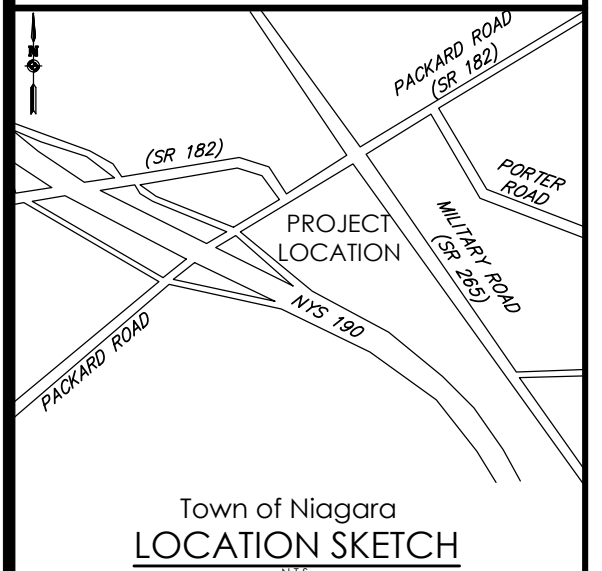
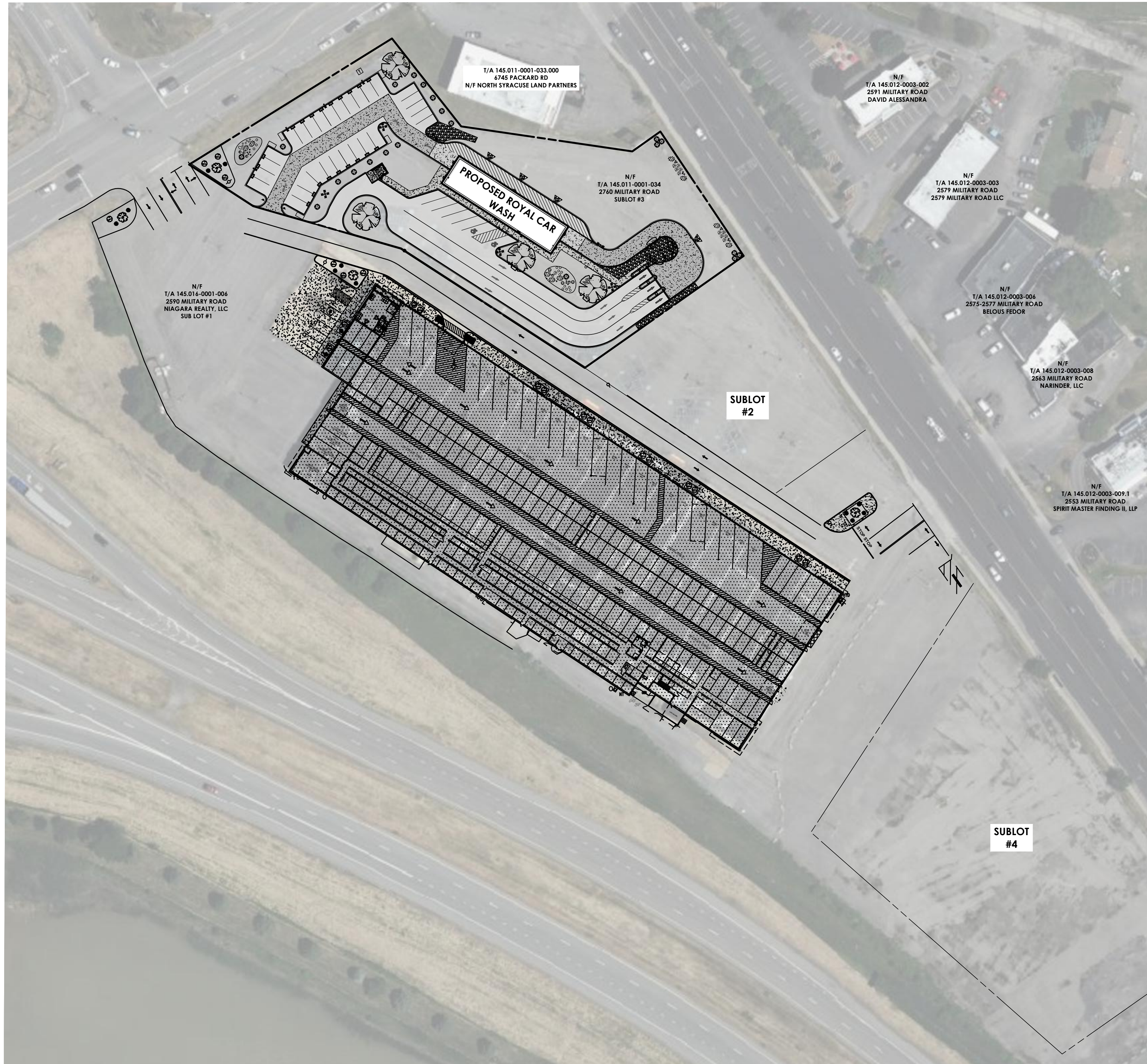
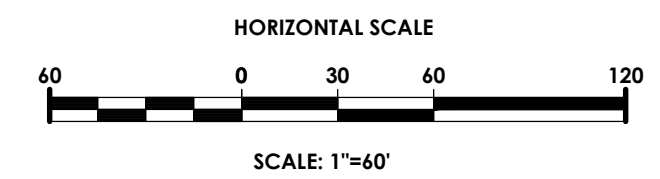


SITE PLANS FOR

ROYAL CAR WASH

TOWN OF NIAGARA, NIAGARA COUNTY, NEW YORK

P.N. 20213190.0001



Town of Niagara
LOCATION SKETCH

Client:
DANIELE FAMILY COMPANIES
2851 MONROE AVENUE
ROCHESTER, NY 14618

PASSERO ASSOCIATES
242 West Main Street Suite 100
Rochester, New York 14614
(585) 325-1000
Fax: (585) 325-1691

Principal-in-Charge: Jess Sudol, PE
Project Manager: David Cox, PE
Designed by: Austin Goodwin, EIT.



Revisions			
No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

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- C 102 SITE PLAN
- C 103 EXISTING CONDITIONS/DEMOLITION PLAN
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- C 105 GRADING & EROSION CONTROL PLAN
- C 106 LANDSCAPING & LIGHTING PLAN
- C 107 NYSDOT PLANS
- C 108 SIGNAGE PLAN
- C 201-203 DETAILS

COVER

**ROYAL CAR WASH
MILITARY ROAD**

Town/City: NIAGARA
County: ERIE State: NEW YORK

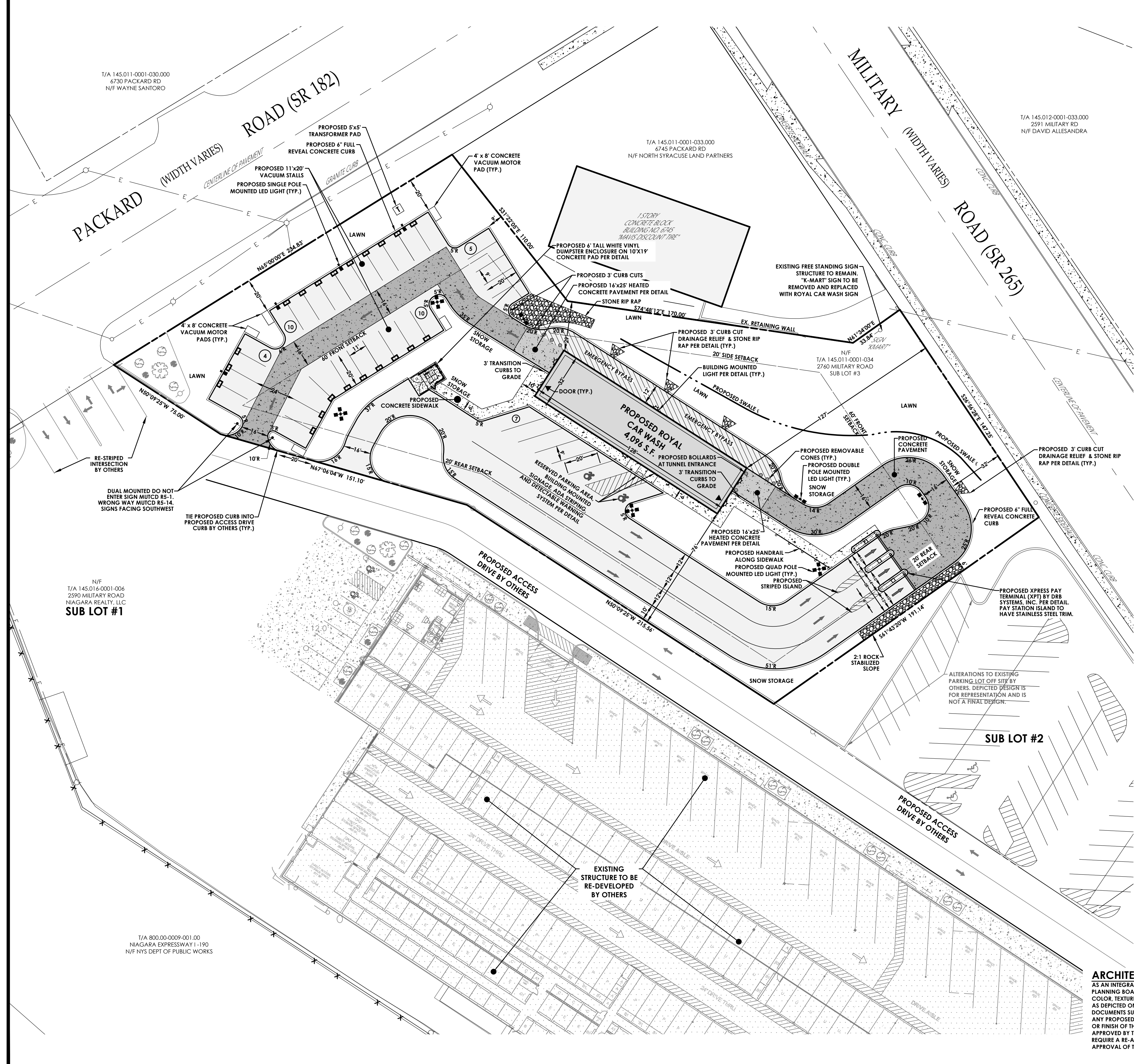
Project No:
20213190.0001

Drawing No. C 101	Sheet No. 1
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Scale:
1" = 60'

Date
AUGUST 2021

NOT FOR CONSTRUCTION



HORIZONTAL SCALE
30 0 15 30 60
SCALE: 1"=30'

LEGEND - SITE:

- PROPERTY BOUNDARY
- RIGHT OF WAY
- EXISTING CENTER LINE ROAD
- SETBACK
- PROPOSED EASEMENT LINE
- EXISTING EASEMENT LINE
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED PARKING COUNT
- PROPOSED CONCRETE
- PROPOSED ACCESS RAMP
- PROPOSED PAVEMENT STRIPING
- PROPOSED CURB
- PROPOSED SIGN
- EXISTING SIGN
- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT

SITE DATA

- TAX ACCOUNT NUMBER: 145.11-1-34
- PARCEL ADDRESS: 2760 MILITARY ROAD, LOT #3
- TOTAL PARCEL AREA: 1.80 ACRES
- AREA OF DISTURBANCE: 1.80 ACRES
- EXISTING ZONING: GENERAL COMMERCIAL DISTRICT
- PROPOSED ZONING: GENERAL COMMERCIAL DISTRICT
- EXISTING USE: PARKING LOT AREA
- PROPOSED USE: AUTOMATED CAR WASH FACILITY
- EXISTING IMPERVIOUS AREA: 1.80 ACRES (78,408 SF)
- PROPOSED IMPERVIOUS AREA: 1.00 ACRES (43,560 SF) (44.44% DECREASE)

PROPOSED ZONING DISTRICT: GENERAL COMMERCIAL DISTRICT

LOT	REQUIRED	PROPOSED
WIDTH	100'	147.25'
AREA	30,000 SF MIN	78,408 SF
SETBACK		
FRONT	60'	127'
SIDE	20'	29'
REAR	20'	76'
BUILDING		
HEIGHT	30'	30'
LOT COVERAGE	25% MAX	5.20%
PARKING		
STALLS (QTY.)	1 STALL/140 SF OF GROSS FLOOR AREA = 4.09% SF/140 SF = 30 SPACES	36
STALL SIZE (PERPENDICULAR)	9' x 20'	9' x 20'
DRIVE AISLE (WIDTH)	24'	24'

- STATE REGULATED WETLANDS (NYSDEC WETLAND INVENTORY): NO
- FEDERALLY REGULATED WETLANDS (U.S. F.W.S. N.W.I.): X
- FLOOD PLAIN (FEMA NFHL): FIRM PANEL: 36043C0326E DATED: 09/17/2010: X
- PUBLIC WATER PROVIDED BY: NCWA
- ELECTRIC SERVICE PROVIDED BY: NATIONAL GRID
- GAS SERVICE SUPPLIED BY: NATIONAL FUEL
- SANITARY SEWER PROVIDED BY: TOWN OF NIAGARA
- STORM SEWER & DRAINAGE FACILITIES WILL BE PRIVATE AND MAINTAINED BY THE OWNER
- ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY

ARCHITECTURAL NOTE
AS AN INTEGRAL PART OF THIS APPROVAL THE PLANNING BOARD EXPRESSLY APPROVES THE COLOR, TEXTURES AND FINISH OF THE BUILDING AS DEPICTED ON THE ELEVATIONS OR OTHER DOCUMENTS SUBMITTED WITH THE APPLICATION. ANY PROPOSED CHANGE IN COLOR, TEXTURE, OR FINISH OF THE BUILDING, FROM THAT APPROVED BY THE PLANNING BOARD SHALL REQUIRE A RE-APPLICATION FOR REVIEW AND APPROVAL OF THE PLANNING BOARD.

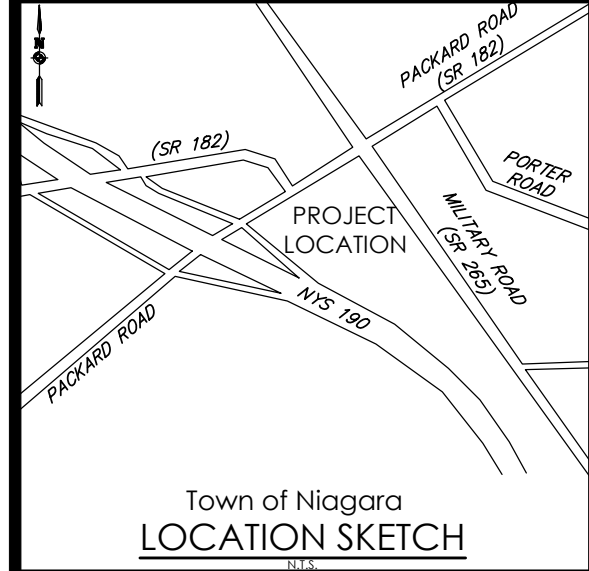
APPROVED BY: _____ DATE: _____
PLANNING BOARD CHAIRMAN

APPROVED BY: _____ DATE: _____
DIRECTOR OF ENGINEERING AND PLANNING

APPROVED BY: _____ DATE: _____
DIRECTOR OF BUILDING AND FIRE PREVENTION

APPROVED BY: _____ DATE: _____
COMMISSIONER OF PUBLIC WORKS

APPROVED BY: _____ DATE: _____
DRAINAGE, SEWERS AND SIDEWALK DEPARTMENT



Client:
DANIELE FAMILY COMPANIES
2851 MONROE AVENUE
ROCHESTER, NY 14618

PASSERO ASSOCIATES
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Rochester, New York 14614
Principal-in-Charge: Jess Sudol, PE
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Revisions

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1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

SITE PLAN
ROYAL CAR WASH
MILITARY ROAD

Town/City: NIAGARA
County: ERIE State: NEW YORK

Project No:
20213190.0001

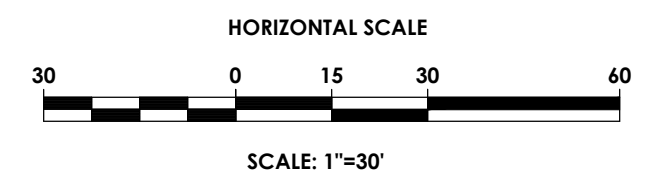
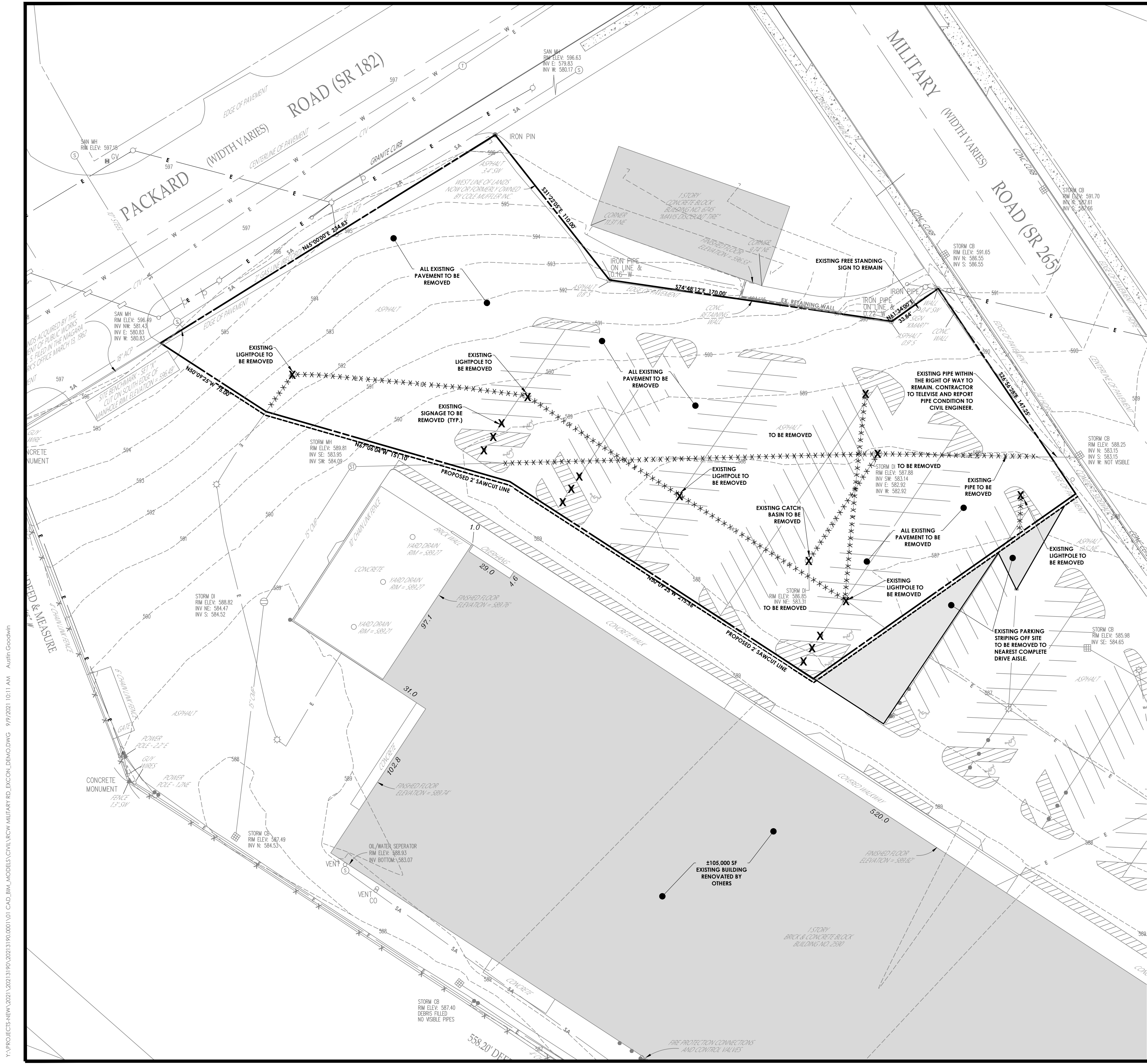
Drawing No. Sheet No.
C 102 2

Scale:
1" = 30'

Date
AUGUST 2021

NOT FOR CONSTRUCTION

Y:\PROJECTS-NEW\2021\20213190\20213190_0001\01_CAD_BIM_MODELS\CIVIL\RCW MILITARY RD_SIT PLAN 0714.DWG - 9/9/2021 10:10 AM - Austin Goodwin



LEGEND - DEMO:

	PROPERTY BOUNDARY
	R.O.W.
	EXISTING CENTER LINE ROAD
	EXISTING FENCE
	EXISTING EASEMENT LINE
	SETBACK
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING STORM SEWER & MH
	EXISTING WATER SERVICE & VALVE
	EXISTING SIGN
	EXISTING SANITARY SEWER AND MANHOLE
	EXISTING ELECTRIC LINE & POLE
	EXIST. LIGHT POLE
	EXIST. ELECTRIC MANHOLE
	EXIST. ELECTRIC HANDHOLE
	EXIST. GAS VALVE
	EXIST. GAS MAIN
	EXIST. WATER MAIN
	EXIST. ELECTRIC LINE
	PROPOSED SILT FENCE
	EXISTING FEATURE TO BE REMOVED
	EXISTING CURB CUT TO BE CLOSED
	EXISTING ASPHALT/GRAVEL/CONCRETE TO BE REMOVED
	EXISTING BUILDING TO BE REMOVED
	EXISTING TREELINE
	EXISTING FEATURE TO BE REMOVED

SURVEY NOTES:

THE HORIZONTAL DATUM IS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, BEARINGS SHOWN HERON ARE REFERENCED TO GRID. DISTANCES SHOWN ARE GROUND. SURVEY WORK FOR THIS MAP WAS COMPLETED TO AN ACCURACY OF 1 PART IN 10,000 (1:10,000) OR BETTER.

THE VERTICAL DATUM IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988.

DEMOLITION NOTES:

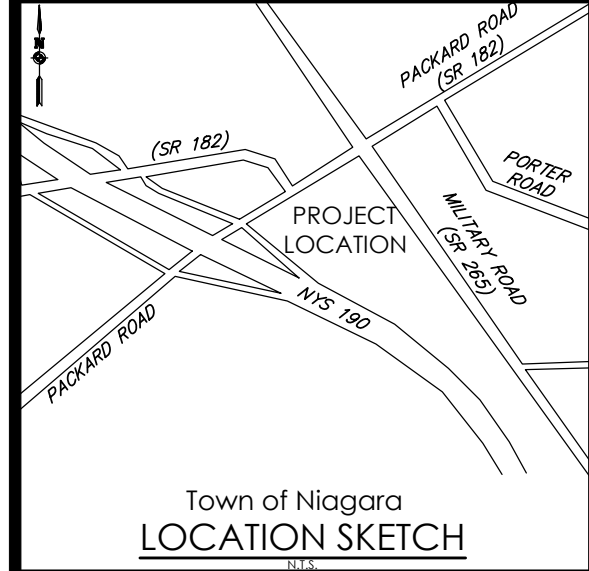
- CONTRACTOR IS RESPONSIBLE TO CALL DIG SAFE 811 PRIOR TO BEGINNING DEMOLITION.
- PRIOR TO ANY DEMOLITION TAKING PLACE, CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES WITHIN THE WORK AREA OR THOSE EXPECTED TO BE AFFECTED BY NEW WORK, AND SUBSURFACE FEATURES.
- CONTRACTOR TO COORDINATE ALL UTILITY SHUT DOWNS, RELOCATIONS, SERVICE INSTALLATIONS WITH THE LOCAL UTILITY COMPANIES.
- CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLISHED MATERIAL IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
- ALL EXISTING FEATURES TO BE REMOVED ARE NOT SHOWN ON SUBSEQUENT PLANS FOR CLARITY.
- CONTRACTOR SHALL PROTECT ALL EXISTING FEATURES TO REMAIN. DAMAGE TO EXISTING FEATURES TO REMAIN SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
- ALL SURFACES THAT ARE DISTURBED DUE TO UTILITY CONSTRUCTION, OUTSIDE OF THE MAJOR WORK AREAS, ARE TO BE RESTORED TO PRE-CONSTRUCTION CONDITION, IN ACCORDANCE WITH THE ASPHALT AND CONCRETE SECTION DETAILS INCLUDED IN THESE PLANS. LAWN AREAS ARE TO BE RE-ESTABLISHED WITH 4 INCHES OF TOPSOIL (MINIMUM) AND HYDROSEED.
- ANY MATERIALS CONTAINING ASBESTOS SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.
- ALL UTILITIES NOT SLATED FOR DEMOLITION ARE TO REMAIN FUNCTIONAL UPON COMPLETION OF DEMOLITION.
- EXISTING UTILITIES THAT ARE PROPOSED TO BE REMOVED, UNLESS OTHERWISE INDICATED, SHALL BE EXCAVATED, UTILITY MATERIAL REMOVED, AND DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE SPECIFICATIONS. ALL TRENCHES SHALL BE BACKFILLED WITH GRANULAR FILL, COMPACTED IN 12" LIFTS TO 95% MODIFIED PROCTOR TEST. ALL DISTURBED AREAS SHALL BE RESTORED IN KIND IN ACCORDANCE WITH THE DETAILS IN THESE PLANS AND AT A MINIMUM TO THEIR ORIGINAL STATE.
- AREAS OF ASPHALT AND CONCRETE REMOVAL SHALL BE SAWCUT AT ALL REMOVAL LIMITS AND SHALL EXTEND THRU THE PAVEMENT BASE COURSE.
- CONTRACTOR RESPONSIBLE TO OBTAIN ALL DEMOLITION PERMITS AND INCLUDE ALL FEES ASSOCIATED WITH THOSE PERMITS, IN THEIR BID.
- ALL MATERIALS SHALL BE RECYCLED, WHEN APPROPRIATE.
- THE CONTRACTOR SHALL OBTAIN ALL SEWER PERMITS PRIOR TO DEMOLITION.
- ALL SPOIL MATERIALS FROM DEMOLITION OR EARTHWORK, SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT THE CONTRACTORS EXPENSE.
- REMOVAL AND RESETTING OF EXISTING CURB IS TO BE DONE IN FULL PIECES ONLY, WITH THE LIMITS FOR CURB WORK TO BE EXTENDED OUT TO THE NEAREST JOINT. THERE IS TO BE NO PARTIAL SAW CUTTING OF THE EXISTING CURB TO ACCOMMODATE THE WORK. ADDITIONAL PIECES OF EXISTING CURB AND UNDERDRAIN PIPE THAT ARE DAMAGED DURING THE WORK ARE TO BE FULLY REMOVED AND REPLACED WITH NEW MATERIALS OF LIKE CHARACTERISTICS.
- REPLACEMENT OF EXISTING SIDEWALK AREAS ARE TO BE TO THE NEAREST CONTROL JOINT AND IN FULL FLAG SEGMENTS ONLY. THERE IS TO BE NO SAW CUTTING OR PARTIAL REPLACEMENT OF THE EXISTING SIDEWALK TO ACCOMMODATE THE WORK WITHIN THE RIGHT-OF-WAY. ADDITIONAL AREAS OF THE EXISTING SIDEWALK THAT ARE DAMAGED DURING THE WORK ARE TO BE REPLACED.
- IF ANY SUSPECT CONTAMINATED GROUNDWATER OR SOIL IS ENCOUNTERED DURING SITE WORK, IT SHALL BE ANALYZED BY THE ENVIRONMENTAL MONITOR, INCLUDING ANY REQUIRED TESTING AND STORAGE, TO DETERMINE PROPER HANDLING AND REMOVAL AND DISPOSAL, IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.

