

MAP NOTES:

- Boundary and topographic information shown hereon was compiled from an actual field survey conducted during the month of December 2020.
- North orientation and bearings are referenced to Grid North and are based on the New York State Plane Coordinate System, East Zone, NAD 83/2011 epoch 2010.00.
- Vertical datum shown hereon is NAVD 88 and was obtained from GPS observations which were post processed using the Fultonville CORS.
- Objects shown on this drawing with a distance indicating how far that object is from a particular line, lie on the same side of the line that the offset distance is written.
- The location of underground improvements or encroachments, if any exist, or as shown hereon, are not certified. There may be underground utilities, the existence of which are not known to the undersigned. Size and location of all underground utilities and structures must be verified by the appropriate authorities. Dig Safe New York (811) must be notified prior to conducting test borings, excavation and construction. The location of subsurface utilities along Riverside Drive are as per marked by Dig Safe (811) call.
- This survey does not constitute a record search by C.T. Male Associates Engineering, Surveying, Architecture, Landscape Architecture & Geology, D.P.C. to determine ownership or easements of record. For all information regarding easements, rights of way and title of record, the surveyor relied upon title commitment number 2017-5130NGS, issued by Fidelity National Title Insurance Company, dated August 27, 2020.
- Per map entitled National Flood Insurance Program, FIRM Flood Insurance Rate Map for Montgomery County, New York All Jurisdictions, Community Number 361295 Town of Glen Panel 178 of 385, Map Suffix E, Map Number 36057C0178E, effective date January 19, 2018, portions of the parcel shown hereon falls within an area designated as Zone AE, areas with base flood elevations determined. The 100 year flood zone limits shown hereon and were digitally obtained from the FEMA website. The 500 year flood limits shown hereon are shown approximate per the Flood Insurance Rate Map.
- Prior to conducting this survey this geographic area accumulated approximately 24 inches of packed snow and ice. Therefore the undersigned cannot certify that some object or feature has been omitted.
- No wetland markers were observed during the course of the field survey.

MAP REFERENCES:

- "New York State Thruway, The Mohawk Section County of Montgomery, Subdivision No. 14, Town of Glen, District No. 2" Map No. 420 Parcel No. 474 John E. Van Epps (Reputed Owner), dated February 4, 1953 filed in the Office of the New York State Thruway Authority.
- "New York State Thruway, The Mohawk Section County of Montgomery, Subdivision No. 14" Map No. 661 Parcel No. 764 John E. Van Epp (Reputed Owner), Map No. 664 Parcel No. 768 James E. Friers & Mildred Friers (Reputed Owners) dated April 1, 1954 filed in the Region 2 Office of the New York State Department of Transportation.

ZONING:

Parcel is zoned Commercial District - C
Special Permitted Use - Gasoline Station

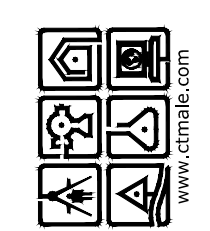
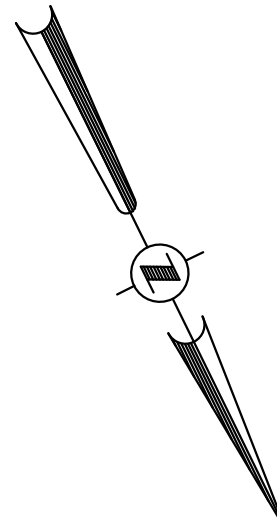
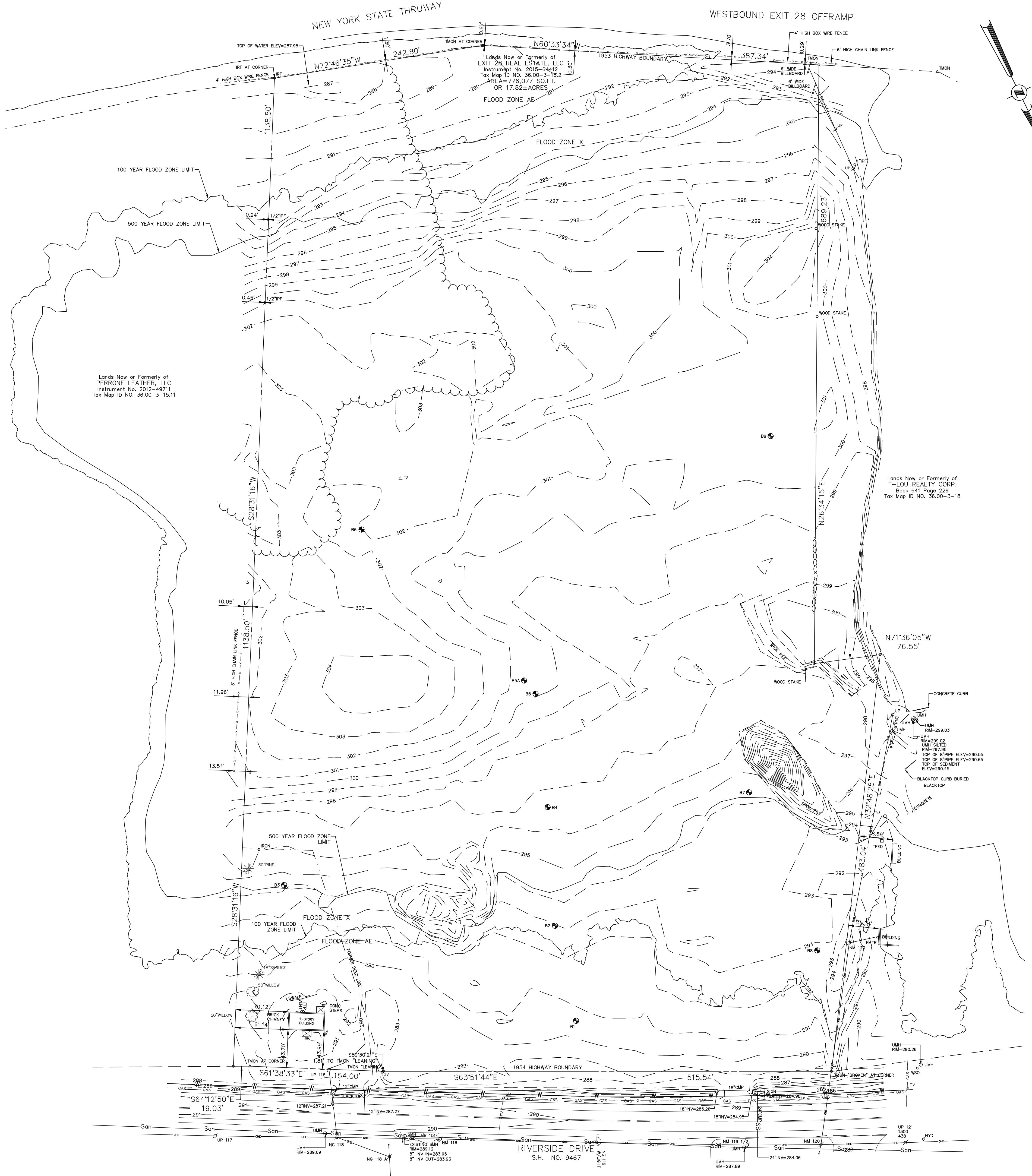
Minimum Lot Size

Area (square feet)	40,000
Width (feet)	150
Maximum Lot Coverage	20%
Minimum Living Area (square feet)	-
Number of Building Stories	1
Building Height (feet)	30
Yard Dimensions (feet)	
Front	50
Side	
One	25
Both	50
Rear	50

Note: Other permitted and special use permit uses are allowed per this zone

LEGEND:

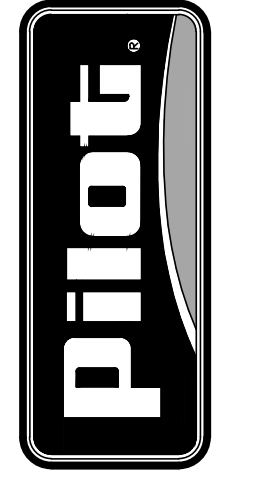
△ EMR	Electric Meter
○ FFP	Fuel Filler Pipe
○ GM	Gas Marker
○ GV	Gas Valve
⊕ HYD	Hydrant
○ IRF	Iron Rod Found
○ IPF	Iron Pipe Found
□ IPED	Telephone Pedestal
△ TMON	Triangular Monument Found
○ UMH	Unknown Manhole Type
⊕	Utility Pole
⊕	Utility Pole w/light
○ WSO	Water Shut-off
○ CMP	Corrugated Metal Pipe
○ PVC	Polyvinyl Chloride Pipe
---	Underground Gas Line
---	Overhead Wires



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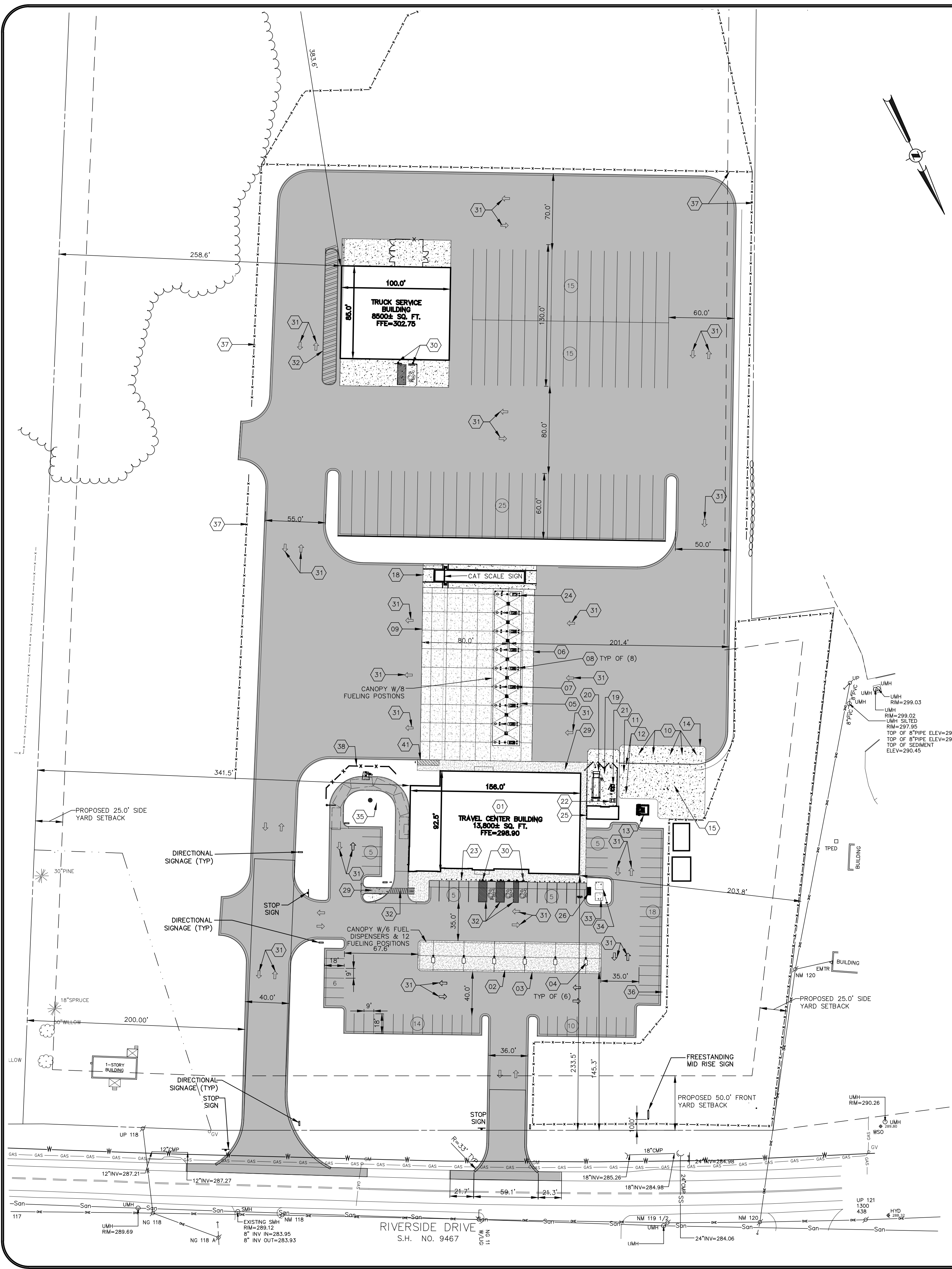


BOUNDARY & TOPOGRAPHIC SURVEY
PILOT TRAVEL CENTER
164 RIVERSIDE DRIVE
TOWN OF GLEN, NEW YORK

DATE: 03/31/21	DRAWN BY: OKS	PROJECT: 1317-01
REVISION DESCRIPTION:	INT.:	
REV: 1	REVISD SITE LAYOUT & GRADING	OKS
DATE: 4/21/21		

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SHEET:
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CONSTRUCTION NOTES

- 01 PILOT TRAVEL CENTER BUILDING (SEE ARCHITECTURAL DRAWINGS), INSTALLED BY CONTRACTOR.
- 02 AUTO CANOPY, (SEE AC-SERIES DRAWINGS) FURNISHED AND INSTALLED BY CANOPY SUPPLIER. CANOPY FOUNDATIONS INSTALLED BY CONTRACTOR.
- 03 6" REINFORCED CONCRETE PAD FOR AUTO CANOPY, (SEE AC-SERIES DRAWINGS) INSTALLED BY CONTRACTOR.
- 04 CONCRETE ISLAND WITH A GAS/AUTO DIESEL (3+1) DISPENSER AND CONTAINMENT BOX (TYPICAL), INSTALLED BY CONTRACTOR.
- 05 TRUCK CANOPY, (SEE TC-SERIES DRAWINGS) FURNISHED AND INSTALLED BY CANOPY SUPPLIER. CANOPY FOUNDATIONS INSTALLED BY CONTRACTOR.
- 06 8" REINFORCED CONCRETE PAD FOR TRUCK CANOPY, (SEE TC-SERIES DRAWINGS) INSTALLED BY CONTRACTOR.
- 07 CONCRETE ISLAND WITH A DIESEL DISPENSER AND CONTAINMENT BOX (TYPICAL), INSTALLED BY CONTRACTOR.
- 08 PREFABRICATED TRUCK ISLAND CATCH BASIN (TYPICAL), FURNISHED BY OWNER INSTALLED BY CONTRACTOR.
- 09 12" WIDE PAINTED (SAFETY YELLOW) PULL FORWARD LINE INSTALLED BY CONTRACTOR.
- 10 UNDERGROUND FUEL TANK. SEE PP-SERIES DRAWINGS FOR MORE INFORMATION.
- 11 4,000 GALLON, 6'-0" x 21'-11" LONG, SINGLE-WALL FIBERGLASS UNDERGROUND OIL/WATER SEPARATOR, FURNISHED BY OWNER, INSTALLED BY CONTRACTOR.
- 12 CLEAN OUT FOR OIL/WATER SEPARATOR FURNISHED AND INSTALLED BY CONTRACTOR.
- 13 B99 INJECTION SHED WITH SUMP, FURNISHED BY OWNER, INSTALLED BY CONTRACTOR. (SEE PRODUCT PIPING DRAWINGS FOR MORE INFORMATION.)
- 14 8" REINFORCED CONCRETE SLAB AT TANK FARM, INSTALLED BY CONTRACTOR.
- 15 NEW TANK VENT RISER CLUSTER, FURNISHED AND INSTALLED BY CONTRACTOR.
- 16 NOT USED.
- 17 NOT USED.
- 18 TRUCK SCALE, CONCRETE TRUCK SCALE PIT AND TRUCK SCALE FURNISHED AND INSTALLED BY TRUCK SCALE SUPPLIER. ELECTRICAL, COMMUNICATIONS AND DRAINAGE PROVIDED TO THE SCALE PIT BY CONTRACTOR, COORDINATION BY CONTRACTOR.
- 19 TRASH ENCLOSURE 8' CHAIN LINK FENCE WITH VINYL INSERTS MOUNTED ON REINFORCED CONCRETE PAD WITH PROTECTIVE STEEL BOLLARDS, INSTALLED BY CONTRACTOR (SEE ARCH DWGS FOR DETAILS).
- 20 TRASH COMPACTOR, FURNISHED AND INSTALLED BY TRASH COMPACTOR SUPPLIER.
- 21 CARDBOARD BAILER OR RECYCLE DUMPSTER, FURNISHED AND INSTALLED BY DUMPSTER SUPPLIER.
- 22 GREASE CONTAINER, PROVIDED BY OWNER.
- 23 6" STEEL PIPE BOLLARD FURNISHED AND INSTALLED BY CONTRACTOR (SEE CIVIL DWGS FOR SPECS.).
- 24 1'-0" CONCRETE BOLLARD FURNISHED AND INSTALLED BY CONTRACTOR (SEE CIVIL DWGS FOR SPECS.).
- 25 YARD MAINTENANCE BUILDING BY CONTRACTOR. (SEE DE-SERIES DRAWINGS).
- 26 AUTO AIR/VACUUM (PROVIDED BY OWNER, ELECTRICAL BY CONTRACTOR), YARD HYDRANT BY CONTRACTOR.
- 27 TRUCK AIR STAND, TYPICAL AT EVERY OTHER TRUCK FUELING ISLAND, FURNISHED BY OWNER AND INSTALLED BY CONTRACTOR.
- 28 TRUCK FREEZE PROOF WATER STAND TYPICAL AT EVERY OTHER TRUCK FUELING ISLAND FURNISHED AND INSTALLED BY CONTRACTOR.
- 29 CONCRETE SIDEWALK INSTALLED BY CONTRACTOR.
- 30 "HANDICAP PARKING" SIGNS, MOUNTED ON POLES, FURNISHED AND INSTALLED BY OWNER'S SIGN VENDOR. (SEE CIVIL DETAILS FOR MOUNTING INSTRUCTIONS).
- 31 ALL DIRECTIONAL AND PARKING STRIPING TO BE SAFETY YELLOW-UNLESS NOTED OTHERWISE (TYP).
- 32 TRAFFIC STRIPING 4" WIDE PAINTED (SAFETY YELLOW) PARALLEL STRIPES AT 16" O.C. FURNISHED AND INSTALLED BY CONTRACTOR.
- 33 PAVEMENT SYMBOL AND LETTERING PER D.O.T. SPECIFICATIONS (TYP), FURNISHED AND INSTALLED BY CONTRACTOR.
- 34 7'-0" X 7'-0" X 6" REINFORCED CONCRETE PAD FOR LOCAL UTILITY ELECTRICAL TRANSFORMER INSTALLED BY CONTRACTOR. FINAL SIZE AND LOCATION TO BE PER UTILITY AGENCY.
- 35 7'-0" X 7'-0" X 6" REINFORCED CONCRETE PAD FOR TRAVEL CENTER DISTRIBUTION ELECTRICAL TRANSFORMER INSTALLED BY CONTRACTOR. FINAL SIZE AND LOCATION TO BE PER UTILITY AGENCY.
- 36 GREASE TRAP, FURNISHED AND INSTALLED BY CONTRACTOR.
- 37 4' CHAIN LINK FENCE WITH 6" GATE, FURNISHED AND INSTALLED BY CONTRACTOR.
- 38 4' CHAIN LINK PERIMETER FENCE, FURNISHED AND INSTALLED BY CONTRACTOR.
- 39 "CERTAIN TEED BRAND; BUFFTECH VINYL FENCING; SEMI-PRIVATE SERIES; STYLE "COLUMBIA"; 6' TALL, COLOR WHITE", FURNISHED AND INSTALLED BY CONTRACTOR.
- 40 NOT USED.
- 41 4" PIPE RAIL ON 4" PIPE BOLLARDS AT 3'-0" O.C. CONTRACTOR TO PAINT SHERWIN WILLIAMS B54Y37 YELLOW WITH 2 AND 8/32 OUNCES OF NEW RED (R4) THIS IS THE FORMULA FOR ONE GALLON.
- 42 5'-0" X 20'-0" PASSENGER DROP-OFF/LOADING ZONE. TRAFFIC STRIPING 4" WIDE PAINTED (SAFETY YELLOW) PARALLEL STRIPES AT 16" O.C. FURNISHED AND INSTALLED BY CONTRACTOR.

GENERAL NOTES

- 1. REFER TO ES-SERIES DRAWINGS FOR LOCATIONS AND TYPES OF LIGHTING. REFER TO SL-SERIES DRAWINGS FOR LIGHTING FIXTURE/POLE LOCATIONS.
 - 2. REFER TO SS-SERIES DRAWINGS FOR LOCATIONS AND TYPES OF SIGNS. FOUNDATIONS BY SIGN VENDOR.
- TACO BELL NOTES**
- 1. RESTAURANT "DRIVE-THRU" (INTERNALLY ILLUMINATED) DIRECTIONAL SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
 - 2. "DRIVE-THRU CLEARANCE 9 FT. 0 IN." SIGN FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION INSTALLED BY CONTRACTOR.
 - 3. RESTAURANT PREVIEW BOARD (INTERNALLY ILLUMINATED) FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
 - 4. "RESTAURANT" MENU BOARD (INTERNALLY ILLUMINATED) AND INTERCOM SYSTEM FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.
 - 5. "THANK YOU / DO NOT ENTER" DIRECTIONAL SIGN (INTERNALLY ILLUMINATED) FURNISHED BY OWNER, INSTALLED BY SIGN SUPPLIER. CONCRETE FOUNDATION AND ELECTRICAL INSTALLED BY CONTRACTOR.

SITE PLAN NOTES

- 1. OWNER/APPLICANT: PILOT TRAVEL CENTERS, LLC 5508 LONAS ROAD KNOXVILLE, TENNESSEE 37909
- 2. THE PROJECT BOUNDARY KNOWN AS 164 RIVERSIDE DRIVE (TAX IDs 36.00-3-15.2).
- 3. TOPOGRAPHIC, BOUNDARY, VERTICAL DATUM (NAV 88), NORTH ORIENTATION AND BEARING BASE ARE PER MAP REFERENCE NO. 1.
- 4. WHERE THERE IS A DISCREPANCY BETWEEN THE NOTES IN THE CONTRACT DOCUMENTS, THE MORE CONSERVATIVE DIRECTIVE SHALL BE ADHERED TO.
- 5. DIG SAFELY NEW YORK (PHONE 800-962-7962 / PHONE 811 / WWW.DIGSAFELYNEWYORK.COM) SHALL BE NOTIFIED PRIOR TO CONDUCTING ANY TEST BORINGS, EXCAVATION OR CONSTRUCTION. UTILITY MARK-OUTS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
- 6. THE APPLICANT SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES, AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQR), AND FRESHWATER WETLANDS PERMIT REGULATIONS.
- 7. THE OWNER AND CONTRACTOR(S) SHALL COMPLY WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: NYS FIRE CODE, NYS BUILDING CODE, NATIONAL ELECTRIC CODE, AND WORKER HEALTH AND SAFETY LAWS AND REGULATIONS. CONTRACTOR SHALL COMPLY WITH THE CONDITIONS OF ALL APPLICABLE PERMITS.
- 8. THE CONTRACTOR IS RESPONSIBLE FOR PROPERLY AND SAFELY MAINTAINING CONSTRUCTION ACTIVITY WITHIN THE LIMITS OF THE CONSTRUCTION SITE.
- 9. NO WORK, STORAGE, OR TRESPASS IS ALLOWED BEYOND THE SITE PROPERTY LINES OR PUBLIC RIGHTS-OF-WAY.
- 10. THE CONTRACTOR SHALL RESTORE EXISTING FEATURES (I.E., LAWNS, DRIVEWAYS, CULVERTS, SIGNS, ETC.) THAT HAVE BEEN DISTURBED DURING CONSTRUCTION TO A CONDITION AT LEAST AS GOOD AS THEY WERE PRIOR TO SAID DISTURBANCE. FEATURES SHALL EITHER BE PROTECTED OR REMOVED AND REPLACED IN-KIND AS THEY WERE PRIOR TO THEIR REMOVAL, AS DETERMINED BY THE ENGINEER. ANY DAMAGED FEATURES SHALL BE REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE.
- 11. ROADWAY PAVING IS ONLY ALLOWED FROM APRIL 1 TO NOVEMBER 1, SEE 109-29. ANY STRUCTURES IN ROADWAY SHALL BE SET 1" BELOW BINDER AND A RISER RING INSTALLED FOR TOP COURSE PAVING. SEWER STRUCTURES SHALL BE PLACED OUTSIDE ROADWAY WHERE FEASIBLE.
- 12. IF BLASTING IS REQUIRED FOR ROCK REMOVAL, THEN THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. BLASTING OPERATIONS SHALL ADHERE TO FEDERAL, STATE, AND LOCAL AUTHORITY ORDINANCES GOVERNING THE USE OF EXPLOSIVES. THE CONTRACTOR SHALL PREPARE AND SUBMIT A BLASTING PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING BLASTING OPERATIONS.

MAP REFERENCE

- 1. "ALTA / NPS Land Title Survey, Lands Now or Formerly of, EXIT 28 REAL ESTATE, LLC, 164 Riverside Drive", prepared by C.T. Male Associates, dated December 21, 2019, bearing drawing no. 21-109.

LEGEND

STANDARD CURB & GUTTER	CONCRETE
HEAVY DUTY CURB AND GUTTER	NO PARKING AREA STRIPING
PROPERTY LINE	CHAIN LINK FENCE
PROPOSED PARKING STALLS	

SITE INFORMATION

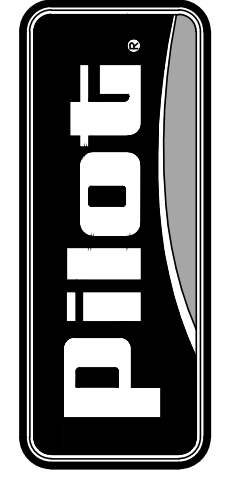
PARKING	PROVIDED
AUTO PARKING	68
HANDICAP PARKING	04
TRUCK PARKING	57

ACREAGE - 17.82 ACRES

SITE AND BUILDING ACCESSIBILITY PER ANSI A117.1



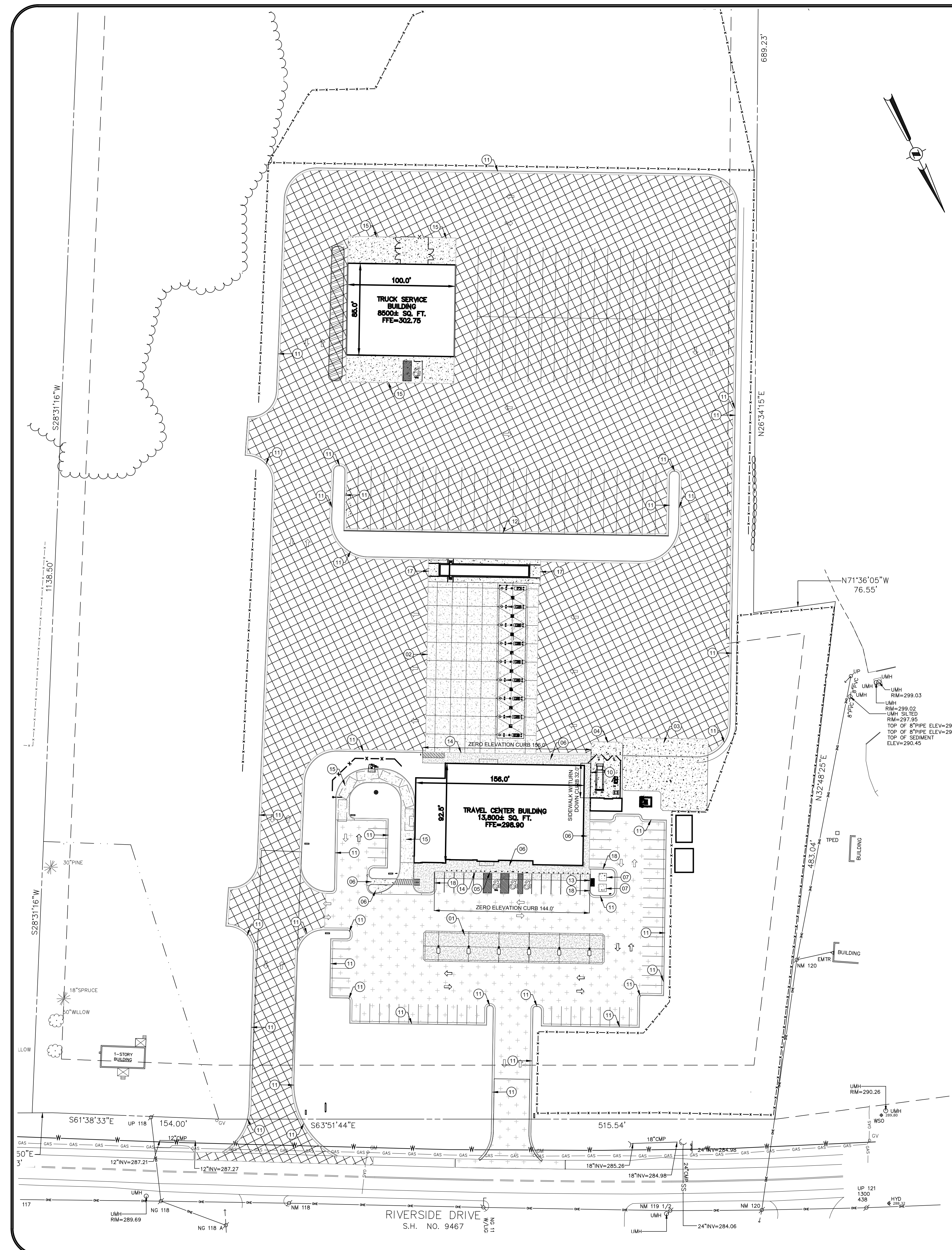
PILOT COMPANY
 DESIGN DEPARTMENT
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SITE PLAN
PILOT TRAVEL CENTER
 164 RIVERSIDE DRIVE
 TOWN OF GLEN, NEW YORK

DATE: 03/31/21	DRAWN BY: OKS	PROJECT: 1317-01
REVISION DESCRIPTION:	INT.	
REV: 1	REVISIT SITE LAYOUT & GRADING	OKS
DATE: 4/21/21		

SHEET:
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LEGEND

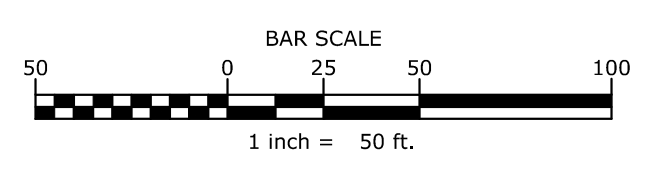
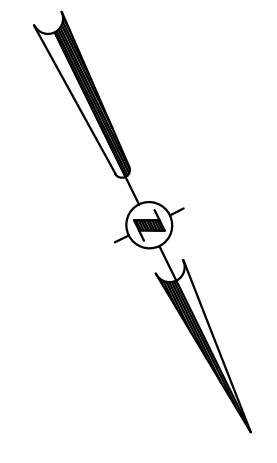
STANDARD CURB AND GUTTER	CONCRETE
HEAVY DUTY CURB AND GUTTER	AUTO ASPHALT AREA
PROPERTY LINE	HEAVY DUTY TRUCK AREA ASPHALT
"NO PARKING" AREA STRIPING	

PAVING PLAN CONSTRUCTION NOTES

- 01 6" REINFORCED CONCRETE PAD FOR AUTO CANOPY. WATER FROM SITE SHOULD NOT DRAIN ACROSS THE CONCRETE PAD FOR THE AUTO CANOPY. ASPHALT PAVING ON ALL 4 SIDES OF THE CONCRETE PAD SHOULD DRAIN AWAY FROM CONCRETE PAD. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 02 8" REINFORCED CONCRETE PAD FOR TRUCK CANOPY. WATER FROM SITE SHOULD NOT DRAIN ACROSS THE CONCRETE PAD FOR THE TRUCK CANOPY. ASPHALT PAVING ON BOTH SIDES OF THE CONCRETE PAD SHOULD DRAIN AWAY FROM CONCRETE PAD. CONCRETE PAD FOR THE TRUCK CANOPY MUST DRAIN TO CATCH BASIN. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 03 8" REINFORCED CONCRETE PAD AT TANK FARM. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 04 8" REINFORCED CONCRETE PAD TRASH ENCLOSURE. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 05 6" REINFORCED CONCRETE PARKING APRON AT PARKING SPACES IN FRONT OF BUILDING. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 06 4" REINFORCED CONCRETE SIDEWALK. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 07 6" REINFORCED CONCRETE PAD FOR ELECTRICAL TRANSFORMER. CONTRACTOR TO COORDINATE WITH UTILITY COMPANY FOR SIZE AND REINFORCING REQUIREMENTS. INSTALLED BY CONTRACTOR.
- 08 4" REINFORCED CONCRETE PAD AT OIL/WATER SEPARATOR. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 09 4" REINFORCED CONCRETE PAD FOR STORAGE AREA. INSTALLED BY CONTRACTOR. SEE ARCH SHEET DE2 FOR DETAILS.
- 10 SIDEWALK TURN DOWN CURB. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 11 STANDARD DUTY CURB AND GUTTER. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 12 HEAVY DUTY CURB AND GUTTER. SEE SECTIONS AND DETAILS FOR SPECIFICATIONS. INSTALLED BY CONTRACTOR.
- 13 PAINT TOP 6" OF CURB AND ENTIRE VERTICAL FACE OF CURB SHERWIN WILLIAMS BS417 YELLOW WITH 2 AND 832 OUNCES OF NEW RED (R4) THIS IS THE FORMULA FOR ONE GALLON. CONTRACTOR TO ADD 111.32 H & C SHARK GRIP SLIP RESISTANT ADDITIVE TO PAINT PRIOR TO APPLICATION TO CURB, SUPPLIED BY CONTRACTOR.
- 14 ZERO ELEVATION CURB. SEE GRADING PLANS FOR DETAILS AND SPECIFICATIONS.
- 15 8" REINFORCED CONCRETE DRIVEWAY FOR TRUCK DRIVE IN ACCORDANCE WITH THE STANDARD DETAIL. 07/C5.3.
- 16 6" REINFORCED CONCRETE DRIVEWAY FOR AUTO DRIVE IN ACCORDANCE WITH THE STANDARD DETAIL. 08/C5.3.
- 17 8" REINFORCED CONCRETE RAMP FOR CAT SCALE IN ACCORDANCE WITH THE STANDARD DETAIL. 07/C5.3.
- 18 CURB HEIGHT VARIES. REFER TO GRADING PLAN FOR DETAILS.
- 19 TxDOT ROADWAY WIDENING FOR DECELERATION LANE TO BE IN ACCORDANCE WITH THE STANDARD DETAIL. 01/C5.2 AND SECTION 13/C5.2. ALL TRAFFIC CONTROL DEVICES, LANE CLOSURES AND TAPERS SHALL CONFORM TO THE TEXAS MUTCD AND APPLICABLE TxDOT STANDARD DETAILS.
- 20 4" WIDE STRIPE. STRIPE SHALL BE SOLID WHITE, TxDOT TYPE 1, DMS-820 "HOT APPLIED THERMOPLASTIC" REFLECTORIZED PAVEMENT MARKING IN ACCORDANCE WITH TxDOT ITEM 686 AND APPLICABLE TxDOT STANDARD DETAILS.
- 21 8" REINFORCED CONCRETE AT ACCESS DRIVEWAY IN ACCORDANCE WITH THE STANDARD DETAIL, 07/C5.3. CONTRACTOR SHALL DOWEL INTO EXISTING CONCRETE WITH #4 BARS AT 18" O.C.
- 22 CONTRACTOR SHALL RECONSTRUCT EXISTING DRIVEWAY OUT OF ASPHALT PAVEMENT TO ACCOMMODATE TURNING MOVEMENTS. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL SCHEDULE AND COORDINATE WORK WITH PROPERTY OWNER WHICH DRIVEWAY SERVES COUNTY ROAD 313 ROADWAY WIDENING FOR RIGHT-TURN LANE TO BE IN ACCORDANCE WITH THE STANDARD DETAIL, 01/C5.2 AND SECTION 14/C5.2. ALL TRAFFIC CONTROL DEVICES AND LANE CLOSURES SHALL CONFORM TO THE TEXAS MUTCD. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL SCHEDULE AND COORDINATE WORK WITH WINKLER COUNTY.
- 23 8" REINFORCED CONCRETE PAVEMENT FOR DRAINAGE PURPOSES WITHIN TRUCK DRIVE IN ACCORDANCE WITH THE STANDARD DETAIL. 07/C5.3.
- 24 10' WIDE, 6" REINFORCED CONCRETE RIPRAP APRON.

