

**NOTES:**

- PROPOSED SITE ENTRANCES ARE DESIGNED IN ACCORDANCE WITH NYS DOT POLICY & STANDARDS FOR ENTRANCES TO STATE HIGHWAYS. REFERENCE IS MADE TO THE NYS DOT 608-03 STANDARD SHEETS FOR MINOR COMMERCIAL DRIVEWAYS.
- PROPOSED ENTRANCE SHALL BE CONSTRUCTED TO MATCH EXISTING NYS ROUTE 85 TRAVEL LANE (FULL DEPTH SECTION).
- UTILITY WORK PERMITS SHALL BE OBTAINED BY THE RESPONSIBLE UTILITY COMPANY FOR ALL UTILITY (POWER AND COMMUNICATIONS) WORK WITHIN THE NYS DOT RIGHT OF WAY.
- MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE PROVIDED IN ACCORDANCE WITH THE CURRENT EDITION OF THE FEDERAL MUTCD WITH NYS SUPPLEMENT, AND THE CURRENT SET OF NYS DOT STANDARD SHEETS GROUP 619.
- THE FINAL RESPONSIBILITY FOR THE PROTECTION OF THE TRAVELING PUBLIC AND HIS OWN PERSONNEL SHALL REST WITH THE CONTRACTOR.
- PRIOR TO THE START OF WORK, THE CONTRACTOR MAY SUBMIT ANY PROPOSED CHANGES TO THE TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL. ANY CHANGE WHICH ALTERS THE BASIC CONCEPT OF THE PLAN MUST BE APPROVED BY THE REGIONAL DIRECTOR OR HIS DESIGNEE.
- VEHICLES AND CONSTRUCTION EQUIPMENT BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL BE MOVED A MINIMUM OF 30 FEET FROM THE EDGE OF PAVEMENT DURING NON-WORKING HOURS.
- DURING WORKING HOURS, NO CONSTRUCTION MATERIAL MAY BE STORED ON THE ROADWAY OR ROADBED EXCEPT IN A PROTECTED WORK ZONE.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES IN THE VICINITY OF THE PROJECT SITE AT ALL TIMES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL TRAFFIC CONTROL DEVICES REQUIRED DURING CONSTRUCTION AND MAKING SURE ALL SIGNS, CONES AND BARRELS ARE IN PLACE AND IN GOOD CONDITION.
- IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY FOR ANY DAMAGE INCURRED DURING EXCAVATION OPERATIONS. ALL COSTS RELATED TO THE REPAIR OF DAMAGED UTILITIES SHALL BE BORNE BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- ALL CONSTRUCTION SIGNS SHALL BE MADE IN ACCORDANCE WITH SHEETS 619-12.
- SIGN LOCATIONS SHOWN ARE APPROXIMATE. ACTUAL LOCATION SHALL BE ADOPTED TO FIELD CONDITIONS.
- WORK ZONES LEFT OVERNIGHT SHALL BE PROTECTED WITH THE APPROPRIATE WARNING SIGNS SUPPLEMENTED WITH TYPE "A" LOW INTENSITY WARNING LIGHTS. DRUMS OR BARRICADES SHALL BE USED FOR CANALIZATION. TWO-WAY TRAVEL SHALL BE PROVIDED DURING NON-WORKING HOURS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL TRAFFIC CONTROL DEVICES REQUIRED DURING CONSTRUCTION AND VERIFYING ALL SIGNS, CONES AND BARRELS ARE IN PLACE AND IN GOOD CONDITION.
- SIGNS THAT ARE NOT APPLICABLE SHALL BE COVERED OR OBSCURED FROM SIGHT. THE WB-22C FLAGGER SIGN SHALL BE USED WHENEVER FLAGGING OCCURS FOR MORE THAN A BRIEF PERIOD OF TIME. THE SIGN SHALL BE PROMPTLY REMOVED, COVERED OR FACED AWAY FROM TRAFFIC WHEN THE FLAGGING OPERATION CEASES.
- THE CONTRACTOR SHALL SCHEDULE HIS CONSTRUCTION OPERATIONS IN A MANNER TO MINIMIZE THE LENGTH OF TIME WHEN DROP-OFFS ADJACENT TO THE TRAVEL LANES OCCUR. DROP-OFFS ADJACENT TO THE TRAVEL LANE SHALL NOT REMAIN OVERNIGHT.
- IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY FOR ANY DAMAGE INCURRED DURING EXCAVATION OPERATIONS. ALL COSTS RELATED TO THE REPAIR OF DAMAGED UTILITIES SHALL BE BORNE BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- THERE SHALL BE NO WEEKDAY LANE CLOSURES BETWEEN 7-9AM AND 3-6PM.
- THERE SHALL BE NO TEMPORARY LANE CLOSURES ON THE FOLLOWING MAJOR HOLIDAYS:  
NEW YEAR'S DAY - JANUARY 1ST  
MEMORIAL DAY - LAST MONDAY IN MAY  
INDEPENDENCE DAY - JULY 4TH  
LABOR DAY - 1ST MONDAY IN SEPTEMBER  
THANKSGIVING - 4TH THURSDAY IN NOVEMBER  
CHRISTMAS DAY - DECEMBER 25TH

