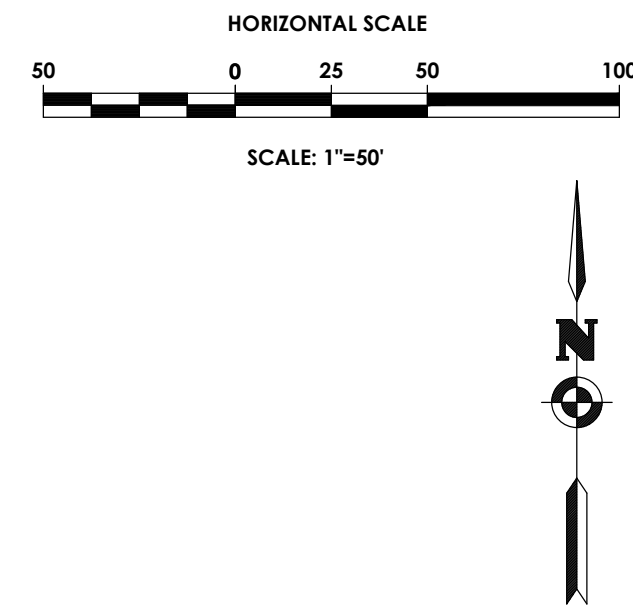


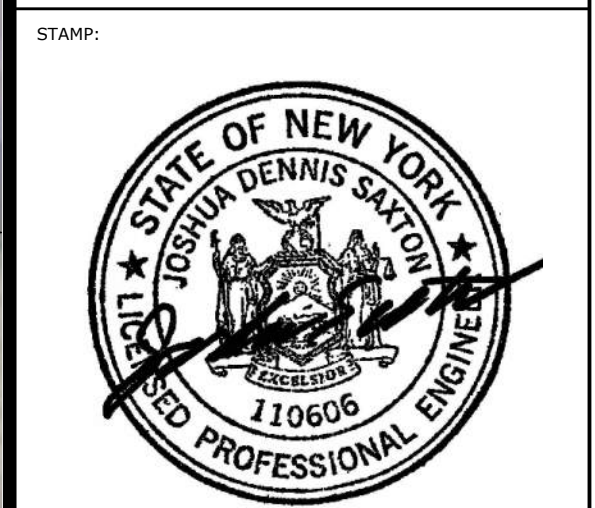
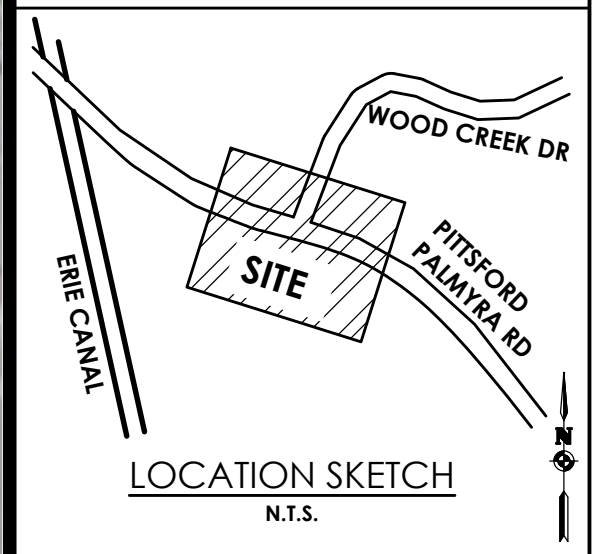
ROAD DESIGN PLANS FOR  
PITTSFORD MEDIAN DESIGN  
TOWN OF PITTSFORD, MONROE COUNTY, NEW YORK  
P.N. 20243925.0001



PASSERO  
architecture engineering

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DP-6 DETAILS  
DP-7 DETAILS



CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

Passero Associates

242 WEST MAIN ST., SUITE 100 (585) 325-1000  
ROCHESTER, NY 14614 FAX: (585) 325-1691

PROJECT MANAGER Joshua Sexton, P.E.  
PROJECT ENGINEER Joshua Sexton, P.E.  
DESIGNER Lawton Watts, E.I.T.

| NO. | DATE     | BY   | DESCRIPTION         |
|-----|----------|------|---------------------|
| 1   | 02/12/25 | LAW  | NYSDOT SUBMISSION 2 |
| 2   | ----     | ---- | ----                |
| 3   | ----     | ---- | ----                |
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COVER

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:  
20243925.0001

DRAWING NO.:  
CP-1

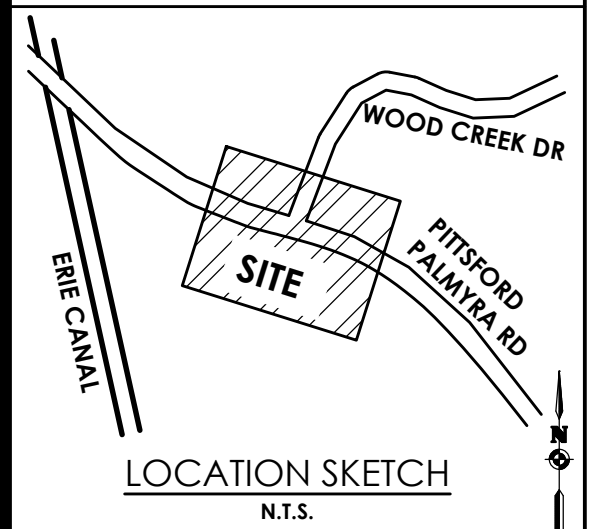
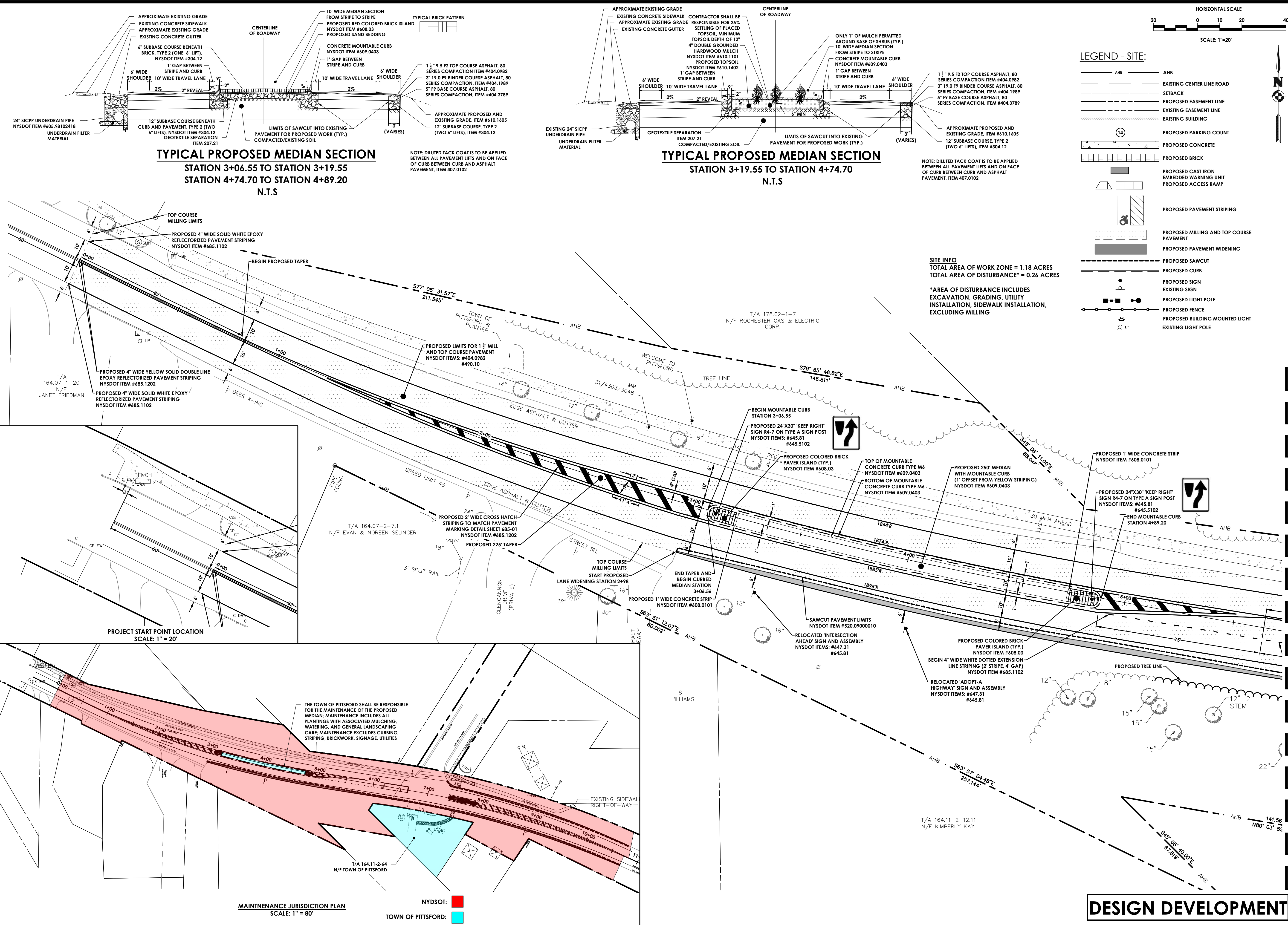
DATE:  
JULY 2025

DESIGN DEVELOPMENT

NYSDOT DESIGNER CONTACT STATEMENT

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





STAMP:



CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

**Passero Associates**

242 WEST MAIN ST., SUITE 100  
ROCHESTER, NY 14614  
(585) 325-1000  
FAX: (585) 325-1691

PROJECT MANAGER: Joshua Saxton, P.E.  
PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawlon Watts, E.I.T.

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**ROADWAY AND STRIPING PLAN**
**PITTSFORD MEDIAN DESIGN**

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:  
**20243925.0001**

DRAWING NO.:  
**RP-1**

DATE:  
**JULY 2025**

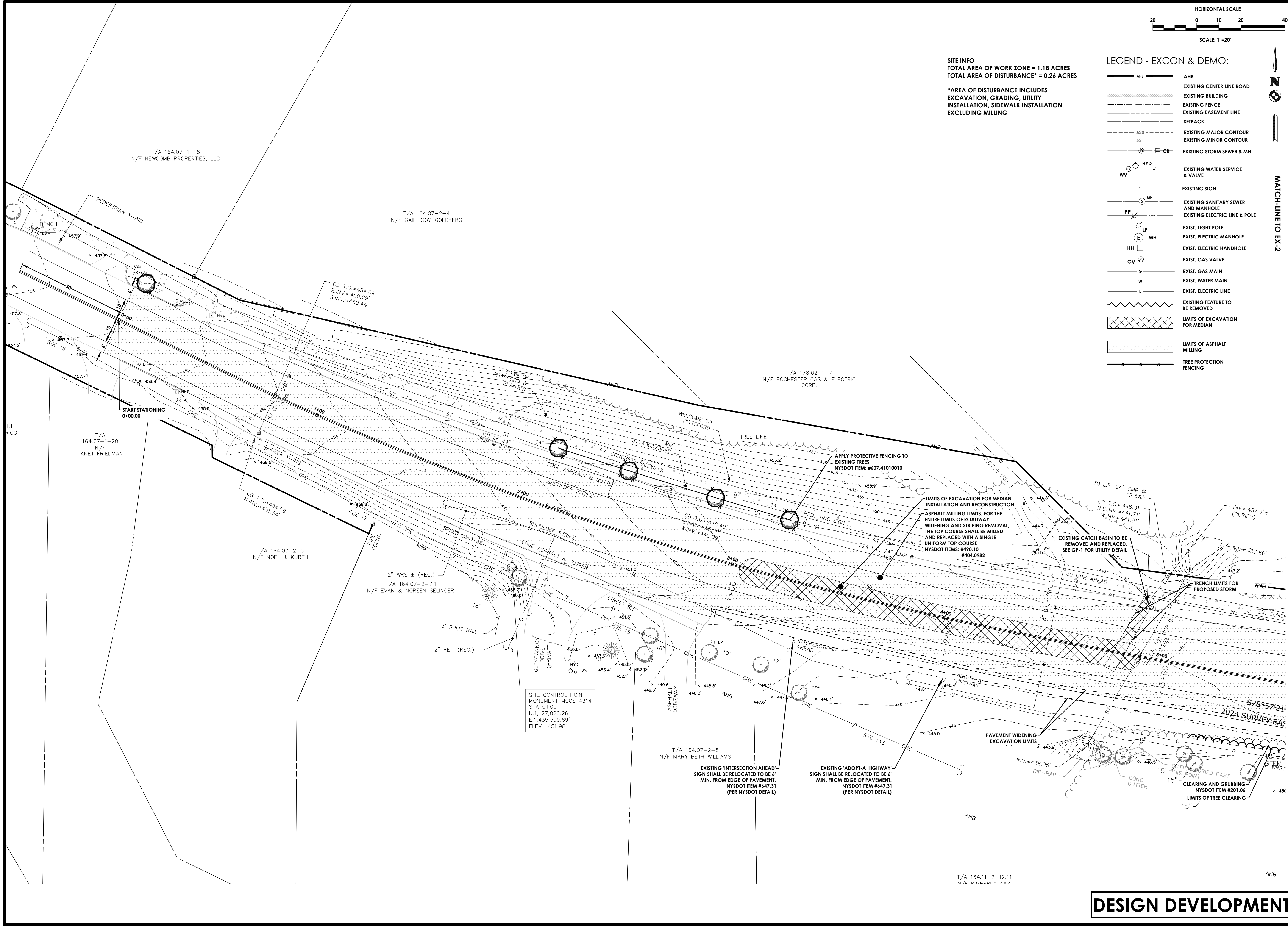
**DESIGN DEVELOPMENT**





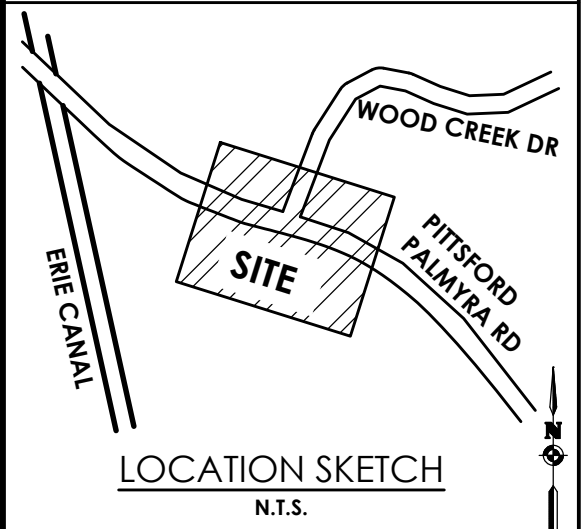


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DESIGN DEVELOPMENT

PASSERO  
architecture engineering



CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

Passero Associates

242 WEST MAIN ST., SUITE 100 (585) 325-1000  
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PROJECT MANAGER Joshua Saxton, P.E.  
PROJECT ENGINEER Joshua Saxton, P.E.  
DESIGNER Lawton Watts, E.I.T.

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EXISTING  
CONDITIONS AND  
DEMO PLAN

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:

20243925.0001

DRAWING NO.:

EX-1

DATE:

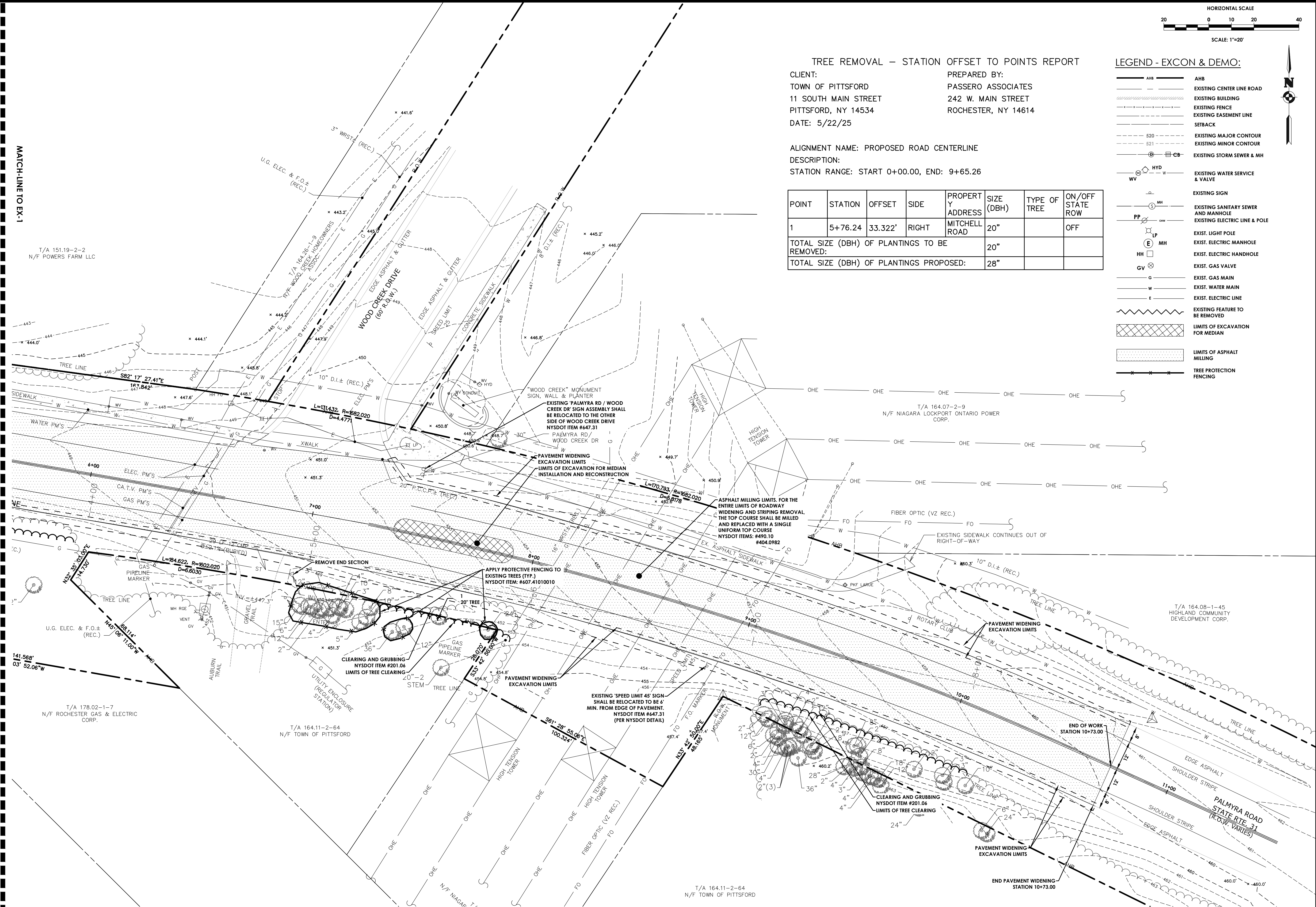
JULY 2025



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MATCH-LINE TO EX-1

T/A 151.19-2-2  
N/F POWERS FARM LLC



### TREE REMOVAL - STATION OFFSET TO POINTS REPORT

CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534  
DATE: 5/22/25

PREPARED BY:  
PASSERO ASSOCIATES  
242 W. MAIN STREET  
ROCHESTER, NY 14614

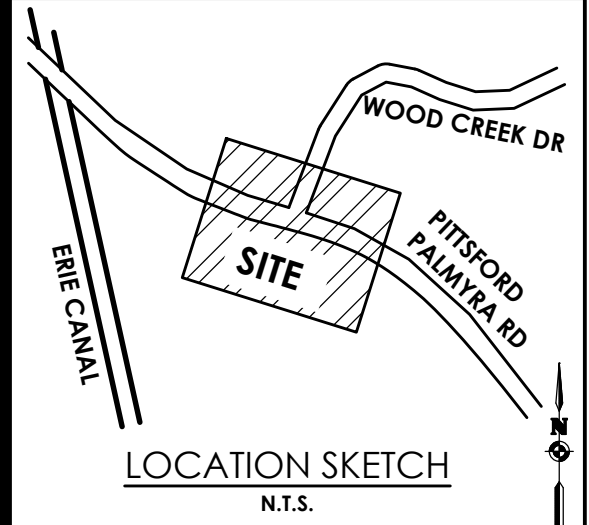
ALIGNMENT NAME: PROPOSED ROAD CENTERLINE  
DESCRIPTION:  
STATION RANGE: START 0+00.00, END: 9+65.26

| POINT                                        | STATION | OFFSET  | SIDE  | PROPERTY ADDRESS | SIZE (DBH) | TYPE OF TREE | ON/OFF STATE ROW |
|----------------------------------------------|---------|---------|-------|------------------|------------|--------------|------------------|
| 1                                            | 5+76.24 | 33.322' | RIGHT | MITCHELL ROAD    | 20"        |              | OFF              |
| TOTAL SIZE (DBH) OF PLANTINGS TO BE REMOVED: |         |         |       |                  | 20"        |              |                  |
| TOTAL SIZE (DBH) OF PLANTINGS PROPOSED:      |         |         |       |                  | 28"        |              |                  |

### LEGEND - EXCON & DEMO:

|  |                                     |
|--|-------------------------------------|
|  | AHB                                 |
|  | EXISTING CENTER LINE ROAD           |
|  | EXISTING BUILDING                   |
|  | EXISTING FENCE                      |
|  | EXISTING EASEMENT LINE              |
|  | SETBACK                             |
|  | EXISTING MAJOR CONTOUR              |
|  | EXISTING MINOR CONTOUR              |
|  | EXISTING STORM SEWER & MH           |
|  | EXISTING WATER SERVICE & VALVE      |
|  | EXISTING SIGN                       |
|  | EXISTING SANITARY SEWER AND MANHOLE |
|  | EXISTING ELECTRIC LINE & POLE       |
|  | EXIST. LIGHT POLE                   |
|  | EXIST. ELECTRIC MANHOLE             |
|  | EXIST. ELECTRIC HANDHOLE            |
|  | EXIST. GAS VALVE                    |
|  | EXIST. GAS MAIN                     |
|  | EXIST. WATER MAIN                   |
|  | EXIST. ELECTRIC LINE                |
|  | EXISTING FEATURE TO BE REMOVED      |
|  | LIMITS OF EXCAVATION FOR MEDIAN     |
|  | LIMITS OF ASPHALT MILLING           |
|  | TREE PROTECTION FENCING             |

**PASSERO**  
architecture engineering



STAMP:



CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

### Passero Associates

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ROCHESTER, NY 14614  
(585) 325-1000  
FAX: (585) 325-1691

PROJECT MANAGER: Joshua Saxton, P.E.  
PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawton Watts, E.I.T.

| NO. | DATE     | BY   | DESCRIPTION         |
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### EXISTING CONDITIONS AND DEMO PLAN

#### PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE  
STATE: NY

PROJECT NO.: 20243925.0001

DRAWING NO.:

EX-2

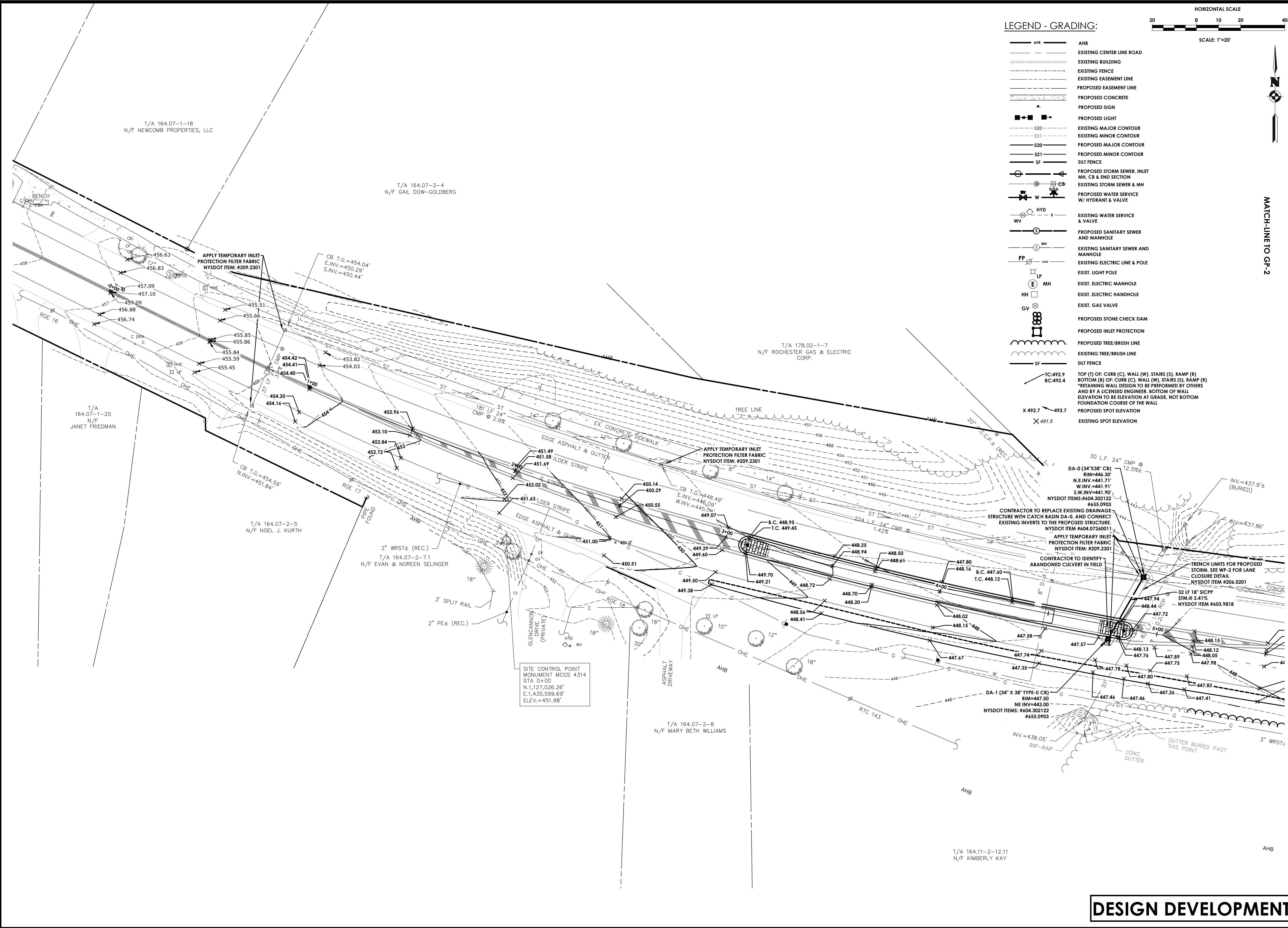
DATE:

JULY 2025

**DESIGN DEVELOPMENT**

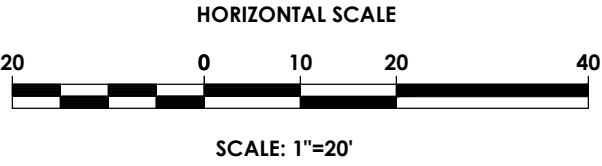


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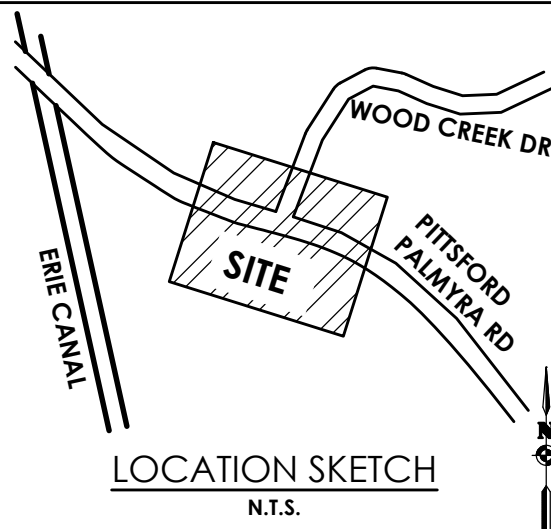


LEGEND - GRADING:

- AHB
- EXISTING CENTER LINE ROAD
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPOSED CONCRETE
- PROPOSED SIGN
- PROPOSED LIGHT
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- SILT FENCE
- PROPOSED STORM SEWER, INLET
- MH, CB & END SECTION
- EXISTING STORM SEWER & MH
- PROPOSED WATER SERVICE
- W/ HYDRANT & VALVE
- EXISTING WATER SERVICE & VALVE
- PROPOSED SANITARY SEWER AND MANHOLE
- EXISTING SANITARY SEWER AND MANHOLE
- EXISTING ELECTRIC LINE & POLE
- EXIST. LIGHT POLE
- EXIST. ELECTRIC MANHOLE
- EXIST. ELECTRIC HANDHOLE
- EXIST. GAS VALVE
- PROPOSED STONE CHECK DAM
- PROPOSED INLET PROTECTION
- PROPOSED TREE/BRUSH LINE
- EXISTING TREE/BRUSH LINE
- SILT FENCE
- TC:492.9
- BC:492.4
- X 492.7
- 492.7
- 491.5
- TOP (T) OF CURB (C), WALL (W), STAIRS (S), RAMP (R)
- BOTTOM (B) OF CURB (C), WALL (W), STAIRS (S), RAMP (R)
- \*RETAINING WALL DESIGN TO BE PERFORMED BY OTHERS AND BY A LICENSED ENGINEER. BOTTOM OF WALL ELEVATION TO BE ELEVATION AT GRADE, NOT BOTTOM FOUNDATION COURSE OF THE WALL
- PROPOSED SPOT ELEVATION
- EXISTING SPOT ELEVATION



MATCH LINE TO GP-2



CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

Passero Associates

242 WEST MAIN ST., SUITE 100  
ROCHESTER, NY 14614  
(585) 325-1000  
FAX: (585) 325-1691  
PROJECT MANAGER: Joshua Saxton, P.E.  
PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawton Watts, E.I.T.

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| 2   |          |     |                     |
| 3   |          |     |                     |
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GRADING AND  
UTILITY PLAN

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:

20243925.0001

DRAWING NO.:

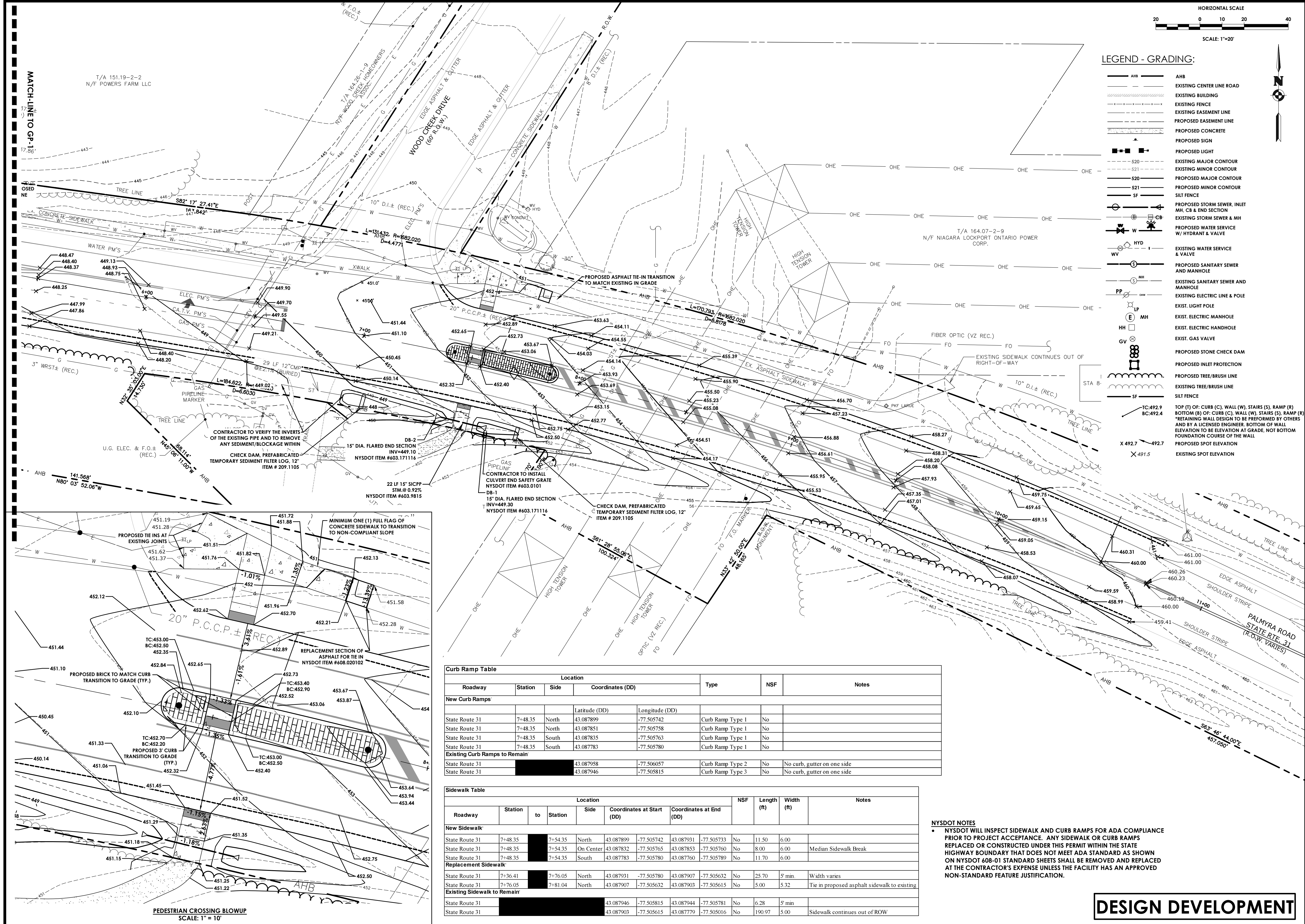
GP-1

DATE:

JULY 2025

DESIGN DEVELOPMENT





| Curb Ramp Table               |         |       |                  |                |                  |     |                             |
|-------------------------------|---------|-------|------------------|----------------|------------------|-----|-----------------------------|
| Location                      |         |       |                  |                | Type             | NSF | Notes                       |
| Roadway                       | Station | Side  | Coordinates (DD) |                |                  |     |                             |
| New Curb Ramps                |         |       |                  |                |                  |     |                             |
|                               |         |       | Latitude (DD)    | Longitude (DD) |                  |     |                             |
| State Route 31                | 7+48.35 | North | 43.087899        | -77.505742     | Curb Ramp Type 1 | No  |                             |
| State Route 31                | 7+48.35 | North | 43.087851        | -77.505758     | Curb Ramp Type 1 | No  |                             |
| State Route 31                | 7+48.35 | South | 43.087835        | -77.505763     | Curb Ramp Type 1 | No  |                             |
| State Route 31                | 7+48.35 | South | 43.087783        | -77.505780     | Curb Ramp Type 1 | No  |                             |
| Existing Curb Ramps to Remain |         |       |                  |                |                  |     |                             |
| State Route 31                |         |       | 43.087958        | -77.506057     | Curb Ramp Type 2 | No  | No curb, gutter on one side |
| State Route 31                |         |       | 43.087946        | -77.505815     | Curb Ramp Type 3 | No  | No curb, gutter on one side |

| Sidewalk Table              |         |    |         |           |                              |                            |           |                |               |        |         |                                              |
|-----------------------------|---------|----|---------|-----------|------------------------------|----------------------------|-----------|----------------|---------------|--------|---------|----------------------------------------------|
| Location                    |         |    |         |           |                              |                            | NSF       | Length<br>(ft) | Width<br>(ft) | Notes  |         |                                              |
| Roadway                     | Station | to | Station | Side      | Coordinates at Start<br>(DD) | Coordinates at End<br>(DD) |           |                |               |        |         |                                              |
| New Sidewalk:               |         |    |         |           |                              |                            |           |                |               |        |         |                                              |
| State Route 31              | 7+48.35 |    | 7+54.35 | North     | 43.087899                    | -77.505742                 | 43.087931 | -77.505733     | No            | 11.50  | 6.00    |                                              |
| State Route 31              | 7+48.35 |    | 7+54.35 | On Center | 43.087832                    | -77.505765                 | 43.087853 | -77.505760     | No            | 8.00   | 6.00    | Median Sidewalk Break                        |
| State Route 31              | 7+48.35 |    | 7+54.35 | South     | 43.087783                    | -77.505780                 | 43.087760 | -77.505789     | No            | 11.70  | 6.00    |                                              |
| Replacement Sidewalk:       |         |    |         |           |                              |                            |           |                |               |        |         |                                              |
| State Route 31              | 7+36.41 |    | 7+76.05 | North     | 43.087931                    | -77.505780                 | 43.087907 | -77.505632     | No            | 25.70  | 5' min. | Width varies                                 |
| State Route 31              | 7+76.05 |    | 7+81.04 | North     | 43.087907                    | -77.505632                 | 43.087903 | -77.505615     | No            | 5.00   | 5.32    | Tie in proposed asphalt sidewalk to existing |
| Existing Sidewalk to Remain |         |    |         |           |                              |                            |           |                |               |        |         |                                              |
| State Route 31              |         |    |         |           | 43.087946                    | -77.505815                 | 43.087944 | -77.505781     | No            | 6.28   | 5' min  |                                              |
| State Route 31              |         |    |         |           | 43.087903                    | -77.505615                 | 43.087779 | -77.505016     | No            | 190.97 | 5.00    | Sidewalk continues out of ROW                |

**NYSDOT NOTES**

- NYSDOT WILL INSPECT SIDEWALK AND CURB RAMPS FOR ADA COMPLIANCE PRIOR TO PROJECT ACCEPTANCE. ANY SIDEWALK OR CURB RAMPS REPLACED OR CONSTRUCTED UNDER THIS PERMIT WITHIN THE STATE HIGHWAY BOUNDARY THAT DOES NOT MEET ADA STANDARD AS SHOWN ON NYSDOT 608-01 STANDARD SHEETS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE UNLESS THE FACILITY HAS AN APPROVED NON-STANDARD FEATURE JUSTIFICATION.