GENERAL PAVING NOTES

- 1. ALL MANHOLES MUST BE SET 2" HIGHER THAN PAVING TO PROVIDE A CROWN IN A 24" DIA AREA AROUND EACH MANHOLE.
- 2. SUB-BASE MUST BE COMPACTED TO 95% STANDARD PROCTOR WITH A WATER CONTENT WITHIN 1.5% OF OPTIMUM.
- 3. STONE BASE MUST BE COMPACTED TO 95% STANDARD PROCTOR WITH A WATER CONTENT WITHIN 1.5% OF OPTIMUM.
- 4. PRIOR TO INSTALLING BITUMINOUS PAVING CONTRACTOR IS TO PROOF-ROLL SUB-BASE USING HEAVY, PNEUMATIC-TIRED ROLLERS TO LOCATE AREAS THAT ARE UNSTABLE OR THAT REQUIRE FURTHER COMPACTION. NOTIFY CONSTRUCTION MANAGER IN WRITING OF ANY UNSATISFACTORY CONDITIONS. DO NOT BEGIN PAVING INSTALLATION UNTIL THESE CONDITIONS HAVE BEEN SATISFACTORILY CORRECTED.
- 5. ASPHALT PAVING @ EDGE OF CONCRETE PAD FOR THE TRUCK CANOPY SHOULD BE LAID @ 1/4" HIGHER THAN CONCRETE PAD ON EXIT SIDE CANOPY. SEE DETAIL ON SHEET TC1.1.
- 6. CONCRETE COLLAR IS REQUIRED FOR ALL STRUCTURES IN PAVEMENT - SEE DETAIL SHEET CS.2.



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SITE PAVING PLAN

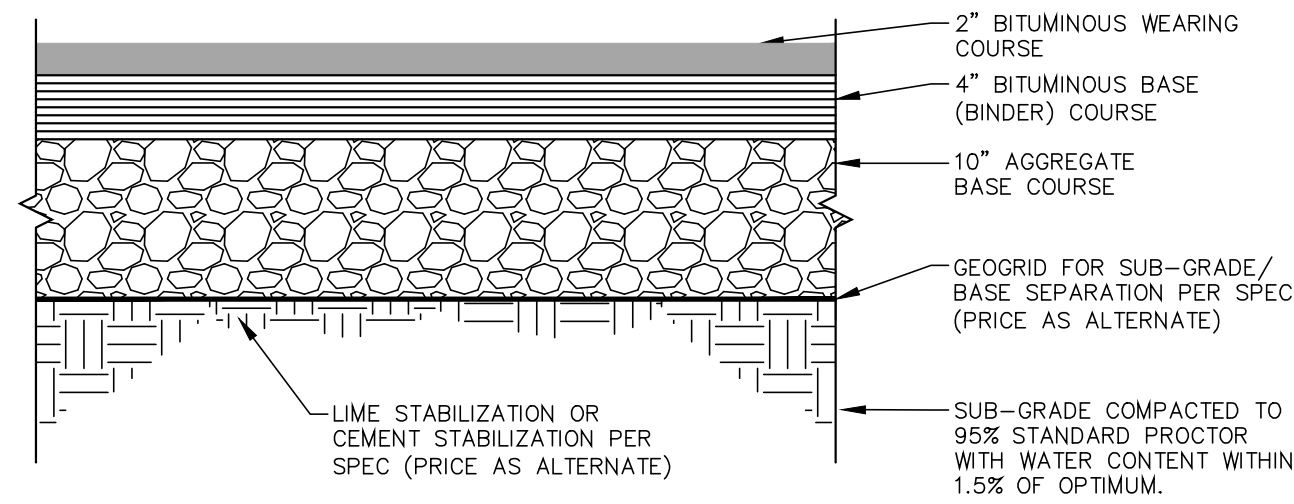
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DATE: 03/31/21	DRAWN BY: OKS	PROJECT: 1317-01
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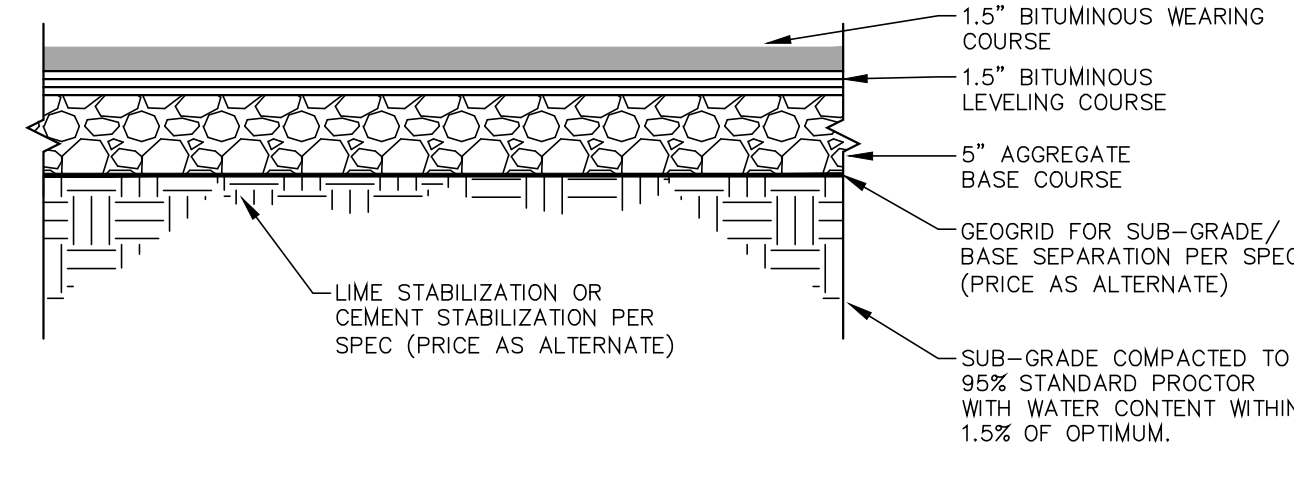
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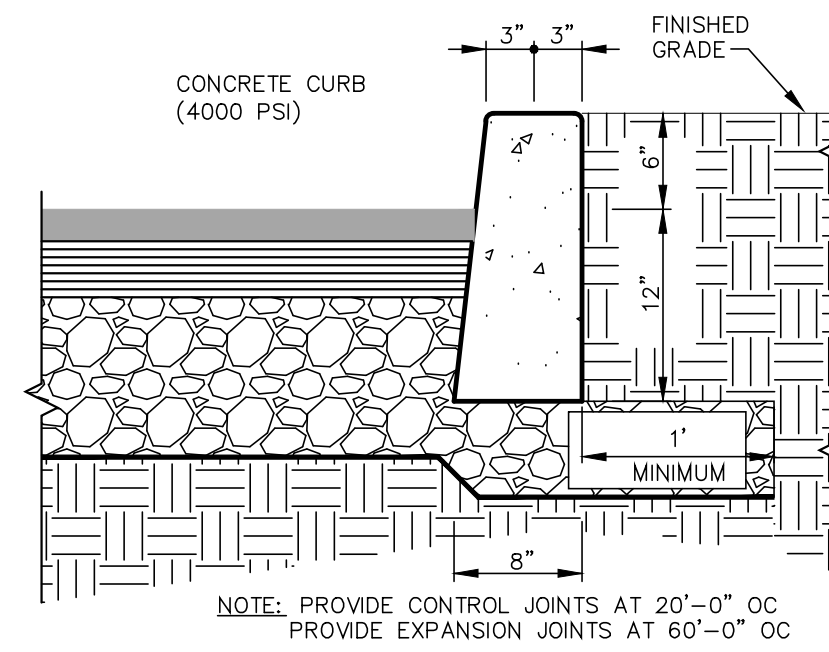
CONTRACTOR NOTE FOR DETAILS 01/C5.1 AND 02 C5.1: CONTRACTOR SHALL PROVIDE A PRICE FOR EACH GEOGRID AND STABILIZATION ALTERNATE AS OUTLINED IN THE SPECIFICATIONS MANUAL, BUT CONTRACTOR SHALL NOT INCLUDE ANY OF THE ALTERNATES IN THE BASE BID. OWNER'S REPRESENTATIVE SHALL CHOOSE AN ALTERNATE.



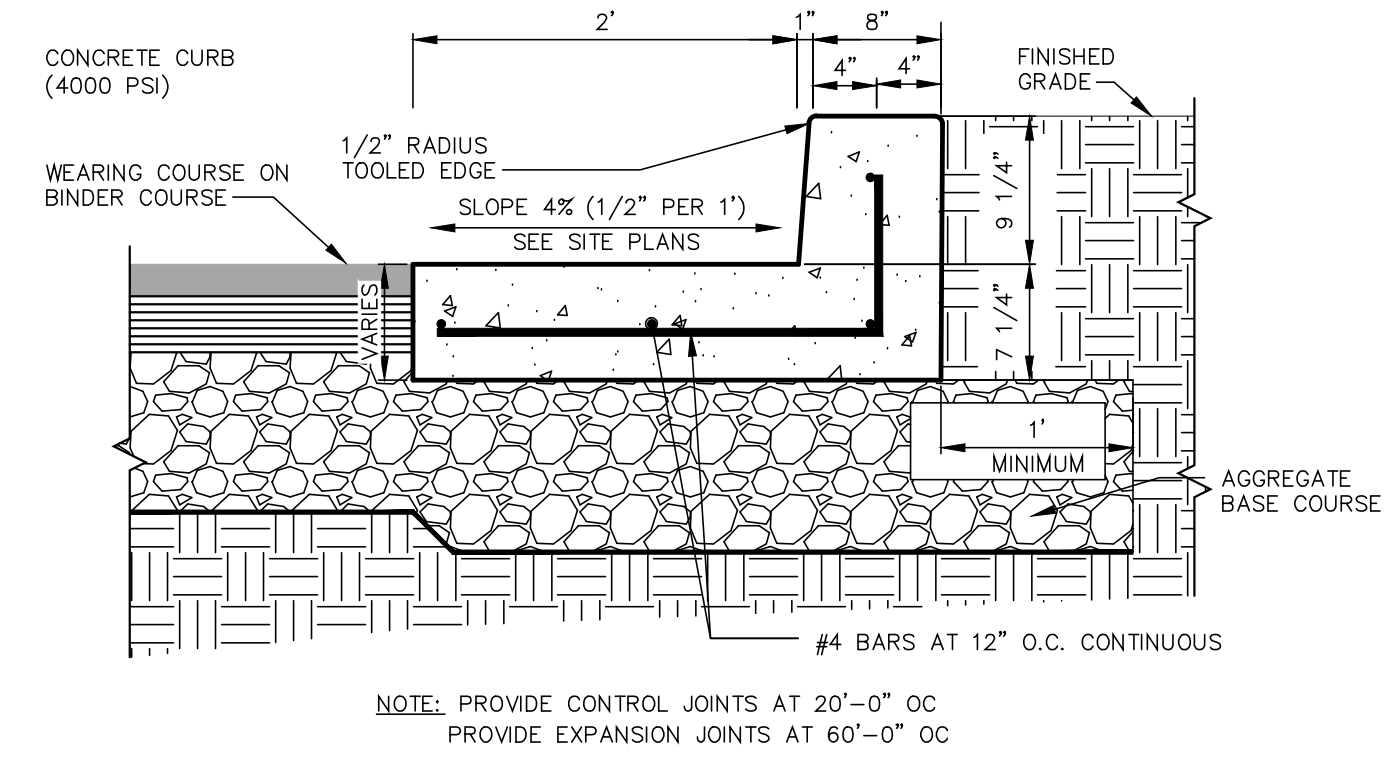
01 HEAVY DUTY TRUCK PAVEMENT SECTION
C5.1 1"=1'-0"



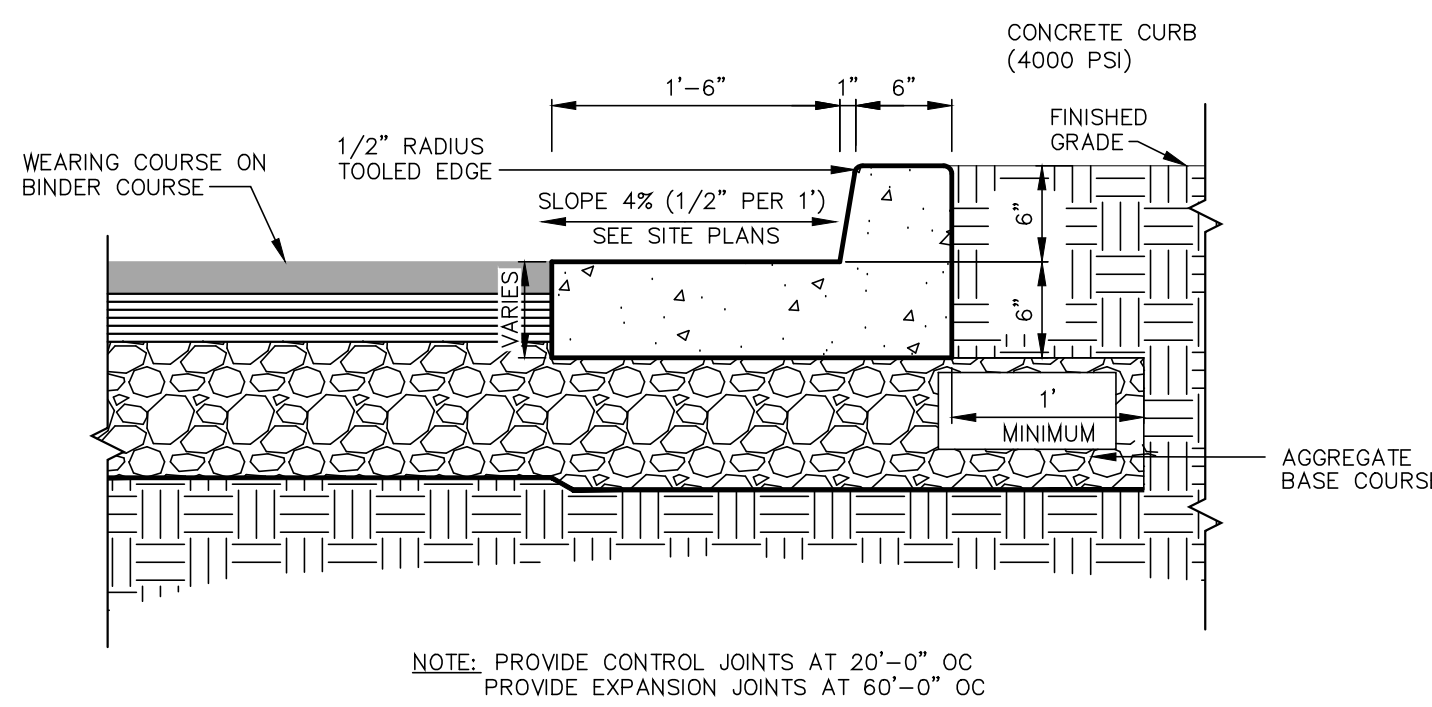
02 AUTO PAVEMENT SECTION
C5.1 1"=1'-0"



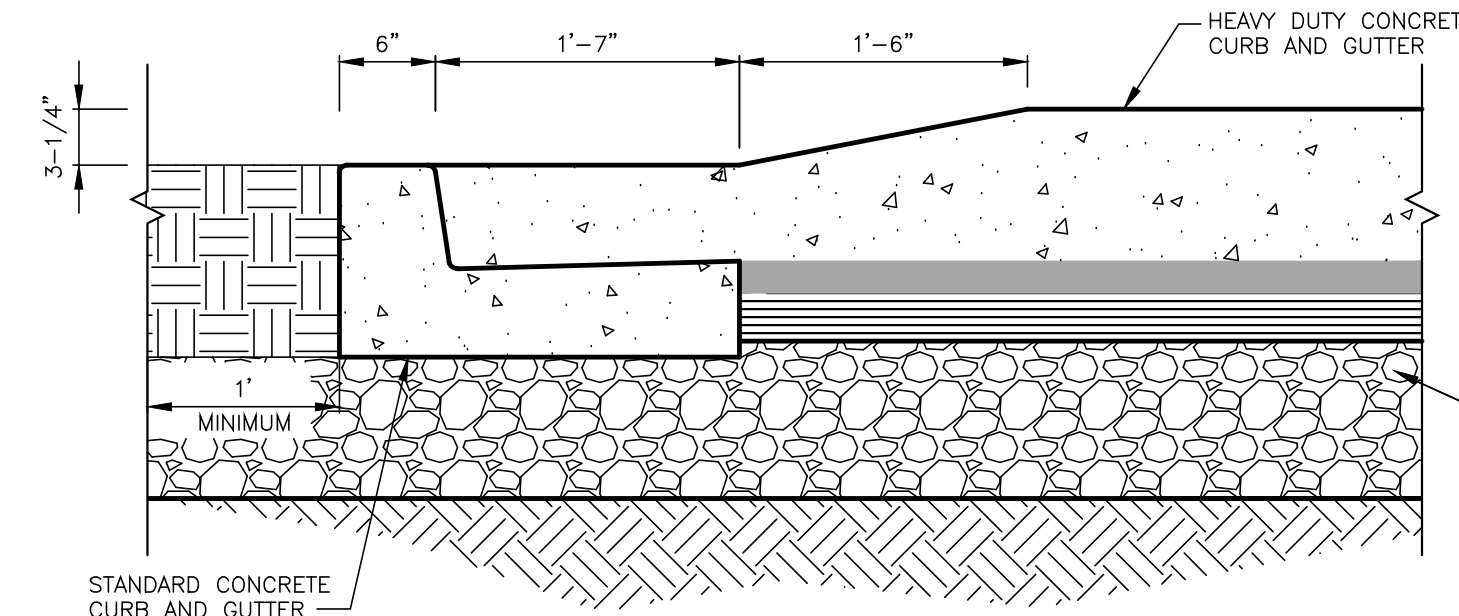
03 VERTICAL CONCRETE CURB
C5.1 1"=1'-0"



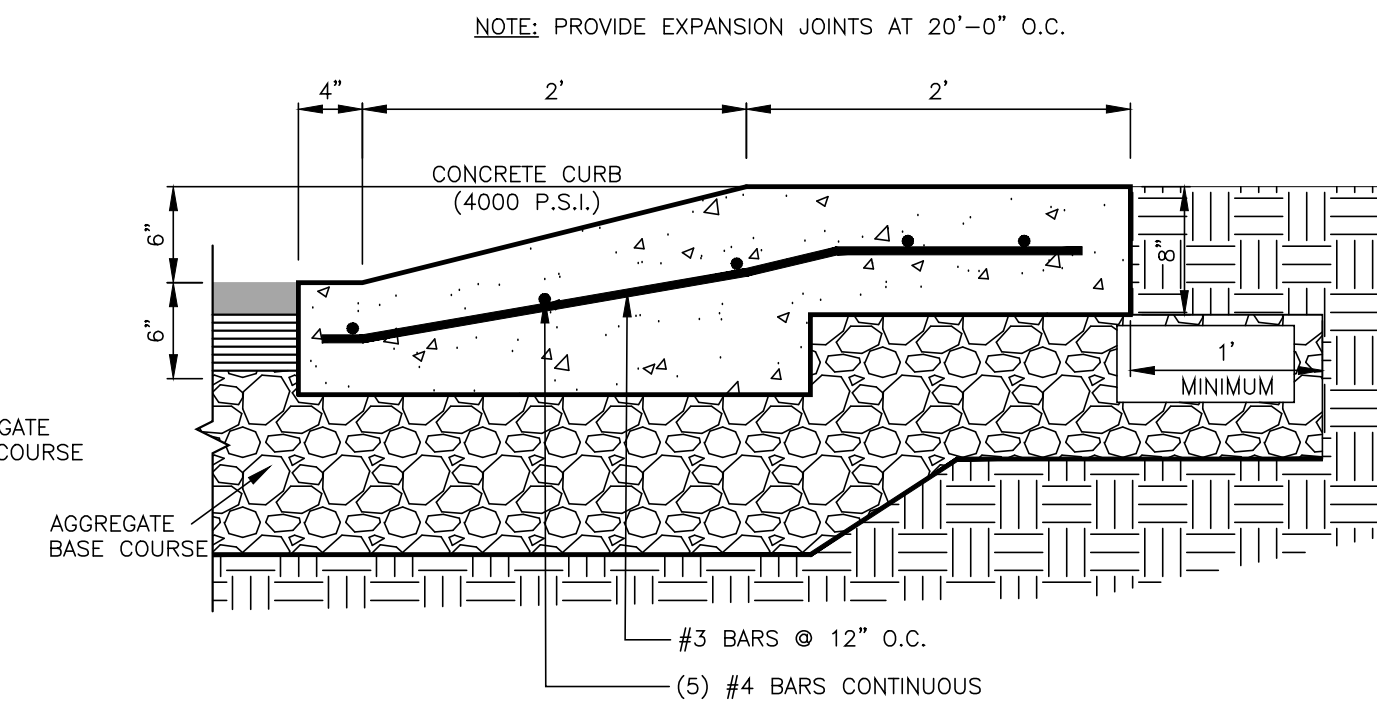
04 HEAVY DUTY CONCRETE CURB AND GUTTER
C5.1 1"=1'-0"



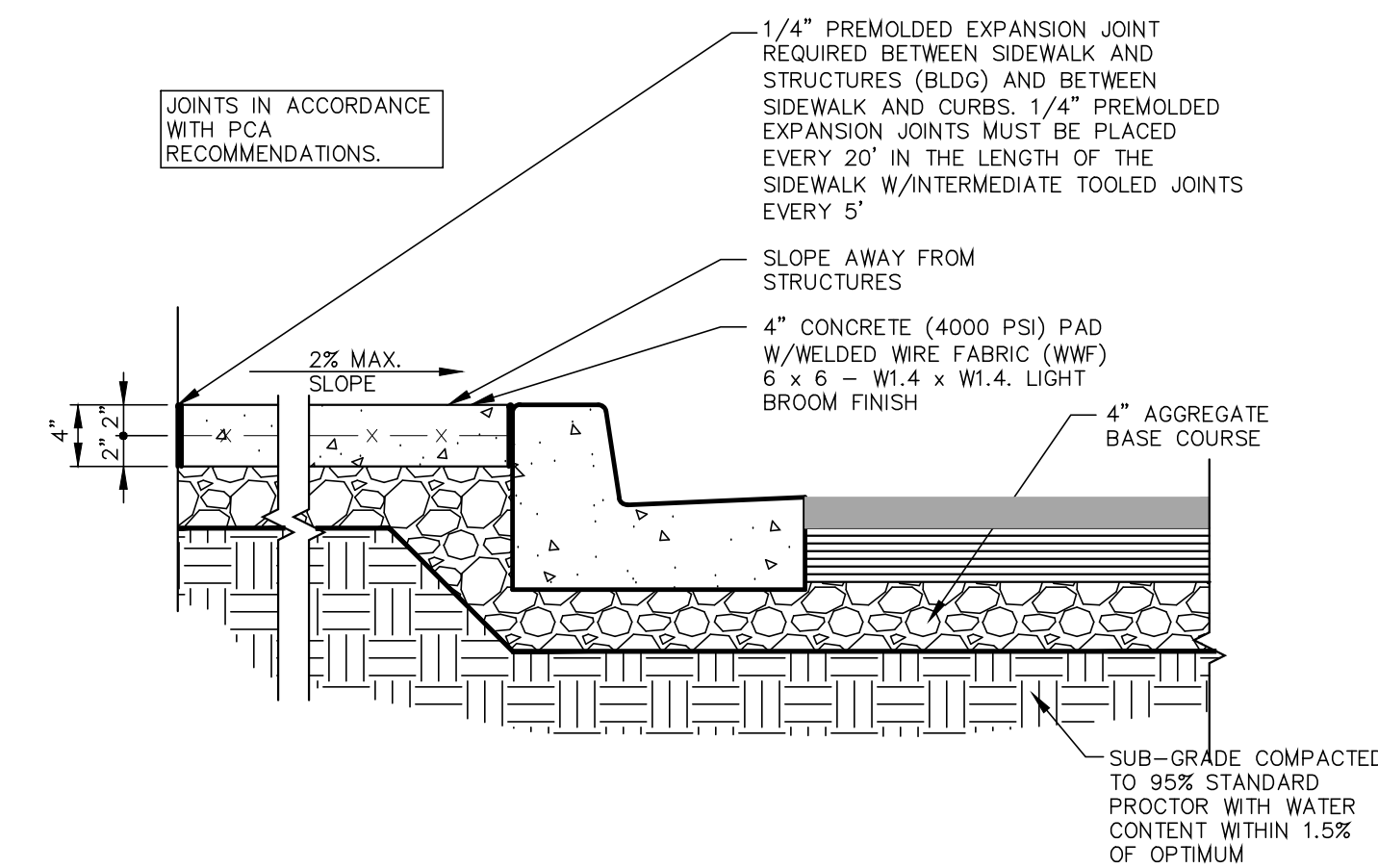
05 STANDARD CONCRETE CURB AND GUTTER
C5.1 1"=1'-0"



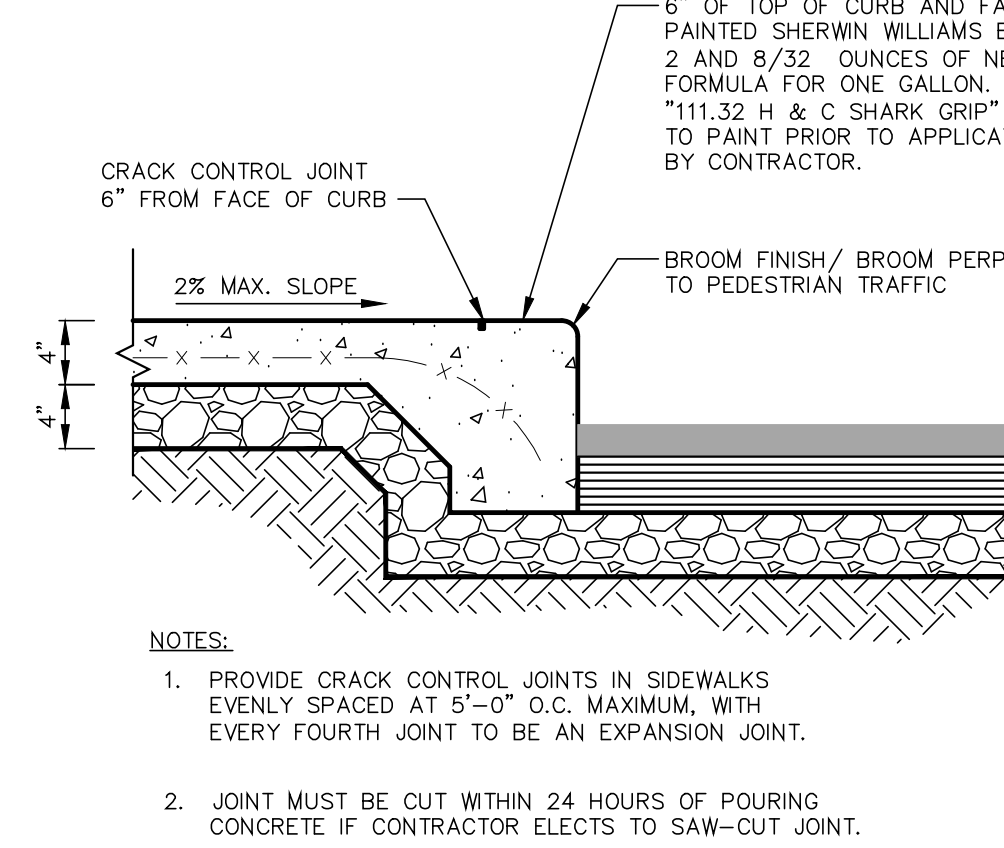
07 CURB TRANSITION DETAIL
C5.1 1"=1'-0"



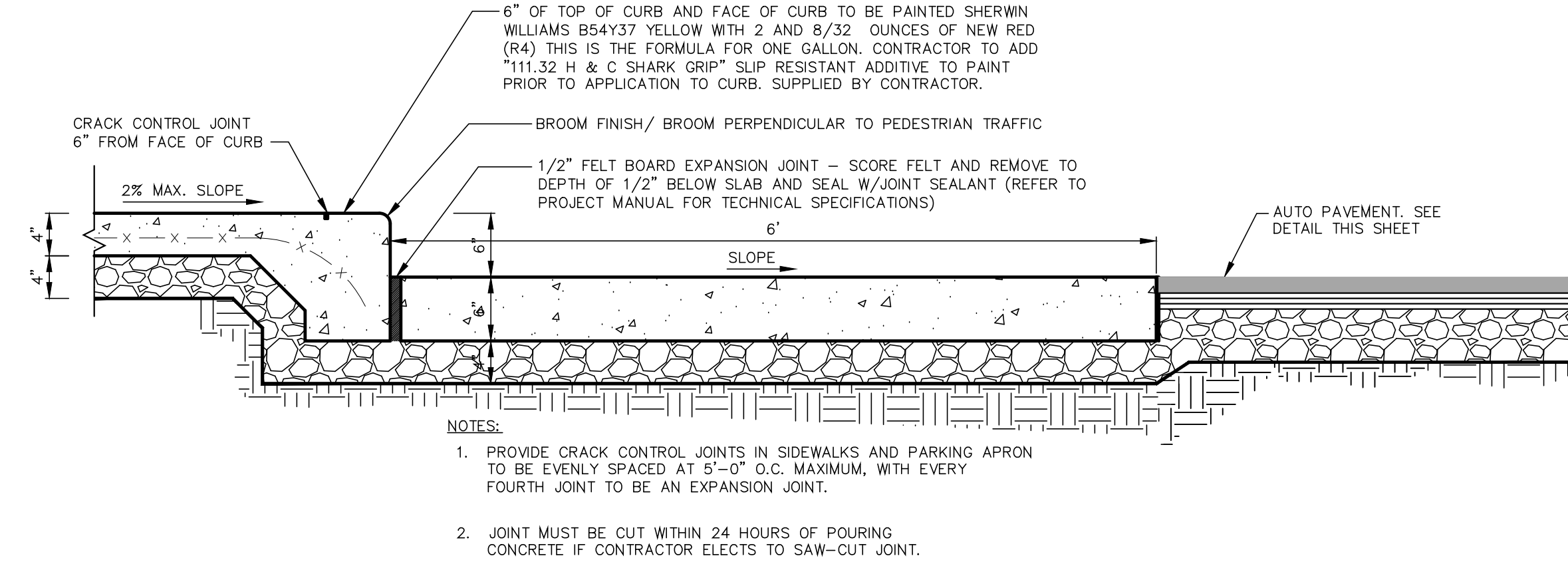
08 ROLLOVER CONCRETE CURB DETAIL
C5.1 1"=1'-0"



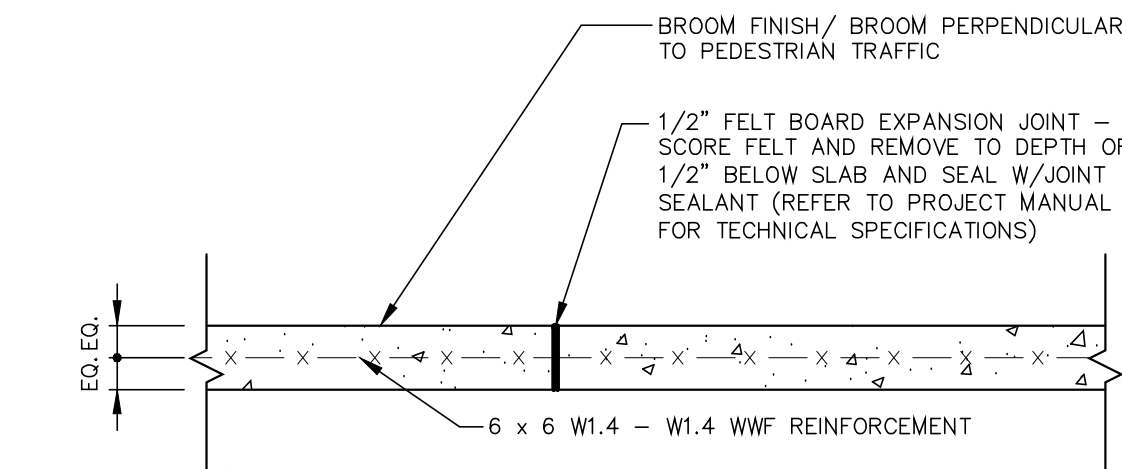
09 SIDEWALK CONCRETE SECTION
C5.1 1"=1'-0"



