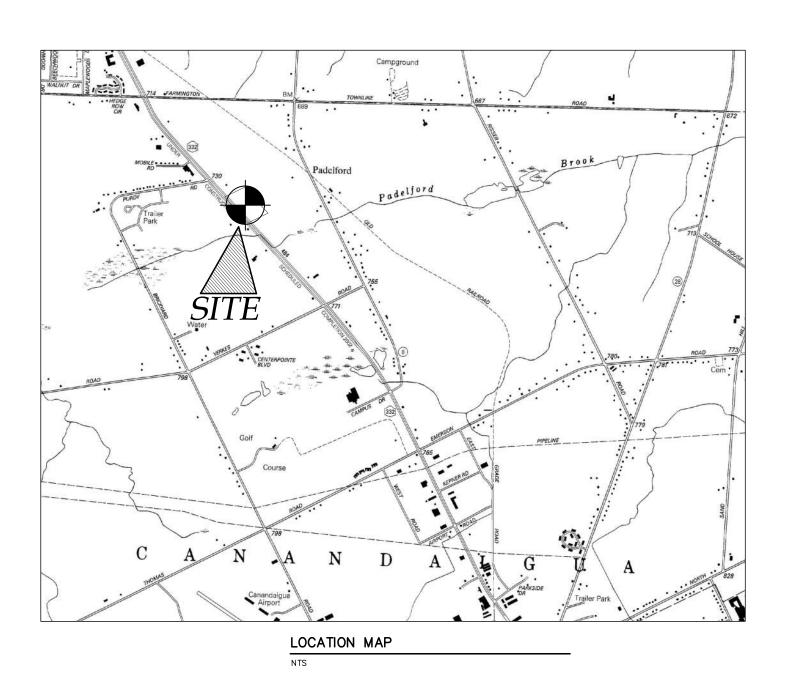
FELIX TAO - OPTOMETRY

NEW MEDICAL OFFICE BUILDING

1947 N.Y.S. ROUTE 332 TOWN OF CANANDAIGUA COUNTY OF ONTARIO STATE OF NEW YORK MARCH 13, 2020



AERIAL MAP - FOR REFERENCE ONLY







INDEX:

COVER

G001 - GENERAL NOTES

EX100 - EXISTING/DEMO & EROSION CONTROL PLAN

C100 - SITE LAYOUT & UTILITY PLAN

C110 - GRADING PLAN

L100 - LANDSCAPING AND LIGHTING PLAN

C500 - DETAILS

C501 - DETAILS

C502 - DETAILS

C503 - DETAILS

C504 - DETAILS

FELIX TAO - OPTOMETRY
NEW MEDICAL OFFICE BUILDING
1947 N.Y.S. ROUTE 332
CANANDAIGUA, NY 14424

PREPARED FOR: FELIX TAO 4480 COUNTY ROAD 16 CANANDAIGUA, NY 14424

PROPERTY OWNER: SIMMONS ROCKWELL REALTY ASSOC., LLC 1160 COUNTY ROUTE 66 HORNELL, NEW YORK 14843

DATE: 03/13/2020

REVISIONS: 3/19/2020 TOWN PRC COMMENTS

PREPARED BY:



MARKS ENGINEERING, P.C. 42 BEEMAN ST. CANANDAIGUA, NY 14424 (585) 905-0360 INFO@MARKSENGINEERING.COM

GENERAL NOTES:

- 1. THE CONTRACTOR SHALL MAINTAIN ALL UTILITIES AND PROPERTY MARKERS. IT IS THE NYS LAW TO CALL NYS DIG SAFE FOR UFPO (811) PRIOR TO ANY EXCAVATION.
- THE ROADWAY SHALL BE KEPT FREE OF DEBRIS DURING CONSTRUCTION THE CONTRACTOR IS RESPONSIBLE FOR SAFETY CONTROL DEVICES. SUCH
- DEVICES (BARRICADES, FENCING, ETC.) SHALL BE IMPLEMENTED TO MINIMIZE RISK OF INJURY TO PEDESTRIANS AND WORKERS. CONSTRUCTION ACTIVITY SHALL BE CONDUCTED WITHIN COMPLIANCE WITH OSHA GUIDELINES.
- PLANS ARE GRAPHIC REPRESENTATIONS OF WORK TO BE PERFORMED. THESE PLANS ARE TO INTENDED TO CONVEY ENGINEERING INFORMATION
- CONTRACTOR TO VERIFY ALL LOCATIONS, GRADES AND INVERTS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO THE START OF
- 6. ALL SPECIFIED MATERIALS ARE TO BE INSTALLED AS PER MANUFACTURES RECOMMENDATIONS OR INDUSTRY STANDARD.
- ANY SYSTEM MODIFICATIONS OR DEVIATIONS FROM THE APPROVED PLANS, NYS BUILDING CODES, AND/OR LOCAL REGULATIONS REQUIRED BY SITE CONSTRAINTS, UNFORESEEN CONDITIONS OR GOVERNING AUTHORITIES WILL BE DONE AT THE RISK OF THE CLIENT.

SITE NOTES:

- 1. THE CONSTRUCTION SITE IS NOT WITHIN 100' OF A WETLAND AS DELINEATED BY NYS DEC. THERE ARE NOT NYS DEC DELINEATED OR APPARENT WETLANDS ON THE PROPERTY AS SHOWN.
- 2. THE CONSTRUCTION SITE IS NOT WITHIN A 100 YEAR FLOODPLAIN AS DELINEATED BY FEMA MAP#360601 0003C DATED DECEMBER 5, 1996.
- WATER SUPPLY: PUBLIC WATER TOWN OF CANANDAIGUA
- 4. NYS SPDES PERMIT IS REQUIRED FOR THESE CONSTRUCTION ACTIVITIES, DISTURBANCE SHALL BE LESS THAN FIVE ACRES. IF THE CONTRACTOR OR OWNER AT ANY TIME PLAN DISTURB GREATER THAN FIVE ACRES THE ENGINEER
- 5. ALL NEW OUTDOOR LIGHTING ON SHALL HAVE APPROPRIATE SHIELDS AND CUT-OFF TO LIMIT ILLUMINATION OF OTHER PROPERTIES. ALL LIGHTS SHALL BE DARK SKY COMPLIANT.

PIPE BEDDING DETAILS FOR STORM LINES

STORM SEWER TYPE OF UTILITY PIPE MATERIAL PVC 4" TO 15" APPLICABLE PIPE SIZE: TRENCH WIDTH: MAX. O.D. + 24"

SELECT EARTH TRENCH CONDITIONS:

BEDDING SPECIFICATION: THE TRENCH BOTTOM SHALL BE TRUE, EVEN, AND FREE OF LARGE STONES, LARGE DIRT CLODS, AND ANY OTHER FROZEN MATERIAL AS APPROVED BY THE ENGINEER. A MINIMUM OF THREE (3) INCHES OF NO. 1 AND NO. 1A CRUSHED STONE MIXED EQUALLY (NYSDOT GRADATION TABLE 703-4) SHALL BE INSTALLED AND TAMPED TO PROVIDE SATISFACTORY BEDDING FOR THE PIPE WHICH IS FIRM AND GIVES CONTINUOUS SUPPORT OF THE PIPE BARREL. DEPRESSIONS SHALL BE HOLLOWED IN THE TRENCH BOTTOM FOR PIPE BELLS AT ALL JOINTS IN THIS GRANULAR LIFT.

BACKFILL SPECIFICATION: INITIAL BACKFILL FROM THE TOP OF THE PIPE BEDDING MATERIAL TO THE SPRING LINE OF THE PIPE SHALL CONSIST OF NO. 1 AND NO. 1A CRUSHED STONE (NYSDOT GRADATION TABLE 703-4) MIXED EQUALLY.

> FROM THE SPRING LINE OF THE PIPE TO 12" ABOVE THE TOP OF THE PIPE APPROVED SELECT BACKFILL MATERIAL, FREE OF LARGE STONES, DIRT CLODS, OR FROZEN MATERIAL WITH ANY DIMENSION GREATER THAN 1-1/2" SHALL BE INSTALLED.

THE REMAINDER OF THE BACKFILL MATERIAL NEED NOT BE AS CAREFULLY SELECTED AS THE INITIAL BACKFILL. LARGE STONES SHALL BE AVOIDED THAT COULD DAMAGE THE INSTALLED PIPE WHEN DROPPED OR WHEN FORCE THROUGH THE SOIL CUSHION OF THE INITIAL BACKFILL.

TYPE OF UTILITY PIPE MATERIAL:

STORM SEWER PVC

4" TO 15"

MAX. O.D. + 24"

ROCK OR HARD PAN

APPLICABLE PIPE SIZE: TRENCH WIDTH

TRENCH CONDITIONS:

A MINIMUM CUSHION OF 6" OF NO. 1 AND NO. 1A CRUSHED STONE BEDDING SPECIFICATION: (NYSDOT GRADATION TABLE 703-4) SHALL BE USED WHEN EXCAVATING THROUGH ROCK OR HARD PAN. THE REMAINDER OF THE BEDDING INSTRUCTIONS SHALL BE AS THOSE FOR BEDDING IN SELECT EARTH.

BACKFILL SPECIFICATION: SEE INSTRUCTIONS FOR PVC SEWER PIPE, BACKFILL IN SELECT EARTH

TRENCH CONDITIONS: WET EARTH

BEDDING SPECIFICATION:

IN ADDITION TO THE BEDDING REQUIRED FOR PVC SEWER PIPE IN SELECT EARTH, AN ADDITIONAL 6" OF NO. 2 AND NO. 3 CRUSHED STONE (NYSDOT GRADATION TABLE 703-4) MIXED EQUALLY SHALL BE INSTALLED TO SUPPORT THE SPECIFIED BEDDING MATERIAL, 3" OR NO. 1 AND NO 1A CRUSHED STONE.

BACKFILL SPECIFICATION: SEE INSTRUCTIONS FOR PVC SEWER PIPE, BACKFILL IN SELECT EARTH

GRADING NOTES:

- CUT AND FILL SLOPES SHALL NOT EXCEED 3 ON 1.
- 2. CONSTRUCTION SHALL CONFORM TO THE TOWN OF CANANDAIGUA AND NYS CODES AND STANDARDS
- 3. SITE SHALL BE GRADED SUCH THAT THERE IS POSITIVE DRAINAGE AT A MINIMUM OF 2% AWAY FROM ANY BUILDINGS, STRUCTURES, DRIVEWAYS, AND SEPTIC SYSTEM.
- 4. TOPSOIL SHALL BE STRIPED OF AREAS PLANNED FOR CONSTRUCTION AND REAPPLIED AFTER GRADING IS FINISHED. ANY UNUSED TOPSOIL SHALL BE HAULED OFF SITE.

UTILITY NOTES:

- 1) CONTRACTOR SHALL VERIFY LOCATION OF EXISTING SERVICE AND COORDINATE ALL WORK W/ UTILITY PROVIDERS. RELOCATE WATER AND SANITARY PIPING AS REQUIRED.
- 2) ELEC SERVICE AND COMMUNICATION SHALL MEET CURRENT NATIONAL ELECTRIC CODE.

DRIVEWAY, AND GRADING NOTES:

- 1. DRIVEWAY SHALL NOT EXCEED 10% TRAVERSING SLOPE AND 2% CROSS SLOPE.
- 2. DRIVEWAY SHALL BE MINIMUM 12 FEET IN WIDTH (RESIDENTIAL) OR 20' IN WIDTH (COMMERCIAL) 3. DRAINAGE SWALES SHALL HAVE A MINIMUM DEPTH OF 12" AND MINIMUM WIDTH OF 4'. SWALES SHALL HAVE A LINEAR SLOPE OF MINIMUM 2% (1' RISE PER 50' RUN) AND MAXIMUM SIDE
- SLOPE OF 1' RISE PER 3' RUN. 4. ALL WORK WITHIN RIGHT-OF-WAY SHALL BE PERMITTED BY HIGHWAY SUPERINTENDENT AND COORDINATE W/ INSPECTOR.

WASTEWATER TREATMENT SYSTEM NOTES:

- THESE PLANS ARE PREPARED IN COMPLIANCE WITH THE PUBLIC HEALTH LAW. APPENDIX 75-A, OF PART 75, OF THE ADMINISTRATIVE RULES AND REGULATIONS CONTAINED IN CHAPTER 10, OF TITLE 10 (HEALTH) OF THE OFFICIAL COMPILATION OF CODES, RULES, AND REGULATIONS OF THE STATE OF NEW YORK.
- 2. ABSORPTION TRENCHES SHALL BE INSTALLED PARALLEL TO CONTOURS. CONTOURS SHOWN ARE GRAPHIC REPRESENTATIONS OF SITE. CONTRACTOR IS TO VERIFY GRADE AND LAYOUT OF ABSORPTION TRENCH PRIOR TO CONSTRUCTION.
- 3. AT NO TIME SHALL ANY MACHINERY OR VEHICLE DRIVE OVER TRENCHES. TRACKED EQUIPMENT CAN BE DRIVEN PERPENDICULAR TO TRENCHES AS REQUIRED TO BACKFILL BUT NOT IN
- 4. THE CONTRACTOR IS TO NOTIFY ENGINEER AFTER COMPLETION OF WORK, WHILE SYSTEM IS OPEN AND SCHEDULE FINAL INSPECTION. AFTER FINAL INSPECTION BY THE ENGINEER, THE SYSTEM MAY BE CLOSED.
- 5. THE SYSTEM SITE IS TO BE SEEDED, MULCHED, AND RETURNED TO THE VEGETATIVE STATE AS SOON AS POSSIBLE.
- 6. THE SYSTEM IS TO BE KEPT MOWED AT ALL TIMES, FREE OF TRAFFIC OR HEAVY WHEELED VEHICLES, AND FREE OF SHRUB OR TREE CANOPY FOR THE DURATION OF ITS USE. 7. DO NOT ATTEMPT TO INSTALL SYSTEM ON FROZEN GROUND, WET CONDITIONS OR LEAVE
- SYSTEM UNCOVERED FOR EXTENDED PERIODS OF TIME. 8. NO HOT TUBS. SAUNAS. ROOF DRAINS, WATER CONDITIONING BACKWASH SYSTEMS, SUMP
- CROCKS ETC. SHALL BE INCORPORATED INTO THIS SYSTEM UNLESS OTHERWISE SPECIFIED. 9. EXPANSION AREA SHALL REMAIN CLEAR OF ALL LANDSCAPING, SHRUBS, TREES, AND STRUCTURES. THE EXPANSION AREA SHALL BE MAINTAINED AS LAWN. FUTURE ACCESS TO
- THIS AREAS SHALL NOT BE LIMITED. 10. SOIL PIPE AND HOUSE SHALL BE VENTED THROUGH THE ROOF OF THE NEW DWELLING W/ AT LEAST ONE 3" VENT MAXIMUM OF 4' HORIZONTALLY AWAY FROM INSIDE OF FOUNDATION WALL. A 4" CLEAN-OUT SHALL BE PROVIDED AT A POINT JUST INSIDE THE FOUNDATION
- 11. A SYSTEM SHALL NOT BE BUILT IN UNSTABILIZED FILL MATERIAL. THE FILL MATERIAL SHALL BE ALLOWED TO SETTLE NATURALLY FOR A PERIOD OF AT LEAST SIX MONTHS TO INCLUDE ONE FREEZE-THAW CYCLE OR MAY BE STABILIZED BY MECHANICAL COMPACTION IN SHALLOW LIFTS IF A FILL MATERIAL CONSISTING OF ONLY A GRANULAR SAND OR SANDY LOAM IS USED.
- 12. THE ABSORPTION TRENCHES SHALL BE CONSTRUCTED IN THE FILL MATERIAL 13. THE ENTIRE SURFACE OF THE SYSTEM INCLUDING THE TAPERS SHALL BE COVERED WITH A MINIMUM OF SIX INCHES OF TOPSOIL, MOUNDED TO ENHANCE THE RUNOFF OF RAINWATER
- FROM THE SYSTEM AND SEEDED TO GRASS. 14. PERCOLATION TESTS SHALL BE CONDUCTED IN THE FILL MATERIAL AT THE BORROW PIT AND AFTER PLACEMENT AND SETTLING AT THE CONSTRUCTION SITE. THE SLOWER PERCOLATION RATE OF THESE TESTS SHALL BE USED FOR DESIGN PURPOSES.

