

ABBREVIATIONS

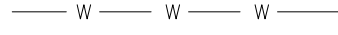
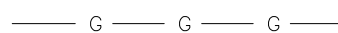
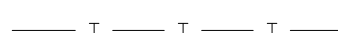




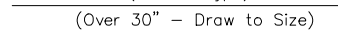
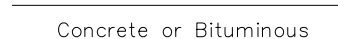


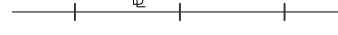


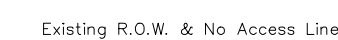


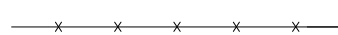





<i>BW</i>	BOTTOM OF PARAPET WALL	<i>ELEC.</i>	ELECTRIC	<i>PVC</i>	POINT OF VERTICAL CURVATURE
<i>CL</i>	CENTERLINE	<i>FT</i>	FEET	<i>PVI</i>	POINT OF VERTICAL INTERSECTION
<i>EX. BIT DWY</i>	EXISTING BITUMINOUS DRIVEWAY	<i>G</i>	GAS	<i>RCCP</i>	REINFORCED CONCRETE CULVERT PIPE
<i>M.B.</i>	MAIL BOX	<i>G.R.</i>	GUIDE RAIL	<i>RD</i>	ROAD
<i>RCP</i>	REINFORCED CONCRETE PIPE	<i>HT.</i>	HEIGHT	<i>ROW, R.O.W.</i>	RIGHT OF WAY
<i>RR WALL</i>	REINFORCED RETAINING WALL	<i>H.W.</i>	HEAD WALL	<i>RT.</i>	ROUTE, RIGHT
<i>TW</i>	TOP OF PARAPET WALL	<i>HYD.</i>	HYDRANT	<i>SHLDR.</i>	SHOULDER
<i>UP</i>	UTILITY POLE	<i>INV.</i>	INVERT	<i>ST.</i>	STREET
<i>±</i>	MORE OR LESS	<i>L.P.</i>	LIGHT POLE	<i>TEL.</i>	TELEPHONE
<i>BLDG.</i>	BUILDING	<i>L.O.P.</i>	LIMIT OF PAVING	<i>TEMP.</i>	TEMPORARY
<i>CB</i>	CATCH BASIN	<i>LB</i>	POUND	<i>THK., TH.</i>	THICK
<i>CO.</i>	COMPANY	<i>MH, M.H.</i>	MANHOLE	<i>TYP.</i>	TYPICAL
<i>CONC.</i>	CONCRETE	<i>MIN.</i>	MINIMUM	<i>VAR.</i>	VARIES
<i>CULV.</i>	CULVERT	<i>N.J.</i>	NEW JERSEY	<i>WB</i>	WEST BOUND
<i>DIA.</i>	DIAMETER	<i>NB</i>	NORTH BOUND	<i>X-SECT</i>	CROSS SECTION
<i>DIST.</i>	DISTANCE	<i>NO.</i>	NUMBER	<i>EOP</i>	EDGE OF PAVEMENT
<i>EB</i>	EAST BOUND	<i>N.T.S.</i>	NOT TO SCALE	<i>L.V.C.</i>	LENGTH OF VERTICAL CURVE
<i>EL., ELEV.</i>	ELEVATION	<i>PROP.</i>	PROPOSED	<i>K</i>	RATE OF VERTICAL CURVATURE
<i>EXIST.</i>	EXISTING			<i>MO</i>	MIDDLE ORDINATE OF VERTICAL CURVE
				<i>BVCE</i>	BEGIN OF VERTICAL CURVE ELEVATION
				<i>BVCS</i>	BEGIN OF VERTICAL CURVE STATION
				<i>EVCE</i>	END OF VERTICAL CURVE ELEVATION
				<i>EVCS</i>	END OF VERTICAL CURVE STATION

GENERAL NOTES:

- | 1. MATERIAL FABRICATION: ALL MATERIAL FABRICATION SHALL BE IN ACCORDANCE WITH NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. | 3. THE CONTRACTOR SHALL SCHEDULE ALL WORK AND COORDINATE ALL WORK WITH THE UTILITY COMPANIES AS REQUIRED MAINTAINING ALL UTILITIES DURING THE CONSTRUCTION. | 25. EROSION & SEDIMENT CONTROL SHALL BE AS PER DWG. NO. E1 AND NYSDOT APPLICABLE STANDARD SHEETS AND NOTES (SECTION 209 OF THE STANDARD SPECIFICATIONS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|----------|----------|--|---|---|--------------------------|---|---|----------------------------|--------|--------|-----------|--|--------|-----------------------------------|--|-----------------|----------|---------------|---------------|-------------------------|---|---|-----------------------------|---|---|------------|---|---|------|---|---|--------|---|---|-------|
| 2. CONSTRUCTION SPECIFICATION: NEW YORK DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. | 10. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF IMPENDING WORK AND FIELD VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO START OF ANY CONSTRUCTION. THE CONTRACTOR SHALL NOTE THAT CABLEVISION, VERIZON, PUBLIC SERVICE ELECTRIC AND GAS COMPANY, KINGSTON WATER DEPARTMENT AND KINGSTON FIRE DEPARTMENT WILL REQUIRE A BUFFER OF 6-8 WEEKS BETWEEN NOTIFICATION AND AVAILABILITY OF CONSTRUCTION CREWS FOR ANY UTILITY RELOCATION. | 26. BOUNDARY SURVEY AND PHYSICAL FEATURE LOCATIONS ARE BASED ON SURVEY DATA PROVIDED BY THE CITY OF KINGSTON AND BASED OFF A MAP ENTITLED "MAP OF LANDS OF CITY OF KINGSTON" PREPARED BY BRINNIE & LARIOS P.C. AND DATED 09/12/2013. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. VERTICAL DATUM IS BASED UPON NAVD 1988. | 11. NO TREES ARE TO BE REMOVED UNTIL VERIFIED IN THE FIELD BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR TREE REMOVAL. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICE BID FOR THE ITEM ENTITLED "CLEARING AND GRUBBING". | 27. FIELD VERIFICATION SURVEY COMPLETED ON 08/15/2015 AND 11/23/15. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. HORIZONTAL DATUM IS BASED ON NEW YORK STATE PLANE NAD 1983. | 12. ALL SIGNS AND BARRICADES SHALL BE FURNISHED BY THE CONTRACTOR AND PLACED AT LOCATIONS DESIGNATED BY THE ENGINEER, UNLESS SPECIFICALLY NOTIFIED. | 28. TOPOGRAPHY IS BASED ON 2 FOOT LIDAR PROVIDED BY THE CITY OF KINGSTON AND FIELD VERIFIED BY GROUND SHOTS AT 50' INTERVALS ALONG THE LENGTH OF THE PROJECT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL FEDERAL, STATE, COUNTY, AND MUNICIPAL LAWS, ORDINANCES, AND REGULATIONS. | 13. ALL DIMENSIONS SHALL BE VERIFIED AND COORDINATED BY THE CONTRACTOR IN THE FIELD PRIOR TO CONSTRUCTION. ANY DEVIATIONS ARE TO BE REPORTED TO THE ENGINEER. | 29. VERTICAL DATUM IS NAVD 88, BASED ON DUAL FREQUENCY STATIC OBSERVATIONS REFERENCING NGS PUBLISHED POINTS NYNB, NYLC, NYHS, AND NYKT PERFORMED ON 08/14/2015. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY SAFEGUARDS TO PROTECT PUBLIC SAFETY AND ADJOINING PROPERTIES. | 14. DETAILS AS SHOWN IN ANY SECTION SHALL APPLY TO ALL SIMILAR SECTIONS UNLESS OTHERWISE NOTED. | 28. BASIS OF MAP ROTATION IS GRID NORTH, NYS EASTERN ZONE NAD 83(2011) EPOCH 2010.0, DETERMINED BY DUAL FREQUENCY STATIC OBSERVATIONS REFERENCING NGS PUBLISHED POINTS NYNB, NYLC, NYHS, AND NYKT PERFORMED ON 08/14/2015. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL CONTACT THE UTILITY LOCATION SERVICE BY CALLING 1-800-962-7962 AND WITH THEIR ASSISTANCE, SHALL VERIFY THE LOCATION, SIZE, AND DIMENSION OF ALL BURIED UTILITIES. | 15. ALL EARTH FILL SHALL BE FREE FROM BRUSH, ROOTS, AND OTHER ORGANIC MATERIAL SUBJECT TO DECOMPOSITION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;"><u>Topographical Features</u></p> <table> <tr> <th>EXISTING</th><th>PROPOSED</th><th></th></tr> <tr> <td>○</td><td>●</td><td>Guide Rail End Terminals</td></tr> <tr> <td>△</td><td>▲</td><td>Beam Guide Rail Anchorages</td></tr> <tr> <td>Mon. □</td><td>Mon. ■</td><td>Monuments</td></tr> <tr> <td></td><td>Mon. ■</td><td>ROW Monument (ROW Control Points)</td></tr> <tr> <td></td><td>TEST PIT NUMBER</td><td>Test Pit</td></tr> <tr> <td>Boring Number</td><td>BORING NUMBER</td><td>Borings (Boring Number)</td></tr> <tr> <td>⊗</td><td>⊗</td><td>Deciduous Tree (Size, Kind)</td></tr> <tr> <td>⊗</td><td>⊗</td><td>Evergreens</td></tr> <tr> <td>⊗</td><td>⊗</td><td>Bush</td></tr> <tr> <td>—</td><td>—</td><td>Hedges</td></tr> <tr> <td>—</td><td>—</td><td>Swamp</td></tr> </table> | | | EXISTING | PROPOSED | | ○ | ● | Guide Rail End Terminals | △ | ▲ | Beam Guide Rail Anchorages | Mon. □ | Mon. ■ | Monuments | | Mon. ■ | ROW Monument (ROW Control Points) | | TEST PIT NUMBER | Test Pit | Boring Number | BORING NUMBER | Borings (Boring Number) | ⊗ | ⊗ | Deciduous Tree (Size, Kind) | ⊗ | ⊗ | Evergreens | ⊗ | ⊗ | Bush | — | — | Hedges | — | — | Swamp |
| EXISTING | PROPOSED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ○ | ● | Guide Rail End Terminals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| △ | ▲ | Beam Guide Rail Anchorages | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mon. □ | Mon. ■ | Monuments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Mon. ■ | ROW Monument (ROW Control Points) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TEST PIT NUMBER | Test Pit | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boring Number | BORING NUMBER | Borings (Boring Number) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⊗ | ⊗ | Deciduous Tree (Size, Kind) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⊗ | ⊗ | Evergreens | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ⊗ | ⊗ | Bush | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | — | Hedges | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | — | Swamp | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 16. COMPACTION OF ALL FILL MATERIALS SHALL BE 95% STANDARD PROCTOR DENSITY (ASTM D698). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 17. EXISTING PAVEMENT TO BE REMOVED FULL DEPTH SHALL BE MADE UNDER THE PRICE BID FOR ITEM ENTITLED "EXCAVATION, UNCLASSIFIED". LIMITS OF FULL DEPTH PAVEMENT MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 18. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVEWAYS AND PARKING AREAS THAT MAY BE IMPACTED BY THE WORK AT ALL TIMES. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 19. NO SEPARATE PAYMENT WILL BE MADE FOR "RESET", "REMOVE" OR "RELOCATE" ITEMS. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICE BID FOR THE ITEM ENTITLED "CLEARING SITE". | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 20. NO SEPARATE PAYMENT WILL BE MADE FOR SAWCUTTING PAVEMENT. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICES BID FOR "EXCAVATION, UNCLASSIFIED". | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 21. NO SEPARATE PAYMENT WILL BE MADE FOR TACK COAT. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICE BID FOR THE ITEM ENTITLED "HOT MIX ASPHALT 25 F9 BINDER HMA, 3" THICK" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 22. A PRECONSTRUCTION MEETING WILL BE HELD WITH THE CITY ENGINEER'S REPRESENTATIVES PRIOR TO BEGINNING ANY CONSTRUCTION ON THE PROJECT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 23. THE COST OF INCIDENTAL WORK SHOWN IN THE PLANS FOR WHICH THERE IS NO SEPARATE PAY ITEM SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE CONTRACT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 24. ALL ITEMS WILL BE BASED UPON FIELD MEASURED QUANTITIES. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Linear Features

EXISTING

	Water Main (Size)
	Gas Main (Size)
	Telephone Conduit
	Electric Conduit (Highway or Utility)
	Cable TV
	Fiber Optic
	Sanitary Sewers or Storm Drains
	Pavements (Concrete or Bituminous)
	Shoulders (Concrete or Bituminous)
	Curbs
	Slopes (Cut & Fill)
	Base Line
	Right of Way Lines (Access Permitted)
	Right of Way Lines (No Access)
	Easements
	Fence (Size & Type)
	Reset Fence
	Beam Guide Rail
	Reset Beam Guide Rail
	Noise Walls
	Wetland Limit Line
	Silt Fence
	DITCH











Topographical Features

EXISTING	PROPOSED
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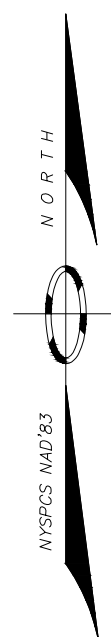
		Inlets (Label Type)
		Inlets (Type ES)
		Manholes (Label Type or Utility)
		Reset (Inlets or Manholes)
		Reconstructed (Inlets or Manholes)
		Cast Iron Extension (Frame or Ring) (Inlet or Manhole)
		New Manhole Casting, Square Frame, Circular Cover
		R.C. End Section or C.M. Headwall
		Headwalls
		Headwalls & Aprons
		Water Gate Valves
		Reset Water Gate Valves
		Gas Gate Valves
		Reset Gas Gate Valves
		Hydrants
		Reset Hydrants
		Utility Pole (Type & Number)
		Temporary Utility Pole
		Traffic Signal
		Junction Box
		Fiber Optic Junction Box
		Junction Box Foundation
		Signs
		Vertical Panels

Topographical Features

EXISTING	PROPOSED
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	Guide Rail End Terminals
	Beam Guide Rail Anchorages
Mon. 	Monuments
Mon. 	ROW Monument (ROW Control Points)
TEST PIT NUMBER 	Test Pit
Boring Number 	Borings (Boring Number)
	Deciduous Tree (Size, Kind)
	Evergreens
	Bush
<hr data-bbox="1474 1132 1510 1136"/>	Hedges
	Swamp

NORTH POINT TO BE USED ON STANDARD CONSTRUCTION SHEETS
WHERE BEARINGS REFER TO N.Y. PLANE COORDINATE SYSTEM


[illegible]

SEAL

SARATOGA
ASSOCIATES

Landscape Architects, Architects,
Engineers, and Planners, P.C.

New York City > Saratoga Springs > Syracuse



KINGSTON CONNECTIVITY PROJECT
CITY OF KINGSTON, NEW YORK

*East Chester Street
& Jansen Avenue*

DATE:	04.11.16
DRAWN BY:	
CHECKED BY:	
PHASE:	100% CD

G2/G6

SHEET NO. 02 OF 48

LEGEND, ABBREVIATIONS & GENERAL NOTES



STA	-0+46.74	-	8+91.35
STA	12+14.26	-	17+51.80
STA	17+89.16	-	21+92.75
STA	22+28.79	-	25+01.66
STA	25+42.43	-	27+50.27
STA	27+81.66	-	31+53.97
STA	34+00.15	-	45+71.38
STA	46+05.70	-	52+65.77
STA	59+21.54	-	59+67.09

NOTE:
1. TREE BRANCHES WITHIN 100 INCHES OVER TRAIL SURFACE SHALL BE PRUNED BY A CERTIFIED ARBORIST WITHOUT DAMAGE TO BRANCH COLLAR AND SHALL LEAVE NO BRANCH STUBS. FLUSH CUTTING NOT PERMITTED.



STA 8+91.35 - STA 12+14.26



STA 17+51.80 - 17+89.16
STA 21+92.75 - 22+28.79
STA 25+01.66 - 25+42.43
STA 27+50.27 - 27+81.66
STA 45+71.38 - 46+05.70

PAVEMENT RESTORATION SECTION NOTES:

DUE TO THE REMOVAL OF ABANDONED RAILS AT STREET CROSSINGS, A STRIP OF STREET EXISTING PAVEMENT SHALL BE RESTORED AS FOLLOWS:

1. SURFACE REPLACEMENT SHALL BE ITEM NO. 402.095202A HOT MIX ASPHALT TOP COURSE FROM SECTION 402 OF THE NYSDOT STANDARD SPECIFICATIONS.
2. THE THICKNESS OF THE BASE COURSE SHALL BE 8", OR MATCH THE EXISTING PAVEMENT BASE THICKNESS, WHICHEVER IS GREATER.
3. IF THE BASE OF THE EXISTING PAVEMENT IS CONCRETE, THE BASE OF THE PAVEMENT PATCH SHALL ALSO BE CONCRETE.

IF THE BASE OF THE EXISTING PAVEMENT IS NOT CONCRETE, THE BASE OF THE PAVEMENT PATCH MAY BE THE FOLLOWING AS APPROVED BY THE CITY OF KINGSTON:
 - A. HMA BINDER COURSE, ITEM NO. 402.195902 FROM SECTION 402 OF THE NYSDOT STANDARD SPECIFICATIONS.
4. WHERE THE EXISTING PAVEMENT BASE IS CONCRETE, THE CONCRETE BASE OF THE PATCH SHALL BE DOWELED INTO THE ADJACENT PAVEMENT USING 1 3/4" DOWELS AS DIRECTED BY THE CITY OF KINGSTON.




STA 52+65.77 – STA 55+16.02
STA 56+32.10 – STA 57+79.09

[illegible]

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K&C Engineering and
Land Surveying, P.C.