# PASSERO

architecture engineering

LOCATION SKETCH  
N.T.S.

STAMP:

CLIENT:

**TOWN OF PITTSFORD**  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

**Passero Associates**

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ROCHESTER, NY 14614  
(585) 325-1000  
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PROJECT MANAGER: Joshua Saxton, P.E.  
PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawton Watts, E.I.T.

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## GRADING AND UTILITY PLAN

**PITTSFORD MEDIAN DESIGN**

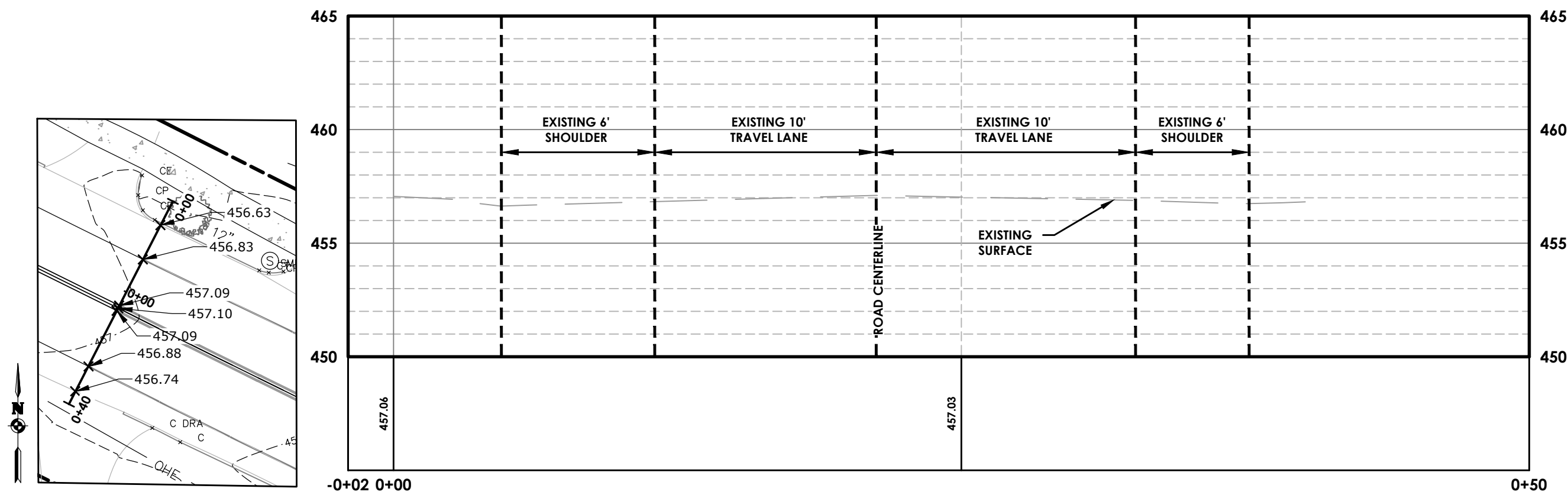
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COUNTY: MONROE  
STATE: NY

PROJECT NO.: **20243925.0001**

DRAWING NO.: **GP-2**

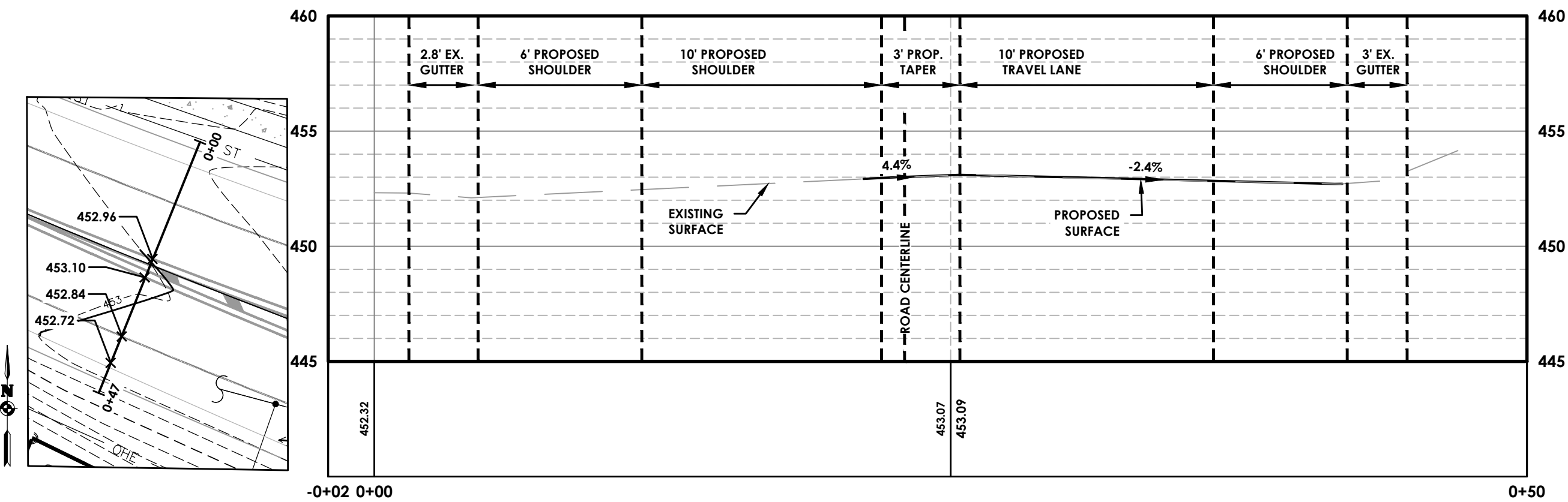
DATE: **JULY 2025**





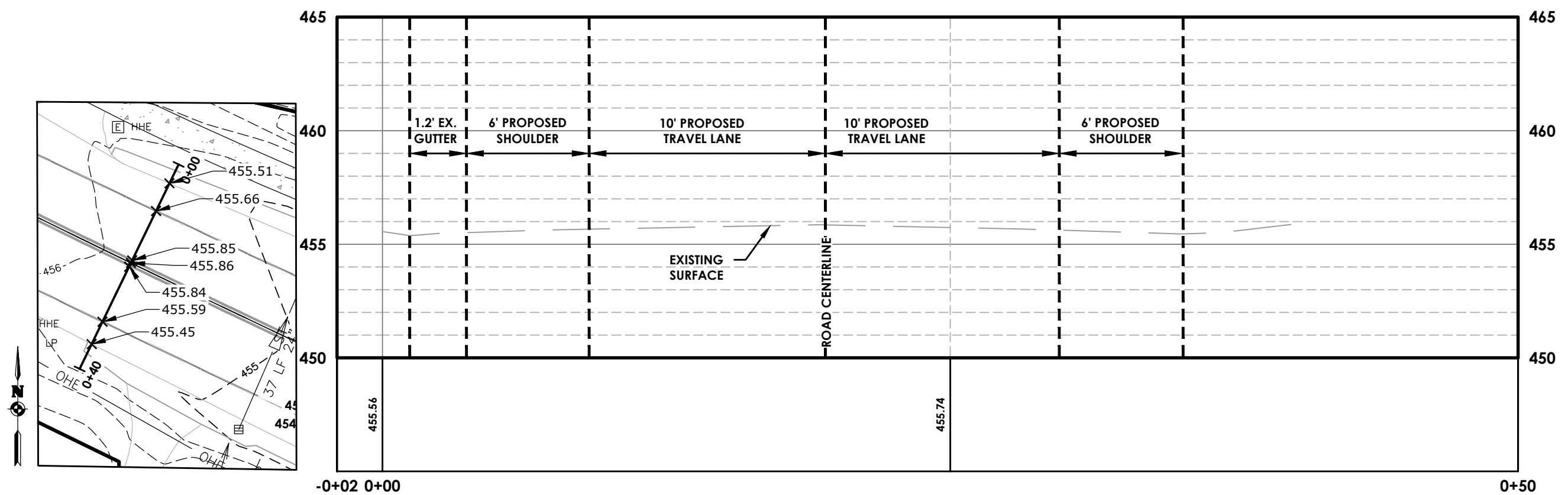
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SCALE: 1" = 20'

STATION 0+00 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



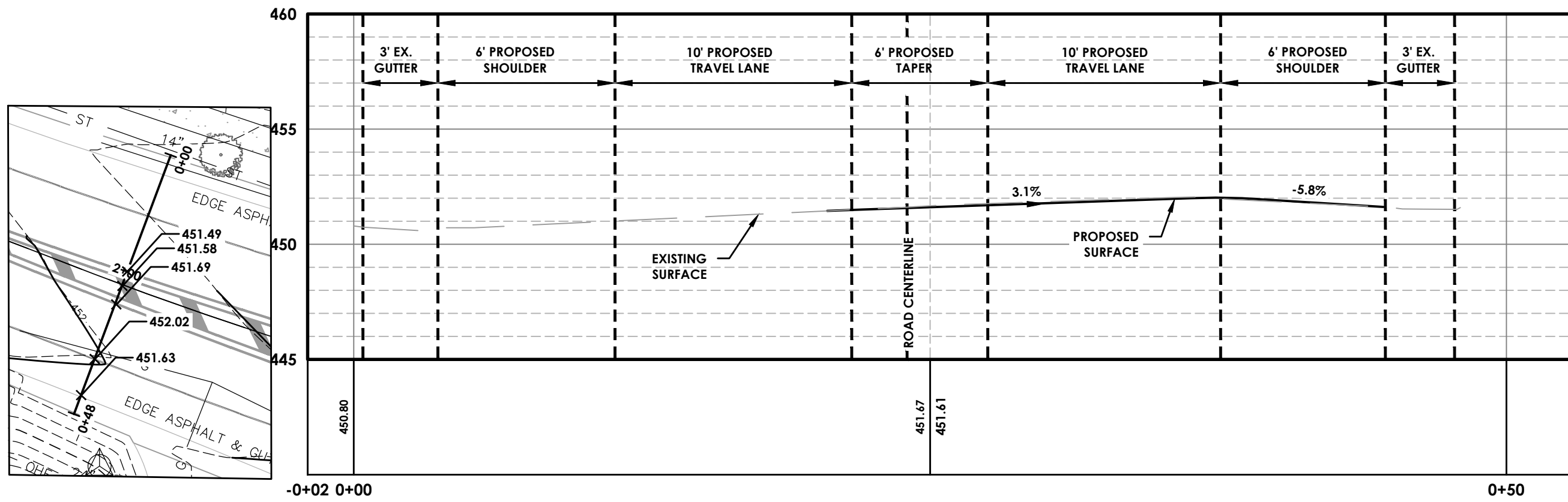
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SCALE: 1" = 20'

STATION 1+50 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



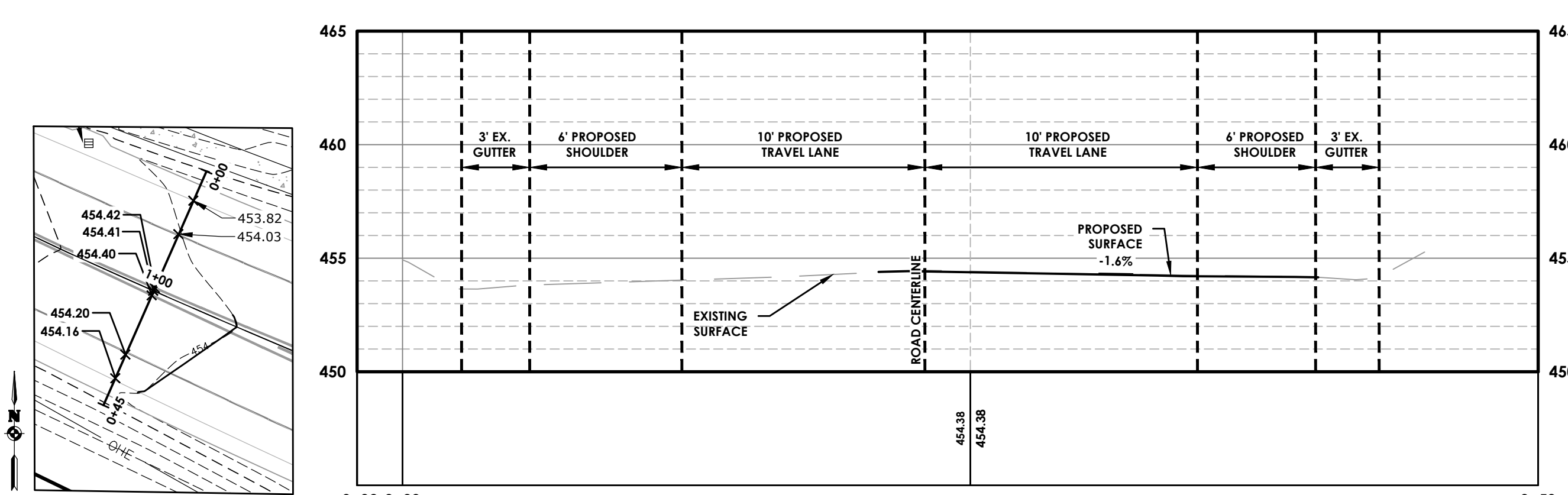
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SCALE: 1" = 20'

STATION 0+50 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
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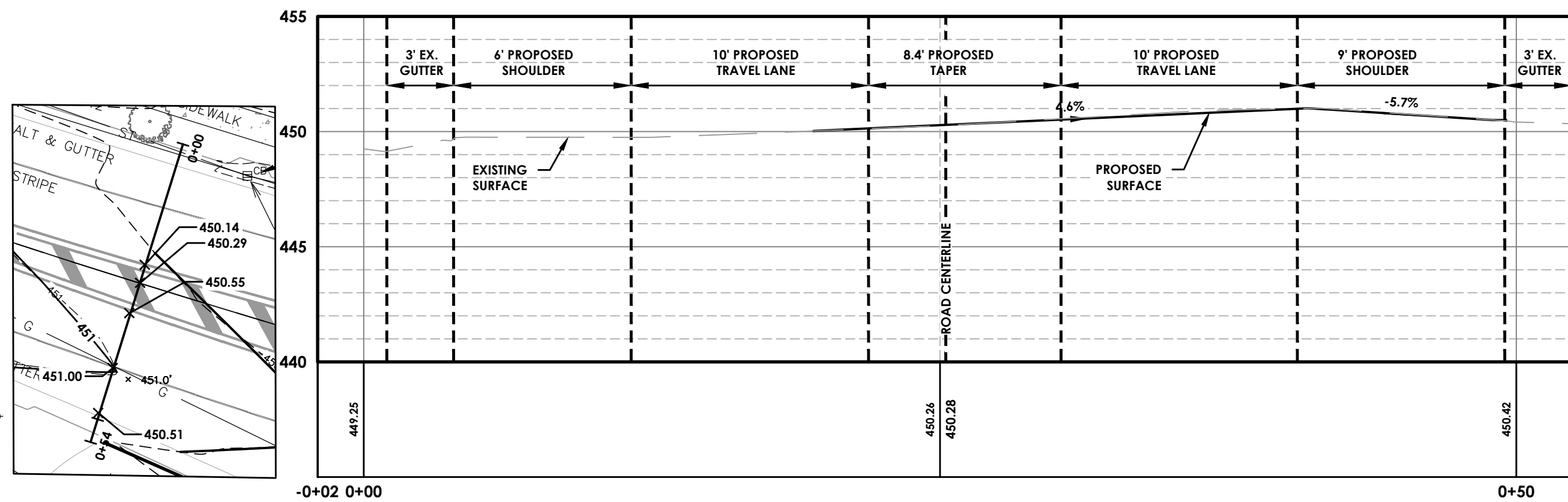
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STATION 2+00 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



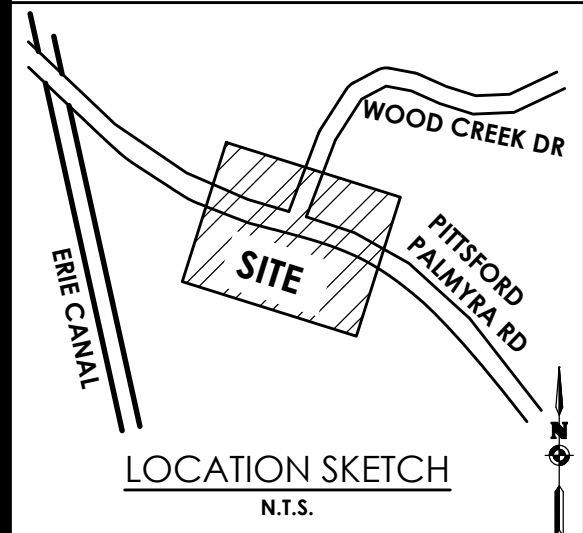
STATION 1+00 PLAN  
SCALE: 1" = 20'

STATION 1+00 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



STATION 2+50 PLAN  
SCALE: 1" = 20'

STATION 2+50 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
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|-----|----------|------|----------------------|
| 1   | 02/12/25 | LAW  | NYS DOT SUBMISSION 2 |
| 2   | ----     | ---- | ----                 |
| 3   | ----     | ---- | ----                 |
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PROFILES

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

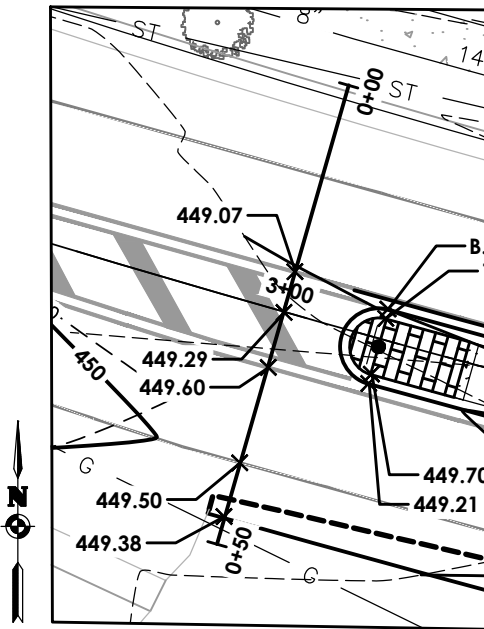
PROJECT NO.: 20243925.0001

DRAWING NO.: PP-1

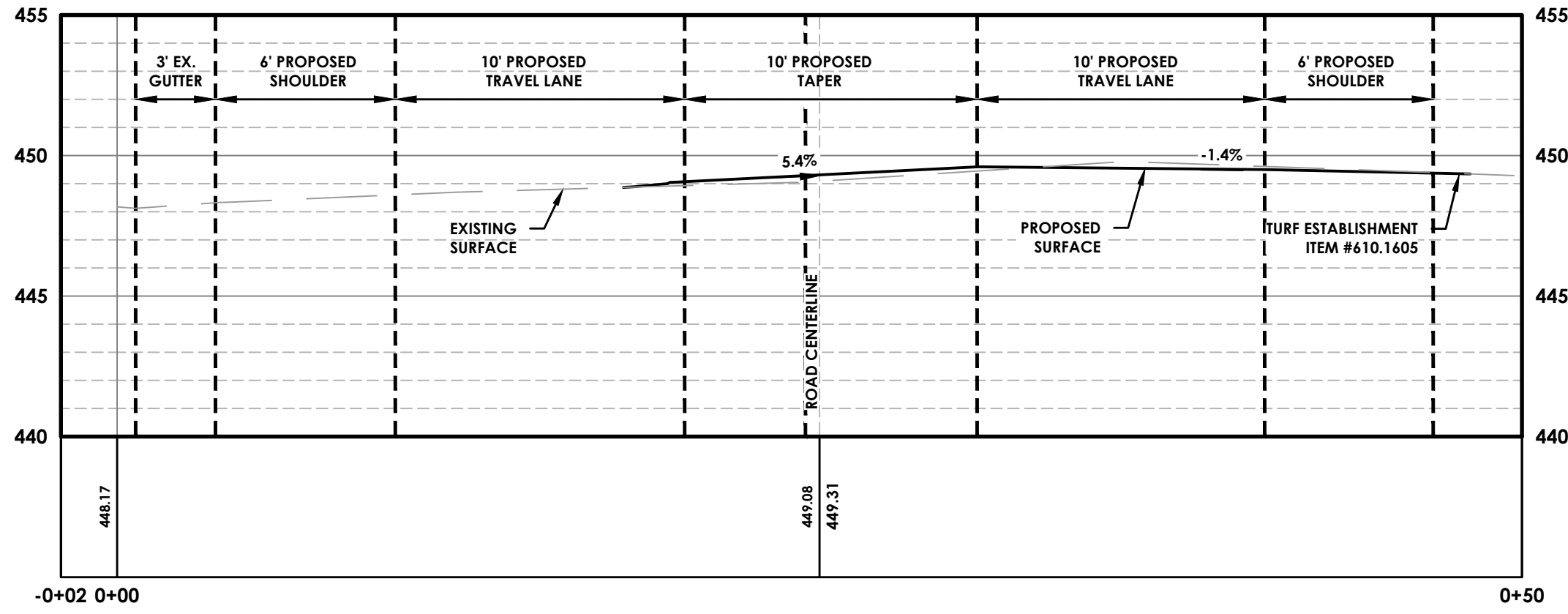
DATE: JULY 2025

DESIGN DEVELOPMENT

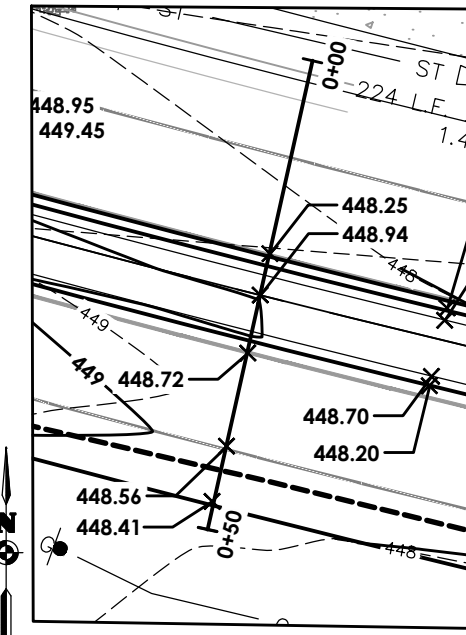




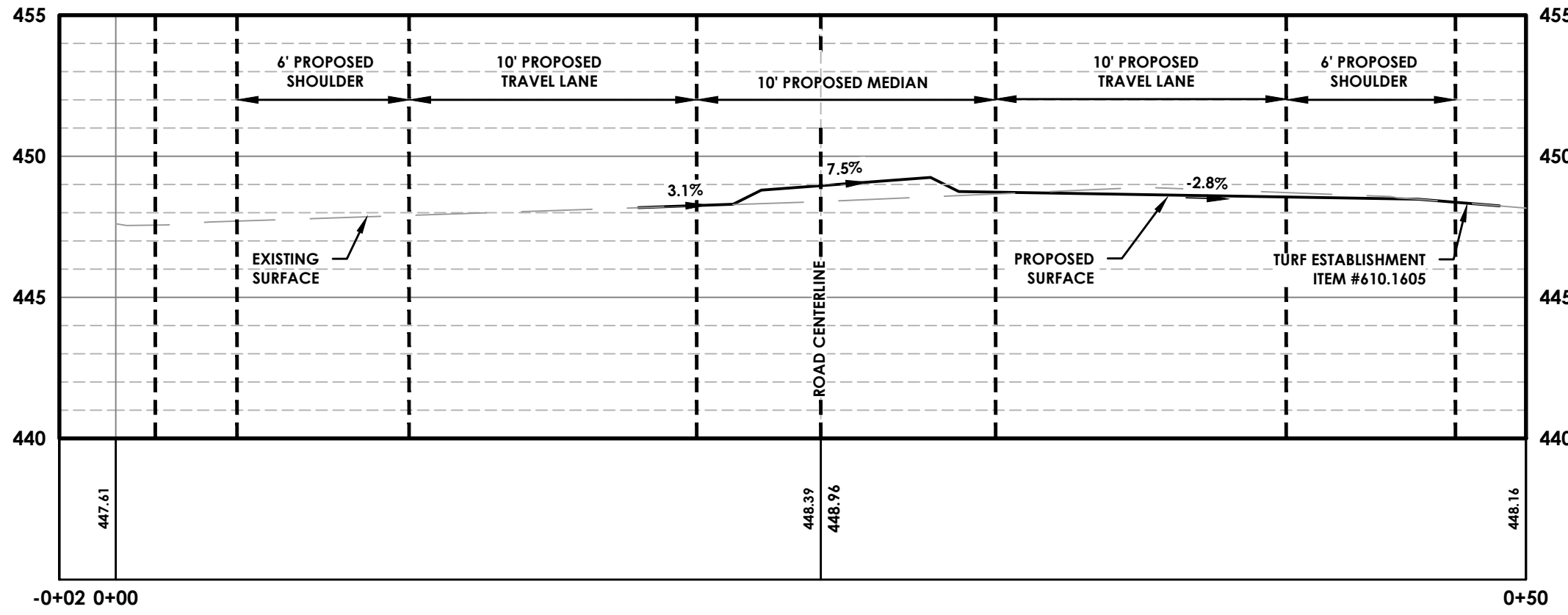
STATION 3+00 PLAN  
SCALE: 1" = 20'



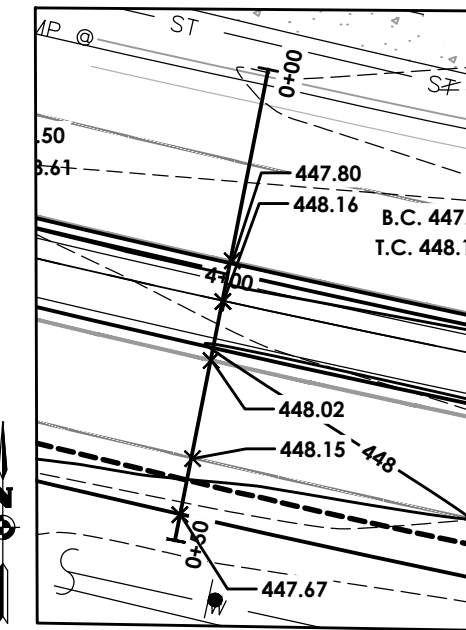
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VERTICAL - 1" = 5'



