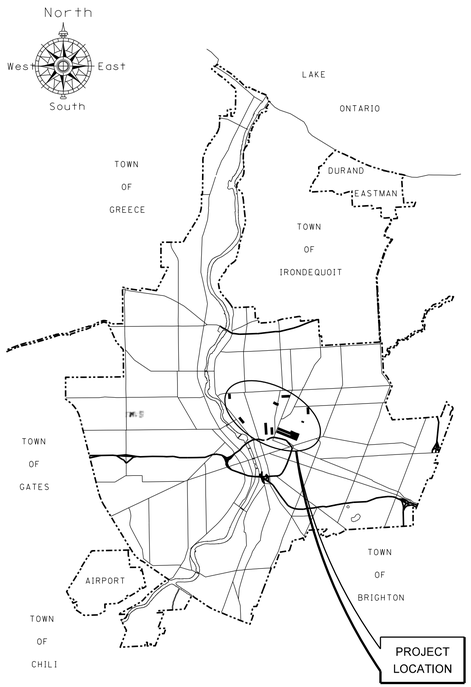


GENERAL LOCATION MAP

CITY OF ROCHESTER, NEW YORK

DEPARTMENT OF ENVIRONMENTAL SERVICES

RESIDENTIAL
MILLING & RESURFACING
PROGRAM 2016 PHASE 2
PN 16114

90% PLANS

STREET IMPROVEMENT PROGRAM

RESIDENTIAL MILLING & RESURFACING PROGRAM 2016 PHASE 2

PROJECT LENGTH 2.40 MILES

PN 16114

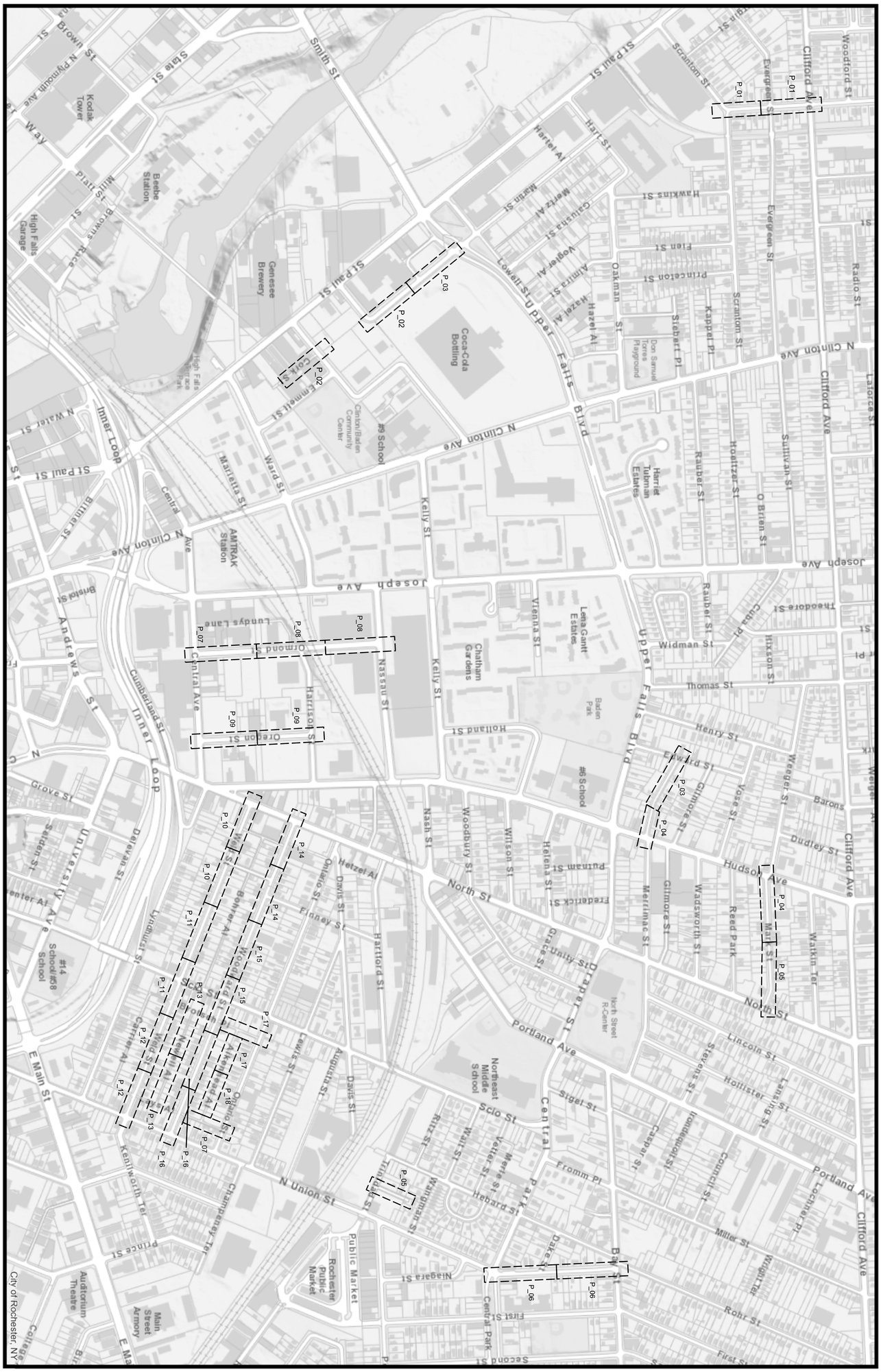
NORMAN H. JONES
COMMISSIONER DEPARTMENT
OF ENVIRONMENTAL SERVICES
CITY OF ROCHESTER

DATE

JAMES R. McINTOSH, P.E.
CITY ENGINEER
CITY OF ROCHESTER

DATE

JANUARY 1, 2014

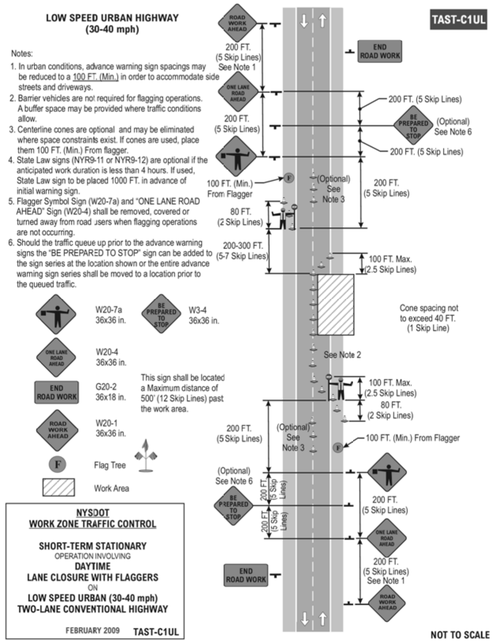


DRAWING NO.	DRAWING TITLE	ISSUED	04-01-2016					PROJECT TITLE			
M_01 OF 20	PLAN SHEET LAYOUT	CHECKED						RESIDENTIAL MILLING AND RESURFACING PROGRAM 2016 PHASE 2	Department of Environmental Services Architecture and Engineering Services City of Rochester, New York		75% DRAFT PLANS
		DRAWN	J.N.						PROJECT ENGINEER	WILLY LARSEN	
		DESIGN	J.N.						UNIT HEAD IN CHARGE	ALBERT J.GIGLIO,P.E.	
		SCALE	AS SHOWN						CITY ENGINEER	JAMES R.McINTOSH,P.E.	
		PROJECT NUMBER	14116	NO.	REVISION	BY	DATE				

LOW SPEED URBAN HIGHWAY (30-40 mph)

TAST-C1UL

Notes:
1. In urban conditions, advance warning sign spacings may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
2. Barrier vehicles are not required for flagging operations. A buffer space may be provided where traffic conditions allow.
3. Centerline cones are optional and may be eliminated where space constraints exist. If cones are used, place them 100 FT. (Min.) From flagger.
4. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.
5. Flagger Symbol Sign (W20-7a) and "ONE LANE ROAD AHEAD" Sign (W20-4) shall be removed, covered or turned away from road users when flagging operations are not occurring.
6. Should the traffic queue up prior to the advance warning signs the "BE PREPARED TO STOP" sign can be added to the sign series at the location shown or the entire advance warning sign series shall be moved to a location prior to the queued traffic.



W20-7a 36x36 in. — BE PREPARED TO STOP — W3-4 36x36 in.
W20-4 36x36 in.
END ROAD WORK — G20-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
ROAD WORK AHEAD — W20-1 36x36 in.
Flag Tree
Work Area

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE WITH FLAGGERS
ON
LOW SPEED URBAN (30-40 mph)
TWO-LANE CONVENTIONAL HIGHWAY

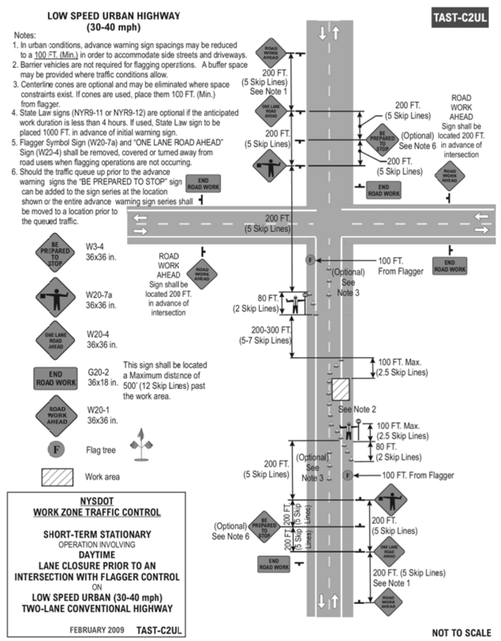
FEBRUARY 2009 **TAST-C1UL**

NOT TO SCALE

LOW SPEED URBAN HIGHWAY (30-40 mph)

TAST-C2UL

Notes:
1. In urban conditions, advance warning sign spacings may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
2. Barrier vehicles are not required for flagging operations. A buffer space may be provided where traffic conditions allow.
3. Centerline cones are optional and may be eliminated where space constraints exist. If cones are used, place them 100 FT. (Min.) From flagger.
4. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.
5. Flagger Symbol Sign (W20-7a) and "ONE LANE ROAD AHEAD" Sign (W20-4) shall be removed, covered or turned away from road users when flagging operations are not occurring.
6. Should the traffic queue up prior to the advance warning signs the "BE PREPARED TO STOP" sign can be added to the sign series at the location shown or the entire advance warning sign series shall be moved to a location prior to the queued traffic.



W3-4 36x36 in.
W20-7a 36x36 in.
W20-4 36x36 in.
END ROAD WORK — G20-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
ROAD WORK AHEAD — W20-1 36x36 in.
Flag tree
Work area

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE PRIOR TO AN INTERSECTION WITH FLAGGER CONTROL
ON
LOW SPEED URBAN (30-40 mph)
TWO-LANE CONVENTIONAL HIGHWAY

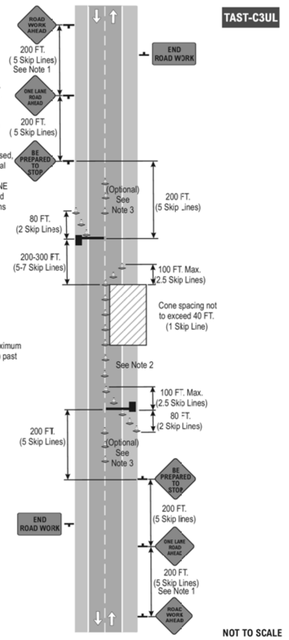
FEBRUARY 2009 **TAST-C2UL**

NOT TO SCALE

LOW SPEED URBAN HIGHWAY (30-40 mph)

TAST-C3UL

Notes:
1. In urban conditions, advance warning sign spacings may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
2. Barrier vehicles are not required for flagging operations. A buffer space may be provided where traffic conditions allow.
3. Centerline cones are optional and may be eliminated where space constraints exist. If cones are used, place them 100 FT. (Min.) From flagger.
4. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, State Law sign to be placed 1000 FT. in advance of initial warning sign.
5. "BE PREPARED TO STOP" Sign (W3-4) and "ONE LANE ROAD AHEAD" Sign (W20-4) shall be removed, covered or turned away from road users when flagging operations are not occurring.



STOP — WAIT ON STOP — SLOW — GO ON SLOW
W20-4 36x36 in.
END ROAD WORK — G20-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
ROAD WORK AHEAD — W20-1 36x36 in. — BE PREPARED TO STOP — W3-4 36x36 in.
Automated Flagger Device with Stop/Slow Panels and Signs
Work Area

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE WITH TWO AUTOMATED FLAGGER DEVICES (STOP/SLOW PANELS)
ON
LOW SPEED URBAN (30-40 mph)
TWO-LANE CONVENTIONAL HIGHWAY

FEBRUARY 2009 **TAST-C3UL**

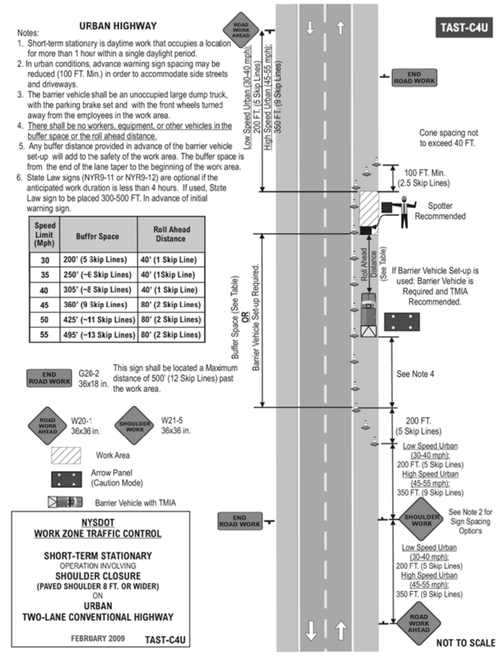
NOT TO SCALE

URBAN HIGHWAY

TAST-C4U

Notes:
1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced (100 FT. Min.) in order to accommodate side streets and driveways.
3. The barrier vehicle shall be an unoccupied large dump truck, with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less than 4 hours. If used, Stzte Law sign to be placed 300-500 FT. In advance of initial warning sign.
7. Place "ROAD WORK AHEAD" signs on side road 100-200 FT. In advance of intersection.

Speed Limit (Mph)	Buffsr Space	Roll Ahead Distance
30	200' (5 Skip Lines)	40' (1 Skip Line)
35	250' (~6 Skip Lines)	40' (1Skip Line)
40	305' (~8 Skip Lines)	40' (1 Skip Line)
45	360' (9 Skip Lines)	80' (2 Skip Lines)
50	425' (~11 Skip Lines)	80' (2 Skip Lines)
55	495' (~13 Skip Lines)	80' (2 Skip Lines)



Speed Limit (Mph)	Buffer Space
30	200' (5 Skip Lines)
35	250' (~7 Skip Lines)
40	305' (~8 Skip Lines)

END ROAD WORK — G26-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
ROAD WORK AHEAD — W20-1 36x36 in. — SHOULDER WORK — W21-5 36x36 in.
Work Area
Arrow Panel (Caution Mode)
Barrier Vehicle with TMIA

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
SHOULDER CLOSURE
(PAVED SHOULDER 8 FT. OR WIDER)
ON
URBAN
TWO-LANE CONVENTIONAL HIGHWAY

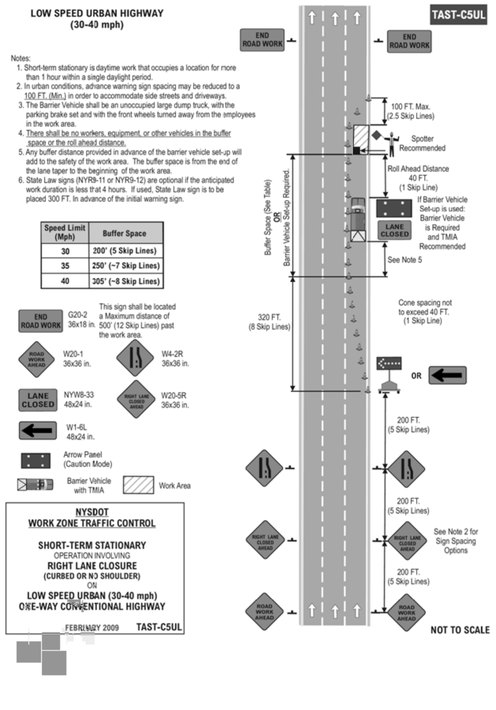
FEBRUARY 2009 **TAST-C4U**

NOT TO SCALE

LOW SPEED URBAN HIGHWAY (30-40 mph)

TAST-C5UL

Notes:
1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
3. The Barrier Vehicle shall be an unoccupied large dump truck, with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less that 4 hours. If used, State Law sign is to be placed 300 FT. In advance of the initial warning sign.



