

**TOWN OF NISKAYUNA**  
**Complete Streets Committee**  
**A G E N D A**  
**October 28, 2022**  
**2:30 P.M.**  
**Remote Meeting**

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. MINUTES**

1. September 30, 2022

**IV. OLD BUSINESS**

1. 1502 Balltown Road – Stewarts (Crosswalks)
2. 1748 Union St (site walk)

**V. NEW BUSINESS**

1. Pedestrian Connections to School Campuses – Tully Letter
2. Winnie Road Easement – Audrey Cox

**VI. DISCUSSION ITEMS**

1. Grant Updates – Crosswalks at St Josephs and Upper Union
2. Plum St Sidewalk Progress Report
3. Spring Complete Streets Demonstration Projects
4. Safe Streets and Roads for All (SS4A) preparation for 2023
5. Crescent Road update

**VII. REPORTS**

1. Committee Member Reports

**VIII. ADJOURNMENT**

**NEXT MEETING**  
December 9, Time TBD

**TOWN OF NISKAYUNA  
COMPLETE STREETS COMMITTEE  
Remote Meeting via Google Meets  
Meeting Minutes  
September 30, 2022**

**Members Present:** William Chapman, Chairman  
Catherine Kuzman  
Ben O'Shea  
Karla Duggal  
Jim Levy  
Andrew Millspaugh  
**Also Present:** Laura Robertson, Planner

**I. CALL TO ORDER**

The Chairman called the meeting to order at 2:30pm.

**II. ROLL CALL**

Ms. Manzo, Ms. Healy and Mr. Strayer were excused today.

**III. MINUTES**

**a. September 2, 2022**

Chairman Chapman stated he had 4 minor changes to the minutes. He reviewed these changes with the committee. Chairman Chapman made a motion to approve on the amended minutes and it was seconded by Ms. Manzo. The amended minutes were approved unanimously.

**PUBLIC CONCERNS**

There were no public concerns today

**IV. OLD BUSINESS**

**• 1747 Union St Raizada Market**

Ms. Robertson reviewed the updates to the site plan that includes some suggestions from the CSC. She noted that the exit on Union Street that is closest to Van Antwerp will be one way out only.

**• The Broken Inn / Clifton Park / Crescent Intersection**

Ms. Robertson displayed the updated plan for the Broken Inn. The committee discussed the changes with Ms. Robertson. Chairman Chapman asked about the direction of how delivery trucks will enter and exit from the CO-OP. They discussed the parking on the side of the Broken Inn and also the improvements being proposed by the Broken Inn. The committee had positive remarks and added that delineation from the parking lot to the patio would be helpful. Chairman Chapman asked if MetroPlex have offered to help with the cost. If so, possibly a concrete patio

could be added. Mr. O'Shea noted that a misting station could be added to relieve the heat in the hot summer days. He stated that they were very successful in Arizona. The committee discussed the sign locations for the stop sign and yield on Crescent Ave and Clifton Park. The committee had concerns on cars backing out onto either Clifton Park and or Crescent Ave. They noted the possibility of making Crescent Ave one way.

## **V. NEW BUSINESS**

### **• Rivers Ledge Senior Center**

Ms. Robertson displayed the site plan for the Senior Center. She noted that the developers took some of the suggestions from the CSC. They added outdoor seating and a sidewalk that connects to the multi-use path. Ms. Robertson added that the developers will be adding a sidewalk that goes along Aqueduct Road down to the boat dock.

Mr. Levy noted that he went to look at the development and the fence that is near the bike crossing seems to visually impair drivers from seeing the bicyclists. He stated that the CSC might make a note of this in case it becomes an issue.

### **• 1502 Balltown Rd Stewarts**

The Committee recommended restriping the crosswalks. They discussed creating a safer space for the high school students to sit outside. It is right near the air station and parking spots and a bit dangerous to get to.

### **• 1748 Union St**

The committee discussed a new proposal for a mixed use building on Union Street. Ms. Robertson asked the committee to do a possible walk through and have recommendations for the next meeting. Mr. Millspaugh noted from the initial review that the parking will need to be re-evaluated. He stated that one parking spot in particular would not work in the plan presented. Mr. Levy noted that this will be a good time to look at the access points for the 2 properties.

## **VI. DISCUSSIONS**

### **• 25 mph Speed Limit Discussions**

Mr. Levy stated that Niskayuna will not have the ability to change the speed limits. He stated that it is based on a report by Cornell local roads. Only cities and villages can request speed changes from NYSDOT. The law does not allow Towns or Counties to request change. Mr. Levy stated he will share the link to this information.

### **• Demonstration Project- bike path on Lexington, roundabout nearby**

The committee discussed if there is time to achieve this project during this fall. After some discussion, the committee decided to postpone the demonstration project until spring.

87       **V.       REPORTS**

88       **Committee Member Reports**

89       Chairman Chapman stated that he and Ms. Duggal went out to Winnie Drive to discuss a possible path to  
90       connect to Valerie Drive to have access to Flower Hill bike path. He stated he will reach out to the land  
91       owner of the property on Winnie and see if an easement to the Town could be given.  
92

93       **1. ADJOURNMENT**

94       With no further business, Chairman Chapman made a motion to adjourn. The meeting was  
95       adjourned at 4:10 pm.

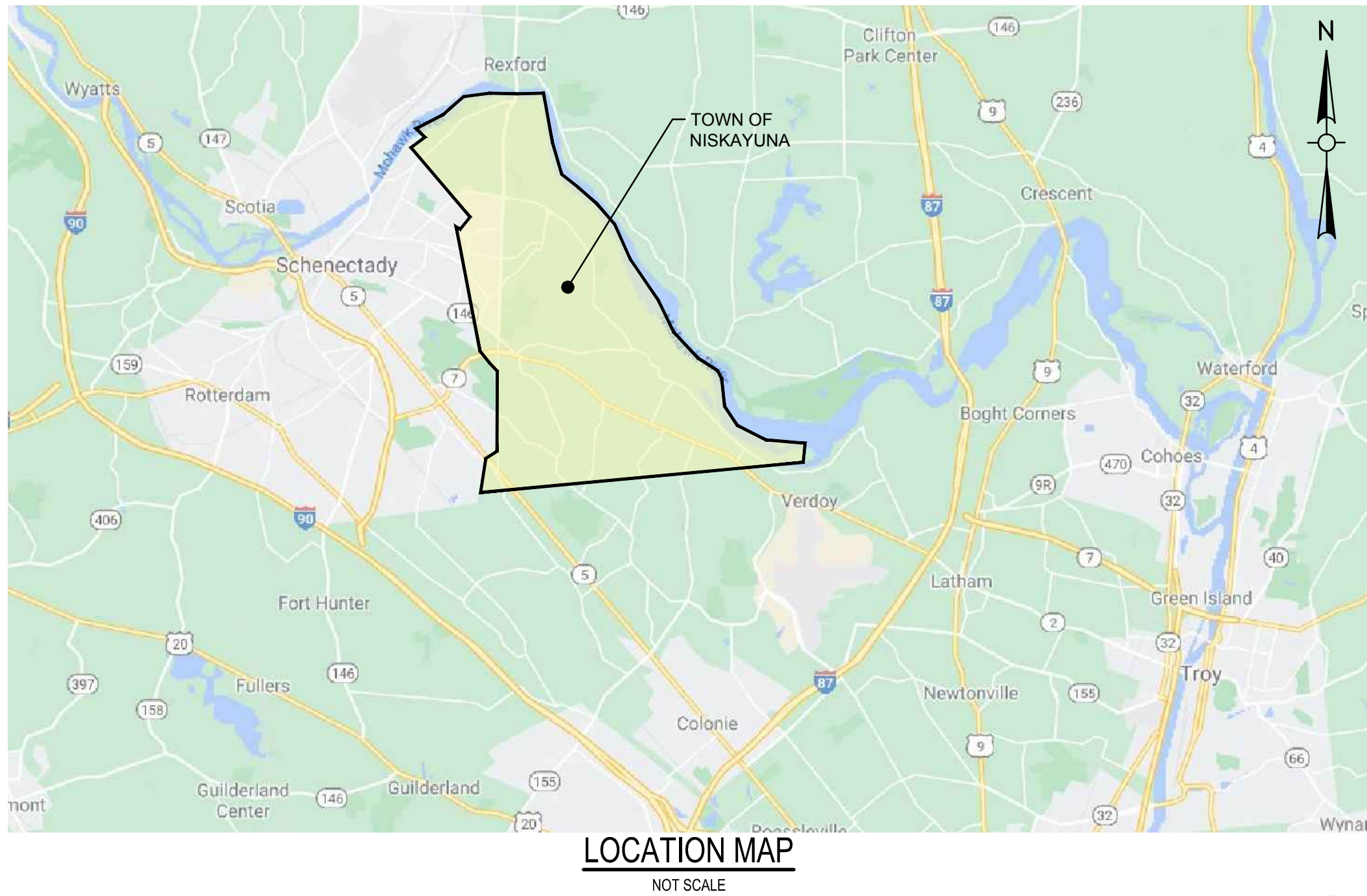
DRAFT



# TOWN OF NISKAYUNA

## CRITICAL PEDESTRIAN CONNECTIONS - SIDEWALK IMPROVEMENTS (VARIOUS LOCATIONS)

### SCHENECTADY COUNTY, NEW YORK



Sheet List Table	
SHEET NUMBER	SHEET TITLE
G-000	COVER SHEET
UNION STREET (ADD ALT. 3)	
C-001	GENERAL NOTES, LEGENDS AND KEY PLAN
C-002	WORK ZONE TRAFFIC CONTROL PLAN PHASES 1 & 2
C-003	WORK ZONE TRAFFIC CONTROL PLAN PHASE 3
C-004	WORK ZONE TRAFFIC CONTROL PLAN PHASES 4 & 5
C-005	MAINTENANCE JURISDICTION TABLE
C-100	EXISTING CONDITIONS AND REMOVALS PLAN
C-110	SITE LAYOUT PLAN
C-120	GRADING PLAN
C-500	TYPICAL SITE DETAILS
C-501	TYPICAL SITE DETAILS
RIVER ROAD (BASE BID)	
C-210	RIVER RD @ ST JOSEPH DR REMOVALS PLAN
C-220	RIVER RD @ ST JOSEPH DR SITE LAYOUT & GRADING PLAN
C-230	RIVER RD @ ST JOSEPH DR CROSSING SIGNAGE PLAN
NOTT STREET (ADD ALT. 4)	
C-300	NOTT ST @ BAKER AVE REMOVALS PLAN
C-310	NOTT ST @ BAKER AVE SITE LAYOUT, GRADING & UTILITY PLANS
PLUM STREET (ADD ALT. 5)	
C-400	PLUM ST @ NICHOLAS AVE REMOVALS PLAN
C-410	PLUM ST @ NICHOLAS AVE SITE LAYOUT & GRADING PLAN
CONSTRUCTION DETAILS	
C-600	EROSION & SEDIMENT CONTROL DETAILS
C-601	CONSTRUCTION DETAILS
C-602	CONSTRUCTION DETAILS
C-603	CONSTRUCTION DETAILS
C-604	TRAFFIC CONTROL DETAILS
C-605	TRAFFIC CONTROL DETAILS

Weston & Sampson  
Weston & Sampson, PE, LS, LA, Architects, PC  
1 Winners Circle, Suite 130  
Albany, NY 12205  
978.532.1900 800.SAMPSON  
www.westonandsampson.com



TOWN OF NISKAYUNA

SUPERVISOR: JAIME PUCCIONI

TOWN BOARD: JOHN DELLA RATTA  
JASON MOSKOWITZ  
BILL MCPARTLON  
JESSICA BRENNAN

TOWN PLANNER: LAURA ROBERTSON

Issued Date:

SEPT. 01, 2022



Know what's below.  
Call before you dig.

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BID DOCUMENTS



1. "ASBUILT SURVEY FOR 1767, 1766, 1771 AND 1775 UNION STREET AND 2 AND 4 TROY PLACE" PREPARED BY M.J. ENGINEERING AND LAND SURVEYING, P.C. DATED MARCH 28, 2017.

1. HORIZONTAL DATUM REFERS TO MAP REFERENCE 1.
2. VERTICAL DATUM REFERS TO THE TOWN OF NISKAYUNA SEWER DATUM.
3. CONTOUR INTERVAL = 1 FOOT.
4. INFORMATION SHOWN HEREON IS FROM A FIELD SURVEY COMPLETED BY MJ ENGINEERING AND LAND SURVEYING, PC IN MAY OF 2019.
5. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON SURFACE EVIDENCE AND INFORMATION RECORDED DURING CONVENTIONAL SURVEY METHODS. THIS MAPPING DOES NOT PURPORT TO SHOW ALL UNDERGROUND UTILITIES ON SITE AND IS SUBJECT TO FIELD VERIFICATION.

1. THIS PROJECT ENTAILS THE CONSTRUCTION OF A CURBED ISLAND IN THE TOWN OF NISKAYUNA. THE WORK IS BEING CONDUCTED IN A LOCATION WHERE VEHICULAR ACCESS AND UTILITY SERVICES ARE TO REMAIN UNINTERRUPTED AT ALL TIMES, AS PRACTICAL. TO ENSURE SERVICE AND LIMIT THE FREQUENCY AND DURATION OF ANY INTERRUPTIONS, A DETAILED PROJECT SCHEDULE DEVELOPED BY THE CONTRACTOR, SEQUENCING CONSTRUCTION OPERATIONS, WORK ACTIVITIES, PROJECT TIME FRAMES AND ANTICIPATED SERVICE DISRUPTIONS SHALL BE REVIEWED AT THE INITIAL PROJECT SCHEDULE MEETING WITHIN 15 DAYS OF THE PROJECT AWARD, AND ACCEPTED BY THE PROJECT ENGINEER AND TOWN OF NISKAYUNA PRIOR TO THE START OF WORK.

2. THE PROJECT ENGINEER AND TOWN SHALL BE NOTIFIED 72 HOURS PRIOR TO CONDUCTING ANY SCHEDULED DEMOLITION IN THE ROADWAY. ANY UTILITY DISRUPTIONS ACTIVITIES THAT WILL TEMPORARILY DISRUPT UTILITY SERVICE TO ANY ADJACENT PROPERTY OWNER WILL REQUIRE 120 HOUR ADVANCE NOTICE TO ALLOW FOR SUFFICIENT TIME TO PROPERLY NOTIFY THE AFFECTED PROPERTIES.
3. THE CONTRACTOR SHALL VERIFY BOTH HORIZONTAL AND VERTICAL CONTROL INFORMATION PRIOR TO THE START OF CONSTRUCTION.

4. ALL EXISTING GRADES AND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR, OR A UTILITY LOCATING SERVICE HIRED BY THE CONTRACTOR, PRIOR TO BEGINNING CONSTRUCTION. OBSERVED DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER.

3. CONTRACTOR SHALL INSTALL ADEQUATE MEASURES TO PREVENT EXISTING SITE FEATURES FROM DAMAGE. IF DAMAGE OCCURS, ALL DAMAGED SITE FEATURES SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CITY.
6. THE CONTRACT LIMIT LINE SHALL BE ASSUMED TO BE ONLY THE AREAS OUTSIDE OF THE WORK IS BEING CONDUCTED, UNLESS ORDERED BY THE ENGINEER.
7. ANY LAWN AREAS THAT EXPERIENCE DISTURBANCE SHALL RECEIVE TOPSOIL, SEED, AND MULCH AT THE COMPLETION OF CONSTRUCTION.
8. ALL AREAS OF DISTURBANCE SHALL BE RETURNED TO A CONDITION THAT AT A MINIMUM MATCHES THE EXISTING PRE-CONSTRUCTION CONDITIONS.
9. ALL PERMITS REQUIRED BY AGENCIES AND/OR AUTHORITIES HAVING STATUTORY JURISDICTION OVER THE UTILITIES AND EXISTING SITE FEATURES WITHIN THE PROJECT SITE AND THOSE IMPACTED BY PROPOSED WORK OUTLINED WITHIN THESE DRAWINGS SHALL BE OBTAINED BY THE CONTRACTOR.
10. ALL EXISTING VEGETATION NOT INDICATED FOR REMOVAL SHALL BE PROTECTED BY THE CONTRACTOR. FENCES AND/OR BARRICADES SHALL BE INSTALLED TO PREVENT DAMAGE BY VEHICLES. VEHICLES SHALL NOT BE PARKED OR DRIVEN ON LAWNS UNLESS AUTHORIZED BY CITY. VEHICLE DAMAGE SHALL BE KEPT OUTSIDE DRIP LINE OF EXISTING TREES. SOIL COMPACTION SHALL NOT TAKE PLACE WITHIN DRIP LINES OF TREES AND SHRUBS.
11. CONTRACTOR SHALL INSTALL AND MAINTAIN ALL NECESSARY DEWATERING MEASURES, TO THE SATISFACTION OF THE ENGINEER, THROUGHOUT THE DURATION OF THE CONTRACT.
12. TRENCHING METHODS UTILIZED SHALL BE IN ACCORDANCE WITH THE LATEST OSHA STANDARDS. TRENCHES SHALL BE PROTECTED AT THE END OF EACH WORK DAYWAY THROUGH BACKFILLING OR BY COVERING WITH H-20 RATED STEEL PLATES.

1. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME OF DESIGN. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL EXERCISE CARE IN REMOVAL OPERATIONS SO AS NOT TO UNDESIRABLY DISTURB UNDERLYING MATERIALS WHICH ARE TO REMAIN IN PLACE. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ALL MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN TO THE PROPERTY OF THE CITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT NO ADDITIONAL EXPENSE TO THE CITY.
  3. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS OR OTHER MATERIAL IN THE SEWAGE AND/OR STORM SEWER COLLECTION SYSTEMS. PLATFORMS, NETS, SCREENS OR OTHER PROTECTION DEVICES SHALL BE USED TO CATCH THE MATERIALS OR DEBRIS. IF THE CONTRACTOR DROPS MATERIALS, PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.
- ## EXISTING UNDERGROUND UTILITY NOTES:
1. CALL BEFORE YOU DIG. IF YOU WANT TO DIG OR DO ANY TYPE OF EXCAVATION WORK, NEW YORK STATE LAW REQUIRES YOU CALL DIG SAFELY NEW YORK PRIOR TO DOING SO.
  2. WAIT THE REQUIRED TIME:  
YOU NEED TO PROVIDE TWO FULL WORKING DAYS NOTICE PRIOR TO STARTING YOUR WORK, NOT COUNTING THE DAY OF YOUR CALL, AND ONE HOUR FOR EACH ADDITIONAL DAY. THIS PROVIDES TIME FOR THE UTILITIES TO LOCATE YOUR PROPOSED DIG SITE.
  3. CONFIRM UTILITY RESPONSE  
DIG SAFELY NEW YORK WILL NOTIFY ALL MEMBER UTILITIES OF THE PENDING EXCAVATION SO THAT THAT THEY CAN COME OUT AND MARK THE LOCATION OF THEIR UNDERGROUND LINES. BEFORE DIGGING ON YOUR STATED COMMENCEMENT DATE CONFIRM THAT ALL UTILITIES HAVE RESPONDED TO YOU BY INDICATING THEY HAVE MARKED YOUR PROPERTY OR THEY HAVE NO PRESENCE PRESENT.
  4. RESPECT THE MARKS  
BEFORE YOU BEGIN YOUR EXCAVATION, WALK THROUGH THE SITE TO FAMILIARIZE YOURSELF WITH THE MARKINGS AND THE LOCATIONS OF BURIED FACILITIES.
  5. DIG WITH CARE.  
IT IS IMPORTANT EXCAVATORS TAKE A PROACTIVE APPROACH TO SAFETY. NOT ONLY FOR THEMSELVES BUT FOR THE PUBLIC BY INITIATING THE ONE CALL PROCESS AND ADHERING TO THE FIVE STEPS OF A SAFE EXCAVATION.
  6. CONTRACTOR SHALL BE HELD ACCOUNTABLE FOR ANY AND ALL DAMAGES CAUSED TO EXISTING UTILITIES THAT LIE OUTSIDE OF THE SCOPE OF WORK INDICATED ON THESE DRAWINGS, ANY AND ALL DAMAGES TO EXISTING UTILITIES SHALL BE REPAIRED AND/OR REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF BOTH THE UTILITY OWNER AND THE ENGINEER.

1. CALL BEFORE YOU DIG.  
IF YOU PLAN TO DIG OR DO ANY TYPE OF EXCAVATION WORK, NEW YORK STATE LAW REQUIRES YOU CALL DIG SAFELY NEW YORK PRIOR TO DOING SO.
2. WAIT THE REQUIRED TIME:  
YOU NEED TO PROVIDE TWO FULL WORKING DAYS NOTICE PRIOR TO STARTING YOUR WORK, NOT COUNTING THE DAY OF YOUR CALL, WEEKENDS OR HOLIDAYS. THIS PROVIDES TIME FOR THE UTILITIES TO LOCATE YOUR PROPOSED DIG SITE.

7. EXISTING SANITARY AND STORM SEWERS SHOWN TO REMAIN IN PLACE SHALL BE MAINTAINED FREE OF FOREIGN MATTER AND/OR DEBRIS.

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

2. EXCESS SOIL TO BE STOCKPILED WITHIN THE LIMITS OF SITE DISTURBANCE (IF IT IS NOT USED IMMEDIATELY FOR GRADING PURPOSES AND IF IT IS EXPECTED TO REMAIN EXPOSED FOR PERIODS LESS THAN THIRTY (30) DAYS) SHALL HAVE HAY BALE BERM OR SILT FENCES CONSTRUCTED TO PREVENT STOCKPILED SOIL FROM TOPSOIL AND EXCAVATED OVERBURDEN. HAY BALE BERMS AND SILT FENCES SHALL BE ANCHORED AND MAINTAINED IN GOOD CONDITION UNTIL SUCH TIME AS SAID STOCKPILES ARE REMOVED AND STOCKPILING AREAS ARE BROUGHT TO FINAL GRADE AND PERMANENTLY STABILIZED.
3. IN NO CASE SHALL ERODIBLE MATERIALS BE STOCKPILED WITHIN 25'-0" OF ANY DITCH, STREAM OR OTHER SURFACE WATER BODY.
4. CONTRACTOR SHALL NOT STOCKPILE DEBRIS FROM SIDEWALK, CURBS, ASPHALT, EXISTING STRUCTURES, PIPES, AND MISCELLANEOUS REMOVALS. THESE MATERIALS AND ANY OTHER MATERIALS REMOVED UNDER ORDER OF THE ENGINEER SHALL BE DISPOSED OF AT AN APPROVED OFFSITE LOCATION.

LITTER AND CONSTRUCTION DEBRIS CONTROL  
MEASURES:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THE FOLLOWING LITTER AND CONSTRUCTION DEBRIS CONTROL MEASURES:

1. THE CONTRACTOR SHALL DISPOSE OF ALL CONSTRUCTION DEBRIS AT AN OFF-SITE FACILITY APPROVED FOR THE TYPE OF MATERIAL GENERATED AT THE SITE.
2. NO BURNING OR BURY PITS WILL BE PERMITTED ON SITE.
3. TEMPORARY STORAGE CONTAINERS SHALL BE PROVIDED, AS NECESSARY, TO CONTROL LITTER AND CONSTRUCTION DEBRIS FROM ENTERING ON-SITE STORMWATER DISCHARGES.
4. PRIOR TO LEAVING THE SITE EACH DAY, THE CONTRACTOR SHALL INSPECT THE PROJECT SITE AND PLACE ALL LITTER AND CONSTRUCTION DEBRIS IN APPROPRIATE STORAGE CONTAINERS.

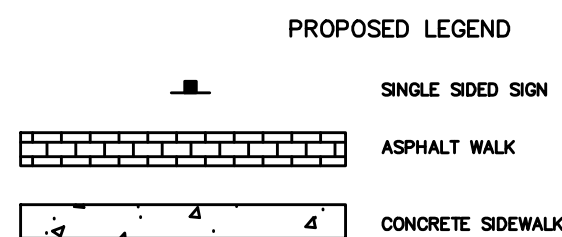
1. STORM DRAIN SEDIMENT FILTER: PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, EITHER STORM DRAIN INLET FILTERS, OR STRAW BALE WEIRS SHALL BE CONSTRUCTED AT EXISTING STORM DRAINS AS REQUIRED. THEY SHALL BE MAINTAINED IN GOOD CONDITION UNTIL COMPLETION OF PROJECT.

