

WASHINGTON AND SOUTH STREET SIDEWALK REHABILITATION

PEEKSKILL PRESBYTERIAN CHURCH

705 SOUTH STREET

PEEKSKILL NY 10566

WESTCHESTER COUNTY DEPARTMENT OF PLANNING

DIVISION OF DESIGN

148 MARTINE AVENUE

WHITE PLAINS, NEW YORK 10601

DRAWING LIST

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DETAILS

NOTES:

SCOPE OF WORK

The project involves the replacement of sidewalks, and includes ancillary work such as signage, resetting parking meters and associated removals).

GENERAL NOTES

1.

Topographical survey was compiled from various surveys provided by the County of Westchester Department of Public Works.
2.

This set of drawings is for construction purposes and are not intended for filing with public officials such as the local building department, zoning board or clerk's office.
3.

The Contractor must remain within the R.O.W. shown on the drawings. The Contractor must conduct work in a manner that does not disrupt or impact the active operations of the adjacent roadway or any other adjacent properties.
4.

The Contractor is responsible for examining the areas of proposed work as to the actual conditions and requirements of work prior to submitting a bid. He/she shall check and verify all conditions and dimensions, and any discrepancies between the drawings and field conditions shall be brought to the attention of the Owner in writing prior to commencement of work.
5.

The Contractor shall provide and maintain all necessary barricades, road plating, danger signals and other safe guards, etc..., to adequately protect all workers and the public from possible injury. The Contractor shall be responsible for all accidents or damages to persons or property (including any vandalism) resulting from unauthorized access to the site for the duration of the project. Unless otherwise specified in the contract, the cost of such protection shall be deemed included in the various items of the contract. No direct payment.
6.

The subsurface location, size, depth and completeness of existing

utilities are not guaranteed. The Contractor shall verify actual location of all existing utilities lines whether in the public right-of-way, in easements, or in private property prior to starting any excavation and be responsible for same. The location of all underground utilities shall be verified according to "Protection of Underground Utilities" 16NYCRR Part 753-3.6. call 1-800-962-7962 prior to commencing any work.

7.

All damage to public or private facilities caused by the Contractor's operation shall be repaired to the satisfaction of the Owner at the Contractor's expense. It shall be the responsibility of the Contractor to photographically document all existing structures for job files prior to any pavement removal. One (1) set of photos shall be submitted to the Owner. Structures are defined as building facades, stoops, steps, trees, wall, signage, and pavement not designated for removal.
8.

All survey and stake out work shall be included in the price of the items which require survey and stake out.
9.

All communication and coordination meetings relative to this project between the Contractor and any agency, utility or organization shall be conducted by and through the Owner and the Owner's representative.

CONSTRUCTION NOTES

1.

Existing utility manholes to be adjusted as required to meet new pavement lines.
2.

All existing and/or proposed gutter flow shall be maintained so as not to cause any ponding condition abutting or adjacent to this project.
3.

The Contractor will be required to restore any pavement damaged by sidewalk, curb, and/or utility construction.
4.

The Contractor shall replace any existing curb, or driveway

pavement damaged during construction and repair as directed by the Owner.

5.

New pavement shall meet existing conditions at project limits with no trip hazard.
6.

Asphalt pavements shall be removed to a depth as indicated on the drawings to meet proposed grades. The use of "Ram Hoe" or, truck mounted pavement breakers or track excavators is not permitted at any time. The area under construction shall be kept as clean and neat as possible and no materials shall restrict the water flow in gutter areas. These requirements shall be the responsibility of the Contractor.
7.

Care must be exercised to prevent damage to Owner's and City's existing equipment, such as cameras, fire alarms, and others. Any equipment that is damaged must be repaired or replaced at the Contractor's expense.
8.

The Contractor's attention is referred to the requirement that no paving work except temporary paving is to be done until completion of all utility work. No utility work is contemplated with this project.

CONSTRUCTION STAGING

1.

The maximum allowable excavated sidewalk is 100 linear feet, unless otherwise directed by the Owner.
2.

Traffic on South and Washington Streets must be maintained at all times practicable. The Contractor is responsible for notifying the municipality three (3) days in advance of any changes to the traffic pattern.
3.

Any work done in the right of way shall be built according to the current NYS Standard Specifications for Constructions and Materials, dated May 1, 2008 and all addenda thereto. Any structures located in the right of way shall be certified by the manufacturer that the item is built according to the current NYS

Standard Specifications for Constructions and Materials, dated May 1, 2008 and all addenda thereto.

4.

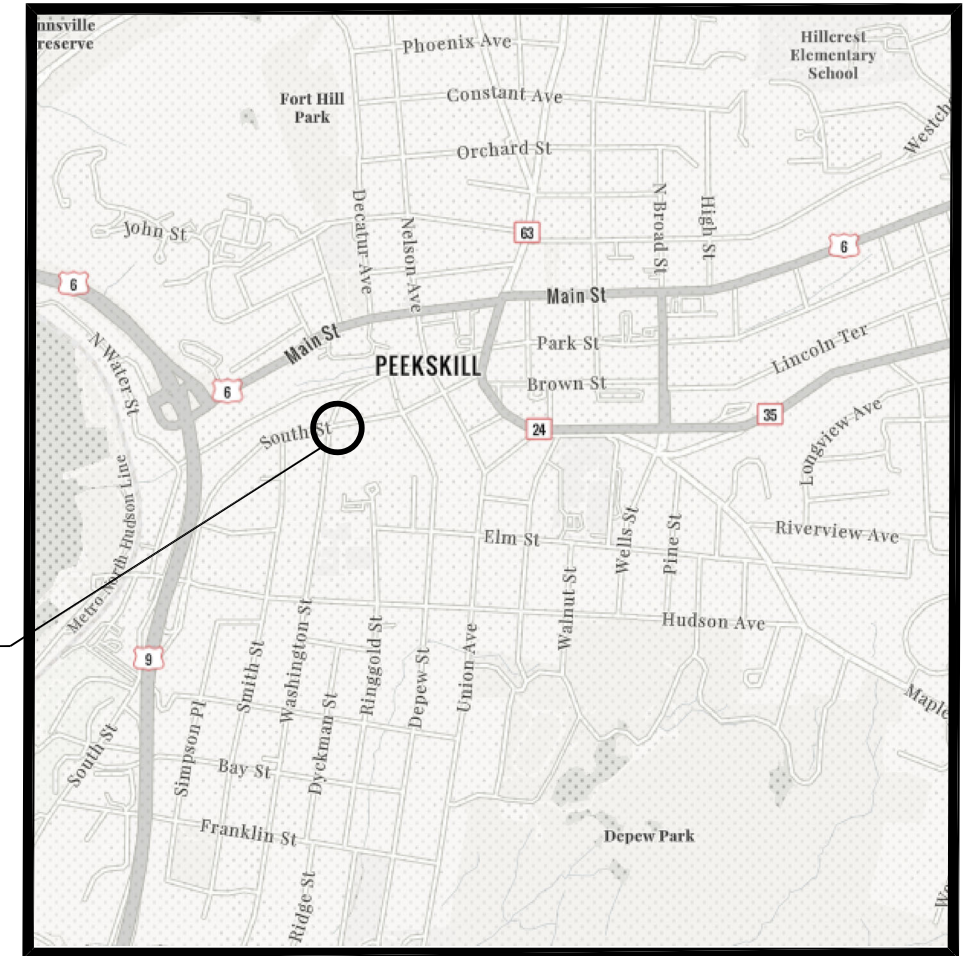
The maintenance of traffic for both pedestrians and vehicles shall be the responsibility of the Contractor. The Contractor shall adhere to all traffic maintenance and staging schemes in accordance with MUTCD and other applicable state standards and permit conditions. All maintenance devices including, but not limited to barricades, steel plates, lights,and warning regulations of the Municipality and N.Y.S. Dept. of Transportation.
5.

When necessary the Contractor shall construct temporary ramps, crossovers, etc. to permit safe and easy passage through the contract area. The contractor shall be liable and responsible for the materials and workmanship required to provide adequate and safe crossing structures.
6.

The hours of construction are between 8:00 am and 5:00 pm, weekdays.
7.

In the event that lane closures must take place, these closures must take place between 9:30 am and 3:00 pm. The Contractor must contact the Owner 72 hours in advance of any lane closures.

SITE

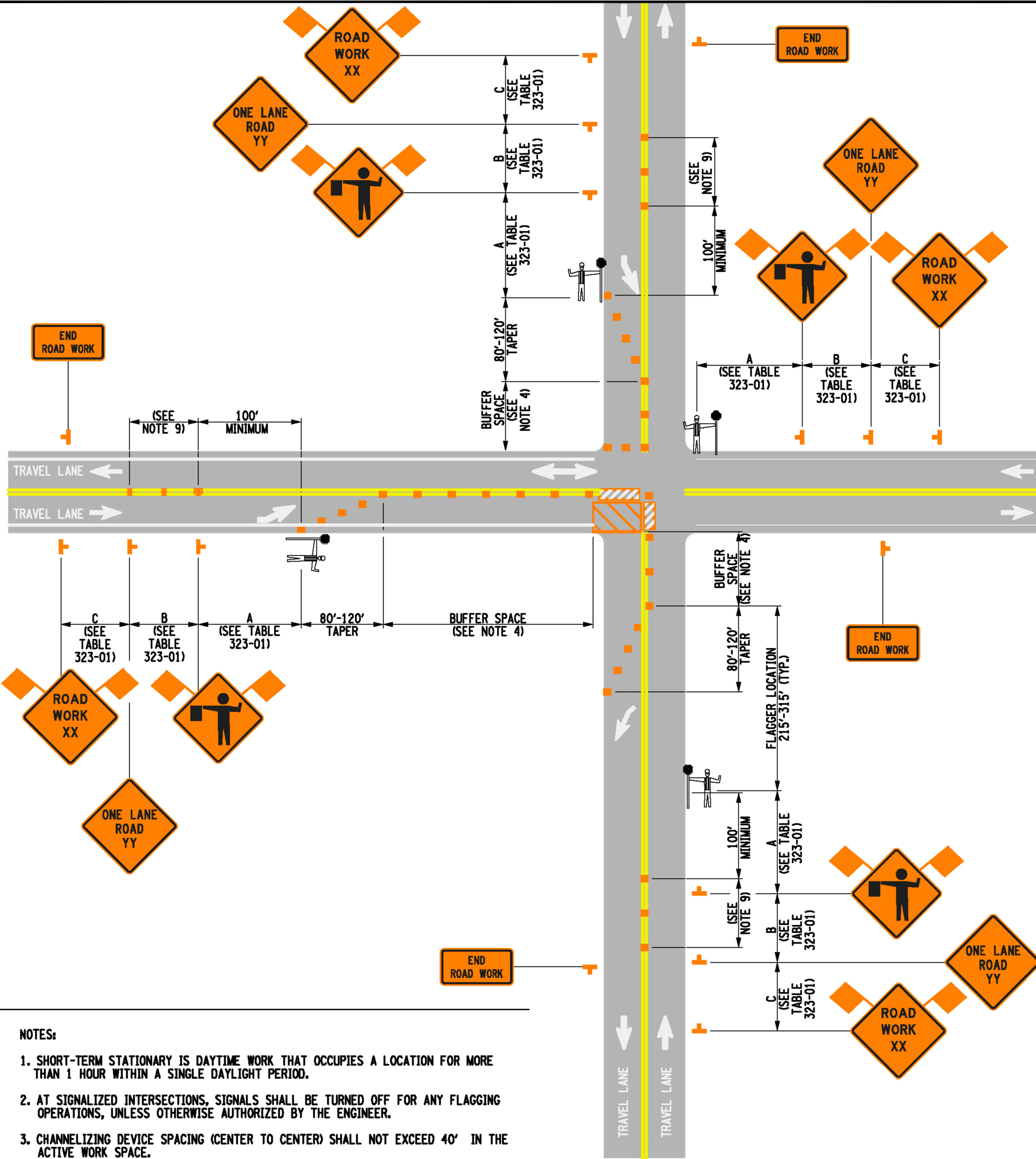


LOCATION MAP



Unauthorized Alterations or Additions to this Drawing is a Violation of Section 7209(2) of the New York State Education Law. Only work described within these drawings that fall under the practice of landscape architecture in the State Education Law of New York are covered under the landscape architect listed on the stamp and seal herein.

