

REGAN DEVELOPMENT

41- 51 MAPLE STREET (NYS ROUTE 129) SITE PLANS

VILLAGE OF CROTON
TAX PARCEL 78.12-3-3
AUGUST 16, 2022
NYS DOT SEQR 21-031

SHEET INDEX

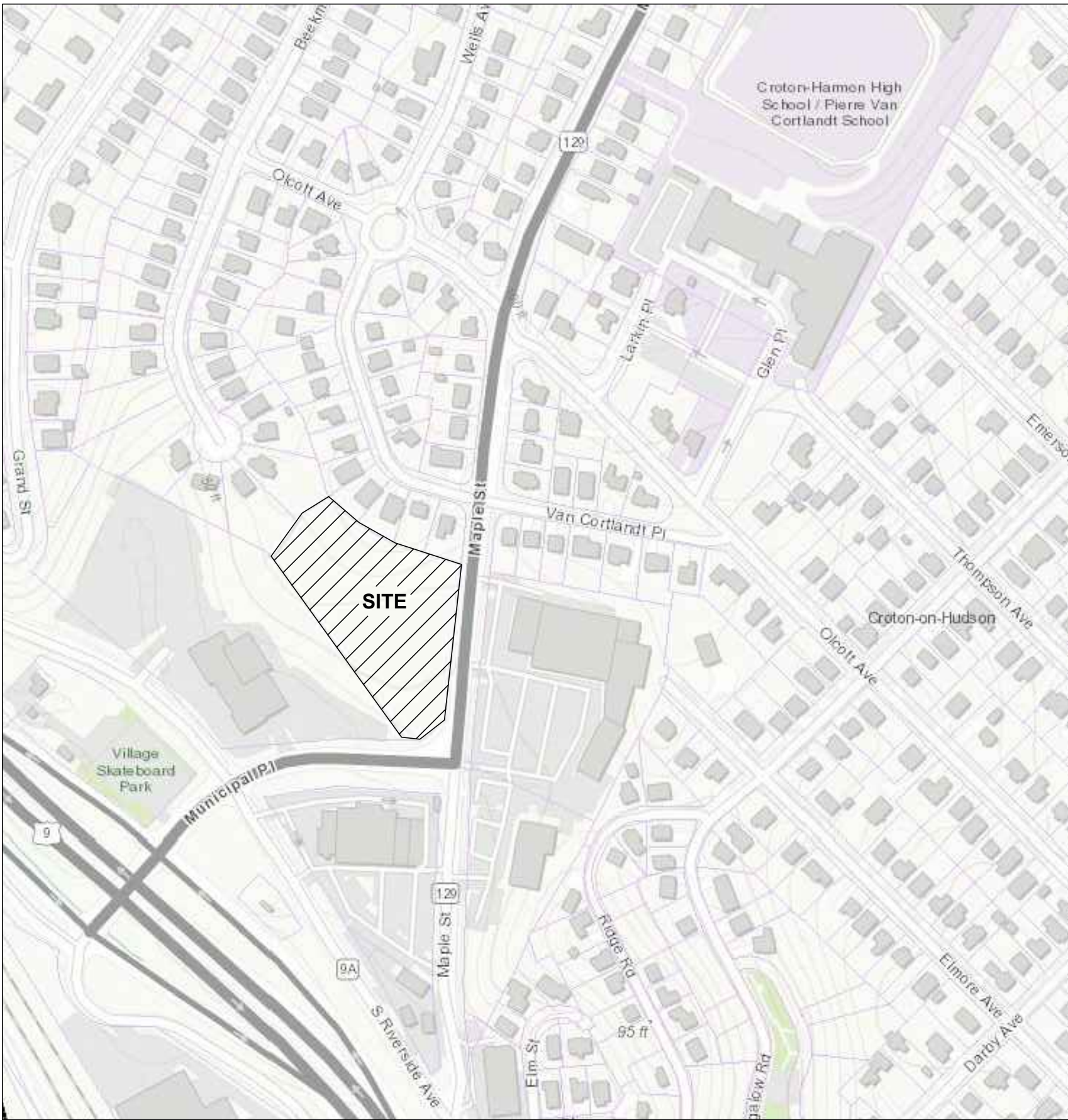
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APPLICANT

REGAN DEVELOPMENT CORPORATION
1055 SAW MILL RIVER ROAD #204
ARDSLEY NY 10502
914-693-6613
LARRY REGAN
LARRY@REGANDEVELOPMENT.COM

OWNER

VILLAGE OF CROTON-ON HUDSON
1 VAN WYCK STREET
CRONTON-ON-HUDSON, NY 10520
914-271-4781

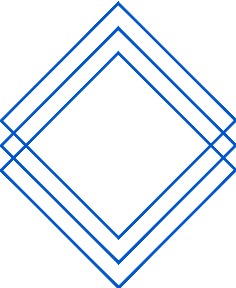


SUBMISSIONS

VILLAGE OF CROTON, 1ST SUBMISSION	JUNE 4, 2021
NYS DOT, 1ST SUBMISSION	JUNE 10, 2021
VILLAGE OF CROTON, 2nd SUBMISSION	JULY 13, 2021
NYS DOT, 2nd SUBMISSION	JULY 13, 2021
VILLAGE OF CROTON, 3rd SUBMISSION	AUGUST 8, 2021
VILLAGE OF CROTON, 4th SUBMISSION	AUGUST 13, 2021
VILLAGE OF CROTON, 5th SUBMISSION (FINAL Village Approved Plans)	NOVEMBER 5, 2021
WCDOH, 1ST SUBMISSION	NOVEMBER 8, 2021
NYS DOT, 3rd SUBMISSION	NOVEMBER 19, 2021
NYS DOT, 4th SUBMISSION	FEBRUARY 23, 2022
HCR, 1ST SUBMISSION	FEBRUARY 23, 2022
NYS DOT, 5th SUBMISSION	APRIL 21, 2022
WCDOH, 2nd SUBMISSION	MAY 11, 2022
WCDOH, 3rd SUBMISSION	JULY 14, 2022
WCDOH, 4th SUBMISSION	JULY 22, 2022
NYS DOT, 6th SUBMISSION	JULY 29, 2022
WCDOH, 5th SUBMISSION	AUGUST 16, 2022

WCDOH APPROVAL

VILLAGE APPROVAL



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

THE ALTERATION OF THIS MATERIAL IN ANY WAY, UNLESS DONE UNDER THE DIRECTION OF A COMPARABLE PROFESSIONAL, (I.E.) ARCHITECT FOR AN ARCHITECT, ENGINEER FOR AN ENGINEER OR LANDSCAPE ARCHITECT FOR A LANDSCAPE ARCHITECT, IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND/OR REGULATIONS AND IS A CLASS "A" MISDEMEANOR.

GENERAL CONSTRUCTION NOTES:

1. THE APPLICANT SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, RULES AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQR), FRESHWATER WETLANDS PERMIT REGULATIONS, THE MUNICIPAL LAWS, INCLUDING FLOODPLAIN MANAGEMENT LAWS.
2. THE APPLICANT SHALL BEAR THE SOLE RESPONSIBILITY FOR ENSURING THAT ALL IMPROVEMENTS ARE COMPLETED AND MAINTAINED IN ACCORDANCE WITH APPROVED PLANS, SPECIFICATIONS, AND STANDARDS.
3. THE APPLICANT SHALL BE RESPONSIBLE FOR KEEPING EXISTING PUBLIC HIGHWAYS AND ADJACENT LANDS FREE OF DEBRIS, SOIL, AND OTHER MATTER WHICH MAY ACCUMULATE DUE TO CONSTRUCTION RELATED TO THE SITE.
4. ALL PLANT MATERIALS INSTALLED PURSUANT TO THIS SITE DEVELOPMENT PLAN SHALL CONFORM TO THE AMERICAN STANDARD NURSERY STOCK (ANSI Z60.1-1986) OF THE AMERICAN ASSOCIATION OF NURSERYMEN OR EQUIVALENT RECOGNIZED STANDARD, AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ACCEPTED INDUSTRY PRACTICE.
5. ALL REQUIRED EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE NY STATE STANDARDS & SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
6. BACKFILL USED IN TRENCHES EXCAVATED IN EXISTING ROADWAYS SHALL BE PLACED IN MAXIMUM 6-INCH LIFTS AND COMPACTED BY MEANS OF A MECHANICAL COMPACTOR BETWEEN LIFTS.
7. BACKFILL MATERIAL AROUND PROPOSED OR EXISTING STRUCTURES SHALL BE PLACED IN MAXIMUM 6-INCH LIFTS AND COMPACTED BY MEANS OF A MECHANICAL COMPACTOR BETWEEN LIFTS.
8. STREETS AND STORM SEWERS SHALL CONFORM TO THE MUNICIPAL LAW.
9. WETLANDS IDENTIFIED ON THESE PLANS MAY NOT BE DISTURBED WITHOUT APPLICABLE APPROVALS FROM THE U.S. ARMY CORPS OF ENGINEERS AND/OR NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION. THESE AREAS MAY BE SUBJECT TO PERIODIC OR PERSISTENT STANDING WATER CONDITIONS.
10. THE FLOOD PLAIN AREA IDENTIFIED ON THESE PLANS MAY NOT BE DISTURBED WITHOUT MUNICIPAL REVIEW AND APPROVAL.
11. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL STAKE-OUT ALL IMPROVEMENTS, VERIFY GRADES, AND ANY DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE DESIGN ENGINEER. ALL GRADING SHALL BLEND INTO THE SURROUNDING GRADES AT THE EDGE OF THE CONSTRUCTION LIMITS.
12. CONTRACTOR IS RESPONSIBLE TO REPAIR OR REPLACE ALL ITEMS DAMAGED OUTSIDE OF CONSTRUCTION LIMITS, OR ANY DISTURBANCE ON THE SITE WHICH ARE NOT PART OF THE IDENTIFIED WORK OF THIS CONTRACT.
13. CONTRACTOR SHALL VISIT THE SITE TO OBSERVE ALL EXISTING SITE CONDITIONS PRIOR TO THE START OF WORK.
14. CONTRACTOR SHALL OBTAIN ALL NECESSARY APPROVALS AND PERMITS PRIOR TO BEGINNING WORK.
15. CONTRACTOR IS RESPONSIBLE FOR SITE SAFETY DURING CONSTRUCTION. HE SHALL MAINTAIN PROPER SIGNS, BARRICADES, FENCES, TO PROPERLY PROTECT THE WORK, EQUIPMENT, PERSONS AND PROPERTY FROM DAMAGE.
16. CONTRACTOR TO PROVIDE RECORD MAPPING TO THE MUNICIPALITY FOR ALL INFRASTRUCTURE THAT WILL NOT BE OWNED, OPERATED, AND MAINTAINED BY THE MUNICIPALITY.
17. ALL EXISTING UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY. CONTRACTOR TO CONTACT UFPO AS REQUIRED.
18. ALL FILL AREAS REQUIRED FOR PROJECT SHALL BE CONSTRUCTED IN THE FOLLOWING MANNER:
 - 18.1. REMOVAL AND STRIPPING OF ALL ORGANIC MATTER FROM FILL SHALL BE DONE.
 - 18.2. FILL WILL BE DONE IN 6" LIFTS WITH NATIVE OR IMPORT CLEAN FILL WITH NO ORGANIC MATERIAL
 - 18.3. THE FILL SHALL BE COMPACTED TO 95% MODIFIED PROCTOR TEST AND VERIFIED BY CONTRACTOR.
19. HANDICAP ACCESSIBLE PARKING STALLS AND ACCESSIBLE AISLES SHALL NOT EXCEED 2% SLOPE.

GENERAL NOTES:

1. DIG SAFELY NEW YORK TO BE CONTACTED PRIOR TO COMMENCING 1-800-962-7962
2. THIS PROJECT MAY REQUIRE THE USE OF BLASTING FOR EXCAVATION. CONTRACTOR TO COORDINATE WITH THE VILLAGE OF CROTON-ON-HUDSON AND VILLAGE ENGINEER FOR SAFETY PROTOCOLS AND PROPERTY NOTIFICATIONS AT LEAST TWO WEEKS IN ADVANCE.
3. CONTRACTOR SHALL PROTECT EXISTING PROPERTY LINE MONUMENTATION. ANY MONUMENTATION DISTURBED OR DESTROYED, AS JUDGED BY THE ENGINEER OR OWNER, SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE UNDER THE SUPERVISION OF A NEW YORK STATE LICENSED LAND SURVEYOR.
4. CONTRACTOR TO TAKE CARE TO PREVENT DAMAGE TO EXISTING UTILITIES. DAMAGED UTILITIES SHALL BE IMMEDIATELY REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
5. ALL UTILITY WORK INVOLVING CONNECTIONS TO THE EXISTING SYSTEMS SHALL BE COORDINATED WITH THE ENGINEER AND THE UTILITY OWNER. NOTIFY THE ENGINEER AND THE UTILITY OWNER 72 HOURS BEFORE EACH AND EVERY CONNECTION TO AN EXISTING SYSTEM.
6. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY FOR TEMPORARY POLE SUPPORT DURING CONSTRUCTION AS NECESSARY. CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH TEMPORARY UTILITY SUPPORT.
7. CONTRACTOR SHALL EXERCISE CARE IN HIS REMOVAL OPERATIONS SO AS NOT TO UNDULY DISTURB UNDERLYING MATERIALS WHICH ARE TO REMAIN IN PLACE. SHOULD 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 OWNER.
8. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT DROP WASTE CONCRETE, DEBRIS, OR OTHER MATERIAL IN THE SEWAGE AND/OR STORM SEWER COLLECTION SYSTEMS EXCEPT WHERE THE PLANS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS, OR OTHER PROTECTION DEVICES SHALL BE USED TO CATCH MATERIAL. SHOULD THE ENGINEER DETERMINE THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

GENERAL NOTES (CONT.)

9. CONTRACTOR SHALL RESTORE LAWNS, DRIVEWAYS, CULVERTS, SIGNS, AND OTHER PUBLIC OR PRIVATE PROPERTY DAMAGED OR REMOVED TO AT LEAST AS GOOD A CONDITION AS BEFORE. ANY DAMAGED TREES/SHRUBS, AND/OR HEDGES SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.
10. ALL WASTE AND DEBRIS TO BE REMOVED TO APPROPRIATE LANDFILLS.
11. ALL EARTHWORK GRADING SHALL BE BLENDED SMOOTHLY AND EVENLY INTO EXISTING CONDITIONS.
12. SITE CONTRACTOR TO VERIFY ELEVATION OF ALL WORK BEFORE INSTALLATION AND NOTIFY ENGINEER OF ANY ERRORS OR CHANGES BEFORE INSTALLATION OCCURS.

SNOW REMOVAL NOTE:

1. SNOW WILL BE TRUCKED OFF SITE SHOULD THE AMOUNT OF SNOW PRESENT EXCEED AVAILABLE STORAGE SPACE.

WATER MAIN NOTES:

1. CONTRACTOR TO COORDINATE WITH MUNICIPALITY FOR TEMPORARY SHUTOFF OF MUNICIPAL WATER MAINS.
2. ALL WATER MAINS, HYDRANTS, VALVES, AND SERVICES MUST BE INSTALLED IN ACCORDANCE WITH MUNICIPAL LAW.
3. 5'-0" MINIMUM COVER TO BE PROVIDED OVER ALL WATERMAINS.
4. PIPE SHALL BE RESTRAINED 50 FEET IN BOTH DIRECTIONS OF ALL FILL AREAS WITH "FIELD LOK".
5. ALL PIPES TO BE DIP CLASS 52 UNLESS NOTED OTHERWISE.

STORM WATER DRAINAGE NOTES:

1. ALL STORMWATER PIPES TO BE SIOPP OR CMP UNLESS OTHERWISE DICTATED ON PLANS. STORMWATER PIPES TO HAVE A MINIMUM SLOPE OF 0.5%.
2. SUMPS IN DRAINAGE STRUCTURES TO BE A MINIMUM OF 6"
3. STORMWATER MANAGEMENT SYSTEM TO BE DESIGNED FOR A 25 YEAR STORM EVENT MINIMUM.
4. ALL PIPES TO HAVE A MINIMUM OF 2 FEET OF COVER OVER THE TOP OF THE PIPES UNLESS OTHERWISE DICTATED ON PLANS.
5. NO SUBSTITUTIONS TO DRAINAGE STRUCTURES AS SPECIFIED ON THE PLANS AND DETAILS TO BE PERMITTED UNLESS DIRECTED BY THE DESIGN ENGINEER.
6. WHERE PLANS INDICATED NYSDOT STRUCTURE TYPES ARE CALL OUT ON PLANS DUE TO LIMITED COVERAGE OR TO HAVE CURB INLET BOX. THE CONTRACTOR MANY SUBSTITUTE THESE STRUCTURES BASED UPON APPROVAL OF MUNICIPALITY.

GRADING NOTES:

1. IN AREAS OF PROPOSED FILL, ALL EXISTING VEGETATION AND OTHER ORGANIC MATERIAL, INCLUDING THE ROOT MAT, SHALL BE REMOVED PRIOR TO PLACEMENT OF THE FILL. THE MATERIAL SHALL BE DISPOSED OF IN AN APPROPRIATE OFF-SITE FACILITY, OR PROCESSED FOR REUSE ON-SITE IN A MANNER THAT WILL NOT BE CONDUCTIVE TO ADVERSE EFFECTS OF DECOMPOSITION, SUCH AS THE PRODUCTION OF ODORS OR THE CONCENTRATIONS OF NOXIOUS OR EXPLOSIVE GASES, OR THE CREATION OF UNSTABLE SUBSURFACE CONDITIONS. THE PROPOSED METHOD OF ON-SITE PROCESSING AND REUSE SHALL BE SPECIFIED IN THE GRADING PERMIT APPLICATION AND MAY REQUIRE CERTIFICATION BY A LICENSED PROFESSIONAL ENGINEER AS A SAFE AND EFFECTIVE MEANS OF DISPOSAL.
2. NO VEGETATION OR OTHER WASTE MATERIALS SHALL BE BURIED ON THE SITE.
3. ALL FILL PLACED ON THE SITE SHALL BE AS FREE OF ORGANIC MATERIAL AS IS PRACTICABLE.
4. A GEOTECHNICAL ENGINEER WILL BE REQUIRED TO EVALUATE POTENTIAL SETTLEMENT ISSUES AND MOISTURE CONTENT OF NATIVE SOILS USED AS FILL.

FLOOD PLAIN NOTE:

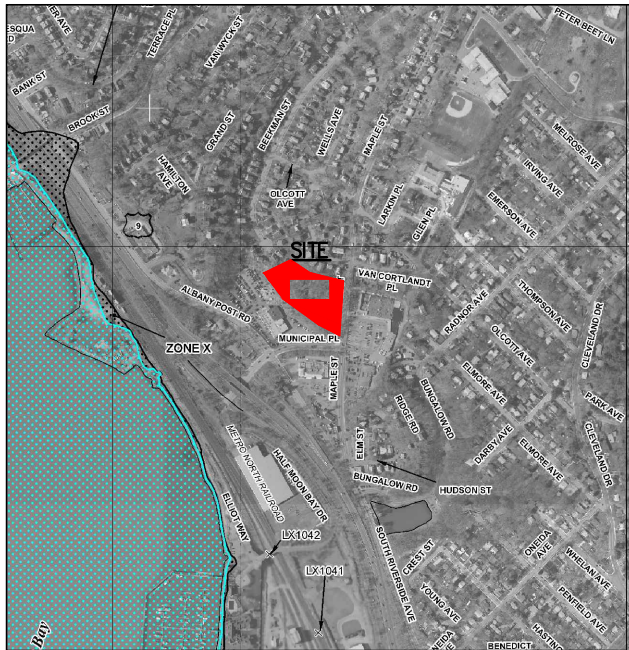
1. PER MAP PANEL NUMBER 36119C0109F, REVISED SEPTEMBER 28 2007, BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) THE PROJECT SITE IS LOCATED OUTSIDE OF THE 100-YEAR AND 500-YEAR FLOOD ZONES.

WETLAND NOTE:

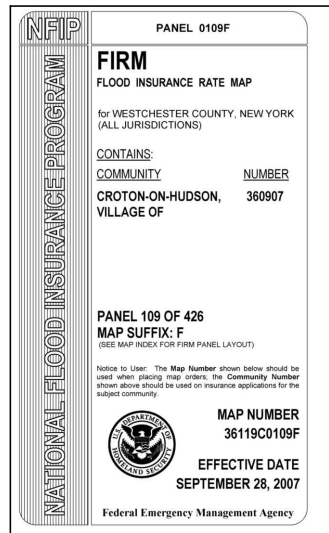
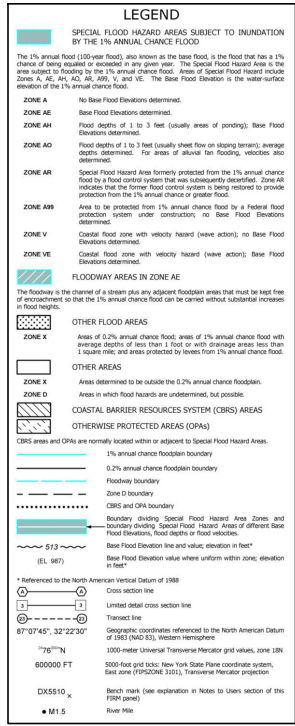
1. PER SITE VISIT BY AKRF ENGINEERING IN APRIL OF 2021 NO WETLANDS OR WATERCOURSES ARE PRESENT ON THE PARCEL.

GEOTECHNICAL NOTE:

1. SEE GEOTECHNICAL REPORT PREPARED BY MELICK-TULLY & ASSOCIATES DATED MAY 19, 2021 OR NEWER FOR ALL COMPACTION, DIRT REMOVAL, FOUNDATION DESIGN, BACKFILL, ORGANIC REMOVAL, RETAINING WALLS, ETC.

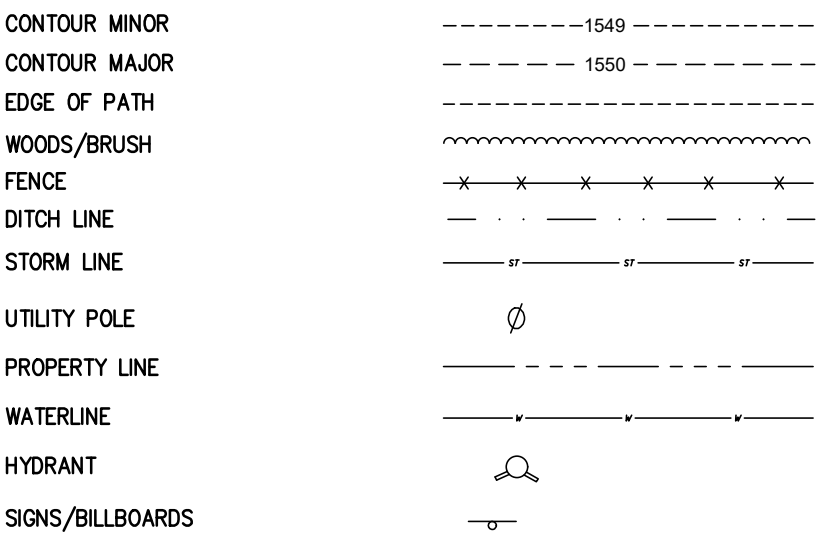


FEMA MAP

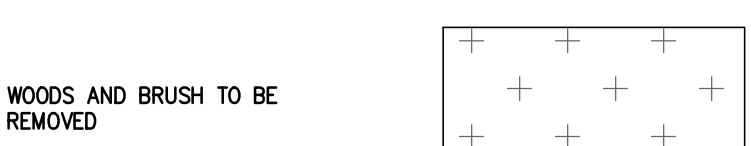
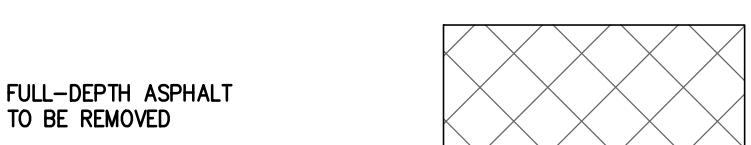
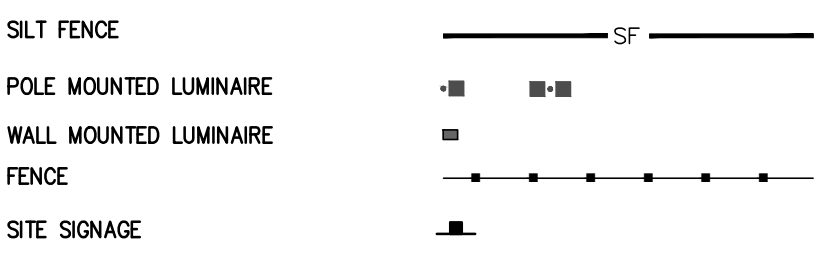
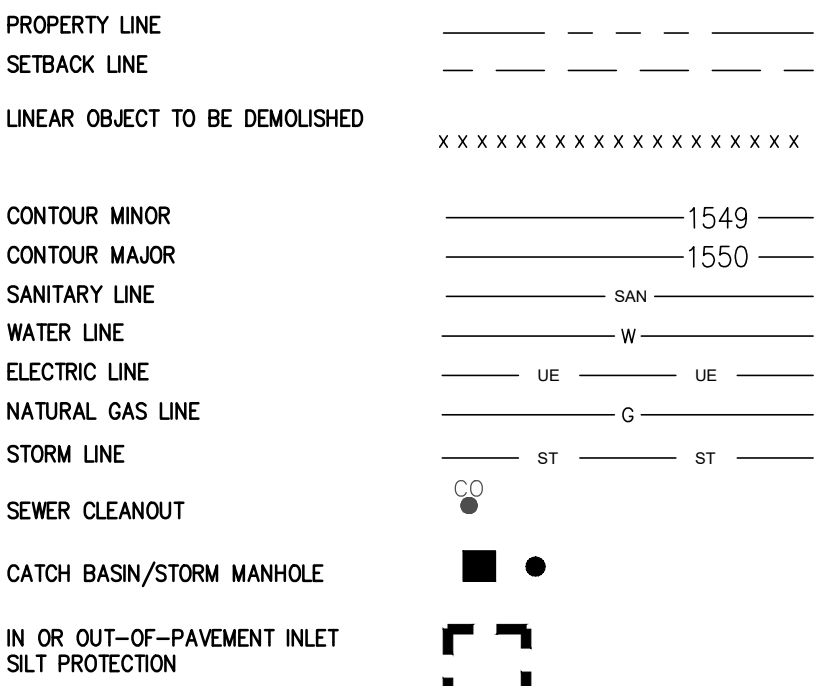


LEGEND

EXISTING



PROPOSED



ABBREVIATIONS

SPOT ELEVATION
TOP OF STAIRS
BOTTOM OF STAIRS
FINISH GRADE
SMOOTH INTERIOR POLYETHYLENE PIPE
FINISH FLOOR ELEVATION
TOP OF CURB
BOTTOM OF CURB
TOP OF GUTTER
BOTTOM OF GUTTER
FLARED END SECTION
TOP OF RETAINING WALL
BOTTOM OF RETAINING WALL
MAINTENANCE STRIP

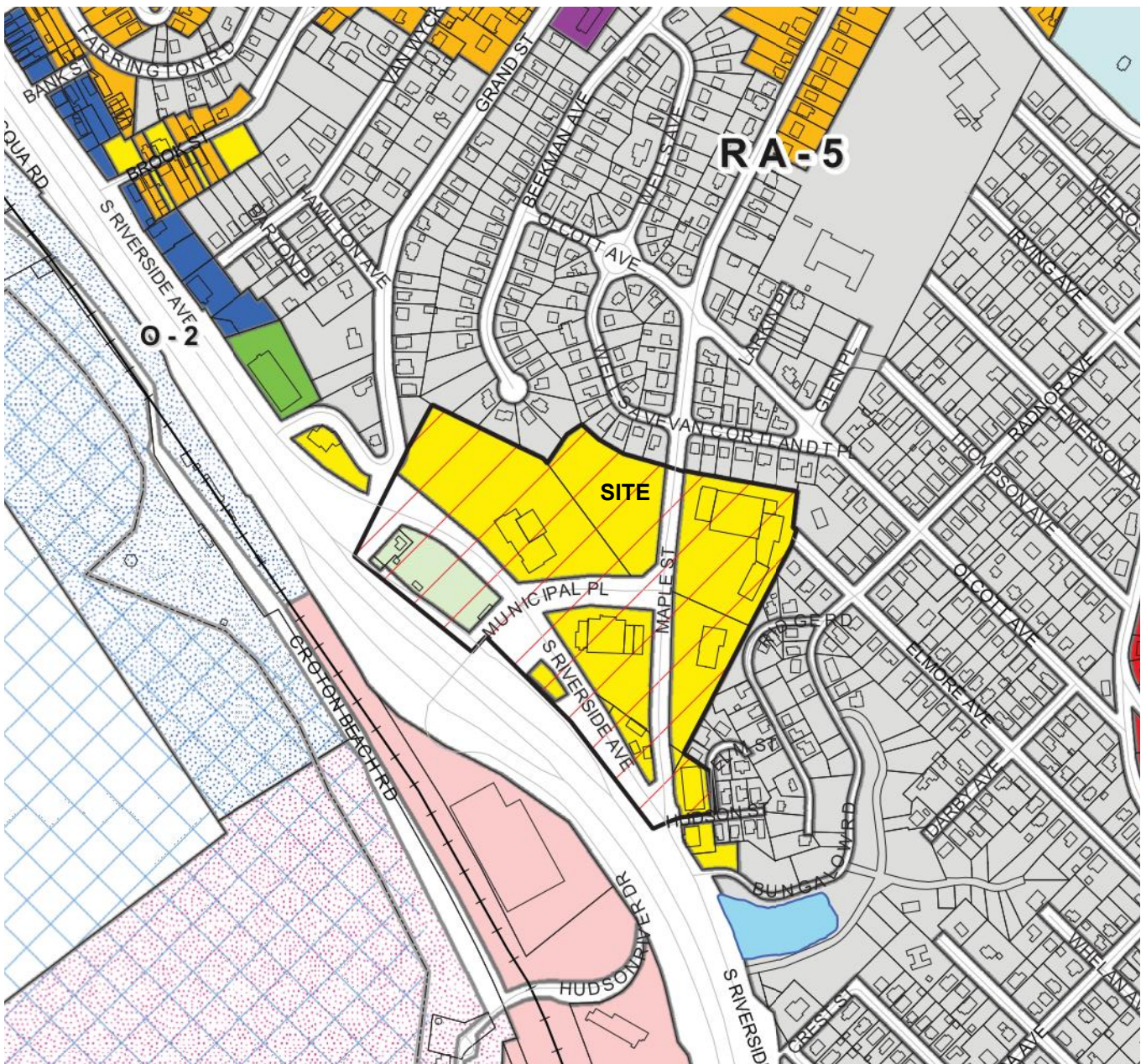
X ELEV.
TS
BS
FG
SICPP
FFE
TC
BC
TG
BG
FES
TRW
BRW
M.S.