DEMOLITION/CONSTRUCTION SEQUENCE

- FOR FULL DEPTH PAVEMENT EXCAVATION: EXISTING SUITABLE SUB-BASE ENCOUNTERED DURING EXCAVATION SHALL BE STOCKPILED FOR RE-USE. EXCESS MATERIALS OR UNSUITABLE MATERIAL SHALL BE HAULED OFF-SITE.
- PREPARE AND PLACE A SUB-BASE COURSE COMPOSED OF A BLEND OF THE EXISTING SUB-BASE (FROM STOCKPILE) AND IF NEEDED, ADDITIONAL STONE AGGREGATE TO OBTAIN THE SPECIFIC DEPTH OF AND THE PLACEMENT OF 1" OF CRUSHED STONE FOR FINE GRADING PURPOSES.
- UPON COMPLETION, ALL PAVEMENT AREAS SHALL BE SMOOTH, ALL CURB SHALL HAVE 4" REVEAL. WATER SHALL DRAIN WELL INTO CATCH BASINS (NO PONDING) ALL HANDICAP RAMPS SHALL BE FLUSH WITH NEW PAVEMENT AND SHALL MEET ALL ADA REGULATIONS.



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Town of Niagara
LOCATION SKETCH
Client: DANIELE FAMILY COMPANIES
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Fax: (585) 325-1691
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Revisions

No.	Date	By	Description
1	08/25/21	AGB	PER NIAGARA WATER/SEWER COMMENT

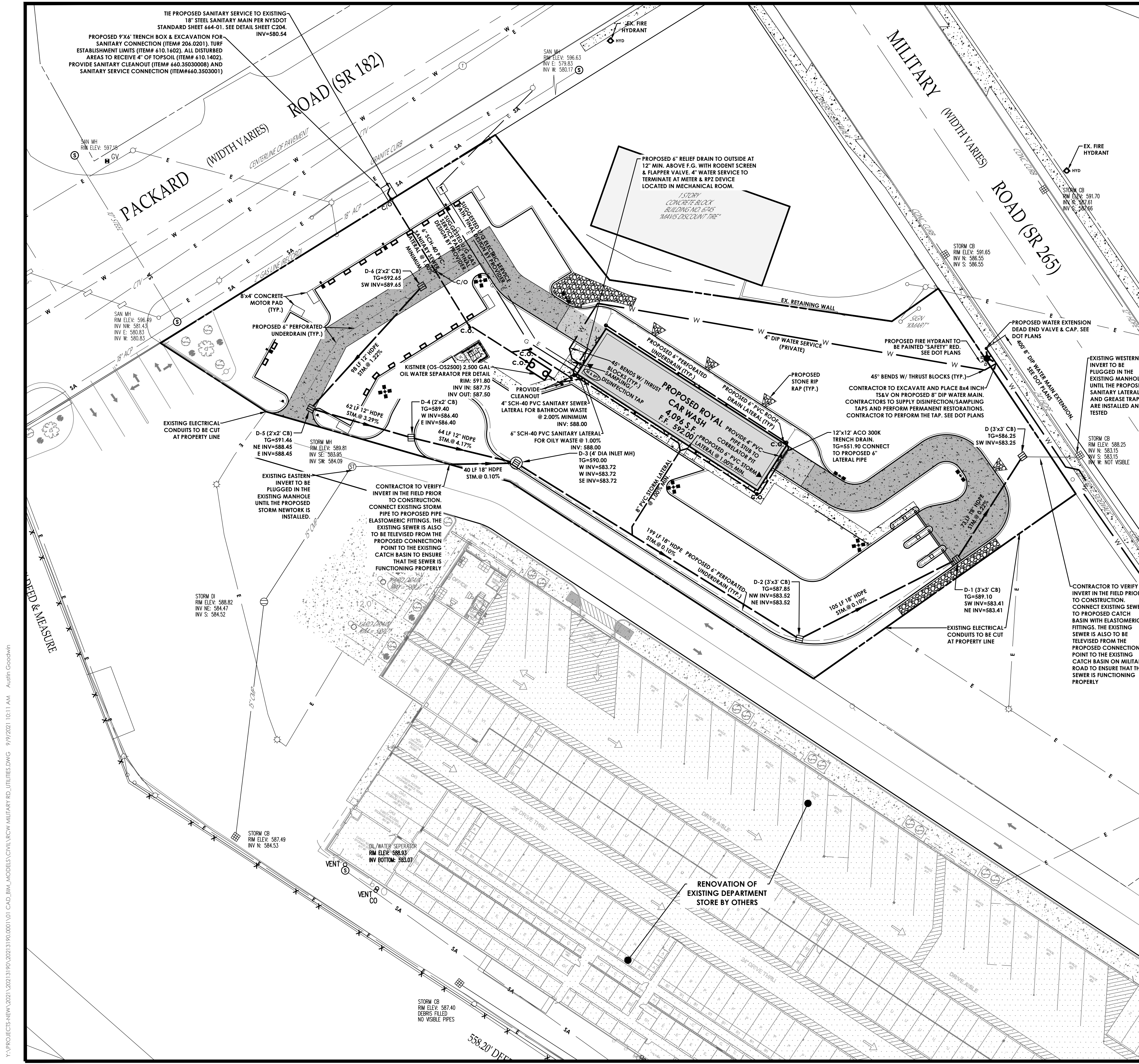
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EXISTING CONDITIONS & DEMOLITION
ROYAL CAR WASH
MILITARY ROAD

Town/City: NIAGARA
County: ERIE State: NEW YORK
Project No.: **20213190.0001**
Drawing No.: **C 103** Sheet No.: **3**
Scale: **1" = 30'**
Date: **AUGUST 2021**

NOT FOR CONSTRUCTION

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UTILITY NOTES:

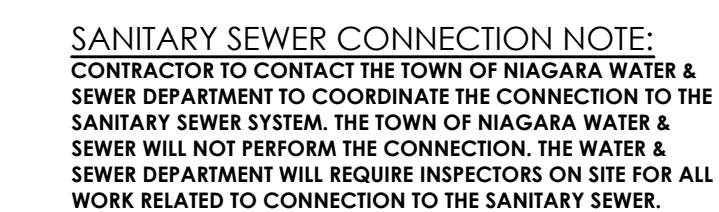
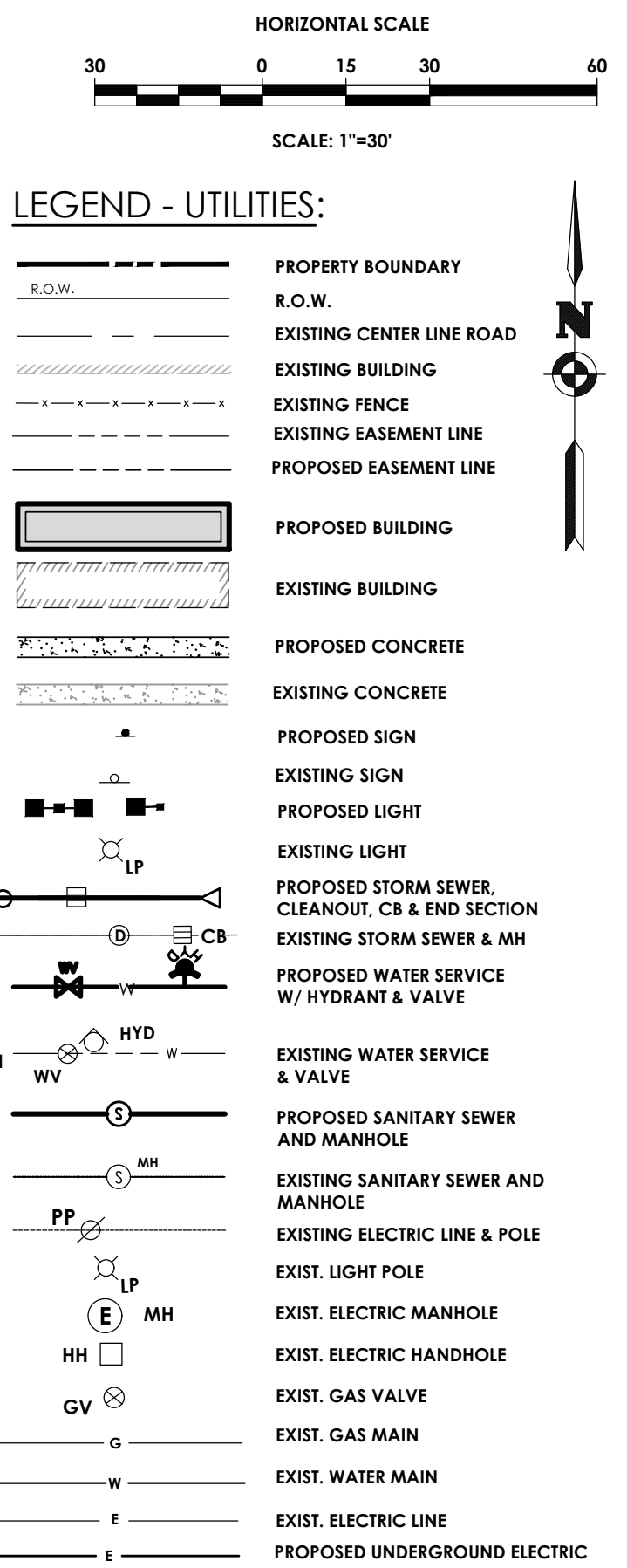
1. THE CONTRACTOR IS RESPONSIBLE TO COORDINATE ALL UTILITY CONNECTIONS WITH MECHANICAL/ARCHITECTURAL DRAWINGS FOR LOCATION, PENETRATION, AND SIZES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH ALL SUBCONTRACTORS FOR PROPER UTILITY CONNECTION LOCATIONS. ANY DISCREPANCIES SHALL BE IMMEDIATELY DESCRIBED TO ENGINEER AND ARCHITECT.
2. THE DEVELOPER AND HIS/HER CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRICAL, CABLE, TELEPHONE AND ANY OTHER UTILITIES NOT SPECIFICALLY SHOWN WITHIN THIS PLAN SET WITH APPROPRIATE AGENCY. PASSERO ASSOCIATES ASSUMES NO RESPONSIBILITY FOR THE DESIGN OR PERFORMANCE OF UTILITIES NOT SPECIFICALLY SHOWN WITHIN THIS PLAN SET.
3. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH SITE CONTRACTOR/PLUMBER & SEWER CONTRACTOR TO DETERMINE THE NECESSARY WYE & CLEANOUT LOCATION ON THE STORM SEWER SYSTEM. THE STORM SEWER SYSTEM IS RECOMMENDED AND MAY BE MODIFIED TO PROVIDE ADEQUATE ROOF DRAINAGE CONNECTIONS.
4. THRUST BLOCKS ON THE WATERMAIN ARE REQUIRED AT BENDS, TEES OR PLUGS. SEE DETAIL SHEETS FOR THRUST BLOCK DETAILS.
5. WATERMAIN TAPS ARE TO BE A MINIMUM OF 4' APART.
6. ANY UTILITY WORK WITHIN THE NEW YORK STATE RIGHT OF WAY WILL REQUIRE A SEPARATE SUBMISSION WITH RELEVANT DETAILS AND SEPARATE UTILITY WORK PERMITS.

GENERAL NOTES

1. THE SANITARY WASTE DISPOSAL SYSTEM SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS OF THE NEW YORK STATE AND NIAGARA COUNTY HEALTH DEPARTMENTS.
2. WATER SERVICES WILL BE INSTALLED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE TOWN OF NIAGARA WATER & SEWER DEPARTMENT.
3. THE MINIMUM GRADE AT THE HOUSE SHALL BE 1' ABOVE THE FINISHED GRADE.
4. THE BUILDING CONSTRUCTION TO BE IN COMPLIANCE WITH THE NEW YORK STATE BUILDING CODE.
5. ANY COST RELATED TO THE RELOCATION OF ANY UTILITIES NECESSITATED BY THIS PROJECT SHALL BE THE RESPONSIBILITY OF THE OWNER OR THOSE REQUESTING THE RELOCATION OF THE UTILITY.
6. ANY AND ALL CULVERT LOCATIONS, SIZES OR TYPES, TO BE APPROVED BY THE TOWN SUPERINTENDENT OF HIGHWAYS.
7. ALL PROPERTY CORNERS TO BE MARKED WITH IRON PINS.
8. ALL CONSTRUCTION WILL BE IN ACCORDANCE WITH THE DESIGN CRITERIA AND CONSTRUCTION SPECIFICATIONS FOR LAND DEVELOPMENT FOR THE TOWN OF CLAY DATED THE MOST CURRENT REVISION.
9. THIS PROJECT WILL BE IN ACCORDANCE WITH THE TOWN OF NIAGARA HIGHWAY FRONTAGE POLICY.
10. THE APPLICANT WILL COMPARE THE PROPOSED HYDROLOGIC PARAMETERS AGAINST THE PARAMETERS PROVIDED IN THIS SWPPP. SHOULD THE FUTURE PROJECT SITE PARAMETERS INCREASE WATER QUALITY REQUIREMENTS OR WATER QUANTITY OUTPUT ABOVE WHAT IS STATED IN THIS SWPPP, THEN THE APPLICANT WILL BE REQUIRED TO PROVIDE ADDITIONAL STORMWATER MANAGEMENT MEASURES THAT MEET THE NYSDEC (NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION) STANDARDS PROCLAIMED WITH THE PROJECT SWPPP.

ELECTRIC & GAS SERVICE COORDINATION NOTES:

1. ELECTRIC AND PLUMBING CONTRACTORS SHALL COORDINATE WITH EACH OTHER AND DIRECTLY WITH THE LOCAL GAS AND ELECTRIC UTILITY PROVIDER(S) FOR METER AND SERVICE LOCATIONS PRIOR TO INSTALLATION.
2. ELECTRIC AND PLUMBING CONTRACTORS SHALL ALLOW FOR THE NECESSARY PROVISIONS WHEN INSTALLING METERS AND SERVICES IN ACCORDANCE WITH PROVIDER'S DESIGN AND INSTALLATION GUIDELINES.
3. ELECTRIC AND PLUMBING CONTRACTORS SHALL DIRECTLY COORDINATE WITH EACH OTHER AND DIRECTLY WITH PROVIDER FOR ELECTRIC AND GAS START-UP.



HYDRANT FLOW DATA:

LOCATION: 2590 MILITARY ROAD
 DATE: 03/17/21
 ELEVATION: 585.5'
 P. STATIC = 78 psi
 P. RESIDUAL = 72 psi
 Q OBSERVED = 1,048 gpm
 Q psi₂₀ = 3,625 gpm

Sanitary Sewer Approval

Niagara County Department of Public Health

These plans for Public Sanitary Sewer Extension / Improvement are hereby approved pursuant to Article 17 of the NYS Environmental Conservation Law subject to conditions of Approval

Director of Public Health

By: _____ Date: _____

Watermain Approval

Niagara County Department of Public Health

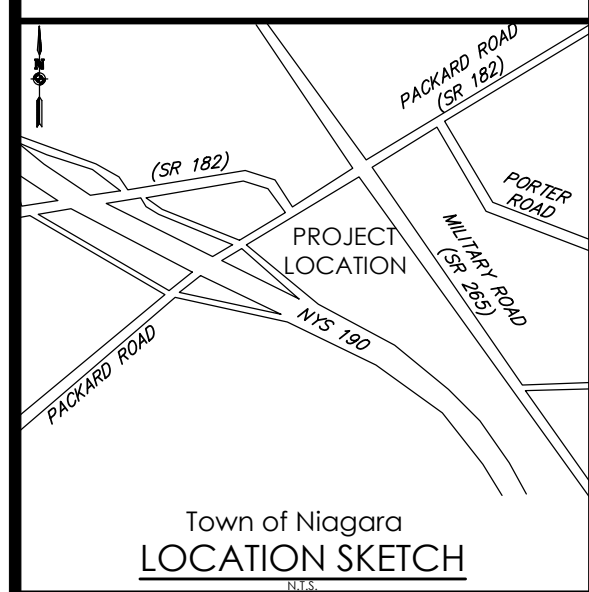
These plans for Public Water System Extension / Improvement are hereby approved pursuant to 10NYCRRS of the State Sanitary Code subject to conditions of Approval

Director of Public Health

By: _____ Date: _____



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 CLIENT: DANIELE FAMILY COMPANIES
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UTILITY PLAN

ROYAL CAR WASH MILITARY ROAD

Town/City: NIAGARA
 County: ERIE State: NEW YORK

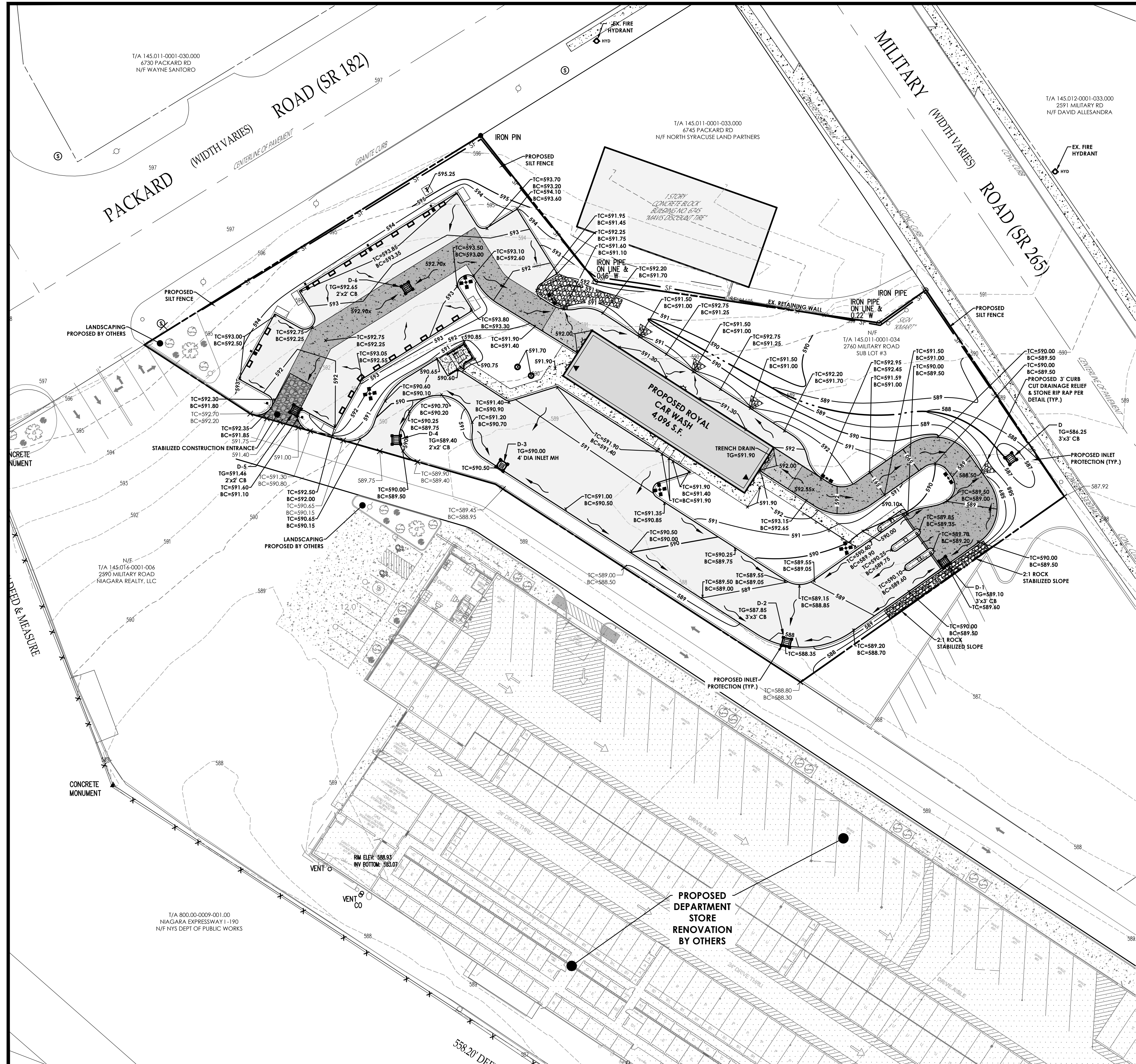
Project No.: 20213190.0001

Drawing No.: C 104 Sheet No.: 4

Scale: 1" = 30'

Date: AUGUST 2021

NOT FOR CONSTRUCTION



HORIZONTAL SCALE
 30 0 15 30 60
 SCALE: 1"=30'

LEGEND - GRADING:

- PROPERTY BOUNDARY
- R.O.W.
- EXISTING CENTER LINE ROAD
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED CONCRETE
- EXISTING CONCRETE
- PROPOSED SIGN
- EXISTING SIGN
- PROPOSED LIGHT
- EXISTING LIGHT
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- SILT FENCE
- PROPOSED STORM SEWER, INLET MH, CB & END SECTION
- EXISTING STORM SEWER & MH
- PROPOSED WATER SERVICE W/ HYDRANT & VALVE
- EXISTING WATER SERVICE & VALVE
- PROPOSED SANITARY SEWER AND MANHOLE
- EXISTING SANITARY SEWER AND MANHOLE
- EXISTING ELECTRIC LINE & POLE
- EXIST. LIGHT POLE
- EXIST. ELECTRIC MANHOLE
- EXIST. ELECTRIC HANDHOLE
- EXIST. GAS VALVE
- PROPOSED STONE CHECK DAM
- PROPOSED INLET PROTECTION
- PROPOSED TREE/BRUSH LINE
- EXISTING TREE/BRUSH LINE
- SILT FENCE
- TOP OF CURB (C), WALL (W), STAIRS (S), RAMP (R)
- BOTTOM OF CURB (C), WALL (W), STAIRS (S), RAMP (R)
- PROPOSED SPOT ELEVATION
- EXISTING SPOT ELEVATION

EROSION AND SEDIMENT CONTROL NOTES:
 (OCTOBER 2017)

- IN ACCORDANCE WITH SECTIONS 107-12 AND 209-3.01 OF THE NYS DOT STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL REVIEW THE EROSION AND SEDIMENT CONTROL PLAN INCLUDED IN THE CONTRACT DOCUMENTS, AND IF NECESSARY, MODIFY THE PLAN WITH THE CONTRACTOR'S INTENDED SEQUENCE AND TYPES OF OPERATIONS. THE CONTRACTOR'S MODIFIED EROSION AND SEDIMENT CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL, ALONG WITH A PROGRESS SCHEDULE THAT ADDRESSES THIS WORK.
- IN ACCORDANCE WITH SECTIONS 107-12 AND 209-3.01 OF THE NYS DOT STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL DESIGNATE AN "EROSION AND SEDIMENT CONTROL SUPERVISOR" FOR THE PROJECT. THE SUPERVISOR SHALL BE RESPONSIBLE FOR IMPLEMENTING THE EROSION AND SEDIMENT CONTROL PLAN AND FOR INSPECTING AND MAINTAINING THE CONTROL MEASURES. THE NAME AND QUALIFICATIONS (TRAINING AND EXPERIENCE) OF THIS INDIVIDUAL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING EARTHWORK.
- THE DESIGNATED "EROSION AND SEDIMENT CONTROL SUPERVISOR" SHALL NOTIFY THE ENGINEER IN ADVANCE OF ANY FIELD CHANGES TO THE EROSION AND SEDIMENT CONTROL MEASURES INDICATED IN THE CONTRACT DOCUMENTS. THE ENGINEER MAY REQUIRE THE CONTRACTOR TO SUBMIT A MODIFIED EROSION AND SEDIMENT CONTROL PLAN FOR APPROVAL PRIOR TO IMPLEMENTING ANY FIELD CHANGES.
- THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORM WATER RUNOFF FROM DISTURBED AREAS IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL DEVICES BEFORE ENTERING A WATER BODY OR WETLAND.
- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SOIL DISTURBANCE FOR WHICH THEY ARE INTENDED AND SHALL REMAIN IN PLACE UNTIL SOILS ARE PERMANENTLY STABILIZED.
- UNDER NO CIRCUMSTANCES SHALL DISCONTINUED CONSTRUCTION ACTIVITIES IN AREAS WITH SOIL DISTURBANCES BE LEFT FOR A PERIOD GREATER THAN 7 DAYS WITHOUT TEMPORARILY STABILIZING THOSE AREAS WITH TEMPORARY SEED AND MULCH. MAINTENANCE OF THOSE AREAS SHALL INCLUDE RESEEDING AND REMULCHING AS NEEDED TO ESTABLISH A SATISFACTORY STAND OF GRASS. THERE SHALL BE NO ADDITIONAL PAYMENT FOR RESEEDING AND REMULCHING.

CONSTRUCTION SEQUENCE FOR GRADING AND EROSION CONTROL:

- INSTALL STABILIZED CONSTRUCTION ENTRANCE.
- CLEAR AND GRUB THE PROJECT IMPROVEMENTS AREAS.
- GRADE IMPROVEMENTS AREAS WITHIN THE PROJECT SITE. AREAS WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR MORE THAN 7 DAYS WILL BE STABILIZED WITH A TEMPORARY SEED AND MULCH WITHIN 7 DAYS OF THE LAST DISTURBANCE.
- HYDRO-SEED ALL DISTURBED AREAS WITHIN 10 DAYS AFTER FINAL GRADING. CONTRACTOR IS RESPONSIBLE TO RESEED IF GRADING IS UNSATISFACTORY.
- UPON APPROVAL OF THE CITY, REMOVE ALL TEMPORARY SEDIMENT CONTROLS.
- SLOPES SHALL NOT EXCEED 1' VERTICAL TO 3' HORIZONTAL MAX. MAINTAIN 1:4 WHERE POSSIBLE.
- MINIMUM OF 6" OF TOPSOIL IS TO BE PLACED ON ALL GRASS AREAS.
- ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BASED UPON ACTUAL FIELD CONDITIONS ABOVE. CONTRACTOR SHALL PROVIDE FOR THIS COST IN HIS CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SITUATION AND EROSION CONTROL MEASURES FROM INSTALLATION THROUGH MAINTENANCE AND REMOVAL AFTER REVEGETATION HAS BEEN ESTABLISHED.
- ALL EROSION AND SEDIMENT CONTROL METHODS WILL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.

