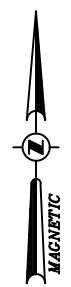


TOWN OF QUEENSBURY, WARREN COUNTY, NY

07/07/2025



LOCATION MAP
SCALE: 1"=500'

TOWN SUPERVISOR:
JOHN STROUGH

TOWN CLERK:
CAROLINE BARBER

TOWN BOARD:
ANTHONY METIVIER
MICHAEL DIXON
TIM MCNULTY
SCOTT GUSHLAW

HIGHWAY DEPARTMENT SUPERINTENDENT:
DAVID DUELL

SITE CIVIL ENGINEER AND LANDSCAPE ARCHITECT:
 LABELLA ASSOCIATES., D.P.C.
 20 ELM STREET (SUITE 110)
 GLENS FALLS, NEW YORK 12801
 PHONE: (518) 812-0513

INDEX OF DRAWINGS	
SHEET NO.	DESCRIPTION
G001	TITLE SHEET
S-1	SURVEY
G002	NOTES AND LEGEND
C130	SITE PLAN
C530	DETAILS
C590	MAINTENANCE & PROTECTION OF TRAFFIC

[illegible]

20 Elm Street, Suite 110
Glens Falls, NY 12801
518-812-0513
labellapc.com

[illegible]

AVIATION ROAD SIDEWALK CONSTRUCTION

TITLE SHEET

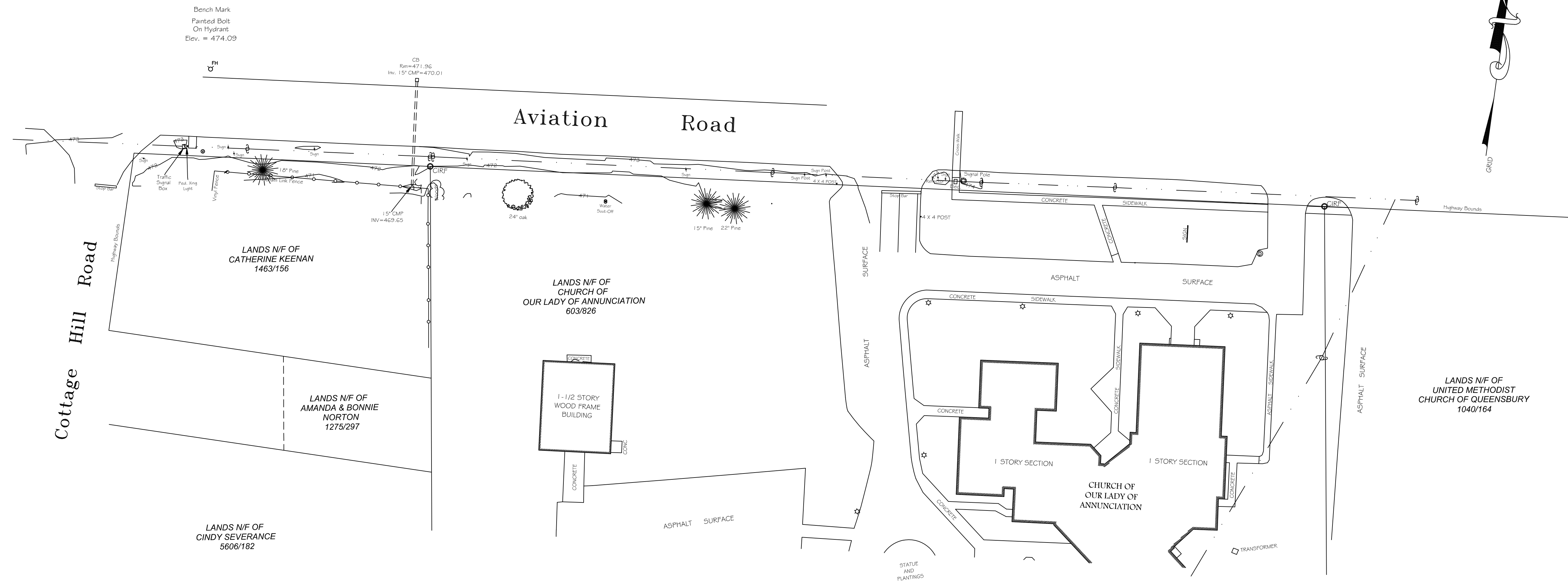
TOWN OF QUEENSBURY, WARREN COUNTY, NY

designed MWB	checked SD
date 07/07/25	scale NTS
project no. 2240674.22	
sheet no. G001	

FOR BID

Drawing Name: B:\GLOBAL\Projects\Queensbury, Town of\2240674.22 - Sidewalk Improvements\06_Drawings\Civil\DWG\00_G001_92000-08_TITLE.dwg
Xref's Attached: XTB_XXXX-XX.X; XTB_92000-08_H24x36
Date Printed: Jul 23, 2025, 12:52pm

MAP REFERENCE:
MAP OF LANDS OF
CHURCH OF OUR LADY
OF THE ANNUNCIATION
DATED: OCTOBER 28, 2011
REVISED: FEBRUARY 29, 2012
BY: COULTER & McCORMACK



LEGEND:

