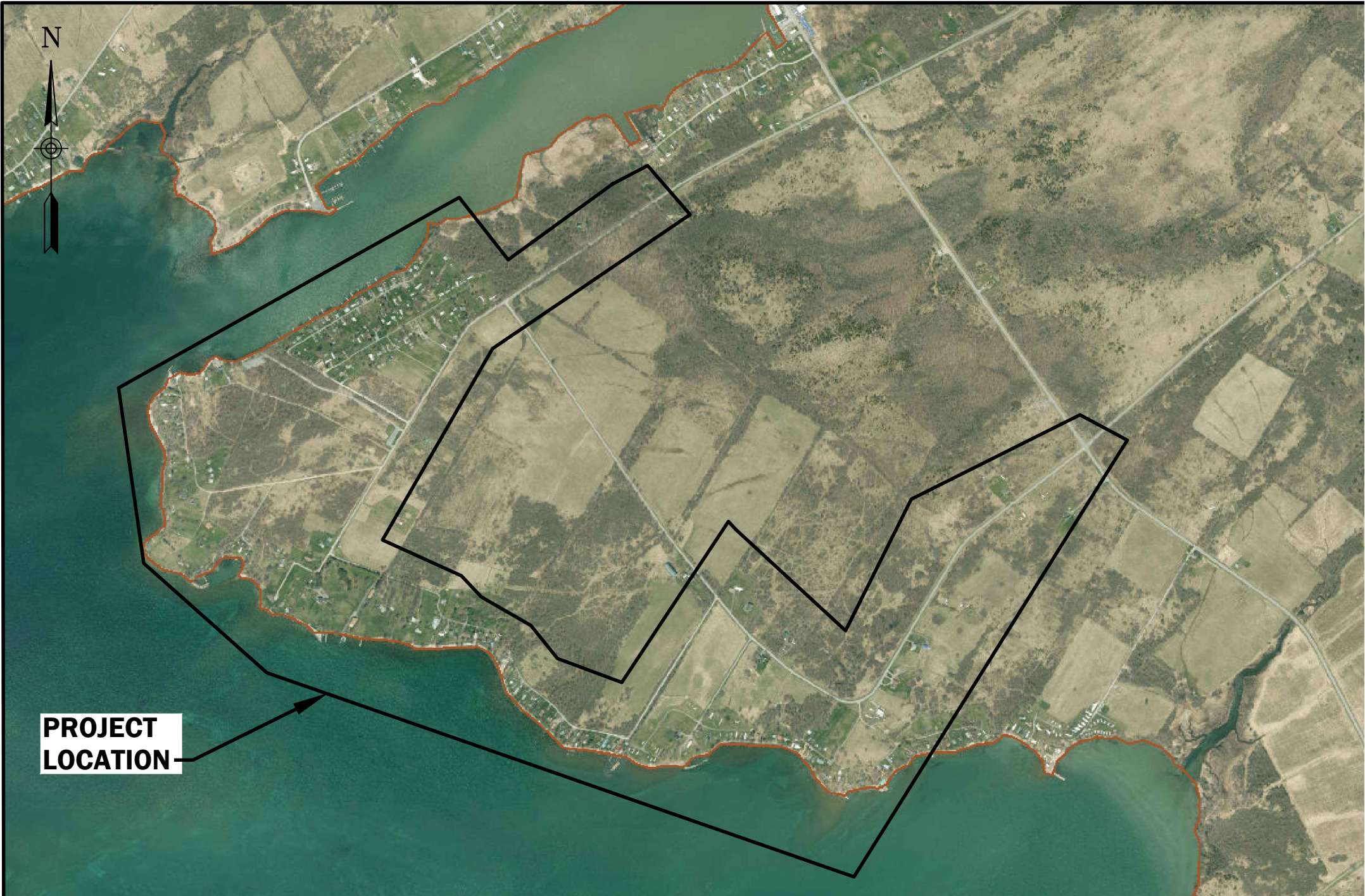


TOWN OF CAPE VINCENT

WATER DISTRICT NO. 7 PROJECT

CONTRACT NO. 1 - GENERAL CONSTRUCTION

TOWN OF CAPE VINCENT
JEFFERSON COUNTY, NEW YORK



PROJECT LOCATION MAP

NOT TO SCALE

JUNE 2026
REBID SET

PREPARED AND APPROVED BY



MATTHEW J. COOPER, P.E.
NEW YORK
PROFESSIONAL ENGINEERS LICENSE NO. 080486
EXPIRATION DATE: 12/31/2026

DATE SIGNED
06/24/2026

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER ANY ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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SYG By: nichols

Sheet Number
G001
Project Number
2203.002.001

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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

SHEET INDEX

TOWN OF CAPE VINCENT
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

B&L



Date
JUNE 2026

Scale
AS SHOWN

Sheet Number
G002

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GENERAL NOTES:

- UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY IN LOCATION. THE CONTRACTOR SHALL CONTACT THE UTILITIES AS WELL AS OBTAIN A DIG SAFE NEW YORK STAKE OUT PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL CONFIRM LOCATION AND ELEVATION OF ALL CONNECTIONS AND CROSSINGS OF UTILITIES IN ADVANCE OF CONSTRUCTION. ANY DAMAGE TO UTILITIES RESULTING FROM NEGLIGENCE OR FAILURE ON THE PART OF THE CONTRACTOR TO ACCURATELY LOCATE UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR SHALL COORDINATE THE TEMPORARY SUPPORT AND/OR RELOCATION OF UTILITY POLES, WHERE NECESSARY, WITH THE RESPECTIVE UTILITY. SUCH COORDINATION AND SUPPORT SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL FAMILIARIZE HIM/HER SELF WITH SITE CONDITIONS AND SHALL INCLUDE PROVISIONS TO AVOID CONFLICTS WITH AND/OR RESTORE SITE FEATURES IN THE BID. NO SEPARATE OR ADDITIONAL PAYMENT WILL BE MADE FOR WORK REQUIRED TO AVOID CONFLICTS WITH EXISTING SURFACE FEATURES OR RESTORE THOSE WHICH ARE NOT SHOWN. EXISTING CULVERTS AND SWALES MAY BE HIDDEN BY THE NEW WATER MAIN ON THE PLANS. NO HYDRANTS SHALL BE INSTALLED WITHIN SWALES OR DITCHES.
4. UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXISTING FEATURES LOCATED WITHIN OR OUTSIDE OF DESIGNATED RIGHT-OF-WAY OR EASEMENTS WHICH ARE DISTURBED OR DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, (INCLUDING BUT NOT LIMITED TO, CULVERT PIPES, SWALES, TREES, SHRUBS, BUSHES, PLANTERS, SIGNS, ASPHALT DRIVES, CONCRETE DRIVES, GRAVEL DRIVES, FENCES AND WALKWAYS) SHALL BE RESTORED AND/OR REPLACED IN KIND, SIZE, MATERIAL AND TYPE AS APPLICABLE, BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR SHALL SAW CUT ASPHALT AND CONCRETE PAVEMENT AT DRIVEWAY AND ROADWAY CROSSINGS
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY SURVEY OR RIGHT-OF-WAY MONUMENTS DISTURBED DURING CONSTRUCTION. THE CONTRACTOR SHALL EMPLOY A LICENSED LAND SURVEYOR TO RESTORE ALL DISTURBED MONUMENTS TO THEIR ORIGINAL LOCATION.
6. RESTORE ALL SURFACES TO AS GOOD AS OR BETTER CONDITION THAN BEFORE CONSTRUCTION AS SOON AS POSSIBLE FOLLOWING COMPLETION OF WORK IN ANY AREA. SURFACES SHALL BE RESTORED TO PRE-CONSTRUCTION GRADES.
7. ALL HORIZONTAL AND VERTICAL FITTINGS TO BE RESTRAINED USING THRUST BLOCKS. THE CONTRACTOR MAY ALSO INSTALL MECHANICAL JOINT RESTRAINT. INSTALLING JOINT RESTRAINT DOES NOT ALLEVIATE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL THRUST BLOCKS AND NO ADDITIONAL PAYMENT WILL BE MADE. FOR TYPICAL DIMENSIONS OF THE THRUST BLOCKS SEE TABLE, SHEET C501.
8. CONTRACTOR SHALL REMOVE AND REPLACE SIGNS AND MAILBOXES AS NECESSARY. SIGNS AND MAILBOXES MUST REMAIN FUNCTIONAL AND ACCESSIBLE AT ALL TIMES.
9. ALL OPEN-CUT PIPE TRENCHES BENEATH, AND WITHIN 5 FEET OF, ROADWAYS, DRIVEWAYS AND OTHER AREAS OF VEHICULAR TRAVEL SHALL BE BACK FILLED TO SURFACE RESTORATION SUB GRADE ABOVE PIPE BEDDING WITH SPECIAL BACKFILL. PAYMENT TO BE MADE UNDER "SPECIAL BACKFILL" BID ITEM.
10. THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL, AS NEEDED. NO SEPARATE PAYMENT FOR DUST CONTROL SHALL BE MADE.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SURVEY AND STAKEOUT FOR THIS PROJECT, PAYMENT SHALL BE INCLUDED UNDER "MOBILIZATION" BID ITEM.
12. CONTRACTOR SHALL TAKE CARE NOT TO UNDERMINE ROADWAY PAVEMENT. ANY DISTURBED OR UNDERMINED PAVEMENT SHALL BE REPLACED AT NO ADDITIONAL COST TO THE OWNER.
13. CONTRACTOR TO PROVIDE FULL TIME ACCESS ALONG ROADWAYS AND DRIVEWAYS TO ALL BUSINESSES AND RESIDENTS AT THE END OF EACH WORKING DAY.
14. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL SNOW AND ICE AS NEEDED AT NO ADDITIONAL COST. CONTRACTOR'S OPERATIONS ALONG THE HIGHWAY SHOULDERS MUST NOT INTERFERE WITH THE TOWN, STATE AND COUNTY'S ABILITY TO REMOVE SNOW AND PROVIDE ICE CONTROL.
15. VERTICAL FITTINGS ARE NOT SHOWN OR CALLED OUT ON THE DRAWINGS FOR THE NEW WATER MAINS. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL REQUIRED FITTINGS TO CONSTRUCT THE WATER MAINS AS REQUIRED BY THE CONTRACT DOCUMENTS AND IN ACCORDANCE WITH APPLICABLE STANDARDS.
16. ALL NON-METALLIC WATER MAINS SHALL BE INSTALLED WITH TRACER WIRE AFFIXED TO THE TOP OF THE PIPE. TRACER WIRE SHALL CONFORM TO SPECIFICATION SECTION 330597.
17. PROVIDE 5 FEET MINIMUM COVER OVER TOP OF WATER MAINS. PROVIDE 3 FEET MINIMUM COVER OVER WATER SERVICES WHERE 5 FEET MINIMUM BURIAL CANNOT BE ACHIEVED AS DIRECTED BY ENGINEER. BASIS FOR ROCK EXCAVATION QUANTITIES INCLUDED IN CONTRACT DOCUMENTS REFLECTS 5 FEET MINIMUM BURIAL DEPTH OF WATER MAIN AND 3 FEET MINIMUM BURIAL DEPTH OF SERVICE LATERALS. SERVICE LATERAL INSULATION INCLUDED IN A SEPARATE BID ITEM.
18. ALL DUCTILE IRON PIPE (DIP) SHALL BE CLASS 52 WITH POLYETHYLENE ENCASEMENT, PVC PIPE SHALL BE CLASS 235 (DR 18) AND HDPE PIPE SHALL BE CLASS 200 DR 11, UNLESS OTHERWISE SHOWN.
19. AT ALL STORM WATER CULVERT CROSSINGS, WATER MAIN INSTALLATION SHALL BE BELOW THE EXISTING CULVERT UNLESS OTHERWISE SHOWN ON THE PLANS.
20. ANY TREES MARKED FOR REMOVAL IN THE PLANS SHALL BE REMOVED ON AN AS-NEEDED BASIS. NO OTHER TREES SHALL BE REMOVED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
21. ALL EXISTING WATER MAINS SHALL BE PROTECTED WHILE NEW WATER MAIN AND SERVICES ARE BEING INSTALLED.
22. ALL WATER SERVICES SHALL BE 1" DIAMETER PEX UNLESS OTHERWISE IDENTIFIED ON THE PLANS.
23. FOR TESTING AGAINST EXISTING INFRASTRUCTURE (I.E.: VALVES) IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE FUNCTIONALITY OF THE EXISTING FEATURES DURING CONSTRUCTION AND PRIOR TO TESTING.
24. STORM WATER CULVERT PIPING ACROSS ROADWAYS AND DRIVEWAYS WHICH MUST BE DISTURBED FOR THE INSTALLATION OF WATER MAIN PIPING SHALL BE RESTORED TO WORKING CONDITION IMMEDIATELY UPON COMPLETION OF THE WATER MAIN IN THAT LOCATION. NO DISTURBANCE TO CULVERTS CONVEYING DELINEATED STREAMS, AS NOTED ON THE PLANS, IS PERMITTED WITHOUT PERMITS FROM THE NYSDEC AND USACE. NO EXTRA PAYMENT WILL BE MADE FOR REPLACEMENT OF CULVERTS THAT ARE DAMAGED DURING EXCAVATION. CULVERTS THAT ARE NOT SUITABLE FOR REUSE, AS DETERMINED BY ENGINEER, SHALL BE REPLACED IN KIND. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND OBTAINING ADDITIONAL U.S. ARMY CORPS AND/OR NYSDEC PERMITS IF NEEDED TO CONDUCT SUCH WORK. THE COST FOR CULVERT REPLACEMENT SHALL BE INCLUDED IN THE BID PRICE FOR "FURNISH AND INSTALL WATER MAIN." NO SEPARATE PAYMENT SHALL BE MADE.
25. EXISTING CATCH BASINS ARE SHOWN IN APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS, AND PROTECT EXISTING BASINS AND STORM DRAIN PIPES.
26. INVERT ELEVATIONS AT CULVERT CROSSINGS AND SWALE/DITCH ALIGNMENTS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS AND LOCATIONS OF ALL ROADWAY/DRIVEWAY CULVERTS AND SWALES/DITCHES WITHIN THE AREA OF WORK PRIOR TO CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL DISTURBED CULVERTS AND SWALES TO THE PRE-CONSTRUCTION ELEVATIONS/ALIGNMENTS.
27. PRIVATE UTILITIES MAY BE ENCOUNTERED DURING CONSTRUCTION WITHIN EASEMENTS THAT ARE

NOT SHOWN ON THE CONTRACT DRAWINGS. ANY PRIVATE UTILITIES THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY AND THE AFFECTED PROPERTY OWNER AND THE ENGINEER NOTIFIED. NO ADDITIONAL PAYMENT WILL BE MADE FOR REPAIRING PRIVATE UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION ACTIVITIES. THE REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE UTILITY OWNER AND ENGINEER.

29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RESTORING ACCESS TO THEIR APPLICABLE WORK AREAS THROUGHOUT THE CONSTRUCTION PERIOD.
30. NO BARBED WIRE OR PASTURE FENCE SHALL BE OPENED WITHOUT TEMPORARY FENCE OF EQUAL OR BETTER TYPE IN PLACE. THE PROPERTY OWNERS SHALL BE CONTACTED AND MADE AWARE OF PROPOSED TEMPORARY FENCING ARRANGEMENTS A MINIMUM OF 3 DAYS PRIOR TO ACTUAL MODIFICATIONS. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE TYPE OF TEMPORARY FENCING AND THE RESTORATION OF THE PERMANENT FENCING WITH THE PROPERTY OWNER AND ENGINEER. THE CONTRACTOR SHALL MAINTAIN A SECURE TEMPORARY FENCE DURING THE CONSTRUCTION PERIOD, UNTIL THE PERMANENT FENCING IS RESTORED. THE CONTRACTOR SHALL REINSTALL THE EXISTING OR NEW PERMANENT FENCE AS NECESSARY TO THE PROPERTY OWNERS AND ENGINEERS SATISFACTION FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITIES. NO ADDITIONAL PAYMENT FOR INSTALLATION AND/OR MAINTENANCE OF TEMPORARY OR PERMANENT FENCING SHALL BE MADE.
31. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE WITH TOWN WATER OPERATORS 48 HOURS PRIOR TO USE OF ALL WATER HYDRANTS AND VALVES.
32. DURING WATER MAIN CONNECTIONS, THE CONTRACTOR SHALL PERFORM TEST PITS AT EACH CONNECTION TO VERIFY PIPE SIZES AND LAYOUTS AND HAVE ALL NECESSARY TOOLS AND EQUIPMENT ON HAND BEFORE THE EXISTING MAINS WILL BE SHUT DOWN. WATER SERVICES TO RESIDENTS SHALL NOT BE DISRUPTED FOR MORE THAN 4 HOURS AND THE CONTRACTOR SHALL CONTACT ALL RESIDENTS A MINIMUM OF 2 WEEKS BEFORE PERFORMING THE CONNECTION. ALTERNATIVELY, THE CONTRACTOR MAY PROVIDE TEMPORARY WATER SERVICE TO EACH RESIDENT DURING EACH MAIN CONNECTION.
33. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS FOR AREAS OF THEIR USE FOR MARSHALLING, STAGING, STOCK PILING, EQUIPMENT AND MATERIAL STORAGE. NO ADDITIONAL PAYMENT WILL BE MADE FOR OBTAINING PERMITS OR IMPLEMENTATION OF REQUIREMENTS FOR SAID USE.
34. VALVE BOX FRAMES ARE TO BE INSTALLED $\frac{1}{4}$ " BELOW AND MATCH SLOPE OF STREET GRADIENTS AND/OR CROWN OF PAVEMENT, WALKS, DRIVEWAYS, AND PARKING AREAS.
35. ALL SALVAGE ITEMS SHALL REMAIN THE PROPERTY OF THE TOWN AND ARE TO BE STORED AT A LOCATION DESIGNATED BY THE SAME.
36. PROPOSED LOCATIONS OF NEW WATER LINES ARE SUBJECT TO CHANGE (AS ORDERED BY THE ENGINEER) PENDING ENCOUNTERS WITH THE VARIOUS FIELD CONDITIONS OR OTHER UNFORESEEN CIRCUMSTANCES.
37. THE CONTRACTOR (EACH CONTRACTOR OF HIS RESPECTIVE WORK LIMITS) IS RESPONSIBLE FOR THE VERIFICATION OF LOCATION AND STAKEOUT OF EXISTING UNDERGROUND UTILITIES (i.e., ELECTRICAL SERVICES, CELLAR DRAINS, WATER SERVICES, STORM SEWERS, UNDERGROUND ELECTRICAL AND SUBSURFACE SEWAGE DISPOSAL FACILITIES (SUCH AS SEWER LATERALS, SEPTIC TANKS, LEACH FIELDS, DRY WELLS AND DRAIN LINES). THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH DIG SAFELY NEW YORK, THE TOWN OF CAPE VINCENT, THE TOWN OF CAPE VINCENT HIGHWAY DEPARTMENT, JEFFERSON COUNTY, AND ANY OTHER AGENCY OR INDIVIDUALS TO SATISFACTORILY STAKEOUT THE EXISTING UNDERGROUND UTILITIES.
38. ALL CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL TOWN, OSHA, AND JEFFERSON COUNTY HIGHWAY DEPARTMENT REQUIREMENTS INCLUDING USE OF HARD HATS, BARRICADES, TRENCHING SHIELDS, TRENCH SHORING, TRAFFIC CONTROL, SIGNS, AND LIGHTS, ETC.
39. NEW WATER SYSTEM (COMPONENT) PRESSURE TESTING: AFTER INSTALLATION OF ALL NEW WATER SYSTEM COMPONENTS, ALL OF SAID WATER SYSTEM COMPONENTS AND CONNECTING PIPING MUST BE PRESSURE TESTED IN ACCORDANCE WITH APPLICABLE AWWA STANDARDS.
40. FLUSHING, DISINFECTION AND TESTING (BACTERIA CHECK SAMPLES): AFTER INSTALLATION OF ALL NEW WATER SYSTEM COMPONENTS, ALL SAID WATER SYSTEMS MUST BE FLUSHED, DISINFECTED AND TESTED (TWO (2) DAILY CHECK SAMPLES FOR TOTAL COLIFORM ANALYSIS) IN ACCORDANCE WITH AWWA STANDARD C651 PRIOR TO USE. TESTING RESULTS MUST BE SUBMITTED TO THE LOCAL HEALTH DEPARTMENT AS AN ATTACHMENT TO THE DESIGN ENGINEER'S "LETTER OF COMPLETED WORKS."
41. PLANNED WATER SYSTEM SHUT-DOWN AND REQUIREMENT FOR BOIL WATER ORDER (BWO): IT IS UNDERSTOOD THAT THIS PROJECT MAY RESULT IN A SHUT-DOWN OF WATER (INCLUDING LOSS OF PIPE PRESSURE) TO ONE OR MORE BUILDINGS/BUILDING AREAS DURING THE PROJECT. APPROVAL SHALL BE OBTAINED FROM OWNER AND ENGINEER PRIOR TO ANY PLANNED SHUT DOWN. PLEASE BE ADVISED A TEMPORARY (LOCATION SPECIFIC) BOIL WATER ORDER (BWO) WILL BE REQUIRED BY THE LOCAL HEALTH.
42. UNPLANNED WATER SYSTEM INTERRUPTION OF WATER SERVICE AND REQUIREMENT FOR BOIL WATER ORDER (BWO): IF AT ANY OTHER TIME, EXISTING AND/OR NEW WATER MAINS OR WATER SYSTEM COMPONENTS ARE DAMAGED DURING THE CONSTRUCTION PROJECT AND/OR A LOSS OF WATER PRESSURE OCCURS AS PART OF THIS PROJECT, THE CONTRACTOR IS ALSO REQUIRED TO CONTACT THE LOCAL HEALTH DEPARTMENT TO DISCUSS THE NEED FOR AN EMERGENCY (LOCATION SPECIFIC) BOIL WATER ORDER.
43. CONTRACTOR SHALL USE WETLAND MATS FOR EQUIPMENT ACCESS IN LOCATIONS SPECIFIED ON THE PLANS.
44. TEMPORARY AND PERMANENT EASEMENTS IDENTIFIED ON THESE DRAWINGS SHOULD BE CONSIDERED PRELIMINARY. FINAL DELINEATION OF EASEMENTS BY CONTRACTOR SHALL BE FROM FINAL EASEMENT MAPS TO BE PROVIDED BY THE ENGINEER OR OWNER.
45. CLEARING OF TREES 3 INCHES OR MORE IN DIAMETER IS ONLY PERMITTED BETWEEN NOVEMBER 1 AND MARCH 31 DUE TO THE PRESENCE OF INDIANA BAT AND NORTHERN LONG-EARED BAT HABITAT WITHIN THE PROJECT AREA.
46. ALL WORK ON PRIVATE PROPERTY SHALL BE CONFINED TO THE PERMANENT AND TEMPORARY EASEMENTS. THE CONTRACTOR SHALL NOT STORE EQUIPMENT/SUPPLIES OR OTHERWISE DISTURB ANY AREA OUTSIDE THE HIGHWAY RIGHT-OF-WAY OR EASEMENT UNLESS WRITTEN PERMISSION IS GRANTED BY THE RESPECTIVE PROPERTY OWNER.
47. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND RESTORING ACCESS TO THEIR APPLICABLE WORK AREAS THROUGHOUT THE CONSTRUCTION PERIOD.
48. DURING WATER MAIN CONNECTIONS, THE CONTRACTOR SHALL PERFORM TEST PITS AT EACH CONNECTION TO VERIFY PIPE SIZES AND LAYOUTS AND HAVE ALL NECESSARY TOOLS AND EQUIPMENT ON HAND BEFORE THE EXISTING MAINS WILL BE SHUT DOWN. WATER SERVICES TO RESIDENTS SHALL NOT BE DISRUPTED FOR MORE THAN 4 HOURS AND THE CONTRACTOR SHALL CONTACT ALL RESIDENTS A MINIMUM 2 WEEKS BEFORE PERFORMING THE CONNECTION. ALTERNATIVELY, THE CONTRACTOR MAY PROVIDE TEMPORARY WATER SERVICE TO EACH RESIDENT DURING WATER MAIN CONNECTION.
49. MEASUREMENT OF PAYMENT FOR WATER MAIN CONNECTIONS SHALL INCLUDE ALL MATERIALS, EQUIPMENT, LABOR, EXCAVATION, RESTORATION, MAINTENANCE AND PROTECTION OF TRAFFIC, AND TESTING OF WORK INDICATED WITHIN THE PAYMENT LIMITS SHOWN ON THE PLANS WITH THE EXCLUSION OF OTHER BID ITEMS INCLUDING BUT NOT LIMITED TO GATE VALVES.
50. ALL EXISTING WELLS SHALL BE PROTECTED WHILE WATERMAIN AND SERVICES ARE BEING INSTALLED.

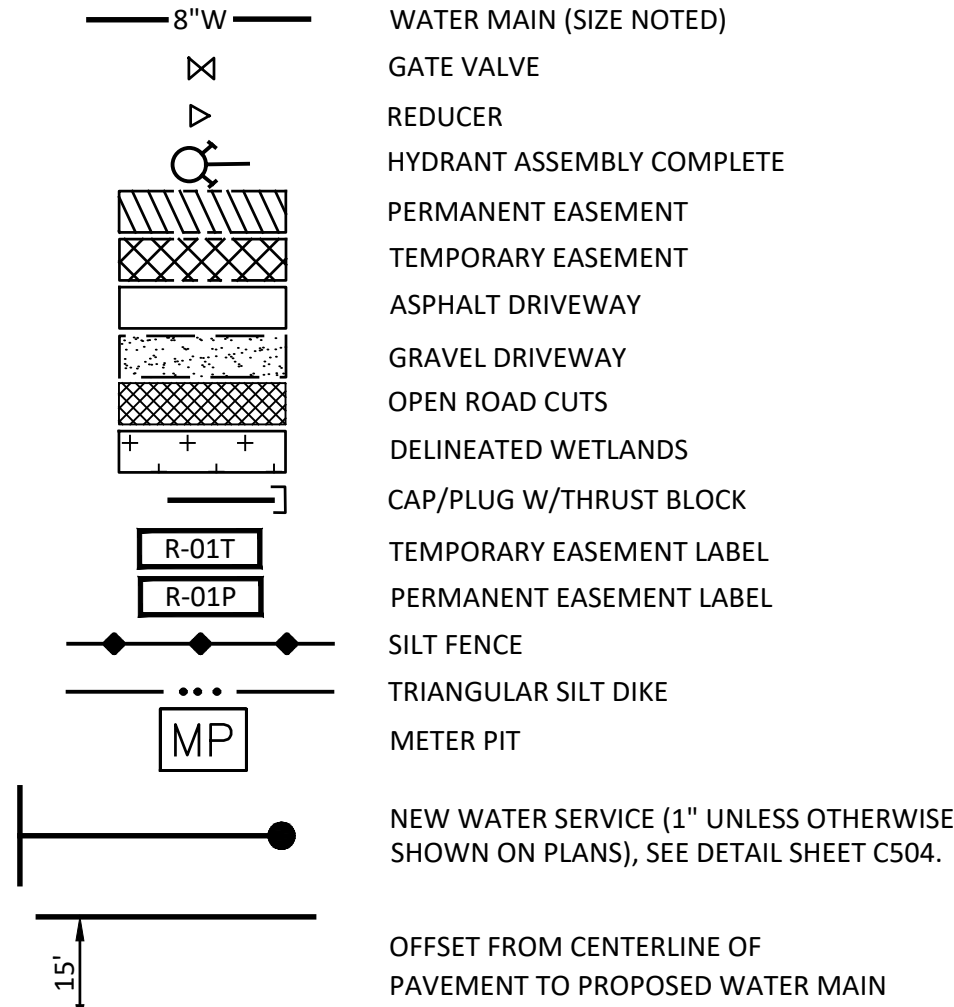
SUGGESTED SEQUENCE OF CONSTRUCTION:

THE FOLLOWING IS THE ENGINEERS PROPOSED SEQUENCE OF CONSTRUCTION FOR THE PROJECT. THE SEQUENCE OF CONSTRUCTION IS GENERAL IN NATURE AND DOES NOT INCLUDE EVERY WORK ITEM CONTAINED ON THE DRAWINGS AND IN THE TECHNICAL SPECIFICATIONS. THE CONTRACTOR(S) SHALL DEVELOP HIS/HER OWN DETAILED SEQUENCE OF CONSTRUCTION AND SHALL SUBMIT THE PROPOSED SEQUENCE WITH THE PROJECT SCHEDULE PRIOR TO STARTING WORK. THE CONTRACTOR MAY CHANGE THE PROPOSED SEQUENCE OF CONSTRUCTION LISTED BELOW WITH APPROVAL FROM THE OWNER/ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF PERFORMING ANY COMPONENT OF THE PROPOSED WORK. THE OWNER SHALL OPERATE THE FACILITY AT ALL TIMES DURING THE CONSTRUCTION PERIOD, INCLUDING VALVES, GATES AND PROCESS EQUIPMENT.

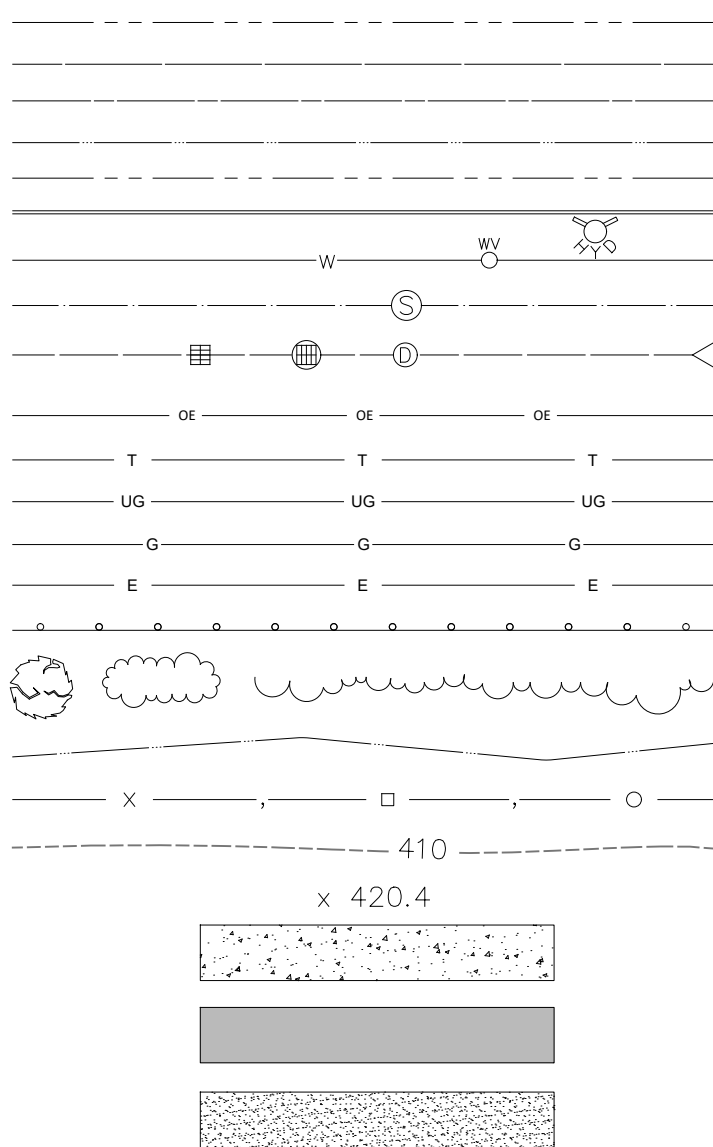
PROPOSED SEQUENCE OF CONSTRUCTION:

1. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THE CONTRACT DOCUMENTS AND AS ORDERED BY THE ENGINEER.

PROPOSED LEGEND:



EXISTING LINE LEGEND:



SECTION/PARCEL BOUNDARY
MIN. BUILDING SETBACK
CENTER LINE
EXIST. EASEMENT LINE
EXIST. RIGHT-OF-WAY LINE
EXIST. EDGE OF PAVEMENT
EXISTING WATER MAIN, VALVE, & HYDRANT.
EXISTING SANITARY SEWER, & MANHOLE.
EXISTING DRAINAGE SEWER, FIELD INLET, INLET
MANHOLE, MANHOLE, & END SECTION.
EXISTING OVERHEAD UTILITIES
EXISTING TELEPHONE
EXISTING UNDERGROUND UTILITIES
EXISTING GAS
EXISTING ELECTRIC
EXISTING GUARD RAIL
TREE,HEDGE,EDGE OF WOODS
EXISTING SWALE
BARBED WIRE,STOCKADE,CHAIN LINKED FENCE
EXISTING CONTOUR
EXISTING SPOT ELEVATION @ X
CONCRETE PAD/ CONCRETE SIDEWALK

SURVEY DATA SOURCE NOTES:

1. TOPOGRAPHIC CONTOUR LINES IN THIS SURVEY WERE GENERATED FROM LIDAR DATA PUBLICLY ACCESSED AT NEW YORK GIS CLEARING HOUSE OFFICE OF INFORMATION AND TECHNOLOGY SERVICES, NYS JEFFERSON COUNTY 5-FT CONTOURS. CONTOUR LINES AND PROFILES ARE APPROXIMATE AND TOPOGRAPHY OF PROJECT AREA SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE COMMENCEMENT OF THE PROJECT.
2. ALL EXISTING WATER UTILITY LOCATIONS, INCLUDING EXISTING WATER MAINS, HYDRANTS, VALVES, CURBSTOPS, AND LATERALS, WERE APPROXIMATED FROM FIELD SURVEY. EXISTING UTILITY LOCATIONS ARE TO THE BEST OF THE ENGINEER'S KNOWLEDGE. WATER UTILITY LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE COMMENCEMENT OF THE PROJECT.
3. ALL EXISTING OVERHEAD UTILITY POLE LOCATIONS WERE APPROXIMATED DURING A FIELD SURVEY. ALL UTILITY POLE LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE PROJECT.
4. ALL UNDERGROUND UTILITY WIRES WERE APPROXIMATED BASED OFF IMAGES PROVIDED BY FRONTIER AND TIME WARNER CABLE IN RESPONSE TO A UDIG TICKET REQUEST. ALL UTILITY WIRE LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE PROJECT.
5. AERIAL IMAGERY FROM THE NEW YORK STATE GIS CLEARINGHOUSE OFFICE OF INFORMATION AND TECHNOLOGY SERVICES, NYS JEFFERSON COUNTY 2023 AERIAL IMAGERY, CENTRAL ZONE, NY.
6. PARCEL BOUNDARY AND PROPERTY DATA SHOWN FROM 2022 JEFFERSON COUNTY REAL PROPERTY TAX MAP SERVICES.
7. LOCATIONS OF EXISTING STRUCTURES AND IMPROVEMENTS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED.

EROSION AND SEDIMENT CONTROL:

SEE SHEET C701 FOR U.S. ARMY CORPS OF ENGINEERS, NYS DEC, AND GENERAL EROSION AND SEDIMENT CONTROL NOTES.

UTILITY NOTE:

EXISTING UTILITIES (LOCATION, SIZES AND INVERTS) SHOWN ON THE PLANS ARE APPROXIMATE AND ARE NOT CERTIFIED AS TO THE ACCURACY OF THEIR LOCATION OR COMPLETENESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATIONS AND DEPTHS OF ALL UTILITIES AND STRUCTURES IN THE PATH OF, OR CLOSELY PARALLEL TO, OR UNDER, THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DELAYS OR DAMAGES OCCURRING AS A RESULT OF INCORRECTLY LOCATED UTILITIES. IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITY OWNERS IN AMPLE TIME FOR THEM TO LOCATE AND MARK THEIR FACILITIES. THE CONTRACTOR SHALL ALSO NOTIFY UNDERGROUND UTILITY LOCATION SERVICE AT LEAST 48 HOURS IN ADVANCE OF COMMENCING ANY WORK.

EXISTING SYMBOL LEGEND:

	DRAINAGE MANHOLE		ELECTRIC MANHOLE
	INLET DRAINAGE MANHOLE		ELECTRIC METER
	CATCH BASIN		TELEPHONE MANHOLE
	END SECTION		TELEPHONE PEDESTAL
	END OF PIPE		PHONE BOOTH
	MANHOLE		PEDESTRIAN POLE
	SANITARY MANHOLE		TRAFFIC CONTROL CABIN
	CLEAN OUT		LAMP POST
	GAS VALVE		UTILITY POLE WITH LIGHT
	GAS SERVICE		FLAG POLE
	GAS METER		MAILBOX
	SPRINKLER VALVE		BOLLARD
	SPRINKLER HEAD		POST
	WATER VALVE		SIGN
	WATER SERVICE		TURNING ARROW
	HYDRANT		HANDICAP
	WATER METER		STOP BAR
	WELL		EXISTING TREE
	MONITOR WELL		BOULDER
	BORE		BUSH
	CABLE TV PEDESTAL		AIR CONDITIONING UNIT
	SIGNAL POLE		SANITARY UTILITY LATH
	UTILITY POLE		GAS PIPELINE MARKER
	GUY WIRE		WATER UTILITY LATH
	PULL BOX		TELEPHONE UTILITY LATH
	TRANSFORMER		ELECTRIC UTILITY LATH
	CAP/PLUG		CABLE UTILITY LATH
	WATER TANK		SURVEY MAG NAIL
	SEPTIC TANK		
	LEACH FIELD		

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

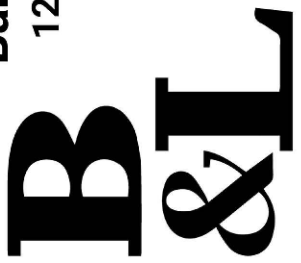
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TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7

GENERAL NOTES & LEGEND

TOWN OF CAPE VINCENT

on & Loguidice, D.P.C.
Washington St, Suite 100
Watertown, NY 13601



Date JUNE 2026

Scale
AS SHOWN

Sheet Number

G003

Project Number

2203.002.001

Plotted: Nov 05, 2025 - 11:46AM
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SYR By: dep

Checked by: DCP Drawn by: KRN Designed by: DCP In charge of: MJC



SHEET INDEX PLAN

SCALE: 1" = 400'

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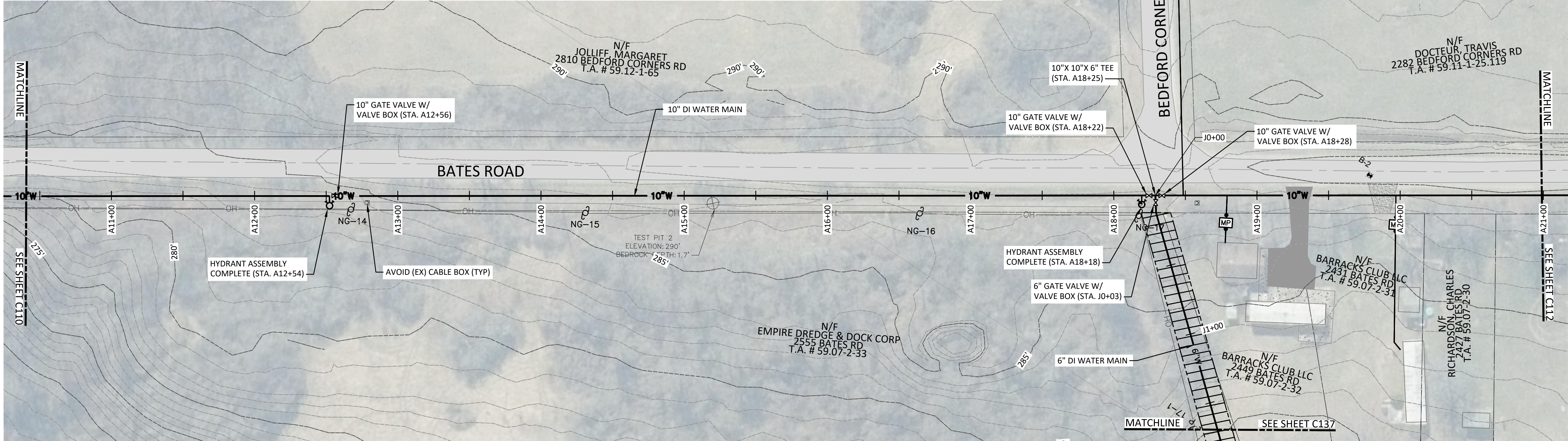
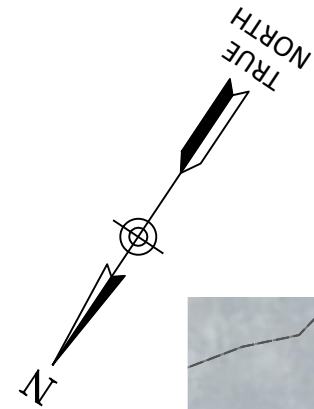
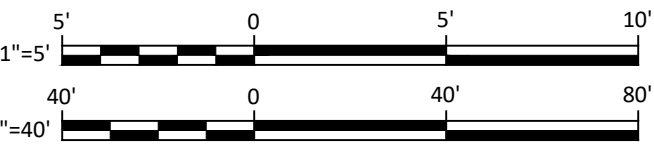
REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
PROJECT LOCATION SHEET LAYOUT
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601
B&L



Date: JUNE 2026
Scale: AS SHOWN
Sheet Number: **C101**
Project Number: 2203.002.001



BATES ROAD - PLAN

SCALE: 1" = 40'

SEE PROFILE ON
SHEET C142

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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BATES ROAD PLAN
JEFFERSON COUNTY, NEW YORK

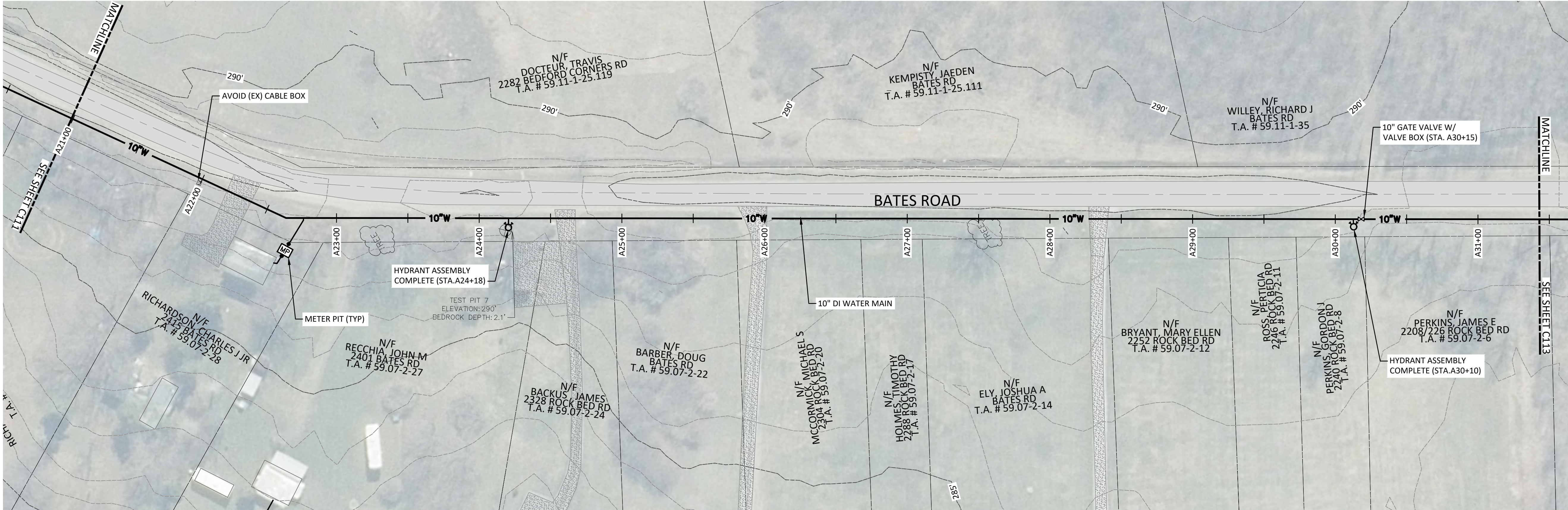
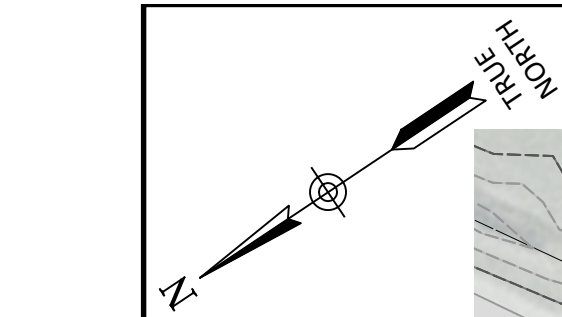
Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601



Date	JUNE 2026
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Project Number	2203.002.001

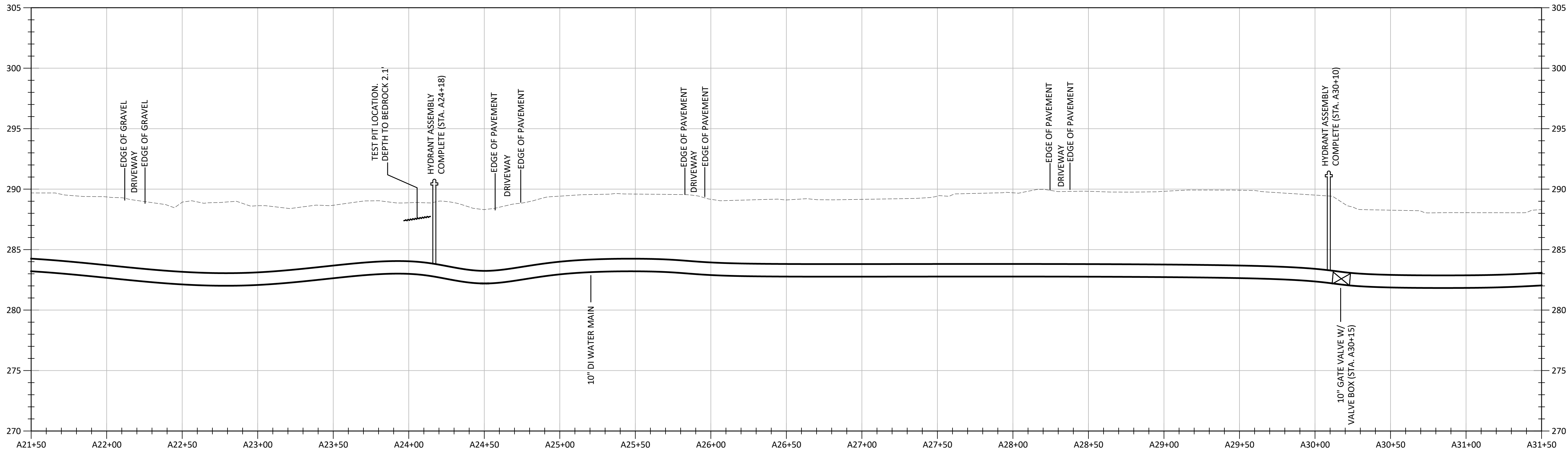
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Checked by DCP Drawn by KRN Designed by DCP In charge of M/C



BATES ROAD - PLAN

SCALE: 1" = 40'



BATES ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS	

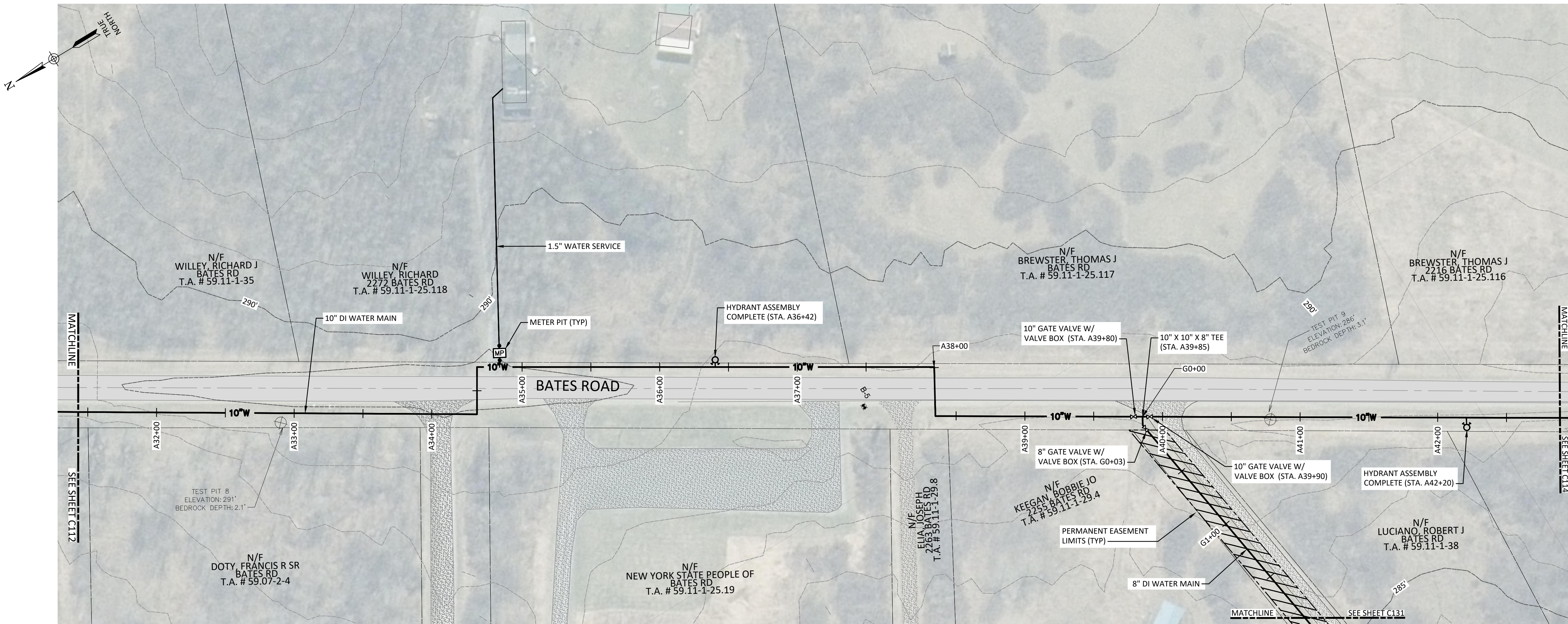
TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BATES ROAD PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

B&L

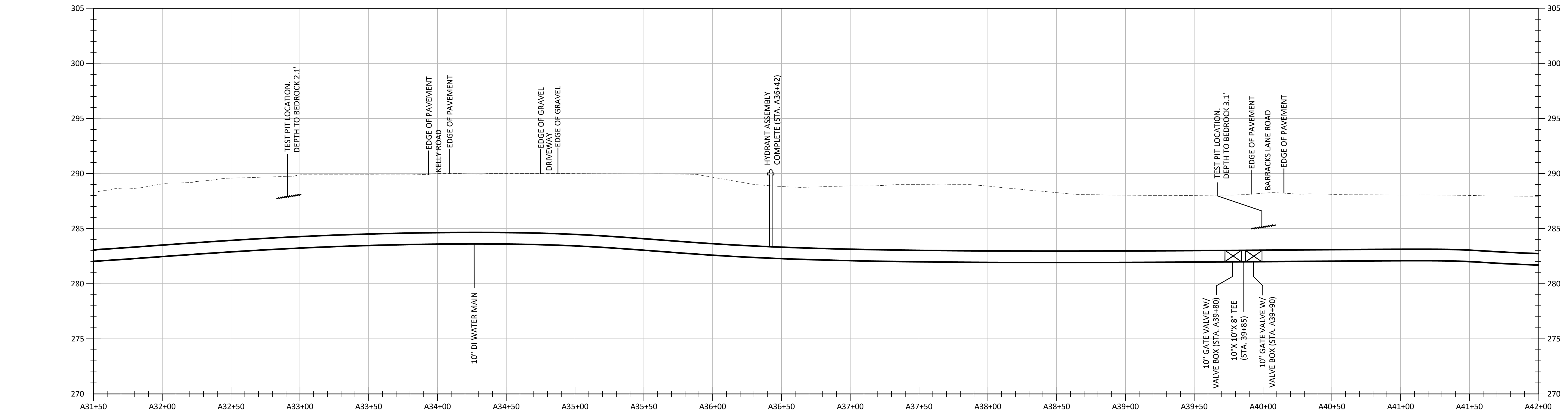


Date
JUNE 2026
Scale
AS SHOWN
Sheet Number
C112
Project Number
2203.002.001



BATES ROAD - PLAN

SCALE: 1" = 40'



BATES ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BATES ROAD PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

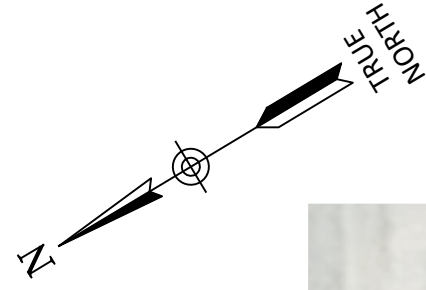
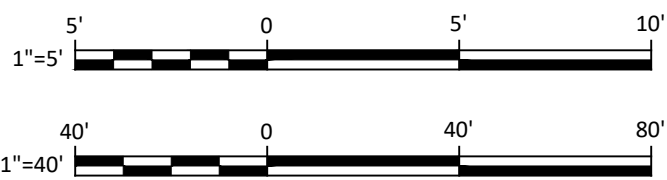


Date: JUNE 2026
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Sheet Number: C113
Project Number: 2203.002.001

Plotted: Nov 05, 2025 - 12:05PM
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SYR By: dep

Checked by: DCP Drawn by: KRN Designed by: DCP In charge of: MJC



BATES ROAD - PLAN

SCALE: 1" = 40'

SEE PROFILE ON
SHEET C142

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REVISIONS	

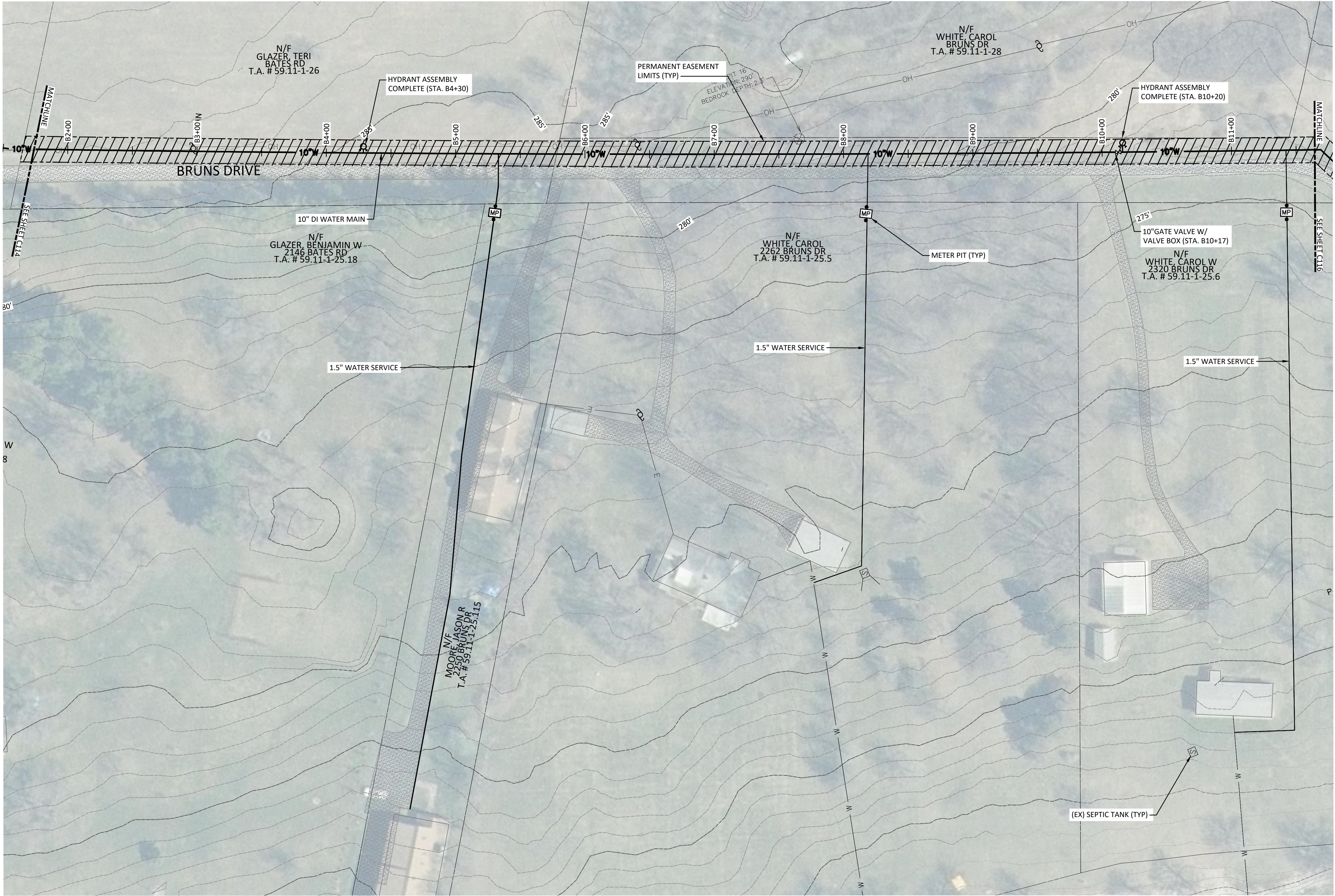
TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BATES ROAD PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
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Date: JUNE 2026
Scale: AS SHOWN
Sheet Number: **C114**
Project Number: 2203.002.001



SCALE: 1" = 40'

Drawn by DCP Designed by KRN In charge of DCP MJC

REVISIONS

TOWN OF CAPE VINCENT

B&L
12
B&L



JUNE 2026

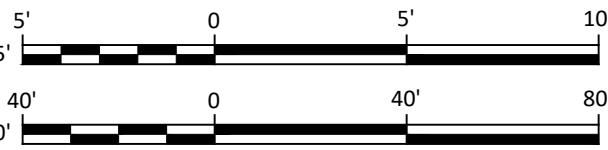
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Project Number

2203.002.001

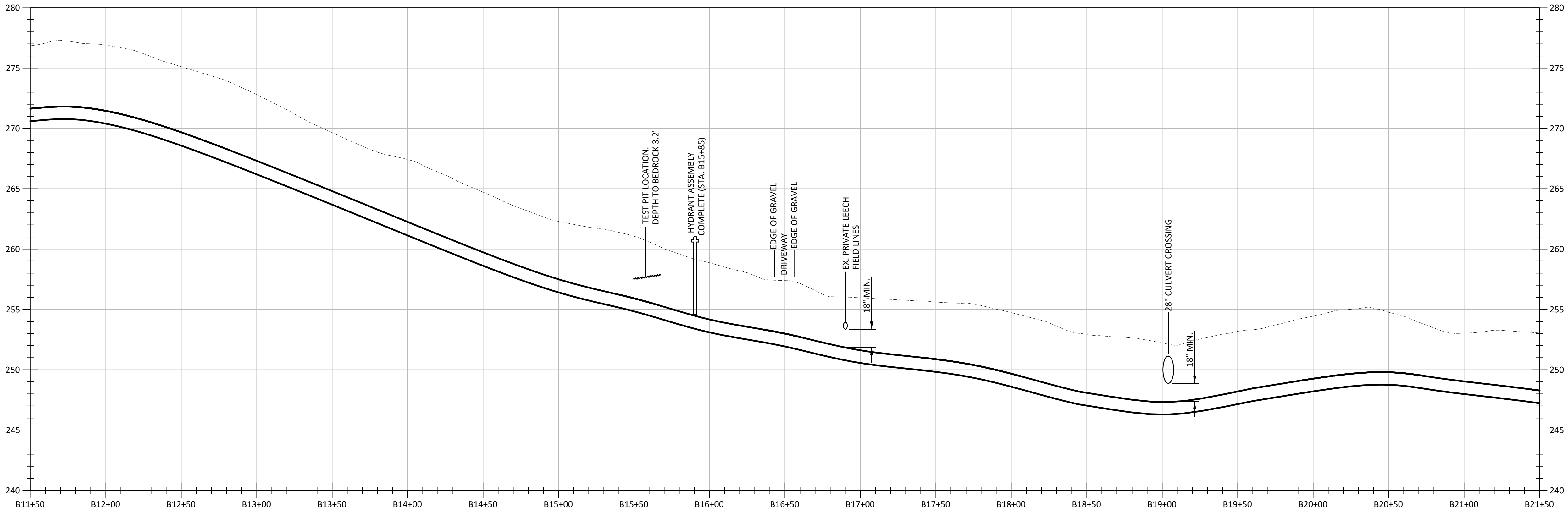


NOTES:
1. WATER MAIN TO BE INSTALLED BENEATH EX. CULVERT PIPE; NO DISTURBANCE TO CULVERT STRUCTURE OR OPEN STREAM CHANNEL PERMITTED.