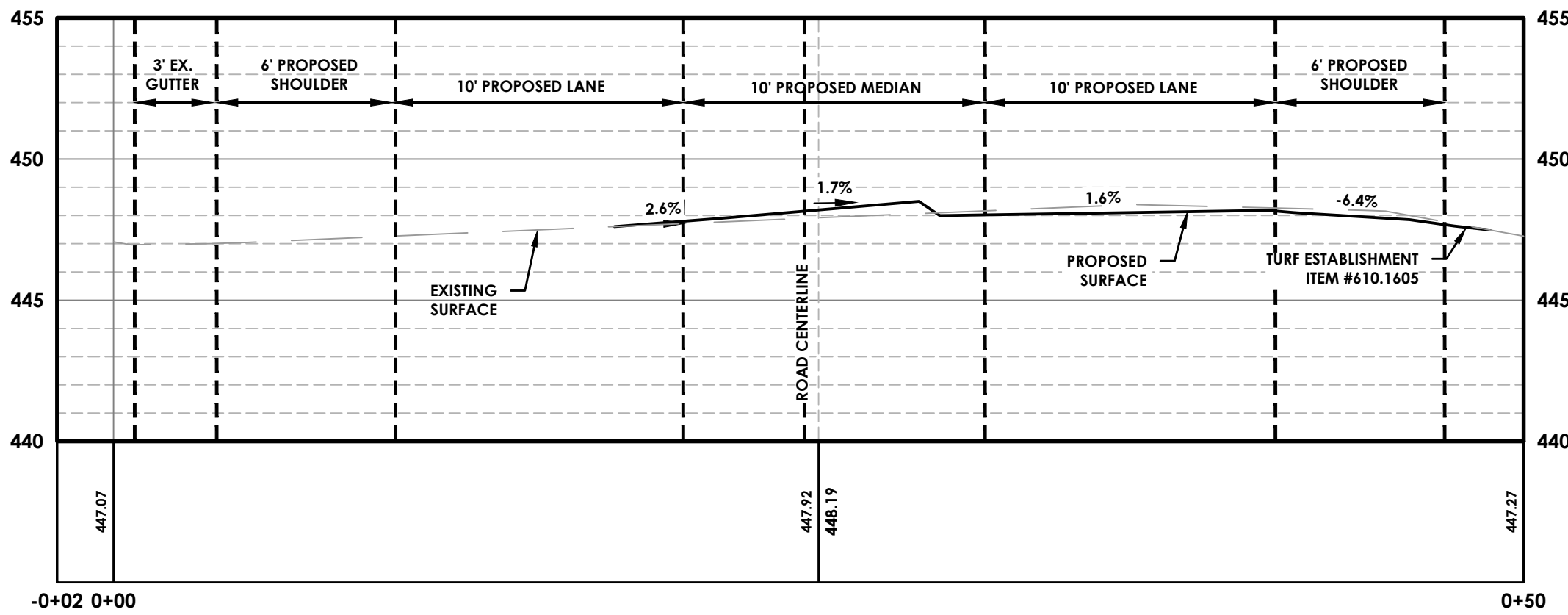
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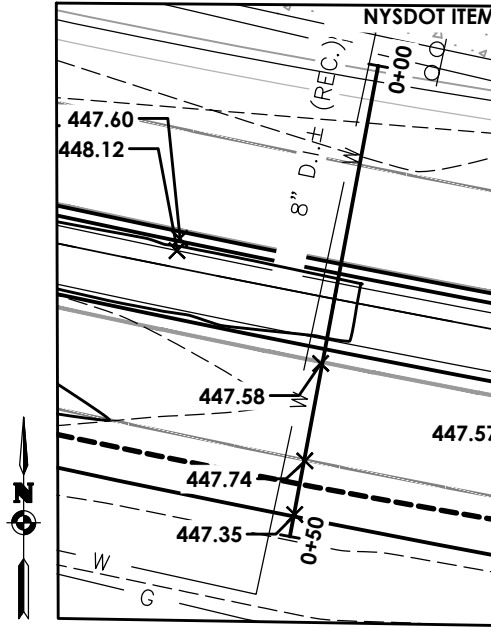
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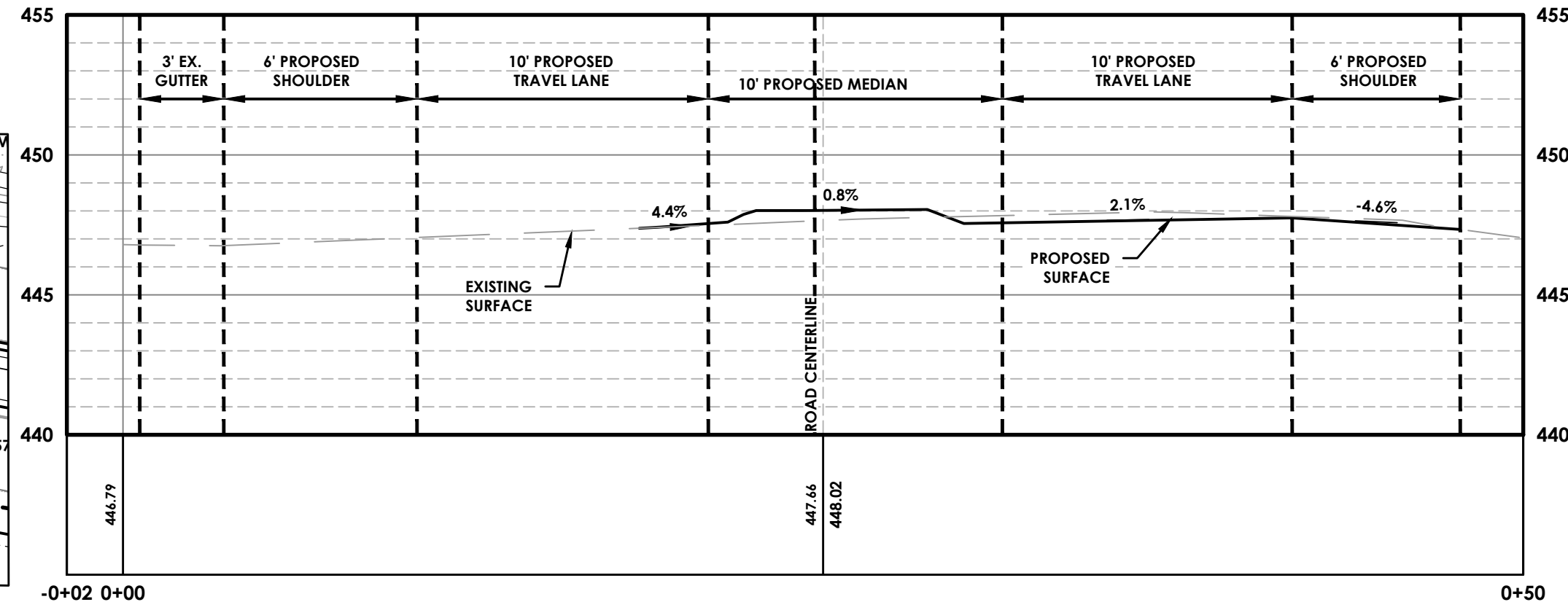
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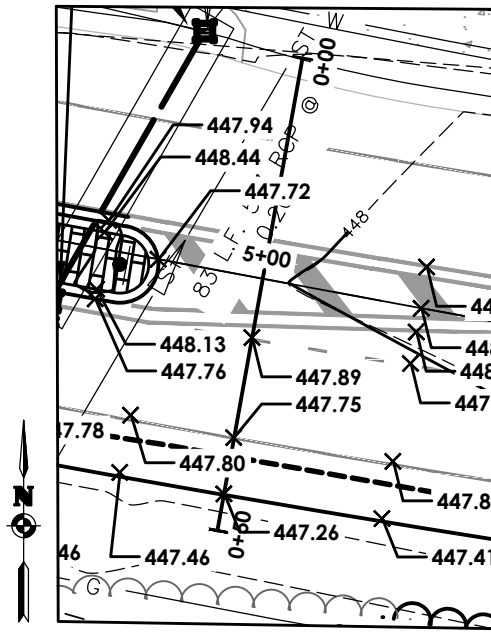
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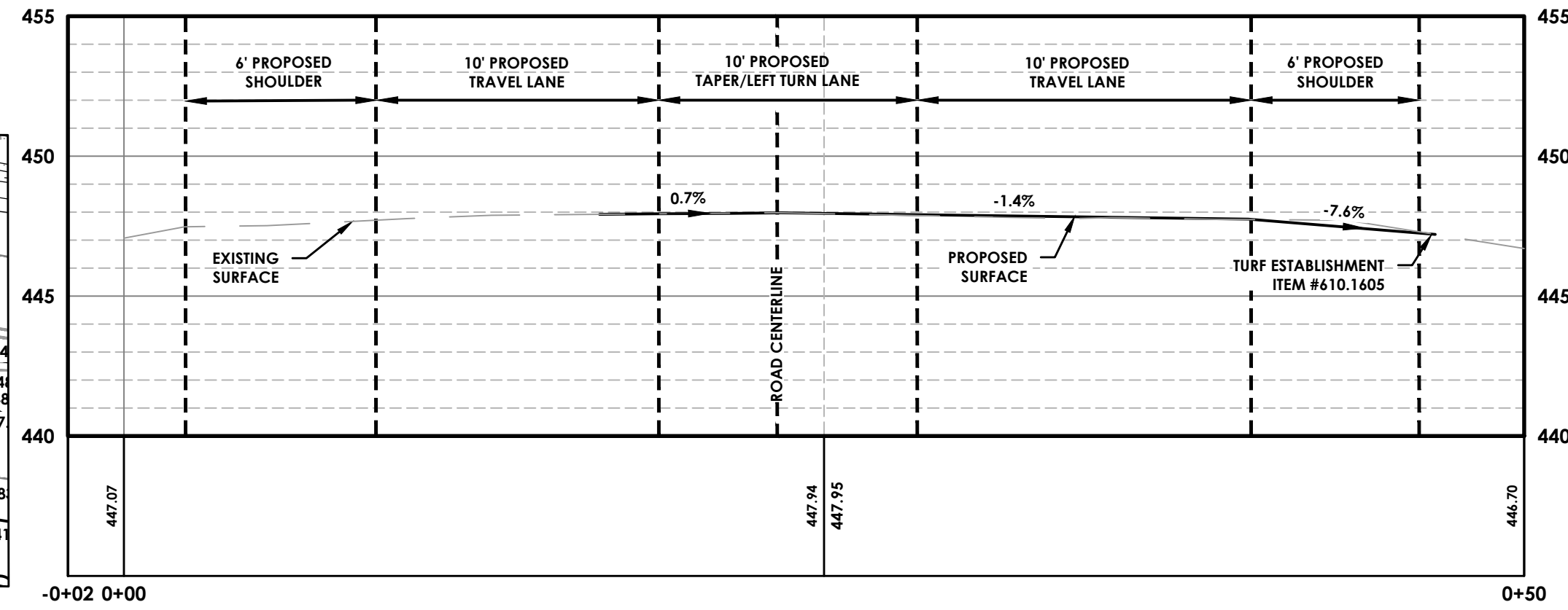
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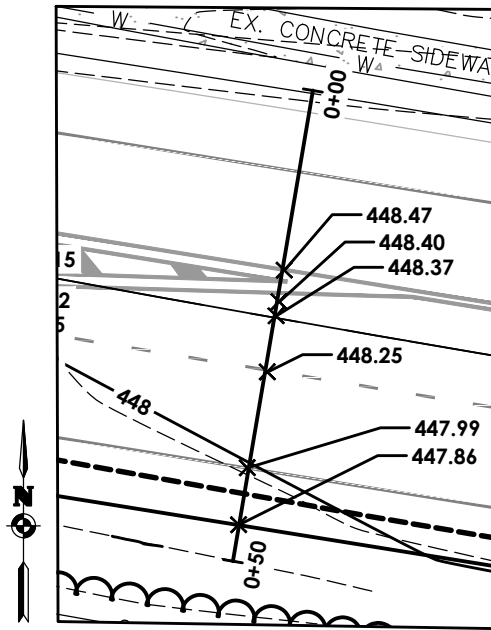
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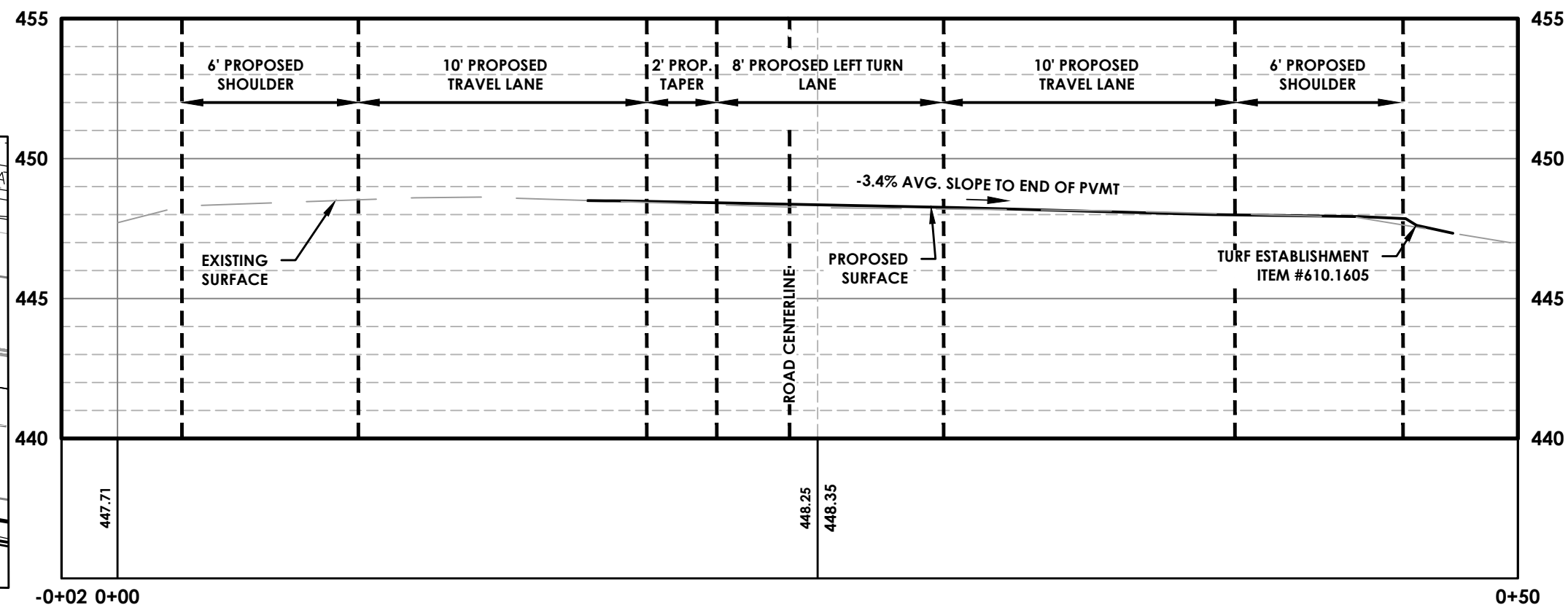
STATION 5+00 PLAN  
SCALE: 1" = 20'



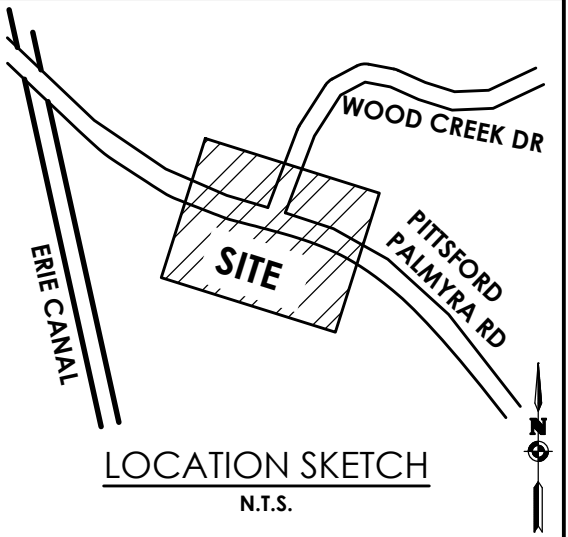
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STATION 5+50 PLAN  
SCALE: 1" = 20'



STATION 5+50 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1" = 5'



STAMP:



CLIENT:

TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

## Passero Associates

242 WEST MAIN ST., SUITE 100  
ROCHESTER, NY 14614  
(585) 325-1000  
FAX: (585) 325-1691

PROJECT MANAGER: Joshua Saxton, P.E.  
PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawton Watts, E.I.T.

| NO. | DATE     | BY    | DESCRIPTION         |
|-----|----------|-------|---------------------|
| 1   | 02/12/25 | LAW   | NYSDOT SUBMISSION 2 |
| 2   | -----    | ----- | -----               |
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## PROFILES

### PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:

20243925.0001

DRAWING NO.:

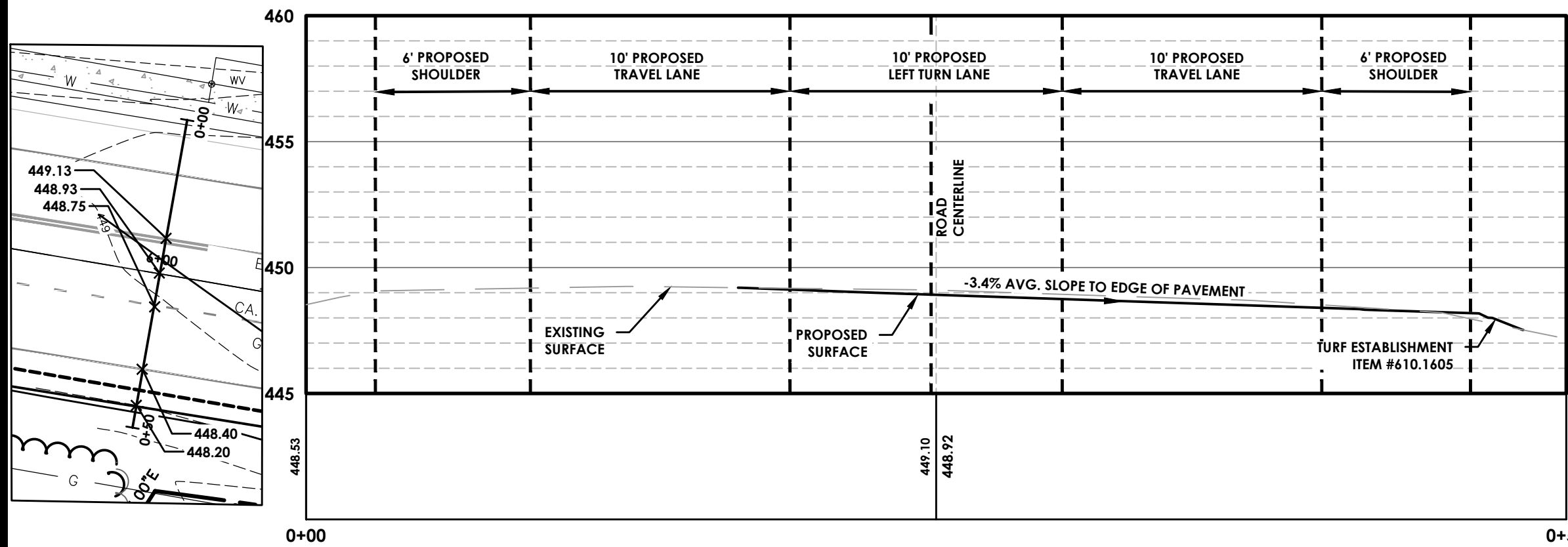
PP-2

DATE:

JULY 2025

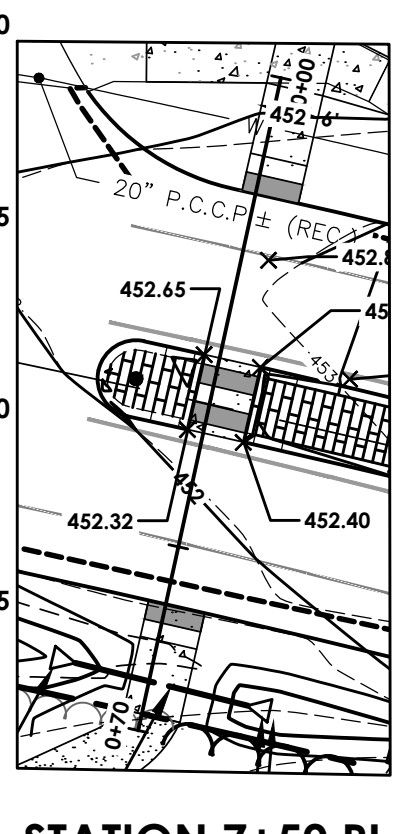
DESIGN DEVELOPMENT





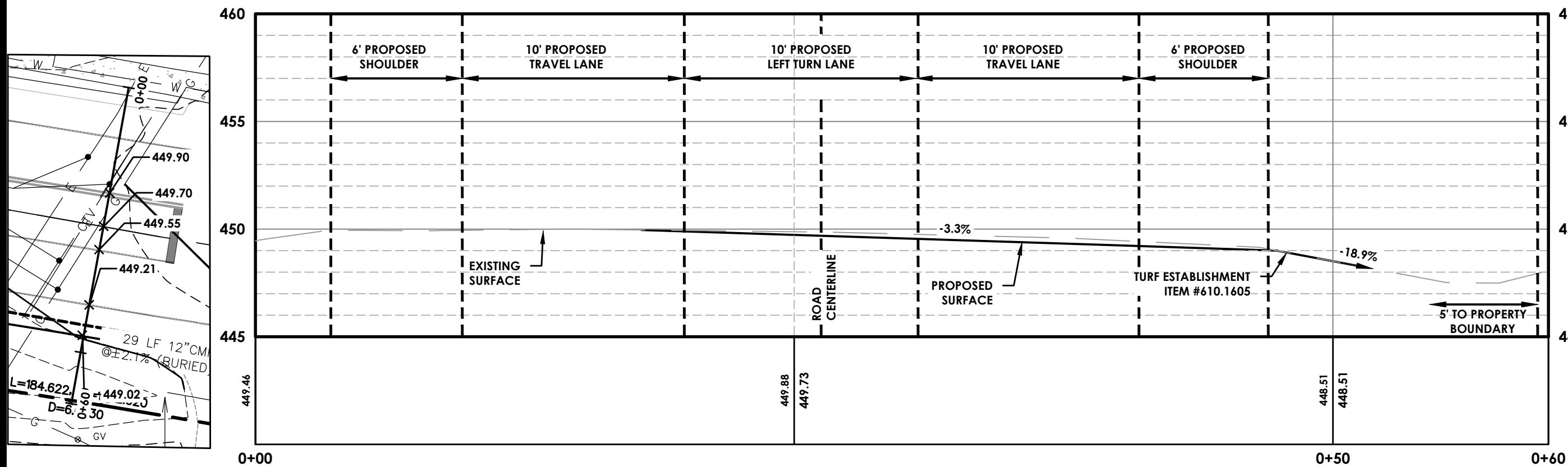
STATION 6+00 PLAN

STATION 6+00 PROFILE



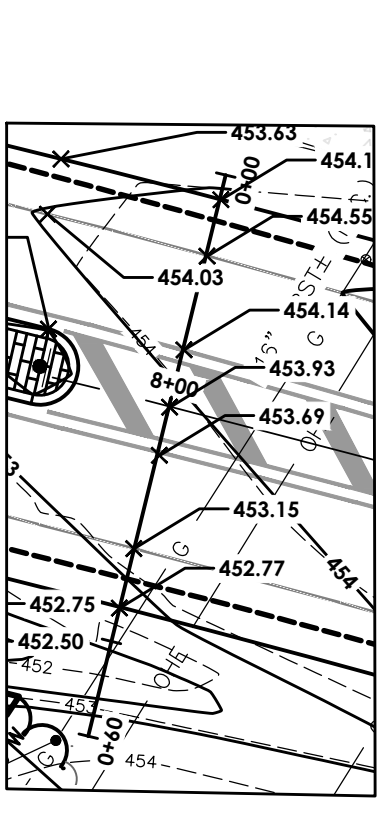
STATION 7+50 PLAN

STATION 7+50 PROFILE



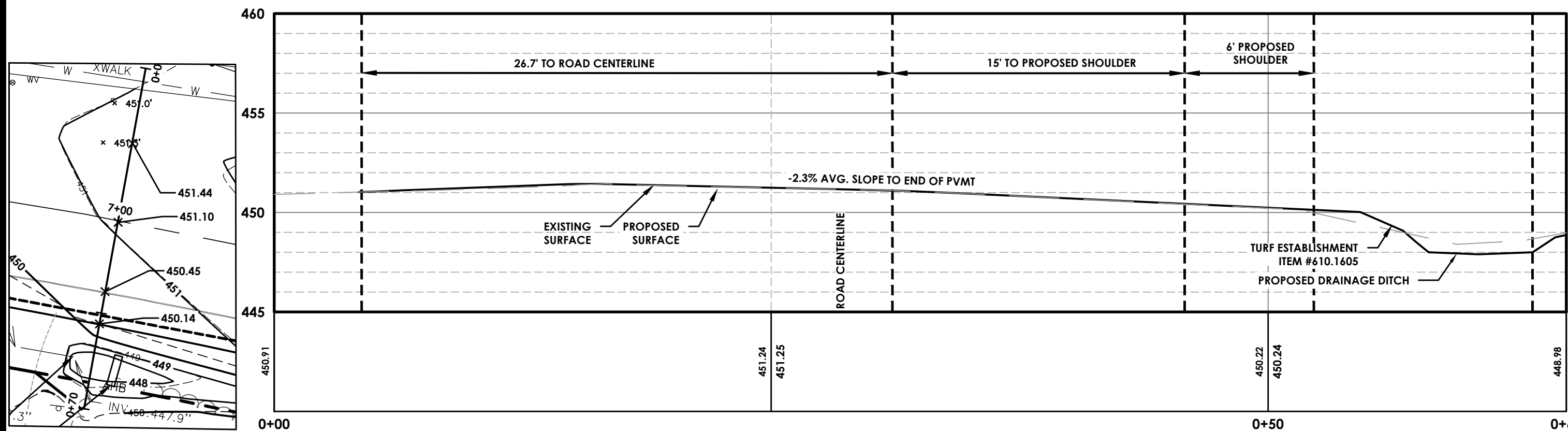
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STATION 6+50 PROFILE



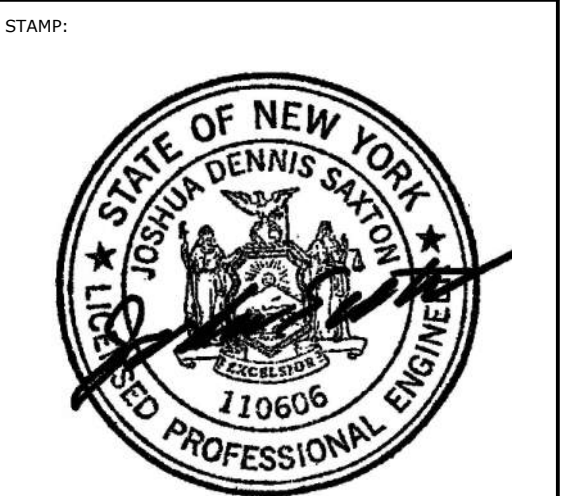
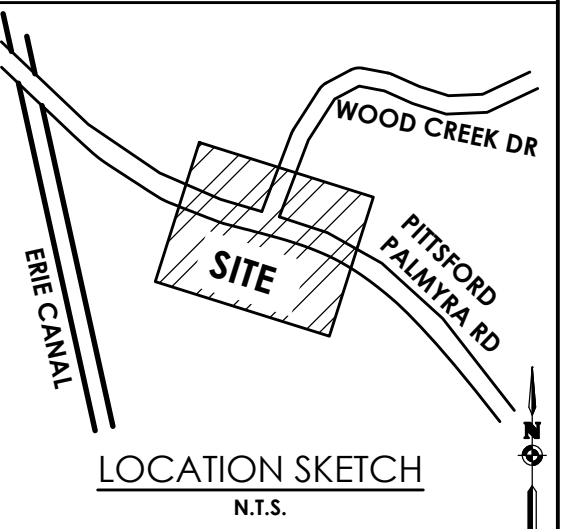
STATION 8+00 PLAN

STATION 8+00 PROFILE



STATION 7+00 PLAN

STATION 7+00 PROFILE



CLIENT:  
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11 SOUTH MAIN STREET  
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PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
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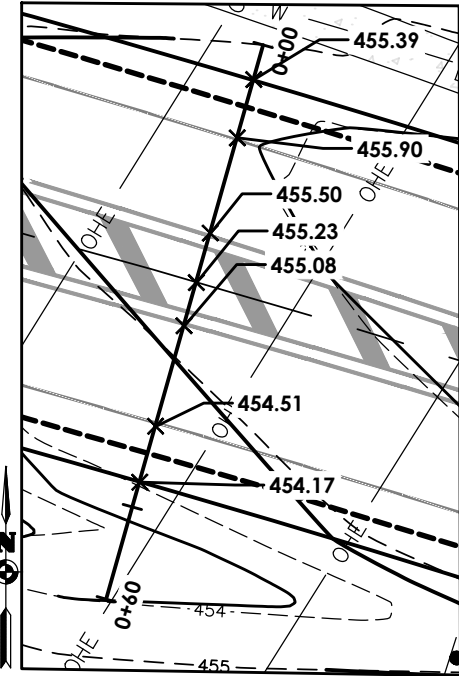
PROJECT NO.: 20243925.0001

DRAWING NO.: PP-3

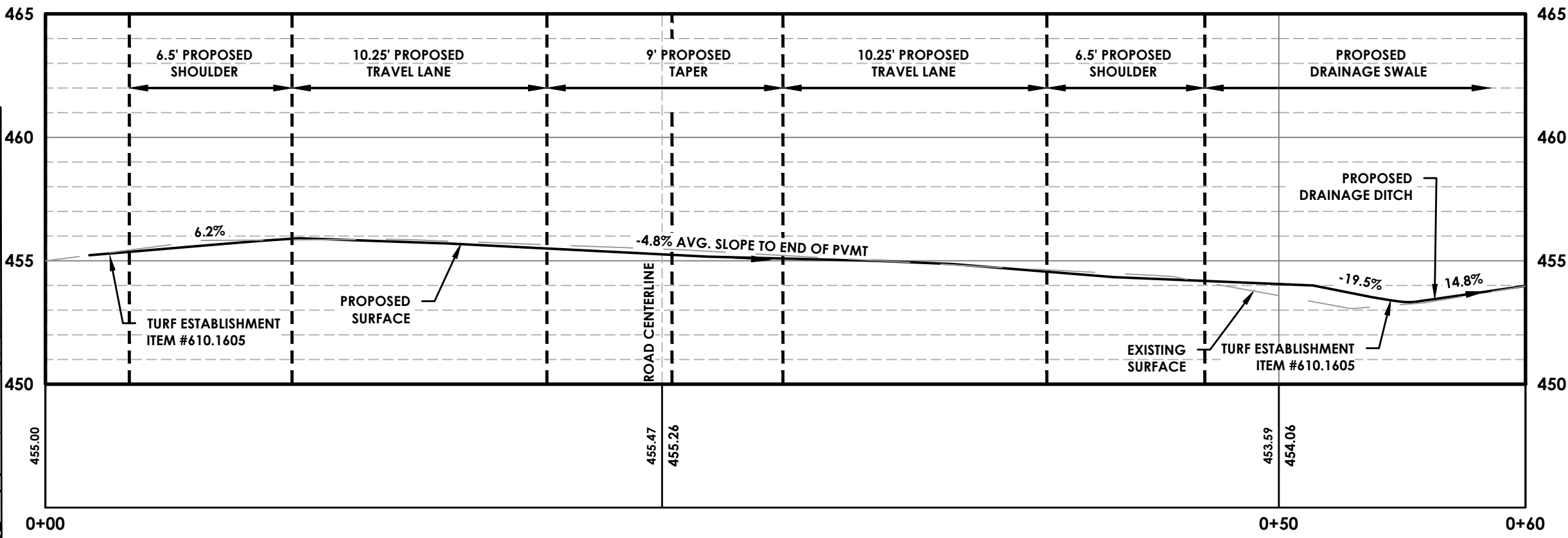
DATE: JULY 2025

DESIGN DEVELOPMENT

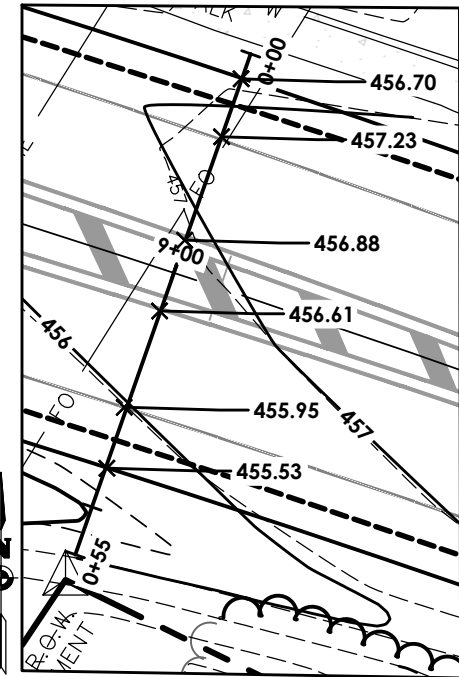




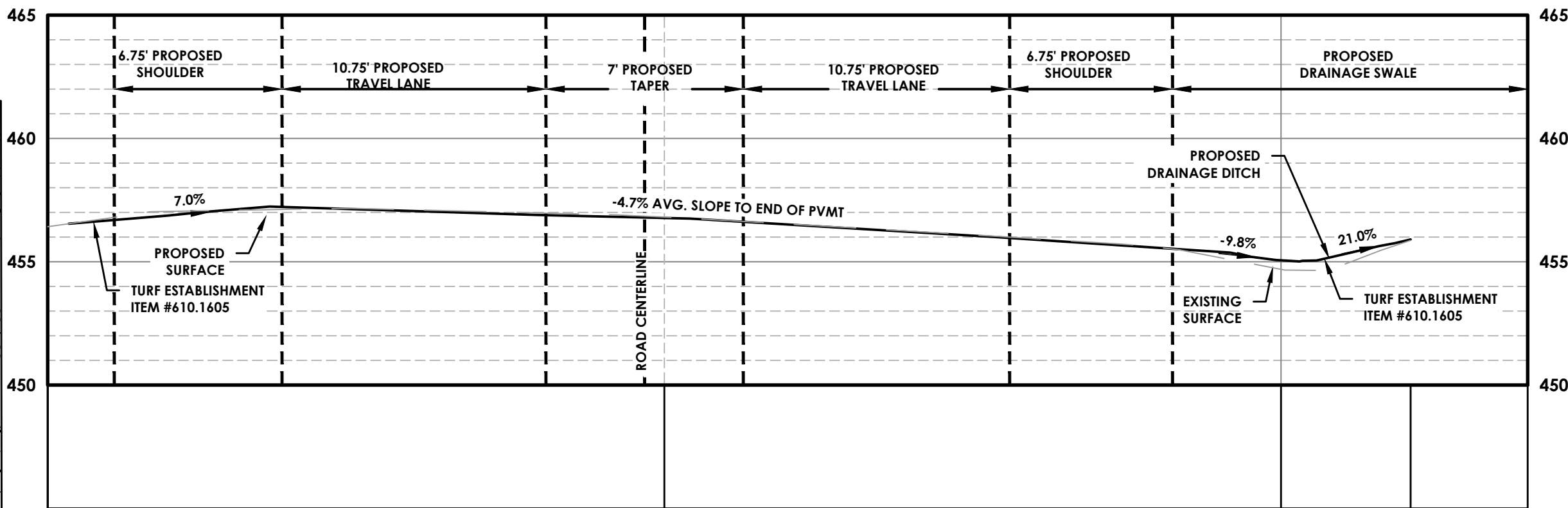
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SCALE: 1" = 20'



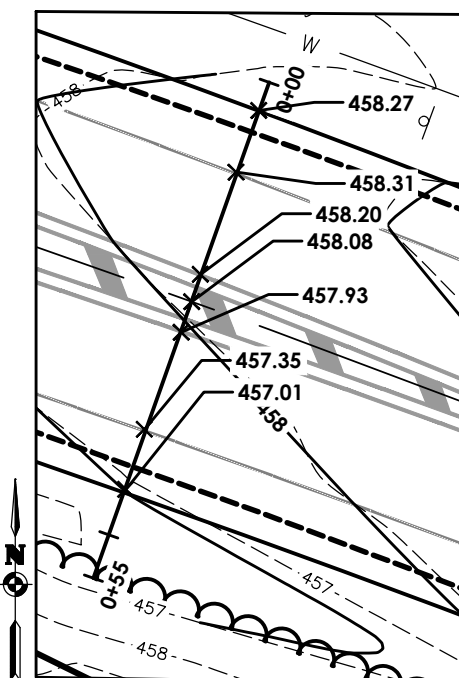
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SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