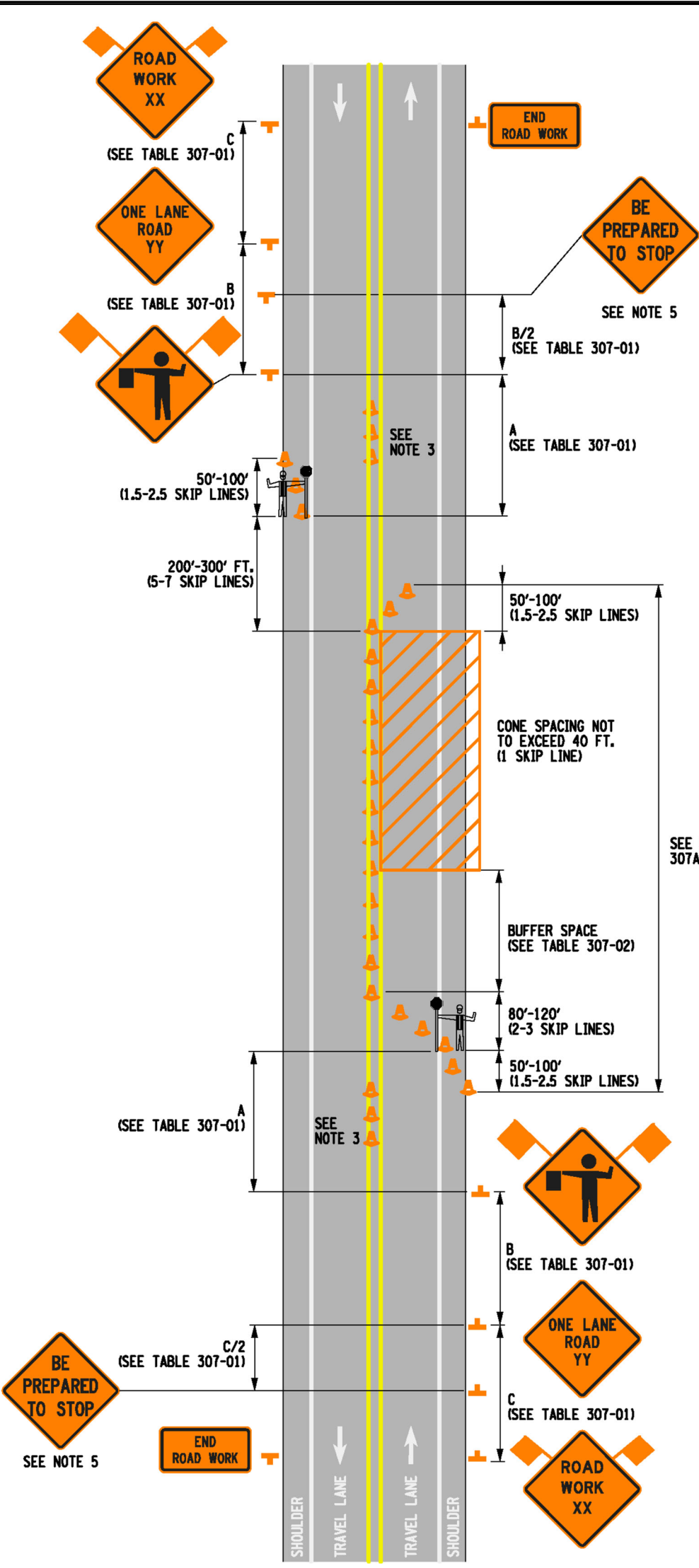
 DEPARTMENT OF PLANNING DIVISION OF DESIGN MICHAELIAN OFFICE BUILDING 148 MARTINE AVENUE WHITE PLAINS, NY 10601 DRAWN BY: SBL CHECKED BY: SBL	PEEKSKILL PRESBYTERIAN CHURCH 705 SOUTH STREET PEEKSKILL, NY 10566	SCALE: AS SHOWN			SHEET 1 OF 7 1
	Washington and South Sts. Sidewalk Rehabilitation	DATE: JULY 8, 2026			
		DATE	REVISIONS	BY	
TITLE SHEET					



NOTES:

1. SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
2. AT SIGNALIZED INTERSECTIONS, SIGNALS SHALL BE TURNED OFF FOR ANY FLAGGING OPERATIONS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
3. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
4. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
5. IF THE TRAFFIC IS EXPECTED TO QUEUE PAST THE W20-4 SIGN, A W3-4 SIGN SHOULD BE ADDED HALFWAY BETWEEN THE W20-4 AND W20-1 SIGNS.
6. FLAGGER 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.
7. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6" STAFF. THE PADDLE IS THE PREFERRED DEVICE, BUT THE FLAG MAY BE USED AT INTERSECTIONS WHERE THE STOP/SLOW PADDLE WOULD OFFER CONTRADICTIONING INFORMATION TO DRIVERS TRAVELING IN OPPOSITE DIRECTIONS/LEGS OF THE INTERSECTION OR DURING INCIDENT MANAGEMENT SITUATIONS.
8. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
9. CENTERLINE CONES MAY BE ADDED TO ENHANCE THE VISIBILITY OF THE FLAGGER STATION. IF CONES ARE USED, PLACE THEM 100 FT. MINIMUM FROM FLAGGER.
10. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.

TWO-LANE TWO-WAY ROADWAY FLAGGING
OPERATION AT INTERSECTION
619-323



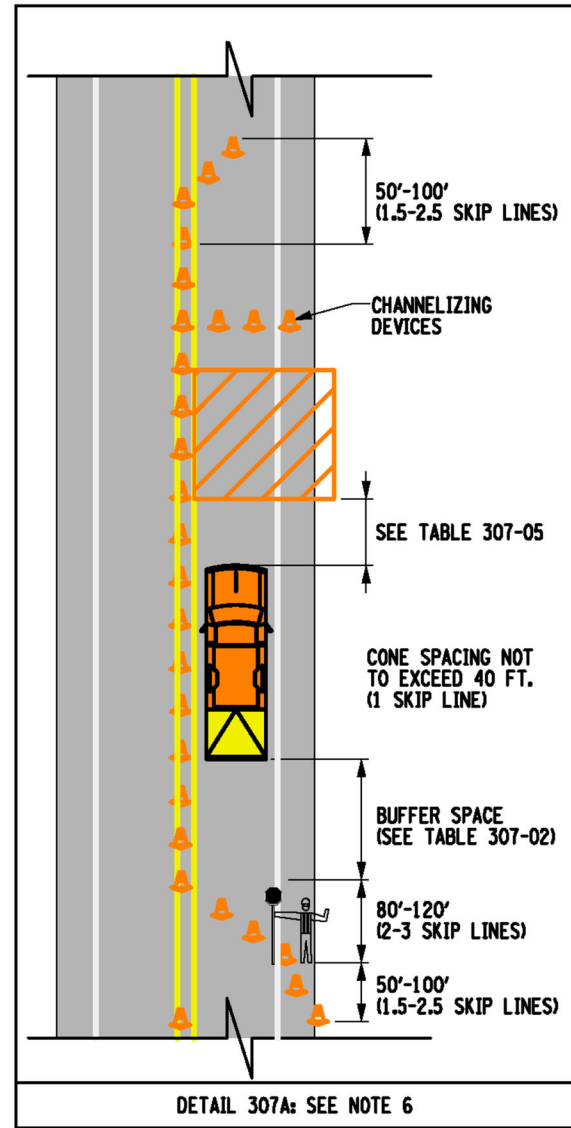
TWO-LANE TWO-WAY ROADWAY LANE CLOSURE
WITH FLAGGER
619-307

NOTES:

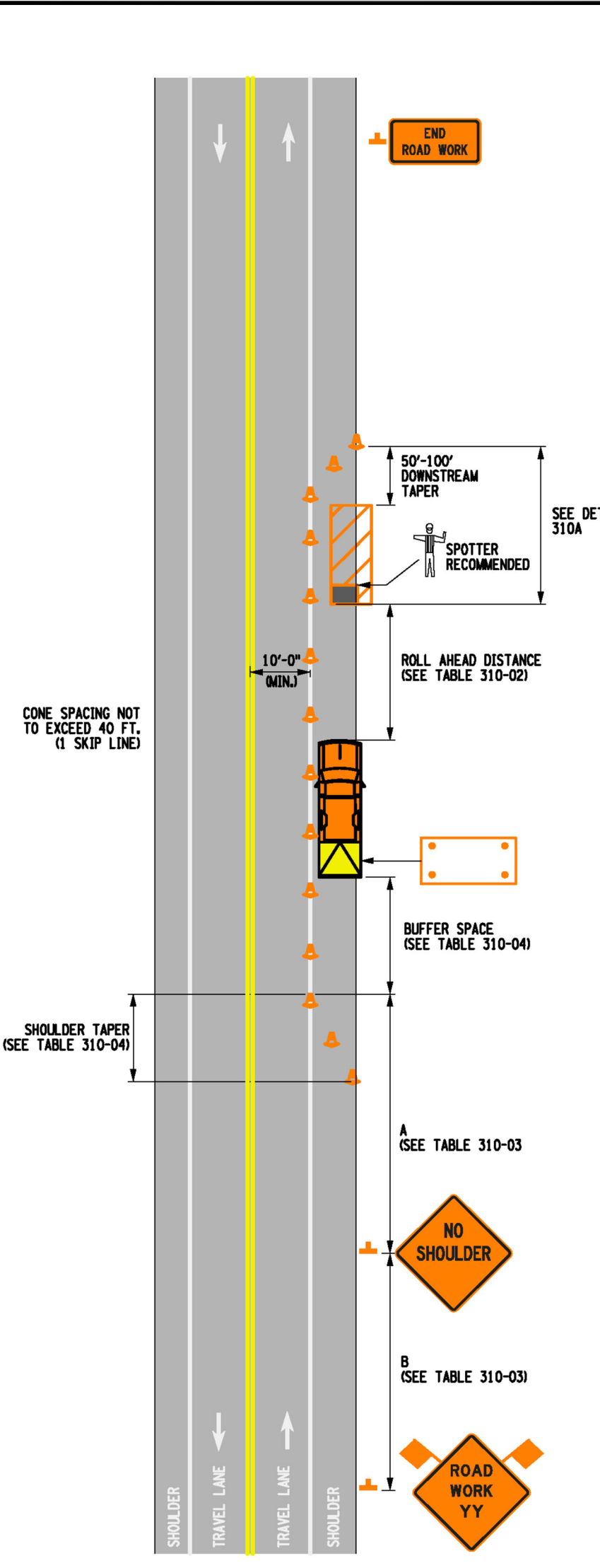
1. THESE DRAWINGS COVER SOME OF THE BASIC WORK TRAFFIC CONTROL PLAN WORK; HOWEVER, REFER TO THE NYSDOT STANDARD SHEETS SECTION 619 FOR MORE SPECIFIC INFORMATION.

