

ONEIDA COUNTY
Main Street Program
Plan Report
Village of Oriskany Falls



Anthony J. Picente Jr.
County Executive

Acknowledgment

This plan and the capital project list were developed through the Oneida County Main Street Program, an economic development and infrastructure initiative created by Oneida County Executive, Anthony J. Picente, Jr. and approved by the Oneida County Board of Legislators.

The Oneida County Department of Planning administered and staffed the Main Street program. The Program was delivered through direct coordination with the local municipalities and municipal leadership.

The Main Street program was provided planning and technical support from the consultant team of Planning4Places, Weston & Sampson, Sam Schwartz Engineering, and CLA Site Design.

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Section 1:

INTRODUCTION



The Village of Oriskany Falls is reimagining its public space as part of the Oneida County Main Street Program. This countywide initiative supports local municipalities in efforts to redesign key corridors, better serve users of all transportation modes, promote business activity, and strengthen downtowns across the region. The program provides financial and planning support to aid in economic recovery and creates places that are equitable, safe, and accessible for users of all ages and abilities. The Main Street Program will provide better opportunities to establish access to local businesses, accommodate pedestrians and bicyclists, support climate-smart investments, complement existing assets, visually enhance streetscapes, and create vibrant places.

The Village of Oriskany Falls Main Street Plan incorporates best practices and guiding principles of complete streets development introduced by the National Association of City Transportation Officials (NACTO) Global Street Design Guide, the National Complete Streets Coalition, the New York State Department of Transportation (NYSDOT) Complete Streets Program, and the Federal Highway Administration (FHWA). The Main Street Plan is responsive to local conditions and reflects the most pressing needs and concerns of the community.

The Oneida County Main Street Program provided \$500,000 to be used for planning services. Funds were awarded to municipalities that applied and demonstrated a vested interest in fostering safety, accessibility, transportation improvements and the future development of their community.

The Village of Oriskany Falls' project centers on enhancing pedestrian experiences and mitigating negative impacts of aging trees that pose a safety risk along the northern section of Main Street, and which poses a threat to surrounding pedestrian infrastructure. The Village hopes to create a safer and more aesthetically pleasing travel space on Main Street (NYS Route 26) from the Village's primary intersection of Madison, Broad, and College Streets westward to Augusta Road.

Background Information

The Village of Oriskany Falls covers 0.50 square miles in the southern part of Oneida County and is bordered by the Town of Augusta, Town of Marshall, and Madison County. Oriskany Falls encompasses 2.5 miles of local streets and parts of NYS Routes 12B and 26. Main Street forms the core of the Village and is comprised of a pair of tree-lined, one-way streets separated by housing, commercial structures, and a Village Park.

According to 2020 US Census Redistricting Data, the Village of Oriskany Falls contains 658 residents across 339 households. Per the 2019 US Census ACS 5-year Estimates, the population includes 19.7% under the age of 18 and 15.7% over the age of 65. The poverty rate for the Village is 15.8%. Factors influencing mobility include 20.6% of the population having a disability and 12.1% of households with no vehicle access.

The Village is currently concerned with unsafe pedestrian and vehicular travel conditions created by aging street trees along the northern section of Main Street. The Village is not able to maintain these trees on a regular schedule due to their age, size, and condition. The Village of Oriskany Falls has received and successfully implemented NYS Main Street Grants and CDBG Housing Grants in recent years and would like to build on these efforts to create a safer and more aesthetically pleasing core. The Village would like to enhance their streetscape and provide greenery for residents and visitors of the churches, businesses, and homes lining their Main Street.

To increase safety in the downtown, the Village would like to upgrade its current caution signal to a 3-color signal at the intersection of NYS Routes 12B and 26. Village elected officials and staff requested NYSDOT to study the intersection further. The possibility for a signal upgrade is important to note because it would complement initiatives discussed in this Main Street Plan.



Final Project Area Map



Project Area

The project area is Main Street (NYS Route 26) from the intersection of Madison, Broad, and College Streets to Augusta Road. Of particular focus is the northern one-way segment of Main Street with westward traffic patterns and the accompanying northern sidewalk of this segment. This area has two churches, the Historical Society, a bed-and-breakfast, the post office, Douglass Park, and many residences. The Village seeks to identify ways to improve accessibility, safety, and connectivity between these locations and to improve the pedestrian and bicyclist experience along the entire Main Street corridor.

Vision & Goals

The Village of Oriskany Falls envisions a redesigned streetscape along Main Street that addresses safety concerns with sidewalks and mature street trees. The Village would like to provide an aesthetically pleasing and safe streetscape to facilitate access to local businesses, services, recreation, and residences. Residents and visitors will benefit from an attractive, easy to traverse dual corridor and remedies to issues such as downed limbs, obstructions in travel lanes and sidewalks, obstructed views of traffic control devices, uneven and damaged sidewalks, interference with power lines, and property damage. The Village has sought quotes from private companies for services to remove its problem trees, replace with more appropriate tree plantings, and improve sidewalk conditions.

The street tree and sidewalk improvement project has the potential to catalyze further improvements in the Village and this Main Street Plan proposes several complementary components to further develop a comprehensive streetscape design for Oriskany Falls. These components include active transportation amenities, plantings, safety improvements, recreational opportunities, and business accommodations. Specifically, the Village seeks to improve walking and bicycling conditions in its core and support the local business community with gateway signage and welcoming streetscape amenities.



Planning Process

Oneida County Executive Anthony Picente first announced the launch of the Main Street Program on July 28, 2021. Following the program's launch, participating municipalities were required to submit an application in which they identified potential project ideas and outlined several best practice components to be included as part of their proposed projects. In November 2021, Planning Department staff met with Oriskany Falls Mayor Steven Jeffers and Clerk Amber Bell to initiate the planning process as part of Oneida County's Main Street program. During this meeting, Village officials emphasized their concerns about the existing conditions of the problematic street trees located throughout the Main Street corridor. Additionally, they discussed recent grant awards intended to transform their built environment. The Village has also noted that there is heavy truck traffic along Village roads and as the Village's roads are all state roads, coordination with NYSDOT is required. In 2021, at the intersection of NYS Route 26 (Main Street, South Main Street, and Augusta Road), Barker Road, and Valley Road, a truck crash resulted in damage to an adjacent structure.

The Main Street planning process included site visits and meetings with stakeholders from each community. In April 2022, a site visit and preliminary discussion of needs and opportunities took place. Attending the site visit were Oneida County staff, Village elected officials and staff, and members of the Consultant Team. Following the site visit, a Design Ideas Workshop was held in June with Village representatives, Oneida County, and members of the Consultant Team to refine ideas on multi-modal transportation options, streetscape amenities, and project ideas.

The outcome of the site visit and follow-up design workshop is represented on the site-visit map. This map shows the linkages between existing elements, concerns, and features of the community and the proposed, conceptual, and envisioned projects for the community. This method of capturing the present and future aspirations of the community allows for the realization and shaping of the community's vision and goals for its future.



Initial Site Visit Map



KEY

- = Existing Condition Item
- = Potential Improvement Item

- A.** Village Hall and commercial core
- B.** Walking loop from Main Street to South Main Street
- C.** Opportunity for street tree removal and replacement
- D.** Brass Lily Bed & Breakfast on North Main Street - needs signage discouraging driving the wrong way (narrows to 1-way road)
- E.** Opportunity for crosswalk from St. Joseph's Catholic Church to park
- F.** Missing sidewalk connection between Main Street and South Main Street

- G.** Intersection improvements opportunity
- H.** Park improvements including adjusting entrance walkways, pedestrian scale lighting
- I.** Intersection at NYS Route 26 needs safety improvements
- J.** Brownfield opportunity at Division and Madison Street
- K.** Parking lot (ownership unknown)
- L.** Falls viewing areas highlighting the history of Old Chenango Canal and include a viewing area at the second falls location on Cooper Street

- M.** Recent streetscape work
- N.** Parking lot with informal cut through between North and South Main Street
- O.** Poor site distance at intersection
- P.** Non-ADA compliant pedestrian walks
- Q.** Site of truck accident (crashed into barn, now demolished)

Section 2:

WALKING ACCOMMODATIONS

Inventory & Analysis

The Village of Oriskany Falls has a pedestrian network that forms a loop comprised of Main Street and South Main Street. Residents frequently walk this loop, which generally features 5' wide sidewalks. However, on the westerly end of the loop there is no connecting sidewalk from Main Street to South Main Street. The impact of this is people walking across the lawn of the corner lot, to avoid walking in the roadway. This creates a safety issue combined with an issue of the public using personal property to address an infrastructure issue on a public roadway. In some locations, particularly on the northern segment of Main Street, the sidewalks are uneven due to street tree roots upheaving the pavement. Along the western portion of Main Street there is a retaining wall, half of the width of the sidewalk, with a cross-pitched slope that is unnecessary and not functional for use as a sidewalk. In addition to sidewalks along the Main Street loop another noted deficiency within the existing sidewalk system is that there are no mid-block crosswalks located on either Main Street or South Main Street and additional crosswalks are needed to access Douglass Park from various locations on Main Street. Pedestrian paths need improvement in Douglass Park as they are of insufficient width, do not feature a layout reflective of how parkgoers use the space, and are not wholly accessible from South Main Street for mobility limited individuals.

West of downtown Oriskany Falls, is the intersection of NYS Route 26 (Main Street, South Main Street, and Augusta Road), Barker Road, and Valley Road. The current intersection configuration has a high level of complexity for drivers, with multiple roads intersecting irregularly, and lacks adequate pedestrian access and safety accommodations. There is an interruption in sidewalk connectivity at this location and it was noted in conversations with municipal officials that vehicles regularly travel at high speeds as they transition from Route 26 to the sharp turn onto South Main Street. In 2021, a truck crash occurred here, resulting in significant damage to an adjacent structure.

Many of the Village's existing crosswalks could be upgraded and others installed where they are missing. There are currently no mid-block crosswalks along the long stretches of both Main Street and South Main Street. There is a paper street (a street on a map but not built) from Main Street along the western edge of Douglass Park that is often used by pedestrians and could be further formalized.

The Village of Oriskany Falls currently has a sidewalk replacement program funded through the Consolidated Local Street and Highway Improvement Program (CHIPS) program and there are opportunities to utilize this program, with additional funding sources, to make many of the identified improvements.



Walking Accommodations Best Practices

Sidewalks

Physical infrastructure within communities. They serve as the initial and last step in the trips people take and help to facilitate economic activity within the Village. Enhancing and investing in sidewalks can maximize foot traffic to businesses on main streets, as well as provide a social benefit to the public. Walking accommodations provide a sense of safety when visiting a place and encourage walking.

Attention to detail with sidewalk design, use, and maintenance is critical to the Main Street Program. A standard 5' wide sidewalk, free of obstructions may be sufficient in a general neighborhood setting, however, to facilitate the varying movements that occur in the sidewalk zone in downtown or main street area, wider sidewalks are recommended. Sidewalk components include:

FRONTAGE ZONE

in the sidewalk area is the area immediately in front of buildings. This area can act as an extension of the business providing outdoor seating, a sales area, and advertising space. Sidewalks that support small businesses, large offices, and/or services should be able to support a higher level of traffic with sidewalk widths of 10' or greater.

PEDESTRIAN ZONE

is typically the central sidewalk area. This zone should be a minimum of 5' wide for accessibility of all users. Ideally, it should be as large as practical.

FURNISHING ZONE

is the area in between the walking zone and the curb of the street. This zone provides space for utilities, lighting, street trees, greenspace, storage areas for bicycles, and transit accommodations.

ENHANCEMENT BUFFER ZONE

is the space immediately next to on-street parking or travel lanes. It should be able to support safety elements and accessibility features such as transit stops and ADA compliant crosswalks. Enhancement Buffer Zone and Furnishing Zone elements can be combined when appropriate.



Sidewalk placement (not width) can vary as needed to accommodate large tree roots and to allow for adequate tree growth. The finish materials and pattern of the sidewalk should be maintained through driveways, alleyways, and curb ramps. Sidewalk height should remain consistent through driveways or other vehicular access points to ensure continuous pedestrian travel.

Americans with Disabilities Act (ADA) Access

In some cases, accessibility can be difficult due to uneven sidewalk surfaces, curb cuts, and adjacent areas. Oneida County communities are addressing this by repairing and replacing sidewalks where needed based on available funding. All new installations shall meet the standards set forth in the Americans with Disabilities Act (ADA) and, on state highways, NYSDOT’s standards for the accessible design of pedestrian facilities as established in Highway Design Manual Chapter 18, based on the Proposed Rights of Way Accessibility Guidelines (PROWAG).

ADA Curb Ramps

Required by law at street crossings to allow people with mobility limitations to safely and comfortably cross. Curb ramps must include detectable warning tiles to indicate to visually impaired pedestrians that they are leaving or entering the street. Curb ramps also benefit people in wheelchairs, sidewalk users with strollers, and people wheeling objects such as personal shopping carts or dollies for deliveries.



Crosswalk Design

Painted crosswalks alert motorists of a crossing and can be used to improve pedestrian safety. The desirable path alignment at a street crossing is 90 degrees or perpendicular to the crossing street to maximize sight lines and minimize the crossing distance, the time needed to cross, and the general exposure of crossing pedestrians or cyclists.

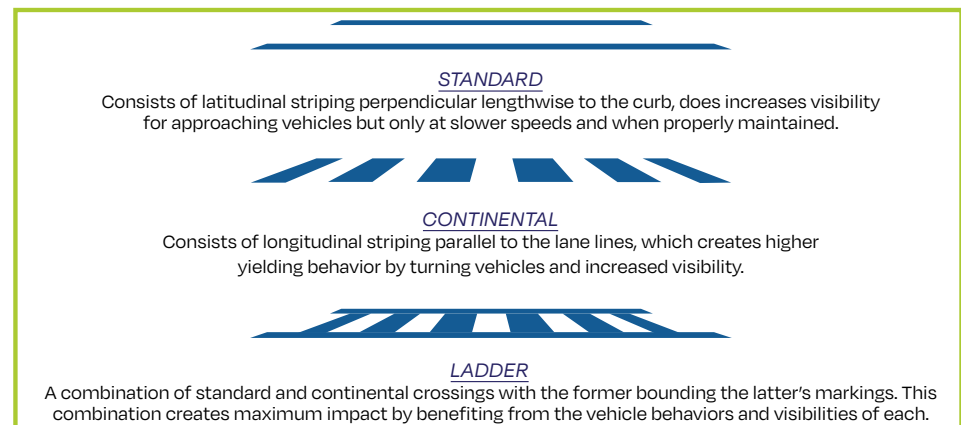
In-street Pedestrian Crosswalk Sign

Temporary or permanent signs placed in the street, adjacent to crosswalks (separation of 10’), to alert motorists to the presence of a crossing. In-street pedestrian crosswalk signs have proven to be more effective than signs outside of the curb-to-curb area, particularly because a sign on the road can increase motorist caution, increase awareness of a crossing, and decrease vehicle speed as a result. Creating a gateway using in-street signs paired with curb extensions is particularly effective at increasing motorist yielding at crosswalks.



High Visibility Crosswalks

The striping of a crosswalk is important as it creates a high level of visual contrast with the surface of the roadway to draw both pedestrian’s and drivers’ attention. Some striping styles are more visible than others.



Grade Separated Crossing

Such as overpasses or underpasses, give pedestrians and bicyclists the safest and easiest method to cross a street with high vehicle speeds and/or volumes. These are, however, quite expensive and require significant space on either side of a road, making the viability of their installation possible only in limited circumstances.



Mid-Block Crossings

Positioned outside of an intersection. They are appropriate along long blocks or blocks with high pedestrian activity. They are also appropriate where a trail crosses a street outside of an intersection. Mid-block crossings can benefit from curb extensions, or chokers, and should feature parking restrictions within 20' of crossings to ensure driver visibility of pedestrians and bicyclists. Crossings should be paired with a high visibility crosswalk and appropriate signage.



Beacons

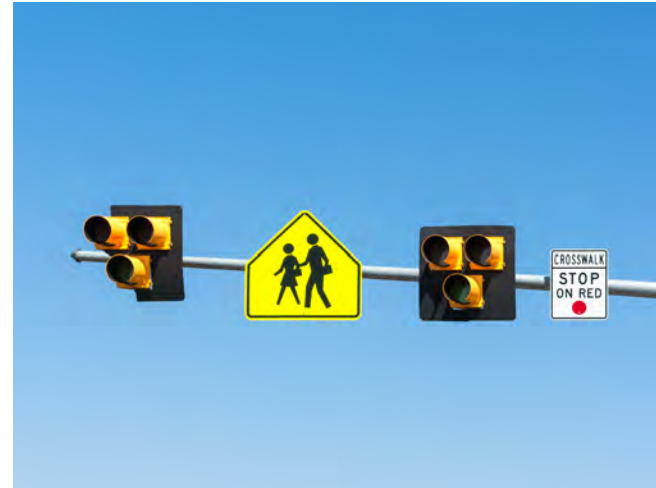
Rectangular Rapid Flashing Beacons (RRFB)

User-activated warning lights. Bicyclists and pedestrians push a button to activate the warning lights before attempting to cross the roadway. The unique flashing pattern of the RRFBs have been shown to induce vehicle yielding at a much higher rate than traditional warning lights. Care should be taken to ensure that the button used to activate the RRFB is easy to reach for a bicyclist (without dismounting the bicycle), children, and people in wheelchairs. Roadway geometry such as sightlines, design speed, and grade should be taken into consideration when implementing RRFBs. Crosswalk warning lights can also be added to the crosswalk.



Pedestrian Hybrid Beacons ("HAWKS")

Overhead, pedestrian-activated signals placed at uncontrolled, marked crosswalks that, when activated, stop motor vehicle traffic, and allow pedestrians and/or people biking to safely cross the roadway. Pedestrian hybrid beacons are often installed at locations where pedestrians need to cross the street and vehicle speeds and/or volumes are high, but traffic signal warrants are not met.



Crossing Islands & Median Treatments

Pedestrian Refuge Island

Provide a protected space in the middle of the street to help people walk safely across the street. On wide streets, refuge islands can make a long crossing distance safer by providing a safe waiting space for pedestrians and can work to increase driver attention. Refuge islands can be installed at signalized and non-signalized locations.

Raised Crossings and Intersections

Maintains the level of the sidewalk through the intersection or a mid-block crossing. Raised crossings reinforce slow speeds and encourage drivers to yield to pedestrians. Raised crossings may require reconfiguring current drainage.

Slow Turn Wedge

Uses paint, low plastic barriers, and plastic flexible delineators to create a tighter turn radius. Slow-turn wedges are an appropriate short-term solution before permanent curb work can be completed or can be a long-term solution that allows emergency vehicles, buses, garbage trucks, or other large vehicles to still make a turn.



Curb Extensions

Extend the sidewalk and align with the parking lane. They can be implemented at intersections and mid-block crossings. They reduce crossing distances for pedestrians, slow turning vehicles, calm traffic, and improve pedestrian visibility. In the short-term, curb extensions can be installed using paint, bollards, and/or planters. When installed permanently, curb extensions require rebuilding the curb and sidewalk.



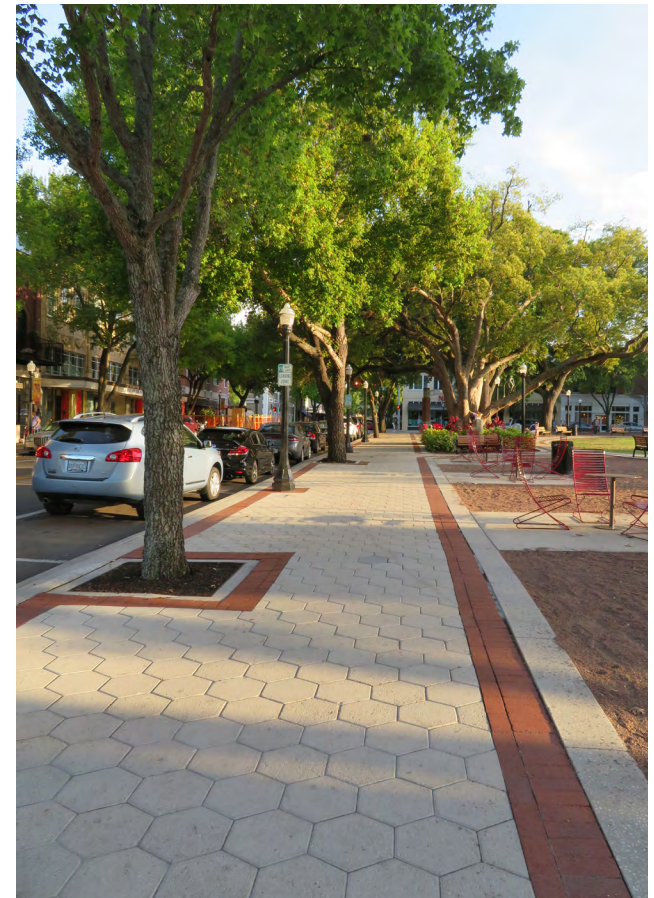
Sidewalk Repairs & Rehabilitation Programs

Typically funded through a community's general fund. In some cases, sidewalks are repaired or replaced as part of a larger street project. Funding can come from property and sales tax revenue, through allocations from state-aid such as the Consolidated Local Street and Highway Improvement Program (CHIPS) or via federal-aid programs like the Community Block Grant Program (CDBG) and Transportation Alternative Program (TAP). The challenge for many municipalities is how to continually fund the sidewalk program. Often there are funding limitations to the amount of sidewalk repair and replacement that can be done each year.

Increasingly, communities in main street and downtown areas have considered creating a special district such as a Business Improvement District (BID) that assumes the responsibility to both replace and maintain sidewalks including winter snow removal. Oneida County municipalities sometimes take on the responsibility of winter maintenance and snow removal for their main street areas rather than relying on private property owners

to clear the sidewalks in that location. More details about setting up a BID can be found in Section 5. Sidewalk assessment districts are also being considered by communities within New York State where the property owners are assessed for the costs of sidewalk replacement and the property owner is responsible for a portion of the cost of sidewalk replacement, but the community would do the sidewalk installation.

The first consideration is how sidewalks are legally set up to be maintained – i.e., are they maintained by the municipality or through a community-paid repair and maintenance program, or is maintenance and repair required to be undertaken by the property owner? Depending on the answer to this question, there are different considerations to take into account all of which are summarized below and found in more detail in the following guide: [A Guide for Maintaining Pedestrian Facilities for Enhanced Safety - Safety | Federal Highway Administration \(dot.gov\)](#)



Community-Paid Repair & Maintenance

These programs/laws/regulations treat sidewalks as a community asset and as such, they are paid for and maintained by the community (or by an organization like a Business Improvement District or Neighborhood Group). The types of methods that are commonly utilized for maintenance include, but are not necessarily limited to, the following:

MUNICIPAL WORKFORCE

This is where the municipal Public Works Department staff, or others including contractors, are tasked with maintaining the sidewalk system as a municipal function. Funding for this type of program or action typically comes from a municipal general fund (taxes and/or special assessments), a line item for Public Works Department, or a specific maintenance line item in a municipal budget.

IMPROVEMENT DISTRICTS

These are special districts that may fund sidewalk improvements, among others, and typically include Business Improvement Districts (BIDs) and/or Downtown Development Districts. Their funding can come from several sources, often through assessments and/or fees charged to property owners within their geographic area.

HOMEOWNERS ASSOCIATIONS

These are legally existing entities charged with overseeing the maintenance and operations of some or all functions within a particular area (such as a subdivision, development, or complex). Their funding is typically through assessments of property owners within the geographically defined association area.

The benefit of these types of programs is that the cost is borne by the entire community/municipality or geographic area of an Improvement District or Homeowners Association, thereby distributing the cost to every property within the said area and resulting in each property owner paying a respectively small amount. Beyond funding from property owners for a specific geographic area, funds can potentially be acquired from State and federal programs (though this can be difficult as most funding programs are intended for the construction of facilities, not maintenance), special taxes, taxes set up through special districts (like a lighting district), and/or fees. A municipality or other entity should coordinate with their attorney to discuss the most appropriate and feasible option as there is no one-size-fits-all approach to maintaining infrastructure.

Property-Owner Repair & Maintenance

These types of programs/laws/regulations assess the cost of repair and maintenance to the property owner for the segment of said facility that traverses through or across their property. Communities can hold the property owner responsible for the full cost of maintenance and repair, even placing a lien on a property, if needed, to undertake maintenance or repair if a property owner does not and the municipality deems said effort necessary. Some communities require the entire cost to be borne by the property owner while others provide a cost-sharing option (typically a reimbursement of a certain amount per properly completed square feet or linear feet of sidewalk maintained or repaired).



Proposed Improvements

Pedestrian improvements are proposed at the intersection of NYS Route 26 (Main Street, South Main Street, and Augusta Road), Barker Road, and Valley Road. Signage, curb alignment, and markings would better influence driver behavior, and the addition of new sidewalk and curb ramps would improve pedestrian accessibility along the western side of the popular Main Street/South Main Street walking loop.

The Village will continue to repair its sidewalks through the existing sidewalk replacement program to further enhance pedestrian connectivity and accessibility in the Village core. Sidewalks are proposed to be replaced in areas where street trees are removed. New sidewalk panels will be installed in locations that provide accommodation for street trees. An additional proposed improvement is the removal of the slanted concrete sidewalk at the retaining wall location on Main Street. This section of sidewalk will be replaced with grass and will improve walking conditions, aesthetics, and safety along the walking loop.