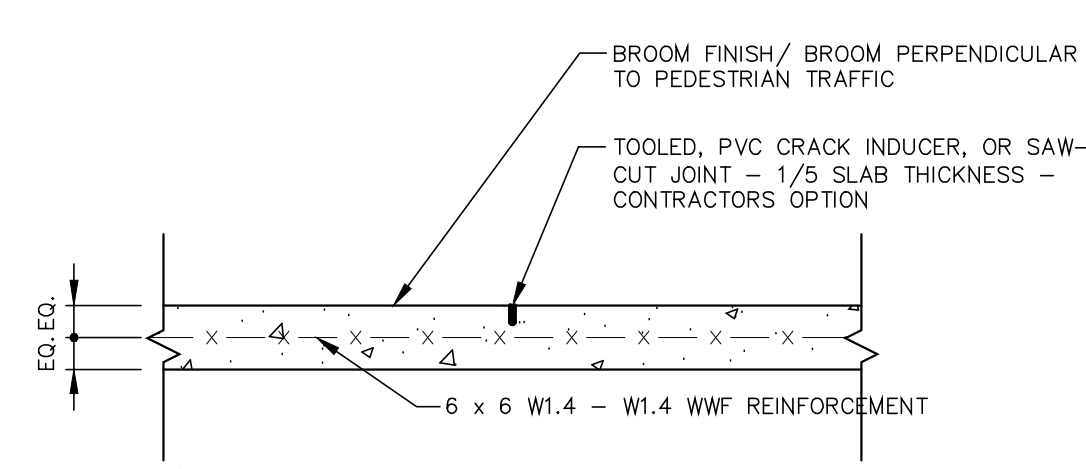
10 SIDEWALK TURNDOWN DETAIL
C5.1 1"=1'-0"



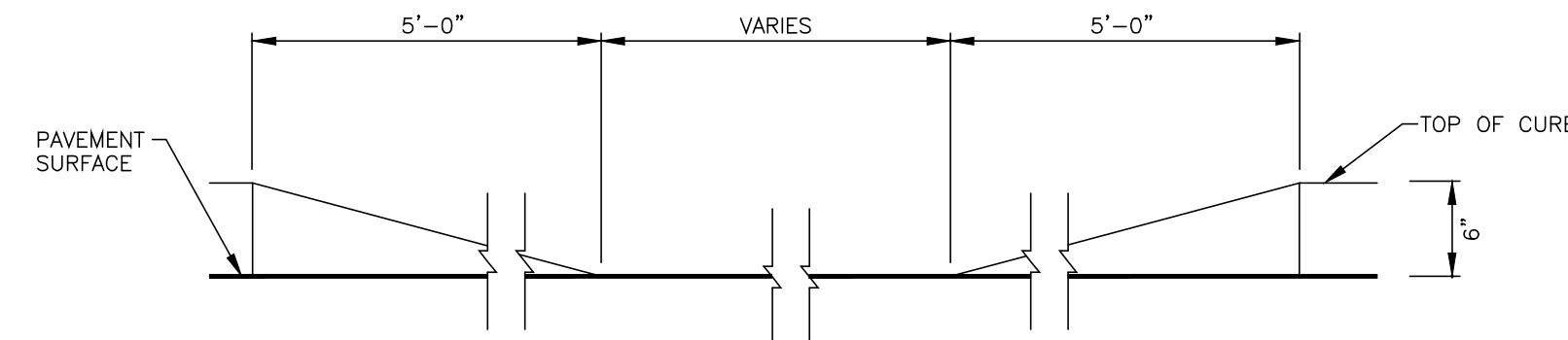
11 SIDEWALK TURNDOWN DETAIL
C5.1 1"=1'-0" AT FRONT OF BLDG



12 EXPANSION JOINT DETAIL
C5.1 1"=1'-0"



13 CRACK CONTROL JOINT DETAIL
C5.1 1"=1'-0"



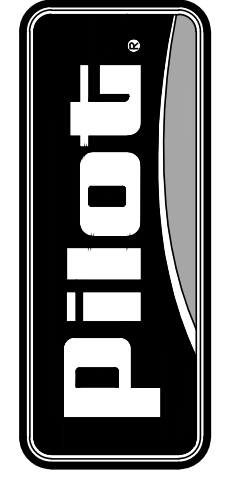
14 DEPRESSED CURB DETAIL
C5.1 1"=1'-0"

15 NOT USED
C5.1 1"=1'-0"



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164 RIVERSIDE DRIVE
TOWN OF GLEN, NEW YORK

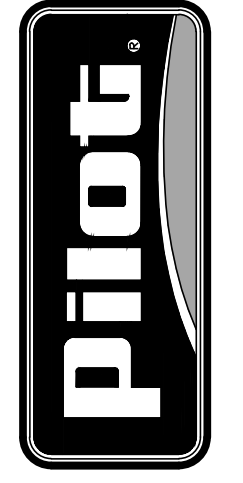
DATE: 03/31/21	DRAWN BY: OKS	PROJECT: 1317-01
DATE: 4/21/21	REV: 1	REVISION DESCRIPTION: INT. REVISED SITE LAYOUT & GRADING OKS

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C5.1
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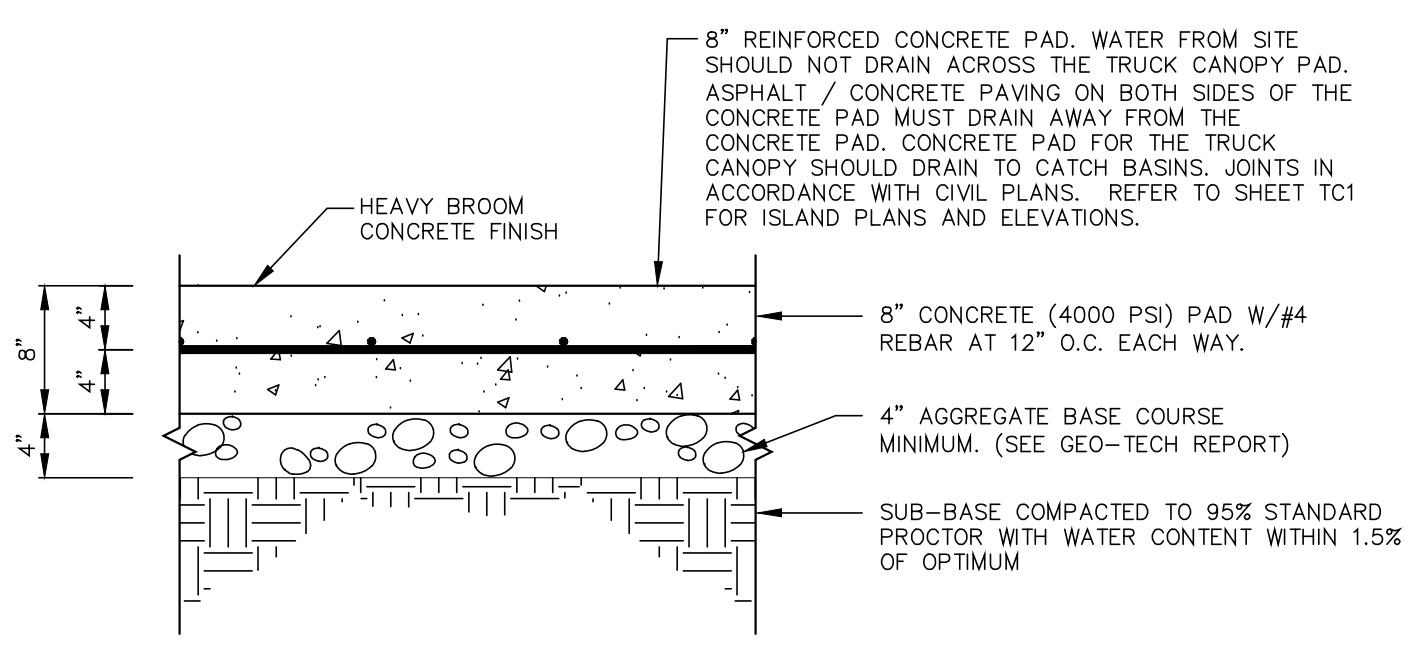
SITE CONCRETE SECTIONS & DETAILS
PILOT TRAVEL CENTER
164 RIVERSIDE DRIVE
TOWN OF GLEN, NEW YORK

DATE:	REV:	DESCRIPTION:	INT. O.K.S.
03/31/21	1	REVISION DESCRIPTION: REVISED SITE LAYOUT & GRADING	
4/21/21	1		

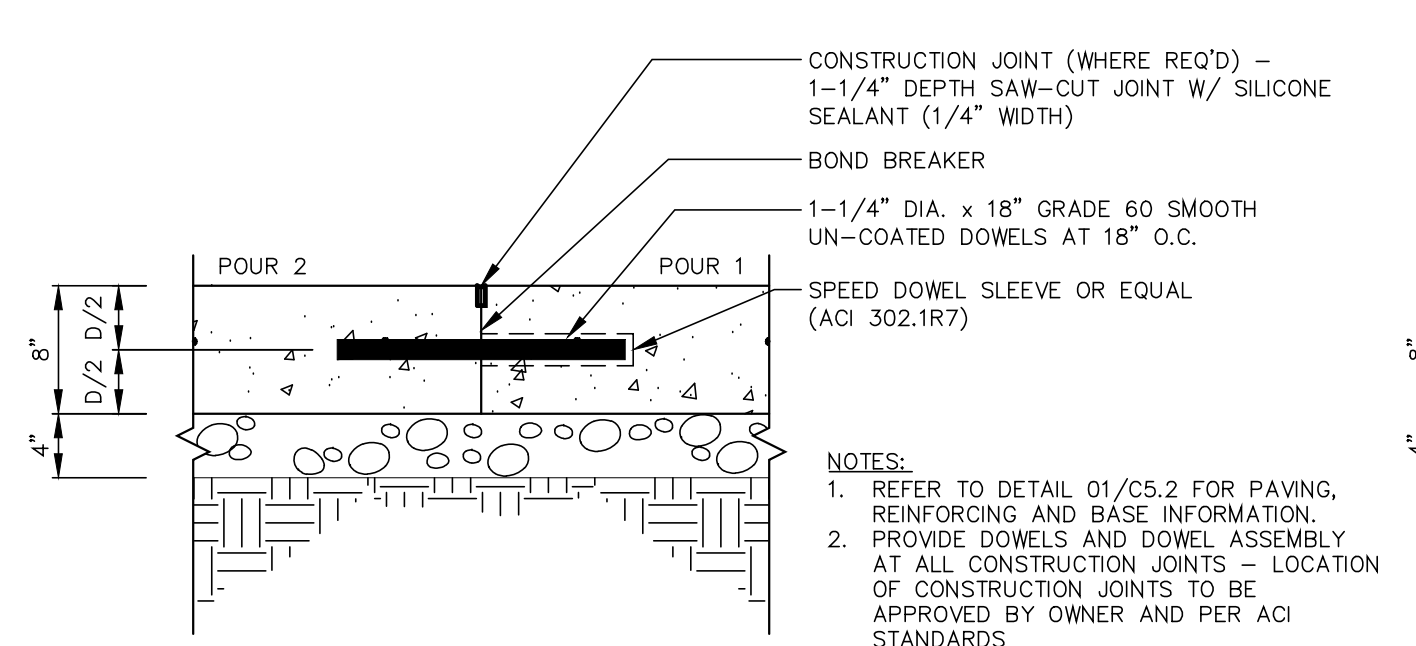
DATE: 03/31/21 DRAWN BY: OKS [PROJECT: 1317-01]
REVISION DESCRIPTION:
REVISED SITE LAYOUT & GRADING

SHEET:
C5.2
X

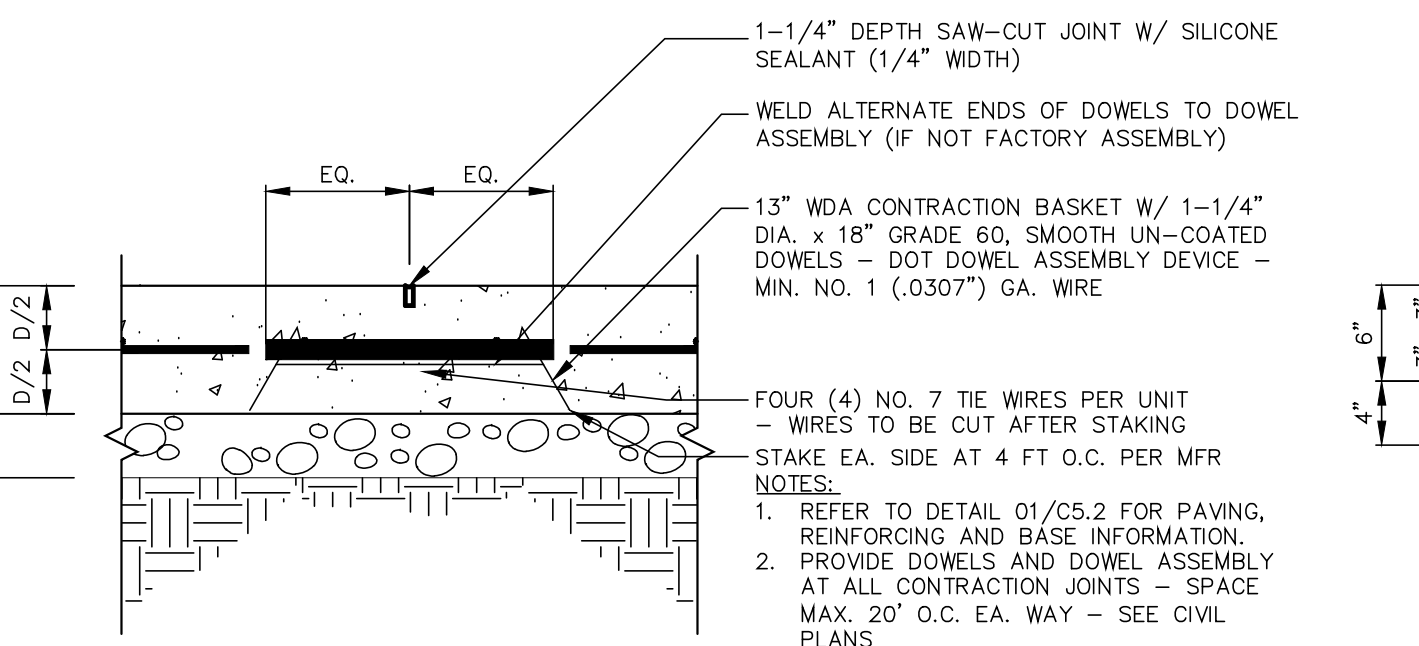
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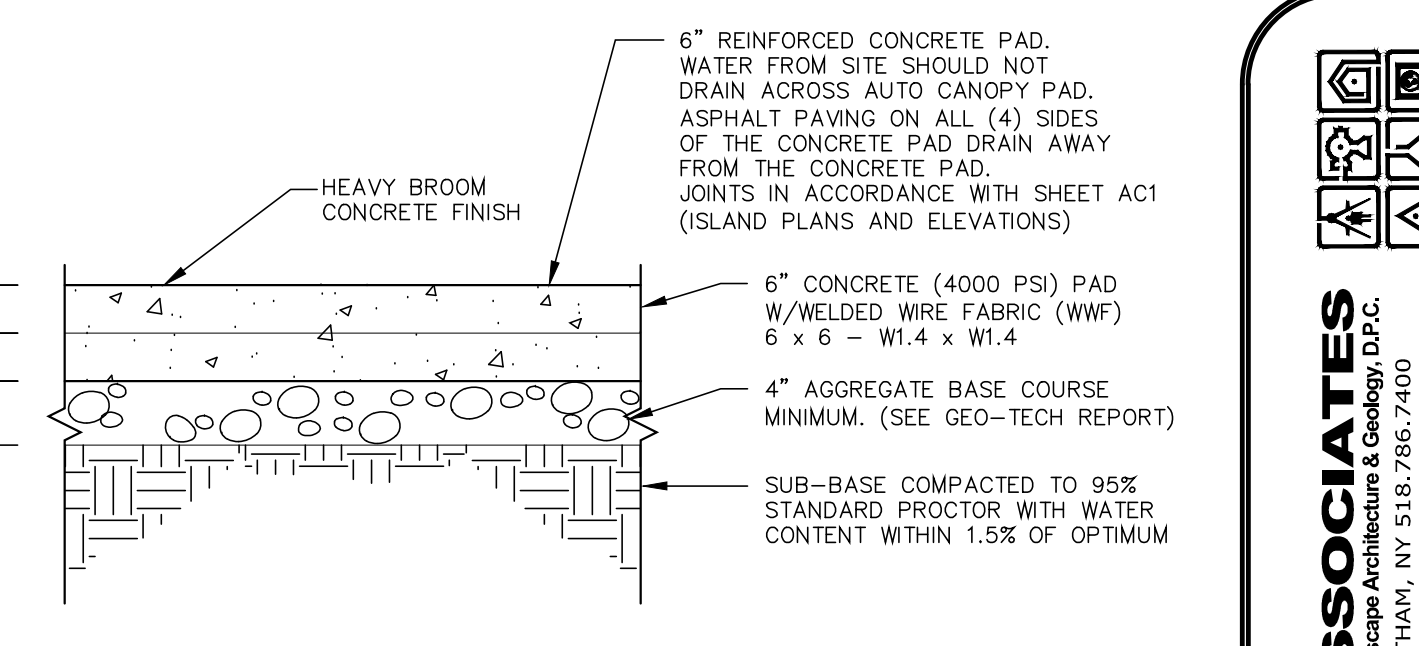
01 TRUCK / RV CONCRETE PAVING SECTION
C5.2 3"=1'-0"



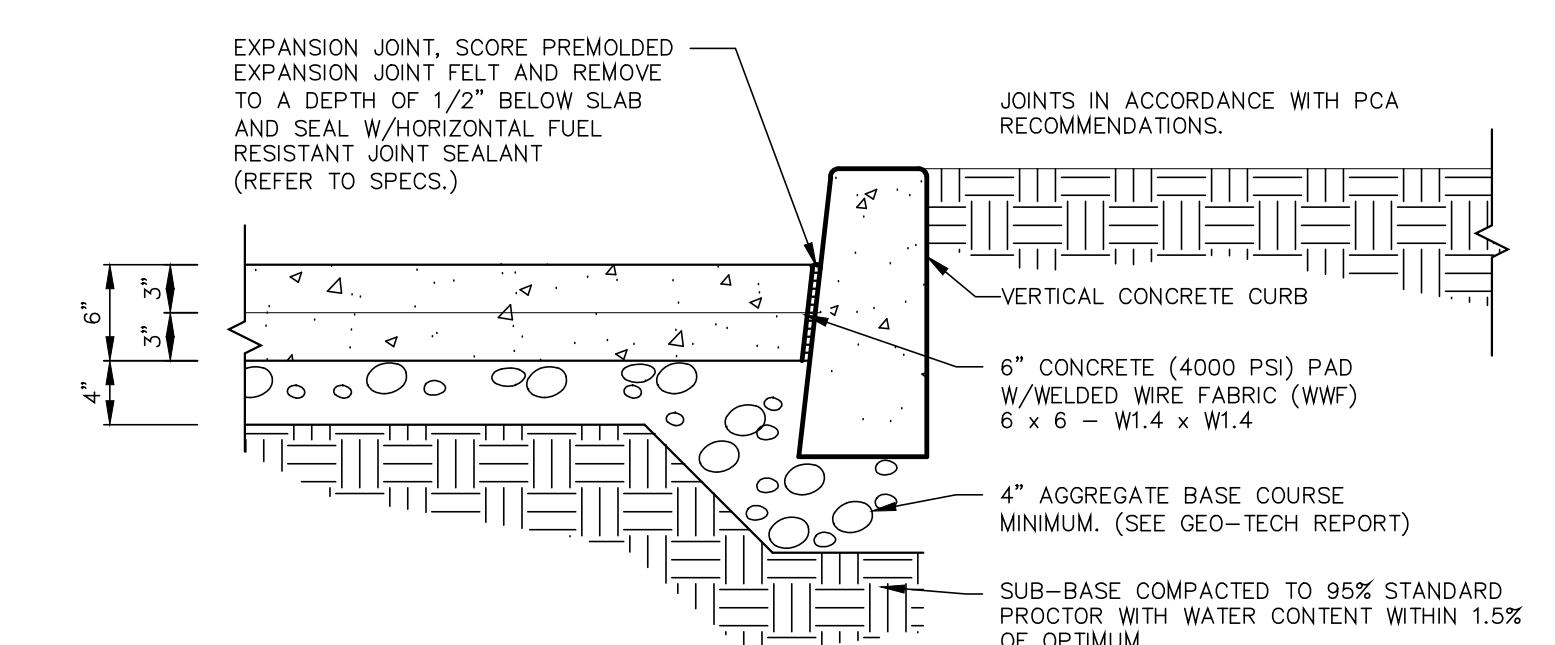
01A TRUCK / RV PAVING CONSTRUCTION JOINT
C5.2 3"=1'-0"



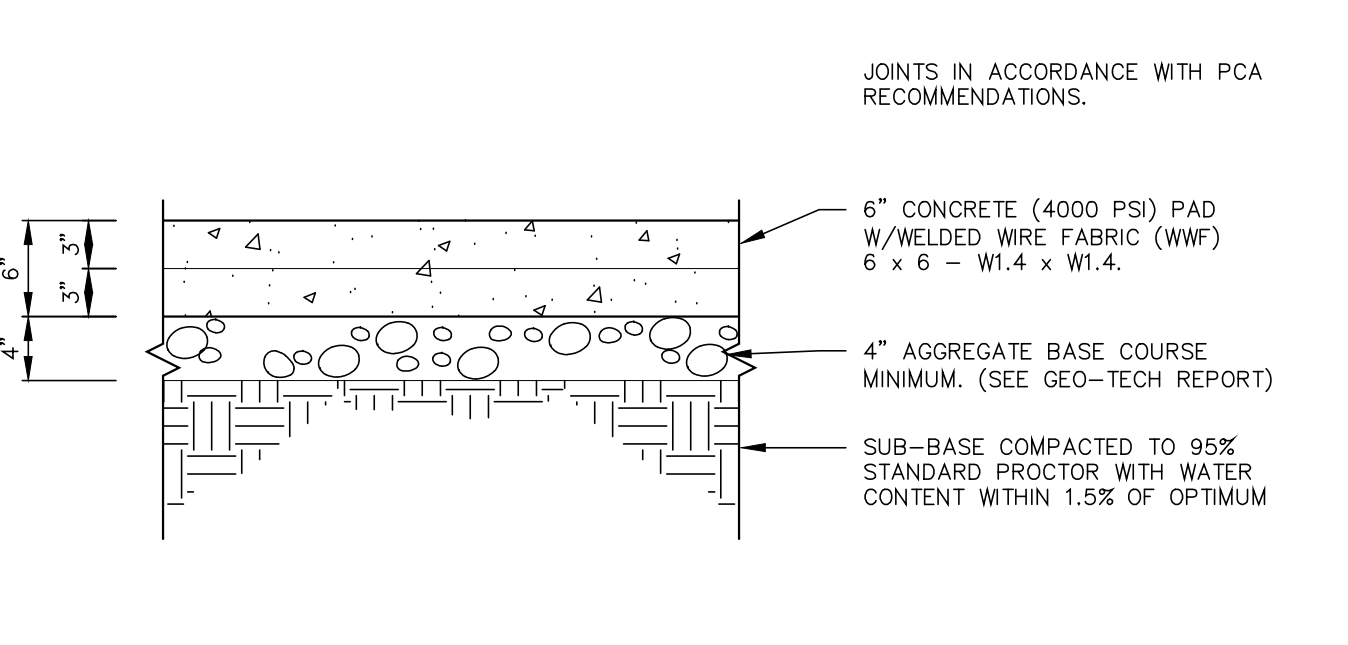
02 TRUCK / RV CONTRACTION JOINT
C5.2 1"=1'-0"



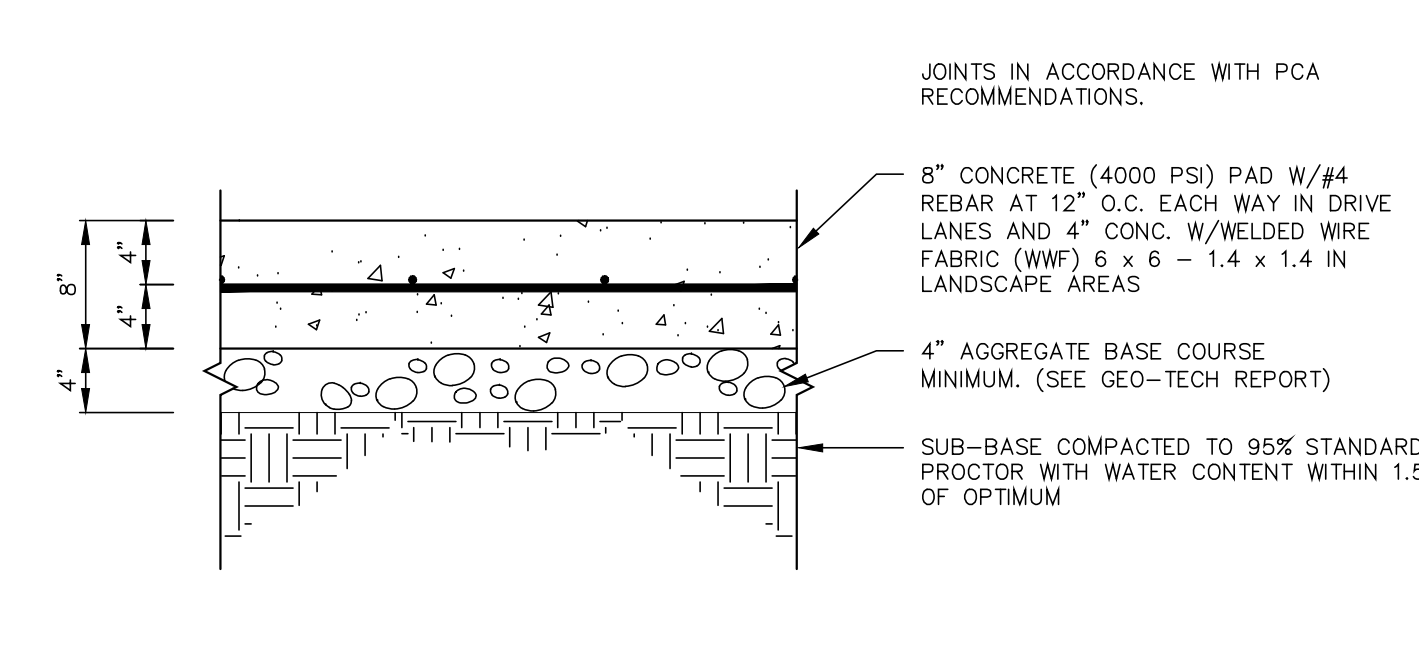
03 AUTO CANOPY CONCRETE PAD SECTION
C5.2 1"=1'-0"



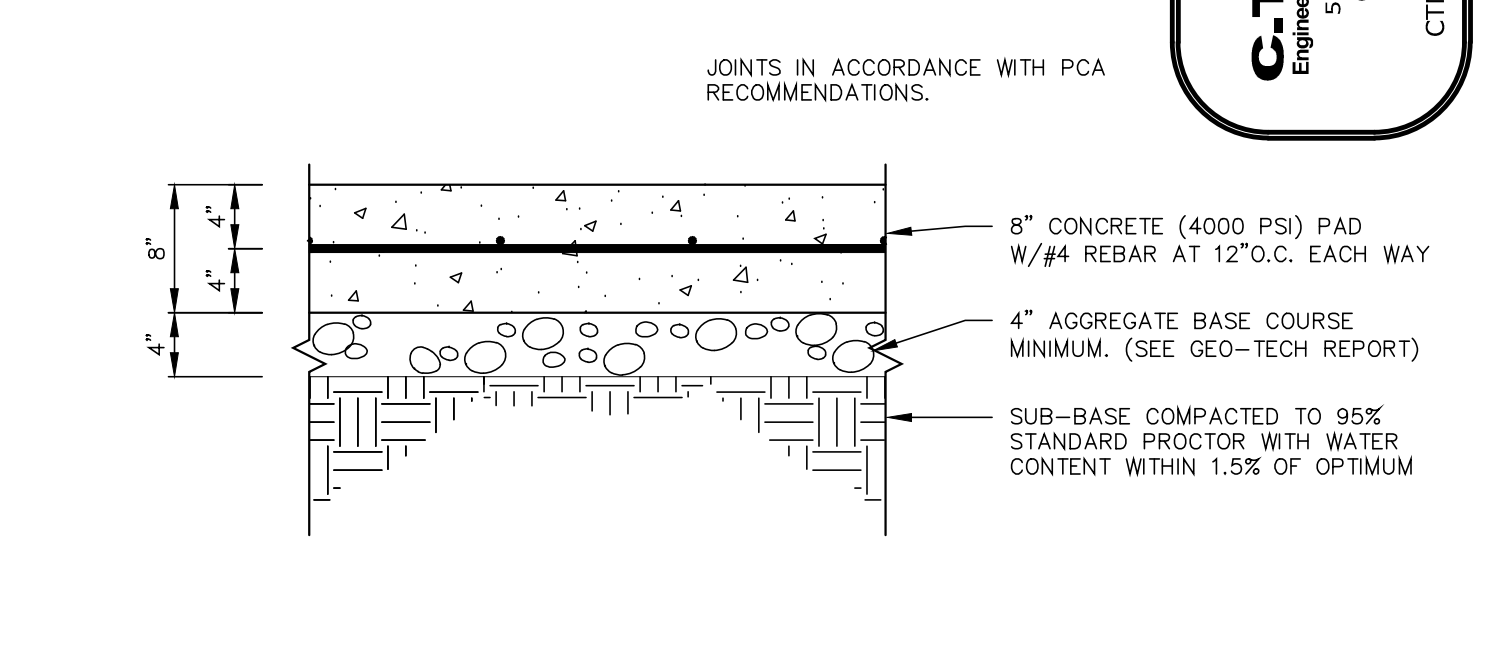
04 DRIVE THRU LANE CONCRETE SECTION
C5.2 1"=1'-0"



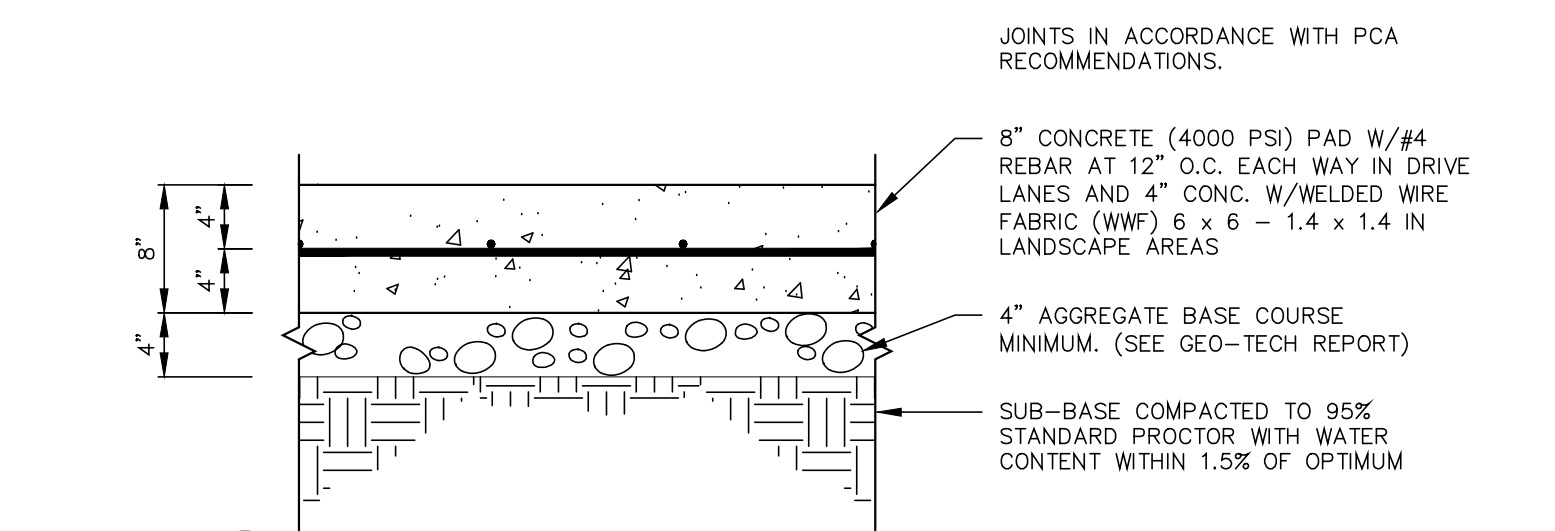
05 PARKING APRON CONCRETE SECTION
C5.2 1"=1'-0"