Speed Limit (Mph)	Buffer Space
30	200' (5 Skip Lines)
35	250' (~7 Skip Lines)
40	305' (~8 Skip Lines)

END ROAD WORK — G20-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
ROAD WORK AHEAD — W20-1 36x36 in. — W4-2R 36x36 in.
LANE CLOSED — NYW8-33 48x24 in. — W20-5R 36x36 in.
W1-6L 48x24 in.
Arrow Panel (Caution Mode)
Barrier Vehicle with TMIA — Work Area

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
RIGHT LANE CLOSURE
(CURBED OR NO SHOULDER)
ON
LOW SPEED URBAN (30-40 mph)
ONE-WAY CONVENTIONAL HIGHWAY

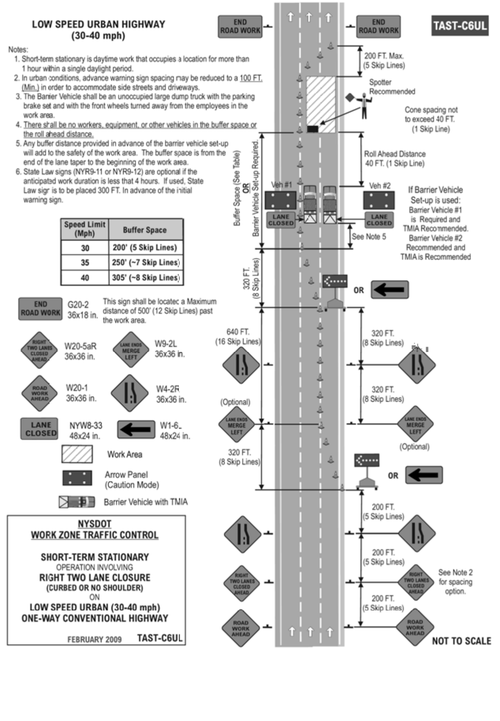
FEBRUARY 2009 **TAST-C5UL**

NOT TO SCALE

LOW SPEED URBAN HIGHWAY (30-40 mph)

TAST-C6UL

Notes:
1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
3. The Barrier Vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less that 4 hours. If used, State Law sgr is to be placed 300 FT. In advance of the initial warning sign.



END ROAD WORK — G20-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
ROAD WORK AHEAD — W20-5aR 36x36 in. — LANE END MERGE LEFT — W9-2L 36x36 in.
ROAD WORK AHEAD — W20-1 36x36 in. — W4-2R 36x36 in.
LANE CLOSED — NYW8-33 48x24 in. — W1-6.. 48x24 in.
Work Area
Arrow Panel (Caution Mode)
Barrier Vehicle with TMIA

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
RIGHT TWO LANE CLOSURE
(CURBED OR NO SHOULDER)
ON
LOW SPEED URBAN (30-40 mph)
ONE-WAY CONVENTIONAL HIGHWAY

FEBRUARY 2009 **TAST-C6UL**

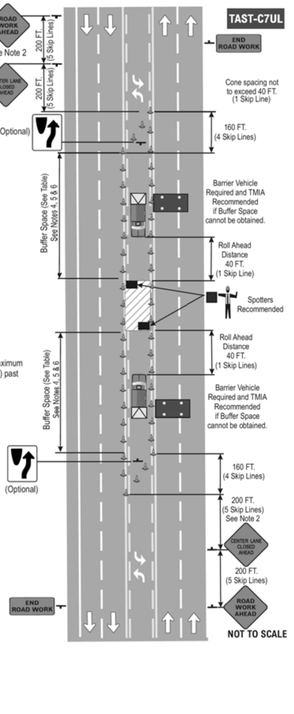
NOT TO SCALE

LOW SPEED URBAN HIGHWAY (30-40 mph)

TAST-C7UL

Notes:
1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced to a 100 FT. (Min.) in order to accommodate side streets and driveways.
3. The Barrier Vehicle shall be an unoccupied large dump truck, with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle will add to the safety of the work area. The buffer space is is from the end of the lane taxer to the beginning of the work area.
6. If using BOTH a Barrier vehicle and a Buffer Space, first place the Barrier Vehicle at the required roll-ahead distance from the work area, and then provide as much Buffer Space as practicable.
7. State Law signs (NYR9-11 or NYR9-12) are optional if the anticipated work duration is less that 4 hours. If used, State Law sign is to be placed 300 FT. In advance of the initial warning sign.

Speed Limit (Mph)	Buffer Space
30	200' (5 Skip Lines)
35	250' (~7 Skip Lines)
40	305' (~8 Skip Lines)



END ROAD WORK — G20-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
ROAD WORK AHEAD — W20-1 36x36 in. — CENTER LANE CLOSED AHEAD — W20-5 36x36 in.
Work Area
R4-7 24x30 in.
Arrow Panel (Caution Mode)
Barrier Vehicle with TMIA

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
TWO-WAY LEFT TURN LANE CLOSURE
ON
LOW SPEED URBAN (30-40 mph)
CONVENTIONAL HIGHWAY

FEBRUARY 2009 **TAST-C7UL**

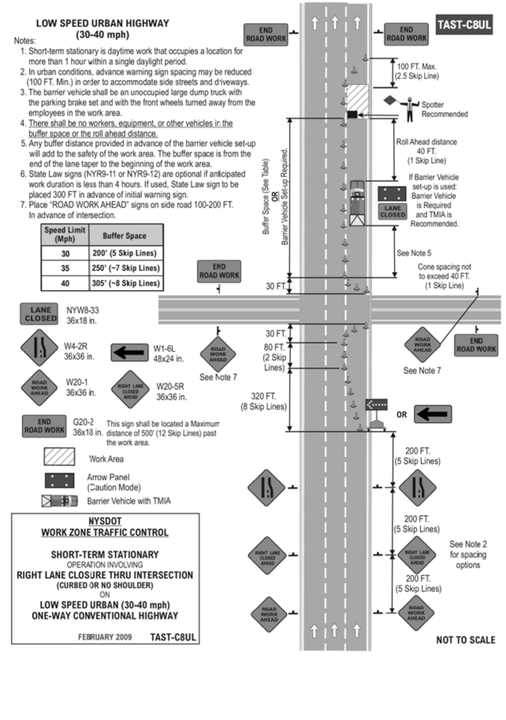
NOT TO SCALE

LOW SPEED URBAN HIGHWAY (30-40 mph)

TAST-C8UL

Notes:
1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced (100 FT. Min.) in order to accommodate side streets and driveways.
3. The barrier vehicle shall be an unoccupied large dump truck with the parking brake set and with the front wheels turned away from the employees in the work area.
4. There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.
5. Any buffer distance provided in advance of the barrier vehicle set-up will add to the safety of the work area. The buffer space is from the end of the lane taper to the beginning of the work area.
6. State Law signs (NYR9-11 or NYR9-12) are optional if anticipated work duration is less than 4 hours. If used, State Law sign to be placed 300 FT in advance of initial warning sign.
7. Place "ROAD WORK AHEAD" signs on side road 100-200 FT. In advance of intersection.

Speed Limit (Mph)	Buffer Space
30	200' (5 Skip Lines)
35	250' (~7 Skip Lines)
40	305' (~8 Skip Lines)



END ROAD WORK — G20-2 36x18 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.
Work Area
Arrow Panel (Caution Mode)
Barrier Vehicle with TMIA

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
RIGHT LANE CLOSURE THRU INTERSECTION
(CURBED OR NO SHOULDER)
ON
LOW SPEED URBAN (30-40 mph)
ONE-WAY CONVENTIONAL HIGHWAY

FEBRUARY 2009 **TAST-C8UL**

NOT TO SCALE

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

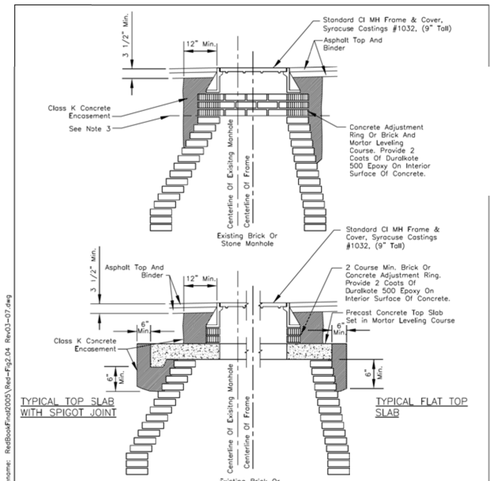
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

ISSUED 07-15-2016
CHECKED NYSDOT
DRAWN NYSDOT
DESIGN NYSDOT
SCALE NOT TO SCALE
PROJECT NUMBER 16114

DRAWING TITLE
MISCELLANEOUS
DETAILS

DRAWING NO.
D-01
OF
25



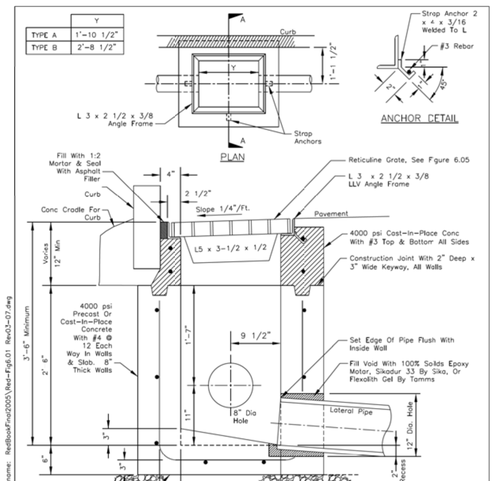
NOTES:

1. Provide appropriate measures to prevent surface water, mud, and foreign material from entering the sewer system during construction, by plugging, pumping, bailing, and other work as necessary.
2. Remove/Add courses of brick/block, or install concrete adjustment ring to retrofit manhole frame and cover onto existing manhole riser at the required finished grade.
3. The lower limit of the Class K concrete encasement shall be at, or below, the lowest portion of the leveling course.
4. Brick for frame leveling course, ASTM C32, Grade SS.

Typical Detail for City Of Rochester Street Improvement Projects. Other Use Requires RPWD Approval.
Former City of Rochester Std. Dwg. No. R604-10

MONROE COUNTY PURE WATERS

MARCH 2007	MANHOLE FRAME AND COVER ADJUSTMENT FOR BRICK AND STONE STRUCTURES	FIGURE 2.04



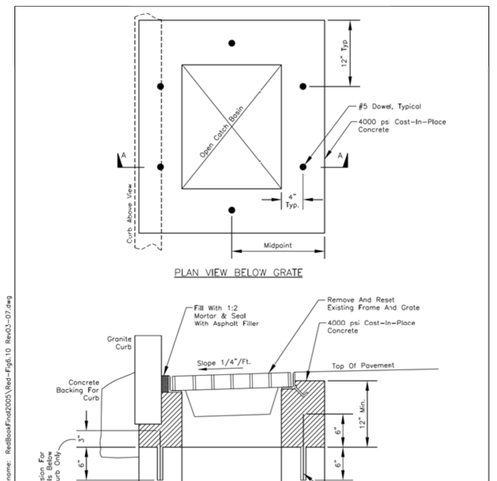
NOTES:

1. Coat interior of catch basin with 2 coats of Duralkote 500 Epoxy or approved equal.
2. Coat exterior of catch basin with 2 coats of bituminous coating.

Typical Detail for City Of Rochester Street Improvement Projects. Other Use Requires RPWD Approval.
Former City of Rochester Std. Dwg. No. R604-2

MONROE COUNTY PURE WATERS

MARCH 2007	TYPE A & B CATCH BASIN	FIGURE 6.01



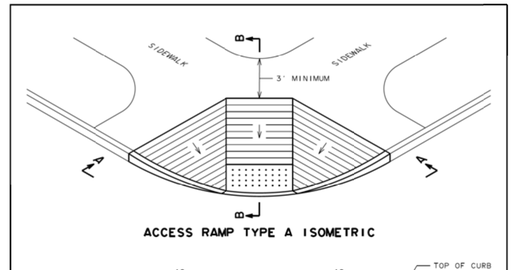
NOTES:

1. Scarify and/or remove top of existing catch basin walls to sufficient depth to accommodate new concrete cap. Coat top surface with epoxy polysulfide grout per NYSDOT Sub-Section 721-03 prior to pouring new cap.
2. Coat interior of new concrete construction with 2 coats of Duralkote 500 Epoxy or approved equal.
3. Coat exposed exterior of new concrete construction with 2 coats of bituminous coating.

Typical Detail for City Of Rochester Street Improvement Projects. Other Use Requires RPWD Approval.
Former City of Rochester Std. Dwg. No. R604-7

MONROE COUNTY PURE WATERS

MARCH 2007	CATCH BASIN FRAME AND COVER ADJUSTMENT	FIGURE 6.10



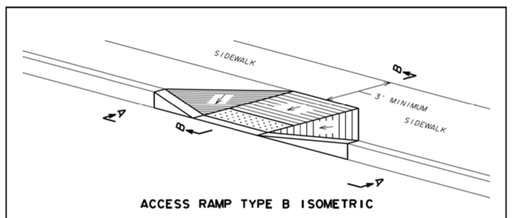
NOTES:

1. 1:12 IS MAXIMUM SLOPE OF ACCESS RAMP AND SIDE FLARES.
2. SURFACE OF ACCESS RAMP IS TO BE STABLE, FIRM AND SLIP-RESISTANT. TEXTURE SURFACE WITH COARSE BROOM RUNNING TRANSVERSE TO SLOPE OF ACCESS RAMP.
3. ENTIRE AREA OF ACCESS RAMP AND LANDING PAD IS TO BE 7 INCH THICK CONCRETE.
4. SEE DETAIL S608-28 FOR DETECTABLE WARNING SYSTEM.

CITY OF ROCHESTER

SIDEWALK ACCESS RAMP TYPE A

ISSUED	9-2-91	STANDARD
REVISED	3-3-15	DWG.NO.R608-1



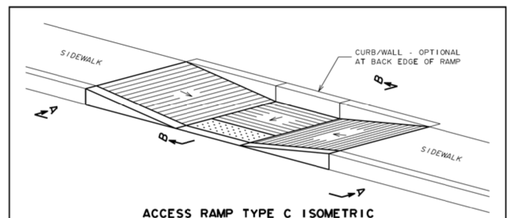
NOTES:

1. 1:12 IS MAXIMUM SLOPE OF ACCESS RAMP AND SIDE FLARE IN PAVED AREA.
2. SURFACE OF ACCESS RAMP IS TO BE STABLE, FIRM AND SLIP-RESISTANT. TEXTURE SURFACE WITH COARSE BROOM RUNNING TRANSVERSE TO SLOPE OF ACCESS RAMP.
3. ENTIRE AREA OF ACCESS RAMP AND LANDING PAD IS TO BE 7 INCH THICK CONCRETE.
4. SEE DETAIL S608-28 FOR DETECTABLE WARNING SYSTEM.

CITY OF ROCHESTER

SIDEWALK ACCESS RAMP TYPE B

ISSUED	9-2-91	STANDARD
REVISED	3-3-15	DWG.NO.R608-2



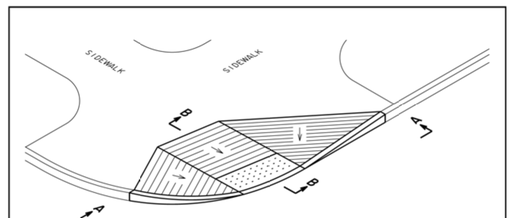
NOTES:

1. 1:12 IS MAXIMUM SLOPE OF ACCESS RAMP AND SIDE FLARES.
2. SURFACE OF ACCESS RAMP IS TO BE STABLE, FIRM AND SLIP-RESISTANT. TEXTURE SURFACE WITH COARSE BROOM RUNNING TRANSVERSE TO SLOPE OF ACCESS RAMP.
3. ENTIRE AREA OF ACCESS RAMP AND LANDING PAD IS TO BE 7 INCH THICK CONCRETE.
4. SEE DETAIL S608-28 FOR DETECTABLE WARNING SYSTEM.

