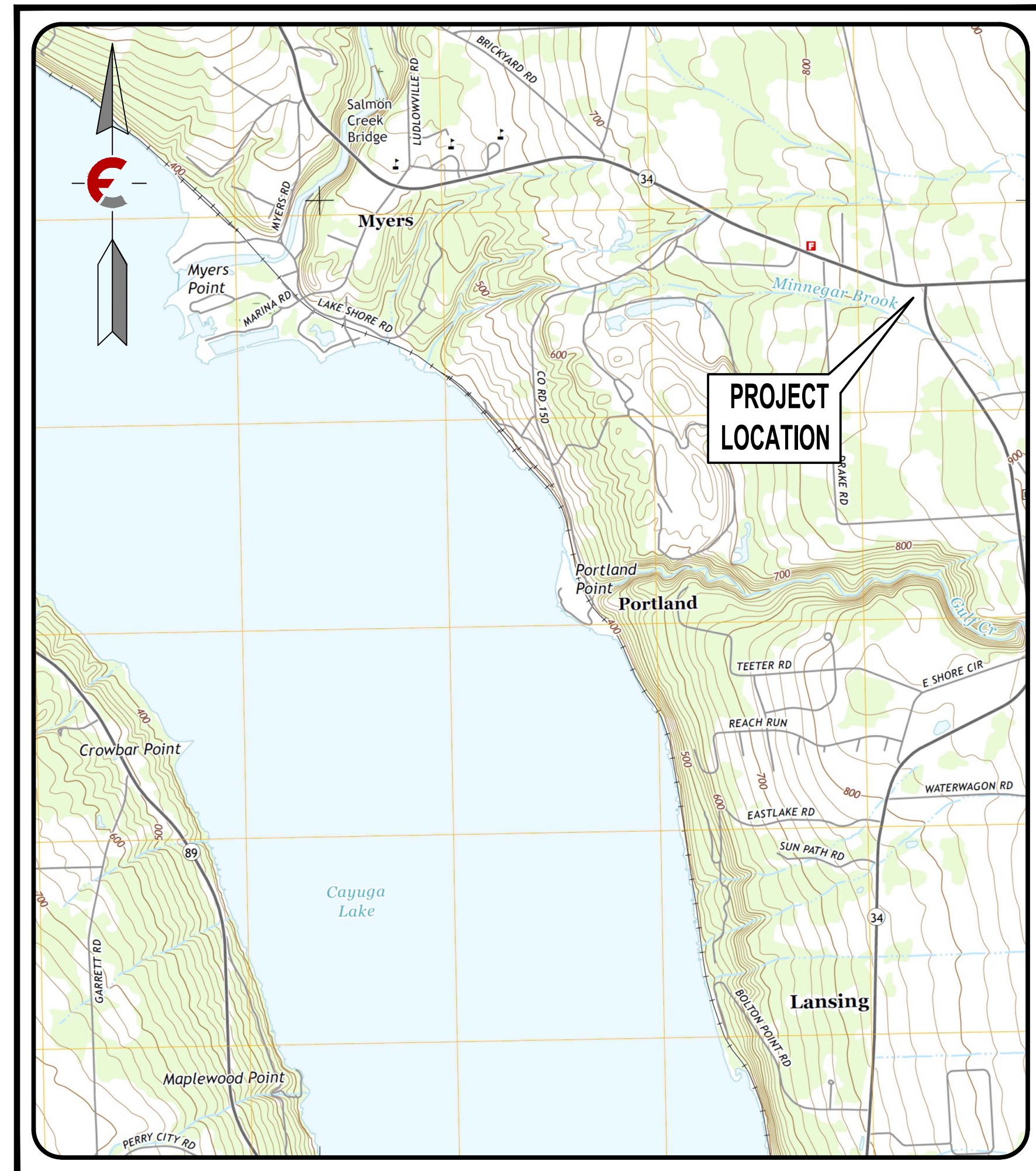


Site Plan Drawings For

PROPOSED DANDY MINI-MART

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



LOCATION MAP

November 30, 2020
Last Revised: April 27, 2022

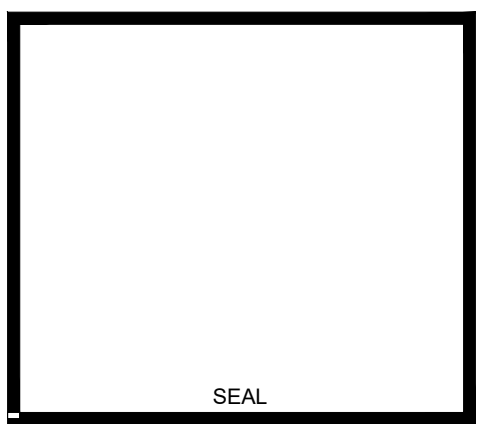
PREPARED FOR:
JUST DANDY LLC
6221 Mile Lane Road
Sayre, PA 18840

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



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

TITLE

CO

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

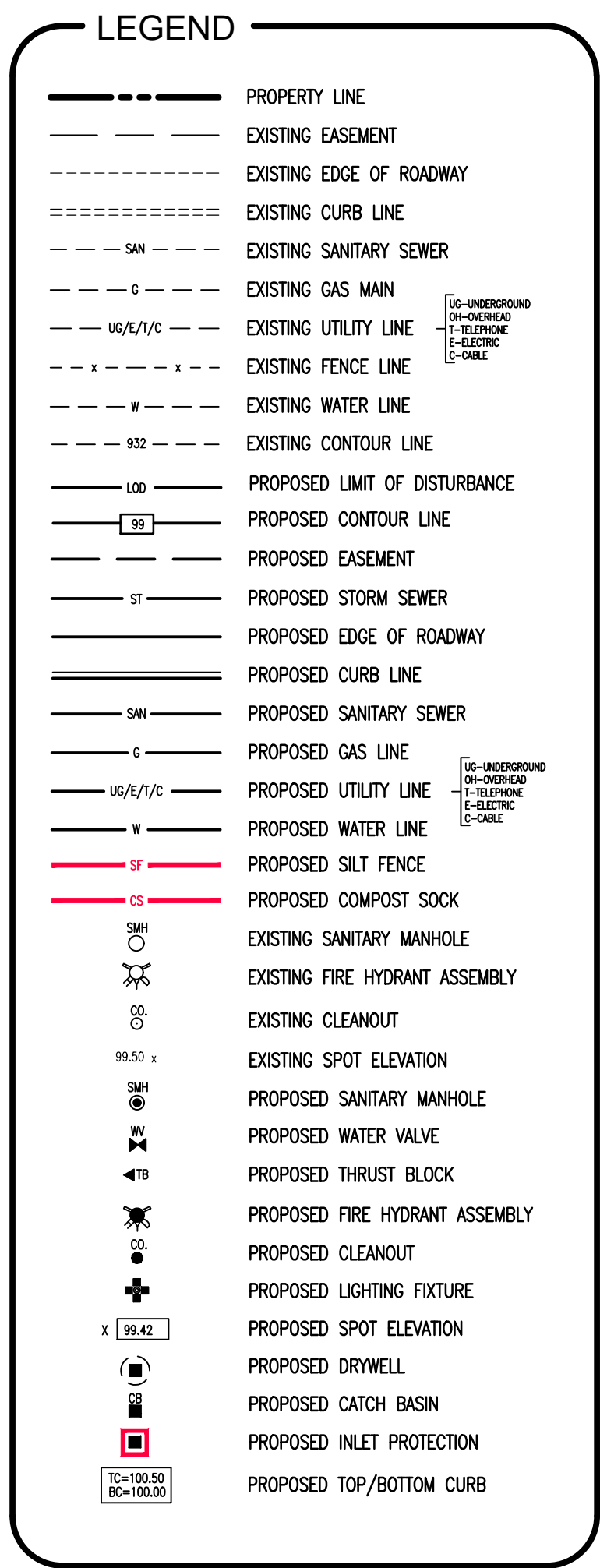
- STORM SEWERS, MANHOLES, INLETS, DITCHES, AND OTHER SYSTEM COMPONENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MUNICIPAL SPECIFICATIONS.
- STORM SEWERS SHALL BE ADVANCED DRAINAGE SYSTEMS ADS N-12 CORRUGATED, SMOOTH INTERIOR, HIGH DENSITY POLYETHYLENE (HDPE) PIPE. ADS N-12 STORM SEWER SHALL BE INSTALLED 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 NYSOTD 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 NYSOTD'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 NYSDOH 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-111 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



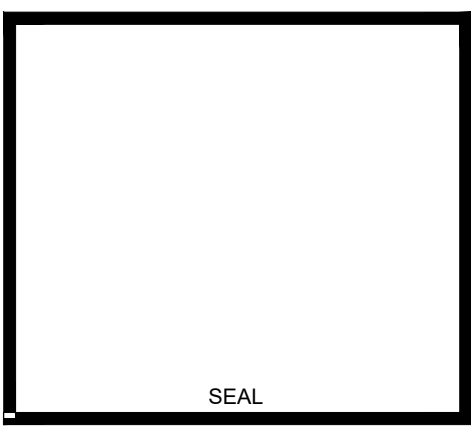
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									1	Rev.	Date		

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LANSING CT., 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

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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
G1



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

- PLAN NOTES:**
- FLOODPLANE DESIGNATION - ZONE C
 - UNIQUE NATURAL AREAS - N/A
 - NEW YORK STATE WETLANDS - N/A
 - FEDERAL WETLANDS - N/A

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.

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**EXISTING
 CONDITIONS**
C2



LEGEND

- PROPERTY LINE
- - - EXISTING EASEMENT
- - - EXISTING EDGE OF ROADWAY
- - - EXISTING CURB LINE
- - - SN EXISTING SANITARY SEWER
- - - G EXISTING GAS MAIN
- - - U/E/T/C EXISTING UTILITY LINE
- - - W EXISTING FENCE LINE
- - - 932 EXISTING WATER LINE
- - - 932 EXISTING CONTOUR LINE
- - - LOD PROPOSED LIMIT OF DISTURBANCE
- - - 92 PROPOSED CONTOUR LINE
- - - ST PROPOSED EASEMENT
- - - ST PROPOSED STORM SEWER
- - - PROPOSED EDGE OF ROADWAY
- - - PROPOSED CURB LINE
- - - SN PROPOSED SANITARY SEWER
- - - G PROPOSED GAS LINE
- - - U/E/T/C PROPOSED UTILITY LINE
- - - W PROPOSED WATER LINE
- - - SF PROPOSED SILT FENCE
- - - CS 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

ZONING INFORMATION

B-1 & B-2 ZONING DISTRICTS

	REQUIRED	PROPOSED
PARCEL SIZE	NONE	4.7 Acres
MIN. ROAD FRONTAGE	100'	78.5'
BUILDING SETBACK		
FRONT YARD	60'	117'
REAR YARD	10'	145'
SIDE YARD	10'	186'
MAX. BUILDING HEIGHT		
MAX HEIGHT	35'	?
MAX. LOT COVERAGE	80%	63%
MIN. PARKING SPACES	23 SPACES**	33 SPACES

**1 PARKING STALL FOR EACH 250 SF OF GROSS FLOOR AREA
3,685 SF / 250 SF = 23 PARKING STALLS



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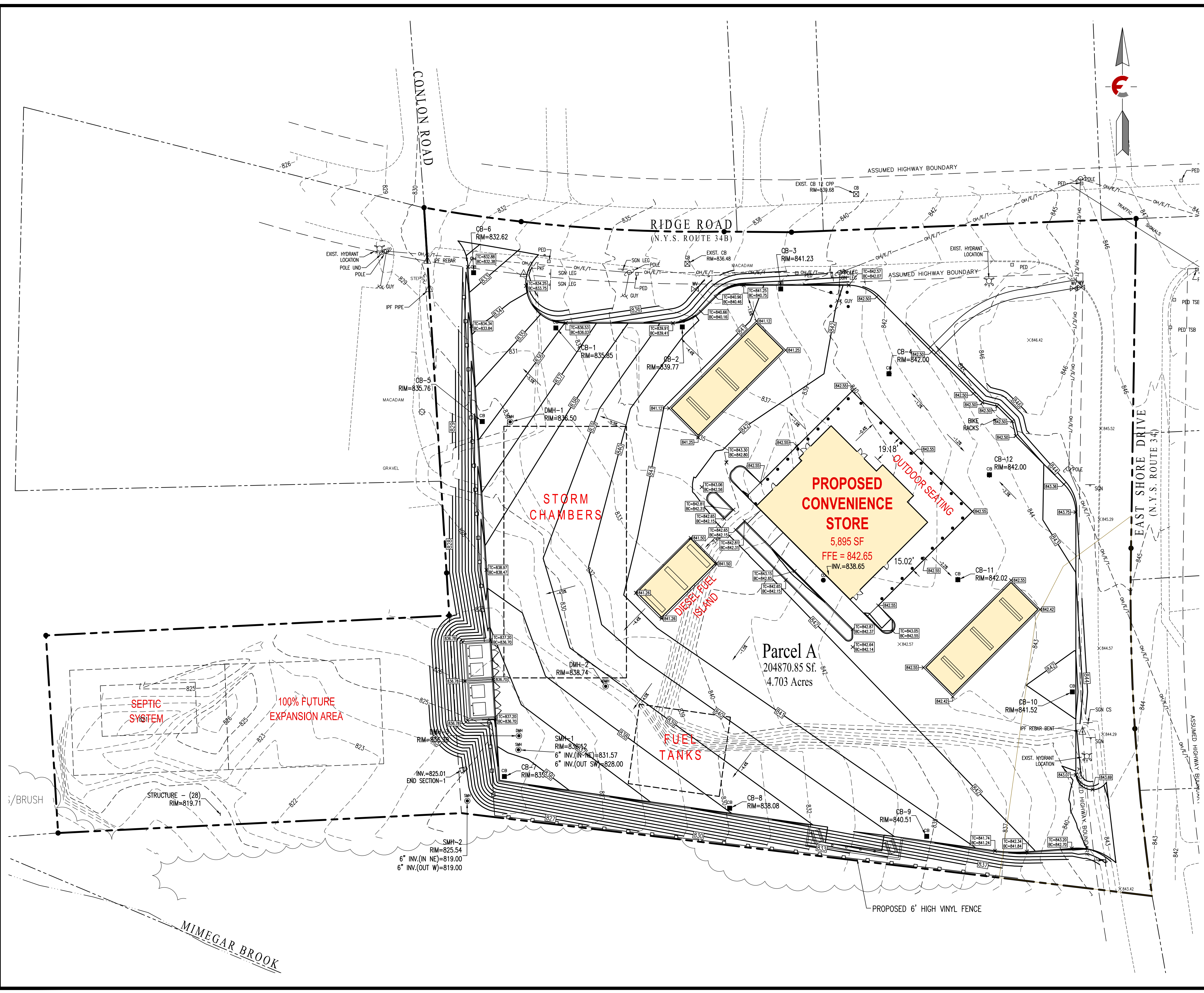
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SITE PLAN
C3



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
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- - - - -	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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SEAL

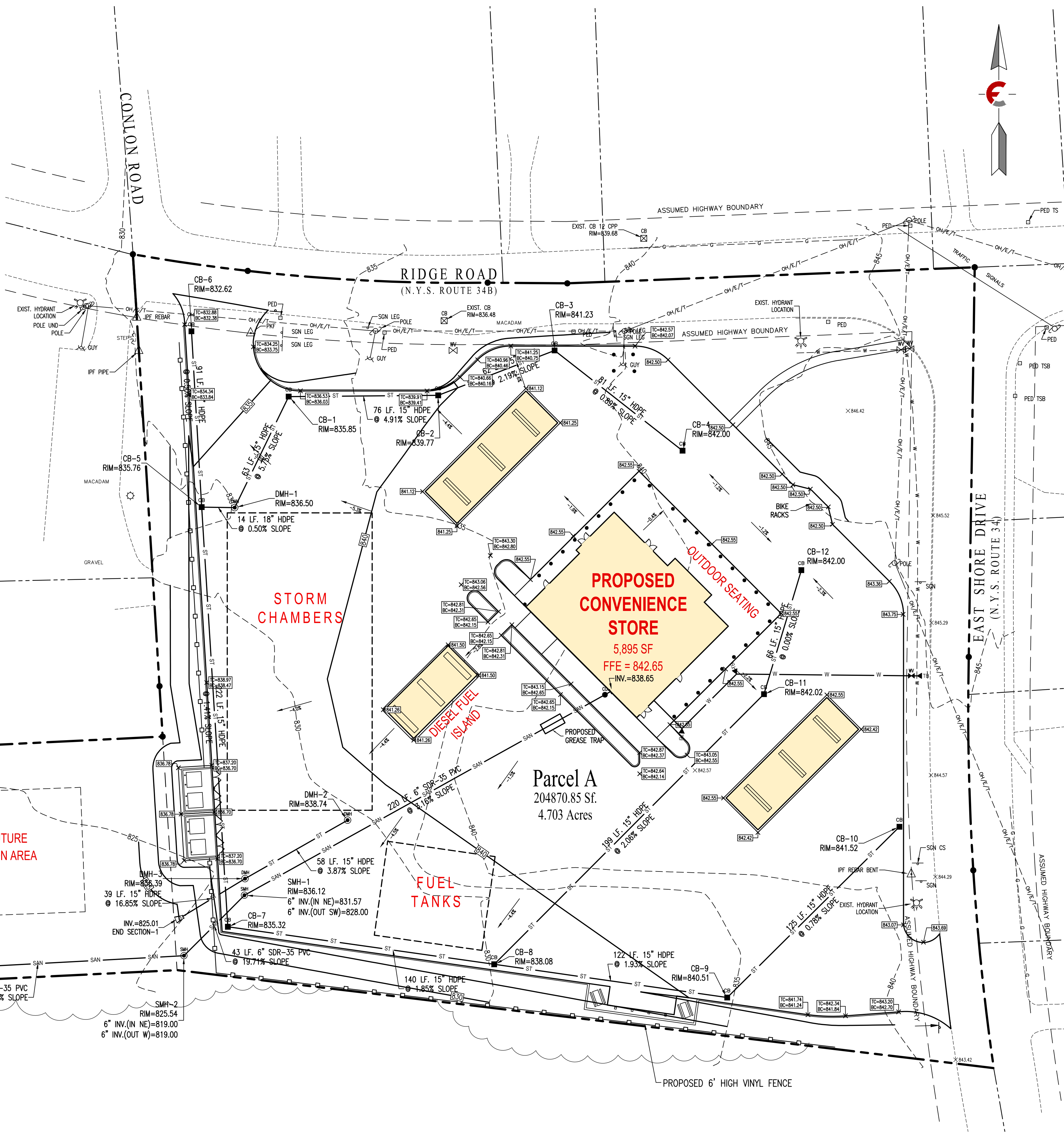
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Drawn By: RSN
Checked By: JBG
Project No.: 2020.062
Drawing Name: 20062.dwg

GRADING PLAN
C4

STRUCTURE TABLE			
STRUCTURE NAME:	RIM ELEV.	PIPES IN:	PIPES OUT:
CB-1	835.85	INV.(E)=831.60 15" HDPE	INV.(SW)=831.60 15" HDPE
CB-2	839.77	INV.(E)=835.52 15" HDPE	INV.(W)=835.52 15" HDPE
CB-3	841.23	INV.(SE)=836.98 15" HDPE	INV.(W)=836.98 15" HDPE
CB-4	842.00		INV.(NW)=837.75 15" HDPE
CB-5	835.76	INV.(N)=827.90 18" HDPE INV.(S)=827.90 15" HDPE	INV.(E)=827.90 18" HDPE
CB-6	832.62		INV.(S)=828.37 18" HDPE
CB-7	835.32	INV.(E)=831.07 15" HDPE	INV.(N)=831.07 15" HDPE
CB-8	838.08	INV.(NE)=833.83 15" HDPE INV.(E)=833.83 15" HDPE	INV.(W)=833.73 15" HDPE
CB-9	840.51	INV.(NE)=836.26 15" HDPE	INV.(W)=836.26 15" HDPE
CB-10	841.52		INV.(SW)=837.27 15" HDPE
CB-11	842.02	INV.(N)=838.13 15" HDPE	INV.(SW)=838.03 15" HDPE
CB-12	842.00		INV.(S)=838.13 15" HDPE
DMH-1	836.50	INV.(NE)=827.81 15" HDPE INV.(W)=827.81 18" HDPE	
DMH-2	838.74		INV.(SW)=834.46 15" HDPE
DMH-3	836.39	INV.(NE)=832.02 15" HDPE	INV.(SW)=831.92 15" HDPE
END SECTION-1	826.36	INV.(NE)=825.00 15" HDPE	



LEGEND

- PROPERTY LINE
- - - EXISTING EASEMENT
- - - EXISTING EDGE OF ROADWAY
- - - EXISTING CURB LINE
- - - SAN EXISTING SANITARY SEWER
- - - G EXISTING GAS MAIN
- - - U6/E/7/C EXISTING UTILITY LINE
- - - W EXISTING FENCE LINE
- - - 932 EXISTING WATER LINE
- - - 932 EXISTING CONTOUR LINE
- - - LOD PROPOSED LIMIT OF DISTURBANCE
- - - 92 PROPOSED CONTOUR LINE
- - - ST PROPOSED EASEMENT
- - - ST PROPOSED STORM SEWER
- - - PROPOSED EDGE OF ROADWAY
- - - PROPOSED CURB LINE
- - - SAN PROPOSED SANITARY SEWER
- - - G PROPOSED GAS LINE
- - - U6/E/7/C PROPOSED UTILITY LINE
- - - W PROPOSED WATER LINE
- - - SF PROPOSED SILT FENCE
- - - CS 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
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UTILITY PLAN

C5

03/21/22 Preliminary Site Plan Submission
07/29/21 Added Southern Fenceline

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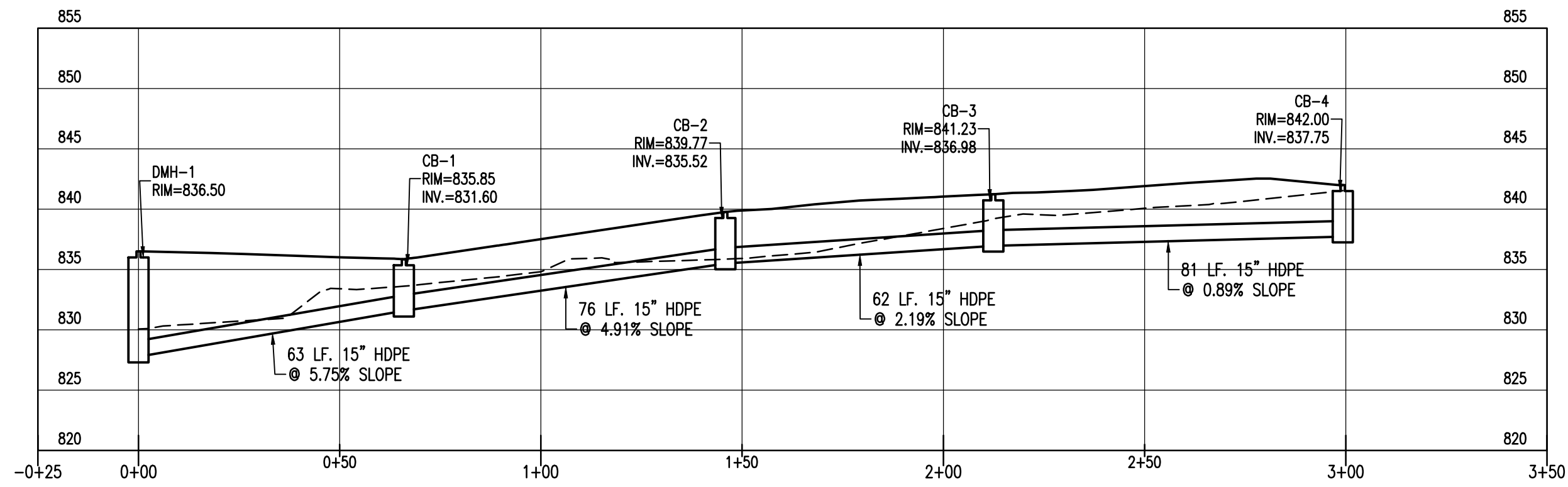
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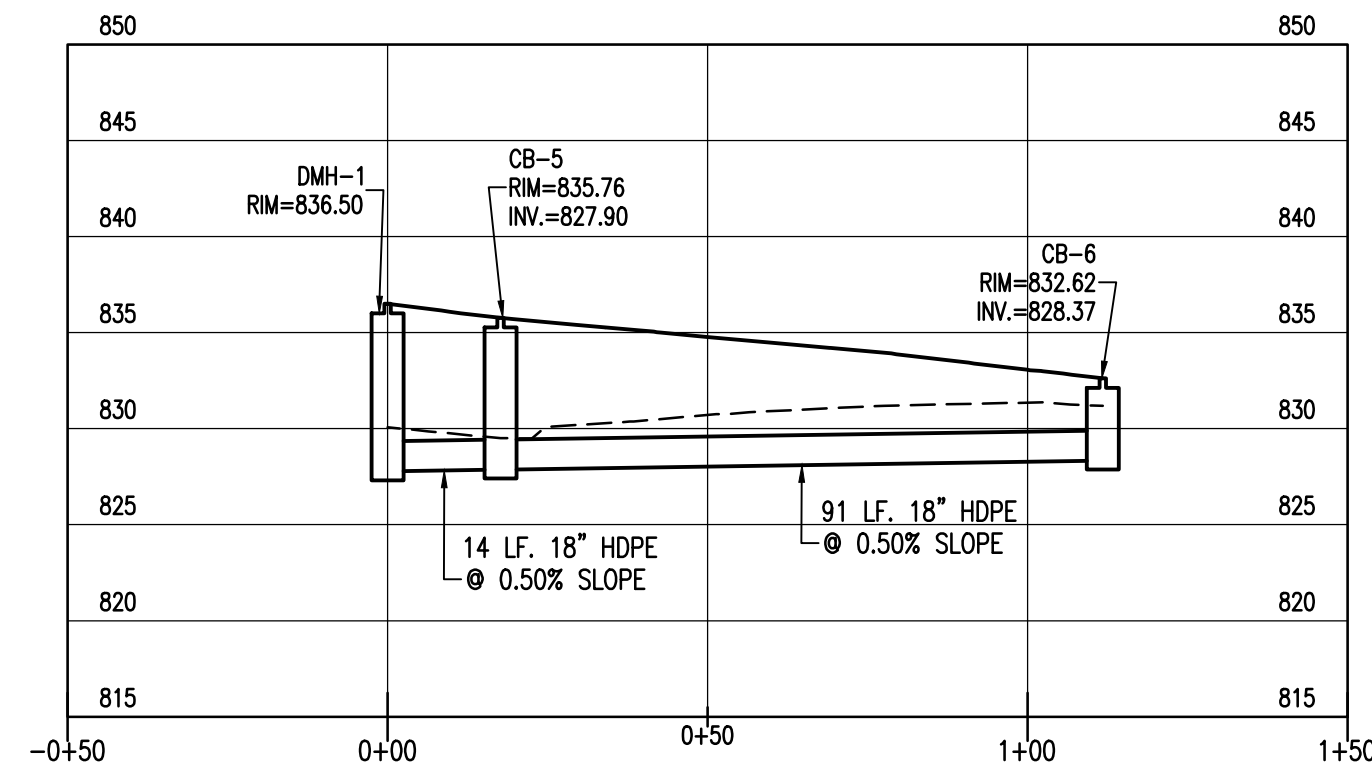
UTILITY PLAN