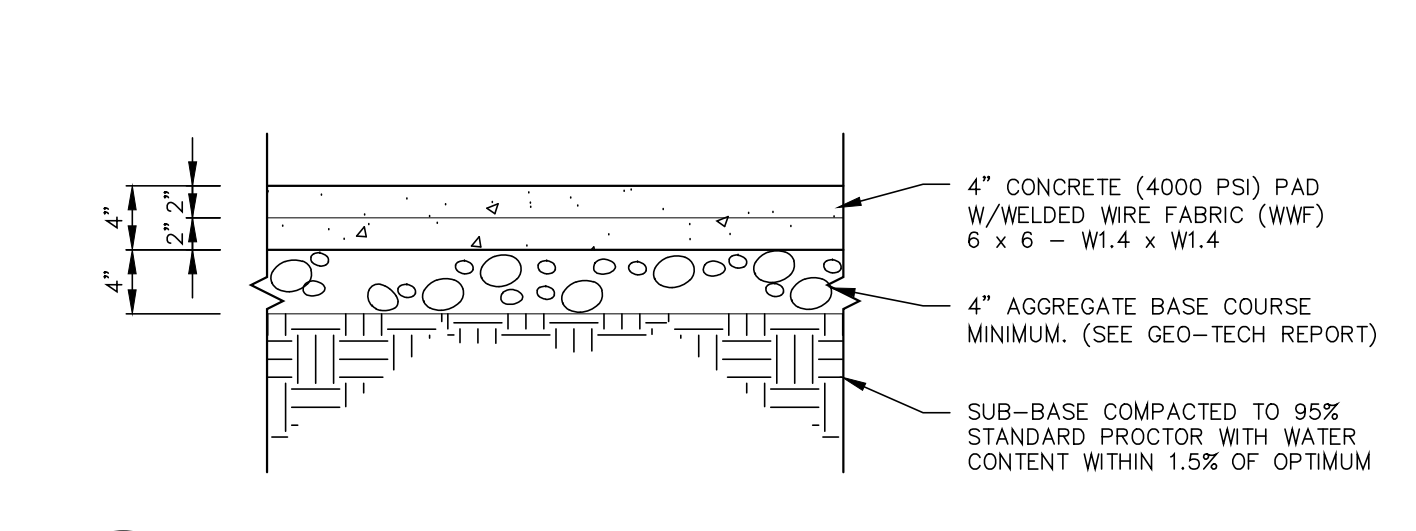
06 U/G TANK CONCRETE PAD SECTION
C5.2 1"=1'-0"



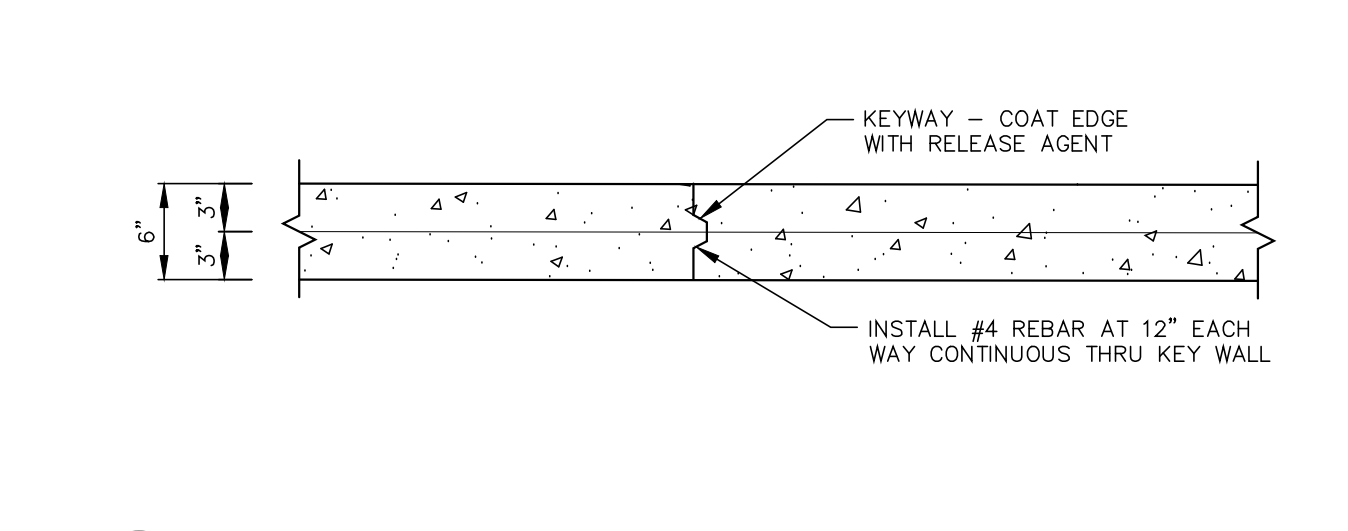
07 TRASH ENCLOSURE CONCRETE PAD SECTION
C5.2 1"=1'-0"



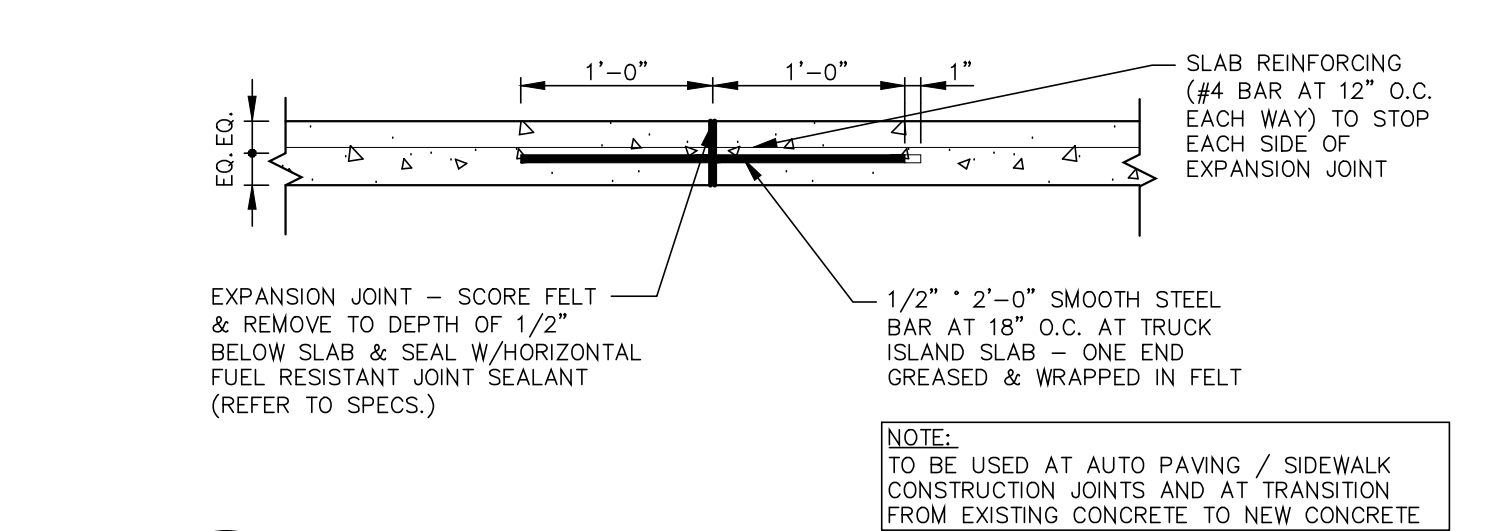
08 O/W SEPERATOR CONCRETE PAD SECTION
C5.2 1"=1'-0" (TRAFFIC AREA)



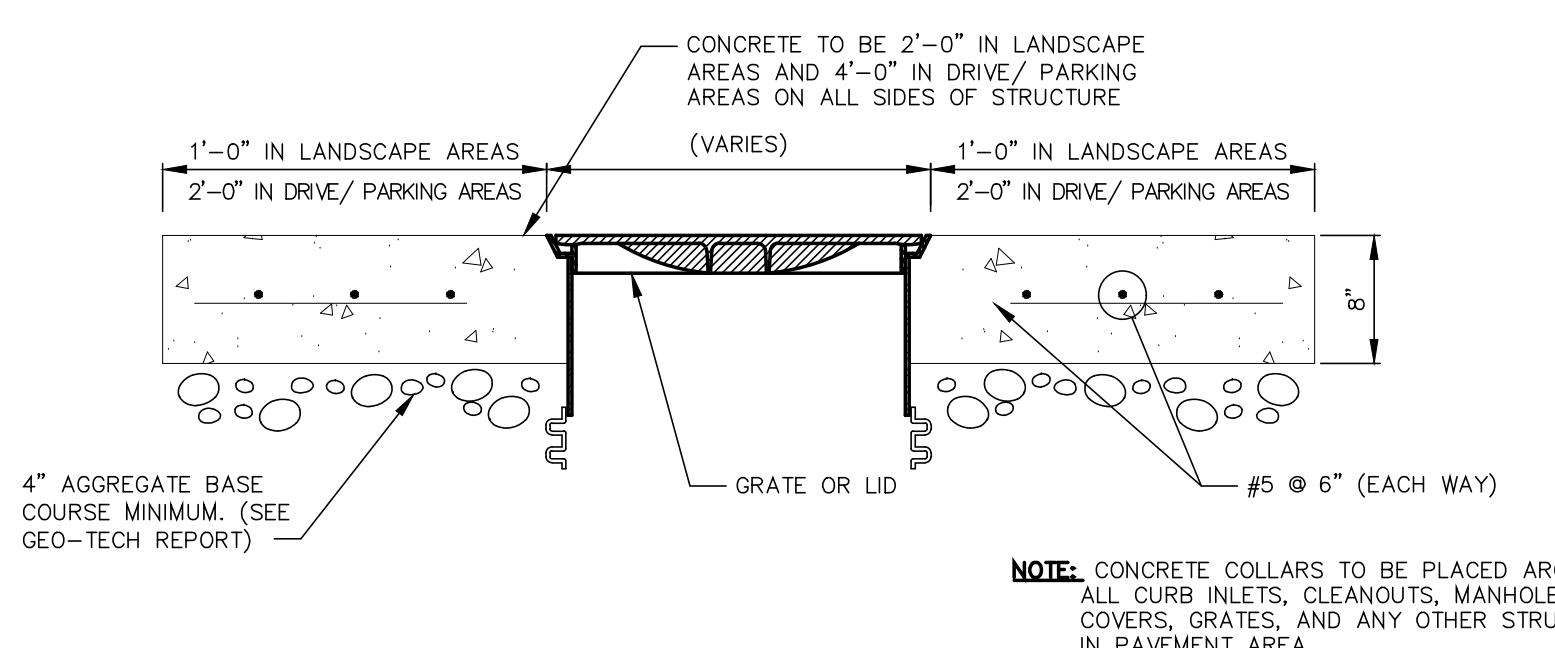
09 O/W SEPERATOR CONCRETE PAD SECTION
C5.2 1"=1'-0" (NON-TRAFFIC AREA)



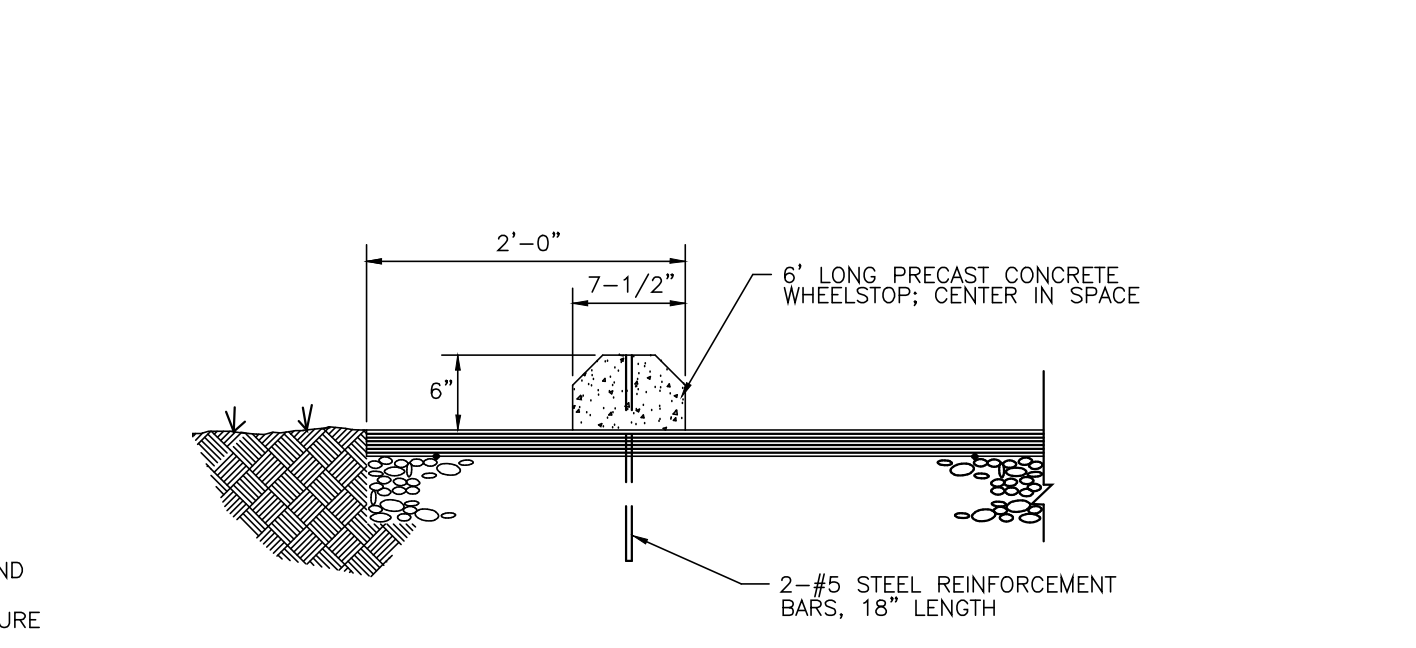
10 CONCRETE CONSTRUCTION JOINT (AUTO)
C5.2 1"=1'-0"



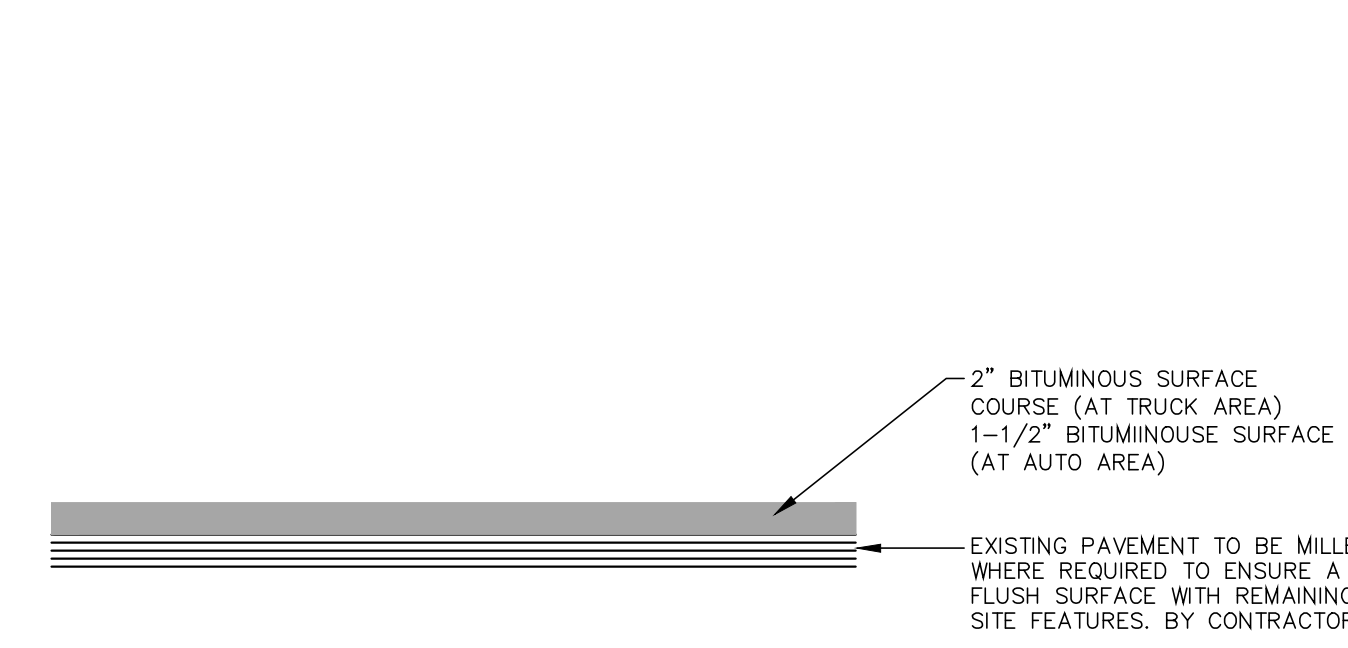
11 CONCRETE EXPANSION JOINT DETAIL
C5.2 1"=1'-0"



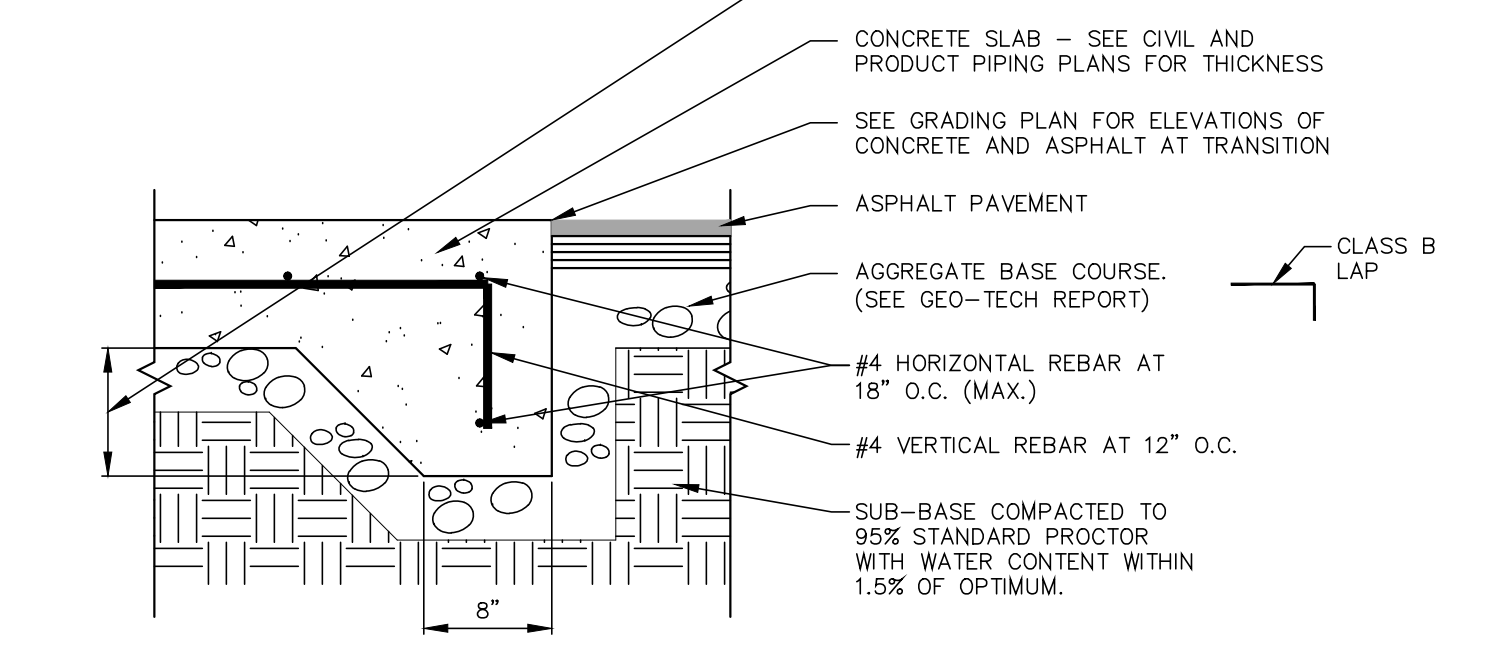
12 TYPICAL CONCRETE COLLAR DETAIL
C5.2 1"=1'-0"



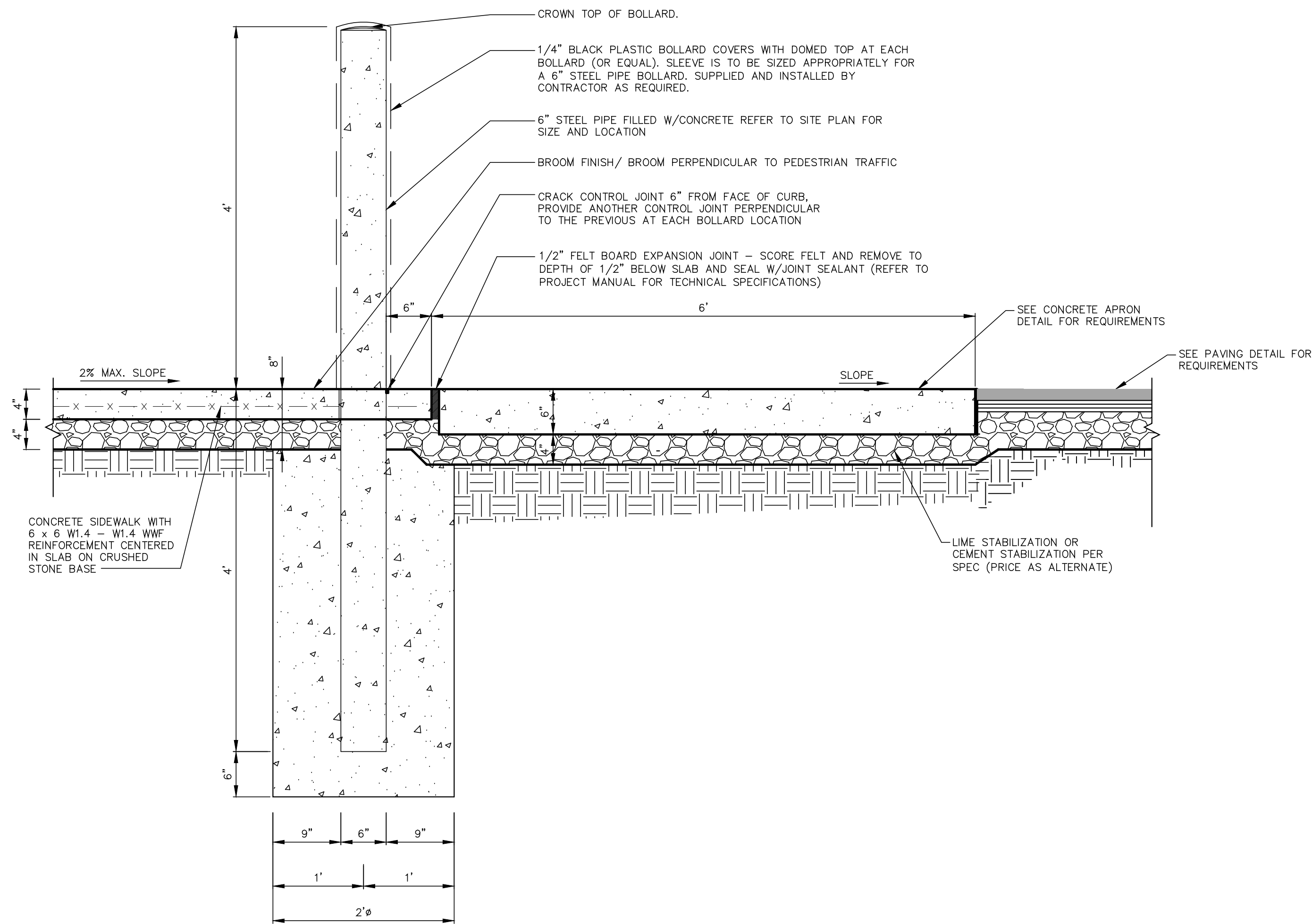
13 PRECAST CONCRETE WHEELSTOP
C5.2 N.T.S.



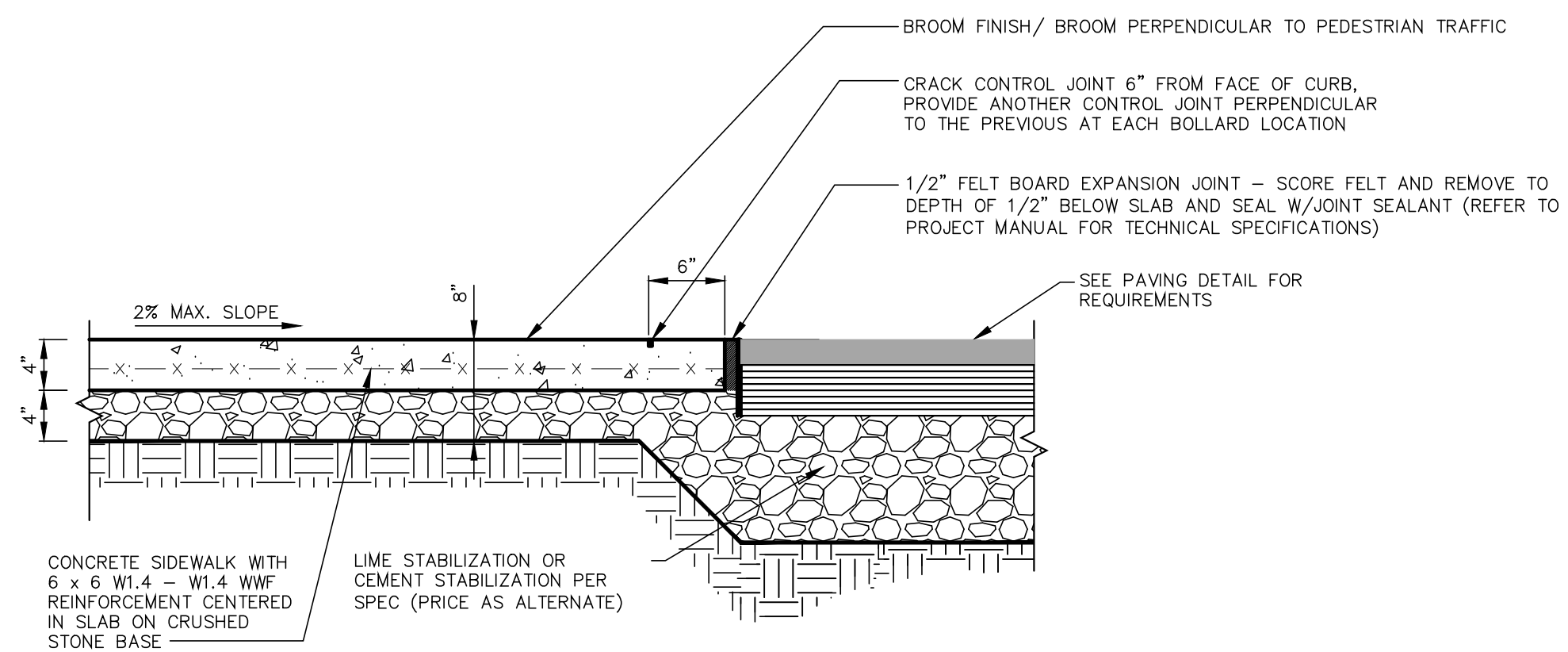
14 OVERLAY SECTION
C5.2 1"=1'-0"



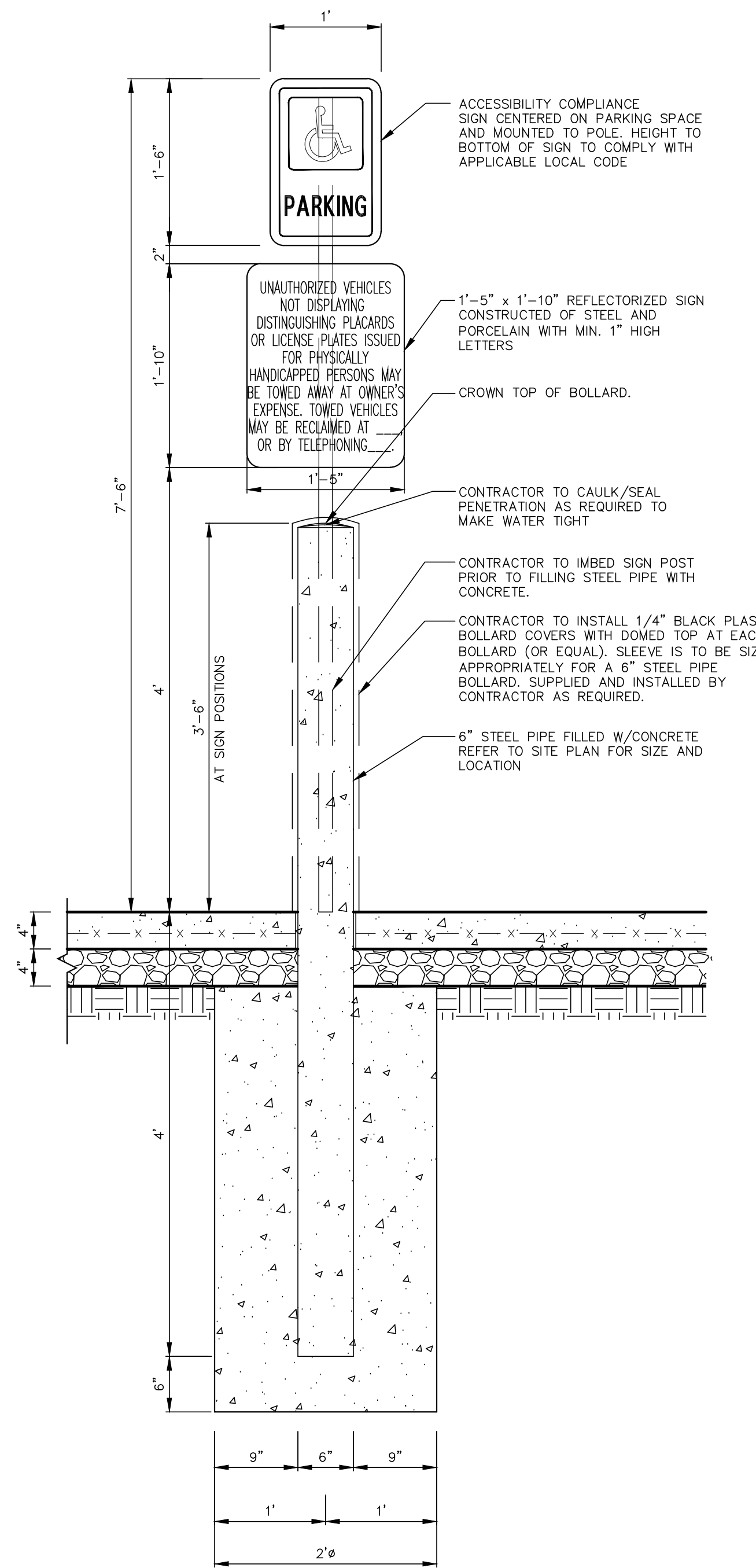
15 CONCRETE/ASPHALT TRANSITION DETAIL
C5.2 1"=1'-0"



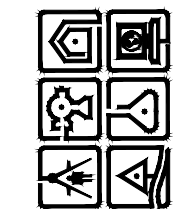
01 AUTO FRONT PARKING/SIDEWALK SECTION
 C5.3 1"=1'-0" NON-HANDI CAP PARKING



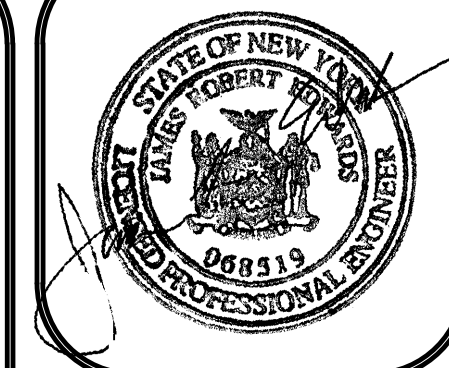
03 TRUCK SIDEWALK SECTION
 C5.3 1"=1'-0"



02 HANDICAP PARKING SIGN SECTION
 C5.3 1"=1'-0"



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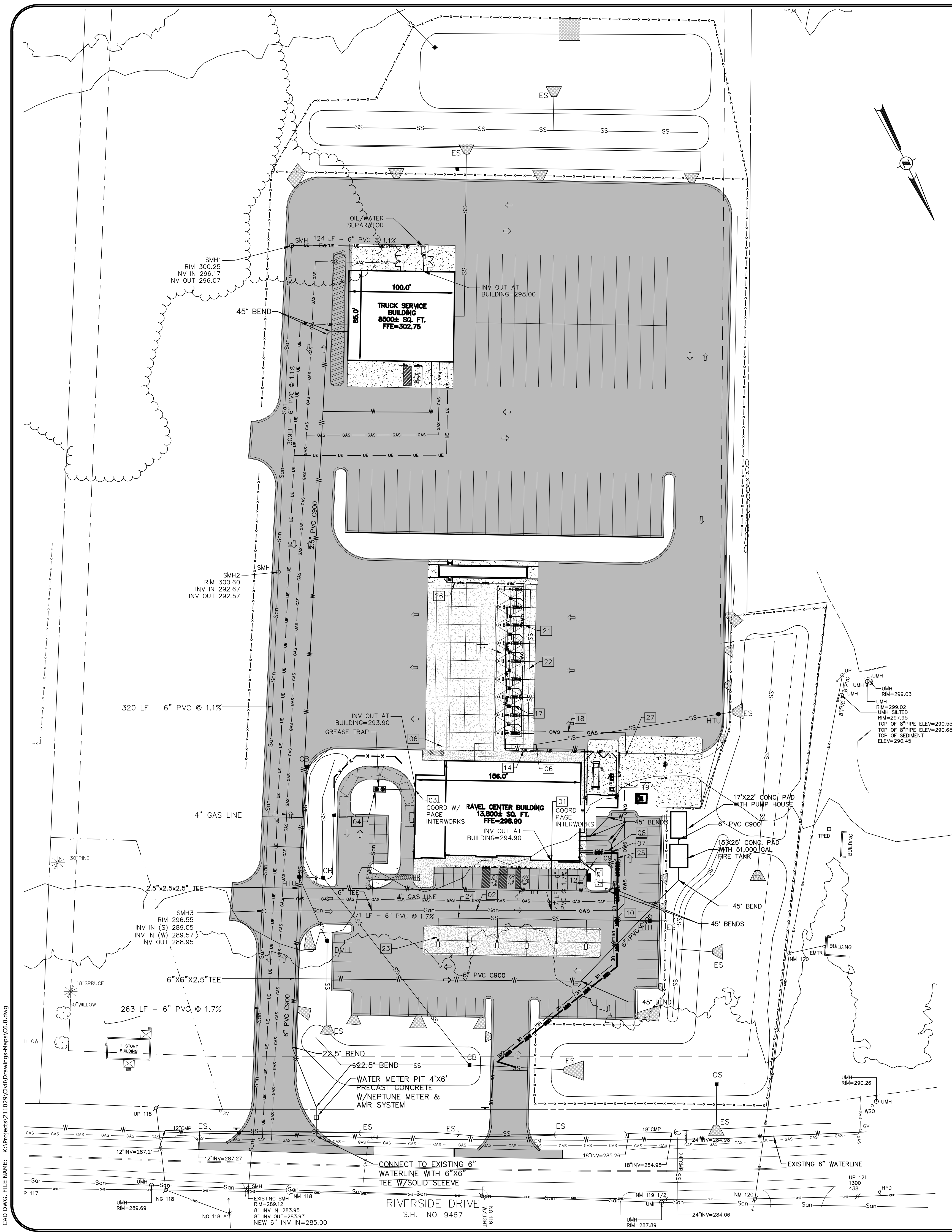