STANDARD NOTES

- 1. ALL IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE MOST RECENT STANDARDS AND SPECIFICATIONS OF THE TOWN OF CANANDAIGUA AND THE APPROPRIATE WATER/SEWER AGENCIES, UNLESS OTHERWISE NOTED.
- A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS REQUIRED TO CONFORM WITH THE LATEST NYSDEC GENERAL PERMIT AND TO THE TOWN REQUIREMENTS REGARDING MAINTENANCE AND CONTROL OF STORM WATER
- ALL SWPPP'S ARE REQUIRED TO BE REVIEWED AND APPROVED BY THE TOWN CEO AND TOWN ENGINEER. THE TOWN MS4 SWPPP ACCEPTANCE FORM IS TO BE SIGNED AND INSERTED INTO THE PROJECT SWPPP PRIOR TO CONSTRUCTION
- THE OWNER IS RESPONSIBLE FOR IMPLEMENTING THE REQUIRED SWPPP, INCLUDING FILING OF THE "NOTICE OF INTENT" (NOI). A COPY OF THE NYSDEC ACKNOWLEDGEMENT LETTER IS TO BE PROVIDED TO THE TOWN DEVELOPMENT OFFICE AND TOWN ENGINEER PRIOR TO CONSTRUCTION.
- 5. A COPY OF THE PROJECT SWPPP IS TO BE PROVIDED TO THE TOWN DEVELOPMENT OFFICE, TOWN ENGINEER, AND A COPY IS TO REMAIN ONSITE DURING CONSTRUCTION AT ALL TIMES IN A MARKED AND ACCESSIBLE LOCATION.

6. ANY MODIFICATIONS OR DEVIATIONS FROM THE APPROVED PLANS, CONSTRUCTION SEQUENCE, AND/OR SWPPP,

BE APPROVED BY THE TOWN OF CANANDAIGUA AND DOCUMENTED WITHIN THE PROJECT SWPPP 7. THE OWNER IS REQUIRED TO PROVIDE DAILY ONSITE OBSERVATION BY A LICENSE PROFESSIONAL OR A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC). ALL SWPPP INSPECTIONS ARE TO BE IN A FORM ACCEPTABLE BY THE TOWN OF CANANDAIGUA AND FORWARDED TO OWNER, THE TOWN CEO, TOWN ENGINEER, AND A COPY PLACED WITHIN THE ONSITE PROJECT SWPPP.

INCLUDING IMPLEMENTATION OF EROSION CONTROL MEASURES AND STORM WATER MANAGEMENT AREAS, SHALL

- 8. THE OWNER IS RESPONSIBLE FOR PROVIDING ONSITE SWPPP INSPECTIONS BY A LICENSE PROFESSIONAL OR A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) DURING CONSTRUCTION ONCE PER WEEK (EVERY 7 DAYS) IF UNDER 5-ACRES OF DISTURBANCE AND TWICE PER WEEK (EVERY 7 DAYS) IF 5-ACRES OR MORE WITH RECEIPT OF A 5-ACRE WAIVER FROM THE TOWN OF CANANDAIGUA (MS4).
- REQUIRED TO COORDINATE THE REGULAR SWPPP OBSERVATIONS REQUIRED BY THE LATEST GENERAL PERMIT WITH THE CANANDAIGUA LAKE WATERSHED INSPECTOR, THE WATERSHED PROGRAM MANAGER AND THE TOWN CODE ENFORCEMENT OFFICER

9. DEVELOPMENT IN THE CANANDAIGUA LAKE WATERSHED DISTURBING MORE THAN 5-ACRES AT ONE TIME, IS

11. DUST SHALL BE CONTROLLED DURING CONSTRUCTION BY THE CONTRACTOR TO MINIMIZE EFFECT ON THE

- 10. CONSTRUCTION SEQUENCE ALL PLANS ARE TO BE PROVIDED WITH A DETAILED CONSTRUCTION SEQUENCE. HE CONTRACTOR SHALL COMPLETE CONSTRUCTION AND INSTALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE APPROVED CONSTRUCTION SEQUENCE UNLESS SPECIFIED OTHERWISE ON THE APPROVED DESIGN PLANS OR AT THE PRE -CONSTRUCTION MEETING.
- AS DIRECTED BY THE TOWN OF CANANDAIGUA. 12. THE OWNER'S CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT, MAINTENANCE, CLEANING, REPAIR AND REPLACEMENT OF EROSION CONTROL MEASURES DURING SITE CONSTRUCTION AND UNTIL THE SITE S FULLY STABILIZED, INSPECTED BY THE TOWN OF CANANDAIGUA, AND ISSUANCE OF THE NOTICE OF

ADJACENT PROPERTIES. THE CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES AS NEEDED AND/OR

- 14. ROOF LEADERS SHOULD BE CONNECTED TO STORM SEWERS WHERE POSSIBLE, UNLESS OTHERWISE SPECIFIED ON 20. EXISTING UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM FIELD LOCATIONS AND/OR UTILITY THE APPROVED PLANS AND WITHIN THE PROJECT SWPPP
- 15. NO SITE PREPARATION SHALL COMMENCE UNTIL A VISUAL INSPECTION BY THE TOWN OF CANANDAIGUA CONFIRMS THE INSTALLATION OF PERIMETER SEDIMENT CONTROLS AND THE STABILIZED CONSTRUCTION

TERMINATION (NOT) HAS BEEN PROVIDED TO NYSDEC.

16. UPON COMPLETION OF CONSTRUCTION AND ESTABLISHMENT OF VEGETATION, THE STORM WATER MANAGEMENT FACILITIES SHALL BE CLEANED OF ACCUMULATED SILT.

LANDSCAPING PLAN NOTES:

- 1.ONE YEAR GUARANTEE TO BE PROVIDED BY THE CONTRACTOR ON ALL PLANT MATERIAL FROM DATE OF FINAL ACCEPTANCE.
- 2. ALL EXISTING PAVEMENT, BASE STONE AND UNSUITABLE SUBGRADE MATERIAL IN NEW PLANTING BEDS TO BE REMOVED TO PROVIDE DEPTH FOR SUITABLE PLANTING BACKFILL MATERIAL AS DIRECTED AND APPROVED BY THE ENGINEER.
- 3. ALL PLANTS SHALL MEET OR EXCEED THE REQUIREMENTS SET FORTH IN THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK BY THE AMERICAN ASSOCIATION OF NURSERYMEN, ANSI Z60.1.
- 4. PLANTING BACKFILL MIXTURE TO CONSIST OF 4 PARTS TOPSOIL AND 1 PART PEAT MOSS. PROVIDE 10 LBS. OF 5-10-5 FERTILIZER PER 1 CUBIC YARD OF PLANTING BACKFILL TO A MINIMUM DEPTH OF 2'-0".
- 5. LANDSCAPING CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR ALL LANDSCAPING WORK IF REQUIRED BY THE TOWN OF CANANDAIGUA.
- 6. LANDSCAPING CONTRACTOR WILL INFORM THE ENGINEER/LANDSCAPE ARCHITECT ABOUT ENCOUNTERING ANY UNDERGROUND UTILITIES OR STRUCTURES NOT PREVIOUSLY IDENTIFIED OR FIELD LOCATED.
- 7. ALL SHRUB PLANTING BEDS TO RECEIVE 2" LAYER OF CLEAN, WASHED PEA GRAVEL MULCH PERMEABLE WEED BARRIER.
- 8. ALL PERMANENT LAWN AREAS ARE TO RECEIVE 6" OF TOPSOIL AND THE FOLLOWING LAWN SEED MIX: 65% KENTUCKY BLUEGRASS AT 2.5 LBS PER 1,000 S.F. 20% PERENNIAL RYEGRASS AT 1.0 LBS PER 1,000 S.F. 15% FINE FESCUE AT 0.6 LBS PER 1,000 S.F.

EROSION AND SEDIMENT CONTROL NOTES:

- 1. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTROL OF EROSION AND SEDIMENTATION DURING CONSTRUCTION. SILT FENCE SHALL BE INSTALLED AND MAINTAINED AS NEEDED.
- 2. SOIL DISTURBANCES SHALL BE STABILIZED IMMEDIATELY. DISTURBED SOIL THAT WILL REMAIN LONGER THAN 14 DAYS SHALL BE TEMPORARILY STABILIZED WITHIN 7 DAYS. SOIL SHALL BE STABILIZED WITH NORTHERN GRASS SEED MIXTURE OR APPROPRIATE SEED MIXTURE FOR CONDITIONS. GRASS SEED SHALL BE INSTALLED PER MANUFACTURES SPECIFICATIONS. MULCH STRAW APPLIED AT A RATE OF 2 BALES / 1000 SQFT OR SEED MIXTURE TO PROTECT SITE UNTIL SEED GERMINATES. HYDRO-SEED MAY BE INSTALLED AS AN ALTERNATE.
- 3. CONTRACTOR SHALL INSPECT THE SITE DAILY FOR SIGNS OF EROSION. IF ANY EROSION OR SEDIMENTATION OCCUR CONTRACTOR SHALL IMMEDIATELY PROVIDE PROPER CONTROLS TO STABILIZE THE SITE. ENGINEER WILL RECOMMEND CONTROLS IF REQUIRED.
- 4. SLOPE GREATER THAN 4 ON 1 SHALL BE STABILIZED WITH JUTE FABRIC INSTALLED AS PER MANUFACTURES SPECIFICATIONS AS REQUIRED.
- 5. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN STALLED IN ACCORDANCE WITH NYS STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENTATION CONTROLS.
- 6. INSTALL AND MAINTAIN TEMPORARY DIVERSION SWALES AS NEEDED TO CONTROL RUNOFF DURING CONSTRUCTION.
- 7. THE SITE SHALL BE COMPLETELY STABILIZED FOLLOWING CONSTRUCTION ACTIVITIES AND ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE REMOVED AND DISPOSED OF PROPERLY. 8. CONTRACTOR SHALL MAINTAIN ALL HAZARDOUS MATERIALS AND POSSIBLE CONTAMINANTS IN THERE
- ORIGINAL BOTTLE AND STORED APPROPRIATELY TO ELIMINATE THE POSSIBILITY OF SPILLS OR 9. CONTRACTOR SHALL PROVIDE A SPILL CLEAN UP KIT ON-SITE AT ALL TIMES, SPILL KIT SHALL BE

BE STABILIZED WITHIN SEVEN (7) DAYS AFTER COMPLETION.

SPRING/SUMMER/EARLY FALL

LATE FALL/EARLY WINTER

CEREAL RYE

BIRDSFOOT TREFOIL OR COMMON WHITE CLOVER 8 OR 8

REDTOP OR RYEGRASS (PERENNIAL)

• SEEDING RATE: 6.0 POUNDS PER 1,000 SQUARE FEET

AND CROWN VETCH SEED WITH PERENNIAL RYEGRASS

RIGHT-OF-WAY MONUMENTS IN THE AREAS OF CONSTRUCTION.

FOLLOWING ALL NYSDEC REGULATIONS.

GRADING AND CONSTRUCTION:

TACKIFIER.

THE FOLLOWING SEED MIX SHALL BE USED:

(WHERE APPLICABLE).

APPROPRIATE FOR THE MATERIALS ON-SITE.

STANDARD NOTES (CONTINUED)

AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL AND THE NYSDEC GENERAL PERMIT REQUIREMENTS

A. ALL DISTURBED AREAS INCLUDING TOPSOIL STOCKPILES AND STORMWATER MANAGEMENT FACILITIES ARE TO

• THE SURFACE TWO INCHES OF SOIL SHOULD BE LOOSENED BY DISKING, RAKING, OR BACK-BLADING WITH A

• NO PHOSPHORUS SHALL BE USED UNLESS SOIL TESTING HAS BEEN COMPLETED AND TESTED BY HORTICULTURAL TESTING LAB AND THE SOIL TESTS SPECIFICALLY INDICATE A PHOSPHORUS DEFICIENCY

• IF SOIL TESTS INDICATE A PHOSPHORUS DEFICIENCY THAT WILL IMPACT PLANT AND LAWN ESTABLISHMEN

PHOSPHORUS SHALL BE APPLIED AT THE MINIMUM RECOMMENDED LEVEL PRESCRIBED IN THE SOIL TEST

THAT IS HARMFUL. OR WILL PREVENT NEW LAWNS AND PLANTINGS FROM ESTABLISHING PROPERLY.

LBS/ACRE

• SEED SHOULD HAVE A GERMINATION RATE OF AT LEAST 85 PERCENT AND MINIMAL INERT MATERIAL

C. DISTURBED AREAS SHALL BE STABILIZED USING PERMANENT LAWN SEEDING MIX UPON COMPLETION OF

2 OR 5

19. THE CONTRACTOR SHALL LOCATE, MARK, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND

YORK (UFPO) HOTLINE AT 1-800-962-7962 FOR STAKEOUT OF EXISTING UTILITIES. THE CONTRACTOR

CONSTRUCTION. CONTRACTOR SHALL MAKE EXPLORATION EXCAVATIONS TO LOCATE EXISTING UNDERGROUND

FACILITIES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS AS REQUIRED TO MEET THE EXISTING

SHALL DETERMINE EXACT LOCATION AND ELEVATION OF UNDERGROUND UTILITIES BEFORE COMMENCING

. MULCH: STRAW OR WOOD FIBER MULCH USED WITH HYRDO SEEDING METHOD AT TWO TONS PER ACRE WITH

• FOR FALL OR EARLY WINTER, SEED WITH CERTIFIED "AROOSTOCK" WINTER RYE (CEREAL RYE) AT 100

• PERMANENT STABILIZATION FOR STEEP SLOPES GREATER THAN 3:1 SHALL INCLUDE JUTE MESH BLANKET

COMPANY RECORD PLANS. PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL CALL THE DIG SAFELY NEW

17. ALL SITE STABILIZATION IS TO BE IN ACCORDANCE WITH THE LATEST VERSIONS OF THE NYSDEC STANDARDS

18. ADDITIONAL TEMPORARY AND PERMANENT SEEDING AND SITE STABILIZATION REQUIREMENTS:

• FERTILIZE WITH 300 POUNDS PER ACRE (OR 7 POUNDS PER 1,000 SQUARE FEET)

B. TEMPORARY SEEDING OF DISTURBED AREAS SHALL BE PROVIDED AS FOLLOWS:

- 1. NO PHOSPHOROUS SHALL BE USED AT PLANTING TIME UNLESS SOIL TESTING HAS BEEN COMPLETED AND TESTED BY A HORTICULTURAL TESTING LAB AND THE SOIL TESTS SPECIFICALLY INDICATE A PHOSPHOROUS DEFICIENCY THAT IS HARMFUL, OR WILL PREVENT NEW LAWNS AND PLANTINGS FROM ESTABLISHING PROPERLY.
- 2. IF SOIL TESTS INDICATE A PHOSPHOROUS DEFICIENCY THAT WILL IMPACT PLANT AND LAWN ESTABLISHMENT, PHOSPHOROUS SHALL BE APPLIED AT THE MINIMUM RECOMMENDED LEVEL PRESCRIBED IN THE SOIL TEST FOLLOWING ALL NYS DEC.

