PRELIMINARY PLANS

WATERSIDE ON SENECA

157 LEMBECK LANE, WATKINS GLEN, NY 14891 13649-001 NOT FOR CONSTRUCTION

LIST OF DRAWINGS

EXISTING CONDITIONS/DEMOLITION PLANS - OVERALL EXISTING CONDITIONS/DEMOLITION PLANS - ENLARGEMENT

EROSION AND SEDIMENT CONTROL PLAN - OVERALL

EROSION AND SEDIMENT CONTROL PLAN - ENLARGEMENT

COVER SHEET

GENERAL NOTES

SITE PLANS - OVERÁLL

STORMWATER PROFILES

UTILITY PROFILES

UTILITY PLANS - OVERALL

SITE PLANS - ENLARGEMENT

GRADING PLANS - OVERALL

GRADING PLANS - ENLARGEMENT

UTILITY PLANS - ENLARGEMENTS

11.04.2024

Project No.:

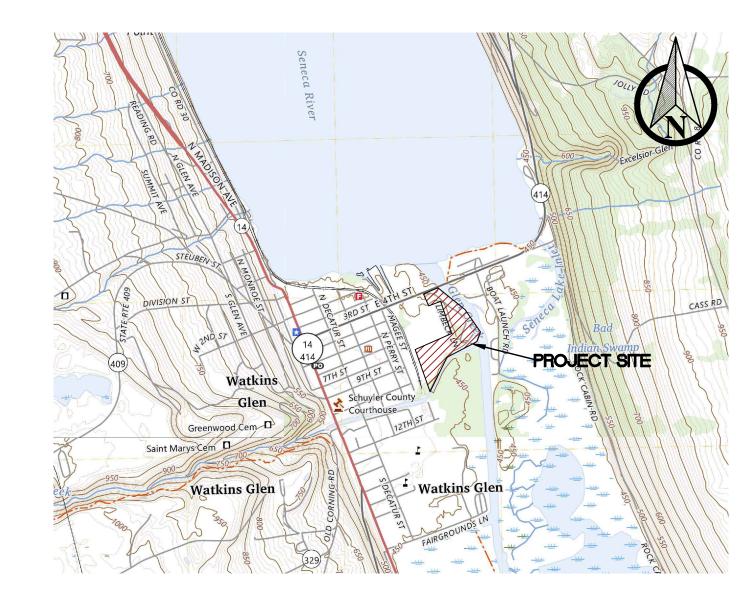
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WATERSIDE ON SENECA INC 1605 LBJ FREEWAY

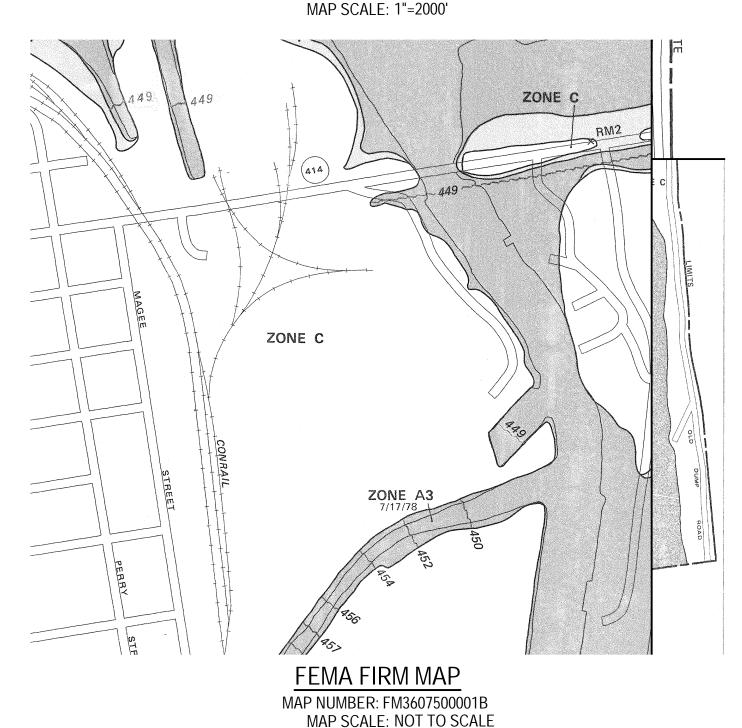
DALLAS, TX 75234

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NEW YORK STATE MAP MAP SCALE: NOT TO SCALE



USGS QUADRANGLE MAP MAP NAME: BURDETT



GENERAL CONSTRUCTION NOTES

- EXISTING UTILITIES HAVE BEEN SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AND EVIDENCE ON THE GROUND. LOCATIONS ARE FOR GENERAL INFORMATION ONLY AND ARE APPROXIMATE. CONTRACTOR WILL BE LIABLE FOR DAMAGE TO ANY UTILITY, ABOVE OR BELOW GROUND, AND SHALL EXERCISE ALL NECESSARY PRECAUTIONS AND CARE TO PREVENT SUCH DAMAGE. CONTRACTOR SHALL NOTIFY ALL UTILITIES THAT HAVE LINES IN THE PROJECT AREA TO VERIFY LOCATIONS AND DEPTHS BEFORE BEGINNING WORK. THE CONTRACTOR SHALL COMPLY WITH NYS CODE RULE 753. CONTRACTOR SHALL CONTACT DIG SAFELY NEW YORK A MINIMUM OF 72 HOURS PRIOR TO WORK.
- IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MEET ALL REGULATIONS, CODES AND ORDINANCES OF STATE AND FEDERAL AGENCIES, LOCAL AUTHORITIES AND UTILITY COMPANIES, REGARDLESS OF INFORMATION STATED ON THIS PLAN. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS OR VERIFY THAT ALL REQUIRED PERMITS OR APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION OF ANY ITEM SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED ALL PLANS AND ANY OTHER DOCUMENTATION FROM ALL OF THE PERMITTING AND ANY OTHER REGULATORY AUTHORITIES. FAILURE OF THE CONTRACTOR TO FOLLOW THIS PROCEDURE SHALL CAUSE THE CONTRACTOR TO ASSUME FULL RESPONSIBILITY FOR ANY SUBSEQUENT MODIFICATION OF THE WORK MANDATED BY ANY REGULATORY AUTHORITY.
- SUBJECT TO ANY AND ALL EXCEPTIONS, RESERVATIONS, EASEMENTS, RIGHTS OF WAY AND RESTRICTIONS WHETHER SHOWN HEREON OR NOT. THE GENERAL CONTRACTOR SHALL CONTACT ALL OWNERS OF EASEMENTS, UTILITIES AND R.O.W.'S, PUBLIC OR PRIVATE, PRIOR TO WORKING IN THESE AREAS.
- CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SO THAT WORKMEN AND PUBLIC SHALL BE PROTECTED FROM INJURY, AND ADJOINING PROPERTY PROTECTED FROM DAMAGE. CONTRACTOR SHALL KEEP THE WORK AREA FREE FROM ACCUMULATIONS OF WASTE MATERIAL OR RUBBISH CAUSED BY WORKERS, OR WORK. UPON COMPLETION OF WORK, CONTRACTOR SHALL REMOVE ALL RUBBISH FROM AND ABOUT THE PREMISES AND ALL TOOLS, EQUIPMENT, APPARATUS AND SURPLUS MATERIAL. THE CONSTRUCTION SITE SHALL BE RESTORED AND LEFT CLEAN TO THE OWNER'S SATISFACTION. IN ALL LOCATIONS WHERE PRIVATE OR PUBLIC PROPERTY IS DISTURBED OR DESTROYED DUE TO THE CONSTRUCTION PROGRAM, IT SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTORS
- ACCESS TO UTILITIES, PROPERTY, ETC., SHALL REMAIN UNDISTURBED, UNLESS COORDINATED WITH RESPECTIVE
- CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM, PROPERTY, AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCTION OPERATIONS. ALL PIPES DISTRUBED/DAMAGED SHALL BE REPLACED AND INCLUDE END SECTIONS WITH THE REPLACEMENTS.
- ALL DIMENSIONS, ELEVATIONS, AND EXISTING CONDITIONS SHALL BE CHECKED AND VERIFIED BY THE CONTRACTOR AT THE SITE. OBTAIN ALL NECESSARY DIMENSIONS AND NOTIFY THE OWNER OF ANY DISCREPANCIES BEFORE
- CONTRACTOR SHALL PROVIDE ALL EARTHWORK TO OBTAIN THE PROPOSED GRADES INDICATED ON THE SITE PLAN. ALL ASPHALT, TOPSOIL, ORGANIC CONTAMINATED OR OTHER DELETERIOUS OR UNSUITABLE MATERIALS MUST BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF. SUBJECT TO THE ENGINEERS APPROVAL EXISTING SOILS ADEQUATE FOR USE AS BACKFILL MAY BE RETAINED, REINSTALLED, AND COMPACTED.
- CONTRACTOR SHALL PROPERLY DISPOSE OF ALL SURPLUS OR EXCESS EXCAVATED MATERIAL OR PROVIDE SELECT, SUITABLE FILL MATERIAL TO BRING THE SITE TO REQUIRED SUBGRADE. ALL FILL MATERIAL SHALL BE THOROUGHLY COMPACTED IN MAXIMUM 6" LIFTS TO NOT LESS THAN 95% OF THE DETERMINED DRY WEIGHT DENSITY. (COMPACTION REQUIREMENTS UNDER ANY BUILDING AREA SHALL MEET SPECIFICATIONS OF THE ENGINEER.)
- PIPE FITTINGS ARE SHOWN ON THE DRAWINGS TO ACCOMMODATE THE ALIGNMENTS AND PROFILES THAT ARE SHOWN. PAYMENT FOR FITTINGS WILL BE MADE UNDER THE APPROPRIATE UNIT PRICE BID ITEMS.
- BIDDERS HAVE THE OPTION TO PERFORM EXPLORATORY EXCAVATION AND CONDUCT THEIR OWN SOILS INVESTIGATIONS PRIOR TO BIDDING. IN PREPARING THE BID, THE CONTRACTOR IS REQUIRED TO ACCOUNT FOR THE POSSIBILITY OF HIGH WATER TABLES AND UNFAVORABLE SOIL CONDITIONS. NO EXTRA PAYMENT WILL BE MADE FOR EXTRA WIDTHS OF AGGREGATE BACKFILL OR PAVEMENT RESTORATION BECAUSE OF UNSTABLE TRENCHES. THE CONTRACTOR HAS THE OPTION TO USE SHEETING AND SHORING, OR OTHER METHODS TO CONTROL TRENCH WIDTHS. ALL COSTS RELATING TO HIGH WATER TABLE, UNFAVORABLE SOIL CONDITIONS, SHEETING AND SHORING, OR OTHER MEASURES, SHALL BE INCLUDED IN THE BID PRICES.
- 12. REFER TO SHEETS C700 THROUGH C703 AND C804 FOR EROSION AND SEDIMENT CONTROL REQUIREMENTS.
- 13. SIZE AND MATERIAL OF WATER MAIN IS SHOWN ON THE PLANS AND MUST HAVE A MINIMUM FROST COVER OF 5'-0" UNLESS INDICATED OTHERWISE.
- 14. EXISTING SURFACE CONDITIONS ARE SHOWN ON THE PLANS AND PROFILES FOR ESTIMATING AND BIDDING PURPOSES ONLY. FINAL PAY QUANTITIES WILL BE MEASURED IN THE FIELD.
- 17. THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SUPPORT OF UTILITY POLES NEAR TRENCHES. THIS MAY BE PERFORMED BY THE UTILITY COMPANY OR BY THE CONTRACTOR'S OWN FORCES IF PERMITTED BY THE UTILITY
- IT IS THE INTENT OF THE DESIGN THAT BORINGS ACROSS HIGHWAYS WILL BE MADE IN NATIVE SOIL BELOW HIGHWAY EMBANKMENTS. IN THE EVENT THAT BORINGS CANNOT BE MADE BECAUSE OF ROCK, THE ROADS OWNER MAY REQUIRE ADDITIONAL BORING ATTEMPTS AT ALTERNATE LOCATIONS BEFORE ALLOWING OPEN CUT CROSSINGS. ADDITIONAL ATTEMPTS AT BORINGS OR PROPOSED OPEN CUTS REQUIRE HIGHWAY DEPARTMENT APPROVAL, MAY REQUIRE ADDITIONAL EASEMENTS, AND WILL CAUSE DELAYS. IN THE EVENT THAT A BORING IS UNSUCCESSFUL BECAUSE OF ROCK, ABANDON THE CASING IN PLACE AND FILL WITH CONCRETE. PAYMENT WILL BE MADE FOR THE LENGTH OF ABANDONED CASING PIPE AND FOR CONCRETE FILL, BUT NO PAYMENT WILL BE MADE FOR DELAYS, OR LOST TOOLS AND EQUIPMENT.
- 19. IT IS THE INTENT OF THE DESIGN THAT THE ELEVATIONS AND GRADES OF THE WATER MAIN WILL PROVIDE ASCENDING AND DESCENDING SECTIONS, IN AREAS OF FLAT TOPOGRAPHY, THE DEPTH OF THE WATER MAIN WILL BE MORE THAN 5'-0" BELOW GRADE AT CERTAIN LOCATIONS TO MAINTAIN THE ASCENDING AND DESCENDING PROFILES. THE CONTRACTOR IS REQUIRED TO EMPLOY THE NECESSARY PROCEDURES SUCH AS SURVEYORS OR LASER GUIDES TO MAINTAIN THESE GRADES. NO DEVIATIONS FROM THESE ELEVATIONS AND GRADES ARE PERMITTED WITHOUT AUTHORIZATION FROM THE ENGINEER. IN AREAS WITH CONFLICTING UTILITIES THE WATER MAIN MAY NEED TO BE DEEPER THAN 5'-0" TO MAINTAIN PROPER SEPARATION. AT CRUCIAL LOCATIONS, THE ENGINEER WILL AUTHORIZE THE EXCAVATION OF TEST PITS TO VERIFY LOCATIONS AND ELEVATIONS OF OTHER LINES. THESE WILL BE PAID UNDER THE APPROPRIATE BID ITEM FOR MISCELLANEOUS EXCAVATION AND BACKFILL. THE CONTRACTOR IS REQUIRED TO OBTAIN AS-BUILT ELEVATIONS OF THE FORCE MAIN AT 50' INTERVALS AND INCLUDE THIS INFORMATION ON THE RECORD DRAWINGS.
- WHERE INDICATED ON THE DRAWINGS, MAINTAIN EXCAVATIONS OUTSIDE OF THE PAVED SURFACES TO AVOID THE NEED FOR AGGREGATE BACKFILL AND PAVEMENT RESTORATION. AT THESE INDICATED LOCATIONS, NO PAYMENT WILL BE MADE FOR AGGREGATE BACKFILL OR PAVEMENT RESTORATION.
- MAINTAIN THE LIMITS OF TRENCHING WIDTHS INDICATED ON THE CONSTRUCTION DETAILS. NO EXTRA PAYMENT WILL BE MADE FOR AGGREGATE, BACKFILL OR PAVEMENT RESTORATION WHEN THE LIMITS OF TRENCHING ARE EXCEEDED.

BENCHMARK LOCATIONS AND ELEVATIONS WILL BE PROVIDED TO THE CONTRACTOR AT THE PRE CONSTRUCTION

SUPPLEMENT R9-9 SIDEWALK CLOSED SIGNS AS ORDERED BY THE ENGINEER. PROVIDE PEDESTRIAN DETOURS WITH

- MEETING. SIDEWALK AREAS TO BE CLOSED SHALL BE DESIGNATED AND SIGNED AS SUCH WITH NATIONAL MUTCD WITH NYS
- A CONTINUOUS PASSAGE IN ACCORDANCE WITH NYSDOT "ADA" ACCESSIBILITY GUIDELINES AND FACILITIES. NO GUIDERAIL SHALL BE DISTURBED. CARE SHALL ALSO BE TAKEN TO PRESERVE EMBANKMENTS AND NOT ALLOW
- SLOPE FAILURE.
- TREE REMOVAL WILL BE KEPT TO A MINIMUM. TREES WILL ONLY BE REMOVED IN CASES WHERE THERE ARE OTHER MAJOR CONFLICTS. IN THE EVENT THAT TREES ARE REMOVED, THEY WILL BE CUT DOWN AND PROPERLY DISPOSED OF. NO TREES SHALL BE REMOVED WITHIN THE STATE HIGHWAY RIGHT-OF-WAY WITHOUT PRIOR APPROVAL FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION.
 - ANY EXCAVATIONS EXCEEDING 5' IN DEPTH AND WHICH HAVE LIVE TRAFFIC, A UTILITY, OR A STRUCTURE FOUNDATION LOCATED WITHIN A 1 ON 1 SLOPE MEASURED FROM THE BOTTOM CORNER OF THE EXCAVATION SHALL UTILIZE A SHEETING SYSTEM WHICH PROVIDES DIRECT CONTACT AND SUPPORT OF THE EXCAVATION SIDES. THE SHEETING SYSTEM SHALL ACCOMMODATE ANY ASSOCIATED SURCHARGE LOADS. THE SHEETING SYSTEM OR DESIGN SHALL BE SUBMITTED TO NYSDOT'S REGIONAL GEOTECHNICAL ENGINEER FOR REVIEW AND APPROVAL. THE SHEETING PLAN SHALL BE SIGNED AND SEALED BY A NYS PROFESSIONAL ENGINEER.
- IT IS REQUIRED BY NEW YORK STATE THAT ALL WORKERS WORKING ON A PROJECT WITH A CONSTRUCTION COST OVER \$250,000 BID AFTER 7/17/2008 HAVE TAKEN THE OSHA 10 HOUR CERTIFICATION COURSE COVERED BY OSHA 29 CFR 1910.

NYS DOT GENERAL PLAN NOTES

- 1. ROAD TO BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
- 2. ROADSIDE DRAINAGE TO BE MAINTAINED AT ALL TIMES.
- MATERIALS, EQUIPMENT AND VEHICLES ARE NOT TO BE STORED OR PARKED WITHIN THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY.
- MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THE CURRENT NATIONAL MUTCD WITH NYS SUPPLEMENT, SECTION 619 OF THE CURRENT NYSDOT STANDARD SPECIFICATIONS. THESE PLANS AND AS ORDERED BY THE ASSISTANT RESIDENT ENGINEER. ON A NYSDOT CONSTRUCTION PROJECT, MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THESE PLANS AND BE IN ACCORDANCE WITH THE NYSDOT CONTRACT DOCUMENTS AS DEEMED NECESSARY BY THE NYS ENGINEER-IN-CHARGE
- NOTIFY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S RESIDENT ENGINEER, STACEY FORENZ, VIA EMAIL AT STACEY.FORENZ@DOT.NY.GOV, AT 607-962-4639 THREE (3) WORK DAYS PRIOR TO WORKING WITHIN THE STATE RIGHT-OF-WAY.
- NOTIFY THE NYSDOT REGION 6 TRAFFIC SIGNAL FOREMAN, MATT BEAVER, AT 607-324-8518 FIVE (5) WORKING DAYS PRIOR TO WORK WITHIN 350' OF A SIGNALIZED INTERSECTION. NOTIFY DIG SAFELY NEW YORK (U.F.P.O.) TWO (2) WORK DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 1-800-962-7962 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 ADJUSTMENT 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 DEPARTMENT WILL PERMIT THE PERMITTEE TO REMOVE, MODIFY OR OTHERWISE DEAL WITH SUCH UNDERGROUND TANKS, STRUCTURES, FEATURES OR IMPEDIMENTS IF SUCH IS DONE IN A MANNER WHICH MEETS ACCEPTABLE ENGINEERING PRACTICE AND IS PRE-APPROVED BY THE DEPARTMENT OF TRANSPORTATION. SHOULD PERMITTEE DETERMINE THAT SUCH UNFORSEEN UNDERGROUND IMPEDIMENTS RENDER PERMITTEE'S WORK AS AUTHORIZED BY THIS PERMIT UNFEASIBLE, PERMITTEE SHALL HAVE THE OPTION OF RESTORING THE HIGHWAY TO ITS ORIGINAL CONDITION AND NOT PERFORMING SUCH WORK.
- NO WORK SHALL OCCUR WITHIN THE NYSDOT RIGHT-OF-WAY BETWEEN NOVEMBER 1 AND APRIL 15 WITHOUT THE EXPLICIT PERMISSION FROM THE NYSDOT RESIDENT ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING PROTECTION OF TRAFFIC IN ACCORDANCE WITH NYSDOT STANDARDS FOR ANY OPEN CUTS IN THE NYSDOT BASIC RECOVERY WIDTH, AS DEFINED IN TABLE 10-1 OF THE NYSDOT HIGHWAY DESIGN MANUAL, FOR A ROAD WITH >6,000 AADT AND A DESIGN SPEED OF 30 MPH.
- 13. THE CONTRACTOR IS RESPONSIBLE FOR ANY DISTURBED CURB, DELINEATORS, SIGNAGE, OR MAILBOXES AND SHALL REPLACE THEM TO NYSDOT STANDARDS.