C5



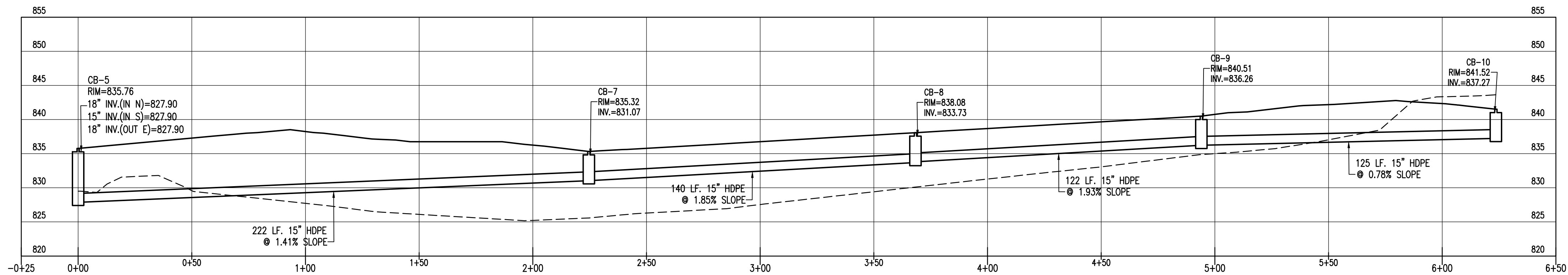
**DMH-1 TO CB-4
STORM SEWER PROFILE**

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



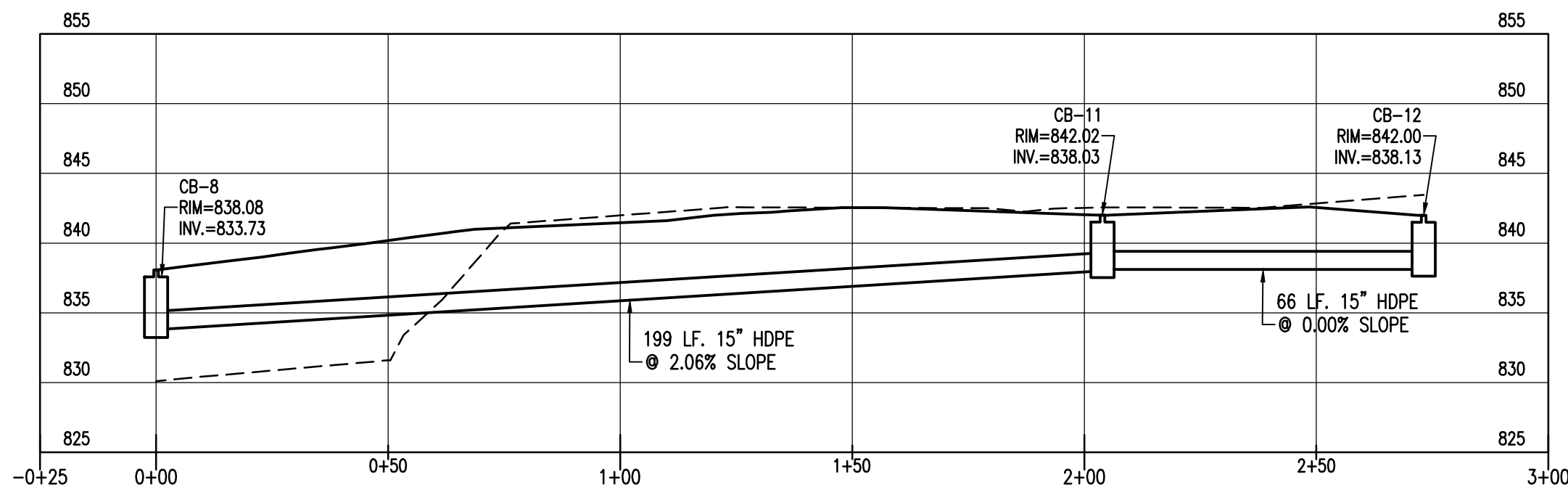
**DMH-1 TO CB-6
STORM SEWER PROFILE**

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



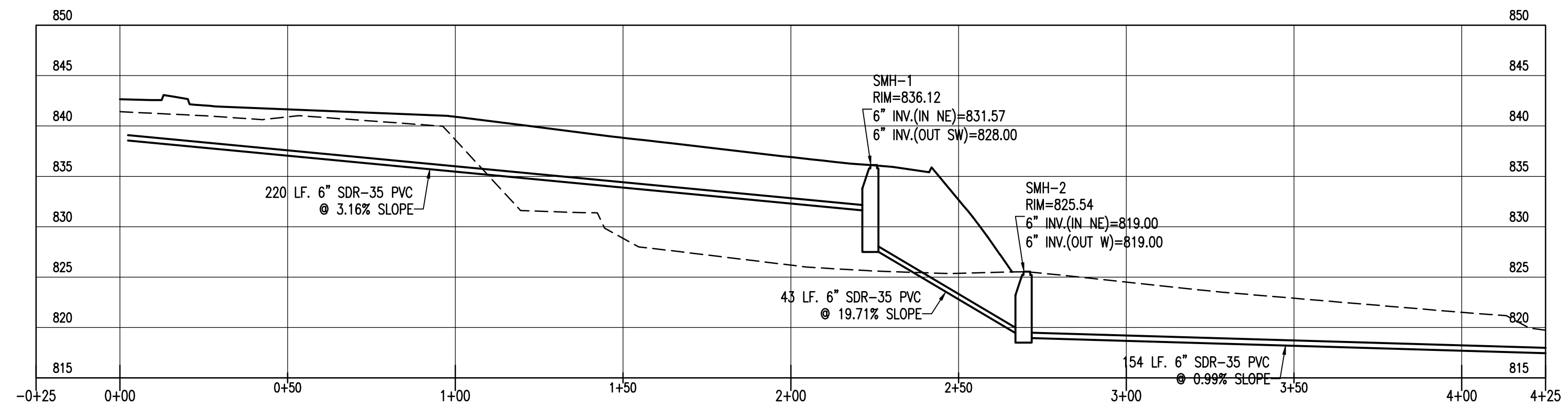
**DMH-2 TO CB-11
STORM SEWER PROFILE**

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



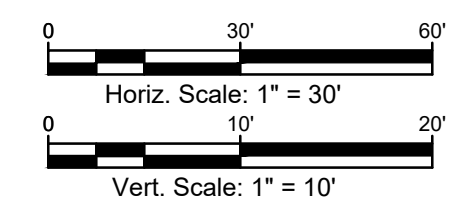
**CB-8 TO CB-13
STORM SEWER PROFILE**

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



SANITARY SEWER PROFILE

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



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SITE PROFILES
C6

LANDSCAPING CHART

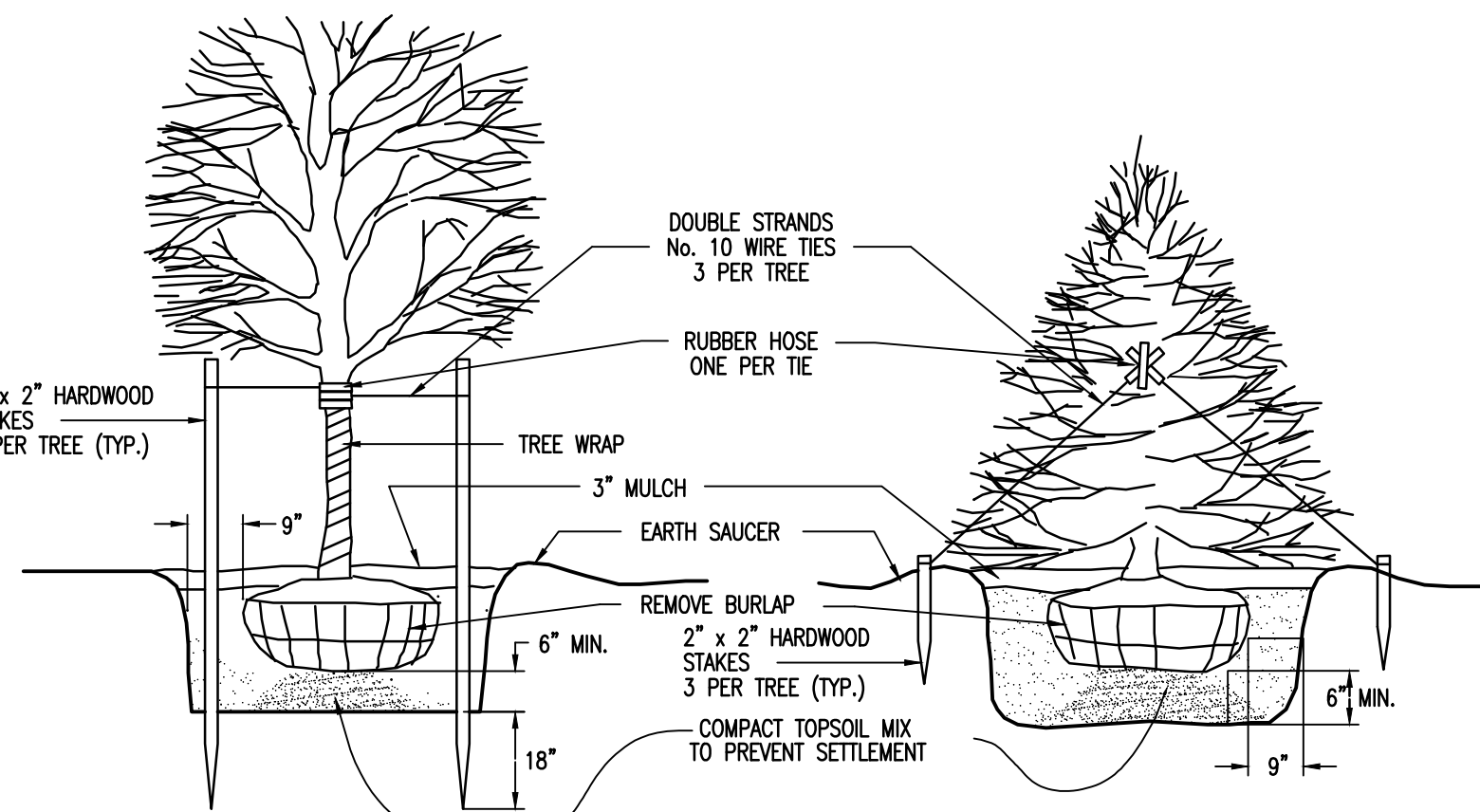
KEY	MIN. QTY.	BOTANICAL NAME	COMMON NAME	MATURE HEIGHT	MIN. CALIPER	CONTAINER SIZE	MATURE WIDTH
NS	16	PICEA ABIES	NORWAY SPRUCE	60'	3" MIN.	B+B	25'
KC	5	PRUNUS SERRULATA 'KANZA'	KWANZAN CHERRY	30-40'	3" MIN.	B+B	30-40'
YC	4	PRUNUS X YEDOENSIS	YOSHINO CHERRY	40-50'	3" MIN.	B+B	25-40'
BW	12	BUSCUS 'WINTERGREEN'	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	2'
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.

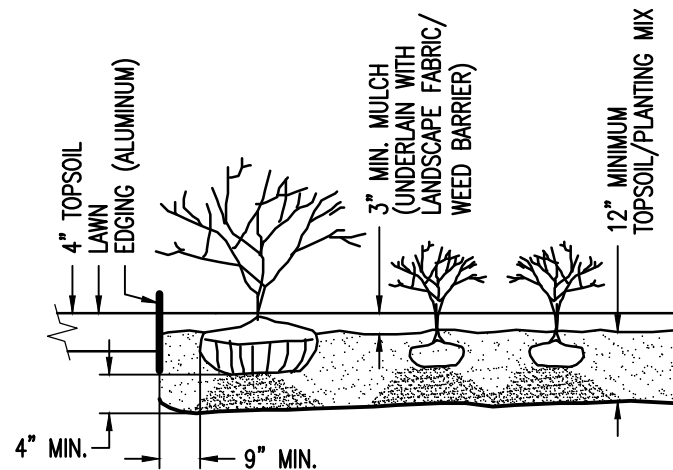
NOTE:

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



DECIDUOUS TREES

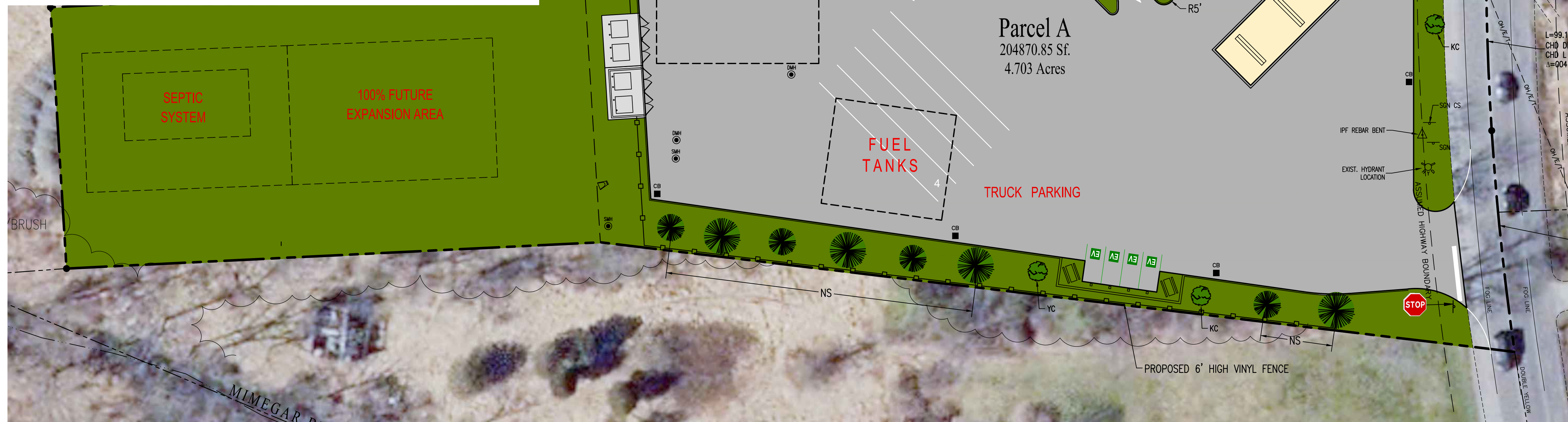
EVERGREEN TREES



SHRUB AND PLANTING BEDS

TREE AND SHRUB PLANTING DETAIL

N.T.S.



LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EDGE OF ROADWAY
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- EXISTING SANITARY SEWER
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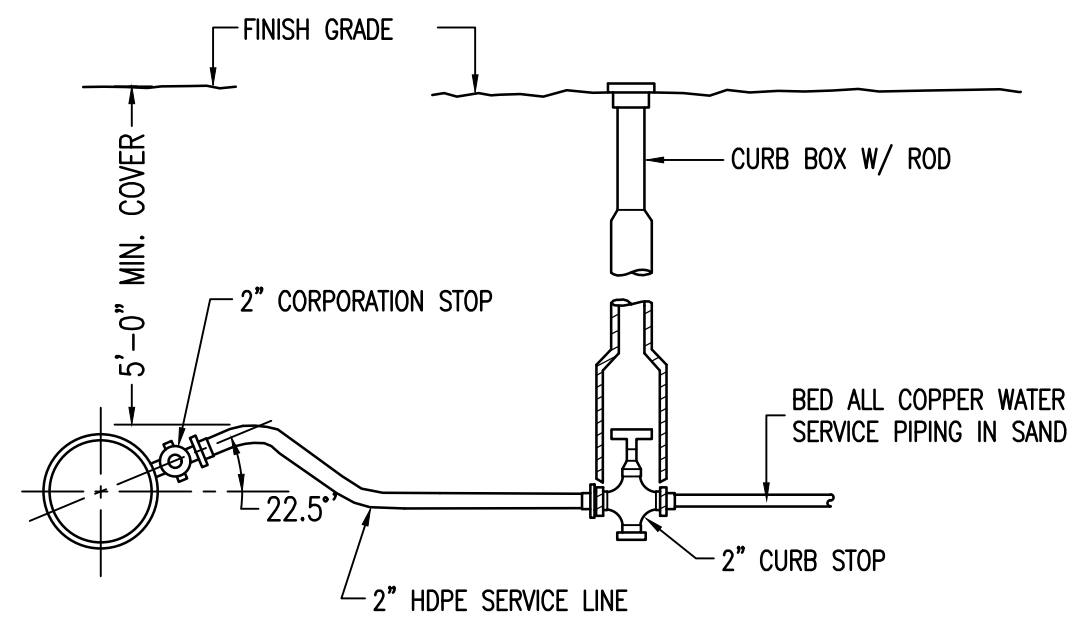
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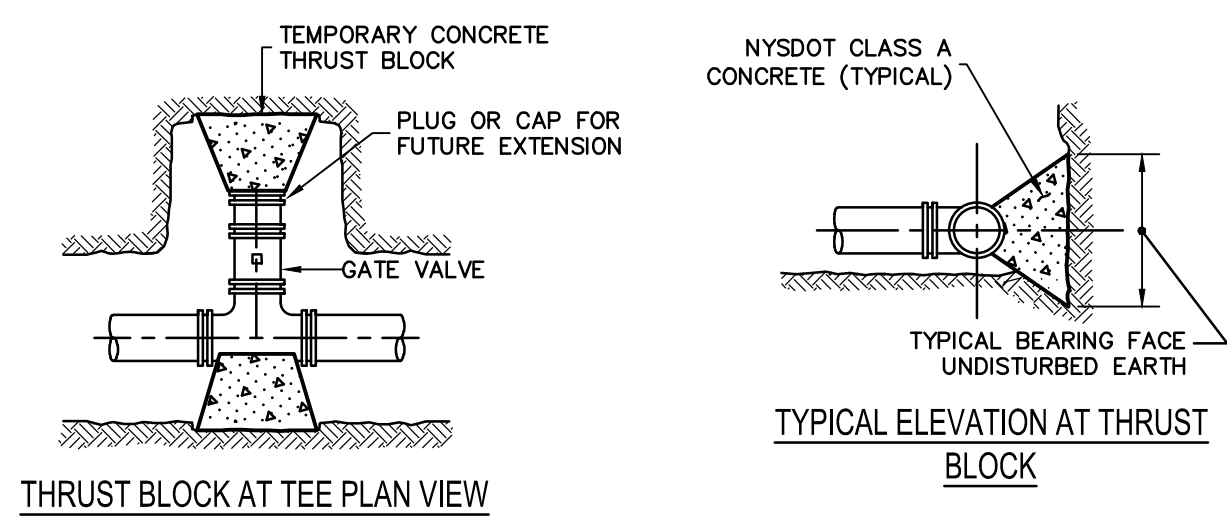
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LANDSCAPING PLAN
C7

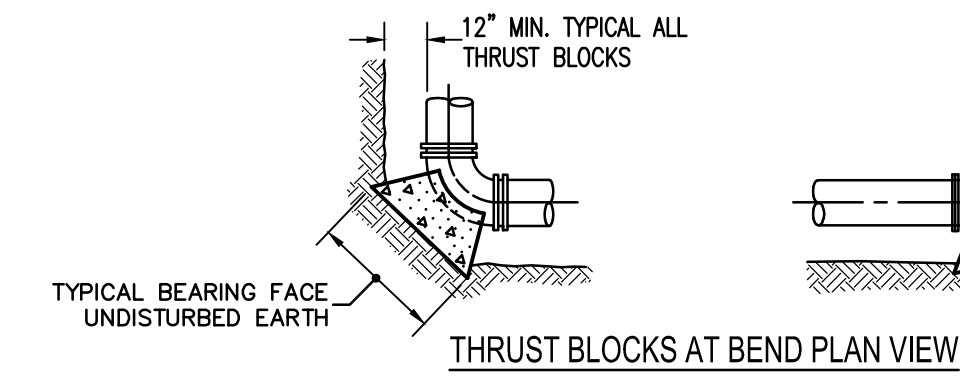


NOTE:
Contractor shall provide corporation stop, curb stop and box with style/manufacturer as directed by the Water Department.

WATER SERVICE DETAIL
N.T.S.



THRUST BLOCK AT TEE PLAN VIEW



THRUST BLOCKS AT BEND PLAN VIEW

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

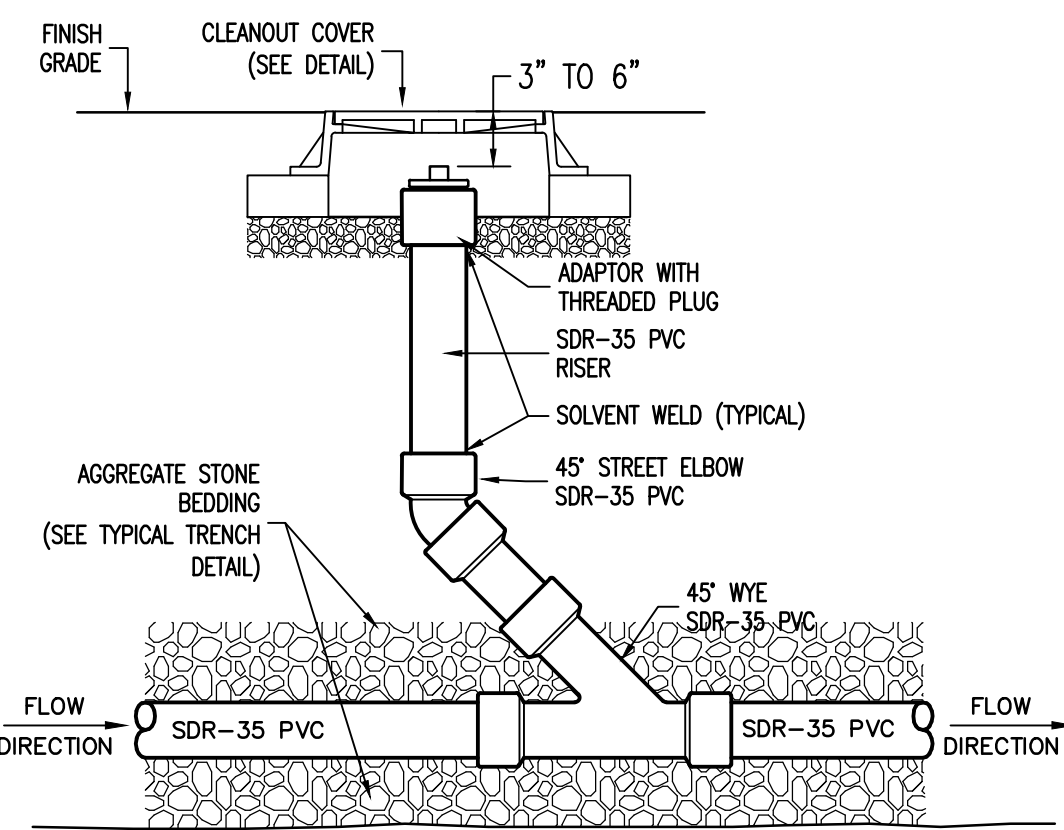
AREAS BASED ON AN INTERNAL PRESSURE OF 150 P.S.I.G. AND A SOIL BEARING PRESSURE OF 3000 P.S.F.

NOTES:

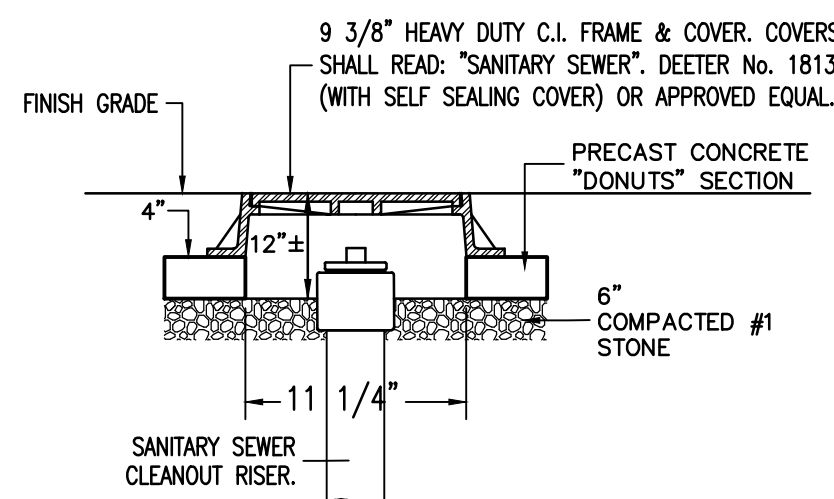
1. Thrust blocks shall be placed at all bends, tees, and dead ends.
2. The thrust restraint bearing areas listed above are based on the internal pressures and soil bearing capacities as noted. If adverse soil conditions warrant these areas will require adjustment as directed by the engineer.
3. Form thrust blocks such that all mechanical joint fitting's nuts & bolts are not covered over with concrete.
4. Thrust restraint gaskets (in push-on tyton joints): "field lok gaskets" shall be utilized in deflected pipe joints.
5. Mechanical joint fitting thrust restraint: - ebaa iron 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.
6. 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.

TYPICAL THRUST BLOCK DETAILS

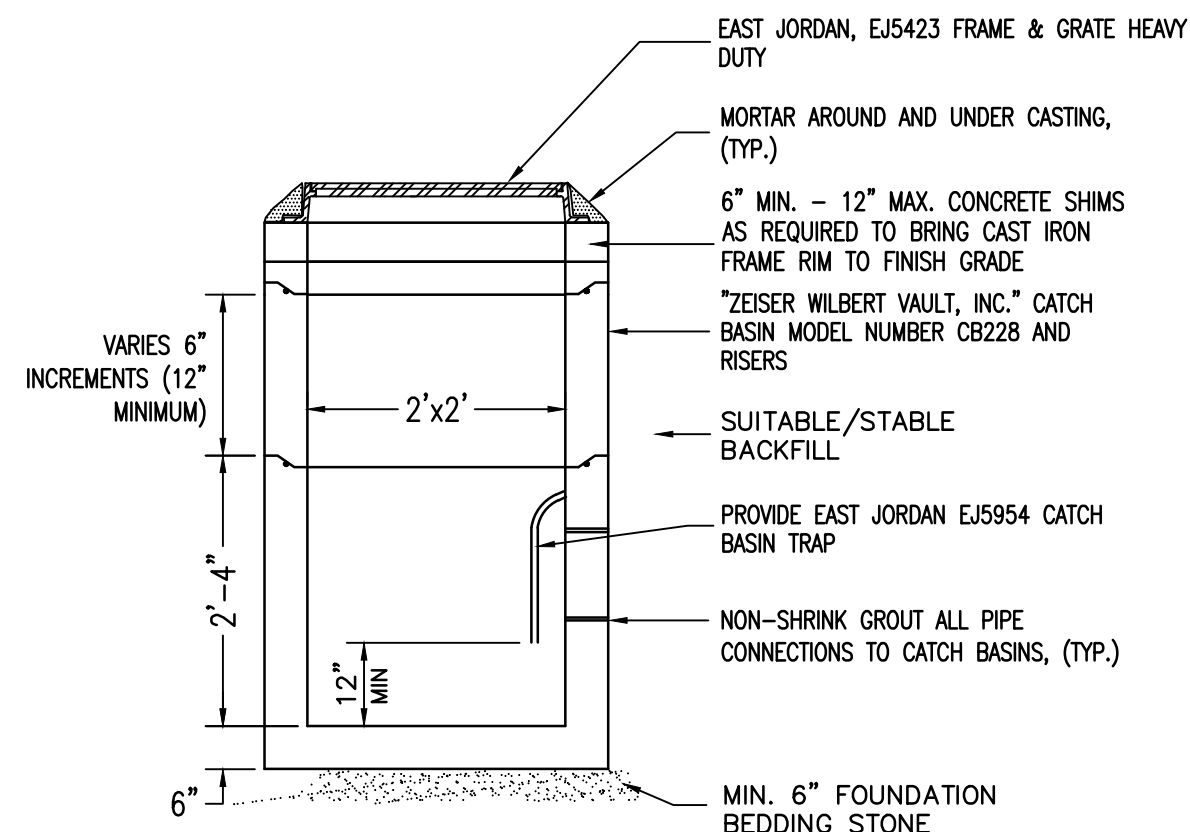
N.T.S.



