

# SUBDIVISION AND SITE PLAN REGULATIONS

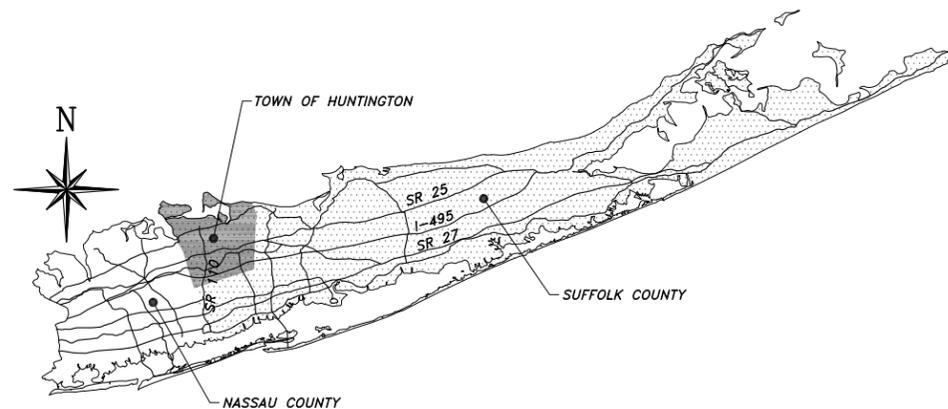
## STANDARD CONSTRUCTION DETAILS

MAY, 2014

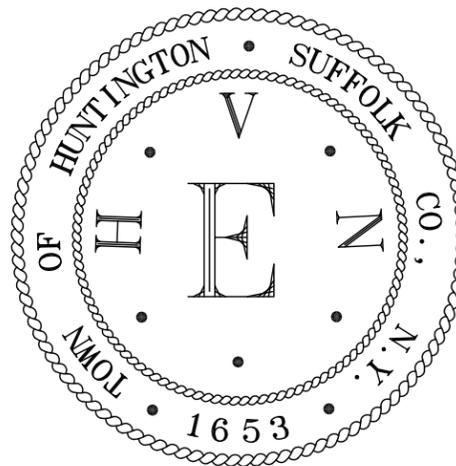
THESE DETAILS ARE AVAILABLE FOR DOWNLOAD AT [WWW.HUNTINGTONNY.GOV/PLANNINGREGS](http://WWW.HUNTINGTONNY.GOV/PLANNINGREGS)

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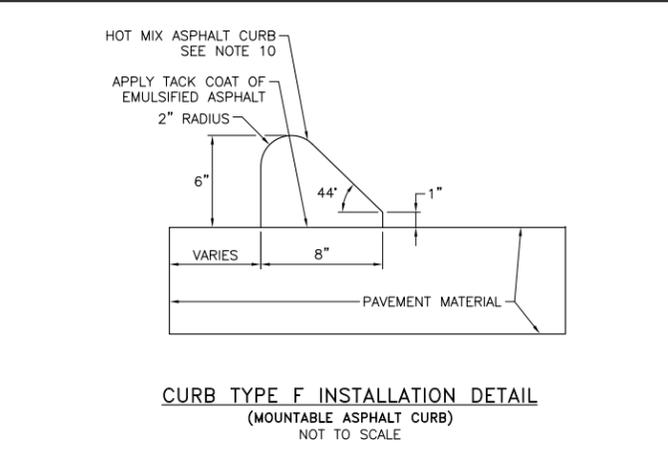
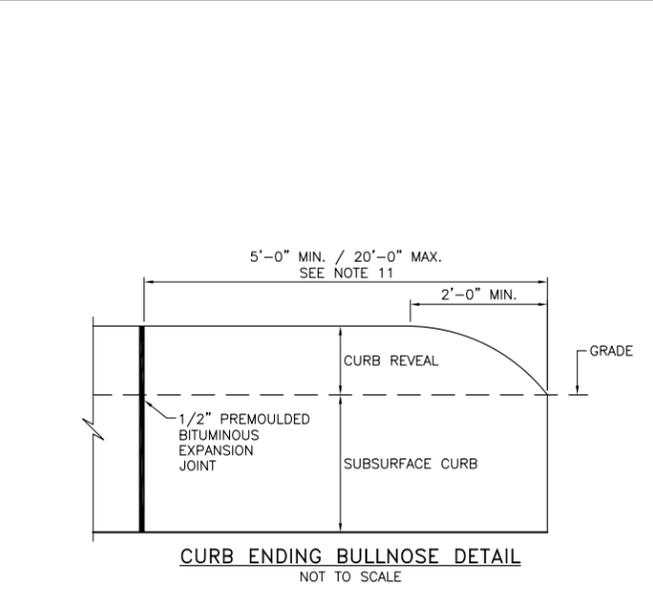
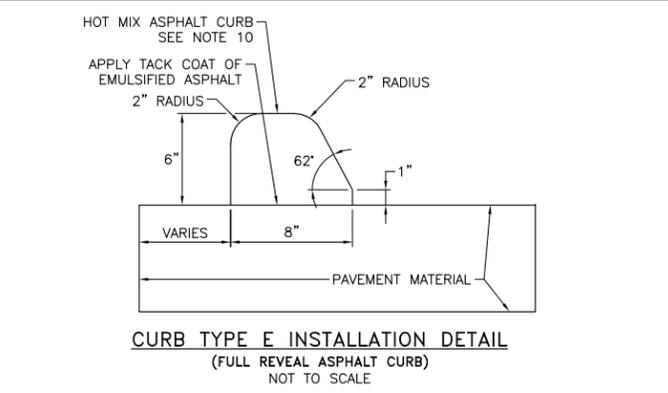
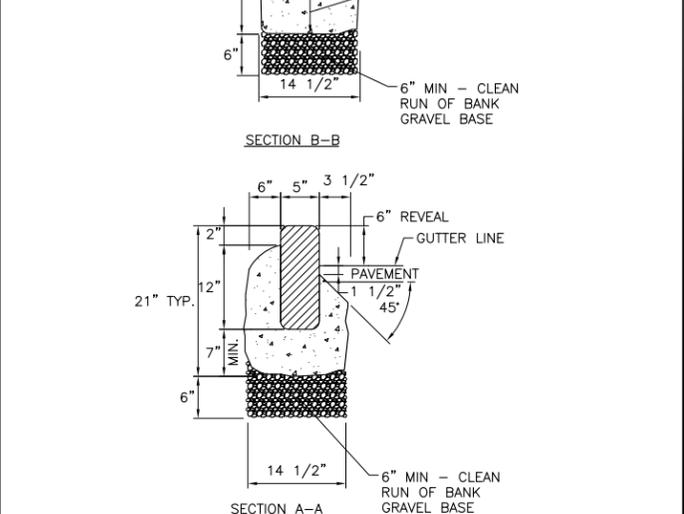
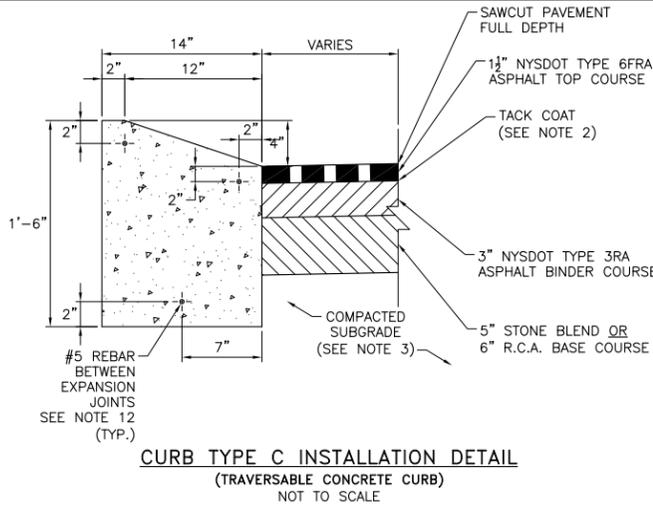
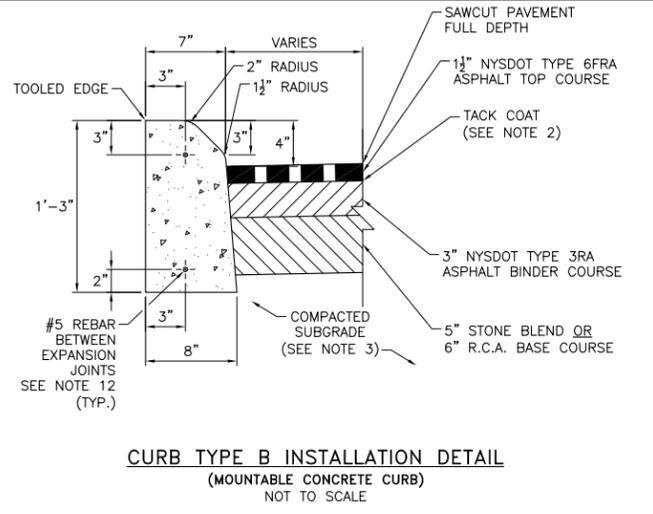
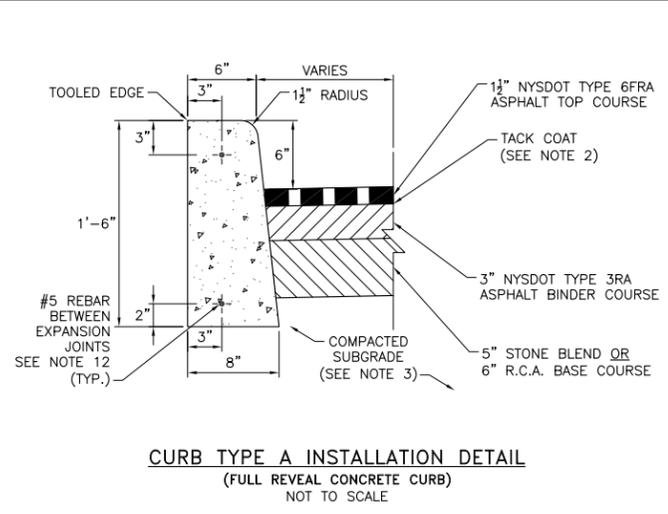
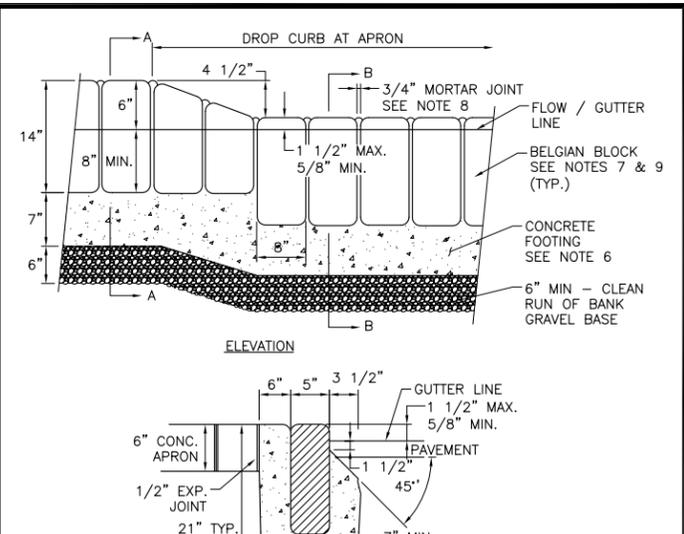
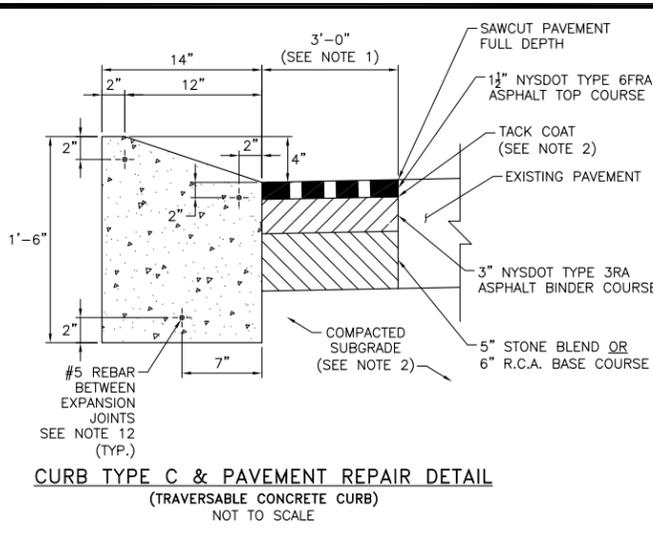
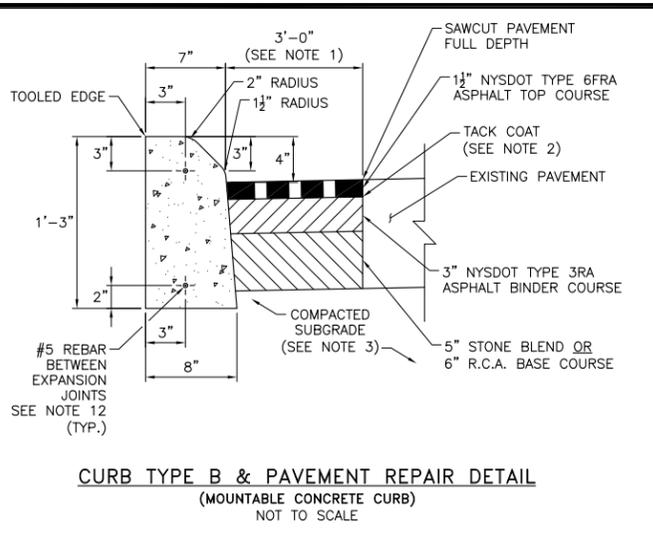
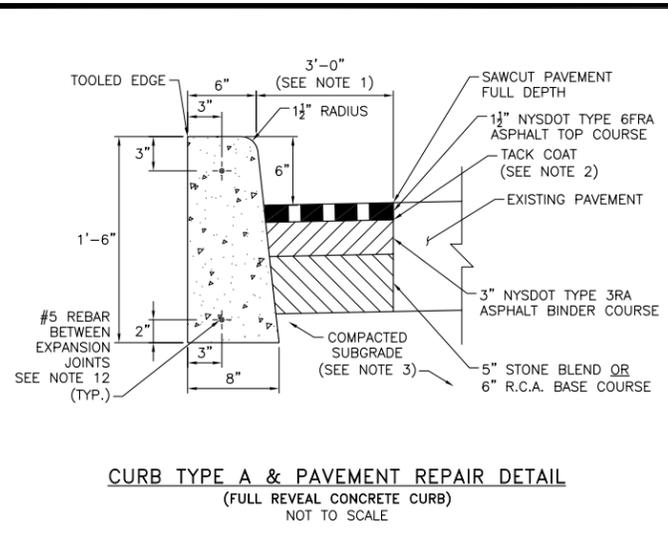
LONG ISLAND LOCATION MAP  
N.T.S.



TOWN OF HUNTINGTON  
SUFFOLK COUNTY, NEW YORK

THE EDUCATION LAW OF THE STATE OF NEW YORK PROHIBITS ANY PERSON FROM ALTERING ANYTHING ON THESE DRAWINGS AND/OR THE ACCOMPANYING SPECIFICATIONS UNLESS IT IS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, WHERE SUCH ALTERATIONS ARE MADE, THE PROFESSIONAL ENGINEER MUST SIGN, SEAL, DATE AND DESCRIBE THE FULL EXTENT OF THE ALTERATION ON THE DRAWING AND/OR IN THE SPECIFICATION (NYS ED. LAW SECTION 7209-2).

PREPARED BY  
DEPARTMENT OF ENGINEERING SERVICES  
JOSEPH F CLINE, PE, DIRECTOR



- MISCELLANEOUS CURB INSTALLATION NOTES:**
- WHEN CURB IS REPLACED OR INSTALLED WITHIN THE TOWN OF HUNTINGTON RIGHT-OF-WAY (R.O.W.) THE EXISTING PAVEMENT SHALL BE REMOVED AND REPLACED A MINIMUM OF THREE (3) FEET FROM THE PROPOSED CURB.
  - TACK COAT (PER ITEM 407.0101 OF N.Y.S.D.O.T. STANDARD SPECIFICATIONS) EMULSIFIED ASPHALT PLACED AT A RATE OF BETWEEN 0.05 & 0.15 GALLONS PER SQUARE YARD. USE IF TOP COURSE ASPHALT IS PLACED IN EXCESS OF SIX (6) MONTHS AFTER BINDER COURSE IS INSTALLED. SURFACE OF BINDER COURSE ASPHALT SHALL BE CLEAN, DRY AND INSPECTED BY THE TOWN OF HUNTINGTON ENGINEERING INSPECTOR PRIOR TO PLACING TOP COURSE ASPHALT OR TACK COAT.
  - ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH SUITABLE COMPACTED MATERIAL, ALL AS DIRECTED BY THE TOWN OF HUNTINGTON ENGINEER. COMPACTION UTILIZING OPTIMUM MOISTURE CONTENT TO AT LEAST 95% STANDARD PROCTOR DENSITY. SUBMIT TEST RESULTS FROM ASTM D698 (MOISTURE) AND ASTM D2922 (DENSITY PER NUCLEAR METHODS) FOR REVIEW.
  - CONCRETE SHALL BE NYSDOT CLASS D, 4000 P.S.I. AT 28 DAYS, AND SHALL BE AIR ENTRAINED.
  - EXPANSION JOINTS SHALL BE PLACED AT INTERVALS NOT GREATER THAN 12'-0" O.C. AND AT ALL POINTS OF CURVATURE AND TANGENCY.
  - CONC. TO BE 1:2:4 MIX, 4"-5" SLUMP, ALL AGGREGATE PASSING 3/4" SIEVE. ALL CONCRETE TO BE 4000 P.S.I. (MIN.) AIR INTRAINED.
  - TYPICAL BELGIAN BLOCK TO BE 5"x8"x14" WITH COMPRESSIVE STRENGTH OF 4,000 PSI. MIN.
  - MORTAR MIX TO BE 1:2 ALL JOINTS.
  - BLOCKS SHALL BE WASHED PRIOR TO INSTALLATION.
  - ASPHALT CURB SHALL BE UTILIZED FOR CURB WINGS IN CONJUNCTION WITH OFFSET CATCH BASINS WITH THE APPROVAL OF THE TOWN ENGINEER ONLY. SEE DRAINAGE DETAILS FOR ADDITIONAL INFORMATION.
  - CURB SHALL EXTEND A MINIMUM OF 10' BEYOND POINTS OF CURVATURE, POINTS OF TANGENCY, AND DRAINAGE STRUCTURES. OR ABOVE PRIOR TO CONSTRUCTION OF A CURB ENDING BULLNOSE.
  - NYSDOT CLASS D FIBER REINFORCED PORTLAND CEMENT CONCRETE MAY BE SUBSTITUTED FOR THE SPECIFIED REINFORCING BARS. NOTIFICATION OF THIS SUBSTITUTION MUST BE GIVEN TO THE ENGINEERING INSPECTOR PRIOR TO PLACEMENT OF CONCRETE.

**REVISIONS**

DATE	BY	DESCRIPTION	APPROV. BY
2/26/15	NPJ	MODIFY NOTE 4 TO ADD NYSDOT CLASS D CONCRETE	JFC

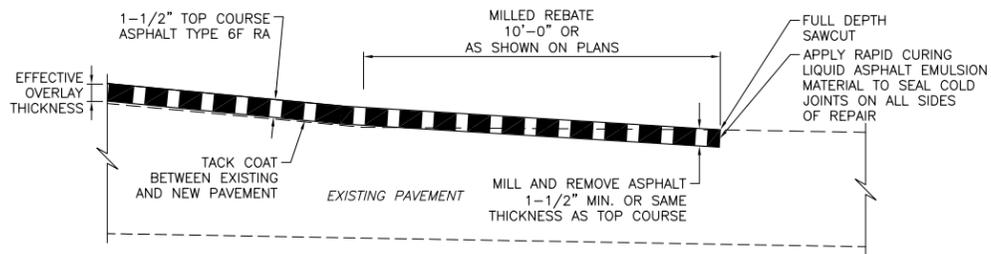
**TOWN OF HUNTINGTON**  
DEPARTMENT OF ENGINEERING SERVICES

**SUBDIVISION AND SITE PLAN REGULATIONS**  
**STANDARD CONSTRUCTION DETAILS**

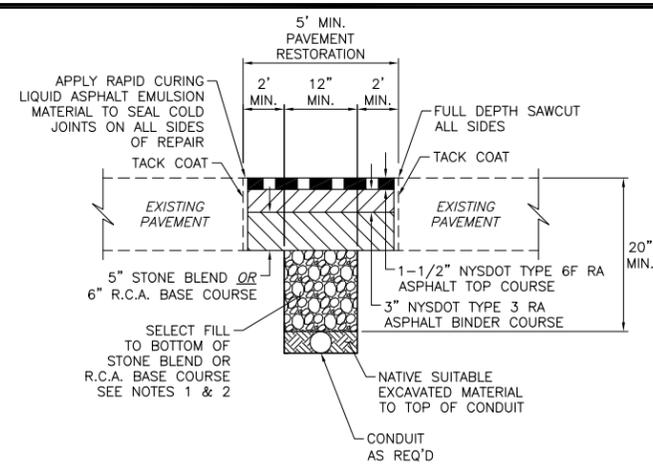
**CURB INSTALLATION & CONSTRUCTION DETAILS**

Scale: AS NOTED Date: MAY, 2014 Sheet: 1 of 19

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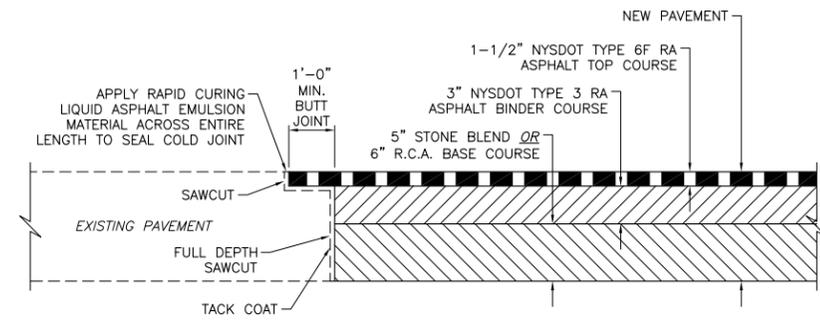
**ASPHALT OVERLAY TERMINATION DETAIL**  
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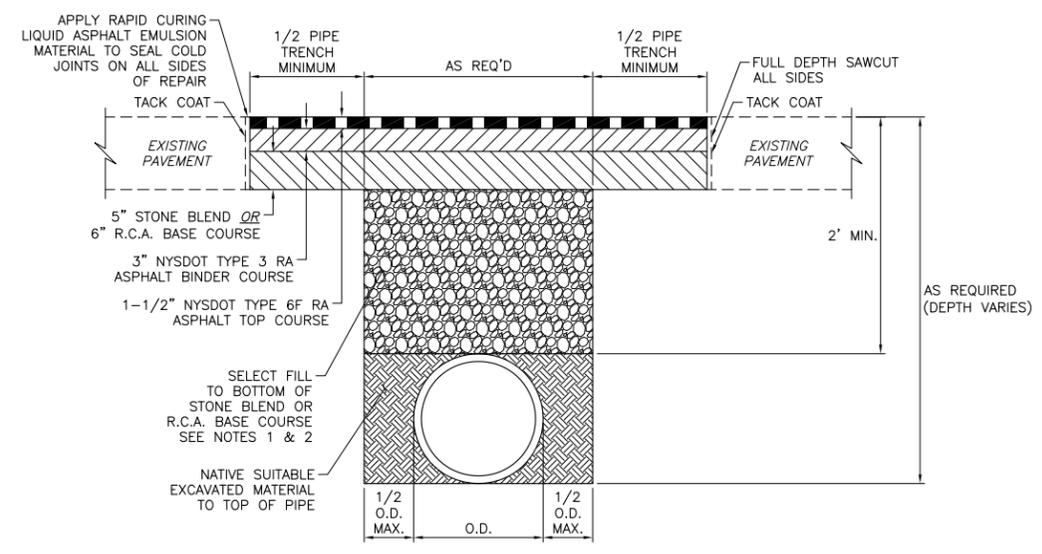
**ROADWAY EXCAVATION FOR CONDUIT INSTALLATION DETAIL**  
NOT TO SCALE

**NOTES:**

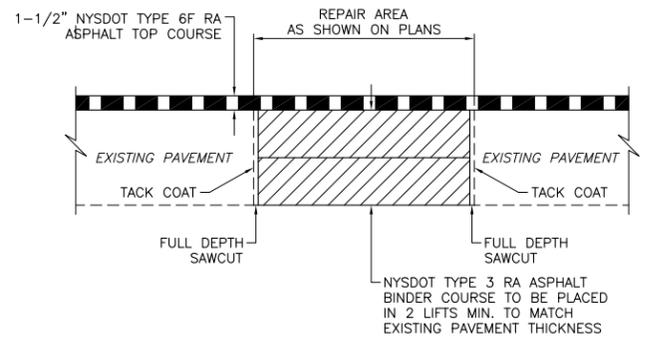
1. SELECT FILL SHALL BE CLEAN FILL CONSISTING OF SAND, GRAVEL, AND/OR STONES AND SHALL BE SUBSTANTIALLY FREE OF DEGRADABLE OR VEGETATIVE MATERIAL. THE FILL SHALL NOT CONTAIN CONSTRUCTION DEMOLITION DEBRIS SUCH AS LUMBER, ASPHALT CONCRETE, PORTLAND CEMENT CONCRETE AND/OR CLAY BRICKS.
2. ALL SELECT FILL, STONE BLEND, AND RECYCLED CONCRETE AGGREGATE SHALL BE COMPACTED UTILIZING OPTIMUM MOISTURE CONTENT TO AT LEAST 95% STANDARD PROCTOR DENSITY. SUBMIT TEST RESULTS FROM ASTM D698 (MOISTURE) AND ASTM D2922 (DENSITY PER NUCLEAR METHODS) FOR REVIEW.
3. TACK COAT (PER ITEM 407.0101 OF N.Y.S.D.O.T. STANDARD SPECIFICATIONS) EMULSIFIED ASPHALT PLACED AT A RATE OF BETWEEN 0.05 & 0.15 GALLONS PER SQUARE YARD.
4. ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH SUITABLE COMPACTED MATERIAL, ALL AS DIRECTED BY THE TOWN OF HUNTINGTON ENGINEER.
5. CONCRETE SHALL BE 4000 P.S.I. AT 28 DAYS AND SHALL BE AIR ENTRAINED.