WATER INFRASTRUCTURE TESTING NOTES

- UPON COMPLETION OF WATER MAIN CONSTRUCTION, CONTRACTOR SHALL SUBMIT A WATER MAIN PRESSURE TESTING PLAN TO THE ENGINEER PRIOR TO TESTING THE MAIN.
- 2. ALL PRESSURE FORCE MAIN TESTING SHALL BE OF A HYDROSTATIC METHOD, CARRIED OUT ACCORDING TO AWWA C651
- ALL LIQUID USED IN HYDROSTATIC PRESSURE TESTING ACTIVITIES SHALL BE POTABLE WATER.
- SAMPLING AND DISINFECTION TAPS TO BE INSTALLED AT 1000 FT MAXIMUM SPACING ALONG WATER MAIN. WATER SERVICES WILL BE UTILIZED AS SAMPLING/DISINFECTION TAPS WHERE AVAILABLE, LOCATION OF TAP IS SUBJECT TO PRIOR APPROVAL OF THE ENGINEER.
- 5. NO PORTION OF THE SYSTEM SHALL BE PLACED INTO SERVICE UNTIL THE ISSUANCE BY THE D.O.H. OF A COMPLETED WORKS APPROVAL DOH-1032 FORM, PREDICATED UPON INSPECTION, DISINFECTION, AND PROPER PRESSURE AND BACTERIOLOGICAL TESTING RESULTS.
- UPON COMPLETION OF WATER STORAGE TANK CONSTRUCTION, THE WATER STORAGE TANK SHALL BE DISINFECTED ACCORDING TO AWWA STANDARDS. THE CONTRACTOR SHALL THEN BE RESPONSIBLE FOR PROVIDING BACTERIOLOGICAL AND VOLATILE ORGANIC CHEMICAL TESTING (PER EPA 502.2 OR EPA 524.2 STANDARDS), AND SUBMITTING TEST RESULTS TO THE NYSDOH AND RESIDENT ENGINEER. THE TANK SHALL NOT BE PUT INTO SERVICE UNTIL TEST RESULTS HAVE RECEIVED THE FULL SATISFACTION OF NYSDOH.

	EXISTING	PROPOSED
FEATURES TEXT	Feature text	FEATURES TEXT
PROPERTY LINE		
RIGHT-OF-WAY LINE		
EASEMENT LINE		
CONTOUR LINE	— — — 100 — — — —	100
CENTER LINE OF ROAD		
BUILDING SETBACK		
BUILDING LINE	' <u>////////////////////////////////////</u>	<u>'////////////////////////////////////</u>
FENCE LINE		x
EDGE OF PAVEMENT		
GRAVEL		
CONCRETE CURB		
CONCRETE/SIDEWALK		
SIGN	•	•
BENCHMARK	_	

LEGEND

DRAINAGE LINE, MANHOLE & CB	$=$ \bigcirc $\stackrel{MH}{=}=$	= == =	
SANITARY SEWER & MANHOLE	OMH	<i>5</i>	
WATER MAIN & VALVE	o <u>WV</u>	W	
SEWER FORCE MAIN		— FM	
GAS MAIN & VALVE	o <i>GV</i>	—	
UNDERGROUND ELECTRIC		— UE ———	
UNDERGROUND CABLE TV		- CTV	
OVERHEAD UTILITIES & POLE	—	— ОН ————	

GUIDE RAIL 12" COMPOST FILTER SOCL LIMIT OF DISTURBANCE NPDES PERMIT BOUNDARY

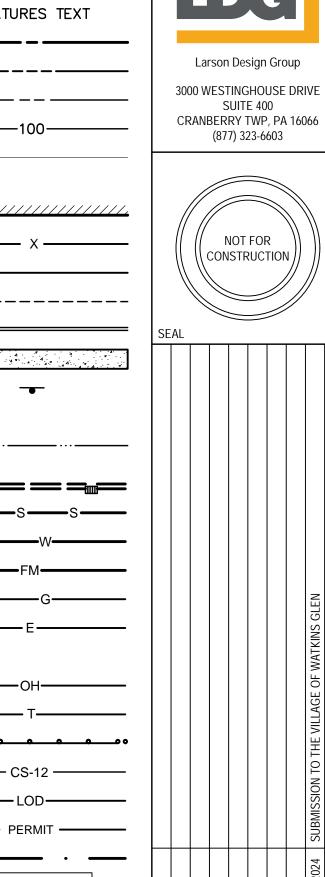
UNDERGROUND TELEPHONE

SOILS BOUNDARY SOIL TYPE

DITCH/SWALE

ROCK CONSTRUCTION ENTRANCE

INLET PROTECTION



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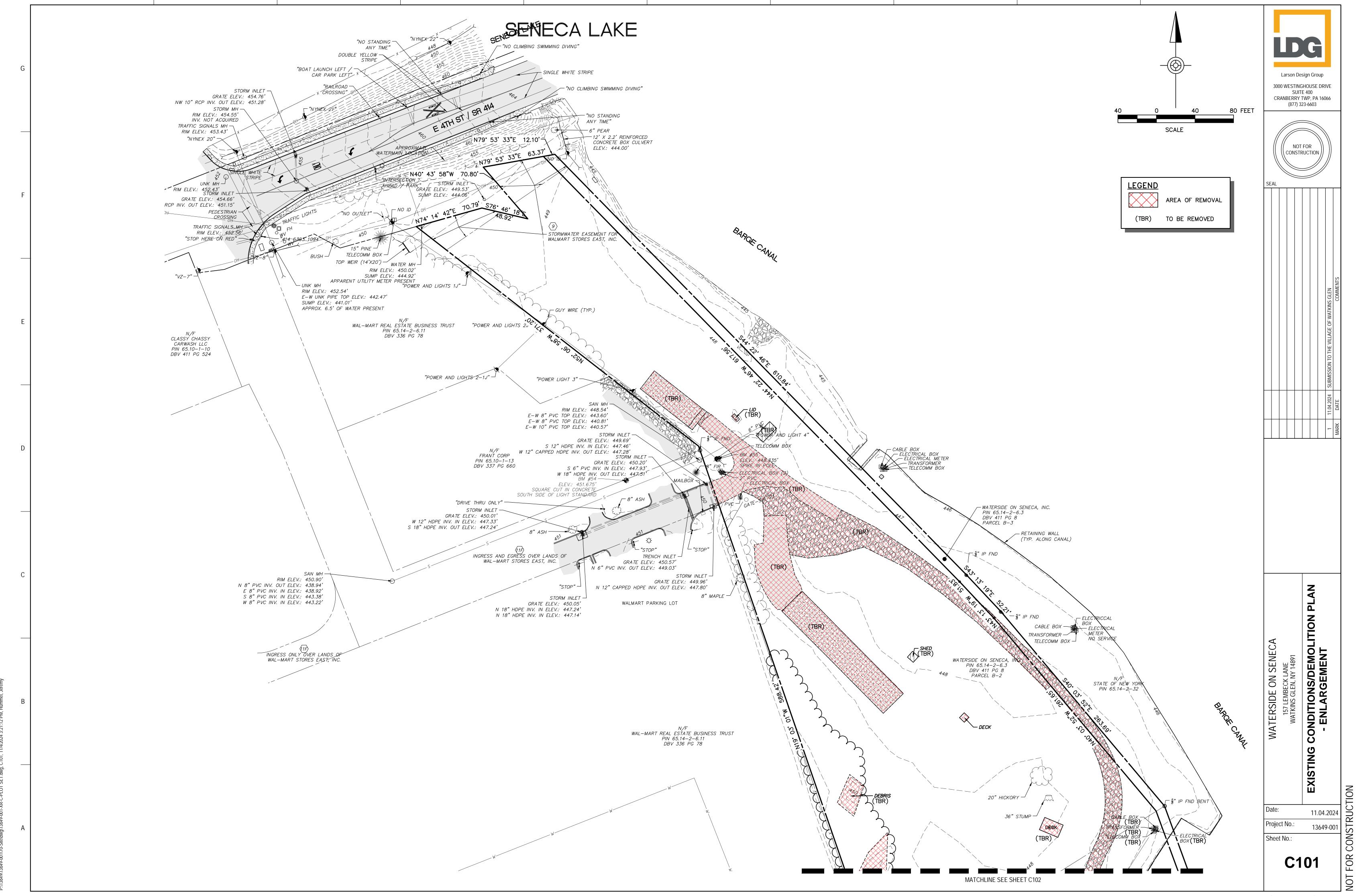
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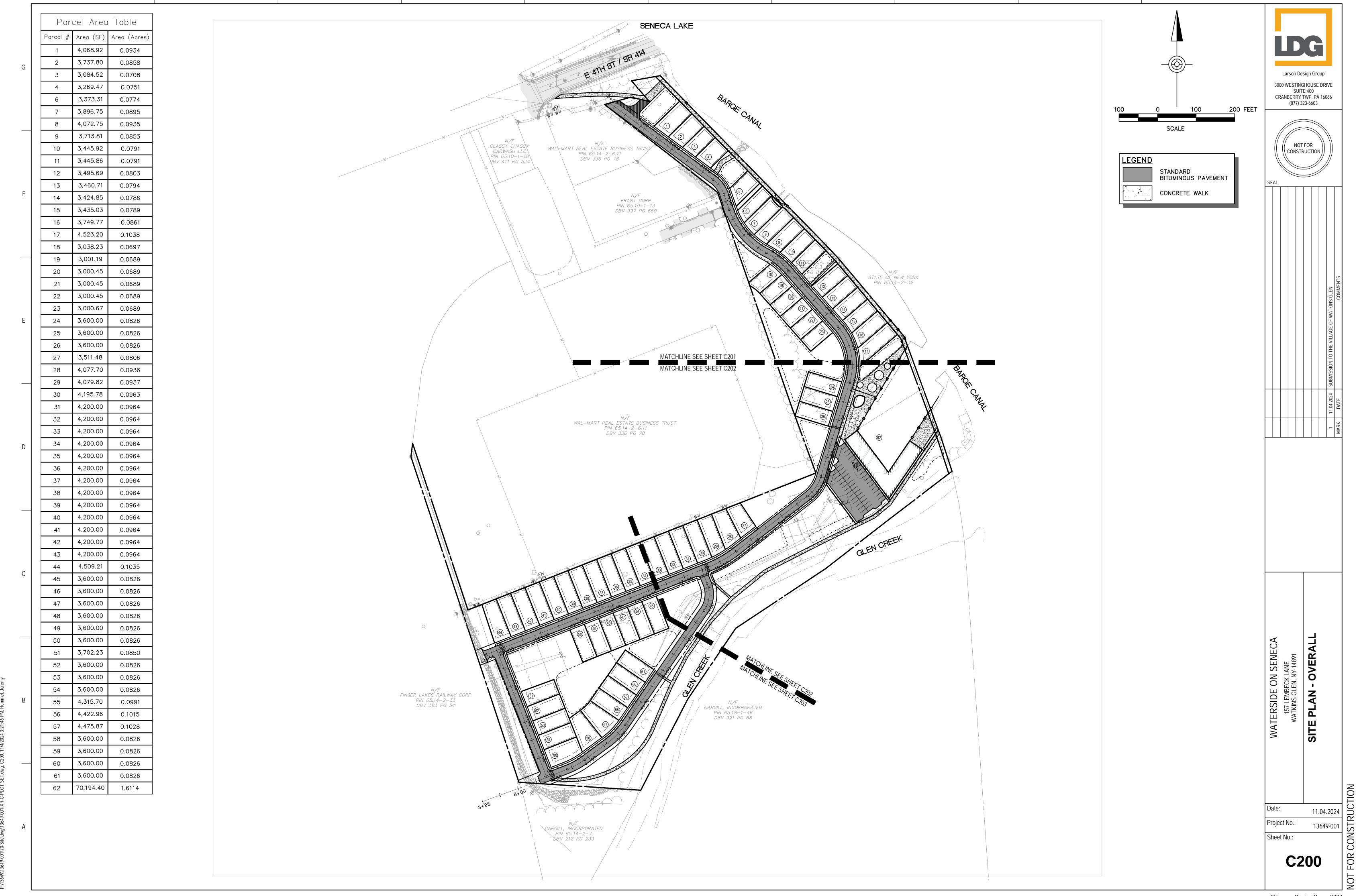
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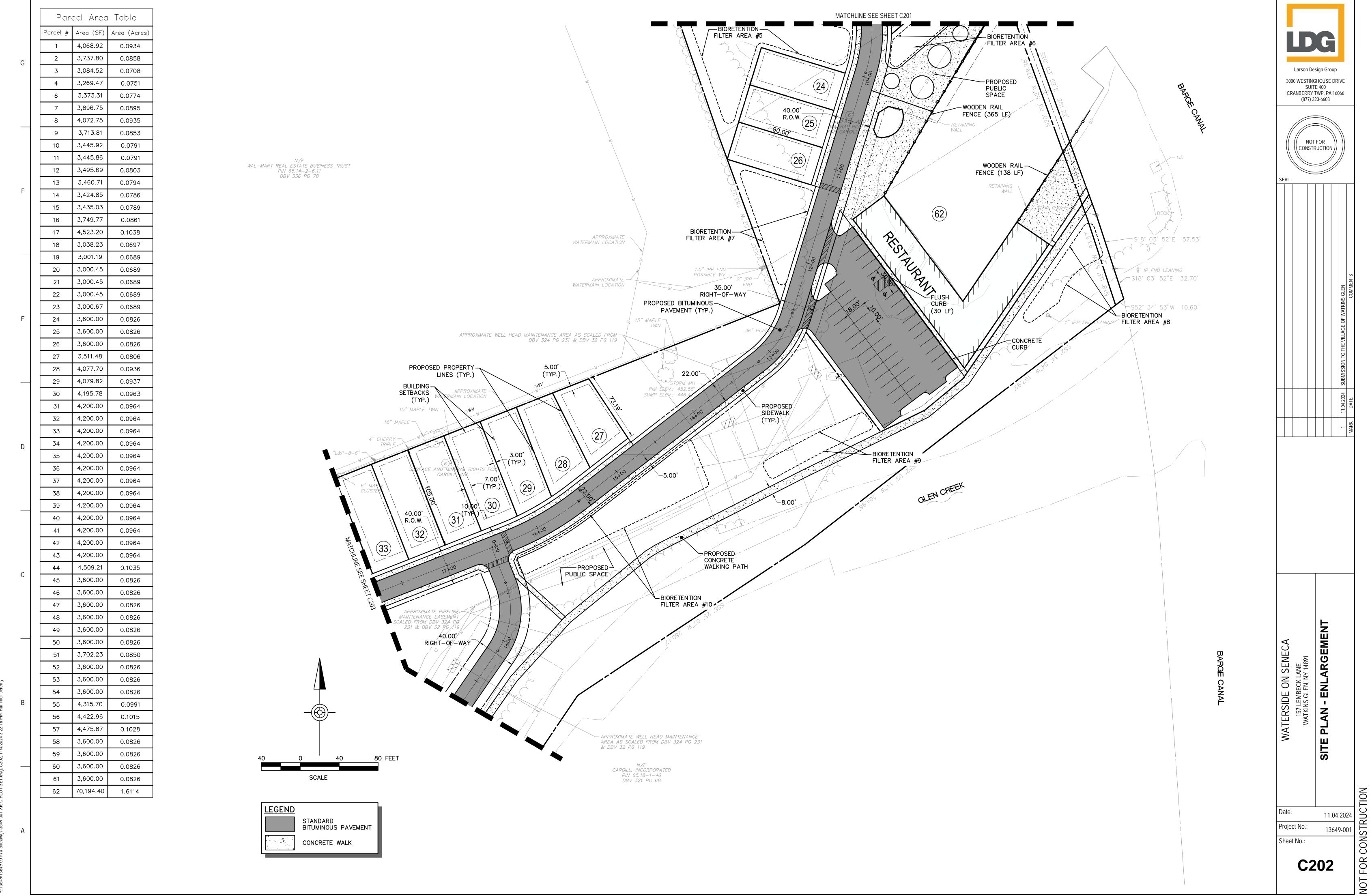
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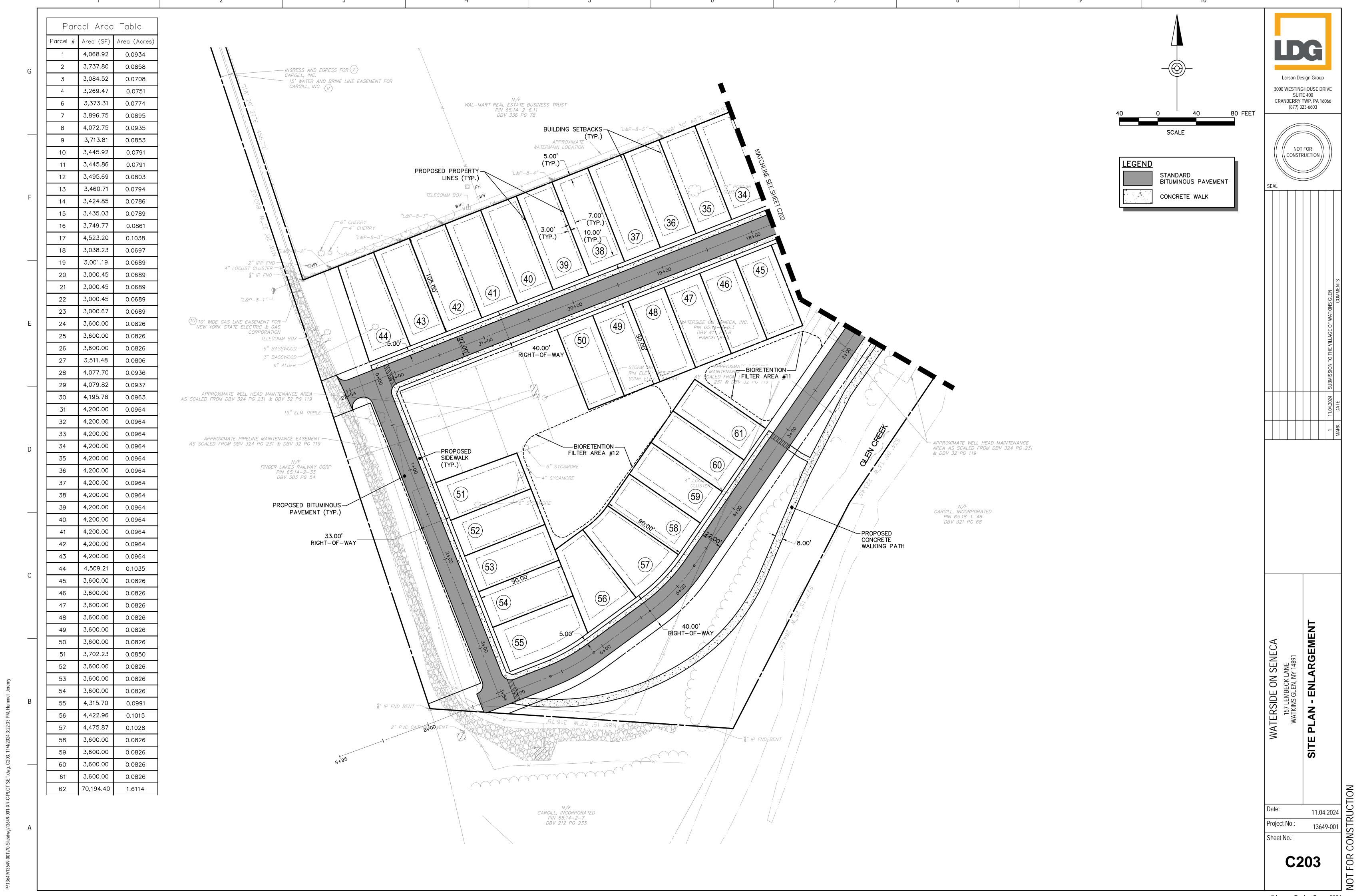
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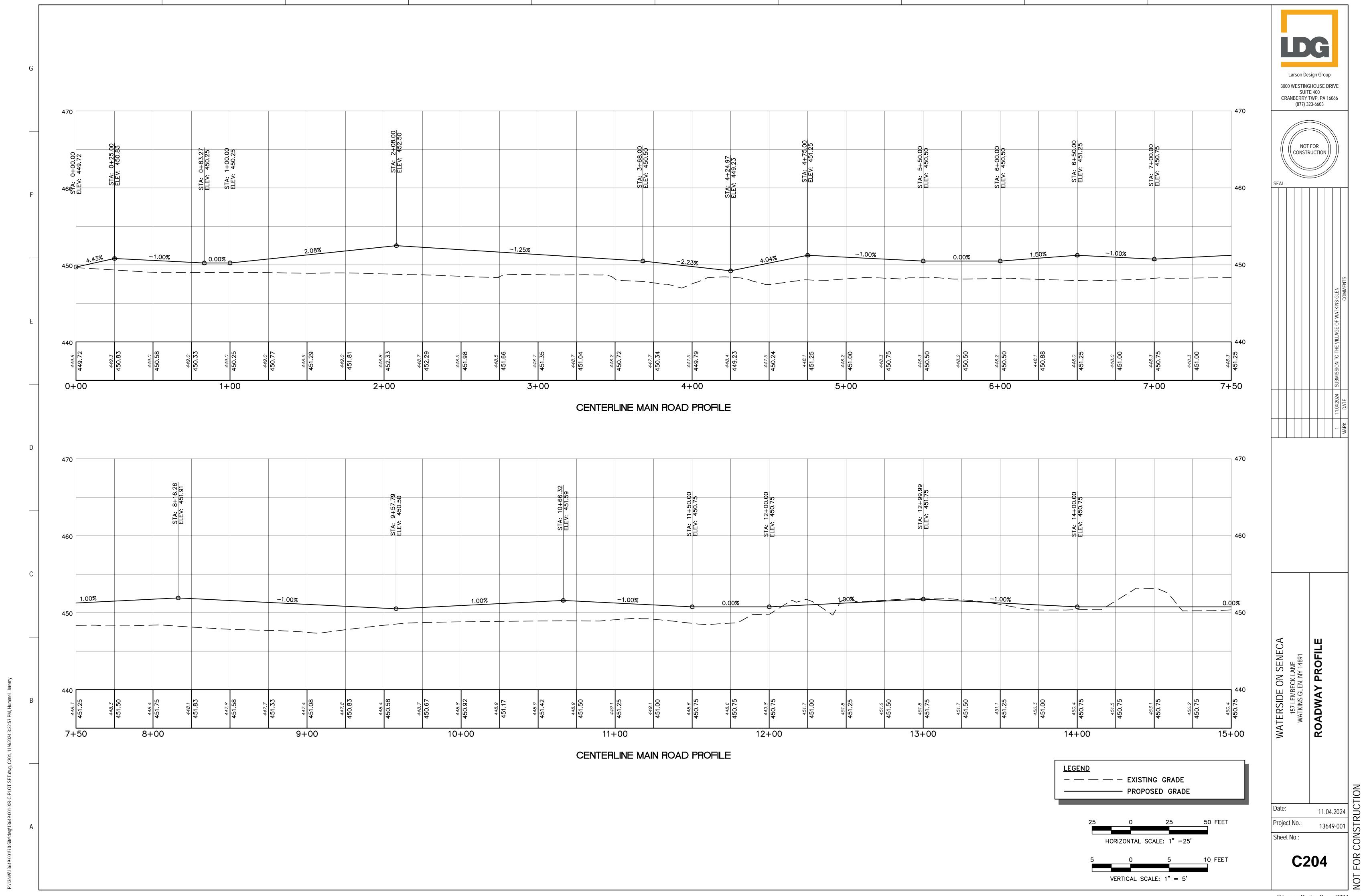
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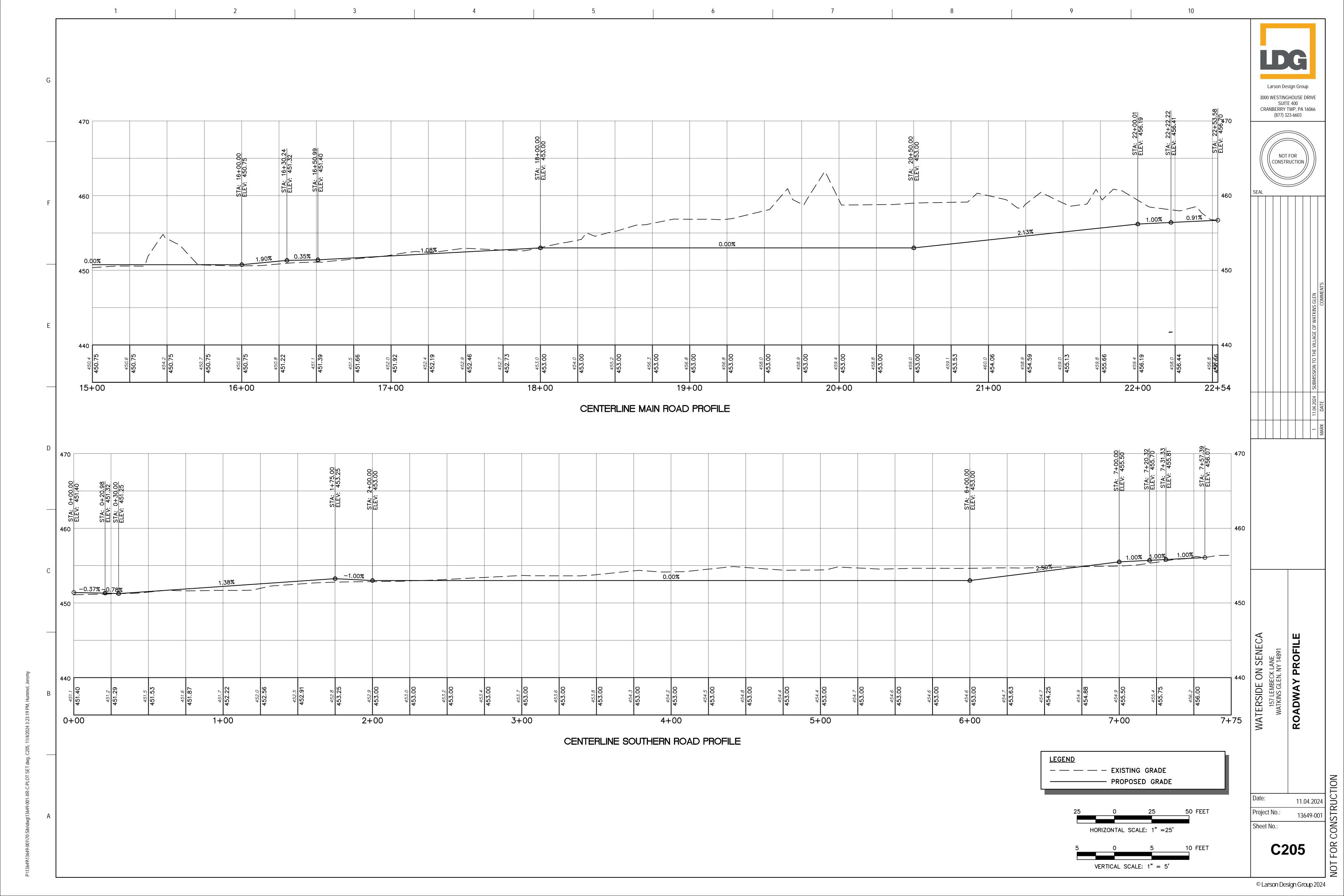