SITE INFORMATION

ZONING: C-2 WITH MUNICIPAL PLACE GATEWAY OVERLAY DISTRICT			
	ALLOWED	PROPOSED	VARIANCE REQUIRED
MAXIMUM HEIGHT:	35 FEET	30 FEET	NO
MINIMUM AREA:	N/A	N/A	NO
MINIMUM LOT WIDTH:	50 FEET	325 FEET	
DENSITY:	33 UNITS	33 UNITS	NO
FLOOR AREA RATIO:	0.50	0.36	NO

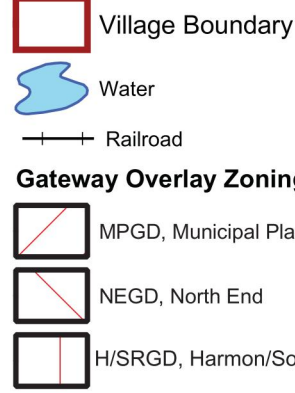
SETBACK REQUIREMENTS	REQUIRED	PROPOSED	VARIANCE REQUIRED
FRONT BLDG. SETBACK:	20 FEET	20'-6"	NO
SIDE BLDG. SETBACK:	10 FEET	12 FEET	NO
REAR BLDG. SETBACK:	10 FEET	42 FEET	NO

PARKING
REQUIRED-55 PARKINGS STALL
PROPOSED- 55 PARKING STALLS OR 1.66 PARKING RATIO

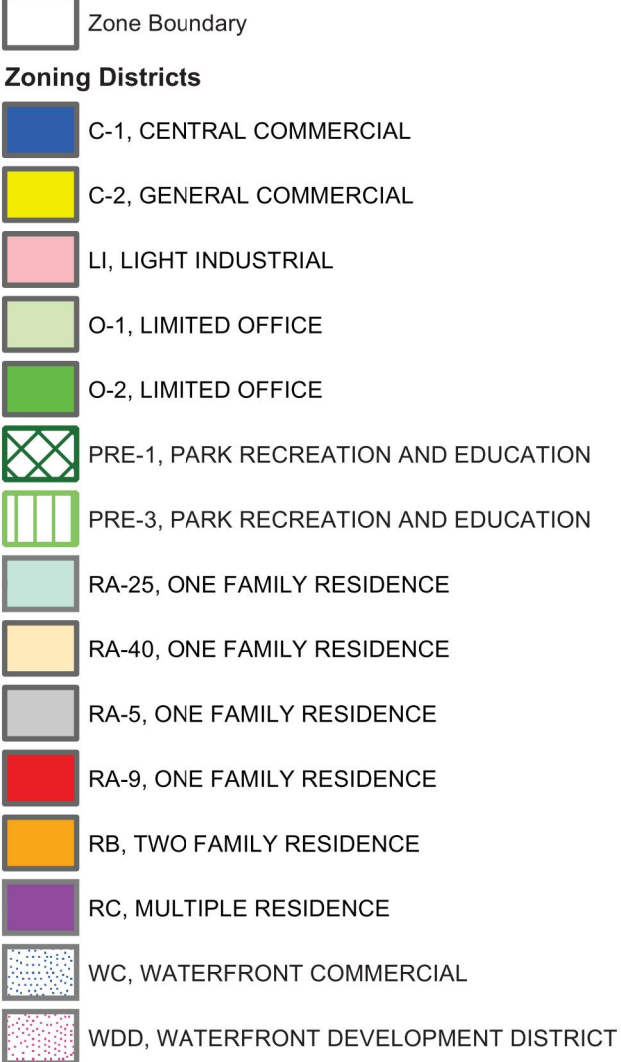


ZONING MAP

Legend



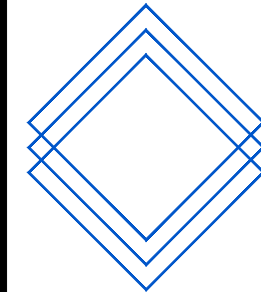
ZONING



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SUBMITTAL / REVISIONS			
No.	DATE	DESCRIPTION	BY

PROJ. MANAGER:	JWE
CHIEF DESIGNER:	JWE
DESIGNED BY:	JWE
DRAWN BY:	JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

REGAN DEVELOPMENT

NOTES

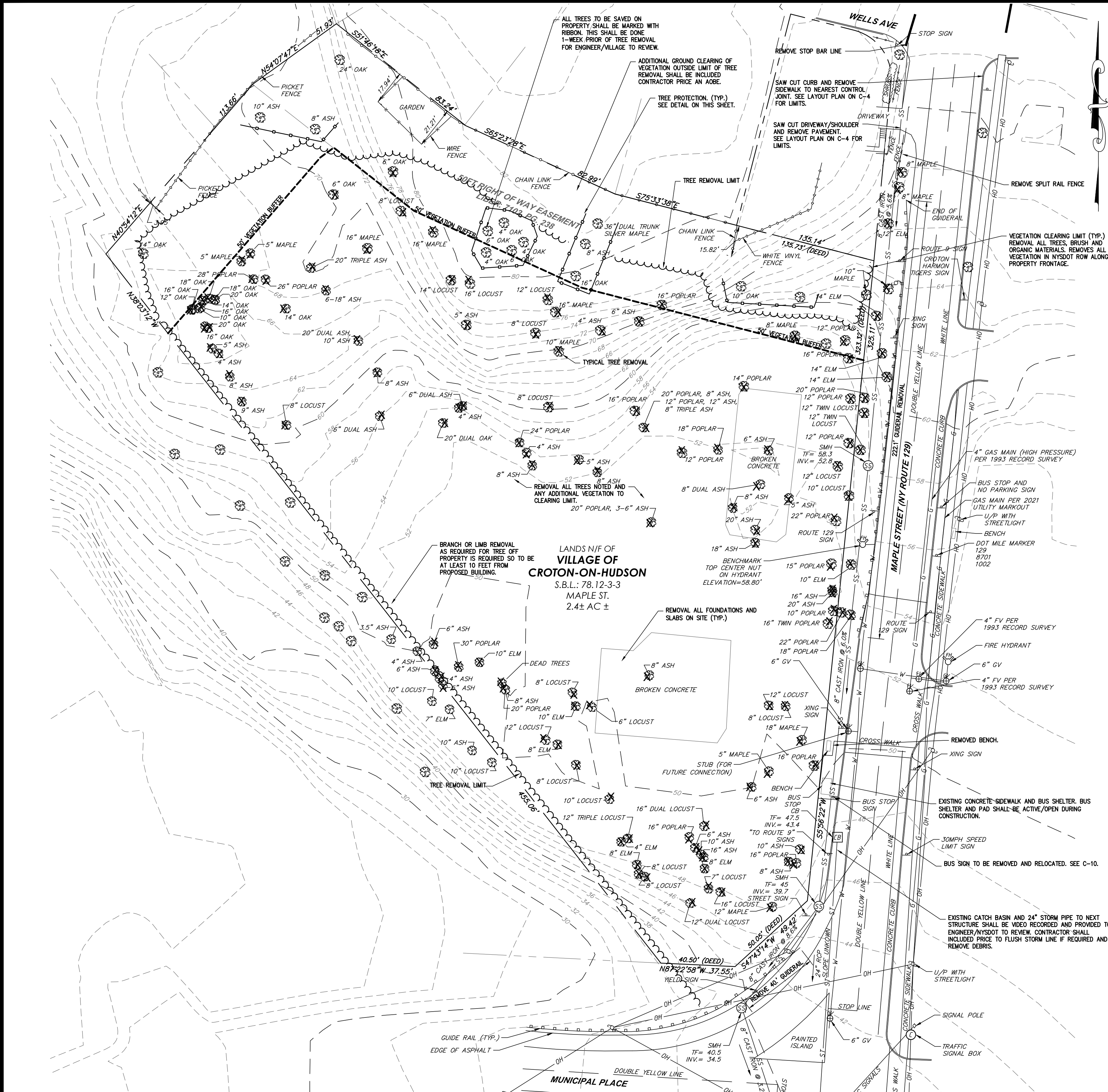
41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

VILLAGE OF CROTON

NEW YORK

SCALE: N.T.S.
PROJ. No.: 2021-004E
DATE: May 2021

C-2



DEED REFERENCES:

1. REFER TO DEED DATED DECEMBER 28, 1972 FROM THE ESTATE OF A. E. OTTAVANO, INC. TO THE ESTATE OF IRWIN KATZ, AND RECORDED IN THE WESTCHESTER COUNTY CLERK'S OFFICE IN LIBER 7102, PAGE 236.

MAP REFERENCES:

1. AS SHOWN ON "SUBDIVISION MAP OF LARKIN MANOR" PREPARED BY STANLEY M. NORTHROP, C.E. BEARING A DATE OF MAY 10, 1946
2. AS SHOWN ON "SITUATE IN THE VILLAGE OF CROTON-ON-HUDSON" PREPARED BY W. A. SLATER, P.L.S., BEARING A DATE OF DECEMBER 7, 1972, REVISED ON DECEMBER 22, 1972.
3. AS SHOWN ON "MCDONALD'S CORPORATION, SITUATE IN THE VILLAGE OF CROTON-ON-HUDSON, TOWN OF CORTLANDT" PREPARED BY TACONIC SURVEYING & ENGINEERING, BEARING A DATE OF JULY 29, 1993
4. AS SHOWN ON "SUBDIVISION PLAT, PREPARED FOR IRWIN KATZ" PREPARED BY TACONIC SURVEYING & ENGINEERING, BEARING A DATE OF APRIL 5, 1994

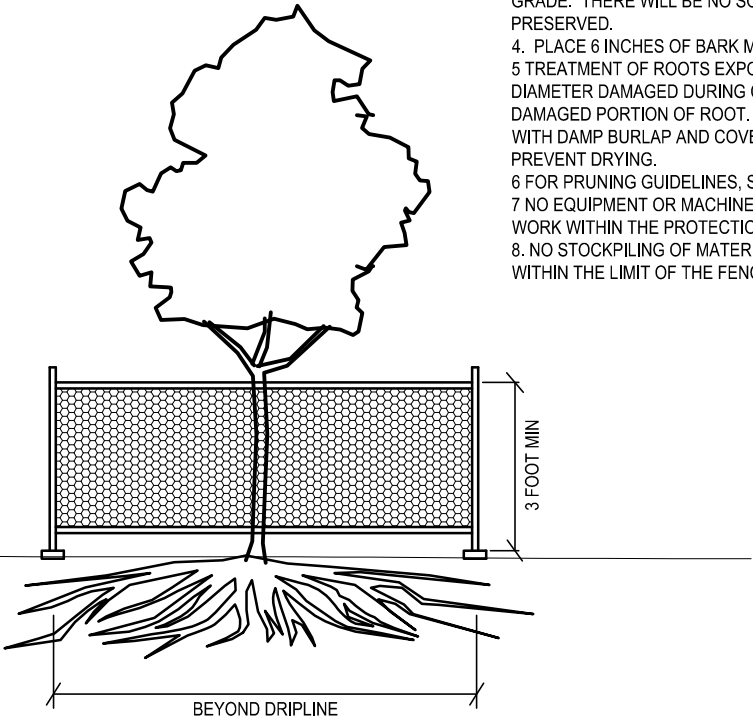
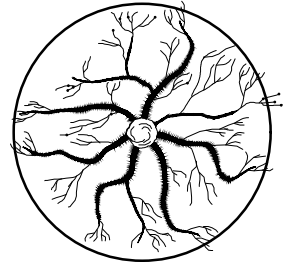
SURVEY NOTES:

1. UNDERGROUND UTILITIES SHOWN HEREON BASED ON UTILITY EVIDENCE VISIBLE AT GROUND SURFACE AND RECORD DRAWING AND ARE SUBJECT TO FUELED VERIFICATION BY EXCAVATION.
2. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES.
3. THE OFFSETS OR DIMENSIONS SHOW HEREON, FROM THE PROPERTY LINES TO THE STRUCTURES, ARE FOR A SPECIFIC PURPOSE AND USE; THEREFORE, THEY ARE NOT INTENDED TO MONUMENT THE PROPERTY LINES OR TO GUIDE THE ERECTION OF FENCES, ADDITIONAL STRUCTURES, OR ANY OTHER IMPROVEMENT.
4. EASEMENTS AND/OR SUBSURFACE STRUCTURES RECORDED OR UNRECORDED ARE NOT GUARANTEED UNLESS PHYSICALLY EVIDENT ON THE PREMISES AT THE TIME OF THE SURVEY.
5. SUBJECT TO ALL RIGHTS, EASEMENTS COVENANTS AND RESTRICTIONS OF RECORD.
6. TAX MAP DESIGNATION: 78.12-3-3
7. VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: NEW YORK STATE PLANE, NEW YORK EAST ZONE, NAD83/2011

SURVEY BY:



2301 Western Avenue
Guilderland, NY 12084
518-867-3323 (office)
518-810-4018 (cell)



NOTES: TREE PROTECTION

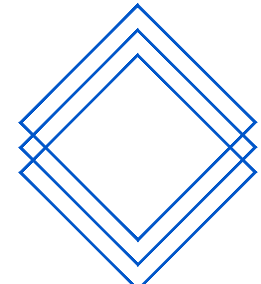
1. DIAMETER OF PROTECTION ZONE SHOULD BE ONE FOOT FOR EACH INCH OF TRUNK DIAMETER BREAST HEIGHT OR 1/2 HEIGHT OF TREE, WHICHEVER IS GREATER. FOR 2-INCH CALIPER TREES OR SMALLER, THE PROTECTION ZONE SHALL BE 6 FOOT MINIMUM DIAMETER.
2. TEMPORARY FENCING (3 FT HIGH) SHALL BE PLACED AT THE DRIPLINE OF THE TREE TO BE SAVED. FENCE SHALL COMPLETELY ENCIRCLE THE TREE(S). TO INSTALL FENCE POSTS, AVOID DRIVING POSTS OR STAKES INTO MAJOR ROOTS.
3. DEAD TREES, SCRUB OR UNDERGROWTH SHALL BE CUT FLUSH WITH ADJACENT GRADE. THERE WILL BE NO SOIL DISTURBANCE UNDER THE DRIP LINE OF TREES TO BE PRESERVED.
4. PLACE 8 INCHES OF BARK MULCH AT AREAS NOT PROTECTED BY BARRIER.
5. TREATMENT OF ROOTS EXPOSED DURING CONSTRUCTION: FOR ROOTS OVER 1 INCH IN DIAMETER DAMAGED DURING CONSTRUCTION, MAKE A CLEAN STRAIGHT CUT TO REMOVE DAMAGED PORTION OF ROOT. ALL EXPOSED ROOTS SHOULD BE TEMPORARILY COVERED WITH DAMP BURLAP AND COVERED WITH SOIL OR MULCH AS SOON AS POSSIBLE TO PREVENT DRYING.
6. FOR PRUNING GUIDELINES, SEE ANSI #300.
7. NO EQUIPMENT OR MACHINERY SHALL BE USED WITHIN THE PROTECTION FENCE. WORK WITHIN THE PROTECTION ZONE SHALL BE DONE MANUALLY.
8. NO STOCKPILING OF MATERIALS, VEHICULAR TRAFFIC, OR STORAGE IS ALLOWED WITHIN THE LIMIT OF THE FENCING.

WCDOH APPROVAL

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SUBMITTAL / REVISIONS			
No.	DATE	DESCRIPTION	BY
1	7/30/21	REVISED PLANS BASED UPON CHAZEN COMMENT LETTER DATED 7/22/21 AND PB MEETING ON 7/21/21	JWE
2	8/12/21	REVISED PLANS BASED UPON CHAZEN COMMENT LETTER DATED 8/9/21 AND PB MEETING ON 8/10/21	JWE

PROJ. MANAGER: JWE
CHIEF DESIGNER: JWE
DESIGNED BY: JWE
DRAWN BY: JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

REGAN DEVELOPMENT
EXISTING CONDITIONS/REMOVAL PLAN

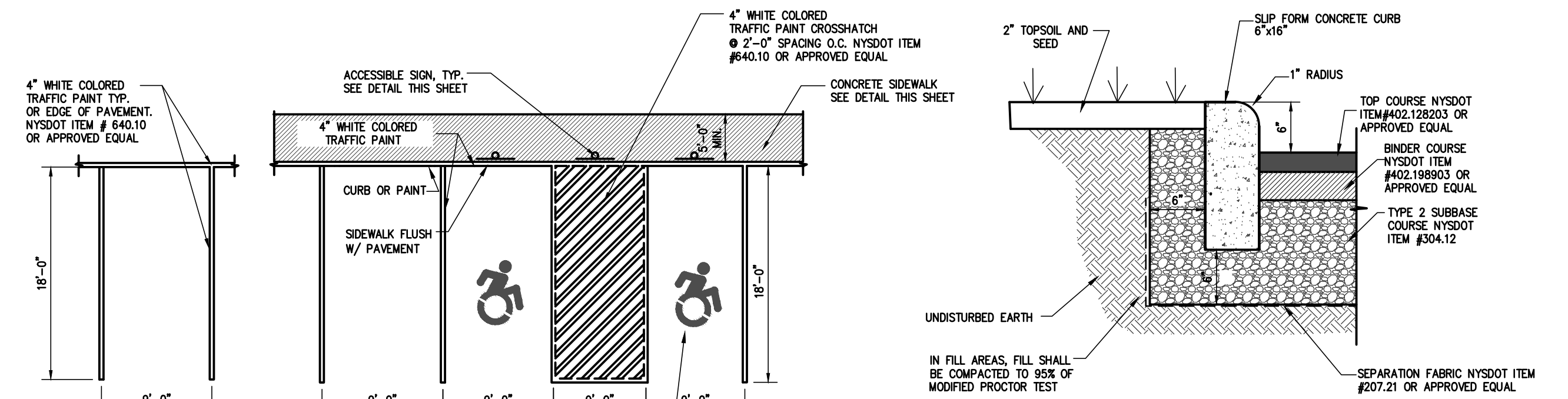
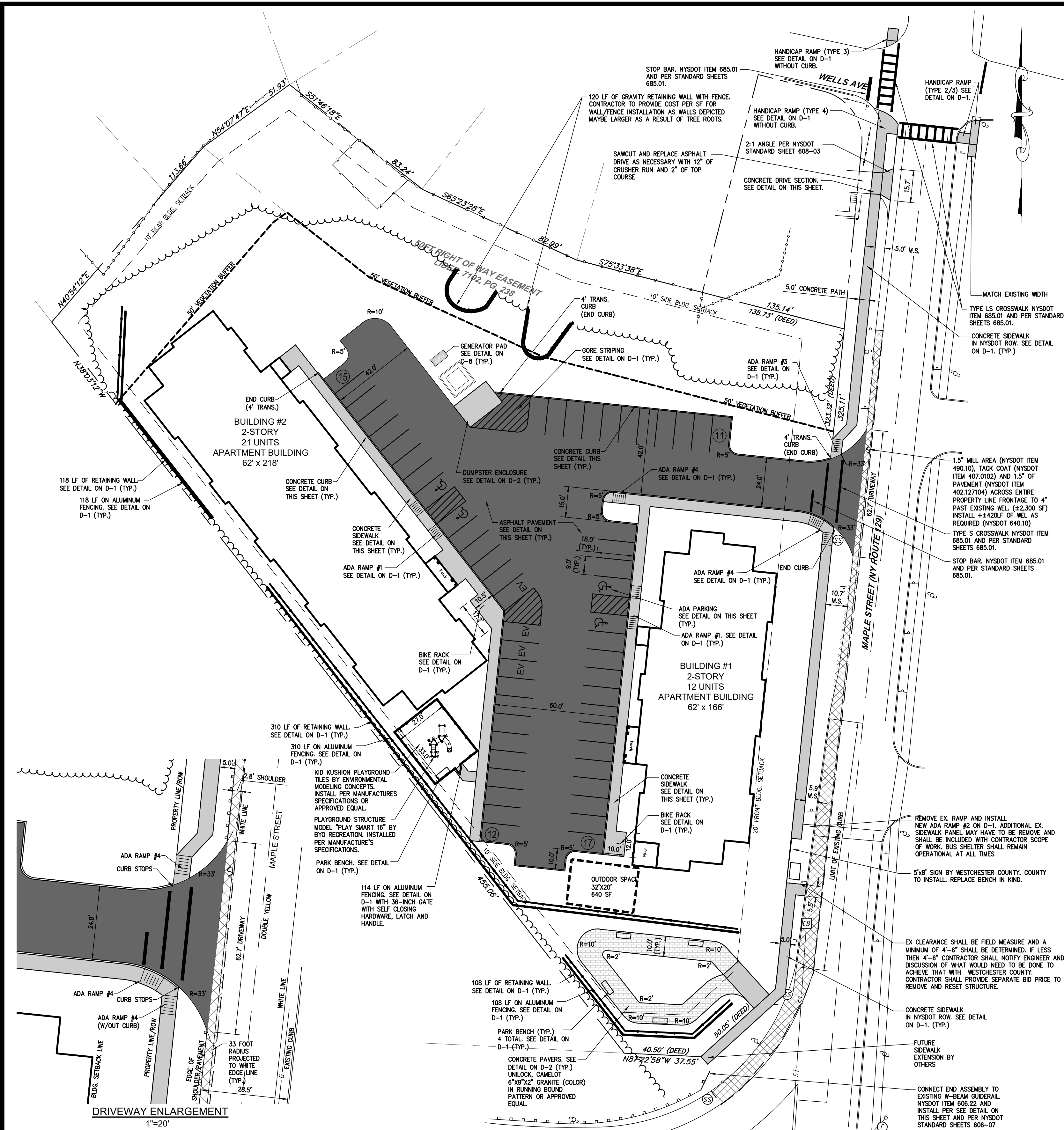
VILLAGE OF CROTON

41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

NEW YORK

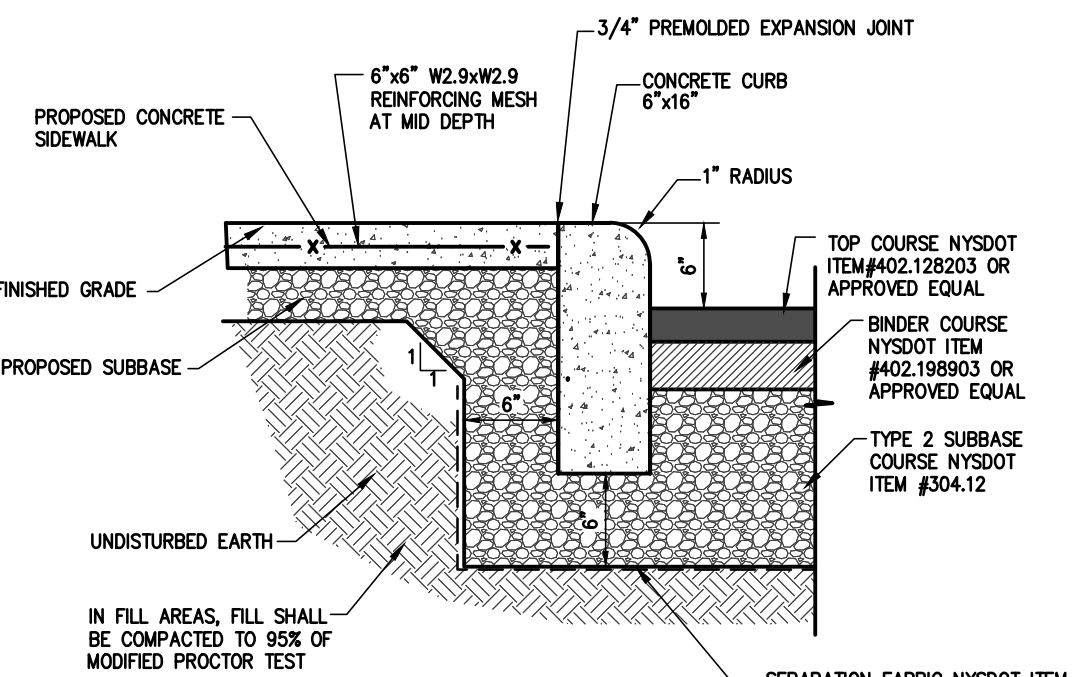
SCALE: 1"=30'
PROJ. No.: 2021-004E
DATE: May 2021

C-3

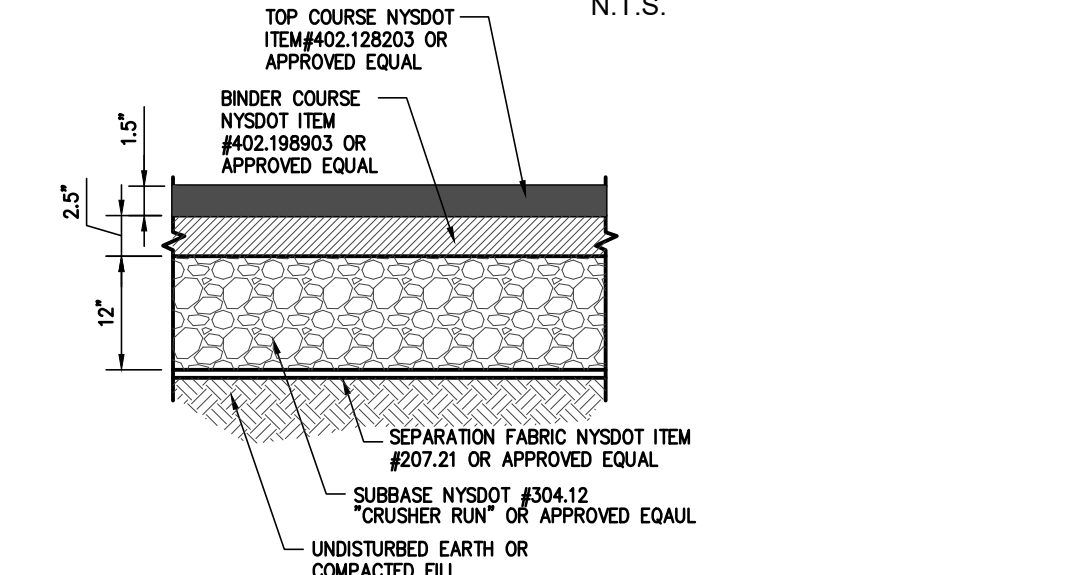


TYPICAL PARKING STALL
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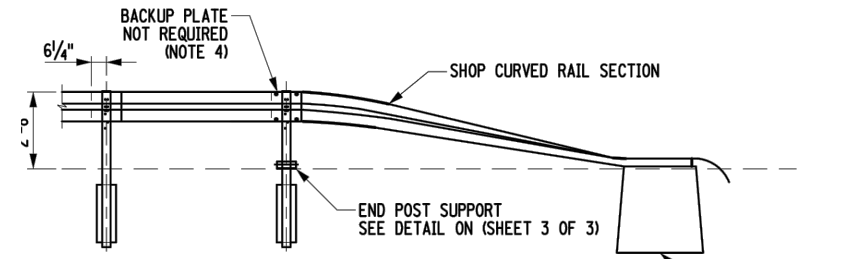
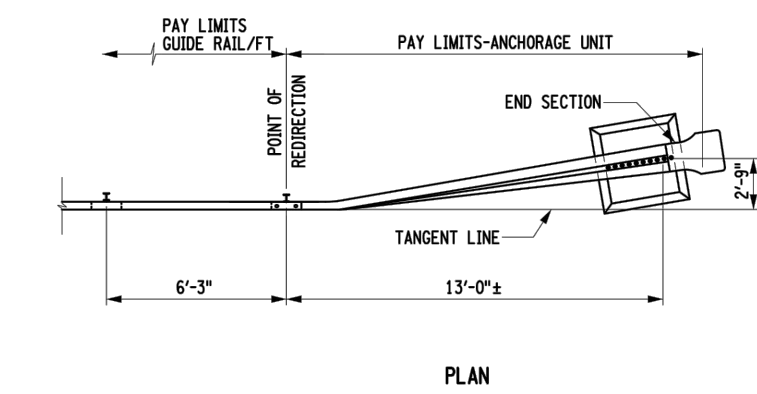
HANDICAP PARKING STALL
(WITHIN SITE)
N.T.S.



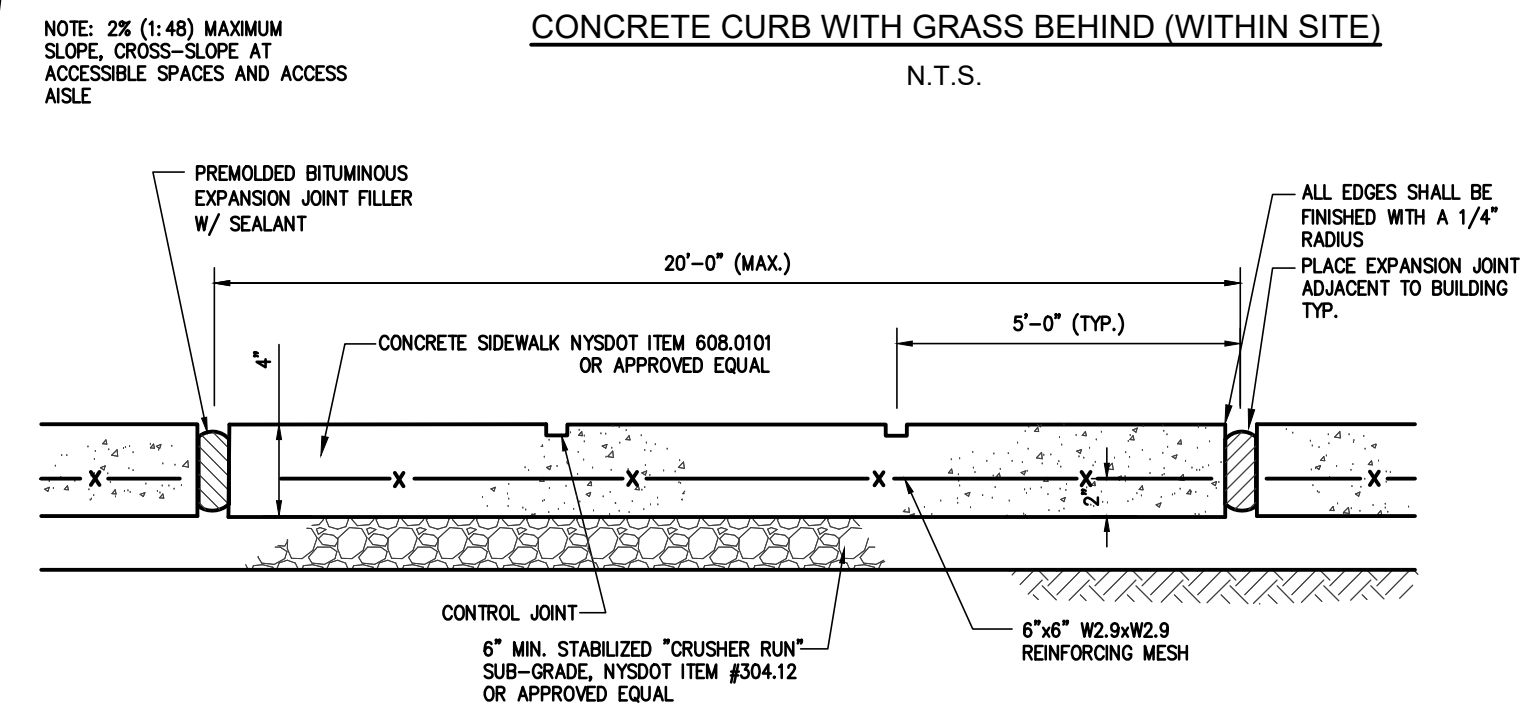
CONCRETE CURB WITH SIDEWALK BEHIND
(WITHIN SITE)
TOP COURSE NYSDOT _____ N.T.S.



TYPICAL ASPHALT PARKING
PARKING LOT SECTION
N.T.S.

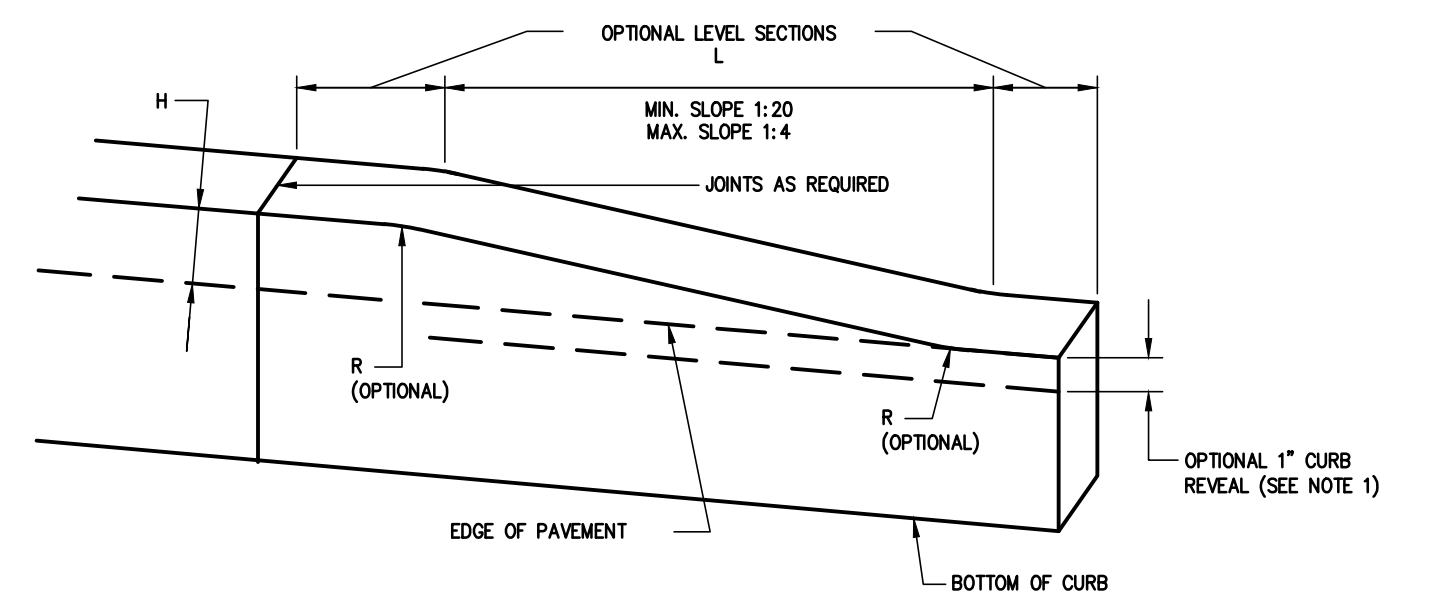


TYPICAL END TREATMENT FOR DRIVEWAYS,
WALKWAYS, AND OTHER OPENINGS
W-BEAM END ASSEMBLY
N.T.S.

