

Walkable Community Workshop

September 12, 2006

**Context Sensitive Solutions
& Project Development @ DOT**

*New York State Department of Transportation
Region 7 -Watertown*

Ernie Reape, P.E., Design

Don Mattimore, P.E., Planning

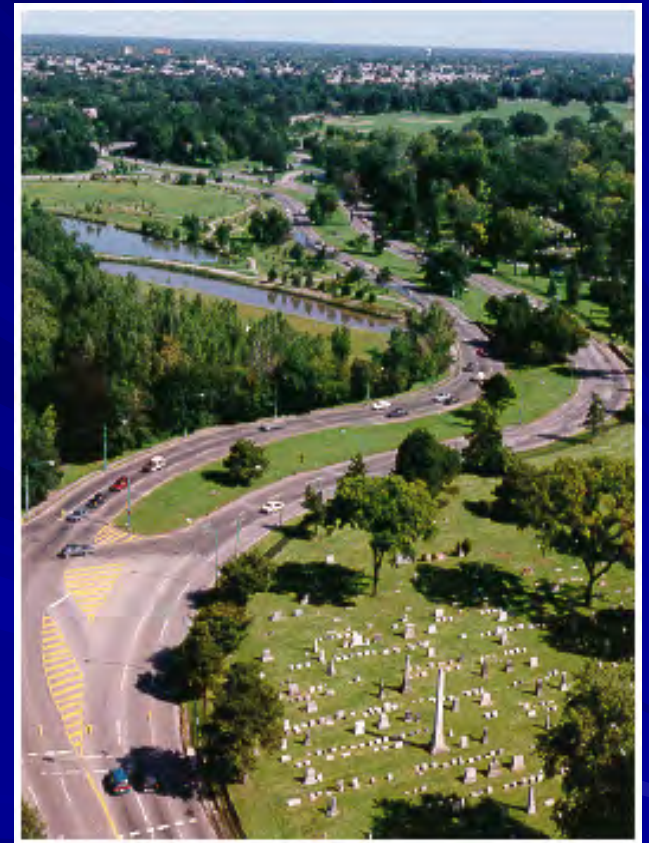
Context Sensitive Solutions



Context Sensitive Solutions:

- Context Sensitive Solutions (CSS) is a philosophy wherein safe transportation solutions are designed in harmony with the community.
- CSS strives to balance environmental, scenic, aesthetic, historic, cultural, natural resources, community and transportation service needs.
- Context Sensitive projects recognize community goals, and are designed, built and maintained to be sustainable while minimizing disruption to the community and the environment

Context Sensitive Solutions: Projects planned and designed to fit the community.



Delaware Avenue, Buffalo

Context Sensitive Solutions: Projects planned and designed to fit the community.



Rt. 9A, Manhattan

Context Sensitive Solutions: Projects planned and designed to fit the community.



Taconic State Parkway

What CSS is:

- Principles that guide NYSDOT projects
- Meeting pedestrian, bicycle and transit needs, as well as vehicular transportation needs.
- Using Public Involvement (PI) to identify, and communicate with project stakeholders – early and often.
- Using flexibility in design standards where appropriate to make good engineering decisions.
- Considering alternative solutions, including those proposed by the community.

What CSS is not:

- A guarantee of a unanimous vision among all stakeholders. Projects always involve some trade-offs.
- Just about enhancements. The project must be a good transportation solution to make amenities worthwhile.
- A new funding source. NYSDOT, like all governmental units, operates under fiscal constraints.
- A substitute for informed engineering decision making.
- A separate set of standards or design process.

Using the Principles of CSS

- Establish relationship with stakeholders early in project life.
- Save time by eliminating effort on non-acceptable alternatives.
- Give community residents a feeling of empowerment, with an open and collaborative exchange of information and concerns..
- All parties may not get everything they wanted but each has the opportunity to experience each other's point of view.



What makes a project Context Sensitive ?

- Meaningful public outreach.
- Meets both transportation and community needs to greatest extent possible.
- Best illustrated with examples
- Flexible, innovative solutions resulting in the appropriate application of design details and criteria for the site.

Public Involvement (PI):

Effective Public Involvement is key to successful Context Sensitive Solutions.

- All projects need some public outreach.
- How NYSDOT finds out what needs are.
- Throughout planning, design and construction.



The Scajaquada Pathway Buffalo, NY

Built in 1988 through the
efforts of Jesse Kregal and
The Scajaquada Pathway
Committee



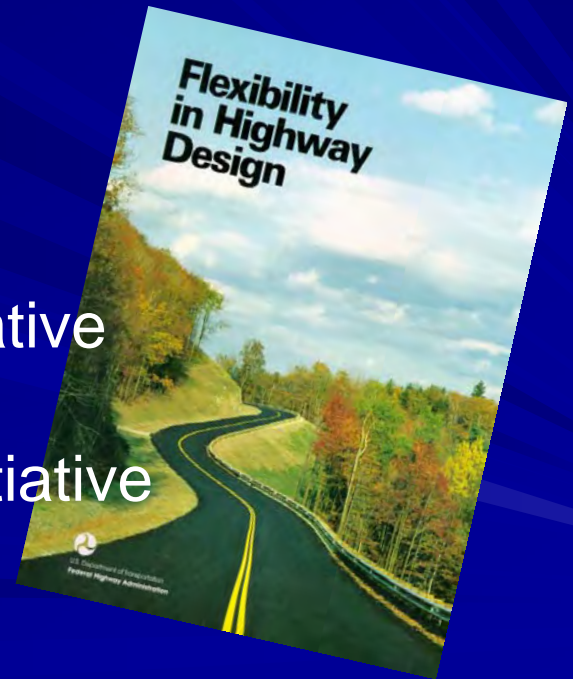
Public Involvement:

- Early, effective and continuous Public Involvement (PI) fosters meaningful participation in the project development process.
- Pedestrian interest groups should participate in PI to make their opinions known.

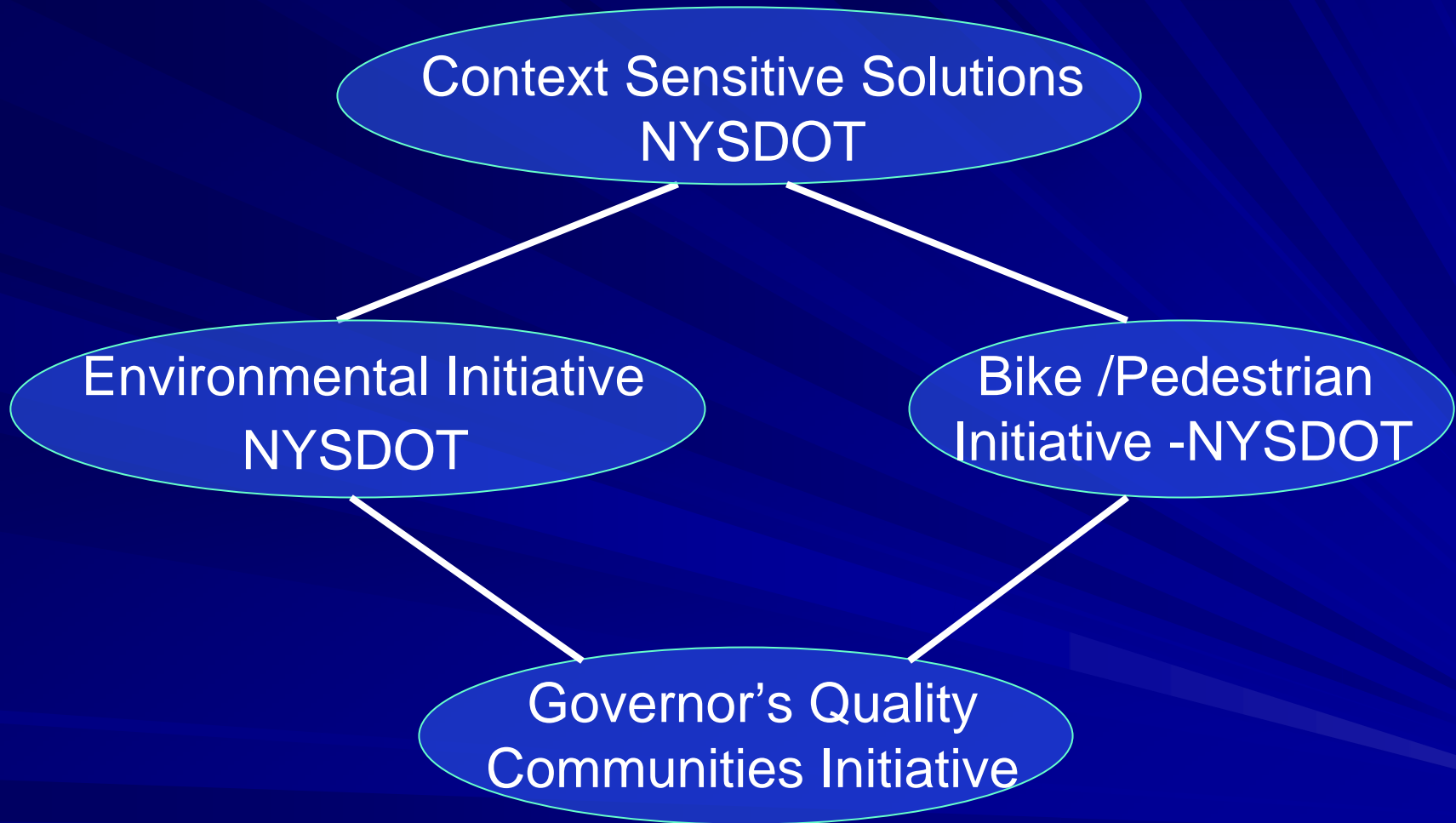


Why CSS at NYSDOT?

- Room for improvement.....
 - Limited public involvement
 - Delays due to litigation
 - Increased expense of redesign
- 1995 National Highway System
- 1998 NYSDOT Environmental Initiative
- 2000 NYS Quality Communities Initiative



CSS and other initiatives:

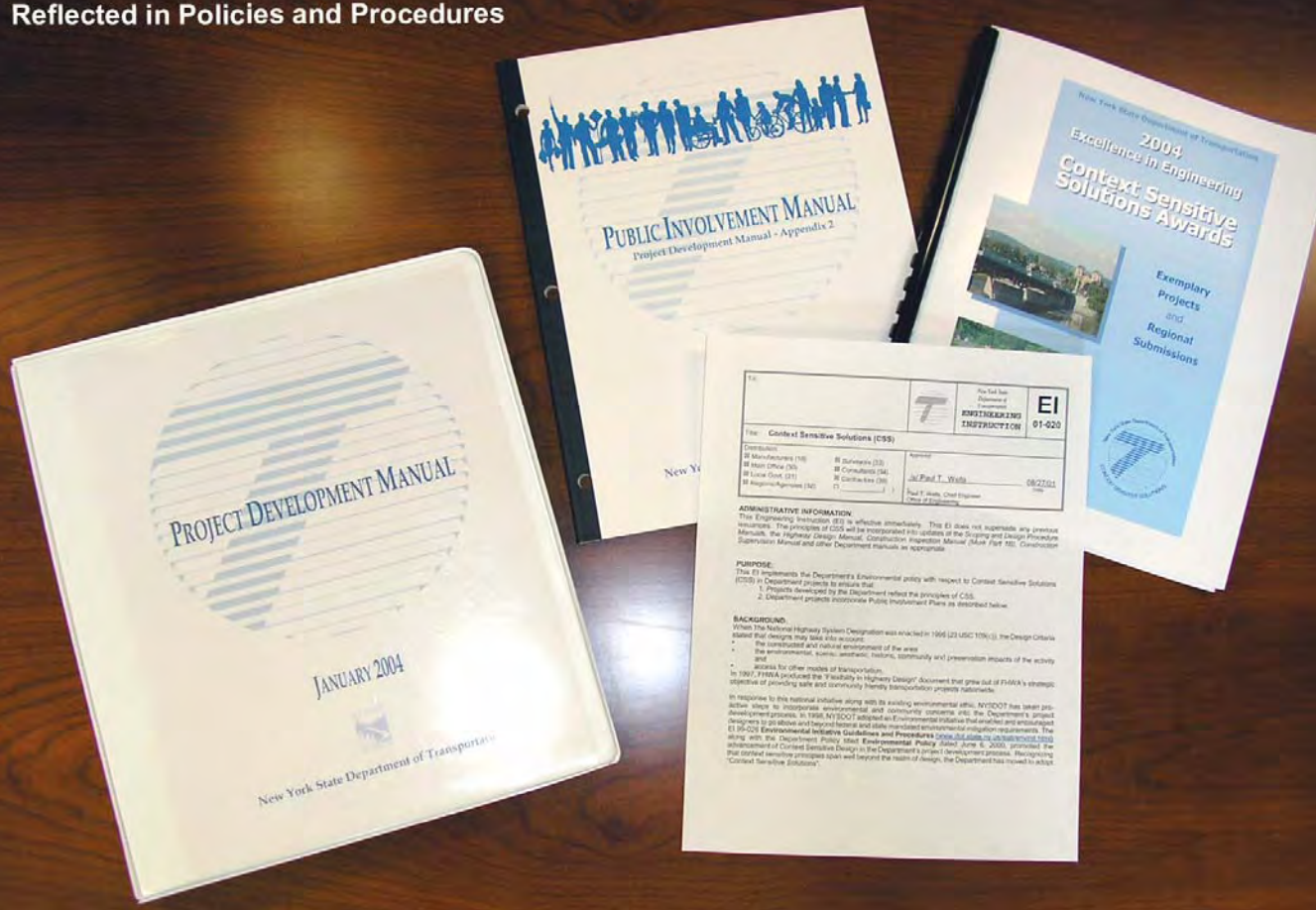


What has NYSDOT done to implement CSS ?