SIDEWALK DETAILS
PILOT TRAVEL CENTER
 164 RIVERSIDE DRIVE
 TOWN OF GLEN, NEW YORK

DATE: 03/31/21	DRAWN BY: OKS	PROJECT: 1317-01
DATE: 4/21/21	REV: 1	REVISION DESCRIPTION: REVISED SITE LAYOUT & GRADING
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SHEET:
C5.3
 X



UTILITY PLAN CONSTRUCTION NOTES

- CIVIL COORD 01** CONTRACTOR TO CONNECT TO 6" BUILDING SANITARY SEWER LINE. (4.00' MIN. BELOW FF)
- CIVIL COORD 02** CONTRACTOR TO CONNECT TO 6" BUILDING SANITARY SEWER LINE. (4.00' MIN. BELOW FF.)
- CIVIL COORD 03** CONTRACTOR TO CONNECT 6" BUILDING SANITARY SEWER LINE FROM BUILDING TO THE GREASE TRAP. INVERT ELEVATION AT THE GREASE TRAP OUTLET = XXX. **CIVIL TO COMPLETE**
- 04** NOT USED.
- 05** NOT USED.
- CIVIL COORD 06** CONTRACTOR TO CONNECT TO 6" BUILDING ROOF DRAIN. (1.50' MIN. BELOW FF).
- 07** CONTRACTOR TO CONNECT TO 2" WATER SERVICE LINE AT THE BUILDING. WATER SERVICE LINE SHALL BE COPPER. **VERIFY SIZE WITH PAGE INTERWORKS**
- 08** CONTRACTOR TO CONNECT TO 3" GAS LINE AT THE BUILDING. **VERIFY SIZE WITH PAGE INTERWORKS**
- 09** CONTRACTOR TO INSTALL ELECTRICAL SERVICE LINE FROM ELECTRICAL TRANSFORMER PAD TO BUILDING ELECTRICAL PANELS.
- 10** CONTRACTOR TO INSTALL AND/OR COORDINATE ELECTRICAL SERVICE LINE FROM ELECTRICAL TRANSFORMER TO THE LOCATION WHERE THE LOCAL UTILITY BRINGS SERVICE.
- 11** CONTRACTOR TO INSTALL 3/4" PEX WATER LINES INSIDE OF 2" PVC SLEEVES FROM BUILDING TO TRUCK FREEZE PROOF WATER STAND (FURNISHED AND INSTALLED BY CONTRACTOR) LOCATED AT EVERY OTHER TRUCK FUELING ISLAND. PEX AND PVC SLEEVE TO BE PROVIDED AND INSTALLED BY CONTRACTOR. SEE CIVIL SHEETS AND TC SERIES DRAWINGS FOR DETAILS.
- 12** CONTRACTOR TO INSTALL 1/2" PEX WATER LINE INSIDE OF 2" PVC SLEEVE FROM BUILDING TO AUTO AIR/WATER STAND (TYP. (1) PLACE). PEX AND SLEEVE TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
- 13** NOT USED.
- 14** CONTRACTOR TO INSTALL 1/2" COPPER AIR LINE FROM AIR COMPRESSOR IN THE YARD MAINTENANCE BUILDING TO THE TRUCK AIR STAND LOCATED AT EVERY OTHER TRUCK FUELING ISLAND. SEE TC SHEETS FOR DETAILS.
- 15** NOT USED.
- 16** NOT USED.
- 17** CONTRACTOR TO INSTALL 4" SCHEDULE 40 PVC PIPE AND GLUED FITTINGS FROM THE TRUCK CANOPY PAD CATCH BASIN - TYPICAL AT EACH DRAIN. NO "FERNCO" TYPE FITTINGS ALLOWED AT ANY PART OF THE OWS PIPING SYSTEM.
- 18** CONTRACTOR TO INSTALL 6" SCHEDULE 40 PVC PIPE AND GLUED FITTINGS FROM 4" PVC CATCH BASIN LINES TO INLET OF OIL/WATER INTERCEPTOR. INVERT ELEVATION AT INTERCEPTOR INLET=XXX. NO "FERNCO" TYPE FITTINGS ALLOWED AT ANY PART OF THE OWS PIPING SYSTEM.
- 19** CONTRACTOR TO FURNISH AND INSTALL 6" SCHEDULE 40 PVC PIPE AND GLUED FITTINGS FROM OIL/WATER SEPARATOR TO THE SANITARY SEWER. INVERT ELEVATION AT OIL/WATER SEPARATOR OUTLET=XXX. INVERT ELEVATION AT THE SANITARY SEWER INLET=XXX. NO "FERNCO" TYPE FITTINGS ALLOWED AT ANY PART OF THE OWS PIPING SYSTEM.
- 20** NOT USED.
- 21** CONTRACTOR TO INSTALL 3" PVC FROM TRUCK CANOPY DRAINS. INVERT ELEVATION AT EACH ISLAND=1.25' BELOW CANOPY PAD FINISH GRADE.
- 22** CONTRACTOR TO INSTALL 6" PVC TRUNK LINE FROM 3" PVC CANOPY DRAIN LINES TO STORM WATER DRAINAGE.
- 23** CONTRACTOR TO INSTALL 3" PVC FROM AUTO CANOPY DRAINS. INVERT ELEVATION AT EACH ISLAND =1.25' BELOW CANOPY PAD FINISH GRADE.
- 24** CONTRACTOR TO INSTALL 6" PVC TRUNK LINE FROM 3" PVC CANOPY DRAIN LINES TO STORM WATER DRAINAGE.
- 25** CONTRACTOR TO INSTALL (2) 4" PVC SCH 40 CONDUIT BURIED TO MIN. DEPTH OF 24" W/200 LB. PULL STRING AND CAPPED ON BOTH ENDS FOR TELEPHONE SERVICE. TO LOCATION WHERE LOCAL UTILITY BRINGS SERVICE. MINIMUM 3 FT. SWEEPING RADIUS (NO RIGHT ANGLES), NO MORE THAN THREE 90 DEGREE TURNS WITHOUT A PULL BOX (12"x12"x18" MINIMUM), AND PATHS LONGER THAN 300 FT. WILL REQUIRE A PULL BOX.
- 26** CONTRACTOR TO INSTALL 3" PVC FROM TRUCK SCALE SUMP TO 6" TRUNK LINE TO GRIT CHAMBER.
- 27** 4,000 GALLON, 6'-0" x 2'-11" LONG, SINGLE-WALL FIBERGLASS UNDERGROUND OIL/ WATER SEPARATOR, FURNISHED BY OWNER, INSTALLED BY CONTRACTOR.

LOCAL UTILITY PROVIDERS

1. LOCAL WATER COMPANY
CONTACT NAME
STREET ADDRESS
CITY, STATE, ZIP CODE
PHONE #
FAX #
2. LOCAL SEWER COMPANY
CONTACT NAME
STREET ADDRESS
CITY, STATE, ZIP CODE
PHONE #
FAX #
3. LOCAL FIRE COMPANY
CONTACT NAME
STREET ADDRESS
CITY, STATE, ZIP CODE
PHONE #
FAX #
4. LOCAL GAS (NATURAL/PROPANE)
COMPANY
CONTACT NAME
STREET ADDRESS
CITY, STATE, ZIP CODE
PHONE #
FAX #
5. LOCAL TELEPHONE COMPANY
CONTACT NAME
STREET ADDRESS
CITY, STATE, ZIP CODE
PHONE #
FAX #
6. LOCAL FIRE DEPARTMENT
CONTACT NAME
STREET ADDRESS
CITY, STATE, ZIP CODE
PHONE #
FAX #

SANITARY SEWER PIPE SCHEDULE

PIPE	SIZE (IN)	LENGTH (FT)	SLOPE	LOWER INVERT	REMARKS

SANITARY SEWER STRUCTURE SCHEDULE

STRUCTURE	RIM ELEV	PIPE INVERTS		BOTTOM ELEV	SIZE	REMARKS
		OUT	IN			

STORM SEWER STRUCTURE SCHEDULE

STRUCTURE	RIM ELEV	PIPE INVERTS		BOTTOM ELEV	SIZE	REMARKS
		OUT	IN			

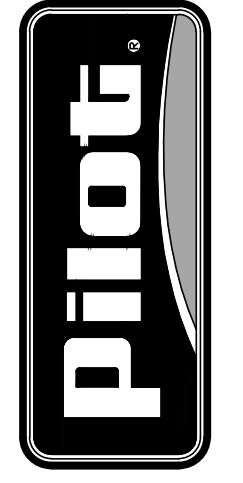
STORM SEWER PIPE SCHEDULE

PIPE	SIZE (IN)	LENGTH (FT)	SLOPE	LOWER INVERT	REMARKS

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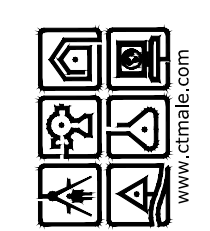
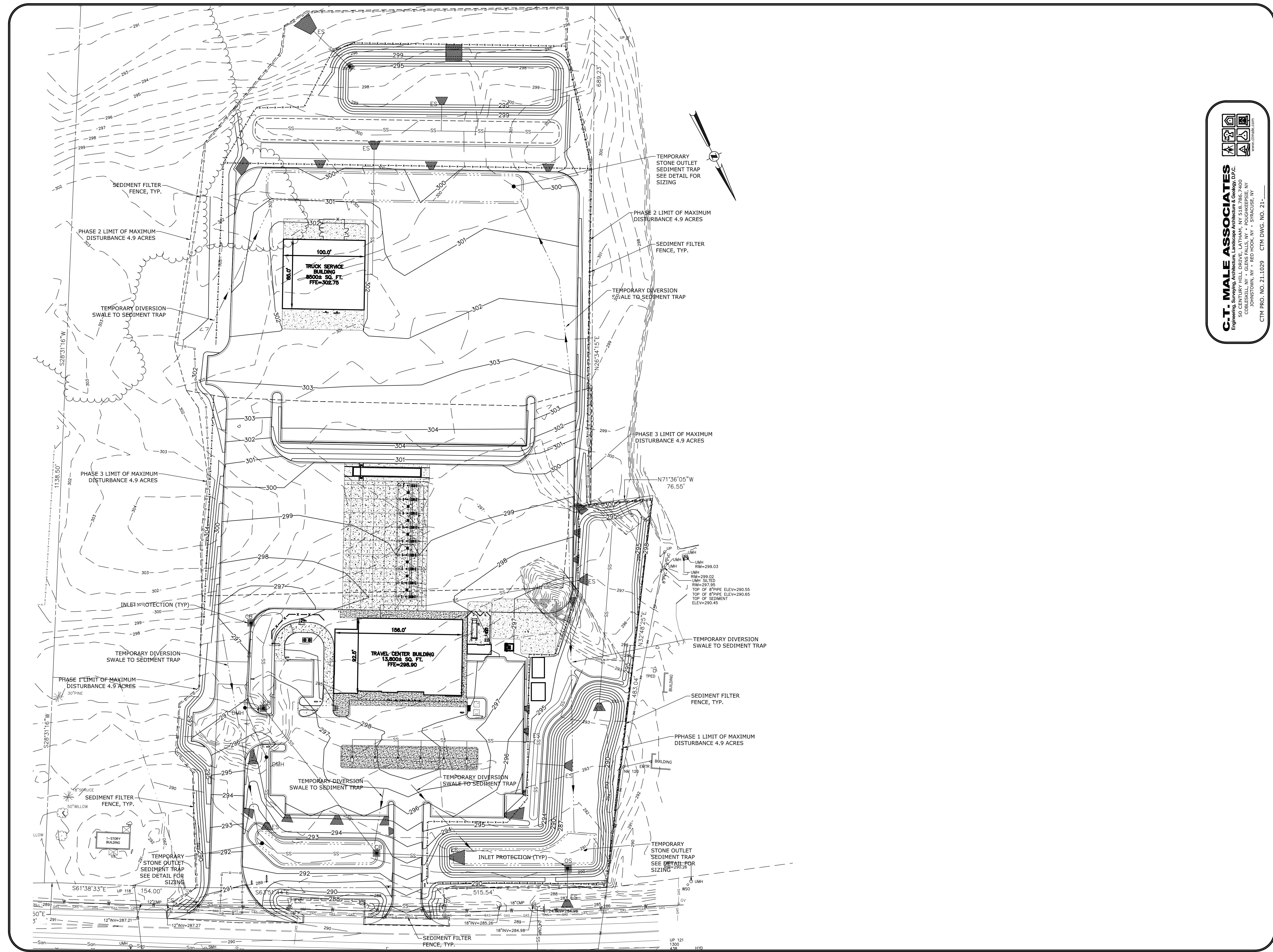


UTILITY PLAN
PILOT TRAVEL CENTER
 164 RIVERSIDE DRIVE
 TOWN OF GLEN, NEW YORK

DATE: 03/31/21 DRAWN BY: OKS PROJECT: 1317-01
 REVISION DESCRIPTION: INT. OWS
 4/21/21 1 REVISED SITE LAYOUT & GRADING OWS

SHEET:
C6.0
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CAD DWG. FILE NAME: K:\Project\211029\Civil\Drawings-Arqs\C6.0.dwg



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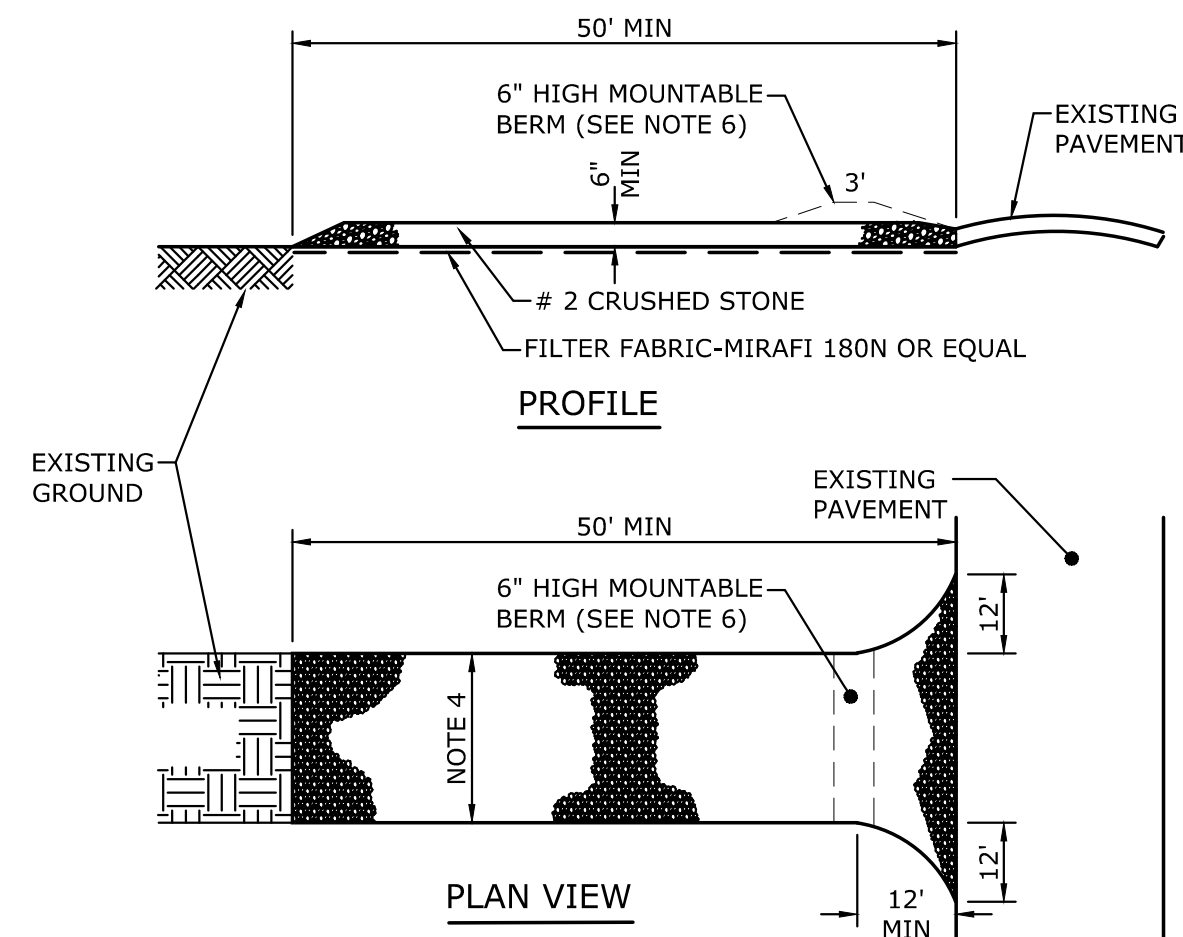


EROSION & SEDIMENT CONTROL PLAN
PILOT TRAVEL CENTER
 164 RIVERSIDE DRIVE
 TOWN OF GLEN, NEW YORK

DATE: 03/31/21	DRAWN BY: OKS	PROJECT: 1317-01
DATE: 4/21/21	REV: 1	REVISION DESCRIPTION: REVISED SITE LAYOUT & GRADING
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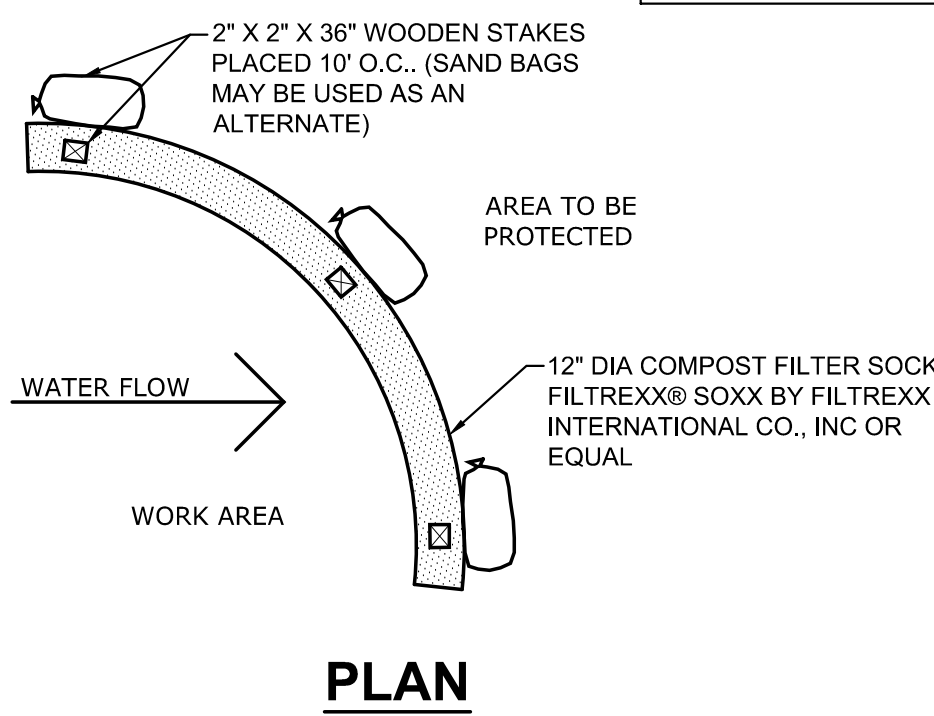
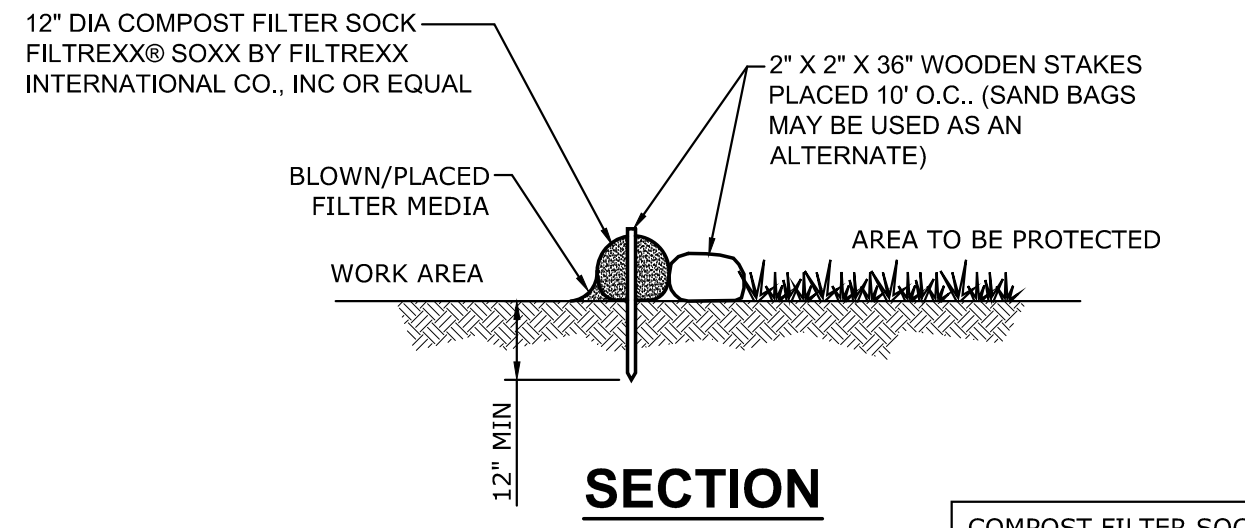
SHEET:
C7.0
 8



NOTES:

- USE NYS DOT #2 STONE, RECLAIMED, OR RECYCLED CONCRETE OR APPROVED EQUAL.
- THE LENGTH SHALL NOT BE LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
- CRUSHED STONE SHALL BE MAINTAINED AT A MINIMUM OF 6" IN DEPTH.
- ENTRANCE SHALL HAVE A 12 FOOT MINIMUM WIDTH, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. ENTRANCE SHALL BE AT LEAST 24 FEET WIDE IF SINGLE ENTRANCE TO SITE.
- GEOTEXTILE SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO THE PLACING OF STONE.
- ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS NOT PRACTICAL, A MOUNTABLE BERM WITH 1:5 SLOPES WILL BE PERMITTED.
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHALL BE REMOVED IMMEDIATELY.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

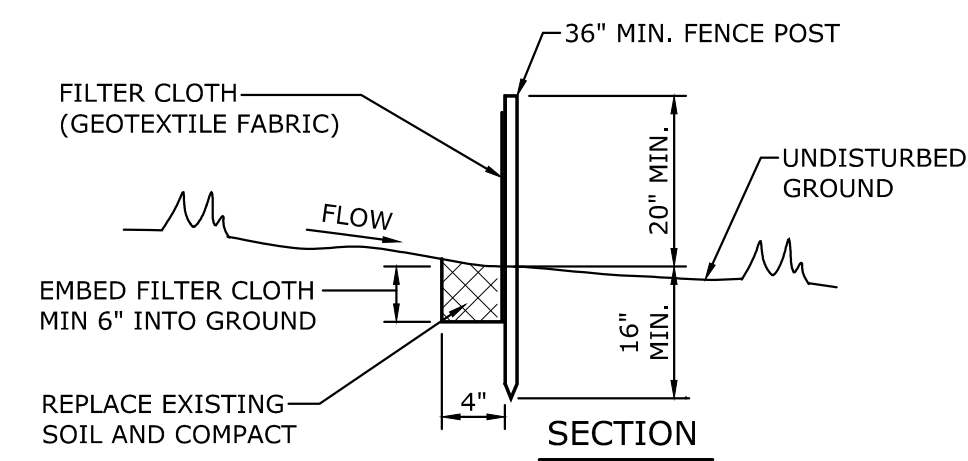
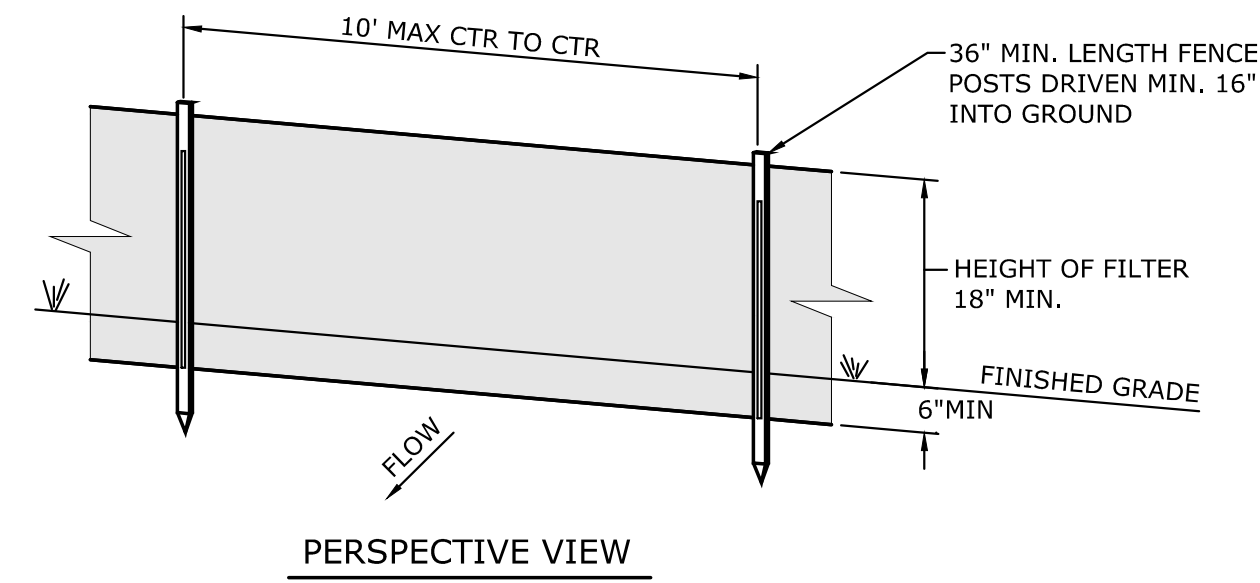
01 **STABILIZED CONSTRUCTION ENTRANCE DETAIL**
C7.1 NONE



NOTE:

- FILL COMPOST FILTER SOCK WITH FILTER MEDIA APPROVED BY NYSDEC FOR THIS APPLICATION.
- WHEN USING COMPOST FILTER SOCKS ADJACENT TO SURFACE WATER, THE COMPOST SHOULD HAVE A LOW NUTRIENT VALUE

02 **COMPOST FILTER SOCK**
C7.1 NONE



NOTES:

- POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
- FILTER CLOTH SHALL BE FASTENED SECURELY TO POSTS.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6", FOLDED AND STAPLED.
- FILTER CLOTH SHALL BE MIRAFI 100X OR APPROVED EQUAL.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. WHEN THE ACCUMULATED SEDIMENT REACHES 30% OF THE SILT FENCE HEIGHT, THE SEDIMENT SHALL BE REMOVED AND DISPOSED OF IN AN APPROPRIATE UPLAND AREA.
- PREFABRICATED UNITS SHALL BE MIRAFI SILT FENCE, MIRAFI ENVIROFENCE OR APPROVED EQUIVALENT.

03 **STANDARD SILT FENCE**
C7.1 NONE

GENERAL NOTES:

- ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL CONFORM TO THE "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL" (AUGUST 2005 ISSUE) AND ANY ADDENDA THERETO.
- THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR UNTIL THE FINAL SURFACE TREATMENT HAS BEEN INSTALLED AND VEGETATED AREAS HAVE ESTABLISHED 80% COVERAGE. AFTER THE VEGETATED AREAS HAVE BEEN STABILIZED WITH AT LEAST 80% VEGETATIVE COVER, AS DETERMINED BY THE ENGINEER, THE OWNER SHALL ASSUME RESPONSIBILITY FOR MAINTAINING THE EROSION AND SEDIMENT CONTROL SYSTEM(S).
- THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE CONTRACT DOCUMENTS WILL NEED TO BE SUPPLEMENTED WITH INTERIM MEASURES PRIOR TO ACHIEVING FINAL GRADES. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN INTERIM EROSION AND SEDIMENT CONTROL MEASURES AS NEEDED TO CONTROL EROSION AND SEDIMENTATION THROUGHOUT THE DURATION OF CONSTRUCTION. THE DETAILS AND EXTENT OF THESE MEASURES ARE HIGHLY DEPENDENT ON THE CONTRACTORS MEANS AND METHODS AND THEREFORE NOT DETAILED ON THESE PLANS. THE COSTS ASSOCIATED WITH INSTALLING AND MAINTAINING THESE INTERIM MEASURES SHALL BE INCLUDED IN THE CONTRACTORS BID.
- CONSTRUCTION ACTIVITIES SHALL PROCEED IN ACCORDANCE WITH THE CONSTRUCTION SEQUENCING NOTES.
- OUTSIDE THE GROWING SEASON, OTHER METHODS OF SOIL STABILIZATION (SUCH AS THE USE OF JUTE MESH AND EXCELSIOR MATTING) SHALL BE USED UNTIL SUCH TIME AS VEGETATIVE COVER CAN BE ESTABLISHED.
- EXISTING VEGETATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE. SITE WORK ACTIVITIES SHALL BE PLANNED TO MINIMIZE THE AREA AND DURATION OF SOIL DISTURBANCE. REMOVAL OF WOODY VEGETATION SHALL BE KEPT TO THE MINIMUM EXTENT PRACTICABLE.
- INLET PROTECTION MEASURES SHALL BE INSTALLED AROUND STORM DRAIN INLETS OR WITHIN CB FRAMES TO PREVENT SEDIMENT LADEN WATER FROM ENTERING STORM SEWER SYSTEMS.

SEEDING & MULCHING NOTES:

- TEMPORARY STABILIZATION MEASURES SHALL START AS SOON AS PRACTICAL ON PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT NOT MORE THAN (7) DAYS AFTER WORK HAS CEASED. ACCEPTABLE TEMPORARY STABILIZATION MEASURES INCLUDE, BUT MAY NOT BE LIMITED TO SEEDING MULCH, STRAW, EROSION CONTROL BLANKETS, SOIL STABILIZING EMULSION PRODUCTS, OR SOME FUNCTIONALLY EQUIVALENT MEASURE. TEMPORARY SEEDING SHALL BE ANNUAL RYE GRASS, APPLIED AT A RATE OF 30 LBS./ACRE.
- TEMPORARY EROSION CONTROL PROTECTION BY MULCHING SHALL BE CARRIED OUT WITHIN (7) DAYS OF THE FILL GRADE BEING FINALIZED TO AVOID POSSIBLE CONTAMINATION OF PONDS, STREAMS, OR OTHER WATERCOURSES. PLACEMENT OF JUTE MESH OR EROSION CONTROL BLANKETS OVER THE MULCH IS RECOMMENDED TO PROVIDE POSITIVE "TACKING" OF THE MULCH AND INCREASED PROTECTION AGAINST EROSION.
- PERMANENT SEEDING AND MULCH SHALL BE APPLIED AS SOON AS THE DISTURBED AREAS HAVE ACHIEVED FINAL GRADE. IF THE SPECIFIED SEEDING DATES ARE MISSED, MULCH SHALL BE APPLIED TO THE SLOPE AND SEED SHALL BE APPLIED TO THE TOP OF THE MULCH IN THE NEXT SEEDING SEASON AFTER RECONDITIONING THE TOPSOIL. WHEN THE FINAL GRADE CANNOT BE OBTAINED IN (7) DAYS, MULCH SHALL BE APPLIED FOR PURPOSES OF TEMPORARY EROSION CONTROL.
- THE UNDERLYING SOIL IN AREAS THAT WILL BE PERMANENTLY PEROVIOUS (LAWN, GRASS AND LANDSCAPED AREAS) SHALL BE RESTORED IN ACCORDANCE WITH THE MEASURES IDENTIFIED IN THE JANUARY 2015, NYSDEC STORM WATER MANAGEMENT DESIGN MANUAL, SECTION 5.1.6 "SOIL RESTORATION".
- THE GRASS SEED BLEND SHALL BE AS SPECIFIED IN THE PROJECT MANUAL.
- SEEDING RATE SHALL BE 8 LBS. PER 1000 SQ.FT.

DUST CONTROL NOTES:

- DUST SHALL BE CONTROLLED ON THIS PROJECT BY USE OF A WATER TRUCK.
- THE QUALIFIED INSPECTOR WILL DETERMINE THE FREQUENCY OF WATER APPLICATION IN ORDER TO CONTROL DUST.
- CHEMICALS OR OTHER METHODS OF DUST CONTROL ARE PROHIBITED TO BE USED ON THIS PROJECT, UNLESS APPROVED BY NYSDEC REGION 4.

SILT FENCE/COMPOST FILTER SOCK NOTES:

- SILT FENCE/COMPOST FILTER SOCK SHALL BE PLACED ON THE DOWNSLOPE SIDE OF DISTURBED AREAS AND AROUND THE PERIMETER OF SOIL STOCKPILES.
- SILT FENCE/COMPOST FILTER SOCK SHALL BE PLACED AROUND THE BOUNDARY OF WETLANDS ADJACENT TO THE WORK AREA, AND AT THE EDGE OF WETLANDS AFTER CONSTRUCTION IS COMPLETED.
- SILT FENCE SHALL BE REPAIRED OR REPLACED WHEN THE ENDS ARE FRAYED OR WORN, AND WHEN THE FENCE IS NOT ANCHORED 6" INTO THE GROUND. WHEN THE ACCUMULATED SEDIMENT REACHES 30% OF THE SILT FENCE HEIGHT, THE SEDIMENT SHALL BE REMOVED AND DISPOSED OF IN AN APPROPRIATE UPLAND AREA.