**GENERAL NOTES**

- THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.
- THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE (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) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

**ACTIVITY AREA**

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

**SIGNS**

- THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
- 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 MOTORIST'S LINE OF SIGHT.
- ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMP, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- 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. 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.
- NYR9-12 MAY BE USED IN PLACE OF NYR9-11.

**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.

**PUBLIC ACCESS**

- PROPERTY DINERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR 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**

- THE CONTRACTOR SHALL LOCATE LANE CLOSURES 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.

**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'.
- THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE 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.

**BARRIER VEHICLES**

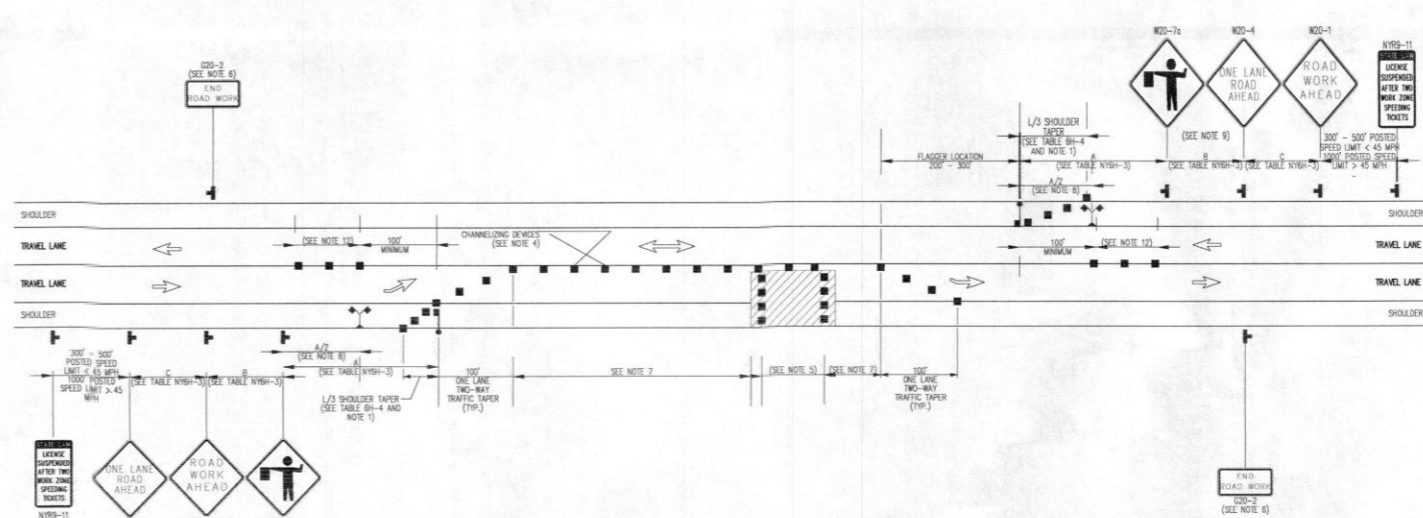
- BARRIER AND SHADOW VEHICLES SHALL BE REQUIRED AS PER STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES."
- NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE BARRIER OR SHADOW VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).