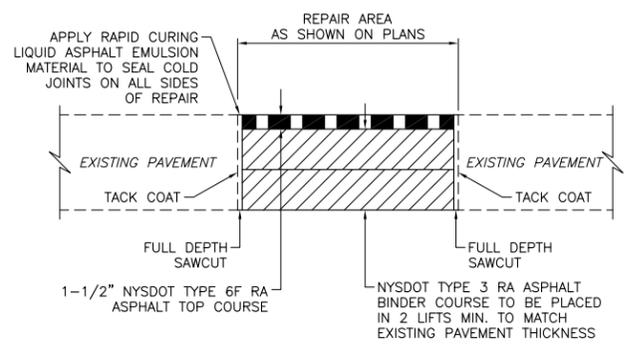
**FULL DEPTH ASPHALT PAVEMENT TERMINATION DETAIL**  
NOT TO SCALE



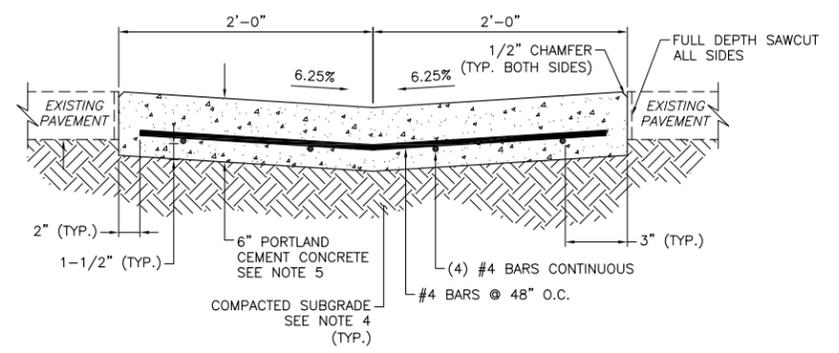
**ROADWAY EXCAVATION FOR DRAINAGE PIPE INSTALLATION DETAIL**  
NOT TO SCALE



**FULL DEPTH ASPHALT PAVEMENT REPAIR WITH TOP COURSE ASPHALT OVERLAY DETAIL**  
NOT TO SCALE



**FULL DEPTH ASPHALT PAVEMENT REPAIR DETAIL**  
NOT TO SCALE



**CONCRETE VALLEY GUTTER**  
NOT TO SCALE

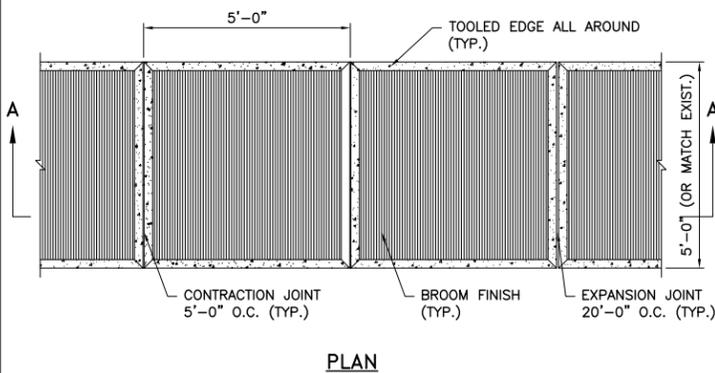


**TOWN OF HUNTINGTON**  
DEPARTMENT OF ENGINEERING SERVICES

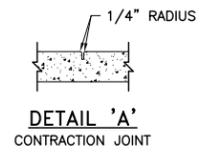
SUBDIVISION AND SITE PLAN REGULATIONS  
**STANDARD CONSTRUCTION DETAILS**

**PAVEMENT EXCAVATION & REPAIR DETAILS**

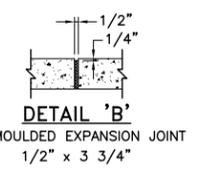
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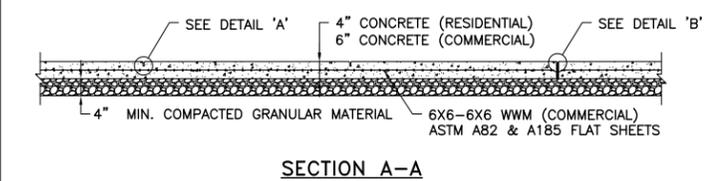
PLAN



DETAIL 'A'  
CONTRACTION JOINT

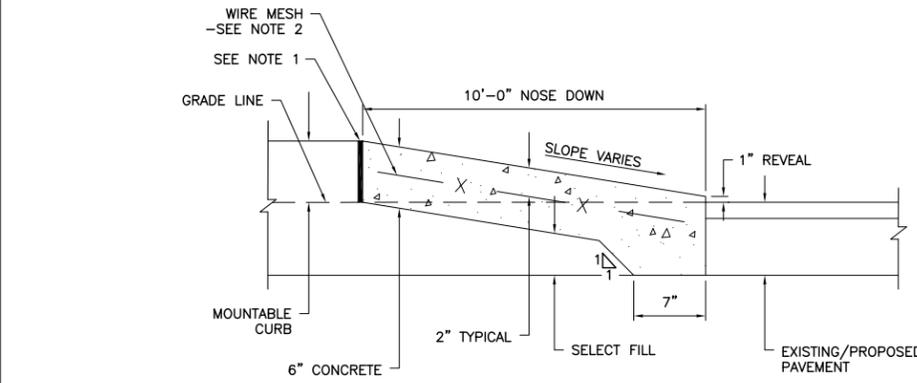


DETAIL 'B'  
PREMOULDED EXPANSION JOINT  
1/2" x 3 3/4"

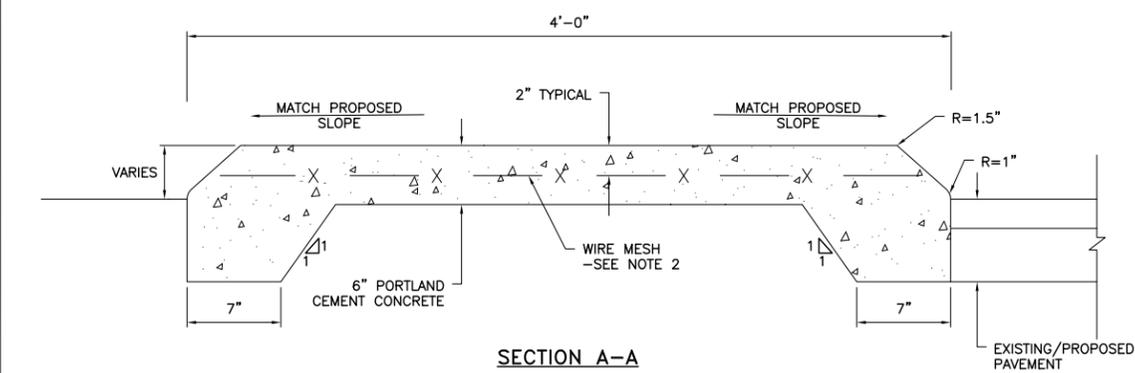


SECTION A-A

CONCRETE SIDEWALK DETAILS  
NOT TO SCALE

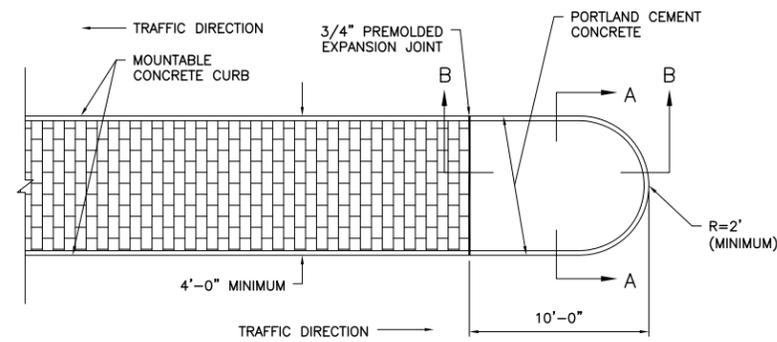


SECTION B-B  
N.T.S.

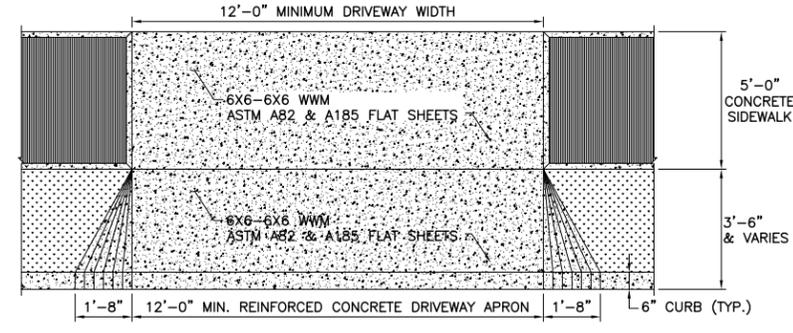


SECTION A-A

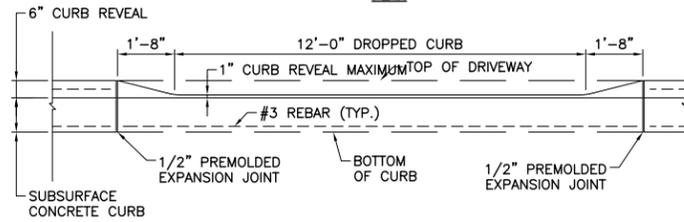
- NOTES:**
- PREMOULDED RESILIENT EXPANSION JOINT
  - WIRE MESH SHALL CONSIST OF #3 GAUGE STEEL FABRIC REINFORCEMENT AT 6"x6" GRID PATTERN.



PLAN  
CONCRETE MEDIAN BULLNOSE DETAILS  
NOT TO SCALE

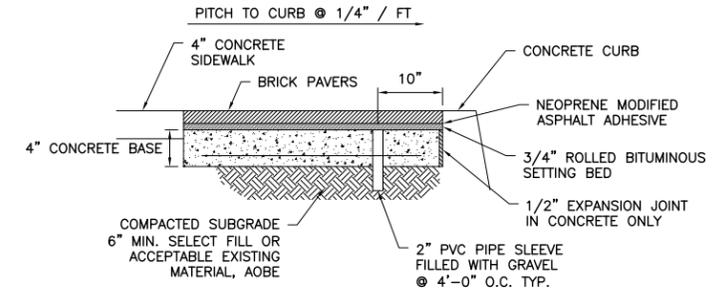


PLAN

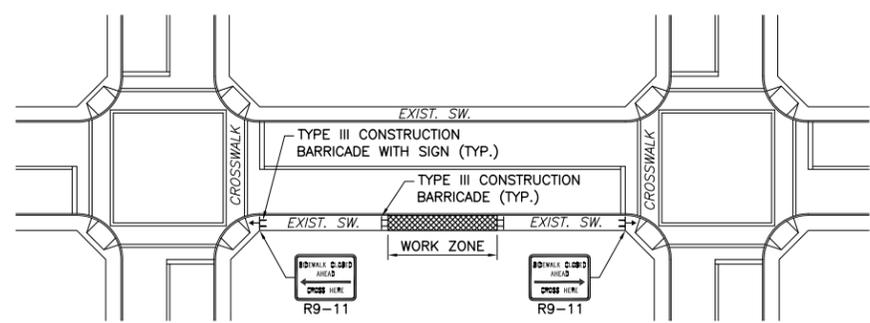


ELEVATION

CONCRETE DRIVEWAY APRON INSTALLATION DETAIL  
NOT TO SCALE

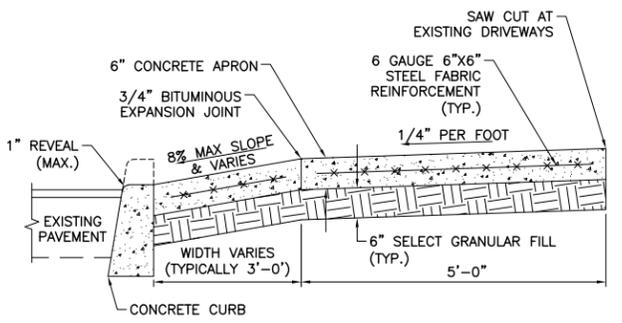


- NOTE:**
- CONCRETE SHALL BE 4000 PSI @ 28 DAYS AND SHALL BE AIR ENTRAINED
- BRICK PAVING DETAIL**  
NOT TO SCALE

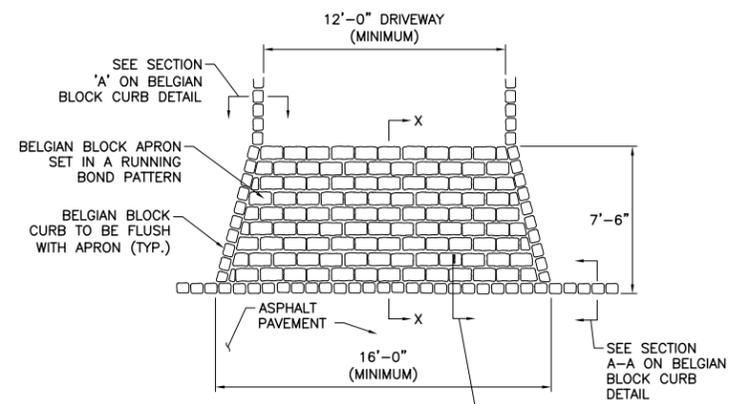


- NOTES:**
- LOCATION OF TEMPORARY DEVICES CAN BE MODIFIED TO MEET FIELD CONDITIONS AS APPROVED BY THE TOWN OF HUNTINGTON ENGINEERING INSPECTOR.
  - THE CONTRACTOR SHALL PROVIDE OVERHEAD PROTECTION FOR PEDESTRIAN TRAFFIC AT ANY CROSSINGS UNDER ACTIVE CONSTRUCTION WORK.
  - THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL DEVICES SHOWN ON THIS DETAIL ARE SCHEMATIC. THE EXACT LOCATIONS FOR SAID TEMPORARY PEDESTRIAN TRAFFIC CONTROL DEVICES SHALL CONFORM TO EXISTING FIELD CONDITIONS OR AS DIRECTED BY THE TOWN OF HUNTINGTON ENGINEERING INSPECTOR.
  - ALL TRAFFIC CONTROL DEVICES SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD) AND THE NEW YORK STATE SUPPLEMENT TO SUCH, LATEST EDITIONS.
  - ALTERNATE MAINTENANCE & PROTECTION OF PEDESTRIAN TRAFFIC SCHEMES MUST BE SUBMITTED TO THE TOWN OF HUNTINGTON DEPARTMENT OF ENGINEERING SERVICES FOR REVIEW AND APPROVAL PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

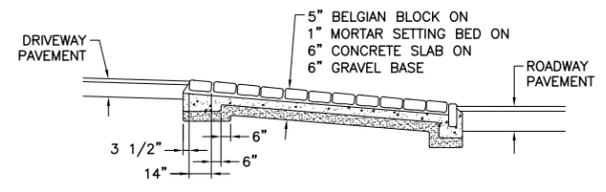
MAINTENANCE & PROTECTION OF PEDESTRIAN TRAFFIC DETAIL  
NOT TO SCALE



SECTION



PLAN



SECTION X-X

- NOTES:**
- TYPICAL BELGIAN BLOCK TO BE 5"x 8"x 14" WITH COMPRESSIVE STRENGTH OF 4,000 PSI. MIN.
  - MORTAR MIX TO BE IN ALL JOINTS
  - BLOCKS SHALL BE WASHED PRIOR TO INSTALLATION

BELGIAN BLOCK DRIVEWAY APRON  
INSTALLATION DETAILS  
NOT TO SCALE

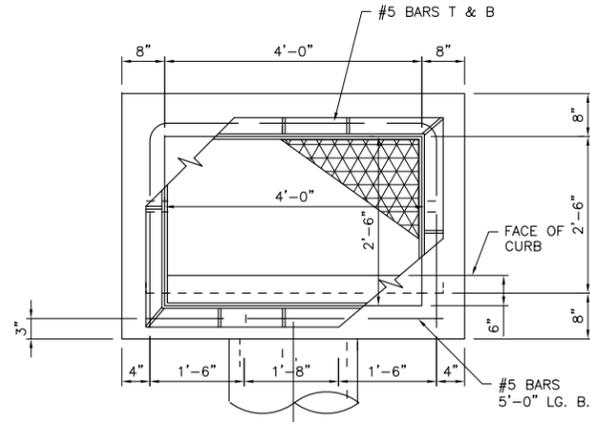


**TOWN OF HUNTINGTON**  
DEPARTMENT OF ENGINEERING SERVICES

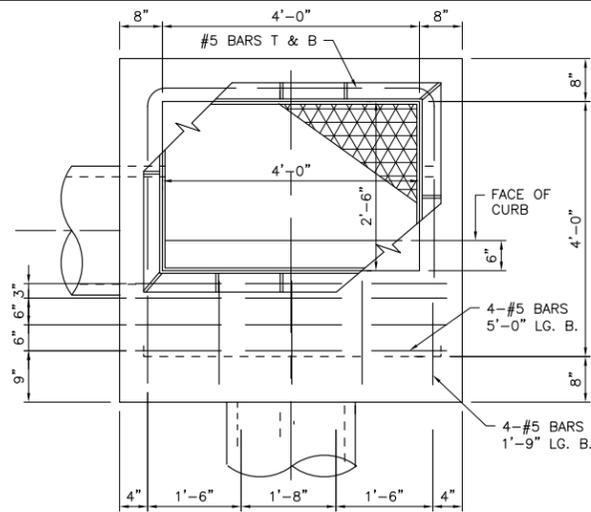
SUBDIVISION AND SITE PLAN REGULATIONS  
STANDARD CONSTRUCTION DETAILS

SIDEWALK DETAILS

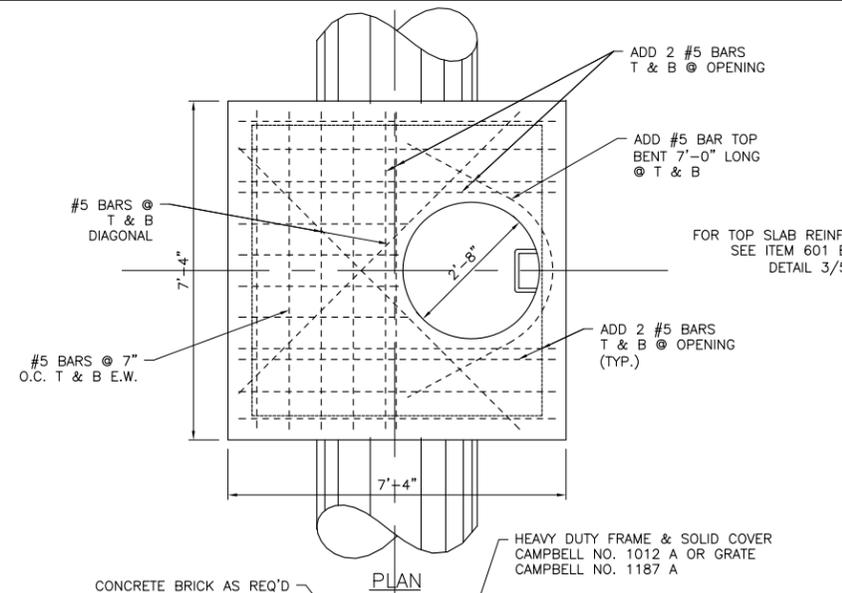
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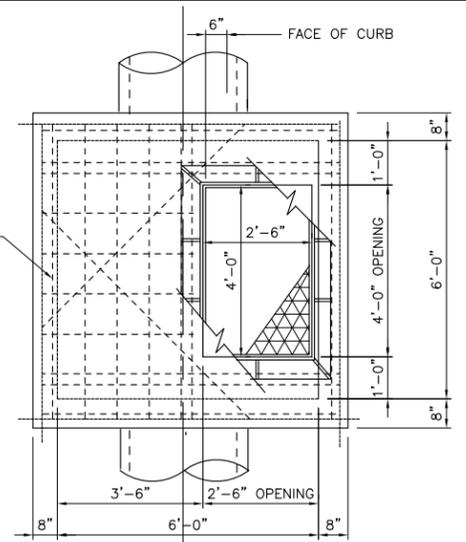
PLAN



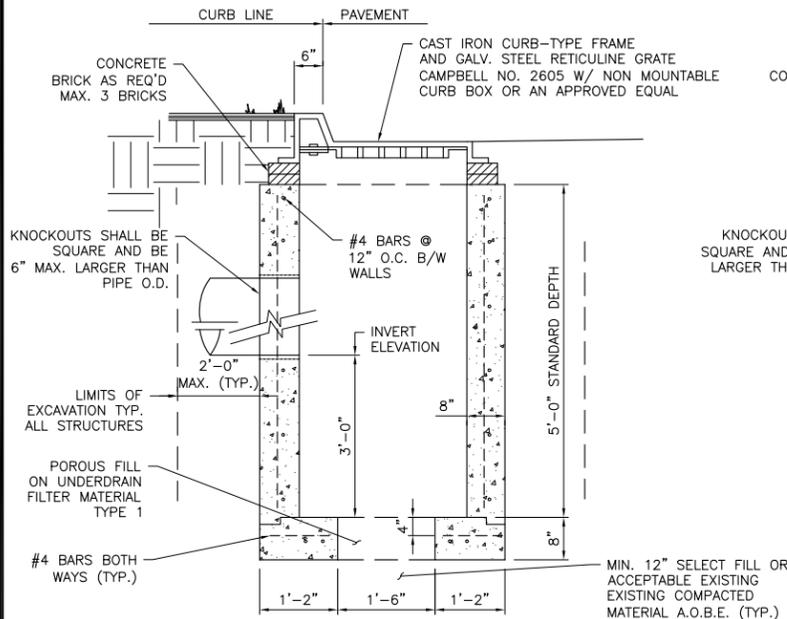
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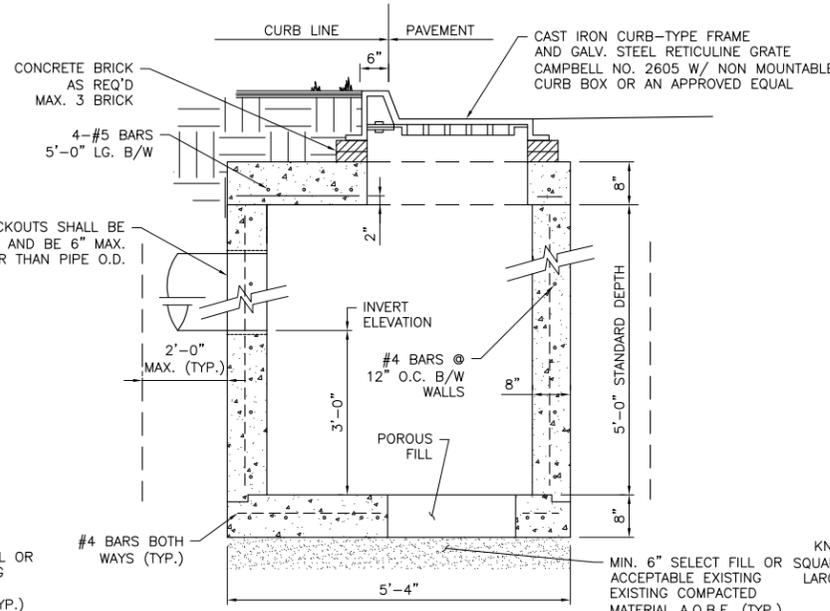
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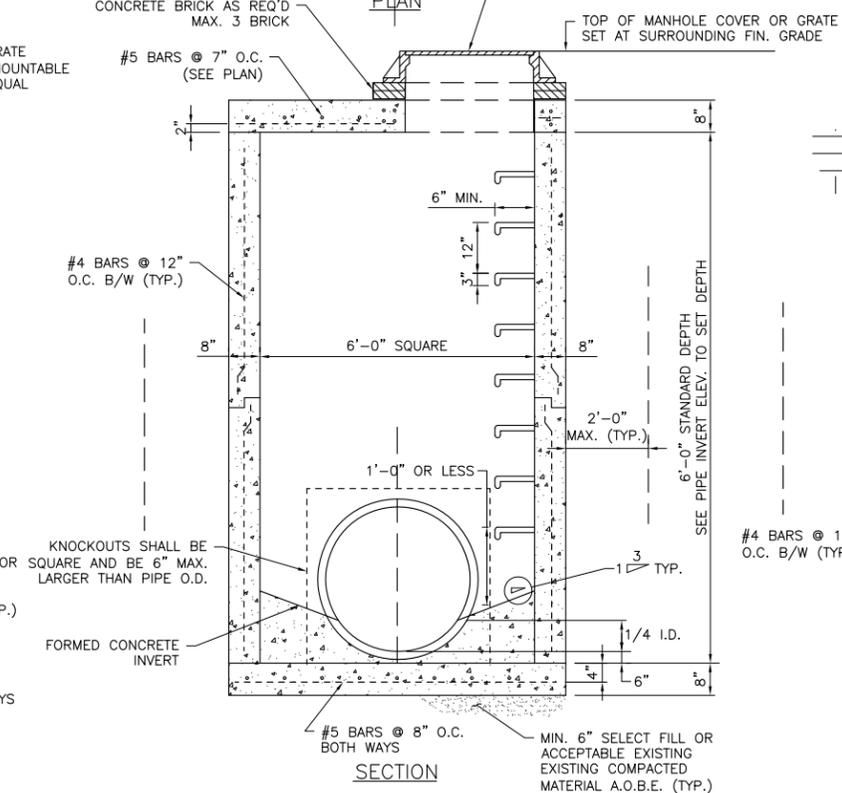
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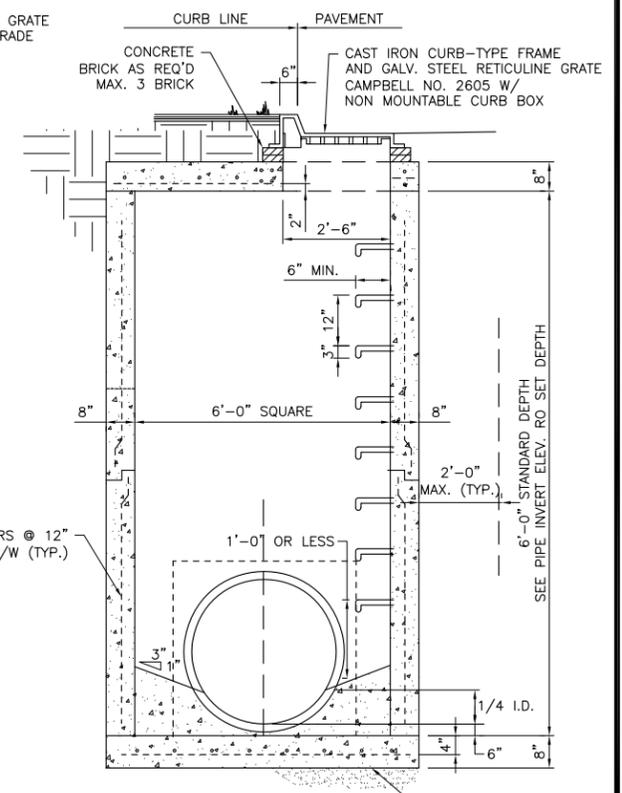
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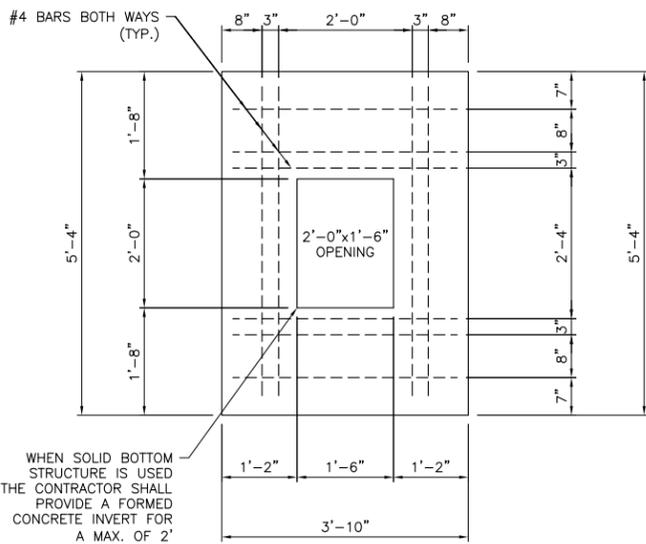
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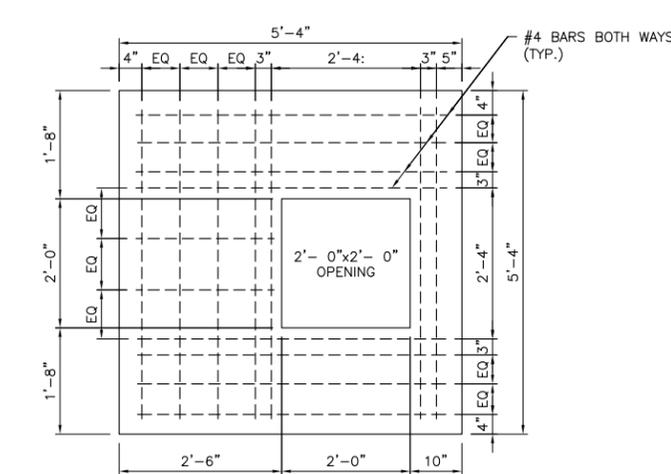
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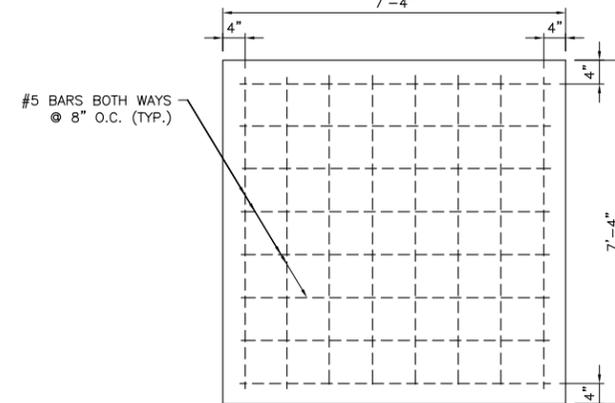
SECTION