APPROVED BY _____ DATE _____
 PLANNING BOARD CHAIRMAN

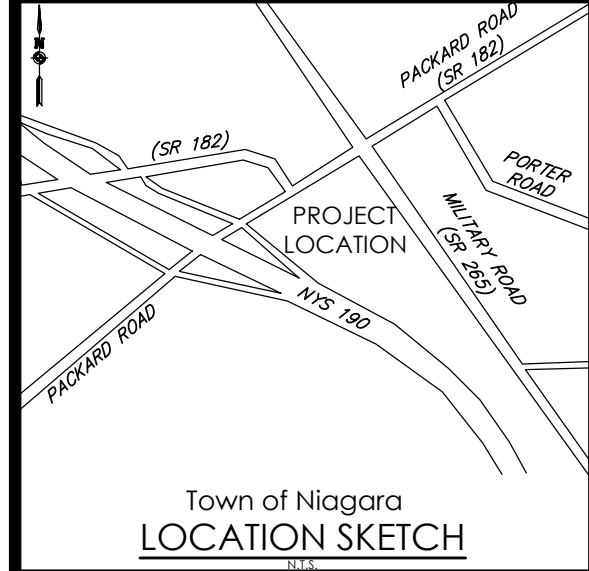
APPROVED BY _____ DATE _____
 DIRECTOR OF ENGINEERING AND PLANNING

APPROVED BY _____ DATE _____
 DIRECTOR OF BUILDING AND FIRE PREVENTION

APPROVED BY _____ DATE _____
 TOWN OF NIAGARA WATER & SEWER DEPARTMENT

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 PASSERO ASSOCIATES
 engineering architecture

If you excavate anywhere in New York State, except NYC or Long Island, call
Dig Safely.
 New York
 1-800-962-7962
 1-Notice = www.DigSafelyNewYork.com

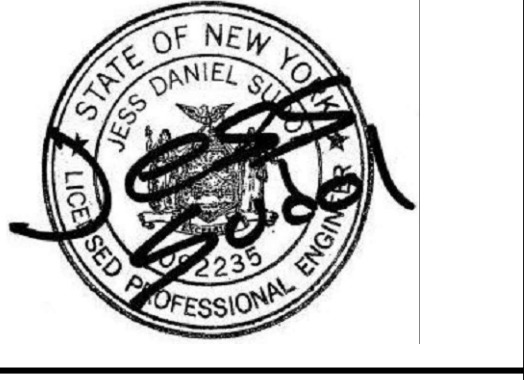


Town of Niagara
LOCATION SKETCH

Client:
DANIELE FAMILY COMPANIES
 2851 MONROE AVENUE
 ROCHESTER, NY 14618

PASSERO ASSOCIATES
 242 West Main Street Suite 100
 Rochester, New York 14614
 (585) 325-1000
 Fax: (585) 325-1691

Principal-in-Charge: Jess Sudol, PE
 Project Manager: David Cox, PE
 Designed by: Austin Goodwin, EIT.



Revisions			
No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

GRADING / EROSION CONTROL PLAN
ROYAL CAR WASH
MILITARY ROAD

Project No. **20213190.0001**

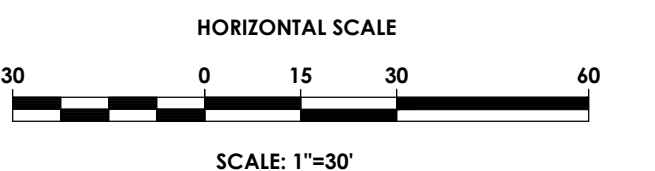
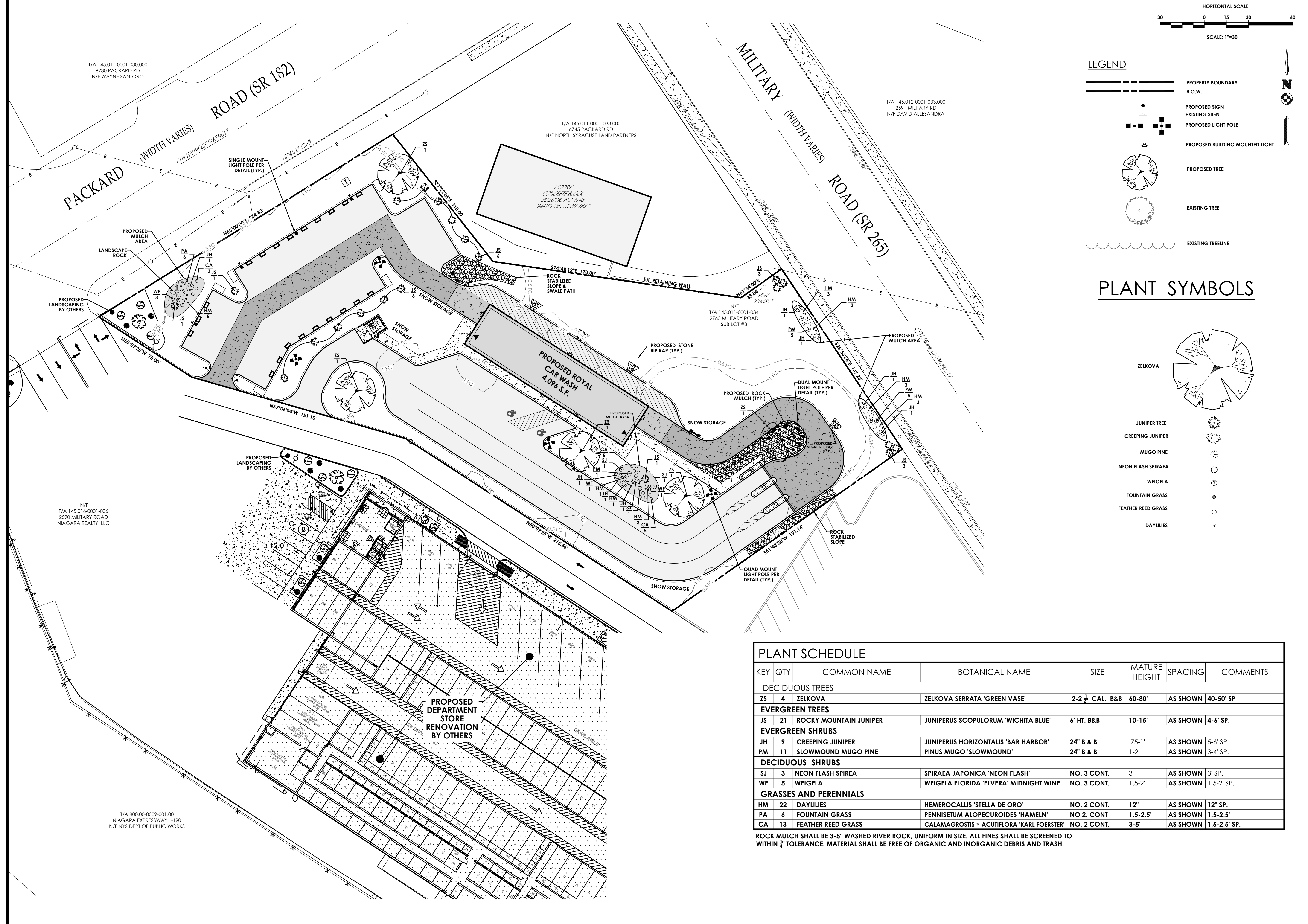
Drawing No. **C 105** Sheet No. **5**

Scale: **1" = 30'**

Date: **AUGUST 2021**

NOT FOR CONSTRUCTION

Y:\PROJECTS-NEW\2021\3190\20213190.0001\01 CAD_BIM_MODELS\CIVIL\ROW MILITARY RD_GRADING.DWG 9/9/2021 10:12 AM Avlin Goodwin



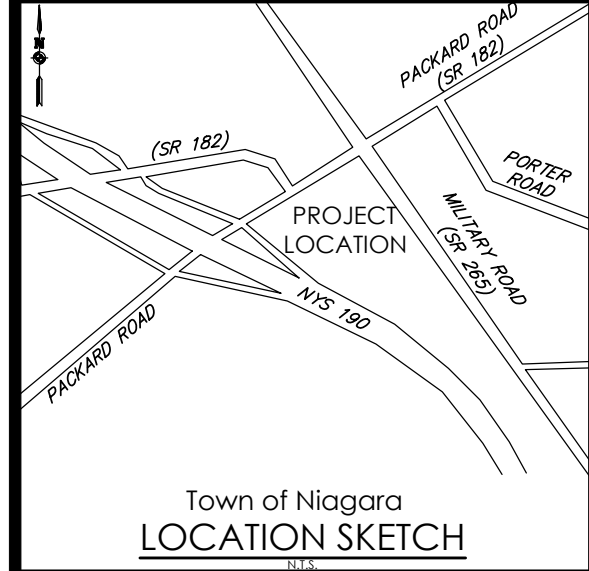
LEGEND

- PROPERTY BOUNDARY
- R.O.W.
- PROPOSED SIGN
- EXISTING SIGN
- PROPOSED LIGHT POLE
- PROPOSED BUILDING MOUNTED LIGHT
- PROPOSED TREE
- EXISTING TREE
- EXISTING TREELINE

PLANT SYMBOLS

- ZELKOVA
- JUNIPER TREE
- CREeping JUNIPER
- MUGO PINE
- NEON FLASH SPIRAEA
- WEIGELA
- FOUNTAIN GRASS
- FEATHER REED GRASS
- DAYLILIES

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Town of Niagara
LOCATION SKETCH

Client:
DANIELE FAMILY COMPANIES
2851 MONROE AVENUE
ROCHESTER, NY 14618

PASSERO ASSOCIATES
242 West Main Street Suite 100
Rochester, New York 14614
(585) 325-1000
Fax: (585) 325-1691

Principal-in-Charge: Jess Sudol, PE
Project Manager: David Cox, PE
Designed by: Austin Goodwin, EIT.



Revisions

No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

LANDSCAPE & LIGHTING PLAN
ROYAL CAR WASH
MILITARY ROAD

Town/City: NIAGARA
County: ERIE State: NEW YORK

Project No:
20213190.0001

Drawing No. **C 106** Sheet No. **6**

Scale:
1" = 30'

Date
AUGUST 2021

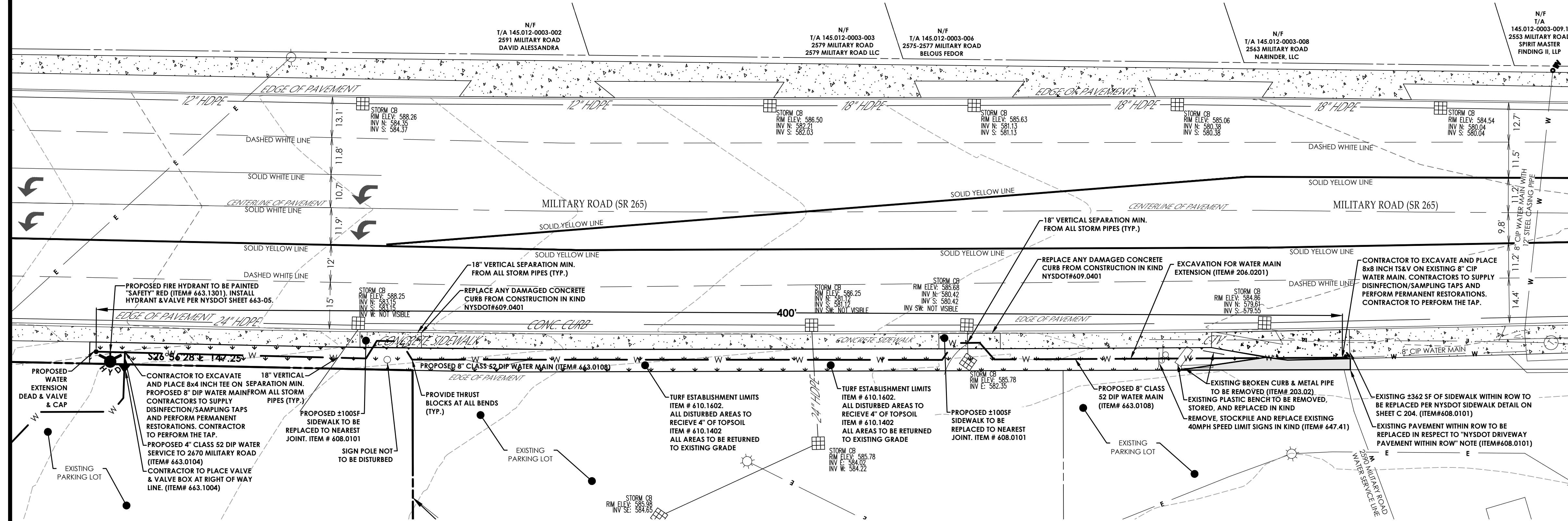
PLANT SCHEDULE

KEY	QTY	COMMON NAME	BOTANICAL NAME	SIZE	MATURE HEIGHT	SPACING	COMMENTS
DECIDUOUS TREES							
ZS	4	ZELKOVA	ZELKOVA SERRATA 'GREEN VASE'	2-2 1/2 CAL. B & B	60-80'	AS SHOWN	40-50' SP
EVERGREEN TREES							
JS	21	ROCKY MOUNTAIN JUNIPER	JUNIPERUS SCOPULORUM 'WICHITA BLUE'	6' HT. B & B	10-15'	AS SHOWN	4-6' SP.
EVERGREEN SHRUBS							
JH	9	CREeping JUNIPER	JUNIPERUS HORIZONTALIS 'BAR HARBOR'	24" B & B	.75-1'	AS SHOWN	5-6' SP.
PM	11	SLOWMOUND MUGO PINE	PINUS MUGO 'SLOWMOUND'	24" B & B	1-2'	AS SHOWN	3-4' SP.
DECIDUOUS SHRUBS							
SJ	3	NEON FLASH SPIRAEA	SPIRAEA JAPONICA 'NEON FLASH'	NO. 3 CONT.	3'	AS SHOWN	3' SP.
WF	5	WEIGELA	WEIGELA FLORIDA 'ELVERA' MIDNIGHT WINE	NO. 3 CONT.	1.5-2'	AS SHOWN	1.5-2' SP.
GRASSES AND PERENNIALS							
HM	22	DAYLILIES	HEMEROCALLIS 'STELLA DE ORO'	NO. 2 CONT.	12"	AS SHOWN	12" SP.
CA	6	FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'	NO. 2 CONT.	1.5-2.5'	AS SHOWN	1.5-2.5' SP.
PA	13	FEATHER REED GRASS	CALAMAGOSTIS x ACUTIFLORA 'KARL FOERSTER'	NO. 2 CONT.	3-5'	AS SHOWN	1.5-2.5' SP.

ROCK MULCH SHALL BE 3-5" WASHED RIVER ROCK, UNIFORM IN SIZE. ALL FINES SHALL BE SCREENED TO WITHIN 1/4" TOLERANCE. MATERIAL SHALL BE FREE OF ORGANIC AND INORGANIC DEBRIS AND TRASH.

Y:\PROJECTS-NEW\2021\3190\20213190\001\01_CAD_BIM_MODELS\CIVIL\RCW_MILITARY_RD_LANDSCAPE_AND_LIGHTING.DWG 9/9/2021 10:12 AM Austin Goodwin

NOT FOR CONSTRUCTION



SITE, DEMOLITION & UTILITY PLAN

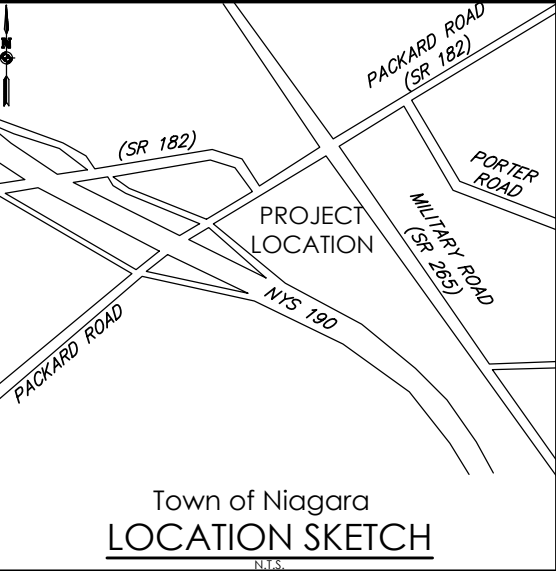
HORIZONTAL SCALE
 20 0 10 20 40
 SCALE: 1"=20'

LEGEND - SITE:

- PROPERTY BOUNDARY
- RIGHT OF WAY
- EXISTING CENTER LINE ROAD
- SETBACK
- PROPOSED EASEMENT LINE
- EXISTING EASEMENT LINE
- EXISTING BUILDING
- PROPOSED CAR WASH
- PROPOSED PARKING COUNT
- PROPOSED SIDEWALK TO BE REPLACED
- PROPOSED LAWN RESTORATION
- PROPOSED ACCESS RAMP
- PROPOSED PAVEMENT STRIPING
- PROPOSED CURB
- PROPOSED SIGN
- EXISTING SIGN
- PROPOSED FENCE

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Client:
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 2851 MONROE AVENUE
 ROCHESTER, NY 14618

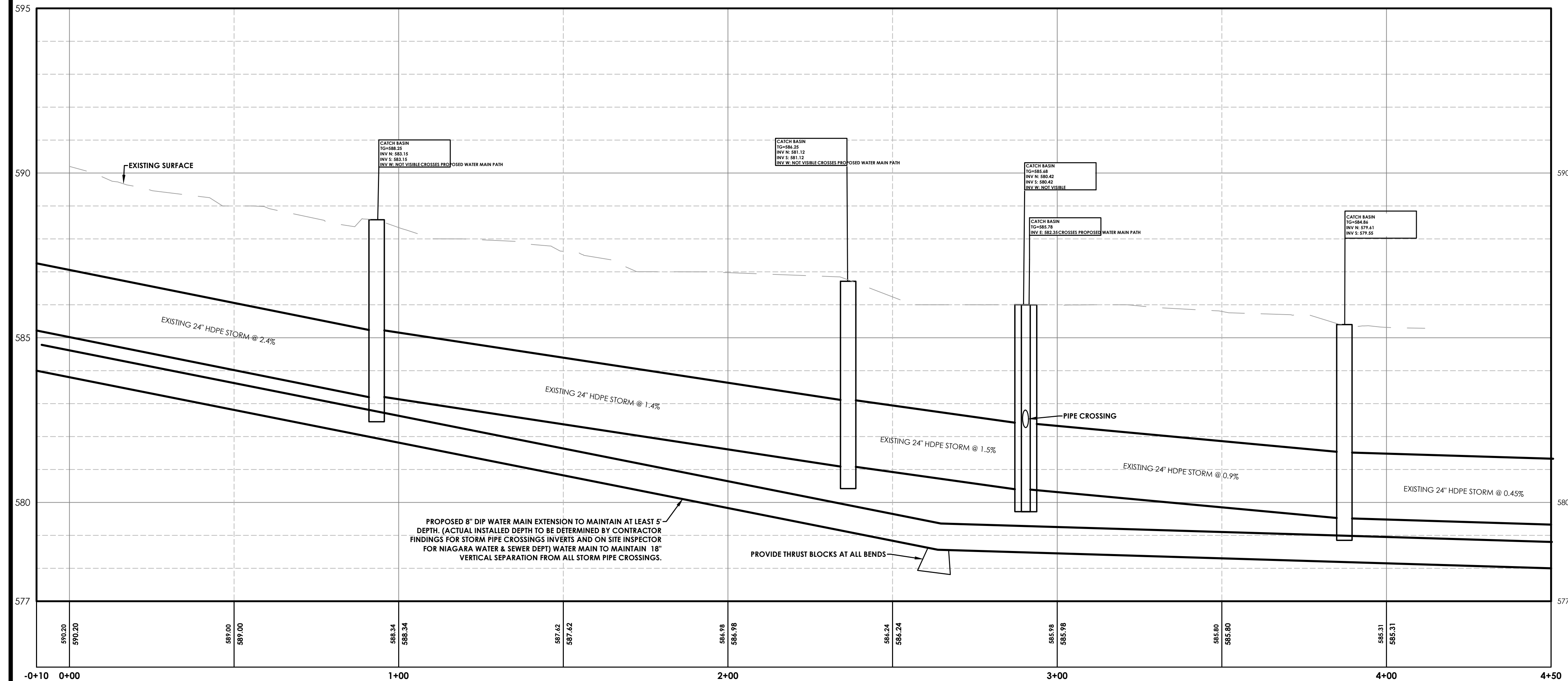
PASSERO ASSOCIATES
 242 West Main Street Suite 100
 Rochester, New York 14614
 Principal-in-Charge: Jess Sudol, PE
 Project Manager: David Cox, PE
 Designed by: Austin Goodwin, EIT.



PROPOSED DRIVEWAY PAVEMENT WITHIN ROW.
 1 1/2" TOP COURSE NYS DOT ITEM # 402.098304
 2 1/2" BINDER COURSE NYS DOT ITEM # 402.198903
 12" SUBBASE COURSE NYS DOT ITEM # 304.15 (LAID IN TWO 6" LIFTS)
 (SEE DRIVEWAY DETAIL WITHIN ROW (PAVEMENT))

WZTC NOTE
 WORK ZONE TRAFFIC CONTROL FOR SIDEWALK TO BE PLACED ACCORDING TO NYS DOT SHEET 619-50. SEE DETAIL SHEET C 205

DESIGNER CONTACT STATEMENT
 PASSERO ASSOCIATES IS RESPONSIBLE FOR THE DESIGN OF THIS PROJECT. DAVID COX IS THE DESIGNER AND IS FAMILIAR WITH NYS DOT STANDARDS AND REQUIREMENTS AND SHALL BE CONTACTED AT (585) 325-1000 TO RESOLVE ISSUES OR PROBLEMS DURING CONSTRUCTION. ALL REVISIONS, INCLUDING REVISIONS NECESSARY DUE TO FIELD CONDITIONS, SHALL BE APPROVED BY THE NYS DOT.



WATER MAIN EXTENSION PROFILE
 SCALE: HORIZONTAL - 1" = 20'
 VERTICAL - 1" = 5'

APPROVED BY: _____ DATE: _____
 PLANNING BOARD CHAIRMAN

APPROVED BY: _____ DATE: _____
 DIRECTOR OF ENGINEERING AND PLANNING

APPROVED BY: _____ DATE: _____
 DIRECTOR OF BUILDING AND FIRE PREVENTION

APPROVED BY: _____ DATE: _____
 TOWN OF NIAGARA WATER & SEWER DEPARTMENT

Revisions

No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

WATER MAIN EXT. NYS DOT PLANS ROYAL CAR WASH MILITARY ROAD

Town/City: NIAGARA
 County: ERIE State: NEW YORK
 Project No.: **20213190.0001**
 Drawing No.: **C 107** Sheet No.: **7**
 Scale: **1" = 20'**
 Date: **AUGUST 2021**

NOT FOR CONSTRUCTION

Y:\PROJECTS-NEW\2021\3190\20213190\001\01 CAD_BIM_MODELS\CIVIL\ROW MILITARY RD_DOT PLANS.DWG 9/9/2021 10:13 AM Austin Goodwin



BUILDING MOUNTED SIGNAGE (x2)
LONG SIDE OF BUILDING
 (48" - 80" x 192" = 77.3 SF)



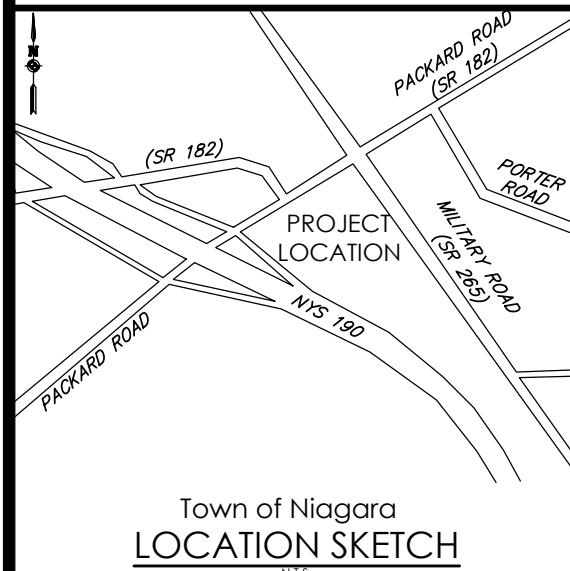
BUILDING MOUNTED SIGNAGE (x2)
ABOVE TUNNEL ENTRANCE/EXIT
 (36" x 130" = 32.5 SF)



PAY STALL BOOTH
 (48" X 65" = 21.67 SF)



PAY STALL SIGNAGE
 (36" X 72" = 18 SF)



Town of Niagara
LOCATION SKETCH
 Client:
DANIELE FAMILY COMPANIES
 2851 MONROE AVENUE
 ROCHESTER, NY 14618

PASSERO ASSOCIATES
 242 West Main Street Suite 100 (585) 325-1000
 Rochester, New York 14614 Fax: (585) 325-1691
 Principal-in-Charge: Jess Sudol, PE
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 Designed by: Austin Goodwin, EIT.