BRUNS DRIVE - PLAN

SCALE: 1" = 40'



BRUNS DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BRUNS DRIVE PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

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Date: JUNE 2026
Scale: AS SHOWN
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Project Number: 2203.002.001

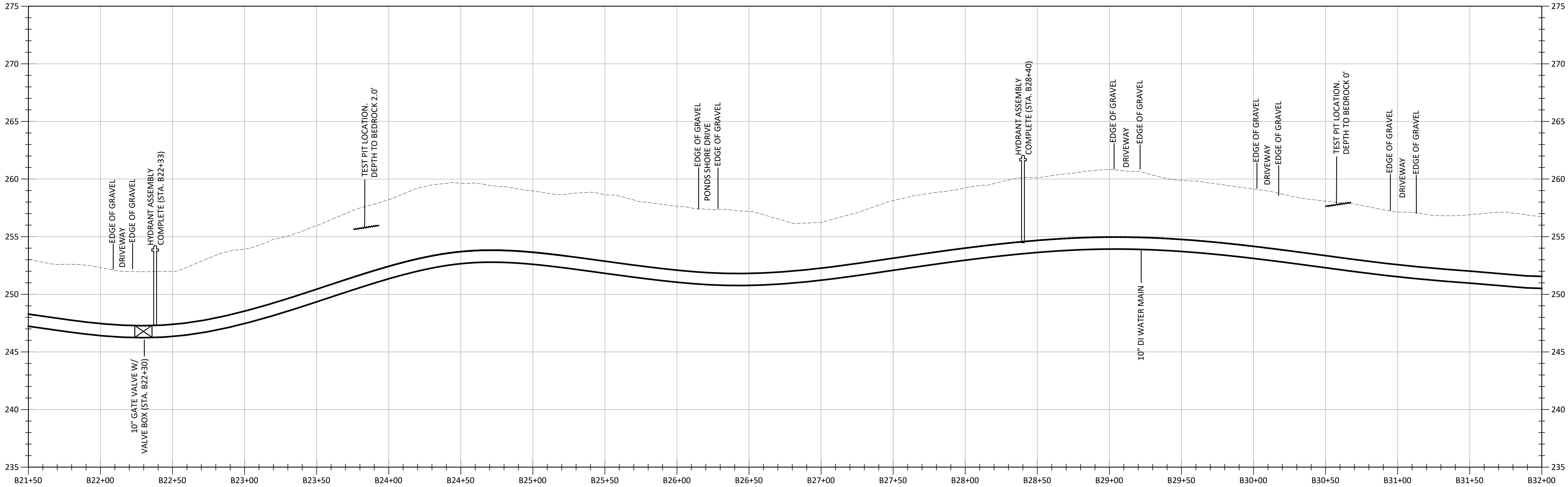
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Checked by: DCP
Drawn by: KRN
Designed by: DCP
In charge of: MJC



PONDS SHORE DRIVE - PLAN

SCALE: 1" = 40'



PONDS SHORE DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
POND SHORE DRIVE - PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

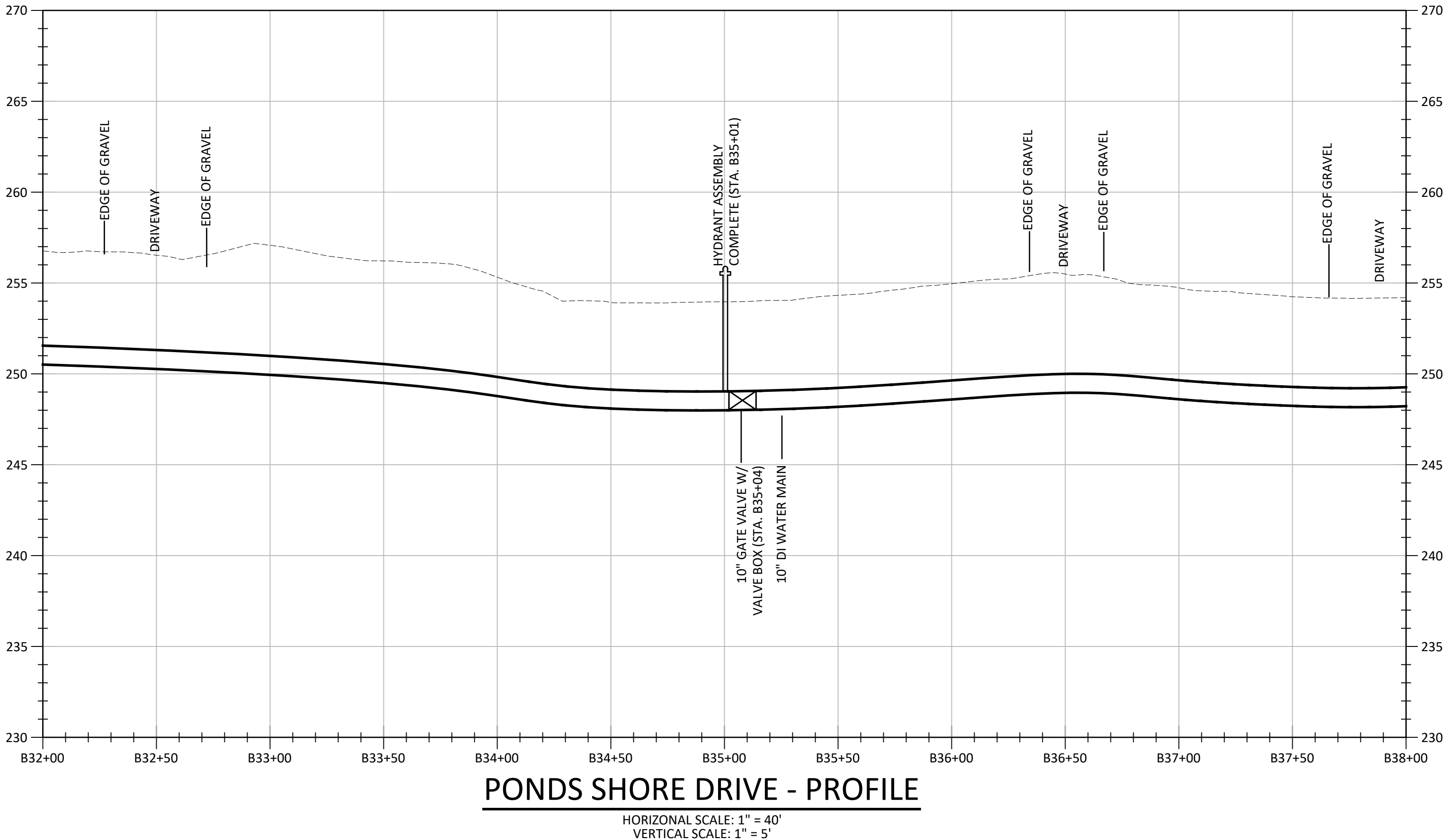
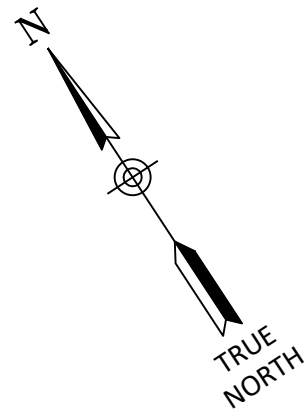
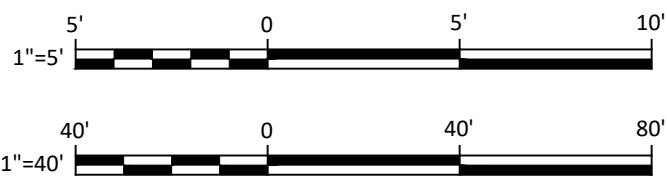
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120 Washington St, Suite 100
Watertown, NY 13601
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Project Number: 2203.002.001

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Checked by: DCP
Drawn by: KRN
Designed by: DCP
In charge of: MJC



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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

**PONDS SHORE DRIVE
PLAN & PROFILE**

TOWN OF CAPE VINCENT
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

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Matthew John Codd
Professional Engineer
080486

Date: JUNE 2026

Scale: AS SHOWN

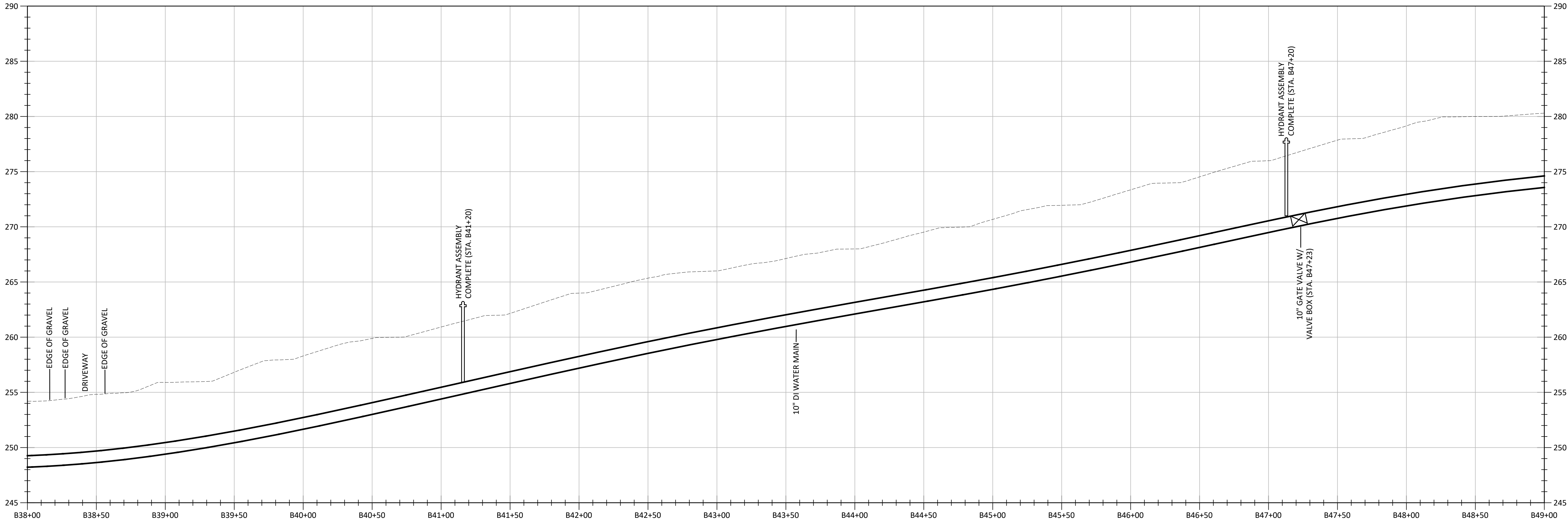
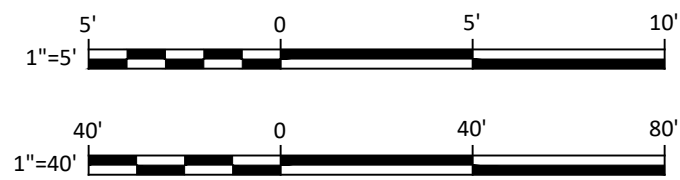
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Checked by: DCP
Drawn by: KRN
Designed by: DCP
In charge of: MJC

By: gross
SYR

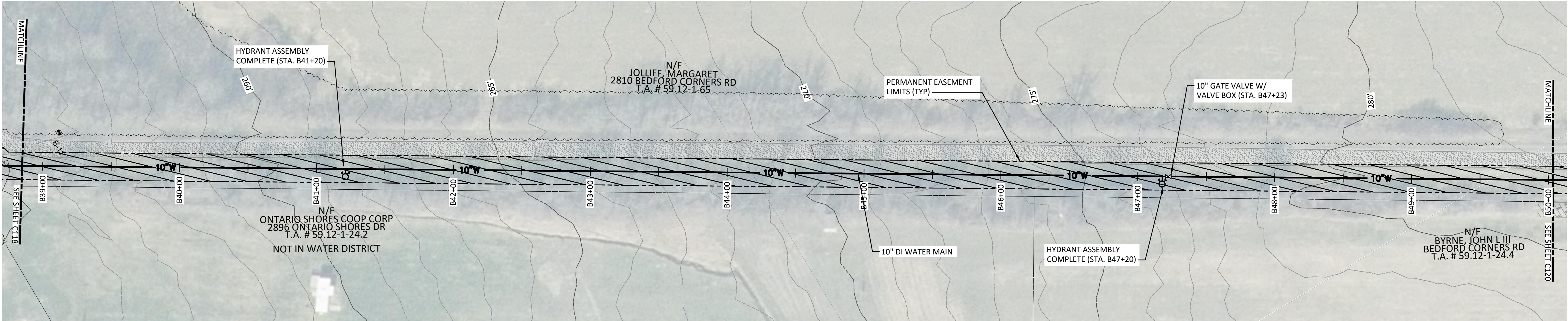


PONDS SHORE DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

PONDS SHORE DRIVE - PLAN

SCALE: 1" = 40'



Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

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Date: JUNE 2026

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Sheet Number

C119

Project Number

2203.002.001

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

PONDS SHORE DRIVE
PLAN & PROFILE

TOWN OF CAPE VINCENT

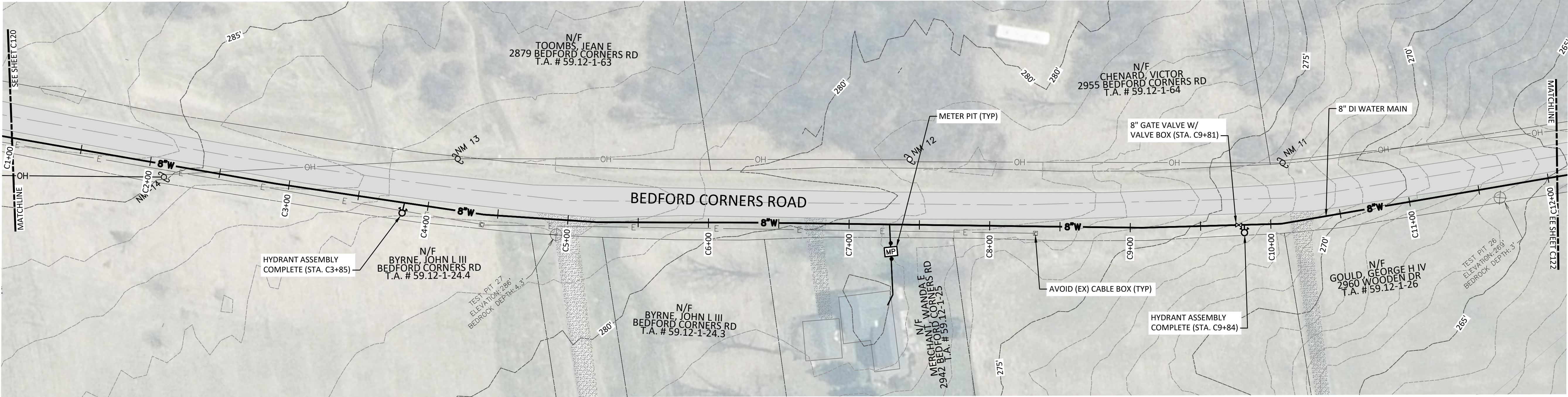
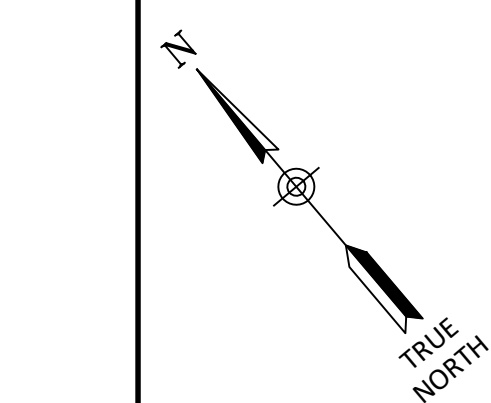
JEFFERSON COUNTY, NEW YORK

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REVISIONS

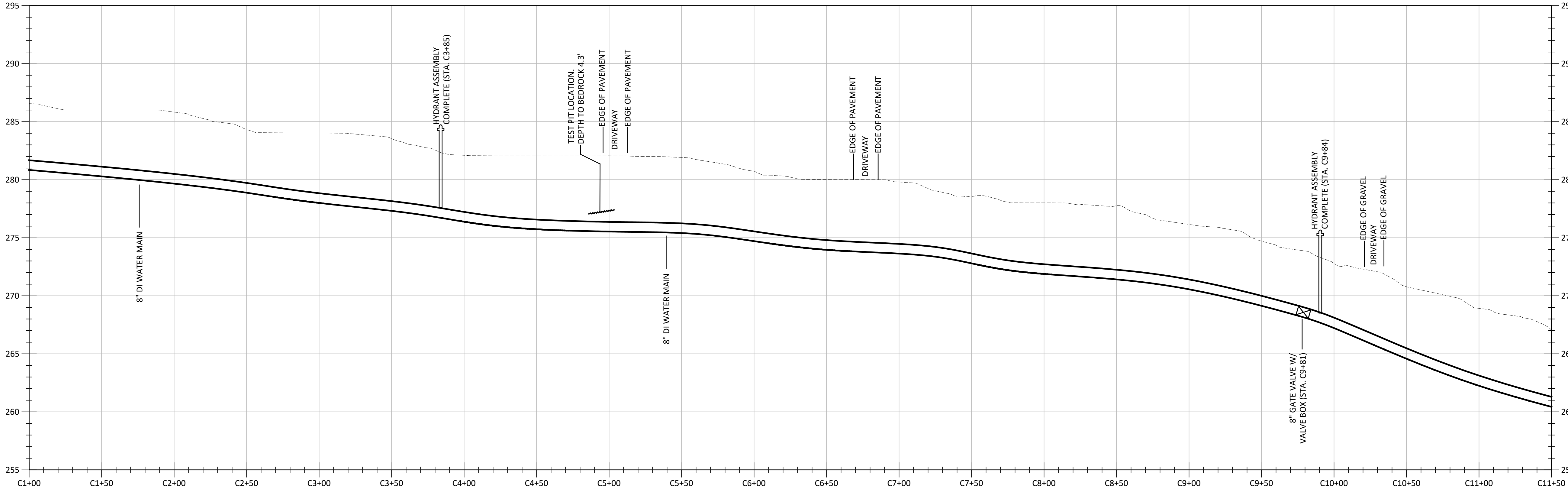
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Designed by: DCP
In charge of: M/C



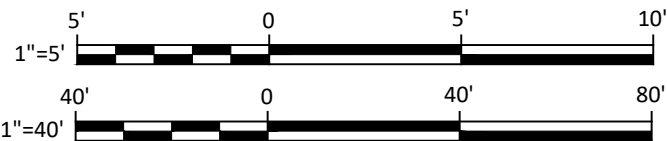
BEDFORD CORNERS ROAD - PLAN

SCALE: 1" = 40'



BEDFORD CORNERS ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

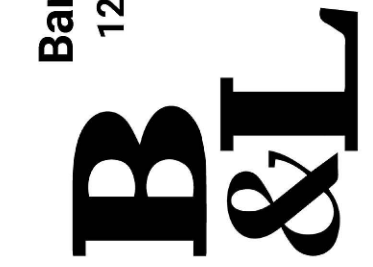
REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

BEDFORD CORNERS ROAD PLAN & PROFILE

JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601



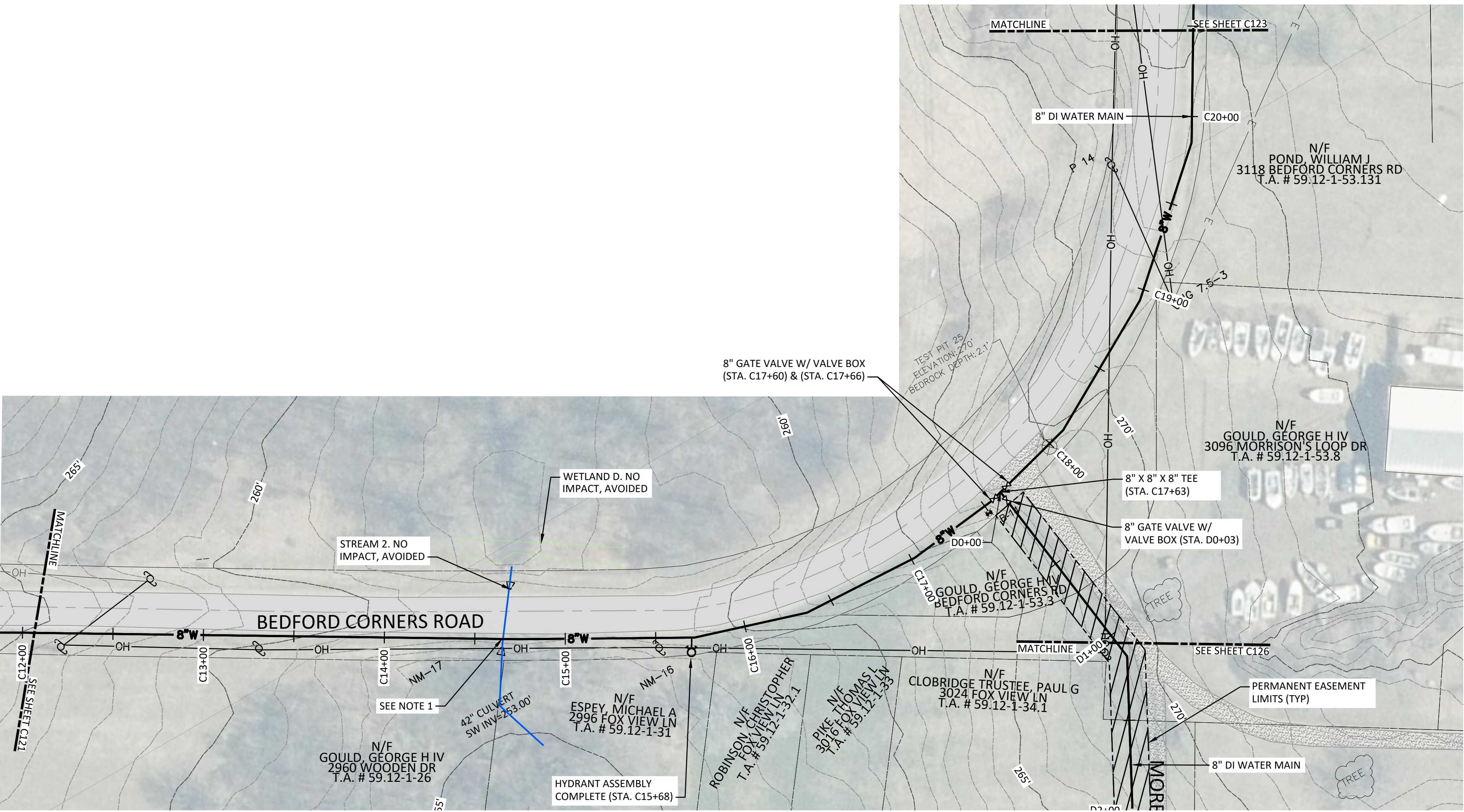
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In charge of: MJC

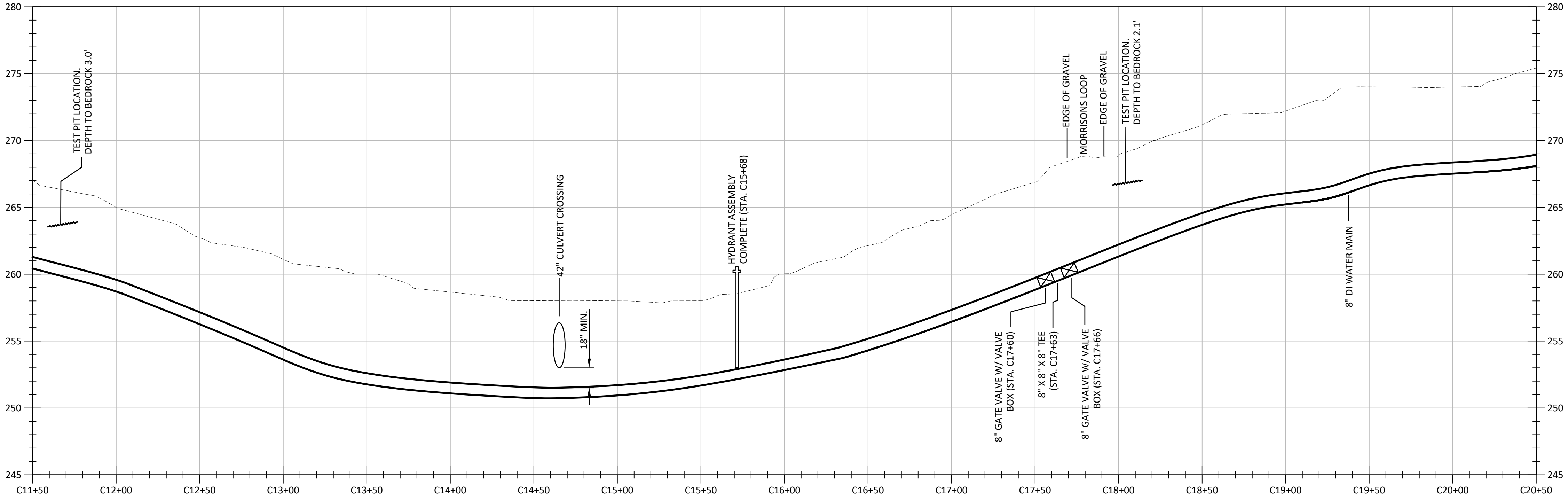


NOTES:
1. WATER MAIN TO BE INSTALLED BENEATH EX. CULVERT PIPE; NO DISTURBANCE TO CULVERT STRUCTURE OR OPEN STREAM CHANNEL PERMITTED.



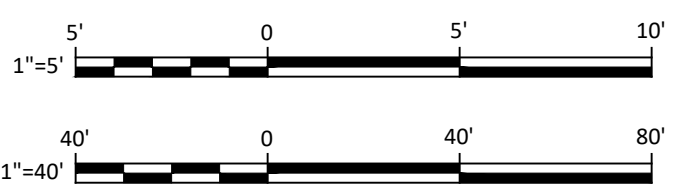
BEDFORD CORNERS ROAD - PLAN

SCALE: 1" = 40'



BEDFORD CORNERS ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

**BEDFORD CORNERS ROAD
PLAN & PROFILE**

TOWN OF CAPE VINCENT
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

B&L

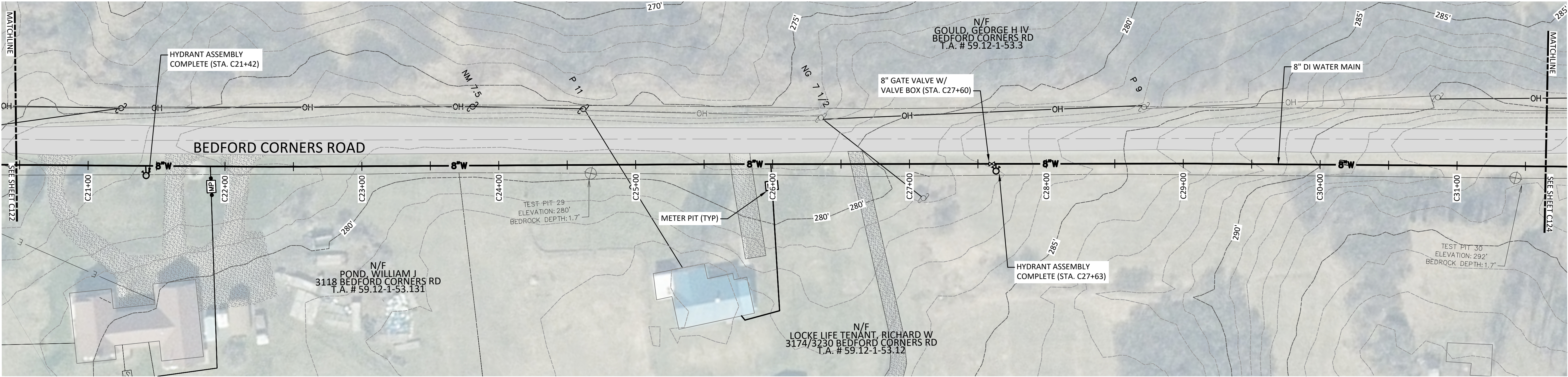
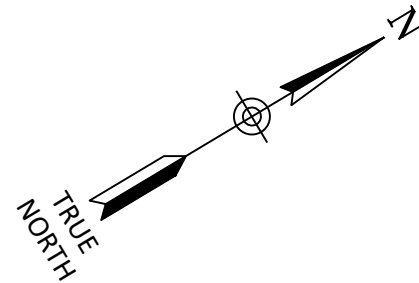
STATE OF NEW YORK
MATTHEW JOHN COOPER
080486
LICENSED PROFESSIONAL ENGINEER

Date: JUNE 2026
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Project Number: 2203.002.001

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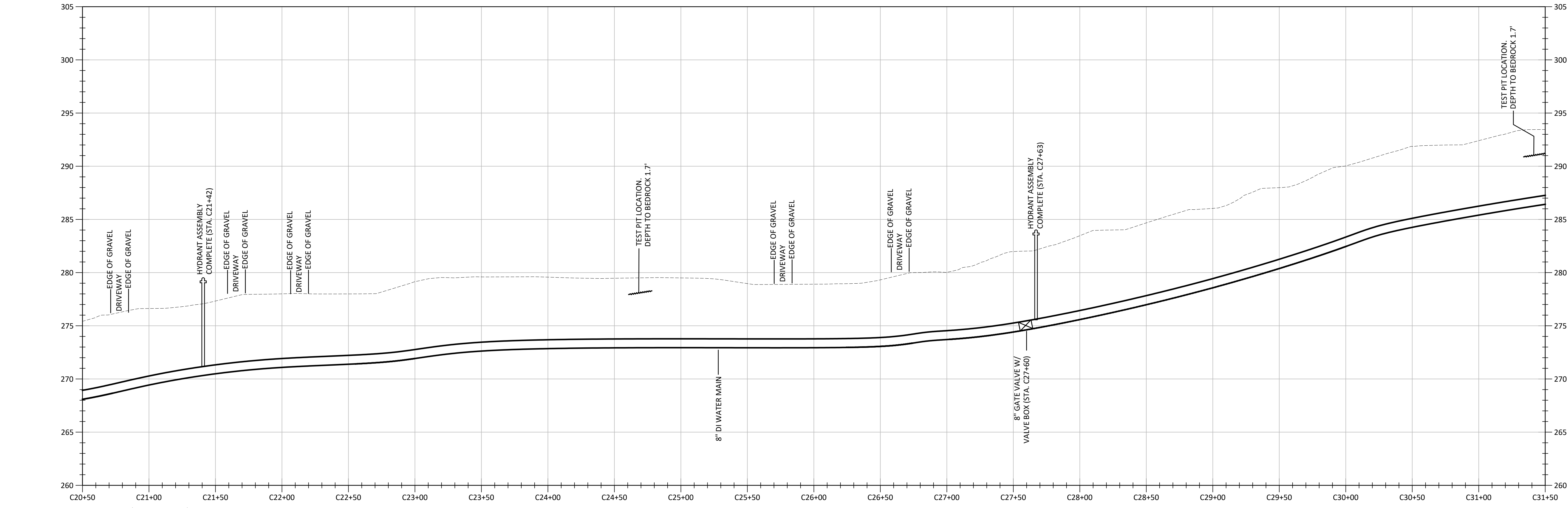
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Checked by: DCP Drawn by: KRN Designed by: DCP In charge of: MJC



BEDFORD CORNERS ROAD - PLAN

SCALE: 1" = 40'



BEDFORD CORNERS ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BEDFORD CORNERS ROAD
PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

B&L



Date: JUNE 2026

Scale: AS SHOWN

Sheet Number

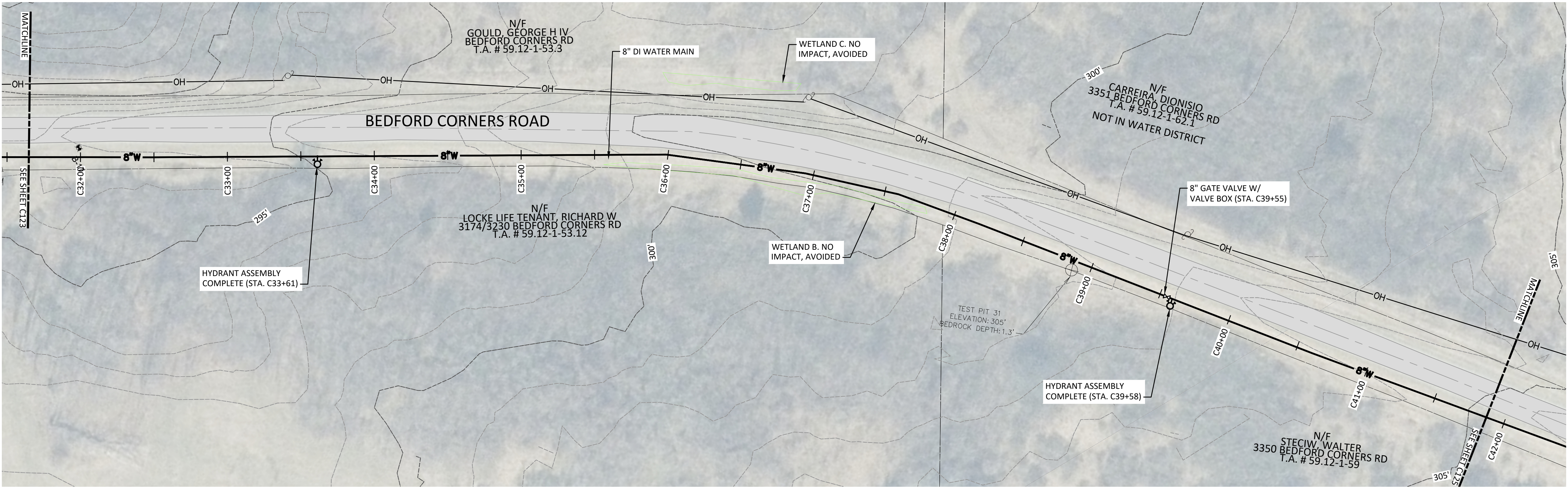
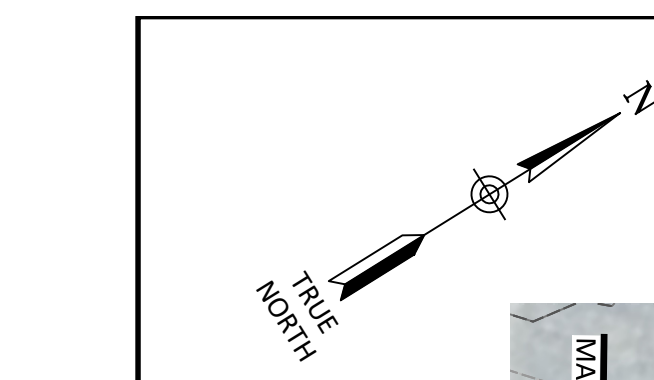
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Project Number

2203.002.001

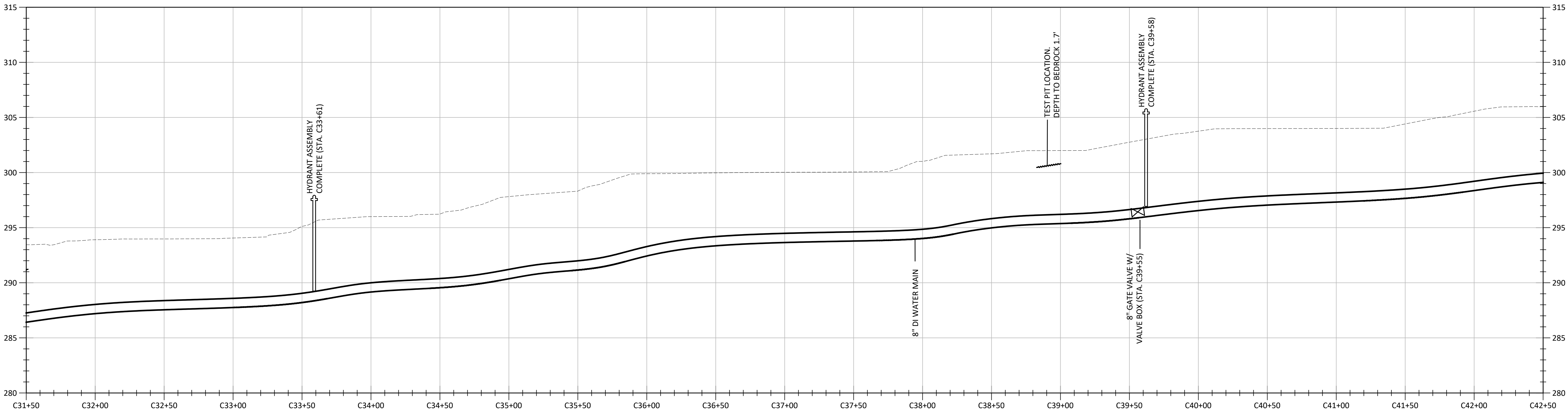
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Drawn by: KRN
Designed by: DCP
In charge of: MJC



BEDFORD CORNERS ROAD - PLAN

SCALE: 1" = 40'



BEDFORD CORNERS ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**BEDFORD CORNERS ROAD
PLAN & PROFILE**
JEFFERSON COUNTY, NEW YORK

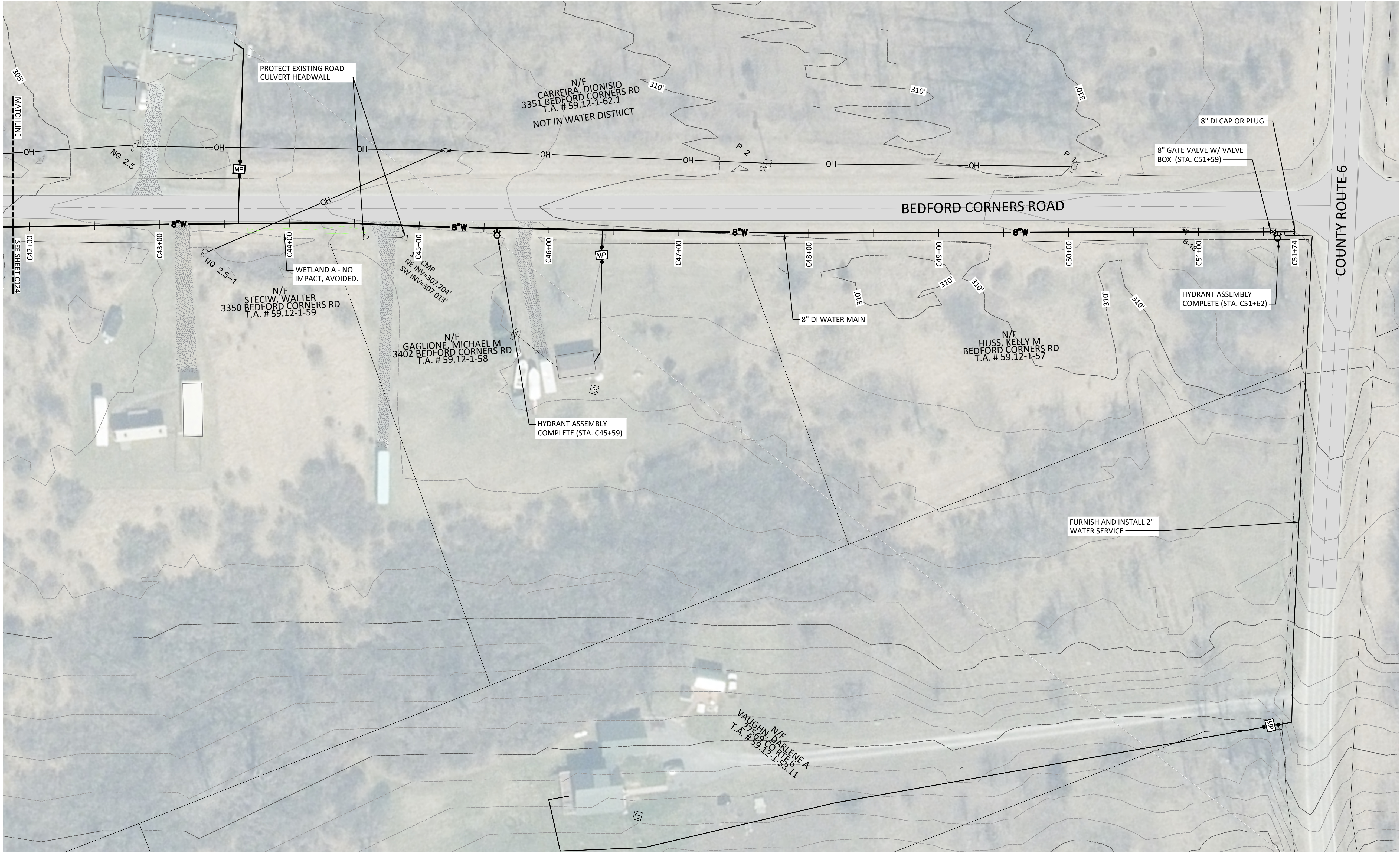
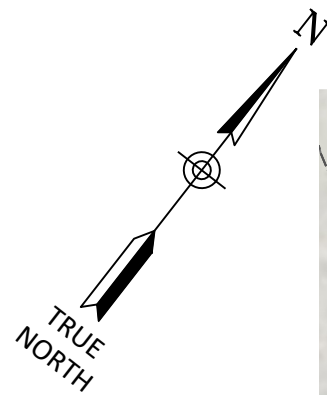
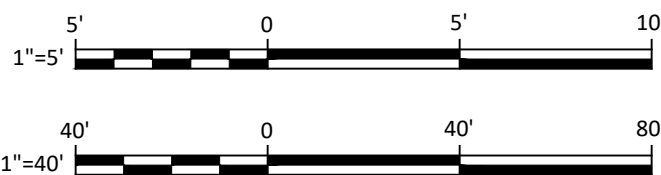
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Project Number: 2203.002.001

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Drawn by _____
In charge of _____
M/C _____



BEDFORD CORNERS RD - PLAN

SCALE: 1" = 40'

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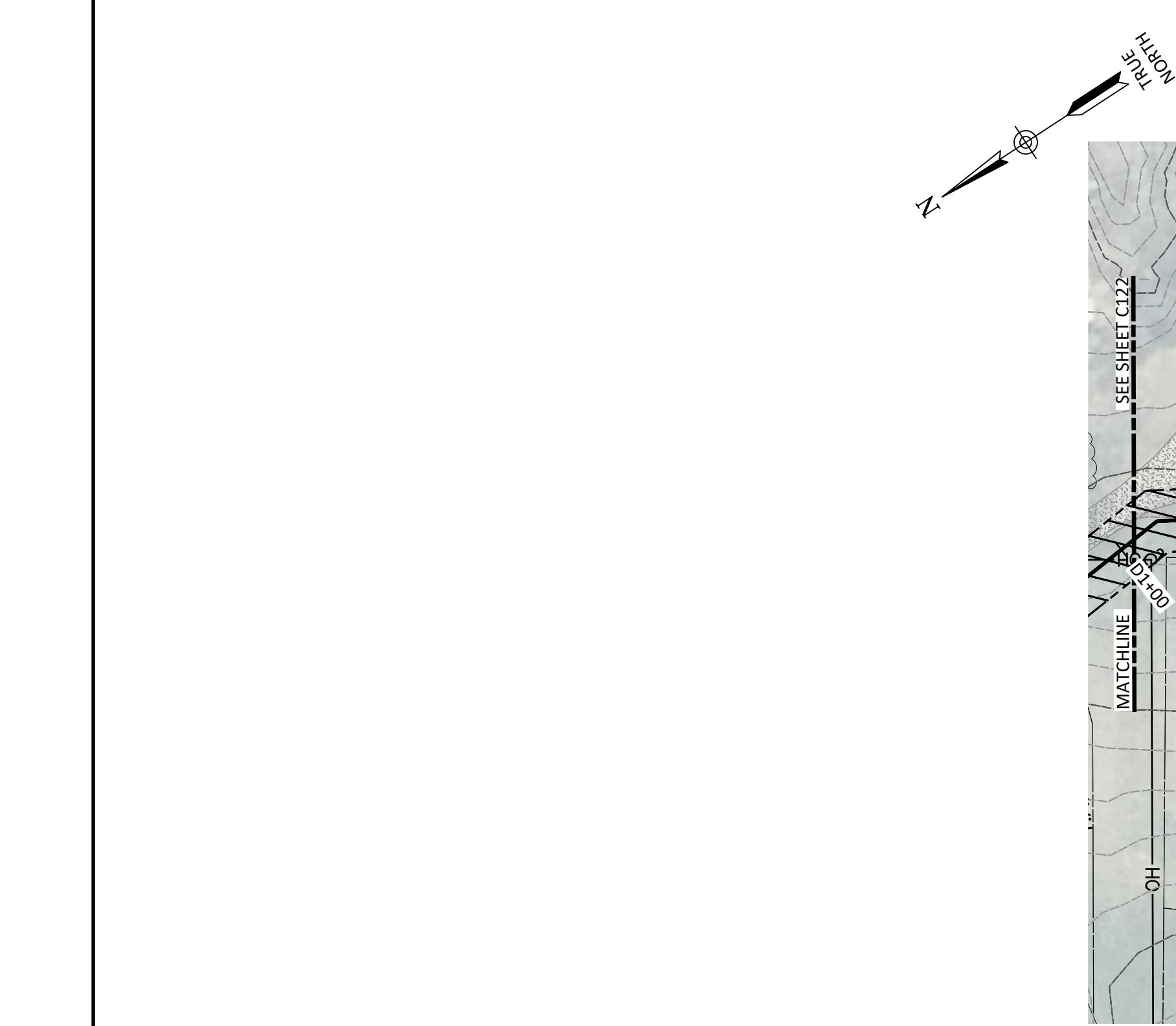
REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**BEDFORD CORNERS ROAD
PLAN & PROFILE**
JEFFERSON COUNTY, NEW YORK

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120 Washington St, Suite 100
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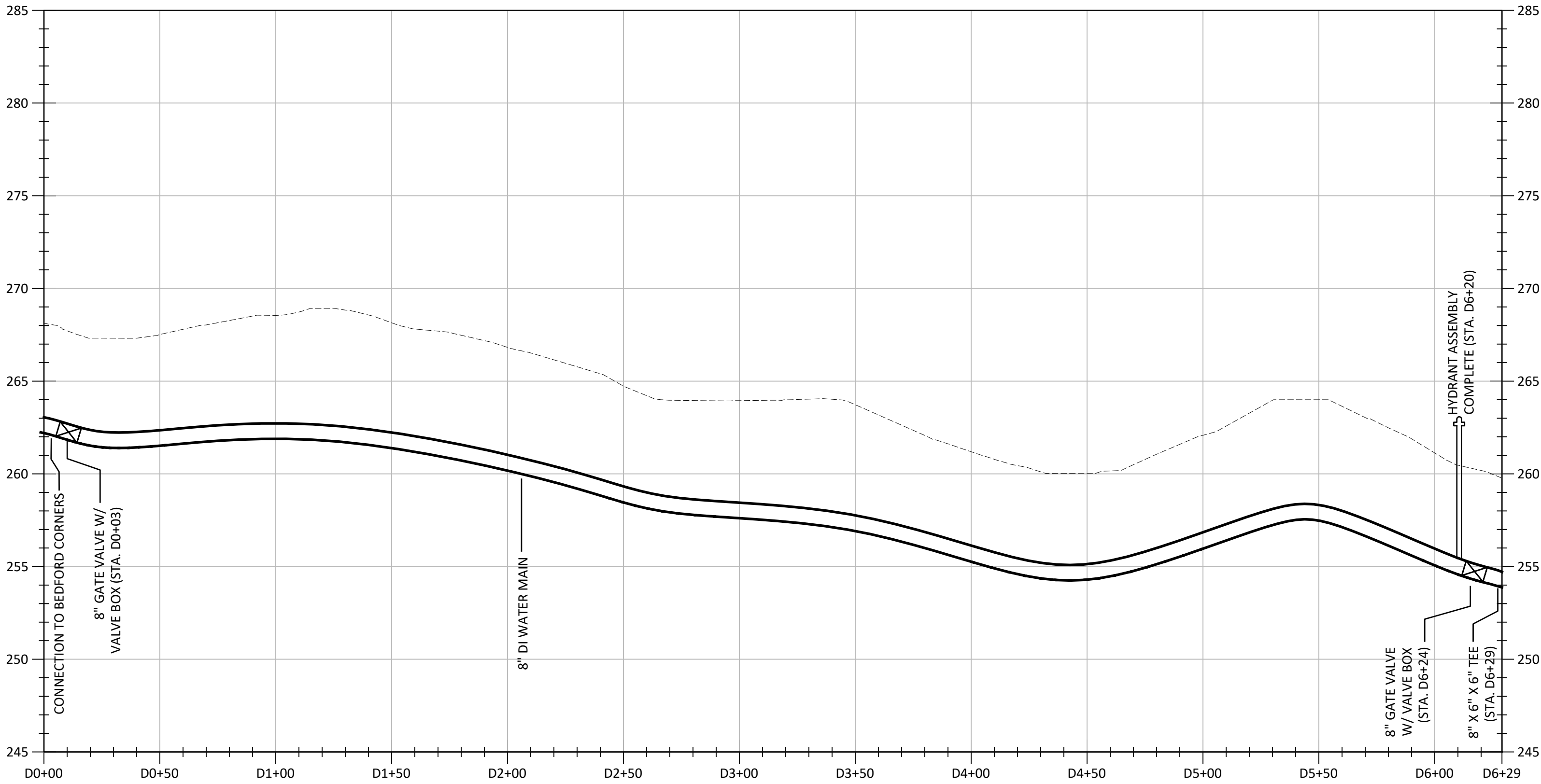


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C125
Project Number
2203.002.001



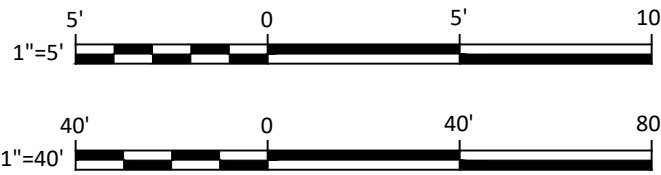
MORRISON'S LOOP DRIVE - PLAN

SCALE: 1" = 40'



MORRISON'S LOOP DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**MORRISON'S LOOP DRIVE
PLAN & PROFILE**
JEFFERSON COUNTY, NEW YORK

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Watertown, NY 13601
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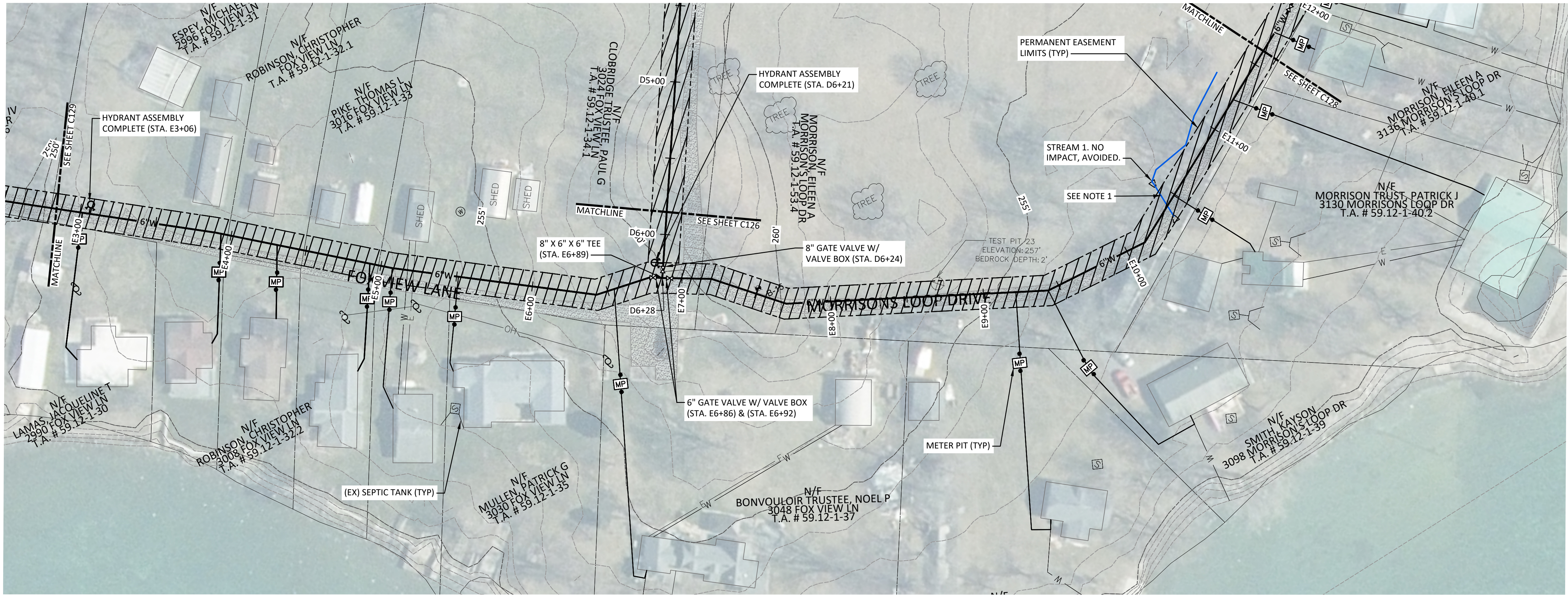
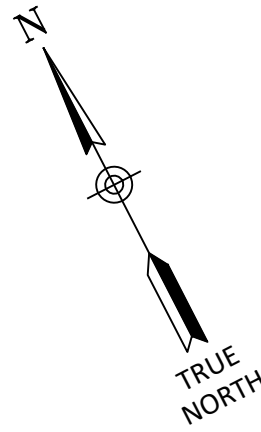


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Project Number
2203.002.001

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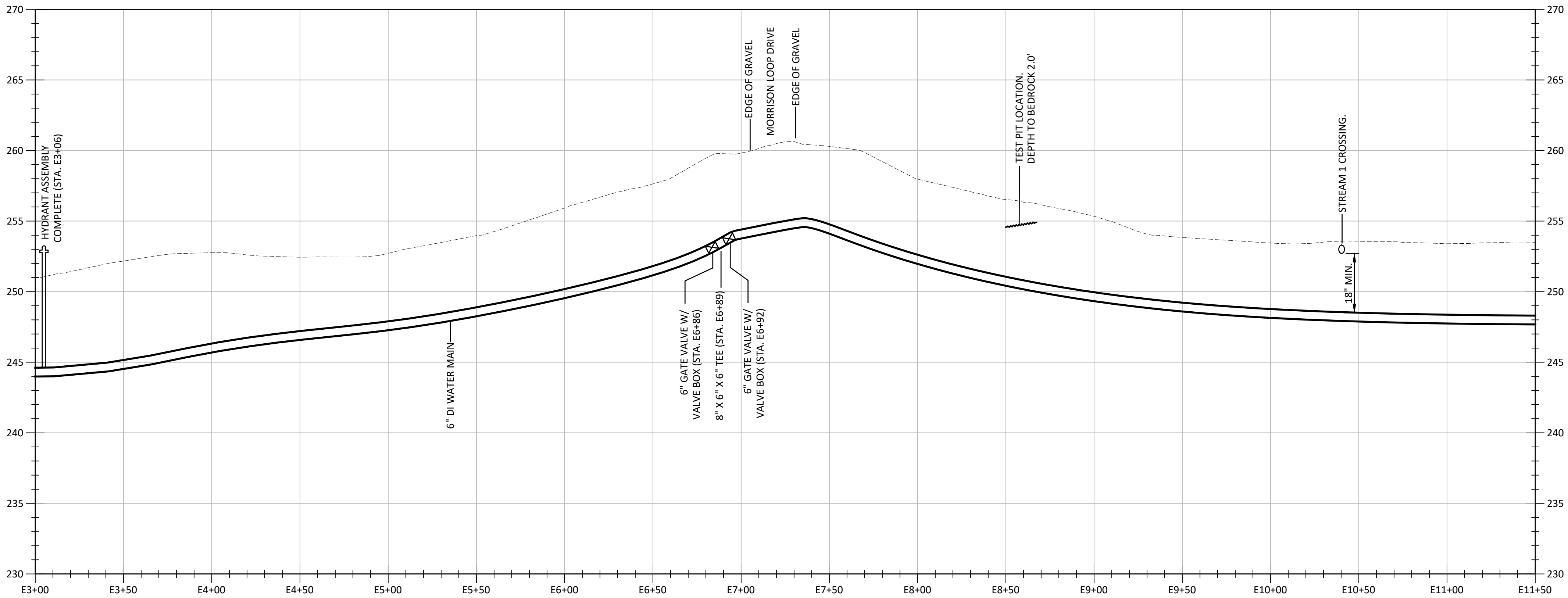
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FOX VIEW LANE AND MORRISON'S LOOP DRIVE - PLAN

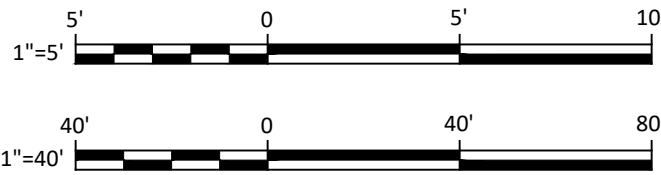
SCALE: 1" = 40'

NOTES:
1. WATER MAIN TO BE INSTALLED BENEATH EX. CULVERT PIPE; NO DISTURBANCE TO CULVERT STRUCTURE OR OPEN STREAM CHANNEL PERMITTED. CONTRACTOR TO FIELD VERIFY CULVERT DIAMETER AND DEPTH.



