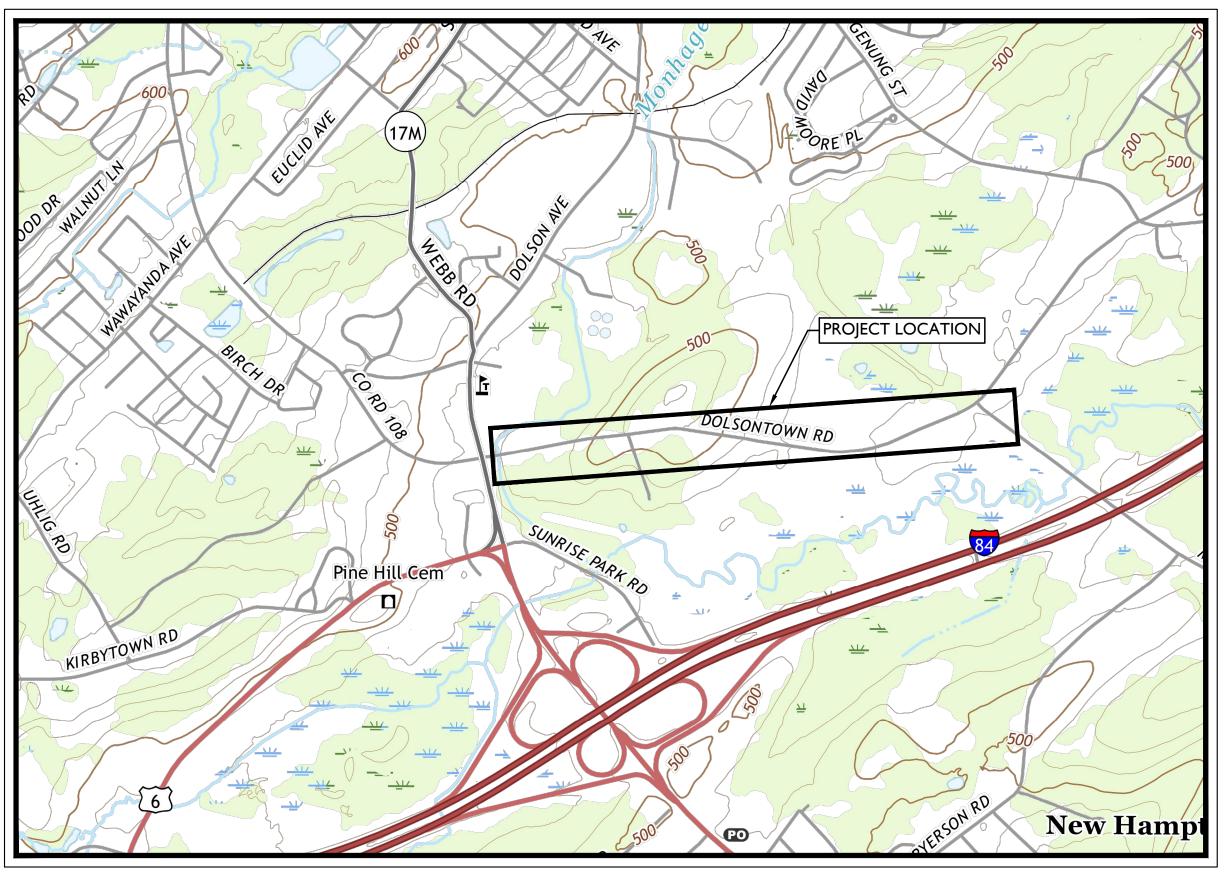
# OFFSITE HIGHWAY IMPROVEMENT PLANS FOR DOLSONTOWN ROAD **CORRIDOR IMPROVEMENTS DOLSONTOWN ROAD BETWEEN** NYS ROUTE 17M & MCVEIGH ROAD TOWN OF WAWAYANDA ORANGE COUNTY, NEW YORK



)
8,670
45 MPH
50 MPH

NEW YORK DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, LATEST REVISION, TO GOVERN.

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## KEY MAP

SCALE: |" = 1000'