LBS/1.000 SQ. ACRE

LBS/1,000 SQ. ACRE

0.20 OR 0.20

0.45

0.05 OR 0.10

STANDARD NOTES (CONTINUED)

21. THE HOMEBUILDER WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING INDIVIDUAL LOT EROSION & SEDIMENT CONTROL MEASURES, DURING HOUSE CONSTRUCTION. MEASURES TO BE MAINTAINED UNTIL FINAL LOT LAWN GRADING AND SITE IS FULLY STABILIZED AND INSPECTED BY THE TOWN OF CANANDAIGUA.

OUTLET BAFFLE.

STORM SEWER NOTES

LARGEST PIPE SIZE

IN STRUCTURE

UP TO 24"

MEETING THE FOLLOWING GRADATIONS:

1/4"

SIZES SHALL BE AS FOLLOWS:

SEPTIC TANK NOTES:

MAX. DIMENSION

OF STONE

18"-24"

12"-18"

8"-12"

4"-8"

27" TO 42"

LARGER THAN 42"

1. CATCH BASIN AND MANHOLE DIAMETERS SHALL BE AS FOLLOWS:

2. STORM SEWER PIPING TO BE CORRUGATED SMOOTH BORE POLYETHYLENE PIPE

IN ACCORDANCE WITH N.Y.S.D.O.T. ITEM 18903.97 AND AASHTO-M252 & M294.

3. LINING MATERIALS AND SPECIAL BACKFILL TO BE R.O.B. OR R.O.C. MATERIAL

(N.Y.S.D.O.T. SECTION 304-2.02 TYPE 4), MEETING THE FOLLOWING GRADATIONS:

4. GRANULAR FILTER MATERIAL TO BE N.Y.S.D.O.T. SECTION 605-2.02 TYPE

5. RIP-RAP SHALL BE UNIFORMLY HARD, DURABLE, AND ANGULAR FIELD OR

QUARRED LIMESTONE WITH A MINIMUM DENSITY OF 150 LB/CF. THE RATIO

OF THE MINIMUM DIMENSION TO THE MAXIMUM DIMENSION OF EACH PIECE TO

OF PRIMARILY LARGER STONE SIZES WITH A SUFFICIENT MIXTURE OF SMALLER

1. A NEW 1250 GAL 2 COMPARTMENT CONCRETE AS MANUFACTURED BY KISTNER

3. PROVIDE RISER ON TANK IF TANK IS BURIED AT A DEPTH MORE THAN 18".

MAINTENANCE: SEPTIC TANK SHALL BE INSPECTED ANNUALLY TO DETERMINE

SCUM AND SOLIDS ACCUMULATION. MOST TANKS SHOULD BE PUMPED OUT

EVERY 3-4 YEARS. SEPTIC TANKS MUST BE PUMPED OUT WHENEVER THE

BOTTOM OF THE SCUM LAYER IS WITHIN 3" OF THE BOTTOM OF THE OUTLET

BAFFLE OR THE TOP OF THE SLUDGE IS WITHIN 10" OF THE BOTTOM OF THE

SHALL BE INSTALLED PER MANUFACTURES RECOMMENDATIONS.

2. PROVIDE 1/8" EFFLUENT FILTER AT OUTLET OF TANK.

OR EQUAL SHALL BE INSTALLED ON MIN 12" OF COMPACTED CLEAN SAND OR

PEA GRAVEL OR 12" WASHED AGGREGATE 3/4" TO 1-1/2"IN DIAMETER. TANK

SIZES TO FILL THE VOIDS. UNLESS OTHERWISE NOTED IN THESE PLANS,

SUPPLEMENTAL SPECIFICATIONS, OR UNLESS OTHERWISE DIRECTED, RIP-RAP

INSIDE DIAMETER

SPECIAL STRUCTURE

% PASSING BY WEIGHT

100

30-50

5-40

0-10

% PASSING BY WEIGHT

100

30-100

0-30

0-10

% OF MIX

BY WEIGHT

20

50

20

OF STRUCTURE

- 22. ANY ADDITIONAL EROSION OR SEDIMENT CONTROL MEASURES DEEMED NECESSARY BY THE TOWN OF CANANDAIGUA OR A REPRESENTATIVE THEREOF SHALL BE PROVIDED BY THE OWNER AND INSTALLED BY THE
- 23. SEDIMENT CONTROL MEASURES ARE TO BE ESTABLISHED PRIOR TO COMMENCING EARTHWORK. SEDIMENT CONTROL MEASURES ARE TO BE MAINTAINED BY THE CONTRACTOR UNTIL UPSTREAM GROUND COVER HAS BEEN ESTABLISHED AND REMOVAL IS APPROVED BY THE TOWN OF CANANDAIGUA.
- 24. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING, REPLACING AND SUBSEQUENTLY REMOVING TEMPORARY EROSION & SEDIMENT CONTROL DEVICES.
- 25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ADJOINING PROPERTIES, ROADWAYS, DRAINAGE WAYS AND SINKS OF SILT ACCUMULATION AS NEEDED AND AS DETERMINED/REQUESTED BY THE TOWN OF CANANDAIGUA.

THE PLANNING BOARD.

- 26. ANY FINAL GRADE DEVIATIONS OF HOUSE PAD ELEVATIONS MORE THAN 12 INCHES SHALL BE APPROVED BY

LEGEND EXISTING Iron pin or pipe found — оне — e/ec — E/T — Utility Lines Benchmark — — R.O.W. line Utility pole ——— — — — — Centerline Hvdrant ——— swle——— swle——— swle——— swle——— Drainage Light pole ____x ____x ____ **____x ____x ____x ____** *Fence Line* $TEST \bigcirc \bigoplus_{HOLE}^{DEEP}$ ——— Contour Line

CO -CLEAN OUT TYP-TYPICAL **ABBREVIATIONS** PERF-PERFORATED FX-FXISTING MIN-MINIMUM P-CORRUGATED POLYETHYLENE PIPE R-RADIUS MAX-MAXIMUM C.-ON CENTER INV-INVERT TC-TOP OF CURB SICPP-SMOOTH INTERIOR CORRUGATED CB-CATCH BASIN POLYETHYLENE PIPE MH-MANHOLE JG-UNDFRGROUND BW-BOTTOM OF WALL DI-DRAINAGE INLET BS-BOTTOM OF STAIR CONC-CONCRETE