CITY OF ROCHESTER

SIDEWALK ACCESS RAMP TYPE C

ISSUED	9-2-91	STANDARD
REVISED	5-1-13	DWG.NO.R608-3



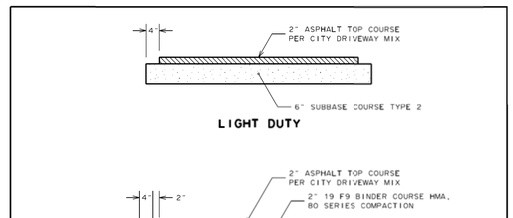
NOTES:

1. 1:12 IS MAXIMUM SLOPE OF ACCESS RAMP AND SIDE FLARES.
2. SURFACE OF ACCESS RAMP IS TO BE STABLE, FIRM AND SLIP-RESISTANT. TEXTURE SURFACE WITH COARSE BROOM RUNNING TRANSVERSE TO SLOPE OF ACCESS RAMP.
3. ENTIRE AREA OF ACCESS RAMP AND LANDING PAD IS TO BE 7 INCH THICK CONCRETE.
4. SEE DETAIL S608-28 FOR DETECTABLE WARNING SYSTEM.

CITY OF ROCHESTER

SIDEWALK ACCESS RAMP TYPE D

ISSUED	9-2-91	STANDARD
REVISED	3-3-15	DWG.NO.R608-4



CITY OF ROCHESTER

ASPHALT DRIVEWAY

ISSUED	9-2-91	STANDARD
REVISED	7-31-12	DWG.NO.R608-7

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER	JASON NABEWANIEC
UNIT HEAD IN CHARGE	ALBERT J.GIGLIO,P.E.
CITY ENGINEER	JAMES R.McINTOSH,P.E.

PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

ISSUED	07-15-2016
CHECKED	
DRAWN	J.N.
DESIGN	J.N.
SCALE	NOT TO SCALE
PROJECT NUMBER	16114

DRAWING TITLE
MISCELLANEOUS DETAILS

DRAWING NO.
D-02
OF 25

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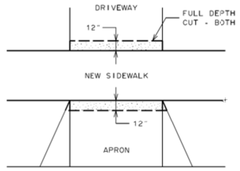
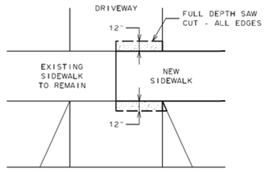


FULL SIDEWALK REPLACEMENT



PARTIAL SIDEWALK REPLACEMENT

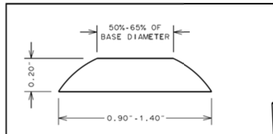
NOTES:

1. SAW CUTS ARE TO BE MADE USING POWER SAW WITH DIAMOND OR ABRASIVE BLADE AND ARE TO BE STRAIGHT.
2. REMOVE EXISTING PAVEMENT AS REQUIRED AND REPLACE WITH NEW PAVEMENT MATERIALS MATCHING EXISTING.
3. FINISHED SURFACE OF DRIVEWAY IS TO BE FLUSH WITH ADJACENT SURFACES.
4. JOINTS ARE TO BE SEALED WITH ASPHALT FILLER MEETING NYSDOT MATERIAL DESIGNATION 702-0700.

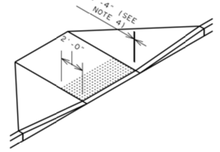
CITY OF ROCHESTER

DRIVEWAY RESTORATION AT NEW SIDEWALK

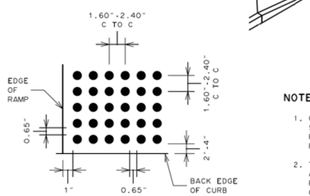
ISSUED	3-8-94	NON-STANDARD
REVISED	6-30-12	DWG.NO.S608-11



DOME SECTION



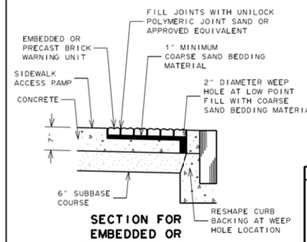
ISOMETRIC



DOME SPACING

NOTES:

1. QUANTITY OF TRUNCATED DOMES SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY. TO DEPICT REQUIRED SQUARE GRID PATTERN.
2. TRUNCATED DOMES ARE TO BE ALIGNED IN PARALLEL SQUARE GRID PATTERN IN PREDOMINANT DIRECTION OF TRAVEL.
3. DETECTABLE WARNING SYSTEM FIELD IS TO BE 2 FEET DEEP, AND IS TO EXTEND ACROSS FULL WIDTH OF SIDEWALK ACCESS RAMP, BUT NOT UP SIDE FLARES.
4. DETECTABLE WARNING SYSTEM FIELD IS TO BE LOCATED SUCH THAT OUTER EDGE OF WARNING FIELD NEAREST TO STREET IS 2 TO 4 INCHES OFF BACK EDGE OF CURB.
5. ENTIRE DETECTABLE WARNING SYSTEM FIELD INCLUDING TRUNCATED DOMES, IS TO BE DARK GRAY IN COLOR, PER MUNSELL BOOK NOTATION 10B0 3/1, FEDERAL STANDARD 595B NUMBER 36081 OR DARKER, OR APPROVED EQUIVALENT.

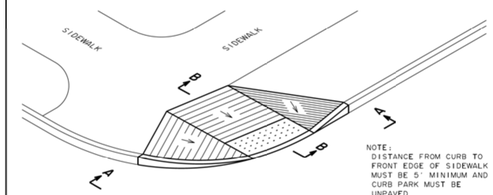


SECTION FOR EMBEDDED OR PRECAST BRICK WARNING UNIT

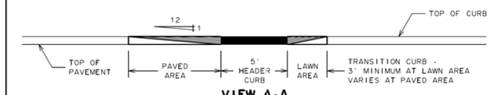
CITY OF ROCHESTER

DETECTABLE WARNING SYSTEM AT CURB

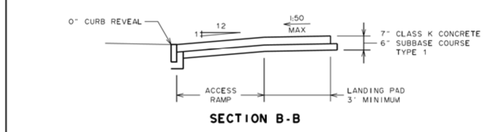
ISSUED	1-23-03	NON-STANDARD
REVISED	5-1-13	DWG.NO.S608-28



ACCESS RAMP TYPE E ISOMETRIC



VIEW A-A



SECTION B-B

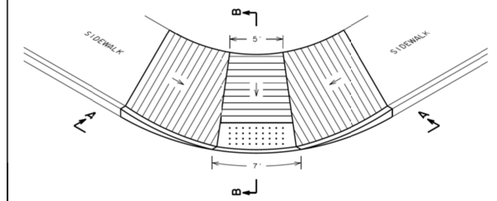
NOTES:

1. 1:12 IS MAXIMUM SLOPE OF ACCESS RAMP AND SIDE FLARE IN PAVED AREA.
2. SURFACE OF ACCESS RAMP IS TO BE STABLE, FIRM AND SLIP-RESISTANT. TEXTURE SURFACE WITH COARSE BROOM RUNNING TRANSVERSE TO SLOPE OF ACCESS RAMP.
3. ENTIRE AREA OF ACCESS RAMP AND LANDING PAD IS TO BE 7 INCH THICK CONCRETE.
4. SEE DETAIL S608-28 FOR DETECTABLE WARNING SYSTEM.

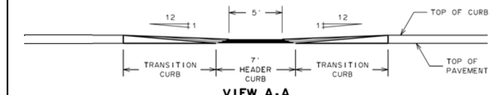
CITY OF ROCHESTER

SIDEWALK ACCESS RAMP TYPE E

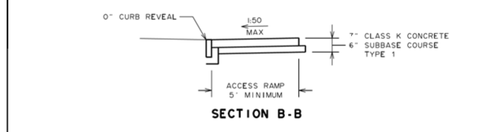
ISSUED	3-21-94	NON-STANDARD
REVISED	3-3-15	DWG.NO.S608-13



ACCESS RAMP TYPE F ISOMETRIC



VIEW A-A



SECTION B-B

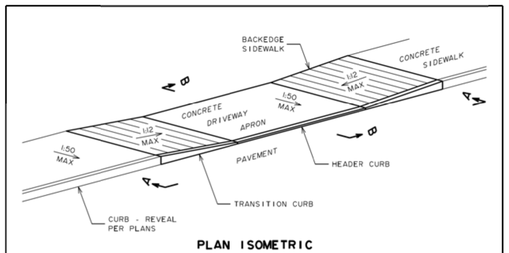
NOTES:

1. 1:12 IS MAXIMUM SLOPE OF ACCESS RAMP AND SIDE FLARES.
2. SURFACE OF ACCESS RAMP IS TO BE STABLE, FIRM AND SLIP-RESISTANT. TEXTURE SURFACE WITH COARSE BROOM RUNNING TRANSVERSE TO SLOPE OF ACCESS RAMP.
3. ENTIRE AREA OF ACCESS RAMP AND LANDING PAD IS TO BE 7 INCH THICK CONCRETE.
4. SEE DETAIL S608-28 FOR DETECTABLE WARNING SYSTEM.

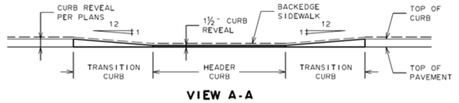
CITY OF ROCHESTER

SIDEWALK ACCESS RAMP TYPE F

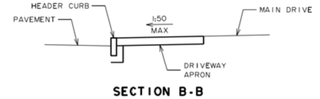
ISSUED	3-21-94	NON-STANDARD
REVISED	5-1-13	DWG.NO.S608-14



PLAN ISOMETRIC



VIEW A-A



SECTION B-B

NOTES:

1. MAXIMUM SLOPE OF DRIVEWAY APRON IS 1:50.
2. SURFACE OF DRIVEWAY APRON AND SIDE FLARES IS TO BE STABLE, FIRM AND SLIP-RESISTANT. (i.e. COARSE BROOM FINISH PERPENDICULAR TO SLOPE IS ACCEPTABLE).
3. DRIVEWAY APRON AND SIDE FLARES PAVEMENT SECTION IS TO BE 7 INCHES THICK CONCRETE.

CITY OF ROCHESTER

DEPRESSED SIDEWALK AND DRIVEWAY - ATTACHED SIDEWALK

ISSUED	2-10-00	NON-STANDARD
REVISED	7-31-12	DWG.NO.S608-22

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE
	9-5-2014		

ISSUED 07-15-2016
CHECKED
DRAWN J.N.
DESIGN J.N.
SCALE NOT TO SCALE
PROJECT NUMBER 16114

DRAWING TITLE
MISCELLANEOUS DETAILS

DRAWING NO.
D-03
OF 25

SEWER MANHOLE DETAIL

CN-34

CONTINENTAL CROSSWALK MARKING DETAIL
TWO WAY, 24' WIDE

NOT TO SCALE

4/27/11

REVISED

NOTE: LINES SHALL BE PLACED TO AVOID WHEEL PATHS

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

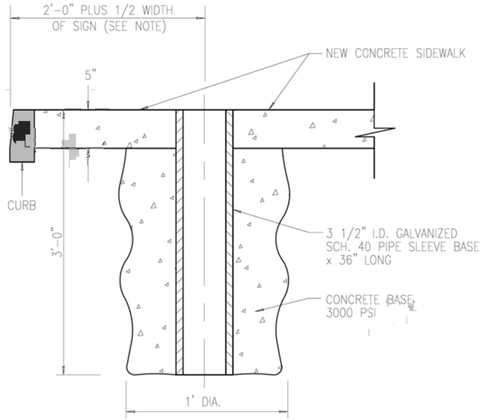
ISSUED 07-15-2016
CHECKED
DRAWN JN
DESIGN WL
SCALE NOT TO SCALE
PROJECT NUMBER 16114

DRAWING TITLE
MISCELLANEOUS
DETAILS

DRAWING NO.
D-04
OF 25

NOTE:

IF THERE IS ANY QUESTIONS REGARDING THE FINAL, ACCEPTABLE LOCATION FOR A SIGN SLEEVE, PLEASE CALL MONROE COUNTY DOT AT 753-7750 AND REQUEST ASSISTANCE.