2. IMMEDIATELY FOLLOWING COMPLETION OF ANY AND ALL OF THE PROPOSED STORM DRAIN INLETS, STORM DRAIN INLET FILTERS, OR STRAW BALE WEIRS SHALL BE CONSTRUCTED. THESE SHALL FUNCTION TO PREVENT SEDIMENT ENTRANCE INTO THE STORM DRAINS. THEY SHALL BE MAINTAINED IN GOOD CONDITION UNTIL PROJECT IS COMPLETE.
3. TOPSOIL AND FILL THAT IS TO REMAIN STOCKPILED ON-SITE SHALL BE STABILIZED.
4. IN NO CASE SHALL ERODIBLE MATERIALS BE STOCKPILED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THE FOLLOWING PRE-CONSTRUCTION SEQUENCE:

1. CONTRACTOR AND ANY SUBCONTRACTORS SHALL READ AND UNDERSTAND THE PLANS AND THE NYSDCE BLUE BOOK FOR STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
2. CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING WITH THE OWNER'S REPRESENTATIVES AT LEAST ONE WEEK PRIOR TO STARTING CONSTRUCTION. CONTRACTOR SHALL REQUEST ALL UTILITY OWNERS TO ATTEND PRE-CONSTRUCTION MEETING.
3. CONTRACTOR SHALL COMMENCE SITE CONSTRUCTION ACTIVITIES AS REQUIRED.

1. ON-SITE WORK HOURS: LIMIT WORK IN THE PROJECT AREA TO NORMAL BUSINESS WORKING HOURS OF 7 A.M. TO 5 P.M., MONDAY THROUGH FRIDAY, UNLESS OTHERWISE INDICATED.

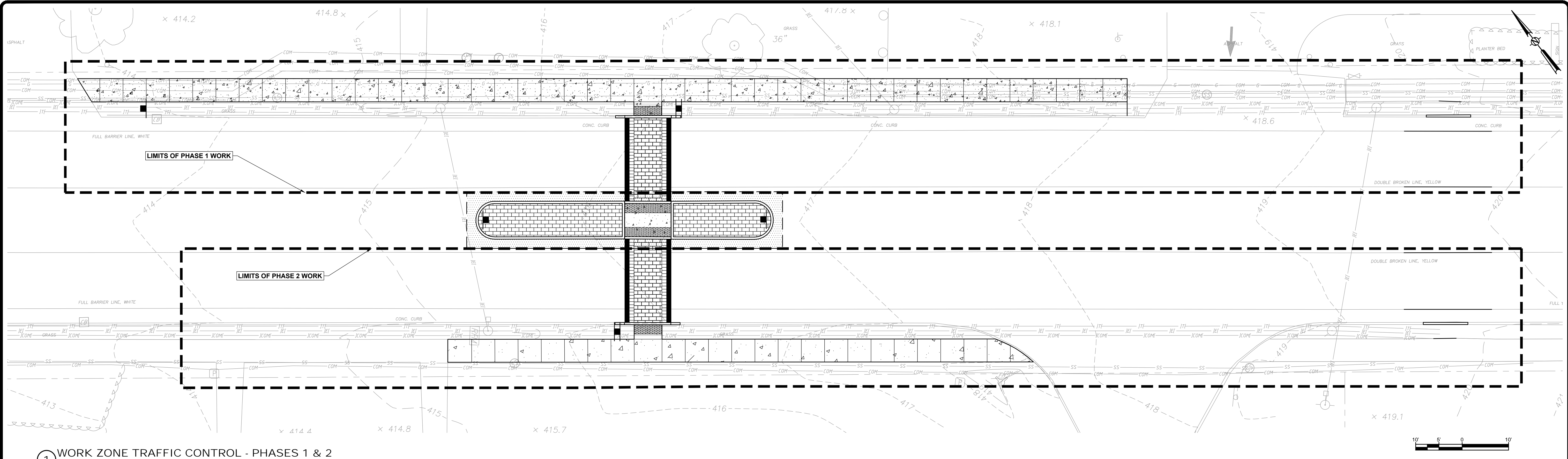


1 SITE KEY PLAN  
SCALE: 1"=10'

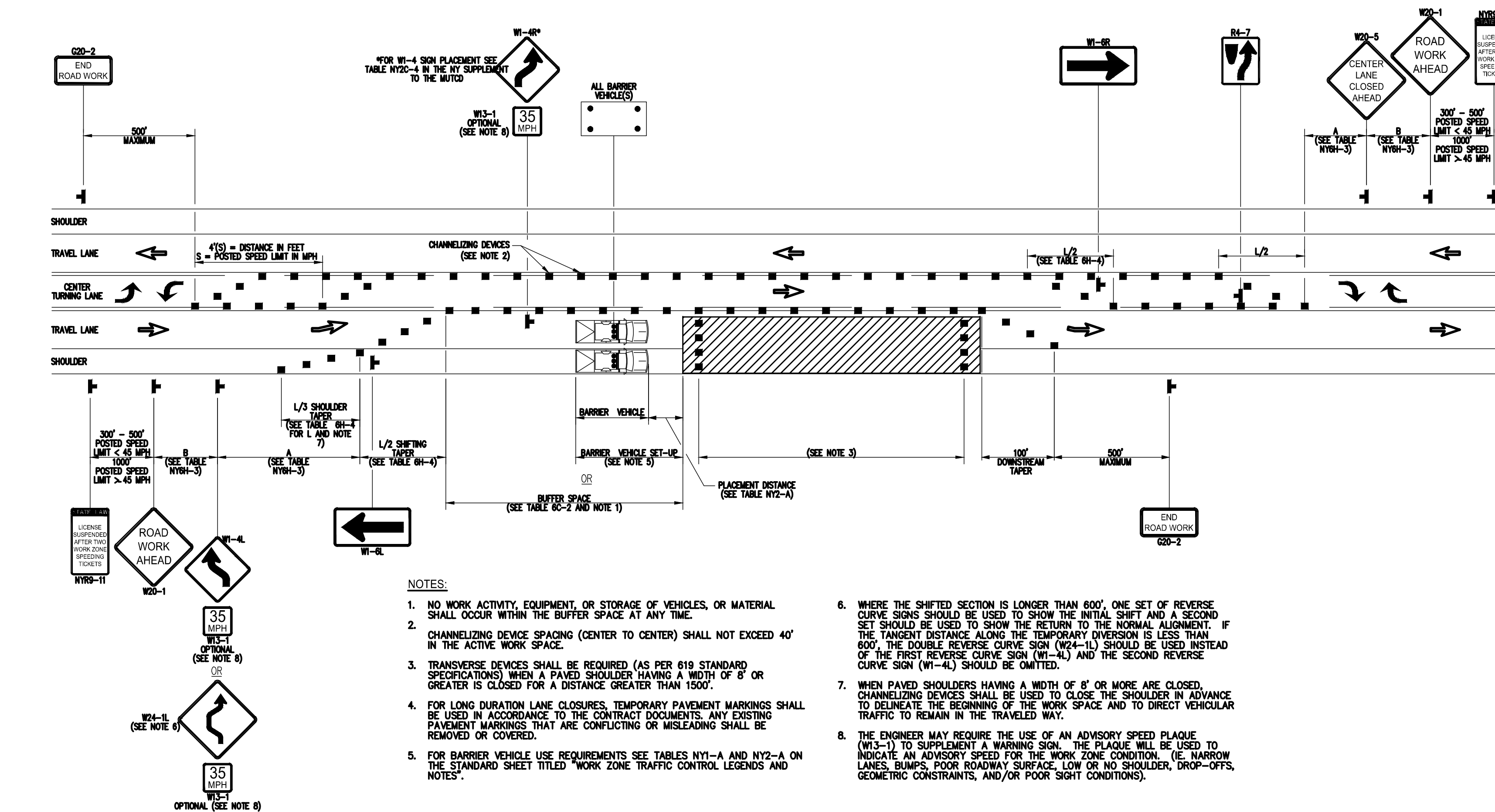
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File Name: F:\m701\m701.11 Union Street\m701.11 C-002 WZTC.dwg (Layout: C-002)  
Date: Thu, Aug 18, 2022 - 7:04 AM (Name: jblanchi)



1 WORK ZONE TRAFFIC CONTROL - PHASES 1 & 2  
SCALE: 1"=10'



2 SINGLE LANE SHIFT SHORT OR INTERMEDIATE TERM STATIONARY 2-LANE 2-WAY WITH CENTER TURN LANE  
SCALE: N.T.S. [SOURCE: NYS DOT STANDARD SHEET 619-63]

SUBMITTAL / REVISIONS					
No.	DATE	DESCRIPTION	BY	REVIEWED BY:	DATE
1	8/18/22	BID DOCUMENTS	TES	JMB	8/18/22

PROJ. MANAGER: JMB
CHIEF DESIGNER: TES
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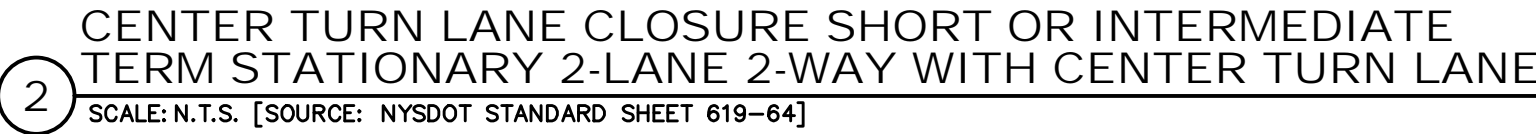
Engineering and  
Land Surveying, P.C.  
1533 Crescent Road - Clifton Park, NY 12065

TOWN OF NISKAYUNA  
WORK ZONE TRAFFIC CONTROL  
PLAN PHASES 1 & 2  
UPPER UNION MEDIAN IMPROVEMENTS  
NISKAYUNA NEW YORK

SCALE: AS SHOWN  
CONTRACT No.:  
MJ PROJ. No.: 701.11  
DATE: 10/12/2020

C-002

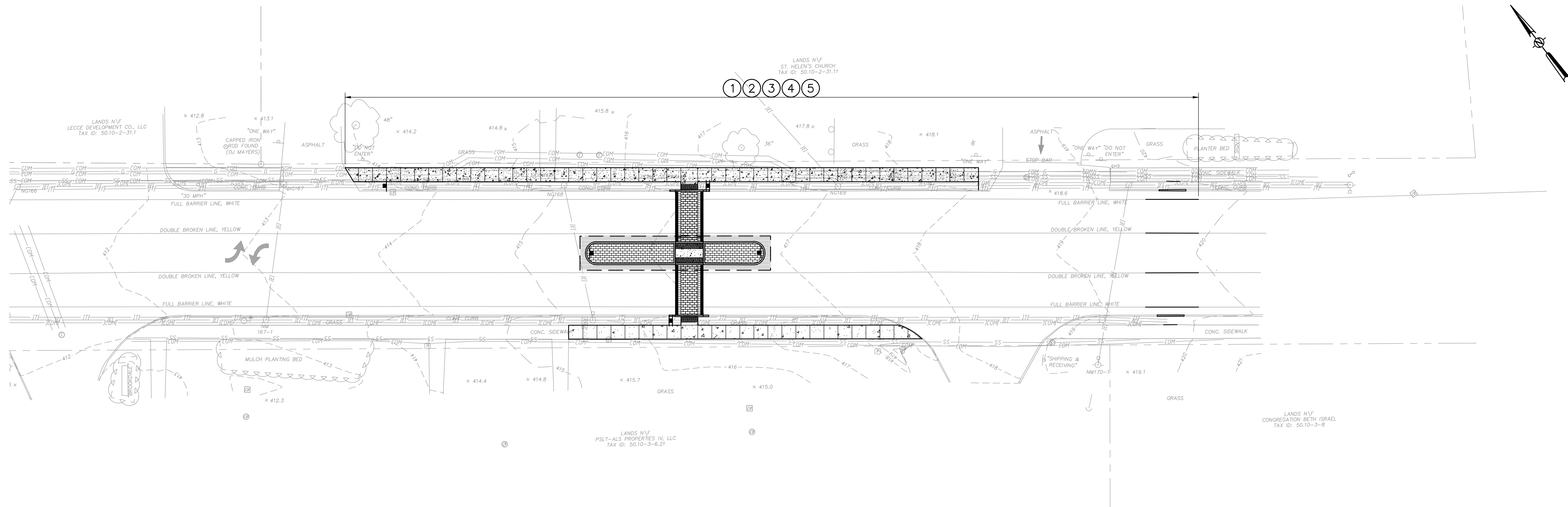


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C-003







1 MAINTENANCE JURISDICTION PLAN  
SCALE: 1"=20'

	A	B	C	D	E	F	G
1	TABLE OF MAINTENANCE JURISDICTION						
2	PART NO.	DESCRIPTION	LIMITS	GENERAL FEATURES TO BE MAINTAINED	JURISDICTIONAL AGENCY	MAINTAINING AGENCY	GOVERNING DOCUMENT FOR MAINTENANCE JURISDICTION
3	ROADWAYS AND SITE FEATURES						
4	1	UPPER UNION STREET	PROJECT LIMITS	PAVEMENT, ROADWAY STRIPING	SCHENECTADY COUNTY	SCHENECTADY COUNTY	HIGHWAY LAW SECTION 129
5	2	UPPER UNION STREET	PROJECT LIMITS	CURB, SIDEWALKS, CONCRETE MEDIAN, CURB RAMPS	TOWN OF NISKAYUNA	TOWN OF NISKAYUNA	HIGHWAY LAW SECTION 151
6	CONTROL OF SNOW AND ICE						
7	3	UPPER UNION STREET	PROJECT LIMITS	PAVEMENT AND SHOULDERS	SCHENECTADY COUNTY	SCHENECTADY COUNTY	HIGHWAY LAW SECTION 135
8	4	UPPER UNION STREET	PROJECT LIMITS	SIDEWALKS AND CONCRETE MEDIAN	TOWN OF NISKAYUNA	TOWN OF NISKAYUNA	HIGHWAY LAW SECTION 151
9	SIGNALS AND SITE FEATURES						
10	5	UPPER UNION STREET	PROJECT LIMITS	PEDESTRIAN SIGNALS AND SIGNAGE	TOWN OF NISKAYUNA	TOWN OF NISKAYUNA	HIGHWAY LAW SECTION 10, SUBSECTION 24B

File Name: F:\m701\m701.11 Union Street\m701.11 C-005 MJT.dwg (Layout: C-005)  
Date: Thu, Aug 18, 2022 - 7:06 AM (Name: jblanchi)

SUBMITTAL / REVISIONS			
No.	DATE	DESCRIPTION	BY
1	8/18/22	BID DOCUMENTS	TES

REVIEWED BY:	DATE
JMB	8/18/22

PROJ. MANAGER:	JMB
CHIEF DESIGNER:	TES
DESIGNED BY:	TES
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DATE	DATE

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1533 Crescent Road - Clifton Park, NY 12065

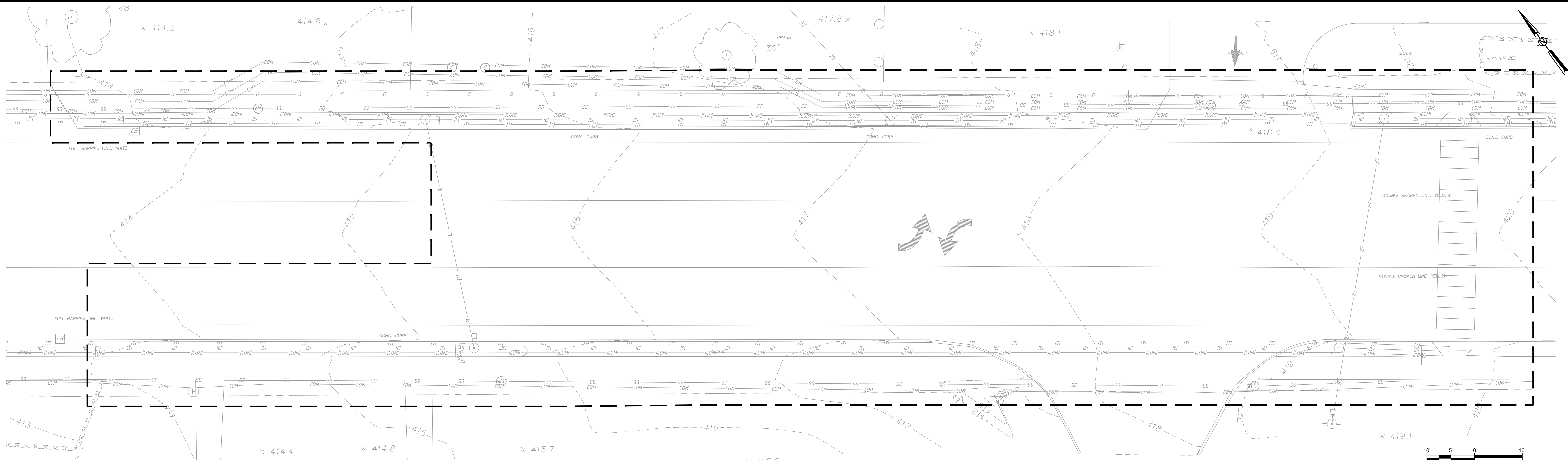
TOWN OF NISKAYUNA  
MAINTENANCE  
JURISDICTION TABLE  
UPPER UNION MEDIAN IMPROVEMENTS  
NISKAYUNA  
NEW YORK

SCALE: AS SHOWN  
CONTRACT No.:  
MJ PROJ. No.: 701.11  
DATE: 10/12/2020

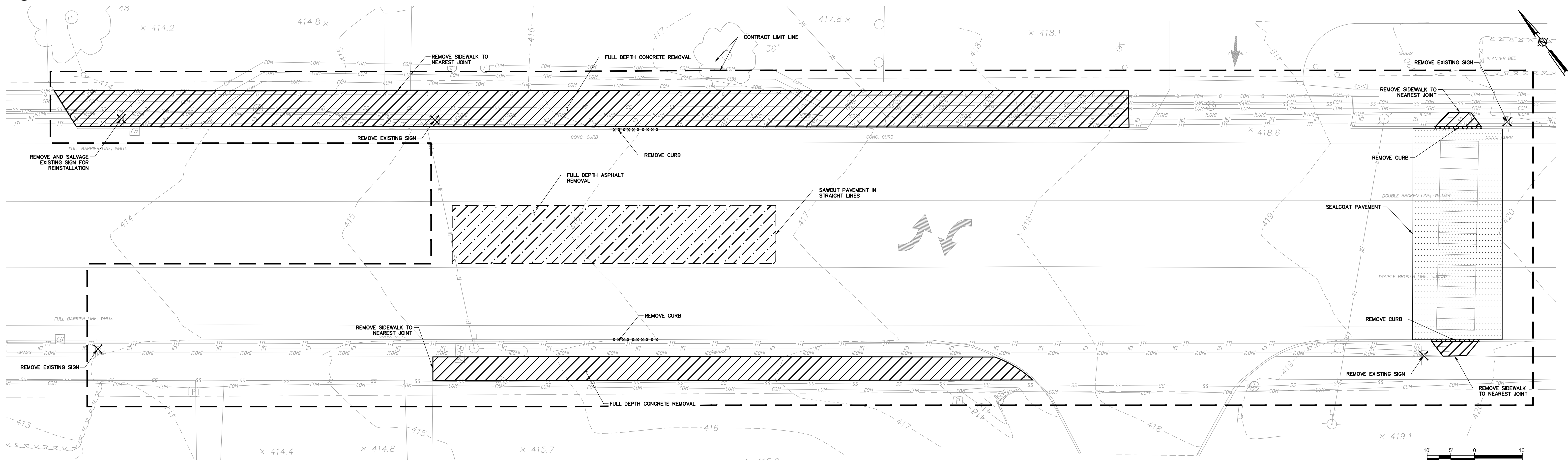
C-005



File Name: F:\m\701\m\701.11 Union Street\m\701.11 C-100 EXISTING CONDITIONS AND REMOVALS.dwg (Layout: C-100)  
Date: Thu, Aug 18, 2022 - 7:07 AM (Name: jblanchi)



1 EXISTING CONDITIONS PLAN  
SCALE: 1"=10'



2 REMOVALS PLAN  
SCALE: 1"=10'

SUBMITTAL / REVISIONS					
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DRAWN BY: TES  
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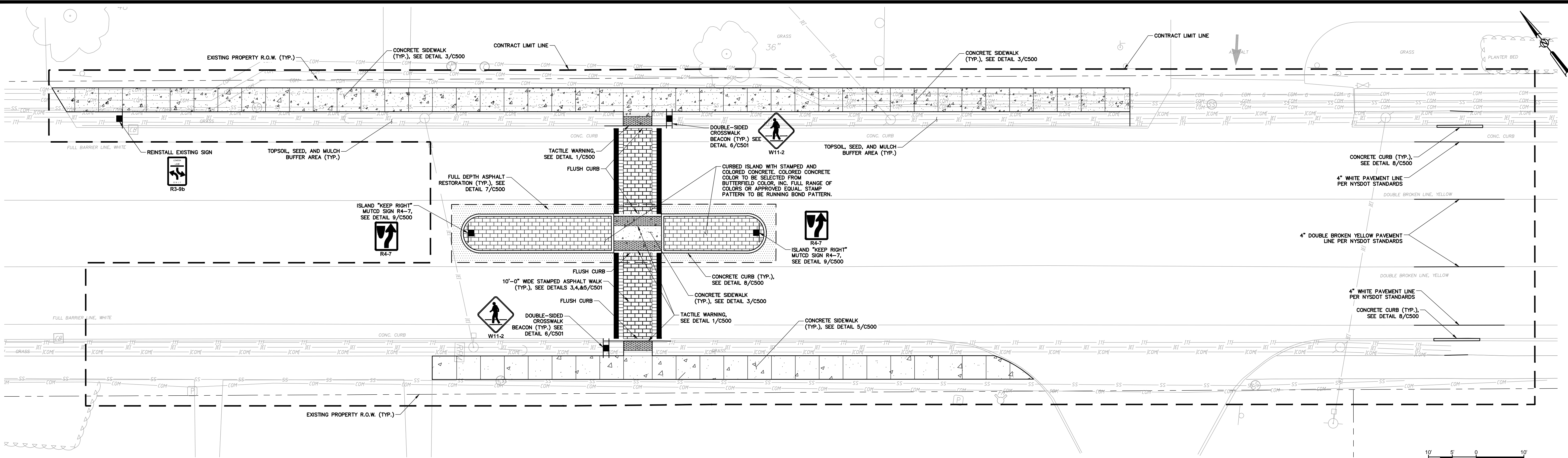
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TOWN OF NISKAYUNA  
EXISTING CONDITIONS  
AND REMOVALS PLAN  
UPPER UNION MEDIAN IMPROVEMENTS  
NISKAYUNA  
NEW YORK

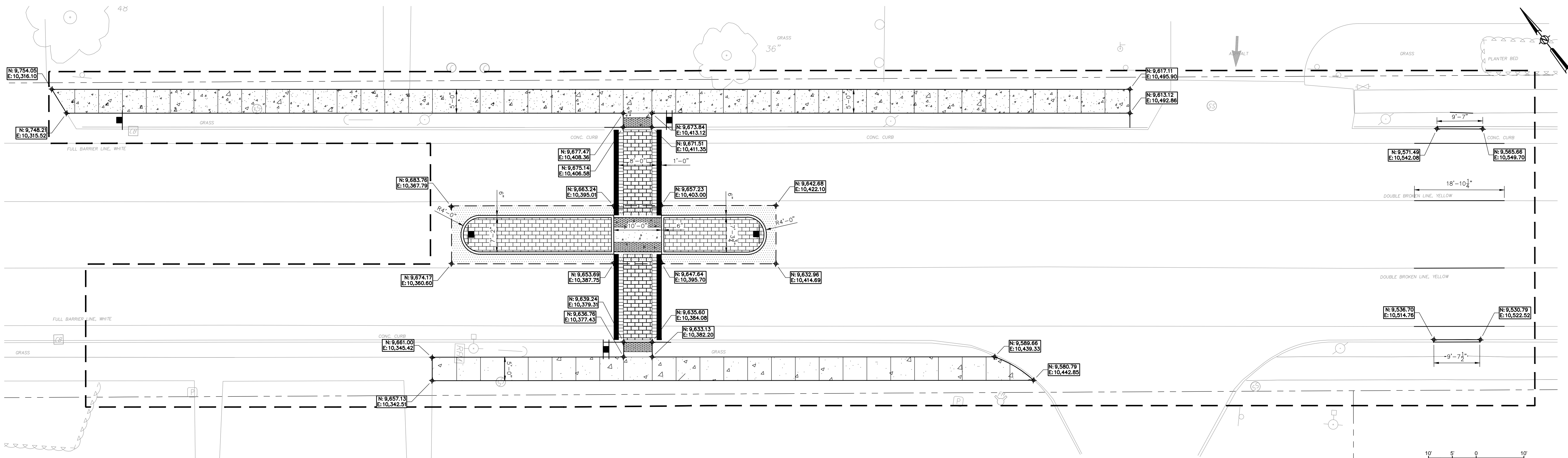
SCALE: 1"=10'  
CONTRACT No.:  
MJ PROJ. No.: 701.11  
DATE: 10/12/2020