ering ngine(585 585-





BE AT LEAST 0.6. RIP-RAP SHALL BE COMPOSED OF A WELL GRADED MIXTURE

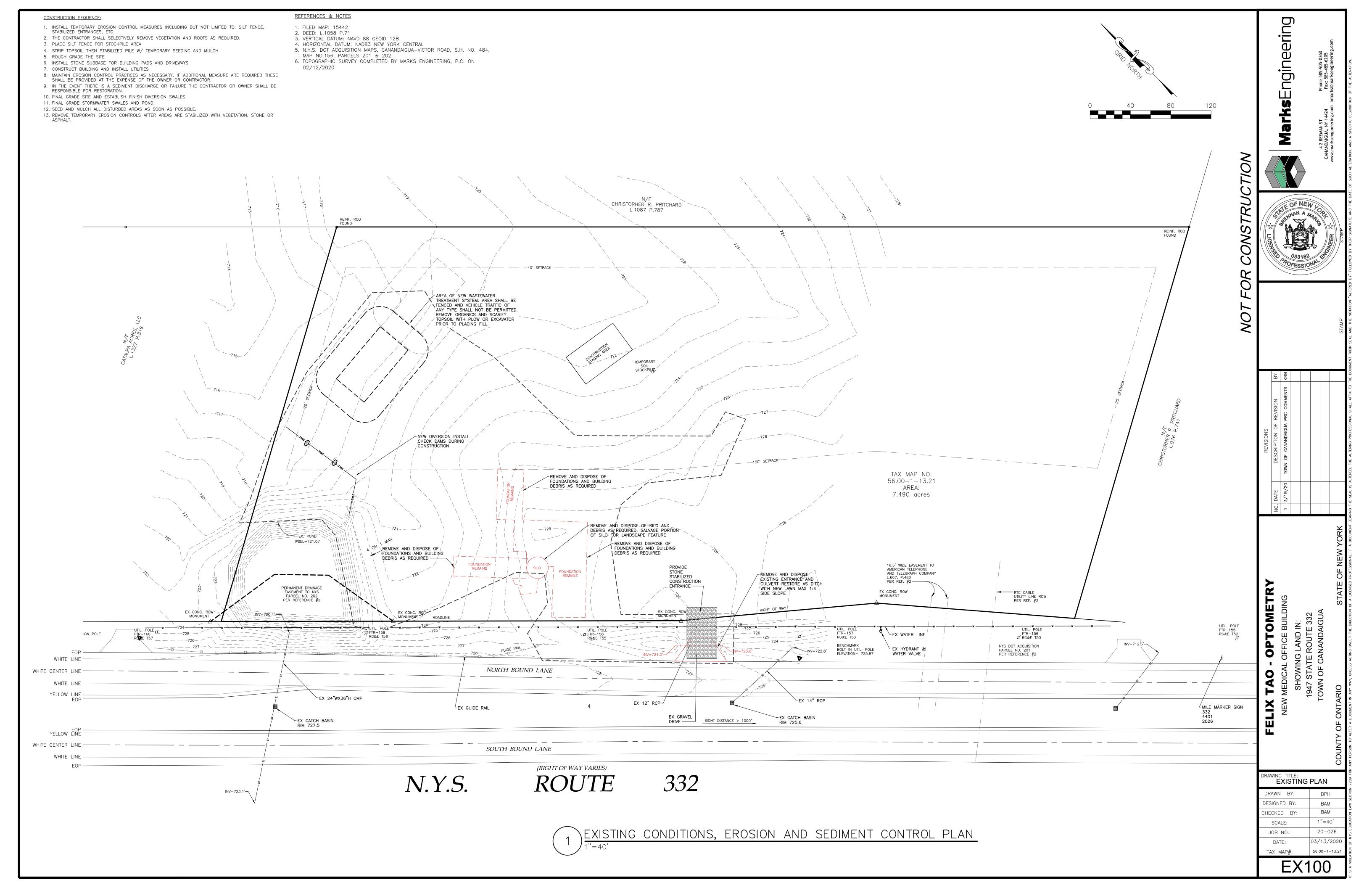
PTOM 0 0

ᆸ

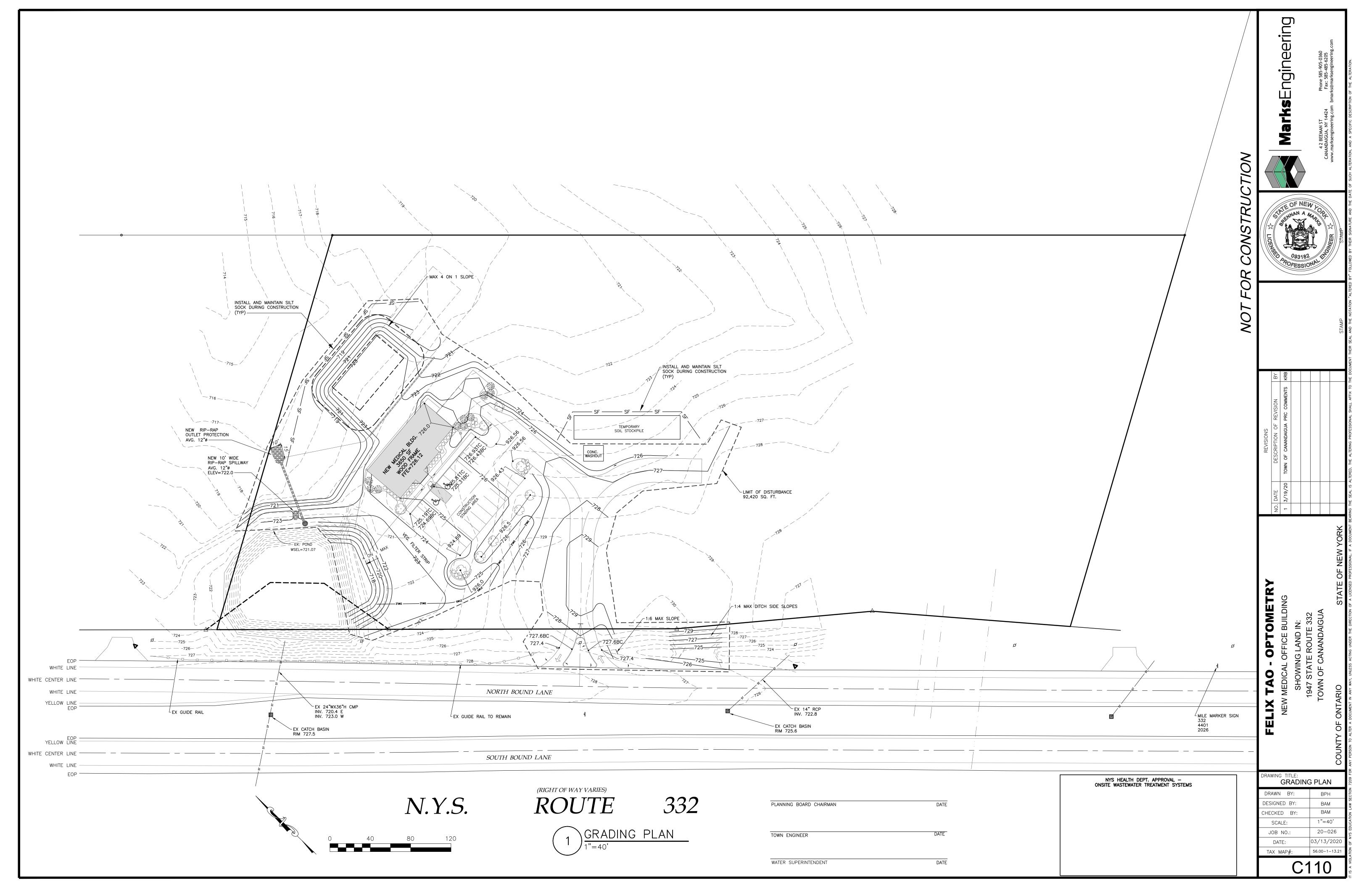
×

GENERAL NOTES BPH DESIGNED BY BAM BAM HECKED BY 1"=40 SCALE. 20-026 03/13/202

56.00-1-13 TAX MAP#



MarksEngineering SOILS ANALYSIS DATA: SOIL ANALYSIS DATA WAS COLLECTED IN THE WINTER DURING WET WEATHER. SITE WASTEWATER TREATMENT BASIS OF DESIGN: BULK TABLE SOILS ARE CLAY. THE SOIL APPEARED TO BE POORLY DRAINED. BEDROCK WAS NYS DEC DESIGN STANDARDS FOR INTERMEDIATE SIZE WASTEWATER TREATMENT SYSTEMS (2014) REQUIRED PROPOSED NOT OBSERVED TABLE B-2 - SEPARATION DISTANCE ALL MINIMUMS MET ZONING/USE - PRINCIPAL OFFICE BUILDING OMMUNITY COMMERCIAL DEEP HOLE & PERC TEST DATA GATHERED BY BMARKS DATED 3/12/2020 TABLE B-3 - DOCTORS OFFICE 250 GPD/PER DOCTOR PIPE INVERTS & ELEVATION TABLE 585-905-0360 585-485-6205 MAX DOCTORS - 2 SOIL PIPE @ FOUNDATION = 723.0' DEEP HOLE #1 HORIZON A 0"-6" TOPSOIL MAX DESIGN FLOW (Q) = 500 GPD SEPTIC TANK INLET = 722.78' ZONING/USE - ACCESSORY N/A N/A SEPTIC TANK OUTLET = 722.48' HORIZON B 6"-48" RED CLAY CHAPTER "D" — STANDARD "RESIDENTIAL" STRENGTH WASTEWATER FORM BATHROOMS ONLY. NO D-BOX INLET = 722.2' 130' (20' VARIANCE) FRONT SETBACK 150' FLOOR DRAINS OR OTHER HAZARDOUS WASTE INCLUDED IN THE SANITARY SYSTEM D-BOX OUTLET = 722.0' SIDE SETBACK 98.76 20' INLET TO LEACH LINES = 722.0' TABLE D-2 - SEPTIC TANK(MINIMUM)1.5*Q = 1.5*500GPD = 750 GALLONSPERK TEST #1 AT 12" DEPTH STABILIZED AT 50 MINS BOTTOM OF CHAMBERS = 721.5' REAR SETBACK 166.36 USE 1250 GALLON TANK PERK TEST #2 AT 12" DEPTH STABLIZED AT 54 MINS 40' FINISHED GRADE AT TOP OF CHAMBER = 723.0' VENTING THROUGH BUILDING PLUMBING VENT. BUILDING HEIGHT BOTTOM OF SAND = 718.5EFFLUENT FILTER NONE REQUIRED (ALLOWS FOR VENTING) USE 50 MINUTE PERCOLATION RATE TOP OF SAND = 722.5MAX. BUILDING COVERAGE <5% *35%* CHAPTER "E" - RAISED SYSTEM SECTION E.13 WITH SAND FILL MATERIAL WITH 16-20 MINUTE HIGH SEASONAL GROUND WATER OBSERVED AT 12" DEPTH PERCOLATION RATE. TABLE E-1 - APPLICATION RATE 0.2 GAL/SF/DAY $(Q)/0.2^{GAL/SF/DAY}$ 2500 SF BASAL AREA REQUIRED 357 LF OF LEACH REQUIRED. PROVIDED 360 LINEAR FEET OF LEACH FOR TREATMENT AND DISPERSAL N/F CHRISTORHER R. PRITCHARD RE OF NEW L.1087 P.787 REINF. ROD FOUND REINF. ROD FOUND PROVIDE 20' TAPERS W/ MAX 3' ON 1' SLOPE SEED ENTIRE BED AND MAINTAIN AS LAWN -100% EXPANSION AREA NEW RAISED SYSTEM W/ SAND FILL W/ 16-20 MIN PERC. RATÉ. PROVIDE ABSORPTION TRENCHES W/ GRAVELLESS CHAMBERS (INFILTRATORS - NEW 100 LF CURTAIN DRAIN QUICK 4 EQUAILIZER 24HD OR EQUAL) W/ 4" CPPP PIPE AT 24" DEPTH INSTALL (6) LINES AT 60' LEVEL TO MAX 1/32" PER FOOT. PROVIDE END CAPS. — CONC. SIDEWALK & GARBAGE TOTE STORAGE / NEW 18" DRAIN BASIN RIM = 725.5 INV = 723.0 NEW 4" SDR-35 PIPE DRAIN TO DAYLIGHT W/ANIMAL ∠ NEW "PRIVATE PROTECTION INV=717.0'-ENTRANCE" SIGN /NEW NEW DISTRIBUTION CONNECT DOWNSPOUTS W/ 4"X6" WYE FITTING (TYP) NEW 6" SDR-35 PVC ROOF LEADER AT MIN 1% - "NO PARKING FIRELANE" SIGN (TYP OF 2) / Q. O. W/ MIN 12" COVER — HER 976 NEW METAL END SECTION NEW 6' CONC. SIDEWALK W/ INTEGRAL CURB 60LF NEW 24" SICPP OUTLET PIPE ~ TAX MAP NO. 56.00-1-13.21 STANDARD NEW 4'ø MH OUTLET STRUCTURE RIM=721.07 AREA: PAVING 7.490 acres INV OUT = 718.0INV 6" IN = 719.0 — WSEL=721.07 PROVIDE ANIMAL PROTECTION AT END OF PIPE (TYP) ----16.5' WIDE EASEMENT TO AMERICAN TELEPHONE AND TELEGRAPH COMPANY L.667, P.480 PER REF. #2 NEW LANDSCAPE FEATURE
W/ SALVAGED SILO STAVES OPTOMETRY PERMANENT DRAINAGE EASEMENT TO NYS PARCEL NO. 202 PER REFERENCE #2 PROTECT EX POLE -EX CONC. ROW MONUMENT RTC CABLE
UTILITY LINE ROW
PER REF. #2 MOUNTABLE CONCRETE CURB ~ NEW METER PIT -NEW HYDRANT ASSEMBLY COORDINATE W/ WATER DEPT. EX CONC. ROW MONUMENT EX CONC. ROW MONUMENT NEW WATER SERVICE, CURB STOP BY WATER DEPT. FOR QUOTED AMOUNT UTIL. POLE FTR-156 Ø RG&E T53 RIGHT TURN ONLY SIGN -STOP SIGN-BENCHMARK BOLT IN UTIL. POLE ELEVATION= 725.87' NYS DOT ACQUISITION PARCEL NO. 201 PER REFERENCE #2 _ EDGE_OF PAVEMENT WHITE LINE NORTH BOUND LANE DO NOT WRONG WAY SIGN TAO WHITE CENTER LINE SIGHT DISTANCE > 1000' WHITE LINE EX 24"WX36"H CMP INV. 720.4 E INV. 723.0 W ELIX LEX GUIDE RAIL EX HYDRANT & WATER VALVE MILE MARKER SIGN 332 4401 2026 EX GUIDE RAIL TO REMAIN EX CATCH BASIN RIM 725.6 WHITE CENTER LINE SOUTH BOUND LANE (RIGHT OF WAY VARIES) 332 **ROUTE** NYS HEALTH DEPT. APPROVAL ONSITE WASTEWATER TREATMENT SYSTEMS N.Y.S. SITE PLAN DESIGNED BY: BAM PLANNING BOARD CHAIRMAN BAM CHECKED BY: 1"=40' SITE LAYOUT AND UTILITY PLAN SCALE: 20-026 TOWN ENGINEER 03/13/202 TAX MAP#: 56.00-1-13.2 C100 WATER SUPERINTENDENT



CALLOUT	SYMBOL	LAMP	DESCRIPT	ION	BALLAST	MOUNTING	MOD	EL	VOLTS	NOTE 1	NOTE 2	QUANTITY
NOT FOR PRODUCTION USE	⊶ □	(2) 143W 3000K LED	PREVAIL AREA AND ROADW CRI, 3000K LEDS AND TYPE BRONZE PAINTED FINISH			POLE	EATON – LUM, (FORMER COOF LIGHTING), PRV-A40-D-L MOUNTED AT 1 GRADE	ARK PER JNV-T5-BZ-	120V 1P 2W			6
W1B	Ю	(1) 12W EATON LED 4000K	CROSSTOUR 12W WALL MOU	NT LED	ELECTRONIC	WALL	EATON - LUMA XTOR1B-W	ARK,	120V 1P 2W	ELECTRONIC DRIVER		5
											\neg	
KEY		COMMON NAM	1E		BOTANICAL	NAME		SIZE		SPACING		
PP	DWAR	RF BLUE SPRUCE	-	PICEA PU	NGENS 'MO	ONTGOMERY'		2.5"	CAL.	8-10'		
AR	ARMS	TRONG MAPLE		ACER FRE	EMANII			2.5"	CAL	PLAN		

KEY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING
PP	DWARF BLUE SPRUCE	PICEA PUNGENS 'MONTGOMERY'	2.5" CAL.	8-10'
AR	ARMSTRONG MAPLE	ACER FREEMANII	2.5" CAL	PLAN
JE	RUSH	JUNCUS EFFUSUS	2 GAL	2-3'

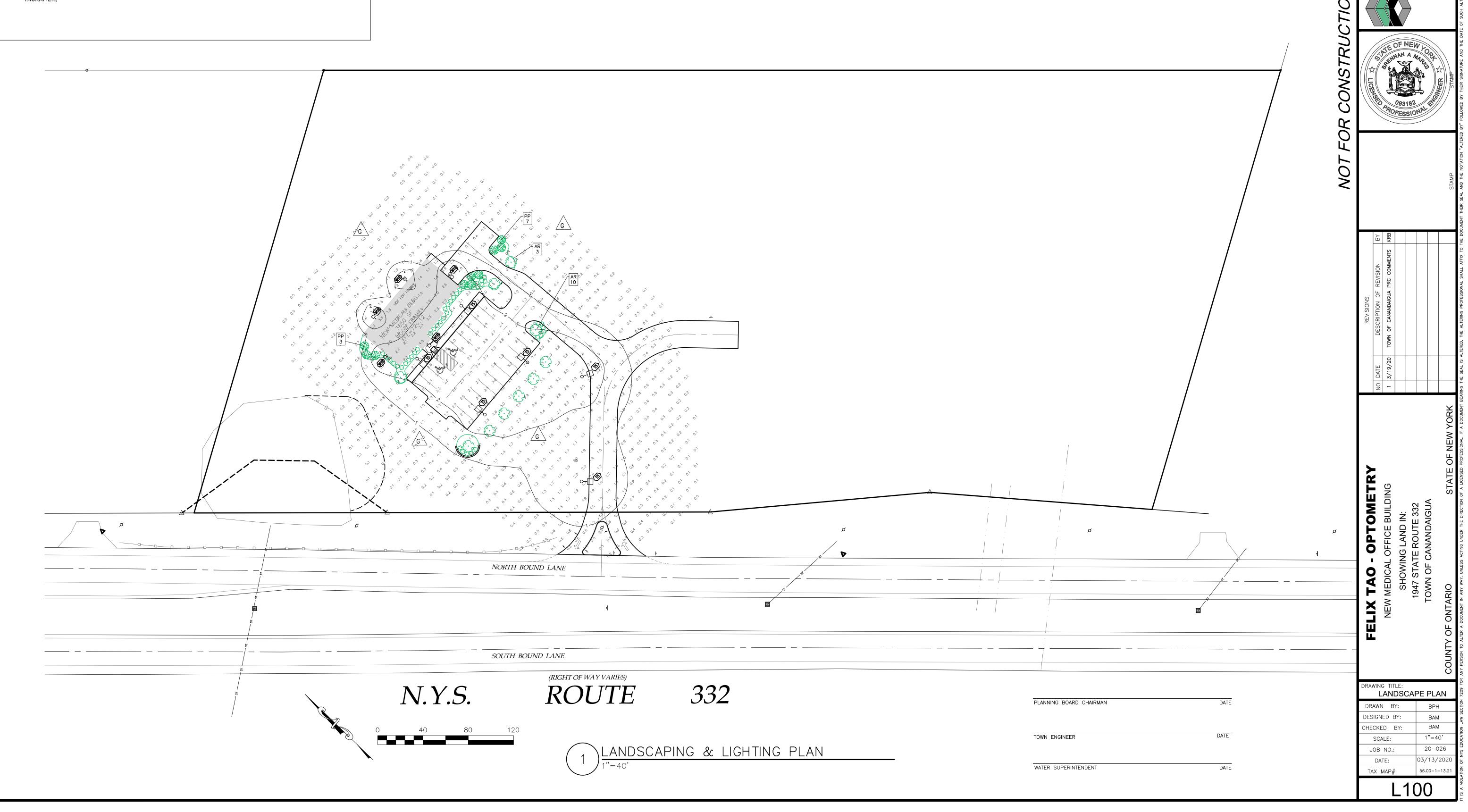
GRASS SEED MIXTURE: 100% TALL FESCUE GRASS SEED MIXTURE AT THE RATE OF 1/2 LB./ 1000 ST, COVER ALL RESEEDED DISTURBED AREAS WITH STRAW MULCH AT 1000LBS/ACRE OR HYDORSEED WITH GRASS SEED MIXTURE: 100% TALL FESCUE GRASS SEED MIXTURE AT THE RATE OF 1/2 LB./1000 SF; TACKAFIER;

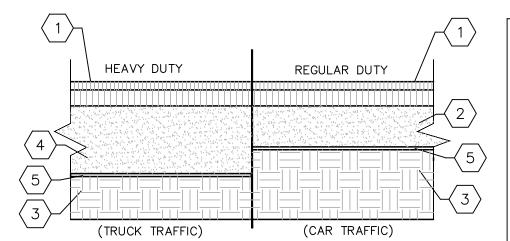
GENERAL NOTES:

- 1. UNLESS OTHERWISE NOTED, ALL DISTURBED AREAS SHALL BE TOPSOILED (4"), FINE GRADED, SEEDED AND MULCHED.
- 2. IMPROVED TOPSOIL FOR PLANTING BEDS AND PITS SHALL BE A MIXTURE OF TOPSOIL, PEAT MOSS AND FERTILIZER AT THE FOLLOWING RATIO: 1 CUBIC YARD TOPSOIL, 6 CUBIC FEET ORGANIC SUPPLEMENT (ALL-GRO), 5 LBS. SLOW-RELEASE ORGANIC FERTILIZER (5-10-5). AND 2 LBS VITERRA GELSCAPE; ADJUST pH TO 6.0-70.

MarksEngineering

- 3. TREE & SHRUB PLANTING ADD ADDITIONAL 1 OZ. VITERRA GELSCAPE PER 1" OF CALIPER (OR, 1 OZ. PER FOOT OF BALL DIAM.) TO BACKFILL WHEN PLANTING.
- 4. MAINTENANCE OF LANDSCAPING:
- ALL PLANT MATERIAL AND LAWNS AREAS WILL BE MAINTAINED BY THE CONTRACTOR UNITL FINAL ACCEPTANCE AND THEN PERMANENTLY MAINTAINED BY THE OWNER.
- 4. SEE PLAN FOR GENERAL LOCATIONS OF TREES AND SHRUB PLACEMENT AND ORNAMENTAL FLOWERS AND GRASS SHALL BE PLACED AS INFILL.