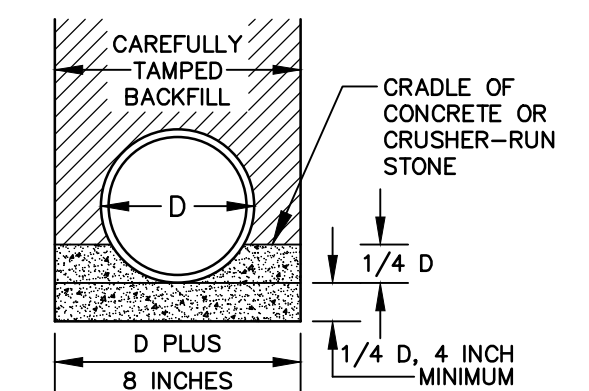
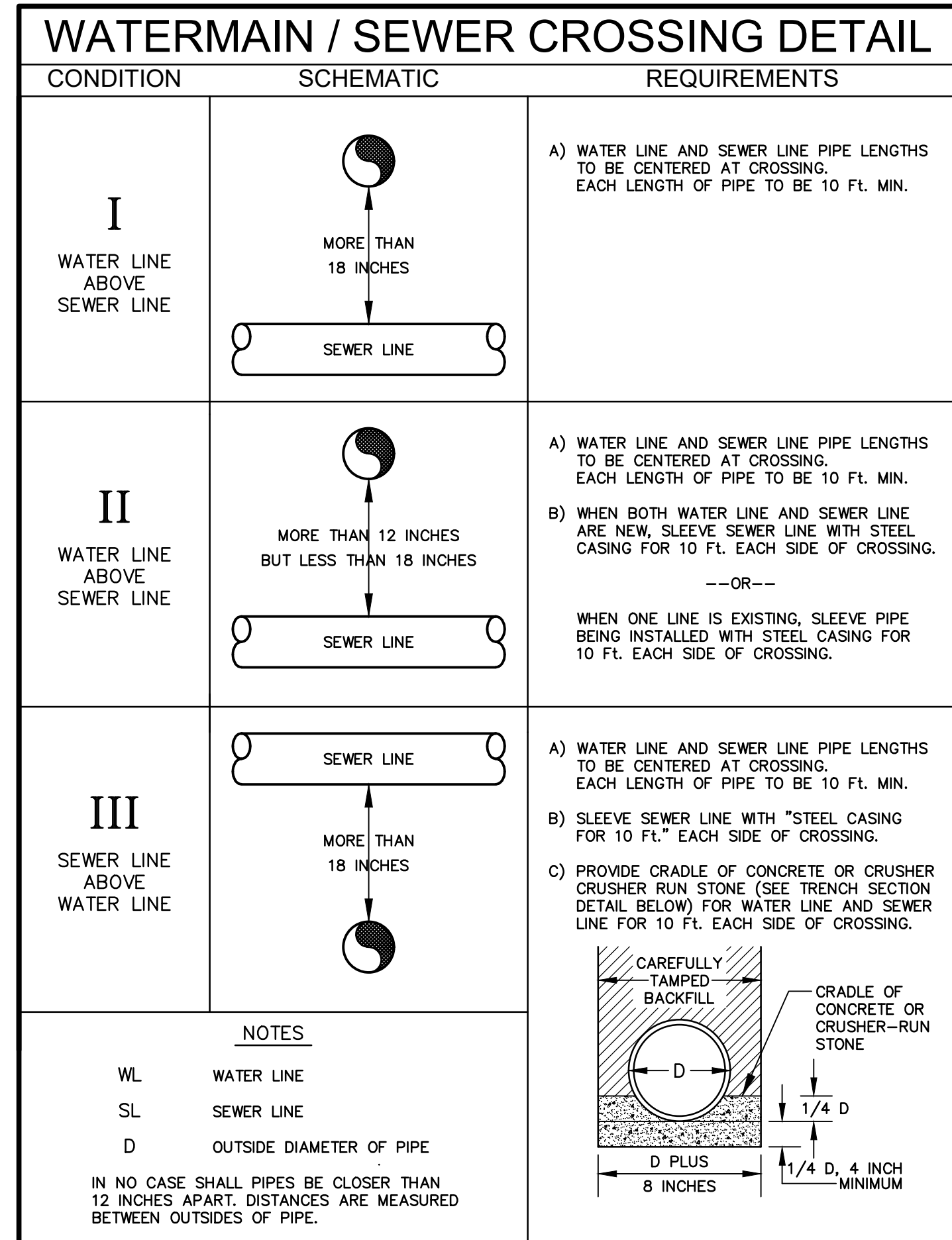
IN-LINE CLEANOUT DETAIL
N.T.S.



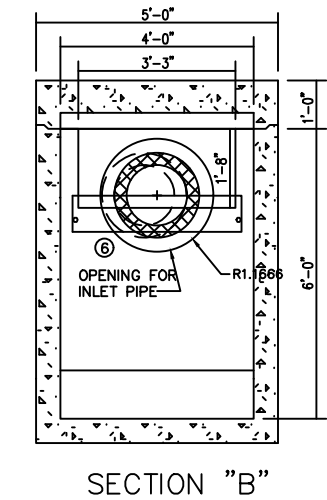
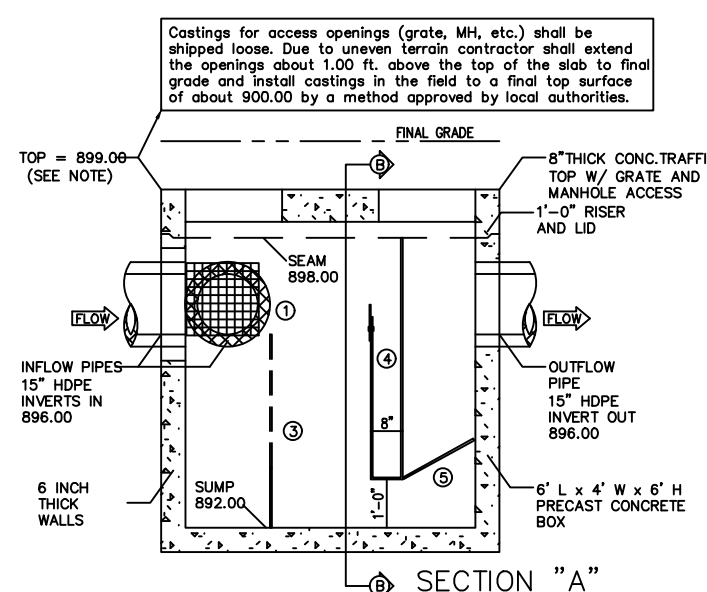
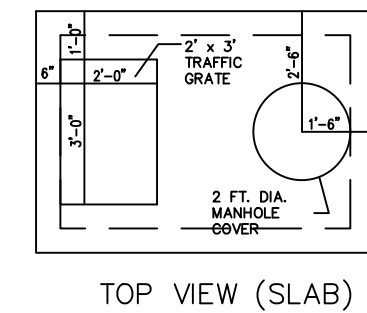
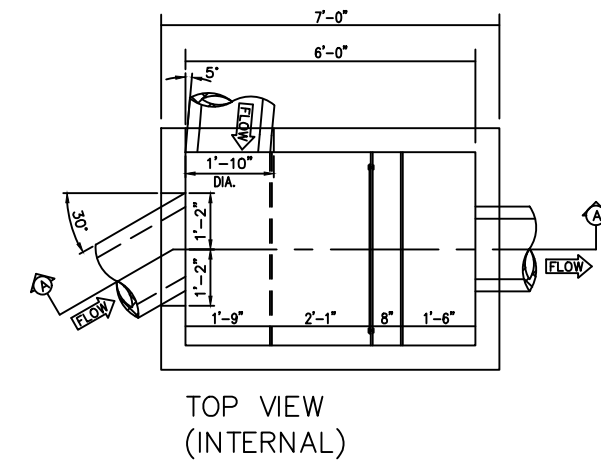
CLEANOUT COVER DETAIL
N.T.S.



2'x2' CATCH BASIN DETAIL
N.T.S.



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



1. ALL PIPES SHALL BE CONSTRUCTED TO BE FLUSH WITH THE INSIDE WALLS.
2. CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL PIPES AND STRUCTURES BETWEEN AND AROUND THE WATER QUALITY VAULT.
3. CONCRETE VAULT PRECASTERS SHALL BE RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE CONCRETE WALLS, WALL AND SLAB THICKNESSES SHALL BE ALTERED AS APPROVED.

TOP VIEW (INTERNAL)
TOP VIEW (SLAB)

SECTION "A"
SECTION "B"

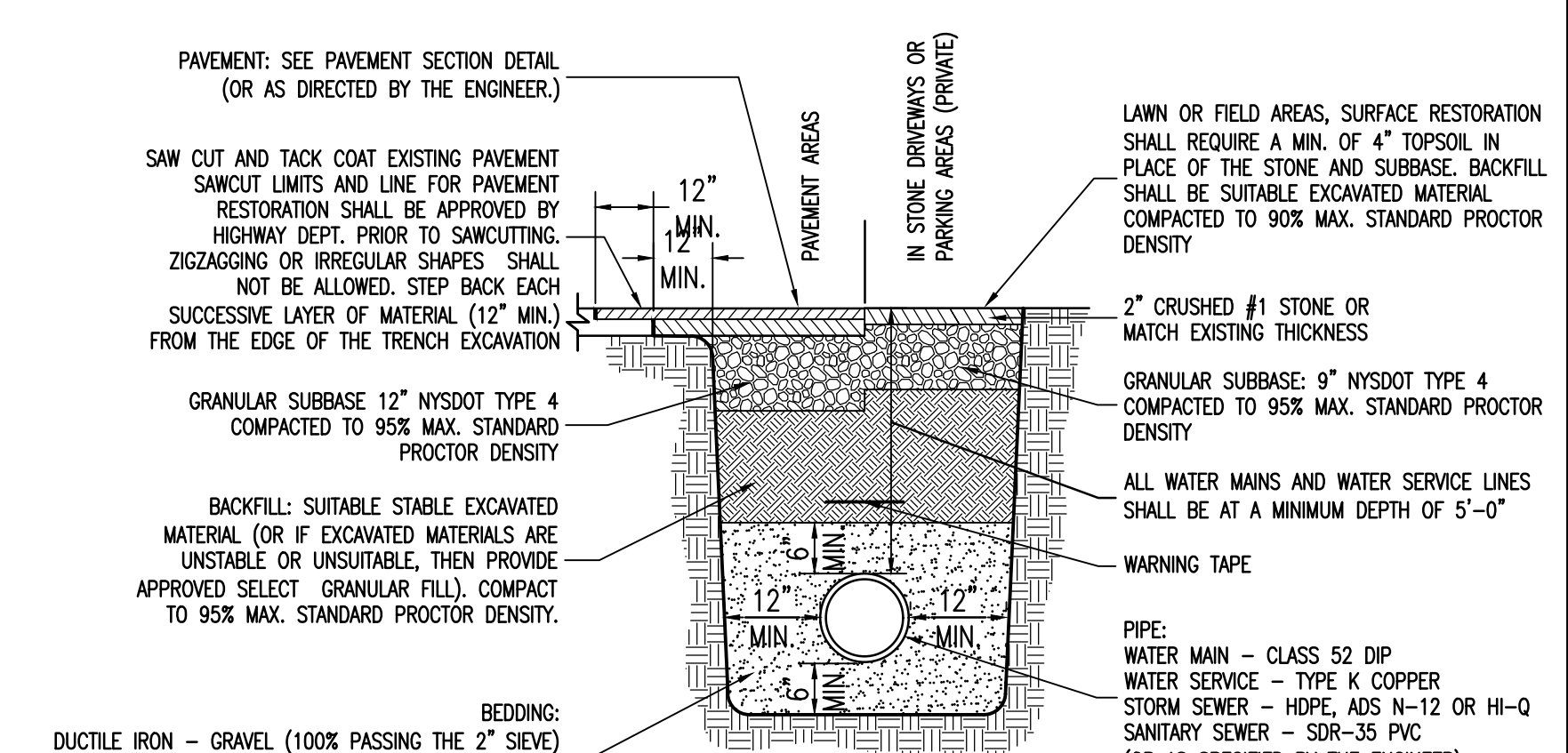
CRYSTALSTREAM "CRYSTALCLEAN" WATER QUALITY VAULT MODEL "646"

CRYSTALSTREAM Technologies
CrystalStream Technologies
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LEGEND

1. EXPANDED ALUMINUM BASKET W/ 1/4" MESH LINING, 1'-0" H x 1'-0" L x 4'-0" W, UP IN 4'-0" FROM SUMP
2. 2ND INTERNAL BAFFLE W/ 1" HOLES DRILLED AT 1 1/4" O.C., 4'-0" H.
3. SPILL PROTECTION RESERVOIR 2'-0" H, WITH A 1'-0" FRONT CUT.
4. 1/4" COCONUT FIBER FILTER IN ALUMINUM FRAME 1'-0" LONG WITH ULTRA X-TEX FABRIC.
5. 1/4" ALUMINUM PLATE, 0" H, 3'-0" WIDE.

CRYSTALSTREAM "CRYSTALCLEAN" WATER QUALITY VAULT MODEL "646"



NOTES:

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

TYPICAL PIPE TRENCH DETAIL
N.T.S.

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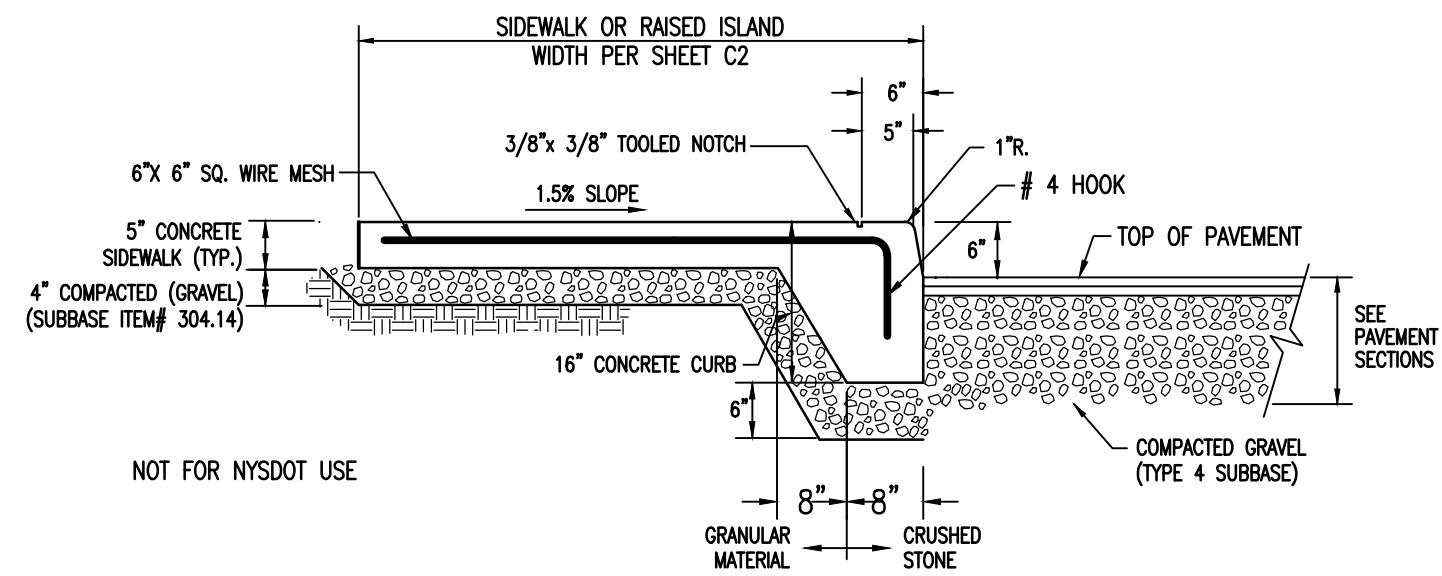
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CIVIL DETAILS
C8

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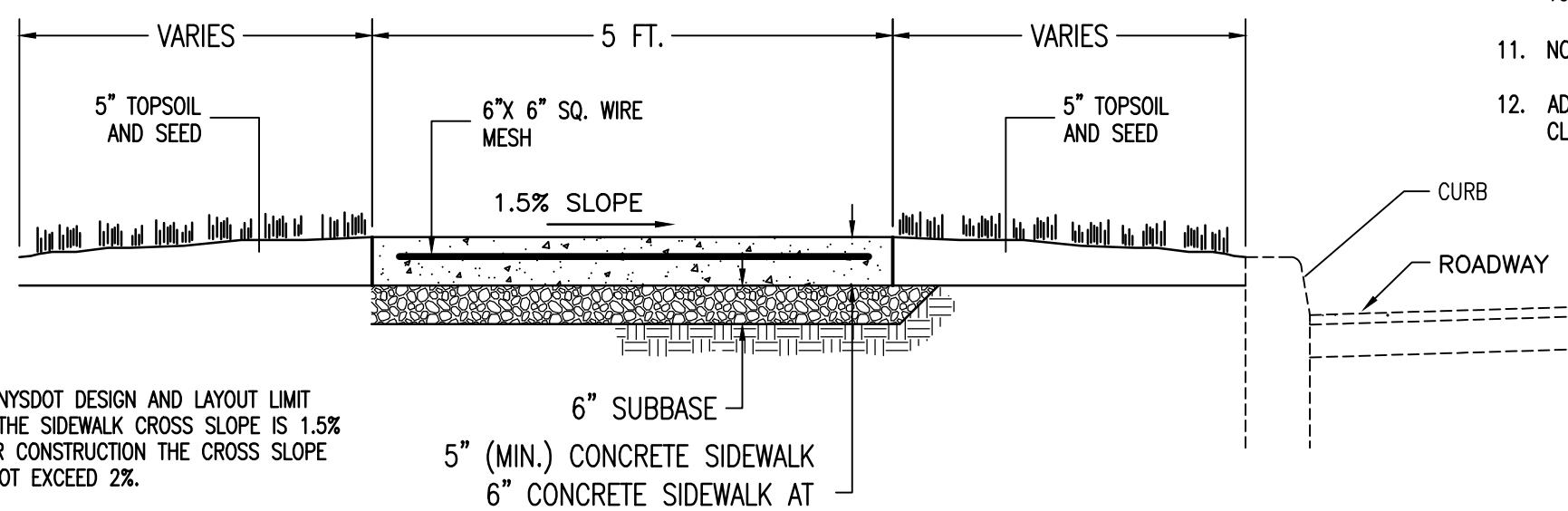


INTEGRAL CONCRETE SIDEWALK / CURB

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 IMPREGATED 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.

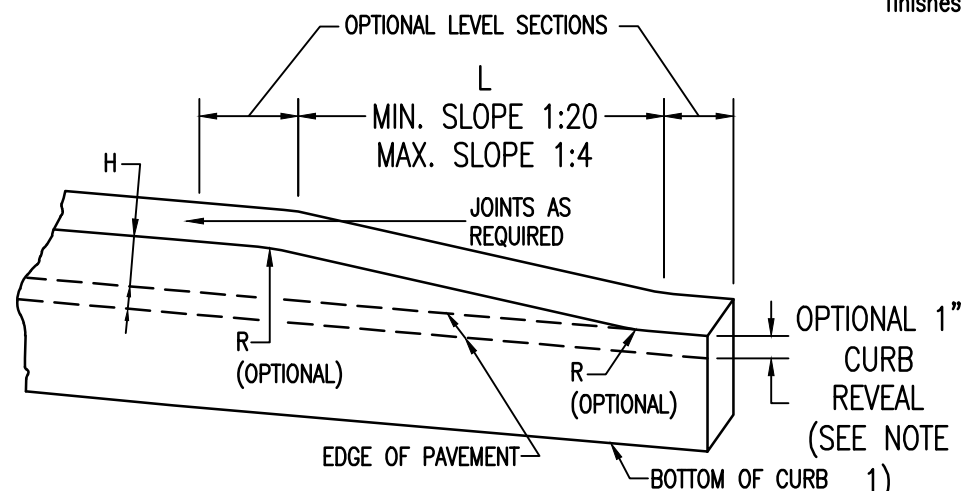


CONCRETE SIDEWALK SECTION

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 walks.
- 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	4"	16"	48"
1:4	16"	48"	80"
1:12	24"	72"	120"

CAST-IN-PLACE CONCRETE CURB TRANSITIONS

N.T.S.

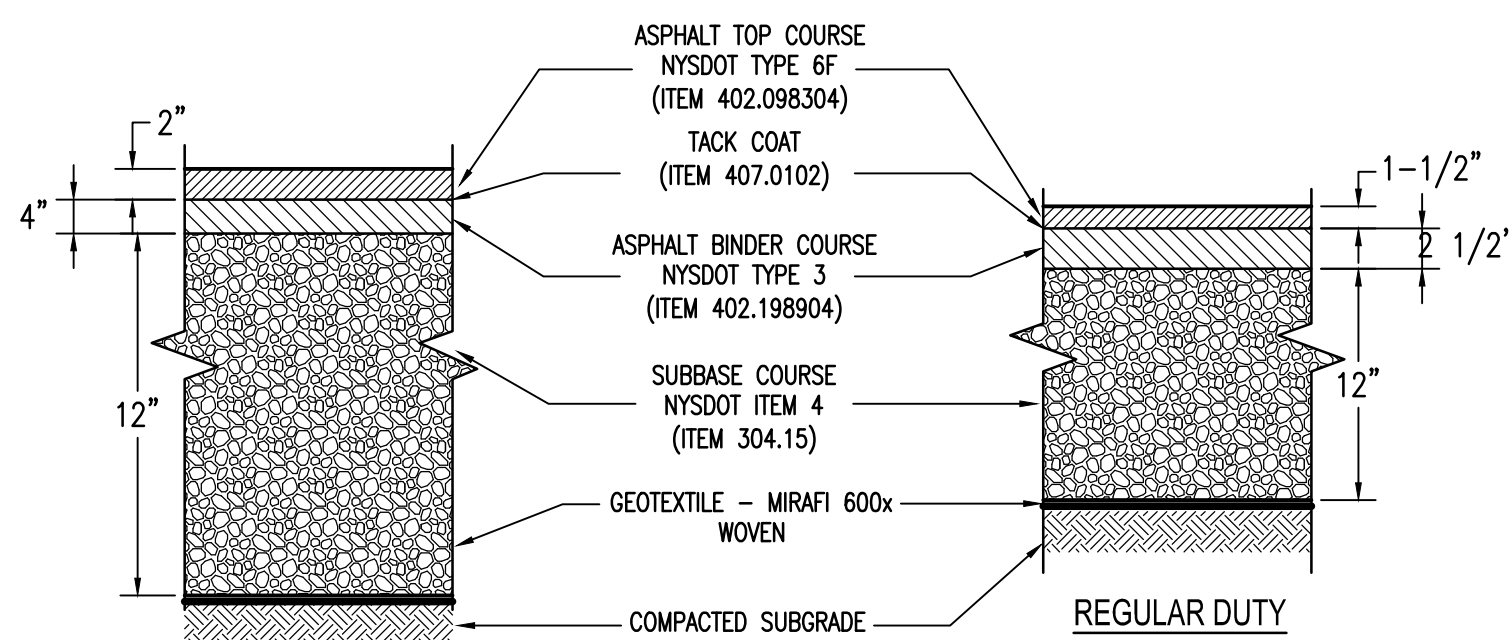
- NOTES:
- USE 1" REVEAL AND CONTINUE CURB ACROSS DRIVEWAY ENTRANCES ONLY IF SHOWN IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER AS A FIELD CONDITION.
 - TERMINATE CURB, CURB AND GUTTER, AND ASPHALT CURB BY TRANSITIONING ON A MAXIMUM SLOPE OF 1:12 TO PAVEMENT SURFACE, EXCEPT WHEN BEHIND GUIDE 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.

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 ELEMENTS 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 PROMULGATED 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.