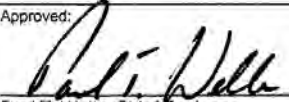
- 1999 Design Division initiative to organize CSS Team
- Team = Design Division + Regions + Other DOT Units + FHWA
- 2000 Executive Management Workshop
- 2001 CSS Engineering Instruction: Policy, PI Plan + Commissioner's endorsement
- 2000 Begin Annual CSS Award Portfolio
- 2001 Begin training program
- 2002 Design/Legal Workshop
- 2003 CSS Website www.dot.state.ny.us/design/css/css.html
- 2004 Public Involvement Manual
- Ongoing.....applying CSS principles

CSS Policies & Procedures:

NYS DOT
Context Sensitive Solutions
Reflected in Policies and Procedures



CSS Engineering Instruction:

To:		New York State Department of Transportation ENGINEERING INSTRUCTION	EI 01-020
Title: Context Sensitive Solutions (CSS)			
Distribution:		Approved:	
<input checked="" type="checkbox"/> Manufacturers (18)	<input checked="" type="checkbox"/> Surveyors (33)	 Paul T. Wells, Chief Engineer, Office of Engineering	
<input checked="" type="checkbox"/> Main Office (30)	<input checked="" type="checkbox"/> Consultants (34)		
<input checked="" type="checkbox"/> Local Govt. (31)	<input checked="" type="checkbox"/> Contractors (39)		
<input checked="" type="checkbox"/> Regions/Agencies (32)	<input type="checkbox"/> ()		
		8/27/2001 Date	



MEMORANDUM
DEPARTMENT OF TRANSPORTATION

September 25, 2001

ADMINISTRATIVE INFORMATION:

This Engineering Instruction (EI) is effective immediately. This EI does not supersede any previous issuances. The principles of CSS will be incorporated into updates of the *Scoping and Design Procedure Manuals*, the *Highway Design Manual*, *Construction Inspection Manual (Merk Part 1B)*, *Construction Supervision Manual* and other Department manuals as appropriate.

PURPOSE:

This EI implements the Department's Environmental Policy with respect to Context Sensitive Solutions (CSS) in Department projects to ensure that:

1. Projects developed by the Department reflect the principles of CSS.
2. Department projects incorporate Public Involvement Plans as described below.

TO: Assistant Commissioners, Regional Directors, Division Directors,
Bureau Directors and Executive Staff

FROM: Commissioner Joseph H. Boardman

SUBJECT: Context Sensitive Solutions — Engineering Instruction

Recently the Office of Engineering issued an Engineering Instruction regarding Context Sensitive Solutions (CSS) to all Divisions and Regions with responsibilities for capital and maintenance projects. I am pleased that with the issuance of the Engineering Instruction, CSS is being further

NYSDOT Projects:

- CSS principles
- PI Plans

Annual CSS Award:



New York State Department of Transportation
Excellence in Engineering
Context Sensitive Solutions
Award



2002
Regional Submissions



New York State Department of Transportation

Regional Submissions
for the
Context Sensitive Design Award



Excellence in Engineering

2001

CSS Training:

- 1500 trained in 3 years
- NYSDOT and outside resources
- CSS: Placemaking, Design Workshops (KY, ASCE), Legal Issues in Design, Edgewater
- Public Involvement: Charette workshop, NHI courses



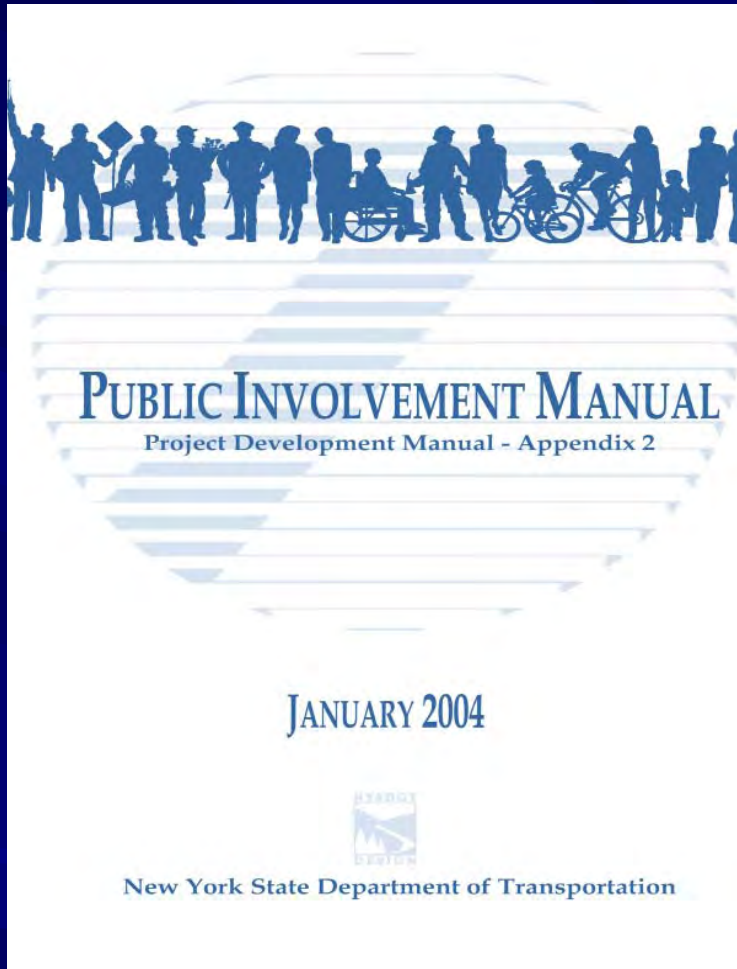
Public Involvement (PI):

Early, effective and continuous Public Involvement is key to successful CSS

- All projects need some public outreach.
- How NYSDOT finds out what needs are.
- Meaningful participation throughout planning, design and construction.



Public Involvement Manual:



Guide to:

- preparing project PI plans
- PI with NEPA and SEQR environmental process
- meetings and PI techniques

Available at:

www.dot.state.ny.us/cmb/consult/dpm1/files/pdmapp2.pdf

AASHTO President Jack Lettiere (rt) presents the CSS Implementation Initiative Award to NYSDOT CSS Team members Wayne Gannett and Tom Kligerman



AASHTO Annual Meeting, Nashville, TN. Sept. 18, 2005

Village of Mt. Morris



Photograph of Existing Conditions

Village of Mt. Morris



Photosimulation of Alternative #1

Village of Mt. Morris



Photosimulation of Alternative #2
(Context Sensitive)

Rte 29 & 40 Greenwich





MAY 15 2003

To: TOM KLIGERMAN, DESIGN SERVICES BUREAU
4-214A MC 0432

Proposed Changes to Intersection of Route 29 & 40

Initial Draft



GREENWICH - Above is a sketch of the proposed changes to be made at the intersection of Routes 29 and 40 in Greenwich. Representatives of the state's Department of Transportation were at the Town of Greenwich Board meeting on Tuesday evening to present the proposed plan and to get input from and answer questions for local residents. The proposed plan calls for the addition of left and right turning lanes westbound on Route 29, a right turn



New York State
Department of Transportation
Comment Sheet

Public Information Presentation
Routes 29 & 40 Intersection Improvement
Town of Greenwich
Washington County

Name La Moughall Date 8/7/00
Address 233 Fiddlers Elbow Road
City/Town Greenwich State NY Zip Code 12524
Phone Number (optional) _____

I have the following comments: Pedestrian Access/Accessibility!

Make sure (R-27) ~~is~~ so as much of the Town
of Greenwich and as we have a sidewalk west
the city town meeting. The town meeting may come to
provide rules. Pedestrian access and a potential
family improvements are needed to improve the
aspect of the town meeting. In the R-27
Corner that will need improvements to the town meeting in
Greenwich. So as a result that most accessible house
setback hold up so they are not really as well
as far as accessibility should! Please consider
Attach additional sheets as necessary.

Lighting and Pedestrian Accessibility are needed!

Lorraine Ballard Date 8/7/00

at Fiddlers Elbow Road
own Greenwich State NY Zip Code 12524

Number (optional) _____

have the following comments: We want to remain connected
to the Village of Greenwich which means
sidewalks and as much integrated along Rt 29
as possible. The next town 29/40 into a
strip - people should be able to walk along
here - to the Post office, to the Supermarket
to their homes -

PEDESTRIANS should not be a
Afterthought!
Thank you!

Attach additional sheets as necessary.

3/8





TOWN OF
GREENWICH

2 Academy Street Greenwich NY 12834

Town Clerk (92-7511) Supervisor (92-7137) Assessor (92-9381) Highway (98-6033)

October 24, 2000

The following is a copy of Resolution No. 134 of 2000 duly adopted by the Greenwich Town Board on Tuesday, October 10, 2000.

RESOLUTION NO. 134
Sidewalks - Route 29

Resolution by Councilman Jeffords
Seconded by Councilman Patrick

RESOLVED, that if the New York State Department of Transportation establishes a sidewalk system, from Middle Falls east to the current sidewalk adjacent with the Greenwich cemetery, the Town of Greenwich will support the sidewalk by signing a contract to maintain the sidewalk with the cooperation of the Village of Greenwich.

Discussion: Councilman Barber is not against having sidewalks but how many roadways, driveways, etc. will people have to cross to get out there? Supervisor Wilbur stated that it would probably be like the Village where they would stripe across the roadways. Councilman Barber stated that he is concerned about pedestrian safety.

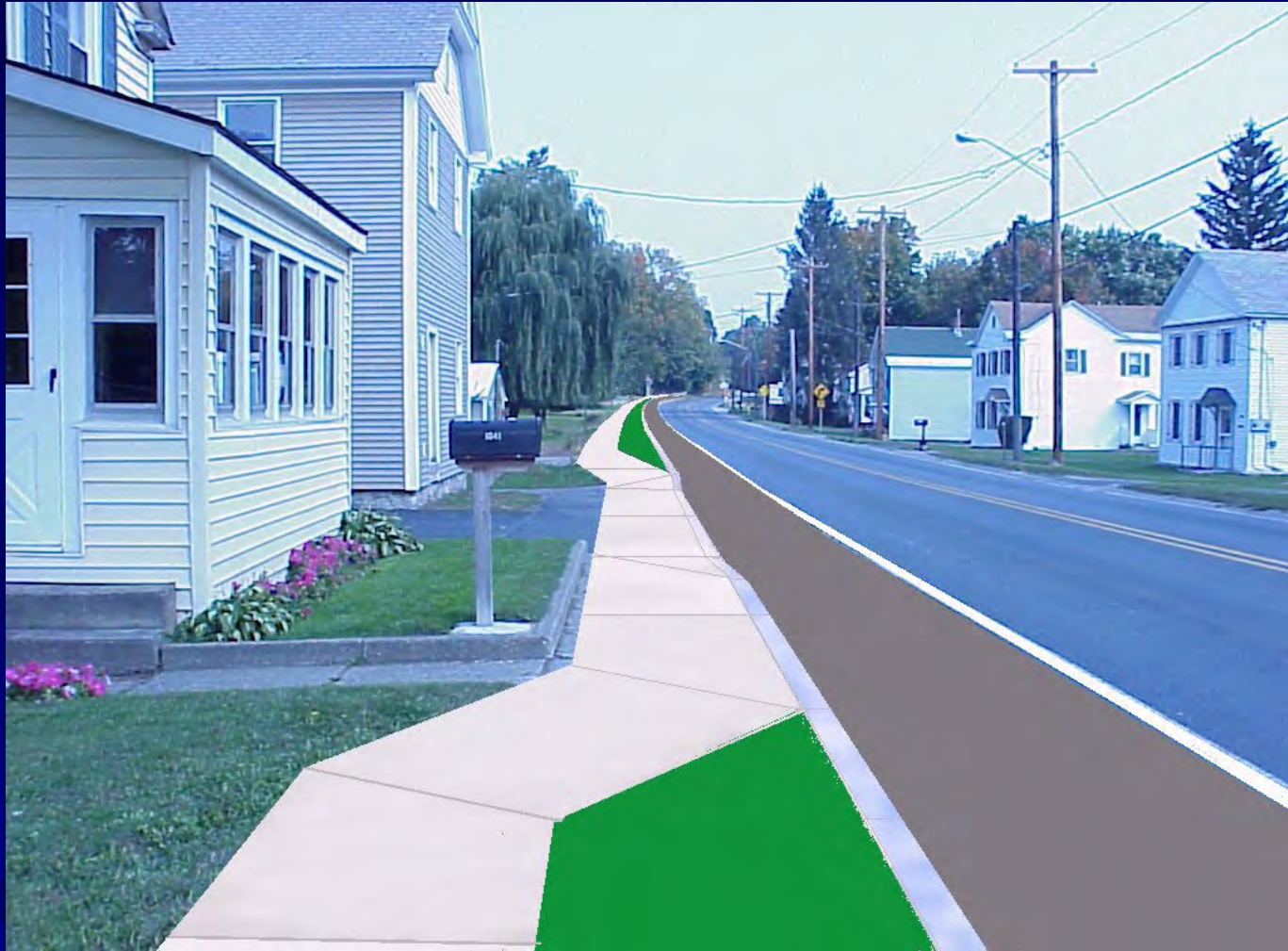
passed unanimously by said Board.