C-100





1 MATERIAL LAYOUT PLAN  
SCALE: 1"=10'



2 GEOMETRIC LAYOUT PLAN  
SCALE: 1"=10'

SUBMITTAL / REVISIONS					
No.	DATE	DESCRIPTION	BY	REVIEWED BY:	DATE
1	8/18/22	BID DOCUMENTS	TES	JMB	8/18/22

PROJ. MANAGER: JMB
CHIEF DESIGNER: TES
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DATE	DATE

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TOWN OF NISKAYUNA  
SITE LAYOUT PLAN

UPPER UNION MEDIAN IMPROVEMENTS  
NISKAYUNA NEW YORK

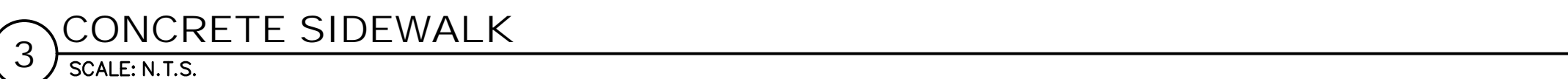
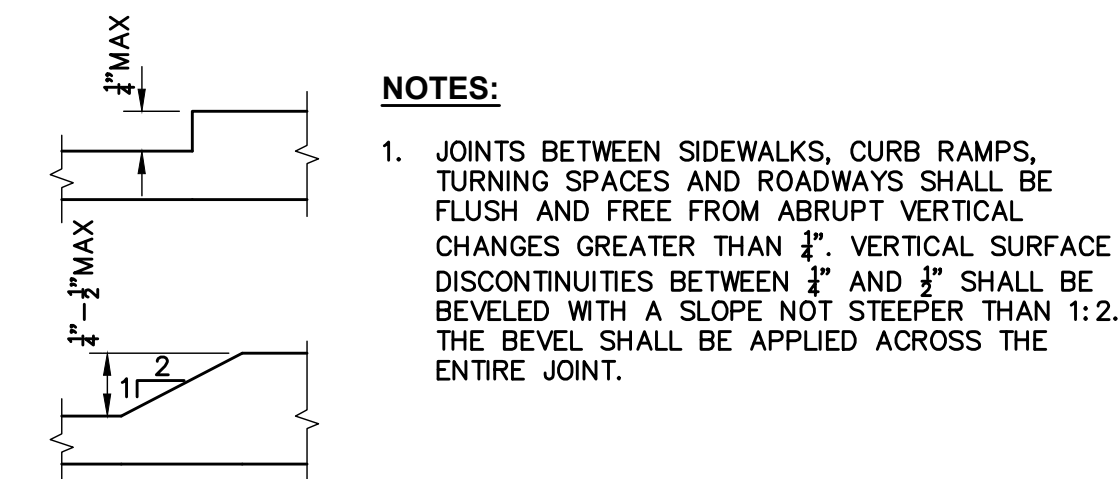
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MJ PROJ. No.: 701.11  
DATE: 10/12/2020

C-110



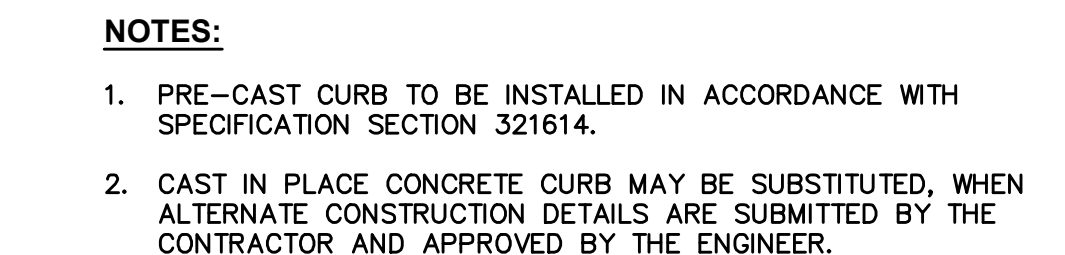






**ACCESSIBLE SIDEWALKS AND CURB RAMP NOTES:**

1. DIMENSIONS SHOWN IN THE DETAILS AS MINIMUMS AND MAXIMUMS ARE THE LIMITS FOR DESIGN AND FIELD LAYOUT. FACILITIES SHALL NOT BE CONSTRUCTED WITH VALUES OUTSIDE THE LIMITS FOR WORK ACCEPTANCE. SEE TABLE "DESIGN ELEMENT TOLERANCES".
2. TO CHECK FIELD LAYOUT AND TO VERIFY WORK ACCEPTANCE, ALL SLOPES AND GRADES WILL BE MEASURED WITH A 4 FOOT LONG DIGITAL LEVEL USING AT LEAST TWO READINGS. WHERE THE READINGS VARY, THE MEASUREMENTS WILL BE AVERAGED. GRADE (RUNNING SLOPE) WILL BE MEASURED ALONG THE CENTERLINE AND OFFSET 12" TO 18" FROM THE CENTERLINE. CROSS SLOPES WILL BE MEASURED PERPENDICULAR TO CENTERLINE AT 5' TO 10' INTERVALS.
3. GRADES (RUNNING SLOPES) ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
4. JOINTS BETWEEN SIDEWALKS, CURB RAMPS, TURNING SPACES AND ROADWAYS SHALL BE FLUSH AND FREE FROM ABRUPT VERTICAL CHANGES GREATER THAN 1". SURFACE DISCONTINUITIES BETWEEN 1" TO 1/2" SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE JOINT.
5. THE CROSS SLOPE OF PEDESTRIAN ACCESS ROUTES SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE.
6. THE RUNNING SLOPE OF PEDESTRIAN ACCESS ROUTES SHALL BE 4.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 5% MAXIMUM FOR WORK ACCEPTANCE.
7. THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4'.
8. THE GRADE (RUNNING SLOPE) OF A CURB RAMP SHALL BE A MINIMUM OF 5%. THE GRADE FOR DESIGN AND LAYOUT SHALL BE A MAXIMUM OF 7.5%. THE GRADE FOR ADA ACCESSIBILITY AND WORK ACCEPTANCE SHALL BE A MAXIMUM OF 8.3%. THE MAXIMUM VERTICAL RISE OVER THE LENGTH OF THE CURB RAMP FOR ACCEPTANCE SHALL BE 6".
9. THE CROSS SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS POSSIBLE AND STILL PROVIDE POSITIVE DRAINAGE. THE CROSS SLOPE OF THE CURB RAMP SHALL BE 1.5% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE.
10. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES A CURB RAMP FLARED SIDES SHALL BE INSTALLED WITH A MAXIMUM SLOPE OF 9.5% FOR DESIGN AND LAYOUT, AND 10% MAXIMUM FOR WORK ACCEPTANCE. THE SLOPE OF THE FLARED SIDES IS MEASURED PARALLEL TO THE CURB LINE.

[illegible]

UPPER UNION MEDIAN IMPROVEMENTS  
NISKAYUNA NEW YORK

C-500



**1 RESERVED**  
SCALE: N.T.S.

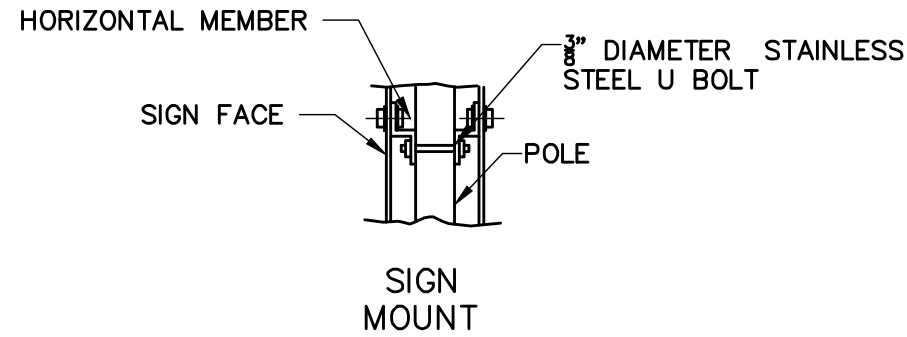
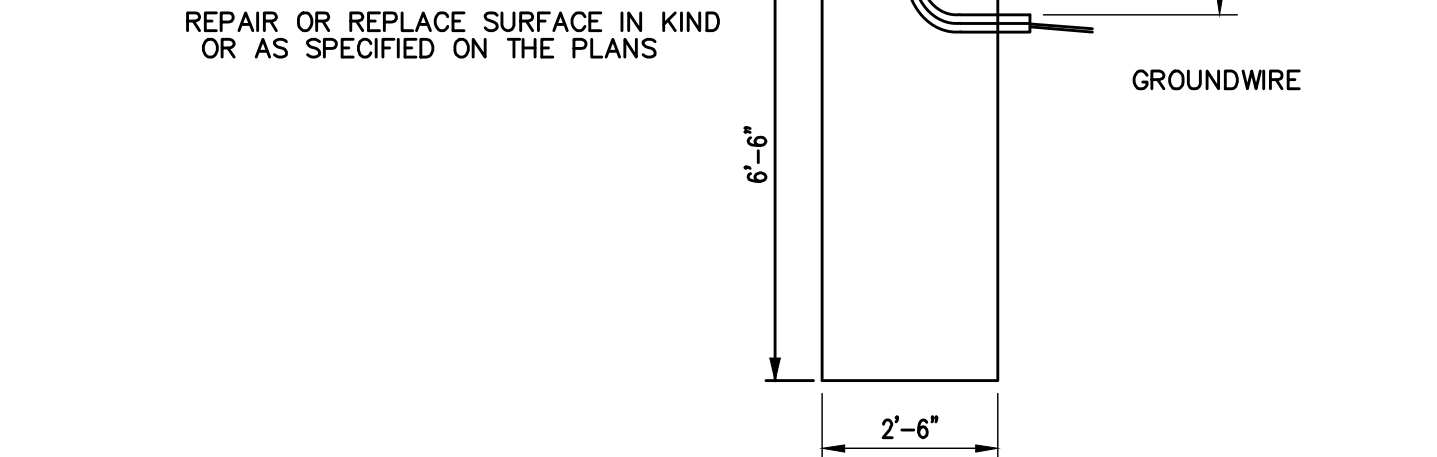


1. ALL CROSS WALK STRIPING SHALL BE WHITE
2. PREFORMED THERMOPLASTIC MATERIAL TO BE USED. REFER TO SPECIFICATION 321724.

## 4 PAVEMENT MARKING DETAIL CROSS WALK STRIPING

1. CROSSWALK TO BE TRAFFIC PATTERNS XD IN HERITAGE RED WITH WHITE LADDER EFFECT & 12" WHITE PREFORM BARS.

**5 TRAFFIC PATTERNS XD CROSS-SECTION DETAIL**  
SCALE: N.T.S.



10. TRAFFIC SIGNAL POLE SHALL MEET THE REQUIREMENTS OF THE MOST RECENT RELEASED VERSION OF THE NYSDOT SPECIFICATION SECTION 724-03 FOR BRACKET MOUNT TRAFFIC SIGNAL POLES

6 CROSSWALK BEACON DETAIL  
SCALE:

[illegible]

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TOWN OF NISKAYUNA  
TYPICAL SITE DETAILS  
UPPER UNION MEDIAN IMPROVEMENTS  
NISKAYUNA NEW YORK

SCALE: <b>N.T.S.</b>
CONTRACT No.:
MJ PROJ. No.: 701.11
DATE: 10/12/2020

C-501



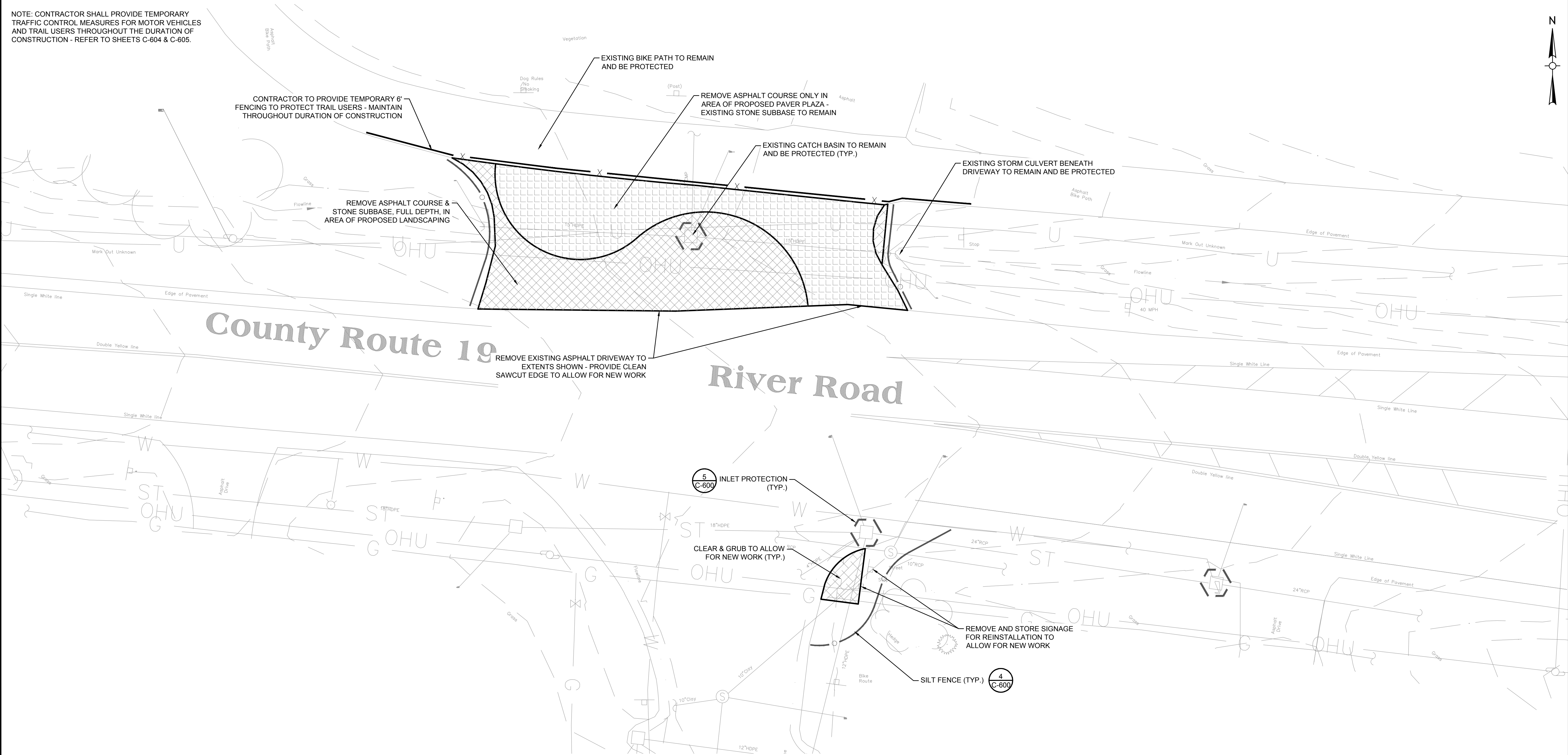
EXISTING CONDITIONS LEGEND

	EDGE OF WOODS		STORM SEWER LINE
	DECIDUOUS TREE		SANITARY SEWER LINE
	CONIFEROUS TREE		WATER LINE
	SHRUB/BUSH		GAS LINE
	SIGN		SIGNAL WIRE LINE
	UTILITY POLE		CABLE LINE
	LIGHT POLE		FIBER OPTIC LINE
	HYDRANT		LOW PRESSURE SEWER LINE
	WATER SHUTOFF		ELECTRIC LINE
	GAS VALVE		OVERHEAD UTILITIES
	WATER VALVE		TELEPHONE LINE
	MONUMENT		SANITARY MANHOLE (SMH)
	IRON PIN / IRON ROD		DRAINAGE MANHOLE (DMH)
	HANDICAP SPACE		CATCHBASIN (CB)
	HAND HOLE		METAL POST/BOLLARD (BOL)
	ELEC. METER		ELECTRIC MANHOLE (MHE)
	GAS METER		UNKNOWN MANHOLE
	PROPERTY LINE		TELEPHONE MANHOLE (MHT)
	EASEMENT		VENT PIPE
	10' MAJOR CONTOUR LINE		COULD NOT OPEN
	5' MINOR CONTOUR LINE		FLOW DIRECTION
	W/F WOOD FRAMED		MAG NAIL
	CHAIN LINK FENCE		WLF #10B1
	WOOD FENCE		WET
	FENCE		EDGE OF WATER (BY AERIAL IMAGE)
	CLEANOUT		ELECTRIC PEDESTAL
	MONITORING WELL		GUY WIRE
	STONEWALL		FINISHED FLOOR ELEVATION
			SPOT ELEVATION
			MAILBOX

SURVEY NOTES:

- UNDERGROUND UTILITY LOCATIONS SHOWN HEREON ARE BASED ON UTILITY EVIDENCE VISIBLE AT GROUND SURFACE AND RECORD DRAWINGS AND ARE SUBJECT TO FIELD VERIFICATION BY EXCAVATION. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES.
- SURVEY PERFORMED BY WESTON & SAMPSON PE, LS, LA, PC, IN **AUGUST 2020**.
- CONTOURS AND ELEVATIONS SHOWN BASED ON GPS OBSERVATIONS ON **NAVD88** VERTICAL DATUM.
- NORTH ORIENTATION IS BASED ON GPS OBSERVATIONS TAKEN AT THE TIME OF THE FIELD SURVEY. MAPPING PREPARED ON NEW YORK EAST STATE PLANE COORDINATE SYSTEM (**NAD83**).
- UNDERGROUND UTILITY LOCATIONS BASED ON OBSERVATIONS (FLAGGING PLACED BY OTHERS) AT THE TIME OF THE FIELD SURVEY.
- UTILITY MARKOUTS PERFORMED BY SOFT-DIG ON JULY 29, 2020.

NOTE: CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES FOR MOTOR VEHICLES AND TRAIL USERS THROUGHOUT THE DURATION OF CONSTRUCTION - REFER TO SHEETS C-604 & C-605.



1 EXISTING CONDITIONS AND REMOVALS PLAN - RIVER ROAD  
SCALE: 1" = 10'

Project:

TOWN OF NISKAYUNA

CRITICAL PEDESTRIAN CONNECTIONS

Weston & Sampson

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No.	Date	Description

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Date: SEPT. 01, 2022

Drawn By: JWG

Reviewed By: JWG

Approved By: DPB

W&S Project No.: ENG20-0604

W&S File No.:

Drawing Title:

RIVER RD @ ST JOSEPH DR REMOVALS PLAN

Sheet Number:

C-210

Rev: 1.0 Date: 04/10/2019



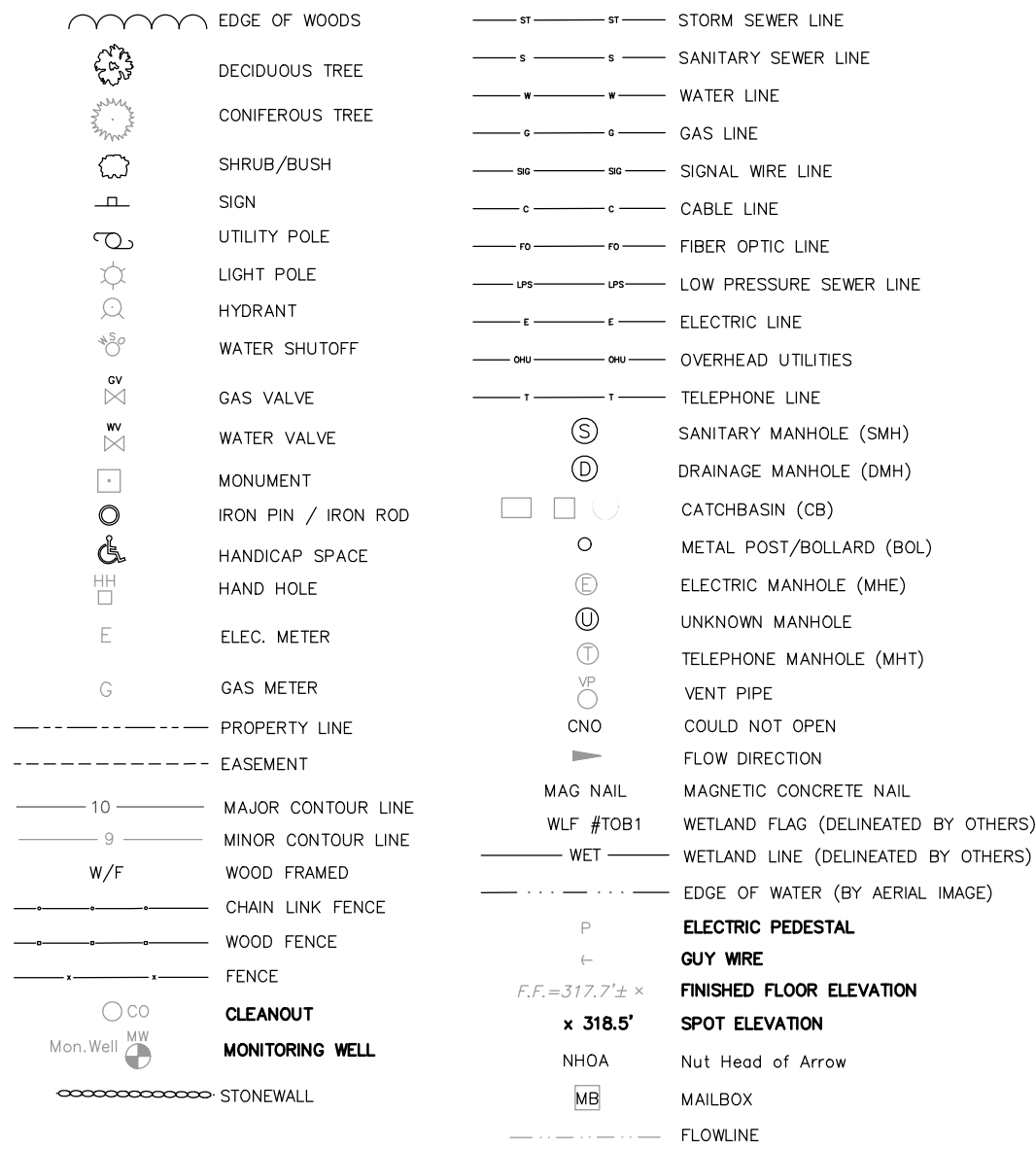






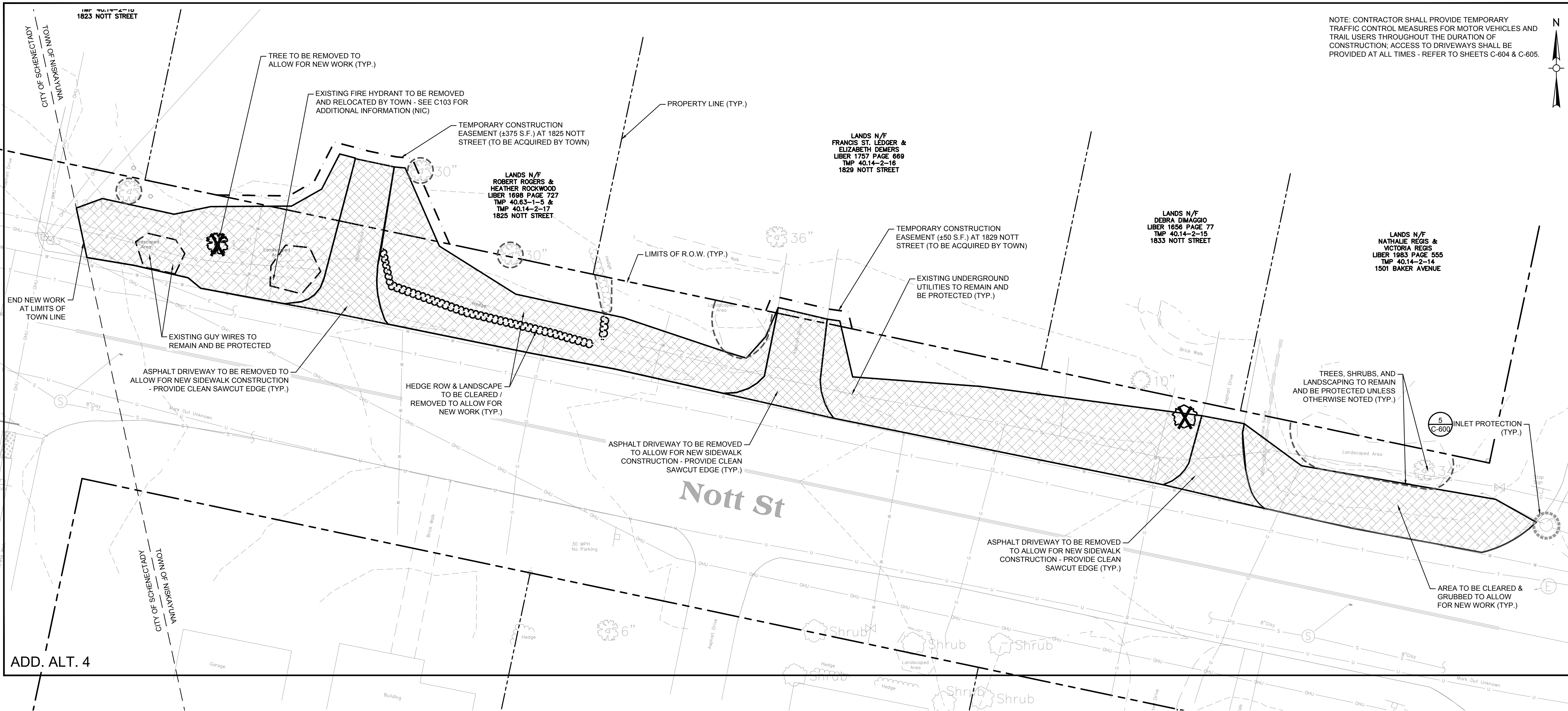


EXISTING CONDITIONS LEGEND



SURVEY NOTES:

1. UNDERGROUND UTILITY LOCATIONS SHOWN HEREON ARE BASED ON UTILITY EVIDENCE VISIBLE AT GROUND SURFACE AND RECORD DRAWINGS AND ARE SUBJECT TO FIELD VERIFICATION BY EXCAVATION. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES.
2. SURVEY PERFORMED BY WESTON & SAMPSON PE, LS, LA, PC, IN **AUGUST 2020**.
3. CONTOURS AND ELEVATIONS SHOWN BASED ON GPS OBSERVATIONS ON **NAVD88** VERTICAL DATUM.
4. NORTH ORIENTATION IS BASED ON GPS OBSERVATIONS TAKEN AT THE TIME OF THE FIELD SURVEY. MAPPING PREPARED ON NEW YORK EAST STATE PLANE COORDINATE SYSTEM (**NAD83**).
5. UNDERGROUND UTILITY LOCATIONS BASED ON OBSERVATIONS (FLAGGING PLACED BY OTHERS) AT THE TIME OF THE FIELD SURVEY.
6. UTILITY MARKOUTS PERFORMED BY SOFT-DIG ON JULY 29, 2020.
7. RIGHT OF WAY LINES COMPILED FROM FILED MAPS AND DEEDS.