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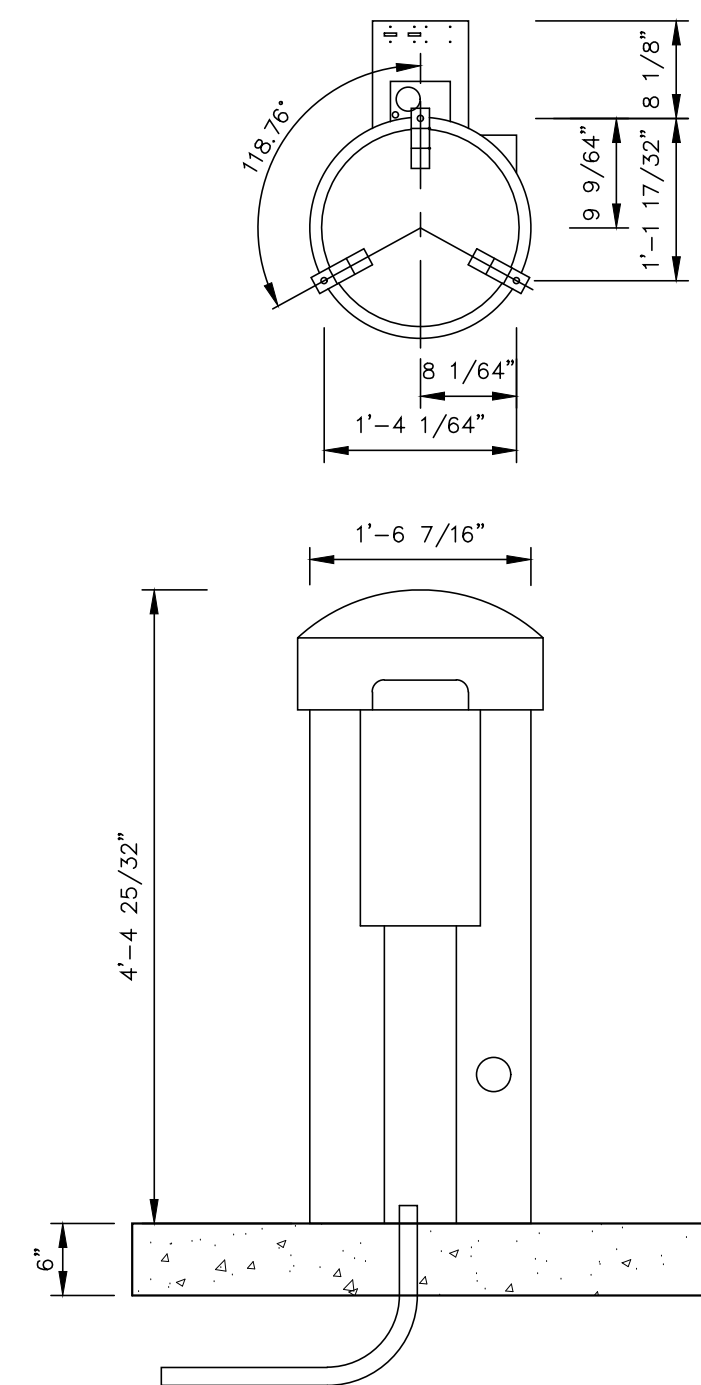


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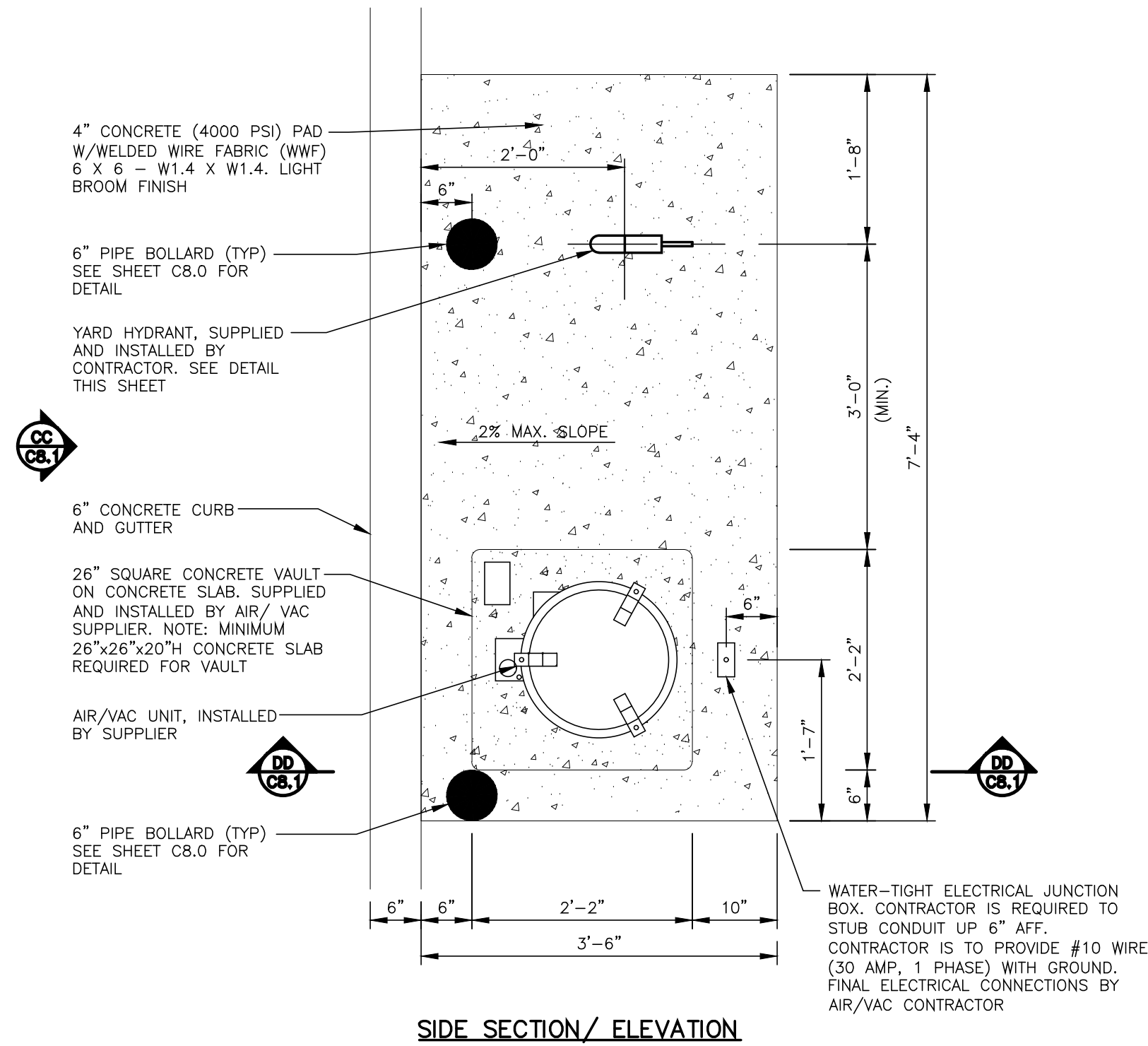
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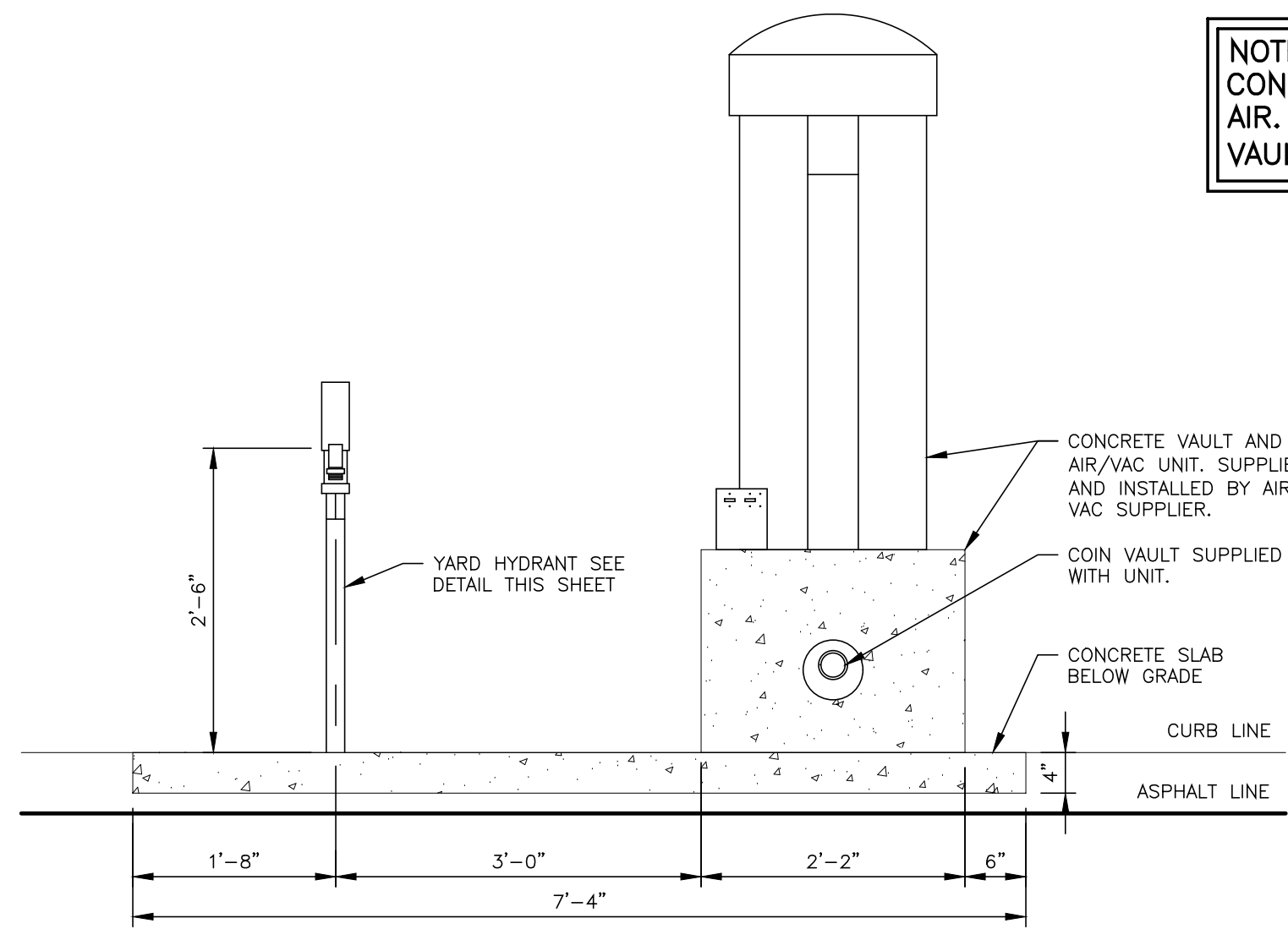
SHEET:
C7.1
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1
C8.1 AIR/ VACUUM STAND (AUTO PARKING LOT)
1/2" = 1'-0"

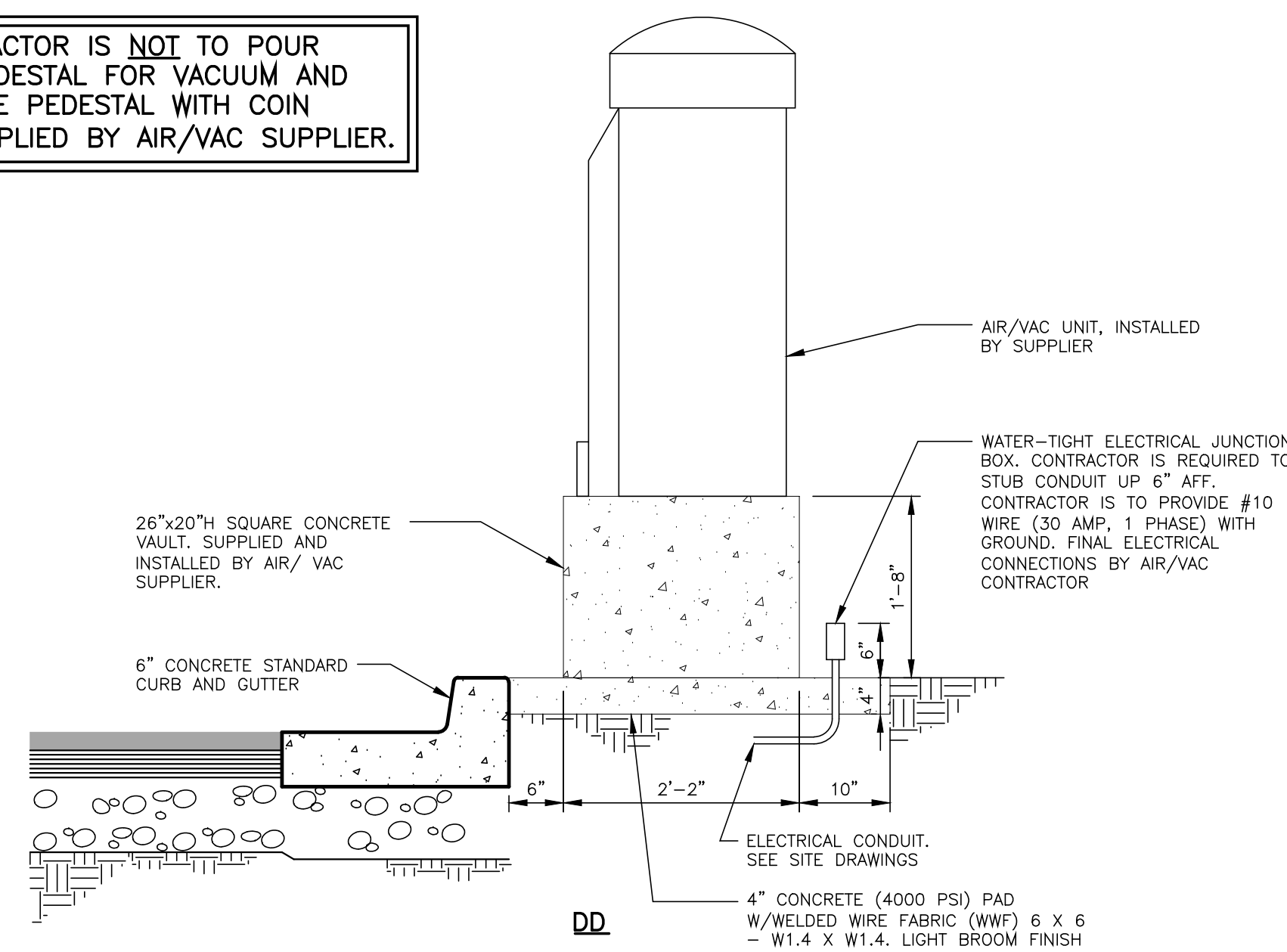


SIDE SECTION/ ELEVATION

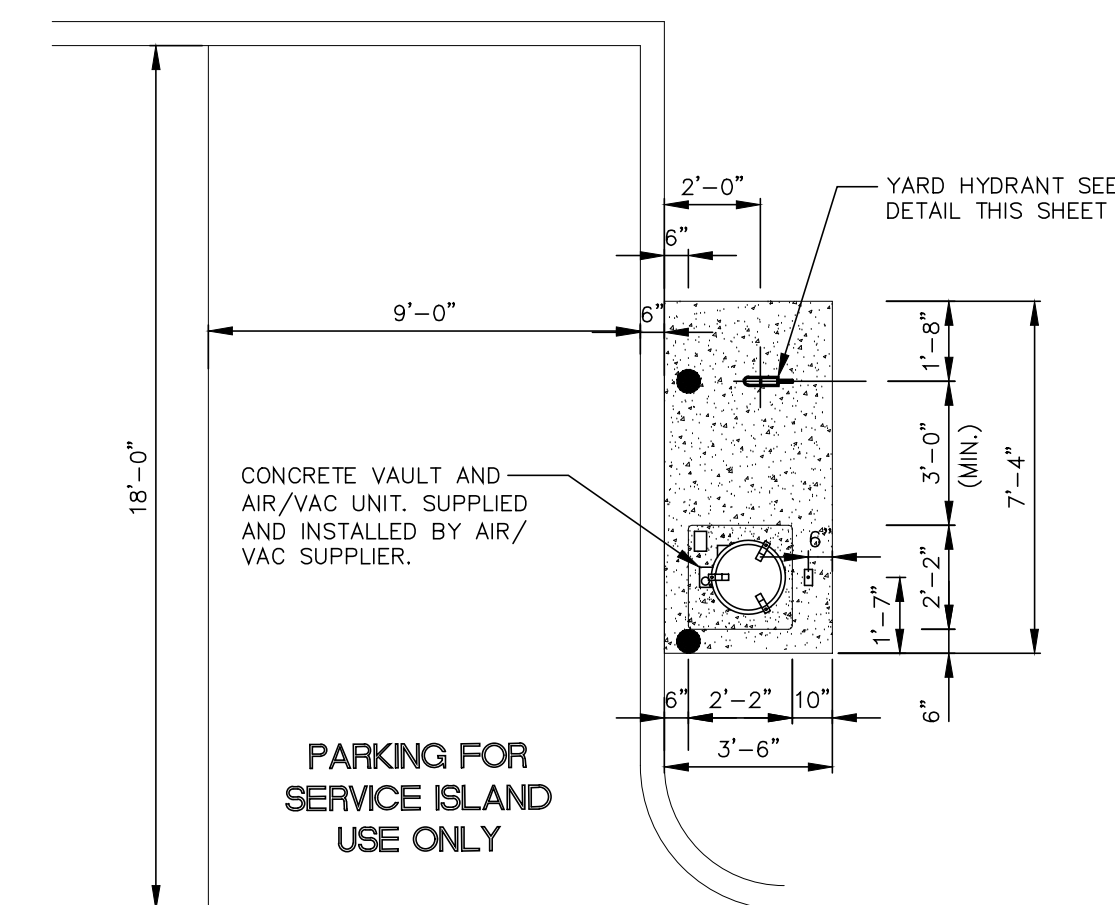


CC
FRONT SECTION/ ELEVATION

NOTE: CONTRACTOR IS NOT TO POUR CONCRETE PEDESTAL FOR VACUUM AND AIR. CONCRETE PEDESTAL WITH COIN VAULT IS SUPPLIED BY AIR/VAC SUPPLIER.



DD
SIDE SECTION/ ELEVATION

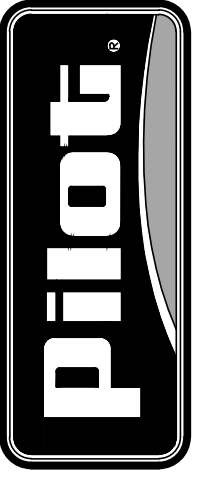


3
C8.1 AUTO PAY AIR/ VACUUM WITH WATER STAND
1/4" = 1'-0"

2
C8.1 AUTO PAY AIR/VAC AND WATER HYDRANT DETAIL
3/4" = 1'-0"
LOCATED IN AUTO AREA

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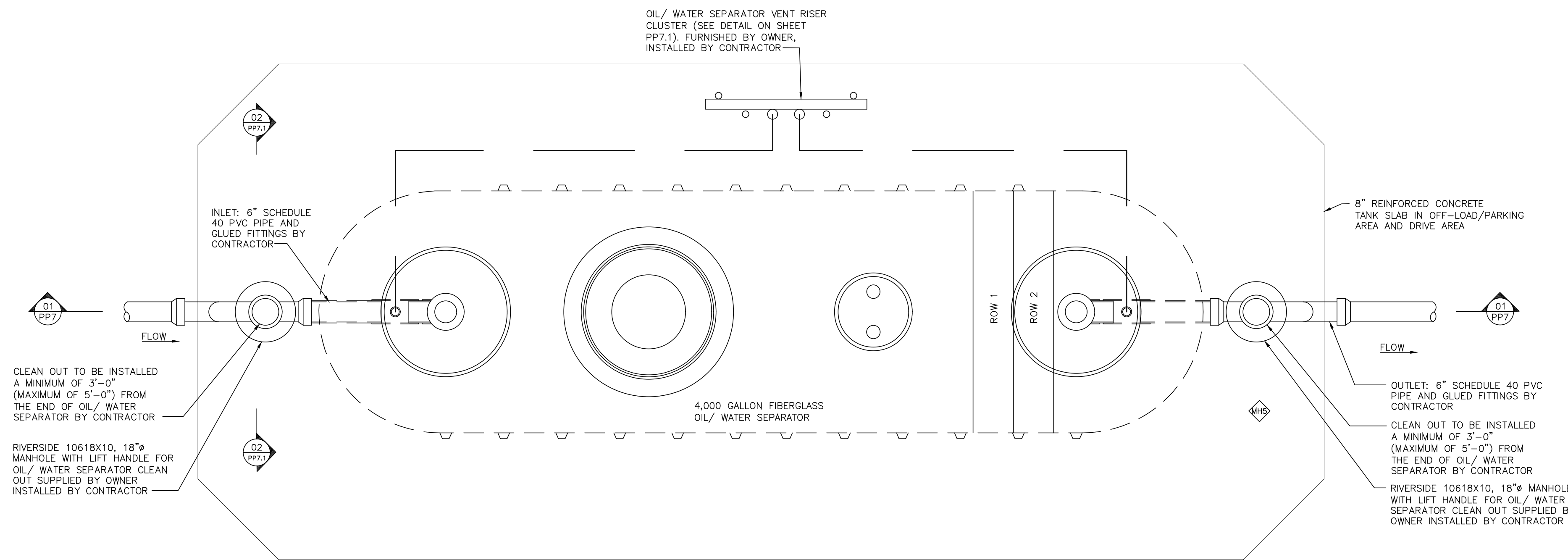


VACUUM & AIR DETAILS
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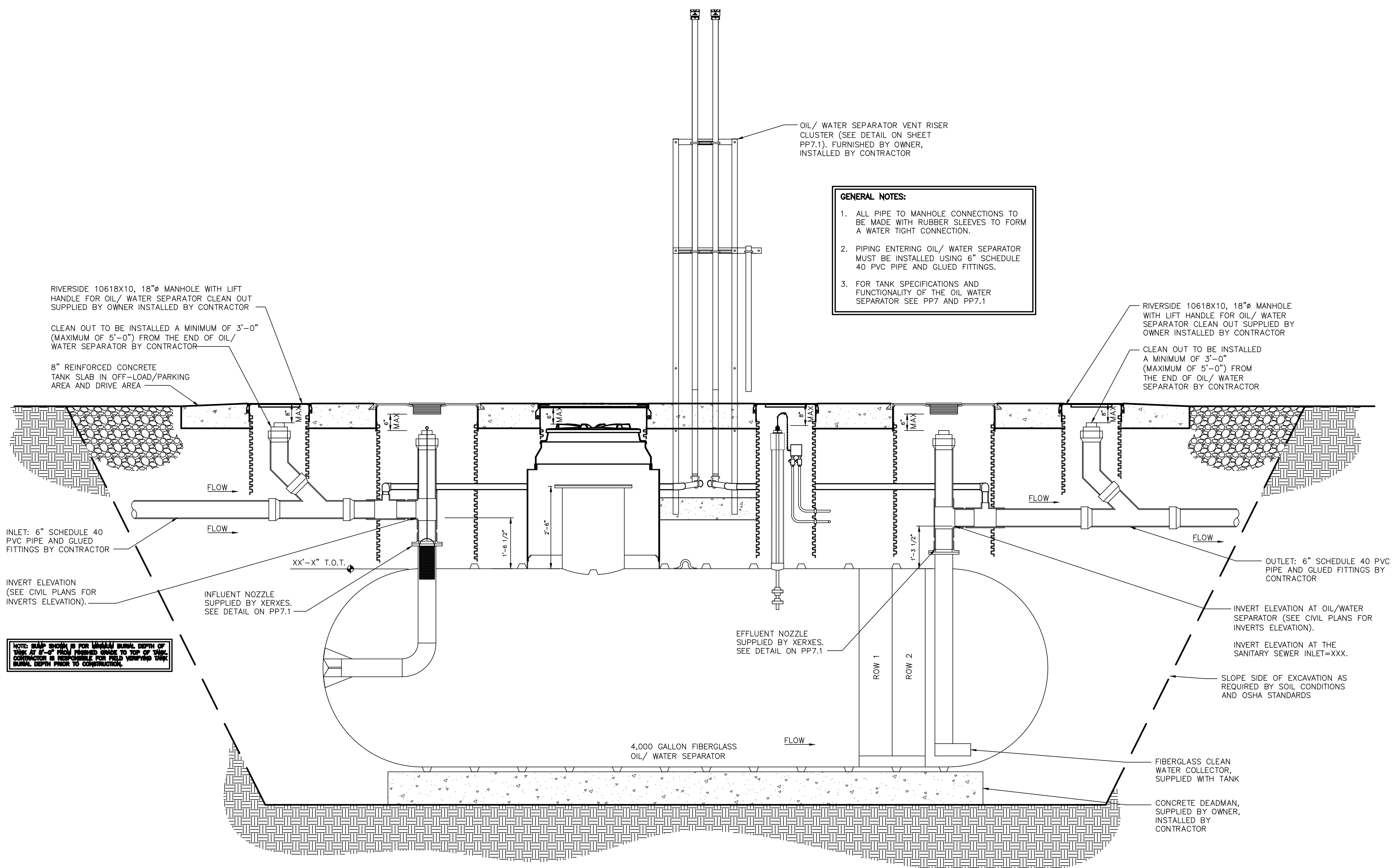
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SHEET:
C8.1



TANK PLAN VIEW



ELEVATION

01 SIDE SECTION
C8.2 1/2" = 1'-0"

- GENERAL NOTES:**
1. ALL PIPE TO MANHOLE CONNECTIONS TO BE MADE WITH RUBBER SLEEVES TO FORM A WATER TIGHT CONNECTION.
 2. PIPING ENTERING OIL/WATER SEPARATOR MUST BE INSTALLED USING 6" SCHEDULE 40 PVC PIPE AND GLUED FITTINGS.
 3. FOR TANK SPECIFICATIONS AND FUNCTIONALITY OF THE OIL WATER SEPARATOR SEE PP7 AND PP7.1

THIS CLEAN OUT IS FOR MANUAL USE ONLY. THIS IS A 6" x 6" HOLE FROM THE TOP OF THE CLEAN OUT. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES. IT IS NOT TO BE USED FOR ANY OTHER PURPOSES.