- CIRF = CAPPED IRON ROD FOUND
- CM = CONCRETE MONUMENT FOUND
- ⊕ = UTILITY POLE
- ⊙ = TRAFFIC SIGNAL POLE
- = METAL FENCE LINE
- ~~~~~ = EDGE OF WOODS
- MHP = MANHOLE
- ★ = LAMP POST
- ⊙ (with leaves) = DECIDUOUS TREE
- ⊙ (with needles) = CONIFEROUS TREE
- ⊙ (with horizontal bar) = WATER CURB STOP
- HD = HYDRANT

DATUM
HORIZONTAL = NYS PLANE NAD 83
VERTICAL = NAVD 88

Map of a Survey made for
The Town of Queensbury
Town of Queensbury, Warren County, New York

[illegible]

**Van & Dusen
Steves
Land Surveyors**
169 Haviland Road
(518) 792-8174
Queensbury, New York 12004
New York Lic. No. 50135

Date: April 21, 2020

Scale 1"=40'

S-1

SHEET 1 OF 1

D2479
DWG. NO. 20-043

LAYOUT:

The diagram shows a series of horizontal lines representing different road features. From top to bottom: a solid line labeled 'LOT LINE'; a dashed line labeled 'SETBACK LINE'; another dashed line; a solid line labeled 'EASEMENT LINE'; another solid line; a solid line labeled 'SIDEWALK'; a hatched rectangular area labeled 'ROAD LINING & STRIPING'; and a solid line.

GRADING & EROSION CONTROL:

The diagram shows a series of horizontal lines representing different grading and erosion control features. From top to bottom: a solid line labeled '500' with '5 FT CONTOUR' to its right; a solid line labeled '448' with '1 FT CONTOUR' to its right; a solid line labeled '501.25' with 'SPOT ELEVATIONS' to its right; a dashed line labeled 'X' with 'SPOT ELEVATIONS' to its right; a solid line with three circles labeled 'SILT FENCE / FIBER LOG'; and a hatched rectangular area labeled 'CONCRETE WASH OUT AREA (NOT SHOWN ON DRAWING, CONTRACTOR TO PLACE WHERE NEEDED)'.

1. REFER TO REQUIREMENTS OUTLINED IN THE EROSION & SEDIMENTS CONTROL PLAN & NOTES PRIOR TO COMMENCEMENT OF WORK.
2. CEASE ALL DEMOLITION OPERATIONS OF STRUCTURES, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, RUNOFF CONTROL, AND HAULING, DISPOSAL AND STORAGE OF DEBRIS.
3. PROVIDE, ERECT, AND MAINTAIN TEMPORARY BARRIERS AND SECURITY DEVICES.
4. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATIONS. DO NOT INTERRUPT EXISTING UTILITIES SERVING OPERATING FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY OWNER AND AUTHORITIES HAVING JURISDICTION.
5. NOTIFY ADJACENT OWNERS OF WORK THAT MAY AFFECT THEIR PROPERTY, POTENTIAL NOISE, UTILITY OUTAGE, OR DISRUPTION. COORDINATE WITH OWNER. PREPARE MOVEMENT OR SETTLEMENT OF ADJACENT STRUCTURES. PROVIDE BRACING AND SHORING.
6. LOCATE AND IDENTIFY ALL EXISTING UTILITIES WITHIN THE CONSTRUCTION AREA. DISCONNECT AND SEAL OR CAP OFF UTILITY SERVICES THAT WILL BE AFFECTED BY THIS PROJECT. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK TO COORDINATE WITH THEIR REQUIREMENTS. VERIFY THAT UTILITIES HAVE BEEN DISCONNECTED.
7. DEMOLISH AND REMOVE COMPONENTS IN AN ORDERLY AND CAREFUL MANNER.
8. PROTECT EXISTING FEATURES THAT ARE NOT TO BE DEMOLISHED.
9. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESSWAYS.
10. MAINTAIN EGRESS AND ACCESS AT ALL TIMES. DO NOT CLOSE OR OBSTRUCT CORRIDORS, OR SIDEWALKS WITHOUT PERMITS. COORDINATE W/ AUTHORITY HAVING JURISDICTION.
11. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION.
12. REPAIR GRADE AND ADJACENT AREAS AFFECTED BY DEMOLITION TO MAINTAIN EXISTING GRADES AND CONTOURS.
13. FIELD VERIFY EXISTING CONDITIONS AND CORRELATE WITH REQUIREMENTS INDICATED ON DEMOLITION PLAN TO DETERMINE EXTENT OF SELECTIVE DEMOLITION REQUIRED.
14. CONDUCT DEMOLITION OPERATIONS AND REMOVE DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH SELECTIVE DEMOLITION OPERATIONS.
15. CONDUCT DEMOLITION OPERATIONS TO PREVENT INJURY TO PEOPLE AND DAMAGE TO ADJACENT BUILDINGS AND FACILITIES TO REMAIN. ENSURE SAFE PASSAGE OF PEOPLE AROUND SELECTIVE DEMOLITION AREA.
16. USE WATER MIST, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS TO LIMIT DUST. DUST SHALL BE DISPOSED OF OFF-SITE AT A FACILITY APPROVED TO RECEIVE THE DEBRIS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON-SITE, DO NOT BURN DEMOLISHED MATERIALS ON-SITE.

1. THE CONTRACTOR SHALL PROTECT EXISTING PROPERTY LINE MONUMENTATION, ANY MONUMENTATION DISTURBED OR DESTROYED, AS JUDGED BY THE ENGINEER OR OWNER, SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE AND UNDER THE CLOSE SUPERVISION OF A NEW YORK STATE LICENSED LAND SURVEYOR.
2. ALL PAVEMENT RESTORATION SHALL MEET AND MATCH EXISTING GRADES.
3. ALL SAWCUT LINES SHALL BE PARALLEL AND CURVILINEAR TO EXISTING OR PROPOSED CURBING AND SHALL BE A CONSTANT DISTANCE OF 18" MIN AWAY.
4. NOTIFY ENGINEER 48 HOURS PRIOR TO INITIALIZATION OF ANY WORK ON SITE.
5. THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY CONDITIONS THAT VARY FROM THE PLANS AND/OR SPECIFICATIONS. THE CONTRACTOR'S WORK SHALL NOT VARY FROM THE PLANS WITHOUT PRIOR REVIEW FROM THE ENGINEER.
6. CONTRACTOR IS RESPONSIBLE FOR EMPLOYING AND MAINTAINING ALL TRAFFIC CONTROL AND SAFETY MEASURES DURING CONSTRUCTION.
7. CONTRACTOR IS RESPONSIBLE FOR PROPERLY & SAFELY MAINTAINING AREA BEHIND THE SITE DURING PROPOSED CONSTRUCTION.
8. NO WORK, STORAGE OR TRESPASS SHALL BE PERMITTED BEHIND THE SITE PROPERTY LINES OR PUBLIC RIGHT-OF-WAY.
9. ALL EXISTING LAWN AREA, CURBING, PAVING, SIDEWALKS, CULVERTS OR OTHER PUBLIC OR PRIVATE PROPERTY DAMAGED BY BREACHING OR EXCAVATION OF THE EXISTING SITE SHALL BE REPLACED OR REPAIRED TO THE SAME STRAIGHT LINE TO EXISTING, AS DESCRIBED IN CONTRACT DOCUMENTS OR AS ORDERED BY ENGINEER (AOBE). MAILBOXES, SIGN POSTS, ETC SHALL BE PROTECTED OR REMOVED AND REPLACED EXACTLY AS THEY WERE BEFORE BEING DISTURBED. REMOVE AND REPLACE AFFECTED CURBING AND SIDEWALK TO NEAREST JOINT.
10. ALL EXCAVATION SHALL BE TO THE PROPOSED FINISHED GRADE. STRAIGHT LINE TO POINT NEEDED TO BLEND GRADE, REMOVE LAWN AND REPLACE TO MINIMUM LIMIT OF EXCAVATION.