NYS DOT ITEM 304.12 GRADATION REQUIREMENTS SIEVE SIZE PERCENT PASSING DESIGNATION BY WEIGHT 100 1/4" 25-60 5 - 400 - 10

KEYED NOTES

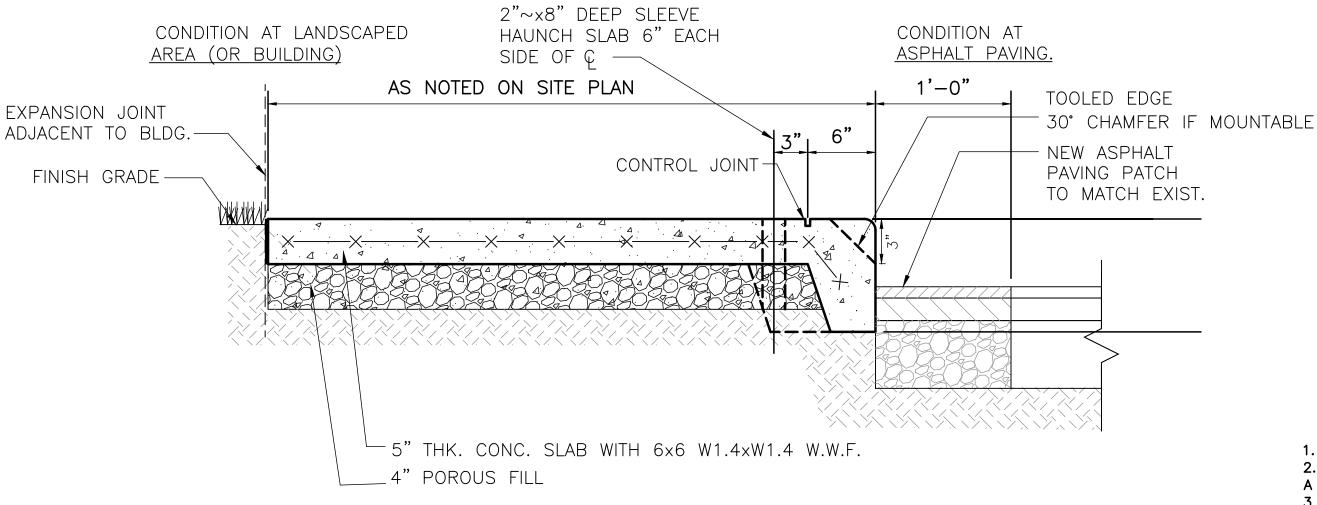
2" ASPHALT MILLINGS OR STONE #1 MINUS

© Kistner Concrete Products, Inc, 2014

PRICES & SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

- $\langle 2 \rangle$ 9" OF COMPACTED SUBBASE COURSE, TYPE 2-NYSDOT ITEM #304.12 COMPACT TO 95% MODIFIED PROCTOR.
- WELL-DRAINED SUB-GRADE (SUB-GRADE TO 95% MODIFIED PROCTOR MIN. COMPACTION).
- $\langle 4 \rangle$ 12" OF COMPACTED SUBBASE COURSE, TYPE 2-NYSDOT ITEM #304.12. COMPACT TO 95% MODIFIED PROCTOR
- MIRAFI 500X GEOTEXTILE OR APPROVED FOLIAL

GRAVEL DRIVEWAY SECTION DETAIL



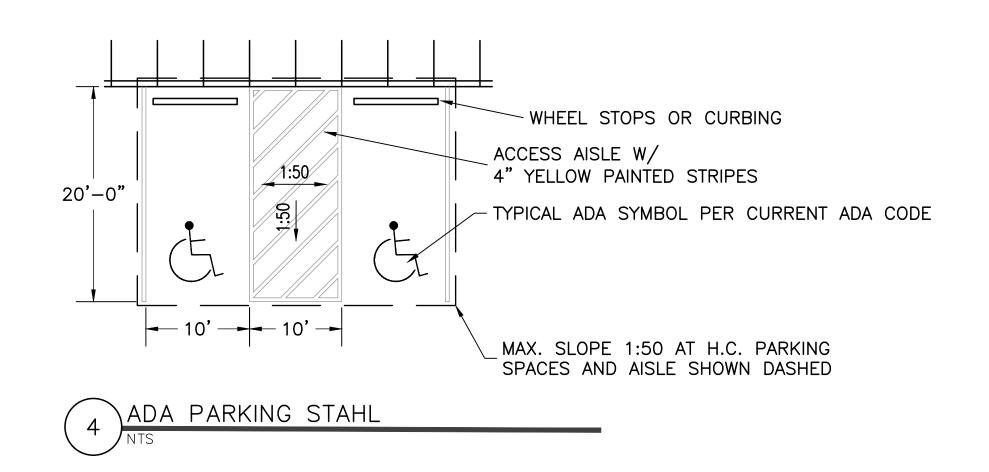
PROVIDE CONTROL JOINTS IN SIDEWALK @ 5'-0" O.C. AND EXPANSION JOINTS @ 20'-0" O.C. BROOM FINISH WALKS AND SLOPE TO WASH @ 1/4" PER FOOT AWAY FROM BUILDING.

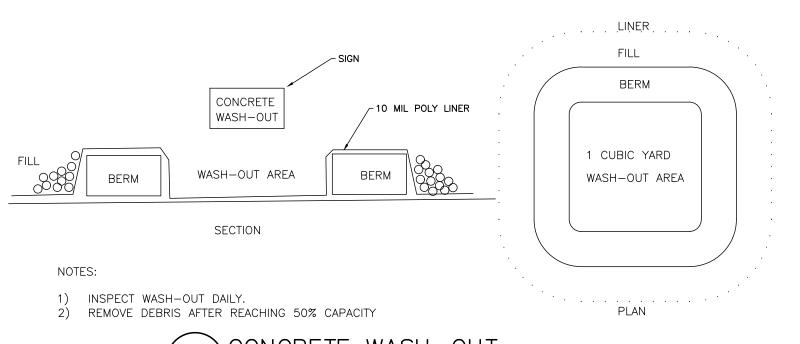
CONCRETE SIDEWALK DETAIL

QUICK4 EQUALIZER 24 HD Quick4° Equalizer° 24 HD Chamber The Quick4 Equalizer 24 HD Chamber EFFECTIVE LENGTH MultiPort End Cap SIDE VIEW Quick4 Equalizer 24 HD Chamber Specifications 16" x 53" x 11" (41 cm x 135 cm x 28 cm) Storage Capacity20.8 gal (79 L Invert Height... Effective Length.. 9" (23 cm) & 10" (25 cm) with invert adapter NYS HEALTH DEPARTMENT APPROVED Conventional stone and pipe system **Equalizer 24 Chamber System** Labor-intensive, lengthy installation. • Easy assembly and installation by two people. Dump truck needed for stone delivery. Only a backhoe and pickup truck are required. · Stone hauling adds expense and time, • Lightweight chambers can be delivered in one increases soil compaction in leachfield site. pickup truck load and hand-carried into position. Stone in trench reduces infiltrative capacity SideWinder sidewall provides over twice the effective sidewall infiltrative surface area in the same trench length. System lacks easy inspection and monitoring • Inspection port is provided for easy access to of leachfield without digging up the yard. leachfield with no site disruption. · Geotextile required on top of stone. • Solid-topped chambers need no geotextile. Overall reduced cost. Overall increased cost. **INFILTRATOR** (CHAMBERS) CALL FOR PRICING CODE P&F-SINF-C END CAPS

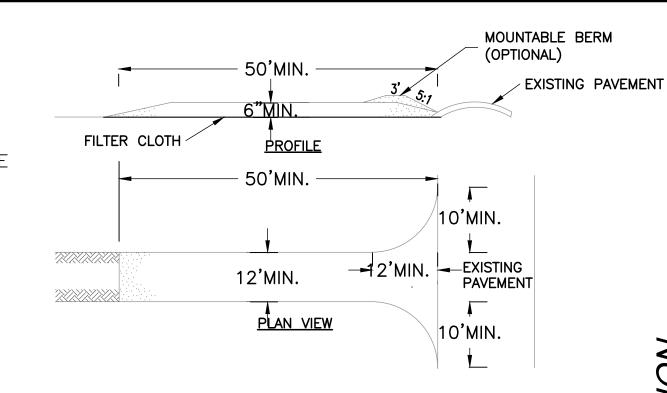
41

01-Septic-general/pg 41. 2014 PRINTED IN U.S.A.





CONCRETE WASH-OUT



CONSTRUCTION SPECIFICATIONS

1. STONE SIZE - USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT 2. LENGTH - NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).

3. THICKNESS - NOT LESS THAN SIX (6) INCHES.

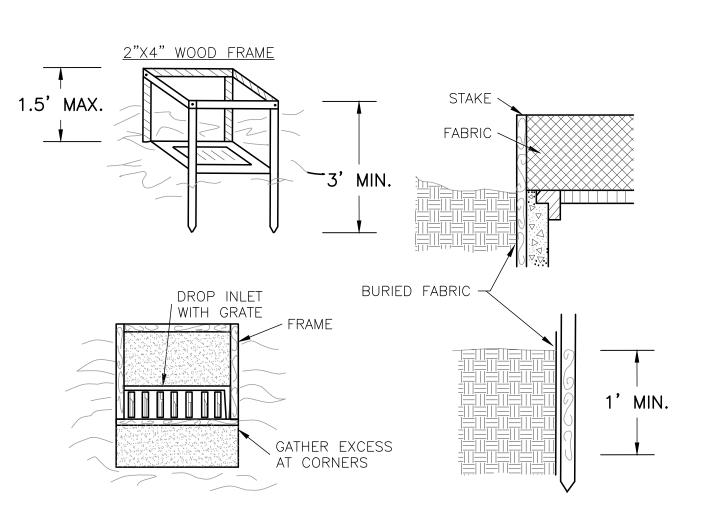
4. WIDTH - TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE. 5. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF

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 A AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH

STABALIZED CONSTRUCTION ENTRANCE



CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS. 2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS

ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE. 3. STAKE MATERIALS WILL BE STANDARD 2" x 4" WOOD OR EQUIVALENT. METAL WITH A MINIMUM LENGTH OF 3 FEET.

4. SPACE STAKES EVENLY AROUND INLET 3 FEET APART AND DRIVE A MINIMUM 18 INCHES DEEP. SPANS GREATER THAN 3 FEET MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT. 5. FABRIC SHALL BE EMBEDDED 1 FOOT MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME. 6. A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.