MORRISON'S LOOP DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145, § 7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
FOX VIEW LANE AND MORRISON'S LOOP DRIVE
PLAN & PROFILE
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JUNE 2026

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Sheet Number

C127

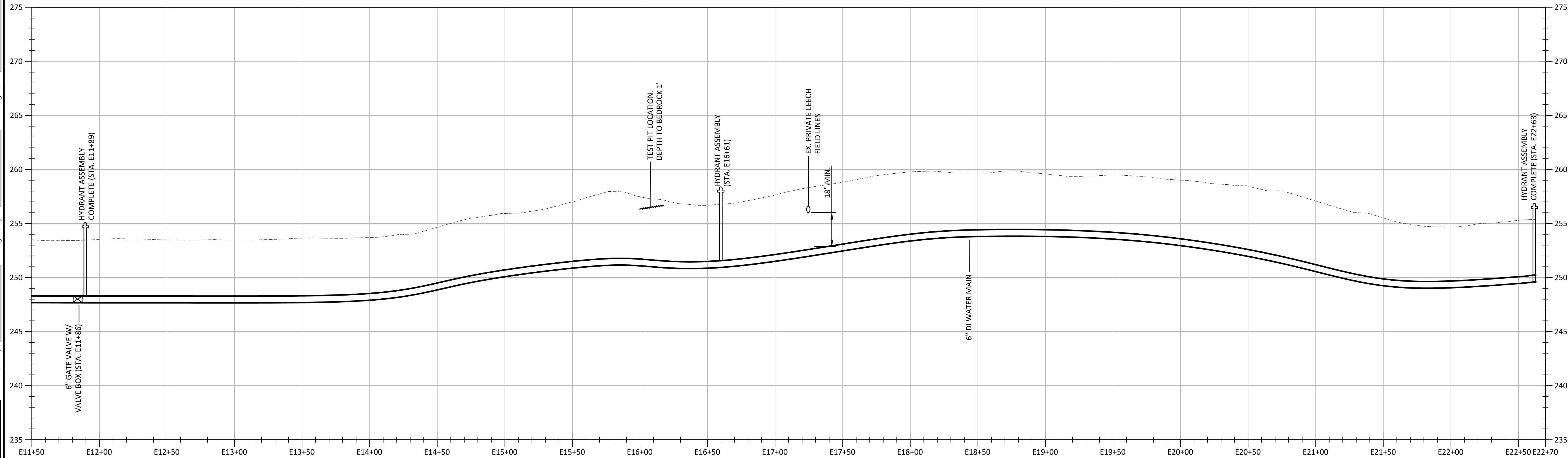
Project Number

2203.002.001



MORRISON'S LOOP DRIVE AND BOOTH DRIVE - PLAN

SCALE: 1" = 40'



BOOTH DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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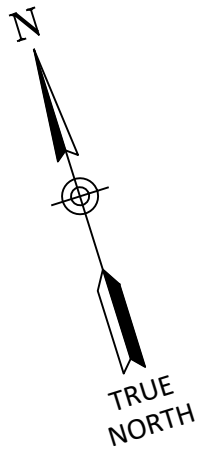
REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BOOTH DRIVE
PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

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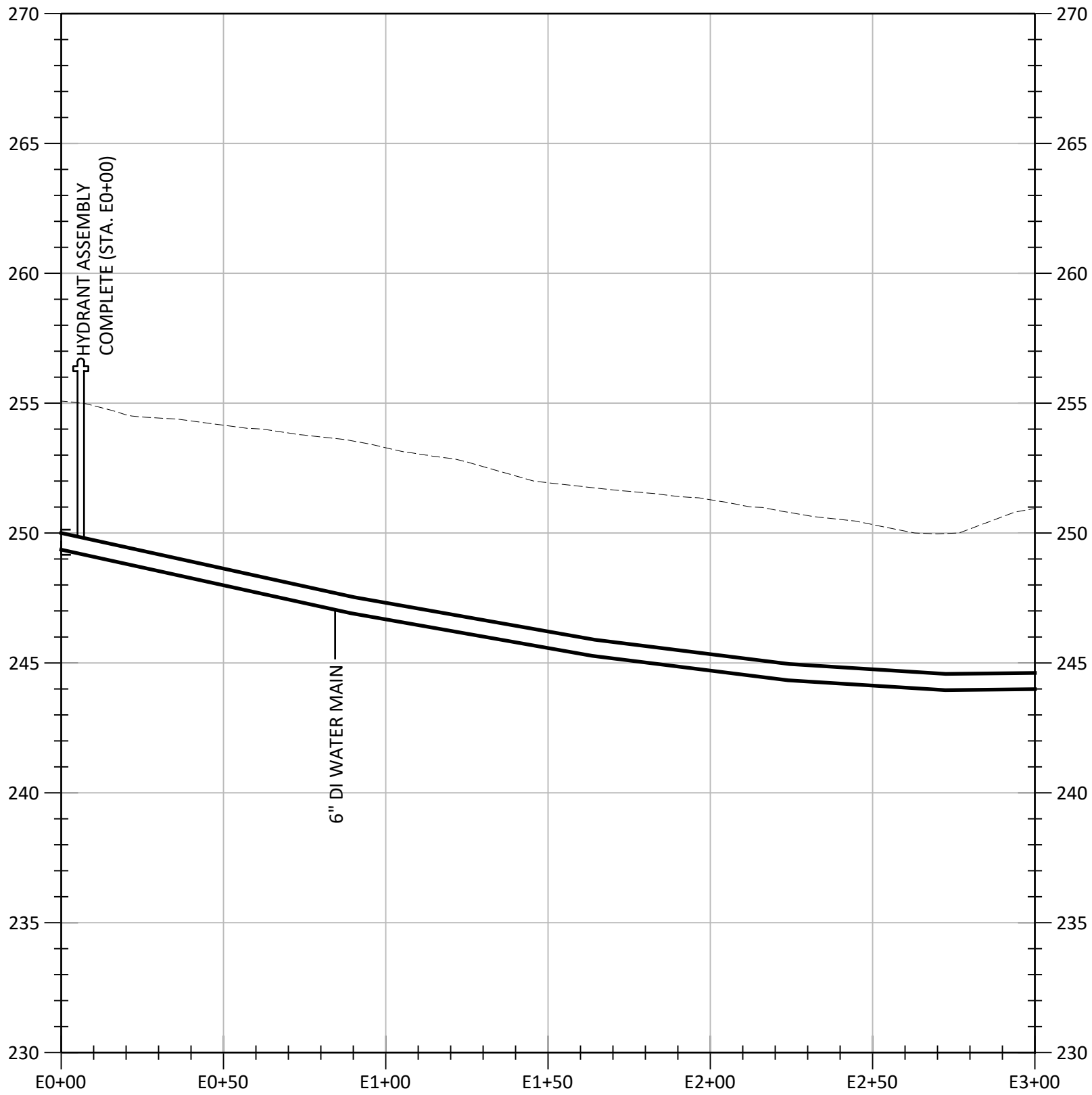


Date: JUNE 2026
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Sheet Number: C128
Project Number: 2203.002.001



FOXVIEW LANE - PLAN

SCALE: 1" = 40'



FOXVIEW LANE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**FOXVIEW LANE PLAN
PLAN & PROFILE**
JEFFERSON COUNTY, NEW YORK

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Watertown, NY 13601
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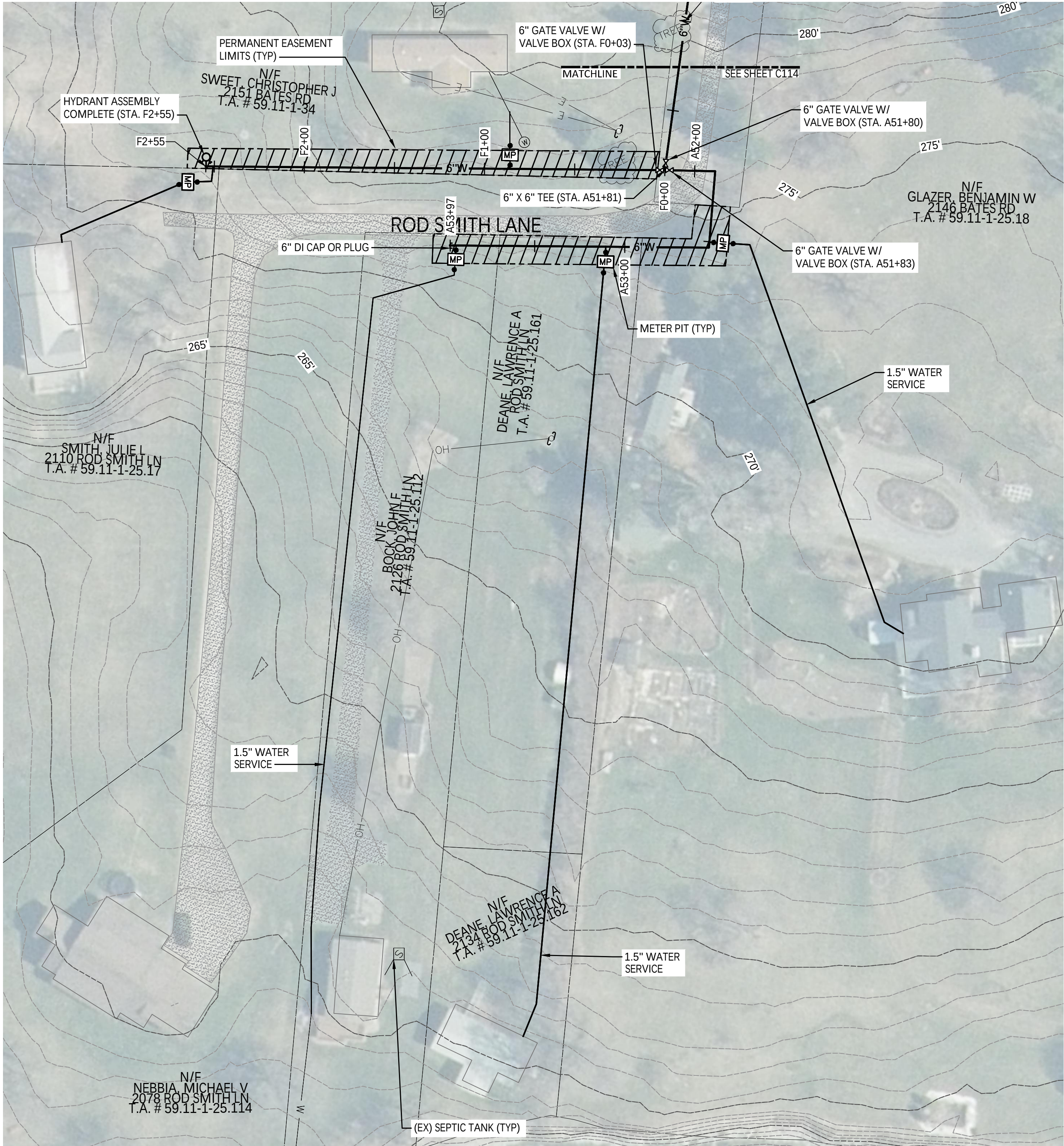
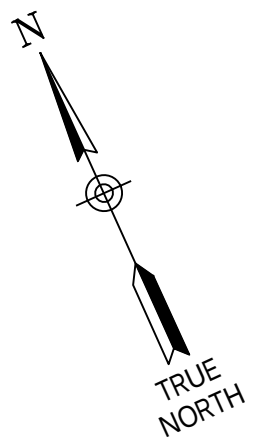


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Project Number
2203.002.001

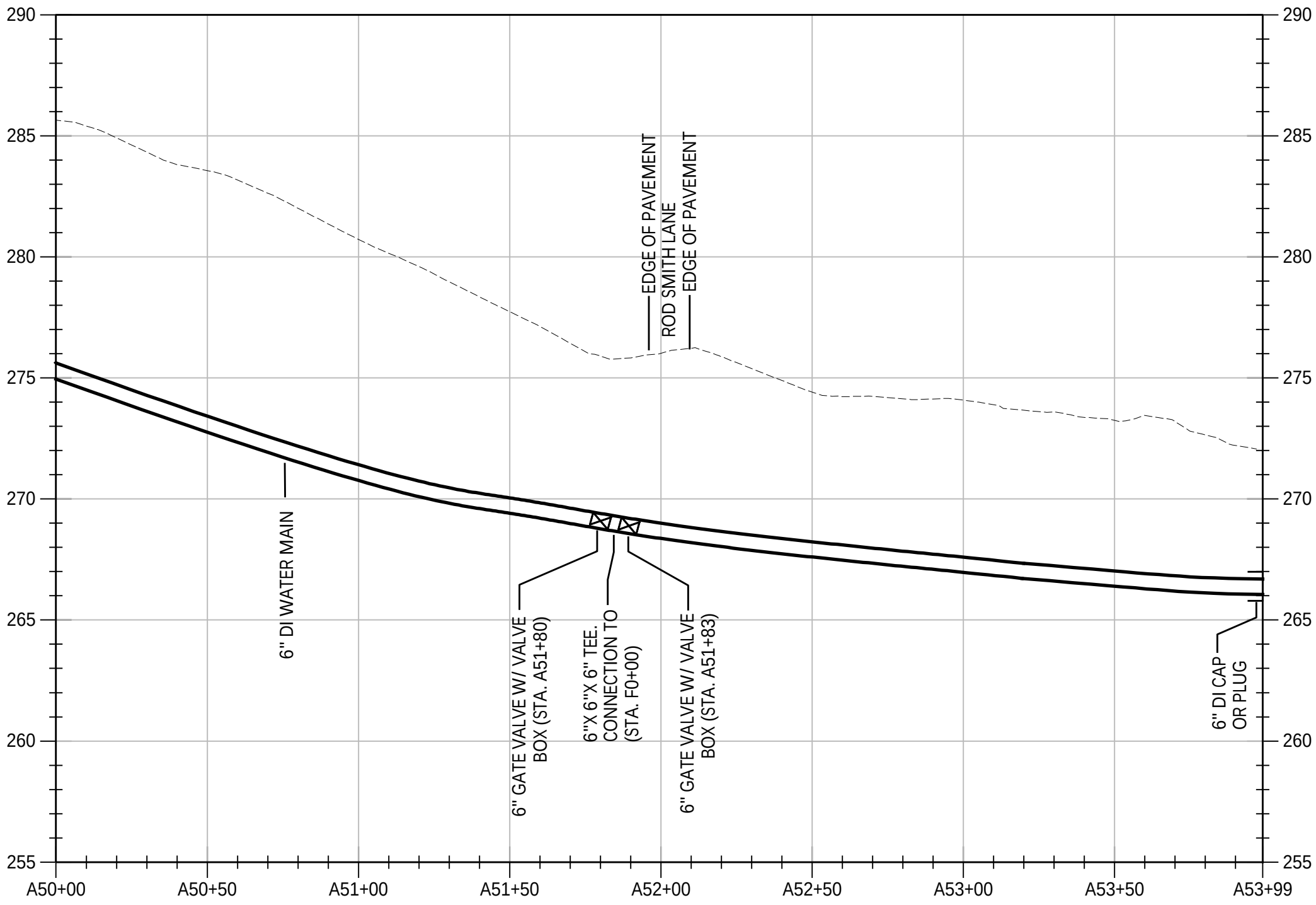
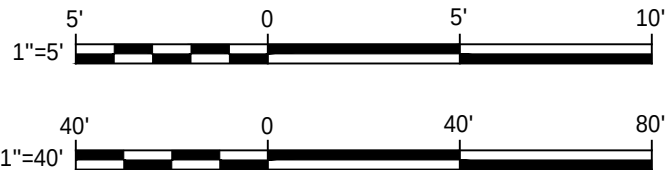
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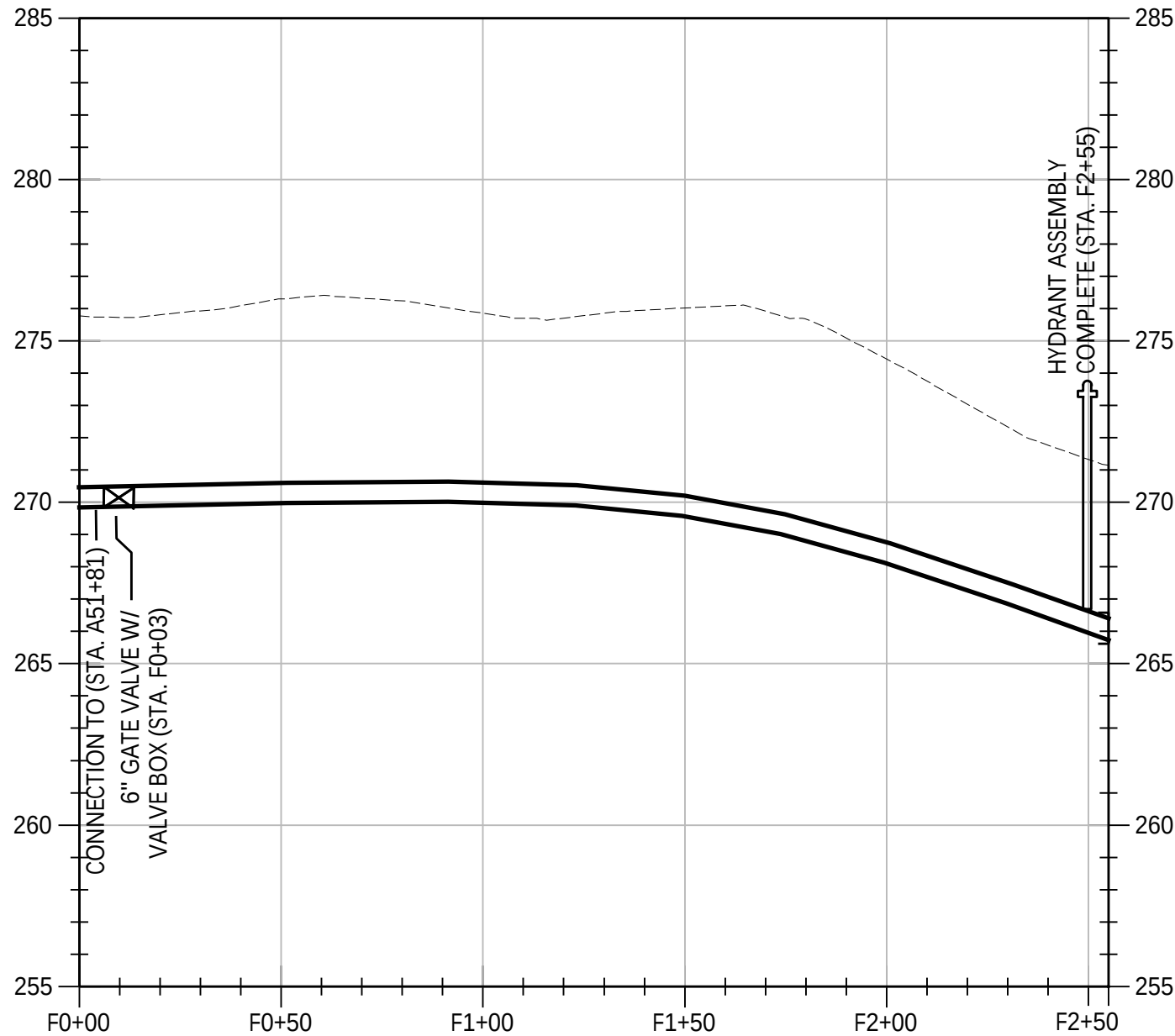
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ROD SMITH LN - PLAN
SCALE: 1" = 40'



BATES ROAD CONNECTION - PROFILE
HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



ROD SMITH LN - PROFILE
HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §72.09 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS	

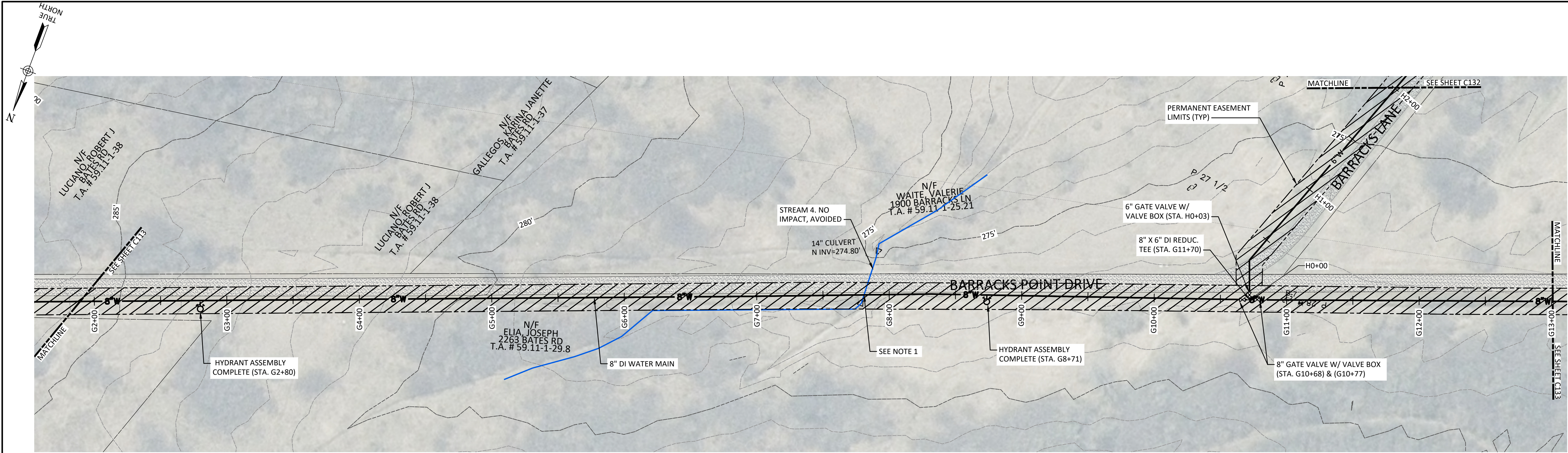
TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
ROD SMITH LANE
PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

TOWN OF CAPE VINCENT

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120 Washington St, Suite 100
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Date: JUNE 2026
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Sheet Number: C130
Project Number: 2203.002.001

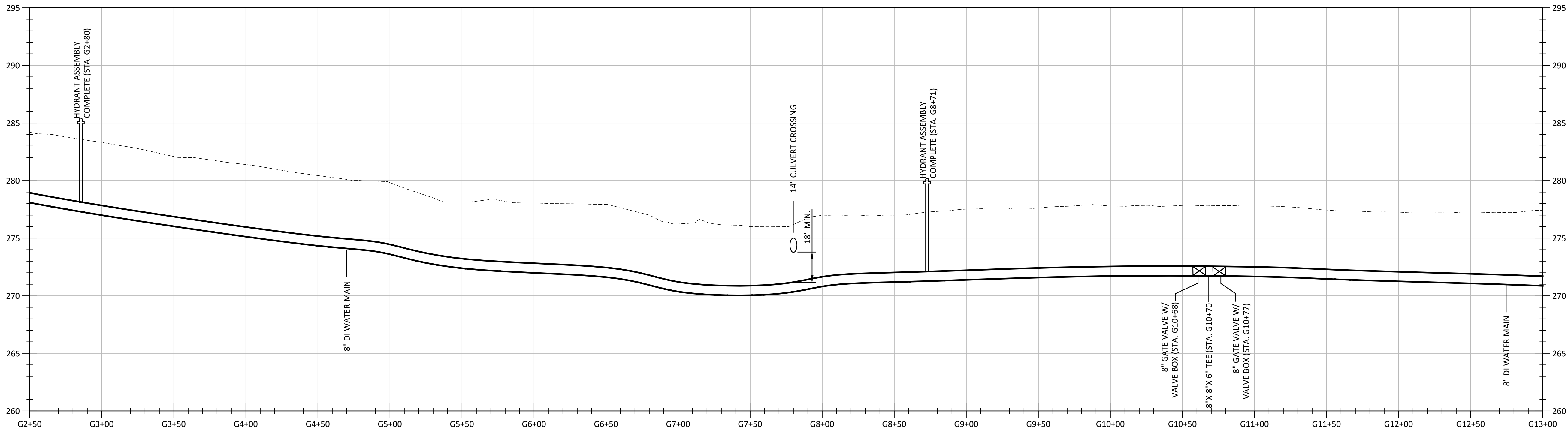


BARRACKS POINT DRIVE PLAN

SCALE: 1" = 40'

NOTES:

1. WATER MAIN TO BE INSTALLED BENEATH EX. CULVERT PIPE. NO DISTURBANCE TO CULVERT STRUCTURE OR OPEN STREAM CHANNEL PERMITTED.



BARRACKS LANE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BARRACKS LANE
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JEFFERSON COUNTY, NEW YORK

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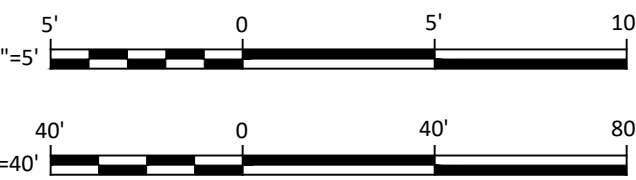
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2203.002.001

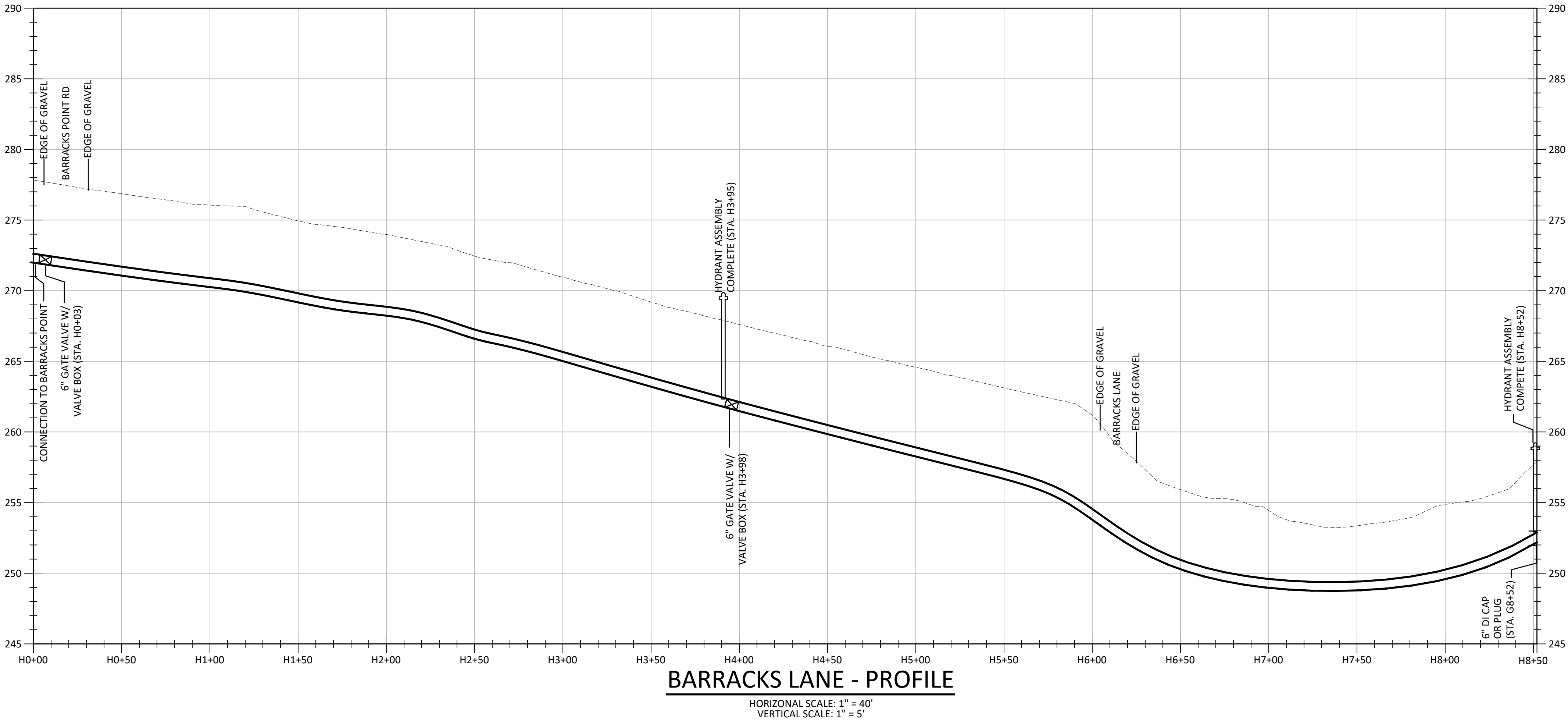
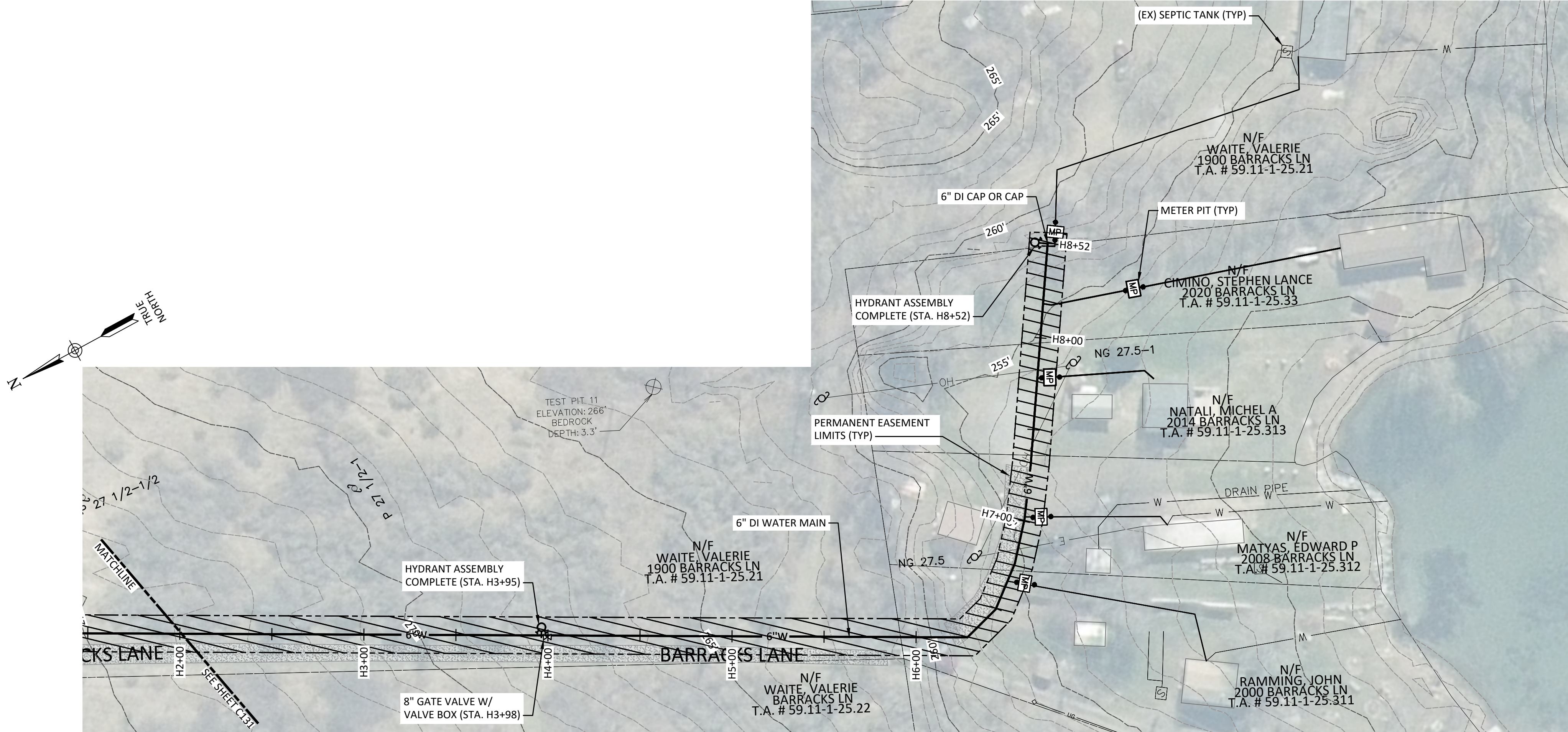
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By: knichols
SJR

Checked by: **INDEPENDENT** Drawn by: **KRN** Designed by: **DCP** In charge of: **MJC**



BARRACKS LANE PLAN
SCALE: 1" = 40'



BARRACKS LANE - PROFILE
HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**BARRACKS LANE
PLAN & PROFILE**
JEFFERSON COUNTY, NEW YORK

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Date: **JUNE 2026**
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Sheet Number: **C132**
Project Number: **2203.002.001**

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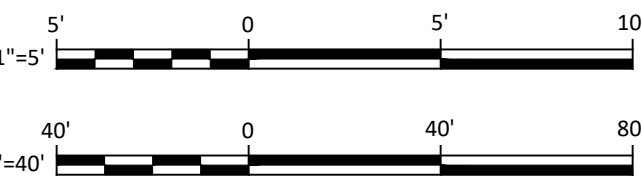
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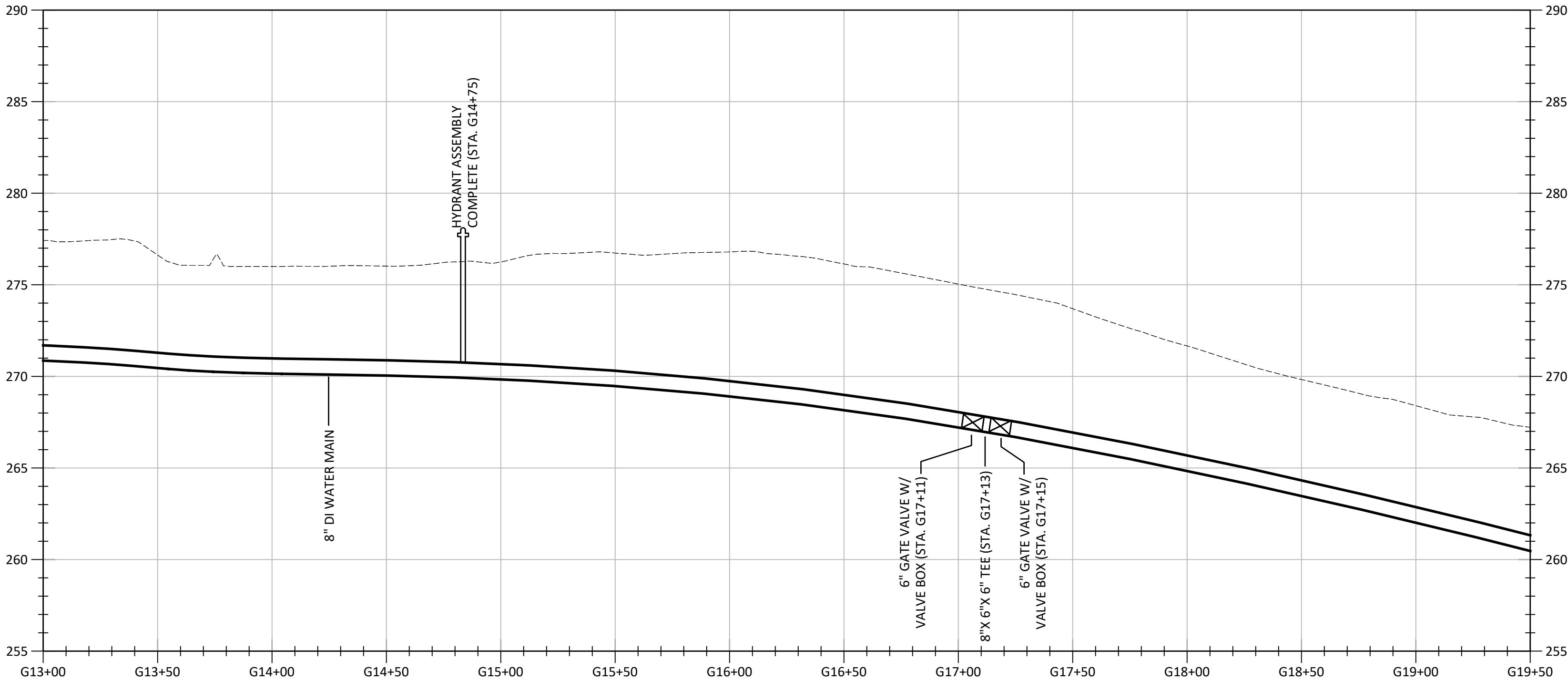
In charge of

MJC



BARRACKS LANE PLAN

SCALE: 1" = 40'



BARRACKS LANE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**BARRACKS LANE
PLAN & PROFILE**
JEFFERSON COUNTY, NEW YORK

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JUNE 2026

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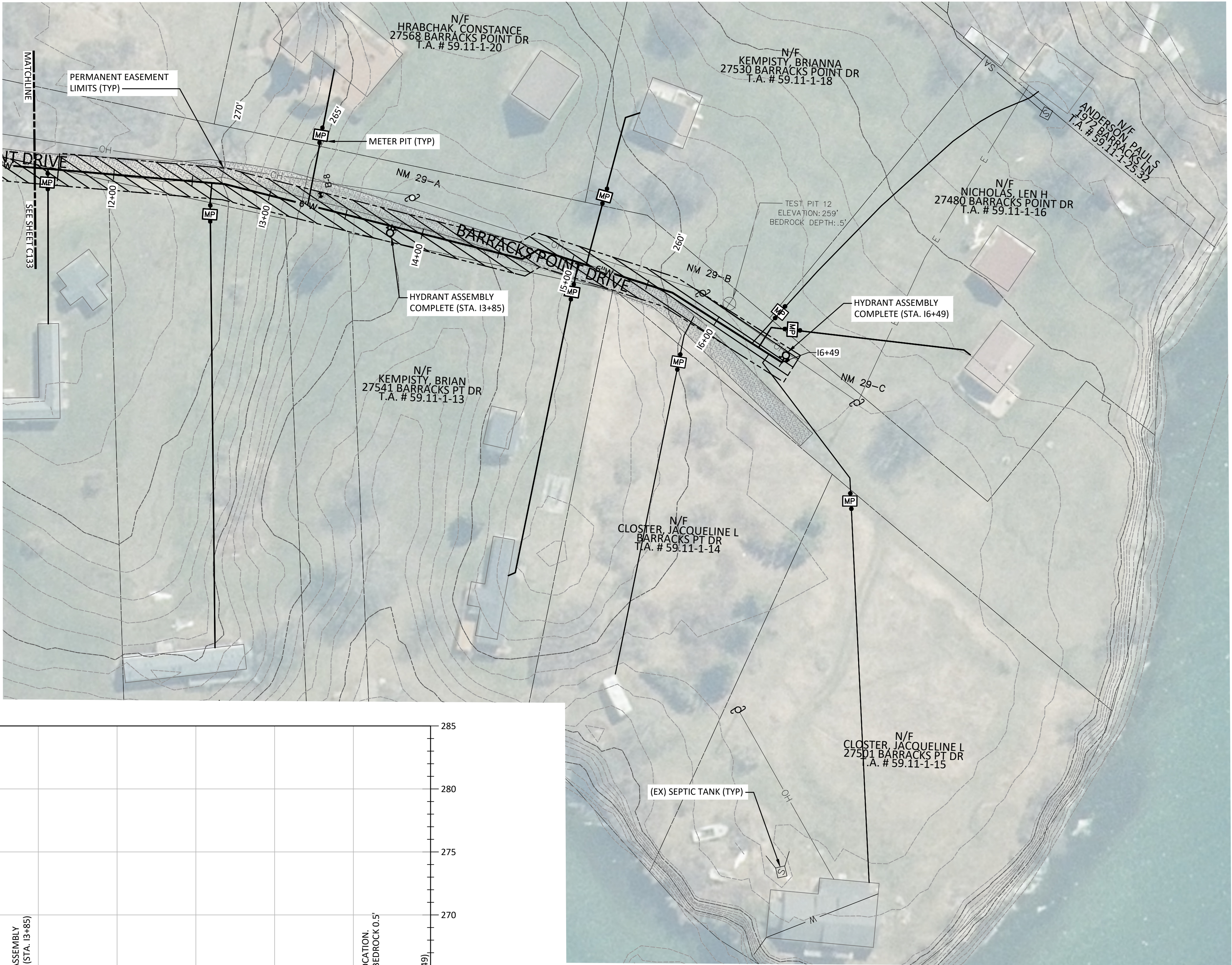
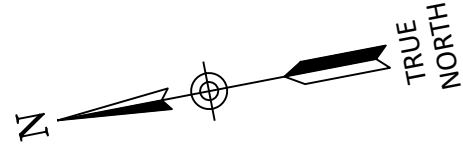
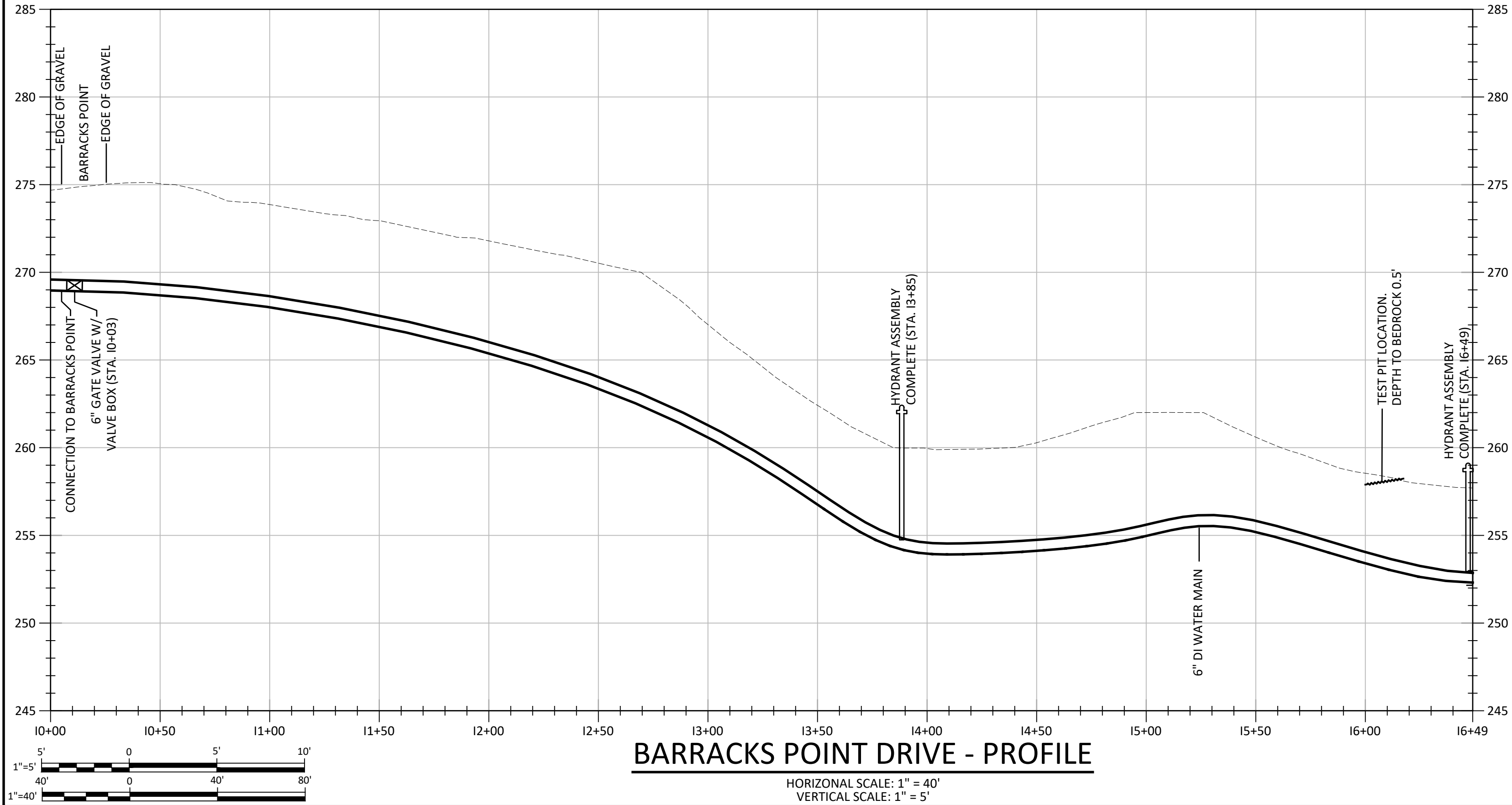
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SYR By: nicholas

Checked by: DCP Drawn by: KRN Designed by: DCP In charge of: MJC



BARRACKS POINT DRIVE PLAN
SCALE: 1" = 40'

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER ANY ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

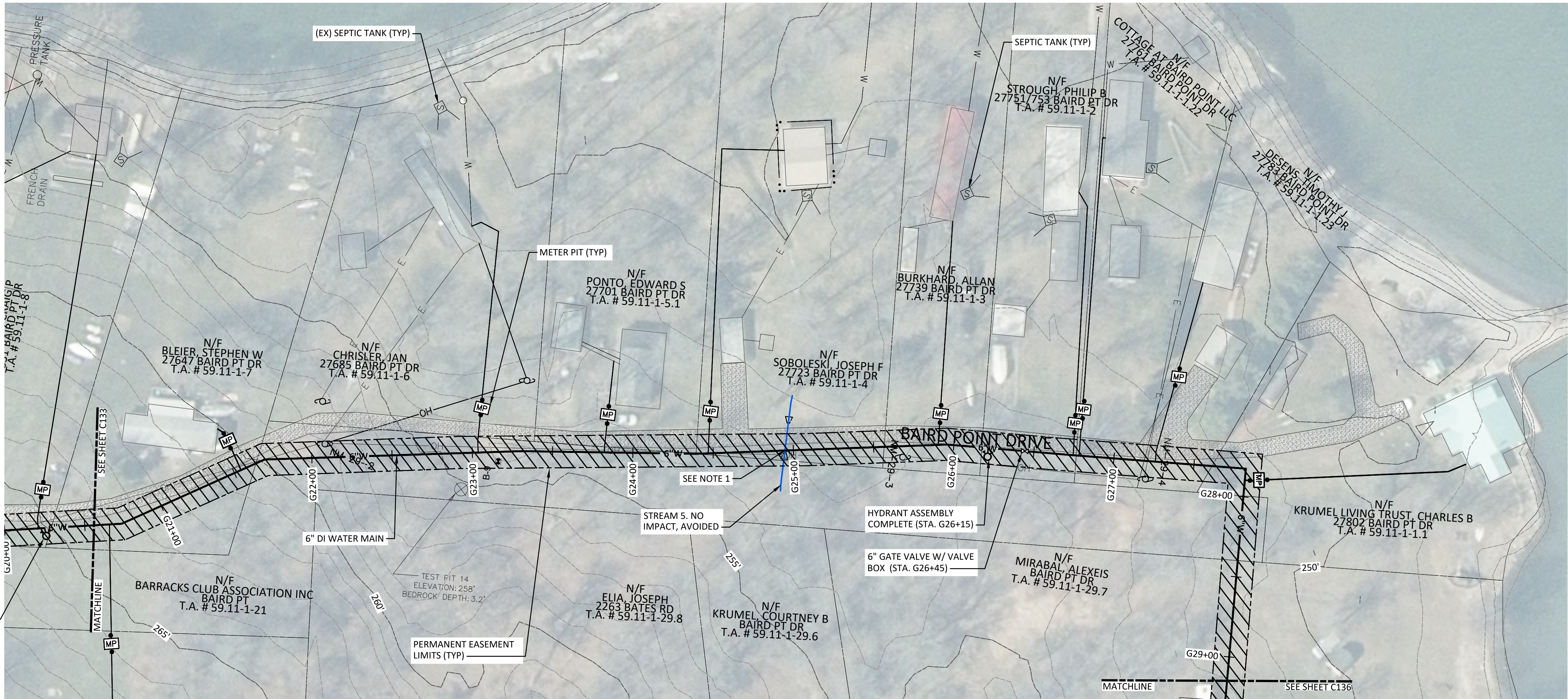
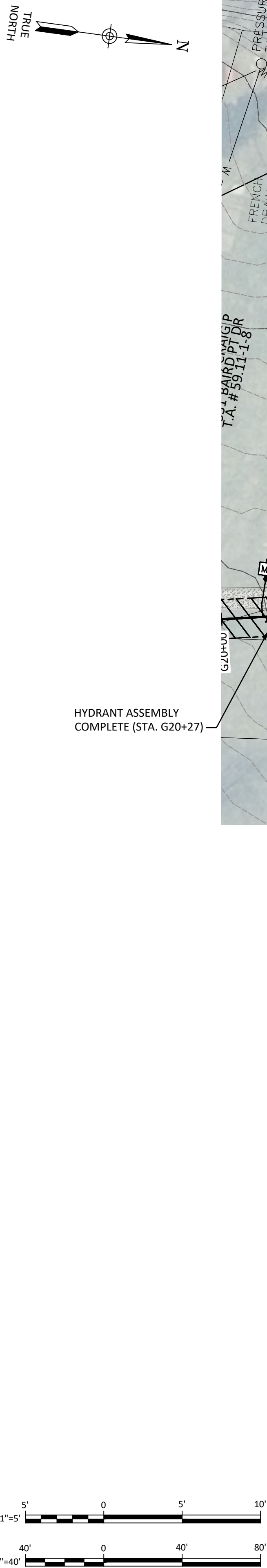
REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**BARRACKS POINT DRIVE
PLAN & PROFILE**
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601



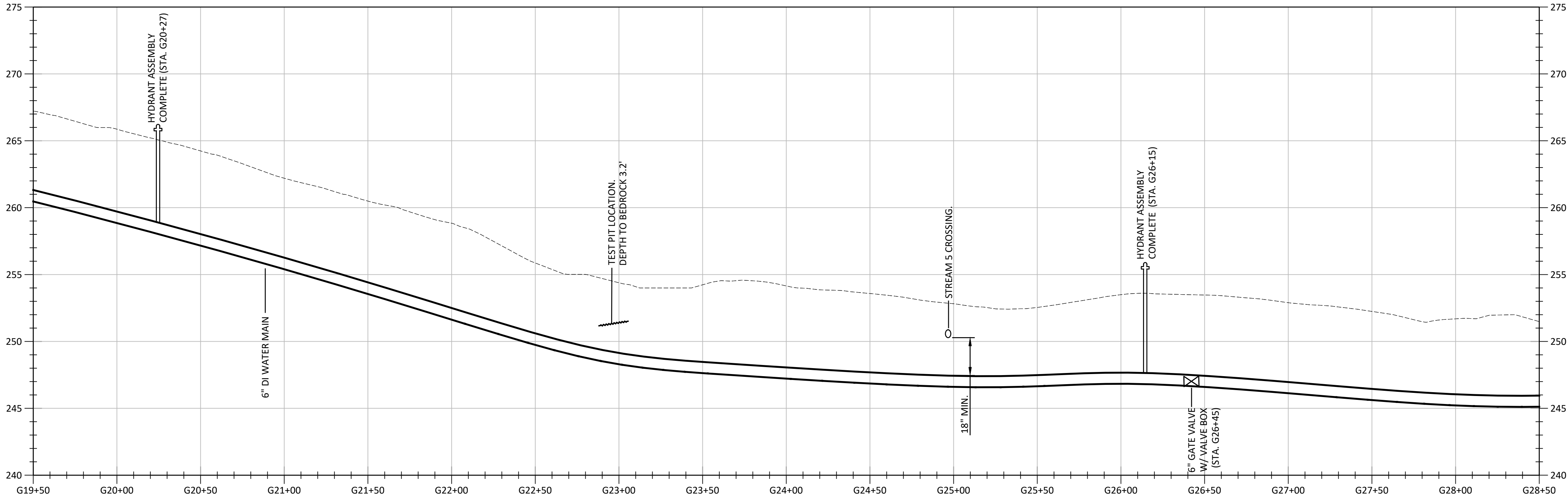
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Sheet Number: **C134**
Project Number: 2203.002.001



BAIRD POINT DRIVE PLAN

SCALE: 1" = 40'

- NOTES:
1. WATER MAIN TO BE INSTALLED BENEATH EX. CULVERT PIPE. NO DISTURBANCE TO CULVERT STRUCTURE OR OPEN STREAM CHANNEL PERMITTED. CONTRACTOR TO FIELD VERIFY CULVERT DIAMETER AND DEPTH.