SIGN		
	R1-1	D3-1
SIZE	30"x30"	24"x12"
HT.	7'	7'

- ALL PERMANENT SIGNAGE IS TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE FEDERAL MUTCD WITH NYS SUPPLEMENT, AND THE CURRENT SET OF NYS DOT STANDARD SHEETS, GROUP M635 AND GROUP M645.
- FOR STANDARD SIGN HEIGHT AND LATERAL LOCATION REFERENCE NYS DOT STANDARD SHEET M645-55R1 (2008 EDITION).
- COLOR AND TEXT OF STREET NAME SIGNS SHALL ALSO CONFORM TO TOWN OF BETHELEHEM STANDARDS.

**SIGN SCHEDULE**

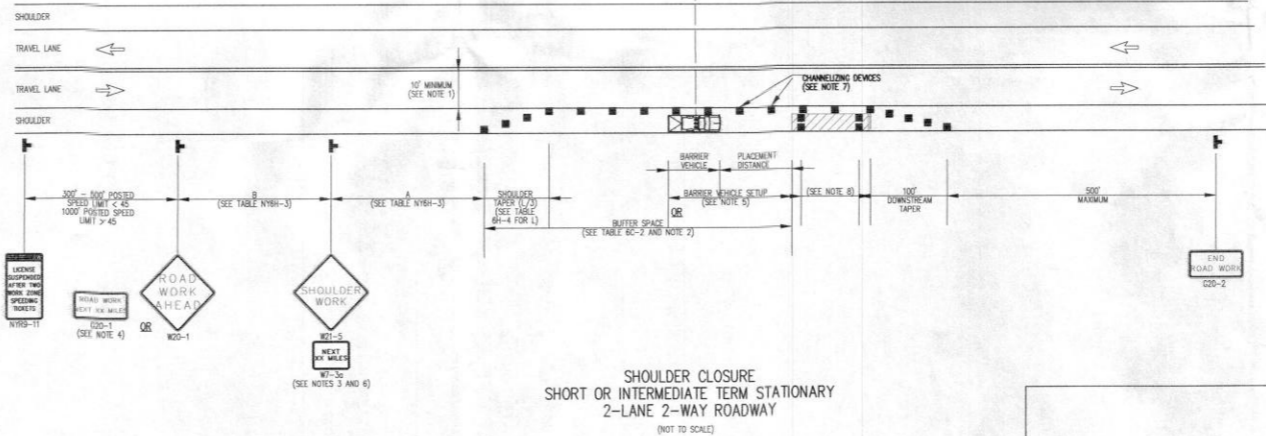
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**FLAGGING OPERATION  
SHORT OR INTERMEDIATE TERM STATIONARY  
LANE CLOSURE ON 2-LANE 2-WAY ROADWAY  
(NOT TO SCALE)**

**NOTES:**

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



**SHOULDER CLOSURE  
SHORT OR INTERMEDIATE TERM STATIONARY  
2-LANE 2-WAY ROADWAY  
(NOT TO SCALE)**

**NOTES:**

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

NOTE: 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONTACT DIG SAFELY NEW YORK TO LOCATE ALL UNDERGROUND UTILITIES. 1-800-962-7962

NO.	DATE	REVISIONS	BY
3	11/12/15	REVISED TO FINAL PLAN SET	CDL
2	5/21/15	REVISED PER TOWN & TDE COMMENTS	CDL
1	3/2/15	REVISION PER MEETING WITH TOWN & TDE	CDL