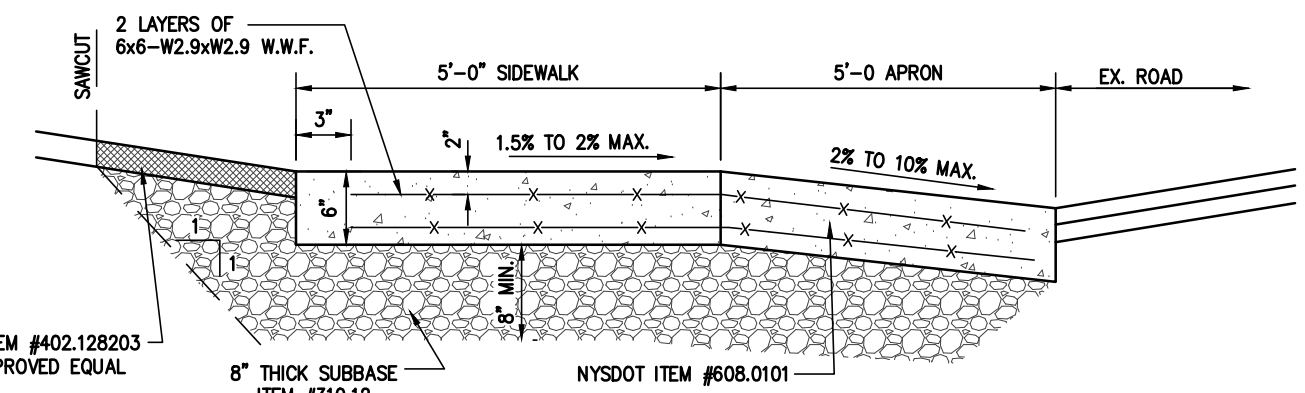


CONCRETE SIDEWALK SECTION (WITHIN SITE)

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



CONCRETE CURB TRANSITION DETAIL (WITHIN SITE)
N.T.S.

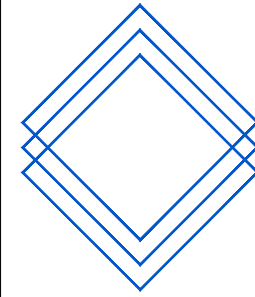


NYSDOT CONCRETE DRIVEWAY APRON
N.T.S.

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2	8/12/21	REVISED PLANS BASED UPON CHAZEN COMMENT LETTER DATED 8/9/21 AND PB MEETING ON 8/10/21	JWE
3	11/18/21	REVISED PLANS BASED UPON NYSDOT COMMENT LETTER DATED 11/7/21	JWE
4	2/17/22	REVISED PLANS BASED UPON NYSDOT COMMENT LETTER DATED 1/25/22	JWE
5	4/21/22	REVISED PLANS BASED UPON NYSDOT COMMENT LETTER DATED 4/20/22	JWE

PROJ. MANAGER:	JWE
CHIEF DESIGNER:	JWE
DESIGNED BY:	JWE
DRAWN BY:	JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

REGAN DEVELOPMENT

LAYOUT PLAN

41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

SCALE: 1"=30'

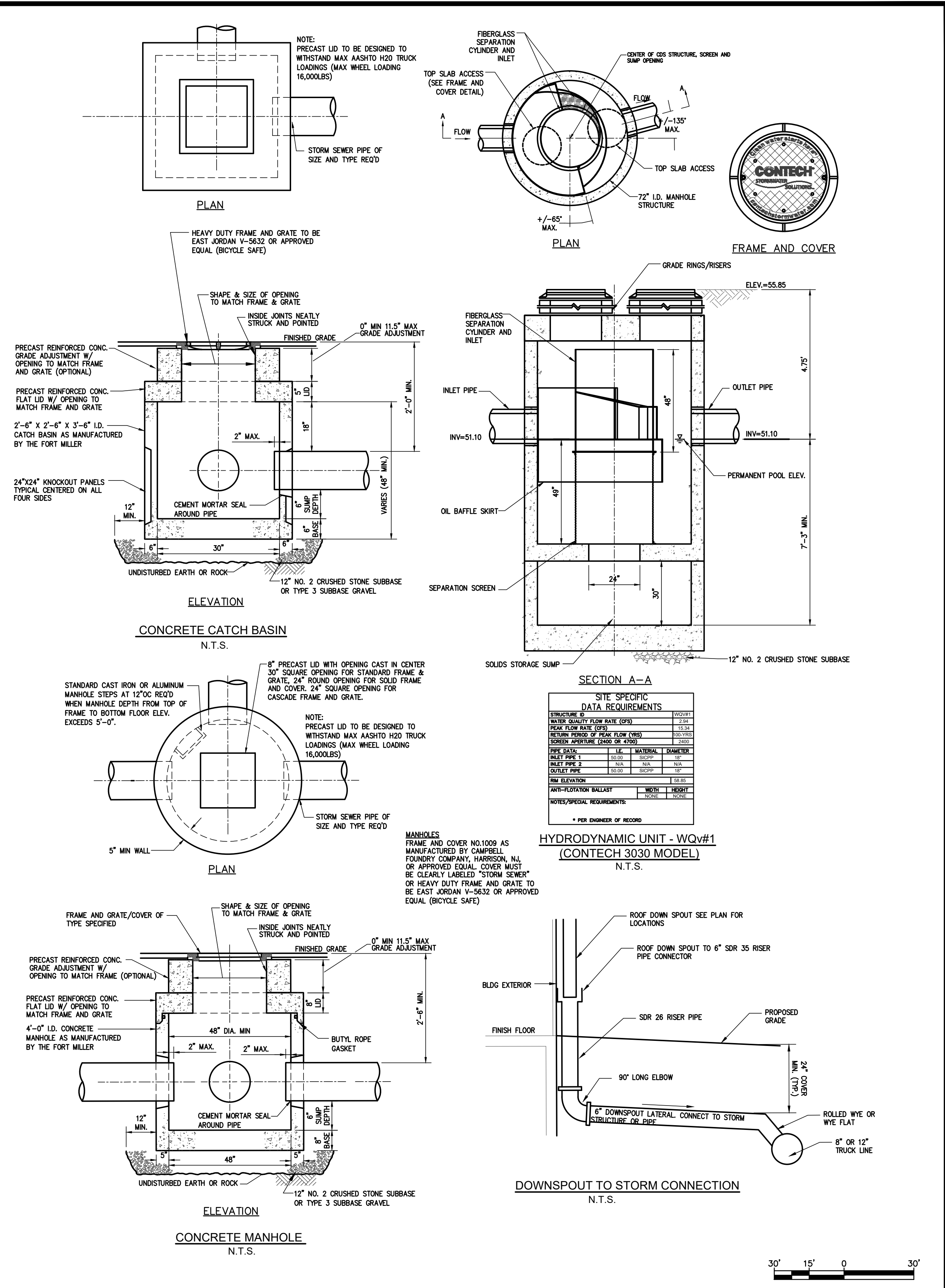
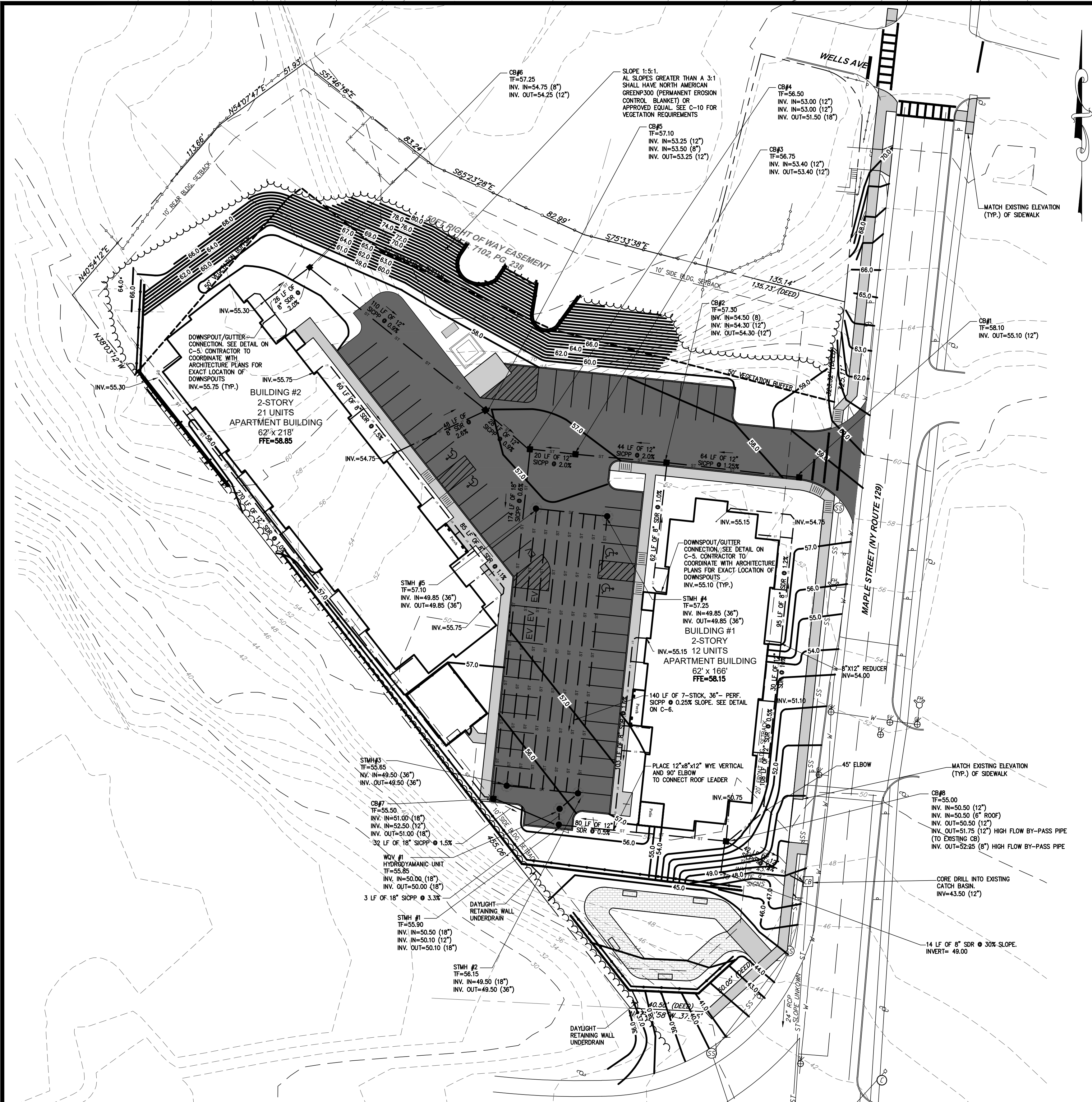
PROJ. No.: 2021-004E

DATE: May 2021

C-4

VILLAGE OF CROTON

NEW YORK



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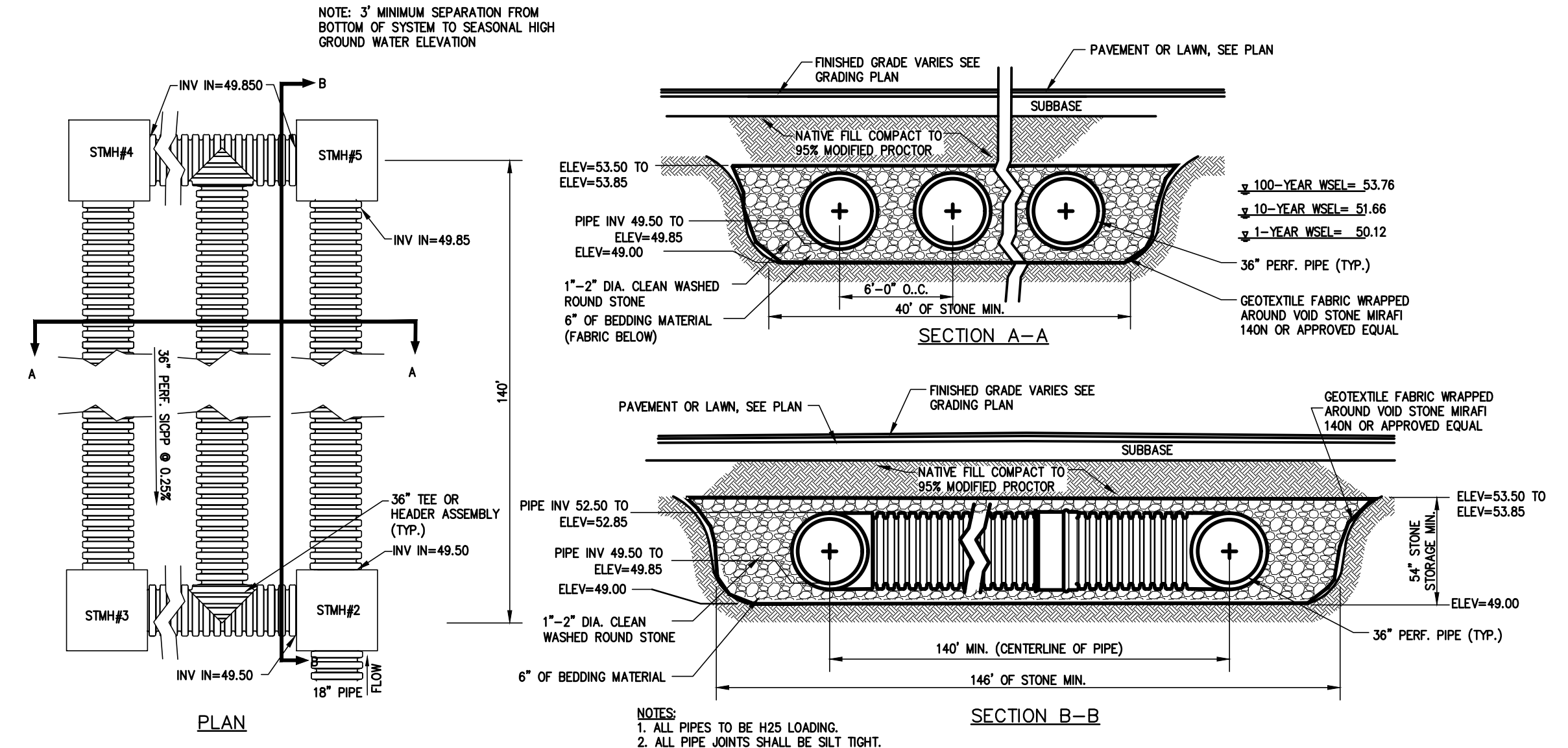
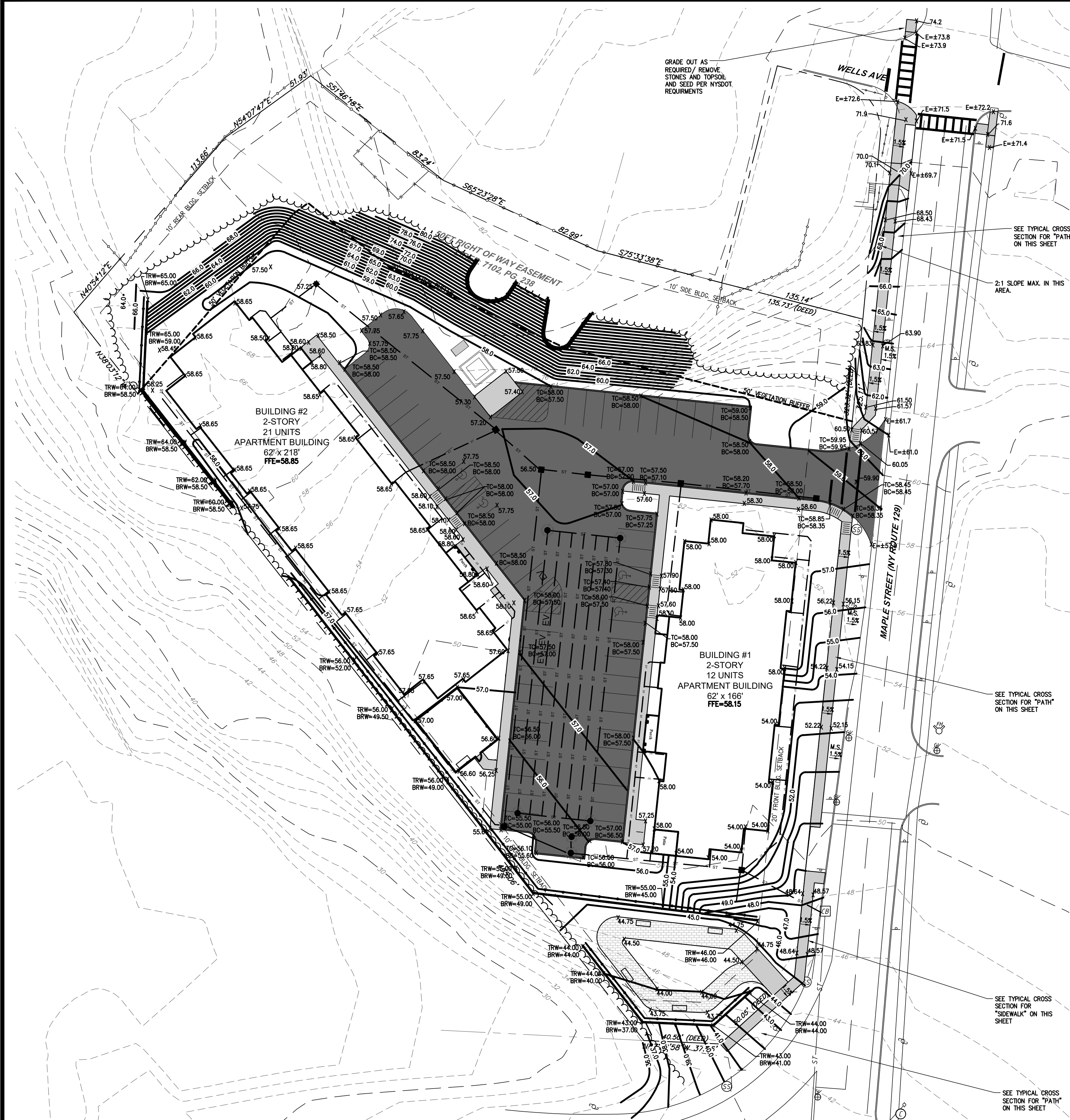
PROJ. MANAGER: JWE	
CHIEF DESIGNER: JWE	
DESIGNED BY: JWE	
DRAWN BY: JWE	

EP LAND SERVICES LLC
621 COLUMBIA STREET-COHOES, NY 12047
PHONE: 518-785-9000

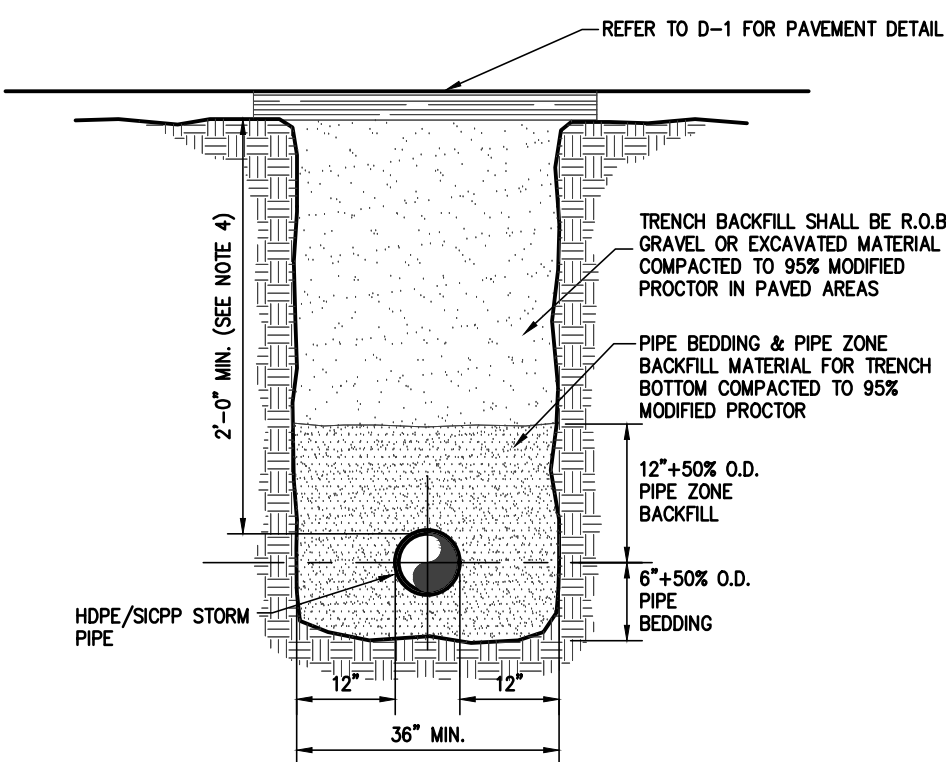
REGAN DEVELOPMENT
GRADING PLAN
41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

SCALE: 1"=30'
PROJ. No.: 2021-004E
DATE: May 2021

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UNDERGROUND STORMWATER INFILTRATION ARRAY LAYOUT
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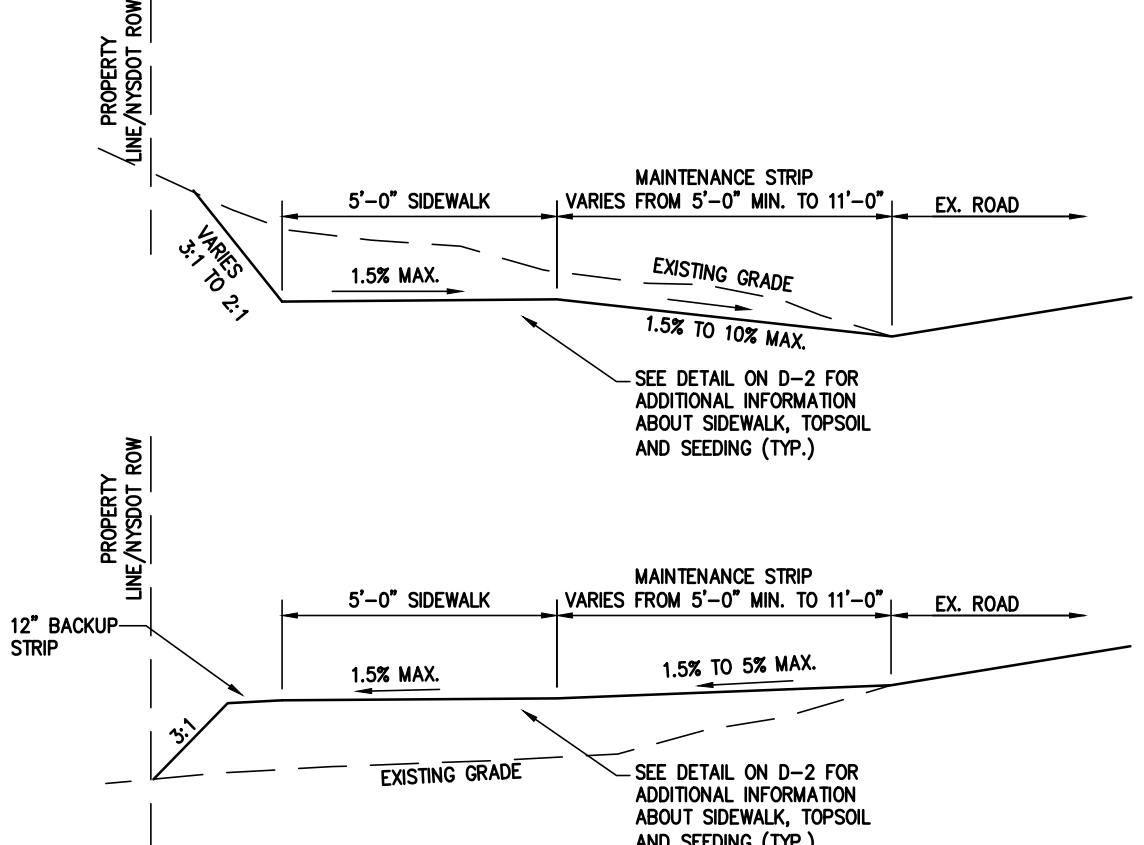


- NOTES:
- PIPE BEDDING & PIPE ZONE BACKFILL SHALL BE A NATURAL RUN-OF-BANK (R.O.B.) SAND OR A MIXTURE OF CRUSHED STONE AND GRAVEL, FREE OF SOFT, NONDURABLE PARTICLES, ORGANIC MATERIALS, AND ELONGATED PARTICLES, AND SHALL BE WELL GRADED FROM FINE TO COARSE PARTICLES. BEDDING GRADATIONS SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING GRADATION REQUIREMENTS:

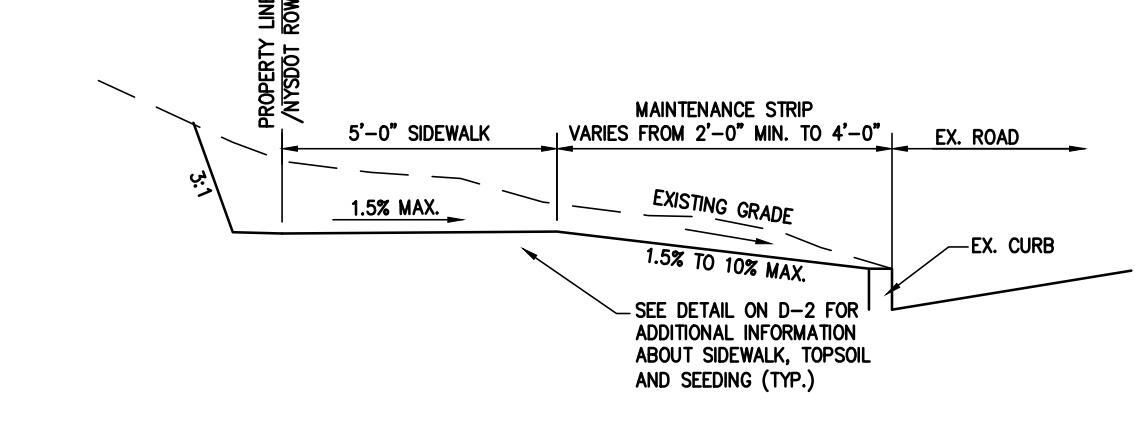
SIEVE DESIGNATION	% PASSING
3/4"	100%
NO. 40	70%
NO. 200	0-10%
 - TRENCH BACKFILL SHALL BE A NATURAL RUN-OF-BANK (R.O.B.) GRAVEL, FREE OF SOFT, NONDURABLE PARTICLES, ORGANIC MATERIALS, AND ELONGATED PARTICLES, AND SHALL BE WELL GRADED FROM FINE TO COARSE PARTICLES. TRENCH BACKFILL GRADATIONS SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING GRADATION REQUIREMENTS:

SIEVE DESIGNATION	% PASSING
3/4"	100%
NO. 40	70%
NO. 200	0-10%
 - IN UNPAVED AREAS, TRENCH BACKFILL CAN BE MATERIALS EXCAVATED FROM THE TRENCH AS APPROVED BY THE ENGINEER.
 - TRENCHING SHALL BE CONDUCTED IN ACCORDANCE WITH O.S.H.A. STANDARDS.
 - 2'-0" MIN COVER SHALL BE APPLIED TO STORM SEWER PIPES ONLY.

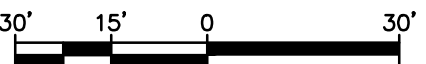
STORM PIPE TRENCH
N.T.S.



TYPICAL "PATH" SECTION WITHIN NYSOT R.O.W
N.T.S.



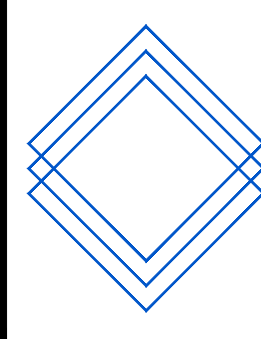
TYPICAL "SIDEWALK" SECTION WITHIN NYSOT R.O.W
N.T.S.



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PROJ. MANAGER:	JWE
CHIEF DESIGNER:	JWE
DESIGNED BY:	JWE
DRAWN BY:	JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

**REGAN DEVELOPMENT
SPOT GRADING PLAN**

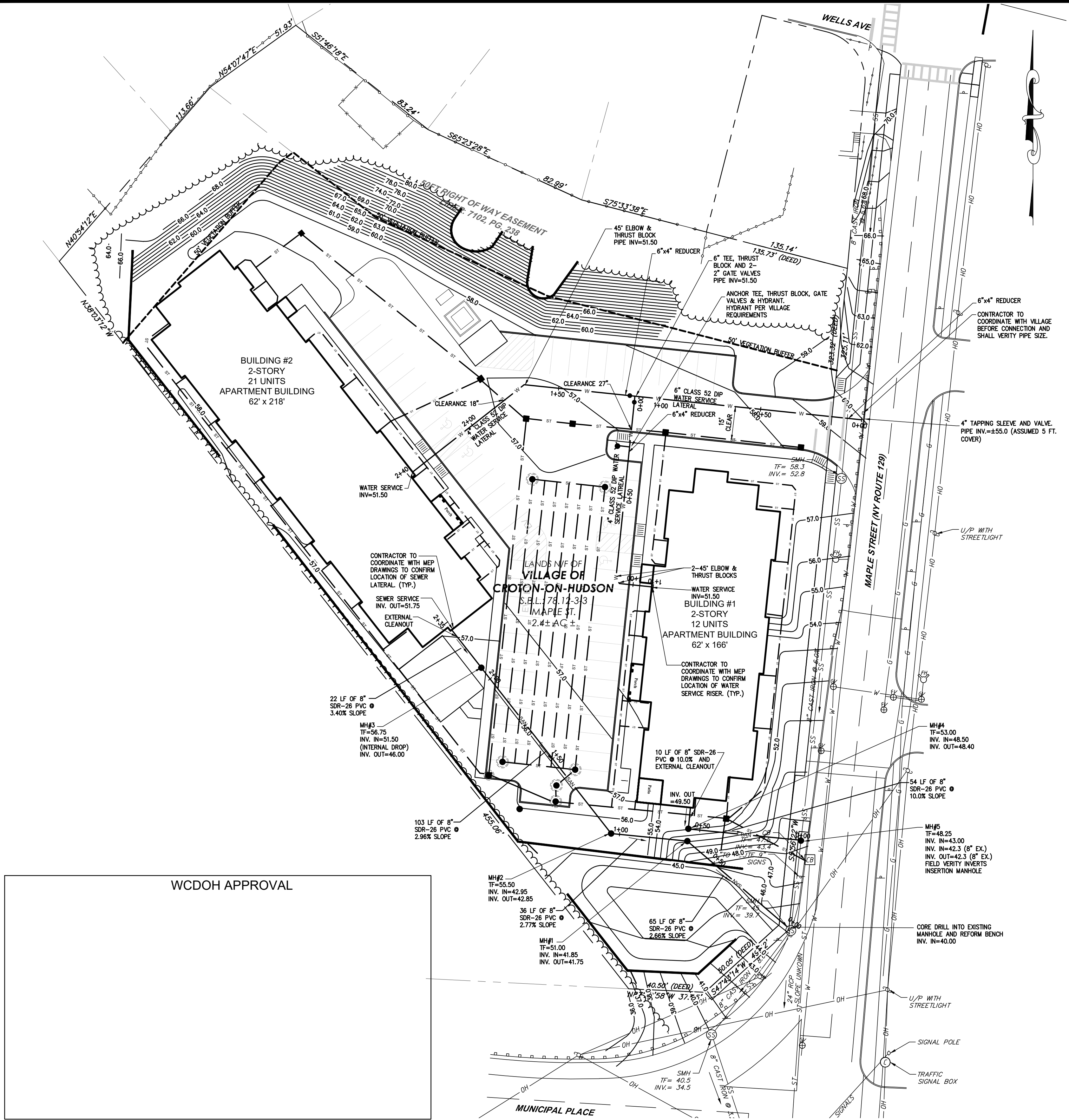
41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

VILLAGE OF CROTON

NEW YORK

SCALE: 1"=30'
PROJ. No.: 2021-004E
DATE: May 2021

C-6

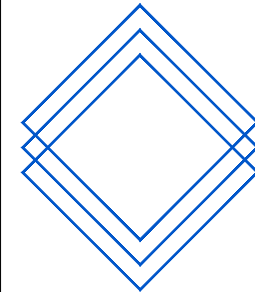


WCDOH APPROVAL

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3	8/16/22	REVISED PLANS BASED WCDOH EMAIL COMMENTS ON 8/12/22	JWE	

BY	PROJ. MANAGER:
JWE	JWE
JWE	JWE
JWE	JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

REGAN DEVELOPMENT

UTILITY PLAN

41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

C-7

NEW YORK

WATER/SEWER SEPARATION

Horizontal and Vertical Separation
Sewers shall be laid at least 10 feet (3 m) horizontally from any existing or proposed water main. The distance shall be measured exterior to the sewer. For gravity sewers where it is not practical to maintain a 10 foot (3 m) separation, the appropriate reviewing agency may allow deviation on a case-by-case basis, if supported by data from the design engineer. Such deviation may allow installation of the gravity sewer closer to a water main, provided that the water main is in a separate trench or on an undisturbed earth shelf located on one side of the gravity sewer and at an elevation so the bottom of the water main is at least 18 inches (460 mm) above the top of the sewer.