BAIRD POINT DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209 SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**BAIRD POINT DRIVE
PLAN & PROFILE**

JEFFERSON COUNTY, NEW YORK

TOWN OF CAPE VINCENT

Barton & Loguidice, D.P.C.
120 Washington St. Suite 100
Watertown, NY 13601

B&L

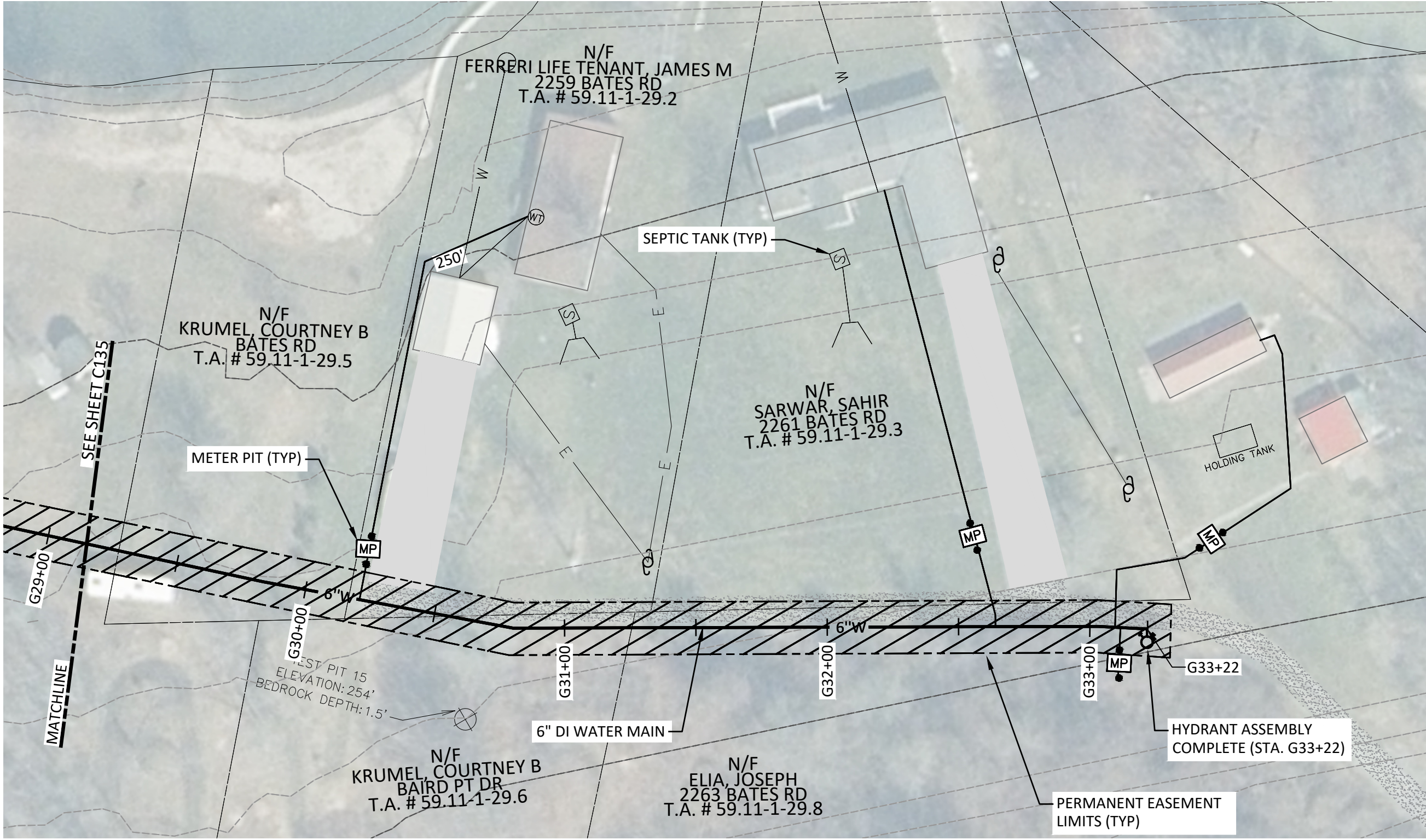
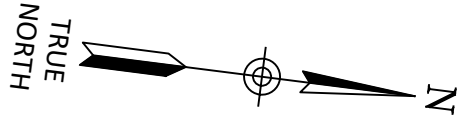
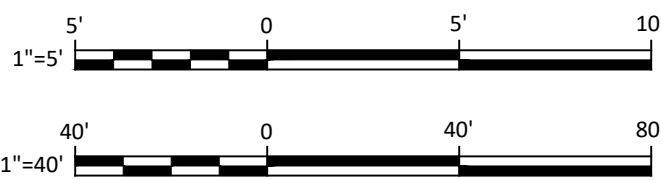


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Scale	AS SHOWN
Sheet Number	C135
Project Number	2203.002.001

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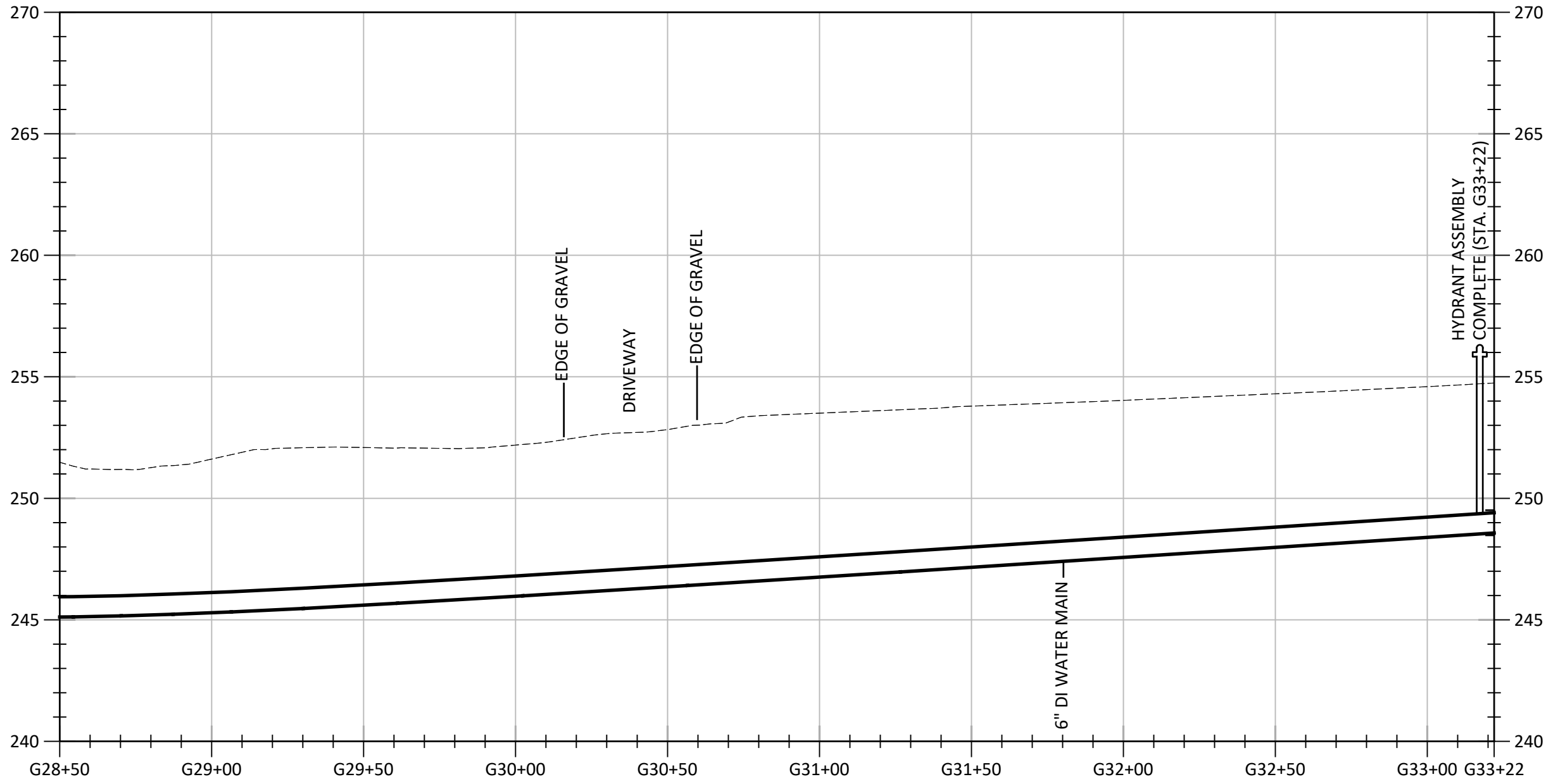
SYR By bmm

Checked by DCP Drawn by KRN Designed by DCP In charge of MJC



BAIRD POINT DRIVE - PLAN

SCALE: 1" = 40'



BAIRD POINT DRIVE - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BAIRD POINT DRIVE
PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

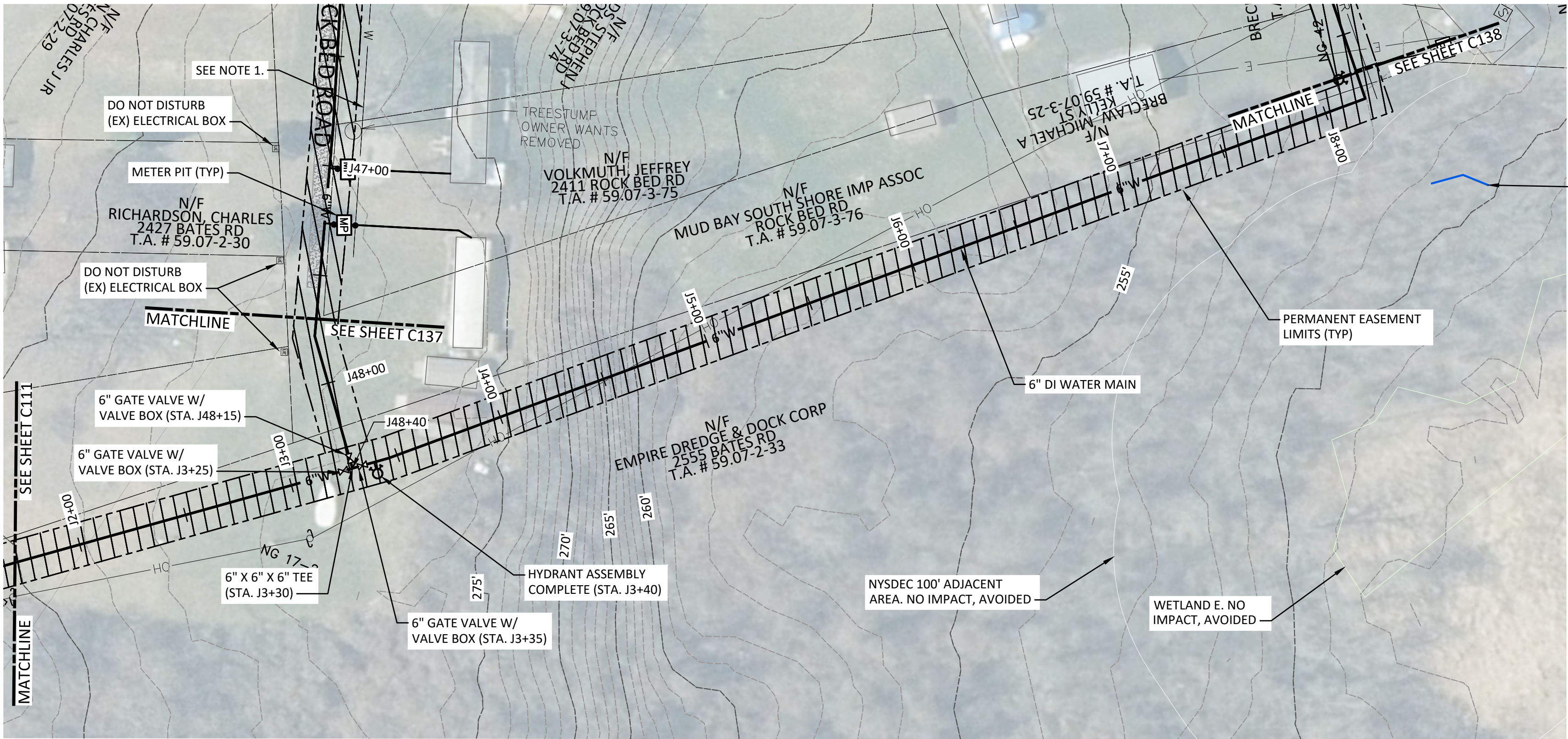
Barton & Loguidice, D.P.C.
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Watertown, NY 13601
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Date
JUNE 2026
Scale
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Sheet Number
C136
Project Number
2203.002.001

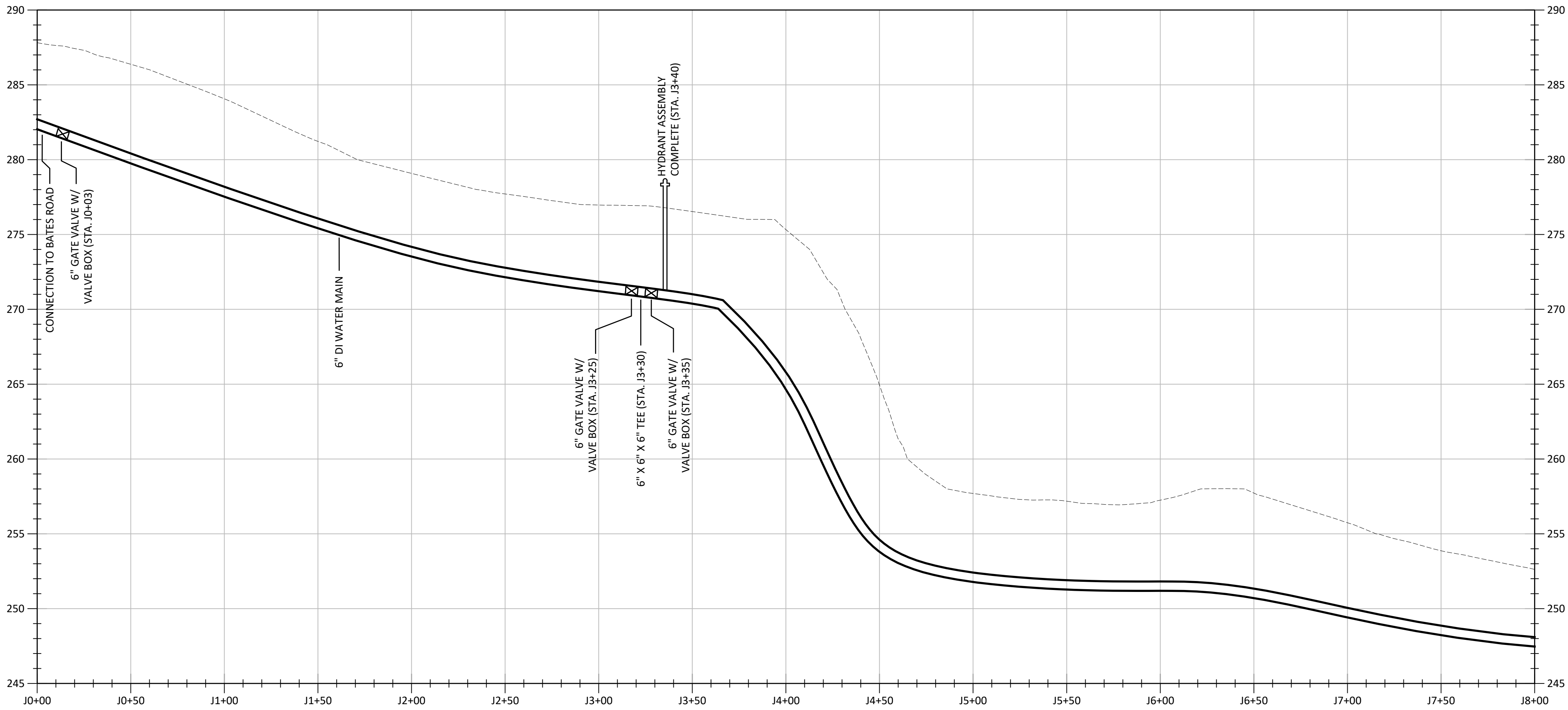
NOTES:

1. EXISTING PRIVATE WATER SUPPLY SYSTEM FOR KELLY RD AND ROCK BED RD PROPERTIES IS SHOWN IN ACCORDANCE WITH RESIDENT INFORMATION. NO RECORD DRAWINGS ARE AVAILABLE FOR THIS SYSTEM, THEREFORE EXISTING LOCATION SHOWN SHALL BE CONSIDERED APPROXIMATE AND CONTRACTOR SHALL EXERCISE DUE CARE WHEN EXCAVATING IN THESE LOCATIONS.



BACKLOT BETWEEN KELLY ST. & BATES RD - PLAN

SCALE: 1" = 40'



PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BACKLOT BETWEEN KELLY ST. & BATES RD
PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

B&L

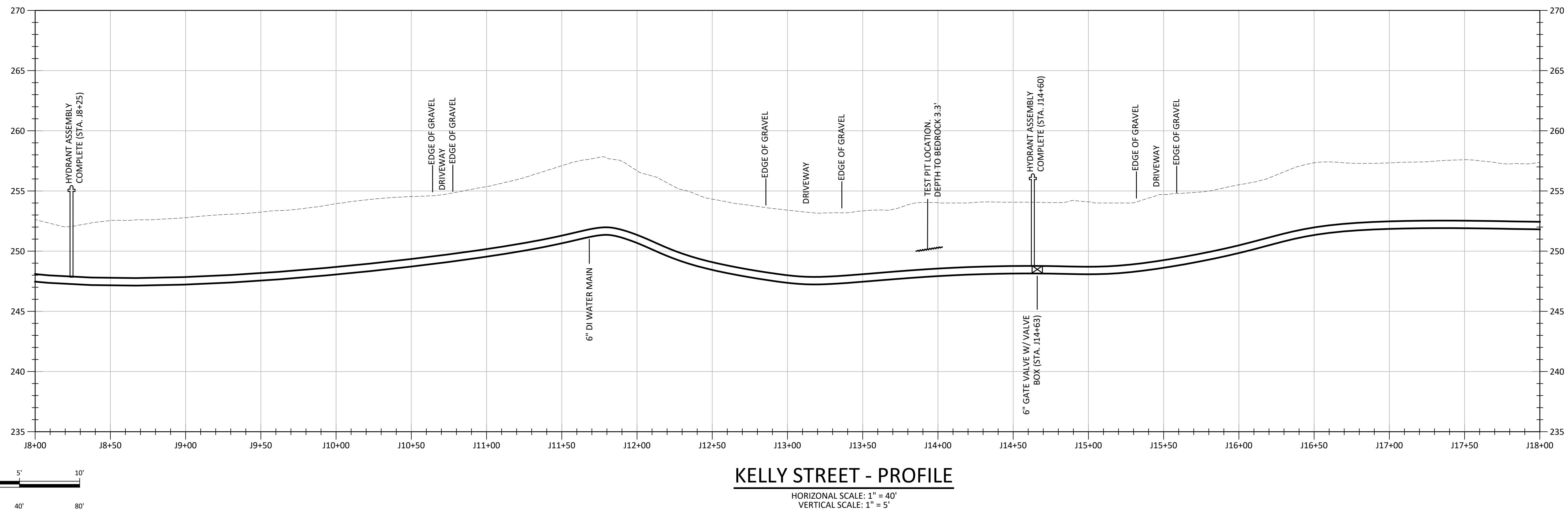
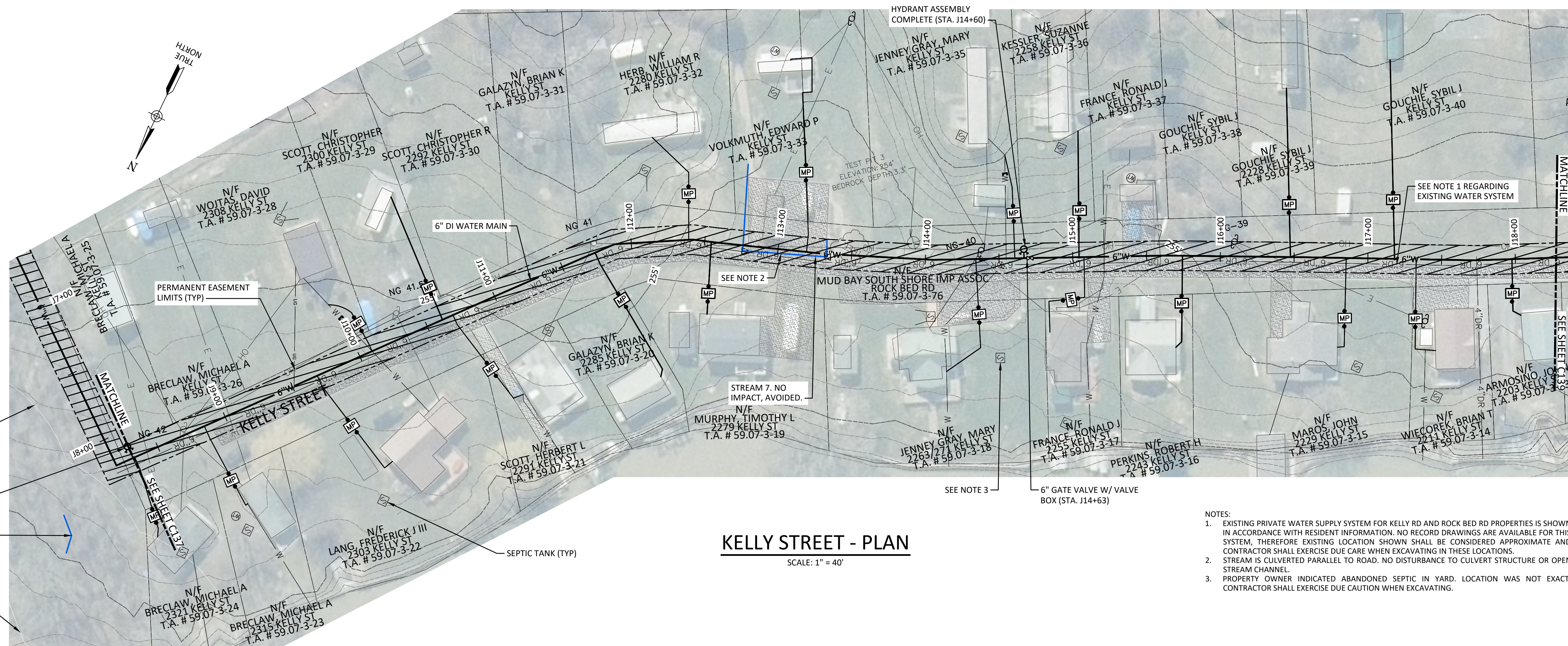


Date: JUNE 2026

Scale: AS SHOWN

Sheet Number: C137

Project Number: 2203.002.001



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REVISIONS	

ION
OFFICE
JEFFERSON COUNTY, NEW YORK

KELLY STREET PLAN & PROFILE

KE
TOWN OF CAPE VINCENT

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601



Date _____

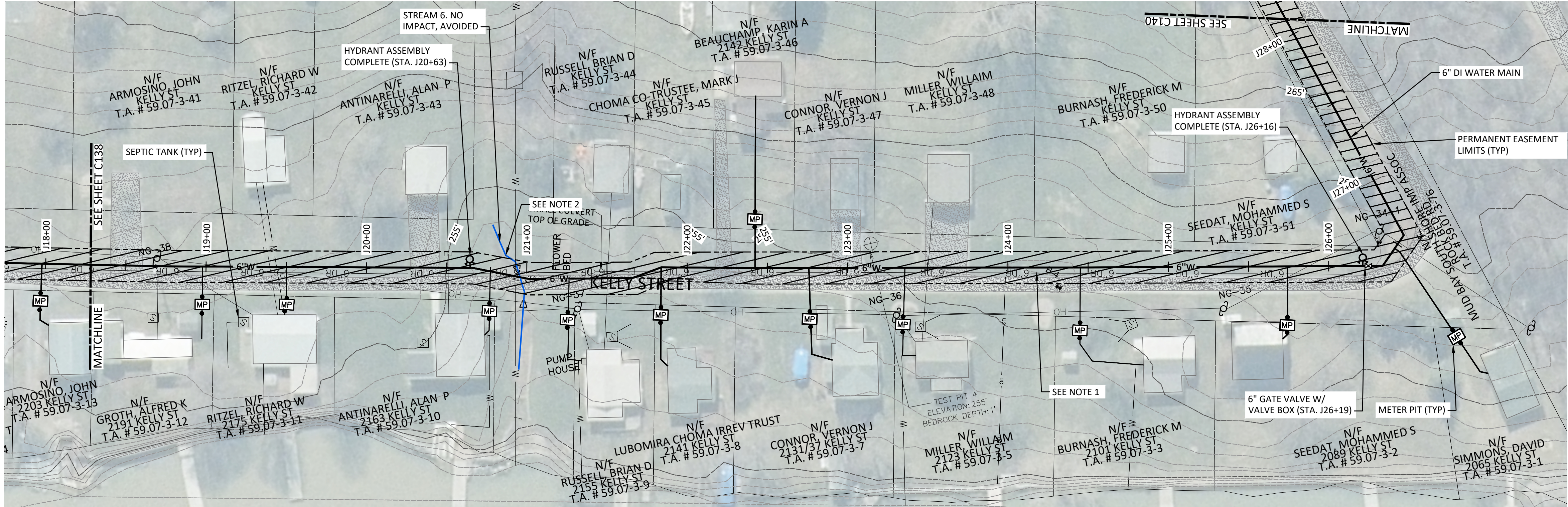
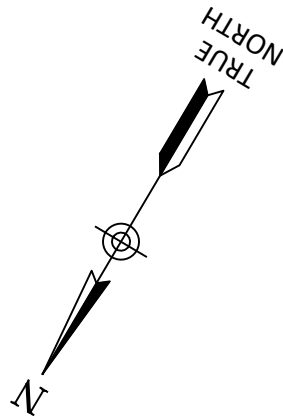
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C138

Project Number

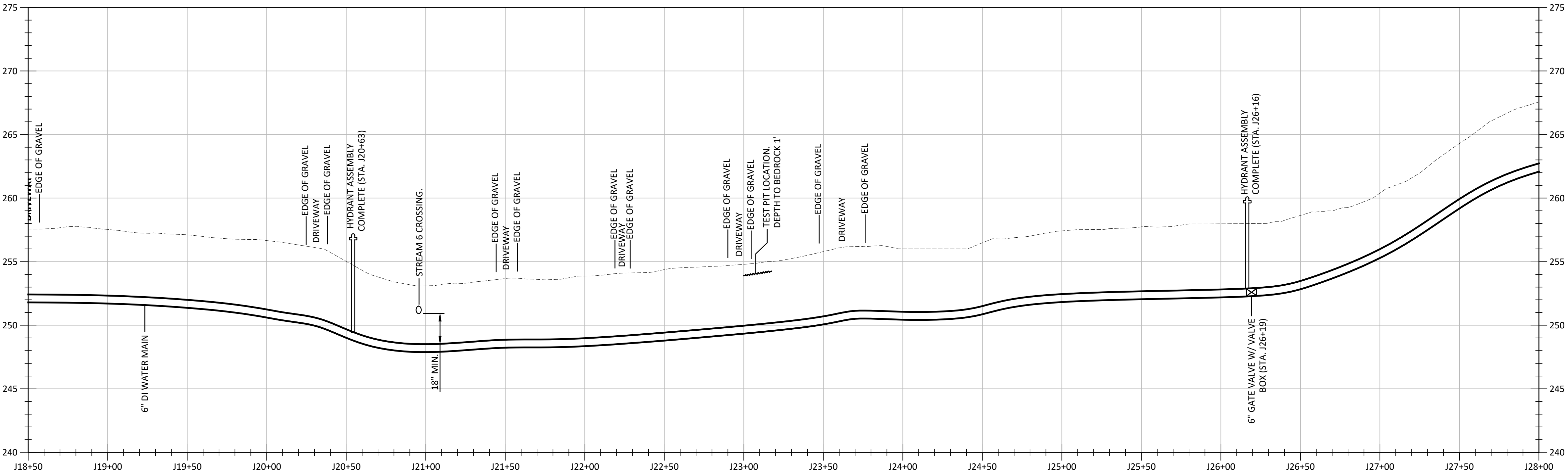
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KELLY STREET - PLAN

SCALE: 1" = 40'

- NOTES:
1. EXISTING PRIVATE WATER SUPPLY SYSTEM FOR KELLY RD AND ROCK BED RD PROPERTIES IS SHOWN IN ACCORDANCE WITH RESIDENT INFORMATION. NO RECORD DRAWINGS ARE AVAILABLE FOR THIS SYSTEM, THEREFORE EXISTING LOCATION SHOWN SHALL BE CONSIDERED APPROXIMATE AND CONTRACTOR SHALL EXERCISE DUE CARE WHEN EXCAVATING IN THESE LOCATIONS.
 2. WATER MAIN TO BE INSTALLED BENEATH EX. CULVERT PIPE. NO DISTURBANCE TO CULVERT STRUCTURE OR OPEN STREAM CHANNEL PERMITTED. CONTRACTOR TO FIELD VERIFY DIAMETER AND DEPTH OF CULVERT.



KELLY STREET - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
KELLY STREET PLAN & PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
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Date
JUNE 2026

Scale
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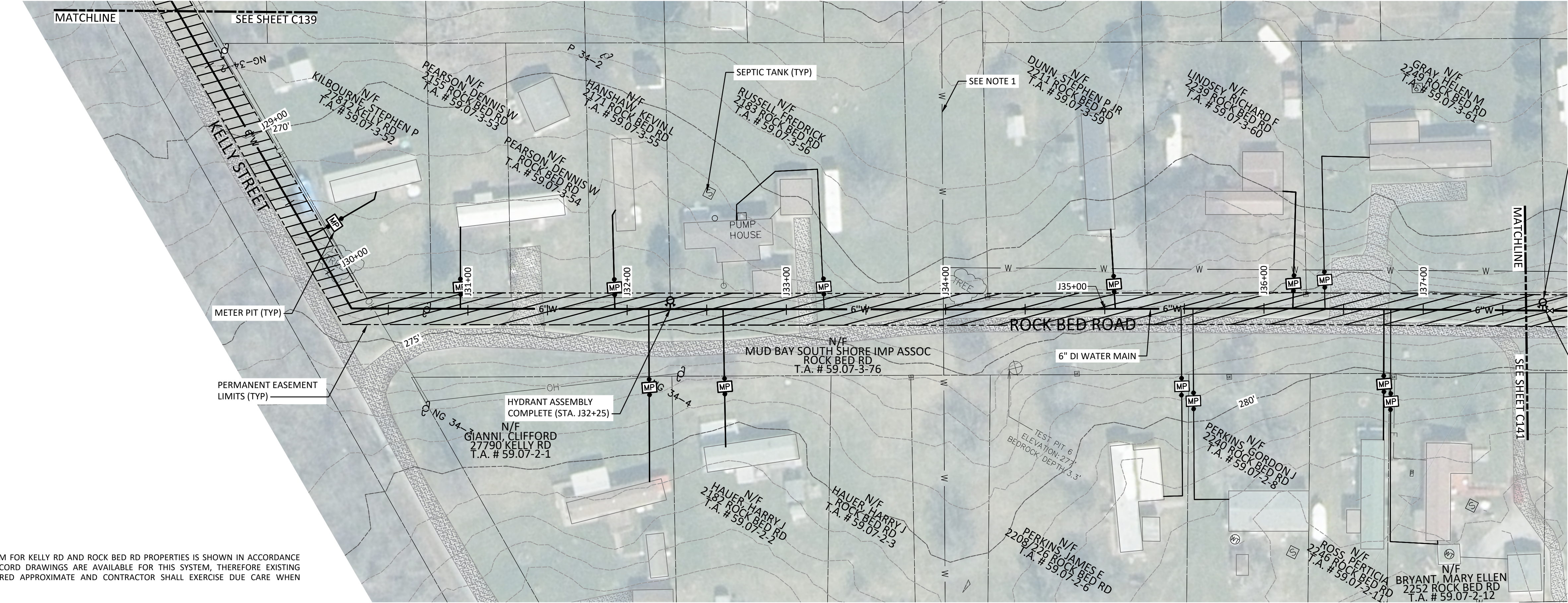
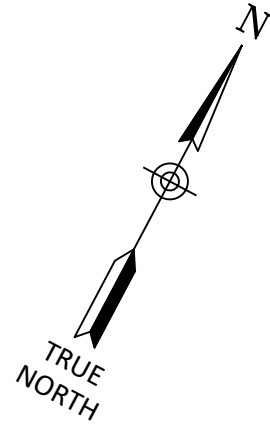
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Project Number

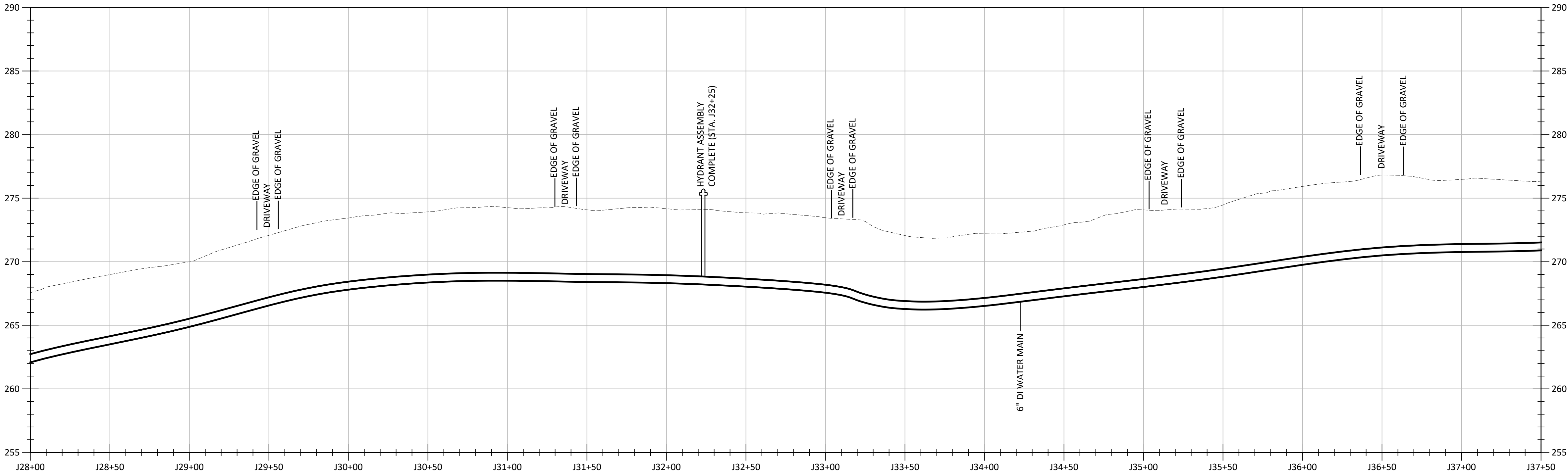
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NOTES:
1. EXISTING PRIVATE WATER SUPPLY SYSTEM FOR KELLY RD AND ROCK BED RD PROPERTIES IS SHOWN IN ACCORDANCE WITH RESIDENT INFORMATION. NO RECORD DRAWINGS ARE AVAILABLE FOR THIS SYSTEM, THEREFORE EXISTING LOCATION SHOWN SHALL BE CONSIDERED APPROXIMATE AND CONTRACTOR SHALL EXERCISE DUE CARE WHEN EXCAVATING IN THESE LOCATIONS.



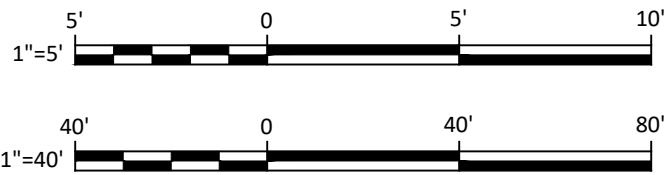
ROCK BED ROAD PLAN

SCALE: 1" = 40'



ROCK BED ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



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REVISIONS	

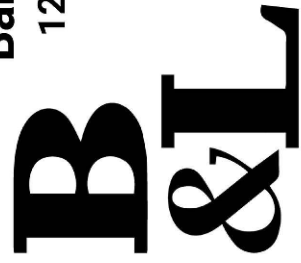
TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

JEFFERSON COUNTY, NEW YORK

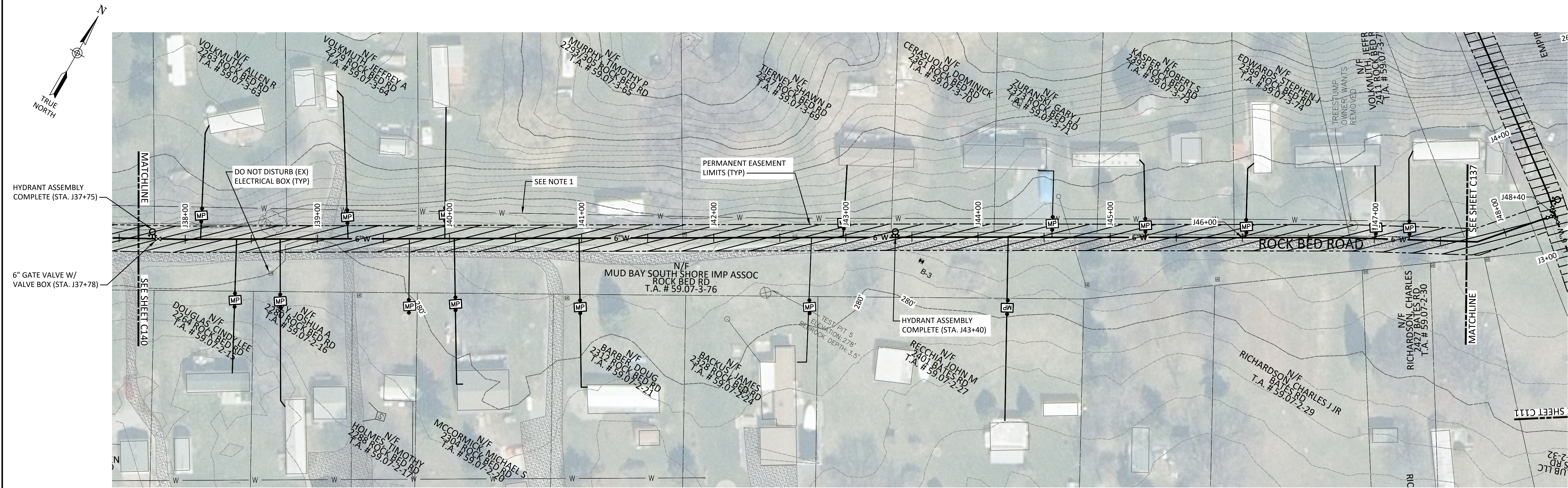
ROCK BED ROAD PLAN & PROFILE

TOWN OF CAPE VINCENT

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601



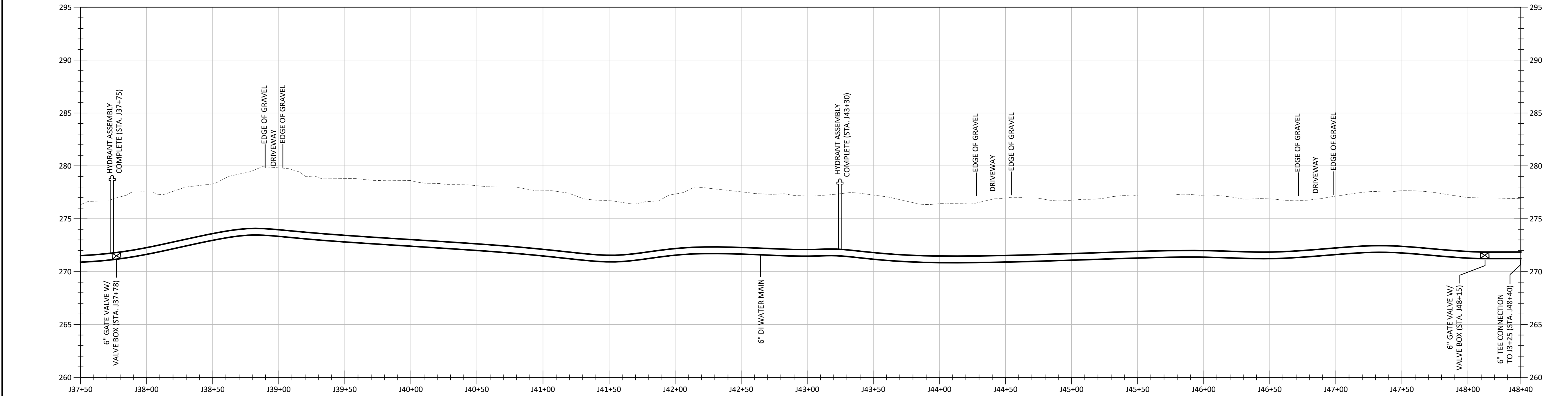
Date	JUNE 2026
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Sheet Number	C140
Project Number	2203.002.001



ROCK BED ROAD PLAN

SCALE: 1" = 40'

- NOTES:
- EXISTING PRIVATE WATER SUPPLY SYSTEM FOR KELLY RD AND ROCK BED RD PROPERTIES IS SHOWN IN ACCORDANCE WITH RESIDENT INFORMATION. NO RECORD DRAWINGS ARE AVAILABLE FOR THIS SYSTEM, THEREFORE EXISTING LOCATION SHOWN SHALL BE CONSIDERED APPROXIMATE AND CONTRACTOR SHALL EXERCISE DUE CARE WHEN EXCAVATING IN THESE LOCATIONS.



ROCK BED ROAD - PROFILE

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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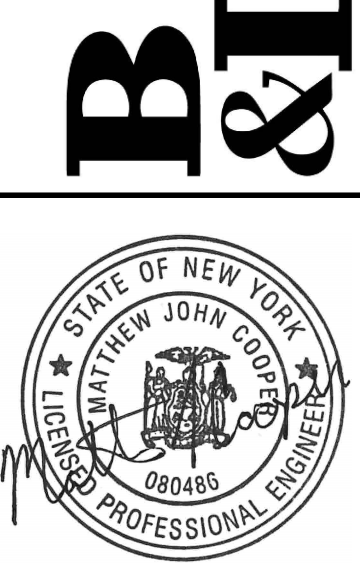
REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

ROCK BED ROAD PLAN & PROFILE

TOWN OF CAPE VINCENT

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

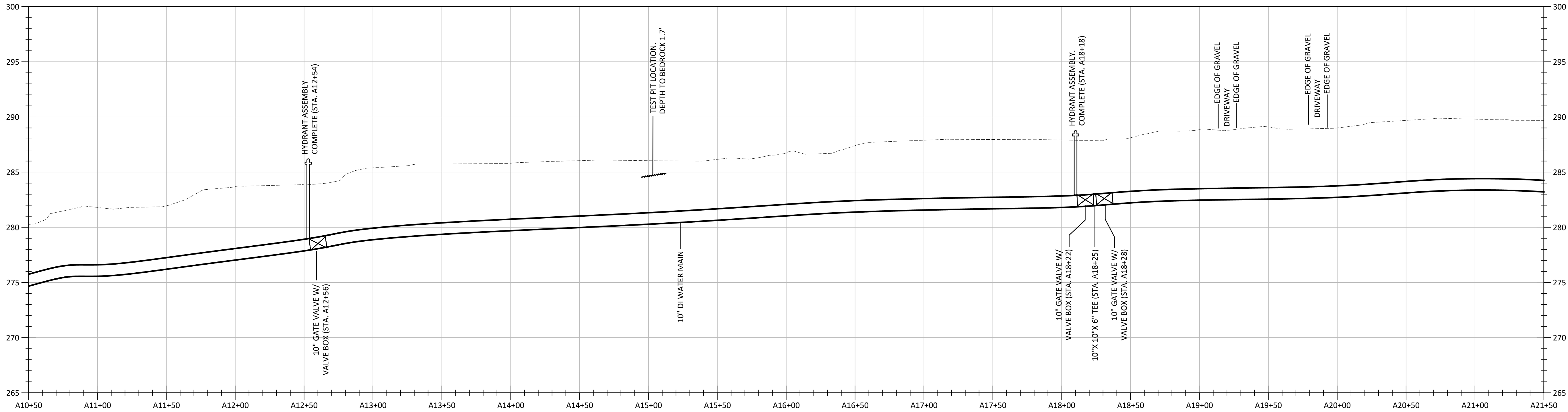


Date: JUNE 2026
Scale: AS SHOWN
Sheet Number: C141
Project Number: 2203.002.001

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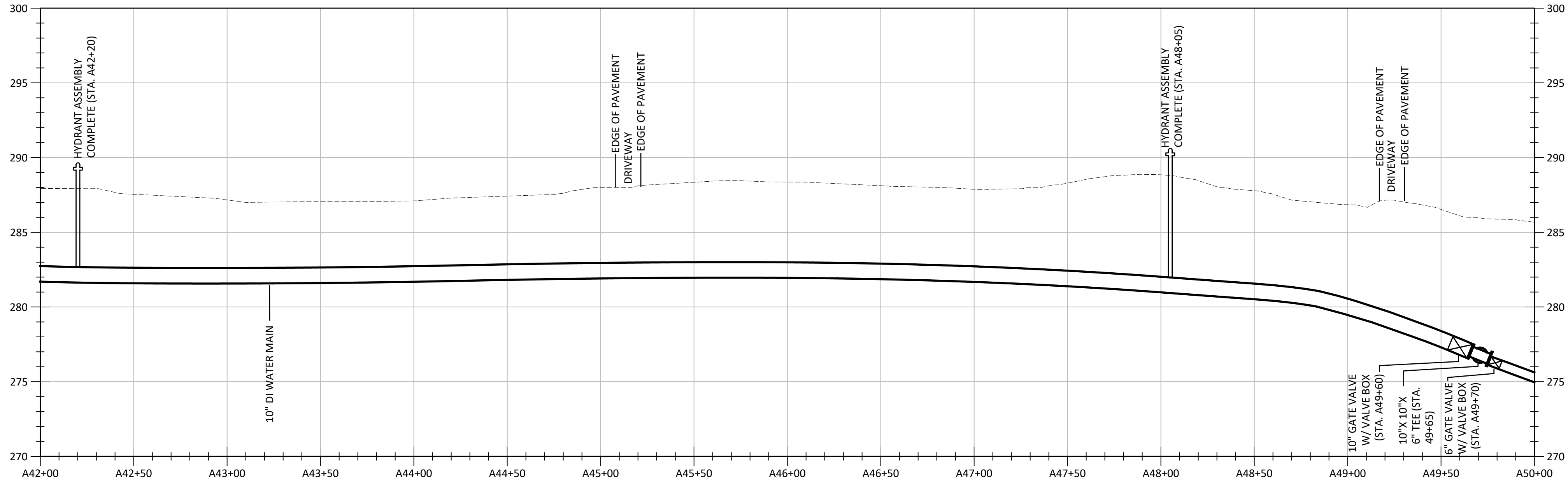
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Checked by: DCP Drawn by: KRN In charge of: MJC



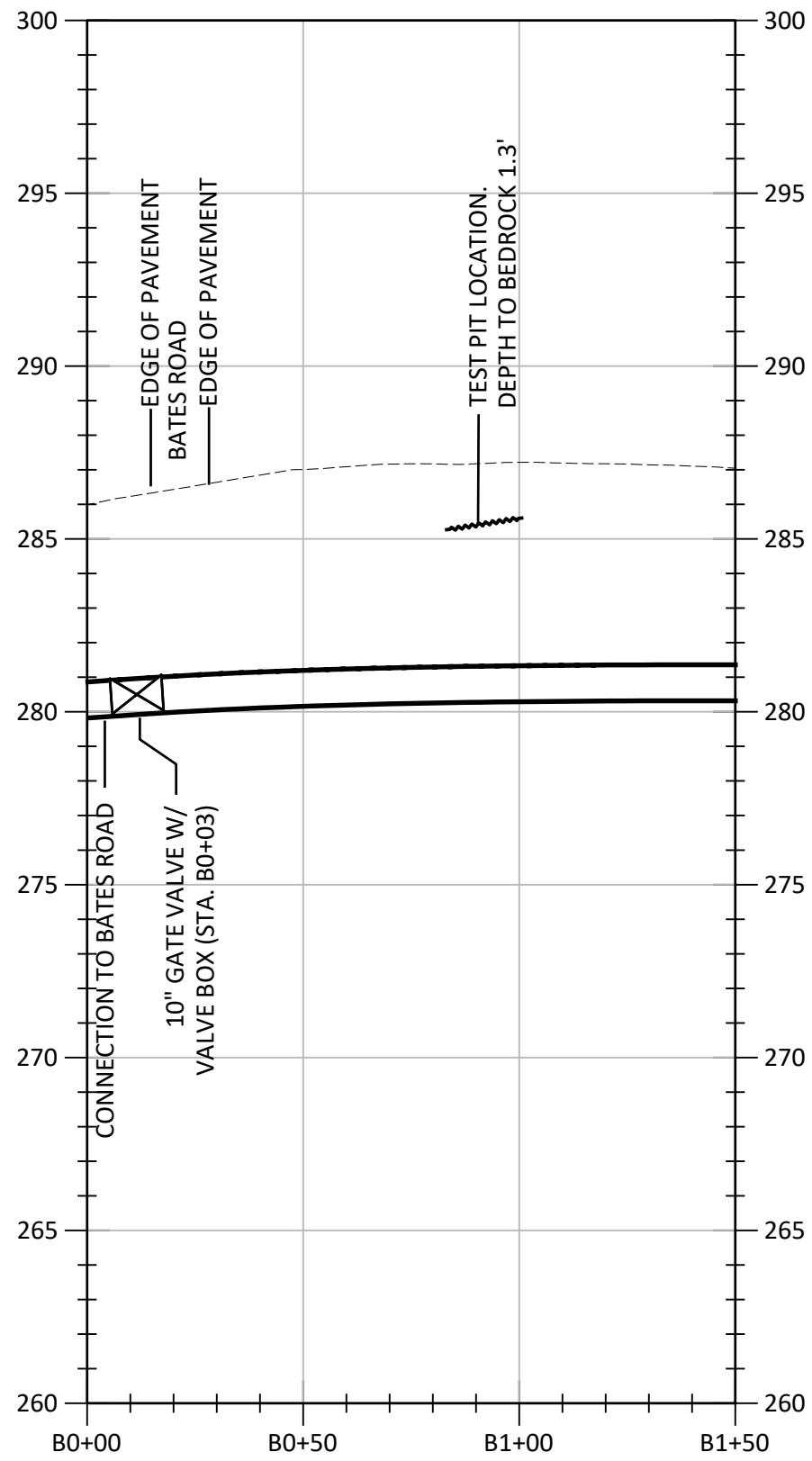
BATES ROAD PROFILE (C111)

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



BATES ROAD PROFILE (C114)

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



BRUNS DRIVE PROFILE (C114)

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BATES ROAD & BRUNS DRIVE PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

B&L



Date: JUNE 2026

Scale: AS SHOWN

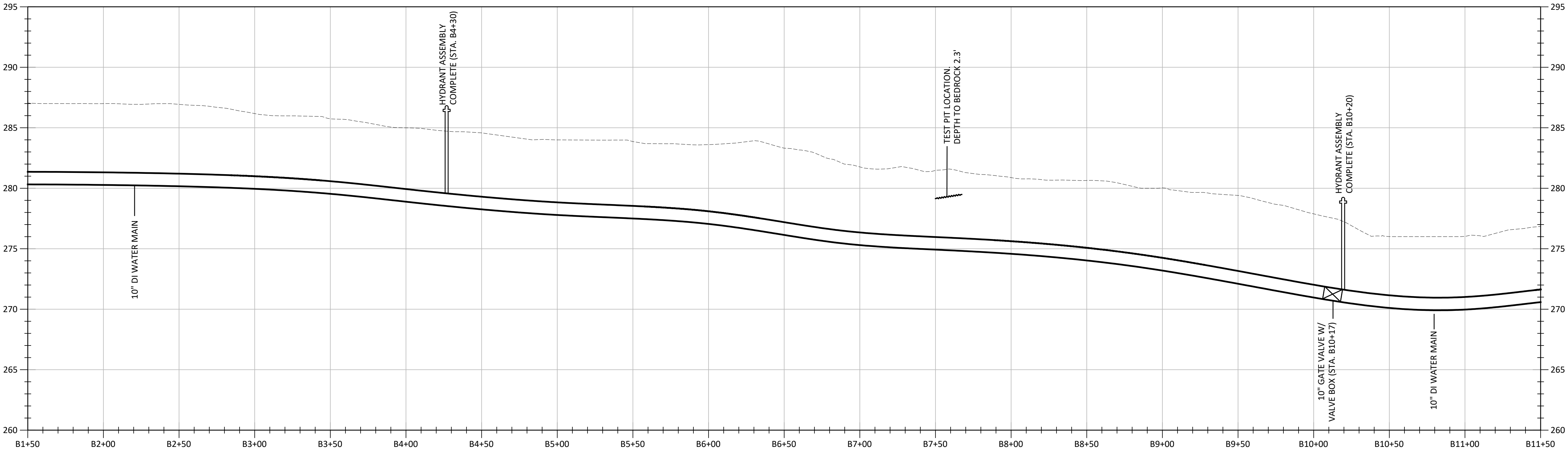
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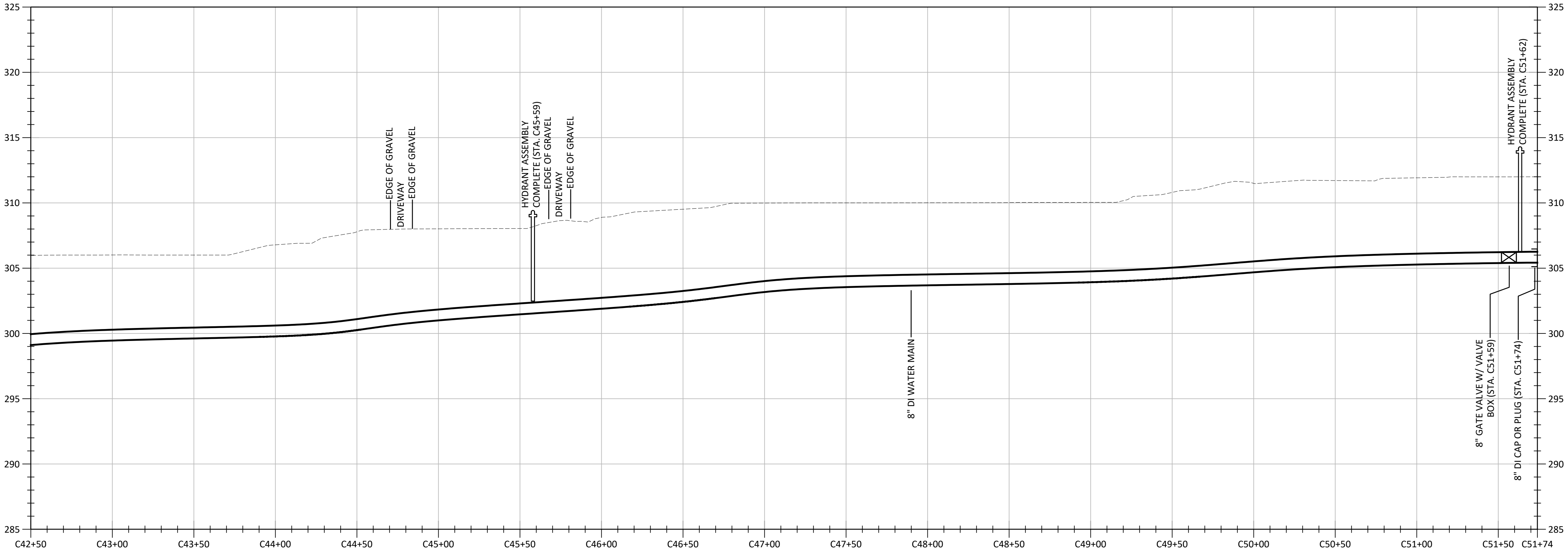
SYR By: Nichols