Project:

TOWN OF  
NISKAYUNA



CRITICAL PEDESTRIAN  
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W&S File No.:

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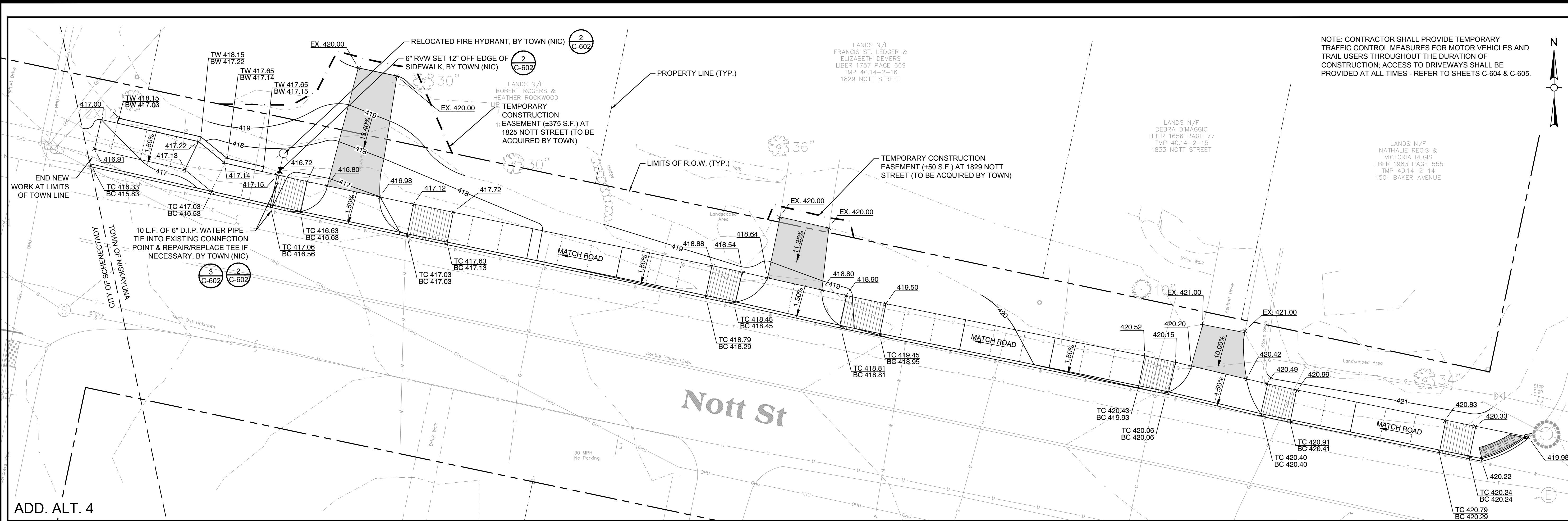
NOTT ST @  
BAKER AVE  
REMOVALS PLAN

Sheet Number:

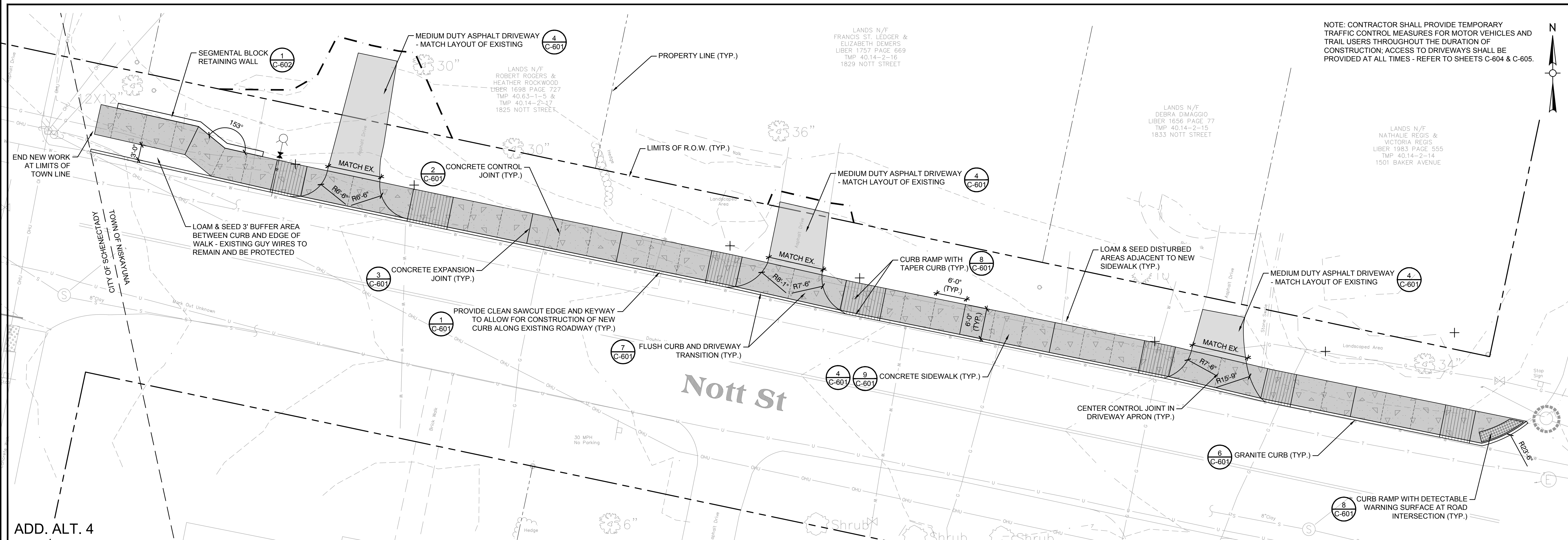
C-300

Rev: 1.0 Date: 04/10/2019





2 SITE GRADING AND UTILITY PLAN  
SCALE: 1" = 10'



1 SITE LAYOUT AND MATERIALS PLAN  
SCALE: 1" = 10'

Project:

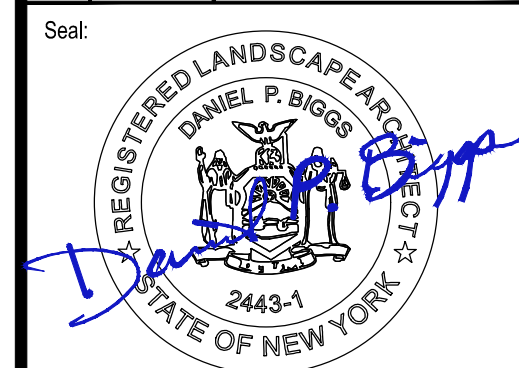
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Reviewed By: JWG  
Approved By: DPN  
W&S Project No.: ENG20-0604  
W&S File No.:

Drawing Title:

**NOTT ST @ BAKER AVE SITE LAYOUT, GRADING & UTILITY PLANS**

Sheet Number:

**C-310**





ADD. ALT. 5

1 EXISTING CONDITIONS AND REMOVALS PLAN  
SCALE: 1" = 10'

NOTES:  
1. BASE MAPPING DERIVED FROM AVAILABLE GIS AERIAL IMAGERY AND FIELD INVESTIGATION. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ON SITE CONDITIONS, INCLUDING BUT NOT LIMITED TO SITE FEATURES, UTILITY STRUCTURES, AND TOPOGRAPHY, PRIOR TO CONDUCTING WORK.

Project:

**TOWN OF NISKAYUNA**

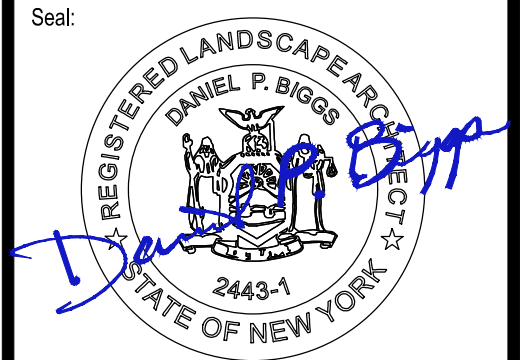
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W&S Project No.: ENG20-0604

W&S File No.:

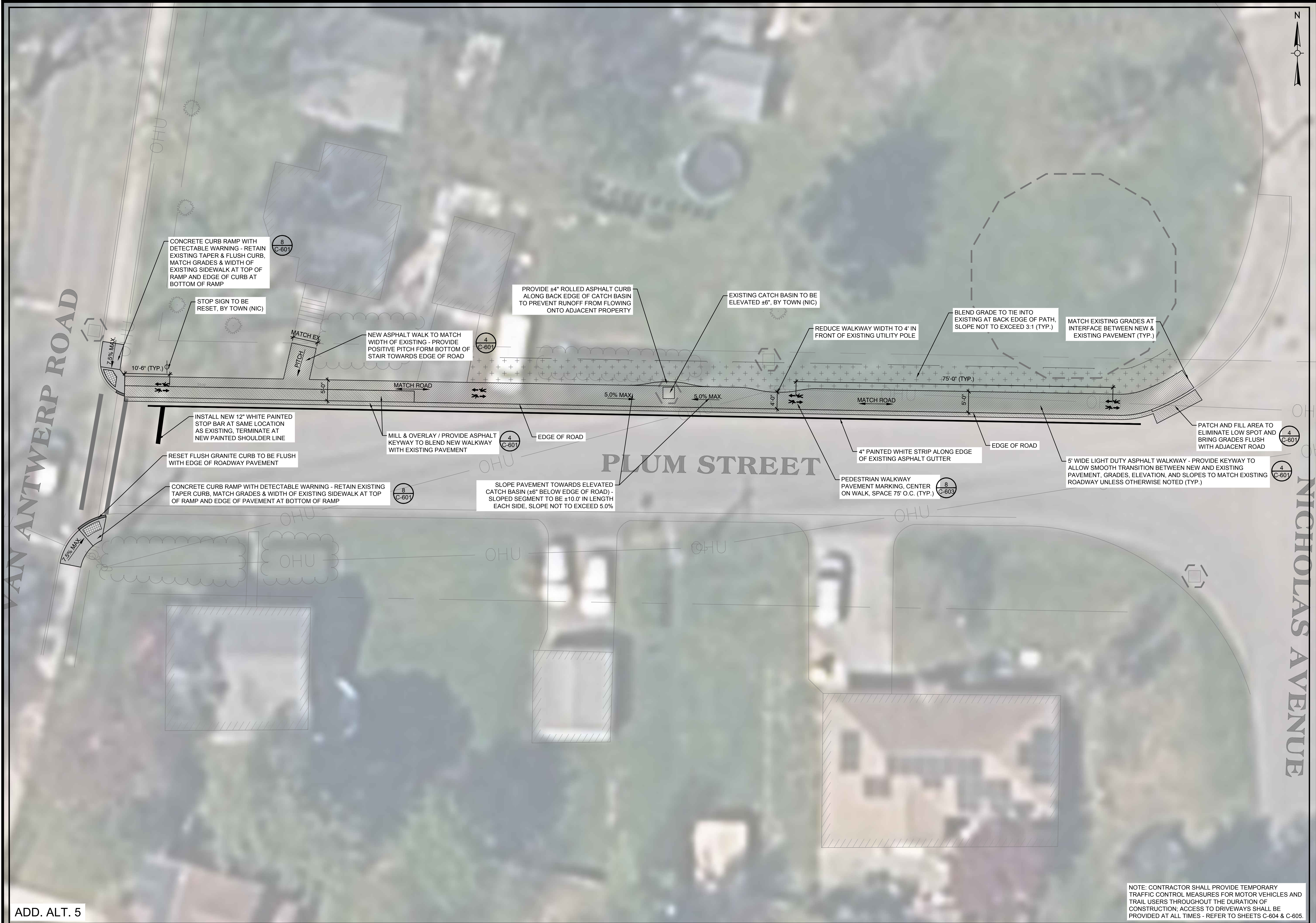
Drawing Title:

**PLUM ST @ NICHOLAS AVE REMOVALS PLAN**

Sheet Number:

**C-400**





ADD. ALT. 5

1 SITE LAYOUT AND GRADING PLAN  
SCALE: 1" = 10'

NOTE: CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL MEASURES FOR MOTOR VEHICLES AND TRAIL USERS THROUGHOUT THE DURATION OF CONSTRUCTION. ACCESS TO DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES - REFER TO SHEETS C-604 & C-605.

Project:

**TOWN OF NISKAYUNA**

**CRITICAL PEDESTRIAN CONNECTIONS**

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REGISTERED LANDSCAPE ARCHITECT  
DANIEL P. BIGGS  
2443-1  
STATE OF NEW YORK

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W&S File No.:

Drawing Title:

**PLUM ST @ NICHOLAS AVE  
SITE LAYOUT &  
GRADING PLAN**

Sheet Number:

**C-410**

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Rev: 1.0 Date: 04/10/2023



GENERAL MAINTENANCE PLAN:

- ALL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CHECKED FOR STABILITY AND OPERATION FOLLOWING EVERY RUNOFF PRODUCING RAINFALL, BUT IN NO CASE LESS THAN ONCE EVERY WEEK, IN ACCORDANCE WITH THE SWPPP AND NYSDEC SPDES GENERAL PERMIT NO. GP-0-10-15. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY TO MAINTAIN ALL PRACTICES AS DESIGNED.
- SEDIMENT WILL BE REMOVED FROM BEHIND STRAW BALE DIKES AND BEHIND SILT FENCES WHEN IT BECOMES 6" DEEP AT THE DIKE/FENCE OR WHEN ACCUMULATIONS HAVE ADVERSELY AFFECTED ITS FUNCTION. STRAW BALE DIKES AND SITE FENCES WILL BE REPAIRED BY REMOVING SILT AND SEDIMENTS AND THEN TAMPING LOOSE SOIL ALONG BASE, REPLACING DAMAGED OR WEAKENED POSTS AND STAKES, OR AS NECESSARY TO MAINTAIN A BARRIER.
- SEDIMENT WILL BE REMOVED AND FILTER DEVICES CLEANED OR REPLACED AT CATCH BASINS WHEN THE SEDIMENT POOL NO LONGER DRAINS FREELY. SEDIMENT ACCUMULATIONS WITHIN DRAINAGE STRUCTURES AND PIPING SHALL BE CLEANED OUT AT THE PROJECT COMPLETION AND AS ORDERED BY ENGINEER WHEN DETERMINED THAT PRE-COMPLETION INSTALLATIONS NO LONGER FUNCTION PROPERLY DUE TO SEDIMENT OR DEBRIS. EVENTUAL SYSTEM CLEANING IS NOT AN EXCUSE TO NOT IMPLEMENT APPROPRIATE CONTROLS UPSTREAM. THE ENGINEER SHALL BE THE FINAL JUDGE REGARDING WHETHER THE PIPING SYSTEM REQUIRES CLEANING. THE CONTRACTOR CAN MINIMIZE THE NECESSITY OF EXTENSIVE SILT AND SEDIMENT ACCUMULATION REMOVALS BY EFFECTIVE IMPLEMENTATION OF THE SWPPP.
- ALL DISTURBED AREAS WILL BE FERTILIZED, SEEDED AND MULCHED ACCORDING TO LANDSCAPE RESTORATION SPECIFICATIONS TO MAINTAIN VIGOROUS, DENSE VEGETATION. REPAIR ANY ERODED SLOPES, REAPPLY TOPSOIL, RESEED AND STABILIZE REPAIR AREA AS REQUIRED FOR PERMANENT OR TEMPORARY MEANS. REPAIR SOIL AREAS DAMAGED BY EROSION OR CONSTRUCTION EQUIPMENT.
- IMMEDIATELY REPAIR ANY DAMAGE CAUSED BY CONSTRUCTION EQUIPMENT, MAINTENANCE OR OTHER ACTIVITY TO ANY EROSION CONTROL MEASURE, OR BEST MANAGEMENT PRACTICE OR DEVICE.
- THE PRIME CONTRACTOR(S) ARE RESPONSIBLE FOR THE PERFORMANCE AND COMPLIANCE OF THEIR SUB-CONTRACTOR'S ACTIVITIES RELATING TO THE SWPPP. THEY SHALL MAKE FREQUENT INSPECTIONS OF THEIR WORK AND COORDINATE APPROPRIATE INSTALLATION AND MAINTENANCE OF EROSION CONTROL AND WATER QUALITY DEVICES.
- EMPLOY POLLUTION PREVENTION MEASURES TO CONTROL LITTER, CONSTRUCTION CHEMICALS, SEDIMENT AND CONSTRUCTION DEBRIS INCLUDING, BUT NOT LIMITED, TO THE FOLLOWING: SALVAGE AND REUSE OF MATERIALS, MINIMIZING PACKAGING WASTE, RECYCLING, PROPER DISPOSAL AT FREQUENT INTERVALS IN ACCORDANCE WITH PREVAILING LAWS, ONSITE INSTRUCTION REGARDING APPROPRIATE SEPARATION/HANDLING/RECYCLING, PERIODIC DEBRIS REMOVAL AT DRAINAGE STRUCTURES (GRATES AND SUMPS)/SEDIMENT TRAPS/FOREBAY AND OTHER BMP'S, PROPER MAINTENANCE OF SEDIMENT/EROSION CONTROL SYSTEMS, ROUTINE AND EVENT RELATED INSPECTIONS OF DRAINAGE AND BMP SYSTEMS PER PERMIT REQUIREMENTS, PROVIDE APPROPRIATE SANITARY FACILITIES FOR ONSITE PERSONNEL, PICK UP TRASH AND DEBRIS FREQUENTLY AND USE WATER MIST, CALCIUM CHLORIDE OR OTHER LEGAL MEANS TO LIMIT THE SPREAD OF DUST AND SOIL PARTICLES.

PROTECTION OF TREES:

PROTECT EXISTING TREES WHICH ARE TO REMAIN AND WHICH MAY BE INJURED, BRUISED, DEFACED, OR OTHERWISE DAMAGED BY CONSTRUCTION OPERATIONS. UTILIZING STANDARD TREE PROTECTION CRITERIA INCLUDING:

- INSTALLATION OF SAFETY ORANGE PLASTIC FENCING (MINIMUM 4' IN HEIGHT) AROUND INDIVIDUAL TREES DESIGNATED FOR PROTECTION. FENCING SHALL BE INSTALLED AT THE OUTWARD LIMIT OF THE TREE'S DRIPLINE OR EXTENT OF CANOPY COVER.
- INSTALLATION OF SAFETY ORANGE PLASTIC FENCING (MINIMUM 4' IN HEIGHT) AROUND GROUPS OF TREES DESIGNATED FOR PROTECTION.
- TREE AND/OR SHRUB BRANCHES IN THE WAY OF EQUIPMENT SHALL BE TRIMMED ACCORDING TO PROFESSIONAL HORTICULTURAL STANDARDS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR AND SUB-CONTRACTORS USE EQUIPMENT TO DEMOLISH BRANCHES AS WORK PROCEEDS.

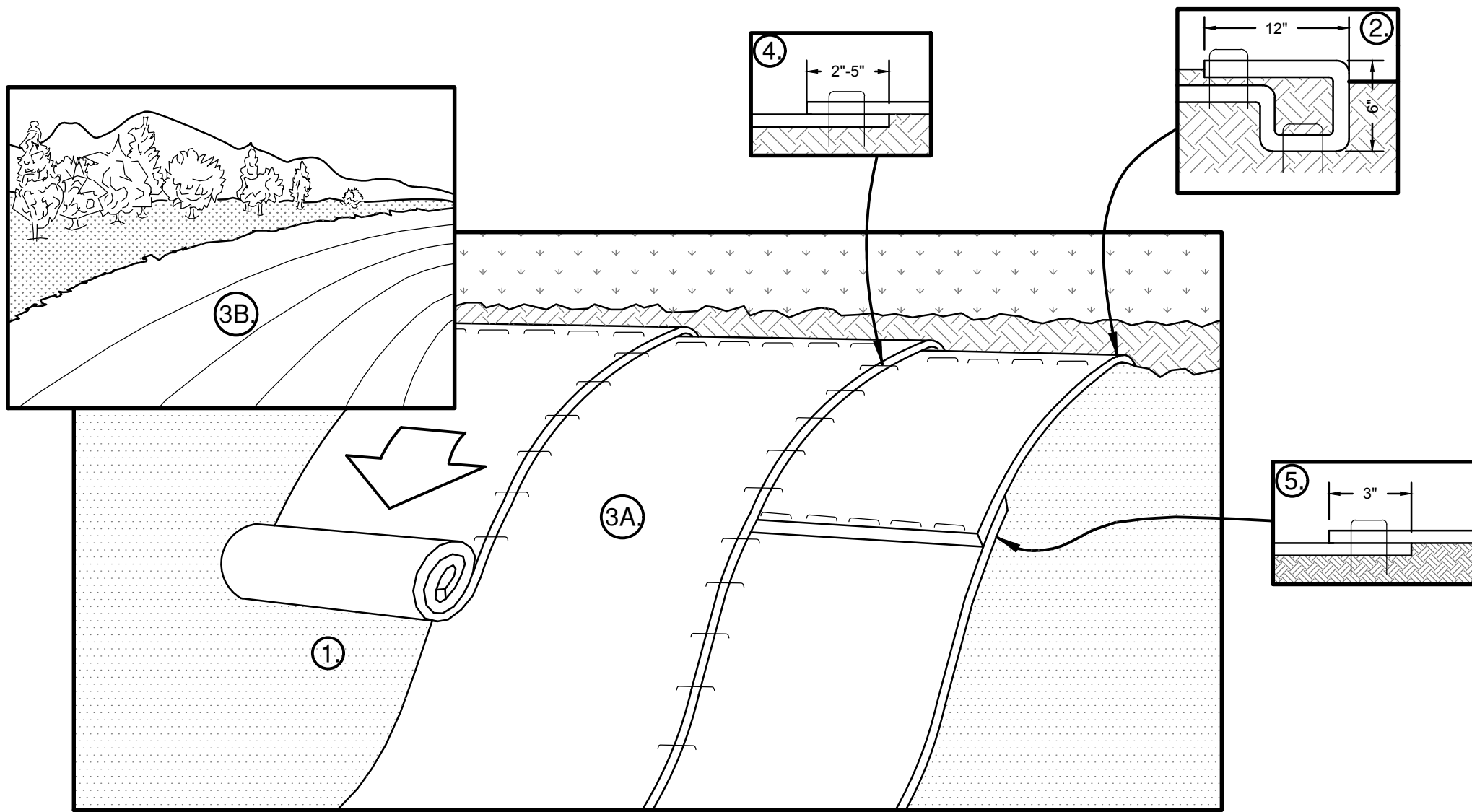
REQUIRED FENCING SHALL BE INSTALLED PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND SHALL BE REMOVED AT THE CONCLUSION OF CONSTRUCTION. REMOVE DISPLACED ROCKS FROM UNCLEARED AREAS. BY APPROVED EXCAVATION. REMOVE TREES WITH 30 PERCENT OR MORE OF THEIR ROOT SYSTEMS DESTROYED. REMOVAL OF TREES AND THE PROCEDURE FOR REMOVAL REQUIRES APPROVAL OF THE OWNER OR LANDSCAPE ARCHITECT. TREES DESIGNATED FOR REMOVAL SHALL BE REMOVED IN A MANNER THAT WILL NOT IMPACT ADJACENT TREES.

