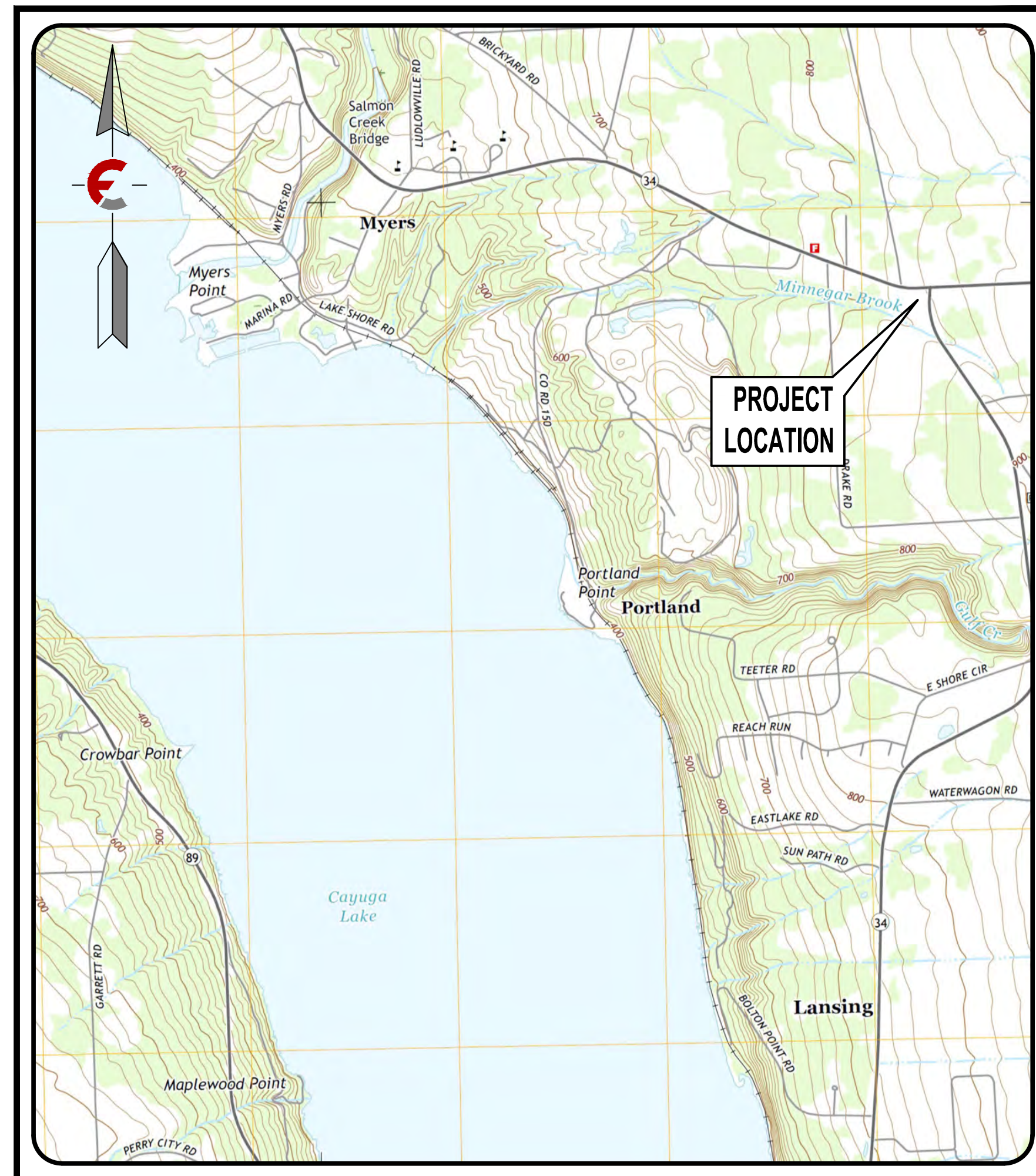


# Site Plan Drawings For

# PROPOSED DANDY MINI-MART

## LANSING (T), TOMPKINS (Co.), NEW YORK



**LOCATION MAP**

**November 30, 2020**

**Last Revised: December 14, 2022**

**PREPARED FOR:**

**JUST DANDY LLC**  
**6221 Mile Lane Road**  
**Sayre, PA 18840**

**PROJECT LOCATION:**

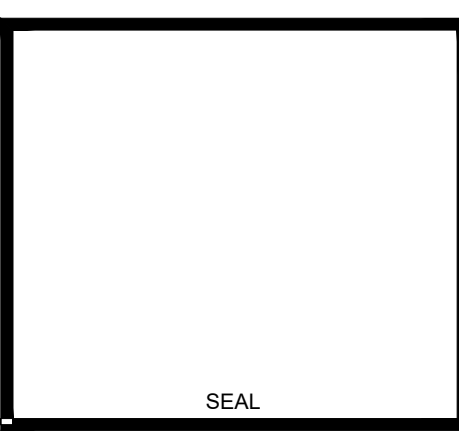
**NYS Route 34B (Ridge Road)**  
**Lansing, N.Y. 14850**  
**Tax Map No. 31-6-9.1, 10, 11, 13, 14**

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Rev.	Date	Revision Description
8.	12/14/22	Site Plan Revisions
7.	11/28/22	Updated Sign/Utility Locations
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYS DOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYS DOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

It is a Violation Of The New York Education Law, Article 145 Section 7209, For Any Person, Unless He is Acting Under The Direction Of A Licensed Professional Engineer Or Land Surveyor To Alter An Item In Any Way, If An Item Bearing The Seal Of An Engineer Or Land Surveyor is Altered. The Altering Engineer Or Land Surveyor Shall Affix To The Item His Seal And The Notation "Altered By" Followed By His Signature And The Date Of Such Alteration, And A Specific Description Of The Alteration.



**PROPOSED DANDY  
MINI-MART**  
 LANSING (T), TOMPKINS (Co.), NEW YORK



Scale: As Noted  
 11x17 Prints are 1/2 Size  
 Date: November 30, 2020  
 Design By: JBG, RSN  
 Drawn By: RSN  
 Checked By: JBG  
 Project No.: 2020.062  
 Drawing Name: 20062.dwg

**TITLE**

**CO**

**FINAL PRINT**  
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**I. GENERAL**

- BASE MAPPING PREPARED BY WEILER ASSOCIATES PROJECT #16510T DATED 10/20/2020.
- THE PROJECT SITE DOES NOT CONTAIN FEMA DELINEATED FLOODWAYS OR FLOODPLAINS.
- THE PROJECT SITE DOES NOT CONTAIN FEDERALLY REGULATED WETLANDS ON-SITE, NOR ANY NWI MAPPED WETLANDS.
- MUNICIPAL WATER SERVICE PROVIDED BY BOLTON POINT.
- PROJECT SITE IS NOT SERVED BY PUBLIC SANITARY SEWER. SEPTIC SYSTEM TO BE REVIEW BY COUNTY HEALTH DEPARTMENT.
- THE CONTRACTOR'S SURVEYOR SHALL CHECK ALL HORIZONTAL AND VERTICAL CONTROL PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL PROMPTLY BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
- THE CONTRACTOR SHALL KEEP HIS OPERATIONS WITHIN THE PROJECT LIMITS OF DISTURBANCE.
- ALL DAMAGE TO PRIVATE PROPERTY OR UTILITIES (UNDER OR ABOVE GROUND) SHALL BE REPORTED TO THE OWNER OF RECORD AT ONCE.
- CONSTRUCTION ALONG CITY, TOWN, AND STATE ROADS SHALL CONFORM TO SPECIFICATIONS LISTED ON PERMITS ISSUED BY THE APPROPRIATE AGENCIES.
- SAFE AND CONTINUOUS THROUGH TRAFFIC, INGRESS AND EGRESS FOR ADJACENT OWNER DRIVEWAYS, SERVICE ROADS, PUBLIC STREETS, AND SIDEWALKS SHALL BE MAINTAINED THROUGHOUT THE PERIOD OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE LOCAL MUNICIPALITY AND NEW YORK STATE D.O.T. AN ACCEPTABLE MAINTENANCE AND PROTECTION OF TRAFFIC PLAN FOR CONSTRUCTION IN/ALONG/NEAR TOWN AND STATE ROADWAYS.
- HIGHWAY DRAINAGE, SIDE STREET DRAINAGE, SWALES, DITCHES, AND OTHER EXISTING DRAINAGE FACILITIES SHALL BE PROTECTED AND MAINTAINED IN ADEQUATE WORKING CONDITION DURING CONSTRUCTION. THE CONTRACTOR SHALL RESTORE ANY OF SUCH FACILITIES THAT ARE DAMAGED DURING CONSTRUCTION TO THE SATISFACTION OF THE OWNER OF THE INFRASTRUCTURE.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS NOT TO DISTURB AND/OR DAMAGE PROPERTY CORNERS (IRON PINS, HUBS, ECT.). ANY DISTURBED OR DAMAGED PROPERTY CORNERS SHALL BE REPLACED BY THE CONTRACTOR'S LICENSED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.
- ALL EXISTING UTILITIES SUCH AS ELECTRIC, GAS MAINS, AND TELEPHONE SHALL BE STAKED OUT BY THE UTILITY COMPANY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CALL NEW YORK STATE DIG SAFELY (1-800-962-7962) PRIOR TO CONSTRUCTION AND NOTIFY UTILITY COMPANIES FOR STAKEOUT.
- THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES. IF UTILITIES ARE DAMAGED DURING CONSTRUCTION, THE CONTRACTOR SHALL REPAIR THESE TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
- EXISTING WATERMAIN LOCATIONS AND DEPTHS SHOWN ARE APPROXIMATE. EXISTING INDIVIDUAL WATER SERVICES ARE NOT SHOWN ON DRAWINGS.
- THE CONTRACTOR SHALL NOTIFY OWNER OF ALL IMPACTED MUNICIPAL WATER SYSTEMS, THE RESIDENT ENGINEER AND THE FIRE DEPARTMENT 48 HOURS IN ADVANCE PRIOR TO CONSTRUCTION ON AND INTERRUPTION OF SERVICE OF ANY WATERMANS. THE CONTRACTOR SHALL PROTECT ALL WATER SERVICE LINES AND PRIVATE WELLS. THE CONTRACTOR SHALL HAVE AMPLE SUPPLY OF REPAIR CLAMPS, COUPLINGS, AND PIPING FOR EMERGENCY REPAIRS.
- IN AREAS WHERE THE CONTRACTOR IS EXCAVATING NEAR ANY UTILITY POLES, THE CONTRACTOR SHALL BRACE AND/OR HOLD IN PLACE UNTIL EXCAVATED AREA IS BACKFILLED AND COMPACTED.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER DISPOSAL OF ALL REMOVED VEGETATION, SOIL AND OTHER DISTURBED DEBRIS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING APPROPRIATE EROSION CONTROL MEASURES TO PREVENT SEDIMENT FROM MIGRATING OFF SITE, TO STORM SEWERS, OR ADJACENT ROADWAYS IN ACCORDANCE WITH THE APPROVED SWPPP.
- ALL EXCAVATIONS SHALL PROVIDE PROTECTION TO THE WORK FORCE AS PER THE CURRENT O.S.H.A. REQUIREMENTS, AS WELL AS ANY STATE AGENCY REQUIREMENTS.
- THE CONTRACTOR SHALL OBSERVE O.S.H.A. AND OTHER APPLICABLE SAFETY REQUIREMENTS. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR CONSTRUCTION SAFETY AT ALL TIMES.
- CONTRACTOR SHALL REVIEW SOIL BORING AND TESTING REPORTS TO DETERMINE SPECIAL CONDITIONS REQUIRED FOR CONSTRUCTION AND SUITABILITY OF ON-SITE SOILS FOR FILL MATERIAL AND FOR INFORMATION ON GROUNDWATER DEPTHS.
- ALL DISTURBED AREAS SHALL BE SEEDED ACCORDING TO THE REQUIREMENTS SPECIFIED ON SHEET C4.7 AND THE EROSION AND SEDIMENTATION CONTROL PLANS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING THE EROSION AND SEDIMENT CONTROL FEATURES PRIOR TO BULK EARTHMOVING ACTIVITIES.
- ALL LIGHT POLES, LIGHT FIXTURES AND ASSOCIATED CONDUIT SHALL BE PROVIDED AND INSTALLED UNDER A SEPARATE CONTRACT. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE CONTRACTOR RESPONSIBLE FOR THIS WORK AND PROVIDE THE NECESSARY EXCAVATION AND BACKFILL FOR INSTALLATION OF THE TRENCHING. THE SITE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR SUPPLYING AND INSTALLING THE POLE BASES FOR ALL EXTERIOR LIGHTING FIXTURES.

**II. SANITARY SEWERS**

- SANITARY SEWERS, MANHOLES, CLEANOUTS, AND OTHER APPURTENANCES SHALL BE CONSTRUCTED, AND TESTED IN ACCORDANCE WITH LOCAL MUNICIPAL SPECIFICATIONS.
- SANITARY SEWERS SHALL BE SDR-35 PVC PIPE CONFORMING TO ASTM D-3034, WITH RUBBER GASKETED JOINTS CONFORMING TO ASTM D-3212 AND ASTM F-477.
- TESTED SANITARY SEWERS SHALL HAVE AN INFILTRATION RATE OF LESS THAN 100 GALLONS PER MILE PER INCH DIAMETER OF PIPE PER DAY.
- SANITARY SEWERS SHALL BE LAID WITH A STRAIGHT ALIGNMENT BETWEEN MANHOLES. AS PER THE RECOMMENDED STANDARDS FOR WASTEWATER FACILITIES, 2014 EDITION, SECTION 33.85 DEFLECTION TEST. THE TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE 30 DAYS. A RIGID BALL OR MANDREL USED FOR THE DEFLECTION TEST SHALL HAVE A DIAMETER NOT LESS THAN 95% OF THE BASE INSIDE DIAMETER OR AVERAGE INSIDE DIAMETER OF THE PIPE DEPENDING ON WHICH IS SPECIFIED IN THE ASTM SPECIFICATION, INCLUDING THE APPENDIX, TO WHICH THE PIPE IS MANUFACTURED.
- THE CONTRACTOR SHALL CONCRETE ENCASE THE SANITARY SEWER LINE OR FORCEMAIN AT ALL POINTS WHERE VERTICAL SEPARATION IS LESS THAN 18" AT CROSSINGS WITH STORM SEWER LINES.
- ANY POLYETHYLENE FORCEMAIN SHALL BE TYPE DR-11 WITH A PRESSURE RATING OF 128 PSI.

**III. STORM SEWERS**

- STORM SEWERS, MANHOLES, INLETS, DITCHES, AND OTHER SYSTEM COMPONENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MUNICIPAL SPECIFICATIONS.
- STORM SEWERS SHALL BE ADVANCED DRAINAGE SYSTEM'S ADS N-12 CORRUGATED, SMOOTH INTERIOR, HIGH DENSITY POLYETHYLENE (HDPE) PIPE. ADS N-12 STORM SEWER SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND ASTM D 2321.
- ALL FLARED-END SECTIONS SHALL BE GALVANIZED METAL END SECTIONS UNLESS OTHERWISE SPECIFIED.
- RIPRAP PADS AT STORM SEWER DISCHARGES SHALL CONSIST OF NYSDOT LIGHT STONE FILLING UNLESS OTHERWISE NOTED ON THE CONTRACT DRAWINGS.
- CROWN OF MULTIPLE PROPOSED STORM SEWER PIPES IS AT OR NEAR THE TOP OF THE SUBGRADE. CONTRACTOR SHALL PROTECT INTEGRITY OF ALL INSTALLED STORM SEWERS UNTIL SUFFICIENT COVER IS PLACED ON SAID PIPING.

**IV. ACCESS ROADS AND PARKING AREA**

- LIMING, FERTILIZING, SEEDING, AND MULCHING OF DISTURBED AREAS SHALL BE CONSISTENT WITH THE APPROVED SWPPP.
- SIGNAGE, PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE TO THE NYSDOT'S MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- ROADWAY EMBANKMENT: OBTAIN SUBGRADE ELEVATION BY COMPACTING ON-SITE SOILS IN MAXIMUM 8 INCH HORIZONTAL LIFTS. USE ON-SITE SOILS AS EMBANKMENT FILL THAT DO NOT CONTAIN ORGANIC OR DELETERIOUS MATERIALS, ARE NOT EXCESSIVELY WET OR FROZEN, OR THAT HAS COBBLES IN EXCESS OF 6 INCHES ALONG THE LONGEST DIMENSION. IF SUITABLE ON-SITE SOILS ARE NOT AVAILABLE, A WELL GRADED BANK-RUN APPROVED BY THE ENGINEER SHALL BE IMPORTED. THE BANK-RUN GRAVEL SHALL BE SOUND, DURABLE, FREE OF ORGANIC OR OTHER DELETERIOUS MATERIAL, WITH NO MORE THAN 10 PERCENT BY WEIGHT FINER THAN NO. 200 SIEVE. ADJUST THE MOISTURE CONTENT OF THE EMBANKMENT FILL (WHETHER ON-SITE OR OTHERWISE) TO WITHIN 2% OF OPTIMUM BY EITHER AIR DRYING OR THROUGH THE ADDITION OF WATER PRIOR TO COMPACTION. SPREAD WET FILL IN AN 8 INCH LOOSE LIFT AND DISC TO EXPEDITE AIR DRYING.
- ROADWAY EXCAVATION: EXCAVATE SUBSOIL TO THE DEPTH REQUIRED TO PROVIDE A UNIFORM SURFACE OF SOLID UNDISTURBED GROUND FOR THE PLACEMENT OF AGGREGATE SUBBASE COURSE.
- FILL, SUBGRADE, AND SUBBASE SHALL BE COMPACTED TO OR ABOVE 95 PERCENT 'MODIFIED PROCTOR' DENSITY WITH A SMOOTH DRUM ROLLER, OR OTHER SUFFICIENT COMPACTION EQUIPMENT, WEIGHING AT LEAST 7 TONS. OPERATE COMPACTOR IN THE STATIC MODE FOR COMPACTION OF SILTY SOILS AND IN THE VIBRATORY MODE FOR ALL OTHER MATERIALS.
- SUBBASE MATERIAL SHALL BE PLACED IN MAXIMUM 6 INCH AND MINIMUM 3 INCH HORIZONTAL LIFTS. MAINTAIN OPTIMUM MOISTURE CONTENT FOR COMPACTION.
- WHEREVER GROUNDWATER SEEPAGE IS ENCOUNTERED, INSTALL UNDERDRAINS BELOW THE SUBBASE. LAP UNDERDRAIN FABRIC WITH SUBBASE FABRIC.
- BELOW THE SUBBASE, PROVIDE A SOIL STABILIZATION GEOTEXTILE FABRIC, SUBJECT TO THE ACCEPTANCE OF THE HIGHWAY SUPERINTENDENT, WITH THE FOLLOWING CERTIFIABLE PROPERTY VALUES: MINIMUM PUNCTURE STRENGTH OF 125 LBS., MINIMUM MULLEN BURST STRENGTH OF 430 PSI, MINIMUM GRAB TENSILE STRENGTH OF 220 LBS., AND MAXIMUM APPARENT OPENING SIZE OF 40-80 SIEVE.

**V. PUBLIC WATER**

- WATERMANS, WATER SERVICES, FIRE HYDRANTS, AND OTHER APPURTENANCES SHALL BE CONSTRUCTED, TESTED, AND DISINFECTED IN ACCORDANCE WITH THE OWNER'S SPECIFICATIONS FOR WATERMAIN EXTENSIONS. WATERMAIN AND APPURTENANCE MATERIALS AND INSTALLATION SHALL COMPLY WITH NYSODH STANDARDS AND AWWA STANDARD C600-93.
- DUCTILE IRON PIPE SHALL BE CLASS 52, AND SHALL CONFORM IN ALL ASPECTS TO AWWA C-151. FITTING SHALL CONFORM IN ALL ASPECTS TO AWWA C-11- OR TO COMPACT FITTINGS AWWA C-153. ALL SHALL BE FURNISHED WITH CEMENT MORTAR LINING IN CONFORMANCE WITH AWWA C-104. PIPES SHALL HAVE GASKETED, PUSH-ON, JOINTS CONFORMING TO AWWA C-111
- THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER AND ANY TYPE OF SEWER UTILITIES (SANITARY OR STORM) SHALL BE 10 FEET, MEASURED FROM OUTSIDE WALL TO OUTSIDE WALL OF THE MAINS. THE MINIMUM VERTICAL SEPARATION DISTANCE AT THE POINT OF CROSSING SHALL BE 18 INCHES, ALSO MEASURED FROM OUTSIDE WALL TO OUTSIDE WALL.
- WATERMAIN SHALL BE INSTALLED AT A CONTINUOUS UPWARD GRADE TO A POINT OF AIR RELEASE. POINTS OF AIR RELEASE INCLUDE WATER INCLUDE WATER SERVICES, FIRE HYDRANTS, AND BLOW-OFF VALVES.
- SAMPLING REQUIREMENTS FOR THE DISINFECTION OF WATERMANS SHALL BE CONSISTENT WITH AWWA STANDARD C651-92, SECTION 5.2 CONTINUOUS FEED METHOD, DISINFECTING WATERMANS. AFTER FINAL FLUSHING AND BEFORE THE NEW WATERMAIN IS IN OPERATION, TWO CONSECUTIVE SAMPLES TAKEN 24 HOURS APART, SHALL BE COLLECTED FROM THE NEW WATERMAIN. AT LEAST ONE SET OF SAMPLES SHALL BE COLLECTED FROM EVERY 1200 LINEAR FEET OF WATERMAIN, PLUS ONE SET FROM THE END OF LINES AND EACH BRANCH.
- FITTINGS SHALL BE DUCTILE IRON WITH MECHANICAL JOINTS.
- HYDRANTS SHALL CONFORM TO WATER SYSTEMS SPECIFICATIONS WITH A 5' BURY, OPEN LEFT, TRAFFIC TYPE GROUND FLANGE, 6" INLET, (1) 4-1/2" NST STEAMER NOZZLE, (2) 2-1/2" NST HOSE NOZZLES MECHANICAL JOINT CONNECTION, 5" HYDRANT VALVE SEAT, AND A PENTAGON OPERATING NUT. THE HYDRANTS SHALL CONFORM TO AWWA C-502.
- MAIN VALVES SHALL BE MECHANICAL JOINTS, RESILIENT SEAT, GATE, 2" OPERATING NUT, OPEN LEFT, WITH STAINLESS STEEL BONNET AND PACKING BOLTS AND NUTS. THE VALVES SHALL CONFORM TO AWWA C-509.
- MAIN VALVE BOXES SHALL BE 5-1/4", SCREW TYPE, WITH CAST IRON LIDS MARKED "WATER."
- ALL NEW AND ALTERED EXISTING WATERMANS SHALL BE PRESSURE AND LEAKAGE TESTED IN ACCORDANCE WITH THE LATEST REVISION OF AWWA STANDARD C-600-93 (LATEST REVISION).
- THE FOLLOWING MINIMUM SEPARATION DISTANCES BETWEEN GAS LINES AND WATER LINES ARE RECOMMENDED. OTHER MORE STRINGENT SEPARATION DISTANCES MAY APPLY.  
HORIZONTAL- 5 FEET  
VERTICAL- 2 FEET

**VI. WATER WELL DECOMMISSIONING**

- PRIOR TO CONDUCTING WELL DECOMMISSIONING, MUNICIPAL AUTHORITIES SHOULD BE CONTACTED TO DETERMINE IF THERE ARE LOCAL REGULATIONS REGARDING THIS ACTIVITY.
- NYSDEC'S WATER WELL ABANDONMENT AND DECOMMISSIONING REPORT SHALL BE FILLED OUT WHEN AN ACTIVE WELL BECOMES INACTIVE OR IS DECOMMISSIONED.
- COMPLETE AND ACCURATE WRITTEN RECORDS OF DECOMMISSIONING OPERATIONS SHOULD BE MAINTAINED. THE INFORMATION TO BE RECORDED SHOULD INCLUDE THE ORIGINAL WELL LOG AND/OR CONSTRUCTION RECORD, THE TYPE OF GROUTING MATERIAL USED, VOLUME OF MATERIAL USED, AND METHOD OF PLACING GROUTING MATERIAL INTO THE WELL. UPON DECOMMISSIONING A WELL, THE RECORD OF SUCH ACTION SHOULD BE SENT TO THE BUREAU OF WATER RESOURCE MANAGEMENT, 625 BROADWAY, ALBANY, NY 12233-3508.
- REMOVE EQUIPMENT, MATERIALS, DEBRIS, AND OBSTRUCTIONS THAT MAY INTERFERE WITH SEALING OF THE WELL OR BORING. THIS MAY INCLUDE PUMPING EQUIPMENT, DROP PIPE, PACKERS, ETC..
- THE WELL SHOULD BE DISINFECTED USING A SOLUTION OF CALCIUM HYPOCHLORITE, SUCH AS HTH, CONTAINING APPROXIMATELY 65% TO 75% AVAILABLE CHLORINE. COMMON HOUSEHOLD BLEACH MAY BE TOO WEAK. CALCIUM HYPOCHLORITE PRODUCTS CONTAINING FUNGICIDES, ALGICIDES, OR OTHER DISINFECTANTS SHOULD BE AVOIDED.
- APPROPRIATE MEASUREMENTS SHOULD BE MADE TO VERIFY THE DEPTH OF THE WELL. CASING WITH AN OPEN ANNUAL SPACE SHOULD BE EITHER GROUTED IN PLACE OR REMOVED. FOR CASING REMOVED FROM A COLLAPSING FORMATION, GROUT SHOULD BE PUMPED THROUGH A TREMIE PIPE SO THAT DURING ITS REMOVAL THE BOTTOM OF THE CASING REMAINS SUBMERGED IN GROUT.
  - WHERE CASING IS GROUTED IN PLACE, THE CASING SHOULD BE CUT OFF AT LEAST 24 INCHES BELOW GRADE, WHERE PRACTICABLE. FOR WELLS LOCATED IN A BUILDING, UPON COMPLETION OF GROUTING THE CASING SHOULD BE FILLED TO FLOOR LEVEL WITH NO LESS THAN 12 INCHES OF CEMENT. CASING SHOULD BE CUT OFF NOT MORE THAN 3 INCHES FROM FLOOR LEVEL. FOR WELLS TERMINATING IN A WELL PIT, CASING SHOULD BE CUT OFF NOT LESS THAN TWELVE INCHES BELOW THE GRADE ESTABLISHED WHEN THE PIT IS FILLED.
  - AFTER THE GROUT HAS CONSOLIDATED, THE TOP OF THE CASING SHOULD BE CLOSED AND SEALED. STEEL CASINGS SHOULD BE SEALED WITH A WELDED STEEL PLATE; PVC CASINGS WITH A PERMANENTLY AFFIXED PVC CAP.
- THE PORTION(S) OF THE WELL OCCUPIED BY THE WELL SCREEN SHOULD BE FILLED WITH CLEAN SAND OR GRAVEL (DEFINED AS BEING RELATIVELY FREE OF CLAY AND ORGANIC MATTER). THE FILLING SHOULD BE NO LESS PERMEABLE THAN THE FORMATION SURROUNDING THE WELL SCREEN AND SHOULD EXTEND NO MORE THAN THREE FEET ABOVE THE TOP OF THE SCREEN.
- THE ENTIRE CASING, INCLUDING RISER ANNUAL SPACES BETWEEN CASINGS SHOULD BE FILLED. SEALING MATERIALS SHOULD HAVE BEARING STRENGTH SUFFICIENT TO PREVENT SUBSIDENCE AND SUPPORT TRAFFIC OR BUILDING LOADS. NOTE THAT THE USE OF TOO MUCH BENTONITE IN THE GROUT MIX CAN LEAD TO EXCESSIVE SHRINKAGE AND CRACKING.
  - SLURRY MIXTURE AND PUMPING - WHEN A BENTONITE SLURRY, NEAT CEMENT SLURRY OR CONCRETE SLURRY IS USED, IT SHOULD BE PLACED INTO THE WELL UNDER PRESSURE VIA A TREMIE PIPE OF AT LEAST ONE INCH INSIDE DIAMETER. AT THE START OF OPERATIONS, THE TREMIE PIPE IS PLACED AT THE BOTTOM OF THE WELL TO AVOID SEGREGATION OR DILUTION OF SEALING MATERIALS. THE TREMIE PIPE SHOULD BE SUBMERGED IN THE SLURRY AT ALL TIMES DURING SLURRY PLACEMENT. THE TREMIE PIPE MAY BE RAISED SLOWLY AS GROUT IS INTRODUCED TO THE CASING OR HOLE. PLACING OF GROUT SHOULD BE CONTINUOUS UNTIL GROUT APPEARS AT THE TOP OF THE CASING, AT WHICH TIME THE TREMIE PIPE MAY BE REMOVED. IF THE TREMIE PIPE REMAINS AT THE BOTTOM OF THE WELL DURING GROUT EMPACEMENT, REMOVE THE PIPE PRIOR TO GROUT HARDENING.
  - CEMENT SLURRIES - NEAT CEMENT OR CONCRETE SLURRIES SHOULD BE PREPARED BY ADDING CEMENT OR SAND-AND-CEMENT TO THE CALCULATED REQUIRED VOLUME OF CLEAN WATER. THE MATERIAL SHOULD BE ADEQUATELY MIXED UNTIL IS FREE OF LUMPS, THEN IMMEDIATELY PUMPED INTO THE WELL WITHOUT DELAY.
  - COARSE GRADE OR PELLETIZED BENTONITE - WHERE COARSE GRADE OR PELLETIZED BENTONITE IS USED, IT SHOULD BE Poured SLOWLY INTO THE TOP OF THE WELL TO AVOID BRIDGING OF MATERIAL IN THE CASING OR BOREHOLE. PELLETS OR COARSE BENTONITE SHOULD BE PLACED INTO THE WELL BY POURING AT AN EVEN RATE NOT TO EXCEED FIFTY POUNDS PER FINE MINUTE INTERVAL. FINE BENTONITE PARTICLES WHICH ACCUMULATE IN THE BOTTOM OF THE SHIPPING CONTAINER SHOULD NOT BE USED. A WORK PIPE OR WEIGHTED DROP STRING SHOULD BE PLACED IN THE WELL AND THE HEIGHT OF ACCUMULATED PLUGGING MATERIAL MEASURED AFTER EACH 50 POUNDS OF BENTONITE IS PLACED IN THE WELL. IF MEASUREMENT INDICATES THAT BRIDGING OF PLUGGING MATERIAL HAS OCCURRED, A WORK PIPE, DRILL RODS, OR OTHER WEIGHTED DEVICE SHOULD BE RUN INTO THE CASING TO BREAK THE BRIDGE. THE PLUGGING OPERATION SHOULD CONTINUE UNTIL THE BENTONITE APPEARS AT THE SURFACE. WATER SHOULD THEN BE PLACED INTO THE CASING TO PROMOTE EXPANSION OF THE BETONITE ABOVE THE STATIC WATER LEVEL.
- ADDITIONAL SEALING RECOMMENDATIONS FOR WELLS OR BORINGS IN UNCONSOLIDATED MATERIALS.
  - IT IS RECOMMENDED THAT THE PORTION OF A WELL ADJACENT TO UNCONSOLIDATED MATERIAL BE FILLED WITH BENTONITE GROUT, HIGH SOLIDS BENTONITE GROUT, OR NEAT CEMENT GROUT. CONCRETE GROUT IS MOST APPROPRIATE FOR GROUTING IN THE DRY PORTION OF THE HOLE.
  - A DUG WELL 16 INCHES OR GREATER IN DIAMETER MAY BE SEALED BY POURING AT A RATE SUFFICIENT TO COMPLETELY FILL THE WELL WITHOUT BRIDGING USING:
    - UNIFORMLY MIXED DRY BENTONITE POWDER OR GRANULAR BENTONITE AND SAND IN A RATIO OF ONE PART BENTONITE TO FIVE PARTS SAND;
    - A CLEAN UNCONSOLIDATED MATERIALS WITH A PERMEABILITY OF 10-6 CENTIMETERS PER SECOND OR LESS; OR
    - CONCRETE GROUT.
- ADDITIONAL SEALING RECOMMENDATIONS FOR WELLS OR BORINGS IN ROCK - LOST CIRCULATION CAN OCCUR WHEN SEALING A BEDROCK WELL THAT INTERSECTS FRACTURES. CARE MUST BE TAKEN TO BRIDGE OR SEAL FRACTURES TO PREVENT EXCESSIVE LOSS OF GROUT AND ENSURE THAT THE FRACTURE IS SEALED. APPLICATION OF LOST CIRCULATION PREVENTION METHODS MAY BE REQUIRED. ANY MATERIALS ADDED TO A CEMENT OR BENTONITE SLURRY FOR THIS PURPOSE MUST NOT POSE A CONTAMINATION RISK TO GROUNDWATER. WELLS PENETRATING CAVERNOUS ROCK MAY REQUIRE PLACEMENT OF A BRIDGE IN COMPETENT ROCK OVER THE VOID. GROUT IS THEN PLACED ABOVE THE BRIDGE.
- FOR FLOWING WELLS THE INTEGRITY OF THE EXTERIOR CASING SEAL SHOULD BE TESTED PRIOR TO DECOMMISSIONING THE WELL. TO TEST THE SEAL, THE WELL SHOULD BE CAPPED FOR A PERIOD OF ONE WEEK AND CHECKED FOR ANY LEAKAGE AROUND THE OUTSIDE OF THE CASING. IF LEAKAGE OCCURS, THE CASING EXTERIOR MUST BE RESEALED PRIOR TO WELL DECOMMISSIONING. ONCE LEAKAGE HAS BEEN ELIMINATED, THE INTERIOR OF THE WELL CASING SHOULD BE PRESSURE GROUTED. THE DEPARTMENT SHOULD BE NOTIFIED WHEN A WELL CANNOT BE SEALED AS DESCRIBED. ALTERNATIVELY, AND DEPENDING ON THE PRESSURE HEAD, THE CASING CAN BE EXTENDED UPWARD UNTIL NO WATER FLOWS OVER THE TOP. FOR GENERAL INFORMATION ON FLOWING WELLS, SEE THE FLOWING WELL HANDBOOK, PUBLISHED BY THE MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY.
- WELL PITS SHOULD BE FILLED WITH CLEAN SOIL TO THE ESTABLISHED GRADE LEVEL. UPON COMPLETION OF WELL DECOMMISSIONING, THE SITE SHOULD BE RESTORED TO A CONDITION THAT REASONABLY APPROACHES THE ORIGINAL CONDITION OF THE PROPERTY PRIOR TO THE START OF WORK. THE WORK AREA SHOULD BE GRADED TO CONFORM TO EXISTING GROUND CONTOURS. ALL MATERIALS, DEBRIS, TOOLS, MACHINERY, SEALING MATERIAL, GREASE, OR OTHER MATERIALS WHICH HAVE ACCUMULATED AT THE SITE SHOULD BE REMOVED AND/OR DISPOSED OF PROPERLY AND IN ACCORDANCE WITH LAW.

**LEGEND**

---	PROPERTY LINE
---	EXISTING EASEMENT
-----	EXISTING EDGE OF ROADWAY
-----	EXISTING CURB LINE
--- SW ---	EXISTING SANITARY SEWER
--- G ---	EXISTING GAS MAIN
--- UG/E/7/C ---	EXISTING UTILITY LINE
--- X --- X ---	EXISTING FENCE LINE
--- W ---	EXISTING WATER LINE
--- 932 ---	EXISTING CONTOUR LINE
---	PROPOSED LIMIT OF DISTURBANCE
---	PROPOSED CONTOUR LINE
---	PROPOSED EASEMENT
---	PROPOSED STORM SEWER
---	PROPOSED EDGE OF ROADWAY
---	PROPOSED CURB LINE
---	PROPOSED SANITARY SEWER
---	PROPOSED GAS LINE
---	PROPOSED UTILITY LINE
---	PROPOSED WATER LINE
---	PROPOSED SILT FENCE
---	PROPOSED COMPOST SOCK
---	EXISTING SANITARY MANHOLE
---	EXISTING FIRE HYDRANT ASSEMBLY
---	EXISTING CLEANOUT
---	EXISTING SPOT ELEVATION
---	PROPOSED SANITARY MANHOLE
---	PROPOSED WATER VALVE
---	PROPOSED THRUST BLOCK
---	PROPOSED FIRE HYDRANT ASSEMBLY
---	PROPOSED CLEANOUT
---	PROPOSED LIGHTING FIXTURE
---	PROPOSED SPOT ELEVATION
---	PROPOSED DRYWELL
---	PROPOSED CATCH BASIN
---	PROPOSED INLET PROTECTION
---	PROPOSED TOP/BOTTOM CURB

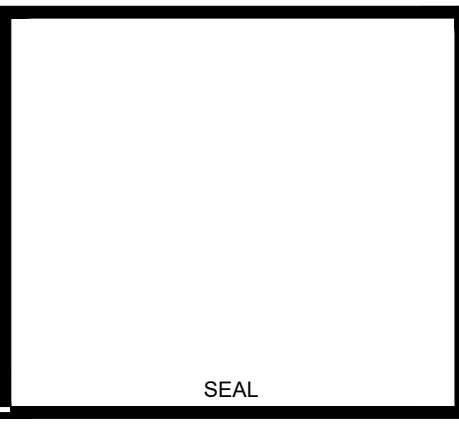
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8.	12/14/22	Site Plan Revisions
7.	11/28/22	Updated Sign/Utility Locations
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYS DOT Comments
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Rev.	Date	Revision Description

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**PROPOSED DANDY MINI-MART**  
LANSGING (T), TOMPKINS (Co.), NEW YORK

**FAGAN ENGINEERS**  
S & LAND SURVEYORS PC

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Elmira N.Y. 14904  
Phone (607) 734-2165  
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Date:	November 30, 2020	
Design By:	JBG, RSN	
Drawn By:	RSN	
Checked By:	JBG	
Project No.:	2020.062	
Drawing Name:	20062.dwg	

**GENERAL NOTES**  
**C1**





LEGEND	
	PROPERTY LINE
	EXISTING EASEMENT
	EXISTING EDGE OF ROADWAY
	EXISTING CURB LINE
	EXISTING SANITARY SEWER
	EXISTING GAS MAIN
	EXISTING UTILITY LINE
	EXISTING FENCE LINE
	EXISTING WATER LINE
	EXISTING CONTOUR LINE
	PROPOSED LIMIT OF DISTURBANCE
	PROPOSED CONTOUR LINE
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	PROPOSED CATCH BASIN
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- PLAN NOTES:**
- BASE MAPPING PREPARED BY WEILER ASSOCIATES PROJECT #16510T DATED 10/20/2020.
  - FLOODPLANE DESIGNATION - ZONE C
  - UNIQUE NATURAL AREAS - N/A
  - NEW YORK STATE WETLANDS - N/A
  - FEDERAL WETLANDS - N/A

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**EXISTING CONDITIONS**  
**C2**





- 1 EXISTING BUILDINGS TO BE REMOVED.
- 2 EXISTING CONCRETE PADS & WALKS TO BE REMOVED.
- 3 EXISTING BLACKTOP TO BE REMOVED.
- 4 EXISTING CULVERT TO BE REMOVED.
- 5 EXISTING STONE TO BE REMOVED.
- 6 EXISTING TREES TO BE REMOVED.
- 7 EXISTING CONCRETE APRON TO BE REMOVED.
- 8 EXISTING WELL TO BE ABANDONED.
- 9 EXISTING CONCRETE CURB TO BE REMOVED.
- 10 REMOVE EXISTING MOUND, ABSORPTION TRENCHES, PIPES AND VAULTS.

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---	PROPOSED INLET PROTECTION
---	PROPOSED TOP/BOTTOM CURB

- GENERAL DEMOLITION NOTES:**
- THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE PLAN SET AND PROJECT SPECIFICATIONS.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. SEE SITE WORK SPECIFICATIONS.
  - CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
  - THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
  - THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
  - EXISTING WELLS TO BE ABANDONED. SEE GENERAL NOTES (C-1) FOR PROPER ABANDONMENT PROCEDURES.