Additional mid-block crossings to facilitate safe pedestrian access to various businesses and meeting centers are recommended. Specifically, St. Joseph's Church to Douglass Park is one location that would benefit from a mid-block crossing.



Section 3:

BICYCLING ACCOMMODATIONS

Inventory & Analysis

There is no formal bicycle infrastructure (aside from a bike rack) or signage within Oriskany Falls, despite cyclists using Village streets to connect to nearby routes. Village representatives noted cycling is particularly common on Valley Road and that there is an opportunity to add routing signage to encourage more bicycling in the municipality. Being perceived as a destination along a well-traveled bike route can lead to a positive economic impact in the community. Oriskany Falls has the advantage of boasting a natural feature (the namesake waterfalls) and businesses with appeal to cyclists such as a convenience store, bed-and-breakfast, coffee shop, and pizza parlor.



Bicycling Accommodations Best Practices

Bicycle Infrastructure

Bicycle infrastructure could include shared on-street facilities and shared lane markings (“sharrows”), striped bike lanes, shared use paths, and sidepaths.

Shared On-Street Facility (“Sharrow” or Neighborhood Greenway)

Are streets where bicyclists share the same street space with cars. Because shared facilities do not provide separate spaces for bicyclists, they should only be used on low-volume (fewer than 3,000 vehicles per day), low-speed (speed limit of 25 mph or less) roadways. Roadway configuration, such as the number of travel lanes and the presence of on-street parking, should also be taken into consideration when determining whether a shared facility is appropriate. Shared facilities should not be installed on streets with more than two lanes and should always be accompanied by robust traffic calming measures to encourage safe speeds. “Sharrow” markings are placed in existing travel lanes, and they indicate where in the roadway bicyclists should be.

Striped Bike Lane

Demarcates the right-of-way that is designated for bicyclists. The addition of green paint or Ruby Lake Glass can be used to draw additional attention to the bicycle lane or specific conflict points. Striped bike lanes are most appropriate on streets with low to moderate travel volumes and speeds. If space is available, a buffer should be delineated between the vehicle travel lane and the bike lane. A buffer area can increase comfort for bicyclists as physical separation from vehicles provides a safety benefit.

Buffered Bike Lane

Striped bike lanes with physical protections for cyclists. The protections can range from flexible rubber posts to concrete barriers.

Cycle Track

Physically separated facility that permits bicycle movement on one side of the road. Physical separation (flexible rubber posts or concrete barriers) is recommended for busier areas but is less needed for low traffic volumes. Also known as a protected bike lane.

Shared Use Paths

Shared bicycle and pedestrian path that is physically separated from vehicular traffic by an open space or barrier. It can be either within the street right-of-way or independent of the right-of-way and often does not follow a road alignment. Shared use facilities are recommended for corridors with high vehicle speeds and/or volumes. In areas with high pedestrian volumes, it may be necessary to designate separate spaces for people walking and those biking.

- *The desired width for a shared-use path is 10 - 14'. Minimum width of 8' is permitted if physically constrained.*
- *A physical separation of 6' is recommended between the path and the street. A minimum of 2' is acceptable when physically constrained.*



Sidepath

Immediately adjacent to, and parallel to, a road. A sidepath is typically within the street right-of-way or immediately adjacent to the right-of-way. Sidepaths are recommended for roads with high volumes, and moderate to high-speed motor vehicle traffic.

- *The desired width is 10', although 8' is permitted if physically constrained.*
- *A physical separation of 5' is recommended. If there is less than 5' between the sidepath and the street, a physical barrier can be used.*



Proposed Improvements

The Village of Oriskany Falls should implement and formalize a bicycle loop along Main Street, South Main Street, and Madison Street. Bicycle accommodations along these three roadways would create an identified loop for bicyclists to utilize. The proposed route follows a one-way roadway that connects the downtown to Douglass Park and Augusta Road. The bicycle facilities would mirror this configuration, with one-way lanes following the same circulation pattern as the roadway. Critical considerations along this route include the existing road configurations, level of vehicular traffic (local and passthrough), and the desired utility of the route (e.g., accessibility, tourism, commuting, etc.). Sharrows are proposed along the route where there is no cycle track. Share the Road signage should be installed where sharrows are to be utilized. In addition to on-road bicycle facilities, accompanying wayfinding signage should be installed to advertise and draw attention to the bicycle loop.



Routing Alternatives



Option 1: Main Street Loop (bicycle oriented)

A loop along Main Street and South Main Street with a midblock connection through the Douglass Park parking lot. On Madison Street, the route follows the west side of the street, which would be safer and more efficient for bicycle travel but would also create a tighter turning condition for bicyclists at the intersection of Madison Street, Main Street, and North Main Street. At the midblock park connection, a bicycle parking facility and a bicycle service station could be installed to improve accessibility.



Option 2: Main Street Loop (car oriented)

Follows the same route as Option 1, but with the Madison Street segment following the east side of the street, which would be less obstructive to turning vehicles but could potentially increase the level of stress for bicyclists. The southern crossing at Madison Street could pose a potential increased safety risk for bicyclists over Option 1 due to poorer visibility of southbound vehicle traffic. The same midblock treatments detailed in Option 1 could be implemented at Douglass Park.

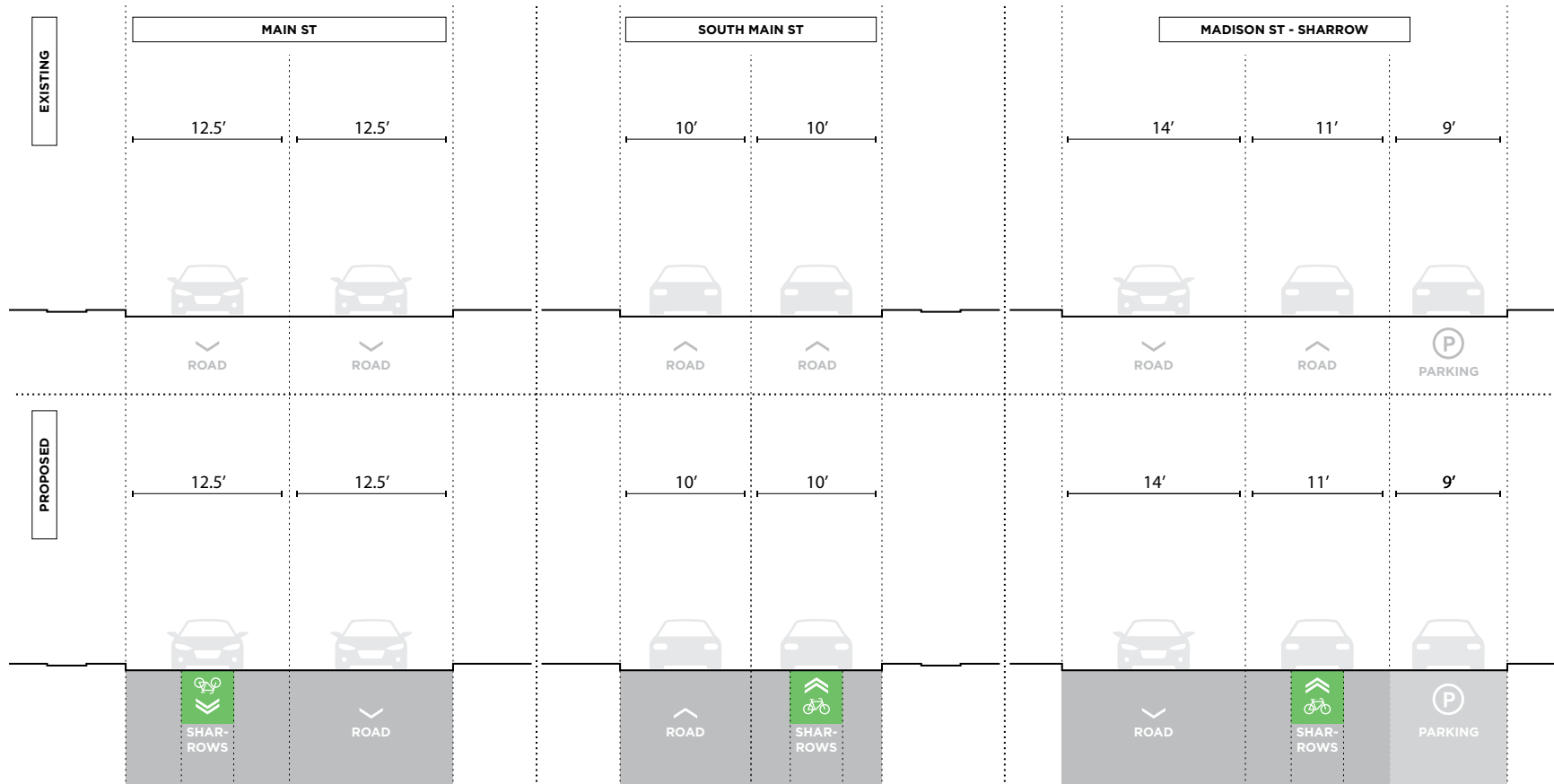


Option 3: Main Street Loop (connection oriented)

Follows the Main Street loop but diverts along the west side of Division Street to connect with Oriskany Creek and areas south of the Loop. This route requires crossing Madison Street and follows the east side of Madison Street. The same midblock treatments detailed in Option 1 could be implemented at Douglass Park, with additional facilities for bicyclists visiting the nearby Oriskany Creek. This configuration in combination with these amenities would allow for improved bike network access to tourists and park-and-cycle users.

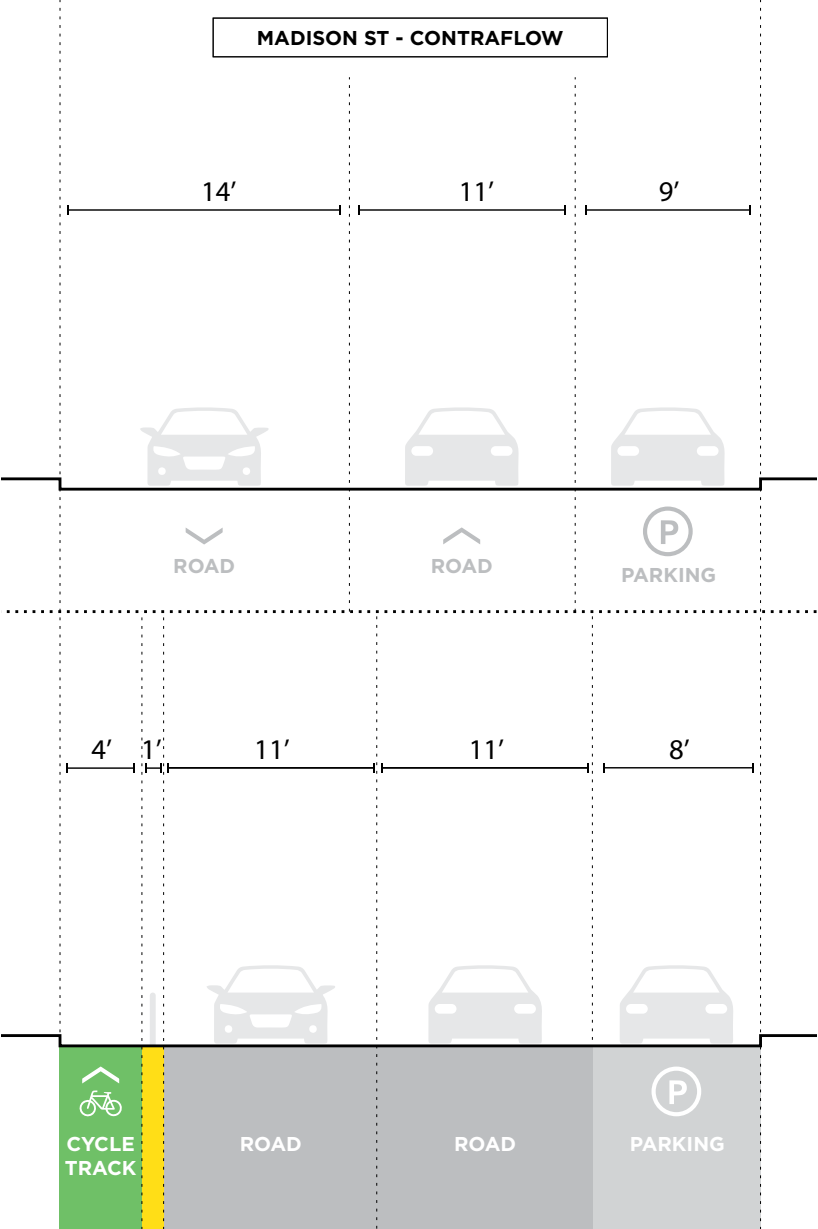
One Way Sharrow Loop

A one-way sharrow configuration should be used for the cycle track loop along the right travel lane. This configuration makes no changes to the street section or parking. It is applicable to all three options, with only Option 1 requiring a contraflow lane on Madison Street, to ensure adequate safety conditions.



Contraflow Lane Condition

The contraflow lane required in Option 1, would be implemented on the west side of Madison Street. Contraflow lanes are protected with barrier striping and if possible, flexible lane dividers and/or raised barrier elements. This is done to protect bicyclists from vehicular traffic moving in the opposite direction, and in so doing lowers the level of stress experienced by users.



Section 4:

GREEN & PUBLIC SPACES

Inventory & Analysis

Oriskany Falls historically had two major water resources that flowed through it, the Oriskany Creek and Chenango Canal, that provide recreational opportunities and natural beautification central to the community's identity. The Oriskany Creek and its waterfalls are located in the center of the Village under/near NY Route 26 and the Chenango Canal was originally located down the center of South Main Street. The Oriskany Creek was once a power source for gristmills and sawmills, and the Chenango Canal was part of a large transportation system that included 116 locks, some located in the Village, and 97 miles of the Canal stretching from Utica to Binghamton. While the system was closed, abandoned, and in some cases filled-in long ago, the canal alignment generally remains as a linear greenway and ecological corridor throughout the Village that could provide opportunities for additional recreational expansion. Fishing access is found on Cooper Street and on Madison Street, though much of the land surrounding the Canal is privately owned. There is an opportunity to expand access to it through the land owned by the Village at the lower falls in the vicinity of the Cassety Street bridge.

Located on Main Street in the Village, Douglass Park includes a gazebo, water fountain, picnic area, playground, park benches, and basketball court. The gazebo was donated by George Tucker in the 1900s. The park is open from dawn to 9 pm. Families paid for memorial benches throughout the park and four benches are located around the fountain. The benches in the park are not uniform in style nor material. The park has capacity for more benches and could benefit from improvements including addition of anchored tables, bike racks, and lighting with consistent style and design.

As discussed previously, the Village of Oriskany Falls would like to remove the street trees that are creating sidewalk upheaval and replace them with more appropriate street trees. Debris from the trees was apparent across Main Street during the site visit. A certified arborist evaluated the street trees present and found Norway Maples, Honey Locusts, Crabapples, Cherry Trees, and Japanese Zelkovas in the project area. The predominant species in need of removal are the Japanese Zelkovas. Of the trees evaluated, seven trees are 8-12" in diameter, 25 trees are 13-24" in diameter, and 13 trees are 25-36" in diameter. In some cases, the largest trees are in close proximity to powerlines, which create the potential for increased risk of power outages and issues during extreme weather events.



Green & Public Space Best Practices

Greenspaces throughout main street areas create an experience that is environmentally friendly and improves the safety of all street users. Greenspaces provide visual improvements to the appearance of the streetscape, particularly in downtown locations that feature significant impervious surfaces. At the most basic level, greenspaces include street trees and the conversion of impervious areas to vegetated areas. These improvements increase the attractiveness and comfort of downtown and encourage greater investment by businesses, residents, and community members in an area. Greenspaces can be incorporated into a larger park and support a recreational model that brings people with diverse interests to the main street. This includes physically active members of the community, as well as individuals with varying physical abilities who would benefit from improved access to green areas. Greenspaces can provide space for gatherings and provide restaurant patrons with additional outdoor space to enjoy a meal. As a result, people will more actively engage in supporting businesses and the community by visiting downtown more often, staying for a longer duration, and spending more money at local businesses. In addition to the recreational benefits of greenspace development, communities would benefit from improved stormwater drainage, reduced flood impacts, and a safer environment. The incorporation of greenspaces throughout the public realm has the potential to improve the recreational, safety, economic, and operational performance of main streets within all communities.

Street Trees

Along with environmental and aesthetic benefits, street trees can improve the function and atmosphere of streets, making them feel narrower and calming traffic. Street trees also enhance the pedestrian experience, provide shade to reduce the heat island effect, and provide physical separation of travel modes. Ensuring the 'right tree, right place' is important to ensure the health of street trees, and proper tree maintenance will maximize the life of a street tree.

The following recommendations are suggested for a successful street tree program in the Village of Oriskany Falls:

- *Each street tree type (species) should not exceed more than 20% of the community's street trees, thus a variety of street trees is recommended.*
- *Generally, there should be more newly planted and young trees, with established, maturing, and mature trees present in lower numbers. This will ensure that the street canopy does not die off at the same time. When trees are removed, ensure that another tree is replaced within the neighborhood to continue the street canopy.*
- *When possible, avoid using tree grates unless in a constrained right-of-way. Planting beds and ground covers are better treatments for the base of a tree.*
- *At planting, balled and burlapped (B & B) trees are recommended to be at least 2.5" caliper while bareroot trees should be at least 1.25" caliper (and more appropriate to be planted in the fall).*
- *For existing tree pits that are too small for a street tree, or for planting beds in the Enhancement Buffer Zone, include landscaping with year-round interest (e.g., spring flowers, fall color, etc.).*
- *When possible, the vertical distance between the sidewalk surface and tree canopy should be at least 8' and not more than 12'. Other suggested spacing includes 15' minimum spacing from utility/light poles, fire hydrants, and utility boxes; 5' minimum distance from driveway curb cuts; and 3' minimum distance from underground utilities, water access covers, etc.*
- *Tree pits should be as large as possible to allow for sufficient growing space for the tree roots and the crown and have a range of 32 to 36 sq. ft. or more of surface area such as 6'x6', 5'x7' or 4'x8', unless structural soil is used under the surrounding paved area.*
- *Consider trees with year-round interest (e.g., spring flowers, fall color, texture, etc.).*
- *Placement of trees and other landscape materials should not interfere with sight lines for motorists or pedestrians.*
- *Anticipated tree size at maturity is dependent upon the selected tree species, soil conditions, and other environmental factors. The growth space and distances outlined below are a guide to adequate tree placement when working within a variety of site opportunities and constraints.*

SMALL TREES

Need a growth space of at least 24 sq. ft. These trees can be planted under overhead utilities. The planting distance between trees should be approximately 20'.

MEDIUM TREES

Growth space of at least 32 sq. ft. These should not be planted under overhead utilities. The planting distance between trees should be approximately 30'.

LARGE TREES

Need a growth space of at least 32 sq. ft. or more. These should not be planted under overhead utilities. Because these trees have a large canopy width, they may not be appropriate near buildings. The planting distance between trees should be approximately 40'.

Green Infrastructure

Green infrastructure reduces stormwater runoff, filters pollutants, and improves air and water quality. Installing green infrastructure can reduce the damaging effects of runoff discharging into rivers and streams, often adding character and aesthetic benefits to the street. Disconnecting or at least diverting some flow from storm sewers and directing runoff to natural systems such as landscaped areas, bio-swales, and rain gardens reduces water velocity, encourages infiltration and groundwater recharge, and treats stormwater runoff. Natural stormwater systems can also reduce storm sewer pipe size. Green infrastructure options (subject to site conditions and in conjunction with other stormwater efforts) often include the following:

Filter Strips

Rain Gardens

Rain Barrels

**Permeable or Porous
Pavement**

Stormwater Planters

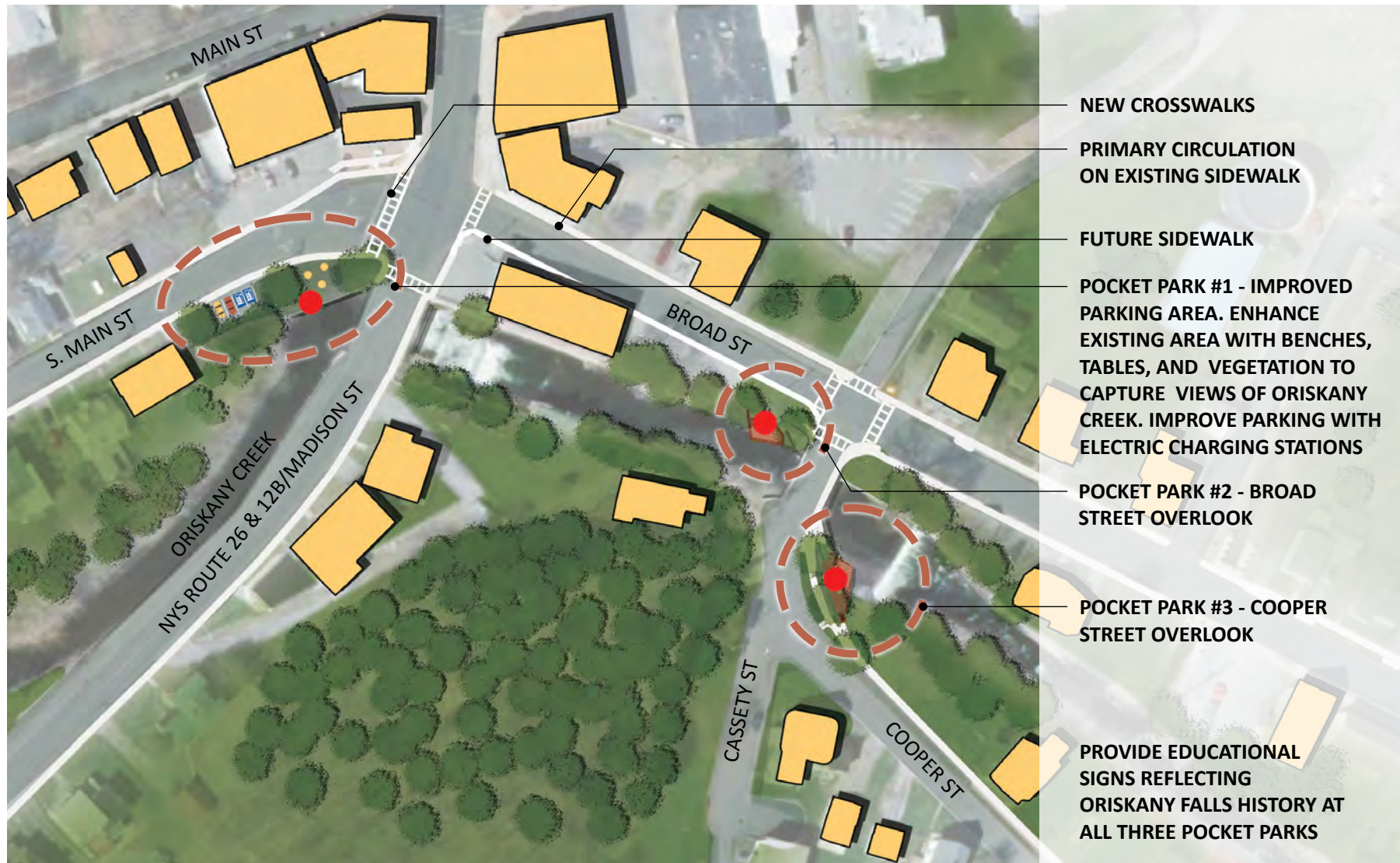
**Bio-Swales
(Vegetated Swales)**



Proposed Improvements

Proposed green space and public space improvements include updates to Douglass Park and creation of a pocket park network centered around the waterfalls. This network would reimagine existing underutilized public space including a NYSDOT-owned informal parking area at the top of the upper falls and Village-owned parcels in the vicinity of the Cassety Street bridge at the lower falls.

In Douglass Park, the Village of Oriskany Falls would like additional seating, trash receptacles, and improved walkways. Pedestrian-scale lighting is also desired for safety and would allow expanded use in low-light conditions (within park operating hours).



Improved public space at the southwest corner of South Main Street and Madison Street would overlook Oriskany Creek, providing an optimal area for picnic tables and EV Charging in the heart of the Village. A viewing platform at the southwest corner of Broad Street and Cassety Street could allow the public to view the scenic falls from below. A reimagined fishing access and lower falls overlook at Cassety Street and Cooper Street would provide additional activity and relaxation space. Overall, the new pocket park network would provide an opportunity to celebrate the Village's history of the Chenango Canal and complement a streetscape amenity package developed for the Village's green and public spaces, described in Section 6.

The Village's highest priority is to replace its urban street tree canopy with street trees that produce less leaf litter, require less maintenance, and are spaced further from one another at appropriate intervals to significantly reduce sidewalk pavement upheaval. The Village expressed interest in planting smaller trees and flowering tree species. The Consultant Team prepared a bid package for the Village which is described in Section 7. The bid package includes recommendations for tree removal and tree replacement.