Sincerely,

Elaine A. Kelly, RMC
Town of Greenwich



Rt. 29, Middle Falls Proposed – with sidewalk



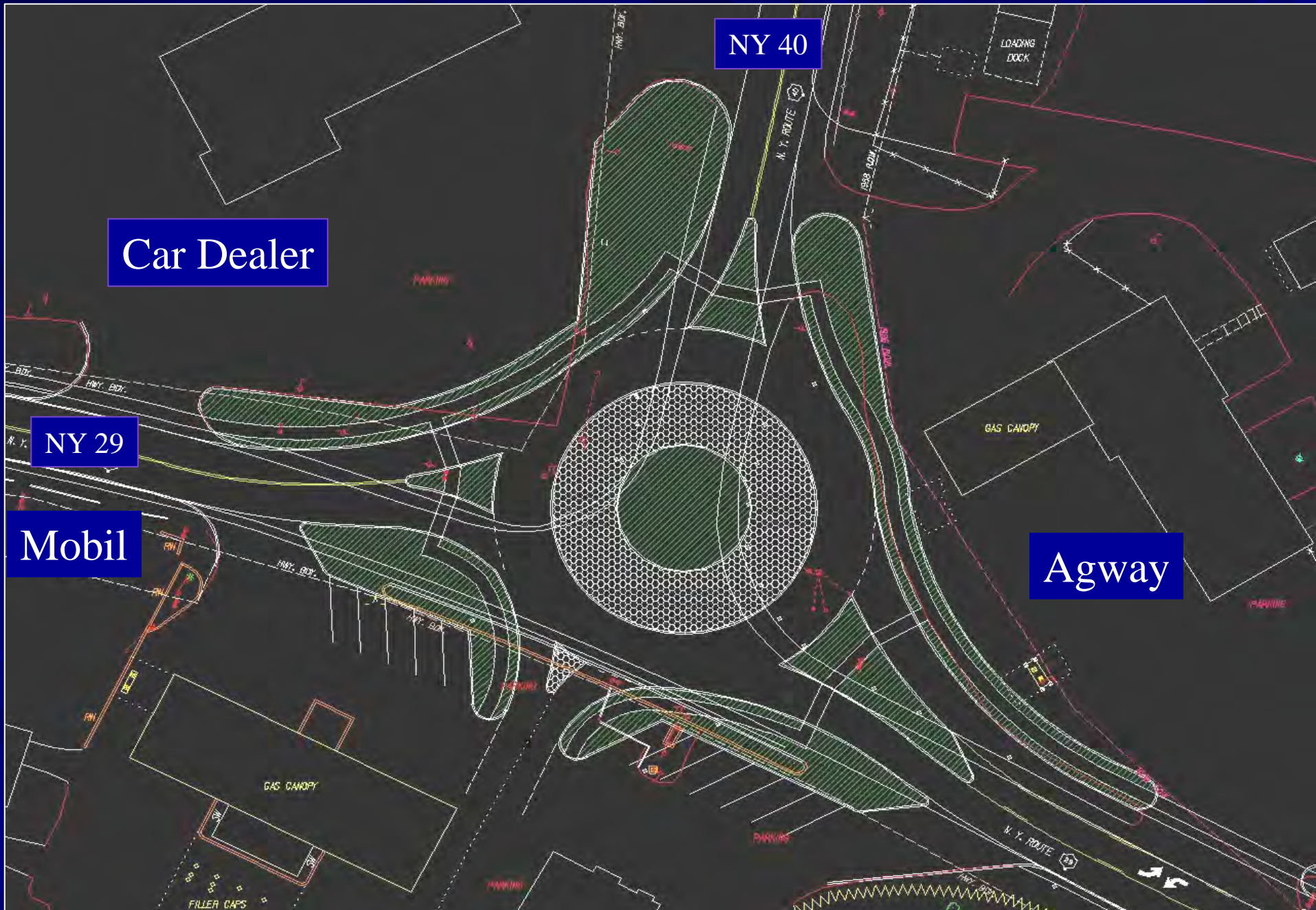
NY 40

Car Dealer

NY 29

Mobil

Agway



CARMODY

SERVICE

WEST
29
40 40

GREEN
ACRES
TAVERN



New Hartford



Location Plan

Before



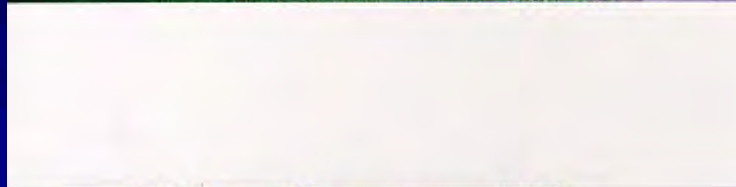
After

Before



After

Before



After

Before



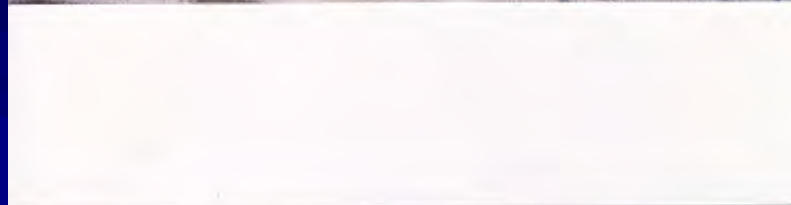
After

Before



After

Before



After

What makes CSS work at NYSDOT, and where are we now?

- Executive management support
- Team approach, integrated in design process
- Early and continuous Public Involvement
- Engineers and designers believe in it
- Future Opportunities: Performance measures
Training and resources
Land use & transportation
planning linkage

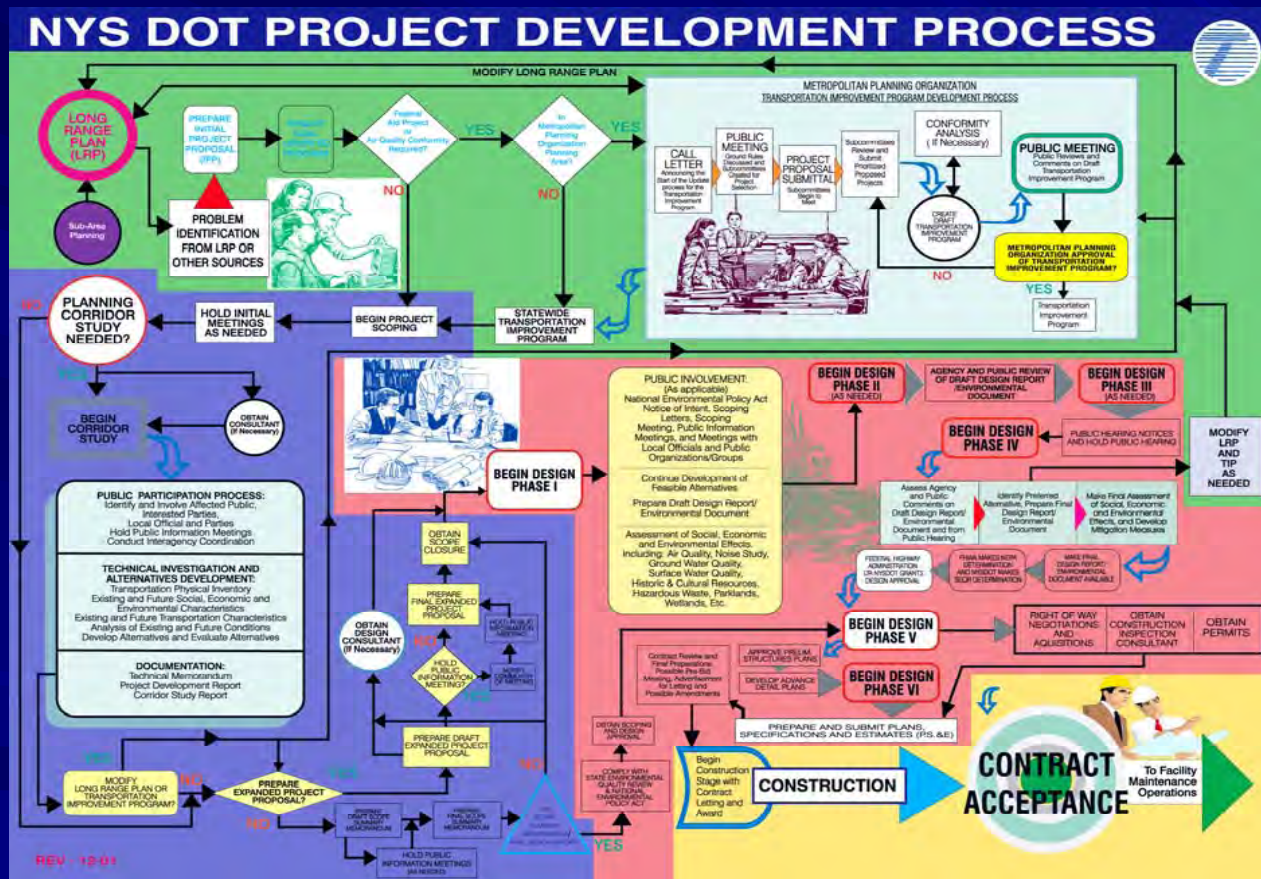
How can CSS benefit pedestrian travel?

- Voice your interests for pedestrian facilities in transportation projects
- Work with NYSDOT to develop solutions that work for pedestrians.
- Encourage municipalities to take maintenance responsibilities for amenities.

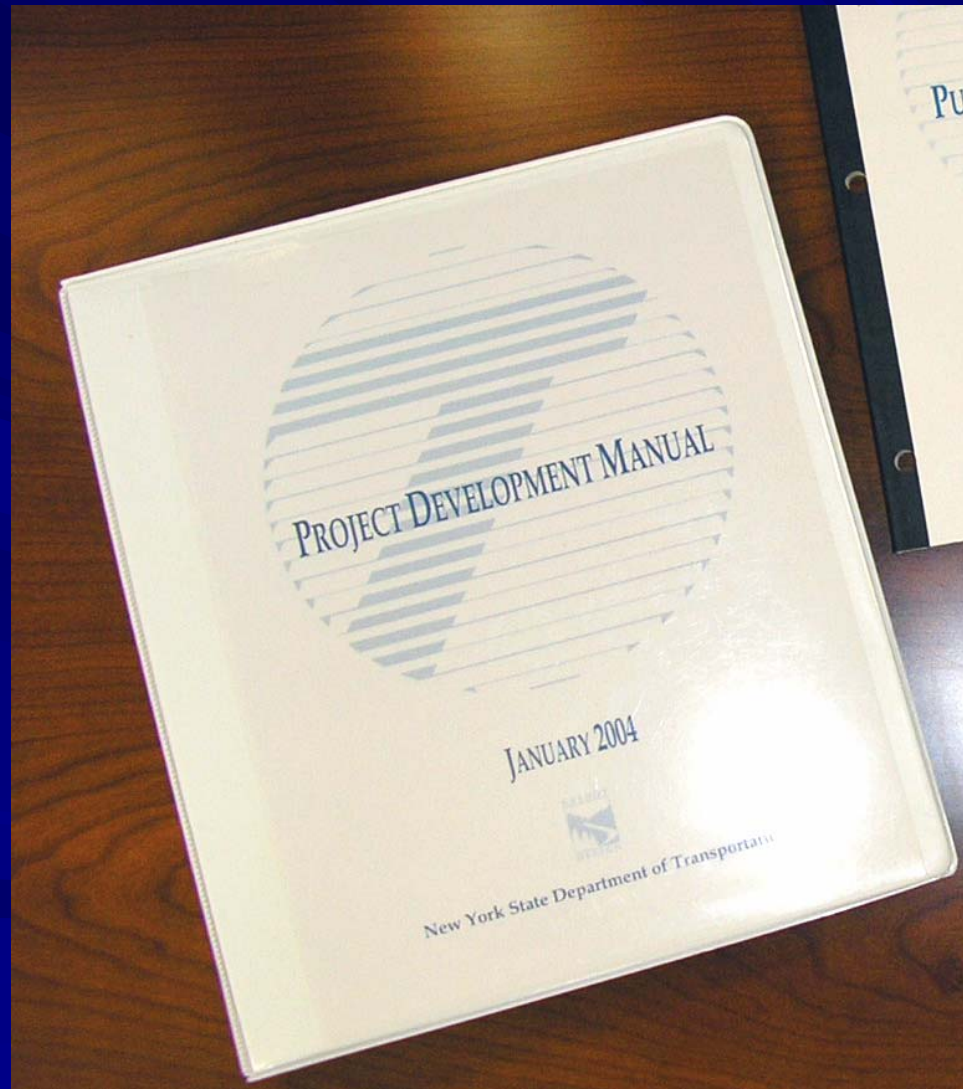
With CSS, NYSDOT is even more prepared to work with advocacy groups, governments and interested citizens to rebuild and improve pedestrian opportunities statewide