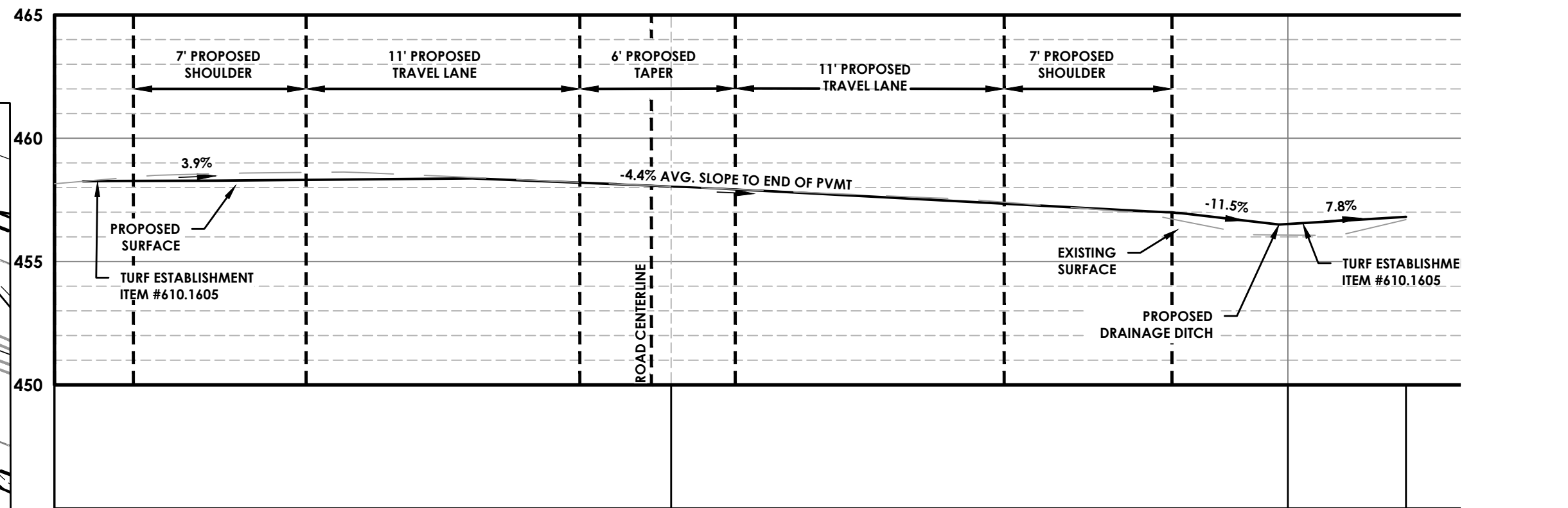
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SCALE: 1" = 20'



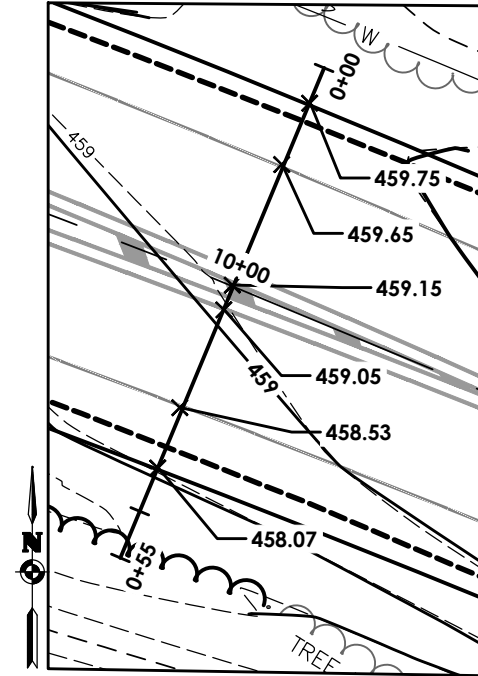
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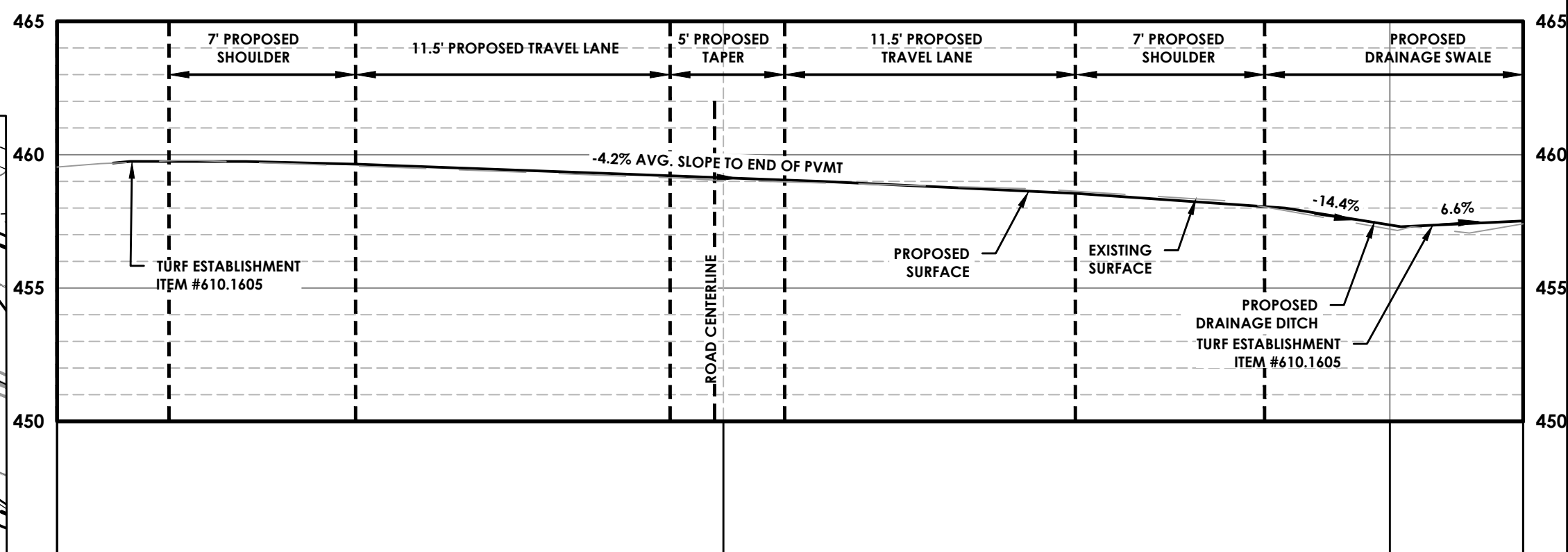
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SCALE: 1" = 20'



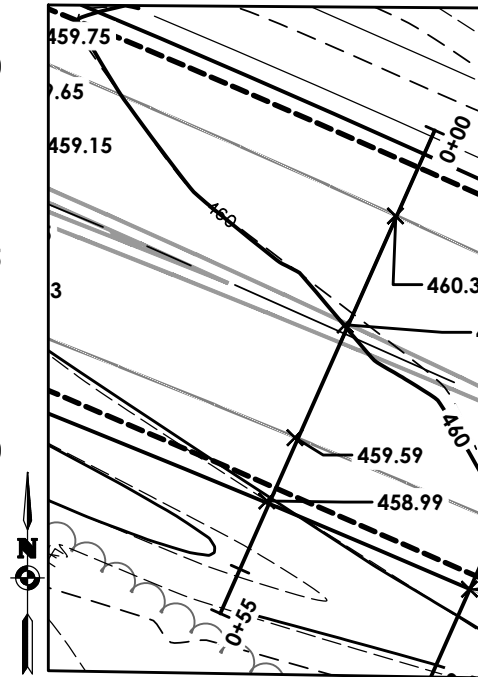
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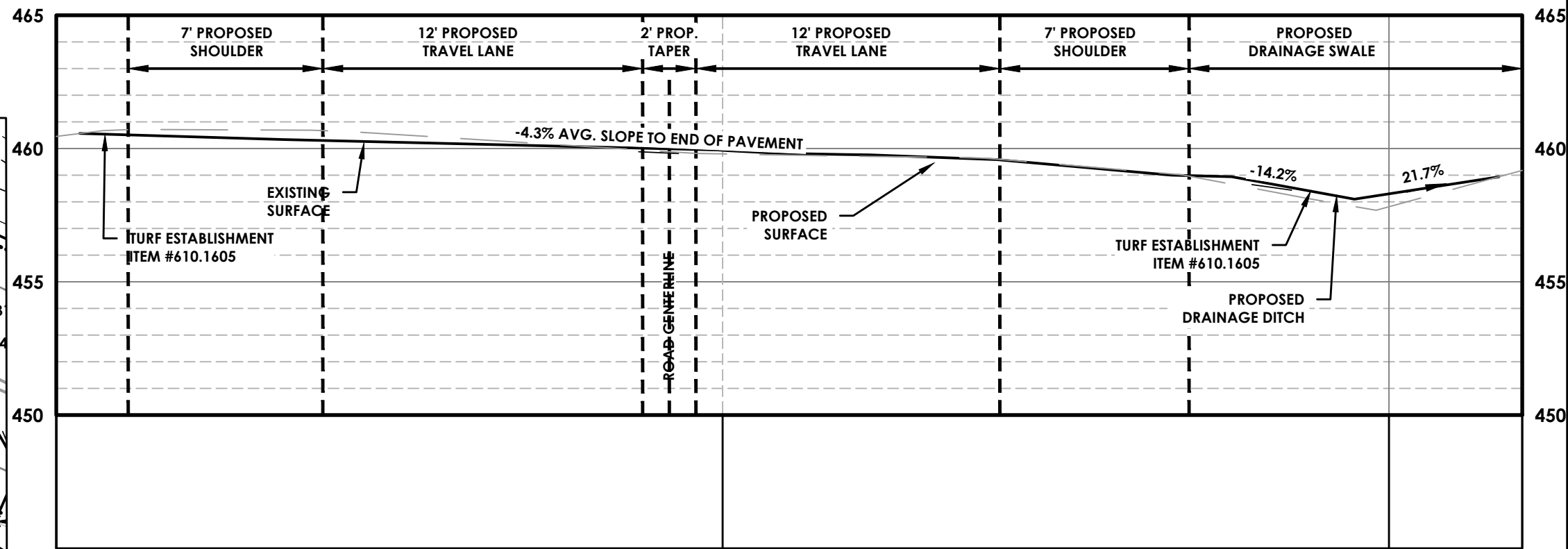
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SCALE: 1" = 20'



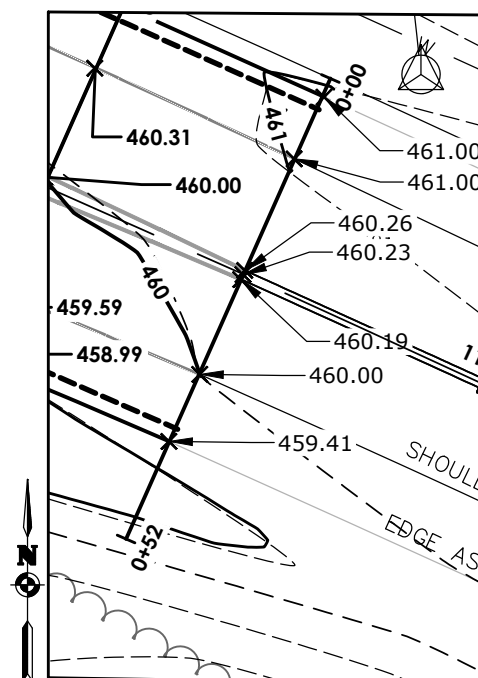
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VERTICAL - 1: = 5'



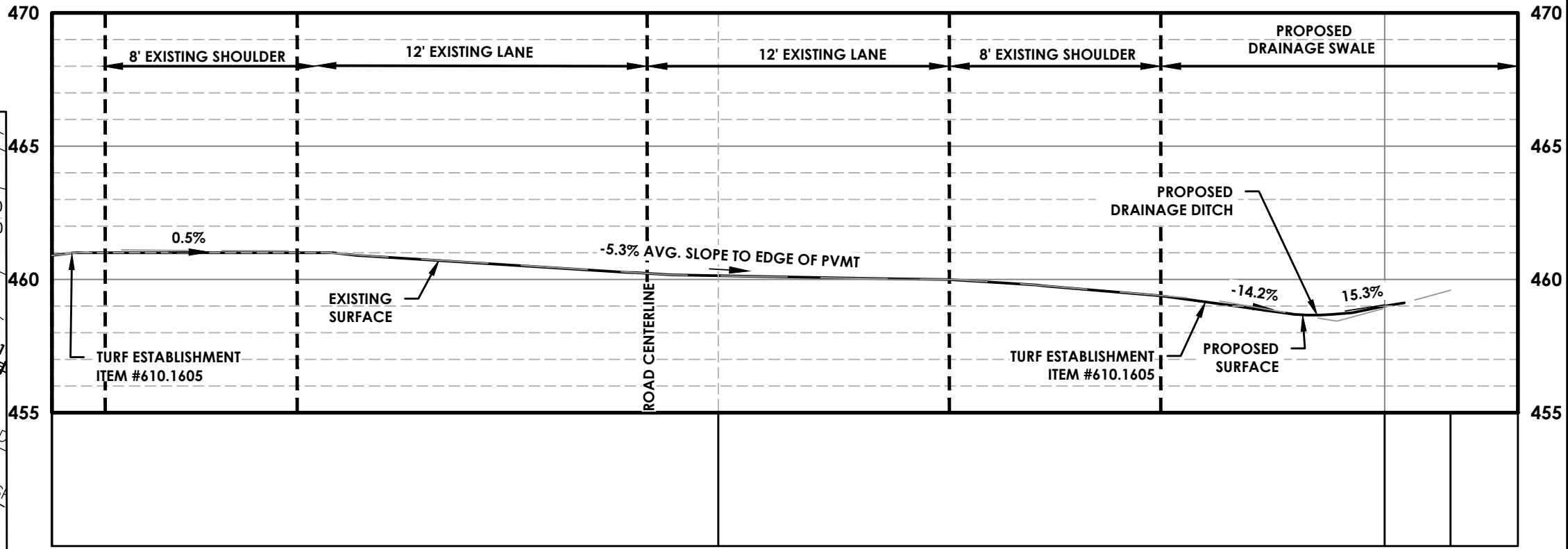
STATION 10+50 PLAN  
SCALE: 1" = 20'



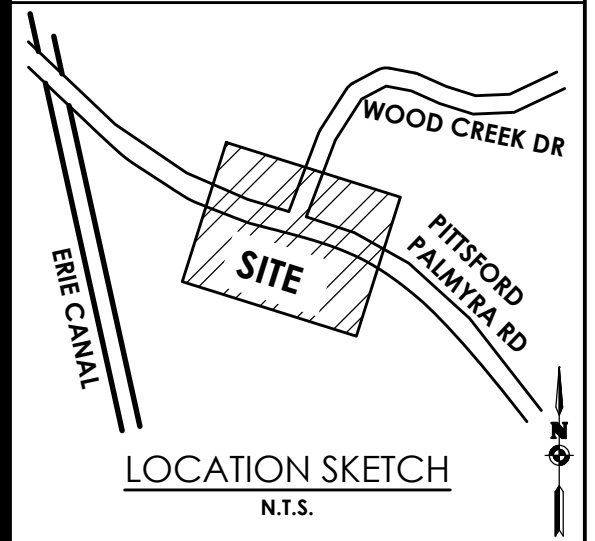
STATION 10+50 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



STATION 10+73 PLAN  
SCALE: 1" = 20'



STATION 10+73 PROFILE  
SCALE: HORIZONTAL - 1" = 5'  
VERTICAL - 1: = 5'



CLIENT:  
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PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawlor Watts, E.I.T.

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PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

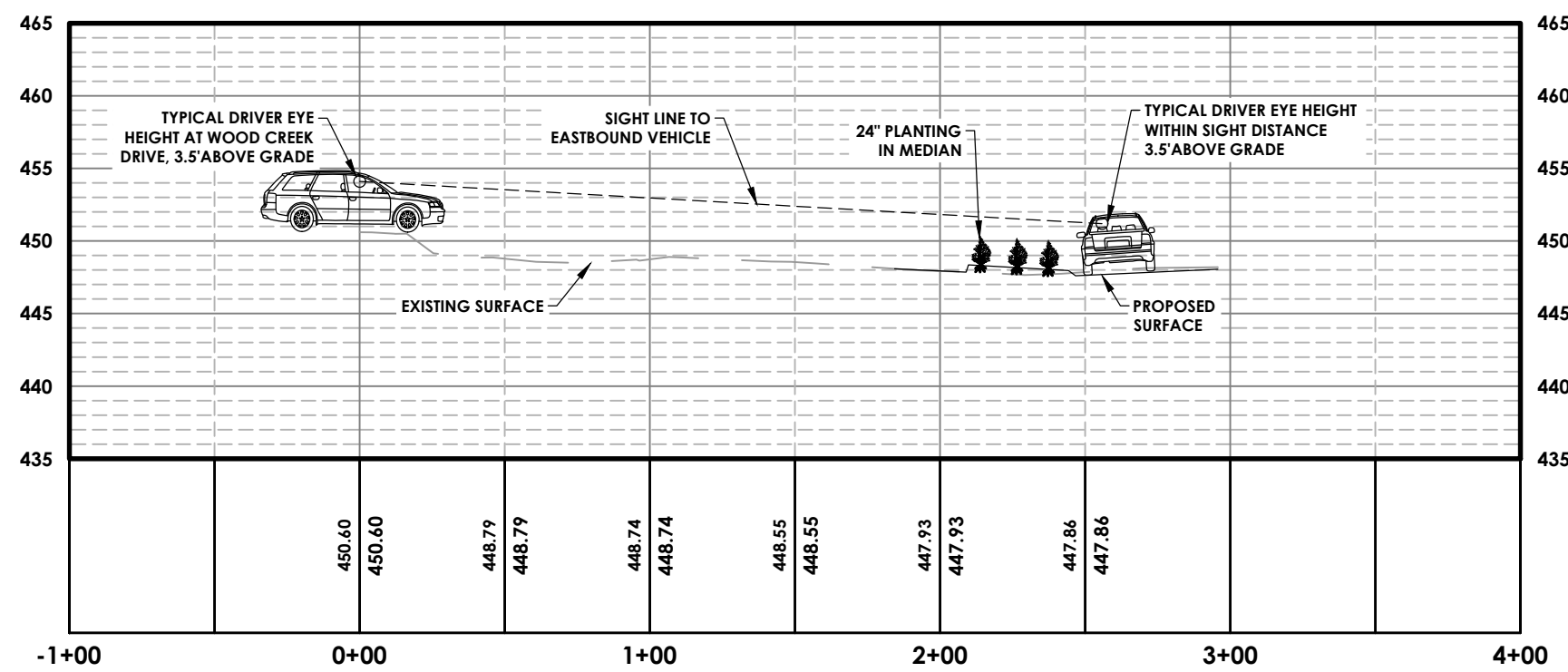
PROJECT NO.: 20243925.0001

DRAWING NO.: PP-1

DATE: JULY 2025

DESIGN DEVELOPMENT





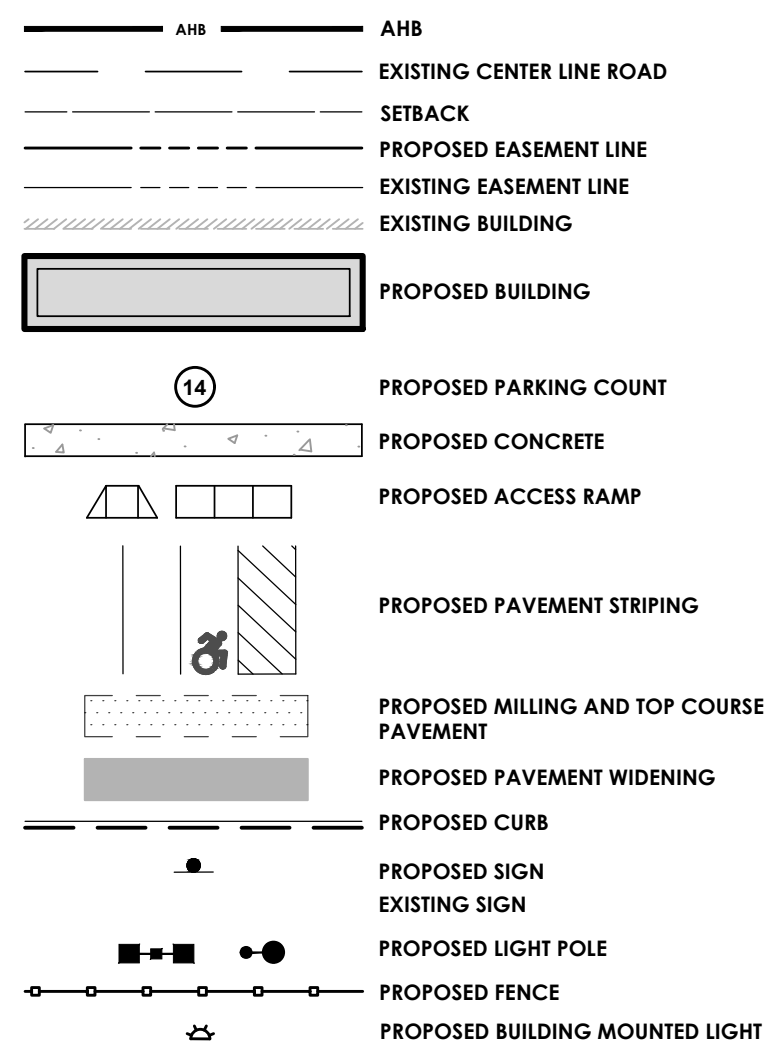
Section 1-1 PROFILE

SCALE: HORIZONTAL - 1" = 50'  
VERTICAL - 1" = 5'

PLANT SCHEDULE

| SYMBOL        | CODE | QTY | REMARKS                                     | BOTANICAL NAME                      | COMMON NAME                    | MIN. CALLIPER/HEIGHT | CONTAINER | MATURE HEIGHT | PAY ITEM # |
|---------------|------|-----|---------------------------------------------|-------------------------------------|--------------------------------|----------------------|-----------|---------------|------------|
| <b>TREES</b>  |      |     |                                             |                                     |                                |                      |           |               |            |
|               | NS   | 10  | SALT TOLERANT. FALL PLANTING HAZARD. NATIVE | NYSSA SYLVATICA                     | BLACK GUM                      | 2-2.5"               | B&B       | 30-50'        | 611.0151   |
| <b>SHRUBS</b> |      |     |                                             |                                     |                                |                      |           |               |            |
|               | HS   | 10  | SALT TOLERANT                               | HEMEROCALLIS X 'STELLA DE ORO'      | STELLA DE ORO DWARF DAYLILY    | 12-15"               | #2 CONT.  | 1-2'          | 611.0711   |
|               | PF   | 12  | SALT TOLERANT. NATIVE                       | POTENTILLA FRUTICOSA 'PINK BEAUTY'  | PINK POTENTILLA                | 15-18"               | #3 CONT   | 2-3'          | 611.0422   |
|               | RF   | 11  | SALT TOLERANT. NATIVE                       | RUDBECKIA FULGIDA 'EARLY BIRD GOLD' | EARLY BIRD GOLD GLORIOSA DAISY | 18-24"               | #2 CONT.  | 2'            | 611.0711   |
|               | SJ   | 10  |                                             | SPIRAEA JAPONICA 'NEON FLASH'       | NEON FLASH SPIREA              | 15-18"               | #3 CONT   | 2-3'          | 611.0422   |
|               | WF   | 10  |                                             | WEIGELA FLORIDA 'SPILLED WINE'      | SPILLED WINE WEIGELA           | 24"-30"              | #3 CONT   | 1-2'          | 611.0422   |

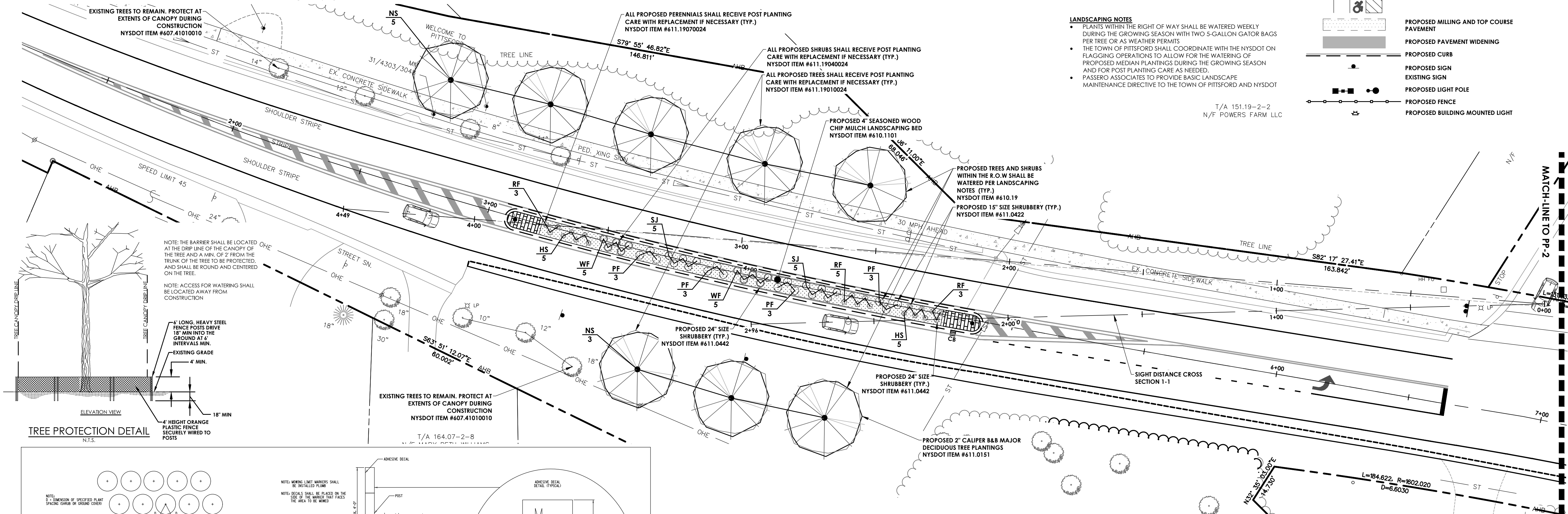
LEGEND - SITE:



LANDSCAPING NOTES

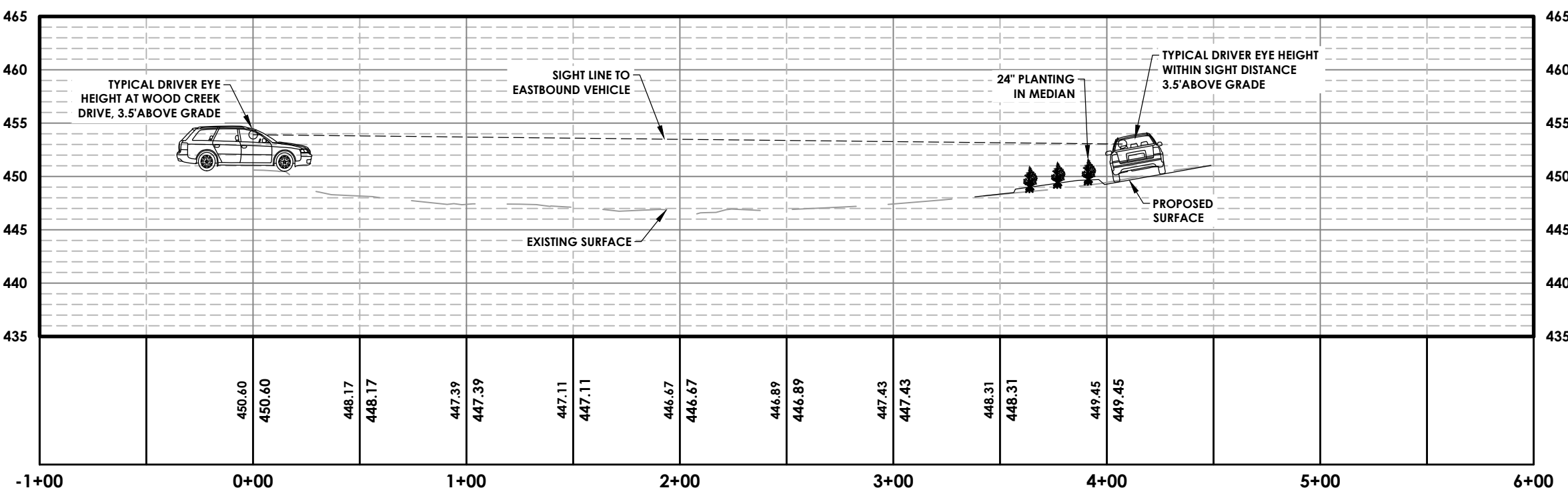
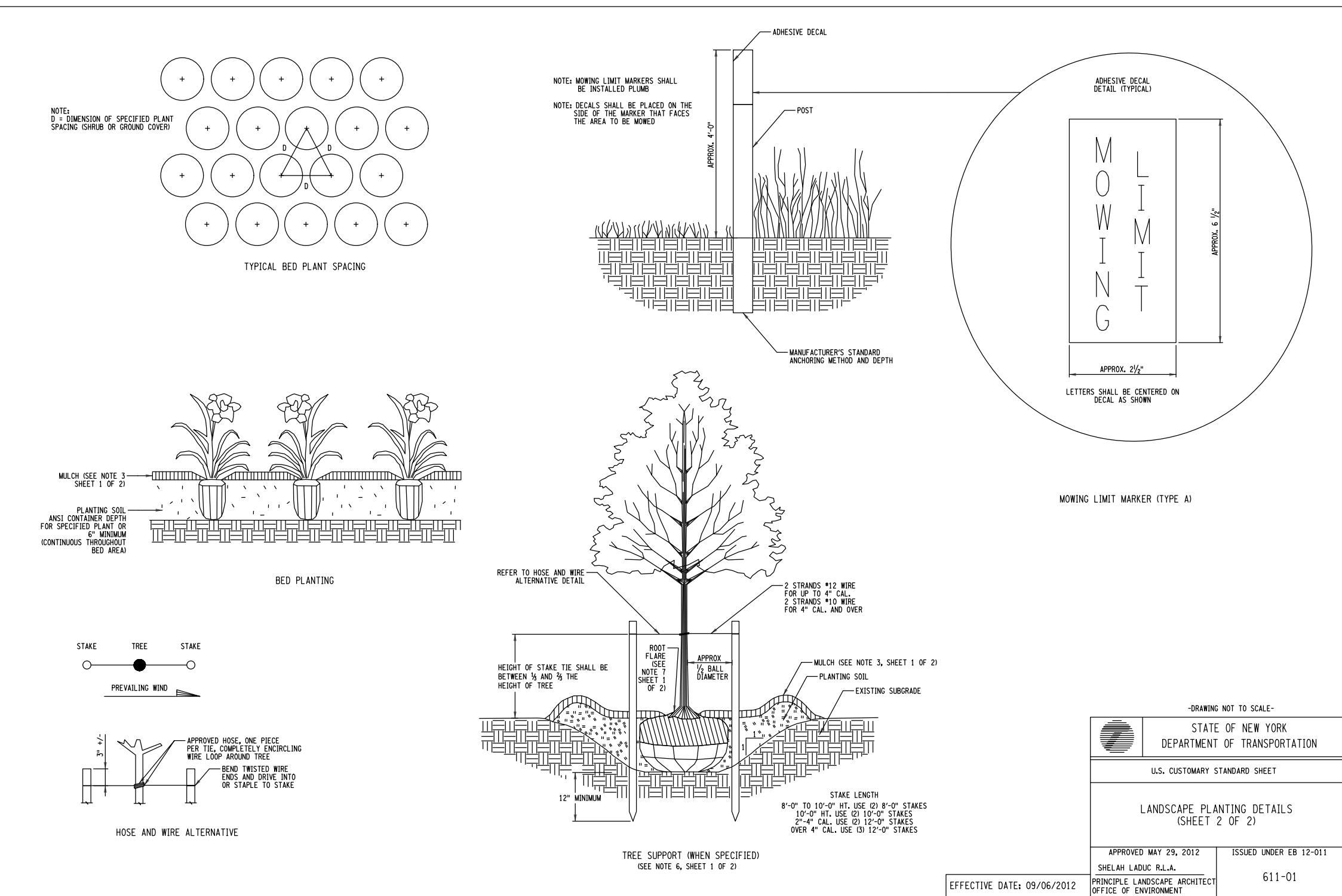
- PLANTS WITHIN THE RIGHT OF WAY SHALL BE WATERED WEEKLY DURING THE GROWING SEASON WITH TWO 5-GALLON GATOR BAGS PER TREE OR AS WEATHER PERMITS.
- THE TOWN OF PITTSFORD SHALL COORDINATE WITH THE NYS DOT ON FLAGGING OPERATIONS TO ALLOW FOR THE WATERING OF PROPOSED MEDIAN PLANTINGS DURING THE GROWING SEASON AND FOR POST PLANTING CARE AS NEEDED.
- PASSERO ASSOCIATES TO PROVIDE BASIC LANDSCAPE MAINTENANCE DIRECTIVE TO THE TOWN OF PITTSFORD AND NYS DOT.

T/A 151.19-2-2  
N/F POWERS FARM LLC



TREE PROTECTION DETAIL

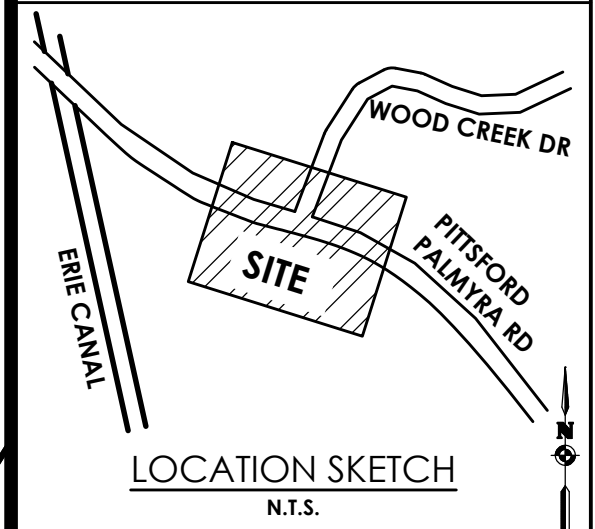
N.T.S.