SOURCE: U.S. DEPARTMENT OF THE INTERIOR U.S. GEOLOGICAL SURVEY

NEW YORK DEPARTMENT OF TRANSPORTATION STANDARD SHEETS DATED, LATEST REVISION, ARE APPLICABLE TO THIS PROJECT

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#### GENERAL NOTES

- I. TOPOGRAPHIC SURVEY INFORMATION HAS BEEN OBTAINED FROM A SURVEY PREPARED BY CLEARPOINT SURVEYING, D.P.C., DATED 10/19/22. NYSDOT RECORD PLANS D253572, D500089 & OI61 NOA MARIO MAY ALSO BE MADE AVAILABLE TO THE CONTRACTOR UPON REQUEST.
- 2. MATERIAL AND CONSTRUCTION SPECIFICATIONS: NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (US CUSTOMARY) CURRENT REVISION OFFICIALLY ADOPTED AS OF THE EFFECTIVE LETTING DATE, EXCEPT AS MODIFIED IN THE CONTRACT DOCUMENTS.
- 3. CONTRACTOR SHALL FIELD VERIFY EXISTING GRADES, EXISTING STRUCTURE LOCATIONS AND OTHER EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND SHALL REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE FOR FURTHER RESOLUTION.
- 4. THE CONTRACTOR SHALL COMPLETE SURVEY TASKS (I.E., STATION ROADWAY, MARK OUT EXISTING/PROPOSED RIGHT-OF-WAY LINES, MARK OUT UTILITIES, SURVEY MANHOLES, VALVES, AND CATCH BASINS REQUIRING ADJUSTMENT TO PROVIDE A SMOOTH RIDING SURFACE AND PROMOTE PROPER DRAINAGE, ETC.) AS DIRECTED BY THE ENGINEER PRIOR TO BEGINNING ANY CONSTRUCTION WORK. PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 625.01. ALL SURVEY NOTES FOR EACH LOCATION SHALL BE SUBMITTED TO THE ENGINEER.
- 5. THE CONTRACTOR SHALL BE AWARE THAT OTHER CONTRACTORS MAY BE WORKING IN THE AREA ON OTHER CONSTRUCTION AT THE SAME TIME THAT WORK IS PERFORMED UNDER THIS CONTRACT. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE PROJECT WORK WITH OTHER CONTRACTORS AND SHALL SCHEDULE ITS OPERATIONS SO AS TO CAUSE A MINIMUM DISRUPTION TO TRAFFIC.
- 6. THIS PROJECT INVOLVES CONSTRUCTION WITHIN AN ACTIVE ROADWAY. WORK SHALL BE PERFORMED SO AS TO ENSURE THAT PROPER TRAFFIC FLOW IS MAINTAINED DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE WORK ZONE TRAFFIC CONTROL IN ACCORDANCE WITH THE FEDERAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) INCLUDING NEW YORK STATE SUPPLEMENT, THE CONTRACT DOCUMENTS AND AS DIRECTED BY THE ENGINEER.
- 7. THE CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS AND DIMENSIONS AND SHALL BE RESPONSIBLE FOR FIELD FIT FINISH AND QUALITY OF WORK AND MATERIAL USED IN THE CONSTRUCTION. NO ALLOWANCE SHALL BE MADE ON BEHALF OF THE CONTRACTOR FOR ANY ERROR OR NEGLECT ON HIS PART.
- 8. THE CONTRACTOR IS RESPONSIBLE FOR THE REPLACEMENT AND RESTORATION OF ALL NATURAL AND MANMADE FEATURES WHETHER SHOWN ON THE PLANS OR ENCOUNTERED IN THE FIELD. IT IS THE INTENTION OF THE PLANS TO SHOW ONLY MAJOR FEATURES TO BE PROTECTED, RESTORED, OR REPLACED.
- 9. PROTECTION AND RESTORATION OF PROPERTY SHALL BE IN ACCORDANCE WITH THE NYSDOT STANDARD SPECIFICATIONS.
- 10. TOPSOIL (ITEM 610.1402 TOPSOIL ROADSIDE) SHALL BE PLACED, AND AREAS SHALL BE SEEDED (ITEM 610.1601 - TURF ESTABLISHMENT ROADSIDE) AS SOON AS FINAL GRADES ARE ESTABLISHED ON PERMANENT SLOPES. SLOPES SHALL BE MULCHED (ITEM 209.100101 - MULCH TEMPORARY).
- 11. THE CONTRACTOR SHALL CONTACT ALL THE APPROPRIATE PARTIES WITH JURISDICTION OVER THE UTILITIES ENTERING ON OR NEAR THE PROJECT AREA PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES AND PROVIDE THOSE AGENCIES 72-HOURS NOTIFICATION.
- 12. THE CONTRACTOR SHALL VERIFY THE LOCATION OF AND SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL PUBLIC AND PRIVATE UNDERGROUND AND SURFACE UTILITIES AND STRUCTURES AT OR ADJACENT TO THE SITE OF CONSTRUCTION, IN SO FAR AS THEY MAY BE ENDANGERED BY HIS OPERATIONS. THIS SHALL HOLD TRUE WHETHER OR NOT THEY ARE SHOWN ON THE CONTRACT DRAWINGS. IF THEY ARE SHOWN ON THE DRAWINGS, THEIR LOCATIONS ARE NOT GUARANTEED EVEN THOUGH THE INFORMATION WAS OBTAINED FROM THE BEST AVAILABLE SOURCES, AND IN ANY EVENT, OTHER UTILITIES NOT SHOWN ON THESE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE DAMAGES AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION OF UTILITY SERVICES.
- 13. IF TEMPORARY UTILITY SERVICES ARE REQUIRED, AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL FURNISH AND MAINTAIN SUCH SERVICES UNTIL THE ENGINEER DEEMS THEY ARE NO LONGER REQUIRED. THE CONTRACTOR SHALL PROVIDE THE TEMPORARY UTILITY SERVICES AT NO ADDITIONAL COST TO THE PERMITTEE/OWNER. ALL PAVEMENT MARKINGS AND SIGNS SHALL BE IN CONFORMANCE WITH THE MUTCD AND THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
- 14. ALL DISTURBED AREAS WITHIN THE ROW SHALL BE RESTORED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 610.1402 - TOPSOIL ROADSIDE, ITEM 610.1601 - TURF ESTABLISHMENT ROADSIDE AND ITEM 209.100101 - MULCH TEMPORARY.
- 15. THE CONTRACTOR SHALL INSTALL AND MAINTAIN SOIL EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH \$209 OF THE NYSDOT STANDARD SPECIFICATION AND STANDARD SHEETS 209-01 THROUGH 209-07.
- 16. ALL MATERIALS, SHOP, ERECTION, DEMOLITION, TEMPORARY STRUCTURE, PROCEDURAL AND OTHER DRAWINGS WHICH NEED NYSDOT APPROVAL SHALL BE SUBMITTED TO THE ENGINEER FOR DISTRIBUTION TO THE APPROPRIATE APPROVAL OFFICE. THIS INCLUDES DRAWINGS FROM FABRICATORS AND PRE-CASTERS. THE CONTRACTOR IS CAUTIONED NOT TO ORDER EQUIPMENT AND/OR MATERIALS UNTIL THE REQUIRED DRAWINGS ARE APPROVED IN WRITING.

#### **EXCAVATION SPECIAL NOTES**

- I. TRANSVERSE UTILITY CROSSINGS UNDER NYSDOT PAVEMENT SHALL BE A MINIMUM OF FIVE (5) FEET BETWEEN THE TOP OF THE PAVEMENT AND THE TOP OF UTILITY.
- 2. LONGITUDINAL UTILITY RUNS, OUTSIDE THE PAVEMENT LIMITS MUST BE A MINIMUM OF THREE (3) FEET FROM TOP OF GRADE TO TOP OF UTILITY. THE PAVEMENT LIMITS ARE 50 FEET FROM THE HIGHWAY CENTER LINE.
- 3. LONGITUDINAL UTILITY RUNS SHOULD BE KEPT AS CLOSE TO THE RIGHT OF WAY LINE OR AS FAR FROM THE PAVEMENT AS POSSIBLE.
- 4. ANY EXCAVATION WHICH EXCEEDS FIVE FEET IN DEPTH AND HAS LIVE TRAFFIC OR UTILITIES WITHIN IV: IH PROJECTION FROM THE BOTTOM EXCAVATION SHALL UTILIZE A SHEETING/SHORING SYSTEM WHICH PROVIDES DIRECT CONTACT AND SUPPORT OF THE EXCAVATION SIDES (A TRENCH BOX DOES NOT MEET THESE REQUIREMENTS). THE CONTRACTOR SHALL PROVIDE VERIFICATION (I.E., MANUFACTURER'S DATA SHEETS AND/OR P.E. DESIGN COMPUTATIONS) TO THE ENGINEER DEMONSTRATING THAT THE SYSTEM CHOSEN CAN ACCOMMODATE THE ANTICIPATED SOIL, WATER, TRAFFIC AND SURCHARGE LOADINGS. PAYMENT SHALL BE MADE UNDER ITEM 552.17 -SHIELDS AND SHORING AS SPECIFIED IN THE CONTRACT DOCUMENTS
- 5. DESIGN DOCUMENTS FOR PREFABRICATED "SHEETING BOX," WHERE USED, SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NEW YORK.