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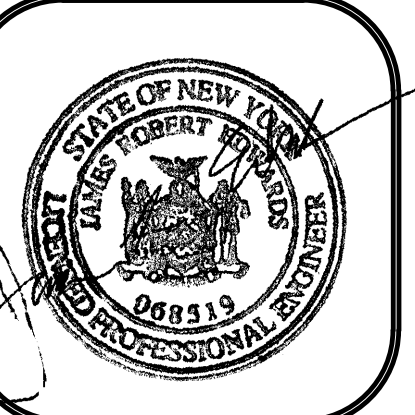
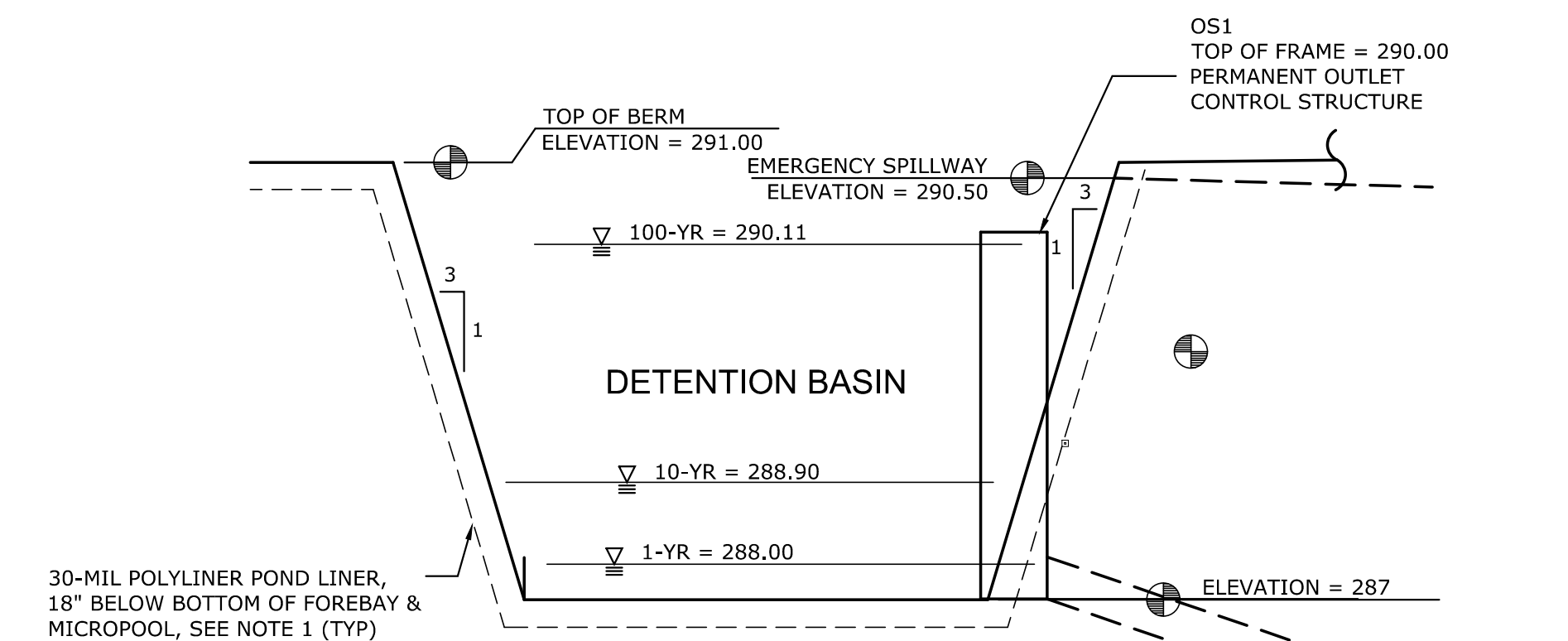
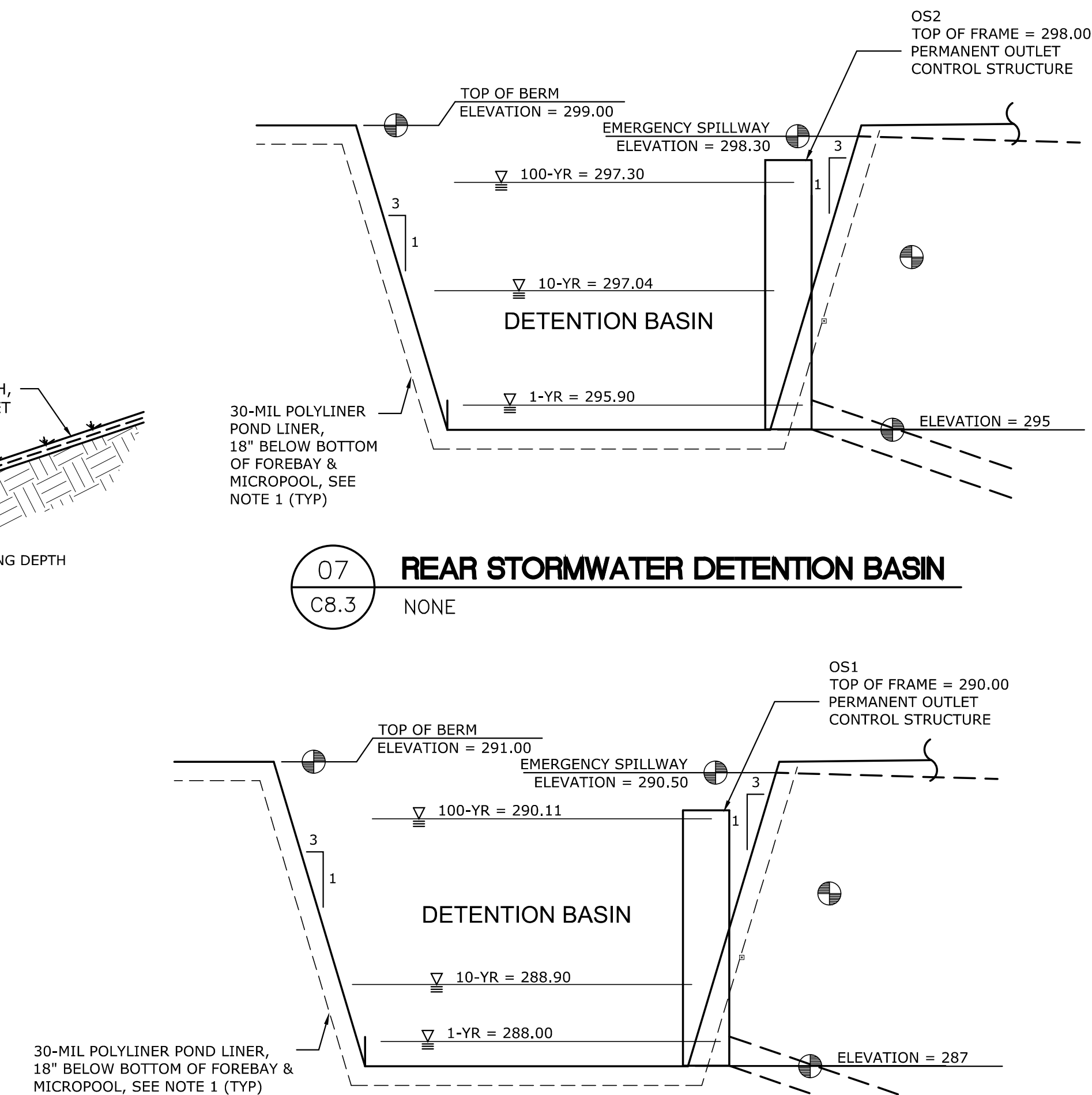
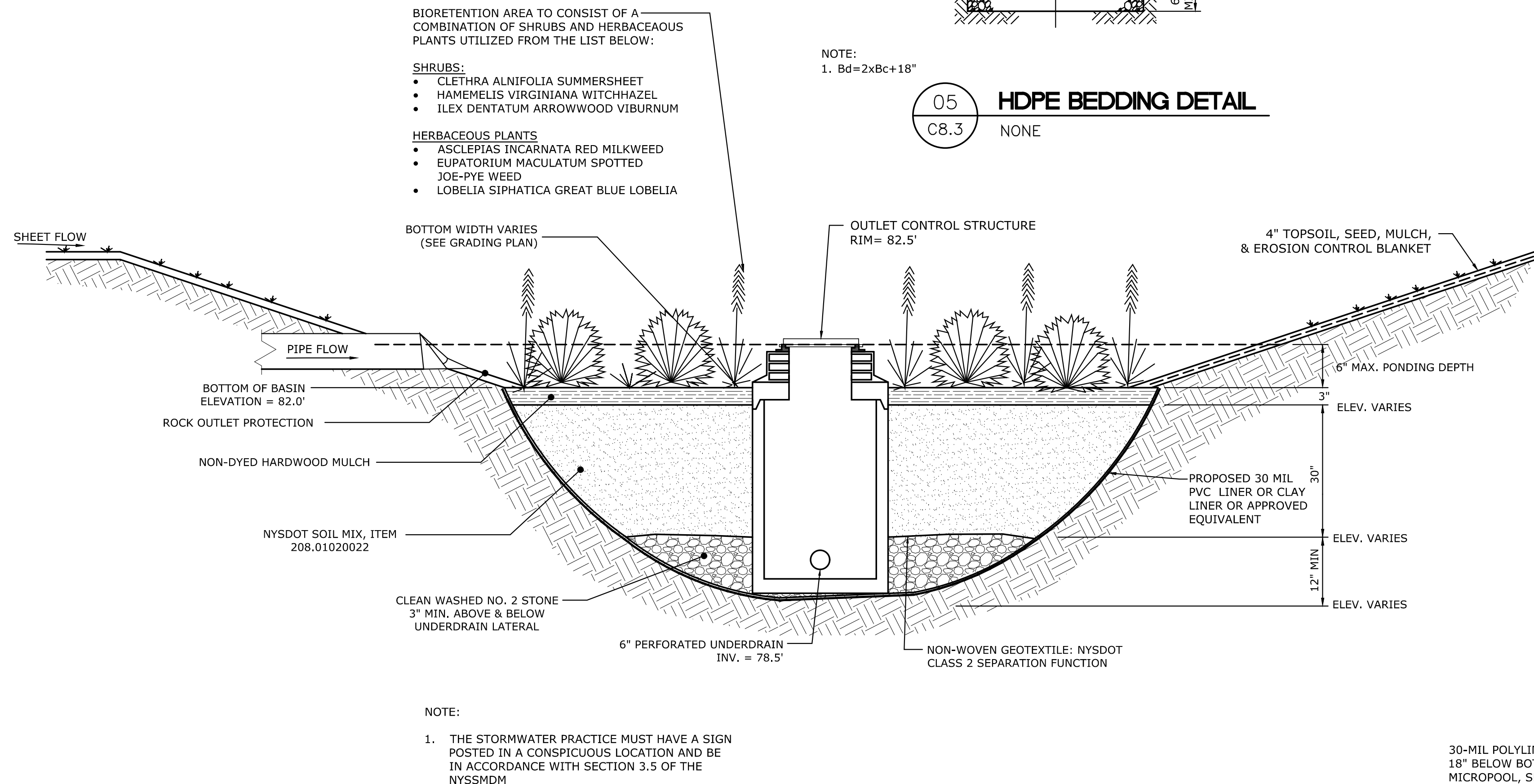
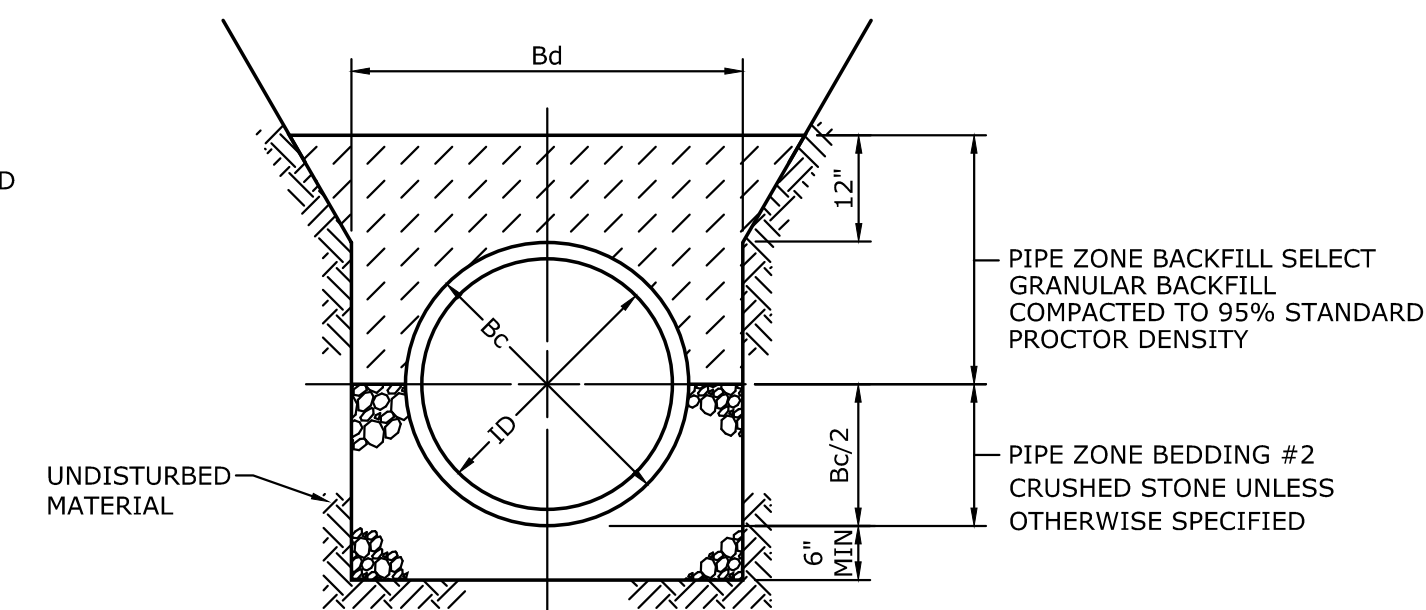
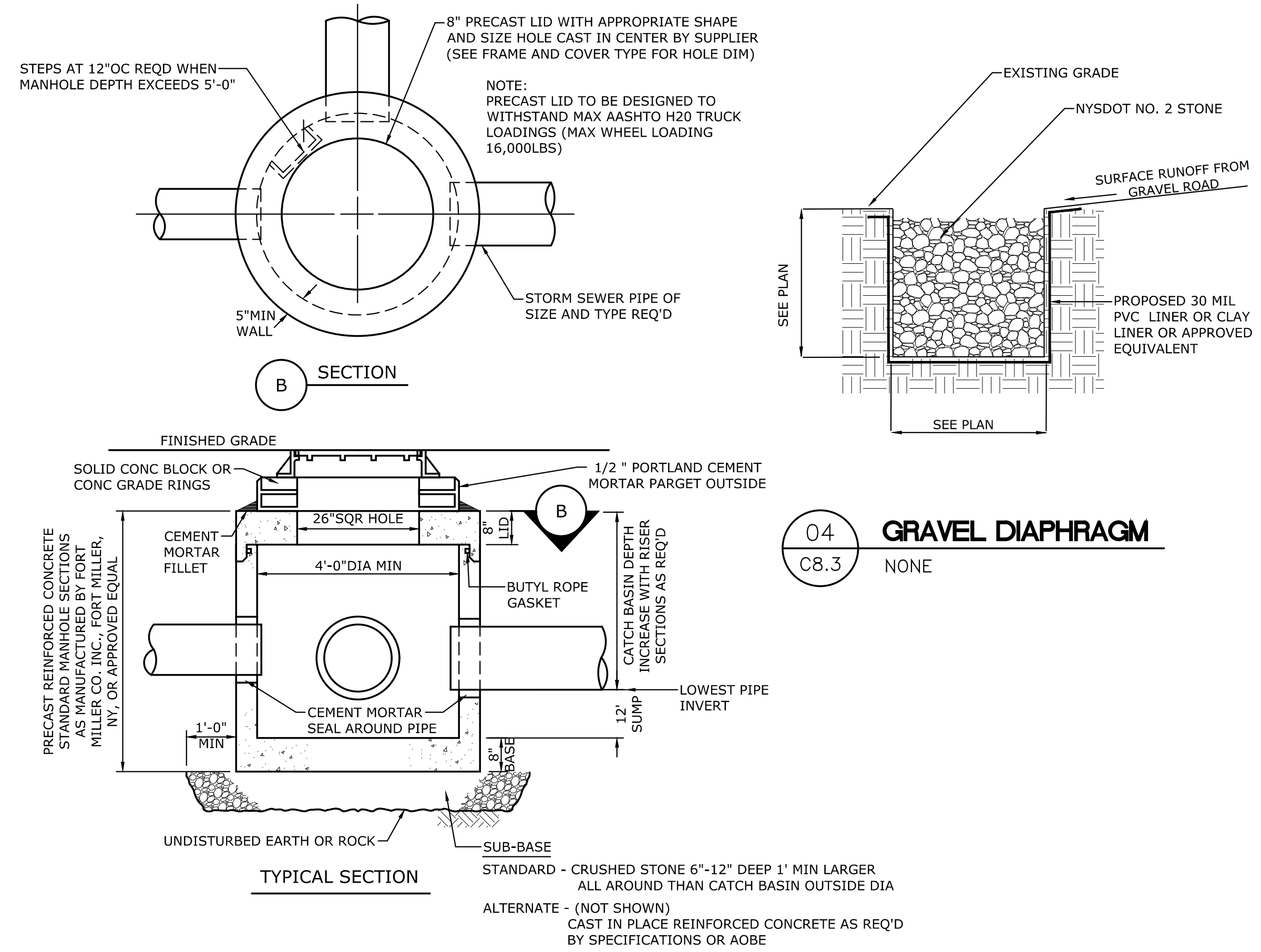
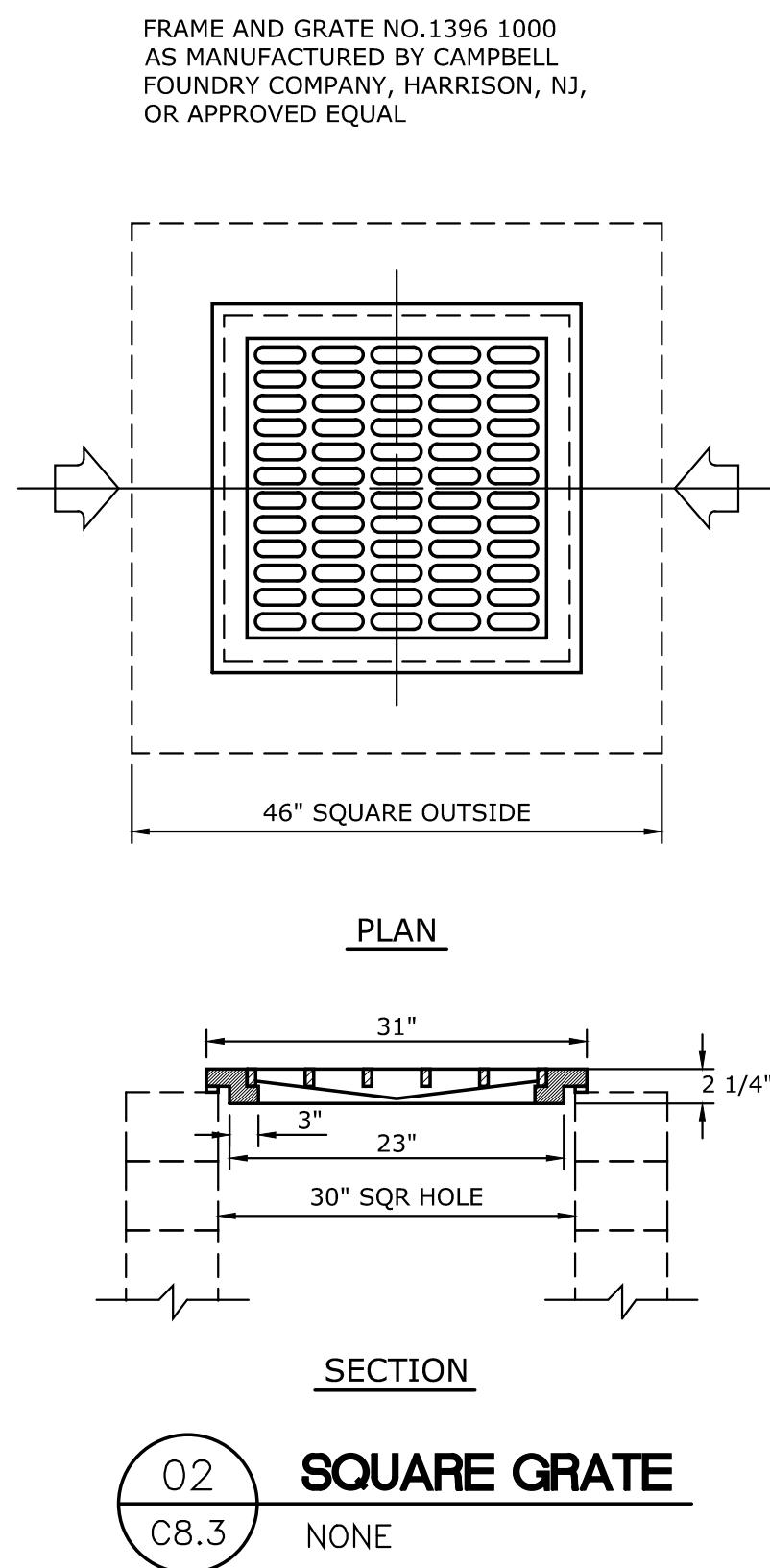
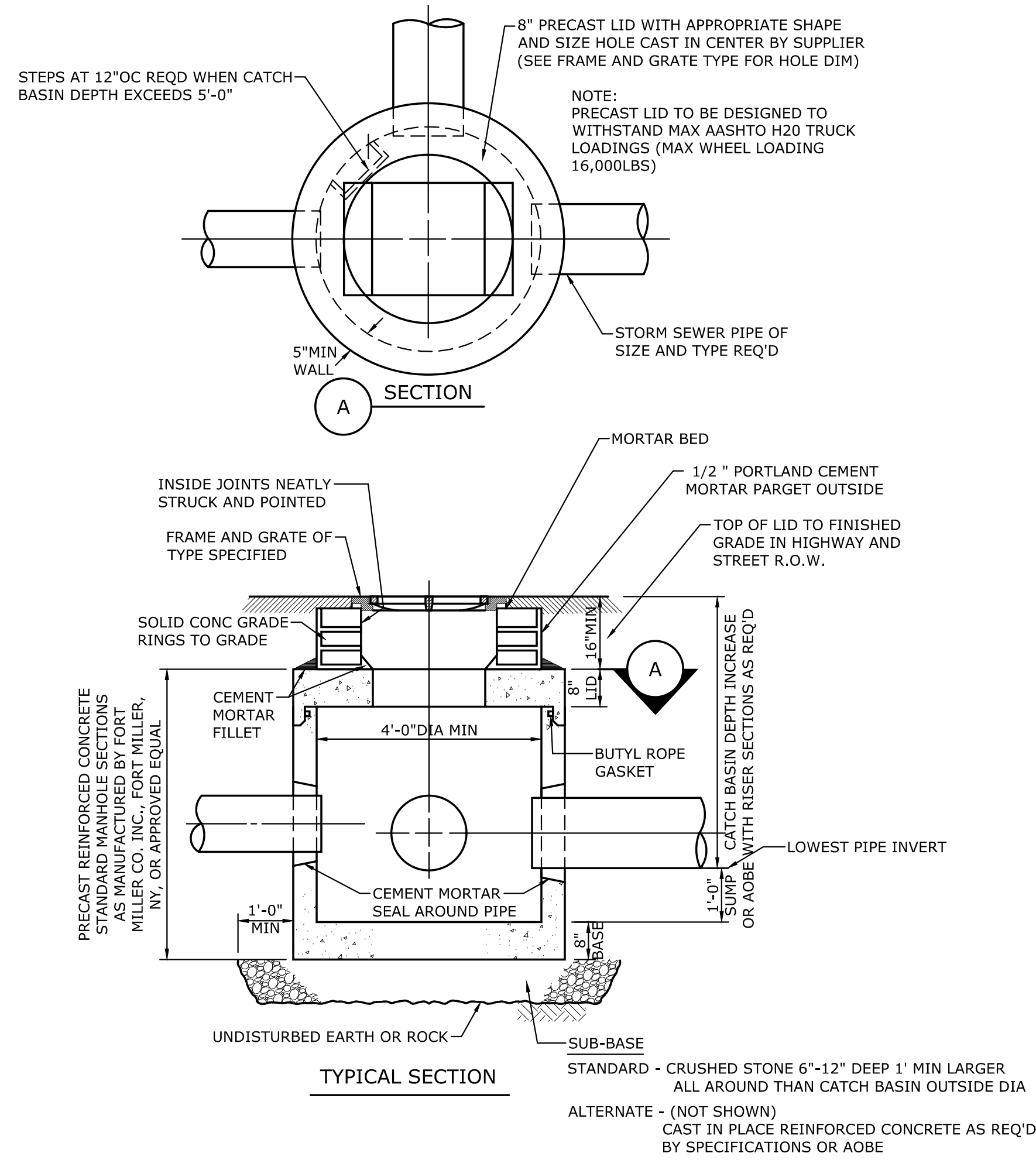
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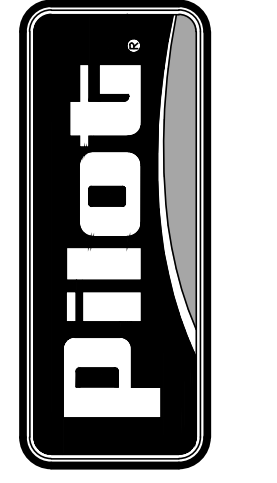
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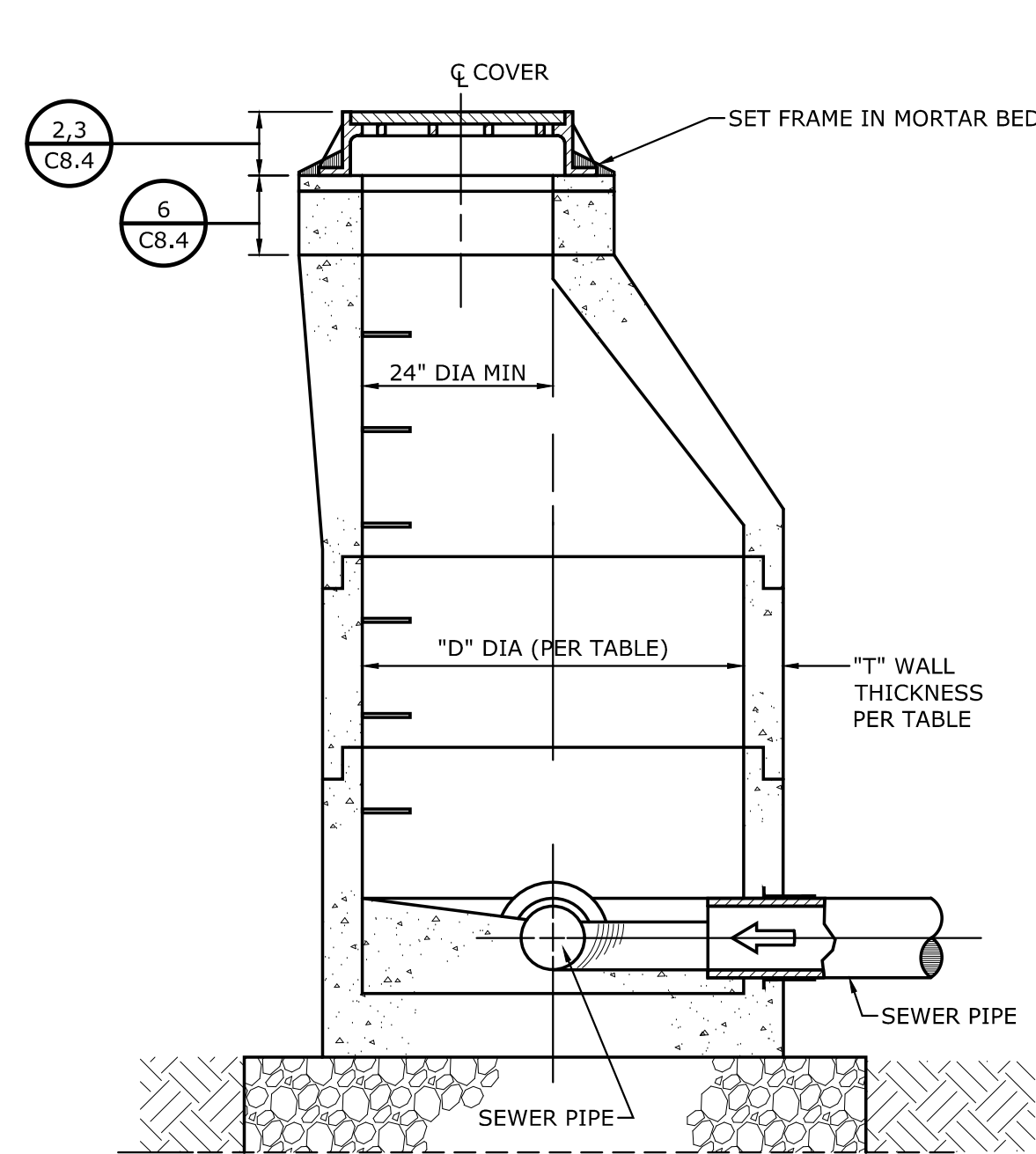


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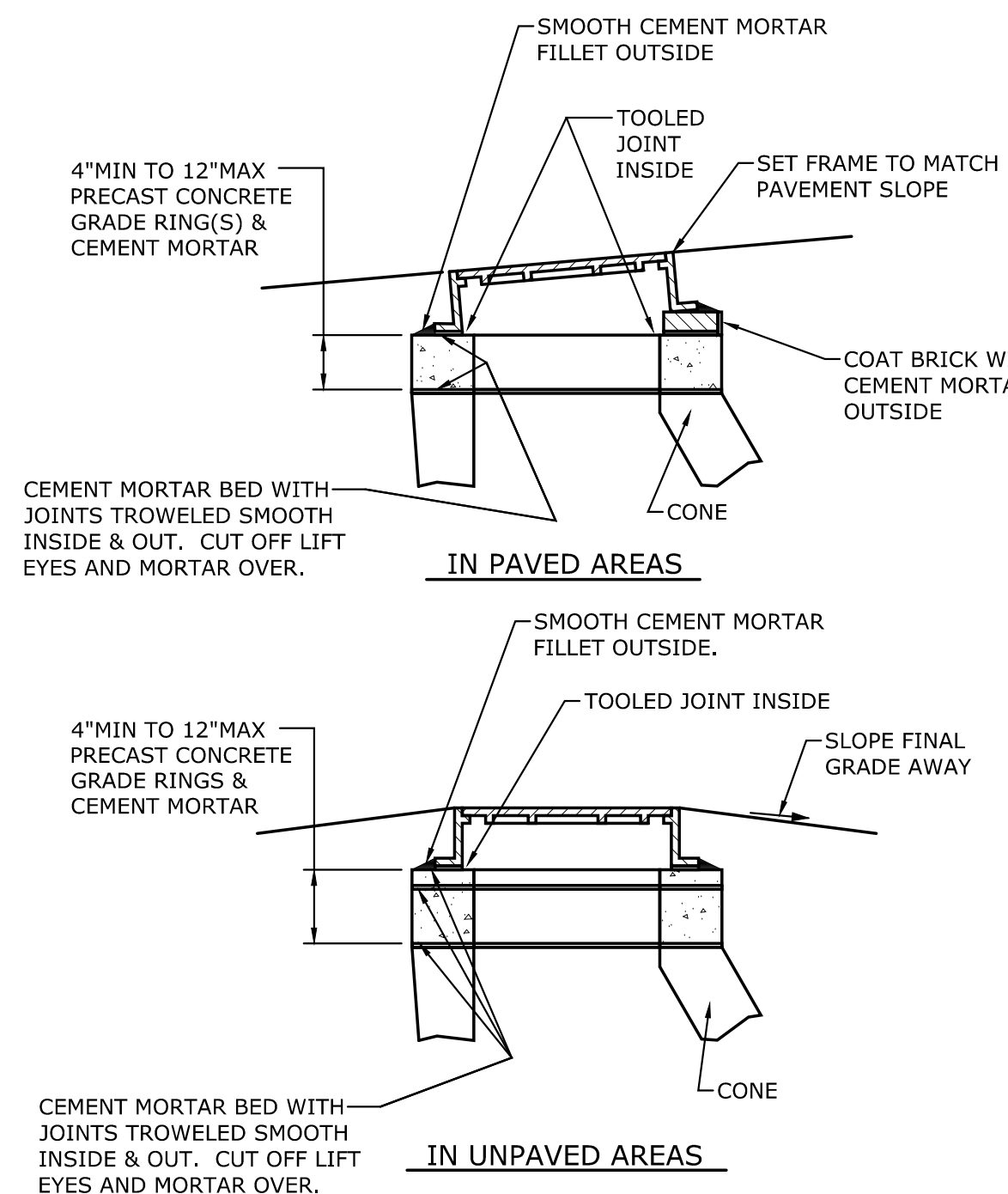
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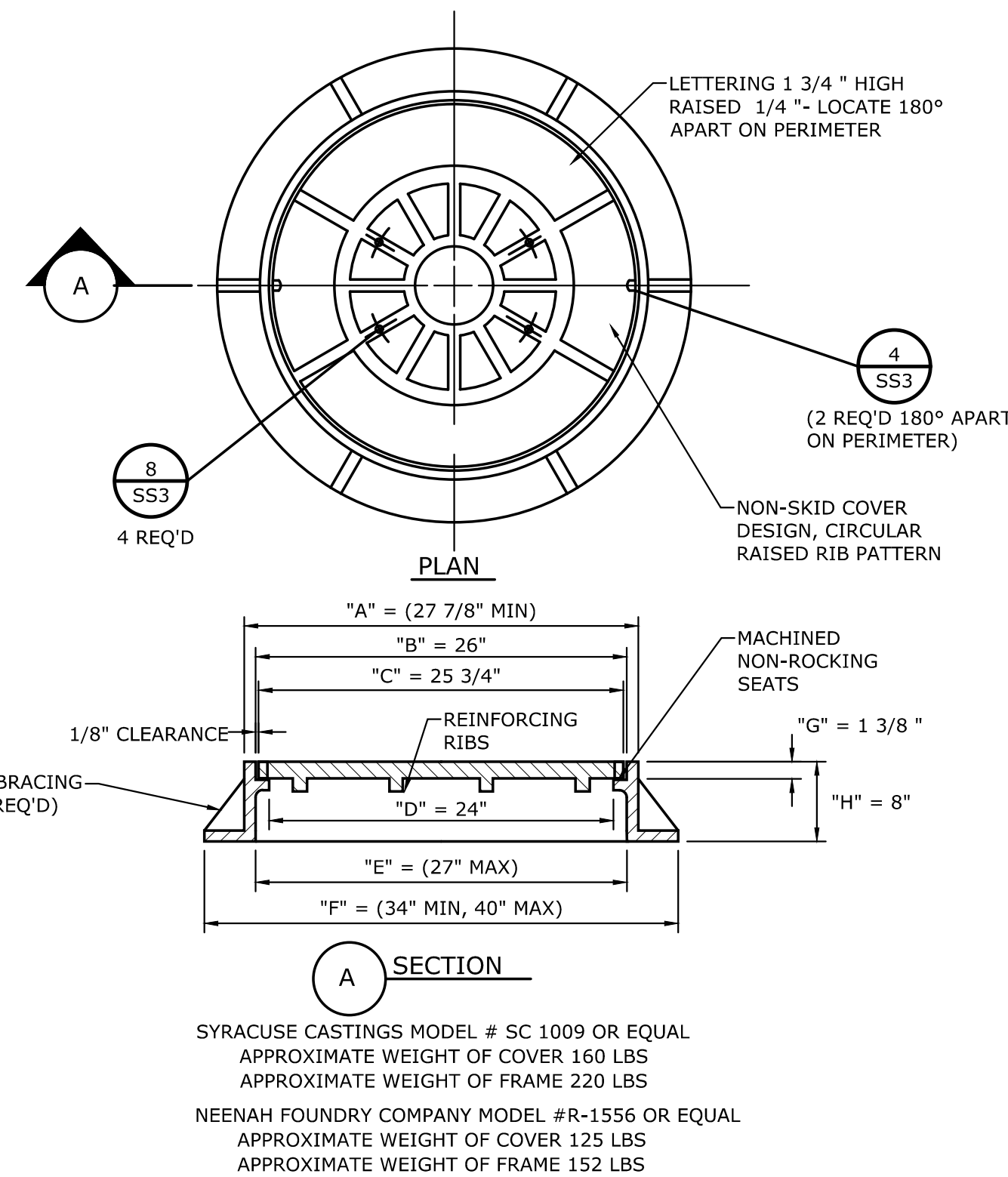


USE NPCA MANHOLE SIZING RECOMMENDATIONS
USE AIR ENTRAINED CONCRETE 4000 PSI MIN
WET CAST ONLY (ENTRAINED AIR 5%-8%)

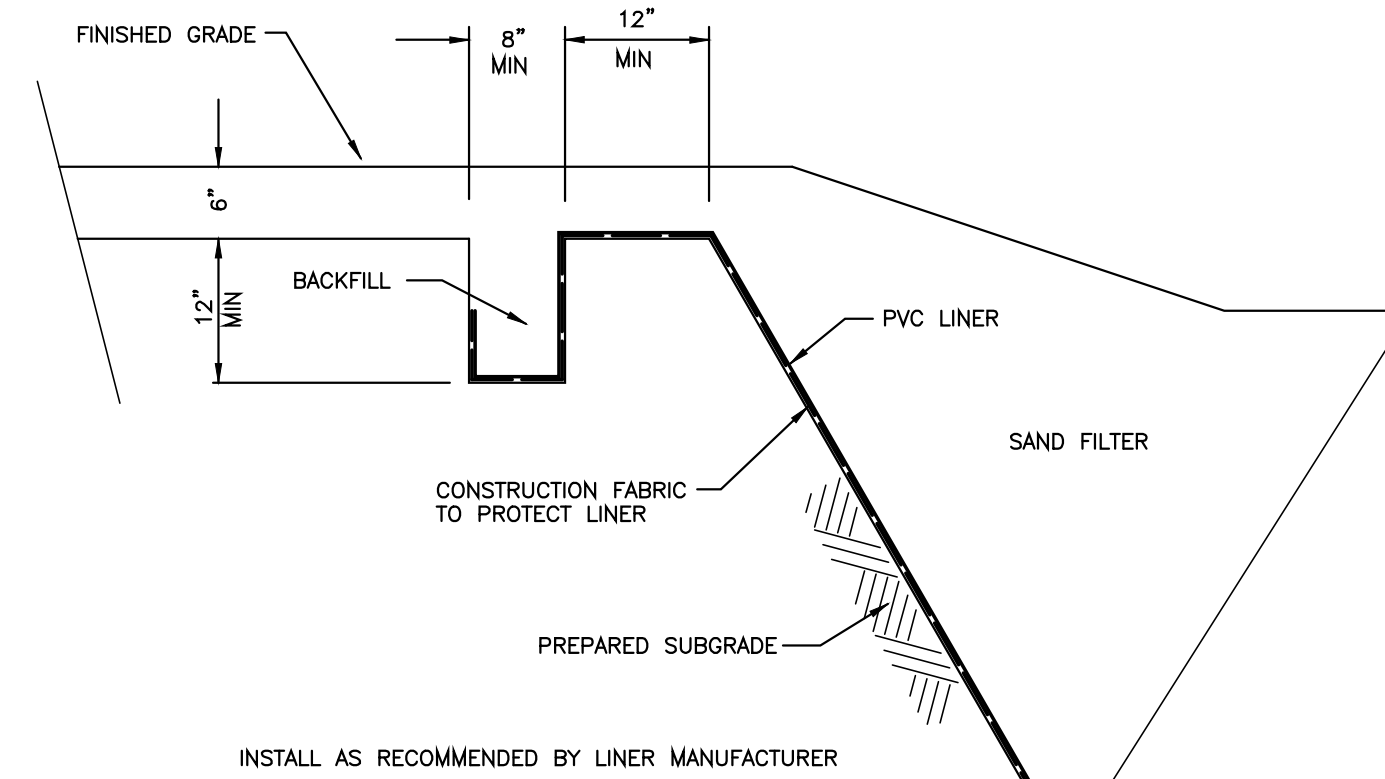
01 PRECAST CONCRETE MANHOLE
C8.4 NONE



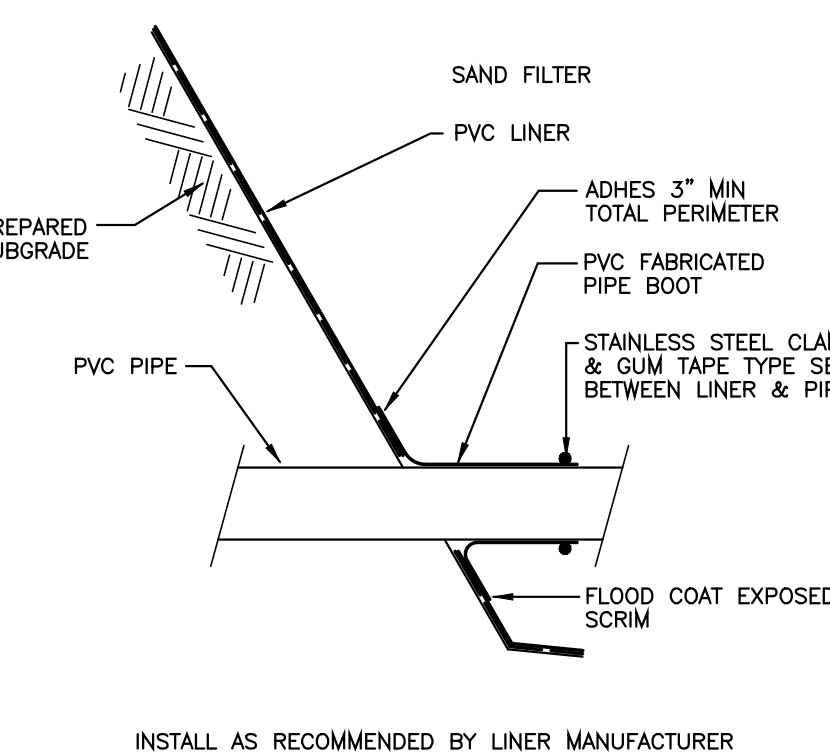
02 CAST IRON MH COVER INSTALLATION
C8.4 NONE



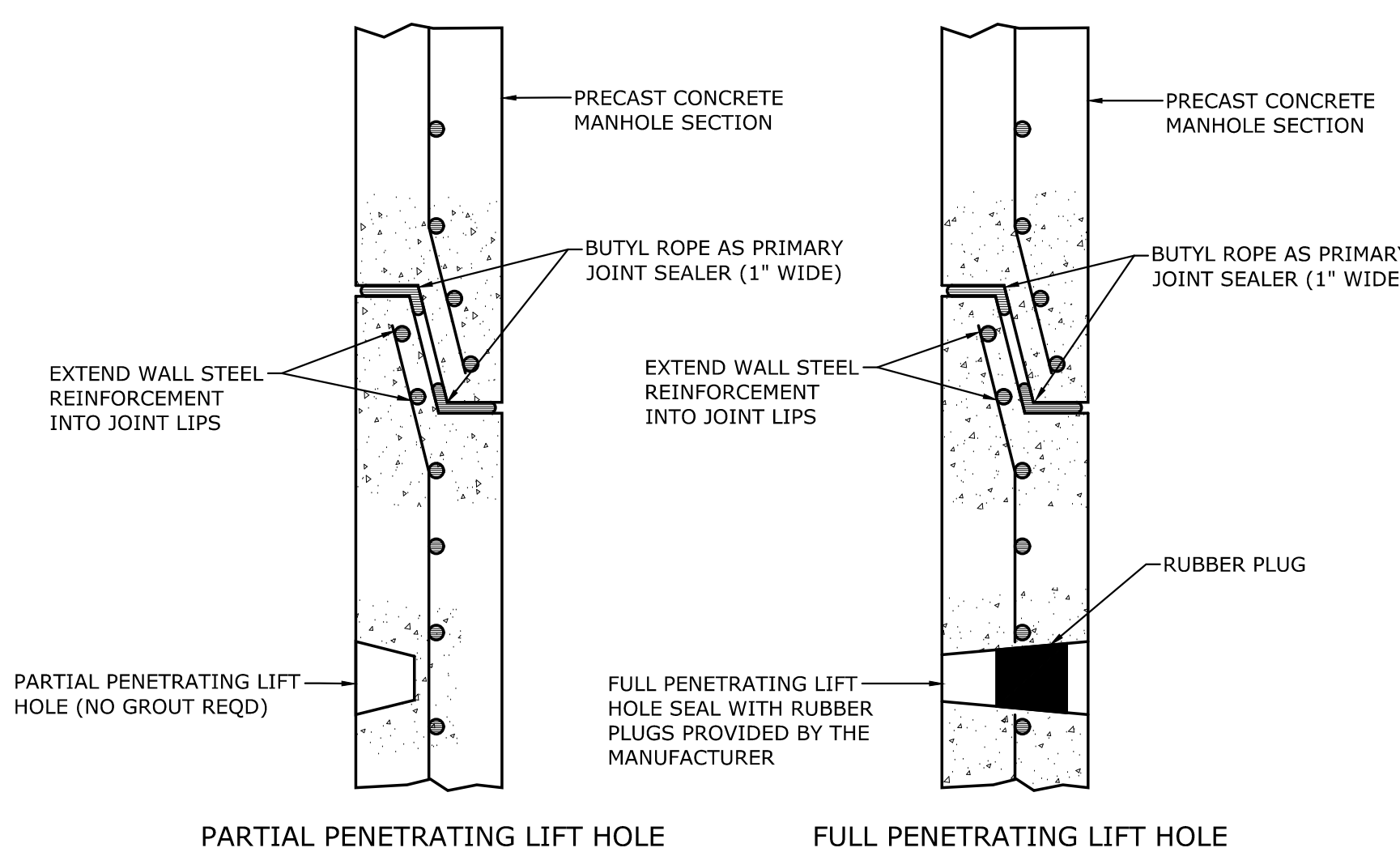
03 STANDARD CAST IRON MH COVER
C8.4 NONE