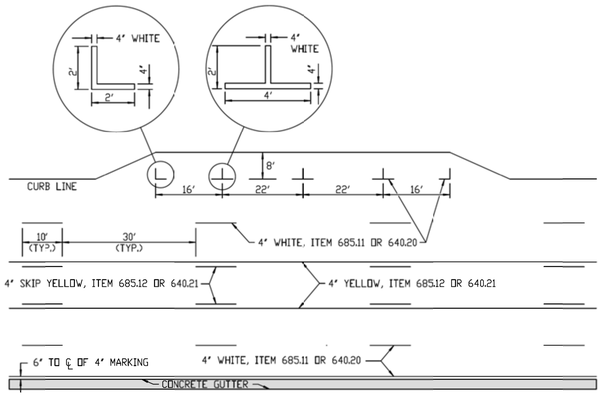
SIGN POST SLEEVE BASE INSTALLATION

NOT TO SCALE

12/19/13

REVISED

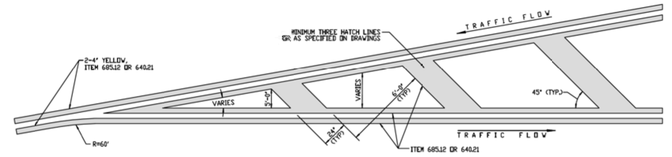
REVISED 5/9/11



PAVEMENT MARKINGS - LONG LINES

NOT TO SCALE

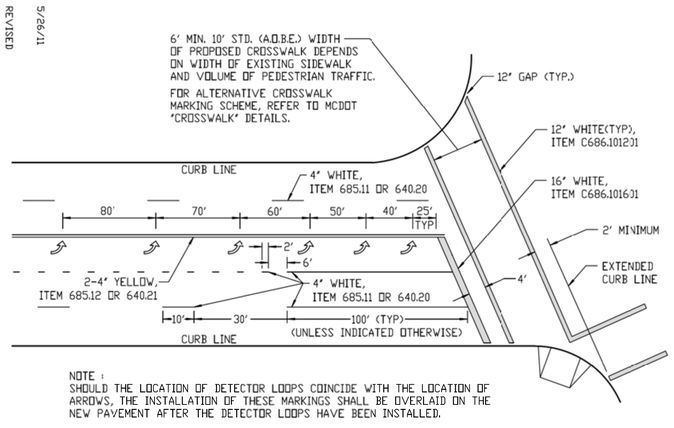
REVISED 4/27/11



BEGINNING OF MEDIANS-STRIPING TREATMENT

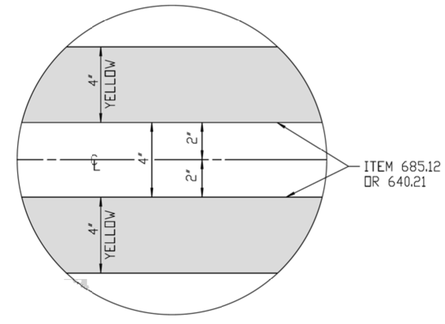
NOT TO SCALE

REVISED 5/26/11



PAVEMENT MARKINGS AT INTERSECTION

NOT TO SCALE



DOUBLE YELLOW CENTERLINE

NOT TO SCALE

4/27/11

REVISED

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

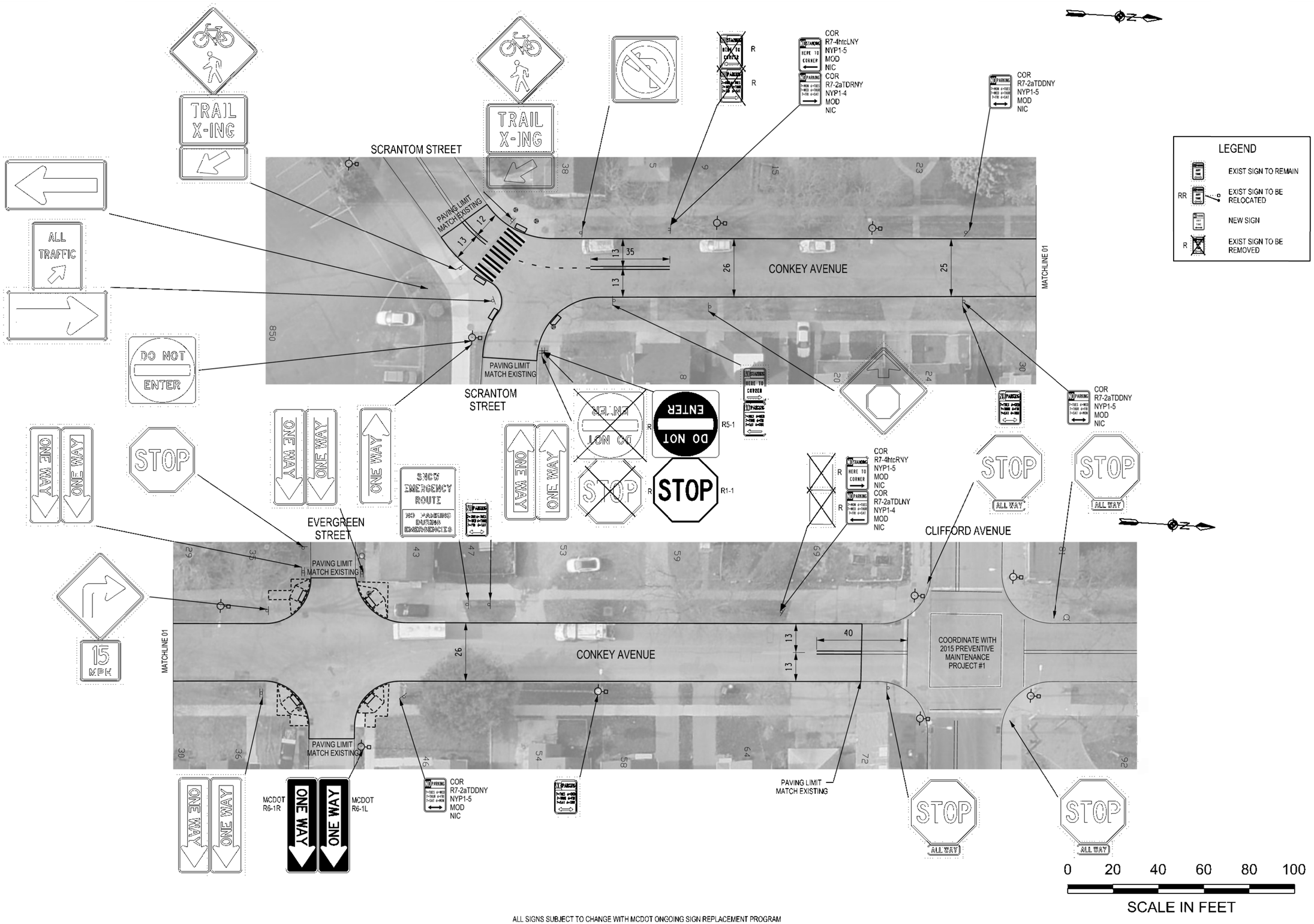
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

ISSUED 07-15-2016
CHECKED MCDOT
DRAWN MCDOT
DESIGN MCDOT
SCALE NOT TO SCALE
PROJECT NUMBER 16114

DRAWING TITLE
MISCELLANEOUS
DETAILS
MONROE COUNTY DEPARTMENT
OF TRANSPORTATION

DRAWING NO.
D-05
OF 25



ALL SIGNS SUBJECT TO CHANGE WITH MCDOT ONGOING SIGN REPLACEMENT PROGRAM

LEGEND

- EXIST SIGN TO REMAIN
- RR — EXIST SIGN TO BE RELOCATED
- NEW SIGN
- R — EXIST SIGN TO BE REMOVED

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

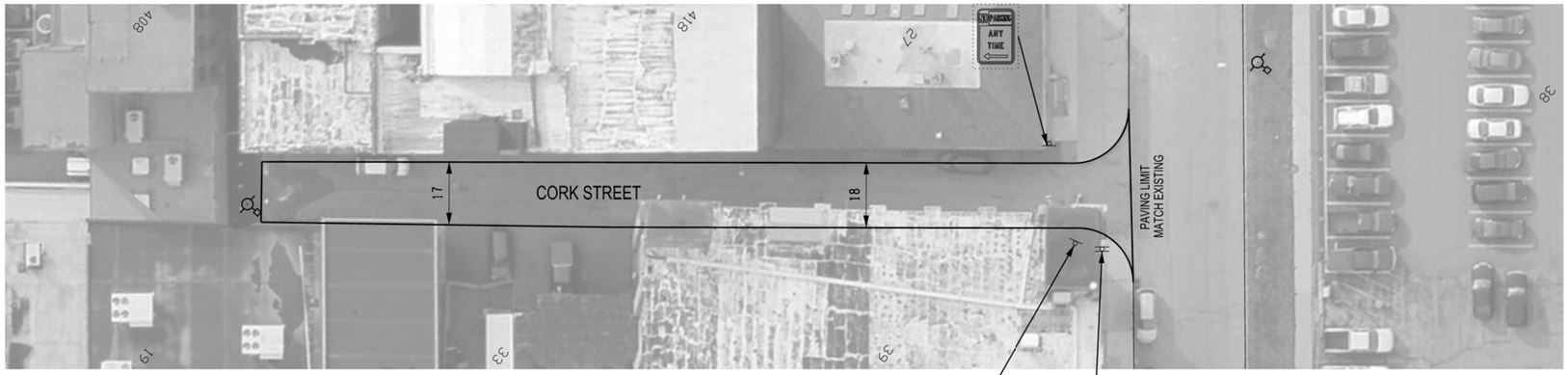
NO.	REVISION	BY	DATE

ISSUED 07-15-2016
CHECKED
DRAWN J.N.
DESIGN J.N.
SCALE AS SHOWN
PROJECT NUMBER 16114

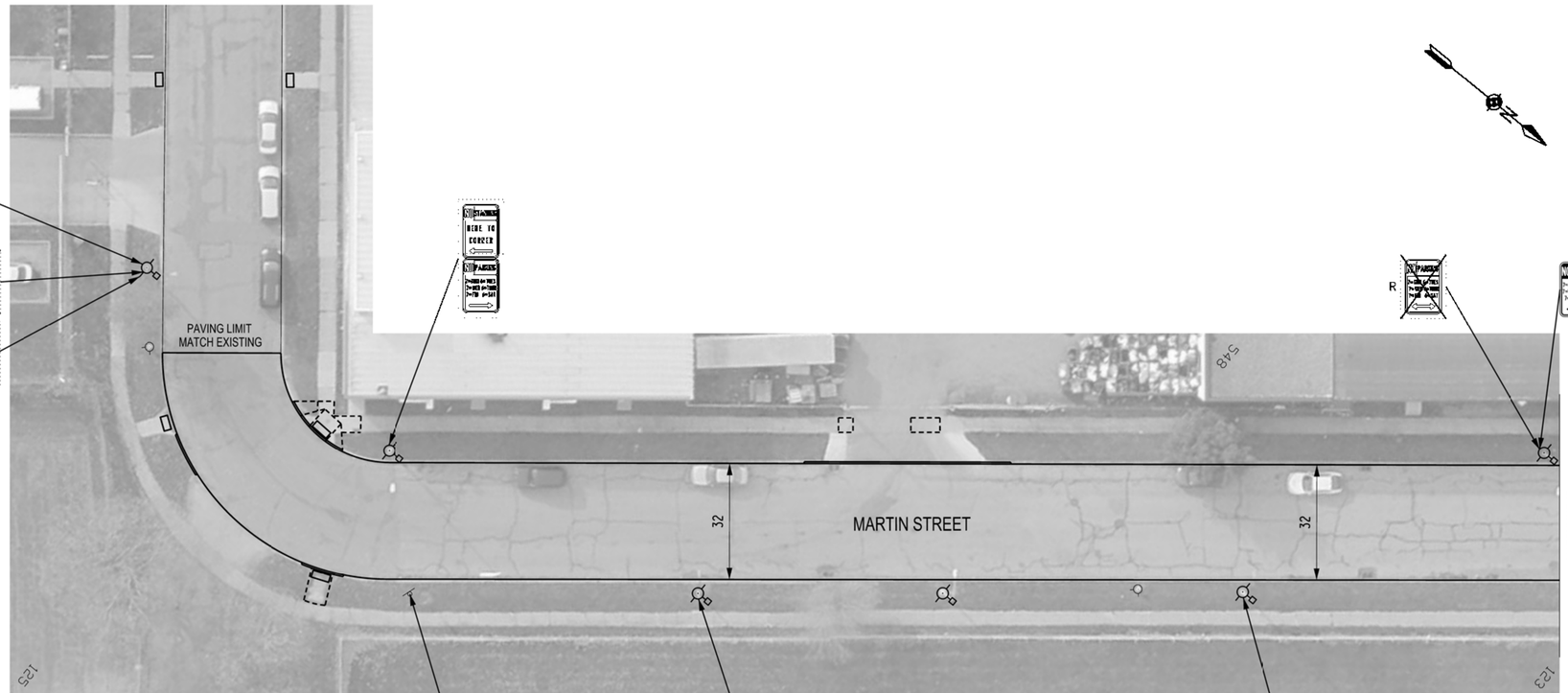
DRAWING TITLE
CONKEY AVENUE
ALMIRA STREET
ALL SIGNS BY MCDOT

DRAWING NO. P_01
OF 25

ST BRIDGETS DRIVE



GORHAM STREET



LEGEND

- EXIST SIGN TO REMAIN
- RR — EXIST SIGN TO BE RELOCATED
- NEW SIGN
- R — EXIST SIGN TO BE REMOVED

0 20 40 60 80 100

SCALE IN FEET

ALL SIGNS SUBJECT TO CHANGE WITH MCDOT ONGOING SIGN REPLACEMENT PROGRAM

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

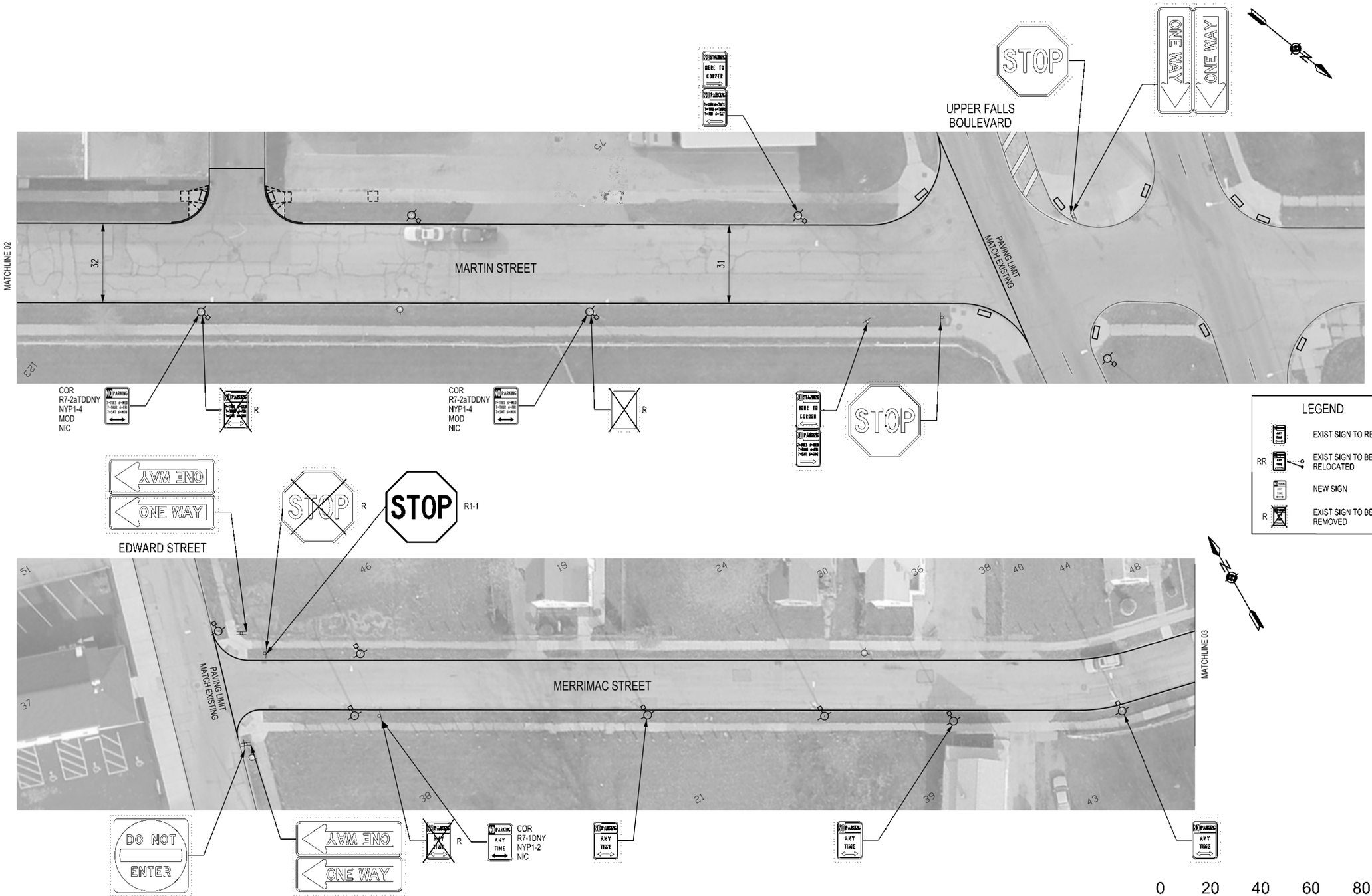
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

ISSUED 07-15-2016
CHECKED
DRAWN J.N.
DESIGN J.N.
SCALE AS SHOWN
PROJECT NUMBER 16114

DRAWING TITLE
ALMIRA STREET
MARTIN STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_02
OF 25



ALL SIGNS SUBJECT TO CHANGE WITH MCDOT ONGOING SIGN REPLACEMENT PROGRAM

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

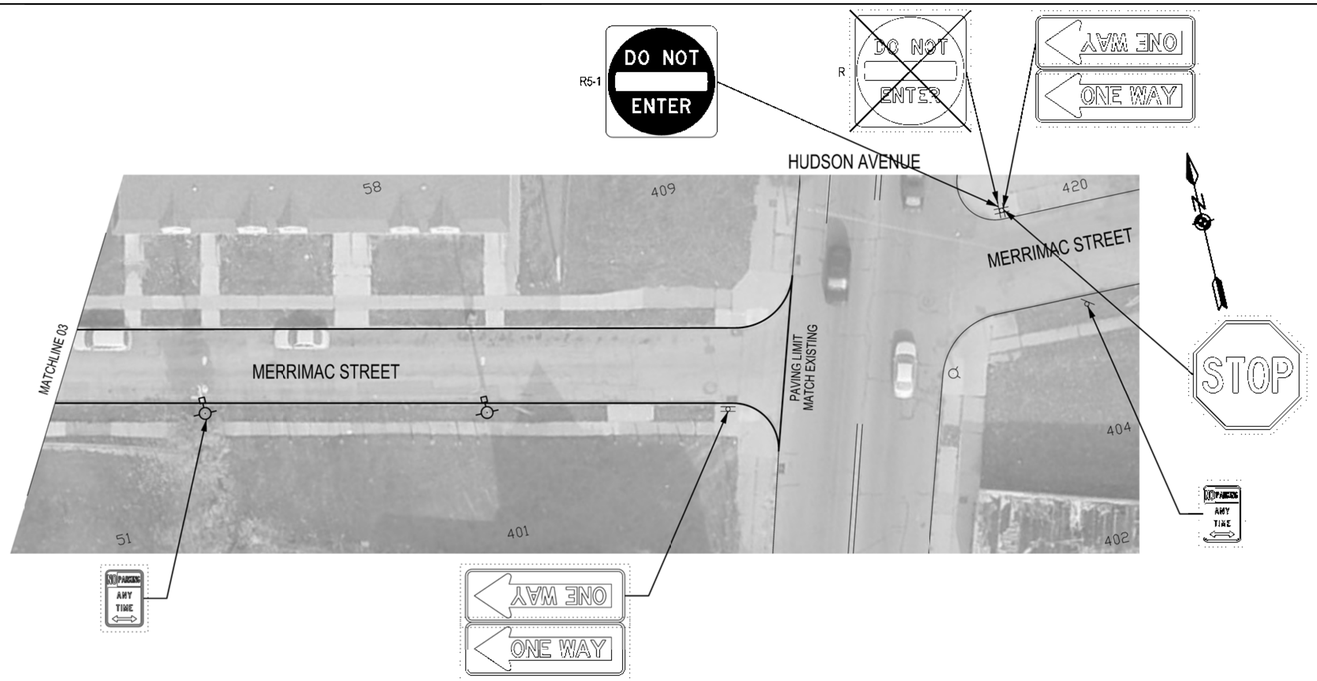
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