Checked by: DCP Drawn by: KRN Designed by: DCP In charge of: MJC



BRUNS DRIVE PROFILE (C115)

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



BEDFORD CORNERS PROFILE (C125)

HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



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REVISIONS

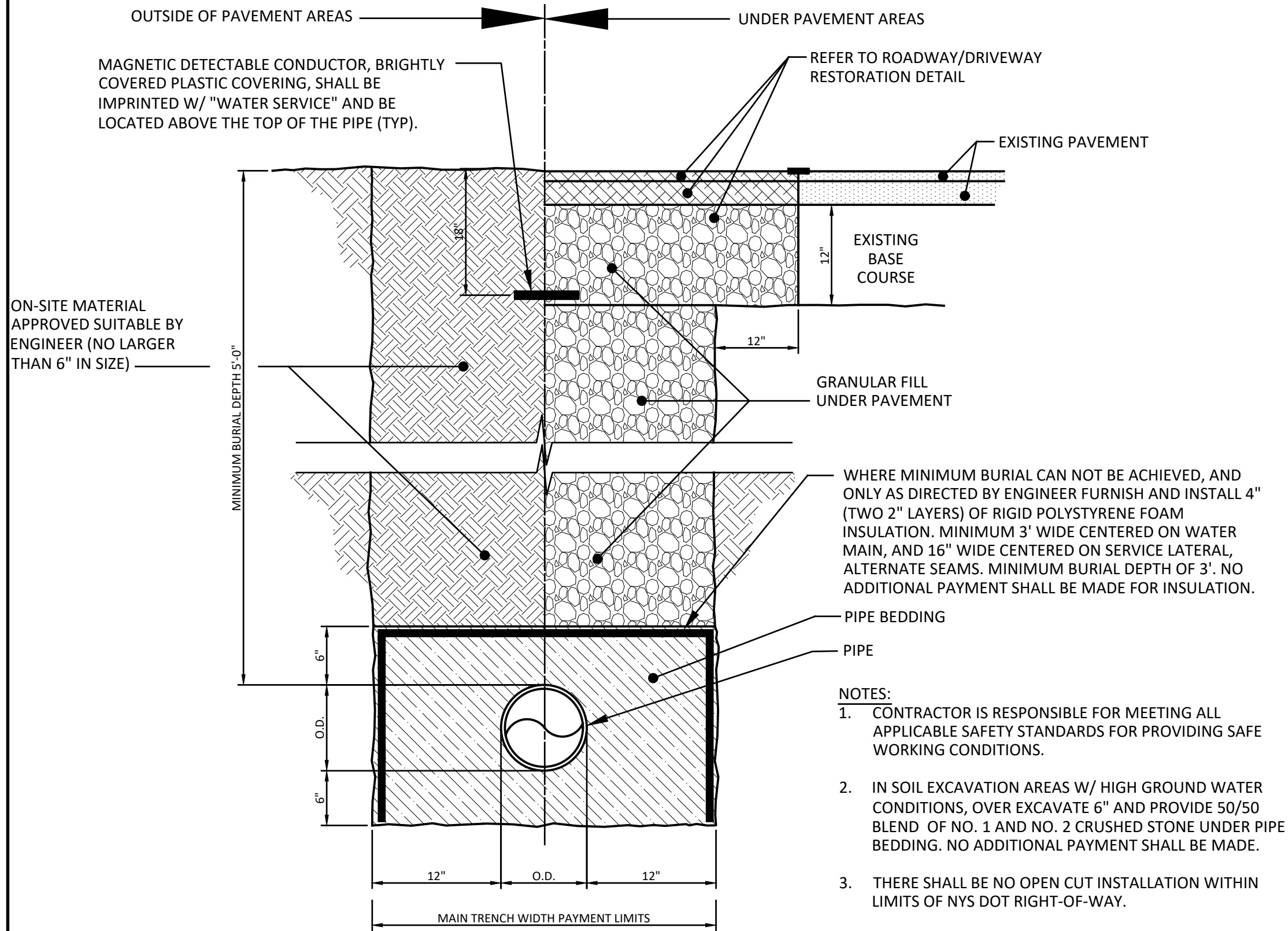
TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
BRUNS DRIVE PROFILE
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
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Date: JUNE 2026
Scale: AS SHOWN
Sheet Number: C143
Project Number: 2203.002.001



TYPICAL PIPE BEDDING AND TRENCH DETAIL

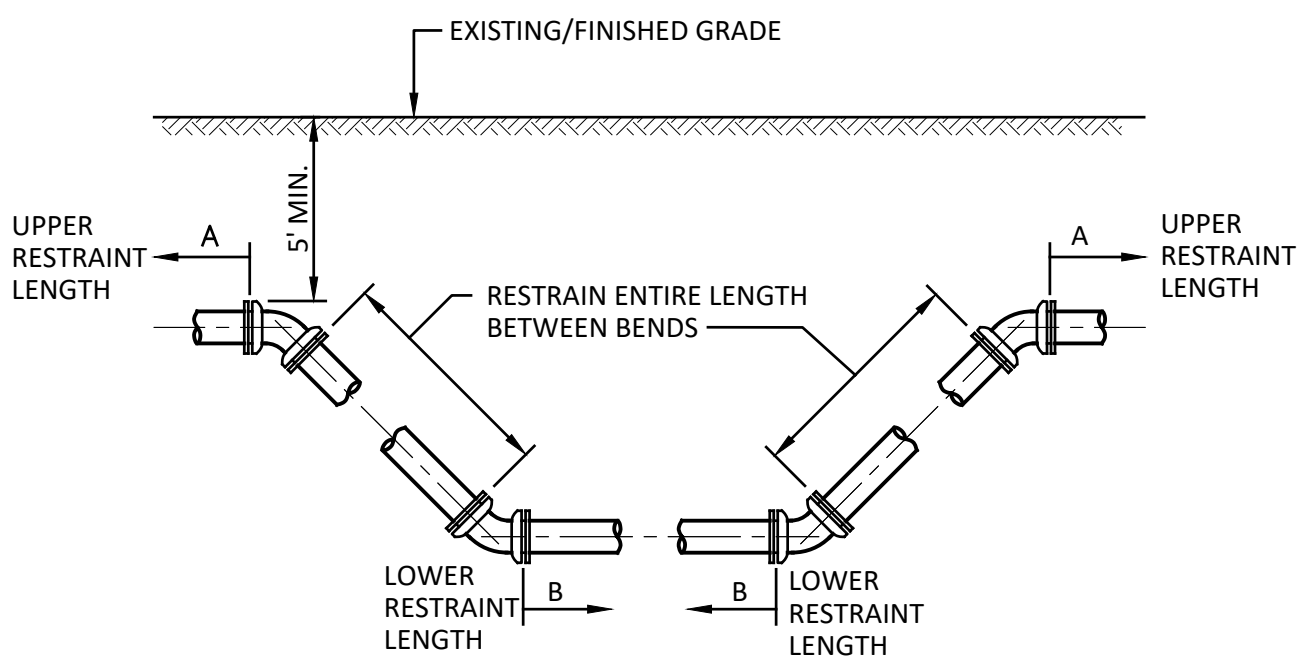
NOT TO SCALE

PIPE WITH BEDDING				PIPE WITHOUT BEDDING			
DUCTILE IRON PIPE DIAMETER	UPPER (A)	LOWER (B)		DUCTILE IRON PIPE DIAMETER	UPPER (A)	LOWER (B)	
	6"	8"	10"		6"	8"	10"
90°	*	*	*	90°	*	*	*
45°	11	14	17	45°	11	14	17
	4	6	7		5	5	6
22.5°	5	7	8	22.5°	5	7	8
	2	3	4		3	3	3
11.25°	3	4	4	11.25°	3	4	4
	1	2	2		1	2	2

NOTES:

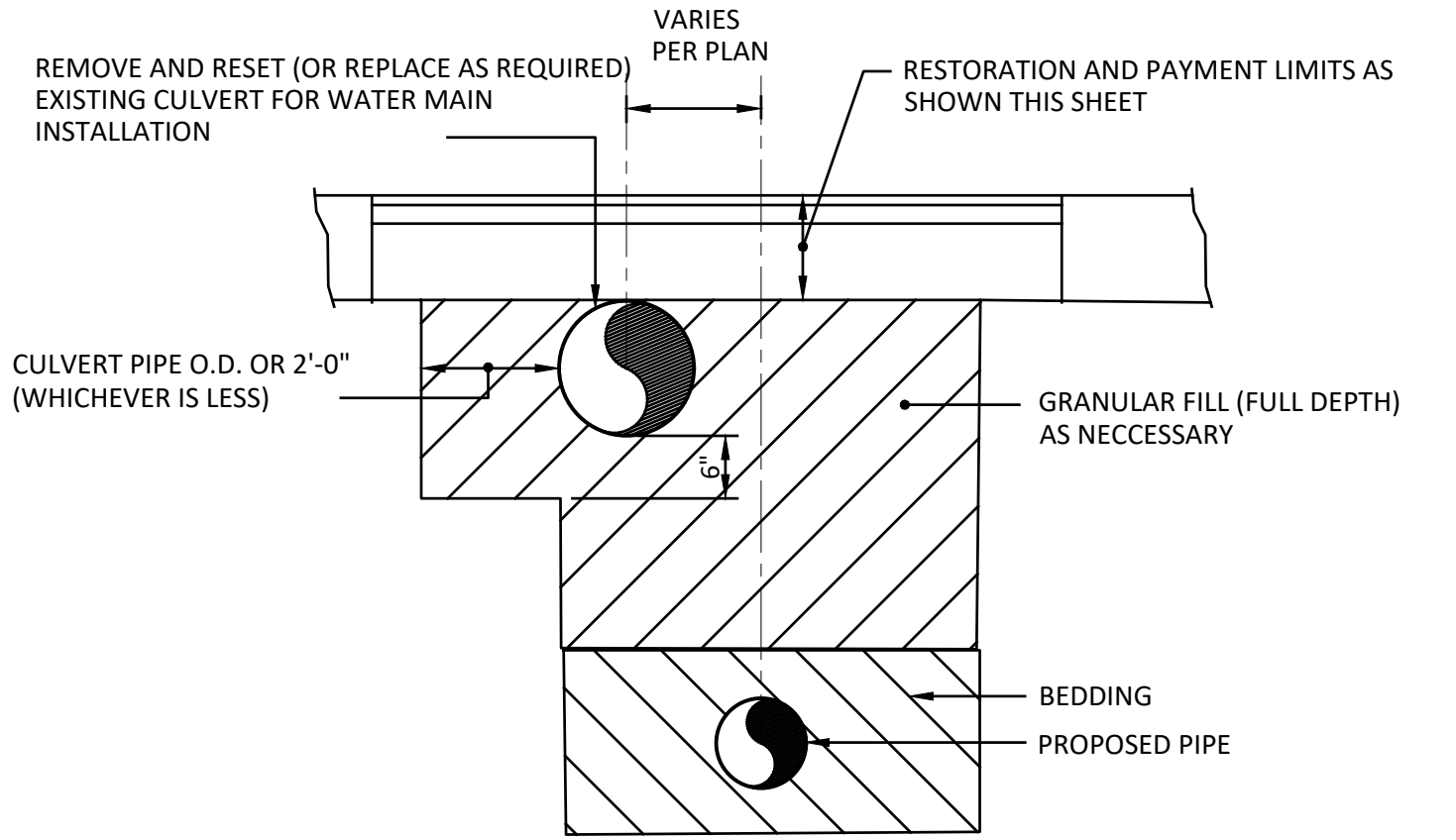
- 90° BENDS NOT ALLOWED DUE TO POSSIBILITY OF SEVERE STRESSES IMPOSED ON THE FITTINGS.
- RESTRAINED JOINT LENGTH CALCULATED BASED ON EBAA IRON RESTRAINT LENGTH CALCULATOR BASED ON THE FOLLOWING CONDITIONS:

LAYING CONDITION: TYPE 3
SOIL DESIGNATION: ML - NATIVE SOIL BACKFILL
SAFETY FACTOR: 1.5 TO 1
DEPTH OF COVER: 5.0 FEET
LOW END DEPTH: 7.0 FEET
DESIGN PRESSURE: 150 PSI



LIMITS OF RESTRAINED JOINT PIPE (FT.) FOR VERTICAL OFFSETS

NOT TO SCALE

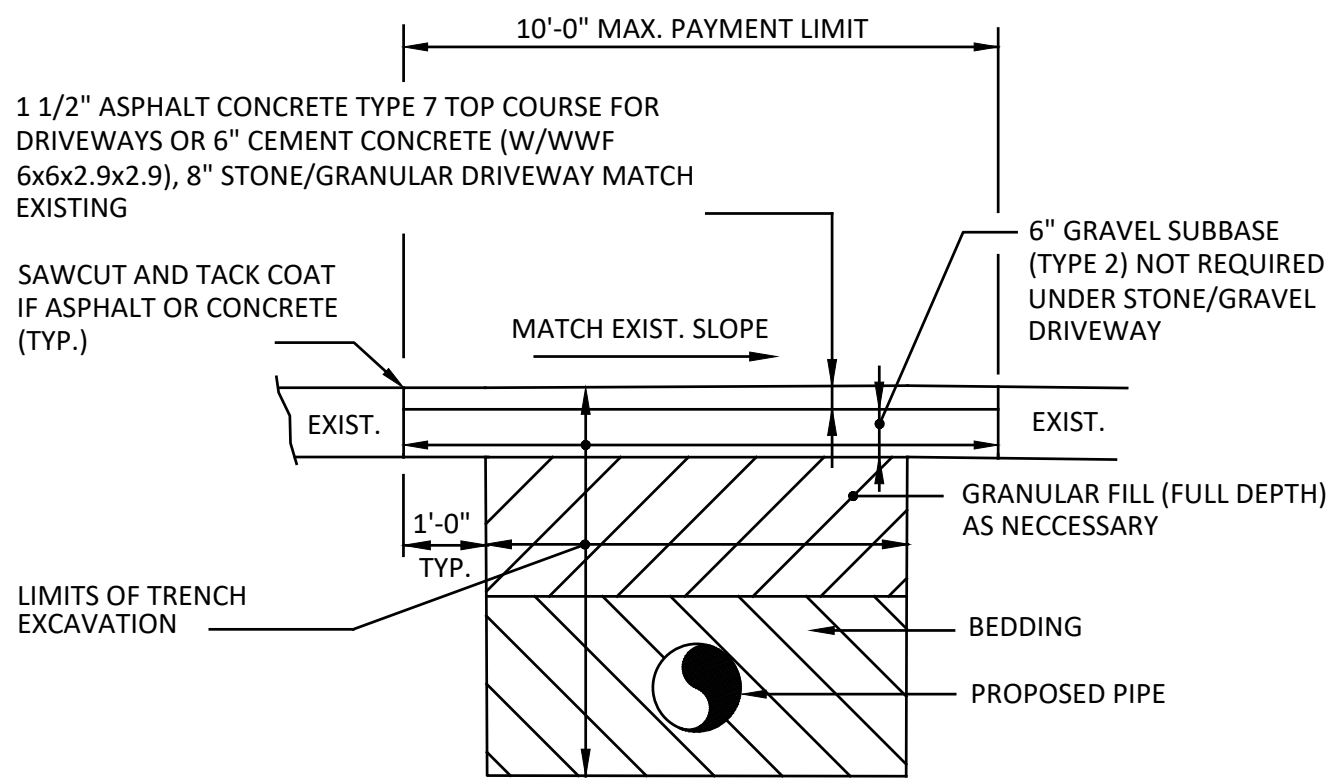


NOTES:

- CULVERTS REMOVED FOR WATER MAIN INSTALLATION SHALL BE RESET IN THE SAME LOCATION AT THE SAME ELEVATION IN ACCORDANCE WITH SECTION 603 OF THE NYS DEPARTMENT OF TRANSPORTATION 2019 SPECIFICATIONS OR LATEST REVISION.
- CULVERTS THAT ARE IN DETERIORATED CONDITION OR DAMAGED SHALL BE REPLACED WITH ITEMS CONFORMING TO SECTION 603 OF THE NYS DEPARTMENT OF TRANSPORTATION 2019 SPECIFICATIONS OR LATEST REVISION (SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN PIPE) AT NO ADDITIONAL COST. CULVERTS REQUIRING REPLACEMENT SHALL BE AT THE SAME NOMINAL INTERIOR DIAMETER AS THE EXISTING CULVERT (12" MIN.).
- IF WITHIN NYS DOT RIGHT-OF-WAY, RESTORATION MUST MEET NYS DOT STANDARDS. SEE DETAIL SHEET C503.

CULVERT RESTORATION

NOT TO SCALE

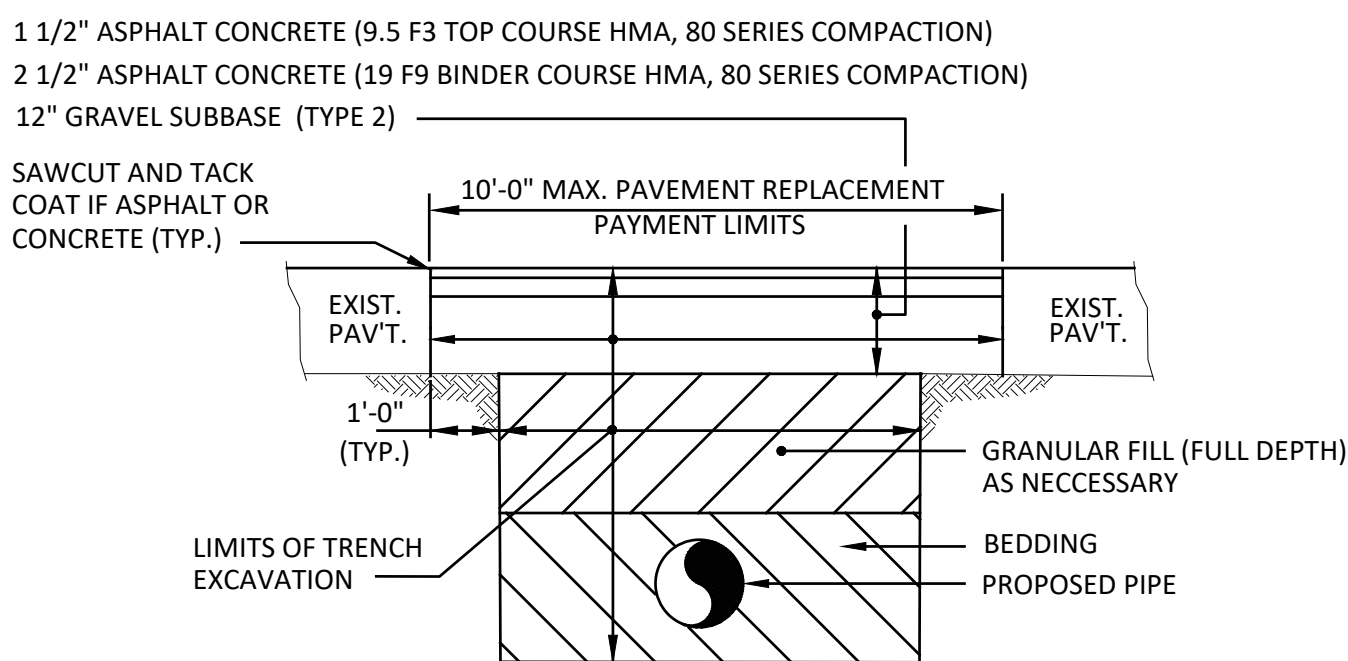


NOTES:

- DETAIL GIVES MINIMUM REQUIREMENTS FOR RESTORATION. ALL DRIVEWAYS AND PARKING LOTS SHALL BE RESTORED TO CONDITION EQUAL TO OR BETTER THAN THAT PRIOR TO START OF CONSTRUCTION.
- ALL DRIVEWAYS AND PARKING LOTS WITHIN HIGHWAY RIGHTS-OF-WAY WHICH ARE DISTURBED WITHIN 10' OF THE EDGE OF THE TRAVEL LANE SHALL BE RESTORED WITH 6" GRAVEL SUBBASE AND 1 1/2" ASPHALT CONCRETE TYPE 7 TOP COURSE FROM EDGE OF SHOULDER TO OUTSIDE EDGE OF DISTURBANCE, REGARDLESS OF EXISTING CONDITION.
- IF WITHIN NYS DOT RIGHT-OF-WAY, RESTORATION MUST MEET NYS DOT STANDARDS. SEE DETAIL SHEET C503.

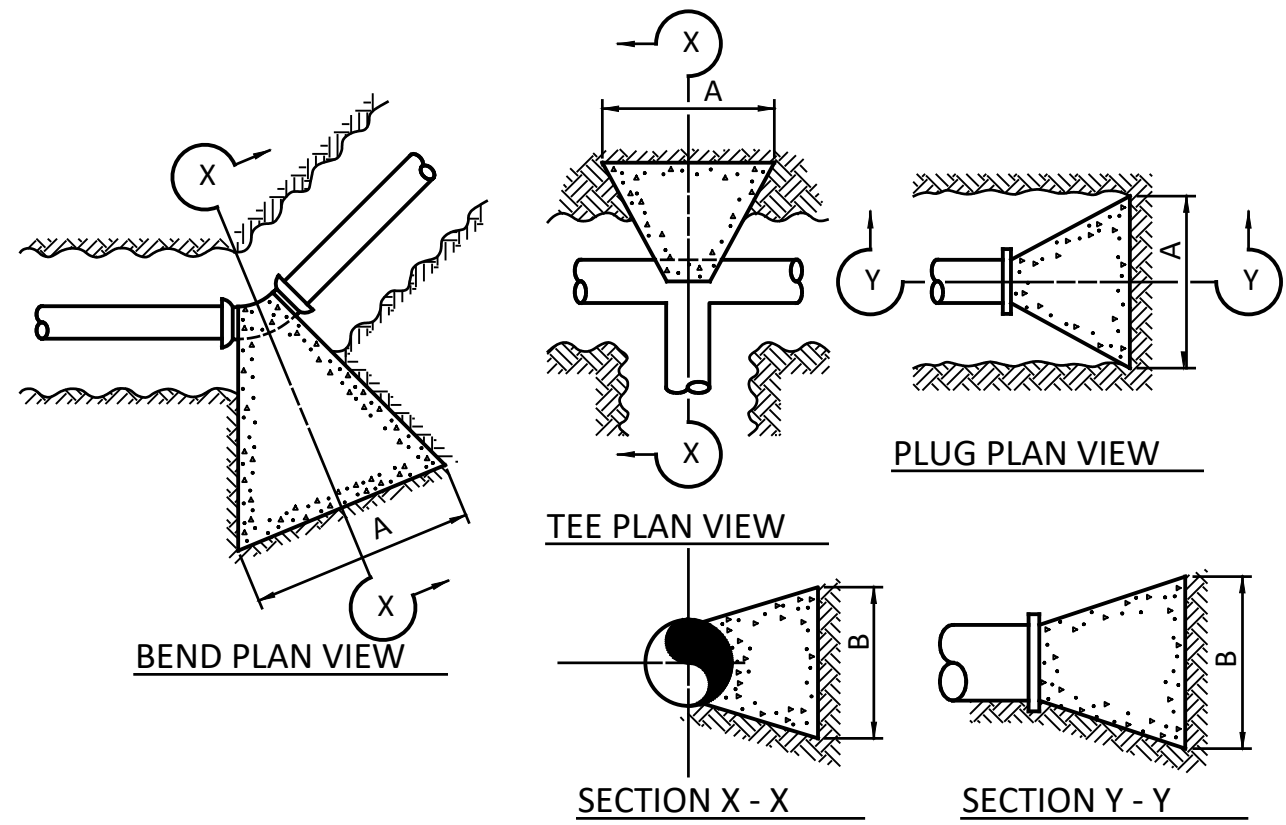
DRIVEWAY/PARKING LOT RESTORATION

NOT TO SCALE



ASPHALT PAVEMENT RESTORATION WITHIN TOWN AND COUNTY ROADS

NOT TO SCALE



* THRUST BLOCKS DESIGNED FOR 150 PSI & PRESSURE AND FOR BEARING AGAINST UNDISTURBED SOIL OF 1000/SQ. FT. BEARING CAPACITY

TYPICAL DIMENSIONS OF THRUST BLOCKS FOR HORIZONTAL BENDS, TEES AND PLUGS OF WATER MAINS

NOT TO SCALE

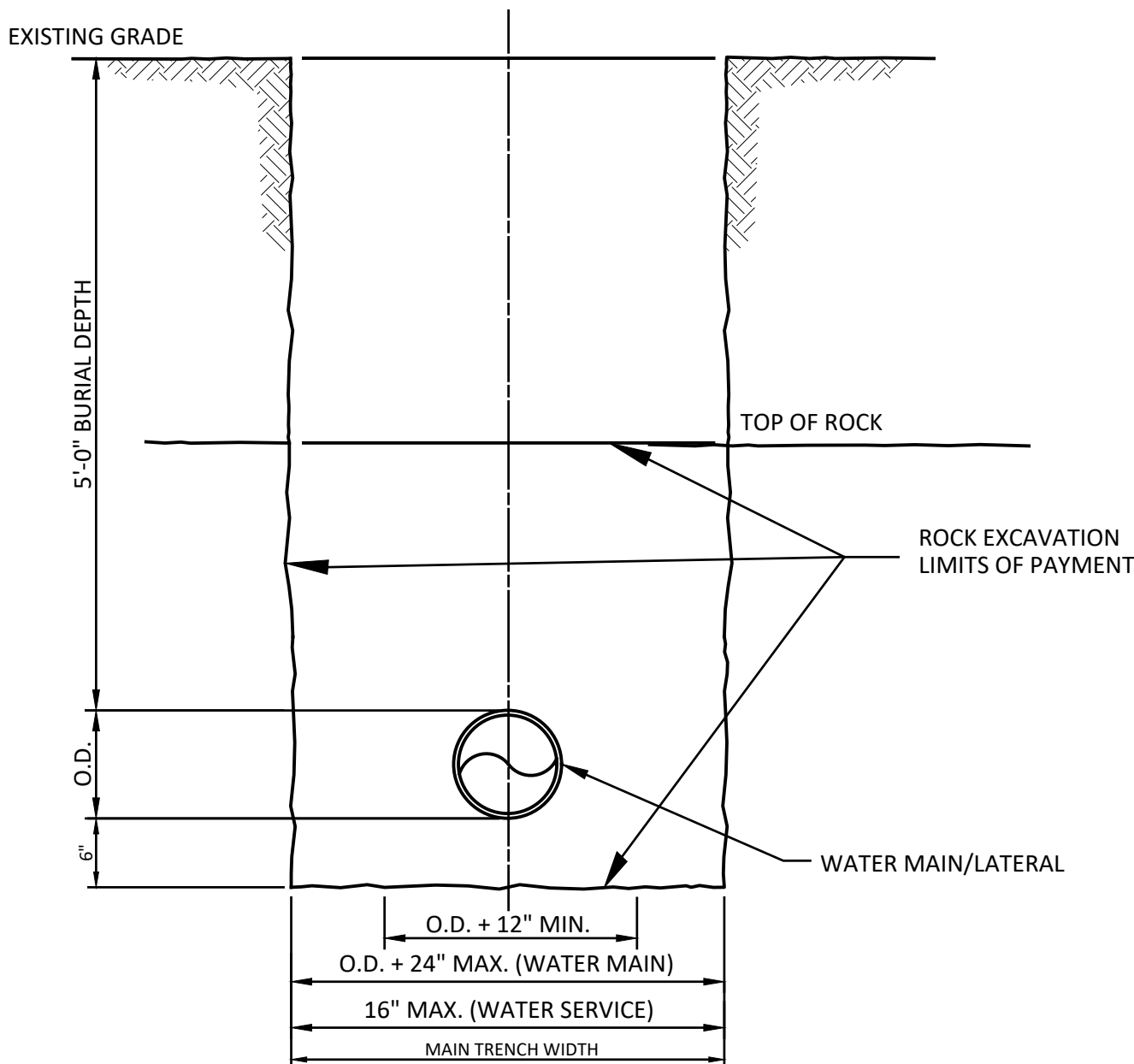
DUCTILE IRON PIPE DIAMETER	PIPE WITH BEDDING PIPE WITHOUT BEDDING		
	6"	8"	10"
Tee Branch	9	16	23
11.25°	2	2	2
	2	2	3
22.5°	3	4	4
	3	4	5
45°	5	7	8
	6	8	10
90°	12	16	19
	14	19	22
Plug or Cap	25	33	40
	25	33	40
Tee branch 10" X 6"	-	-	1
	-	-	6
Tee branch 10" X 8"	-	-	12
	-	-	18
Tee branch 8" X 6"	-	3	-
	-	10	-

NOTES:

- LENGTHS (MEASURED IN FEET) TO BE RESTRAINED IN ALL DIRECTIONS FROM FITTINGS.
- TEES BRANCH LENGTH TO BE RESTRAINED.
- REDUCER RESTRAINED ON LARGE DIAMETER SIZE.
- RESTRAINED JOINT LENGTH CALCULATED BASED ON EBAA IRON RESTRAINT LENGTH CALCULATOR BASED ON THE FOLLOWING CONDITIONS:
TRENCH TYPE: TYPE 4 FOR "PIPE WITH BEDDING"
TYPE 3 FOR "PIPE WITHOUT BEDDING"
SOIL DESIGNATION: ML
SAFETY FACTOR: 1.5 TO 1
DEPTH OF COVER: 5.0 FEET
DESIGN PRESSURE: 150 PSI (FOR 8" PIPE)
- LENGTHS FOR BEDDED PIPE ASSUME:
A) PIPE IS BEDDED TO ITS CENTERLINE IN COMPACTED GRANULAR MATERIAL, 4-INCH MINIMUM UNDER PIPE.
B) COMPACTED GRANULAR MATERIAL OR SELECTED MATERIAL TO TOP OF PIPE (90% STANDARD PROCTOR AASHTO T-99)

LIMITS OF RESTRAINED JOINT PIPE (FT.) FOR HORIZONTAL FITTINGS

NOT TO SCALE



ROCK EXCAVATION LIMIT DETAIL

NOT TO SCALE

- ROCK EXCAVATION SHALL ONLY BE PAID FOR ALIGNMENT AREAS OUTSIDE EXISTING WATER MAIN TRENCH AS INDICATED ON PLANS.

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REVISIONS

NO.	DESCRIPTION	DATE

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
MISCELLANEOUS DETAILS 1

JEFFERSON COUNTY, NEW YORK

TOWN OF CAPE VINCENT

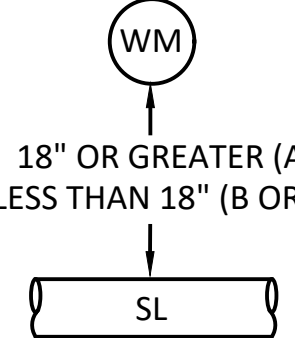
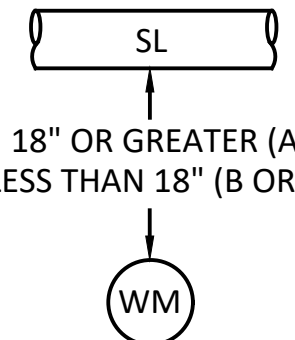
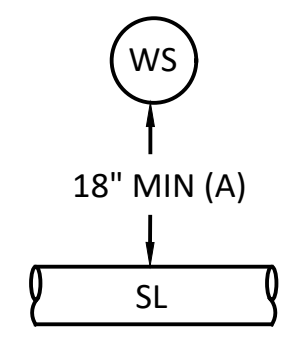
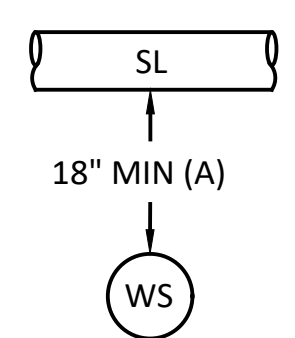
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120 Washington St, Suite 100
Watertown, NY 13601

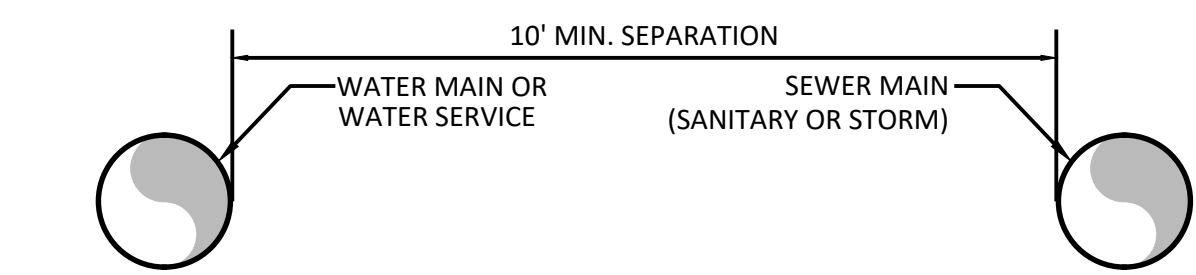
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Date
JUNE 2026
Scale
AS SHOWN
Sheet Number
C501
Project Number
2203.002.001

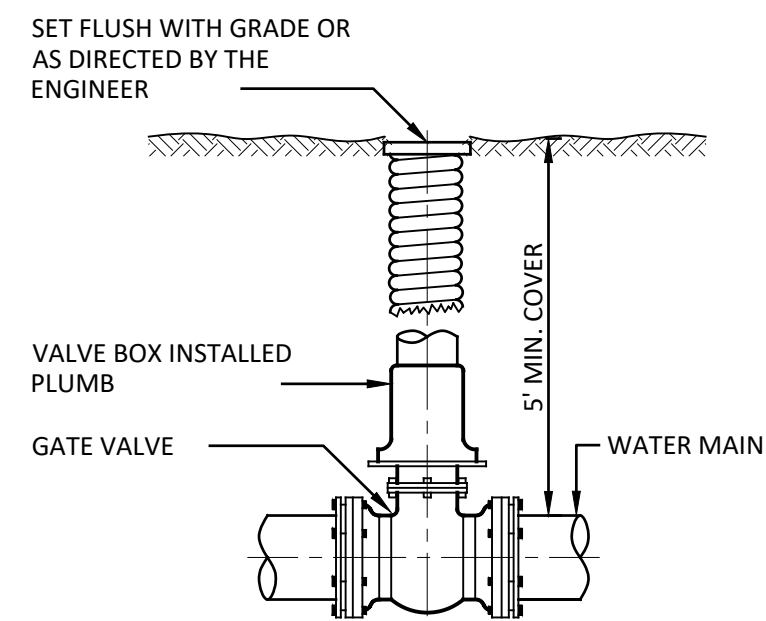
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Drawn by KRN
Designed by DCP
In charge of MJC

WATER / SEWER CROSSING DETAIL		
CONDITION	SCHEMATIC	REQUIREMENTS
I		A. WATER MAIN AND SEWER MAIN PIPE LENGTHS TO BE CENTERED AT THE CROSSING. B. ENCASE PIPE BEING INSTALLED IN A WATERTIGHT STEEL CASING FOR 10'-0" EACH SIDE OF THE CROSSING. C. SEWER LINE TO BE AWWA WATER WORKS GRADE 150 PSI PRESSURE RATED PIPE, PRESSURE TESTED TO ENSURE WATER TIGHTNESS.
II		A. WATER MAIN AND SEWER MAIN PIPE LENGTHS TO BE CENTERED AT THE CROSSING. B. ENCASE PIPE BEING INSTALLED IN A WATERTIGHT STEEL CASING FOR 10'-0" EACH SIDE OF THE CROSSING. C. SEWER LINE TO BE AWWA WATER WORKS GRADE 150 PSI PRESSURE RATED PIPE, PRESSURE TESTED TO ENSURE WATER TIGHTNESS.
III		A. SEWER LINE PIPE LENGTHS TO BE CENTERED AT CROSSING.
IV		A. SEWER LINE PIPE LENGTHS TO BE CENTERED AT CROSSING.
LEGEND: WM - WATER MAIN WS - WATER SERVICE SL - SEWER LINE, SANITARY OR STORM, GRAVITY OR FORCE MAIN NOTES: 1. IN NO CASE SHALL WATER SERVICE AND SEWER LINE BE CLOSER THAN 12" APART. 2. DISTANCES ARE MEASURED BETWEEN OUTSIDE OF PIPES. 3. ANY WATER LINE 4" OR GREATER IN DIAMETER IS CONSTRUCTED WITH JOINTS 20'-0" OR LESS SHALL BE CONSIDERED A "WATER MAIN". 4. CASING END SEALS TO BE NEOPRENE WITH STAINLESS STEEL BANDS. 5. CONCRETE ENCASEMENT IS NOT AN ACCEPTABLE METHOD UNLESS PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER.		

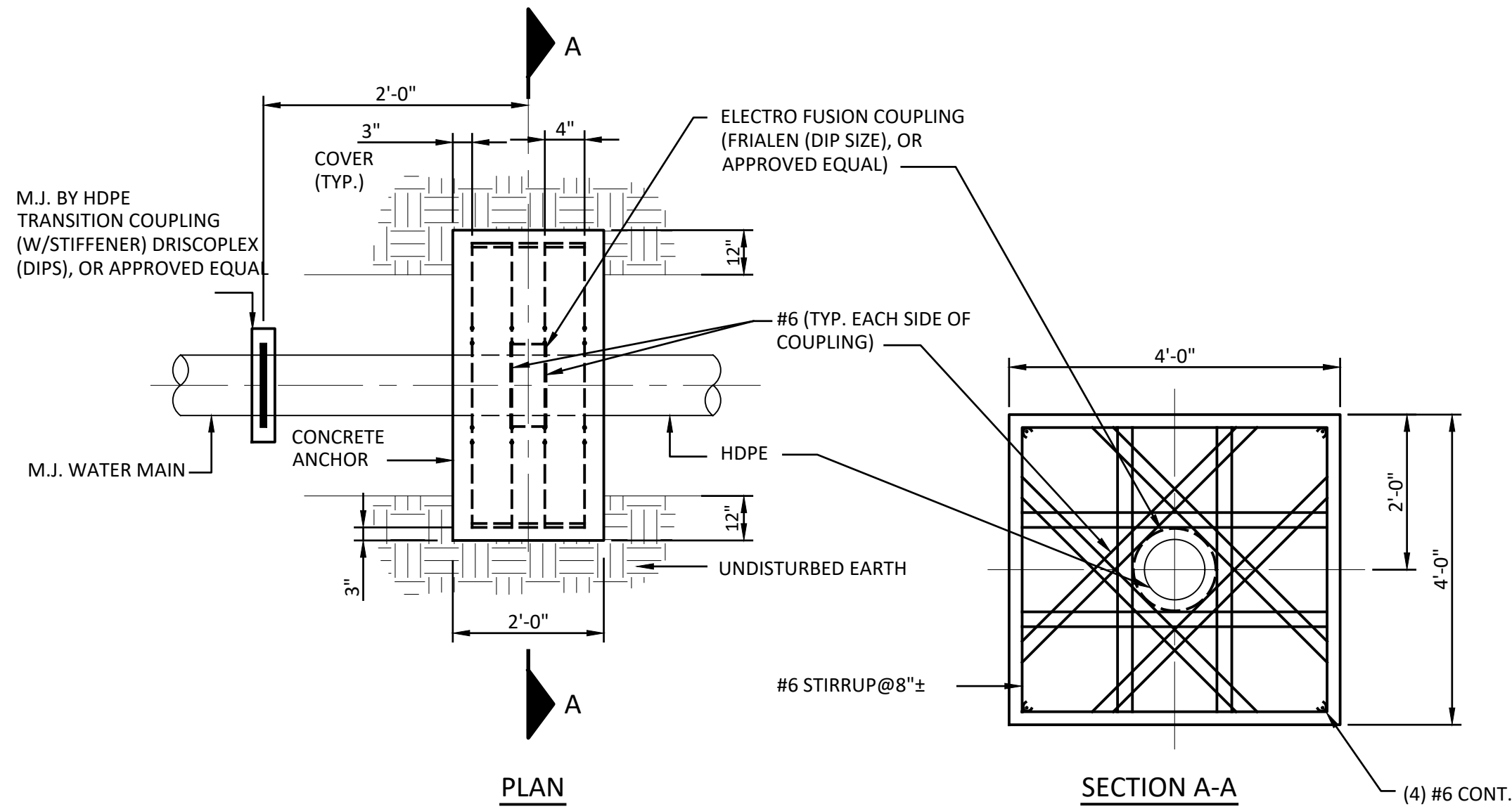


- NOTE:**
- AREAS WHERE 10' MINIMUM SEPARATION CANNOT BE MAINTAINED, SEWER MAIN SHALL BE SDR-21 PVC.

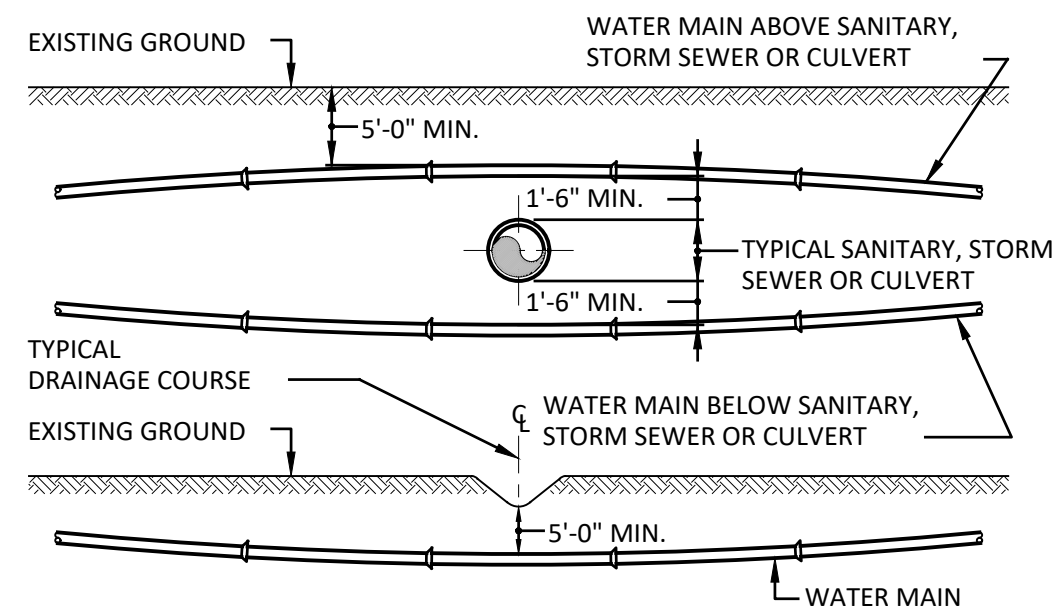
WATER/SEWER MAIN SEPARATION DETAIL



VALVE BOX DETAIL
NOT TO SCALE



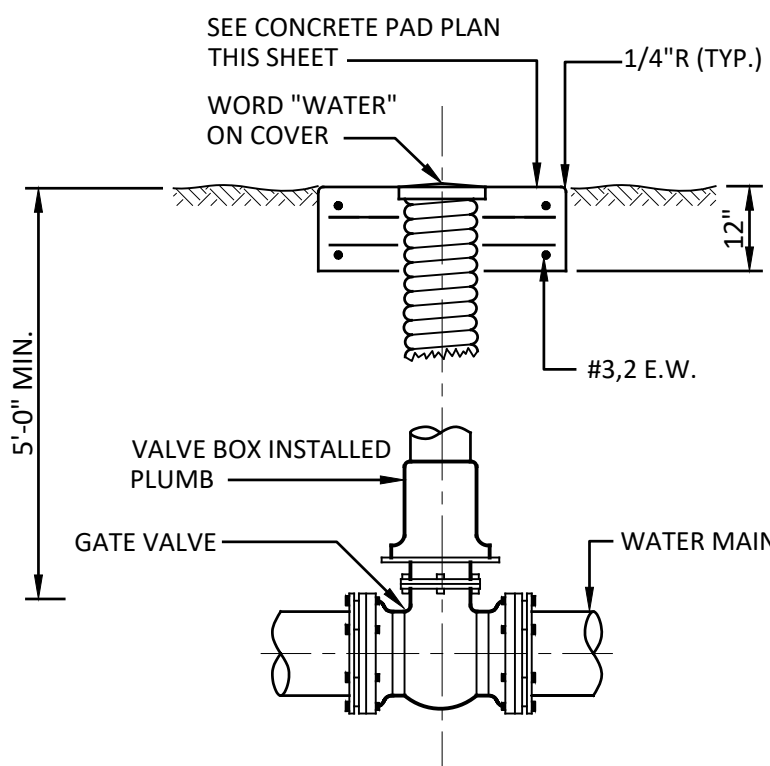
CONCRETE ANCHOR DETAIL



- NOTES:**
- CROSSING SHALL BE ACCOMPLISHED BY PIPE DEFLECTION, WITH NO RELATIVE PIPE DEFLECTION TO EXCEED THE PIPE MANUFACTURER'S RECOMMENDATIONS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - ALL EXTRA EXCAVATION FOR CROSSINGS SHALL BE INCLUDED IN THE UNIT PRICE FOR INSTALLING THE WATER MAIN, UNLESS OTHERWISE SPECIFIED.
 - A FULL LENGTH OF PIPE SHALL BE CENTERED ON THE CULVERT.

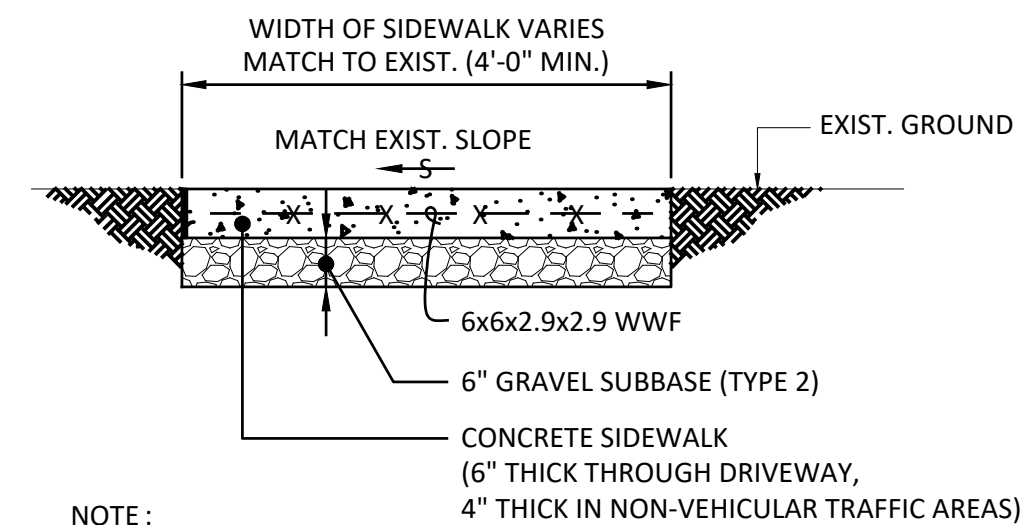
TYPICAL CROSSING - SANITARY OR STORM SEWER CULVERT OR DRAINAGE COURSE DETAIL

NOT TO SCALE



VALVE BOX DETAIL (WITHIN ROADS, SHOULDERS, AND DRIVEWAYS)

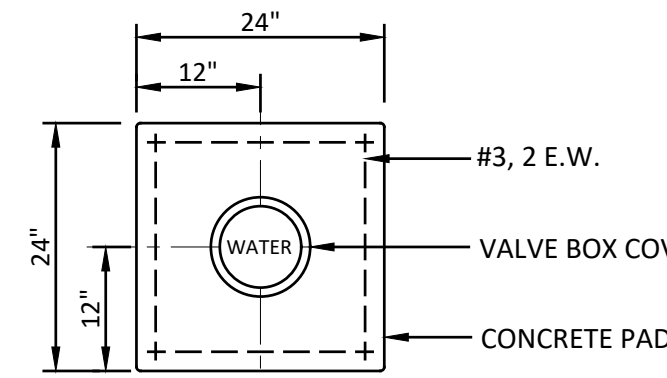
NOT TO SCALE



- NOTE:**
- THIS DETAIL FOR REPLACEMENT OF SIDEWALK IN DISTURBED AREAS.

SIDEWALK RESTORATION DETAIL

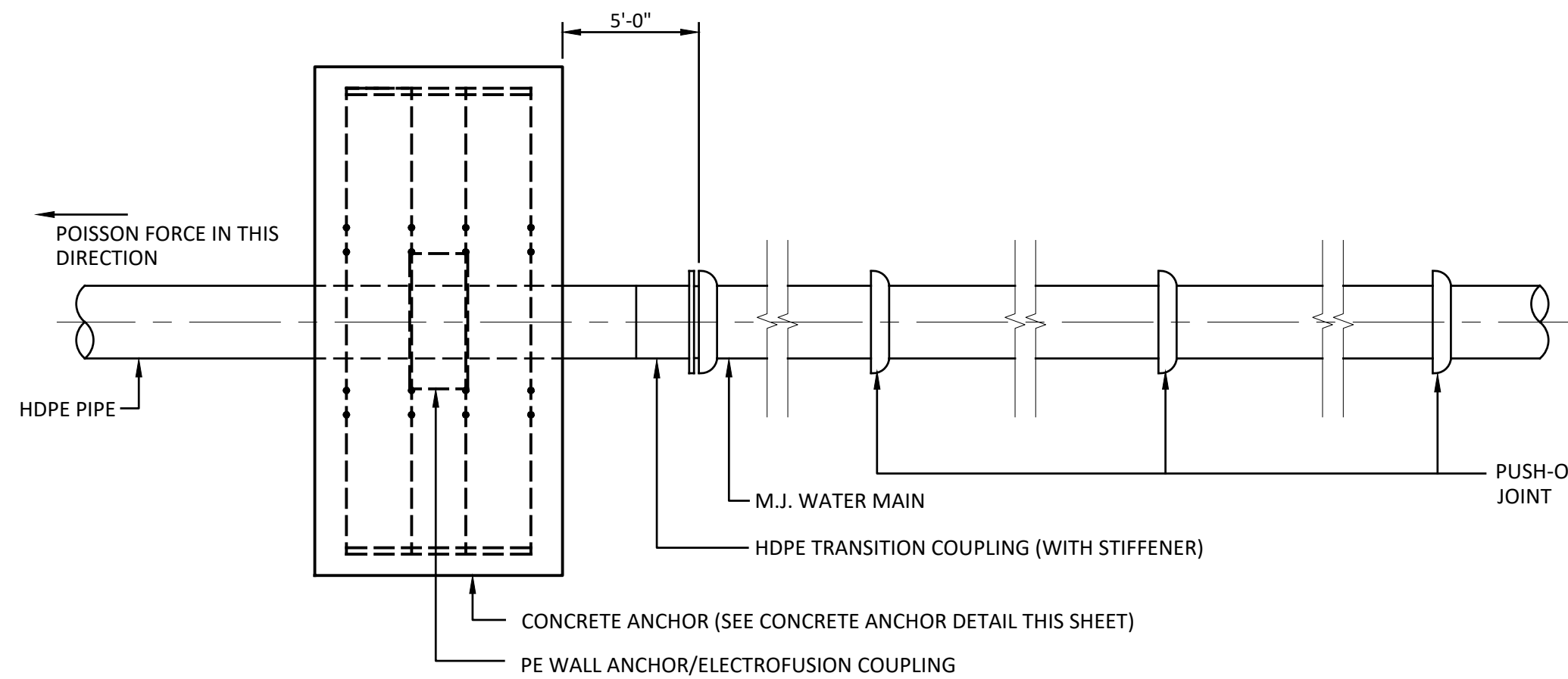
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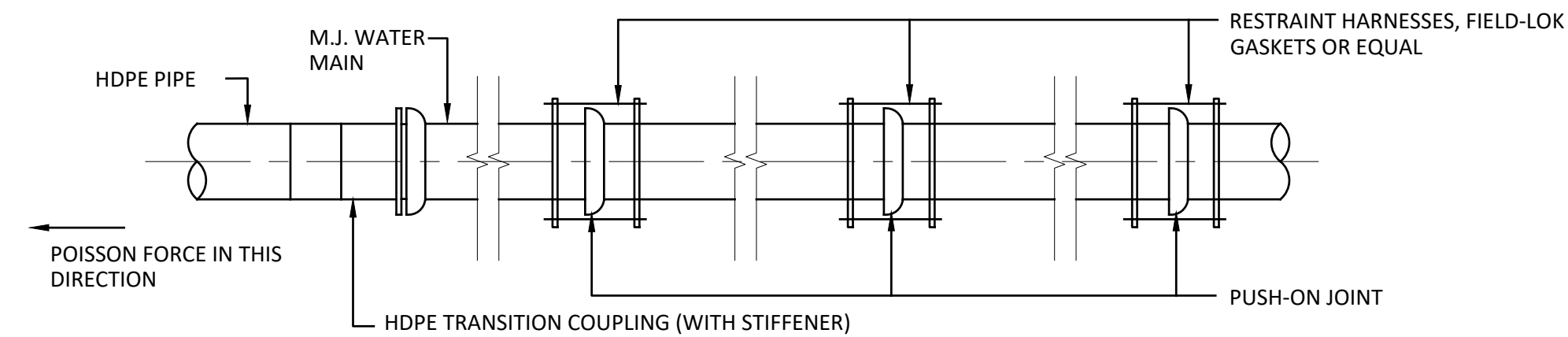
- NOTE:**
- TO BE INSTALLED AROUND VALVE BOX COVERS

CONCRETE PAD PLAN

NOT TO SCALE



HDPE PIPE RESTRAINT - OPTION A DETAIL

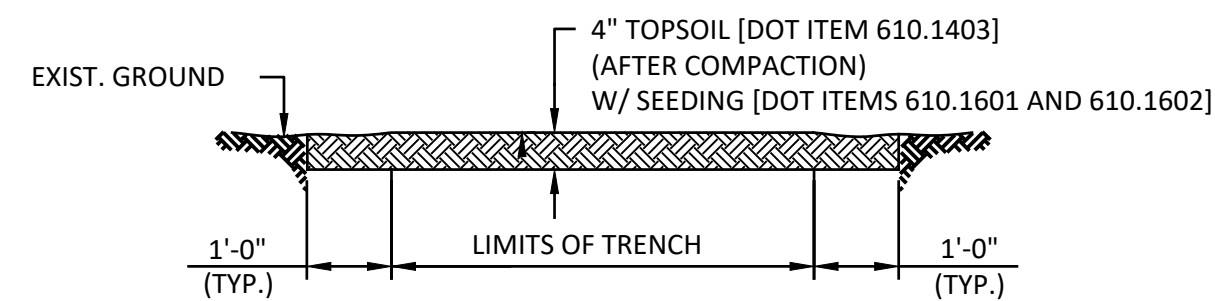


HDPE PIPE RESTRAINT - OPTION B DETAIL

- NOTES:**
- THE ENGINEER SHALL DETERMINE WHICH HORIZONTAL DIRECTIONAL DRILLING LOCATIONS HAVE SUITABLE SOIL TO SUPPORT A CONCRETE ANCHOR (OPTION A). IF SOIL INTEGRITY IS IN QUESTION AT ANY LOCATION RESTRAINT HARNESSES OR FIELD LOK GASKETS SHALL BE USED (SEE OPTION B).
 - PAYMENT FOR EITHER RESTRAINT OPTION SHALL BE UNDER EACH DIRECTIONAL DRILLING BID ITEM.