Also provided as part of this planning effort is the Oneida County Street Tree list. This list considers size, disease and pest resistance, seed or fruit set, form, growth rate, and environmental tolerances. These trees have been selected because their characteristics make them suitable for local conditions. The suggested trees will thrive in the majority of soil and climate conditions throughout Zone 5 on the USDA Plant Hardiness Zone Map. Suggested street tree growth space requirements and planting requirements are provided and included in the street tree list found in the Appendix.



Section 5:

BUSINESS ACCOMMODATIONS

Inventory & Analysis

The Village of Oriskany Falls Downtown Planning Study (December 18, 2014) included façade renovation guidelines as part of the effort. The chapter overview stated that the guidelines are intended to aid owners of buildings undergoing façade renovations to contribute to the creation of a vibrant and pedestrian friendly downtown. The guidelines cover elements of commercial building facades from parapet and cornice detailing to windows, materials, awnings, lighting, colors, doors, and signage.

The Downtown Planning Study noted that the downtown area has experienced disinvestment, neglect, and historically inappropriate renovations. During the site visit, it was observed that the Village currently has a small core of businesses that support residents and some members of the traveling public. It appeared that there are vacant store fronts and multi-use properties in prime locations for revitalization. Village representatives noted that the former mill site on Division and Madison Street is a redevelopment opportunity and believe this needs to be explored further. The Brass Lily Bed & Breakfast, an active business on Main Street, has an identified issue that has been raised by the owner where guests are seemingly unaware of the one-way traffic on the street and exit into oncoming traffic.

Business Accommodations Best Practices

As improvements to walkability, appearance, and recreational opportunity are implemented, a revitalized main street experience will increase foot traffic and attract people to local businesses. As opportunities to participate in events or recreational activities increase, the public will begin to have improved and expanded access to areas where they can relax and enjoy the revitalized main street, they will be more likely to stop into a business to shop or grab a bite to eat.

Elements of the Main Street Program that can benefit businesses are wider sidewalks for outdoor seating, wayfinding signage to orient visitors to key locations in the community, increased access to commerce for users of all travel modes, placemaking to create a welcoming business environment, and programming to encourage people to stay in the area longer.

In many cases, the Main Street Program can cultivate new businesses by creating a public realm suitable for the introduction of programming such as farmers' markets, food trucks, and other opportunities for vendors and spin-off



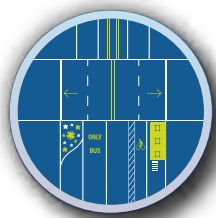
or support businesses. Strengthening local communities strengthens the local economy. Positive impacts of creating welcoming downtowns include increased sales, more customers, coordinated marketing efforts, increased pop-up events, and multi-seasonal opportunities. Finally, as businesses experience an increase in foot traffic and have the renewed opportunity to expand capacity, there can be an expected increase in the number of jobs available and attractiveness for visitors to discover or rediscover the communities. To build on streetscape investments, communities and local businesses are encouraged to participate in a façade improvement program to refresh existing storefronts. These improvements can be undertaken through business associations or municipal government programs.



Creating Outdoor Seating/Dining Spaces

During the beginning of the pandemic as a response to complying with physical distancing requirements, many restaurants expanded their outdoor dining areas or established new outdoor dining areas. Outdoor dining interest remains strong, and there are ways to establish new areas through utilizing parking spaces (known as a parklet) or establishing areas on main streets with wider sidewalks or extra space in parking lots or alleys. This could be done temporarily or on a semi-permanent basis through a municipal outdoor dining program. For locations along a Department of Transportation owned street, there is a permit process.

Parklets are small built public spaces taking the place of a parking space or unused paved areas. They can be temporary or permanent, with a wide range of design types, and are effective forms of gathering space creation, especially in areas where space is limited. In many cases, they are paired directly with a café or restaurant and used as seating for that specific business.



Curbside Pick-Up & Delivery Zones

One of the outcomes of the COVID-19 pandemic has been the increase in the need for parking for pick-up and delivery. Both online shopping and pick-up for restaurants, pharmacies, groceries, and other essential services have become expected for businesses. The community may want to consider designating curbside parking spaces or lanes to accommodate 10-minute pick-up and drop-off. During the pandemic, this sometimes was accomplished with temporary cones or other temporary signs but given how this is likely to be desired by businesses and their customers in the long-term, designated delivery and pick-up locations with signage could be made permanent. Periodic evaluation of how these spaces are utilized should be considered so that adjustments can be made if more or less space is needed for pick-up and delivery.



Façade Improvement Program

Façade improvement programs are created to encourage property owners to improve their building's façades. These programs are often set up through a Business Improvement District (BID) or through an overall municipal program and provide a financial incentive to property owners. These incentive programs are often implemented as a result of a main street, revitalization, or historic preservation plan. Design assistance often is provided to assist property owners when they are determining modifications or improvements to their buildings. Typically, façade improvement programs have a design guidelines document with standards related to appropriate techniques for property improvements. These programs are generally for commercial properties but could include residential or other areas. Often an application process is used to receive the incentive for eligible activities.



Improvement Districts

The Consolidated Laws of New York, Chapter 24 – General Municipal Law, Article 19-A (as of 7-29-22) regulates the establishment, operation, and financing of business improvement districts in the State of New York. Article 19-A, Section 980-b: "Local adoption of the article" states that "Every municipality shall be authorized to adopt a local law, subject to permissive referendum, providing that the provisions of this article shall be applicable to the establishment or extension of districts in the municipality."



Festivals & Pop-Ups

Partial or full street closures for outdoor events or festivals are an opportunity for Main Street communities to bring residents and visitors to central areas they may, or may not, otherwise visit. These can be set up in a community center, on a low-volume street, a commercial main street corridor, or a municipal or organization-owned parking lot, even utilizing a community center or other building for indoor activities. Best practices include installing temporary traffic barriers and having volunteers help with the festival or pop-up set-up. Part of the set-up will require installing temporary signage, and ensuring traffic circulation for vendor set-up, deliveries, and access for emergency vehicles.



Farmers Markets

Many communities have established Farmers Markets to provide a place for local farmers to sell their products but also to provide fresh, local produce, and goods to residents. The Guide to Developing A Community Farmers Market highlights the process for establishing a Farmers Market from setting up a steering committee, undertaking a research effort, planning the market, selecting a site for the market, and having volunteers available to manage the market on-site, establishing an organizational structure and/or volunteers who will determine rules and regulations, overall organization, marketing, farmer recruitment, and financing. Part of the long-term success of a Farmer's Market involves evaluating the market continuously to determine what works and what is less successful. The publication provides further information on those details.



Marketing & Branding

Marketing and branding go hand in hand to celebrate a community and encourage local and nearby residents and tourists to spend money in your community. As part of the Main Street Program discussions, Oneida County staff, Village staff, and the Consultant Team discussed the key attributes of each community – what makes it special, and unique, and what could be celebrated through capital improvement projects and long-term projects. Ultimately, a cohesive identity will help attract visitors and investment along the main streets. The Oneida County Main Street communities, including Oriskany Falls, have a lot to celebrate – from their recreational, crossroads, and industrial history to their future potential.

Proposed Improvements

The Village of Oriskany Falls has a great opportunity to celebrate its Chenango Canal history. It is recommended that the Village continue to expand their outdoor dining, outdoor events, and create new inviting spaces to highlight the historic and recreational atmosphere throughout the community. With the proposed streetscape program, the Village should anticipate an increased interest from businesses to locate within the downtown area or to upgrade their properties. The Village should utilize and encourage businesses to apply the façade renovation guidelines.

The Brass Lily Bed & Breakfast owner has asked that the NYSDOT install a sign indicating the one-way traffic pattern as patrons often are not aware of the one-way configuration. This signage should be located directly across from the B&B driveway to enhance safety at this location. Additionally, painted markings (arrows, striping etc.) at key locations on the road to demarcate the traffic pattern would be helpful for the patrons and increase safety for all users of the roadway.

During the site visit, Village officials noted that there is a brownfield redevelopment opportunity on Division Street and Madison Street reusing the former mill site. The goal of the NYS Brownfield Cleanup Program (BCP) is to encourage private-sector cleanups of brownfields and to promote their redevelopment as a means to revitalize economically blighted communities. Brownfield development opportunities in Oneida County are coordinated by individual municipality, property owners, or the Mohawk Valley Economic Development Growth Enterprises Corporation (MVEDGE). The NYS Brownfield Cleanup Program and the EPA Brownfield grant funding are additional sources to be explored but will require private-sector cooperation. The location of the site is prime for a business needing to function at one consolidated location or for the potential of mixed-use development.

The installation of additional EV charging stations should be focused in areas where the benefit for the traveling public and residents in need of a charging station is coupled with the economic benefits of increased traffic for businesses, restaurants, and other conduits of economic activity. HOCTC's 2021 Electric Vehicle Charging Station Plan encourages municipalities and businesses to install Level 2 EV charging stations. Within the project list a project has been included for the installation of charging stations, which can be at a publicly owned facility (park) or at a business with available parking area. Additional resources are available to help area businesses identify locations for future EV charging stations and access financial assistance in the HOCTC's 2021 Electric Vehicle Charging Station Plan.

Publicly available EV charging stations would serve as a connection point for those traveling in the general vicinity Oriskany Falls, who might not otherwise plan a stop in the Village. EV charging stations could be introduced at various places in the core downtown area including at the Douglass Park parking lot, the Village parking lot off Cassety Street, or potentially at the NYSDOT-owned informal parking area on Madison Street at the top of the Falls. Continued investments in downtown and public spaces generate activity and facilitate temporary business opportunities such as pop-up vendors and food trucks. Parks, underutilized public spaces, and even parking lots (at off-peak times or in cases of excess capacity) could accommodate events such as farmers markets, art fairs, food truck rodeos, and more.



Section 6:

PLACEMAKING

Inventory & Analysis

Architecture and amenities in the Village tend to convey a historic theme centered around the area's development along the canal and as the site of mills which used the abundant waterpower provided by Oriskany Creek. The Village's namesake waterfalls provide a natural amenity. This has created a natural placemaking anchor. The location of the Village within the NYS highway network places it at the cross-roads of two major NYS highways (NYS Rte. 26 and 12B). The quaint charm of the Village has thrived in past years but present an opportunity to reimagine and rebrand it to be a destination for visitors and a lively home for residents.

When looking at the Village in a placemaking context it was observed that the current streetscape amenities include benches on Main Street and eight (8) planters (which are maintained by the local Boy Scout Troop). Existing businesses of Mario's Pizzeria and Tallman's Coffee Shop provide tables and chairs for outdoor dining. The Village recently purchased, and will be adding, trash receptacles and a dog waste station in the Main Street area. Additional opportunities are available to install streetscape furniture throughout the downtown area within Douglass Park, and as mentioned in Section 4.

In further adding to the placemaking discussion, updated welcome signage at the main entrances were discussed with Village representatives and warmly received. Currently, there are welcome signs at Cooper Street, Broad Street, and NYS Route 26.



Placemaking Best Practices

The goal of placemaking is to make streets a destination, not just a means of through travel. Placemaking draws people into an area, taking a space that would typically be seen as a pass-through and transforming it into a place of gathering for residents and visitors alike. Placemaking can take many different forms and is an umbrella term for several different sub-categories of placemaking. These include strategic placemaking, creative placemaking, and tactical placemaking.

STRATEGIC PLACEMAKING

revolves around the premise of attracting people to the area, in this case, the Village of Oriskany Falls. This includes greater integration of multi-modal transportation systems near the main street such as the placement of bus shelters, the inclusion of infrastructure for bicyclists, and marked crosswalks.

CREATIVE PLACEMAKING

uses art and other creative mediums to brighten an area. This could include the placement of a large mural on pavement or a building, sidewalk art, sculptures made by local artists, youth cultural arts programs, and the engagement of arts and civic groups to utilize a particular space.

TACTICAL PLACEMAKING

is making small changes using limited resources to demonstrate future larger improvement projects. It allows the public to see changes before they are made permanent. The first step is a demonstration, which is presenting how a project will look for a short period using movable tools and props. The second step is a pilot project that can be done by using more substantial objects such as picnic tables or pavement markings. The final step is the permanent incorporation of these elements.

Placemaking is what provides each community with the opportunity to make their main street unique from other municipalities. Through placemaking, an empty lot can become a small park, a street block can become a vibrant public space, and a street corner can become a space to sit and enjoy all the amenities that the revitalized street offers. With placemaking, eating and shopping opportunities can move outside – creating a unique atmosphere and enhancing the visibility of businesses in the Village.



Demonstration Projects
(Temporary Quick Response Projects)

In advance of full capital investment in the main street, the tools and planning necessary to implement temporary changes can be provided. Through a temporary change, the community can collect feedback on how the community is using the space, and if the changes achieve the desired outcome for the community. The temporary nature ensures there is a feedback loop, the project is responsive to the community, and the planning process is holistic. These interim setups would mimic what an end product may look like, but with an opportunity for adjustment based on feedback prior to permanent installation. Examples of temporary quick response projects include the use of materials such as signs, cones, plastic bollards, delineator posts, pavement markings, planters, café tables, raised platforms (such as plywood or other temporary installation), and crowd safety or concrete jersey barriers to increasing space available for uses other than vehicle travel and parking. By shifting the usage of street space, communities can explore creating the following elements on their main street:

<p>EXTRA SPACE FOR PEOPLE TO WALK</p> <p>This can encourage walking and support business by creating a more inviting environment.</p>	<p>BIKEWAYS & BIKE LANES</p> <p>Creating a dedicated space exclusively for bicyclists can induce more people to travel by bicycle as the level of comfort and perceived safety is increased.</p>	<p>OUTDOOR DINING</p> <p>By increasing the available space that restaurants have to serve customers, the amount of people that are able to be served can be increased.</p>	<p>PARKLET & OTHER BEAUTIFICATION</p> <p>A small area of the street can be dedicated to decorative planters containing shrubbery, flowers, or trees. This can increase the sense of place and beautify the main street with relatively simple materials.</p>	<p>PICK-UP & DROP-OFF ZONES</p> <p>This change can make it easier for people to receive a to-go order from a restaurant or get picked up or dropped off by ride sharing, by making a dedicated spot on the curb near the business for quick turnover (5 minutes or less).</p>	<p>DELIVERY ZONES</p> <p>Similar to pick-up and drop-off zones, these types of spots at the curb would be dedicated exclusively for transportation services and commercial business such as USPS, FedEx, UPS and local delivery services to make deliveries.</p>
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Part of the process to install a demonstration/temporary/pop-up event will be coordinating with local officials and agencies (police department, public works/highway department, fire department, etc.) to find safe and viable alternative routes around the modified street design or closure. Coordination with area businesses will also be critical to hosting a successful event. To create a temporary installation, communities can use/need:

Barrier Elements

Semi-fixed and/or heavy objects that improve the safety of and delineate space for cyclists and pedestrians. These elements are divided into four general categories: posts and cylinders, solid Jersey barriers, planters, and curbing. Posts and cylinders are effective in instances of narrow street widths and busy pedestrian areas as they need minimal space and allow for easy non-vehicular movement. Solid barriers are more substantial and are used in areas of increased bicycle and pedestrian stress, such as road sections with higher speeds or busy intersections. Planters serve a similar purpose but can also beautify blocks and provide additional shade. Curbing is a low fixed element that creates a raised area above the road and physical demarcations for bicycle and/or pedestrian facilities.

Surface Treatments

Markings that redefine space through paint and surfacing materials. These can be applied in the form of stencils, matting, and taping. These methods are often the most cost-effective and can be implemented quickly while needing only minimal skill by creators. Stenciling can be used to mark new bicycle and pedestrian routes, using variations of standard markings and recognizable wayfinding. Matting and taping can better formalize quick alterations, by creating visual barriers and zones for alternative use.

Landscaping Elements

Placemaking tools that have the added benefit of local beautification and providing shade. Plantings can come in the form of laid turfing, potted plants and trees, and landscaping on non-paved areas.

Street Furniture

Tool for placemaking, and its introduction can easily transform spaces into places for gathering and leisure. Furniture types can range from movable furniture to bolted benches or tables. These can be configured in response to fit local community and business needs and be easily removed when necessary.

Signage

Communicates the intent, advocacy, planning, construction, and operation of tactical urbanism projects. They can be made by the community in conjunction with the municipality or collaborating organization such as a Main Street/downtown organization, Rotary Club, etc. These organizations are often critical in supporting a project and making temporary projects permanent.

Streetscape Amenities

Streetscape amenities help to create a sense of place and create a vibrant Main Street and offer important elements for security, comfort, and congregation. Streetscape amenities include seating, planters, bike racks, waste receptacles, bollards, and lighting. Street furniture and its placement can create places of gathering, leisure, and rest. Its design can convey its location, use, and purpose, acting as a form of wayfinding and local identity.

As a part of the planning process, the Village of Oriskany Falls was asked what the preferred streetscape style would be in the future. Images showing traditional, hybrid, and contemporary styles were shown and from that discussion, a streetscape amenity package was developed. Whatever options are selected, the materials and finishes should be consistent with other streetscape elements, unless a wholesale change for the Village is proposed. All streetscape amenities don't need to be the same throughout the Village. Different contexts might have different furniture families – for example, there might be different selections made for a park versus along Main Street.

A few key design considerations should be considered when selecting and installing streetscape amenities:

Lighting

Effective placemaking tool by creating defined illuminated areas of gathering and movement. Lighting elements should be placed in a way that properly illuminates obstacles, key features, pathways, and routes. Pedestrian-scale lighting illuminates walking and biking accommodations. Lighting should be full cut-off lighting which reduces light pollution, is dark sky compliant, and minimizes light intrusion into nearby buildings. Pedestrian-scale lights should be 14' in height while streetlights should be 18' in height. Variations in height for pedestrian-scale and streetlights may be needed in areas with low street tree canopies.



Public Art

Important way of creating local identity and supporting cultural figures and institutions. It is a low-cost method of beautification that requires minimal regulation and is an effective synergy between the arts and government/community. Common forms of public art include murals, signage, and sculptures. Potential locations and types of public art include underneath overpasses, on building walls, in high visibility areas (for important elements such as sculptures), in proximity to water features in public parks and plazas, and sequential artworks placed along main pedestrian thoroughfares.



Benches

Functional and accessible locations where users can reach them directly from public sidewalks or pathways in all weather conditions. Benches with backs and armrests are preferred and are more comfortable for people with physical disabilities. When possible, locate benches near lighting and plantings, particularly trees. Nearby trees provide shade during the day and shelter from the rain.



Waste Receptacles





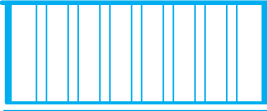




Reduce litter and provide for convenient disposal of waste and recyclable products. Receptacles should not clutter the sidewalk or block the pedestrian travel-way. When possible, waste receptacles should be located near lighting. Receptacles should be corrosion resistant and able to resist corrosion from road salt during the winter. They should be securely mounted onto the surface and placed where they will get the most use.



Bicycle Racks

Secure parking facilities for bicycles. The level of bike rack design determines the accessibility and safety of bike storage. For businesses, the design of a rack can support business branding and ease of use can improve commerce. Bike racks should be able to support a u-lock that connects to the frame and at least one wheel for optimal security.

- Placement of bike racks should be in easily accessible locations and have proper adjacency to appropriate bike infrastructure. Bike racks should be located within 50' of the main entrance to the businesses they serve and be placed in such a way that they can be used as intended, not placed against a wall or in other ways impacting usability.

Recommended Bicycle Racks	Bicycle Racks to Avoid	
 <p>Inverted U</p> <p>Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.</p>	 <p>Wave</p> <p>Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bicycle frame at only one location when used as intended.</p>	 <p>Wheelwell</p> <p>Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.</p>
 <p>Post and Ring</p> <p>Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.</p>	 <p>Schoolyard (comb)</p> <p>Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses but useful for temporary attended bicycle storage at events and in locations with no theft concerns.</p>	 <p>Coathanger</p> <p>This style has a top bar that limits the types of bicycles it can accommodate.</p>
 <p>Wheelwell Secure</p> <p>Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g., campuses); accommodates fewer bicycle types and attachments than the other two styles.</p>	 <p>Spiral</p> <p>Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.</p>	 <p>Bollard</p> <p>This style typically does not appropriately support a bicycle's frame at two separate locations.</p>

Landscaping & Greening

Elements not only provide a decorative touch but can also provide a pop of color. Options for landscaping include planters, plantings in bump-outs or Enhancement Buffer Zone, window boxes, and hanging baskets with live plantings. Planters can be either moveable (and removed during the winter months) or permanent.



Tree Pits

Too small for a street tree, or for planting beds in the Enhancement Buffer Zone, should be replanted to include landscaping with year-round interest (e.g., spring flowers, fall color, etc.).

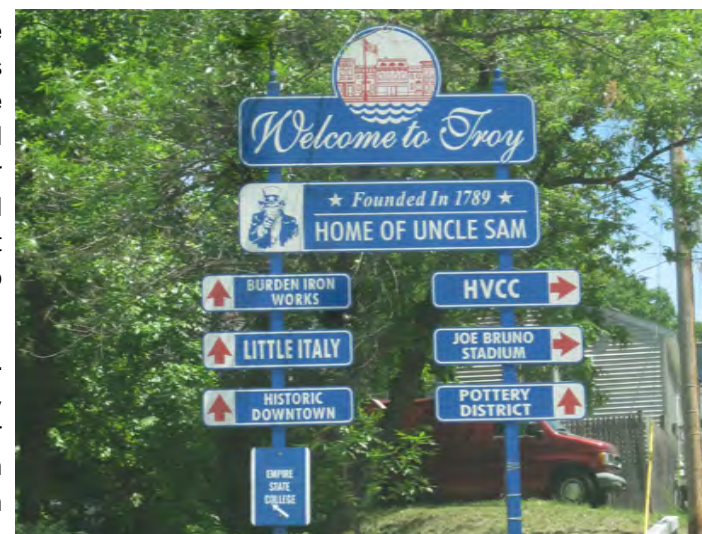


Wayfinding & Gateway Signage

Wayfinding and gateway signage are an effective and simple placemaking tools, allowing municipalities and neighborhoods to express their individuality within a region. Signage can highlight community sensibility, assist with navigation and orientation, and express community style. Ideally, the styles can be in the form of localized branding with specific color palettes and/or typography. The branded signage creates a sense of place and pride for residents and visitors.

Wayfinding signage assists visitors and residents of all ages and abilities to locate important destinations within a community. Typical wayfinding signage provides information for pedestrians, bicyclists, and motorists. Simple wayfinding signage should attract attention and follow a common theme. Wayfinding signage could be banners, directional signs, general information signs (kiosks), landmark signs, or could be part of a colored pavement system to mark an important route. Signs should indicate the direction people need to travel and may include the distance to important destinations. They can be located at predictable intervals and turns along a route to help people confirm they are on a designated route and at turns along the route.

Gateway signage provides a visual cue at an entrance or key crossroads in a community. These are often selectively placed at a physical boundary such as a river, highway, intersection, or railroad underpass. They are a great way to make a first impression for a community. Gateway signage is often a larger freestanding or monument sign with accompanying landscaping and lighting, an art piece with incorporated sign text, or an arch sign over the street.



Proposed Improvements

The Village of Oriskany Falls has an opportunity to focus its placemaking efforts in the downtown core and its park and gathering spaces. Placemaking can incorporate references to local culture or Village history, such as highlighting the past as a canal stop and mill town or evoking natural amenities such as the waterfalls. Oriskany Falls has significant history that can be used as the building blocks to enhance its sense of place.

The recommended streetscape Amenity Package builds on previous investments from a variety of sources. Future improvement should build from pre-established themes. The themes are carried forward in the streetscape amenities that are included in the catalog in the Appendix. Each family is described by its elements and how it relates to the theme – the form of the streetscape amenities and the recommended materials and colors. Streetscape amenities selected include benches, tables, waste receptacles, bike racks, bollards, planters, and lighting. Based on conversations with Village representatives, traditional and hybrid styles of streetscape furniture are recommended to go along with its theme. Multiple colors and features are available for these options, along with wood and metal materials. Green accent colors are used currently in the Village. Depending on the location, blue and white colors could be used as accent colors to represent the Village's past as a critical stop on New York State's Canal System.

Additional seating areas, benches, and bike racks can be added throughout the Village, with a traditional style preferred in the downtown area. A hybrid style could be used in Douglass Park and other areas. The Village noted that wayfinding signage is not currently needed, but they would like to update their welcome signage found at the Village line along NYS Route 26/Augusta Road, Cooper Street and Broad Street/County Route 3. The welcome signage should incorporate an image or graphic representation of the Falls. The current "Welcome to Village of Oriskany Falls" signage has space for sponsorships, which is an option to raise revenue for the sign installation. The Village would like new welcome signage to be placed on Valley Road, NYS Route 26, Cooper Street, Broad Street, Barker Street, and Madison Street as these locations are the most common routes used to access the Village.