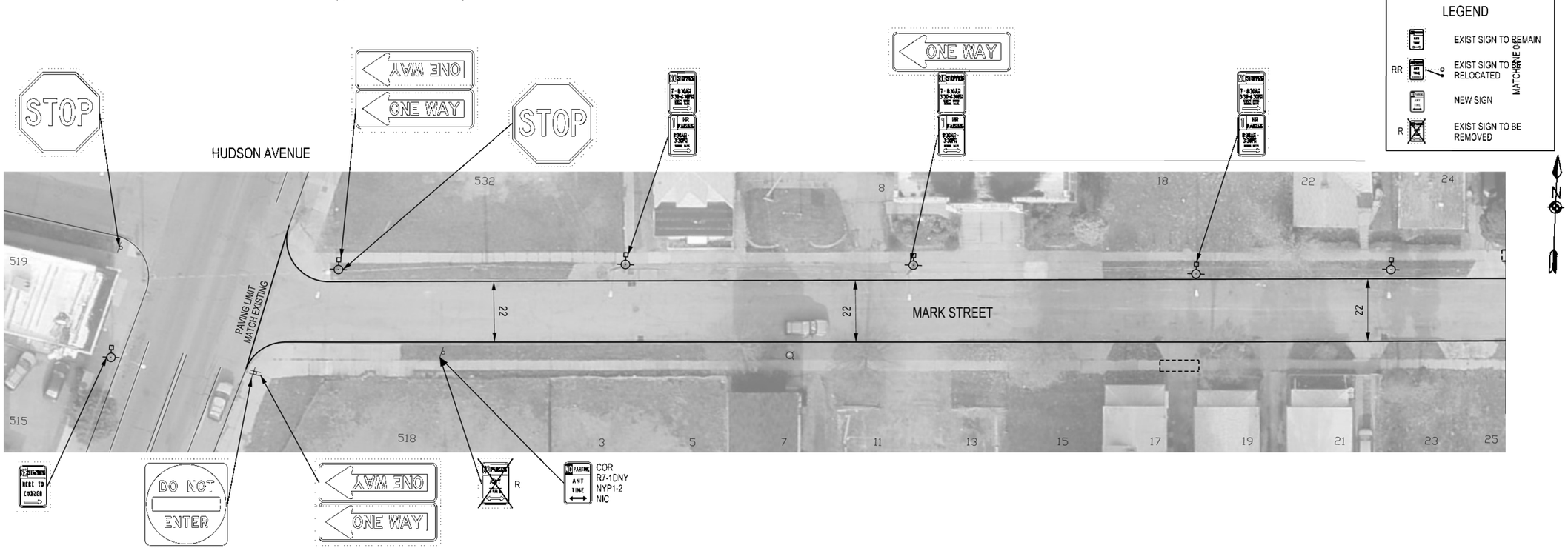
NO.	REVISION	BY	DATE

ISSUED 07-15-2016
CHECKED
DRAWN J.N.
DESIGN J.N.
SCALE AS SHOWN
PROJECT NUMBER 16114

DRAWING TITLE
MERRIMAC STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_03
OF 25





LEGEND

- EXIST SIGN TO REMAIN
- RR — EXIST SIGN TO BE RELOCATED
- NEW SIGN
- R — EXIST SIGN TO BE REMOVED

MATCHLINE 04

0 20 40 60 80 100

SCALE IN FEET

ALL SIGNS SUBJECT TO CHANGE WITH MCDOT ONGOING SIGN REPLACEMENT PROGRAM

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER	JASON NABEWANIEC
UNIT HEAD IN CHARGE	ALBERT J.GIGLIO,P.E.
CITY ENGINEER	JAMES R.McINTOSH,P.E.

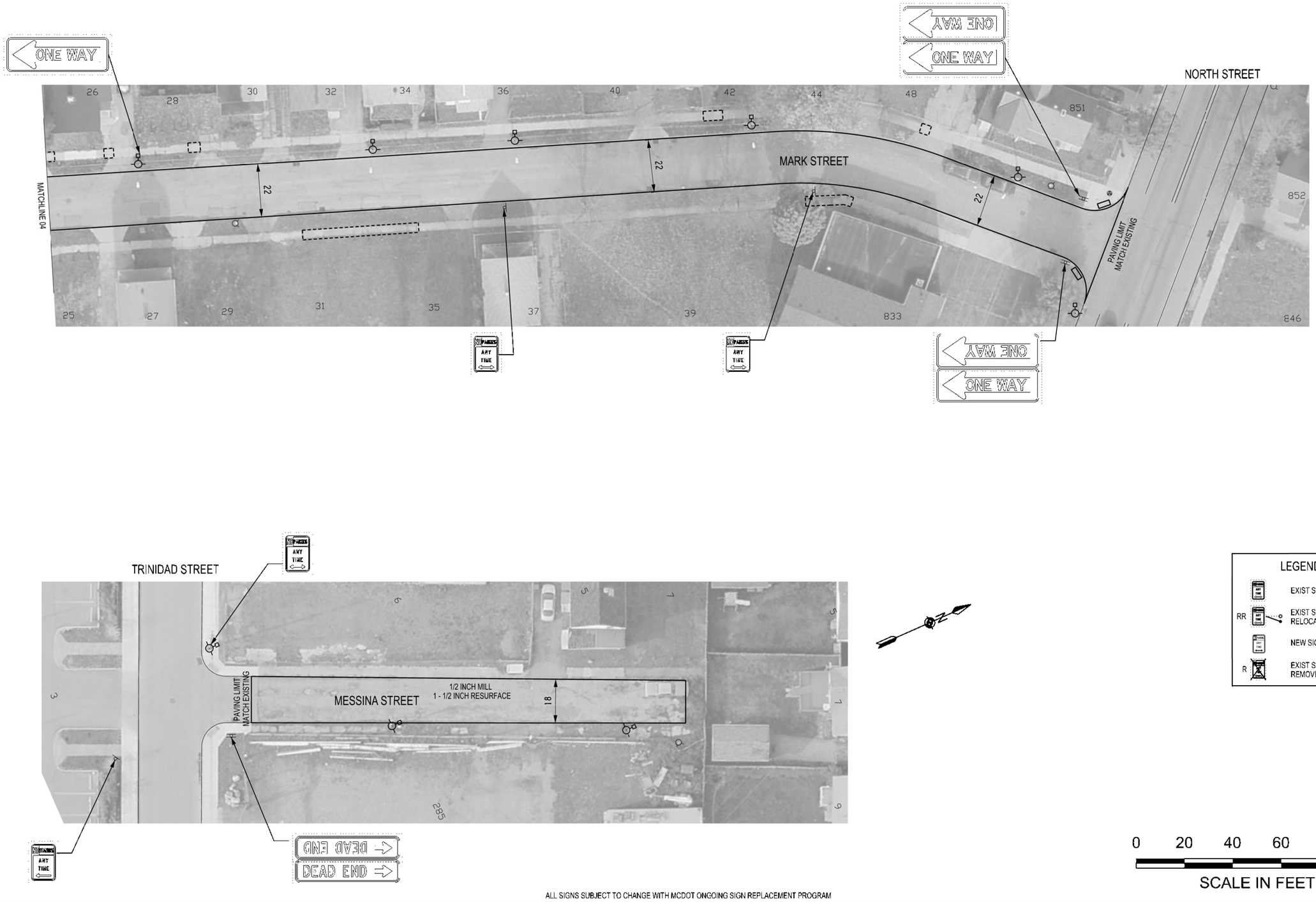
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

ISSUED	07-15-2016
CHECKED	
DRAWN	J.N.
DESIGN	J.N.
SCALE	AS SHOWN
PROJECT NUMBER	16114

DRAWING TITLE
MARK STREET
MESSINA STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_04
OF 25



ALL SIGNS SUBJECT TO CHANGE WITH MCDOT ONGOING SIGN REPLACEMENT PROGRAM

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

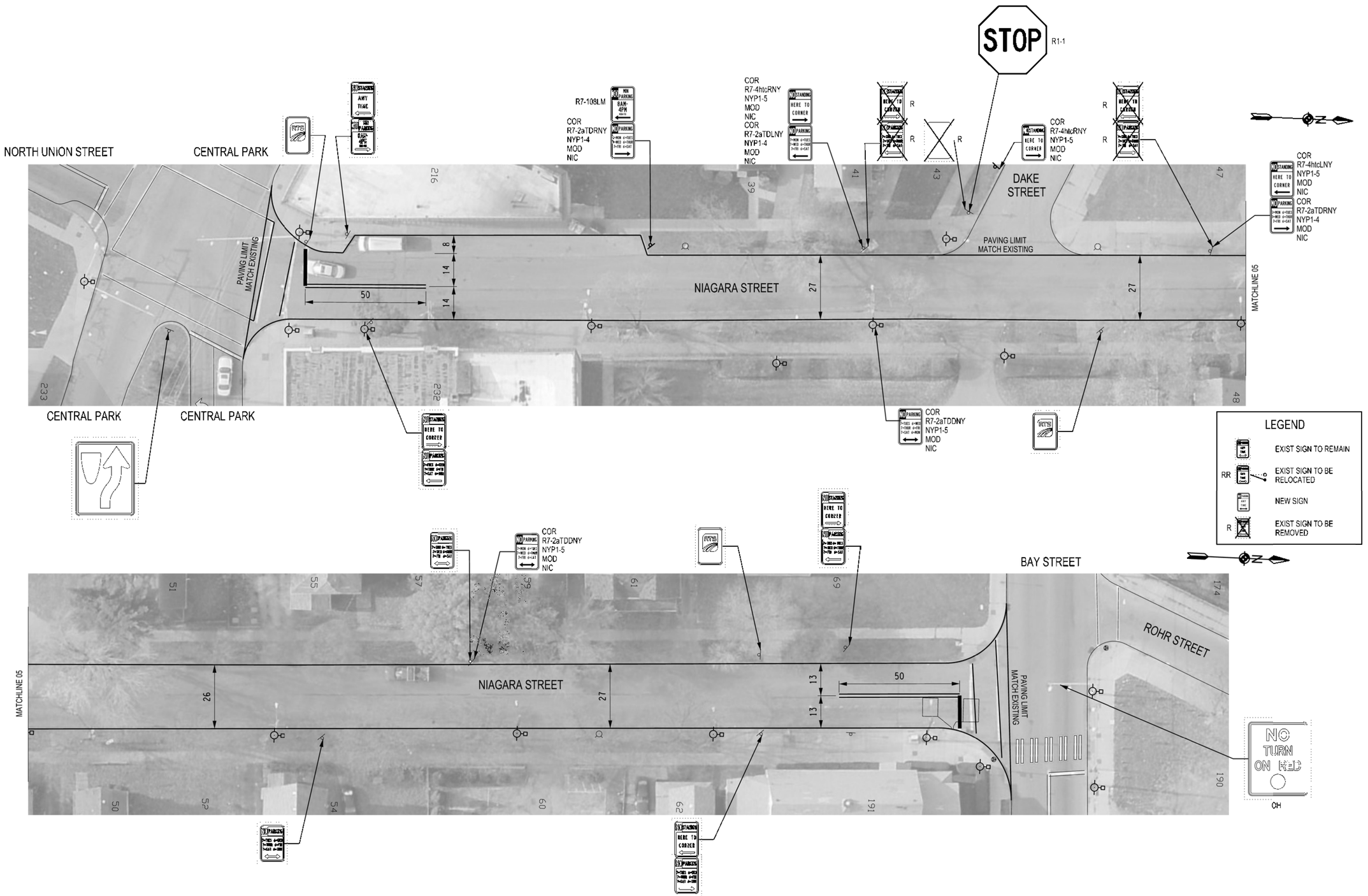
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

ISSUED 07-15-2016
CHECKED
DRAWN J.N.
DESIGN J.N.
SCALE AS SHOWN
PROJECT NUMBER 16114

DRAWING TITLE
MARK STREET
MESSINA STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_05
OF 25



ALL SIGNS SUBJECT TO CHANGE WITH MCDOT ONGOING SIGN REPLACEMENT PROGRAM

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

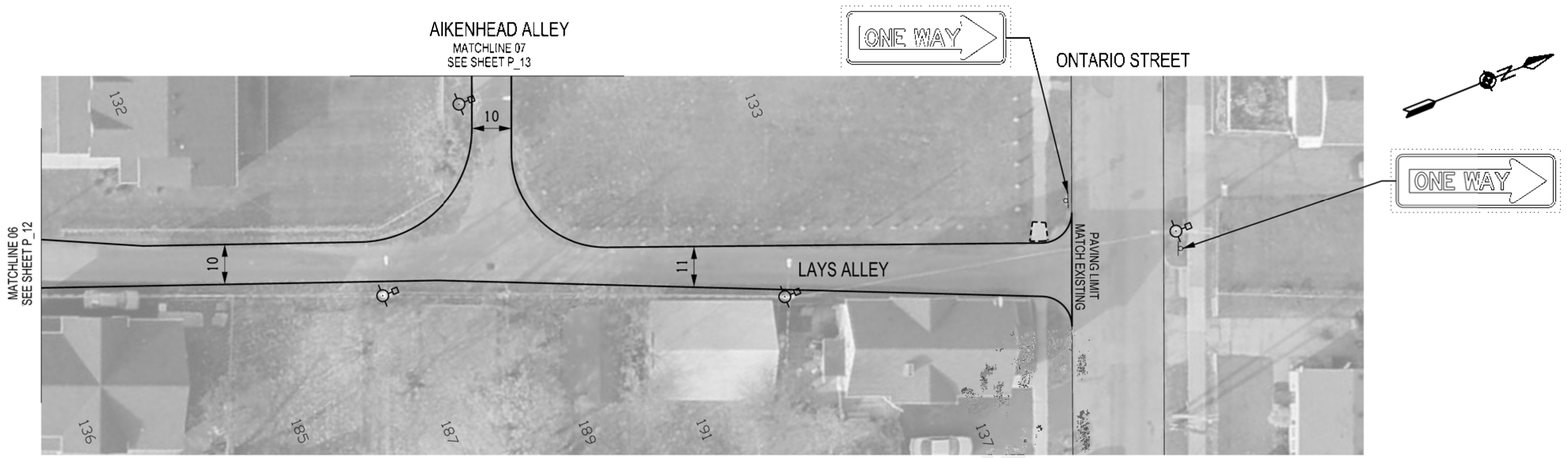
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