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**DEMOLITION PLAN**  
**C2A**

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### LEGEND

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### ZONING INFORMATION

B-1 & B-2 ZONING DISTRICTS

	REQUIRED	PROPOSED
PARCEL SIZE	NONE	4.7 Acres
MIN. ROAD FRONTAGE	100'	785'
BUILDING SETBACK		
FRONT YARD	60'	117'
REAR YARD	10'	145'
SIDE YARD	10'	186'
MAX. BUILDING HEIGHT		
MAX HEIGHT	35'	24.5'
MAX. LOT COVERAGE	80%	63%
MIN. PARKING SPACES	23 SPACES**	36 SPACES

\*LESS WITH SITE PLAN APPROVAL

\*\*1 PARKING STALL FOR EACH 250 SF OF GROSS FLOOR AREA  
5,685 SF / 250 SF = 23 PARKING STALLS

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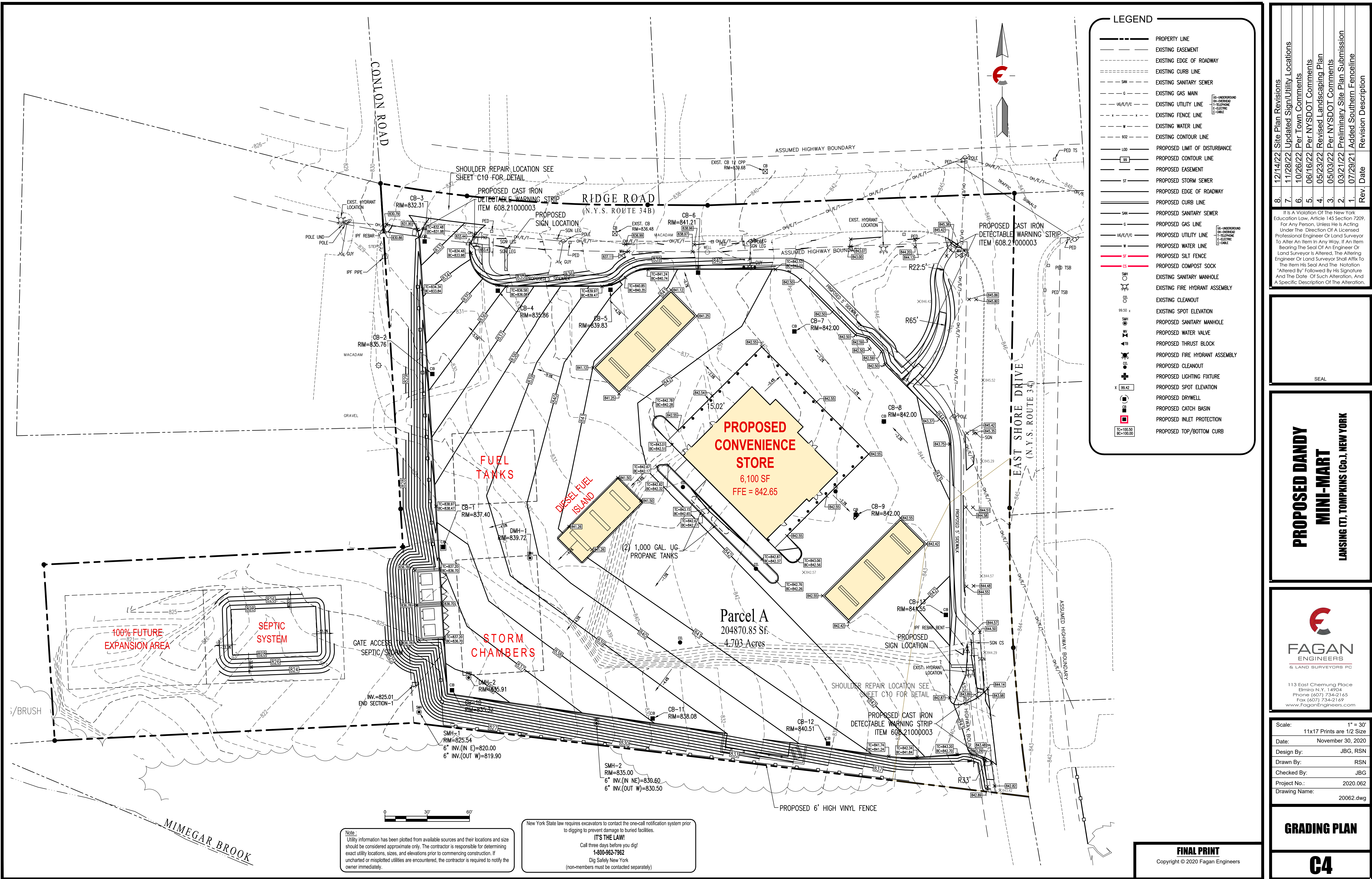
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**SITE PLAN**

**C3**

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**LEGEND**

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**GRADING PLAN**

**C4**

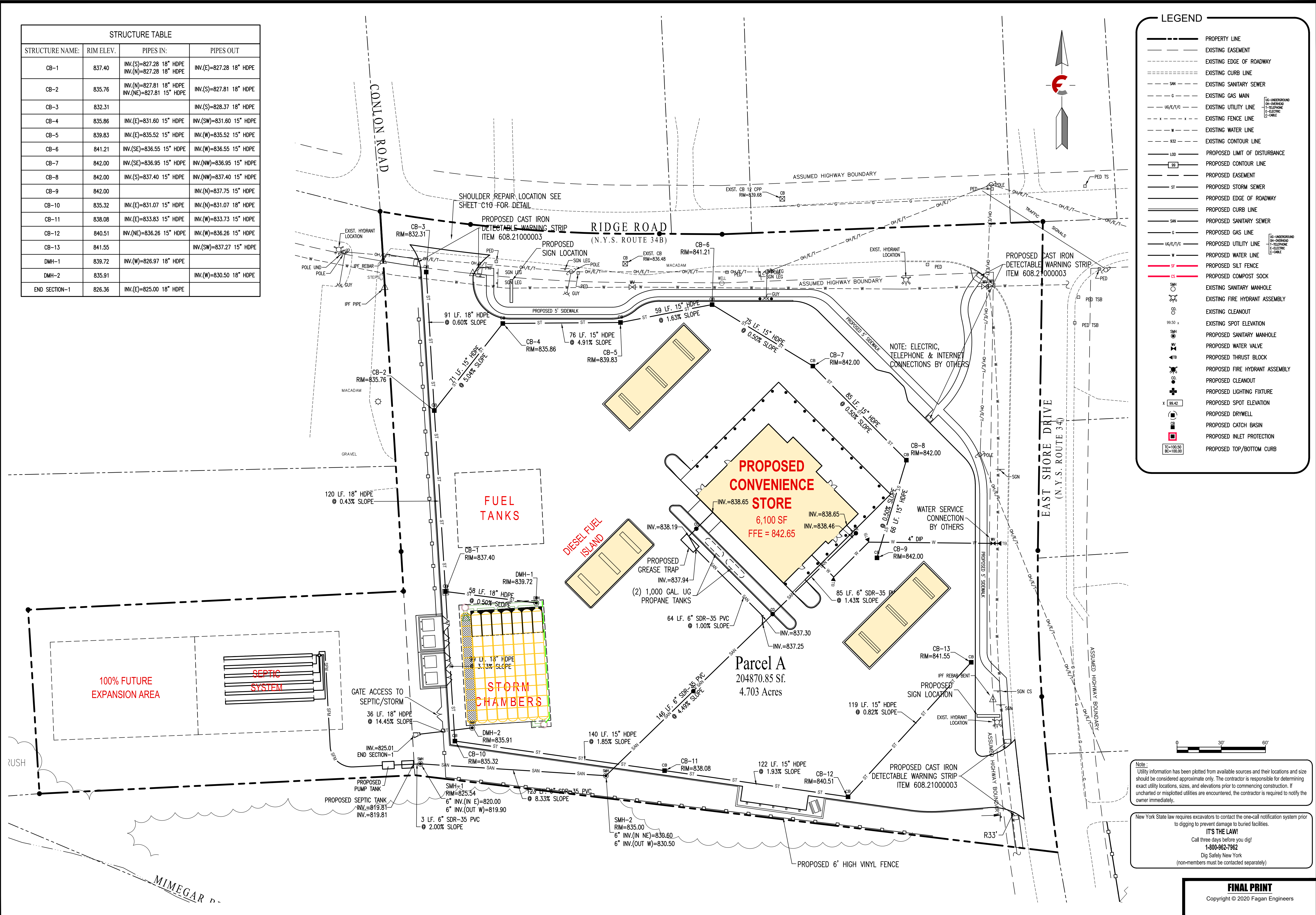
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STRUCTURE TABLE			
STRUCTURE NAME:	RIM ELEV.	PIPES IN:	PIPES OUT:
CB-1	837.40	INV.(S)=827.28 18" HDPE INV.(N)=827.28 18" HDPE	INV.(E)=827.28 18" HDPE
CB-2	835.76	INV.(N)=827.81 18" HDPE INV.(NE)=827.81 15" HDPE	INV.(S)=827.81 18" HDPE
CB-3	832.31		INV.(S)=828.37 18" HDPE
CB-4	835.86	INV.(E)=831.60 15" HDPE	INV.(SW)=831.60 15" HDPE
CB-5	839.83	INV.(E)=835.52 15" HDPE	INV.(W)=835.52 15" HDPE
CB-6	841.21	INV.(SE)=836.55 15" HDPE	INV.(W)=836.55 15" HDPE
CB-7	842.00	INV.(SE)=836.95 15" HDPE	INV.(NW)=836.95 15" HDPE
CB-8	842.00	INV.(S)=837.40 15" HDPE	INV.(NW)=837.40 15" HDPE
CB-9	842.00		INV.(N)=837.75 15" HDPE
CB-10	835.32	INV.(E)=831.07 15" HDPE	INV.(N)=831.07 18" HDPE
CB-11	838.08	INV.(E)=833.83 15" HDPE	INV.(W)=833.73 15" HDPE
CB-12	840.51	INV.(NE)=836.26 15" HDPE	INV.(W)=836.26 15" HDPE
CB-13	841.55		INV.(SW)=837.27 15" HDPE
DMH-1	839.72	INV.(W)=826.97 18" HDPE	
DMH-2	835.91		INV.(W)=830.50 18" HDPE
END SECTION-1	826.36	INV.(E)=825.00 18" HDPE	



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**UTILITY PLAN**  
**C5**

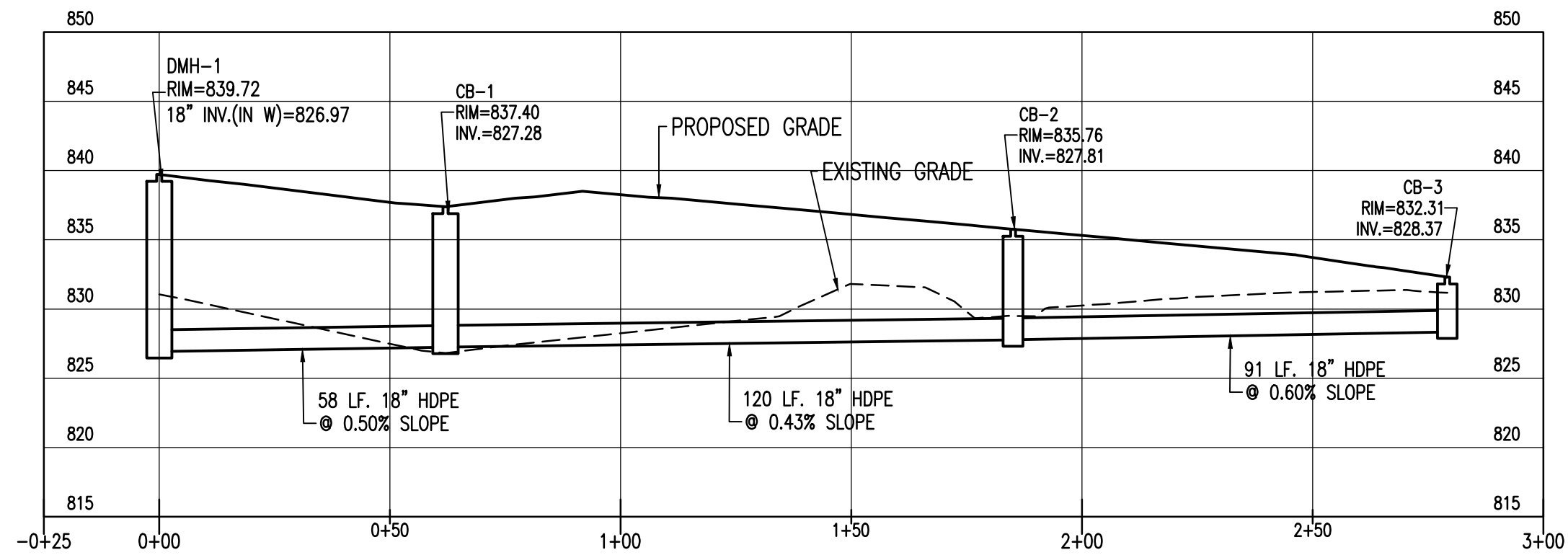
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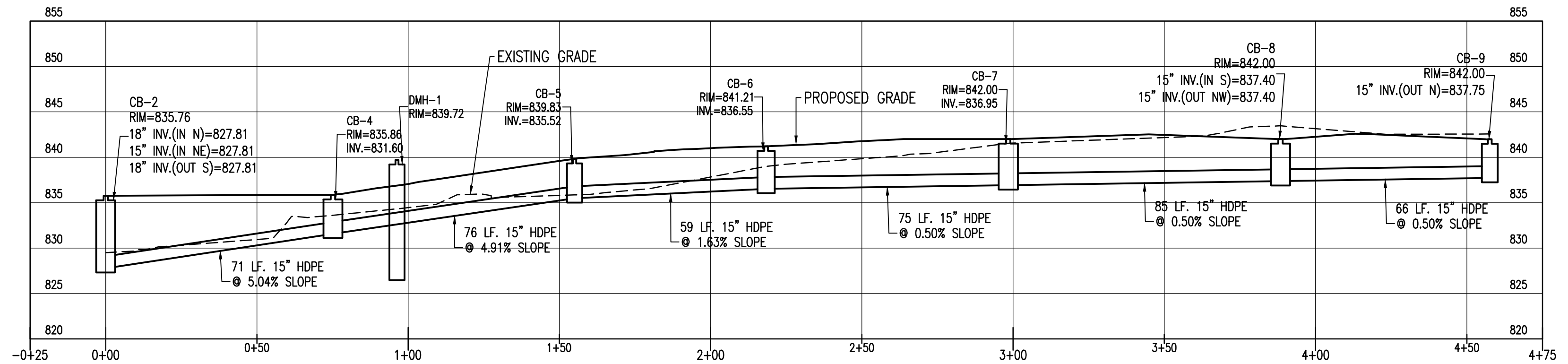
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(non-members must be contacted separately)





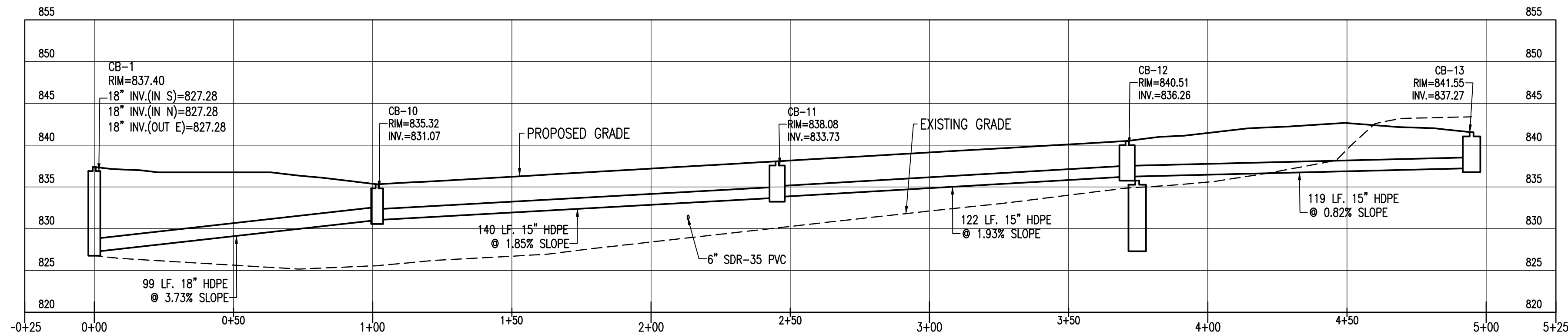
**DMH-1 TO CB-8  
STORM SEWER PROFILE**

HORIZ. SCALE: 1" = 30'  
VERT. SCALE: 1" = 10'



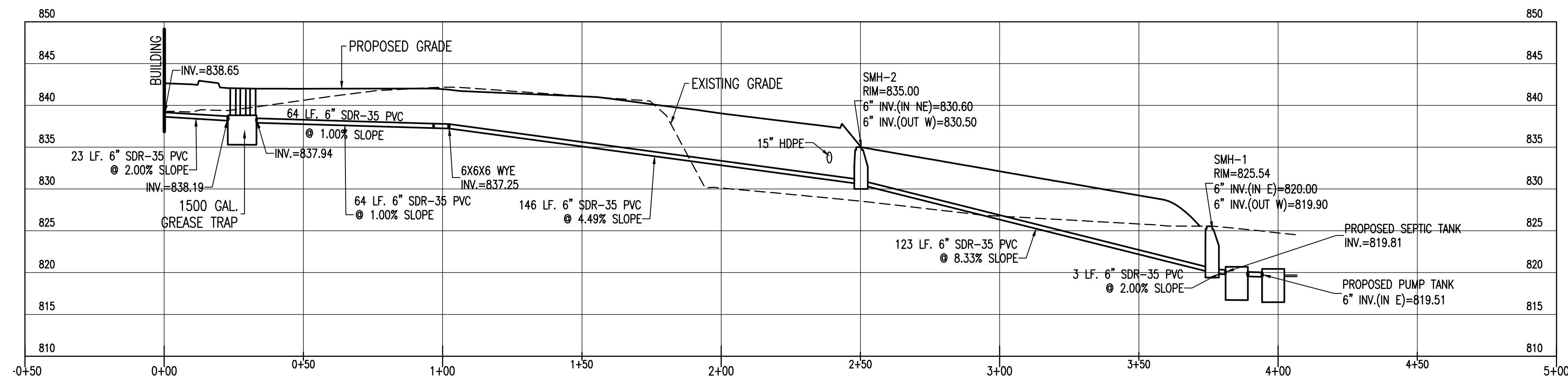
**CB-2 TO CB-9  
STORM SEWER PROFILE**

HORIZ. SCALE: 1" = 30'  
VERT. SCALE: 1" = 10'



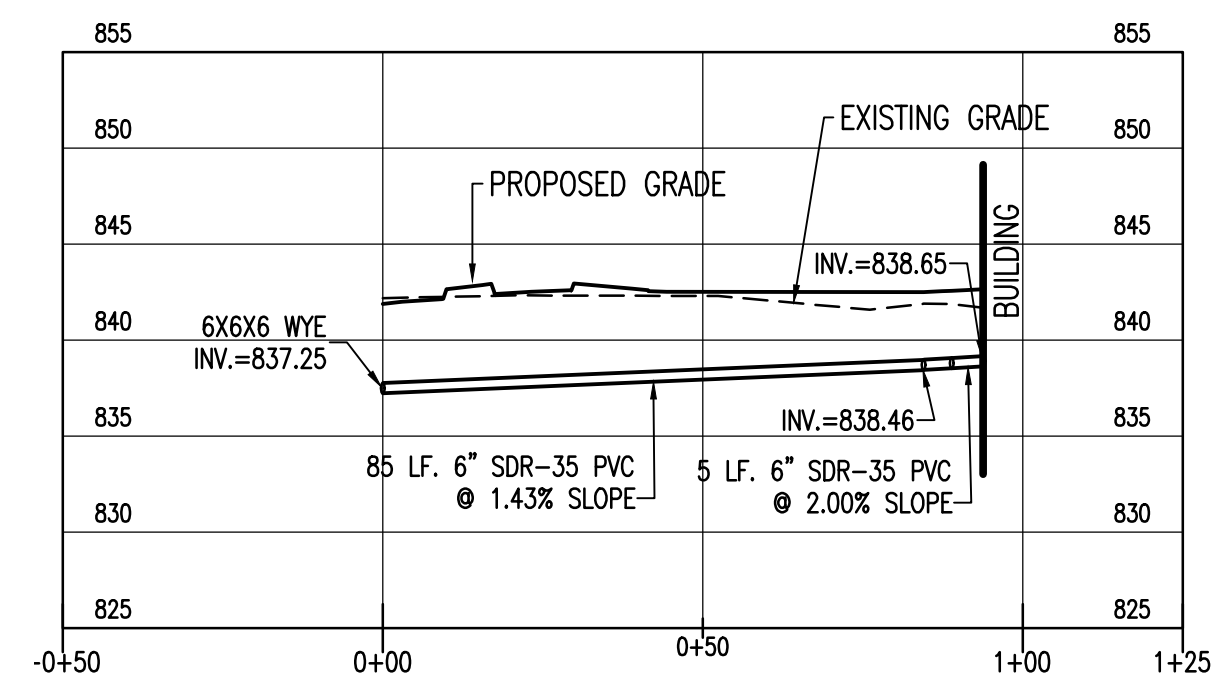
**CB-1 TO CB-13  
STORM SEWER PROFILE**

HORIZ. SCALE: 1" = 30'  
VERT. SCALE: 1" = 10'



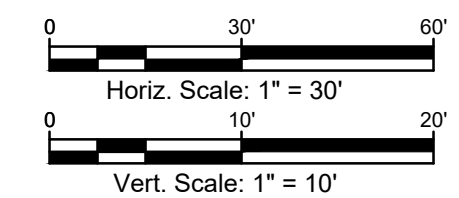
**SANITARY SEWER PROFILE**

HORIZ. SCALE: 1" = 30'  
VERT. SCALE: 1" = 10'



**SANITARY SEWER PROFILE**

HORIZ. SCALE: 1" = 30'  
VERT. SCALE: 1" = 10'



**Note:**  
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**IT'S THE LAW!**  
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Rev.	Date	Description
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SEAL

**PROPOSED DANDY  
MINI-MART**  
LANSING (T), TOMPKINS (Co.), NEW YORK

**FAGAN ENGINEERS & LAND SURVEYORS PC**  
113 East Chemung Place  
Elmira N.Y. 14904  
Phone (607) 734-2165  
Fax (607) 734-2169  
www.FaganEngineers.com

Scale:	As Noted
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

**SITE PROFILES**  
**C6**

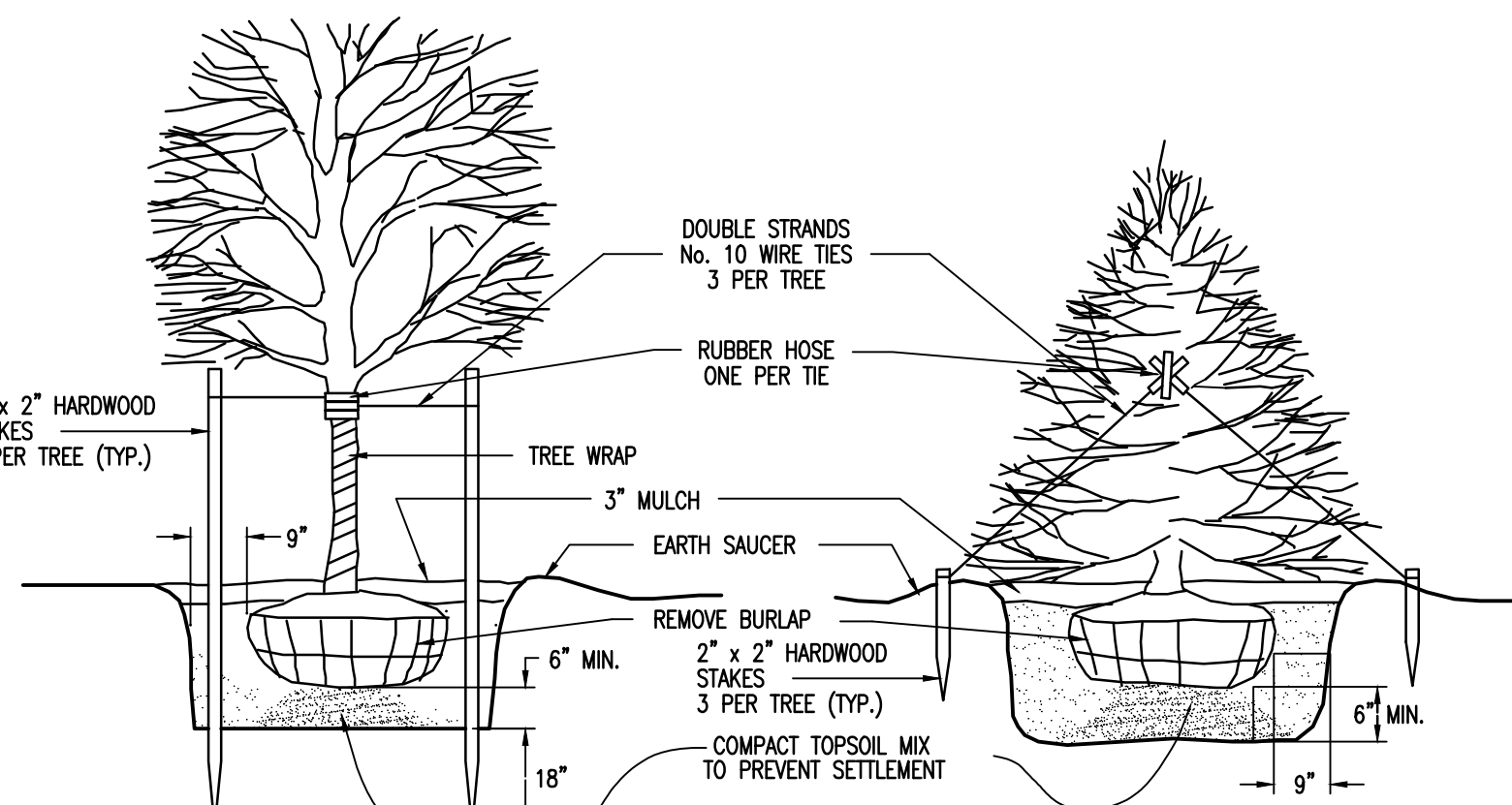


LANDSCAPING CHART

KEY	MIN. QTY.	BOTANICAL NAME	COMMON NAME	MATURE HEIGHT	MIN. CALIPER	CONTAINER SIZE	MATURE WIDTH
SB	18	PRUNUS SERRULATA "KANZA"	SERVICE BERRY	7-10'	2" MIN.	B+B	15-25"
BW	12	BUSCUS "WINTERGREEN"	WINTER GREEN BOXWOOD	3-4'	N/A	#5	3-5'
SC	2	PRUNUS X CISTENA	PURPLELEAF SAND CHERRY	7-10'	N/A	#5	5-7'
GS	3	SPIRAEA JAPONICA	GOLDMOUND SPIREA	2-3'	N/A	#5	4'
BB	2	CARYOPTERIS X CLANDONENSIS	BLUEBEARD	2-3'	N/A	#5	4'
SJ	4	JUNIPERUS CHINENSIS VAR. SARGENTII	SARGENT JUNIPER	2'	N/A	#5	6-8'

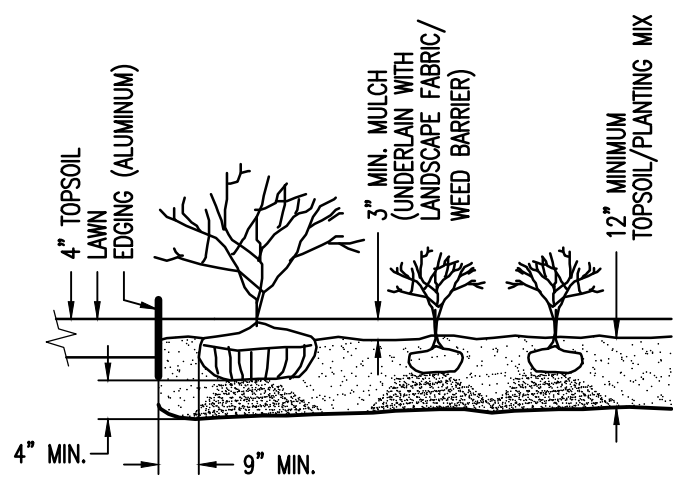
- LANDSCAPING NOTES:
- TOPSOIL AND SEED ALL DISTURBED LAWN AREAS.
  - PROVIDE APPROVED DOUBLE GROUND HARDWOOD MULCH (DARK BROWN) FOR PLANTING MULCH IN PARKING AREA ISLANDS.

NOTE:  
 MAINTENANCE AND REPLACEMENT OF LANDSCAPE MATERIALS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ALL FUTURE OWNERS.



DECIDUOUS TREES

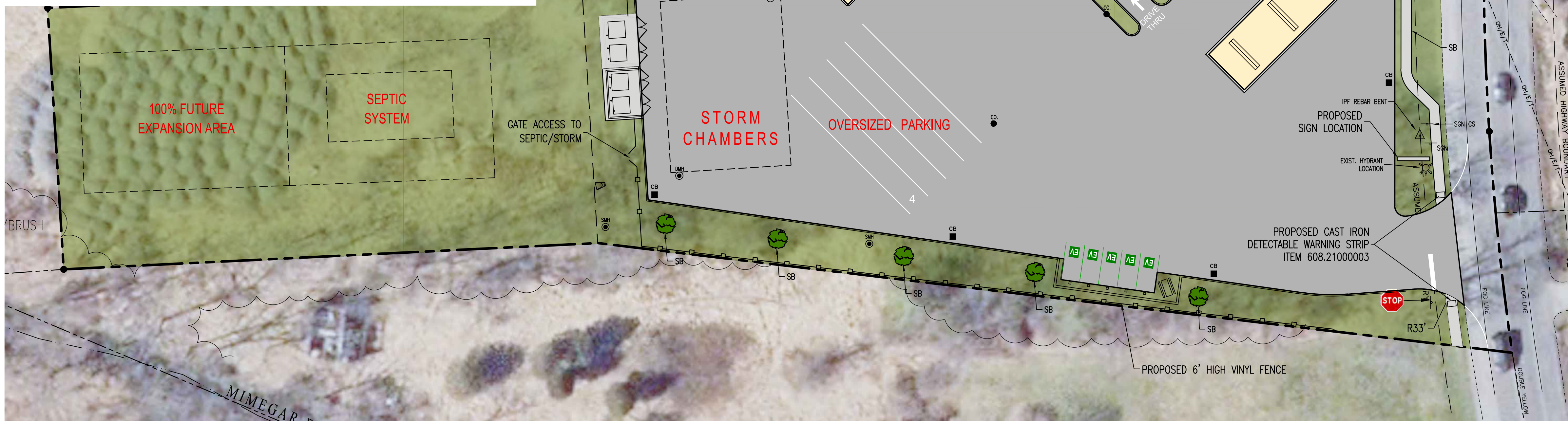
EVERGREEN TREES



SHRUB AND PLANTING BEDS

TREE AND SHRUB PLANTING DETAIL

N.T.S.



LEGEND

- PROPERTY LINE
- - - EXISTING EASEMENT
- - - EXISTING EDGE OF ROADWAY
- - - EXISTING CURB LINE
- - - EXISTING SANITARY SEWER
- - - EXISTING GAS MAIN
- - - EXISTING UTILITY LINE
- - - EXISTING FENCE LINE
- - - EXISTING WATER LINE
- - - EXISTING CONTOUR LINE
- - - PROPOSED LIMIT OF DISTURBANCE
- - - PROPOSED CONTOUR LINE
- - - PROPOSED EASEMENT
- - - PROPOSED STORM SEWER
- - - PROPOSED EDGE OF ROADWAY
- - - PROPOSED CURB LINE
- - - PROPOSED SANITARY SEWER
- - - PROPOSED GAS LINE
- - - PROPOSED UTILITY LINE
- - - PROPOSED WATER LINE
- - - PROPOSED SILT FENCE
- - - PROPOSED COMPOST SOCK
- - - EXISTING SANITARY MANHOLE
- - - EXISTING FIRE HYDRANT ASSEMBLY
- - - EXISTING CLEANOUT
- - - EXISTING SPOT ELEVATION
- - - PROPOSED SANITARY MANHOLE
- - - PROPOSED WATER VALVE
- - - PROPOSED THRUST BLOCK
- - - PROPOSED FIRE HYDRANT ASSEMBLY
- - - PROPOSED CLEANOUT
- - - PROPOSED LIGHTING FIXTURE
- - - PROPOSED SPOT ELEVATION
- - - PROPOSED DRYWELL
- - - PROPOSED CATCH BASIN
- - - PROPOSED INLET PROTECTION
- - - PROPOSED TOP/BOTTOM CURB

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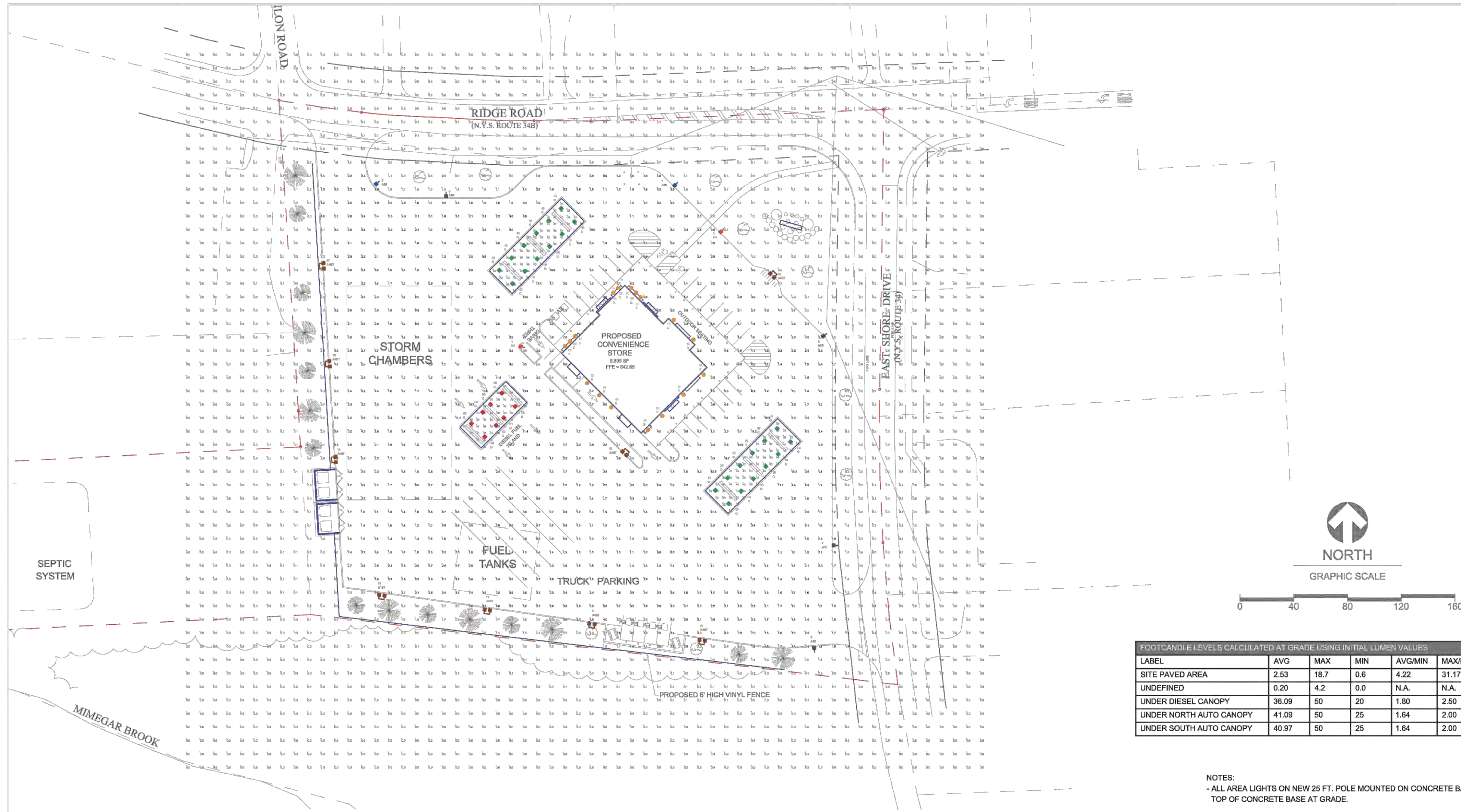
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Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

**LANDSCAPING PLAN**  
**C7**





FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES

LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PAVED AREA	2.53	18.7	0.6	4.22	31.17
UNDEFINED	0.20	4.2	0.0	N.A.	N.A.
UNDER DIESEL CANOPY	36.09	50	20	1.80	2.50
UNDER NORTH AUTO CANOPY	41.09	50	25	1.64	2.00
UNDER SOUTH AUTO CANOPY	40.97	50	25	1.64	2.00

NOTES:  
 - ALL AREA LIGHTS ON NEW 25 FT. POLE MOUNTED ON CONCRETE BASE.  
 TOP OF CONCRETE BASE AT GRADE.

LUMINAIRE LOCATION SUMMARY

LUM NO.	LABEL	MTG. HT.
1	A3B	25
2	A3B	25
3	A3B	25
4	A4	25
5	A4	25
6	A4B	25
7	A4B	25
8	A4B	25
9	A4BT	25
10	A4BT	25
11	A4BT	25
12	A4BT	25
13	A4BT	25
14	A4BT	25
15	A4BT	25
16	A4BT	25
17	A4BT	25
18	B	12
19	B	12
20	B	12
21	B	12
22	B	12
23	B	12
24	B	12
25	B	12
26	B	12
27	B	12
28	B	12
29	B	12
30	B	13.25
31	B	13.25
32	B	13.25
33	B	13.25
34	B	13.25
35	C	15
36	C	15
37	C	15
38	C	15
39	C	15
40	C	15
41	C	15
42	C	15
43	C	15
44	C	15
45	C	15
46	C	15
47	C	15
48	C	15
49	C	15
50	C	15
51	C	15
52	C	15
53	C	15
54	C	15
55	C	15
56	C	15
57	C	15
58	C	15
59	D	18
60	D	18
61	D	18
62	D	18
63	D	18
64	D	18
65	D	18
66	D	18

LUMINAIRE SCHEDULE

SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG RATING	WATTS/LUMINAIRE	TOTAL WATTS	MANUFACTURER	CATALOG LOGIC
	3	A3B	SINGLE	7575	1.030	B1-U0-G2	72	216	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-3M-UL-NM-XX-w_OSQ-BLSMF
	2	A4	SINGLE	9599	1.030	B2-U0-G2	72	144	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX
	3	A4B	SINGLE	7374	1.030	B1-U0-G2	72	216	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-w_OSQ-BLSMF
	9	A4BT	TWIN	7374	1.030	B1-U0-G2	72	1296	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-w_OSQ-BLSMF
	17	B	SINGLE	1378	1.000	B1-U0-G0	15.06	256.02	TROY-CSL LIGHTING	RH20-LED1540-XX-FG-3-LL23-XX
	24	C	SINGLE	10225	1.020	B3-U0-G1	86	2064	Cree Lighting	CPY250-C-13L-50K9-F-UL-DM-XX
	8	D	SINGLE	10225	1.020	B3-U0-G1	86	888	Cree Lighting	CPY250-C-13L-50K9-F-UL-DM-XX

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 LANSING (T), TOMPKINS (Co.), NEW YORK

113 East Chemung Place  
 Elmira N.Y. 14904  
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 www.FaganEngineers.com

Scale: As Noted  
 11x17 Prints are 1/2 Size

Date: November 30, 2020

Design By: JBG, RSN

Drawn By: RSN

Checked By: JBG

Project No.: 2020.062

Drawing Name: 20062.dwg

**PHOTOMETRICS PLAN**  
**C8**

1340 Kemper Meadow Dr, Forest Park, OH 45240  
 513-674-9500 | redleonard.com

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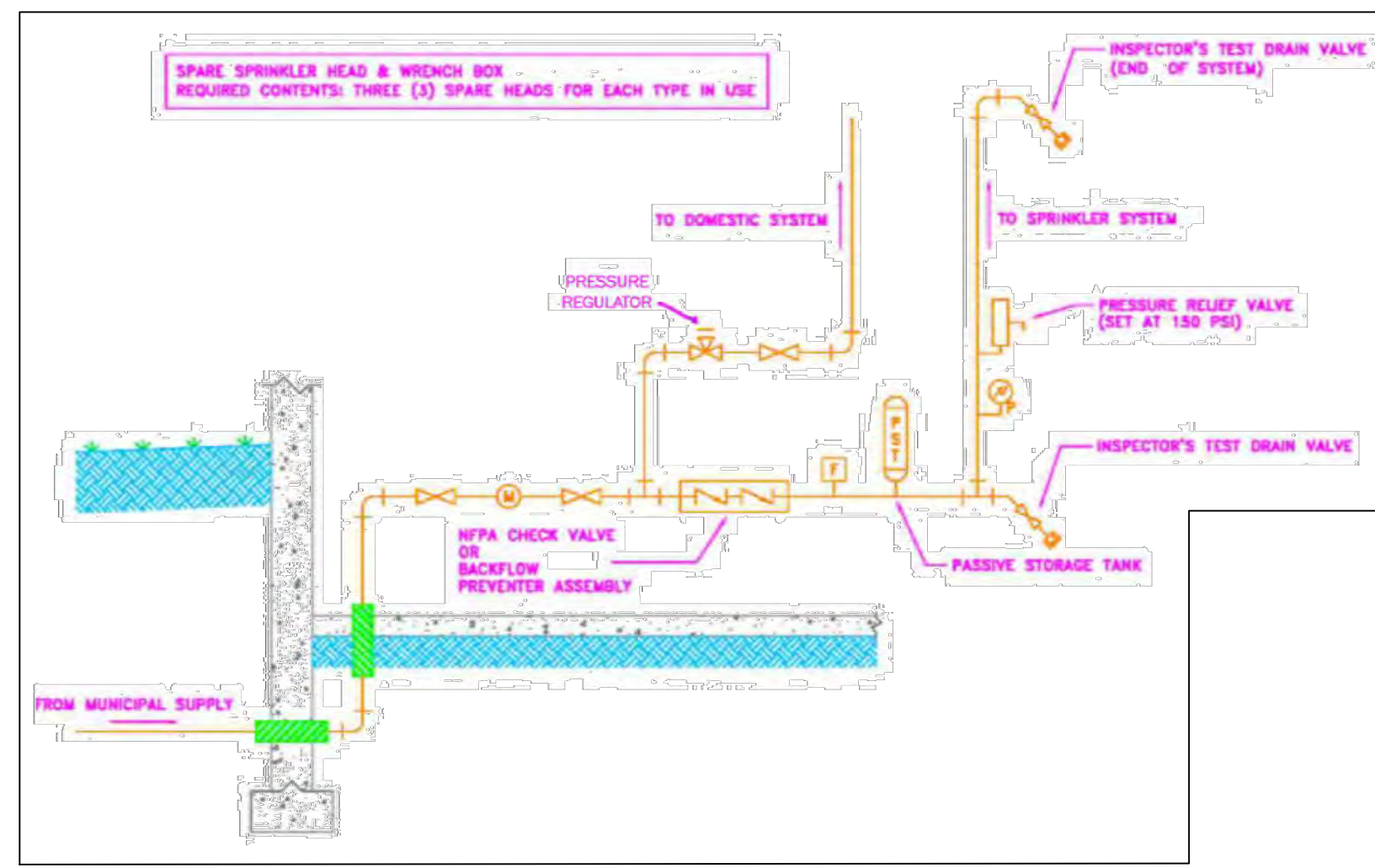
SCALE: 1" = 40'  
 LAYOUT BY: DAR  
 DWG SIZE: D  
 DATE: 4/27/22

PROJECT NAME:  
**DANDY MINI MART D85**  
**LANSING, NY**  
 DRAWING NUMBER:  
**RL-7936-S1**



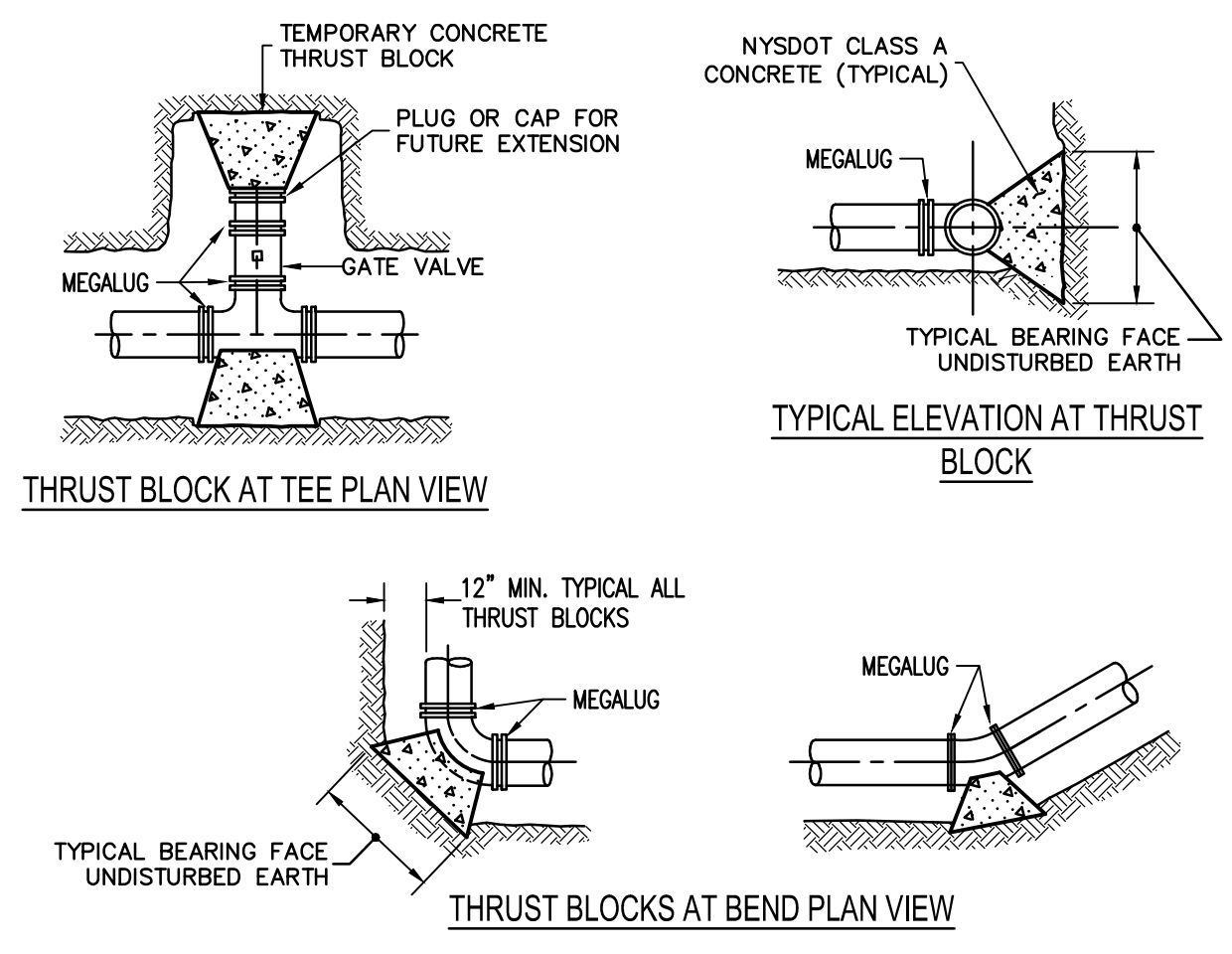
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**WATER METER & SPRINKLER DETAIL**

N.T.S.