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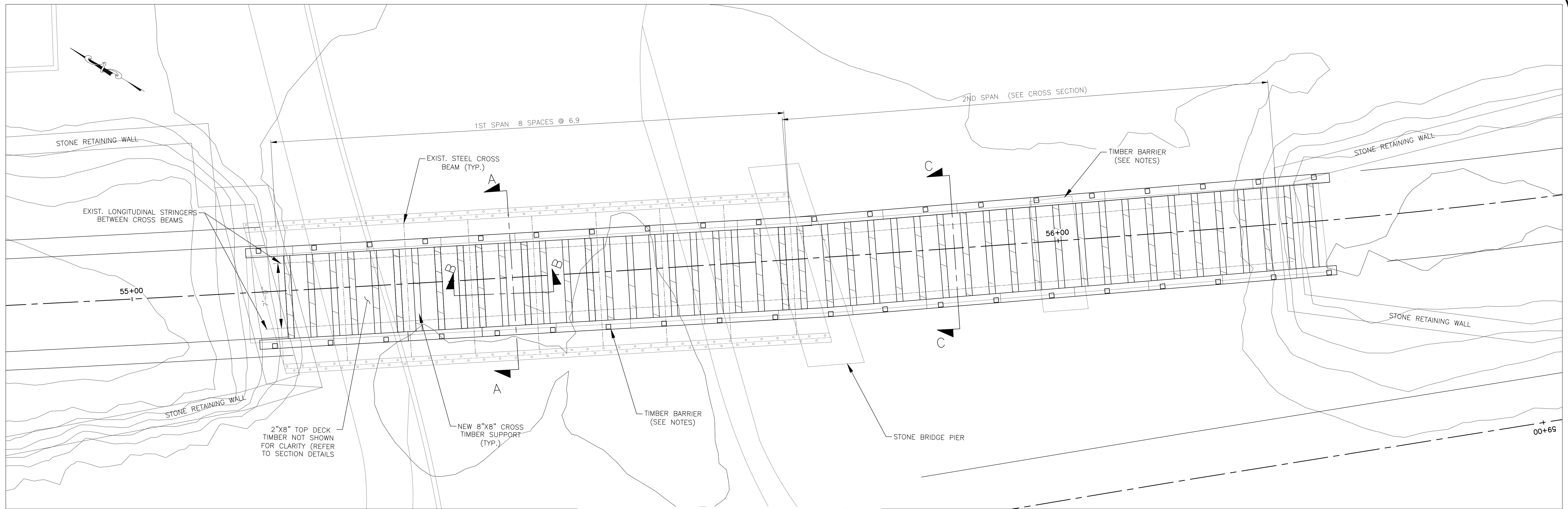
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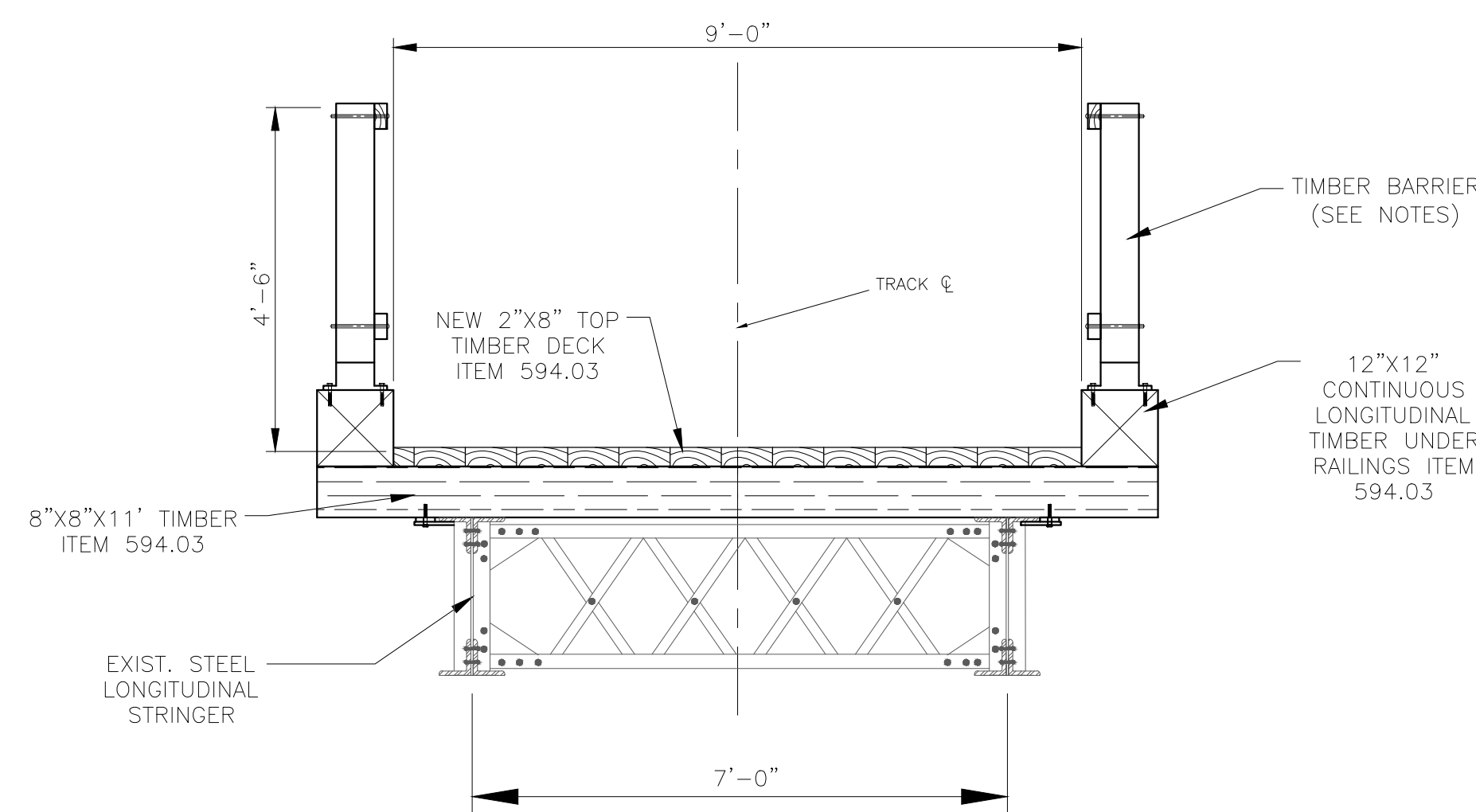
G3/G6

SHEET NO. 03 OF 48

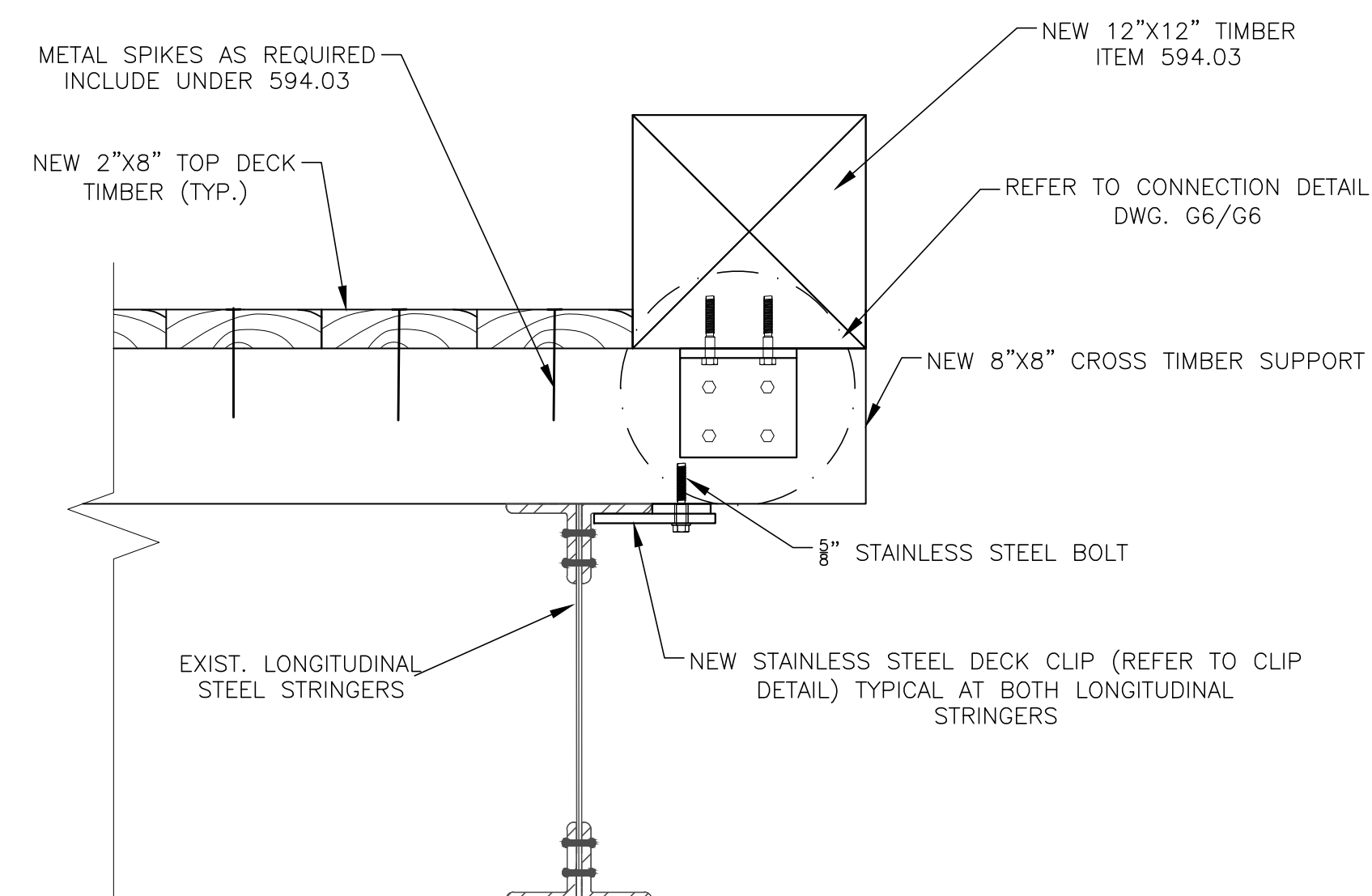
TYPICAL TRAIL SECTIONS



RONDOUT BRIDGE 2 (PLAN VIEW)
SCALE: 1"= 5'



RONDOUT BRIDGE 2 (SECTION C-C)
SCALE: N.T.S



NEW TIMBER DECK TO EXIST. STEEL CONNECTION DETAIL
RONDOUT BRIDGE 2
(NO CROSS BEAM SECTION)
SCALE: N.T.S

NOTES:

1. REFER TO TIMBER DECKING DETAIL AND NOTES ON DWG. G6/G6
2. FOR TIMBER BARRIER RAIL ON STRUCTURE REFER TO DWG. D3
3. FOR SECTION A-A AND B-B, REFER TO DWG. G4/G6

DATE:	REVISION:	BY:

SEAL:

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New York City > Saratoga Springs > Syracuse

Engineering and Land Surveying, P.C.

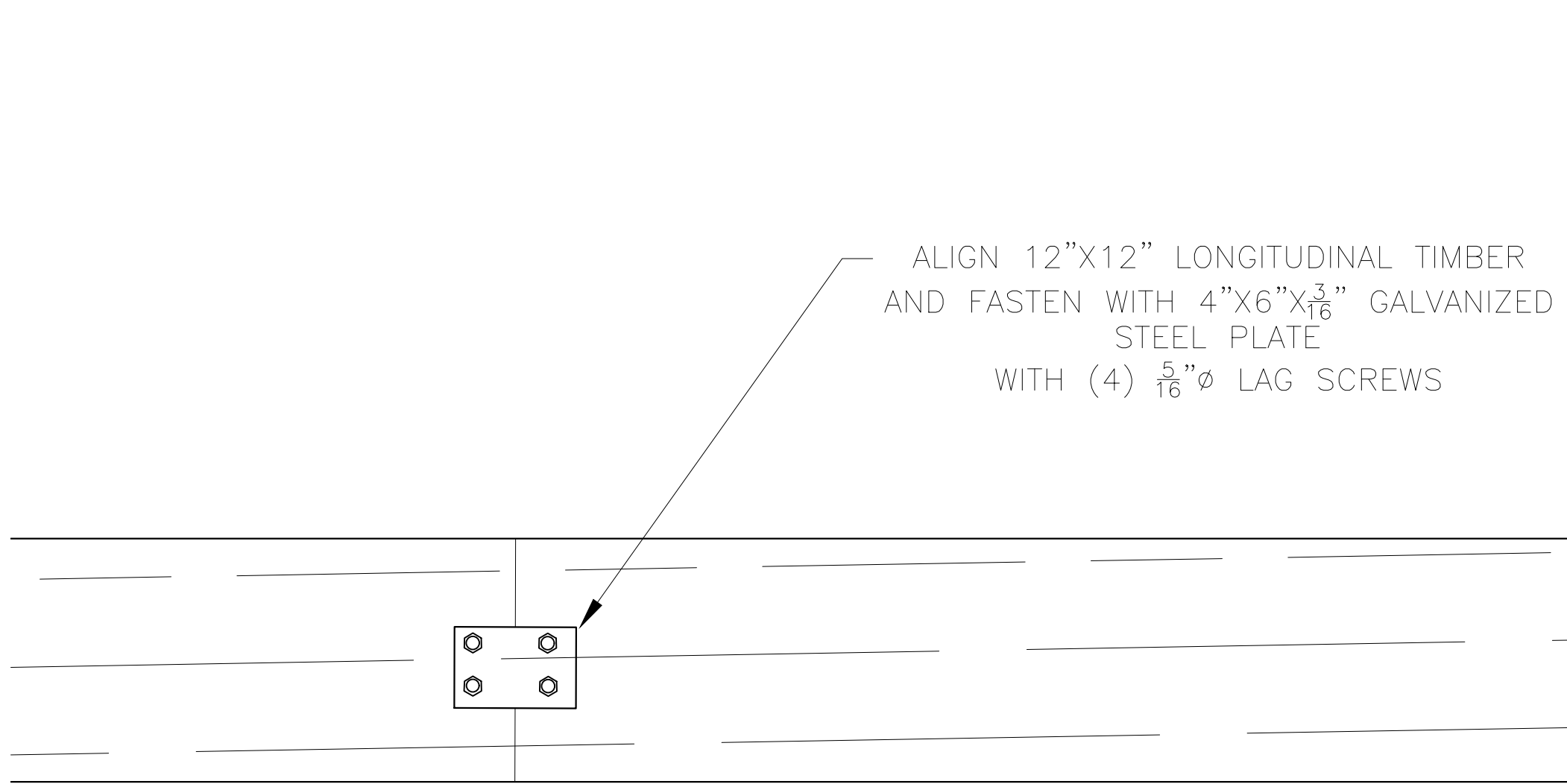
KINGSTON CONNECTIVITY PROJECT
CITY OF KINGSTON, NEW YORK

East Chester Street
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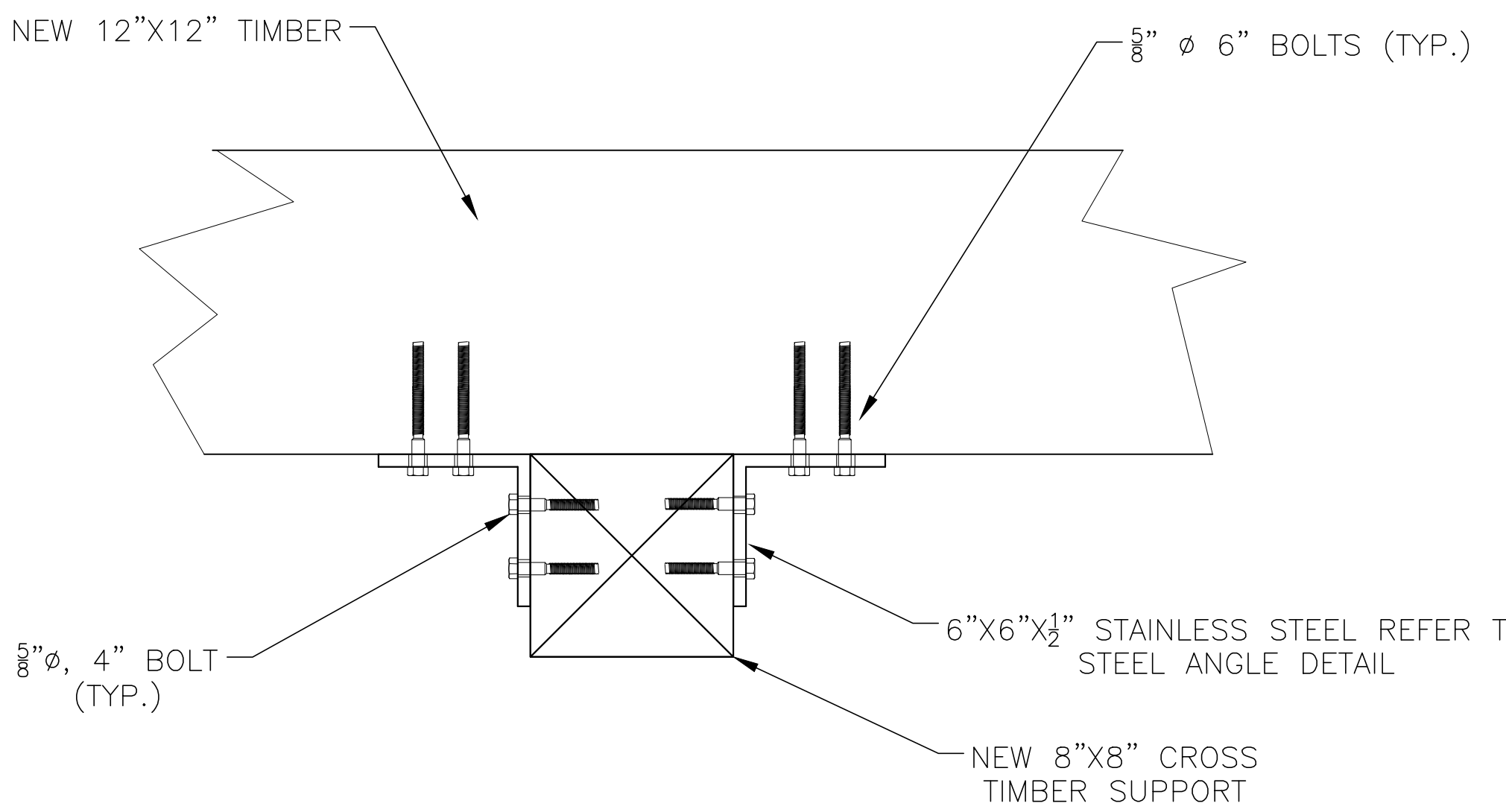
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G5/G6
SHEET NO. 05 OF 48