Section 2-2 PROFILE

SCALE: HORIZONTAL - 1" = 50'  
VERTICAL - 1" = 5'

DESIGN DEVELOPMENT



STAMP:



CLIENT:

TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

Passero Associates

242 WEST MAIN ST., SUITE 100 (585) 325-1000  
ROCHESTER, NY 14614 FAX: (585) 325-1691

PROJECT MANAGER Joshua Saxton, P.E.  
DESIGNER Joshua Saxton, P.E.  
Lawton Watts, E.I.T.

| NO. | DATE     | BY   | DESCRIPTION          |
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LANDSCAPING  
PLAN

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD

COUNTY: MONROE STATE: NY

PROJECT NO.: 20243925.0001

DRAWING NO.:

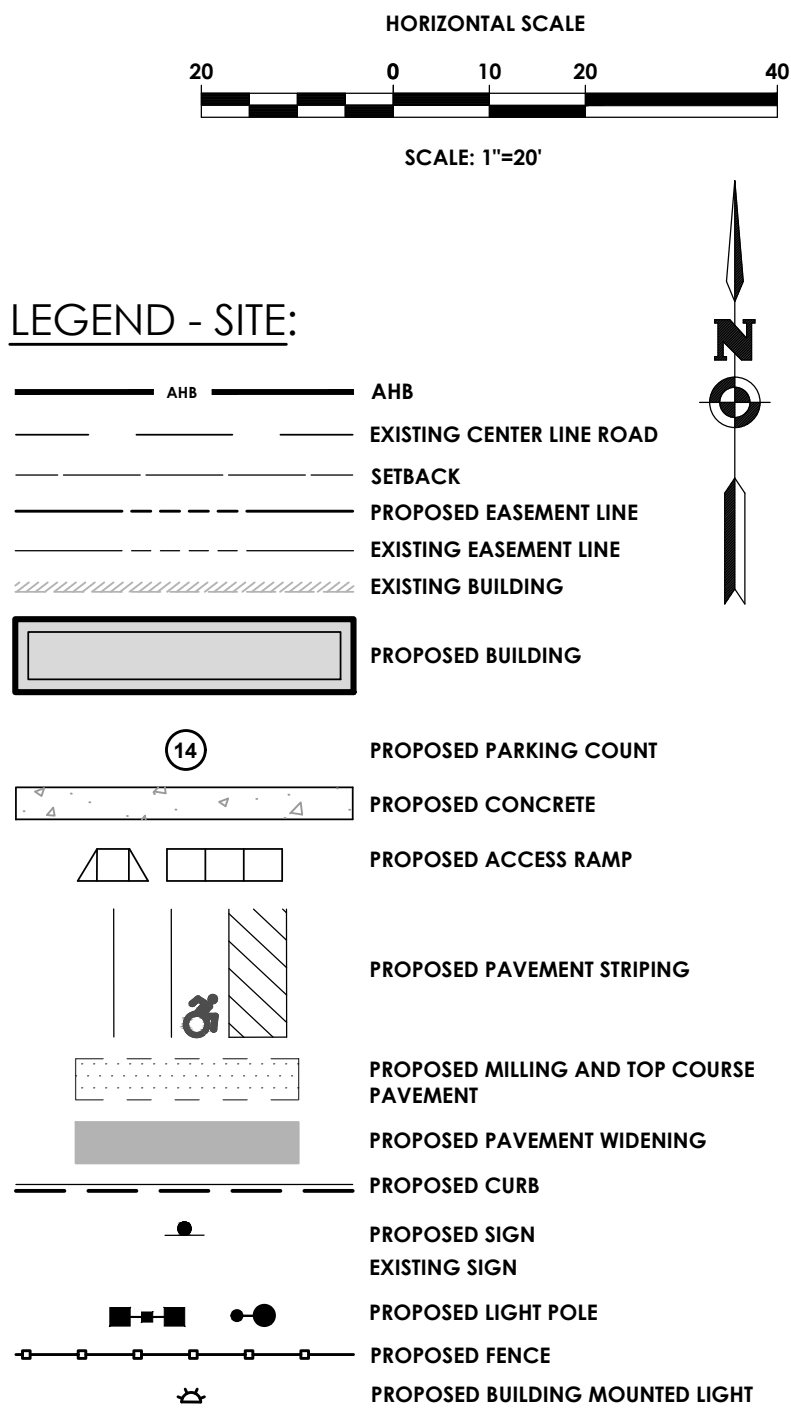
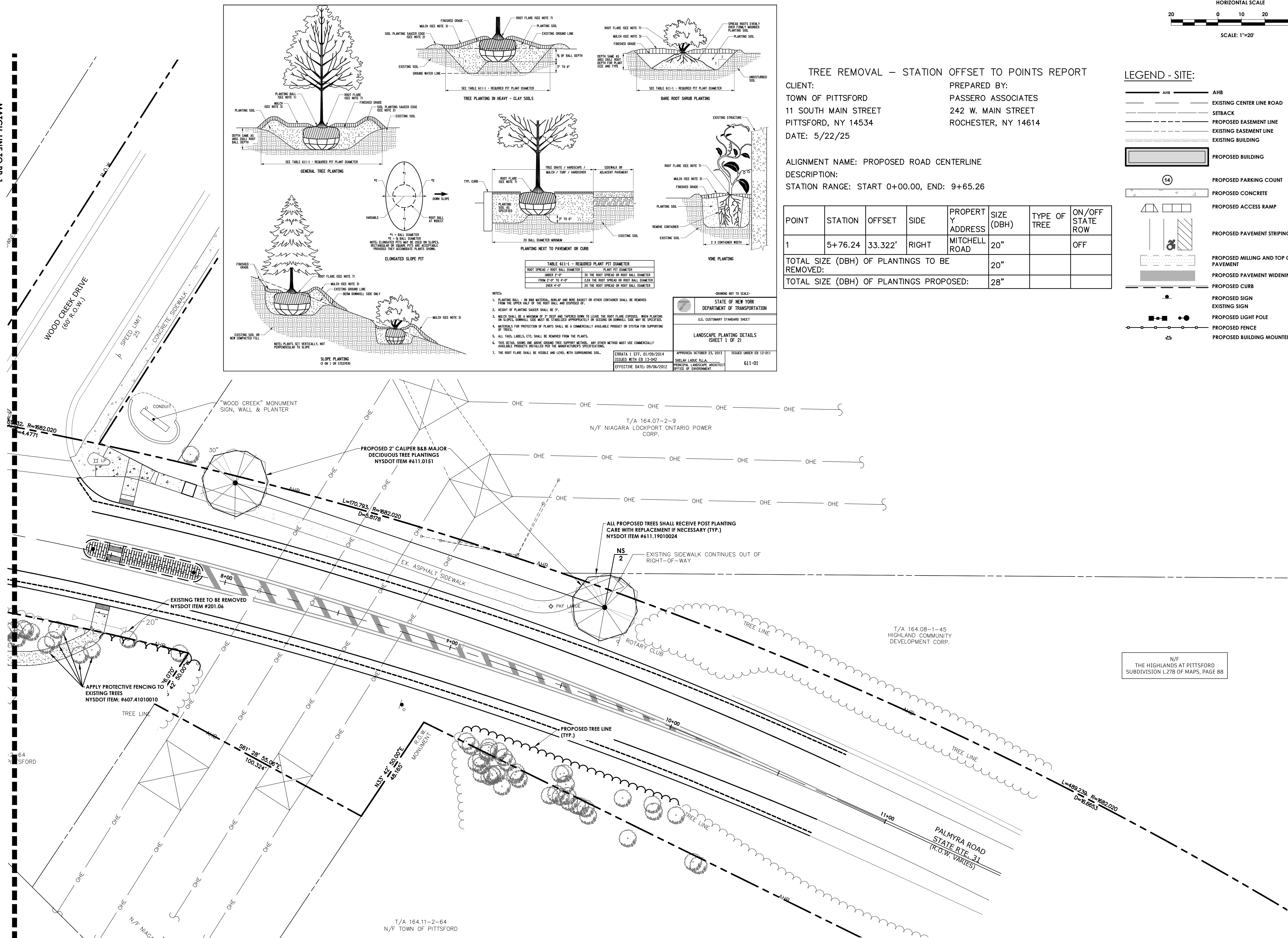
LP-1

DATE:

JULY 2025



MATCH-LINE TO PP-1



### TREE REMOVAL - STATION OFFSET TO POINTS REPORT

CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534  
DATE: 5/22/25

PASSERO ASSOCIATES  
242 W. MAIN STREET  
ROCHESTER, NY 14614

ALIGNMENT NAME: PROPOSED ROAD CENTERLINE  
DESCRIPTION:  
STATION RANGE: START 0+00.00, END: 9+65.26

| POINT                                        | STATION | OFFSET  | SIDE  | PROPERTY ADDRESS | SIZE (DBH) | TYPE OF TREE | ON/OFF STATE ROW |
|----------------------------------------------|---------|---------|-------|------------------|------------|--------------|------------------|
| 1                                            | 5+76.24 | 33.322' | RIGHT | MITCHELL ROAD    | 20"        |              | OFF              |
| TOTAL SIZE (DBH) OF PLANTINGS TO BE REMOVED: |         |         |       |                  | 20"        |              |                  |
| TOTAL SIZE (DBH) OF PLANTINGS PROPOSED:      |         |         |       |                  | 28"        |              |                  |

NOTES:

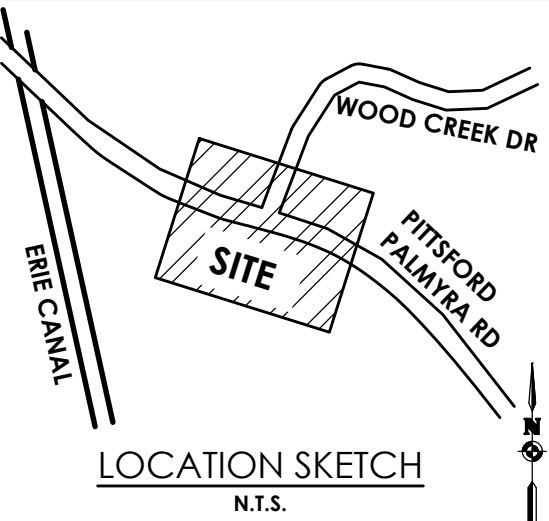
1. PLANTING SHALL - ON AND MATERIAL, BURLAP AND WIRE BASKET OR OTHER CONTAINER SHALL BE REMOVED FROM THE UPPER HALF OF THE ROOT BALL AND EXPOSED 5'.
2. HEIGHT OF PLANTING SAKER SHALL BE 3'.
3. MULCH SHALL BE A MINIMUM OF 3" DEEP AND TAPERED DOWN TO LEAVE THE ROOT FLARE EXPOSED. WHEN PLANTING ON SLOPES, DOWNHILL SIDE MUST BE STABILIZED APPROPRIATELY OR SLOPING OR DOWNHILL SIDE MAY BE SPECIFIED.
4. MATERIALS FOR PROTECTION OF PLANTS SHALL BE A COMMERCIALY AVAILABLE PRODUCT OR SYSTEM FOR SUPPORTING OF TREES.
5. ALL TAGS, LABELS, ETC. SHALL BE REMOVED FROM THE PLANTS.
6. THIS DETAIL SHOWS ONE ABOVE GROUND TREE SUPPORT METHOD. ANY OTHER METHOD MUST USE COMMERCIALY AVAILABLE PRODUCTS AVAILABLE FOR THE MANUFACTURER'S SPECIFICATIONS.
7. THE ROOT FLARE SHALL BE VISIBLE AND LEVEL WITH SURROUNDING SOIL.

STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
U.S. CUSTOMARY STANDARD SHEET  
LANDSCAPE PLANTING DETAILS  
SHEET 1 OF 2

ERRATA 1: EFF. 01/09/2014  
ISSUED WITH EB 12-042  
EFFECTIVE DATE: 09/06/2012

APPROVED: OCTOBER 23, 2013  
SHEILA LADUE, R.L.A.  
PRINCIPAL LANDSCAPE ARCHITECT  
OFFICE OF LANDSCAPE

ISSUED UNDER EB 12-011  
611-01



CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

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### LANDSCAPING PLAN

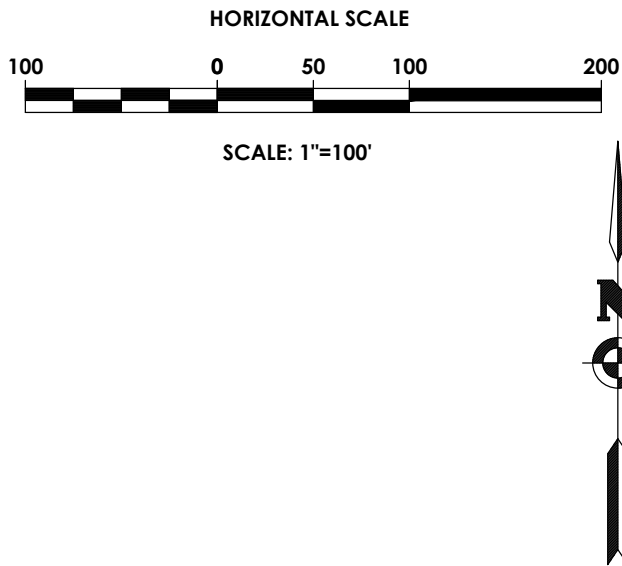
#### PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY  
PROJECT NO.:  
20243925.0001  
DRAWING NO.:  
LP-2  
DATE:  
JULY 2025

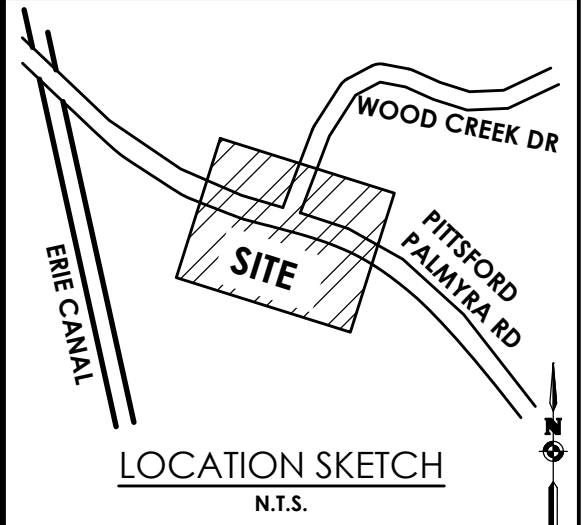
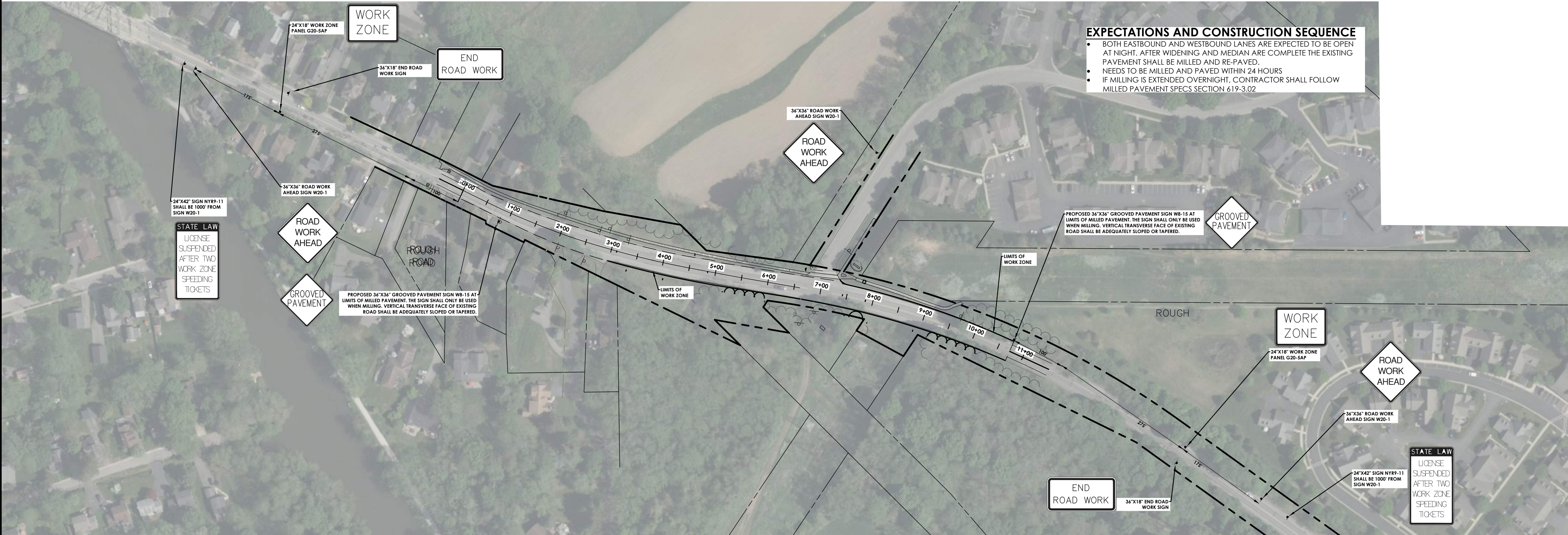
DESIGN DEVELOPMENT



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**PASSERO**  
architecture engineering



STAMP:



CLIENT:  
**TOWN OF PITTSFORD**  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

**Passero Associates**

242 WEST MAIN ST., SUITE 100 (585) 325-1000  
ROCHESTER, NY 14614 FAX: (585) 325-1691

PROJECT MANAGER: Joshua Saxton, P.E.  
PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawton Watts, E.I.T.

| NO. | DATE     | BY   | DESCRIPTION          |
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**WORK ZONE  
TRAFFIC CONTROL  
PLAN**

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:

**20243925.0001**

DRAWING NO.:

**WP-1**

DATE:

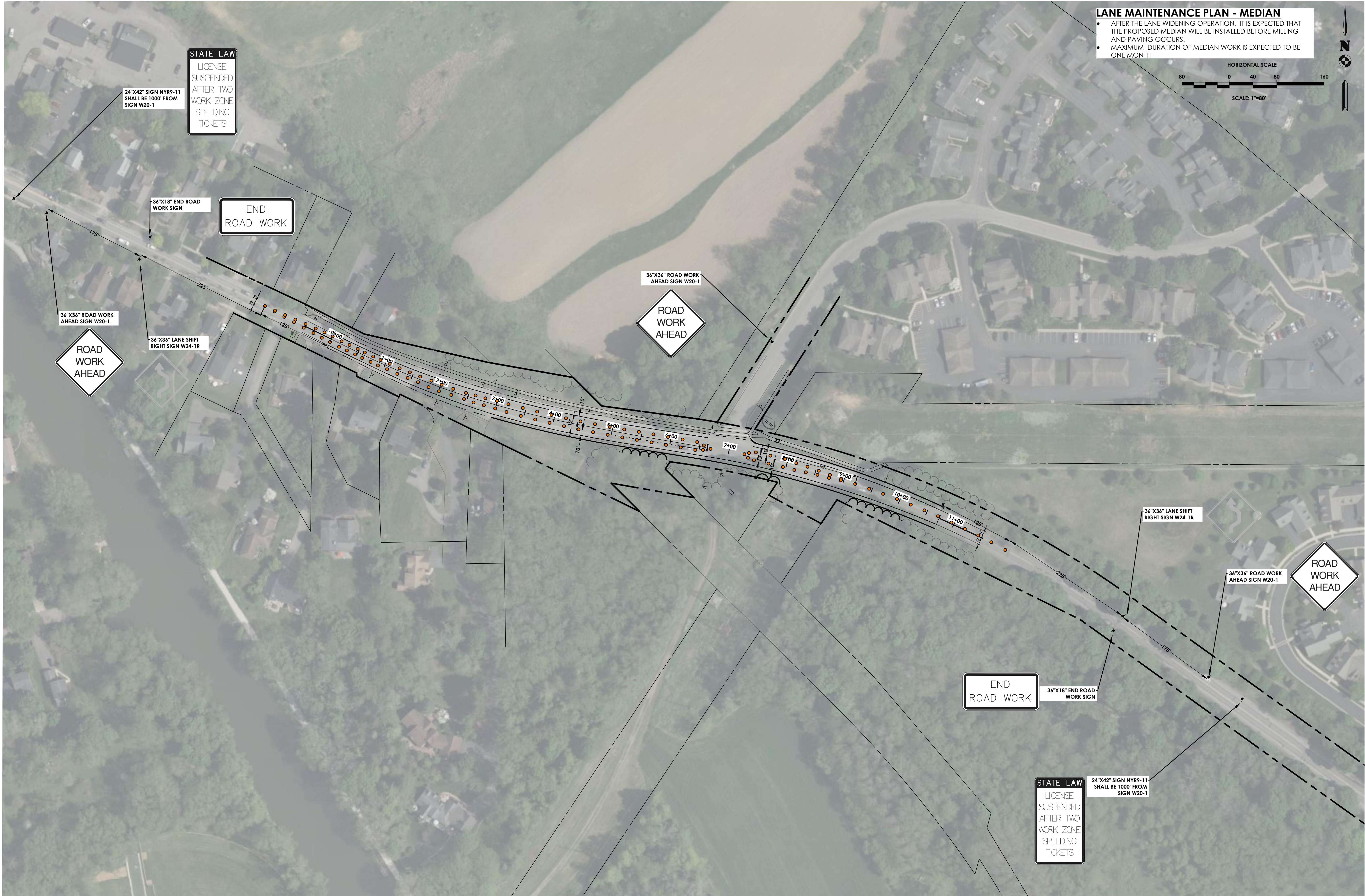
**JULY 2025**

**WORK ZONE TRAFFIC CONTROL**

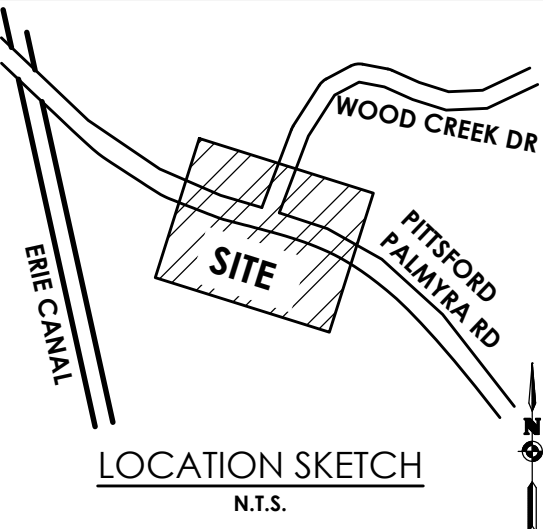
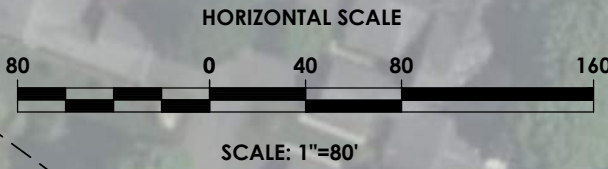
| PHASE/LOCATION          | DESCRIPTION                                                  | ANTICIPATED WZTC                                       | NYS DOT STD. SHEET REFERENCE          | TIME RESTRICTIONS                                                                                                                                                                                                            | COMMENTS                                                                                                                                            |
|-------------------------|--------------------------------------------------------------|--------------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| LANE WIDENING           | SAWCUT, EXCAVATION, AND SUBBASE/BASE/BINDER INSTALLATION     | SHOULDER CLOSURE/SHORT TERM LANE CLOSURE WITH FLAGGERS | 619-307 / 619-323 / 619-324 / 619-410 | DAILY FLAGGING PROHIBITED 7 AM - 8 AM AND 2:30 PM - 5:30 PM, MONDAY - FRIDAY, AND NO WEEKEND RESTRICTIONS. GIVE PRIORITY TO SCHOOL BUSES. DAILY LANE SHIFTING: NO RESTRICTIONS. OVERNIGHT SHOULDER CLOSURE: NO RESTRICTIONS. |                                                                                                                                                     |
| MEDIAN INSTALLATIONS    | SAWCUT, EXCAVATION, CURBING, MEDIAN AND UTILITY INSTALLATION | MEDIAN CLOSURE AND LANE CLOSURE WITH FLAGGERS          | 619-307 / 619-323 / 619-412           | DAILY FLAGGING PROHIBITED 7 AM - 8 AM AND 2:30 PM - 5:30 PM, MONDAY - FRIDAY, AND NO WEEKEND RESTRICTIONS. GIVE PRIORITY TO SCHOOL BUSES. OVERNIGHT MEDIAN CLOSURE WITH TWO-LANE TWO-WAY TRAFFIC: NO RESTRICTIONS.           | SHOULDER WIDENING MUST BE COMPLETED AND OPENED TO TRAFFIC. EDGE OF PAVEMENT MUST BE STRIPED OR DELINEATED WITH DRUMS PER SPEC. 619-3.02, J2, AND K. |
| FULL ROAD WIDTH MILLING | TOP COURSE MILLING                                           | LANE CLOSURE WITH FLAGGERS                             | 619-307 / 619-308 / 619-323           | DAILY FLAGGING PROHIBITED 7 AM - 8 AM AND 2:30 PM - 5:30 PM, MONDAY - FRIDAY, AND NO WEEKEND RESTRICTIONS. GIVE PRIORITY TO SCHOOL BUSES.                                                                                    |                                                                                                                                                     |
| PAVING                  | PAVING, STRIPING, LANDSCAPING                                | LANE CLOSURE WITH FLAGGERS                             | 619-307 / 619-308 / 619-323           | DAILY FLAGGING PROHIBITED 7 AM - 8 AM AND 2:30 PM - 5:30 PM, MONDAY - FRIDAY, AND NO WEEKEND RESTRICTIONS. GIVE PRIORITY TO SCHOOL BUSES.                                                                                    |                                                                                                                                                     |

**DESIGN DEVELOPMENT**





- LANE MAINTENANCE PLAN - MEDIAN**
- AFTER THE LANE WIDENING OPERATION, IT IS EXPECTED THAT THE PROPOSED MEDIAN WILL BE INSTALLED BEFORE MILLING AND PAVING OCCURS.
  - MAXIMUM DURATION OF MEDIAN WORK IS EXPECTED TO BE ONE MONTH



STAMP:



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11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

**Passero Associates**

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ROCHESTER, NY 14614 FAX: (585) 325-1691

PROJECT MANAGER: Joshua Saxton, P.E.  
PROJECT ENGINEER: Joshua Saxton, P.E.  
DESIGNER: Lawton Watts, E.I.T.

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**WORK ZONE  
TRAFFIC CONTROL  
PLAN**

**PITTSFORD MEDIAN DESIGN**

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:  
**20243925.0001**

DRAWING NO.:  
**WP-2**

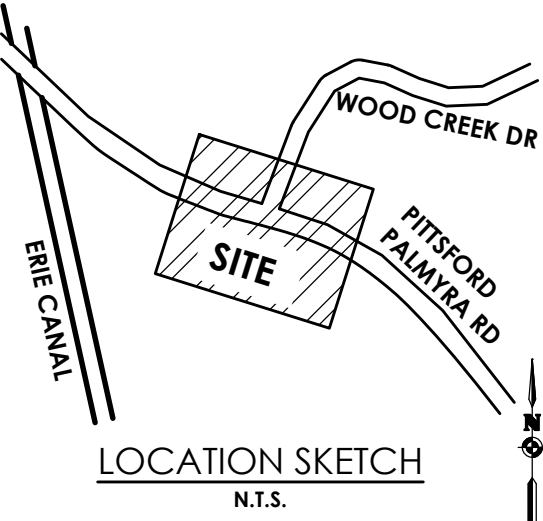
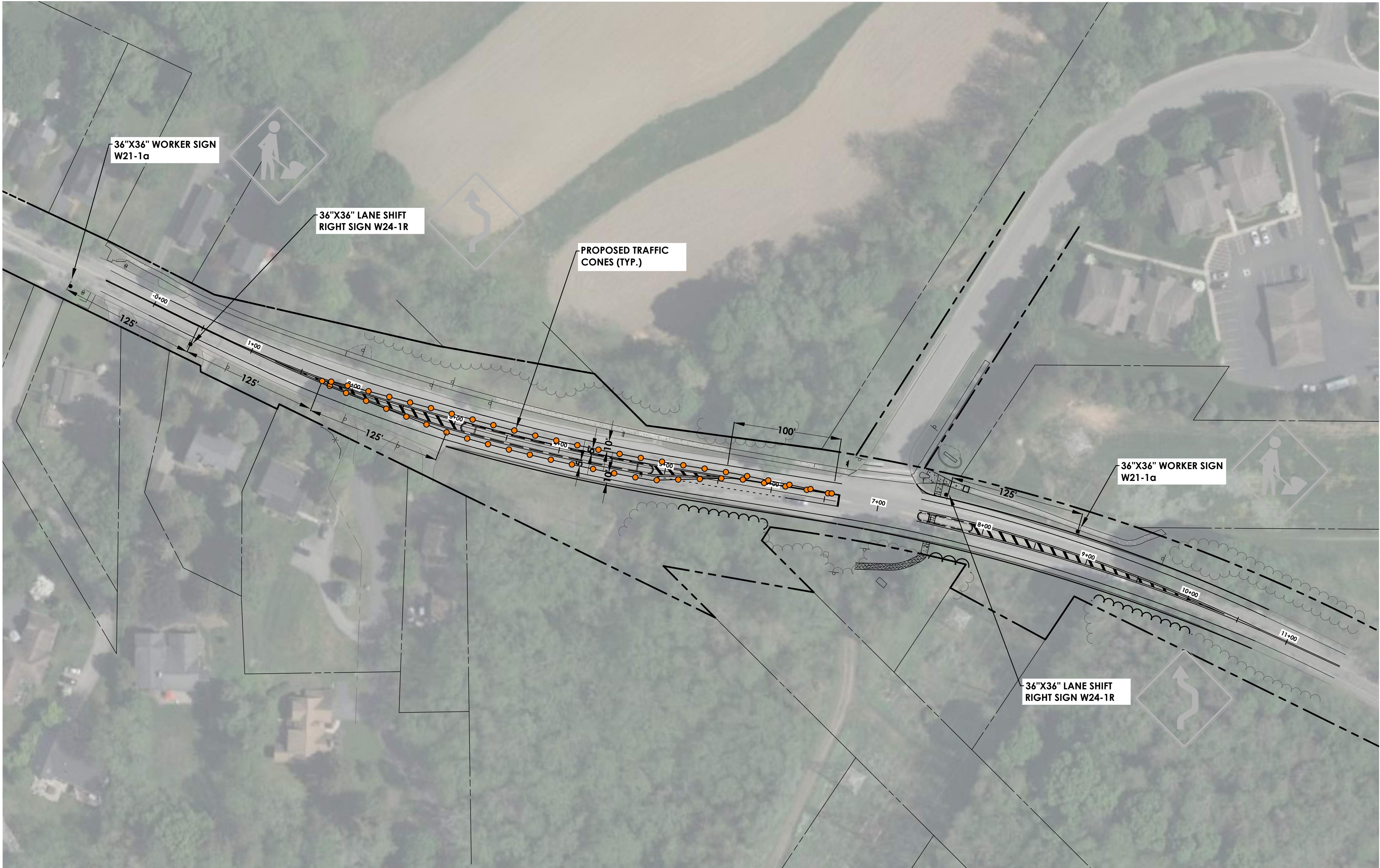
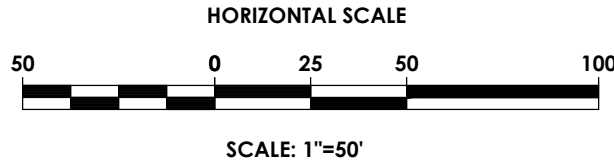
DATE:  
**JULY 2025**

**DESIGN DEVELOPMENT**



**MEDIAN PLANTING MAINTENANCE**

- UPON PROJECT COMPLETION, THE TOWN OF PITTSFORD SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF PLANTINGS WITHIN THE MEDIAN. ALL MAINTENANCE WORK SHALL FOLLOW THIS TEMPORARY TRAFFIC CONTROL PLAN.



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PITTSFORD, NY 14534

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**WORK ZONE  
TRAFFIC CONTROL  
PLAN**

**PITTSFORD MEDIAN DESIGN**

TOWN/CITY: PITTSFORD  
COUNTY: MONROE STATE: NY

PROJECT NO.:

**20243925.0001**

DRAWING NO.:

**WP-3**

DATE:

**JULY 2025**

**DESIGN DEVELOPMENT**



DEMOLITION NOTES:

- CONTRACTOR IS RESPONSIBLE TO CALL DIG SAFE 811 PRIOR TO BEGINNING DEMOLITION.
- WITHIN LIMIT LINES, ALL AT GRADE UTILITIES SUCH AS TRANSFORMERS, GENERATORS, HVAC UNITS, THE UNITS CONCRETE PAD AND ANY FENCING THAT SURROUNDS THE UNIT, TO BE REMOVED.
- PRIOR TO ANY DEMOLITION TAKING PLACE, CONTRACTOR TO VERIFY LOCATION AND DEPTH OF ALL UTILITIES WITHIN THE WORK AREA OR THOSE EXPECTED TO BE AFFECTED BY NEW WORK, AND SUBSURFACE FEATURES.
- CONTRACTOR TO COORDINATE ALL UTILITY SHUT DOWNS, RELOCATIONS, SERVICE INSTALLATIONS WITH THE LOCAL UTILITY COMPANIES.
- CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLISHED MATERIAL IN ACCORDANCE WITH ALL LOCAL STATE AND FEDERAL REGULATIONS.
- ALL EXISTING FEATURES TO BE REMOVED ARE NOT SHOWN ON SUBSEQUENT PLANS FOR CLARITY.
- CONTRACTOR SHALL PROTECT ALL EXISTING FEATURES TO REMAIN. DAMAGE TO EXISTING FEATURES TO REMAIN SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
- ALL SURFACES THAT ARE DISTURBED DUE TO UTILITY CONSTRUCTION, OUTSIDE OF THE MAJOR WORK AREAS, ARE TO BE RESTORED TO PRE-CONSTRUCTION CONDITION, IN ACCORDANCE WITH THE ASPHALT AND CONCRETE SECTION DETAILS INCLUDED IN THESE PLANS. LAWN AREAS ARE TO BE RE-ESTABLISHED WITH 4 INCHES OF TOPSOIL (MINIMUM) AND HYDROSEED.
- ANY MATERIALS CONTAINING ASBESTOS SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS. NOTE THIS MAY INCLUDE UNDERGROUND UTILITIES.
- ALL UTILITIES NOT SLATED FOR DEMOLITION ARE TO REMAIN FUNCTIONAL UPON COMPLETION OF DEMOLITION. THIS INCLUDES BYPASS PUMPING, IF NECESSARY.
- EXISTING UTILITIES THAT ARE PROPOSED TO BE REMOVED, UNLESS OTHERWISE INDICATED, SHALL BE EXCAVATED, UTILITY MATERIAL REMOVED, AND DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE SPECIFICATIONS. ALL TRENCHES SHALL BE BACKFILLED WITH GRANULAR FILL, COMPACTED IN 12" LIFTS TO 95% MODIFIED PROCTOR TEST. ALL DISTURBED AREAS SHALL BE RESTORED IN KIND IN ACCORDANCE WITH THE DETAILS IN THESE PLANS AND AT A MINIMUM TO THEIR ORIGINAL STATE.
- AREAS OF ASPHALT AND CONCRETE REMOVAL SHALL BE SAWCUT WITH A NEAT STRAIGHT LINE AT ALL REMOVAL LIMITS.
- CONTRACTOR RESPONSIBLE FOR OBTAINING ALL DEMOLITION PERMITS AND INCLUDE ALL FEES ASSOCIATED WITH THOSE PERMITS, IN HIS BID.
- IF ANY ENVIRONMENTAL CONDITIONS OR ISSUES, NOT PREVIOUSLY IDENTIFIED, ARE ENCOUNTERED DURING DEMOLITION, THE OWNER AND THE CONTRACTOR(S) SHALL IMMEDIATELY NOTIFY THE TOWN, MONROE COUNTY HEALTH DEPARTMENT AND NYSDEC BEFORE CONTINUING THE DEMOLITION PROCESS.
- ALL MATERIALS SHALL BE RECYCLED, WHEN APPROPRIATE.
- THE CONTRACTOR SHALL OBTAIN ALL SEWER PERMITS PRIOR TO DEMOLITION.
- ALL SPOIL MATERIALS FROM DEMOLITION OR EARTHWORK, SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT THE CONTRACTORS EXPENSE.
- ALL EXISTING STRUCTURES THAT ARE ABANDONED IN PLACE, SHALL BE REMOVED TO A DEPTH OF 2 FEET BELOW FINISHED GRADE. STRUCTURES SHALL BE FILLED WITH CRUSHED STONE, (MEETING NYSDOT STANDARD SPECIFICATION SECTION 304) COMPACTED IN 12" LIFTS TO 95% MODIFIED PROCTOR TEST.