**TYPICAL THRUST BLOCK DETAILS**

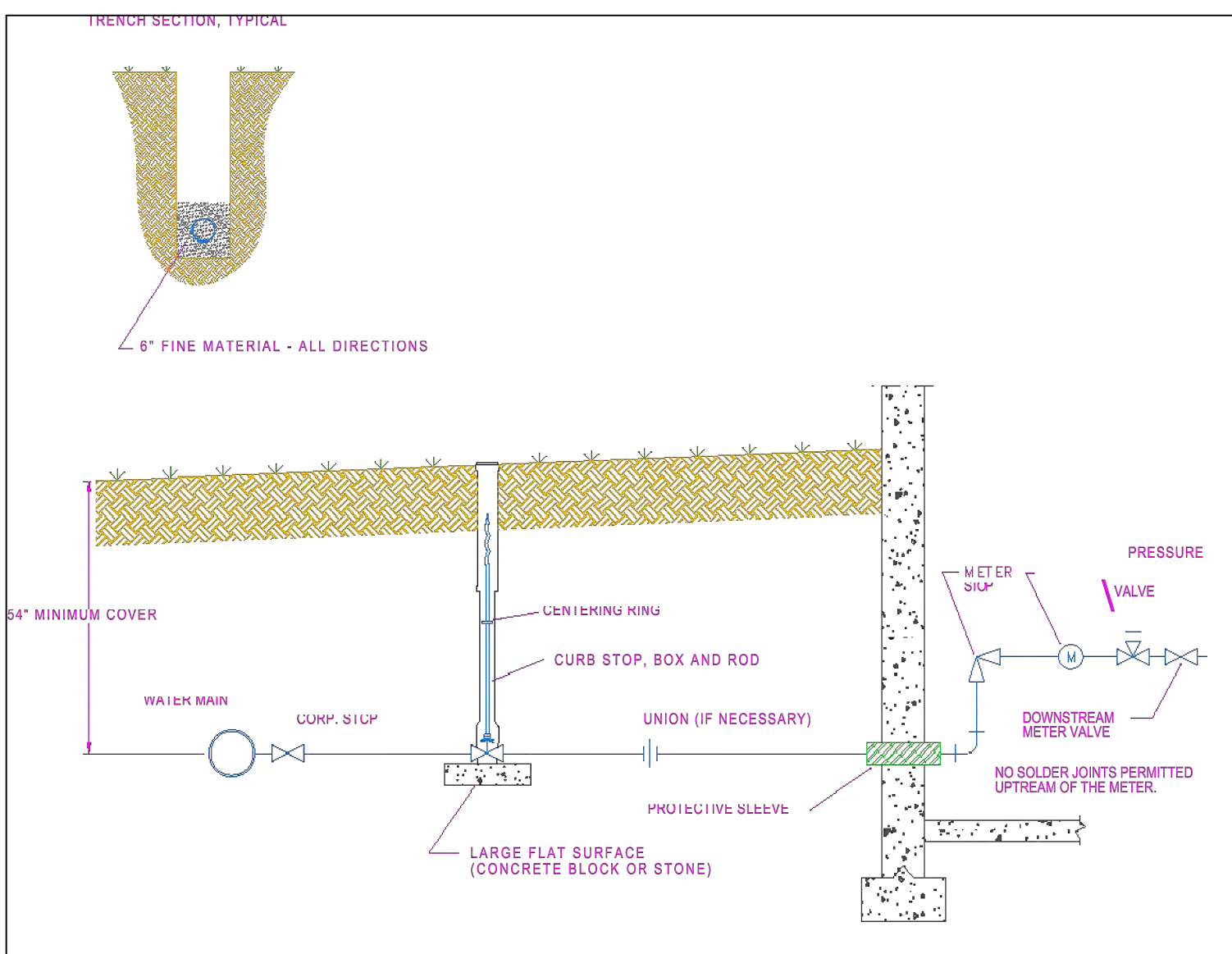
N.T.S.

PIPE SIZE	MINIMUM AREA OF BEARING FACE OF CONCRETE THRUST BLOCK IN SQ. FT. BLOCKS TO BE POURED AGAINST UNDISTURBED EARTH.				
	90° BEND OR HYD.	45° BEND	22-1/2° BEND	11-1/4° BEND	TEE OR DEAD END
4"	1.3	1.0 MIN.	1.0 MIN.	1.0 MIN.	1.0 MIN.
6"	2.6	1.4	1.0 MIN.	1.0 MIN.	1.9
8"	4.6	2.5	1.3	1.0 MIN.	3.2
10"	6.8	3.7	1.9	1.0 MIN.	4.8
12"	9.7	5.2	2.7	1.3	6.8

AREAS BASED ON AN INTERNAL PRESSURE OF 150 P.S.I.G. AND A SOIL BEARING CAPACITY OF 3000 P.S.F.

**NOTES:**

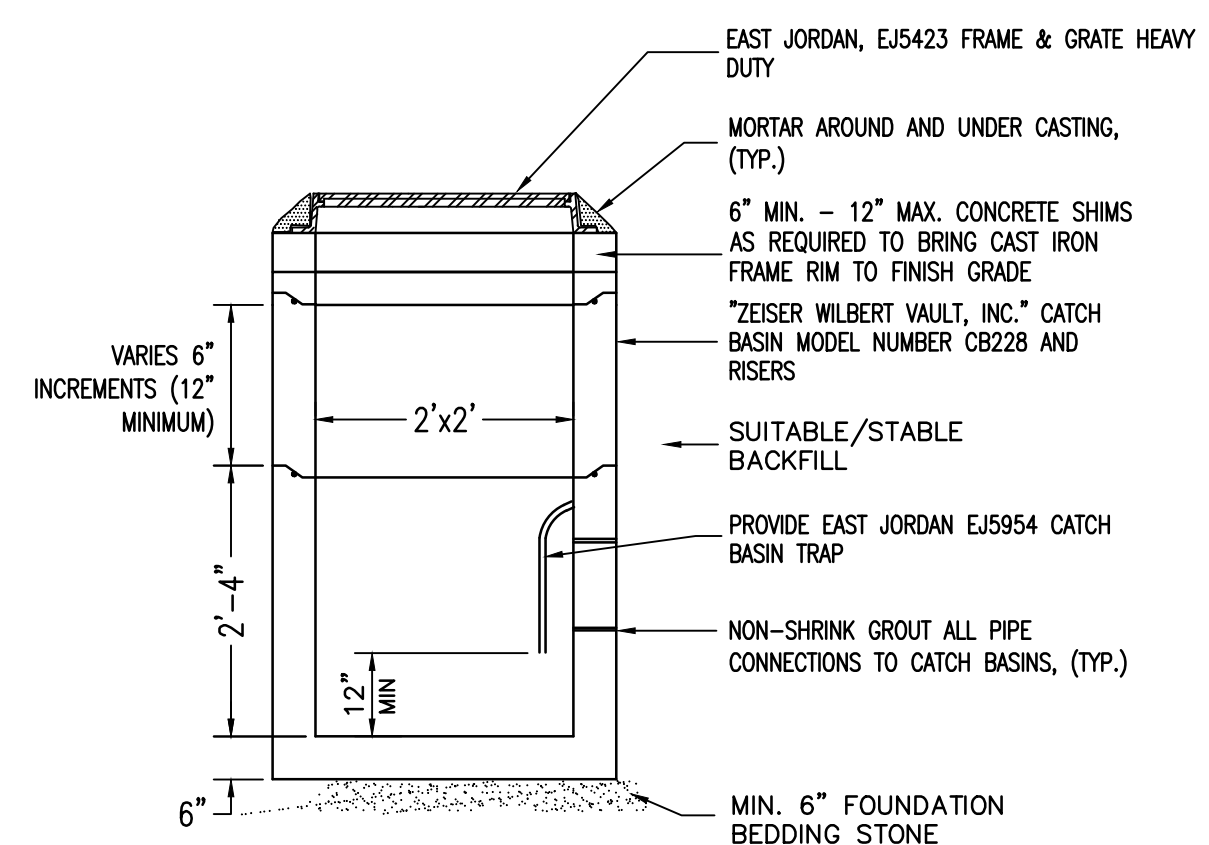
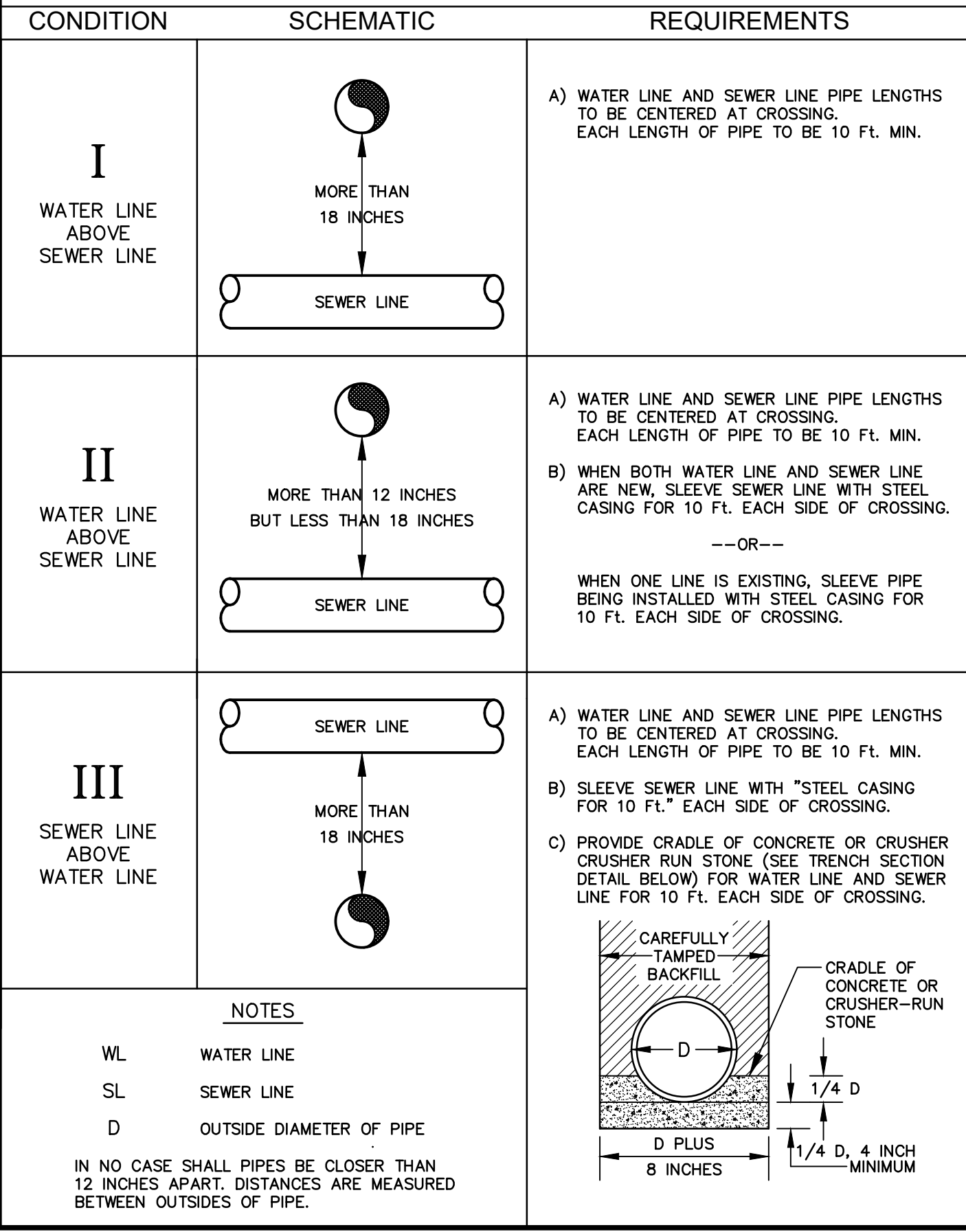
- Thrust blocks shall be placed at all bends, tees, and dead ends.
- MEGALUG Series 1100 or approved equal shall be utilized with the thrust blocks.
- The thrust restraint bearing areas listed above are based on the internal pressures and soil bearing capacities as noted. If adverse soil conditions warrant these areas will require adjustment as directed by the engineer.
- Form thrust blocks such that all mechanical joint fitting's nuts & bolts are not covered over with concrete.
- Thrust restraint gaskets (in push-on tyton joints); "field lok gaskets" shall be utilized in deflected pipe joints.
- Mechanical joint fitting thrust restraint - ebaon sales, inc.; megalug series 1100, or approved equal to be utilized on all vertical bend fittings, all reducers and horizontal fittings (tees, bends, etc.) where concrete thrust blocks are not practical, reliable or subject to future disturbance.
- Gravity thrust blocks for vertical bends shall be used in conjunction with the previously noted M.J. thrust restraints. The gravity blocks located under the vertical fittings shall be anchored to the fittings with a minimum of two no.6 rebars looped around the fitting and anchored into the poured in place gravity thrust block.



**WATER CONNECTION DETAIL**

N.T.S.

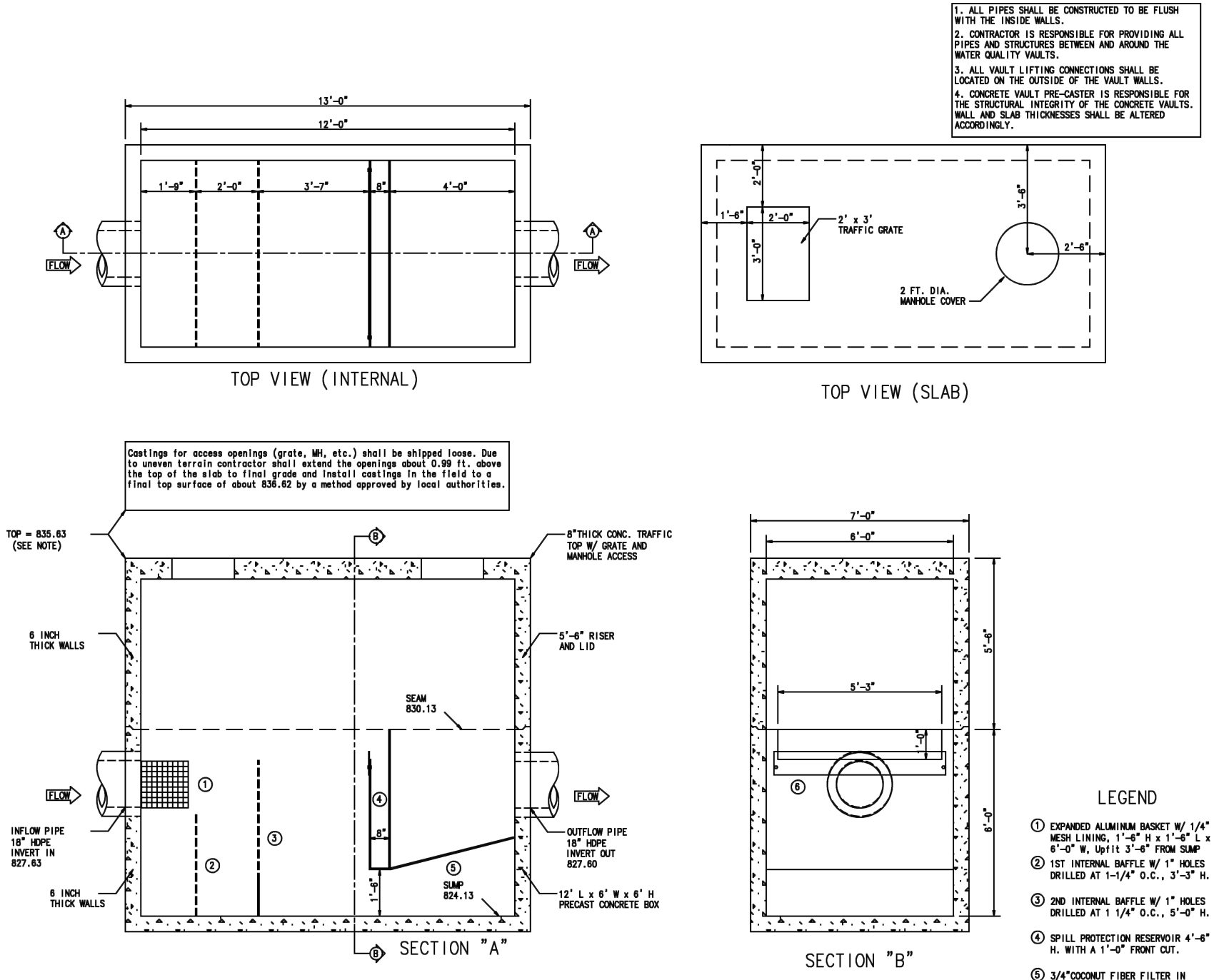
**WATERMAIN / SEWER CROSSING DETAIL**



**2'x2' CATCH BASIN DETAIL**

N.T.S.

Manufactured by: Practical Best Management - 1-800-748-6945 www.crystalstream.com



**CRYSTALSTREAM "CRYSTALCLEAN" WATER QUALITY VAULT MODEL "1266"**

JURISDICTION: Lansing, NY

CrystalStream Technologies

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Legend:

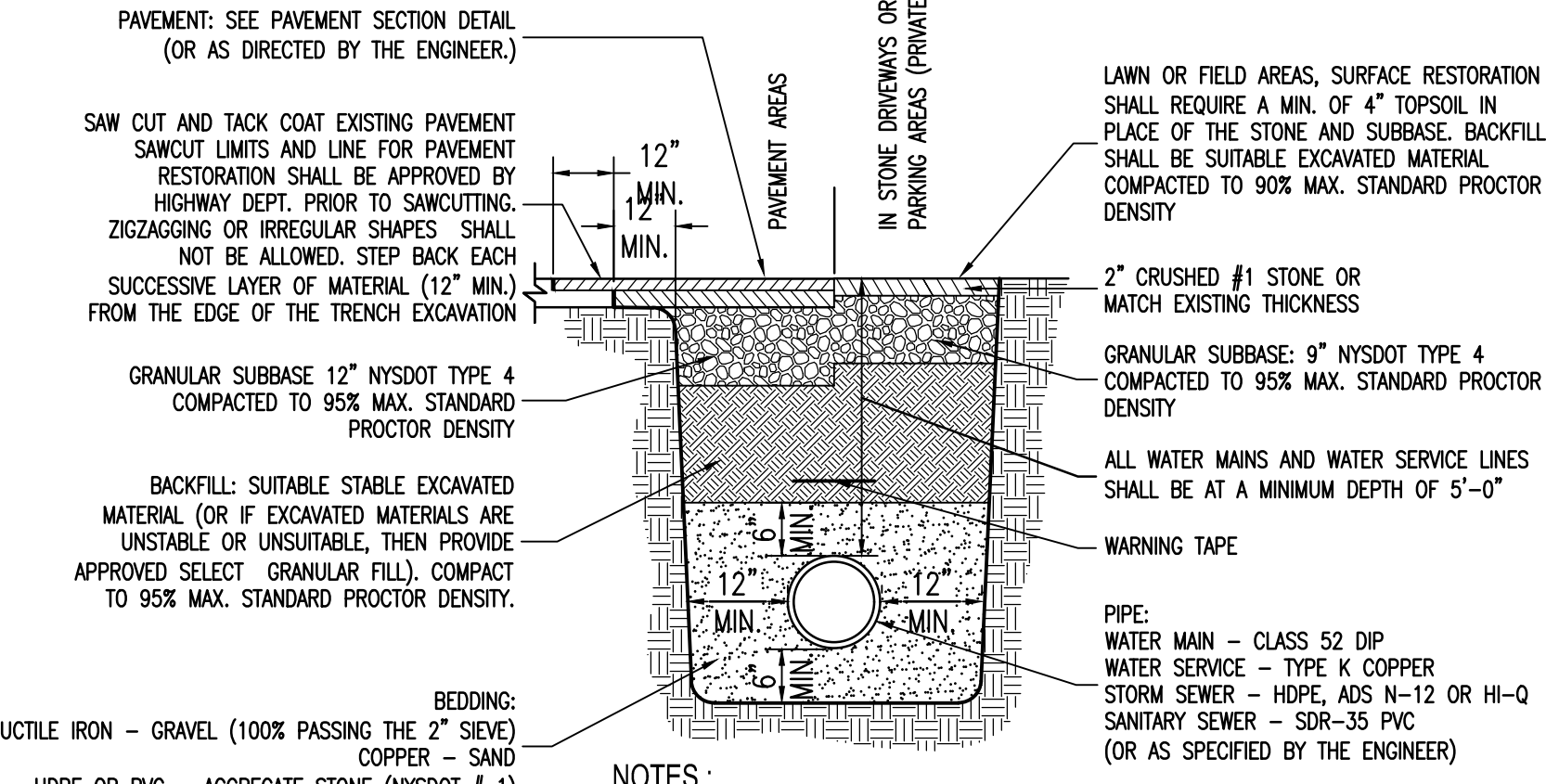
- ① CORRUGATED ALUMINUM SHEET W/ 1/4" MESH LINING, 1'-6" H x 1'-6" W x 1'-6" L x 8'-0" W. 301.3-2-04 FROM SHIP.
- ② 1ST INTERNAL BUZZLE W/ 1" HOLES DRILLED AT 1'-0" O.C., 3'-0" H.
- ③ 2ND INTERNAL BUZZLE W/ 1" HOLES DRILLED AT 1'-0" O.C., 5'-0" H.
- ④ SPILL PROTECTION RESENER 4'-4" H. WITH A 1'-0" FRONT OUT.
- ⑤ 3/4" CORRUGATED FIBER FILTER IN ALUMINUM FRAME 4'-4" H.
- ⑥ 1/4" ALUMINUM PLATE, 6" H., 3'-4" WIDE.

Job Name: Dandy Minit Mart

Device No.: CST-1

NYO-007-090622

DESIGN FIRM: Fagan Engineers



**TYPICAL PIPE TRENCH DETAIL**

N.T.S.

- NOTES:**
- Excavate trench to a safe side slope or provide trench bracing per OSHA standards.
  - Contractor shall keep all excavations free of water and provide a firm stable base for the pipe bedding.

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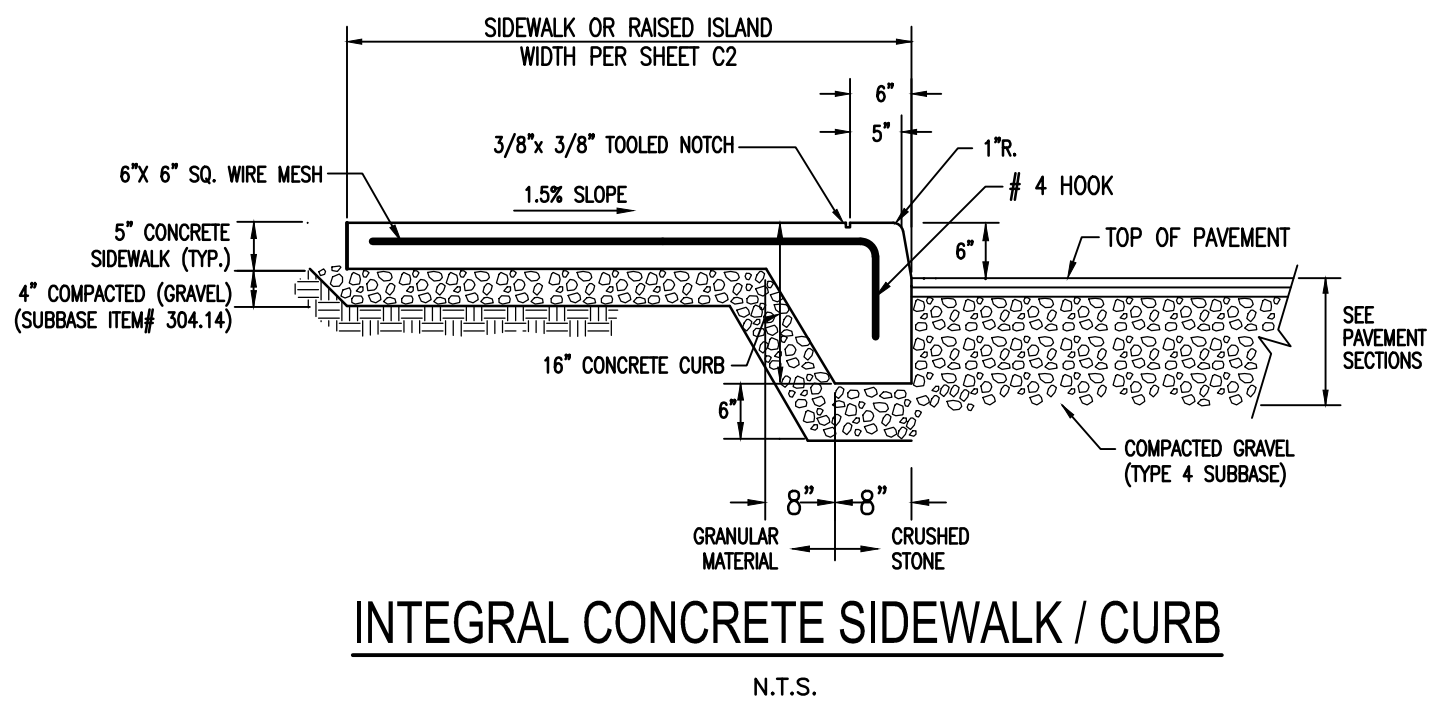
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**CIVIL DETAILS**

**C9**





### INTEGRAL CONCRETE SIDEWALK / CURB

N.T.S.

#### CONCRETE CURB/SIDEWALK NOTES

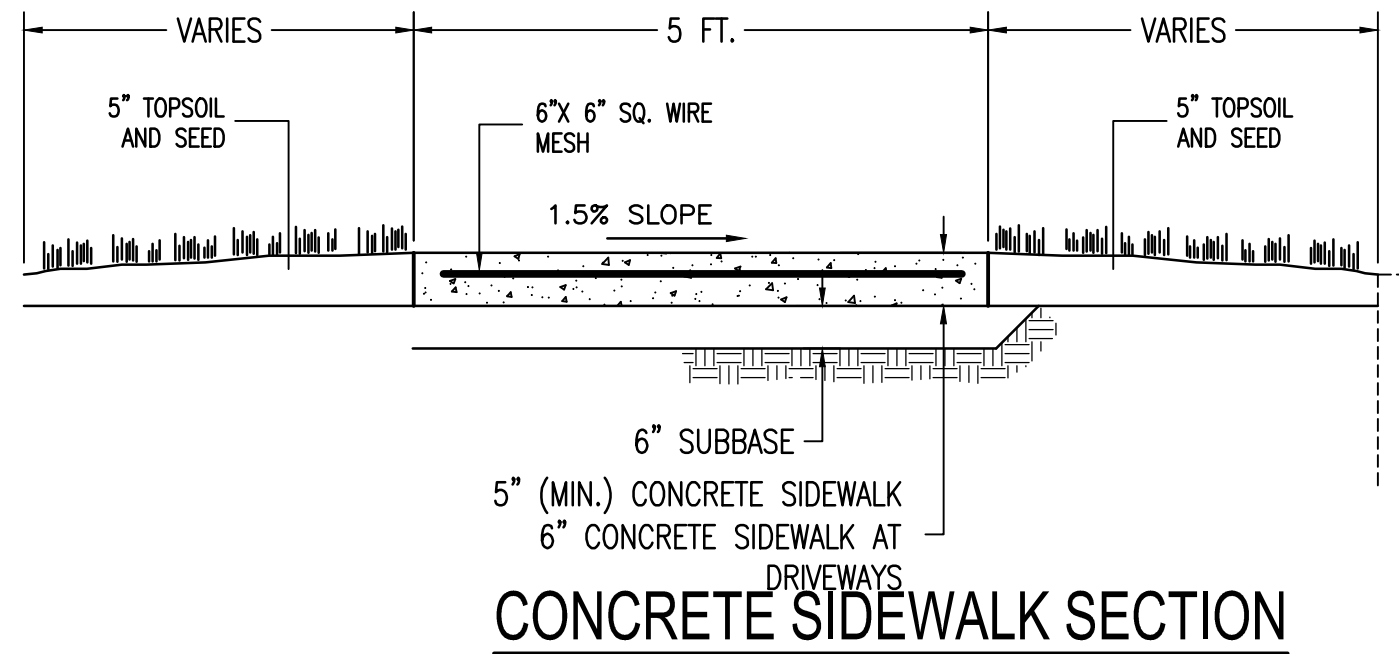
- PROVIDE 4000 PSI (28 DAY COMPRESSIVE STRENGTH) CONCRETE, UTILIZING TYPE II PORTLAND CEMENT.
- PROVIDE 5/8" WIDE ASPHALT IMPREGNATED FIBER BOARD CONTROL JOINTS IN SIDEWALK CONSTRUCTION AS FOLLOWS:
  - ADJACENT TO ALL CONCRETE CURBING
  - ADJACENT TO ALL BUILDING FOUNDATIONS/ WALLS
  - APPROXIMATELY EVERY 24 FT. IN LONG SIDEWALK RUNS.
- SIDEWALK SHALL HAVE A LIGHT BROOM FINISH ACROSS THE WALK.
- EDGES AND JOINTS SHALL BE ROUNDED BY AND EDGING TOOL ACCEPTABLE TO OWNER.
- CONTRACTION JOINTS SHALL BE TOOLED TO FORM SQUARE BLOCKS.
- RAMP SLOPE SHALL BE NO GREATER THAN 1:12 .
- CONCRETE CURB / SIDEWALK SHALL BE COATED WITH A CURING COMPOUND AFTER FINISHES ARE COMPLETE.

#### SIDEWALK NOTES:

- SIDEWALKS/RAMPS PROPOSED REQUIRE ADA COMPLIANT INSPECTIONS, THE ENGINEER WILL PERFORM THE REQUIRED PRE-POUR CONCRETE FORM INSPECTION, SIGN/DATE AND SUBMIT TO NYSOT THE INSPECTION REPORT.
- AFTER COMPLETION OF SIDEWALK SUBMIT TO NYSOT PERMITS A COMPLETED, SIGNED AND SEALED CRITICAL SHEETS FOR THE DESIGN AND LAYOUT AND ACCEPTANCE OF PEDESTRIAN FACILITIES SHEETS CONFIRMING COMPLIANCE WITH ALL OTHER APPLICABLE CODES, STANDARDS, AND SPECIFICATIONS. IN INSTANCES WHERE NON-STANDARD FEATURES CANNOT BE AVOIDED A JUSTIFICATION FORM WILL NEED TO BE COMPLETED UNDER THE PROCESS FORMALGATED UNDER THE HIGHWAY DESIGN MANUAL CHAPTER 2 (REFER TO EXHIBIT 2-15A).

#### NYSOT NOTES:

- NYSOT HIGHWAY WORK PERMIT SHALL BE ISSUED AND PRESENT AT JOB LOCATION AT ALL TIMES WITH STAMPED NYSOT APPROVED PLANS.
- SIGNS AND WORK ZONE TRAFFIC IS TO ADHERE TO FEDERAL MUTCD WITH STATE SUPPLEMENT.
- CONSTRUCTION HOLIDAY LANE CLOSURE RESTRICTIONS SHALL BE ADHERED TO.
- PERFORM UTILITY INSTALLATION WITHIN THE NYSOT ROW IN ACCORDANCE WITH NYSOT BLUE BOOK.
- ALL TREE PLANTINGS AND ADVERTISING SIGNS SHALL BE OFF NYSOT ROW
- CONTACT THE CENTRAL NEW YORK NYSOT RESIDENT ENGINEER SEVEN (7) DAYS BEFORE START OF WORK AT (315)-428-4640.
- ROAD TO BE KEPT CLEAN AT ALL TIMES AND FREE OF ALL CONSTRUCTION DEBRIS.
- ALL WORK ZONE SIGNS AND FLAGGERS SHALL BE OFF THE ROADWAY WHEN NOT IN USE.
- NYSOT NON SEASONAL CONSTRUCTION IS NOT PERMITTED WITHIN THESE PLANS. ANOTHER REVIEW FROM NYSOT IS REQUIRED WHEN ASKING FOR NON SEASONAL WORK.
- ANY PROPOSED CHANGES WITHIN THE NYSOT ROW REQUIRES TWO (2) WEEKS NOTICE TO THE CENTRAL NEW YORK REGION NYSOT PERMITS OFFICE AT (315) 428-4640.
- NOTIFY DIG SAFELY TWO (2) DAYS PRIOR TO WORK.
- ADHERE TO NYSOT PERMIT CLOSURE PROCESS FOR INSPECTION, BOND RELEASE, AND CLOSURE OF PERMIT.

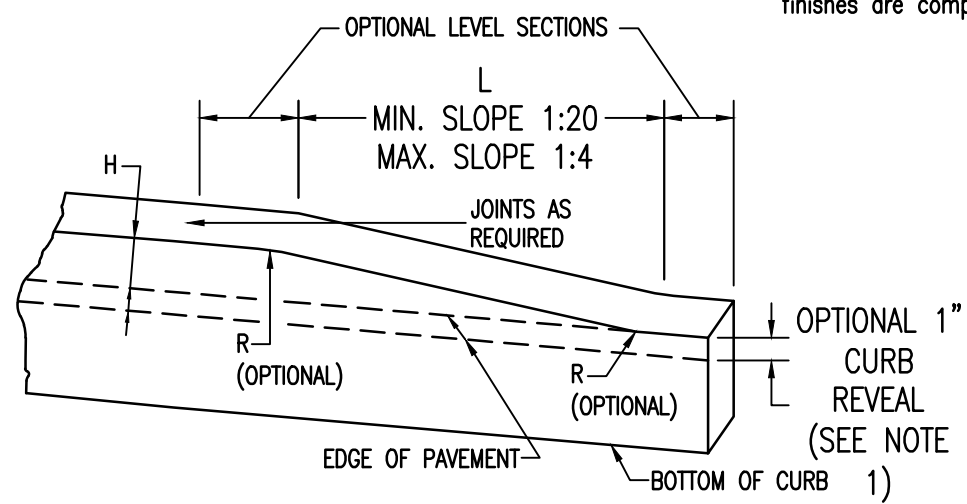


### CONCRETE SIDEWALK SECTION

N.T.S.

#### CONCRETE SIDEWALK NOTES

- The Local Code Enforcement Officer shall be notified prior to repair of existing sidewalk or construction of new sidewalk within a public right-of-way.
- Appropriate barricades shall be required for the entire construction period.
- Provide 3500 psi (28 day compressive strength) concrete, utilizing Type II Portland cement and 6" x 6" sq. wire mesh reinforcement.
- Provide 5/8" wide asphalt impregnated fiber board expansion joints in sidewalk construction as follows:
  - Adjacent to all concrete curbing and gutters.
  - Adjacent to all building foundations or walls.
  - Abutting yard walks, driveways or existing sidewalks.
  - Approximately every 20 ft. in long sidewalk runs.
- Sidewalk shall have a light broom finish across the walk. Edges and joints shall be rounded by an edging tool.
- Side walk shall be coated with a curing compound after finishes are complete.