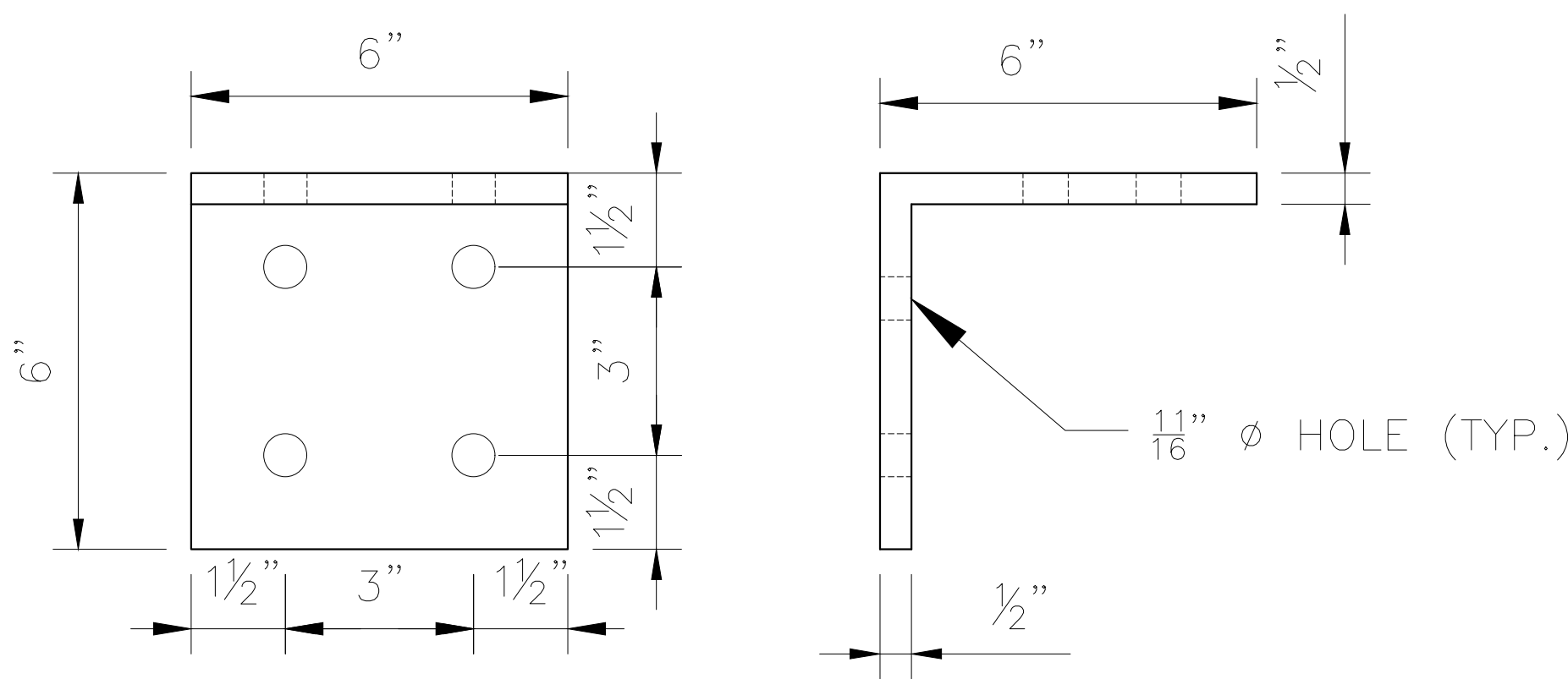
TYPICAL RONDOUT BRIDGE 2 SECTIONS



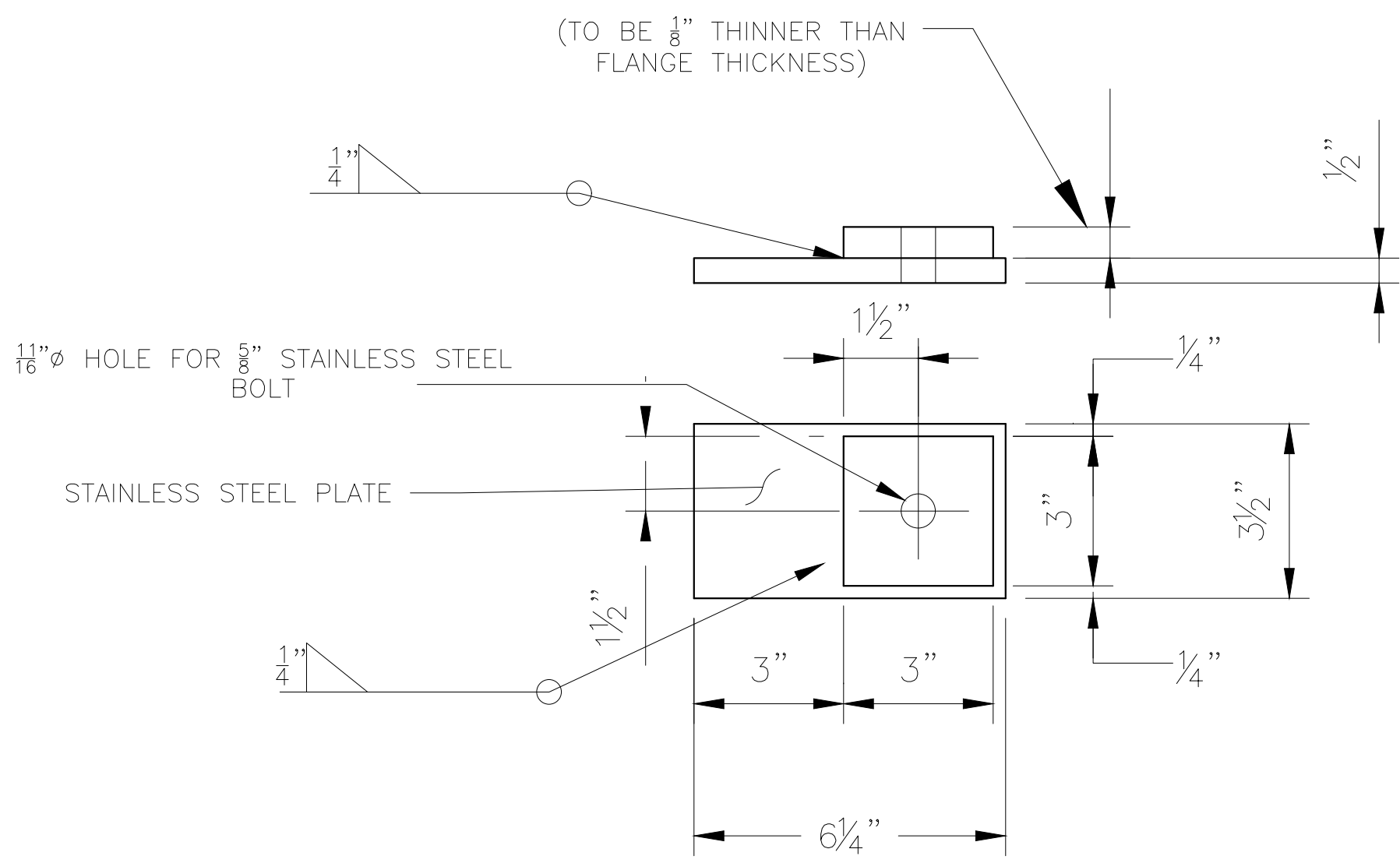
LONGITUDINAL 12" X 12" TIMBER
CONNECTION DETAIL
SCALE: N.T.S



TIMBER BARRIER TO CROSS BEAM
CONNECTION DETAIL
SCALE: N.T.S



STAINLESS STEEL ANGLE DETAIL
SCALE: N.T.S



DECK CLIP DETAILS
SCALE: N.T.S

NEW TIMBER DECKING OVER STRUCTURE NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL EXISTING RAILROAD TIMBER TIES AND PAVEMENT MATERIALS FROM TOP OF EXISTING STEEL STRUCTURE. TOP OF EXISTING STEEL MEMBERS (LONGITUDINAL STRINGERS AND CROSS BEAMS) SHALL BE CLEANED OF ALL LOOSE MATERIAL UTILIZING PRESSURED WATER AND AIR, NO WIRE BRUSH OR ANY SIMILAR TOOLS SHALL BE USED TO CLEAN EXISTING STEEL SURFACE. RUST AND PAINT TO BE REMOVED FROM SITE. CONTRACTOR TO EXERCISE CARE WHEN WASHING AND SHALL COLLECT DIRT AND SEDIMENT. THE COST OF REMOVAL OF EXISTING TIES, PAVEMENT MATERIALS AND CLEANING SHALL BE INCLUDED IN THE TOTAL COST OF ITEM 201.06 CLEARING AND GRABBING.
2. THE DIMENSIONS SHOWN ON DRAWINGS G4/G6 THRU G6/G6 ARE BASED ON VISUAL INSPECTION OF EXISTING STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING ACCURATE MEASUREMENT OF EXISTING STEEL MEMBERS AND CONNECTION DETAILS REQUIRED TO VERIFY ALL DIMENSIONS SHOWN ON THE NEW TIMBER DECKING OVER STRUCTURE DETAILS ON DRAWINGS G4/G6 THRU G6/G6.
3. THE CONTRACTOR SHALL PREPARE SHOP DRAWINGS BASED ON HIS VERIFIED MEASUREMENTS SHOWING ALL FABRICATION AND CONSTRUCTION DETAILING, NOTES AND QUANTITIES AND SUBMIT FOR THE ENGINEER'S REVIEW AND APPROVAL BEFORE FABRICATION AND/OR DELIVERY OF ANY MATERIAL REQUIRED FOR THE CONSTRUCTION OF THE NEW TIMBER DECKING AND RAILINGS OVER EXISTING STRUCTURES.
4. DECK CLIP AND BOLT SHALL BE STAINLESS STEEL PAID UNDER ITEM 594.03
5. CONTRACTOR SHOULD APPLY STAIN SEALER AS PER DIRECTION OF ENGINEER. COST SHALL BE INCLUDED IN PAYMENT OF FINISHED TREATMENT/SEALANT ITEM NO. 594.XXXXXXX1
6. CONTRACTOR SHALL ALERT CITY 90 DAYS IN ADVANCE OF REMOVALS AT BRIDGES TO ALLOW CITY TO NOTIFY DOT OF OPPORTUNITY TO MAKE BRIDGE INSPECTION, REPAIRS AND PAINTING PRIOR TO THE PLACEMENT OF NEW TRAIL DECKING.
7. TIMBER DECKING SHALL BE PLACED GROWTH RINGS FACING DOWN; CUP SIDE DOWN.

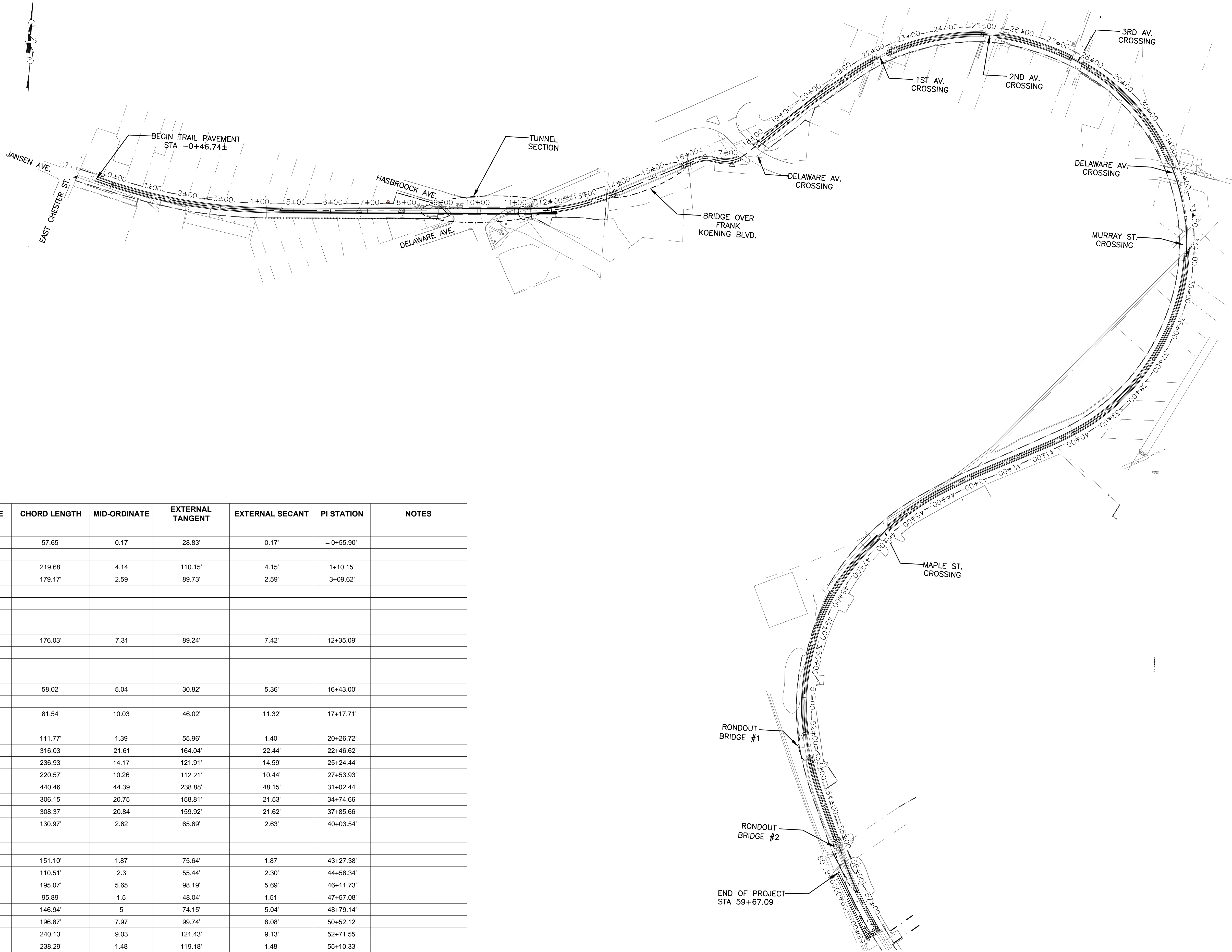
NOTES:
1. FOR PLANS AND SECTIONS OF TIMBER DECKING ON STRUCTURES REFER TO DWG. G4/G6 THRU G5/G6.

DATE:	REVISION:	BY:	<div style="text-align: center;"> SARATOGA ASSOCIATES <small>Landscape Architects, Architects, Engineers, and Planners, P.C. New York City > Saratoga Springs > Syracuse</small> </div> <div style="text-align: center;"> Engineering and Land Surveying, P.C. </div>	KINGSTON CONNECTIVITY PROJECT <i>CITY OF KINGSTON, NEW YORK</i>		
				East Chester Street & Jansen Avenue	DATE: 04.11.16 DRAWN BY: CHECKED BY: PHASE: 100% CD	G6/G6 SHEET NO. 06 OF 48
					RONDOUT BRIDGES DETAILS 1&2	

LEGEND

RELEVANT FOR DRAWINGS T2 THROUGH T11

- PROPERTY LINE
- OVERHEAD WIRE
- RETAINING WALL
- CONTOUR (MINOR)
- CONTOUR (MAJOR)
- CHAIN LINK FENCE
- WOOD FENCE
- CURBING
- GUIDERAIL
- WET AREA
- CATCH BASIN
- SEWER MANHOLE
- ELECTRICAL MANHOLE
- TELEPHONE MANHOLE
- TRAFFIC CONTROL VAULT
- UTILITY POLE
- GAS AND WATER UTILITIES
- SURVEY LOCATION
- BOLLARDS
- STEEL FENCE
- POINT OF TANGENT INTERSECTION



NO.	TYPE	LENGTH	RADIUS	START STATION	END STATION	DELTA ANGLE	CHORD LENGTH	MID-ORDINATE	EXTERNAL TANGENT	EXTERNAL SECANT	PI STATION	NOTES
1	Line	27.07'		0+00.00'	-0+27.07'							
2	Curve	57.65'	2486.04'	-0+27.07'	-0+84.73'	1.1944 (dms)	57.65'	0.17	28.83'	0.17'	-0+55.90'	
3	Line	12.42'		-0+84.73'	-0+97.15'							
5	Curve	219.89'	1458.18'	0+00.00'	2+19.89'	8.3824 (dms)	219.68'	4.14	110.15'	4.15'	1+10.15'	
6	Curve	179.27'	1552.19'	2+19.89'	3+99.15'	6.3702 (dms)	179.17'	2.59	89.73'	2.59'	3+09.62'	
7	Line	67.96'		3+99.15'	4+67.11'							
8	Line	210.39'		4+67.11'	6+77.51'							
9	Line	112.92'		6+77.51'	7+90.43'							
10	Line	355.42'		7+90.43'	11+45.85'							
11	Curve	176.84'	533.23'	11+45.85'	13+22.69'	19.0007 (dms)	176.03'	7.31	89.24'	7.42'	12+35.09'	
12	Line	61.40'		13+22.69'	13+84.09'							
13	Line	190.36'		13+84.09'	15+74.45'							
14	Line	37.74'		15+74.45'	16+12.19'							
15	Curve	59.18'	86.00'	16+12.19'	16+71.37'	39.2550 (dms)	58.02'	5.04	30.82'	5.36'	16+43.00'	
16	Line	0.32'		16+71.37'	16+71.69'							
17	Curve	84.79'	87.89'	16+71.69'	17+56.47'	55.1622 (dms)	81.54'	10.03	46.02'	11.32'	17+17.71'	
18	Line	214.28'		17+56.47'	19+70.76'							
19	Curve	111.82'	1120.86'	19+70.76'	20+82.58'	5.4258 (dms)	111.77'	1.39	55.96'	1.40'	20+26.72'	
20	Curve	319.96'	588.47'	20+82.58'	24+02.54'	31.0909 (dms)	316.03'	21.61	164.04'	22.44'	22+46.62'	
21	Curve	239.18'	502.15'	24+02.54'	26+41.72'	27.1727 (dms)	236.93'	14.17	121.91'	14.59'	25+24.44'	
22	Curve	221.84'	598.04'	26+41.72'	28+63.56'	21.1513 (dms)	220.57'	10.26	112.21'	10.44'	27+53.93'	
23	Curve	452.29'	568.53'	28+63.56'	33+15.85'	45.3451 (dms)	440.46'	44.39	238.88'	48.15'	31+02.44'	
24	Curve	309.89'	574.92'	33+15.85'	36+25.74'	30.5258 (dms)	306.15'	20.75	158.81'	21.53'	34+74.66'	
25	Curve	312.11'	580.80'	36+25.74'	39+37.85'	30.4724 (dms)	308.37'	20.84	159.92'	21.62'	37+85.66'	
26	Curve	131.11'	818.94'	39+37.85'	40+68.96'	9.1022 (dms)	130.97'	2.62	65.69'	2.63'	40+03.54'	
27	Line	91.04'		40+68.96'	41+60.00'							
28	Line	91.74'		41+60.00'	42+51.74'							
29	Curve	151.16'	1526.65'	42+51.74'	44+02.90'	5.4023 (dms)	151.10'	1.87	75.64'	1.87'	43+27.38'	
30	Curve	110.63'	665.98'	44+02.90'	45+13.53'	9.3105 (dms)	110.51'	2.3	55.44'	2.30'	44+58.34'	
31	Curve	195.51'	844.76'	45+13.53'	47+09.04'	13.1537 (dms)	195.07'	5.65	98.19'	5.69'	46+11.73'	
32	Curve	95.95'	765.15'	47+09.04'	48+04.99'	7.1106 (dms)	95.89'	1.5	48.04'	1.51'	47+57.08'	
33	Curve	147.39'	542.42'	48+04.99'	49+52.38'	15.3407 (dms)	146.94'	5	74.15'	5.04'	48+79.14'	
34	Curve	197.73'	611.81'	49+52.38'	51+50.11'	18.3104 (dms)	196.87'	7.97	99.74'	8.08'	50+52.12'	
35	Curve	241.04'	802.61'	51+50.11'	53+91.15'	17.1225 (dms)	240.13'	9.03	121.43'	9.13'	52+71.55'	
36	Curve	238.31'	4793.06'	53+91.15'	56+29.47'	2.5056 (dms)	238.29'	1.48	119.18'	1.48'	55+10.33'	
37	Curve	82.43'	689.19'	56+29.47'	57+11.90'	6.5111 (dms)	82.38'	1.23	41.27'	1.23'	56+70.73'	
38	Line	30.19'		57+11.90'	57+42.09'							
39	Curve	9.15'	245.54'	57+42.09'	57+51.24'	2.0807 (dms)	9.15'	0.04	4.58'	0.04'	57+46.66'	
40	Line	4.50'		57+51.24'	57+55.74'							
41	Curve	14.11'	9.49'	57+55.74'	57+69.85'	85.0932 (dms)	12.84'	2.5	8.72'	3.40'	57+64.46'	This curve lies in Ramp Down
42	Line	1.88'		57+69.85'	57+71.73'							
43	Curve	25.24'	14.62'	57+71.73'	57+96.96'	98.5342 (dms)	22.22'	5.12	17.09'	7.87'	57+88.81'	This curve lies in Ramp Down
44	Line	20.48'		57+96.96'	58+17.45'							
45	Line	77.91'		58+17.45'	58+95.35'							
46	Line	43.42'		58+95.35'	59+38.78'							
47	Line	28.31'		59+38.78'	59+67.09'							