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, GOVERNMENTAL OR EDUCATIONAL INSTITUTION, PRIVATE UTILITY, HOSPITAL, CHURCH, APARTMENT BUILDING, OR OTHER COMPARABLE TRAFFIC GENERATOR.
MAJOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUME ON A TYPICAL DAY IS GREATER THAN THE VALUES ESTABLISHED IN THE HIGHWAY DESIGN MANUAL HOW CHAPTER 5 APPENDIX 5A.
MINOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUME ON A TYPICAL DAY IS LESS THAN THE VALUES ESTABLISHED IN THE HIGHWAY DESIGN MANUAL HOW CHAPTER 5 APPENDIX 5A.
FIELD ENTRANCE - A DRIVEWAY SERVING A FARMHOUSE, CULTIVATED OR UNCULTIVATED FIELD, TIMBERLAND, OR UNDEVELOPED LAND NOT USED FOR INDUSTRIAL, COMMERCIAL, OR RESIDENTIAL PURPOSES.
URBAN / SUBURBAN - THE AREA CHARACTER BASED ON NYSOT 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, BIKE LANE, CURB OFFSET, OR OTHER PAVED AREA OUTSIDE OF THE TRAVEL LANE.
MINIMUM PAVING LIMIT (MPL) - THE MINIMUM DISTANCE IN FEET MEASURED FROM THE CENTERLINE OF A DRIVEWAY FROM THE OUTSIDE EDGE OF THE OUTERMOST TRAVEL LANE THAT A DRIVEWAY MUST BE PAVED INCLUDING 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 BEYOND THE DRIVEWAY PAVEMENT LENGTH (PL) TO THE END OF PROPOSED DRIVEWAY PAVEMENT. TRANSITION LENGTH (TL) IS TYPICALLY USED FOR GRADING, LAYOUT, OR TRANSITION REASONS. THE TRANSITION LENGTH (TL) ONLY APPLIES TO DRIVEWAYS THAT ARE DRIVEWAYS.
BUFFER ZONE - A PHYSICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE AND THE VEHICLE TRAVEL WAY. THE BUFFER ZONE BUFFERS PEDESTRIANS FROM TRAFFIC AND PROVIDES SPACE FOR BICYCLE FACILITIES, PLANTS, AND OTHER STREET APPOINTMENTS. THE BUFFER ZONE MAY BE PAVED OR UNPAVED.
SHARED-USE PATH (SUP) - A BICYCLE AND PEDESTRIAN FACILITY, TYPICALLY WITHIN THE RIGHT-OF-WAY, SEPARATED FROM MOTORIST VEHICULAR TRAFFIC BY A BUFFER ZONE OR BARRIER. REFER TO HIGHWAY DESIGN MANUAL CHAPTER 11 AND AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES FOR GUIDANCE ON BUFFER ZONE WIDTH AND SEPARATION OF SHARED USE PATHS FROM ROADWAYS.
SMOOTH-TOE-TOE - A SMOOTH, STABLE AND SLIP RESISTANT EXTERIOR PATHWAY INTENDED FOR PEDESTRIAN USE ALONG A DRIVEWAY THAT IS SEPARATED WITH A CURB OFFSET.
HMA - HOT MIX ASPHALT
PPC - PORTLAND CEMENT CONCRETE

NOTES / LIMITS:
 1. WHERE THERE ARE CONSTRAINTS THAT PREVENT THE CONSTRUCTION OF THE DRIVEWAY OPENING USING EITHER OF THE LAYOUT METHODS, THE ENGINEER MAY SPECIFY A SMALL CORNER CURB RADIUS OF 2" OR A 1/2" BALL NOSE CURB ALONG LOW SPEED HIGHWAYS, PROVIDED THE DRIVEWAY OPENING MEETS THE REQUIREMENTS OF THE "DRIVEWAY OPENING" TABLES ON SHEET 4.
 2. FOR RESIDENTIAL DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 10' FROM THE OUTSIDE EDGE OF TRAVEL LANE OR 2' BEYOND ANY SIDEWALK, IF PRESENT. MINIMUM SHALL BE GREATER FOR MINOR COMMERCIAL DRIVEWAYS. THE MINIMUM PAVING LIMIT SHALL BE 30' FROM THE OUTSIDE EDGE OF TRAVEL LANE, OR BEYOND ANY SIDEWALK, IF PRESENT, OR EXTEND TO THE RIGHT-OF-WAY LINE, WHICHEVER IS GREATER. THE PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO EXISTING PAVED DRIVEWAYS. THE PAVING LIMIT WILL BE NOTED IN THE DRIVEWAY TABLE OF THE CONTRACT PLANS.
 3. FOR GRADING AND CONSTRUCTION REQUIREMENTS OF TRANSITIONING FROM EXISTING HMA TO EXISTING HMA DRIVEWAYS, REFER TO DETAIL 9 -- "FIT-IN TO EXISTING DRIVEWAYS" ON SHEET 9, AND TABLE 3 -- "DRIVEWAY MATERIALS AND THICKNESS" ON SHEET 2.
 4. FOR PPC DRIVEWAYS, REFER TO THE 500 SERIES STANDARD SHEETS FOR METAL REINFORCEMENT, JOINT TIES, SANDING AND SEALING, ETC.
 5. A 5' MINIMUM BUFFER ZONE SHALL BE USED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

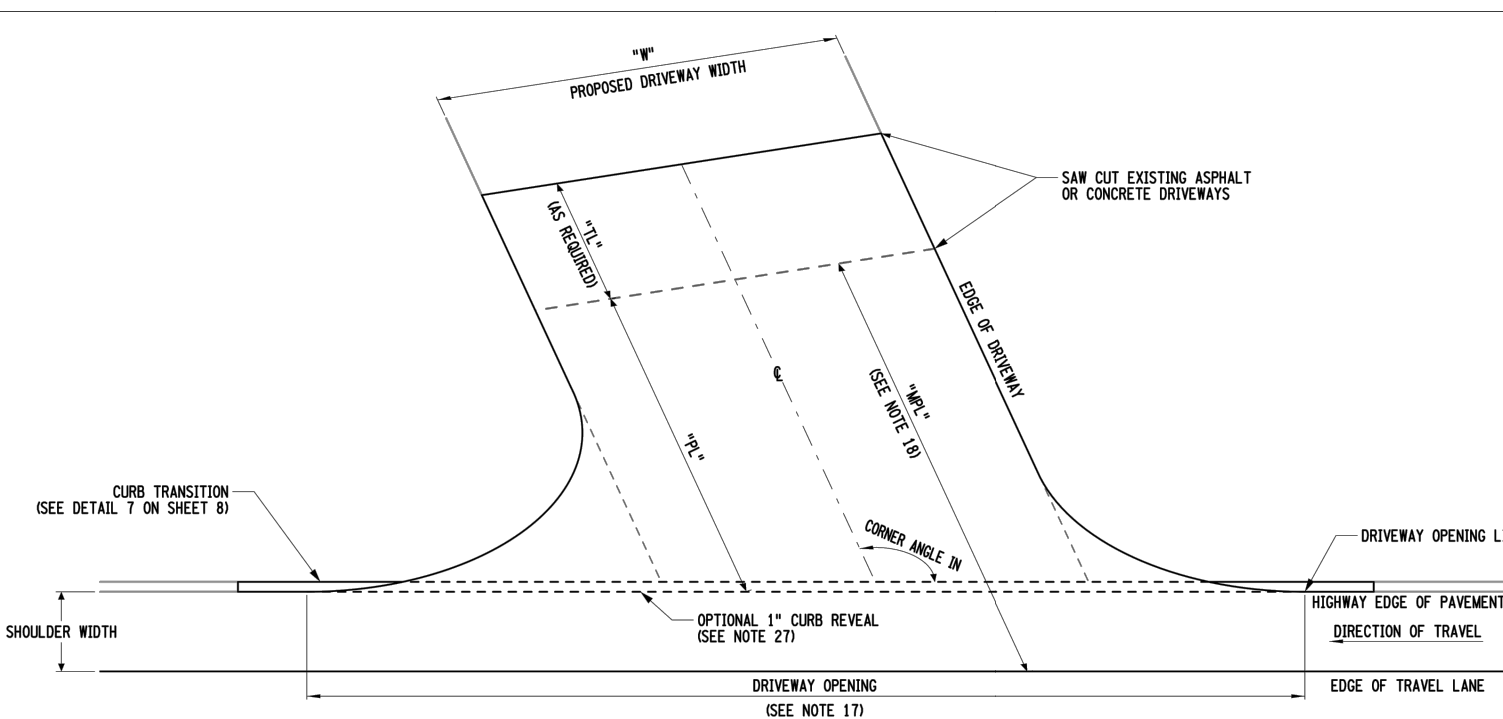
DESIGN ELEMENT TOLERANCES		
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5% MAX.	2.0% MAX.
SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11	4.5% MAX.	5.0% MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21	7.5% MAX.	8.5% MAX.
BLENDED TRANSITION GRADE (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

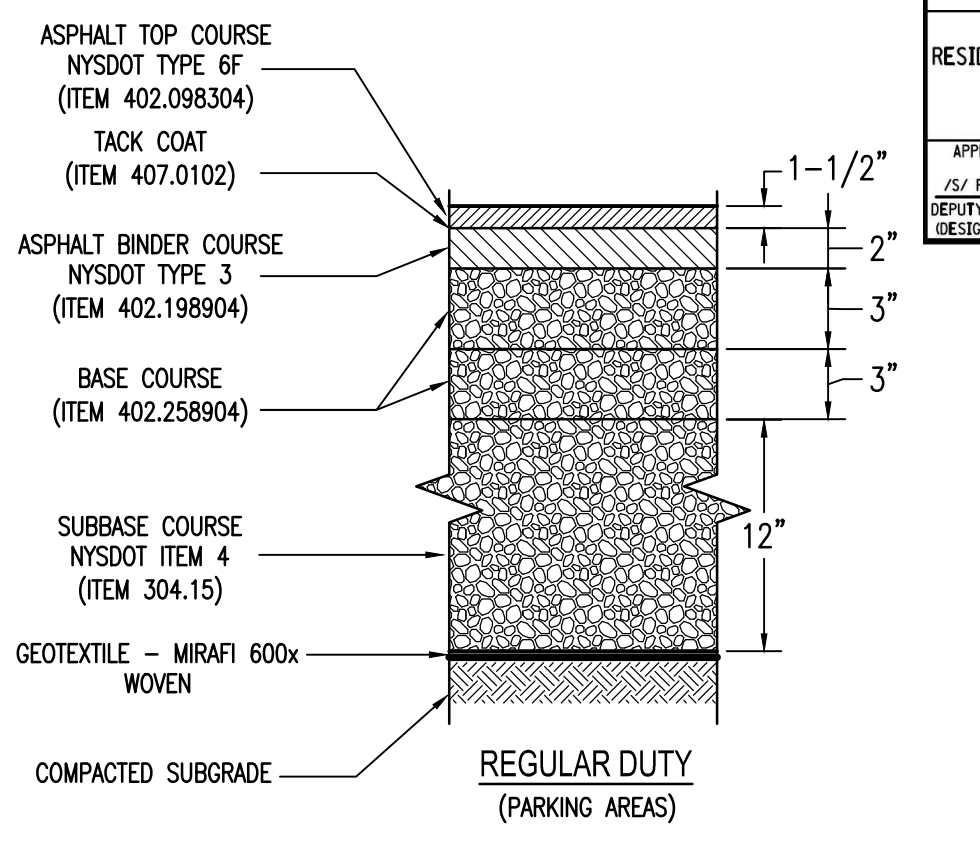
- THE DRIVEWAY STANDARD SHEETS APPLY TO FIELD ENTRANCES, RESIDENTIAL DRIVEWAYS AND MINOR COMMERCIAL DRIVEWAYS. FIELD ENTRANCES AND RESIDENTIAL DRIVEWAYS ACCOMMODATE AN AASHTO SINGLE LANE TRUCK DESIGN VEHICLE. MINOR COMMERCIAL DRIVEWAYS ACCOMMODATE AN AASHTO SINGLE LANE TRUCK DESIGN VEHICLE.
- DRIVEWAY WORK PERFORMED OFF THE RIGHT-OF-WAY REQUIRES EASEMENT ON A DRIVEWAY RELEASE. A DRIVEWAY RELEASE WILL REQUIRE A TEMPORARY EASEMENT MAP.
- IF COMMERCIAL PROPERTY DEVELOPMENT PLANS INVOLVE NEW OR MODIFIED ACCESS TO A STATE HIGHWAY A COMMERCIAL DRIVEWAY WORK PERMIT APPLICATION FROM NEW YORK STATE MUST BE FILLED OUT AND SUBMITTED TO THE REGIONAL PERMIT COORDINATOR.
- SEE THE DRIVEWAY TABLE IN THE CONTRACT PLANS FOR SPECIFIC DRIVEWAY LOCATIONS, WIDTHS ("W"), CORNER ANGLES, LENGTHS ("L"), MATERIALS, AND ENTRANCE TYPES.
- 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 10'. UNLESS IT CAN BE FIELD VERIFIED THAT THE DRIVEWAY ENTRANCE WIDTH WILL ACCOMMODATE THE VEHICLES THAT USE THE DRIVEWAY ON A REGULAR BASIS.
- TYPE 1 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 12" OF PPC 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 BEYOND THE "MPL" AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- A DRIVEWAY TOP-UP SECTION SHOULD EXTEND TO A LOGICAL TERMINI (EXAMPLE: SIDEWALK EDGE, WHERE THE DRIVEWAY GRADE MATCHES EXISTING GROUND, OR LAYOUT POINT). FOR REFERENCE, A REASONABLE LENGTH FOR TAPERING THE TOP-UP SECTION BACK TO THE EDGE OF DRIVEWAY IS 2 TO 4 TIMES THE LENGTH OF CURB DROP.
- THE TOP-UP SECTION IS NOT PART OF THE DRIVEWAY OPENING WIDTH REFER TO NYSOT STANDARD SHEET 608-03 "MINIMUM DRIVEWAY TABLES" FOR THE CURB TRANSITION.
- TO DETERMINE THE LIMITS OF SHOULDER RECONSTRUCTION, REFER TO THE DRIVEWAY OPENING TABLES ON SHEET 4 FOR SHOULDER OFFSET.
- FOR PPC SHOULDER, SEE STANDARD SHEET 500-02 FOR LONGITUDINAL JOINT THE DETAILS.
- THROUSINGS 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.

- NOTES / LIMITS:**
- WHERE THERE ARE CONSTRAINTS THAT PREVENT THE CONSTRUCTION OF THE DRIVEWAY OPENING USING EITHER OF THE LAYOUT METHODS, THE ENGINEER MAY SPECIFY A SMALL CORNER CURB RADIUS OF 2" OR A 1/2" BALL NOSE CURB ALONG LOW SPEED HIGHWAYS, PROVIDED THE DRIVEWAY OPENING MEETS THE REQUIREMENTS OF THE "DRIVEWAY OPENING" TABLES ON SHEET 4.
 - FOR RESIDENTIAL DRIVEWAYS, THE MINIMUM PAVING LIMIT SHALL BE 10' FROM THE OUTSIDE EDGE OF TRAVEL LANE OR 2' BEYOND ANY SIDEWALK, IF PRESENT. MINIMUM SHALL BE GREATER FOR MINOR COMMERCIAL DRIVEWAYS. THE MINIMUM PAVING LIMIT SHALL BE 30' FROM THE OUTSIDE EDGE OF TRAVEL LANE, OR BEYOND ANY SIDEWALK, IF PRESENT, OR EXTEND TO THE RIGHT-OF-WAY LINE, WHICHEVER IS GREATER. THE PAVING LIMIT MAY EXTEND BEYOND THE MINIMUM PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO EXISTING PAVED DRIVEWAYS. THE PAVING LIMIT WILL BE NOTED IN THE DRIVEWAY TABLE OF THE CONTRACT PLANS.
 - FOR GRADING AND CONSTRUCTION REQUIREMENTS OF TRANSITIONING FROM EXISTING HMA TO EXISTING HMA DRIVEWAYS, REFER TO DETAIL 9 -- "FIT-IN TO EXISTING DRIVEWAYS" ON SHEET 9, AND TABLE 3 -- "DRIVEWAY MATERIALS AND THICKNESS" ON SHEET 2.
 - FOR PPC DRIVEWAYS, REFER TO THE 500 SERIES STANDARD SHEETS FOR METAL REINFORCEMENT, JOINT TIES, SANDING AND SEALING, ETC.
 - A 5' MINIMUM BUFFER ZONE SHALL BE USED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.



TYPE 1 DRIVEWAY ENTRANCE

NOTE: SEE RADIUS METHOD OF LAYOUT ON SHEET 3



N.T.S.

SHOULDER REPAIR PAVEMENT SECTIONS

SITE CONDITIONS SIDEWALK / CURB:

- ANY PPC SIDEWALK WIDTH CROSSES A DRIVEWAY SHALL HAVE A MINIMUM THICKNESS OF 6" AND INCLUDE STEEL MESH REINFORCEMENT WITH 3" OF TOP COVER.
- FOR GRADE CHANGES REFER TO THE DRIVEWAY PROFILES ON SHEET 8. VERTICAL CURVES ARE RECOMMENDED TO CONNECT TANGENTS. SEE TABLE 5 -- "MINIMUM LENGTH OF VERTICAL CURVE" ON SHEET 2 FOR TYPICAL VERTICAL CURVE LENGTHS ("L").
- WHERE THE REGRADE 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 2 -- "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 1:50. THE RUNNING SLOPE FOR WORK ACCEPTANCE SHALL BE A MAXIMUM OF 1:50. WHERE EXISTING CONDITIONS ALLOW THE CONSTRUCTION OF A SIDEWALK RAMP AT 1:50 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 UPRAISE TO PREVENT RUNOFF FROM MINOR CURB ENTRANCE. ELIAT DRIVEWAY OR RUNNING DOWN THE DRIVEWAY DOWNHILL DRIVEWAY SLOPE. IF CONDITIONS MAKE THE ADDITION OF A SHORT UPRAISE IMPRACTICAL, USE 1" CURB REVEAL AND CONTINUE CURB ACROSS THE DRIVEWAY OPENING. TYPICALLY, CURB REVEAL WILL NOT BE CONSTRUCTED IN RURAL AREAS. IF CURB REVEAL IS SPECIFIED FOR A SPECIFIC DRIVEWAY, IT WILL BE NOTED IN THE DRIVEWAY TABLE OF THE CONTRACT PLANS IN THE COMMENTS COLUMN.

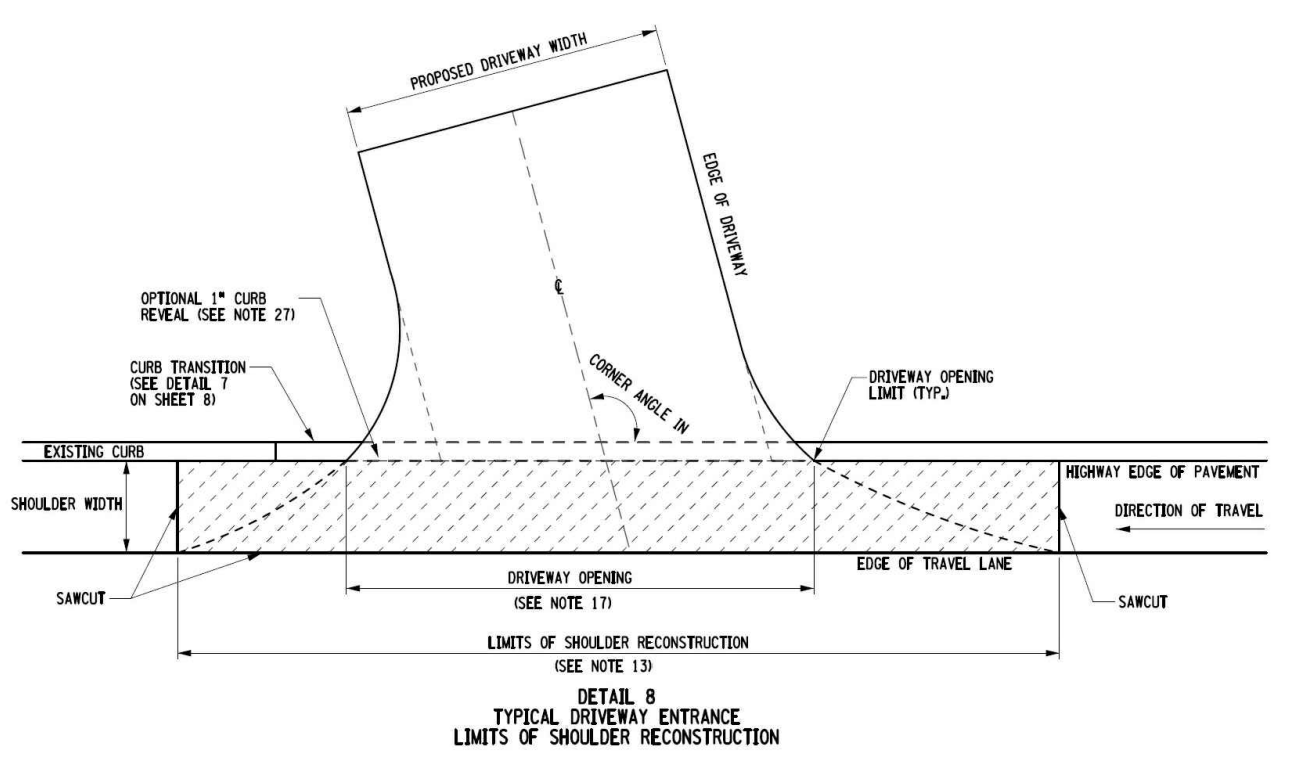
ENTRANCE TYPES

- THE ENGINEER WILL INTERCHANGE TYPE 1, TYPE 3 AND TYPE 4 RESIDENTIAL DRIVEWAYS TO BETTER MATCH THE EXISTING ENTRANCE TYPES ALONG THE HIGHWAY CORRIDOR WHILE CONSIDERING AVAILABLE SPACE, CONSTRUCTABILITY, SAFETY, AND FUNCTIONALITY. THE DRIVEWAY TYPE SHALL COMPLY WITH TABLE 4 -- "DRIVEWAY ENTRANCE TYPE SELECTION" ON SHEET 2.
- 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 WIDENING IS ONLY NECESSARY ON THE SIDE OF THE DRIVEWAY TO ACCOMMODATE THE SHARPER TURNING MOVEMENT. ONE-WAY WIDENING WILL BE IDENTIFIED ON THE DRIVEWAY TABLE OF THE CONTRACT PLANS UNDER COMMENTS. FOR CORNER DRIVEWAYS, A SMALL CORNER CURB RADIUS OF 2" OR 1/2" BALLNOSE CURB ALONG LOW SPEED HIGHWAYS SHALL BE CONSTRUCTED TO ELIMINATE A SHARP CORNER BEND IN THE CURB LINE WHICH IS SAFER FOR SNOWPLOW OPERATIONS.

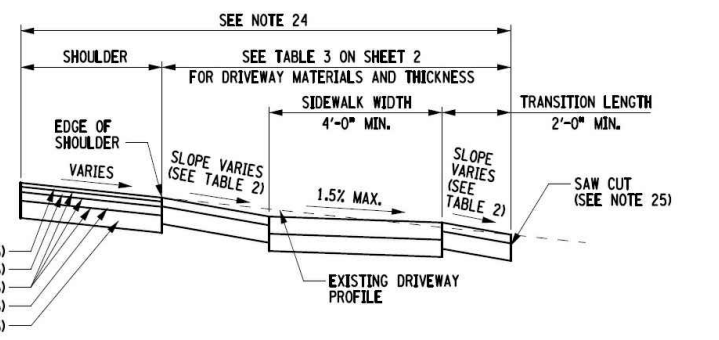
MATERIALS

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

NEW YORK STATE OF OPPORTUNITY 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



DETAIL 8 TYPICAL DRIVEWAY ENTRANCE LIMITS OF SHOULDER RECONSTRUCTION



DETAIL 10 SHOULDER AND DRIVEWAY RECONSTRUCTION PROFILE FOR HOT MIX ASPHALT (HMA) SHOULDER

NOTES:
 ALL GENERAL NOTES AND ABBREVIATIONS REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-03, SHEET 1 OF 9.

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

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Rev.	Date	Description
2	03/21/22	Preliminary Site Plan Submission
1	07/29/21	Added Southern Cancellation

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.

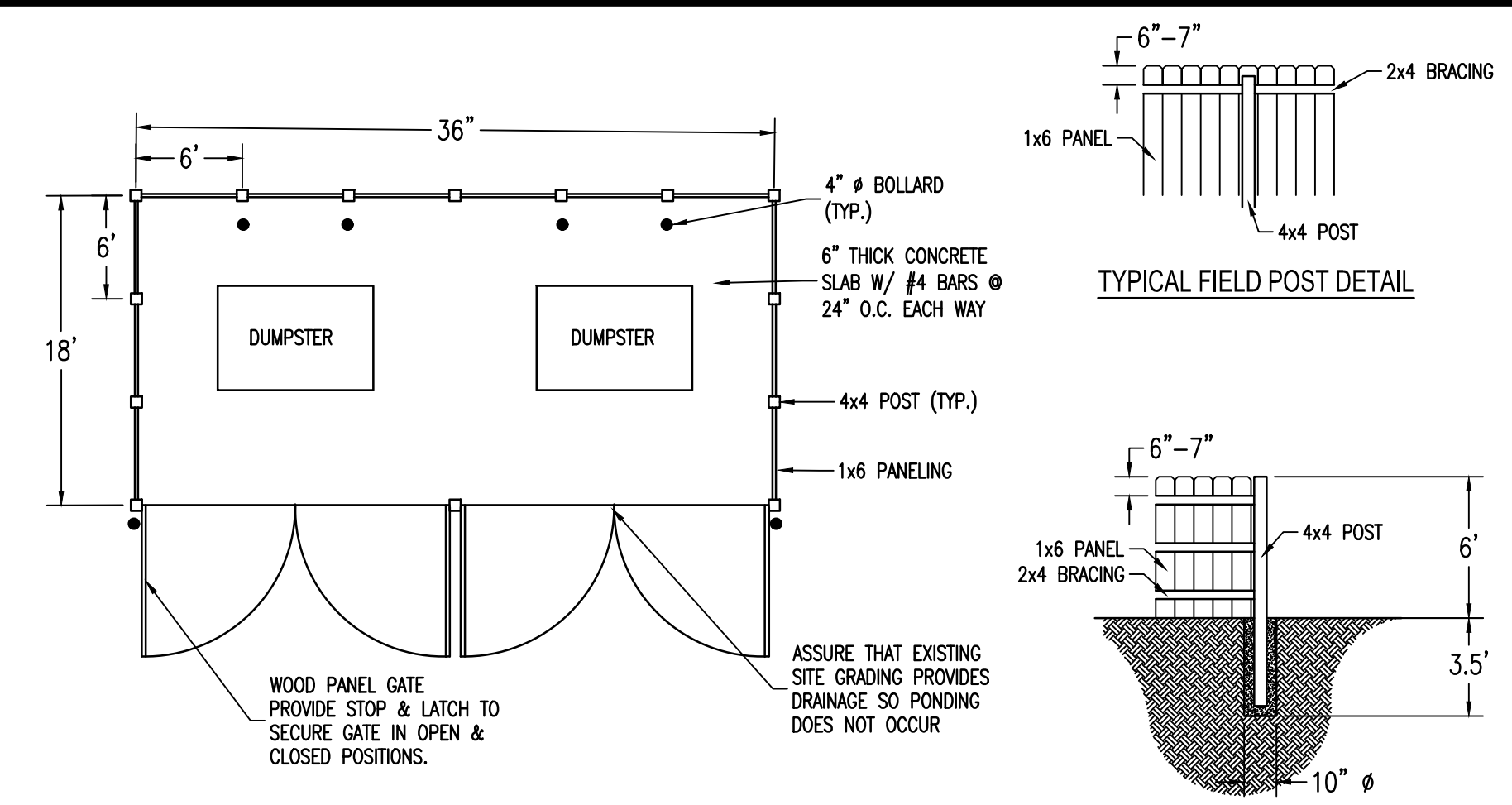
SEAL

PROPOSED DANDY MINI-MART
 LANSING CT., TOMPKINS CO., NEW YORK

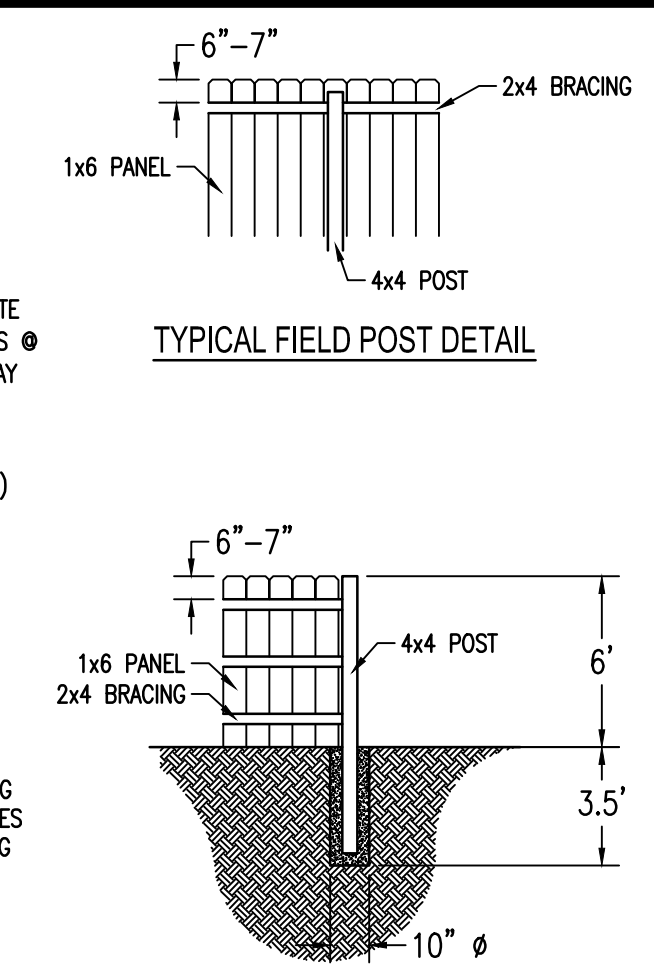
FAGAN ENGINEERS & LAND SURVEYORS PC
 113 East Chemung Place
 Elmira N.Y. 14904
 Phone (607) 734-2165
 Fax (607) 734-2169
 www.FaganEngineers.com

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

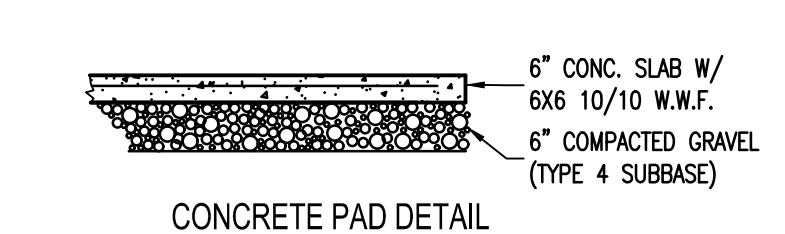
CIVIL DETAILS
C9



WOOD PANEL ENCLOSURE DETAIL



TYPICAL CORNER POST DETAIL

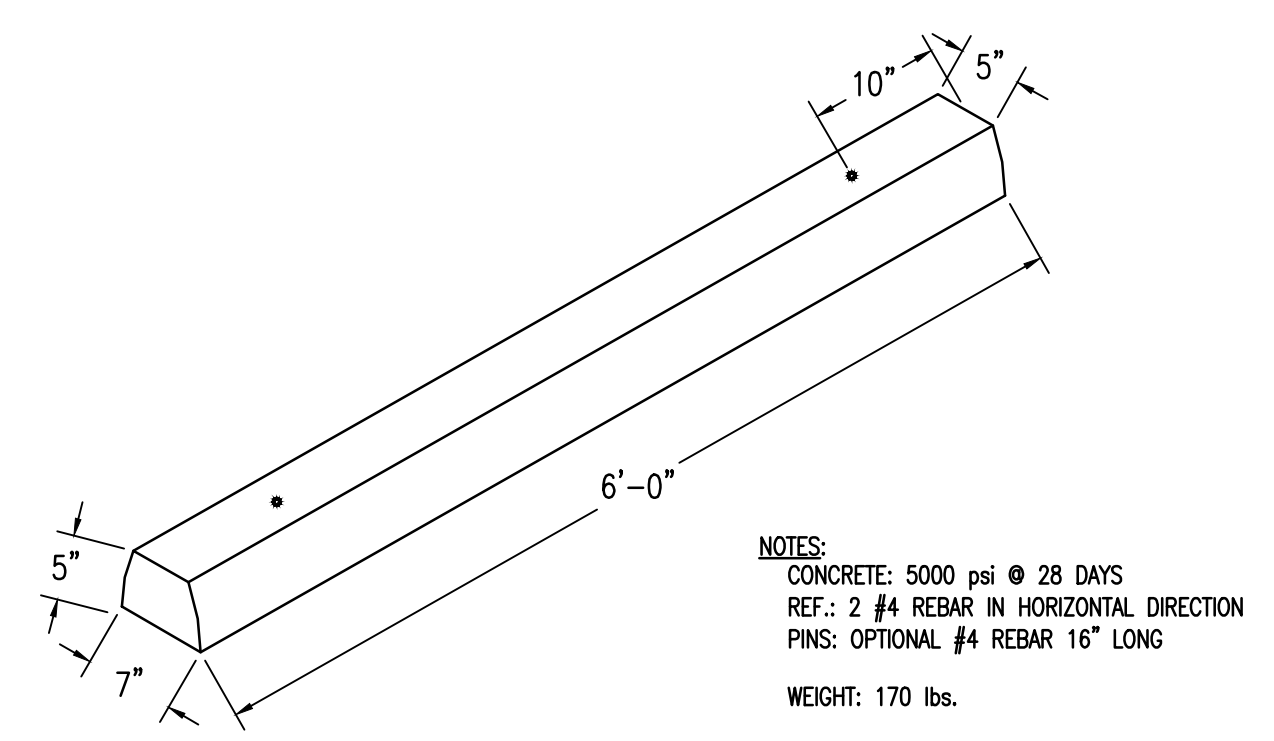


CONCRETE PAD DETAIL

- 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.