## **EXISTING UTILITIES**

- I. THE UTILITY LOCATION QUALITY LEVEL LABELING CONVENTION SHOWN ON THE PLANS DOES NOT STANDARD SPECIFICATIONS.
- THE OUALITY LEVEL DEFINITIONS ARE:

QUALITY LEVEL A - THE HIGHEST DEGREE OF ACCURACY; THE UTILITY INFORMATION ON THE CONTRACT PLANS HAS BEEN FIELD LOCATED AND VERIFIED BY EXCAVATION, WHEN APPROPRIATE. (SHOWN AS QLA)

OUALITY LEVEL B - SUBSURFACE GEOPHYSICAL LOCATING TECHNIQUES (THAT IS. UNDERGROUND CAMERAS, RADAR, SONAR, TONE OUTS, ETC.) AND EXISTING RECORD PLANS HAVE BEEN USED TO LOCATE UTILITIES. NO EXCAVATIONS WERE PERFORMED. (SHOWN AS QLB) QUALITY LEVEL C - RECORD INFORMATION PROVIDED BY UTILITY OWNERS WAS PLOTTED ON THE VALVE BOXES AND HYDRANTS HAVE BEEN FIELD LOCATED. (SHOWN AS QLC)

QUALITY LEVEL D - EXISTING NYSDOT AND UTILITY COMPANY RECORDS WERE USED TO LOCATE SUBSURFACE UTILITIES. (SHOWN AS QLD)

THE UTILITY QUALITY LEVEL	S FOR ALL PLAIN SHEET
UTILITIES	QUALITY LEVEL
ELECTRIC	QLD
GAS	QLD
TELEPHONE	QLD
CABLE TV	QLD
SEWER	QLD
DRAINAGE	QLD
NYSDOT LIGHTING	QLD
WATER	QLD

- 2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR, UNDER PART 753 OF THE NEW YORK STATE INDUSTRIAL CODE. TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND FACILITIES PRIOR TO WORKING IN THE AREA. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- 3. THE CONTRACTOR IS ALERTED TO THE FACT THAT THE PROVISIONS OF NEW YORK STATE INDUSTRIAL CODE. PROTECTION OF UNDERGROUND FACILITIES. APPLY TO THIS PROJECT. NO DIRECT PAYMENT FOR ANY WORK REQUIRED BY THE CODE WILL BE MADE. WHERE EXISTING UTILITIES ARE LOCATED WITHIN THE CONTRACT LIMITS, AT LEAST 72 HOURS' NOTICE BEFORE PERFORMING ANY WORK AT OR NEAR UNDERGROUND FACILITIES. THE CONTRACTOR WILL BE RESPONSIBLE FOR ASSERTING THE ACTUAL LOCATION OF ALL UTILITIES NOT MARKED OUT THROUGH THE ONE CALL CENTER.
- 4. ALL EXISTING UTILITIES WITHIN THE LIMITS OF THE WORK ZONE WILL BE SERVICED AND MAINTAINED BY THE UTILITY COMPANY OR ORGANIZATION HAVING CONTROL AND JURISDICTION THEREOF. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ACCOMMODATE THESE MAINTENANCE REQUIREMENTS. NO SEPARATE PAYMENT IS MADE FOR THIS WORK. THE COST OF THIS EFFORT IS TO BE INCLUDED UNDER THE VARIOUS ITEMS OF THE CONTRACT.
- 5. THE ENGINEER SHALL BE NOTIFIED A MINIMUM OF 5 WORKING DAYS IN ADVANCE OF ALL COMMUNICATION AND COORDINATION MEETINGS RELATED TO THIS PROJECT BETWEEN THE CONTRACTOR AND ANY UTILITY COMPANY.
- 6. THE CONTRACTOR IS ADVISED THAT DURING THE COURSE OF THIS WORK IT MAY BECOME NECESSARY TO DETERMINE THE PRESENCE OF EXISTING UNDERGROUND UTILITY TYPE, SIZE, PROXIMITY AND/OR CONDITION BY MEANS OF EXCAVATION WHICH IS NON-DESTRUCTIVE AND IS LOCALIZED AND DOES NOT CAUSE ANY DIRECT OR INDIRECT DAMAGE TO THE EXISTING UTILITY IN ANY WAY. AT ALL SUCH LOCATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL EXCAVATE AND BACKFILL TEST PITS OR EXAMINATION PITS BY HAND AND/OR VACUUM EXCAVATION IN A MANNER THAT IS APPROVED BY THE ENGINEER AND PREVENTS DAMAGE TO THE WRAPPING, COATING OR OTHER PROTECTIVE COVERING OF THE UTILITY LINE. THE SIZE OF THE EXCAVATION SHALL BE SUFFICIENT TO DETERMINE THE PRESENCE OF EXISTING UNDERGROUND UTILITY TYPE, SIZE, PROXIMITY AND/OR CONDITION. THE PAYMENT SHALL BE INCLUDED AT A SET QUANTITY OF 2.5 CY PER TEST HOLE REGARDLESS OF THE SIZE OF THE TEST PIT HOLE.

- TRAFFIC CONTROL ITEM.
- INSTALLED TO THE SATISFACTION OF THE ENGINEER.

RELIEVE THE CONTRACTOR OF HIS OBLIGATIONS UNDER SECTIONS 660 THROUGH 680 OF THE

- CONTRACT PLANS. DEPTHS WERE NOT FIELD VERIFIED, PHYSICAL SURFACE FEATURES LIKE MANHOLES,

THE UTILITY OUALITY LEVELS FOR ALL PLAN SHEETS IN THIS CONTRACT ARE AS FOLLOWS:

#### SIGNING NOTES

I. IF EXISTING SIGNS ARE REMOVED BEFORE THE NEW ONES ARE INSTALLED. TEMPORARY SIGNS SHALL BE PROVIDED AT THESE LOCATIONS. THE REMOVAL OF EXISTING SIGNS THAT ARE BEING REPLACED SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. FURNISHING, MOUNTING AND REMOVAL OF TEMPORARY SIGNS SHALL BE INCLUDED IN THE BASIC WORK ZONE

2. THE CONTRACTOR SHALL NOT REMOVE EXISTING GROUND-MOUNTED GUIDE SIGNS UNTIL PROPOSED GUIDE SIGNS ARE

- THE CONTACTOR SHALL PROVIDE A SCHEDULE TO THE ENGINEER DETAILING WHEN GUIDE RAIL WILL BE REMOVED AND REPLACED. THE ENGINEER SHALL APPROVE THIS SCHEDULE BEFORE THE
- CONTRACTOR BEGINS WORK. WHERE EXISTING GUIDE RAIL OR MEDIAN BARRIER IS TO BE REMOVED OR REPLACED, NO WORK SHALL BEGIN UNTIL THE CONTRACTOR HAS SATISFIED THE ENGINEER THAT ALL MATERIALS, LABOR AND EQUIPMENT ARE AVAILABLE, AND THAT WORK IS SCHEDULED SO THAT IT WILL PROCEED EFFICIENTLY AND WITHOUT INTERRUPTION FROM START TO COMPLETION.