HDPE PIPE TRANSITION DETAILS

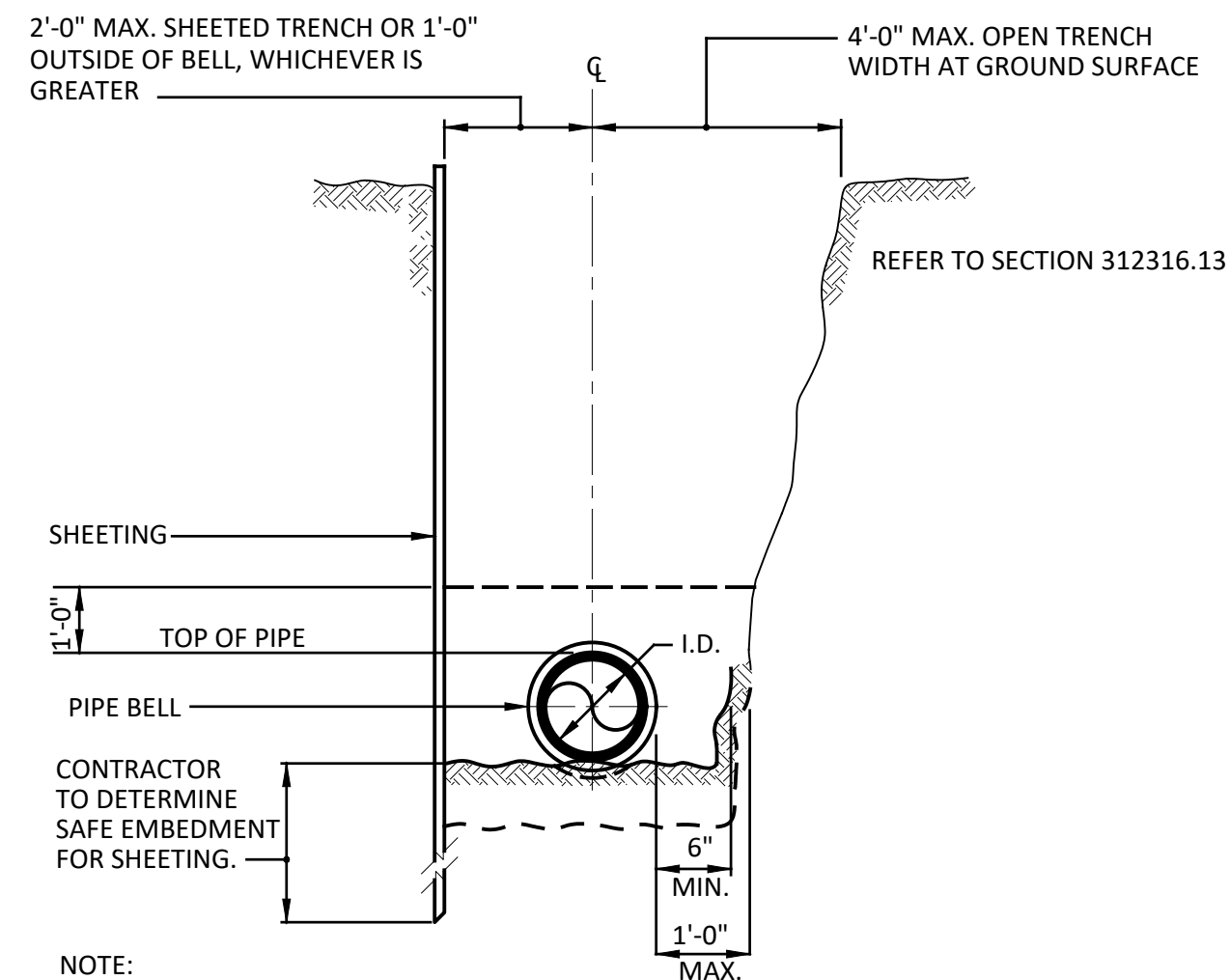
NOT TO SCALE



- NOTE:**
- TOP SOIL AND SEEDING SHALL BE IN ACCORDANCE WITH SECTIONS 01 57 13 AND 31 05 13.

LAWN RESTORATION DETAIL

NOT TO SCALE



- NOTE:**
- THIS DETAIL SHALL NOT BE CONSTRUED AS PERMITTING OR REQUIRING OPERATIONS WHICH MAY VIOLATE FEDERAL, STATE OR LOCAL SAFETY REGULATIONS.

LIMITING WIDTHS OF TRENCH

NOT TO SCALE

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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

MISCELLANEOUS DETAILS 2

JEFFERSON COUNTY, NEW YORK

TOWN OF CAPE VINCENT

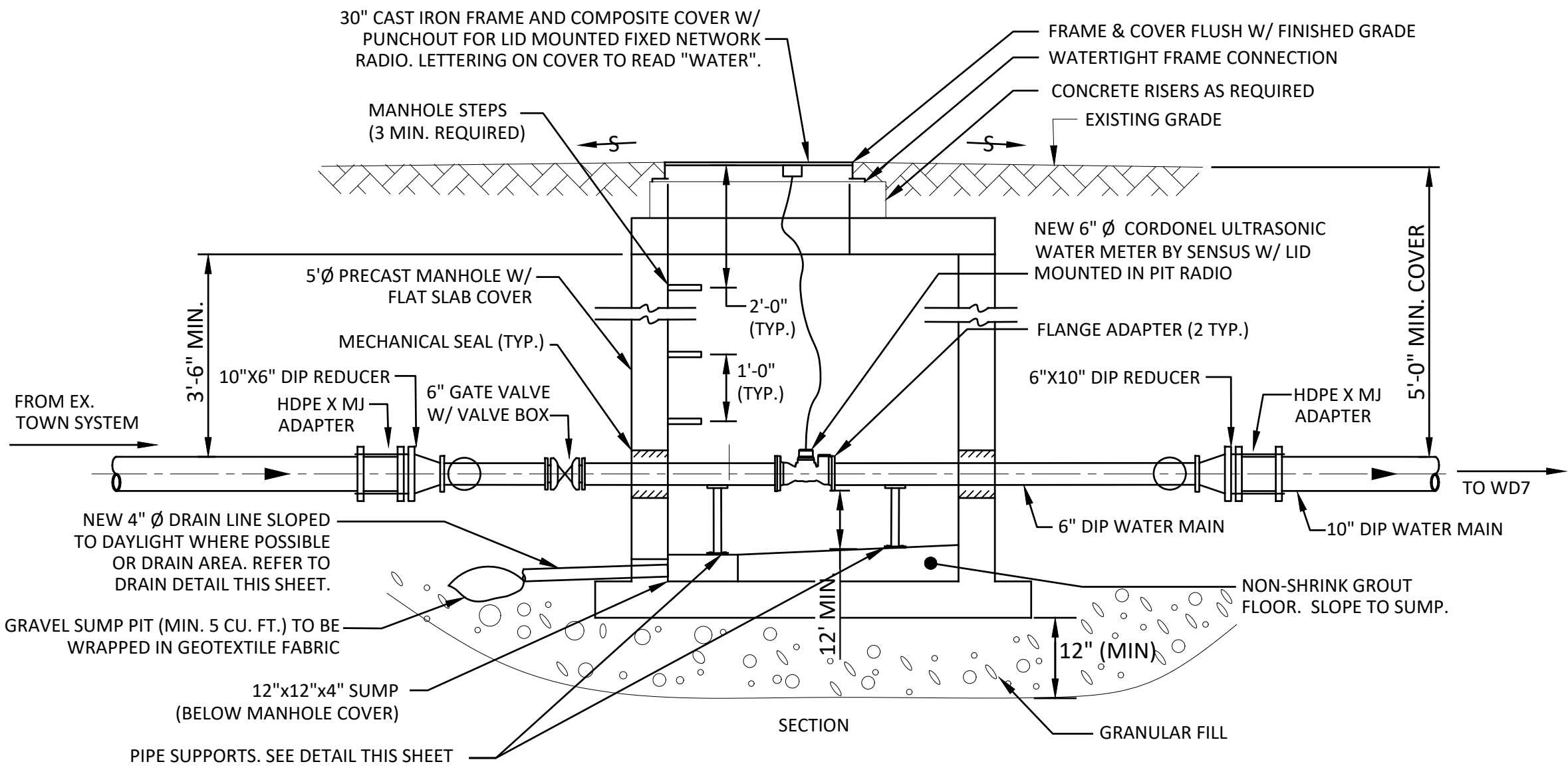
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120 Washington St, Suite 100
Watertown, NY 13601

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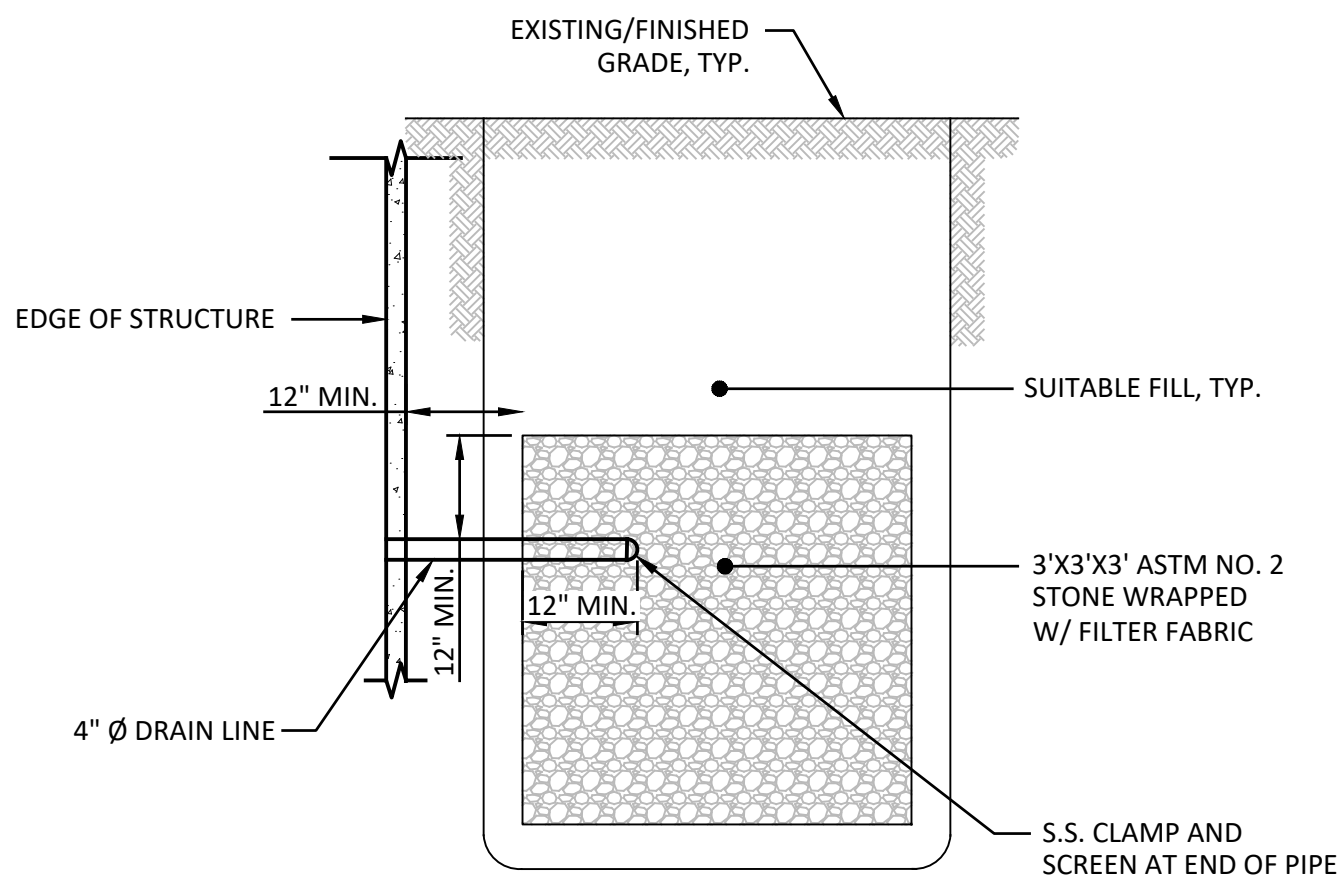
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Designed by: DCP
In charge of: MJC
Checked by: DCP



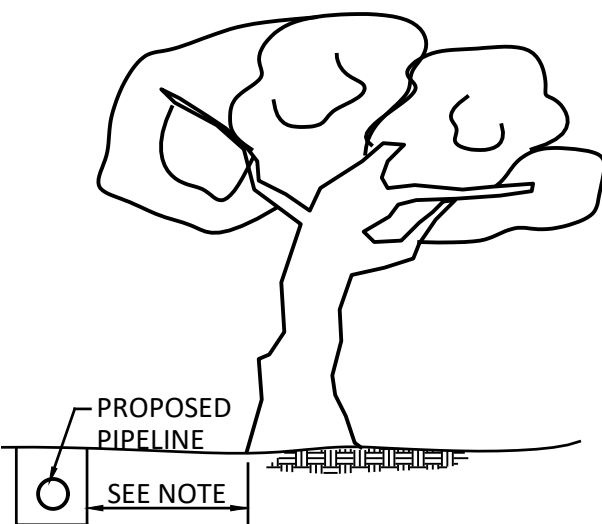
MASTER METER MANHOLE DETAIL

NOT TO SCALE



DRAIN DETAIL

NOT TO SCALE



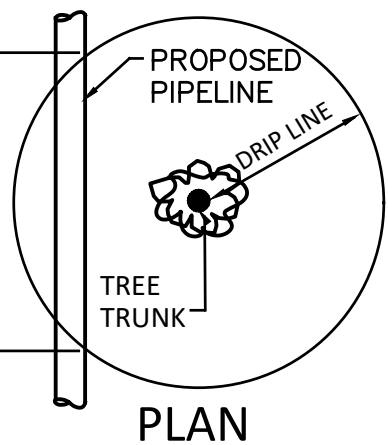
ELEVATION

NOTE:

BORE FOR TREES WHEN NEAREST EDGE OF TRENCH IS WITHIN THE DRIP LINE. THE DRIPLINE SHALL BE MEASURED OUTWARD FROM A TREE TRUNK AT DIAMETER BREAST HEIGHT (DBH). THE DRIPLINE SHALL BE DEFINED AS ONE FOOT OF RADIAL DISTANCE FOR EVERY ONE INCH OF TREE DBH, WITH A MINIMUM OF 5 FEET RADIAL DISTANCE REGARDLESS OF TRUNK DIAMETER.

TYPICAL TREE PROTECTION DETAIL

NOT TO SCALE



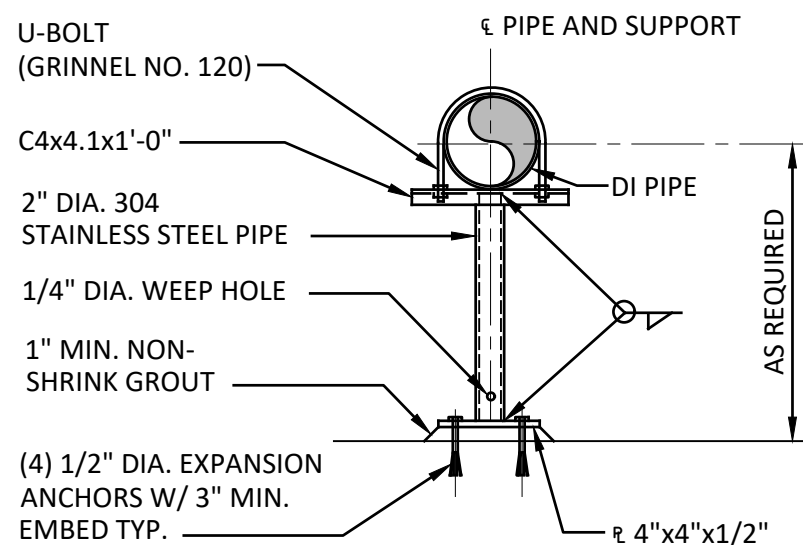
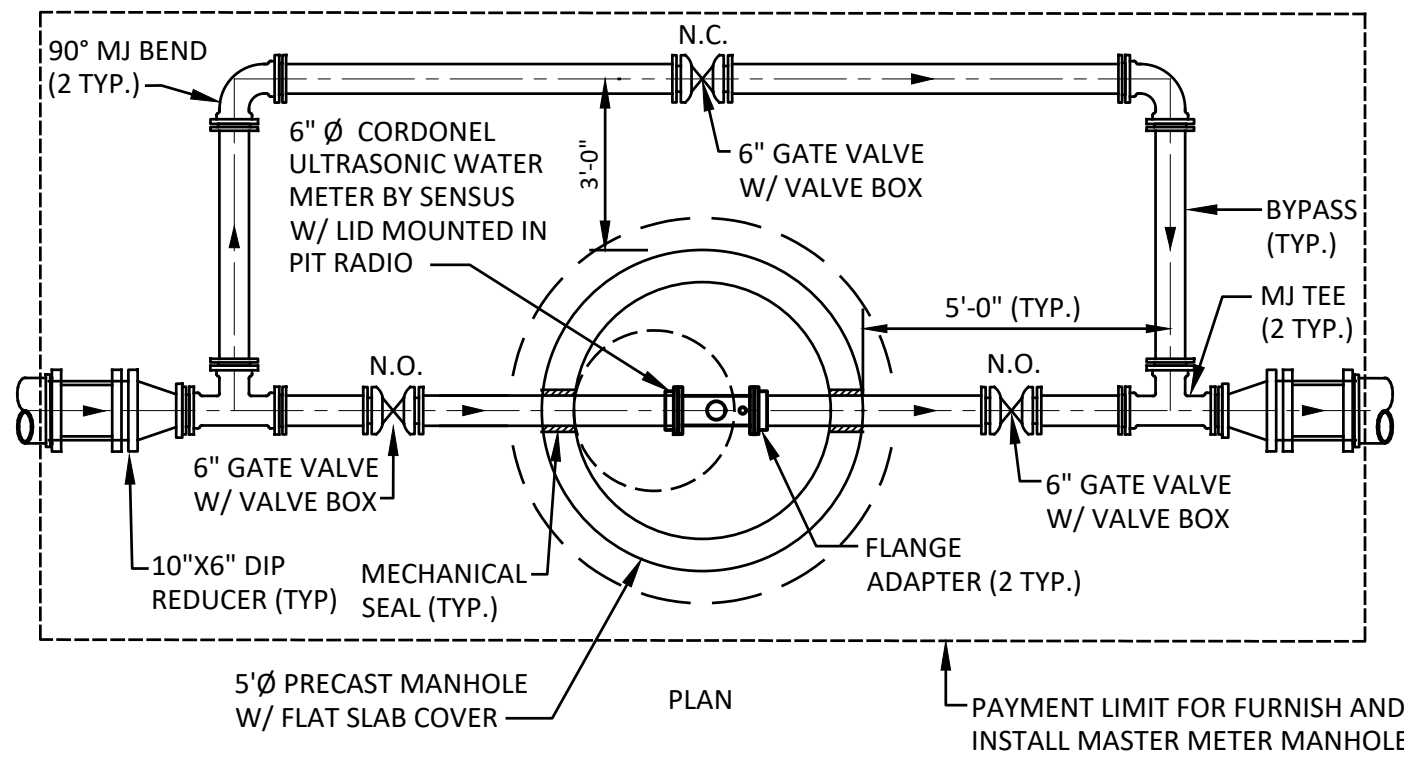
PLAN

NOTES:

- 10" OF 6" D.I. PIPE AND 6" GATE VALVE (TO BE FURNISHED BY THE CONTRACTOR) SHALL BE INCLUDED IN THE UNIT PRICE FOR HYDRANTS INSTALLED.
- CONCRETE THRUST BLOCKS SHALL BE REQUIRED.
- TIE RODS AND LUGS, MEGALUGS OR EQUAL MAY BE INSTALLED AS THE CONTRACTOR DEEMS NECESSARY FOR PROPER INSTALLATION WITH RESPECT TO THE CONDITIONS ENCOUNTERED. INSTALLING TIE RODS AND LUGS, MEGALUGS OR EQUAL DOES NOT ALLEVIATE CONTRACTORS RESPONSIBILITY TO INSTALL THRUST BLOCKS AND NO ADDITIONAL PAYMENT WILL BE MADE.
- WHERE THERE IS AN EXISTING DRAINAGE SWALE HAVING A DEPTH OF 18-INCHES OR GREATER, BETWEEN THE ROAD AND HYDRANT, THE CONTRACTOR SHALL INSTALL A 20-FOOT SECTION OF 12-INCH PIPE (MIN.) SICPP (SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE) WITH END SECTIONS IN THE EXISTING SWALE AND BACKFILL.
- ALL DUCTILE IRON PIPING FROM THE HYDRANT TEE, HYDRANT ELBOW AND HYDRANT BARREL SHALL BE POLYETHYLENE ENCASED.
- WEEP HOLE SHALL BE PLUGGED AND HYDRANT SHALL BE TAGGED AND PUMPED OUT AFTER USE IF GROUNDWATER IS ENCOUNTERED DURING INSTALLATION. IF THE WEEP HOLE IS PLUGGED, A BRASS TAG SHALL BE INSTALLED TO INDICATE THAT THE HYDRANT MUST BE PUMPED OUT AFTER USE.

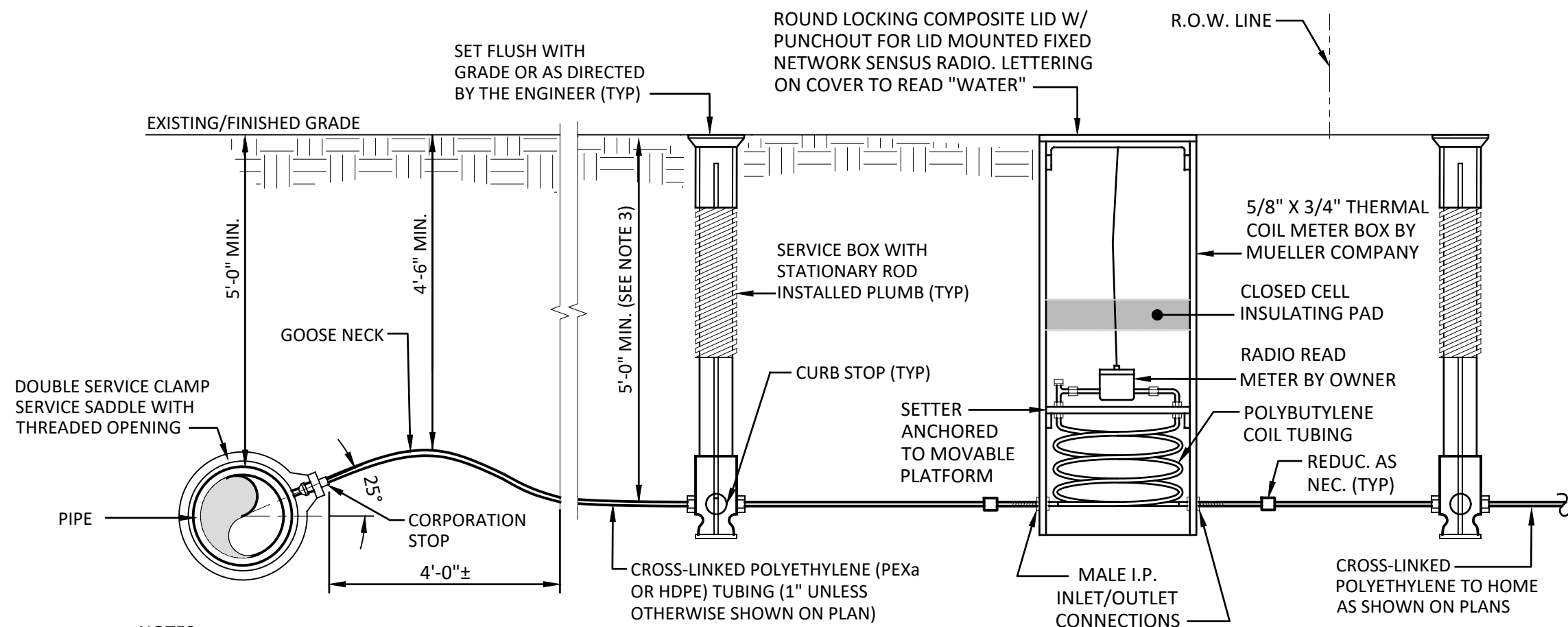
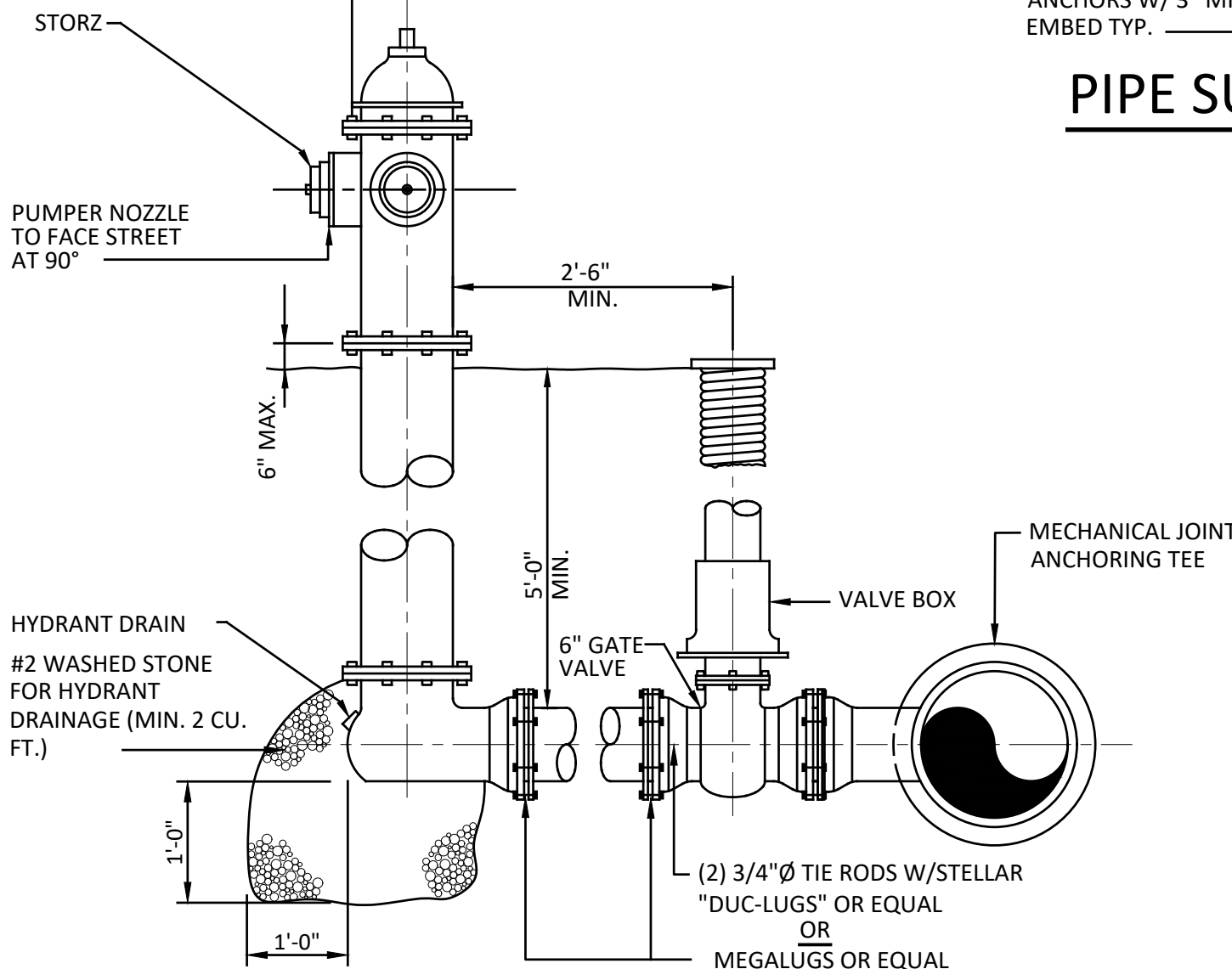
TYPICAL HYDRANT ASSEMBLY DETAIL

NOT TO SCALE



PIPE SUPPORT DETAIL

NOT TO SCALE

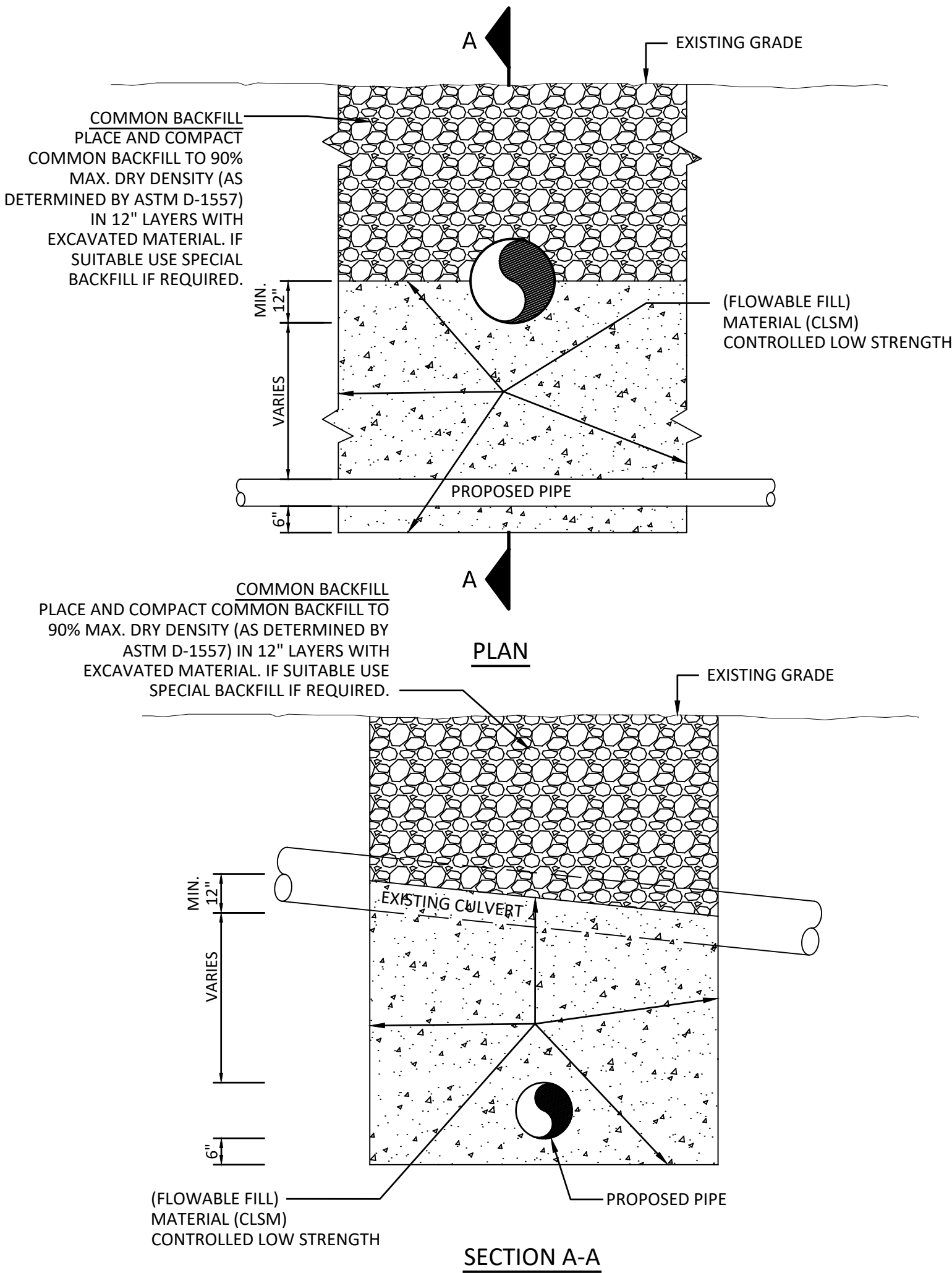


NOTES:

- WATER TUBING SHALL BE PAID FOR UNDER THE APPROPRIATE SIZE "FURNISH AND INSTALL WATER SERVICE TUBING" BID ITEMS.
- DOUBLE STRAP CLAMP WITH THREADED OPENING FOR SERVICES 1" OR LARGER.
- WHERE MINIMUM BURIAL OF 5 FEET CANNOT BE ACHIEVED AND AS DIRECTED BY ENGINEER, FURNISH AND INSTALL 4" (TWO 2" LAYERS) OF RIGID POLYSTYRENE FOAM INSULATION. MINIMUM 16" WIDE CENTERED ON SERVICE LATERAL, ALTERNATE SEAMS. MIN. BURIAL DEPTH WITH INSULATION SHALL BE 3 FEET.

WATER SERVICE CONNECTION DETAIL

NOT TO SCALE



NEW PIPE EXCAVATION UNDER CMP OR SICPP - EXISTING NYSDOT R.O.W. CULVERTS ONLY

NOT TO SCALE

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REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
MISCELLANEOUS DETAILS 3

JEFFERSON COUNTY, NEW YORK

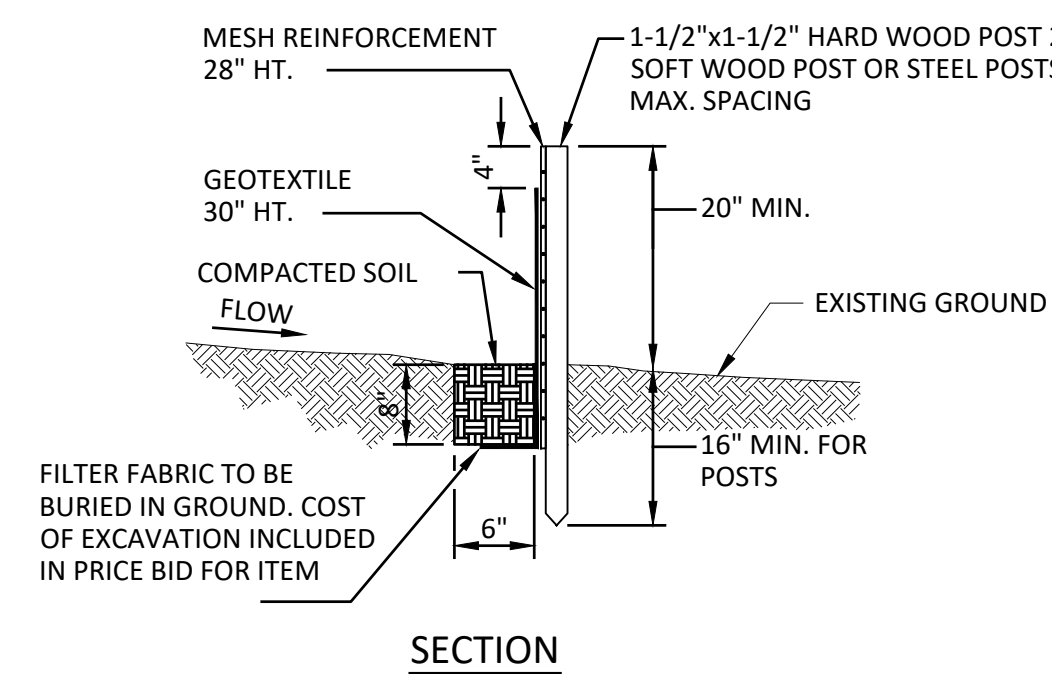
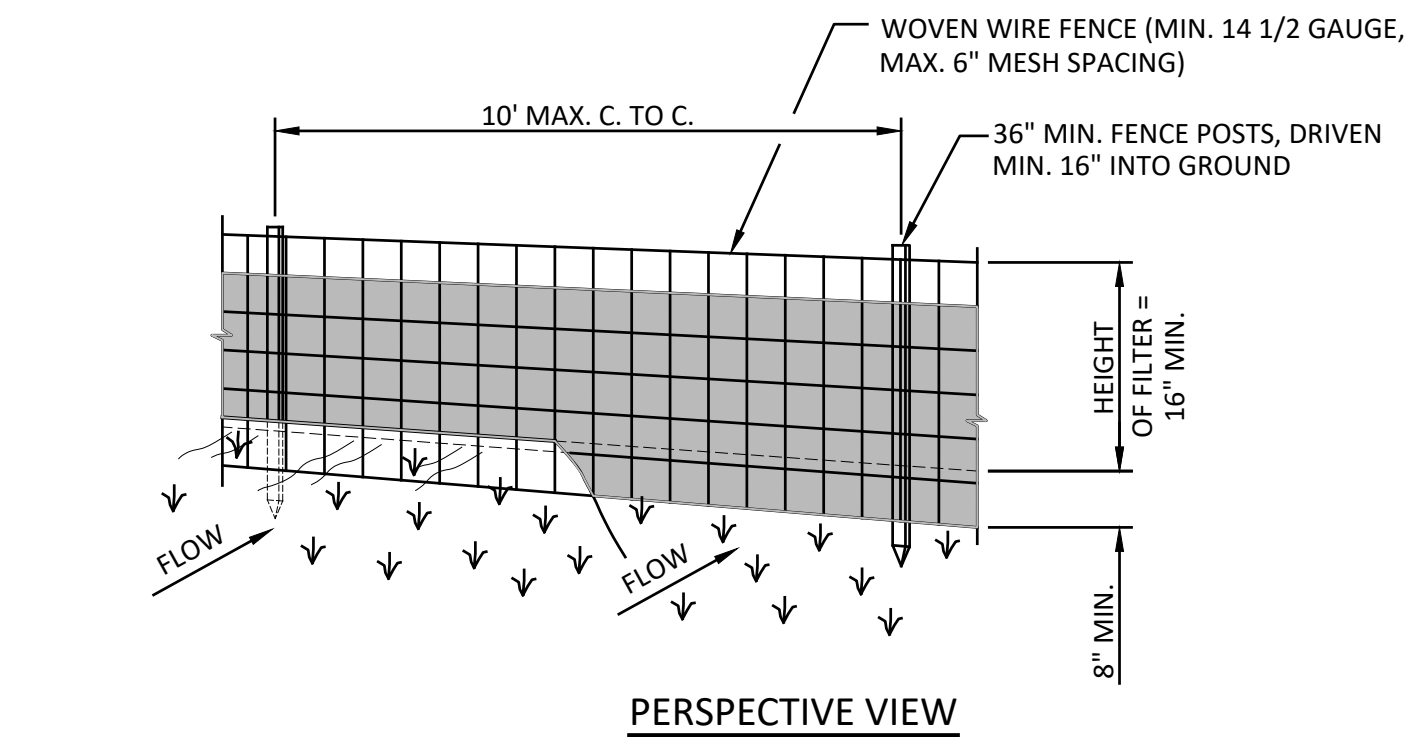
TOWN OF CAPE VINCENT

Barton & Loguidice, D.P.C.
120 Washington St., Suite 100
Watertown, NY 13601

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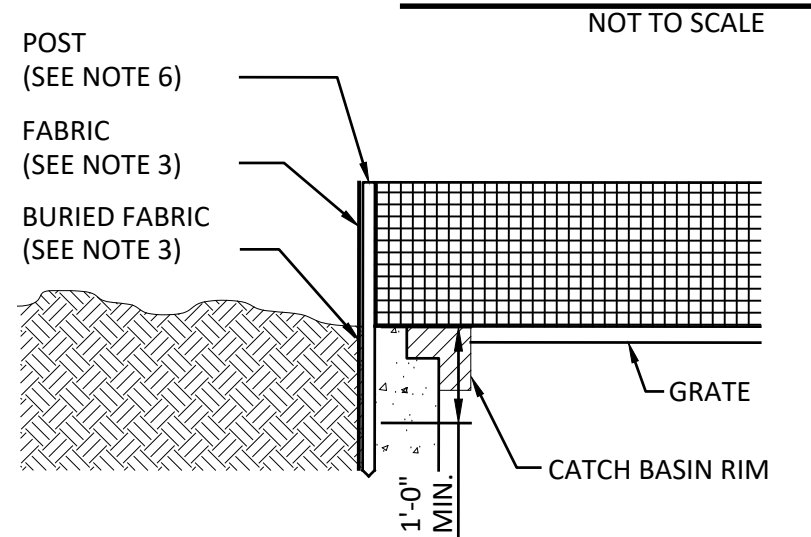
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Project Number: 2203.002.001



CONSTRUCTION NOTES FOR FABRICATED SILT FENCE

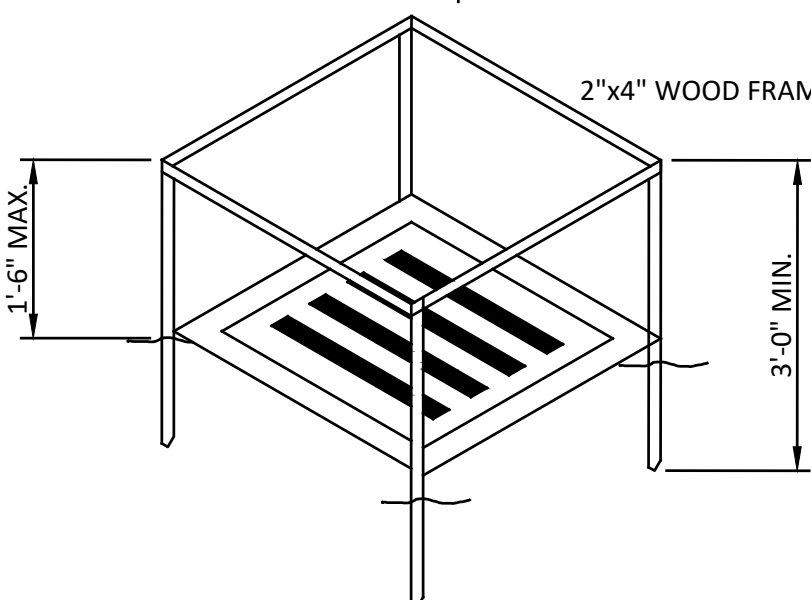
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|----|---|---------------------|---|
| 1. | WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. | POSTS: | STEEL EITHER "1" OR "1 1/2" TYPE OR 2" HARDWOOD |
| 2. | FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. | FENCE: | WOVEN WIRE, 14 1/2 GA. 6" MAX. MESH OPENING |
| 3. | WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. | FILTER CLOTH: | FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL |
| 4. | MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. | PREFABRICATED UNIT: | GEOFAB, ENVIROFENCE, OR APPROVED EQUAL |
| 5. | <u>SILT FENCE NOT TO BE USED IN NEW YORK STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY.</u> | | |

SILT FENCE DETAIL



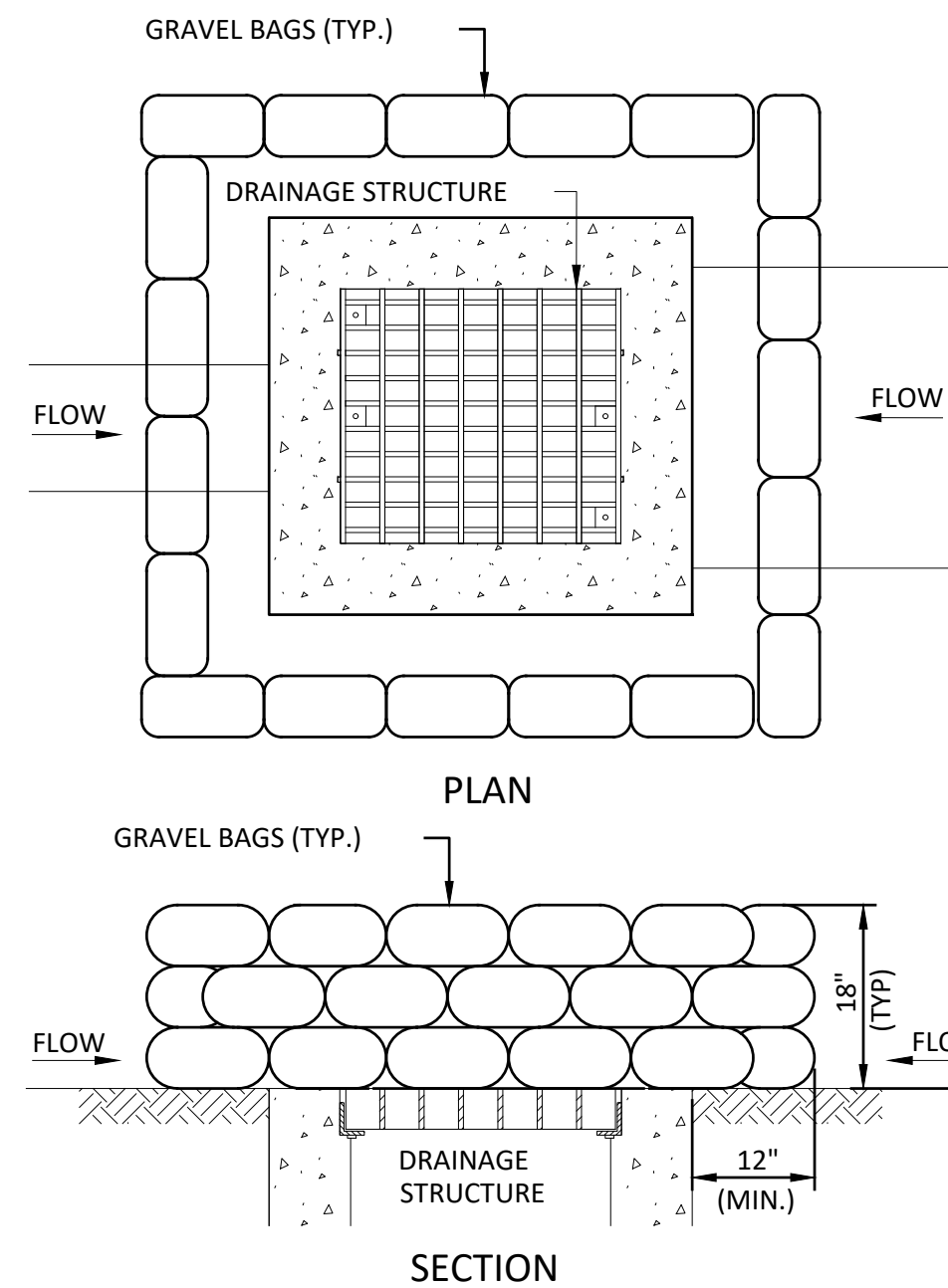
- NOTES:

1. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE REQUIRED, FABRIC SHALL BE OVERLAPPED TO THE NEXT STAKE.
2. SPACE STAKES EVENLY AROUND INLET 3 FEET APART AND DRIVE A MINIMUM 18 INCHES DEEP. SPANS GREATER THAN 3 FEET MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
3. FABRIC SHALL BE EMBEDDED 1 FOOT MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
4. A 2"x4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.
6. POSTS: STEEL "T" OR "U" TYPE OR 2" HARDWOOD;
FENCE: WOVEN WIRE, 1½" GAUGE, 6" MAX. MESH OPENING;
FILTER CLOTH: FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.



CATCH BASIN INLET PROTECTION (SILT FENCE) DETAIL

NOT TO SCALE



NOTES:

1. GRAVEL BAGS SHALL BE INDIVIDUALLY TIED, DOUBLE BAGGED AND INVERSELY INSERTED. GRAVEL BAGS SHALL LAP THE JOINTS BETWEEN THE BAGS IN THE LAYER BELOW. COST OF EXCAVATION FOR INSTALLATION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM.
2. GRAVEL BAGS ARE FILLED WITH CLEAN STONE RATHER THAN SAND TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM IF BAGS ARE DAMAGED DURING USE.
3. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT, SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.

CATCH BASIN INLET PROTECTION (GRAVEL BAG) DETAIL

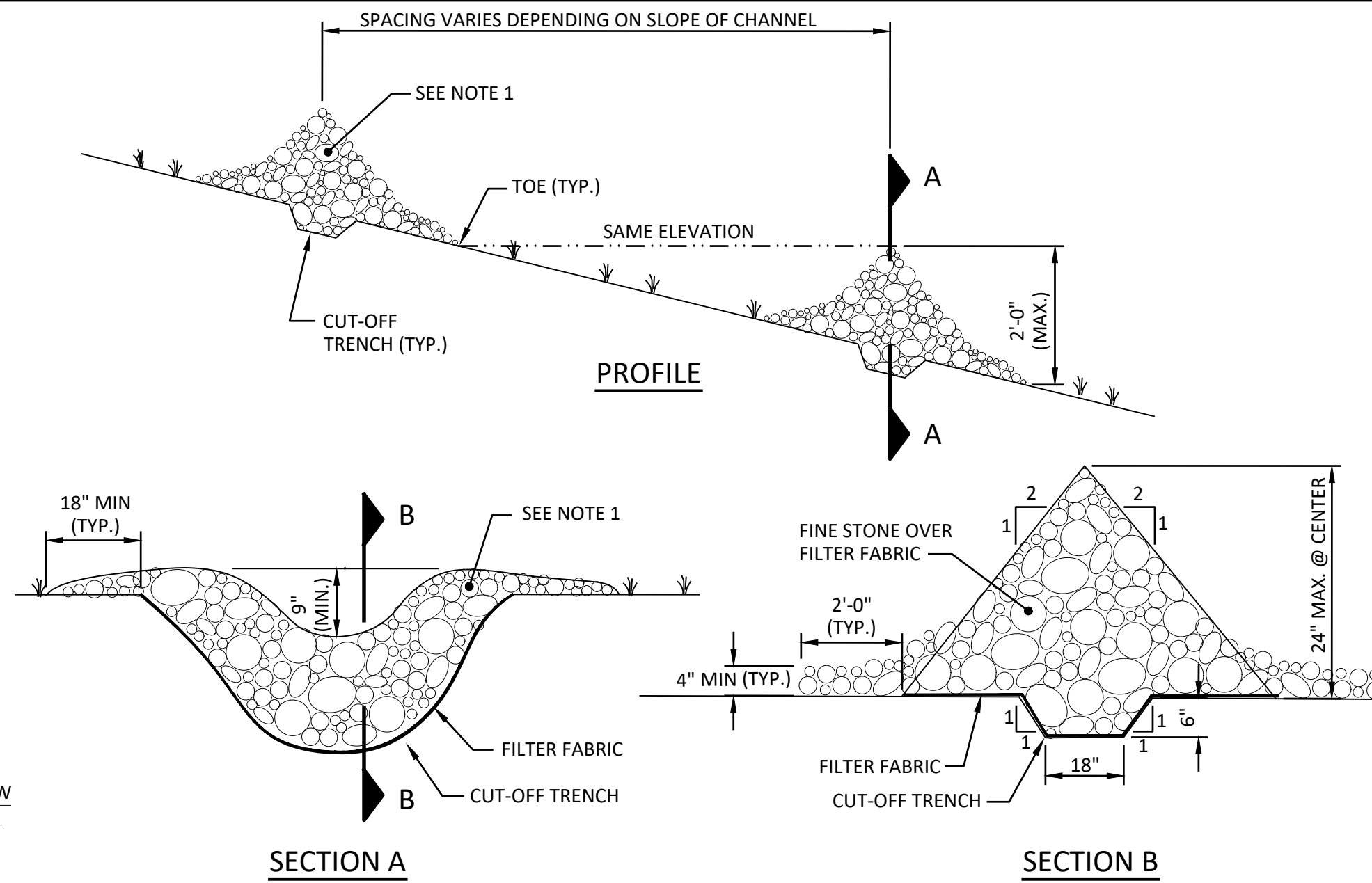
NOT TO SCALE

N.Y.S. DEPARTMENT OF
ENVIRONMENTAL CONSERVATION

THE CONTRACTOR SHALL COMPLY WITH ALL PROVISIONS OF THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION SECTION 401 BLANKET WATER QUALITY CERTIFICATION PERMIT, AND THE SPDES GENERAL PERMIT (GP-0-20-001) FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY. ANY PENALTIES OR VIOLATIONS FROM FAILURE TO FOLLOW THE SPDES PERMIT OR SWPPP SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

GENERAL NOTE

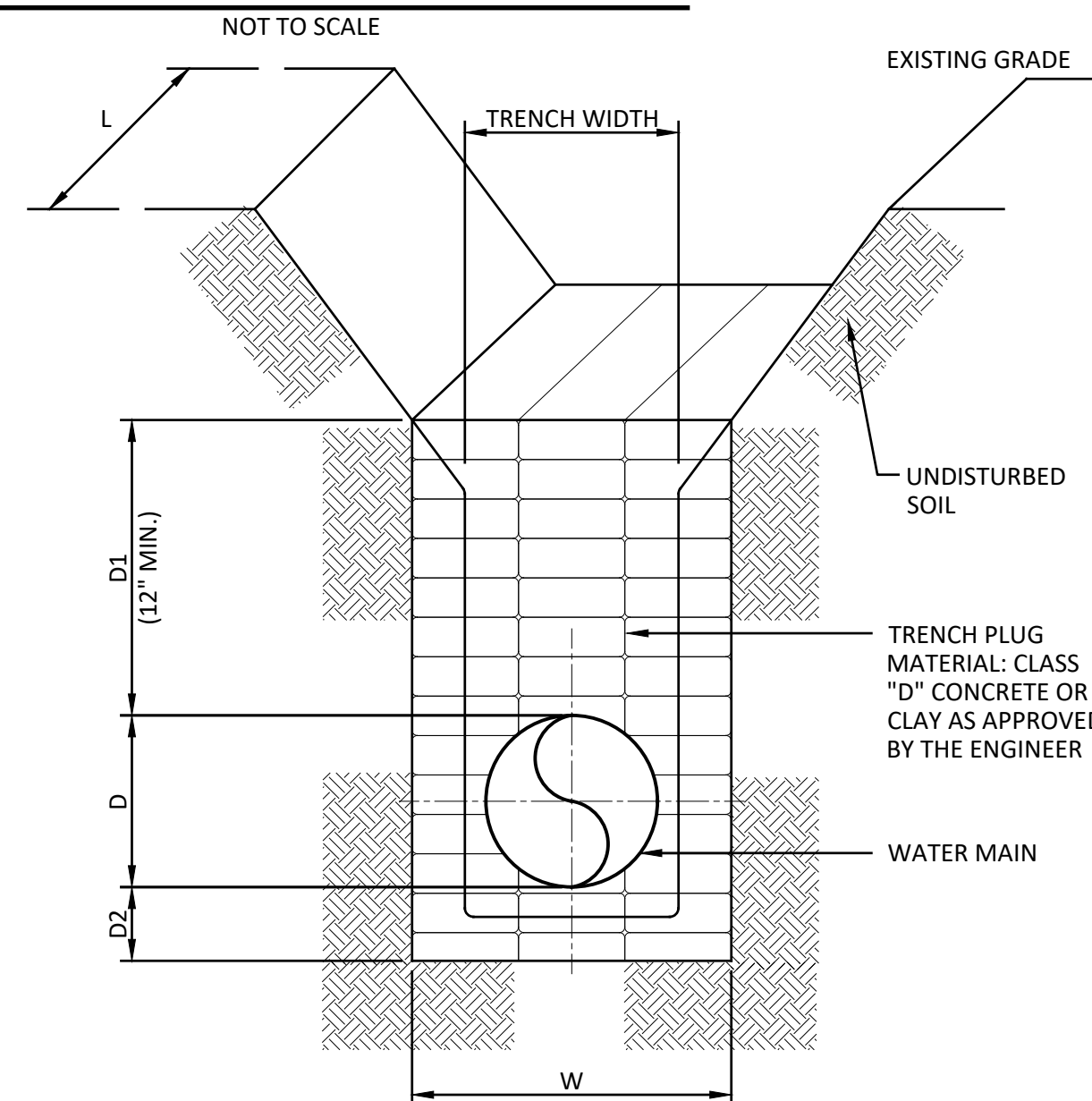
CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ADDITIONAL PRACTICES NOT INCLUDED IN THE SWPPP AS NECESSARY TO PREVENT WATER QUALITY VIOLATIONS.