PAVMENT DEMOLITION NOTES

- MILL ASPHALT PER PLAN AND STOCKPILE FOR RE-USE.
- FOR FULL DEPTH PAVEMENT EXCAVATION, THE TOP OF THE EXISTING CURB IS TO REMAIN AND SHALL HAVE A REVEAL OF 6" AT THE COMPLETION OF CONSTRUCTION. EXISTING SUITABLE SUB-BASE ENCOUNTERED DURING EXCAVATION SHALL BE STOCKPILED FOR RE-USE. EXCESS MATERIALS OR UNSUITABLE MATERIAL SHALL BE HAILED OFF-SITE.
- PREPARE AND PLACE A SUB-BASE COURSE COMPOSED OF A BLEND OF THE EXISTING SUB-BASE (FROM STOCKPILE), ASPHALT MILLINGS (FROM STOCKPILE) AND IF NEEDED, ADDITIONAL STONE AGGREGATE TO OBTAIN THE SPECIFIC DEPTH OF AND THE PLACEMENT OF 1" OF CRUSHED STONE FOR FINE GRADING PURPOSES.
- PAVE ENTIRE PARKING AREA WITH TYPE 7F TOP COURSE ASPHALT.
- UPON COMPLETION, ALL PAVEMENT AREAS SHALL BE SMOOTH. ALL CURBS SHALL HAVE 6" REVEAL. WATER SHALL DRAIN WELL INTO EXISTING CATCH BASINS (NO PONDING) ALL HANDICAP RAMPS SHALL BE FLUSH WITH NEW PAVEMENT AND SHALL MEET ALL ADA REGULATIONS.

Region 4 Standard General Plan Notes

- ROAD TO BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
- ROADSIDE DRAINAGE TO BE MAINTAINED AT ALL TIMES.
- MATERIALS, EQUIPMENT AND VEHICLES ARE NOT TO BE STORED OR PARKED WITHIN THE NEW YORK STATE RIGHT-OF-WAY.
- MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THE CURRENT NATIONAL MUTCD WITH NYS SUPPLEMENT, SECTION 619 OF THE CURRENT NYSDOT STANDARD SPECIFICATIONS, THESE PLANS AND AS ORDERED BY THE ASSISTANT RESIDENT ENGINEER. ON A NYSDOT CONSTRUCTION PROJECT, MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THESE PLANS AND BE IN ACCORDANCE WITH THE NYSDOT CONTRACT DOCUMENTS AS DEEMED NECESSARY BY THE NYS ENGINEER-IN-CHARGE.
- NOTIFY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S ASSISTANT RESIDENT ENGINEER AT THE APPROPRIATE NUMBER, AS NOTED BELOW, FIVE (5) WORK DAYS PRIOR TO WORKING WITHIN THE STATE RIGHT-OF-WAY.

|                                                   |                                                   |
|---------------------------------------------------|---------------------------------------------------|
| GENESEE CO. - (585) 343-4502                      | LIVINGSTON CO. - (585) 346-3036                   |
| MONROE CO. - WEST OF GENESEE RIVER (585) 352-3471 | MONROE CO. - EAST OF GENESEE RIVER (585) 586-4514 |
| ONTARIO CO. - (585) 396-4957                      | ORLEANS CO. - (585) 589-6655                      |
| WAYNE CO. - (315) 332-4000                        | WYOMING CO. - (585) 786-3310                      |

IN ADDITION, THE PERMITTEE SHALL NOTIFY NYSDOT REGIONAL TRAFFIC OPERATIONS CENTER (RTOC) OF ALL LANE AND SHOULDER CLOSURES AT LEAST THREE (3) DAYS IN ADVANCE OF THE PROPOSED WORK UTILIZING RTOC'S CONSTRUCTION NOTIFICATION FORM.

PROPOSED CLOSURES WILL BE REVIEWED FOR CONCURRENT AND OVERLAPPING CLOSURE OR INCIDENT CONFLICTS AND WILL BE ENTERED INTO 511.NY.ORG. CLOSURES INCLUDED IN THE NOTIFICATION SHALL CONFORM TO TIME, DATE, AND LOCATION RESTRICTIONS IN THE PERMIT. RTOC MAY DISALLOW OR REDUCE CLOSURES DUE TO OTHER CLOSURES OR WORK, EVENTS, OR INCIDENTS FOUND IN CONFLICT WITH THE PROPOSED CLOSURE(S). ALL LANE AND SHOULDER CLOSURES SHALL BE REMOVED DURING NON-WORKING HOURS, EXCEPT WHERE AUTHORIZED BY THE NYSDOT REGIONAL TRAFFIC ENGINEER OR DESIGNEE.

- NOTIFY THE NYSDOT TRAFFIC SIGNAL MAINTENANCE ENGINEER AT (585) 753-7793 5 DAY'S PRIOR TO WORKING WITHIN 350' OF A SIGNALIZED INTERSECTION. NOTIFY DIG SAFELY NEW YORK 2 WORK DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 811 FOR A UTILITY STAKE-OUT.
- WORK ZONE TRAFFIC CONTROL STANDARD SHEETS NOT INCLUDED IN THE PERMIT PACKAGE SHALL NOT BE UTILIZED UNLESS APPROVED BY THE REGIONAL TRAFFIC ENGINEER.
- ALL MATERIALS USED WITHIN THE STATE RIGHT-OF-WAY MUST COMPLY WITH THE CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS ALONG WITH ANY APPROPRIATE CURRENT NYS DEPARTMENT OF TRANSPORTATION'S STANDARD SHEETS.
- QUALITY CONTROL OF ASPHALT CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 401 OF THE STANDARD SPECIFICATIONS. ALL ASPHALT PRODUCED AS PART OF SECTION 401 WILL BE PAID AT A FINAL QUANTITY ADJUSTMENT FACTOR OF 1.0. ASPHALT COURSE DEPTHS SHOWN ON THE PLANS ARE COMPACTED DEPTHS.
- NO NIGHT WORK SHALL BE ALLOWED UNLESS APPROVED PRIOR TO START OF PROJECT. ADDITIONAL MAINTENANCE AND PROTECTION OF TRAFFIC MAY BE REQUIRED INCLUDING THE ADDITION OF REFLECTIVE MATERIALS AND LIGHTING.
- HAZARDOUS WASTE NOTIFICATION - THE PERMITTEE ACCEPTS THE RIGHT-OF-WAY OF THE STATE HIGHWAY IN ITS "AS IS" CONDITION. THE DEPARTMENT OF TRANSPORTATION MAKES NO REPRESENTATION AS TO THE ABSENCE OF UNDERGROUND TANKS, STRUCTURES, FEATURES OR SIMILAR IMPEDIMENTS TO THE COMPLETION OF THE WORK PERMITTED HEREUNDER. SHOULD PERMITTEE FIND SOME PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS TO ITS WORK, THE DEPARTMENT OF TRANSPORTATION SHALL HAVE NO OBLIGATION TO CURE, REMOVE, REMEDY OR OTHERWISE DEAL WITH SUCH PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS. THE PERMITTEE IS REQUIRED TO REMOVE, MODIFY OR OTHERWISE DEAL WITH SUCH UNDERGROUND TANKS, STRUCTURES, FEATURES OR IMPEDIMENTS IN A MANNER WHICH MEETS ACCEPTABLE ENGINEERING PRACTICE AND IS APPROVED BY THE DEPARTMENT OF TRANSPORTATION.
- ADA COMPLIANCE - ALL WORK SHALL BE IN ACCORDANCE WITH THE AMERICANS DISABILITY ACT (ADA) AND THE REQUIREMENTS OF THE 2013 PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES (PROWAG). REFER TO STANDARD SHEET 608-01 FOR DETAILS
- ANY DAMAGE TO ROADWAY FEATURES CAUSED DIRECTLY OR INDIRECTLY BY THE CONTRACTOR'S OPERATIONS WITHIN NYS ROW SHALL BE REPAIRED TO MEET NYSDOT STANDARDS AT THE CONTRACTOR'S EXPENSE.
- NYSDOT OPERATIONS TAKE PRECEDENCE OVER HIGHWAY WORK PERMIT OPERATIONS. CONTRACTOR SHALL NOT HAVE WORK OPERATIONS IN PAVEMENT DURING INCLEMENT WEATHER CONDITIONS OR DURING SNOW AND ICE REMOVAL OPERATIONS ON STATE HIGHWAYS.

10/2023

SPECIAL NOTE  
TEMPORARY LANE/SHOULDER CLOSURE RESTRICTIONS FOR MAJOR HOLIDAYS

There shall be no temporary lane/shoulder closures on roadway facilities owned and/or maintained by NYSDOT on the major holidays listed below.

Construction activities that will result in temporary lane/shoulder closures shall be suspended to minimize travel delays associated with road work for major holidays as follows:

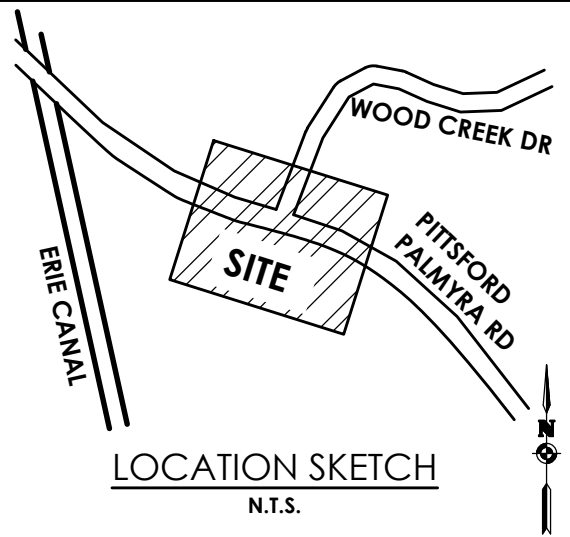
| Holiday          | Falls on           | Temporary lane closures are NOT allowed from                                                                                        |
|------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| New Year's Day   | Sunday or Monday   | 6:00 AM Friday before to 6:00 AM Tuesday after                                                                                      |
| Independence Day | Tuesday            | 6:00 AM Saturday before to 6:00 AM Wednesday after (starting at 6:00 AM Friday before to 6:00 AM Wednesday after for Christmas Day) |
| Christmas Day    | Wednesday          | 6:00 AM Tuesday before to 6:00 AM Thursday after (starting at 6:00 AM Saturday before to 6:00 AM Thursday after for Christmas Day)  |
|                  | Thursday           | 6:00 AM Thursday to 6:00 AM Monday after (starting at 6:00 AM Wednesday before to 6:00 AM Monday after for Christmas Day)           |
|                  | Friday or Saturday | 6:00 AM Thursday before to 6:00 AM Monday after                                                                                     |

| Holiday          | Falls on | Temporary lane closures are NOT allowed from     |
|------------------|----------|--------------------------------------------------|
| Memorial Day     | Monday   | 6:00 AM Friday before to 6:00 AM Tuesday after   |
| Labor Day        |          |                                                  |
| Thanksgiving Day | Thursday | 6:00 AM Wednesday before to 6:00 AM Monday after |

Exceptions can only be made under the following conditions:

- Emergency work.
- Work within long-term stationary lane/shoulder closures.
- Safety work that does not adversely impact traffic mobility and has been authorized by the Regional Traffic Engineer.

Note: The Department reserves the right to cancel any work operations, including lane closures and/or total road closures, that would create traffic delays by unforeseen events. The Contractor would be notified at least seven (7) calendar days prior to the proposed work.



STAMP:



CLIENT:

TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
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Passero Associates

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ROCHESTER, NY 14614 FAX: (585) 325-1691

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PROJECT ENGINEER Joshua Saxton, P.E.  
DESIGNER Lawton Watts, E.I.T.

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NOTES

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD

COUNTY: MONROE STATE: NY

PROJECT NO.:

20243925.0001

DRAWING NO.:

NP-1

DATE:

JULY 2025

DESIGN DEVELOPMENT



GENERAL NOTES

- THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.
- PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN SHALL BE PROVIDED, IN WRITING, TO THE DOT ENGINEER FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORK DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
- THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS SHALL BE PROVIDED, IN WRITING, TO THE NYSDOT ENGINEER. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.
- STANDARD SHEET 619-503 MAY BE USED FOR AN OFFSITE DETOUR SETUP FOR BOTH LONG TERM AND SHORT TERM WORK DURATIONS.
- REGIONAL HIGH-VOLUME RESTRICTIONS SHALL BE FOLLOWED. CONSULT WITH DOT ENGINEER IF EXCEPTION NEEDED.
- PLAN AHEAD TO AVOID CONFLICTING WORK ZONES. CHECK FOR CONSTRUCTION PROJECTS, CLOSURES, & RESTRICTIONS AT [WWW.511.NY.ORG](http://WWW.511.NY.ORG), [WWW.DOT.NY.GOV/PROJECTS](http://WWW.DOT.NY.GOV/PROJECTS), AND WITH NYSDOT ENGINEER.
- WORK ZONE INCIDENTS SHALL BE DOCUMENTED AND REPORTED USING EITHER THE DEPARTMENT'S WORK ZONE INCIDENT FORM, OR THE CONSTRUCTION INCIDENT REPORTING SYSTEM, AS APPROPRIATE.
- CONSIDER CLOSURE WIDTH AND THE ABILITY TO ACCOMMODATE WIDE LOAD VEHICLES BEFORE ESTABLISHING WORK ZONES.
- IF THE WORK ZONE AFFECTS AN EXISTING ACCESSIBLE AND DETECTABLE PEDESTRIAN FACILITY, ACCESSIBILITY AND DETECTABILITY SHALL BE PROVIDED ALONG THE ALTERNATE ROUTE.

ACTIVITY AREA

- A 500' MINIMUM LONGITUDINAL DISTANCE SHALL BE MAINTAINED BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- WHEN TWO OR MORE AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

SIGNS

- THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE DISPLAYED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
- FOR LONG TERM WORK DURATIONS, ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
- SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A TRAVELER'S LINE OF SIGHT.
- SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET OR OMITTED WITH THE APPROVAL OF THE DOT ENGINEER. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
- THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE REGIONAL DIRECTOR OR BY HIS/HER DESIGNEE.
- NY99-12 SHALL BE USED IN PLACE OF NY99-11 WHEN A REDUCED REGULATORY SPEED LIMIT SIGN IS AUTHORIZED.
- RIGID AND FLEXIBLE "ROLL-UP" SIGNS MAY BE USED FOR MOBILE, SHORT DURATION AND SHORT-TERM STATIONARY WORK. RIGID SIGNS MUST BE MOUNTED AT LEAST 5 FEET ABOVE GRADE (7 FEET WHERE THERE ARE PEDESTRIANS OR PARKED CARS). FLEXIBLE SIGNS SHALL BE MOUNTED AT LEAST ONE FOOT ABOVE GRADE. MESH SIGNS SHALL NOT BE USED. USE RETRO REFLECTORIZED RIGID SIGNS FOR NIGHTTIME WORK.

EROSION AND SEDIMENT CONTROL NOTES

(April 2025)

GENERAL NOTES

- IN ACCORDANCE WITH SECTIONS 107-12 AND 209-3.01 OF THE NYSDOT STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL REVIEW THE EROSION AND SEDIMENT CONTROL PLAN INCLUDED IN THE CONTRACT DOCUMENTS, AND IF NECESSARY, MODIFY THE PLAN WITH THE CONTRACTOR'S INTENDED SEQUENCE AND TYPES OF OPERATIONS. IN ADDITION, THE PLAN MUST MEET REQUIREMENTS IN NOTES BELOW, MEET ANY SPDES, OR STREAM AND WETLAND PERMITS, AND BE PREPARED IN ACCORDANCE WITH THE 2016 NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL (NYDEC BLUE BOOK). THE CONTRACTOR'S MODIFIED EROSION AND SEDIMENT CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL, ALONG WITH A PROGRESS SCHEDULE THAT ADDRESSES THIS WORK.
- FOR THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL PROTECT ALL ON-SITE, ADJACENT AND/OR DOWNSTREAM RIVERS, STORM/SANITARY SEWERS, AND/OR OTHER WATER COURSES FROM CONTAMINATION BY WATER BORNE SILTS, SEDIMENTS, WET OR FRESH CONCRETE, LEACHATE, MATERIAL, DEBRIS, FUELS, SOLVENTS, LUBRICANTS OR OTHER POLLUTANTS ORIGINATING FROM ANY WORK DONE ON, OR IN SUPPORT OF THIS PROJECT. ANY MATERIAL OR DEBRIS ACCIDENTALLY DROPPED INTO THE CHANNEL SHALL BE IMMEDIATELY AND COMPLETELY REMOVED AND DEPOSITED IN AN UPLAND AREA.
- CONTRACTOR SHALL UTILIZE CONSTRUCTION METHODS/TECHNIQUES, WHICH MINIMIZE DISTURBED AREAS AND MINIMIZE THE EFFECT OF EARTH DISTURBANCE ACTIVITIES ON SOIL EROSION.
- THE CONTRACTOR SHALL MAINTAIN SITE-CONDITIONS WHICH PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS OR INTERFERE WITH THE OPERATION OF THE EXISTING FACILITY. THE CONTRACTOR SHALL KEEP CLEAN AND FREE ALL SIDEWALKS, STREETS, DRIVES, AND OTHER PAVEMENTS FROM DIRT, MUD, STONES AND OTHER HAULED MATERIALS BECAUSE OF HIS/HER WORK.
- THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORM WATER RUNOFF FROM DISTURBED AREAS IS DIVERTED TO SOIL EROSION AND

LANE WIDTHS

- UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'. THE MINIMUM LANE WIDTH FOR ALL OTHER TYPES OF ROADWAYS IS 10'.
- A WRITTEN NOTE SHALL BE PROVIDED TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.
- IF THE WORK ZONE AFFECTS PEDESTRIANS, A MINIMUM PEDESTRIAN PATHWAY WIDTH OF 5 FEET SHALL BE MAINTAINED UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- TEMPORARY BICYCLE ACCOMMODATIONS SHALL NOT BE LESS THAN WHAT CURRENTLY EXISTS UNLESS AUTHORIZED BY THE ENGINEER.

PROTECTIVE VEHICLES

- PROTECTIVE VEHICLES ARE DIVIDED INTO 2 CATEGORIES BASED ON THE GROSS VEHICLE WEIGHT (GVW):
  - PROTECTIVE VEHICLE LIGHT (PVL) SHALL HAVE A MINIMUM GVW OF 9,500 LBS. OR GREATER.
  - PROTECTIVE VEHICLE HEAVY (PVH) SHALL HAVE A MINIMUM GVW OF 22,000 LBS. OR GREATER.
- IF THE PROTECTIVE VEHICLE ENCROACHES INTO THE TRAVEL LANE, OR IF IT REMAINS ENTIRELY ON THE SHOULDER OF ANY HIGH SPEED ROAD (45 MPH), IT SHALL BE EQUIPPED WITH A DEPLOYED TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR (TMIA. SEE TABLE 011-01 ON SHEET 619-011). BALLAST MAY BE USED TO BRING A LIGHTER VEHICLE UP TO THE INDICATED WEIGHT PROVIDED THE BALLAST IS SECURELY CONTAINED WITHIN AN ENCLOSED BODY OR OTHERWISE SECURELY FASTENED TO THE VEHICLE PURSUANT TO FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA) CARGO SECUREMENT RULES, SUCH THAT:
  - THE BALLAST WILL NOT SEPARATE FROM THE VEHICLE UPON IMPACT AND
  - THE BALLAST WEIGHT WILL NOT EXCEED THE MANUFACTURER'S GROSS VEHICLE WEIGHT RATING (GVWR).
- TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.
- WHEN A PROTECTIVE VEHICLE(S) IS USED BETWEEN THE WORK VEHICLE (CREW) OR HAZARD AND THE TRAFFIC IN A MOVING OPERATION IT IS REFERRED TO AS A SHADOW VEHICLE(S).
- WHEN A PROTECTIVE VEHICLE(S) IS USED BETWEEN THE WORK VEHICLE (CREW) OR HAZARD AND THE TRAFFIC IN A STATIONARY OPERATION IT IS REFERRED TO AS A BARRIER VEHICLE(S).
- WHEN A PROTECTIVE VEHICLE IS USED IN ADVANCE OF EITHER MOVING OR STATIONARY OPERATIONS TO DISPLAY SIGN MESSAGES IT IS REFERRED TO AS AN ADVANCED WARNING VEHICLE. WHEN SIGNS ARE MOUNTED ON AN ADVANCED WARNING VEHICLE, THEY SHALL NOT OBSTRUCT VISIBILITY OF ANY LIGHTS (TAILLIGHTS OR WARNING LIGHTS), OR SIDE-VIEW MIRRORS ON THE VEHICLE, OR TRUCK MOUNTED ARROW BOARDS.
- IN A MOVING OPERATION OR A STATIONARY OPERATION THAT OCCUPIES A LOCATION FOR UP TO 1 HOUR, THE OPERATOR SHALL REMAIN IN THE PROTECTIVE VEHICLE WITH THE SAFETY BELT AND HEADREST PROPERLY ADJUSTED, MAINTAIN VEHICLE SPACING, AND KEEP THE WHEELS ALIGNED WITH THE LANE STRIPING AND LANE TO MAINTAIN LANE DISCIPLINE AND TO STAY IN LANE IF STRUCK. THE PARKING BRAKE SHALL BE SET WHENEVER POSSIBLE. TWO-WAY RADIOS SHOULD BE USED TO COMMUNICATE BETWEEN THE OPERATOR AND THE WORK CREW.
- IN A STATIONARY OPERATION THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR, ONCE THE PROTECTIVE VEHICLE HAS BEEN APPROPRIATELY PLACED, IT SHOULD BE UNOCCUPIED. UNOCCUPIED VEHICLE SHALL BE POSITIONED PARALLEL TO TRAFFIC, PARKING BRAKE SET, PLACED IN 2ND GEAR (MANUAL TRANSMISSIONS /ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS). THE FRONT WHEELS SHALL BE ALIGNED WITH THE LANE STRIPING AND LANE TO MAINTAIN LANE DISCIPLINE AND TO STAY IN LANE IF STRUCK.
- NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE PROTECTIVE VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).
- DIRECT VERBAL COMMUNICATION BETWEEN THE PROTECTIVE VEHICLES AND THE WORK VEHICLE(S) / EQUIPMENT SHALL BE UTILIZED WHERE AVAILABLE.

CHANNELIZING DEVICES

- WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.
- A DROP-OFF OF GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY TO REMAIN AT THE END OF THE WORK SHIFT SHALL BE SEPARATED FROM TRAFFIC WITH POSITIVE BARRIER. FOR POSTED SPEED LIMIT OF 45 MPH AND LESS, A DROP-OFF OF GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY THAT IS 100 FEET OR LESS IN LENGTH WILL BE ALLOWED WITH CHANNELIZING DEVICES CONSISTING OF DRUMS, EXTRA TALL CONES, OR OVERSIZED VERTICAL PANELS ONLY AT A MAXIMUM SPACING OF 20 FEET FOR SHORT DURATIONS NOR TO EXCEED ONE WORK SHIFT.
- TEMPORARY POSITIVE BARRIER MAY BE SUBSTITUTED WITH DRUM CHANNELIZING DEVICES, IN SOME CIRCUMSTANCES, WITH APPROVAL OF THE REGIONAL TRAFFIC ENGINEER BASED ON GUIDANCE FOUND IN THE HIGHWAY DESIGN MANUAL AND ENGINEERING JUDGEMENT.

PUBLIC ACCESS

- PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
- SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

LANE CLOSURES

- LANE CLOSURES SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
- THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.
- EACH ARROW PANEL SHALL BE VISIBLE 1500 FEET IN ADVANCE FROM ANY POINT WITHIN THE ROADWAY.

TOLERANCE NOTE

- ALL DIMENSIONS ON ANY 619 STANDARD SHEET ARE NOMINAL.
  - WHEN A DECIMAL POINT WITH SIGNIFICANT DIGITS) TO THE RIGHT OF IT IS/ARE PRESENT-TOLERANCE FOR EACH DIMENSION IS ONE HALF OF THE LAST SIGNIFICANT DIGIT IN THE UNITS SHOWN. (e.g. 1.0' IS 0.05' & 1.00' IS 0.005").
  - OTHERWISE, TOLERANCE FOR EACH DIMENSION IS THE LESSER OF 10% OF THE NOMINAL DIMENSION SHOWN OR 6" (e.g. TOLERANCE FOR 3' IS 3.6" & TOLERANCE FOR 10' IS 6").
- TOLERANCE ARE NOT CUMULATIVE. ABOVE DOES NOT APPLY WHEN ANY RANGE, MAXIMUM OR MINIMUM DIMENSION OR A CONTEXT SPECIFIC TOLERANCE IS SPECIFIED.

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| U.S. CUSTOMARY STANDARD SHEET                                                       |  |                                                                                     |  |
| WORK ZONE TRAFFIC CONTROL<br>GENERAL NOTES<br>(SHEET 1 OF 2)                        |  |                                                                                     |  |
| ERRATA 3 EFF. 05/01/24<br>ISSUED WITH EB 24-007                                     |  | APPROVED DECEMBER 21, 2022                                                          |  |
| ERRATA 2 EFF. 09/01/23<br>ISSUED WITH EB 23-016                                     |  | ISSUED UNDER E1 22-033                                                              |  |
| ERRATA 1 EFF. 05/01/23<br>ISSUED WITH EB 22-033                                     |  | ROBERT LIMOGES, P.E.<br>DIRECTOR, OTSM                                              |  |
|                                                                                     |  | 619-010                                                                             |  |

WORK DURATION DEFINITIONS

- THERE ARE MAINLY FIVE WORK DURATIONS:
  - LONG-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.
  - INTERMEDIATE-TERM IS STATIONARY 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 IS STATIONARY 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. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N11 NOTES ON NIGHTTIME WORK.
  - MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY WHERE THE WORK AT ANY SPECIFIC LOCATION COMPLETES WITHIN 15 MINUTES. IT IS USED FOR VEHICLE BASED OPERATIONS AND DOES NOT INVOLVE WORKERS ON FOOT. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N10 NOTES ON NIGHTTIME WORK.
- SPECIAL OPERATIONS ARE WORK OPERATIONS THAT DO NOT FIT INTO ONE OF THE ABOVE FIVE CATEGORIES. SPECIAL OPERATIONS INCLUDE:
  - STOP AND GO OPERATIONS - WORK THAT COMPLETES WITHIN 5 MINUTES AND ALLOWS WORKERS ON FOOT.
  - OTHER OPERATIONS INCLUDING MOWING, MULCHING/HERBICIDE OPERATIONS, TEMPORARY ROAD/INTERSECTION CLOSURES, ETC.

ROADWAY TYPE DEFINITIONS

- FREEWAY:
  - INTERSTATE: INTERREGIONAL HIGH-SPEED, HIGH-VOLUME, DIVIDED FACILITIES WITH COMPLETE CONTROL OF ACCESS.
  - PARKWAY: DIVIDED HIGHWAYS FOR NON-COMMERCIAL TRAFFIC WITH FULL CONTROL OF ACCESS, GRADE PARKWAY SEPARATIONS, INTERCHANGES, AND OCCASIONAL AT-GRADE INTERSECTIONS. PARKWAYS ARE DESIGNATED BY LAW.
- EXPRESSWAY: DIVIDED HIGHWAYS FOR THROUGH TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS. ALL FREEWAY STANDARD SHEETS ARE APPLICABLE TO EXPRESSWAY.
- NON-FREEWAY:
  - MULTILANE DIVIDED HIGHWAY
  - MULTILANE UNDIVIDED HIGHWAY
  - TWO-LANE TWO-WAY ROADWAY

ALL NON-FREEWAYS CAN BE EITHER URBAN OR RURAL:

URBAN: (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA)

- HIGH DENSITY DEVELOPMENT
- ON-STREET PARKING
- VARIED BUILDING SETBACKS
- MULTI-STORY AND LOW-TO MEDIUM-RISE STRUCTURES FOR RESIDENTIAL, COMMERCIAL, AND EDUCATIONAL USES, STRUCTURES THAT ACCOMMODATE MIXED USES: COMMERCIAL, RESIDENTIAL, AND PARKING
- LIGHT INDUSTRIAL, AND SOMETIMES HEAVY INDUSTRIAL, LAND USE
- PROMINENT DESTINATION WITH SPECIALIZED STRUCTURES, E.G., LARGE THEATERS, SPORTS FACILITIES OR CONFERENCE CENTERS
- HIGH LEVELS OF PEDESTRIAN AND BICYCLIST ACTIVITY, WITH NEARLY CONTINUOUS SIDEWALKS AND MARKED CROSSWALKS
- HIGHER DENSITY OF TRANSIT STOPS AND ROUTES
- DRIVEWAY DENSITIES GREATER THAN 25 DRIVEWAYS/MILE ON EACH SIDE OF THE ROAD
- MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS/MILE OR GREATER
- MAJOR COMMERCIAL DRIVEWAYS
- HIGH DENSITY OF CROSS STREETS

RURAL: DOES NOT MEET MORE THAN ONE OF THE ABOVE CRITERIA.

NOTES FOR NIGHTTIME OPERATIONS:

- WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
- ALL SIGNS, STOP/SLOW PADDLES AND RED FLAGS USED TO WARN/ALERT/CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
- ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMETS AND NIGHTTIME APPAREL IN ACCORDANCE WITH §107-054, HIGH VISIBILITY APPAREL AT ALL TIMES.
- VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS OR FLASHING LED BEACONS AT ALL TIMES.
- LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDING THE SETUP AND REMOVAL OF THE CLOSURE TAPERS.
- LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, MILLING, AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS, INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 100 FEET BEHIND A PAVING OR MILLING MACHINE.
- LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL EQUIPMENT OR OTHER ELECTRICAL/MECHANICAL EQUIPMENT, AND OTHER TASKS INVOLVING FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
- ALL LIGHTING SHALL BE DESIGNED, INSTALLED, AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR RESIDENCES ADJOINING THE ROADWAY.
- PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL FROM THE DOT ENGINEER.
- SEE STANDARD SPECIFICATIONS §619 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS. REFER TO SECTION 619-31.9B FOR BALLOON LIGHTING REQUIREMENTS.
- FLAGGERS SHALL USE A FLASHLIGHT WITH RED GLOW CONE/RED LED BATON FOR FLAGGING IN NON-ILLUMINATED FLAGGER STATIONS DURING NIGHTTIME OPERATIONS.

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| U.S. CUSTOMARY STANDARD SHEET                                                       |  |                                                                                     |  |
| WORK ZONE TRAFFIC CONTROL<br>GENERAL NOTES<br>(SHEET 2 OF 2)                        |  |                                                                                     |  |
| APPROVED DECEMBER 21, 2022                                                          |  | ISSUED UNDER E1 22-033                                                              |  |
| ERRATA 1 EFF. 09/01/23<br>ISSUED WITH EB 23-016                                     |  | 619-010                                                                             |  |
| ROBERT LIMOGES, P.E.<br>DIRECTOR, OTSM                                              |  |                                                                                     |  |

COMPLETELY COVER THE STOCKPILE AND BE SECURELY ANCHORED AT ALL TIMES. ANY POLY SHEETING OR SILT FENCE THAT IS DAMAGED SHALL BE PROMPTLY REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER. RINGED STOCKPILES EXPOSED OR EXPECTED TO BE EXPOSED FOR LONGER THAN 7 CALENDAR DAYS SHALL IMMEDIATELY BE STABILIZED WITH APPROPRIATE MEASURES. THE COST OF COVERING AND RINGING/STABILIZING STOCKPILES SHALL BE INCLUDED IN THE PRICE BID FOR THE CORRESPONDING STOCKPILED MATERIAL.