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**LEGEND**

	CONE
	SIGN
	WORK ZONE
	TRAFFIC FLOW
	FLAGGER
	CONSTRUCTION DRUM
	FLAG TREE

**TABLE 6B-4 FORMULAS FOR DETERMINING TAPER LENGTHS**

SPEED LIMIT (S) MPH	MINIMUM TAPER LENGTH (L) FT.
45 MPH OR LESS	L = 100 * S
50 MPH OR MORE	L = 100 * S

**STANDARD TAPER LENGTHS**

LATERAL WIDTH OF TRAFFIC FLOW PATTERN	TEMPORARY TRAFFIC CONTROL ZONE SPEED LIMIT (S) MPH	MINIMUM TAPER LENGTH (L) FT.
4	45	4500
6	45	6750
8	45	9000
10	45	11250
12	45	13500
14	45	15750
16	45	18000
18	45	20250
20	45	22500
22	45	24750
24	45	27000
26	45	29250
28	45	31500
30	45	33750
32	45	36000
34	45	38250
36	45	40500
38	45	42750
40	45	45000
42	45	47250
44	45	49500
46	45	51750
48	45	54000
50	45	56250
52	45	58500
54	45	60750
56	45	63000
58	45	65250
60	45	67500
62	45	69750
64	45	72000
66	45	74250
68	45	76500
70	45	78750
72	45	81000
74	45	83250
76	45	85500
78	45	87750
80	45	90000
82	45	92250
84	45	94500
86	45	96750
88	45	99000
90	45	101250
92	45	103500
94	45	105750
96	45	108000
98	45	110250
100	45	112500

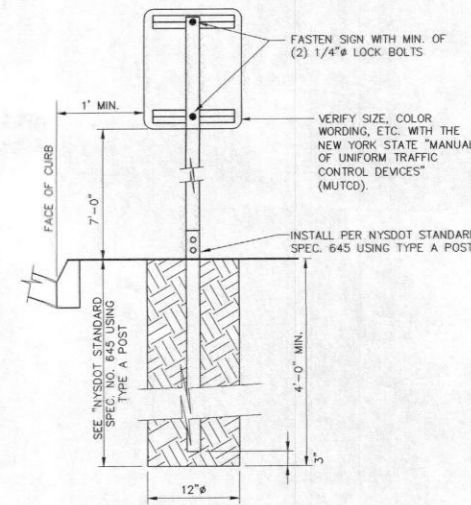
**TABLE NY6H-3  
ADVANCE WARNING SIGN SPACING**

ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH)	200	200	200	AHEAD	AHEAD
URBAN (45 MPH)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	1/2 MILE

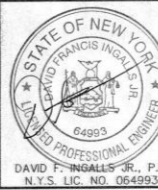
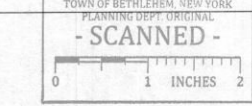
\* PRECONSTRUCTION POSTED SPEED LIMIT

**TABLE 6C-2  
LONGITUDINAL BUFFER SPACE**

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE
25	155 FT.
30	200 FT.
35	250 FT.
40	300 FT.
45	350 FT.
50	425 FT.
55	475 FT.
60	525 FT.
65	645 FT.



- TYPICAL SIGN MOUNTING DETAIL**  
NOT TO SCALE
- THE HORIZONTAL Z BAR LENGTH SHALL BE A MINIMUM OF 1" LONGER THAN THE CENTER TO CENTER DISTANCE BETWEEN EXTREME MOUNTING HOLES WHERE POSTS ARE LOCATED AT THE END OF HORIZONTAL Z BAR, THE HORIZONTAL Z BAR SHALL EXTEND BEYOND THE SIDE OF THE POST A MINIMUM OF ONE 1/2" AND A MAXIMUM OF 2".
  - ALUMINUM Z BARS WEIGHING ONE POUND PER FOOT AND MEASURING 2 3/8" X 1 1/4" 3/16" MAY BE PRE-PUNCHED WITH 5/16" HOLES AT 1" CENTERS ALONG THE ENTIRE LENGTH.



**ingalls & associates, LLP**  
engineering, environmental, surveying  
2803 GUILDFORD AVENUE  
SCHENECTADY, N.Y. 12306  
PHONE: (518) 383-7726  
FAX: (518) 383-2324

**NYS DOT DETAILS**  
WINDSOR DEVELOPMENT GROUP, INC.  
1319 NEW SCOTLAND ROAD  
TOWN OF BETHELEHEM  
COUNTY OF ALBANY STATE OF NEW YORK

DATE: JANUARY 23, 2015  
DRAWN BY: M.S.H.  
CADD FILE: 13076 DETAILS

CHECKED BY: D.F.J.  
JOB NO. 13-076  
SCALE: AS SHOWN

SHEET 12 OF 14