CONSTRUCTION SPECIFICATIONS FOR STONE CHECK DAM

1. NYSDOT ITEM NO. 733.2101 STONE FILLING WILL BE REPLACED ON A FILTER FABRIC FOUNDATION 2' UPSTREAM AND DOWNSTREAM OF TOE TO A MINIMUM DEPTH OF 4".
2. SET SPACING OF CHECK DAMS SUCH THAT THE ELEVATIONS OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION OF THE TOE OF THE UPSTREAM DAM.
3. EXTEND THE STONE A MINIMUM OF 18" BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
4. PROTECT THE CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE AND LINER AS DIRECTED BY ENGINEER.
5. ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECTED TO DAMAGE OR BLOCKAGE FROM DISPLACED STONES.
6. MAXIMUM DRAINAGE AREA OF 2 ACRES.
7. PERIODIC INSPECTION AND MAINTENANCE (E.G. REPLACEMENT OF DISPLACED STONE) SHALL BE PROVIDED AFTER EACH RAIN.
8. DURING CONSTRUCTION, SEDIMENT SHALL BE REMOVED FROM THE CHECK DAMS WHEN IT HAS ACCUMULATED TO ONE-HALF THE DESIGN CAPACITY.

STONE CHECK DAM DETAIL



D = PIPE DIAMETER

D1 = HEIGHT OF LINING STONE ABOVE WATER MAIN 6" BELOW GRADE

D2 = DEPTH OF LINING STONE BELOW WATER MAIN +4 INCHES

W = TRENCH WIDTH + 24 INCHES MINIMUM (MINIMUM 12" WIDER THAN LINING STONE EACH SIDE OF WATER MAIN).

L = BLOCK 18 TO 24 INCHES

NOTE:

MANUFACTURED ANTI-SEEP COLLARS MAY BE USED IN LIEU OF CONCRETE OR CLAY TRENCH PLUG MATERIAL, AS APPROVED BY ENGINEER.

TRENCH BLOCK DETAIL

NOT TO SCALE

NOTES:

1. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF ANY STREAMS OR WATERWAYS BY SILT, SEDIMENTS, FUEL SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE LEACHATE OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES.
2. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE SHALL BE ALLOWED TO ESCAPE INTO ANY WATER, NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ENTER ANY WATERS.
3. ANY DEBRIS OR EXCESS MATERIALS FROM CONSTRUCTION SHALL BE IMMEDIATELY AND COMPLETELY REMOVED FROM THE BED OF AND BANKS OF ALL WATER AREAS TO APPROPRIATE UPLAND AREAS FOR DISPOSAL.
4. ALL DREDGED AND EXCAVATED MATERIAL SHALL BE DISPOSED OF ON AN UPLAND SITE AND BE SUITABLY STABILIZED SO THAT IT CANNOT REASONABLY RE-ENTER ANY BODY OF WATER OR WETLAND.
5. INSPECTION, PERIODIC CLEANING AND MAINTENANCE OF TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE CONDUCTED AT LEAST ONCE PER 7 CALENDAR DAYS.
6. ALL CONTROLS SHALL BE PLACED PRIOR TO STARTING EARTHWORK OPERATIONS AND SHALL REMAIN IN PLACE UNTIL THE NEW SLOPES ARE STABILIZED WITH SEEDING AND/OR SLOPE PROTECTION AND A.O.B.E.
7. FILTER FABRIC SHALL SATISFY THE REQUIREMENTS OF SECTION 207-11 OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
8. HEAVY EQUIPMENT SHALL NOT BE DRIVEN IN THE WATER.
9. SILT FENCE SHALL NOT BE USED IN AREAS OF CONCENTRATED FLOW. STONE CHECK DAMS MAY BE INSTALLED IN THESE AREAS OF A.O.B.E.
10. ALL AREAS OF SOIL DISTURBANCES RESULTING FROM THIS PROJECT SHALL BE SEEDDED WITH AN APPROPRIATE PERENNIAL GRASS SEED AND MULCHED WITH HAY OR STRAW WITHIN ONE WEEK OF FINAL GRADING. MULCH SHALL BE MAINTAINED UNTIL A SUITABLE COVER IS ESTABLISHED.
11. IN THE EVENT A DEWATERING OPERATION BECOMES NECESSARY, A SETTLEMENT BASIN WILL BE REQUIRED UNLESS THE PUMP DISCHARGE IS AS CLEAN AND FREE OF SEDIMENT AS THE FLOWING STREAM. ALL EFFORTS SHALL BE COORDINATED THRU THE ENGINEER AND THE NYSDEC REGIONAL PERMIT ADMINISTRATOR. DELAYS OR EXTRA COSTS ASSOCIATED WITH SECURING APPROVALS, OR ADDITIONAL PERMITS, FOR DEWATERING OPERATIONS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
12. NO DISCHARGE OF TEMPORARY FILL MATERIAL INTO THE WATERWAY IS PERMITTED. SHOULD THE CONTRACTOR WISH TO CONSTRUCT A TEMPORARY ACCESS OR CAUSEWAY IN THE WATER TO FACILITATE REMOVALS OR NEW CONSTRUCTION, ADDITIONAL PERMITS FROM THE U.S. ARMY CORPS OF ENGINEERS AND N.Y.S. DEPT. OF ENVIRONMENTAL CONSERVATION MAY BE REQUIRED. ALL EFFORTS SHALL BE COORDINATED THRU THE ENGINEER AND THE NYSDEC REGIONAL PERMIT ADMINISTRATOR. DELAYS OR EXTRA COSTS ASSOCIATED WITH SECURING APPROVALS, OR ADDITIONAL PERMITS, FOR THE PLACEMENT OF THE TEMPORARY FILLS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
13. SAND BAGS APPROVED FOR USE SHALL BE OF A REINFORCED GEOTEXTILE TYPE WITH TIES. NO BURLAP BAGS SHALL BE USED. SAND OR GRAVEL MAY BE USED AS THE FILL MATERIAL WITH THIS TYPE OF BAG IF MATERIAL IS DOUBLE BAGGED AND INDIVIDUALLY TIED TO PREVENT LEAKAGE. GRAVEL MATERIAL USED TO FILL THE BAGS SHALL MEET THE SIZE DESIGNATION #1 OF TABLE 703-4 OF THE STANDARD NYSDOT SPECIFICATION.
14. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED, MAINTAINED, AND INSPECTED IN ACCORDANCE WITH THE SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THIS PROJECT.
15. THE COST OF INSTALLING, CLEANING, AND REMOVING TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE INCLUDED UNDER THE FURNISH AND INSTALL WATER MAIN, HIGHWAY CROSSING AND STREAM CROSSING BID ITEMS. NO SEPARATE PAYMENT SHALL BE MADE FOR WORK ON THIS SHEET.
16. IN AREAS WHERE TRENCH MUST BE CONSTRUCTED ADJACENT TO A WETLAND, WATER COURSE, OR DRAINAGE CONVEYANCE, STOCK PILES AND OPEN SOIL AREAS SHALL BE SEPARATED FROM THE ABOVE DRAINAGE FEATURES BY A ROW OF SILT FENCE. WHERE TRENCHES ARE LOCATED WITHIN AN UNREGULATED (NON-JURISDICTIONAL) DRAINAGE DITCH, STONE CHECK DAMS SHALL BE INSTALLED TO CONTROL EROSION.
17. ROLLED EROSION CONTROL PRODUCT INSTALLATION SHALL FOLLOW NORTH AMERICAN GREEN, OR APPROVED EQUAL, PRODUCT INSTALLATION SPECIFICATIONS FOR SLOPE OR CHANNEL INSTALLS.
18. DUST CONTROL MEASURES SHALL BE USED ON CONSTRUCTION ROADS, ACCESS POINTS, AND OTHER DISTURBED AREAS. VEGETATION SHOULD BE LEFT WHERE PRACTICAL, AND TEMPORARY OR PERMANENT STABILIZATION MEASURES SHALL BE INSTALLED. NON-GRAVEL DRIVING AREAS SHALL BE SPRAYED WITH WATER UNTIL WET, OR GEOTEXTILE OR STONE MAY BE PLACED ON THE DRIVING SURFACE TO REDUCE DUST.
19. CARE SHALL BE TAKEN TO RETAIN VEGETATION AND PREVENT DAMAGE TO TREES AND ORNAMENTAL PLANT MATERIAL WITHIN AND OUTSIDE THE LIMITS OF CONSTRUCTION, AND NOT SCHEDULED FOR REMOVAL. ANY DAMAGE CAUSED TO THIS VEGETATION SHALL BE RESTORED AT THE EXPENSE OF THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
20. INSTALL CATCH BASIN INLET PROTECTION AROUND ALL BASINS THAT RECEIVE DRAINAGE.

U.S. ARMY CORPS OF ENGINEERS

1. SECTION 404 OF THE CLEAN WATER ACT (33 U.S.C. 1344) PROHIBITS THE DISCHARGE OF DREDGED OR FILL MATERIALS INTO THE WATERS OF THE UNITED STATES WITHOUT A PERMIT FROM THE U.S. ARMY CORPS OF ENGINEERS. THE CONTRACTOR SHALL COMPLY WITH ALL PROVISIONS OF U.S. ARMY CORPS OF ENGINEERS' SECTION 404 NATIONWIDE PERMIT(S).

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW, ARTICLE 145 §7209(2) SPECIAL PROVISIONS, FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING PROFESSIONAL SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION
**EROSION AND SEDIMENT
CONTROL DETAILS 1**

TOWN OF CAPE VINCENT

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601



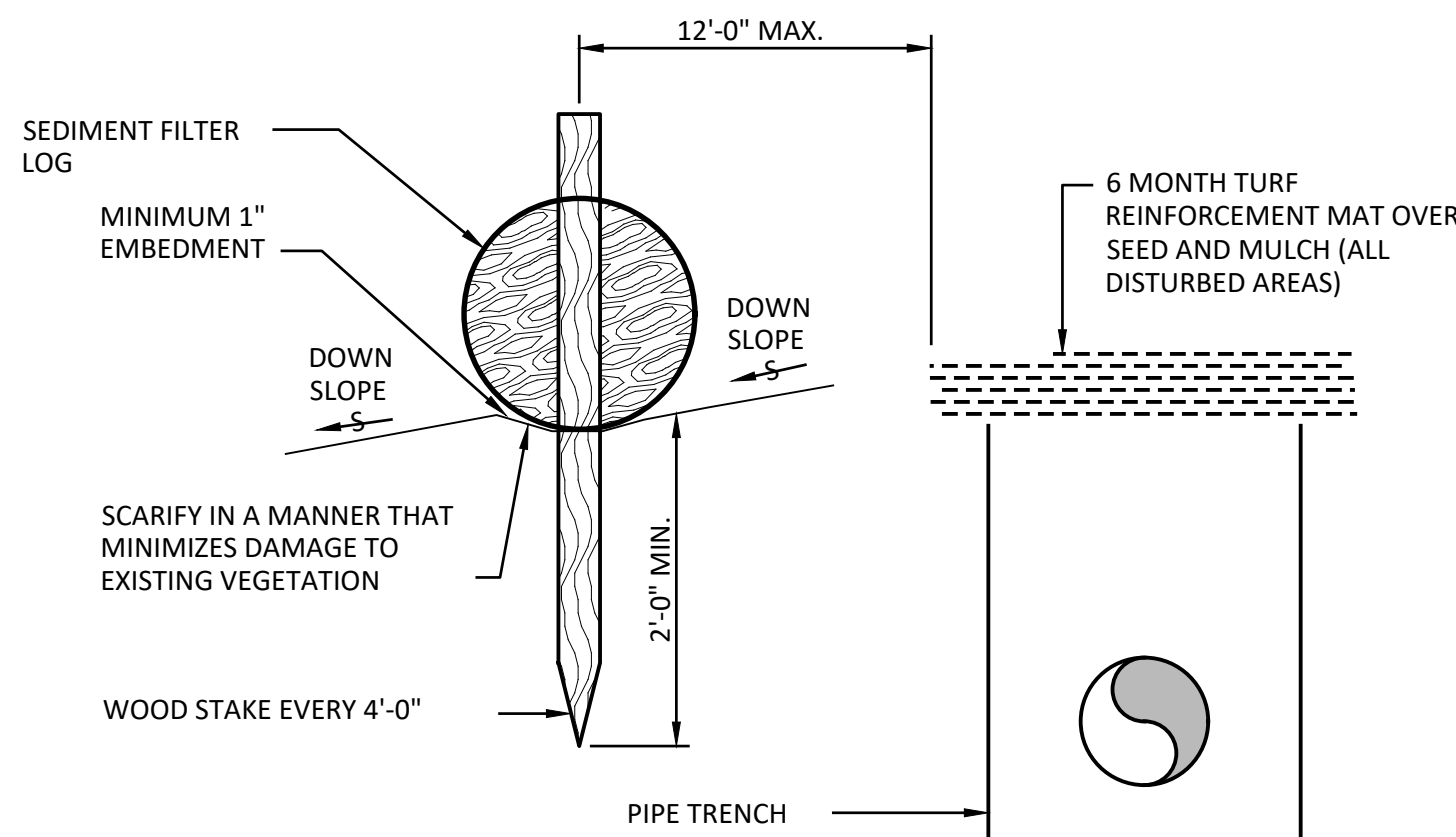
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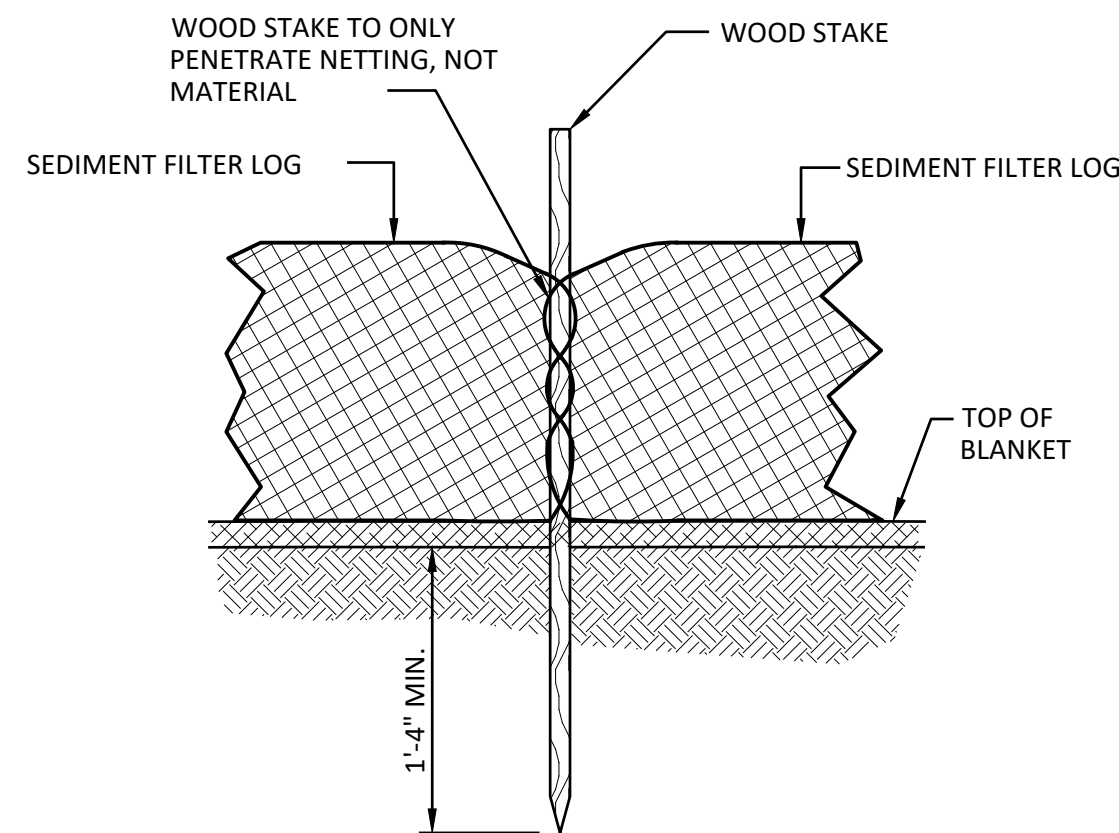
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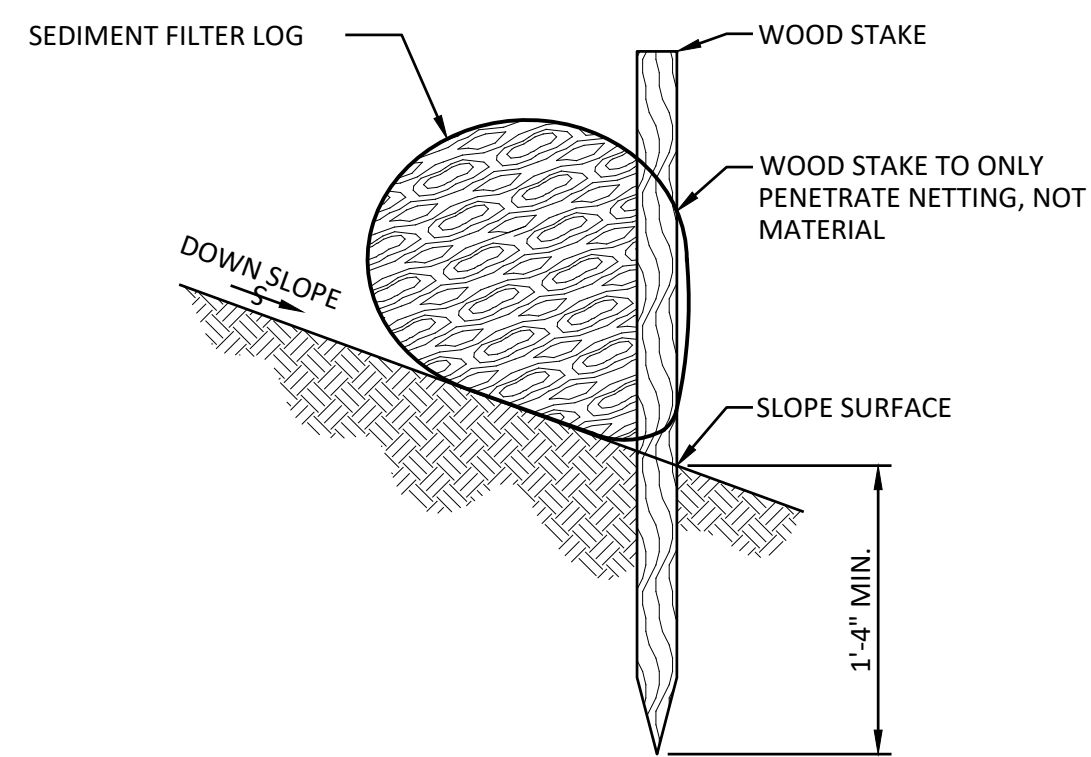
TEMPORARY SEDIMENT FILTER LOG

DETAIL

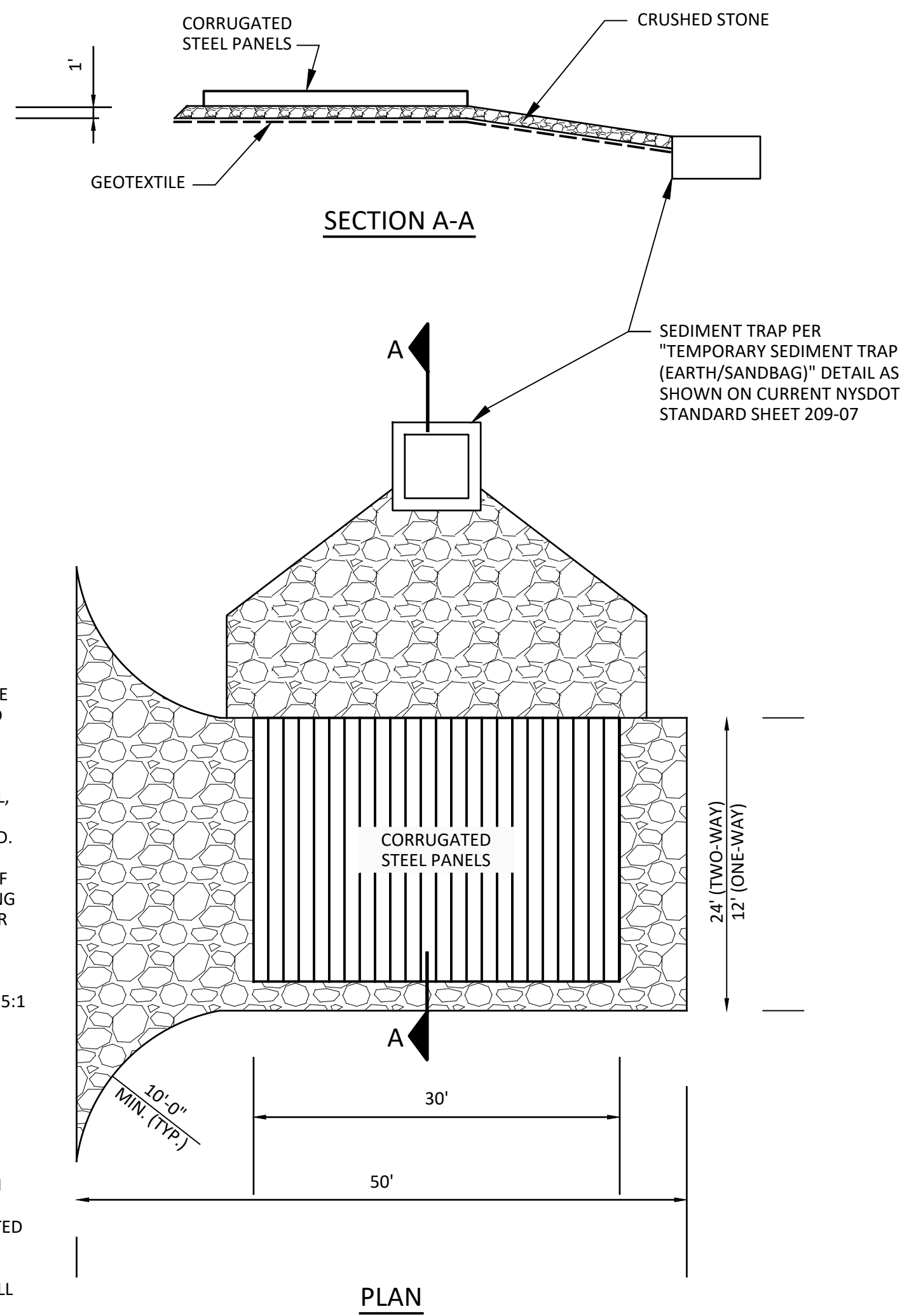
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SEDIMENT FILTER LOG STAKE
FRONT ELEVATION
NOT TO SCALE



SEDIMENT FILTER LOG STAKE SECTION (ON
BARE SOIL)
NOT TO SCALE



- NOTES:

1. MODIFICATIONS MAY BE REQUIRED TO MEET FIELD CONDITIONS.
2. A 30 FT. WASH AREA SHALL BE PROVIDED. ADDITIONAL GRADING MAY BE REQUIRED TO PROVIDE WASHING AREAS.
3. PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS.
4. ALTERNATIVE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS CONSTRUCTION ENTRANCES MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
5. ALL WORK TO CONSTRUCT THE STABILIZED ENTRANCE, INCLUDING GRADING, DRAINAGE PIPE, EXCAVATION, FILL, GEOTEXTILE, CRUSHED STONE, GRAVEL, CORRUGATED STEEL PANELS SHALL BE INCLUDED IN THE UNIT PRICE BID.
6. GEOTEXTILE SHALL BE PLACED OVER THE ENTIRE AREA OF STABILIZED CONSTRUCTION ENTRANCE PRIOR TO PLACING STONE. STONE SHALL BE 3" DIAMETER OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
7. ALL SURFACE WATER SHALL BE DIVERTED AWAY FROM CONSTRUCTION ENTRANCE. A MOUNTABLE BERM WITH 5:1 SLOPE IS PERMITTED.
8. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT OF WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT OF WAY MUST BE REMOVED IMMEDIATELY.
9. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA WITH STONE AND WHICH DRAINS ONTO AN APPROVED SEDIMENT TRAPPING DEVICE (OR CORRUGATED STEEL PANELS).
10. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE DONE REGULARLY AND FOLLOWING EACH RAINFALL.

STABILIZED CONSTRUCTION ENTRANCE/EXIT AND TIRE WASHING STATION

- SEDIMENT FILTER LOG APPLICATION NOTES:

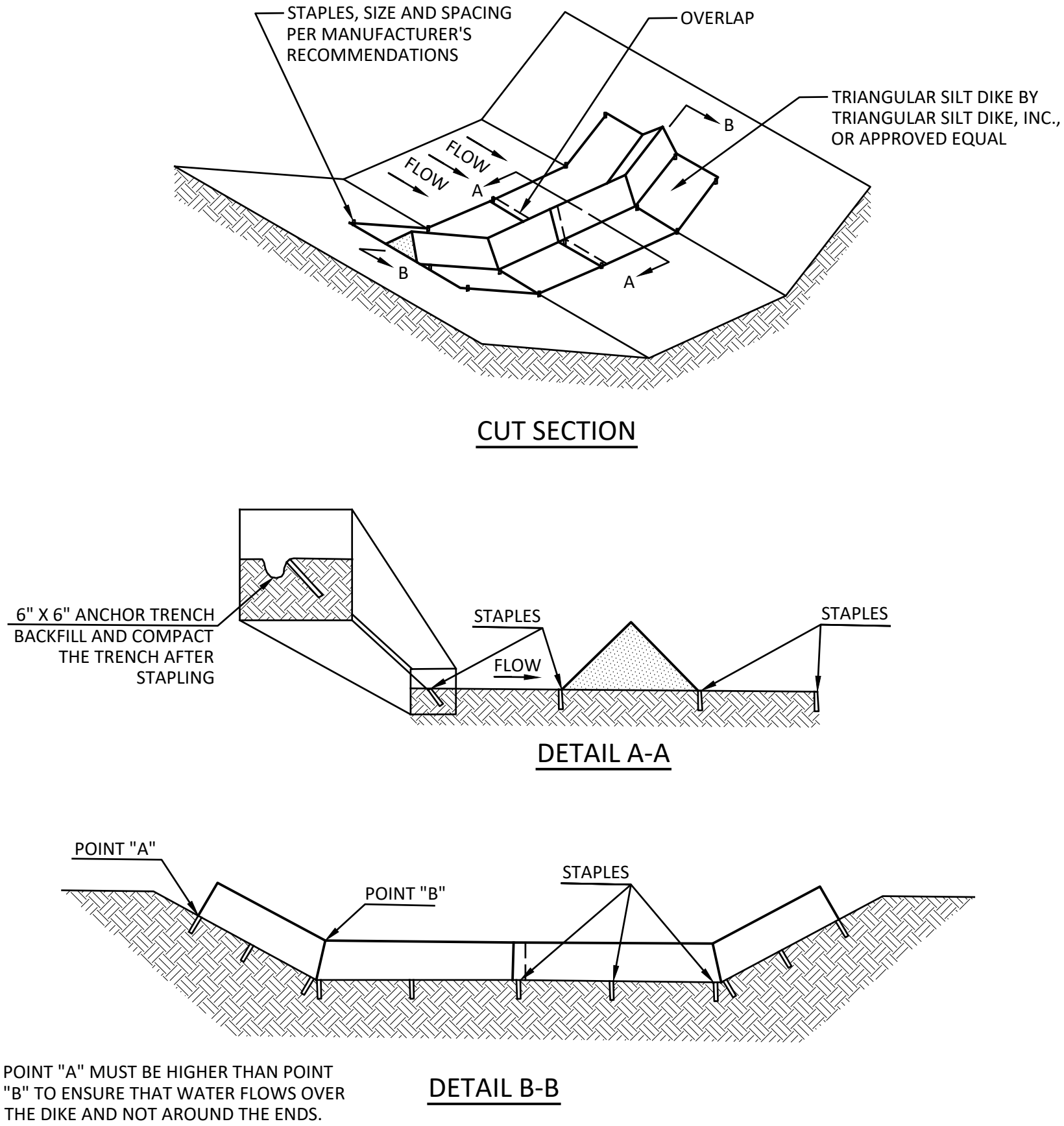
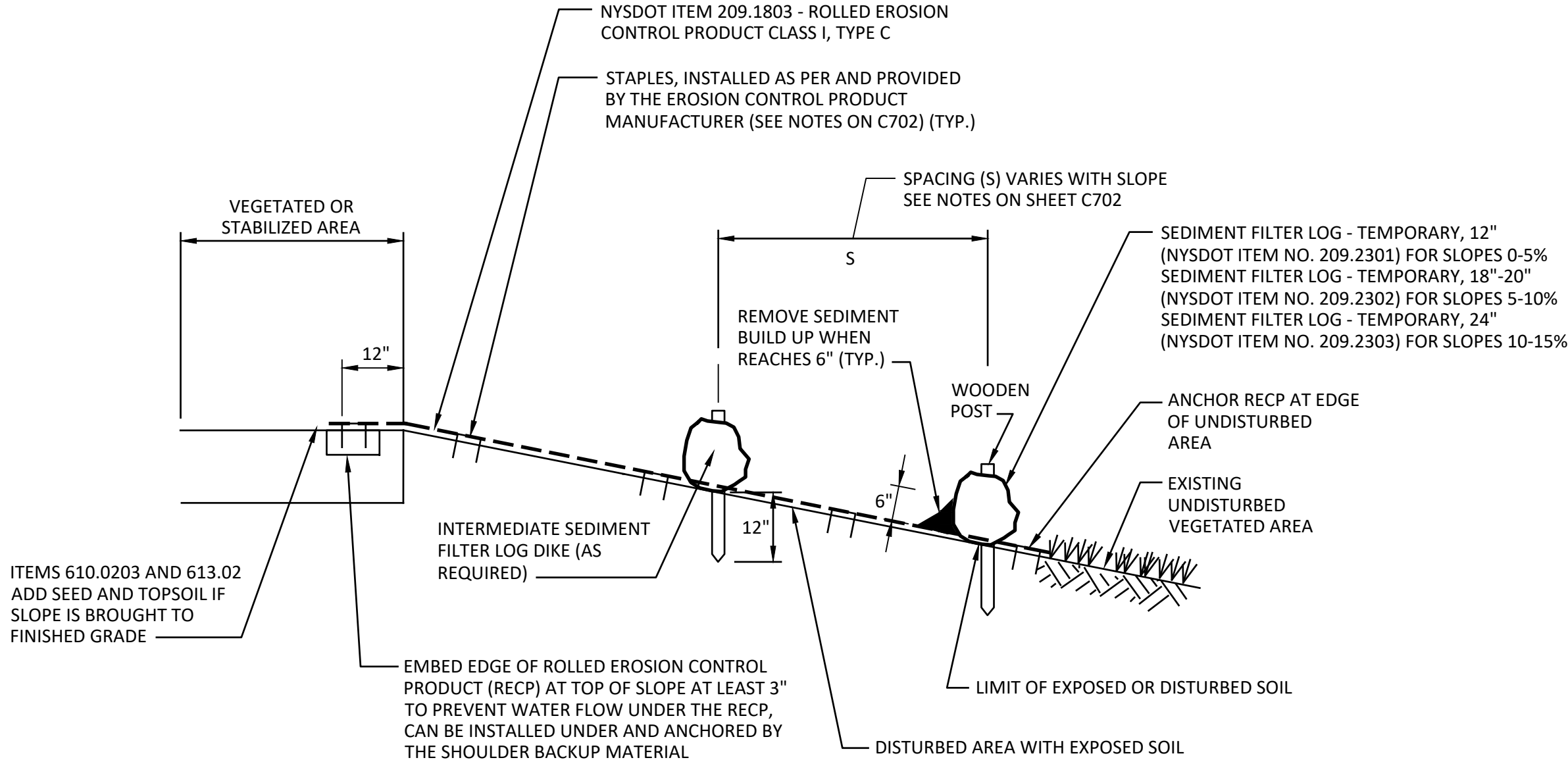
- A. THE PRIMARY PURPOSE OF A SEDIMENT FILTER LOG IS TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENT. VELOCITY IS REDUCED, WATER IS IMPOUNDED BEHIND THE MEASURE, AND SEDIMENT FALLS OUT OF SUSPENSION. SEDIMENT FILTER LOGS MAY BE USED INTERCHANGEABLY WITH SILT FENCING OUTSIDE OF THE NYSDOT R.O.W.
- B. SEDIMENT FILTER LOGS CAN BE USED IN SENSITIVE AREAS WHERE CONTROL OF WEEDS AND INVASIVE PLANT SPECIES IS DESIRED.
- C. SEDIMENT FILTER LOGS SHALL BE INSTALLED ON A LINE OF EQUAL ELEVATION (CONTOUR). THEY MAY BE INSTALLED AT INTERMEDIATE PINTS UP SLOPES AS WELL AS AT THE BOTTOM, AS SHOWN IN THE DETAIL. THE ENDS SHALL CURVE UP SLIGHTLY (6") TO IMPOUND RUNOFF.
- D. SEDIMENT FILTER LOGS SHALL NOT BE USED IN OR ACROSS A FLOWING NATURAL CHANNEL.
- E. SEDIMENT FILTER LOGS ARE NOT TO BE INSTALLED SO THAT RUNOFF WILL FLOW ALONG THE FIBER ROLL IN A CONCENTRATED MANNER.

SEDIMENT FILTER LOGS GENERAL NOTES:

1. SEDIMENT FILTER LOGS SHALL BE PLACED A MINIMUM OF 2 FEET FROM TOE OF SLOPE, (5 FEET PREFERRED), TO PROVIDE ADEQUATE AREA FOR SEDIMENT STORAGE AND TO FACILITATE MAINTENANCE OF THE SEDIMENT CONTAINMENT AREA.
2. POSTS MAY BE 1.5" X 1.5" (MINIMUM) HARDWOOD, 1.5" X 3.5" (MINIMUM) SOFTWOOD, OR 2KG/M (MIN) STEEL. SPACING SHALL BE 36" (MAXIMUM) BETWEEN STAKES.
3. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS, AFTER EACH RAINFALL OF 0.5" OR MORE WITHIN A 12 HOUR PERIOD, OR DAILY DURING PROLONGED RAINFALL. MEASURES SHALL BE CLEANED AND REPAIRED AS REQUIRED.
4. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
5. DRAINAGE AREAS:
MAXIMUM DRAINAGE AREA TRIBUTARY TO 100' OF SEDIMENT FILTER LOG SHALL BE 0.5 ACRE

EROSION AND SEDIMENT CONTROL ON SLOPES FOR ALL DISTURBED AREAS
TEMPORARY OR PERMANENT INCLUDING NYSDOT R.O.W.

NOT TO SCALE



TRIANGULAR SILT DIKE DETAIL

NOT TO SCALE

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REVISIONS	

TOWN OF CAPE VINCENT
WATER DISTRICT NO. 7
CONTRACT 1 - GENERAL CONSTRUCTION

EROSION AND SEDIMENT CONTROL DETAILS 3

TOWN OF CAPE VINCENT
JEFFERSON COUNTY, NEW YORK

Barton & Loguidice, D.P.C.
120 Washington St, Suite 100
Watertown, NY 13601

Matthew John Codrington
080486
PROFESSIONAL ENGINEER

Date
JUNE 2026

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Project Number
2203.002.001

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USC May 01, 2024

GENERAL NOTES

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

ACTIVITY AREA

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

SIGNS

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

LANE WIDTHS

1. UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'. THE MINIMUM LANE WIDTH FOR ALL OTHER TYPES OF ROADWAYS IS 10'.
2. A WRITTEN NOTE SHALL BE PROVIDED TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.
3. IF THE WORK ZONE AFFECTS PEDESTRIANS, A MINIMUM PEDESTRIAN PATHWAY WIDTH OF 5 FEET SHALL BE MAINTAINED UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
4. TEMPORARY BICYCLE ACCOMMODATIONS SHALL NOT BE LESS THAN WHAT CURRENTLY EXISTS UNLESS AUTHORIZED BY THE ENGINEER.

PROTECTIVE VEHICLES

1. PROTECTIVE VEHICLES ARE DIVIDED INTO 2 CATEGORIES BASED ON THE GROSS VEHICLE WEIGHT (GVW):
 - PROTECTIVE VEHICLE LIGHT (PVL) SHALL HAVE A MINIMUM GVW OF 9,500 LBS. OR GREATER.
 - PROTECTIVE VEHICLE HEAVY (PVH) SHALL HAVE A MINIMUM GVW OF 22,000 LBS. OR GREATER.
2. IF THE PROTECTIVE VEHICLE ENCLOSED INTO THE TRAVEL LANE, OR IF IT REMAINS ENTIRELY ON THE SHOULDER OF ANY HIGH SPEED ROAD (45 MPH), IT SHALL BE EQUIPPED WITH A DEPLOYED TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR (TMIA, SEE TABLE 011-01 ON SHEET 619-011). BALLAST MAY BE USED TO BRING A LIGHTER VEHICLE UP TO THE INDICATED WEIGHT PROVIDED THE BALLAST IS SECURELY CONTAINED WITHIN AN ENCLOSED BODY OR OTHERWISE SECURELY FASTENED TO THE VEHICLE PURSUANT TO FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA) CARGO SECUREMENT RULES, SUCH THAT:
 - THE BALLAST WILL NOT SEPARATE FROM THE VEHICLE UPON IMPACT AND
 - THE BALLAST WEIGHT WILL NOT EXCEED THE MANUFACTURER'S GROSS VEHICLE WEIGHT RATING (GVWR).
 - TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.
3. WHEN A PROTECTIVE VEHICLE(S) IS USED BETWEEN THE WORK VEHICLE (CREW) OR HAZARD AND THE TRAFFIC IN A MOVING OPERATION IT IS REFERRED TO AS A SHADOW VEHICLE(S).
4. WHEN A PROTECTIVE VEHICLE(S) IS USED BETWEEN THE WORK VEHICLE (CREW) OR HAZARD AND THE TRAFFIC IN A STATIONARY OPERATION IT IS REFERRED TO AS A BARRIER VEHICLE(S).
5. WHEN A PROTECTIVE VEHICLE IS USED IN ADVANCE OF EITHER MOVING OR STATIONARY OPERATIONS TO DISPLAY SIGN MESSAGES IT IS REFERRED TO AS AN ADVANCE WARNING VEHICLE. WHEN SIGNS ARE MOUNTED ON AN ADVANCED WARNING VEHICLE, THEY SHALL NOT OBSTRUCT VISIBILITY OF ANY LIGHTS (TAILLIGHTS OR WARNING LIGHTS), OR SIDE-VIEW MIRRORS ON THE VEHICLE, OR TRUCK MOUNTED ARROW BOARDS.
6. IN A MOVING OPERATION OR A STATIONARY OPERATION THAT OCCUPIES A LOCATION FOR UP TO 1 HOUR, THE OPERATOR SHALL REMAIN IN THE PROTECTIVE VEHICLE WITH THE SAFETY BELT AND HEADREST PROPERLY ADJUSTED, MAINTAIN VEHICLE SPACING, AND KEEP THE WHEELS ALIGNED WITH THE LANE STRIPING AND LANE TO MAINTAIN LANE DISCIPLINE AND TO STAY IN LANE IF STRUCK. THE PARKING BRAKE SHALL BE SET WHENEVER POSSIBLE. TWO-WAY RADIOS SHOULD BE USED TO COMMUNICATE BETWEEN THE OPERATOR AND THE WORK CREW.
7. IN A STATIONARY OPERATION THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR, ONCE THE PROTECTIVE VEHICLE HAS BEEN APPROPRIATELY PLACED, IT SHOULD BE UNOCCUPIED. UNOCCUPIED VEHICLE SHALL BE POSITIONED PARALLEL TO TRAFFIC, PARKING BRAKE SET, PLACED IN 2ND GEAR (MANUAL TRANSMISSIONS /ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS), THE FRONT WHEELS SHALL BE ALIGNED WITH THE LANE STRIPING AND LANE TO MAINTAIN LANE DISCIPLINE AND TO STAY IN LANE IF STRUCK.
8. NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE PROTECTIVE VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).
9. DIRECT VERBAL COMMUNICATION BETWEEN THE PROTECTIVE VEHICLES AND THE WORK VEHICLE(S) / EQUIPMENT SHALL BE UTILIZED WHERE AVAILABLE.

CHANNELIZING DEVICES

1. WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.
2. A DROP-OFF OF GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY TO REMAIN AT THE END OF THE WORK SHIFT SHALL BE SEPARATED FROM TRAFFIC WITH POSITIVE BARRIER. FOR POSTED SPEED LIMIT OF 45 MPH AND LESS, A DROP-OFF OF GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY THAT IS 100 FEET OR LESS IN LENGTH WILL BE ALLOWED WITH CHANNELIZING DEVICES CONSISTING OF DRUMS, EXTRA TALL CONES, OR OVERSIZED VERTICAL PANELS ONLY AT A MAXIMUM SPACING OF 20 FEET FOR SHORT DURATIONS NOR TO EXCEED ONE WORK SHIFT.
3. TEMPORARY POSITIVE BARRIER MAY BE SUBSTITUTED WITH DRUM CHANNELIZING DEVICES, IN SOME CIRCUMSTANCES, WITH APPROVAL OF THE REGIONAL TRAFFIC ENGINEER BASED ON GUIDANCE FOUND IN THE HIGHWAY DESIGN MANUAL AND ENGINEERING JUDGEMENT.

PUBLIC ACCESS

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

LANE CLOSURES

1. LANE CLOSURES SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
2. 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.
3. EACH ARROW PANEL SHALL BE VISIBLE 1500 FEET IN ADVANCE FROM ANY POINT WITHIN THE ROADWAY.

TOLERANCE NOTE

1. ALL DIMENSIONS ON ANY 619 STANDARD SHEET ARE NOMINAL.
 - WHEN A DECIMAL POINT WITH SIGNIFICANT DIGIT(S) TO THE RIGHT OF IT IS/ARE PRESENT-TOLERANCE FOR EACH DIMENSION IS ONE HALF OF THE LAST SIGNIFICANT DIGIT IN THE UNITS SHOWN. (e.g. 1.0' IS 0.05' & 1.00' IS 0.005").
 - OTHERWISE, TOLERANCE FOR EACH DIMENSION IS THE LESSER OF 10% OF THE NOMINAL DIMENSION SHOWN OR 6" (e.g. TOLERANCE FOR 3' IS 3.6" & TOLERANCE FOR 10' IS 6").
2. TOLERANCE ARE NOT CUMULATIVE. ABOVE DOES NOT APPLY WHEN ANY RANGE, MAXIMUM OR MINIMUM DIMENSION OR A CONTEXT SPECIFIC TOLERANCE IS SPECIFIED.



NEW YORK
STATE OF
OPPORTUNITY.

**Department of
Transportation**

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
GENERAL NOTES
(SHEET 1 OF 2)

ERRATA 3 EFF. 05/01/24
ISSUED WITH EB 24-007

ERRATA 2 EFF. 09/01/23
ISSUED WITH EB 23-016

ERRATA 1 EFF. 05/01/23
ISSUED WITH EB 22-033

APPROVED DECEMBER 21, 2022


ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER EI 22-033

619-010

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DATE/TIME = 11-JUL-2023 10:44
USER = rfoote

USC May 01, 2024

WORK DURATION DEFINITIONS

1. THERE ARE MAINLY FIVE WORK DURATIONS:
- A. LONG-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.

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

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

D. SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N11 NOTES ON NIGHTTIME WORK.

E. MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY WHERE THE WORK AT ANY SPECIFIC LOCATION COMPLETES WITHIN 15 MINUTES. IT IS USED FOR VEHICLE BASED OPERATIONS AND DOES NOT INVOLVE WORKERS ON FOOT. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N10 NOTES ON NIGHTTIME WORK.
2. SPECIAL OPERATIONS ARE WORK OPERATIONS THAT DO NOT FIT INTO ONE OF THE ABOVE FIVE CATEGORIES. SPECIAL OPERATIONS INCLUDE:
- A. STOP AND GO OPERATIONS - WORK THAT COMPLETES WITHIN 5 MINUTES AND ALLOWS WORKERS ON FOOT.

B. OTHER OPERATIONS INCLUDING MOWING, MULCHING/HERBICIDE OPERATIONS, TEMPORARY ROAD/INTERSECTION CLOSURES, ETC.

ROADWAY TYPE DEFINITIONS

1. FREEWAY:
- A. INTERSTATE: INTERREGIONAL HIGH-SPEED, HIGH-VOLUME, DIVIDED FACILITIES WITH COMPLETE CONTROL OF ACCESS.

B. PARKWAY: DIVIDED HIGHWAYS FOR NON-COMMERCIAL TRAFFIC WITH FULL CONTROL OF ACCESS, GRADE PARKWAY SEPARATIONS, INTERCHANGES, AND OCCASIONAL AT-GRADE INTERSECTIONS. PARKWAYS ARE DESIGNATED BY LAW.
2. EXPRESSWAY: DIVIDED HIGHWAYS FOR THROUGH TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS. ALL FREEWAY STANDARD SHEETS ARE APPLICABLE TO EXPRESSWAY.
3. NON-FREEWAY:
- A. MULTILANE DIVIDED HIGHWAY

B. MULTILANE UNDIVIDED HIGHWAY

C. TWO-LANE TWO-WAY ROADWAY

ALL NON-FREEWAYS CAN BE EITHER URBAN OR RURAL:

URBAN: (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA)

- HIGH DENSITY DEVELOPMENT
- ON-STREET PARKING
- VARIED BUILDING SETBACKS
- MULTI-STORY AND LOW-TO MEDIUM-RISE STRUCTURES FOR RESIDENTIAL
- COMMERCIAL, AND EDUCATIONAL USES, STRUCTURES THAT ACCOMMODATE MIXED USES: COMMERCIAL, RESIDENTIAL, AND PARKING
- LIGHT INDUSTRIAL, AND SOMETIMES HEAVY INDUSTRIAL, LAND USE
- PROMINENT DESTINATIONS WITH SPECIALIZED STRUCTURES, E.G., LARGE THEATERS, SPORTS FACILITIES OR CONFERENCE CENTERS
- HIGH LEVELS OF PEDESTRIAN AND BICYCLIST ACTIVITY, WITH NEARLY CONTINUOUS SIDEWALKS AND MARKED CROSSWALKS
- HIGHER DENSITY OF TRANSIT STOPS AND ROUTES
- DRIVEWAY DENSITIES GREATER THAN 25 DRIVEWAYS/MILE ON EACH SIDE OF THE ROAD
- MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS/MILE OR GREATER
- MAJOR COMMERCIAL DRIVEWAYS
- HIGH DENSITY OF CROSS STREETS

RURAL: DOES NOT MEET MORE THAN ONE OF THE ABOVE CRITERIA.

NOTES FOR NIGHTTIME OPERATIONS:

- N1. WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
- N2. ALL SIGNS, STOP/SLOW PADDLES AND RED FLAGS USED TO WARN/ALERT/CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
- N3. ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMETS AND NIGHTTIME APPAREL IN ACCORDANCE WITH §107-05A. HIGH VISIBILITY APPAREL AT ALL TIMES.
- N4. VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS OR FLASHING LED BEACONS AT ALL TIMES.
- N5. LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDING THE SETUP AND REMOVAL OF THE CLOSURE TAPERS.
- N6. LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, MILLING, AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS, INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 100 FEET BEHIND A PAVING OR MILLING MACHINE.
- N7. LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL EQUIPMENT OR OTHER ELECTRICAL/MECHANICAL EQUIPMENT, AND OTHER TASKS INVOLVING FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
- N8. ALL LIGHTING SHALL BE DESIGNED, INSTALLED, AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR RESIDENCES ADJOINING THE ROADWAY.
- N9. PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL FROM THE DOT ENGINEER.
- N10. SEE STANDARD SPECIFICATIONS §619 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS. REFER TO SECTION 619-3.19B FOR BALLOON LIGHTING REQUIREMENTS.
- N11. FLAGGERS SHALL USE A FLASHLIGHT WITH RED GLOW CONE/RED LED BATON FOR FLAGGING IN NON-ILLUMINATED FLAGGER STATIONS DURING NIGHTTIME OPERATIONS.



Department of
Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
GENERAL NOTES
(SHEET 2 OF 2)

APPROVED DECEMBER 21, 2022

Robert Limoges

ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER EI 22-033

619-010

ERRATA 1 eff. 09/01/23
ISSUED WITH EB 23-016

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	E5-1	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"	-----	-----
	G20-5aP	A	24"X18"	36"X24"	36"X24"
	M1-1	G	1 OR 2 DIGITS 24"X24"	36"X36"	36"X36"
	M1-1+	G	3 DIGITS 30"X24"	45"X36"	45"X36"
	M1-4	B	1 OR 2 DIGITS 24"X24"	36"X36"	36"X36"
	M1-4+	B	3 DIGITS 30"X24"	45"X36"	45"X36"
	M3-1	SEE NOTE 3	24"X12"	36"X18"	36"X18"
	M3-2				
	M3-3				
	M3-4				
	M4-8	A	24"X12"	36"X18"	36"X18"
	M4-8a	A	24"X18"	24"X18"	24"X18"
	M4-9 M4-9L M4-9R	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				
	M5-1	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M5-2	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M6-1	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M6-2				
	M6-3				
	M6-4				
	NYM3-1	B	24"X24"	36"X36"	36"X36"
	NYM3-2	B	30"X24"	45"X36"	45"X36"
	NYM3-3	B	30"X24"	45"X36"	45"X36"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	NYR9-11	B	24"X42"	48"X84"	48"X84"
	NYR9-12	B	24"X36"	36"X54"	48"X72"
	NYW4-17	A	36"X36"	48"X48"	48"X48"
	NYW8-30	A	48"X24"	48"X24"	48"X24"
	NYW8-31	A	48"X24"	48"X24"	48"X24"
	NYW8-32	A	48"X24"	48"X24"	48"X24"
	NYW8-33	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" OR 30"X36" (SEE NOTE 5)	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"
	R4-7c NARROW	B	18"X30"	-----	-----
	R4-8	B	24"X30"	36"X48"	36"X48"
	R4-8c NARROW	B	18"X30"	-----	-----
	R4-9	B	24"X30"	36"X48"	36"X48"
	R5-1	E	36"X36"	36"X36"	48"X48"
	R8-3	E	24"X24"	36"X36"	48"X48"
	R9-8	B	36"X18"	36"X18"	-----
	R9-9	B	24"X12"	24"X12"	-----
	R9-10	B	24"X12"	24"X12"	-----
	R9-10L R9-10R	B	24"X12"	24"X12"	-----
	R9-11L R9-11R	B	24"X18"	24"X18"	-----
	R9-11dL R9-11dR	B	24"X12"	24"X12"	-----
	R10-6	B	24"X36"	24"X36"	-----

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	R11-2	B	48"X30"	48"X30"	48"X30"
	R11-2 (MOD.)				
	R11-3a	B	60"X30"	60"X30"	-----
	W1-4L W1-4R	A	36"X36"	48"X48"	48"X48"
	W1-4bL W1-4bR	A	36"X36"	48"X48"	48"X48"
	W1-4cL W1-4cR	A	36"X36"	48"X48"	48"X48"
	W1-6L	A	48"X24"	60"X30"	60"X30"
	W1-6R	A			
	W1-8L	A (NO BORDER)	18"X24"	30"X36"	30"X36"
	W1-8R	A (NO BORDER)			
	W3-1	A ⁴	36"X36"	48"X48"	48"X48"
	W3-2	A ⁴	36"X36"	48"X48"	48"X48"
	W3-3	A ⁴	36"X36"	48"X48"	48"X48"
	W3-4	A	36"X36"	48"X48"	48"X48"
	W3-5	A ⁴	36"X36"	48"X48"	48"X48"
	W4-1L W4-1R	A	36"X36"	48"X48"	48"X48"
	W4-2L W4-2R	A	36"X36"	48"X48"	48"X48"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	NYW23-1	A	36"X36"	48"X48"	48"X48"
	G20-5aP	6F.12	24"X18"	36"X24"	36"X24"
	E5-2	6F.28	48"X36"	48"X36"	48"X36"
	E5-2a	6F.28	48"X36"	48"X36"	48"X36"

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN 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 FLOURESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
 - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
 - COLORS FOR DIRECTION PLAQUES, ADVANCE TURN ARROWS, AND DIRECTIONAL ARROWS SHALL MATCH THE ROUTE OR INTERSTATE SIGN THAT THEY SUPPLEMENT AS PER THE M.U.T.C.D.
 - MULTICOLORED SYMBOL IMPOSED ON SIGN WITH BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
 - FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.