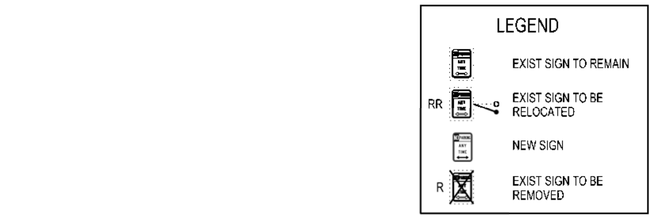
NO.	REVISION	BY	DATE

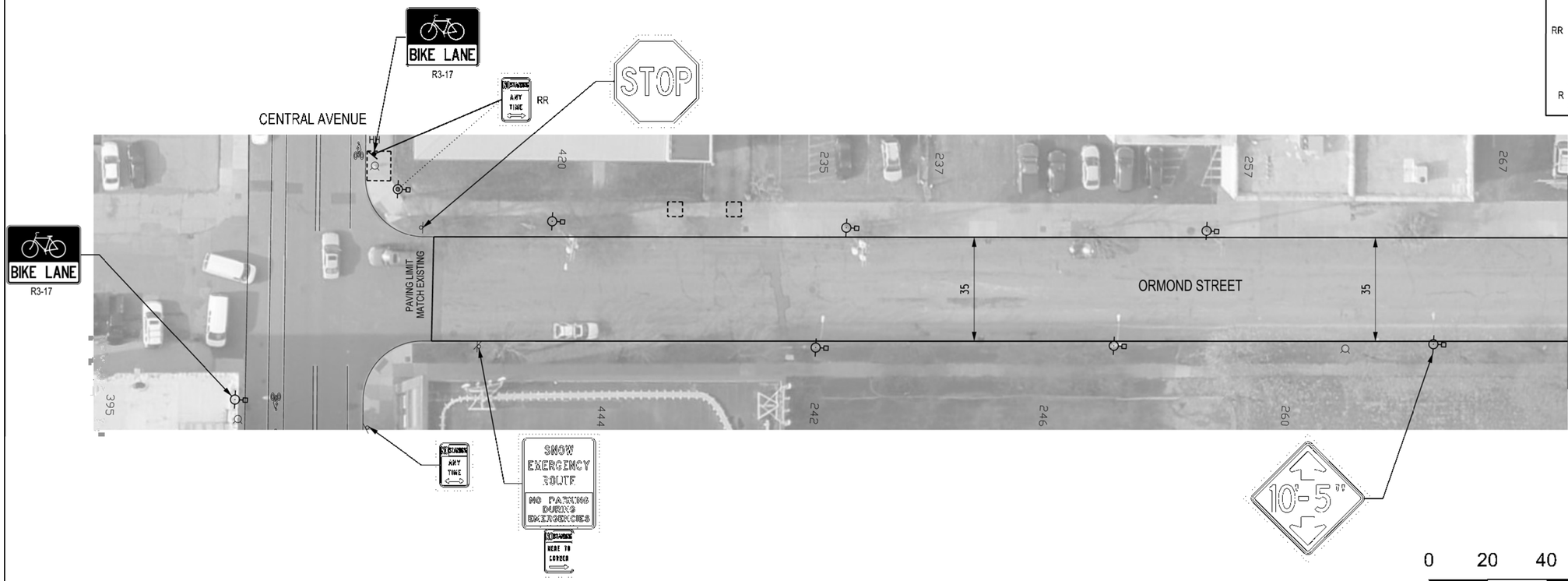
ISSUED 07-15-2016
CHECKED
DRAWN J.N.
DESIGN J.N.
SCALE AS SHOWN
PROJECT NUMBER 16114

DRAWING TITLE
NIAGARA STREET
LAYS ALLEY
ALL SIGNS BY MCDOT

DRAWING NO.
P_06
OF 25







ALL SIGNS SUBJECT TO CHANGE WITH MCDOT ONGOING SIGN REPLACEMENT PROGRAM

90% DRAFT PLANS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT ENGINEER JASON NABEWANIEC
UNIT HEAD IN CHARGE ALBERT J.GIGLIO,P.E.
CITY ENGINEER JAMES R.McINTOSH,P.E.

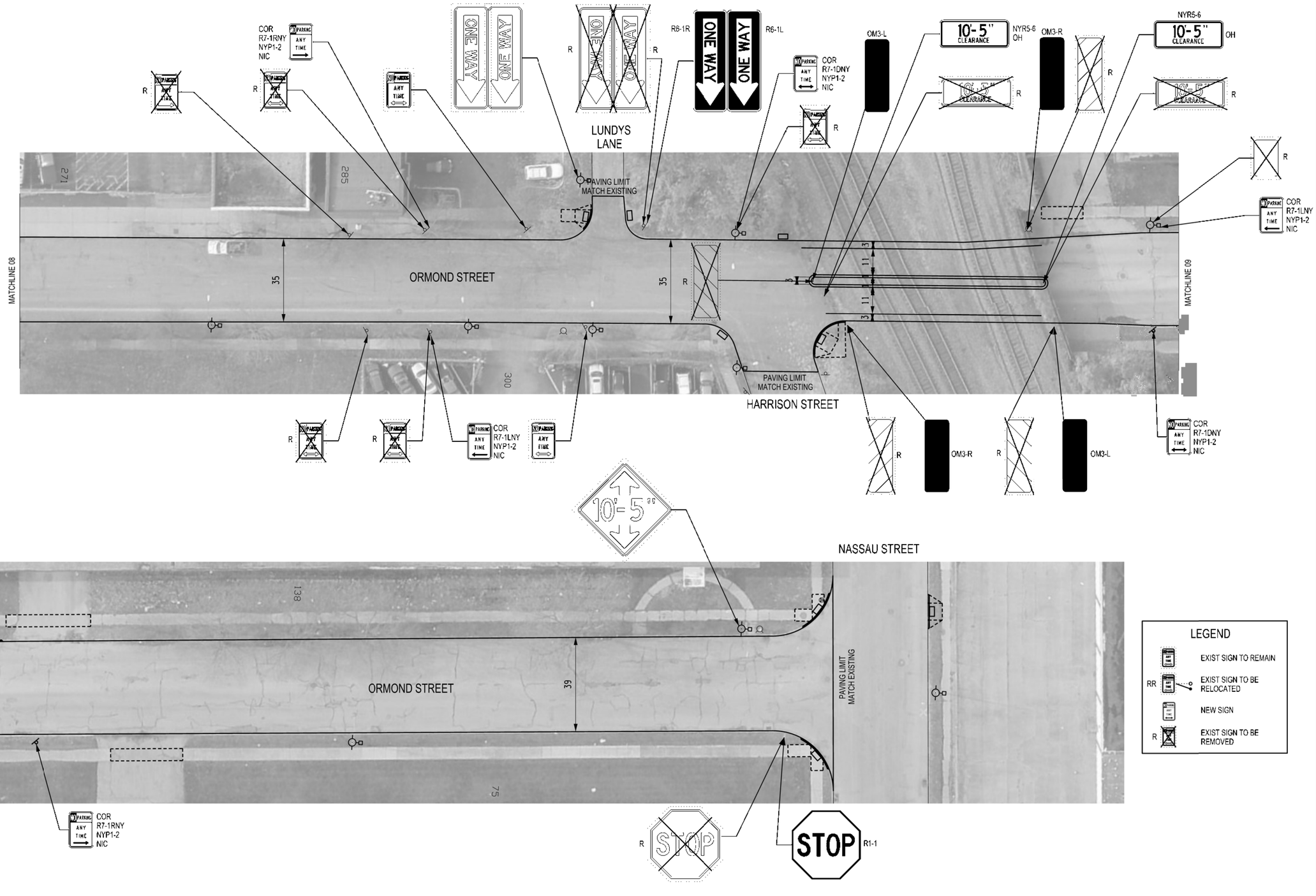
PROJECT TITLE
RESIDENTIAL
MILLING AND RESURFACING
PROGRAM 2016 PHASE 2

NO.	REVISION	BY	DATE

ISSUED 07-15-2016
CHECKED
DRAWN J.N.
DESIGN J.N.
SCALE AS SHOWN
PROJECT NUMBER 16114

DRAWING TITLE
ORMOND STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_07
OF 25



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CITY ENGINEER JAMES R.McINTOSH,P.E.

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ISSUED 07-15-2016
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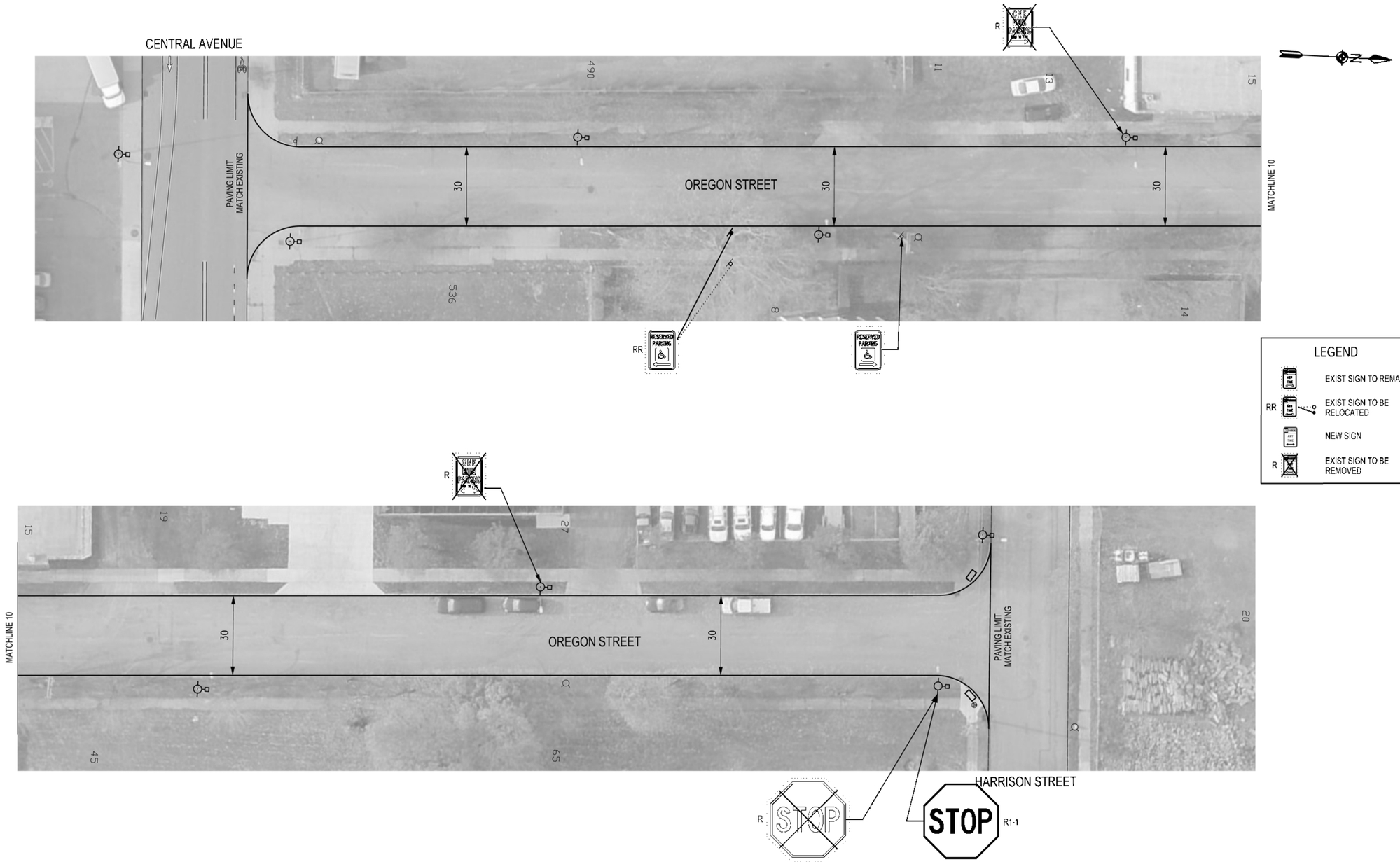
DRAWN J.N.
DESIGN AS SHOWN
SCALE 16114
PROJECT NUMBER

DRAWING TITLE
ORMOND STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_08
OF 25



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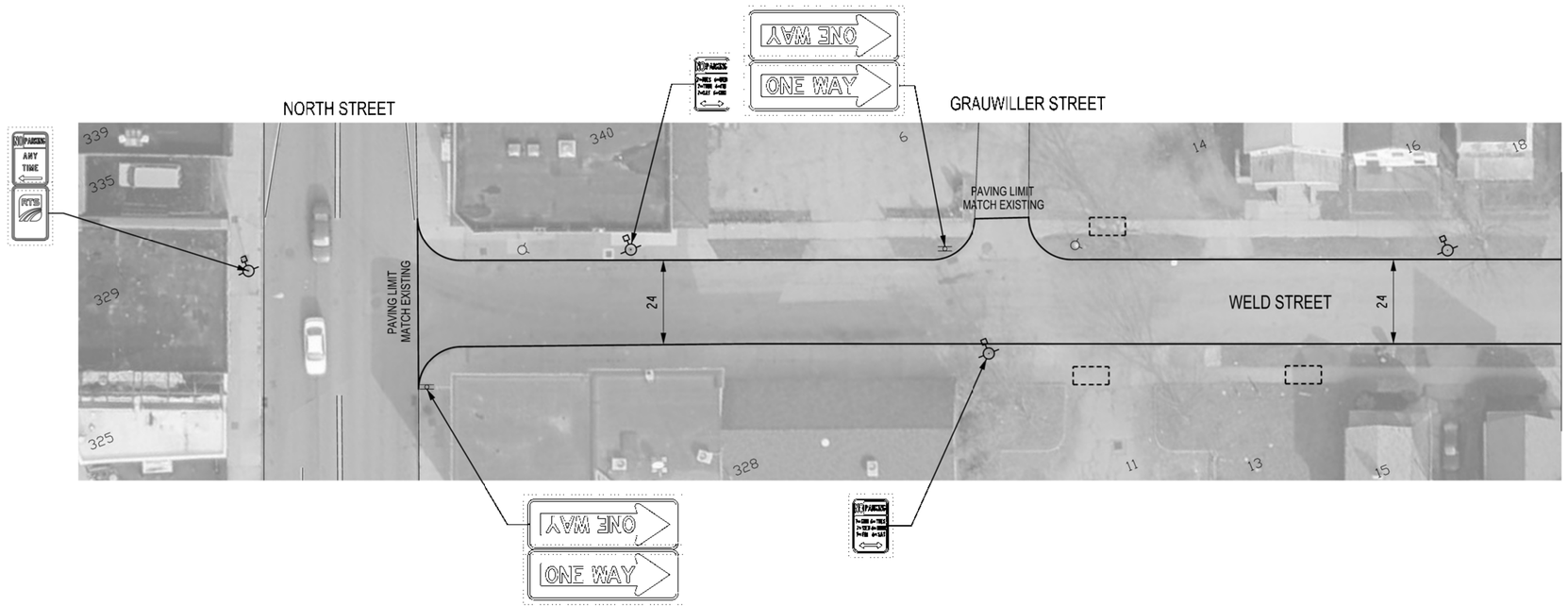
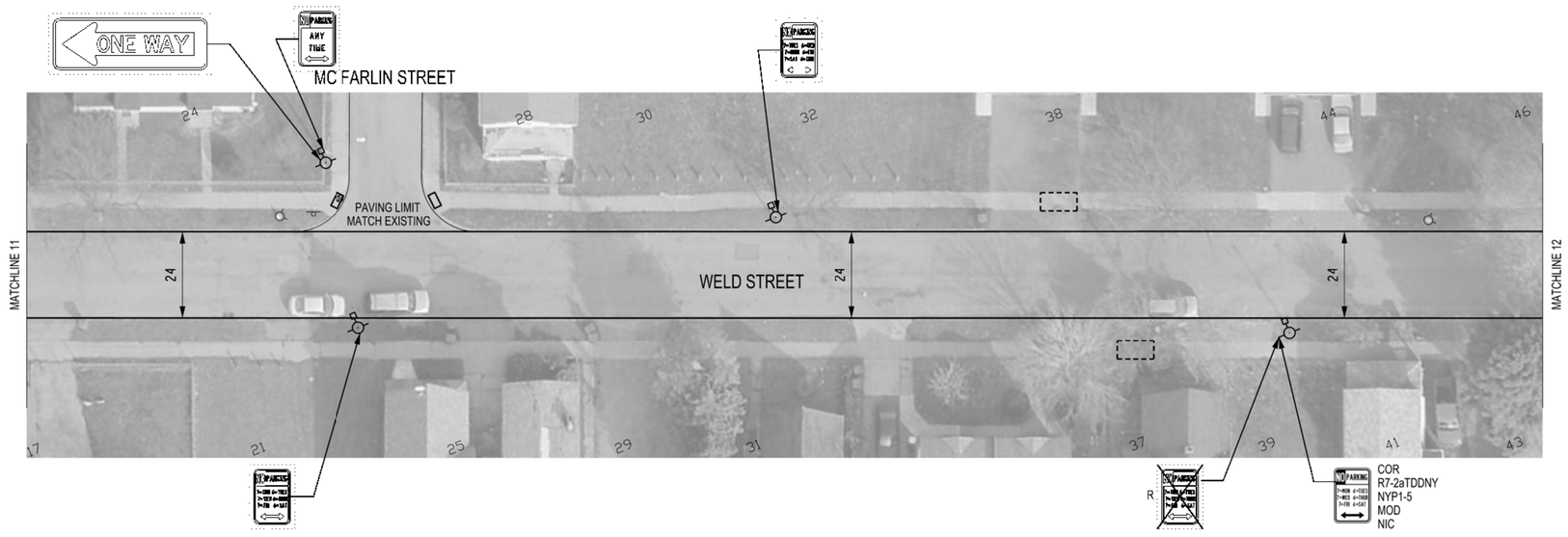
DRAWING TITLE
ORMOND STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_09
OF 25