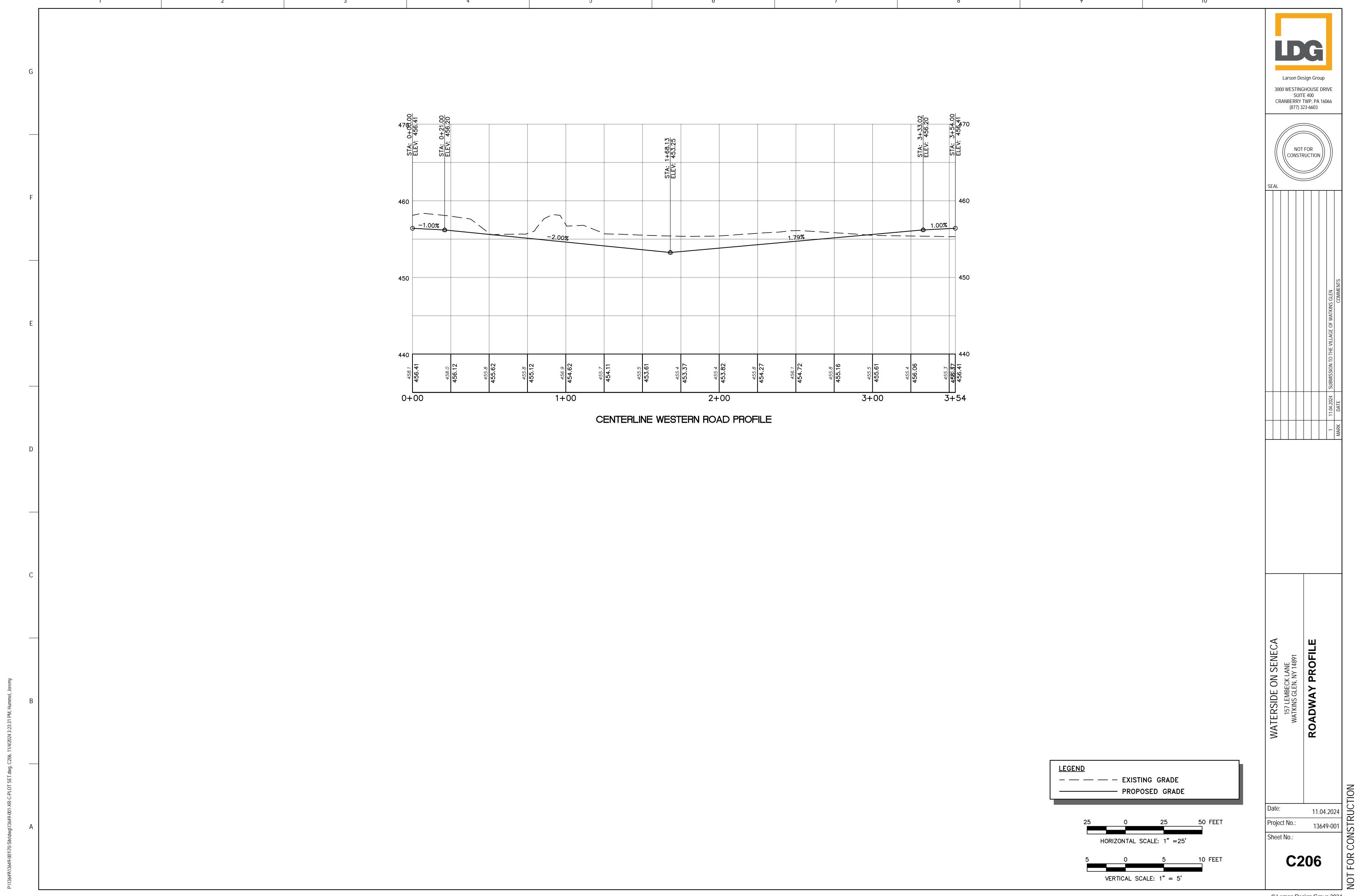












	PIPE	TABLE	
NAME	SIZE	LENGTH	SLOPE
PIPE 1	15"	28.61'	-1.00%
PIPE 2	15"	54.78'	-1.00%
PIPE 3	15"	73.09'	-1.00%
PIPE 4	24"	59.21	-0.81%
PIPE 5	15"	54.83	0.00%
PIPE 6	15"	100.95	0.00%
PIPE 7	15"	80.14	-1.00%
PIPE 8	15"	29.27	-1.00%
PIPE 9	15"	42.13'	-1.00%
PIPE 10	15"	70.79	-1.00%
PIPE 11	18"	91.80'	-1.00%
PIPE 12	18"	25.06	0.00%
PIPE 13	18"	45.92'	0.00%
PIPE 14	18"	23.15'	-1.00%

1. FOR STORMWATER CALCULATIONS IT WAS ASSUMED THAT A MAXIMUM OF 70% OF EACH LOT IS TO BE IMPERVIOUS, WHICH WAS APPROVED

VIA PLANNING BOARD DECISION ON AUGUST 31, 2023. 2. ALL PROPOSED RESIDENTIAL STRUCTURES SHALL HAVE A FINISH FLOOR ELEVATION (FFE) OF AT LEAST PLUS ONE (+1) FOOT ABOVE FINISH

GRADE OF LOT. 3. DOWNSPOUTS FOR LOTS 1 AND 2 SHOULD BE GRADED TO

BIORETENTION FILTER #1. 4. DOWNSPOUTS FOR LOTS 3 AND 4 SHOULD BE GRADED TO

BIORETENTION FILTER #2.
5. DOWNSPOUTS FOR LOTS 7, 8, 9, 10, AND 18 SHOULD BE GRADED TO

BIORETENTION FILTER #3.

6. DOWNSPOUTS FOR LOTS 11, 12 AND 13 SHOULD BE GRADED TO

BIORETENTION FILTER #4.

7. DOWNSPOUTS FOR LOTS 19, 20, 21, 22, 23, 24, 25 AND 26 SHOULD BE GRADED TO BIORETENTION FILTER #5. 8. DOWNSPOUTS FOR LOTS 14, 15, 16, AND 17 SHOULD BE GRADED TO

BIORETENTION FILTER #6.

9. DOWNSPOUTS FOR THE NORTHERN HALF OF THE BUILDING ON LOT 62 TO BE GRADED TO BIORETENTION FILTER #7.

10. DOWNSPOUTS FOR THE SOUTHERN HALF OF THE BUILDING ON LOT 62

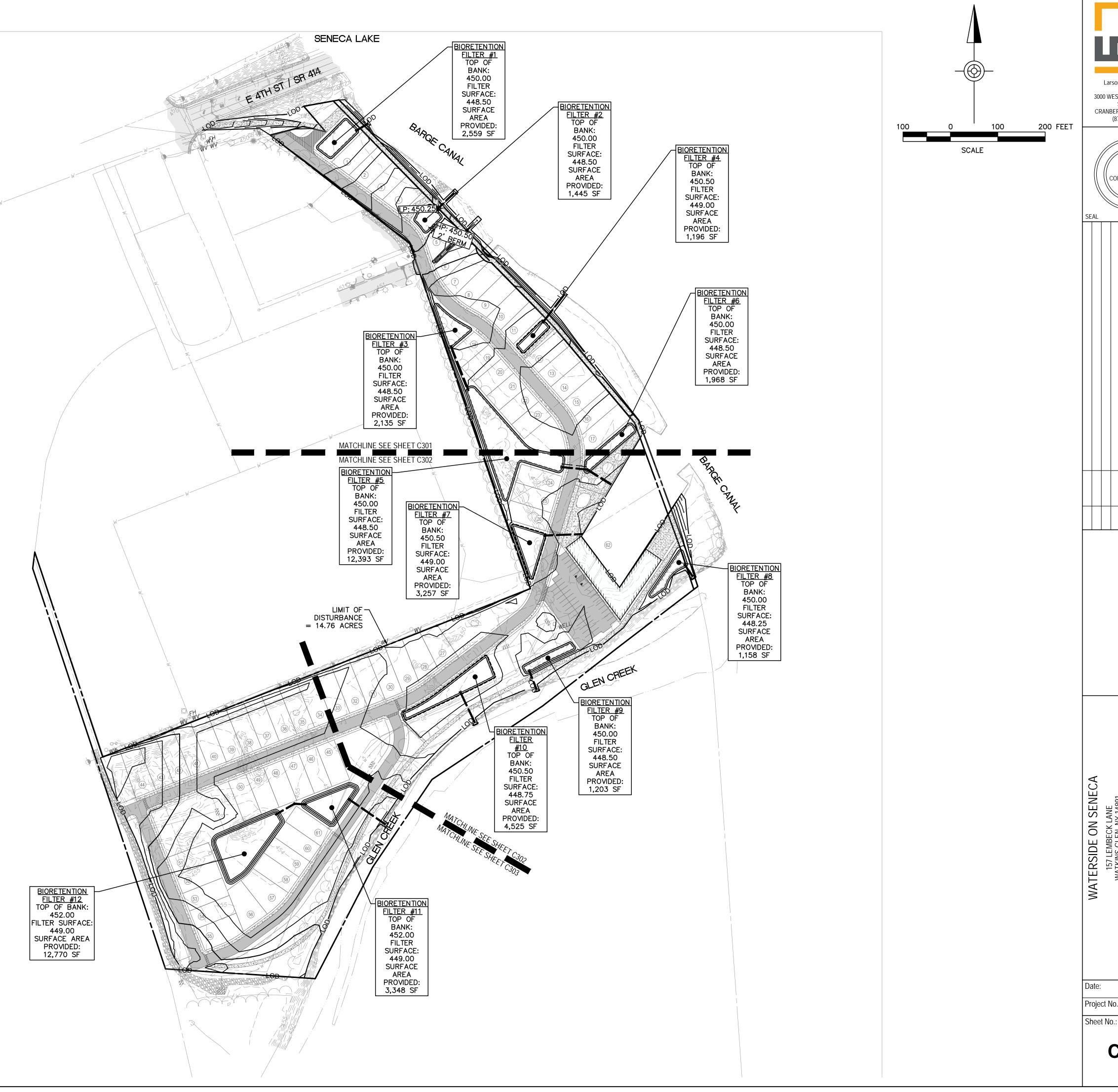
TO BE GRADED TO BIORETENTION FILTER #8.

11. DOWNSPOUTS FOR LOTS 27, 28, 29, 30, 31, 32, 33 AND 34 SHOULD

BE GRADED TO BIORETENTION FILTER #10.

12. DOWNSPOUTS FOR LOTS 35, 36, 37, 45, 46, 47, 48, AND 61 SHOULD BE GRADED TO BIORETENTION FILTER #11.

13. DOWNSPOUTS FOR LOTS 38, 39, 40, 41, 42, 43, 44, 51, 52, 53, 54, 55, 56 57, 58, 59 AND 60 SHOULD BE GRADED TO BIORETENTION FILTER #12.



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OVER,

NATERSIDE ON

Project No.:

Larson Design Group

3000 WESTINGHOUSE DRIVE

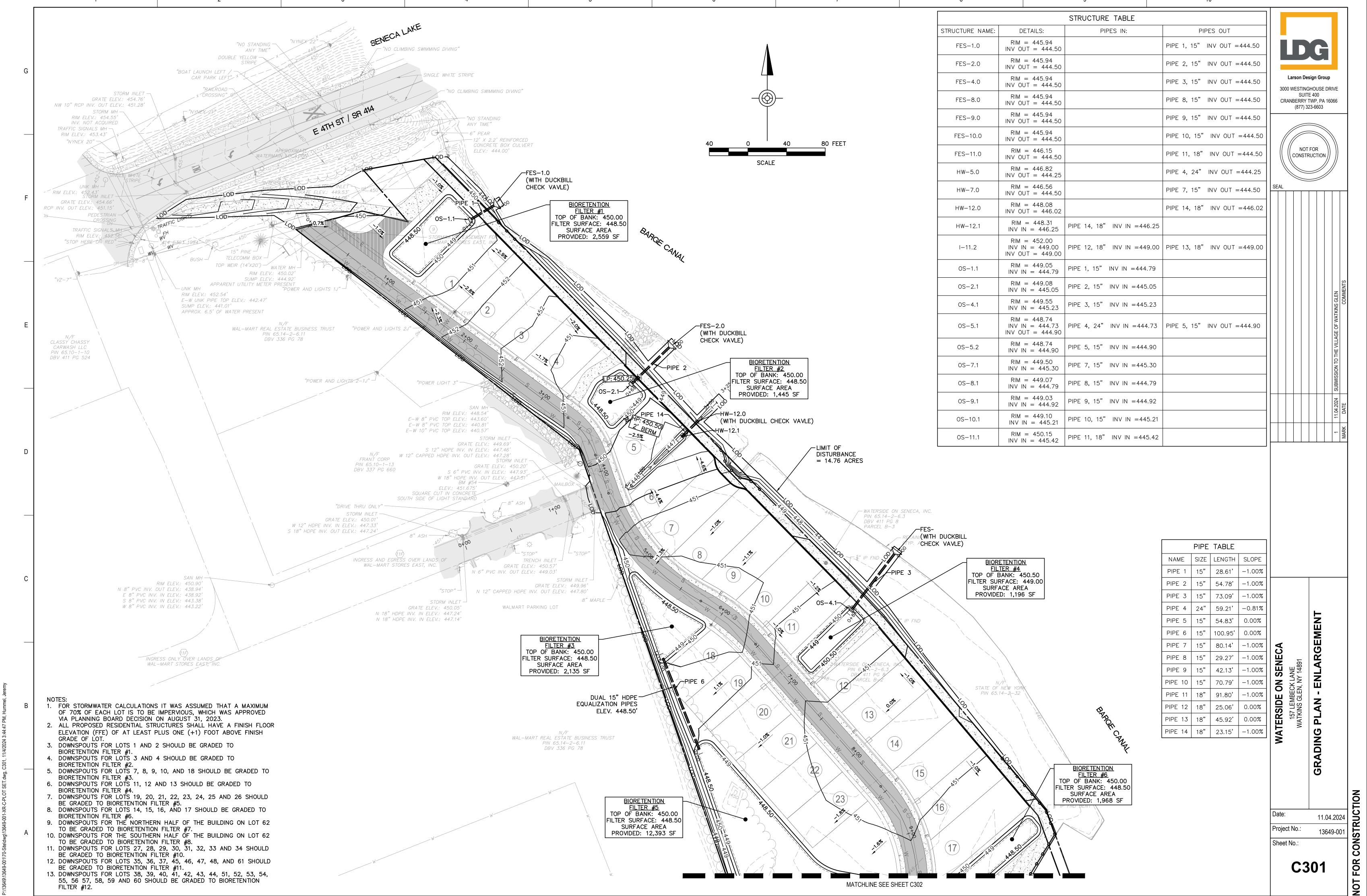
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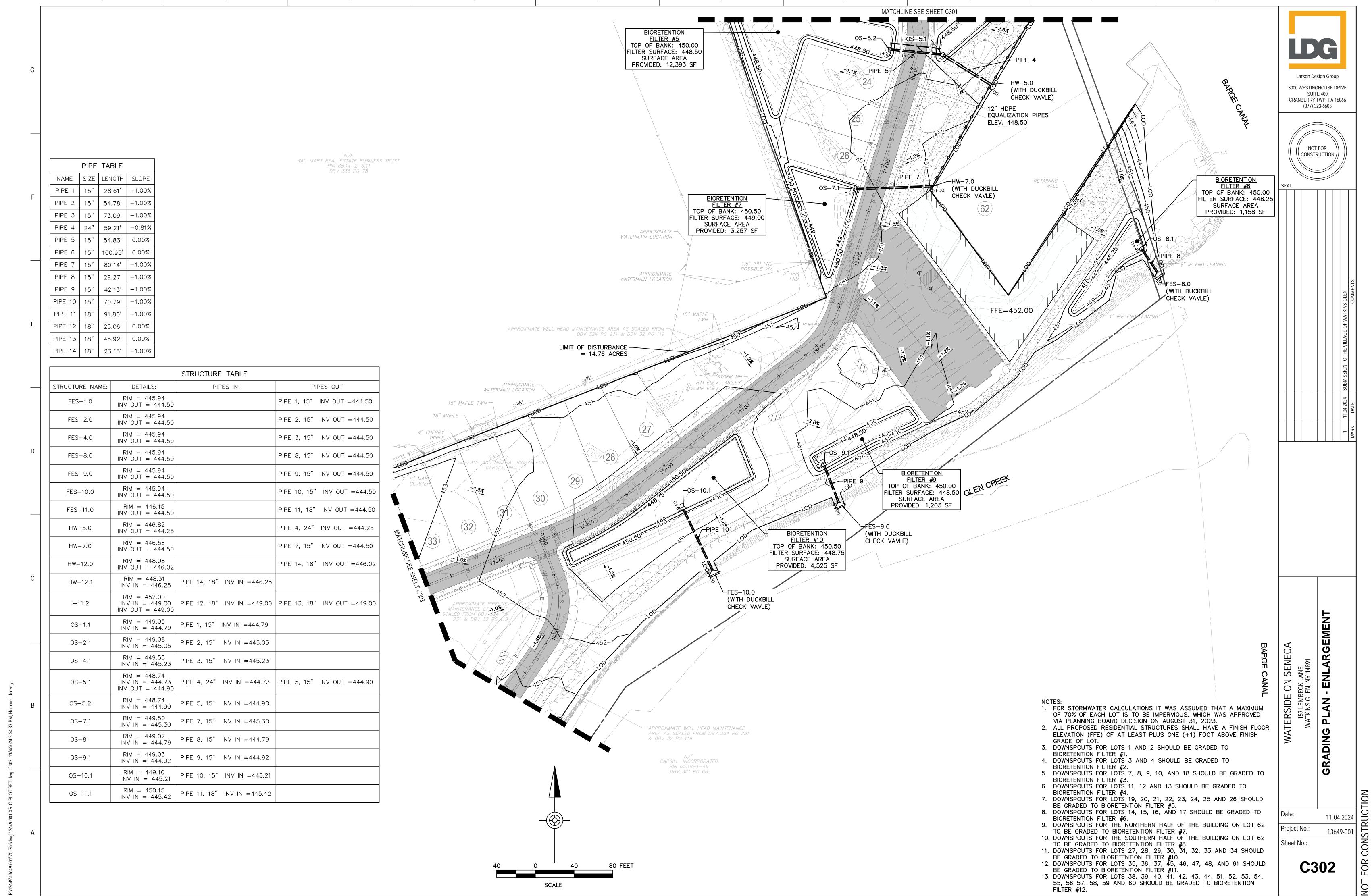
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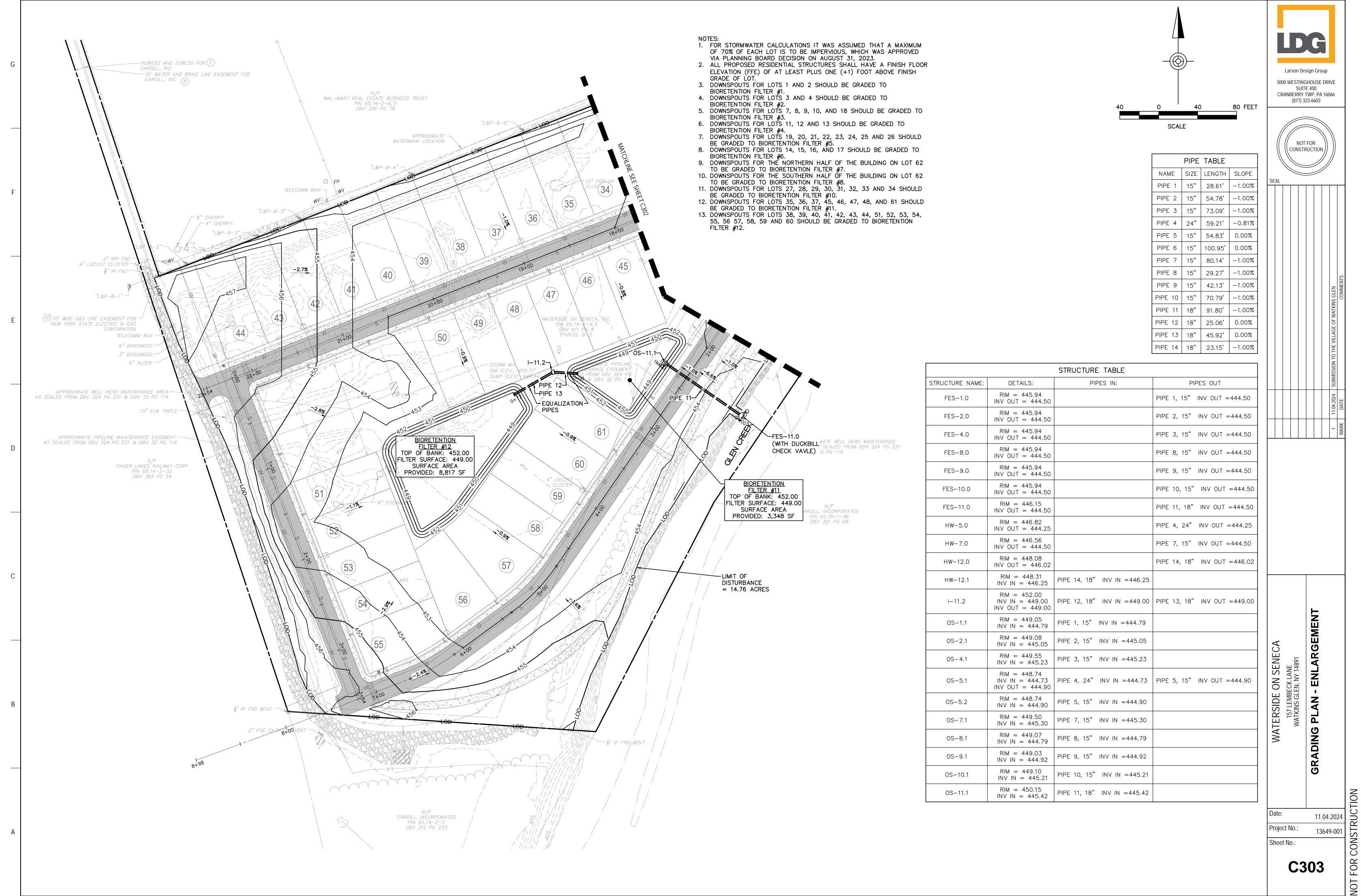
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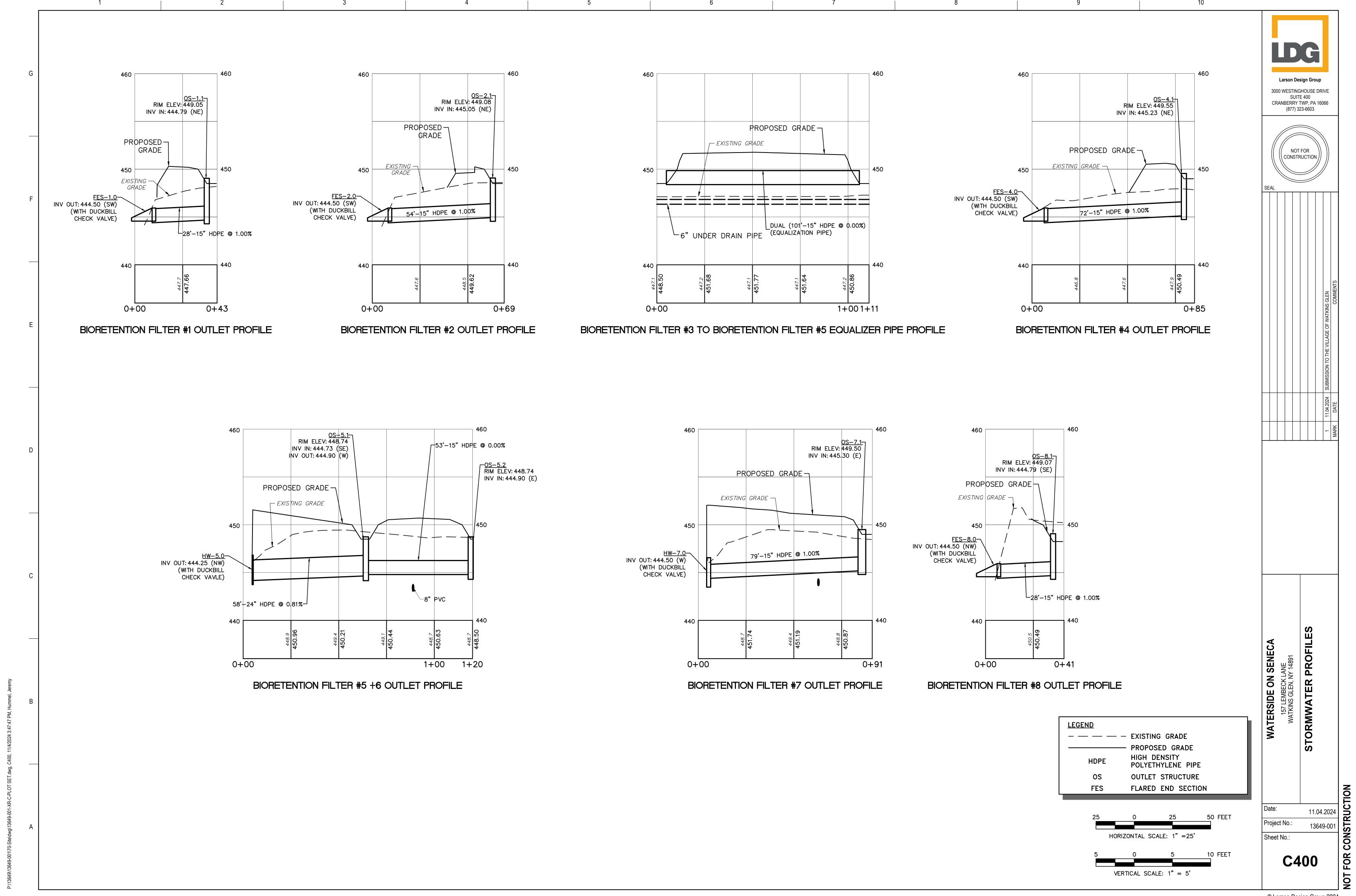
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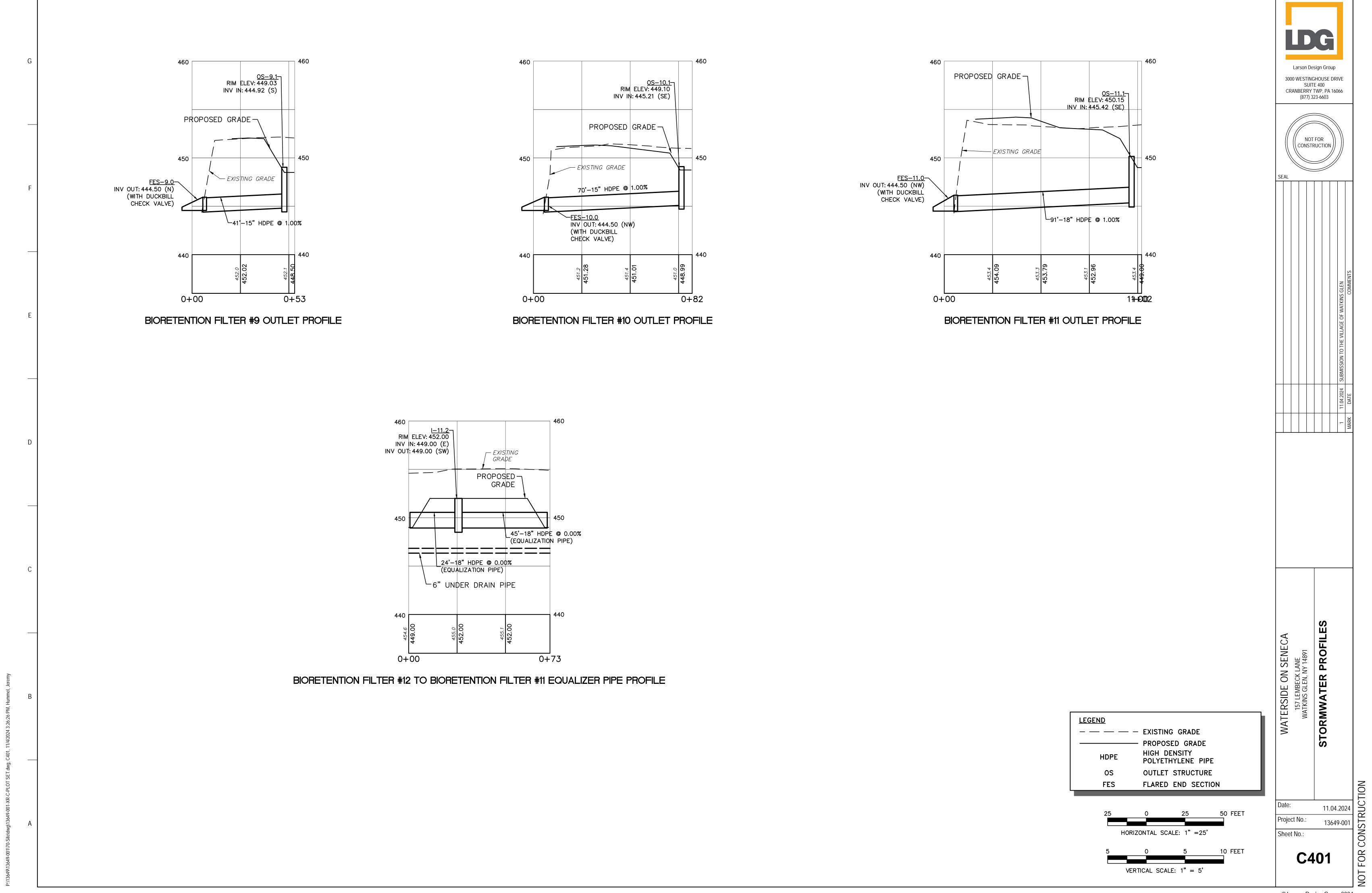


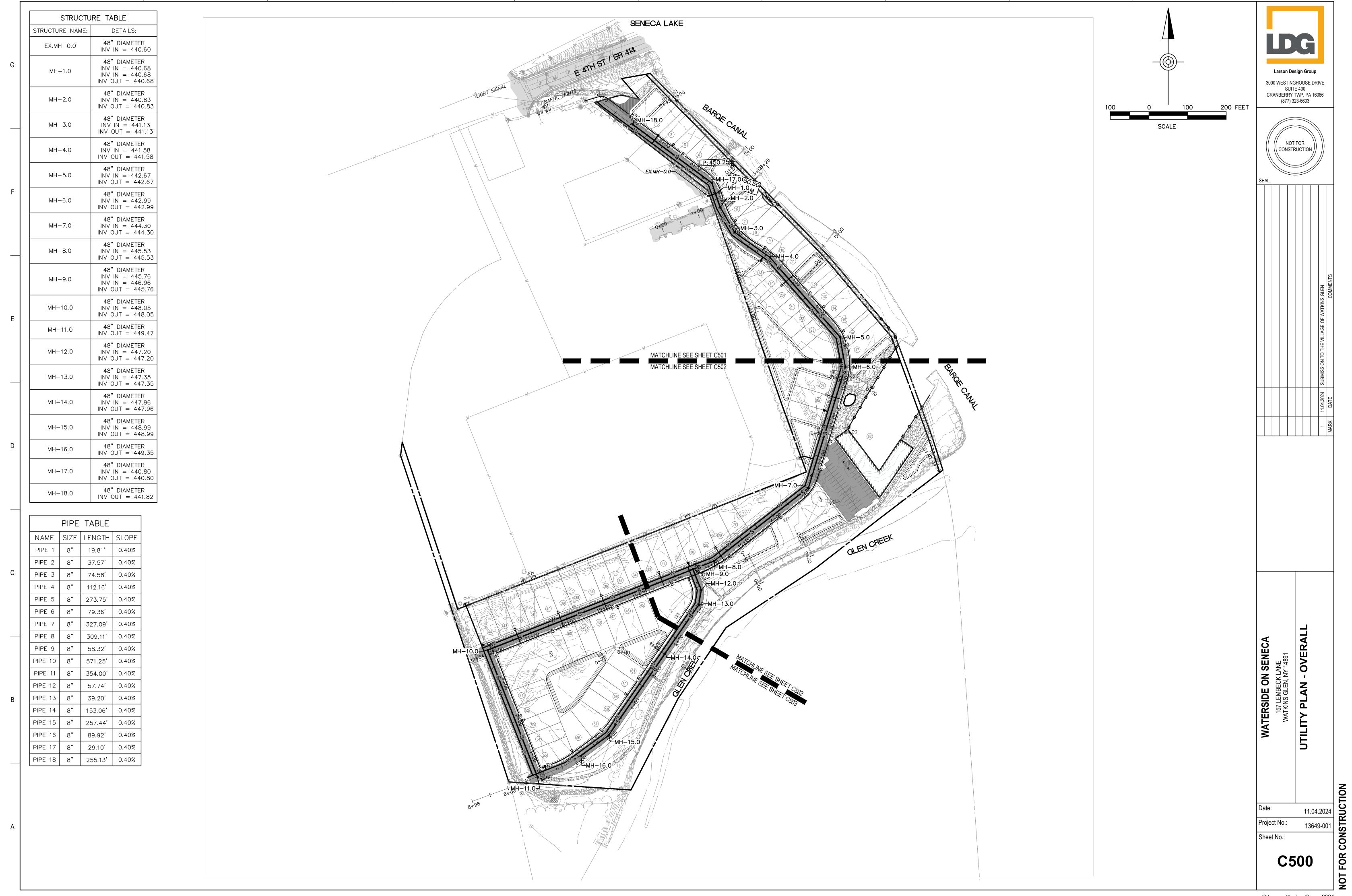


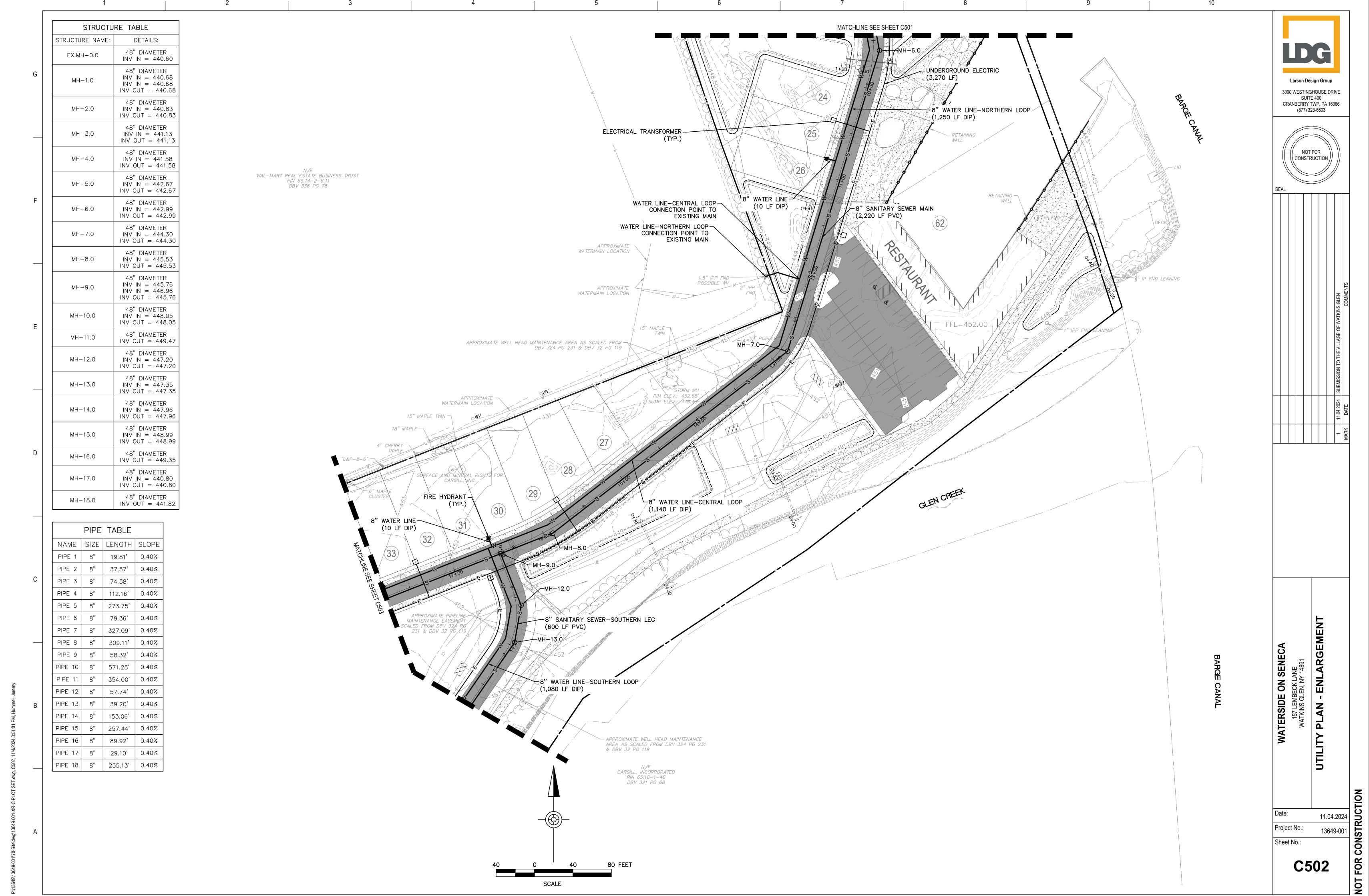
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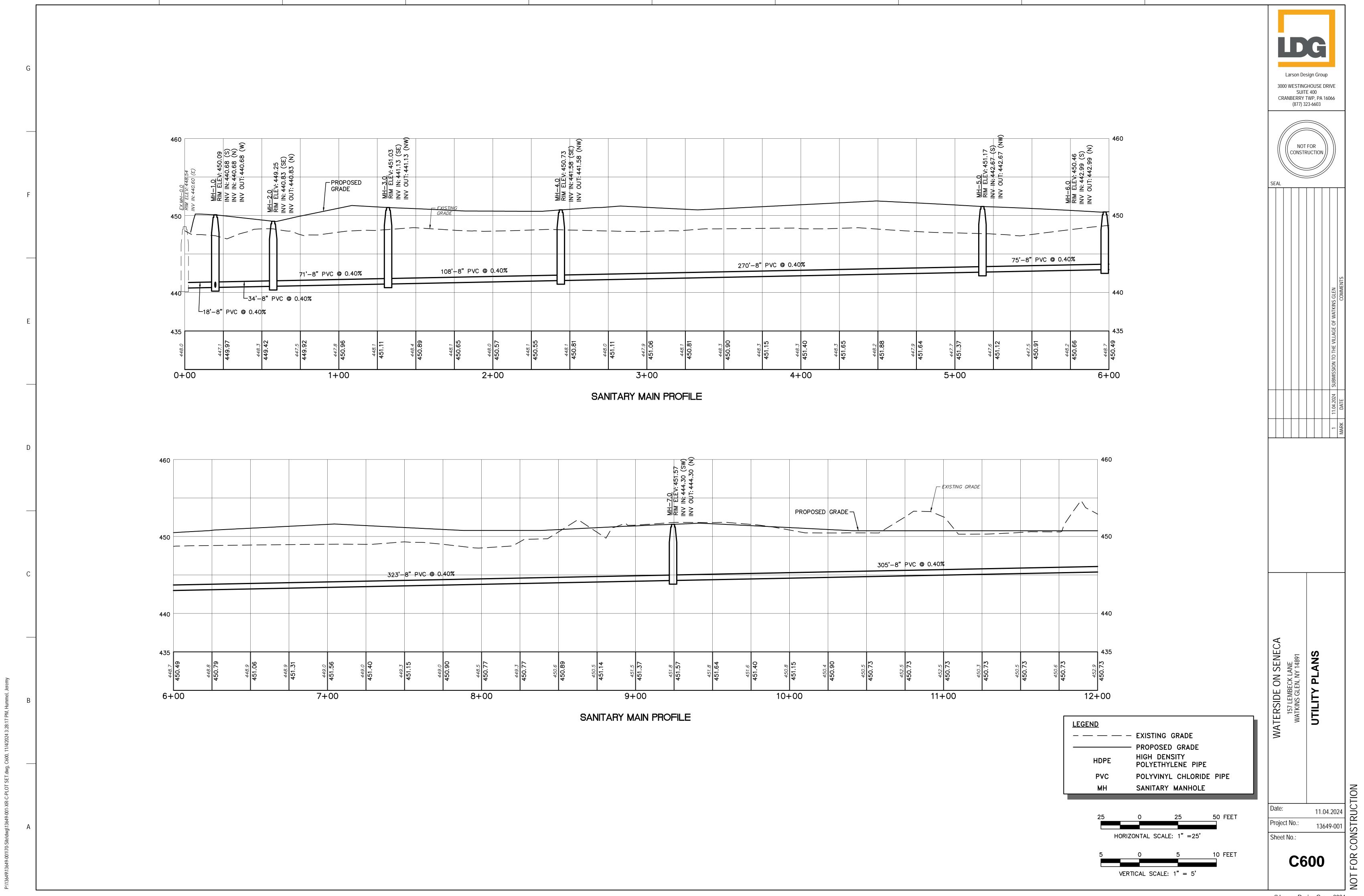