If it is impossible to obtain proper horizontal and vertical separation as described above for gravity sewers, both the water main and gravity sewer shall be constructed of slip-on or mechanical joint pipe complying with Section 8.1 and Section 8.7 of the Recommended Standards for Water Works -2012 Edition and shall be pressure rated to at least 150 psi (1034 kPa) and pressure tested to ensure watertightness.

Crossings
Sewers crossing water mains shall be laid to provide a minimum vertical distance of 18 inches (460 mm) 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. The crossing shall be arranged so that the sewer joints will be equidistant and as far as possible from the water main joints. Where a water main crosses under a sewer, adequate structural support shall be provided for the sewer to maintain line and grade. When it is impossible to obtain proper horizontal and vertical separation as stipulated above, one of the following methods shall be specified:
a. The sewer shall be designed and constructed equal to water pipe, as described in Paragraph 38.31.
b. Either the water main or the sewer line may be encased in a watertight carrier pipe that extends 10 feet (3 m) on both sides of the crossing, measured perpendicular to the water main. The carrier pipe shall be made of materials approved by the regulatory agency for use in water main construction.

DISINFECTION PROCEDURE:

DISINFECTION: MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH AWWA STANDARDS FOR DISINFECTING WATER MAINS, C-651-92, WITH THE EXCEPTION OF SECTION 5.1, TABLE METHOD. WATER CONTAINING NOT MORE THAN 50 PARTS PER MILLION OF FREE AVAILABLE CHLORINE SHALL BE ALLOWED TO STAND IN ALL LINES AND SYSTEMS FOR AT LEAST 24 HOURS, AFTER WHICH TIME THERE SHALL BE AT LEAST 25 PARTS PER MILLION RESIDUAL CHLORINE REMAINING IN THE WATER. ALL NEW VALVES AND HYDRANTS SHALL BE OPERATED WHILE THE LINES ARE FILLED WITH HEAVILY CHLORINATED WATER, FOLLOWING CHLORINATION TO THE SATISFACTION OF THE CITY. ALL DISINFECTED WATER SHALL BE FLUSHED FROM THE LINES UNTIL THE CHLORINE RESIDUAL DOES NOT EXCEED 1.0 PART PER MILLION. THE CHLORINE SOLUTION SHALL BE DISPOSED OF IN A MANNER THAT WILL IN NO DETRIMENTAL WAY AFFECT FISH, PLANT, OR ANIMAL LIFE. IF DISCHARGED TO LOCAL STREAMS, THE WATER SHALL NOT HAVE A CHLORINE RESIDUAL EXCEEDING 0.05 MG/L AT POINT OF DISCHARGE. WHEN ALL LINES HAVE BEEN FLUSHED CLEAN TO SATISFACTION, THE OWNER OR HIS REPRESENTATIVE SHALL COLLECT SAMPLES OF THE WATER AT LOCATIONS DIRECTED BY THE CITY AND UNDER HIS SUPERVISION. THE SAMPLES SHALL BE SENT TO AN APPROVED TESTING LABORATORY FOR BACTERIA ANALYSIS AND TWO (2) COPIES OF THE TEST RESULTS SHALL BE SENT TO THE CITY. THE OWNER SHALL BEAR ALL COSTS FOR SUCH SAMPLING AND TESTING.

PRESSURE TESTING:

A. FOR THE PRESSURE TEST, THE SYSTEM SHALL BE PRESSURIZED AND MAINTAINED AT A MINIMUM OF 15 POUNDS PER SQUARE INCH, OR 1.5 TIMES THE WORKING PRESSURE WHICHEVER IS GREATER, BASED ON THE ELEVATION OF THE LOWEST POINT IN THE SECTION UNDER TEST AND CORRECTED TO THE ELEVATION OF THE GAUGE. PROVISIONS SHALL BE MADE TO RELIEVE AIR TRAPPED IN THE SYSTEM THROUGH ADJACENT HYDRANTS OR THROUGH TAPS AND CORPORATION STOPS INSTALLED FOR THIS PURPOSE BY THE CONTRACTOR. AFTER THIS PRESSURE HAS BEEN MAINTAINED SUCCESSFULLY, WITH FURTHER PUMPING AS REQUIRED, FOR A PERIOD OF AT LEAST TWO HOURS, THE SECTION UNDER TEST SHALL BE CONSIDERED TO HAVE PASSED THE PRESSURE TEST.

B. THE LEAKAGE TEST SHALL BE PERFORMED CONCURRENTLY USING A MINIMUM TEST PRESSURE OF 150 POUNDS PER SQUARE INCH, OR 1.5 TIMES THE WORKING PRESSURE, WHICHEVER IS GREATER, BASED ON THE ELEVATION OF THE LOWEST POINT IN THE SECTION UNDER TEST AND CORRECTED TO THE ELEVATION OF THE GAUGE. THE LEAKAGE TEST DURATION SHALL BE A MINIMUM OF TWO HOURS AFTER THE LEAKAGE RATE HAS STABILIZED.

C. THE MAXIMUM ALLOWABLE LEAKAGE SHALL BE IN COMPLIANCE WITH CITY STANDARDS. AT THE CONCLUSION OF THE WORK, THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL NEW PIPES BY FLUSHING WITH WATER OR OTHER MEANS TO REMOVE ALL DIRT, STONE PIECES OR WOOD, ETC., WHICH MAY HAVE ENTERED DURING THE CONSTRUCTION PERIOD. IF, AFTER THIS CLEANING, ANY OBSTRUCTION STILL REMAINS, THEY SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER/ARCHITECT. PIPES SHALL BE FLUSHED AT A RATE OF 2.5 FEET PER SECOND FLUSHING VELOCITY.

TESTING-SEWER

The joint installation requirements and the materials used shall be included in the specifications. Sewer joints shall be designed to minimize infiltration and to prevent the entrance of roots throughout the life of the system.

Service Connections
Service connections to the sewer main shall be water tight and shall not protrude into the sewer. If a saddle type connection is used, it shall be a device designed to join with the types of pipe which are to be connected. All materials used to make service connections shall be compatible with each other and with the pipe materials to be joined and shall be corrosion proof.

Leakage Tests
Leakage tests shall be specified. This may include appropriate water or low pressure air testing. The testing methods selected should take into consideration the range in groundwater elevations during the testing and those anticipated during the design life of the sewer.

Water (Hydrostatic) Test
The leakage exfiltration or infiltration shall not exceed 100 gallons per inch of pipe diameter per mile per day [9 L/(mm of pipe diameter km d)] for any section of the system. An exfiltration or infiltration test shall be performed with a minimum positive head of 2 feet (0.6 m).

Air Test
The air test shall, as a minimum, conform to the test procedure described in ASTM C-828 for clay pipe, ASTM C-924 for concrete pipe, and ASTM F-1417 for plastic pipe. For other materials, test procedures shall be approved by the regulatory agency.

GENERAL NOTES

MANHOLES
Location
Manholes shall be installed at the end of each line; at all changes in grade, size, or alignment; at all intersections; at distances not greater than 400 feet (120 m) for sewers that are 15 inches (375 mm) or less, and at 500 feet (150 m) for sewers that are 18 inches (450 mm) to 30 inches (750 mm). Distances up to 600 feet (183 m) may be approved in cases where adequate modern cleaning equipment for such spacing is provided. Greater spacing may be permitted in larger sewers. Cleanouts may be used only for special conditions and shall not be substituted for manholes nor installed at the end of laterals greater than 150 feet (45 m) in length.

Drop Type
A drop pipe shall be provided for a sewer entering a manhole at an elevation of 24 inches (610 mm) or more above the manhole invert. Where the difference in elevation between the incoming sewer and the manhole invert is less than 24 inches (610 mm), the invert shall be filleted to prevent solids deposition.
Drop manholes should be constructed with an outside drop connection. Inside drop connections (when necessary) shall be secured to the interior wall of the manhole and shall provide access for cleaning.
Due to the unequal earth pressures that would result from the backfilling operation in the vicinity of the manhole, the entire outside drop connection shall be encased in concrete.

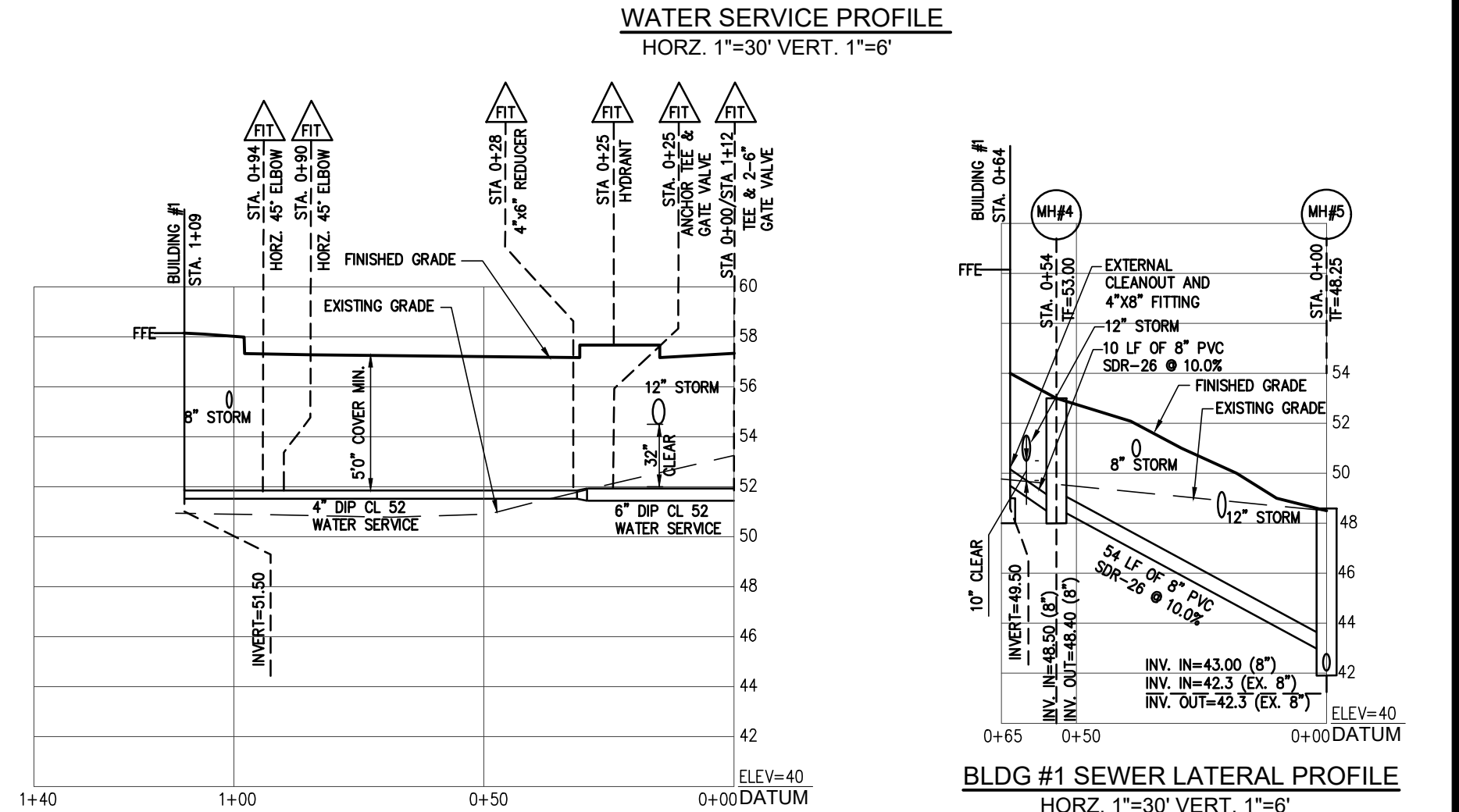
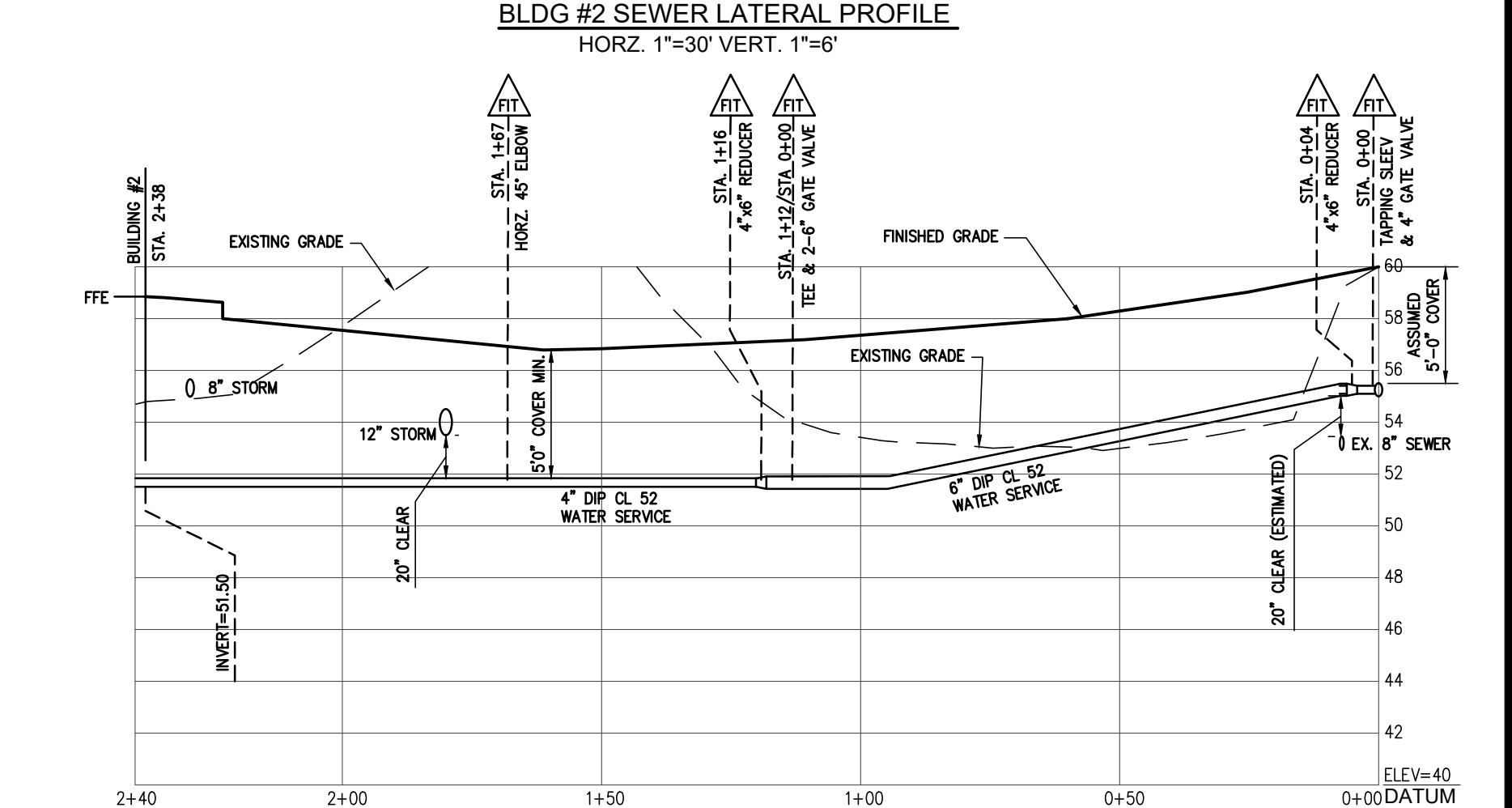
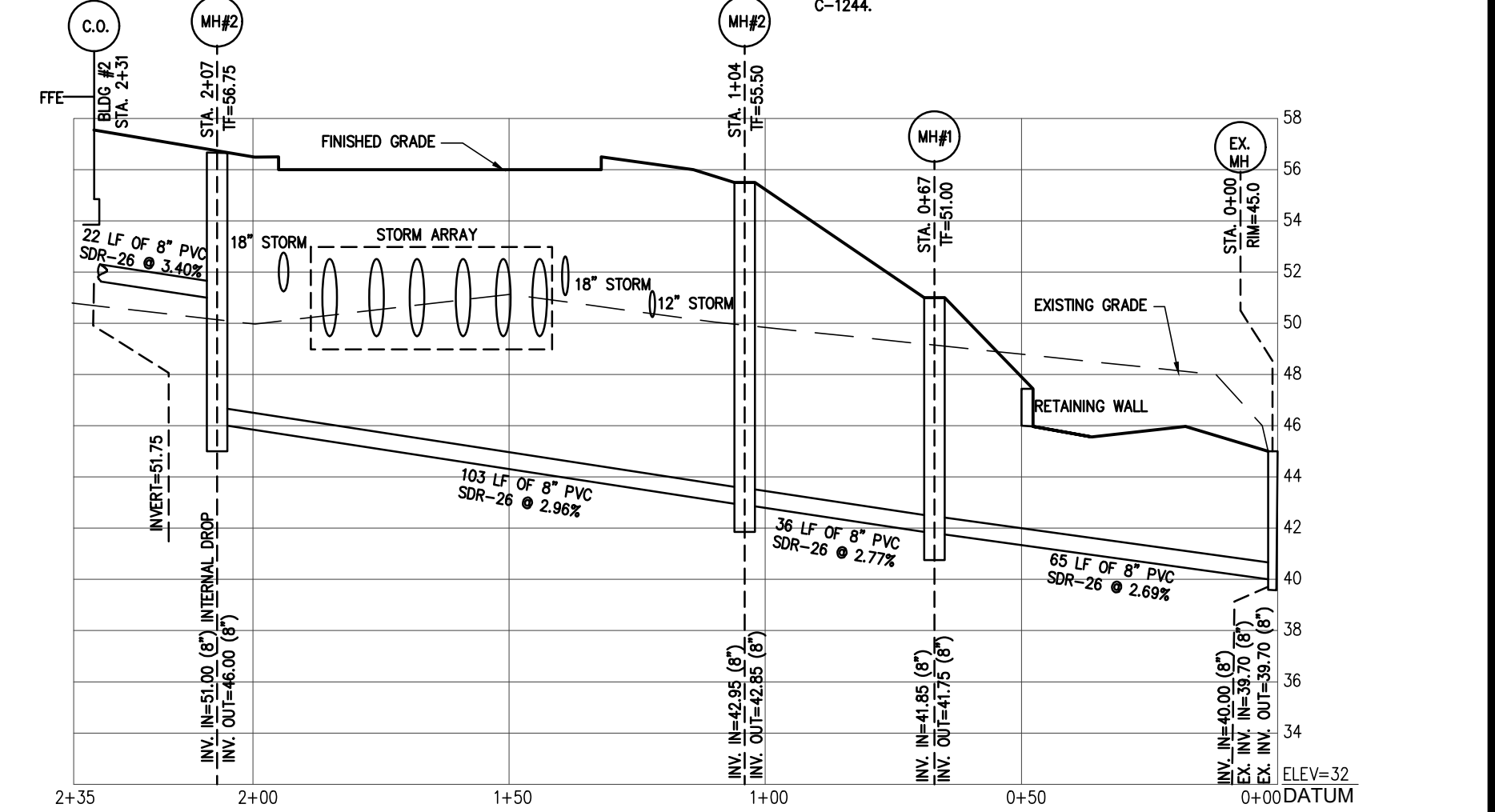
Diameter
The minimum diameter of manholes shall be 48 inches (1,200 mm). Larger diameters are required for manholes with inside drops, and may be necessary for manholes with large diameter sewers or multiple pipes connecting at the manhole. A minimum access diameter of 24 inches (610 mm) shall be provided.

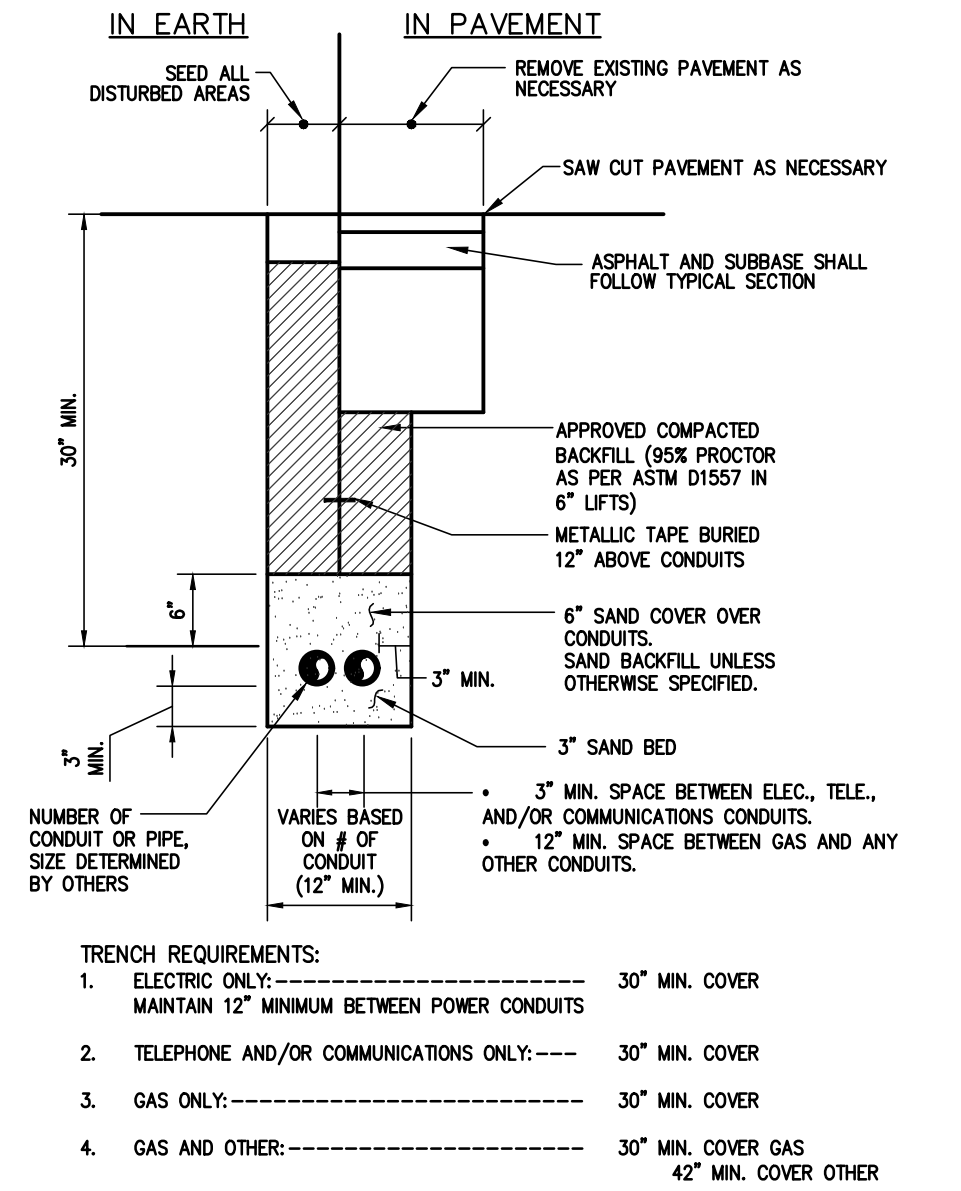
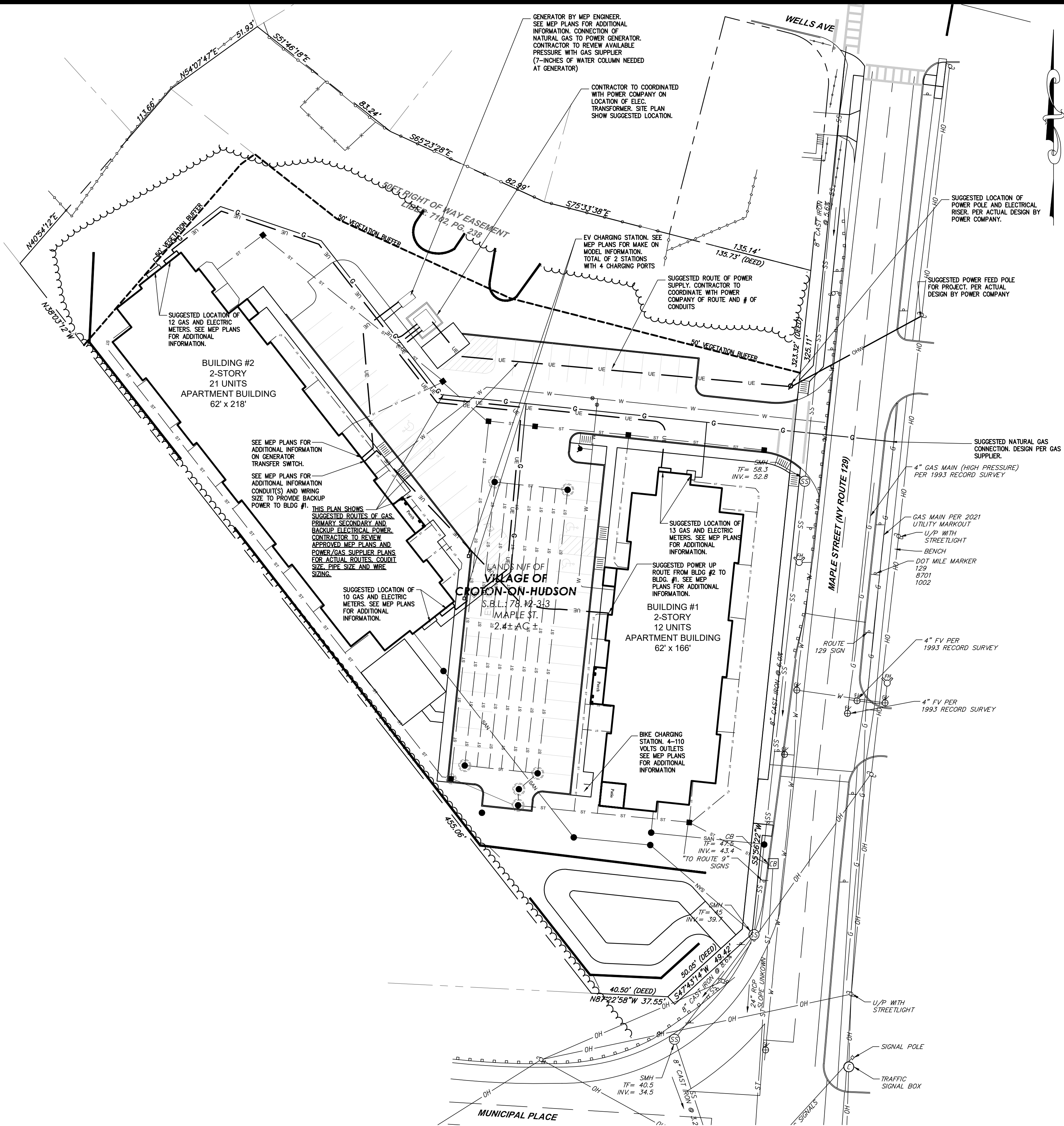
Flow Channel
The flow channel straight through a manhole should be made to conform as closely as possible in shape and slope to that of the connecting sewers. The channel walls should be formed or shaped to the full height of the crown of the outlet sewer. In such a manner as to not obstruct maintenance, inspection, or flow in the sewers.
When curved flow channels are specified in manholes, including branch inlets, the minimum slopes indicated in Paragraph 33.41 should be maintained to maintain acceptable velocities.

Bench
A bench shall be provided on each side of any manhole channel when the pipe diameter(s) are less than the manhole diameter. The bench should be 30-7 sloped no less than 1/8 inch per foot (40 mm/ft) (4 percent). No lateral sewer, service connection, or drop manhole pipe shall discharge onto the surface of the bench.

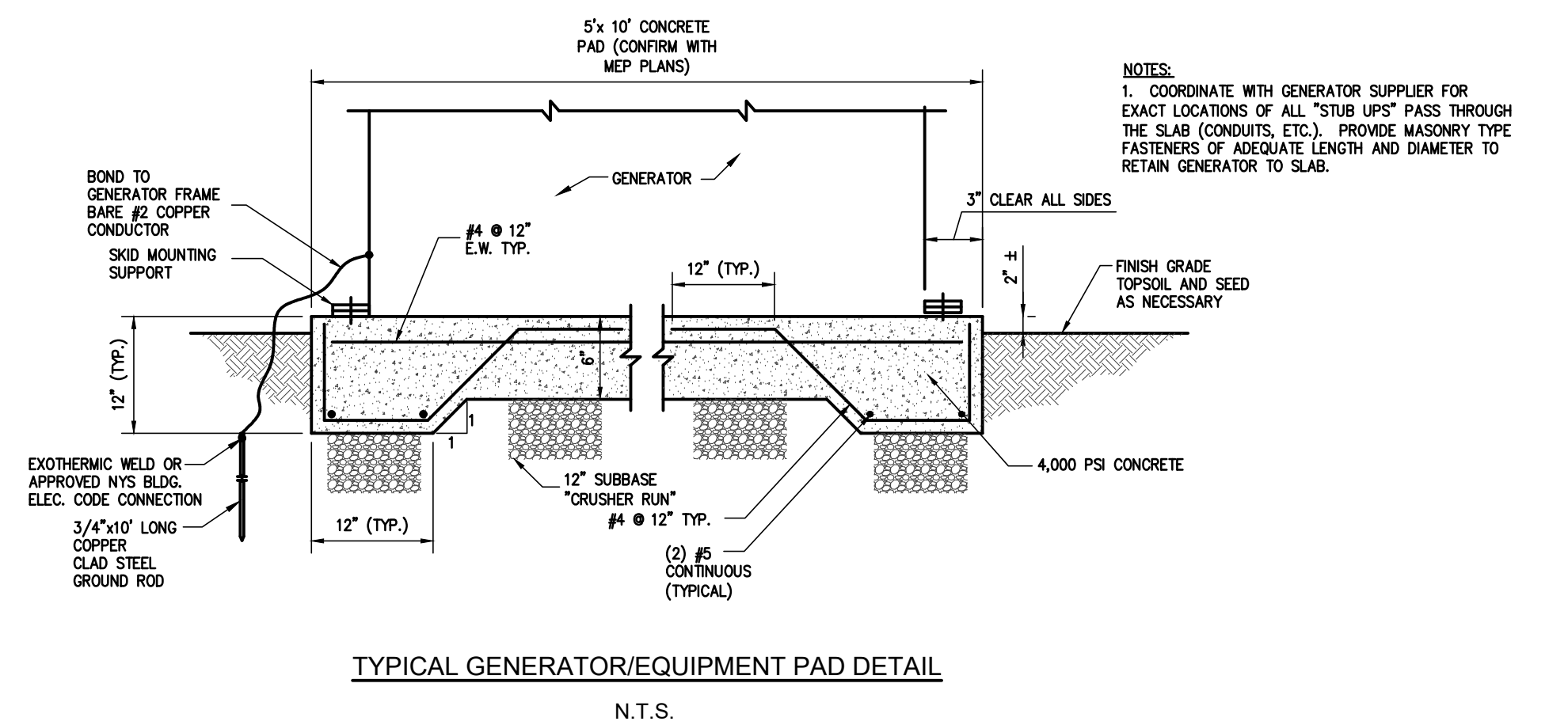
Watertightness
Manholes shall be of the pre-cast concrete (as prescribed by ASTM C-478) or poured-in-place concrete type. Manhole lift holes and grade adjustment rings shall be sealed with non-shrinking mortar or other material approved by the regulatory agency. Inlet and outlet pipes shall be joined to the manhole with a gasketed flexible watertight connection or another watertight connection arrangement that allows differential settlement of the pipe and manhole wall to take place. Watertight manhole covers shall be used wherever the manhole tops may be flooded by street runoff or high water. Locked manhole covers may be desirable in isolated easement locations or where vandalism may be a problem.

Inspection and Testing
The specifications shall include a requirement for manhole inspection and testing for watertightness or damage prior to placing in service. Air testing, if specified for concrete sewer manholes, shall conform to the test procedures described in ASTM C-1244.





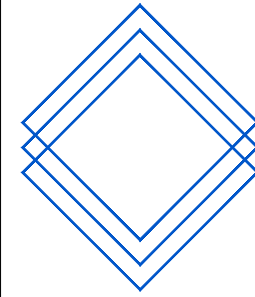
UTILITY SERVICE TRENCH
N.T.S.