Section 7:**CONCEPT PLANS & VISUALIZATION****Potential Outcomes**

Concept plans and visualizations for selected projects for the Village of Oriskany Falls are presented in this Section. The complete list of projects and map are in Section 8. The projects include:

*Street Tree
Removal*

*Street Tree
Removal*

Welcome Signage

Streetscape Program

*Douglass Park
Improvements*

*Pedestrian Safety
Improvements*

*Level 2
EV Charging Station*

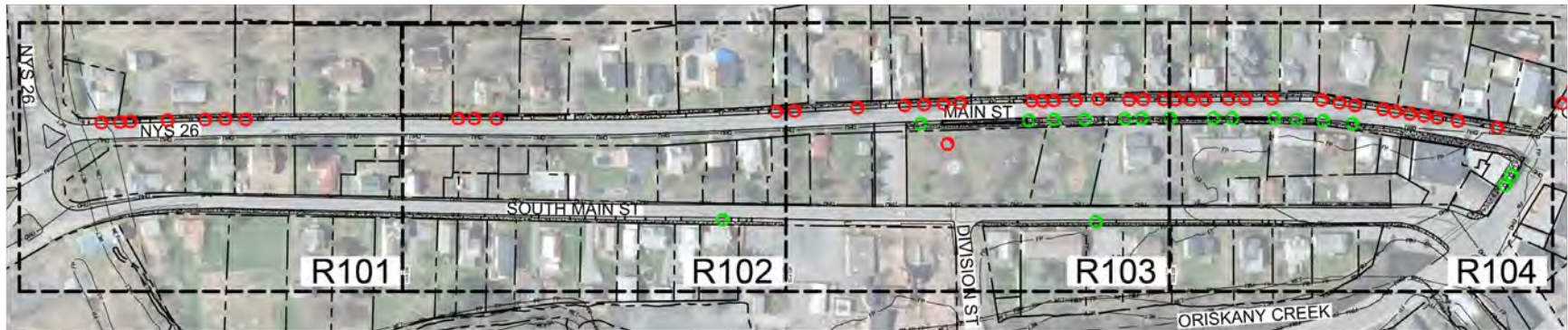
Intersection Improvements

Falls Overlook

*Bicycle
Improvements*

Street Tree Removal

Street trees along Main Street are proposed to be removed in 2022. The Village of Oriskany Falls has prepared a bid package to select a contractor for removal. The overall site plan, shown below, details the locations for the removal of 43 street trees. It is recommended that the contractor removing the street trees verify the exact trees to be removed with the Village prior to removal by tagging them to ensure the proper trees are identified and leaving the tags on for use by the tree removal team.



LEGEND

- APPROX. PROPERTY LINE
- DRAINAGE WAY / WATERBODY
- APPROX. FLOODPLAIN LIMITS
- APPROX. WETLANDS LIMITS
- APPROX. OVERHEAD UTILITY
- MATCH LINE
- o APPROX. UTILITY POLE
- o APPROX. FIRE HYDRANT
- o APPROX. SIGN
- o APPROX. TREE TO BE REMOVED
- o APPROX. TREE TO REMAIN

Street Tree Replacements

In the Spring of 2023, following the removal of street trees along Main Street, the Village plans to replace street trees in appropriate locations. Replanting street trees will provide a continuous aesthetic throughout the core area and ensure the benefits of green space are accessible and can be experienced by all residents and visitors. The existing and replacement street trees will provide shade, heat protection, and other environmental benefits. Street trees also increase property values and the quality of life for residents.

The overall site plan shown below indicates the locations for appropriate street tree replacement. It is recommended that medium street trees be installed with 30-40' spacing. The following street trees are recommended to be installed: 14 Brandywine Red Maples, 11 Autumn Gold Maidenhair trees (male only), 18 Ivory Silk Japanese Tree Lilacs, 7 Green Mountain Silver Lindens, and 13 Frontier Elms. Again, the Village may want to request that the contractor planting street trees stake out where each tree will be located, and which tree type is to be planted at each location, so the installers know exactly what to plant and where to plant.



LEGEND

- APPROX. PROPERTY LINE
- APPROX. FLOODPLAIN LIMITS
- APPROX. WETLANDS LIMITS
- APPROX. OVERHEAD UTILITY
- APPROX. UTILITY POLE
- APPROX. FIRE HYDRANT
- APPROX. SIGN
- (with green outline) APPROX. TREE TO REMAIN
- (with black dot) PROPOSED STREET TREE

Welcome Signage

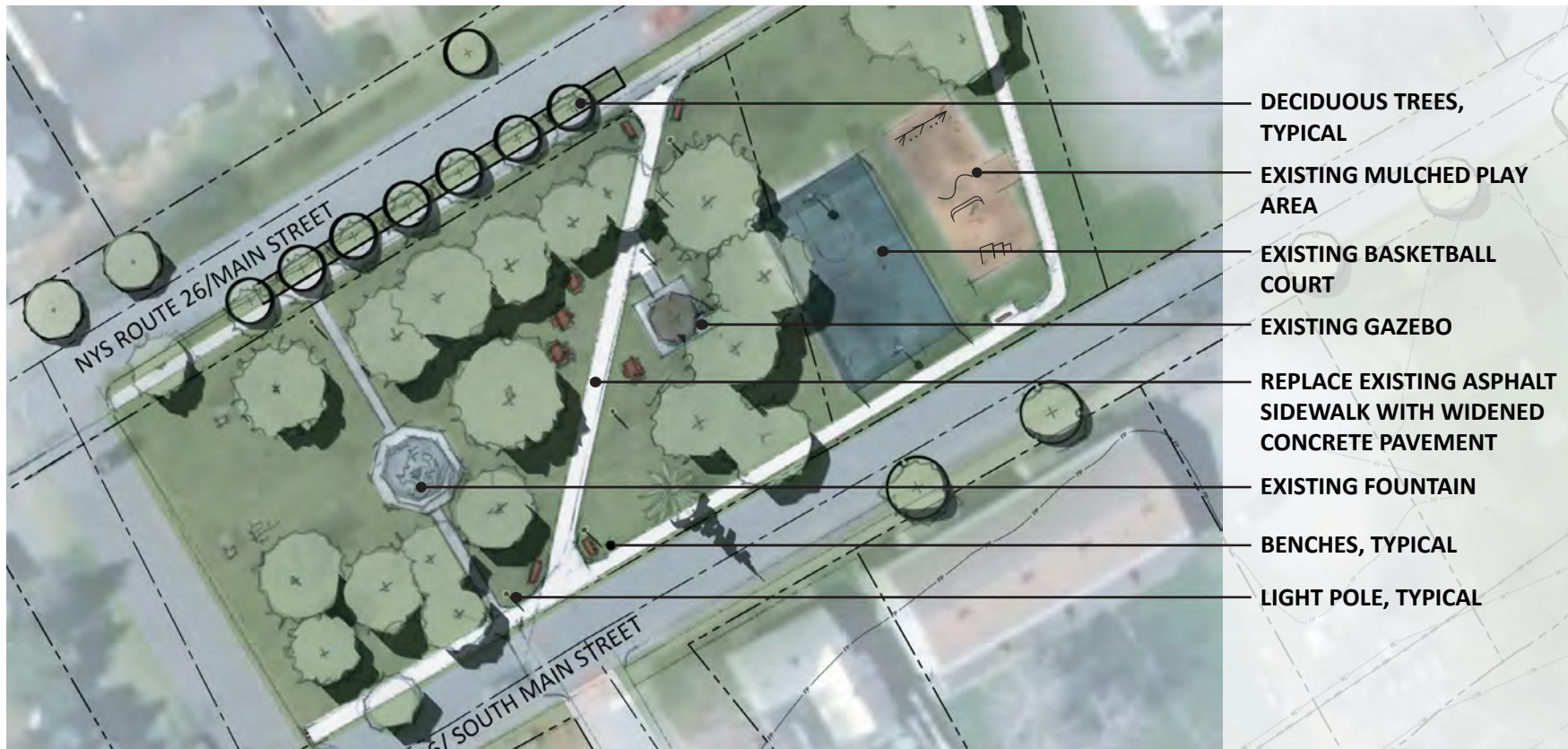
The Village would like to update its welcome signage at Valley Road, NYS Route 26, Cooper Street, Broad Street, Barker Street, and Madison Street. The signage is recommended to utilize a depiction of the falls highlighting the Village's history. These upgraded welcome signs will promote an enhanced sense of place at typical vehicular gateways to the Village, informing visitors that they have arrived at the Village.

Streetscape Program

As part of the placemaking efforts, streetscape amenities are proposed in the downtown area. Amenities include benches, tables and chairs, and bike racks that provide a welcoming environment to chat with others, enjoy a rest, or have a bite to eat. Opportunities for adding seating and tables are primarily within the commercial zone including outside of Mario's Pizzeria and Tallman's Coffee Shop.

Douglass Park Improvements

Douglass Park is an anchor feature of the Village and improvements to it will not only revitalize it and create a cohesive park identity but enhance an existing feature that is central to the entire Main Street Plan. Proposed improvements to Douglass Park include installing benches, trash receptacles, and upgrading pathways through the park to make this important gathering and recreational space more aesthetically pleasing and functional. Adding pedestrian lighting and upgrading internal walkways with new concrete pavement will complement improvements to sidewalks and crosswalks on nearby streets. Installing new street trees in select locations along Main Street and South Main Street will enhance the space, furthering a parklike aesthetic beyond park boundaries.



Pedestrian Safety Improvements

There are opportunities for the replacement of sidewalks, curb ramps, and crosswalks where needed throughout the Project Area to ensure continuous safe and accessible pedestrian accommodations throughout the Village. Sidewalks will be replaced in locations where street trees have been removed as, in many cases, the concrete has been damaged or become uneven by the uprooted trees. Removal of the slanted concrete sidewalk at the retaining wall location on Main Street and replacement with grass will improve walking conditions, aesthetics, and safety along the pedestrian loop.



EXISTING

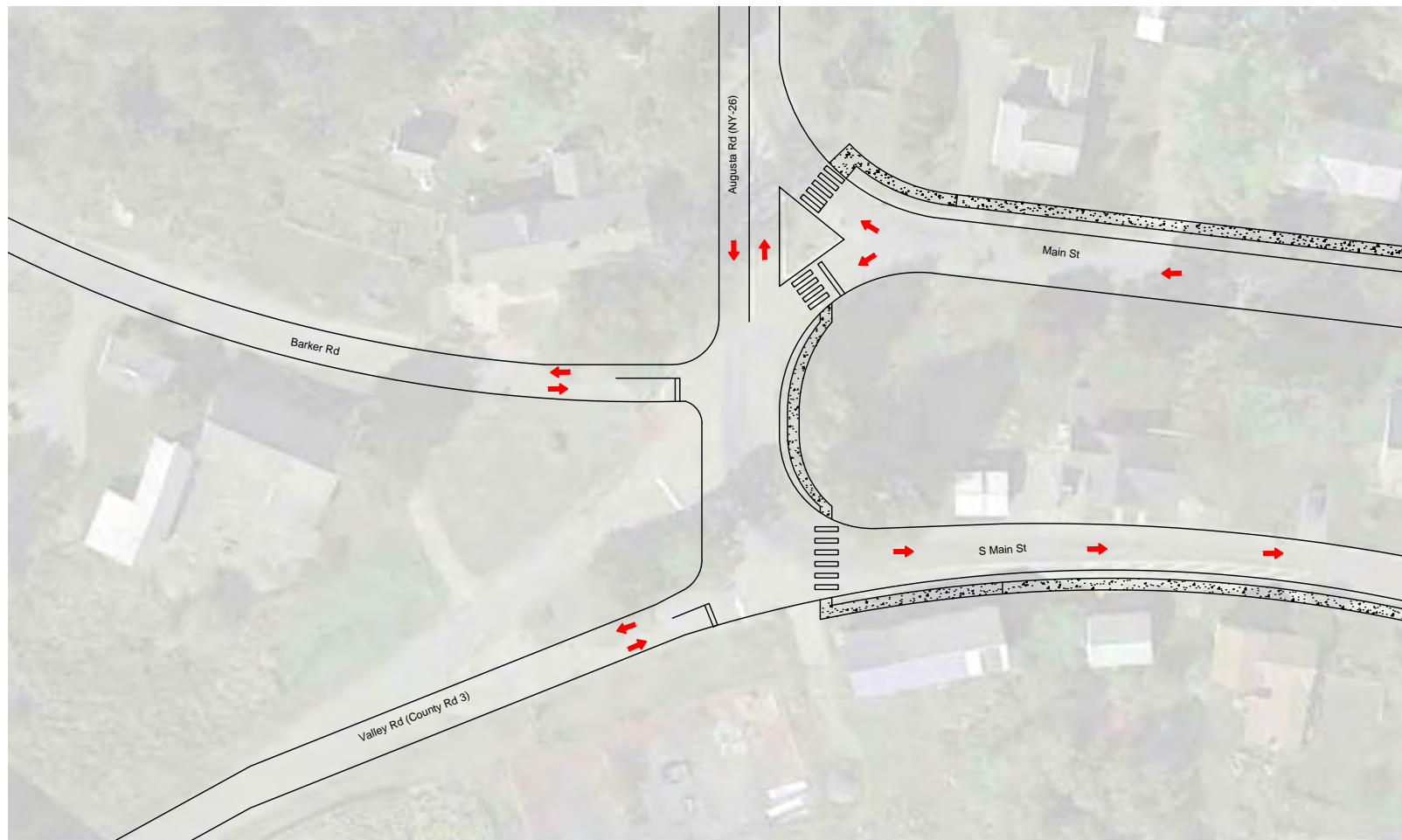


PROPOSED

Intersection Improvements

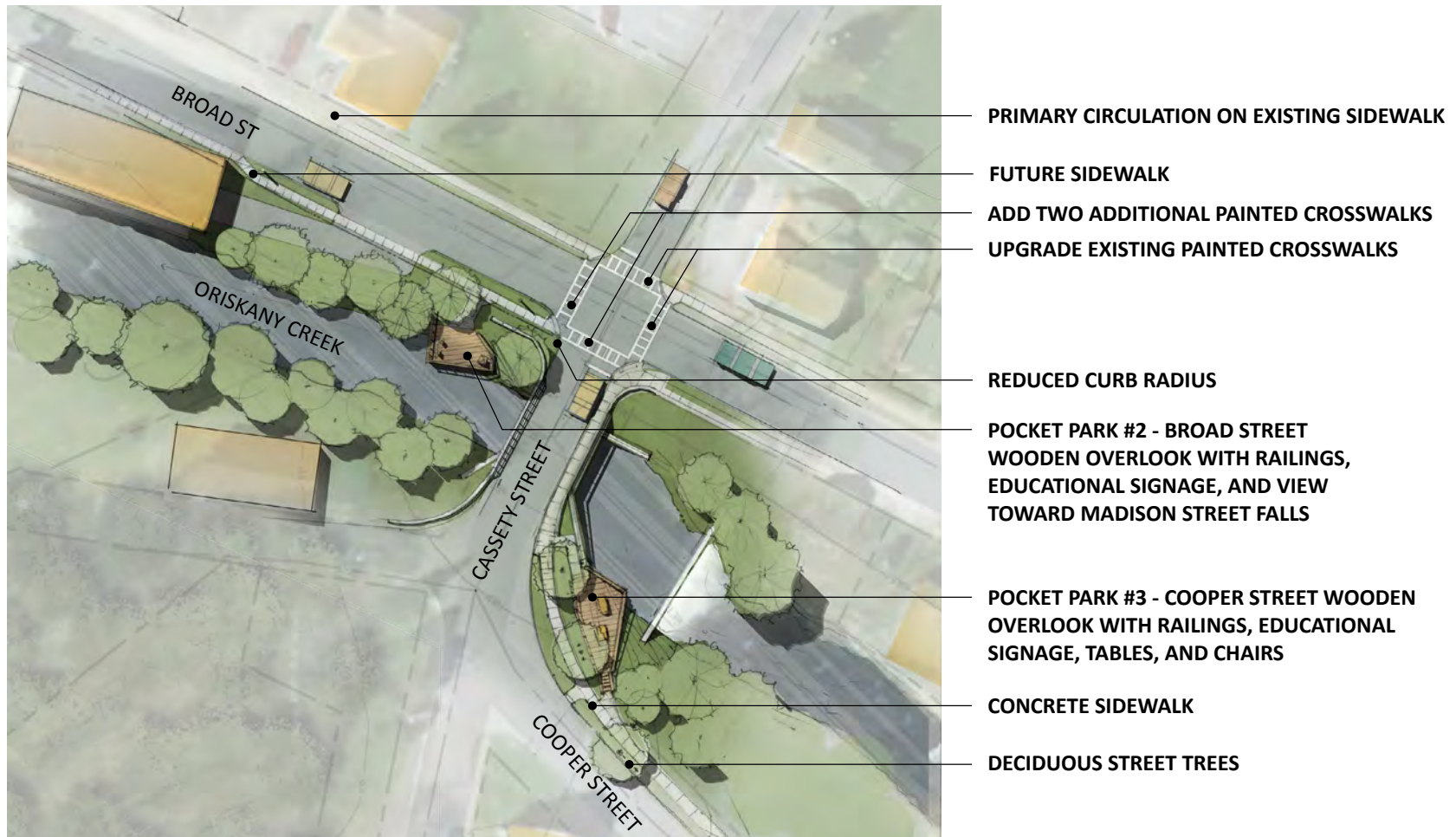
Intersection improvements at NYS Route 26 (Main Street, South Main Street, and Augusta Road), Barker Road, and Valley Road are recommended to increase pedestrian and vehicular safety. The image below overlays the proposed changes on an aerial showing existing conditions. Closing the leg of Augusta Road at the merge with Valley Road would result in a two-way road access between Augusta Road and Valley Road on the existing Valley Road right-of-way. The realignment would reduce conflict points for motorists (from five to four) and allow appropriate truck turning radii (an AutoTURN simulation was used to verify the reconfiguration accommodates the turning radius of a 107' Ladder Firetruck). This will assist in simplifying the movements through this intersection. Additionally, the movement of stop bar locations to increase pedestrian visibility and the implementation of pedestrian crossings will further improve the safety of those traveling through the intersection.

To provide pedestrian access between Main Street and South Main St, an extension of the existing sidewalks on both streets, a triangular pedestrian island with accompanying crosswalks at the intersection of Main Street and Augusta Road, a new sidewalk on the northbound side of Augusta Road, and a crosswalk across South Main Street are recommended. These proposed sidewalk locations were determined based on several factors including where the sidewalk is already located (northern side of Main Street and southern side of S. Main Street) and the visibility of the crossing locations.



Falls Overlook

There is an opportunity to enhance and expand the existing Oriskany Creek overlook area at the lower falls location on Cassety Street/Cooper Street. This Village-owned property can be upgraded and expanded to provide a larger and more functional gathering space. The concept plan below shows a new and expanded wood deck overlooking Oriskany Creek. Similar treatments could expand to a new overlook of the Upper Falls and tie into a larger network of pocket parks and recreational assets throughout the Village. At these locations, informational signage would complement scenic views and provide details about the history of the Village, such as highlighting the importance of the nearby Chenango Canal. Tables, chairs, new concrete walkways, crosswalks, and additional street trees are also shown in the concept plan.



Bicycle Improvements

The Village of Oriskany Falls is proposing to create a bicycle network through the installation of bicycle route signage as well as implementing on-road bicycle facilities such as bicycle lanes and/or shared lane markings. Sharrows (shared lane markings) indicating a downtown bicycle loop were included in the cost estimate.

Section 8:**CAPITAL PROJECT MAP & LIST**

The Capital Project List for the Village of Oriskany Falls is presented in this section. These cost estimates represent a reasonable opinion of cost based upon research using the criteria specified for each project, as discussed during consultations with the municipality. These estimations represent a reasonable opinion of cost based on a combination of NYSDOT pay items, RS Means pricing, and past and recent contractor bids. We assume future bids for these projects will fluctuate according to market conditions at the time of bidding, the level of detail used in the preparation of the design documentation and specifications, final material selection, the bidding environment, and other variables.

These preliminary estimates of probable construction costs are expected to fall within a range of bids from competitive bid submissions from multiple qualified contractors. An additional 10% blanket contingency was added to account for the possibility of future fluctuations in market conditions and to account for the duration of the Oneida County Main Street Program timeline (described in Section 9). Final costs are subject to change based upon design documentation and specification at the time of submission of an application for a Capital Project to the Main Street Program. For all eligible projects, municipalities will be required to submit an application that includes documentation of cost and local share.

It is assumed that funds available through the Oneida County Main Street Program are unlikely to cover the total cost of all projects included in the project list. This is intentional and provides the municipality flexibility in how they choose to dedicate funds and prioritize projects. Cost estimates for projects not undertaken as part of the Oneida County Main Street Program will provide a foundation for applying for alternative sources of funding.



Project Map Key:

SPECIFIC SITE IMPROVEMENTS

- 2 Street Tree Removal
- 3 Street Tree Replacement
- 5 Streetscape Program
- 6 Douglass Park Improvements
- 7 Pedestrian Safety Improvements
- 8 Intersection Improvements
- 9 Falls Overlook
- 10 Bicycle Improvements

PROJECT AREA IMPROVEMENTS

- 1 Main Street Report
- 4 Welcome Signage
- 11 Level 2 EV Charging Station

Oneida County Main Street Program - Project List for Village of Oriskany Falls					
ID#	Project Name	Project Type	Project Description	Location	Total Project Cost (est.)
1	Main Street Report	Planning & Design	Final plan document	Village of Oriskany Falls	\$38,500
2	Street Tree Removal ²	Greenspace & Landscaping; Pedestrian Enhancements; Traffic Safety	Removal of street trees on Main Street	Main Street	\$38,639
3	Street Tree Replacement ²	Greenspace & Landscaping; Pedestrian Enhancements; Traffic Safety	Installation of street trees on Main Street	Main Street	\$112,330
4	Welcome Signage ²	Placemaking; Signage	Installation of welcome signage at all roadway access points (5 locations)	Project Area	\$124,300
5	Streetscape Program ²	Placemaking; Buisness Accommodations	Installation of streetscape furniture	Main Street	\$57,200
6	Douglass Park Improvements ²	Placemaking	Douglass Park improvements includeing benches, trash receptacles and similar amenities; pedestrian lighting for safety and pathway	Douglass Park	\$363,000
7	Pedestrian Safety Improvements ^{3&4}	Pedestrian Enhancement; Traffic Safety	Crosswalks, sidewalk replacement where street trees are removed, removal length of cross-pitch concrete sidewalk between existing sidewalk and concrete retaining wall and reailing and install lawn	Main Street	\$107,800
8	Intersection Improvements ^{3&4}	Pedestrian Enhancements; Bicycle Enhancements; Traffic Safety	Installation of new sidewalk and delineate bicycle route using sharrow	Augusta Rd., Main St., S. Main St., and Barker Rd. intersection	\$265,100
9	Falls Overlook ³	Placemaking	Create a new overlook park at the 2 nd falls	Cassety Street	\$236,500
10	Bicycle Improvements ³	Bicycle Enhancements	Install bicycle improvements	Main St. and S. Main St.	\$20,900
11	Level 2 EV Charging Station	Business Accommodations	Install Level 2 EV charging station (dual port bollard unit); includes connection to electric infrastructure, 5-year warranty/maintenance plan, & cloud network connectivity	Project Area	\$36,500

Total Cost of Projects: \$2,528,810

Notes:
¹ All cost estimates shown include a 10% contingency.
 These estimated items represent a reasonable opinion of cost based on a combination of NYSDOT pay items, RS Means pricing, and past and recent contractor bids. We assume future bids for these projects will fluctuate according to market conditions at the time of bidding, level of detail used in the preparation of the design documentation and 1 specifications, final material selection, the bidding environment, and other variables. These preliminary estimates of probable construction costs are expected to fall within a range of bids from multiple competitive bid submissions from multiple qualified contractors.
² Capital Project ³ Long-term Project ⁴ NYSDOT approval and coordination required

Section 9:

IMPLEMENTATION STRATEGY

Proposed Timeline

Capital projects proposed are ideally implemented by end of 2024, dependent upon the availability of funding. These projects could be done in phases, again based on available funding, in which case, they may require implementation that extends past 2024. The current round of funding for the Oneida County Main Street Program will remain available through the end of 2026 or until expended. Longer-term projects may need additional sources of funding and/or further planning and engineering analysis as applicable.

Potential Funding Sources

The following is a list of common sources of funding, in New York State/Central New York that are relevant to the types of projects proposed for the Main Street Plans. This is not intended to be considered a comprehensive list of all potential funding opportunities.

Oneida County Based Programs

Oneida County Main Street Capital Program

Oneida County has designated \$5 Million in CARES Recovery Act funds toward the implementation of Main Street projects detailed in Main Street plans developed through the Main Street program. The funding process for this program is facilitated by the County in consultation with County Planning staff.

<https://ocgov.net/oneida/planning/mainstreetprogram>

Oneida County Flood Mitigation Grant Program

This funding program can be used for a variety of projects. The program is a unique local program created to combat recent, historic, devastating flooding events allowing communities to rebuild stronger and safer. Grant applications need a local match, which can include in-kind labor and equipment or other state and/or federal grant funds.

<https://ocgov.net/oneida/sites/default/files/exec/Flood/FloodMitigationBrochure5.21.20.v4%20%28003%29.pdf>

Street Trees/Vegetation Grant Programs

SLELO PRISM (St. Lawrence Eastern Lake Ontario Partnership for Regional Invasive Species Management)

The Partnership offers a program for municipalities where they will pay up to \$5,000 for the community to plant non-invasive species. This grant could be used for tree planting and planting other native species.

<https://www.sleloinvasives.org/>

NYS Department of Environmental Conservation - Forestry Service

The NYSDEC Trees for Tribs is a statewide program to plant trees and shrubs along streams to create a forested riparian (streamside) buffer that helps decrease erosion, reduce flooding damage, improve wildlife, and stream habitat, and protect water quality.