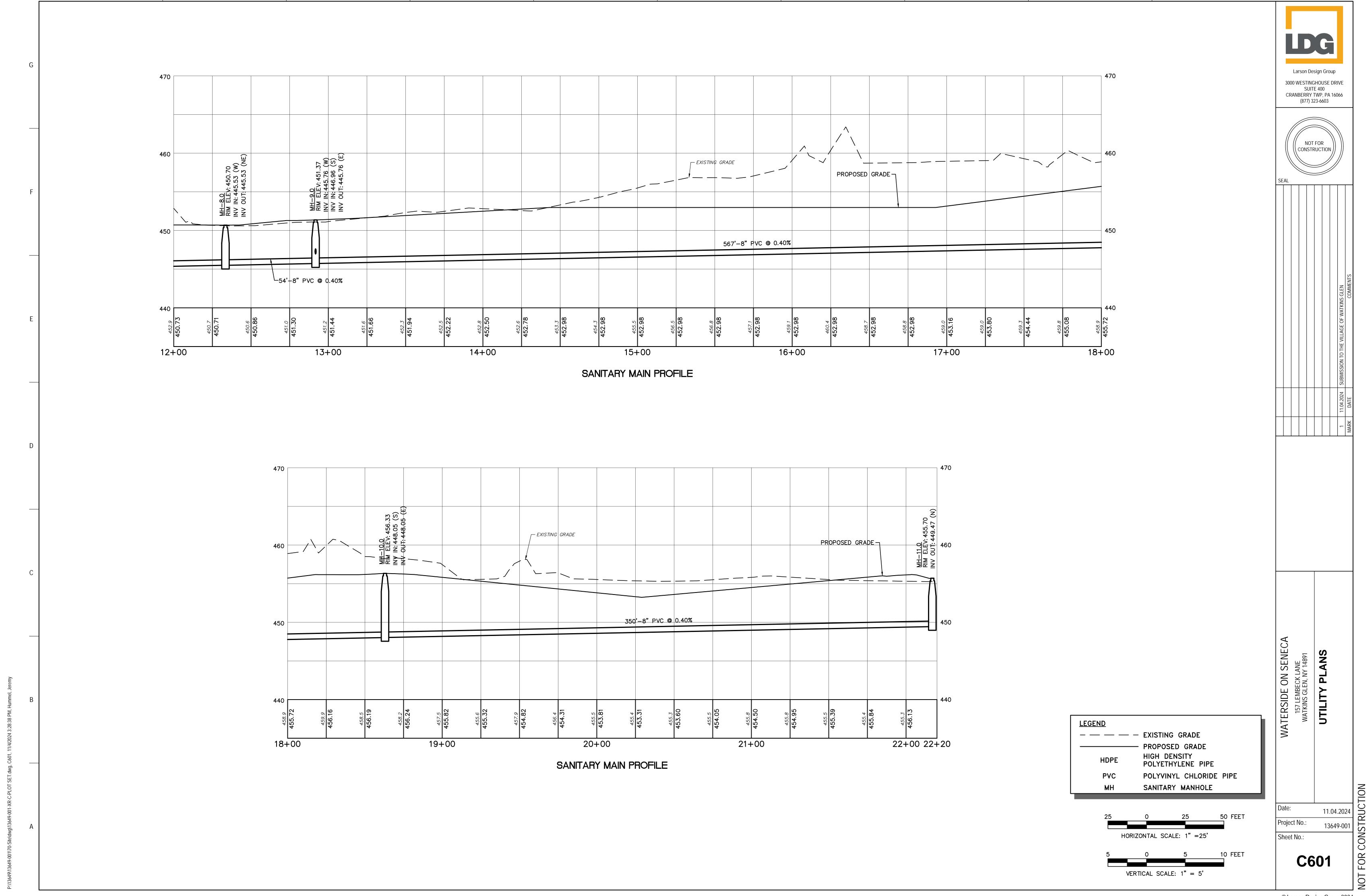


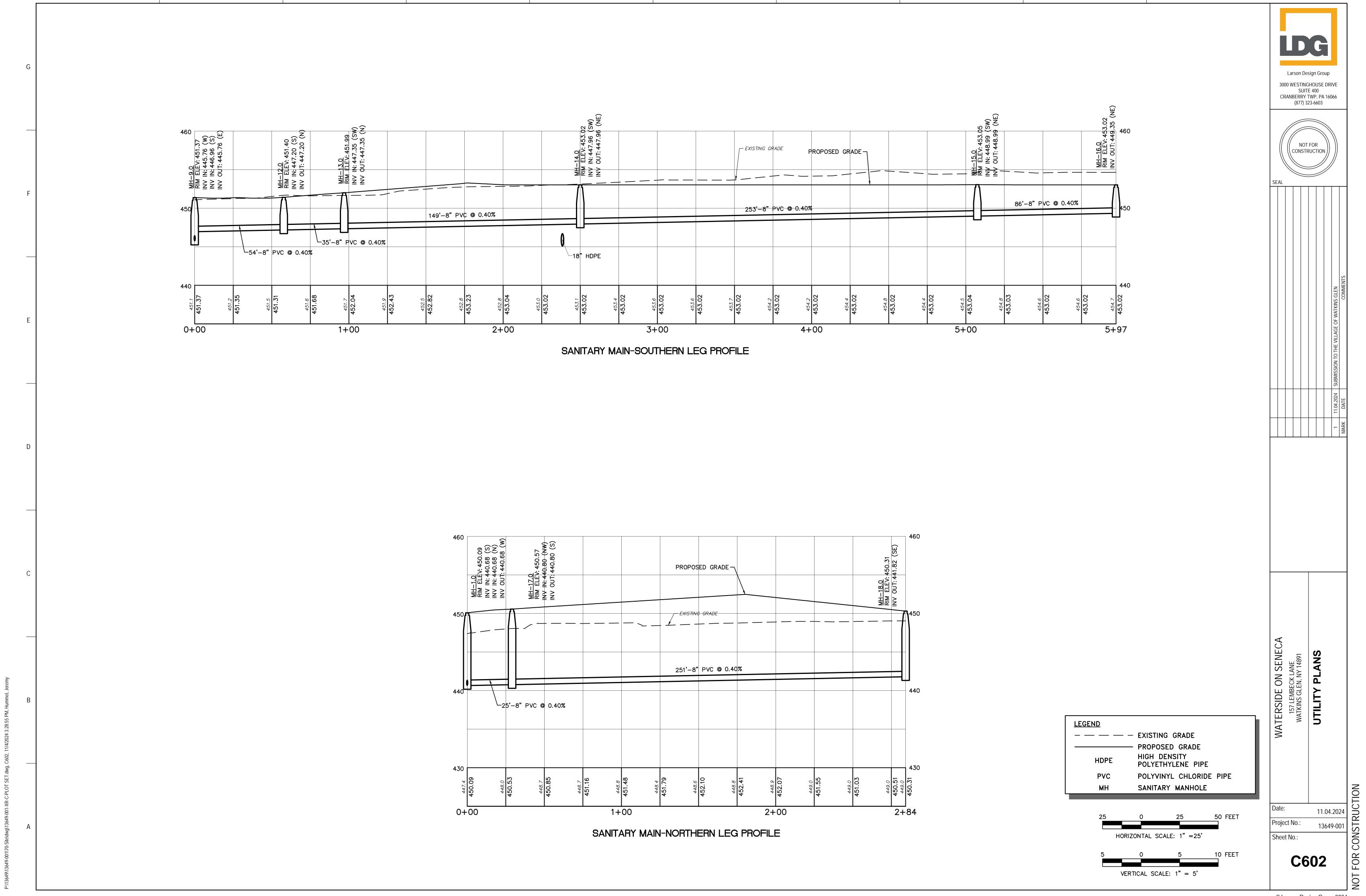


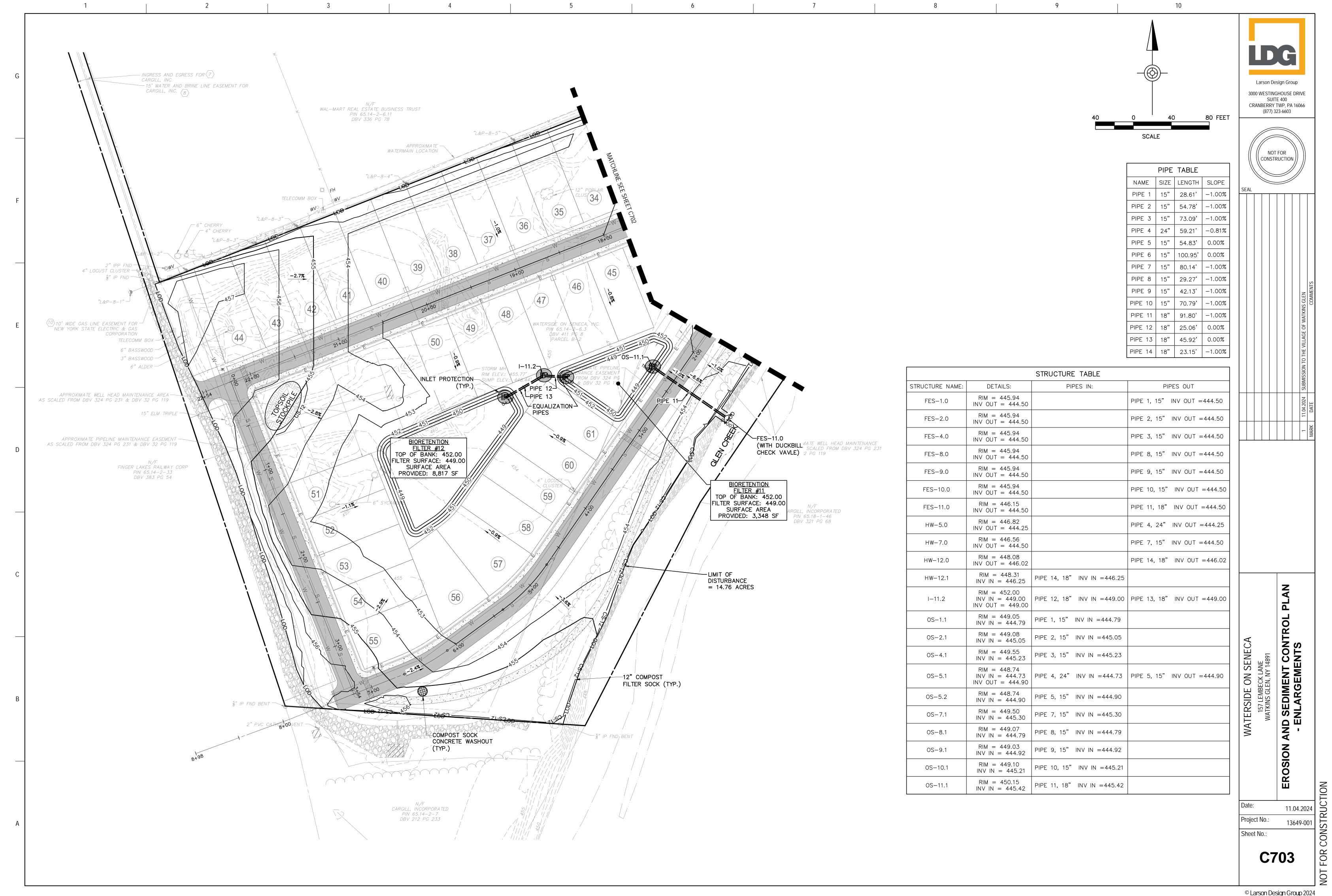












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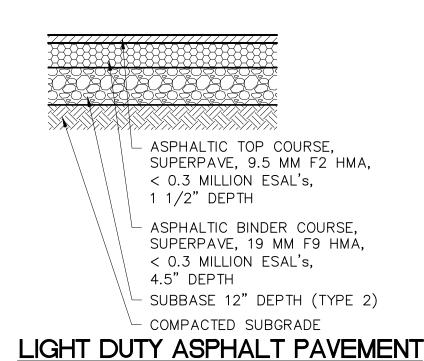
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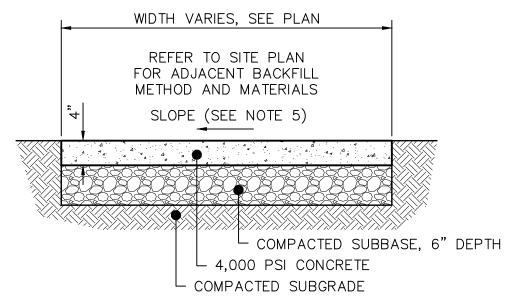
VEHICULAR PAVEMENTS.

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ISOLATION AND CONTROL JOINTS

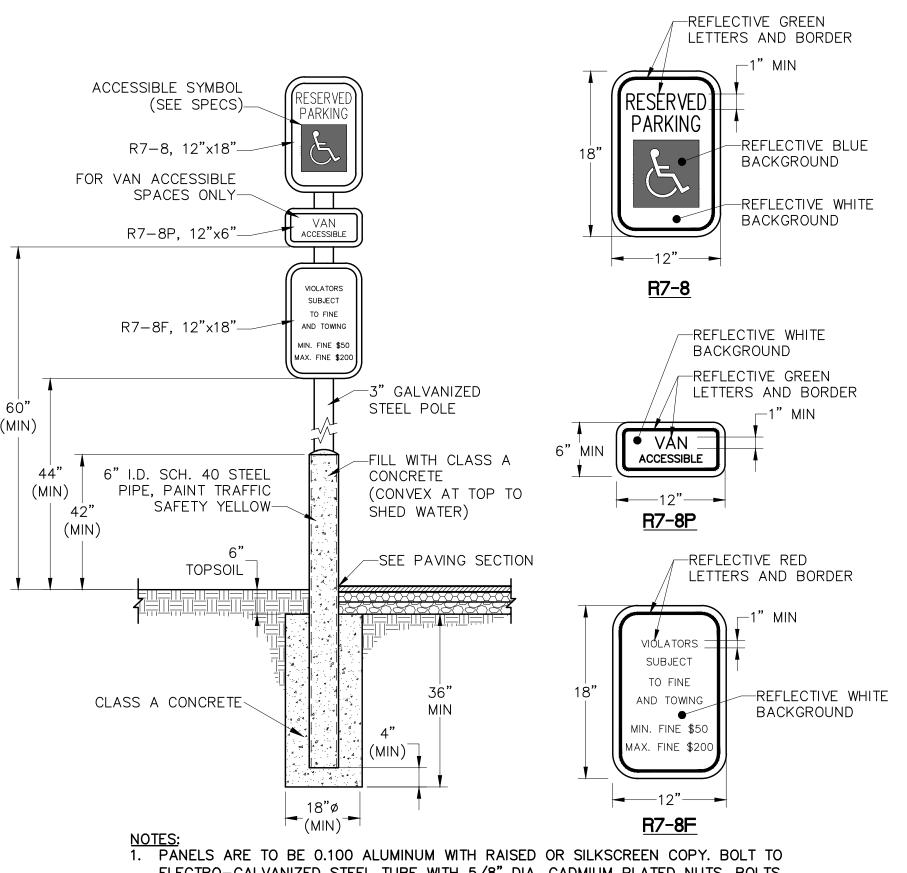




NOTES:

- 1. FORM A RADIUS EDGE AT ALL EDGES AND JOINTS WITH A 1/4" RADIUS EDGING TOOL. REMOVE ALL TOOL MARKS.
- 2. PROVIDE SCORED JOINTS EVERY 5' AND EXPANSION JOINTS AT MAXIMUM 25' INTERVALS.
- 3. WHERE CONCRETE ABUTS RIGID OBJECTS, INSTALL 1/4" PREMOLDED EXPANSION MATERIAL.
- 4. PROVIDE LIGHT BROOM FINISH PERPENDICULAR TO FOOT TRAFFIC.
- 5. CROSS SLOPE OF WALK SHALL BE 1.0% PREFERRED. 2.0% MAXIMUM.
- 6. LONGITUDINAL GRADE OF SIDEWALK SHALL BE 4.5% PREFERRED OR 5% MAXIMUM OR MATCH ADJACENT ROAD GRADE IF OVER 5%.
- 7. SEAL ALL ASPHALT-TO-ASPHALT AND ASPHALT-TO-CONCRETE JOINTS WITH ASPHALT RUBBER SEALING COMPOUND. ASTM D5078.
- 8. SIDEWALK THICKNESS TO BE 4" TYPICAL EXCEPT IN AREAS OF SIDEWALK FLUSH WITH ADJACENT PAVEMENT OR WHERE SIDEWALK CROSSES DRIVEWAYS. IN THIS CASE, THE SIDEWALK DEPTH SHALL INCREASE TO 6" DEPTH.

CONCRETE SIDEWALK SCALE: NOT TO SCALE

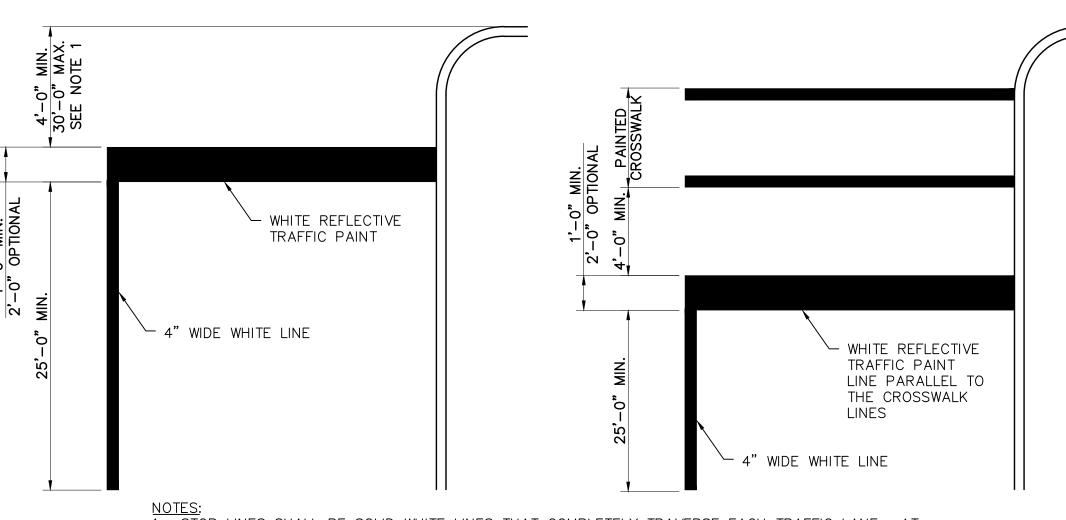


NOTES:

1. PANELS ARE TO BE 0.100 ALUMINUM WITH RAISED OR SILKSCREEN COPY. BOLT TO ELECTRO-GALVANIZED STEEL TUBE WITH 5/8" DIA. CADMIUM PLATED NUTS, BOLTS AND WASHERS.