LANDSCAPE REPLACEMENT:

REMOVE TREES AND OTHER LANDSCAPE FEATURES SCARRED OR DAMAGED BY EQUIPMENT OPERATIONS, AND REPLACE WITH EQUIVALENT, UNDAIMAGED TREES AND LANDSCAPE FEATURES. OBTAIN OWNER'S OR LANDSCAPE ARCHITECT'S APPROVAL BEFORE REPLACEMENT. REPLACEMENT OF TREES SHALL OCCUR ON A ONE-TO-ONE BASIS, UNLESS OTHERWISE NOTED.

SUGGESTED EROSION CONTROL CONSTRUCTION SCHEDULE:

- FLAG THE GRADING LIMITS AND MARK A 10' BUFFER AREA BEYOND THE GRADING LIMITS FOR PROTECTION.
- INSTALL TEMPORARY CONSTRUCTION ENTRANCE AT APPROXIMATE LOCATION OF DRIVEWAY IF DRIVEWAY STONE HAS NOT YET BEEN PLACED.
- INSTALL PROTECTIVE MEASURES AROUND TREES TO BE RETAINED WITHIN GRADING LIMITS.
- INSTALL BRIGHTLY COLORED CONSTRUCTION FENCE ALONG ROAD TO LIMIT VEHICULAR ACCESS TO STONE DRIVEWAY OR CONSTRUCTION ACCESS DRIVE.
- INSTALL INLET PROTECTION DEVICES AT CATCH BASINS DOWN SLOPE FROM THE SITE THAT ARE VULNERABLE TO SEDIMENT ACCUMULATIONS.
- COMPLETE SITE CLEARING, STOCKPILE SAVED MATERIALS IN DESIGNATED AREAS.
- INSTALL SILT FENCES IN LOCATIONS AROUND THE PERIMETER OF SITE WORK, STOCKPILE AREA AND ALONG THE CONTOUR OF ALL DISTURBED SLOPES AT A MINIMUM OF EVERY 50' OF HORIZONTAL DISTANCE OR AS SPECIFIED, MEASURED PERPENDICULAR TO THE SLOPE.
- ROUGH GRADE SWALES AROUND PROPOSED EARTHWORK AND STRUCTURES TO EXTENT POSSIBLE WITHIN GRADING LIMITS. INSTALL SILT FENCES, STRAW BALE DIKES, DIVERSION SWALES AND OTHER EROSION CONTROL MEASURES AS SHOWN ON PLANS, AND AS NECESSARY TO COMPLY WITH THE SWPPP AND ENSURE WATER QUALITY OF RUNOFF.
- CONTRACTOR MUST ROUTINELY INSPECT AND MAINTAIN EROSION CONTROL DEVICES AND BEST MANAGEMENT PRACTICES (BMP'S). DOCUMENT WEEKLY INSPECTIONS IN SEPARATE CONTRACTOR'S LOG.
- ROUTE ALL DEWATERING AND SUMP PUMP OUTFALLS OF TURBID QUALITY DIRECTLY TO SEDIMENT BASINS OR OTHER APPROPRIATE BMP.
- THE CONTRACTOR SHALL INITIATE STABILIZATION OF ANY BARE SOIL AREAS, AS SOON AS POSSIBLE, BUT IN NO CASE MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE OF THE RESPECTIVE AREAS OF THE SITE. THE CONTRACTOR SHALL RETAIN SITE RECORDS OF THE EARTHWORK AND STABILIZATION WORK PERFORMED. EXCEPTIONS OF THIS POLICY CAN BE GRANTED UNDER NORMAL CONDITIONS IN THE FOLLOWING INSTANCES:
  - WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASED IN PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
  - WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN TWENTY-ONE (21) DAYS, TEMPORARY STABILIZATION MEASURES NEED NOT BE INITIATED ON THE PORTION OF THE SITE IF REQUESTED IN WRITING AND APPROVED BY THE ENGINEER.
- ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION IS ATTAINED. REMOVE OF ANY EROSION CONTROL MEASURES MUST FIRST BE APPROVED BY THE ENGINEER AND/OR THE JURISDICTION HAVING AUTHORITY.
- WHEN WEATHER CONDITIONS PROHIBIT SEED GERMINATION, DISTURBED GROUND SHOULD BE MULCHED WITH STRAW OR FIBER MULCH AND RECEIVE A BINDER/TACK APPLICATION OR EQUIVALENT.
- THE SCHEDULE DESCRIPTIONS ABOVE ARE SUGGESTIONS PROVIDED TO ASSIST THE CONTRACTOR(S) IN DEVELOPING THEIR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SCHEDULE SPECIFIC TO THIS PROJECT. THE ACTUAL SCHEDULING AND IMPLEMENTATION OF THE SWPPP AND MAINTENANCE OF REQUIRED WATER QUALITY IS THE RESPONSIBILITY OF THE CONTRACTOR(S). THE EROSION AND SEDIMENT CONTROL PLAN AND DEVICES SHOWN ARE CONSIDERED TO COMPRISE THE MAJORITY OF EFFORTS NEEDED, BUT NOT NECESSARILY ALL THAT WILL BE REQUIRED. WEATHER, SITE, AND UNFORESEEN CONDITIONS CAN DICTATE THAT GREATER EFFORTS WILL BE NECESSARY. IN THE CASE OF LAND, THE OWNER, OR OWNER'S REPRESENTATIVE, WILL DEVELOP THE SWPPP WITH SUBMITTED CONTRIBUTIONS FROM THE ASSIGNED CONTRACTORS PERFORMING PROJECT SITE WORK. THESE CONTRIBUTIONS WILL CONSIST OF AN EROSION AND CONTROL SCHEDULE (AS SPECIFIED IN THE PROJECT MANUAL), SHORT NARRATIVE OF ANTICIPATED EROSION CONTROL ACTIVITIES, INSPECTION REPORTS AND LOGS AND SIGNED CERTIFICATION STATEMENTS AND PRE-CONSTRUCTION PHOTOGRAPHS AS SPECIFIED. THIS COMPETENT PERSON SHALL BE EITHER A LICENSED ENGINEER, LANDSCAPE ARCHITECT OR CERTIFIED EROSION CONTROL SPECIALIST.

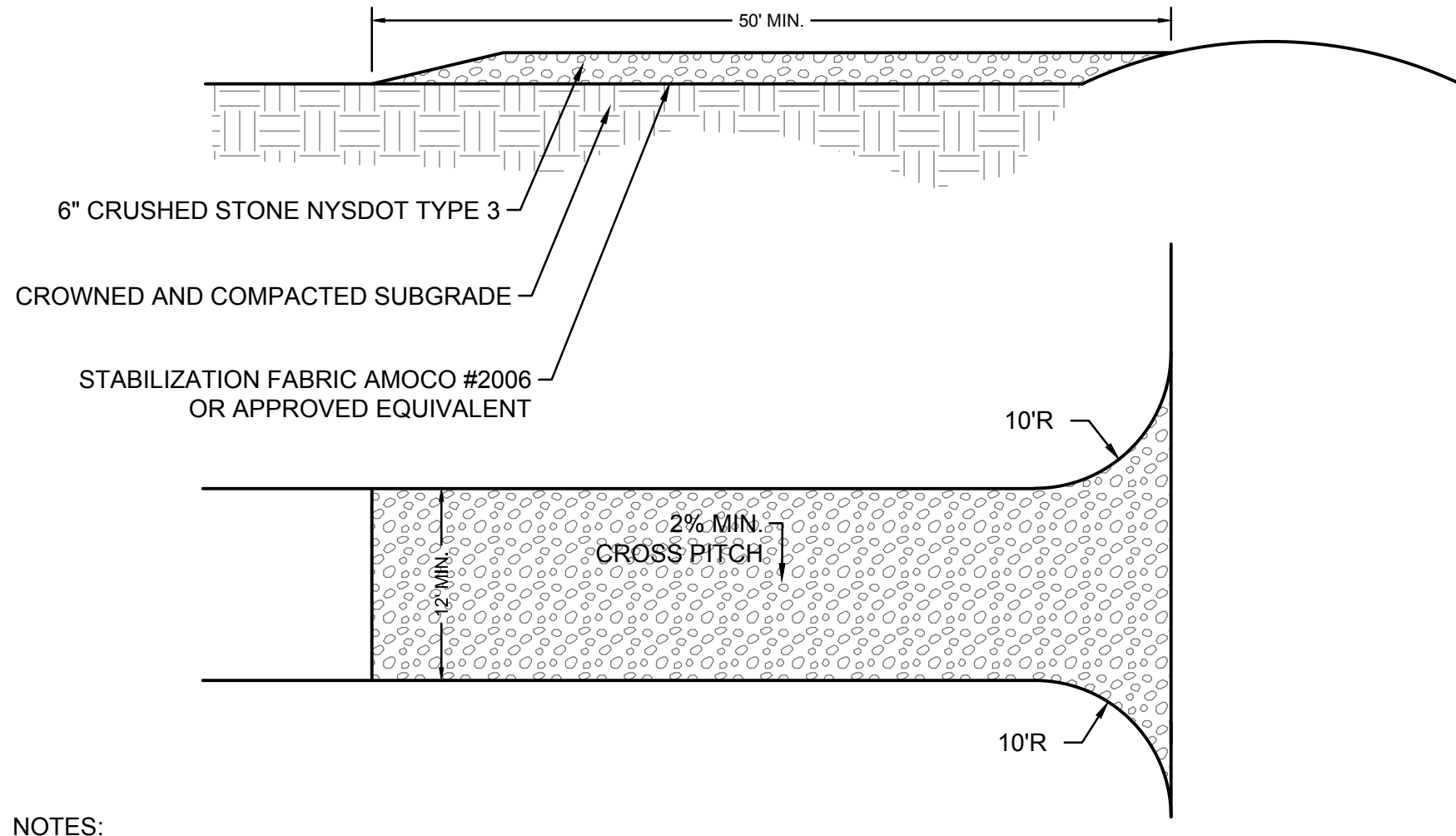


NOTES:

- PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (REC'S), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER AND SEED. WHEN USING CELL-O-SEED, DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIGOR DOWN.
- BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE REC'S IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF REC'S EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE REC'S WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF REC'S BACK OVER SEED AND COMPACTED SOIL. SECURE REC'S OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE REC'S.
- ROLL THE REC'S DOWN (A) OR HORIZONTALLY (B) ACROSS THE SLOPE. REC'S WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL REC'S MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
- THE EDGES OF PARALLEL REC'S MUST BE STAPLED WITH APPROXIMATELY 2"-5" OVERLAP DEPENDING ON REC'S TYPE.
- CONSECUTIVE REC'S SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS THE ENTIRE REC'S TYPE. IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE STAKES LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE REC'S.

1 SLOPE STABILIZATION MATTING

SCALE: N.T.S.



NOTES:

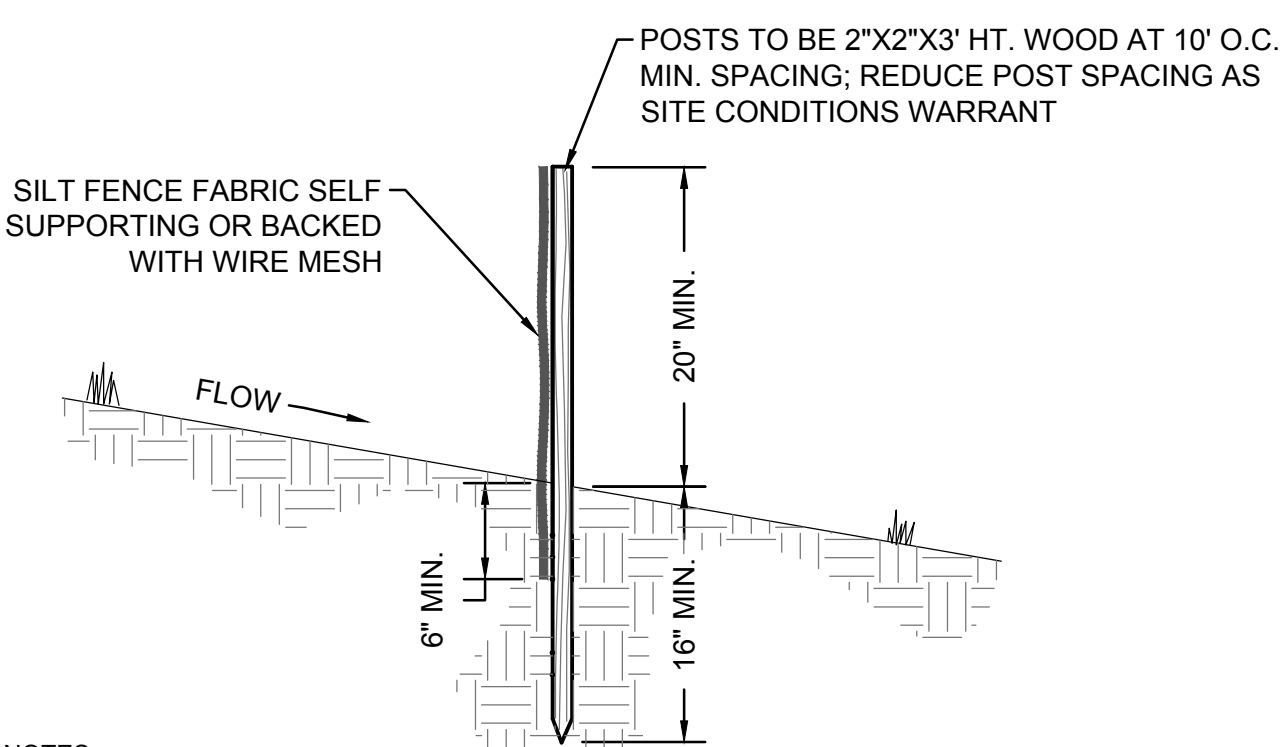
- STABILIZED FABRIC SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA PRIOR TO PLACING OF STONE. OVERLAP FABRIC PER MANUFACTURER'S SPECIFICATIONS.
- ALL SURFACE WATER FLOWING OF DIVERTED TOWARDS THE CONSTRUCTION ENTRANCE SHALL BE PIPED BENEATH THE ENTRANCE ROAD.
- WHEN EQUIPMENT WASHING IS REQUIRED IT SHALL BE DONE ON A SEPARATE AREA ADJACENT TO THE ENTRANCE ROAD AND STABILIZED WITH STONE. EQUIPMENT WASHING WILL BE REQUIRED IF ROAD RECEIVES SIGNIFICANT SOILS OR DEBRIS ACCORDING TO JUDGMENT BY OWNER OR OWNER'S REPRESENTATIVE.
- KEEP ROADS CLEAR OF STONES, MUD, AND OTHER CONSTRUCTION DEBRIS. CLEAN PAVEMENT AS ACCUMULATIONS WARRANT AND AS ORDERED BY ENGINEER.
- REMOVE SILT ACCUMULATIONS ROUTINELY AND DISPOSE OF PROPERLY SUCH THAT WATER QUALITY IS NOT IMPAIRED. DO NOT INTRODUCE SILT INTO DRAINAGE SYSTEM OR TOPSOIL/RESTORATION AREAS.

3 CONSTRUCTION ENTRANCE

SCALE: N.T.S.

2 CONCRETE WASHOUT AREA

SCALE: N.T.S.

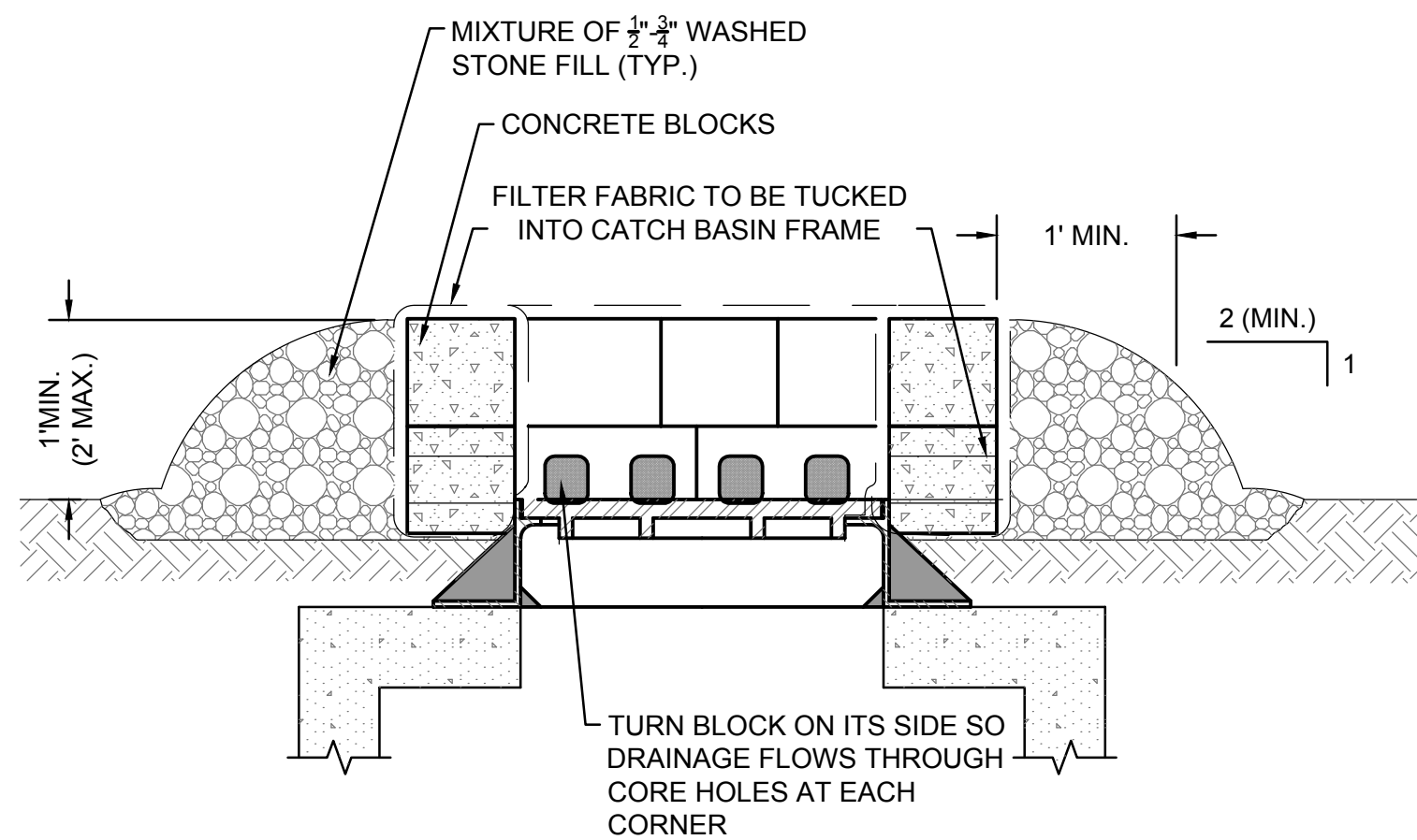


NOTES:

- SILT FENCE FABRIC SHALL BE FIRMLY ATTACHED TO POSTS USING WIRE TIES OR STAPLES.
- EMBED FILTER CLOTH A MINIMUM OF 6" BELOW FINISHED GRADE.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED A MINIMUM OF SIX INCHES AND FOLDED.
- MAINTENANCE SHALL BE PERFORMED IN ACCORDANCE WITH THE "GENERAL MAINTENANCE PLAN" OR WHEN BULGES OF MATERIAL DEVELOP IN FENCES.

4 SILT FENCE

SCALE: N.T.S.



5 INLET PROTECTION

SCALE: N.T.S.

SWPPP (STORMWATER POLLUTION PREVENTION PLAN)	
<input type="checkbox"/>	HAS BEEN DETERMINED TO BE REQUIRED BASED ON SCOPE OF PROJECT. SWPPP REQUIRES DOCUMENTS FROM CONSTRUCTION TEAM.
<input checked="" type="checkbox"/>	HAS BEEN DETERMINED NOT TO BE REQUIRED BASED ON SCOPE OF PROJECT.
REFER TO REQUIREMENTS LISTED ON THIS SHEET AND SPECIFICATION SECTION 01560 ENCLOSED IN THE SWPPP. IF SCOPE OF PROJECT CHANGES, THE REQUIREMENT FOR A SWPPP AND NYSDEC PERMITTING MAY REQUIRE RE-EVALUATION.	