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PROJ. MANAGER:	JWE
CHIEF DESIGNER:	JWE
DESIGNED BY:	JWE
DRAWN BY:	JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 120
PHONE: 518-785-9000

REGAN DEVELOPMENT
POWER SUPPLY PLAN

41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

VILLAGE OF CROTON

NEW YORK

SCALE: 1"=30'

OBJ. No.: 2021-004E

DATE: May 2021

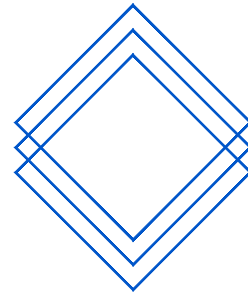
C-8

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Date: Mon, Aug 15, 2022 - 2:26 PM (Name: jeaston)

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DESIGNED BY: JWE
DRAWN BY: JWE



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PHONE: 518-785-9000

VILLAGE OF CROTON

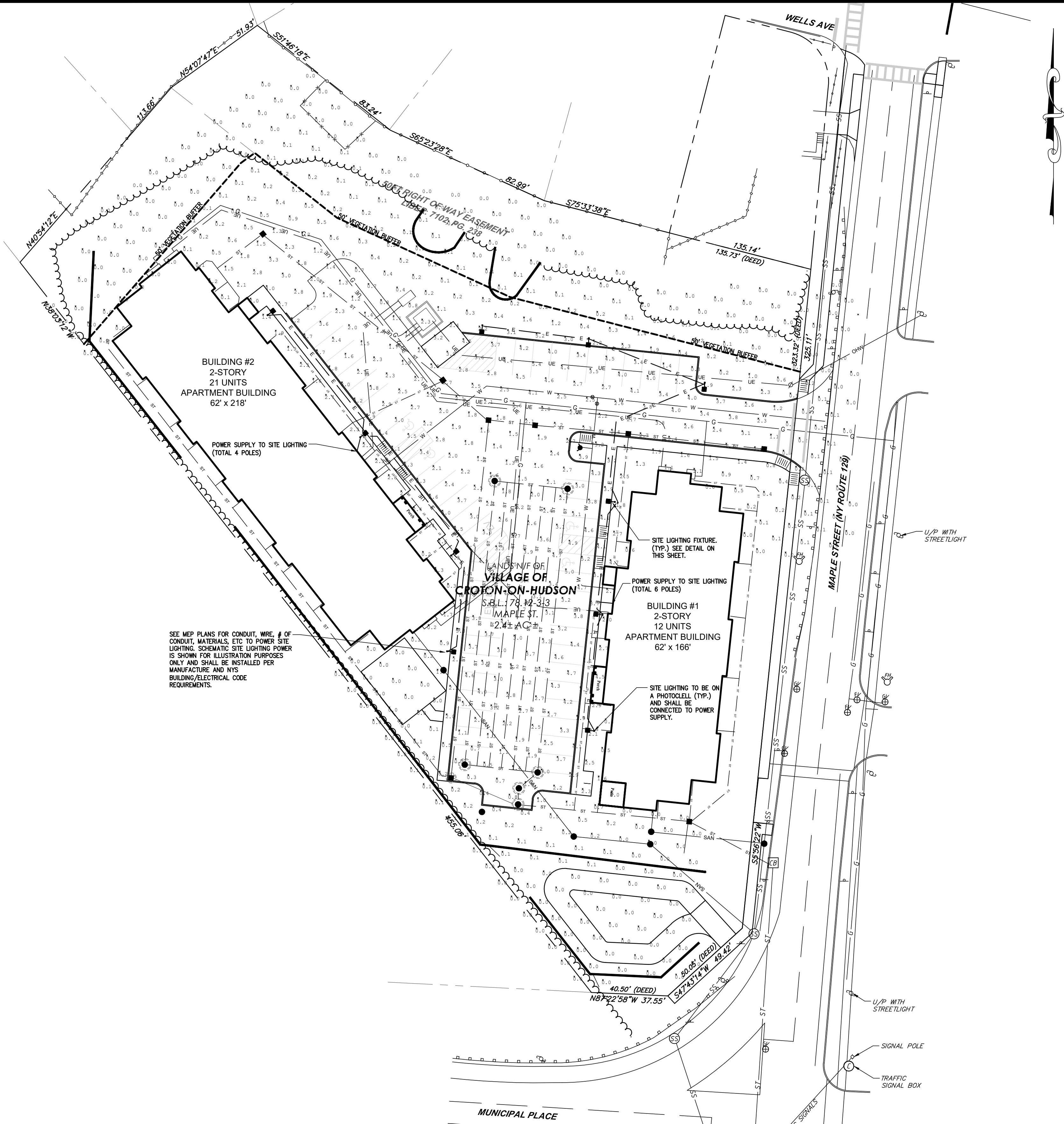
REGAN DEVELOPMENT LIGHTING PLAN

41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

NEW YORK

SCALE: 1"=30'
PROJ. No.: 2021-004E
DATE: May 2021

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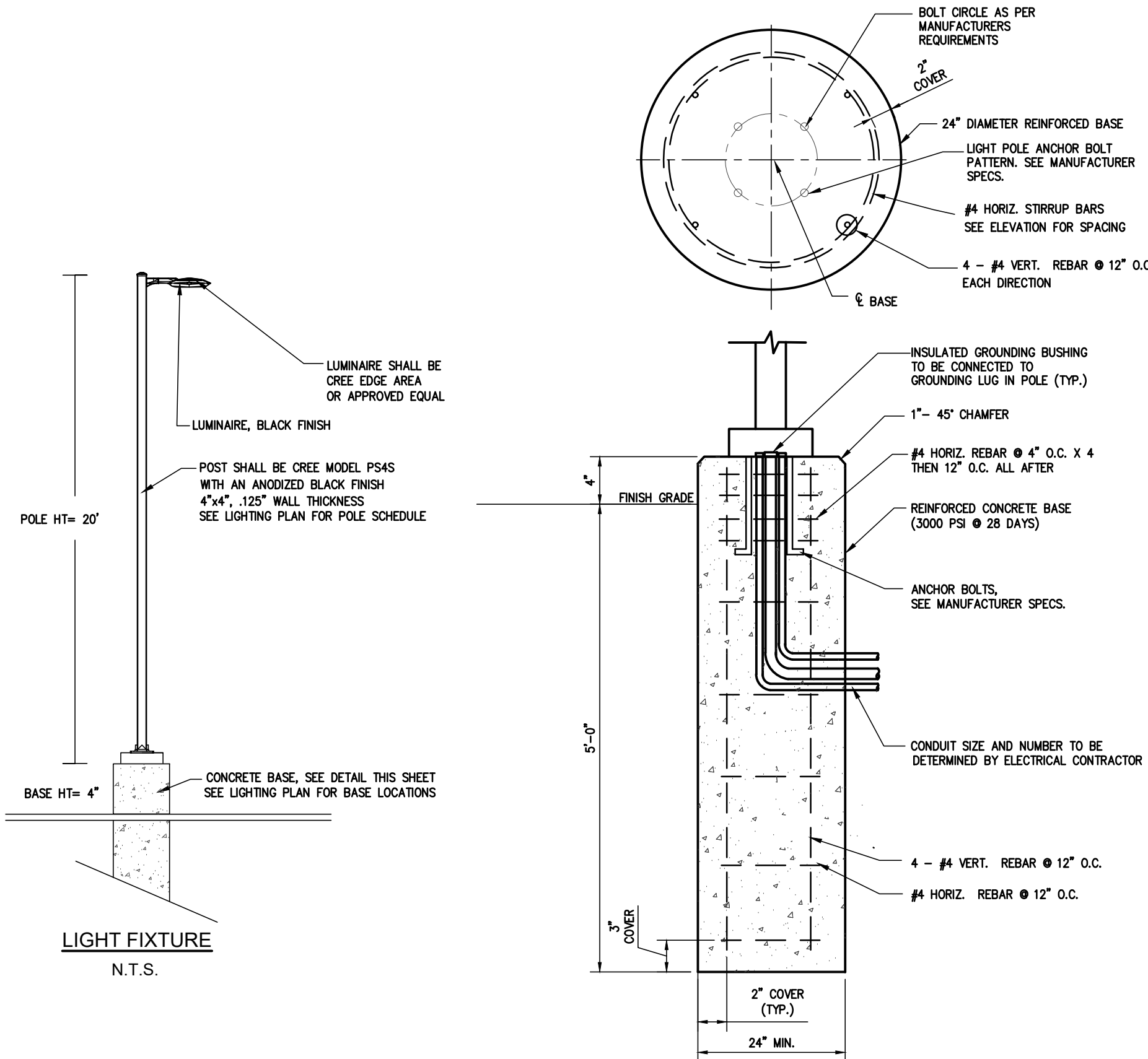
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Calculation Summary; 1.00 LLF						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
All Calc Points	Fc	0.71	5.4	0.0	N.A.	N.A.
Property Line	Fc	0.02	0.3	0.0	N.A.	N.A.
Paved Parking	Fc	2.70	5.4	0.3	9.00	18.00

Fixture Mounting Height: 20' AFG (20' Pole + 0.0' Base)

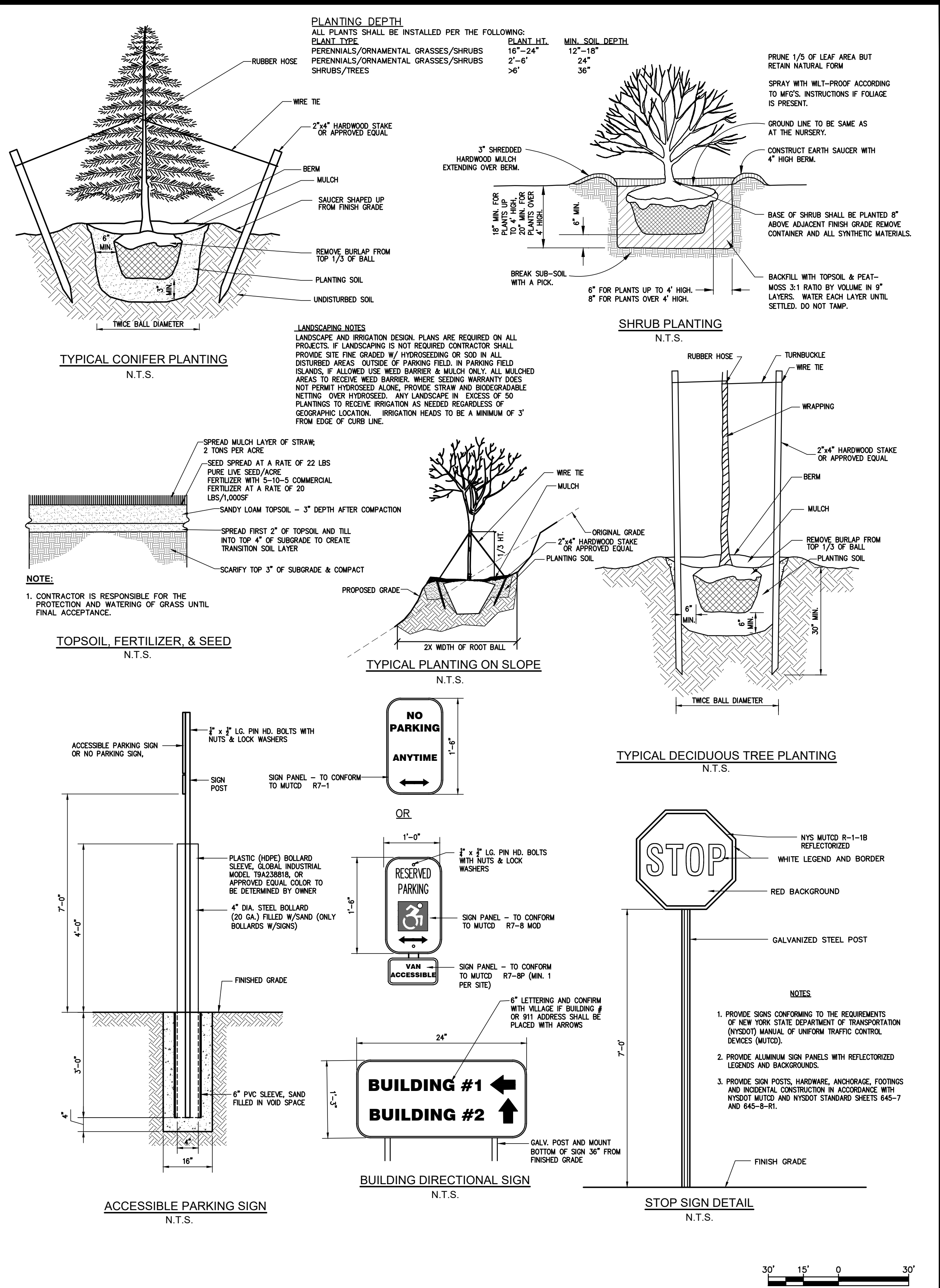
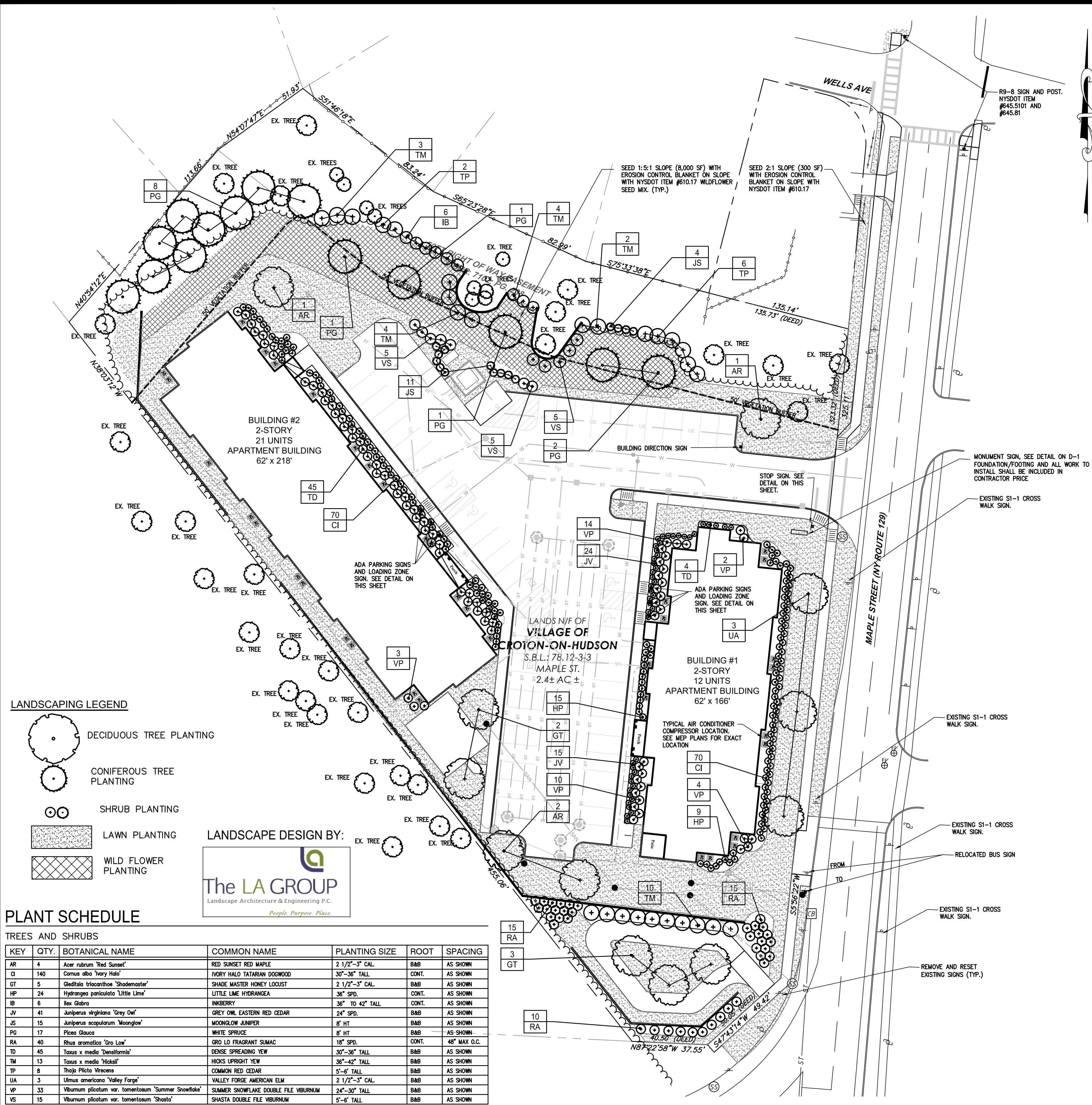
Pole Schedule
(10) SSS-4-11-20-CW-BS-1D-C-XX (20' X 4" X 11ga STEEL SQUARE POLE)

Proposed poles meet 120MPH sustained winds.



- NOTES:
- FOUNDATIONS MAY BE MODIFIED BASED ON SOIL CONDITIONS WITH APPROVAL THROUGH THE ENGINEER.
 - AN INCREASE IN THE OVERALL FOUNDATION DIAMETER MAY BE REQUIRED DEPENDING ON MANUFACTURERS ANCHOR BOLT REQUIREMENTS.

LIGHT FIXTURE FOUNDATION
N.T.S.



THE ALTERATION OF THIS MATERIAL IN ANY WAY, UNLESS DONE UNDER THE DIRECTION OF A COMPARABLE PROFESSIONAL, (I.E.) ARCHITECT FOR AN ARCHITECT, ENGINEER FOR AN ENGINEER OR LANDSCAPE ARCHITECT FOR A LANDSCAPE ARCHITECT, IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND/OR REGULATIONS AND IS A CLASS "A" MISDEMEANOR.

SUBMITTAL / REVISIONS					
No.	DATE	DESCRIPTION	BY	PROJ. MANAGER:	JWE
1	7/30/21	REVISED PLANS BASED UPON CHAZEN COMMENT LETTER DATED 7/22/21 AND PB MEETING ON 7/27/21	JWE	CHIEF DESIGNER:	JWE
2	8/12/21	REVISED PLANS BASED UPON CHAZEN COMMENT LETTER DATED 8/9/21 AND PB MEETING ON 8/10/21	JWE	DESIGNED BY:	JWE
4	2/17/22	REVISED PLANS BASED UPON NYSDOT COMMENT LETTER DATED 1/25/22	JWE	DRAWN BY:	JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

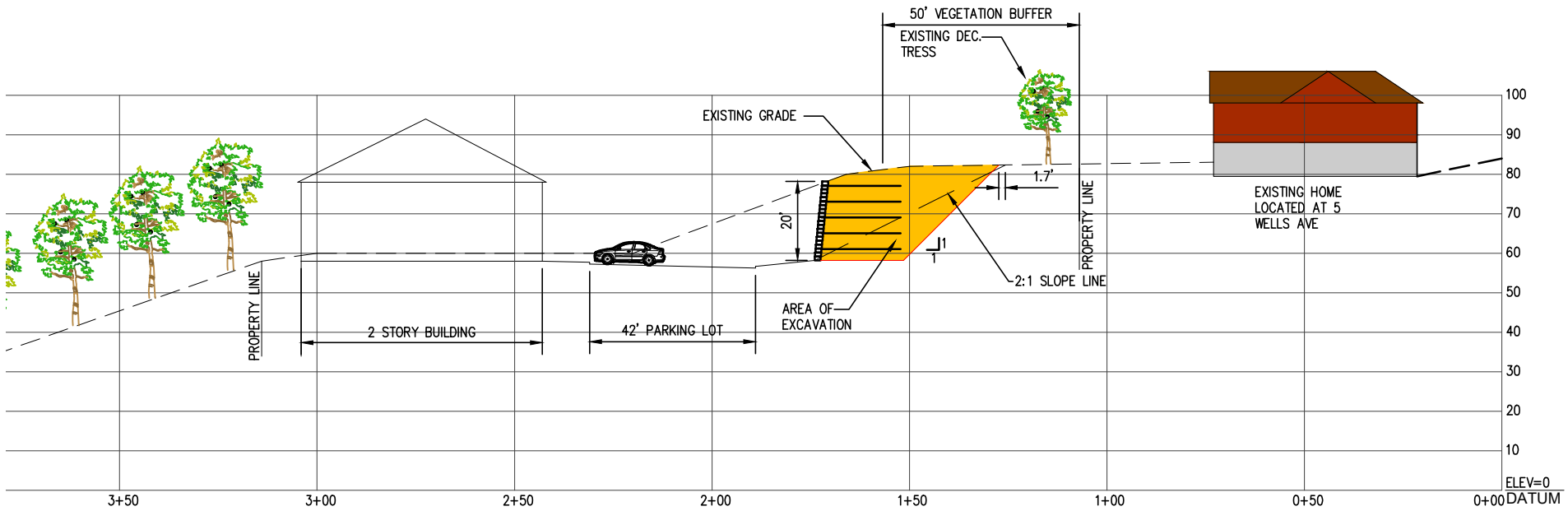
REGAN DEVELOPMENT
LANDSCAPING & SIGNAGE PLAN
41-51 MAPLE STREET
TAX PARCEL 78.12-3-3
VILLAGE OF CROTON
NEW YORK

SCALE: 1"=30'
PROJ. No.: 2021-004E
DATE: May 2021
C-10

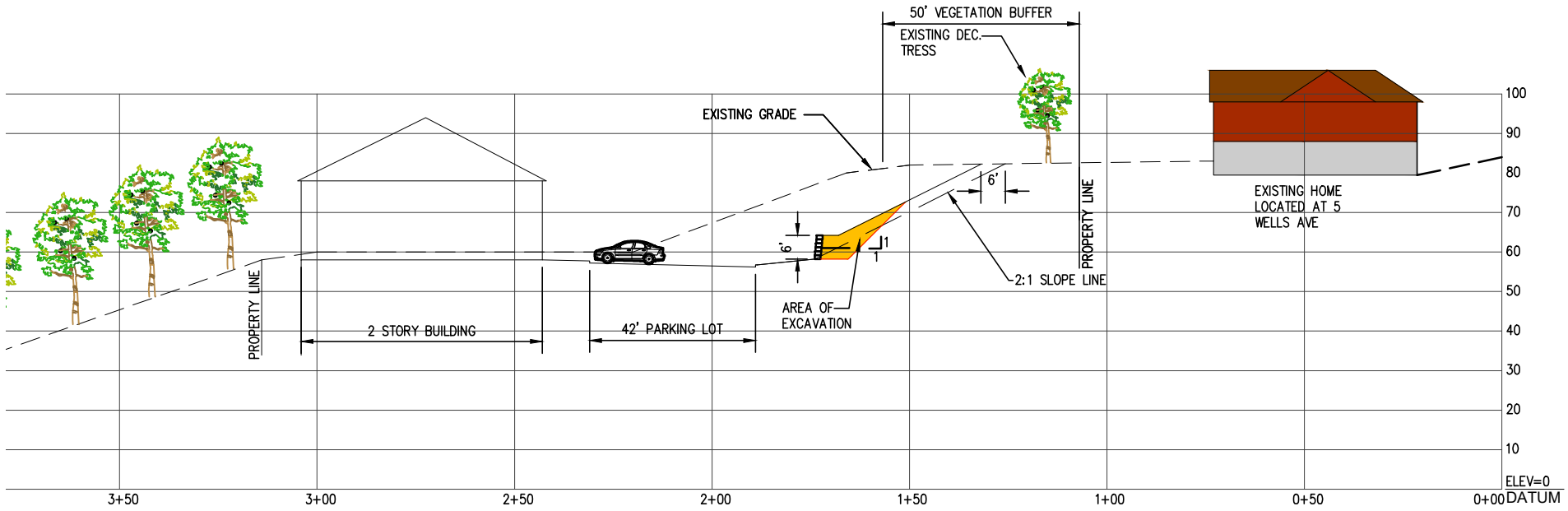


C-11

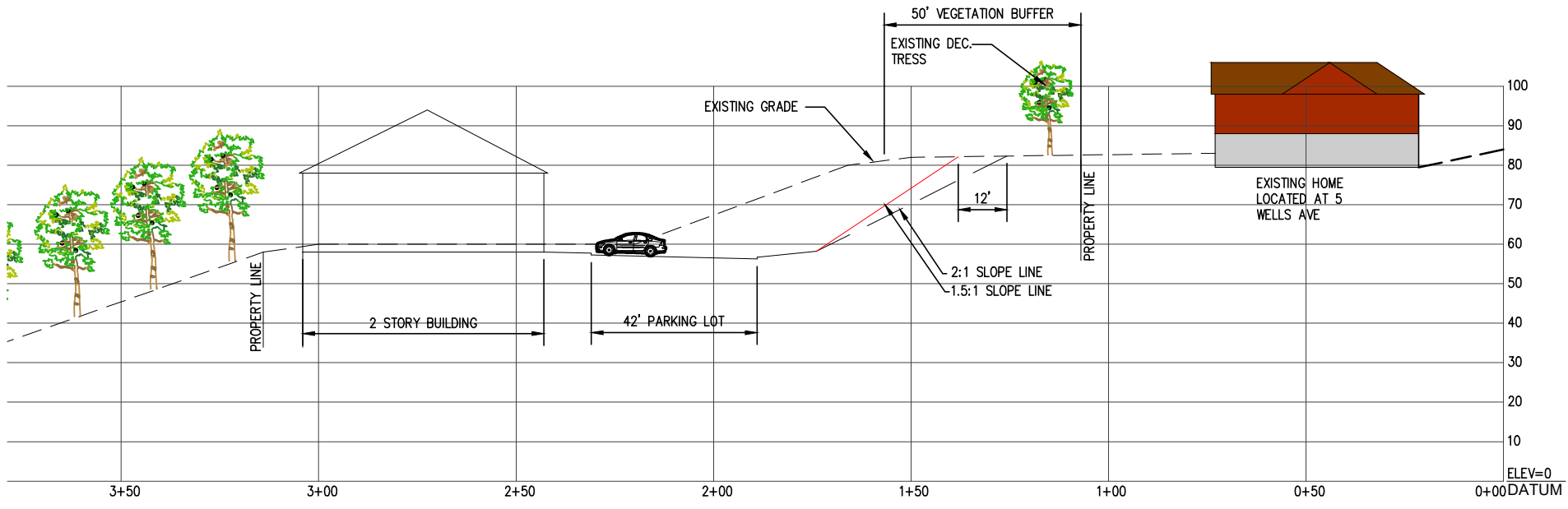
File Name: I:\Engineering Projects\Other Clients\2021\2021-04E- Reagan -Croton NY\04-Cad File\Site plan 7-20-22.dwg (Layout: C-12)
Date: Mon, Aug 15, 2022 - 2:27 PM (Name: jeaston)



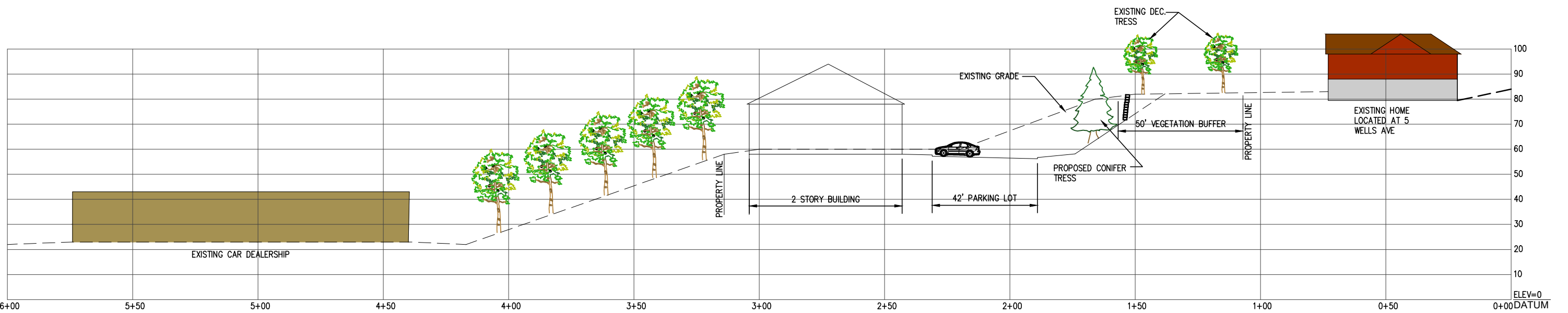
20 FOOT HIGH RETAINING WALL VS 2:1 SLOPE



6 FOOT HIGH RETAINING WALL VS 2:1 SLOPE

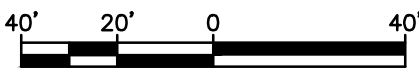


1.5 ON 1 SLOPE VS. 2:1 SLOPE



SECTION A-A

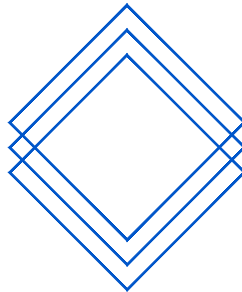
SCALE: 1"=40' (BASED UPON COUNTY GIS CONTOURS)



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SUBMITTAL / REVISIONS			
No.	DATE	DESCRIPTION	BY

PROJ. MANAGER: JWE
CHIEF DESIGNER: JWE
DESIGNED BY: JWE
DRAWN BY: JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

REGAN DEVELOPMENT
SITE SECTION

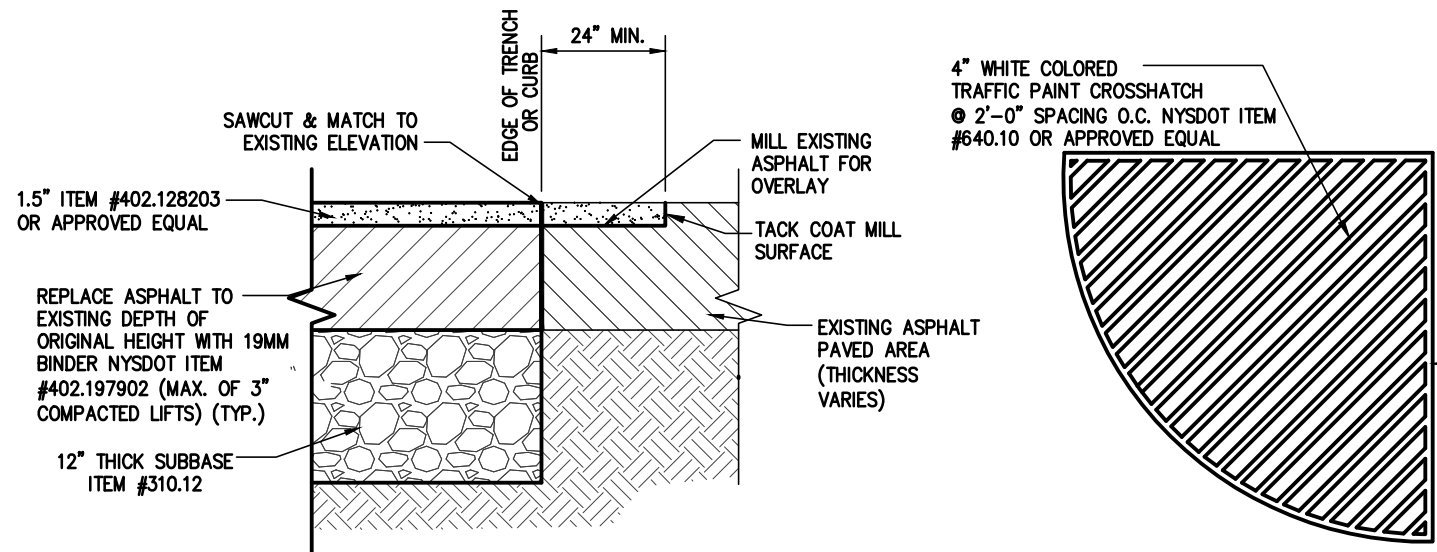
41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

VILLAGE OF CROTON

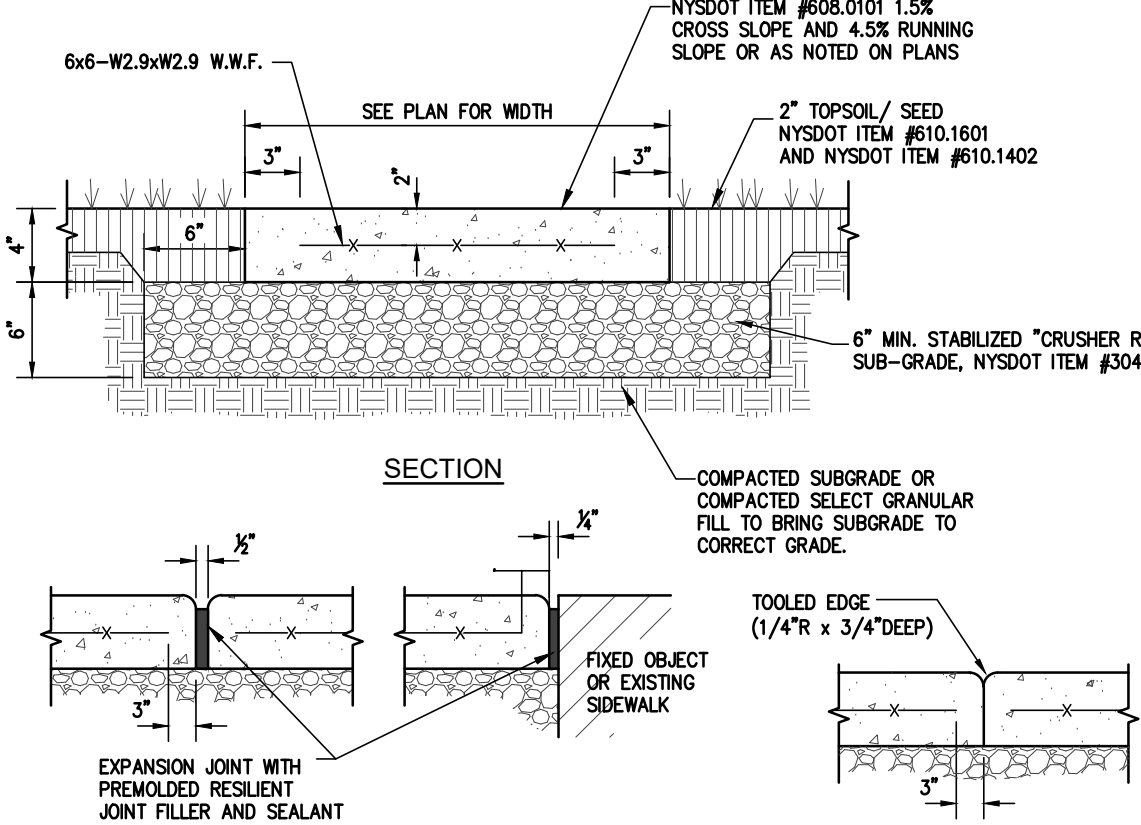
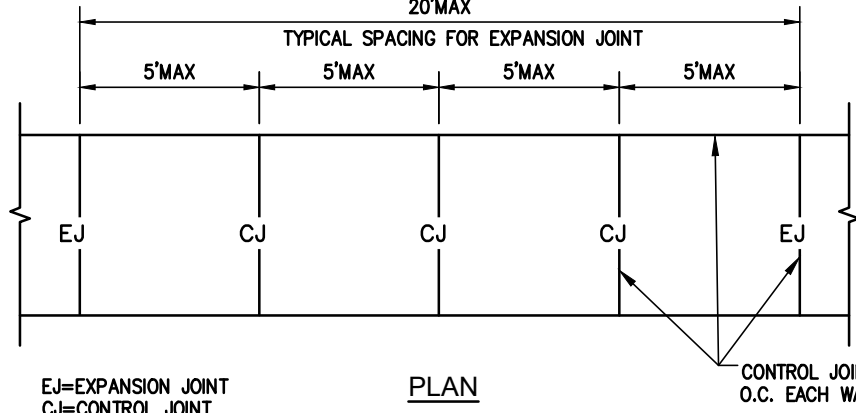
NEW YORK

SCALE: 1"=40'
PROJ. No.: 2021-004E
DATE: May 2021

C-12



ASPHALT SAWCUT
N.T.S.