DATE:

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BY:

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CITY OF KINGSTON, NEW YORK

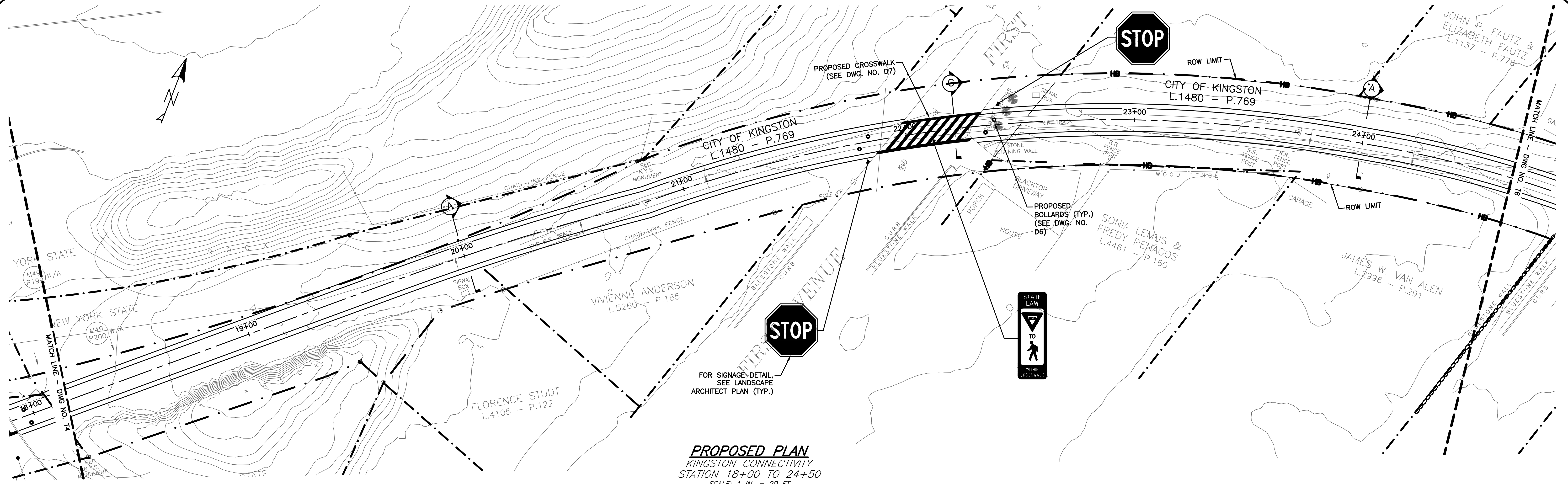
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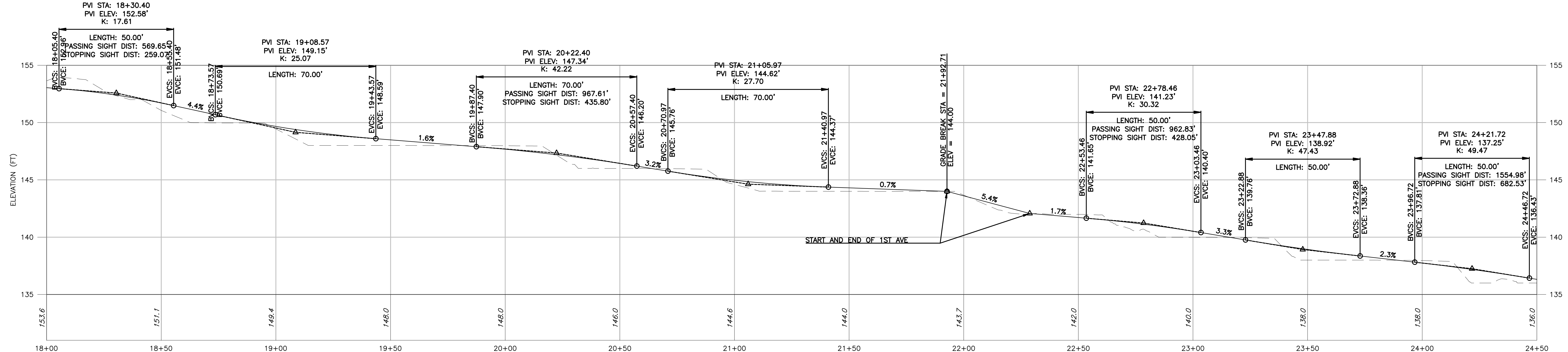
T1/T11

SHEET NO. 07 OF 48

TRAIL CONSTRUCTION PLAN 1



PROPOSED PLAN
KINGSTON CONNECTIVITY
STATION 18+00 TO 24+50
SCALE: 1 IN. = 20 FT.



Kingston Connectivity Centerline 18+00 to 24+50

PROFILE SCALE:
HORIZ: 1 IN. = 20 FT.
VERT: 1 IN. = 4 FT.

NOTE:
1. THE LENGTH OF VERTICAL CURVE WILL ENABLE THE MINIMUM STOPPING SIGHT DISTANCE TO BE MET

DATE	REVISION	BY

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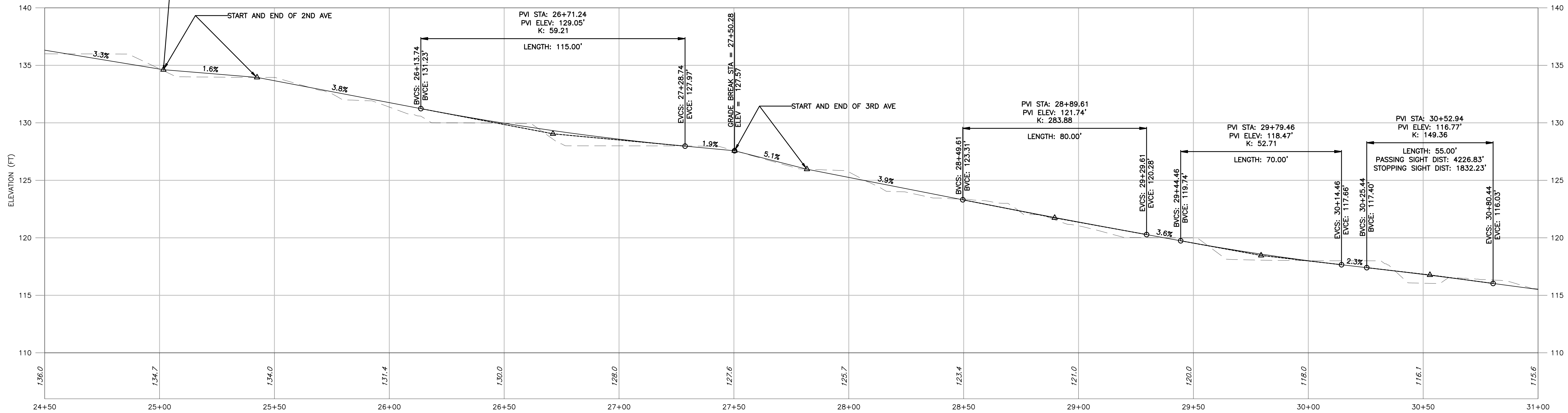
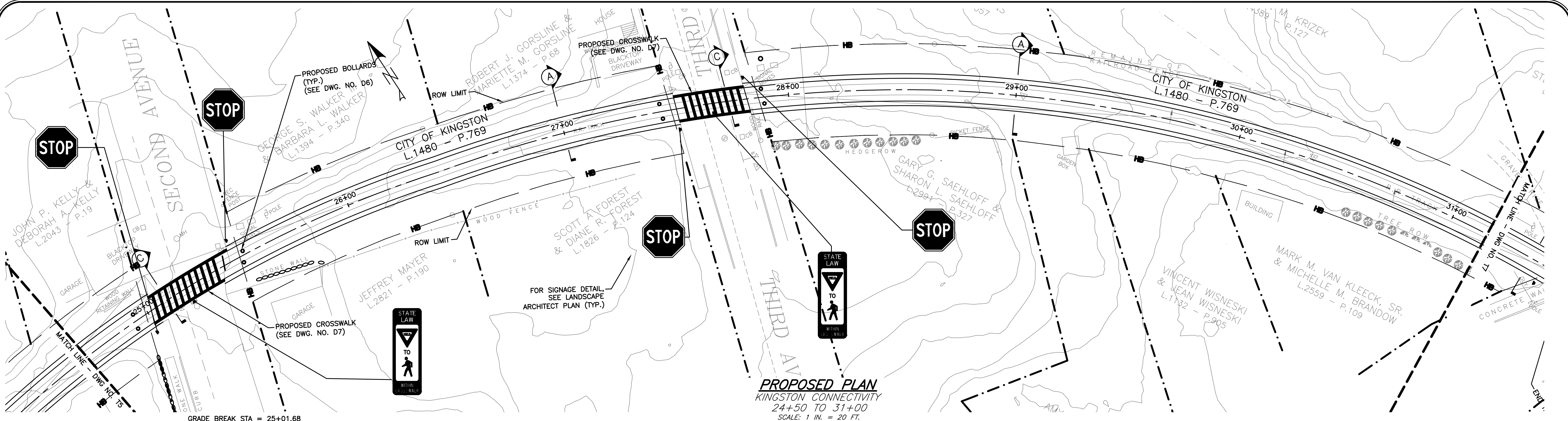
KINGSTON CONNECTIVITY PROJECT
CITY OF KINGSTON, NEW YORK

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T5/T11
SHEET NO. 11 OF 48

TRAIL CONSTRUCTION PLAN 5



NOTE:

1. THE LENGTH OF VERTICAL CURVE WILL ENABLE THE MINIMUM STOPPING SIGHT DISTANCE TO BE MET

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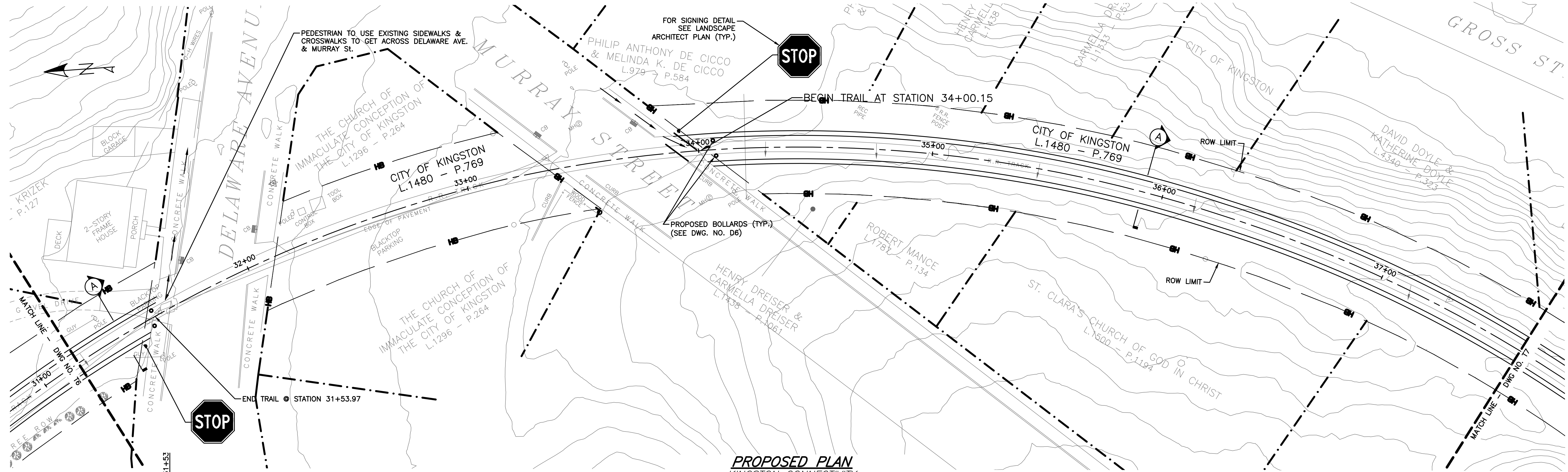
KINGSTON CONNECTIVITY PROJECT
 CITY OF KINGSTON, NEW YORK

East Chester Street
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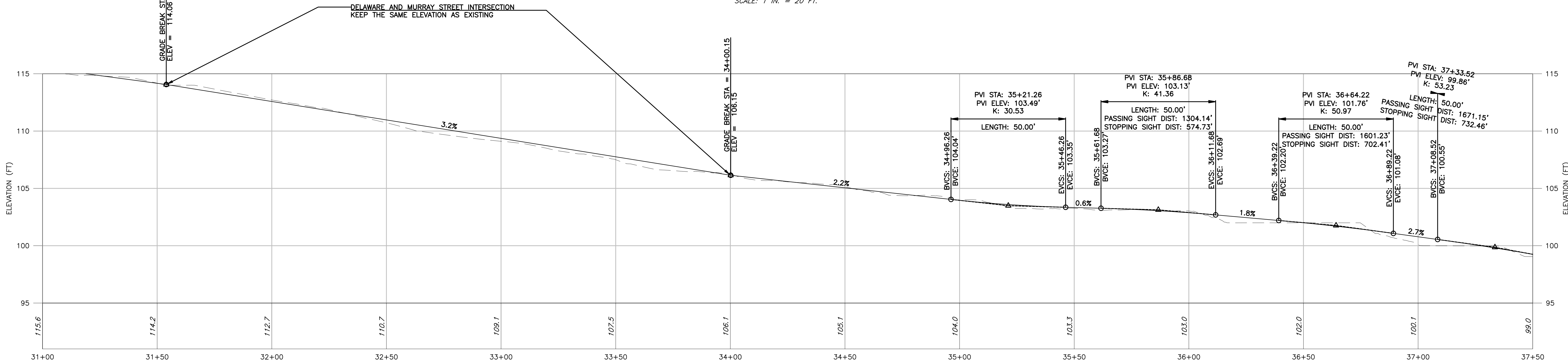
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T6/T11
 SHEET NO. 12 OF 48

TRAIL CONSTRUCTION PLAN 6



PROPOSED PLAN
KINGSTON CONNECTIVITY
STATION 31+00 TO 37+50
SCALE: 1 IN. = 20 FT.



Kingston Connectivity Centerline 31+00 to 37+50

PROFILE SCALE:
HORIZ: 1 IN. = 20 FT.
VERT: 1 IN. = 4 FT.

- NOTE:**
1. THE LENGTH OF VERTICAL CURVE WILL ENABLE THE MINIMUM STOPPING SIGHT DISTANCE TO BE MET

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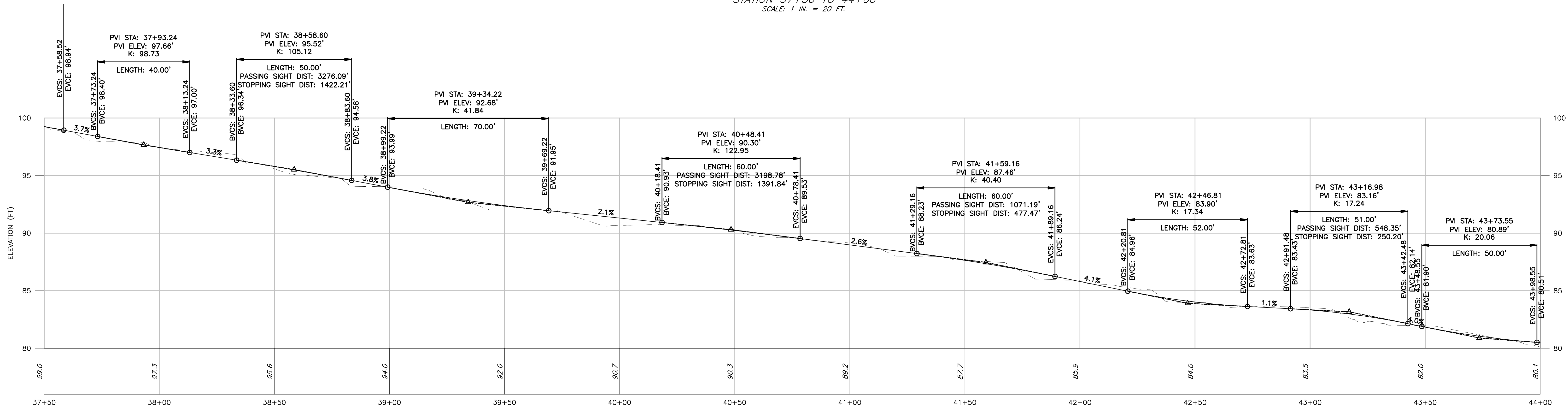
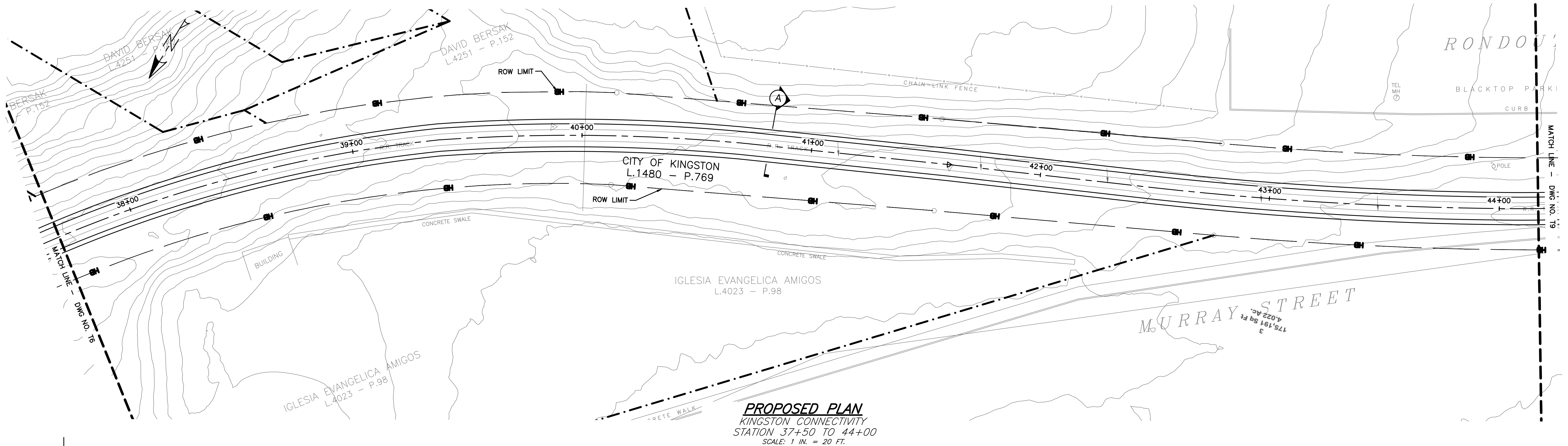
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**East Chester Street
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T7/T11
SHEET NO. 13 OF 48

TRAIL CONSTRUCTION PLAN 7



Kingston Connectivity Centerline 37+50 to 44+00

PROFILE SCALE:
HORIZ: 1 IN. = 20 FT.
VERT: 1 IN. = 4 FT.