Revisions			
No.	Date	By	Description
1	08/25/21	ASG	PER NIAGARA WATER/SEWER COMMENT

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SIGNAGE PLAN
ROYAL CAR WASH
MILITARY ROAD

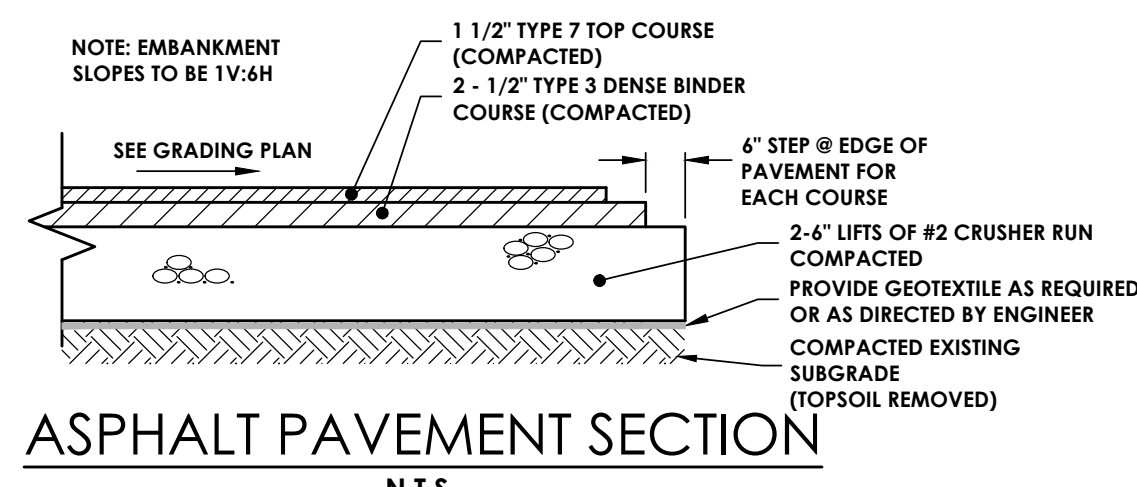
Town/City: NIAGARA
 County: ERIE State: NEW YORK

Project No.
20213190.0001

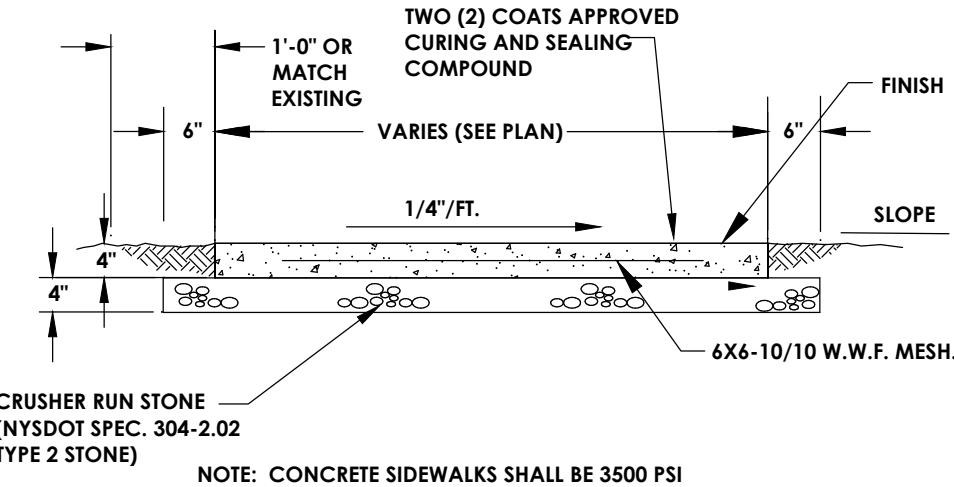
Drawing No. C 108	Sheet No. 8
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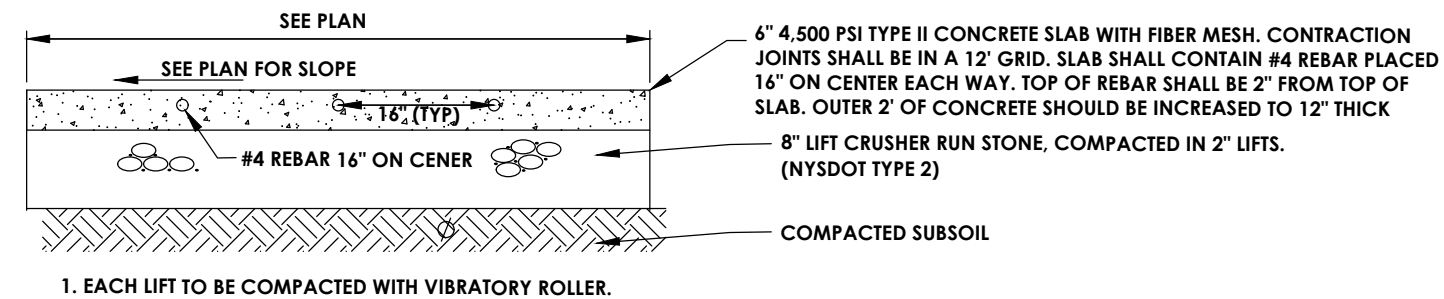
Date
 AUGUST 2021



ASPHALT PAVEMENT SECTION
N.T.S.



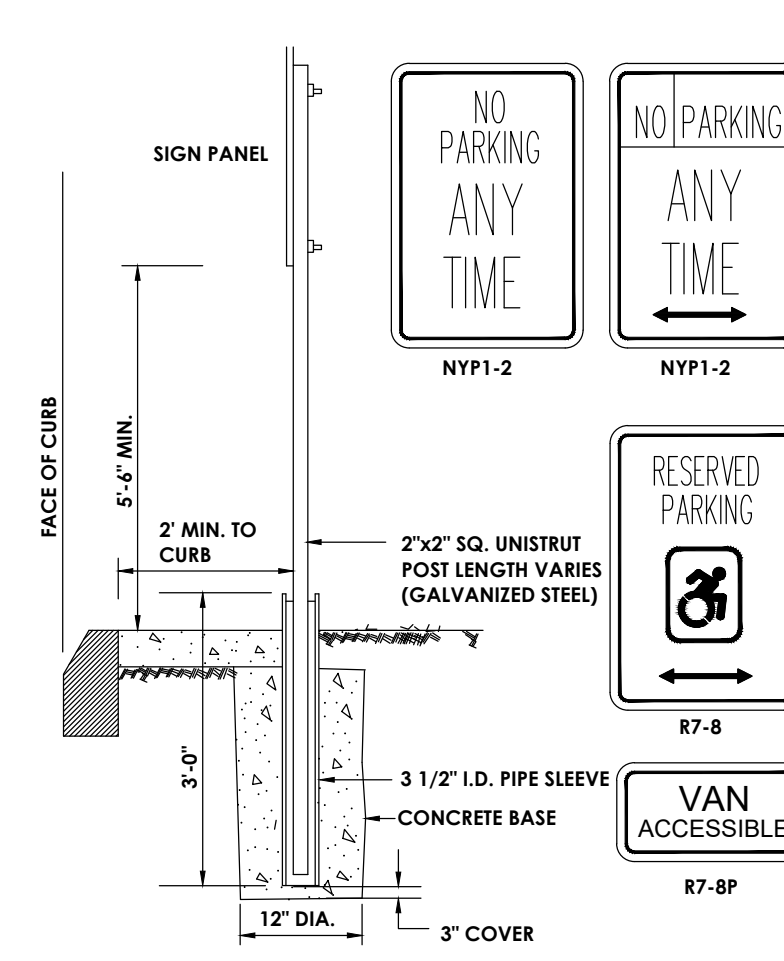
TYPICAL SIDEWALK DETAIL
N.T.S.



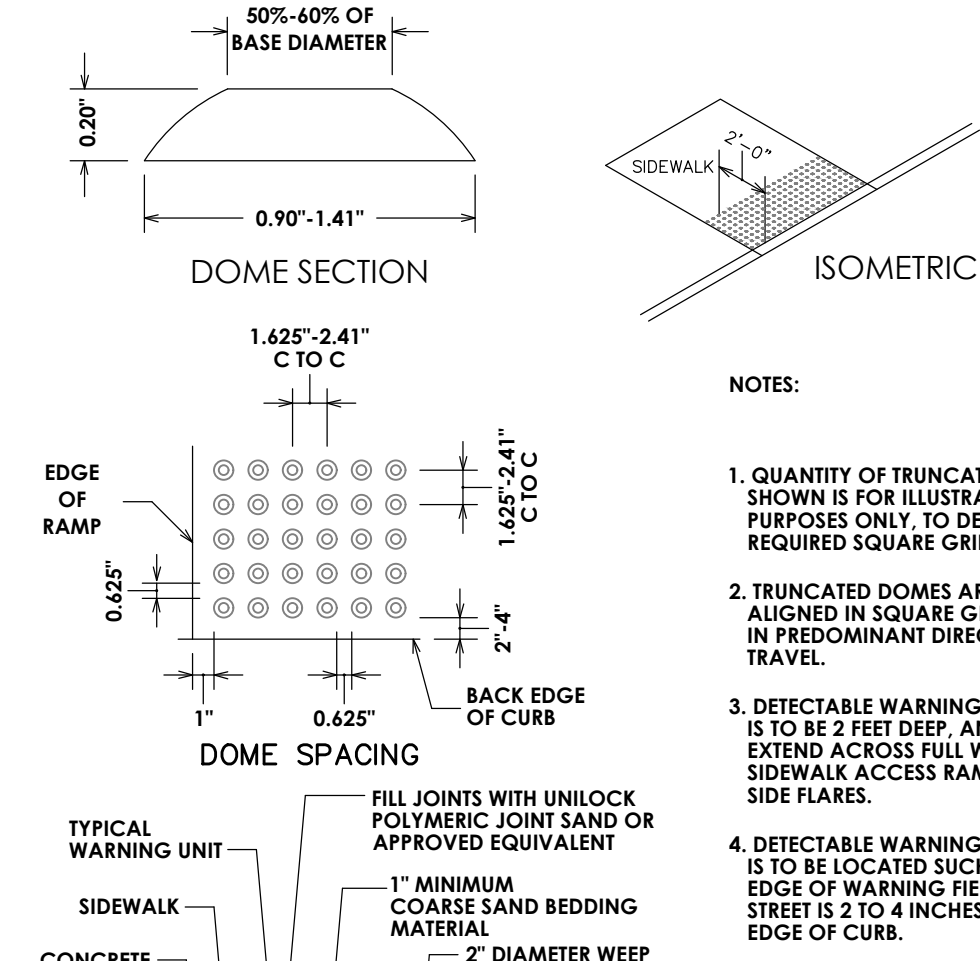
CONCRETE PAVEMENT
N.T.S.



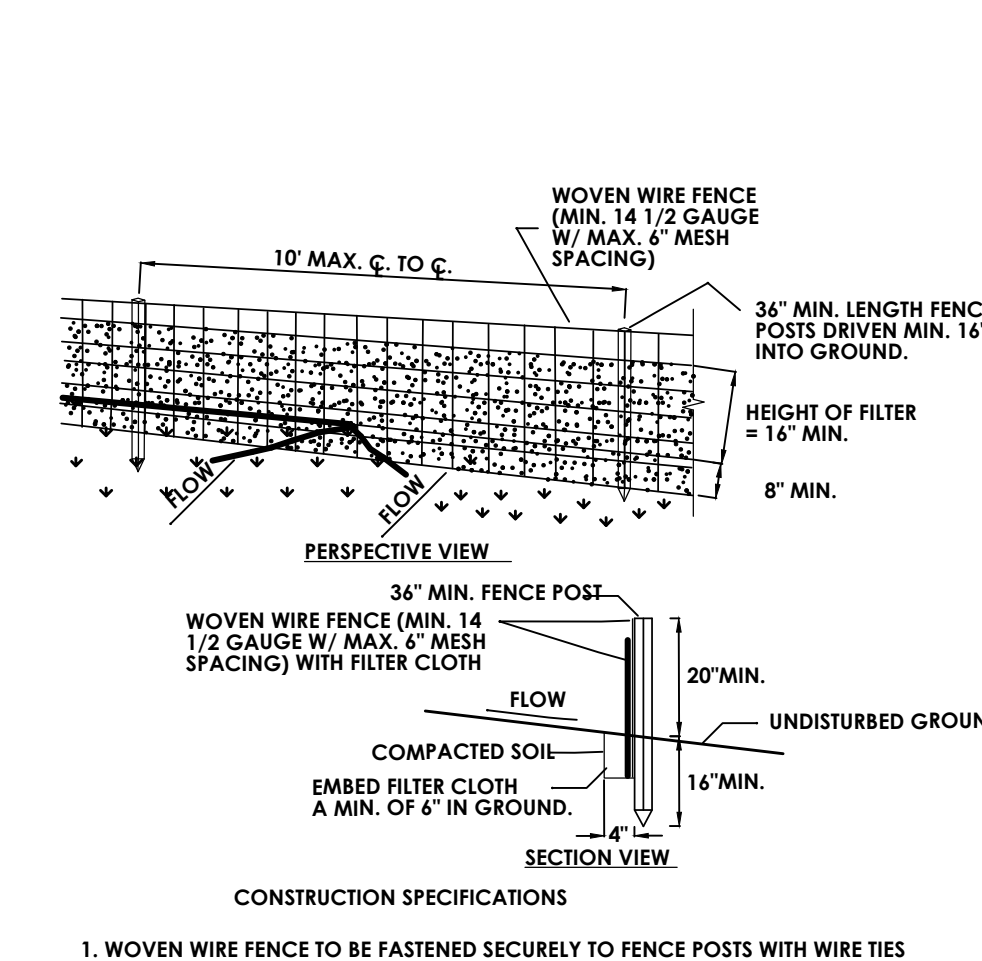
MODIFIED INTERNATIONAL SYMBOL OF ACCESS



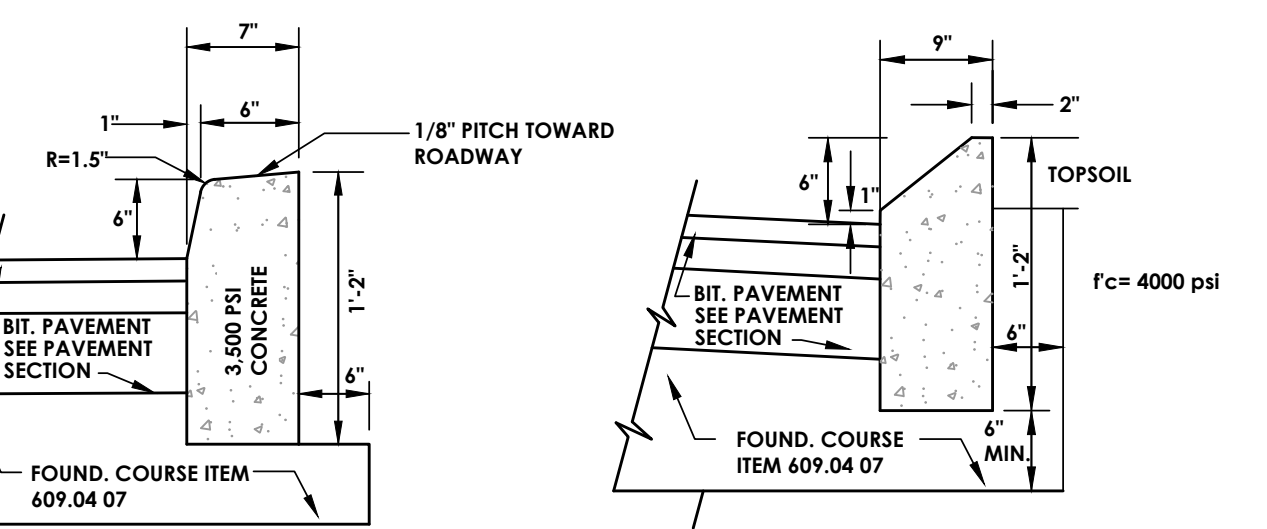
TYPICAL POST MOUNT HANDICAP SIGN INSTALLATION
(SIGN IN LANDSCAPE AREA OR SIDEWALK)
N.T.S.



DETECTABLE WARNING SURFACE
N.T.S.

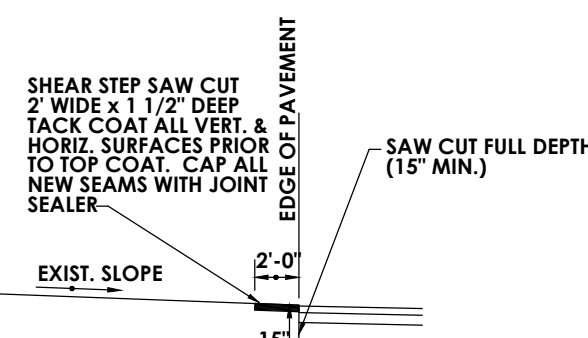


SILT FENCE DETAIL
N.T.S.

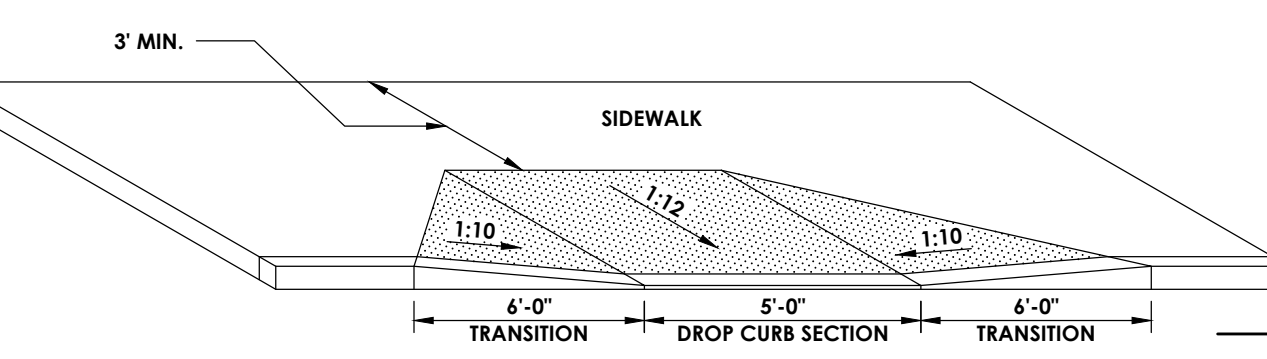


CONCRETE CURB DETAIL
N.T.S.

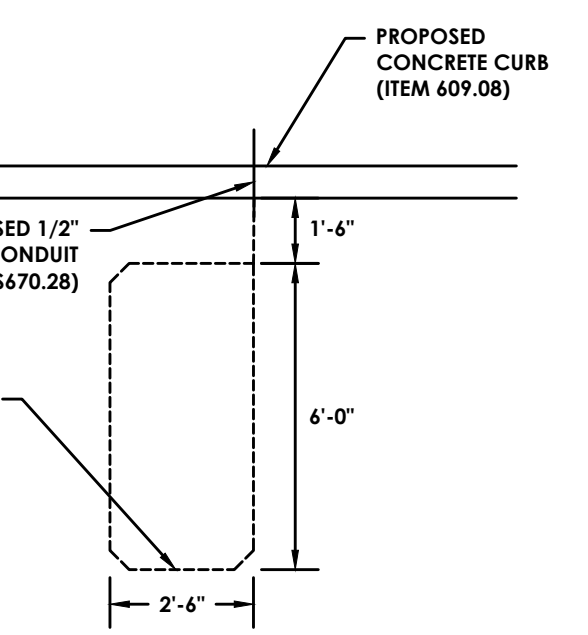
MOUNTABLE CONCRETE CURB DETAIL
N.T.S.



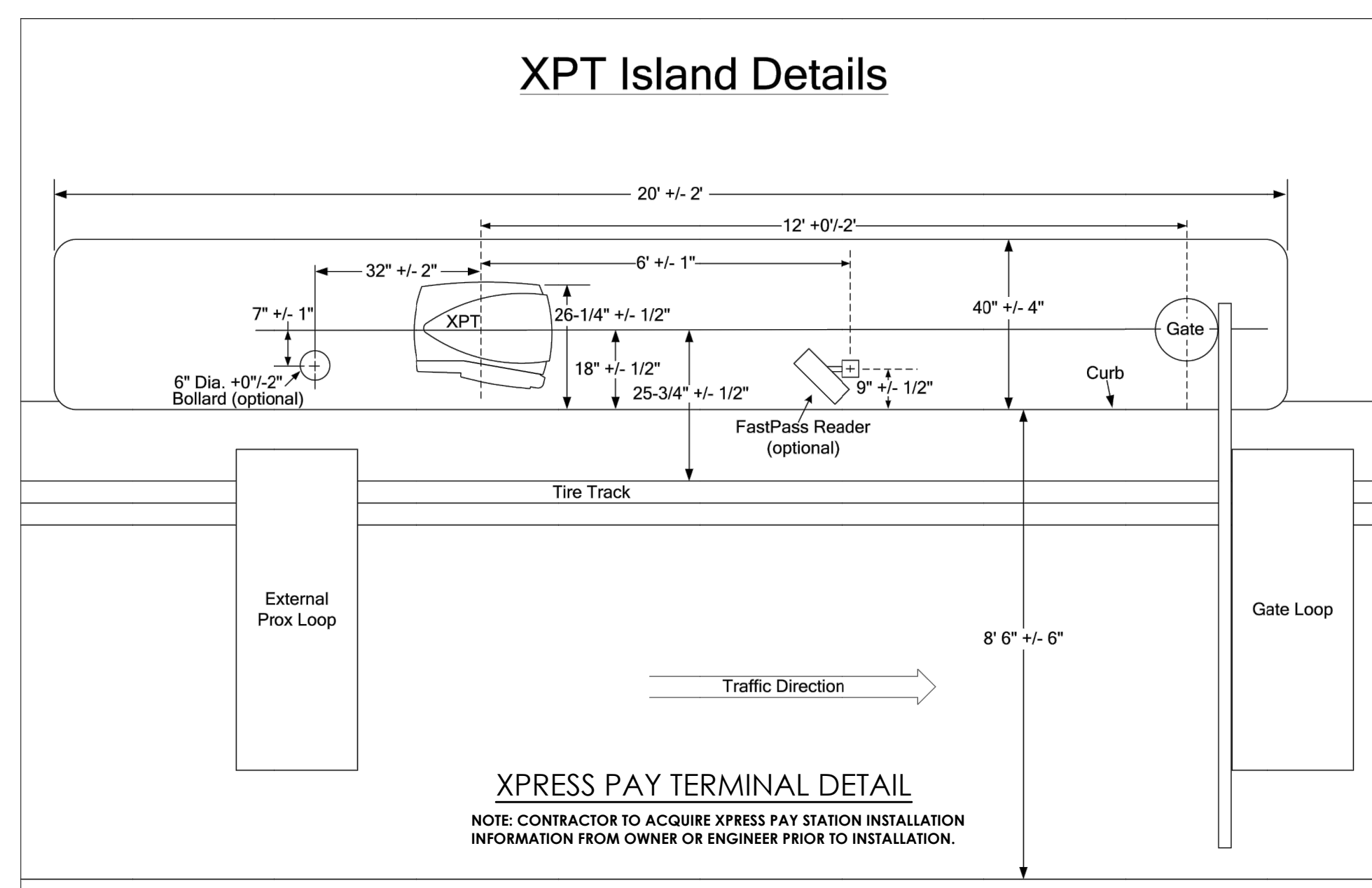
PAVEMENT KEY DETAIL
(FOR CONNECTION TO EXISTING PAVEMENT)
N.T.S.



TYPICAL HANDICAP RAMP
N.T.S.



TYPICAL INDUCTANCE TRAFFIC SENSOR LOOP DETAIL
N.T.S.

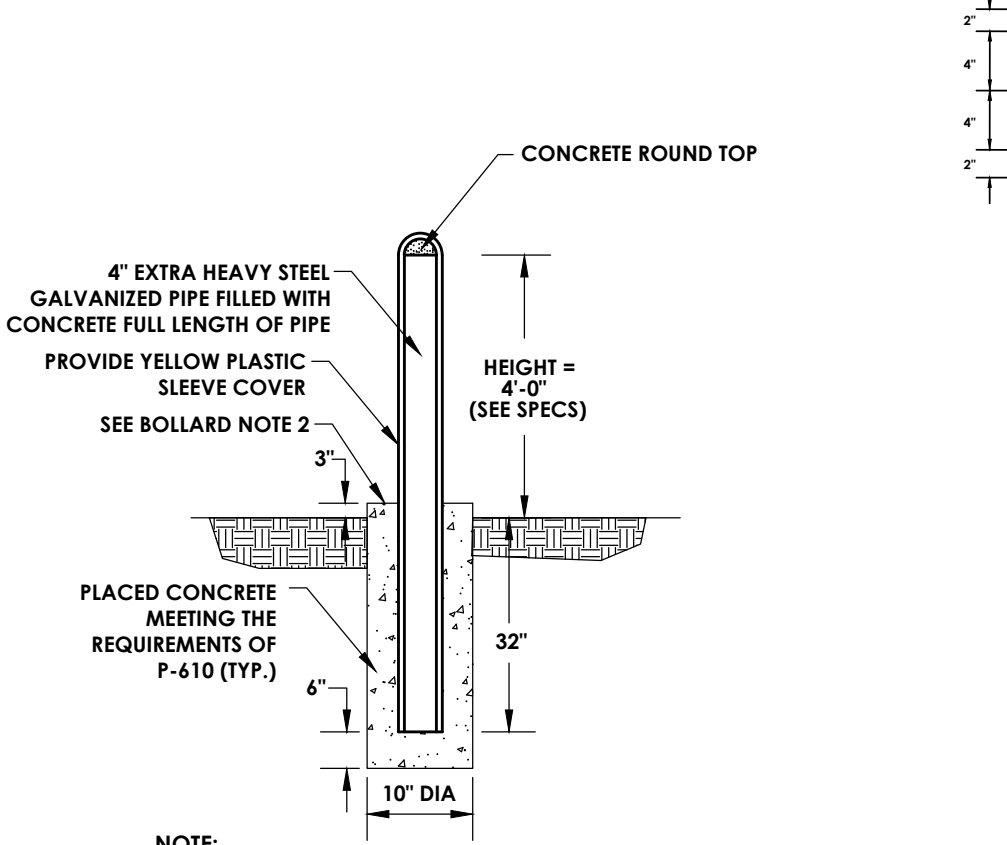


XPT Island Details

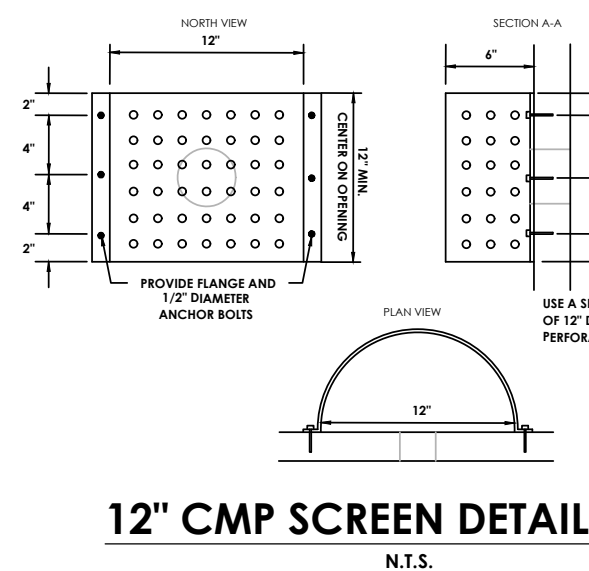
XPRESS PAY TERMINAL DETAIL
NOTE: CONTRACTOR TO ACQUIRE XPRESS PAY STATION INSTALLATION INFORMATION FROM OWNER OR ENGINEER PRIOR TO INSTALLATION.

1. CONCRETE SHALL BE 4000 P.S.I. CLASS A* AIR ENTRAINED CONCRETE.
2. FULL DEPTH EXPANSION JOINTS SHALL BE PROVIDED EVERY 25'. DUMMY OR MARKED JOINTS SHALL BE AT 5' FOOT SPACING.