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL FIELD LAYOUT.

1. PRIOR TO SITE DISTURBANCE, CONTRACTOR TO INSTALL EROSION & SEDIMENT CONTROL MEASURES.
2. STRIP ALL TOPSOIL PRIOR TO COMMENCING EARTHWORK OPERATIONS. TOPSOIL NOT TO BE REUSED IN LAWN AND PLANTING AREAS ONLY. TOPSOIL AND SEED ALL AREAS DISTURBED BY CONSTRUCTION THAT ARE TO REMAIN GREEN.
3. BOX ALL TREES AND HOUSE ALL SHRUBS AND HEDGES BEFORE PLACING EARTH AGAINST OR NEAR WORK. ORNAMENTAL TREES, SHRUBS AND HEDGES WHICH MAY BE REMOVED DURING CONSTRUCTION SHALL BE HEADED AND RE-PLANTED IN AS GOOD A CONDITION AS THEY WERE BEFORE THEIR REMOVAL. ANY DAMAGED TREES, SHRUBS, AND/OR HEDGES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. ALL EARTHWORK SHALL BE SMOOTHLY AND EVENLY BLENDED INTO EXISTING CONTOUR OF NEARBY WORK. STORAGE OF TREES SHALL BE PERMITTED BEYOND THE BOUNDARIES OF ANY EASEMENT OR PROPERTY LINE.
5. REMOVE ALL VEGETATION, TREES, STUMPS, GRASSES, ORGANIC SOILS, DEBRIS AND DELETERIOUS MATERIALS WITHIN THE AREAS SLATED FOR CONSTRUCTION.
6. IF PREVIOUSLY UNKNOWN CULTURAL, ARCHEOLOGICAL, OR HISTORIC REMAINS OR OTHER OBSTACLES ARE DISCOVERED DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, THE PROJECT SPONSORS SHALL SUSPEND CONSTRUCTION OPERATIONS IN THE PERTINENT AREA AND SHALL NOTIFY THE PROJECT ENGINEER. CONSTRUCTION IN THAT AREA SHALL RESUME ONLY AFTER COMPLETION OF AN INVESTIGATION BY THE STATE HISTORIC PRESERVATION DEPARTMENT. THIS PROTECTION OR RECOVERY OF THE REMAINS IS WARRANTED, OR WHETHER THE SITE IS ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES.

1. THE CONTRACTOR WILL PROVIDE THE SERVICES OF AN INDEPENDENT, 3RD PARTY, TESTING AGENCY FOR THIS PROJECT WHO WILL PROVIDE TESTING ON BEHALF OF THE OWNER. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR COORDINATING WITH THE TESTING AGENCY AND FOR PAYMENT TO TESTING AGENCY FOR SERVICES PROVIDED.
2. TESTING REQUIREMENTS ARE INCLUDED IN THE CONTRACT DOCUMENTS. (SEE COMPACTION REQUIREMENTS TABLE BELOW)
3. REFER TO THE SCHEDULE OF TESTING AND TO THE SPECIFICATIONS FOR REQUIRED TESTING. TESTING SHALL BE CONTINUOUS OR PERIODIC DURING THE PERFORMANCE OF THE WORK, AS NOTED.
4. THE CONTRACTOR SHALL HOLD A PRE-CONSTRUCTION MEETING WITH THE OWNERS, ENGINEER, TESTING AGENCY, AND AFFECTED SUBCONTRACTORS TO REVIEW THE TESTING REQUIREMENTS FOR THE PROJECT. THE CONTRACTOR SHALL DISTRIBUTE CONSTRUCTION SCHEDULES TO EACH ATTENDEE.
5. THE CONTRACTOR SHALL SUBMIT INTERIM REPORTS PREPARED BY THE TESTING AGENCY TO THE ENGINEER AND, AT COMPLETION OF TESTING, A FINAL STATEMENT OF TESTING.
6. THE TESTING AGENCY SHALL NOTIFY THE CONTRACTOR IMMEDIATELY OF DISCREPANCIES.
7. THE CONTRACTOR SHALL COOPERATE WITH THE TESTING AGENCY BY PROVIDING ADVANCE NOTIFICATION OF REQUIRED TESTING, INCIDENTAL LABOR, SAFE ACCESS TO THE WORK AREAS, AND ACCESS TO THE CONTRACT DOCUMENTS SO THAT TESTING MAY BE PERFORMED.
8. THE TESTING PROGRAM SHALL IN NO WAY RELIEVE THE CONTRACTOR OF THE OBLIGATION TO PERFORM THE WORK IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS OR FROM IMPLEMENTING AN EFFECTIVE QUALITY CONTROL PROGRAM.

AGENT NO.	ROLE	ENGAGED BY
1	CONSTRUCTION OBSERVATION	OWNER
2	TESTING AGENCY	CONTRACTOR
KEY OF MINIMUM QUALIFICATIONS OF INSPECTION AGENTS (MQIA)		
PE	PROFESSIONAL ENGINEER	
EIT	ENGINEER IN TRAINING	
ACI	AMERICAN CONCRETE INSTITUTE CERTIFIED CONCRETE FIELD TESTING TECHNICIAN	
AWS	AMERICAN WELDING SOCIETY CERTIFIED WELDING INSPECTOR	
ASNT	AMERICAN SOCIETY OF NON-DESTRUCTIVE TESTING-LEVEL II OR III	

VERIFICATION/INSPECTION	AGENT NO. / MOJA	CONTINUOUS	PERIODIC	REFERENCED STANDARD	BC-NYS REFERENCE
1. VERIFYING USE OF REQUIRED DESIGN MIX.	2	X	—	ACI 318: CH. 4, 5.2–5.4	1905
2. SAMPLING FRESH CONCRETE AND PERFORMING SLUMP, AIR CONTENT, UNIT WEIGHT, AND DETERMINING THE TEMPERATURE OF FRESH CONCRETE AT THE TIME OF MAKING SPECIMENS FOR STRENGTH TESTS.	2/ACI	X	—	ASTM C172 ACI 318: 5.6, 5.8	1905
3. TESTING OF CONCRETE FOR VERIFICATION OF REQUIRED COMPRESSIVE-STRENGTH	2	X	—	ASTM C39	1905

LOCATION	COMPACTION	TESTING FREQUENCY	LIFT DEPTH	AGENT NO.
PIPE TRENCH BACKFILL (IN PAVED AREAS)	95% ASTM D1557	1. SERIES OF TESTS FOR EACH 150 FT OR LESS OF TRENCH LENGTH. SERIES INCLUDE 3 COMPACTION TESTS SPREAD EVENLY ALONG TRENCH PROFILE.	6 INCHES	2
PIPE TRENCH BACKFILL (IN UNPAVED AREAS NON-TRAFFIC)	90% ASTM D1557	1. SERIES OF TESTS FOR EACH 150 LF OR LESS OF TRENCH LENGTH. SERIES INCLUDE 3 COMPACTION TESTS SPREAD EVENLY ALONG TRENCH PROFILE.	12 INCHES	2
PIPE BEDDING AND PIPE ZONE BACKFILL	95% ASTM D1557	1. TEST FOR EACH 150 FT OR LESS OF TRENCH LENGTH.	6 INCHES	2
PAVEMENT SUBBASE	95% ASTM D1557	1. TEST FOR EVERY 2,000 SQ. FT. OF LIFT AREA BUT NO FEWER THAN TWO TESTS PER LIFT	12 INCHES	2
TOP AND BINDER COURSE	AS PER NYSDOT SECTION 402-3.07.C	1. TEST FOR EVERY 200 LF ALONG THE LENGTH OF THE PAVEMENT FOR EACH PASS OF THE PAVER	AS PER NYSDOT SPEC	2

THE TOTAL AREA OF DISTURBANCE PLANNED FOR THIS PROJECT IS LESS THAN 1 ACRE THEREFORE A SPDES GENERAL PERMIT (GP-0-20-001) IS NOT REQUIRED.

1. PRIOR TO COMMENCING ANY CLEARING, GRUBBING, EARTHWORK ACTIVITIES, ETC. AT THE SITE, THE CONTRACTOR SHALL FLAG THE WORK LIMITS AND SHALL INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES (STABILIZED TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES, STABILIZED CONSTRUCTION ENTRANCES, STORM DRAIN SEDIMENT FILTERS, DRAINAGE DITCH SEDIMENT FILTERS, ETC.) INDICATED ON THE PROJECT DRAWINGS. TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES MUST BE CONSTRUCTED, STABILIZED, AND FUNCTIONAL BEFORE SITE DISTURBANCE BEGINS WITHIN THEIR TRIBUTARY AREAS.