EXPANSION JOINT

CONSTRUCTION JOINT

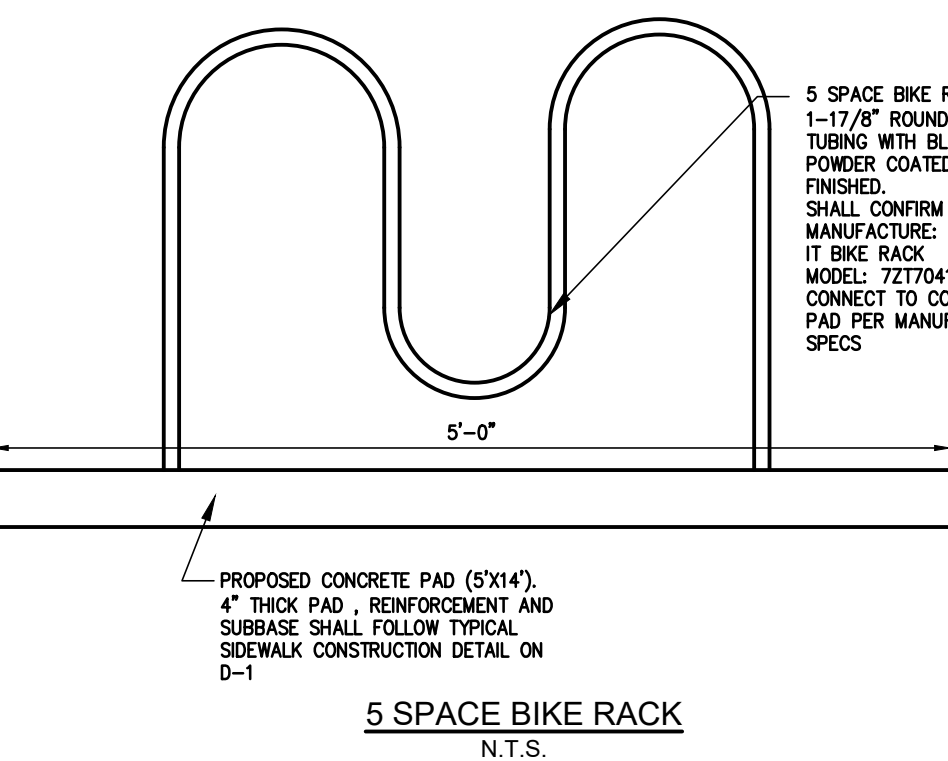
CONTROL JOINT

TOOLED EDGE

NOTES:

1. MATERIAL AND METHODS OF CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED MAY 1, 2008, AND ALL ADDENDA THERETO.
2. ALL CONCRETE SHALL BE 5,000 PSI CONCRETE. CONCRETE MATERIALS, PLACEMENT, AND CONSTRUCTION SHALL CONFORM WITH SECTION 500 OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.
3. REINFORCING STEEL FOR CONCRETE SHALL CONFORM WITH SECTION 556 - REINFORCING STEEL FOR CONCRETE STRUCTURES OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS AND AS SPECIFICALLY CALLED OUT IN THE DRAWINGS.
4. ALL EXPOSED SURFACES SHALL HAVE A BROOM TEXTURED FINISH & TOOLED EDGES. TOOL SHALL BE PROVIDE MAX 1-1/2" WIDE SMOOTH TROWEL FINISH AT JOINT.
5. EXPANSION JOINTS SHALL BE LOCATED A MAXIMUM OF 20' ON CENTER, OR AS INDICATED ON PLANS.
6. JOINTS SHALL NOT BE SAW CUT.
7. EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH "SUREBOND"/"SAFEBOARD" SB-7000 INTENSIFIER BRIGHT PROTECTOR AND SIDEWALK SEALER, OR EQUAL. RATE AND METHOD OF APPLICATION SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
8. SUBBASE MATERIAL SHALL CONFORM WITH SECTION 304 OF THE ABOVE REFERENCED NYSDOT STANDARD.
9. WHERE IT IS NECESSARY TO PLACE FILL FOR PURPOSE OF BRINGING THE SUBGRADE ELEVATION UP TO A SPECIFIED GRADE, THE FILL MATERIAL PLACED SHALL BE IN ACCORDANCE WITH SECTION 203-EXCAVATION AND EMBANKMENT OF THE ABOVE REFERENCED NYSDOT STANDARD SPECIFICATIONS.

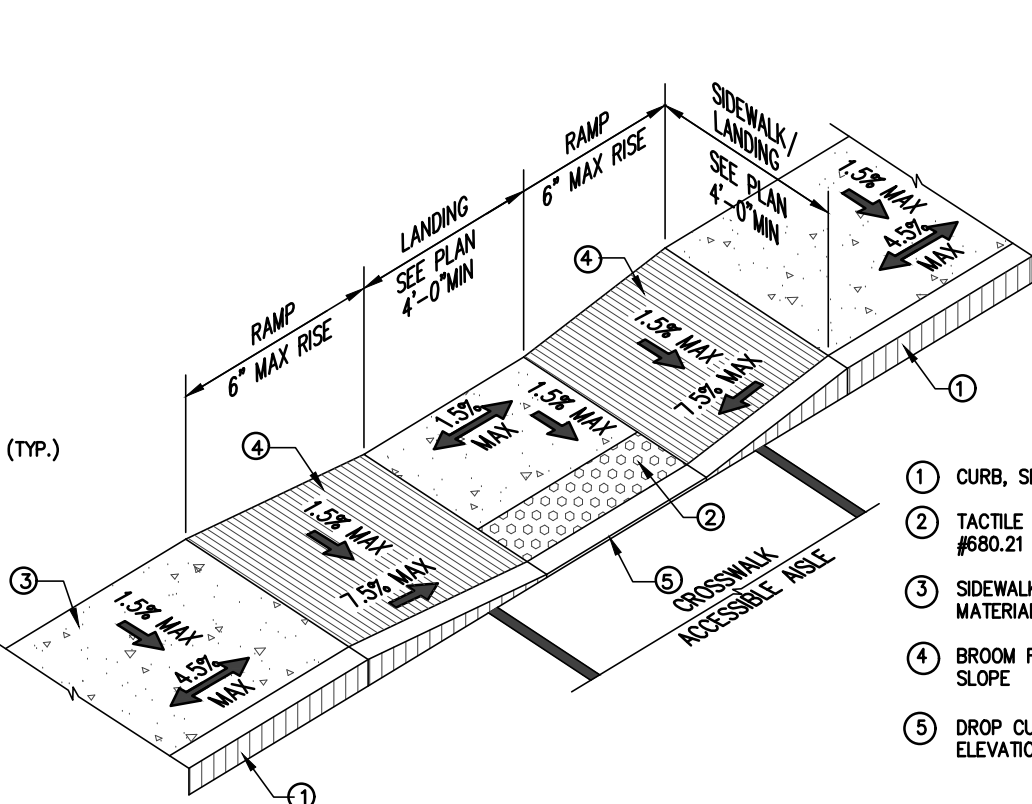
CONCRETE SIDEWALK SECTION
(IN NYSDOT, COUNTY, TOWN R.O.W.)
N.T.S.



5 SPACE BIKE RACK
N.T.S.

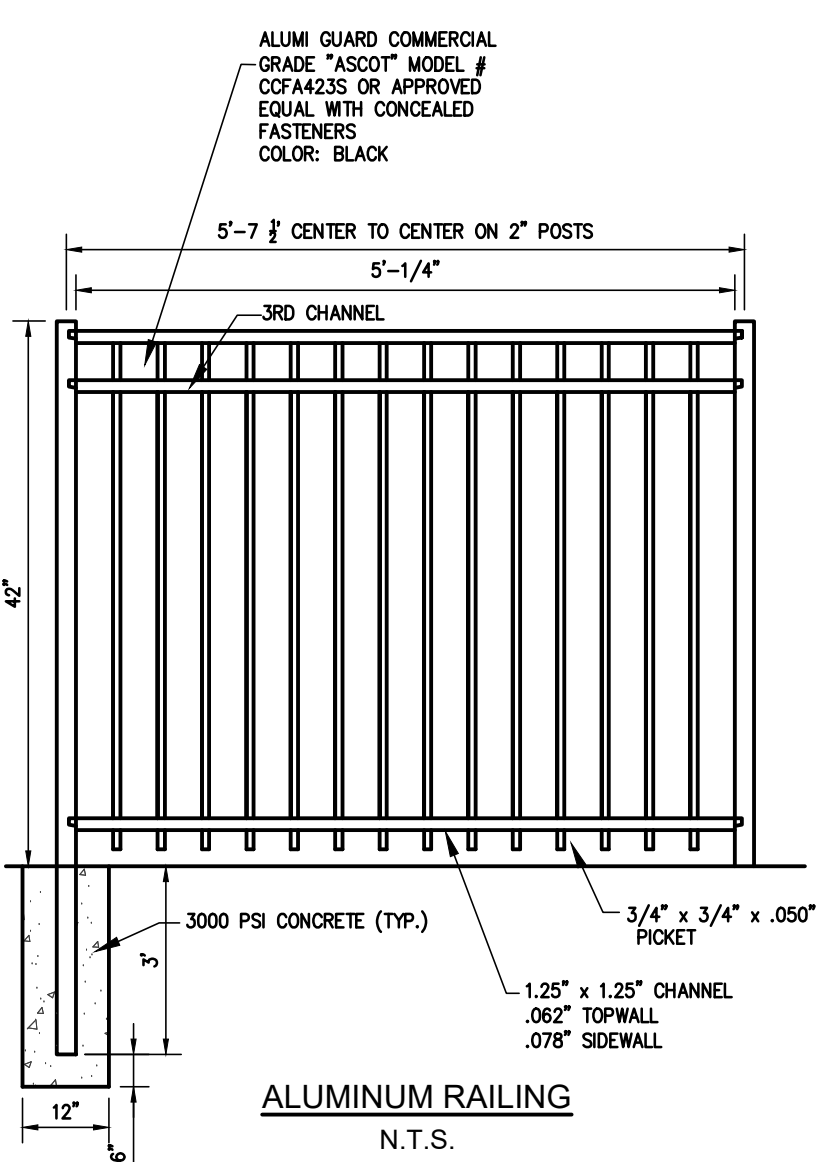
DESIGN ELEMENT TOLERANCES			
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE	
SIDEWALK CROSS SLOPE	1.5% MAX	2.0% MAX	
SIDEWALK GRADE - RUNNING SLOPE	4.5% MAX	5.0% MAX	
CURB RAMP GRADE - RUNNING SLOPE	7.5% MAX	8.3% MAX	

- 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 RAMP, TURNING SPACES AND ROADWAYS SHALL BE FLUSH AND FREE FROM ABRUPT VERTICAL CHANGES GREATER THAN 1/4". VERTICAL SURFACE DISCONTINUITIES BETWEEN 1/4" 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 A 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.

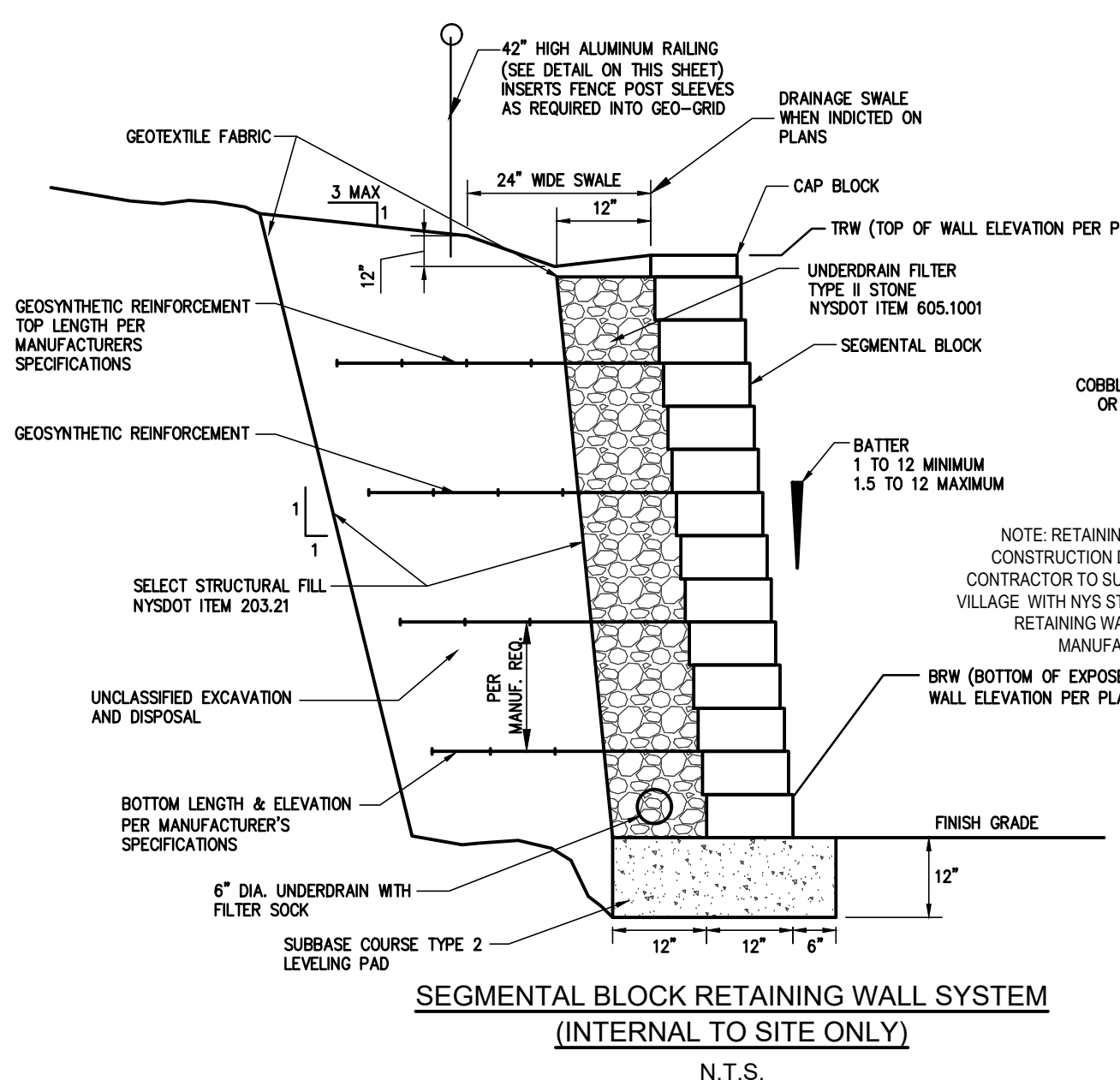


ACCESSIBLE RAMP TYPE 1
N.T.S.

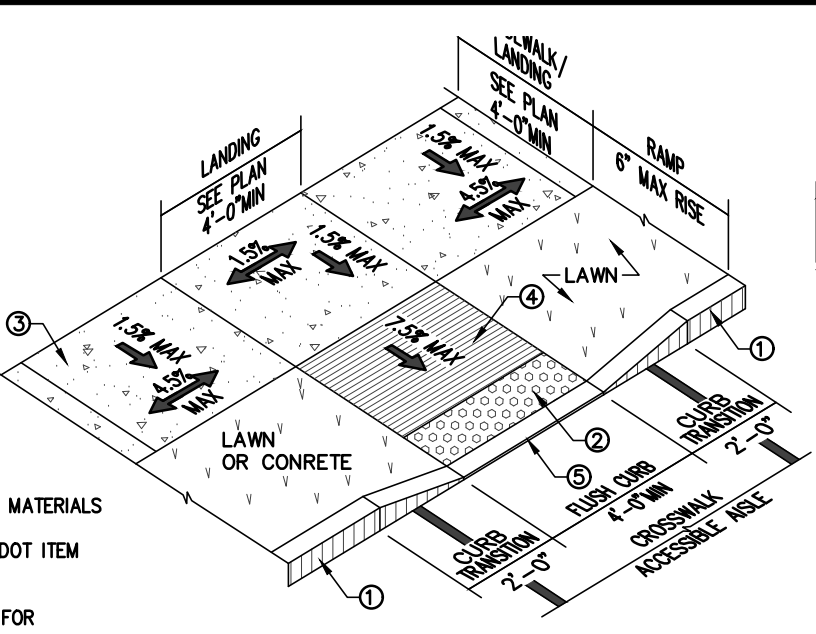
- 1 CURB, SEE PLANS FOR MATERIALS
- 2 TACTILE WARNING, NYSDOT ITEM #60.21
- 3 SIDEWALK, SEE PLANS FOR MATERIALS
- 4 BROOM FINISH PERPENDICULAR TO SLOPE
- 5 DROP CURB, 1/2" MAX VERTICAL ELEVATION CHANGE



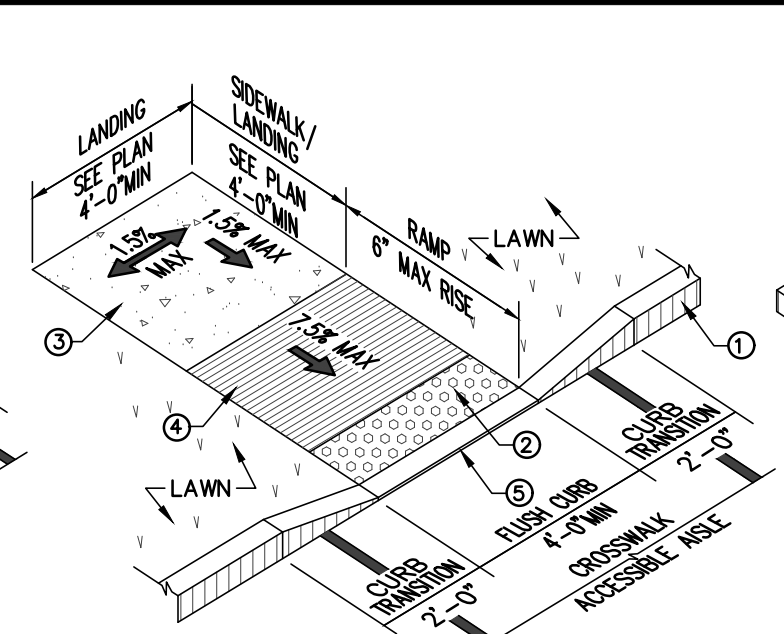
ALUMINUM RAILING
N.T.S.



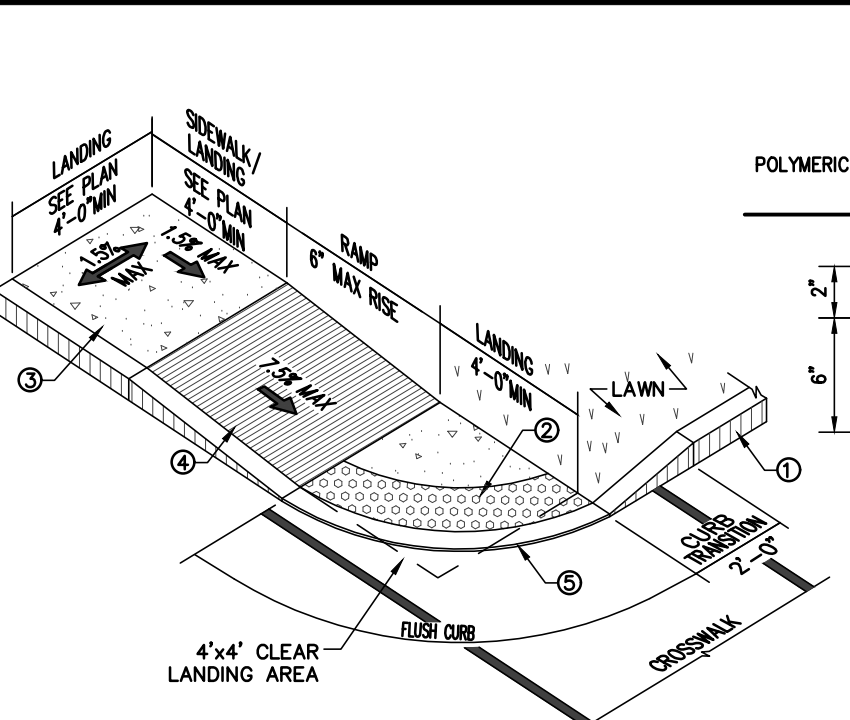
SEGMENTAL BLOCK RETAINING WALL SYSTEM
(INTERNAL TO SITE ONLY)
N.T.S.



ACCESSIBLE RAMP TYPE 2
N.T.S.



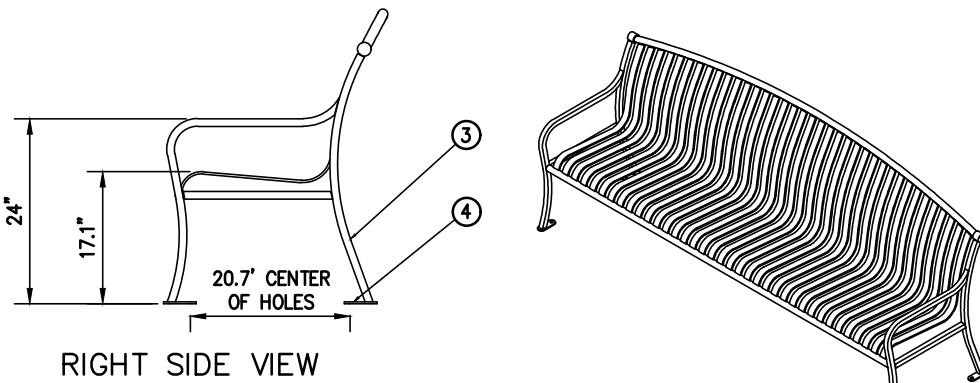
ACCESSIBLE RAMP TYPE 3
N.T.S.



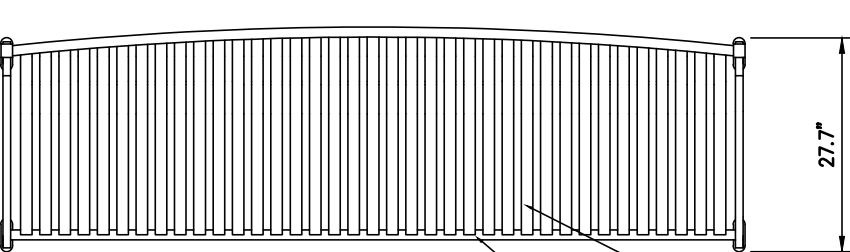
ACCESSIBLE RAMP TYPE 4
N.T.S.

Materials List

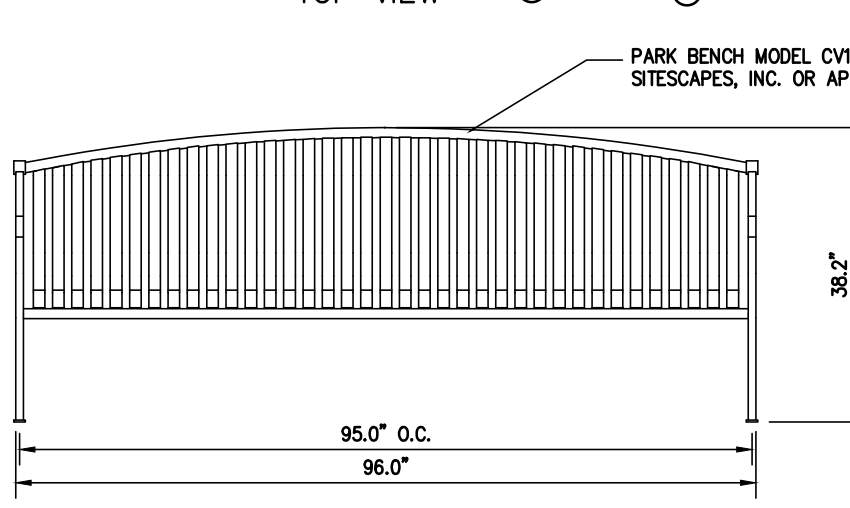
- (1) Sect Straps - 5/16" x 1 1/2" Steel Flat Bar
- (2) Support Pipes - 6" 1.315" x .133" Steel Pipe
- (3) End Units - 1" Square Solid Steel Bar
- (4) Surface Mount Plates - 1/4" x 1 1/2" Stainless Steel Plate with 9/16" Mounting Hole
- (5) Mounted with Four 1/2" x 4-5" Stainless Steel Anchor Bolts (Customer Supplied)



RIGHT SIDE VIEW

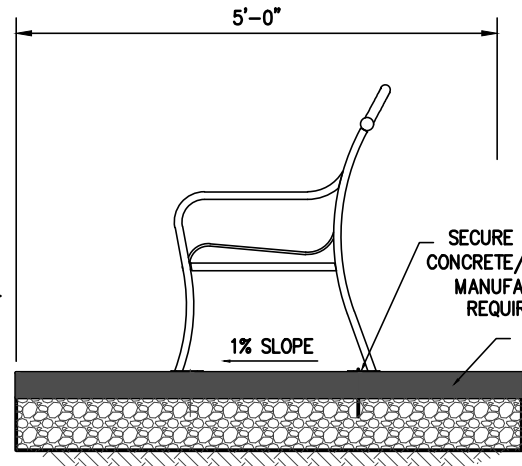


TOP VIEW



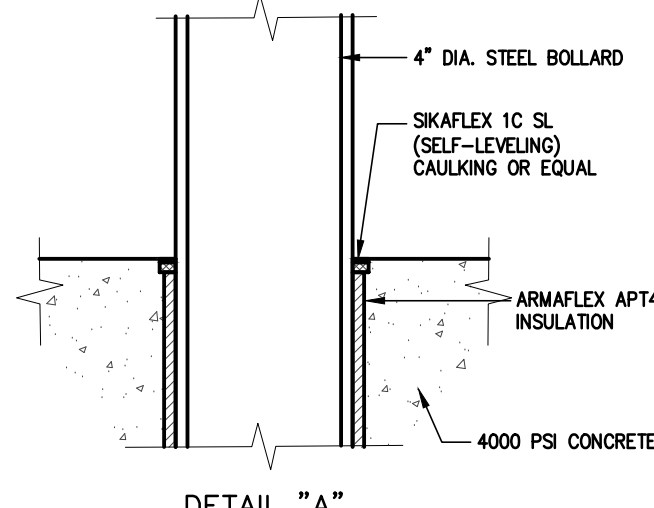
FRONT VIEW

PARK BENCH
N.T.S.

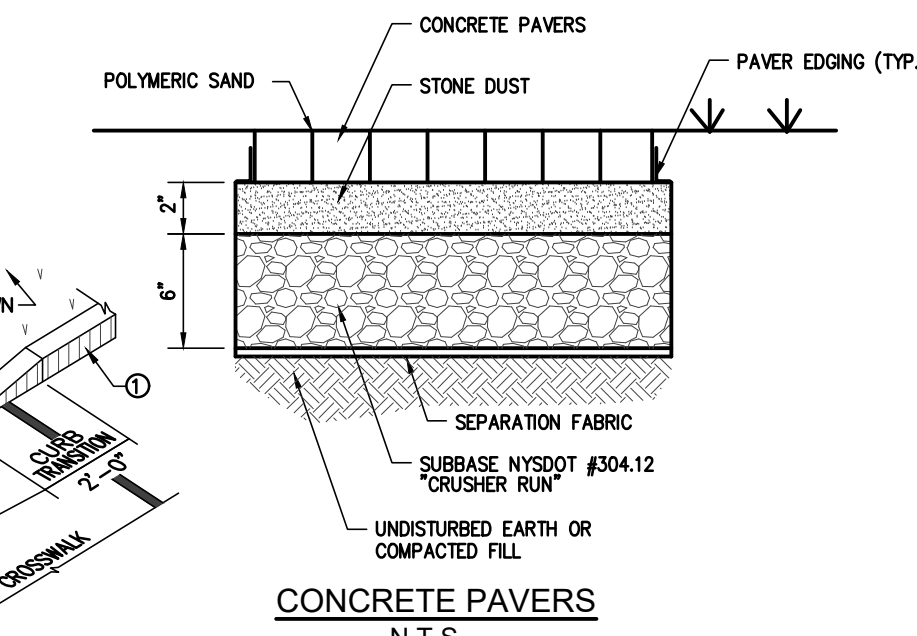


SECTION A-A

PARK BENCH INSTALLATION
N.T.S.



DETAIL "A"

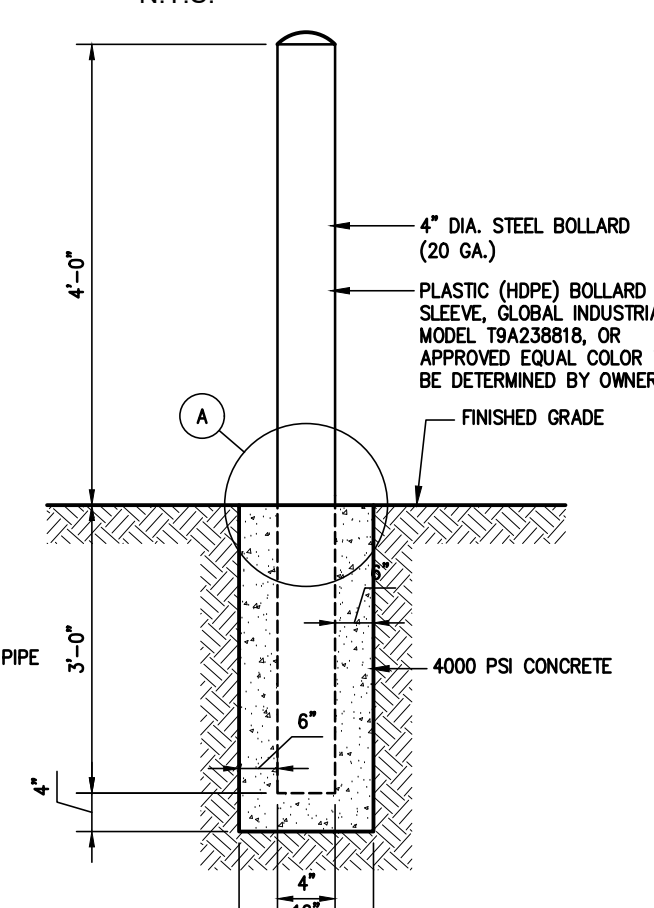


CONCRETE PAVERS
N.T.S.