WOOD PANEL DUMPSTER ENCLOSURE DETAIL

N.T.S.

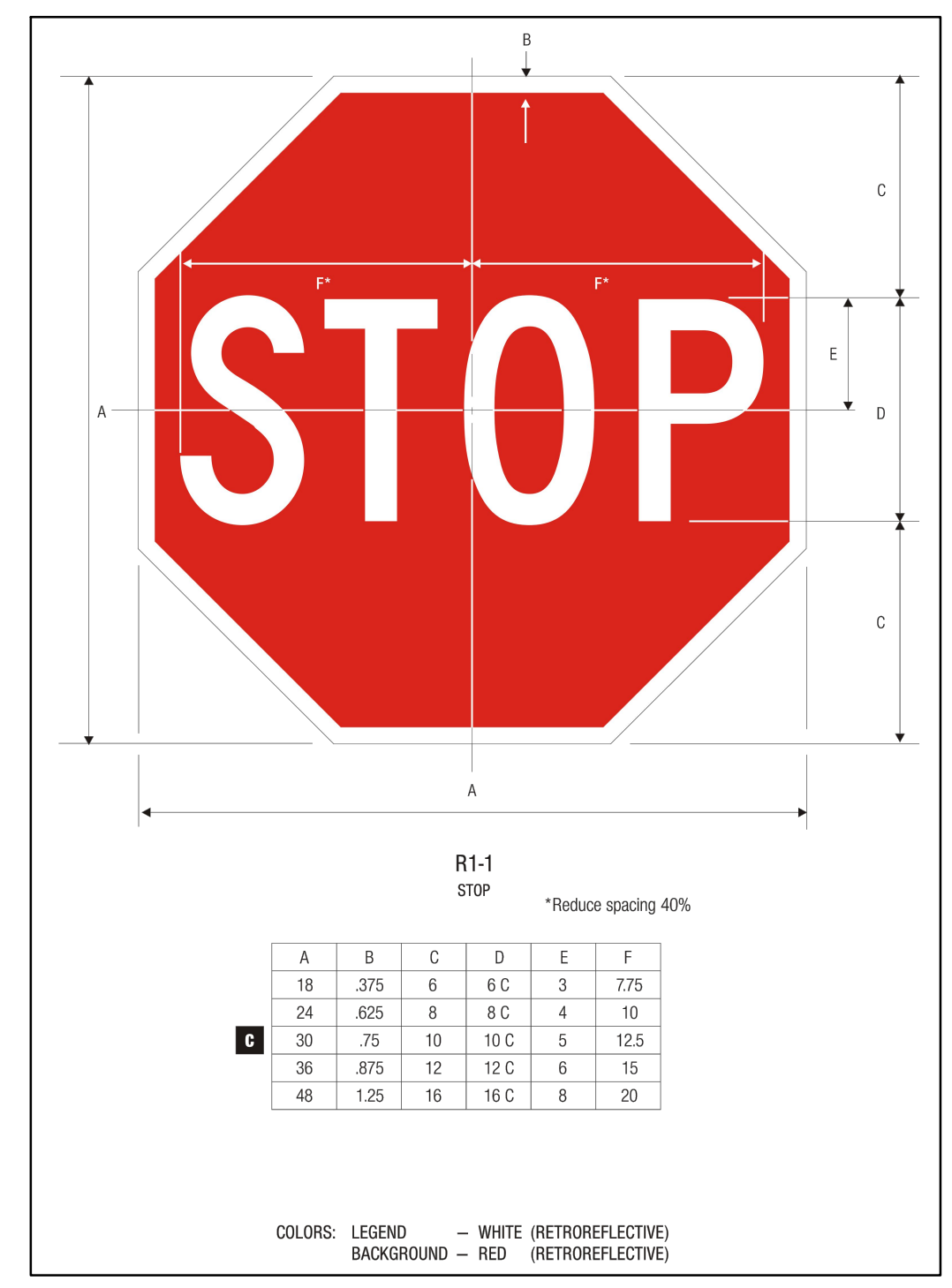


BUMPER BLOCK DETAIL
N.T.S.

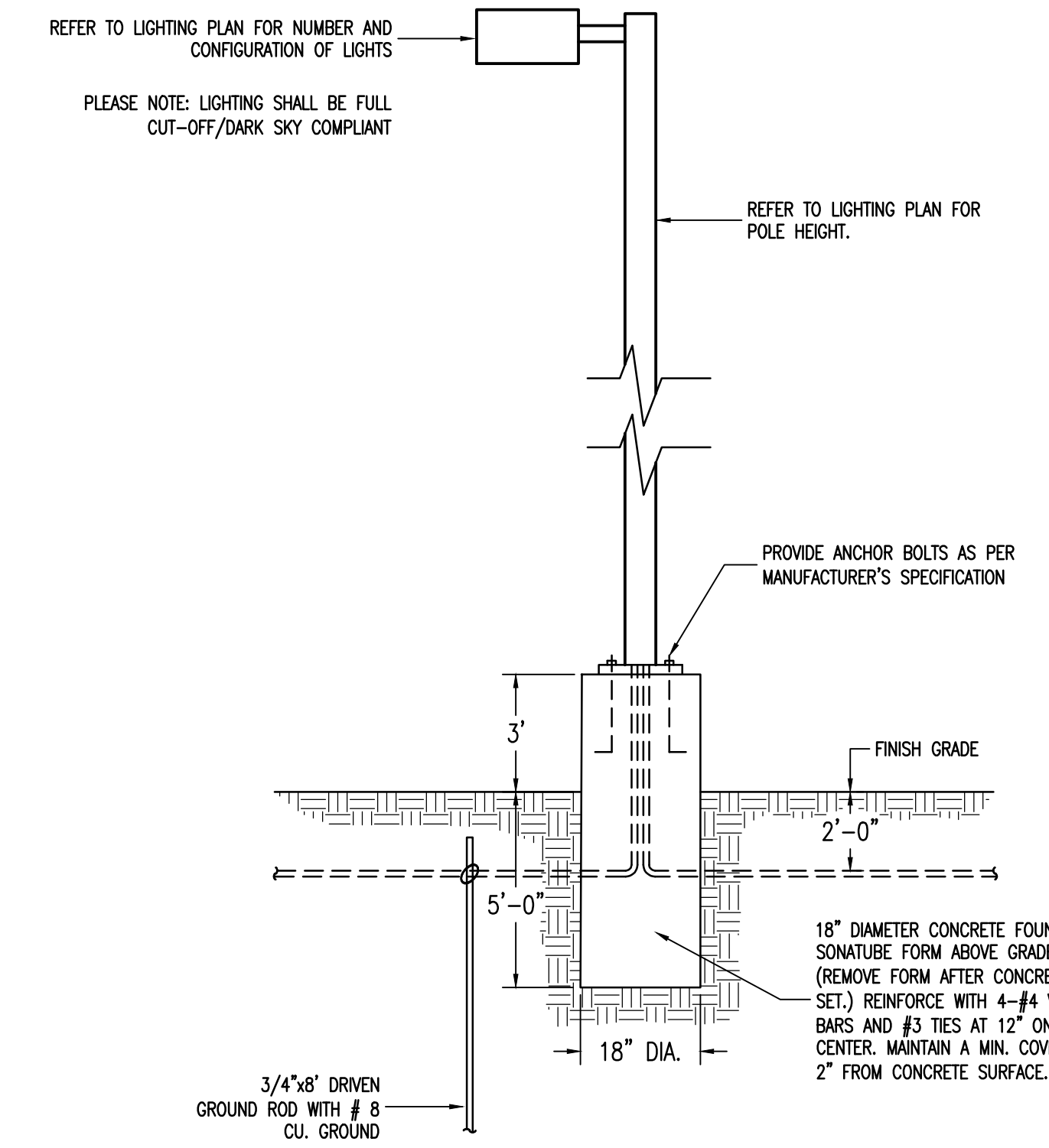
STANDARD 6'-0" CONC. BUMPER BLOCK BY ZEISER-WILBERT OR ENGINEER-APPROVED EQUAL.



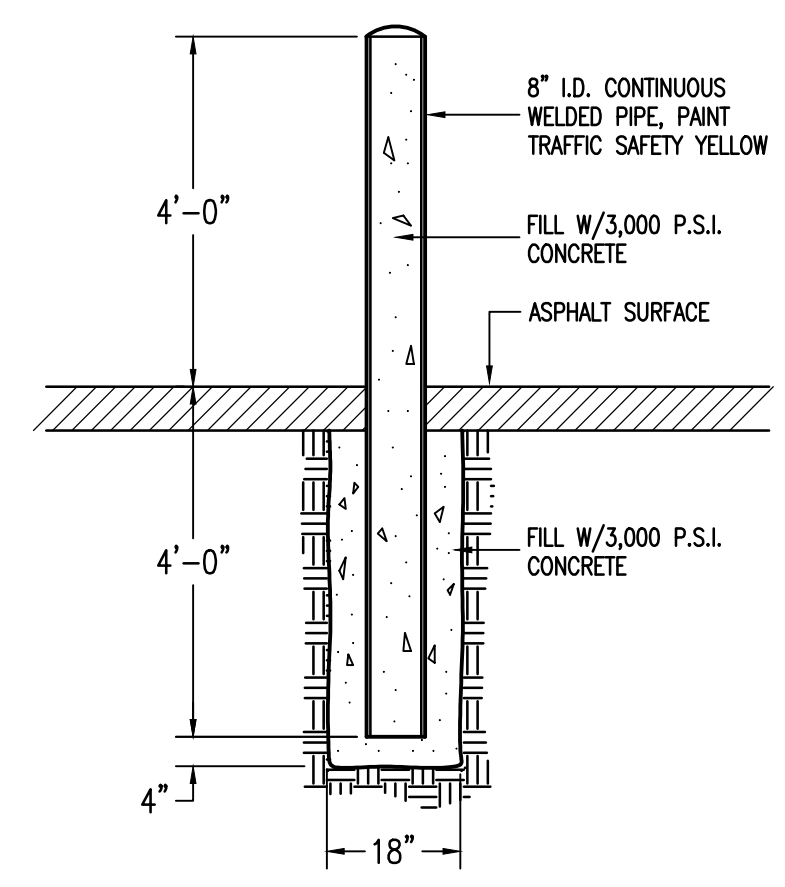
TYPICAL HC PARKING SIGN
N.T.S.



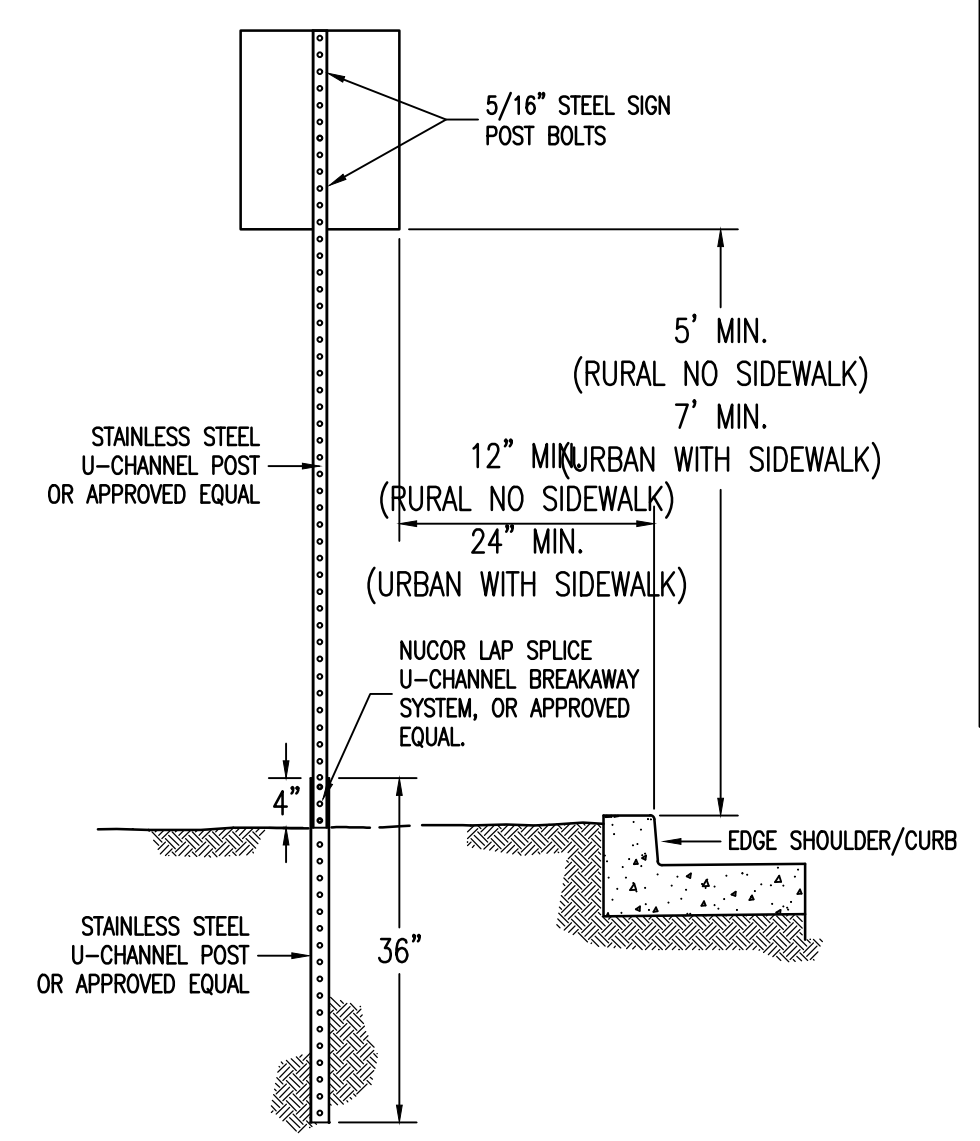
TYPICAL STOP SIGN
N.T.S.



PARKING AREA LIGHTING DETAIL
N.T.S.



PIPE BOLLARD DETAIL
N.T.S.



TYPICAL SIGN INSTALLATION
N.T.S.

Rev.	Date	Revision Description
2	03/21/22	Preliminary Site Plan Submission
1	07/29/21	Added Southern Fenceline

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PROPOSED DANDY MINI-MART
LANSING CT, 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

CIVIL DETAILS

C10

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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/FT² (Application Rate) = 684 FT²
684 FT² / 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 (C) = 0.5 ft
Cap at Center of Trenches (H) = 1 ft
Upslope Setback (J) = [D + F + C] x 3 = [2 + 1 + 0.5] x 3 = 10.5 ft
Side Slope Setback (K) = [E + F + C] 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 + C) + (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)

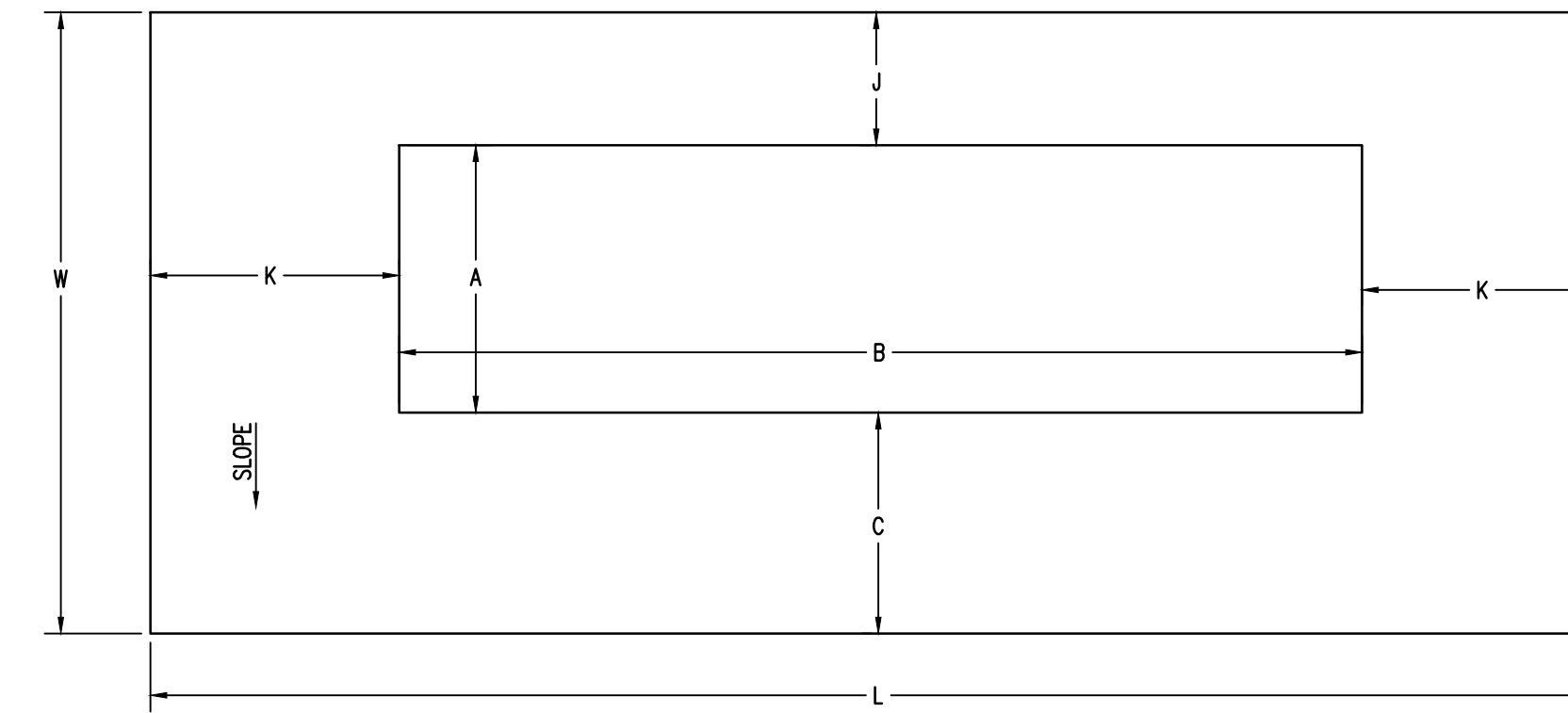
Septic Unit:
• 1,500 Gallon Septic Tank, by Zeiser Wilbert Vault Co., Elmira, NY

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

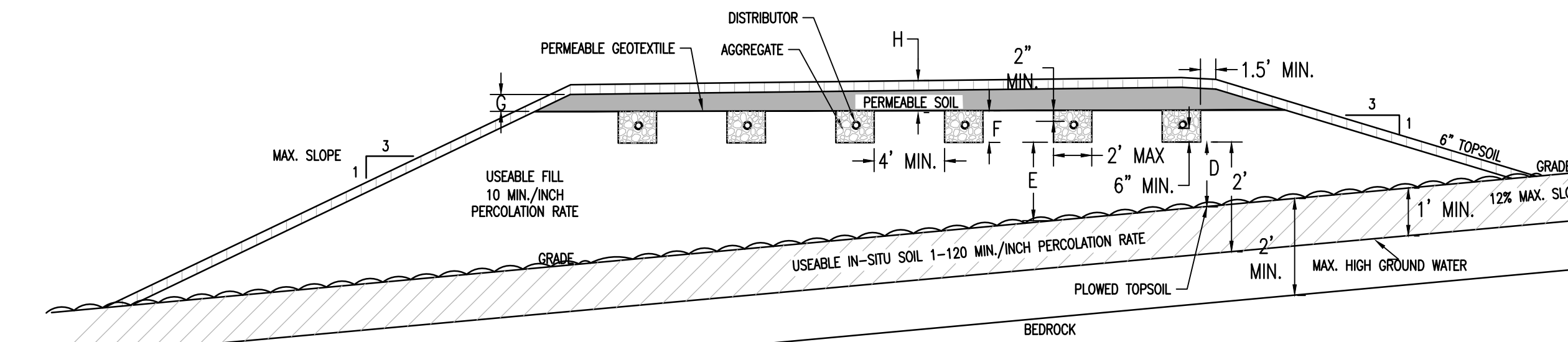
Perforated Distribution Pipe:
• 4" SDR-35 PIPE, TYPE 1 GRADE, ASTM D-3034 OD = 4.215" (0.120 min. wall)

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 SEED TO GRASS



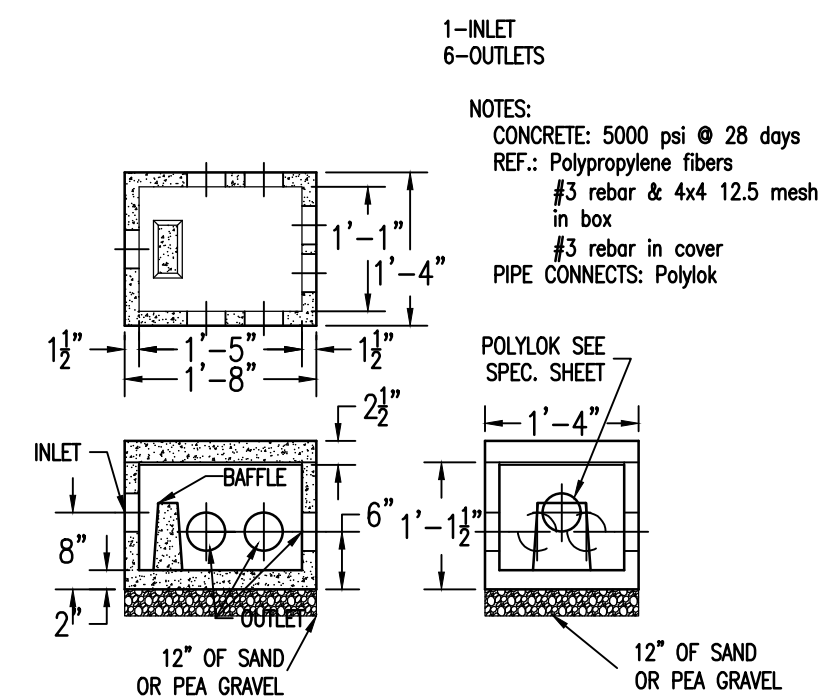
MOUND SYSTEM WITH ABSORPTION TRENCHES TOP VIEW
N.T.S.