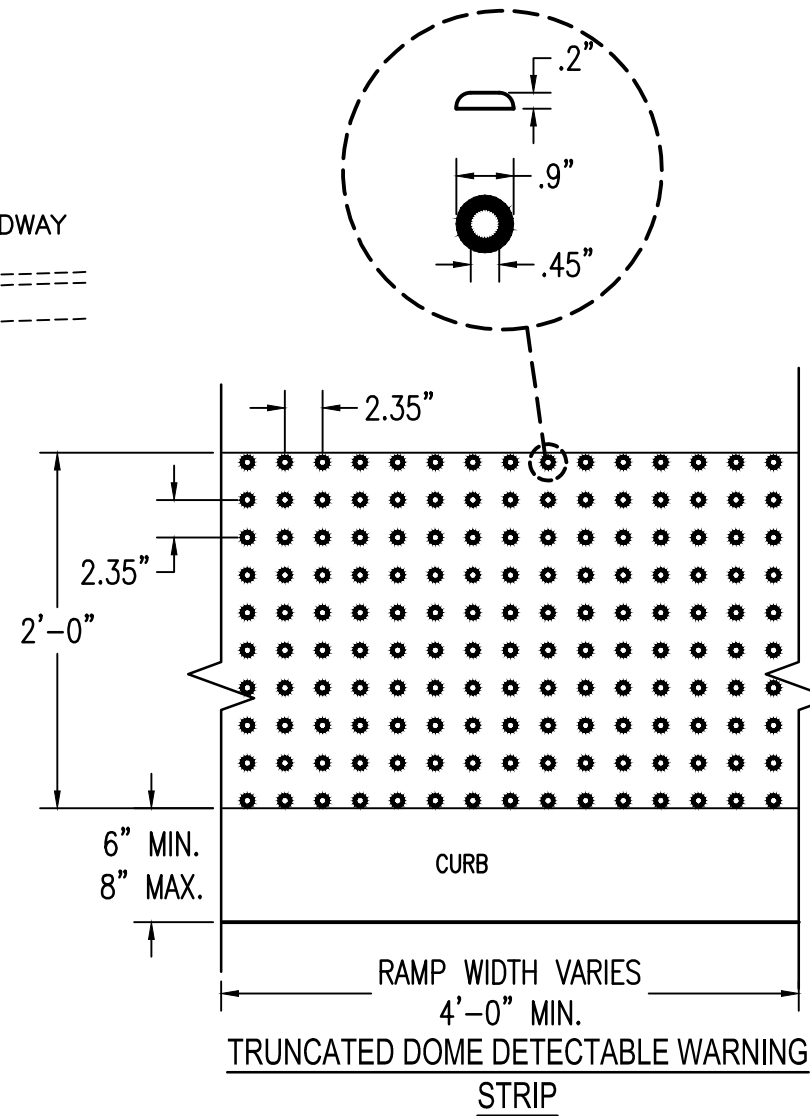


CURB TRANSITION LENGTHS (L)			
SLOPE	1:4	1:12	1:20
4"	16"	48"	80"
6"	24"	72"	120"

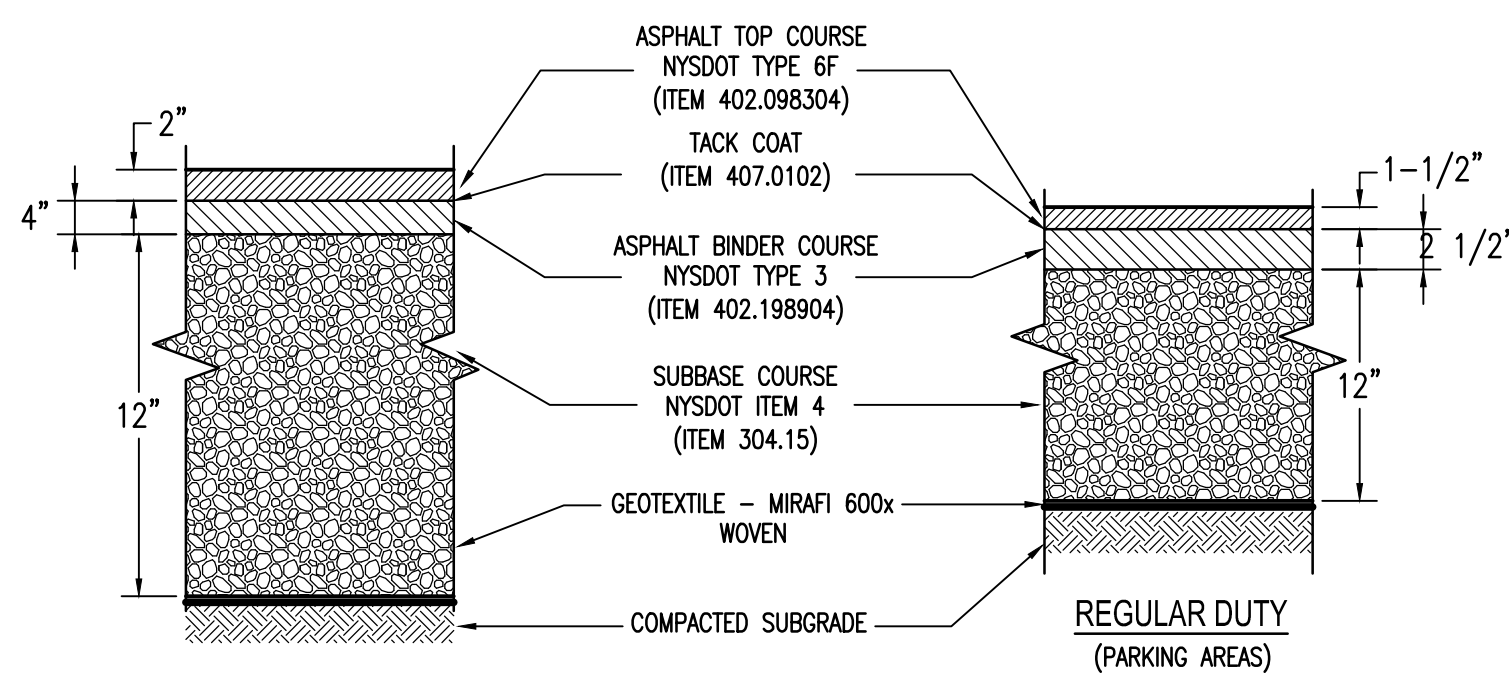
### CAST-IN-PLACE CONCRETE CURB TRANSITIONS

N.T.S.

- NOTES:
- USE 1" REVEAL AND CONTINUE CURB ACROSS DRIVEWAY ENTRANCES ONLY IF SHOWN IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER AS A FIELD CONDITION.
  - TERMINATE CURB, CURB AND GUTTER, AND ASPHALT CURB BY TRANSITIONING ON A MAXIMUM SLOPE OF 1:12 TO PAVEMENT SURFACE, EXCEPT WHEN BEHIND GUIDE RAIL.
  - EXTEND JOINT FILLER 6" MINIMUM BEHIND CURB ON BOTH SIDES OF CURB BOX, 705-07 NOT NEEDED WHEN VERTICAL FACED CURB WIDTH EQUAL TO WIDTH OF CURB BOX.



### TRUNCATED DOME DETECTABLE WARNING STRIP



#### NOTES:

- ALL PAVEMENT AND BASE MATERIAL SHALL CONFORM TO NEW YORK STATE DEPT. OF TRANSPORTATION "STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS".
- SUBGRADE AND SUBBASE SHALL BE COMPACTED TO 95% MAX. STANDARD PROCTOR DENSITY.
- IF SUBGRADE IS UNSUITABLE OR UNSTABLE, UNDERCUT AND REPLACE WITH APPROVED SELECT GRANULAR FILL COMPACTED TO 95% MAX. STANDARD PROCTOR DENSITY.

### DRIVEWAY PAVEMENT SECTIONS

N.T.S.

#### DEFINITION OF TERMS:

- DRIVEWAY - EVERY ENTRANCE OR EXIT USED BY VEHICULAR TRAFFIC TO AND FROM LANDS OR BUILDINGS ADJACENT TO 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, GOVERNMENT, OR EDUCATIONAL INSTITUTION, PRIVATE UTILITY, HOSPITAL, CHURCH, APARTMENT BUILDING, OR OTHER COMPARABLE TRAFFIC GENERATOR.
- MINOR 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, FROM CHAPTER 9, SPHERICAL CURB.
- 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 FARMWARD, CULTIVATED OR UNCULTIVATED FIELD, TIMBERLAND, OR UNDEVELOPED LAND NOT USED FOR INDUSTRIAL, COMMERCIAL, OR RESIDENTIAL PURPOSES.
- URBAN / RURAL - THE AREA CHARACTER BASED ON NYSDOT HIGHWAY DESIGN MANUAL CHAPTER 2, SECTION 2.4.
- DRIVEWAY OFFSET - THE DISTANCE IN FEET MEASURED FROM THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE OR TURNING LANE, TO THE HIGHWAY EDGE OF PAVEMENT. THE DISTANCE IS EQUAL TO THE WIDTH OF THE OUTERMOST LANE AND THE WIDTH OF THE PAVED SHOULDER, OR CURB OFFSET.
- 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, BIKI LANE, CURB OFFSET, OR OTHER PAVED AREA OUTSIDE OF THE TRAVEL LANE.
- MINIMUM PAVING 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 PAVED UNLESS THE SHOULDER WIDTH:
- PAVEMENT LENGTH (PL) - THE DISTANCE IN FEET MEASURED ALONG THE CENTERLINE OF A DRIVEWAY FROM THE HIGHWAY EDGE OF PAVEMENT TO THE END OF PROPOSED DRIVEWAY PAVEMENT.
- TRANSITION LENGTH (TL) - THE DISTANCE IN FEET MEASURED ALONG THE CENTERLINE OF A DRIVEWAY BEHIND THE DRIVEWAY PAVEMENT LENGTH (PL) TO THE END OF PROPOSED DRIVEWAY PAVEMENT. THE TRANSITION LENGTH (TL) IS TYPICALLY USED FOR GRADING, LAYOUT, OR TRANSITION REASONS. THE TRANSITION LENGTH (TL) ONLY APPLIES TO DRIVEWAYS THAT ARE IMPROVED.
- BUFFER ZONE - A PHYSICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE AND THE VEHICLE TRAVELED WAY. THE BUFFER ZONE BUFFERS PEDESTRIANS FROM TRAFFIC AND APPURTENANCES. THE BUFFER ZONE MAY BE PLANTED OR PAVED.
- 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 BARRIERS. REFER TO HIGHWAY DESIGN MANUAL CHAPTER 17 AND ASBESTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES FOR BUFFER ZONES, ON BUFFER ZONE WIDTH AND SEPARATION OF SHARED USE PATHS FROM ROADWAYS.
- SIDEWALK - A SHORTLY, STABLE AND SLIP RESISTANT EXTERIOR PATHWAY INTENDED FOR PEDESTRIAN USE ALONG A VEHICULAR WAY SEPARATED WITH A CURB OFFSET.
- HMA - HOT MIX ASPHALT
- PC - PORTLAND CEMENT CONCRETE

DESIGN ELEMENT TOLERANCES		
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5% MAX.	2.0% MAX.
SIDEWALK GRADE RUNNING SLOPE - SEE NOTE 11	4.5% MAX.	5.0% MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21	7.5% MAX.	8.3% MAX.
BLENDED TRANSITION GRADE (RUNNING SLOPE) - SEE NOTE 7	4.5% MAX.	5.0% MAX.

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. FOR ADDITIONAL REQUIREMENTS AND TOLERANCES, SEE "CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND CONSTRUCTION OF PEDESTRIAN FACILITIES" AVAILABLE ON THE NYSOT HIGHWAY DESIGN MANUAL CHAPTER 18 WEBSITE.

#### GENERAL NOTES FOR DRIVEWAY STANDARD SHEETS

- THE DRIVEWAY STANDARD SHEETS APPLY TO FIELD ENTRANCES, RESIDENTIAL DRIVEWAYS AND MINOR COMMERCIAL DRIVEWAYS. FIELD ENTRANCES AND RESIDENTIAL DRIVEWAYS ACCOMMODATE AN ASHITO SINGLE LANE PASSENGER CAR DESIGN VEHICLE. MINOR COMMERCIAL DRIVEWAYS ACCOMMODATE AN ASHITO SINGLE LANE 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 AND HMA OR HMA OR HMA ACCESS TO A STATE HIGHWAY A COMMERCIAL HIGHWAY WORK PERMIT APPLICATION FORM PERM 33-000 MUST BE FILLED OUT AND SUBMITTED TO THE REGIONAL PERMIT CONCORDATION.
- SEE THE DRIVEWAY TABLE IN THE CONTRACT PLANS FOR SPECIFIC DRIVEWAY LOCATIONS, WIDTHS (W), CORNER ANGLES, LENGTHS (L), MATERIALS, AND ENTRANCE TYPE.
- DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL. DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APPROX.
- THE TAPER METHOD IS GENERALLY NOT RECOMMENDED FOR DRIVEWAYS WITH A DRIVEWAY OFFSET LESS THAN 15 FEET, UNLESS IT CAN BE FIELD VERIFIED THAT THE DRIVEWAY OFFSET METHOD WILL ACCOMMODATE THE VEHICLES THAT USE THE DRIVEWAY ON A REGULAR BASIS.
- 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.
- UP TO 10" OF HMA MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.
- UP TO 9" OF PCC MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.
- UP TO 12" OF SUBBASE MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.
- THE DETAILS SHOW THE PAVEMENT LENGTH (PL) EXTENDING TO THE MINIMUM PAVING LIMIT (MPL). HOWEVER, THE "PL" CAN EXTEND BEHIND THE "MPL" AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- DRIVEWAY TYP-UP SECTION SHOULD EXTEND TO A LOGICAL TERMINAL EXAMPLES: SIDEWALK EDGE, WHERE THE DRIVEWAY GRADE MATCHES EXISTING GRADING, OR LAYOUT POINT. FOR REFERENCE, A REASONABLE LENGTH FOR TAPERING THE TYP-UP SECTION BACK TO THE EDGE OF DRIVEWAY IS 3 TO 4 TIMES THE LENGTH OF CURB CROSS. THE TYP-UP SECTION IS NOT PART OF THE DRIVEWAY OPENING WIDTH. REFER TO NYSDOT STANDARD SHEET 609-02 "MISCELLANEOUS CURB DETAILS" FOR THE CURB TRANSITION.
- TO DETERMINE THE LIMITS OF SHOULDER RECONSTRUCTION, REFER TO THE DRIVEWAY OPENING TABLES ON SHEET 4 FOR 90° SHOULDER OFFSETS.
- FOR PCC SHOULDER, SEE STANDARD SHEET 502-02 FOR LONGITUDINAL JOINT DETAILS.
- DIMENSIONS AND ANGLES MAY BE INTERPOLATED FOR VALUES OTHER THAN THOSE SHOWN IN THE TABLES.
- THE SHOULDER PAVEMENT THICKNESSES SHOWN ARE DEFAULT VALUES UNLESS OTHERWISE SHOWN IN THE PLANS. MATERIALS SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS.

#### WIDTH / LENGTH

- WHERE THERE ARE CONSTRAINTS THAT PREVENT THE CONSTRUCTION OF THE DRIVEWAY USING EITHER OF THE LAYOUT METHODS, THE ENGINEER MAY SPECIFY A SMALL CORNER CURB RADIUS OF 2" OR A 1/2" RADIUS. HOWEVER, THE "PL" CAN EXTEND BEHIND THE "MPL" AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- 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 LINE, WHICHEVER IS GREATER. THE PAVING LIMIT MAY EXTEND BEHIND 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 DRIVEWAYS FROM PLACED HMA TO EXISTING HMA DRIVEWAYS, REFER TO DETAIL 9 - "HMA TO EXISTING DRIVEWAYS" ON SHEET 9, AND TABLE 3 - "DRIVEWAY MATERIALS AND THICKNESSES" ON SHEET 2.
- FOR PCC DRIVEWAYS, REFER TO THE 502 SERIES STANDARD SHEETS FOR METAL REINFORCEMENT, JOINT TIES, SAWING AND SEALING, ETC.
- A 5' MINIMUM BUFFER ZONE SHALL BE USED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

#### SITE CONDITIONS SIDEWALK / CURBS

- ANY PCC SIDEWALK WHICH CROSSES A DRIVEWAY SHALL HAVE A MINIMUM THICKNESS OF 6" AND INCLUDE STEEL WIRE REINFORCEMENT WITH 3" OF TOP COVER.
- FOR GRADE CHANGES REFER TO THE DRIVEWAY PROFILES ON SHEET B. VERTICAL CURVES ARE RECOMMENDED TO CONNECT TANGENTS. SEE TABLE 5 - "MINIMUM LENGTH OF VERTICAL CURVE ON SHEET 2 FOR TYPICAL VERTICAL CURVE LENGTHS 1'-1".
- 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.
- WHERE THE EXISTING GRADE OF THE DRIVEWAY PROFILE EXCEEDS 2% SHOROT THE DRIVEWAY AND RECONSTRUCT A MINIMUM OF 2" ON BOTH SIDES OF THE SIDEWALK, TO TRANSITION FROM THE EXISTING GRADE OF THE DRIVEWAY PROFILE TO THE SIDEWALK CROSS SLOPE.
- TO PREVENT DRIVEWAY GRADES FROM EXCEEDING THE VALUES IN TABLE 9 - "MAXIMUM DRIVEWAY SLOPE" ON SHEET 2, IT MAY BE NECESSARY TO DEPRESS THE SIDEWALK ACROSS THE DRIVEWAY. SIDEWALK RAMP SHALL HAVE THE LEAST RUNNING SLOPE POSSIBLE, WITH A MAXIMUM DESIGN AND LAYOUT SLOPE OF 7.5%. THE 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'-0" FOR WORK ACCEPTANCE.
- WHERE DRAINAGE IS CARRIED ALONG THE CURB, CONSTRUCT THE DRIVEWAY WITH A SHORT UPGRADE TO PREVENT RUNOFF FROM THE DRIVEWAY ENTRANCE PLAT DRIVEWAY OR RUNNING DOWN THE DRIVEWAY DOWNHILL DRIVEWAY SLOPE. IF CONDITIONS MAKE THE ADDITION OF A SHORT UPGRADE IMPRACTICAL, USE A 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.

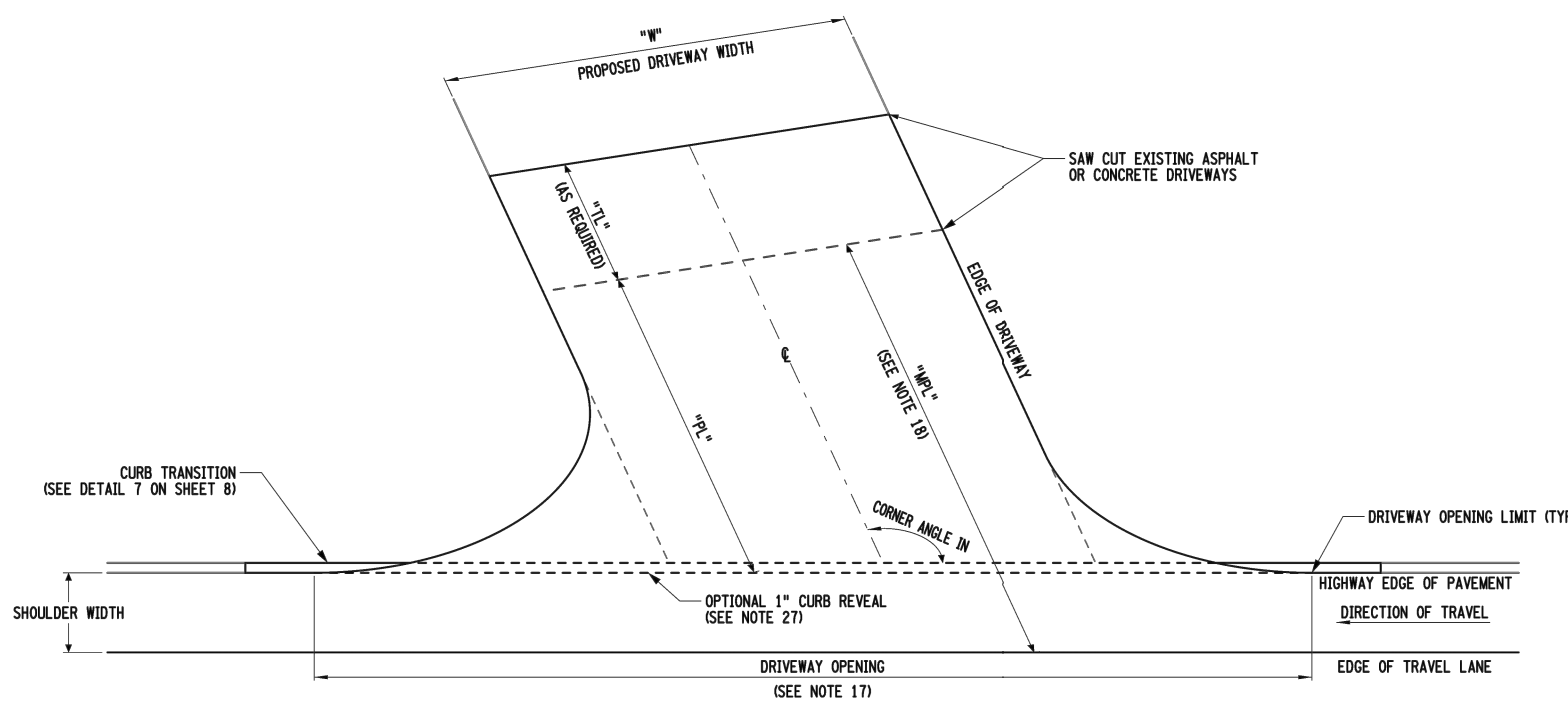
#### ENTRANCE TYPE

- THE ENGINEER MAY INTERCHANGE TYPE 1, TYPE 3 AND TYPE 4 RESIDENTIAL DRIVEWAYS TO BETTER MATCH THE EXISTING ENTRANCE TYPE ALONG THE HIGHWAY CORRIDOR WHILE CONSIDERING AVAILABLE SPACE, CONSTRUCTION, SAFETY, AND FUNCTIONALITY. THE DRIVEWAY TYPE SHALL COMPLY WITH TABLE 4 - "DRIVEWAY ENTRANCE TYPE SELECTION" ON SHEET 2.
- FOR DRIVEWAYS WITH VARYING WIDTHS AND/OR CURVED ALIGNMENTS, DETERMINE THE DRIVEWAY WIDTH AND CORNER ANGLE 20'-0" FROM THE EDGE OF TRAVEL LANE.
- FOR A ONE-WAY DRIVEWAY ENTRANCE OR EXIT, THE DRIVEWAY ENTRANCE WIDTHS IS ONLY NECESSARY ON ONE SIDE OF THE DRIVEWAY TO ACCOMMODATE THE SHARPER TURNING MOVEMENT. THE MINIMUM DRIVEWAY WIDTHS WILL BE IDENTIFIED ON THE DRIVEWAY TABLE OF THE CONTRACT PLANS UNDER COMMENTS. FOR CURBED DRIVEWAYS, A SMALL CORNER CURB RADIUS OF 2" OR 1/2" RADIUS CURB ALONG LOW SPEED DRIVEWAYS SHALL BE CONSTRUCTED TO ELIMINATE A SHARP CORNER BEHIND IN THE CURB LINE WHICH IS SAFER FOR SIMPLER OPERATIONS.

#### MATERIALS

- FOR DRIVEWAY MATERIAL REQUIREMENTS, USE TABLE 3 - "DRIVEWAY MATERIALS AND THICKNESSES" ON SHEET 2.
- FOR FIELD ENTRANCES, THE MATERIAL WITHIN THE PAVEMENT LENGTH (PL) CAN CONSIST OF GRAVEL OR STONE AND BE CONNECTED TO THE EDGE OF THE HIGHWAY SHOULDER WITHOUT REMOVING ANY OF THE EXISTING SHOULDER MATERIAL.

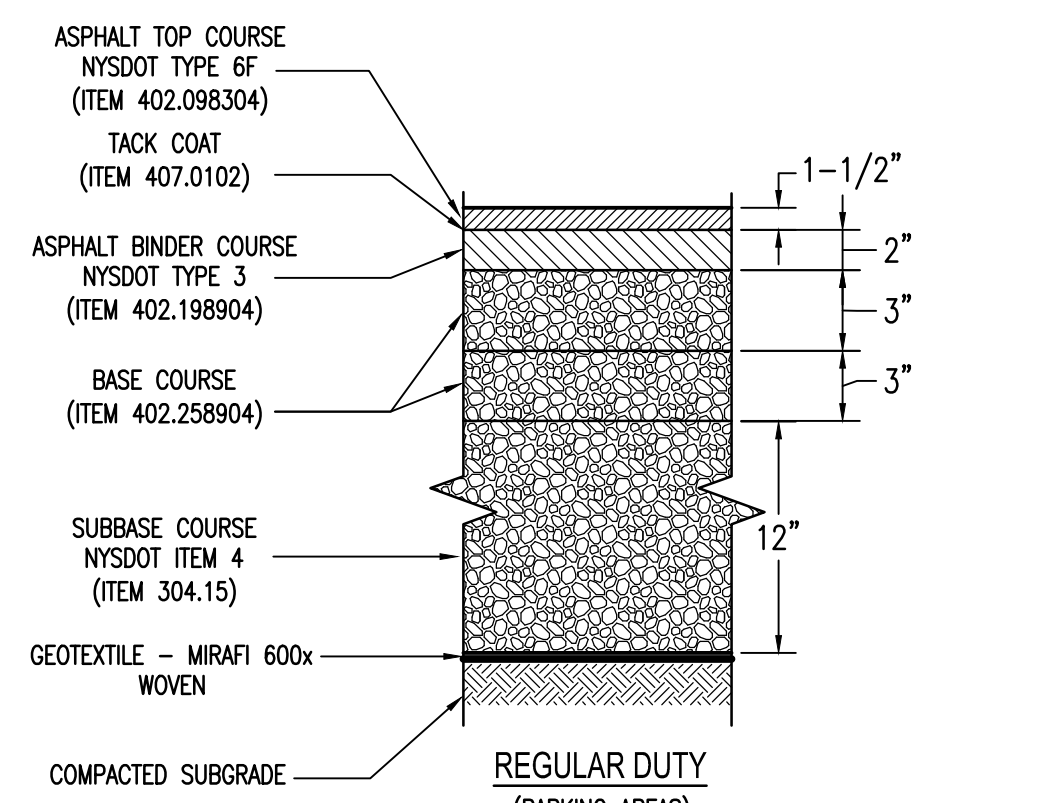
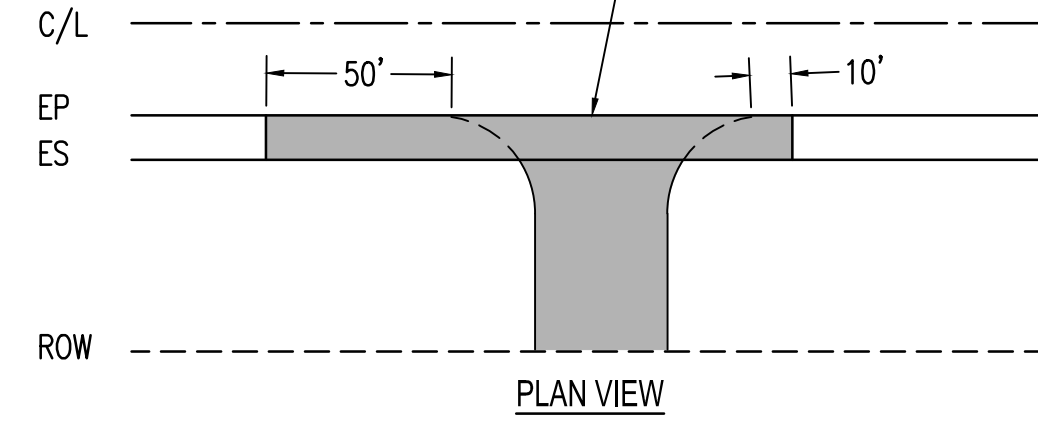
NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
U.S. CUSTOMARY STANDARD SHEET  
RESIDENTIAL AND MINOR COMMERCIAL DRIVEWAYS (SHEET 1 OF 9)  
APPROVED MARCH 07, 2016 ISSUED UNDER EB 16-012  
/S/ RICHARD W. LEE, P.E. DEPUTY CHIEF ENGINEER (DESIGN) 608-03



### TYPE 1 DRIVEWAY ENTRANCE

NOTE: SEE RADIUS METHOD OF LAYOUT ON SHEET 3

NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
U.S. CUSTOMARY STANDARD SHEET  
RESIDENTIAL AND MINOR COMMERCIAL DRIVEWAYS (SHEET 5 OF 9)  
APPROVED MARCH 07, 2016 ISSUED UNDER EB 16-012  
/S/ RICHARD W. LEE, P.E. DEPUTY CHIEF ENGINEER (DESIGN) 608-03



### SHOULDER REPAIR PAVEMENT SECTIONS

N.T.S.

Rev.	Date	Description
8.	12/14/22	Site Plan Revisions
7.	11/28/22	Updated Sign/Utility Locations
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fence Line

It is a Violation Of The New York Education Law, Article 145 Section 7209, For Any Person, Unless He is Acting Under The Direction Of A Licensed Professional Engineer Or Land Surveyor To Alter An Item In Any Way, If An Item Bearing The Seal Of An Engineer Or Land Surveyor is Altered, The Altering Engineer Or Land Surveyor Shall Affix To The Item His Seal And The Notation "Altered By" Followed By His Signature And The Date Of Such Alteration, And A Specific Description Of The Alteration.

SEAL

**PROPOSED DANDY MINI-MART**  
LANSGING (T), TOMPKINS (Co.), NEW YORK

FAGAN ENGINEERS & LAND SURVEYORS PC  
113 East Chemung Place  
Elmira N.Y. 14904  
Phone (607) 734-2165  
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www.FaganEngineers.com

Scale: As Noted  
11x17 Prints are 1/2 Size

Date: November 30, 2020

Design By: JBG, RSN

Drawn By: RSN

Checked By: JBG

Project No.: 2020.062

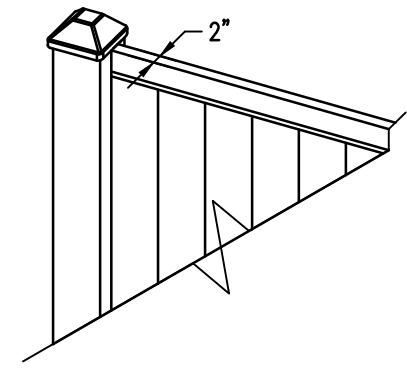
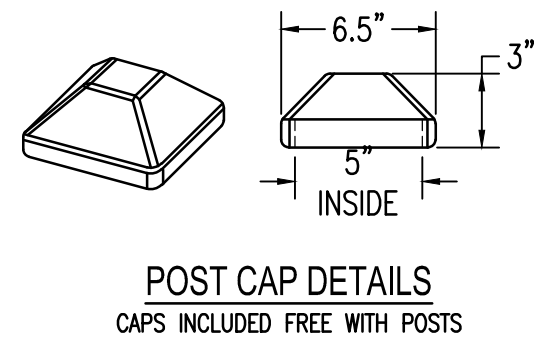
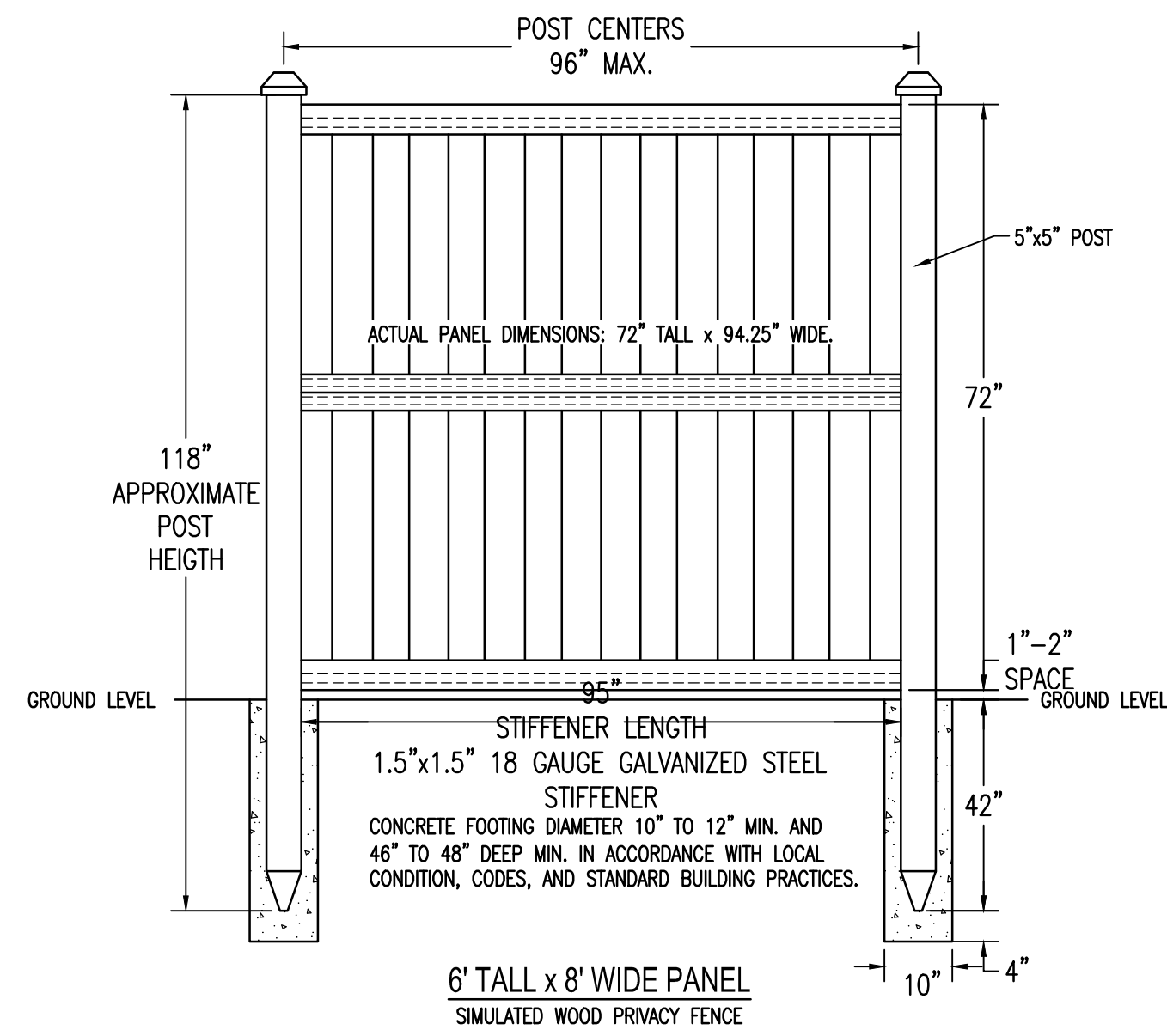
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**CIVIL DETAILS**

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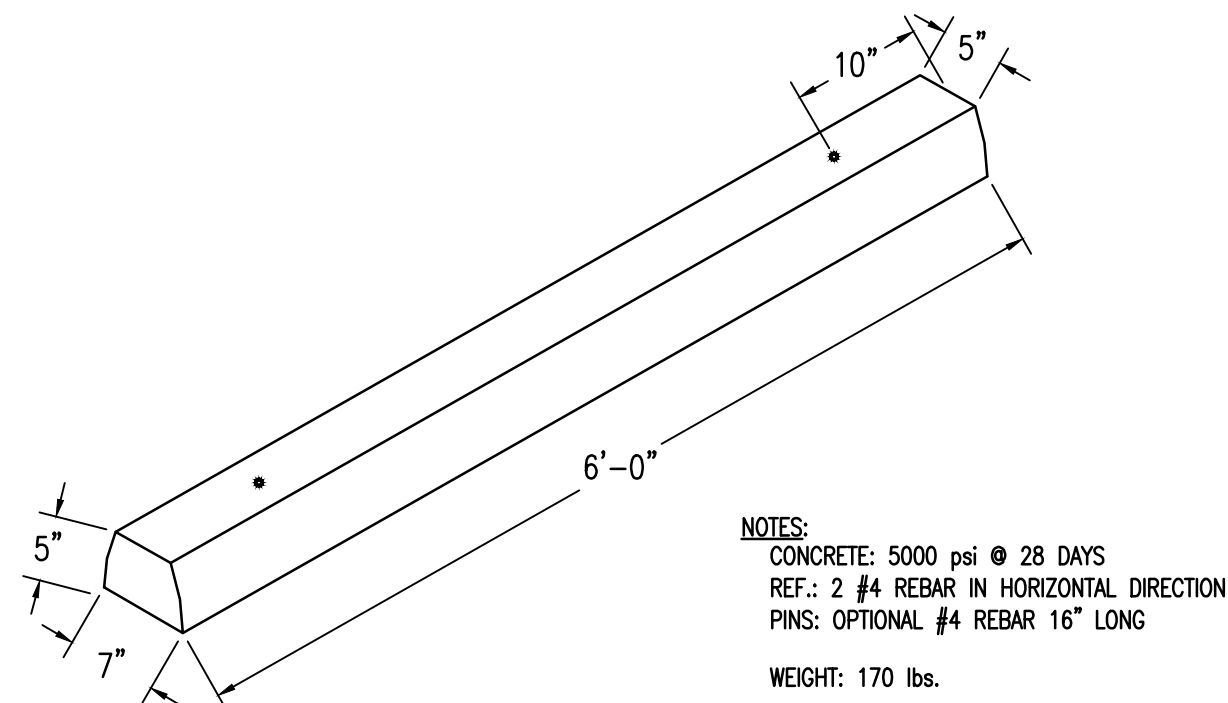
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**VINYL PRIVACY FENCE DETAIL**

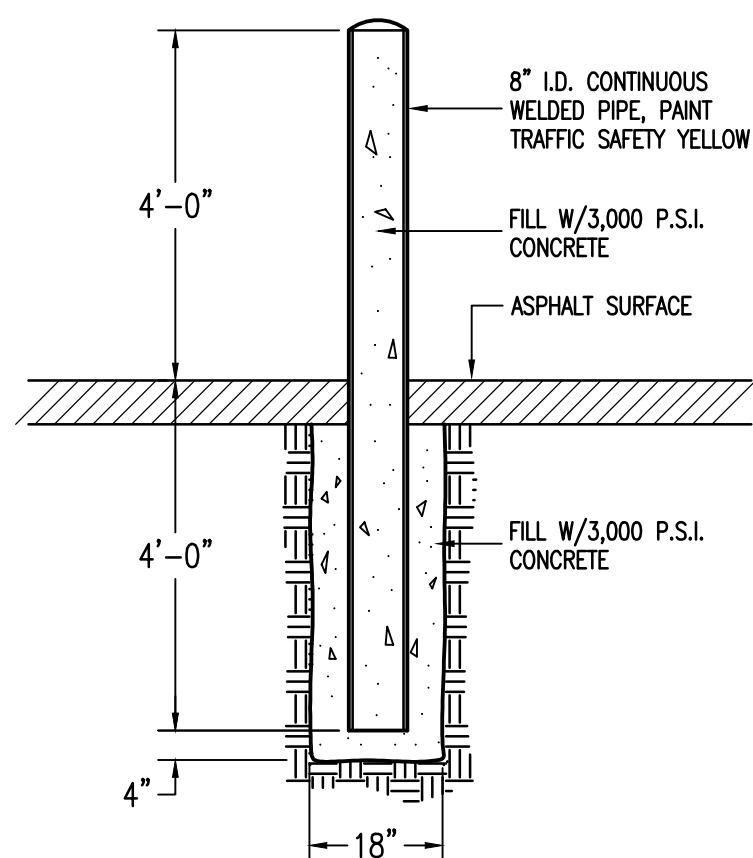
N.T.S.



STANDARD 6'-0" CONC. BUMPER BLOCK BY ZEISER-WILBERT OR ENGINEER-APPROVED EQUAL.

**BUMPER BLOCK DETAIL**

N.T.S.



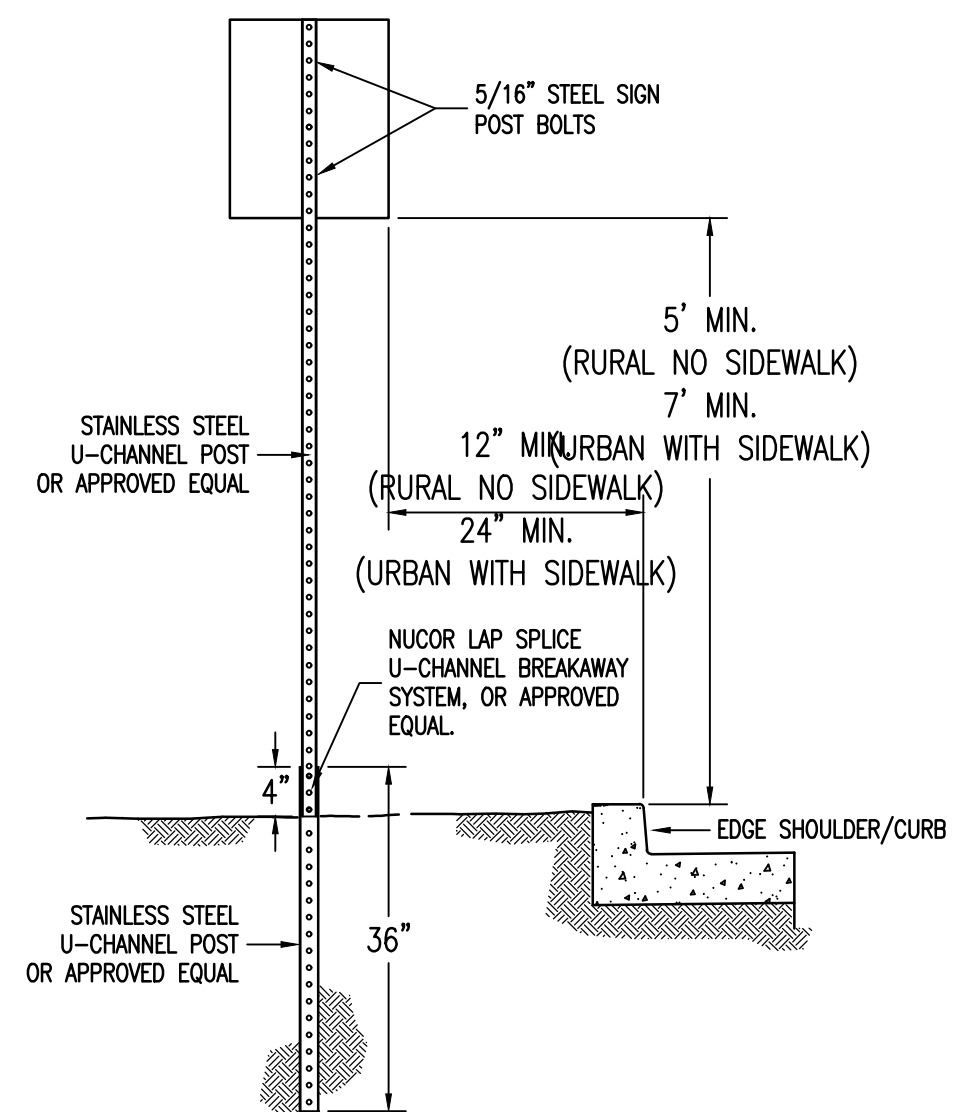
**PIPE BOLLARD DETAIL**

N.T.S.