Project Development Process



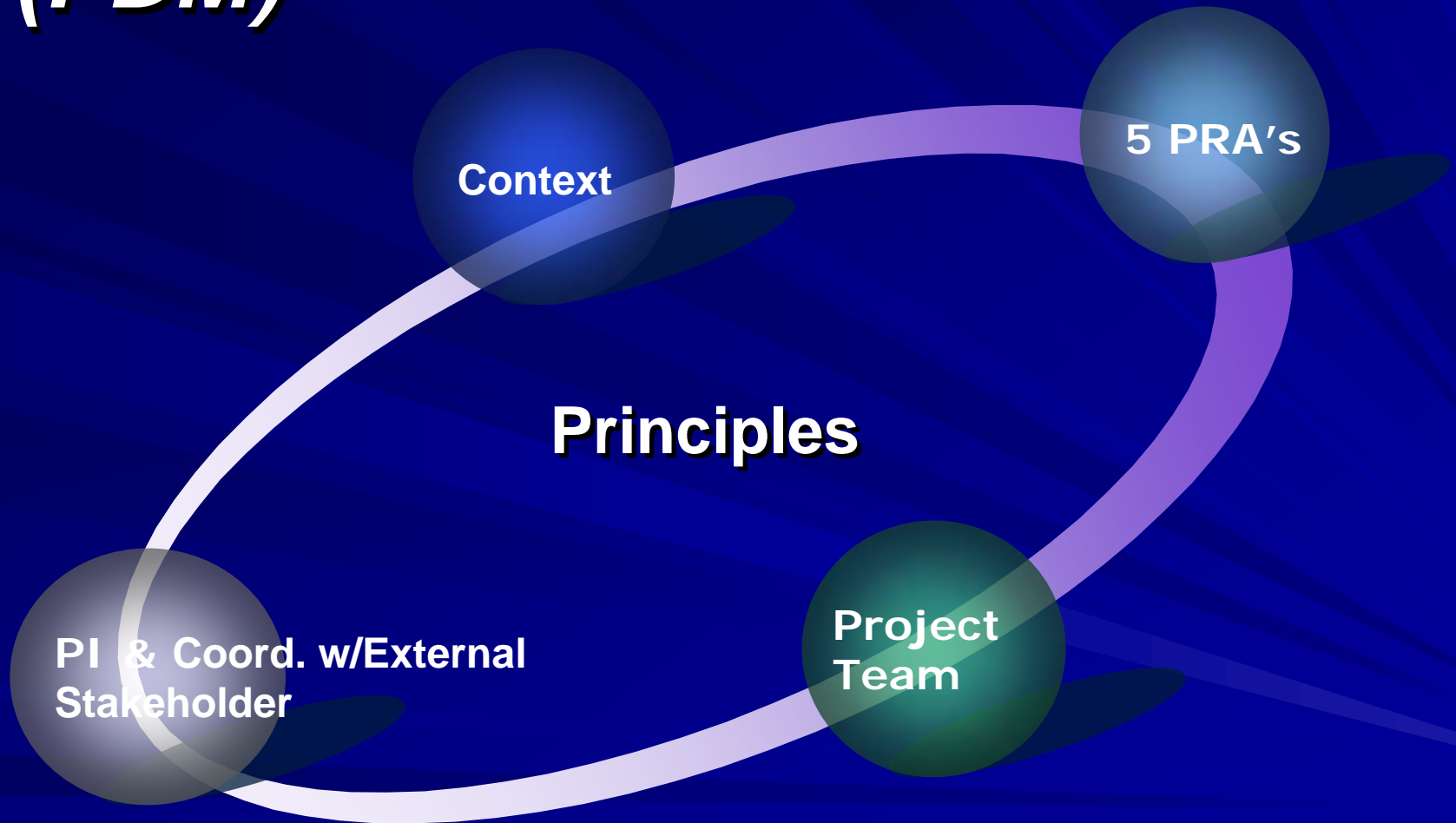
Project Development Manual



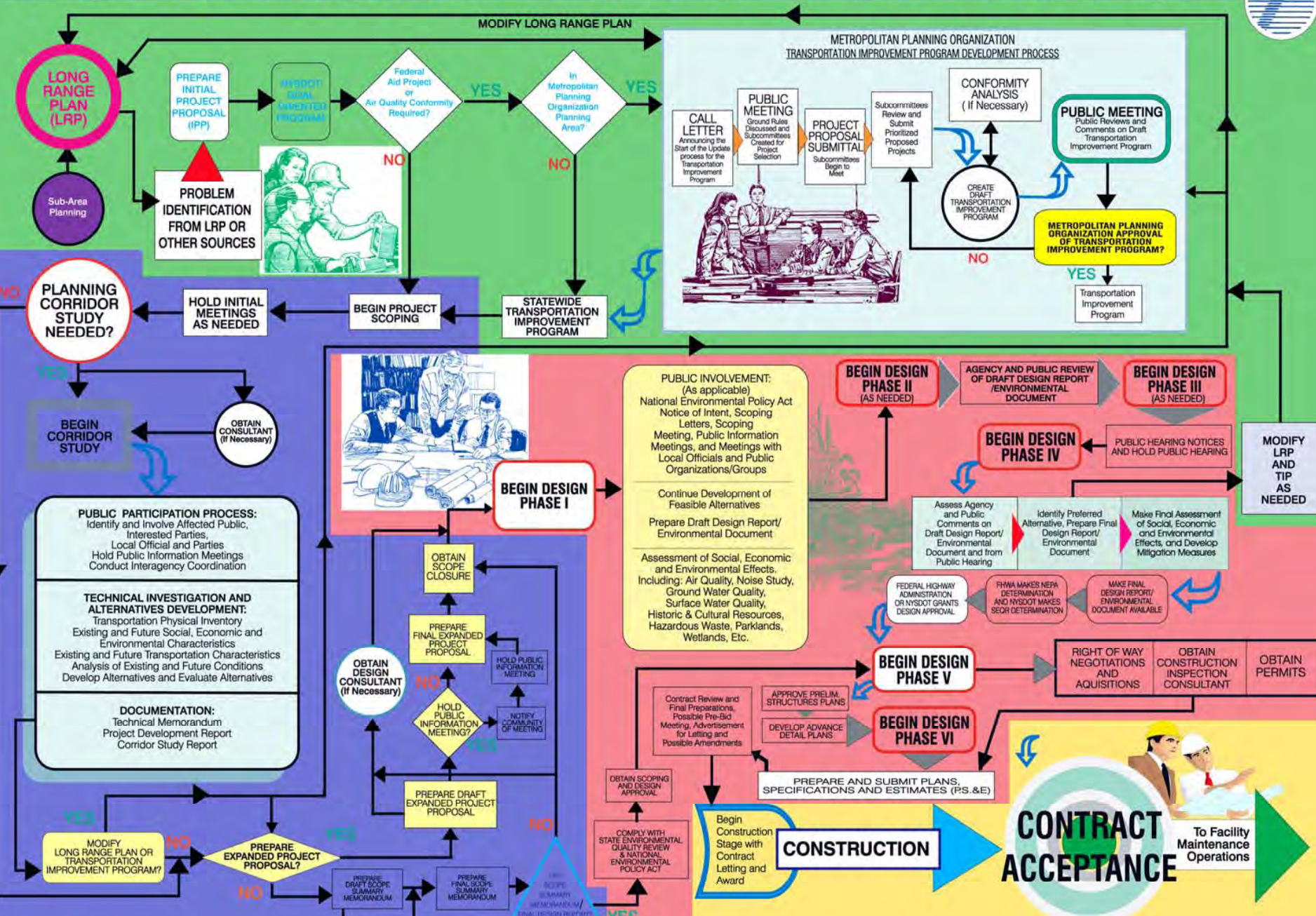
WHY??

- National Environmental Policy Act (NEPA)
- State Environmental Quality Review Act (SEQR)
- Federal and State Regulations
- Executive Orders
- Environmental Stewardship
- Dept Initiatives
- Build the Right Project Right

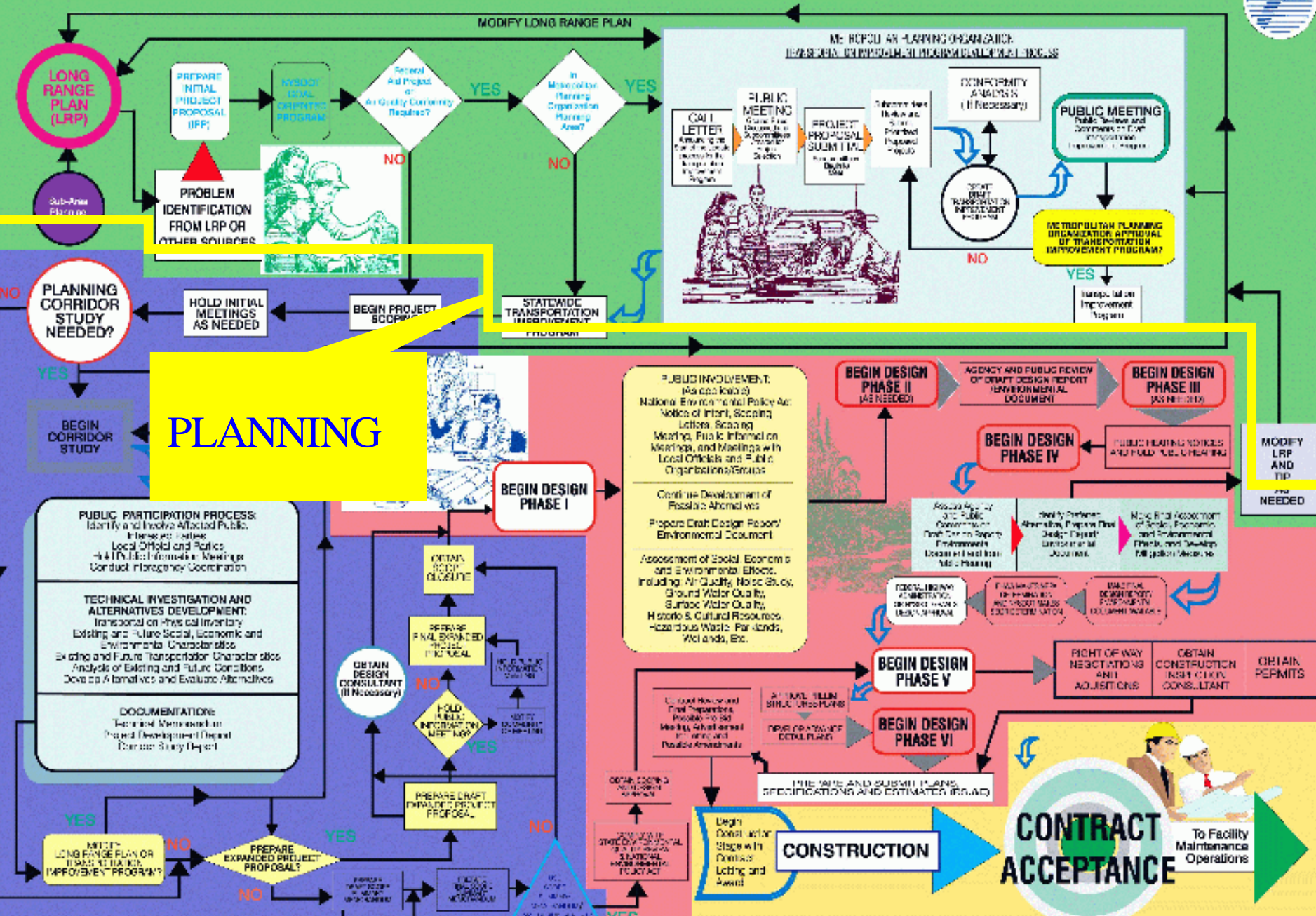
Project Development Manual (PDM)