BOTTOM SLAB



BOTTOM SLAB



BOTTOM SLAB

MANHOLE DETAIL

NOT TO SCALE

COMBINATION MANHOLE & CATCH BASIN DETAIL

NOT TO SCALE



TOWN OF HUNTINGTON  
DEPARTMENT OF ENGINEERING SERVICES

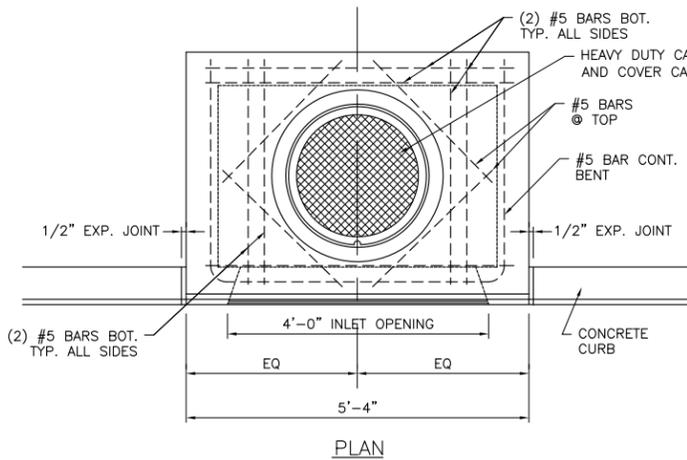
SUBDIVISION AND SITE PLAN REGULATIONS  
STANDARD CONSTRUCTION DETAILS

DRAINAGE STRUCTURE  
DETAILS - 1

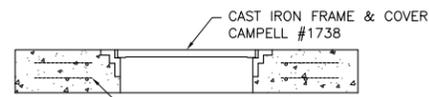
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Date: MAY, 2014

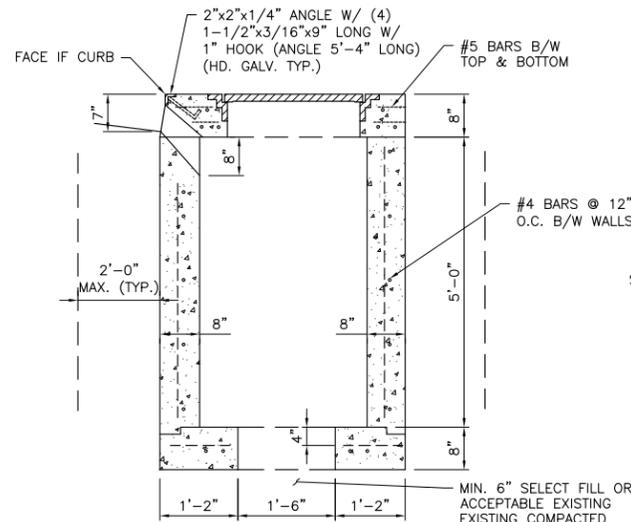
Sheet: 4 of 19



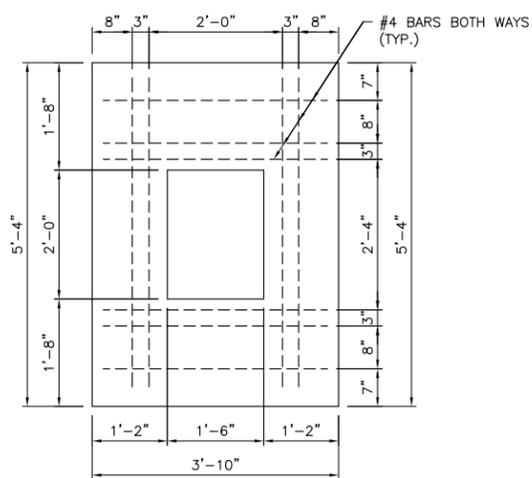
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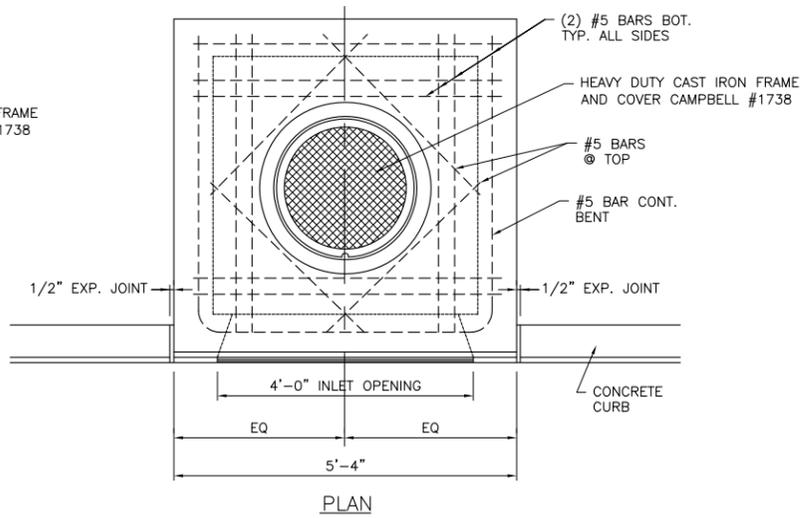
SECTION @ TOP SLAB



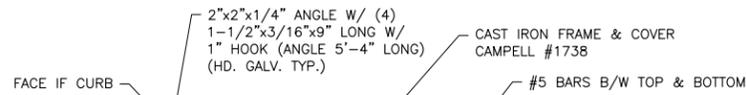
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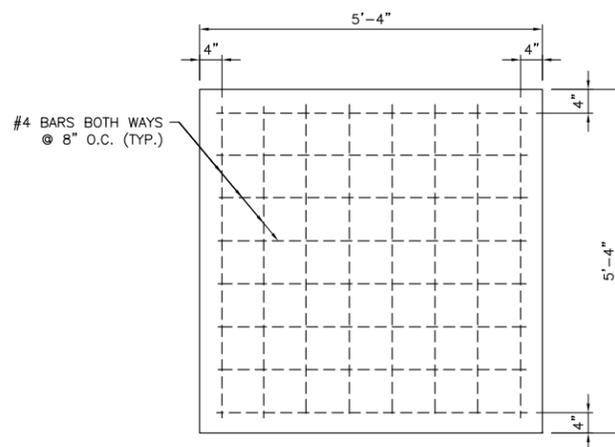
BOTTOM SLAB  
2'-6" x 4'-0" I.D. CATCH BASIN DETAIL  
(CIRCULAR CASTING)  
NOT TO SCALE



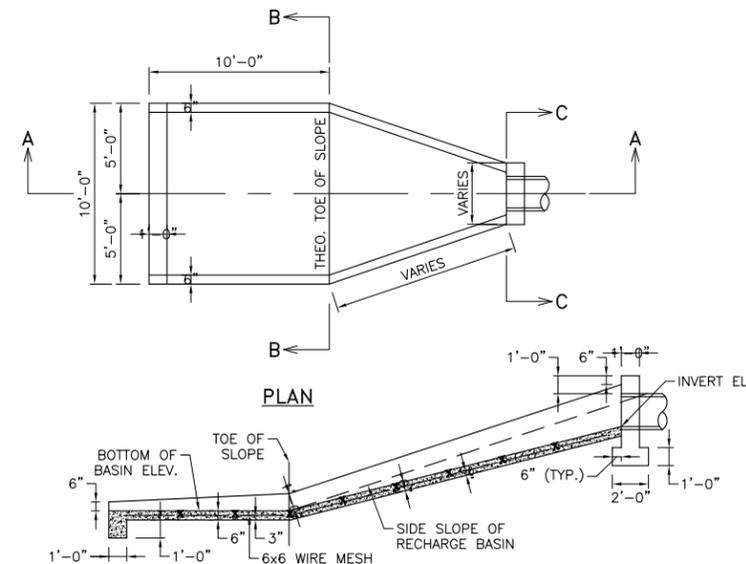
PLAN



SECTION



BOTTOM SLAB  
4'-0" x 4'-0" I.D. CATCH BASIN DETAIL  
(CIRCULAR CASTING)  
NOT TO SCALE

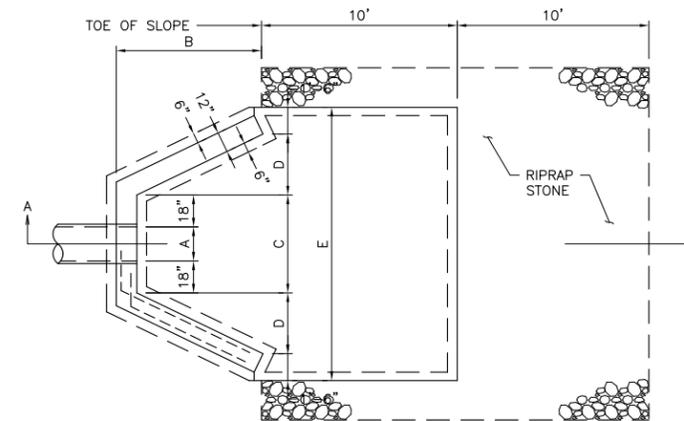


PLAN

SECTION A-A

CONCRETE SLUICWAY DETAILS

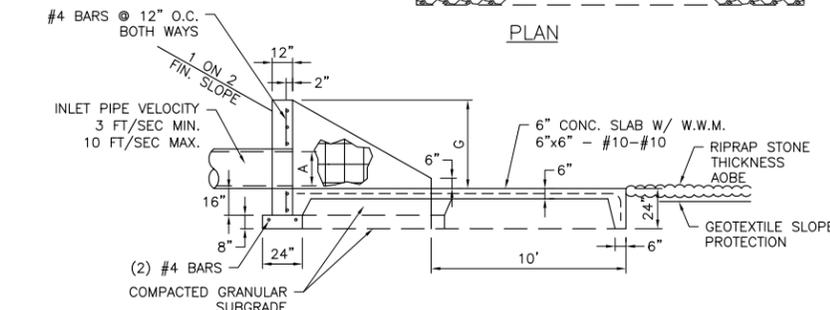
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PLAN

CONCRETE HEADWALL DETAILS

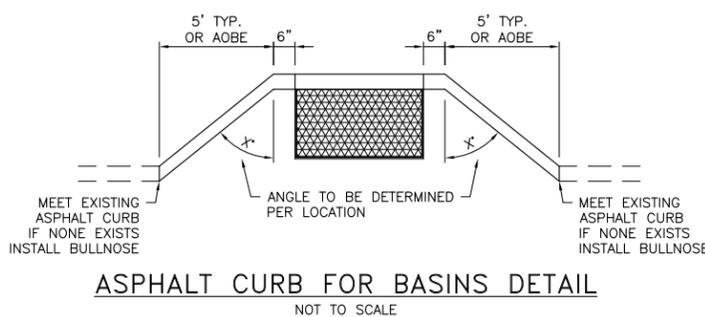
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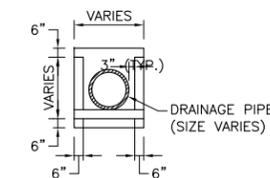
SECTION A-A

CONCRETE HEADWALL DETAILS

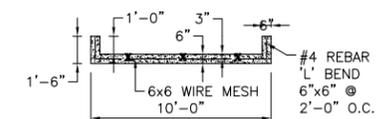
NOT TO SCALE



ASPHALT CURB FOR BASINS DETAIL  
NOT TO SCALE



SECTION C-C



SECTION B-B

DIMENSIONS						
A	B	C	D	E	F	G
15"	5'-0"	4'-3"	2'-6"	12'-3"	16'-6"	3'-9"
18"	5'-6"	4'-6"	2'-9"	13'-0"	17'-0"	4'-0"
21"	6'-0"	4'-9"	3'-0"	13'-9"	17'-6"	4'-3"
24"	6'-6"	5'-0"	3'-3"	14'-6"	18'-0"	4'-6"
30"	7'-8"	5'-6"	3'-10"	16'-2"	19'-2"	5'-1"
36"	8'-8"	6'-0"	4'-4"	17'-8"	20'-2"	5'-7"
42"	9'-8"	6'-6"	4'-10"	19'-2"	21'-2"	6'-5"
48"	10'-10"	7'-0"	5'-5"	20'-10"	22'-4"	7'-3"

NOTES:

1. ALL CONCRETE TO BE CLASS A & AIR ENTRAINED
2. HEADWALL TO BE CONSTRUCTED MONOLITHICALLY EXCEPT AS APPROVED.
3. CONCRETE SLAB SHALL HAVE A STEEL TROWEL FINISH.
4. REBARS SHALL BE ASTM A615, GRADE 60.
5. WELDED WIRE MESH SHALL BE ASTM A82 & A185 FLAT SHEETS.



TOWN OF HUNTINGTON  
DEPARTMENT OF ENGINEERING SERVICES

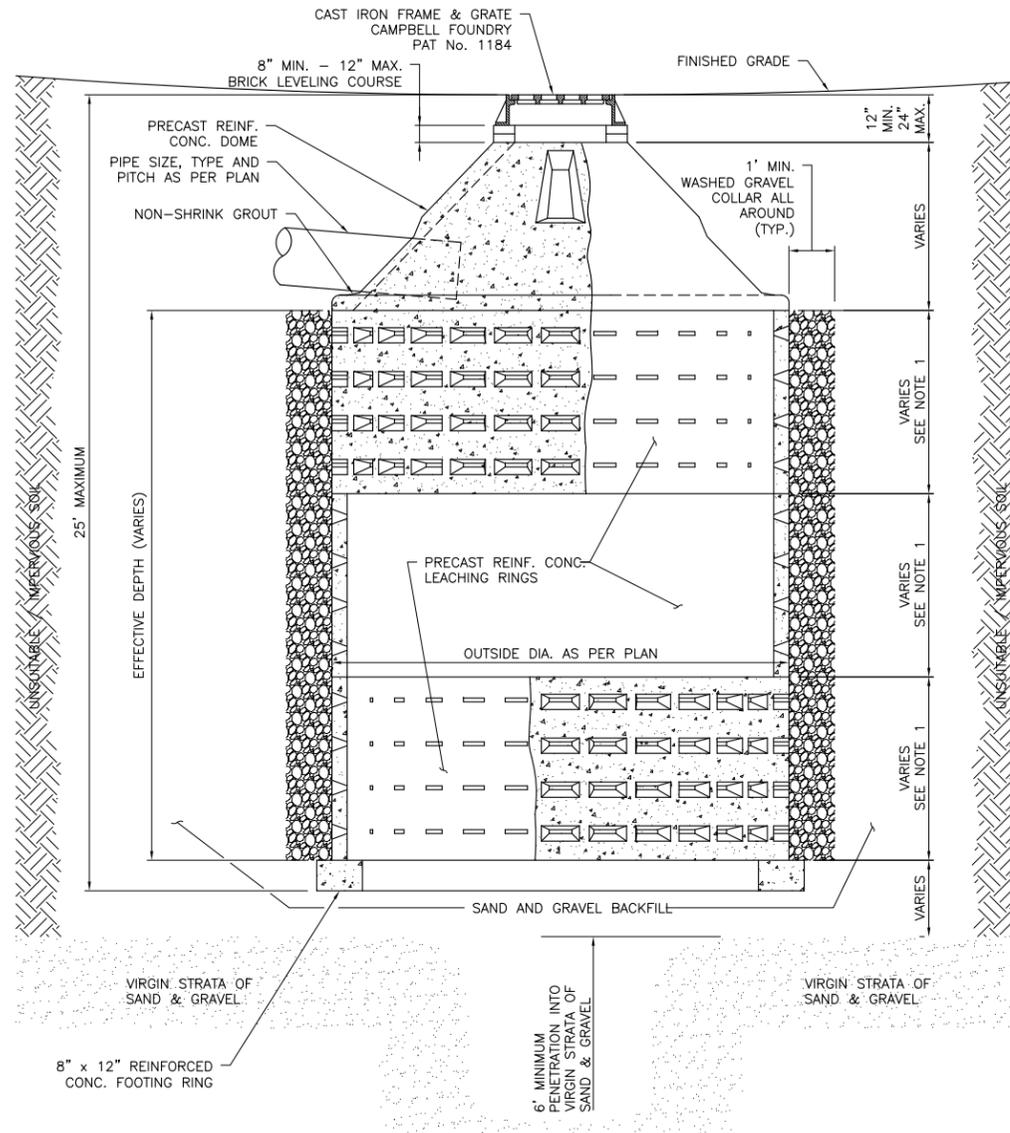
SUBDIVISION AND SITE PLAN REGULATIONS  
STANDARD CONSTRUCTION DETAILS

DRAINAGE STRUCTURE  
DETAILS - 2

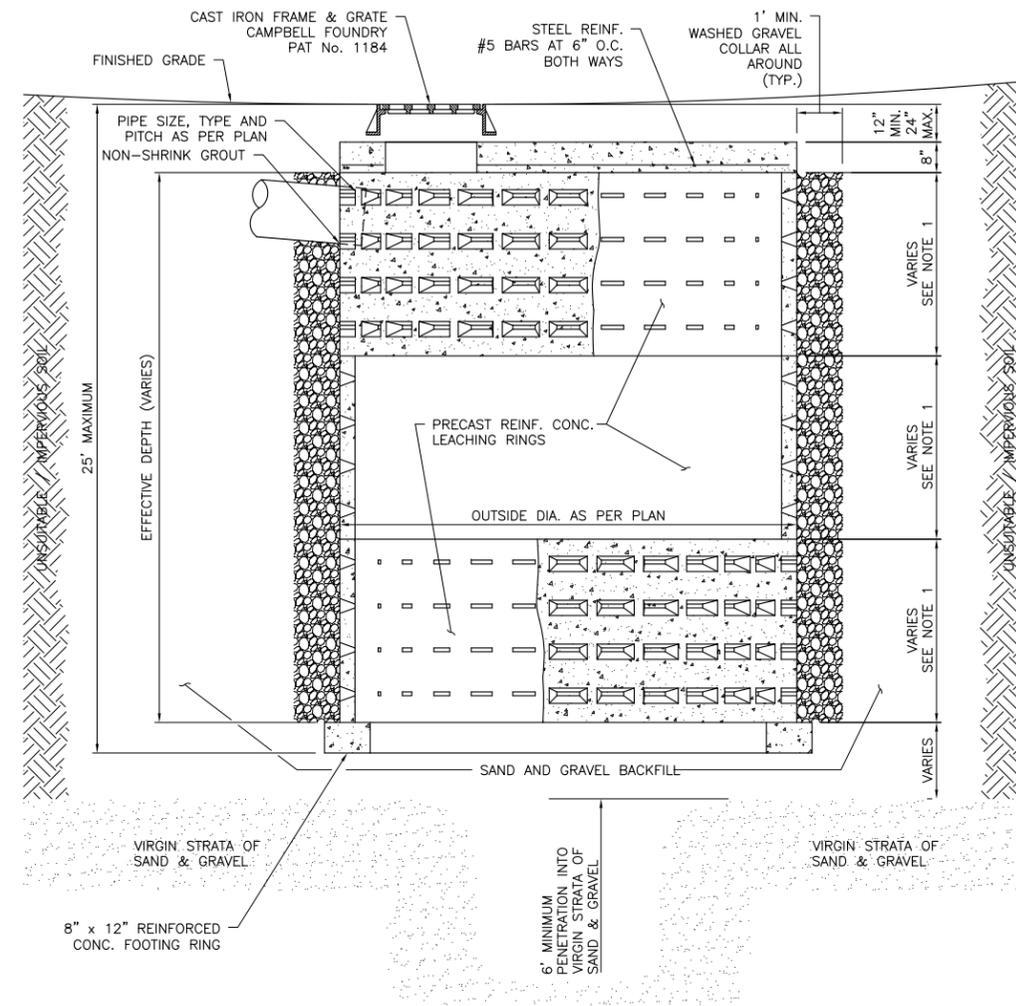
Scale: AS NOTED

Date: MAY, 2014

Sheet: 5 of 19



**PRECAST LEACHING BASIN WITH DOME  
INSTALLATION DETAIL**  
NOT TO SCALE



**PRECAST LEACHING BASIN WITH TOP SLAB  
INSTALLATION DETAIL**  
NOT TO SCALE

**PRECAST LEACHING BASIN INSTALLATION NOTES:**

1. PRECAST LEACHING RINGS OF VARYING DETPH SHALL BE STAKED SO THAT RINGS OF GREATER HEIGHT ARE LOCATED UNDER RINGS OF LESS HEIGHT.
2. ALL DRAINAGE PIPE SHALL BE PROVIDED WITH A MINIMUM OF 2'-0" COVER.
3. ANY UNSUITABLE MATERIAL UNDER THE LEACHING BASIN SHALL BE EXCAVATED AND REMOVED UNTIL A VIRGEN STRATA OF SAND AND GRAVEL IS ENCOUNTERED. AN ADDITIONAL 6'-0" IS THEN TO BE EXCAVATED INTO THE VIRGIN SAND AND GRAVEL. THE EXCAVATION IS TO BE BACKFILLED WITH CLEAN SAND AND GRAVEL TO THE ELEVATION OF THE PROPOSED BOTTOM OF THE LEACHING BASIN.
4. WASHED GRAVEL COLLARS ARE NOT NECESSARY WHERE SUITABLE SOILS EXIST AS DETERMINED BY THE ENGINEERING INSPECTOR.