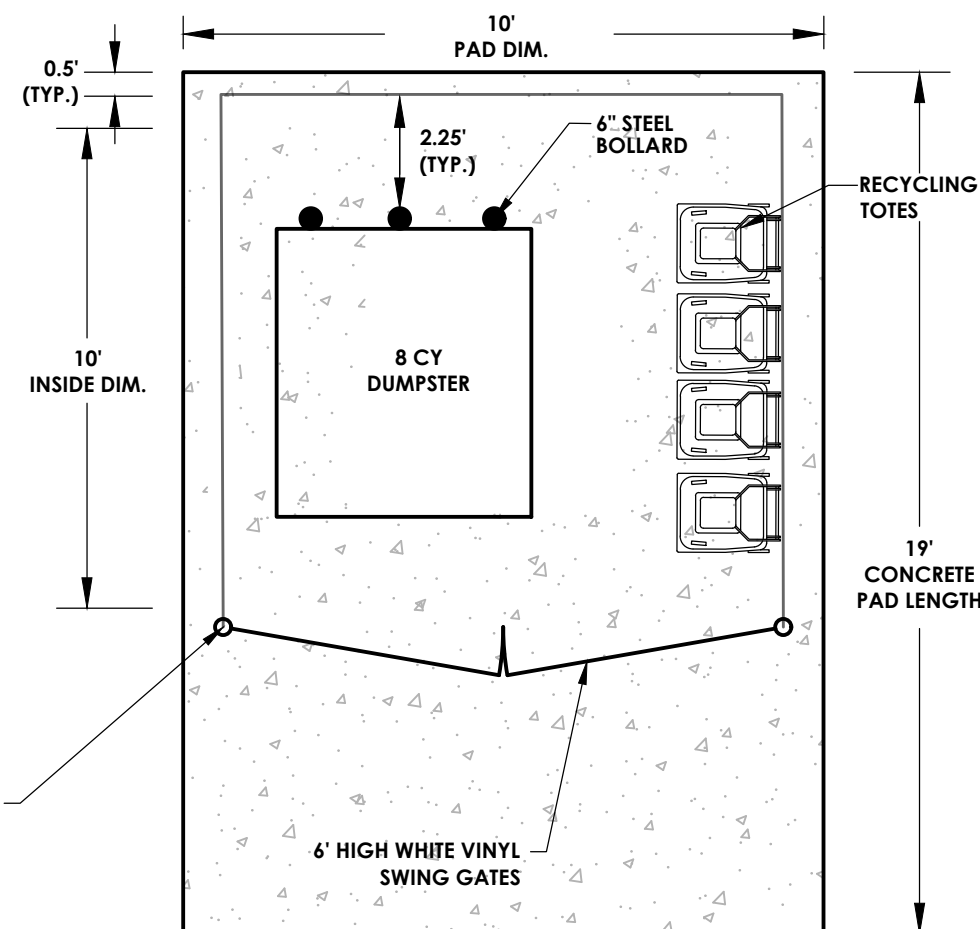
CONCRETE DUMPSTER PAD
N.T.S.



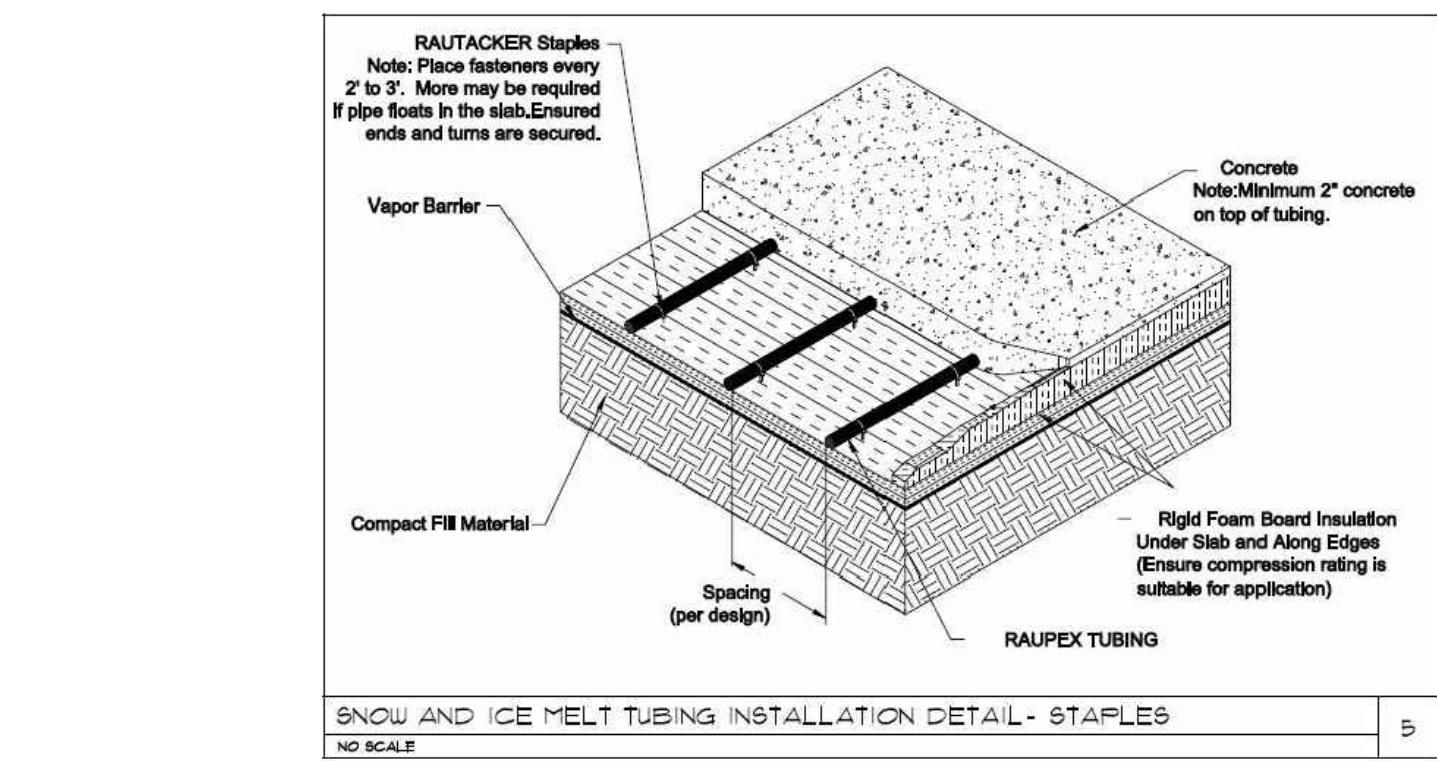
BOLLARD
N.T.S.



12\"/>



DUMPSTER ENCLOSURE DETAIL
N.T.S.

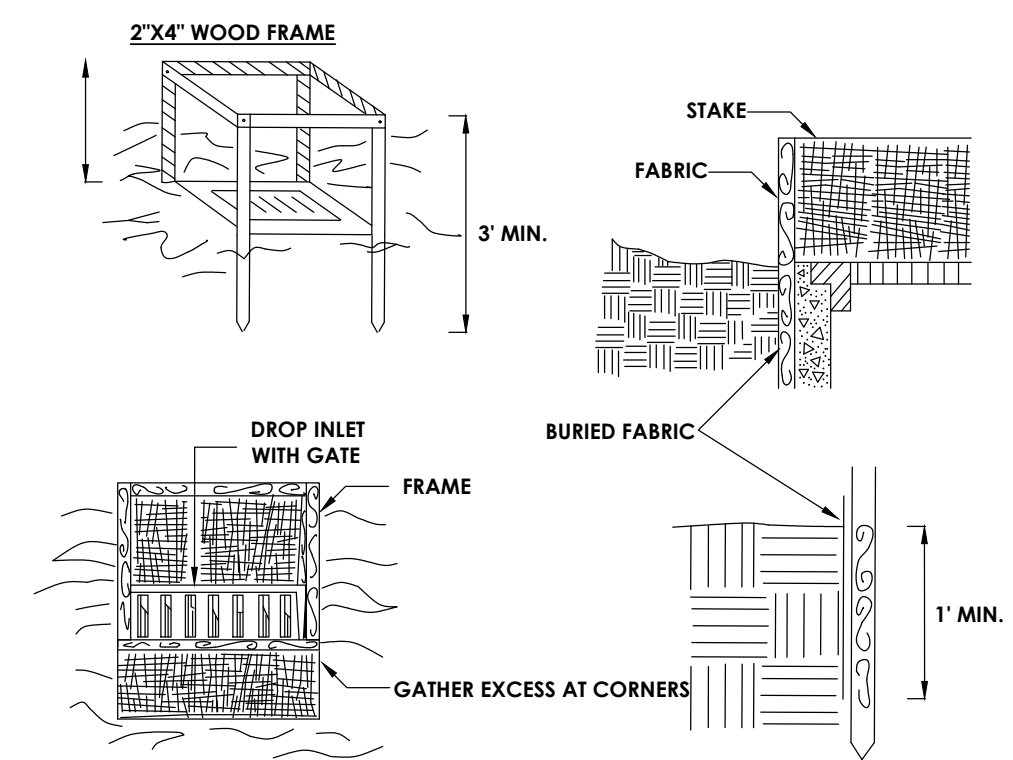


HEATED CONCRETE DETAIL
N.T.S.

SNOW AND ICE MELT ZONE SCHEDULE - 40% PROPLENE GLYCOL

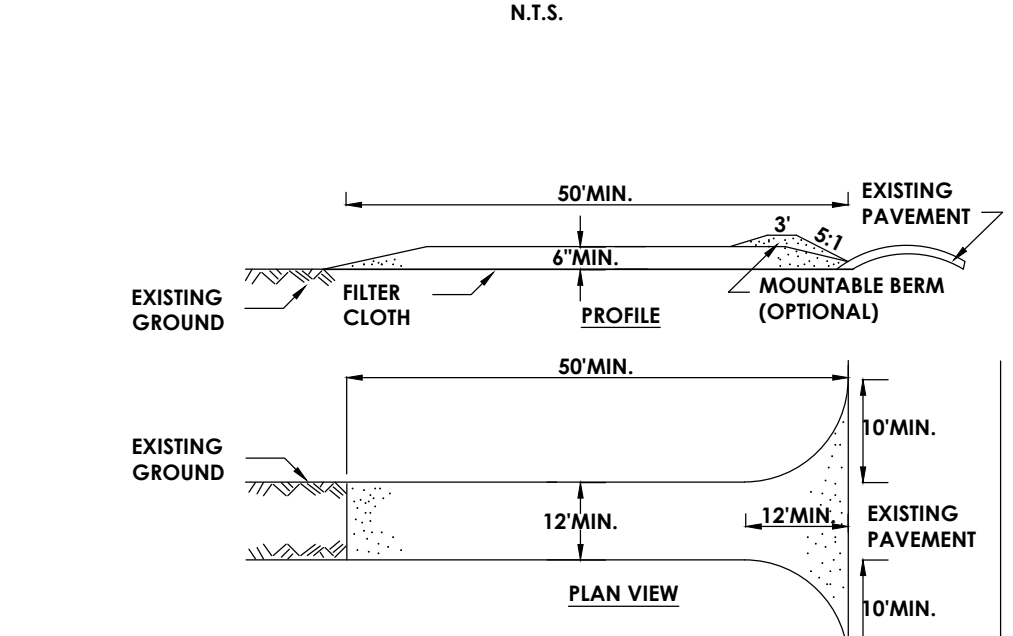
TAG	SERVICE	PRELIMINARY SPECIFYING AREA (sq.ft.)	PRELIMINARY INTENSITY (lb./sq.ft.)	HEATING (BTU) (REQ'D)	REQUIRED FLOW (GPM) (REQ'D)	SUPPLY FLUID (deg.F)	DELTA T (deg.F)	MANIFOLD (ft.)	HEAD (ft.)	TUBING TYPE	TUBE LENGTH (ft.)	NO. OF CIRCUITS	DESIGN EQUIPMENT
ZONE #	ENTRANCE	8	350	150	53,500	100	20	5.25	3.5	1/2\"/>			
ZONE #	EXIT	8	350	150	53,500	100	20	5.25	3.5	1/2\"/>			

NOTES:
1. CONTRACTOR TO FURNISH SHOP DRAWINGS FOR APPROVAL



FILTER FABRIC DROP INLET PROTECTION
N.T.S.

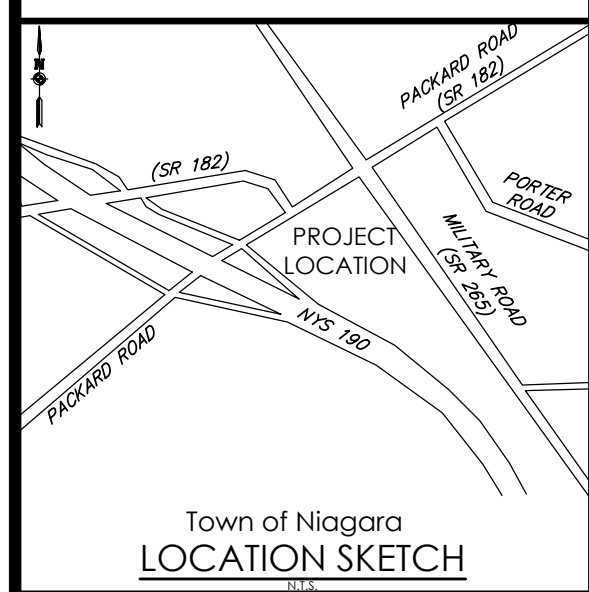
1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2\"/>



CONSTRUCTION SPECIFICATIONS

1. STONE SIZE - USE 2\"/>

STABILIZED CONSTRUCTION ENTRANCE
N.T.S.



Town of Niagara
LOCATION SKETCH

Client:
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ROCHESTER, NY 14618

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Designed by: Austin Goodwin, EIT.

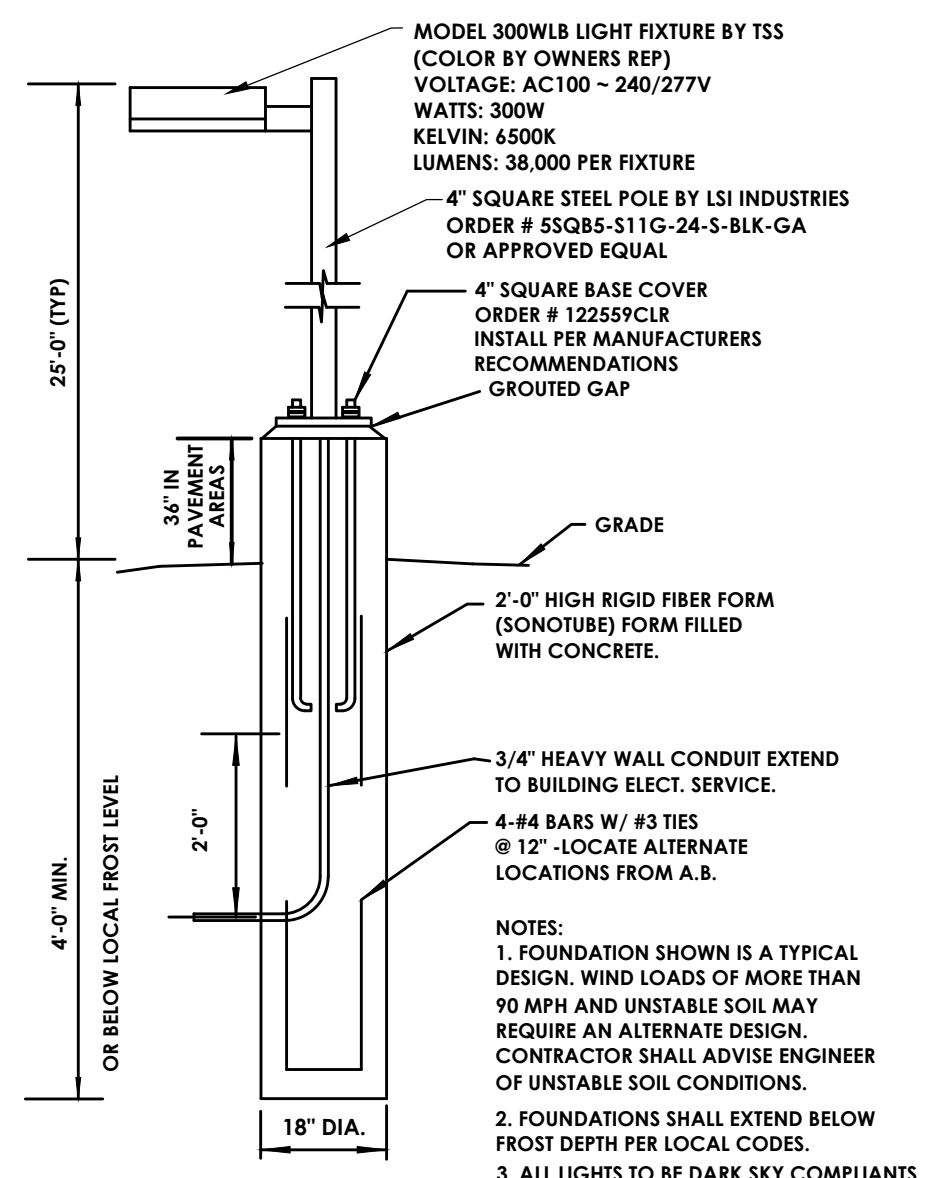


Revisions

No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

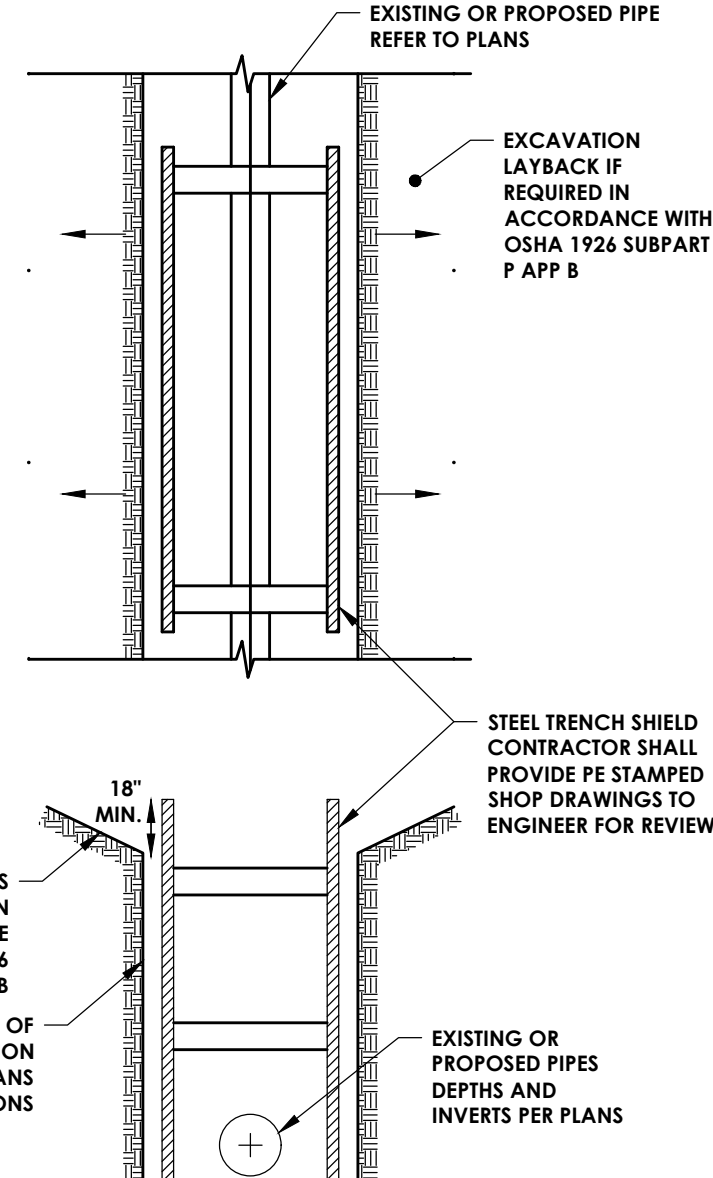
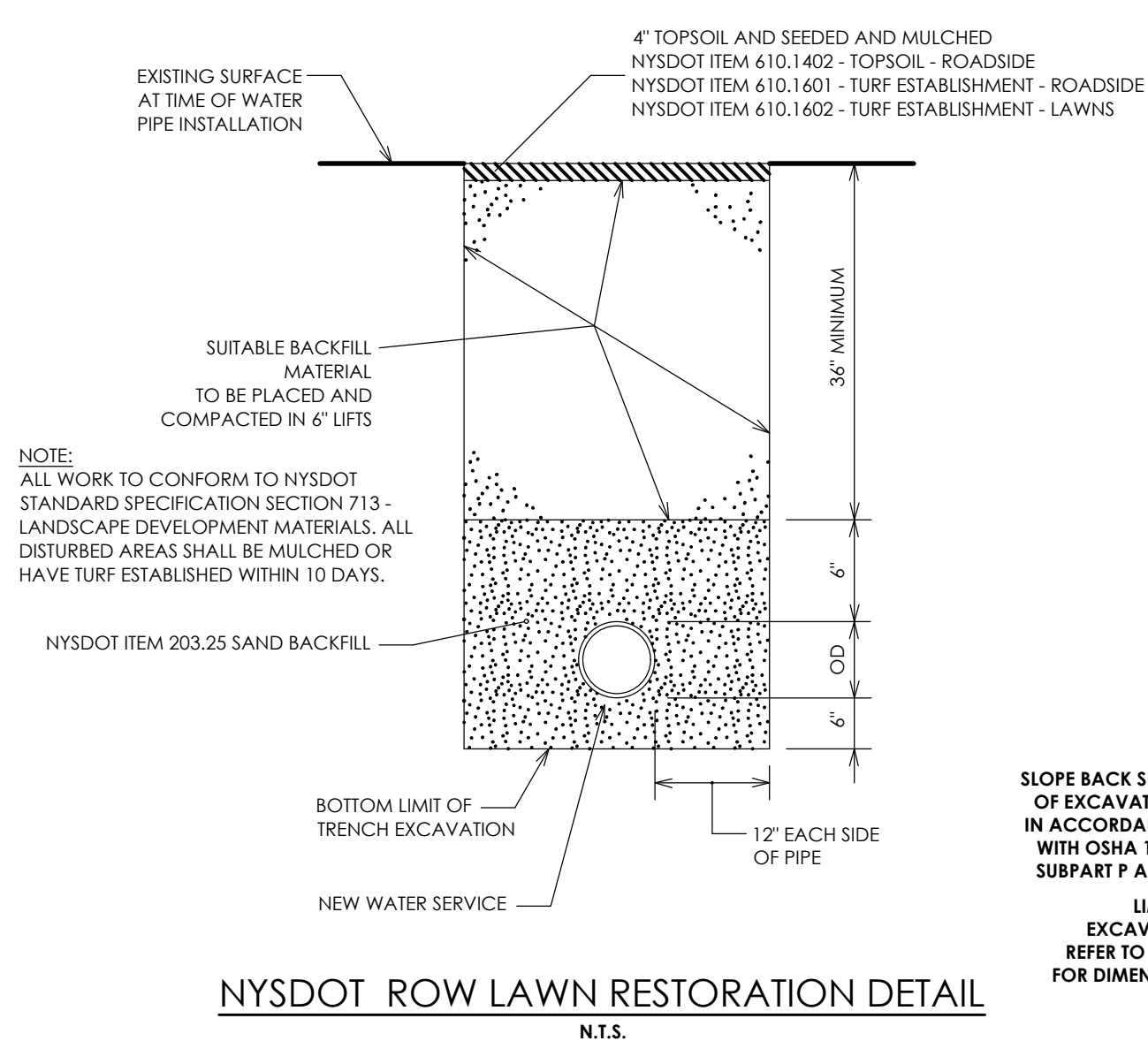
DETAILS
ROYAL CAR WASH
MILITARY ROAD

Town/City: NIAGARA
County: ERIE
State: NEW YORK
Project No.: **20213190.0001**
Drawing No.: **C 202**
Sheet No.: **11**
Scale: **N.T.S.**
Date: **AUGUST 2021**