MAXIMUN DRAINAGE AREA 1 ACRE



MarksEngineering

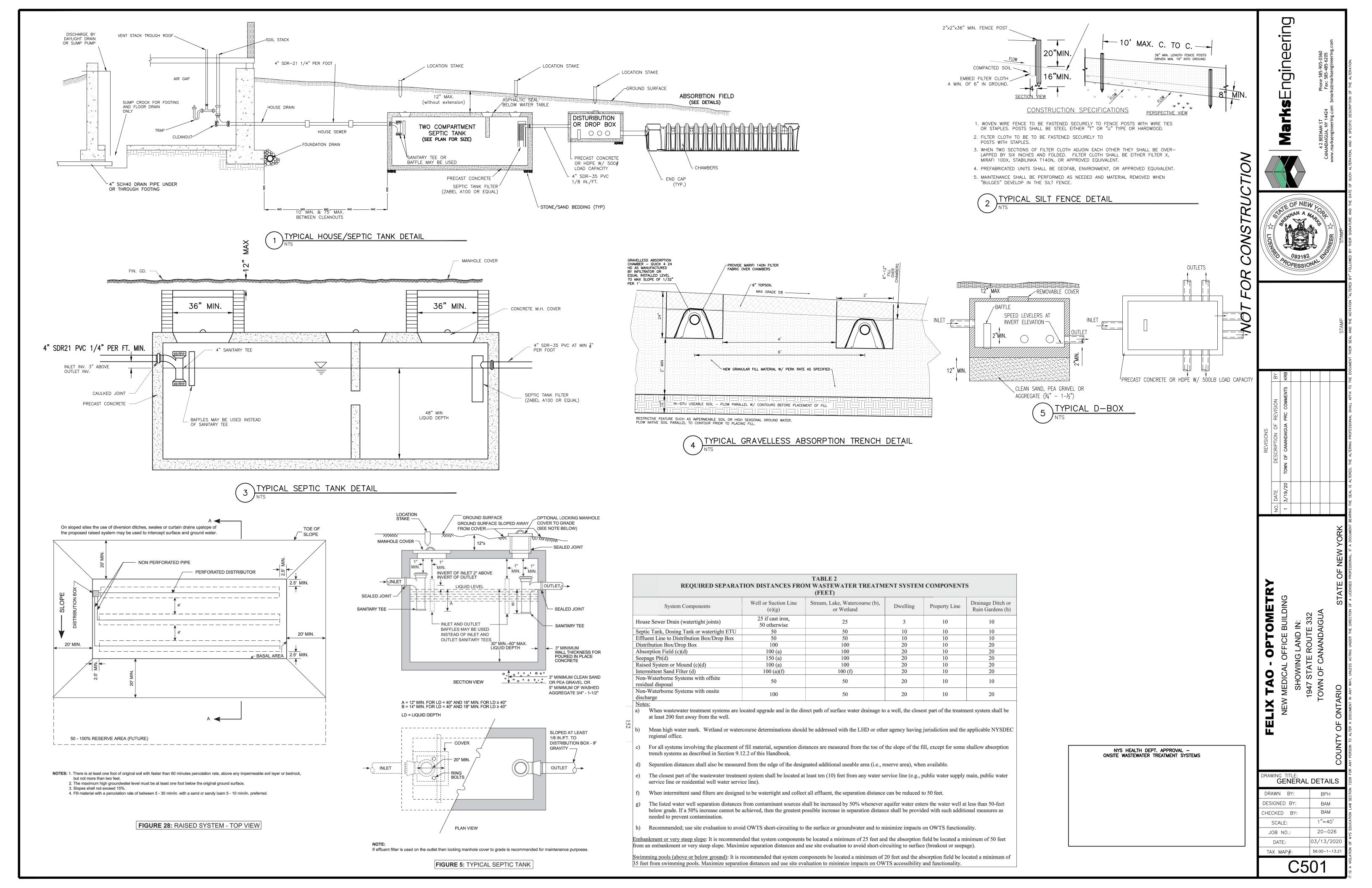


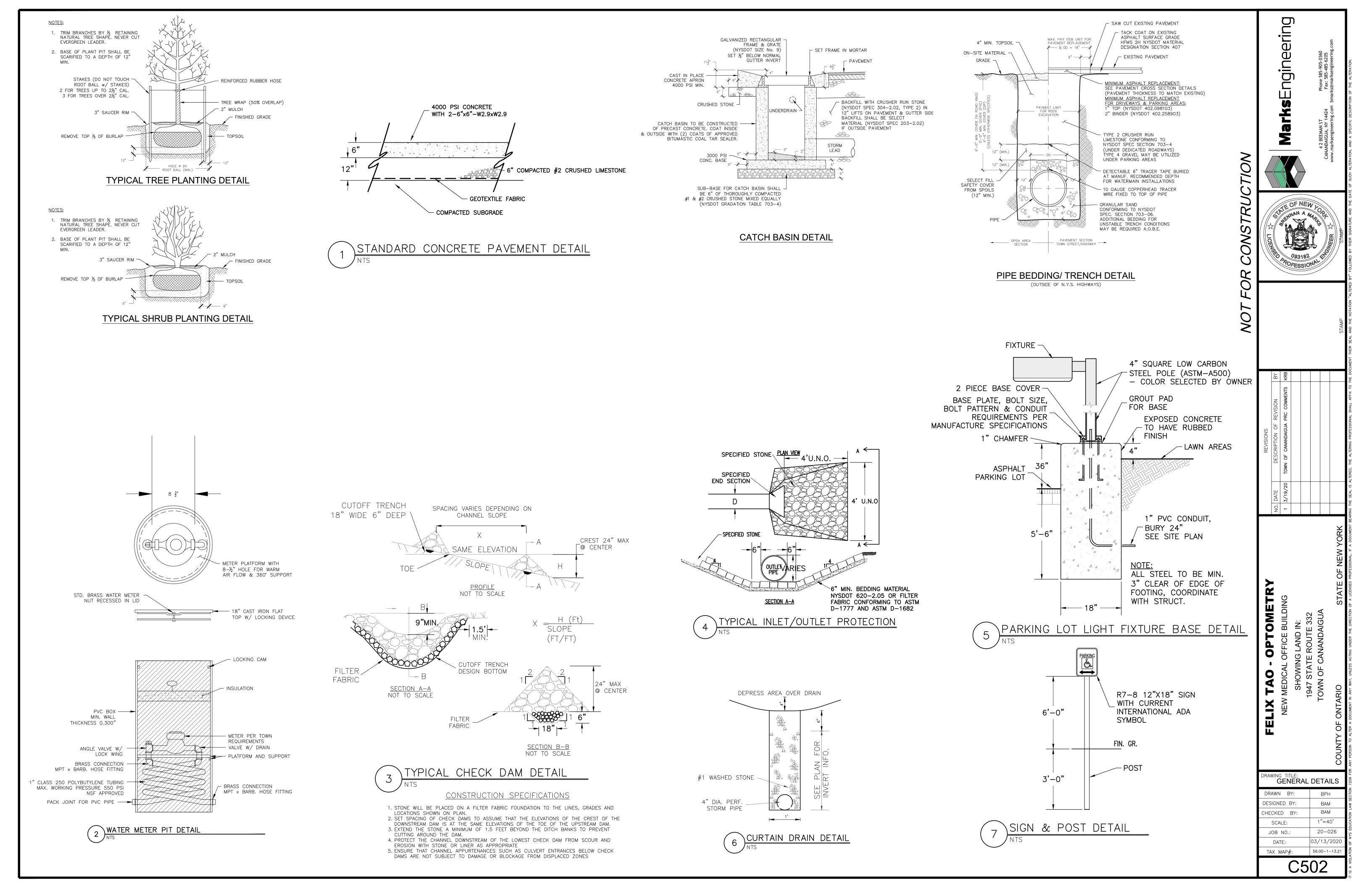


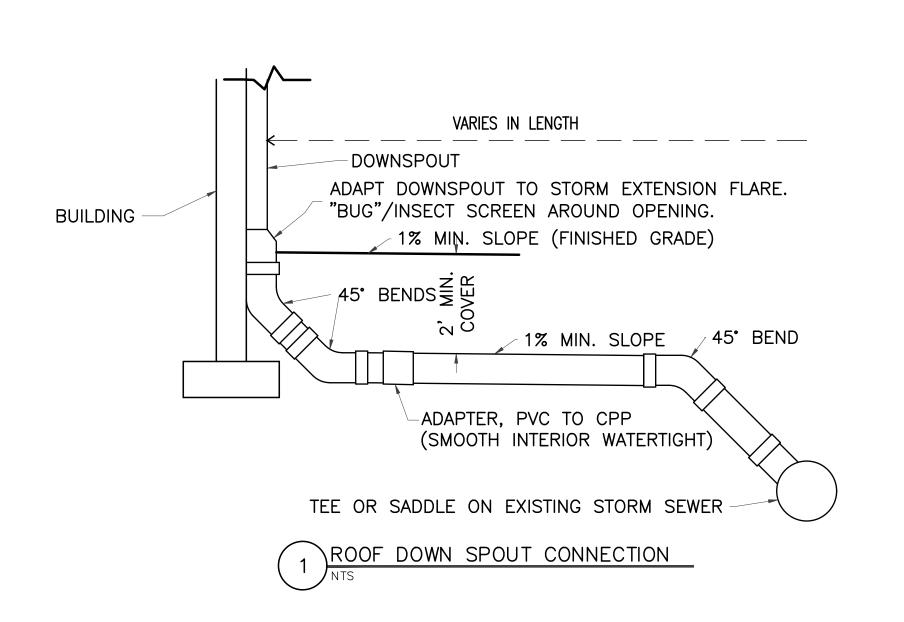
OPTOMET TAO Z

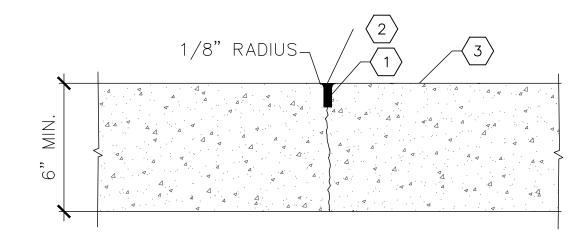
GENERAL DETAILS DESIGNED BY: BAM BAM CHECKED BY: 1"=40' SCALE: 20-026 JOB NO.: 03/13/202

TAX MAP#: 56.00-1-13.2 C500



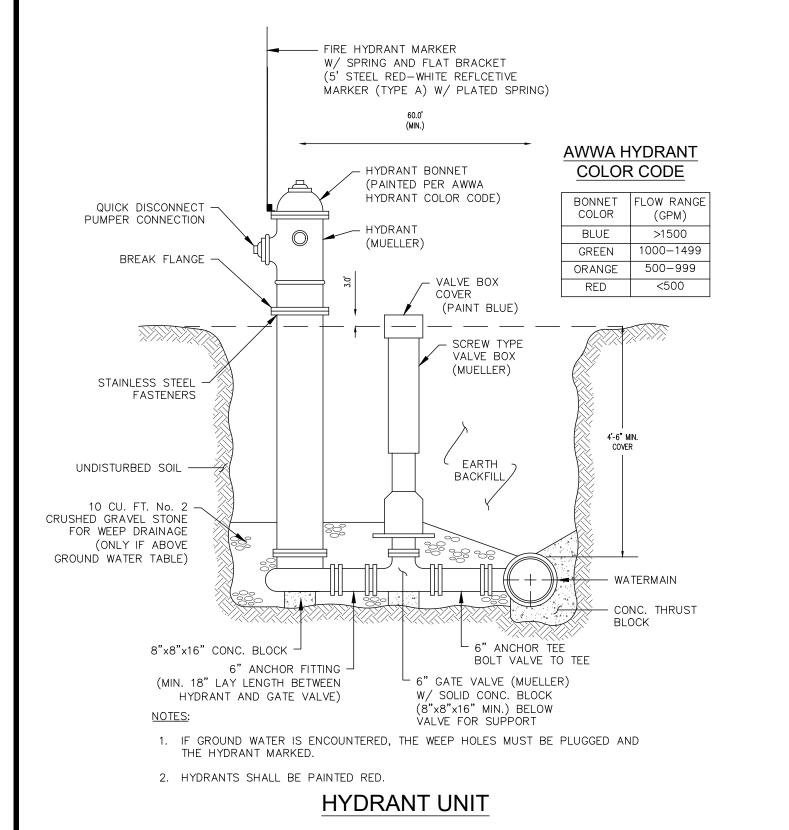


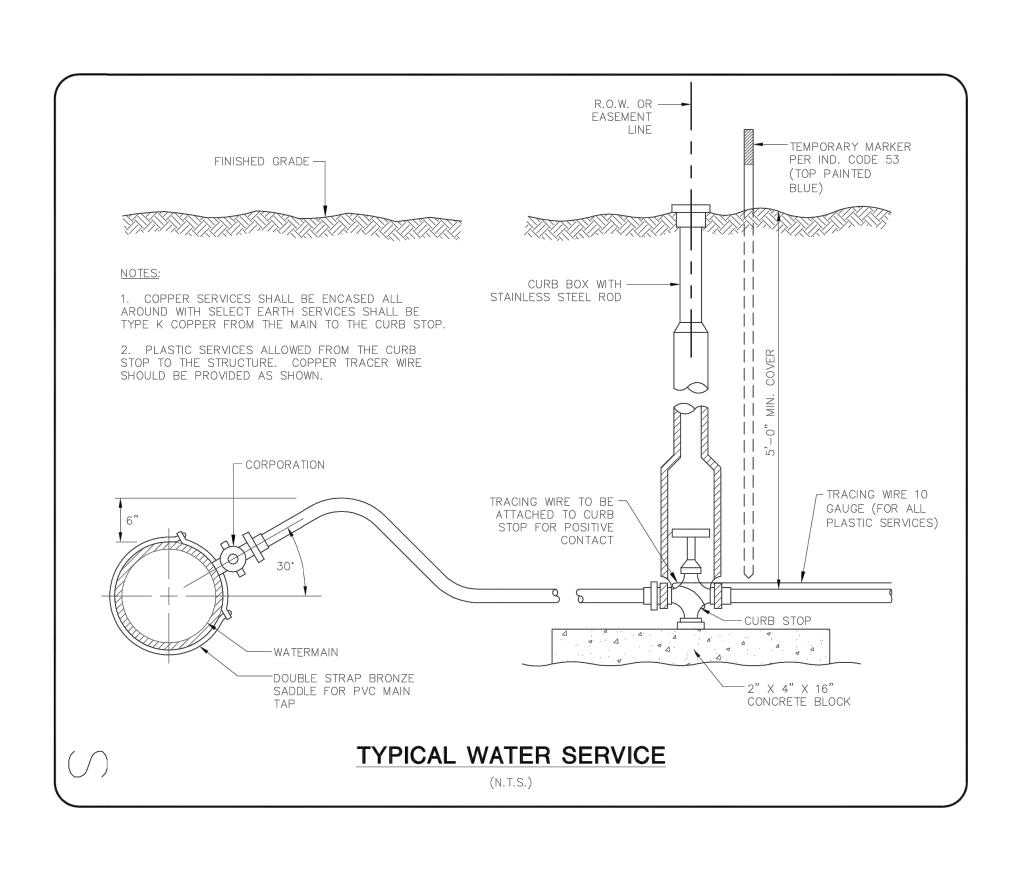


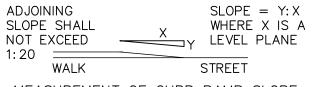


KEYED NOTES

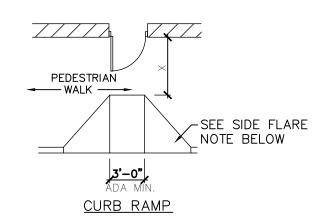
- $\langle 1 \rangle 1/4$ " WIDE, 1-1/2 INCH DEEP GROOVE CREATED BY: (1) TEMPORARY EMBEDMENT OF SUITABLE MANDREL (2) INSTALLATION OF A THIN STRIP OF PREMOLDED JOINT FILLER MATERIAL (3) SAWING THE PAVEMENT AFTER THE CONCRETE HAS HARDENED.
- $\langle 2 \rangle$ JOINT SEALER
- (3) FOR CONTRACTION JOINT SPACING, REFER TO DETAIL 6, THIS SHEET
 - CONTRACTION JOINT





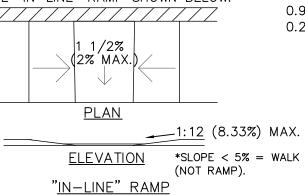


MEASUREMENT OF CURB RAMP SLOPE



"X" IS 60" MIN. AT AN OUT SWING DOOR WITH A SLOPE OF 1:50 (2%) MAXIMUM. LEVEL SURFACE IS PREFERED.

SIDE FLARE NOTE: (SEE REFERENCE DIAGRAM ABOVE). SIDE FLARES SHALL HAVE A MAXIMUM SLOPE OF 1:10 (10%). WHERE "X" IS LESS THAN 48", SIDE FLARE SLOPE SHALL BE 1:12 (8.33%) MAXIMUM. WHERE "X" IS LESS THAN 36", WALGREENS PREFERS THE "IN-LINE" RAMP SHOWN BELOW.



NOTES: A CURB RAMP(S) MUST BE PROVIDED ALONG AN ACCESSILBLE PATH FROM THE PARKING LOT TO WALGREENS CURBED SIDEWALK.

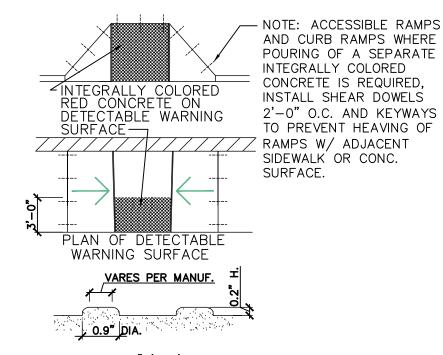
A CURB RAMP(S) MUST ALSO BE PROVIDED IN THE PARKING LOT AT ALL INTERMEDIATE AND PERIMETER CURBS ALONG THE ACCESSIBLE ROUTE CONNECTING TO PUBLIC SIDEWALKS.

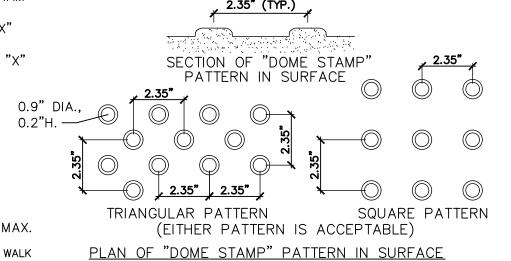
A RAMP IS ANY SLOPE GREATER THAN 1:20 (5%) AND SHALL HAVE A MAXIMUM SLOPE OF 1:12 (8.33%). THE MAXIMUM SLOPE IS 1" OF RISE PER FOOT OF DISTANCE TRAVELED. ALL DETECTABLE WARNING AREAS OF THE RAMP ARE TO HAVE AN INTEGRAL RED COLOR.

THE CLEAR WIDTH OF ANY RAMP IS A MINIMUM OF

CURB RAMPS HAVE A MAXIMUM RISE OF 6" AND DO NOT REQUIRE HANDRAILS.

ANY RAMP WITH GREATER THAN A 6" RISE SHALL HAVE HANDRAILS ON BOTH SIDES AND CURBED EDGE PROTECTION ON BOTH SIDES. EDGE PROTECTION CONSISTS OF CURBS, WALLS, RAILINGS, OR PROJECTING SURFACES THAT PREVENT PEOPLE FROM SLIPPING OFF THE RAMP. HANDRAIL DETAILS SHALL FOLLOW ACCESSIBLE GUIDELINES.





CURB RAMPS MUST HAVE A <u>DETECTABLE WARNING FEATURE</u> EXTENDING THE FULL WIDTH AND DEPTH OF THE RAMP (MID-WALK "IN-LINE" RAMPS ONLY NEED DETECTABLE WARNINGS AT WALK/PARKING TRANSITION). THE DETECTABLE SURFACE MUST CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 INCHES, A HEIGHT OF NOMINAL 0.2 INCHES AND A CENTER-TO CENTER SPACING OF NOMINAL 2.35 INCHES. THE TEXTURE OF THE DETECTABLE WARNING FEATURE MUST CONTRAST WITH THE SURROUNDING SURFACES (EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT). SEE ABOVE.