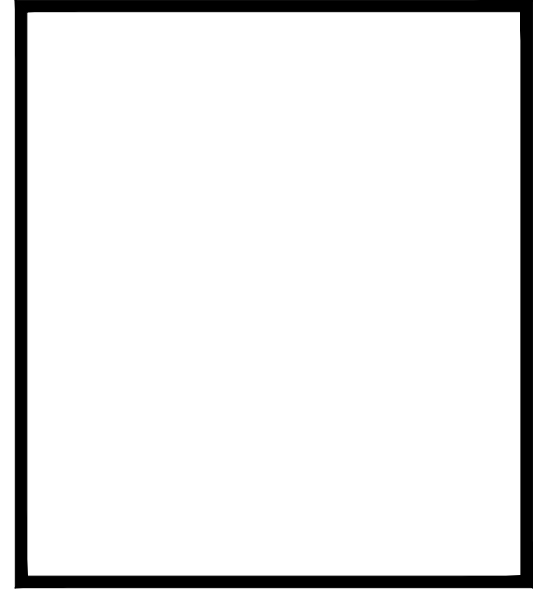
Project:

**TOWN OF NISKAYUNA**

**CRITICAL PEDESTRIAN CONNECTIONS**

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Weston & Sampson PE, LS, LA, Architects, PC  
1 Winners Circle, Suite 130  
Albany, NY 12205  
518.463.4400 800.SAMPSON  
www.westonandsampson.com



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No.	Date	Description

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**REGISTERED LANDSCAPE ARCHITECT**  
**DANIEL P. BIGGS**  
2443-1  
STATE OF NEW YORK

COA:  
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Drawing Title:

**EROSION & SEDIMENT CONTROL DETAILS**

Sheet Number:

**C-600**

Rev: 1.0 Date: 04/10/2019

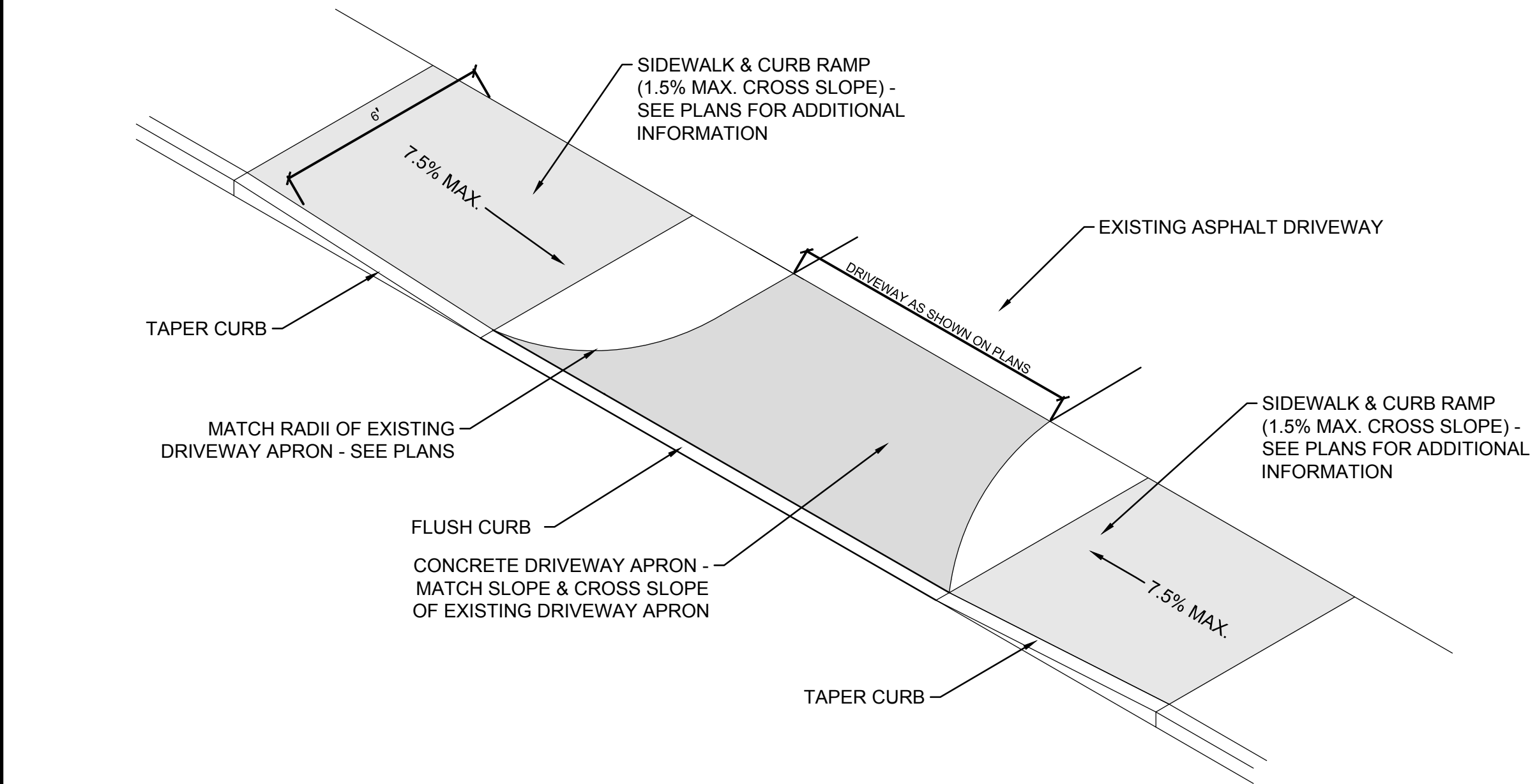


PAVING SCHEDULE			
KEY	TYPE	SECTION: N.T.S.	USE
<b>a</b>	CONCRETE		CONCRETE WALKS & DRIVEWAY APRONS
<b>b</b>	MILL & OVERLAY ASPHALTIC CONCRETE		RESURFACING & KEYWAYS
<b>c</b>	MEDIUM DUTY ASPHALTIC CONCRETE		NEW ASPHALT / ASPHALT REPAIR

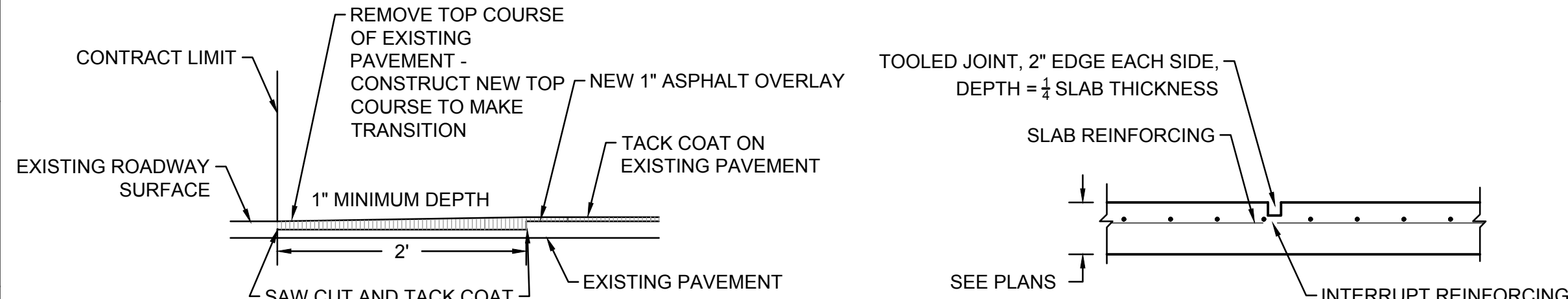
NOTES:

- EXCAVATE TO INDICATED ELEVATIONS AND DIMENSIONS WITHIN A TOLERANCE OF PLUS OR MINUS 1 INCH. EXTEND EXCAVATIONS A SUFFICIENT DISTANCE FROM STRUCTURES FOR PLACING AND REMOVING CONCRETE FORM WORK, FOR INSTALLING SERVICES AND OTHER CONSTRUCTION, AND FOR INSPECTIONS.
- EXCAVATE TRENCHES TO INDICATED GRADIENTS, LINES, DEPTHS, AND ELEVATIONS TO ALLOW INSTALLATION OF PIPE TO THE DEPTHS INDICATED.
- PROOF ROLL SUBGRADE WITH A 10-TON VIBRATORY ROLLER TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. SOFT POCKETS SHOULD BE EXCAVATED AND BACKFILLED WITH CONTROLLED FILL MATERIAL. DO NOT PROOF ROLL WET OR SATURATED SUBGRADES. CONTRACTOR SHALL RECONSTRUCT SUBGRADES DAMAGED BY FREEZING TEMPERATURES, FROST, RAIN, ACCUMULATED WATER, OR CONSTRUCTION ACTIVITIES, AS DIRECTED BY THE LANDSCAPE ARCHITECT AT NO COST TO THE OWNER.
- THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR ESTABLISHING THE GRADES INDICATED WITHIN THE TOLERANCE INDICATED FOR THE ESTABLISHMENT OF SUBGRADE.
- UNIFORMLY MOISTEN OR AERATE SUBGRADE AND EACH SUBSEQUENT FILL OR BACKFILL LAYER BEFORE COMPACTION TO WITHIN 2 PERCENT OF OPTIMUM MOISTURE CONTENT. DO NOT PLACE BACKFILL OR FILL MATERIAL ON SURFACES THAT ARE MUDDY, FROZEN, OR CONTAIN FROST OR ICE. REMOVE AND REPLACE, OR SCARIFY AND AIR-DRY, OTHERWISE SATISFACTORY SOIL MATERIAL THAT EXCEEDS OPTIMUM MOISTURE CONTENT BY 2 PERCENT AND IS TOO WET TO COMPACT TO SPECIFIED DRY UNIT WEIGHT.
- PLACE BACKFILL AND FILL MATERIALS IN LAYERS NOT MORE THAN 12 INCHES IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4 INCHES IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND-OPERATED TEMPERS. PLACE BACKFILL AND FILL MATERIALS EVENLY ON ALL SIDES OF STRUCTURES TO REQUIRED ELEVATIONS, AND UNIFORMLY ALONG THE FULL LENGTH OF EACH STRUCTURE.
- COMPACT SOIL TO NOT LESS THAN THE FOLLOWING PERCENTAGES OF MAXIMUM DRY UNIT WEIGHT ACCORDING TO ASTM D-1557: UNDER STRUCTURES, BUILDING SLABS, STEPS, AND PAVEMENTS, SCARIFY AND RECOMPACT TOP 12 INCHES OF EXISTING SUBGRADE, AND EACH LAYER OF BACKFILL OR FILL MATERIAL AT 95 PERCENT; UNDER WALKWAYS, SCARIFY AND RECOMPACT TOP 6 INCHES BELOW SUBGRADE AND COMPACT EACH LAYER OF BACKFILL OR FILL MATERIAL AT 95 PERCENT; UNDER LAWN OR UNPAVED AREAS, SCARIFY AND RECOMPACT TOP 6 INCHES BELOW SUBGRADE AND COMPACT EACH LATER OF BACKFILL OR FILL MATERIAL AT A MINIMUM OF 85 PERCENT AND MAXIMUM OF 90 PERCENT.
- GENERAL GRADING: UNIFORMLY GRADE AREAS TO A SMOOTH SURFACE, FREE FROM IRREGULAR SURFACE CHANGES. COMPLY WITH COMPACTION REQUIREMENTS AND GRADE TO CROSS SECTIONS, LINES AND ELEVATIONS INDICATED. PROVIDE A SMOOTH TRANSITION BETWEEN ADJACENT EXISTING GRADES AND NEW GRADES. CUT OUT SOFT SPOTS, FILL LOW SPOTS, AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED SURFACE TOLERANCES.
- DRAINAGE: PLACE A LAYER OF DRAINAGE FABRIC AROUND PERIMETER OF DRAINAGE TRENCH AS INDICATED. PLACE A 6-INCH COURSE OF FILTER MATERIAL ON DRAINAGE FABRIC TO SUPPORT DRAINAGE PIPE. ENCASE DRAINAGE PIPE IN A MINIMUM OF 12 INCHES OF FILTER MATERIAL AND WRAP IN DRAINAGE FABRIC, OVERLAPPING SIDES AND ENDS AT LEAST 6 INCHES. (PERIMETER DRAIN SHALL BE AS INDICATED ON PLANS.) COMPACT EACH COURSE OF FILTER MATERIAL TO 95 PERCENT OF MAXIMUM DRY UNIT WEIGHT ACCORDING TO ASTM D 698.
- DRAINAGE BACKFILL: PLACE AND COMPACT FILTER MATERIAL OVER SUBSURFACE DRAIN, TO WIDTH INDICATED, TO WITHIN 12 INCHES OF FINAL SUBGRADE. OVERLAY DRAINAGE BACKFILL WITH ONE LAYER OF DRAINAGE FABRIC, OVERLAPPING SIDES AND ENDS AT LEAST 6 INCHES. COMPACT EACH COURSE OF FILTER MATERIAL TO 95 PERCENT OF MAXIMUM DRY DENSITY ACCORDING TO ASTM 698. PLACE AND COMPACT IMPERVIOUS FILL MATERIAL OVER DRAINAGE BACKFILL TO FINAL SUBGRADE.
- NYSOT SPECIFICATION 610.10000015 LANDSCAPE DEVELOPMENT SHALL BE USED FOR CONSTRUCTION WITHIN STATE HIGHWAY BOUNDARY AND WITHIN 20' OF DRIVEWAY OPENINGS.

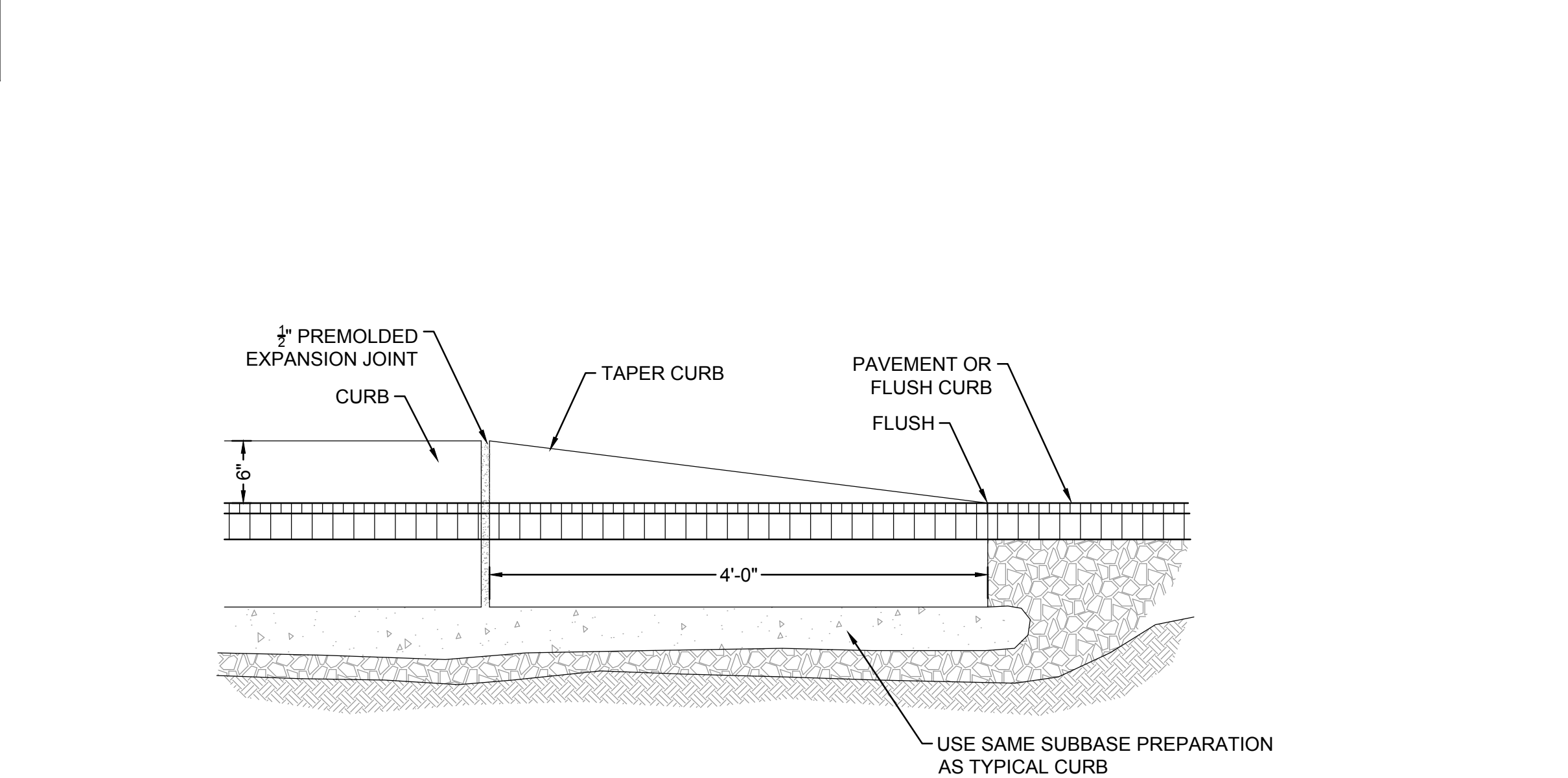
**4 PAVING SCHEDULE**  
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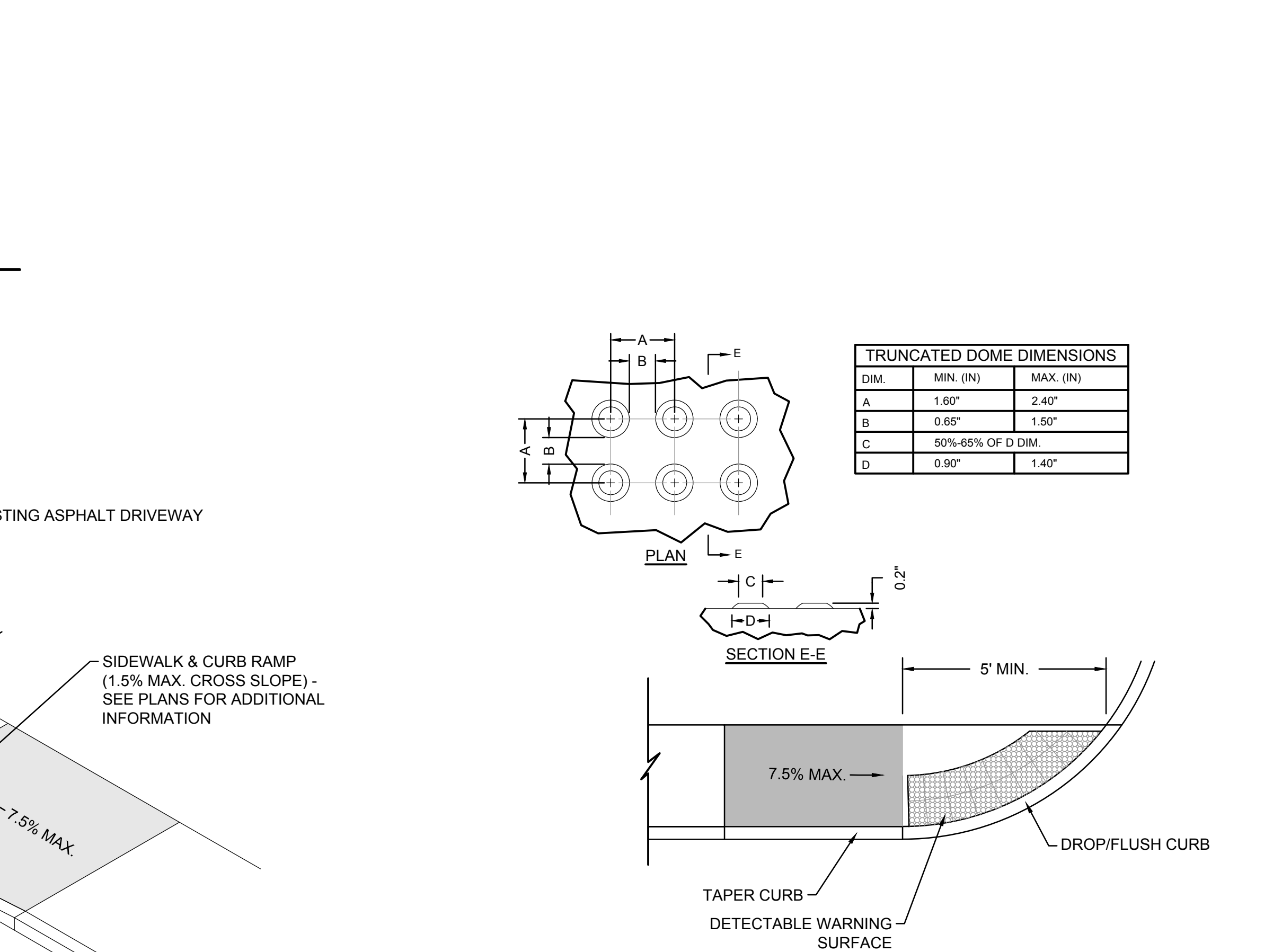
**7 DRIVEWAY APRON**  
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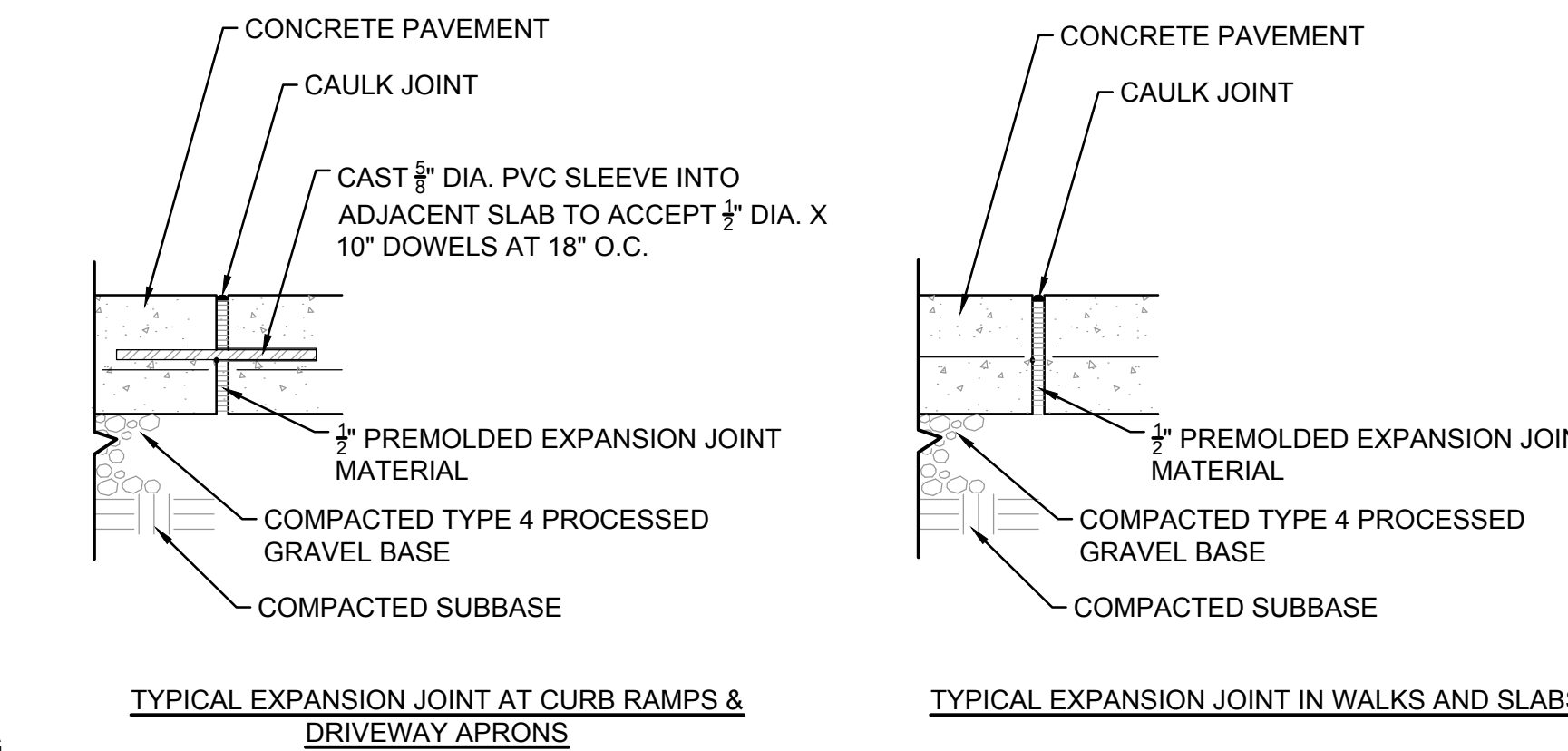
**1 ASPHALT KEYWAY**  
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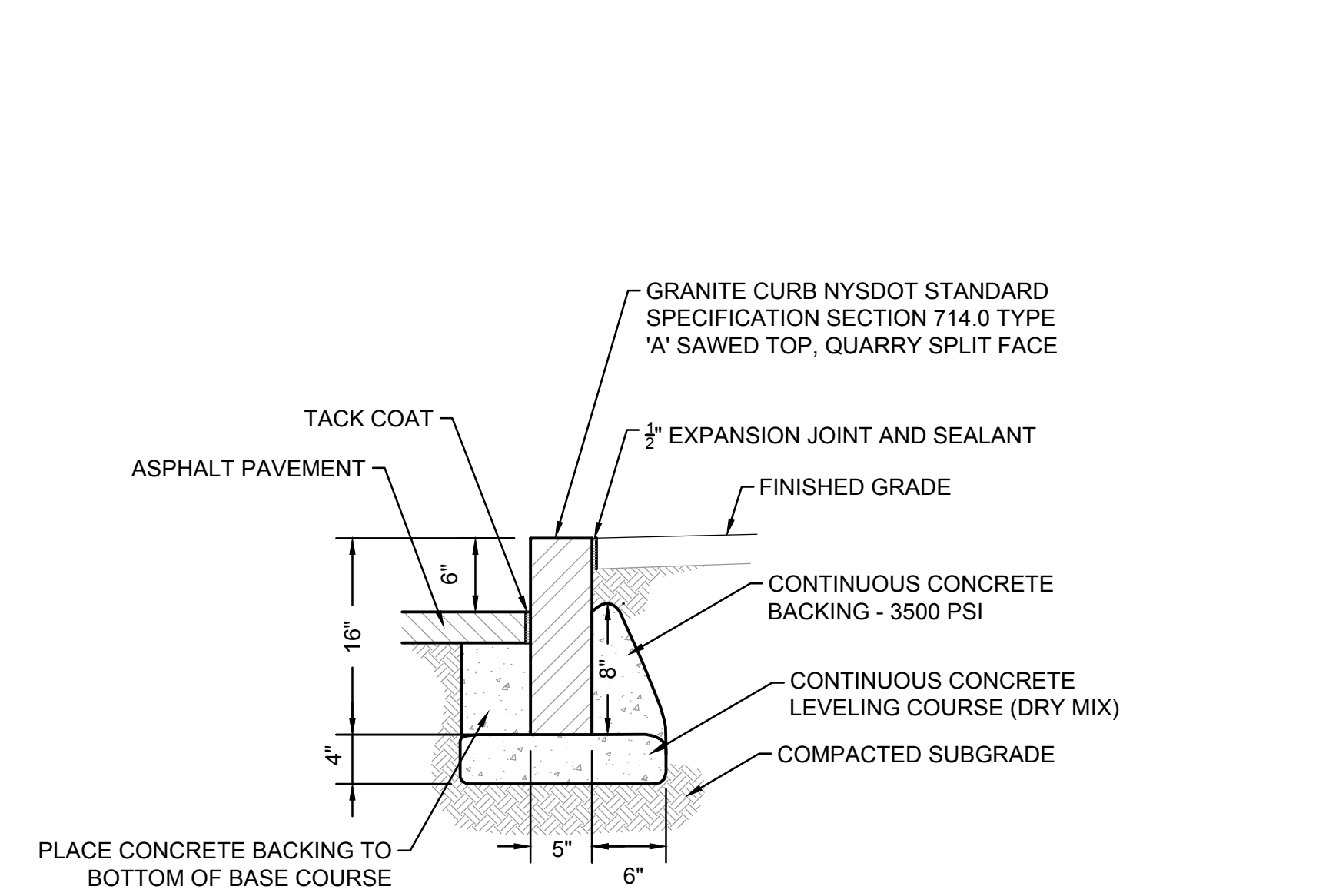
**5 TAPER CURB**  
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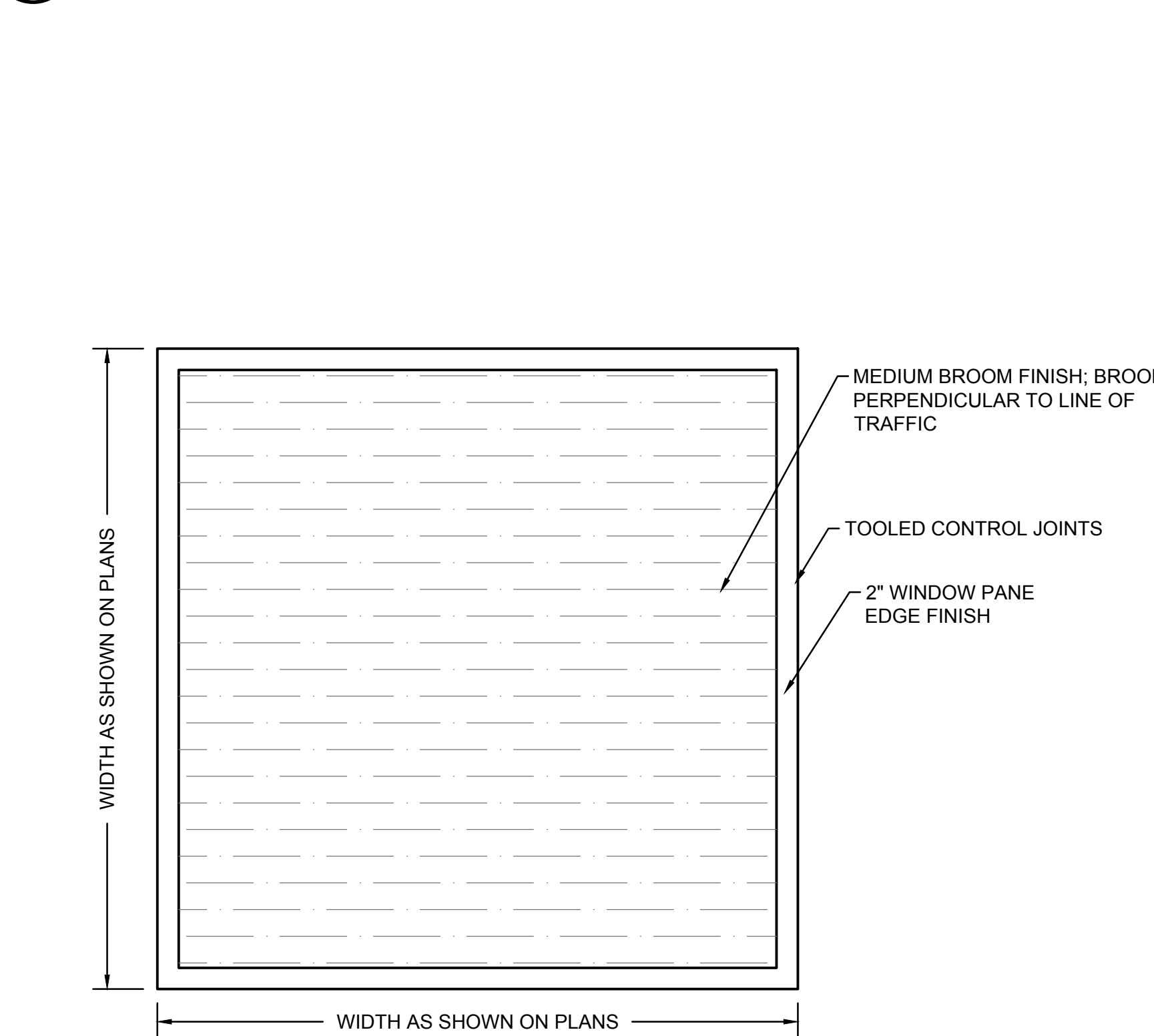
**8 CURB RAMP**  
SCALE: N.T.S.