Department of
Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
SIGN TABLE
(SHEET 1 OF 2)

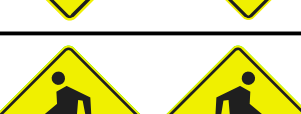
APPROVED DECEMBER 2, 2021
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

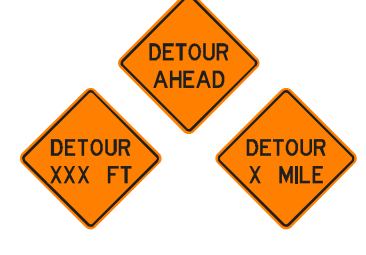
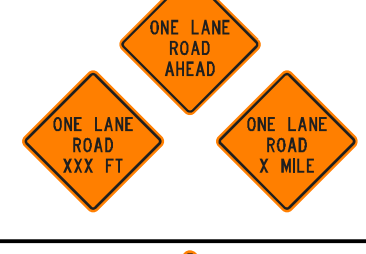
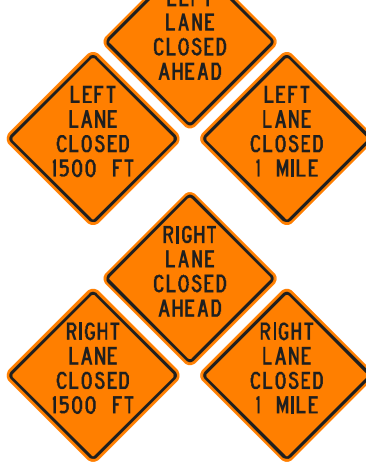
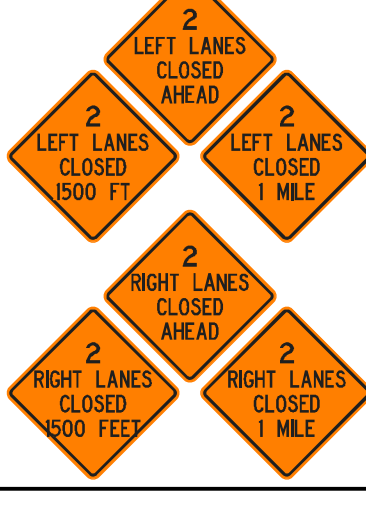
ISSUED UNDER EI 21-028

619-012

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DATE/TIME = 27-FEB-2024 13:31
USER = akir-bj1

USC May 01, 2024

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	W5-1	A	36"X36"	48"X48"	48"X48"
	W5-4	A	36"X36"	48"X48"	48"X48"
	W6-3	A	36"X36"	48"X48"	48"X48"
	W7-3aP	A	24"X18"	36"X30"	36"X30"
	W8-1	A	36"X36"	48"X48"	48"X48"
	W8-3	A	36"X36"	48"X48"	48"X48"
	W8-7	A	36"X36"	48"X48"	48"X48"
	W8-8	A	36"X36"	48"X48"	48"X48"
	W8-9	A	36"X36"	48"X48"	48"X48"
	W8-12	A	36"X36"	-----	-----
	W8-14	A	36"X36"	48"X48"	48"X48"
	W8-15	A	36"X36"	48"X48"	48"X48"
	W8-17	A	36"X36"	48"X48"	48"X48"
	W8-17p	A	24"X18"	30"X24"	30"X24"
	W8-23	A	36"X36"	48"X48"	48"X48"
	W8-24	A	36"X36"	48"X48"	48"X48"
	W9-3	A	36"X36"	48"X48"	48"X48"
	W11-1L* W11-1R	A OR F	36"X36"	36"X36"	-----
	W11-2L* W11-2R	F	36"X36"	36"X36"	-----
	W11-15L* W11-15R	F	36"X36"	36"X36"	-----
	NYW5-32P*	A	24"X18"	24"X18"	-----

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	W13-1P	A	24"X24"	30"X30"	30"X30"
	W13-4	A	36"X36"	36"X36"	36"X36"
	W13-4P	A	48"X48"X36"	-----	-----
	W16-2P	A	24"X18"	30"X24"	-----
	W16-4P	SEE NOTE 3 A OR F	30"X24"	-----	-----
	W16-5PL W16-5PR	A	24"X18"	-----	-----
	W16-7PL W16-7PR	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W16-9P	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W20-1	A	36"X36"	48"X48"	48"X48"
	W20-2	A	36"X36"	48"X48"	48"X48"
	W20-3	A	36"X36"	48"X48"	48"X48"
	W20-4	A	36"X36"	48"X48"	48"X48"
	W20-5	A	36"X36"	48"X48"	48"X48"
	W20-5a	A	36"X36"	48"X48"	48"X48"
	W20-7	A	36"X36"	48"X48"	48"X48"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	W21-1	A	36"X36"	48"X48"	48"X48"
	W21-4	A	36"X18"	48"X24"	48"X24"
	W21-5	A	36"X36"	48"X48"	48"X48"
 	W21-5aL W21-5aR	A	36"X36"	48"X48"	48"X48"
   	W21-5bL W21-5bR	A	36"X36"	48"X48"	48"X48"
	W21-8	A	36"X36"	48"X48"	48"X48"
	W22-1	A	36"X36"	48"X48"	48"X48"
	W22-2	A	42"X36"	42"X36"	42"X36"
	W22-3	A	42"X36"	42"X36"	42"X36"
	W23-1	A	48"X24"	48"X24"	48"X24"
	W23-2	A	36"X36"	48"X48"	48"X48"

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN 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 FLOURESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
 - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
 - WHEN USED IN CONJUNCTION WITH A BICYCLE SIGN (W11-1) OR PEDESTRIAN CROSSING (W11-2) COLOR CODE SHALL MATCH.
- * A FLOURESCENT YELLOW-GREEN BACKGROUND COLOR SHALL BE USED FOR THIS SIGN PLAQUE.



NEW YORK
STATE OF
OPPORTUNITY.

**Department of
Transportation**

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
SIGN TABLE
(SHEET 2 OF 3)

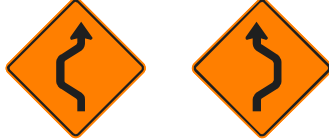
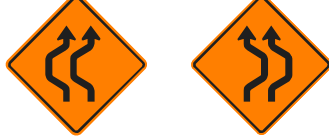
APPROVED DECEMBER 2, 2021

ISSUED UNDER EI 21-028


ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

619-012

ERRATA 1 EFF. 05/01/24
ISSUED WITH EB 24-007

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	W24-1L W24-1R	A	36"X36"	48"X48"	48"X48"
	W24-1aL W24-1aR	A	36"X36"	48"X48"	48"X48"
	W24-1bL W24-1bR	A	36"X36"	48"X48"	48"X48"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEWAY	EXPRESSWAY	FREEWAY
	R2-1	B	24"X30" OR 30"X36" (SEE NOTE 3)	36"X48"	36"X48"
	NYR2-2	B	24"X30" OR 30"X36" (SEE NOTE 3)	36"X48"	36"X48"
	NYR2-3	B	24"X30" OR 30"X36" (SEE NOTE 3)	36"X48"	36"X48"
	NYR2-4	B	24"X30" OR 30"X36" (SEE NOTE 3)	36"X48"	36"X48"
	NYR2-5	B	24"X30" OR 30"X36" (SEE NOTE 3)	36"X48"	36"X48"
	NYR2-6	B	24"X30" OR 30"X36" (SEE NOTE 3)	36"X48"	36"X48"

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN 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
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G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
 - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
 - FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.



NEW YORK
STATE OF
OPPORTUNITY.

Department of
Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
SIGN TABLE
(SHEET 3 OF 3)

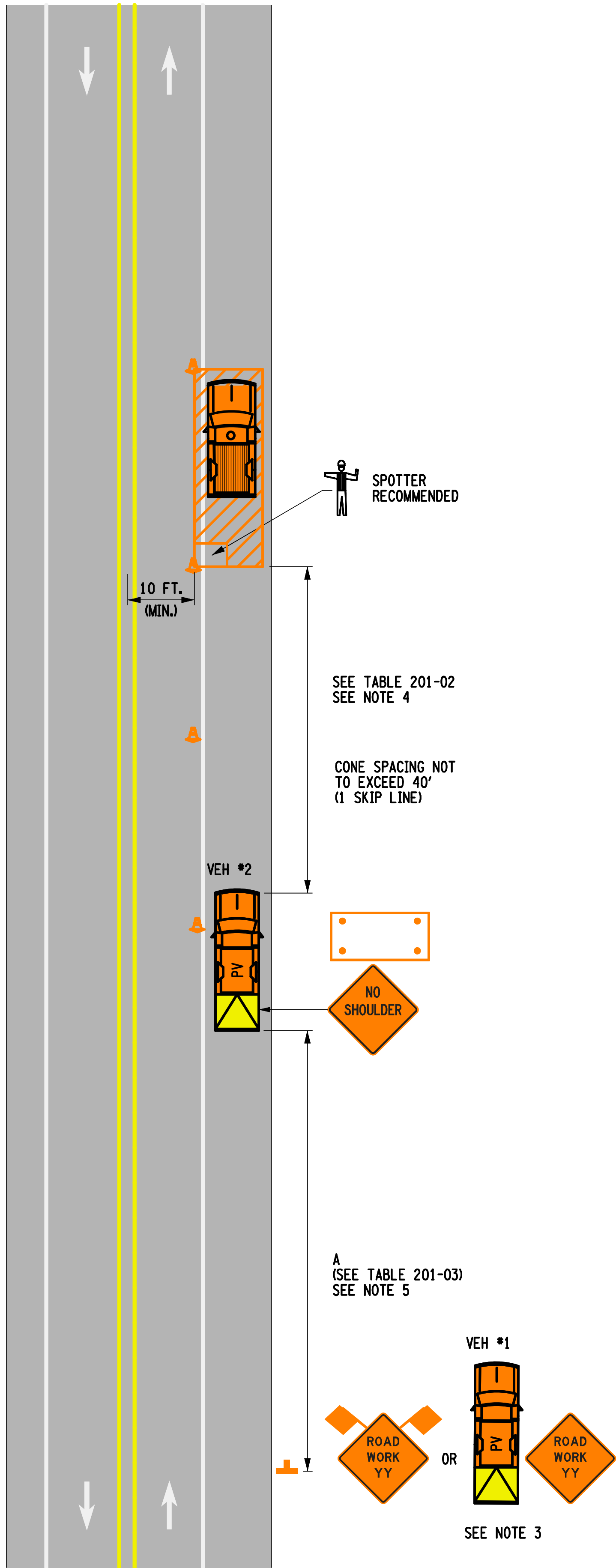
APPROVED DECEMBER 2, 2021

ISSUED UNDER EI 21-028

Robert Limoges

ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

619-012



RIGHT SHOULDER CLOSURE
(SHOULDER WIDTH ≥ 8')

NOT TO SCALE

TABLE 201-01: PROTECTIVE VEHICLE REQUIREMENTS				
CLOSURE TYPE	ROAD TYPE & SPEED	NON-FREEWAY		
		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH
LANE CLOSURE OR ENCROACHMENT	EXPOSURE CONDITIONS (SEE NOTE 1)			
	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL+TMIA	PVL
SHOULDER CLOSURE OR ENCROACHMENT	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS)	PVH+TMIA	PVL	PVL
	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL	PVL
	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS, EXCAVATION)	PVH+TMIA	PVL	PVL
	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL	PVL

LEGEND
PVL - PROTECTIVE VEHICLE LIGHT (MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER) (SEE NOTE 3)
PVH - PROTECTIVE VEHICLE HEAVY (MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER)
TMIA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR

NOTES
1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT.
2. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMIA) SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.
3. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≤ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

NOTES:

- SHORT DURATION IS WORK THAT OCCUPIES A LOCATION FOR UP TO 1 HOUR.
- THE OPERATOR(S) SHALL REMAIN IN THE PROTECTIVE VEHICLE(S) WITH THE SAFETY BELT AND HEADREST PROPERLY ADJUSTED, MAINTAIN VEHICLE SPACING, AND KEEP THE WHEELS ALIGNED WITH THE LANE STRIPING. TWO-WAY RADIOS SHOULD BE USED TO COMMUNICATE BETWEEN THE OPERATOR AND THE WORK CREW.
- IF SHOULDER AREA BECOMES TOO NARROW FOR VEH #1 TO BE COMPLETELY ON THE SHOULDER, THE VEHICLE SHALL STAY ON THE WIDER SHOULDER AREA UNTIL THE OPERATOR CAN SAFELY DRIVE AROUND THE NARROW SHOULDER TO THE NEW SET-UP POINT.
- THERE SHALL BE NO WORKERS, EQUIPMENT OR OTHER VEHICLES IN THE ROLL AHEAD DISTANCE.
- IN URBAN CONDITIONS, ADVANCE WARNING SIGN SPACINGS MAY BE ADJUSTED IN ORDER TO ACCOMMODATE SIDE STREETS AND DRIVEWAYS. IF THERE IS A CONFLICT, MOVE THE SIGN UPSTREAM.
- A SUPPLEMENTAL DISTANCE PLAQUE W7-3a SHALL BE USED WITH SIGN W20-1 WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK MAY BECOME GREATER THAN 2 MILES AS A RESULT OF THE FOLLOWING SITUATIONS:
 - *MULTIPLE WORK LOCATIONS ARE ANTICIPATED WITHIN A MAXIMUM OF 5 MILES FROM THE W20-1 SIGN
 - *WORK AREA WILL BE RELOCATED DURING THE DURATION OF THE WORK WITHIN A MAXIMUM OF 5 MILES FROM THE W20-1 SIGN

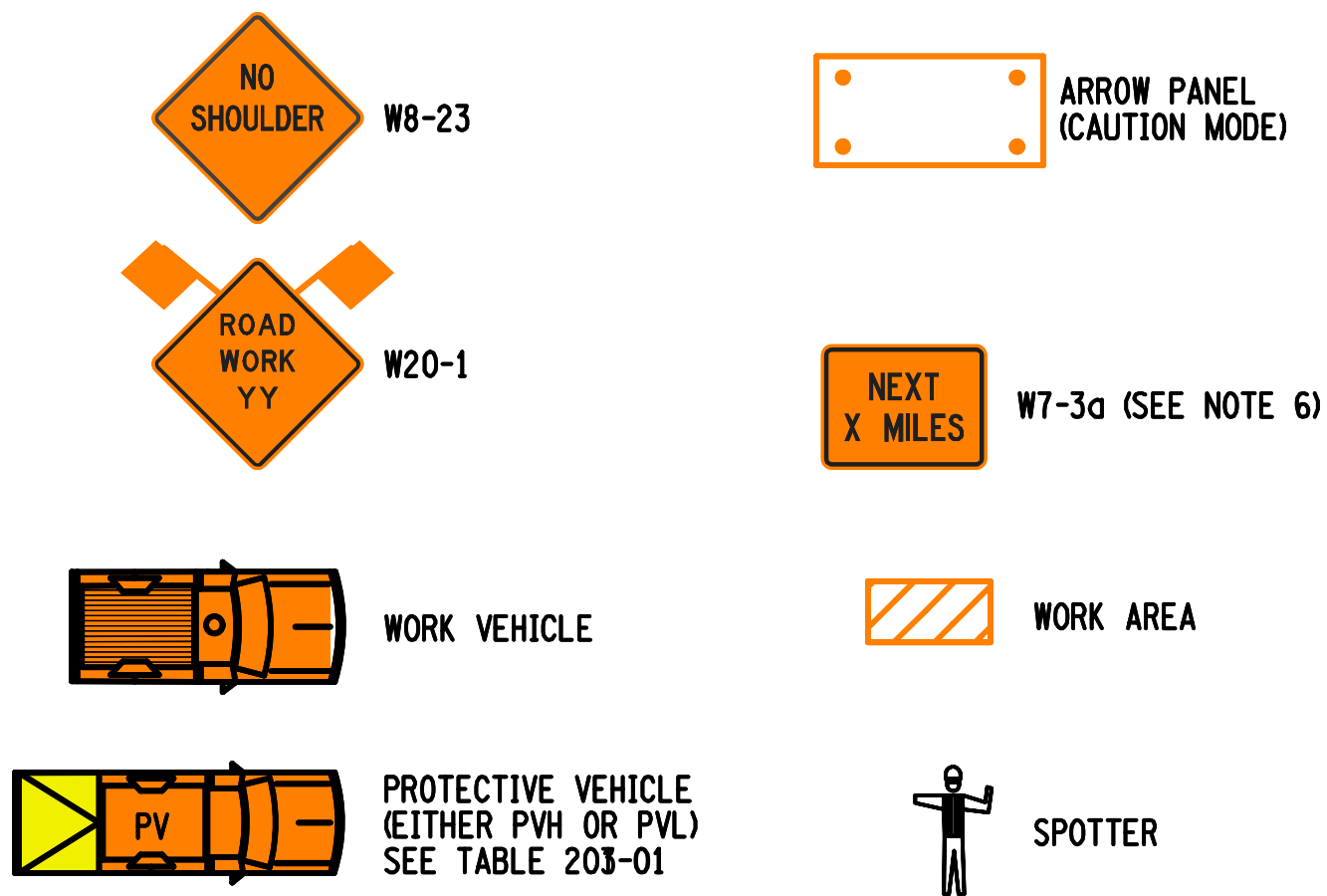


TABLE 201-02: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES		
ROLL AHEAD DISTANCE (FT.)/# OF SKIP LINES FOR VEHICLES		
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	STATIONARY OPERATION	
	PROTECTIVE VEHICLES WEIGHING 9,500 TO 21,999 LBS. GVW	PROTECTIVE VEHICLES WEIGHING 22,000 LBS. OR GREATER GVW
45 - 55	160/4	120/3
≤ 40	120/3	80/2

TABLE 201-03: ADVANCE WARNING SIGN SPACE		
ROAD TYPE	DISTANCE BETWEEN SIGNS	SIGN LEGEND
	A (FT.)	YY
URBAN (≤ 30 MPH*)	100	AHEAD
URBAN (35-40 MPH*)	200	AHEAD
URBAN (≥ 45 MPH*)	350	AHEAD
RURAL	500	1000 FT.
* PRECONSTRUCTION POSTED SPEED LIMIT		

TABLE 201-04: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
W7-3a	24x18	36x30
W8-23	36x36	48x48
W20-1	36x36	48x48
WARNING FLAG	18x18	18x18
*FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST.		

Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

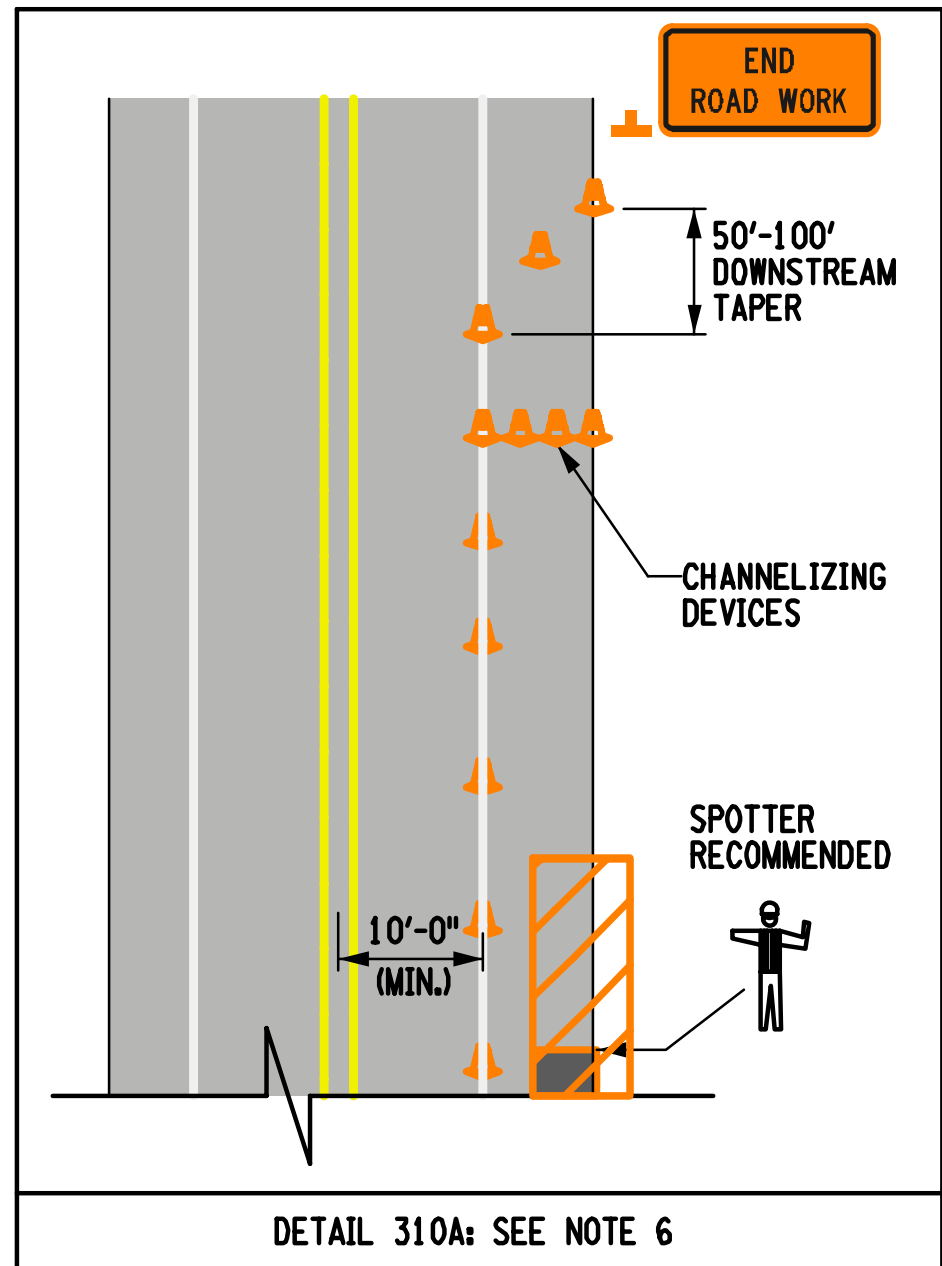
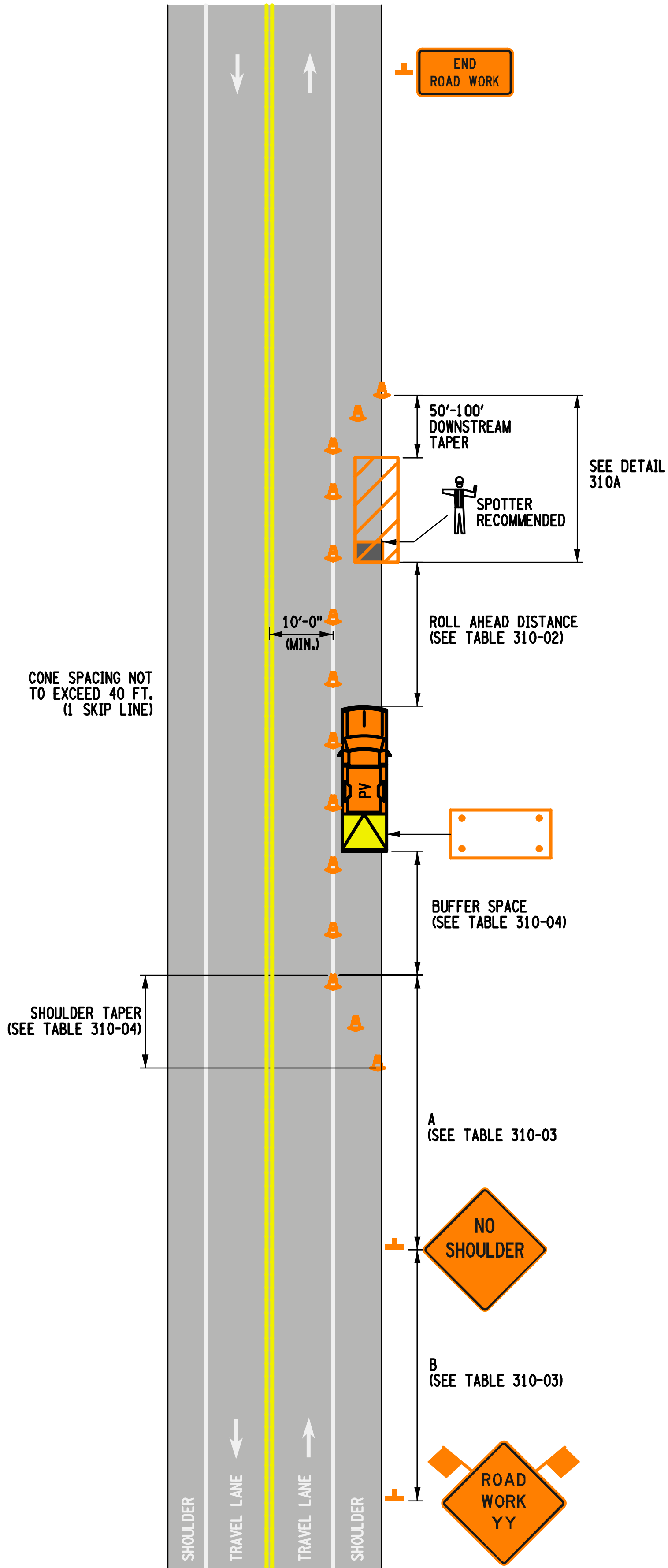
WORK ZONE TRAFFIC CONTROL
NON-FREEWAY
RIGHT SHOULDER CLOSURE/LANE ENCROACHMENT
SHORT DURATION OPERATION

APPROVED DECEMBER 2, 2021
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER EI 21-028

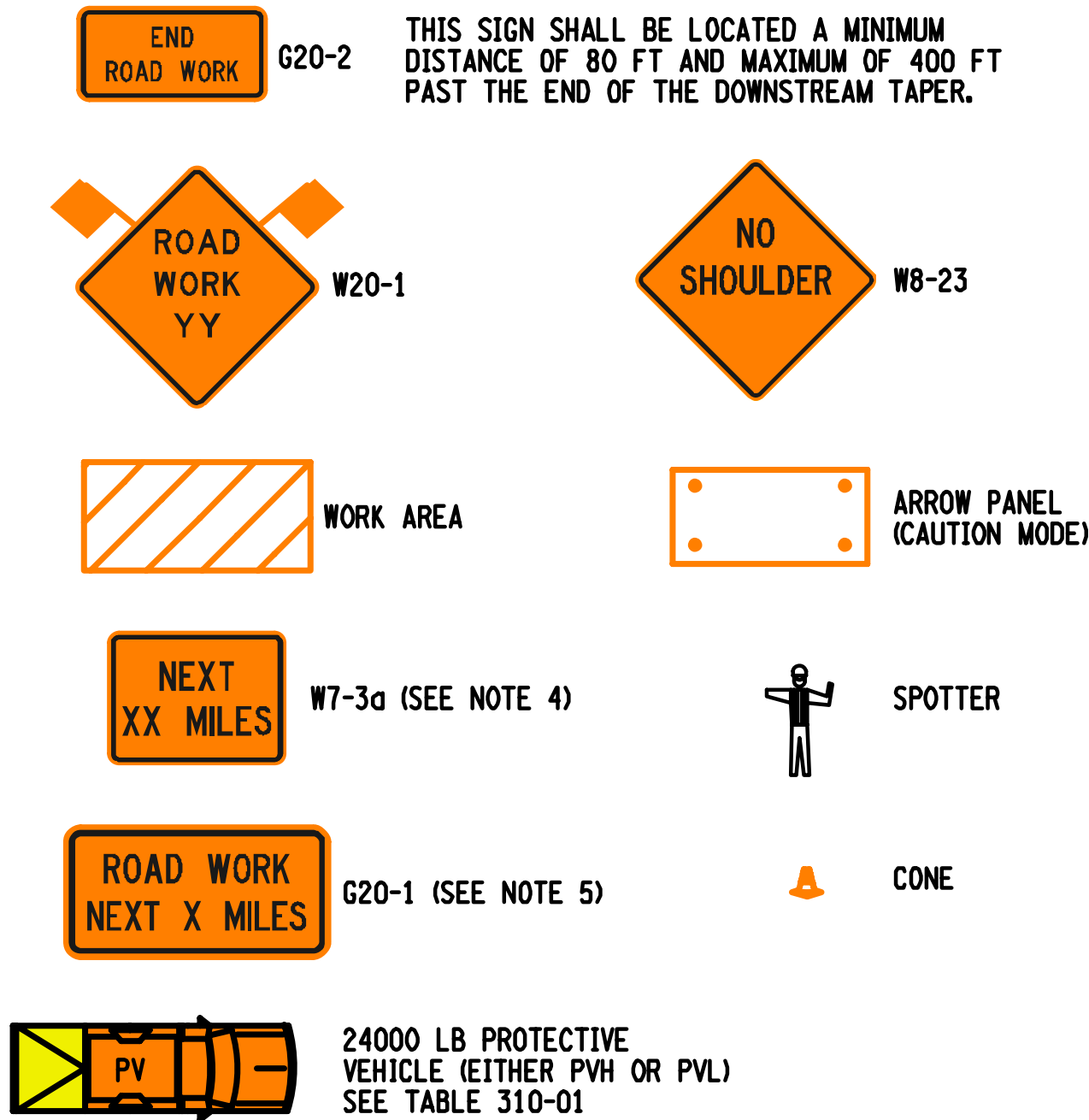
619-201

ERRATA 2 EFF. 09/01/23
ISSUED WITH EB 23-016
ERRATA 1 eff. 01/01/23
ISSUED WITH EB 22-050



NOTES:

1. SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
2. THE PROTECTIVE VEHICLE(S) SHALL MAINTAIN THE APPROPRIATE ROLL AHEAD DISTANCE, BE AN UNOCCUPIED TRUCK POSITIONED PARALLEL TO TRAFFIC, PARKING BRAKE SET, PLACED IN 2ND GEAR (MANUAL TRANSMISSIONS /ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS) AND HAVE THE FRONT WHEELS ALIGNED WITH THE LANE STRIPING.
3. THERE SHALL BE NO WORKERS, EQUIPMENT OR OTHER VEHICLES IN THE BUFFER SPACE OR THE ROLL AHEAD DISTANCE.
4. XX IS THE EXPECTED OVERALL LENGTH OF THE OPERATION TO BE COMPLETED WITHIN THE WORK DAY. A SUPPLEMENTAL DISTANCE PLAQUE W7-3a SHALL BE USED WITH SIGN W20-1 WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK MAY BECOME GREATER THAN 2 MILES AS A RESULT OF THE FOLLOWING SITUATIONS:
 - MULTIPLE WORK LOCATIONS ARE ANTICIPATED WITHIN XX MILES FROM THE W20-1 SIGN
 - WORK AREA WILL BE RELOCATED DURING THE DURATION OF THE WORK WITHIN XX MILES FROM THE W20-1 SIGN.THE SUPPLEMENT SIGN W7-3a SHALL INDICATE THE MAXIMUM ANTICIPATED DISTANCE BETWEEN THE W20-1 SIGN AND THE FARTHEST WORK LOCATION.
5. WHEN MULTIPLE WORK LOCATIONS EXIST WITHIN XX MILES FROM THE W20-1 SIGN, A G20-1 SIGN SHALL BE PLACED EVERY TWO MILES INDICATING THE DISTANCE FROM THE SIGN TO THE FARTHEST WORK LOCATION.
6. CHANNELIZING DEVICES SHALL BE PLACED TRANSVERSELY A MINIMUM OF EVERY 800' AS SHOWN WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 800'.
7. IN URBAN CONDITIONS, ADVANCE WARNING SIGN SPACINGS MAY BE ADJUSTED IN ORDER TO ACCOMMODATE SIDE STREETS AND DRIVEWAYS. IF THERE IS A CONFLICT, MOVE THE SIGN UPSTREAM.



REFER TO SHEET 2 OF 2 FOR ALL TABLES

 NEW YORK STATE OF OPPORTUNITY.	Department of Transportation	
U.S. CUSTOMARY STANDARD SHEET		
WORK ZONE TRAFFIC CONTROL NON-FREEWAY SHOULDER CLOSURE SHORT TERM OPERATION (SHEET 1 OF 2)		
APPROVED DECEMBER 2, 2021	ISSUED UNDER EI 21-028	
<i>Robert Limoges</i> ROBERT LIMOGES, P.E. DIRECTOR, OTSM	619-310	

ERRATA 2 EFF. 09/01/23
ISSUED WITH EB 23-016
ERRATA 1 EFF. 01/01/23
ISSUED WITH EB 22-050

NOT TO SCALE

TABLE 310-01: PROTECTIVE VEHICLE REQUIREMENTS				
CLOSURE TYPE	ROAD TYPE & SPEED	NON-FREEWAY		
		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH
LANE CLOSURE OR ENCROACHMENT	EXPOSURE CONDITIONS (SEE NOTE 1)			
	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL+TMIA	PVL
SHOULDER CLOSURE OR ENCROACHMENT	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS)	PVH+TMIA	PVL	SEE NOTE 2
	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL	PVL
	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS, EXCAVATION)	PVH+TMIA	PVL	SEE NOTE 2

LEGEND
PVL - PROTECTIVE VEHICLE LIGHT (MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER) (SEE NOTE 4)
PVH - PROTECTIVE VEHICLE HEAVY (MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER)
TMIA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR

NOTES
1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT.
2. EITHER A PROTECTIVE LIGHT (PVL) OR THE STANDARD BUFFER SPACE (SEE TABLE 011-03) SHALL BE PROVIDED.
3. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMIA) SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.
4. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≤ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

TABLE 310-02: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES		
ROLL AHEAD DISTANCE (FT.)/# OF SKIP LINES FOR VEHICLES		
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	STATIONARY OPERATION	
	PROTECTIVE VEHICLES WEIGHING 9,500 TO 21,999 LBS. GVW	PROTECTIVE VEHICLES WEIGHING 22,000 LBS. OR GREATER GVW
≥ 60	200/5	160/4
45 - 55	160/4	120/3
≤ 40	120/3	80/2

TABLE 310-03: ADVANCE WARNING SIGN SPACING				
ROAD TYPE	DISTANCE BETWEEN SIGNS		SIGN LEGEND	
	A (FT.)	B (FT.)	XX	YY
URBAN (≤ 30 MPH*)	100	100	AHEAD	AHEAD
URBAN (35-40 MPH*)	200	200	AHEAD	AHEAD
URBAN (≥ 45 MPH*)	350	350	1000 FT.	AHEAD
RURAL	500	500	1500 FT.	1000 FT.
* PRECONSTRUCTION POSTED SPEED LIMIT				

TABLE 310-04: LONGITUDINAL BUFFER SPACE AND TAPER LENGTHS											
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE DISTANCE (FT.)/ * OF SKIP LINES	TAPER LENGTH: (FT.)/ * OF SKIP LINES/ * OF CHANNELIZING DEVICES			SHOULDER TAPER LENGTH: (FT.)/ * OF SKIP LINES/ * OF CHANNELIZING DEVICES						
		LATERAL SHIFT OF TRAFFIC FLOW PATH (FT.)			FOR SHOULDER WIDTH						
		10	11	12	≤ 4 FT.	5 - 7 FT.	8 FT.	9 FT.	10 FT.	11 FT.	12 FT.
25	155 / 4	120/3/4	120/3/4	120/3/4	40/1/2	40/1/2	40/1/2	40/1/2	40/1/2	40/1/2	40/1/2
30	200 / 5	160/4/5	160/4/5	200/5/6	40/1/2	40/1/2	40/1/2	40/1/2	80/2/3	80/2/3	80/2/3
35	250 / 6	200/5/6	240/6/7	240/6/7	40/1/2	40/1/2	80/2/3	80/2/3	80/2/3	80/2/3	80/2/3
40	305 / 8	280/7/8	320/8/9	320/8/9	40/1/2	80/2/3	80/2/3	80/2/3	120/3/4	120/3/4	120/3/4
45	360 / 9	440/11/12	520/13/14	560/14/15	80/2/3	80/2/3	120/3/4	120/3/4	120/3/4	120/3/4	160/4/5
50	425 / 11	520/13/14	560/14/15	600/15/16	80/2/3	120/3/4	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5
55	495 / 13	560/14/15	600/15/16	680/17/18	80/2/3	120/3/4	160/4/5	160/4/5	160/4/5	200/5/6	200/5/6

TABLE 310-05: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
G20-1	36x18	48x24
G20-2	36x18	48x24
W7-3a	24x18	36x30
W8-23	36x36	48x48
W20-1	36x36	48x48
WARNING FLAG	18x18	18x18
*FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST.		



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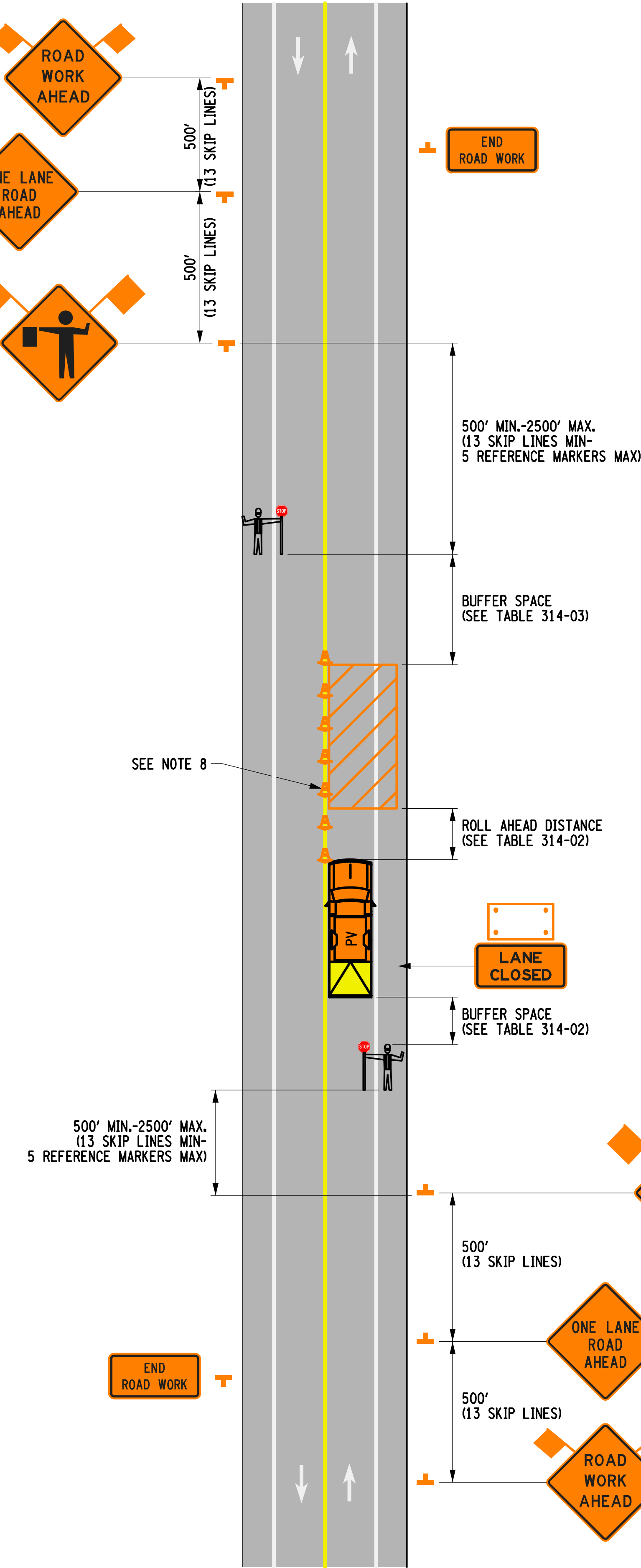
U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
NON-FREEWAY
SHOULDER CLOSURE
SHORT TERM OPERATION
(SHEET 2 OF 2)

APPROVED DECEMBER 2, 2021
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

ISSUED UNDER EI 21-028

619-310



NOT TO SCALE

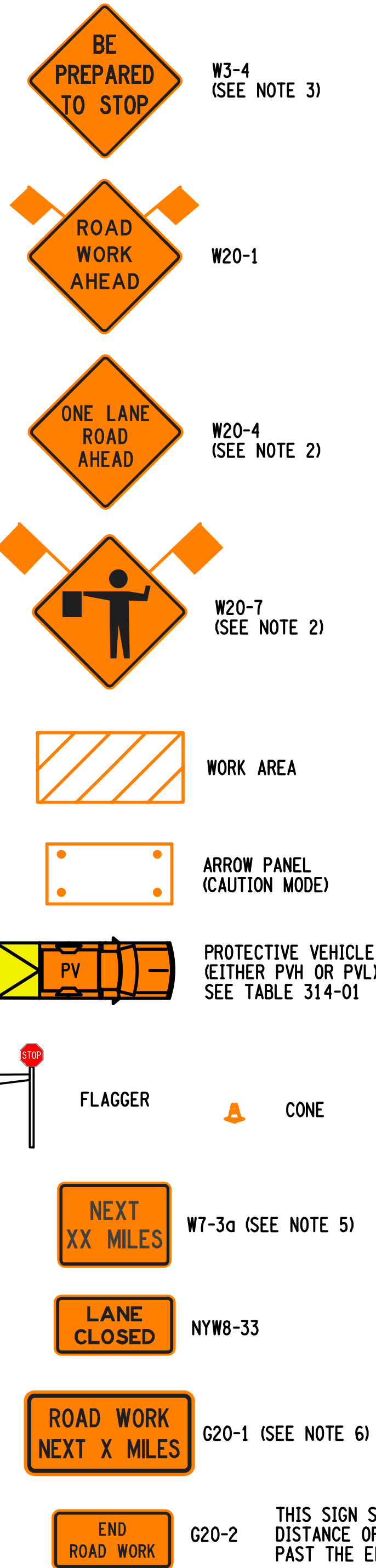


TABLE 314-01: PROTECTIVE VEHICLE REQUIREMENTS				
CLOSURE TYPE	ROAD TYPE & SPEED EXPOSURE CONDITIONS (SEE NOTE 1)	NON-FREEWAY		
		≥ 45 MPH	35 - 40 MPH	≤ 30 MPH
LANE CLOSURE OR ENCROACHMENT	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL+TMIA	PVL
	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS)	PVH+TMIA	PVL	SEE NOTE 2
SHOULDER CLOSURE OR ENCROACHMENT	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PVH+TMIA	PVL	PVL
	-NO WORKERS ON FOOT -NO WORK VEHICLE EXPOSED TO TRAFFIC -OTHER HAZARDS EXPOSED (IE EQUIPMENT, MATERIALS, EXCAVATION)	PVH+TMIA	PVL	SEE NOTE 2

LEGEND
PVL - PROTECTIVE VEHICLE LIGHT (MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER) (SEE NOTE 4)
PVH - PROTECTIVE VEHICLE HEAVY (MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER)
TMIA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR

NOTES
1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT.
2. EITHER A PROTECTIVE LIGHT (PVL) OR THE STANDARD BUFFER SPACE (SEE TABLE 011-03) SHALL BE PROVIDED.
3. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMIA) SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.
4. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≤ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

TABLE 314-02: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES		
ROLL AHEAD DISTANCE (FT.)/# OF SKIP LINES FOR VEHICLES		
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	STATIONARY OPERATION	
	PROTECTIVE VEHICLES WEIGHING 9,500 TO 21,999 LBS. GVW	PROTECTIVE VEHICLES WEIGHING 22,000 LBS. OR GREATER GVW
45 - 55	160/4	120/3
≤ 40	120/3	80/2

- NOTES:**
- SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
 - 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.
 - IF THE TRAFFIC IS EXPECTED TO QUEUE PAST THE W20-4 SIGN, A W3-4 SIGN SHOULD BE ADDED HALFWAY BETWEEN THE W20-4 AND W20-1 SIGNS.
 - APPROVED LED STOP/SLOW PADDLES SHOULD BE USED FOR THIS OPERATION.
 - XX IS THE EXPECTED OVERALL LENGTH OF THE OPERATION TO BE COMPLETED WITHIN THE WORK DAY. A SUPPLEMENTAL DISTANCE PLAQUE W7-3a SHALL BE USED WITH SIGN W20-1 WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK MAY BECOME GREATER THAN 2 MILES AS A RESULT OF THE FOLLOWING SITUATIONS:
 - MULTIPLE FLAGGING LOCATIONS ARE ANTICIPATED WITHIN XX MILES FROM THE W20-1 SIGN
 - WORK AREA WILL BE RELOCATED DURING THE DURATION OF THE WORK WITHIN X MILES FROM THE W20-1 SIGN
 - WHEN MULTIPLE FLAGGING LOCATIONS EXIST WITHIN XX MILES FROM THE W20-1 SIGN, A G20-1 SIGN SHALL BE PLACED EVERY TWO MILES INDICATING THE DISTANCE FROM THE SIGN TO THE FARTHEST FLAGGING LOCATION.
 - WHEN MOVING, THE PROTECTIVE VEHICLE SHALL MAINTAIN THE APPROPRIATE ROLL AHEAD DISTANCE AND THE OPERATOR SHALL REMAIN IN THE VEHICLE WITH THE SAFETY BELT AND HEADREST PROPERLY ADJUSTED AND KEEP WHEELS ALIGNED WITH THE LANE STRIPING AND LANE. WHEN STATIONARY FOR A PERIOD OF MORE THAN 1 HOUR, THE PROTECTIVE VEHICLE SHALL BE AN UNOCCUPIED TRUCK POSITIONED PARALLEL TO TRAFFIC, PARKING BRAKE SET, PLACED IN 2ND GEAR (MANUAL TRANSMISSIONS /ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS) AND HAVE THE FRONT WHEELS ALIGNED WITH THE LANE STRIPING.
 - CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.

TABLE 314-03: LONGITUDINAL BUFFER SPACE	
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE DISTANCE (FT.)/# OF SKIP LINES
25	155/4
30	200/5
35	250/6
40	305/8
45	360/9
50	425/11
55	495/13

TABLE 314-04: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
G20-1	36x18	48x24
G20-2	36x18	48x24
NYW8-33	48x24	48x24
W7-3a	24x18	36x30
W3-4	36x36	48x48
W20-1	36x36	48x48
W20-4	36x36	48x48
W20-7	36x36	48x48
WARNING FLAG	18x18	18x18

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

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U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
TWO-LANE TWO-WAY ROADWAY
LANE CLOSURE WITH MOVING FLAGGERS
SHORT TERM OPERATION

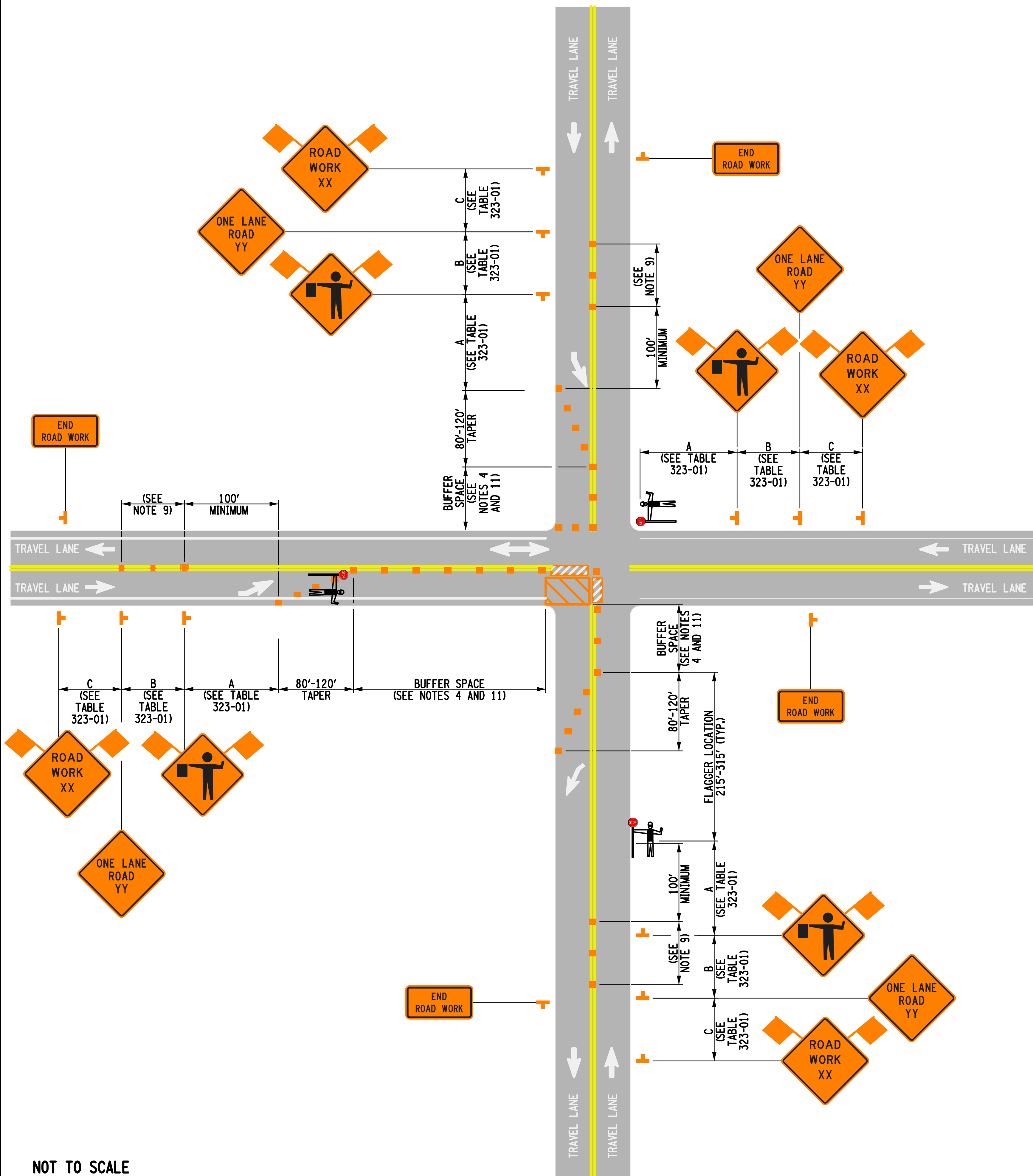
APPROVED DECEMBER 2, 2021

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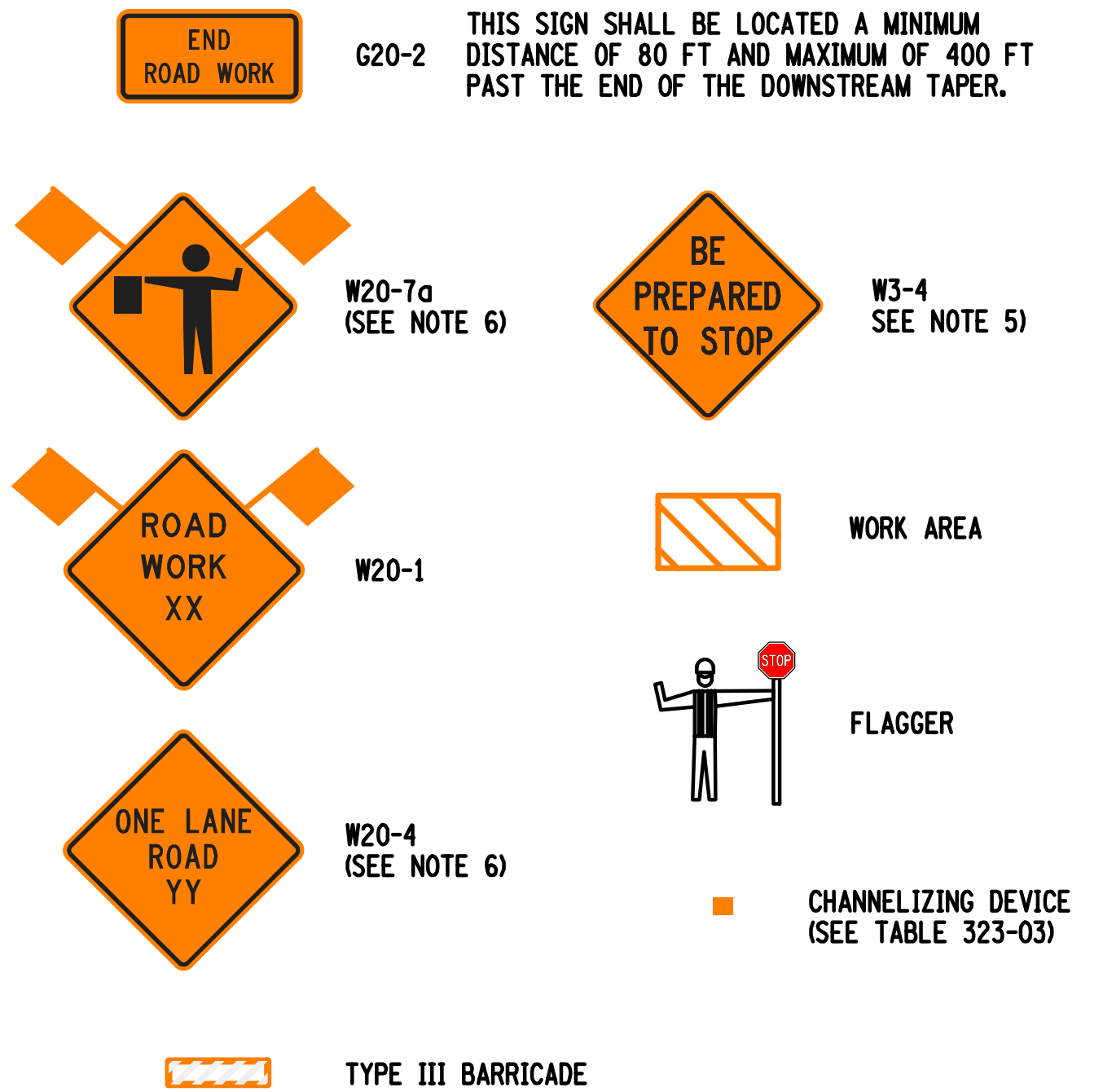
619-314

NOT TO SCALE



NOTES:

1. SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
2. AT SIGNALIZED INTERSECTIONS, SIGNALS SHALL BE TURNED OFF FOR ANY FLAGGING OPERATIONS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
3. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
4. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
5. IF THE TRAFFIC IS EXPECTED TO QUEUE PAST THE W20-4 SIGN, A W3-4 SIGN SHOULD BE ADDED HALFWAY BETWEEN THE W20-4 AND W20-1 SIGNS.
6. FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
7. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF. THE PADDLE IS THE PREFERRED DEVICE, BUT THE FLAG MAY BE USED AT INTERSECTIONS WHERE THE STOP/SLOW PADDLE WOULD OFFER CONTRADICTING INFORMATION TO DRIVERS TRAVELING IN OPPOSITE DIRECTIONS/LEGS OF THE INTERSECTION OR DURING INCIDENT MANAGEMENT SITUATIONS.
8. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
9. CENTERLINE CONES MAY BE ADDED TO ENHANCE THE VISIBILITY OF THE FLAGGER STATION. IF CONES ARE USED, PLACE THEM 100 FT. (MINIMUM) FROM FLAGGER.
10. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
11. PROTECTIVE VEHICLES WITH APPROPRIATE ROLL AHEAD DISTANCE MAY BE USED IN ADVANCE OF THE WORK AREA IF DEEMED NECESSARY BY THE DOT ENGINEER OR THEIR DESIGNEE. TO USE PROTECTIVE VEHICLE, STANDARD BUFFER SPACE AND APPROPRIATE ROLL AHEAD DISTANCE SHALL BE PROVIDED IN ACCORDANCE WITH TABLES 011-03 AND 011-04 ON 619-011.



REFER TO SHEET 2 OF 2 FOR ALL TABLES

 NEW YORK STATE OF OPPORTUNITY.		Department of Transportation
U.S. CUSTOMARY STANDARD SHEET		
WORK ZONE TRAFFIC CONTROL TWO-LANE TWO-WAY ROADWAY FLAGGING OPERATION AT INTERSECTION SHORT TERM OPERATION (SHEET 1 OF 2)		
APPROVED DECEMBER 2, 2021		ISSUED UNDER EI 21-028
<i>Robert Limoges</i> ROBERT LIMOGES, P.E. DIRECTOR, OTSM		619-323

ERRATA 2 EFF. 09/01/23
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ERRATA 1 EFF. 01/01/23
ISSUED WITH EB 22-050

FILE NAME = 619-323-2_E1.dgn
DATE/TIME = 16-JUN-2023 14:30
USER = rfoote

USC May 01, 2024

TABLE 323-01: 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.
* PRECONSTRUCTION POSTED SPEED LIMIT					

TABLE 323-02: REQUIRED SIGN SIZES*		
SIGN	NON-FREEWAY	FREEWAY
G20-2	36x18	48x24
W3-4	36x36	48x48
W20-1	36x36	48x48
W20-4	36x36	48x48
W20-7a	36x36	48x48
WARNING FLAG	18x18	18x18
*FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST.		

TABLE 323-03: CHANNELIZING DEVICE APPLICATION FOR SHORT-TERM STATIONARY WORK ZONES										
WORK ZONE PROVISIONS	MAXIMUM DEVICE SPACING (CENTER TO CENTER)	MUTCD COMPLIANT CHANNELIZING DEVICE								
		DRUMS	STANDARD CONES	TALL CONES	EXTRA TALL CONES	TEMPORARY TUBULAR MARKERS	INTERIM TUBULAR MARKERS	VERTICAL PANELS	OVERSIZED VERTICAL PANELS	TYPE III BARRICADES
SHORT-TERM STATIONARY WORK ZONES INVOLVE WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.	20 FT.	X	X	X	X			X	X	
	40 FT.	X	X	X	X			X	X	
MARKING FOR TRANSVERSE BUMPS ¹	N/A	X ²			X ²				X ²	
LONGITUDINAL LANE OR SHOULDER CLOUSURE W/NO WORKERS PRESENT	80 F.	X	X	X	X			X	X	
TRANSVERSE DEVICE WITHIN CLOSED TRAFFIC LANE AND/OR SHOULDER	800 FT.	X	X	X	X			X	X	0
REMOVAL OF EXISTING GUIDE RAIL	80 FT.	X		X	X	X		X	X	0
	40 FT.									
NOTES: X= ALLOWED, BLANK = NOT ALLOWED, 0 = OPTIONAL 1. - A TYPE 1 OBJECT MARKER MAY BE USED IN LIEU OF CHANNELIZING DEVICE. 2. - CHANNELIZING DEVICES SHALL BE EQUIPPED WITH A FLASHING WARNING LIGHT.										



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U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
TWO-LANE TWO-WAY ROADWAY
FLAGGING OPERATION AT INTERSECTION
SHORT TERM OPERATION
(SHEET 2 OF 2)

APPROVED APRIL 8, 2022
Robert Limoges
ROBERT LIMOGES, P.E.
DIRECTOR, OTSM

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619-323