NOTE:

1. THE LENGTH OF VERTICAL CURVE WILL ENABLE THE MINIMUM STOPPING SIGHT DISTANCE TO BE MET

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CITY OF KINGSTON, NEW YORK

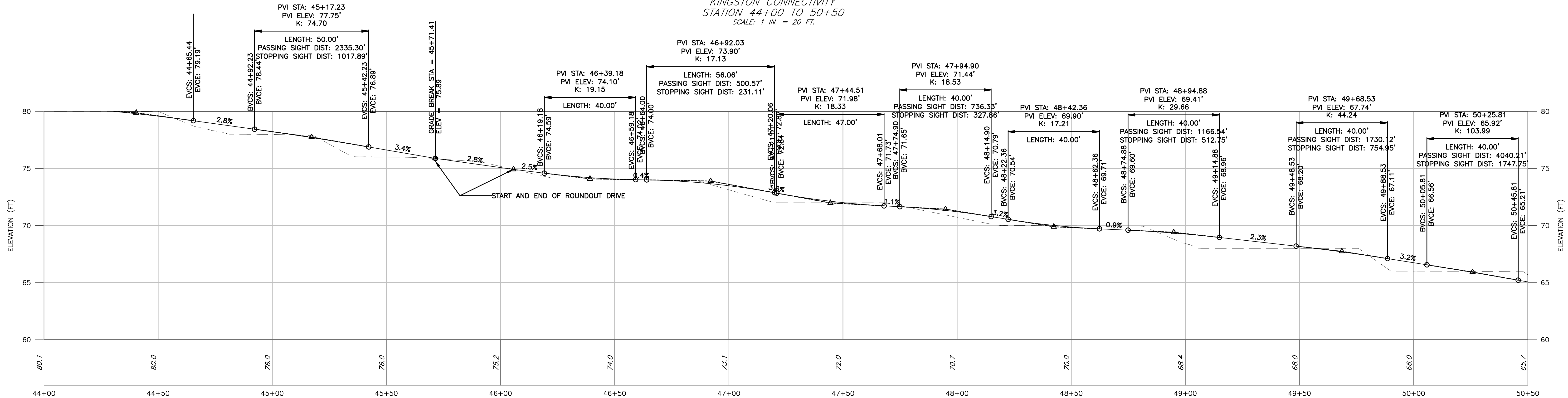
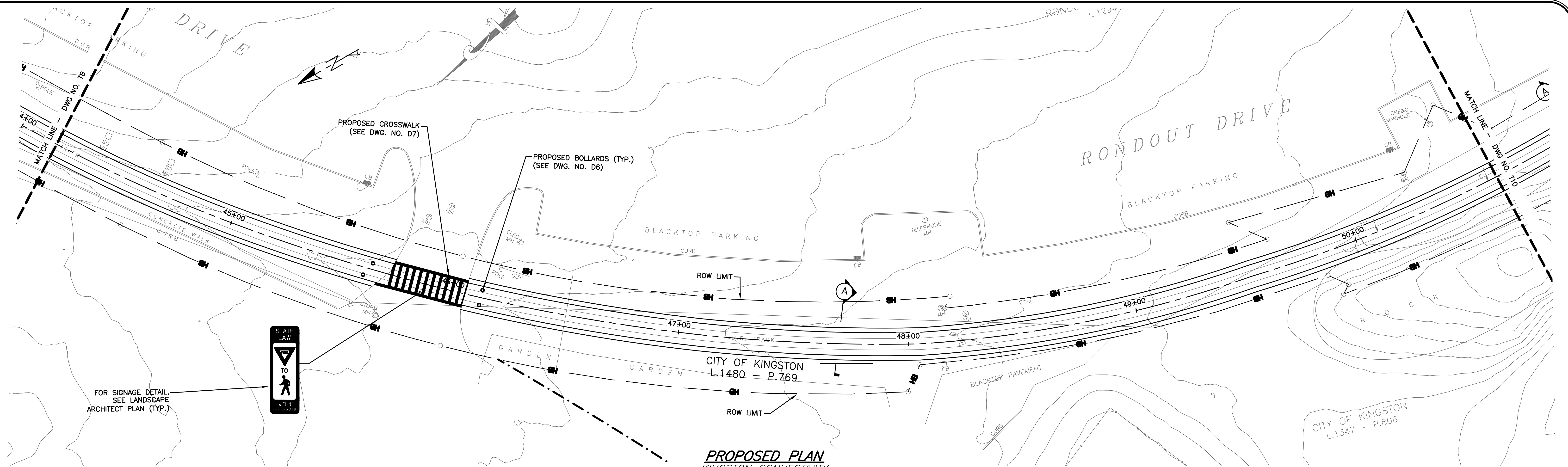
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T8/T11
SHEET NO. 14 OF 48

TRAIL CONSTRUCTION PLAN 8

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Kingston Connectivity Centerline 44+00 to 50+50

PROFILE SCALE:
HORIZ: 1 IN. = 20 FT.
VERT: 1 IN. = 4 FT.

NOTE:

1. THE LENGTH OF VERTICAL CURVE WILL ENABLE THE MINIMUM STOPPING SIGHT DISTANCE TO BE MET

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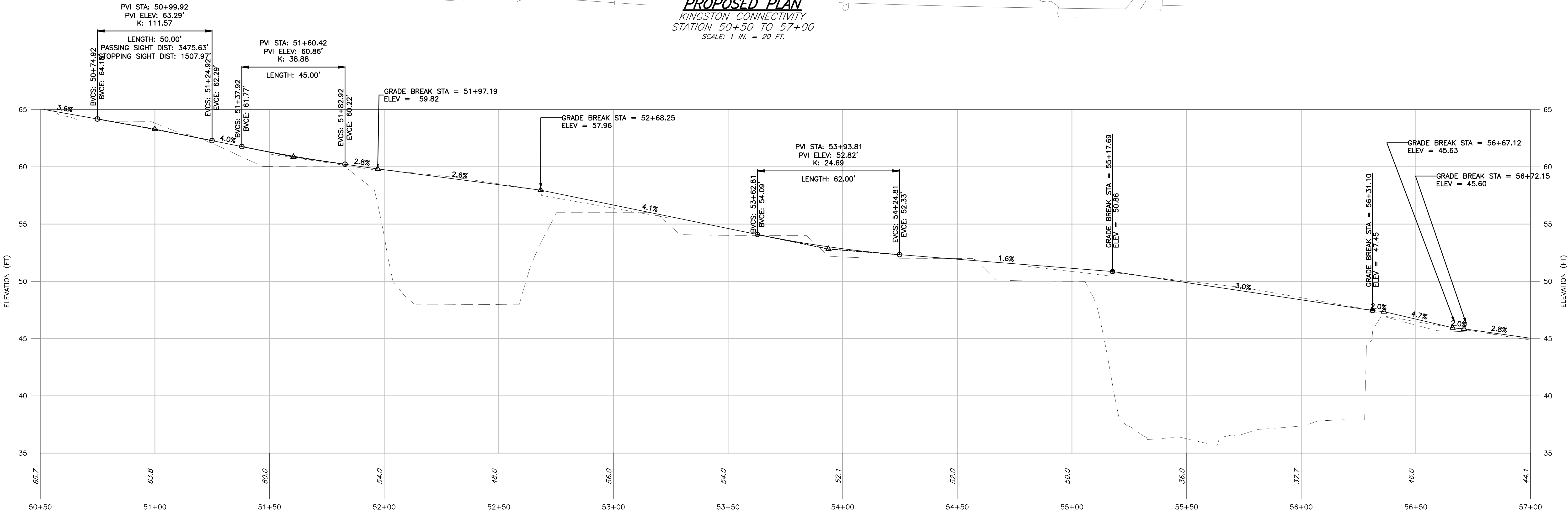
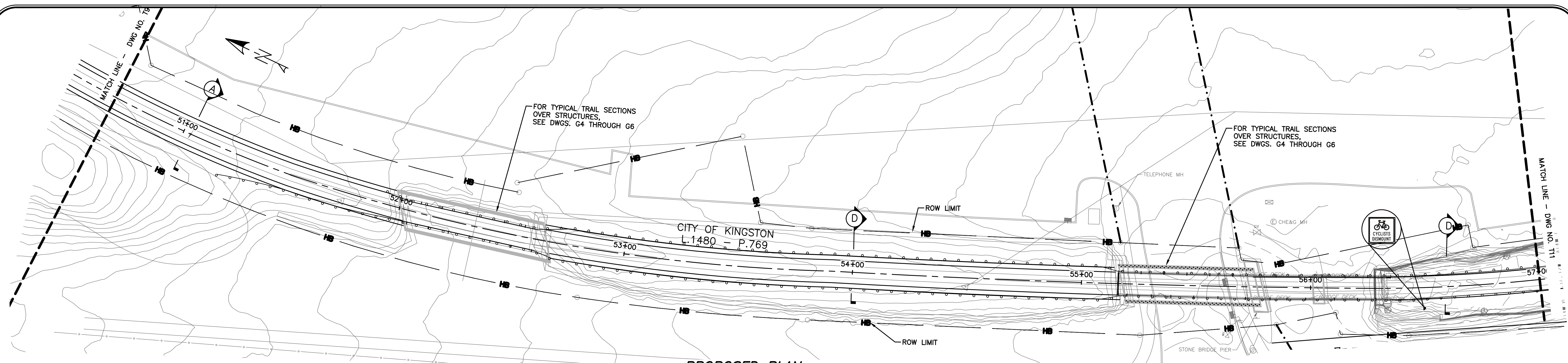
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CITY OF KINGSTON, NEW YORK

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T9/T11
SHEET NO. 15 OF 48

TRAIL CONSTRUCTION PLAN 9



Kingston Connectivity Centerline 50+50 to 57+00


PROFILE SCALE:
HORIZ: 1 IN. = 20 FT.
VERT: 1 IN. = 4 FT.

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T10/T11

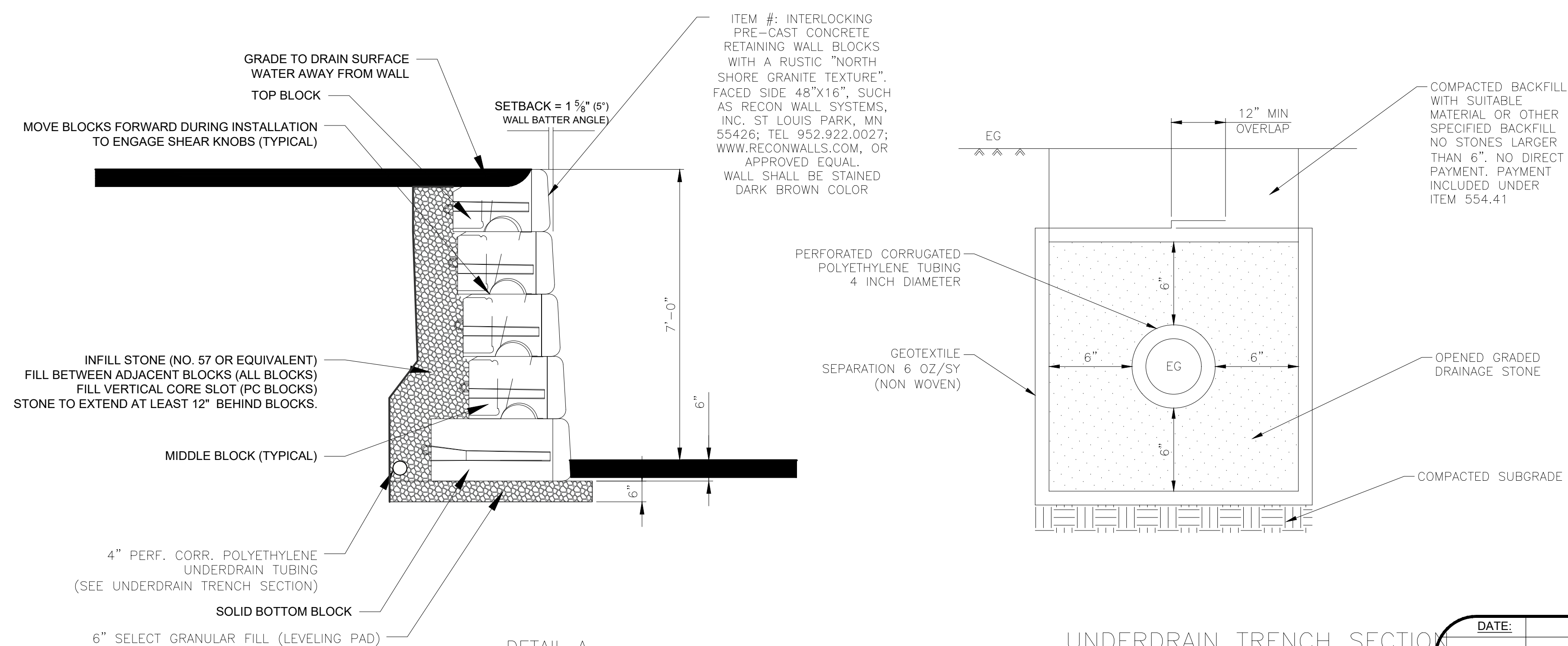
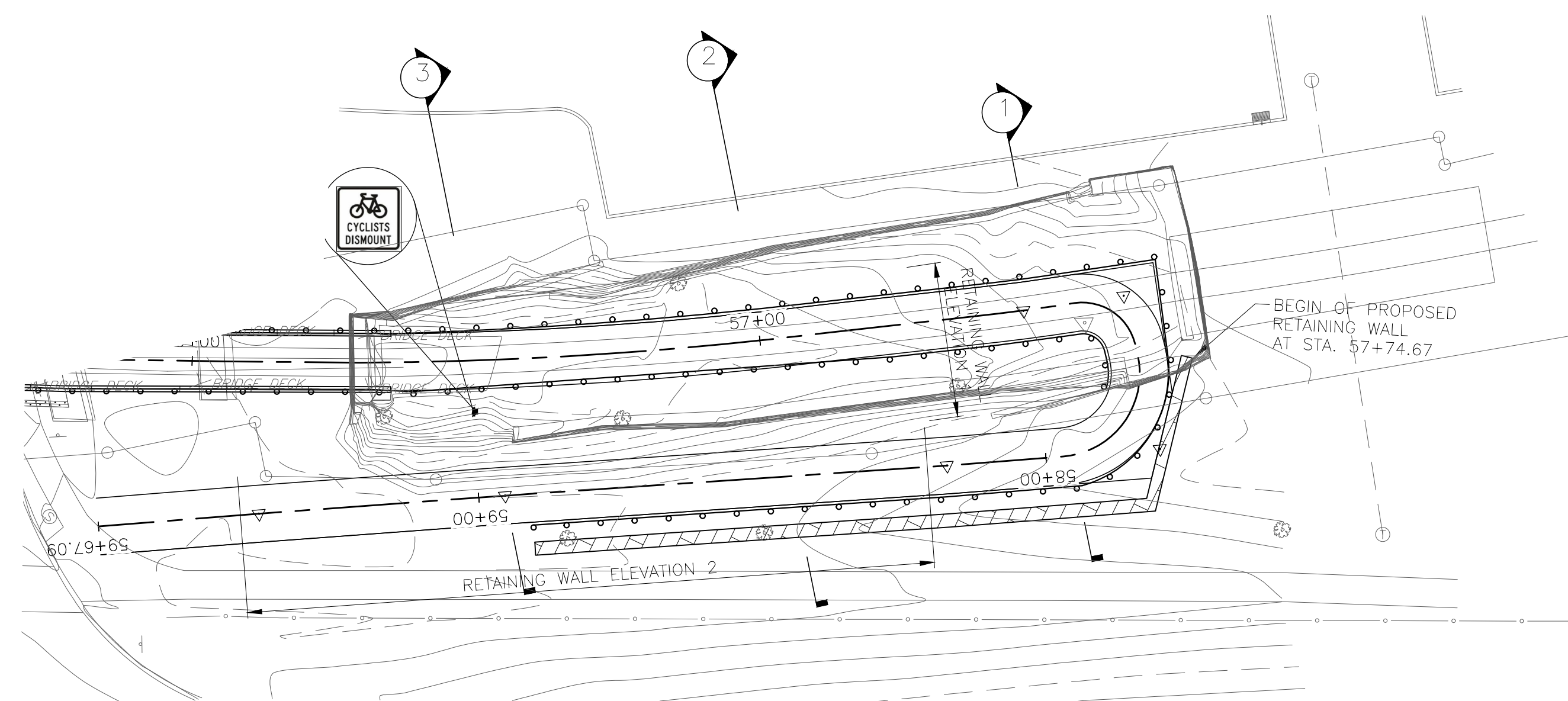
TRAIL CONSTRUCTION PLAN 10

NOTE:

1. THE LENGTH OF VERTICAL CURVE WILL ENABLE THE MINIMUM STOPPING SIGHT DISTANCE TO BE MET

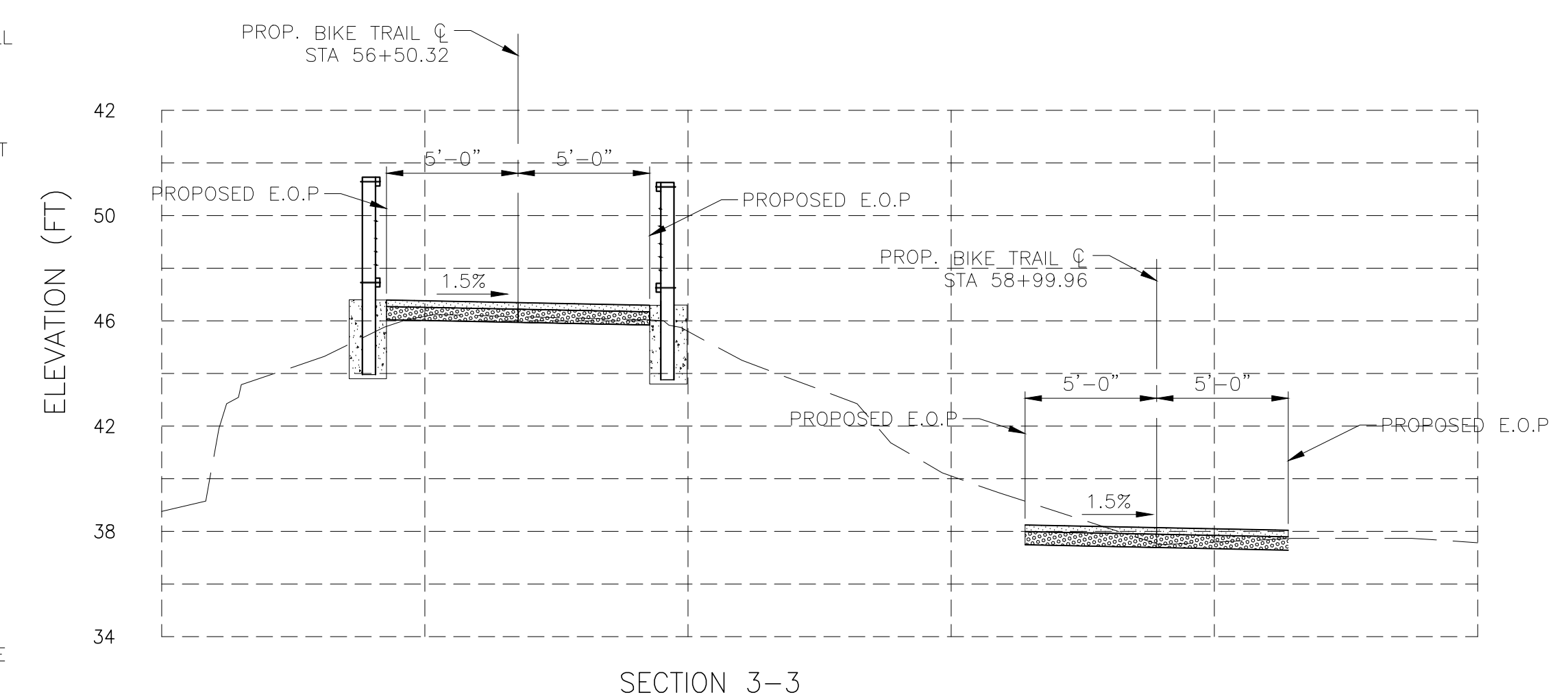
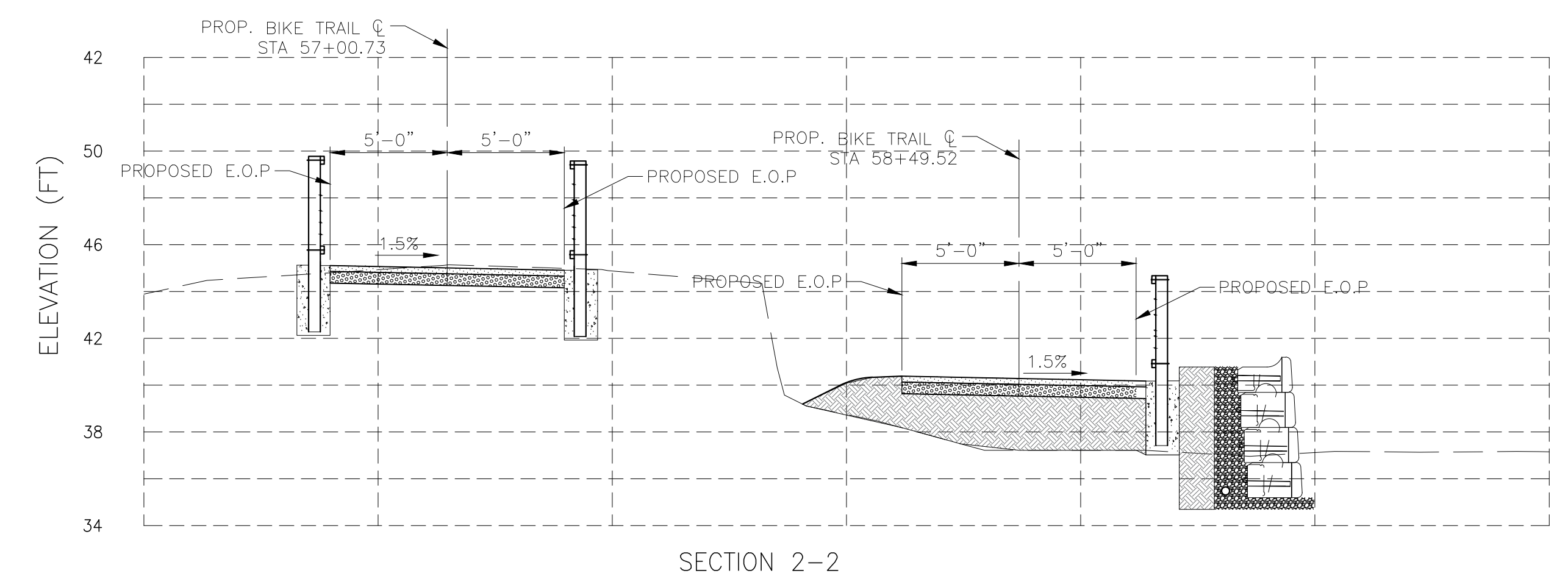
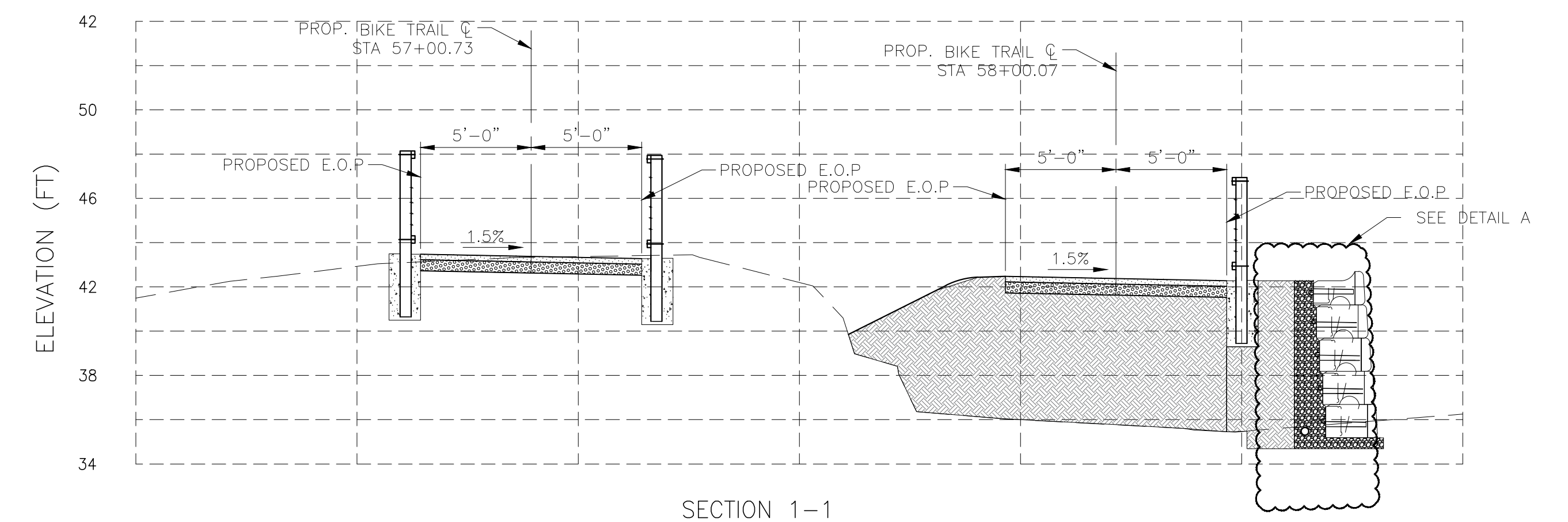
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NOTE: NOT TO SCALE

THE UNDERDRAIN DETAIL SHOWN IS FOR ILLUSTRATIVE PURPOSE. DCDPW EXPECTS TO BE PART OF A SUBSURFACE DRAINAGE SYSTEM REFERENCED BY ITEM 554.41

[illegible]

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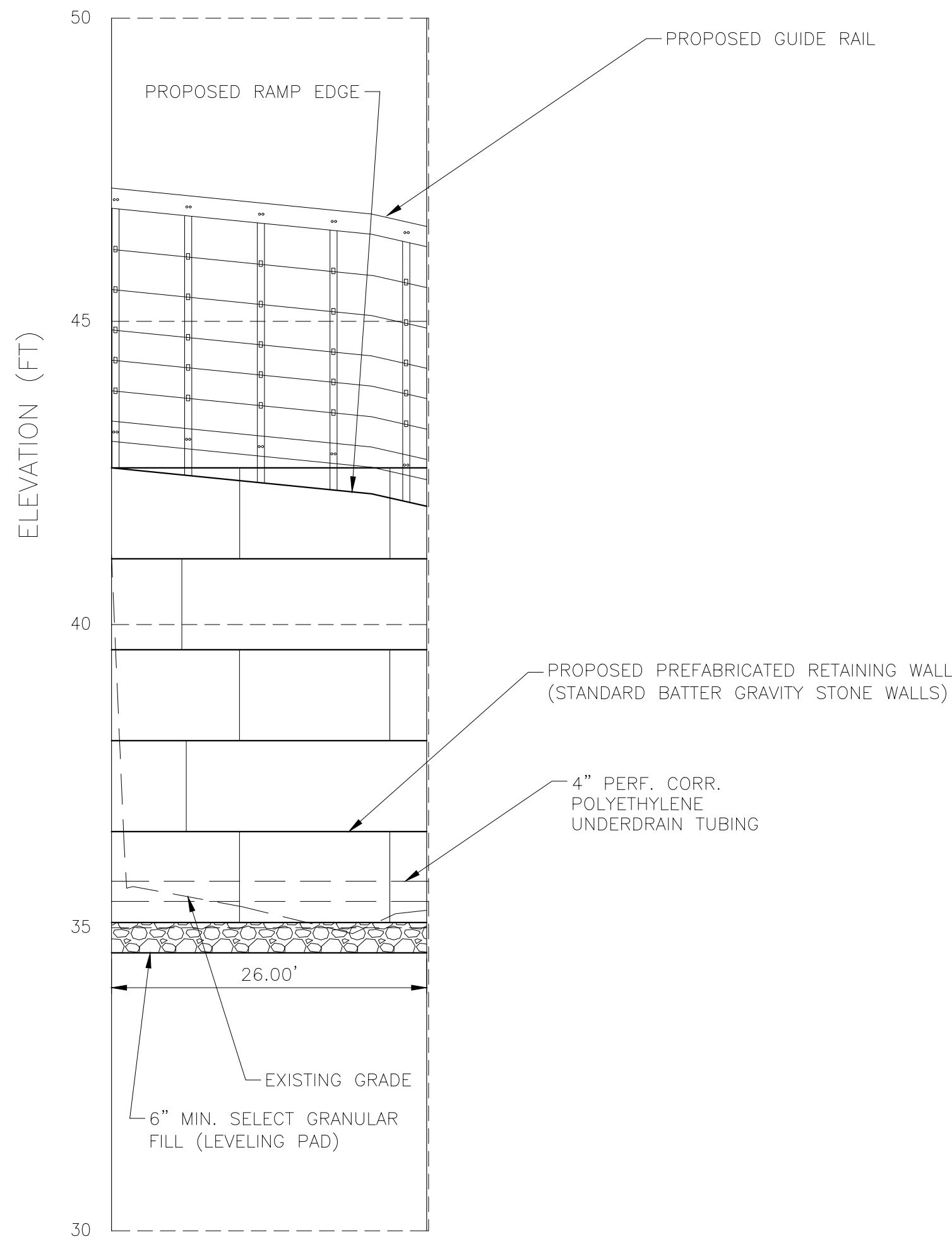
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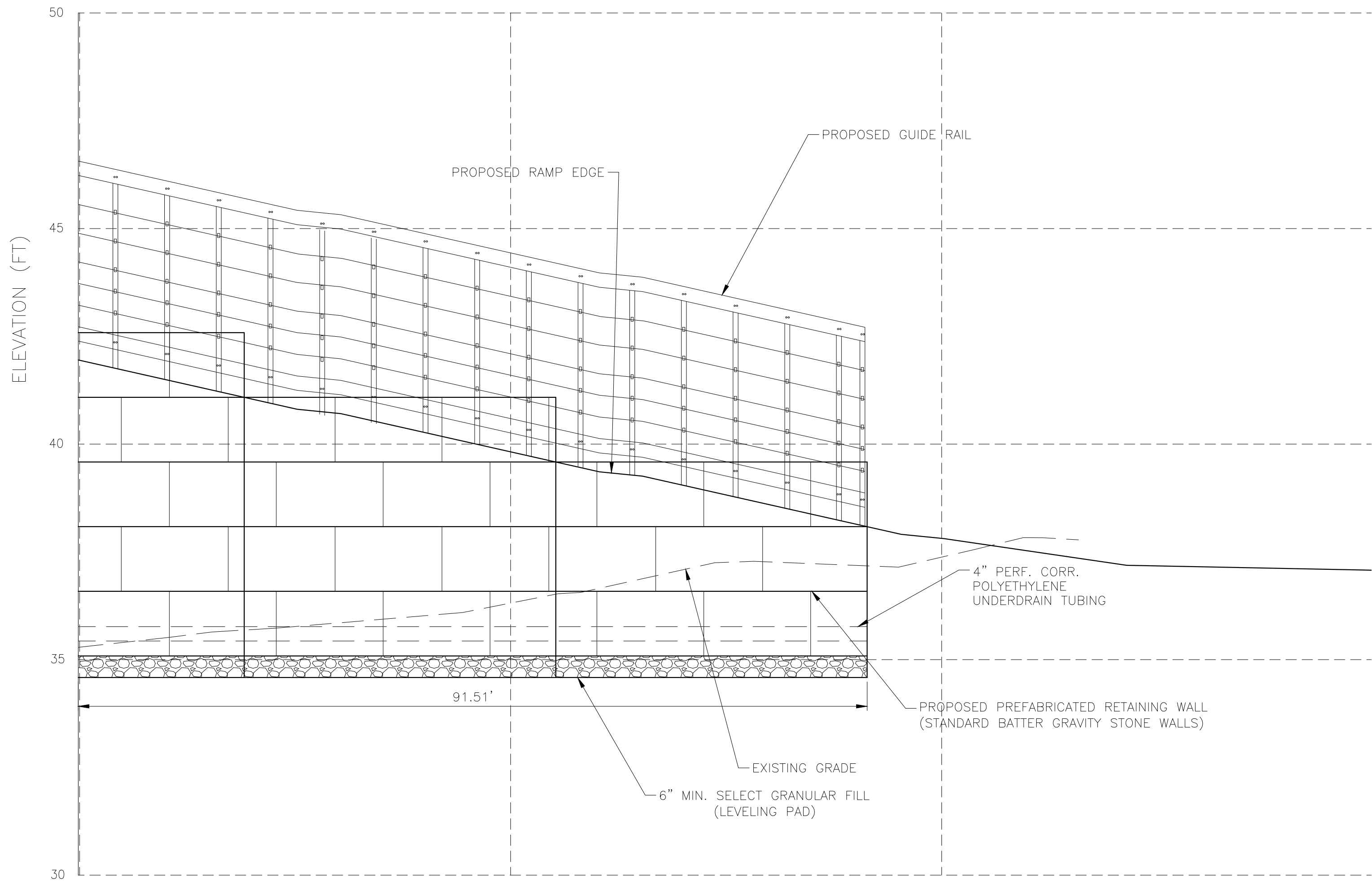
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SHEET NO. 18 OF 48

RAMP DOWN DETAIL 1



ELEVATION 1



ELEVATION 2

RETAINING WALL ELEVATIONS

PROFILE SCALE:
HORIZ: 1 IN. = 10 FT.
VERT: 1 IN. = 2 FT.

NOTES:

1. THE FILL TYPE CLASSIFICATION REFERS TO THE CONSTRUCTION METHOD USED FOR THE INSTALLATION OF THE WALL. FILL TYPE RETAINING WALLS ARE RETAINING STRUCTURES CONSTRUCTED FROM THE BASE OF THE WALL TO THE TOP (I.E. "BOTTOM-UP CONSTRUCTION").
2. A GRANULAR LEVELING PAD OR AN UNREINFORCED CONCRETE LEVELING PAD SHALL BE CONSTRUCTED BENEATH THE FIRST COURSE OF WALL UNITS IN A MANNER ACCEPTABLE TO THE ENGINEER, AND AT THE LOCATION SHOWN IN THE CONTRACT DOCUMENTS. THE LEVELING PAD SHALL BE PROPERLY INSTALLED, TO ASSURE A LEVEL FIRST COURSE OF WALL UNITS.
3. GRANULAR LEVELING PAD INSTALLATION:
 - GRADE AND LEVEL THE AREA ON WHICH THE LEVELING PAD AND WALL UNITS WILL REST. COMPACT THE AREA IN ACCORDANCE WITH SECTION 554
 - PLACE THE LEVELING PAD MATERIAL TO ENSURE COMPLETE CONTACT OF THE FIRST COURSE OF WALL UNITS.
 - STEP THE LEVELING PAD TO CONFORM TO GRADE CHANGES.
4. CONCRETE LEVELING PAD INSTALLATION:
 - PRECAST: THE CONTRACTOR MAY SUBSTITUTE, AT NO ADDITIONAL COST TO THE STATE, CUSHION SAND MEETING THE REQUIREMENTS OF 703-06, IN LIEU OF SELECT STRUCTURAL FILL, DIRECTLY BENEATH THE LEVELING PAD TO FACILITATE PLACEMENT OF THE PAD. THICKNESS OF THE CUSHION SAND SHALL NOT EXCEED 6".
 - CAST-IN-PLACE: THE CONTRACTOR MAY ELIMINATE THE 6" EXCAVATION AND CUSHION SAND, AND CAST THE LEVELING PAD DIRECTLY ON THE EXCAVATED WALL FOUNDATION AREA.
 - STEP THE LEVELING PAD TO CONFORM TO GRADE CHANGES.
 - THE USE OF SHIMS WILL NOT BE ALLOWED TO CORRECT FOR IMPROPER OR INCORRECT PLACEMENT OF LEVELING PAD AND/OR POOR CONSTRUCTION PRACTICES. SHIMS WILL BE ALLOWED TO CORRECT FOR MINOR FABRICATION IRREGULARITIES.
 - FOR A PRECAST CONCRETE LEVELING PAD, A 1/2" TO 3/4" JOINT SHALL BE PROVIDED AT ALL WALL CONSTRUCTION JOINTS, CHANGES IN PAD ELEVATION, OR AT THE MAXIMUM INTERVAL OF 20'-0", WHICHEVER IS LESS.
 - SEEPAGE ZONES INTERCEPTING THE EXCAVATION SLOPE OR THE WALL FOUNDATION AREA SHALL BE POSITIVELY DRAINED BY PROVIDING ADDITIONAL UNDERDRAIN AND UNDERDRAIN FILTER MATERIAL AT THE SEEPAGE ZONE, AS DIRECTED BY THE ENGINEER.
5. WALL CONSTRUCTION:
 - WALL CONSTRUCTION AT ALL STAGES SHALL BE TRUE TO LINE AND GRADE. ANY DEVIATION FROM LINE AND GRADE WHICH IS EITHER DANGEROUS TO THE STABILITY OR DETRACTS FROM THE APPEARANCE OF THE WALL SHALL BE CORRECTED BY THE CONTRACTOR AT HIS OWN EXPENSE.
 - TOLERANCES SHALL NOT EXCEED THOSE PROVIDED IN THE SPECIFICATION.
 - SOLID FACE UNIT PREFABRICATED WALLS EXHIBIT INDIVIDUALIZED PATTERNS (BRICK JOINT, ALTERNATING SIZES, ETC.), DEPENDING ON THE WALL SYSTEM MANUFACTURER.