2. TEMPORARY DIVERSION MEASURES SHALL BE LOCATED IN A MANNER THAT WILL ASSURE THAT THE AREA TRIBUTARY TO EACH DIVERSION DOES NOT EXCEED FIVE (5) ACRES. THESE TEMPORARY DIVERSION MEASURES SHALL BE INSPECTED DAILY AND REPAIRED/STABILIZED AS NECESSARY TO MAINTAIN EROSION CONTROL.
3. THE CONTRACTOR SHALL COMMENCE SITE CONSTRUCTION ACTIVITIES INCLUDING CLEARING & GRADING OF THE PROPOSED AREA OF DISTURBANCE AS REQUIRED.
4. INSTALL PROTECTIVE MEASURES AT THE LOCATIONS OF ALL GRATE INLETS, CURB INLETS, AND AT THE ENDS OF ALL EXPOSED STORM DRAINAGE.
5. REMOVE PROTECTIVE MEASURES AROUND INLETS AND MANHOLES NO MORE THAN 24 HOURS PRIOR TO PLACING STABILIZED BASE COURSE. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AND IMMEDIATELY ESTABLISH PERMANENT VEGETATION ON THE AREAS DISTURBED DURING THEIR REMOVAL.

1. DAMAGE TO SURFACE WATERS RESULTING FROM EROSION AND SEDIMENTATION SHALL BE MINIMIZED BY STABILIZING DISTURBED AREAS AND BY REMOVING SEDIMENT FROM CONSTRUCTION SITE DISCHARGES.
2. AS MUCH AS IS PRACTICAL, EXISTING VEGETATION SHALL BE PRESERVED. FOR THE COMPLETION OF CONSTRUCTION ACTIVITIES IN ANY PORTION OF THE SITE, PERMANENT VEGETATION SHALL BE ESTABLISHED ON ALL EXPOSED SOILS.
3. SITE PREPARATION ACTIVITIES SHALL BE PLANNED TO MINIMIZE THE SCOPE AND DURATION OF SOIL DISRUPTION.
4. PERMANENT TRAFFIC CORRIDORS SHALL BE ESTABLISHED AND "ROUTES OF CONVENIENCE" SHALL BE AVOIDED. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT ALL POINTS OF ENTRY ONTO THE PROJECT SITE.

INSPECT ALL AREAS THAT HAVE RECEIVED VEGETATION EVERY SEVEN DAYS & AFTER EVERY RAIN EVENT. ALL AREAS DAMAGED BY EROSION OR WHERE SEED HAS NOT ESTABLISHED SHALL BE REPAIRED AND RESTABILIZED IMMEDIATELY.

INSPECT FOR DAMAGE EVERY SEVEN DAYS & AFTER EVERY RAIN EVENT. MAKE ALL REPAIRS IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE FACE OF THE FENCE BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO 1/3 THE HEIGHT OF THE FENCE. IF FENCE FABRIC TEARS, BEGINS TO DECOMPOSE, OR IN ANY WAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF FENCE IMMEDIATELY.

INSPECT SEDIMENT CONTROL BARRIERS (SILT FENCE OR HAY BALE) AND VEGETATION FOR DAMAGE EVERY SEVEN DAYS & AFTER EVERY RAIN EVENT. MAINTAIN THE SEDIMENT CONTROL BARRIER AT A MINIMUM OF 10% OF THE FACE OF THE SEDIMENT CONTROL BARRIER BEFORE IT ACCUMULATES TO A HEIGHT EQUAL TO 1/3 THE HEIGHT OF THE SEDIMENT CONTROL BARRIER. IF SEDIMENT CONTROL BARRIER TEARS, BEGINS TO DECOMPOSE, OR IN ANYWAY BECOMES INEFFECTIVE, REPLACE THE AFFECTED SECTION OF SEDIMENT CONTROL BARRIER IMMEDIATELY. REMOVE SEDIMENT FROM THE UP-SLOPE OF SOIL STOCK PILE. REMOVE THE SEDIMENT CONTROL BARRIER WHEN THE SOIL STOCKPILE HAS BEEN REMOVED.

SCHEDULE CONSTRUCTION OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED AREAS AT ANY ONE TIME DURING THE COURSE OF WORK. APPLY TEMPORARY SOIL STABILIZATION PRACTICES SUCH AS MULCHING, SEEDING, AND SPRAYING (WATER). STRUCTURAL MEASURES (MULCH, SEEDING) SHALL BE INSTALLED IN DISTURBED AREAS BEFORE SIGNIFICANT BLOWING PROBLEMS DEVELOP. WATER SHALL BE SPRAYED AS NEEDED. REPEAT AS NEEDED, BUT AVOID EXCESSIVE SPRAYING, WHICH COULD CREATE RUNOFF AND EROSION PROBLEMS.

PARKING LOTS, ROADWAYS, AND DRIVEWAYS ADJACENT TO WATER QUALITY FILTERS SHALL NOT BE SANDED DURING SNOW EVENTS DUE TO HIGH POTENTIAL FOR CLOGGING FROM SAND IN SURFACE WATER RUNOFF. USE SALT ONLY FOR SNOW AND ICE CONTROL.

1. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE IN STRICT COMPLIANCE WITH "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL", NOVEMBER 2016.
2. EXPOSED SOIL STOCKPILES SHALL BE COVERED TO PREVENT DISTURBANCE. IF NOT USED IMMEDIATELY FOR GRADING PURPOSES, INSTALL SILT FENCE AROUND SOIL STOCKPILES.
3. APPLY SURFACE STABILIZATION AND RESTORATION MEASURES. AREAS UNDERGOING CLEARING OR GRADING AND ANY AREAS DISTURBED BY CONSTRUCTION ACTIVITIES WITHIN THE LIMITS OF THE DISTURBANCE, OR INCOMPLETE AND WILL NOT BE REDISTURBED FOR 21 DAYS OR MORE SHALL BE STABILIZED WITH TEMPORARY VEGETATIVE COVER WITHIN 14 DAYS AFTER CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS COMPLETED (SEE SPECIFICATIONS FOR TEMPORARY VEGETATIVE COVER).
4. AREAS UNDERGOING CLEARING OR GRADING AND AREAS DISTURBED BY CONSTRUCTION ACTIVITIES WHERE WORK IS COMPLETE AND WILL NOT BE REDISTURBED SHALL BE STABILIZED AND RESTORED WITH PERMANENT VEGETATIVE COVER AS SOON AS SITE AREAS ARE AVAILABLE AND WITHIN THE SEASONAL LIMITATIONS. SEEDING FOR PERMANENT VEGETATIVE COVER SHALL BE WITHIN THE SEASONAL LIMITATIONS. PROVIDE STABILIZATION WITH TEMPORARY VEGETATIVE COVER WITHIN 14 DAYS AFTER WORK IS COMPLETE, FOR SEEDING OUTSIDE PERMITTED SEEDING PERIOD.
5. SEEDING AREAS TO BE MULCHED WITH STRAW OR HAY MULCH IN ACCORDANCE WITH VEGETATIVE COVER SPECIFICATIONS.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT THE COURSE OF CONSTRUCTION.
7. THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING DUST BY SPRINKLING EXPOSED SOIL AREAS PERIODICALLY WITH WATER AS REQUIRED. THE CONTRACTOR IS TO SUPPLY ALL EQUIPMENT AND WATER.
8. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED.

1. EXISTING EXCESS TOPSOIL SHALL BE REMOVED AND STORED IN TOPSOIL STOCKPILES SUFFICIENTLY REMOVED FROM OTHER EXCAVATION OR DISTURBANCE TO AVOID MIXING. SILT FENCE SHALL BE INSTALLED AROUND TOPSOIL STOCKPILE AREAS.

1. COMPLETE ROUGH GRADING AND FINAL GRADE, ALLOWING FOR DEPTH OF TOPSOIL TO BE ADDED.
2. SCARIFY ALL COMPACT, SLOWLY PERMEABLE, MEDIUM AND FINE TEXTURED SUBSOIL AREAS. SCARIFY AT APPROXIMATELY RIGHT ANGLES TO THE SLOPE DIRECTION IN SOIL AREAS THAT ARE STEEPER THAN 5%.
3. REMOVE REFUSE, WOODY PLANT PARTS, STONES OVER 3 INCHES IN DIAMETER, AND OTHER LITTER.

1. NEW TOPSOIL SHALL BE BETTER THAN OR EQUAL TO THE QUALITY OF THE EXISTING ADJACENT TOPSOIL. IT SHALL MEET THE FOLLOWING CRITERIA:

- ORIGINAL LOAM TOPSOIL, WELL DRAINED HOMOGENEOUS TEXTURE AND OF UNIFORM GRADE, WITHOUT THE ADMIXTURE OF SUBSOIL MATERIAL AND FREE OF DENSE MATERIAL, HARDPAN, CLAY, STONES, SOD OR OTHER OBJECTIONABLE MATERIAL.
- CONTAINING NOT LESS THAN 5% NOR MORE THAN 20% ORGANIC MATTER IN THAT PORTION OF A SAMPLING PASSING A 1/4" SIEVE WHEN DETERMINED BY THE WET COMBUSTION METHOD ON A SAMPLE DRIED AT 105°C.
- CONTAINING A PH VALUE WITHIN THE RANGE OF 6.5 TO 7.5 ON THAT PORTION OF THE SAMPLE WHICH PASSES A 1/4" SIEVE.
- CONTAINING THE FOLLOWING WASHED GRADATIONS:

<u>SIEVE DESIGNATION</u>	<u>% PASSING</u>
1"	100
1/4"	97-100
NO 200	20-60

1. TOPSOIL SHALL BE DISTRIBUTED TO A UNIFORM DEPTH OF 4" OVER THE AREA. IT SHALL NOT BE PLACED WHEN IT IS PARTLY FROZEN, MUDDY, OR ON FROZEN SLOPES OR OVER ICE, SNOW, OR STANDING WATER.
2. TOPSOIL SHALL BE PLACED ON SLOPES STEEPER THAN 5% SHALL BE PROMPTLY FERTILIZED, SEEDED, MULCHED AND STABILIZED BY "TRACKING" WITH SUITABLE EQUIPMENT.
3. CONTRACTOR SHALL PROVIDE A SMOOTH, UNIFORM TRANSITION BETWEEN DISTURBED AND UNDISTURBED AREAS. FINAL GRADING SHALL RESULT IN SURFACES FREE OF IRREGULARITIES. AREAS TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN ±1 INCH OF THE SPECIFIED SUBGRADE ELEVATION.

1. SITE PREPARATION (SAME AS PERMANENT VEGETATIVE COVER)			
2. SEED MIX: (APPLY AT RATE OF 3 TO 4 LBS PER 1000 SF)			
AMOUNT BY:		MINIMUM %	
WEIGHT	SPECIES OR VARIETY	PURITY	GERMINATION
100%	ANNUAL RYEGRASS	98%	90%
3. SEEDING (SAME AS PERMANENT VEGETATIVE COVER)			

1. SITE PREPARATION
 - A. BRING AREA TO BE SEED TO REQUIRED GRADE. A MINIMUM OF 4" OF TOPSOIL IS REQUIRED.
 - B. PREPARE, SEEDBED BY LOOSENING SOIL TO A DEPTH OF 4 INCHES.
 - C. REMOVE ALL STONES OVER 1 INCH IN DIAMETER, STICKS AND FOREIGN MATTER FROM THE SURFACE.
 - D. LIME TO PH OF 6.5.
 - E. FERTILIZER: USE 5-10-5 (NPK) OR EQUIVALENT. APPLY AT RATE OF 4 LBS./1000 SF.
 - F. INCORPORATE LIME AND FERTILIZER IN THE TOP 4 INCHES OF TOPSOIL.
 - G. SMOOTH AND FIRM THE SEEDBED.

2. SEED MIXTURE FOR USE ON LAWN AREAS:
PROVIDE FRESH, CLEAN, NEW-CROP SEED MIXED IN THE PROPORTIONS SPECIFIED FOR SPECIES AND VARIETY, AND CONFORMING TO FEDERAL AND STATE STANDARDS.

SUN AND PARTIAL SHADE:			
AMOUNT BY:	MINIMUM	%	
WEIGHT SPECIES OR VARIETY	PURITY	GERMINATION	
50% KENTUCKY BLUE GRASS*	95%	80%	
20% PERENNIAL RYE	98%	90%	
30% CREEPING RED FESCUE	97%	85%	
100%			

*MINIMUM 2 (EQUAL PROPORTIONS) VARIETIES AS LISTED IN CORNELL RECOMMENDATIONS FOR TURFGRASS.

SHADE: AMOUNT BY: WEIGHT SPECIES OR VARIETY	MINIMUM PURITY	% GERMINATION
25% KENTUCKY BLUE GRASS**	95%	80%
20% PERENNIAL RYE	90%	90%
35% CREEPING RED FESCUE	97%	85%
20% CHEWINGS RED FESCUE	97%	85%
100% **SHADE TOLERANT VARIETY		

A. APPLY SEED UNIFORMLY BY CYCLONE SEEDER CULTI-PACKER OR HYDRO-SEEDER
B. TO BE INDICATED BY THE FOLLOWING METHODS:
C. ALL SEEDED AREAS SHALL BE PROTECTED FROM EROSION BY ONE OF THE
D. FOLLOWING METHODS:
E. i. A UNIFORM BLANKET OF STRAW APPLIED AT A RATE OF 2 TONS /ACRE MIN.,
F. TO BE APPLIED ONCE SEEDING IS COMPLETE
G. ii. WOOD FIBER CELLULOSE APPLIED WITH SEED MIX BY HYDROSEEDER AT RATE
H. OF 2,000 LBS/ACRE
I. ALL SEEDED SLOPES 3% OR GREATER SHALL BE PROTECTED FROM EROSION WITH
J. JUTE BUSH OR EQUIVALENT EQUAL
K. D. IRRIGATE TO FULLY SATURATE SOIL LAYER, BUT NOT TO DISLODGE PLANTING
L. SOIL.
M. E. UNLESS OTHERWISE DIRECTED IN WRITING, SEED FROM MARCH 15TH TO JUNE
N. 15TH, AND FROM AUGUST 15TH TO OCTOBER 15TH.



20 Elm Street, Suite 110
Glens Falls, NY 12801
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rev.	date	description

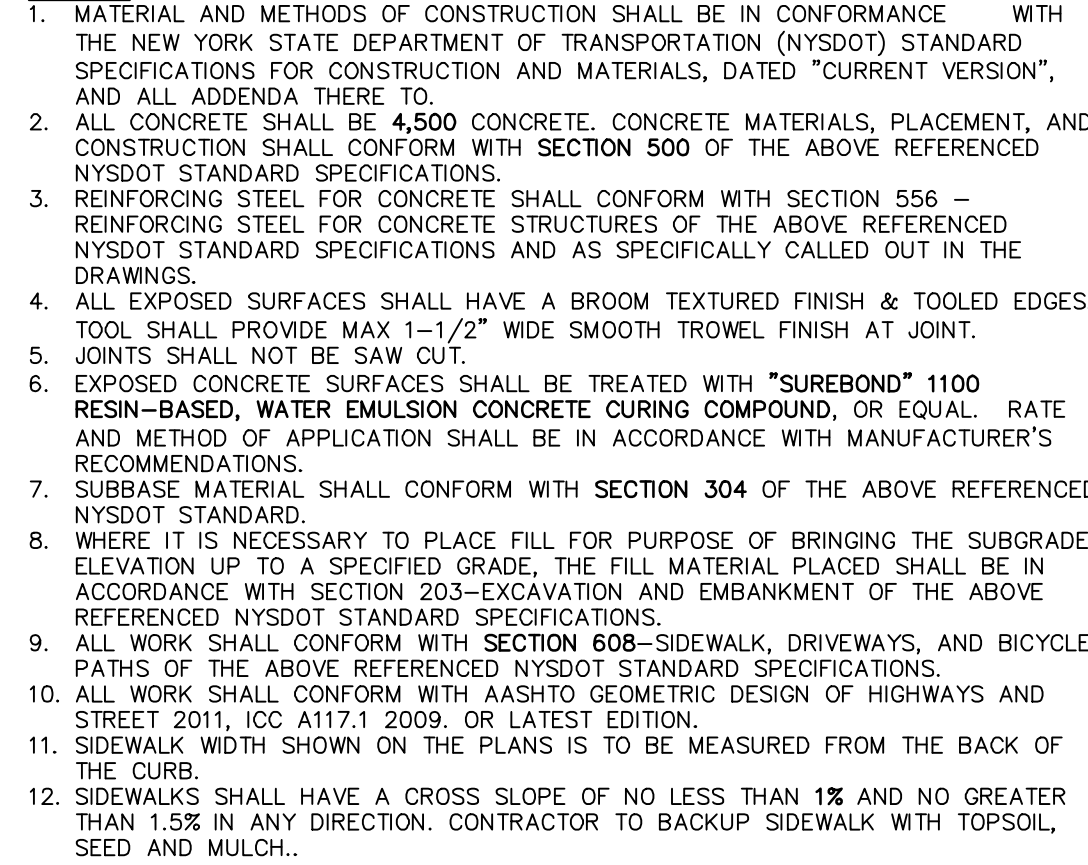
NOTES & LEGENDS

TOWN OF QUEENSBURY, WARREN COUNTY, NY

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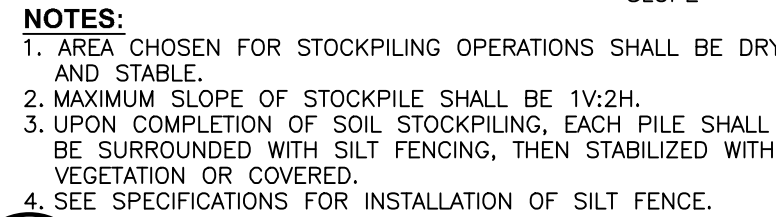
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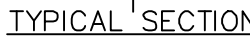


1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES
2. FENCE POSTS TO BE SPACED 12' ON CENTER
3. FILTER FABRIC TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, MAX MESH OPENING:
4. WHEN TWO SECTIONS OF FILTER FABRIC ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED.
5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIALS REMOVED WHEN NECESSARY TO MAINTAIN PROPER SLOPE LENGTH.
6. MAXIMUM DRAINAGE AREA FOR OVERLAND FLOW TO A SILT FENCE SHALL NOT EXCEED 1/4 ACRE PER 100 FEET OF FENCE.
7. SILT FENCE SHALL BE USED WHERE EROSION COULD OCCUR IN THE FORM OF SHEET EROSION.
8. SILT FENCE SHALL NOT BE USED WHEN A CONCENTRATION OF WATER IS FLOWING TO THE BARRIER.
9. MAXIMUM ALLOWABLE SLOPE LENGTHS CONTRIBUTING RUN-OFF TO A SILT FENCE ARE: SLOPE STEEPNESS MAXIMUM SLOPE LENGTH(FT)

SCALE: NOT TO SCALE



SCALE: NOT TO SCALE



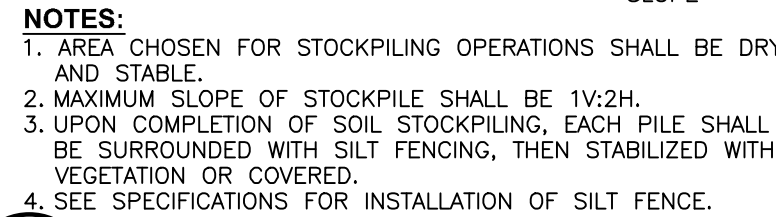
1. CONTAINMENT MUST BE STRUCTURALLY SOUND AND LEAK FREE AND CONTAIN ALL LIQUID WASTES.
2. CONTAINMENT DEVICES MUST BE OF SUFFICIENT QUANTITY OR VOLUME TO COMPLETELY CONTAIN ALL LIQUID WASTE.
3. WASHOUT MUST BE CLEANED OR NEW FACILITIES CONSTRUCTED AND READY TO USE ONCE WASHOUT IS 75% FULL. THIS INCLUDES REPLACEMENT OF THE 10 MIL POLYETHYLENE SHEETING. (2)
4. LOCATION EASILY ACCESSIBLE BY CONCRETE TRUCKS.
5. CONTRACTOR TO LOCATE AND MAINTAIN CONCRETE WASHOUT AREA OFFSITE AS NEEDED.
6. AT LEAST WEEKLY, REMOVE ACCUMULATION OF SAND AND AGGREGATE AND DISPOSE OF PROPERLY.

SCALE: NOT TO SCALE

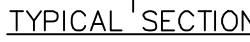


1. DETECTABLE WARNING UNIT SHALL BE ADA COMPLIANT, AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
2. CAST IRON 2" TERRA PAVING TYPE THREE ADA COMPLIANT WARNING PAVER
3. COORDINATE W/ OWNER FOR COLOR.

SCALE: NOT TO SCALE



SCALE: NOT TO SCALE