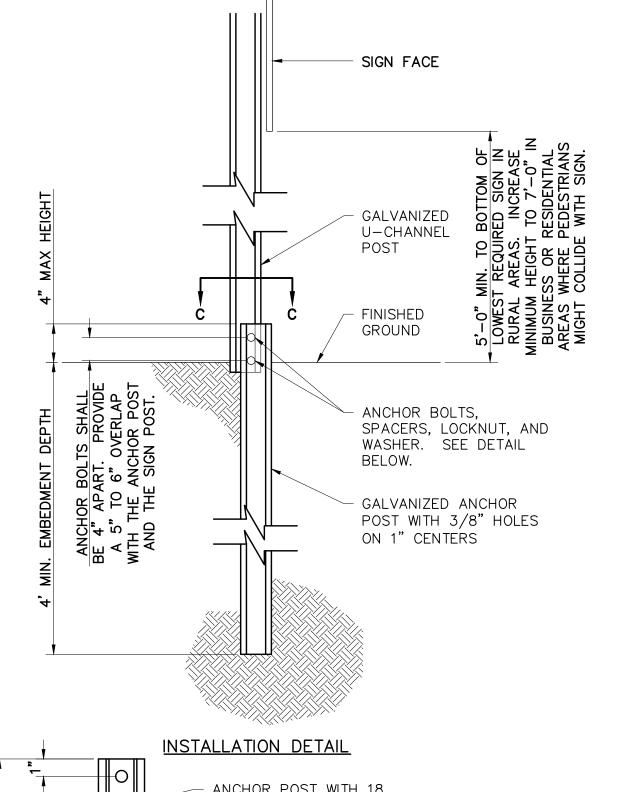
SCALE: NOT TO SCALE

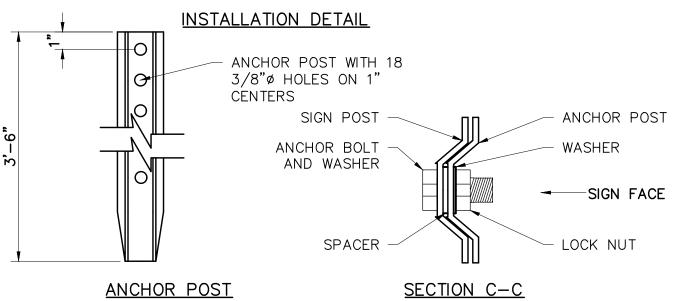
ACCESSIBLE SIGN ON BOLLARD



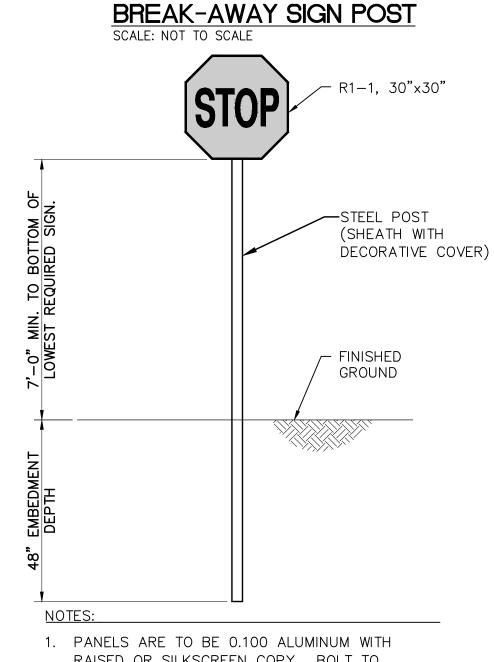
1. STOP LINES SHALL BE SOLID WHITE LINES THAT COMPLETELY TRAVERSE EACH TRAFFIC LANE. AT INTERSECTIONS WITH A STOP SIGN THE STOP LINE SHALL BE PLACED 4'-0" MINIMUM OR 30' MAXIMUM FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY TO ENSURE MAXIMUM SIGHT DISTANCE TO VEHICLES ON THE CROSSING ROUTE. WHEN USED ON MULTILANE APPROACHES TO A SIGNALIZED INTERSECTION THE STOP LINE MAY BE STAGGERED FOR EACH LANE TO ASSIST TURNING VEHICLES AND TO IMPROVE SIGHT DISTANCE FOR A MOTORIST DESIRING TO MAKE A RIGHT TURN ON RED. 2. LOCATE STOP LINES A MINIMUM OF 4'-0" IN ADVANCE OF AND PARALLEL TO THE CROSSWALK LINES.

PAINTED STOP BAR SCALE: NOT TO SCALE





- REMOVE SOIL AS NECESSARY AT THE POST LOCATION TO ALLOW FOR FINAL ATTACHMENT OF THE SIGN POST TO THE ANCHOR POST.
- 2. DRIVE ANCHOR POST WITH A DRIVE CAP TO WITHIN APPROXIMATELY 12" ABOVE GROUND LEVEL. PLACE ONE (1) BOLT AND WASHER IN FIFTH HOLE FROM THE END OF THE EXPOSED ANCHOR POST. SECURELY TIGHTEN SPACER ONTO BOLT.
- 3. DRIVE ANCHOR POST TO 4" ABOVE GROUND LEVEL. PLACE REMAINING BOLT AND WASHER IN FIRST HOLE FROM THE END OF POST AND SECURELY TIGHTEN SPACER ONTO BOLT. (BOLTS 4" APART)
- 4. NEST TOP SIGN POST OVER PROTRUDING ANCHOR POST BOLTS THROUGH FIRST AND FIFTH HOLES OF TOP SIGN POST. THIS WILL RESULT IN A 6"± OVERLAP.
- 5. PLACE A LOCKNUT ON EACH BOLT. A STANDARD LOCKWASHER AND NUT MAY BE USED IN LIEU OF THE LOCKNUT. TIGHTEN BOLTS AND NUTS BY TURN-OF-NUT METHOD. BRING NUT TO A SNUG TIGHT CONDITION TO ENSURE THAT ALL PARTS ARE BROUGHT TOGETHER INTO FULL CONTACT WITH EACH OTHER, THEN TIGHTEN AN ADDITIONAL HALF OF A TURN.
- 6. RESTORE SOIL AROUND THE ANCHOR POST.



RAISED OR SILKSCREEN COPY. BOLT TO BREAKAWAY POST WITH 5/8" DIA. CADMIUM PLATED NUTS, BOLTS AND WASHERS.

"STOP" SIGN SCALE: NOT TO SCALE

SENE

WATERSIDE ON SEN 157 LEMBECK LANE WATKINS GLEN, NY 1489

Project No.:

Sheet No.:

DETAILS

Larson Design Group

3000 WESTINGHOUSE DRIVE

SUITE 400

CRANBERRY TWP, PA 16066

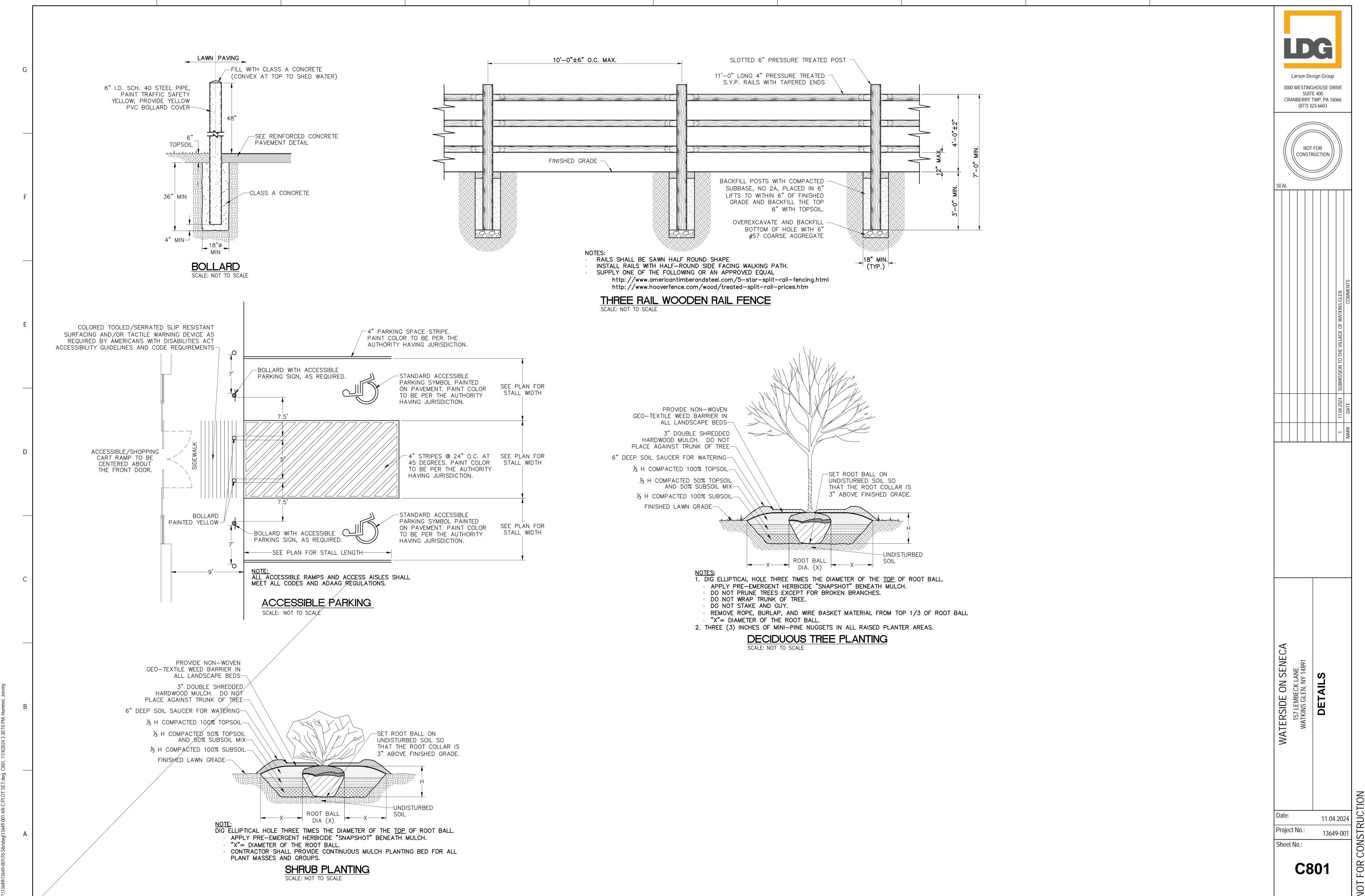
(877) 323-6603

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11.04.2024 13649-001

C800



BIORETENTION FILTRATION (BF) SUMMARY												
	BF #1	BF #2	*BF #3	BF #4	*BF #5	*BF #6	BF #7	BF #8	BF #9	BF #10	*BF #11	*BF #12
A (FEET)	450.00	450.00	450.00	450.50	450.00	450.00	450.50	450.00	450.00	450.50	452.00	452.00
B (FEET)	449.05	449.08	_	449.55	_	448.74	449.50	449.07	449.03	449.10	450.15	_
C (FEET)	448.50	448.50	448.50	449.00	448.50	448.50	449.00	448.25	448.50	448.75	449.00	449.00
D (FEET)	444.90	444.90	444.90	445.40	444.90	444.90	445.40	444.65	444.90	445.15	445.40	445.40
INV. OUT: (FEET) PIPE SIZE	444.79 (15")	445.05 (15")	_	445.23 (15")	_	444.73 (24")	445.3 (15")	444.79 (15")	444.92 (15")	445.21 (15")	445.42 (18")	_
ORIFICE	_	_	_	_	_	_	_	_	_	_	6" DIA. ORIFICE @ 448.90	_
SURFACE AREA PROVIDED (SQ. FT)	2,559	1,445	2,135	1,196	12,393	1,968	3,257	1,158	1,203	4,525	3,348	8,817
UNDERDRAIN INFO: (ELEVATION, SPACING, LENGTH)	6" PERFORATED UNDERDRAIN AT 444.79, SPACED 6FT OC, 355 LF	6" PERFORATED UNDERDRAIN AT 445.05, SPACED 6FT OC, 182 LF	6" PERFORATED UNDERDRAIN AT 444.73, SPACED 6FT OC, 234 LF	6" PERFORATED UNDERDRAIN AT 445.23, SPACED 6FT OC, 150 LF	6" PERFORATED UNDERDRAIN AT 444.73, SPACED 10FT OC, 855 LF	6" PERFORATED UNDERDRAIN AT 444.73, SPACED 6FT OC, 232 LF	6" PERFORATED UNDERDRAIN AT 445.30, SPACED 6FT OC, 395 LF	6" PERFORATED UNDERDRAIN AT 444.79, SPACED 6FT OC, 180 LF	6" PERFORATED UNDERDRAIN AT 444.92, SPACED 6FT OC, 200 LF	6" PERFORATED UNDERDRAIN AT 445.21, SPACED 6FT OC, 435 LF	6" PERFORATED UNDERDRAIN AT 445.40, SPACED 8FT OC, 310 LF	6" PERFORATED UNDERDRAIN AT 445.40, SPACED 8FT OC, 865 LF
	◆ BIORETENTION FILTERS #3 AND #5 HAVE EQUALIZATION PIPES CONNECTING TO BIORETENTION FILTER #6. BIORETENTION FILTER #12 HAS AN EQUALIZATION PIPE CONNECTING TO BIORETENTION FILTER #11.											

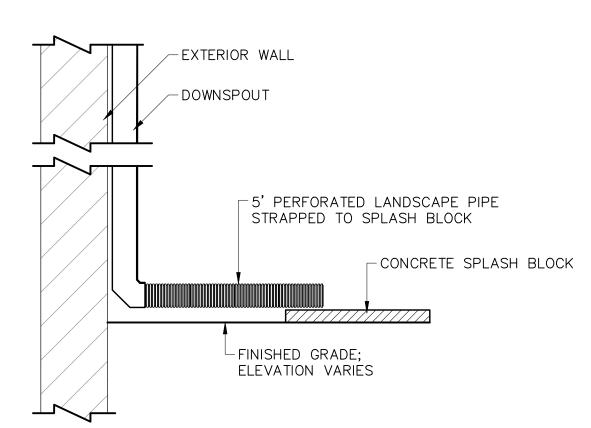
ANGLE STEEL - L 3"x3"x1/8" 4 TOTAL - 3/4" ANCHOR BOLTS 6 TOTAL - 3/4" DIAMETER STEEL BARS MAX. TOP SPACING=6" O.C. NOTES:

1. SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW OF PREFABRICATED STEEL TRASH RACK. ALL ANGLE STEEL AND BAR STOCK SHALL BE HOT-DIPPED 3. ALL ANCHOR BOLTS AND HARDWARE SHALL BE STAINLESS STEEL. TRASH RACK

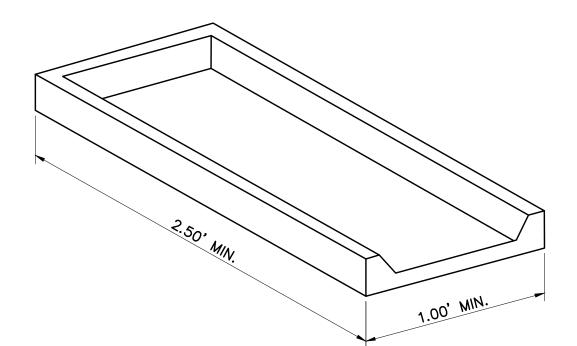
SCALE: NOT TO SCALE

6-55

Chapter 6: Standard Stormwater Management Practices



TYPICAL BUILDING DOWNSPOUT SCALE: NOT TO SCALE



NOTES:

1. SPLASH BLOCK SHALL BE FABRICATED FROM CEMENT CONCRETE OR OTHER SOLID DURABLE MATERIAL AS APPROVED BY THE ENGINEER AND PLACED TO PREVENT GROUND SURFACE EROSION AND/OR DETERIORATION.

2. PROVIDE THE ENGINEER WITH THE FULL COLOR PALETTE, IF

APPLICABLE, FOR COLOR SELECTION. 3. INSTALL THE SPLASH BLOCK ON A STABLE SURFACE AT A 2.0% MINIMUM GRADE AWAY FROM THE STRUCTURE.

DOWNSPOUT SPLASH BLOCK SCALE: NOT TO SCALE



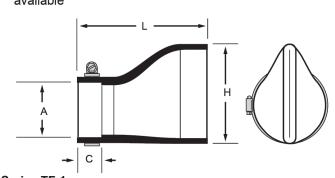
CUT SHEET RV09.01-7 July 2024

CTF - Tideflex Series TF-1 Duckbill Check Valve



- Ideal for manhole installations • Lightweight, all-elastomer
- Seals around entrapped
- Cost-effective, virtually maintenance-free design **Materials of Construction** • Elastomers: Natural Rubber (NR), Ethylene Propylene Diene
- Terpolymer (EPDM), Acrylonitrile-Butadiene (NBR), Fluoroelastomer (FKM), Chloroprene (CR), Chlorosulfonated Polyethylene (CSM), Chloro-Isobutylene-Isoprene (CIIR), NSF/ANSI/CAN 61 and NSF/ANSI/CAN 372 certified EPDM

 Mounting Clamps: 316 Stainless Steel, special alloys available



-	C -								
eries TF-1									
	DIMENSIONS in/mm								
PIPE	MAXIMUM	BILL	CUFF LENGTH						
O.D.	LENGTH	HEIGHT	C						
Α	L	Н							
<u>4"</u>	<u>11.00</u>	<u>8.00</u>	<u>1.50</u>						
100mm	279	203	38						
<u>5"</u>	<u>11.00</u>	<u>8.00</u>	<u>1.50</u>						
125mm	279	203	38						
<u>6"</u>	16.00	<u>12.00</u>	<u>2.00</u>						
150mm	406	305	51						
<u>8"</u>	18.00	<u>16.00</u>	<u>2.00</u>						
200mm	457	406	51						
<u>10"</u>	23.00	<u>19.00</u>	3.00						
250mm	584	483	76						
<u>12"</u>	29.00	23.00	4.25						
300mm	737	584	108						
<u>14"</u>	28.00	27.00	4.00						
350mm	711	686	102						
<u>16"</u>	36.00	30.00	<u>5.00</u>						
400mm	914	762	127						
<u>18"</u>	38.00	34.00	6.00						
450mm	965	864	152						
<u>20"</u>	45.00	37.00	8.50						
500mm	1143	940	216						
<u>22"</u>	45.00	37.00	8.50						
550mm	1143	940	216						
<u>24"</u>	<u>49.00</u>	<u>44.00</u>	8.00						
600mm	1245	1118	203						
<u>26"</u>	49.00	<u>44.00</u>	8.00						
650mm	1245	1118	203						
<u>28"</u>	<u>49.00</u>	<u>44.00</u>	8.00						
700mm	1245	1118	203						
30 <u>"</u>	<u>57.00</u>	<u>56.00</u>	9.00						
750mm	1448	1422	229						

provides excellent backflow prevention. The TF-1 offers very low head loss and a low cracking pressure to eliminate standing water. The valve's all-elastomer fabrication means it will not warp or freeze and is not affected by rust, corrosion or lack of lubrication. It requires virtually no maintenance or repairs and provides a long operational lifespan.

The Tideflex® Series TF-1 Duckbill Check Valve design

The Series TF-1 Check Valve operates using line pressure and backpressure to open and close without an additional energy source. Sliding, rotating, swinging and plunging parts are completely eliminated.

A flat-bottom and offset bill design simplifies installation. No modifications to the structure are needed. The flatbottom design is ideal for installation in existing structures such as interceptors, manholes and vaults, where the invert of the pipe is as close to the floor of the vault as possible, to maximize head pressure from gravity.

The Series TF-1 Check Valve is ideal for sewer systems. The valve seals around small debris with less than one psi of backpressure. TF-1 Check Valves 18" and larger are constructed with a curved bill as standard. The curved bill returns to a closed position every time, allowing for a tighter seal in backflow applications. Contact Red Valve for Series TF-1 backpressure ratings.