DATE	BY	DESCRIPTION	APPROV. BY
4/7/15	NPJ	REMOVE FILTER FABRIC WRAP & ADD NOTE 4	JFC

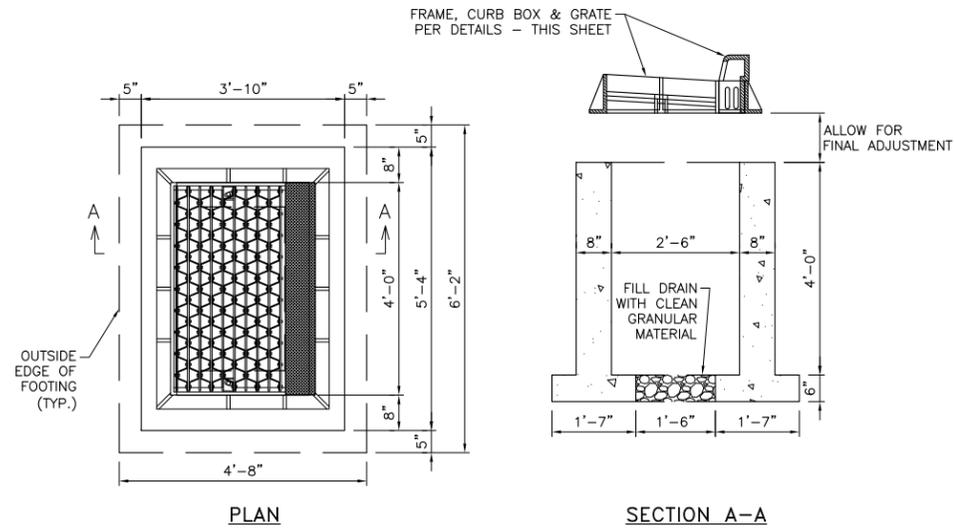
REVISIONS

**TOWN OF HUNTINGTON**  
DEPARTMENT OF ENGINEERING SERVICES

**SUBDIVISION AND SITE PLAN REGULATIONS  
STANDARD CONSTRUCTION DETAILS**

**DRAINAGE STRUCTURE  
DETAILS - 3**

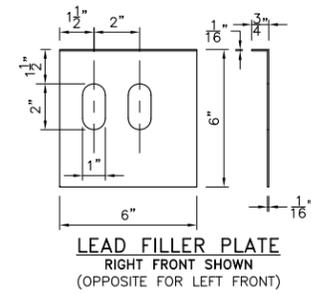
Scale: AS NOTED	Date: MAY, 2014	Sheet: 6	of 19
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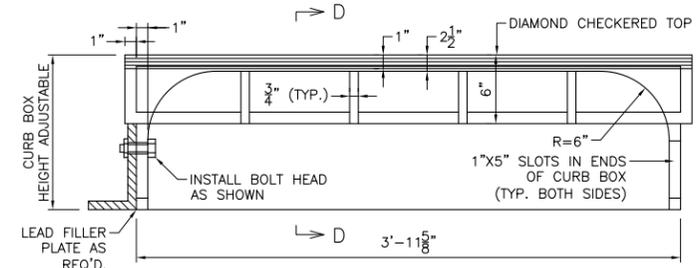
PLAN

SECTION A-A

CATCH BASIN  
NOT TO SCALE

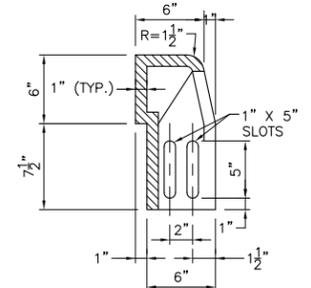


LEAD FILLER PLATE  
RIGHT FRONT SHOWN  
(OPPOSITE FOR LEFT FRONT)

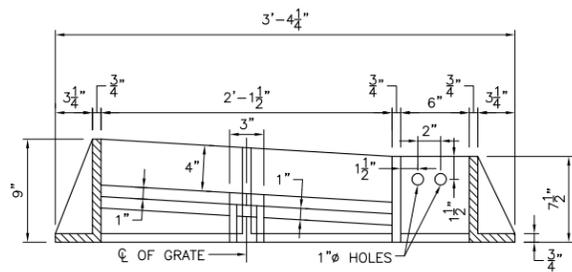


ELEVATION

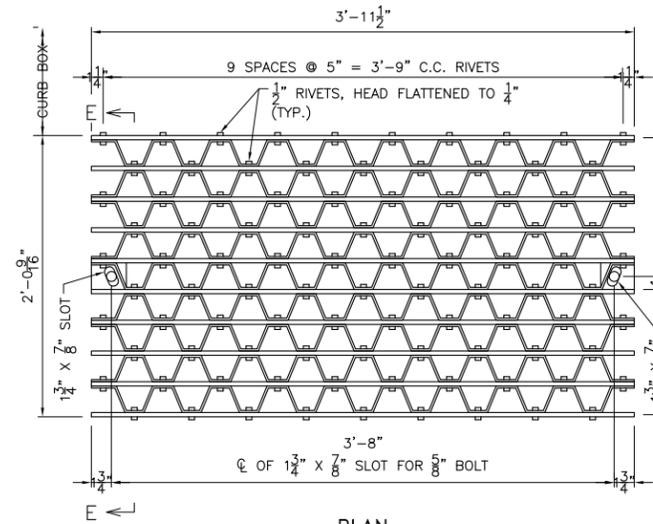
CURB BOX TYPE NM-1  
NOT TO SCALE



SECTION D-D

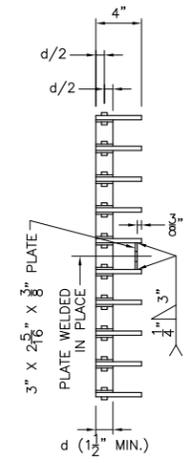


SECTION B-B

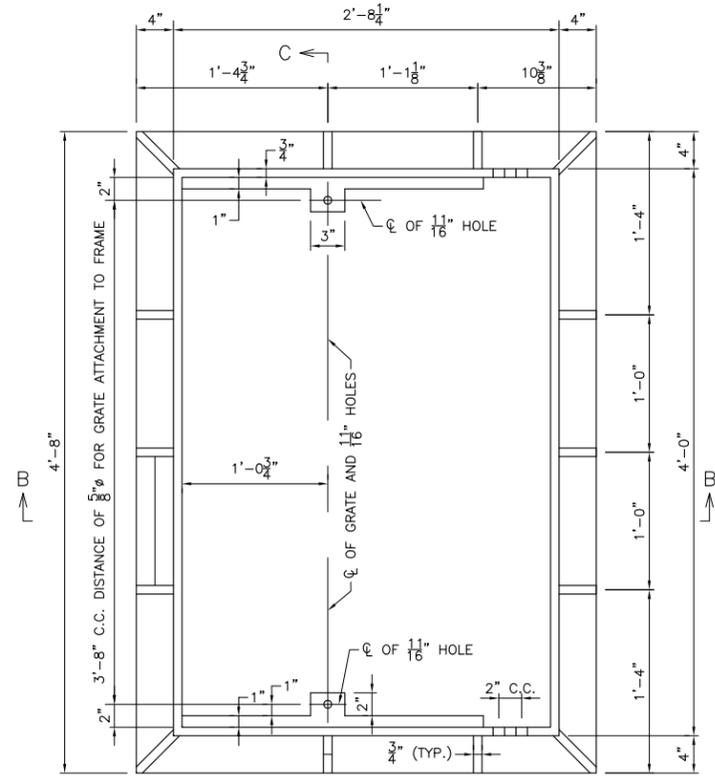


PLAN

STEEL RETICULINE BAR GRATE  
NOT TO SCALE

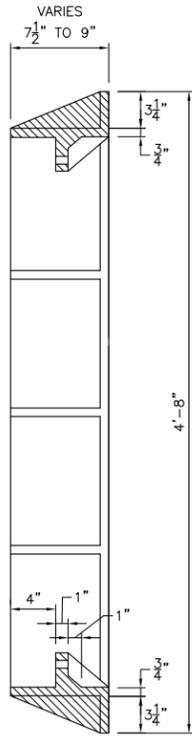


SECTION E-E



PLAN

TYPE NM FRAME  
NOT TO SCALE



SECTION C-C

NOTES:

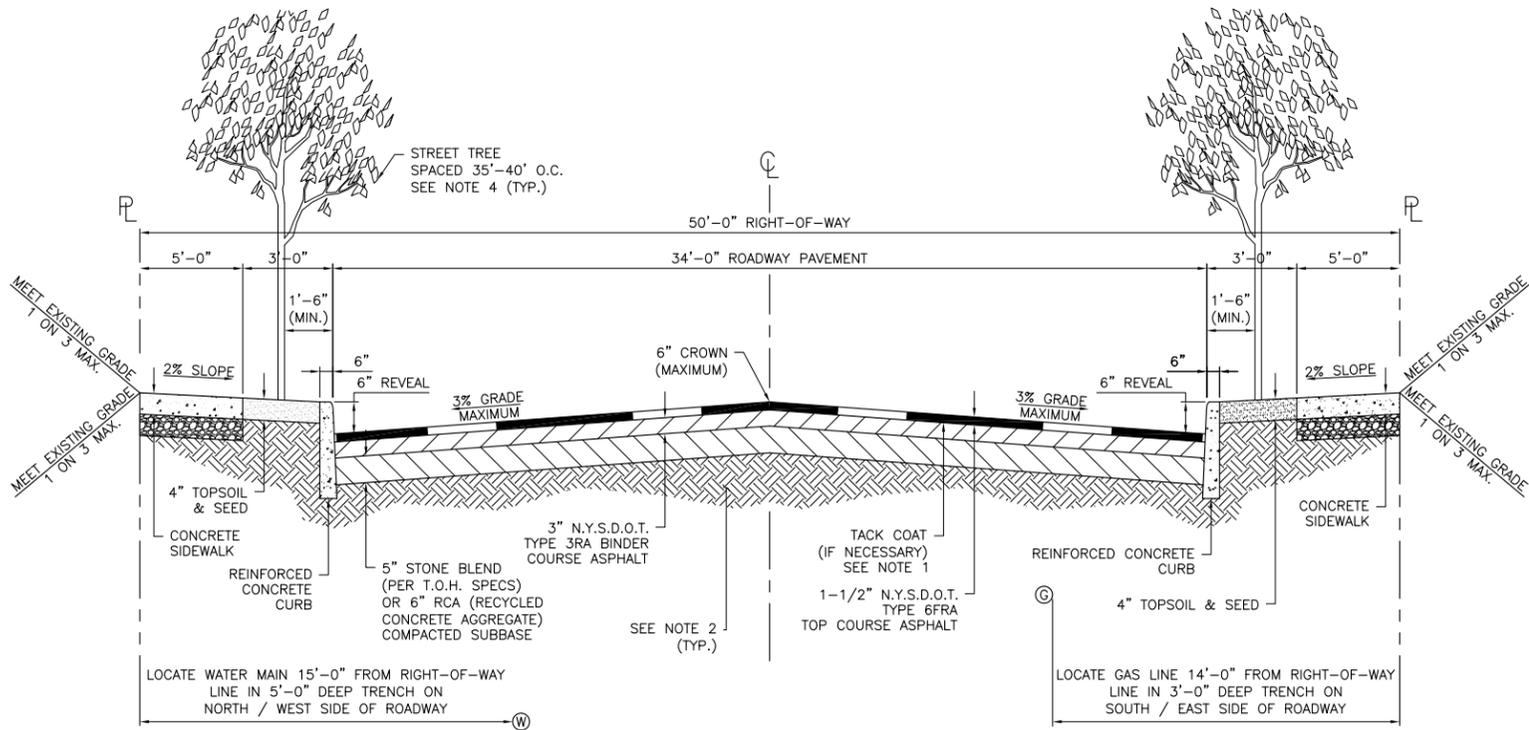
1. TYPE NM FRAME SHALL BE CAMPBELL FOUNDRY PATTERN #2605 0152 OR APPROVED EQUAL FURNISHED WITH A NON-MOUNTABLE CURB BOX TYPE NM-1 AND A GALVANIZED RETICULINE GRATE TYPE G-3.
2. LEAD FILLER PLATES TO BE USED TO TAKE UP PLAY BETWEEN CURB BOX AND FRAME.
3. APPROXIMATE WEIGHT OF FRAME & GRATE: 570 LBS.
4. APPROXIMATE WEIGHT OF CURB BOX: 265 LBS.
5. APPROXIMATE WEIGHT OF LEAD FILLER PLATE: 1.4 LBS.



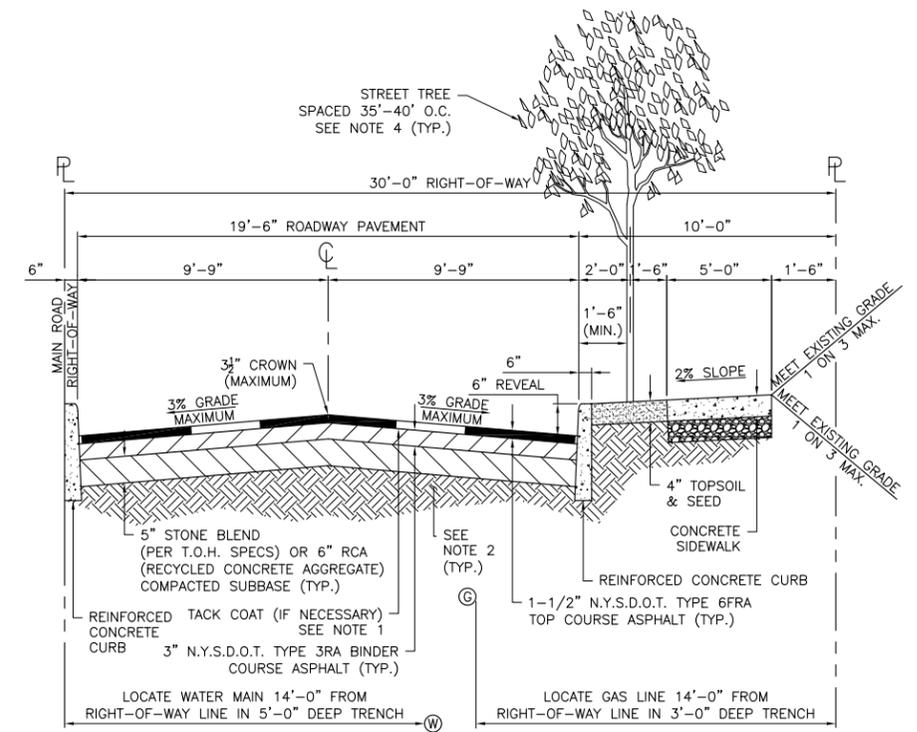
TOWN OF HUNTINGTON  
DEPARTMENT OF ENGINEERING SERVICES

SUBDIVISION AND SITE PLAN REGULATIONS  
STANDARD CONSTRUCTION DETAILS

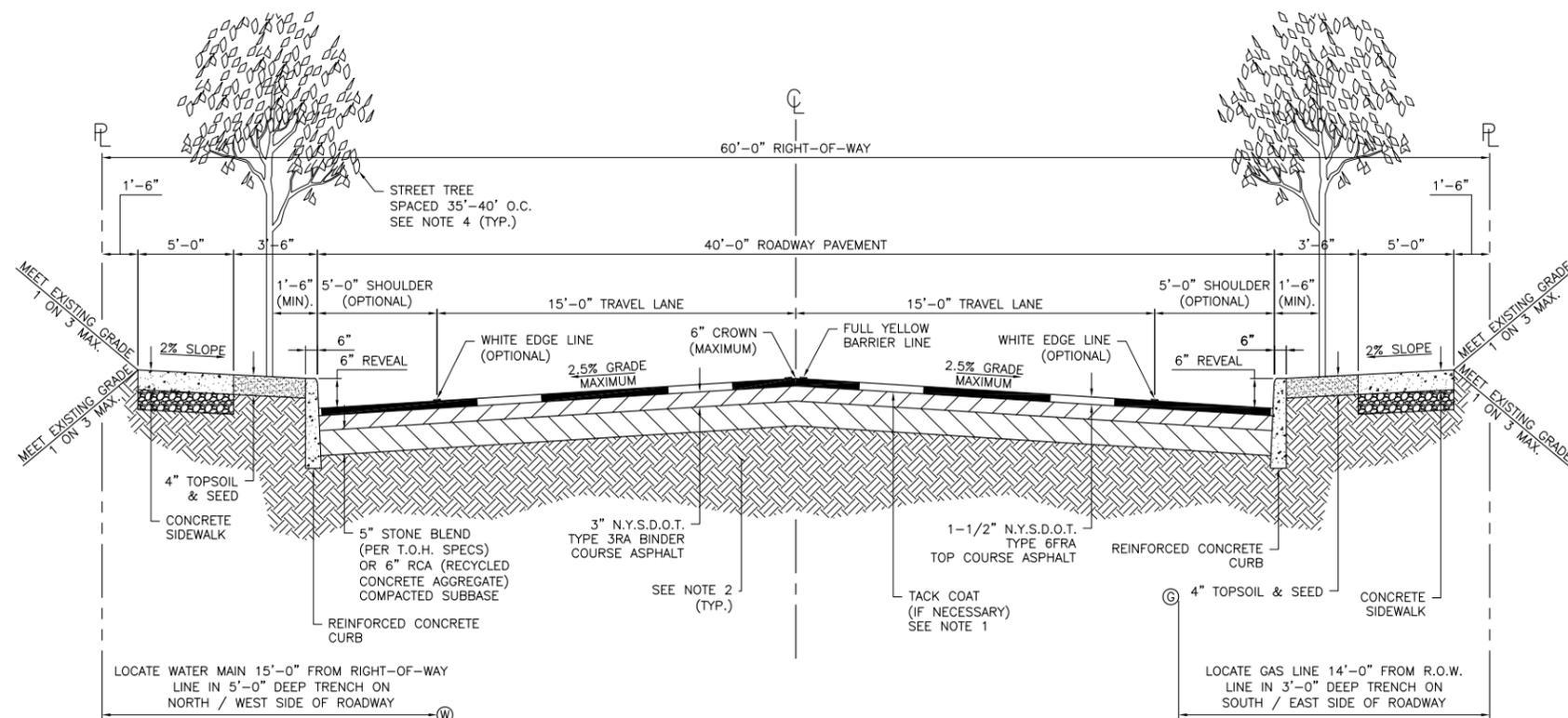
CURB INLET FRAME & GRATE  
DETAILS



TYPICAL ROADWAY SECTION - 50' RIGHT-OF-WAY  
NOT TO SCALE



TYPICAL MARGINAL ROADWAY SECTION - 30' RIGHT-OF-WAY  
NOT TO SCALE



TYPICAL ROADWAY SECTION - 60' RIGHT-OF-WAY  
NOT TO SCALE

NOTES:

- 1) TACK COAT SHALL BE EMULSIFIED ASPHALT PLACED AT A RATE OF BETWEEN 0.05 & 0.15 GALLONS PER SQUARE YARD WHEN TOP COURSE ASPHALT IS PLACED MORE THAN SIX MONTHS AFTER BINDER COURSE PLACEMENT. BINDER SURFACE SHALL BE THOROUGHLY CLEANED, DRY, AND INSPECTED BY THE TOWN OF HUNTINGTON ENGINEERING INSPECTOR PRIOR TO PLACING TOP COURSE ASPHALT OR TACK COAT
- 2) COMPACTED EXISTING GROUND (IF SUITABLE). ALL UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH SUITABLE COMPACTED MATERIAL, AS DIRECTED BY THE TOWN OF HUNTINGTON ENGINEERING INSPECTOR. COMPACTION UTILIZING OPTIMUM MOISTURE CONTENT TO AT LEAST 95% STANDARD PROCTOR DENSITY. TEST RESULTS FROM ASTM D698 (MOISTURE) AND ASTM D2922 (DENSITY PER NUCLEAR METHODS) SHALL BE SUBMITTED TO THE TOWN OF HUNTINGTON DEPARTMENT OF ENGINEERING SERVICES FOR REVIEW.
- 3) ALL DRAINAGE STRUCTURES SHALL BE INSTALLED ALONG THE BOTTOM OF CURB / FLOWLINE.
- 4) ALL STREET TREES, STREET LIGHTS, AND SIGNAGE SHALL BE PLACED A MINIMUM OF 1'-6" (18") FROM THE FACE OF CURB.

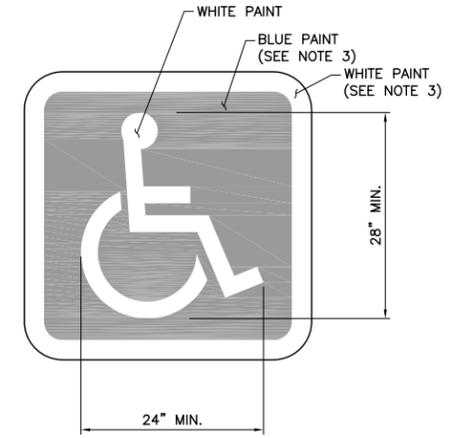
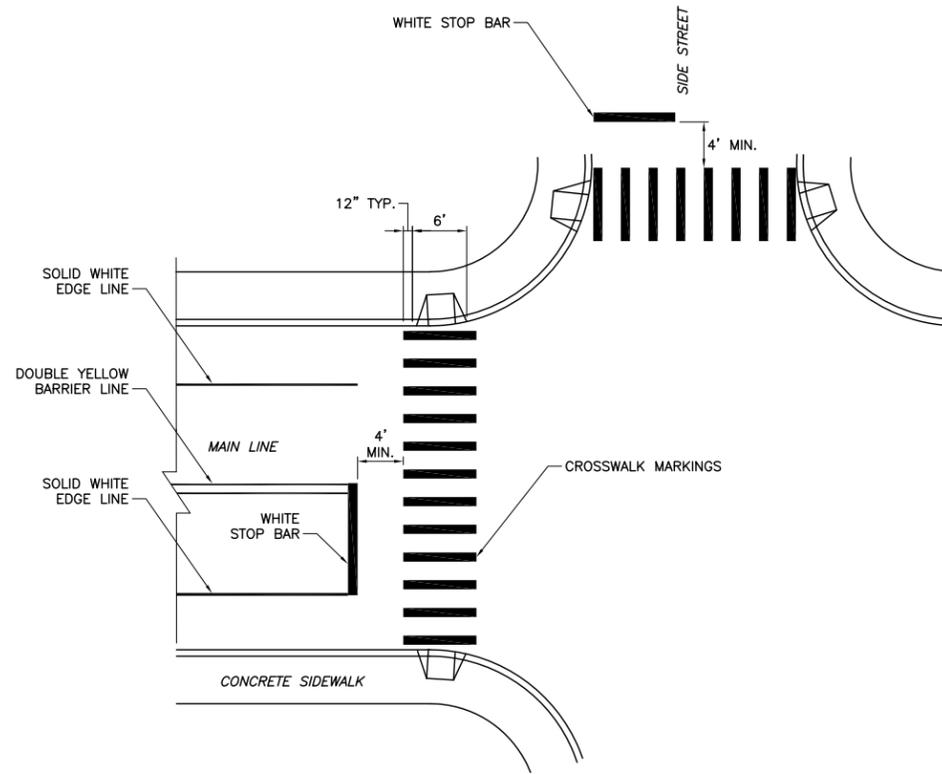
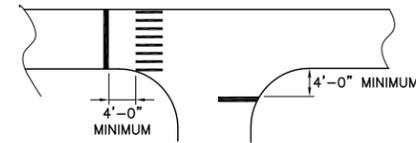
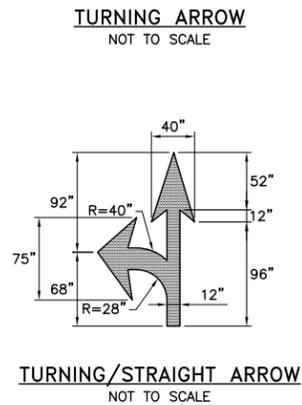
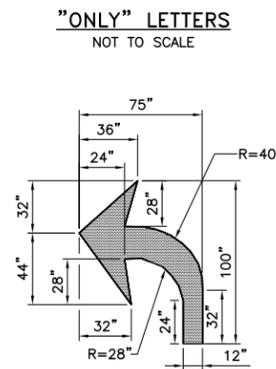
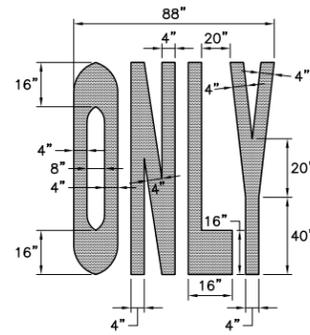
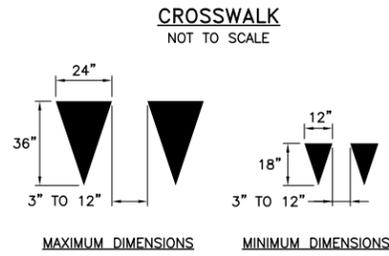
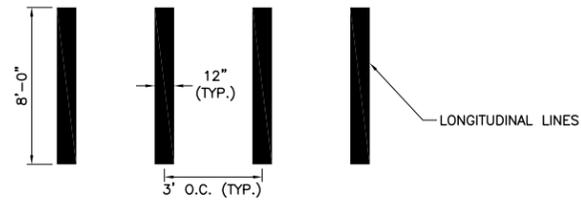
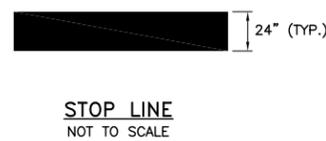
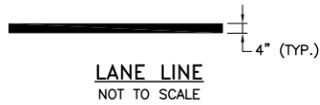
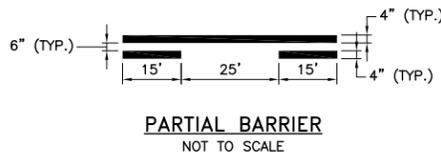
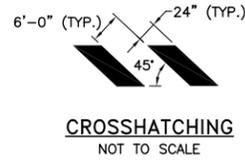
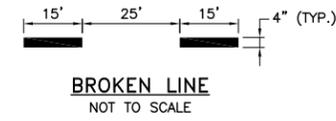
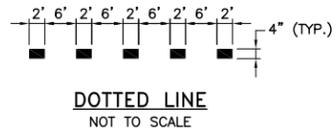