NOTES:

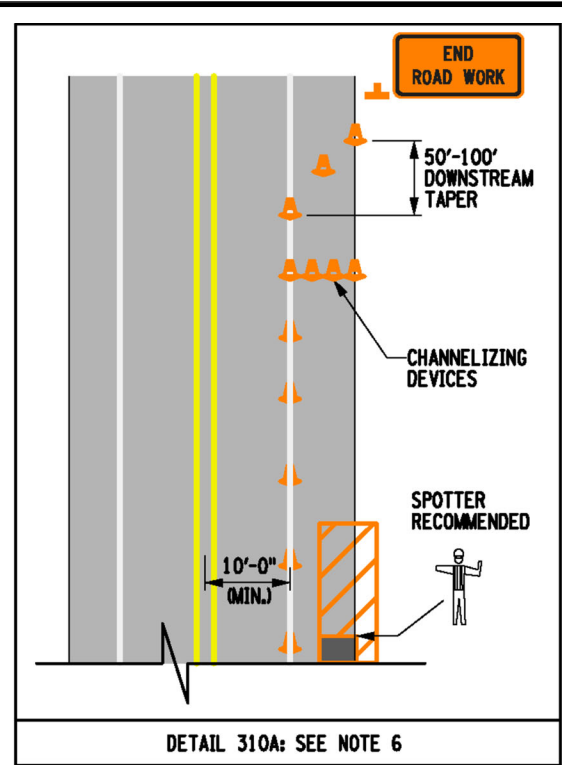
1. SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAY PERIOD.
2. IN URBAN CONDITIONS, ADVANCE WARNING SIGN SPACINGS MAY BE ADJUSTED IN ORDER TO ACCOMMODATE SIDE STREETS AND DRIVEWAYS. IF THERE IS A CONFLICT, MOVE THE SIGN UPSTREAM.
3. CENTERLINE CONES MAY BE ADDED TO ENHANCE THE VISIBILITY OF THE FLAGGER STATION. IF CONES ARE USED, PLACE THEM 100 FT. MINIMUM FROM FLAGGER.
4. FLAGGER SYMBOL SIGN (W20-7) AND "ONE LANE ROAD AHEAD" SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
5. IF THE TRAFFIC IS EXPECTED TO QUEUE PAST THE W20-4 SIGN, A W3-4 SIGN SHOULD BE ADDED.
6. IF CONDITIONS WARRANT, PROTECTIVE VEHICLE WITH APPROPRIATE ROLL AHEAD DISTANCE MAY BE USED IN ADVANCE OF THE WORK AREA. TO USE PROTECTIVE VEHICLE, BUFFER SPACE SHALL BE PROVIDED ACCORDINGLY.
7. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
8. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
9. CHANNELIZING DEVICES SHALL BE PLACED TRANSVERSELY A MINIMUM OF EVERY 800' AS SHOWN WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GR THAN 800'.
10. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6" STAFF. THE PADDLE IS THE PREFERRED DEVICE, BUT THE FLAG MAY BE USED AT INTERSECTIONS WHERE THE STOP/SLOW PADDLE WOULD OFFER CONTRADICTIONING INFORMATION TO DRIVERS TRAVELING IN OPPOSITE DIRECTIONS/LEGS OF THE INTERSECTION OR DURING INCIDENT MANAGEMENT SITUATION.



SEE DETAIL 307A



NON-FREEWAY SHOULDER CLOSURE
619-310



SEE DETAIL 310A

NOTES:

1. SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
2. THE PROTECTIVE VEHICLE(S) SHALL MAINTAIN THE APPROPRIATE ROLL AHEAD DISTANCE, BE AN UNOCCUPIED TRUCK POSITIONED PARALLEL TO TRAFFIC, PARKING BRAKE SET, PLACED IN 2ND GEAR MANUAL TRANSMISSIONS (ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS) AND HAVE THE FRONT WHEELS ALIGNED WITH THE LANE STRIPING.
3. THERE SHALL BE NO WORKERS, EQUIPMENT OR OTHER VEHICLES IN THE BUFFER SPACE OR THE ROLL AHEAD DISTANCE.
4. XX IS THE EXPECTED OVERALL LENGTH OF THE OPERATION TO BE COMPLETED WITHIN THE WORK DAY. A SUPPLEMENTAL DISTANCE PLAQUE W7-3a SHALL BE USED WITH SIGN W20-1 WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK MAY BECOME GREATER THAN 2 MILES AS A RESULT OF THE FOLLOWING SITUATIONS: MULTIPLE WORK LOCATIONS ARE ANTICIPATED WITHIN XX MILES FROM THE W20-1 SIGN; THE SUPPLEMENT SIGN W7-3a SHALL INDICATE THE MAXIMUM ANTICIPATED DISTANCE BETWEEN THE W20-1 SIGN AND THE FARTHEST WORK LOCATION.
5. WHEN MULTIPLE WORK LOCATIONS EXIST WITHIN XX MILES FROM THE W20-1 SIGN, A W20-1 SIGN SHALL BE PLACED EVERY TWO MILES INDICATING THE DISTANCE FROM THE SIGN TO THE FARTHEST WORK LOCATION.
6. CHANNELIZING DEVICES SHALL BE PLACED TRANSVERSELY A MINIMUM OF EVERY 800' AS SHOWN WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 800'.
7. IN URBAN CONDITIONS, ADVANCE WARNING SIGN SPACINGS MAY BE ADJUSTED IN ORDER TO ACCOMMODATE SIDE STREETS AND DRIVEWAYS. IF THERE IS A CONFLICT, MOVE THE SIGN UPSTREAM.

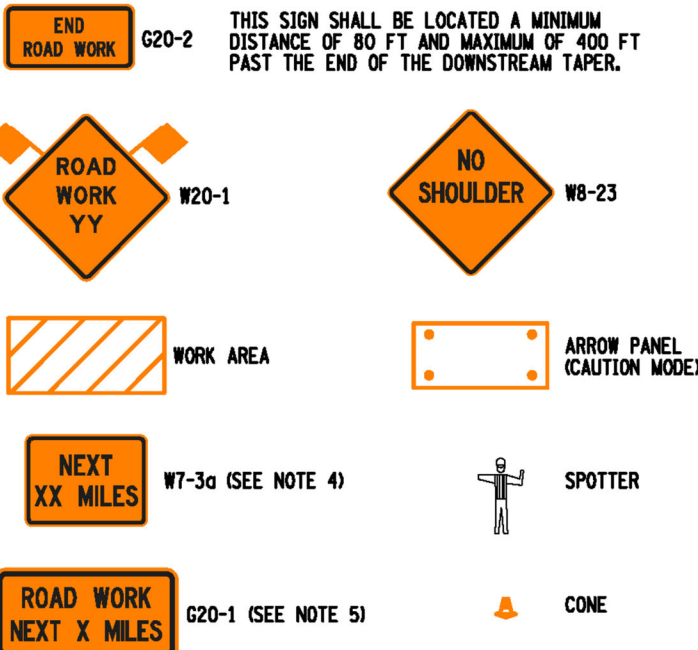
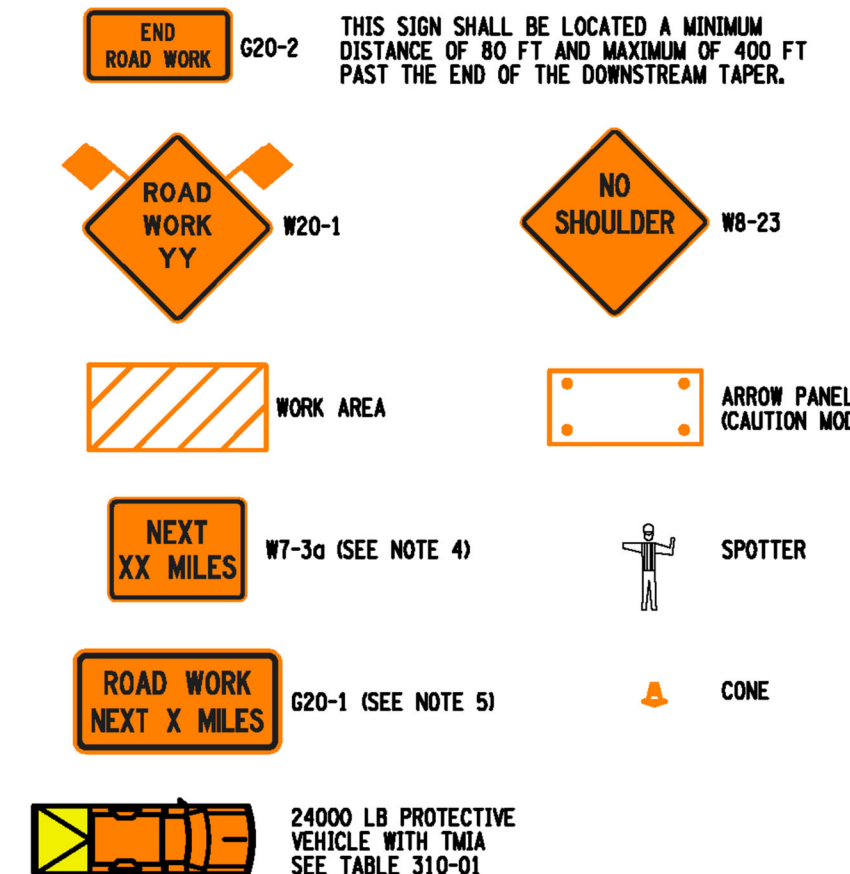


TABLE 310-05: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
G20-1	36x18	48x24
G20-2	36x18	48x24
W7-3a	24x18	36x30
W8-23	36x36	48x48
W20-1	36x36	48x48
WARNING FLAG	18x18	18x18

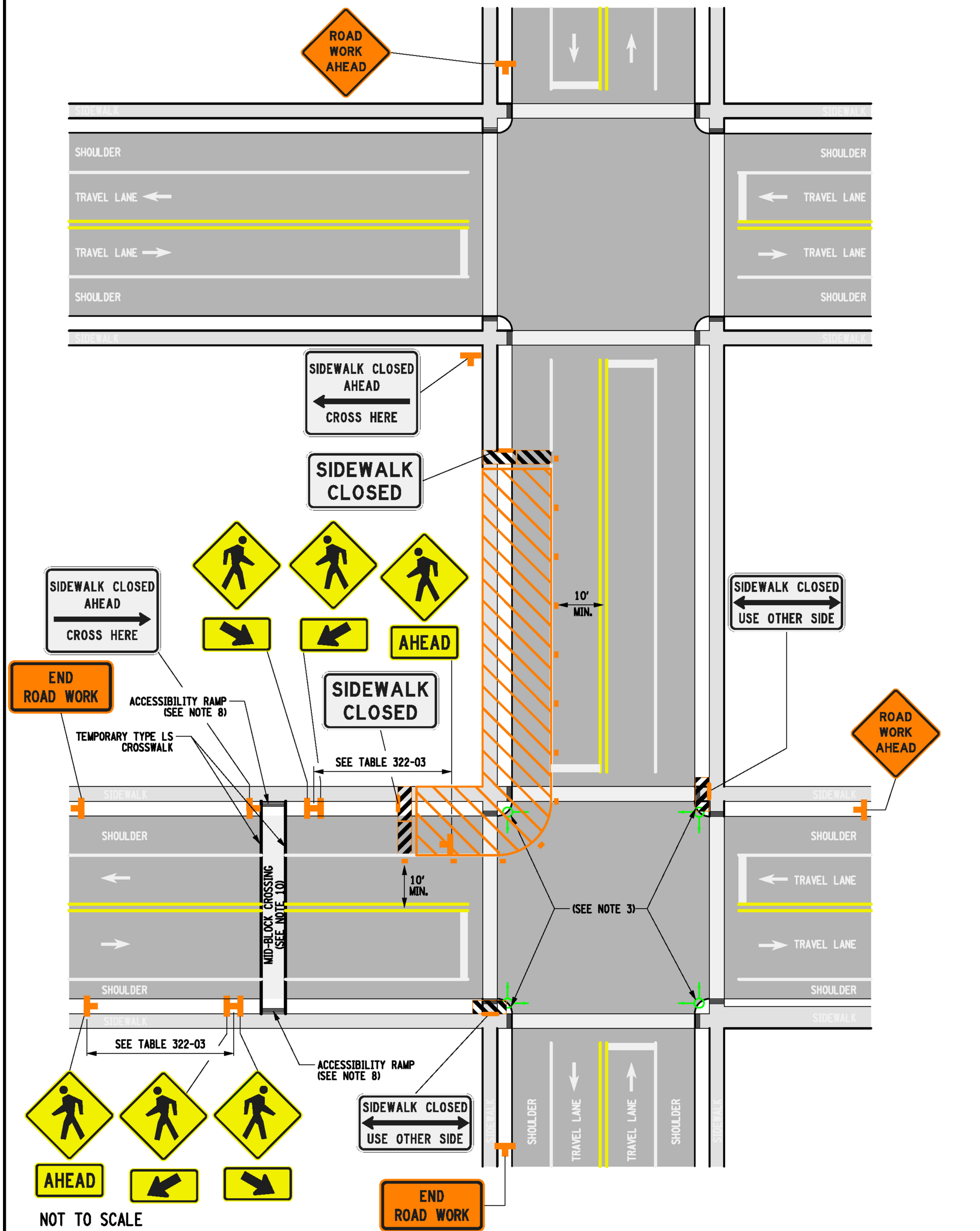
*FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST.