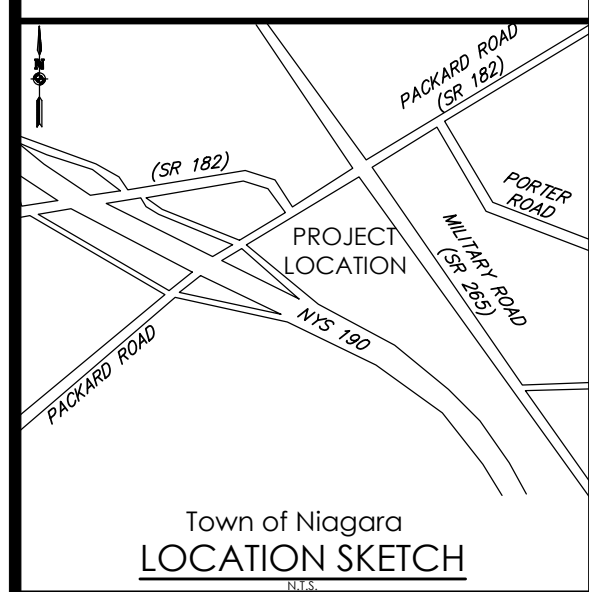
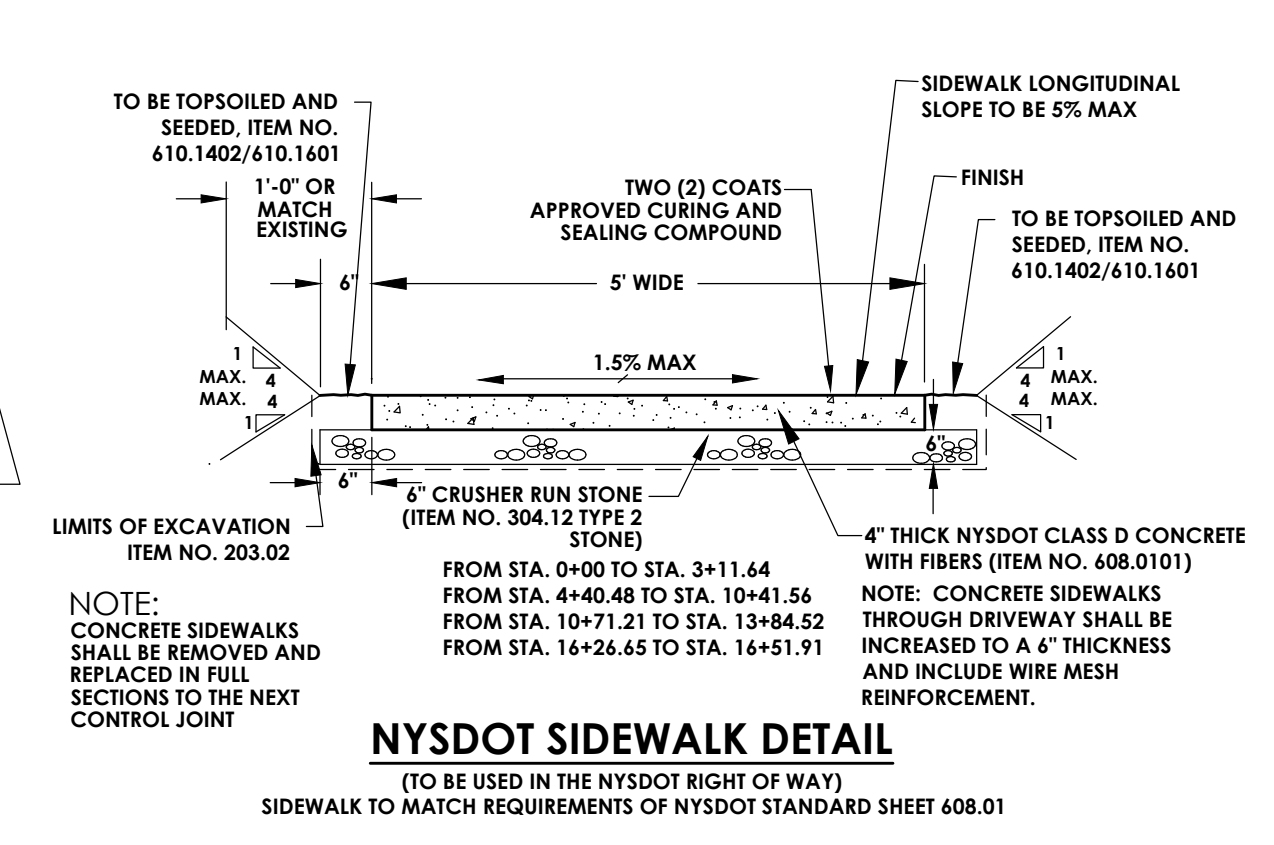
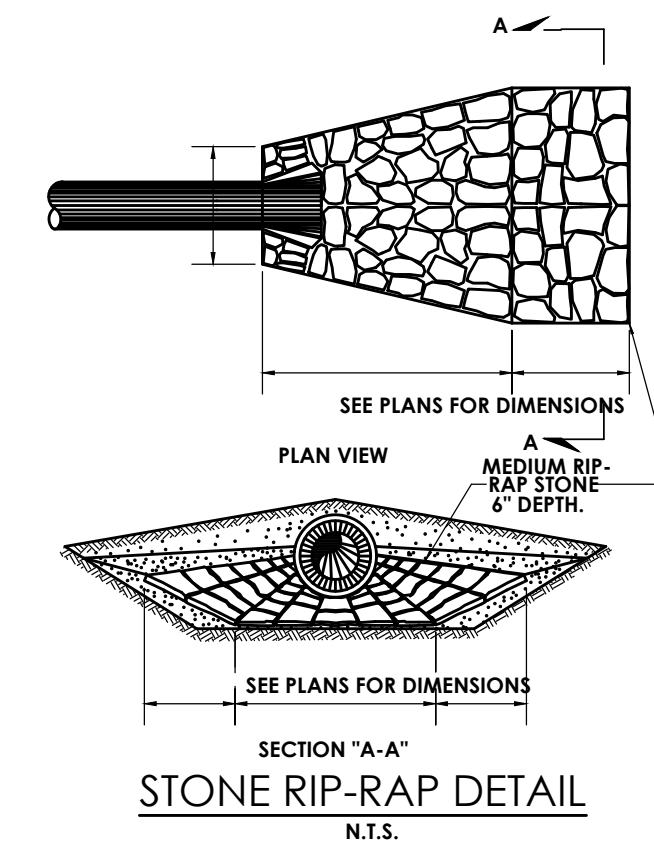
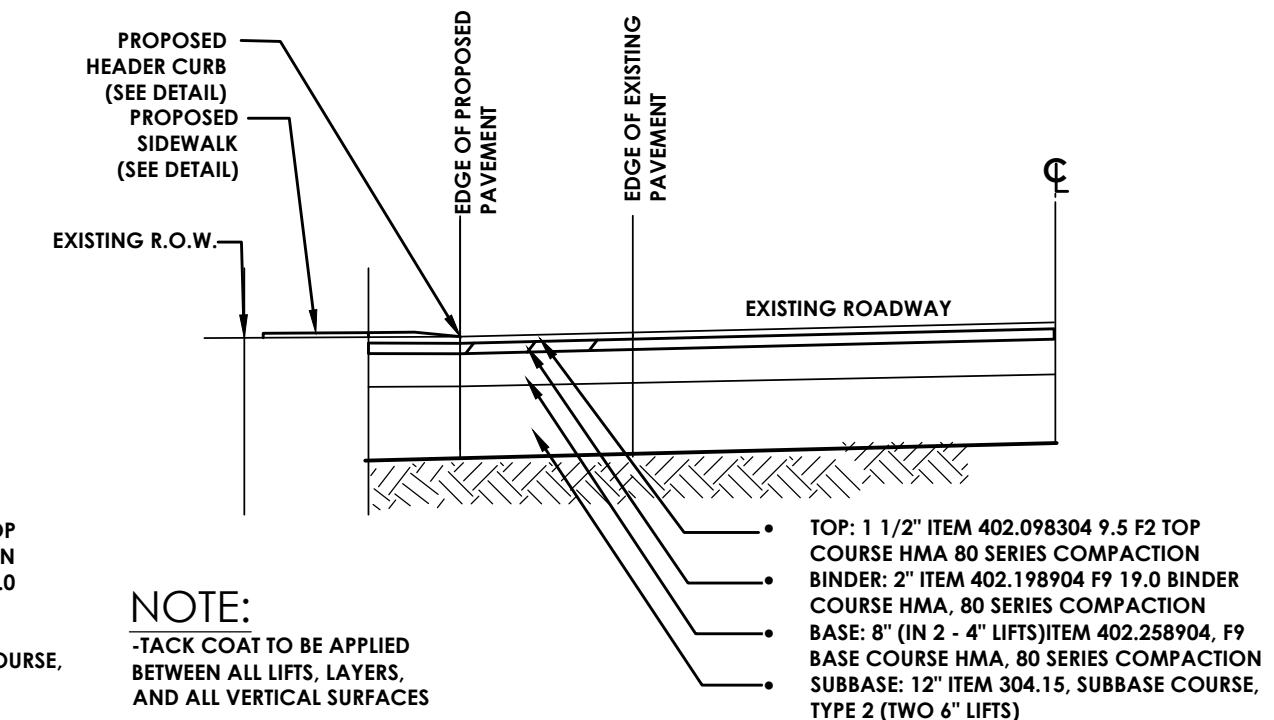
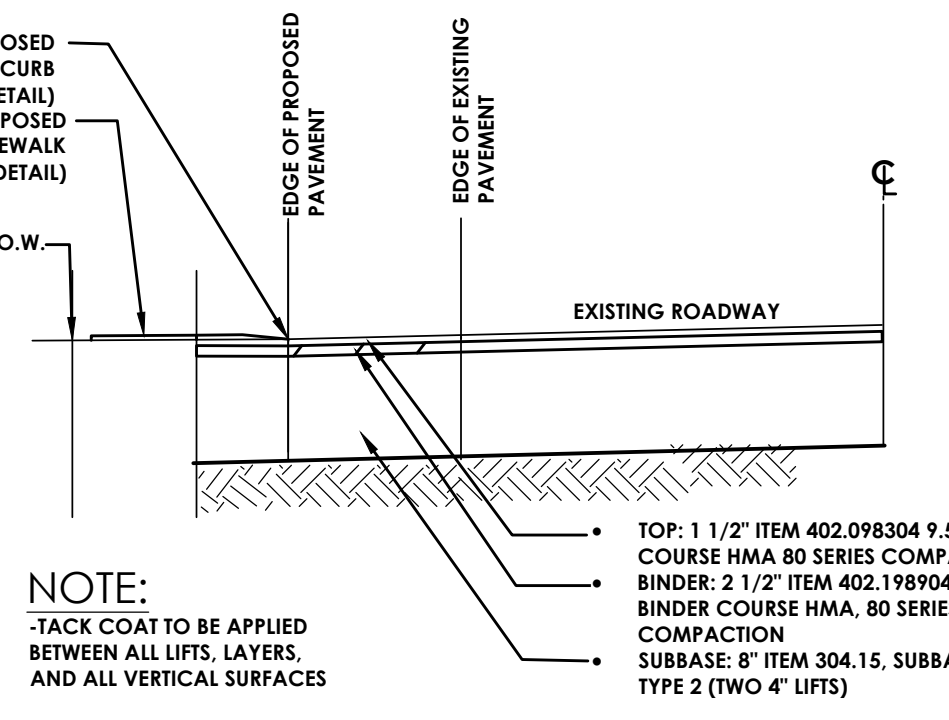
MODEL 300WLB LIGHT FIXTURE BY TSS
VOLTAGE: AC100 - 240/277V
WATTS: 300W
KELVIN: 6500K
LUMENS: 38,000 PER FIXTURE

LIGHT POLE AND BASE DETAIL



EXCAVATION NOTE: EXCAVATIONS WITH THE NEW YORK STATE RIGHT-OF-WAY SHALL NOT BE LEFT OPEN OVER NIGHT

TYPICAL TRENCH EXCAVATION DETAIL
N.T.S.



Client:
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COMPANIES**
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(585) 325-1000
Fax: (585) 325-1691

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Project Manager: **David Cox, PE**
Designed by: **Austin Goodwin, EIT**



Revisions

No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

DETAILS

**ROYAL CAR WASH
MILITARY ROAD**

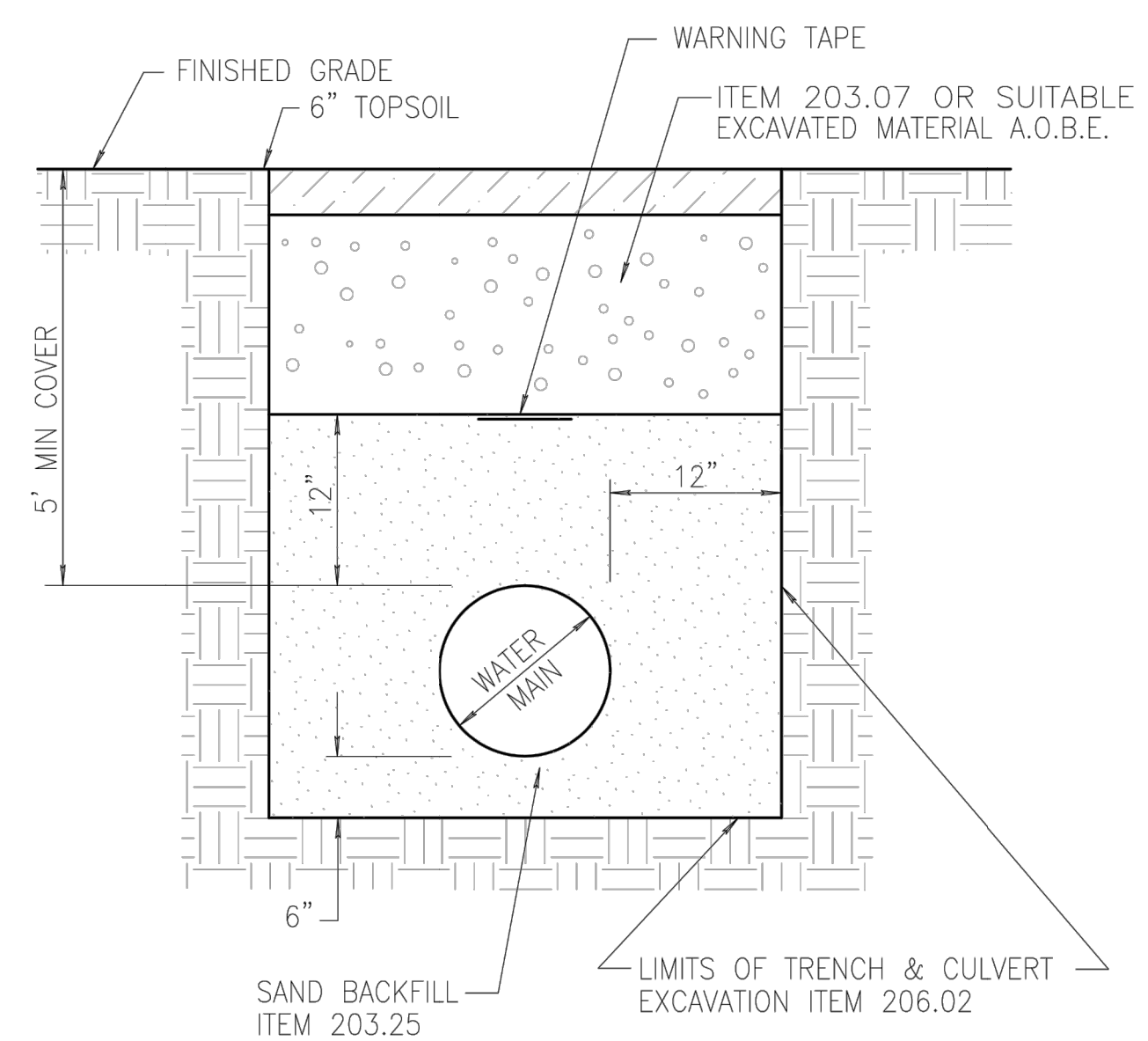
Town/City: NIAGARA
County: ERIE State: NEW YORK

Project No.: **20213190.0001**

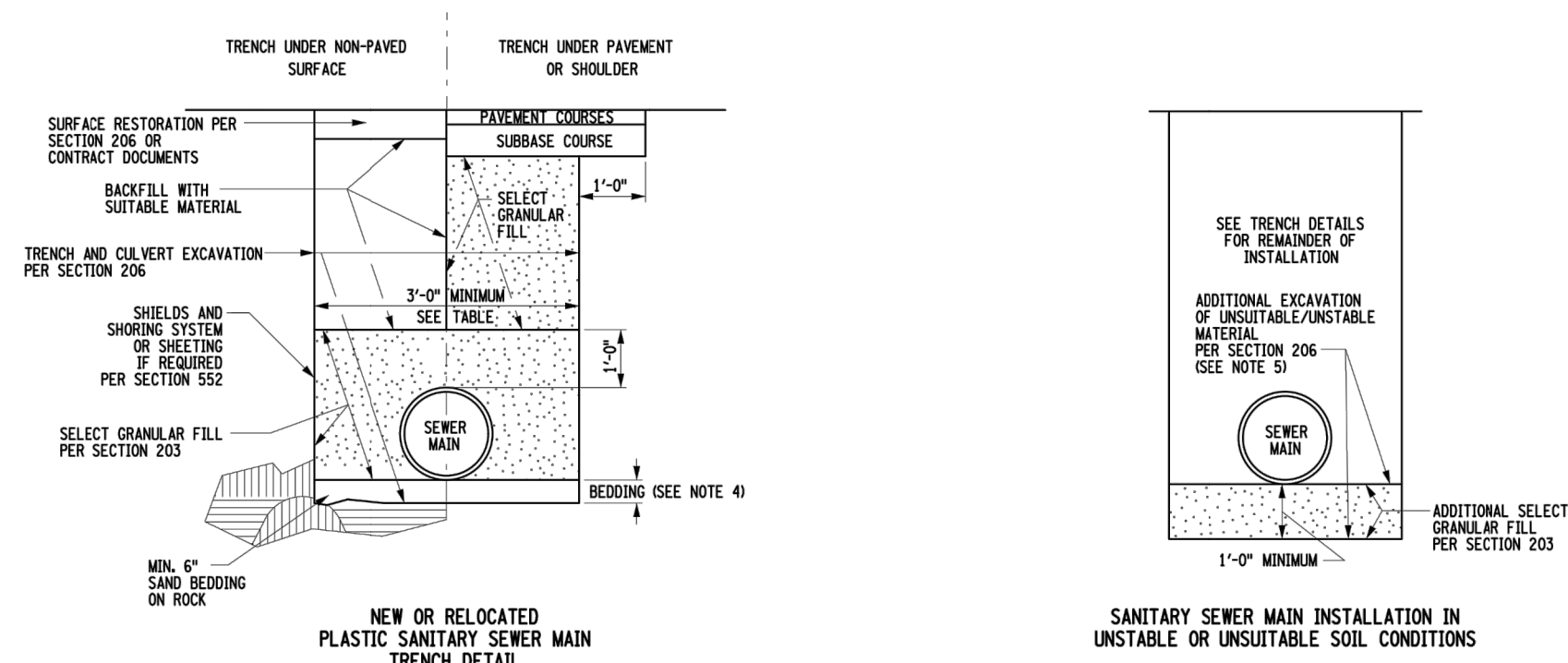
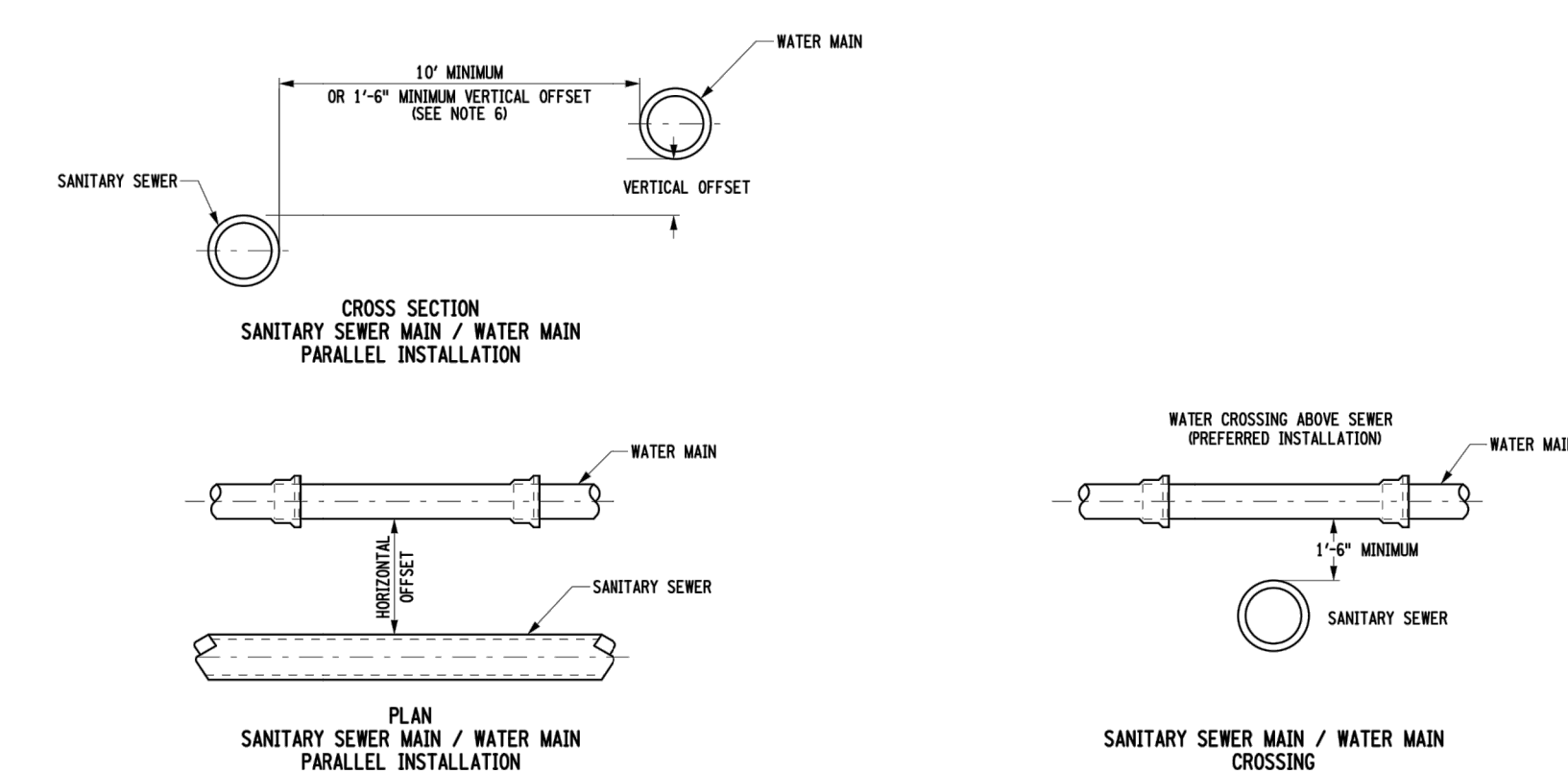
Drawing No.: **C 204** Sheet No.: **13**

Scale: **N.T.S.**

Date: **AUGUST 2021**



- NOTES:
1. THE VOLUME OF THE NEW WATERMAIN SHALL BE DEDUCTED WHEN CALCULATING THE VOLUME OF SAND BACKFILL. COVER OVER NEW WATERMAINS SHALL BE 5' MINIMUM FROM PROPOSED FINISH GRADE.
 2. SEE TRENCH EXCAVATION AND BACKFILL FOR ADDITIONAL NOTES, MATERIALS, PAY LIMITS AND DETAILS.



EXCAVATION PAYMENT WIDTHS

NPS SIZE	TRENCH WIDTH
3	3'-0"
4	3'-0"
6	3'-0"
8	3'-0"
10	4'-0"
12	4'-0"
14	4'-0"
16	4'-0"
18	4'-0"
20	4'-0"
24	4'-0"
30	4'-6"
36	5'-0"
42	5'-6"
48	6'-0"
54	6'-6"
60	7'-0"
64	7'-6"

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

SANITARY SEWER MAIN PIPE
INSTALLATION DETAILS

APPROVED AUGUST 30, 2013 ISSUED UNDER EB 13-038
/s/ RICHARD W. LEE, P.E.
FOR THE DEPUTY CHIEF ENGINEER

664-01

ERRATA 1
ISSUED WITH EB 18-003

NYS DOT STANDARD WORK ZONE TRAFFIC CONTROL NOTES

- WORK ZONE TRAFFIC CONTROL REVISION**
Proposed revisions to the Work Zone Traffic Control (WZTC) plan or modifications to the 619 Standard Sheets shall be submitted to the engineer for the review and approval by the Regional Traffic Engineer prior to the planned implementation of such revisions or modifications. The Contractor shall not implement the proposed revisions without approval from the Regional Traffic Engineer. When applicable, NYS DOT Work Zone Traffic Control (WZTC) typical applications shall be used. Typical applications can be found at <https://webapps.dot.ny.gov/work-zone-traffic-control>
- TRAVEL LANE WIDTHS IN WORK ZONES**
Where not shown in the WZTC plans or otherwise authorized by NYS DOT (or the Engineer), travel lane widths in work zones shall be a minimum of 11 ft on freeways, ramps, expressways and multi-lane conventional roadways and 10 ft on all other conventional roadways. (Multi-lane roadways are those with two or more travel lanes in one or both directions.)
- DAILY LANE, RAMP AND SHOULDER CLOSURE RESTRICTION**
Work zones shall be restricted to one side of the roadway at a time in each direction on divided roadways, unless approved by the Engineer. The Contractor shall schedule work so that all travel lanes and ramps in each direction are open when the Contractor's operations are closed down or substantially closed down. Daily closures may occur off of long-term closures and shall be subject to daily closure restrictions. Work zones shall be restricted to one side of the roadway at a time on undivided highways. There shall be no lane or shoulder closure during the PM Peak of 4-6 PM
- SIGNALIZED INTERSECTIONS**
When construction operations affect signalized intersections, the traffic signal shall be turned off before proceeding with the flagging operation, and any existing W3-3 signs covered. The contractor shall return the signal to a 3-color operation at the end of the work operation. If the signal does not return to 3-color operation, the contractor shall notify the Region 3 Signal crew and must continue flagging until the Signal crew arrives and the signal is repaired. The contractor shall obtain a police panel key from, and return it to, the Region 3 NYS DOT signal crew EIC. The NYS DOT Signal Crew EIC can be reached at 315-428-4064 or 315-426-2131.
- HOLIDAY CLOSURE RESTRICTIONS**
Daily lane, ramp and shoulder closures shall not be permitted on state owned roadways during major holidays. For a list of the major holidays, see special note in the contract proposal for temporary lane closure restrictions for major holidays. Daily lane, ramp and shoulder closures shall not be permitted as described in E1 17-010. Below are holiday periods based on guidelines from E1 17-010. All restrictions are from 6:00 AM on the first day until 6:00 AM on the last day of the restriction:

6:00 am Thursday, December 31, 2020 thru 6:00 am Monday, January 4, 2021 - (New Year's Holiday)
6:00 am Friday, May 28, 2021 thru 6:00 am Tuesday, June 1, 2021 - (Memorial Day Holiday)
6:00 am Friday, July 2, 2021 thru 6:00 am Tuesday, July 6, 2021 - (July 4 th Holiday)
6:00 am Friday, September 3, 2021 thru 6:00 am Tuesday, September 7, 2021 - (Labor Day Holiday)
6:00 am Wednesday, November 24, 2021 thru 6:00 am Monday, November 29, 2021 - (Thanksgiving Holiday)
6:00 am Thursday, December 23, 2021 thru 6:00 am Monday, December 27, 2021 - (Christmas Holiday)
6:00 am Thursday, December 30, 2021 thru 6:00 am Monday, January 3, 2022 - (New Year's Holiday)

2022
6:00 am Thursday, December 30, 2021 thru 6:00 am Monday, January 3, 2022 - (New Year's Holiday)
6:00 am Friday, May 27, 2022 thru 6:00 am Tuesday, May 31, 2022 - (Memorial Day Holiday)
6:00 am Friday, July 1, 2022 thru 6:00 am Tuesday, July 5, 2022 - (July 4 th Holiday)
6:00 am Friday, September 2, 2022 thru 6:00 am Tuesday, September 6, 2022 - (Labor Day Holiday)
6:00 am Wednesday, November 23, 2022 thru 6:00 am Monday, November 28, 2022 - (Thanksgiving Holiday)
6:00 am Friday, December 23, 2022 thru 6:00 am Tuesday, December 27, 2022 - (Christmas Holiday)
6:00 am Friday, December 30, 2022 thru 6:00 am Tuesday, January 3, 2023 - (New Year's Holiday)

2023
6:00 am Friday, December 30, 2022 thru 6:00 am Tuesday, January 3, 2023 - (New Year's Holiday)
6:00 am Friday, May 26, 2023 thru 6:00 am Tuesday, May 30, 2023 - (Memorial Day Holiday)
6:00 am Saturday, July 1, 2023 thru 6:00 am Wednesday, July 5, 2023 - (July 4 th Holiday)
6:00 am Friday, September 1, 2023 thru 6:00 am Tuesday, September 5, 2023 - (Labor Day Holiday)
6:00 am Wednesday, November 22, 2023 thru 6:00 am Monday, November 27, 2023 - (Thanksgiving Holiday)
6:00 am Friday, December 22, 2023 thru 6:00 am Tuesday, December 26, 2024 - (Christmas Holiday)
6:00 am Friday, December 29, 2023 thru 6:00 am Tuesday, January 2, 2024 - (New Year's Holiday)
- NOTIFICATION REQUIREMENTS**
Region 3 has a Work Zone Traffic Control (WZTC) Notification Policy which requires Engineers/Contractor to notify the Regional Transportation Management Center (RTMC) prior to allowing a contractor to implement Work Zone Traffic Control activities within the highway right of way. Work Zone Notification is required for the following:
 - Freeways and Expressways: all lane, shoulder, road, ramp or bridge closures.
 - (This includes mobile operations which occupy the lane or shoulders.)
 - All Other State Highways: all lane closures whose duration will be greater than 2 hours and all road/bridge closures.
 The Contractor shall report proposed WZTC activities noted above to the TMC by NOON of the business day (i.e. Monday through Friday excluding holidays) preceding the proposed WZTC activity. Failure to do so will result in disapproval to perform the unreported WZTC activity until the above notification requirements are satisfied.
 No planned WZTC activity shall be implemented without first receiving clearance from the RTMC.