	DIMENSIONS in/mm						
PIPE O.D. A	MAXIMUM LENGTH L	BILL HEIGHT H	CUFF LENGTH C				
<u>32"</u>	<u>61.00</u>	<u>60.00</u>	<u>10.00</u>				
800mm	1549	1524	254				
<u>36"</u>	<u>67.00</u>	<u>70.00</u>	<u>11.00</u>				
900mm	1702	1778	279				
<u>38"</u>	<u>67.00</u>	<u>70.00</u>	<u>11.00</u>				
950mm	1702	1778	279				
<u>40"</u>	<u>67.00</u>	<u>70.00</u>	<u>11.00</u>				
1000mm	1702	1778	279				
<u>42"</u>	<u>66.00</u>	<u>74.00</u>	<u>10.00</u>				
1050mm	1676	1880	254				
<u>44"</u>	<u>66.00</u>	<u>74.00</u>	<u>10.00</u>				
1100mm	1676	1880	254				
<u>48"</u>	71.00	<u>81.00</u>	<u>10.00</u>				
1200mm	1803	2057	254				
<u>50"</u>	71.00	81.00	10.00				
1250mm	1803	2057	254				
<u>54"</u>	77.00	<u>90.00</u>	<u>11.50</u>				
1350mm	1956	2286	292				
<u>58"</u>	<u>77.00</u>	90.00	<u>11.50</u>				
1450mm	1956	2286	292				
<u>60"</u>	78.00	94.00	<u>14.00</u>				
1500mm	1981	2388	356				
<u>68"</u>	<u>78.00</u>	94.00	<u>14.00</u>				
1700mm	1981	2388	356				
<u>72"</u>	<u>102.00</u>	<u>121.00</u>	<u>16.00</u>				
1800mm	2591	3073	406				
<u>90"</u>	<u>111.00</u>	<u>145.00</u>	<u>16.00</u>				
2300mm	2819	3683	406				
<u>100"</u>	<u>114.00</u>	<u>169.00</u>	<u>16.00</u>				
2500mm	2896	4293	406				

Red Valve • 750 Holiday Drive, Suite 400, Pittsburgh, PA 15220 • 412-279-0044 • support@redvalve.com • RedValve.com

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Larson Design Group 3000 WESTINGHOUSE DRIVE SUITE 400 CRANBERRY TWP, PA 16066 (877) 323-6603

> NOT FOR CONSTRUCTION /

WATERSIDE ON SENECA
157 LEMBECK LANE
WATKINS GLEN, NY 14891

Date:

Project No.:

Sheet No.:

DETAILS

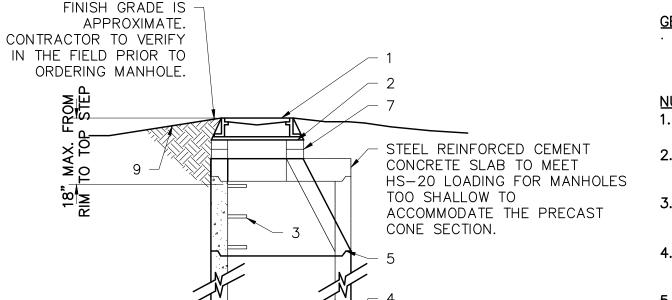
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- 1. SUITABLE MATERIAL IS MATERIAL CONTAINING NO DEBRIS, ORGANIC MATTER, FROZEN MATERIAL OR LARGE STONES WITH A DIAMETER GREATER THAN ONE-HALF THE THICKNESS OF THE COMPACTED LAYERS BEING PLACED.
- 2. PLACEMENT OF BACKFILL IN LIFTS UP TO 8" THICK IS PERMISSIBLE WHEN USING VIBRATORY COMPACTION EQUIPMENT. USE MECHANICAL TAMPERS OR OTHER ACCEPTABLE COMPACTION EQUIPMENT WITH CONSISTENT APPLICATION FORCE THAT WILL NOT DAMAGE THE PIPE.
- 3. COMPACT THE TOP 3' OF BACKFILL MATERIAL TO 100% STANDARD PROCTOR DENSITY.
- 4. SAWCUT EXISTING PAVEMENT AS REQUIRED. SAWCUTTING IS INCIDENTAL TO THE PAVEMENT BASE COURSE REPAIRS. APPLY ASPHALT TACK COAT TO VERTICAL FACE OF SAWCUT AREAS (TYP.).
- 5. FOLLOW OSHA SAFETY REQUIREMENTS FOR SLOPE LAYBACKS OR PROVIDE SHORING AS REQUIRED.

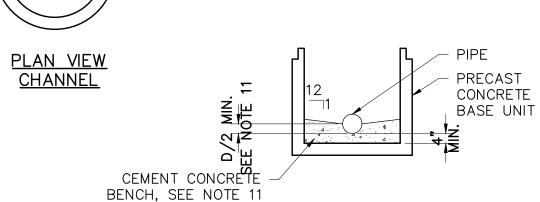
UTILITY TRENCH RESTORATION

SCALE: NOT TO SCALE



48" DIA. MIN. PIPE O.D.

PROVIDE 12" MIN. OF SUBBASE (NO. 2A) COMPACTED IN 4" MAX. LIFTS. PROVIDE SMOOTH FLOW PATH TRANSITIONS IN CHANNELS



SCALE: NOT TO SCALE

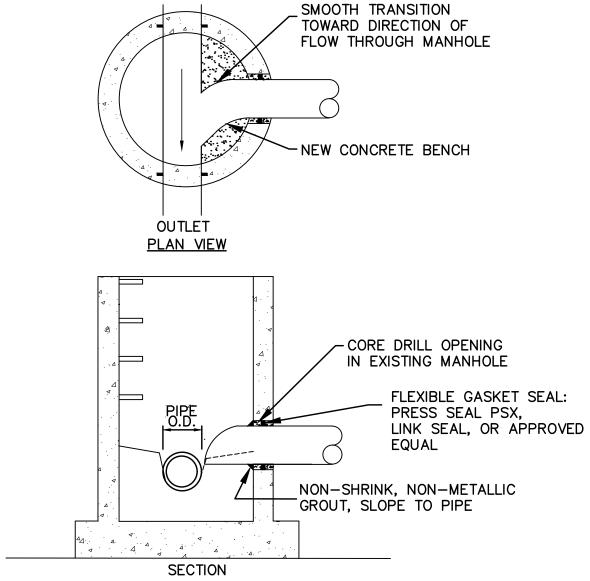
SECTION F-F

PRE-CAST CONCRETE SANITARY SEWER MANHOLE

MANHOLE MANUFACTURER IS RESPONSIBLE FOR STRUCTURAL DESIGN OF MANHOLE SECTIONS AS SHOWN ON ALL MANHOLE DETAILS.

- 1. CAST IRON FRAME AND COVER. (FIELD VERIFY TOP OF CASTING ELEVATION)
- 2. PLACE TWO (2) ROWS OF JOINT SEALING COMPOUND BETWEEN FRAME AND GRADE RING OR RISER SECTION. 3. CAST IN PLACE POLYPROPYLENE MANHOLE STEPS
- TWELVE (12) INCHES ON CENTER. REFERENCE THE MANHOLÈ STEP DETAIL FOR OTHER DETAILS. 4. STANDARD REINFORCED CONCRETE RISER SECTIONS SHALL CONFORM TO ASTM C-478 OR CURRENT
- SPECIFICATIONS. 5. REFERENCE RC-38M FOR JOINT SEALING DETAILS AND NOTES. PVC WATERSTOP IS REQUIRED IN BOTTOM SLAB/WALL JOINT IF BOTTOM SLAB IS NOT POURED MONOLITHICALLY WITH THE BOTTOM
- SECTION WALLS. 6. PROVIDE INTERIOR AND EXTERIOR COATINGS IN ACCORDANCE WITH THE APPLICABLE SEWER AUTHORITY SPECIFICATIONS. IF NO SUCH STANDARD EXISTS FOR THIS PROJECT, PAINT ALL EXTERIOR SURFACES WITH TWO (2) COATS OF BITUMASTIC BLACK SOLUTION FROM AN APPROVED SOURCE.
- 7. GRADE ADJUSTMENT RINGS: MAXIMUM TOTAL BUILD-UP OF TWELVE (12) INCHES FOR PRECAST CONCRETE RINGS. MAXIMUM TOTAL BUILDUP OF FOUR (4) INCHES FOR HDPE OR RECYCLED RUBBER RINGS.
- 8. ALL EXCAVATION SLOPES SHALL CONFORM TO OSHA STANDARDS.
- 9. FINISHED GRADE FOR TOPS OF MANHOLE FRAMES AND COVERS. 10. PRECAST MONOLITHIC MANHOLE BASE SHALL CONFORM TO ASTM C-478 SPECIFICATIONS OR
- CURRENT SPECIFICATIONS. 11. PENNDOT CLASS A CEMENT CONCRETE MINIMUM FOR BENCH WORK IN THE FIELD. PENNDOT CLASS AA CEMENT CONCRETE MINIMUM FOR BENCH WORK BY THE FABRICATOR. INVERTS SHALL BE TRUE TO LINE AND GRADE. SLOPE BENCHES TOWARD INVERT. PROVIDE A FULL DEPTH U-SHAPED
- LOSSES. 12. PIPE SEAL; PRESS WEDGE, A-LOK, OR A FLEXIBLE GASKET LISTED IN PENNDOT BULLETIN 15.

CHANNEL WHEN SPECIFIED TO REDUCE ENERGY



DIRECT FLOW WITH

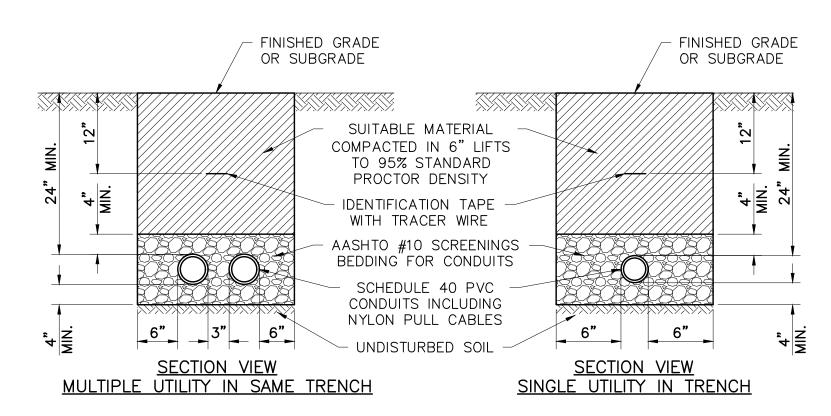
CONNECTION TO EXISTING MANHOLE

INLET

- 1. CUT EXISTING BENCH TO FORM FLOW CHANNEL,
- AND GRIND SMOOTH. 2. PRESSURE WASH BENCH SURFACE FOLLOWING DEMOLITION
- @ MIN. 3500 PSI. 3. APPLY CONCRETE BONDING AGENT TO CLEANED
- SURFACE PRIOR TO PLACEMENT OF CONCRETE.
- 4. PLACE 2000 PSI CONCRETE AND FORM NEW CHANNEL AFTER PRESSURE WASHING AND APPLICATION OF BONDING AGENT.
- 5. COLLECT AND REMOVE ALL DEBRIS RESULTING FROM
- CONSTRUCTION ACTIVITIES.

TYPICAL CONNECTION TO EXISTING MANHOLE

SCALE: NOT TO SCALE

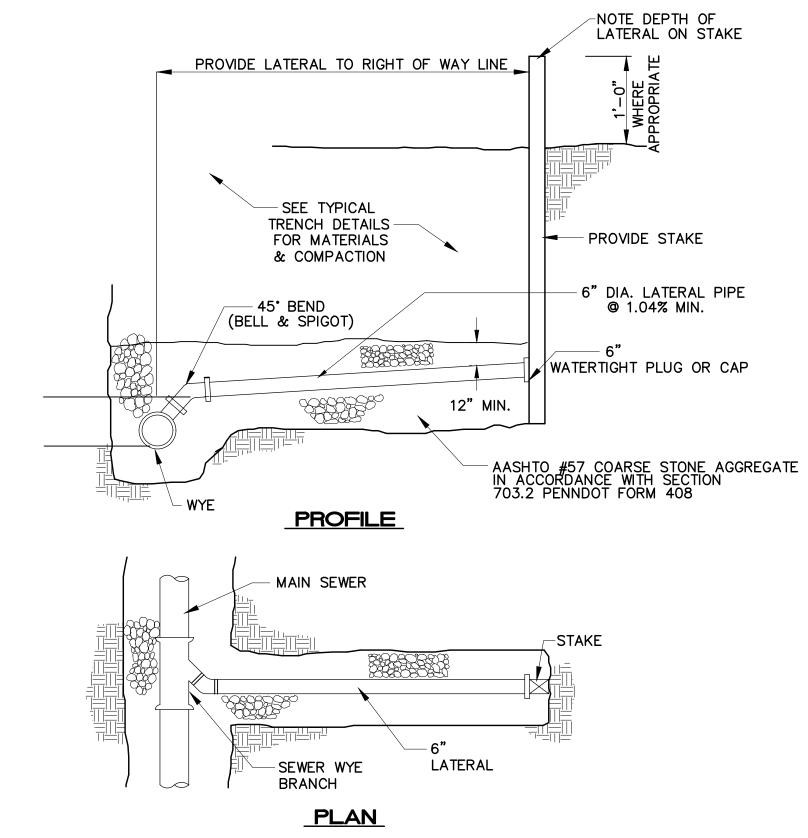


NOTES:

- 1. ALL TRENCHING AND SHORING SHALL BE IN ACCORDANCE WITH OSHA REQUIREMENTS.
- 2. CONTRACTOR SHALL COORDINATE LOCATIONS OF UTILITY TRENCHES AS NECESSARY.
- 3. THESE DETAILS SHALL BE CONSIDERED DIAGRAMMATIC AND SHALL BE ADJUSTED AS REQUIRED BY THE UTILITY. CONSTRUCTION SHALL BE IN ACCORDANCE WITH UTILITY COMPANY SPECIFICATIONS.
- 4. IN PAVEMENT AREAS, BACKFILL THE ENTIRE TRENCH ABOVE THE SCREENINGS WITH SUBBASE COMPACTED TO 98% STANDARD PROCTOR DENSITY.

ELECTRICAL TRENCH

SCALE: NOT TO SCALE



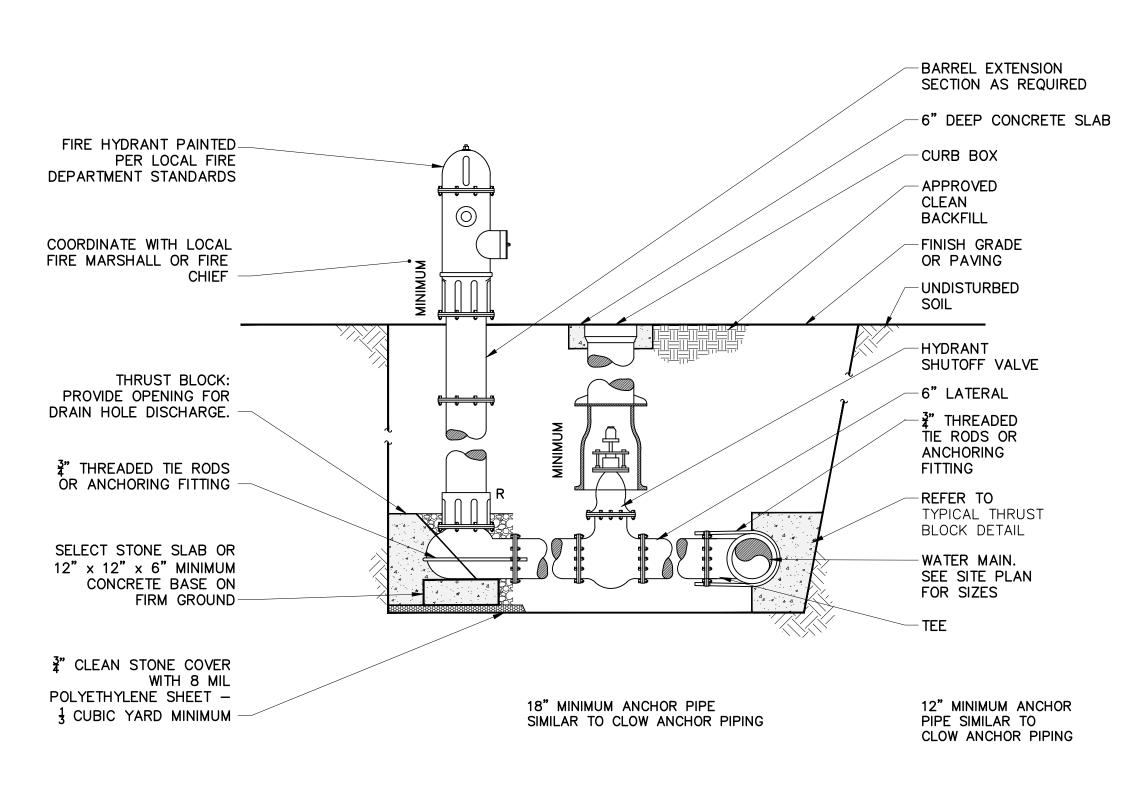
LATERAL DETAIL SCALE: NOT TO SCALE

Larson Design Group 3000 WESTINGHOUSE DRIVE SUITE 400 CRANBERRY TWP, PA 16066 (877) 323-6603 NOT FOR CONSTRUCTION / ERSIDE ON SEI 157 LEMBECK LANE ATKINS GLEN, NY 148 AILS TE 11.04.2024 Project No.:

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Sheet No.:

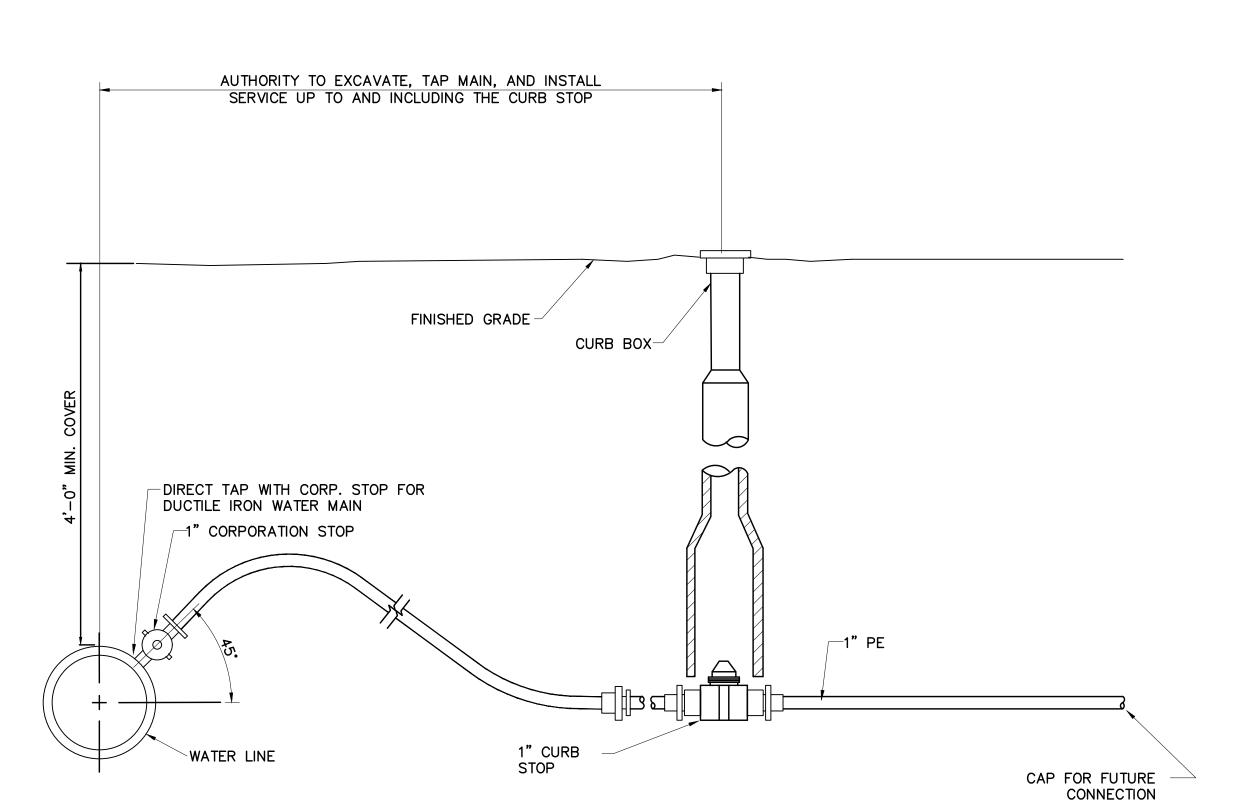


NOTES:

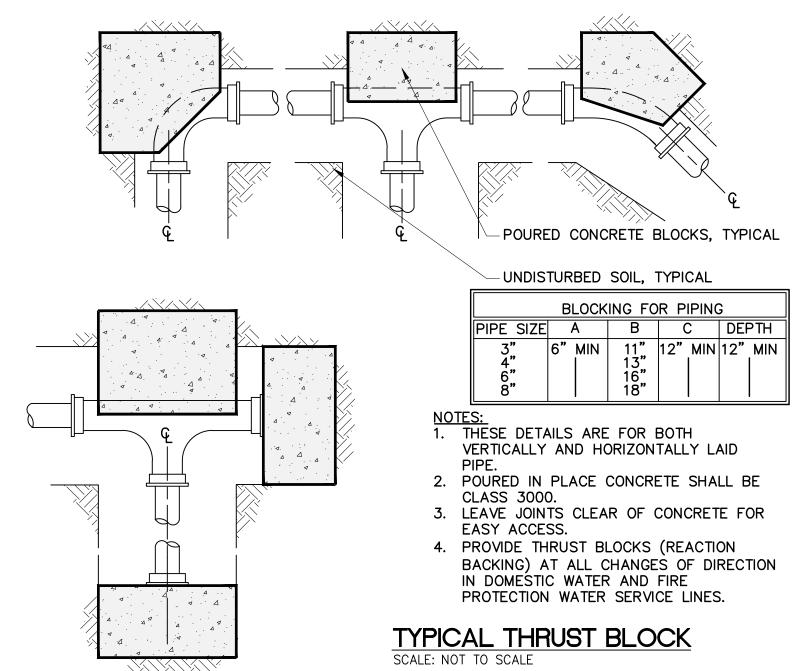
1. RETAINER GLANDS AND CONCRETE THRUST BLOCKS OR TIE RODS AND CONCRETE THRUST BLOCKS SHALL BE USED AT ALL LOCATIONS WHERE RESTRAINTS ARE REQUIRED.