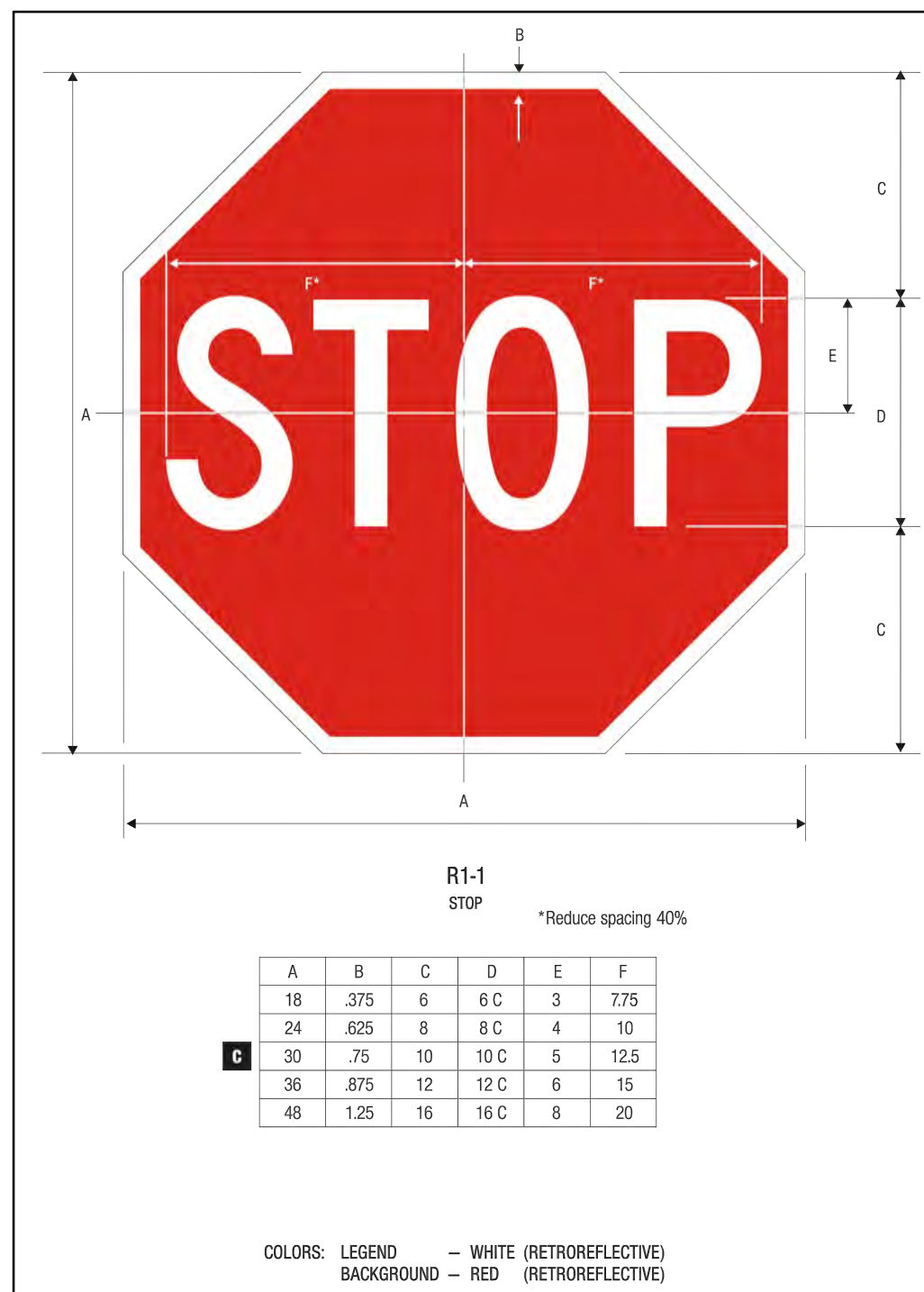
**TYPICAL HC PARKING SIGN**

N.T.S.



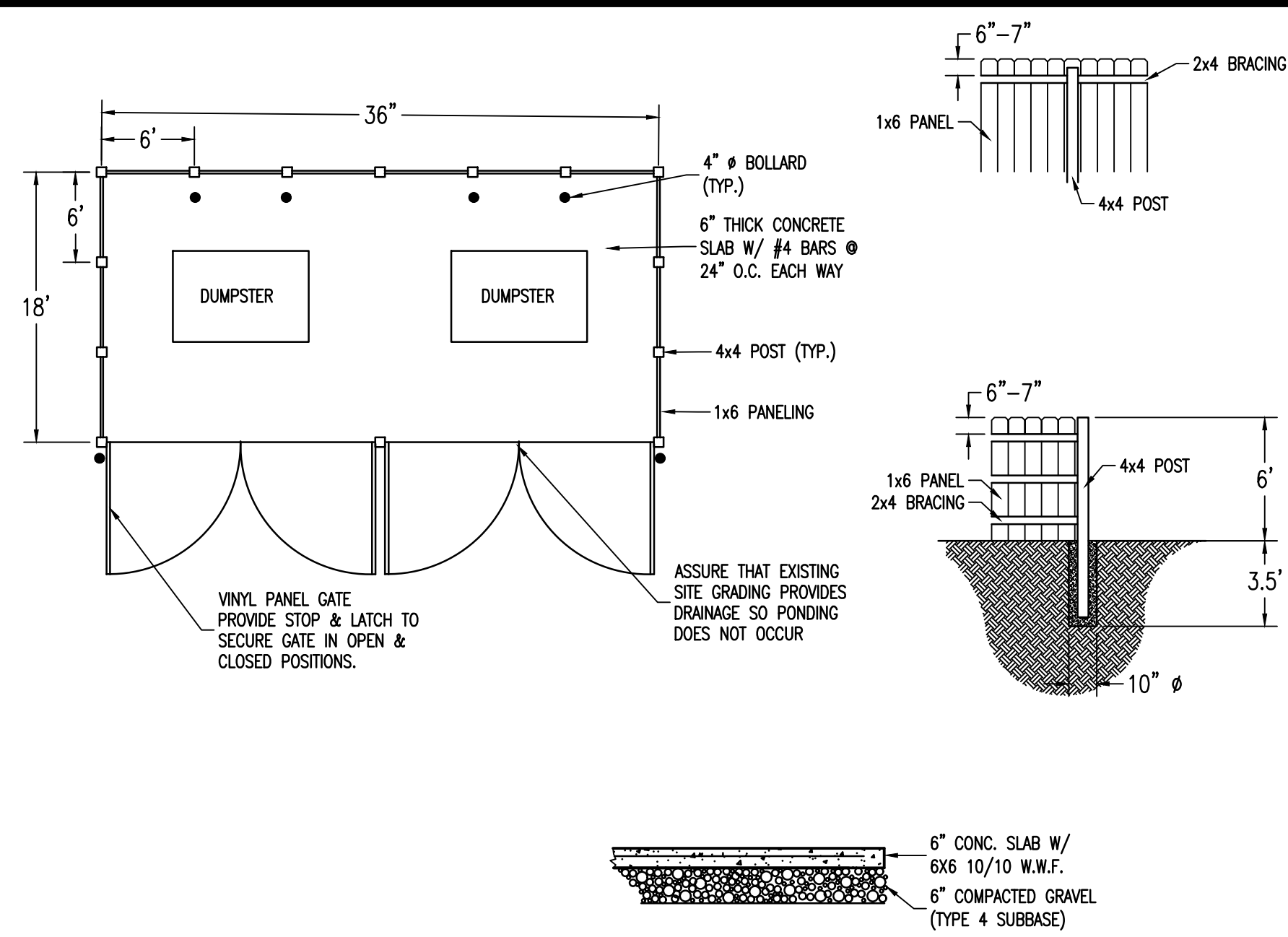
**TYPICAL SIGN INSTALLATION**

N.T.S.



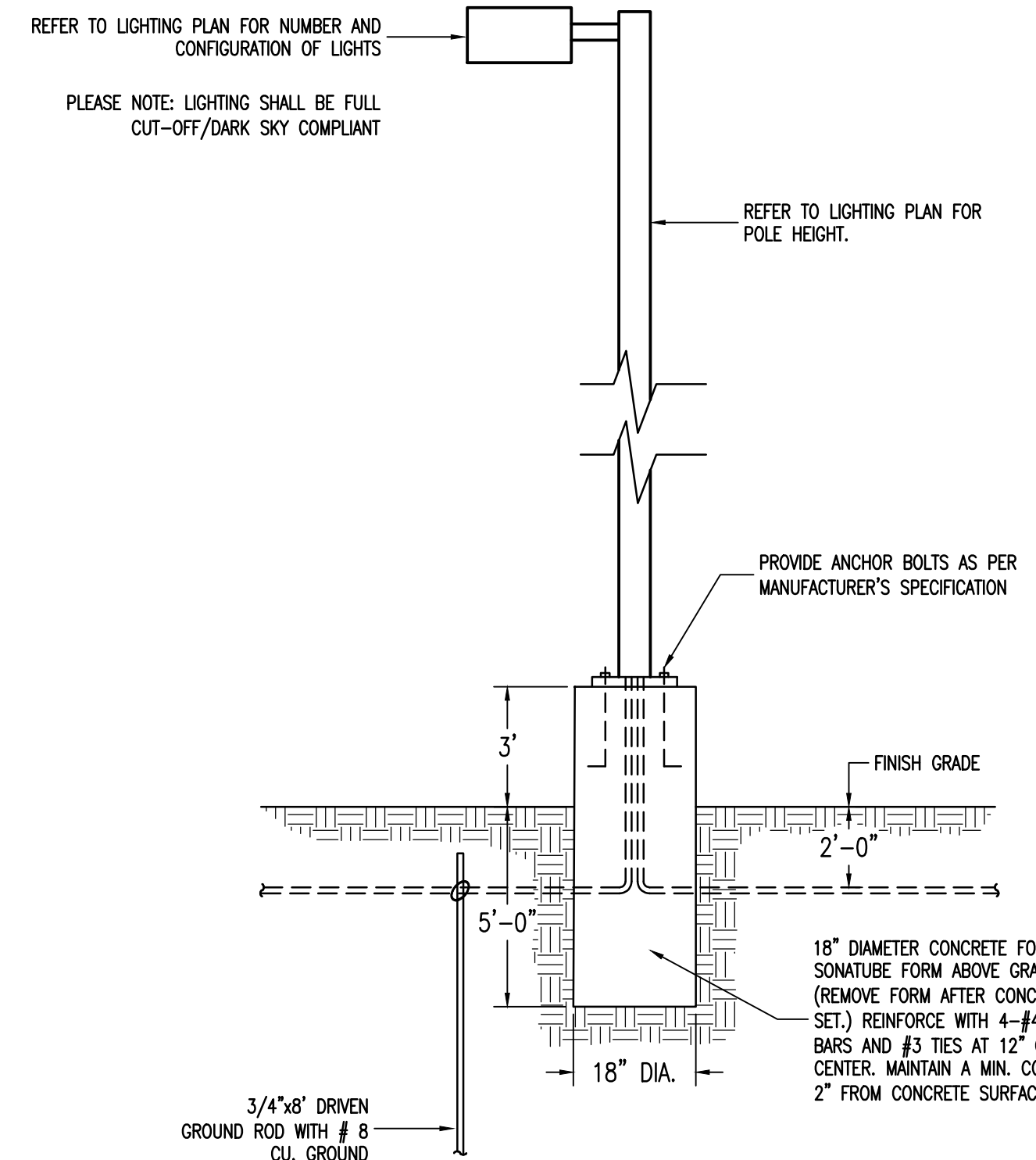
**TYPICAL STOP SIGN**

N.T.S.



**NOTES**

- WOOD TO BE TREATED PINE. USE GALVANIZED NAILS FOR FASTENING.
- NUMBER OF BOARDS WILL VARY DEPENDING ON SPACE BETWEEN BOARDS AND ACTUAL WIDTH OF BOARDS.
- COLOR TO BE DETERMINED BY OWNER.



**PARKING AREA LIGHTING DETAIL**

N.T.S.

Rev.	Date	Revision Description
8.	12/14/22	Site Plan Revisions
7.	11/28/22	Updated Sign/Utility Locations
6.	10/26/22	Per Town Comments
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SEAL

**PROPOSED DANDY MINI-MART**  
LANSGING (T), TOMPKINS (Co.), NEW YORK

**FAGAN ENGINEERS**  
& LAND SURVEYORS PC  
113 East Chemung Place  
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Scale: As Noted  
11x17 Prints are 1/2 Size  
Date: November 30, 2020  
Design By: JBG, RSN  
Drawn By: RSN  
Checked By: JBG  
Project No.: 2020.062  
Drawing Name: 20062.dwg

**CIVIL DETAILS**

**G11**

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**Commercial Onsite Wastewater Treatment System Design for Dandy Mini Mart**

**GENERAL INFORMATION:**  
The proposed design consists of one Wastewater Treatment System for the proposed commercial building in Lansing, NY. Based on Owners water usage records from other stores, the proposed on-site wastewater treatment system shall be designed to handle the effluent from the proposed septic system with a design flow of 615 gallons per day.

**PROPOSED OWTS DESIGN FLOW:**  
615 GPD (based on water usage records from other Dandy Mini Marts)

**SOILS & PERCOLATION TEST DATA:**  
No percolation tests have been performed at this time. These tests will be conducted prior to construction.

Based on the USDA Soil Survey, the existing soils have little to no percolation. Because of this, a mound system has been proposed.

**SEPTIC TANK DESIGN:**  
Table D-2 in the New York State Design Standards for Intermediate Sized Wastewater Treatment Systems Handbook states that the Minimum Effective Tank Capacity for a Daily Flow under 5,000 GPD shall be 1.5 x Daily Flow = 1.5 x 615 GPD = 923 Gallons. Therefore a 1000 Gallon tank is being proposed.

**MOUND WITH ABSORPTION TRENCH DESIGN:**  
615 GPD / 0.90 GPD/FT<sup>2</sup> (Application Rate) = 684 FT<sup>2</sup>  
684 FT<sup>2</sup> / 2 FT = 342 FT (Total Trench Length)  
Therefore, the proposed design shall consist of 6 Rows @ 60 FT.

Absorption Area (A) = 6 trenches @ 2 ft wide/trench + 20 ft total trench separation = 32 ft  
Absorption Area Length (B) = 60 ft  
Fill Depth (D) = 2 ft  
Fill Depth (E) = D + [slope x A] = 2 + [(0.08 x 32)] = 4.56 ft  
Bed Depth (F) = 1 ft  
Cap at Edge of Trenches (G) = 0.5 ft  
Cap at Center of Trenches (H) = 1 ft  
Upslope Setback (J) = [D + F + G] x 3 = [2 + 1 + 0.5] x 3 = 10.5 ft  
Side Slope Setback (K) = [E + F + G] x 3 = [4.56 + 1 + 0.5] x 3 = 18.18 ft or 19 ft  
Mound Length (L) = B + 2K = 60 + 2(19) = 98 ft  
Downslope Setback (C) = 3 x [(E + F + G) + (slope x C)] = 3 x [(4.56 + 1 + 0.5) + (0.08 x C)] = 24 ft  
Mound Width (W) = J + A + C = 10.5 + 32 + 24 = 66.5 ft or 67 ft

**Material Specifications**

**Sewer Pipe:**  
• 4" SDR 35 PVC, TYPE 1 GRADE, ASTM D-3034 OD = 4.215" (0.120 min. wall)

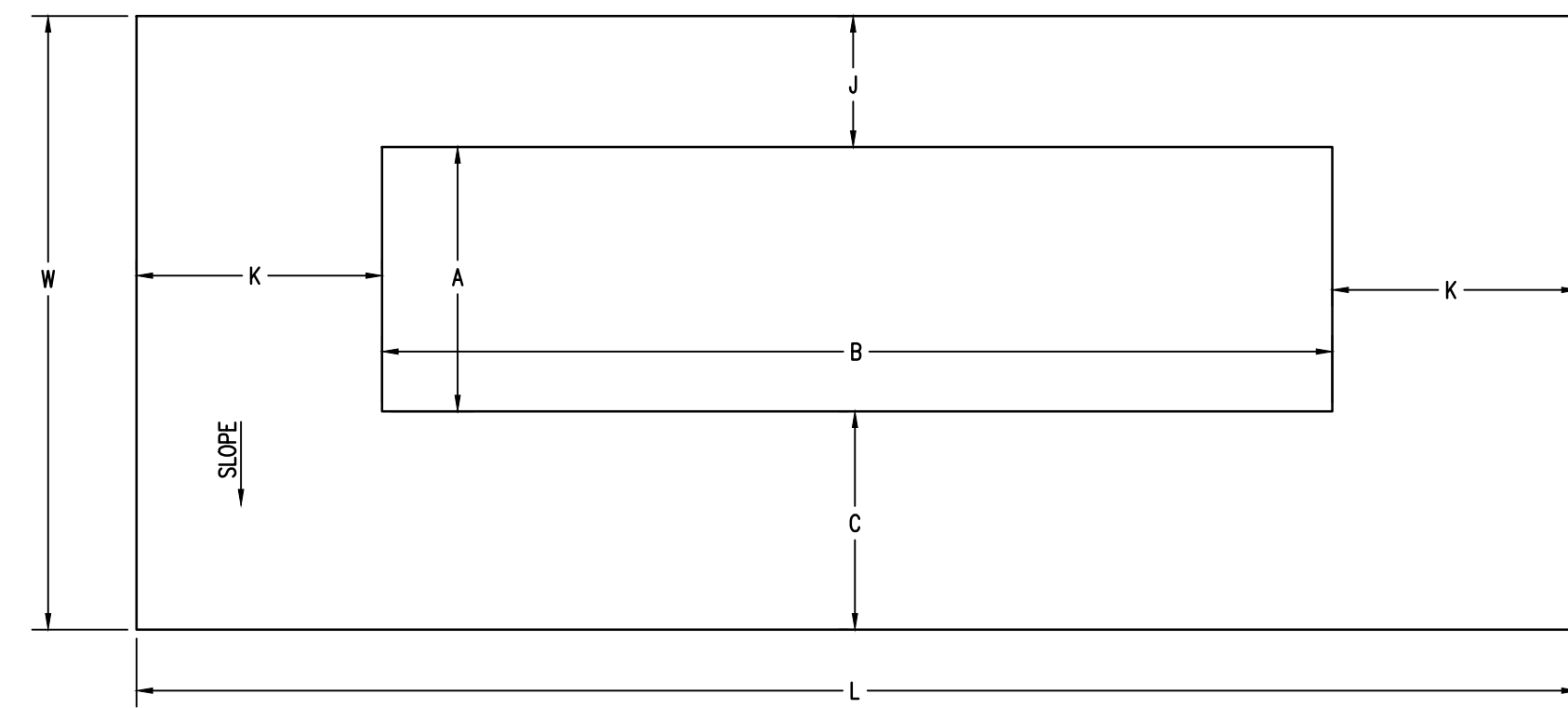
**Septic Unit:**  
• 1,500 Gallon Septic Tank, by Zeiser Wilbert Vault Co., Elmira, NY

**Distribution Box:**  
• One (1) Four Hole Distribution Box: 1 Inlet, 3 Outlets, by Zeiser Wilbert Vault Co., Elmira, NY

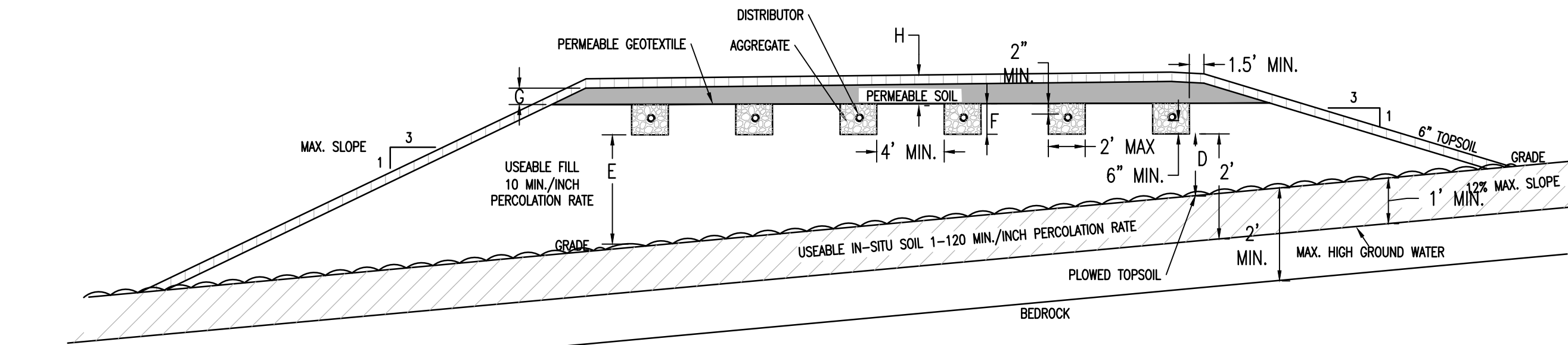
**Perforated Distribution Pipe:**  
• 4" SDR-35 PIPE, TYPE 1 GRADE, ASTM D-3034 OD = 4.215" (0.120 min. wall)

**Installation Notes**

- CLEAR AND GRUB THE SITE (TREES, ROOTS, ROCKS, etc.)
- PLOW MOUND AREA TO A DEPTH OF 7-8"
- FILL TO BE PLACED IMMEDIATELY AFTER THE SITE IS PREPARED
- CONSTRUCTION EQUIPMENT SHOULD AT NO TIME TRACK OVER THE ABSORPTION AREA
- ONCE THE MOUND HAS BEEN PREPARED ABSORPTION SYSTEM IS TO BE PREPARED/INSTALLED PER DETAILS
- BOTTOM AND SIDEWALLS OF ABSORPTION TRENCHES SHALL BE RAKED PRIOR TO INSTALLATION OF DISTRIBUTOR PIPES
- AGGREGATE IN THE TRENCHES SHALL BE COMPLETELY COVERED WITH A PERMEABLE NON-WOVEN GEOTEXTILE TO PREVENT INFILTRATION OF SOIL INTO AGGREGATE
- FINAL FILL SLOPES SHALL NOT EXCEED 1:3 (1 VERTICAL:3 HORIZONTAL)
- ENTIRE MOUND SHALL BE COVERED WITH 6" OF TOPSOIL AND SEEDED TO GRASS

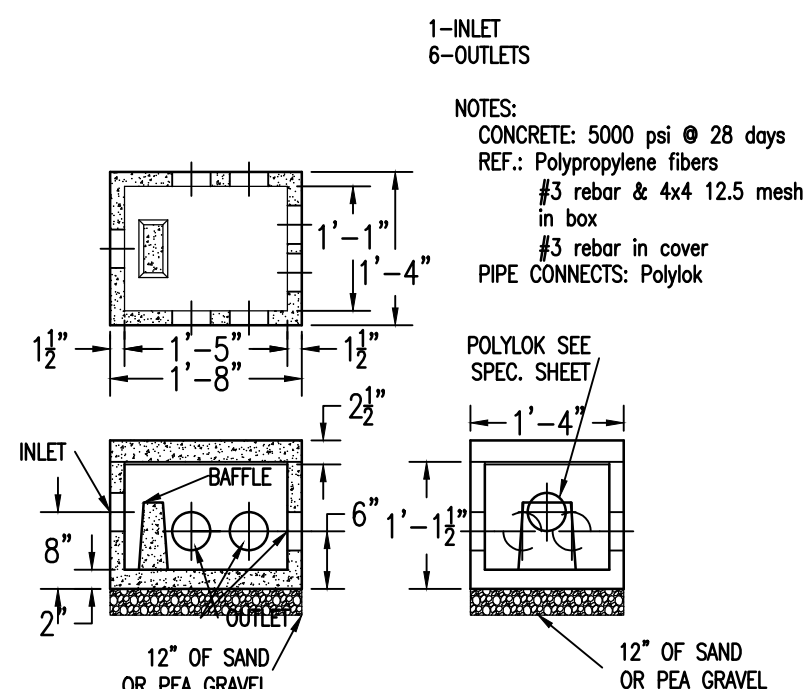


**MOUND SYSTEM WITH ABSORPTION TRENCHES TOP VIEW**  
N.T.S.

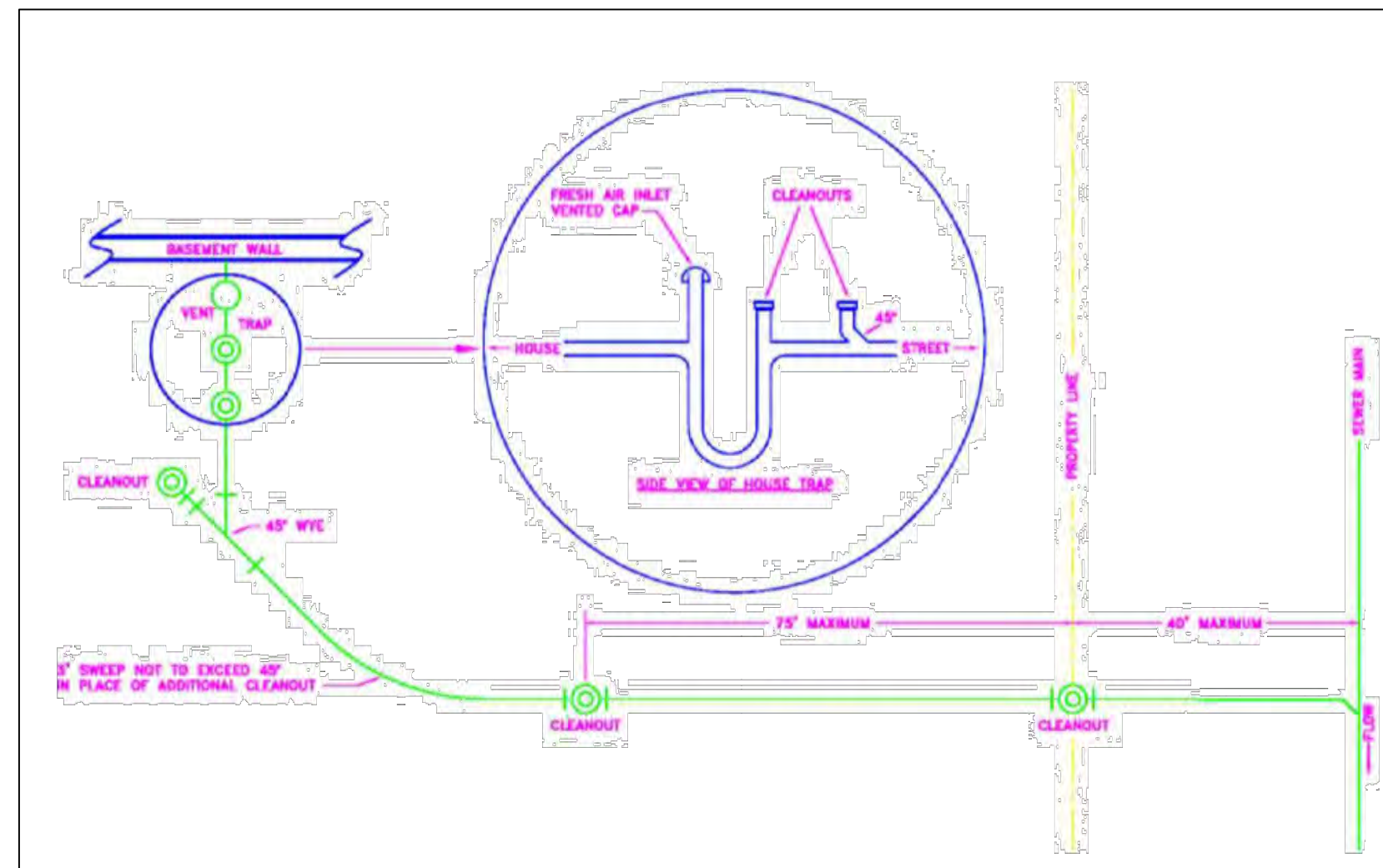


- NOTES:**
1. ONLY SOILS WITH A PERCOLATION RATE NO GREATER THAN TEN (10) MINUTES PER INCH SHALL BE USED FOR THE FILL. MATERIAL SANDS WITH GREATER THAN 10% BY WEIGHT FINER THAN 0.05 MM MATERIAL MUST BE AVOIDED. AT LEAST 25% OF THE MATERIAL BY WEIGHT SHALL BE IN THE RANGE OF 0.50 MM TO 2.0 MM. LESS THAN 15% OF THE MATERIAL BY WEIGHT SHALL BE LARGER THAN A 1/2 INCH SIEVE. A SIEVE ANALYSIS MAY BE NECESSARY TO VERIFY THIS REQUIREMENT.
  2. IMPORTED SOILS TO BE TESTED PRIOR TO COMPLETION OF MOUND SYSTEM BY A PROFESSIONAL ENGINEER.
  3. PREPARATION OF THE SITE ON WHICH THE MOUND IS TO BE LOCATED, PLACEMENT OF THE FILL ON THE SITE, CONSTRUCTION OF THE ABSORPTION TRENCHES, GRADING THE EXPOSED FILL, AND GRADING/SEEDING THE TOP SOIL ARE CRITICAL TO PROPER OPERATION OF THE MOUND SYSTEM.

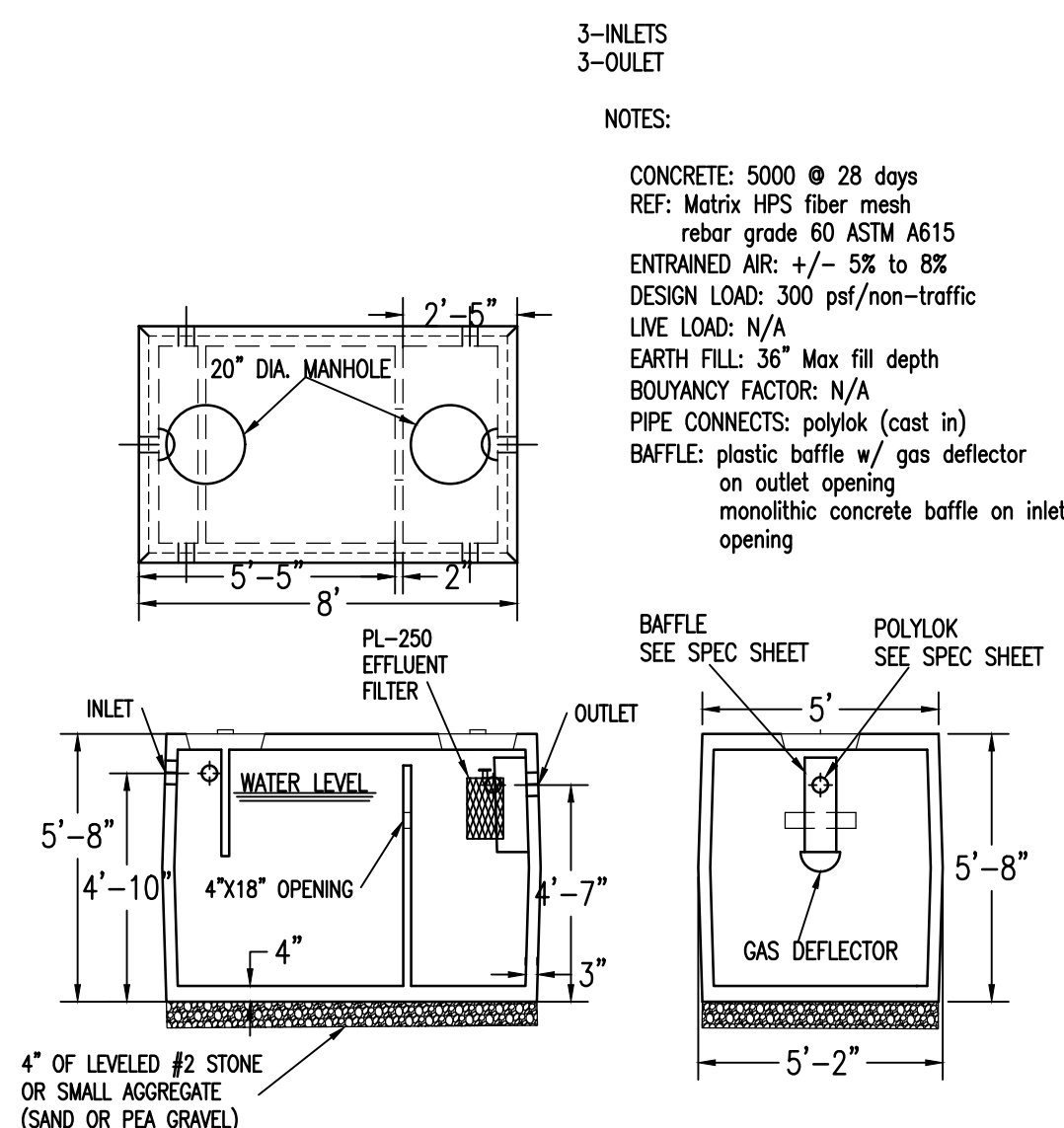
**MOUND SYSTEM WITH ABSORPTION TRENCHES DETAIL**  
N.T.S.



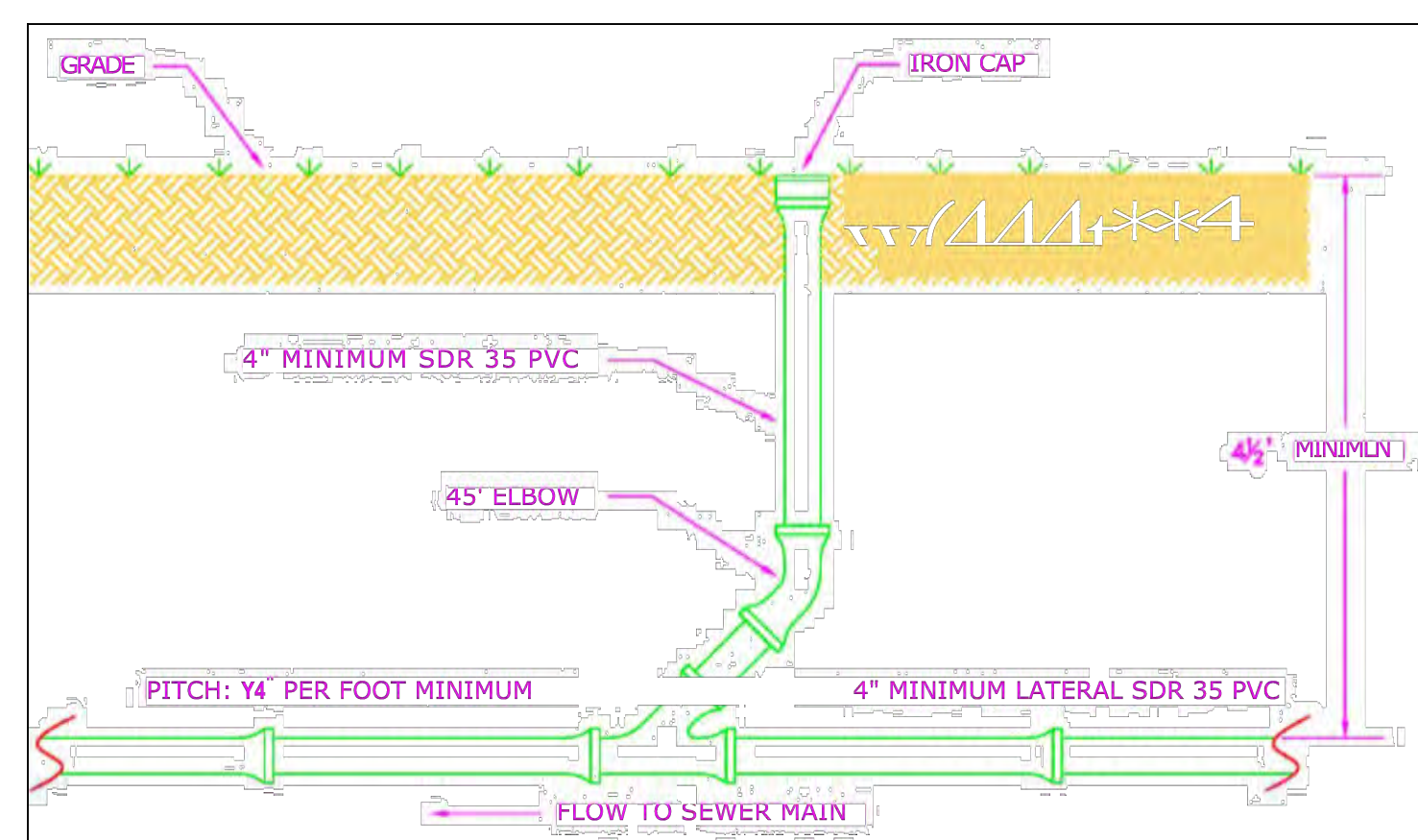
**6 HOLE DISTRIBUTION BOX**  
N.T.S.



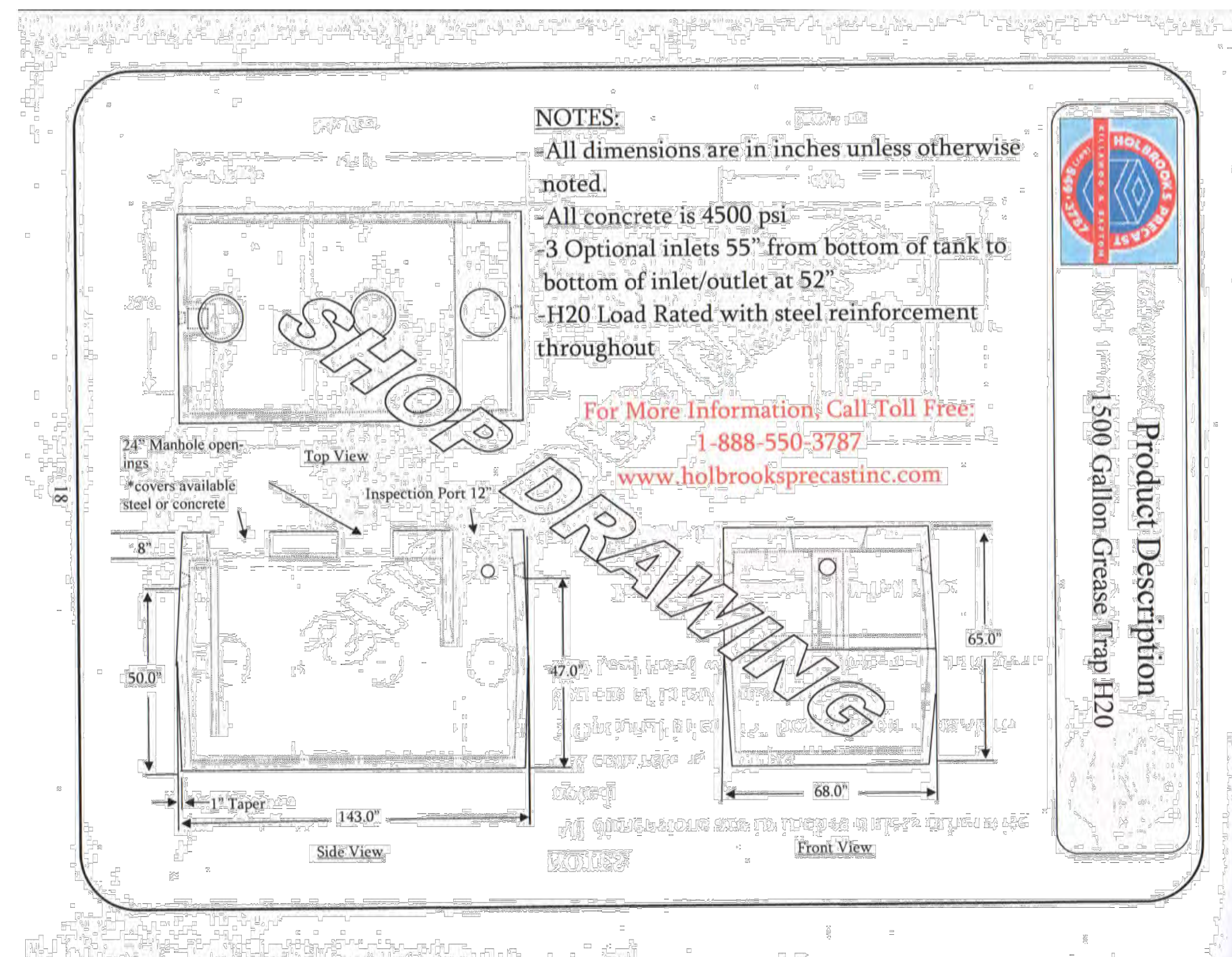
**CLEANOUT PLACEMENT DETAIL**  
N.T.S.



**ST-1000 (2 COMP) SEPTIC TANK**  
N.T.S.



**IN-LINE CLEANOUT DETAIL**  
N.T.S.



- NOTES:**
- All dimensions are in inches unless otherwise noted.
  - All concrete is 4500 psi
  - 3 Optional inlets 55" from bottom of tank to bottom of inlet/outlet at 52"
  - H20 Load Rated with steel reinforcement throughout

For More Information, Call Toll Free:  
**1-888-550-3787**  
[www.holbrooksprecastinc.com](http://www.holbrooksprecastinc.com)

**Product Description**  
1500 Gallon Grease Trap H20

**Note:**  
Utility information has been plotted from available sources and their locations and size should be considered approximate only. The contractor is responsible for determining exact utility locations, sizes, and elevations prior to commencing construction. If uncharted or misplotted utilities are encountered, the contractor is required to notify the owner immediately.

New York State law requires excavators to contact the one-call notification system prior to digging to prevent damage to buried facilities.  
**IT'S THE LAW!**  
Call three days before you dig!  
**1-800-962-7962**  
Dig Safely New York  
(non-members must be contacted separately)

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Rev.	Date	Revision Description
8.	12/14/22	Site Plan Revisions
7.	11/28/22	Updated Sign/Utility Locations
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
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**SEWER DETAILS**  
**C12**



500 gallon pump chamber interior volume: 8' x 5' = 40 sqft (7.48 gal/c.f.) = 300 gal/ft

Volume of 1 inch Force Main at 66 feet  
 Volume = Area of 1 in diameter pipe (66 ft) = 0.36 c.f. (7.48 gal/c.f.) = 2.70 gal

Assume the forcemain drains back in the wet well through the simplex pump.