TOWN OF HUNTINGTON  
DEPARTMENT OF ENGINEERING SERVICES

SUBDIVISION AND SITE PLAN REGULATIONS  
STANDARD CONSTRUCTION DETAILS

TYPICAL ROADWAY  
CONSTRUCTION SECTIONS

Apr 23, 2014 - 11:39am  
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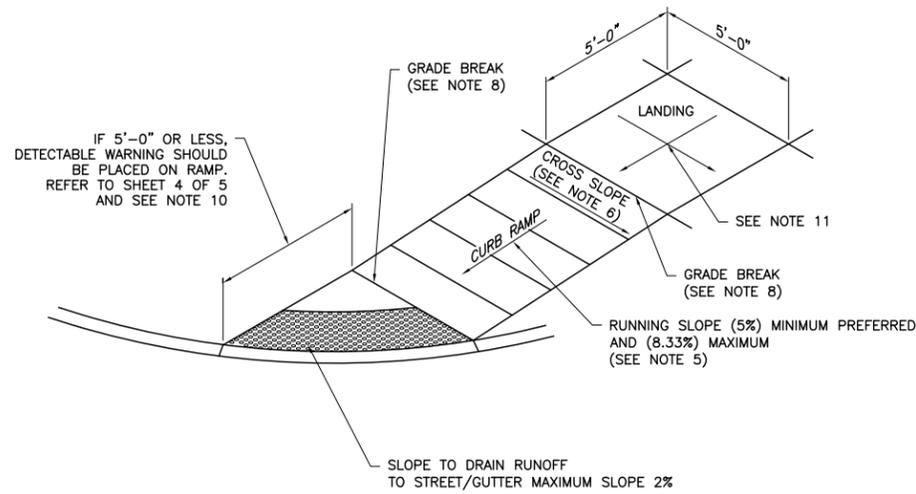
**TYPICAL PEDESTRIAN CROSSWALK MARKING DETAIL**  
NOT TO SCALE

**NOTES:**

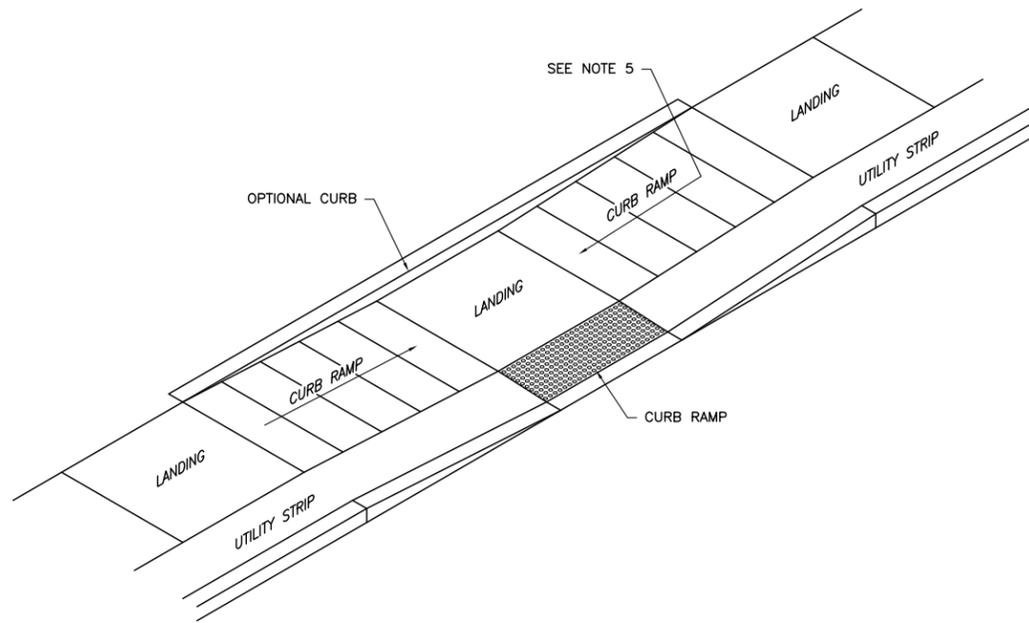
1. ALL PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE FEDERAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES & THE NEW YORK STATE SUPPLEMENT TO THE FEDERAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS.
2. CROSSWALKS ARE SHOWN ON THIS DETAIL SHEET FOR ILLUSTRATIVE PURPOSES ONLY. THESE MARKINGS ARE TO BE INSTALLED ONLY WHERE CALLED FOR ON THE PLANS OR TO REPLACE EXISTING MARKINGS A.O.B.E.
3. BLUE BACKGROUND AND WHITE BORDER ARE OPTIONAL.

	<b>TOWN OF HUNTINGTON</b> DEPARTMENT OF ENGINEERING SERVICES	
	SUBDIVISION AND SITE PLAN REGULATIONS <i>STANDARD CONSTRUCTION DETAILS</i>	
<h1>PAVEMENT MARKING DETAILS</h1>		
Scale: AS NOTED	Date: MAY, 2014	Sheet: 9 of 19

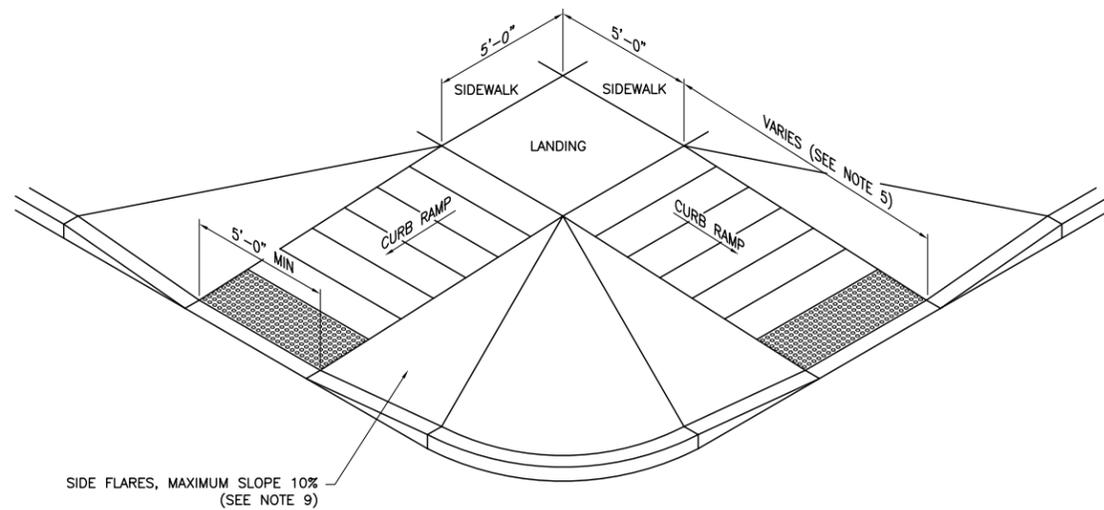
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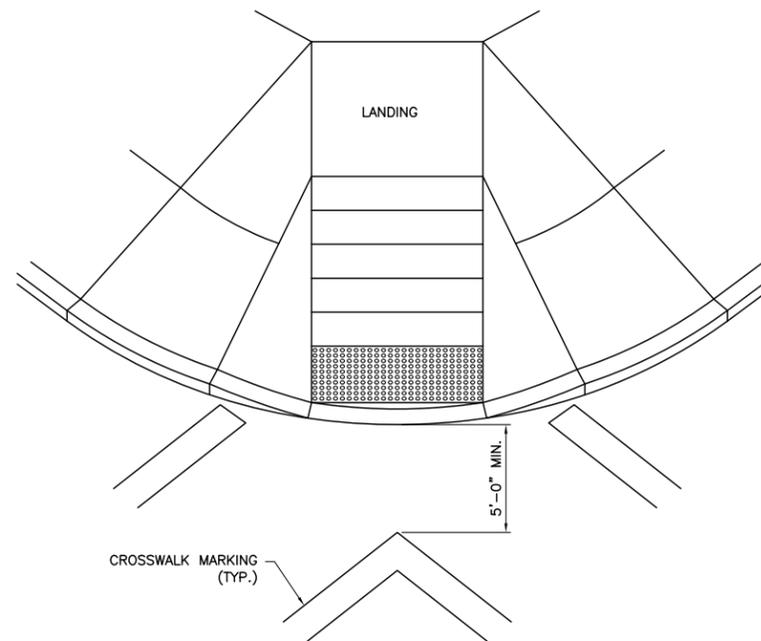
**CURB RAMP WITHOUT SIDE FLARES**  
TYPICAL DIMENSIONING  
NOT TO SCALE



**MID-BLOCK CROSSING CURB RAMP**  
TYPICAL DIMENSIONING  
NOT TO SCALE



**CURB RAMP WITH SIDE FLARES**  
TYPICAL DIMENSIONING  
NOT TO SCALE



**DIAGONAL SIDEWALK CURB RAMP**  
NOT TO SCALE

**GENERAL NOTES:**

1. THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND TOH STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT ADAAG.
2. CURB RAMPS, LANDINGS AND BLENDED TRANSITIONS REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY. REFER TO THE DETECTABLE WARNING DETAILS ON SHEET 4 OF 5 FOR DETAILS ON PLACEMENT, ORIENTATION & DIMENSIONS. REFER TO CHAPTER 18 OF THE NYS HIGHWAY DESIGN MANUAL FOR MORE INFORMATION.

**CURB RAMP NOTES:**

3. THE MINIMUM WIDTH FOR SIDEWALK CURB RAMPS IS 5'-0".
4. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 1:20 (5%) MINIMUM (PREFERRED) AND 1:12 (8.33%) MAXIMUM.
5. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33% THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP LENGTH EXCEED 15'-0".
6. THE CROSS SLOPE OF CURB RAMPS SHOULD BE AS FLAT AS POSSIBLE, NOT TO EXCEED 1:50 (2%). THE CROSS SLOPE AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET ROADWAY GRADE.

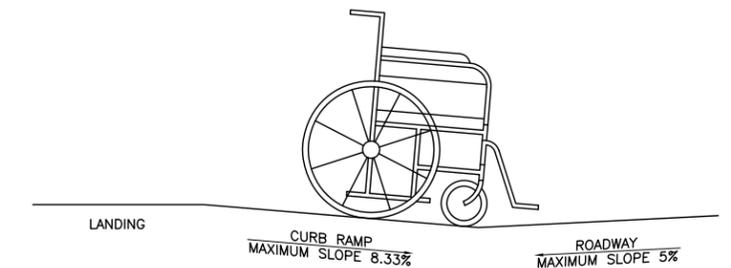
7. THE VERTICAL ALIGNMENT OF A CURB RAMP, EXCLUDING THE FLARES, SHALL BE PLANAR. GRADE BREAKS SHALL BE FLUSH AND PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN.

8. RAMP TRANSITIONS BETWEEN WALKS, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX).

9. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE, SHALL BE PROVIDED.

**LANDING NOTES:**

10. LANDINGS SHALL HAVE A MINIMUM CLEAR DIMENSION OF A 5'-0" BY 5'-0" EXCEPT AT THE BOTTOM OF RAMPS TYPE 1 & 2 ON SHEET 2 OF 5.
11. THE RUNNING AND CROSS SLOPES ON LANDINGS AT INTERSECTIONS IS 1:50 (2%) MAXIMUM. THE RUNNING AND CROSS SLOPES AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET ROADWAY GRADE.



NOTE: THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, LANDING, OR BLENDED TRANSITION SHALL BE 5% MAXIMUM

**COUNTER SLOPE CONDITIONS**  
NOT TO SCALE

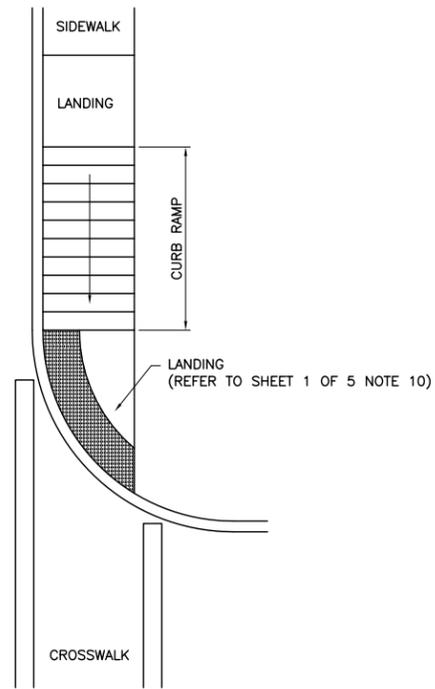


**TOWN OF HUNTINGTON**  
DEPARTMENT OF ENGINEERING SERVICES

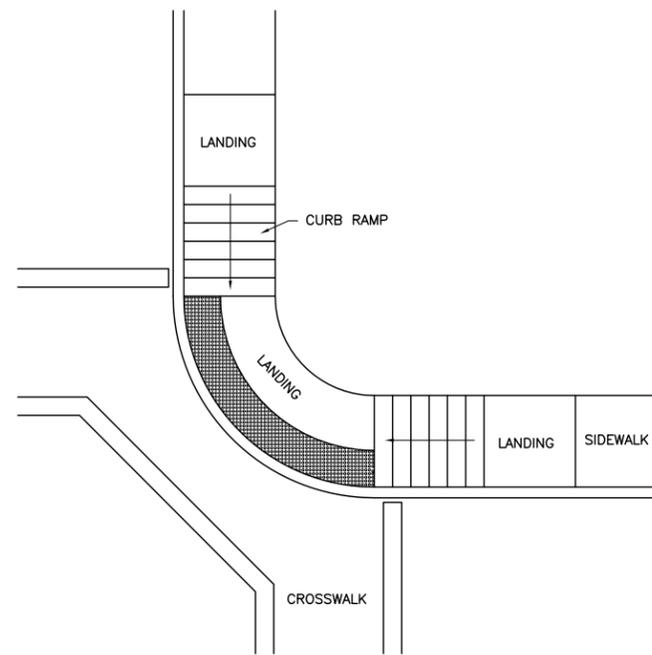
SUBDIVISION AND SITE PLAN REGULATIONS  
**STANDARD CONSTRUCTION DETAILS**

**ACCESSIBILITY DETAILS - 1**

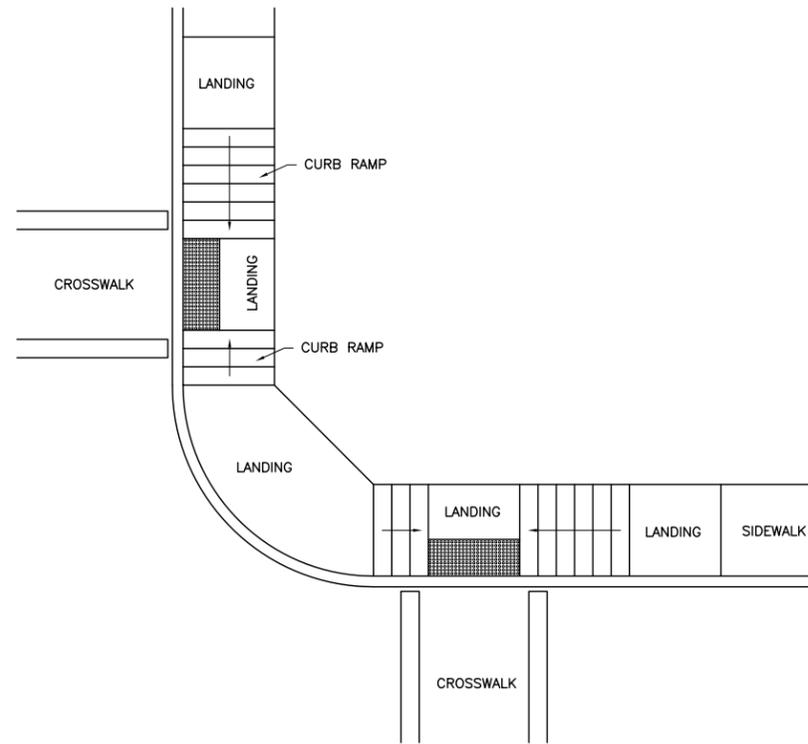
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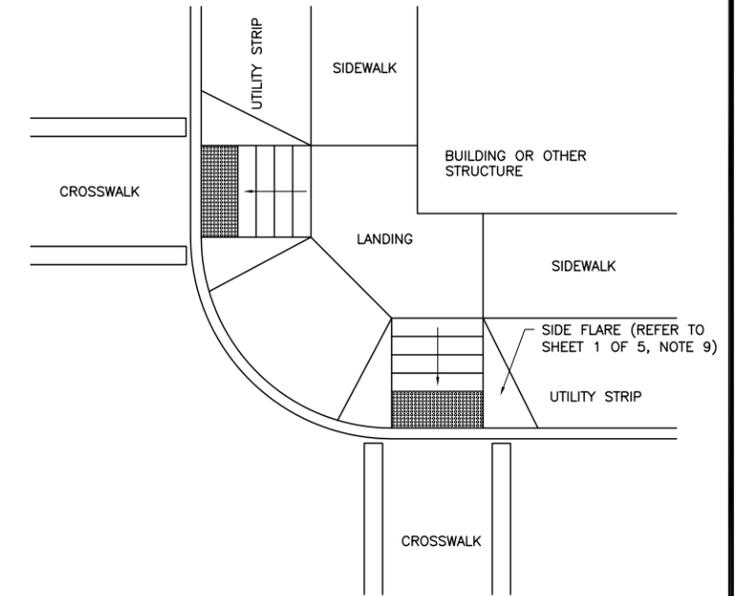
**CURB RAMP CONFIGURATION**  
TYPE 2  
NOT TO SCALE



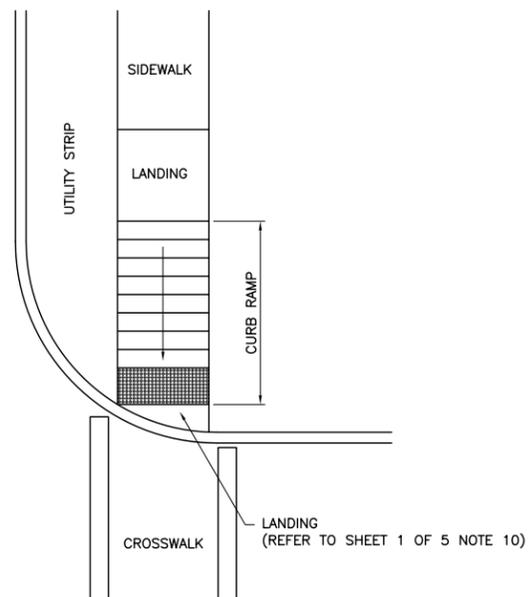
**CURB RAMP CONFIGURATION**  
TYPE 4  
NOT TO SCALE



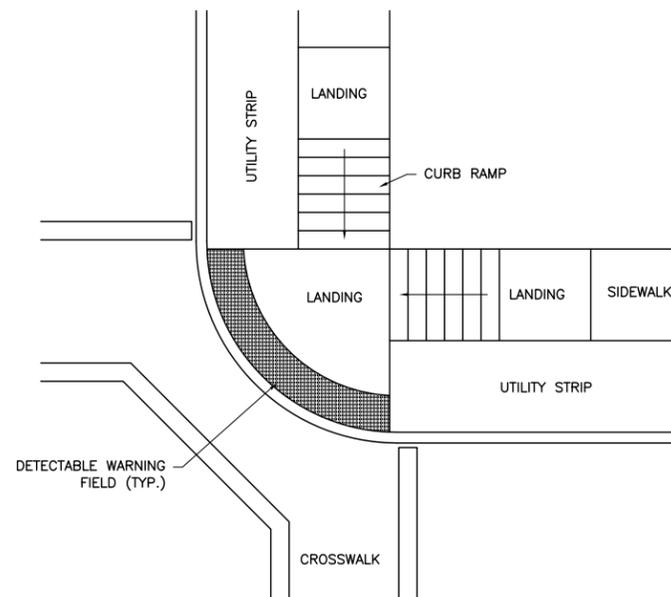
**CURB RAMP CONFIGURATION**  
TYPE 6  
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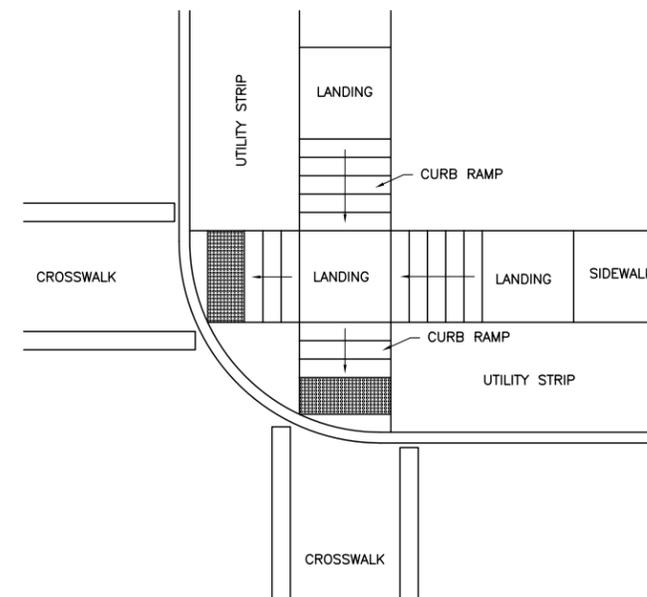
**CURB RAMP CONFIGURATION**  
TYPE 7  
NOT TO SCALE



**CURB RAMP CONFIGURATION**  
TYPE 1  
NOT TO SCALE



**CURB RAMP CONFIGURATION**  
TYPE 3  
NOT TO SCALE



**CURB RAMP CONFIGURATION**  
TYPE 5  
NOT TO SCALE

**NOTE:**  
REFER TO SHEET 4 OF 5 FOR DETECTABLE WARNING DIMENSIONS  
AND PLACEMENT ORIENTATION.

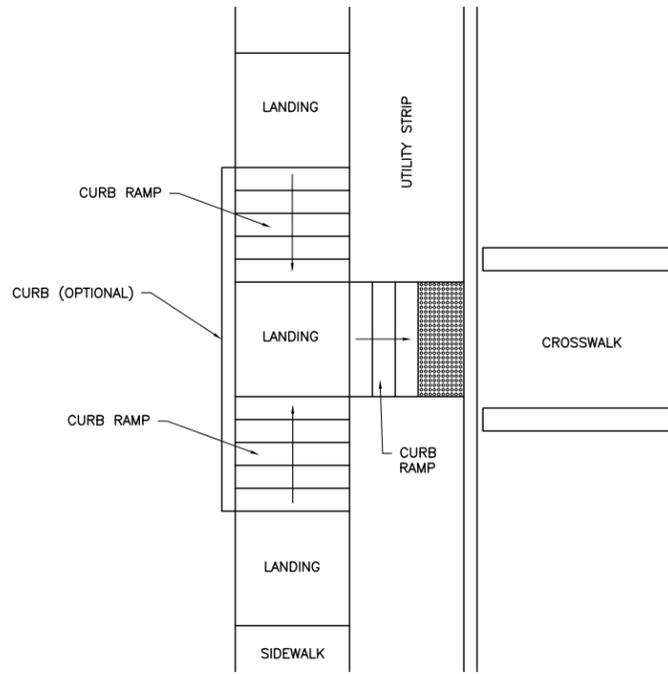


**TOWN OF HUNTINGTON**  
DEPARTMENT OF ENGINEERING SERVICES

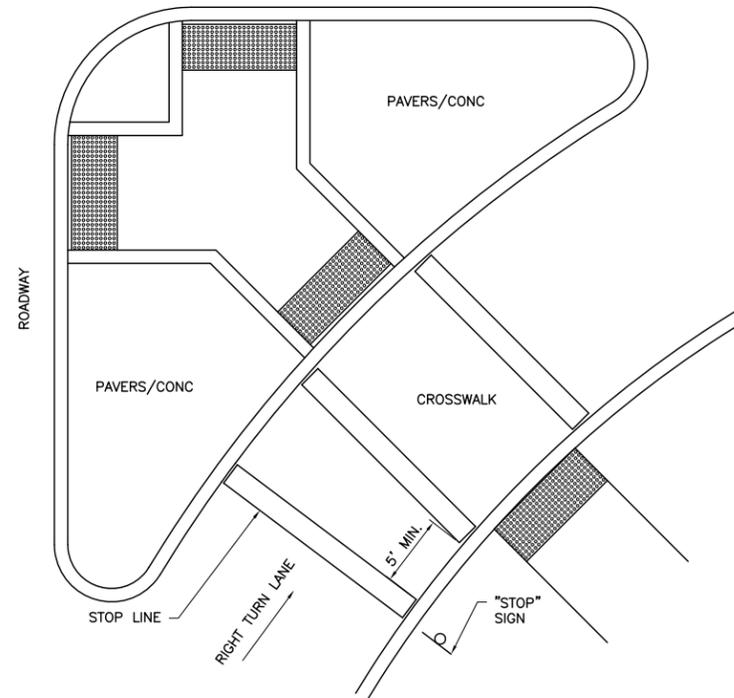
SUBDIVISION AND SITE PLAN REGULATIONS  
*STANDARD CONSTRUCTION DETAILS*

# ACCESSIBILITY DETAILS - 2

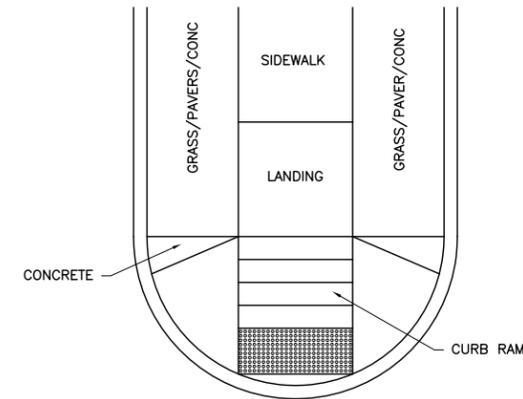
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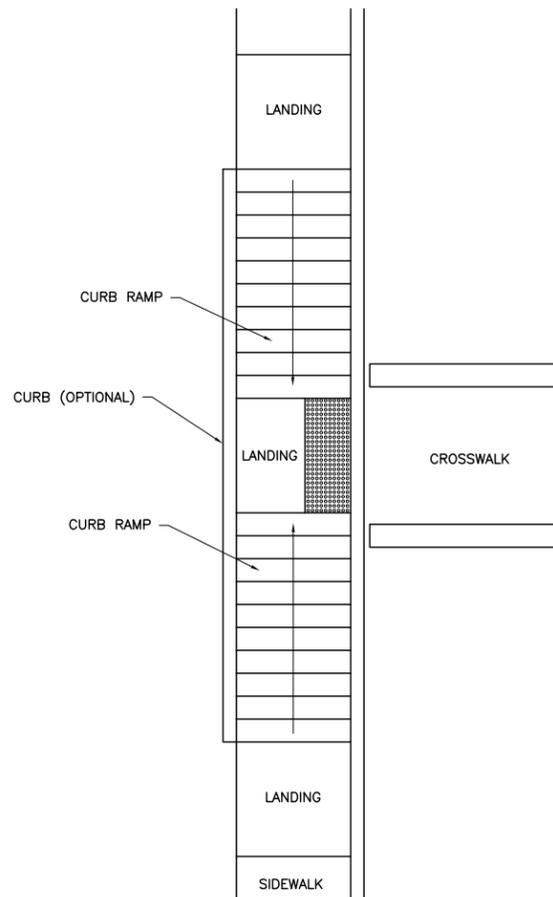
**CURB RAMP CONFIGURATION**  
**TYPE 9**  
(MID BLOCK CROSSING)  
NOT TO SCALE