The Buffer in a Bag program provides organizations and private landowners with free tree and shrub seedlings to help establish or improve a stream buffer on their property. Anyone who owns or manages land in New York State with at least 50' along a stream or waterbody is eligible to receive a free bag of seedlings. Organizations or individuals with permission to plant on a given property with stream or waterbody access may also participate. Applicants are limited to one bag per property

<https://www.dec.ny.gov/animals/77710.html>

Statewide Economic Development-Related Funding

NY Forward

This new program (Summer 2022) is intended to “invigorate and enliven downtowns in New York’s smaller and rural communities – the type of downtowns found in villages, hamlets, and other small, neighborhood-scale municipal centers. The program utilizes the same “Plan-then-Act” strategy as the DRI and has an allocation of \$100M for the first round. Each of the State’s Regional Economic Development Councils (REDCs) will have the option of recommending two communities for \$4.5M or three communities one of which would receive \$4.5M and two with an award of \$2.25M.

<https://www.ny.gov/programs/ny-forward>

Downtown Revitalization Initiative (DRI)

The DRI program is strategic planning and project implementation Initiative where communities submit applications to their Regional Economic Development Council (REDC) for potential nomination by the REDC. Led by the Department of State (NYS DOS) in partnership with Empire State Development (NYS ESD), NYS Homes and Community Renewal (NYS HCR), and New York State Energy Research and Development Authority (NYSERDA), selected communities are awarded nearly \$10M to advance “...the most transformative projects from the Strategic Investment Plan.”

<https://www.ny.gov/programs/downtown-revitalization-initiative>

Regional Economic Development Councils (REDC)/Consolidated Funding Application

The Consolidated Funding Application (CFA) was created to “...support the Regional Economic Development Council (REDC) initiative” through a streamlined and expedited grant application process for state resource allocation. The programs and funding initiatives can, and do, change periodically so assessing the current program via the CFA website is the best option to fully understand what funding opportunities are available through this process.

<https://apps.cio.ny.gov/apps/cfa/>

Statewide Transportation-Focused Funding

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is a comprehensive list of projects proposed to receive funding under Title 23 U.S.C. and 49 U.S.C Chapter 53 for a four-year period (the current STIP was approved on October 24, 2019, and runs through September 30, 2023). The STIP is developed by the New York State Department of Transportation in consultation with MPOs and for rural areas, and local officials. The STIP includes highway, transit, and non-motorized projects in both urban and rural areas.

<https://www.dot.ny.gov/programs/stip>

Transportation Alternatives Program (TAP) & Congestion Mitigation Air Quality (CMAQ)

TAP and CMAQ are Federal Highway Administration funds that provide up to 80% of total project costs (20% match). The programs are administered by the NYSDOT. A competitive solicitation process is utilized to assess how proposed projects would increase the use of non-vehicular transportation alternatives, reduce vehicle emissions, and/or mitigate traffic congestion.

TAP and CMAQ projects promote environmentally friendly modes of travel and make it easier and safer to walk, bike or hike. Support the construction of new sidewalks, shared use paths, and other enhancements that facilitate the use of non-motorized modes of travel. Funds are also focused on projects that benefit Environmental Justice Communities (low-and-moderate-income families living in identified geographical areas).

<https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/tap-cmaq>

Bridge NY

The New York State Department of Transportation (NYSDOT) solicits candidate projects under the BRIDGE NY program which provides enhanced assistance for local governments to rehabilitate and replace bridges and culverts. Projects that address poor structural conditions; mitigate weight restrictions or detours; facilitate economic development or increase competitiveness; consider Environmental Justice; improve resiliency and/or reduce the risk of flooding are prioritized. FY 2021 – \$150M funding was available for bridges; \$50M for culverts.

<https://www.dot.ny.gov/bridgeny>

Federal Funding

HOCTC Local Transportation Planning Assistance Program

This program provides access to professional transportation planning and engineering design expertise for local transportation projects that are consistent with Herkimer-Oneida Counties Transportation Council (HOCTC) goals.

<http://www.hoctc.org>

Long-Term USDOT & FTA Grant/Funding

Many ongoing federal funding programs have ongoing existed for decades. Many federally funded programs are managed/programmed by MPOs, Transit Agencies, the NYSDOT, and others (such as the New York State Thruway Authority). A list of existing federal funding lines from USDOT and FTA follows below:

Existing USDOT funding website: <https://www.transportation.gov/grants>

Existing FTA Transit funding website: [Grant Programs | FTA \(dot.gov\)](#)

(IIJA/BIL)

The Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law – BIL) is a \$550 billion long-term federal investment in infrastructure from the Fiscal Year 2022 – 2026, for roads, bridges, mass transit, water infrastructure, resilience, and broadband. Within this program is \$350 billion for highway programs. While there are many new programs within IIJA/BIL, the program also sponsors long-term programs (see above).

Summary of IIJA/BIL Programs: https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=14

Thriving Communities Program





















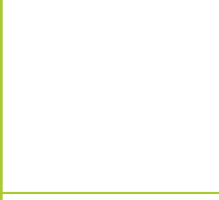
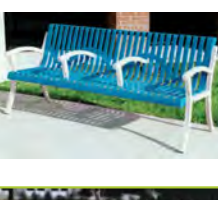




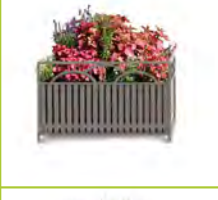
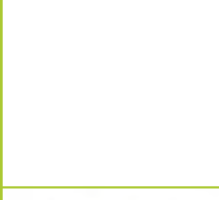














The USDOT Thriving Communities Program supports communities with planning and project development of transformative infrastructure projects that increase affordable transportation options, enhance economic opportunity, reduce environmental burdens, improve access and quality of life, and provide other benefits to disadvantaged communities. DOT partnership HUD.

<https://www.transportation.gov/grants/thriving-communities>

Section 10:

AMENITY PACKAGE

Themes - Chenango Canal, Water Falls
 Attributes - Wood (Natural), Blue & White (Water Falls, Canal)

Oriskany Falls	Bench	Table	Waste Receptacle	Bike Rack	Bollard	Planter	Lighting
<p>Family A- Traditional (Budget)</p> <p><i>Weathered look (from water)</i></p> <p><i>Colors to be wood or white, faded tones</i></p>							
<p>Family B- Traditional (Affordable)</p> <p><i>Ornate</i></p> <p><i>Mix of metal and wood</i></p> <p><i>Colors to be navy, wood</i></p>							
<p>Family C- Traditional (Expensive)</p> <p><i>Simple Forms</i></p> <p><i>Natural Wood</i></p>							
<p>Family D- Hybrid (Budget)</p> <p><i>Curved Forms (River)</i></p> <p><i>Colors to be blue and white (River)</i></p> <p><i>Metal</i></p>							
<p>Family E- Hybrid (Affordable)</p> <p><i>Wave Forms</i></p>							
<p>Family F- Hybrid (Expensive)</p> <p><i>Floating style, large gaps in surfaces where possible</i></p> <p><i>Mix of metal and wood</i></p> <p><i>Colors to be white, natural wood</i></p>							

Benches

<https://dumor.com/node/98>
<https://victorstanley.com/product/c-10/>
<https://www.landscapeforms.com/en-US/product/Pages/Wellspring-Bench.aspx>
<https://www.belson.com/Casino-Series-Classic-Style-Park-Benches-with-Steel-Frame>
<https://victorstanley.com/product/model-32/>
<https://urbanaccessories.com/product/basic/>

Tables

<https://dumor.com/node/64>
<https://victorstanley.com/product/c-9/>
<https://www.landscapeforms.com/en-US/product/Pages/Wellspring-Dining-Table.aspx>
<https://victorstanley.com/product/f-3040/>
<https://www.landscapeforms.com/en-US/product/Pages/Mingle-Table-with-Fixed-Seating.aspx>

Waste Receptacles

<https://www.belson.com/T-Series-Recycled-Plastic-Trash-Receptacle-with-Steel-Frame>
<https://victorstanley.com/product/rth-24/>
<https://www.landscapeforms.com/en-US/product/Pages/Wellspring-Litter.aspx>
<https://www.belson.com/Square-Covered-Trash-Receptacle>
<https://victorstanley.com/product/t-45/>
<https://www.forms-surfaces.com/apex-litter-recycling-receptacle>

Bike Racks

<https://www.belson.com/Single-Loop-238-Bike-Racks>
<https://victorstanley.com/product/brbs-103/>
<https://www.landscapeforms.com/en-US/product/Pages/Bola-Bike-Rack.aspx>
<https://www.belson.com/Orion-Square-Tube-Bike-Racks-with-Lean-Bars>
https://www.maglin.com/app/uploads/2021/06/mbr-3100-orbit-bikerack_1.jpg?x72621
<https://www.landscapeforms.com/en-US/product/Pages/Key-Bike-Rack.aspx>

Bollards

<https://www.belson.com/41-Inch-Concrete-Cone-Shaped-Bollards>
https://www.maglin.com/app/uploads/2020/10/mbo-0500-series_1.jpg?x72621
<https://urbanaccessories.com/product/st-louis/>
<https://www.belson.com/Cast-Aluminum-Bollards>
<https://victorstanley.com/product/w114/>
<https://www.landscapeforms.com/en-US/product/Pages/Stop-Bollard.aspx>

Planters

<https://www.belson.com/36-Inch-Concrete-Outdoor-Planters-with-Decorative-Cast-Band>
https://www.maglin.com/app/uploads/2020/09/mpl-1050-series_wood_1.jpg?x72621
<https://www.landscapeforms.com/en-US/product/Pages/Plaza-Planter.aspx>
<https://www.belson.com/Summerfield-Series-Square-Planter>
<https://victorstanley.com/product/zen/>
<https://www.landscapeforms.com/en-US/product/Pages/Lakeside-Planter.aspx>

Lighting

<https://www.springcity.com/>
<https://www.currentlighting.com/kimlighting>

Section 11:

STREET TREE LIST & PLANS

Large Tree (mature height >50')							
Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
<i>Celtis Occidentalis</i>	Hackberry	40-60'/40-60'	Slow	Pyramidal	N/A	Tolerates salt, acid to alkaline soil, drought, wind and heat	Transplant in the spring, somewhat slow to establish
<i>Gleditsia Triacanthos</i> var. <i>inermis</i> 'Shade Master'	Thornless Honey Locust	60-80'/25-40'	Fast	Rounded	Golden-Yellow	Wet, salt, drought, high wind, pollution and high pH tolerant	
<i>Gleditsia Triacanthos</i> var. <i>inermis</i> 'Skyline'	Thornless Honey Locust	35-45'/25-35'	Medium	Vase-Oval	Yellow	Wet, salt, drought, high wind, pollution and high pH tolerant	
<i>Nyssa Sylvatica</i>	Sour Gum	40-70'/20-30'	Medium	Pyramidal	Red	Salt and wet tolerant	Should be planted only in wet areas difficult to transplant - use small sizes and B&B only, transplant in spring
<i>Quercus Rubra</i>	Northern Red Oak	50-75'/50-75'	Medium	Rounded	Maroon	Salt and drought tolerant, air pollution	
<i>Tilia Cordata</i> 'Chancellor'	Little-leaf Linden	50-70'/30-50'	Medium	Pyramidal	N/A	Sensitive to excessive salt, drought tolerant	Small fragrant flowers in spring
<i>Tilia Tomentosa</i> 'Green Mountain'	Silver Linden	65'/40'	Medium	Rounded Upright Pyramidal	Yellow	Salt and shade tolerant	Small fragrant flowers in spring
<i>Ulmus</i> 'Homestead'	Hybrid Elm	55-60'/30-50'	Fast	Oval	Yellow		
<i>Ulmus</i> 'Princeton'	Hybrid Elm	50-70'/30-50'	Fast	Vase	Yellow	Tolerates alkaline, clay, dry soils and occasional flooding, and road salt	
Medium Tree (mature height 35-50')							
Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
<i>Acer Rubrum</i> 'Brandywine'	Red Maple	35-50'/25-40'	Fast	Oval	Red-Purple	Tolerates wet soil and air pollution; develops large surface roots - do not plant in small planting beds	Fall color typically lasts 14 days longer
<i>Acer Rubrum</i> 'October Glory'	Red Maple	40-50'/30-40'	Fast	Rounded-Oval	Orange-Red	Tolerates wet soil and air pollution; develops large surface roots - do not plant in small planting beds	
<i>Acer Rubrum</i> 'Red Sunset'	Red Maple	40-50'/30-40'	Fast	Oval	Orange-Red	Tolerates wet soil and air pollution; develops large surface roots - do not plant in small planting beds	Often the first to color up in fall
<i>Carpinus Betula</i> 'Fastigiata'	European Hornbeam	30-40'/20-30'	Slow	Rounded-Oval	N/A	Tolerates air pollution, salt, drought, small growing spaces and shades	Best for narrow spaces
<i>Ginkgo Biloba</i> 'Autum Gold' (male only)	Ginkgo	40-50'/25-30'	Slow	Upright	Yellow	Tolerates air pollution, narrow growing spaces and clay soil, salt	
<i>Koelreuteria Paniculata</i>	Golden Raintree	30-40'/30-40'	Slow	Rounded	Yellow	Tolerates pollution, small growing spaces and high pH soils, salt	
<i>Ulmus</i> 'Frontier'	Hybrid Elm	30-40'/20-30'	Fast	Broadly Oval	Purple-Red	Tolerates salt and droughty soil	

Small Tree (mature height <35')							
Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
<i>Cercis Canadensis</i>	Eastern Redbud	20-30'/25-35'	Medium	Rounded	Yellow	Shade and high pH tolerant, salt	Spring flowers, multiple cultivars
<i>Malus sp.</i>	Crabapple	15-20'/15-20'	Slow	Rounded	Red/Yellow	Salt and drought tolerant	<i>M. zumi</i> , 'Donald Wyman', Spring Snow are seedless
<i>Prunus 'Accolade'</i>	Flowering Cherry	20-25'/15-25'	Medium	Rounded	Red	Tolerates salt and acid to neutral pH	Pink flowers in spring
<i>Prunus Sargentii</i> 'Pink Flair'	Sargent Cherry	25'/15'	Medium	Narrow Vase	Red/Orange	Tolerates salt and acid to neutral pH	Pink flowers in spring - blooms later than most cherries avoiding frost damage
<i>Syringa Reticulata</i> 'Ivory Silk'	Japanese Lilac Tree	20-25'/15-20'	Medium	Rounded	Yellow	Tolerates small growing spaces, shade and drought, salt too	White flowers in May

VILLAGE OF ORISKANY FALLS, NEW YORK

STREET TREE REMOVAL PROJECT



PROJECT LOCATION PLAN



PHASE - 1



Know what's below.
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JULY 20, 2022

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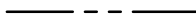



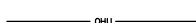






GENERAL NOTES

1. BASE MAPPING PROVIDED BY ONEIDA COUNTY AND COMPRISED OF PUBLICLY AVAILABLE AERIAL IMAGERY AND GIS INFORMATION.
2. THE LOCATION OF UNDERGROUND UTILITIES ARE NOT SHOWN . THE CONTRACTOR SHALL CONTACT U.F.P.O. (1-800-962-7962), DIG SAFELY NEW YORK (800-962-7962) AND THE PROPER LOCAL AUTHORITIES OR RESPECTIVE UTILITY COMPANY HAVING JURISDICTION TO CONFIRM THE LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. CARE SHOULD BE TAKEN IN ALL EXCAVATIONS DUE TO THE POSSIBLE EXISTENCE OF UNRECORDED UTILITIES. ANY COSTS INCURRED BY THE CONTRACTOR DUE TO FAILURE TO CONTACT THE PROPER AUTHORITIES SHALL BECOME THE RESPONSIBILITY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION AND COORDINATE WITH THE OWNER AS REQUIRED.
4. THE CONTRACTOR SHALL VERIFY ALL EXISTING INFORMATION ON SITE. ANY DISCREPANCIES BETWEEN PLANS AND ACTUAL CONDITIONS SHALL BE IMMEDIATELY COMMUNICATED TO THE OWNER.
5. THE CONTRACTOR SHALL MARK-OUT TREES TO BE REMOVED, IN A NON-PERMANENT WAY, FOR THE OWNER'S REVIEW AND APPROVAL BEFORE COMMENCING WITH ANY DISTURBANCE.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL PERMITS FOR THE WORK FROM ANY UTILITY COMPANIES OR OTHER GOVERNING BODIES HAVING JURISDICTION.
7. THE CONTRACTOR SHALL MAINTAIN ALL POINTS OF INGRESS AND EGRESS TO PREVENT TRACKING OR MOVEMENT OF SEDIMENT OR DEBRIS FROM CONSTRUCTION ONTO ROADWAYS.
8. ALL ITEMS REQUIRING REMOVAL SHALL BE REMOVED TO FULL DEPTH AND LENGTH AS APPLICABLE. REMOVE TREE ROOTS TO 18" DEPTH BELOW FINISHED GRADE. ITEMS NOT SPECIFICALLY IDENTIFIED THAT INTERFERE WITH NEW CONSTRUCTION MUST ALSO BE REMOVED. ALL REFUSE, DEBRIS AND MISCELLANEOUS ITEMS TO BE REMOVED SHALL BE LEGALLY DISPOSED OF OFF-SITE BY THE CONTRACTOR.
9. ALL EXISTING TREES AND SHRUBS TO REMAIN SHALL BE PROTECTED THROUGHOUT THE TIME OF CONSTRUCTION.
10. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE CAUSED BY CONSTRUCTION AND/OR DISTURBANCE SHALL NOT EXTEND BEYOND OWNER'S PROPERTY WITHOUT WRITTEN PERMISSION/PERMIT(S)/FROM ADJACENT LANDOWNERS.
11. THE CONTRACTOR SHALL LOCATE AND MARK UNDERGROUND FACILITIES AND MAINTAIN MARKING DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL APPLY FOR ALL REQUIRED PERMITS AND PAY ALL REQUIRED FEES BY GOVERNING AGENCIES HAVING JURISDICTION

- OVER THE FACILITIES AND NATURAL FEATURES FOUND ON THE SITE.
13. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS AND MAKE ALL NECESSARY PROVISIONS FOR PROTECTION OF THE PUBLIC, THE WORKMEN AND THE WORK, AND FOR MAINTENANCE AND PROTECTION OF PEDESTRIAN AND VEHICULAR TRAFFIC AS REQUIRED BY THE AGENCIES OF GOVERNMENT HAVING JURISDICTION.
 14. THE CONTRACTOR SHALL ADHERE TO ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), STATE AND LOCAL SAFETY REGULATIONS.
 15. LOCATE, PROTECT, AND MAINTAIN BENCHMARKS, MONUMENTS, CONTROL POINTS AND PROJECT ENGINEERING REFERENCE POINTS.
 16. TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EROSION AND CONTROL SEDIMENTATION AS REQUIRED BY THE AGENCIES OF GOVERNMENT HAVING JURISDICTION.
 17. PRIOR TO PERFORMING ANY SITE DEMOLITION, CLEARING OR EARTHWORK ACTIVITY WITHIN THE CONSTRUCTION AREA, ESTABLISH THE LIMITS OF ALL AREAS TO BE DISTURBED. INSTALL ALL REQUIRED TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AND THE CONSTRUCTION FENCE IN A TIMELY MANNER FOR THE APPROPRIATE PHASE OF CONSTRUCTION TO MINIMIZE THE IMPACT ON THE SURROUNDING ENVIRONMENT, AND PROTECT THE GENERAL PUBLIC AND THE WORK.
 18. THE CONTRACTOR SHALL SECURE PORTIONS OF THE SITE THAT ARE UNDER CONSTRUCTION AS NECESSARY TO PROTECT THE PUBLIC AND TO PROTECT THE WORK IN PROGRESS. OPEN EXCAVATIONS SHALL BE PROPERLY PROTECTED AT ALL HOURS.
 19. ALL FACILITIES TO BE CONSTRUCTED OR INSTALLED SHALL COMPLY WITH ALL SECTIONS AND LATEST REVISIONS OF THE REQUIREMENTS OF ALL AGENCIES OF GOVERNMENT HAVING JURISDICTION.
 20. CONSTRUCTION TO EXISTING UTILITIES AND FACILITIES WHICH ARE NOT INCLUDED AS PART OF THE INTENDED WORK. THE CONTRACTOR SHALL REPAIR, RESTORE AND/OR REPLACE ALL DAMAGE TO THE SATISFACTION OF THE ARCHITECT AT NO ADDITIONAL COST TO THE OWNER.
 21. THE CONTRACTOR SHALL COMPLY WITH ALL NYSDOT WORK ZONE MAINTENANCE AND PROTECTION OF TRAFFIC.

SHEET INDEX	
R000	COVER SHEET
R001	GENERAL NOTES
R100	OVERALL PLAN
R101	ENLARGEMENT PLAN
R102	ENLARGEMENT PLAN
R103	ENLARGEMENT PLAN
R104	ENLARGEMENT PLAN
R501	SPECIFICATIONS
R502	SPECIFICATIONS

LEGEND

-  APPROX. PROPERTY LINE
-  DRAINAGE WAY / WATERBODY
-  APPROX. FLOODPLAIN LIMITS
-  APPROX. WETLANDS LIMITS
-  APPROX. OVERHEAD UTILITY
-  APPROX. UTILITY POLE
-  APPROX. FIRE HYDRANT
-  APPROX. SIGN
-  APPROX. TREE TO BE REMOVED
-  APPROX. TREE TO REMAIN
-  MATCH LINE

EXISTING STREET TREE LIST	
COMMON NAME	BOTANIC NAME
NORWAY MAPLE	ACER PLATANOIDES
HONEY LOCUST	GLEDITSIA TRIACANTHOS
CRABAPPLE	MALUS SP.
CHERRY	PRUNUS SP.
JAPANESE ZELKOVA	ZELKOVA SERRATA

DATE: JULY 2022

SCALE: AS NOTED

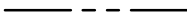
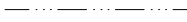


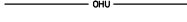






VILLAGE OF ORISKANY FALLS NEW YORK

PHASE 1: STREET TREE REMOVAL PROJECT

TITLE: GENERAL NOTES

NUMBER: R001

LEGEND

-  APPROX. PROPERTY LINE
-  DRAINAGE WAY / WATERBODY
-  APPROX. FLOODPLAIN LIMITS
-  APPROX. WETLANDS LIMITS
-  APPROX. OVERHEAD UTILITY
-  APPROX. UTILITY POLE
-  APPROX. FIRE HYDRANT
-  APPROX. SIGN
-  APPROX. TREE TO BE REMOVED
-  APPROX. TREE TO REMAIN
-  MATCH LINE



DATE: JULY 2022

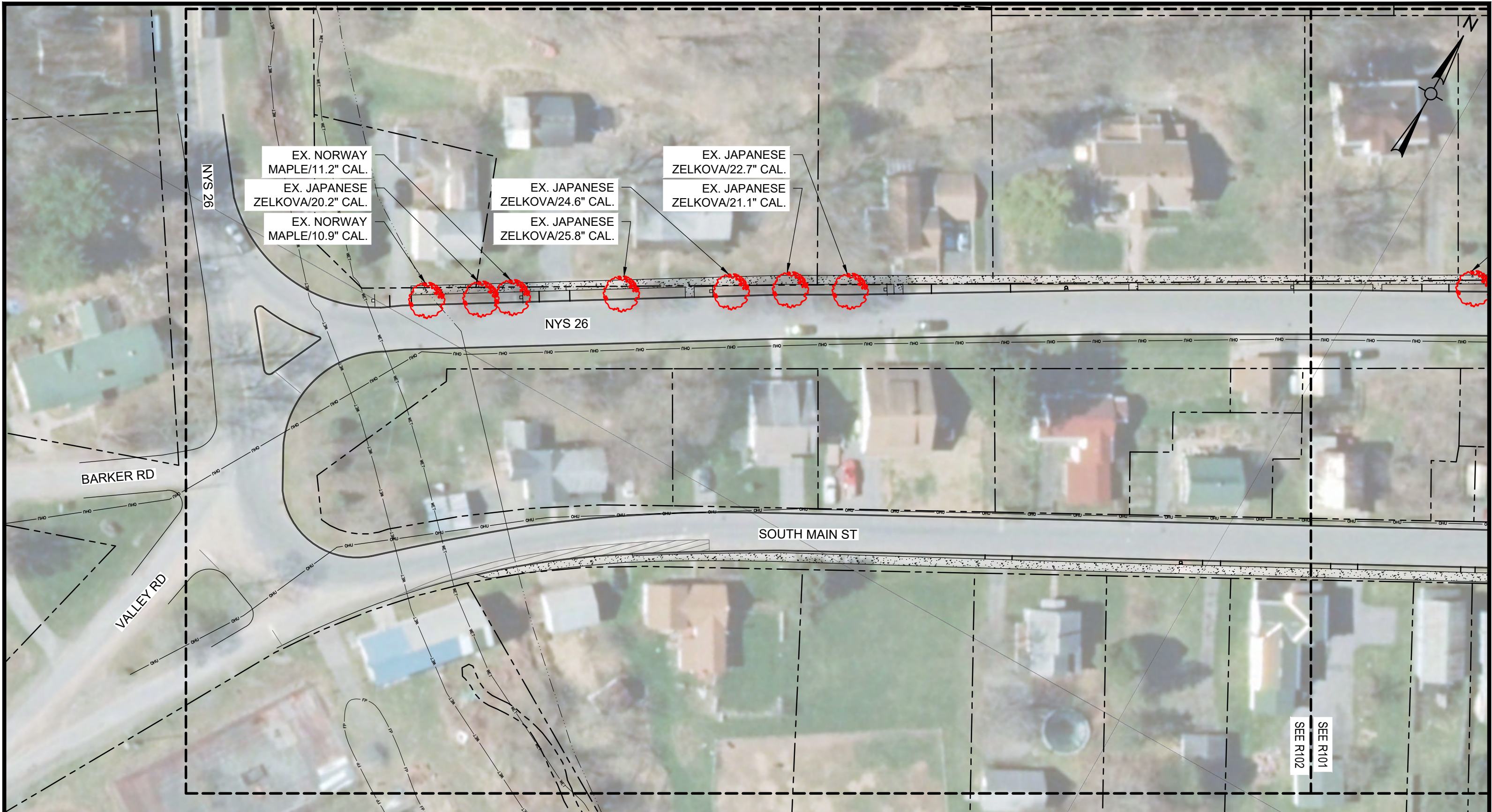
SCALE: 1" = 200'