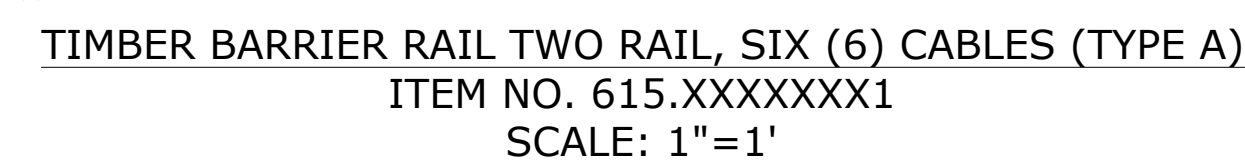
6. PLACEMENT OF THE INFILL AND BACKFILL MATERIAL SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - THE ELEVATION OF THE BACKFILL BEHIND THE WALL SHALL NOT EXCEED THE ELEVATION OF THE INFILL MATERIAL PLACED WITHIN THE WALL UNITS. PREFABRICATED WALL SYSTEM:
 - AT NO TIME SHALL THE DIFFERENCE IN ELEVATION BETWEEN THE INFILL AND BACKFILL EXCEED 4'-0".
 - AT NO TIME SHALL THE DIFFERENCE IN ELEVATION BETWEEN THE INFILL AND BACKFILL EXCEED THE HEIGHT OF ONE UNIT.
7. INSTALLATION OF THE FACE UNITS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - a. OPEN FACE UNITS:
 - ALL UNITS ABOVE THE FIRST COURSE SHALL INTERLOCK WITH THE LOWER COURSE.
 - THE VERTICAL JOINT OPENING SHALL BE BETWEEN 1/4" AND 1/2".
 - THE VERTICAL JOINT OPENING SHALL BE ACCOUNTED FOR IN DETERMINING THE TOTAL LENGTH OF THE WALL.
 - b. SOLID FACE UNITS:
 - THE BASE UNITS SHALL BE SET SUCH THAT EACH UNIT'S CONNECTION DEVICE (TONGUE AND GROOVE, SHEAR ROD, ETC.) PROVIDES THE CORRECT BATTER OF THE WALL FACE.
 - ALL UNITS ABOVE THE FIRST COURSE SHALL INTERLOCK WITH THE LOWER COURSE.
 - SWEEP CLEAN ALL UNITS PRIOR TO PLACING ADDITIONAL LEVELS TO ENSURE DIRECT CONTACT.
 - c. INSTALL CAP UNITS USING MASTIC ADHESIVE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
8. PAYMENT FOR RETAINING WALL SHALL BE UNDER ITEM 554.41 "FILL TYPE RETAINING WALL (GREATER THAN 6FT. - 12FT.) PAYMENT SHALL INCLUDE ALL WORK REQUIRED FOR THE CONSTRUCTION OF THE RETAINING WALL INCLUDING BACKFILLING, SELECT GRANULAR FILL, UNDERDRAIN AND GEOTEXTILE MATERIAL.

DATE:	REVISION:	BY:	<div><div>SARATOGA ASSOCIATES</div><div>Landscape Architects, Architects, Engineers, and Planners, P.C.</div><div>New York City > Saratoga Springs > Syracuse</div><div>Engineering and Land Surveying, P.C.</div></div>	SEAL:

KINGSTON CONNECTIVITY PROJECT CITY OF KINGSTON, NEW YORK	
East Chester Street & Jansen Avenue	DATE: 04.11.16 DRAWN BY: CHECKED BY: PHASE: 100% CD
D2/D7 SHEET NO. 19 OF 48	

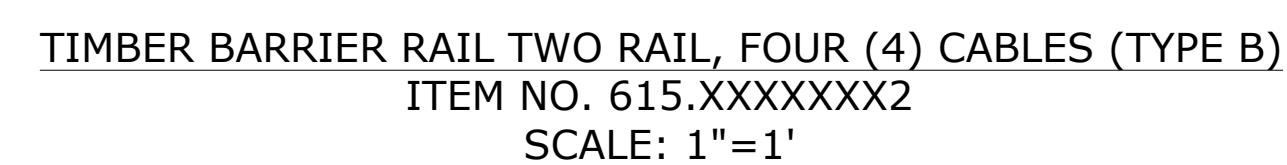
RAMP DOWN DETAIL 2

CATCH BASIN DETAILS



SECTION A-A
SCALE: 1"=1'

1. ALL POSTS SHALL BE ALIGNED TO A TOLERANCE OF $\pm \frac{1}{2}"$ FOR PLUMB AND GRADE
2. EASE EDGES OF TOP RAIL $\frac{1}{4}"$; SAND SMOOTH AND SPLINTER FREE.
3. STAGGER BUTT ENDS OF THE TOP RAIL AND THE LOWER FACE RAIL (ON ALTERNATE POSTS). CENTER ALL BUTT END JOINTS ON THE POSTS
4. ALL TIMBER SHALL BE PRESSURED TREATED FOR HAND CONTACT AS PER DIRECTION OF ENGINEER.
5. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED (G185), STAINLESS STEEL OR CORROSION-RESISTANT POLYMER COATING.
6. CONTRACTOR SHOULD APPLY STAIN SEALER AS PER DIRECTION OF ENGINEER. COST SHALL BE INCLUDED IN PAYMENT OF FINISHED TREATMENT/SEALANT ITEM NO. 594.XXXXXXXX1.

[illegible]

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ASSOCIATES

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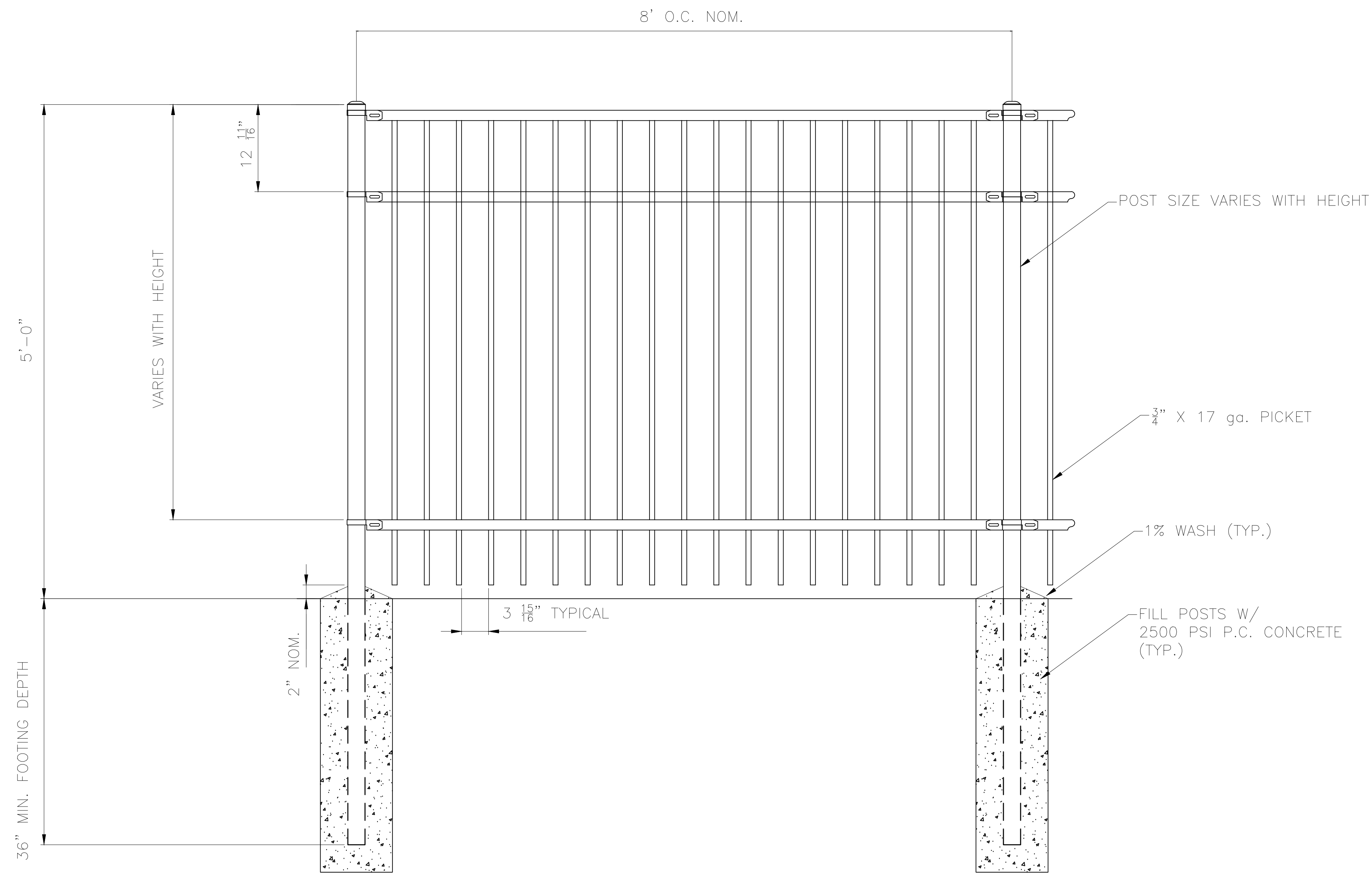
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D4/D7

GUIDERAIL DETAILS



STEEL PICKET FENCE DETAILS
N.T.S.
FOR LOCATION SEE DWG. NO. T3/T11

DATE:	REVISION:	BY:

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New York City > Saratoga Springs > Syracuse

**Engineering and
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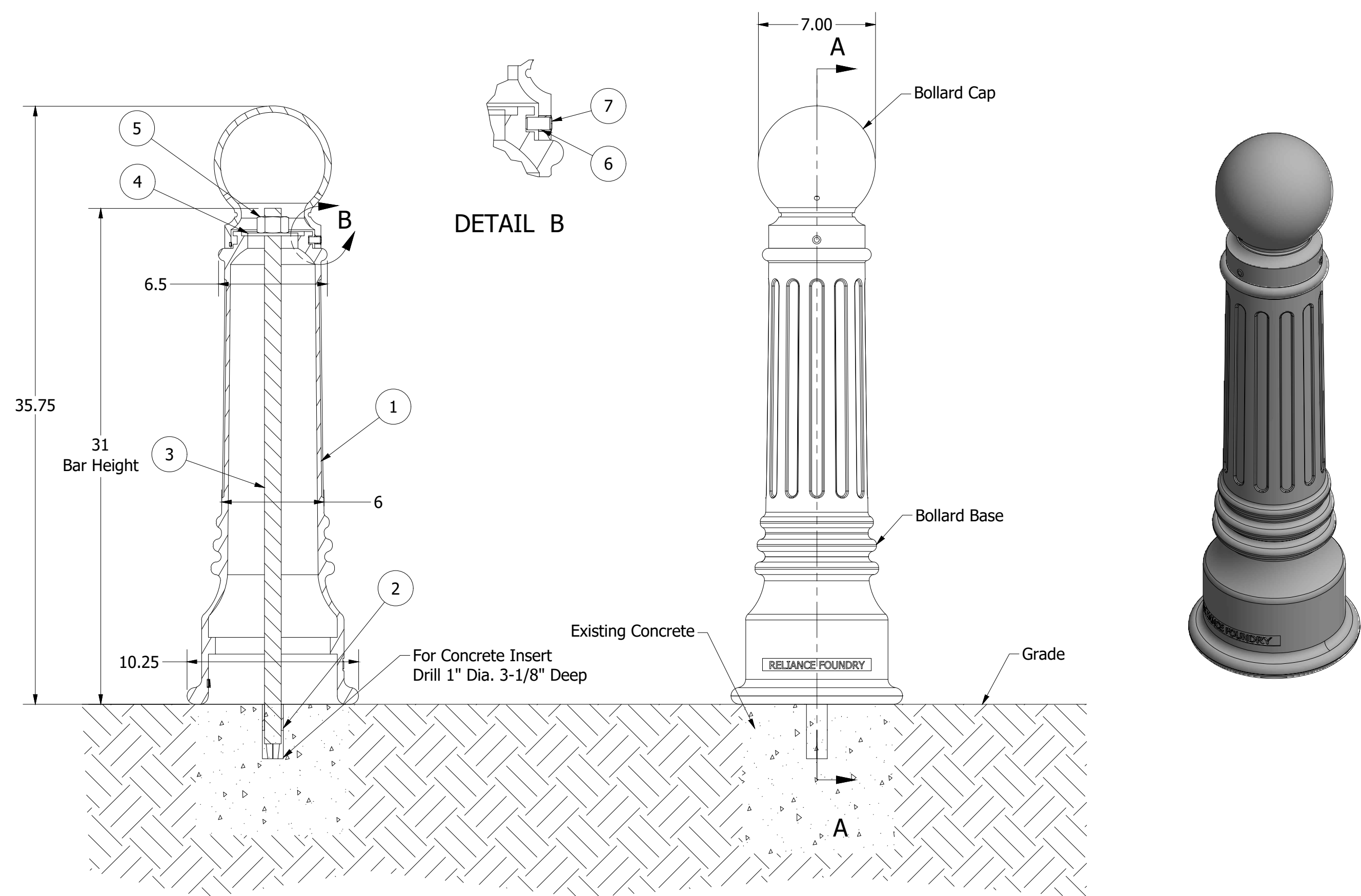
KINGSTON CONNECTIVITY PROJECT
CITY OF KINGSTON, NEW YORK

**East Chester Street
& Jansen Avenue**

DATE: 04.11.16
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PHASE: 100% CD

D5/D7
SHEET NO. 22 OF 48

STEEL PICKET FENCE DETAILS



SECTION A-A

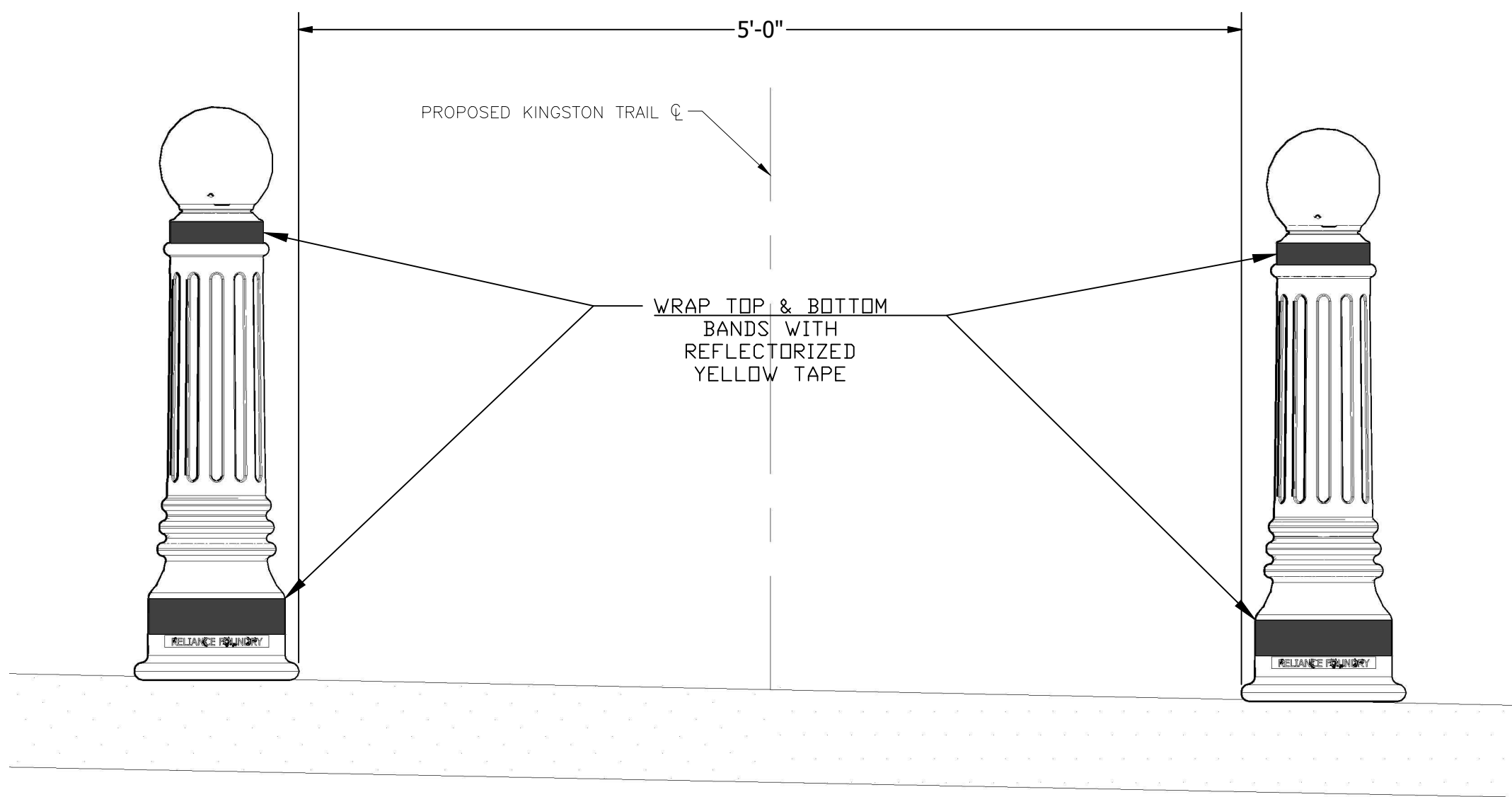
Fixed Mount, for installation into existing concrete using concrete insert