NYS DOT PROJECT DEVELOPMENT PROCESS

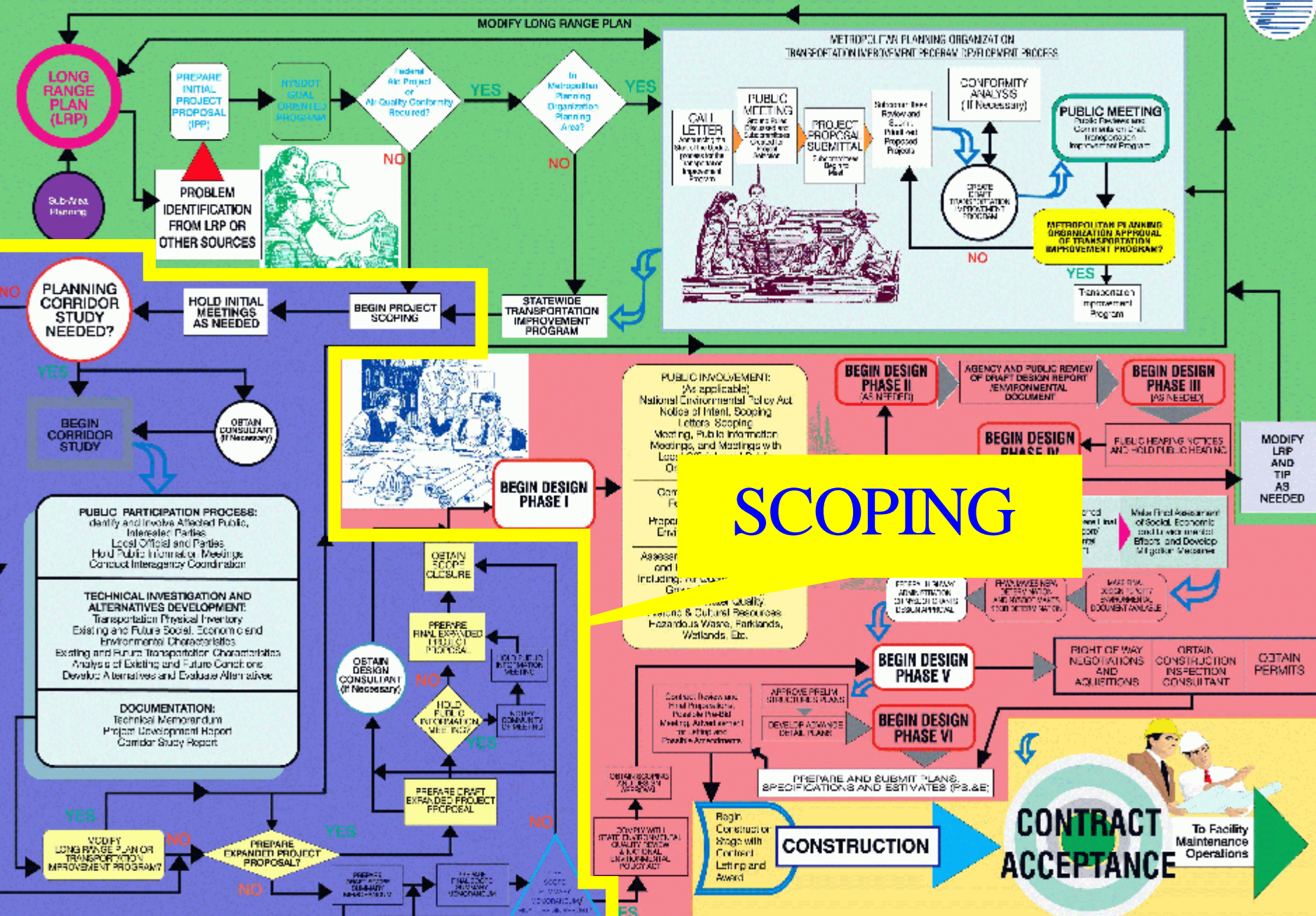


NYS DOT PROJECT DEVELOPMENT PROCESS



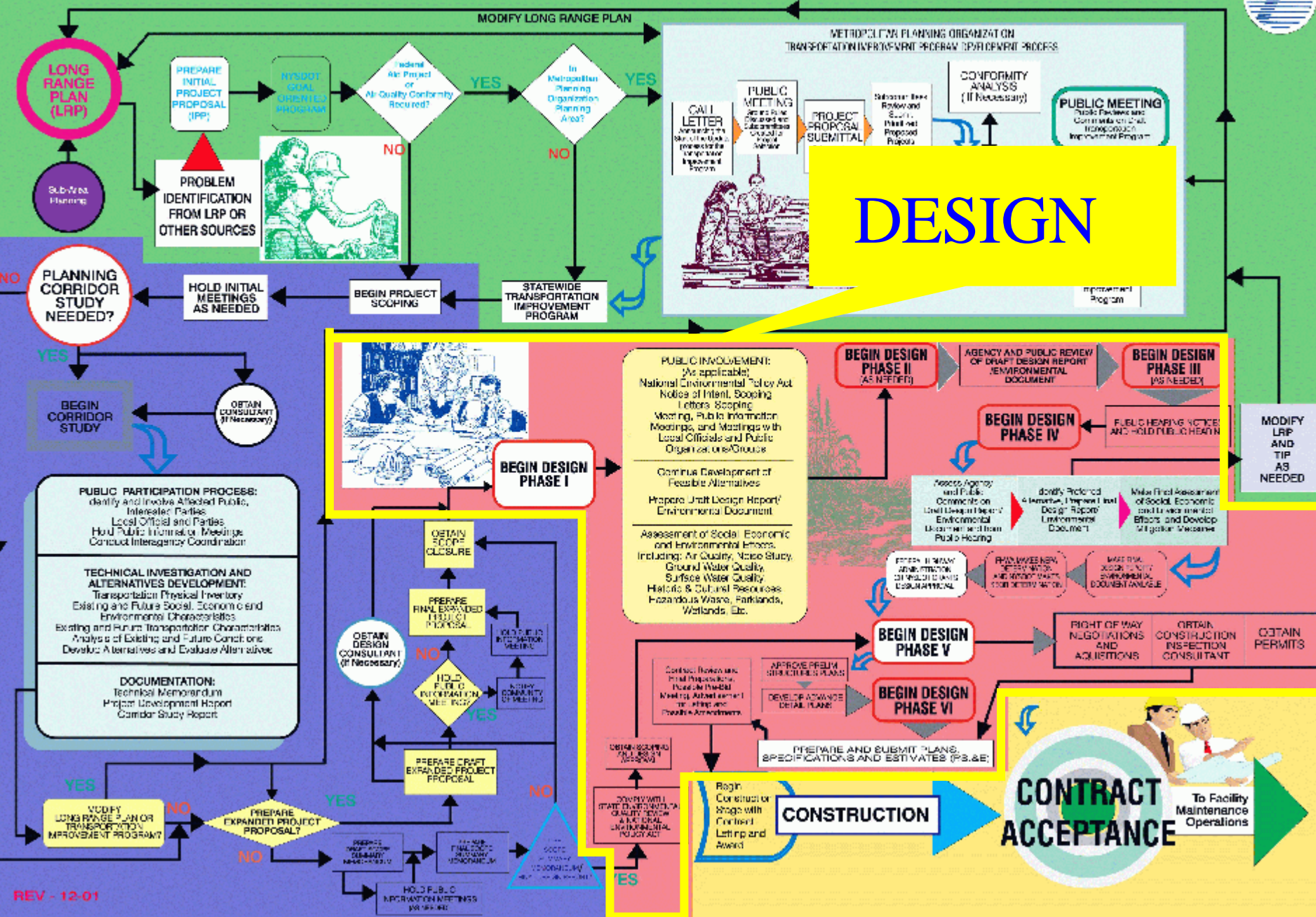
PLANNING

NYS DOT PROJECT DEVELOPMENT PROCESS

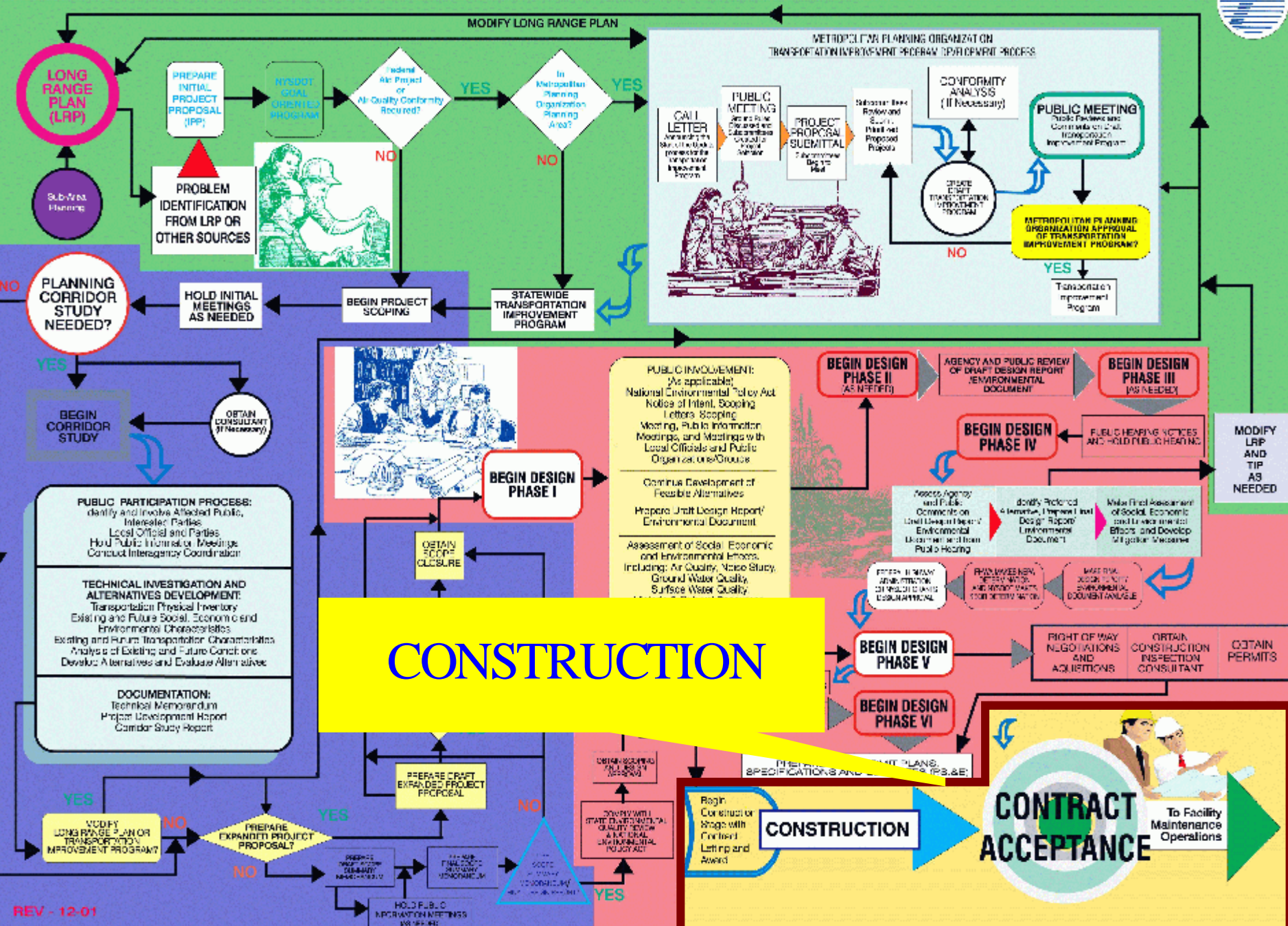


SCOPING

NYS DOT PROJECT DEVELOPMENT PROCESS



NYS DOT PROJECT DEVELOPMENT PROCESS



CONSTRUCTION

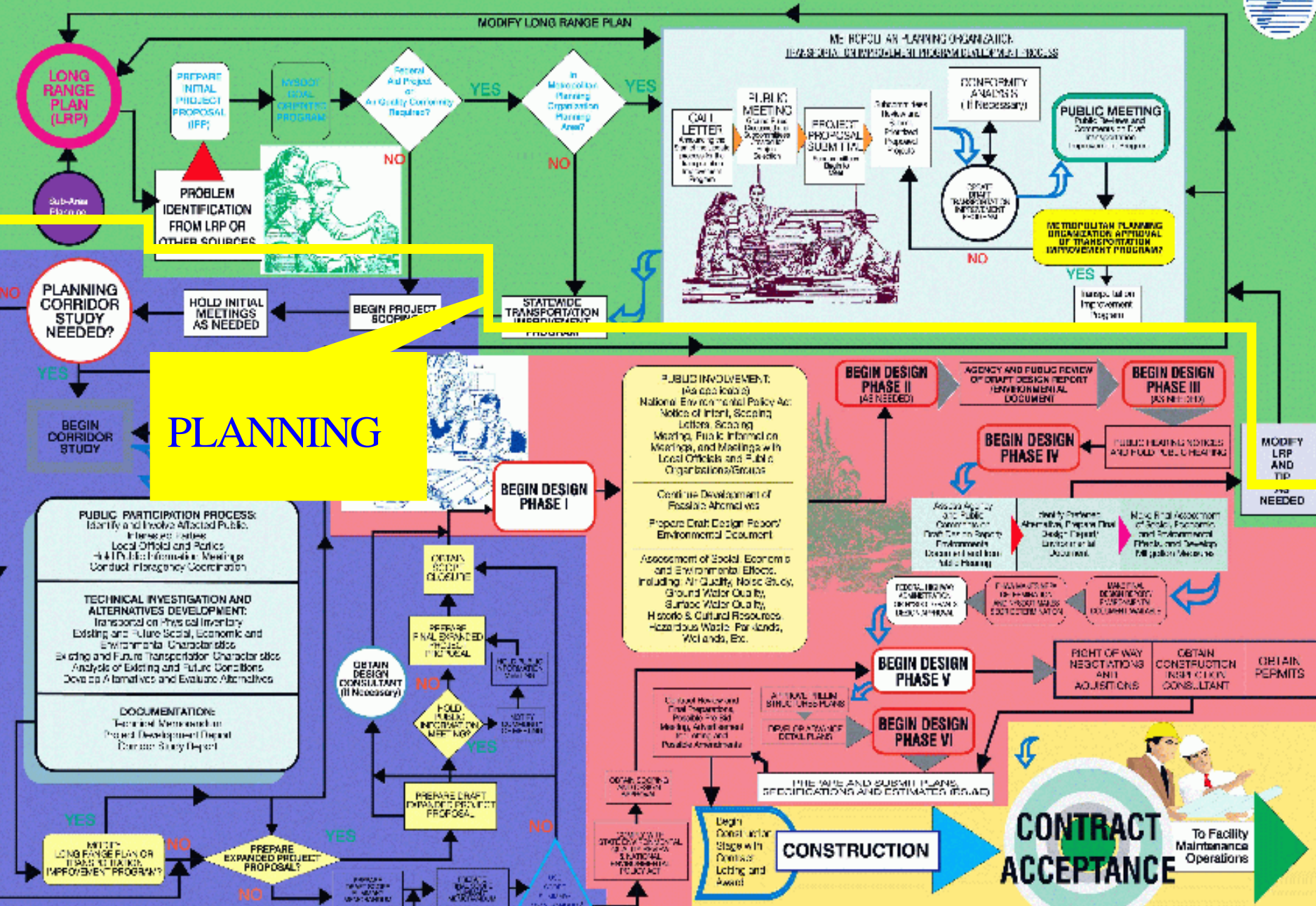


CONSTRUCTION

CONTRACT ACCEPTANCE

To Facility Maintenance Operations

NYS DOT PROJECT DEVELOPMENT PROCESS



PLANNING

PLANNING PROCESS OVERVIEW

- STIP = List of Projects / Initial Project Proposals (IPP)
- Projects Are Evaluated Based on NYSDOT's Five Priority Result Areas:
 - Mobility and Reliability
 - Safety
 - Economic Sustainability
 - Security
 - IMPROVING Environmental Condition
- Region Prioritizes Projects Based on Program Goals
- Approved IPPs Make up Region's Capital Program

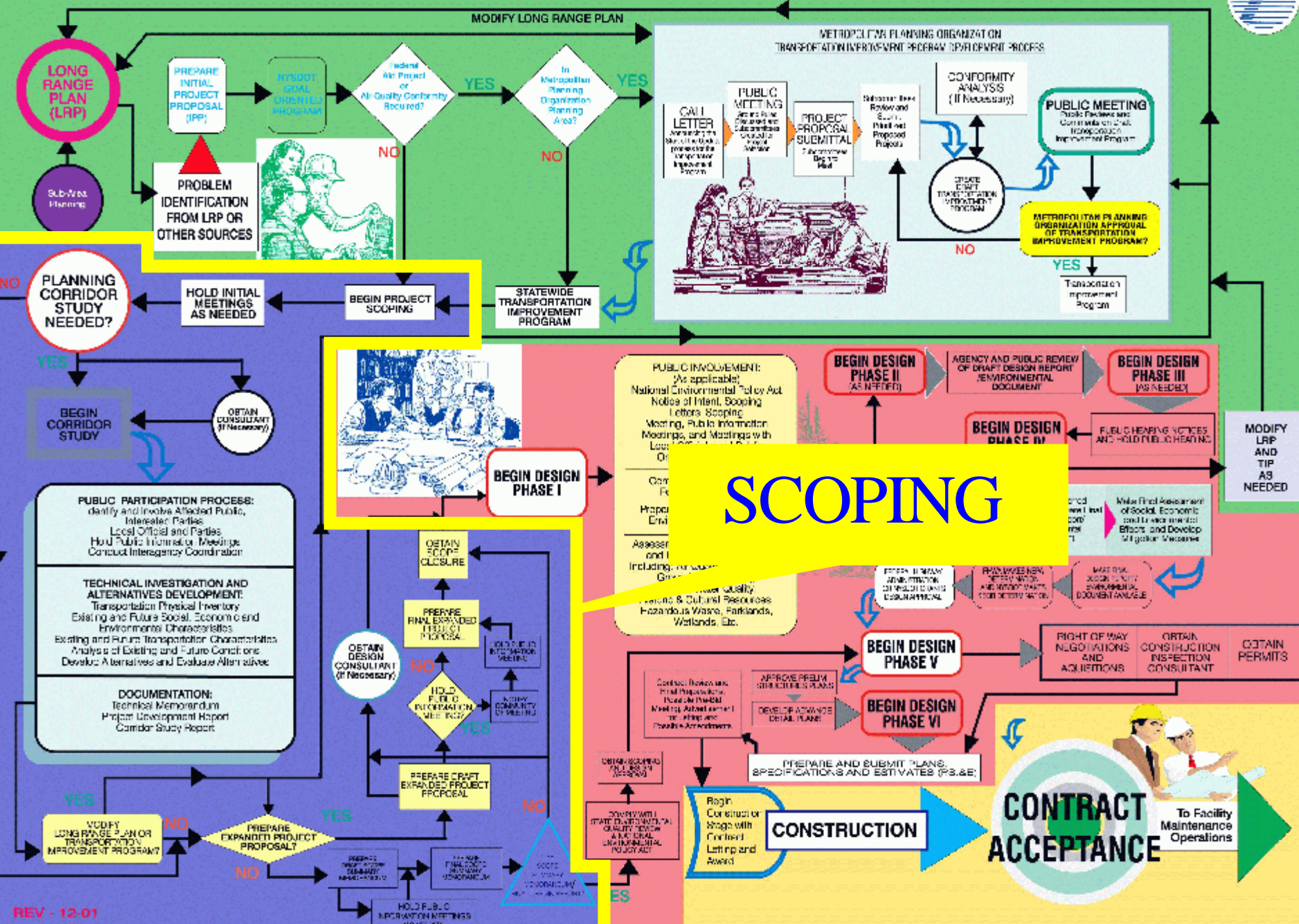
PLANNING PROCESS OVERVIEW

■ Approved IPP Includes:

- A Description of the Problem
- Preliminary Project Objective
- Preliminary Environmental Classification
- Special Concerns / Issues
- Preliminary Cost & Schedule

- Project is Ready for Scoping

NYS DOT PROJECT DEVELOPMENT PROCESS



PROJECT SCOPING OVERVIEW

- Designate a Project Manager.
- Establish an Inter-Disciplinary Project Team.
- Develop and Follow a Public Involvement Plan
-Informed Decision-Making relies upon input from: public, local governments, MPOs, technical experts; and consent of agencies with approval authority (e.g., NYSDOT, NYSDEC, and FHWA).