**VILLAGE OF ORISKANY FALLS
NEW YORK**

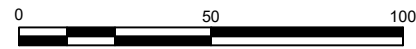
PHASE 1: STREET TREE REMOVAL PROJECT

TITLE: OVERALL PLAN | NUMBER: R100



DATE: JULY 2022

SCALE: 1" = 50'

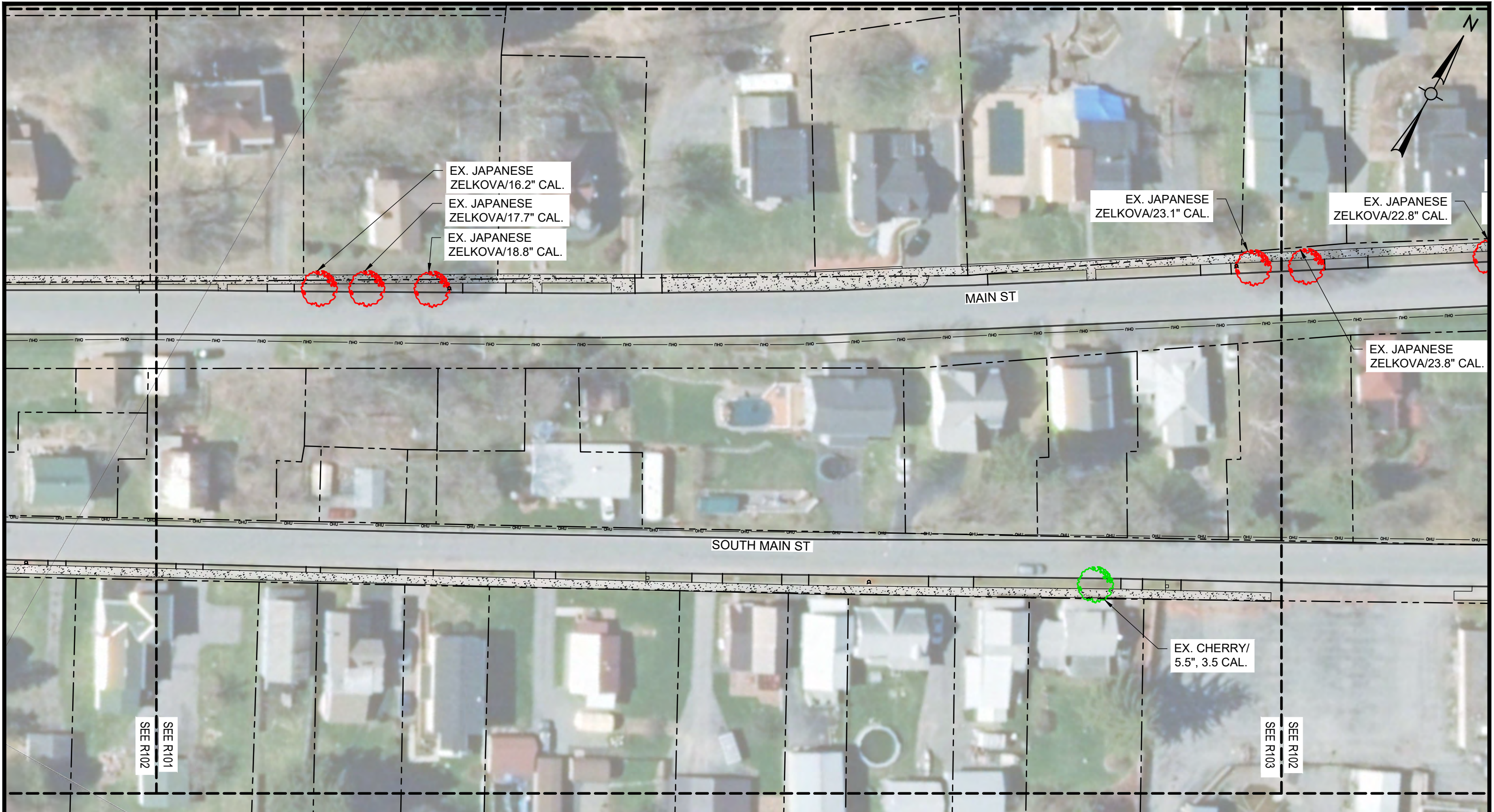


VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 1: STREET TREE REMOVAL PROJECT

TITLE: ENLARGEMENT PLAN

NUMBER: R101



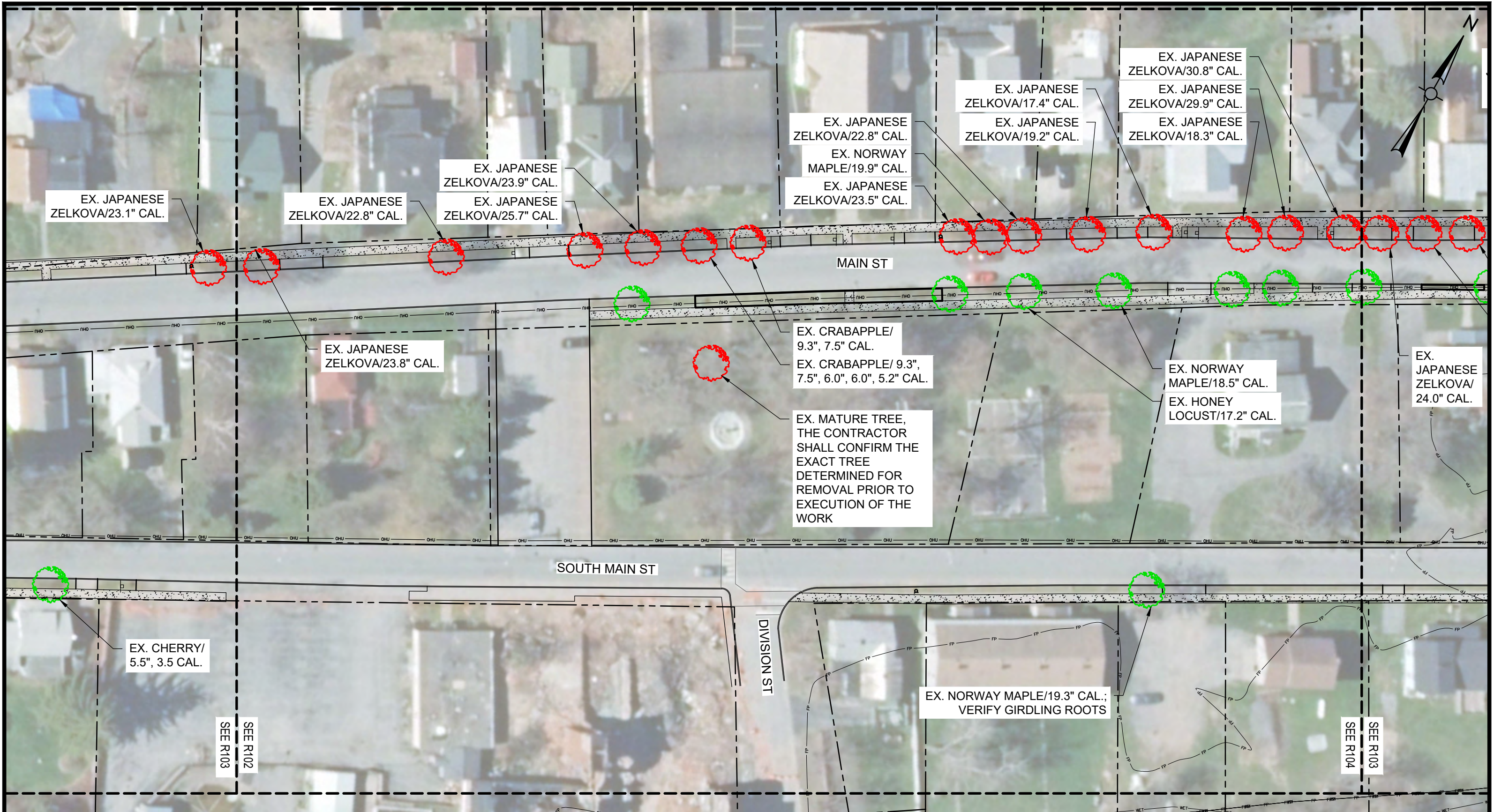
DATE: JULY 2022

SCALE: 1" = 50'

VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 1: STREET TREE REMOVAL PROJECT

TITLE: ENLARGEMENT PLAN | NUMBER: R102



DATE: JULY 2022

SCALE: 1" = 50'

VILLAGE OF ORISKANY FALLS NEW YORK

PHASE 1: STREET TREE REMOVAL PROJECT

TITLE: ENLARGEMENT PLAN | NUMBER: R103



VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 1: STREET TREE REMOVAL PROJECT

TITLE: ENLARGEMENT PLAN

NUMBER: R104

1.0 - GENERAL

- 1.01 THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD THE EXISTENCE AND LOCATION OF OVERHEAD, BURIED AND/OR EMBEDDED UTILITIES, AND FOR VERIFYING LOCATIONS OF ALL EMBEDDED MECHANICAL, ELECTRICAL AND PLUMBING SYSTEMS AFFECTED BY THE WORK OF THIS CONTRACT. CONTRACTOR IS RESPONSIBLE FOR CONTACTING "DIGSAFE NEW YORK" 1-800-962-7962.
- 1.02 CODES AND STANDARDS:
 - (A) BUILDING CODE OF NEW YORK STATE (LATEST REVISION)
 - (B) BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE", AMERICAN CONCRETE INSTITUTE ACI 318-05
 - (C) "MANUAL OF STEEL CONSTRUCTION" AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) - 13TH EDITION
 - (D) "STRUCTURAL WELDING CODE - STEEL" - AMERICAN WELDING SOCIETY - AWS D1.1-92.
- 1.03 DETAILS AND NOTES SHOWN ON DRAWINGS SHALL BE APPLICABLE TO ALL PARTS OF THE WORK EXCEPT WHERE SPECIFICALLY REQUIRED OTHERWISE BY CONTRACT DOCUMENTS. CONDITIONS NOT SPECIFICALLY SHOWN SHALL BE SIMILAR TO THOSE SHOWN FOR LIKE CONDITIONS AS DETERMINED BY THE ENGINEER.
- 1.04 TESTING AND INSPECTION OF WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COSTS FOR TESTING AND INSPECTION WILL BE PAID BY THE CONTRACTOR. FOR ADDITIONAL INFORMATION CONCERNING TESTING AND INSPECTION REFER TO THE TECHNICAL SPECIFICATIONS PERTAINING TO SPECIFIC MATERIALS AND/OR TYPES OF WORK.
- 1.05 CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY SECURITY MEASURES, TRAFFIC CONTROL AND SAFETY MEASURES THROUGHOUT THE DURATION OF CONSTRUCTION.

2.0 - CLEARING AND GRUBBING

- 2.01 EXCEPT IN AREAS TO BE EXCAVATED, STUMP HOLES AND OTHER HOLES FROM WHICH OBSTRUCTIONS ARE REMOVED SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED, WITH 6" TOPSOIL FOR LAWN ESTABLISHMENT.
- 2.02 PERISHABLE MATERIAL SHALL BE DISPOSED OF UNDER THE SUPERVISION OF COMPETENT WATCHMEN. CLEARED MATERIALS AND DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT LOCATIONS OFF THE PROJECT SITE. THE CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR OBTAINING SUITABLE DISPOSAL LOCATIONS AND THE COST INVOLVED SHALL BE INCLUDED IN THE AMOUNT BID.

3.0 - EROSION AND SEDIMENT CONTROL

- 3.01 ALL EROSION AND SEDIMENT CONTROL ACTIVITIES AND WATER QUALITY OBJECTIVES PERFORMED BY THE CONTRACTOR SHALL BE IN COMPLIANCE WITH THE FOLLOWING STANDARDS OF PRACTICE:
 - (A) NYSDEC SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES AND CONSTRUCTION ACTIVITY (GP-0-20-002)
 - (B) NYSDEC "NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL" PUBLISHED BY THE EMPIRE STATE CHAPTER OF THE SOIL AND WATER CONSERVATION SOCIETY.
 - (C) NYSDEC "NEW YORK STORMWATER MANAGEMENT DESIGN MANUAL" LATEST REVISION.
 - (D) USDA SOIL CONSERVATION SERVICE "GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL", LATEST REVISION.
- 3.02 CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL DEVICES AS NEEDED TO PREVENT SILT FROM ENTERING STORMDRAINS OR WATER BODIES SURROUNDING THE PROJECT AREA.
- 3.03 ALL EROSION AND SEDIMENT CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO SILT FENCE, INLET PROTECTION, STABILIZATION MATTING, AND TEMPORARY SWALES, SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE DRAWINGS. CONTRACTOR IS TO CONFIRM LOCATIONS OF EROSION AND SEDIMENT CONTROL DEVICES WITH THE PROJECT ENGINEER PRIOR TO INSTALLATION.

4.0 - LAWN REPAIR

- 4.01 CONTRACTOR SUBMITTALS TO INCLUDE; CERTIFICATION OF GRASS SEED FROM VENDOR FOR EACH GRASS-SEED MIXTURE STATING THE BOTANICAL AND COMMON NAME AND PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY, AND PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED; SEED PRODUCT
 - (A) CERTIFICATION OF GRASS SEED FROM VENDOR FOR EACH GRASS-SEED MIXTURE STATING THE BOTANICAL AND COMMON NAME AND PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY, AND PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED
 - (B) YEAR OF PRODUCTION AND DATE OF PACKAGING FOR SEED
 - (C) CERTIFICATION OF EACH SEED MIXTURE FOR SOD, INCLUDING SOD SOURCE, NAME, AND PHONE NUMBER OF SUPPLIER
 - (D) PRODUCT MANUFACTURER CERTIFICATION FOR LIMESTONE AND OTHER FERTILIZERS
 - (E) PLANTING SCHEDULE INDICATING ANTICIPATED DATES AND LOCATIONS FOR EACH TYPE OF PLANTING
 - (F) MAINTENANCE INSTRUCTIONS

DATE: JULY 2022	VILLAGE OF ORISKANY FALLS NEW YORK	PHASE 1: STREET TREE REMOVAL PROJECT	
SCALE: AS NOTED		TITLE: SPECIFICATIONS	NUMBER: R501

4.0 - LAWN REPAIR (CONTINUED)

- 4.02 DO NOT APPLY SEED WHEN SOIL IS IN A FROZEN, MUDDY, OR OVERLY COMPACTED CONDITION. DO NOT APPLY SEED WHEN WINDS EXCEED 5 MPH. BEGIN MAINTENANCE OF LAWNS IMMEDIATELY AFTER EACH AREA IS PLANTED AND CONTINUE MAINTENANCE UNTIL ACCEPTABLE LAWN IS ESTABLISHED.
- 4.03 MAINTAIN ESTABLISHED LAWNS BY WATERING, FERTILIZING, WEEDING, MOWING, TRIMMING, REPLANTING, AND OTHER OPERATIONS. PROVIDE AND MAINTAIN TEMPORARY PIPING, HOSES, AND LAWN-WATERING EQUIPMENT TO CONVEY WATER FROM SOURCES AND TO KEEP LAWNS UNIFORMLY MOIST TO A DEPTH OF 4 INCHES. MOW LAWNS AS SOON AS THERE IS ENOUGH TOP GROWTH TO CUT WITH MOWER SET AT SPECIFIED HEIGHT FOR PRINCIPAL SPECIES PLANTED. APPLY FERTILIZER TO LAWN AFTER FIRST MOWING AND WHEN GRASS IS DRY. FERTILIZER SHALL PROVIDE NITROGEN OF AT LEAST 1LB PER 1000 SQ. FEET OF LAWN AREA.
- 4.04 SEED SHALL BE FRESH, CLEAN, NEW CROP SEED WITH A WEED CONTENT NOT EXCEEDING 0.03 PERCENT. IT SHALL CONFORM TO FEDERAL AND STATE STANDARDS. SEED MULCHING SHALL CONSIST OF PAPER OR WOOD CELLULOSE FIBERS, PROCESSED TO CONTAIN NO GROWTH AND DYED TO AN APPROPRIATE COLOR TO FACILITATE VISUAL METERING OF THE MATERIALS APPLICATION. BINDER SHALL BE BIODEGRADABLE TYPE AS MANUFACTURED UNDER THE TRADE NAMES OF TERRATAK OR CURASOL OR APPROVED EQUAL. STRAW MULCH SHALL BE STALKS OF OATS, WHEAT, RYE OR OTHER ACCEPTABLE GROWTH THAT IS FREE OF NOXIOUS WEEDS. HAY IS NOT PERMITTED.
- 4.05 LAWN FERTILIZER SHALL BE COMMERCIAL GRADE COMPLETE FERTILIZER OF NEUTRAL CHARACTER, CONSISTING OF FAST AND SLOW RELEASE NITROGEN, 50 PERCENT DERIVED FROM NATURAL ORGANIC SOURCES (12-24-12 OR COMPARABLE).
- 4.06 SEED SHALL BE A MIXTURE OF THE SPECIES SPECIFIED MIXED IN THE PROPORTION AS LISTED BELOW:
- Rebel II or Rebel III, Tall Fescue (or equivalent), 30 percent by weight, 95% germination, 80% purity
 - Reliant Hard Fescue, (or equivalent), 15 percent by weight, 95% germination, 80% purity
 - Baron Kentucky Bluegrass, (or equivalent), 25 percent by weight, 85% germination, 75% purity
 - Palmer II or Prelude II, Perennial Ryegrass, (or equivalent), 30 percent by weight, 95% germination, 85% purity
- 4.07 GRADE LAWNS AND GRASS AREAS TO A SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE. ROLL AND RAKE TO PROVIDE A FIRM SURFACE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINE GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE FUTURE.
- 4.08 APPLY SEED AT THE RATE OF 6 LBS PER 1000 SQ. FEET. MECHANICALLY AGITATE THE REQUIRED MATERIALS FOR HYDROSEEDING TO FORM A HOMOGENEOUS SLURRY. PRAY ON THE GROUND BY A HYDRAULIC SEEDER EQUIPPED TO APPLY UP TO 200 GALLONS PER MINUTE AT 100 POUNDS PRESSURE FROM THE NOZZLE. WHEN HYDRAULICALLY SPRAYED ON THE GROUND, THE MATERIAL SHALL FORM A BLOTTED LIKE COVER WITH UNIFORMLY DISTRIBUTED GRASS SEED. ADHERE TO MANUFACTURES SUGGESTIONS FOR INDIVIDUAL MATERIALS.
- 4.09 PROTECT SEEDED AREAS FROM TRAFFIC IMMEDIATELY AFTER SEEDING UNTIL LAWN IS ESTABLISHED. CONTRACTOR IS RESPONSIBLE FOR CORRECTION OF ALL DAMAGE DONE BY UNAUTHORIZED TRAFFIC AT NO ADDITIONAL COST.
- 4.10 KEEP LAWN SEED BED MOIST UNTIL GERMINATION OF SEED BY APPLICATION OF FINE SPRAY. CONTINUE FINE SPRAYING AFTER GERMINATION AT FOUR TO SEVEN DAY INTERVALS AS REQUIRED TO SUPPLEMENT NATURAL RAINFALL. CONTRACTOR IS RESPONSIBLE FOR WATER REQUIREMENTS UNTIL THE LAWN IS DEEMED SATISFACTORY.
- 4.11 MOW LAWNS TO A HEIGHT OF 2 INCHES WHEN THE OVERALL HEIGHT REACHES 3 TO 4 INCHES. REMOVE CLIPPINGS WHEN HEIGHT OF LAWN IS 6 INCHES OR HIGHER BEFORE MOWING. COORDINATE WITH THE OWNER FOR A MINIMUM OF THREE MOWINGS IN ONE GROWING SEASON.
- 4.12 AFTER THE SECOND MOWING, UNIFORMLY SPREAD FERTILIZER AT THE RATE OF 5 LBS PER 1000 SQ. FEET. THOROUGHLY WATER LAWN AFTER APPLYING FERTILIZER TO FACILITATE PENETRATION OF FERTILIZER PARTICLES INTO THE SOIL. CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND APPLYING FERTILIZER FOR THE DURATION OF ONE COMPLETE GROWING SEASON. ALL FERTILIZERS MUST BE APPROVED BY THE ENGINEER PRIOR TO APPLICATION.
- 4.13 RESEED AREAS THAT ARE SPARSE AND WHERE SURFACE SOILS ARE HIGHLY VISIBLE AND NOT HAVING A UNIFORM STAND OF GRASS AFTER THE FIRST MOWING.
- 4.14 CONTRACTOR IS RESPONSIBLE FOR CLEANUP OF THE SITE, INCLUDING REMOVAL OF TRASH AND EXCESS MATERIALS, REMOVAL OF BARRIERS AND SIGNS AFTER LAWN HAS ESTABLISHED, AND MAINTENANCE OF PAVED AREAS. THE LAWN WILL NOT BE CONSIDERED FOR PAYMENT AND ACCEPTANCE UNTIL A SATISFACTORY STAND OF GRASS, AS JUDGED BY THE OWNER'S REPRESENTATIVE IS EVIDENT AFTER THREE CONSECUTIVE MOWINGS AND RE-FERTILIZATION.