REPLACEMENT OF GUIDE RAIL, MEDIAN RAIL AND/OR BRIDGE RAIL SHALL BE SCHEDULED AND PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS AND/OR RESTRICTIONS CONTAINED IN THE WORK ZONE TRAFFIC CONTROL NOTES.

- . THE LOCATION AND LENGTHS OF EXISTING GUIDE RAIL RUNS ARE BASED ON THE AVAILABLE SURVEY DATA AND ARE SUBJECT TO FIELD VERIFICATION BY THE CONTRACTOR. TO PROVIDE THE FLEXIBILITY NEEDED TO ADJUST RAIL RUNS TO MEET ACTUAL FIELD CONDITIONS, THE QUANTITIES FOR GUIDE RAIL, MEDIAN RAIL, BRIDGE RAIL, TRANSITION, AND ANCHOR ITEMS SHOULD BE INCREASED BY 5% IN THE CONTRACTOR'S BID PRICE OVER THE QUANTITIES SHOWN IN THE RAIL INSTALLATION TABLES.
- 4. ALL SHOP CURVE RADII REQUIRED SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
- 5. GRADING MAY BE REQUIRED PRIOR TO THE INSTALLATION OF RAIL, AS ORDERED BY THE ENGINEER GRADING OF ROADSIDE AREAS (NON-LAWNS) SHALL BE PAID UNDER ITEM 621.05, CLEAN GRADE AND SHAPE EXISTING ROADWAY SECTION. GRADING OF LAWN AREAS SHALL BE PAID UNDER ITEMS 621.51010010, TRIMMING AND RESHAPING ROADSIDE TURF AREAS. SEEDING WILL BE PAID UNDER THE APPROPRIATE ITEM FOR ESTABLISHING TURF.
- 6. IN AREAS WHERE A FIXED OBJECT (I.E., UTILITY POLE OR CULVERT) IS LOCATED IN THE CLEAR ZONE AND CANNOT FEASIBLY BE RELOCATED OR REMOVED, THE RAIL POST SPACING MUST BE REDUCED TO OBTAIN AN APPROPRIATE RAIL DEFLECTION. IN THE EVENT THIS SITUATION ARISES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO ANY WORK BEING CONDUCTED. THE ENGINEER SHALL PROVIDE THE CONTRACTOR WITH THE REQUIRED POST SPACING. THE CONTRACTOR SHALL BE PAID AS PER TABLE 606-2 OF THE NYSDOT STANDARD SPECIFICATIONS FOR THE REDUCED POST SPACING.
- 7. NEW POSTS SHALL BE OFFSET FROM THE EXISTING POSTS BY A MINIMUM OF I FT.
- ALL OTHER HOLES SHALL BE BACKFILLED USING EITHER COMPACTED SAND BACKFILL MEETING THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION §203-2.02.1 OR SUITABLE MATERIAL APPROVED BY THE ENGINEER. PAYMENT OF BACKFILLING HOLES WILL BE MADE UNDER THE VARIOUS RAIL ITEMS.
- 8. IN CASES WHERE SOUND ROCK IS ENCOUNTERED LESS THAN 3-FT BELOW GRADE, THE CONTRACTOR SHALL DRILL A 6-INCH DIAMETER HOLE THE NECESSARY DEPTH TO ACHIEVE A TOTAL POST PENETRATION OF 3-FT BELOW GRADE. THE CONTRACTOR SHALL THEN CUT THE STEEL PLATE OFF THE POSTS, FILL THE HOLE WITH SAND BACKFILL MEETING THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION §203-2.02.1, AND DRIVE THE POST TO THE REQUIRED DEPTH. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE RESPECTIVE GUIDE RAIL ITEMS.
- 9. WHERE PROPOSED EQUIPMENT IS TO BE INSTALLED BEHIND EXISTING GUIDE RAIL, BEFORE INSTALLING ANY PROPOSED EQUIPMENT, THE CONTRACTOR SHALL EVALUATE EXISTING GUIDE RAIL AND IS TO AGREE WITH THE ENGINEER TO INSTALL EQUIPMENT BEYOND THE DEFLECTION OF THE EXISTING GUIDE RAIL. DEFLECTION VALUES SHALL BE PER NYSDOT HDM CHAPTER 10 TABLE 10-3.
- 10. NEW EXTRA-LONG POST SHALL BE USED WHEREVER EXTRA-LONG POSTS ARE REMOVED, AND IN LOCATIONS DIRECTED BY THE ENGINEER. PAYMENT FOR GUIDE RAIL INSTALLED WITH EXTRA-LONG POSTS WILL BE MADE UNDER THE APPROPRIATE ITEMS.
- ITEM 606.1001, BOX BEAM GUIDE RAILING WITH EXTRA LONG POSTS

ITEM 606.100102, BOX BEAM GUIDE RAILING WITH EXTRA LONG POSTS (SHOP BENT OR SHOP MITERED)

ITEM 606.100103, BOX BEAM GUIDE RAILING WITH EXTRA LONG POSTS (SHOP MITERED)

ITEM 606.1801, MODIFIED G2 WEAK-POST CORRUGATED BEAM GUIDE RAIL WITH EXTRA LONG POSTS ITEM 606.180101, MODIFIED G2 WEAK-POST CORRUGATED BEAM GUIDE RAIL WITH EXTRA LONG POSTS (SHOP CURVED)

3% OF THE PAYMENT LENGTH OF EACH RAIL TYPE TO BE REMOVED, RESET, INSTALLED AS NEW SHALL BE ESTIMATED BY THE CONTRACTOR TO UTILIZE EXTRA-LONG POSTS AND INCLUDED IN THE CONTRACTOR'S BIDE PRICE.