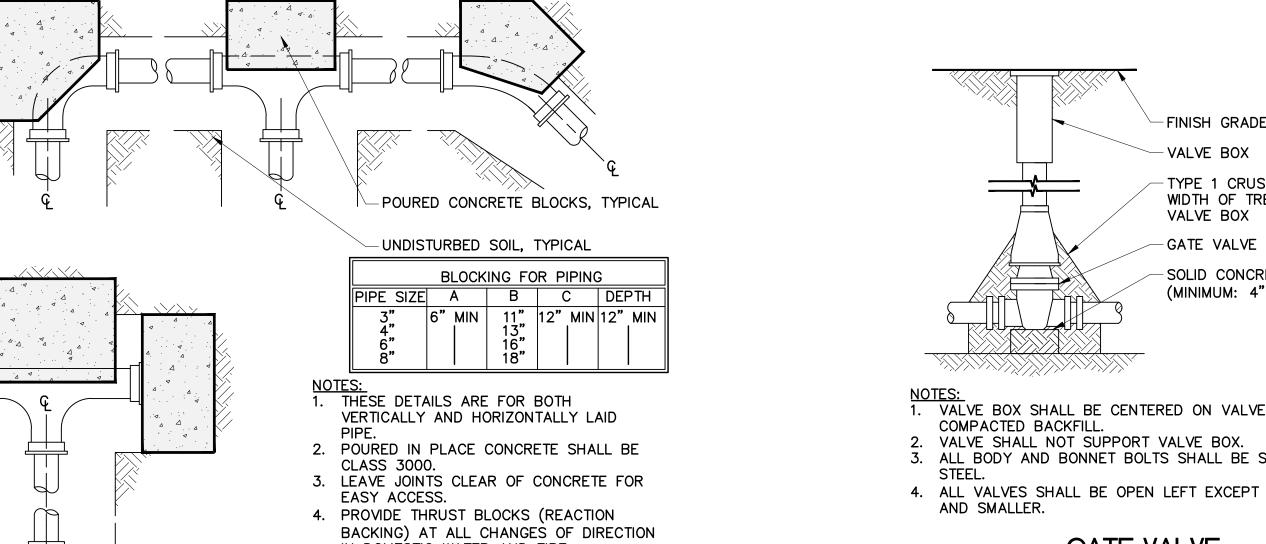
2. IF GROUNDWATER IS ENCOUNTERED WITHIN 7 FEET OF GRADE, HYDRANT DRAIN HOLES SHALL BE MECHANICALLY PLUGGED. WHEN DRAINS ARE PLUGGED THE BARRELS MUST BE PUMPED DRY AFTER USE DURING FREEZING WEATHER. WHERE HYDRANTS ARE NOT PLUGGED A GRAVEL POCKET OR DRYWELL SHALL BE PROVIDED UNLESS THE NATURAL SOILS WILL PROVIDE ADEQUATE DRAINAGE.

FIRE HYDRANT ASSEMBLY SCALE: NOT TO SCALE



SERVICE INSTALLATION PROFILE SCALE: NOT TO SCALE





NOTES:

1. VALVE BOX SHALL BE CENTERED ON VALVE AND SET ON

3. ALL BODY AND BONNET BOLTS SHALL BE STAINLESS

ALL VALVES SHALL BE OPEN LEFT EXCEPT VALVES 12" AND SMALLER.

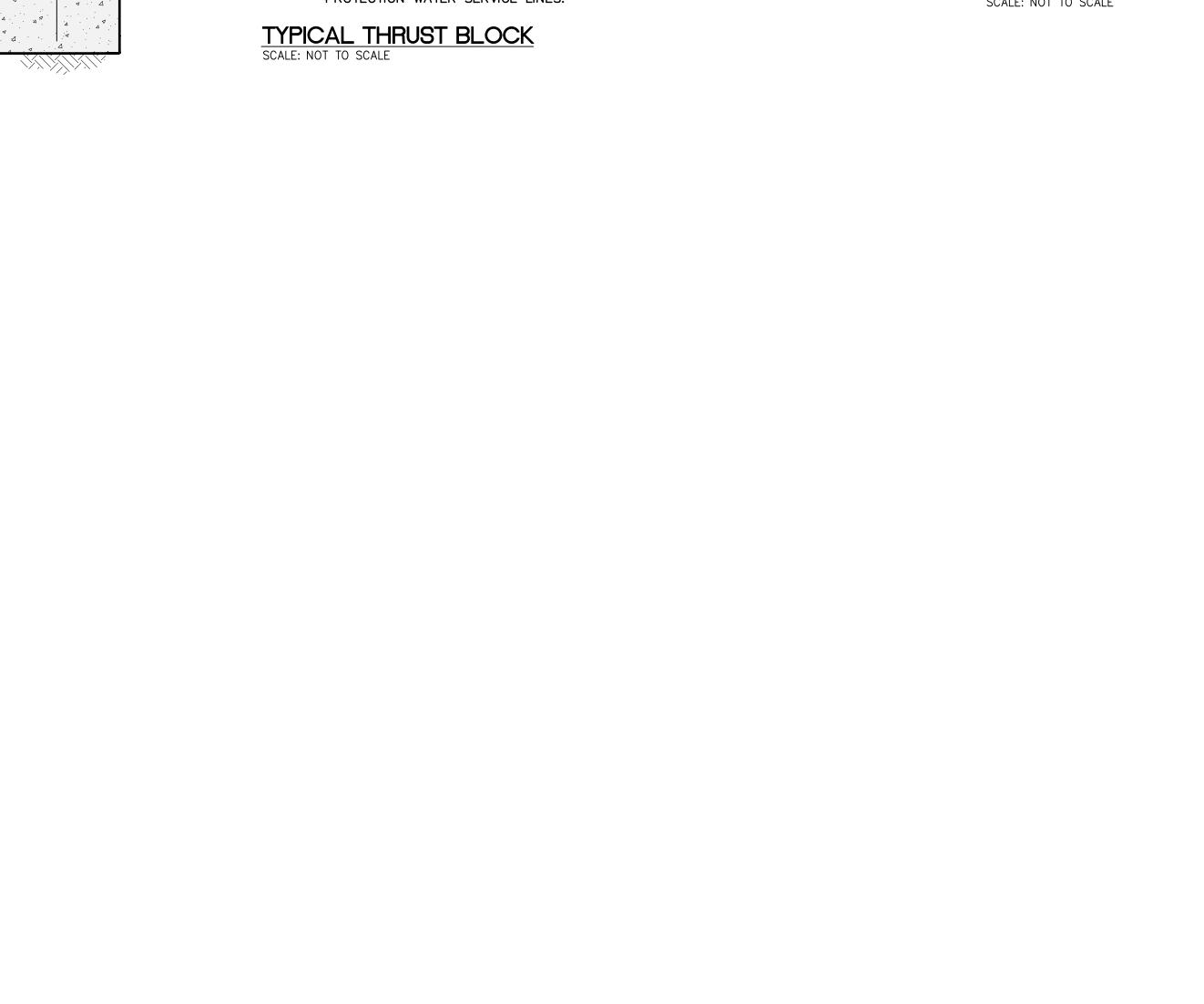
GATE VALVE SCALE: NOT TO SCALE

Larson Design Group 3000 WESTINGHOUSE DRIVE SUITE 400 CRANBERRY TWP, PA 16066 (877) 323-6603 NOT FOR CONSTRUCTION / FINISH GRADE TYPE 1 CRUSHED STONE FOR WIDTH OF TRENCH AROUND SOLID CONCRETE BLOCK (MINIMUM: 4"x8"x16")

11.04.2024 NOLON

Project No.: Sheet No.:

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- 2. ANY DISTURBED AREA THAT WILL BE LEFT EXPOSED FOR MORE THAN (30) THIRTY DAYS AND NOT SUBJECT TO CONSTRUCTION TRAFFIC SHALL IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PROHIBITS TEMP. SEEDING, THE DISTURBED AREA WILL BE MULCHED WITH SALT HAY OR EQUIVALENT AND BOUND IN ACCORDANCE WITH THE NY STANDARDS.
- 3. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING, ALL CRITICAL AREAS SUBJECT TO EROSION WILL RECEIVE A TEMPORARY SEEDING IN COMBINATION WITH STRAW MULCH OR A SUITABLE EQUIVALENT ACCORDING TO THE NY STANDARDS.
- 4. STABILIZATION SPECIFICATIONS:
- A. SOIL AMENDMENTS:

LIME - PROVIDE GROUND LIMESTONE TO PH OF 6.0.

FERTILIZER - 14 LBS/1,000 S.F., 5-10-10 OR EQUIVALENT WORKED INTO SOIL A MINIMUM OF 4".

B. TEMPORARY SEEDING AND MULCHING:

<u>SEED</u> — ANNUAL RYEGRASS 30 LBS/ACRE; PLANT BETWEEN MARCH 1 AND MAY 15 OR BETWEEN AUGUST 15 AND OCTOBER USE WINTER RYE IF SEEDING IN OCT./NOV.

MULCH — SALT HAY OR SMALL GRAIN STRAW AT A RATE OF90 LBS/1,000 S.F., TO BE APPLIED ACCORDING TO THE NY STANDARDS. MULCH SHALL BE SECURED BY WOOD FIBER MULCH (HYDROMULCH) AT 11—17 LBS./1,000 S.F. WOOD FIBER MULCH MUST BE APPLIED THROUGH A HYDROSEEDER IMMEDIATELY AFTER MULCHING.

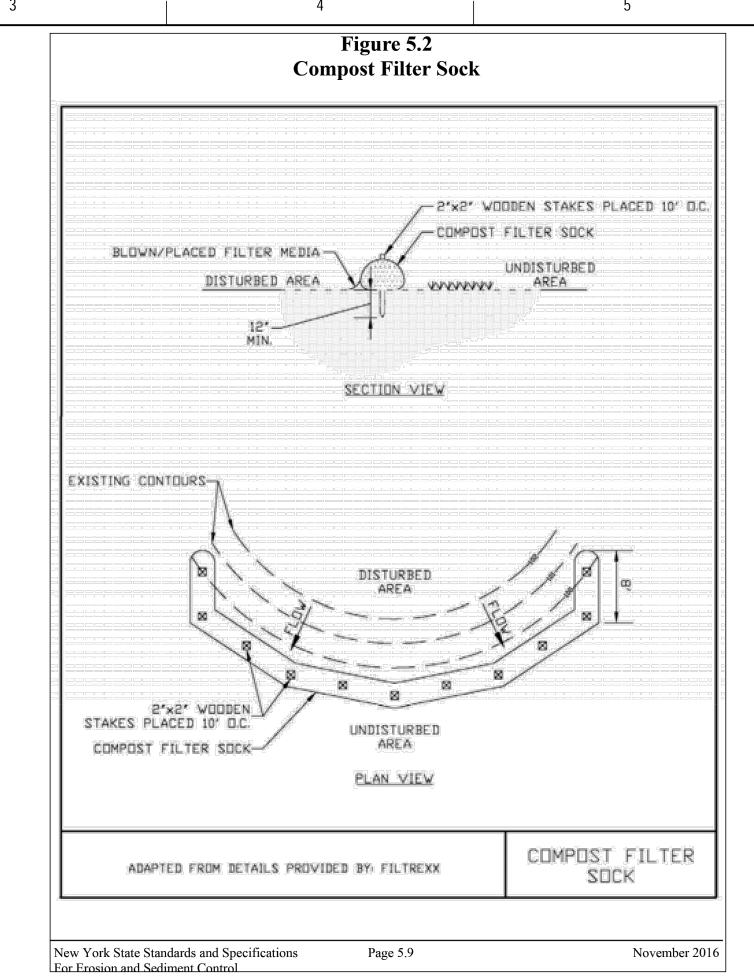
C. PERMANENT SEEDING AND MULCHING:

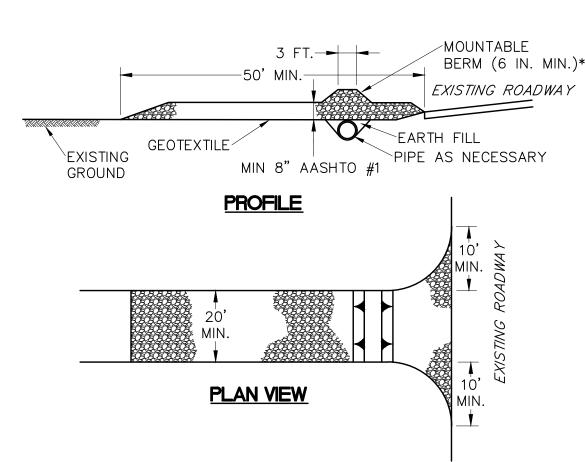
<u>SEED</u> — REFER TO PROJECT MANUAL SPECIFICATIONS FOR SEED TYPE, RATE OF SEEDING AND SEASON OF SEEDING. RATE AND SEED TYPE ARE TO MEET THE MINIMUM REQUIREMENTS OF THE NY STANDARDS.

<u>MULCH</u> — REFER TO PROJECT MANUAL SPECIFICATIONS FOR MULCH TYPE, RATE OF APPLICATION, ETC. RATE AND MULCH TYPE ARE TO MEET THE MINIMUM REQUIREMENTS OF THE NY STANDARDS.

- 5. TEMPORARY BERMS ARE TO BE INSTALLED ON ALL CLEARED ROADWAYS AND EASEMENT AREAS IN ACCORDANCE WITH NYSDOT HIGHWAY DESIGN MANUAL APPENDIX 5A.
- 6. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORMWATER RUN-OFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.
- 7. ALL SEDIMENTATION STRUCTURES WILL BE INSPECTED AND MAINTAINED ON A REGULAR BASIS.
- 8. STOCKPILES ARE NOT TO BE LOCATED WITHIN 50' OF A FLOODPLAIN, SLOPE, ROADWAY, OR DRAINAGE FACILITY. THE BASE OF ALL STOCKPILES SHOULD BE PROTECTED BY A SILT DAM OR STRAW BALE DIKE IN ACCORDANCE WITH NY STANDARDS
- 9. A CRUSHED STONE, VEHICLE WHEEL-CLEANING BLANKET WILL BE INSTALLED WHEREVER A CONSTRUCTION ACCESS ROAD INTERSECTS ANY PAVED ROADWAY. SAID BLANKET WILL BE COMPOSED OF 2" CRUSHED STONE, 8" THICK, WILL BE AT LEAST 30'X100' AND SHOULD BE UNDERLAIN WITH A SUITABLE SYNTHETIC SEDIMENT FILTER FABRIC AND MAINTAINED.
- 10. ALL CATCH BASIN INLETS WILL BE PROTECTED WITH CRUSHED STONE OR A FABRIC FILTER.
- 11. ALL STORM DRAINAGE OUTLETS WILL BE STABILIZED, AS REQUIRED, BEFORE THE DISCHARGE POINTS BECOME OPERATIONAL.
- 12. ALL DEWATERING OPERATIONS MUST DISCHARGE DIRECTLY INTO A SEDIMENT TRAP IN ACCORDANCE WITH NYSDOT HIGHWAY DESIGN MANUAL APPENDIX 5A.
- 13. PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES.

NOTE:
THIS DRAWING TO BE USED FOR SOIL EROSION CONTROL INFORMATION ONLY.





* MOUNTABLE BERM USED TO PROVIDE PROPER COVER FOR PIPE

NOTES:

1. REMOVE TOPSOIL PRIOR TO INSTALLATION OF ROCK CONSTRUCTION ENTRANCE.

EXTEND ROCK OVER FULL WIDTH OF ENTRANCE.

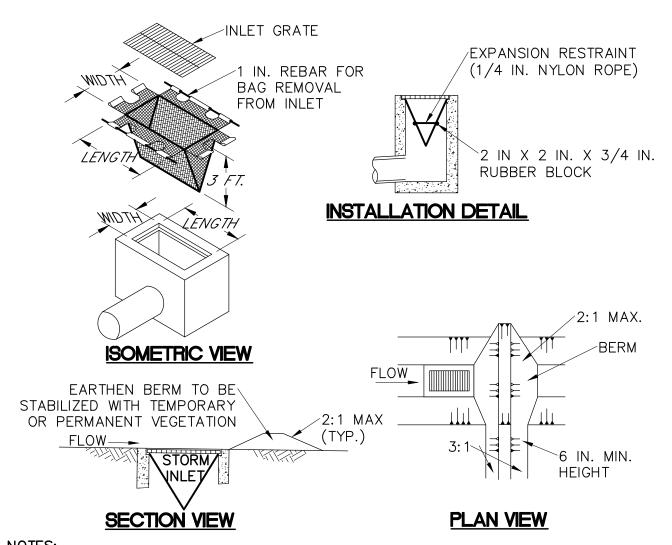
 RUNOFF SHALL BE DIVERTED FROM ROADWAY TO A SUITABLE SEDIMENT REMOVAL BMP PRIOR TO ENTERING ROCK CONSTRUCTION ENTRANCE.
 MOUNTABLE BERM SHALL BE INSTALLED WHEREVER OPTIONAL CULVERT PIPE IS USED AND PROPER PIPE COVER AS SPECIFIED BY MANUFACTURER IS NOT OTHERWISE

PROVIDED. PIPE SHALL BE SIZED APPROPRIATELY FOR SIZE OF DITCH BEING

4. MAINTENANCE: ROCK CONSTRUCTION ENTRANCE THICKNESS SHALL BE CONSTANTLY MAINTAINED TO THE SPECIFIED DIMENSIONS BY ADDING ROCK. A STOCKPILE SHALL BE MAINTAINED ON SITE FOR THIS PURPOSE. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE REMOVED AND RETURNED TO THE CONSTRUCTION SITE IMMEDIATELY. IF EXCESSIVE AMOUNTS OF SEDIMENT ARE BEING DEPOSITED ON ROADWAY, EXTEND LENGTH OF ROCK CONSTRUCTION ENTRANCE BY FIFTY (50) FOOT INCREMENTS UNTIL CONDITION IS ALLEVIATED OR INSTALL WASH RACK. WASHING THE ROADWAY, OR SWEEPING THE DEPOSITS INTO ROADWAY DITCHES, SEWERS, CULVERTS, OR OTHER DRAINAGE COURSES IS NOT ACCEPTABLE.

ROCK CONSTRUCTION ENTRANCE

SCALE: NOT TO SCALE



NOTES:

- MAXIMUM DRAINAGE AREA = 1/2 ACRE.
 INLET PROTECTION SHALL NOT BE REQUIRED FOR INLET TRIBUTARY TO SEDIMENT
- BASIN OR TRAP. BERMS SHALL BE REQUIRED FOR ALL INSTALLATIONS.

 3. ROLLED EARTHEN BERM IN ROADWAY SHALL BE MAINTAINED UNTIL ROADWAY IS STONED. ROAD SUBBASE BERM ON ROADWAY SHALL BE MAINTAINED UNTIL ROADWAY IS PAVED. EARTHEN BERM IN CHANNEL SHALL BE MAINTAINED UNTIL
- PERMANENT STABILIZATION IS COMPLETED OR REMAIN PERMANENTLY.

 4. AT A MINIMUM, THE FABRIC SHALL HAVE A MINIMUM GRAB TENSILE STRENGTH OF 120 LBS., A MINIMUM BURST STRENGTH OF 200 PSI, AND A MINIMUM TRAPEZOIDAL TEAR STRENGTH OF 50 LBS. FILTER BAGS SHALL BE CAPABLE OF TRAPPING ALL
- PARTICLES NOT PASSING A NO. 40 SIEVE.

 5. INLET FILTER BAGS SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER EACH RUNOFF EVENT. BAGS SHALL BE EMPTIED AND RINSED OR REPLACED WHEN HALF FULL OR WHEN FLOW CAPACITY HAS BEEN REDUCED SO AS TO CAUSE FLOODING OR BYPASSING OF THE INLET. DAMAGED OR CLOGGED BAGS SHALL BE REPLACED. A SUPPLY SHALL BE MAINTAINED ON SITE FOR REPLACEMENT OF BAGS. ALL NEEDED REPAIRS SHALL BE INITIATED IMMEDIATELY AFTER THE INSPECTION. DISPOSE OF ACCUMULATED SEDIMENT AS WELL AS ALL USED BAGS ACCORDING TO THE PLAN NOTES.
- 6. DO NOT USE ON MAJOR PAVED ROADWAYS WHERE PONDING MAY CAUSE TRAFFIC HAZARDS.

FILTER BAG INLET PROTECTION
SCALE: NOT TO SCALE

Larson Design Group
3000 WESTINGHOUSE DRIVE

SUITE 400 CRANBERRY TWP, PA 16066 (877) 323-6603

CONSTRUCTION /

WATERSIDE ON SENECA
157 LEMBECK LANE
WATKINS GLEN, NY 14891

DETAILS

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Project No.:

Sheet No.:

C805

11.04.2024

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