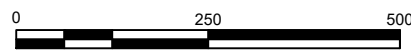
DATE: JULY 2022	VILLAGE OF ORISKANY FALLS NEW YORK	PHASE 1: STREET TREE REMOVAL PROJECT	
SCALE: AS NOTED		TITLE: SPECIFICATIONS	NUMBER: R502

VILLAGE OF ORISKANY FALLS, NEW YORK

STREET TREE PLANTING PROJECT



PROJECT LOCATION PLAN



PHASE - 2



Know what's below.
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JULY 20, 2022

JAN 2023 Revised to include sheets P001 & P002
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GENERAL NOTES

1. BASE MAPPING PROVIDED BY ONEIDA COUNTY AND COMPRISED OF PUBLICLY AVAILABLE AERIAL IMAGERY AND GIS INFORMATION.
2. THE LOCATION OF UNDERGROUND UTILITIES ARE NOT SHOWN . THE CONTRACTOR SHALL CONTACT U.F.P.O. (1-800-962-7962), DIG SAFELY NEW YORK (800-962-7962) AND THE PROPER LOCAL AUTHORITIES OR RESPECTIVE UTILITY COMPANY HAVING JURISDICTION TO CONFIRM THE LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. CARE SHOULD BE TAKEN IN ALL EXCAVATIONS DUE TO THE POSSIBLE EXISTENCE OF UNRECORDED UTILITIES. ANY COSTS INCURRED BY THE CONTRACTOR DUE TO FAILURE TO CONTACT THE PROPER AUTHORITIES SHALL BECOME THE RESPONSIBILITY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION AND COORDINATE WITH THE OWNER AS REQUIRED.
4. THE CONTRACTOR SHALL VERIFY ALL EXISTING INFORMATION ON SITE. ANY DISCREPANCIES BETWEEN PLANS AND ACTUAL CONDITIONS SHALL BE IMMEDIATELY COMMUNICATED TO THE OWNER.
5. THE CONTRACTOR SHALL STAKE-OUT THE PROPOSED LOCATION OF ALL TREES, FOR THE OWNER'S REPRESENTATIVE'S REVIEW AND APPROVAL BEFORE COMMENCING WITH INSTALLATION.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL PERMITS FOR THE WORK FROM ANY UTILITY COMPANIES OR OTHER GOVERNING BODIES HAVING JURISDICTION.
7. THE CONTRACTOR SHALL MAINTAIN ALL POINTS OF INGRESS AND EGRESS TO PREVENT TRACKING OR MOVEMENT OF SEDIMENT OR DEBRIS FROM CONSTRUCTION ONTO ROADWAYS.
8. ALL ITEMS REQUIRING REMOVAL SHALL BE REMOVED TO FULL DEPTH AND LENGTH AS APPLICABLE. REMOVE TREE ROOTS TO 18" DEPTH BELOW FINISHED GRADE. ITEMS NOT SPECIFICALLY IDENTIFIED THAT INTERFERE WITH NEW CONSTRUCTION MUST ALSO BE REMOVED. ALL REFUSE, DEBRIS AND MISCELLANEOUS ITEMS TO BE REMOVED SHALL BE LEGALLY DISPOSED OF OFF-SITE BY THE CONTRACTOR.
9. ALL EXISTING TREES AND SHRUBS TO REMAIN SHALL BE PROTECTED THROUGHOUT THE TIME OF CONSTRUCTION.
10. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE CAUSED BY CONSTRUCTION AND/OR DISTURBANCE SHALL NOT EXTEND BEYOND OWNER'S PROPERTY WITHOUT WRITTEN PERMISSION/PERMIT(S)/FROM ADJACENT LANDOWNERS.
11. THE CONTRACTOR SHALL LOCATE AND MARK UNDERGROUND FACILITIES AND MAINTAIN MARKING DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL APPLY FOR ALL REQUIRED PERMITS AND PAY ALL REQUIRED FEES BY GOVERNING AGENCIES HAVING JURISDICTION

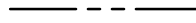
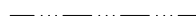








- OVER THE FACILITIES AND NATURAL FEATURES FOUND ON THE SITE.
13. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS AND MAKE ALL NECESSARY PROVISIONS FOR PROTECTION OF THE PUBLIC, THE WORKMEN AND THE WORK, AND FOR MAINTENANCE AND PROTECTION OF PEDESTRIAN AND VEHICULAR TRAFFIC AS REQUIRED BY THE AGENCIES OF GOVERNMENT HAVING JURISDICTION.
14. THE CONTRACTOR SHALL ADHERE TO ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), STATE AND LOCAL SAFETY REGULATIONS.
15. LOCATE, PROTECT, AND MAINTAIN BENCHMARKS, MONUMENTS, CONTROL POINTS AND PROJECT ENGINEERING REFERENCE POINTS.
16. TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EROSION AND CONTROL SEDIMENTATION AS REQUIRED BY THE AGENCIES OF GOVERNMENT HAVING JURISDICTION.
17. PRIOR TO PERFORMING ANY SITE DEMOLITION, CLEARING OR EARTHWORK ACTIVITY WITHIN THE CONSTRUCTION AREA, ESTABLISH THE LIMITS OF ALL AREAS TO BE DISTURBED. INSTALL ALL REQUIRED TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AND THE CONSTRUCTION FENCE IN A TIMELY MANNER FOR THE APPROPRIATE PHASE OF CONSTRUCTION TO MINIMIZE THE IMPACT ON THE SURROUNDING ENVIRONMENT, AND PROTECT THE GENERAL PUBLIC AND THE WORK.
18. THE CONTRACTOR SHALL SECURE PORTIONS OF THE SITE THAT ARE UNDER CONSTRUCTION AS NECESSARY TO PROTECT THE PUBLIC AND TO PROTECT THE WORK IN PROGRESS. OPEN EXCAVATIONS SHALL BE PROPERLY PROTECTED AT ALL HOURS.
19. ALL FACILITIES TO BE CONSTRUCTED OR INSTALLED SHALL COMPLY WITH ALL SECTIONS AND LATEST REVISIONS OF THE REQUIREMENTS OF ALL AGENCIES OF GOVERNMENT HAVING JURISDICTION.
20. CONSTRUCTION TO EXISTING UTILITIES AND FACILITIES WHICH ARE NOT INCLUDED AS PART OF THE INTENDED WORK. THE CONTRACTOR SHALL REPAIR, RESTORE AND/OR REPLACE ALL DAMAGE TO THE SATISFACTION OF THE ARCHITECT AT NO ADDITIONAL COST TO THE OWNER.
21. THE CONTRACTOR SHALL COMPLY WITH ALL NYSDOT WORK ZONE MAINTENANCE AND PROTECTION OF TRAFFIC.

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ABBREVIATIONS

EX.	EXISTING
TYP	TYPICAL
UP	UTILITY POLE

LEGEND

	APPROX. PROPERTY LINE
	DRAINAGE WAY / WATERBODY
	APPROX. FLOODPLAIN LIMITS
	APPROX. WETLANDS LIMITS
	APPROX. OVERHEAD UTILITY
	APPROX. UTILITY POLE
	APPROX. FIRE HYDRANT
	APPROX. SIGN
	APPROX. TREE TO REMAIN
	MATCH LINE

DATE: JULY 2022 & JANUARY 2023

SCALE: AS NOTED

VILLAGE OF ORISKANY FALLS NEW YORK

PROJECT: STREET TREE PLANTING PROJECT

TITLE: GENERAL NOTES

NUMBER: P001

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	REMARKS
	AB	14	ACER RUBRUM 'BRANDYWINE'	BRANDYWINE RED MAPLE	2"-2.5" CAL.	B&B	
	GA	11	GINKGO BILOBA 'AUTUMN GOLD' TM	AUTUMN GOLD MAIDENHAIR TREE	2"-2.5" CAL.	B&B	MALE ONLY
	SI	18	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	12-14 HT.	B&B	
	TT	7	TILIA TOMENTOSA 'PNI 6051' TM	GREEN MOUNTAIN SILVER LINDEN	2"-2.5" CAL.	B&B	
	UC	13	ULMUS X 'FRONTIER'	FRONTIER ELM	2"-2.5" CAL.	B&B	

DATE: JULY 2022 & JANUARY 2023

SCALE: AS NOTED

VILLAGE OF ORISKANY FALLS NEW YORK

PROJECT: STREET TREE PLANTING PROJECT

TITLE: PLANT SCHEDULE | NUMBER: P002

LEGEND

- APPROX. PROPERTY LINE
- DRAINAGE WAY / WATERBODY
- FP FP APPROX. FLOODPLAIN LIMITS
- WET WET APPROX. WETLANDS LIMITS
- OHU OHU APPROX. OVERHEAD UTILITY
- _{UP} APPROX. UTILITY POLE
- ⊗ APPROX. FIRE HYDRANT
- APPROX. SIGN
- (green) APPROX. TREE TO REMAIN
- MATCH LINE



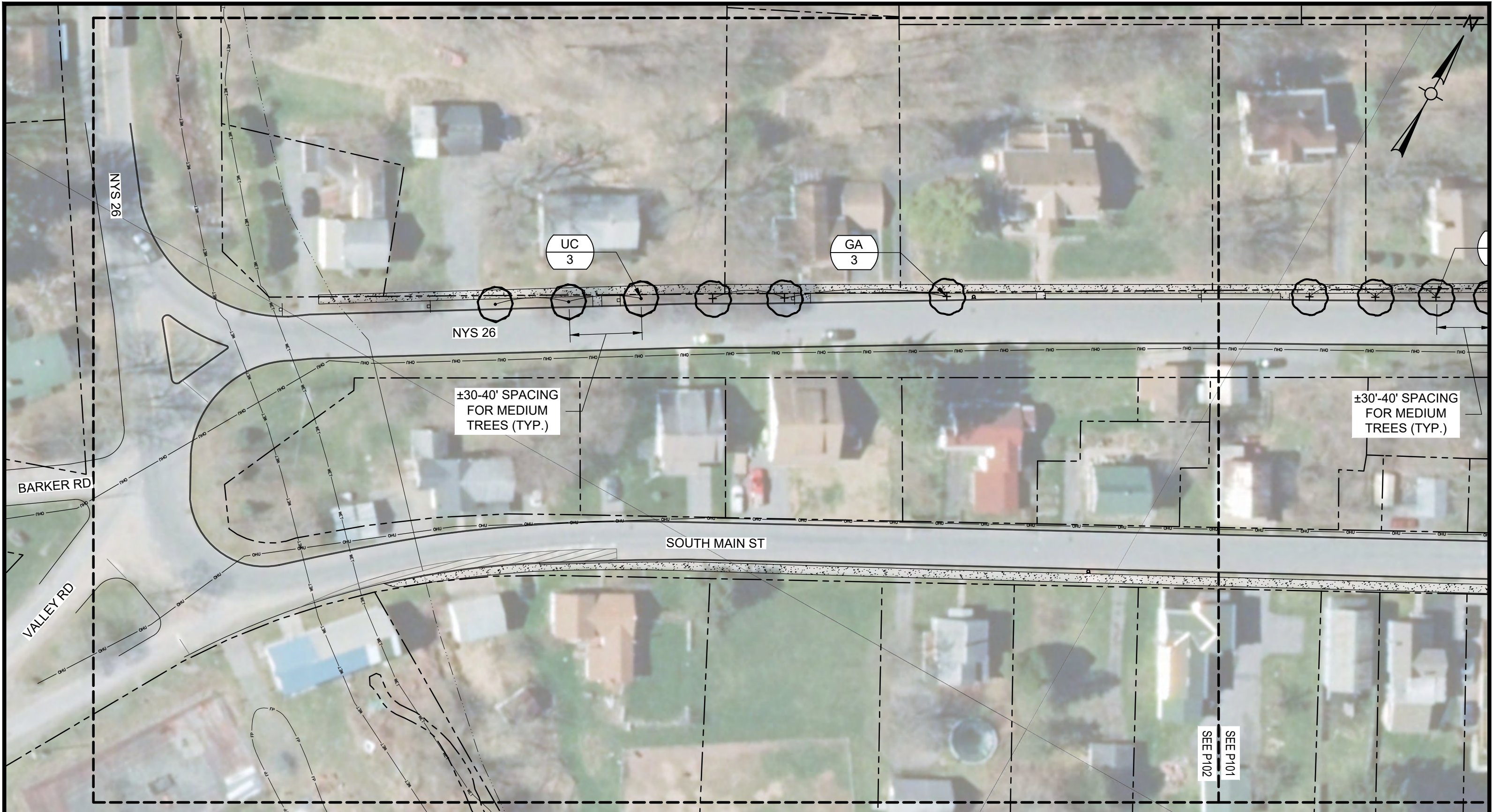
DATE: JULY 2022

SCALE: 1" = 200'

**VILLAGE OF ORISKANY FALLS
NEW YORK**

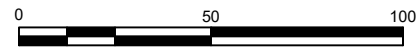
PHASE 2: STREET TREE PLANTING PROJECT

TITLE: OVERALL PLAN | NUMBER: P100



DATE: JULY 2022

SCALE: 1" = 50'

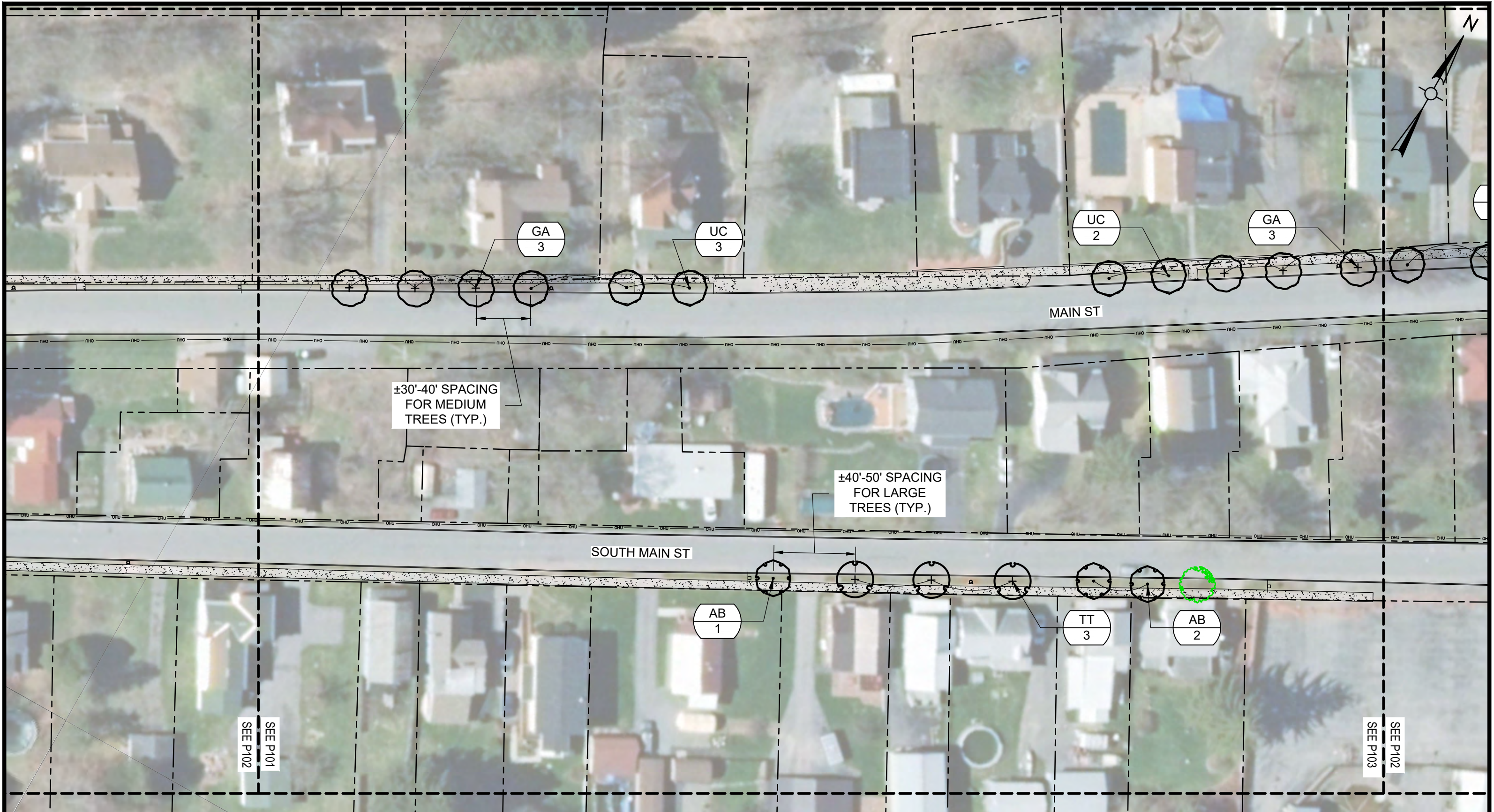


VILLAGE OF ORISKANY FALLS NEW YORK

PHASE 2: STREET TREE PLANTING PROJECT

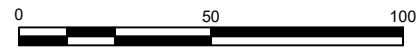
TITLE: ENLARGEMENT PLAN

NUMBER: P101



DATE: JULY 2022

SCALE: 1" = 50'

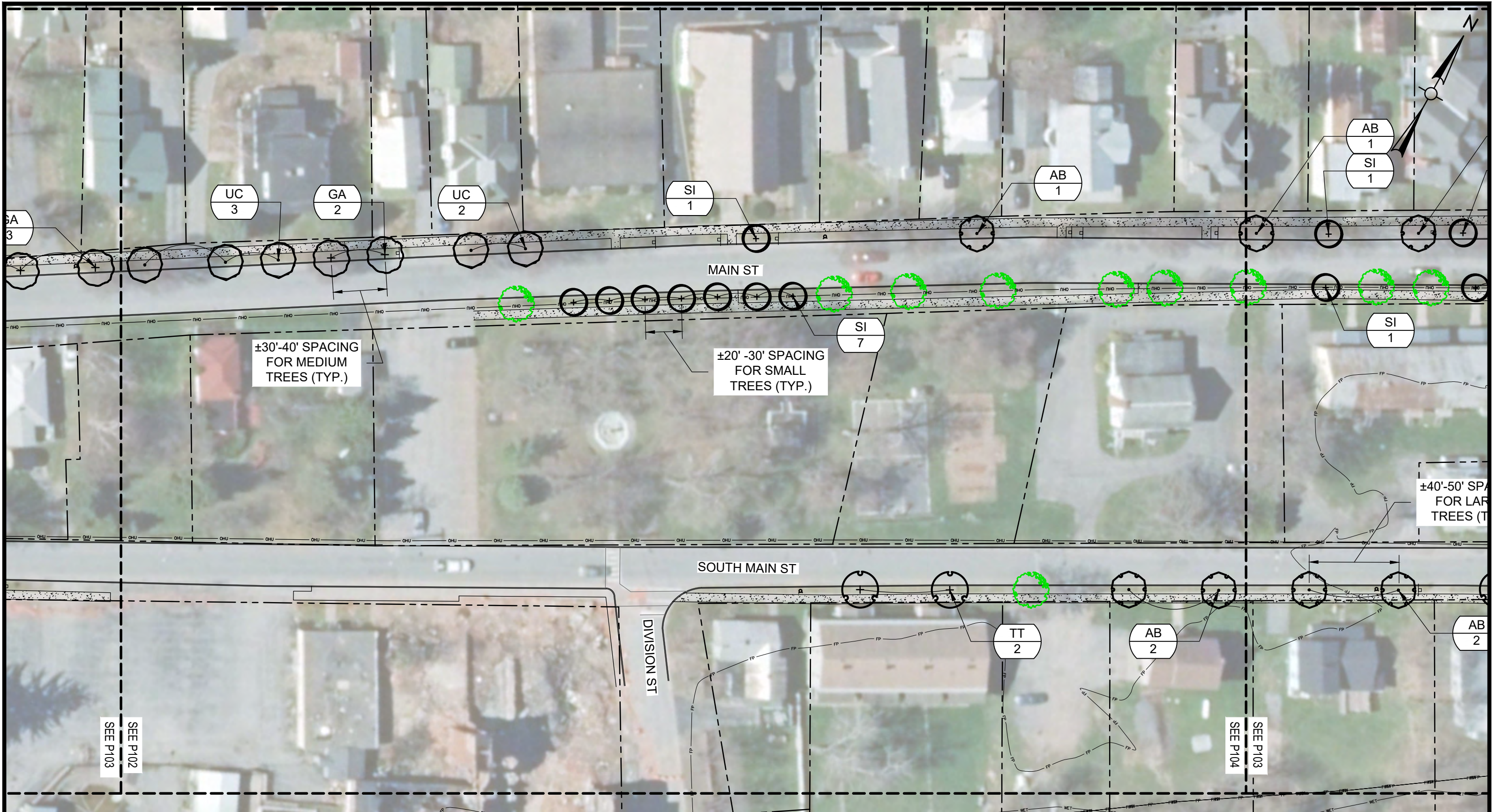


VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 2: STREET TREE PLANTING PROJECT

TITLE: ENLARGEMENT PLAN

NUMBER: P102



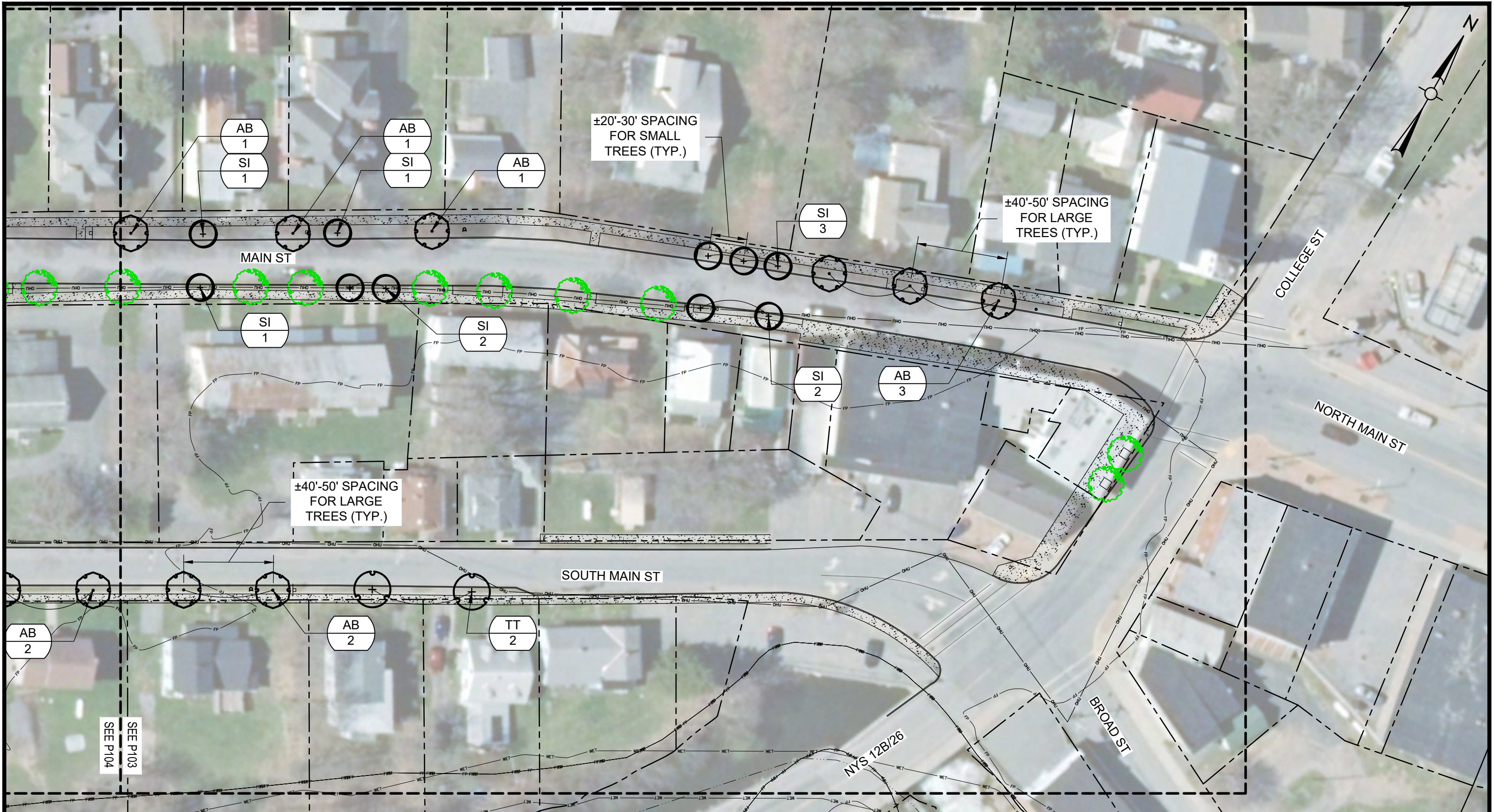
DATE: JULY 2022

SCALE: 1" = 50'

VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 2: STREET TREE PLANTING PROJECT

TITLE: ENLARGEMENT PLAN | NUMBER: P103



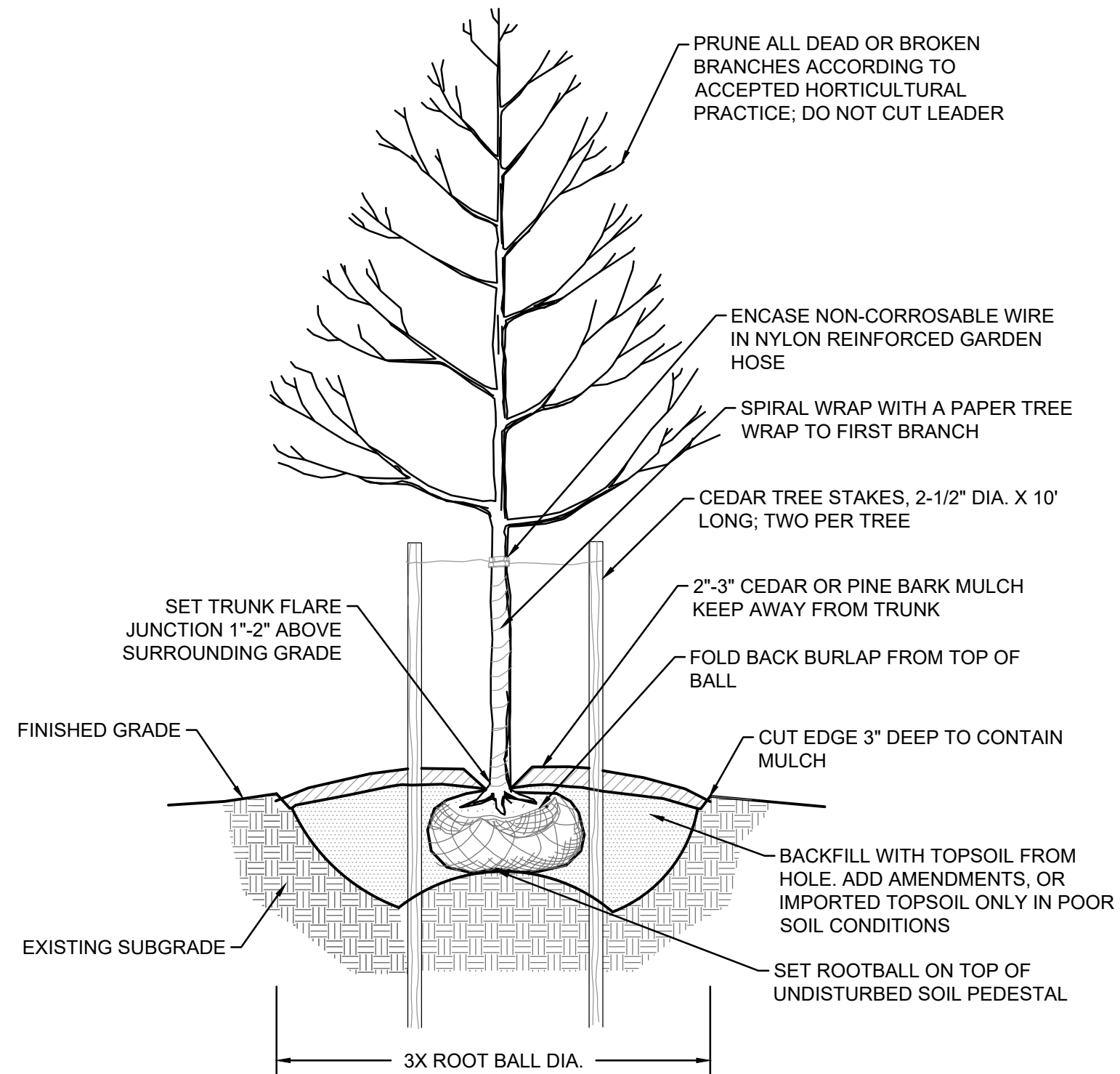
DATE: JULY 2022

SCALE: 1" = 50'

VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 2: STREET TREE PLANTING PROJECT

TITLE: ENLARGEMENT PLAN | NUMBER: P104



1 DECIDUOUS TREE PLANTING
SCALE: N.T.S.

DATE: JULY 2022
SCALE: AS NOTED

VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 2: STREET TREE PLANTING PROJECT
TITLE: PLANTING DETAIL | NUMBER: P501

1.0 - GENERAL

- 1.01 THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD THE EXISTENCE AND LOCATION OF OVERHEAD, BURIED AND/OR EMBEDDED UTILITIES, AND FOR VERIFYING LOCATIONS OF ALL EMBEDDED MECHANICAL, ELECTRICAL AND PLUMBING SYSTEMS AFFECTED BY THE WORK OF THIS CONTRACT. CONTRACTOR IS RESPONSIBLE FOR CONTACTING "DIGSAFE NEW YORK" 1-800-962-7962.
- 1.02 CODES AND STANDARDS:
 - (A) BUILDING CODE OF NEW YORK STATE (LATEST REVISION)
 - (B) BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE", AMERICAN CONCRETE INSTITUTE ACI 318-05
 - (C) "MANUAL OF STEEL CONSTRUCTION" AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) - 13TH EDITION
 - (D) "STRUCTURAL WELDING CODE - STEEL" - AMERICAN WELDING SOCIETY - AWS D1.1-92.
- 1.03 DETAILS AND NOTES SHOWN ON DRAWINGS SHALL BE APPLICABLE TO ALL PARTS OF THE WORK EXCEPT WHERE SPECIFICALLY REQUIRED OTHERWISE BY CONTRACT DOCUMENTS. CONDITIONS NOT SPECIFICALLY SHOWN SHALL BE SIMILAR TO THOSE SHOWN FOR LIKE CONDITIONS AS DETERMINED BY THE ENGINEER.
- 1.04 TESTING AND INSPECTION OF WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COSTS FOR TESTING AND INSPECTION WILL BE PAID BY THE CONTRACTOR. FOR ADDITIONAL INFORMATION CONCERNING TESTING AND INSPECTION REFER TO THE TECHNICAL SPECIFICATIONS PERTAINING TO SPECIFIC MATERIALS AND/OR TYPES OF WORK.
- 1.05 CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY SECURITY MEASURES, TRAFFIC CONTROL AND SAFETY MEASURES THROUGHOUT THE DURATION OF CONSTRUCTION.