Doses per Day = 4 doses/day = 615 GPD / 4 doses/day = 154 gallons/dose

Pump Volume = dose size + pipe system volume = 154 gallons + 2.70 gallons = 156.70 gallons

Pump Selection:  
 Static Head = Distribution Box Outlet Invert - Pump Off = 829.39 - 812.76 = 16.63 ft  
 Forcemain Length = 263 ft  
 Equivalent Length = (3 90's x 2.62 ft) + (1 Quick Disconnect x 8.32 ft) + (1 Ball Check Valve x 27.00 ft) = 43.18 ft  
 C = 120 (PVC Plastic Pipe)

Pump Rate (gpm)	0	10	20	30	40	50	22
Static Head (ft)	16.63	16.63	16.63	16.63	16.63	16.63	16.63
Friction Loss (ft)	0.00	6.95	25.04	53.02	90.27	136.41	29.87
TDH (ft)	16.63	23.58	41.67	69.65	106.90	153.04	46.50

Select Gould Effluent Pump Model WE0511HH operating at 22 gpm @ 46.50 ft TDH

**INSTALLATION, LAYOUT & MATERIALS**

- Tanks shall be waterproof, installed with an access cover at least 24 in diameter, and of a durable construction, capable of withstanding soil pressure when empty. precast concrete pump tanks designed for pump station applications are acceptable.
- The pump tank shall be located away from vehicle traffic, where possible, and positioned to facilitate maintenance.
- Pipe, Fittings, and Connectors shall be rated for pressurized flow. Threaded galvanized pipe assemblies shall use pipe tape or pipe dope. Glued plastic fittings shall be of a deep socketed, pressure type and be cleansed with visible primer prior to assembly. Compression and gasketed fittings shall be rated to withstand pressures during operation of the pump system. (Each one foot of vertical lift results in 0.43 pounds per square inch of pressure at the lowest point in the pump system).
- Assembly of the pump, discharge line, union or disconnect, power, and control cords shall be made so as to facilitate later maintenance and pump replacement without entry into the tank. At location where one or more risers are required to bring the cover to grade, electrical and pump discharge lines may be brought through an opening in the riser wall. Repair to the riser wall must prevent groundwater entry and be of a durable construction.
- A union or disconnect is required on the pump discharge line.
- A nylon rope or stainless steel chain or gable shall be provided and secured within easy reach of the pump tank cover, for later retrieval of the pump.
- Electrical and float cords shall be of sufficient length to allow removal of the pump and placement on the ground. Cords shall be coiled and secured within reach with waterproof tape, cable ties, or other removable and reliable fastener.
- The force main between the pump tank and treatment area shall be installed so as to be frost proof. Ordinarily the most desirable method of frost proofing shall be to install the pump line so that effluent drains back into the tank after each pump cycle. Where a check valve is installed and the line is not intended to drain back to the tank, the force main shall be buried at least 42 in below grade. A 1/4 in hole shall be drilled in the rigid discharge assembly immediately beyond the check valve to allow drain back into the tank.
- The pump, chamber, and all products used in the system shall be warranted by the manufacturer for that application.
- Ball valves must be full bore type with minimum fluid passage way no less than the pipe diameter.
- Force mains located under public roads, driveways, and other traffic areas shall be installed within a protective sleeve to prevent damage to the line, and to facilitate retrieval and replacement, if necessary.
- All opening and joints in the tank, including the riser, shall be adequately sealed to prevent infiltration of ground and surface waters.

**UNACCEPTABLE MATERIALS**

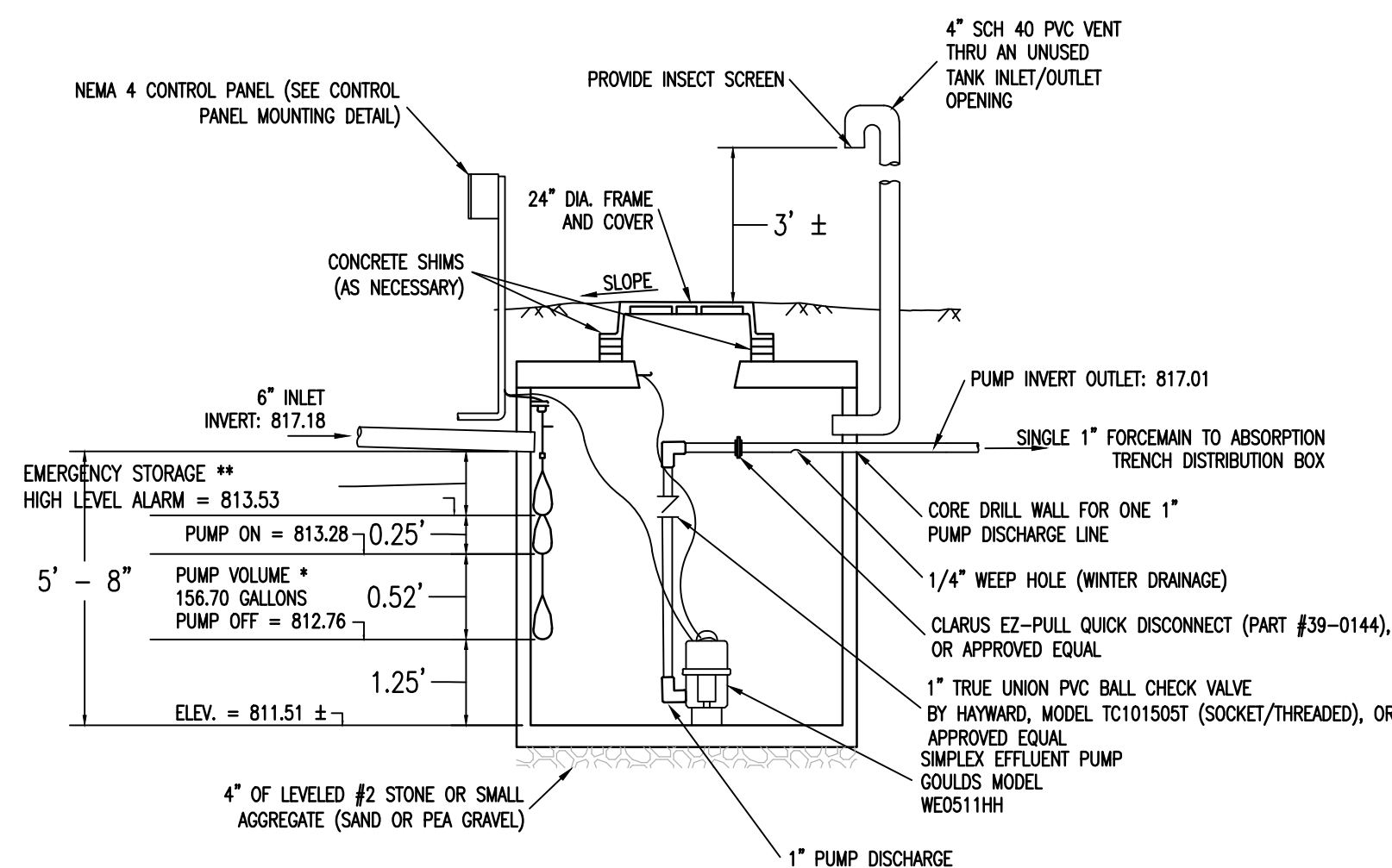
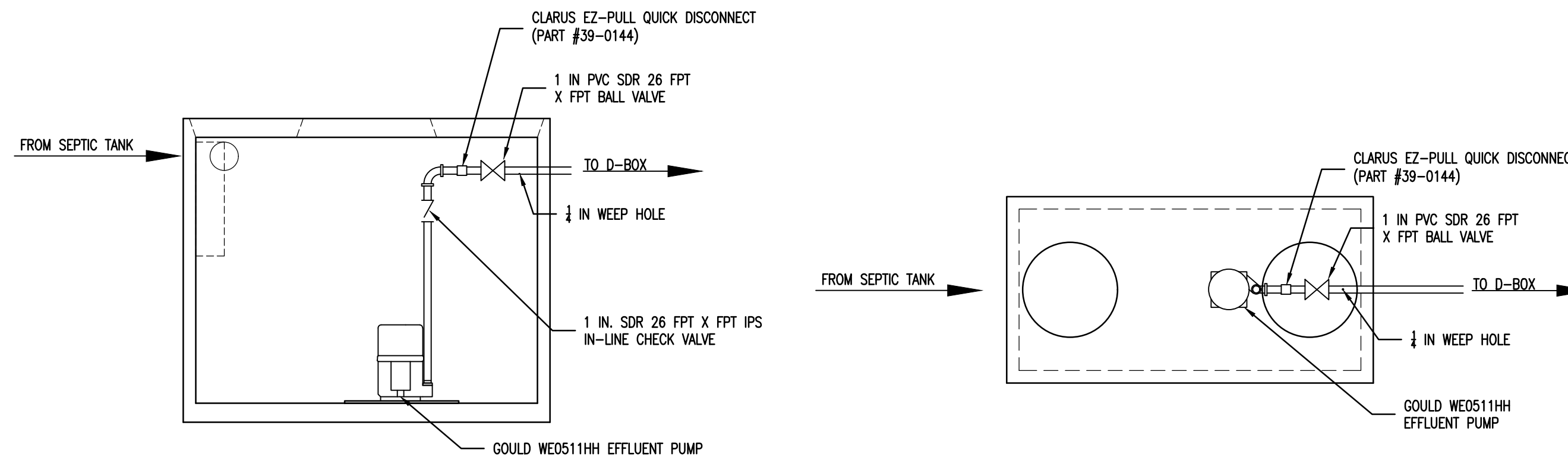
- Fittings and pipe materials not designed for pressurized flow.
- Non-sumpersible pumps, well pumps, or electrical connections within the pump tank.
- Any material NOT specifically designed and warranted for the application is unacceptable.

**GENERAL NOTES, APPLICABILITY, AND LIMITATIONS TO USE**

- This plan has been prepared to provide standards and guidance on installation of septic tank effluent pump stations suited to residential use. According to current sanitary and building codes, this shall not be used for layout of raw sewage pump stations, which require different criteria for tank size and pump selections.
- Flood controls shall be used for level and pump control.
- A high water alarm and float shall be provided to warn dwelling occupants of pump malfunction. The alarm shall be located in plain sight of the malfunction. The alarm shall be located in plain sight of the living area.

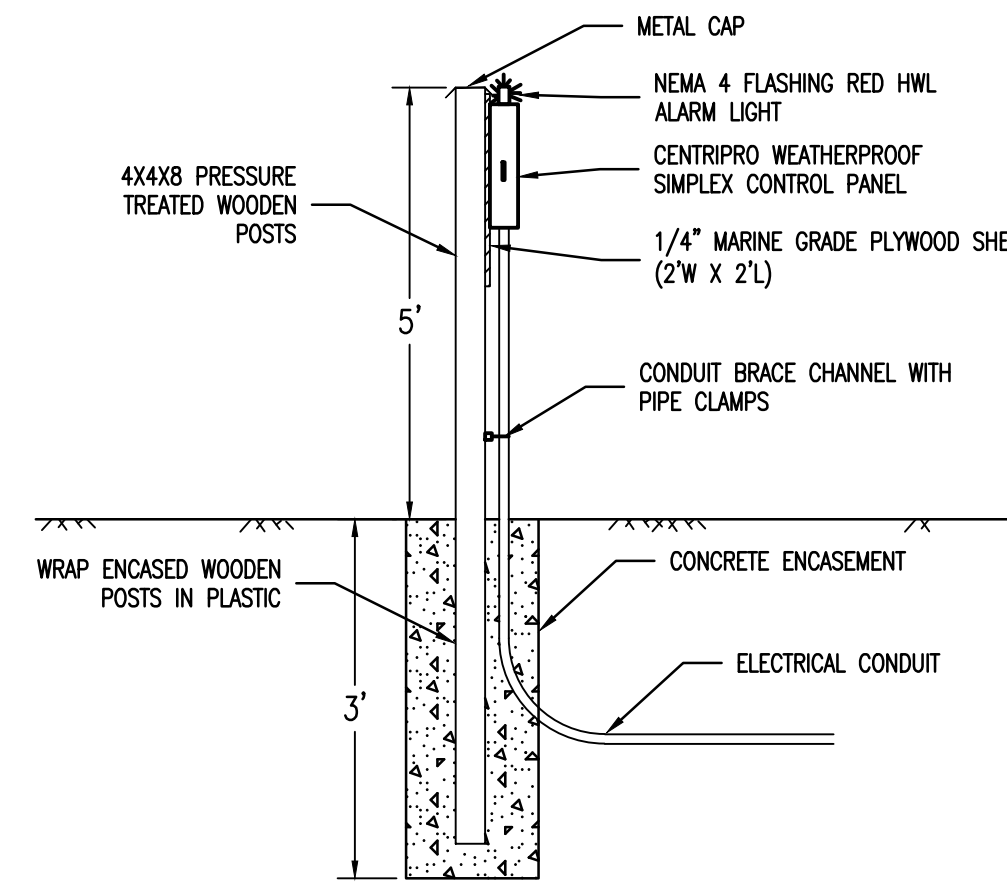
**ELECTRICAL NOTES**

- All electrical wiring and systems shall be in accordance with the most current version of the National Electrical Code for the specific applications.
- Electrical service and connections may be made in one of several acceptable methods. All must meet current Electrical and Building Code requirements. Junction boxes and receptacles located within the pump tank are not acceptable.
- Contractor's electrician shall provide a single phase, 115V, 20 AMP circuit dedicated for the simplex pump/pump controls.



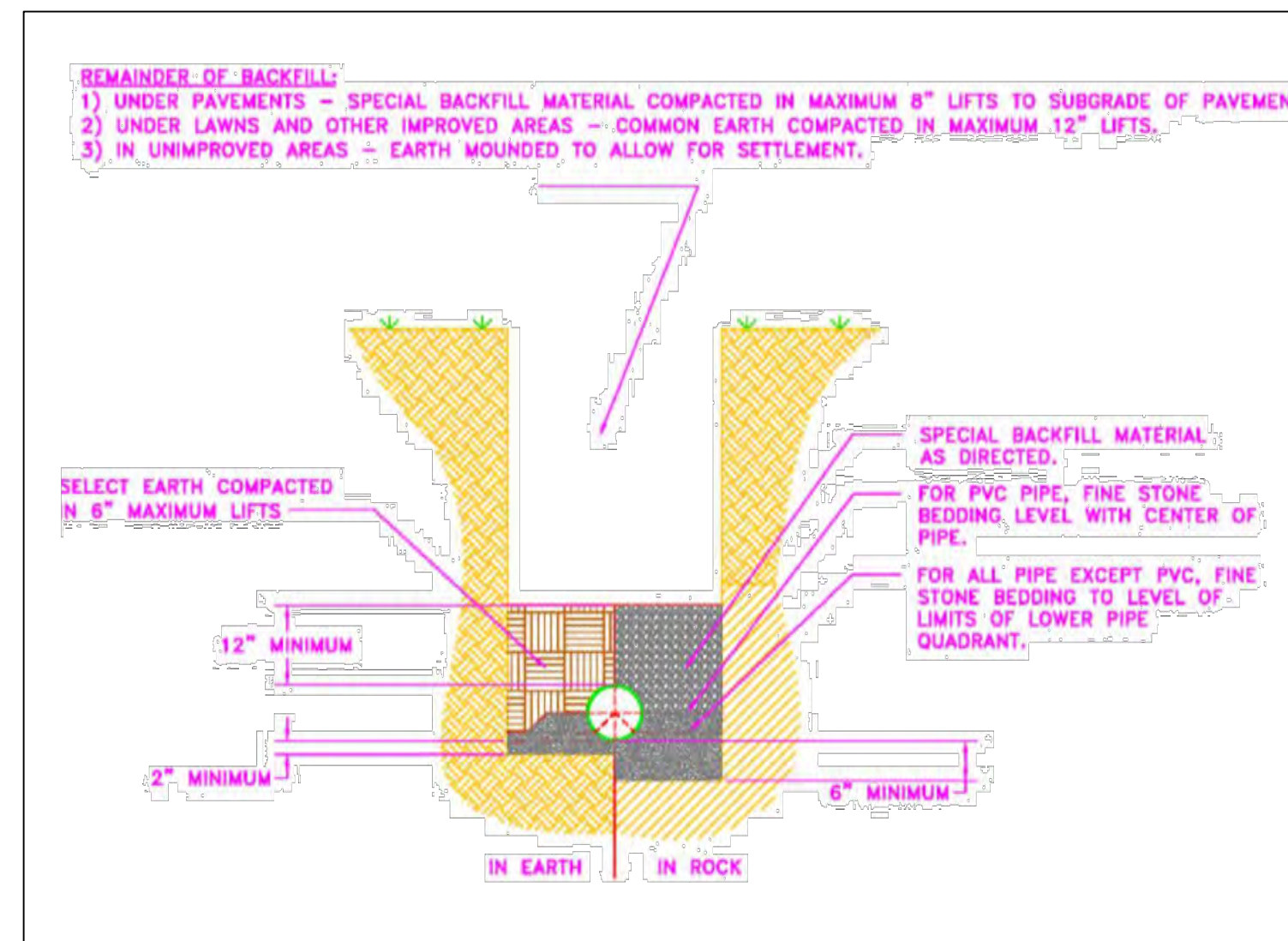
NOTE:  
 NO PERSON TO ENTER TANK UNLESS OSHA REPRESENTATIVE PRESENT.

\* PUMP VOLUME = 123 GAL (DOSE) + 2.70 GAL (DRAIN BACK) = 125.70 GAL  
 \*\* EMERGENCY STORAGE  
 ACTUAL = 3.65 FT / 1,095 GAL  
 MIN. REQUIRED = 2.05 FT / 615 GAL



NOTE:  
 \* POST AND PLYWOOD TO BE PAINTED (COLOR BY OWNER)

**1000 GALLON PUMP CHAMBER DETAIL**



**TYPICAL SEWER LATERAL TRENCH**

**DETAIL**  
 N.T.S.

- Site was inspected by: \_\_\_\_\_ on \_\_\_\_\_
- The Total Dynamic Head at 45 GPM is Estimated to be:  
 Static Head: 16.63 ft + 29.87 ft Friction Head = 46.50 ft (0.4335) = 20.16 PSI
- Pump Curve supplied by the contractor for the installed pump indicated that the pump would provide the minimum recommended GPM at the estimated Total Dynamic Head and that the pump would operate with an acceptable efficiency.
- Pump installed is specifically designed for this application.
- The pump chamber was a 1000 Gallon Chamber and is specifically designed for this application.
- The pump can be removed from the chamber from the ground surface.
- An audible/visual alarm is located above grade on a post near the pump tank cover. The visible alarm, if installed, is clearly visible from the living area.

**PUMP NOTES:**

- Grinder, Sewage, or  Effluent
- Minimum Freeboard Storage: 615 Gallons
- Dosing Volume: 125.70 Gallons
- Pump: Goulds Model WE0511HH or Approved Equal

**Simplex Control Panel:**

- CENTRIPRO WEATHERPROOF PANEL with the following features:
- NEMA 4 (Dead Front Type with Locking HASP)
  - Separate Level Control Switches (OFF, ON, HWL)
  - HWL Alarm Circuit and Light (NEMA 4 Flashing Red Light)
  - HWL Alarm Circuit and Audible Alarm (NEMA 4 Horn)
  - Automatic Alarm Reset
  - HOA Switch
  - Run Light
  - Condensation Heater - 115V

**GENERAL NOTES:**

- A visual high water alarm system shall be located in a conspicuous location and shall be kept in workable order at all times.
- Set the High Water Alarm to actuate when the pump tank will have a reserve volume of at least one day capacity.
- Tank installation in area of High Groundwater shall be installed with Anti-Floating Device as per the tank manufacturer.
- Electrical components to comply with latest edition of NYS Fire Underwriter's code.
- Slope finished grade away from the manhole cover so storm runoff does not enter the tank through the access cover.

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**C13**

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PROJECT INFORMATION	
ENGINEERED PRODUCT MANAGER	
ADS SALES REP	
PROJECT NO.	



## DANDY MINI MART

### LANSING, NY, USA

#### MC-3500 STORMTECH CHAMBER SPECIFICATIONS

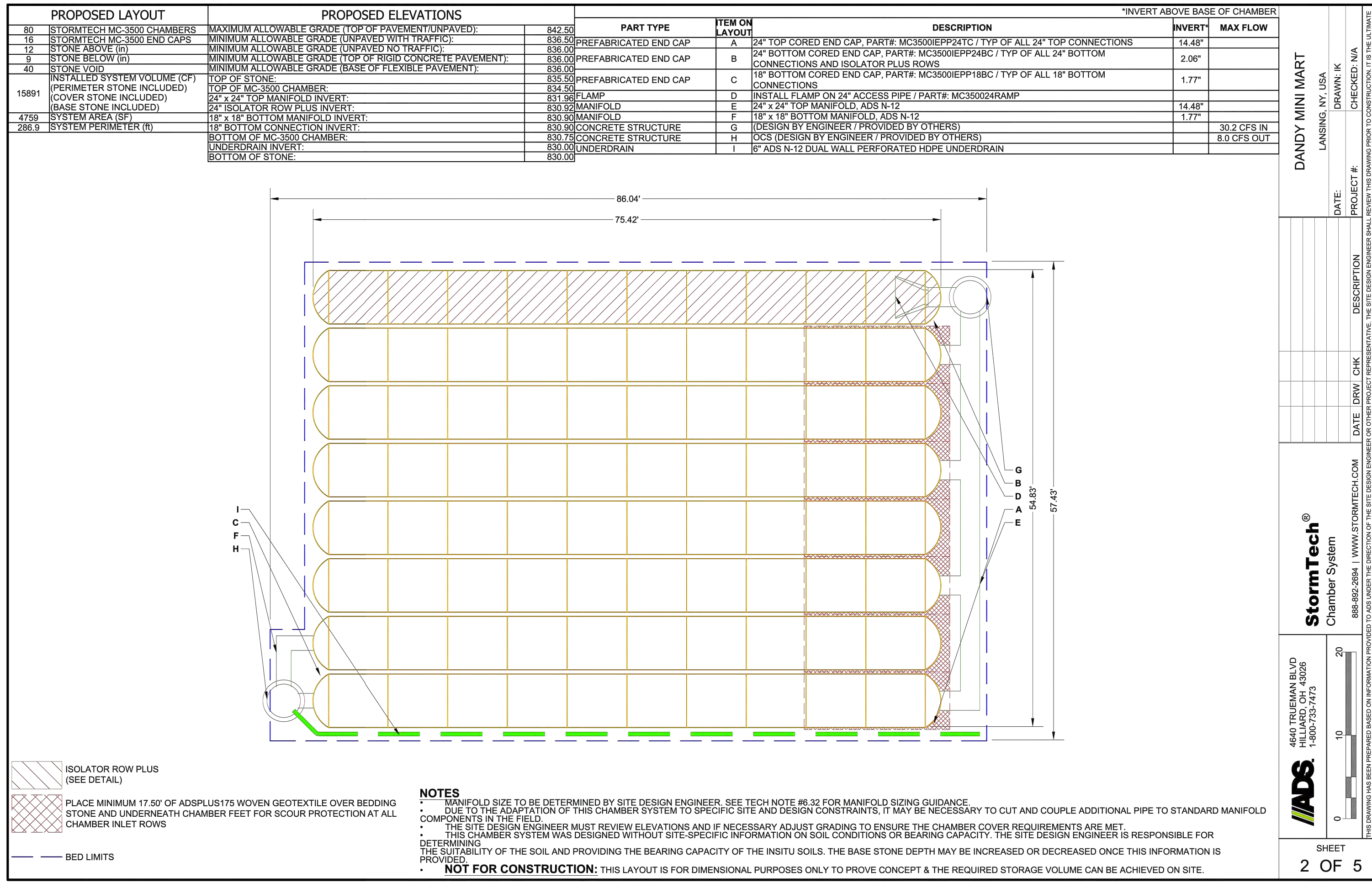
- CHAMBERS SHALL BE STORMTECH MC-3500.
- CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 45x76 DESIGNATION SS.
- CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
- THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
- CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
  - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
  - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
  - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 450 LBS/FT<sup>2</sup>. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
- ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
  - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
  - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
  - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
- CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

#### IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF MC-3500 CHAMBER SYSTEM

- STORMTECH MC-3500 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
- STORMTECH MC-3500 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
- CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
  - STONESHOTTER LOCATED OFF THE CHAMBER BED.
  - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
  - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
- THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
- JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
- MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
- INLET AND OUTLET MANIFOLDS MUST BE INSERTED A MINIMUM OF 12" (300 mm) INTO CHAMBER END CAPS.
- EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE MEETING THE AASHTO M43 DESIGNATION OF #3 OR #4.
- STONE MUST BE PLACED ON THE TOP CENTER OF THE CHAMBER TO ANCHOR THE CHAMBERS IN PLACE AND PRESERVE ROW SPACING.
- THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
- ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUINOUS.

#### NOTES FOR CONSTRUCTION EQUIPMENT

- STORMTECH MC-3500 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
  - THE USE OF EQUIPMENT OVER MC-3500 CHAMBERS IS LIMITED:
    - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
    - NO RUBBER Tired LOADER, DUMP TRUCK, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
    - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
  - FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.
- USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY USING THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.
- CONTACT STORMTECH AT 1-888-892-2894 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.



Rev.	Date	Description
8.	12/14/22	Site Plan Revisions
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SEAL

**PROPOSED DANDY MINI-MART**  
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Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
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Drawing Name:	20062.dwg

**STORMTECH DETAILS**  
**C14**

Note:  
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StormTech Chamber System  
6640 TRUHEMAN BLVD  
HILLIARD, OH 43026  
1-800-733-7473

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DANDY MINI MART  
LANSING, NY, USA

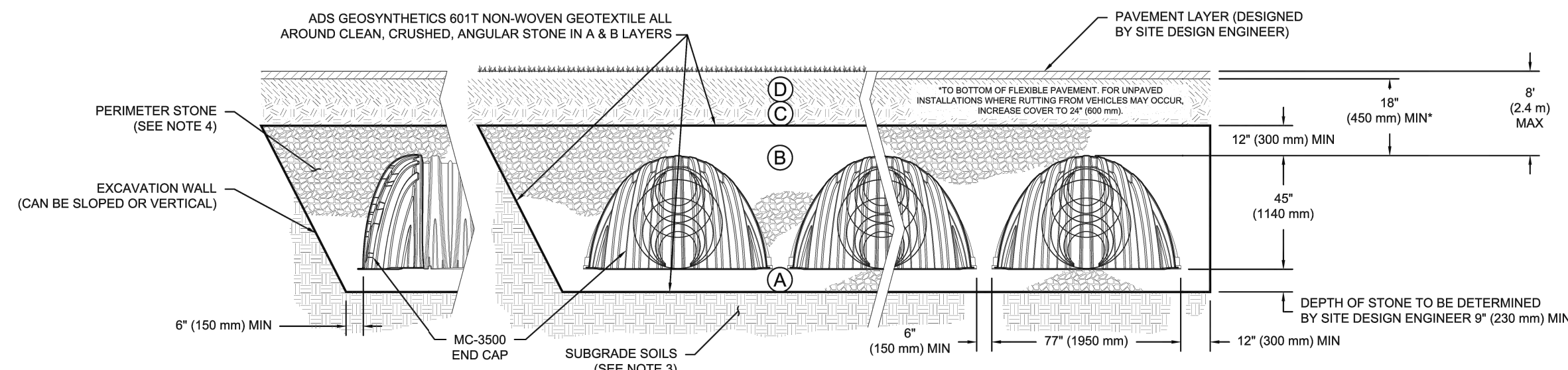
SHEET 2 OF 5



**ACCEPTABLE FILL MATERIALS: STORMTECH MC-3500 CHAMBER SYSTEMS**

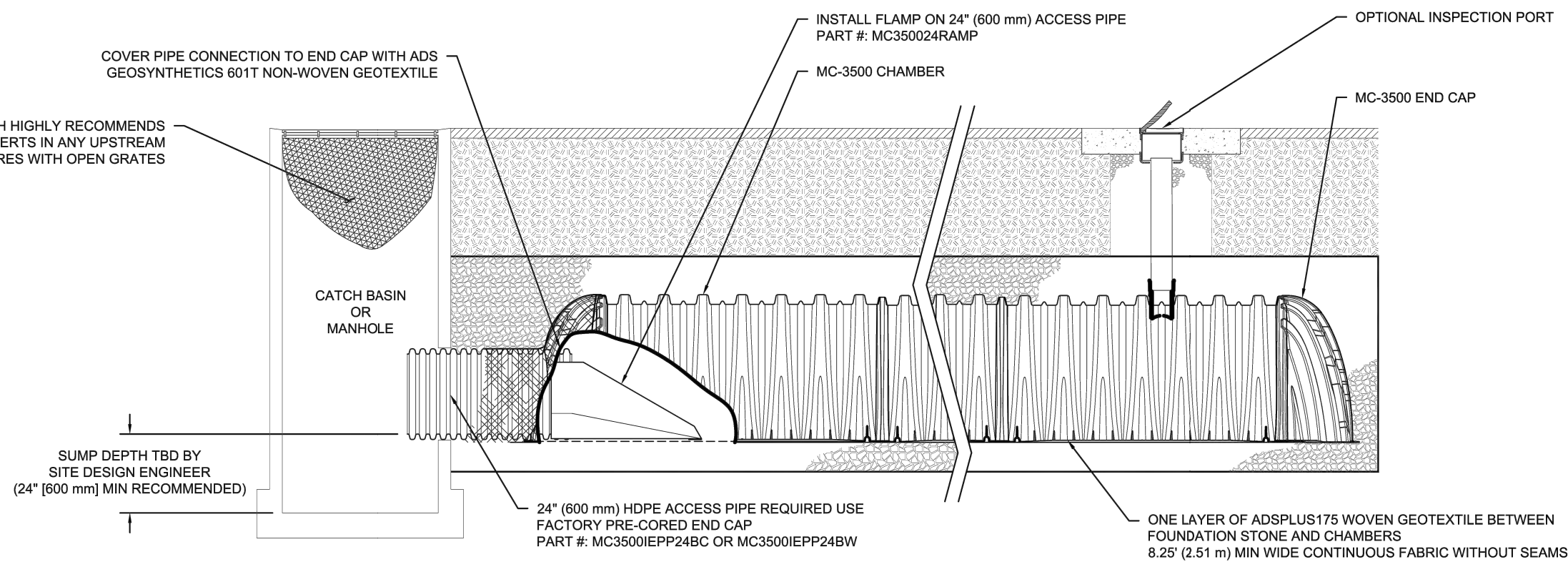
MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	<b>FINAL FILL:</b> FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	<b>INITIAL FILL:</b> FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	AASHTO M145 <sup>1</sup> A-1, A-2-4, A-3 OR AASHTO M43 <sup>1</sup> 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	<b>EMBEDMENT STONE:</b> FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	AASHTO M43 <sup>1</sup> 3, 4	NO COMPACTION REQUIRED.
A	<b>FOUNDATION STONE:</b> FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	AASHTO M43 <sup>1</sup> 3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. <sup>2,3</sup>

PLEASE NOTE:  
 1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".  
 2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR A LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) MAX LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.  
 3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.  
 4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.



**NOTES:**

- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 45x76 DESIGNATION SS.
- MC-3500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
  - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
  - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
  - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 450 LBS/FT<sup>2</sup>. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.



**INSPECTION & MAINTENANCE**

- STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- INSPECTION PORTS (IF PRESENT)
    - REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
    - REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
    - USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
    - LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
    - IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
  - ALL ISOLATOR PLUS ROWS
    - REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
    - USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
      - MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
      - FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
    - IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
  - APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
  - VACUUM STRUCTURE SUMP AS REQUIRED
- STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.
- STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

**NOTES**

- INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
- CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

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**StormTech Chamber System**  
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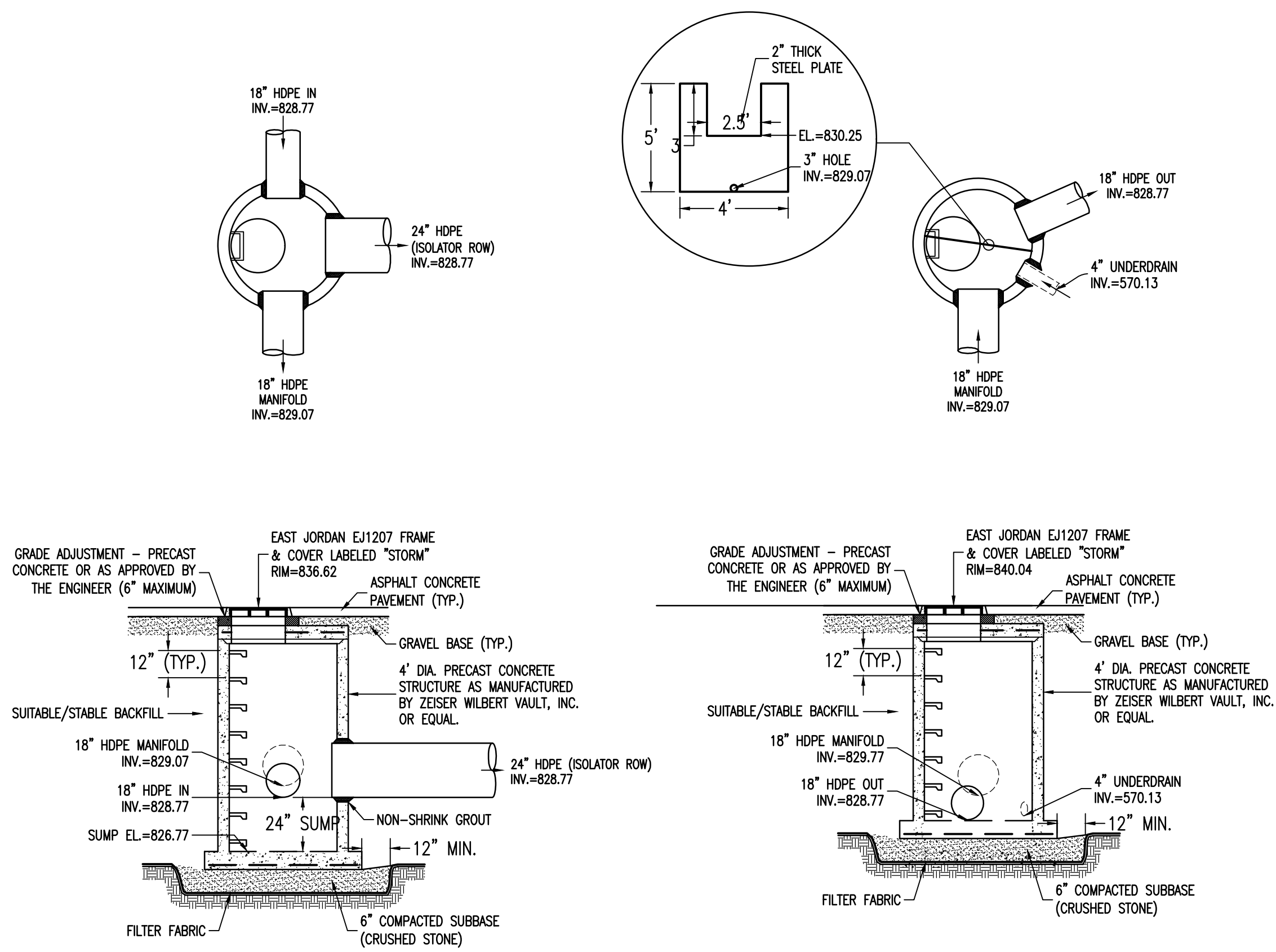
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**3 OF 5**

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**4 OF 5**



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Drawn By: RSN

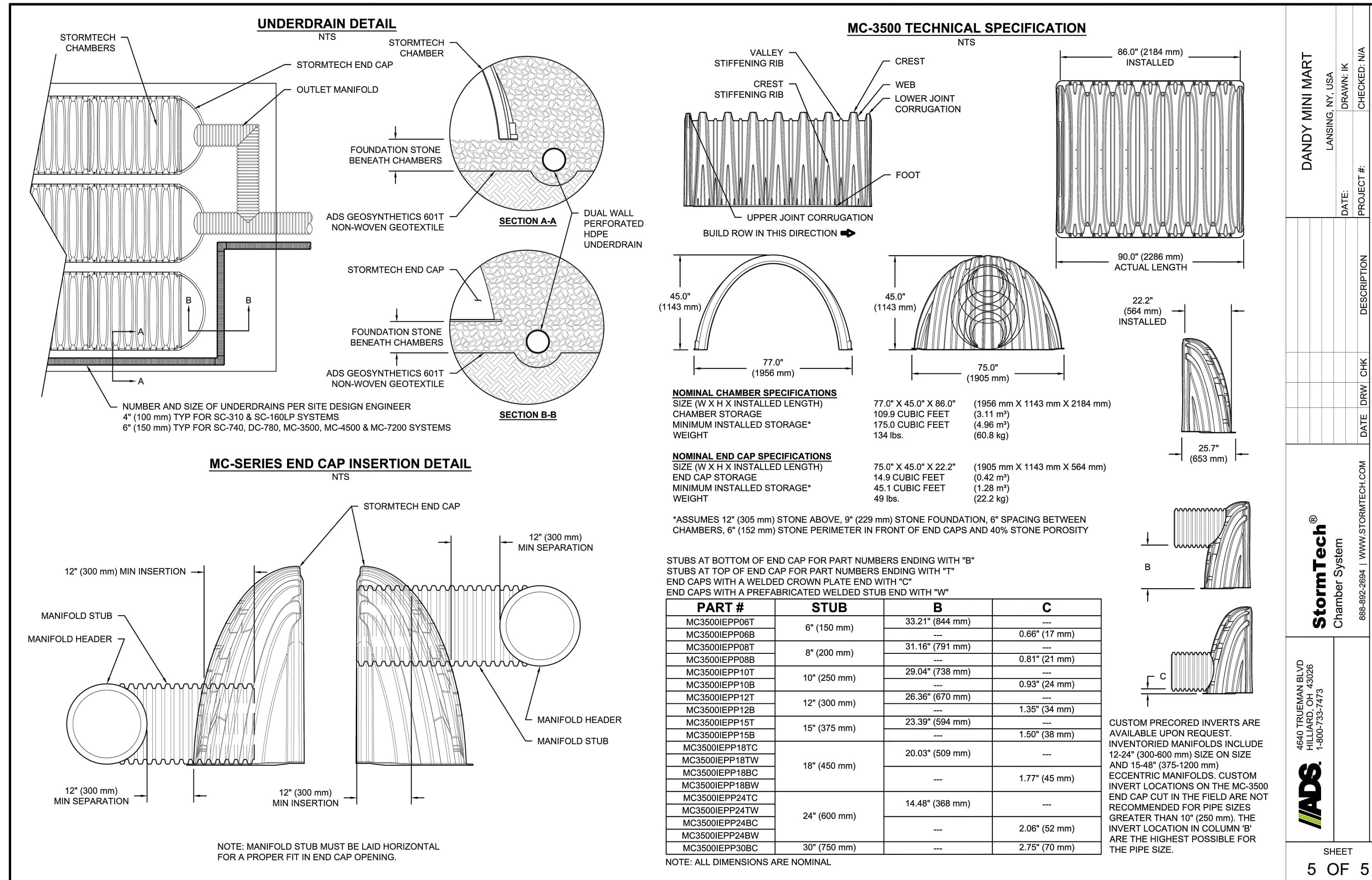
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Project No.: 2020.062

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**STORMTECH DETAILS**  
**C15**





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DESCRIPTION:

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**STORMTECH DETAILS**  
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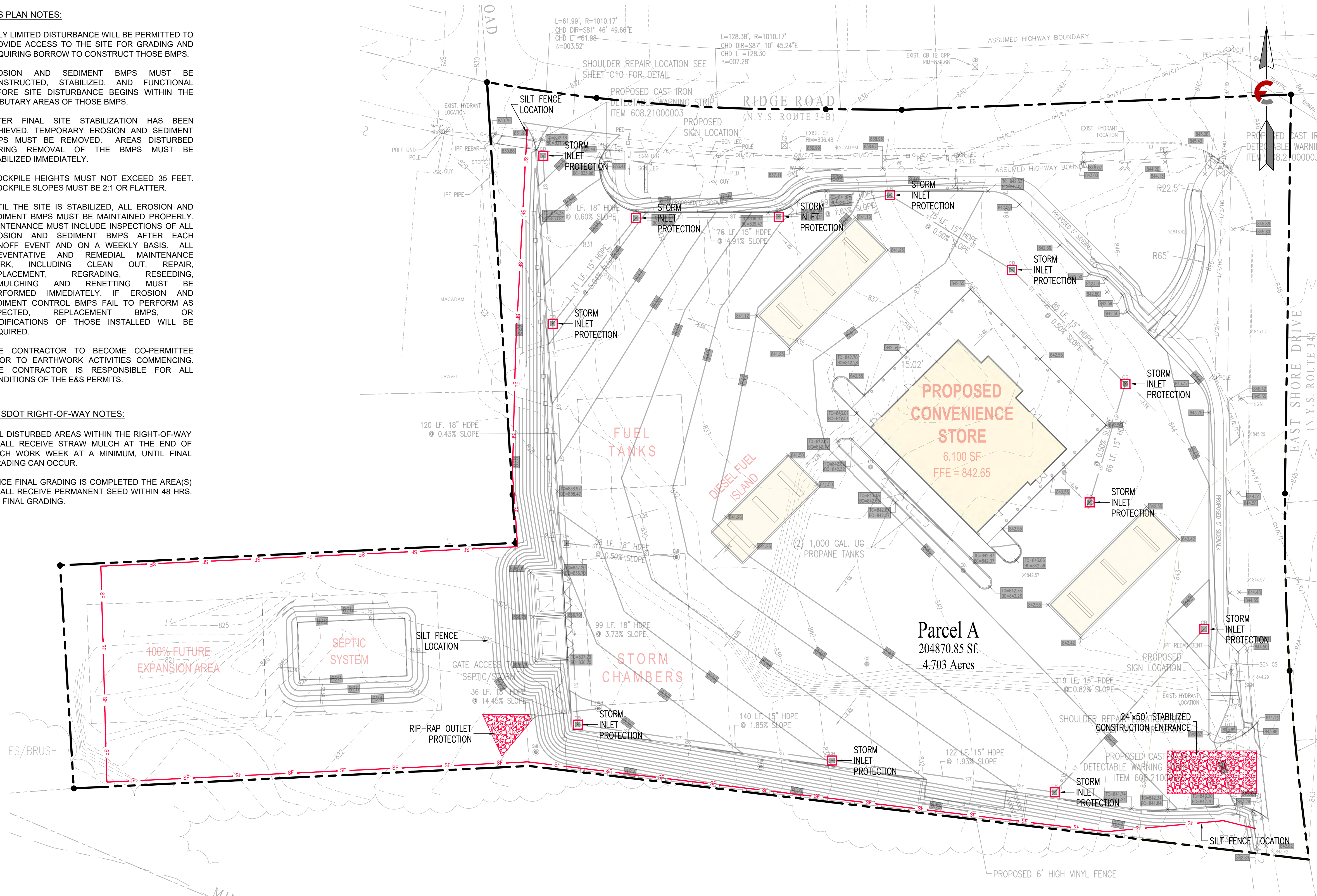


**E&S PLAN NOTES:**

- ONLY LIMITED DISTURBANCE WILL BE PERMITTED TO PROVIDE ACCESS TO THE SITE FOR GRADING AND ACQUIRING BORROW TO CONSTRUCT THOSE BMPs.
- EROSION AND SEDIMENT BMPs MUST BE CONSTRUCTED, STABILIZED, AND FUNCTIONAL BEFORE SITE DISTURBANCE BEGINS WITHIN THE TRIBUTARY AREAS OF THOSE BMPs.
- AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENT BMPs MUST BE REMOVED. AREAS DISTURBED DURING REMOVAL OF THE BMPs MUST BE STABILIZED IMMEDIATELY.
- STOCKPILE HEIGHTS MUST NOT EXCEED 35 FEET. STOCKPILE SLOPES MUST BE 2:1 OR FLATTER.
- UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPs MUST BE MAINTAINED PROPERLY. MAINTENANCE MUST INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT BMPs AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, RESEEDING, REMULCHING AND RENETTING MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPs FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPs, OR MODIFICATIONS OF THOSE INSTALLED WILL BE REQUIRED.
- SITE CONTRACTOR TO BECOME CO-PERMITTEE PRIOR TO EARTHWORK ACTIVITIES COMMENCING. SITE CONTRACTOR IS RESPONSIBLE FOR ALL CONDITIONS OF THE E&S PERMITS.