PROJECT SCOPING OVERVIEW

■ Purpose of Project Scoping:

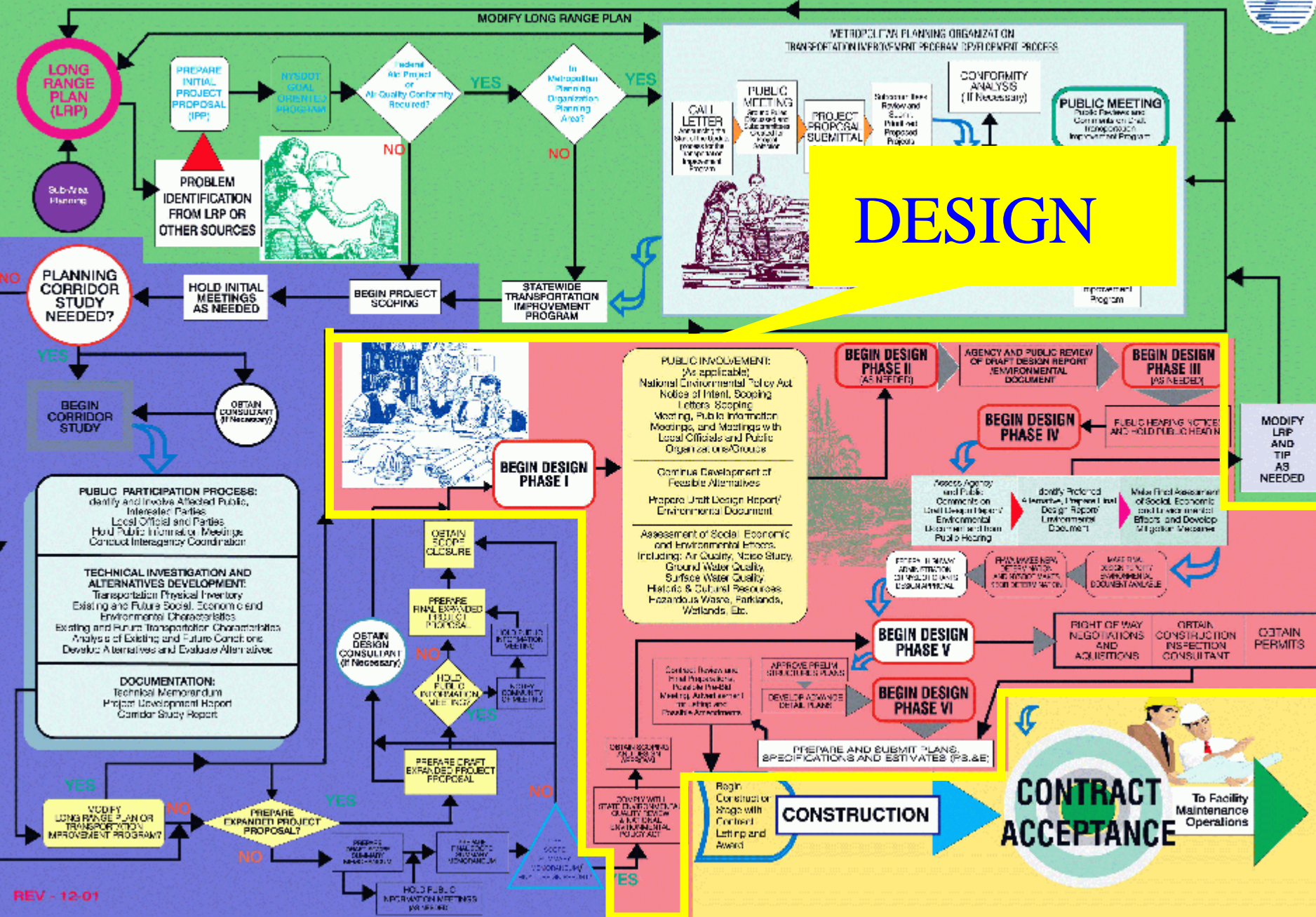
- Identify the project area's safety, mobility, infrastructure, community, and environmental conditions, needs, and objectives.
- Establish project objectives.
- Establish design criteria.
- Identify Feasible Alternatives.
- Identify Potential Social, Economic, and Environmental Issues
- Identify the likely NEPA & SEQR Type.
- Estimate Cost & Schedule

PROJECT SCOPING OVERVIEW

GOAL

- Safe, efficient, balanced and environmentally sound transportation system.
- Strives for outcomes that meet transportation & safety needs, as well as enviro, cultural, scenic, natural resources, aesthetic, and community needs. Effective transportation solutions that fit a project's context.
- Overall public interest based upon a balanced consideration of competing values 23CFR 771.105(b)

NYS DOT PROJECT DEVELOPMENT PROCESS



Design Phase I

Development of Design Alternatives, Identification & Assessment of Impacts

- Continue involvement of other agencies and the public.
- Develop design alternatives.
- Identify and assess SEE impacts.
- Prepare draft Design Report/Environmental Document.
 - DR/EIS
 - DR/EA
 - DR with environmental documentation
- Reaffirm the environmental class and/or type.
- Draft design report/environmental document is reviewed within the Department and FHWA.