2.0 - CLEARING AND GRUBBING

- 2.01 EXCEPT IN AREAS TO BE EXCAVATED, STUMP HOLES AND OTHER HOLES FROM WHICH OBSTRUCTIONS ARE REMOVED SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED, WITH 6" TOPSOIL FOR LAWN ESTABLISHMENT.
- 2.02 PERISHABLE MATERIAL SHALL BE DISPOSED OF UNDER THE SUPERVISION OF COMPETENT WATCHMEN. CLEARED MATERIALS AND DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT LOCATIONS OFF THE PROJECT SITE. THE CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR OBTAINING SUITABLE DISPOSAL LOCATIONS AND THE COST INVOLVED SHALL BE INCLUDED IN THE AMOUNT BID.

3.0 - EROSION AND SEDIMENT CONTROL

- 3.01 ALL EROSION AND SEDIMENT CONTROL ACTIVITIES AND WATER QUALITY OBJECTIVES PERFORMED BY THE CONTRACTOR SHALL BE IN COMPLIANCE WITH THE FOLLOWING STANDARDS OF PRACTICE:
 - (A) NYSDEC SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES AND CONSTRUCTION ACTIVITY (GP-0-20-002)
 - (B) NYSDEC "NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL" PUBLISHED BY THE EMPIRE STATE CHAPTER OF THE SOIL AND WATER CONSERVATION SOCIETY.
 - (C) NYSDEC "NEW YORK STORMWATER MANAGEMENT DESIGN MANUAL" LATEST REVISION.
 - (D) USDA SOIL CONSERVATION SERVICE "GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL", LATEST REVISION.
- 3.02 CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL DEVICES AS NEEDED TO PREVENT SILT FROM ENTERING STORMDRAINS OR WATER BODIES SURROUNDING THE PROJECT AREA.
- 3.03 ALL EROSION AND SEDIMENT CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO SILT FENCE, INLET PROTECTION, STABILIZATION MATTING, AND TEMPORARY SWALES, SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE DRAWINGS. CONTRACTOR IS TO CONFIRM LOCATIONS OF EROSION AND SEDIMENT CONTROL DEVICES WITH THE PROJECT ENGINEER PRIOR TO INSTALLATION.

4.0 - LAWN & TREE PLANTING

- 4.01 CONTRACTOR SUBMITTALS TO INCLUDE; CERTIFICATION OF GRASS SEED FROM VENDOR FOR EACH GRASS-SEED MIXTURE STATING THE BOTANICAL AND COMMON NAME AND PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY, AND PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED; SEED PRODUCT
 - (A) CERTIFICATION OF GRASS SEED FROM VENDOR FOR EACH GRASS-SEED MIXTURE STATING THE BOTANICAL AND COMMON NAME AND PERCENTAGE BY WEIGHT OF EACH SPECIES AND VARIETY, AND PERCENTAGE OF PURITY, GERMINATION, AND WEED SEED
 - (B) YEAR OF PRODUCTION AND DATE OF PACKAGING FOR SEED
 - (C) CERTIFICATION OF EACH SEED MIXTURE FOR SOD, INCLUDING SOD SOURCE, NAME, AND PHONE NUMBER OF SUPPLIER
 - (D) PRODUCT MANUFACTURER CERTIFICATION FOR LIMESTONE AND OTHER FERTILIZERS
 - (E) PLANTING SCHEDULE INDICATING ANTICIPATED DATES AND LOCATIONS FOR EACH TYPE OF PLANTING
 - (F) MAINTENANCE INSTRUCTIONS

DATE: JULY 2022	VILLAGE OF ORISKANY FALLS NEW YORK	PHASE 2: STREET TREE PLANTING PROJECT	
SCALE: AS NOTED		TITLE: SPECIFICATIONS	NUMBER: P502

4.0 - LAWN & TREE PLANTING (CONTINUED)

- 4.02 DO NOT APPLY SEED WHEN SOIL IS IN A FROZEN, MUDDY, OR OVERLY COMPACTED CONDITION. DO NOT APPLY SEED WHEN WINDS EXCEED 5 MPH. BEGIN MAINTENANCE OF LAWNS IMMEDIATELY AFTER EACH AREA IS PLANTED AND CONTINUE MAINTENANCE UNTIL ACCEPTABLE LAWN IS ESTABLISHED.
- 4.03 MAINTAIN ESTABLISHED LAWNS BY WATERING, FERTILIZING, WEEDING, MOWING, TRIMMING, REPLANTING, AND OTHER OPERATIONS. PROVIDE AND MAINTAIN TEMPORARY PIPING, HOSES, AND LAWN-WATERING EQUIPMENT TO CONVEY WATER FROM SOURCES AND TO KEEP LAWNS UNIFORMLY MOIST TO A DEPTH OF 4 INCHES. MOW LAWNS AS SOON AS THERE IS ENOUGH TOP GROWTH TO CUT WITH MOWER SET AT SPECIFIED HEIGHT FOR PRINCIPAL SPECIES PLANTED. APPLY FERTILIZER TO LAWN AFTER FIRST MOWING AND WHEN GRASS IS DRY. FERTILIZER SHALL PROVIDE NITROGEN OF AT LEAST 1LB PER 1000 SQ. FEET OF LAWN AREA.
- 4.04 SEED SHALL BE FRESH, CLEAN, NEW CROP SEED WITH A WEED CONTENT NOT EXCEEDING 0.03 PERCENT. IT SHALL CONFORM TO FEDERAL AND STATE STANDARDS. SEED MULCHING SHALL CONSIST OF PAPER OR WOOD CELLULOSE FIBERS, PROCESSED TO CONTAIN NO GROWTH AND DYED TO AN APPROPRIATE COLOR TO FACILITATE VISUAL METERING OF THE MATERIALS APPLICATION. BINDER SHALL BE BIODEGRADABLE TYPE AS MANUFACTURED UNDER THE TRADE NAMES OF TERRATAK OR CURASOL OR APPROVED EQUAL. STRAW MULCH SHALL BE STALKS OF OATS, WHEAT, RYE OR OTHER ACCEPTABLE GROWTH THAT IS FREE OF NOXIOUS WEEDS. HAY IS NOT PERMITTED.
- 4.05 LAWN FERTILIZER SHALL BE COMMERCIAL GRADE COMPLETE FERTILIZER OF NEUTRAL CHARACTER, CONSISTING OF FAST AND SLOW RELEASE NITROGEN, 50 PERCENT DERIVED FROM NATURAL ORGANIC SOURCES (12-24-12 OR COMPARABLE).
- 4.06 SEED SHALL BE A MIXTURE OF THE SPECIES SPECIFIED MIXED IN THE PROPORTION AS LISTED BELOW:
- Rebel II or Rebel III, Tall Fescue (or equivalent), 30 percent by weight, 95% germination, 80% purity
 - Reliant Hard Fescue, (or equivalent), 15 percent by weight, 95% germination, 80% purity
 - Baron Kentucky Bluegrass, (or equivalent), 25 percent by weight, 85% germination, 75% purity
 - Palmer II or Prelude II, Perennial Ryegrass, (or equivalent), 30 percent by weight, 95% germination, 85% purity
- 4.07 GRADE LAWNS AND GRASS AREAS TO A SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE. ROLL AND RAKE TO PROVIDE A FIRM SURFACE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINE GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE FUTURE.
- 4.08 APPLY SEED AT THE RATE OF 6 LBS PER 1000 SQ. FEET. MECHANICALLY AGITATE THE REQUIRED MATERIALS FOR HYDROSEEDING TO FORM A HOMOGENEOUS SLURRY. PRAY ON THE GROUND BY A HYDRAULIC SEEDER EQUIPPED TO APPLY UP TO 200 GALLONS PER MINUTE AT 100 POUNDS PRESSURE FROM THE NOZZLE. WHEN HYDRAULICALLY SPRAYED ON THE GROUND, THE MATERIAL SHALL FORM A BLOTTED LIKE COVER WITH UNIFORMLY DISTRIBUTED GRASS SEED. ADHERE TO MANUFACTURES SUGGESTIONS FOR INDIVIDUAL MATERIALS.
- 4.09 PROTECT SEEDED AREAS FROM TRAFFIC IMMEDIATELY AFTER SEEDING UNTIL LAWN IS ESTABLISHED. CONTRACTOR IS RESPONSIBLE FOR CORRECTION OF ALL DAMAGE DONE BY UNAUTHORIZED TRAFFIC AT NO ADDITIONAL COST.
- 4.10 KEEP LAWN SEED BED MOIST UNTIL GERMINATION OF SEED BY APPLICATION OF FINE SPRAY. CONTINUE FINE SPRAYING AFTER GERMINATION AT FOUR TO SEVEN DAY INTERVALS AS REQUIRED TO SUPPLEMENT NATURAL RAINFALL. CONTRACTOR IS RESPONSIBLE FOR WATER REQUIREMENTS UNTIL THE LAWN IS DEEMED SATISFACTORY.
- 4.11 MOW LAWNS TO A HEIGHT OF 2 INCHES WHEN THE OVERALL HEIGHT REACHES 3 TO 4 INCHES. REMOVE CLIPPINGS WHEN HEIGHT OF LAWN IS 6 INCHES OR HIGHER BEFORE MOWING. COORDINATE WITH THE OWNER FOR A MINIMUM OF THREE MOWINGS IN ONE GROWING SEASON.
- 4.12 AFTER THE SECOND MOWING, UNIFORMLY SPREAD FERTILIZER AT THE RATE OF 5 LBS PER 1000 SQ. FEET. THOROUGHLY WATER LAWN AFTER APPLYING FERTILIZER TO FACILITATE PENETRATION OF FERTILIZER PARTICLES INTO THE SOIL. CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND APPLYING FERTILIZER FOR THE DURATION OF ONE COMPLETE GROWING SEASON. ALL FERTILIZERS MUST BE APPROVED BY THE ENGINEER PRIOR TO APPLICATION.
- 4.13 RESEED AREAS THAT ARE SPARSE AND WHERE SURFACE SOILS ARE HIGHLY VISIBLE AND NOT HAVING A UNIFORM STAND OF GRASS AFTER THE FIRST MOWING.
- 4.14 CONTRACTOR IS RESPONSIBLE FOR CLEANUP OF THE SITE, INCLUDING REMOVAL OF TRASH AND EXCESS MATERIALS, REMOVAL OF BARRIERS AND SIGNS AFTER LAWN HAS ESTABLISHED, AND MAINTENANCE OF PAVED AREAS. THE LAWN WILL NOT BE CONSIDERED FOR PAYMENT AND ACCEPTANCE UNTIL A SATISFACTORY STAND OF GRASS, AS JUDGED BY THE OWNER'S REPRESENTATIVE IS EVIDENT AFTER THREE CONSECUTIVE MOWINGS AND RE-FERTILIZATION.

DATE: JULY 2022

SCALE: AS NOTED

VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 2: STREET TREE PLANTING PROJECT

TITLE: SPECIFICATIONS

NUMBER: P503

4.0 - LAWN & TREE PLANTING (CONTINUED)

- 4.15 ALL TREE, SHRUB AND PERENNIAL MATERIAL SHALL BE DELIVERED BALLED AND BURLAPPED (B&B) OR IN CONTAINERS. PLANTS ARE TO BE PROTECTED DURING DELIVERY TO PREVENT DAMAGE TO ROOTS OR LEAVES. ENGINEER SHALL BE INFORMED OF PLANT DELIVERY SCHEDULE, AND MAY BE PRESENT UPON PLANT ARRIVAL FOR INSPECTION OF PLANT MATERIAL. REMOVE UNACCEPTABLE PLANT MATERIAL IMMEDIATELY FROM THE JOB SITE.
- 4.16 TREES, SHRUBS AND PERENNIALS ARE TO BE PLANTED WITHIN 24 HOURS OF DELIVERY. IF PLANT MATERIAL IS TO REMAIN IN CONTAINERS OR BURLAP FOR A PERIOD LONGER THAN 24 HOURS, IT IS THE CONTRACTORS RESPONSIBLE TO SAFELY STORE THE PLANT MATERIAL ON SITE AND PROTECT FROM WEATHER AND ANIMALS. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND DAILY WATERING OF PLANT MATERIAL THAT REMAINS UNPLANTED WITHIN 24 HOURS OF DELIVERY. PLANT MATERIAL IS TO BE INSTALLED PRIOR TO LAWN INSTALLATION.
- 4.17 CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL INSTALLED UNDER THIS CONTRACT FOR ONE YEAR OF THE SUBSTANTIAL COMPLETION DATE. DURING THE GUARANTEE PERIOD, REPLACE ALL PLANTS THAT ARE DEAD, DYING OR DAMAGED BY NATURAL FACTORS, OR DEMONSTRATE UNSATISFACTORY GROWTH AS DETERMINED BY THE OWNER'S REPRESENTATIVE. REPAIR OF DAMAGE TO OTHER PLANTS OR LAWNS DURING PLANT REPLACEMENT SHALL BE AT NO COST TO THE OWNER.
- 4.18 DO NOT DROP PLANTS, BREAK PLANT ROOT BALLS, OR PICK UP CONTAINER OR BALLED PLANTS BY STEMS OR TRUNKS.
- 4.19 PLANT MATERIAL SHALL BE AS DESCRIBED IN THE PLANT SCHEDULE LOCATED IN THE DRAWINGS, AND TRUE TO THE BOTANICAL AND COMMON NAME AND CULTIVAR. REPLACEMENT SPECIES SHALL BE PERMISSIBLE ONLY AFTER WRITTEN APPROVAL BY THE ENGINEER HAS BEEN OBTAINED.
- 4.20 PLANT TOPSOIL SHALL BE NATIVE TO THE PROJECT AREA, AND FREE FROM ANY REFUSE, TOXIC SUBSTANCES, WOODY VEGETATION, SUMPS, ROOTS, BRUSH, STONES, OR CLAY. PH OF TOPSOIL SHALL BE BETWEEN 5.5 AND 7.6. THOROUGHLY MIX FOUR PARTS TOPSOIL, ONE PART PEAT MOSS, AND ONE PART COMPOST TO OBTAIN PLANTING SOIL MIX.
- 4.21 FERTILIZER SHALL BE APPLIED AT A RATE OF 3 LBS PER CUBIC YARD OF PLANTING SOIL. FERTILIZER SHALL BE A 5-10-5 MIX OR AS APPROVED BY THE ENGINEER.
- 4.22 MULCH SHALL BE BROWN, CHIPPED BARK FOR PLANTING BEDS. AROUND TREE BASES. MULCH SHALL BE COMPOSED OF WOOD FROM HARDWOOD OR SOFTWOOD TREES, FREE OF LEAVES, TWIGS, WOOD PARTICLES, SAWDUST, AND STONE, AND SHALL HAVE A 3 INCH MAXIMUM OF ANY DIMENSION.
- 4.23 TREE STAKES SHALL BE COMPOSED OF WHITE OR RED CEDAR WOOD. STAKES SHALL BE FREE OF INSECTS, FUNGI, AND ROT. STAKES SHALL HAVE A MINIMUM DIAMETER OF 2 INCHES. WIRING SHALL BE NEW ANNEALED STEEL WIRE, 10 GAUGE MINIMUM SIZE. HOSES SHALL BE BRAIDED RUBBER OR PLASTIC HOSE, AT LEAST $\frac{3}{4}$ INCHES IN OUTSIDE DIAMETER AND LONG ENOUGH TO PROTECT THE ENTIRE CIRCUMFERENCE OF THE TRUNK FROM DAMAGE.
- 4.24 ALL WATER USED FOR PLANT MAINTENANCE SHALL BE POTABLE.

DATE: JULY 2022

SCALE: AS NOTED

VILLAGE OF ORISKANY FALLS
NEW YORK

PHASE 2: STREET TREE PLANTING PROJECT

TITLE: SPECIFICATIONS

NUMBER: P504

Section 12:

APPENDIX

DEFINITIONS

Access Management

The balancing of mobility and access through cooperation with municipalities, property owners, and state agencies to improve local safety conditions by decreasing the number of conflict points between modes and separating or eliminating conflict points, to the extent feasible.

Bicycle Lane

A space for the travel of people on bicycles that is on the roadway. It can be separated by a painted stripe, painted buffer, or physical buffer from driving lanes. Bicycle lanes vary between 4 – 6' wide and are one-directional.

Bio-Swales

A bio-swale (also known as a vegetated swale) is a grassy depression at low points along roadways, parking lots, and building sites and is an effective form of green stormwater management. Bio-swales use plants and turf to absorb runoff, over time they can develop carbon-rich peat that is an effective form of carbon capture.

Buffer

A portion of the street, typically in the roadway, which serves to separate different travel modes or uses.

Curb Extension (Bump-out)

An extension of the sidewalk or curb into the parking lane which reduces the effective street width, thereby reducing the pedestrian crossing distance.

Curb Ramps

The portion of the sidewalk that slopes down to meet the roadway.

Fixed Object (In relation to a bike lane)

A fixed object is something in the buffer that cannot physically be moved and is a permanent part of the roadway, such as a steel bollard.

Gateway Signage

Provides a visual cue at an entrance or key crossroads in a community and is selectively placed at a physical boundary such as a river, highway, intersection, or railroad underpass.

Green Infrastructure

A cost-effective, resilient approach to managing wet weather impacts that provide many community benefits. It reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

Greenspace

An area of the street that contains grass, trees, vegetation, or plantings for aesthetics and/or providing a buffer between street uses.

Parklet

A small seating area that can incorporate elements of greenspace, created as a public amenity in a former roadway parking stall.

Pedestrian Hybrid Beacon (PHB)

Also known as a "HAWK." A traffic control device activated by pedestrians that are used to increase motorists' awareness of pedestrian crossings at uncontrolled marked crosswalk locations.

Pervious (Porous) Pavement

A type of pavement that is designed with high porosity materials that allow rainwater to infiltrate its surface and pass into the ground below. These materials can replace asphalt and concrete surfaces with porous ones like gravel, meshed grass, and pumice-based asphalt.

Placemaking

The process of creating a quality place that people want to be in through the incorporation of unique attributes.

Rain Garden

A garden that lies below the level of its surroundings that is designed to absorb runoff rainwater.

Rectangular Rapid Flashing Beacon (RRFB)

Two rectangular-shaped yellow indicators with an LED light source that flashes in an alternating pattern, when activated by pedestrians, to enhance the visibility of a pedestrian crossing.

Rightsizing

The redesigning of a street to better serve all users, often to increase safety, implement Complete Streets concepts, and create or enhance non-vehicular infrastructure.

Right-of-Way

A public space that is owned by the governing municipality that allows people to be in and travel between places.

Roadway

The paved portion of the street that is contained between the curbs.

Semi-Fixed Object

In relation to a bike lane, a semi-fixed object is something in the buffer that can be physically moved and is a temporary part of the roadway such as planters and concrete barriers.

Shared Use Path

Also referred to as a "trail." A shared bicycle and pedestrian path that is physically separated from vehicular traffic by an open space or barrier.

Sharrow

A painted marking that indicates a part of the roadway that should be used by people riding bicycles and drivers of motor vehicles.

Sidepath

A shared-use path that is immediately adjacent to, and parallel to, a road.

Slow-Turn Wedge

A tighter turn radius made out of paint, low plastic barriers, and/or plastic flexible delineators.

Street

A segment of roadway that includes the travelway or cartway.

Two-Way Bike Lane (Cycle Track)

A physically separated facility that permits bicycle movement in both directions on one side of the road.

Wayfinding Signage

A system of signage installed in a location to create a greater sense of place and assist visitors in navigating to specific destinations.

Resources

These resources provide additional information for main streets and Complete Streets principles.

Business Improvement District

[A to Z of Business Improvement Districts \(pps.org\)](#)

[Starting a Business Improvement District: A step-by-step guide](#)

CDTC Open Streets

<https://www.cdtcmpo.org/page/457-open-streets>

Farmers Market

[Introduction \(ny.gov\)](#)

[Resources — Farmers Market Federation of New York \(nyfarmersmarket.com\)](#)

Main Street America and Branding and Marketing

[5 Tips for Main Street Marketing](#)

<https://www.mainstreet.org/home>

[Handbooks and Guides - Main Street America](#)

[New York Main Street | Homes and Community Renewal \(ny.gov\)](#)

NACTO Global Street Design Guide

<https://nacto.org/publication/global-street-design-guide/>

NACTO Urban Bikeway Design Guide

<https://nacto.org/publication/urban-bikeway-design-guide/>

NACTO Urban Street Design Guide

<https://nacto.org/publication/urban-street-design-guide/>

New Jersey Complete Streets Design Guide

[NJCS_DesignGuide.pdf \(state.nj.us\)](#)

NYC Open Streets

<https://www1.nyc.gov/html/dot/html/pedestrians/openstreets.shtmlpedestrians/openstreets.shtml>

New York City Street Design Manual

[Street Design Manual | NYC Street Design Manual](#)

NYS DOT Complete Street Planning

<https://dot.ny.gov/programs/completestreets/planning>

Open Streets

[The Open Streets Guide](#)

Parklets

[People St. Kit of Parts for Parklets](#)

[Seattle Department of Transportation Parklet Handbook](#)

Project for Public Spaces

<https://www.pps.org>

Sidewalk Rehabilitation Program

[A Guide for Maintaining Pedestrian Facilities for Enhanced Safety - Safety | Federal Highway Administration \(dot.gov\)](#)

Smart Growth America

<https://smartgrowthamerica.org>

Temporary/ Pop-Up Demonstration Projects

[Activating Communities Using Pop-Up Designs \(planning.org\)](#)

<https://www.fortworthtexas.gov/files/assetspublic/tpw/documents/atp/pop-up.pdf>

[Main Spotlight: Pop-Up Retail: Not Just for Start-Ups, And Other Learnings From Its Evolution \(mainstreet.org\)](#)

[NACTO_Streets-for-Pandemic-Response-and-Recovery_2020-07-15.pdf](#)

[SRTS Street Pop-up Events | LADOT Livable Streets](#)

[The Pop-Up Placemaking Toolkit](#)

U.S. DOT – Complete Streets

<https://transportation.gov/mission/health/complete-streets>

U.S. DOT – Federal Highway Administration Small Town and Rural Multimodal Networks

[Small Towns - Publications - Bicycle and Pedestrian Program - Environment - FHWA \(dot.gov\)](#)