LEGEND

- EXIST SIGN TO REMAIN
- RR — EXIST SIGN TO BE RELOCATED
- NEW SIGN
- R — EXIST SIGN TO BE REMOVED

0 20 40 60 80 100

SCALE IN FEET

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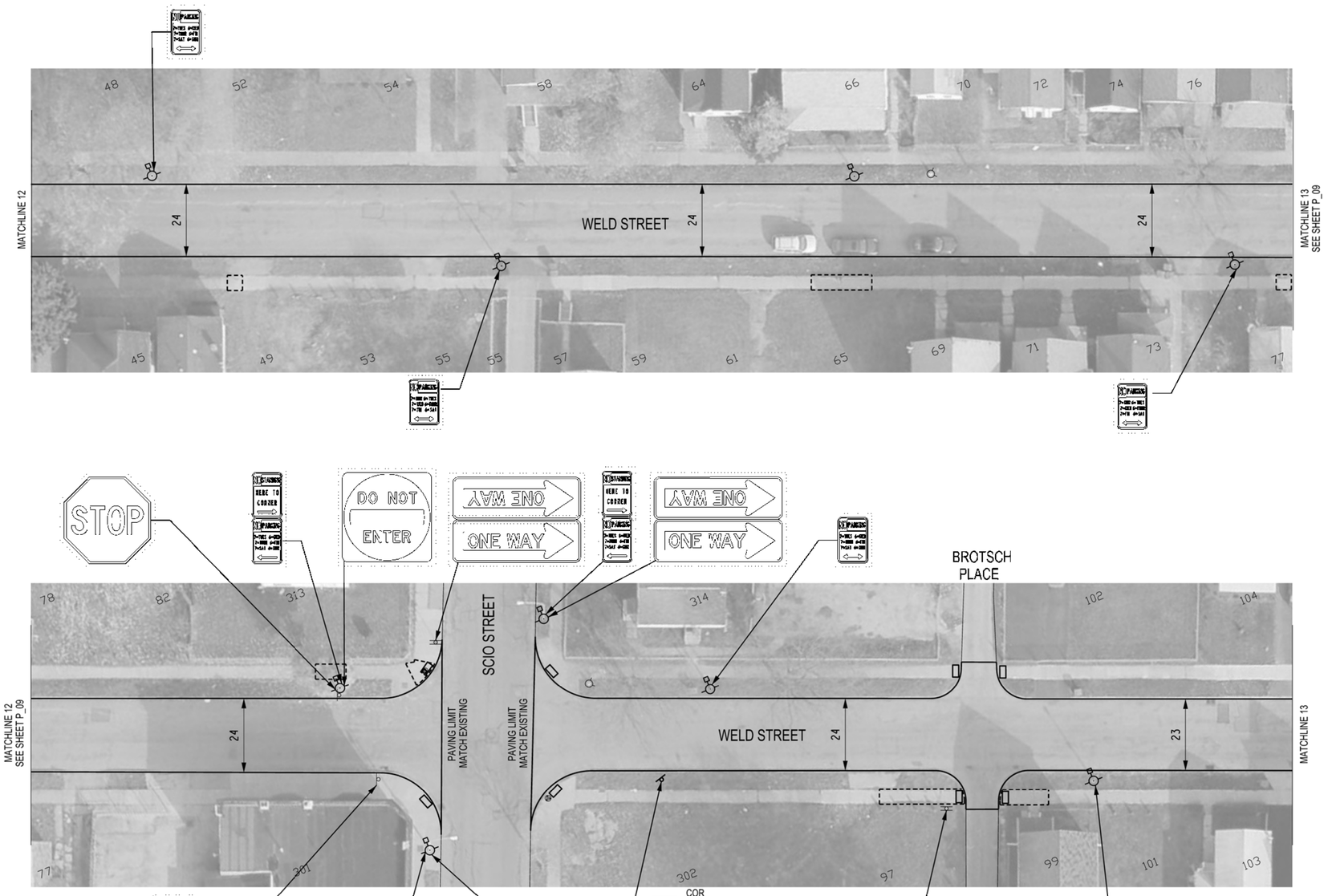
SCALE AS SHOWN
PROJECT NUMBER 16114

DRAWING TITLE
WELD STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_10
OF 25



LEGEND

- EXIST SIGN TO REMAIN
- RR EXIST SIGN TO BE RELOCATED
- NEW SIGN
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0 20 40 60 80 100

SCALE IN FEET

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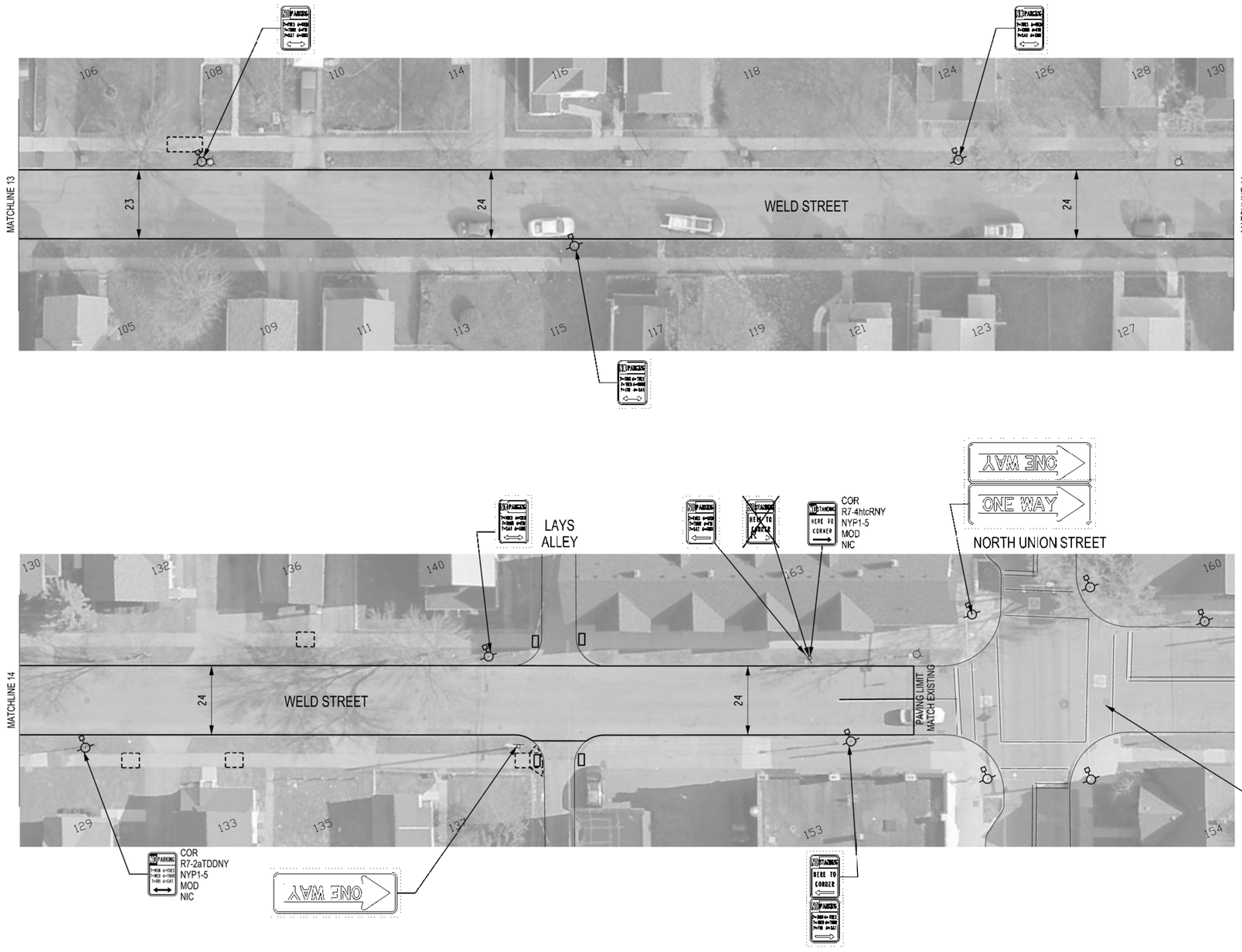
DRAWING TITLE
WELD STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_11
OF 25



LEGEND

- EXIST SIGN TO REMAIN
- RR EXIST SIGN TO BE RELOCATED
- NEW SIGN
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0 20 40 60 80 100

SCALE IN FEET

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SCALE AS SHOWN
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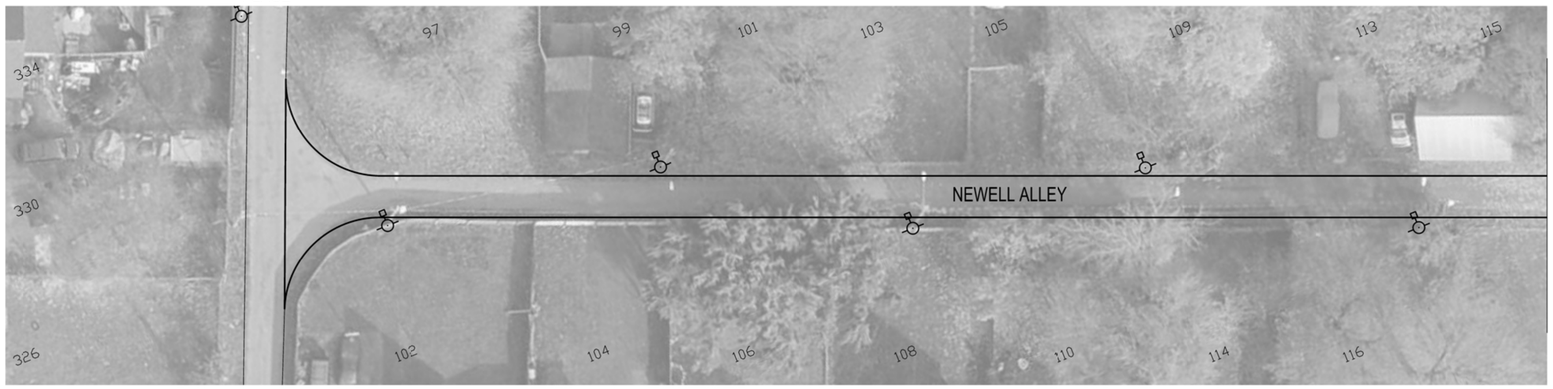
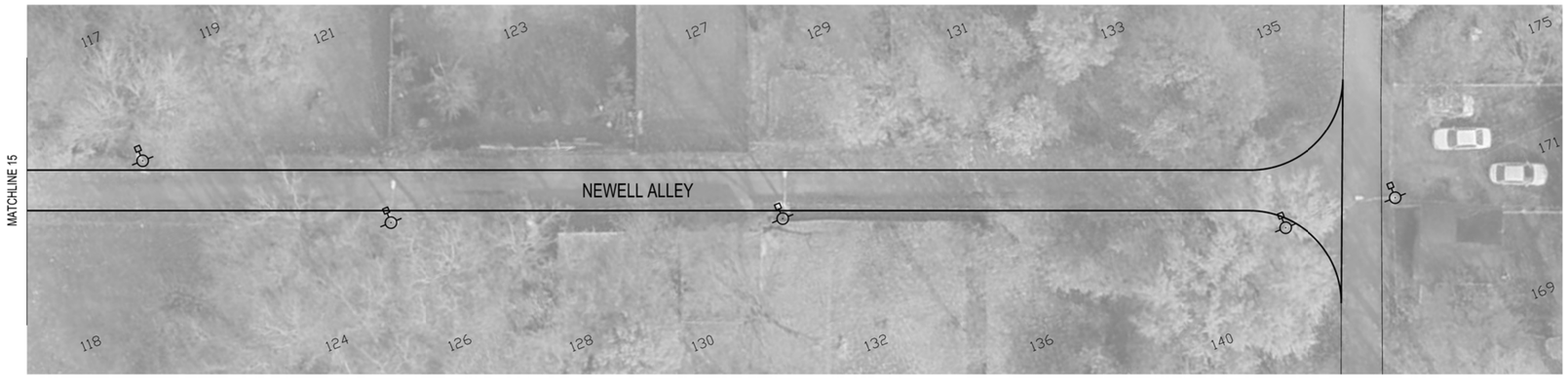
DRAWING TITLE
WELD STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_12
OF 25





LEGEND

- EXIST SIGN TO REMAIN
- RR — EXIST SIGN TO BE RELOCATED
- NEW SIGN
- R — EXIST SIGN TO BE REMOVED

NOTE:
THIS STREET SEGMENT
HAS NO EXISTING OR
PROPOSED STREET SIGNS

0 20 40 60 80 100

SCALE IN FEET

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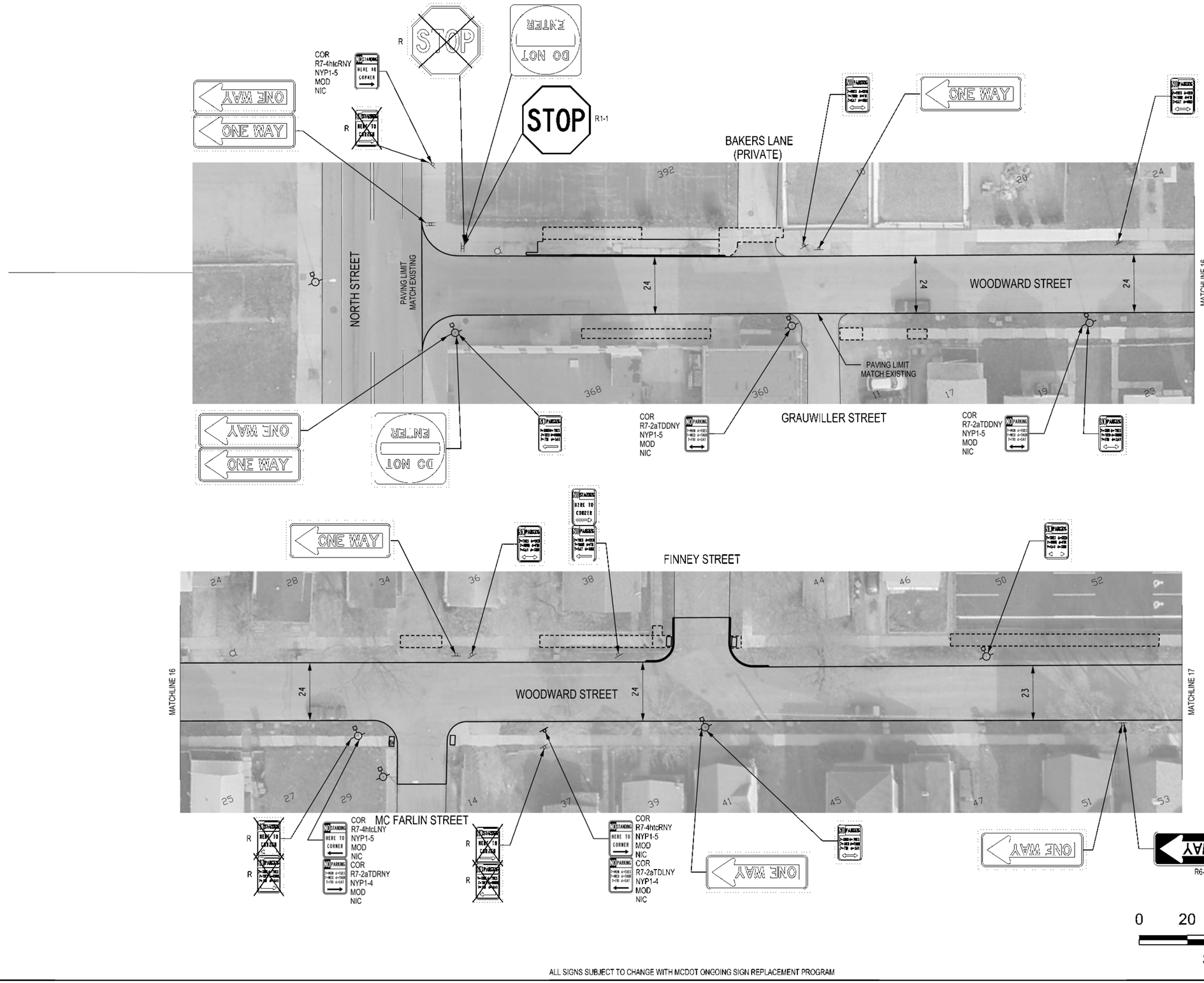
PROJECT NUMBER 16114