Design Phase II

Advisory Agency Review

- Distribution of the Design Report /Environmental Document to other agencies and the public
- Publish notices and press releases

Design Phase III Public Hearing

- Publish notices and press releases
- Prepare for and conduct a public hearing or meeting

Design Phase IV

Final Evaluation & Recommendation

- Final evaluation of comments and selection of the preferred alternative.
- Finalization of design approval document and distribution for review.
- Publish notice, as applicable.
- On federal-aid projects, FHWA makes or concurs with NEPA determination unless NEPA Checklist is used for automatic or programmatic Categorical Exclusions.
- Region makes SEQR determination.
- Design Approval Request Memo is prepared and design approval is obtained.
- Notice of Design Approval, as applicable.

Design Phase V Advance Detail Plans (ADPs)

- Right of way Acquisition
- Obtain Permits
- Prepare ADPs
- Review ADPs

Design Phase VI

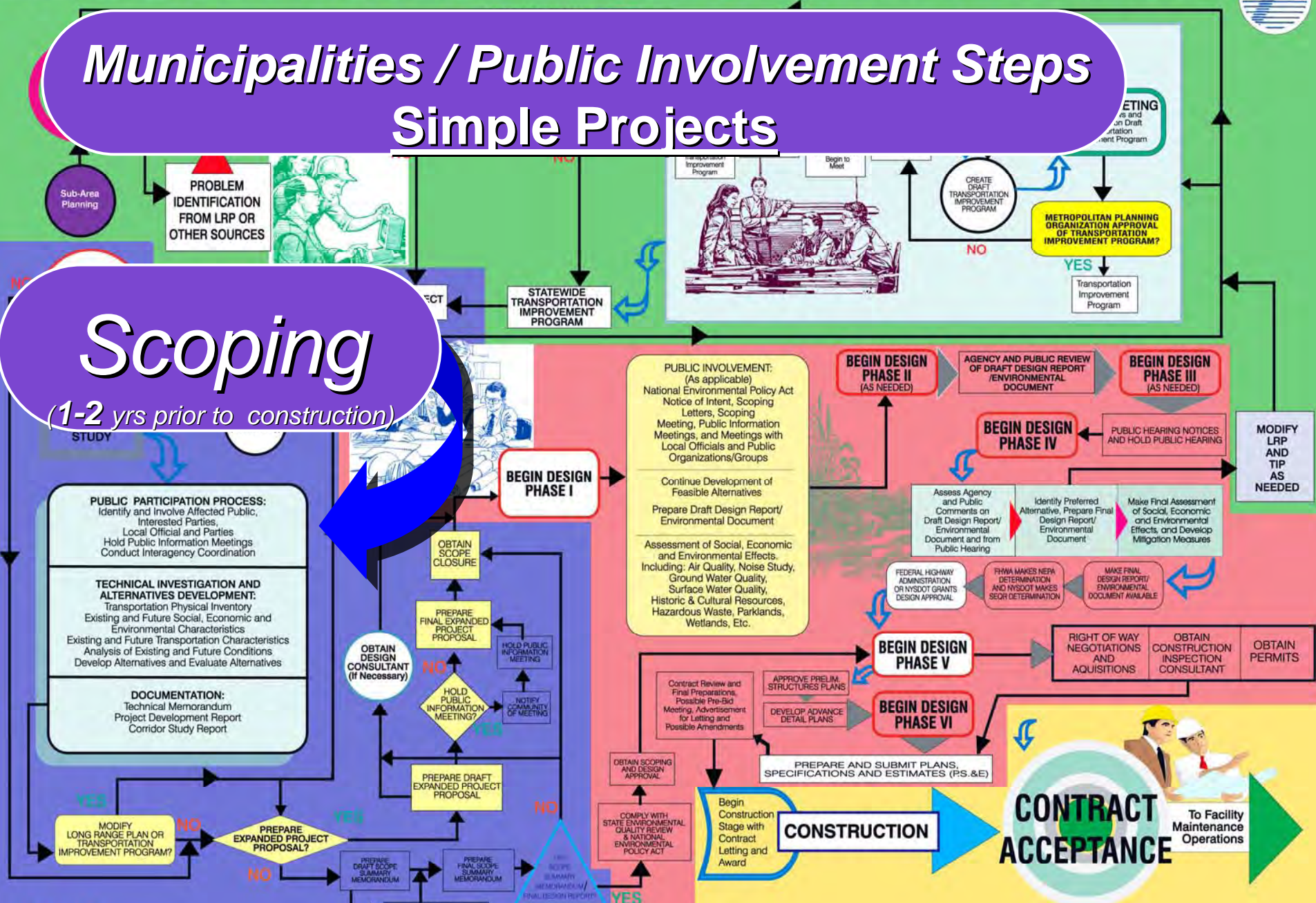
Final Plans, Specifications & Estimate

- Prepare PS&E.
- Submit Special Specification Requests as Necessary.
- Prepare PS&E Transmittal Memo.
- Prepare ECOPAC.
- Obtain Title Sheet Signatures and Regional Director's Approval.
- Submit to DQAB for Review and Approval.
- Project is Ready for Construction



Municipalities / Public Involvement Steps Simple Projects

Scoping (1-2 yrs prior to construction)



PUBLIC PARTICIPATION PROCESS:
Identify and Involve Affected Public, Interested Parties, Local Official and Parties
Hold Public Information Meetings
Conduct Interagency Coordination

TECHNICAL INVESTIGATION AND ALTERNATIVES DEVELOPMENT:
Transportation Physical Inventory
Existing and Future Social, Economic and Environmental Characteristics
Existing and Future Transportation Characteristics
Analysis of Existing and Future Conditions
Develop Alternatives and Evaluate Alternatives

DOCUMENTATION:
Technical Memorandum
Project Development Report
Corridor Study Report

PUBLIC INVOLVEMENT:
(As applicable)
National Environmental Policy Act
Notice of Intent, Scoping Letters, Scoping Meetings, Public Information Meetings, and Meetings with Local Officials and Public Organizations/Groups

Continue Development of Feasible Alternatives
Prepare Draft Design Report/ Environmental Document

Assessment of Social, Economic and Environmental Effects. Including: Air Quality, Noise Study, Ground Water Quality, Surface Water Quality, Historic & Cultural Resources, Hazardous Waste, Parklands, Wetlands, Etc.

CONTRACT ACCEPTANCE

To Facility Maintenance Operations



Municipalities / Public Involvement Steps Moderate Projects

Design (2-3 yrs prior to construction)

Scoping (3-5 yrs prior to construction)

PUBLIC PARTICIPATION PROCESS:
Identify and Involve Affected Public, Interested Parties, Local Official and Parties
Hold Public Information Meetings
Conduct Interagency Coordination

TECHNICAL INVESTIGATION AND ALTERNATIVES DEVELOPMENT:
Transportation Physical Inventory
Existing and Future Social, Economic and Environmental Characteristics
Existing and Future Transportation Characteristics
Analysis of Existing and Future Conditions
Develop Alternatives and Evaluate Alternatives

DOCUMENTATION:
Technical Memorandum
Project Development Report
Corridor Study Report

BEGIN DESIGN PHASE I

PUBLIC INVOLVEMENT:
(As applicable)
National Environmental Policy Act
Notice of Intent, Scoping Letters, Scoping Meetings, Public Information Meetings, and Meetings with Local Officials and Public Organizations/Groups

Continue Development of Feasible Alternatives
Prepare Draft Design Report/ Environmental Document

Assessment of Social, Economic and Environmental Effects. Including: Air Quality, Noise Study, Ground Water Quality, Surface Water Quality, Historic & Cultural Resources, Hazardous Waste, Parklands, Wetlands, Etc.

BEGIN DESIGN PHASE II (AS NEEDED)

BEGIN DESIGN PHASE III (AS NEEDED)

BEGIN DESIGN PHASE IV

BEGIN DESIGN PHASE V

BEGIN DESIGN PHASE VI

AGENCY AND PUBLIC REVIEW OF DRAFT DESIGN REPORT / ENVIRONMENTAL DOCUMENT

PUBLIC HEARING NOTICES AND HOLD PUBLIC HEARING

MODIFY LRP AND TIP AS NEEDED

Assess Agency and Public Comments on Draft Design Report/ Environmental Document and from Public Hearing

Identify Preferred Alternative, Prepare Final Design Report/ Environmental Document

Make Final Assessment of Social, Economic and Environmental Effects, and Develop Mitigation Measures

MAKE FINAL DESIGN REPORT/ ENVIRONMENTAL DOCUMENT AVAILABLE

FWHA MAKES NEPA DETERMINATION AND NYS DOT MAKES SEQR DETERMINATION

FEDERAL HIGHWAY ADMINISTRATION OR NYS DOT GRANTS DESIGN APPROVAL

RIGHT OF WAY NEGOTIATIONS AND ACQUISITIONS

OBTAIN CONSTRUCTION INSPECTION CONSULTANT

OBTAIN PERMITS

Public Meeting/ Hearing during Preliminary Design

CONSTRUCTION

CONTRACT ACCEPTANCE

Begin Construction Stage with Contract Letting and Award

To Facility Maintenance Operations



Municipalities /Public Involvement Steps Complex Projects

Design
(4-5 yrs prior to construction)

Scoping
(5-6 yrs prior to construction)

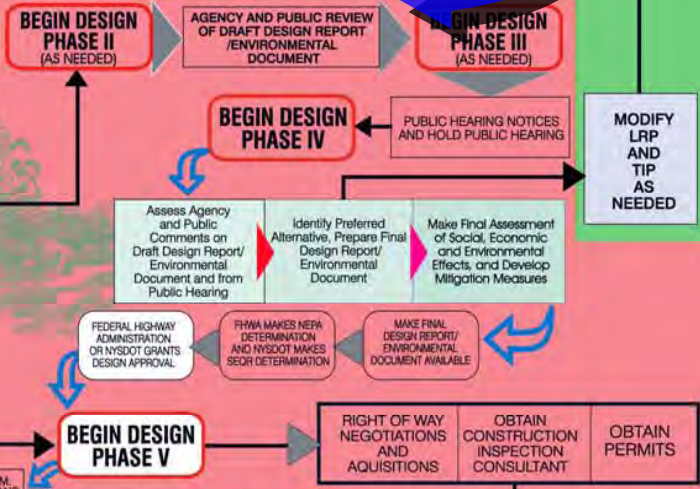
PUBLIC PARTICIPATION PROCESS:
Identify and Involve Affected Public, Interested Parties, Local Official and Parties Hold Public Information Meetings Conduct Interagency Coordination

TECHNICAL INVESTIGATION AND ALTERNATIVES DEVELOPMENT:
Transportation Physical Inventory Existing and Future Social, Economic and Environmental Characteristics Existing and Future Transportation Characteristics Analysis of Existing and Future Conditions Develop Alternatives and Evaluate Alternatives

PUBLIC INVOLVEMENT:
(As applicable)
National Environmental Policy Act Notice of Intent, Scoping Letters, Scoping Meeting, Public Information Meetings, and Meetings with Local Officials and Public Organizations/Groups

Continue Development of Feasible Alternatives
Prepare Draft Design Report/ Environmental Document

Assessment of Social, Economic and Environmental Effects. Including: Air Quality, Noise Study, Ground Water Quality, Surface Water Quality, Historic & Cultural Resources, Hazardous Waste, Parklands, Wetlands, Etc.



Public Meetings during Scoping & 1-2 Public Meetings/ Hearing during Design





Possible Stakeholders Group Meetings during Scoping, Prelim. Design or Final Design

CONSTRUCTION

CONTRACT ACCEPTANCE
To Facility Maintenance Operations

Timetable for Project Development

(Typical Timeline in Years)

Process	DOT Group	Simple Project	Moderate Project	Complex Project
Initiate	Planning	Year 0	Year 0	Year 0
Scoping	Planning	Yr 0 to Yr 1	Yr 0 to Yr 1	Yr 0 to Yr 2 
Prelim Design	Design		Yr 1 to Yr 2-3 	Yr 2 to Yr 3-4 
Final Design	Design	Yr 0-1 to Yr 1-2	Yr 2-3 to Yr 4-5	Yr 3-4 to Yr 5-6 
Total Process		1-2 years	3-5 years	5-6 Years

 *Public Meeting / Hearing*

 *Possible Stakeholders Group Meetings*

Timetable for Project Development

SIMPLE PROJECT

1-2 years

MODERATE PROJECT

3-5 years

COMPLEX PROJECT

5-6 years

Recent Projects in Region 7 with Ped /Bike Improvements

- Malone Village
- Adams Center
- Lowville
- Copenhagen
- Arsenal Street, Watertown
- Public Square, Watertown (Pass Thru)
- State Street, Watertown (Pass Thru)

Malone Village

Stakeholders group during Design Phase

Sub-committees on final design issues:

- Pedestrian crossings
- Landscaping
- Lane / parking configuration

Malone Village



Malone Village



Malone Village



Malone Village



Adams Center



EXISTING INTERSECTION ALIGNMENT



PROPOSED INTERSECTION ALIGNMENT

Lowville

- Recognized need to extend sidewalk facilities out to new Wal-Mart
- Worked with the Village & Town of Lowville



Before



After

The following Visual Simulations have been conceptually prepared based on the most current and accurate information available. The NYS DOT is not responsible for any changes, revisions, and omissions that may differ from these visualizations as a result of changes in project scope, planning, design or construction. These visualizations are intended to be used for conceptual purposes regarding project alternatives.