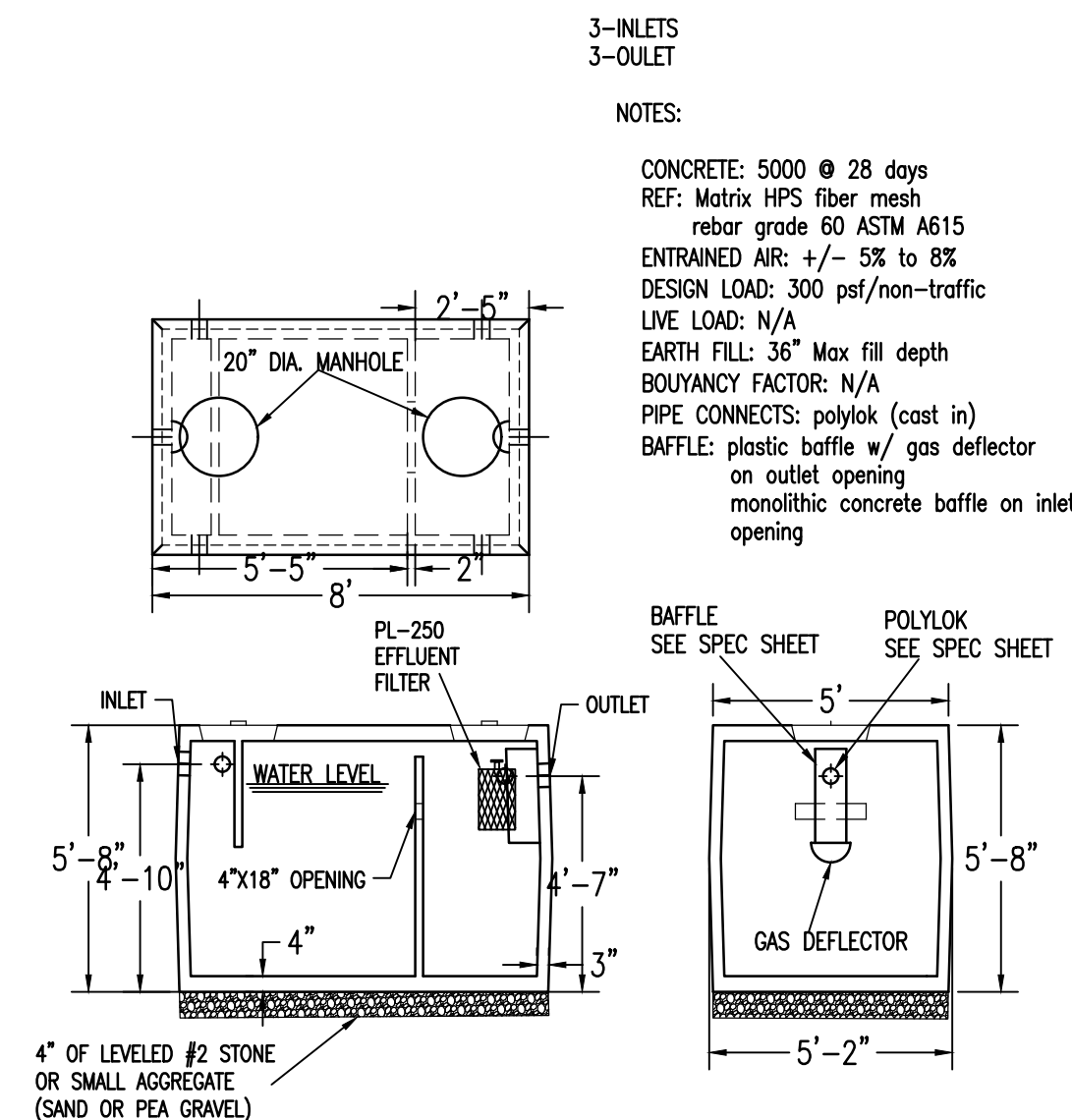
NOTES:

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.

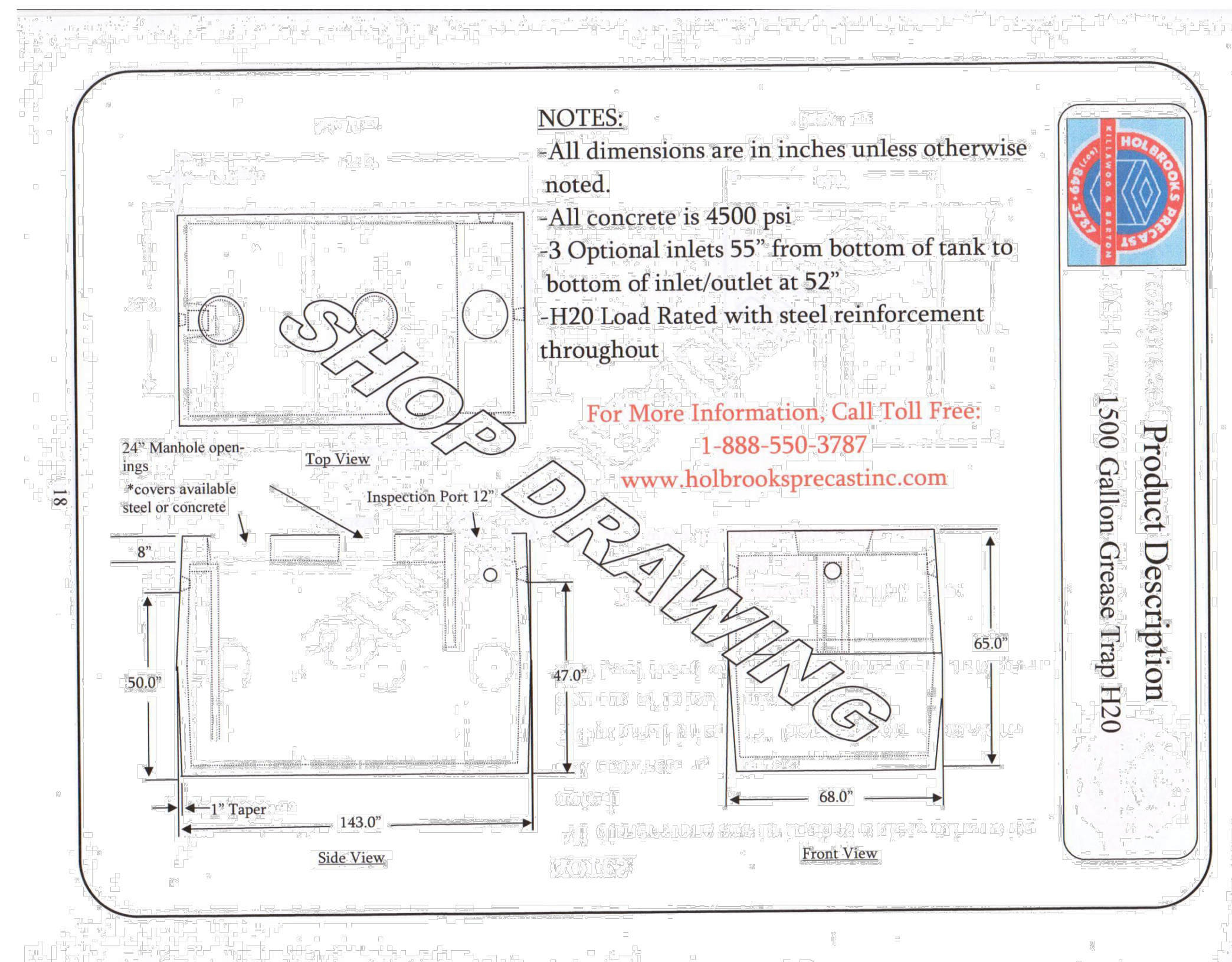
MOUND SYSTEM WITH ABSORPTION TRENCHES DETAIL
N.T.S.



6 HOLE DISTRIBUTION BOX
N.T.S.



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



Product Description
1500 Gallon Grease Trap H20

- 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

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.

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SEWER DETAILS
C11

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 dope 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

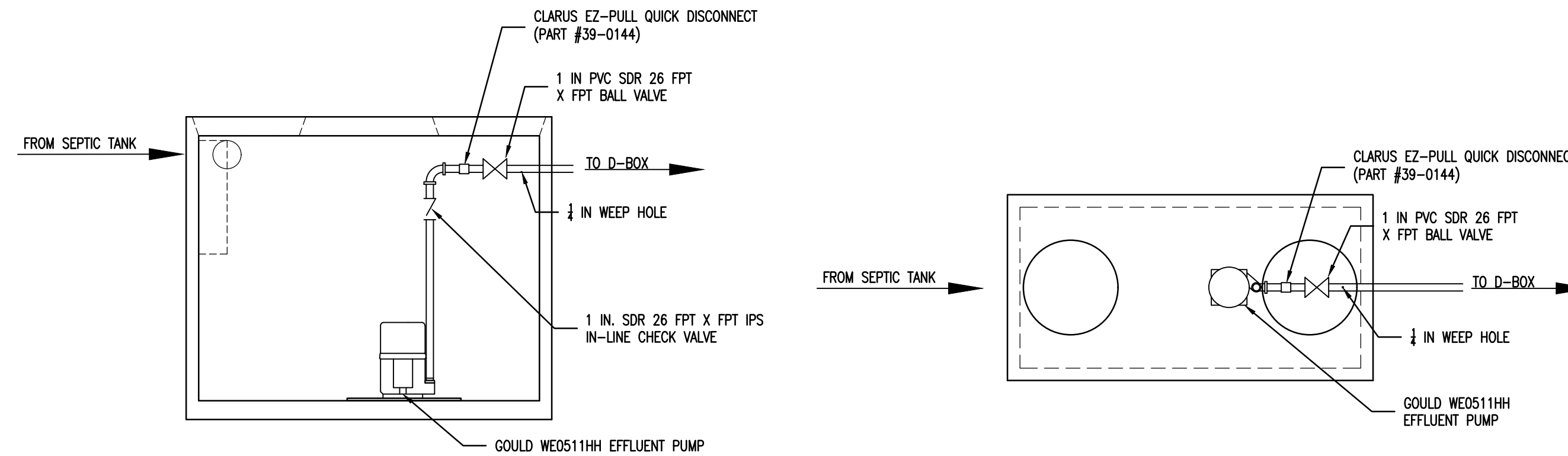
- Fittings and pipe materials not designed for pressurized flow.
- Non-sunersible pumps, well pumps, or electrical connections within the pump tank.
- Any material NOT specifically designed and warranted for the application is unacceptable.

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.
- Float 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

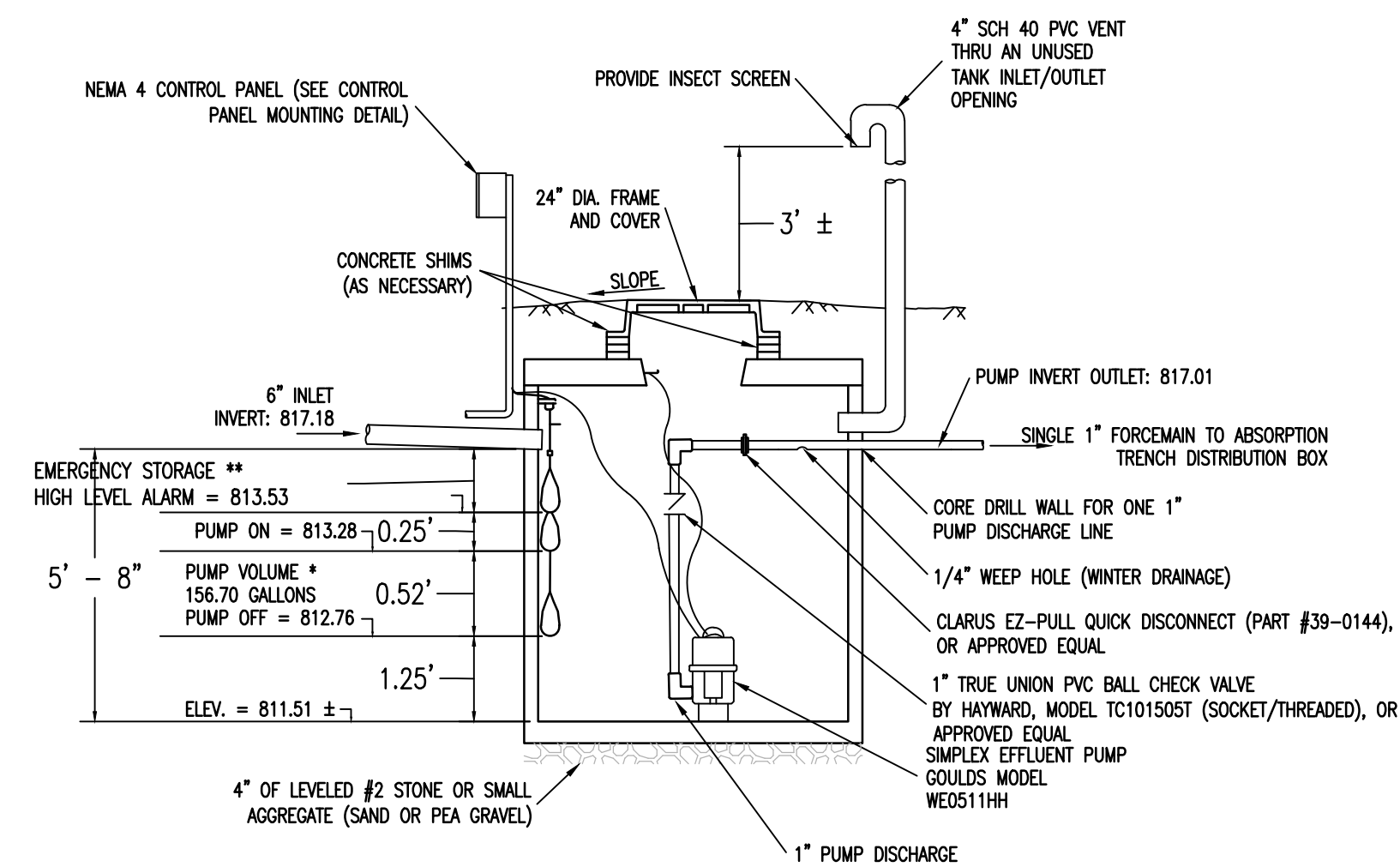
- All electrical wiring and systems shall be in accordance with the most current version of the National Electrical Code for the specific applications.
- Electrical service and connections may be made in one of several acceptable methods. All must meet current Electrical and Building Code requirements. 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.



PUMP DETAIL

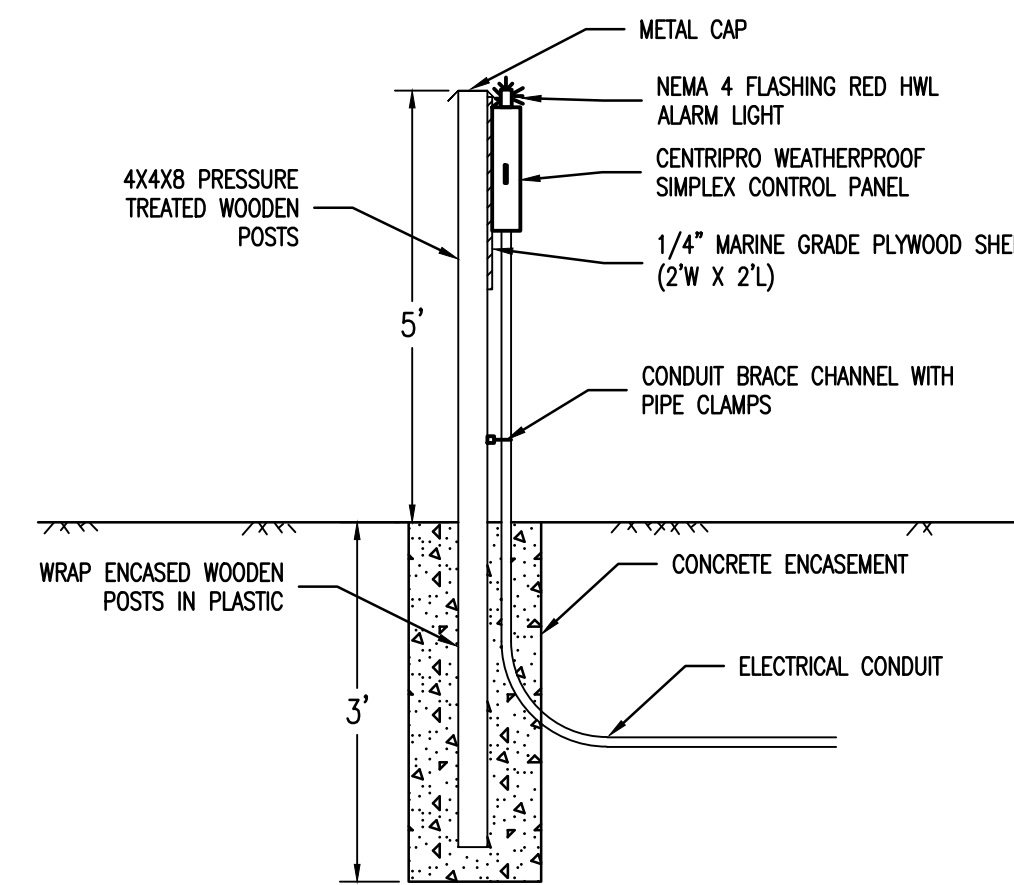
N.T.S.

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

1000 GALLON PUMP CHAMBER DETAIL



CONTROL PANEL MOUNTING DETAIL

N.T.S.

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

- 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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SEWER DETAILS
C12

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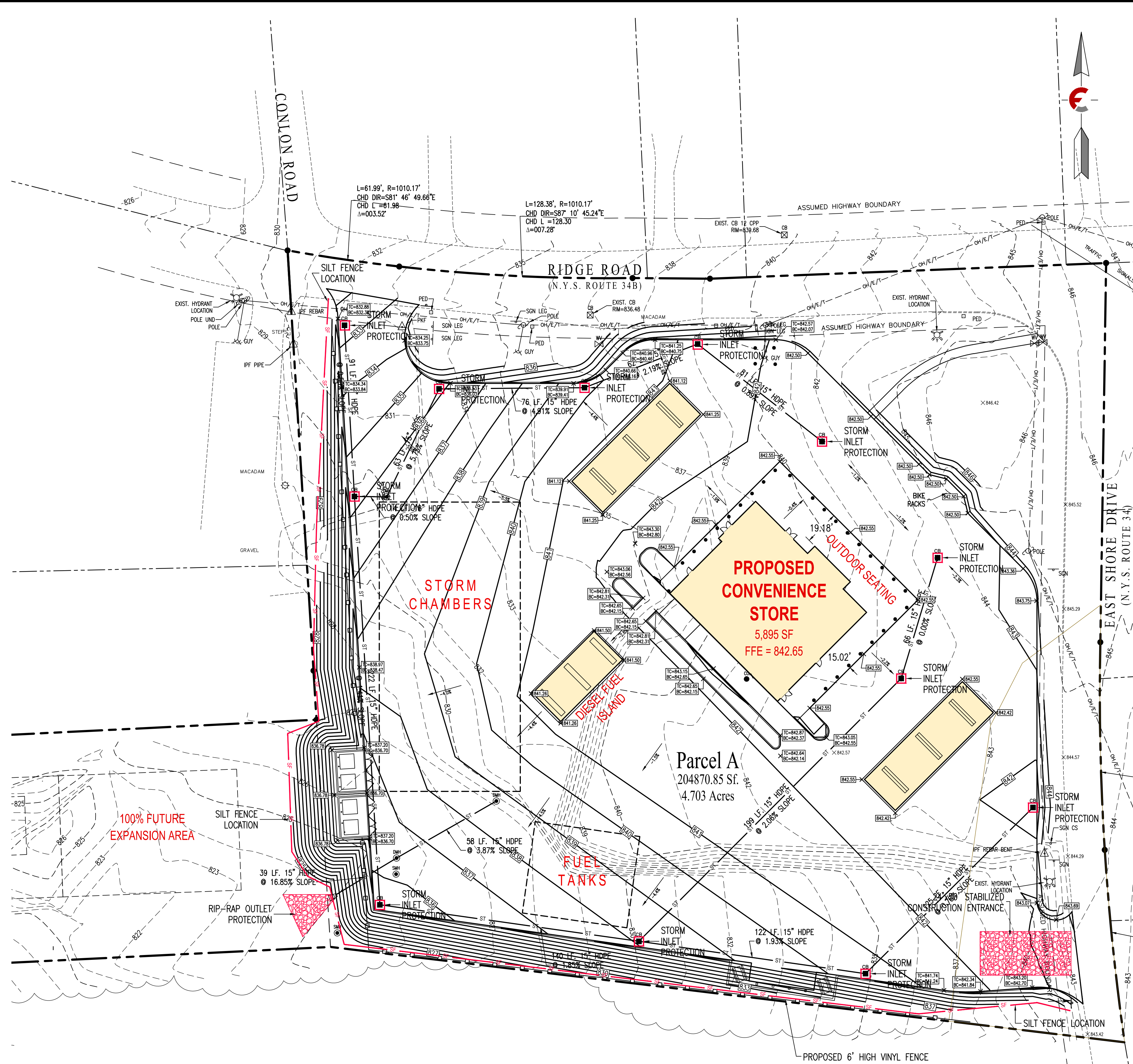
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E&S PLAN NOTES:

- 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.

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 CATCHBASINS. 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.



LEGEND

- PROPERTY LINE
- - - EXISTING EASEMENT
- - - EXISTING EDGE OF ROADWAY
- - - EXISTING CURB LINE
- - - SAN EXISTING SANITARY SEWER
- - - G EXISTING GAS MAIN
- - - U6/E/T/C EXISTING UTILITY LINE
- - - EXISTING FENCE LINE
- - - EXISTING WATER LINE
- - - EXISTING CONTOUR LINE
- - - LOD PROPOSED LIMIT OF DISTURBANCE
- - - ST PROPOSED CONTOUR LINE
- - - PROPOSED EASEMENT
- - - ST PROPOSED STORM SEWER
- - - PROPOSED EDGE OF ROADWAY
- - - PROPOSED CURB LINE
- - - SAN PROPOSED SANITARY SEWER
- - - G PROPOSED GAS LINE
- - - U6/E/T/C PROPOSED UTILITY LINE
- - - EXISTING WATER LINE
- - - SF PROPOSED SILT FENCE
- - - CS 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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E & S PLAN

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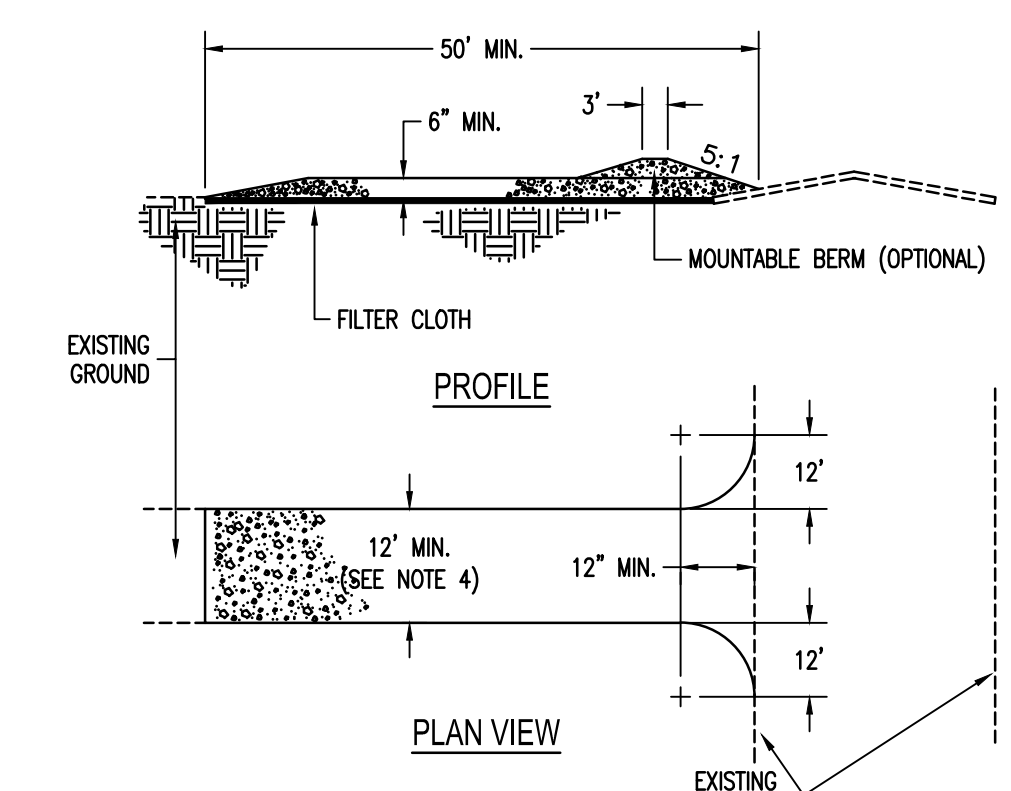
STANDARD AND SPECIFICATIONS FOR LAWN AREA IMPROVEMENT

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 $\frac{1}{2}$ to $\frac{3}{4}$ 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

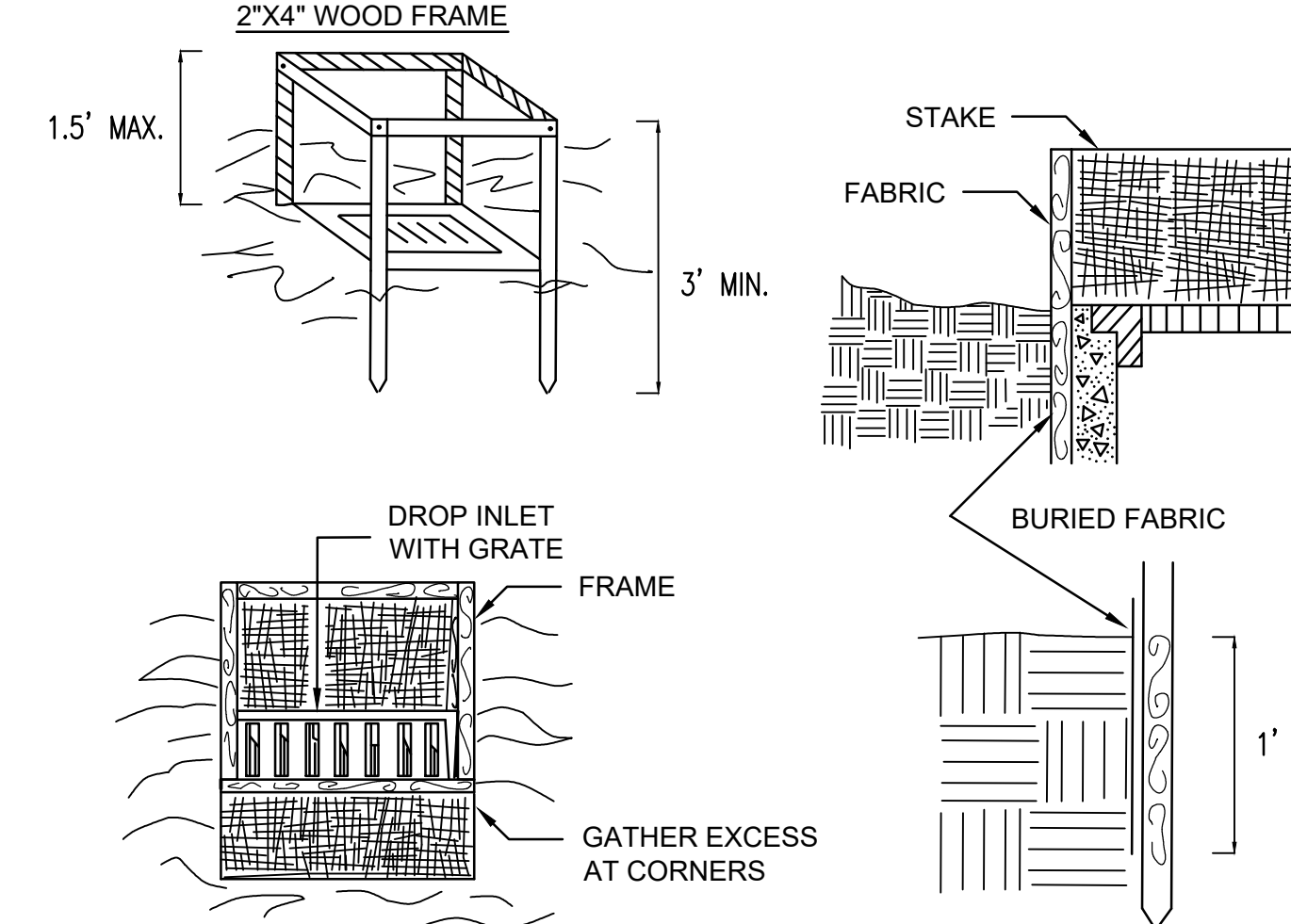
- First Year
 - Fertilize 3 to 4 weeks after germination by applying 1 lb. nitrogen/1,000 sf. using a complete fertilizer with a 2-1-1 or 4-1-3 ratio or as recommended by soil test results.
 - Restrict use. New seeding's should be protected from use for 1 full year to allow development of a dense sod 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