LEGEND

 DEPARTMENT OF PLANNING DIVISION OF DESIGN MICHAELIAN OFFICE BUILDING 148 MARTINE AVENUE WHITE PLAINS, NY 10601	PEEKSKILL PRESBYTERIAN CHURCH 705 SOUTH STREET PEEKSKILL, NY 10566		SCALE: AS SHOWN DATE: JULY 8 2026			SHEET 2 OF 7 2
			DATE	REVISIONS	BY	
		S. Washington and South Sts. Sidewalk Rehabilitation				
DRAWN BY: SBL		CHECKED BY: SBL		BASIC WORK TRAFFIC CONTROL PLAN 1		

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TWO-LANE TWO-WAY ROADWAY CROSSWALK
CLOSURE AND PEDESTRIAN DETOUR
619-322

- NOTES:
1. SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
 2. PARKING ALONG THE CURB SHALL BE PROHIBITED FOR AT LEAST 50' IN ADVANCE OF THE MID-BLOCK CROSSWALK. IF THE SHOULDER IS GREATER THAN OR EQUAL TO 8 FOOT, AN R8-3 SIGN IS RECOMMENDED TO PREVENT PARKING ON SHOULDER.
 3. PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHOULD BE COVERED OR DEACTIVATED.
 4. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE/SHOULDER CLOSURE SIGNING, ROAD NARROWS SIGNS (W5-4), OR NO PARKING SIGNS MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
 5. ANY FEATURES CONSTRUCTED AS PART OF A PEDESTRIAN DETOUR MUST BE ADA COMPLIANT AND FOLLOW THE 2011 PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). TEMPORARY RAMPS AND OTHER TEMPORARY PEDESTRIAN FACILITIES SHALL BE PAID FOR UNDER THE APPROPRIATE ITEM FOR HOT MIX ASPHALT (HMA) SIDEWALKS.
 6. PROWAG SECTION R205 AND MUTCD PART 6 SHALL APPLY TO ALL TEMPORARY ALTERNATIVE PEDESTRIAN PATHWAYS.
 7. TYPE III BARRICADES SHALL BE THE FULL WIDTH OF THE PATH BEING CLOSED.
 8. THE GRADE (RUNNING SLOPE), AND CROSS SLOPE OF A TEMPORARY CURB RAMP FOR DESIGN AND LAYOUT SHALL BE IN ACCORDANCE WITH STANDARD SHEET 608-01.
 9. ACCESS TO BUSINESS ENTRANCES AND TRANSIT STOPS WILL NEED TO BE MAINTAINED. IF THE PEDESTRIAN FACILITY CURRENTLY HAS A TRANSIT STOP THAT WILL BE AFFECTED BY THE WORK ZONE, PRACTITIONERS SHOULD CONSULT THE TRANSIT AUTHORITIES THAT SERVICE THE AFFECTED STOP TO DETERMINE HOW TO ACCOMMODATE THE STOP.
 10. ALL MID BLOCK CROSSWALKS SHALL BE APPROVED BY THE DOT REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

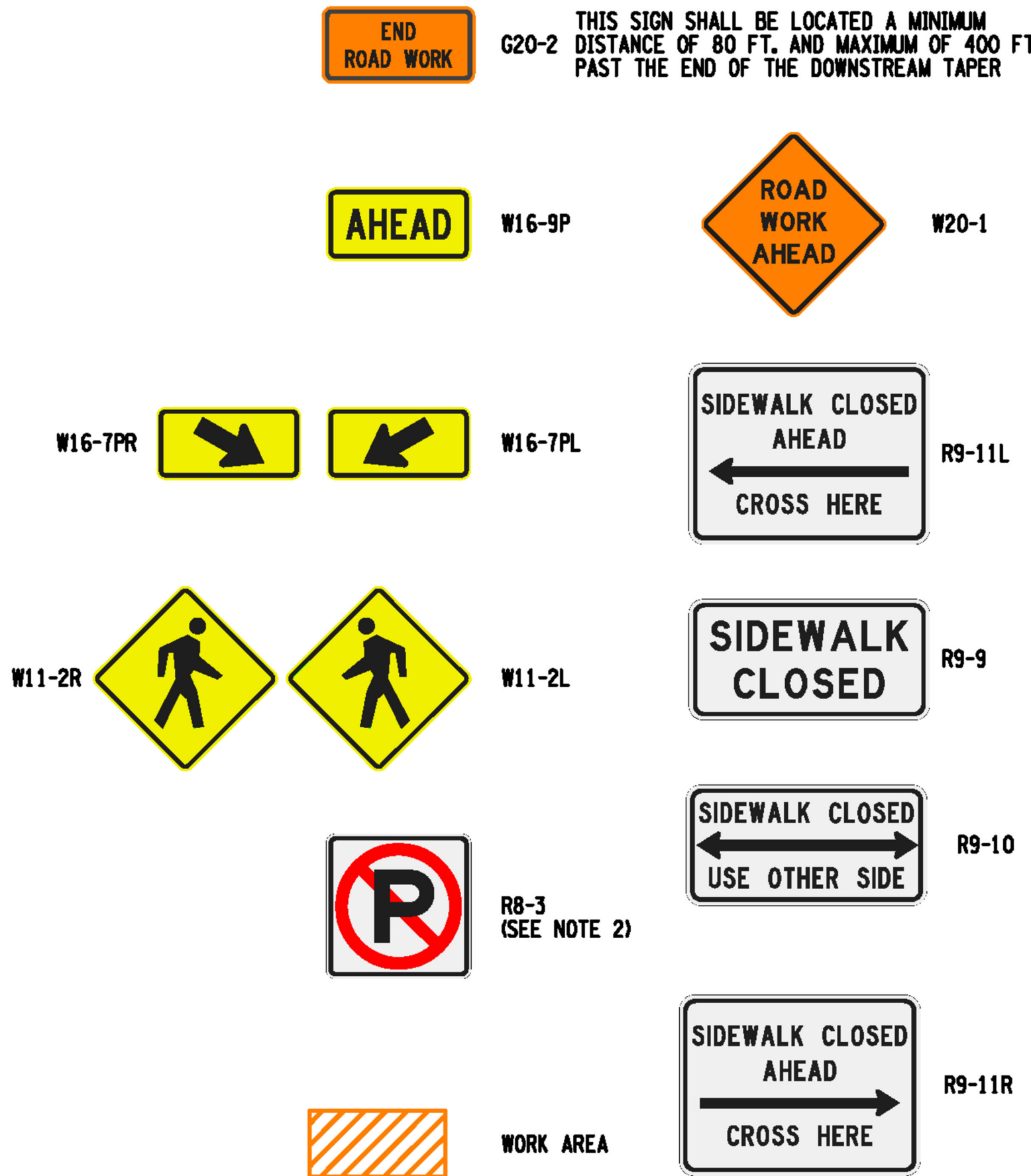


TABLE 322-01: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
G20-2	36x18	48x24
R8-3	24x24	48x48
R9-9**	24x12	24x12
R9-10**	24x12	24x12
R9-11L/R9-11R**	24x18	24x18
R11-2	48x30	48x30
W16-9P**	24x12	30x18
W16-7PR**	24x12	30x18
W20-1	36x36	48x48
*FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST. **SIGNS NOT FOR FREEWAY USE.		

LEGEND

 DEPARTMENT OF PLANNING DIVISION OF DESIGN MICHAELIAN OFFICE BUILDING 148 MARTINE AVENUE WHITE PLAINS, NY 10601 DRAWN BY: SBL CHECKED BY: SBL	PEEKSKILL PRESBYTERIAN CHURCH 705 SOUTH STREET PEEKSKILL, NY 10566	SCALE: AS SHOWN		SHEET 3 OF 7 3	
	Washington and South Sts. Sidewalk Rehabilitation	DATE: JULY 8, 2026			
		DATE	REVISIONS		BY
BASIC WORK TRAFFIC CONTROL PLAN 2					

GENERAL NOTES

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.
2. PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN SHALL BE PROVIDED, IN WRITING, TO THE DOT ENGINEER FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
3. THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS SHALL BE PROVIDED, IN WRITING, TO THE DOT ENGINEER. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.
4. STANDARD SHEET 619-503 MAY BE USED FOR AN OFFSITE DETOUR SETUP FOR BOTH LONG TERM AND SHORT TERM WORK DURATIONS.
5. FOLLOW REGIONAL HIGH-VOLUME RESTRICTIONS. CONSULT WITH DOT ENGINEER IF EXCEPTION NEEDED.
6. PLAN AHEAD TO AVOID CONFLICTING WORK ZONES. CHECK FOR CONSTRUCTION PROJECTS, CLOSURES, & RESTRICTIONS AT WWW.511NY.ORG, WWW.DOT.NY.GOV/PROJECTS, AND WITH DOT ENGINEER.
7. DOCUMENT AND REPORT WORK ZONE INCIDENTS USING EITHER THE DEPARTMENT'S WORK ZONE INCIDENT FORM, OR THE CONSTRUCTION INCIDENT REPORTING SYSTEM, AS APPROPRIATE.
8. CONSIDER CLOSURE WIDTH & CLEAR WIDTH FOR WIDE VEHICLES ON WIDE LOAD ROUTES.

ACTIVITY AREA

1. A 500' MINIMUM LONGITUDINAL DISTANCE SHALL BE MAINTAINED BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. WHEN TWO OR MORE AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

SIGNS

1. THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
2. FOR LONG TERM WORK DURATIONS, ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
3. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
4. SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET OR OMITTED WITH THE APPROVAL OF THE DOT ENGINEER. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
5. THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE REGIONAL DIRECTOR OR BY HIS/HER DESIGNEE.
6. NYR9-12 SHALL BE USED IN PLACE OF NYR9-11 WHEN A REDUCED REGULATORY SPEED LIMIT SIGN IS AUTHORIZED.
7. RIGID AND FLEXIBLE "ROLL-UP" SIGNS MAY BE USED FOR MOBILE, SHORT DURATION AND SHORT-TERM STATIONARY WORK. RIGID SIGNS MUST BE MOUNTED AT LEAST 5 FEET ABOVE GRADE (7 FEET WHERE THERE ARE PEDESTRIANS OR PARKED CARS). FLEXIBLE SIGNS SHALL BE MOUNTED AT LEAST ONE FOOT ABOVE GRADE. MESH SIGNS SHALL NOT BE USED. USE RETRO REFLECTORIZED RIGID SIGNS FOR NIGHTTIME WORK.

CHANNELIZING DEVICES

1. WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.

PUBLIC ACCESS

1. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY, FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.
3. ARROW PANELS SHALL BE LEGIBLE CONTINUOUSLY FROM ANY POINT WITHIN THE ROADWAY (INCLUSIVE OF SHOULDERS) FROM 1,500 FEET IN ADVANCE OF THE LANE CLOSURE TAPER TO THE BEGINNING OF THE LANE CLOSURE TAPER.

LANE WIDTHS

1. UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'. THE MINIMUM LANE WIDTH FOR ALL OTHER TYPES OF ROADWAYS IS 10'.
2. A WRITTEN NOTE SHALL BE PROVIDED TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.