ACCEPTABLE PAVER MANUFACTURERS

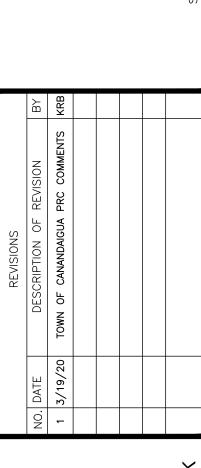
- -HANOVER ARCHITECTURAL PRODUCTS, DETECTABLE WARNING PAVERS, www.hanoverpavers.com/html/detectable.html
- -TekWay™ DETECTABLE WARNING SYSTEM
- www.stronggo.com/ourproducts.html -NuWay, CAST IN TACT, DETECTABLE WARNING PAVERS
- www.nuwayinc.com/CAST_IN_TACT_1.pdf

THERE ARE LOCAL JURISDICTIONS THAT SPECIFICALLY REQUIRE DETECTIBLE WARNINGS ON THE SIDE FLARES OR TOP OF RAMP (CA.). THERE ARE LOCAL JURISDICTIONS THAT HAVE REDEFINED DETECTIBLE WARNINGS (e.g. EXPOSED CONTRASTING COLOR AGGREGATE, GROOVES IN A PARALLEL OR DIAMOND PATTERN ETC.). ACCESSIBILITY GUIDLINES DEFINED BY LOCAL ORDINANCE SHOULD SUPERSEDE WHEN MORE STRINGENT THAN ADAAG. IN THE ABSENCE OF A DEFINITION, FOLLOW ADAAG.

MarksEngineering

RE OF NEW L

585-905-0360 585-485-6205



OPTOMETR TAO Z

Ш

GENERAL DETAILS DRAWN BY: DESIGNED BY: BAM BAM HECKED BY: 1"=40' SCALE: 20-026 JOB NO.: 03/13/202 DATE

C503

56.00-1-13.

TAX MAP#:

NAME = TIME = USER =

2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.

THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE I NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

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'.

. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE ENGINEER, A MINIMUM OF 2: 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.

PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY, FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAYS HALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.

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

7. NYR9-12 MAY BE USED IN PLACE OF NYR9-11.

 SIGNS MOLNITED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED. 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.

. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT. 4. ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

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.

 THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OFERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER. 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.

3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.

1.5% MAX. 7.5% MAX. 4.5% MAX. CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21 BLENDED TRANSITION GRADE (RUNNING SLOPE) - SEE NOTE 7 NOTES REFERENCED IN THE TABLE ABOVE CAN BE FOUND ON STANDARD SHEET 608-01 SHEET 1 OF 9. ALL VALUES SHOWN ON THE 608-03 STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS.

LIMIT FOR WORK
ACCEPTANCE ELEMENT 2.0% MAX. 5.0% MAX.

PCC - PORTLAND CEMENT CONCRETE

DRIVEWAY – EVERY ENTRANCE OR EXIT USED BY VEHICULAR TRAFFIC TO AND FROM LANDS OR BUILDINGS ABUTTING A HIGHWAY.

RESIDENTIAL DRIVEWAY - A DRIVEWAY SERVING FOUR OR FEWER PRIVATE HOMES OR AN APARTMENT BUILDING FOR FOUR OR FEWER FAMILY UNITS.

COMMERCIAL DRIVEWAY – A DRIVEWAY SERVING A COMMERCIAL ESTABLISHMENT, INDUSTRY, GOVERNMENTAL OR EDUCATIONAL INSTITUTION, PRIVATE UTILITY, HOSPITAL, CHURCH, APARTMENT BUILDING, OR OTHER COMPARABLE TRAFFIC GENERATOR.

MAJOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUME ON A TYPICAL DAY IS DEFINED BY THE DRIVEWAY POLICY AS DEFINED IN THE HIGHWAY DESIGN MANUAL GHOM CHAPTER 5 APPENDIX 5A.

MINOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUMES ON A TYPICAL DAY ARE LESS THAN THE VALUES STIPULATED FOR A MAJOR COMMERCIAL DRIVEWAY.

FIELD ENTRANCE - A DRIVEWAY SERVING A FARMYARD, CULTIVATED OR UNCULTIVATED FIELD, TIMBERLAND, OR UNDEVELOPED LAND NOT USED FOR INDUSTRIAL, COMMERCIAL, OR RESIDENTIAL PURPOSES.

DRIVEWAY OFFSET - THE DISTANCE IN FEET MEASURED FROM THE INSIDE EDGE OF THE OUTERNOST TRAVEL LANE, OR TURNING LANE, TO THE HIGHMAY EDGE OF PAYEMENT. THE DISTANCE IS EQUIAL TO THE WIDTH OF THE OUTERMOST LANE AND THE WIDTH OF THE PAYED SHOULDER, OR CURB OFFSET.

URBAN / RURAL - THE AREA CHARACTER BASED ON NYSDOT HIGHWAY DESIGN MANUAL CHAPTER 2, SECTION 2.4.

HIGHWAY EDGE OF PAVEMENT - THE OUTSIDE EDGE OF THE PAVED HIGHWAY SURFACE.

SHOULDER WIDTH - THE WIDTH IN FEET OF PAVED SHOULDER INCLUDING A PARKING LANE, BIKE LANE, CURB OFFSET, OR OTHER PAVED AREA OUTSIDE OF THE TRAVEL LANE.

PAYEMENT LENGTH (PL) - THE DISTANCE IN FEET MEASURED ALONG THE CENTERLINE OF A DRIVEWAY FROM THE HIGHWAY EDGE OF PAYEMENT TO THE END OF PROPOSED DRIVEWAY PAYEMENT.

SHARED-USE-PATH (SUP) - A BICYCLE AND PEDESTRIAN FACILITY, TYPICALLY WITHIN THE RIGHT-OF-WAY, SEPARATED FROM MOTORIZED VEHICULAR TRAFFIC BY A BUFFER ZONE OR BARRIER. REFER TO HIGHWAY DESIGN MANUAL CHAPTER 17 AND AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES FOR GUIDANCE ON BUFFER ZONE WIDTH AND SEPARATION OF SHARED USE PATHS FROM ROADWAYS.

MINIMUM PAYING LIMIT (MPL) - THE MINIMUM DISTANCE IN FEET MEASURED ALONG THE CENTERLINE OF A DRIVEWAY FROM THE OUTSIDE EDGE OF THE OUTERMOST TRAVEL LANE THAT A DRIVEWAY MUST BE PAYED (INCLUDES THE SHOULDER WIDTH).

GENERAL NOTES FOR DRIVEWAY STANDARD SHEETS:

WIDTH / LENGTH:

1. BARRIER AND SHADOW VEHICLES SHALL BE REQUIRED AS PER STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".

NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE BARRIER OR SHADOW VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).

THE CONTRACTOR MAY BE REQUIRED TO PROVIDE A BARRIER VEHICLE IN CONJUNCTION WITH POLICE PRESENCE IN THE WORK ZONE, TO BE INCLUDED IN THE UNIT BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.

THE DRIVEWAY STANDARD SHEETS APPLY TO FIELD ENTRANCES, RESIDENTIAL DRIVEWAYS AND MINOR
COMMERCIAL DRIVEWAYS. FIELD ENTRANCES AND RESIDENTIAL DRIVEWAYS ACCOMMODATE AN AASHTO
PASSEMER CAR DESIGN VEHICLE. MINOR COMMERCIAL DRIVEWAYS ACCOMMODATE AN AASHTO SINGLE UNIT
TRUCK DESIGN VEHICLE.

DRIVEWAY WORK PERFORMED OFF THE RIGHT-OF-WAY REQUIRES AN EASEMENT OR A DRIVEWAY RELEASE. A
DRIVEWAY RELOCATION WILL REQUIRE A TEMPORARY EASEMENT MAP.

IF COMMERCIAL PROPERTY DEVELOPMENT PLANS INVOLVE NEW OR MODIFIED ACCESS TO A STATE HIGHWAY ACCOMMERCIAL HIGHWAY MORE PERMIT APPLICATION (FORM PERM 33-COM) MUST BE FILLED OUT AND SUBMITTED TO THE REGIONAL PERMIT COORDINATOR.

SEE THE DRIVEWAY TABLE IN THE CONTRACT PLANS FOR SPECIFIC DRIVEWAY LOCATIONS, WIDTHS ("W"), CORNER ANGLES, LENGTHS ("L"), MATERIAL, AND ENTRANCE TYPE.

DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSE DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL. OF TECTTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APRONS.

6. THE TAPER METHOD IS GENERALLY NOT RECOMMENDED FOR DRIVEWAYS WITH A DRIVEWAY OFFSET LESS THAN 16 FEET, UNLESS IT CAN BE FIELD VERHIED THAT THE DRIVEWAY ENTRANCE WIDTH WILL ACCOMMODATE THE VEHICLES THAT USE THE DRIVEWAY ON A REGULAR BASIN

TYPE 3 AND TYPE 4 DRIVEWAY ENTRANCES CAN BE USED WITHOUT CURB IF A TAPER STYLE ENTRANCE BETTER MATCHES THE HIGHWAY CORRIDOR AESTHETICS OR SPECIFIC SITE CONDITIONS THAN A RADIUS STYLE ENTRANCE.

11. THE DETAILS SHOW THE PAVEMENT LENGTH ("PL") EXTENDING TO THE MINIMUM PAVING LIMIT ("MPL") HOWEVER, THE "PL" CAN EXTEND BEYOND THE "MPL" AS SPECIFIED IN THE CONTRACT DOCUMENTS.

12. A DRIVEWAY TIP-UP SECTION SHOULD EXTEND TO A LOGICAL TERMINI ŒXAMPLE: SIDEWALK EDGE, WHERE THE DRIVEWAY GRADE MATCHES EXISTING GROUND, OR LAYOUT POINTD. FOR REFERENCE, A REASONABLE LENGTH FOR TAPERING THE TIP-UP SECTION BACK TO THE EDGE OF DRIVEWAY IS 3 TO 4 TIMES THE LENGTH OF CURB DROP. THE TIP-UP SECTION IS NOT PART OF THE DRIVEWAY OPENING WIDTH. REFER TO NYSDOT STANDARD SHEET 609-02 "MISCELLANEOUS CURB DETAILS" FOR THE CURB TRANSITION.

13. TO DETERMINE THE LIMITS OF SHOULDER RECONSTRUCTION, REFER TO THE DRIVEWAY OPENING TABLES ON SHEET 4 FOR NO SHOULDER (O' OFFSET).

15. DIMENSIONS AND ANGLES MAY BE INTERPOLATED FOR VALUES OTHER THAN THOSE SHOWN IN THE TABLES.

16. THE SHOULDER PAVEMENT THICKNESSES SHOWN ARE DEFAULT VALUES UNLESS OTHERWISE SHOWN IN THE PLANS. MATERIALS SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS.

17. WHERE THERE ARE CONSTRAINTS THAT PREVENT THE CONSTRUCTION OF THE DRIVEWAY OPENING USING EITHER OF THE LAYOUT METHODS, THE ENGINEER MAY SPECIFY A SMALL CORNER CURB RADIUS OF 2' (OR A "1/2 BULL NOSE" CURB ALONG LOW SPEED HIGHWAYS), PROVIDED THE DRIVEWAY OPENING MEETS THE REQUIREMENTS OF THE "DRIVEWAY OPENING" TABLES ON SHEET 4.

8. UP TO 10" OF HMA MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.

9. UP TO 9" OF PCC MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.

10. UP TO 12" OF SUBBASE MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.

14. FOR PCC SHOULDERS, SEE STANDARD SHEET 502-02 FOR LONGITUDINAL JOINT TIE DETAILS.

18. FOR RESIDENTIAL DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 10' FROM THE OUTSIDE EDGE OF TRAVEL LANE OR 2' BEHIND ANY SIDEWALK, IF PRESENT, WHICHEVER IS GREATER FOR MINOR COMMERCIAL DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 30' FROM THE OUTSIDE EDGE OF TRAVEL LANE, OR 2' BEHIND ANY SIDEWALK, IF PRESENT, OR EXTEND TO THE RIGHT-OF-WAY LIME, WHICHEVER IS GREATER. THE PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO EXISTING PAVED DRIVEWAYS. THE PAVING LIMIT WILL BE NOTED IN THE DRIVEWAY TABLE OF THE CONTRACT PLANS. FOR GRADING AND CONSTRUCTION REQUIREMENTS OF TRANSITIONS FROM PLACED HMA TO EXISTING HMM ORIVEWAYS, REFER TO DETAIL 9 — "TILE" IN DE EXISTING DRIVEWAYS" ON SHEET 9, AND TABLE 3 — "DRIVEWAY MATERIALS AND THICKNESS" ON SHEET 2.

FOR PCC DRIVEWAYS, REFER TO THE 502 SERIES STANDARD SHEETS FOR METAL REINFORCEMENT, JOINT TIES, SAWING AND SEALING, ETC.

21. A 5' MINIMUM BUFFER ZONE SHALL BE USED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS

ANY PCC SIDEWALK WHICH CROSSES A DRIVEWAY SHALL HAVE A MINIMUM THICKNESS OF 6" AND INCLUDE STEEL MESH REINFORCEMENT WITH 3" OF TOP COVER.

FOR GRADE CHANGES REFER TO THE DRIVEWAY PROFILES ON SHEET 8. VERTICAL CURVES ARE RECOMMENDED TO CONNECT TANCENTS. SEE TABLE 5 - "MINIMUM LENGTH OF VERTICAL CURVE" ON SHEET 2 FOR TYPICAL VERTICAL CURVE LENGTHS "L".

24. WHERE THE EXISTING GRADE OF THE DRIVEWAY PROFILE IS LESS THAN OR EQUAL TO 2%.
MATCH THE CROSS SLOPE OF THE SIDEWALK TO THE EXISTING DRIVEWAY PROFILE GRADE.

26. TO PREVENT DRIVEWAY GRADES FROM EXCEEDING THE VALUES IN TABLE 2 - "MAXIMUM DRIVEWAY SLOPE" ON SHEET 2, IT MAY BE NECESSARY TO DEPRESS THE SIDEWALK ACROSS THE DRIVEWAY. SIDEWALK RAMPS SHALL HAVE THE LEAST RUNNING SLOPE FOR WORK ACCEPTANCE SHALL BE A MAXIMUM OF 8.3%. WHERE EXISTING CONDITIONS DO NOT ALLOW THE CONSTRUCTION OF A SIDEWALK RAMP AT 8.3% OR LESS RUNNING SLOPE, THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15"-1" FOR DESIGN AND LAYOUT. THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15"-0" FOR WORK ACCEPTANCE.

27. WHERE DRAINAGE IS CARRIED ALONG THE CURB, CONSTRUCT THE DRIVEWAY WITH A SHORT UPGRADE TO PREVENT RUNOFF FROM PONDING AT THE DRIVEWAY ENTRANCE (FLAT DRIVEWAY) OR RUNNING DOWN THE DRIVEWAY OWNHALL DRIVEWAY SLOPE). IF CONDITIONS MAKE THE ADDITION OF A SHORT UPGRADE IMPRACTICAL, USE 1° CURB REVEAL AND CONTINUE CURB ACROSS THE DRIVEWAY OPENING. TYPICALLY, CURB REVEAL WILL NOT BE CONSTRUCTED IN RURAL AREAS. IF CURB REVEAL IS SPECIFIED FOR A SPECIFIC DRIVEWAY, IT WILL BE NOTED IN THE DRIVEWAY TABLE OF THE CONTRACT PLANS IN THE 'COMMENTS' COLUMN.