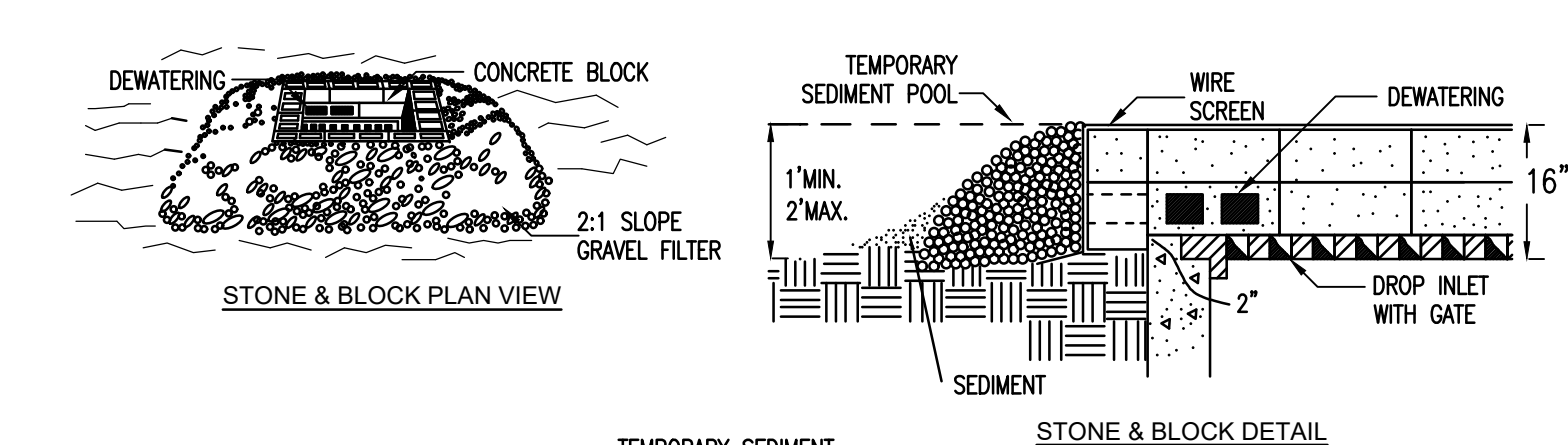
NTS.
CONSTRUCTION SPECIFICATIONS

- 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

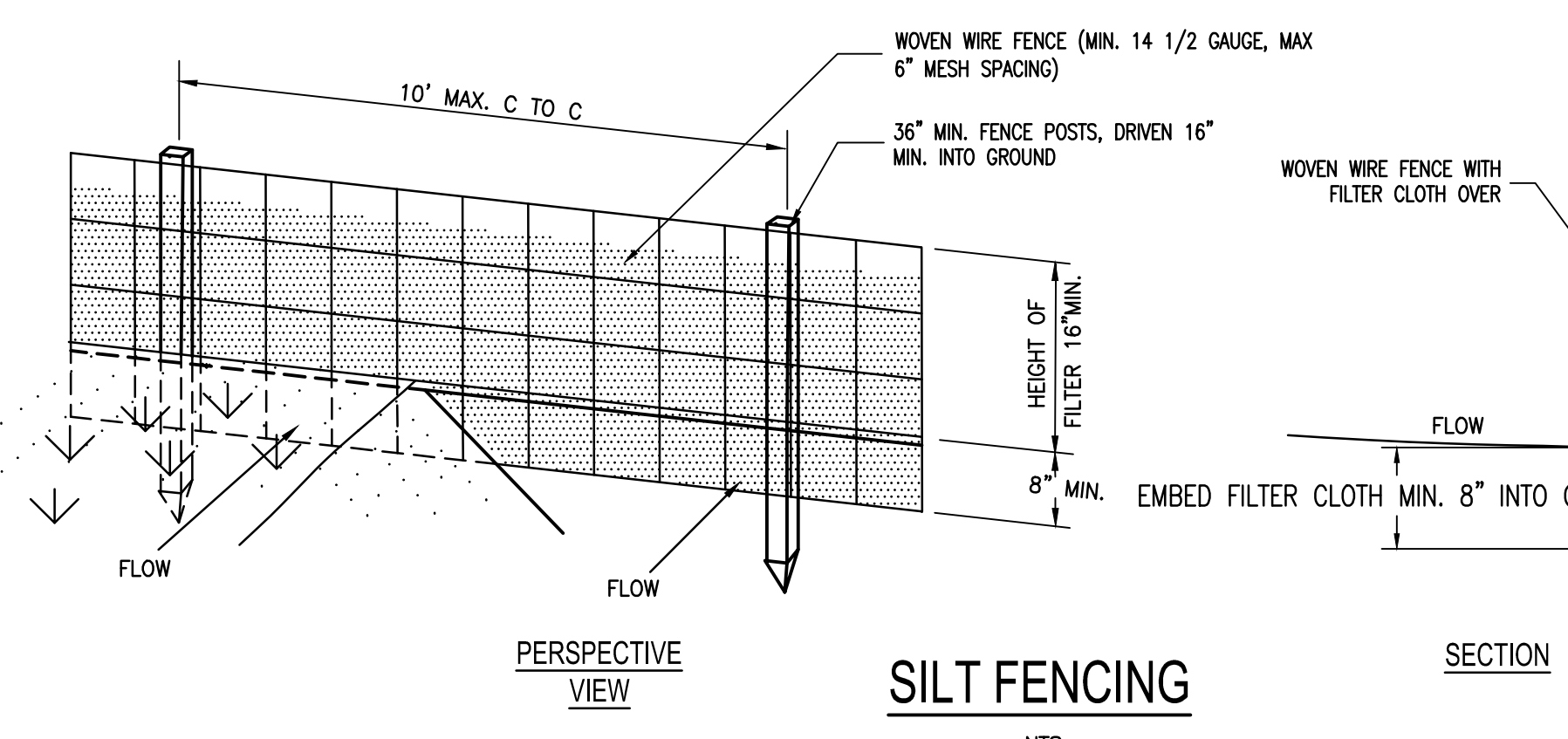
NTS.



IN-PAVEMENT INLET PROTECTION

N.T.S.

- 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.

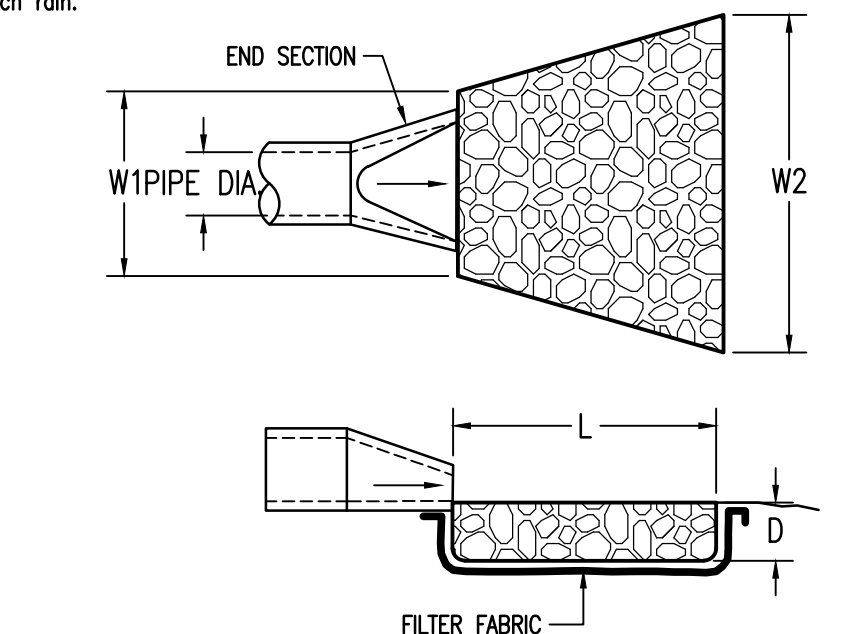


SILT FENCING

NTS.

CONSTRUCTION SPECIFICATIONS FOR FABRICATED SILT FENCE

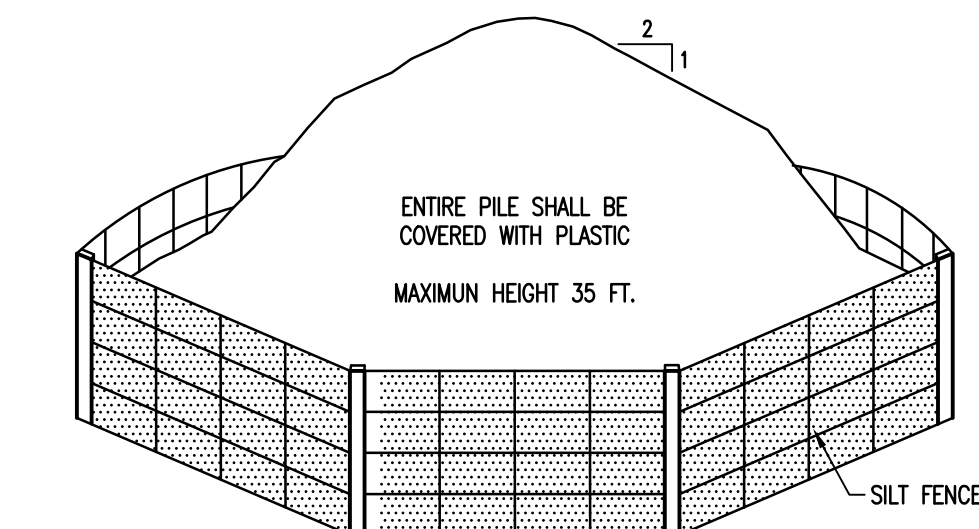
- Woven wire fence to be fastened securely to fence posts with wire ties or staples.
 - Filter cloth to be fastened securely to woven wire fence with ties spaced every 24" at top and mid section.
 - When two sections of filter cloth adjoin each other they shall be over-lapped by 6" and folded.
 - Maintenance 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, stabi-linka t140n or approved equal, prefabricated unit; geofab, envirofence, or approved equal.



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

NOT TO SCALE

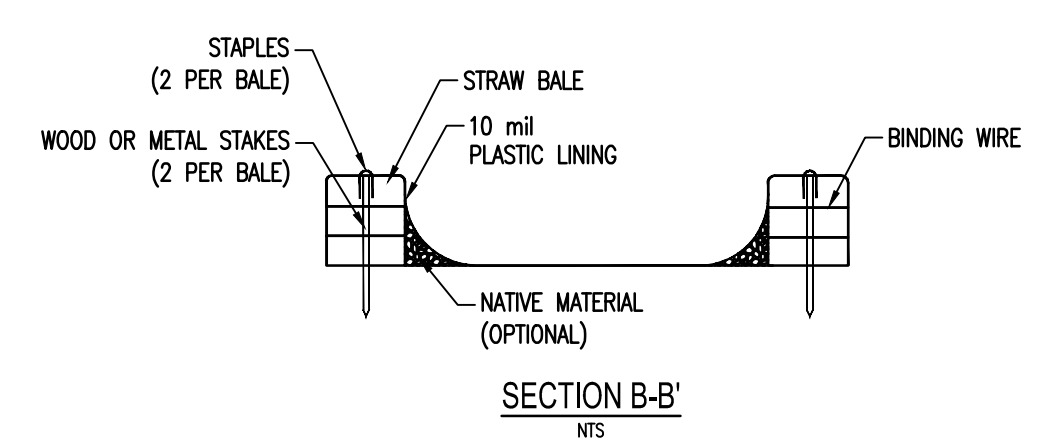


SOIL STOCKPILING NOTES:

- 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.

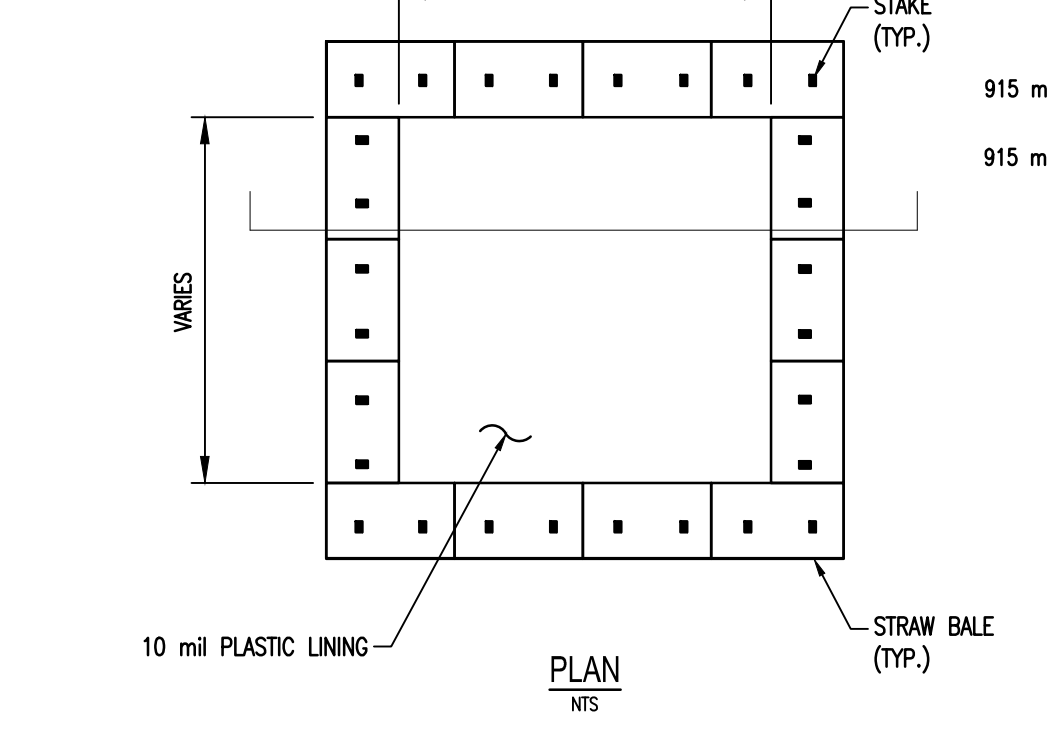
SOIL STOCKPILE DETAIL

NOT TO SCALE



CONCRETE WASHOUT SIGN DETAIL

NTS.



CONCRETE WASHOUT DETAIL

NTS.

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
2	03/21/22	Preliminary Site Plan Submission
1	07/29/21	Added Southern Fenceline

If 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
LANSING CT, TOMPKINS CO., NEW YORK

FAGAN ENGINEERS & LAND SURVEYORS PC

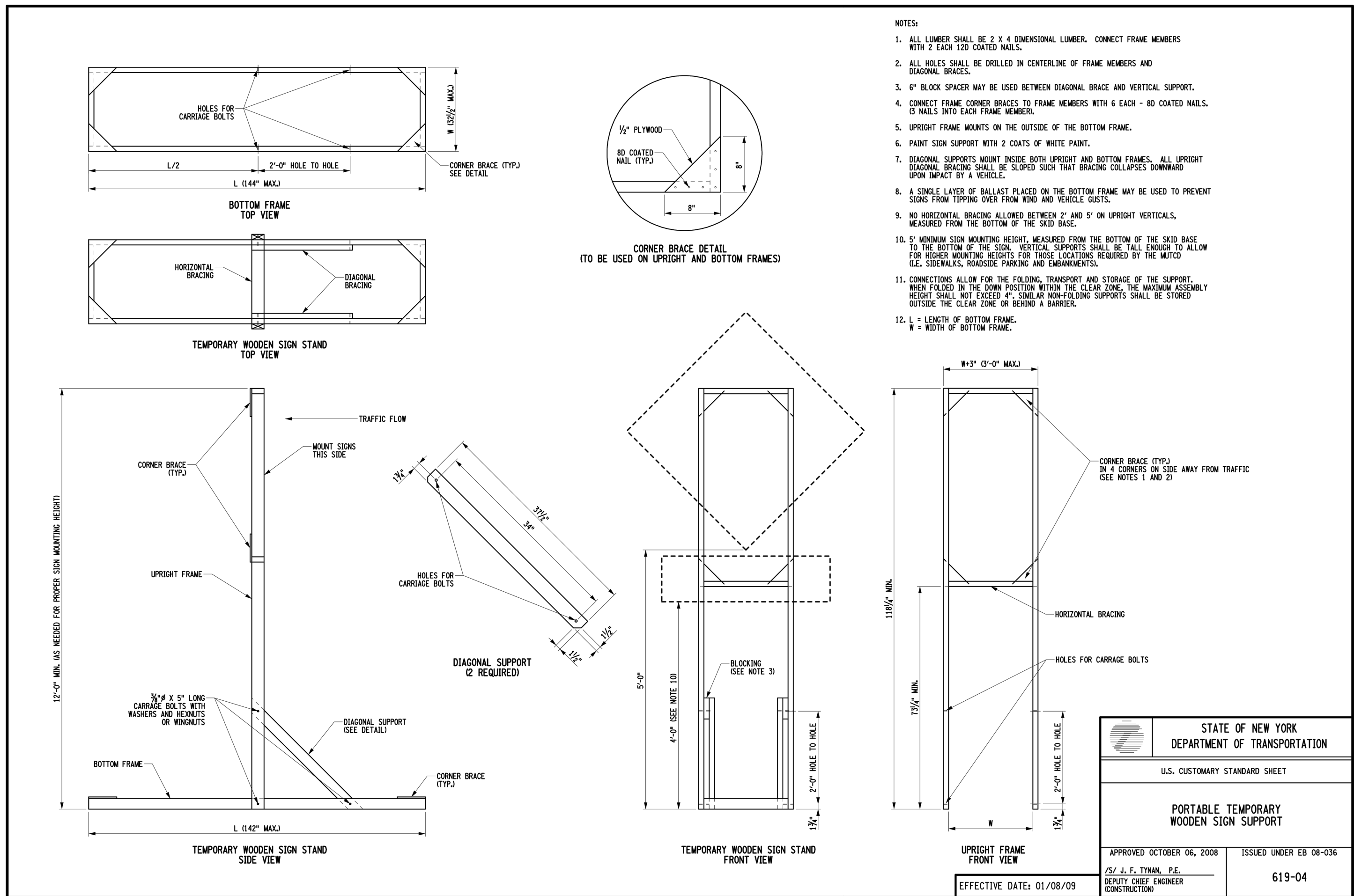
113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2165
Fax (607) 734-2169
www.FaganEngineers.com

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

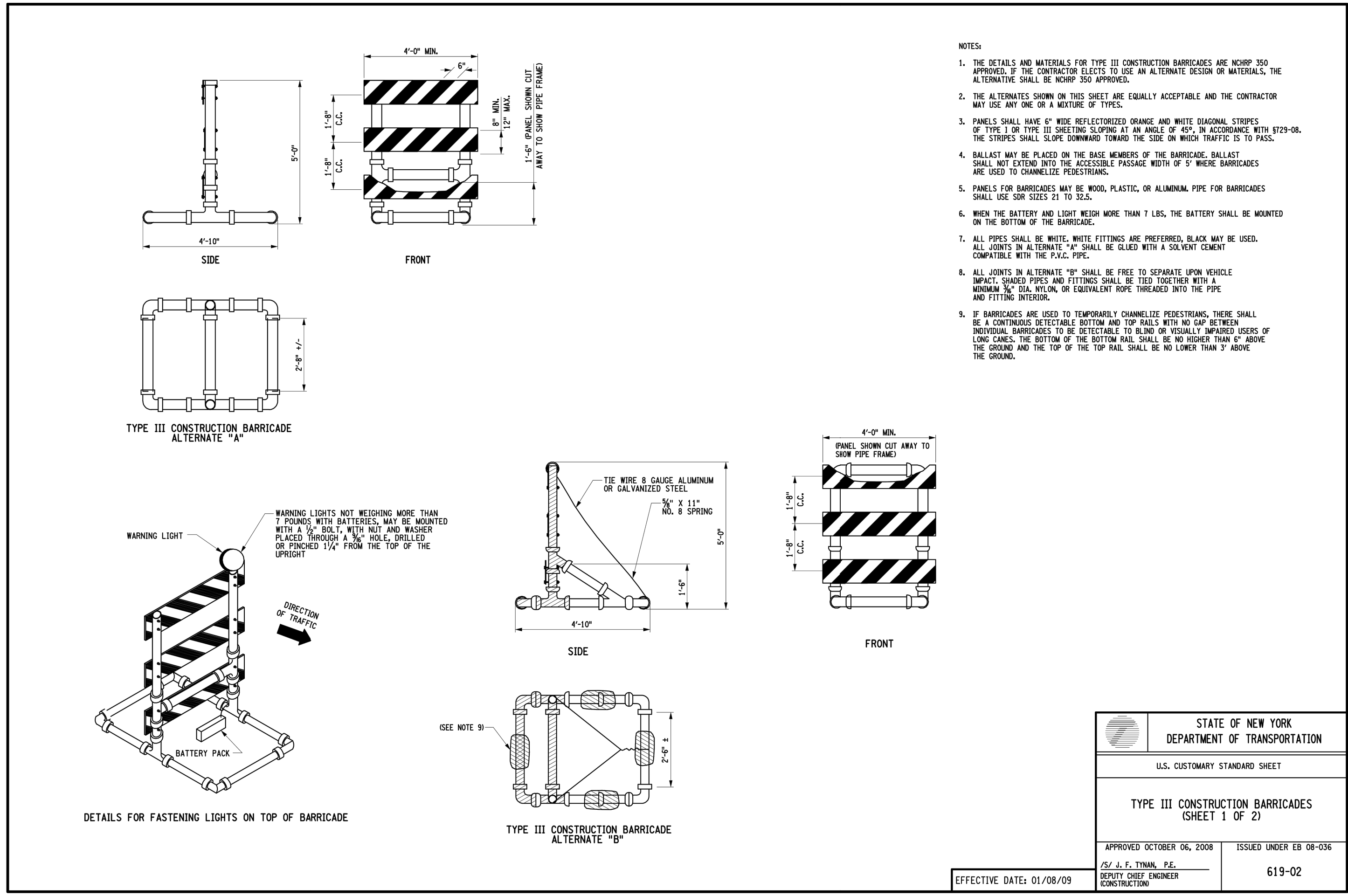
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STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
PORTABLE TEMPORARY WOODEN SIGN SUPPORT	
APPROVED OCTOBER 06, 2008	ISSUED UNDER EB 08-036
PS J. F. TYNAN, P.E. DEPUTY CHIEF ENGINEER CONSTRUCTION	619-04
EFFECTIVE DATE: 01/08/09	



STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
TYPE III CONSTRUCTION BARRICADES (SHEET 1 OF 2)	
APPROVED OCTOBER 06, 2008	ISSUED UNDER EB 08-036
PS J. F. TYNAN, P.E. DEPUTY CHIEF ENGINEER CONSTRUCTION	619-02
EFFECTIVE DATE: 01/08/09	

2.	03/21/22	Preliminary Site Plan Submission	Rev.	Date	Description
1.	07/29/21	Added Southern Fenceline	Rev.	Date	Description

If 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.

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**PROPOSED DANDY
MINI-MART**
LANSING CT, 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

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

**NYS DOT
WORKZONE
DETAILS**

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**PROPOSED DANDY
MINI-MART**
LANSDING CT., TOMPKINS CO., NEW YORK



113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2145
Fax (607) 734-2149
www.FaganEngineers.com

Scale: As Noted
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Project No.: 2020.062
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**STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION**

U.S. CUSTOMARY STANDARD SHEET

**WORK ZONE TRAFFIC CONTROL
GENERAL NOTES**

APPROVED SEPTEMBER 18, 2008 ISSUED UNDER EB 08-036

/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY

619-10

EFFECTIVE DATE: 01/08/09

GENERAL NOTES

- THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MITO, REFLECT THE MINIMUM REQUIREMENTS.
- THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

ACTIVITY AREA

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

SIGNS

- THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
- ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE CORRECTED, REMOVED, STORED OR RELOCATED, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
- SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
- ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS ON PLACE MAY BE MOUNTED ON THE BARRIER. LA SMOLE TYPE BARRELS, LATERAL SIGN CHAIN IN A HORIZONTAL POSITION IS NOT PERMITTED.
- THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MITO. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.
- NY99-12 MAY BE USED IN PLACE OF NY99-11.

CHANNELIZING DEVICES

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

PUBLIC ACCESS

- PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE UNACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY, FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
- SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

LANE CLOSURES

- THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
- THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

LANE WIDTHS

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

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS

SPEED LIMIT (S) MPH	WATER LENGTH (L) FT	L = TAPER LENGTH W = WIDTH OF OFFSET (FT) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)
40 MPH OR LESS	L = WS ² / 60	
45 MPH OR MORE	L = WS	

TABLE 6C-3 TAPER LENGTHS FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	L
SHIFTING TAPER	L/2
SHOULDER TAPER	L/3
ONE-LANE, TWO-WAY TRAFFIC TAPER	100 FT. MAXIMUM
DOWNSIDE TAPER	100 FT. PER LANE

TABLE 6I-9-4 FLARE RATES FOR POSITIVE BARRIER

TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT
TEMPORARY CONCRETE BARRIER	30' 40' 50' 55' 65' MPH MPH MPH MPH MPH
SHOULDER CONCRETE BARRIER	81' 111' 141' 161' 201'
BOX BEAM OR HEAVY POST CORRUGATED BEAM	71' 91' 111' 121' 151'

TABLE NYH-3 ADVANCE WARNING SIGN SPACING

ROAD TYPE	A (FT)	B (FT)	C (FT)	XX	YY
URBAN (≤ 30 MPH)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH)	200	200	200	AHEAD	AHEAD
URBAN (45 MPH)	300	300	300	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	1/2 MILE

TABLE NY2-A PLACEMENT DISTANCE FOR BARRIER VEHICLES

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT)
18000 LBS.	24000 LBS.
MIDRANGE	MAXIMUM
> 55	100 FT., 200 FT., 100 FT., 200 FT.
45 - 55	100 FT., 200 FT., 85 FT., 185 FT.
< 45	85 FT., 165 FT., 50 FT., 100 FT.

TABLE NY2-B PLACEMENT DISTANCE FOR SHADOW VEHICLES

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT)
18000 LBS.	24000 LBS.
MIDRANGE	MAXIMUM
> 55	230 FT., 330 FT., 180 FT., 290 FT.
45 - 55	180 FT., 280 FT., 150 FT., 250 FT.
< 45	100 FT., 200 FT., 100 FT., 200 FT.

WORK DURATION DEFINITIONS

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

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

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

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

**STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION**

U.S. CUSTOMARY STANDARD SHEET

**WORK ZONE TRAFFIC CONTROL
LEGENDS AND NOTES**

APPROVED SEPTEMBER 18, 2008 ISSUED UNDER EB 08-036

/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY

619-11

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

CLOSURE TYPE	EXPOSURE CONDITION ¹	USE REQUIREMENTS ^{2, 4, 5}			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)	≥ 45 MPH	35-40 MPH
LANE CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED	REQUIRED ³	REQUIRED ³	OPTIONAL ²	OPTIONAL ²
	NON-TRAVERSABLE HAZARD (E.G. EQUIPMENT, MATERIALS, EXCAVATION OR NO WORKERS EXPOSED)	REQUIRED ³	REQUIRED ³	OPTIONAL ²	OPTIONAL ²
SHOULDER CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED ³	REQUIRED ³	OPTIONAL ²	OPTIONAL ²
	NON-TRAVERSABLE HAZARD (E.G. EQUIPMENT, MATERIALS, EXCAVATION ONLY NO WORKERS EXPOSED)	REQUIRED ³	OPTIONAL ²	OPTIONAL ²	OPTIONAL ²

- THE EXPOSURE CONDITIONS DESCRIBED IN TABLE NY1-A ASSUMES THERE IS NO POSITIVE PROTECTION (TEMPORARY TRAFFIC BARRIER PRESENT). WHERE WORKERS OR HAZARDS ARE PROTECTED BY A TEMPORARY TRAFFIC BARRIER, BARRIER VEHICLES ARE NOT REQUIRED.
- WHERE THE REQUIREMENT IS "OPTIONAL", EITHER A BARRIER VEHICLE OR THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
- REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE BARRIER VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER IF OR GREATER IN WIDTH. IF THE WORK SPACES MOVE WITHIN THE STATIONARY CLOSURE, THE BARRIER VEHICLE SHALL BE REPOSITIONED ACCORDINGLY. BARRIER VEHICLE PROTECTION NON-TRAVERSABLE HAZARDS SHALL REMAIN IN PLACE DURING BOTH WORKING AND NON-WORKING HOURS UNTIL THE HAZARD NO LONGER EXISTS. EXCEPTIONS TO THESE REQUIREMENTS MAY BE MADE, AS APPROVED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE. WHERE BARRIER VEHICLE PLACEMENT WOULD BE INEFFECTIVE OR WOULD INTERFERE WITH THE SAFE OPERATION OF TRAFFIC.
- BARRIER VEHICLES ARE NOT REQUIRED FOR MILLING AND/OR PAVING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
- BARRIER VEHICLES ARE NOT REQUIRED FOR FLAGGING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.