IN CASES WHERE 'REGIONAL ENGINEER' IS LISTED, THE COUNTY TRAFFIC ENGINEER SHALL BE THE DESIGNATED AUTHORITY

TABLE 011-01: PROTECTIVE VEHICLE REQUIREMENTS

CLOSURE TYPE	DURATION	MOBILE (WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY, WHERE THE WORK AT ANY SPECIFIC LOCATION COMPLETES WITHIN 15 MINUTES) INCLUDES "STOP AND GO OPERATIONS OF 5 MINUTES OR LESS				SHORT DURATION (WORK THAT OCCUPIES A LOCATION FOR UP TO 1 HOUR)				SHORT TERM (DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD)				INTERMEDIATE TERM (WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS OR NIGHT TIME WORK LASTING MORE THAN 1 HOUR)				LONG TERM (WORK THAT OCCUPIES A LOCATION FOR MORE THAN 3 CONSECUTIVE DAYS)			
		FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY			FREEWAY	NON-FREEWAY		
			≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH
LANE CLOSURE OR ENCROACHMENT	WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC	P, TMIA	P, TMIA	P, TMIA	P	P, TMIA	P, TMIA	P, TMIA	P	P, TMIA	P, TMIA	P, TMIA	P	P, TMIA	P, TMIA	P, TMIA	SEE NOTE 2	P, TMIA	P, TMIA	P, TMIA	SEE NOTE 2
	OTHER HAZARDS NO WORKERS EXPOSED	NA	NA	NA	NA	P, TMIA	P, TMIA	P	P	P, TMIA	P, TMIA	P	SEE NOTE 2	P, TMIA	P, TMIA	SEE NOTE 2	SEE NOTE 2	P, TMIA	P, TMIA	SEE NOTE 2	SEE NOTE 2
SHOULDER CLOSURE OR ENCROACHMENT	WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC	P, TMIA	P, TMIA	P	P	P, TMIA	P, TMIA	P	P	P, TMIA	P, TMIA	P	P	P, TMIA	P, TMIA	SEE NOTE 2	SEE NOTE 2	P, TMIA	P, TMIA	SEE NOTE 2	SEE NOTE 2
	OTHER HAZARDS NO WORKERS EXPOSED	NA	NA	NA	NA	P, TMIA	P, TMIA	P	P	P, TMIA	P, TMIA	P	SEE NOTE 2	P, TMIA	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2	P, TMIA	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2
LEGEND P: PROTECTIVE VEHICLE REQUIRED FOR EACH CLOSED LANE & EACH CLOSED PAVED SHOULDER 8' OR WIDER, IF THE WORK SPACE MOVES WITHIN THE STATIONARY CLOSURE, THE PROTECTIVE VEHICLE SHALL BE REPOSITIONED ACCORDINGLY TMIA: TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR (TMIA) REQUIRED NA: NOT APPLICABLE												NOTES 1. THE EXPOSURE CONDITIONS ASSUMES THERE IS NO POSITIVE PROTECTION PRESENT 2. EITHER A PROTECTIVE VEHICLE OR THE STANDARD BUFFER SPACE SHALL BE PROVIDED									

TABLE 011-02: TAPER LENGTHS & NUMBER OF CONES CHART

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	TAPER LENGTH: L (FT.) / * OF SKIP LINES/ * OF CHANNELIZING DEVICES										SHOULDER TAPER LENGTH: L/3 (FT.) / * OF SKIP LINES/ * OF CHANNELIZING DEVICES		
	LATERAL SHIFT OF TRAFFIC FLOW PATH (FT.)										FOR SHOULDER WIDTH		
	4	5	6	7	8	9	10	11	12		≤ 4 FT.	5 - 7 FT.	≥ 8 FT.
25	40/1/2	80/2/3	80/2/3	80/2/3	80/2/3	120/3/4	120/3/4	120/3/4	120/3/4	120/3/4	40/1/2	40/1/2	40/1/2
30	80/2/3	80/2/3	80/2/3	120/3/4	120/3/4	160/4/5	160/4/5	160/4/5	200/5/6	40/1/2	40/1/2	40/1/2	40/1/2
35	80/2/3	120/3/4	120/3/4	160/4/5	160/4/5	200/5/6	200/5/6	240/6/7	240/6/7	40/1/2	40/1/2	80/2/3	80/2/3
40	120/3/4	160/4/5	160/4/5	200/5/6	240/6/7	240/6/7	280/7/8	320/8/9	320/8/9	40/1/2	80/2/3	80/2/3	80/2/3
45	200/5/6	240/6/7	280/7/8	360/8/9	360/8/9	400/10/11	440/11/12	520/13/14	560/14/15	80/2/3	80/2/3	120/3/4	120/3/4
50	200/5/6	240/6/7	320/8/9	360/9/10	400/10/11	440/11/12	520/13/14	560/14/15	600/15/16	80/2/3	120/3/4	160/4/5	160/4/5
55	240/6/7	280/7/8	320/8/9	400/10/11	440/11/12	520/13/14	560/14/15	600/15/16	680/17/18	80/2/3	120/3/4	160/4/5	160/4/5
60	240/6/7	320/8/9	360/9/10	440/11/12	480/12/13	560/14/15	600/15/16	680/17/18	720/18/19	80/2/3	120/3/4	160/4/5	160/4/5
65	280/7/8	320/8/9	400/10/11	480/12/13	520/13/14	600/15/16	640/16/17	720/18/19	800/19/20	80/2/3	160/4/5	200/5/6	200/5/6
* THIS TABLE WAS CREATED WITH REFERENCE TO MUTCD TABLE 6H-4. ** THE NUMBER OF CHANNELIZING DEVICES SHOWN IS CALCULATED BASED ON A 40FT DEVICE SPACING. THE NUMBER OF CHANNELIZING DEVICES CAN BE ADJUSTED AS NECESSARY.													

TABLE 011-03 LONGITUDINAL BUFFER SPACE	
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE (FT.) / * OF SKIP LINES
25	155 / 4
30	200 / 5
35	250 / 6
40	305 / 8
45	360 / 9
50	425 / 11
55	495 / 13
65	645 / 16
* THIS TABLE IS THE SAME AS MUTCD TABLE 6C-2.	

TABLE 011-04: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES				
ROLL AHEAD DISTANCE (FT.)/* OF SKIP LINES FOR VEHICLES				
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	MOVING OPERATION (BASED ON PROTECTIVE VEHICLE SPEED OF 15 MPH)		STATIONARY OPERATION	
	MIN	MAX	MIN	MAX
≥ 55	200/5	280/7	120/3	200/5
45 - 50	160/4	240/6	80/2	160/4
≤ 40	120/3	200/5	40/1	120/3
* THIS TABLE WAS CREATED WITH REFERENCE TO MUTCD TABLES NY-2 AND NY2-B.				

TABLE 011-05 FLARE RATES FOR POSITIVE BARRIER					
TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT				
	30 MPH	40 MPH	50 MPH	55 MPH	65 MPH
TEMPORARY POSITIVE BARRIER	8:1	11:1	14:1	16:1	20:1
BOX BEAM OR HEAVY POST CORRUGATED BEAM	7:1	9:1	11:1	12:1	15:1

TABLE 011-06
ADVANCE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH*)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH*)	200	200	200	AHEAD	AHEAD
URBAN (≥ 45 MPH*)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
FREEWAY	1000	1500	2640	1 MILE	1 1/2 MILE
* PRECONSTRUCTION POSTED SPEED LIMIT. ** THIS TABLE IS THE SAME AS MUTCD TABLE NY6H-3.					

TABLE 011-07
TAPER LENGTH FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)
MERCING TAPER	L
SHIFTING TAPER	L/2
SHOULDER TAPER	L/3
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT. MIN -100 FT. MAX
DOWNSTREAM TAPER	50 FT. MIN -100 FT. MAX
* THIS TABLE IS THE SAME AS MUTCD TABLE 6C-3.	

WORK DURATION DEFINITIONS

- A. LONG-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.
- B. INTERMEDIATE-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.
- C. SHORT-TERM IS STATIONARY DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
- D. SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N10 NOTES ON NIGHTTIME WORK.
- E. MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY WHERE THE WORK AT ANY SPECIFIC LOCATION COMPLETES WITHIN 15 MINUTES. IT IS USED FOR VEHICLE BASED OPERATIONS AND DOES NOT INVOLVE WORKERS ON FOOT. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N10 NOTES ON NIGHTTIME WORK.