**NYS DOT RIGHT-OF-WAY NOTES:**

- ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL RECEIVE STRAW MULCH AT THE END OF EACH WORK WEEK AT A MINIMUM, UNTIL FINAL GRADING CAN OCCUR.
- ONCE FINAL GRADING IS COMPLETED THE AREA(S) SHALL RECEIVE PERMANENT SEED WITHIN 48 HRS. OF FINAL GRADING.



**LEGEND**

- PROPERTY LINE
- - - EXISTING EASEMENT
- - - EXISTING EDGE OF ROADWAY
- - - EXISTING CURB LINE
- SW --- EXISTING SANITARY SEWER
- - - C --- EXISTING GAS MAIN
- - - U6/E7/C --- EXISTING UTILITY LINE
- - - X --- EXISTING FENCE LINE
- - - W --- EXISTING WATER LINE
- - - 932 --- EXISTING CONTOUR LINE
- L00 --- PROPOSED LIMIT OF DISTURBANCE
- 99 --- PROPOSED CONTOUR LINE
- ST --- PROPOSED EASEMENT
- ST --- PROPOSED STORM SEWER
- --- PROPOSED EDGE OF ROADWAY
- --- PROPOSED CURB LINE
- SW --- PROPOSED SANITARY SEWER
- - - C --- PROPOSED GAS LINE
- - - U6/E7/C --- PROPOSED UTILITY LINE
- - - W --- PROPOSED WATER LINE
- SF --- PROPOSED SILT FENCE
- CS --- PROPOSED COMPOST SOCK
- SM --- EXISTING SANITARY MANHOLE
- FH --- EXISTING FIRE HYDRANT ASSEMBLY
- CC --- EXISTING CLEANOUT
- 99.50 --- EXISTING SPOT ELEVATION
- SMH --- PROPOSED SANITARY MANHOLE
- WV --- PROPOSED WATER VALVE
- TB --- PROPOSED THRUST BLOCK
- FH --- PROPOSED FIRE HYDRANT ASSEMBLY
- CC --- PROPOSED CLEANOUT
- LF --- PROPOSED LIGHTING FIXTURE
- X 98.42 --- PROPOSED SPOT ELEVATION
- DW --- PROPOSED DRYWELL
- CB --- PROPOSED CATCH BASIN
- IP --- PROPOSED INLET PROTECTION
- CB --- PROPOSED TOP/BOTTOM CURB

**CONSTRUCTION SEQUENCE**

- ALL PAGE NUMBERS (P. 5\*) REFER TO THE NEW YORK STATE GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL.
- CONTROL DUST ON SITE TO PREVENT DUST LEAVING THE SITE AND CREATING OFF-SITE DAMAGE, HEALTH HAZARDS, AND TRAFFIC SAFETY PROBLEMS. TREATMENT INCLUDES BUT IS NOT LIMITED TO SPRAYING DISTURBED SOIL SURFACES WITH WATER (5A.87).
- INSTALL STABILIZED CONSTRUCTION ENTRANCE (P. 5A.75). WIDTH: - TWELVE (12) FT. MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. IF ONLY ONE ENTRANCE IS USED THE MINIMUM WIDTH SHALL BE TWENTY-FOUR (24) FEET.
- STANDARD SILT FENCE (P. 5A.19) SHALL THEN BE PLACED AROUND ALL DISTURBED AREAS.
- CLEAR AND GRUB THE SITE. STRIP TOPSOIL AND STOCKPILE ON-SITE WITH PERIMETER SILT FENCE AND VEGETATIVE COVER.
- INSTALL ALL CATCH BASINS. INLET PROTECTION (51.27) SHALL BE PLACED AROUND ALL STORM DRAIN INLETS. UTILIZE TYPE II IN AREAS OF EXCAVATION AND TYPE III IN PAVEMENT AREAS. CONVERT ALL FABRIC DROP INLET PROTECTION TO TYPE III IN-PAVEMENT PROTECTION UPON PAVING COMPLETION WITHIN PROJECT AREA.
- CONSTRUCT BUILDING FOUNDATION AND ENCLOSE BUILDING.
- INSTALL STORMWATER CHAMBER SYSTEM AND CLOSED STORM SEWER SYSTEM. DO NOT CONNECT THE UNDERGROUND STORM SEWER SYSTEM TO THE STORMWATER CHAMBER SYSTEM UNTIL THE PROJECT HAS BEEN VEGETATED.
- INSTALL ROCK OUTLET PROTECTION (P. 5B.21) AT ALL STORM SEWER OUTLETS.
- FINALIZE CONSTRUCTION OF MAIN PROJECT ELEMENTS INCLUDING INFRASTRUCTURE AND NEW PAVEMENT.
- PERFORM SOIL RESTORATION TO DISTURBED AREAS OF THE SITE THAT WILL NOT BE PAVED. SOIL RESTORATION INCLUDES DEEP RIPPING THE SUBSOIL TO A MINIMUM DEPTH OF 12-INCHES, MIXING 3-INCHES OF COMPOST INTO THE SUBSOIL, AND SPREADING 6-INCHES OF TOPSOIL TO THE SITE. SOIL RESTORATION IS REQUIRED FOR ALL AREAS OF EXISTING GRAVEL IMPERVIOUS AREA THAT WILL BE CONVERTED TO PERVIOUS COVER.
- SPREAD TOPSOIL, FINE GRADE, SEED, MULCH, AND ESTABLISH VEGETATIVE COVER.
- ONCE DISTURBED AREAS HAVE REACHED STABILIZATION, CONNECT THE STORM CHAMBER SYSTEM TO THE STORM SEWER SYSTEM.
- REMOVE SEDIMENT FROM ANY SEDIMENT TRAPS OR BASINS.
- REMOVE ALL TEMPORARY EROSION CONTROL METHODS WHEN CONTRIBUTING DRAINAGE AREAS HAVE REACHED FINAL STABILIZATION.

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**E & S PLAN**  
**G17**



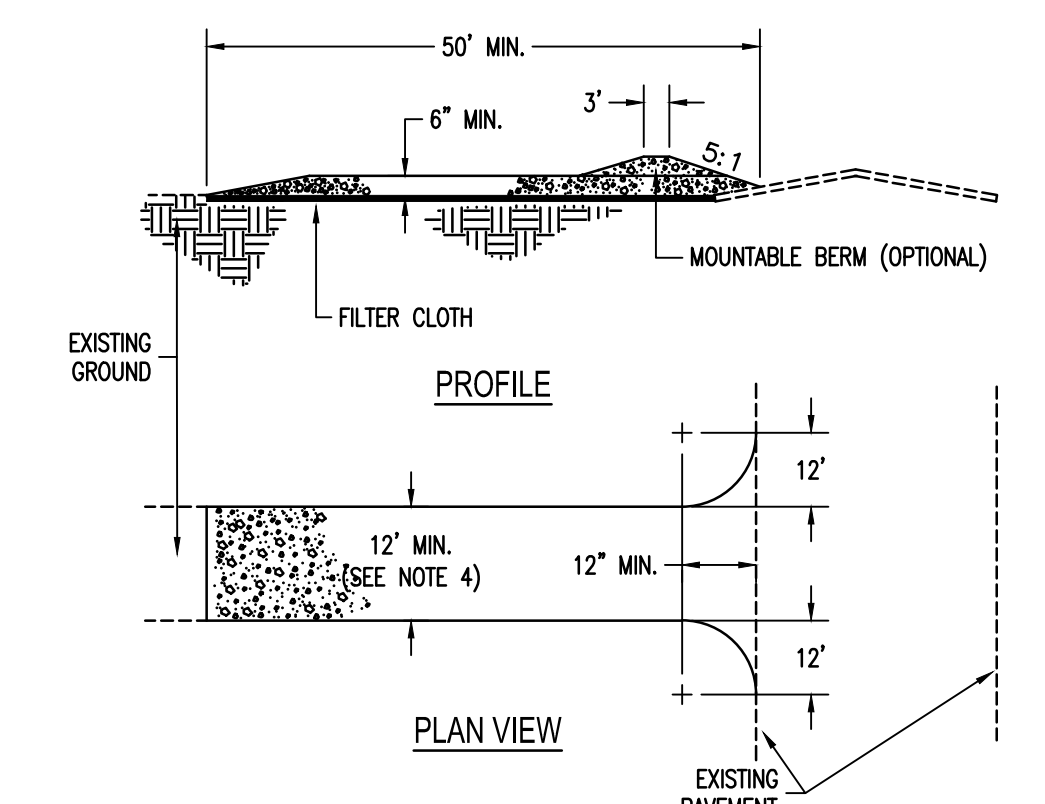
# STANDARD AND SPECIFICATIONS FOR LAWN AREA IMPROVEMENT

## Establishing Grasses (Turf grasses)

- Time of planting:
  - Fall planting is preferred. Seed after August 15. In the spring plant until May 15.
  - If seeding is done between May 15 and August 15, irrigation may be necessary to insure a successful seeding.
- Site Preparation:
  - Install needed water and erosion control measures and bring area to be seeded to desired grades. A minimum of 4 in topsoil is required.
  - Prepare seedbed by loosening soil to a depth of 1 to 6 inches.
  - Remove all stones over 1 inch in diameter, sticks and foreign matter from the surface.
  - Lime to pH if 6.0 - 7.0.
  - Fertilize as per soil test or apply 800 to 900 pounds of 5-10-10 or equivalent per acre (20 lbs./1,000 sf.).
  - Incorporate lime and fertilizer in top 2 - 4 inches of topsoil.
  - Smooth and firm the seedbed.
- Planting:
  - Use a cultipacker type seeder if possible.
  - If seed is to be drilled, cultipack or roll before and after seeding. Drill the seed to a depth of  $\frac{1}{8}$  to  $\frac{1}{4}$  inch. If seed is to be broadcast, cultipack or roll after seeding on loose soil.
  - If hydroseeded, lime and fertilizer may be applied through the seeder.
- Mulching:
  - Site preparation:
    - Prior to mulching, install the necessary temporary or permanent erosion control (structural) practices and drainage systems within or adjacent to area to be mulched.
    - Slope, grade and smooth the site if conventional equipment is to be used in applying and anchoring the mulch.
    - Remove all undesirable stone and other debris depending on anticipated land use.
    - Compacted or crusted soil surface should be loosened to at least 2 inches by disking or other suitable methods.
  - Mulching Materials:
    - The best combination is straw (small grain) mulch applied at 2 ton/acre (90 lbs./1,000 sf.) and anchored with wood fiber mulch (hydromulch) at 500 - 700 lbs./acre (11 - 17 lbs./1,000 sf.). The wood fiber mulch must be applied through a hydroseeder immediately after mulching.

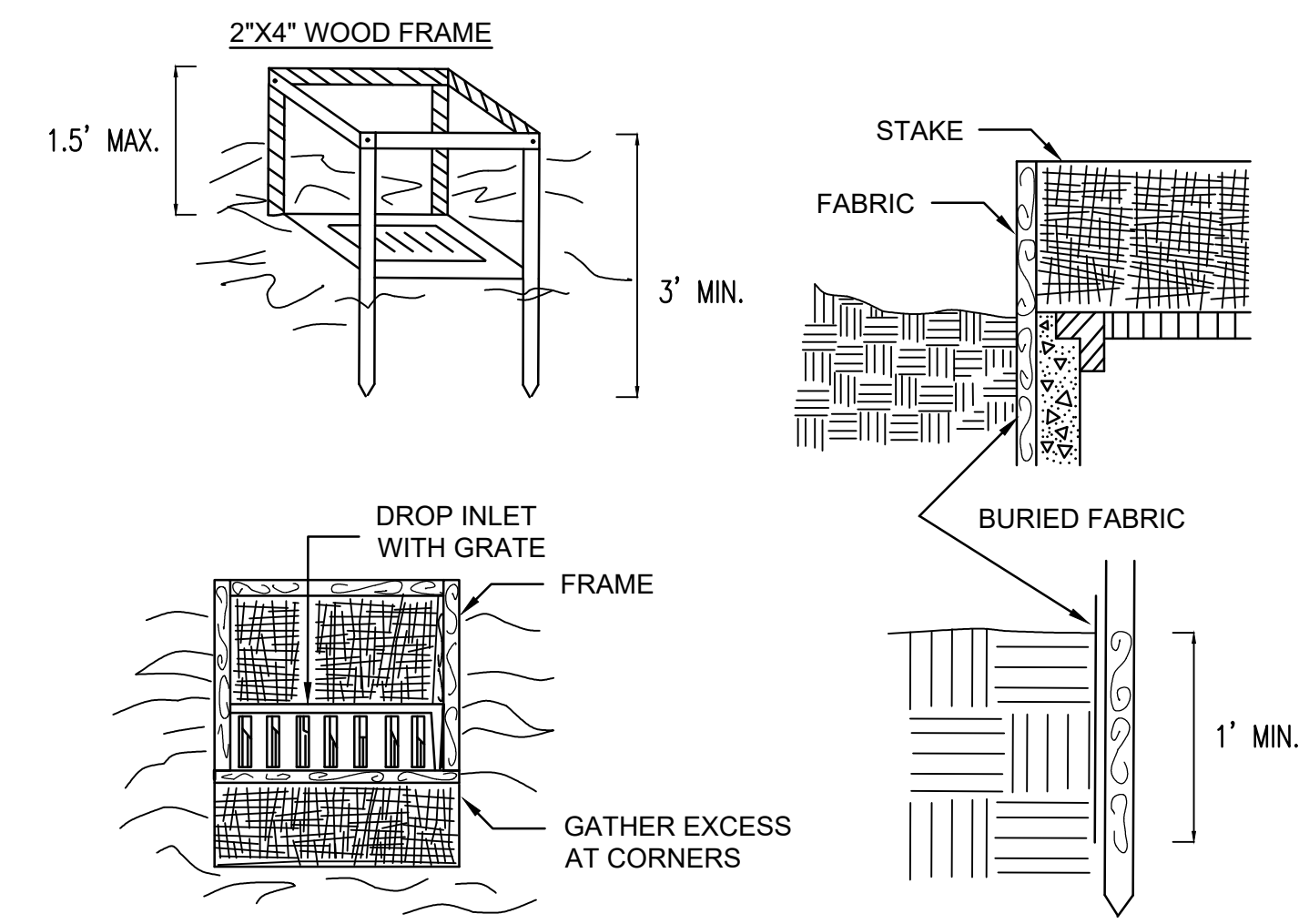
SITE/USE	SPECIES % BY WEIGHT	Lbs./1,000 sf.	Lbs./Acre
Sunny Sites (well moderately well and somewhat poorly drained soils)	65% Kentucky Bluegrass Blend	2.0 - 2.6	85 - 114
	20% Perennial Ryegrass	0.6 - 0.8	26 - 35
	15% Fine Fescue	0.4 - 0.6	19 - 26
Sunny Droughty Sites - General recreation areas and lawns, low maintenance (somewhat excessively to excessively drained soils)	65% Fine Fescue	2.6 - 3.3	114 - 143
	15% Perennial Ryegrass	0.6 - 0.7	26 - 33
	20% Kentucky Bluegrass Blend	0.8 - 1.0	35 - 44
		4.0 - 5.0	174 - 220

- First Year
  - Fertilize 3 to 4 weeks after germination by applying 1 lb. nitrogen/1,000 sf. using a complete fertilizer with a 2-1-1 or 4-1-3 ratio or as recommended by soil test results.
  - Restrict use. New seedlings should be protected from use for 1 full year to allow development of a dense sod with good root structure.
- Maintaining Grasses
  - Maintain a pH of 6.0 to 7.0.
  - Fertilize in late May to early June as follows with 10-10-10 analysis fertilizer at the rate of 10 lbs./1,000 sf. and repeat in late August if sod density is not adequate. Top dress weak sod annually in the spring but at least once every 2 to 3 years.
  - Aerate compacted or heavily used areas, like athletic fields, annually as soon as soil moisture conditions permit. Aerate area 6 to 8 times using a spoon or hollow tine type aeration. Do not use solid spike equipment.
  - Reseed bare and thin areas annually with original species.

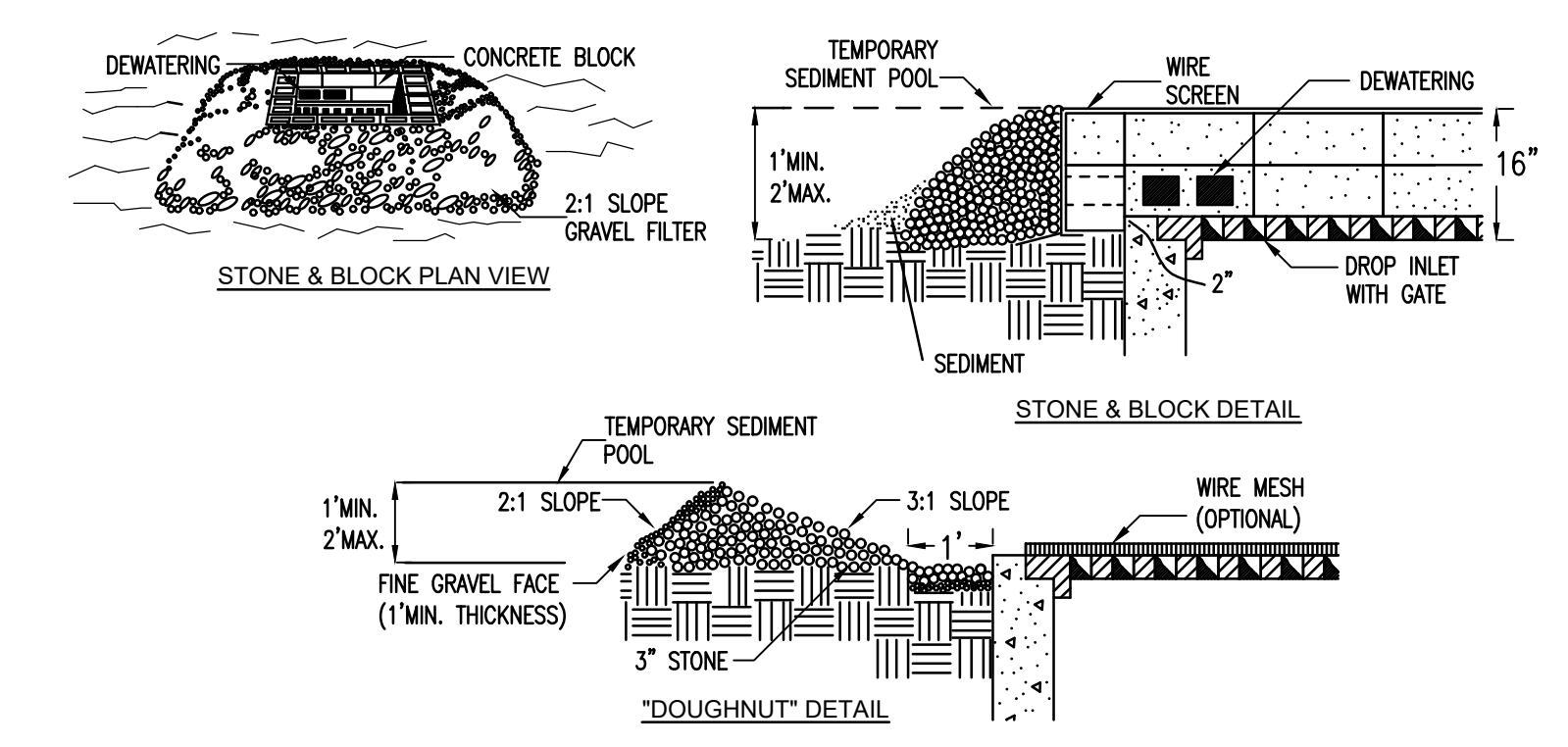


## STABILIZED CONSTRUCTION ENTRANCE

- NTS.  
CONSTRUCTION SPECIFICATIONS
- Stone size: - Use 2" stone, or reclaimed or recycled concrete equivalent.
  - Length: - As required, but no less than 50 feet.
  - Thickness: - Not less than (6) inches.
  - Width: - Twelve (12) ft. Minimum, but not less than the full width at points where ingress or egress occurs. If only one entrance is used the minimum width shall be twenty-four (24) feet.
  - Filter cloth: - Will be placed over the entire area prior to placing of stone.
  - 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 is permitted.
  - Maintenance: - The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public rights-of-way must be removed immediately by Contractor.
  - Washing: - Wheels shall be cleaned to remove sediment prior to entrance onto a public rights-of-way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.
  - Periodic inspection and needed maintenance shall be provided after each rain.

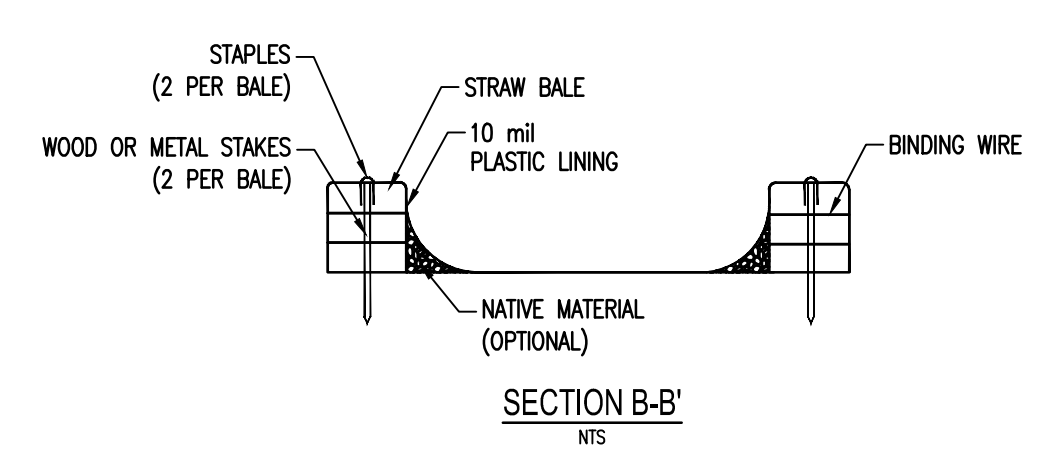


## FILTER FABRIC STORM DRAIN PROTECTION



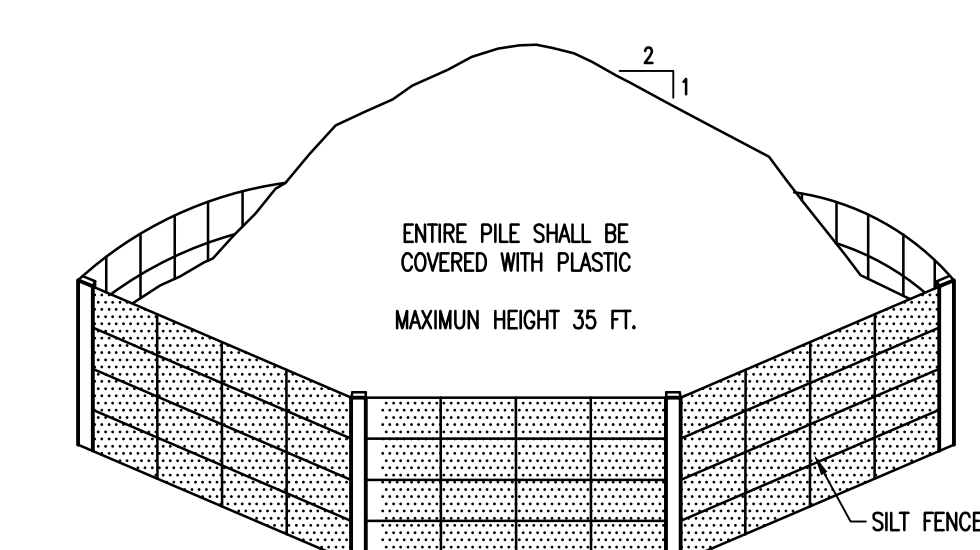
## IN-PAVEMENT INLET PROTECTION

- LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.



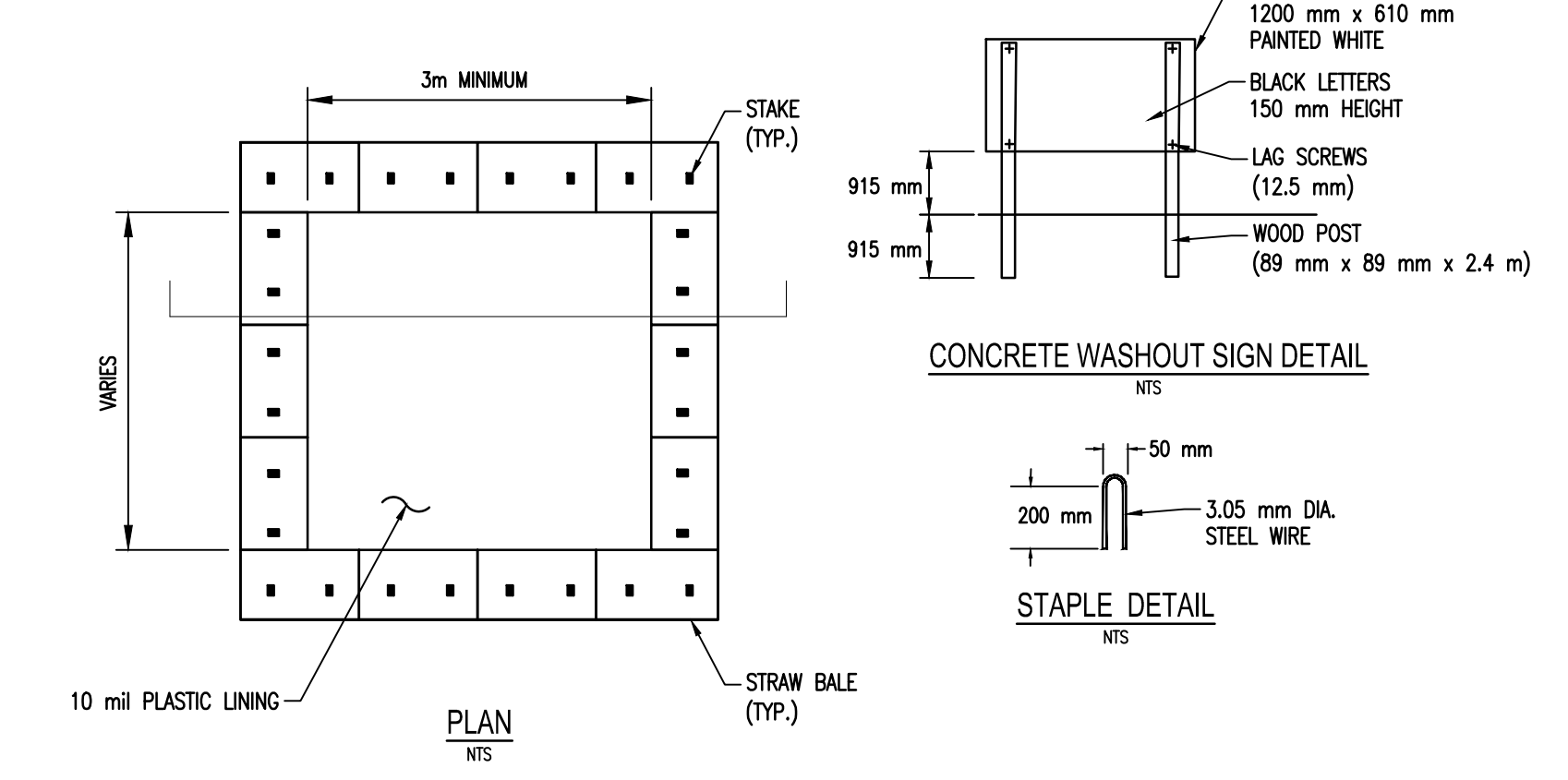
OUTLET No.	PIPE DIA. (in)	Q (cfs)	V (fps)	STONE DIA. (in)	W1 (ft)	W2 (ft)	L (ft)	D (in)
1-#1	-	-	-	-	-	-	-	-

## RIP-RAP OUTLET APRON DETAIL

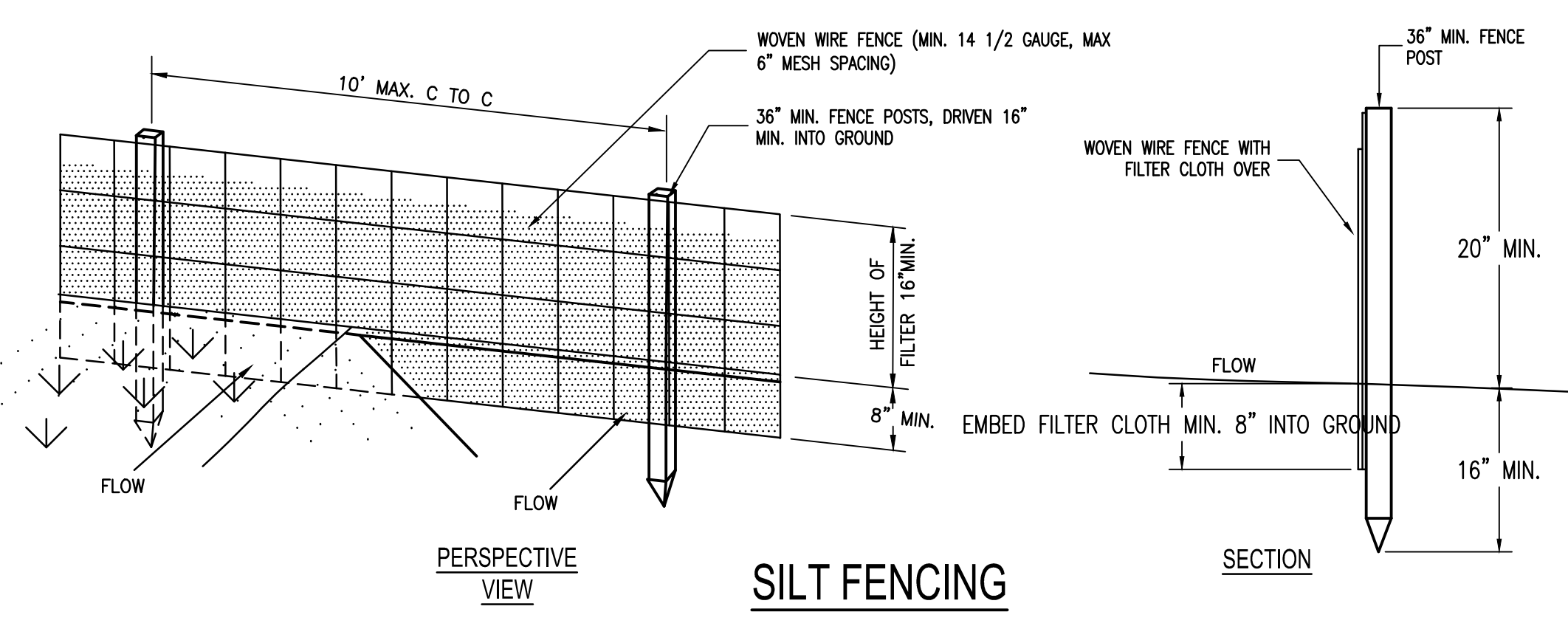


- SOIL STOCKPILING NOTES:
- AREA FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
  - MAXIMUM SLOPE OF STOCKPILE SIDESLOPES SHALL BE 2:1.
  - UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH SILT FENCING AND THEN STABILIZED WITH SEED OR SECURED IMPERVIOUS COVER.
  - SEE SILT FENCE INSTALLATION DETAIL.
  - PLASTIC SHEETING SHALL BE PLACED BELOW ALL STOCKPILE AREAS.

## SOIL STOCKPILE DETAIL



## CONCRETE WASHOUT DETAIL



## SILT FENCING

### CONSTRUCTION SPECIFICATIONS FOR FABRICATED SILT FENCE

- Woven wire fence to be fastened securely to fence posts with wire ties or staples.
  - Filter cloth to be fastened securely to woven wire fence with ties spaced every 24" at top and mid section.
  - When two sections of filter cloth adjoin each other they shall be over-lapped by 6" and folded.
  - Maintenance shall be performed as needed and material removed when "bulges" develop in the silt fence.
- Posts: Steel either "t" or "u" type or 2" hardwood.  
Fence: Woven wire, 14 1/2 ga. 6" max. mesh opening filter.  
Cloth: Filter x, mirafi 100x, stab-links t140n or approved equal, prefabricated unit, geotab, envirofence, or approved equal.

## SPECIFICATIONS FOR SILT FENCE PROTECTION

- Filter fabric shall have an EOS of 40-85.
- Cut fabric from a continuous roll to eliminate joints. If joints are needed they shall be overlapped to the next stake.
- Stake materials shall be 2"x4" wood or equivalent metal with a minimum length of 3 feet.
- 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 fabric for support.
- Fabric shall be embedded 1 foot minimum below ground and backfilled. It shall be securely fastened to the stakes and frame.
- A 2"x4" wood frame shall be completed around the crest of the fabric for over flow stability.
- Maximum drainage area 1 acre.
- Inspection shall be frequent and repair or replacement shall be made promptly as needed.

Rev.	Date	Description
8.	12/14/22	Site Plan Revisions
7.	11/28/22	Updated Sign/Utility Locations
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

It is a Violation Of The New York Education Law, Article 145 Section 7209, For Any Person, Unless He is Acting Under The Direction Of A Licensed Professional Engineer Or Land Surveyor To Alter An Item In Any Way, If An Item Bearing The Seal Of An Engineer Or Land Surveyor is Altered, The Altering Engineer Or Land Surveyor Shall Affix To The Item His Seal And The Notation "Altered By" Followed By His Signature And The Date Of Such Alteration, And A Specific Description Of The Alteration.

SEAL

**PROPOSED DANDY MINI-MART**  
LANSGING (T), TOMPKINS (Co.), NEW YORK

**FAGAN ENGINEERS & LAND SURVEYORS PC**  
113 East Chemung Place  
Elmira N.Y. 14904  
Phone (607) 734-2165  
Fax (607) 734-2169  
www.FaganEngineers.com

Scale:	As Noted
	11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

**E & S DETAILS**

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**NYS DOT STANDARD GENERAL PLAN NOTES:**

- THE ROADWAY SHALL BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
  - ROADSIDE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
  - MATERIALS, EQUIPMENT AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE NEW YORK STATE RIGHT-OF-WAY.
  - WORKZONE TRAFFIC CONTROL SHALL COMPLY WITH THE 2009 EDITIONS OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT, AND SHALL BE IN ACCORDANCE WITH THE NYS DOT CONTRACT OR HIGHWAY WORK PERMIT DOCUMENTS AND AS DEEMED NECESSARY BY THE NYS ENGINEER IN CHARGE.
  - NOTIFY NEW YORK STATE DEPARTMENT OF TRANSPORTATION RESIDENT ENGINEER AT THE APPLICABLE RESIDENCY, THREE WORKING DAYS PRIOR TO WORKING IN THE STATE RIGHT-OF-WAY.
- ONONDAGA EAST** 315-458-1910    **ONONDAGA WEST** 315-672-8151    **CORTLAND/TOMPKINS** 607-756-7072    **OSWEGO** 315-963-3730    **CAYUGA/SENECA** 315-539-3112
- NOTIFY DIG SAFELY NEW YORK THREE WORKING DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 1-800-962-7962, FOR A UTILITY STAKE-OUT.
  - ALL WORK CONTEMPLATED AND MATERIALS USED WITHIN THE NYS RIGHT-OF-WAY SHALL BE COVERED BY AN IN CONFORMITY WITH THE NYS DEPARTMENT OF TRANSPORTATION MAY 1, 2008 SPECIFICATIONS BOOK AND ANY SUBSEQUENT ADDENDA ALONG WITH ANY APPROPRIATE CURRENT NYS DEPARTMENT OF TRANSPORTATION STANDARD SHEETS, EXCEPT AS MODIFIED IN THESE PLANS AND IN THE ITEMIZED PROPOSAL. METRIC UNITS MAY BE CONVERTED TO ENGLISH.
  - QUALITY CONTROL OF ASPHALT CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 402 OF THE STANDARD SPECIFICATIONS. ASPHALT COURSE DEPTHS SHOWN ON THE PLANS ARE COMPACTED DEPTHS.
  - NO NIGHT WORK WILL BE ALLOWED UNLESS PRIOR APPROVAL IS GIVEN BY THE DEPARTMENT. ADDITIONAL MAINTENANCE AND PROTECTION OF TRAFFIC WILL BE REQUIRED INCLUDING THE ADDITION OF REFLECTIVE MATERIALS AND LIGHTING.
  - HAZARDOUS WASTE NOTIFICATION – THE PERMITTEE ACCEPTS THE RIGHT-OF-WAY OF THE STATE HIGHWAY IN ITS AS IS CONDITION. THE DEPARTMENT OF TRANSPORTATION MAKES NO REPRESENTATION AS THE ABSENCE OF UNDERGROUND TANKS, STRUCTURES, FEATURES OR SIMILAR IMPEDIMENTS TO THE COMPLETION OF THE WORK PERMITTED HEREUNDER. SHOULD PERMITTEE FIND SOME PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS TO IS WORK, THE DEPARTMENT OF TRANSPORTATION SHALL HAVE NO OBLIGATION TO CURE, REMOVE, REMEDY OR OTHERWISE DEAL WITH SUCH A PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS. THE DEPARTMENT WILL PERMIT THE PERMITTEE TO REMOVE, MODIFY OR OTHERWISE DEAL WITH SUCH UNDERGROUND TANKS, STRUCTURE FEATURE OR IMPEDIMENT IF SUCH IS DONE IN A MANNER WHICH MEETS ACCEPTABLE ENGINEERING PRACTICE AND IS PRE-APPROVED BY THE DEPARTMENT OF TRANSPORTATION. SHOULD PERMITTEE DETERMINE THAT SUCH UNFORESEEN UNDERGROUND IMPEDIMENT RENDERS PERMITTEE WORK AS AUTHORIZED BY THIS PERMIT UNFEASIBLE, PERMITTEE SHALL HAVE THE OPTION OF RESTORING THE HIGHWAY TO ITS ORIGINAL CONDITIONS AND NOT PERFORMING SUCH WORK.
  - OPEN CUTTING OF THE ROADWAY SHALL NOT BE ALLOWED UNLESS PERMISSIONS GRANTED IN WRITING, BY THE REGIONAL TRAFFIC ENGINEER.