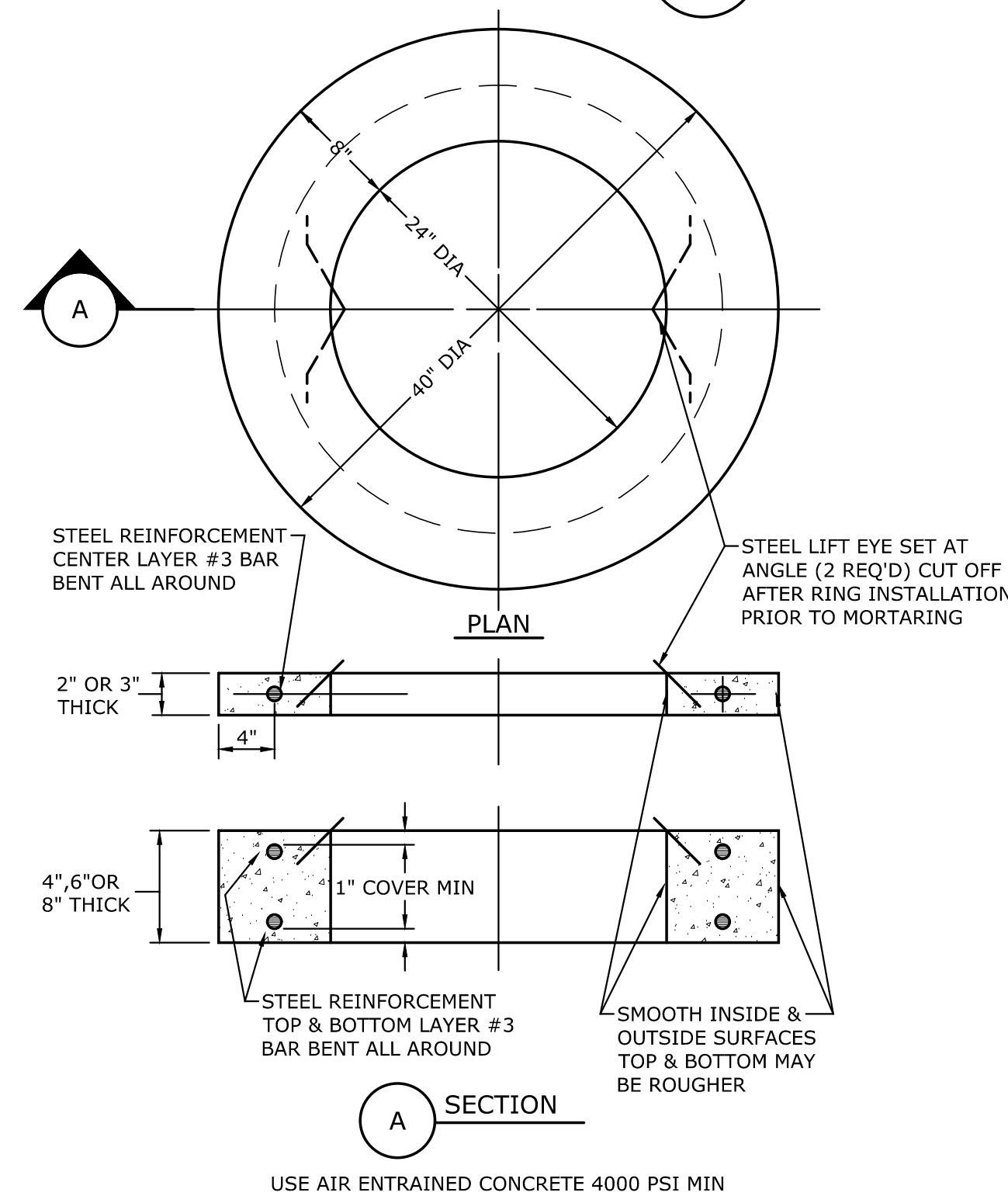
04 TYPICAL LINER TERMINATION DETAIL
C8.4 NONE



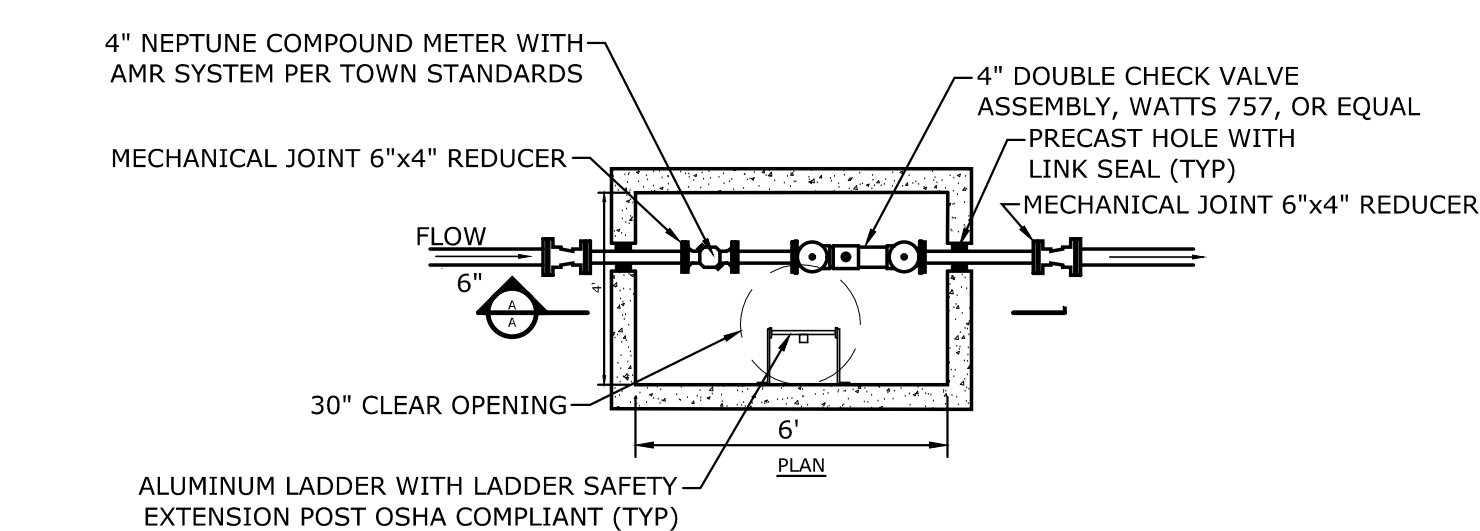
07 TYPICAL LINER PIPE PENETRATION DETAIL
C8.4 NONE



05 MAHOLE JOINT
C8.4 NONE



06 PRECAST CONCRETE MH GRADE RING
C8.4 NONE

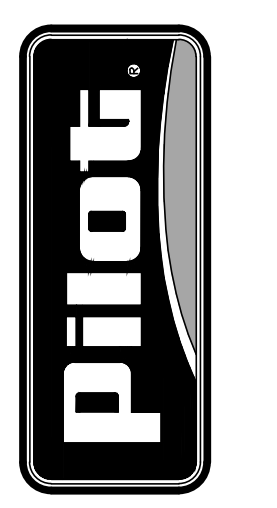


08 WATER METER VAULT
C8.4 1/4" = 1'-0"



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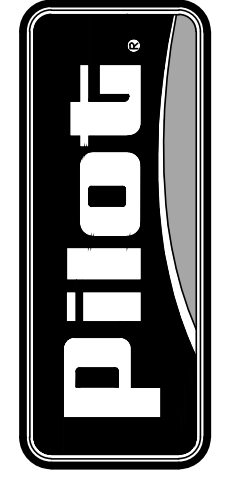
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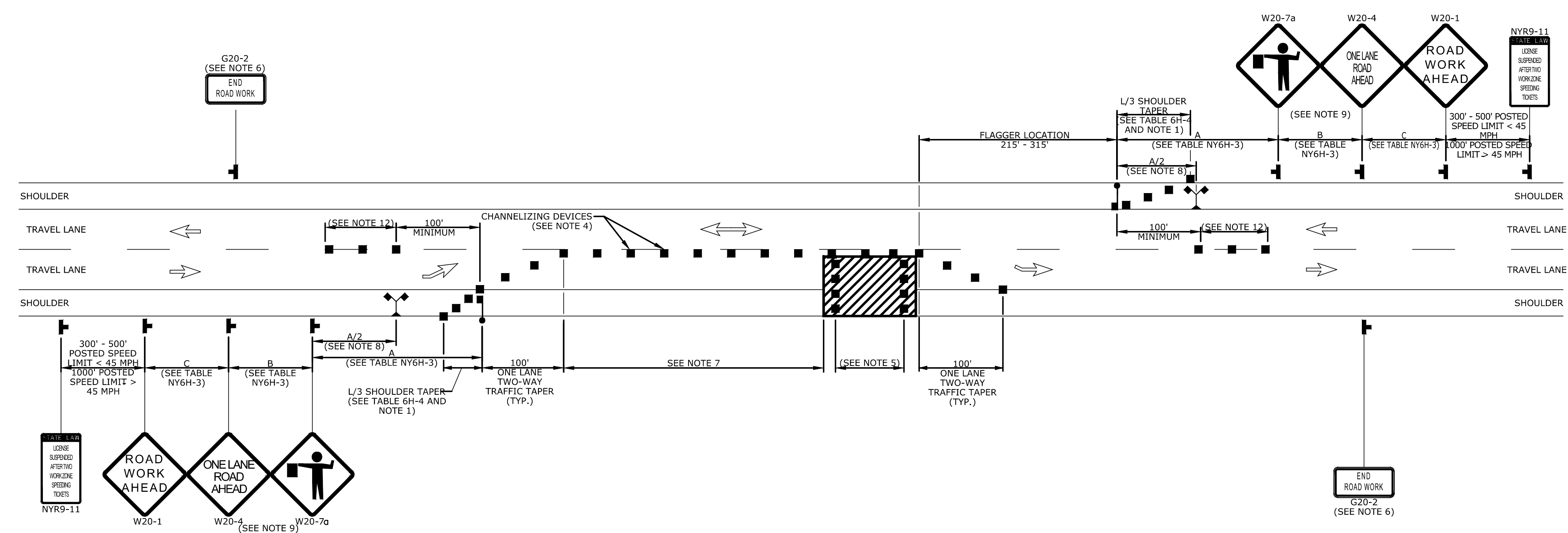


NYSDOT WORK ZONE TRAFFIC CONTROL
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- LANE CLOSURE NOTES:**
- WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
 - WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
 - NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
 - CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
 - TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
 - THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
 - WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
 - THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
 - FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
 - FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
 - ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
 - CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.

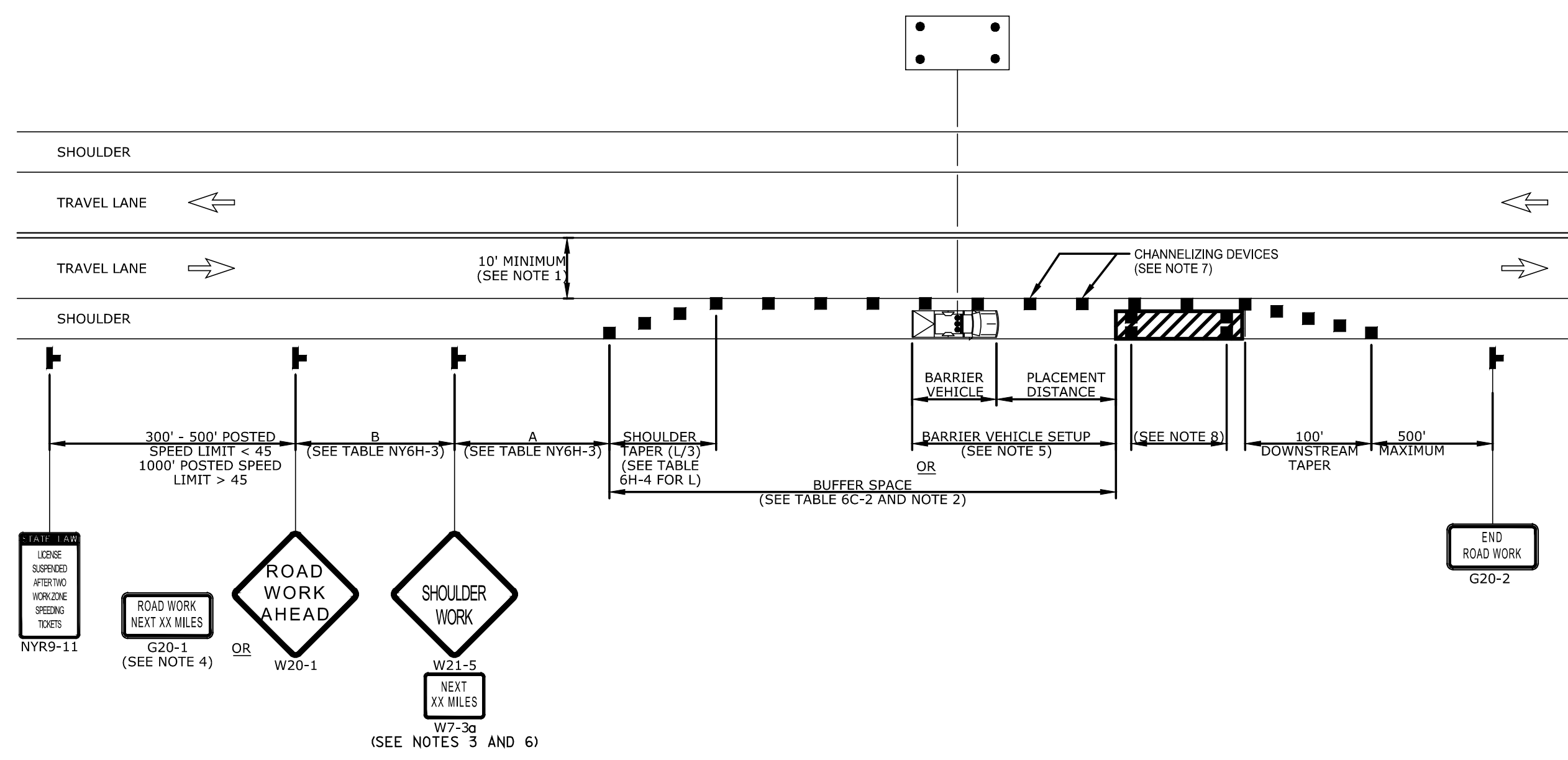
01 SHORT DURATION LANE CLOSURE
 C10.0 NONE

GENERAL TRAFFIC MAINTENANCE NOTES:

- THE MAINTENANCE AND PROTECTION PLANS SHOWN ARE STANDARDS FOR THE MOST COMMON SITUATIONS. ADDITIONAL PROTECTION SHALL BE PROVIDED WHERE SPECIAL SITUATIONS OCCUR.
- 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 REGIONAL DIRECTOR, OR HIS DESIGNEE.
- NO TEMPORARY LANE CLOSURES SHALL BE ALLOWED BEFORE SUNRISE OR AFTER SUNSET, OR AT OTHER TIMES WHEN VISIBILITY IS REDUCED TO LESS THAN 1000 FEET, UNLESS DIRECTED BY THE ENGINEER.
- TRAVEL LANE WIDTH SHALL BE 10 FT MINIMUM AT ALL TIMES.
- VEHICLES BELONGING TO THE CONTRACTOR, OR THE CONTRACTOR'S EMPLOYEES, SHALL NOT BE PARKED ON THE PAVEMENT OR SHOULDER, OR WITHIN 20 FEET OF THE EDGE OF PAVEMENT ALONG OR ADJACENT TO TRAVEL LANES OPEN TO TRAVEL, WITHIN THE PROJECT LIMITS.
- THE CONTRACTOR SHALL NOT PARK EQUIPMENT OR STORE MATERIAL OVERNIGHT WHERE IT IS DEEMED BY THE ENGINEER TO BE A HAZARD TO TRAFFIC.
- ALL VEHICLES THAT WILL BE MOVING IN OR OUT OF TRAFFIC AT WORK AREAS SHALL BE EQUIPPED WITH AN APPROVED AMBER ROTATING SAFETY LIGHT. THE LIGHTS SHALL BE MOUNTED SO AS TO BE EASILY SEEN BY APPROACHING TRAFFIC.
- DRIVING AGAINST TRAFFIC AT ANY TIME, REGARDLESS OF WHETHER THE AREA HAS BEEN CLOSED TO TRAFFIC, SHALL NOT BE PERMITTED, EXCEPT FOR TRAFFIC CONE PICK-UP, AND AS SPECIFICALLY PERMITTED BY THE ENGINEER.
- PRIOR TO ANY REDUCTION IN ROADWAY WIDTH, THE CONTRACTOR SHALL PROVIDE THE ENGINEER TWENTY ONE (21) DAYS NOTICE SO HE/SHE MAY CONTACT THE REGIONAL PERMIT ENGINEER OF THE WIDTH RESTRICTIONS IN A TIMELY MANNER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IMMEDIATELY UPON THE REMOVAL OF THE LANE WIDTH RESTRICTION SO THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER.
- EXCAVATIONS THAT PRODUCE DROP-OFFS ON BOTH SIDES OF THE TRAVEL WAY AT THE SAME TIME SHALL NOT BE PERMITTED. SHOULDER AREAS SHOULD BE PREPARED TO RECEIVE THE SHOULDER PAVEMENT MATERIAL IMMEDIATELY AHEAD OF THE SHOULDER PAVING OPERATIONS TO MINIMIZE THE TIME A DROP-OFF EXISTS. "NO SHOULDER" (W4-13C) SIGNS SHALL BE ERECTED NO MORE THAN 1200 FEET APART THROUGHOUT THE PROJECT WHERE A DROP-OFF EXISTS.
- THE BOTTOM OF ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE A MINIMUM OF 7 FEET ABOVE THE SURFACE.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN SAFE AND ADEQUATE INGRESS AND EGRESS TO AND FROM HOMES AND COMMERCIAL ESTABLISHMENTS AT ALL TIMES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR PROVIDING SAFE PEDESTRIAN ACCESS AT ALL TIMES.
- IF THE ENGINEER NOTIFIES THE CONTRACTOR OR HIS SUPERINTENDENT OF ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THAT AREA SHALL BE DISCONTINUED AND IMMEDIATE REMEDIAL ACTION SHALL BE TAKEN TO THE SATISFACTION OF THE ENGINEER BEFORE WORK IS RESUMED.
- IN ORDER TO MAINTAIN EFFECTIVE TRAFFIC CONTROL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE TRAFFIC CONTROL - MAKING SURE ALL SIGNS, CONES, FLASHERS, DRUMS, ETC. ARE IN PLACE AND IN GOOD CONDITION. THE SOLE JUDGE OF THE EFFECTIVENESS OF THE CONTRACTOR'S EFFORTS TOWARDS THE PROTECTION OF TRAFFIC AND PERSONNEL SHALL BE THE ENGINEER'S.
- FLAGGERS SHALL BE LOCATED AT ALL ACTIVE WORK AREAS AND AT OTHER LOCATIONS WITHIN A WORK AREA WHERE RESTRICTED SIGHT DISTANCE IMPEDES THE FLOW OF TRAFFIC.
- EXISTING TRAFFIC SIGNS SHALL BE COVERED AND UNCOVERED AS NECESSARY DURING CONSTRUCTION.
- IN IN THE ENGINEER'S JUDGEMENT, FLAGS ON SIGNS ARE NECESSARY DUE TO LIMITED SIGHT DISTANCE THEY SHALL BE PROVIDED BY THE CONTRACTOR.
- THE WORK AREA IS TO BE CLEANED DAILY AND LEFT IN AN ACCEPTABLE MANNER.
- PEDESTRIAN AND BICYCLIST TRAFFIC SHALL BE MAINTAINED AND PROTECTED AT ALL TIMES.

SHOULDER CLOSURE NOTES:

- WHEN THE MINIMUM LANE WIDTH OF 10' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAIL FOR SHORT OR INTERMEDIATE TERM STATIONARY FLAGGING OPERATION.
- NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
- WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK IS 2 MILES TO 5 MILES, A SUPPLEMENTAL DISTANCE PLAQUE (W7-3a) SHOULD BE USED WITH THE SHOULDER WORK SIGN (W21-5).
- THE ROAD WORK NEXT XX MILES SIGN (G20-1) MAY BE USED INSTEAD OF THE ROAD WORK AHEAD SIGN (W20-1) IF WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.
- FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
- IN SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.



02 SHORT DURATION SHOULDER CLOSURE
 C10.0 NONE

TABLE NY1-A BARRIER VEHICLE USE REQUIREMENTS (LONG TERM, INTERMEDIATE TERM, AND SHORT TERM STATIONARY CLOSURES)					
CLOSURE TYPE	EXPOSURE CONDITION ¹	USE REQUIREMENTS ^{4,5}			
		NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)			
LANE CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED ³	≥ 45 MPH	35-40 MPH	≤ 30 MPH
					REQUIRED ³
SHOULDER CLOSURE	NON-TRAVERSABLE HAZARD (IE. EQUIPMENT, MATERIALS, EXCAVATION) ONLY NO WORKERS EXPOSED	REQUIRED ³	OPTIONAL ²	OPTIONAL ²	OPTIONAL ²

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

TABLE NY1-B SHADOW VEHICLE USE REQUIREMENTS (MOBILE CLOSURES)					
CLOSURE TYPE	EXPOSURE CONDITION	USE REQUIREMENTS			
		NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)			
LANE CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED ^{2,4}	≥ 45 MPH	35-40 MPH	≤ 30 MPH
					REQUIRED ^{2,4} <td>REQUIRED ^{2,4} <td>REQUIRED ^{2,4} <td>REQUIRED ^{2,4}</td> </td></td>
SHOULDER CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED ^{2,4}	OPTIONAL ^{2,4}	OPTIONAL ^{2,4}	OPTIONAL ^{2,4}

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

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS										
SPEED LIMIT (S) (MPH)	TAPER LENGTH (L) (FT.)		L = TAPER LENGTH W = WIDTH OF OFFSET (FT.) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)							
(40 MPH) OR LESS	$L = WS / 60$									
(45 MPH) OR MORE	$L = WS$									
STANDARD TAPER LENGTHS										
LATERAL SHIFT OF TRAFFIC FLOW PATH	TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT									
	(25 MPH)	(30 MPH)	(35 MPH)	(40 MPH)	(45 MPH)	(50 MPH)	(55 MPH)	(60 MPH)	(65 MPH)	(70 MPH)
4	45	60	85	110	180	200	220	240	260	280
5	55	75	105	135	225	250	275	300	325	350
6	65	90	125	160	270	300	330	360	390	420
7	75	105	145	190	315	350	385	420	455	490
8	85	120	165	215	360	400	440	480	520	560
9	95	135	185	240	405	450	495	540	585	630
10	105	150	205	270	450	500	550	600	650	700
11	115	165	225	295	495	550	605	660	715	770
12	125	180	245	320	540	600	660	720	780	840

TABLE 6C-2 LONGITUDINAL BUFFER SPACE	
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE
25	155 FT.
30	200 FT.
35	250 FT.
40	305 FT.
45	360 FT.
50	425 FT.
55	495 FT.
60	570 FT.
65	645 FT.

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

* AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:
BARRIER VEHICLE - VEHICLE USED FOR STATIONARY SHOULDER CLOSURES, LANE CLOSURES, AND OTHER STATIONARY WORK ZONES.
MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.

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

* AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:
SHADOW VEHICLE - VEHICLE USED FOR MOBILE OR SHORT DURATION WORK OPERATIONS.
MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.

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

TABLE 619-4 FLARE RATES FOR POSITIVE BARRIER					
TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT				
	30 MPH	40 MPH	50 MPH	55 MPH	65 MPH
TEMPORARY CONCRETE BARRIER	8:1	11:1	14:1	16:1	20:1
BOX BEAM OR HEAVY POST CORRUGATED BEAM	7:1	9:1	11:1	12:1	15:1

TABLE 619-3 ADVANCE WARNING SIGN SPACING					
ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH*)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH*)	200	200	200	AHEAD	AHEAD
URBAN (≥ 45 MPH*)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	½ MILE

* PRECONSTRUCTION POSTED SPEED LIMIT
URBAN: (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA) SIDEWALKS, BICYCLE USAGE, CURBING, CLOSED DRAINAGE SYSTEMS, DRIVEWAY DENSITIES GREATER THAN 24 DRIVEWAYS PER MILE, MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS PER MILE OR GREATER, MAJOR COMMERCIAL DRIVEWAYS, NUMEROUS RIGHT OF WAY CONSTRAINTS, HIGH DENSITY OF CROSS STREETS, 85TH PERCENTILE SPEEDS OF 45 MPH OR LESS.
RURAL: ANY AREA NOT EXHIBITING MORE THAN ONE OF THE ABOVE CHARACTERISTICS.
EXPRESSWAY: DIVIDED HIGHWAYS FOR TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS.
FREEWAYS/INTERSTATE: LOCAL OR INTER REGIONAL HIGH-SPEED, DIVIDED, HIGH-VOLUME FACILITIES WITH FULL OR PARTIAL CONTROL OF ACCESS.

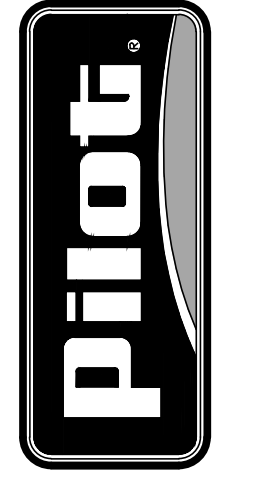
WORK DURATION DEFINITIONS	
LONG-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.	
INTERMEDIATE-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.	
SHORT-TERM STATIONARY IS DAYTIME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

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

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NYSDOT WORK ZONE TRAFFIC CONTROL
PILOT TRAVEL CENTER
164 RIVERSIDE DRIVE
TOWN OF GLEN, NEW YORK

DATE: 03/31/21	DRAWN BY: OKS	PROJECT: 1317-01
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WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	M.U.T.C.D. CODE	COLOR CODE	CONVENTIONAL ROAD*	EXPRESSWAY	FREEWAY
	G20-1	A	36"x18"	42"x24"	42"x24"
	G20-2	A	36"x18"	42"x24"	42"x24"
	M4-10L	A	48"x18"	48"x18"	48"x18"
	M4-10R				
	NVR9-11	B	24"x42"	48"x84"	48"x84"
	W20-7a	A	36"x36"	48"x48"	48"x48"
	W21-1a	A	36"x36"	48"x48"	48"x48"
	W21-5	A	30"x30"	48"x48"	48"x48"
	W20-1	A	36"x36"	48"x48"	48"x48"
	W20-4	A	36"x36"	48"x48"	48"x48"
	W7-3a	A	24"x18"	24"x18"	24"x18"
	W20-5	A	36"x36"	48"x48"	48"x48"
	W22-2	A	42"x36"	42"x36"	42"x36"
	W21-5bL	A	36"x36"	48"x48"	48"x48"
	W21-5bR				

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	M.U.T.C.D. CODE	COLOR CODE	CONVENTIONAL ROAD*	EXPRESSWAY	FREEWAY
	W13-1	A	24"x24"	24"x24"	24"x24"
	W4-2L	A	36"x36"	48"x48"	48"x48"
	W4-2R	A	36"x36"	48"x48"	48"x48"
	W1-6L	A	48"x24"	48"x24"	48"x24"
	W1-6R	A			
	W1-8L	A	36"x48"	36"x48"	36"x48"
	W1-8R	A			

GENERAL NOTES:

1. GENERAL: ALL SIGN, CONES, BARRELS, BARRICADES AND CONC BARRIERS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS OR AS DIRECTED BY THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. SIGN SUPPORT: THE CONTRACTOR SHALL SUPPLY ADEQUATE SUPPORTS SO THAT THE SIGNS ARE IN PROPER POSITION AND ALIGNMENT AS SHOWN IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, ALL SUPPORTS SHALL BE PAINTED WITH TWO(2) COATS OF WHITE PAINT.
3. SIGN PANELS: THE SIGN PANELS MAY BE MADE OF ALUMINUM, STEEL, OR PLYWOOD THE BACKS OF ALL WOOD SIGN PANELS SHALL RECEIVE TWO(2) COATS OF WHITE PAINT.
4. SIGN FACE: **COLOR** - THE COLOR OF THE BACKGROUND AND THE LEGEND OF ALL SIGNS SHALL BE IN ACCORDANCE WITH THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE MARGIN SHALL BE OF THE SAME COLOR AS SPECIFIED FOR THE BACKGROUND. THE BORDER SHALL BE OF THE SAME COLOR AS THE LEGEND. **SHAPE** - THE SHAPE OF ALL SIGNS SHALL BE AS SHOWN ON THIS SHEET. CORNERS OF SIGNS SHALL HAVE ROUNDED CORNERS. **REFLECTORIZATION** - ALL SIGNS SHALL BE REFLECTORIZED USING HIGH INTENSITY REFLECTORIZED TAPE OR PAINT. ALL SIGNS SHALL BE CLEANED AND MAINTAINED REGULARLY. ALL SIGNS SHALL BE REVIEWED AT NIGHT AFTER ERECTION. ANY SIGNS NOT MEETING PROPER REFLECTION REQUIREMENTS WILL BE REPLACED. **LETTERING AND BORDERS** - SIGN LETTERING, BORDERS AND MARGINS SHALL BE IN ACCORDANCE WITH THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
5. SIGN LOCATION: ALL SIGNS SHALL BE LOCATED AS SHOWN ON THE CONTRACT PLANS OR AS SPECIFIED BY THE ENGINEER. SIGNS SHALL BE GENERALLY LOCATED ON THE RIGHT SIDE OF THE HIGHWAY FACING APPROACHING TRAFFIC. THE NEAR EDGE OF THE SIGN SHALL BE BETWEEN 6 AND 12 FEET FROM NEAREST EDGE OF THE TRAVELED ROADWAY OR BETWEEN 2 AND 12 FEET FROM THE FACE OF THE VERTICAL CURB. SIGNS SHOULD GENERALLY BE PLACED AT RIGHT ANGLES TO TRAFFIC. ROADSIDE SIGNS SHOULD BE MOUNTED SO THAT THE BOTTOM OF THE SIGN IS APPROXIMATELY 5 FEET ABOVE THE EDGE OF PAVEMENT. SIGNS MOUNTED ON BARRICADES OR TEMPORARY SIGNS IN THE ROADWAY MAY BE AT LOWER HEIGHTS. ALL SIGNS SHALL BE LOCATED SO AS TO BE PLAINLY VISIBLE TO TRAFFIC.
6. MAINTENANCE: THE CONTRACTOR SHALL KEEP SIGNS CLEANED AND CLEARED AT ALL TIMES. ALL SIGNS SHALL BE THE PROPERTY OF THE CONTRACTOR AND SHALL BE MAINTAINED IN GOOD CONDITION FOR THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE REMOVED FROM THE WORK SITE WHEN THE CONTRACT WORK IS ACCEPTED.

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A FLORESCENT YELLOW GREEN BACKGROUND

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