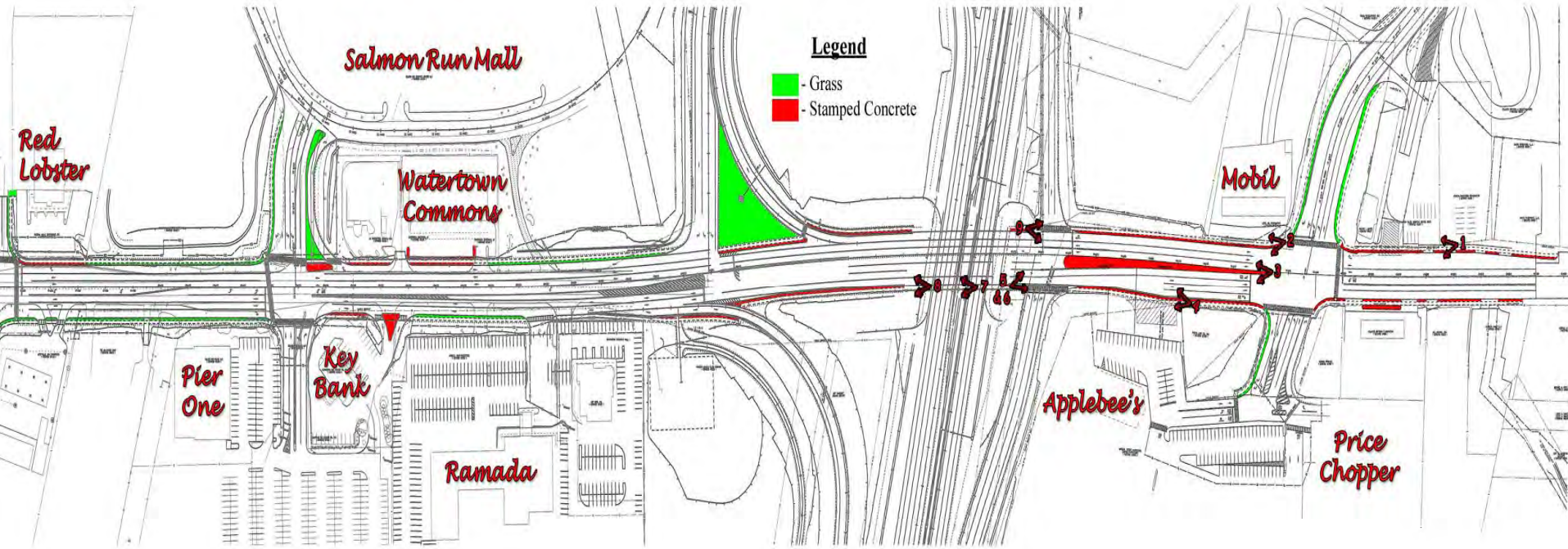


Arsenal Street, Watertown

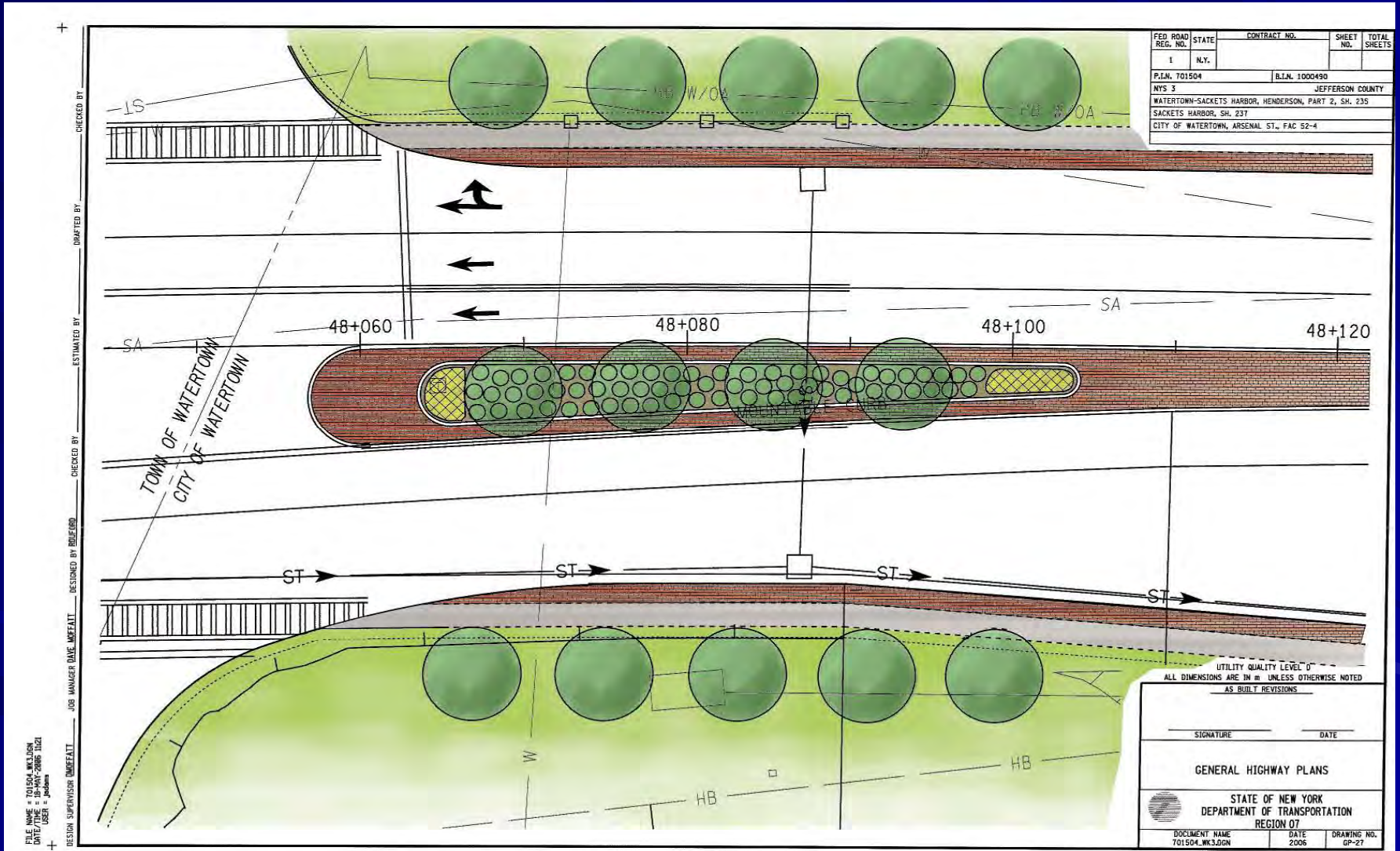
- Recognized need for Pedestrian system
- Worked with City of Watertown for median Gateway and park on new city street (Western Blvd.)
- Extensive coordination with Municipalities



Arsenal Street, Watertown



Arsenal Street, Watertown



FED. ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.			
P.L.N. 701504		R.L.N. 1000490		
NYS 3		JEFFERSON COUNTY		
WATERTOWN-SACKETS HARBOR, HENDERSON, PART 2, SH. 235				
SACKETS HARBOR, SH. 237				
CITY OF WATERTOWN, ARSENAL ST., FAC 52-4				

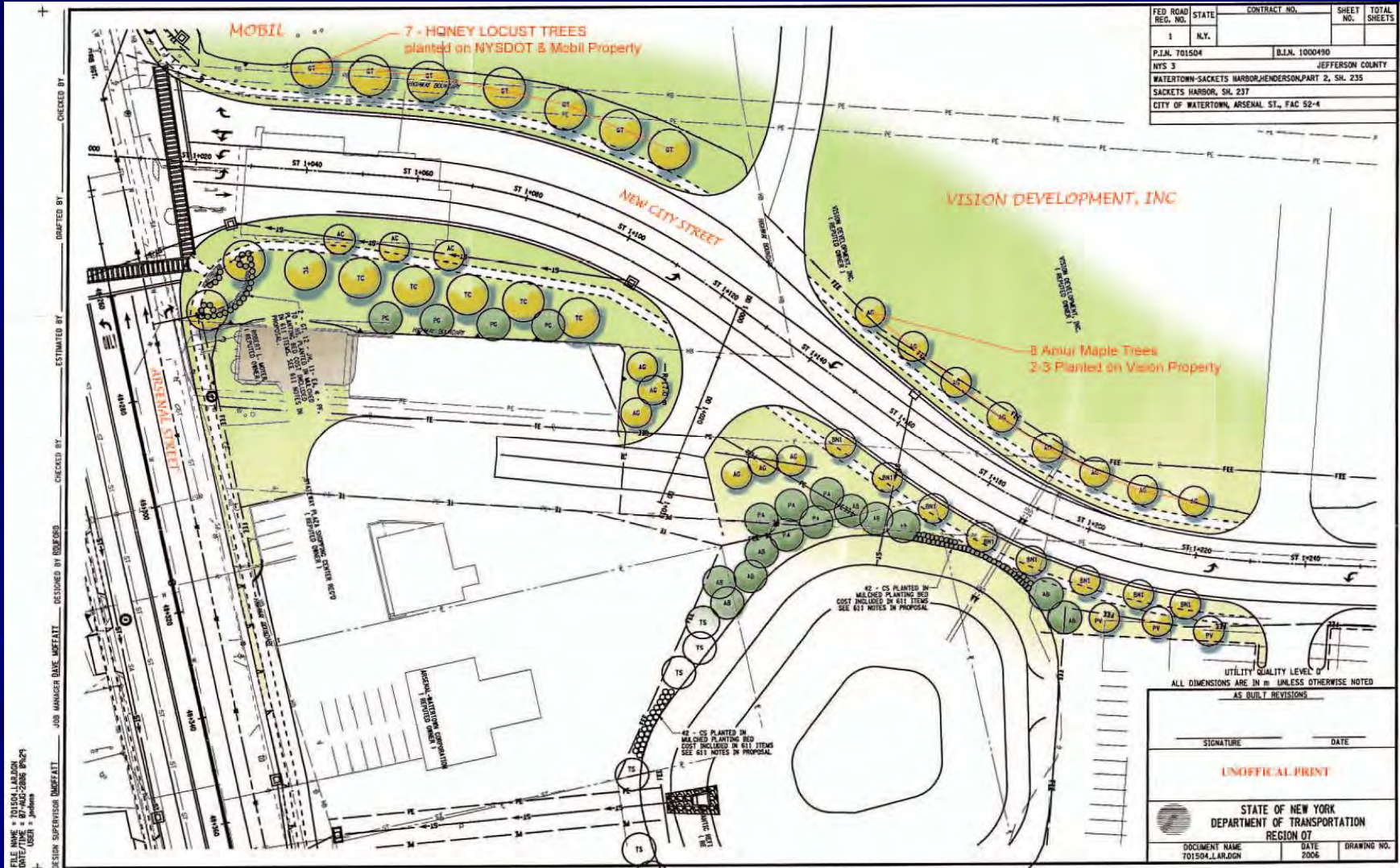
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 DATE/TIME = 15-MAY-2006 10:21
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DESIGN SUPERVISOR: MAREFALT
 JOB MANAGER: DAVE IMPELLI
 DESIGNED BY: BOJEFORD
 ESTIMATED BY: BOJEFORD
 DRAFTED BY: BOJEFORD
 CHECKED BY: BOJEFORD

UTILITY QUALITY LEVEL "0"
 ALL DIMENSIONS ARE IN IN UNLESS OTHERWISE NOTED
 AS BUILT REVISIONS

SIGNATURE	DATE
GENERAL HIGHWAY PLANS	
STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION REGION 07	
DOCUMENT NAME 701504_MK3.DGN	DATE 2006
DRAWING NO. GP-27	

Arsenal Street, Watertown



FED. ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	B.J.N. 1000490		
P.I.N. 701504		JEFFERSON COUNTY		
NYS 3		WATERTOWN-SACKETS HARBOR/HENDERSON PART 2, SH. 235		
		SACKETS HARBOR, SH. 237		
		CITY OF WATERTOWN, ARSENAL ST., FAC 52-4		

FILE NAME: # 701504.LAR.DGN
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 DESIGN SUPERVISOR: DIMEZZI
 JOB MANAGER: DAVE METZEL
 DESIGNED BY: DIMEZZI
 CHECKED BY: DIMEZZI
 ESTIMATED BY: DIMEZZI
 ADAPTED BY: DIMEZZI
 CHECKED BY: DIMEZZI



Questions??