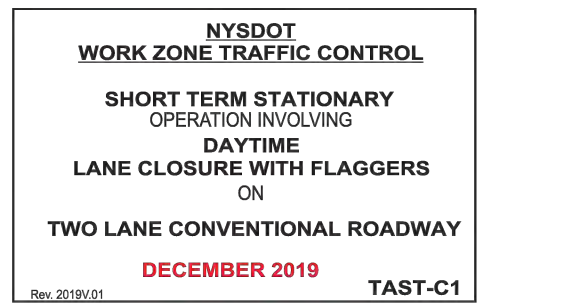
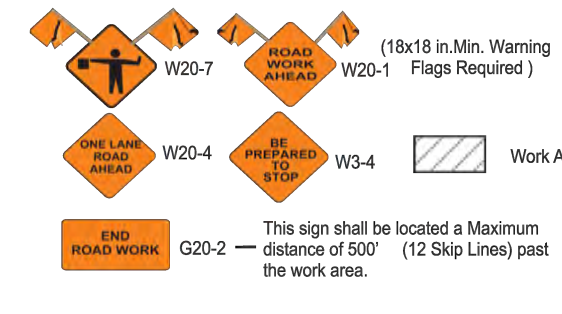
**CONVENTIONAL ROADWAY**

- Notes:
- In urban conditions, advance warning sign spacings may be adjusted in order to accommodate side streets and driveways.
  - Centerline cones may be added to enhance the visibility of the flagger station. If cones are used, place them 100 ft. (minimum) from flagger.
  - 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.
  - Should the traffic queue prior to the advance warning signs, the "BE PREPARED TO STOP" sign can be added to the sign series at location shown or the entire advance warning sign series shall be moved to a location prior to the queued traffic.
  - If condition warrants, Barrier Vehicle with appropriate roll ahead distance may be used in advance of the work area. To use Barrier Vehicle, Buffer Space shall be provided accordingly.
  - For moving flagging operation, refer to TAST-CMF.

Roadway	RECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS	
		A (FT.)	B (FT.)
URBAN LOW (30 MPH)	30	100	100
URBAN (35-40 MPH)	35	200	200
URBAN HIGH (40-45 MPH)	40	350	350
RURAL	50	500	500

SIGN	REQUIRED SIGN SIZES*	
	CONVENTIONAL HIGHWAY	FREEMWAY/EXPRESSWAY
W20-7	30x36 in.	48x48 in.
W20-1	30x36 in.	48x48 in.
W20-4	30x36 in.	48x48 in.
W3-4	30x36 in.	48x48 in.
G20-2	30x18 in.	48x24 in.

\*Freeway/Expressway signs may be used on Conventional Highways, if space constraints do not exist.



**NYS DOT WORK ZONE TRAFFIC CONTROL SHORT TERM STATIONARY OPERATION INVOLVING DAYTIME LANE CLOSURE WITH FLAGGERS ON TWO LANE CONVENTIONAL ROADWAY DECEMBER 2019 TAST-C1**

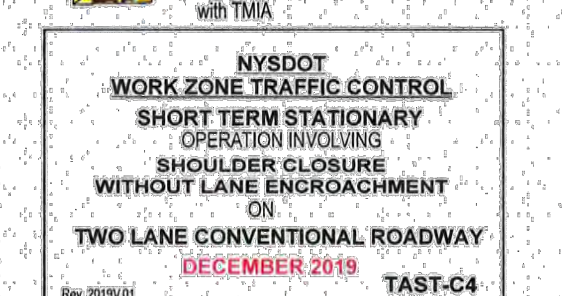
**CONVENTIONAL ROADWAY**

- Notes:
- Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
  - The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park/Neutral), have the wheels aligned with the lane striping and lane to maintain lane discipline and to stay in lane if struck.
  - There shall be no workers, equipment or other vehicles in the buffer space or the roll ahead distance.

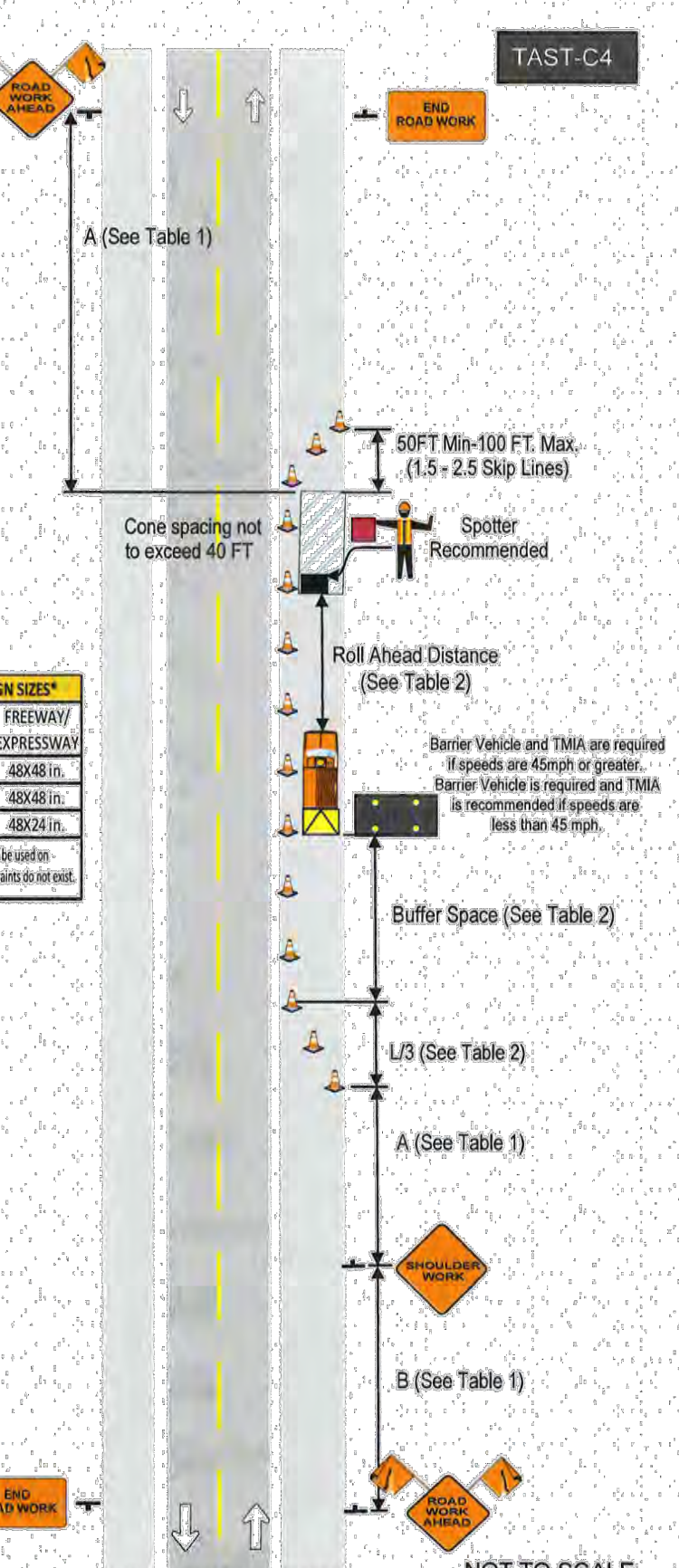
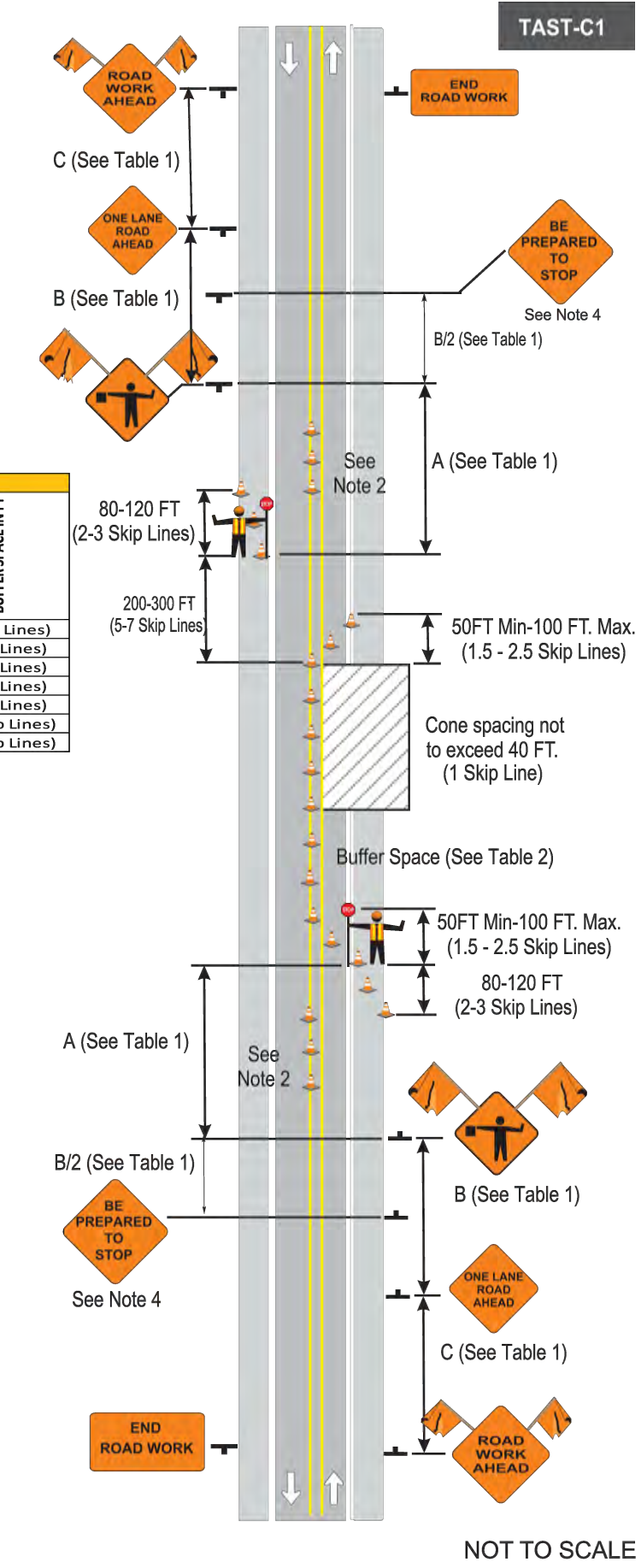
Roadway	RECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS	
		A (FT.)	B (FT.)
URBAN LOW (30 MPH)	30	100	100
URBAN (35-40 MPH)	35	200	200
URBAN HIGH (40-45 MPH)	40	350	350
RURAL	50	500	500

SIGN	REQUIRED SIGN SIZES*	
	CONVENTIONAL HIGHWAY	FREEMWAY/EXPRESSWAY
W20-1	30x36 in.	48x48 in.
W21-1	30x36 in.	48x48 in.
W21-2	30x36 in.	48x48 in.
W21-3	30x36 in.	48x48 in.
W21-4	30x36 in.	48x48 in.
W21-5	30x36 in.	48x48 in.
W21-6	30x36 in.	48x48 in.
W21-7	30x36 in.	48x48 in.
W21-8	30x36 in.	48x48 in.
W21-9	30x36 in.	48x48 in.
W21-10	30x36 in.	48x48 in.
W21-11	30x36 in.	48x48 in.
W21-12	30x36 in.	48x48 in.
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W21-14	30x36 in.	48x48 in.
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W21-17	30x36 in.	48x48 in.
W21-18	30x36 in.	48x48 in.
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W21-22	30x36 in.	48x48 in.
W21-23	30x36 in.	48x48 in.
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W21-96	30x36 in.	48x48 in.
W21-97	30x36 in.	48x48 in.
W21-98	30x36 in.	48x48 in.
W21-99	30x36 in.	48x48 in.
W21-100	30x36 in.	48x48 in.

\*Freeway/Expressway signs may be used on Conventional Highways, if space constraints do not exist.



**NYS DOT WORK ZONE TRAFFIC CONTROL SHORT TERM STATIONARY OPERATION INVOLVING SHOULDER CLOSURE WITHOUT LANE ENCRoACHMENT ON TWO LANE CONVENTIONAL ROADWAY DECEMBER 2019 TAST-C4**

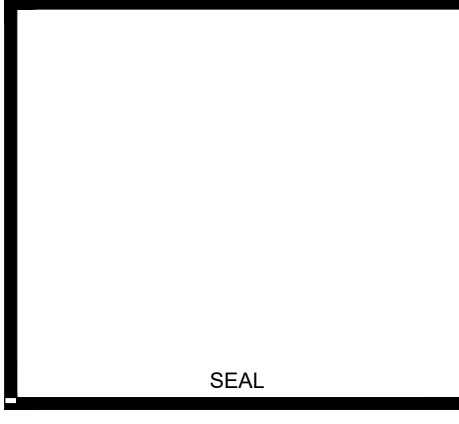


**NYS DOT WZTC NOTES:**

- WHERE NOT SHOWN IN THE WZTC PLANS OR OTHERWISE AUTHORIZED BY NYS DOT (OR THE ENGINEER), TRAVEL LANE WIDTHS IN WORK ZONES SHALL BE A MINIMUM OF 11 FT ON FREEWAYS, RAMPS, EXPRESSWAYS AND MULTI-LANE CONVENTIONAL ROADWAYS AND 10 FT ON ALL OTHER CONVENTIONAL ROADWAYS.
  - WORK ZONES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME IN EACH DIRECTION ON DIVIDED ROADWAYS, UNLESS APPROVED BY THE ENGINEER.
  - THE CONTRACTOR SHALL SCHEDULE WORK SO THAT ALL TRAVEL LANES AND RAMPS IN EACH DIRECTION ARE OPEN WHEN THE CONTRACTOR'S OPERATIONS ARE CLOSED DOWN OR SUBSTANTIALLY CLOSED DOWN.
  - DAILY CLOSURES MAY OCCUR OFF OF LONG-TERM CLOSURES AND SHALL BE SUBJECT TO DAILY CLOSURE RESTRICTIONS.
  - WORK ZONES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME ON UNDIVIDED HIGHWAYS.
  - WHEN A PEDESTRIAN APPROACHES A FLAGGER STATION, THE FLAGGER SHALL STOP TRAFFIC AND DIRECT THE PEDESTRIAN TO A SAFE ROUTE THROUGH THE WORK AREA. FLAGGERS SHALL COORDINATE THE FLAGGING OF THE WORK ZONE TO ENSURE PEDESTRIANS CAN SAFELY PROCEED THROUGH THE AREA. IF THERE IS MORE THAN THE OCCASIONAL PEDESTRIAN WITHIN THE PROJECT LIMITS, REFER TO THE SITE SPECIFIC PEDESTRIAN WZTC PLAN.
  - DAILY LANE, RAMP AND SHOULDER CLOSURES SHALL NOT BE PERMITTED ON STATE OWNED ROADWAYS DURING MAJOR HOLIDAYS. FOR A LIST OF THE MAJOR HOLIDAYS, SEE SPECIAL NOTE IN THE CONTRACT PROPOSAL FOR TEMPORARY LANE CLOSURE RESTRICTIONS FOR MAJOR HOLIDAYS.
- 2022**
- 6:00 AM THURSDAY, DECEMBER 20, 2021 THRU 6:AM MONDAY, JANUARY 3, 2022 – (NEW YEAR'S HOLIDAY)  
 6:00 AM FRIDAY, MAY 27, 2022 THRU 6:00 AM TUESDAY, MAY 31, 2022 – (MEMORIAL DAY HOLIDAY)  
 6:00 AM FRIDAY, JULY 1, 2022 THRU 6:00 AM TUESDAY, JULY 5, 2022 – (JULY 4TH HOLIDAY)  
 6:00 AM FRIDAY, SEPTEMBER 2, 2022 THRU 6:00 AM TUESDAY, SEPTEMBER 6, 2022 – (LABOR DAY HOLIDAY)  
 6:00 AM WEDNESDAY, NOVEMBER 23, 2022 THRU 6:00 AM MONDAY, NOVEMBER 28, 2022 – (THANKSGIVING HOLIDAY)  
 6:00 AM FRIDAY, DECEMBER 23, 2022 THRU 6:00 AM TUESDAY, DECEMBER 27, 2022 – (CHRISTMAS HOLIDAY)  
 6:00 AM FRIDAY, DECEMBER 30, 2022 THRU 6:00 AM TUESDAY, JANUARY 3, 2022 – (NEW YEAR'S HOLIDAY)
- ALL CHANNELIZING DEVICES SHALL BE PLACED SO AS TO PROVIDE A 2-FOOT LATERAL CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS. WHERE POSSIBLE A LATERAL BUFFER SPACE OF 2-FOOT MINIMUM SHALL BE PROVIDED BETWEEN THE WORK SPACE AND THE CHANNELIZING DEVICES.
  - CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL BE 40' MAXIMUM FOR POSTED SPEED LIMITS 40 MPH OR GREATER AND 20' MAXIMUM FOR POSTED SPEED LIMITS 35 MPH OR LESS.
  - STANDARD CONES AND TUBULAR MARKERS SHALL NOT BE USED FOR CHANNELIZATION AND DELINEATION DURING THE HOURS OF DARKNESS, WHICH IS DEFINED AS THE PERIOD BETWEEN SUNSET AND SUNRISE.
  - ALL CONSTRUCTION SIGN SHALL BE MOUNTED AT A HEIGHT OF 7 FEET ABOVE THE EDGE OF TRAVEL TIME.
  - SIGNS SHALL NOT ENCRoACH MORE THAN 4" INTO SHOULDERS USED BY PEDESTRIANS OR BICYCLES.
  - WHERE SHOULDER WIDTHS ARE LIMITED AND SIGNS CANNOT BE ERRECTED BEYOND THE SHOULDER, CONSTRUCTION SIGNES MAY NEED TO BE MOUNTED ON CONCRETE MEDIAN BARRIERS, BRIDGE PARAPETS, ETC..
  - THE CONTRACTOR'S FAILURE TO COMPLY WITH THE REQUIREMENTS AS STATED ABOVE WILL BE CONSIDERED UNSATISFACTORY TEMPORARY WORK ZONE TRAFFIC CONTROL. PAYMENT WILL BE WITHHELD FOR THE VARIOUS CONTRACT ITEMS WHICH CONTAIN WORK ZONE TRAFFIC CONTROL PROVISIONS IN ACCORDANCE WITH TABLE 619-7 FOR EACH DAY THAT A FAILURE TO COMPLY OCCURS. FAILURE TO COMPLY WILL ALSO RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES FOR EACH VIOLATION.
  - THE CONTRACTOR SHALL BE AWARE THAT THE WORK ZONE TRAFFIC CONTROL IS A VERY CRITICAL ITEM OF THE PERMIT AND SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 "WORK ZONE TRAFFIC CONTROL" OF THE STANDARD SPECIFICATIONS, THE 2009 EDITION OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WORK ZONE TRAFFIC CONTROL AT ALL TIMES FOR THE DURATION OF THE PERMITTED WORK.
  - PEDESTRIAN ACCOMMODATIONS SHALL BE MAINTAINED FOR THE DURATION OF THE PROPOSED WORK. ANY DISTURBED AREAS WITHIN THE STATE RIGHT-OF-WAY SHALL BE ADEQUATELY FENCED TO PREVENT PEDESTRIAN ACCESS WHEN THE CONTRACTOR'S OPERATIONS ARE SHUT DOWN.
  - MATERIALS, EQUIPMENT AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE STATE RIGHT-OF-WAY BEFORE WORK BEGINS OR AFTER CONTRACTOR'S OPERATIONS ARE SHUT DOWN. STAGING AREAS OUTSIDE THE RIGHT-OF-WAY SHALL BE USED TO STOCKPILE ALL CONSTRUCTION MATERIALS. DURING WORKING HOURS, NO CONSTRUCTION MATERIAL MAY BE STORED OR PLACED ON THE ROADWAY OR ROADBED EXCEPT WITHIN A PROTECTED WORK AREA.
  - VEHICLES BELONGING TO THE CONTRACTOR OR WORKERS SHALL NOT BE PARKED WITHIN 30 FEET OF THE EDGE OF PAVEMENT ALONG A ROADWAY BEING USED BY THE GENERAL PUBLIC UNLESS THEY ARE PARKED WITHIN A PROTECTED WORK AREA. DURING NON-WORKING HOURS, CONSTRUCTION EQUIPMENT AND MATERIALS SHALL NOT BE STORED WITHIN 30 FEET OF THE EDGE OF PAVEMENT.
  - W20-7A "FLAGGER" SIGNS SHALL BE USED WHENEVER FLAGGING OCCURS FOR MORE THAN A BRIEF PERIOD OF TIME. THE SIGNS SHALL BE PROMPTLY REMOVED, COVERED, OR FACED WAY FROM THE TRAFFIC WHEN THE FLAGGING OPERATION CEASES. ALL FLAGGING STATIONS AND LANE CLOSURES SHOULD BE LOCATED TO ENSURE MAXIMUM VISIBILITY.
  - NO DROP-OFF GREATER THAN SIX INCHES SHALL BE LEFT OVERNIGHT WITHIN 30 FEET OF THE EDGE OF PAVEMENT. DROP-OFFS LESS THAN SIX INCHES WILL BE PERMITTED IF PROPER DELINEATION AND SIGNING IS PROVIDED, AND PRIOR PERMISSION IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT. A DROP-OFF IS CONSIDERED ELIMINATED IF TAPERED AWAY BY A 1 ON 6 SLOPE OR FLATTER.
  - CARE SHALL BE TAKEN TO INSURE THAT NO DAMAGE OCCURS TO THE EXISTING PAVEMENT/SOULDER/CURB AREAS AS A RESULT OF CONSTRUCTION EQUIPMENT MOVEMENT.
  - THE CONTRACTOR MAY SUBMIT REVISIONS TO THIS PLAN FOR APPROVAL, BUT ANY CHANGE THAT ALTERS THE BASIC CONCEPTS OF THE PLAN MUST BE APPROVED BY THE NYS DOT REGIONAL DIRECTOR OR HIS DESIGNEE.

Rev.	Date	Description
8.	12/14/22	Site Plan Revisions
7.	11/28/22	Updated Sign/Utility Locations
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

It is a Violation Of The New York Education Law, Article 145 Section 7209. For Any Person, Unless He Is Acting Under The Direction Of A Licensed Professional Engineer Or Land Surveyor To Alter An Item In Any Way, If An Item Bearing The Seal Of An Engineer Or Land Surveyor Is Altered, The Altering Engineer Or Land Surveyor Shall Affix To The Item His Seal And The Notation "Altered By" Followed By His Signature And The Date Of Such Alteration, And A Specific Description Of The Alteration.



**PROPOSED DANDY MINI-MART**  
 LANGSING (T). TOMPKINS (Co.), NEW YORK

**FAGAN ENGINEERS & LAND SURVEYORS PC**  
 113 East Chemung Place  
 Elmira N.Y. 14904  
 Phone (607) 734-2165  
 Fax (607) 734-2169  
 www.FaganEngineers.com

Scale:	As Noted
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg





**TRUCK PATH FOR FUEL AND PARKING FROM EAST ENTRANCE**  
NTS.



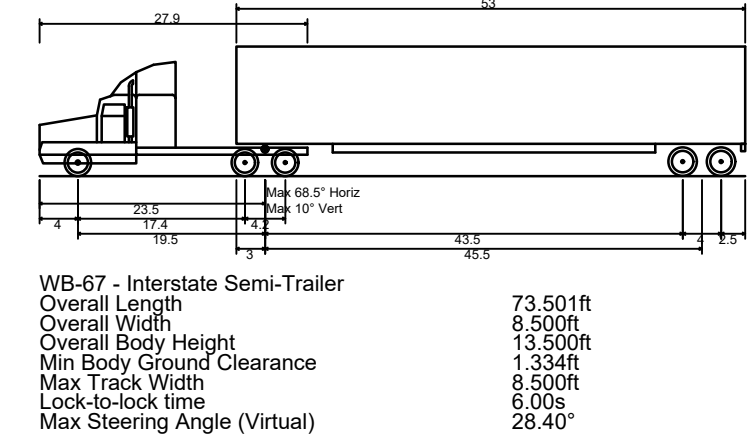
**TRUCK PATH FOR FUEL FROM WEST ENTRANCE**  
NTS.



**TRUCK PATH FOR PARKING FROM WEST ENTRANCE**  
NTS.

**LEGEND**

---	PROPERTY LINE
- - -	EXISTING EASEMENT
- - -	EXISTING EDGE OF ROADWAY
- - -	EXISTING CURB LINE
---	EXISTING SANITARY SEWER
---	EXISTING GAS MAIN
---	EXISTING UTILITY LINE
---	EXISTING FENCE LINE
---	EXISTING WATER LINE
---	EXISTING CONTOUR LINE
---	PROPOSED LIMIT OF DISTURBANCE
---	PROPOSED CONTOUR LINE
---	PROPOSED EASEMENT
---	PROPOSED STORM SEWER
---	PROPOSED EDGE OF ROADWAY
---	PROPOSED CURB LINE
---	PROPOSED SANITARY SEWER
---	PROPOSED GAS LINE
---	PROPOSED UTILITY LINE
---	PROPOSED WATER LINE
---	PROPOSED SILT FENCE
---	PROPOSED COMPOST SOCK
---	EXISTING SANITARY MANHOLE
---	EXISTING FIRE HYDRANT ASSEMBLY
---	EXISTING CLEANOUT
---	EXISTING SPOT ELEVATION
---	PROPOSED SANITARY MANHOLE
---	PROPOSED WATER VALVE
---	PROPOSED THRUST BLOCK
---	PROPOSED FIRE HYDRANT ASSEMBLY
---	PROPOSED CLEANOUT
---	PROPOSED LIGHTING FIXTURE
---	PROPOSED SPOT ELEVATION
---	PROPOSED DRYWELL
---	PROPOSED CATCH BASIN
---	PROPOSED INLET PROTECTION
---	PROPOSED TOP/BOTTOM CURB



**TRUCK PROFILE**  
SCALE: 1"=20'

**Note:**  
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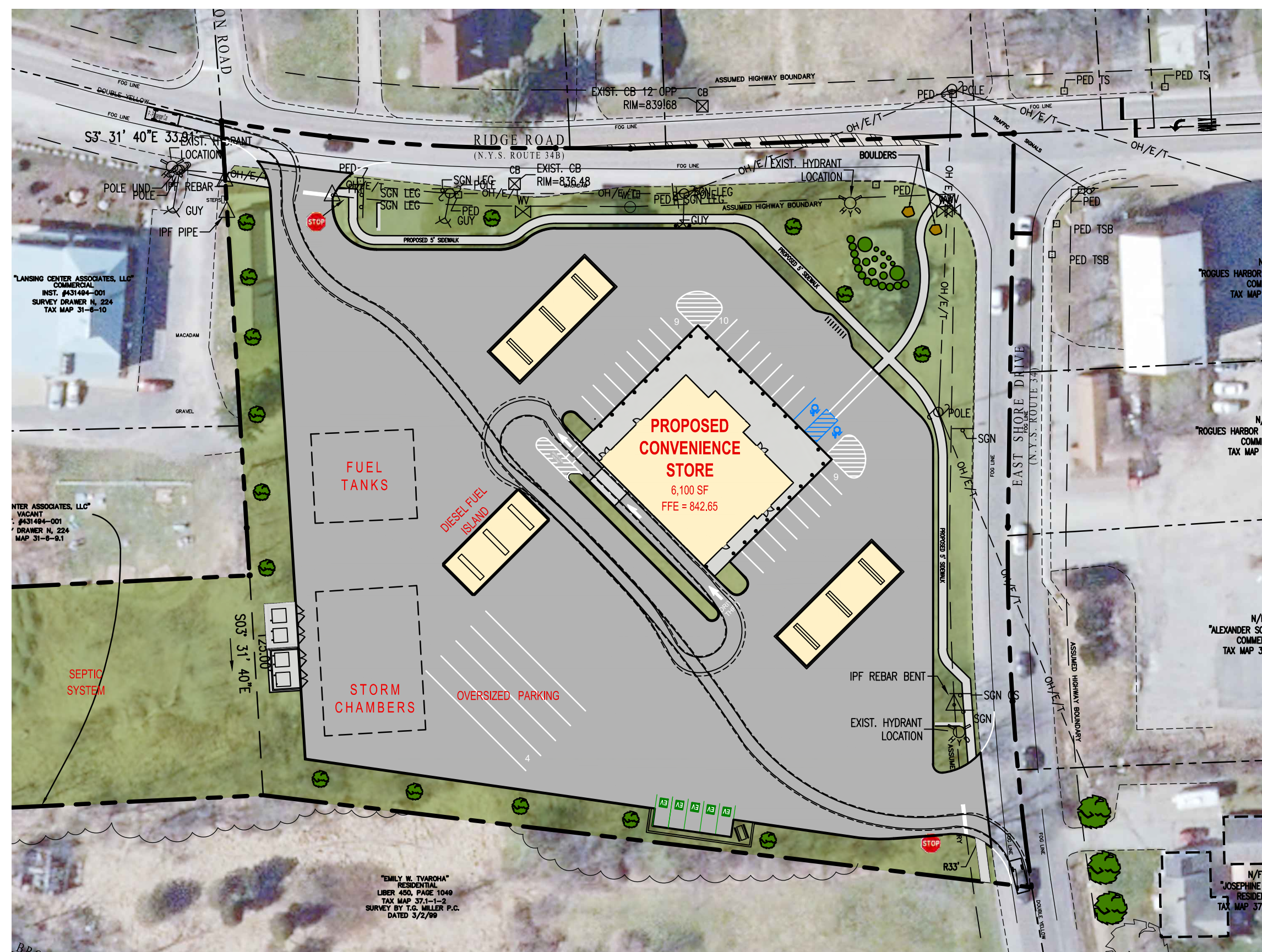
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Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

**TRUCK TURN**  
**C20**

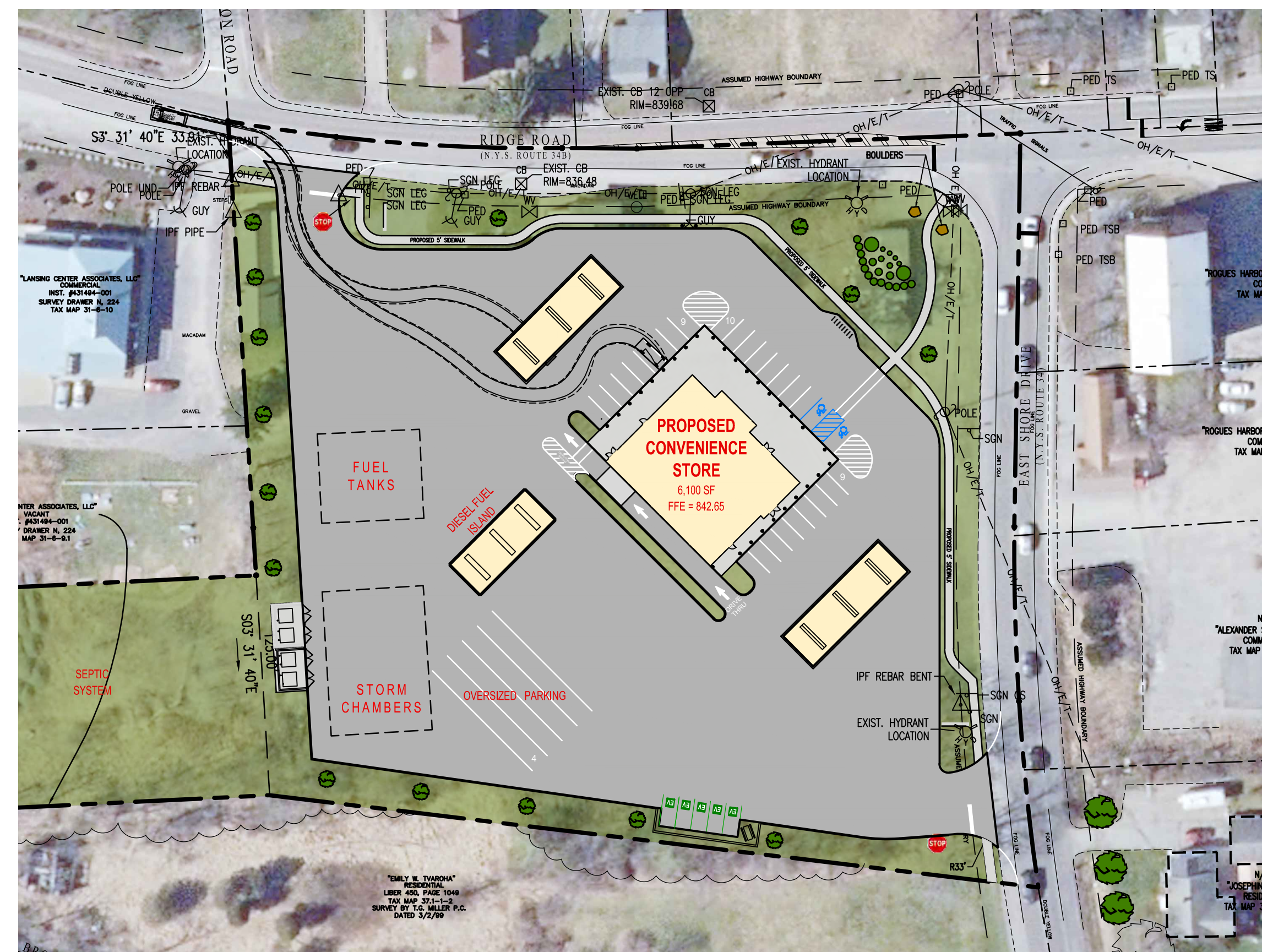
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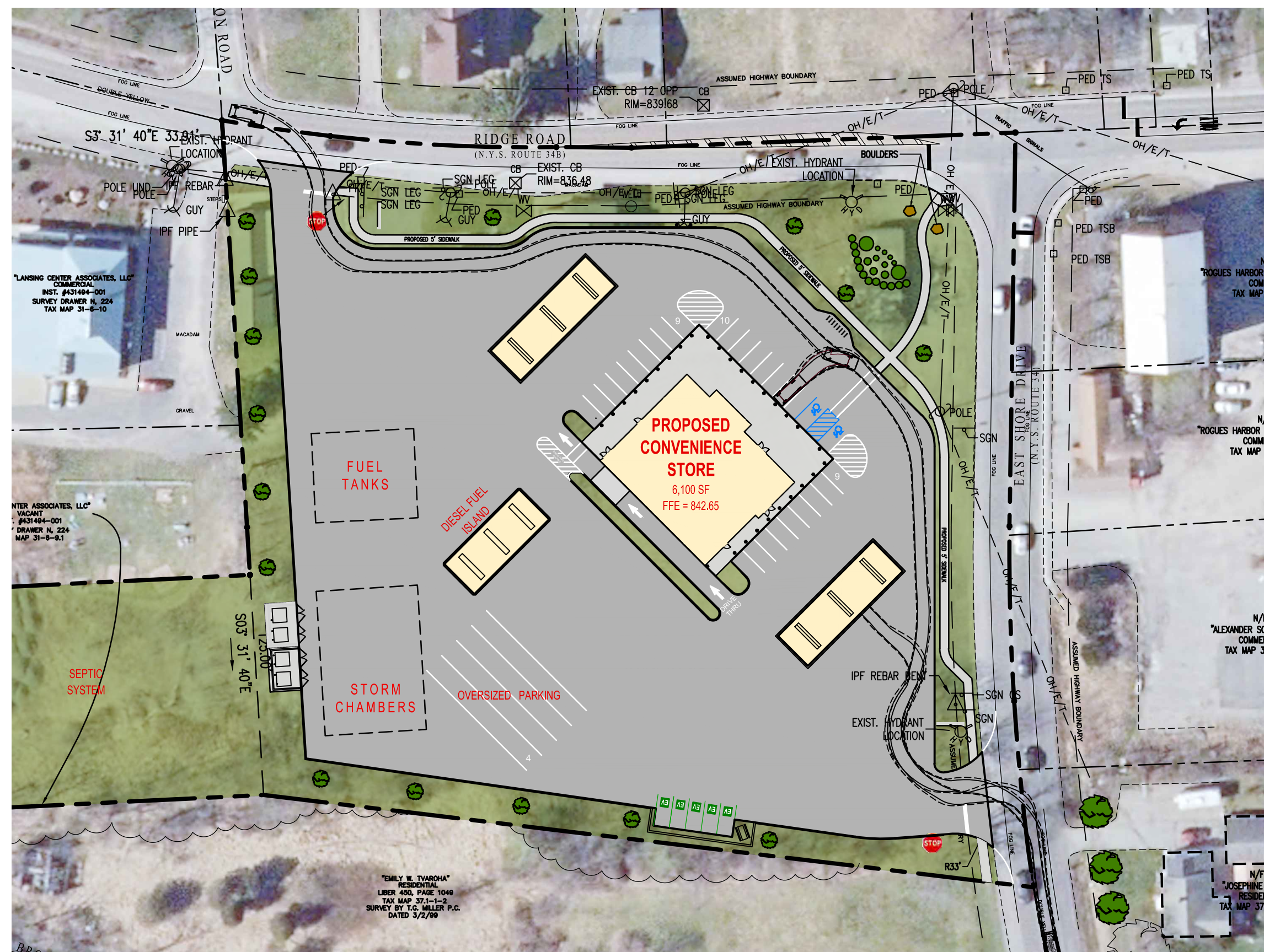
**PASSENGER CAR PATH FOR DRIVE-THRU FROM WEST ENTRANCE**

NTS.



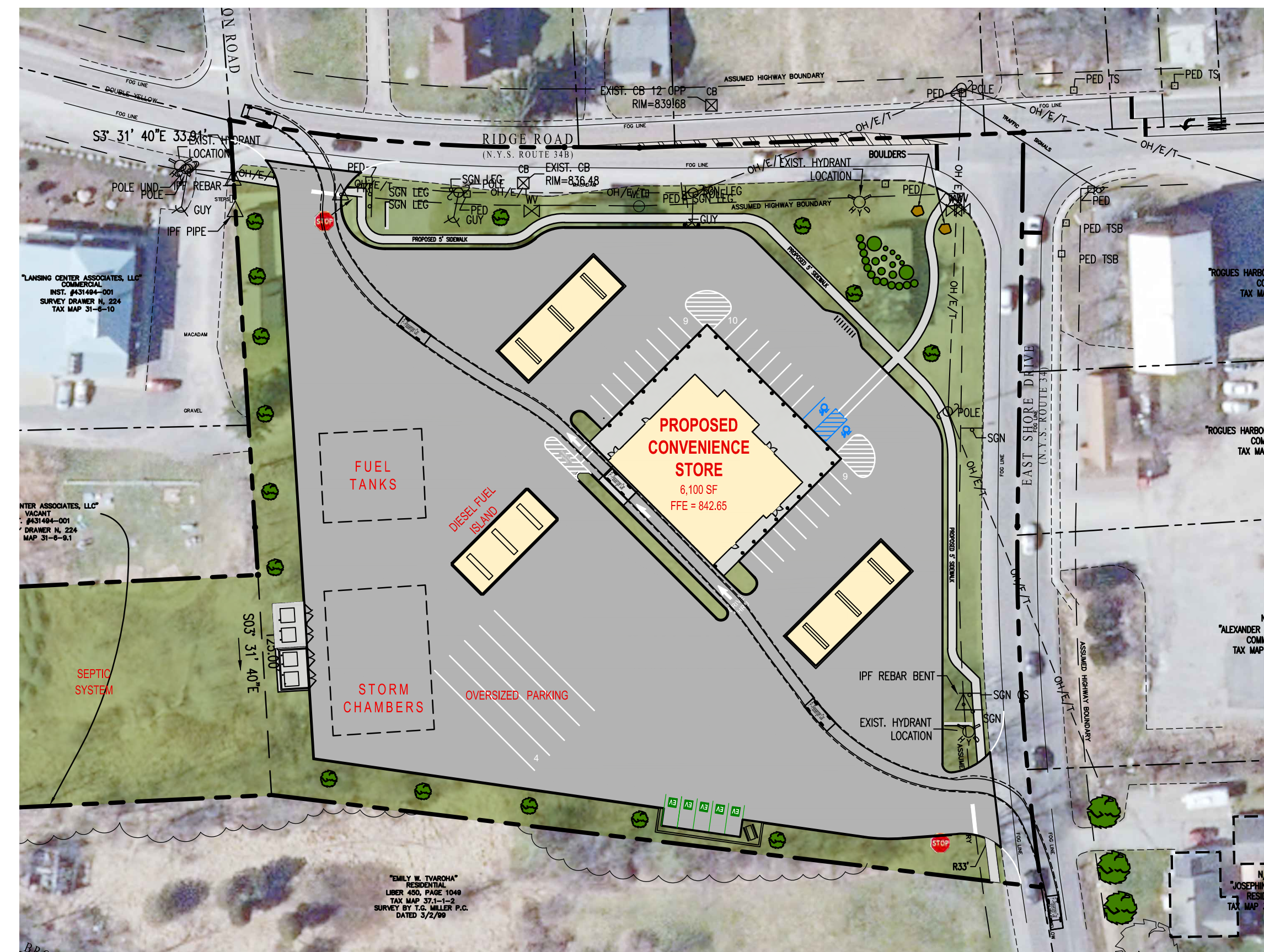
**PASSENGER CAR PATH FOR FUEL AND PARKING FROM WEST ENTRANCE**

NTS.



**PASSENGER CAR PATH FOR FUEL AND PARKING FROM EAST ENTRANCE**

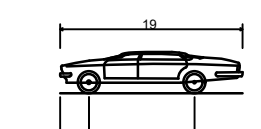
NTS.



**PASSENGER CAR PATH FOR DRIVE-THRU FROM EAST ENTRANCE**

NTS.

LEGEND	
---	PROPERTY LINE
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**CAR PROFILE**  
SCALE: 1"=20'

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SEAL

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**PASSENGER CAR TURN**  
**C21**