DEPARTMENT OF PLANNING
DIVISION OF DESIGN

MICHAELIAN OFFICE BUILDING
148 MARTINE AVENUE
WHITE PLAINS, NY 10601

DRAWN BY:
SBL

CHECKED BY:
SBL

PEEKSKILL PRESBYTERIAN CHURCH
705 SOUTH STREET
PEEKSKILL, NY 10566

Washington and South Sts.
Sidewalk Rehabilitation

BASIC WORK TRAFFIC NOTES

SCALE: AS SHOWN	
DATE: JULY 8, 2026	
DATE	REVISIONS

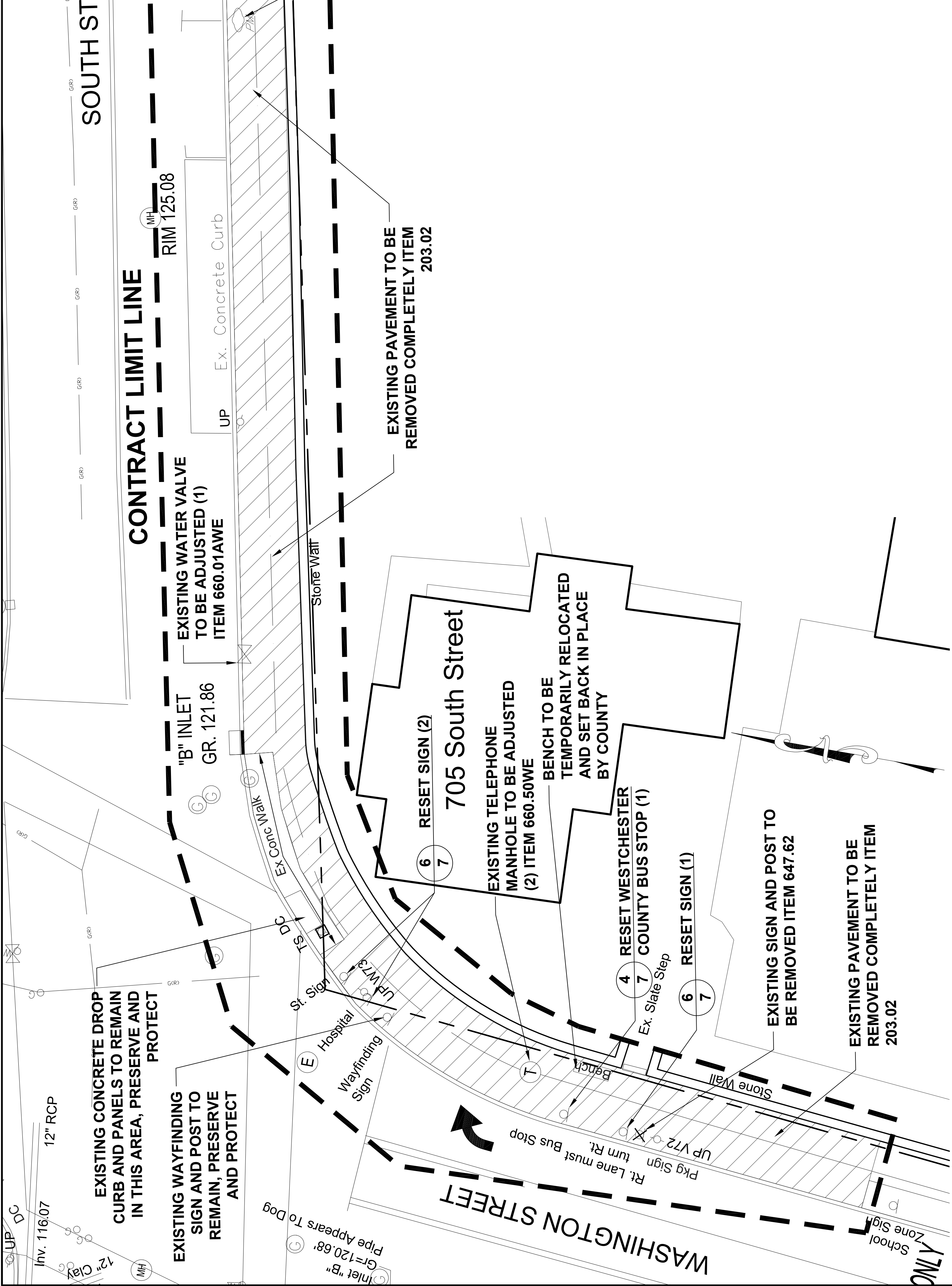
SHEET

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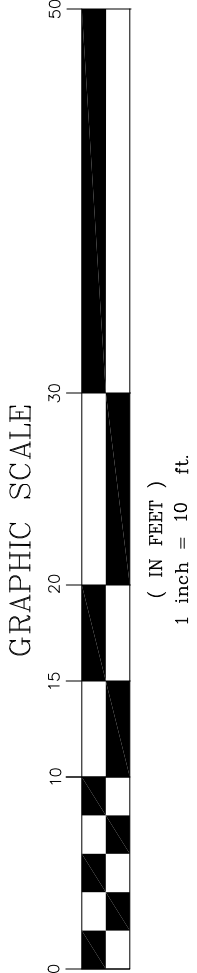
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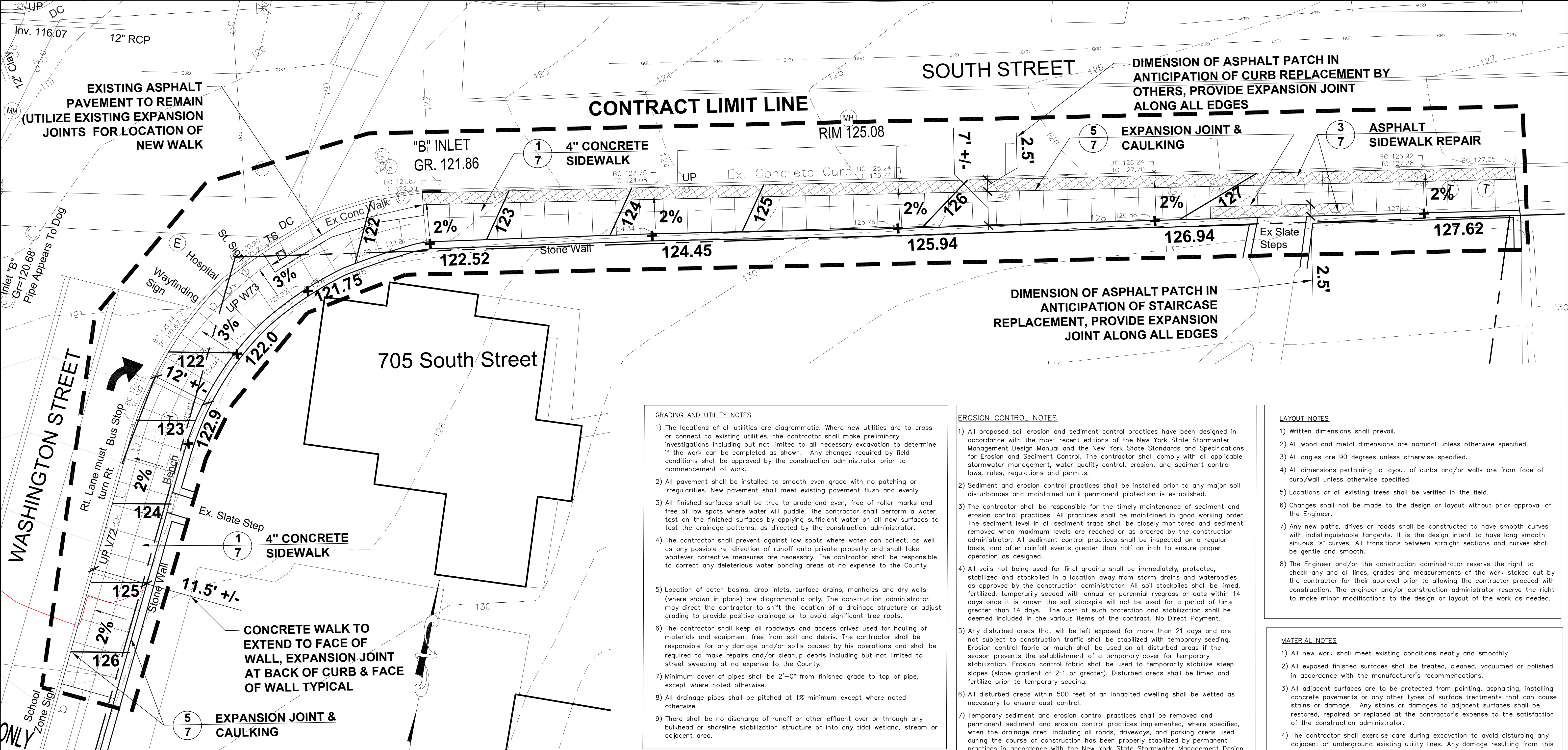
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LEGEND

- CONTRACT LIMIT LINE
- SIGN TO BE RESET
- METER TO BE RESET
- ✕ REMOVE SIGN
- EXISTING PAVEMENT TO BE REMOVED COMPLETELY





- GRADING AND UTILITY NOTES**
- The locations of all utilities are diagrammatic. Where new utilities are to cross or connect to existing utilities, the contractor shall make preliminary investigations including but not limited to all necessary excavation to determine if the work can be completed as shown. Any changes required by field conditions shall be approved by the construction administrator prior to commencement of work.
 - All pavement shall be installed to smooth even grade with no patching or irregularities. New pavement shall meet existing pavement flush and evenly.
 - All finished surfaces shall be true to grade and even, free of roller marks and free of low spots where water will puddle. The contractor shall perform a water test on the finished surfaces by applying sufficient water on all new surfaces to test the drainage patterns, as directed by the construction administrator.
 - The contractor shall prevent against low spots where water can collect, as well as any possible re-direction of runoff onto private property and shall take whatever corrective measures are necessary. The contractor shall be responsible to correct any deleterious water ponding areas at no expense to the County.
 - Location of catch basins, drop inlets, surface drains, manholes and dry wells (where shown in plans) are diagrammatic only. The construction administrator may direct the contractor to shift the location of a drainage structure or adjust grading to provide positive drainage or to avoid significant tree roots.
 - The contractor shall keep all roadways and access drives used for hauling of materials and equipment free from soil and debris. The contractor shall be responsible for any damage and/or spills caused by his operations and shall be required to make repairs and/or cleanup debris including but not limited to street sweeping at no expense to the County.
 - Minimum cover of pipes shall be 2'-0" from finished grade to top of pipe, except where noted otherwise.
 - All drainage pipes shall be pitched at 1% minimum except where noted otherwise.
 - There shall be no discharge of runoff or other effluent over or through any bulkhead or shoreline stabilization structure or into any tidal wetland, stream or adjacent area.

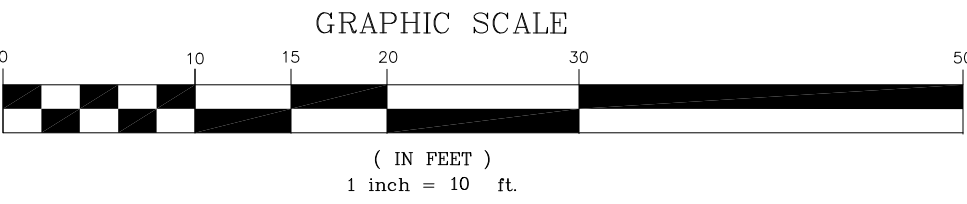
- EROSION CONTROL NOTES**
- All proposed soil erosion and sediment control practices have been designed in accordance with the most recent editions of the New York State Stormwater Management Design Manual and the New York State Standards and Specifications for Erosion and Sediment Control. The contractor shall comply with all applicable stormwater management, water quality control, erosion, and sediment control laws, rules, regulations and permits.
 - Sediment and erosion control practices shall be installed prior to any major soil disturbances and maintained until permanent protection is established.
 - The contractor shall be responsible for the timely maintenance of sediment and erosion control practices. All practices shall be maintained in good working order. The sediment level in all sediment traps shall be closely monitored and sediment removed when maximum levels are reached or as ordered by the construction administrator. All sediment control practices shall be inspected on a regular basis, and after rainfall events greater than half an inch to ensure proper operation as designed.
 - All soils not being used for final grading shall be immediately, protected, stabilized and stockpiled in a location away from storm drains and waterbodies as approved by the construction administrator. All soil stockpiles shall be limed, fertilized, temporarily seeded with annual or perennial ryegrass or oats within 14 days once it is known the soil stockpile will not be used for a period of time greater than 14 days. The cost of such protection and stabilization shall be deemed included in the various items of the contract. No Direct Payment.
 - Any disturbed areas that will be left exposed for more than 21 days and are not subject to construction traffic shall be stabilized with temporary seeding. Erosion control fabric or mulch shall be used on all disturbed areas if the season prevents the establishment of a temporary cover for temporary stabilization. Erosion control fabric shall be used to temporarily stabilize steep slopes (slope gradient of 2:1 or greater). Disturbed areas shall be limed and fertilize prior to temporary seeding.
 - All disturbed areas within 500 feet of an inhabited dwelling shall be wetted as necessary to ensure dust control.
 - Temporary sediment and erosion control practices shall be removed and permanent sediment and erosion control practices implemented, where specified, when the drainage area, including all roads, driveways, and parking areas used during the course of construction has been properly stabilized by permanent practices in accordance with the New York State Stormwater Management Design Manual and the New York State Standards and Specifications for Erosion and Sediment Control.

- LAYOUT NOTES**
- Written dimensions shall prevail.
 - All wood and metal dimensions are nominal unless otherwise specified.
 - All angles are 90 degrees unless otherwise specified.
 - All dimensions pertaining to layout of curbs and/or walls are from face of curb/wall unless otherwise specified.
 - Locations of all existing trees shall be verified in the field.
 - Changes shall not be made to the design or layout without prior approval of the Engineer.
 - Any new paths, drives or roads shall be constructed to have smooth curves with indistinguishable tangents. It is the design intent to have long smooth sinuous 's' curves. All transitions between straight sections and curves shall be gentle and smooth.
 - The Engineer and/or the construction administrator reserve the right to check any and all lines, grades and measurements of the work staked out by the contractor for their approval prior to allowing the contractor proceed with construction. The engineer and/or construction administrator reserve the right to make minor modifications to the design or layout of the work as needed.

- MATERIAL NOTES**
- All new work shall meet existing conditions neatly and smoothly.
 - All exposed finished surfaces shall be treated, cleaned, vacuumed or polished in accordance with the manufacturer's recommendations.
 - All adjacent surfaces are to be protected from painting, asphaltting, installing concrete pavements or any other types of surface treatments that can cause stains or damage. Any stains or damages to adjacent surfaces shall be restored, repaired or replaced at the contractor's expense to the satisfaction of the construction administrator.
 - The contractor shall exercise care during excavation to avoid disturbing any adjacent or underground existing utility lines. Any damage resulting from this construction shall be the contractor's responsibility and shall be restored to the satisfaction of the construction administrator.
 - The plans show above-ground structures and/or utilities believed to exist within the project limits. The contractor is warned that the exact or even approximate location of pipeline, subsurface structures and/or utilities believed to exist in the project area are not warranted to be accurate.
 - It is incumbent upon the contractor to verify/locate all utilities within the project area prior to commencing work. Unless separate payment is otherwise provided for in the contract, all costs associated with marking/locating underground utilities including, but not limited to hiring a utility tracing company, shall be deemed included in the various items of the contract. No Direct Payment.