**3 EXPANSION JOINT**  
SCALE: N.T.S.



**6 GRANITE CURB**  
SCALE: N.T.S.



- NOTES:
- SEE PLANS FOR LOCATION AND TYPE OF SCORE JOINTS.
  - BROOM PERPENDICULAR TO LINE OF TRAFFIC.
  - 2" WINDOW PANE EDGE FINISH.
  - DOUBLE COAT OF PENTRA-SIL 244" SEALER TO BE APPLIED TO ALL NEW CONCRETE SURFACES.

**9 CONCRETE PAVEMENT**  
SCALE: N.T.S.

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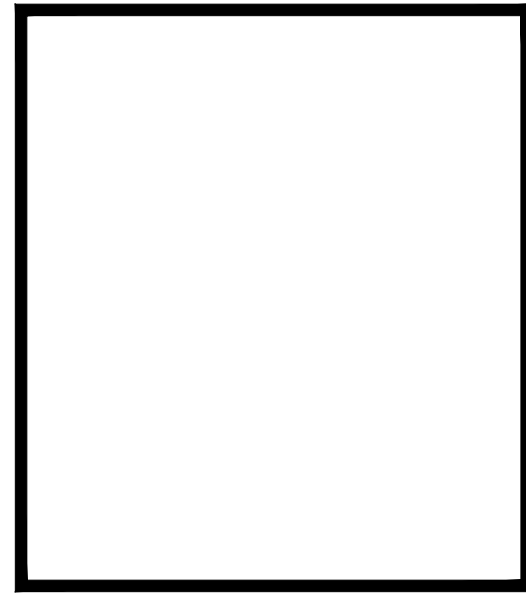
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Albany, NY 12205

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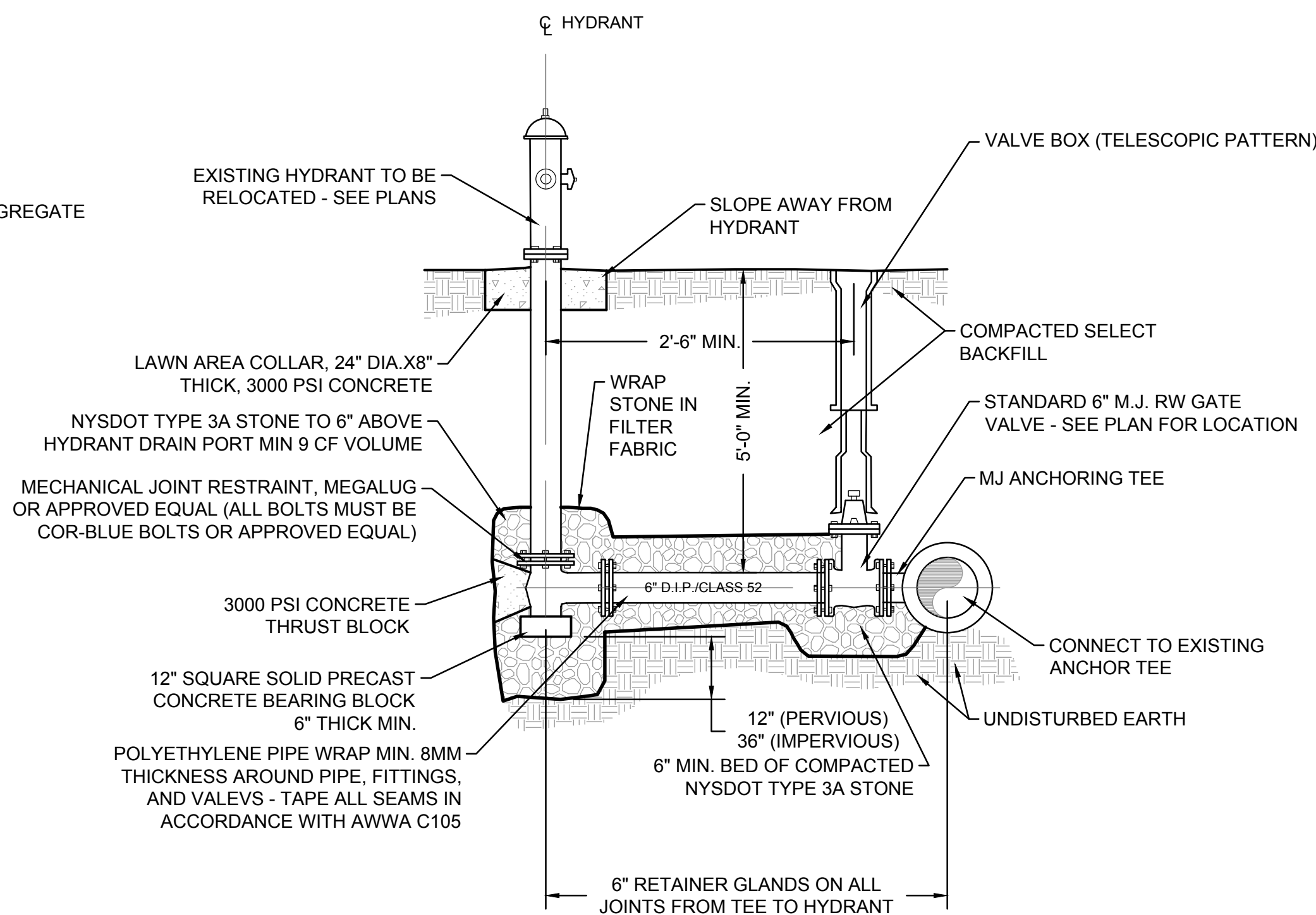
**CONSTRUCTION DETAILS**

Sheet Number:

**C-601**

Rev: 1.0 Date: 04/10/2019







2 HYDRANT CONNECTION  
SCALE: N.T.S.

### 3 WATER LINE NOTES

1. PARALLEL INSTALLATION - WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SEWER. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE, IN CASES WHERE IT IS NOT PRACTICAL TO MAINTAIN A TEN FOOT SEPARATION, THE REVIEWING AUTHORITY MAY ALLOW DEVIATION ON A CASE-BY-CASE BASIS, IF SUPPORTED BY DATA FROM THE DESIGN ENGINEER. SUCH DEVIATION MAY ALLOW INSTALLATION OF THE WATER MAIN CLOSER TO A SEWER, PROVIDED THAT THE WATER MAIN IS LAID IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST EIGHTEEN INCHES ABOVE THE TOP OF THE SEWER.
2. WATER MAINS CROSSING SEWERS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF EIGHTEEN INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER. THIS SHALL BE THE CASE WHERE THE WATER MAIN IS EITHER ABOVE OR BELOW THE SEWER. AT CROSSINGS, ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. SPECIAL STRUCTURAL SUPPORT FOR THE WATER AND SEWER PIPES MAY BE REQUIRED.
3. THERE SHALL BE AT LEAST A TEN FOOT SEPARATION BETWEEN WATER MAINS AND SANITARY SEWER FORCE MAINS. THERE SHALL BE AN EIGHTEEN INCH VERTICAL SEPARATION AT CROSSINGS AS REQUIRED IN NOTE 1.
4. NO WATER PIPE SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SEWER MANHOLE.

9. CROSSING SIGNS AND SUPPLEMENTAL PLAQUES SHALL UTILIZE FLUORESCENT YELLOW-GREEN TYPE I SHEETING. SIGN AND PLAQUE SIZES SHALL CONFORM TO THE MUTCD. ALL SIGNS AND PLAQUES SHALL CONFORM TO THE MATERIAL REQUIREMENTS IN NYSDOT SECTION 645 OF THE STANDARD SPECIFICATIONS.
10. WHEN USED IN PAIRS/SET (SUCH AS ON BOTH TERMINUS POINT OF A CROSSWALK), ACTIVATION OF ONE SHALL ACTIVATE THE OTHER(S) IN THE SET/SYSTEM.
11. POLE PENETRATING MOUNTING DEVICES (RELATING TO LIGHTS, SIGNS, CABINETS, CONDUITS, CLAMPS, BUTTONS, ETC.) SHALL NOT SIGNIFICANTLY DEGRADE THE INTEGRITY OF THE SIGNAL POLE.
12. THE POLE-MOUNTED RADIO NETWORK CONTROLLER CABINET SHALL NOT INTRUDE INTO THE SIDEWALK AREA OR OBSTRUCT THE PEDESTRIAN PUSHBUTTON. THE CABINET SHALL BE MOUNTED ON THE SIDE OF THE POLE AWAY FROM APPROACHING TRAFFIC AT A HEIGHT BETWEEN 3.5 - 4.5 FEET FROM THE BOTTOM OF THE CABINET TO THE FINISHED GROUND SURFACE. IN UNPAVED AREAS, A CONCRETE WORK PAD SHALL BE CONSTRUCTED IN FRONT OF THE CABINET DOW (AOB) NOT TO EXCEED 5'X5'4" DEEP AND SHALL ABUT AND BE FLUSH WITH THE POLE FOUNDATION. THE CABINET SHALL BE OF SUFFICIENT SIZE TO HOUSE ALL REQUIRED EQUIPMENT.
13. SEE NOTES 3.6 AND 3.7 ON NYSDOT STANDARD SHEET 680-04 FOR ADDITIONAL GROUNDING REQUIREMENTS.
14. THIS ASSEMBLY SHALL INCLUDE A GALVANIZED STEEL POLE WITH AN APPROVED BREAKAWAY TRANSFORMER BASE AND CONCRETE FOUNDATION MEETING ALL THE MATERIAL REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION SECTION 680-2 AND BE SUITABLE TO HANDLE THE STATIC & DYNAMIC LOADING OF THE ASSEMBLY AS PER MANUFACTURER REQUIREMENTS. FOR FOUNDATION REINFORCEMENT, SEE NYSDOT STANDARD SHEET FOR TRAFFIC SIGNAL POLE FOUNDATIONS, CODE K2.



SIGN SCHEDULE						
TEXT NO.	TEXT / SYMBOL	SIZE	NATIONAL MUTCD NO.	TYPE OF MOUNTING	QUANT.	REMARKS
①	SHARED USE PATH CROSSING	30" x 30"	W11-15	POST	8	SET AT 5' ABOVE GRADE WHEN NOT ON RRFB
②	AHEAD	12" x 24"	W16-9P	POST	2	SET DIRECTLY BELOW W11-15 SIGN
③		12" x 24"	W16-7P-L	POST	2	SET BELOW RRFB
④		12" x 24"	W16-7P-R	POST	2	SET BELOW RRFB
⑤	250 FT	12" x 24"	W16-2aP	POST	2	SET DIRECTLY BELOW W11-15 SIGN
⑥	NO PARKING	12" x 18"	R8-3	POST	3	SET AT 5' ABOVE GRADE

5 NYSDOT SOLAR FLASHING BEACON ASSEMBLY  
SCALE: N.T.S.

6 SIGN POST & SCHEDULE  
SCALE: N.T.S.

[illegible]

Seal:



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Date: SEPT 01 2022

Date: SEPT. 01, 2022

Drawn By: JWC

Reviewed By: DBF

Approved By:                     

W&amp;S Project No.: ENG20-0604

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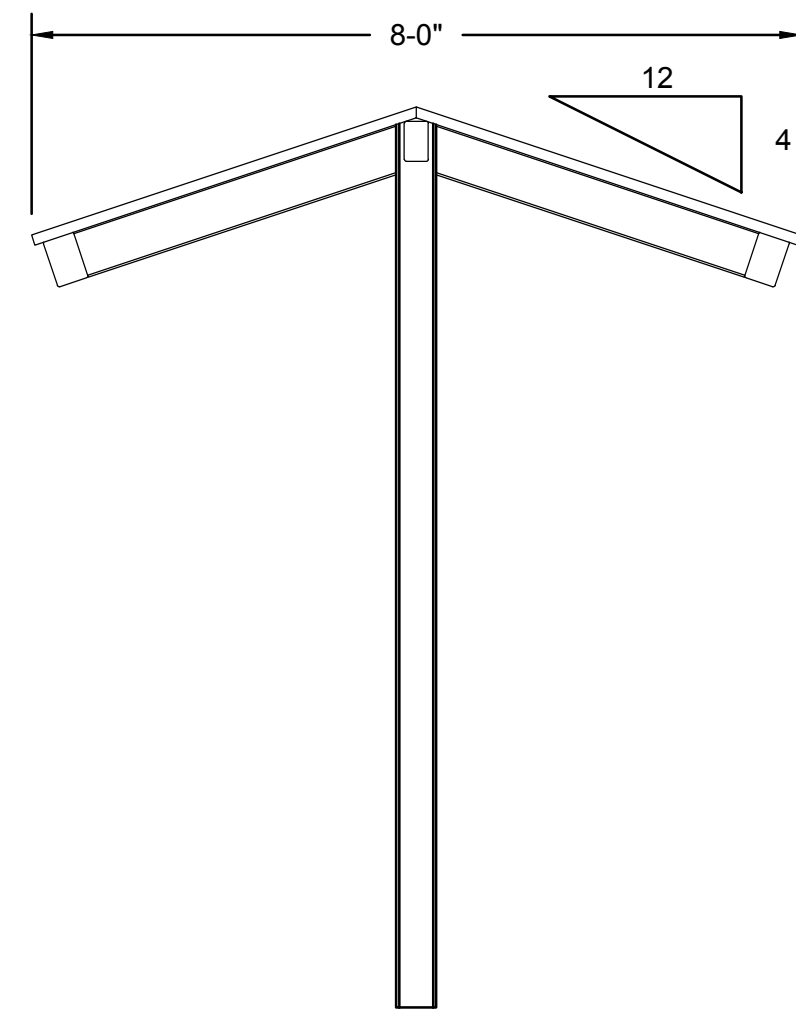
Drawing Title:

## CONSTRUCTION DETAILS

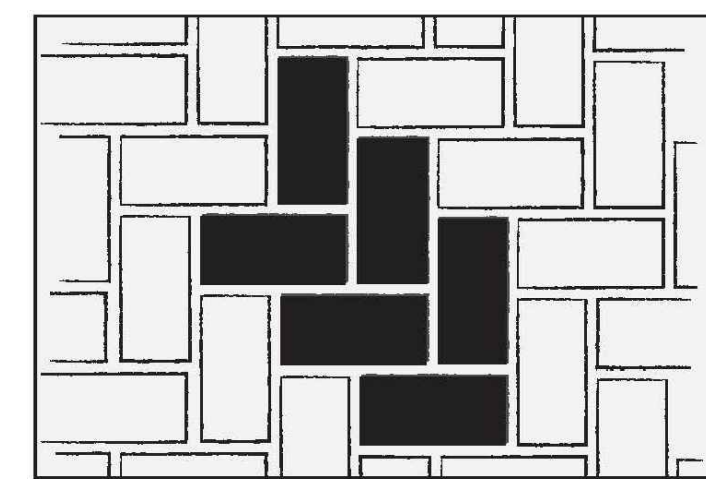
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C-602

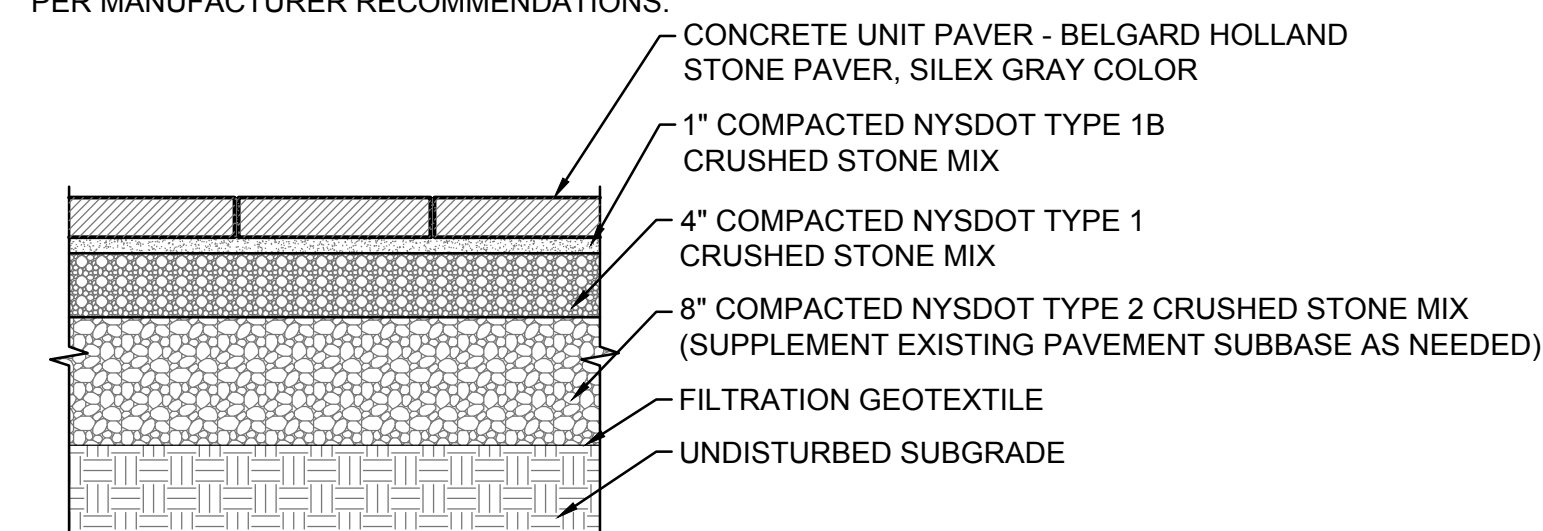




2 PAVER PLAZA DETAIL  
SCALE: N.T.S.



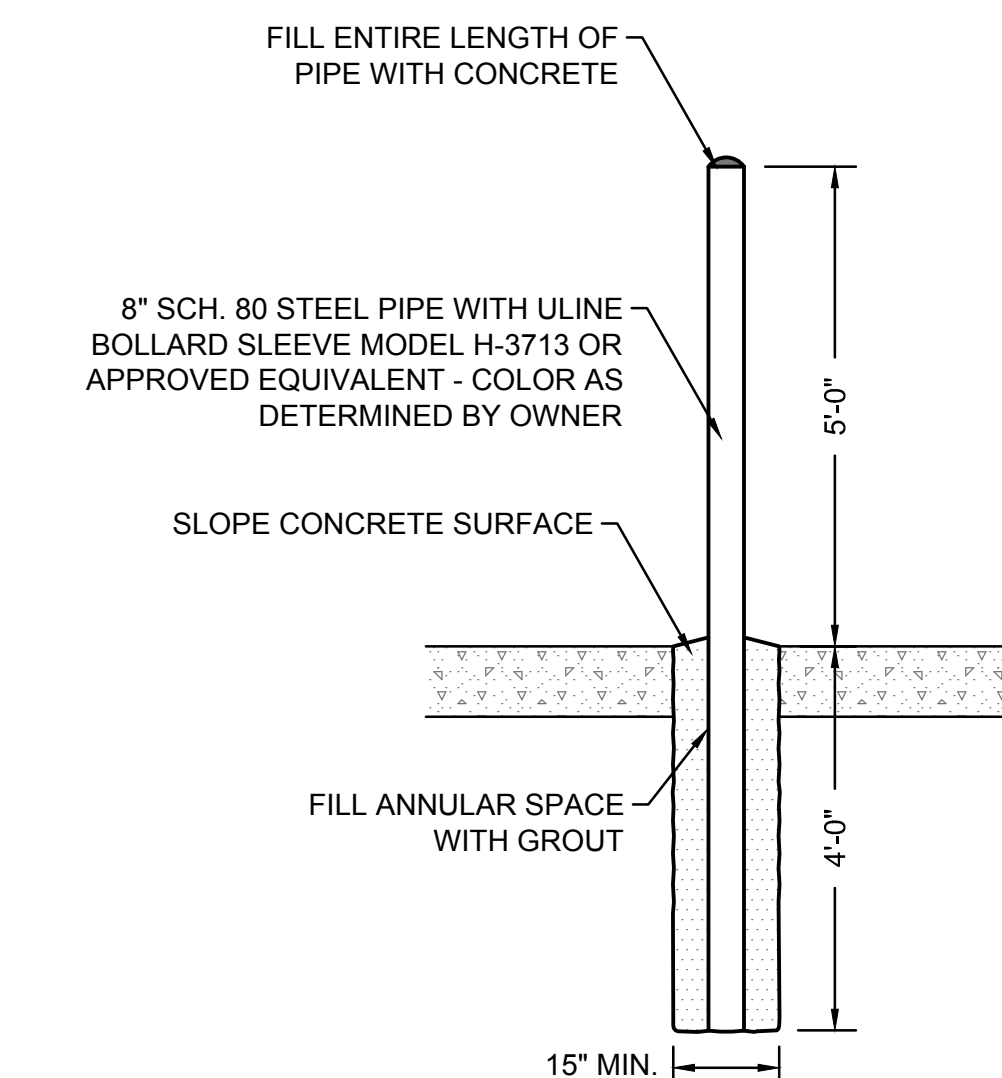
NOTE: INSTALL IN 90° HERRINGBONE PATTERN  
PER MANUFACTURER RECOMMENDATIONS.