1. CONTAINMENT MUST BE STRUCTURALLY SOUND AND LEAK FREE AND CONTAIN ALL LIQUID WASTES.
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1. DETECTABLE WARNING UNIT SHALL BE ADA COMPLIANT, AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
2. CAST IRON 2" TERRA PAVING TYPE THREE ADA COMPLIANT WARNING PAVER
3. COORDINATE W/ OWNER FOR COLOR.

SCALE: NOT TO SCALE



TABLE NY1-A BARRIER VEHICLE USE REQUIREMENTS(LONG TERM, INTERMEDIATE TERM, AND SHORT TERM STATIONARY CLOSURES)				
CLOSURE TYPE	EXPOSURE CONDITION ¹	USE REQUIREMENTS ^{4,5}		
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)	
			≥ 45 MPH	35-40 MPH ≤ 30 MPH
LANE CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED ³	REQUIRED ³	REQUIRED ³ OPTIONAL ²
	NON-TRAVERSABLE HAZARD (IE. EQUIPMENT, MATERIALS,EXCAVATION) ONLY 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 (IE. 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 8' OR GREATER IN WIDTH. IF THE WORK SPACE MOVES WITHIN THE STATIONARY CLOSURE, THE BARRIER VEHICLE SHALL BE REPOSITIONED ACCORDINGLY. BARRIER VEHICLES PROTECTING 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.

TABLE NYH-3 ADVANCE WARNING SIGN SPACING						
ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND		
	A (FT.)	B (FT.)	C (FT.)	XX	YY	
URBAN (< 30 MPH*)	100	100	100	AHEAD	AHEAD	
URBAN (35-40 MPH*)	200	200	200	AHEAD	AHEAD	
URBAN (> 45 MPH*)	350	350	350	1000 FT.	AHEAD	
RURAL	500	500	500	1500 FT.	1000 FT.	
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	1/2 MILE	

* PRECONSTRUCTION POSTED SPEED LIMIT

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

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

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

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

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS											
SPEED LIMIT (S) (MPH)	TAPER LENGTH (L) (FT.)		L = TAPER LENGTH W = WIDTH OF OFFSET (FT.) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)								
	(40 MPH) OR LESS										
(45 MPH) OR MORE											
STANDARD TAPER LENGTHS											
LATERAL SHIFT OF TRAFFIC FLOW PATH	TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT										
	(25 MPH)	(30 MPH)	(35 MPH)	(40 MPH)	(45 MPH)	(50 MPH)	(55 MPH)	(60 MPH)	(65 MPH)	(70 MPH)	
	4	45	60	85	110	180	200	220	240	260	280
	5	55	75	105	135	225	250	275	300	325	350
	6	65	90	125	160	270	300	330	360	390	420
	7	75	105	145	190	315	350	385	420	455	490
	8	85	120	165	215	360	400	440	480	520	560
	9	95	135	185	240	405	450	495	540	585	630
	10	105	150	205	270	450	500	550	600	650	700
	11	115	165	225	295	495	550	605	660	715	770
	12	125	180	245	320	540	600	660	720	780	840

TABLE NY2-A PLACEMENT DISTANCE FOR BARRIER VEHICLES				
PRECONSTRUCTION POSTEDSPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT.) BARRIER VEHICLES ¹			
	(18000 LBS.)	(24000 LBS.)	(18000 LBS.)	(24000 LBS.)
> 55	100 FT.	200 FT.	100 FT.	200 FT.
45 – 55	100 FT.	200 FT.	85 FT.	165 FT.
< 45	85 FT.	165 FT.	50 FT.	100 FT.

* AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:

BARRIER VEHICLE – VEHICLE USED FOR STATIONARY SHOULDER CLOSURES, LANE CLOSURES, AND OTHER STATIONARY WORK ZONES.

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

NOTE: TABLES, TABLE NOTES & WORK ZONE TRAFFIC CONTROL AREA FROM NYSDOT STANDARD SHEET 619-11 (01/08/09)

TABLE 6C-2 LONGITUDINAL BUFFER SPACE	
PRECONSTRUCTION POSTEDSPEED LIMIT (MPH)	DISTANCE
25	155 FT.
30	200 FT.
35	250 FT.
40	305 FT.
45	360 FT.
50	425 FT.
55	495 FT.
60	570 FT.
65	645 FT.

WORK ZONE TRAFFIC CONTROL LEGEND

SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL TRAILER OR SUPPORT
	CHANGEABLE MESSAGE SIGN (PWS)
	CHANNELIZING DEVICE
	CRASH CUSHION/TEMPORARY IMPACT ATTENUATOR
	DIRECTION OF TEMPORARY TRAFFIC DETOUR
	DIRECTION OF TRAFFIC
	FLAGGER
	FLAG TREE
	LUMINAIRE
	PAVEMENT MARKINGS THAT SHALL BE REMOVED FOR A LONG TERM PROJECT
	SIGN, TEMPORARY
	TEMPORARY BARRIER
	TEMPORARY BARRIER WITH WARNING LIGHTS
	TRAFFIC OR PEDESTRIAN SIGNAL
	TYPE II BARRICADE
	WARNING LIGHTS
	WORK SPACE
	WORK VEHICLE
	WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR

WORK ZONE TRAFFIC CONTROL NOTES:

GENERAL NOTES:

1.THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORK ZONE TRAFFIC CONTROL (WZTC) FOR THE DURATION OF THE CONTRACT. WZTC SHALL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING DOCUMENTS:

A.THE TRAFFIC CONTROL PLAN AND REQUIREMENTS SET FORTH IN THE PLANS AND/OR PROPOSAL OF THIS CONTRACT.
B.THE MOST CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
C.NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS – CHAPTER 19 WORK ZONE TRAFFIC CONTROL
D.NYSDOT STANDARD SHEETS FOR WORK ZONE TRAFFIC CONTROL FOR LONG TERM OPERATION – 619 SERIES FOR LONG TERM OPERATIONS. I.E THE WORK ZONE IS IN EFFECT FOR OVERNIGHT.
E.NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL FOR SHORT TERM OPERATIONS, I.E THE WORK ZONE IS IN EFFECT ONLY DURING THE DAY AND IS NOT MAINTAINED OVERNIGHT.

2.THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) IS DEFINED AS THE NATIONAL MUTCD FOR STREETS AND HIGHWAYS (US DEPARTMENT OF TRANSPORTATION/FEDERAL HIGHWAY ADMINISTRATION) AS MODIFIED BY THE NEW YORK STATE SUPPLEMENT TO THE NATIONAL MUTCD. WHEN MUTCD IS NOTED IT REFERS TO THE MOST CURRENT EDITION.

3.THE TYPICAL DETAILS PRESENTED IN MUTCD AND NYSDOT STANDARD SHEETS REFLECT MINIMUM REQUIREMENTS. ADDITIONAL DEVICES AND/OR METHODS OF TRAFFIC CONTROL MAY BE ORDERED BY THE ENGINEER TO MEET FIELD CONDITIONS.

4.PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN MUST BE SUBMITTED FOR APPROVAL BY THE CONTRACTOR TO THE REGULATORY AGENCY WITH AUTHORITY OVER THE ROADWAY, OR ITS REPRESENTATIVE. I.E ENGINEER. PROPOSED REVISIONS MUST BE SUBMITTED FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF THE PROPOSED REVISIONS.