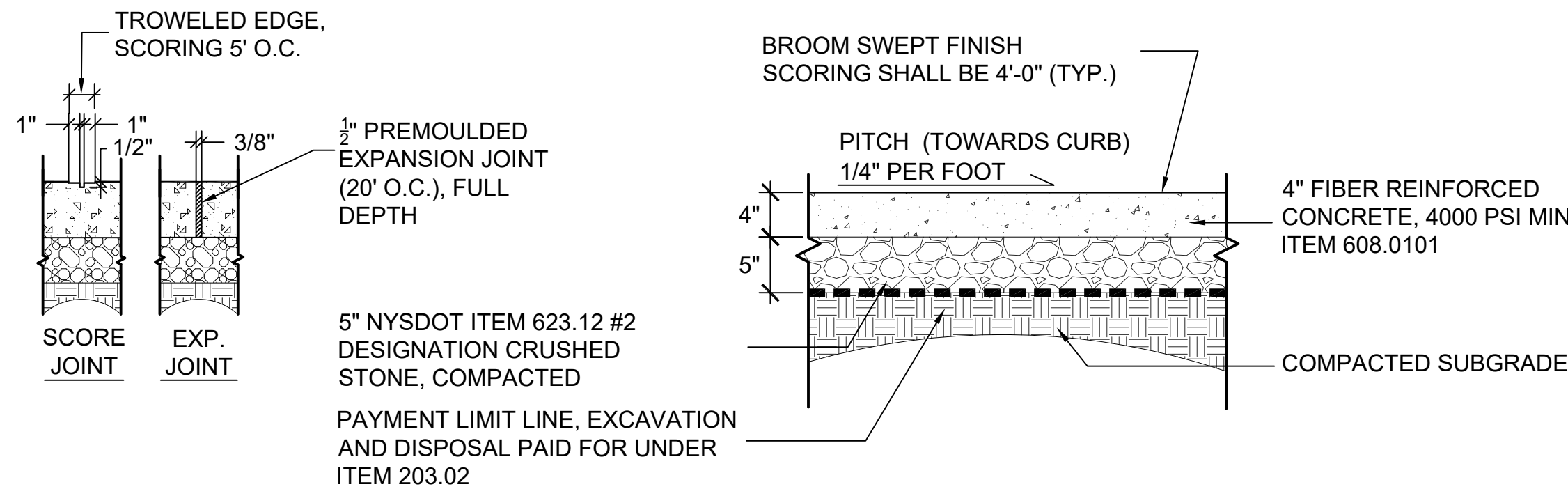
LEGEND

- | | | | |
|--|---------------------|--------|----------------------------|
| | CONTRACT LIMIT LINE | | PROPOSED CONCRETE SIDEWALK |
| | SIGN TO BE RESET | | ASPHALT SIDEWALK REPAIR |
| | METER TO BE RESET | | PROPOSED CONTOURS |
| | | + 82.8 | PROPOSED SPOT ELEVATION |



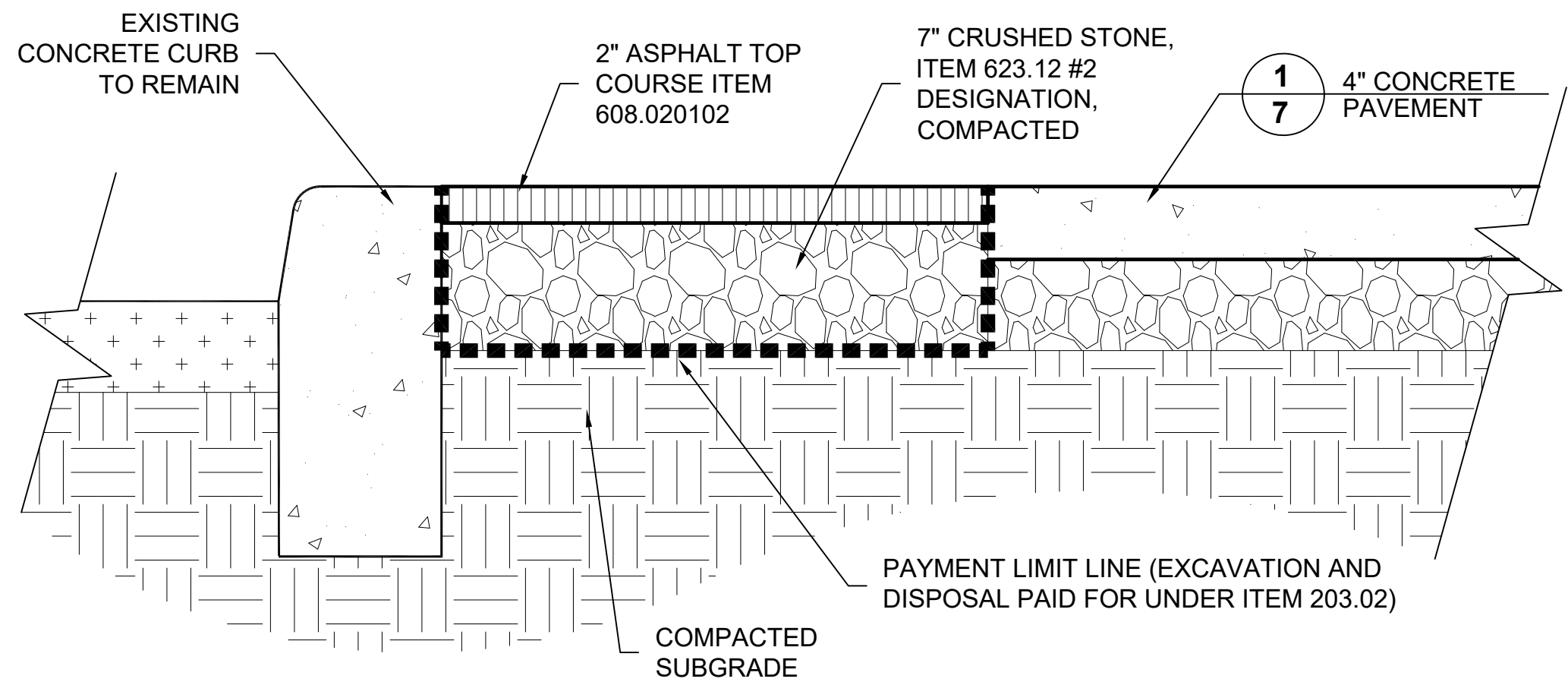
WESTCHESTER COUNTY DEPARTMENT OF PLANNING DIVISION OF DESIGN MICHAELIAN OFFICE BUILDING 148 MARTINE AVENUE WHITE PLAINS, NY 10601 DRAWN BY: SBL CHECKED BY: SBL	PEEKSKILL PRESBYTERIAN CHURCH 705 SOUTH STREET PEEKSKILL, NY 10566 Washington and South Sts. Sidewalk Rehabilitation LAYOUT, MATERIALS & GRADING PLAN	SCALE: 1"=10'-0" DATE: JULY 8, 2026 DATE REVISIONS BY	SHEET 6 OF 7 6
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NOTE: APPLY CONCRETE SEALER MEETING THE REQUIREMENTS OF NYSDOT 717-03 PENETRATING TYPE PROTECTIVE SEALER, INCLUDED IN THE COST OF ITEM 608.0101. A PRODUCT WHICH COMBINES SEALANT AND CURING COMPOUND SUCH AS SUPER DIAMOND CLEAR VOX BY EUCLID, OR APPROVED EQUAL WILL ALSO BE ACCEPTED.



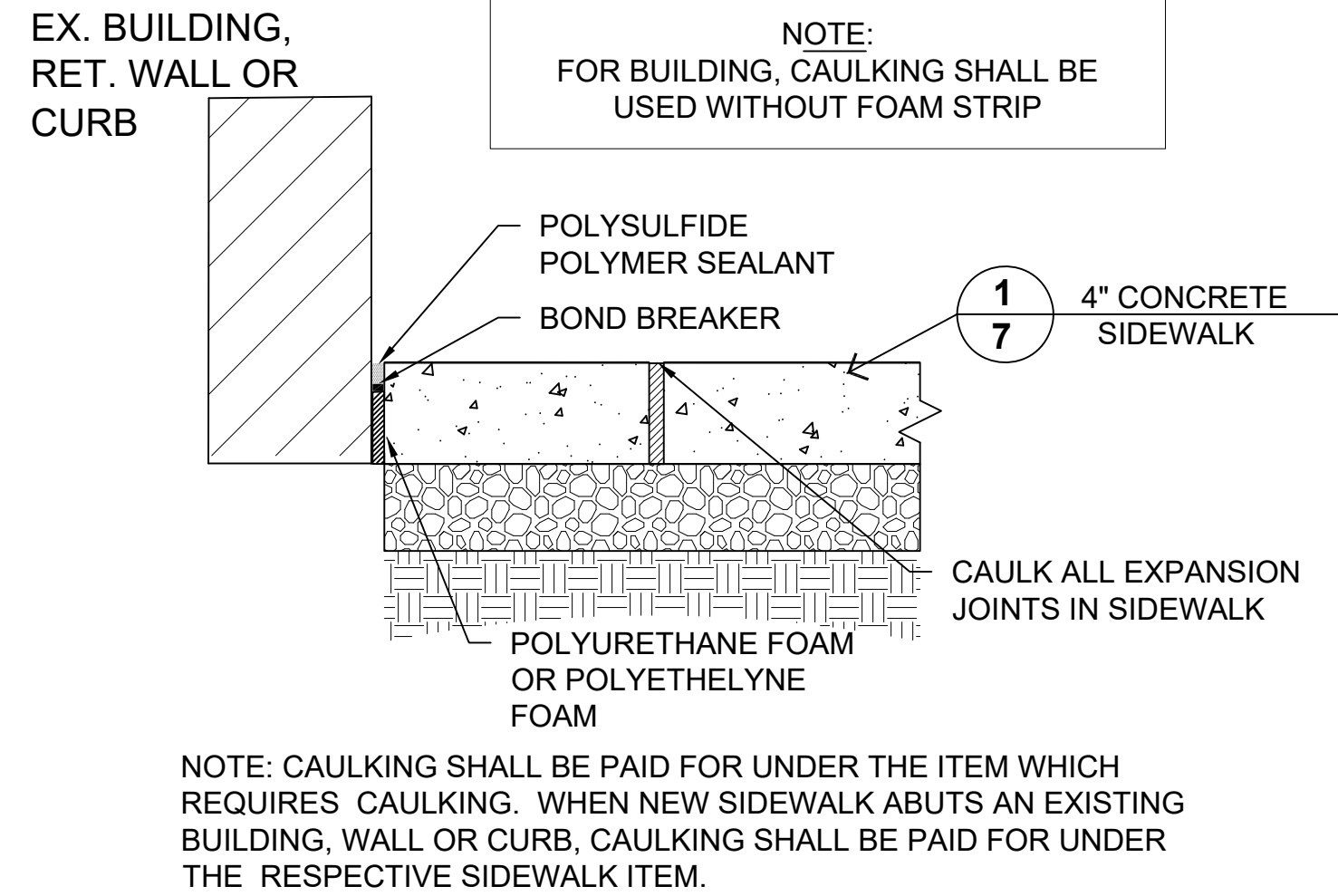
1 4" CONCRETE SIDEWALK

SCALE 1"=1'-0"