- VEHICLE RESTRICTIONS**
The Contractor shall report any restriction (as defined below) on highways, ramps, or bridges of less than six (6) business weekdays in advance of the restriction. Six (6) days lead time is necessary to provide the RTMC adequate time to prevent issuance of Special Hauling Permits that would route oversize vehicles over the restricted section of this contract. Restrictions shall be defined as one or more of the following:
 - Complete closure of a highway, ramp or bridge.
 - Installation of barrier or channelizing devices that result in an unobstructed width less than 18 feet along a highway, ramp or bridge.
 - Suitable driving surfaces of less than 18 feet in width.
 - Available vertical clearance above the highway is less than 14 feet in height.
 - Work would limit vehicle length (i.e. turning ability)
 - Changing the load capacity of a highway, ramp or bridge.
 The Contractor shall also give verbal notification at least seven (7) business days (i.e. Monday through Friday excluding holidays) prior to and at the end of a restriction on any roadway to the:
- WORK AREA COORDINATION**
The Contractor shall coordinate work activities with other contracts within and/or adjacent to the contract work limits.
- ACCESS**
The Contractor shall ensure that active lanes of traffic on freeways are not crossed by pedestrian workers. For all other highways, the contractor shall ensure that pedestrian workers cross active lanes of traffic only at properly marked or unmarked crosswalks and/or dedicated pedestrian walkways. It is required that the Project Safety and Health Plan address access to each work and staging area. Where it is feasible, vehicles and equipment used for the work and transporting of workers to/from the work site shall enter and leave the area closed by channelizing devices within the Termination Area of the Temporary Traffic Control Zone. Where such access within the Termination Area is not feasible, other areas for entry and exit shall be determined and included in the Project Safety & Health Plan, including illustrated examples (Typicals) to clearly show the temporary traffic control elements that will be provided.
- CHANNELIZING DEVICES**
All channelizing devices shall be placed so as to provide a 2 foot lateral clearance to the traveled way unless otherwise shown on the plans. Where possible a lateral buffer space of 2 foot minimum shall be provided between the work space and the channelizing devices. Channelizing device spacing (center to center) shall be 40' maximum for posted speed limits 40 mph or greater and 20' maximum for posted speed limits 35 mph or less. Standard cones and tubular markers shall not be used for channelization and delineation during the hours of darkness, which is defined as the period between sunset and sunrise.
- SIGNS**
All construction signs shall be mounted at a height of 7 feet above the edge of travel lane. Signs shall not encroach more than 4" into shoulders used by pedestrians or bicycles. Where shoulder widths are limited and signs cannot be erected beyond the shoulder, construction signs may need to be mounted on concrete median barriers, bridge parapets, etc.
- MISCELLANEOUS (local or Permit projects)**
 - The Contractor shall be aware that the Work Zone Traffic Control is a very critical item of the permit and shall be provided in accordance with Section 619 "Work Zone Traffic Control" of the Standard Specifications, the 2009 edition of the National Manual on Uniform Traffic Control Devices for Streets and Highways and the New York State Supplement. The Contractor shall be responsible for Work Zone Traffic Control at all times for the duration of the permitted work.
 - Actual field conditions may require other signs and other arrangements of signs. Distances shall be adapted to prevailing conditions. Signs shall be located to provide optimum visibility. Signs that are not applicable shall be covered or obscured from sight. All sign numbers refer to the 2009 edition of the National Manual on Uniform Traffic Control Devices for Streets and Highways and the New York State Supplement.
 - Pedestrian accommodations shall be maintained for the duration of the proposed work. Any disturbed areas within the State Right-of-Way shall be adequately fenced to prevent pedestrian access when the contractor's operations are shut down.
 - Materials, equipment and vehicles shall not be stored or parked within the State Right-of-Way before work begins or after contractor's operations are shut down. Staging areas outside the right-of-way shall be used to stockpile all construction materials. During working hours, no construction material may be stored or placed on the roadway or roadbed except within a protected work area.
 - Vehicles belonging to the Contractor or workers shall not be parked within 30 feet of the edge of pavement along a roadway being used by the general public, unless they are parked within a protected work area. During non-working hours, construction equipment and materials shall not be stored within 30 feet of the edge of pavement.
 - W20-7A "Flagger" signs shall be used whenever flagging occurs for more than a brief period of time. The signs shall be promptly removed, covered or faced away from traffic when the flagging operation ceases. All flagging stations and lane closures shall be located to ensure maximum visibility.
 - No drop-off greater than six inches shall be left overnight within 30 feet of the edge of pavement. Drop-offs less than six inches will be permitted if proper delineation and signing is provided, and prior permission is granted in writing by a representative of the Department. A drop-off is considered eliminated if tapered away by a 1 on 6 slope or flatter.
 - Cuts shall be taken to insure that no damage occurs to the existing pavement/shoulder/curb areas as a result of construction equipment movement.
 - The Contractor may submit revisions to this plan for approval, but any change that alters the basic concepts of the plan must be approved by the NYS DOT Regional Director or his designee.

NYS DOT STANDARD GENERAL PLAN NOTES

- ROAD TO BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
- ROADSIDE DRAINAGE TO BE MAINTAINED AT ALL TIMES.
- MATERIALS, EQUIPMENT AND VEHICLES ARE NOT TO BE STORED OR PARKED WITHIN THE NEW YORK STATE RIGHT-OF-WAY.
- MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THE CURRENT NATIONAL MUTCD WITH NYS SUPPLEMENT, SECTION 619 OF THE CURRENT NYS DOT STANDARD SPECIFICATIONS, THESE PLANS AND AS ORDERED BY THE ASSISTANT RESIDENT ENGINEER. ON A NYS DOT CONSTRUCTION PROJECT, MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THESE PLANS AND BE IN ACCORDANCE WITH THE NYS DOT CONTRACT DOCUMENTS AS DEEMED NECESSARY BY THE NYS ENGINEER-IN-CHARGE.
- NOTIFY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S ASSISTANT RESIDENT ENGINEER FIVE (5) WORK DAYS PRIOR TO WORKING WITHIN THE STATE RIGHT-OF-WAY.
- NOTIFY THE NYS DOT SIGNAL MAINTENANCE FACILITY AT (585) 753-7793 5 DAYS PRIOR TO WORKING WITHIN 350' OF A SIGNALIZED INTERSECTION. NOTIFY DIG SAFELY NEW YORK 2 WORK DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 811 FOR A UTILITY STAKE-OUT.
- ALL MATERIALS USED WITHIN THE STATE RIGHT-OF-WAY MUST COMPLY WITH THE CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS ALONG WITH ANY APPROPRIATE CURRENT NYS DEPARTMENT OF TRANSPORTATION'S STANDARD SHEETS.
- QUALITY CONTROL OF ASPHALT CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 401 OF THE STANDARD SPECIFICATIONS. ALL ASPHALT PRODUCED AS PART OF SECTION 401 WILL BE PAID AT A FINAL QUANTITY AND BE SUBJECT TO FACTOR OF 1.0. ASPHALT COURSE DEPTHS SHOWN ON THE PLANS ARE COMPACTED DEPTHS.
- NO NIGHT WORK SHALL BE ALLOWED UNLESS APPROVED PRIOR TO START OF PROJECT. ADDITIONAL MAINTENANCE AND PROTECTION OF TRAFFIC MAY BE REQUIRED INCLUDING THE ADDITION OF REFLECTIVE MATERIALS AND LIGHTING.
- HAZARDOUS WASTE NOTIFICATION - THE PERMITTEE ACCEPTS THE RIGHT-OF-WAY OF THE STATE HIGHWAY IN ITS "AS IS" CONDITION. THE DEPARTMENT OF TRANSPORTATION MAKES NO REPRESENTATION AS TO THE ABSENCE OF UNDERGROUND TANKS, STRUCTURES, FEATURES OR SIMILAR IMPEDIMENTS TO THE COMPLETION OF THE WORK PERMITTED HEREUNDER. SHOULD PERMITTEE FIND SOME PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS TO ITS WORK, THE DEPARTMENT OF TRANSPORTATION SHALL HAVE NO OBLIGATION TO CURE, REMOVE, REMEDY OR OTHERWISE DEAL WITH SUCH PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS. THE PERMITTEE IS REQUIRED TO REMOVE, MODIFY OR OTHERWISE DEAL WITH SUCH UNDERGROUND TANKS, STRUCTURES, FEATURES OR IMPEDIMENTS IN A MANNER WHICH MEETS ACCEPTABLE ENGINEERING PRACTICE AND IS APPROVED BY THE DEPARTMENT OF TRANSPORTATION.
- ADA COMPLIANCE - ALL WORK ON PEDESTRIAN FACILITIES SHALL BE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT (ADA). 05/2018

HIGHWAY RESTORATION DETAIL NOTES

- HMA ITEMS ARE BASED ON PG 44-22 BINDER. ESALS LESS THAN 30,000,000. TACK COAT IS REQUIRED BETWEEN ALL LIFTS OF ASPHALT. USE OF POLYPHOSPHORIC ACID (PPA) TO MODIFY THE PG BINDER PROPERTIES IS PROHIBITED. THIS PROHIBITION ALSO APPLIES TO THE USE OF PPA AS A CROSS-LINKING AGENT FOR POLYMER MODIFICATION.
- BUTT JOINTS, CREATED BY A FULL-DEPTH SAWCUT, SHALL BE USED BETWEEN NEW AND EXISTING PAVEMENTS. THE ASPHALT TOP COURSE SHALL BE LAID SUCH THAT IT UNIFORMLY OVERLAPS THE ADJACENT COLD MAT BY 2"-3". THE THICKNESS OF THE OVERLAP MATERIAL SHALL BE 1/4" THE COMPACTED THICKNESS OF THE COURSE, SO AS TO RESULT IN A SMOOTH AND WELL COMPACTED JOINT AFTER ROLLING. BROADCASTING OF THE OVERLAP MATERIAL ONTO THE LANE IS NOT ALLOWED. IF THE OVERLAP IS EXCESSIVE, THE EXCESS MATERIAL SHALL BE TRIMMED OFF SO THAT THE MATERIAL ALONG THE JOINT IS UNIFORM. THE COARSE PARTICLES OF AGGREGATE IN THE OVERLAP MATERIAL SHALL BE REMOVED AND WASTED IF DEEMED NECESSARY BY THE INSPECTOR. ASPHALT PAVEMENT JOINT ADHESIVE SHALL BE USED ON VERTICAL FACES FOR ALL JOINTS ON THE SURFACE COURSE SUCH AS LONGITUDINAL, TRANSVERSE AND OTHER JOINTS BUTTING AGAINST THE NEW ASPHALT PAVEMENT.
- DESIGN PGB CONTENT SELECTION**
THE PRODUCER SELECTS THE DESIGN PGB CONTENT AT THE BINDER CONTENT THAT RESULTS IN A COMPACTED DENSITY OF 76.5% GMM AT THE DESIGN NUMBER OF GRAYATIONS (DESIGN). UNDER NO CIRCUMSTANCES SHALL THE PERFORMANCE GRADED BINDER CONTENT IN THE HMA MIXTURE BE LESS THAN 5.8% FOR A 2.5 DESIGN, 5.2% FOR A 12.5 DESIGN, 4.5% FOR A 19.0 DESIGN, 4.2% FOR A 25.0 DESIGN, OR 3.7% FOR A 37.5 DESIGN. ALL VOLUMETRIC AND MECHANICAL PROPERTIES ARE CHECKED AT THIS PGB CONTENT TO ENSURE THAT ALL REQUIREMENTS ARE MET.
- PERFORM ALL WARRANTY WORK IN ACCORDANCE WITH MATERIALS PROCEDURE (MP) 402-01. WARRANTY REQUIREMENTS FOR HOT MIX ASPHALT (HMA) TOP COURSE.
- AS PER STANDARD SPECIFICATION SECTION 401-4.01 CERTIFIED PRODUCTION, PRODUCTION LESS THAN 500 TONS, AND HIGHWAY PERMIT PRODUCTION. PRODUCTION MEETING THE SPECIFICATION REQUIREMENTS WILL BE ASSIGNED A QAF OF 1.00. PRODUCTION FAILING TO MEET THE SPECIFICATION REQUIREMENTS WILL BE SUBJECT TO EVALUATION ACCORDING TO SECTION 401-4.03. EVALUATION OF SUBLOTS REPRESENTED BY 0.85 QAF.

NYS DOT UTILITY PERMIT NOTES

- ROAD PAVEMENT, SHOULDER AND DRAINAGE ARE NOT TO BE DISTURBED OR UNDERMINED UNLESS INDICATED OTHERWISE IN THE PLANS.
- SUITABLE NON-FROZEN, NON SATURATED BACKFILL TO BE USED AND PLACED IN 6" COMPACTED LIFTS.
- PAVEMENT TO BE MAINTAINED UNTIL A PERMANENT REPAIR CAN BE MADE.
- PAVEMENT TO BE REPLACED IN KIND OR AS SPECIFIED ON ATTACHED PLANS.
- ALL DISTURBED GRASS AREAS WITHIN THE R.O.W. ARE TO BE FINE GRADED, 4" TOPSOIL PLACED AND TURF ESTABLISHED.

NOTE:

ROAD PLATES SHALL NOT BE USED DURING THE SNOW AND ICE SEASON® (NOVEMBER 1ST THROUGH APRIL 1ST). DURING THE MONTHS OF OCTOBER AND APRIL, CALL THE WORK AREA JURISDICTIONAL N.Y.S.D.O.T. TRANSPORTATION MAINTENANCE RESIDENCY WITH PLATE LOCATIONS. ROAD PLATES SHALL BE PINNED AND RAMPED. A "STEEL PLATE AHEAD" SIGN (WB-24) SHALL BE INSTALLED IN ADVANCE OF THE PLATE IN ACCORDANCE WITH TABLE NY4H-3 ON STANDARD SHEET 619-11. IF THE SURFACE OF THE PLATE IS 1" OR GREATER ABOVE/BELOW THE SURROUNDING PAVEMENT, A "BUMPS" SIGN (WB-1) SHALL BE INSTALLED BETWEEN THE PLATE AND "STEEL PLATE AHEAD" SIGN IN ACCORDANCE WITH TABLE NY4H-3 ON STANDARD SHEET 619-11 AND A BARREL WITH A TYPE A FLASHER SHALL BE PLACED ON THE SHOULDER AT THE PLATE.

WINTER ASPHALT PAVEMENT AND SHOULDER RESTORATION:

EXCAVATION BACKFILL SHALL BE WITH NO. 2 STONE (NOT CRUSHER RUN), ITEM 623.12, PLACED TO SIX INCHES (6") BELOW THE EXISTING PAVEMENT SURFACE. THE REMAINING SIX INCHES (6") SHALL HAVE CONCRETE PLACED TO MATCH EXISTING ADJACENT PAVEMENT GRADE AND SHALL HAVE A GOOD, SMOOTH, NON-POLISHED RIDING SURFACE. IN THE SPRING, WHEN ASPHALT PLANTS OPEN, THE CONCRETE AND STONE SHALL BE REMOVED TO THE EXISTING BOTTOM OF THE SUBBASE IN ORDER TO PERFORM FINAL RESTORATION PER PREVIOUSLY APPROVED N.Y.S.D.O.T. PAVEMENT RESTORATION PROCEDURES.

TEST PITS:

ALL TEST PITS IN THE PAVEMENT SHALL BE COMPLETED BY AN 18" SQUARE/ROUND VACUUM EXCAVATION.

EXCAVATION SUPPORT SYSTEM REQUIREMENTS:

ANY EXCAVATION 5 FEET OR MORE IN DEPTH SHALL UTILIZE A SHIELDS AND SHORING OR SHEETING SYSTEM WHICH PROVIDES DIRECT CONTACT AND SUPPORT OF THE EXCAVATION SIDES. THE SYSTEM SHALL ACCOMMODATE ANY ASSOCIATED SURCHARGE LOADS AND SHALL BE SUBMITTED TO NYS DOT'S REGIONAL GEOTECHNICAL ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE.

A SLOPING (LAYBACK) OPTION WILL NOT BE ALLOWED.

SHIELDS AND SHORING OR SHEETING SYSTEM REQUIREMENTS DO NOT PERTAIN TO TEST PITS WHICH ARE 18" OR LESS IN DIAMETER.

R-4 (03/15)

ALL ROADWAYS

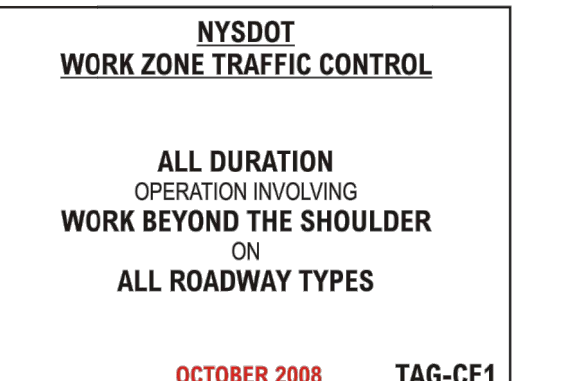
Notes:

- The ROAD WORK AHEAD Sign may be replaced with other appropriate signs such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.
- The ROAD WORK AHEAD sign may be omitted where:
 The work space is behind a barrier or guide rail, or more than 2 FT behind the curb or 15 FT or more from the edge of any roadway.
- In urban conditions, advance warning sign spacing may be reduced to 100 FT. (Min.) in order to accommodate side streets and driveways.



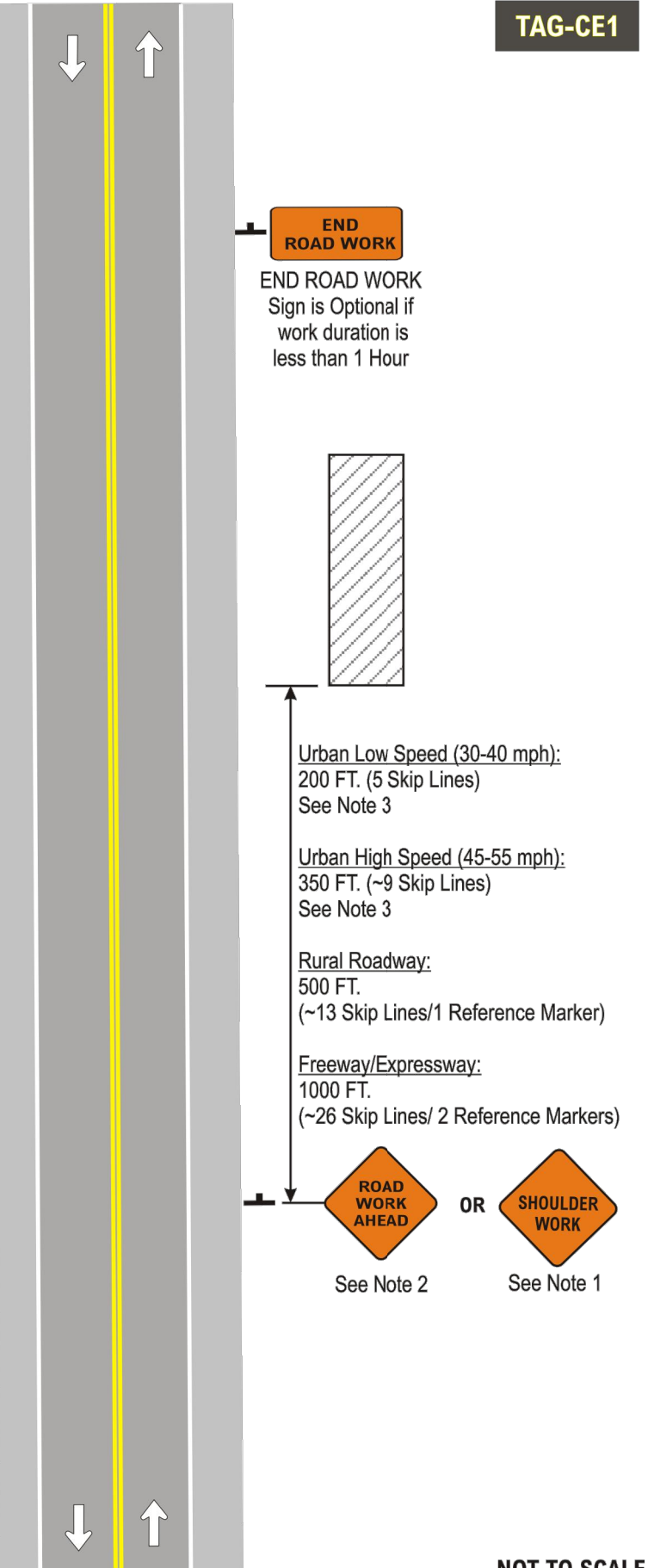
The END ROAD WORK sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

	G20-2 36x18 in. (Conventional Roadway) 48x24 in. (Freeway/Expressway)
	W20-1 36x36 in. (Conventional Roadway) 48x48 in. (Freeway/Expressway)
	W21-5 36x36 in. (Conventional Roadway) 48x48 in. (Freeway/Expressway)
	Work Area



DATE/TIME: 11-12-2010/14:43 USER: 25383414

TAG-CE1



FULL DEPTH REPAIR ROADWAY OR SIDEWALK EXCAVATIONS
NOT TO SCALE

GENERAL NOTES

- SECTION 304 OF THE STANDARD SPECIFICATIONS APPLIES, EXCEPT AS MODIFIED BY THE FOLLOWING NOTES.
- THE FOLLOWING NOTES PERTAIN TO THE USE OF CONTROLLED LOW STRENGTH MATERIAL (CLSM) FOR BACKFILL AT THE EXISTING UNDERGROUND UTILITY INSTALLATION.

CLSM RESTRICTIONS

- DO NOT PLACE CLSM IN CONTACT WITH ALUMINUM PIPE OR CONNECTIONS UNLESS THE ALUMINUM IS COATED WITH AN APPROVED PRIMER.
- DO NOT PLACE CLSM CONTAINING FLY ASH (ITEM 204.01) IN CONTACT WITH CAST IRON OR DUCTILE IRON PIPES OR FITTINGS, USE CLSM WITH NO FLY ASH (ITEM 204.02).
- THERE SHALL BE NO SAND IN THE CLSM MIX DESIGN.
- THE WATER/CEMENT RATIO SHALL BE 0.36-0.40.

CLSM PLACEMENT

- WORK INVOLVING QUANTITIES OF CLSM LESS THAN 2,000 YD³. THE REGIONAL PERMIT ENGINEER MAY ALLOW USE OF A SMALL CONSTRUCTION MIXER CAPABLE OF PRODUCING CLSM HAVING THE SPECIFIED COMPRESSIVE STRENGTH AND FLOW CONSISTENCY. FOR CLSM PLACED UNDER SUCH CONDITIONS, MIX TIME IS MINIMUM OF 90 SECONDS AFTER ALL THE MATERIALS ARE IN THE MIXER DRUM.
- OBSERVE PROPER SET TIME FOR CLSM BEFORE PLACING OVERLYING MATERIALS.