5.THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH CONTACT INFORMATION FOR STAFF AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE OF NORMAL WORK HOURS. THE CONTACT INFORMATION SHALL INCLUDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS (HOME AND CELL). THE CONTRACTOR SHALL PROVIDE THE CONTACT INFORMATION TO THE APPROPRIATE REGULATORY AGENCIES, LOCAL POLICE AND NEW YORK STATE POLICE, AND THE LOCAL NYSDOT MAINTENANCE RESIDENCY.

6.THE CONTRACTOR SHALL PROVIDE A TENTATIVE SCHEDULE OF OPERATIONS TO THE ENGINEER AND ALL LOCAL AUTHORITIES AND EMERGENCY SERVICE PROVIDERS TWO WEEKS BEFORE BEGINNING CONSTRUCTION ACTIVITIES. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE NOTIFICATION TO THE ENGINEER, LOCAL AUTHORITIES, AND EMERGENCY SERVICE PROVIDERS OF CHANGES TO THE PREVIOUS WORK PLAN/WORK LOCATIONS. PROVISIONS SHALL BE MADE AT THE PRE-CONSTRUCTION MEETING OR OTHER MEETING PRIOR TO THE START OF WORK BETWEEN THE CONTRACTOR, LOCAL AUTHORITIES AND EMERGENCY SERVICE PROVIDERS TO ADDRESS A SITUATION WHEN EMERGENCY ACCESS IS NEED THROUGH A CONSTRUCTION OPERATION OF CONTRACT LIMITS.

PUBLIC ACCESS:

- THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE ACCESS TO EACH ADJACENT PROPERTY DURING ALL CONSTRUCTION OPERATIONS.
- IF CONDITIONS REQUIRE THAT ACCESS TO A PROPERTY BE TEMPORARILY CLOSED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND OCCUPANT AT LEAST 24 HOURS IN ADVANCE.
- ALL PROPERTIES SHALL HAVE AT LEAST ONE ACCESS DRIVE OPEN FOR SAFE USE AT THE END OF EACH WORK DAY.
- FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE ACCESS SHALL BE OPEN AT ALL TIMES.
- SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

WORK LOCATIONS:

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

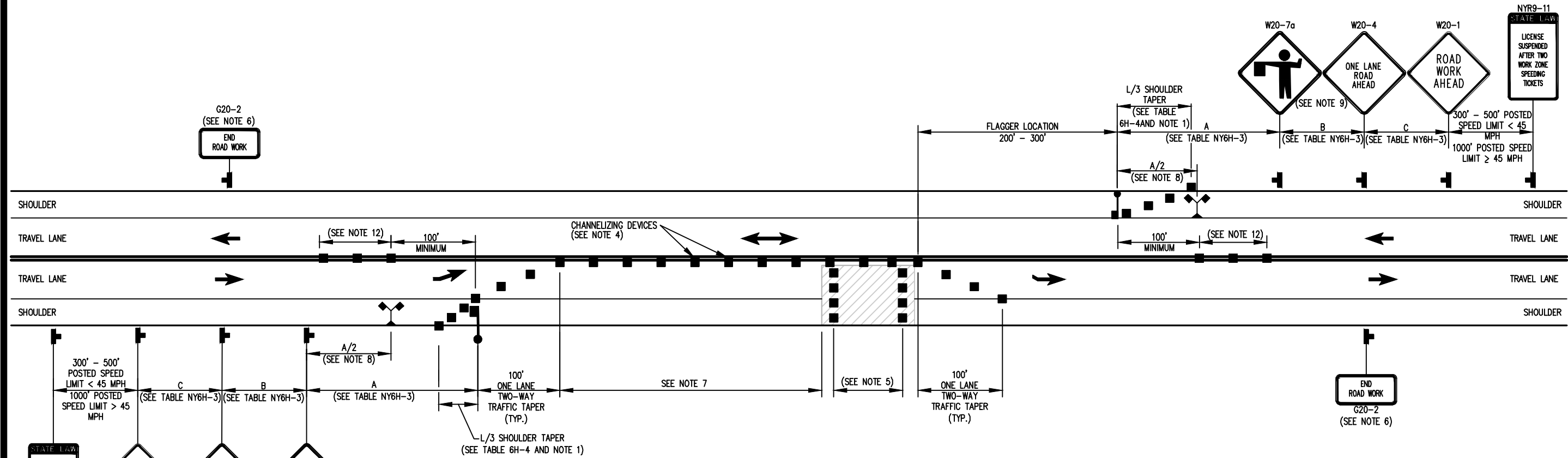
LANE CLOSURES:

- THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, IE. PRIOR TO HORIZONTAL CURVES AND VERTICAL CRESTS, TO THE EXTENT CONDITIONS PERMIT.
- THE CONTRACTOR MAY BE REQUIRED TO RE-OPEN ALL TRAVEL LANES AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES, INCLUDING INCIDENTS OUTSIDE THE CONTRACT LIMITS.
- LANE CLOSURES MUST CONFORM TO THE TIME REQUIREMENTS OF THE CONTRACT DOCUMENTS AND HIGHWAY WORK PERMITS IF ISSUED.
- TEMPORARY LANE CLOSURES MAY NOT BE PERMITTED DURING THE PEAK TRAVEL PERIODS OF 7:00 TO 9:00 AM AND 3:30 TO 6:00 PM UNLESS APPROVED BY THE ENGINEER.
- TEMPORARY LANE CLOSURES MAY NOT BE PERMITTED DURING THE FOLLOWING HOLIDAY PERIODS: EASTER WEEKEND, MEMORIAL DAY WEEKEND, JULY 4TH, COLUMBUS DAY, THANKSGIVING, CHRISTMAS, AND NEW YEAR'S DAY.

WORK ZONE TRAVEL LANES:

- THE MINIMUM LANE WIDTH FOR WORK ZONE TRAVEL LANES SHALL BE 11' FOR FREEWAYS AND/OR EXPRESSWAYS, AND 10' FOR ALL OTHER TYPES OF ROADWAYS. EXCEPTIONS TO THESE MINIMUM LANES WIDTHS MUST BE AUTHORIZED BY THE ENGINEER.

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON A ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A FLORESCENT YELLOWGREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND



- NOTE:
- WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
 - WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
 - NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.

- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.

THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.

- WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE. IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
- CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.

- THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7A) AND THE FLAGGER.
- FLAGGER SIGN (W20-7A) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.

- FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
- ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLASH PADDLES HAVING 6" STAFF.

FLAGGING OPERATION SHORT OR INTERMEDIATE TERM STATIONARY LANE CLOSURE ON 2-LANE 2-WAY ROADWAY

SCALE: NTS

SOURCE: NYSDOT STANDARD SEET 619-60 (01/07/10)

SHOULDER CLOSURE SHORT OR INTERMEDIATE TERM STATIONARY2-LANE 2-WAY ROADWAY

SCALE: NTS

SOURCE: NYSDOT STANDARD SEET 619-20 (01/07/10)

- NOTE:
- WHEN THE MINIMUM LANE WIDTH OF 10' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAIL FOR SHORT OR INTERMEDIATE TERM STATIONARY FLAGGING OPERATION.
 - NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
 - WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK IS 2 MILES TO 5 MILES, A

SUPPLEMENTAL DISTANCE PLAQUE (W7-3a) SHOULD BE USED WITH THE SHOULDER WORK SIGN (W21-5).

- THE ROAD WORK NEXT XX MILES SIGN (G20-1) MAY BE USED INSTEAD OF THE ROAD WORK AHEAD SIGN (W20-1) IF WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.

- FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".

- IN SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE MAKE IT PRACTICAL TO PLACE STATIONARY SIGNS, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.

2.WRITTEN NOTICE SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER AT LEAST 21 DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY. THE CONTRACTOR SHALL NOTIFY THE LOCAL NYSDOT RESIDENCY PERMIT ENGINEER IN A TIMELY MANNER OF THE CONTRACTOR'S NOTICE.

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.

SIGNS:

- ALL SIGNS SHALL BE LOCATED AS SHOWN IN THE WORK ZONE TRAFFIC CONTROL PLANS OR AS SPECIFIED BY THE CURRENT MUTCD, NYSDOT STANDARD SHEETS, OR NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL. SIGNS GENERALLY SHALL BE LOCATED ALONG THE RIGHT SIDE OF THE ROADWAY FACING ONCOMING TRAFFIC AT RIGHT ANGLES.
- THE LOCATIONS OF SIGNS MAY BE ADJUSTED FROM THAT SHOWN IN THE WORK ZONE TRAFFIC CONTROL PLANS BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO THE ENGINEER'S APPROVAL.