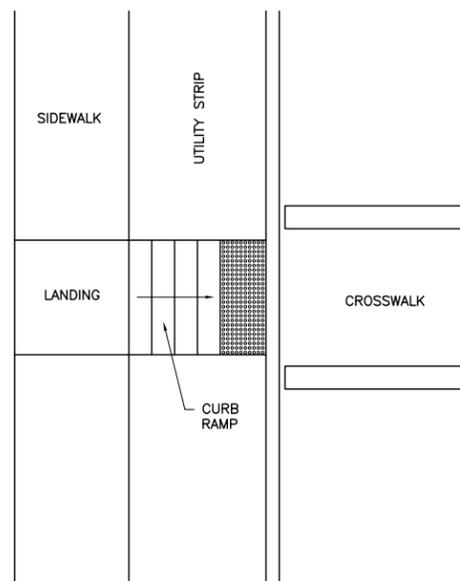
**CURB RAMP CONFIGURATION**  
**TYPE 11**  
(RIGHT TURN ISLAND CUT THROUGH)  
NOT TO SCALE



**CURB RAMP CONFIGURATION**  
**TYPE 12**  
(ACCESS ISLAND CURB RAMP)  
NOT TO SCALE



**CURB RAMP CONFIGURATION**  
**TYPE 8**  
(MID BLOCK CROSSING)  
NOT TO SCALE



**CURB RAMP CONFIGURATION**  
**TYPE 10**  
NOT TO SCALE

**NOTES:**

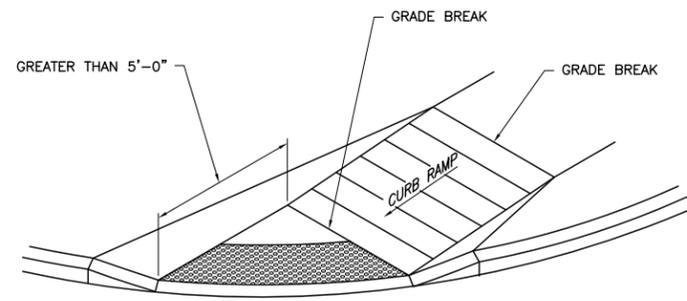
1. FOR DIMENSIONS & GEOMETRIC VALUES REFER TO SHEET 1 OF 5.
2. THE CONFIGURATIONS SHOWN GENERICALLY REPRESENT THE MOST COMMON SITUATIONS ENCOUNTERED. THEY ARE INTENDED TO PRESENT CURB RAMP DESIGN CONCEPTS. SITE CONDITIONS AT INDIVIDUAL LOCATIONS REQUIRE SPECIFIC DESIGNS. CURB RAMP DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF SHEETS 1, 2, AND 3 OF 5. REFER TO TOWN ENGINEER FOR ADDITIONAL DESIGN GUIDANCE.
3. COORDINATE TRAFFIC CONTROL DEVICES, UTILITY LOCATIONS, SIGNS, STREET FURNITURE AND DRAINAGE TO ENSURE A CONTINUOUS PEDESTRIAN ACCESS ROUTE AT ALL CURB RAMP LOCATIONS. GUIDANCE FOR CROSSWALK MARKINGS AND TRAFFIC CONTROL DEVICES IS PROVIDED IN THE MUTCD.
4. DETECTABLE WARNINGS SHOWN ON THIS SHEET ARE FOR ILLUSTRATION ONLY. FOR SPECIFIC PLACEMENT ORIENTATIONS AND DIMENSIONS REFER TO SHEET 4 OF 5. SEE NOTE 10.
5. THE CROSS SLOPE OF RAMPS AND/OR LANDINGS AT MID BLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
6. GRATES SHALL NOT BE LOCATED ON CURB RAMPS, BLENDED TRANSITIONS OR LANDINGS. ACCESS COVERS OF SIMILAR SURFACES SHALL COMPLY WITH APPLICABLE SURFACE REQUIREMENTS.
7. UTILITIES, SIGNS, AND OTHER FIXED OBJECTS MAY NOT BE PLACED ON A CURB, OR IN A MANNER THAT INTERFERES WITH THE USE OF THE CURB RAMP.
8. THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES, EXCLUSIVE OF THE DETECTABLE WARNING FIELDS.
9. THERE SHALL BE A LANDING AT THE TOP OF EACH PERPENDICULAR CURB RAMP AND A LANDING AT THE BOTTOM OF RAMPS TYPE 1 & 2 ON SHEET 2 OF 5.
10. LANDINGS MAY OVERLAP WITH ADJACENT LANDINGS OR A SINGLE LANDING MAY SERVE MULTIPLE CURB RAMPS.
11. LANDINGS MAY OVERLAP WITH THE CLEAR GROUND SPACE REQUIRED AT PEDESTRIAN SIGNAL PUSH BUTTONS.



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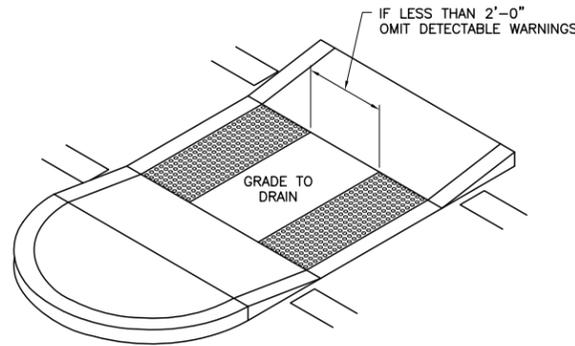
SUBDIVISION AND SITE PLAN REGULATIONS  
*STANDARD CONSTRUCTION DETAILS*

**ACCESSIBILITY DETAILS - 3**

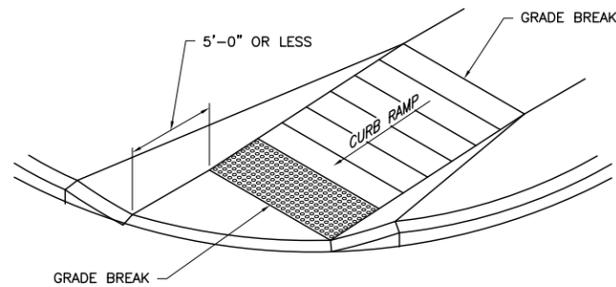


**DETECTABLE WARNING PLACEMENT  
DETAIL 1**  
NOT TO SCALE

**NOTE:**  
IF THE DISTANCE FROM THE GRADE BREAK IS GREATER THAN OR EQUAL TO 5'-0" DETECTABLE WARNINGS SHOULD BE PLACED ALONG THE RADIUS OF THE CURVE AS SHOWN IN THE ABOVE DETAIL.

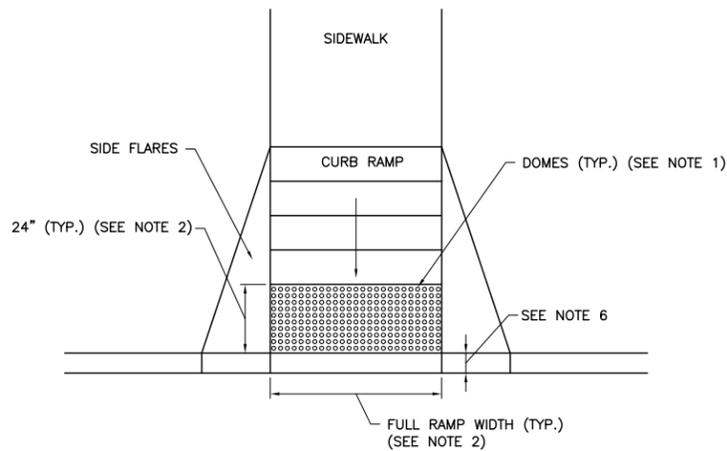


**DETECTABLE WARNINGS AT MEDIAN ISLANDS  
(NON ELEVATED CROSSING)**  
NOT TO SCALE

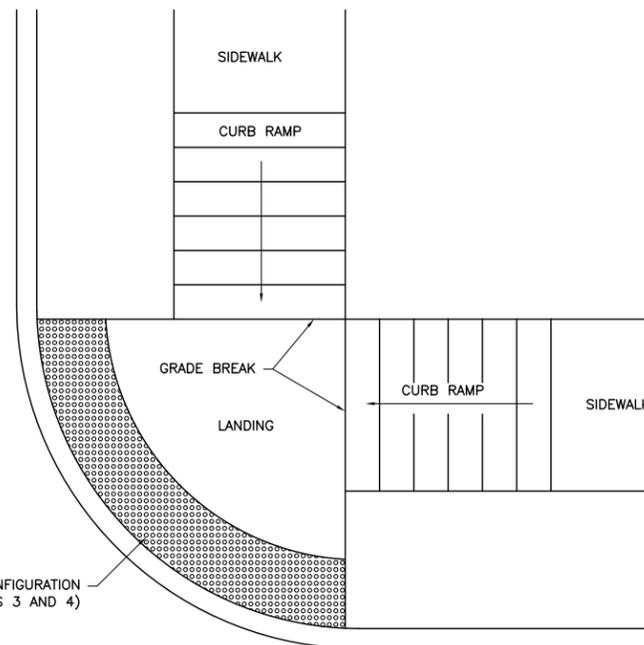


**DETECTABLE WARNING PLACEMENT  
DETAIL 2**  
NOT TO SCALE

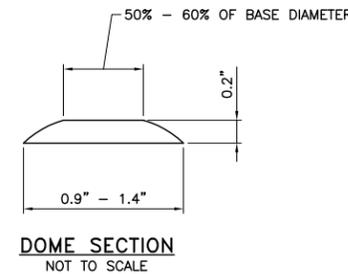
**NOTE:**  
IF THE DISTANCE FROM THE GRADE BREAK IS LESS THAN OR EQUAL TO 5'-0" DETECTABLE WARNINGS SHOULD BE PLACED ON THE CURB RAMP ALONG THE BOTTOM GRADE BREAK WITH ONE CORNER 5" TO 9" FROM THE FRONT OF THE CURB OR EDGE OF THE ROADWAY.



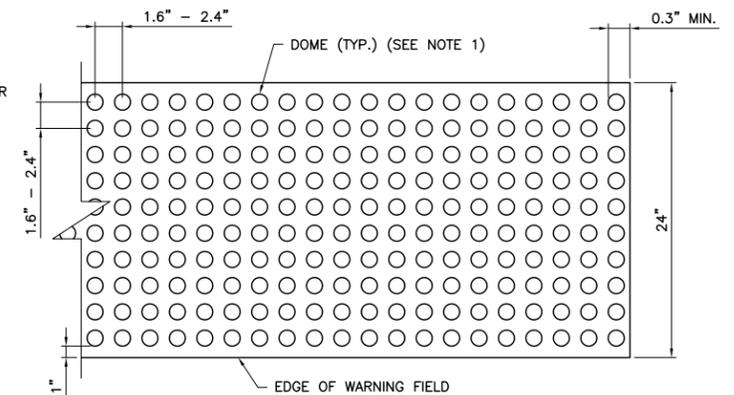
**DETECTABLE WARNING AT CURB RAMP**  
NOT TO SCALE



**CURB RAMP / BLENDED TRANSITION  
CONFIGURATION: TYPES 3 AND 4**  
NOT TO SCALE



**DOMES SECTION**  
NOT TO SCALE



**DOMES SPACING**  
NOT TO SCALE

**NOTES:**

1. THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT (THE DOMES AND THE ENTIRE 24" LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.
  2. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 24" IN THE DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUSIVE OF SIDE FLARES.
  3. THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK BETWEEN THE RAMP LANDING OR CURB RAMP AND THE STREET.
  4. WHERE DOMES ARE ARRAYED RADially THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.
- DETECTABLE WARNING UNIT DIMENSIONS:**
- DOMES ALIGNMENT:**
- COLOR REQUIREMENTS:**
- DETECTABLE WARNINGS LOCATIONS:**
5. THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS OR MEET THE REQUIREMENTS OF THE MOST CURRENT ADAAG.
  6. DETECTABLE WARNINGS SHALL BE LOCATED SO THAT THE EDGE OR CORNER OF THE WARNING FIELD NEAREST TO THE ROADWAY IS 5" TO 9" FROM THE FRONT OF THE CURB OR THE ROADWAY EDGE (12" WHERE TRAVERSABLE CURB IS USED).



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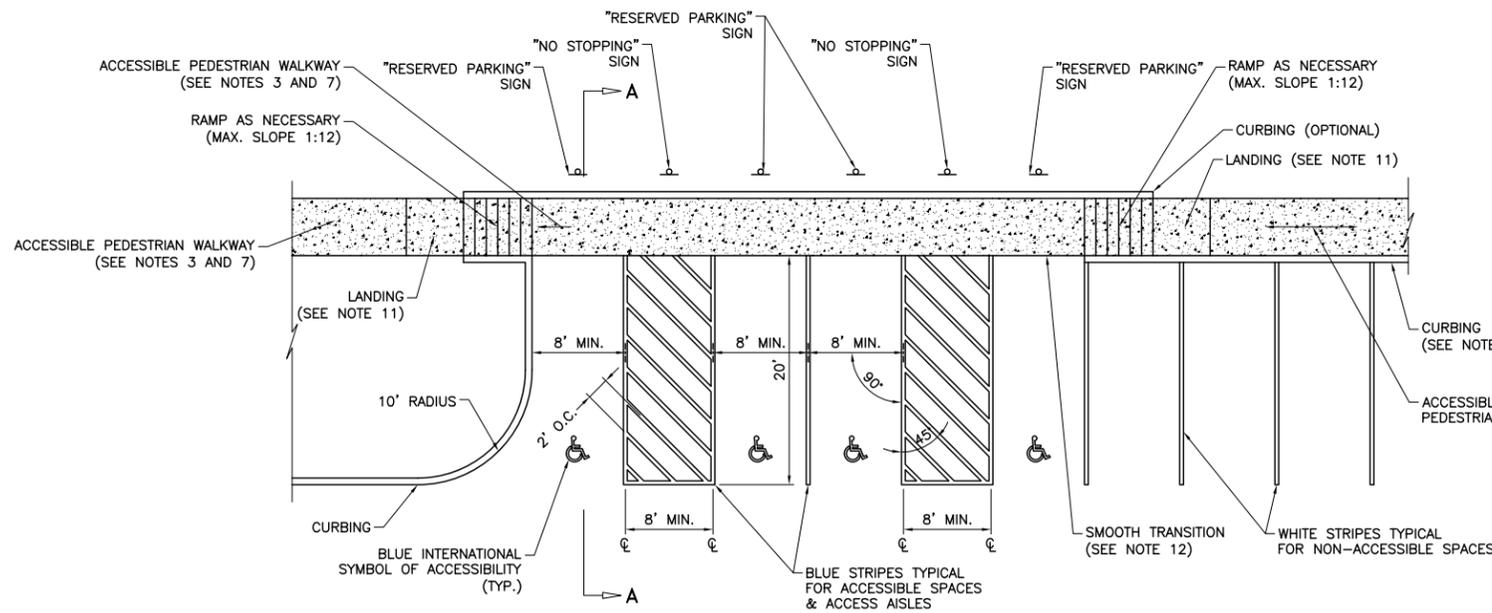
**ACCESSIBILITY DETAILS - 4**

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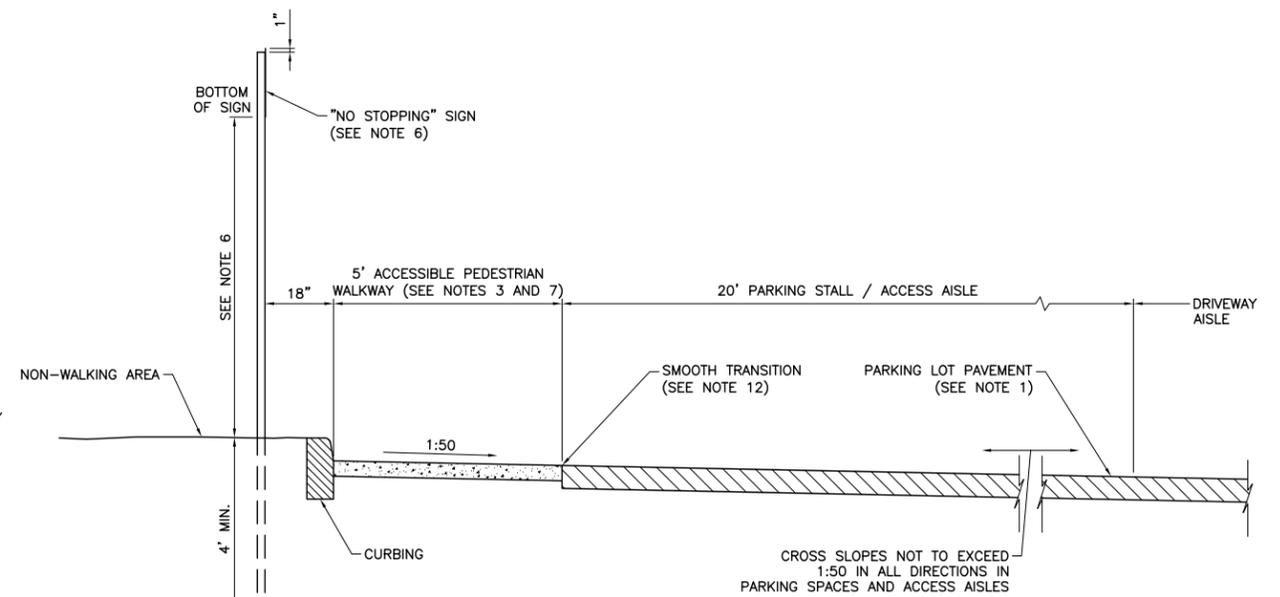
Date: MAY, 2014

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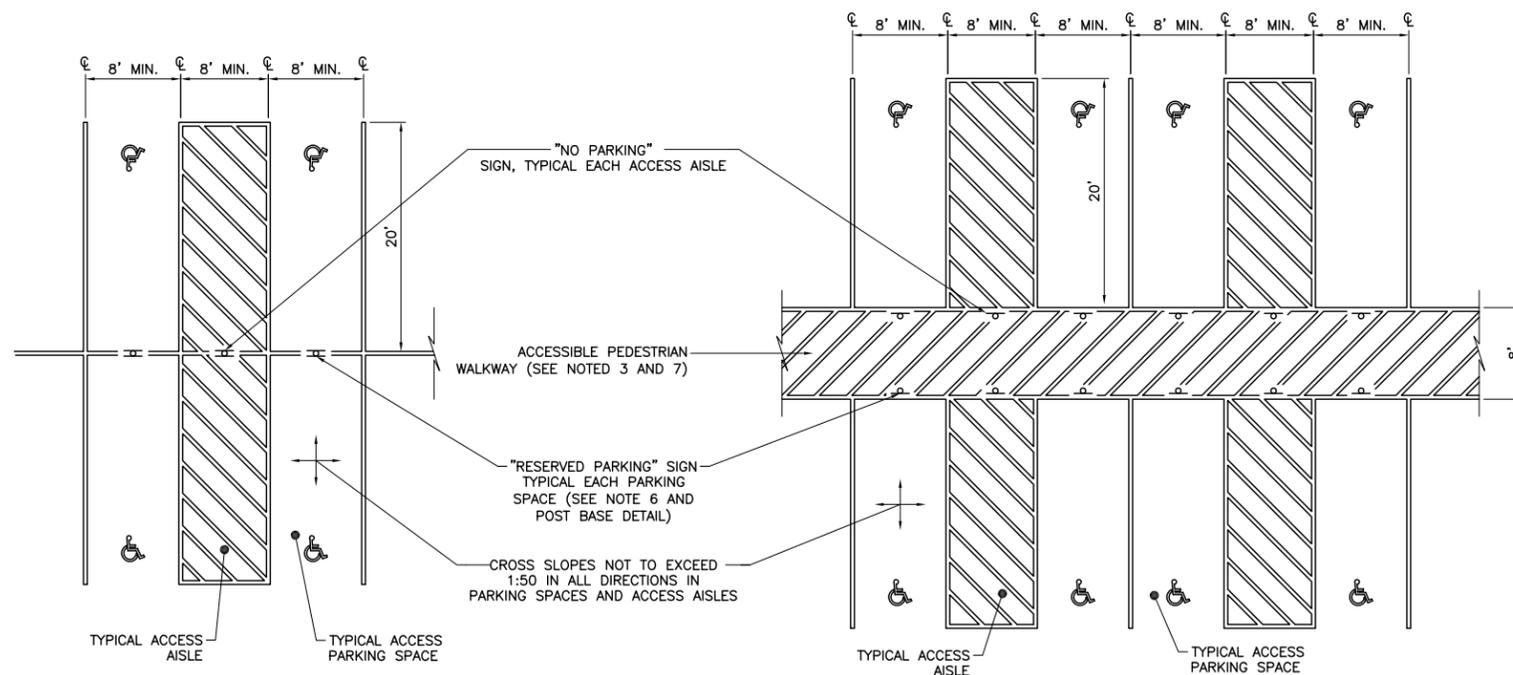
R:\STANDARD DETAILS\SUBDIVISIONS\CONSTRUCTION\_DETAILS\DWG\10\_14\_ACCESSIBILITY\_DETAILS.dwg



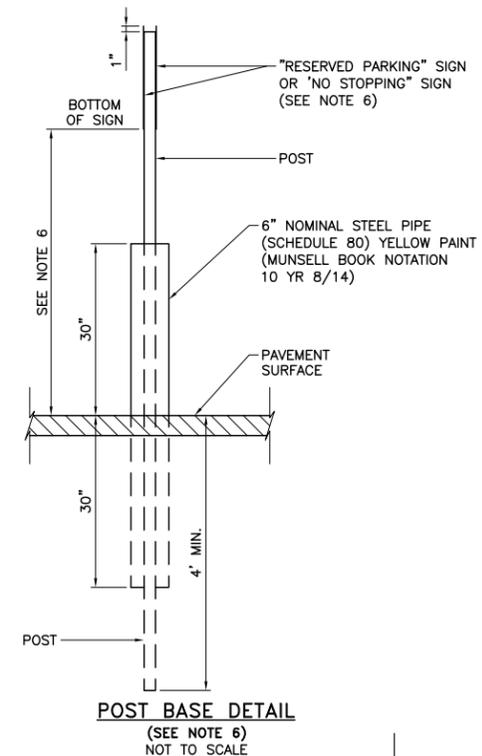
**TYPICAL ACCESSIBLE PARKING LAYOUTS**  
NOT TO SCALE



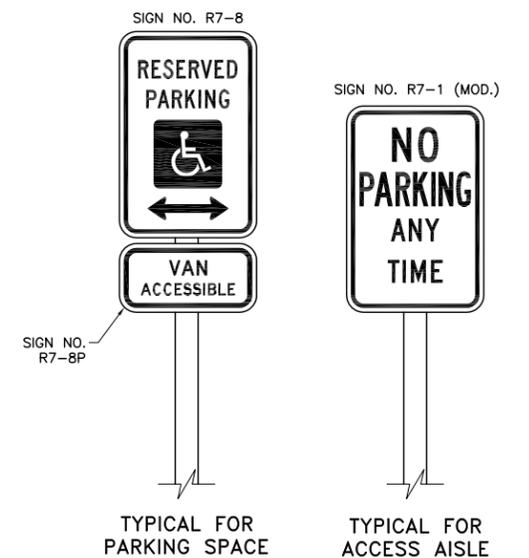
**TYPICAL SECTION (SECTION A-A)**  
NOT TO SCALE



**TYPICAL ACCESSIBLE PARKING LAYOUTS**  
NOT TO SCALE



**POST BASE DETAIL (SEE NOTE 6)**  
NOT TO SCALE



TYPICAL FOR PARKING SPACE

TYPICAL FOR ACCESS AISLE

**NOTES:**

- THIS SHEET IS INTENDED TO DEPICT THE DIMENSIONAL REQUIREMENTS OF TYPICAL ACCESSIBLE PARKING SPACES. THE SIDEWALK, CURBING, AND PAVEMENT MATERIALS SHALL BE AS SPECIFIED ELSEWHERE IN THE CONTRACT DOCUMENTS.
- MINIMUM NUMBER OF ACCESSIBLE SPACES:

TOTAL SPACES IN LOT	MINIMUM NUMBER OF ACCESSIBLE SPACES
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	9
501 TO 1000	2% OF TOTAL

EXCEPTION: PARKING AREAS ON THE PREMISES OF, OR IMMEDIATELY ADJACENT TO, MEDICAL SERVICES FACILITIES PROVIDING TREATMENT FOR MOBILITY IMPAIRED PERSONS AND OTHER SIMILAR LOCATIONS MAY REQUIRE A GREATER NUMBER OF ACCESSIBLE PARKING SPACES THAN INDICATED ABOVE. REFER TO THE APPLICABLE ACCESSIBILITY STANDARD.