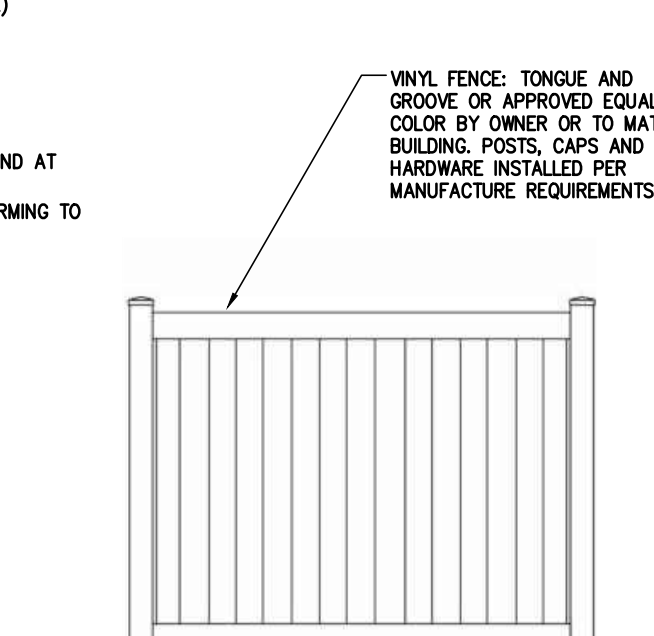


- NOTES:
1. MAIN SIGN PANEL MEASURES 5'-6" HIGH BY 4'-6" WIDE AND 8" DEPTH
 2. 9'-5" TO TOP OF SIGN PANELS.
 3. COLOR AND TEXTURE TO FOLLOW BUILDING SELECTIONS.

ENTRY SIGN
N.T.S.



BOLLARD DETAIL
N.T.S.

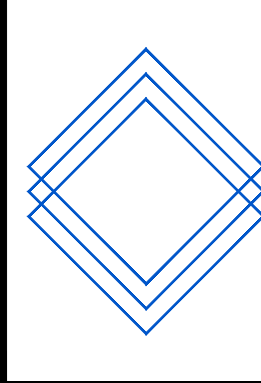


DUMPSTER ENCLOSURE FENCE
N.T.S.

THE ALTERATION OF THIS MATERIAL IN ANY WAY, UNLESS DONE UNDER THE DIRECTION OF A COMPARABLE PROFESSIONAL, (I.E.) ARCHITECT FOR AN ARCHITECT, ENGINEER FOR AN ENGINEER OR LANDSCAPE ARCHITECT FOR A LANDSCAPE ARCHITECT, IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND/OR REGULATIONS AND IS A CLASS "A" MISDEMEANOR.

SUBMITTAL / REVISIONS			
No.	DATE	DESCRIPTION	BY
1	7/30/21	REVISED PLANS BASED UPON CHAZEN COMMENT LETTER DATED 7/22/21 AND PB MEETING ON 7/27/21	JWE
3	11/18/21	REVISED PLANS BASED UPON NYSDOT COMMENT LETTER DATED 11/7/21	JWE
5	4/22/22	REVISED PLANS BASED UPON NYSDOT COMMENT LETTER DATED 4/20/22	JWE

PROJ. MANAGER:	JWE
CHIEF DESIGNER:	JWE
DESIGNED BY:	JWE
DRAWN BY:	JWE



EP LAND SERVICES LLC
621 COLUMBIA STREET- COHOES, NY 12047
PHONE: 518-785-9000

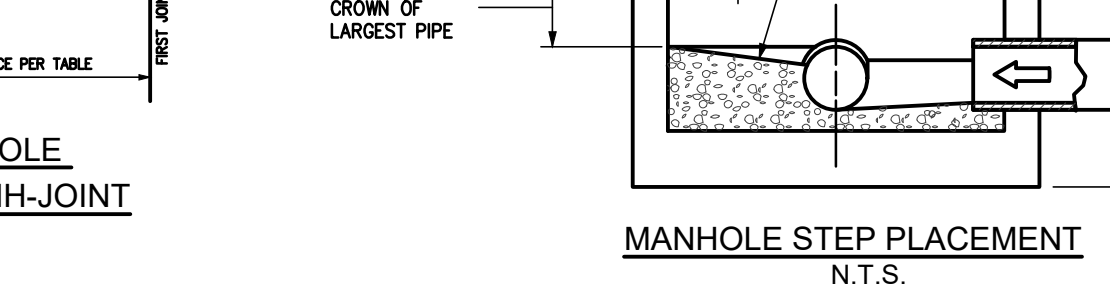
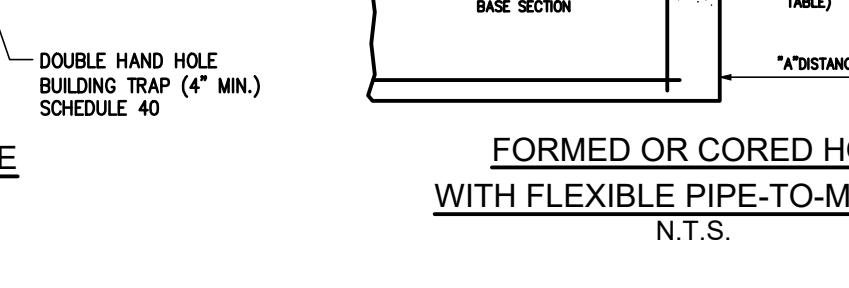
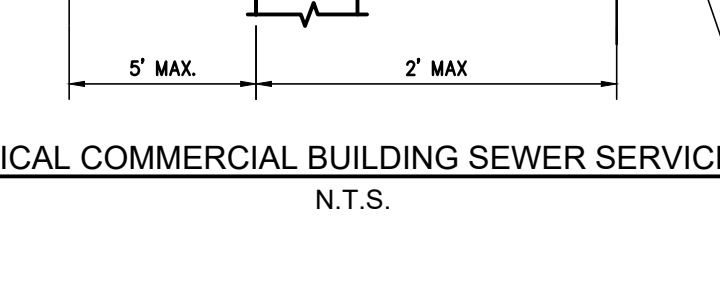
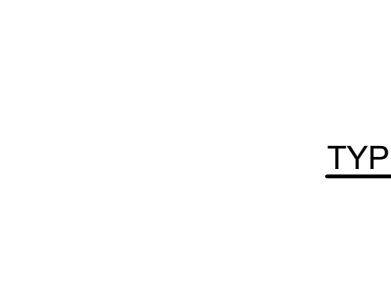
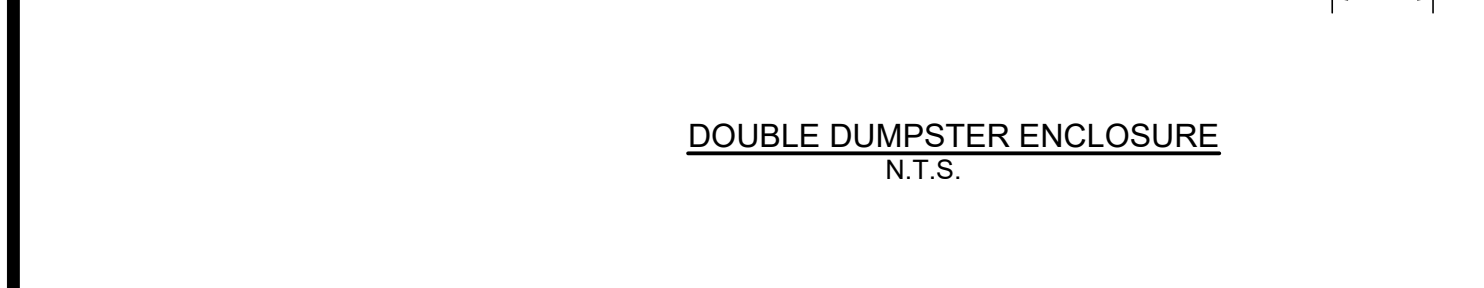
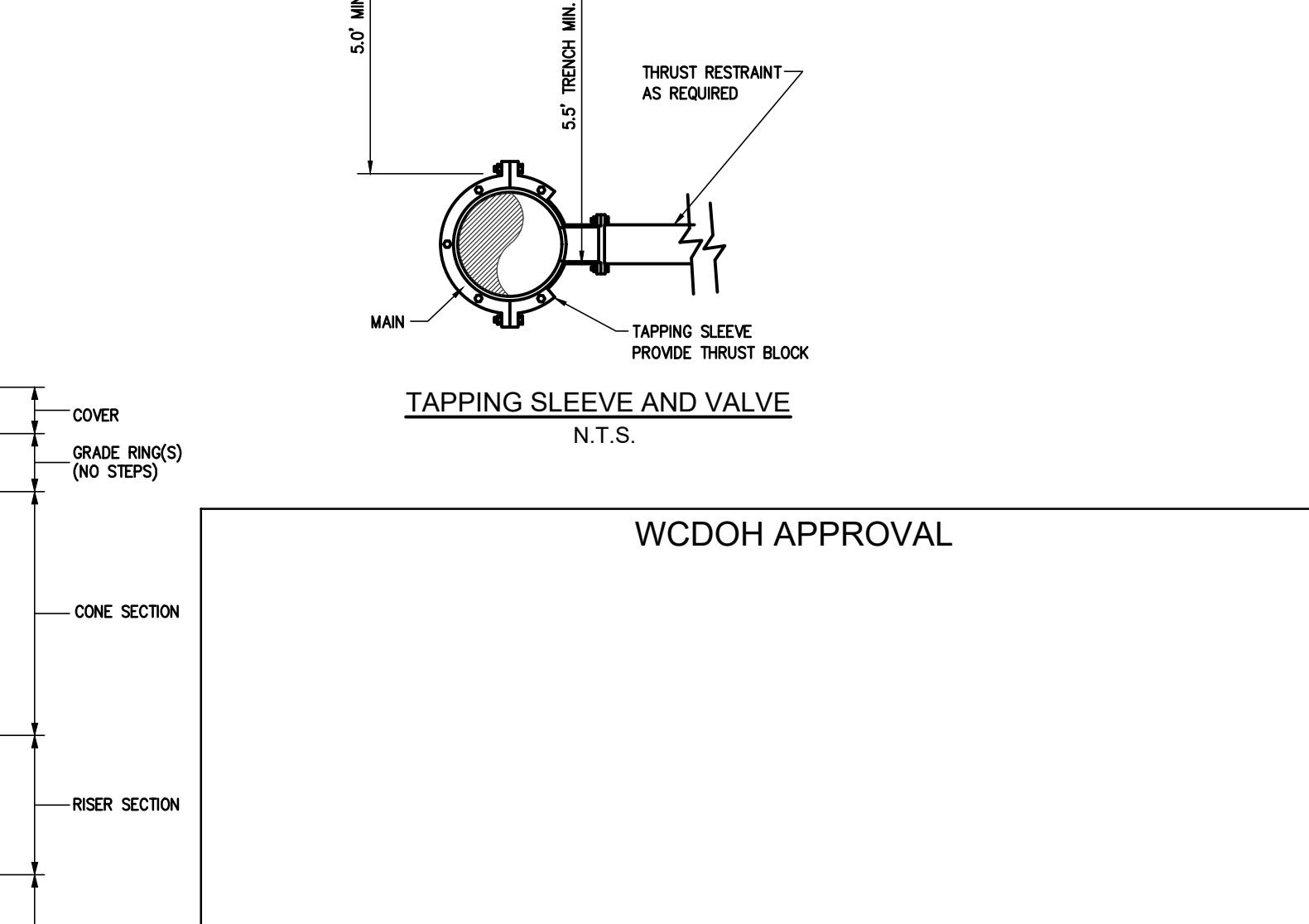
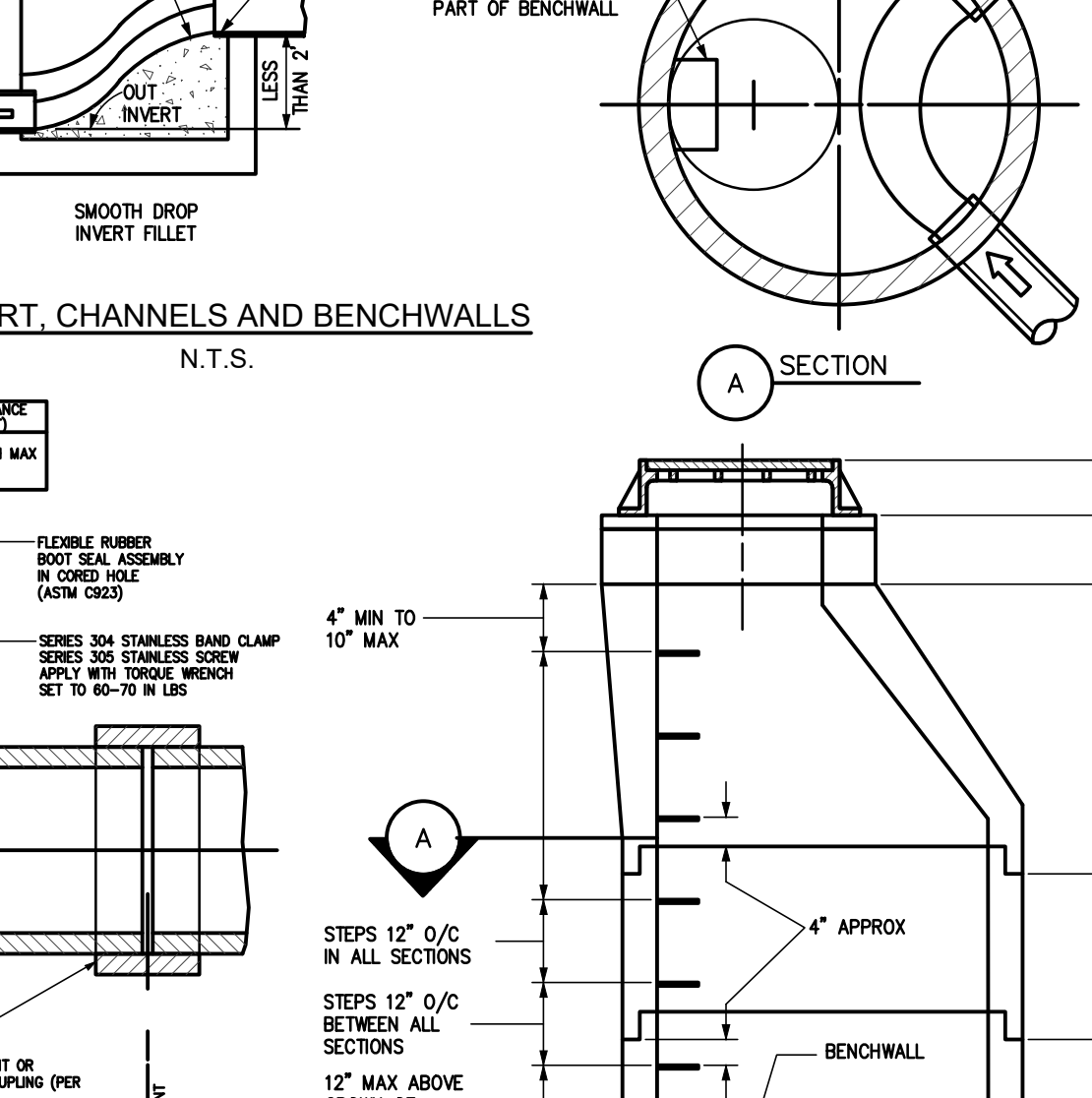
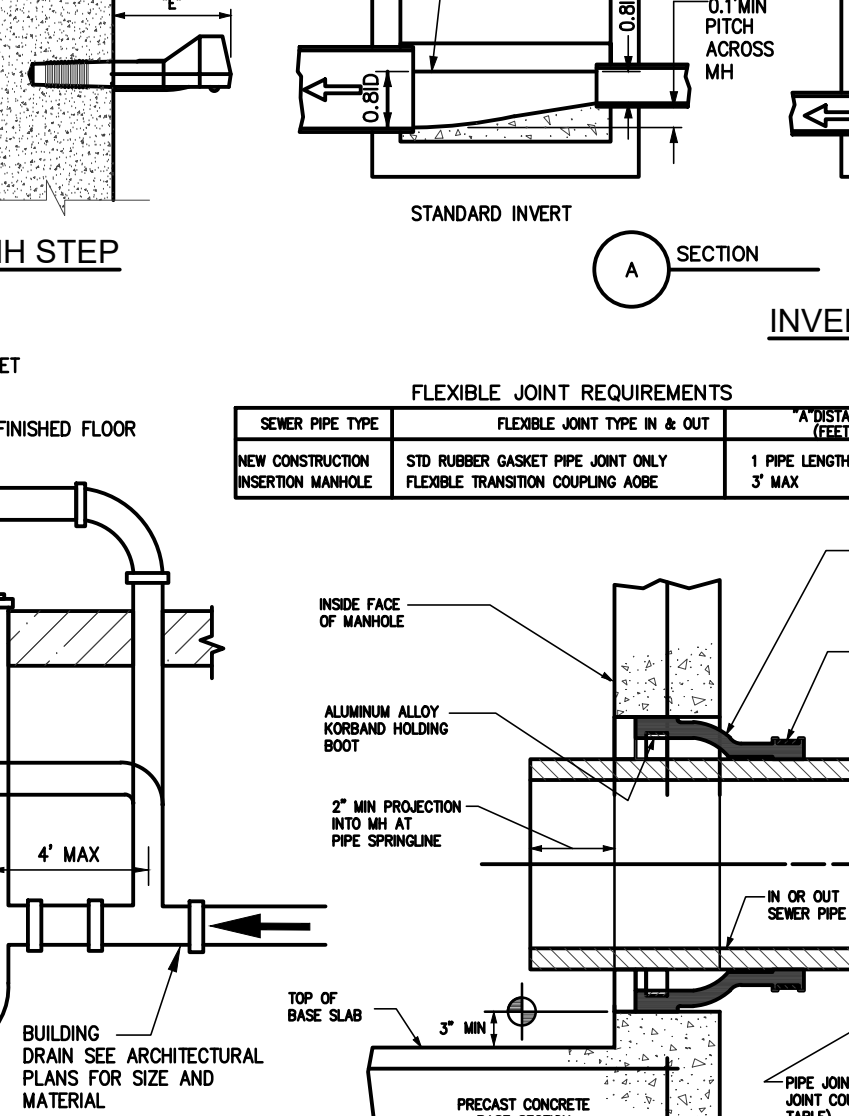
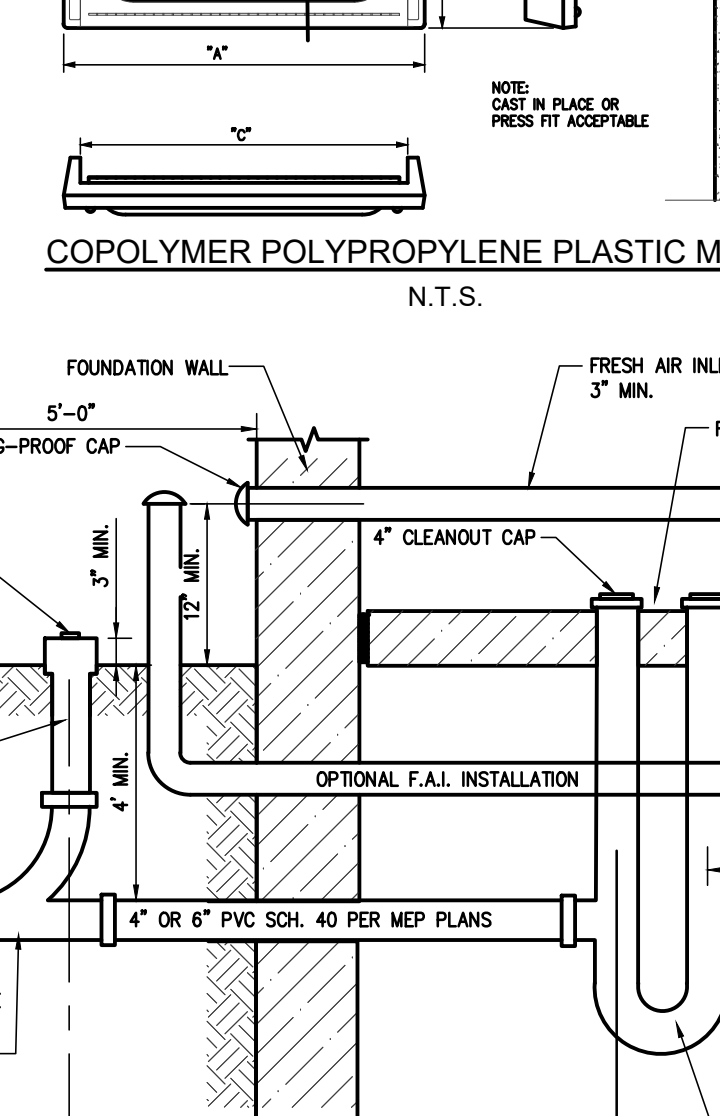
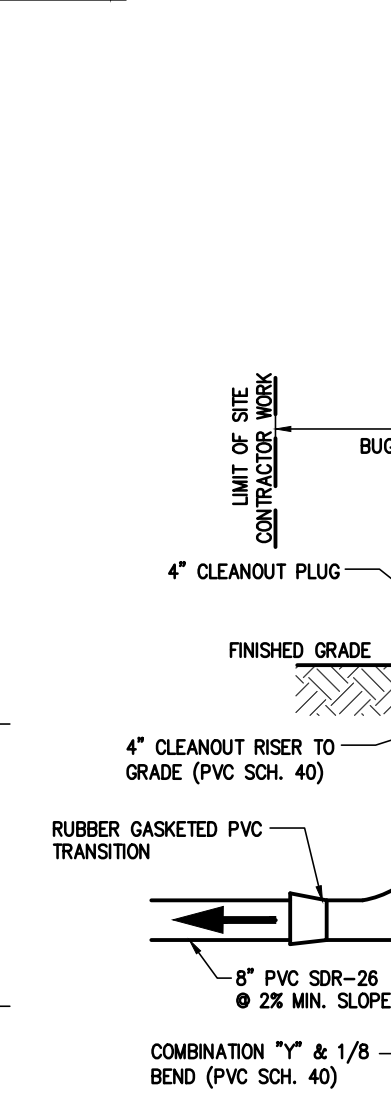
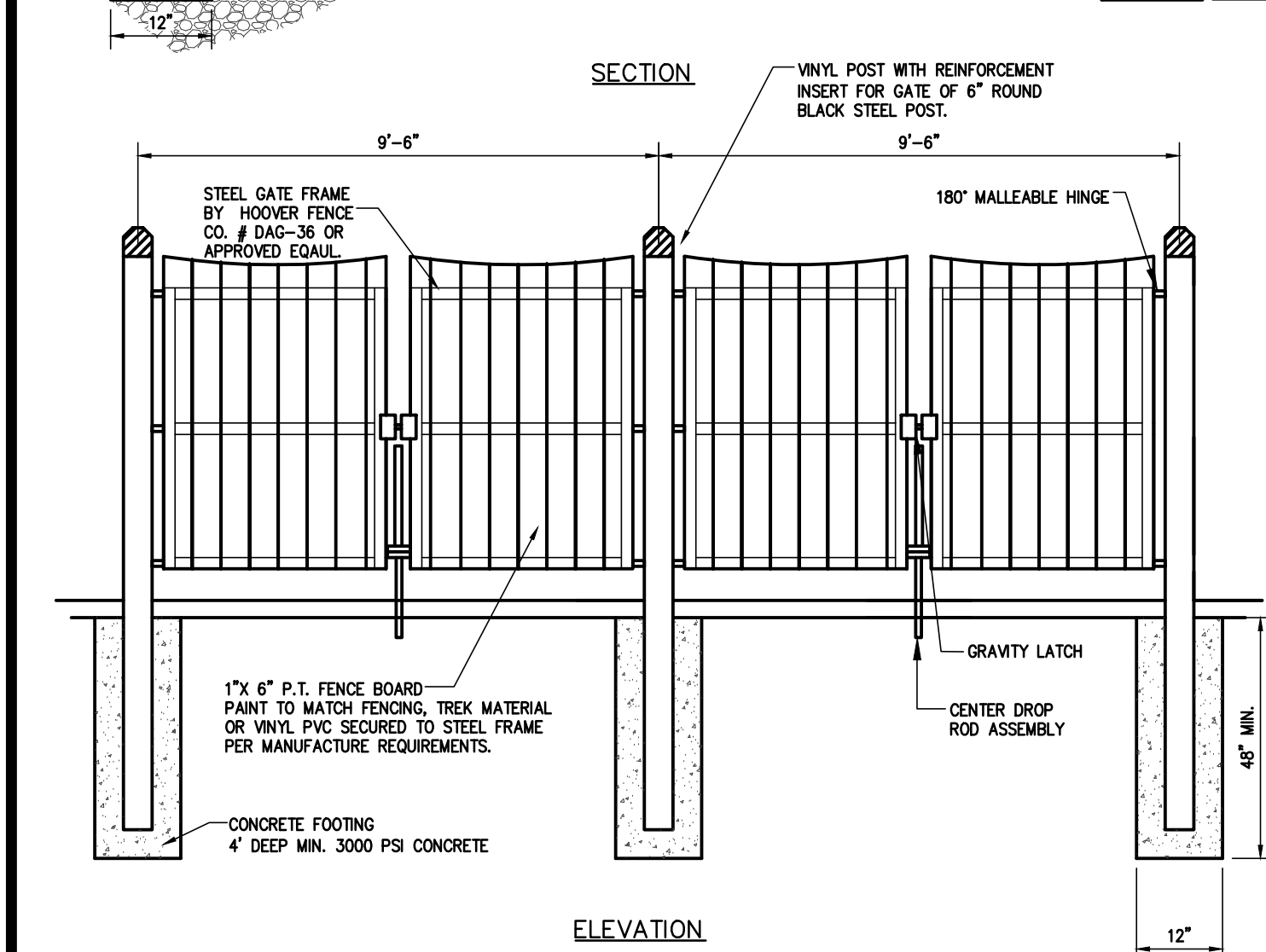
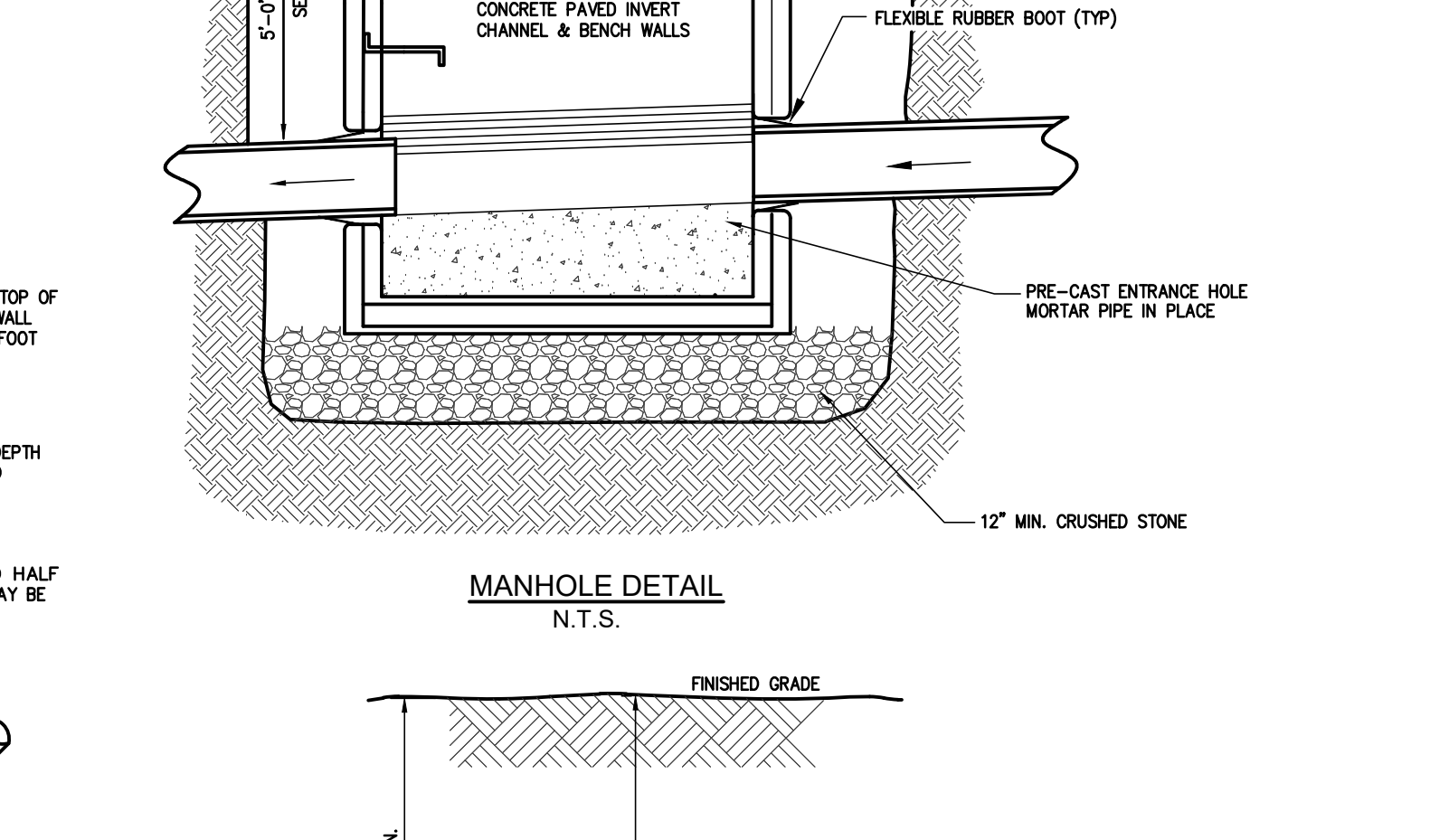
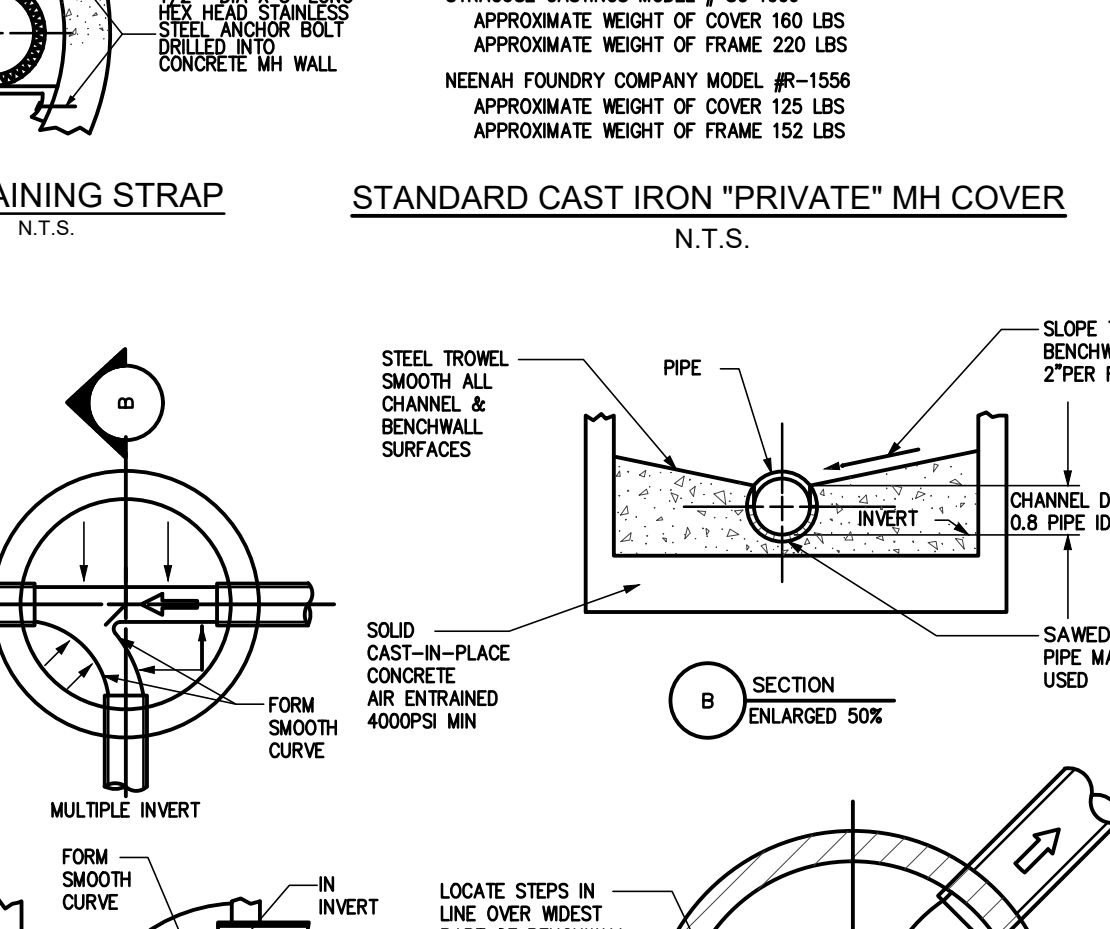
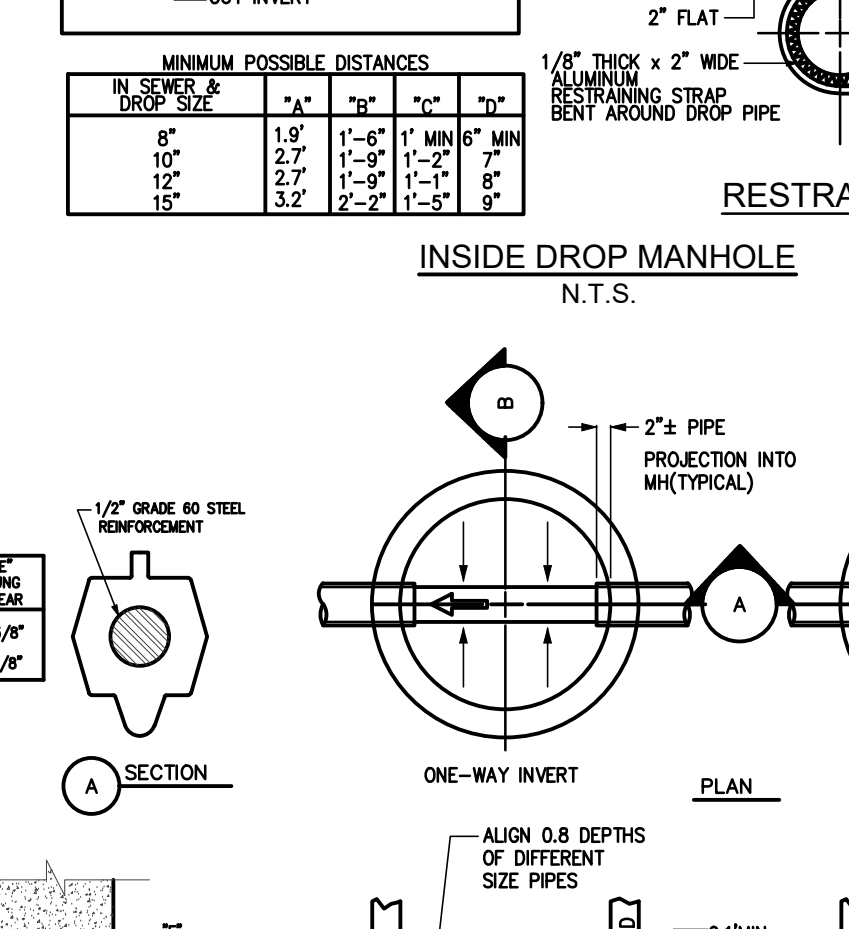
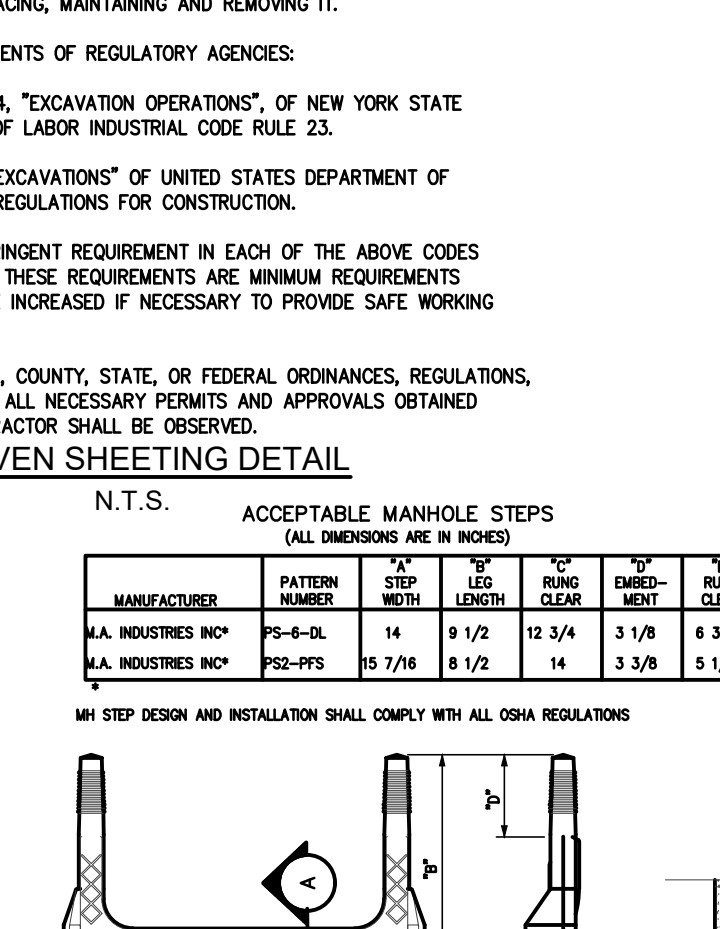
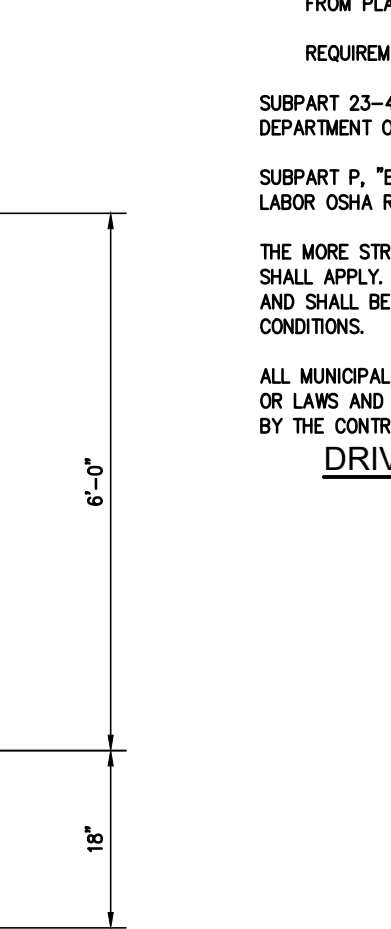
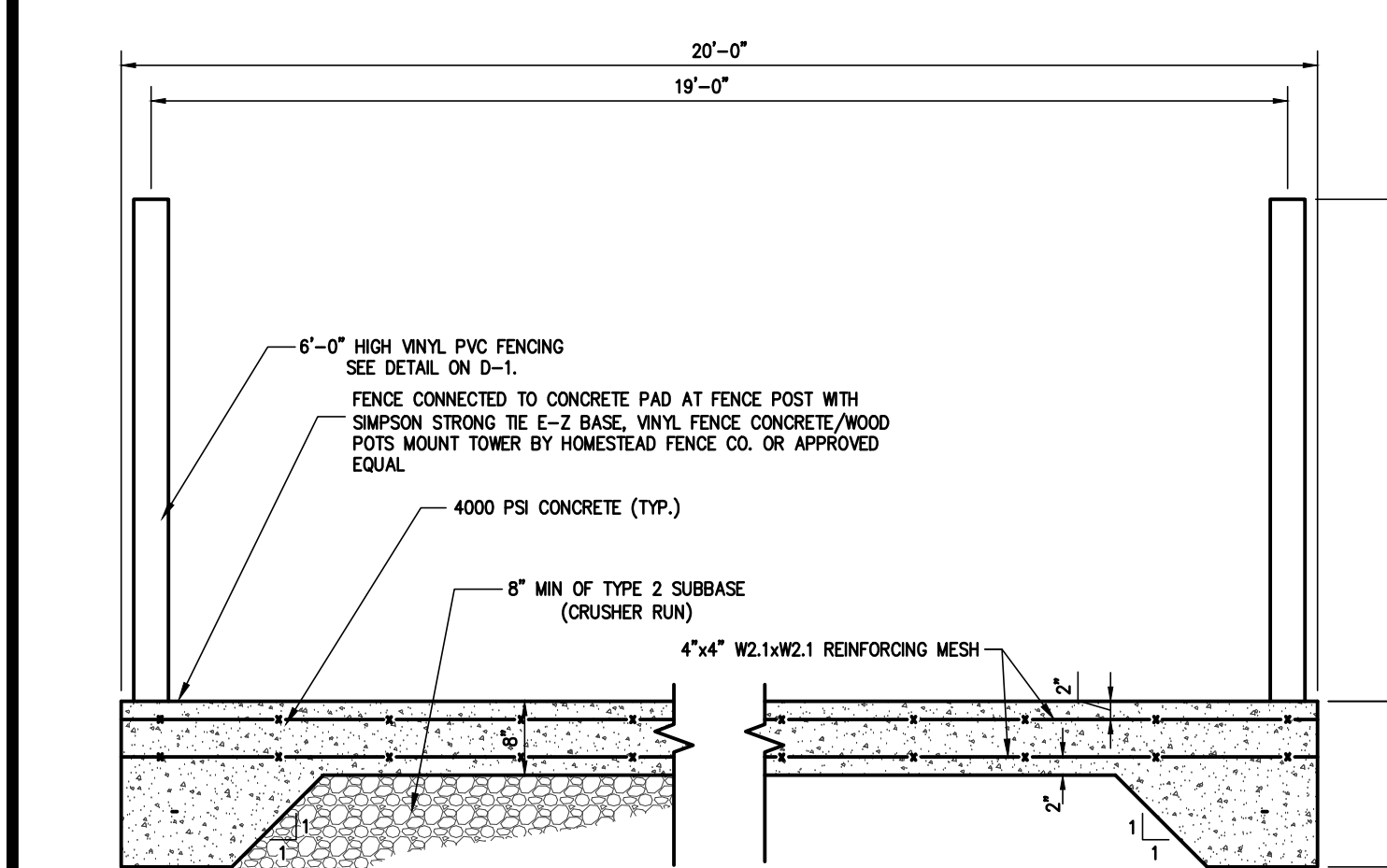
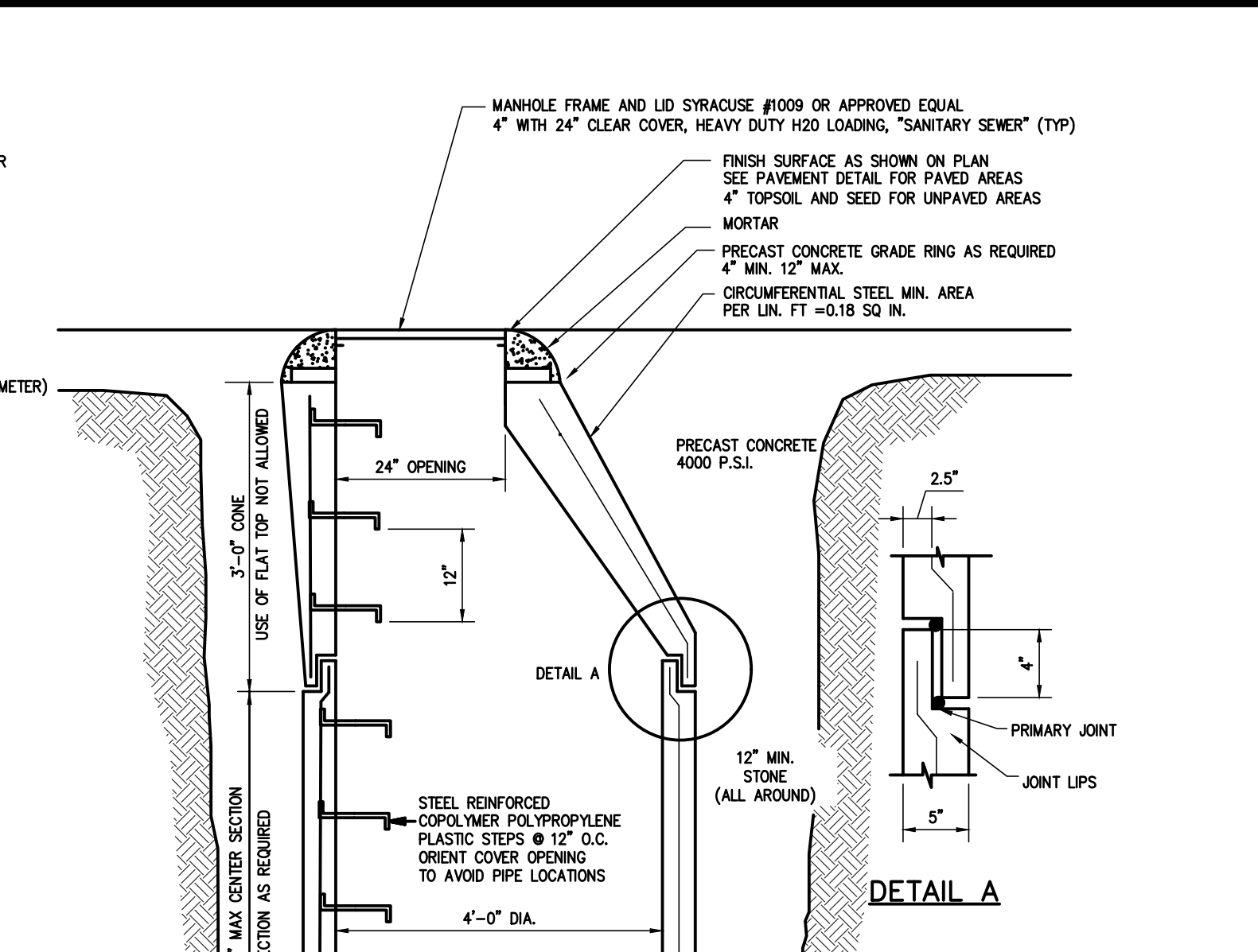
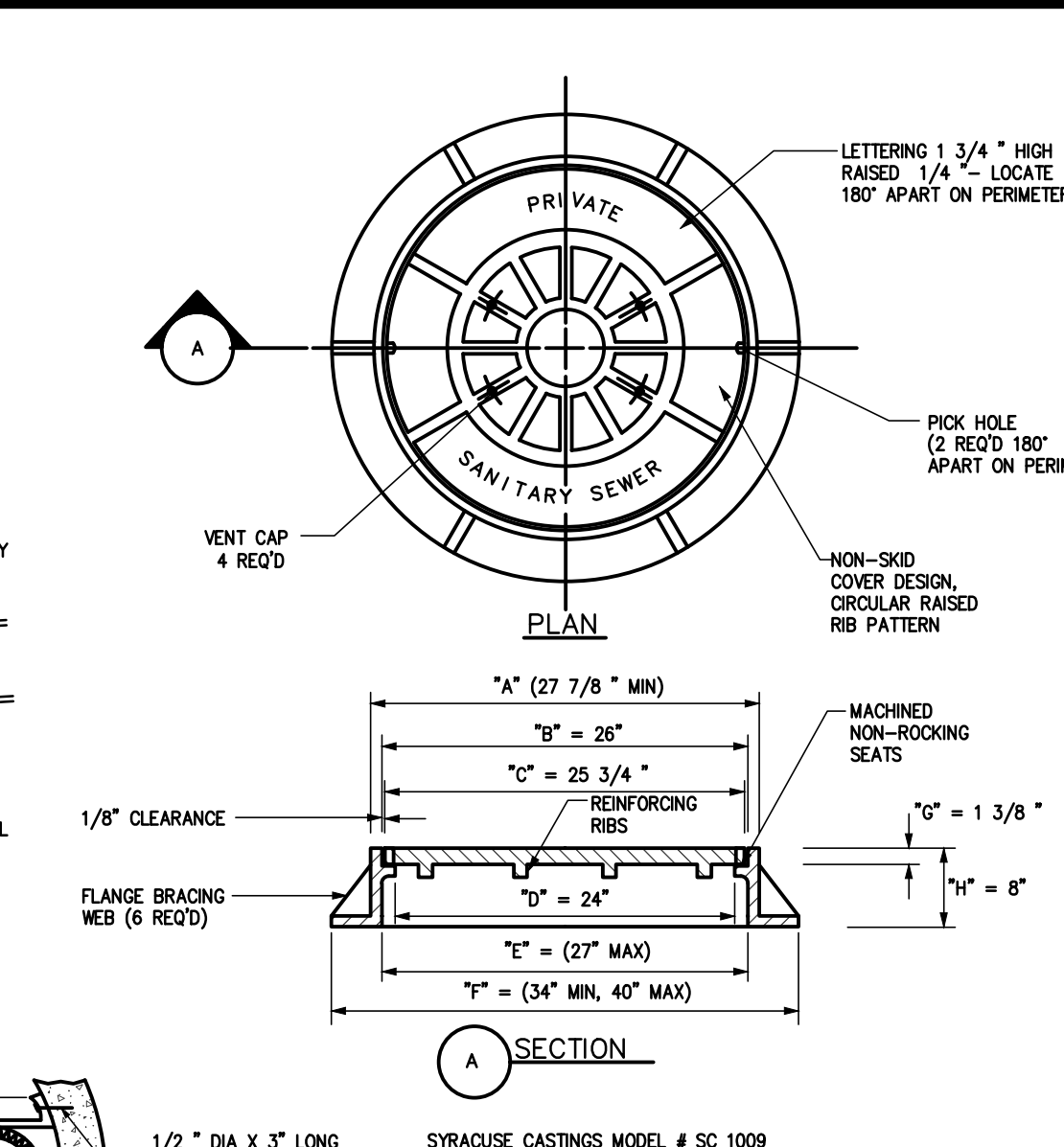
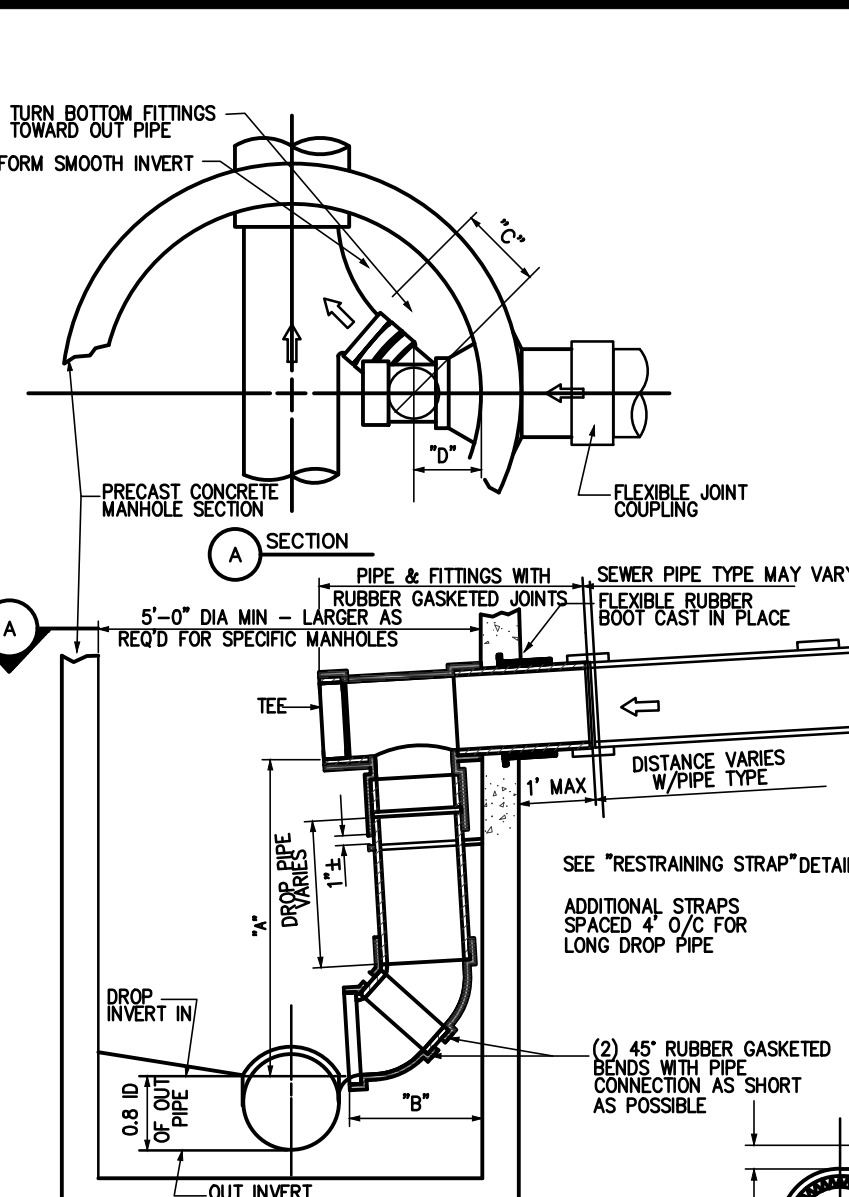
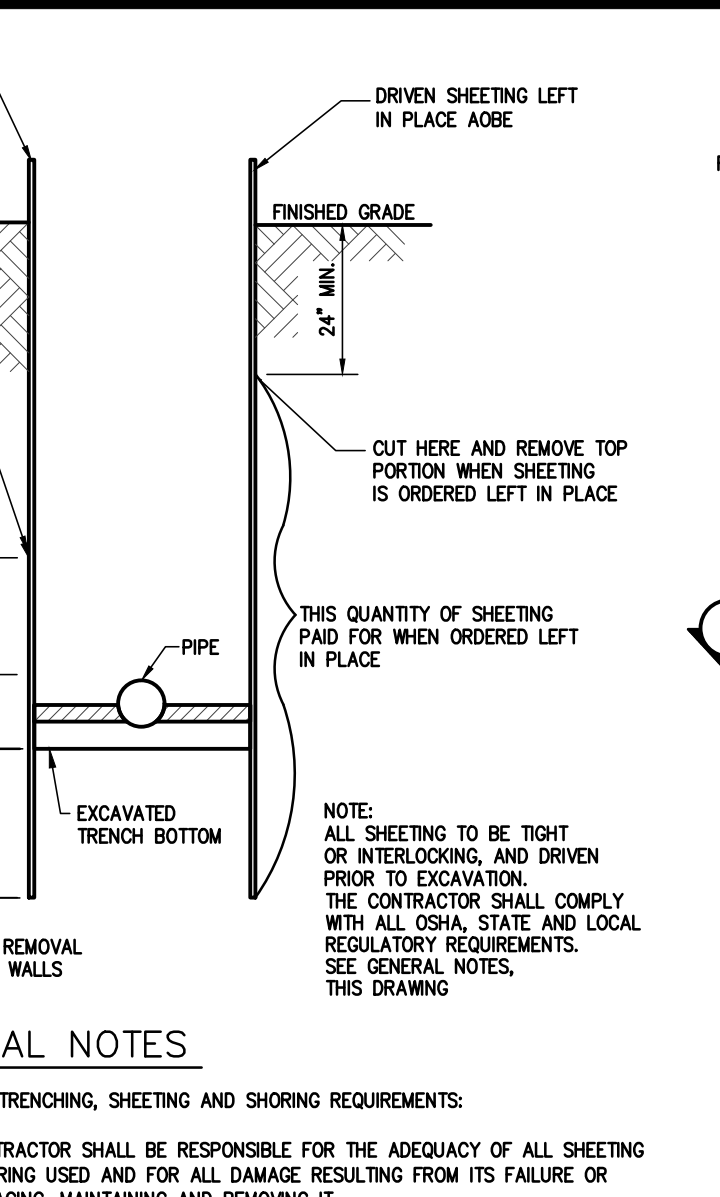
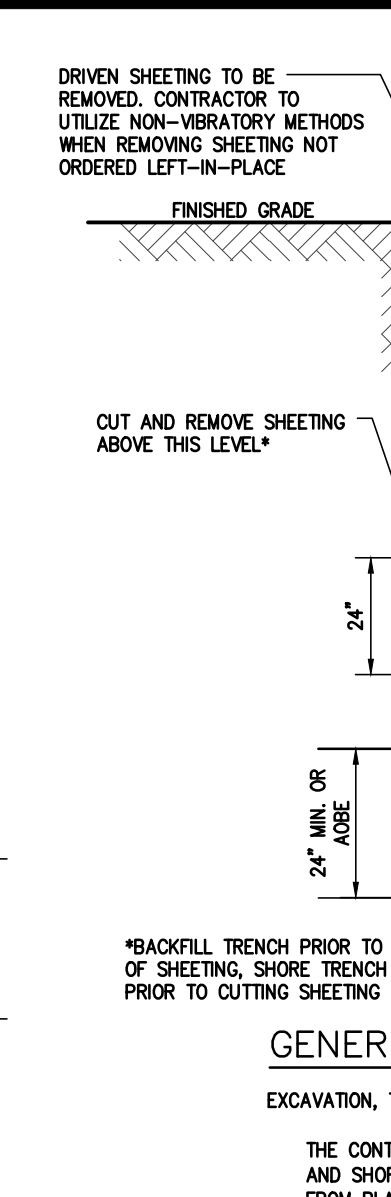
REGAN DEVELOPMENT
DETAILS
41-51 MAPLE STREET
TAX PARCEL 78.12-3-3