DRAWING TITLE
NEWELL ALLEY
ALL SIGNS BY MCDOT

DRAWING NO.
P_13
OF 25



LEGEND

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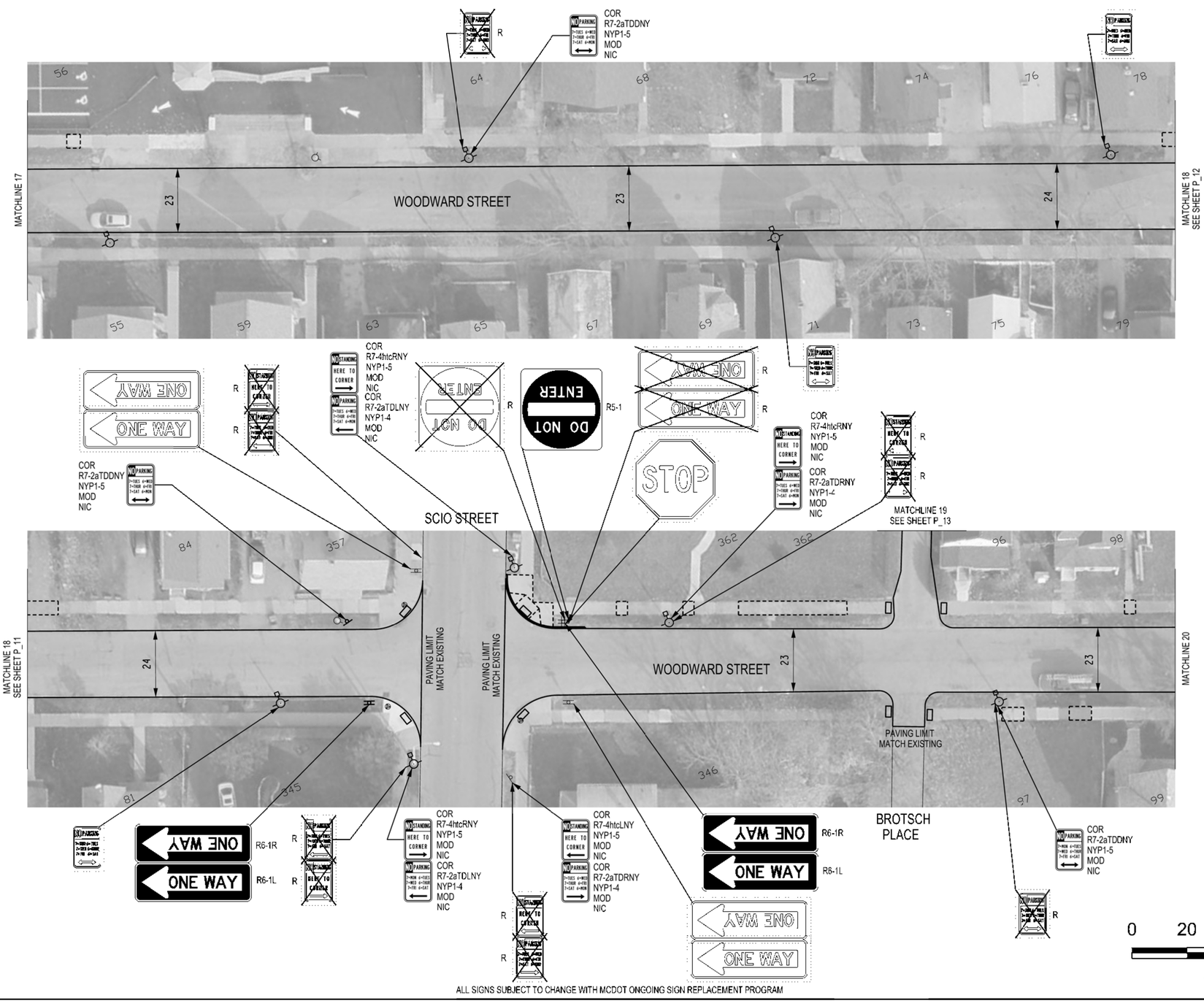
DRAWING TITLE
WOODWARD STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_14
OF 25



LEGEND

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- NEW SIGN
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0 20 40 60 80 100

SCALE IN FEET

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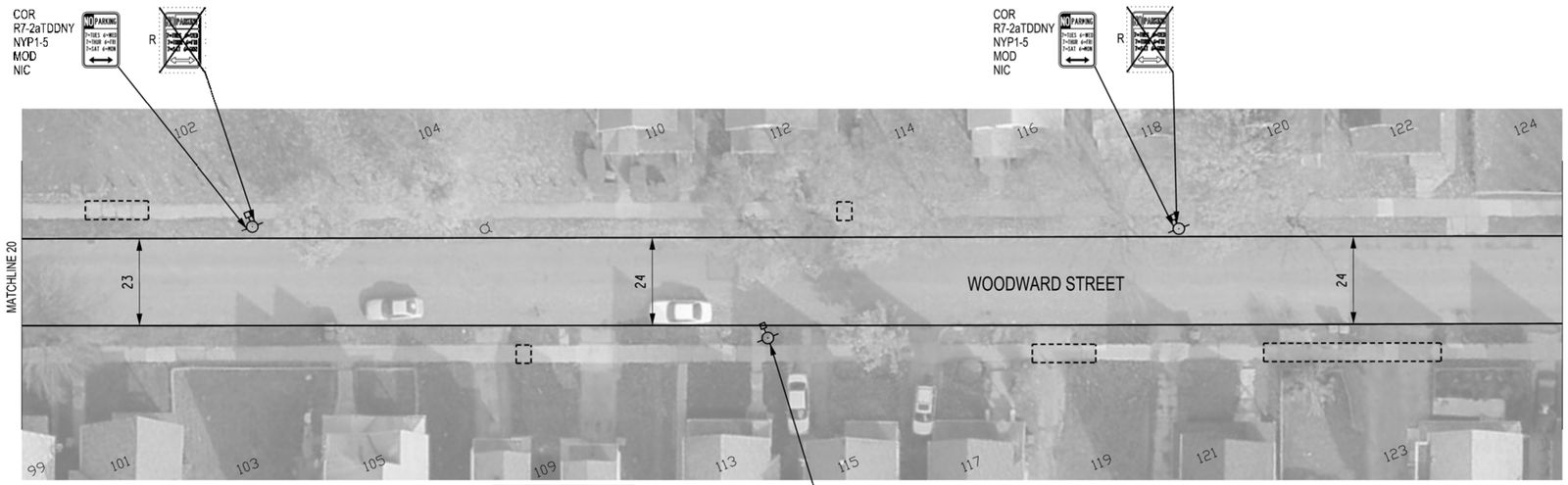
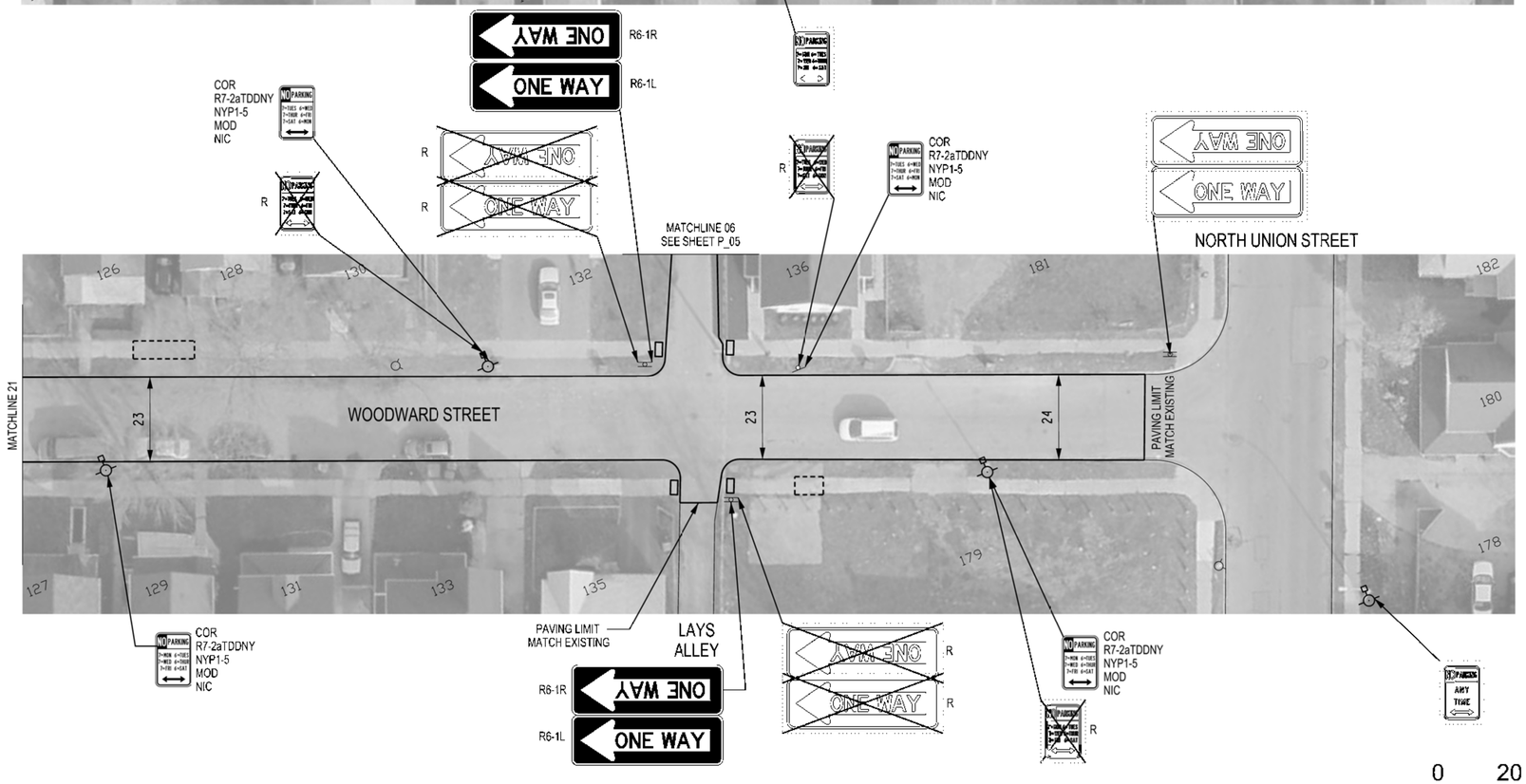
DRAWING TITLE
WOODWARD STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_15
OF 25





LEGEND

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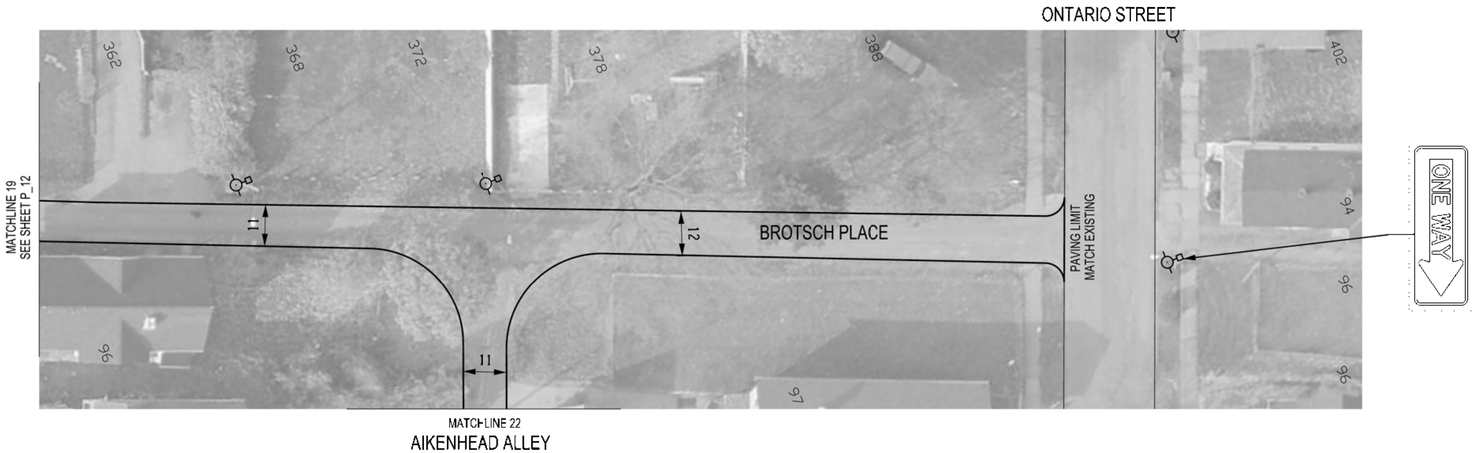
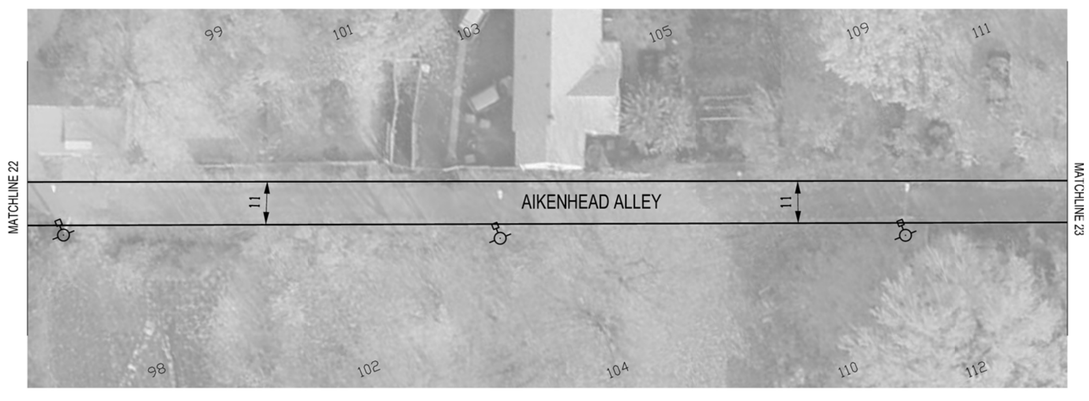
PROJECT NUMBER 16114

DRAWING TITLE
WOODWARD STREET
ALL SIGNS BY MCDOT

DRAWING NO.
P_16
OF 25





LEGEND

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0 20 40 60 80 100

SCALE IN FEET

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PROJECT NUMBER 16114

DRAWING TITLE
BROTSCH STREET
AIKENHEAD ALLEY
ALL SIGNS BY MCDOT

DRAWING NO.
P_17
OF 25

LEGEND

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DRAWING TITLE
BROTSCH STREET
AIKENHEAD ALLEY
ALL SIGNS BY MCDOT

DRAWING NO.
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