2 PAVER PLAZA DETAIL  
SCALE: N.T.S.

PLANTING SCHEDULE					
KEY	BOTANIC NAME	COMMON NAME	QUANTITY	SIZE	REMARKS
SHRUBS					
SJ	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA	9	#3 CONT.	PINK FLOWERS, GREEN LEAVES
VD	VIBURNUM DENTATUM 'CHICAGO LUSTRE'	ARROWWOOD VIBURNUM	5	#5 CONT.	WHITE FLOWERS, BLUE BERRIES
WF	WEIGELA FLORIDA 'WINE & ROSES'	WINE & ROSES WEIGELA	2	#3 CONT.	PINK FLOWERS, PURPLE LEAVES

7 STEEL BOLLARD DETAIL  
SCALE: N.T.S.



7 STEEL BOLLARD DETAIL  
SCALE: N.T.S.

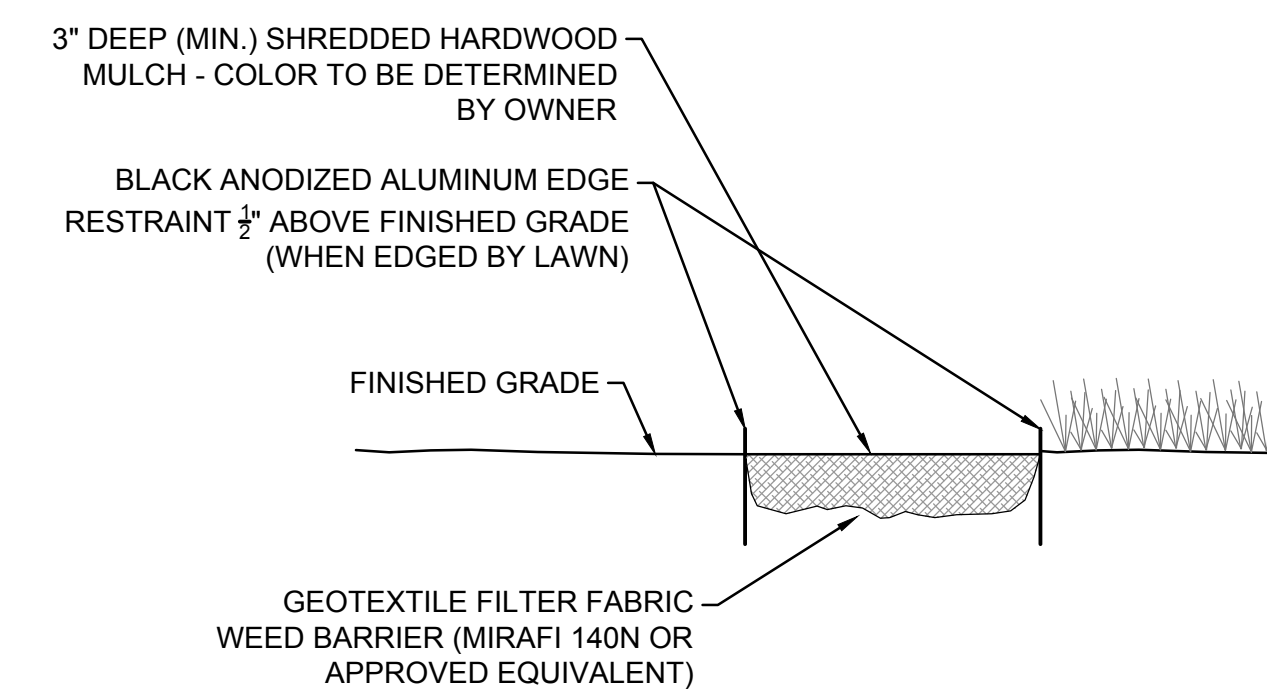


Diagram illustrating the layout of a pedestrian crossing, showing the dimensions and symbols used:

- DIRECTIONAL ARROW - CONFORM TO MUTCD STANDARDS**: A large upward-pointing arrow with a height of 1'-6".
- PEDESTRIAN SYMBOL - CONFORM TO MUTCD STANDARDS**: A silhouette of a person walking, with a height of 5' and a width of 1'-0".
- Circular Arrow**: A circular arrow indicating a 90-degree turn, with a radius of 3'.


NOTES:

1. ALL MARKINGS ARE TO BE WHITE.
2. ALL PAVEMENT MARKINGS TO CONFORM TO NYSDOT AND TOWN OF NISKAYUNA STANDARD SPECIFICATIONS.

8 PEDESTRIAN PAVEMENT MARKING DETAIL  
SCALE: N.T.S.

Project

**TOWN OF  
NISKAYUNA**



The seal is circular with a dotted border. Inside the border, the words "TOWN OF NISKAYUNA" are written in an arc at the top, and "SCHENECTADY CO. N.Y." is written in an arc at the bottom. The center of the seal features a stylized landscape with a sun rising over a river, flanked by two trees. Below the river, there are several small, stylized buildings or structures.

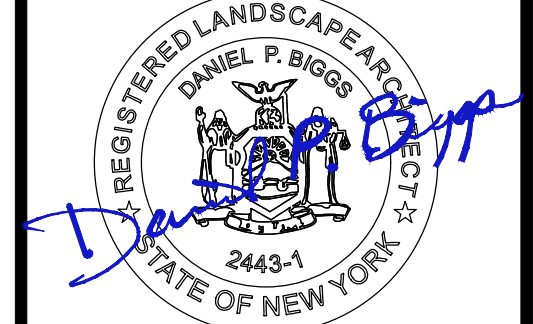
**CRITICAL PEDESTRIAN  
CONNECTIONS**

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1 Winners Circle, Suite 130  
Albany, NY 12205  
518.463.4400 800.SAMPSON  
[www.westonandsampson.com](http://www.westonandsampson.com)

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## CONSTRUCTION DETAILS

Sheet Number:

C-603

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

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' LONGITUDINAL DISTANCE 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.

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. 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. ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
5. 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, LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
6. 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.
7. NY99-12 MAY BE USED IN PLACE OF NY99-11.

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.

1. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE 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.

1. THE CONTRACTOR SHALL LOCATE LANE CLOSURES 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.

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. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.

1. BARRIER AND SHADOW VEHICLES SHALL BE REQUIRED AS PER STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
2. NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE BARRIER OR SHADOW VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).
3. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE A BARRIER VEHICLE IN CONJUNCTION WITH POLICE PRESENCE IN THE WORK ZONE, TO BE INCLUDED IN THE UNIT BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.

CLOSURE TYPE	EXPOSURE CONDITION <sup>1</sup>	USE REQUIREMENTS <sup>4,5</sup>			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)		
			≥ 45 MPH	35-40 MPH	≤ 30 MPH
LANE CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED <sup>3</sup>	REQUIRED <sup>3</sup>	REQUIRED <sup>3</sup>	OPTIONAL <sup>2</sup>
	NON-TRAVERSABLE HAZARD (IE. EQUIPMENT, MATERIALS, EXCAVATION) ONLY NO WORKERS EXPOSED	REQUIRED <sup>3</sup>	REQUIRED <sup>3</sup>	OPTIONAL <sup>2</sup>	OPTIONAL <sup>2</sup>
SHOULDER CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED <sup>3</sup>	REQUIRED <sup>3</sup>	OPTIONAL <sup>2</sup>	OPTIONAL <sup>2</sup>
	NON-TRAVERSABLE HAZARD (IE. EQUIPMENT, MATERIALS, EXCAVATION) ONLY NO WORKERS EXPOSED	REQUIRED <sup>3</sup>	OPTIONAL <sup>2</sup>	OPTIONAL <sup>2</sup>	OPTIONAL <sup>2</sup>

1. THE EXPOSURE CONDITIONS DESCRIBED IN TABLE NY1-A ASSUMES THERE IS NO POSITIVE PROTECTION (TEMPORARY TRAFFIC BARRIER) PRESENT. WHERE WORKERS OR HAZARDS ARE PROTECTED BY A TEMPORARY TRAFFIC BARRIER, BARRIER VEHICLES ARE NOT REQUIRED.
2. WHERE THE REQUIREMENT IS "OPTIONAL", EITHER A BARRIER VEHICLE OR THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
3. REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE BARRIER VEHICLE FOR EACH CLOSED LANE. AND EACH CLOSED PAVED SHOULDER 8' OR GREATER IN WIDTH. IF THE WORK SPACE MOVES WITHIN THE STATIONARY CLOSURE, THE BARRIER VEHICLE SHALL BE REPOSITIONED ACCORDINGLY. BARRIER VEHICLES PROTECTING NON-TRANSVERSABLE HAZARDS SHALL REMAIN IN PLACE DURING BOTH WORKING AND NONWORKING HOURS UNTIL THE HAZARD NO LONGER EXISTS. EXCEPTIONS TO THESE REQUIREMENTS MAY BE MADE, AS APPROVED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE. WHERE BARRIER VEHICLE PLACEMENT WOULD BE INEFFECTIVE OR WOULD INTERFERE WITH THE SAFE OPERATION OF TRAFFIC.
4. BARRIER VEHICLES ARE NOT REQUIRED FOR MILLING AND/OR PAVING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
5. BARRIER VEHICLES ARE NOT REQUIRED FOR FLAGGING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.

CLOSURE TYPE	EXPOSURE CONDITION	USE REQUIREMENTS			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)		
			≥ 45 MPH	35-40 MPH	≤ 30 MPH
LANE CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED <sup>2,4</sup>	REQUIRED <sup>2,4</sup>	REQUIRED <sup>2,4</sup>	REQUIRED <sup>2,4</sup>
SHOULDER CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED <sup>2,4</sup>	REQUIRED <sup>2,4</sup>	REQUIRED <sup>2,4</sup>	REQUIRED <sup>2,4</sup>

1. A MOBILE CLOSURE SHALL BE USED FOR ANY WORK ACTIVITY THAT MOVES CONTINUOUSLY OR INTERMITTENTLY ALONG THE TRAVELED WAY OR SHOULDER SLOWER THAN THE PREVAILING SPEED OF TRAFFIC. CHANNELIZING DEVICES ARE NOT USED FOR MOBILE CLOSURES.
2. SHADOW VEHICLES SHALL BE EQUIPPED WITH AN APPROVED REAR MOUNTED ATTENUATOR (TRUCK MOUNTED OR TRAILER MOUNTED) FOR THE FOLLOWING MOBILE CLOSURES: LANE CLOSURES ON FREEWAYS, LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 35 MPH OR MORE, SHOULDER CLOSURES ON FREEWAYS, AND SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE.
3. FOR MOBILE LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 30 MPH OR LESS AND MOBILE SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 40 MPH OR LESS, SHADOW VEHICLES ARE NOT REQUIRED TO BE EQUIPPED WITH A REAR MOUNTED ATTENUATOR.
4. A SHADOW VEHICLE IS USED TO PROTECT EXPOSED WORKERS (ON FOOT OR IN A VEHICLE) AND SHALL BE REQUIRED FOR ALL MOBILE CLOSURES. SHADOW VEHICLE REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE SHADOW VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER 8' OR GREATER IN WIDTH. ADDITIONAL SHADOW VEHICLES MAY BE REQUIRED TO PROMOTE THE SAFE OPERATION OF TRAFFIC AND THE INCREASED PROTECTION OF EXPOSED WORKERS, AS DIRECTED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS

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

STANDARD TAPER LENGTHS

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

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE
25	155 FT.
30	200 FT.
35	250 FT.
40	305 FT.
45	360 FT.
50	425 FT.
55	495 FT.
60	570 FT.
65	645 FT.

TABLE NY2-A PLACEMENT DISTANCE FOR BARRIER VEHICLES				
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT.)			
	BARRIER VEHICLES*			
	(18000 LBS.)		(24000 LBS.)	
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
> 55	100 FT.	200 FT.	100 FT.	200 FT.
45 - 55	100 FT.	200 FT.	85 FT.	165 FT.
< 45	85 FT.	165 FT.	50 FT.	100 FT.

- AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:

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

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

TABLE NY2-8 PLACEMENT DISTANCE FOR SHADOW VEHICLES				
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT.)			
	SHADOW VEHICLES**			
	(18000 LBS.)		(24000 LBS.)	
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
> 55	230 FT.	330 FT.	180 FT.	280 FT.
45 - 55	180 FT.	280 FT.	150 FT.	250 FT.
< 45	100 FT.	200 FT.	100 FT.	200 FT.

- AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:

SHADOW VEHICLE - VEHICLE USED FOR MOBILE OR SHORT DURATION  
WORK OPERATIONS.

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

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

TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT				
	30 MPH	40 MPH	50 MPH	55 MPH	65 MPH
TEMPORARY CONCRETE BARRIER	8:1	11:1	14:1	16:1	20:1
BOX BEAM OR HEAVY POST CORRUGATED BEAM	7:1	9:1	11:1	12:1	15:1

ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LENGTH	
	A (F.T.)	B (F.T.)	C (F.T.)	XX	YY
URBAN (≤ 30 MPH)	100	100	100	AHEAD	AHEAD
URBAN 35-40 MPH)	200	200	200	AHEAD	AHEAD
URBAN (≥ 45 MPH)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	½ MILE

- PRECONSTRUCTION POSTED SPEED LIMIT

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

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

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

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

WORK DURATION DEFINITIONS
LONG-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.
INTERMEDIATE-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.
SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.
MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

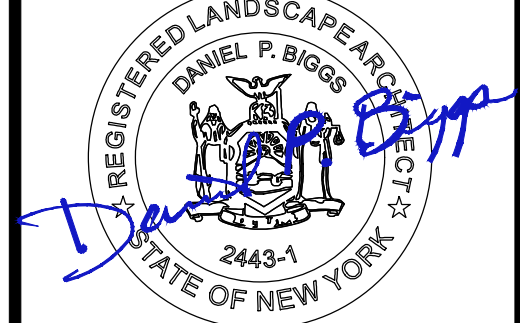
WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL TRAILER OR SUPPORT
	CHANGEABLE MESSAGE SIGN (PVMs)
	CHANNELIZING DEVICE
	CRASH CUSHION/TEMPORARY IMPACT ATTENUATOR
	DIRECTION OF TEMPORARY TRAFFIC DETOUR
	DIRECTION OF TRAFFIC
	FLAGGER
	FLAG TREE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

Weston & Sampson<sup>SM</sup>

Weston & Sampson PE, LS, LA, Architects, PC  
1 Winners Circle, Suite 130  
Albany, NY 12205  
518.463.4400 800.SAMPSON  
[www.westonandsampson.com](http://www.westonandsampson.com)

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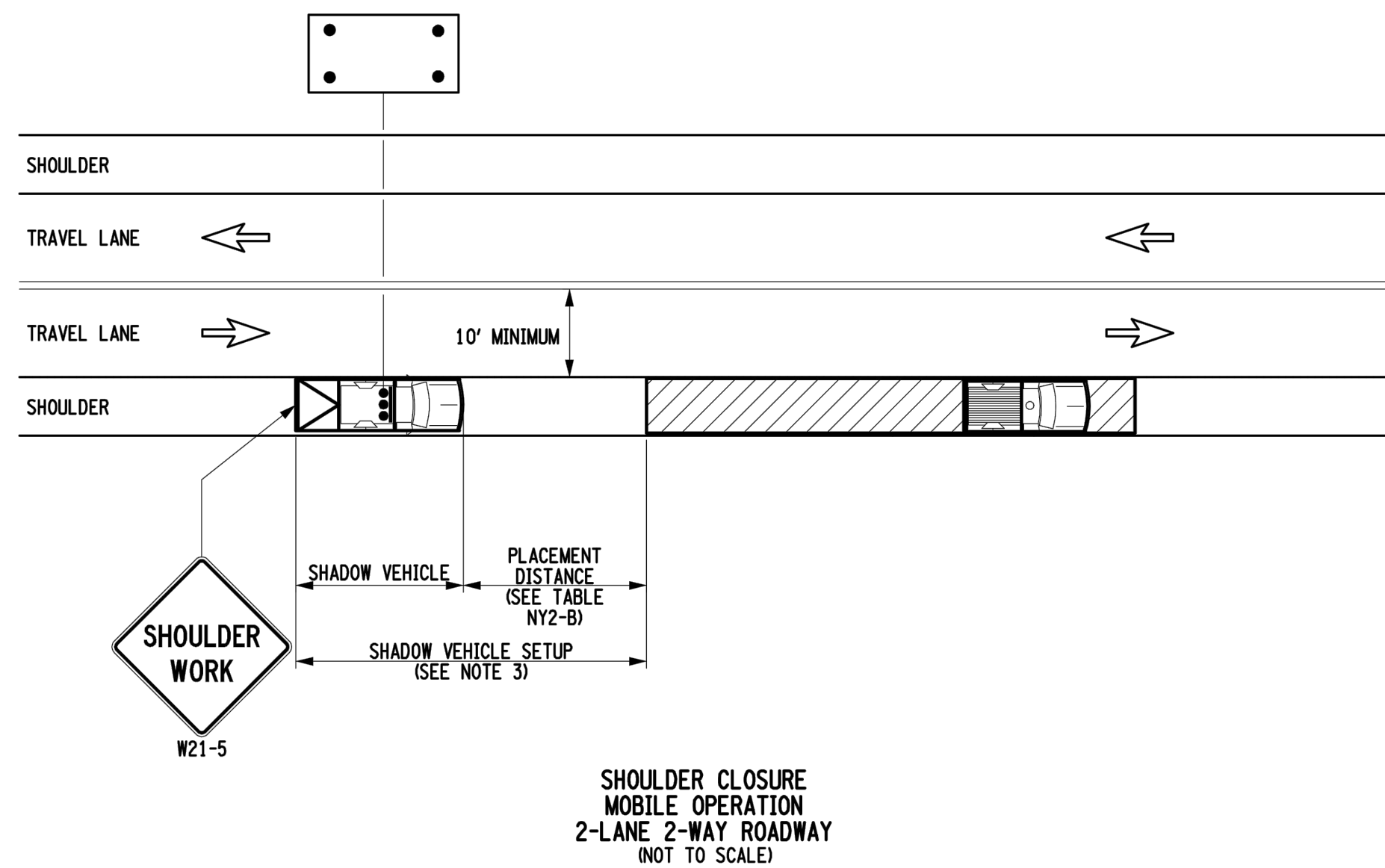
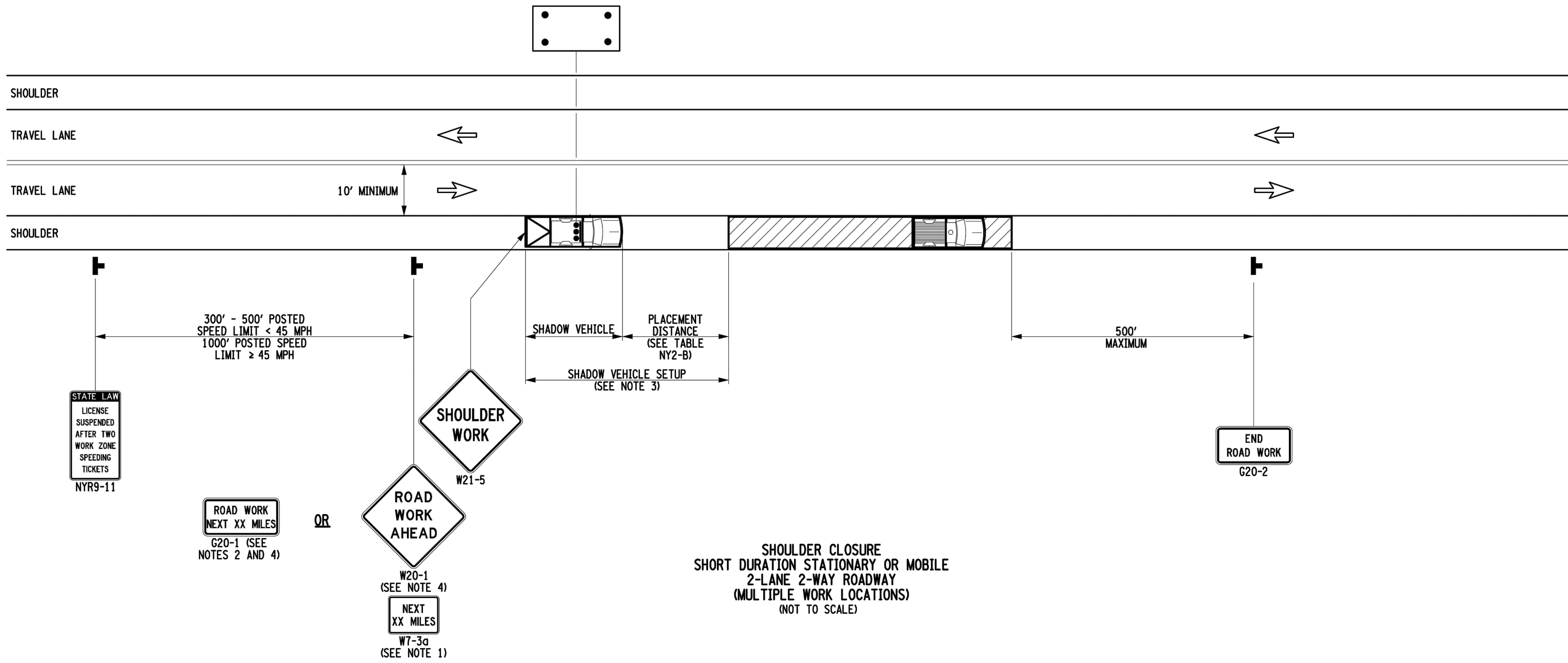
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## BID DOCUMENTS

Scale:	AS NOTED
Date:	SEPT. 01, 2022
Drawn By:	JWG
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<p>Drawing Title:</p> <p><b>TRAFFIC CONTROL DETAILS</b></p>	
<p>Sheet Number:</p> <p><b>C-604</b></p>	





- NOTES:
1. WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK IS 2 MILES TO 5 MILES, A SUPPLEMENTAL DISTANCE PLAQUE (W7-3d) SHOULD BE USED WITH THE ROAD WORK AHEAD SIGN (W20-1).
  2. THE ROAD WORK NEXT XX MILES SIGN (G20-1) MAY BE USED INSTEAD OF THE ROAD WORK AHEAD SIGN (W20-1) IF WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.
  3. FOR SHADOW VEHICLE USE REQUIREMENTS SEE TABLES NY1-B AND NY2-B ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
  4. IN THOSE SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE MAKE IT PRACTICAL TO PLACE STATIONARY SIGNS, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.

## 1 NYSDOT SHOULDER CLOSURE DETAILS

SCALE: N.T.S.

### ROADWAY DEFINITIONS:

- CONVENTIONAL ROAD - A STREET OR HIGHWAY OTHER THAN A FREEWAY, OR EXPRESSWAY.
- EXPRESSWAY - A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
- FREEWAY - A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

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:

1. DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
2. FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
3. 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.
4. MULTICOLORED SYMBOL IMPOSED ON SIGN WITH BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
5. FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.

## 2 NYSDOT SIGN COLOR CODE TABLE

SCALE: N.T.S.

Project:

**TOWN OF NISKAYUNA**

**CRITICAL PEDESTRIAN CONNECTIONS**

**Weston & Sampson**

Weston & Sampson PE, LS, LA, Architects, PC  
1 Winners Circle, Suite 130  
Albany, NY 12205  
518.463.4400 800.SAMPSON  
www.westonandsampson.com

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Seal:

**DANIEL P. BIGGS**  
REGISTERED LANDSCAPE ARCHITECT  
2443-1  
STATE OF NEW YORK

COA:  
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