, IS 15 FEET OR GREATER.

FOR LOCALIZED WALKING PEDESTRIAN CIRCULATION PATH IS EIGHT FEET (8') OR GREATER BUT SITE CONSTRAINTS PROHIBIT CONSTRUCTION OF CASE C1 OR CASE C2, CASE C3 MAY BE USED.

FOR CASE C1 AND C2, IF ONE SIDE OF A CORNER DOES NOT LEAD TO A MARKED OR UNMARKED CROSSWALK, THE RAMP AT THAT SIDE MAY BE OMITTED AS DIRECTED BY THE ENGINEER.

CASE C1 - PERPENDICULAR NOTES

CASE C1 MAY BE USED WHERE THE PEDESTRIAN (CIRCULATION PATH WIDTH IS EQUAL TO OR GREATER THAN) EIGHT FEET (8').

CASE C1 SHOULD BE ALIGNED PARALLEL TO THE CROSSWALK DIRECTION TO THE MAXIMUM EXTENT FEASIBLE. TO ACHIEVE THIS, CASE C1 MAY BE PLACED OUTSIDE OF THE CROSSWALK.

CASE C1 SHOULD NOT BE USED WHERE PLACEMENT WOULD RESULT IN RAMP ALIGNMENT GREATER THAN 45 DEGREES (45°) FROM THE DIRECTION OF THE

NOTES:

FOR INDEX OF DRAWINGS, SLOPE LIMITS, LENGTH, GLOSSARY, GENERAL NOTES, SEE DWG. NO. H-101-11.

FOR EFFECTIVE WARNING VARIANTS (DWGS.), SEE DWG. NO. H-101-11.

FOR OBJECTS IN THE FLARE, EXAMPLE SCORING PATTERNS, EXAMPLE BENDING CURBS AT RAMPS, AND MEETING NON-COMPLIANT SLOPES SEE DWG. NO. H-101-14.

CASE C1 AND C2 MAY BE USED WHERE OR LENGTH OR AREA OF OUTSIDE RAMP, EXCLUDING FLARES, IS 15 FEET OR GREATER.

FOR LOCALIZED WALKING PEDESTRIAN CIRCULATION PATH IS EIGHT FEET (8') OR GREATER BUT SITE CONSTRAINTS PROHIBIT CONSTRUCTION OF CASE C1 OR CASE C2, CASE C3 MAY BE USED.

FOR CASE C1 AND C2, IF ONE SIDE OF A CORNER DOES NOT LEAD TO A MARKED OR UNMARKED CROSSWALK, THE RAMP AT THAT SIDE MAY BE OMITTED AS DIRECTED BY THE ENGINEER.

CASE C1 - PERPENDICULAR NOTES

CASE C1 MAY BE USED WHERE THE PEDESTRIAN (CIRCULATION PATH WIDTH IS EQUAL TO OR GREATER THAN) EIGHT FEET (8').

CASE C1 SHOULD BE ALIGNED PARALLEL TO THE CROSSWALK DIRECTION TO THE MAXIMUM EXTENT FEASIBLE. TO ACHIEVE THIS, CASE C1 MAY BE PLACED OUTSIDE OF THE CROSSWALK.

CASE C1 SHOULD NOT BE USED WHERE PLACEMENT WOULD RESULT IN RAMP ALIGNMENT GREATER THAN 45 DEGREES (45°) FROM THE DIRECTION OF THE

		New York City Department of Transportation	
Approved: <i>Roger K. Weld P.E.</i> Roger K. Weld, P.E. (May 28, 2022 13:50 EDT) Chief Engineer Department of Transportation		Approved: <i>Honor Shoen Passy P.E.</i> Honor Shoen Passy, P.E. (May 28, 2022 16:04 EDT) Assistant Commissioner Infrastructure/Design Department of Design + Construction	
Date Issued: 6/06/2022		Scale: AS SHOWN Drawing #: H-101-2	
DATE	APPROVED		

NOTES:

1. FOR INDEX OF DRAWINGS, SEE

8. SIDEWALKS SHALL BE CONSTRUCTED TO TOP OF RAMP SLOPES, GRADE, RAMP FLARES.
10. SIDEWALK FLAGS SHOULD HAVE FLAGS MUST NOT EXCEED THE 1/2 IN. PARALLEL RAMP SHOULD NOT
12. OVERSIZED RAMP AND LANDING TO AVOID FLAGS LARGER THAN
13. SIDEWALK FLAGS SHOULD BE 3/4 OF ONE TO TWO (1/2) MINIMUM.
14. WHERE THREE SCORED SIDEWALK ANGLE SHOULD NOT EXCEED 15

LIMITS, LEGEND, GLOSSARY, GENERAL NOTES, 6" 1"

A CONSTANT SLOPE, GRADING OF SIDEWALK
ITS INDICATED ON DETAIL R, THIS SHEET.

IVE FLARES SCORED.

LAGS SHOULD BE SCORED INTO SMALLER FLAGS
E FEET (15').

ORED WITH A NOMINAL WIDTH TO LENGTH RATIO

CK FLAGS MEET, THE MAXIMUM SCORED INTERNAL
DEGREES (150°) OF ANY ONE FLAG.

Approved by: **Liz Jae Yun Park**

SEE NOTE 5. 6" MIN. SEE NOTE 5.

EXAMPLE SIDEWALK CURBS AT RAMP - PLAN VIEW

SCALE: N.T.S.

ROADWAY

UTILITY POLE OR OTHER OBSTRUCTION

PROJECT:

STREET A

BLOCK: 70

ZONING: R

06/04/2024

EXAMPLE SIDEWALK CURB WRAPPED AROUND EXISTING STRUCTURE AT RAMP - ISOMETRIC VIEW
 SCALE: N.T.S.

DRESS: 10,12,16,18,22,24,28,30,34,36,40
 94 LOT(S)14,4,14,5,14,6,14,7,14,8,14,9,15,0,15
 -1 ZONING M

DOB FILE NO. 530453691	SHEET
---------------------------	-------

		B		
--	--	----------	--	--

12 HARRIS LANE
1,152,153,154,155
AP NO. 33A

2 DE 2