VILLAGE OF CROTON

NEW YORK

SCALE: N.T.S.
PROJ. No.: 2021-004E
DATE: May 2021

D-1



D-2

GENERAL NOTES

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCO, 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, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES TO 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 ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS OR ALTERNATE SITES 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. 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 MUTCO. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE REGIONAL DIRECTOR OR BY HIS/HER DESIGNEE.
7. NYR9-12 MAY BE USED IN PLACE OF NYR9-11.

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.

PUBLIC ACCESS

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.

LANE CLOSURES

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 CLOSED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

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. 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.

BARRIER/SHADOW VEHICLES

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.

TEMPORARY LANE CLOSURE RESTRICTIONS

THERE SHALL NOT BE TEMPORARY LANE CLOSURES ON THE FOLLOWING DATES:

2022

JAN. 1-2

MAY 27-31

JULY 1-JULY 5

SEPT. 2-6

NOV. 23-NOV. 28

DEC. 23-DEC. 27

THERE SHALL BE NO TEMPORARY LANE CLOSURES ON THE FOLLOWING DAYS AND TIMES:

MONDAY - FRIDAY: 6:00 A.M. THROUGH 9:00 A.M.
3:00 P.M. THROUGH 6:00 P.M.

THE DEPARTMENT OF TRANSPORTATION RETAIN THE RIGHT TO CANCEL ANY WORK OPERATIONS INCLUDING LANE CLOSURE AND/OR TOTAL ROAD CLOSURES THAT WOULD BE AFFECTED BY UNFORESEEN MAJOR EVENTS THAT MAY CREATE TRAFFIC DELAYS, SEVEN (7) CALENDAR DAYS PRIOR TO THE PROPOSED WORK. SPECIFIC DATES ARE YET TO BE DETERMINED.

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	ES-1	C	-----	72"x60"	72"x60"
	G20-1	A	36"x18"	48"x24"	48"x24"
	G20-2	A	36"x18"	48"x24"	48"x24"
	G20-4	A	36"x18"	-----	-----
	G20-5a	A	24"x18"	36"x24"	36"x24"
	M1-1	G	1 OR 2 DIGITS 24"x24"	36"x36"	36"x36"
	M1-11	G	3 DIGITS 30"x24"	45"x36"	45"x36"
	M1-4	B	1 OR 2 DIGITS 24"x24"	36"x36"	36"x36"
	M1-4t	B	3 DIGITS 30"x24"	45"x36"	45"x36"
	M3-1	SEE NOTE 3	24"x12"	36"x18"	36"x18"
	M3-2	SEE NOTE 3	24"x12"	36"x18"	36"x18"
	M3-3	SEE NOTE 3	24"x12"	36"x18"	36"x18"
	M4-8	A	24"x12"	36"x18"	36"x18"
	M4-8a	A	24"x18"	24"x18"	24"x18"
	M4-9	A	30"x24"	48"x36"	48"x36"
	M4-9a	A	30"x24"	30"x24"	-----
	M4-9b	A	30"x24"	30"x24"	-----
	M4-9c	A	30"x24"	30"x24"	-----
	M4-10L	A	48"x18"	48"x18"	48"x18"
	M4-10R	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	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	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	M6-3	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	M6-4	SEE NOTE 3	21"x15"	30"x21"	30"x21"
	NYM2-1	B	24"x24"	36"x36"	36"x36"
	NYM2-2	B	30"x24"	45"x36"	45"x36"
	NYM2-3	B	30"x24"	45"x36"	45"x36"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	N1R9-11	B	24"x24"	48"x84"	48"x84"
	N1R9-12	B	24"x36"	36"x54"	48"x12"
	NYW4-17	A	48"x24"	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"	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"
	R4-7a	B	18"x30"	-----	-----
	R4-7b	B	18"x30"	36"x48"	36"x48"
	R4-8	B	18"x30"	-----	-----
	R4-9	B	24"x30"	36"x48"	36"x48"
	R5-1	E	36"x36"	36"x36"	48"x48"
	R9-8	B	36"x18"	36"x18"	-----
	R9-9	B	24"x12"	24"x12"	-----
	R9-10L	B	24"x12"	24"x12"	-----
	R9-10R	B	24"x12"	24"x12"	-----
	R9-11L	B	24"x18"	24"x18"	-----
	R9-11R	B	24"x12"	24"x12"	-----
	R10-6	B	24"x36"	24"x36"	-----
	R11-2	B	48"x30"	48"x30"	48"x30"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	W1-3a	B	60"x30"	60"x30"	-----
	W1-4L	A	36"x36"	48"x48"	48"x48"
	W1-4R	A	36"x36"	48"x48"	48"x48"
	W1-4cL	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	48"x24"	60"x30"	60"x30"
	W1-6R	A	48"x24"	60"x30"	60"x30"
	W1-8L	A	18"x24"	30"x36"	30"x36"
	W1-8R	A	18"x24"	30"x36"	30"x36"
	W3-1	A	36"x36"	48"x48"	48"x48"
	W3-2	A	36"x36"	48"x48"	48"x48"
	W3-3	A	36"x36"	48"x48"	48"x48"
	W3-4	A	36"x36"	48"x48"	48"x48"
	W3-5	A	36"x36"	48"x48"	48"x48"
	W4-1L	A	36"x36"	48"x48"	48"x48"
	W4-1R	A	36"x36"	48"x48"	48"x48"
	W4-2L	A	36"x36"	48"x48"	48"x48"
	W4-2R	A	36"x36"	48"x48"	48"x48"

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 FLUORESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLACK AND RED BACKGROUND

NOTES:

1. DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
2. FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE MUTCO.
3. COLORS FOR DIRECTION PLATES, ADVANCE TURN ARROWS, AND DIRECTIONAL ARROWS SHALL MATCH THE ROUTE OR INTERSTATE SIGN THAT THEY SUPPLEMENT AS PER THE MUTCO.
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.

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS											
SPEED LIMIT (S) (MPH)		TAPER LENGTH (L) (FT.)									
(40 MPH) OR LESS		$L = WS^2 / 60$		L = TAPER LENGTH W = WIDTH OF OFFSET (FT.) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)							
(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	

TABLE 6C-3 TAPER LENGTH FOR TEMPORARY TRAFFIC CONTROL ZONES	
TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	L/2
SHIFTING TAPER	L/2
SHOULDER TAPER	L/3
ONE-LANE, TWO-WAY TRAFFIC TAPER	ONE-LANE, TWO-WAY MAXIMUM
DOWNSTREAM TAPER	100 FT. PER LANE

TABLE 6C-2 LONGITUDINAL BUFFER SPACE	
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE
25	155 FT.
35	205 FT.
45	255 FT.
55	305 FT.
65	355 FT.
75	405 FT.
85	455 FT.
95	505 FT.
105	555 FT.
115	605 FT.
125	655 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 CLOSURES, LANE CLOSURES, AND OTHER STATIONARY WORK ZONES.

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

TABLE NY2-B 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 MANUFACTURE.

TABLE 619-4 FLARE RATES FOR POSITIVE BARRIER					
TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT				
	30 MPH	40 MPH	50 MPH	55 MPH	65 MPH
TEMPORARY CONCRETE BARRIER	84	114	144	164	204
BOX BEAM OR HEAVY POST CORRUGATED BEAM	74	94	114	124	154

TABLE NYGH-3 ADVANCE WARNING SIGN SPACING					
ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH)	200	200	200	AHEAD	AHEAD
URBAN (≥ 45 MPH)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	½ MILE

* PRECONSTRUCTION POSTED SPEED LIMIT

URBAN: MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA:
SCHOOLZONES, BICYCLE USAGE, CURBING, CLOSED DRAINAGE SYSTEMS,<