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
06/12/18 REGION 4

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL SIGNS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
U.S. CUSTOMARY STANDARD SHEET
SIDEWALK DETOUR OR DIVERSION
APPROVED SEPTEMBER 15, 2009 ISSUED UNDER EB 09-025
/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY
EFFECTIVE DATE: 01/07/10

PA PASSERO ASSOCIATES
engineering architecture

Town of Niagara
LOCATION SKETCH

Client:
DANIELE FAMILY COMPANIES
2851 MONROE AVENUE
ROCHESTER, NY 14618

STATE OF NEW YORK PROFESSIONAL ENGINEER
JESS DANIEL STAFF
No. 2330

PASSERO ASSOCIATES
242 West Main Street Suite 100 Rochester, New York 14614
Principal-in-Charge: Jess Sudol, PE
Project Manager: David Cox, PE
Designed by: Austin Goodwin, EIT

(585) 325-1000
Fax: (585) 325-1691

Revisions

No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS IN VIOLATION OF STATE EDUCATION LAW ARTICLE 145 SECTION 7208 AND ARTICLE 149 SECTION 7307. THESE PLANS ARE COPYRIGHT PROTECTED ©

DETAILS

ROYAL CAR WASH
MILITARY ROAD

Town/City: NIAGARA
County: ERIE State: NEW YORK

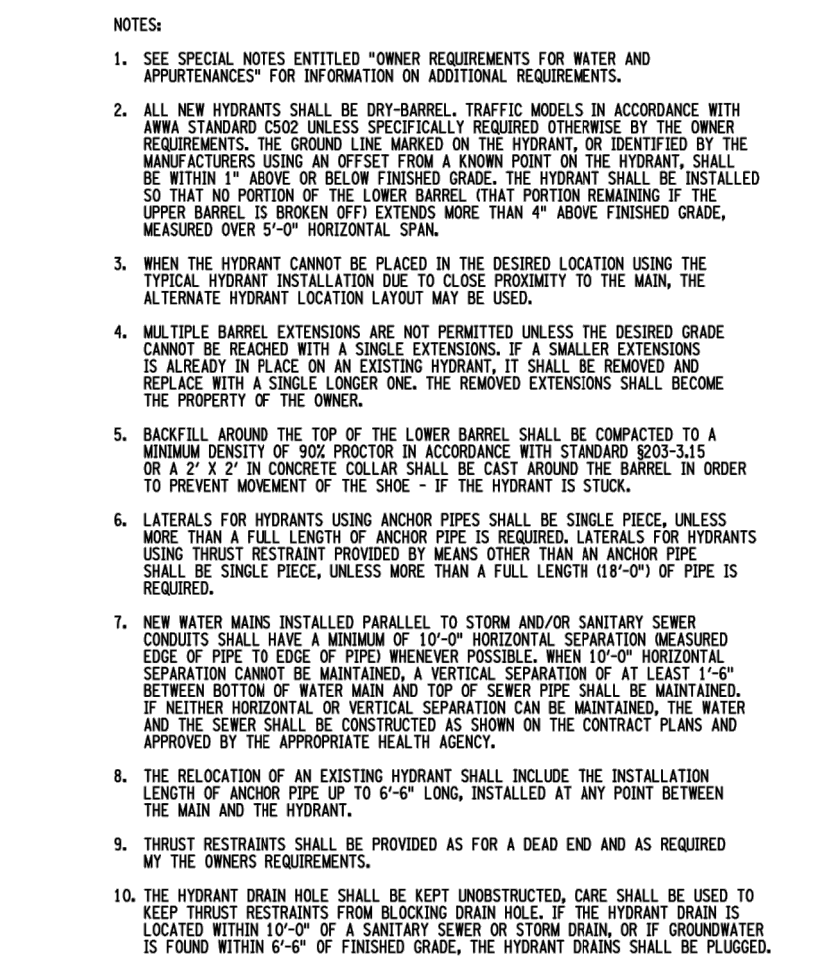
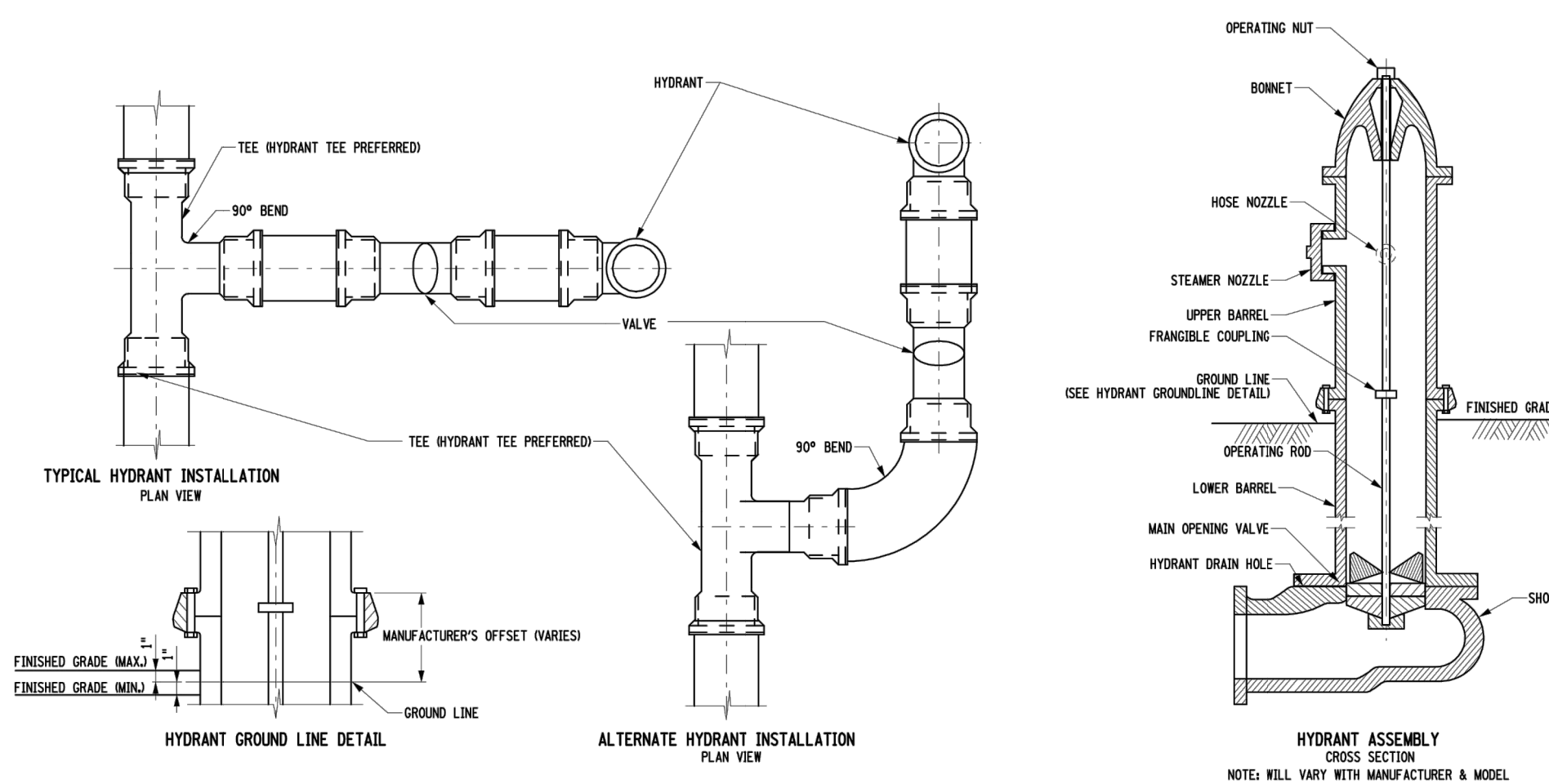
Project No.: **20213190.0001**

Drawing No. **C 205** Sheet No. **14**

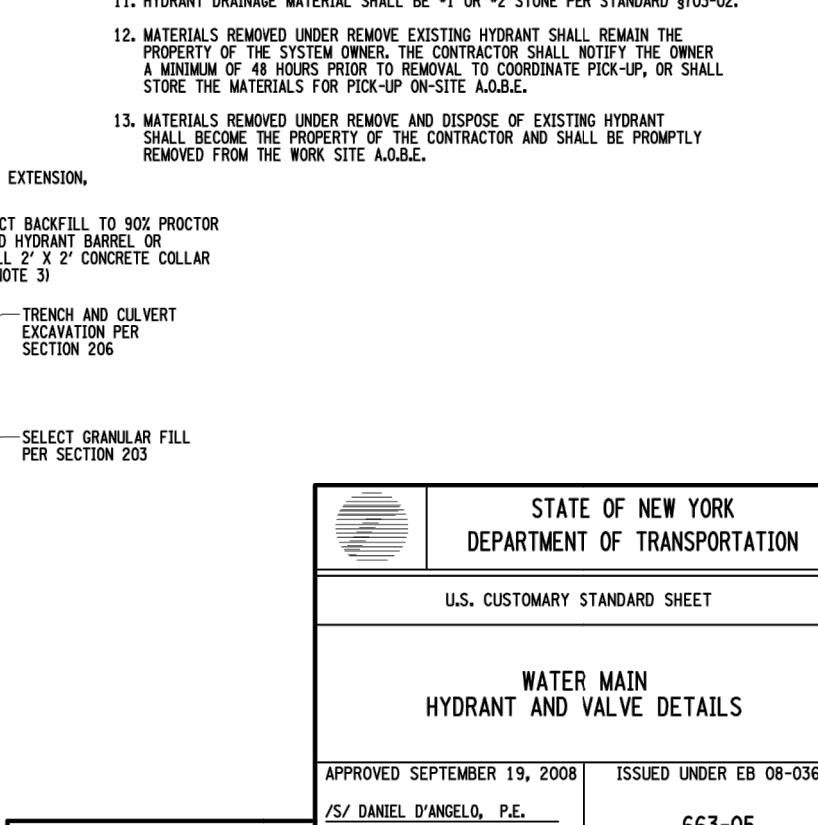
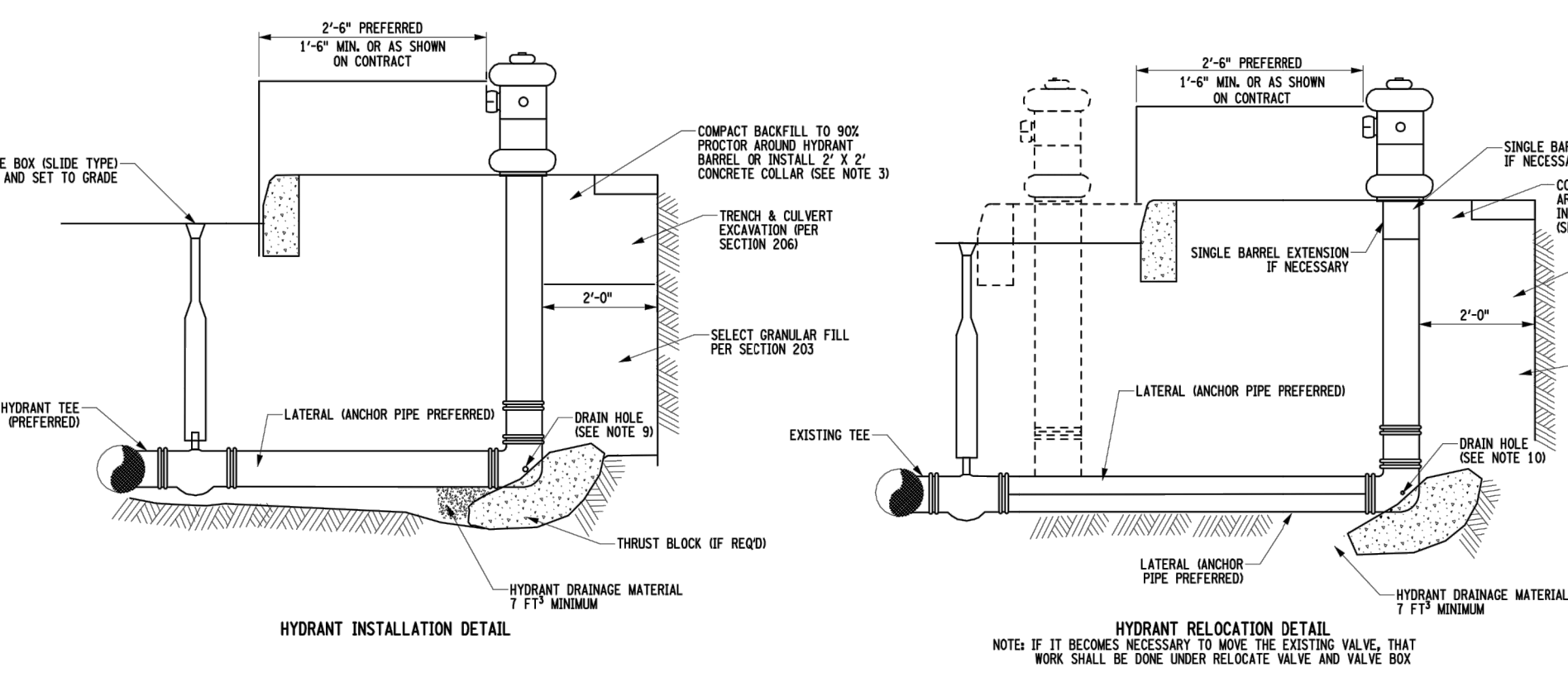
Scale: **N.T.S.**

Date: **AUGUST 2021**

NOT FOR CONSTRUCTION



- NOTES:
- SEE SPECIAL NOTES ENTITLED "OWNER REQUIREMENTS FOR WATER AND APPURTENANCES" FOR INFORMATION ON ADDITIONAL REQUIREMENTS.
 - ALL NEW HYDRANTS SHALL BE DRY-BARREL TRAFFIC MODELS IN ACCORDANCE WITH ANNA STANDARD 6202 UNLESS SPECIFICALLY REQUIRED OTHERWISE BY THE OWNER. THE GROUND LINE MARKED ON THE HYDRANT OR IDENTIFIED BY THE MANUFACTURER USING AN OFFSET FROM A KNOWN POINT ON THE HYDRANT, SHALL BE WITHIN 1/8" ABOVE OR BELOW FINISHED GRADE. THE HYDRANT SHALL BE INSTALLED SO THAT NO PORTION OF THE LOWER BARREL (THAT PORTION REMAINING IF THE UPPER BARREL IS BROKEN OFF) EXTENDS MORE THAN 4" ABOVE FINISHED GRADE, MEASURED OVER 5'-0" HORIZONTAL SPAN.
 - WHEN THE HYDRANT CANNOT BE PLACED IN THE DESIRED LOCATION USING THE TYPICAL HYDRANT INSTALLATION DUE TO CLOSE PROXIMITY TO THE MAIN, THE ALTERNATE HYDRANT LOCATION LAYOUT MAY BE USED.
 - MULTIPLE BARREL EXTENSIONS ARE NOT PERMITTED UNLESS THE DESIRED GRADE CANNOT BE REACHED WITH A SINGLE EXTENSION. IF A SMALLER EXTENSION IS ALREADY IN PLACE ON AN EXISTING HYDRANT, IT SHALL BE REMOVED AND REPLACED WITH A SINGLE LONGER ONE. THE REMOVED EXTENSIONS SHALL BECOME THE PROPERTY OF THE OWNER.
 - BACKFILL AROUND THE TOP OF THE LOWER BARREL SHALL BE COMPACTED TO A MINIMUM DENSITY OF 90% PROCTOR IN ACCORDANCE WITH STANDARD 803-3.15 OR A 2" X 2" IN CONCRETE COLLAR SHALL BE CAST AROUND THE BARREL IN ORDER TO PREVENT MOVEMENT OF THE SHOULDER IF THE HYDRANT IS STUCK.
 - LATERALS FOR HYDRANTS USING ANCHOR PIPES SHALL BE SINGLE PIECE, UNLESS MORE THAN A FULL LENGTH OF ANCHOR PIPE IS REQUIRED. LATERALS FOR HYDRANTS USING THRUST RESTRAINT PROVIDED BY MEANS OTHER THAN AN ANCHOR PIPE SHALL BE SINGLE PIECE, UNLESS MORE THAN A FULL LENGTH (8'-0") OF PIPE IS REQUIRED.
 - NEW WATER MAINS INSTALLED PARALLEL TO STORM AND/OR SANITARY SEWER CONDUITS SHALL HAVE A MINIMUM OF 10'-0" HORIZONTAL SEPARATION MEASURED EDGE OF PIPE TO EDGE OF PIPE UNLESS OTHERWISE SPECIFIED. WHEN 10'-0" HORIZONTAL SEPARATION CANNOT BE MAINTAINED, A VERTICAL SEPARATION OF AT LEAST 1'-6" BETWEEN BOTTOM OF WATER MAIN AND TOP OF SEWER PIPE SHALL BE MAINTAINED. IF EITHER HORIZONTAL OR VERTICAL SEPARATION CAN BE MAINTAINED, THE WATER AND THE SEWER SHALL BE CONSTRUCTED AS SHOWN ON THE CONTRACT PLANS AND APPROVED BY THE APPROPRIATE HEALTH AGENCY.
 - THE RELOCATION OF AN EXISTING HYDRANT SHALL INCLUDE THE INSTALLATION LENGTH OF ANCHOR PIPE UP TO 6'-6" LONG, INSTALLED AT ANY POINT BETWEEN THE MAIN AND THE HYDRANT.
 - THRUST RESTRAINTS SHALL BE PROVIDED AS FOR A DEAD END AND AS REQUIRED BY THE OWNER'S REQUIREMENTS.
 - THE HYDRANT DRAIN HOLE SHALL BE KEPT UNOBSTRUCTED. CARE SHALL BE USED TO KEEP THRUST RESTRAINTS FROM BLOCKING DRAIN HOLES IF THE HYDRANT DRAIN IS LOCATED WITHIN 10'-0" OF A SANITARY SEWER OR STORM DRAIN, OR IF GROUNDWATER IS FOUND WITHIN 10'-0" OF FINISHED GRADE. THE HYDRANT DRAIN SHALL BE FLOUSED.
 - HYDRANT DRAINAGE MATERIAL SHALL BE #1 OR #2 STONE PER STANDARD 8703-02.
 - MATERIALS REMOVED UNDER REMOVE EXISTING HYDRANT SHALL REMAIN THE PROPERTY OF THE SYSTEM OWNER. THE CONTRACTOR SHALL NOTIFY THE OWNER A MINIMUM OF 48 HOURS PRIOR TO REMOVAL TO COORDINATE PICK-UP, OR SHALL STORE THE MATERIALS FOR PICK-UP ON-SITE A.O.A.E.
 - MATERIALS REMOVED UNDER REMOVE AND DISPOSE OF EXISTING HYDRANT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROMPTLY REMOVED FROM THE WORK SITE A.O.A.E.



- NOTE: HILL VARY WITH MANUFACTURER'S MODEL.
- NOTE: IF IT BECOMES NECESSARY TO MOVE THE EXISTING VALVE, THAT WORK SHALL BE DONE UNDER RELOCATE VALVE AND VALVE BOX.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

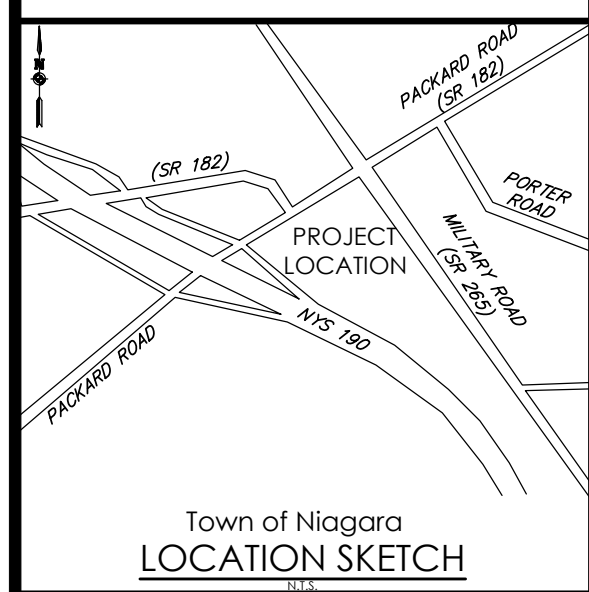
WATER MAIN
HYDRANT AND VALVE DETAILS

APPROVED SEPTEMBER 19, 2008 ISSUED UNDER EB 08-036

DESIGNED BY: DANIEL D'AMIELLO, P.E.
SENIOR CHIEF ENGINEER (DESIGN)

663-05

EFFECTIVE DATE: 01/08/09



Town of Niagara
LOCATION SKETCH

Client:
DANIELE FAMILY COMPANIES
2851 MONROE AVENUE
ROCHESTER, NY 14618

PASSERO ASSOCIATES
242 West Main Street Suite 100 (585) 325-1000
Rochester, New York 14614 Fax: (585) 325-1691

Principal-in-Charge: Jess Sudol, PE
Project Manager: David Cox, PE
Designed by: Austin Goodwin, EIT.



Revisions			
No.	Date	By	Description
1	08/25/21	ABG	PER NIAGARA WATER/SEWER COMMENT

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DETAILS

ROYAL CAR WASH
MILITARY ROAD

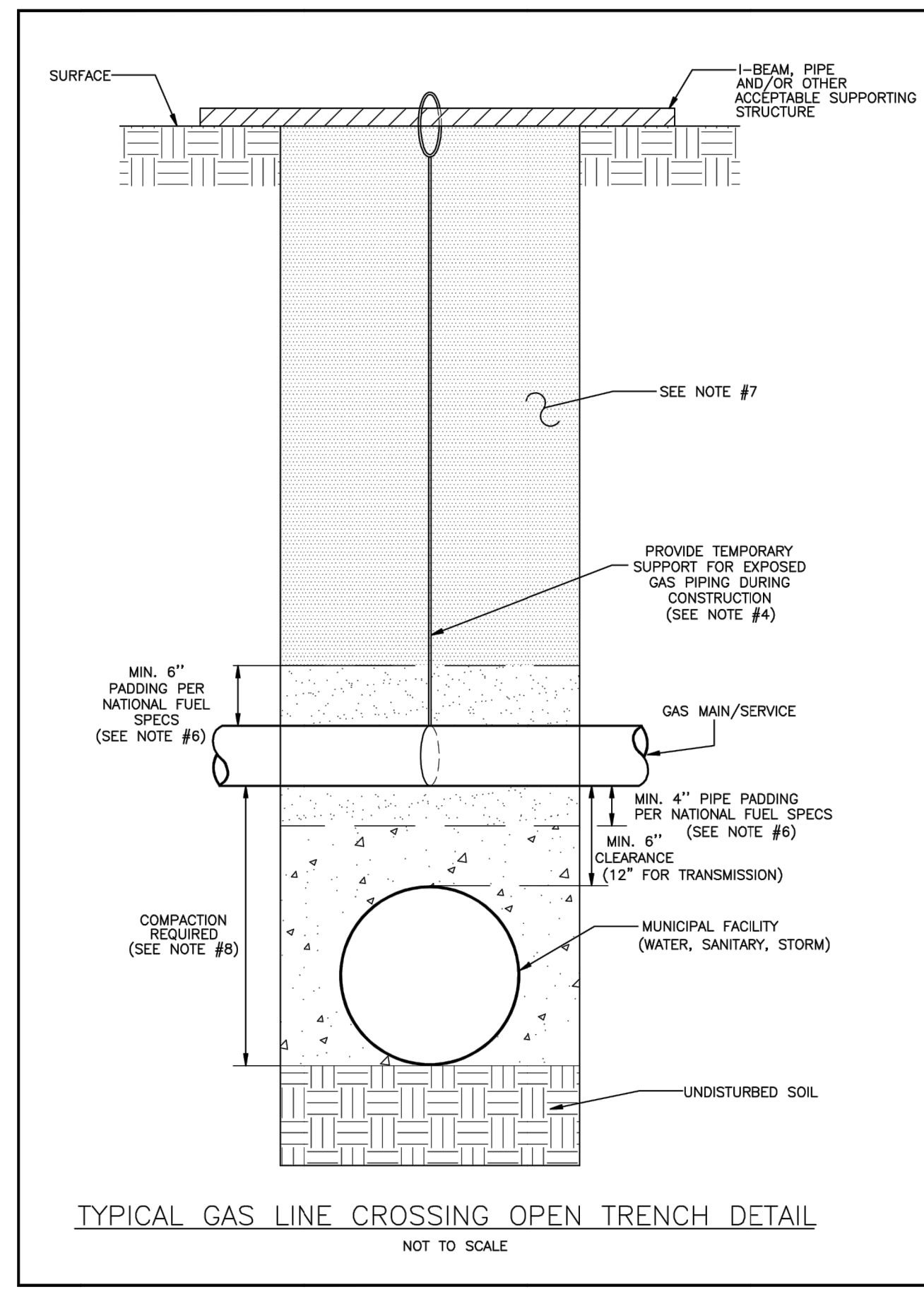
Town/City: NIAGARA
County: ERIE State: NEW YORK

Project No.: **20213190.0001**

Drawing No.: **C 207** Sheet No.: **16**

Scale: **N.T.S.**

Date: **AUGUST 2021**



- NOTES**
- PRIOR TO ANY EXCAVATION WORK, DAMAGE PREVENTION LAWS REQUIRE PERSONS TO MAKE CONTACT WITH THE APPROPRIATE ONE-CALL SYSTEM BY CALLING 811 OR IN NEW YORK 1-800-962-7962/ IN PENNSYLVANIA 1-800-242-1776.
 - IF A NATURAL GAS FACILITY IS DAMAGED, RESULTING IN A RELEASE OF NATURAL GAS, IMMEDIATELY CALL 911 AND THE NATIONAL FUEL EMERGENCY NUMBER 1-800-444-3130.
 - IF A NATURAL GAS LINE IS SCRATCHED, GOUGED, DENTED, PULLED, OR BOWED DURING EXCAVATION WORK OR THE PROTECTIVE COATING IS DAMAGED, IMMEDIATELY CALL THE NATIONAL FUEL EMERGENCY NUMBER 1-800-444-3130 SO THAT WE CAN INVESTIGATE AND REPAIR ANY DAMAGE THAT COULD AFFECT PUBLIC SAFETY. SEEMINGLY INCONSEQUENTIAL DAMAGE CAN HAVE A MAJOR IMPACT AND CAN POTENTIALLY RESULT IN A FUTURE PIPELINE FAILURE.
 - NATIONAL FUEL REQUIRES THAT EXCAVATORS SUPPORT OUR FACILITIES IF EXPOSED DURING CONSTRUCTION. THE EXCAVATOR SHALL PROVIDE SUCH SUPPORT IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES. SUPPORT MUST BE MAINTAINED THROUGHOUT CONSTRUCTION AND BACKFILL OPERATIONS. THE SUPPORT SYSTEM SHALL PROTECT THE GAS FACILITIES FROM SETTLEMENT, TRAFFIC AND HEAVY LOADS OR FORCES. CONTACT NATIONAL FUEL FOR SUPPORT RECOMMENDATIONS AND INSPECTION WHERE GAS PIPING WILL BE EXPOSED FOR A LENGTH OF 15' OR GREATER, OR WHENEVER A COUPLING OR FITTING IS EXPOSED.
 - UNDERGROUND UTILITIES AND OTHER STRUCTURES PLACED NEAR NATIONAL FUEL FACILITIES MUST MAINTAIN A MINIMUM CLEARANCE OF 12" FOR TRANSMISSION PIPELINES AND 6" FOR DISTRIBUTION MAINS AND SERVICES. ANY METALLIC STRUCTURE PLACED NEAR STEEL PIPELINES REQUIRES THE INSTALLATION OF AN ELECTRIC TEST STATION.
 - BACKFILL MATERIAL AROUND NATIONAL FUEL GAS FACILITIES SHALL BE CLEAN DIRT, FREE OF SHALE OR SHARP STONES. ROUND STONES SHALL BE NO LARGER THAN 1" IN DIAMETER. ACCEPTABLE BACKFILL MATERIALS ARE:
 - SAND (SAND IS THE PREFERRED MATERIAL WHERE WASHOUT IS NOT LIKELY).
 - STONE "SCREENINGS" (LIMESTONE) ALL PASSING: 100% PASSING THE NO.40 SIEVE, 70% PASSING THE NO.200 SIEVE.
 - GRAVEL (A MODIFIED SIDEWALK MIX) OF A 50/50 BLEND OF NO.1A ROUND GRAVEL AND SAND.
 - NO.1A ROUND GRAVEL.
 - FILL MATERIAL BEYOND THE SELECT BACKFILL SHALL BE FREE OF LOGS, CINDERS, STUMPS, SKIDS, BRUSH OR ROCKS LARGER THAN 12 INCHES.
 - BACKFILL MATERIAL BENEATH AND AROUND ANY UNDERGROUND GAS FACILITY SHALL BE PROPERLY COMPACTED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES.
 - HEAVY LOADS AND EXCESSIVE FORCES SHALL NOT BE IMPOSED ON GAS FACILITIES AT ANY TIME DURING CONSTRUCTION OR BACKFILLING OPERATIONS.
 - #10 OR #12 LOCATING WIRE IS BURIED ALONG SIDE MOST PLASTIC GAS MAINS AND SERVICES. HEAVIER CABLES (PART OF CATHODIC PROTECTION SYSTEMS) MAY ALSO BE FOUND NEAR SOME STEEL PIPE FACILITIES. IF ANY WIRE OR CABLE IS DAMAGED IT MUST BE IMMEDIATELY REPORTED TO NATIONAL FUEL.

811 Know what's below. Call before you dig.

National Fuel DISTRIBUTION CORPORATION
ENGINEERING
6383 MAIN STREET
WILLIAMSVILLE, NY 14221

TYPICAL GAS LINE CROSSING OPEN TRENCH DETAIL

DRAWN BY: T. NUGENT
CHECKED BY: M. PARKER
APPROVED BY: K. HOUSE

DATE: 1/5/12 FILENAME: GASLINECROSSINGDETAIL.DWG

DRAWING NUMBER: 1 OF 1 SHEET NO.: 1