- 11. THE CONTRACTOR SHALL REMOVE TREES, BRUSH AND VEGETATION BEHIND THE NEWLY INSTALLED GUIDE RAIL FOR A DISTANCE OF AT LEAST I-FT MORE THAN THE STANDARD DEFLECTION DISTANCE SHOWN IN TABLE 619-5. GUIDE RAIL AND TEMPORARY CONCRETE BARRIER STANDARD DEFLECTION DISTANCES, IN NYS STANDARD SPECIFICATION §619. REMOVAL OF TREES, BRUSH AND VEGETATION SHALL BE PERFORMED BY CUTTING THE TREES, BRUSH AND/OR VEGETATION AS CLOSE TO THE GROUND AS PRACTICAL. THERE SHALL BE NO GRUBBING OF VEGETATION OR STUMPS CAUSING SOIL DISTURBANCE UNLESS OTHERWISE SPECIFIED IN THE CONTRACTOR DOCUMENTS OR DIRECTED BY THE ENGINEER. ALL WOOD, BRUSH AND OTHER DEBRIS RESULTING FROM THE WORK SHALL BE DISPOSED AS DESCRIBED IN THE NYSDOT STANDARD SPECIFICATION §201-3.03, DISPOSAL.
- THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID.
- 12. THE CONTACTOR SHALL INSTALL SNOWPLOWING MARKERS AT EACH GUIDE RAIL RUN IN ACCORDANCE WITH THE APPROPRIATE STANDARD SHEET(S). SNOW PLOWING MARKERS SHALL BE GREEN.
- 13. WHERE THE EXISTING ASPHALT VEGETATION CONTROL STRIP OR GUTTER IS DAMAGED BY RAIL REMOVAL OPERATIONS, THE CONTRACTOR SHALL REMOVE THE DAMAGE ASPHALT AND REPAIR THE VEGETATION CONTROL STRIP USING ITEM 608.020102, HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIP OR GUTTER USING ITEM 624020101, ASPHALT CONCRETE GUTTERS.

#### GUIDE RAIL NOTES

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### WORK ZONE TRAFFIC CONTROL NOTES

#### I. GENERAL

THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGTH OF THE CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE NYSDOT STANDARD SPECIFICATIONS, MUTCD AND THE CONTRACT DOCUMENTS, WHERE PROVIDED, OR AS ORDERED BY ENGINEER (A.O.B.E.)

#### 2. CONSTRUCTION EQUIPMENT & MATERIALS

CONTRACTOR EQUIPMENT, WHEN NOT IN USE, AND MATERIALS AWAITING INSTALLATION SHALL BE PROPERLY STORED, STOCKPILED, AND SITED IN A PROTECTED LOCATION (I.E., BEHIND A PHYSICAL BARRIER OR IN SUCH A MANNER THAT HORIZONTAL CLEARANCE OF AT LEAST 30 FEET IS PROVIDED FROM THE OUTSIDE EDGE OF THE TRAVELED WAY) AND SHALL NOT CONSTITUTE A TRAFFIC HAZARD NOR INTERFERE WITH DRAINAGE COURSES. MATERIALS OR EQUIPMENT SHALL NOT BE LEFT IN FRONT OF OR WITHIN THE DEFLECTION DISTANCE BEHIND GUIDE RAIL AND SAFETY APPURTENANCES SO AS TO COMPROMISE THEIR PERFORMANCE. PARKING VEHICLES

PRIVATE VEHICLES OWNED BY THE CONTRACTOR AND ITS EMPLOYEES SHALL NOT BE PARKED ON THE PAVEMENT OR SHOULDERS, OR ANY OTHER AREAS DEEMED BE THE ENGINEER TO BE HAZARDOUS LOCATIONS.

#### 3. WORK ZONES

WORK ZONES SHALL BE LIMITED TO ONE SIDE OF THE TRAVELED WAY AT A TIME, UNLESS APPROVED BY THE ENGINEER WORK ZONES ON OPPOSITE SIDES OF THE ROAD SHALL NOT OVERLAP. A WORK ZONE IS DEFINED AS THE AREA IN WHICH TRAFFIC IS RESTRICTED BECAUSE OF CONSTRUCTION ACTIVITIES OR THAT AREA WHICH INVOLVES A DROP-OFF NEXT TO THE PAVEMENT. IN SPECIAL CASES THE LONGITUDINAL DISTANCE BETWEEN WORK ZONES OR THE LENGTH OF THE WORK ZONE MAY BE LIMITED BY THE ENGINEER.

#### 4. OVERLAPPING WORK AREAS

THE CONTRACTOR SHALL COORDINATE HIS WORK SO THERE IS NO CONFLICT IN CONSTRUCTION SIGNING IN OVERLAPPING WORK AREAS AND SO THAT LANE CONTINUITY IS MAINTAINED BETWEEN WORK AREAS. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH ANY OTHER CONTRACTORS, PUBLIC MAINTENANCE, OR UTILITIES COMPANY'S OPERATIONS IN THE AREA TO ENSURE PROPER WORK ZONE TRAFFIC CONTROL.

#### 5. CONES, DRUMS, BARRICADES AND MARKERS

CHANNELIZING DEVICES AND THEIR PLACEMENT SHALL CONFORM WITH THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION §619-3.021 AND THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL MAKE CERTAIN PLACEMENT OF THE CONES, DRUMS, AND MARKERS OR BARRICADES SHALL NOT INTERFERE WITH SIGHT DISTANCE.

#### 6. VEHICLE RESTRICTIONS

WHENEVER CONSTRUCTION CONDITIONS RESTRICT PASSAGE BY OVERSIZED VEHICLES, THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE REGIONAL PERMIT ENGINEER. THE NOTICE SHALL INCLUDE THE EXACT LOCATION, NATURE AND MAXIMUM ALLOWABLE WIDTH, WEIGHT AND OTHER FACTORS, THIS WRITTEN NOTICE SHALL BE GIVEN ONE WEEK PRIOR TO THE BEGINNING OF THE RESTRICTION. VERBAL NOTICE SHALL BE GIVEN UPON TERMINATION OF THE RESTRICTION.

#### 7. TAPER LENGTHS

TAPER LENGTHS FOR CLOSURES AND LATERAL SHIFTS OF TRAVEL LANES SHALL CONFORM TO STANDARD SHEET 619-011 TABLE 011-02 BASED ON THE PRECONSTRUCTION POSTED SPEED LIMIT OF 35 MPH OR AS DIRECTED BY THE ENGINEER.

#### 8. TEMPORARY PAVEMENT MARKINGS

THE CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, USING PATTERNS AND COLORS SHOWN IN THE MUTCD TO ESTABLISH TEMPORARY TRAFFIC PATTERN(S) DURING CONSTRUCTION ON ANY PAVEMENT, INCLUDING MILLED OR GROOVED SURFACE, RESURFACED, NEW PAVEMENT, OR OTHER PAVED SURFACE WITHOUT PAVEMENT MARKINGS, FOR A MAXIMUM OF 14 CALENDAR DAYS. THIS SHALL INCLUDE AT ALL APPROPRIATE LOCATIONS, EDGE LINES, LANE LINES, (SOLID OR BROKEN), CHANNELIZING LINES, DOTTED LINES, PLUS ANY MARKINGS ORDERED BY THE ENGINEER. ALL MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH THE NYSDOT STANDARD SPECIFICATION §619-3.06 AND THE MUTCD AND SHALL INDICATE ACTUAL CONDITIONS AT ALL TIMES.