- LOCATION - PARKING SPACES FOR USE BY PERSONS WITH DISABILITIES SHALL BE IN THE SPACES CLOSEST TO THE NEAREST ACCESSIBLE BUILDING OR FACILITY ENTRANCE ON AN ACCESSIBLE ROUTE.
- DIMENSIONS - ACCESSIBLE PARKING SPACES SHALL BE AT LEAST 8' (MIN.) WIDE AND SHALL HAVE AN ADJACENT ACCESS AISLE 8' WIDE MEASURED PERPENDICULAR TO THE STALL STRIPE TO ACCOMMODATE VANS WITH LIFTS.
- COMMON ACCESS AISLES FOR 90° PARKING - TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE. FOR ACUTE ANGLED PARKING, SUCH AS 60° PARKING, OR WHERE ONE WAY DRIVEWAY AISLES WOULD PREVENT VANS WITH PASSENGER SIDE LIFTS FROM BACKING INTO ACCESSIBLE SPACES, AN ACCESSIBLE ACCESS AISLE MUST BE PROVIDED FOR EACH ACCESSIBLE PARKING SPACE. WIDTH OF ACCESS AISLES AND PARKING SPACES ARE MEASURED PERPENDICULAR TO THE STRIPING.
- SIGNING - EACH ACCESSIBLE PARKING SPACE SHALL BE MARKED BY PERMANENTLY INSTALLED ABOVE GROUND SIGNS WHICH DISPLAY THE INTERNATIONAL SYMBOL OF ACCESS. EACH ACCESS AISLE SHALL BE MARKED BY PERMANENTLY INSTALLED ABOVE GROUND SIGNS INDICATING THAT STOPPING IS NOT PERMITTED IN THE AISLE. SIGNS SHALL NOT BLOCK THE ACCESSIBLE CLEAR WIDTH OF ADJACENT WALKWAYS. SIGNS LOCATED WHERE THEY MAY BE HIT BY VEHICLES BEING PARKED SHALL BE INSTALLED AS SHOWN IN THE POST BASE DETAIL. THE BOTTOMS OF THE SIGNS LOCATED ON POSTS INSTALLED IN PAVED AREAS SHALL BE AT LEAST 7' ABOVE THE WALKWAY SURFACE. THE BOTTOMS OF SIGNS LOCATED IN UNPAVED AREAS SHALL BE 7' ABOVE THE ADJACENT PAVEMENT SURFACE.
- SURFACE SLOPES - SLOPES AT ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ADJOINING WALKWAYS SHALL NOT EXCEED 1:50 IN ANY DIRECTION.
- OVERHEAD CLEARANCE - VEHICLE ACCESS ROUTES TO AND FROM ACCESSIBLE PARKING SPACES, INCLUDING IN GARAGES AND OPEN PARKING STRUCTURES, SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 9'-6".
- PAVEMENT MARKING COLORS - REQUIRED ACCESSIBLE PARKING SPACE AND ACCESS AISLE STRIPING AND OTHER OPTIONAL PAVEMENT MARKINGS, SUCH AS THE INTERNATIONAL ACCESS SYMBOL, SHALL BE PAINTED WHITE OR BLUE.
- REFER TO ACCESSIBILITY DETAILS SHEETS 1, 2 AND 3 OF 5 FOR CURB RAMPS THAT MAY BE APPROPRIATE FOR CERTAIN SITE CONDITIONS.
- LEVEL LANDINGS MUST BE PROVIDED AT THE TOP AND BOTTOM OF ALL RAMPS. LANDINGS SHALL BE 4' (MIN.) IN THE DIRECTION OF TRAVEL. SLOPES ON LANDINGS SHALL NOT BE STEEPER THAN 1:50 IN ANY DIRECTION.
- A SMOOTH, FLUSH TRANSITION MUST BE PROVIDED BETWEEN ALL PEDESTRIAN WALKWAYS AND THE ACCESSIBLE PARKING SPACES AND AISLES.
- SEE NYS BLDG CODE SECTION 1106 & ANSI/ICC A117.1-2003 CHAPTER 5 FOR ADDITIONAL INFORMATION.

DATE	BY	DESCRIPTION	APPROV. BY
12/2/14	NPJ	ADD NOTE 13, CL SPACING & ACCESSIBILITY SYMBOL	JFC

REVISIONS

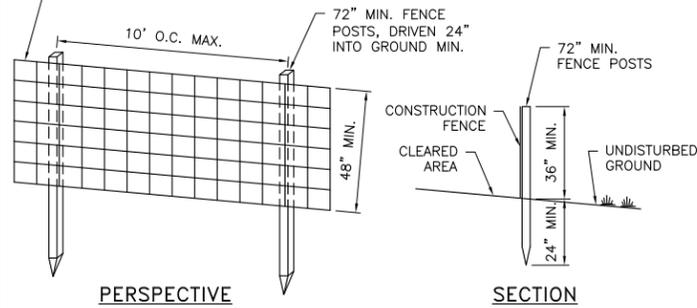
**TOWN OF HUNTINGTON**  
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ACCESSIBILITY DETAILS - 5

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CONSTRUCTION FENCE SHALL BE MANUFACTURED OF POLYETHYLENE OR POLYPROPYLENE WITH A NOMINAL RECTANGULAR MESH OPENING OF NO GREATER THAN 1" x 2". FENCE SHALL BE 48" HIGH AND SUPPLIED IN ROLLS OF AT LEAST 50' IN LENGTH, COLOR SHALL BE "INTERNATIONAL ORANGE".



**NOTES**

**CONSTRUCTION:**

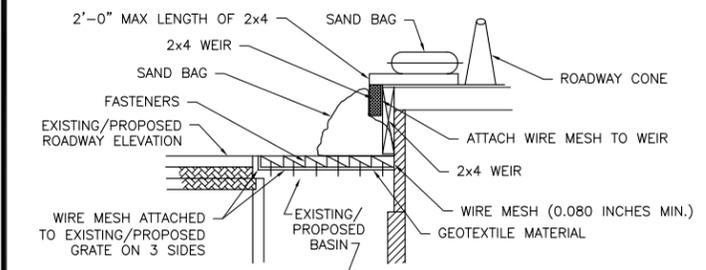
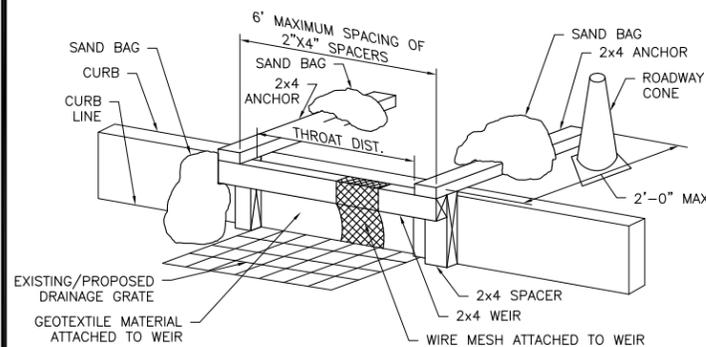
- 1) THE CONTRACTOR SHALL INSTALL THE CONSTRUCTION FENCE IN LOCATIONS AS REQUIRED BY THE DRAWINGS AND SPECIFICATIONS OR MUNICIPAL AUTHORITIES
- 2) THE PRIMARY PURPOSE OF THE CONSTRUCTION FENCE IS TO CLEARLY DELINEATE A CONSTRUCTION AREA AND PROVIDE SOME MEASURE OF PROTECTION FOR THE SURROUNDING NATURAL AREAS. IT IS NOT DESIGNED OR INTENDED TO BE AN IMPENETRABLE BARRIER TO THOSE INTENT ON ENTERING THE CONSTRUCTION SITE

**INSTALLATION:**

CONSTRUCTION FENCE SHALL BE INSTALLED BY WEAVING FENCE POSTS VERTICALLY THROUGH AT LEAST THREE (3) MESH OPENINGS (TOP, MIDDLE AND BOTTOM OF FENCE) AND DRIVING POSTS WITH A 3LB. HAND DRILLING HAMMER (OR EQUIVALENT) FLUSH WITH THE TOP OF FENCING. POSTS SHALL BE AT AN INTERVAL OF NO GREATER THAN TEN FEET. FENCING SHALL BE SECURED FIRMLY TO EACH POST AT THE TOP, BOTTOM AND MID-POINT WITH WIRE REBAR TIES. WHERE LENGTHS OF FENCING ARE JOINED, A POST SHALL BE WOVEN THROUGH BOTH FENCE SECTIONS AT THE JOINT, WITH TIES FASTENING BOTH FENCE SECTIONS TO THE POST. FENCING SHALL BE STRETCHED AS TAUT AS PRACTICAL BETWEEN FENCE POSTS WITHOUT INORDINATELY DEFLECTING POSTS. TEMPORARY OPENINGS IN CONSTRUCTION FENCE INSTALLATIONS SHALL BE PERMITTED FOR ENTRY OF WORKERS, MATERIALS AND EQUIPMENT. SUCH OPENINGS SHALL BE SECURED AT THE END OF EACH WORK DAY IN THE MANNER AFOREMENTIONED FOR JOINING FENCE SECTIONS.

POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD

**TEMPORARY CONSTRUCTION FENCE**  
NOT TO SCALE



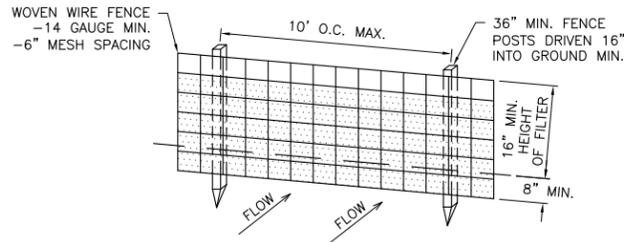
**NOTES:**

THE WIRE MESH SHALL BE 6"x6" CONTINUOUS 48" MINIMUM WIDTH AND A LENGTH SUFFICIENT TO BE CONSTRUCTED AS SHOWN IN THE DETAIL. IT SHALL BE SECURED AND ATTACHED TO THE 2X4 WOOD WEIR AND DRAINAGE GRATE WITH THE APPROPRIATE FASTENERS (NAILING/STAPLING).

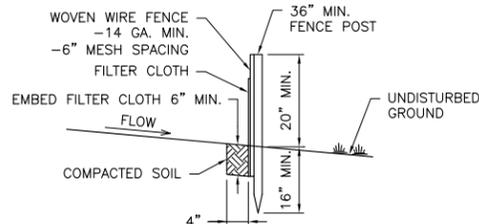
THE GEOTEXTILE MATERIAL SHALL BE PLACED UNDER THE EXISTING/PROPOSED DRAINAGE GRATE AS SHOWN IN THE DETAIL.

THE PROTECTION DEVICE SHALL BE PLACED AGAINST THE INLET AND SECURED BY 2X4 ANCHORS 2 FEET IN LENGTH, EXTENDING ACROSS THE TOP OF THE INLET, AND HELD IN PLACE BY THE SANDBAGS. ADDITIONAL SANDBAGS, AS SHOWN IN THE DETAIL, SHALL BE PLACED UP AGAINST THE CURB LINE ON EITHER EDGE OF THE DROP INLET.

**DRAINAGE INLET SEDIMENT PROTECTION**  
NOT TO SCALE



**PERSPECTIVE**

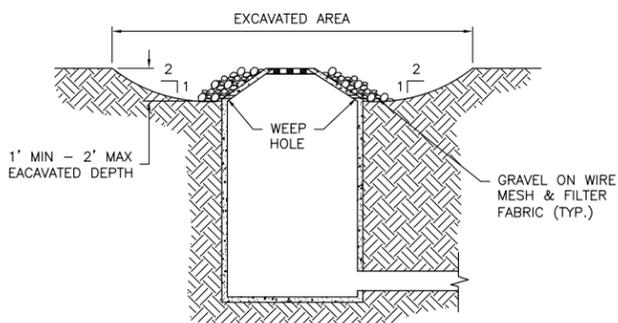
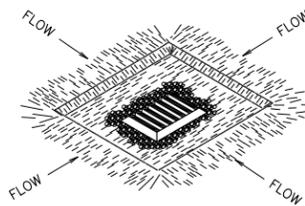


**SECTION**

**NOTES:**

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE EITHER "T" OR "U" TYPE OR HARDWOOD
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 6" MAXIMUM MESH OPENING.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N, OR EQUIVALENT. PREFABRICATED SILT FENCE SHALL BE EITHER GEOFAB, ENVIROFENCE OR EQUAL.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

**SILT FENCE**  
NOT TO SCALE



**NOTES:**

1. ALL UNSUITABLE MATERIALS SHALL BE REMOVED PRIOR TO EXCAVATION.
2. GRADE TO ESTABLISH A UNIFORM SLOPE AROUND BASIN.
3. ALL WEEP HOLES SHALL BE PROTECTED WITH FILTER FABRIC.
4. UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA ALL WEEP HOLES SHALL BE SEALED, THE BASIN SHALL BE BACKFILLED WITH COMPACTED STABLE SOIL TO FINAL GRADE, AND THE DISTURBED AREA SHALL BE PROPERLY STABILIZED WITH PERMANENT SEEDING. MAXIMUM DRAINAGE AREA PER BASIN SHALL BE 1 ACRE.

**SEDIMENT TRAP**  
NOT TO SCALE

**DEFINITION**  
THE CONTROL OF DUST RESULTING FROM LAND-DISTURBING ACTIVITIES.

**PURPOSE**  
TO PREVENT SURFACE AND AIR MOVEMENT OF DUST FROM DISTURBED SOIL SURFACES THAT MAY CAUSE OFF-SITE DAMAGE, HEALTH HAZARDS, AND TRAFFIC SAFETY PROBLEMS.

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

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

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

- A) RYE GRASS (ANNUAL OR PERENNIAL) AT 30 LBS. PER ACRE (0.7LBS/1000SF)
  - B) CERTIFIED "AROOSTOOK" WINTER RYE (CEREAL RYE) AT 100 LBS. PER ACRE (2.5 LBS/SF)
- USE WINTER RYE IF SEEDING IN OCTOBER/NOVEMBER.

MULCH (INCLUDING GRAVEL MULCH) - MULCH OFFERS A FAST EFFECTIVE MEANS OF CONTROLLING DUST.

**SPRAY ADHESIVES** - EXAMPLES OF SPRAY ADHESIVES FOR USE ON MINERAL SOILS ARE SHOWN IN THE FOLLOWING TABLE:

MATERIAL	WATER DILUTION	NOZZLE TYPE	APPLY GALLONS/ACRE
ACRYLIC POLYMER	8:1	COURSE SPRAY	500
LATEX EMULSION	12.5:1	FINE SPRAY	235
RESIN IN WATER	4:1	FINE SPRAY	300

WATER QUALITY SHOULD BE CONSIDERED WHEN MATERIALS ARE SELECTED FOR DUST CONTROL.

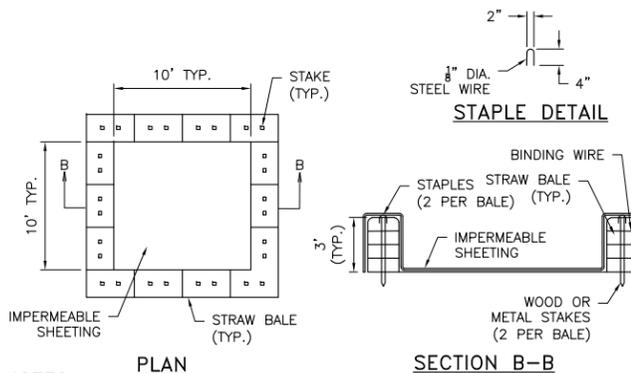
**SPRINKLING** - THE SITE MAY BE SPRAYED UNTIL THE SURFACE IS WET. THIS IS ESPECIALLY EFFECTIVE ON HAUL ROADS AND ACCESS ROUTES.

STONE USED FOR CONSTRUCTION ROADS IS ALSO EFFECTIVE FOR DUST CONTROL.

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

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

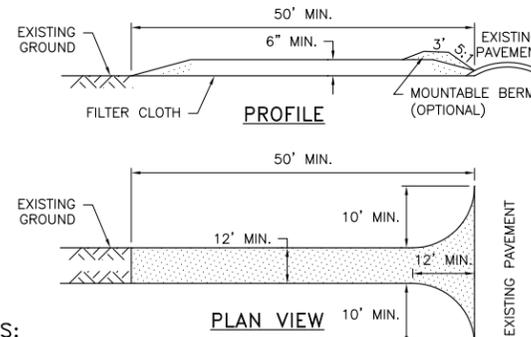
**DUST CONTROL NOTES**  
NOT TO SCALE



**NOTES:**

1. LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
2. SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
3. PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
4. PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
5. KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED). EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET-VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS, REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.
6. A METAL ROLL-OFF BIN DESIGNED TO SECURELY CONTAIN CONCRETE WASHWATER AND SOLIDS MAY BE PROVIDED IN LIEU OF A HAY BALE AND PLASTIC WASHOUT PIT.

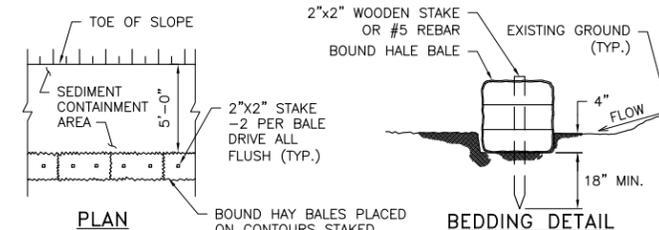
**HAY BALE AND PLASTIC CONCRETE WASHOUT PIT DETAILS**  
NOT TO SCALE



**NOTES:**

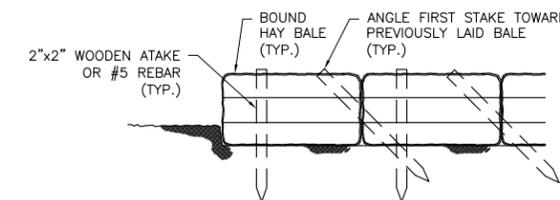
1. STONE SIZE - USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH - NOT LESS THAN 50 FEET
3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
4. WIDTH - TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

**TEMPORARY CONSTRUCTION ENTRANCE**  
NOT TO SCALE



**PLAN**

**BEDDING DETAIL**



**ANCHORING DETAIL**

**HAY BALE DIKE**  
NOT TO SCALE

6/5/15	NPJ	ADD CONCRETE WASHOUT PIT	JFC
DATE	BY	DESCRIPTION	APPROV. BY

**REVISIONS**

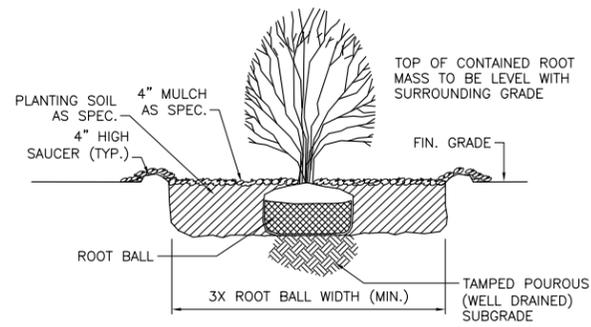


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**STANDARD CONSTRUCTION DETAILS**

**EROSION AND SEDIMENT CONTROL DETAILS**

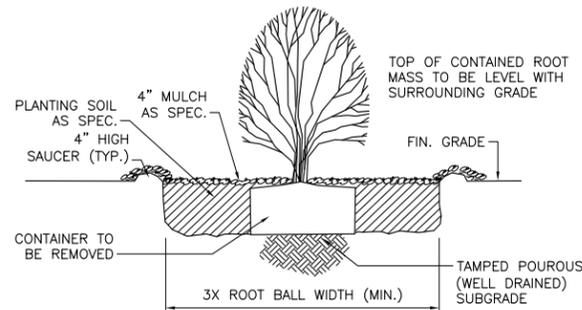
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**NOTE:**

DIG 2' (MIN.) DEPTH TEST HOLE TO VERIFY SUBGRADE MATERIAL BELOW ROOT BALL. THE EICAND/OR LANDSCAPE ARCHITECT SHALL INSPECT THE HOLE PRIOR TO PLANT INSTALLATION.

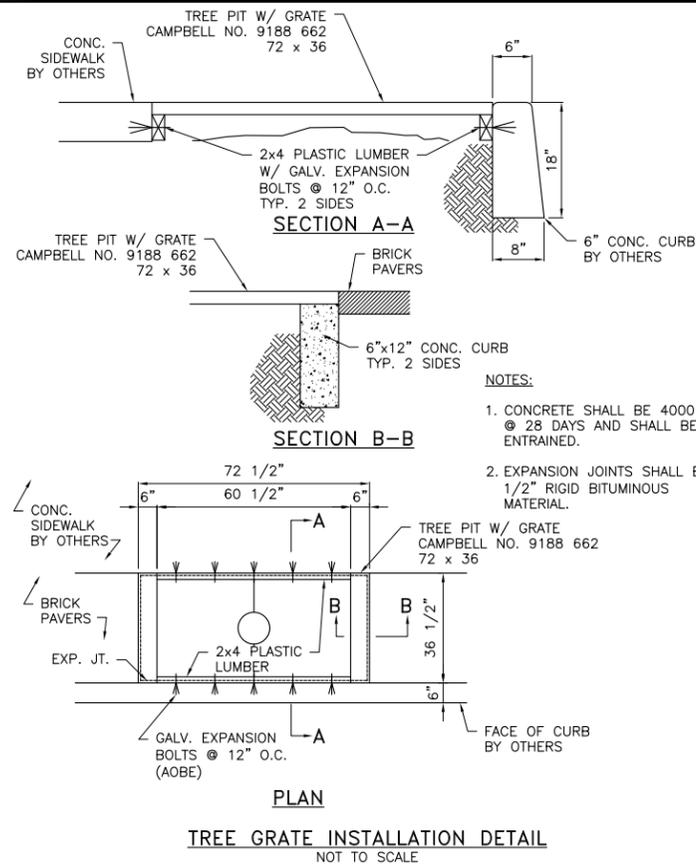
**SHRUB PLANTING DETAIL**  
NOT TO SCALE



**NOTE:**

DIG 2' (MIN.) DEPTH TEST HOLE TO VERIFY SUBGRADE MATERIAL BELOW ROOT BALL. THE EICAND/OR LANDSCAPE ARCHITECT SHALL INSPECT THE HOLE PRIOR TO PLANT INSTALLATION.

**SHRUB IN CONTAINER PLANTING DETAIL**  
NOT TO SCALE

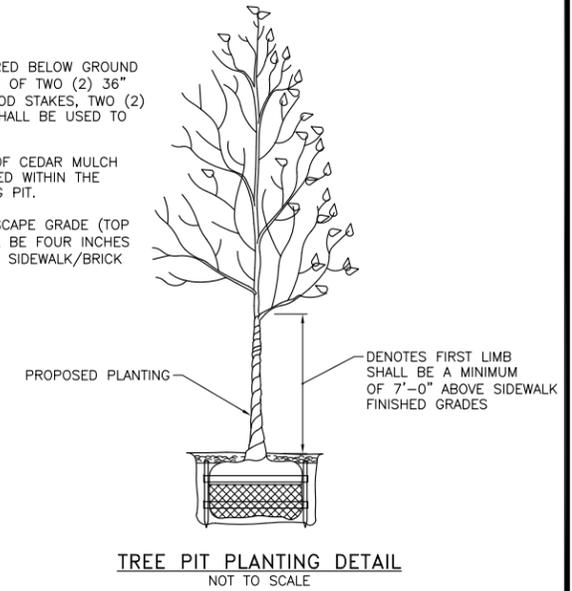


**NOTES:**

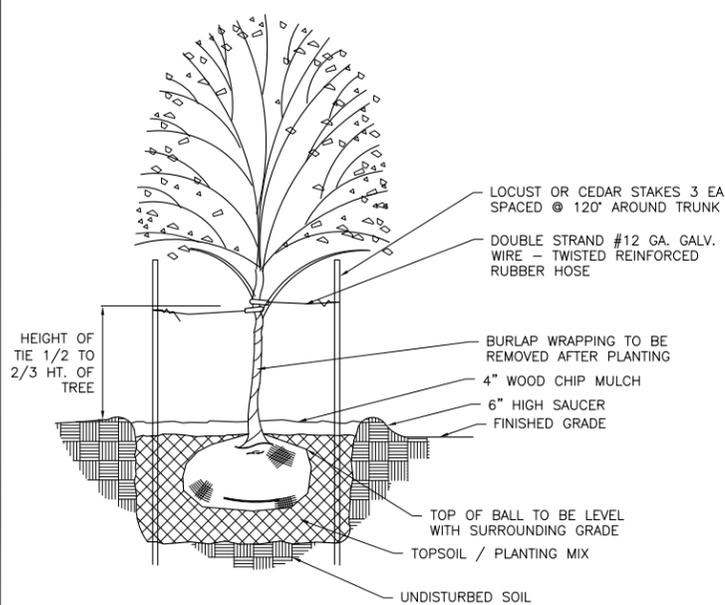
1. STAKING REQUIRED BELOW GROUND WITH A MINIMUM OF TWO (2) 36" HEIGHT HARDWOOD STAKES, TWO (2) METAL BANDS SHALL BE USED TO SECURE.
2. FOUR INCHES OF CEDAR MULCH SHALL BE PLACED WITHIN THE ENTIRE PLANTING PIT.
3. FINISHED LANDSCAPE GRADE (TOP OF BALL) SHALL BE FOUR INCHES BELOW FINISHED SIDEWALK/BRICK GRADES.