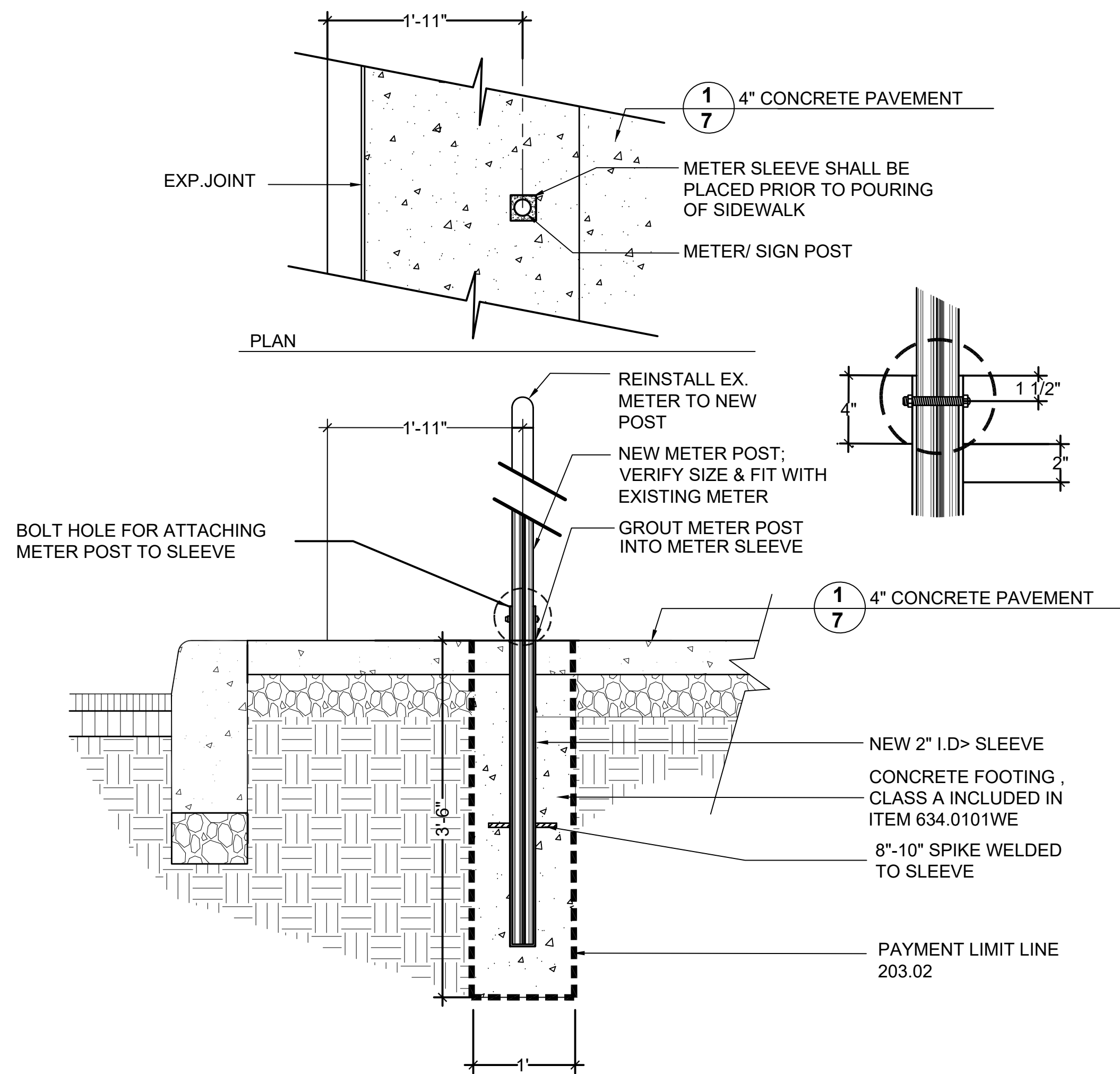
3 ASPHALT SIDEWALK REPAIR

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



5 EXPANSION JOINT & CAULKING

SCALE 1"=1'-0"

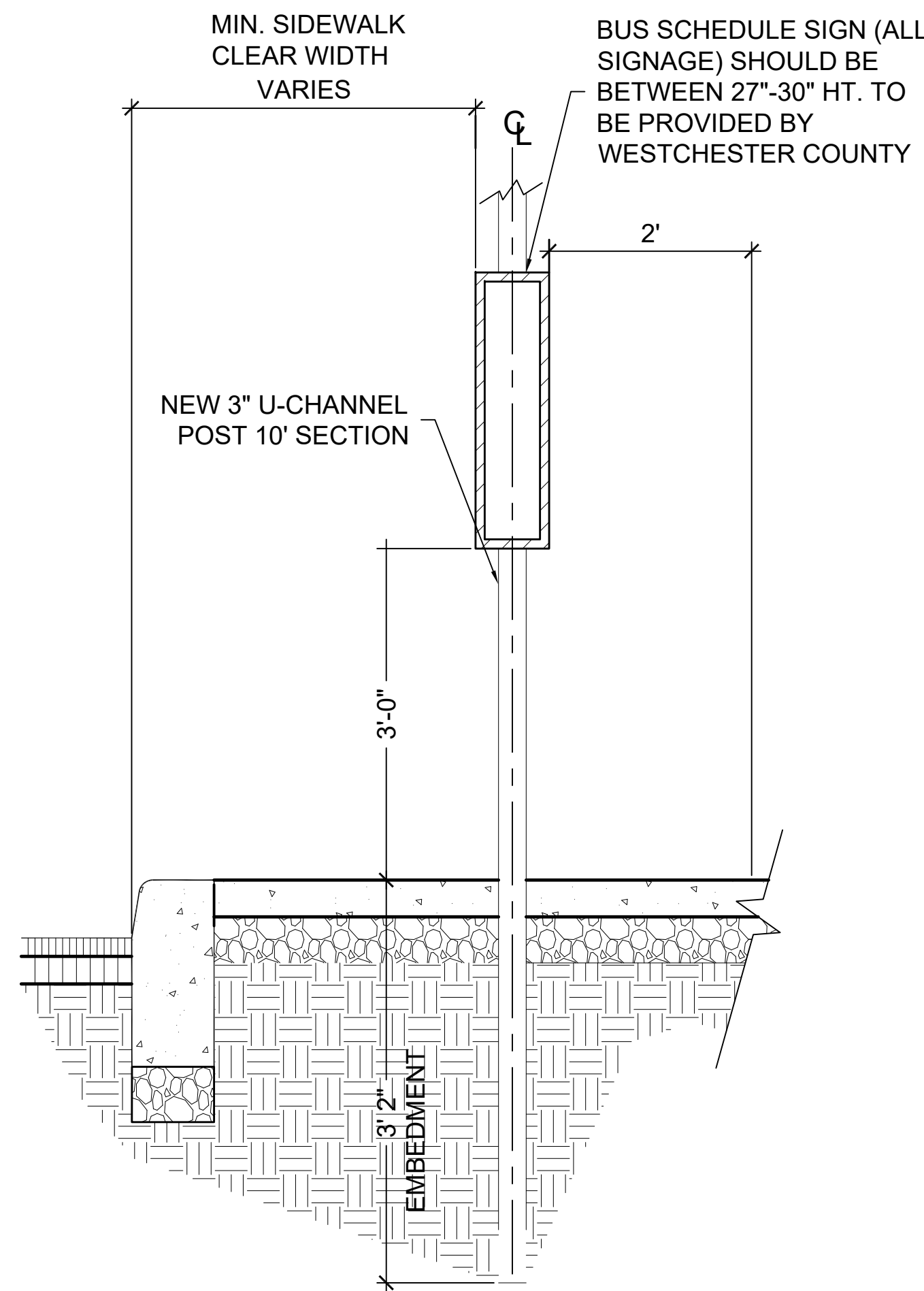


NOTE: 1) RESET METER IN SAME LOCATION AS EXISTING
2) METER SLEEVE SHALL BE DRILLED AND PROVIDED WITH A TAMPER PROOF BOLT

2 RESET PARKING METER

(ITEM NO. 634.0101WE)

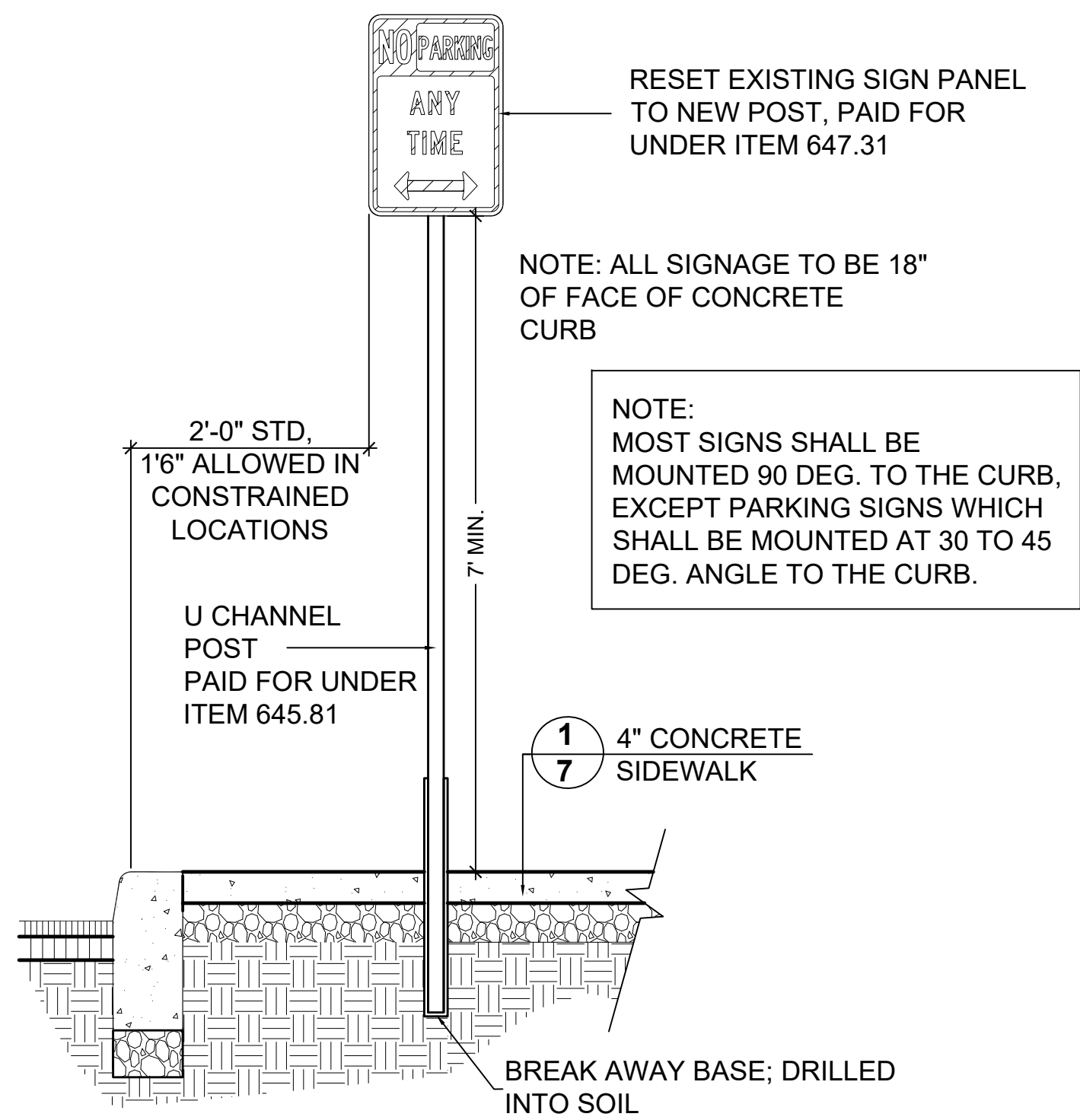
SCALE 1"=1'-0"



4 RESET BUS STOP SIGN WITH NEW POST

(ITEM 645.8101WE)

NOT TO SCALE



6 RESET SIGN WITH NEW POST

NOT TO SCALE

 DEPARTMENT OF PLANNING DIVISION OF DESIGN MICHAELIAN OFFICE BUILDING 148 MARTINE AVENUE WHITE PLAINS, NY 10601	PEEKSKILL PRESBYTERIAN CHURCH 705 SOUTH STREET PEEKSKILL, NY 10566		SCALE: AS SHOWN DATE: JULY 8, 2026			SHEET 7 OF 7 7
	Washington and South Sts. Sidewalk Rehabilitation		DATE	REVISIONS	BY	
DRAWN BY: SBL	CHECKED BY: SBL	DETAILS				