CONCRETE WASHOUT

- CONCRETE WASH OUT PITS SHALL BE UTILIZED FOR ALL CONCRETE WORK TO PREVENT DISCHARGE TO DRAINAGE WAYS, STREAMS, AND WETLANDS, AND INFILTRATION TO GROUND WATER IN ACCORDANCE WITH SECTION 107-12 OF THE STANDARD SPECIFICATIONS, AND NYS ENVIRONMENTAL CONSERVATION LAW. WASH OUT PITS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE 2016 NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL (NYSDEC BLUE BOOK).
- WASH OUT FACILITIES SHALL BE SELF-CONTAINED, AND LINED WITH PLASTIC SHEETING WITH A MINIMUM THICKNESS OF 10 MILS. ACCUMULATED HARDENED CONCRETE MAY BE DISPOSED OF IN A SPOIL SITE. ANY EXCESS WASH WATER SHALL BE PUMPED TO A CONTAINMENT VESSEL AND TRANSPORTED TO A DISPOSAL FACILITY. THE COSTS FOR THE CONTAINMENT, COLLECTION, TRANSPORT AND DISPOSAL SHALL BE INCLUDED IN THE UNIT PRICES BID FOR RELATED ITEMS.

WINTER STABILIZATION

- IF EARTH-DISTURBING CONSTRUCTION ACTIVITIES WILL OCCUR DURING THE WINTER PERIOD (NOVEMBER 15 THROUGH APRIL 1), THE CONTRACTOR SHALL SUBMIT A DETAILED EROSION AND SEDIMENT CONTROL PLAN THAT ADDRESSES THEIR SPECIFIC WORK OPERATIONS AND HOW RUNOFF AND SEDIMENTATION WILL BE MANAGED DURING THE WINTER MONTHS TO PROTECT OFF-SITE WATER RESOURCES. THE PLAN SHALL BE PREPARED IN ACCORDANCE WITH SECTION 107-12 OF THE STANDARD SPECIFICATIONS AND THE 2016 NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL (NYSDEC BLUE BOOK). THE PLAN SHALL BE SUBMITTED FOR THE ENGINEER'S APPROVAL AT LEAST 30 CALENDAR DAYS PRIOR TO THE START OF THE WINTER PERIOD. THE DEPARTMENT WILL PERFORM TWICE WEEKLY COMPLIANCE INSPECTIONS DURING THE WINTER PERIOD AND THE CONTRACTOR

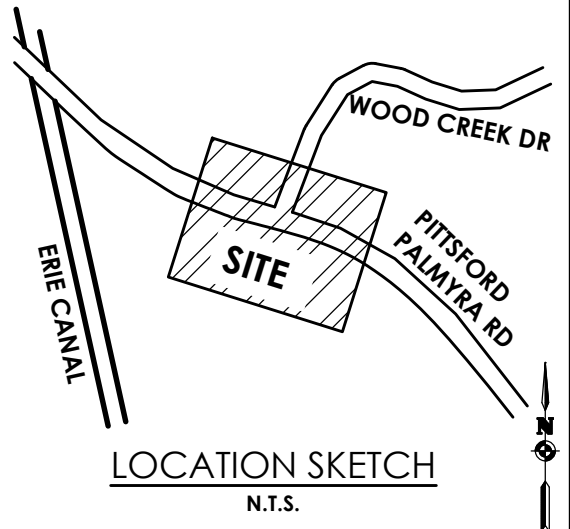
SHALL BEGIN ANY REQUIRED REPAIRS AND MAINTENANCE WITHIN ONE BUSINESS DAY.

- IF THE CONTRACTOR INTENDS TO SHUT DOWN ALL CONSTRUCTION OPERATIONS DURING THE WINTER PERIOD (NOVEMBER 15 THROUGH APRIL 1), ALL BARE EXPOSED SOIL MUST BE STABILIZED TO THE SATISFACTION OF THE ENGINEER BEFORE THE START OF THE WINTER PERIOD. STABILIZATION METHODS SHALL INCLUDE ESTABLISHMENT OF GRASS AND/OR VEGETATION, STRAW MULCHING, ROLLED EROSION CONTROL PRODUCT, STONE, ROCK, OR OTHER APPROVED MULCH OR MATERIAL TO COVER EXPOSED SOIL. SEEDING ALONE IS NOT ACCEPTABLE FOR PROPER STABILIZATION. THE DEPARTMENT WILL PERFORM MONTHLY COMPLIANCE INSPECTIONS DURING WINTER SHUTDOWN PERIOD AND THE CONTRACTOR SHALL BEGIN ANY REQUIRED REPAIRS AND MAINTENANCE WITHIN ONE BUSINESS DAY.

- ALL DISTURBED AREAS SHALL BE STABILIZED WITH ESTABLISHED TURF (TEMPORARY OR PERMANENT) PRIOR TO WINTER SHUTDOWN. IN ACCORDANCE WITH SECTION 107-12 OF THE STANDARD SPECIFICATIONS AND THE NYSDEC BLUE BOOK, IF TURF IS NOT ESTABLISHED PRIOR TO WINTER SHUTDOWN OR FOR STABILIZATION OF WINTER GROUND DISTURBING ACTIVITIES, THE RATES FOR STRAW MULCHING SHALL BE DOUBLED (4 TONS/ACRE) AND/OR SOIL STABILIZERS SHALL BE DOUBLED (TYPE A SOIL STABILIZER A MINIMUM 1/2 INCH THICK) THE MANUFACTURER'S RECOMMENDED RATE. THESE RATES SHALL BE INCLUDED IN THE CONTRACTOR'S DETAILED SEDIMENT AND EROSION CONTROL PLAN FOR WINTER WORK. INCREASED APPLICATION RATES OF EITHER STRAW AND/OR STABILIZERS TO SATISFY WINTER SHUTDOWN REQUIREMENTS SHALL BE AT NO COST TO THE STATE.

- TWICE WEEKLY INSPECTIONS ARE REQUIRED ON SITES WITH GREATER THAN FIVE (5) ACRES OF DISTURBED SOIL, OR LOCATED WITHIN A WATERSHED LISTED IN APPENDIX C OF THE SPDES CONSTRUCTION GP, OR DISCHARGING TO A WATERBODY LISTED IN APPENDIX D OF THE SPDES CONSTRUCTION GP.

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Lawton Watts, E.I.T.

| NO. | DATE     | BY   | DESCRIPTION         |
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| 1   | 02/12/25 | LAW  | NYSDOT SUBMISSION 2 |
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NOTES

PITTSFORD MEDIAN DESIGN

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COUNTY: MONROE STATE: NY  
PROJECT NO.:

20243925.0001

DRAWING NO.:

NP-2

DATE:

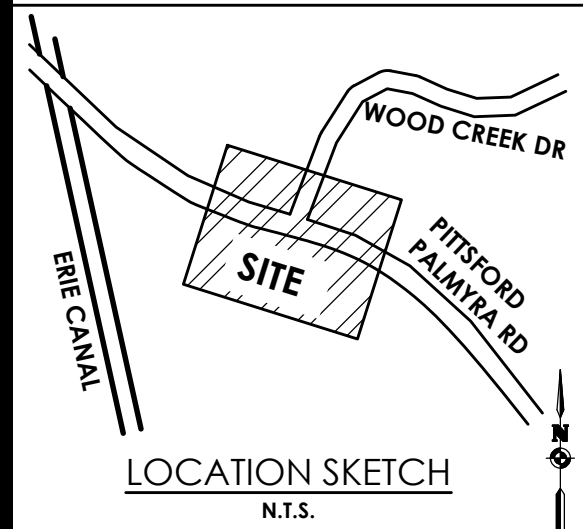
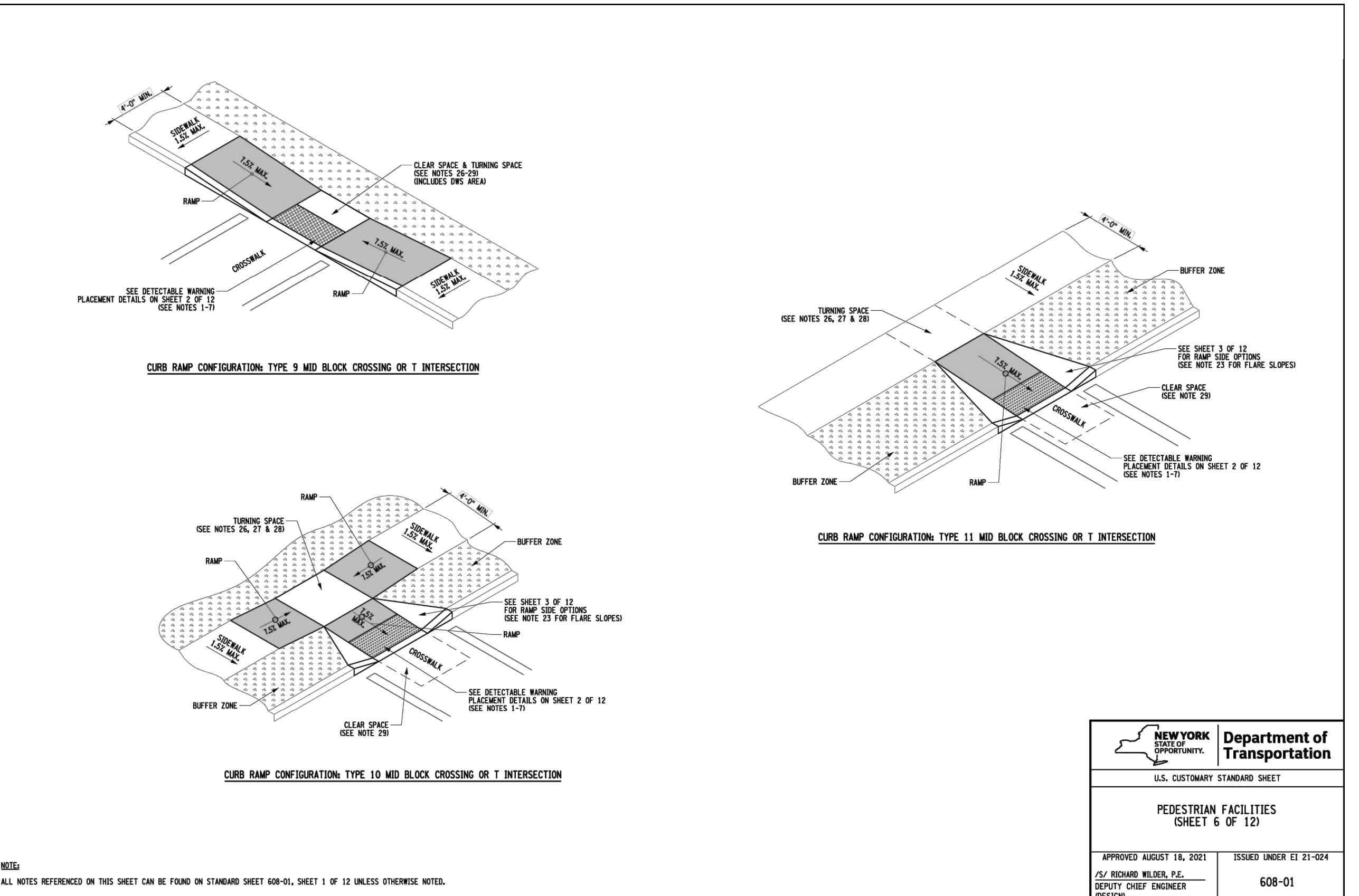
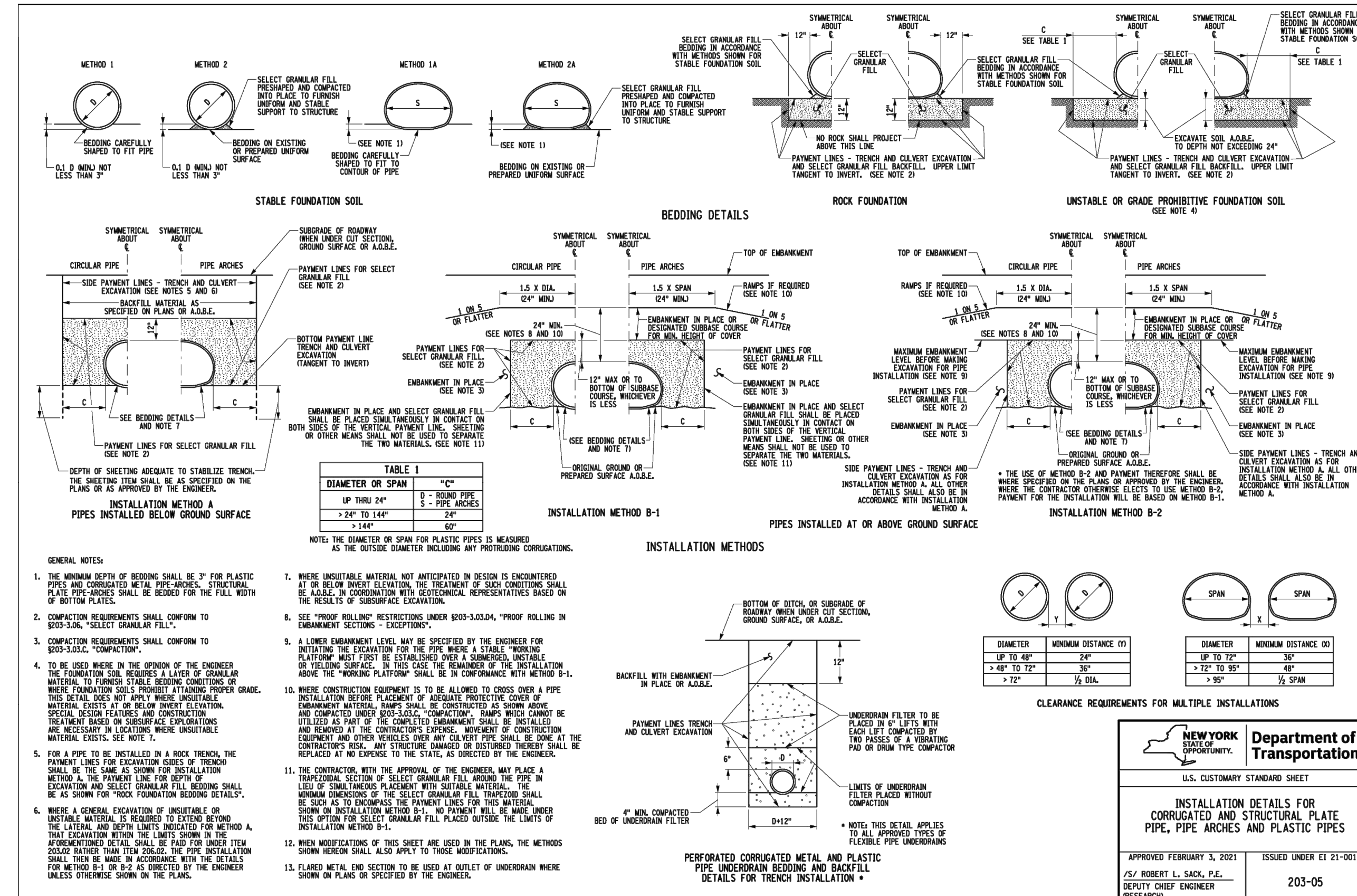
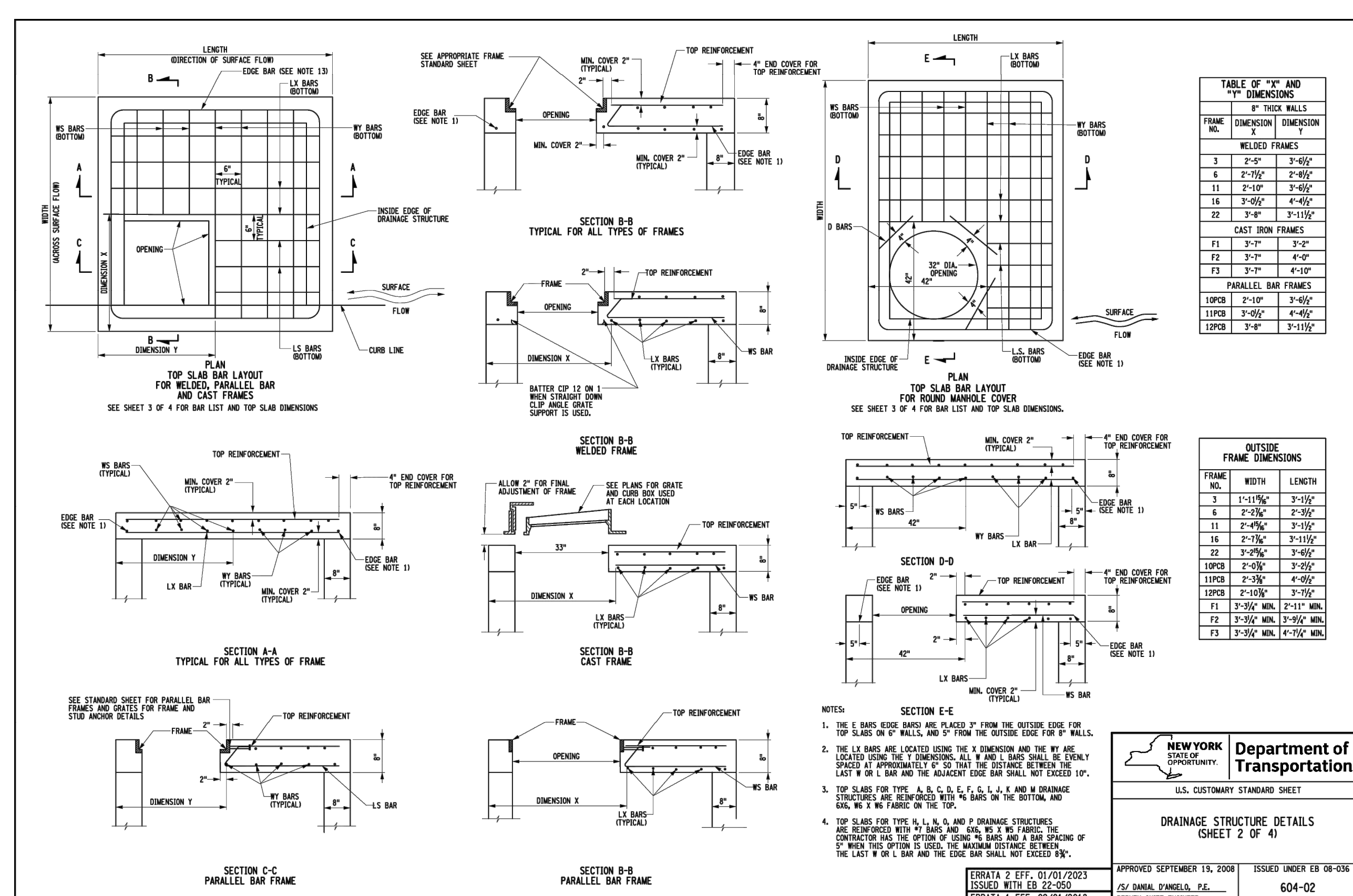
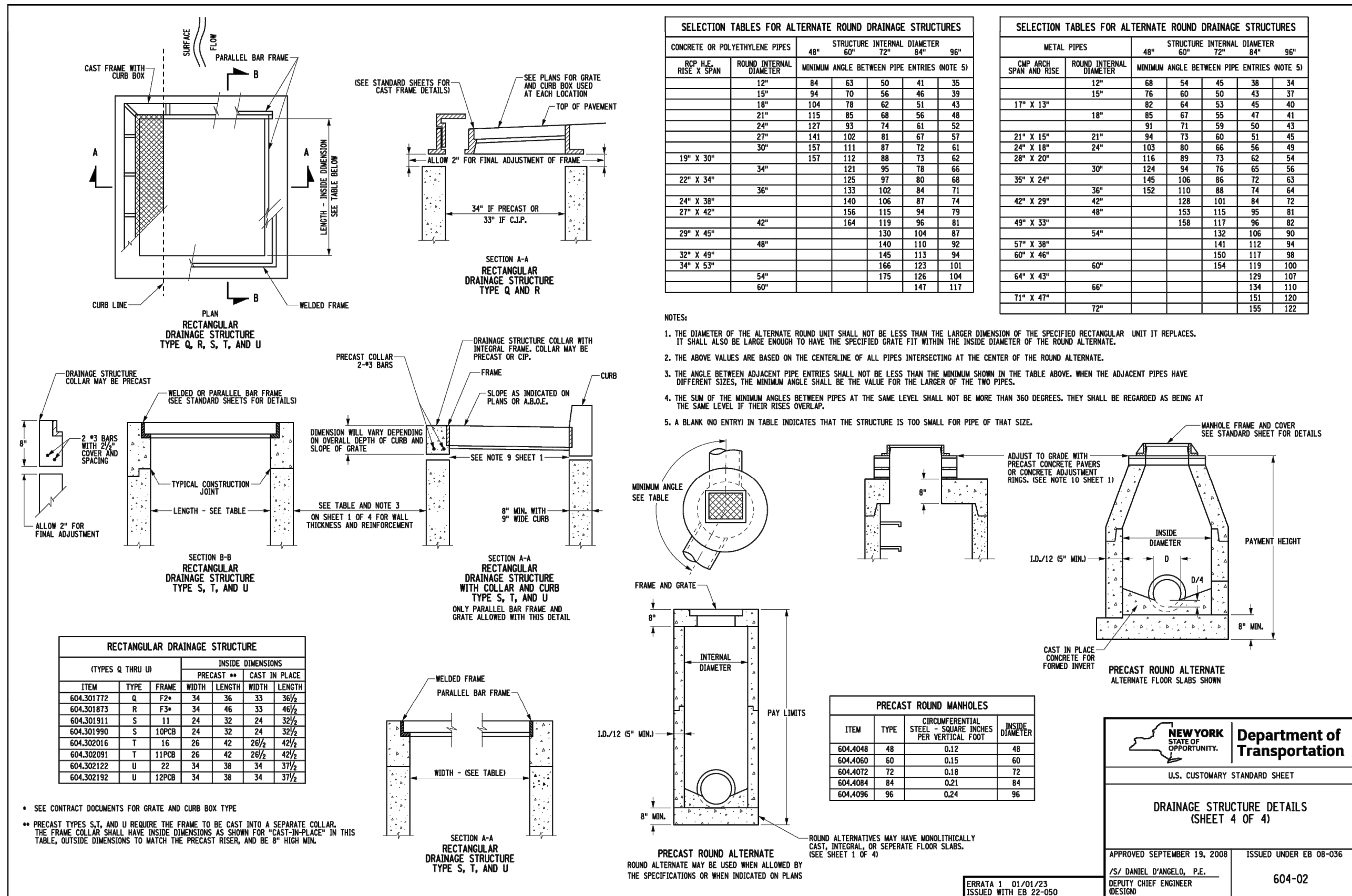
JULY 2025

DESIGN DEVELOPMENT









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PROJECT ENGINEER Joshua Saxton, P.E.  
DESIGNER Lawton Watts, E.I.T.

| NO. | DATE     | BY  | DESCRIPTION         |
|-----|----------|-----|---------------------|
| 1   | 02/12/25 | LAW | NYSOTD SUBMISSION 2 |
| 2   |          |     |                     |
| 3   |          |     |                     |
| 4   |          |     |                     |
| 5   |          |     |                     |
| 6   |          |     |                     |
| 7   |          |     |                     |
| 8   |          |     |                     |

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## DETAILS

**PITTSFORD MEDIAN DESIGN**

TOWN/CITY: **PITTSFORD**  
COUNTY: **MONROE** STATE: **NY**

20243925.0001

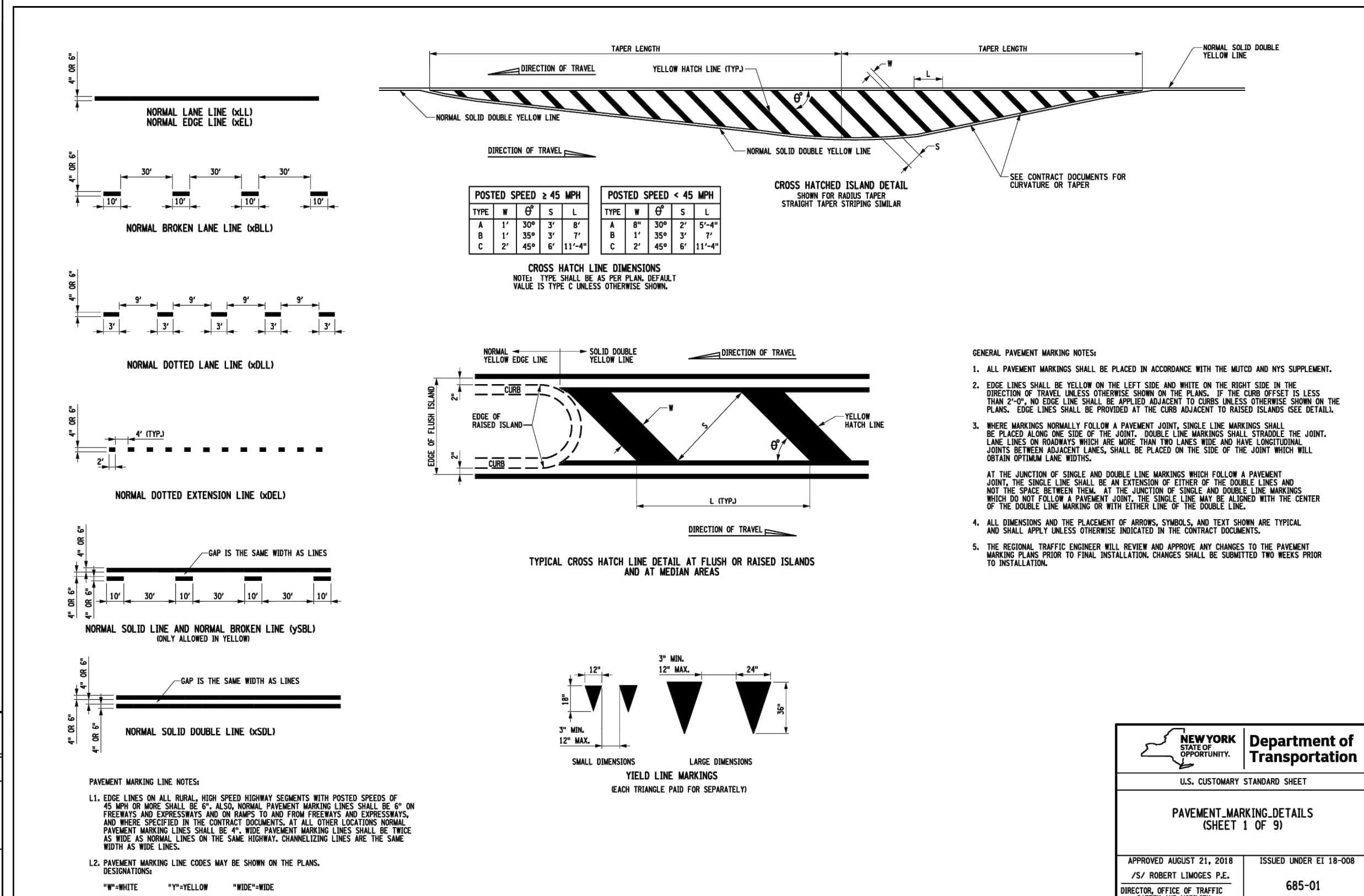
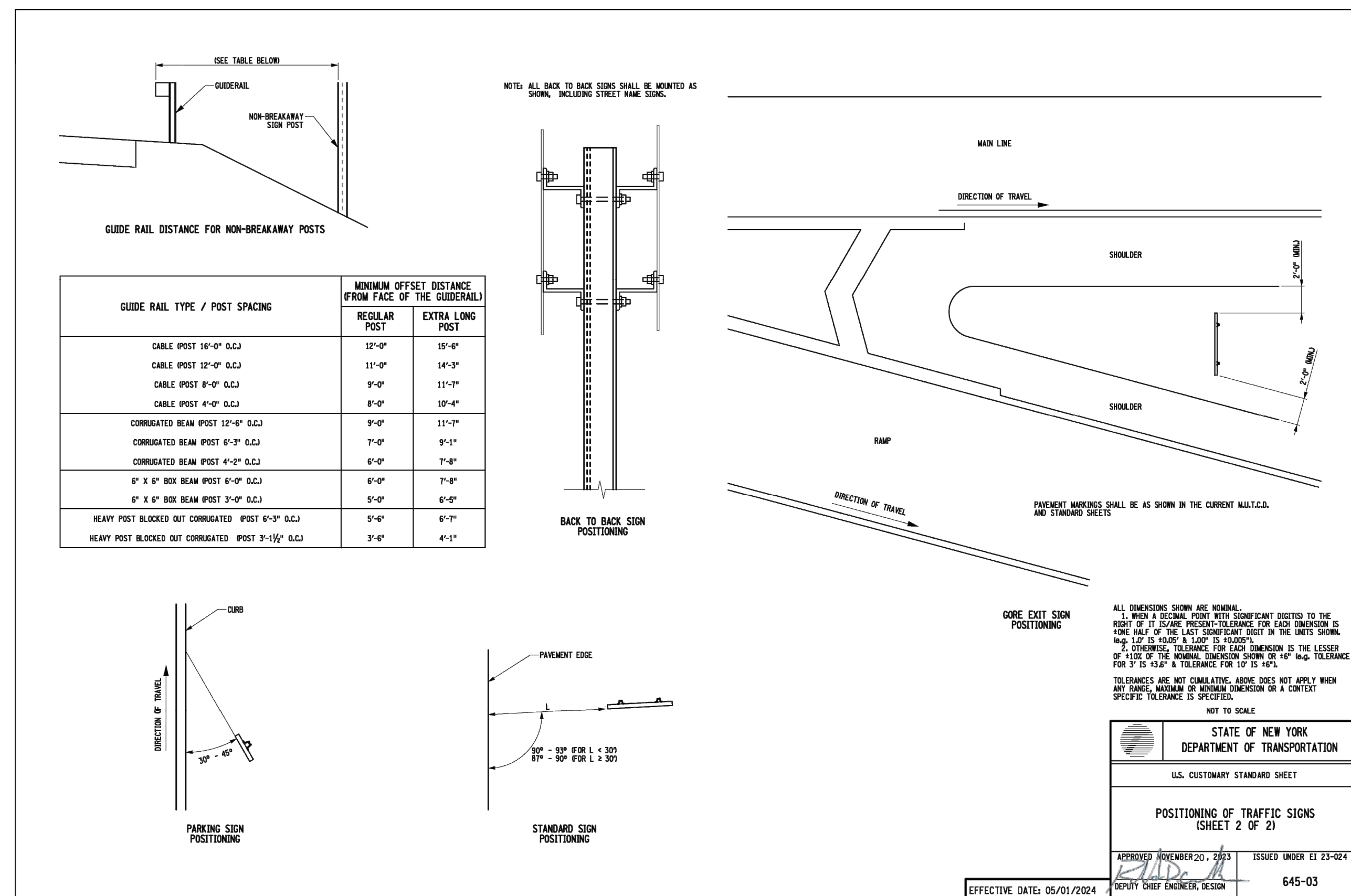
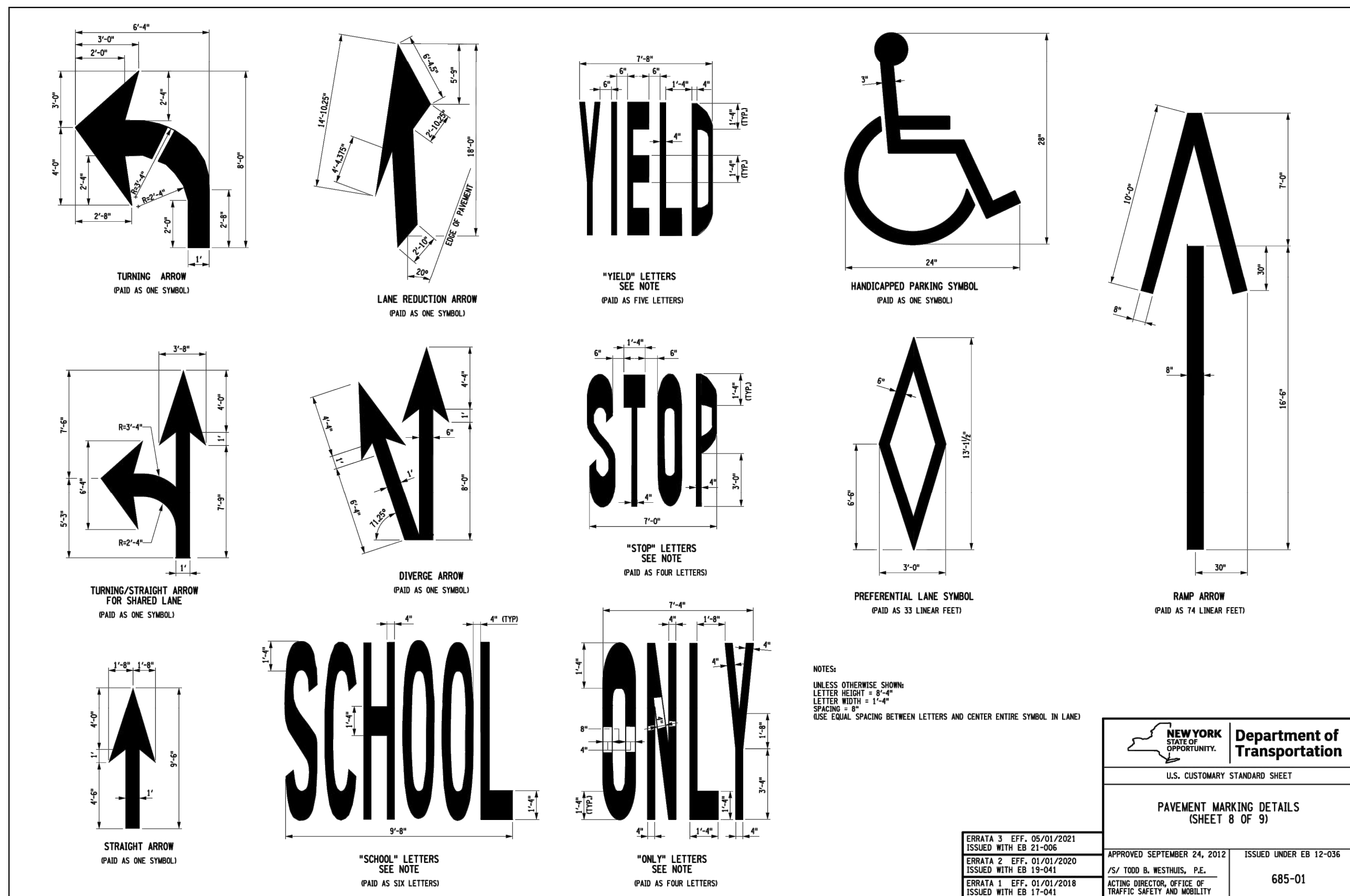
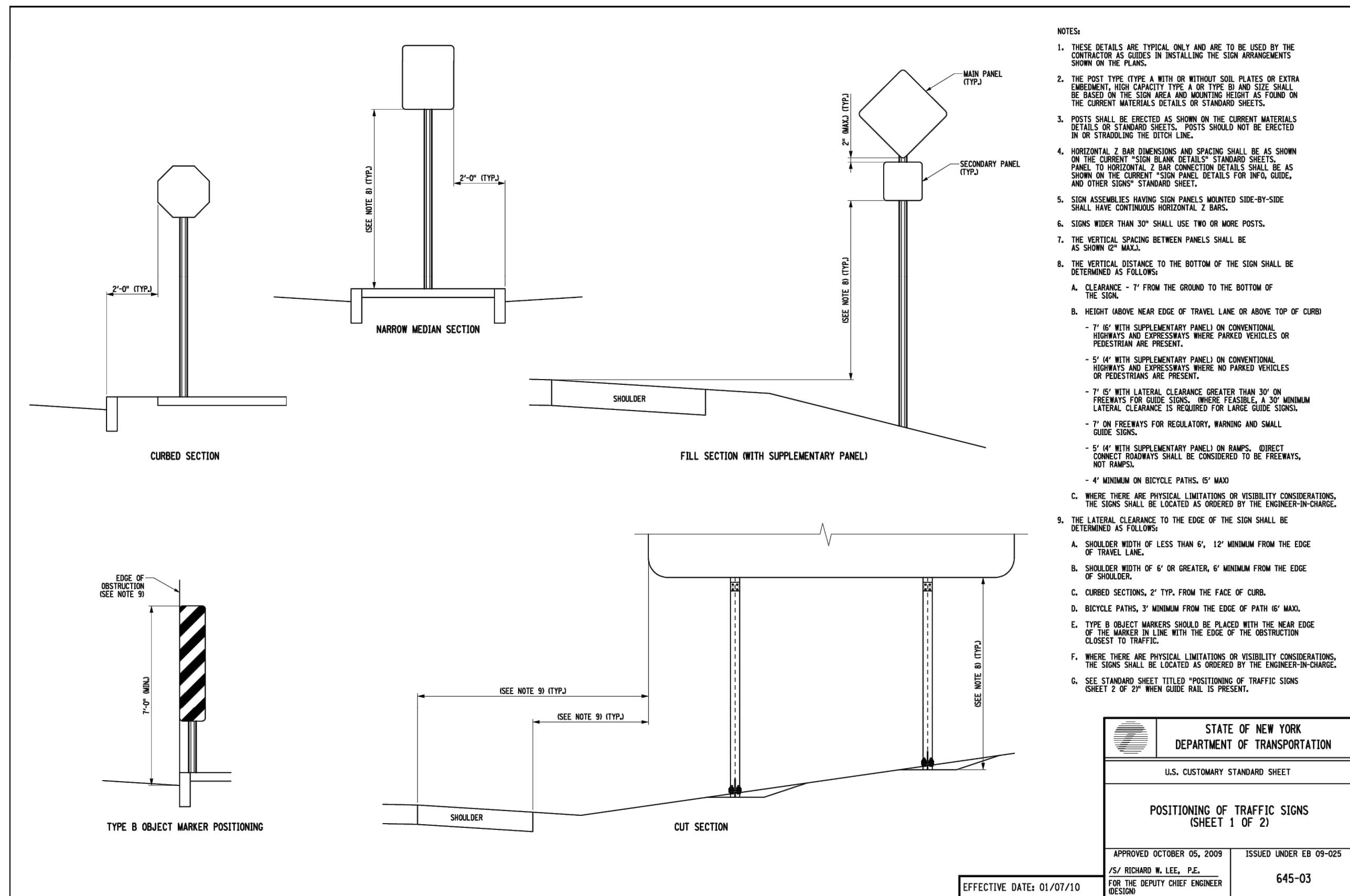
DRAWING NO.:

DP-2

DATE:

**JULY 2025**





CLIENT:  
TOWN OF PITTSFORD  
11 SOUTH MAIN STREET  
PITTSFORD, NY 14534

## Passero Associates

242 WEST MAIN ST., SUITE 100 (585) 325-1000  
ROCHESTER, NY 14614 FAX: (585) 325-1691

|                  |                      |
|------------------|----------------------|
| PROJECT MANAGER  | Joshua Saxton, P.E.  |
| PROJECT ENGINEER | Joshua Saxton, P.E.  |
| DESIGNER         | Lawton Watts, E.I.T. |

| NO. | DATE     | BY    | DESCRIPTION        |
|-----|----------|-------|--------------------|
| 1   | 02/12/25 | LAW   | NYSOT SUBMISSION 2 |
| 2   | *****    | ***** | *****              |
| 3   | *****    | ***** | *****              |
| 4   | *****    | ***** | *****              |
| 5   | *****    | ***** | *****              |
| 6   | *****    | ***** | *****              |
| 7   | *****    | ***** | *****              |
| 8   | *****    | ***** | *****              |

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## DETAILS

**PITTSFORD MEDIAN DESIGN**

TOWN/CITY: PITTSFORD

PROJECT NO.:

DRAWING NO.: DP-3

DATE: **JULY 2025**

## DESIGN DEVELOPMENT



# Passero Associates

---

242 WEST MAIN ST., SUITE 100 (585) 325-1000  
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PROJECT MANAGER Joshua Saxton, P.E.  
PROJECT ENGINEER Joshua Saxton, P.E.  
DESIGNER Lawton Watts, E.I.T.

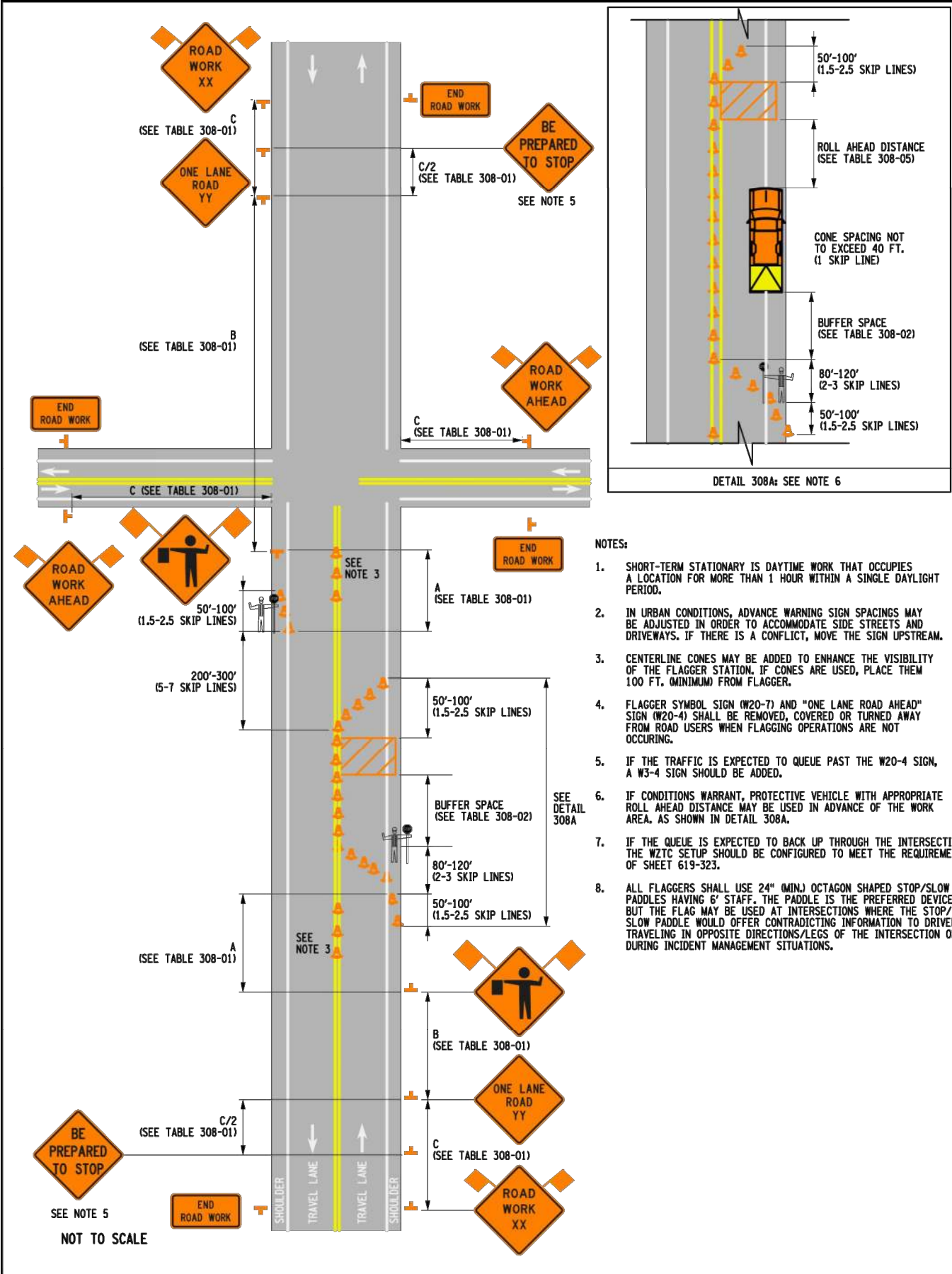
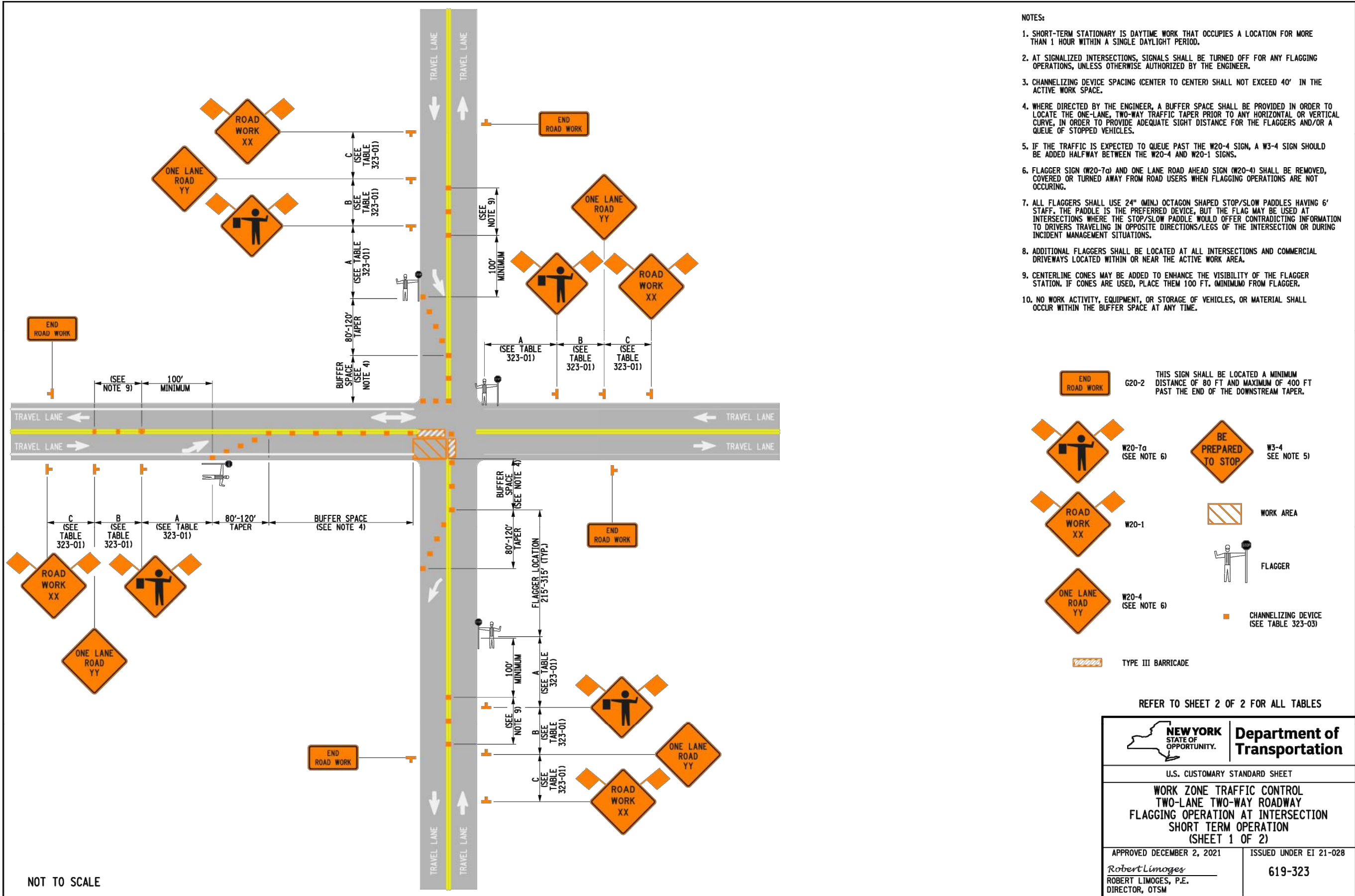
UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING  
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DATE: **JULY 2025**



|                                                                                                                                                                                        |                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
|  <div data-bbox="2290 1661 2318 1681"> <p><b>NEW YORK</b><br/>STATE OF<br/>OPPORTUNITY</p> </div> | <div data-bbox="2318 1661 2371 1681"> <p><b>Department of<br/>Transportation</b></p> </div> |
| <p>U.S. CUSTOMARY STANDARD SHEET</p>                                                                                                                                                   |                                                                                             |
| <p>WORK ZONE TRAFFIC CONTROL<br/>GENERAL TABLES AND LEGEND<br/>(SHEET 1 OF 2)</p>                                                                                                      |                                                                                             |
| <p>APPROVED DECEMBER 21, 2022</p>                                                                                                                                                      | <p>ISSUED UNDER E1 22-033</p>                                                               |
| <p>ROBERT LIMOGES, P.E.<br/>DIRECTOR, OTSM</p>                                                                                                                                         | <p>619-011</p>                                                                              |





|                                                                   | <p>THIS SIGN SHALL BE LOCATED A MINIMUM DISTANCE OF 60 FT AND MAXIMUM OF 400 FT PAST THE END OF THE TOWNSHIP TAPER.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>TABLE 308-01: ADVANCE WARNING SIGN SPACING</p> <table> <tr> <th>ROAD TYPE</th> <th colspan="3">DISTANCE BETWEEN SIGNS</th> <th colspan="2">SIGN LEGEND</th> </tr> <tr> <th></th> <th>A (FT.)</th> <th>B (FT.)</th> <th>C (FT.)</th> <th>XX</th> <th>YY</th> </tr> <tr> <td>URBAN (≤ 30 MPH)</td> <td>100</td> <td>100</td> <td>100</td> <td>AHEAD</td> <td></td> </tr> <tr> <td>URBAN (35-40 MPH)</td> <td>200</td> <td>200</td> <td>200</td> <td>AHEAD</td> <td></td> </tr> <tr> <td>URBAN (45 MPH)</td> <td>350</td> <td>350</td> <td>350</td> <td>1000 FT.</td> <td>AHEAD</td> </tr> <tr> <td>RURAL</td> <td>500</td> <td>500</td> <td>500</td> <td>1500 FT.</td> <td>1000 FT.</td> </tr> </table> | ROAD TYPE         | DISTANCE BETWEEN SIGNS |          |       | SIGN LEGEND |             |          | A (FT.)                      | B (FT.)                          | C (FT.) | XX    | YY    | URBAN (≤ 30 MPH)                              | 100    | 100    | 100   | AHEAD                            |                                  | URBAN (35-40 MPH) | 200   | 200                                                                                   | 200                                           | AHEAD  |   | URBAN (45 MPH) | 350                              | 350                              | 350    | 1000 FT. | AHEAD      | RURAL                                         | 500    | 500 | 500 | 1500 FT.                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1000 FT.                                                          |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|----------|-------|-------------|-------------|----------|------------------------------|----------------------------------|---------|-------|-------|-----------------------------------------------|--------|--------|-------|----------------------------------|----------------------------------|-------------------|-------|---------------------------------------------------------------------------------------|-----------------------------------------------|--------|---|----------------|----------------------------------|----------------------------------|--------|----------|------------|-----------------------------------------------|--------|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|----------------------|--|------------------------------------------|-----|-----|------|-------|-------|---------|------|-------|------|------|-------|
| ROAD TYPE                                                         | DISTANCE BETWEEN SIGNS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   | SIGN LEGEND            |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | A (FT.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | B (FT.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | C (FT.)           | XX                     | YY       |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| URBAN (≤ 30 MPH)                                                  | 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 100               | AHEAD                  |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| URBAN (35-40 MPH)                                                 | 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 200               | AHEAD                  |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| URBAN (45 MPH)                                                    | 350                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 350                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 350               | 1000 FT.               | AHEAD    |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| RURAL                                                             | 500                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 500                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 500               | 1500 FT.               | 1000 FT. |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | <p>W20-7<br/>(SEE NOTE 4)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>W20-1</p> <p>* PRECONSTRUCTION POSTED SPEED LIMIT</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | <p>W20-4<br/>(SEE NOTE 4)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>W3-4<br/>(SEE NOTE 5)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | <p>2400 LB PROTECTIVE VEHICLE WITH TMA<br/>SIGN 308-04</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>FLAGER</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | <p>WORK AREA</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>CONE</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | <p>TABLE 308-03: REQUIRED SIGN SIZES*</p> <table> <tr> <th>SIGN</th> <th>NON-FREEWAY</th> <th>FREEWAY</th> </tr> <tr> <td>G20-2</td> <td>36x18</td> <td>48x24</td> </tr> <tr> <td>W3-4</td> <td>36x36</td> <td>48x48</td> </tr> <tr> <td>W20-1</td> <td>36x36</td> <td>48x48</td> </tr> <tr> <td>W20-4</td> <td>36x36</td> <td>48x48</td> </tr> <tr> <td>W20-7</td> <td>36x36</td> <td>48x48</td> </tr> <tr> <td>WARNING FLAG</td> <td>18x18</td> <td>18x18</td> </tr> </table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | SIGN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | NON-FREEWAY       | FREEWAY                | G20-2    | 36x18 | 48x24       | W3-4        | 36x36    | 48x48                        | W20-1                            | 36x36   | 48x48 | W20-4 | 36x36                                         | 48x48  | W20-7  | 36x36 | 48x48                            | WARNING FLAG                     | 18x18             | 18x18 | <p>* FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST.</p> |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| SIGN                                                              | NON-FREEWAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | FREEWAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| G20-2                                                             | 36x18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 48x24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| W3-4                                                              | 36x36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 48x48                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| W20-1                                                             | 36x36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 48x48                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| W20-4                                                             | 36x36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 48x48                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| W20-7                                                             | 36x36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 48x48                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| WARNING FLAG                                                      | 18x18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 18x18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | <p>TABLE 308-04: PROTECTIVE VEHICLE REQUIREMENTS</p> <table> <tr> <th rowspan="2">CLOSURE TYPE</th> <th rowspan="2">ROAD TYPE &amp; SPEED</th> <th colspan="3">NON-FREEWAY</th> </tr> <tr> <th>≥ 45 MPH</th> <th>35 - 40 MPH</th> <th>≤ 30 MPH</th> </tr> <tr> <td rowspan="2">LANE CLOSURE OR ENCROACHMENT</td> <td>EXPOSURE CONDITIONS<sup>1</sup></td> <td></td> <td></td> <td></td> </tr> <tr> <td>WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC</td> <td>P, TMA</td> <td>P, TMA</td> <td>P</td> </tr> <tr> <td rowspan="2">SHOULDER CLOSURE OR ENCROACHMENT</td> <td>OTHER HAZARDS NO WORKERS EXPOSED</td> <td>P, TMA</td> <td>P</td> <td>SEE NOTE 2</td> </tr> <tr> <td>WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC</td> <td>P, TMA</td> <td>P</td> <td>P</td> </tr> <tr> <td rowspan="2">SHOULDER CLOSURE OR ENCROACHMENT</td> <td>OTHER HAZARDS NO WORKERS EXPOSED</td> <td>P, TMA</td> <td>P</td> <td>SEE NOTE 2</td> </tr> <tr> <td>WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC</td> <td>P, TMA</td> <td>P</td> <td>P</td> </tr> </table> | CLOSURE TYPE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ROAD TYPE & SPEED | NON-FREEWAY            |          |       | ≥ 45 MPH    | 35 - 40 MPH | ≤ 30 MPH | LANE CLOSURE OR ENCROACHMENT | EXPOSURE CONDITIONS <sup>1</sup> |         |       |       | WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC | P, TMA | P, TMA | P     | SHOULDER CLOSURE OR ENCROACHMENT | OTHER HAZARDS NO WORKERS EXPOSED | P, TMA            | P     | SEE NOTE 2                                                                            | WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC | P, TMA | P | P              | SHOULDER CLOSURE OR ENCROACHMENT | OTHER HAZARDS NO WORKERS EXPOSED | P, TMA | P        | SEE NOTE 2 | WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC | P, TMA | P   | P   | <p>TABLE 308-05: ROLL AHEAD DISTANCE</p> <table> <tr> <th>ROLL AHEAD DISTANCE (FT.)<sup>1</sup> OF SKIP LINES FOR VEHICLES</th> <th colspan="2">STATIONARY OPERATION</th> </tr> <tr> <th>PRECONSTRUCTION POSTED SPEED LIMIT (MPH)</th> <th>MIN</th> <th>MAX</th> </tr> <tr> <td>≥ 55</td> <td>120/3</td> <td>200/5</td> </tr> <tr> <td>45 - 50</td> <td>80/2</td> <td>160/4</td> </tr> <tr> <td>≤ 40</td> <td>40/1</td> <td>120/3</td> </tr> </table> | ROLL AHEAD DISTANCE (FT.) <sup>1</sup> OF SKIP LINES FOR VEHICLES | STATIONARY OPERATION |  | PRECONSTRUCTION POSTED SPEED LIMIT (MPH) | MIN | MAX | ≥ 55 | 120/3 | 200/5 | 45 - 50 | 80/2 | 160/4 | ≤ 40 | 40/1 | 120/3 |
| CLOSURE TYPE                                                      | ROAD TYPE & SPEED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   | NON-FREEWAY            |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ≥ 45 MPH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 35 - 40 MPH       | ≤ 30 MPH               |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| LANE CLOSURE OR ENCROACHMENT                                      | EXPOSURE CONDITIONS <sup>1</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | P, TMA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | P, TMA            | P                      |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| SHOULDER CLOSURE OR ENCROACHMENT                                  | OTHER HAZARDS NO WORKERS EXPOSED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | P, TMA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | P                 | SEE NOTE 2             |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | P, TMA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | P                 | P                      |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| SHOULDER CLOSURE OR ENCROACHMENT                                  | OTHER HAZARDS NO WORKERS EXPOSED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | P, TMA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | P                 | SEE NOTE 2             |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | WORKERS ON FOOT OR VEHICLE EXPOSED TO TRAFFIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | P, TMA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | P                 | P                      |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| ROLL AHEAD DISTANCE (FT.) <sup>1</sup> OF SKIP LINES FOR VEHICLES | STATIONARY OPERATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| PRECONSTRUCTION POSTED SPEED LIMIT (MPH)                          | MIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | MAX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| ≥ 55                                                              | 120/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 200/5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| 45 - 50                                                           | 80/2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 160/4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
| ≤ 40                                                              | 40/1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 120/3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |
|                                                                   | <p>LEGEND</p> <p>P: PROTECTIVE VEHICLE REQUIRED FOR EACH CLOSED LANE &amp; EACH CLOSED SHOULDER IF OR WHEN, IF THE WORK SPACE MOVES WITHIN THE STATIONARY CLOSURE, THE PROTECTIVE VEHICLE SHALL BE REPOSITIONED ACCORDINGLY.</p> <p>TMA: TMA REQUIRED</p> <p>NOTES:</p> <ol style="list-style-type: none"> <li>1. THE EXPOSURE CONDITIONS ASSUMES THERE IS NO POSITIVE PROTECTION PRESENT</li> <li>2. EITHER A PROTECTIVE VEHICLE OR THE STANDARD BUFFER SPACE SHALL BE PROVIDED</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>NEW YORK STATE OF OPPORTUNITY. Department of Transportation</p> <p>U.S. CUSTOMARY STANDARD SHEET</p> <p>WORK ZONE TRAFFIC CONTROL<br/>TWO-LANE TWO-WAY ROADWAY<br/>LANE CLOSURE WITH FLAGGERS PRIOR TO INTERSECTION<br/>SHORT TERM OPERATION<br/>(SHEET 3 OF 3)</p> <p>APPROVED DECEMBER 2, 2021 ISSUED UNDER E1 21-008</p> <p>Robert Limoges, P.E.<br/>DIRECTOR, OTSM</p> <p>619-308</p>                                                                                                                                                                                                                                                                                                             |                   |                        |          |       |             |             |          |                              |                                  |         |       |       |                                               |        |        |       |                                  |                                  |                   |       |                                                                                       |                                               |        |   |                |                                  |                                  |        |          |            |                                               |        |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                   |                      |  |                                          |     |     |      |       |       |         |      |       |      |      |       |

| TABLE 323-01: ADVANCE WARNING SIGN SPACING |                        |         |         |             |          |
|--------------------------------------------|------------------------|---------|---------|-------------|----------|
| ROAD TYPE                                  | DISTANCE BETWEEN SIGNS |         |         | SIGN LEGEND |          |
|                                            | A (FT.)                | B (FT.) | C (FT.) | XX          | YY       |
| URBAN (15-30 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. |
| * PRECONSTRUCTION POSTED SPEED LIMIT       |                        |         |         |             |          |

| TABLE 323-02: REQUIRED SIGN SIZES*                                            |             |         |
|-------------------------------------------------------------------------------|-------------|---------|
| SIGN                                                                          | NON-FREEWAY | FREEWAY |
| G20-2                                                                         | 36x18       | 48x24   |
| W3-4                                                                          | 36x36       | 48x48   |
| W20-1                                                                         | 36x36       | 48x48   |
| W20-4                                                                         | 36x36       | 48x48   |
| W20-7a                                                                        | 36x36       | 48x48   |
| WARNING FLAG                                                                  | 18x18       | 18x18   |
| *FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST. |             |         |

| TABLE 323-03: CHANNELIZING DEVICE APPLICATION FOR SHORT-TERM STATIONARY WORK ZONES |                                              |                                     |                |            |                  |                               |                                  |                 |                              |                    |
|------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------|----------------|------------|------------------|-------------------------------|----------------------------------|-----------------|------------------------------|--------------------|
| WORK ZONE PROVISIONS                                                               | MAXIMUM DEVICE SPACING<br>SUBJECT TO CLOSURE | MUTOC COMPLIANT CHANNELIZING DEVICE |                |            |                  |                               |                                  |                 |                              |                    |
|                                                                                    |                                              | DUMPS                               | STANDARD CONES | TALL CONES | EXTRA TALL CONES | TEMPORARY<br>TUBULAR BARRIERS | INTERMEDIATE<br>TUBULAR BARRIERS | VERTICAL PANELS | OVERSIZED<br>VERTICAL PANELS | TYPE III BARRIAGES |
| SHOULDER/EMERGING/<br>SHIFTING TAPERS                                              | 20 FT.                                       | X                                   | X              | X          | X                |                               |                                  | X               | X                            |                    |
|                                                                                    | 40 FT.                                       | X                                   | X              | X          | X                |                               |                                  | X               | X                            |                    |
| MARKING FOR<br>TRANSVERSE BUMPS <sup>1</sup>                                       | N/A                                          | X <sup>2</sup>                      |                |            | X <sup>2</sup>   |                               |                                  |                 | X <sup>2</sup>               |                    |
| LONGITUDINAL LANE OR<br>SHOULDER CLOSURE<br>W/NO WORKERS PRESENT                   | 80 FT.                                       | X                                   | X              | X          | X                |                               |                                  | X               | X                            |                    |
| TRANSVERSE DEVICE WITHIN<br>CLOSED TRAFFIC LANE<br>AND/OR SHOULDER                 | 800 FT.                                      | X                                   | X              | X          | X                |                               |                                  | X               | X                            | 0                  |
| REMOVAL OF EXISTING<br>GUIDE RAIL                                                  | 80 FT.                                       | X                                   |                | X          | X                | X                             |                                  | X               | X                            | 0                  |
|                                                                                    | 40 FT.                                       | X                                   |                | X          | X                | X                             |                                  | X               | X                            | 0                  |

NOTES: X = ALLOWED, BLANK = NOT ALLOWED, 0 = OPTIONAL.

1. - A TYPE I OBJECT MARKER MAY BE USED IN LIEU OF CHANNELIZING DEVICE.

2. - CHANNELIZING DEVICES SHALL BE EQUIPPED WITH A FLASHING WARNING LIGHT.

WORK ZONE TRAFFIC CONTROL SIGN TABLE

| SIGN | SIGN DESIGNATION   | COLOR CODE | NON-FREEWAY | EXPRESSWAY | FREEWAY |
|------|--------------------|------------|-------------|------------|---------|
|      | W24-1L<br>W24-1R   | A          | 36"x36"     | 48"x48"    | 48"x48" |
|      | W24-1dL<br>W24-1dR | A          | 36"x36"     | 48"x48"    | 48"x48" |
|      | W24-1dL<br>W24-1dR | A          | 36"x36"     | 48"x48"    | 48"x48" |

WORK ZONE TRAFFIC CONTROL SIGN TABLE

| SIGN | SIGN DESIGNATION | COLOR CODE | NON-FREEWAY                     | EXPRESSWAY | FREEWAY |
|------|------------------|------------|---------------------------------|------------|---------|
|      | R2-1             | B          | 24"x30" OR 30"x36" (SEE NOTE 3) | 36"x48"    | 36"x48" |
|      | NYR2-2           | B          | 24"x30" OR 30"x36" (SEE NOTE 3) | 36"x48"    | 36"x48" |
|      | NYR2-3           | B          | 24"x30" OR 30"x36" (SEE NOTE 3) | 36"x48"    | 36"x48" |
|      | NYR2-4           | B          | 24"x30" OR 30"x36" (SEE NOTE 3) | 36"x48"    | 36"x48" |
|      | NYR2-5           | B          | 24"x30" OR 30"x36" (SEE NOTE 3) | 36"x48"    | 36"x48" |
|      | NYR2-6           | B          | 24"x30" OR 30"x36" (SEE NOTE 3) | 36"x48"    | 36"x48" |

COLOR CODE LEGEND

| CODE | DESCRIPTION                                                      |
|------|------------------------------------------------------------------|
| A    | BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND                  |
| B    | BLACK LEGEND AND BORDER ON A WHITE BACKGROUND                    |
| C    | WHITE LEGEND AND BORDER ON A GREEN BACKGROUND                    |
| D    | WHITE LEGEND AND BORDER ON A RED BACKGROUND                      |
| E    | RED LEGEND AND BORDER ON A WHITE BACKGROUND                      |
| F    | BLACK LEGEND AND BORDER ON A FLUORESCENT YELLOW GREEN BACKGROUND |
| G    | WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND             |

NOTES:

1. DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
2. FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE MUTCD.
3. FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL  
SIGN TABLE  
(SHEET 3 OF 3)

APPROVED DECEMBER 2, 2021 ISSUED UNDER E1 21-008

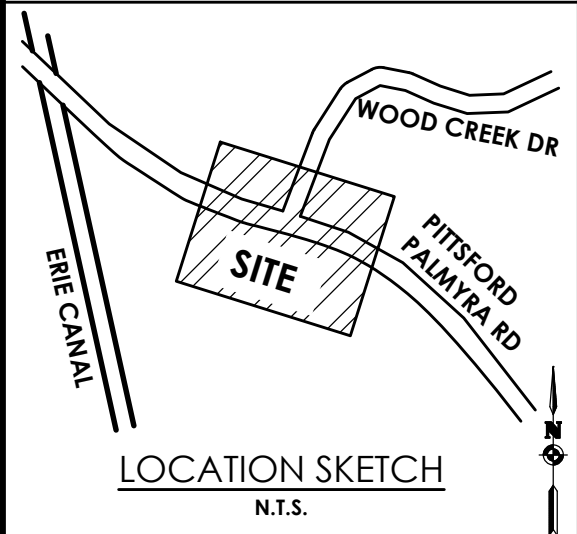
Robert Limoges, P.E.  
DIRECTOR, OTSM

619-012

ERRATA 1 EFF. 05/01/24  
ISSUED WITH EB 24-007



DESIGN DEVELOPMENT



CLIENT:

TOWN OF PITTSFORD

11 SOUTH MAIN STREET

PITTSFORD, NY 14534

Passero Associates

242 WEST MAIN ST., SUITE 100 (585) 325-1000  
ROCHESTER, NY 14614 FAX: (585) 325-1691

PROJECT MANAGER Joshua Sexton, P.E.  
PROJECT ENGINEER Joshua Sexton, P.E.  
DESIGNER Lawton Watts, E.I.T.

| NO. | DATE     | BY   | DESCRIPTION         |
|-----|----------|------|---------------------|
| 1   | 02/12/25 | LAW  | NYSDOT SUBMISSION 2 |
| 2   | ----     | ---- | ----                |
| 3   | ----     | ---- | ----                |
| 4   | ----     | ---- | ----                |
| 5   | ----     | ---- | ----                |
| 6   | ----     | ---- | ----                |
| 7   | ----     | ---- | ----                |
| 8   | ----     | ---- | ----                |

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DETAILS

PITTSFORD MEDIAN DESIGN

TOWN/CITY: PITTSFORD

COUNTY: MONROE STATE: NY

PROJECT NO.: 20243925.0001

DRAWING NO.: DP-5

DATE: JULY 2025