TRAFFIC PAINT NEED NOT BE REMOVED BEFORE PLACING A SUBSEQUENT PAVEMENT COURSE. REMOVABLE PAVEMENT TAPE, REMOVABLE WET-NIGHT REFLECTIVE TAPE, TEMPORARY OVERLAY MARKERS AND REMOVABLE RAISED PAVEMENT MARKERS SHALL BE REMOVED BEFORE PLACING A SUBSEQUENT PAVEMENT COURSE AT NO ADDITIONAL COST TO THE STATE.

TEMPORARY PAVEMENT MARKING STRIPES SHALL BE A MINIMUM OF 4 INCHES IN WIDTH. TEMPORARY PAVEMENT MARKINGS SHALL BE APPLIED TO A CLEAN, DRY PAVEMENT IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. HATCH LINES AND SYMBOLS WILL NOT BE REQUIRED AS TEMPORARY PAVEMENT MARKINGS UNLESS REQUIRED BY THE CONTRACT DOCUMENTS.

#### 9. SIGNS

THE CONTRACTOR SHALL INSTALL AND MAINTAIN CONSTRUCTION SIGNS IN GOOD CONDITION TO ADEOUATELY AND SAFELY INFORM AND DIRECT MOTORISTS, BICYCLISTS, AND PEDESTRIANS, EXISTING AND CONSTRUCTION SIGNS SHALL INDICATE ACTUAL ROADWAY CONDITIONS, AND SHALL BE COVERED, UNCOVERED, CHANGED, RELOCATED, OR REMOVED IMMEDIATELY TO REFLECT CURRENT CONDITIONS AT ALL TIMES AND AT THE DIRECTION OF THE ENGINEER. CONSTRUCTION SIGNS SHALL BE COVERED OR REMOVED WHEN THEY NO LONGER INDICATE ACTUAL CONDITIONS. THE CONTRACTOR SHALL PROVIDE MEASURES TO PROTECT WORKERS DURING PLACEMENT AND REMOVAL OF CONSTRUCTION SIGNS ADEQUATE FOR THE PREVAILING SPEED, VOLUME OF TRAFFIC AND ROADWAY GEOMETRY WHERE THE WORK IS TO OCCUR. SUCH PROTECTION MAY INCLUDE, BUT IS NOT LIMITED TO, THE USE OF FLAGGERS, SPOTTERS, AND SHADOW VEHICLES EQUIPPED WITH TRUCK-MOUNTED OR TRAILER MOUNTED ATTENUATORS. WHERE PEDESTRIAN ACCESS IS PROHIBITED, WORKERS SHALL NOT CROSS OR ENTER TRAVEL LANES OPEN TO TRAFFIC.

ALL SIGNS SHALL BE KEPT CLEAN, MOUNTED AT THE REQUIRED HEIGHT ON ACCEPTABLE SUPPORTS, AND INSTALLED IN THE PROPER POSITION, ALIGNMENT, AND ORIENTATION SO AS TO GIVE MAXIMUM VISIBILITY. CONSTRUCTION SIGNS WILL BE EVALUATED FOR ACCEPTABILITY IN ACCORDANCE WITH THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) QUALITY GUIDELINES FOR WORK ZONE TRAFFIC CONTROL DEVICES. WHEN AUXILIARY PANELS ARE MOUNTED ABOVE OR BELOW A WARNING OR REGULATORY SIGN, THEY SHALL NOT COVER ANY PART OF THE WARNING OR REGULATORY SIGN. SIGNS SHALL BE PLACED SO THAT EACH SIGN IS VISIBLE AT NIGHT, AT THE DESIRED DISTANCE, WITHOUT BEING OBSCURED BY ANOTHER SIGN, EXISTING FEATURES ON THE HIGHWAY, OR FOLIAGE. THE FACES OF STORED SIGNS SHALL NOT BE VISIBLE TO TRAFFIC IN ANY DIRECTION, REGARDLESS OF THE ORIENTATION OF THE SIGN. SIGN PANELS, MOUNTINGS, AND SIGN COVERINGS SHALL BE IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS §619-3.02H.

#### **10. GUIDE RAIL WORK**

ANY FREE ENDS OF GUIDE RAIL SHALL BE PROTECTED FROM IMPACT AT THE DIRECTION OF THE ENGINEER. THE COST OF TEMPORARILY TERMINATING GUIDE RAIL SHALL BE INCLUDED IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM. WHEN CONSTRUCTION OPERATIONS REQUIRE THE TEMPORARY REMOVAL OF GUIDE RAIL OR MEDIAN BARRIER; OR WHEN EXISTING RAIL WILL BE REMOVED AND REPLACED WITH NEW RAIL, THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE THE TIME PERIOD THAT RAIL IS NOT INSTALLED. GUIDE RAIL OR MEDIAN BARRIER SHALL BE REPLACED, OR THE LOCATION OTHERWISE PROTECTED WITHIN 14 CALENDAR DAYS.

DURING NON-WORK HOURS WHEN TRAFFIC IS BEING MAINTAINED ON THE FACILITY, ALL TEMPORARY ENDS (FREE ENDS) OF GUIDE RAIL AND MEDIAN BARRIER SHALL BE TEMPORARILY TERMINATED AND MARKED WITH A CHANNELIZING DRUM OR OBJECT MARKER EQUIPPED WITH A TYPE A FLASHING WARNING LIGHT. CORRUGATED BEAM GUIDE RAIL AND MEDIAN BARRIER, AND HEAVY-POST, BLOCKED-OUT, CORRUGATED BEAM GUIDE RAIL AND MEDIAN BARRIER SHALL BE TEMPORARILY TERMINATED BY HAVING THE EXPOSED ENDS (FREE ENDS) DROPPED TO THE GROUND AND PINNED. THE APPROACH ENDS OF BOX BEAM GUIDE RAIL AND MEDIAN BARRIER SHALL BE TEMPORARILY TERMINATED WITH BOX BEAM GUIDE RAIL END ASSEMBLIES UTILIZING TWO SPLICE PLATES AND THE PROPER NUMBER OF BOLTS PER CONNECTION. NO POSTS FOR ANCHORAGES WILL BE REQUIRED. SPECIAL TEMPORARY SPLICE PLATES ARE REQUIRED TO ADAPT BOX BEAM GUIDE RAIL END ASSEMBLIES TO BOX BEAM MEDIAN BARRIERS.