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

CLOSURE TYPE	EXPOSURE CONDITION	USE REQUIREMENTS			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)	≥ 45 MPH	35-40 MPH
LANE CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}
	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}

- A MOBILE CLOSURE SHALL BE USED FOR ANY WORK ACTIVITY THAT MOVES CONTINUOUSLY OR INTERMITTENTLY ALONG THE TRAVELED WAY OR SHOULDER SLOWER THAN THE PREVAILING SPEED OF TRAFFIC. CHANNELIZING DEVICES ARE NOT USED FOR MOBILE CLOSURES.
- SHADOW VEHICLES SHALL BE EQUIPPED WITH AN APPROVED REAR MOUNTED ATTENUATOR (TRUCK MOUNTED OR TRAILER MOUNTED) FOR THE FOLLOWING MOBILE CLOSURES: LANE CLOSURES ON FREEWAYS, LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 30 MPH OR MORE, SHOULDER CLOSURES ON FREEWAYS, AND SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE.
- FOR MOBILE LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 30 MPH OR LESS AND MOBILE SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 45 MPH OR LESS, SHADOW VEHICLES ARE NOT REQUIRED TO BE EQUIPPED WITH A REAR MOUNTED ATTENUATOR.
- A SHADOW VEHICLE IS USED TO PROTECT EXPOSED WORKERS ON FOOT OR IN A VEHICLE AND SHALL BE REQUIRED FOR ALL MOBILE CLOSURES. SHADOW VEHICLE REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE SHADOW VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER IF OR GREATER IN WIDTH. ADDITIONAL SHADOW VEHICLES MAY BE REQUIRED TO PROMOTE THE SAFE OPERATION OF TRAFFIC AND PROVIDE PROTECTION OF EXPOSED WORKERS, AS DIRECTED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

TABLE 6C-2 LONGITUDINAL BUFFER SPACE

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE
18000 LBS.	24000 LBS.
MIDRANGE	MAXIMUM
> 55	100 FT., 200 FT., 100 FT., 200 FT.
45 - 55	100 FT., 200 FT., 85 FT., 185 FT.
< 45	85 FT., 165 FT., 50 FT., 100 FT.

TABLE NY2-A PLACEMENT DISTANCE FOR BARRIER VEHICLES

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT)
18000 LBS.	24000 LBS.
MIDRANGE	MAXIMUM
> 55	100 FT., 200 FT., 100 FT., 200 FT.
45 - 55	100 FT., 200 FT., 85 FT., 185 FT.
< 45	85 FT., 165 FT., 50 FT., 100 FT.

TABLE NY2-B PLACEMENT DISTANCE FOR SHADOW VEHICLES

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT)
18000 LBS.	24000 LBS.
MIDRANGE	MAXIMUM
> 55	230 FT., 330 FT., 180 FT., 290 FT.
45 - 55	180 FT., 280 FT., 150 FT., 250 FT.
< 45	100 FT., 200 FT., 100 FT., 200 FT.

BARRELS

BARRELS SHALL BE USED TO PROTECT EXPOSED WORKERS ON FOOT OR IN A VEHICLE AND SHALL BE REQUIRED FOR ALL MOBILE CLOSURES. BARRELS SHALL INCLUDE PROVIDING A SEPARATE BARREL FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER IF OR GREATER IN WIDTH. ADDITIONAL BARRELS MAY BE REQUIRED TO PROMOTE THE SAFE OPERATION OF TRAFFIC AND PROVIDE PROTECTION OF EXPOSED WORKERS, AS DIRECTED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

EFFECTIVE DATE: 01/08/09

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	ES-1	C	-----	72"x60"	72"x60"
	G20-1	A	36"x18"	48"x24"	48"x24"
	G20-2	A	36"x18"	48"x24"	48"x24"
	G20-4	A	36"x18"	-----	-----
	G20-5P	A	24"x18"	36"x24"	36"x24"
	M1-1	G	1 OR 2 DIGITS 24"x24"	36"x36"	36"x36"
	M1-1F	G	3 DIGITS 30"x24"	45"x36"	45"x36"
	M1-4	B	1 OR 2 DIGITS 24"x24"	36"x36"	36"x36"
	M1-4F	B	3 DIGITS 30"x24"	45"x36"	45"x36"
	M3-1	SEE NOTE 3	24"x12"	36"x18"	36"x18"
	M3-2	SEE NOTE 3	24"x12"	36"x18"	36"x18"
	M3-3	SEE NOTE 3	24"x12"	36"x18"	36"x18"
	M3-4	SEE NOTE 3	24"x12"	36"x18"	36"x18"
	M4-8	A	24"x12"	36"x18"	36"x18"
	M4-8a	A	24"x18"	24"x18"	24"x18"
	M4-9	A	30"x24"	48"x36"	48"x36"
	M4-9a	A	30"x24"	30"x24"	-----
	M4-9b	A	30"x24"	30"x24"	-----
	M4-9c	A	30"x24"	30"x24"	-----
	M4-10L	A	48"x18"	48"x18"	48"x18"
	M4-10R	A	48"x18"	48"x18"	48"x18"
	M6-1	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	M6-2	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	M6-3	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	M6-4	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	NYM-1	B	24"x24"	36"x36"	36"x36"
	NYM-2	B	30"x24"	45"x36"	45"x36"
	NYM-3	B	30"x24"	45"x36"	45"x36"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	NYR-11	B	24"x42"	48"x48"	48"x48"
	NYR-12	B	24"x36"	36"x54"	48"x72"
	NYM-17	A	36"x36"	48"x48"	48"x48"
	NYM-30	A	48"x24"	48"x24"	48"x24"
	NYM-31	A	48"x24"	48"x24"	48"x24"
	NYM-32	A	48"x24"	48"x24"	48"x24"
	NYM-33	A	48"x24"	48"x24"	48"x24"
	R1-1	D	36"x36"	36"x36"	48"x48"
	R1-2	E	36"x36"x36"	48"x48"x48"	60"x60"x60"
	R2-1	B	24"x30"	36"x48"	36"x48"
	R2-11	B	24"x30"	36"x48"	36"x48"
	R2-12	B	24"x36"	36"x54"	36"x54"
	R4-1	B	24"x30"	36"x48"	36"x48"
	R4-7	B	24"x30"	36"x48"	36"x48"
	R4-7a	B	18"x30"	-----	-----
	R4-8	B	24"x30"	36"x48"	36"x48"
	R4-8a	B	18"x30"	-----	-----
	R4-9	B	24"x30"	36"x48"	36"x48"
	R5-1	E	36"x36"	36"x36"	48"x48"
	R9-8	B	36"x18"	36"x18"	-----
	R9-9	B	24"x12"	24"x12"	-----
	R9-10L	B	24"x12"	24"x12"	-----
	R9-10R	B	24"x12"	24"x12"	-----
	R9-11L	B	24"x18"	24"x18"	-----
	R9-11R	B	24"x18"	24"x18"	-----
	R9-11d	B	24"x12"	24"x12"	-----
	R9-11r	B	24"x12"	24"x12"	-----
	R10-6	B	24"x36"	24"x36"	-----
	R11-2	B	48"x30"	48"x30"	48"x30"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	R11-3a	B	60"x30"	60"x30"	-----
	W1-4L	A	36"x36"	48"x48"	48"x48"
	W1-4R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"	48"x48"	48"x48"
	W1-6R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	36"x36"</		

NYS DOT STANDARD GENERAL PLAN NOTES:

1. THE ROADWAY SHALL BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
2. ROADSIDE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
3. MATERIALS, EQUIPMENT AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE NEW YORK STATE RIGHT-OF-WAY.
4. 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.
5. 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 ONONDAGA WEST CORTLAND/TOMPKINS OSWEGO CAYUGA/SENECA
 315-458-1910 315-672-8151 607-756-7072 315-963-3730 315-539-3112

6. NOTIFY DIG SAFELY NEW YORK THREE WORKING DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 1-800-962-7962, FOR A UTILITY STAKE-OUT.
7. 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.
8. 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.
9. 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.
10. 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.
11. OPEN CUTTING OF THE ROADWAY SHALL NOT BE ALLOWED UNLESS PERMISSIONS GRANTED IN WRITING, BY THE REGIONAL TRAFFIC ENGINEER.

CONVENTIONAL ROADWAY

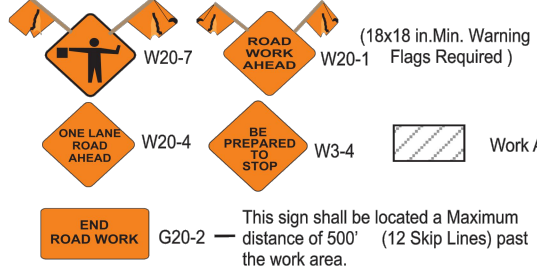
- Notes:
1. In urban conditions, advance warning sign spacings may be adjusted in order to accommodate side streets and driveways.
 2. Centerline cones may be added to enhance the visibility of the flagger station. If cones are used, place them 100 ft. (minimum) from flagger.
 3. Flagger Symbol Sign (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.
 4. 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.
 5. 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.
 6. For moving flagging operation, refer to TAST-CMF.

Roadway	DISTANCE BETWEEN SIGNS		
	A (FT.)	B (FT.)	C (FT.)
URBAN LOW (≤30 MPH)	30	100	100
URBAN (31-40 MPH)	35	200	200
URBAN HIGH (41-50 MPH)	45	350	350
RURAL	500	500	500

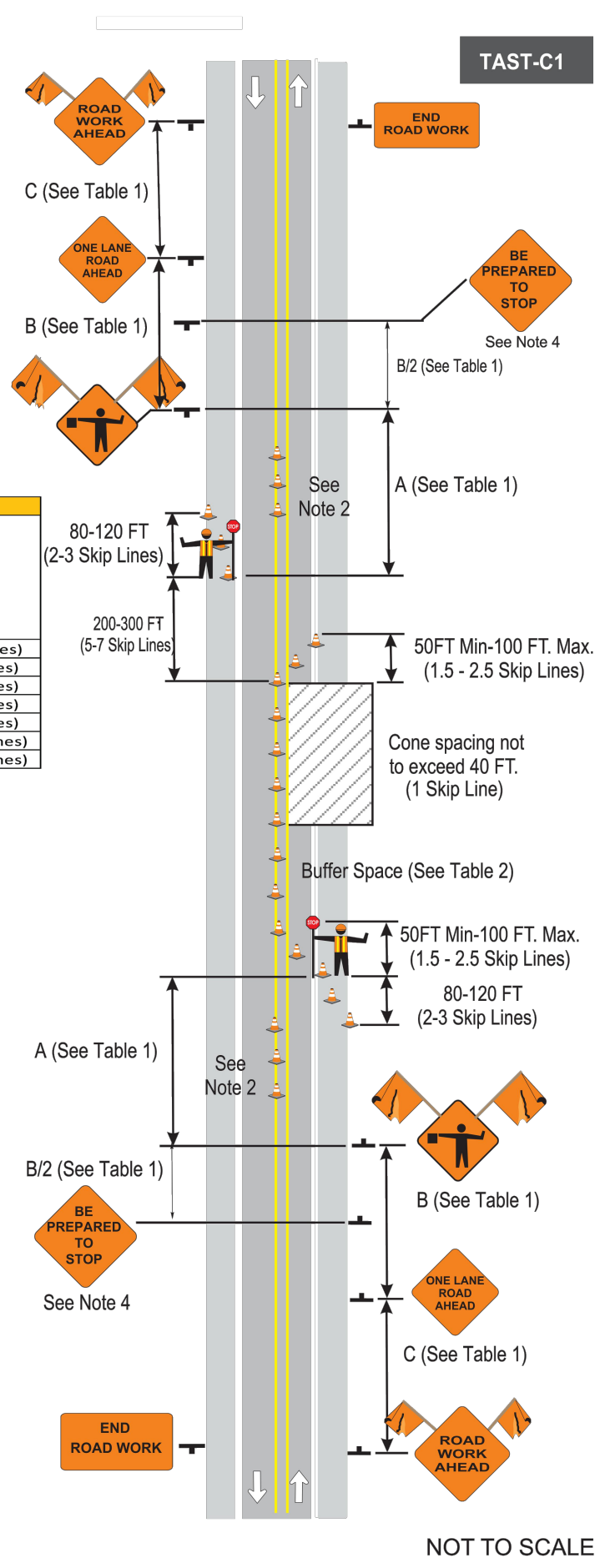
PRECONSTRUCTION SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE (FT.)
25	155 (-4 Skip Lines)
30	200 (-5 Skip Lines)
35	250 (-6 Skip Lines)
40	305 (-8 Skip Lines)
45	360 (-9 Skip Lines)
50	425 (-11 Skip Lines)
55	495 (-13 Skip Lines)

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/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
 Rev. 2019/01



CONVENTIONAL ROADWAY

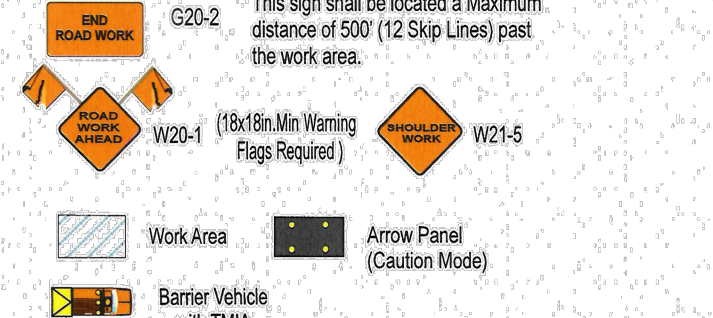
- Notes:
1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
 2. The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to 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.
 3. There shall be no workers, equipment or other vehicles in the buffer space or the roll ahead distance.

Roadway	DISTANCE BETWEEN SIGNS		
	A (FT.)	B (FT.)	C (FT.)
URBAN LOW (≤30 MPH)	30	100	100
URBAN (31-40 MPH)	35	200	200
URBAN HIGH (41-50 MPH)	45	350	350
RURAL	500	500	500

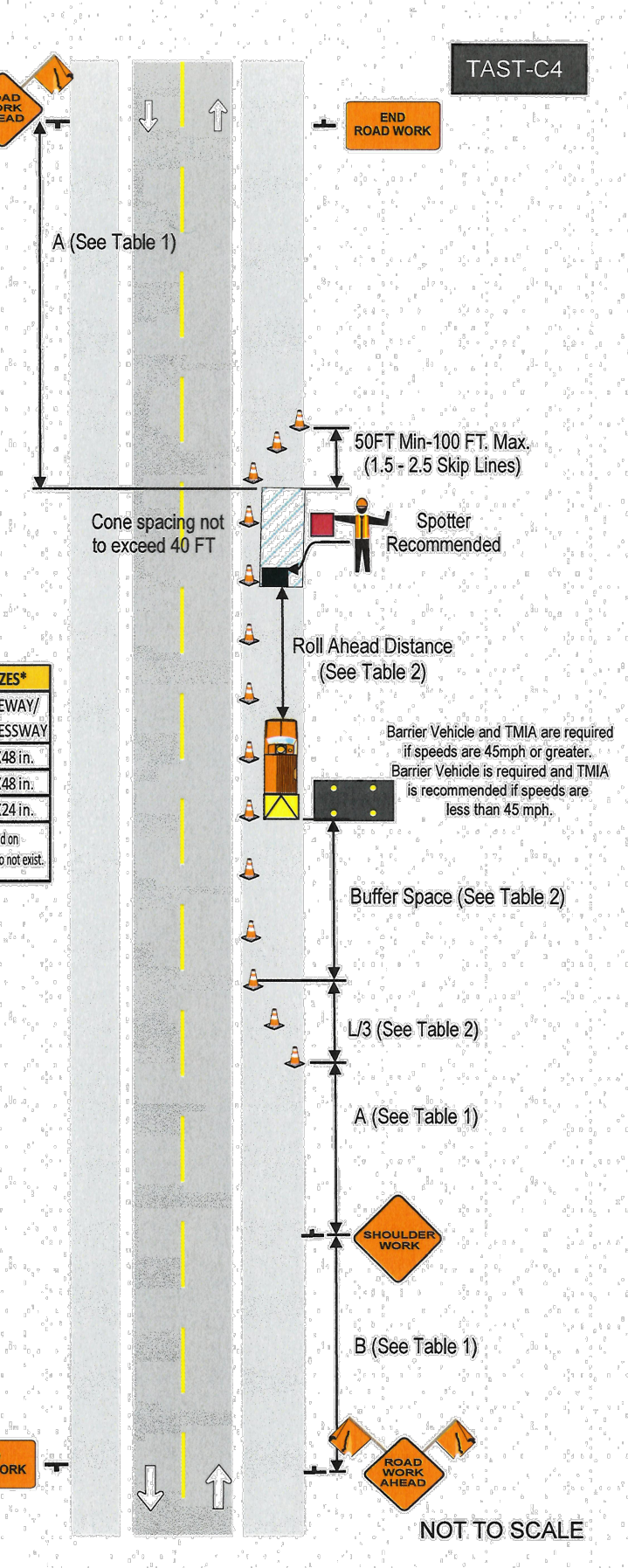
PRECONSTRUCTION SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE (FT.)
25	155 (-4 Skip Lines)
30	200 (-5 Skip Lines)
35	250 (-6 Skip Lines)
40	305 (-8 Skip Lines)
45	360 (-9 Skip Lines)
50	425 (-11 Skip Lines)
55	495 (-13 Skip Lines)

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/EXPRESSWAY
W20-1	30x36 in.	48x48 in.
W20-4	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 SHOULDER CLOSURE WITHOUT LANE ENCROACHMENT ON TWO LANE CONVENTIONAL ROADWAY
 DECEMBER 2019 TAST-C4
 Rev. 2019/01



NYS DOT WZTC NOTES:

1. 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.
2. 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.
3. 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.
4. DAILY CLOSURES MAY OCCUR OFF OF LONG-TERM CLOSURES AND SHALL BE SUBJECT TO DAILY CLOSURE RESTRICTIONS.
5. WORK ZONES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME ON UNDIVIDED HIGHWAYS.
6. 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.
7. 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)
8. 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.
 9. 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.
 10. 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.
 11. ALL CONSTRUCTION SIGN SHALL BE MOUNTED AT A HEIGHT OF 7 FEET ABOVE THE EDGE OF TRAVEL TIME.
 12. SIGNS SHALL NOT ENCRUCH MORE THAN 4" INTO SHOULDERS USED BY PEDESTRIANS OR BICYCLES.
 13. WHERE SHOULDER WIDTHS ARE LIMITED AND SIGNS CANNOT BE ERECTED BEYOND THE SHOULDER, CONSTRUCTION SIGNES MAY NEED TO BE MOUNTED ON CONCRETE MEDIAN BARRIERS, BRIDGE PARAPETS, ETC..
 14. 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.
 15. 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.
 16. ACTUAL FIELD CONDITIONS MAY REQUIRE OTHER SIGNS AND OTHER ARRANGEMENTS OF SIGNS. DISTANCES SHALL BE ADAPTED TO PREVAILING CONDITIONS. SIGNS SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY. SIGNS THAT RE NOT APPLICABLE SHALL BE COVERED OR OBSCURED FROM SIGHT. ALL SIGN NUMBERS REFER TO THE 2009 EDITION OF THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT.
 17. 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.
 18. 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.
 19. 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.
 20. 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.
 21. 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.
 22. CARE SHALL BE TAKEN TO INSURE THAT NO DAMAGE OCCURS TO THE EXISTING PAVEMENT/SHOULDER/CURB AREAS AS A RESULT OF CONSTRUCTION EQUIPMENT MOVEMENT.
 23. 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
2	03/21/22	Preliminary Site Plan Submission
1	07/29/21	Added Southern Enclosure

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.

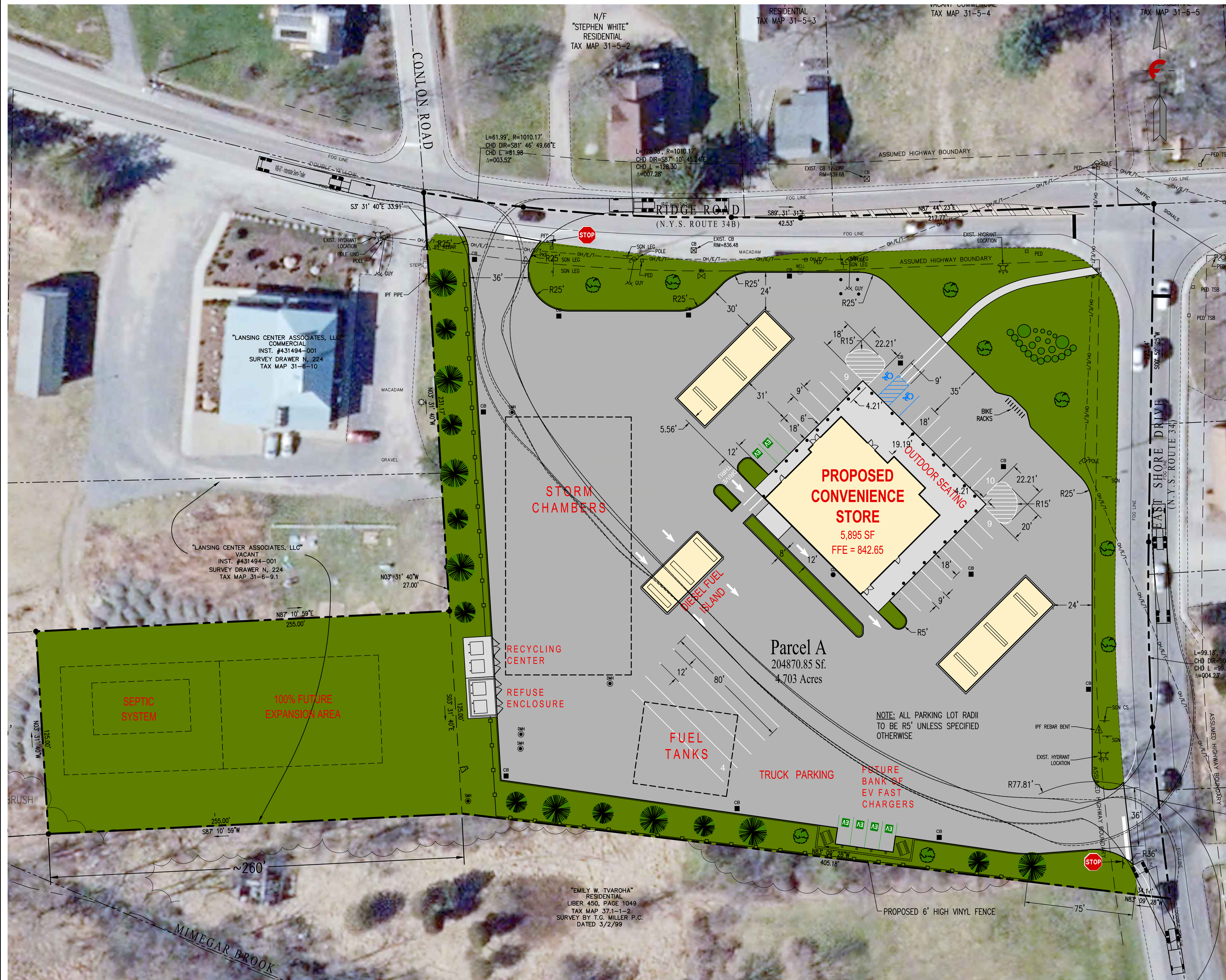
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FAGAN ENGINEERS & LAND SURVEYORS PC
 113 East Chemung Place
 Elmira N.Y. 14904
 Phone (607) 734-2165
 Fax (607) 734-2169
 www.FaganEngineers.com

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

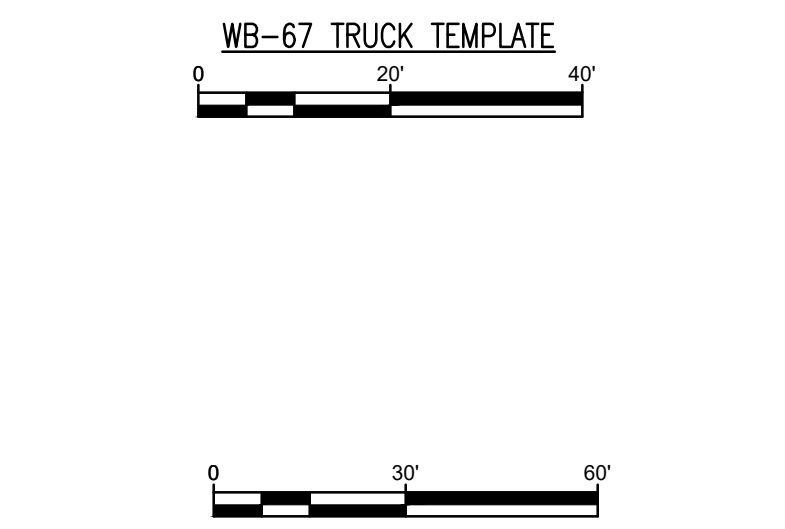
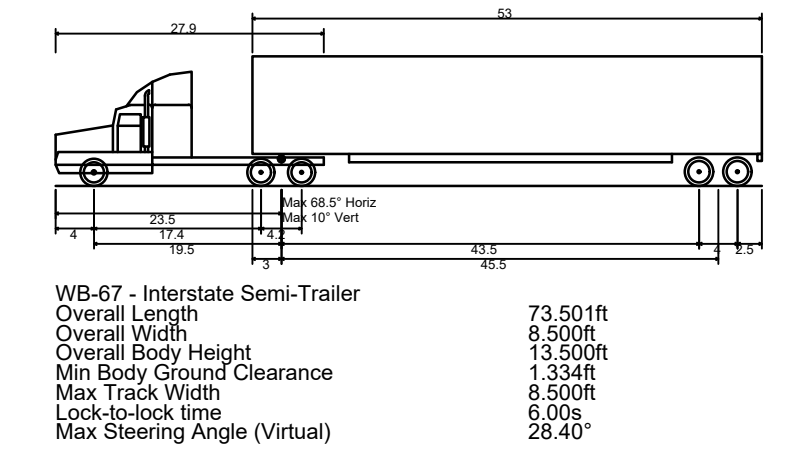
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NYS DOT WORKZONE DETAILS
C18



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



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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SEAL

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FAGAN ENGINEERS & LAND SURVEYORS PC

113 East Chemung Place
 Elmira N.Y. 14904
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TRUCK TURNING PLAN
C19