**NOTES:**

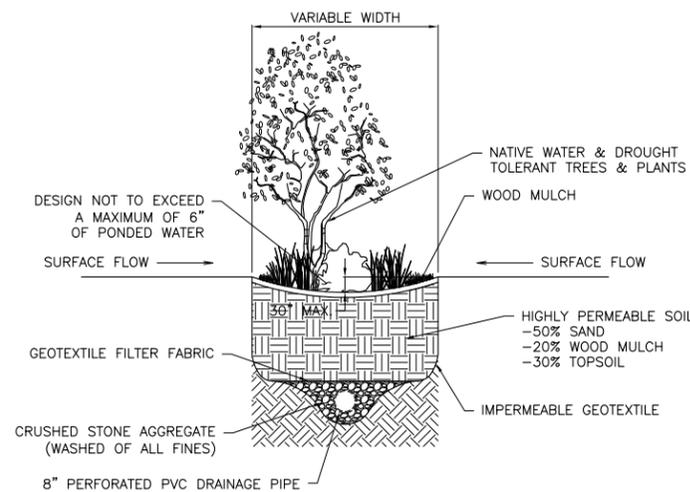
1. CONCRETE SHALL BE 4000 PSI @ 28 DAYS AND SHALL BE AIR ENTRAINED.
2. EXPANSION JOINTS SHALL BE 1/2" RIGID BITUMINOUS MATERIAL.



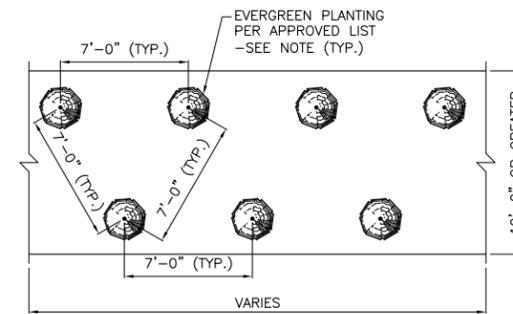
**TREE PIT PLANTING DETAIL**  
NOT TO SCALE



**TREE PLANTING & STAKING DETAIL**  
NOT TO SCALE



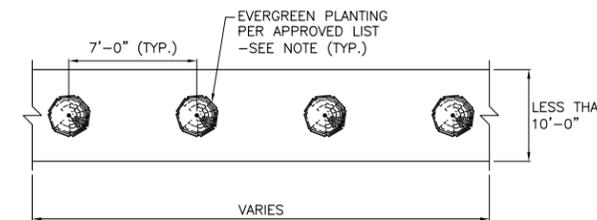
**BIORETENTION SWALE DETAIL**  
NOT TO SCALE



**NOTE:**

EVERGREEN PLANTINGS SHALL HAVE A MINIMUM HEIGHT OF 6'-0". ALTERNATE SPECIES EVERY 5 PLANTINGS

**BUFFER PLANTING DETAIL**  
(10'-0" WIDE OR GREATER BUFFERS)  
NOT TO SCALE

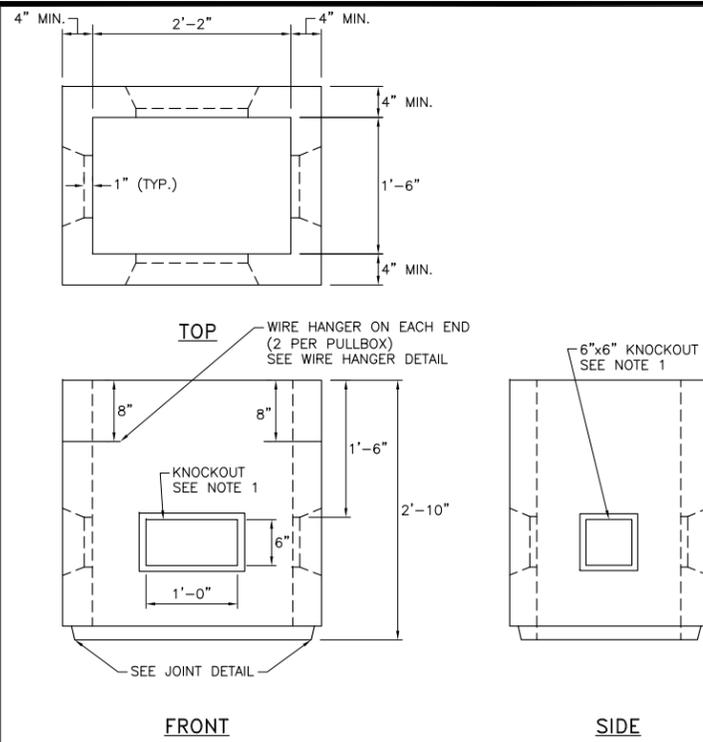


**NOTE:**

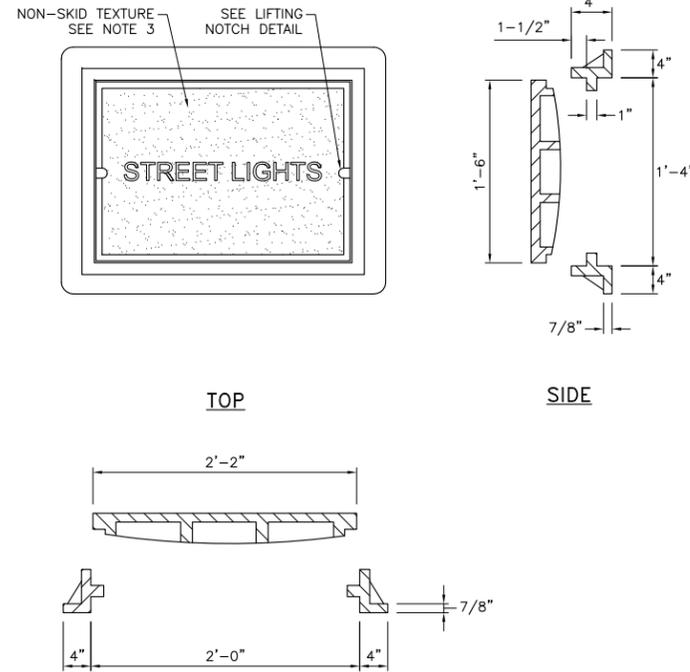
EVERGREEN PLANTINGS SHALL HAVE A MINIMUM HEIGHT OF 6'-0". ALTERNATE SPECIES EVERY 5 PLANTINGS

**BUFFER PLANTING DETAIL**  
(LESS THAN 10'-0" WIDE BUFFERS)  
NOT TO SCALE

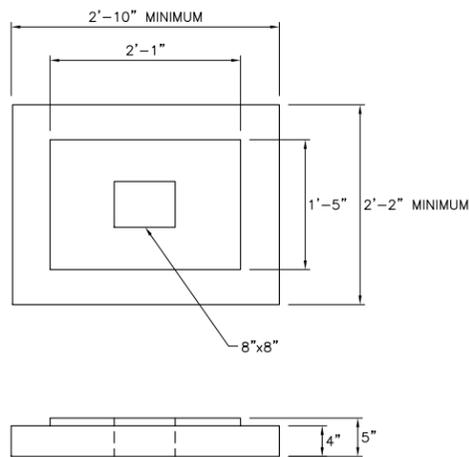
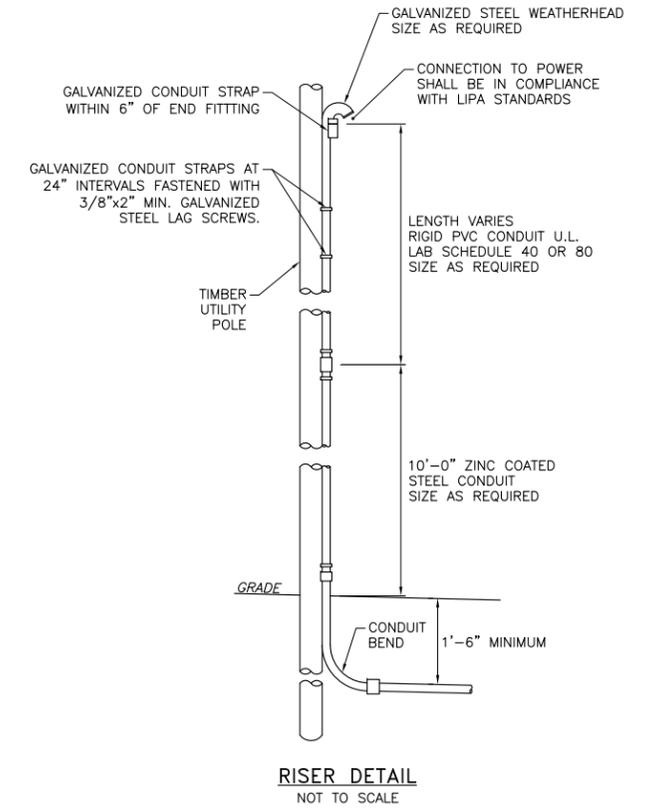
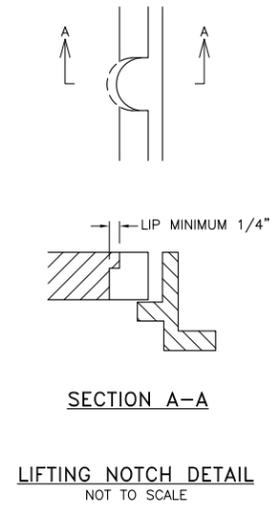
	<b>TOWN OF HUNTINGTON</b> DEPARTMENT OF ENGINEERING SERVICES	
	SUBDIVISION AND SITE PLAN REGULATIONS <b>STANDARD CONSTRUCTION DETAILS</b>	
<b>TYPICAL LANDSCAPING DETAILS</b>		
Scale: AS NOTED	Date: MAY, 2014	Sheet: 16 of 19



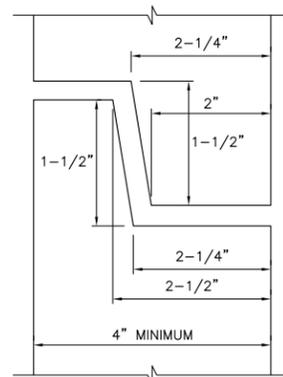
**REINFORCED CONCRETE PULLBOX**  
 MINIMUM VERTICAL & HORIZONTAL REINFORCEMENT 0.12 SQ/IN PER FT.  
 INSIDE VOLUME 8.2 CF  
 (SEE NOTES 5 & 6)  
 NOT TO SCALE



**CAST IRON FRAME & COVER**  
 APPROXIMATE WEIGHT 300 LBS.  
 (SEE NOTE 2)  
 NOT TO SCALE

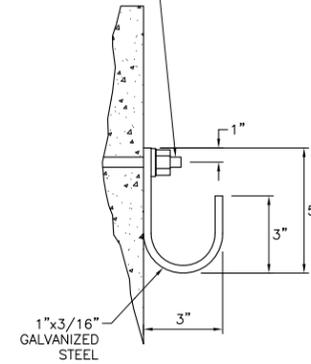


**PULLBOX BASE**  
 MINIMUM VERTICAL & HORIZONTAL REINFORCEMENT 0.12 SQ/IN PER FT.  
 (SEE NOTE 4)  
 NOT TO SCALE



**JOINT DETAIL**  
 NOT TO SCALE

3/8"  $\phi$  CAST IN PLACE THREADED STUD OR BOLT WITH NUT AND LOCKWASHER - CAST IN PLACE THREADED INSERT WITH BOLT - EXPANSION BOLT OR THRU BOLT WITH NUT AND LOCKWASHER



**WIRE HANGER DETAIL**  
 NOT TO SCALE

**NOTES:**

- STANDARD KNOCKOUT LOCATIONS ARE SHOWN. PULLBOXES WITH ONLY THE NUMBER AND SIZE OF REQUIRED CONDUIT OPENINGS MAY ALSO BE UTILIZED.
- FRAMES AND COVERS SHALL BE HEAVY DUTY TO SUPPORT AASHTO H-20 LOADING.
- A NON-SKID TEXTURE SHALL BE CAST INTO THE TOP SURFACE OF THE COVER.
- PULLBOX BASES ARE REQUIRED ONLY FOR PULLBOXES PLACED IN THE PAVEMENT OR ROADWAY SHOULDER. BASES MAY BE CAST INTEGRAL WITH THE PULLBOX WHEN REQUIRED.
- A ROUGH FINISH IS ACCEPTABLE FOR PULLBOX KNOCKOUTS.
- STEEL REINFORCEMENT SHALL BE PLACED WITHIN THE CENTER THIRD OF THE WALL, EXCEPT KNOCKOUTS. MINIMUM COVER SHALL BE 1".



**TOWN OF HUNTINGTON**  
 DEPARTMENT OF ENGINEERING SERVICES

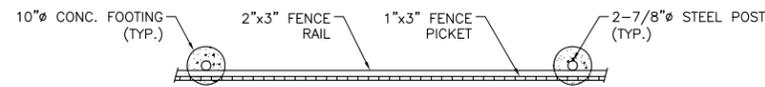
SUBDIVISION AND SITE PLAN REGULATIONS  
**STANDARD CONSTRUCTION DETAILS**

**STREETLIGHTING PULLBOX & RISER DETAILS**

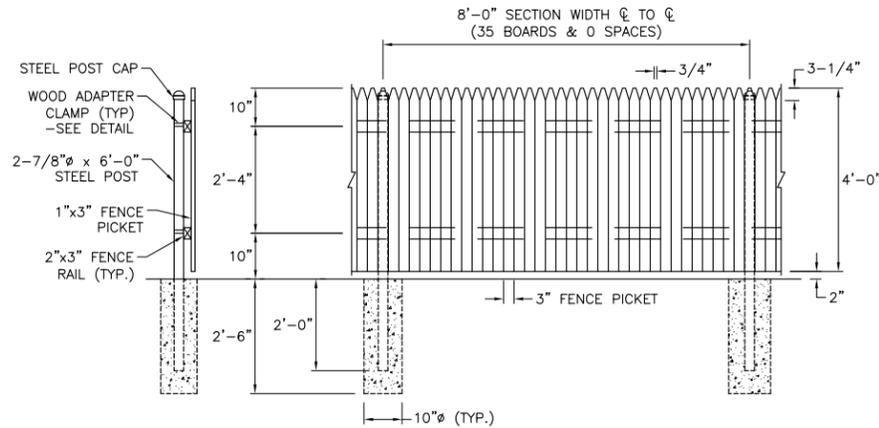
Scale: AS NOTED

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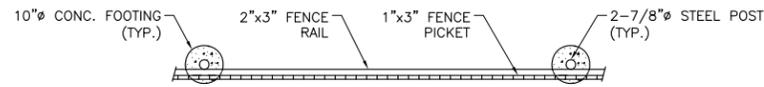
PLAN



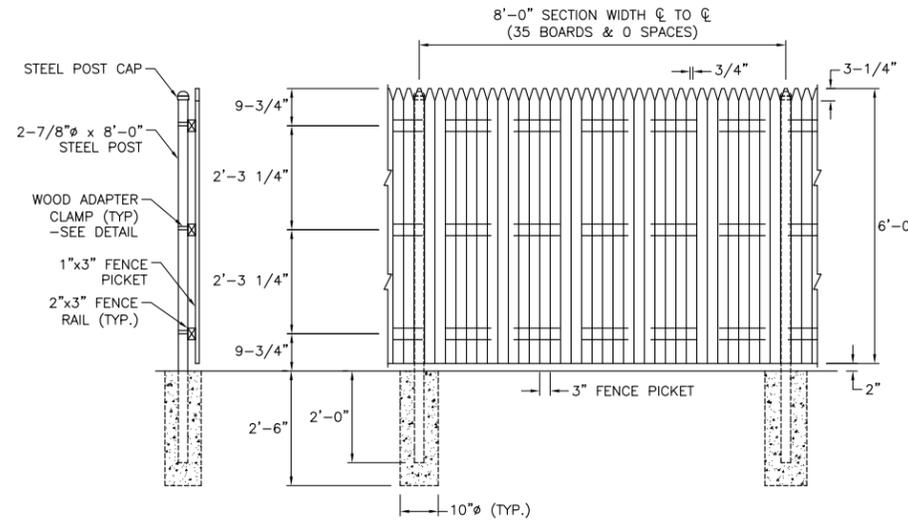
SECTION

ELEVATION

4'-0" STOCKADE FENCE DETAILS  
(N.T.S.)



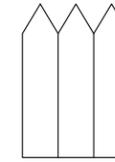
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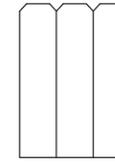
SECTION

ELEVATION

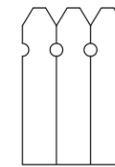
6'-0" STOCKADE FENCE DETAILS  
(N.T.S.)



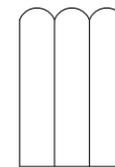
POINTED



DOGEARED

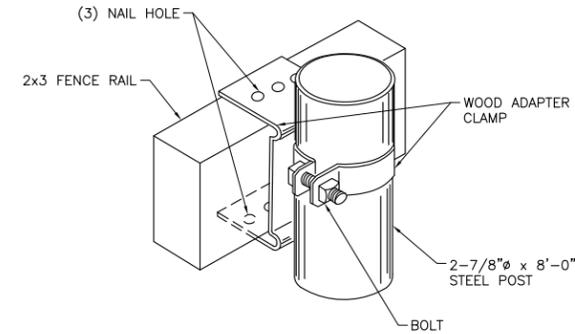


VIRGINIA

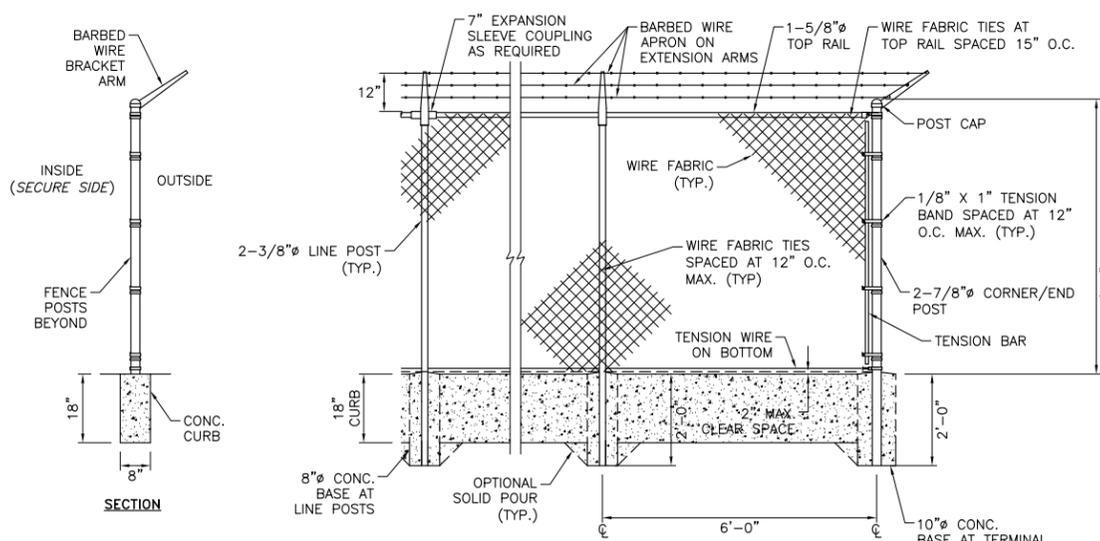


ROUNDED

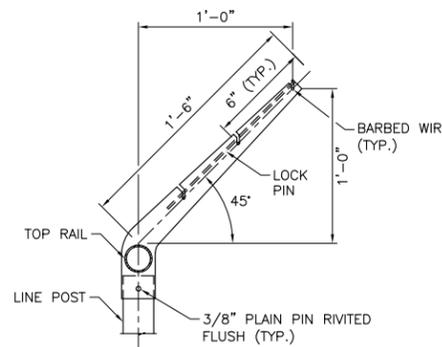
TYPICAL PICKET STYLES  
(N.T.S.)



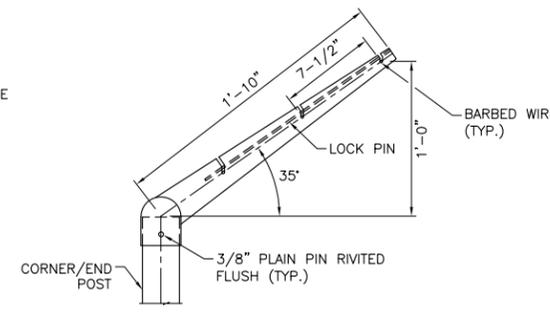
WOOD ADAPTER CLAMP  
(N.T.S.)



6'-0" HIGH RECHARGE BASIN CHAIN LINK  
FENCE WITH BARBED WIRE DETAILS  
(N.T.S.)



EXTENSION ARM ON  
LINE POST DETAIL  
(N.T.S.)



EXTENSION ARM ON  
CORNER/END POST DETAIL  
(N.T.S.)

CHAIN LINK FENCE NOTES:

1. TOP RAILS SHALL BE CONTINUOUS. WHERE NECESSARY INSTALL 7" LENGTH EXPANSION COUPLINGS TO CONNECT MEMBERS.
2. SIZES OF CHAIN LINK FENCE POSTS & RAILS ARE ACTUAL DIMENSIONS OF SCH. 40 STEEL PIPE.



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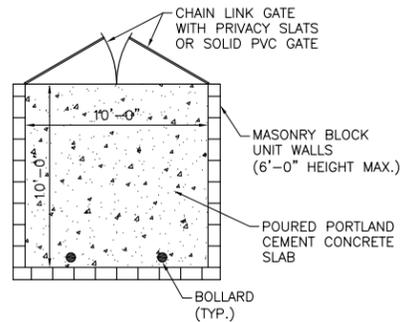
SUBDIVISION AND SITE PLAN REGULATIONS  
STANDARD CONSTRUCTION DETAILS

FENCE DETAILS

Scale: AS NOTED

Date: MAY, 2014

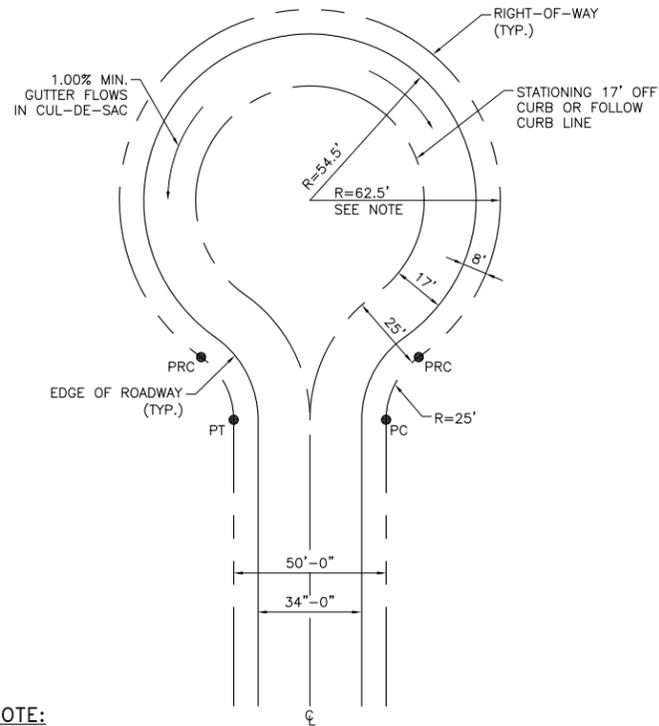
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**NOTE:**

THE DIMENSIONS SHOWN ARE MINIMUM REQUIREMENTS. IT IS THE RESPONSIBILITY OF THE APPLICANT'S DESIGN PROFESSIONAL TO DETERMINE ACTUAL SIZE REQUIREMENTS FOR PROPOSED REFUSE CONTAINERS.

**REFUSE CONTAINER ENCLOSURE DETAIL**  
NOT TO SCALE



**NOTE:**

THE RADIUS OF THE TURN-AROUND AT THE END OF THE CUL-DE-SAC MAY BE REDUCED BY THE PLANNING BOARD IN THE FOLLOWING ZONES:

- R-20
- R-40
- R-80

PROVIDED THAT:

- A. THERE ARE NO MORE THAN FOUR HOUSES WITH FRONTAGES ON THE CUL-DE-SAC
- B. PROVISIONS ARE MADE FOR UNDERGROUND UTILITIES

**CUL-DE-SAC DETAIL**  
NOT TO SCALE

FOR TOWN OF HUNTINGTON USE ONLY

NO.	REVISIONS	DATE
OWNER:		
NAME OF APPLICATION/PROJECT		
SITUATED AT		
TOWN OF HUNTINGTON, SUFFOLK COUNTY, NEW YORK		
DISTRICT 0400 SECTION BLOCK LOT		
APPLICANT:		
NAME/TYPE OF PLAN		
PROFESSIONAL'S SEAL AND SIGNATURE		
NAME OF DESIGN FIRM / PROFESSIONAL LOGO		
FULL ADDRESS		
PHONE NUMBER FAX NUMBER		
NAME OF PROFESSIONAL	SCALE:	DATE:
		SHEET: OF

**STANDARD SUBDIVISION & SITE PLAN APPLICATION TITLE BLOCK DETAIL**



	<b>TOWN OF HUNTINGTON</b> DEPARTMENT OF ENGINEERING SERVICES	
	SUBDIVISION AND SITE PLAN REGULATIONS <b>STANDARD CONSTRUCTION DETAILS</b>	
<b>MISCELLANEOUS STANDARD          DETAILS</b>		
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