28. THE ENGINEER MAY INTERCHANGE TYPE 1, TYPE 3 AND TYPE 4 RESIDENTIAL DRIVEWAYS TO BETTER MATCH THE EXISTING ENTRANCE TYPES ALONG THE HIGHWAY CORRIDOR WHILE CONSIDERING AVAILABLE SPACE, CONSTRUCTABILITY, SAFETY, AND FUNCTIONALITY. THE DRIVEWAY TYPE SHALL COMPLY WITH TABLE 4 - 'DRIVEWAY ENTRANCE TYPE SELECTION' ON SHEET 2.

31. FOR DRIVEWAY MATERIAL REQUIREMENTS, USE TABLE 3 - 'DRIVEWAY MATERIALS AND THICKNESS' ON SHEET 2.

SITE CONDITIONS (SIDEWALK / CURB):

 FOR DRIVEWAYS WITH VARYING WIDTHS AND/OR CURVED ALIGNMENTS, DETERMINE THE DRIVEWAY WIDTH AND CORNER ANGLE 20'-0" FROM THE EDGE OF TRAVEL LANE. 30. FOR A ONE-WAY DRIVEWAY ENTRANCE OR EXIT, THE DRIVEWAY ENTRANCE WIDENING IS ONLY NECESSARY ON ONE SIDE OF THE DRIVEWAY TO ACCOMMODATE THE SHAPPER TURNING MOVEMENT. ONE-WAY PORTVEWAYS WILL BE IDENTIFIED ON THE DRIVEWAY TABLE OF THE CONTRACT PLANS LINDER "COMMENTS". FOR CURBED HIGHWAYS, A SMALL CORNER CURB RADIUS OF 2" (OR "1/2" BULLINOSE" CURB ALONG LOW SPEED HIGHWAYS) SHALL BE CONSTRUCTED TO ELIMINATE A SHARP CORNER BEND IN THE CURB LINE (WHICH IS SAFER FOR SNOWPLOW OPERATIONS).

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

RESIDENTIAL AND MINOR COMMERCIAL DRIVEWAY (SHEET 1 OF 9)

STATE OF NEW YORK

DEPARTMENT OF TRANSPORTATION

619-10

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL GENERAL NOTES

PPROVED SEPTEMBER 18, 2008 | ISSUED UNDER EB 08-036

DAVID J. CLEMENTS, P.E.

EFFECTIVE DATE: 01/08/09

APPROVED MARCH 07, 2016

/S/ RICHARD W. LEE, P.E.
DEPUTY CHIEF ENGINEER

Transportation

ISSUED UNDER EB 16-012

608-03

TABLE NY1-B SHADOW VEHICLE USE REQUIREMENTS (MOBILE CLOSURES) USE REQUIREMENTS

A MOBILE CLOSURE SHALL BE USED FOR ANY WORK ACTIVITY THAT MOVES CONTINUOUSLY OR INTERMITTENTLY ALONG THE TRAVELED MAY OR SHOULDER SLOWER THAN THE PREVAILING SPEED OF TRAFFIC. CHANNELIZING DEVICES ARE NOT USED FOR MOBILE CLOSURES.

5. FOR MOBILE LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 30 MPH OR LESS AND MOBILE SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 40 MPH OR LESS, SHADOW VEHICLES ARE NOT REQUIRED TO BE EQUIPPED WITH A REAR MOUNTE ATTENUATOR.

A SHADOW VEHICLE IS USED TO PROTECT EXPOSED WORKERS (ON FOOT OR IN A VEHICLE) AND SHALL BE REQ FOR ALL MOBILE CLOSURES. SHADOW VEHICLE REQUIREMENTS SHALL INCLIDE PROVIDING A SEPARATE SHAD VEHICLE FOR EACH CLOSED LAME AND EACH CLOSED PAYED SHOULDER 8' OR GREATER IN WIDTH, ADDITIONAL SHADOW VEHICLES MAY BE REQUIRED TO PROMOTE THE SAFE OFERATION OF TRAFFIC AND THE INCREASED PROTECTION OF EXPOSED WORKERS, AS DIRECTED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNED.

WORK ZONE TRAFFIC CONTROL SIGN TABLE

SIGN COLOR CONVENTIONAL EXPRESSWAY FREEWAY

48"X48"

48"X48"

36"X30"

48"X48"

36"X36"

36"X36"

36"X36"

48"X48"

48"X48"

48"X48"

48"X48"

48"X48"

36"X36"

36"X36"

24"X18"

36"X36"

NO CENTER LINE

STEEL PLATE ON PAVEMENT

(40) (44)

(\$10) (\$10) \$\frac{1}{3}\quad \frac{1}{3}\quad \frac{1}{3

W11-1L W11-1R

W11-2L W11-2R

W11-15L W11-15R

TABLE NY1-A
BARRIER VEHICLE USE REQUIREMENTS
(LONG TERM, INTERMEDIATE TERM, AND SHORT TERM STATIONARY CLOSURES)

THE EXPOSURE CONDITIONS DESCRIBED IN TABLE NY1-A ASSUMES THERE IS NO POSITIVE PROTECTION
(TEMPORARY TRAFFIC BARRIER) PRESENT. WHERE WORKERS OR HAZARDS ARE PROTECTED BY A TEMPORARY
TRAFFIC BARRIER, BARRIER VEHICLES ARE NOT REQUIRED.

WHERE THE REQUIREMENT IS "OPTIONAL", EITHER A BARRIER VEHICLE OR THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.

3. REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE BARRIER VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAYED SHOULDER 8' OR GREATER IN WIDTH. IF THE WORK SPACE MOVES WITHIN THE STATIONARY CLOSINE, THE BARRIER VEHICLE SHALL BE REPOSITIONED ACCORDINGLY. BARRIER VEHICLES PROTECTING NON-TRANSVERSABLE HAZARDS SHALL REMAIN IN PLACE DURING BOTH WORKING AND NON-WORKING HOURS UNTIL THE HAZARD NO LONGER EXISTS. EXCEPTIONS TO THESE REQUIREMENTS MAY BE MADE, AS APPROVED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE WHERE BARRIER VEHICLE PLACEMENT WOULD BE INEFFECTIVE OR WOULD INTERFERE WITH THE SAFE OPERATION OF TRAFFIC,

BARRIER VEHICLES ARE NOT REQUIRED FOR MILLING AND/OR PAYING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.

. BARRIER VEHICLES ARE NOT REQUIRED FOR FLAGGING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE6C-2) SHALL BE PROVIDED.

EXPOSURE CONDITION

EXPOSURE CONDITION 1

CLOSURE TYPE

SHOULDER CLOSURE

NON-FREEWAY
(PRECONSTRUCTION POSTED SPEED LIMIT)

REQUIRED³ REQUIRED³ REQUIRED³

NON-TRAVERSABLE HAZARD
UE. EQUIPMENT, MATERIALS, EXCAVATION ONLY
NO WORKERS EXPOSED

WORKERS ON FOOT OR IN VEHICLES EXPOSED REQUIRED³ REQUIRED³ OPTIONAL² OPTIONAL²

NON-FREEWAY OPECONSTRUCTION POSTED SPEED LIM ≥ 45 MPH | 35-40 MPH | ≤ 30 MPH WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC REQUIRED^{2,4} REQUIRED^{2,4} REQUIRED^{2,4}

TABLE NY2-A
PLACEMENT DISTANCE FOR BARRIER VEHICLES

* AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619: BARRIER VEHICLE - VEHICLE USED FOR STATIONARY SHOULDER CLOSURES, LANE CLOSURES, AND OTHER STATIONARY WORK ZONES. MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER. TABLE NY2-B
PLACEMENT DISTANCE FOR SHADOW VEHICLES

MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.

SIGN COLOR CONVENTIONAL EXPRESSWAY FREEWAY

36"X36"

18"X24"]

30"X24"

24"X12"

36"X36"

36"X36"

36"X36"

36"X36"

36"X36"

36"X36"

36"X36"

24"X18" 30"X24"

24"X12" 30"X18"

W13-4P

W16-5PL W16-5PR

W20-1

W20-2

₩20-5

 $\leftarrow \rightarrow$

K

DETOUR AHEAD
DETOUR XXX FT X MILE

ROAD CLOSED AHEAD ROAD CLOSED XXX FT X MILE

LIST LIMES (LISS) 2 (LIST) LIMES (LISS) (LIS

W16-1P SEE NOTE 3 A OR F

24"X24" 30"X30"

36"X36"

24"X30"

30"X18"

48"X48"

SLOW MOVING VEHICLE

SHOULDER

LEFT SHOULDER CLOSED

MOWING AHEAD

BLASTING ZONE AHEAD BLASTING ZONE ISOO FT 2 MILE

TURN OFF 2-WAY RADIO AND CELL PHONE

END BLASTING ZONE

NEW TRAFFIC PATTERN AHEAD

(\$\\$)

W24-1bL W24-1bR

W23-2

W24-1L W24-1R

₩21-4

₩21-5aL ₩21-5aR

TABLE 6C-2 LONGITUDINAL BUFFER SPACE PRECONSTRUCTION DISTANCE POSTED SPEED LIMIT (MPH)

SPEED LIMIT (MPH)

25 155 FT.

30 200 FT.

35 250 FT.

40 305 FT.

STANDARD TAPER LENGTHS

TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT | LATERAL SHIFT | TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT
| OF TRAFFIC | TRAFFIC | TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT | TO MPH) | (40 MPH) | (45 MPH) | (50 MPH) | (55 MPH) | (65 MPH) | (65 MPH) | (70 MPH) |

(40 MPH) OR LESS L = WS² /60

(45 MPH) OR MORE

TABLE 619-4
FLARE RATES FOR POSITIVE BARRIER TABLE NY6H-3 ADVANCE WARNING SIGN SPACING

PRECONSTRUCTION POSTED SPEED LIMIT

URBAN: OMEETS MORE THAN 1 OF THE FOLLOWING CRITERIA)
SIDEWALKS, BICYCLE USAGE, CURBING, CLOSED DRADNAGE SYSTEMS,
DRIVEWAY DENSITIES GREATER THAN 24 DRIVEWAYS PER MILE, MINOR
COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS PER MILE OR
GREATER, MAJOR COMMERCIAL DRIVEWAYS, NUMEROUS RIGHT OF WAY
CONSTRAINTS, HIGH DENSITY OF CROSS STREETS, 85TH PERCENTILE
SPEEDS OF 45 MPH OR LESS.

RURAL: ANY AREA NOT EXHIBITING MORE THAN ONE OF THE ABOVE CHARACTERISTICS.

EXPRESSWAY: DIVIDED HIGHWAYS FOR TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS.

FREEWAYS/INTERSTATE: LOCAL OR INTER REGIONAL HIGH-SPEED, DIVIDED, IIGH-VOLUME FACILITIES WITH FULL OR PARTIAL CONTROL OF ACCESS.

WORK DURATION DEFINITIONS

LONG-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.

INTERMEDIATE-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATIO MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTIME WORK LASTING MORE THAN 1 HOUR.

SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.

EFFECTIVE DATE: 01/08/09

SIGN COLOR CONVENTIONAL EXPRESSWAY FREEWAY

48"X48"

48"X24"

48"X48"

48"X48"

48"X48"

48"X48"

48"X48"

42"X36"

42"X36"

48"X48"

48"X48"

48"X48"

48"X48"

EFFECTIVE DATE: 05/03/2012

48"X48"

48"X48"

36"X36"

36"X18"

36"X36"

36"X36"

36"X36"

36"X36"

36"X36"

42"X36"

42"X36"

36"X36"

36"X36"

36"X36"

36"X36"

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR. MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

 □ DIRECTION OF TRAFFI TEMPORARY CONCRETE 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 ■ FLAGGER FLAC TREE ● LUMINAIRE DISTANCE BETWEEN SIGNS SIGN LEGEND PAVEMENT MARKINGS THAT SHALL BE REMOVED FOR A LONG TERM PROJECT 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.
EXPRESSWAY / FREEWAY 1000 1500 2640 1 MILE 1/2 MILE SIGN, TEMPORARY TEMPORARY BARRIER

ARROW PANEL TRAILER OR SUPPORT CHANGEABLE MESSAGE SIGN (PVMS) CRASH CUSHION/TEMPORARY IMPACT ATTENUATOR DIRECTION OF TEMPORARY TRAFFIC DETOUR

TEMPORARY BARRIER WITH WARNING LIGHTS

WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR

STATE OF NEW YORK

DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL

APPROVED SEPTEMBER 18, 2008 ISSUED UNDER EB 08-036

CONVENTIONAL ROAD - A STREET OR HIGHWAY OTHER THAN A FREEWAY, OR EXPRESSWAY.

EXPRESSWAY - A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.

COLOR CODE LEGEND

BLACK LEGEND AND BORDER
ON AN ORANGE BACKGROUND

B BLACK LEGEND AND BORDER ON A WHITE BACKGROUND

WHITE LEGEND AND BORDER ON A GREEN BACKGROUND

WHITE LEGEND AND BORDER ON A RED BACKGROUND

RED LEGEND AND BORDER ON A WHITE BACKGROUND

BLACK LEGEND AND BORDER ON A FLOURESCENT YELLOW GREEN BACKGROUND

WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.

WHEN USED IN CONJUNCTION WITH A BICYCLE SIGN (W11-1) OR PEDESTRIAN CROSSING (W11-2) COLOR CODE SHALL MATCH.

STATE OF NEW YORK

DEPARTMENT OF TRANSPORTATION

ISSUED UNDER EB 12-010

APPROVED APRIL 1, 2012

CODE DESCRIPTION

619-11

/ DAVID J. CLEMENTS, P.E.

LEGENDS AND NOTES

TYPE III BARRICADE

WORK SPACE

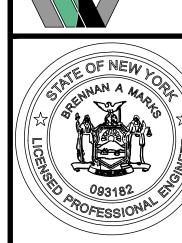
WORK VEHICLE

TABLE 6C-3
TAPER LENGTH FOR TEMPORARY
TRAFFIC CONTROL ZONES TYPE OF TAPER TAPER LENGTH (L) ONE-LANE, TWO-WAY TRAFFIC TAPER 100 FT. MAXIMUM

DOWNSTREAM TAPER 100 FT. PER LANE

WOR	K ZONE TRAFFIC CONTROL LEGEND
SYMBOL	DESCRIPTION
·	ARROW PANEL
	ARROW PANEL, CAUTION MODE
***	ARROW PANEL TRATLER OR SUPPORT

NO



OPTOMETR

TAO

ELIX

GENERAL DETAILS

C504

DESIGNED BY:

HECKED BY:

SCALE:

JOB NO.:

DATE TAX MAP#: BPH

BAM

BAM

1"=40'

20-026

03/13/202

56.00-1-13.2

4 2 BEEMAN ST IANDAIGUA, NY 1

MarksEngineering

e 585-905-0360 585-485-6205 arksengineering