- EXISTING SIGNS THAT CONFLICT IN MESSAGE OR VISIBILITY WITH THE SIGNS REQUIRED BY THE WORK ZONE TRAFFIC CONTROL PLAN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS REPLACED UNDER THIS CONTRACT.
- SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
- WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE WAY STREETS. IF LANE RESTRICTIONS REDUCE THE TRAVEL WAY TO ONE LANE, SIGNS SHALL BE PLACED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD AND OTHER DOCUMENTS NOTED IN "GENERAL NOTES 1". ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER.
- SIGN INSTALLATION NOTES:
 - SIGN SUPPORT – THE CONTRACTOR SHALL SUPPLY ADEQUATE SUPPORTS SO THAT THE SIGNS ARE IN PROPER POSITION AND ALIGNMENT AS SHOWN IN THE WORK ZONE TRAFFIC CONTROL PLAN, AND OTHER WZTC REQUIREMENT DOCUMENTATION. ALL WOOD SUPPORTS SHALL BE PAINTED WITH TWO (2) COATS OF WHITE PAINT.
 - SIGN PANELS MAY BE MADE OF ALUMINUM, STEEL OR PLYWOOD. THE BACKS OF ALL B-YWOOD PANELS SHALL BE PAINTED WITH TWO (2) COATS OF WHITE PAINT.
 - SIGN LEGEND, BORDERS AND MARGINS SHALL BE IN ACCORDANCE WITH THE MUTCD.
 - SIGN COLOR – THE COLOR OF THE SIGN BACKGROUND AND LEGEND SHALL BE AS SPECIFIED IN THE MUTCD. THE MARGIN SHALL BE THE SAME COLOR SPECIFIED FOR THE BACKGROUND, AND THE BORDER SHALL BE THE SAME COLOR SPECIFIED FOR THE LEGEND.
 - SIGN SHAPE – THE SHAPE OF ALL SIGNS SHALL BE AS SPECIFIED IN THE MUTCD. CORNERS OF SIGNS SHALL BE ROUNDED.
 - REFLECTORIZATION – ALL SIGNS SHALL BE REFLECTIVE USING HIGH INTENSITY REFLECTORIZED TAPE OR PAINT. ALL SIGNS SHALL BE REVIEWED AT NIGHT AFTER ERECTION FOR VISIBILITY AND REFLECTORIZATION. ANY SIGNS NOT MEETING PROPER REFLECTION REQUIREMENTS SHALL BE REPLACED.
- THE CONTRACTOR SHALL KEEP SIGNS CLEANED AND CLEARED AT ALL TIMES. ALL SIGNS ARE THE PROPERTY OF THE CONTRACTOR AND SHALL BE MAINTAINED IN GOOD CONDITION FOR THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE REMOVED FROM THE WORK SITE WHEN THE CONTRACT WORK IS ACCEPTED.

PAVEMENT MARKINGS:

- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED (LOCATED) IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND THE MUTCD.
 - ALL TEMPORARY PAVEMENT MARKINGS SHALL CONFORM TO THE MATERIAL AND PLACEMENT REQUIREMENTS OF THE CONTRACT DOCUMENTS, MUTCD, AND NYSDOT STANDARD SPECIFICATIONS.
 - IF REQUIRED TEMPORARY PAVEMENT MARKINGS CONFLICT IN MESSAGE OR LOCATION WITH EXISTING PAVEMENT MARKINGS, THE EXISTING PAVEMENT MARKINGS WILL BE REMOVED OR COVERED FOR THE DURATION OF THE USE OF THE TEMPORARY MARKINGS AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING MARKINGS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS REPLACED UNDER THIS CONTRACT.
 - CONTRACTOR WILL BE REQUIRED TO PROVIDE PAVEMENT MARKINGS AT ALL TIME
- TEMPORARY TRAFFIC SIGNALS:
- THE OPERATION, I.E. PHASING AND TIMING, OF TEMPORARY TRAFFIC SIGNALS OR EXISTING TRAFFIC SIGNAL MODIFIED TO CONTROL WORK ZONE ACTIVITY, SHALL BE APPROVED BY THE REGULATORY AUTHORITY HAVING CONTROL OVER THE ROADWAY AND/OR EXISTING TRAFFIC SIGNAL.
 - TEMPORARY TRAFFIC SIGNALS INSTALLED FOR WORK ZONE ACTIVITIES SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD AND NYSDOT STANDARD SHEET 619-62, EFFECTIVE DATE 01/08/09.
 - ALL WORK ZONE OPERATIONS AND WORK SHALL BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO THE REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL(S) INSTALLED TO CONTROL TRAFFIC FOR THOSE ACTIVITIES.
 - THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH CONTACT INFORMATION FOR STAFF AUTHORIZED TO PERFORM MAINTENANCE AND REPAIRS TO TEMPORARY TRAFFIC SIGNALS DURING AND OUTSIDE OF NORMAL WORK HOURS. THE CONTACT INFORMATION SHALL INCLUDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS (HOME AND CELL). THE CONTRACTOR SHALL PROVIDE THE CONTACT INFORMATION TO THE APPROPRIATE REGULATORY AGENCIES, LOCAL POLICE, AND NEW YORK STATE POLICE.

WORK DURATION

WORK DURATION DIRECTLY INFLUENCES THE REQUIREMENTS FOR WORK ZONE TRAFFIC CONTROL. TO FACILITATE THE UNDERSTANDING OF THE INFORMATION PRESENTED IN THE CONTRACT PLANS AND DOCUMENTS, ESPECIALLY THE NYSDOT DOCUMENTS REFERENCED IN THE WZTC GENERAL NOTES, THE FOLLOWING DEFINITIONS ARE PRESENTED.

- LONG TERM STATIONARY WORK – WORK THAT OCCUPIES A LOCATION MORE THAN THREE CONSECUTIVE DAYS. TYPICALLY THE WORK AREA IS OCCUPIED BY EXCAVATIONS, MATERIALS, AND/OR EQUIPMENT AT TIMES WHEN WORKERS ARE NOT PRESENT.
- INTERMEDIATE-TERM STATIONARY WORK – WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO THREE CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN ONE HOUR. TYPICALLY THE WORK AREA IS OCCUPIED BY EXCAVATIONS, MATERIALS, AND/OR EQUIPMENT AT TIMES WHEN WORKERS ARE NOT PRESENT.
- SHORT-TERM STATIONARY WORK – DAYTIME WORK THAT OCCUPES A LOCATION FOR MORE THAN ONE HOUR WITHIN A SINGLE DAYLIGHT PERIOD. EXAMPLES ARE GUIDERAIL REPAIR, DITCH MAINTENANCE, AND BRIDGE INSPECTION.
- SHORT DURATION WORK – WORK THAT OCCUPIES A LOCATION UP TO ONE HOUR. EXAMPLES ARE POT HOLE REPAIR, MINOR GUIDERAIL REPAIR, AND SIGN REPAIR.
- MOBILE WORK – WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY. EXAMPLES ARE PAINT STRIPING OPERATIONS, SWEEPING OPERATIONS, AND HERBICIDE SPRAYING

THE ABOVE DEFINITIONS ARE ON PER NYSDOT STANDARD SHEET 619-11, EFFECTIVE DATE 01/08/09, AND THE NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL.

LONG-TERM AND INTERMEDIATE-TERM WORK ZONE TRAFFIC CONTROL REQUIREMENTS ARE COVERED BY THE 619 SERIES OF THE NYSDOT STANDARD SHEETS.

SHORT-TERM, SHORT DURATION, AND MOBILE WORK ZONE TRAFFIC CONTROL REQUIREMENTS ARE COVERED BY THE NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL.

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