- Notes:
- Embedment details are for reference illustration only. Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
 - Bollard post is provided as shown, with material detailed in legend below. Concrete, foundation and/or installation ordered separately or provided by others.
 - This drawing is not drawn to scale. Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
 - Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

PARTS LIST					
ITEM	QTY	PART NUMBER	DESCRIPTION	MATERIAL	WEIGHT
1	1	R-7539	Bollard Post	Ductile Iron	75 lbs
2	1	Anchor Insert	Concrete Anchor Insert	Steel	
3	1	3/4" Dia. Rod	3/4" Dia. Rod Threaded Both Ends	Steel	
4	1	3/4" Washer	Plain Washer	Steel	
5	1	3/4" Nut	Hex Nut	Steel	
6	3	3/8" Set Screw	Hexagon Socket Set Screw - Flat Point	Stainless Steel	
7	3	Hole Plug	Plastic Hole Plug	Polyethylene	

Mount Options:

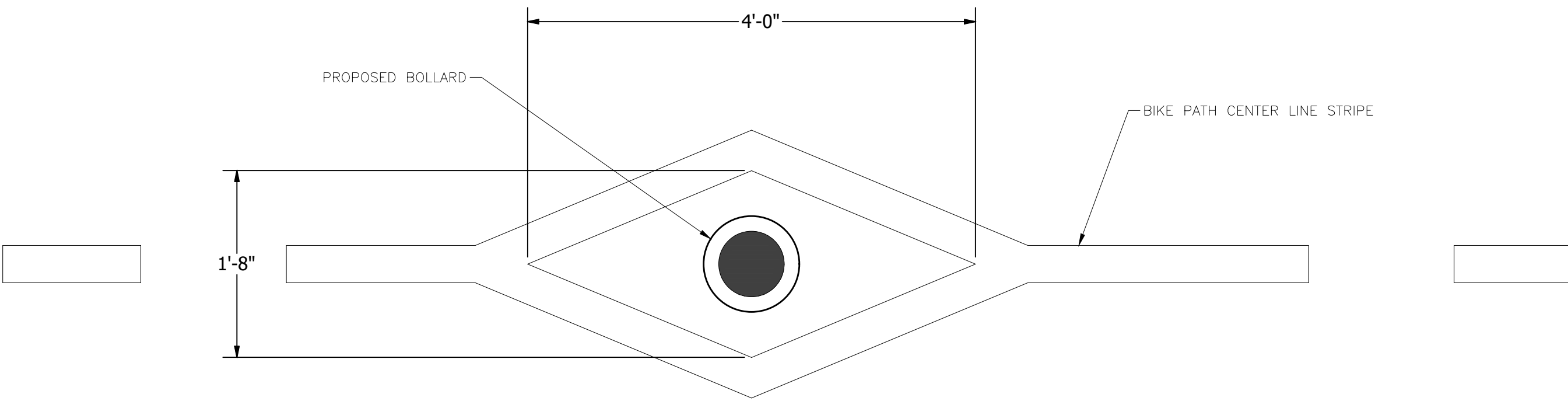
- Fixed Mount, for new construction (see sheet 2 of 10)
- ✓ Fixed Mount, for installation into existing concrete using concrete insert (see sheet 3 of 10)
- Fixed Mount, for installation into existing concrete using concrete adhesive (see sheet 4 of 10)
- Security Post Cover, to fit over new steel pipe bollard (shown at maximum height) (see sheet 5 of 10)
- Security Post Cover, to fit over low-profile steel pipe bollard (see sheet 6 of 10)
- Security Post Cover, to fit over existing steel pipe bollard using concrete adhesive (see sheet 7 of 10)
- Removable Mount, for installation into new concrete (see sheet 8 of 10)
- Removable Mount, for installation into existing concrete using concrete insert (see sheet 9 of 10)
- Removable/Retractable Mount, for installation into new concrete (see sheet 10 of 10)



BARRIER POST SPACING
N.T.S

NOTES:

- BOLLARDS SHALL BE SET BACK FROM STREET PAVEMENT 6 FT. MINIMUM



BARRIER POST STRIPING (PLAN)

DATE:	REVISION:	BY:	 Landscape Architects, Architects, Engineers, and Planners, P.C. New York City > Saratoga Springs > Syracuse		KINGSTON CONNECTIVITY PROJECT <i>CITY OF KINGSTON, NEW YORK</i> East Chester Street & Jansen Avenue	DATE: 04.11.16	D6/D7
						DRAWN BY:	
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						SHEET NO. 23 OF 48	

BOLLARD DETAIL



1. ALL CROSSWALK MARKINGS SHALL BE WHITE PREFORMED REFLECTORIZED PAVEMENT STRIPES, ITEM NO. 688.01 IN NYSDOT STANDARD SPECIFICATIONS
2. TYPE "LS" CROSSWALKS SHALL HAVE THE LONGITUDINAL LINES PARALLEL TO THE LANE LINES.



DATE:	REVISION:	BY:		<div><div>SARATOGA ASSOCIATES</div><div>Landscape Architects, Architects, Engineers, and Planners, P.C. <small>New York City > Saratoga Springs > Syracuse</small></div><div><div><div>K</div><div>S</div></div>Engineering and Land Surveying, P.C.</div></div>	<div><div>KINGSTON CONNECTIVITY PROJECT</div><div>CITY OF KINGSTON, NEW YORK</div></div> <div><div>East Chester Street & Jansen Avenue</div><div><table><tr><td>DATE:</td><td>04.11.16</td></tr><tr><td>DRAWN BY:</td><td></td></tr><tr><td>CHECKED BY:</td><td></td></tr><tr><td>PHASE:</td><td>100% CD</td></tr></table></div></div> <div><div>D7/D7</div><div>SHEET NO. 24 OF 48</div></div>	DATE:	04.11.16	DRAWN BY:		CHECKED BY:		PHASE:	100% CD
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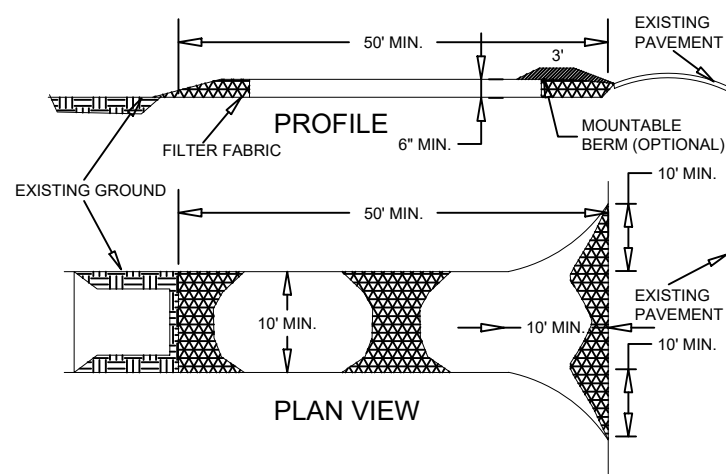
1. ALL EROSION CONTROL MEASURES EMPLOYED DURING CONSTRUCTION PROCESS SHALL BE INSPECTED BY THE CONTRACTOR IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL MAINTENANCE SCHEDULE. ALL EROSION CONTROL STRUCTURES SHALL BE REPAIRED AND MAINTAINED AS NECESSARY BY THE CONTRACTOR.
2. ALL STORM WATER MANAGEMENT STRUCTURES (I.E. CATCH BASIN, ETC.) SHALL BE REGULARLY INSPECTED FOR SEDIMENT ACCUMULATIONS. CATCH BASIN SHALL BE CLEANED WHEN SEDIMENT DEPTH REACHES A MAXIMUM OF 1/2 THE AVAILABLE SUMP DEPTH.
3. IF THE CONSTRUCTION PROCESS EXPOSES SIGNIFICANT SOIL AREAS (NO MORE THAN 5 ACRES) FOR ANY LENGTH OF TIME, INCREASED POTENTIAL FOR EROSION AND DUST CREATION WILL OCCUR. THE CONTRACTOR SHALL PROVIDE, AT THE CITY ENGINEER'S DIRECTION, SUPPLEMENTAL SURFACE TREATMENTS (SUCH AS TEMPORARY SWALES, RIP-RAP INTERCEPT POOLS, AND DUST CONTROL MEASURES) MAY BE REQUIRED.
4. ALL EROSION CONTROL INSTALLATION AND MAINTENANCE MEASURES SHALL MEET THE REQUIREMENTS OF THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION "STANDARD AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL".

- A. SILT FENCE SHALL BE INSTALLED TO PROTECT OFFSITE PROPERTIES PRIOR TO BEGINNING ANY CLEARING, GRUBBING OR EARTHWORK.
 - B. CUTS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTY, NOR DIVERT SURFACE WATER ONTO ADJOINING PROPERTIES.
 - C. ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIALS AND TO PREVENT SETTLEMENT.
 - D. EXCAVATIONS AND FILLS TO BE ROLLED, SEALED AND STABILIZED AT COMPLETION OF EACH DAY'S WORK.
5. ANY PILE OF CONSTRUCTION DEBRIS, PARKING LOT MACADAM, OR OTHER POTENTIALLY EROSION- MATERIAL TEMPORARILY STOCKPILED ON THE SITE DURING THE CONSTRUCTION PROCESS SHALL BE LOCATED IN AN AREA AWAY FROM STORM DRAINAGE AND SHALL BE PROPERLY PROTECTED FROM EROSION BY A SURROUNDING SILT FENCE.
6. PERMANENT SEEDED AREAS FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH THIS SHEET.
7. AREAS UNDERGOING CLEARING OR GRADING AND WHERE WORK IS DELAYED OR COMPLETED AND WILL NOT BE RE-DISTURBED FOR A PERIOD OF 14 DAYS OR MORE SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT VEGETATIVE COVER WITHIN 7 DAYS. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILITY.

RAPIDLY GERMINATING ANNUAL GRASS=30 LBS PER ACRE
PERENNIAL RYE GRASS = 100 LBS PER ACRE
CEREAL RYE = 30 LBS PER ACRE

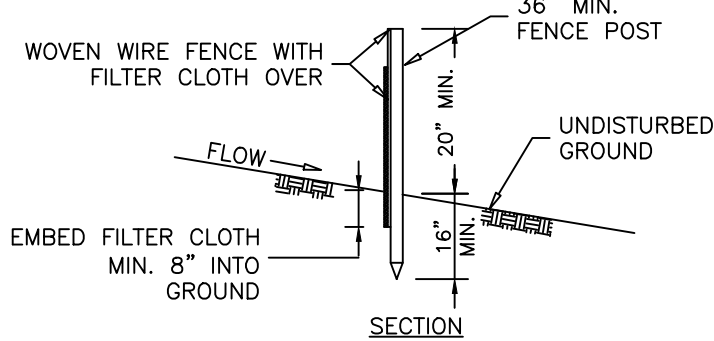
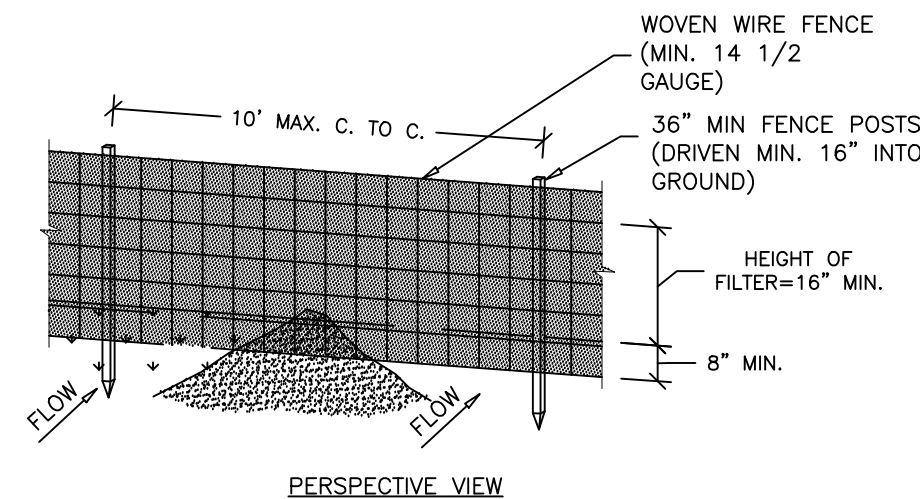
MIXTURE OF PERENNIAL RYE, KENTUCKY BLUE & RED FESCUE GRASSES (30/35/35), 15 TO 25 LBS PER 1,000 S.F., MULCHING @ 15 LBS PER 1,000 S.F., WITH PEGGING AND NETTING FOR GRADES IN EXCESS OF 15%.

8. GRADE AS NEEDED AND FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEED BED PREPARATION, SEEDING AND MULCH APPLICATION.
9. WHERE TOPSOIL IS TO BE PLACED, REMOVE REFUSE, WOODY PLANT PARTS, STONES OVER 3" IN DIAMETER, AND OTHER LITTER FROM UNDERLYING SOIL SURFACE. SCARIFY ALL COMPACTED SOILS PRIOR TO APPLYING TOPSOIL.
10. TOPSOIL SHALL BE DISTRIBUTED TO A UNIFORM DEPTH OVER THE TREATED AREA. IT SHALL NOT BE PLACED WHEN IT IS PARTLY FROZEN, MUDDY OR ON FROZEN SLOPES OR OVER ICE, SNOW OR STANDING WATER PUDDLES.
11. ON-SITE DUST CONTROL SHALL BE ACCOMPLISHED BY STANDARD METHODS OF LIGHTLY WATERING ALL EXPOSED SOIL AND RAPIDLY STABILIZING THE REGRADED AREAS WITH TOPSOIL, LOAM AND/OR SEEDING.
12. THE CITY ENGINEER MAY INSPECT EROSION AND SEDIMENT CONTROL PRACTICES ON THE SITE DURING CONSTRUCTION AND RECOMMEND THAT THE CONTRACTOR INSTALL ADDITIONAL EROSION CONTROL MEASURES IF DEEMED NECESSARY TO PROTECT ANY UNDISTURBED AREAS OF THE SITE.
13. THE CONTRACTOR SHALL HAVE A QUALIFIED PROFESSIONAL, AS DESCRIBED WITHIN THE NYSDEC SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITY PERMIT NO. GP-0-10-001.
14. IF GROUNDWATER IS ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONSTRUCT A DEWATERING PIT (I.E. A SUMP PIT) TO TRAP AND FILTER WATER FOR PUMPING TO A SUITABLE DISCHARGE AREA. THE DEWATERING PIT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION "STANDARD AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL".
15. WHEN ALL DISTURBED AREAS ARE STABLE, ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED PER THE APPROVAL OF THE CITY ENGINEER.



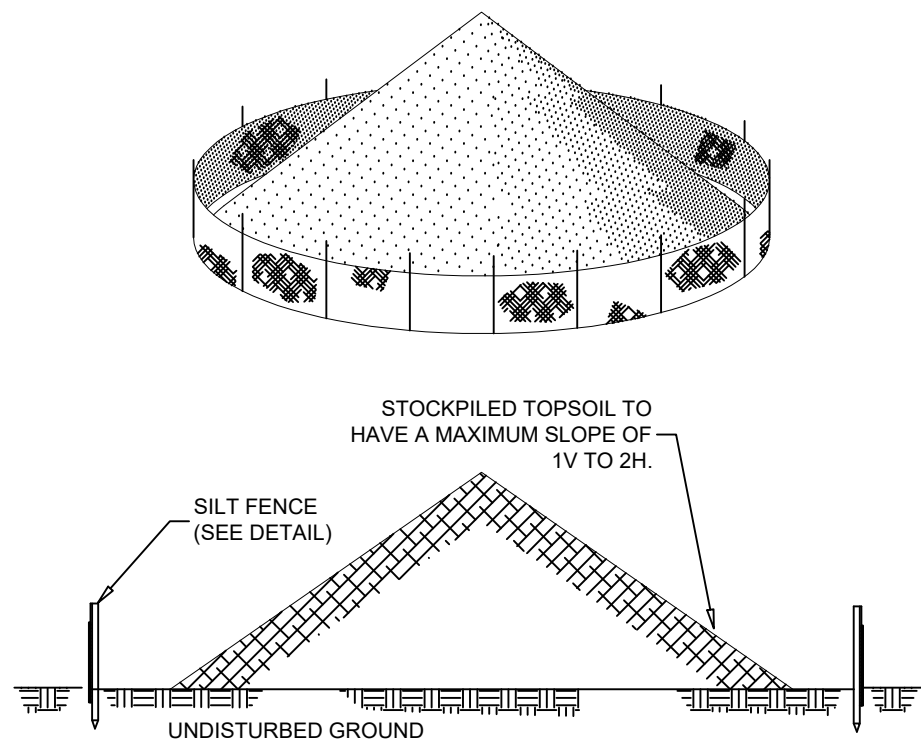
STABILIZED CONSTRUCTION
ENTRANCE DETAIL
NOT TO SCALE

1. STONE: SIZE—USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH: AS REQUIRED, BUT NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
3. THICKNESS: NOT LESS THAN 6 INCHES.
4. WIDTH: TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS AND EGRESS OCCUR.
5. GEOTEXTILE FILTER FABRIC SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
6. SURFACE WATER: ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH A 5:1 SLOPE WILL BE PERMITTED.
7. MAINTENANCE: THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS—OF—WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS—OF—WAY MUST BE REMOVED IMMEDIATELY.
8. WASHING: WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUIB-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAINFALL.



1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS W/ WIRE TIES OR	POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID-SECTION.	FENCE: WOVEN WIRE, 14 1/2 GA. 6" MAX MESH OPENING.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.	FILTER CLOTH: FILTER X, MIRAFIL 100X, STABILINA 1140N OR APPROVED EQUIV.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.	PREFABRICATED UNIT: GEOFAB, ENVIRONMENTAL OR APPROVED EQUIV.

SILT FENCE DETAIL
NOT TO SCALE




SOIL STOCKPILE DETAIL

NOT TO SCALE

1. IF THE STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, IT SHALL BE STABILIZED WITH BURLAP MATTING OR SEEDED TO MINIMIZE EROSION.
2. INSPECTION OF SILT FENCES SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF 1/2". REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY, AS NEEDED.
3. SEDIMENT TRAPPED BY THE FENCES SHALL BE REMOVED AND PROPERLY DISPOSED OF WHENEVER SIGNIFICANT ACCUMULATION OCCURS.
4. SILT FENCES SHALL BE MAINTAINED IN PLACE UNTIL SOIL STOCKPILE HAS BEEN ELIMINATED. AREA IS TO BE STABILIZED WITH VEGETATION OR COVERED.

[illegible]

SEAL:



K&C Engineering and
Land Surveying, P.C.

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SHEET NO. 26 OF 48

EROSION CONTROL DETAIL