DURING ANY OVERNIGHT PERIOD WHEN EXISTING GUIDE RAIL OR MEDIAN BARRIER IS TEMPORARILY TO THESE DRIVEWAYS. SIGNS SHALL BE AS APPROVED BY THE ENGINEER. REMOVED, THE CONTRACTOR SHALL INSTALL CHANNELIZING DEVICES IN THE LOCATION WHERE THE THE COST FOR ALL DELINEATION AND CHANNELIZING DEVICES (CONES, DRUMS, ETC.) SHALL BE IN THE GUIDE RAIL OR MEDIAN BARRIER WAS REMOVED IN ACCORDANCE WITH NYSDOT STANDARD BASIC WORK ZONE TRAFFIC CONTROL ITEM. SPECIFICATIONS §619-3.02J.6.

FOR EACH CALENDAR DAY WHICH THERE ARE SUBSTANTIAL DEFICIENCIES IN COMPLIANCE WITH THE REQUIREMENTS OF THIS SECTION, NO PAYMENT WILL BE MADE UNDER THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

#### 11. PRELIMINARY WORK

PRIOR TO THE START OF ANY CONSTRUCTION PHASE, ALL PROPOSED WORK ZONE TRAFFIC CONTROL

SINGLE UNIT LARGE DELINEATORS AT 40-FOOT SPACING SHALL BE INSTALLED WITHIN THE LIMITS OF RELATED WORK FOR THAT PHASE, AS DETERMINED BY THE ENGINEER, SHALL BE COMPLETE. THIS THE WORK ZONE WHERE EXISTING TRAVEL LANE WIDTHS ARE REDUCED AND TRAFFIC IS ADJACENT INCLUDES WHERE APPLICABLE, ALL SIGNS, SIGNALS, PAVEMENT MARKINGS, BARRIERS, DELINEATION TO TEMPORARY POSITIVE BARRIER, GUIDE RAILING, OR BOTH. WHITE DELINEATORS SHALL BE (CONES, DRUMS, ETC.) PAVEMENT MODIFICATION AND ANY OTHER RELATED WORK. DISPLAYED ON THE RIGHT SIDE OF THE TRAVELED WAY AND YELLOW SHALL BE DISPLAYED ON THE 12. MISCELLANEOUS LEFT. TEMPORARY POSITIVE BARRIER SECTIONS SEPARATING TWO-WAY TRAFFIC SHALL HAVE YELLOW IN THE EVENT THE CONTRACTOR SHUTS DOWN HIS OPERATION FOR THE WINTER MONTHS, THE DELINEATORS INSTALLED BACK-TO-BACK. DELINEATORS, POSTS, AND BRACKETS SHALL BE FURNISHED ENTIRE HIGHWAY SYSTEM SHALL BE OPENED TO TRAFFIC. ALL EXISTING SIGNS SHALL BE RESTORED TO AND INSTALLED IN ACCORDANCE WITH THE NYSDOT STANDARD SPECIFICATIONS AND CURRENT 646 THEIR ORIGINAL CONDITION AND/OR LOCATION AT THE DIRECTION OF THE ENGINEER. ALL STANDARD SHEETS. PAYMENT WILL BE MADE UNDER ITEM 646.23, ITEM 646.31, AND ITEM 646.50. UPON CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED. COMPLETION OF WORK, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL POSTS INSTALLED FOR THE WORK ZONE AT NO ADDITIONAL COST TO THE OWNER/PERMITTEE. REMOVED POSTS SHALL ROADWAY AREAS TEMPORARILY CLOSED FOR TRENCH, CULVERT OR CONDUIT EXCAVATION SHALL BE BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE WORK SITE IN A REOPENED AT THE END OF THE WORK SHIFT. WHEN WORK IS NOT IN PROGRESS ALL OPENINGS IN THE NEAT MANNER.

ROADWAY SHALL BE COVERED WITH ANCHORED STEEL PLATES OR SHALL BE BACKFILLED IN ACCORDANCE WITH § 680-3.09 TO A DEPTH OF 3 INCHES BELOW THE ADJACENT UNEXCAVATED AREA OR TO A DEPTH AS DIRECTED BY THE ENGINEER. THE TEMPORARY RESTORATION SHALL BE COMPLETED WITH A LAYER OF PLANT BITUMINOUS MATERIAL UP TO THE LEVEL OF THE ADJACENT UNEXCAVATED AREA TO THE SATISFACTION OF THE ENGINEER. THE TEMPORARY RESTORATION SHALL BE MAINTAINED UNTIL ITS REMOVAL AT NO ADDITIONAL COST TO THE PERMITTEE/OWNER. ANY RE-EXCAVATION OF TEMPORARY RESTORATION AREAS SHALL BE INCLUDED IN THE PRICE BID FOR RESPECTIVE EXCAVATION ITEM WITH NO EXTRA PAYMENT.

IF STEEL PLATES ARE USE, THE CONTRACTOR SHALL SUBMIT THE PROPOSED METHOD OF ANCHORING THE STEEL PLATES TO THE ENGINEER FOR HIS APPROVAL PRIOR TO THE STARTING OF ANY ROADWAY EXCAVATION. THE STEEL PLATES SHALL BE RAMPED WITH A BITUMINOUS MATERIAL PRIOR TO OPENING THE LANE.

THE CONTRACTOR MUST NOTIFY PROPERTY OWNERS AT LEAST ONE DAY IN ADVANCE OF CLOSING DRIVEWAYS AND HAS THE RESPONSIBILITY TO MAINTAIN SAFE AND PROPER ACCESS TO BUILDINGS IN THE VICINITY OF CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND FROM FIRE HOUSES AT ALL TIMES.

THE CONTRACTOR SHALL PROVIDE FLAGGERS WHERE SIGHT DISTANCES ARE IMPAIRED BY HIS OPERATION OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL NOT WORK ON BOTH SIDES OF THE ROADWAY AT THE SAME TIMES THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS TO MINIMIZE THE INTERRUPTION OF PEDESTRIAN TRAFFIC. ANY CLOSURE OF PEDESTRIAN ROUTES SHALL BE ACCOMPANIED BY A PEDESTRIAN DETOUR IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR AS DIRECTED BY THE ENGINEER.

IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATION §107-05.F THE CONTRACTOR SHALL IDENTIFY, GUARD AND PROTECT RESTRICTED AREAS SUCH AS OPEN AND UNATTENDED EXCAVATIONS, AREAS SUBJECT TO FALLING DEBRIS AND OTHER POTENTIALLY HAZARDOUS LOCATIONS IN AND ADJACENT TO AREAS LAWFULLY FREQUENTED BY ANY PERSON IN ACCORDANCE WITH THE REQUIREMENTS OF 29 CFR 1926 SUBPART G. PAYMENT FOR INSTALLATION AND REMOVAL OF THIS ITEM SHALL BE INCLUDED THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

#### 13. FLAGGER

FLAGGING, INCLUDING FLAGGER TRAINING, FLAGGER EQUIPMENT, AND OPERATIONAL CONTROL, SHALL BE PROVIDED IN ACCORDANCE WITH STANDARD SPECIFICATION §619-3.02L. ALL COSTS ASSOCIATED WITH FLAGGING SHALL BE INCLUDED IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

#### 14. LANE CLOSURES

THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION AND SHALL PROVIDE FLAGGERS AS NECESSARY AS DIRECTED BY THE ENGINEER. THE MINIMUM WIDTH OF A TRAVELED LANE SHALL BE 10 FEET UNLESS OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS.

AT THE SITE OF PAVING OR OTHER WORK OPERATION REQUIRING TEMPORARY CLOSURE OF PORTIONS OF THE TRAVELED WAY. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC AND SHALL PROVIDE FLAGGERS TO CONTROL TRAFFIC MOVEMENT. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ALL TRAVEL LANES IN EACH DIRECTION ARE OPEN WHEN THE CONTRACTOR'S OPERATIONS ARE CLOSED DOWN OR SUBSTANTIALLY CLOSED DOWN, AND DURING WEEKDAY HOURS OF 6:30 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM. THE CONTRACTOR SHALL CONTACT THE TRANSPORTATION MANAGEMENT CENTER AT 914-742-6100 ONE WEEK PRIOR TO ANY POSSIBLE LANE CLOSURE.

#### THE CONTRACTOR SHALL ALSO BE AWARE OF THE STATE'S LANE CLOSURE RESTRICTIONS FOR MAJOR HOLIDAYS. CONSTRUCTION ACTIVITIES THAT WILL RESULT IN TEMPORARY LANE CLOSURES SHALL BE SUSPENDED TO MINIMIZE TRAVEL DELAYS ASSOCIATED WITH ROAD WORK FOR MAJOR HOLIDAYS AS FOLLOWS:

HOLIDAY	FALLS ON	TEMPORARY LANE CLOSURES ARE NOT ALLOWED FROM
NEW YEAR'S DAY INDEPENDENCE DAY	SUNDAY OR MONDAY	6:00 AM FRIDAY BEFORE TO 6:00 AM TUESDAY AFTER
CHRISTMAS DAY	TUESDAY	6:00 AM SATURDAY BEFORE TO 6:00 AM WEDNESDAY AFTER (STARTING AT 6:00 AM FRIDAY BEFORE TO 6:00 AM WEDNESDAY AFTER FOR CHRISTMAS DAY)
	WEDNESDAY	6:00 AM TUESDAY BEFORE TO 6:00 AM THURSDAY AFTER (STARTING AT 6:00 AM SATURDAY BEFORE TO 6:00 AM THURSDAY AFTER FOR CHRISTMAS DAY)
	THURSDAY	6:00 AM THURSDAY TO 6:00 AM MONDAY AFTER (STARTING AT 6:00 AM WEDNESDAY BEFORE TO 6:00 AM MONDAY AFTER FOR CHRISTMAS DAY)
	FRIDAY OR SATURDAY	6:00 AM THURSDAY BEFORE TO 6:00 AM MONDAY AFTER
MEMORIAL DAY LABOR DAY	MONDAY	6:00 AM FRIDAY BEFORE TO 6:00 AM TUESDAY AFTER
THANKSGIVING DAY	THURSDAY	6:00 AM WEDNESDAY BEFORE TO 6:00 AM MONDAY AFTER

#### 15. PUBLIC INGRESS AND EGRESS

AS SPECIFIED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL PROVIDE PROPERTY OWNERS WITH PROPER ACCESS TO AND MINIMUM WIDTHS FOR THEIR DRIVEWAYS AND SHALL MAINTAIN THEM THROUGH ALL PHASES OF WORK. DRIVEWAYS SHALL BE DELINEATED IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS §619-3.02] OR AS DIRECTED BY THE ENGINEER.

WHERE DIRECT ACCESS TO DRIVEWAYS IS NOT POSSIBLE DUE TO NECESSARY CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL PLAN ALTERNATE MEANS OF ACCESS AND SUBMIT SUCH A PLAN TO THE ENGINEER FOR APPROVAL BEFORE OPERATIONS COMMENCE. COST FOR THIS WORK SHALL BE INCLUDED IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM. ACCESS SHALL BE PROVIDED TO ALL DRIVEWAYS BEHIND TEMPORARY CONCRETE BARRIER WHEN USED AS DIRECTED BY THE ENGINEER. SIGNS DENOTING COMMERCIAL ESTABLISHMENTS SHALL BE PROVIDED AND PLACED NEXT

#### 16. CONSTRUCTION INGRESS AND EGRESS

THE CONTRACTOR SHALL KEEP TO A MINIMUM MOVEMENT IN AND OUT OF DESIGNATED TRAVEL LANES WITH CONSTRUCTION VEHICLES AND EQUIPMENT. SEE ALSO NYSDOT STANDARD SPECIFICATION §619-3.02F.

#### **17. DELINEATORS**

#### 18. CHANGES TO WORK ZONE TRAFFIC CONTROL PLAN

THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE WORK ZONE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL A MINIMUM OF SEVEN (7) CALENDAR DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE BASIC CONCEPT OR SCOPE OF THE WORK ZONE TRAFFIC CONTROL PLAN. SUCH CHANGES TO THE BASIC CONCEPT OR SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL A MINIMUM OF THIRTY (30) CALENDAR DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.

#### 19. REQUIREMENTS FOR PORTABLE VARIABLE MESSAGE SIGNS

WHERE TRAFFIC WILL BE RIDING ON MILLED OR GROOVED PAVEMENT AND THE POSTED SPEED LIMIT IS 40 MPH OR GREATER, THE CONTRACTOR SHALL PLACE A PORTABLE VARIABLE MESSAGE SIGN IN ADVANCE OF THE MILLED OR GROOVED PAVEMENT WARNING MOTORCYCLE RIDERS TO USE CAUTION. PAYMENT SHALL BE MADE UNDER ITEM 619.110512.

20. ENFORCEABLE REDUCED REGULATORY SPEED LIMIT AND ADVISORY SPEED SIGNS ALL REDUCTIONS IN REGULATORY SPEED LIMITS AND ADVISORY SPEEDS ASSOCIATED WITH WORK ZONES MUST BE APPROVED, IN WRITING AND IN ADVANCE, BY THE REGIONAL TRAFFIC ENGINEER OR HIS/HER DESIGNEE.

THE CONTRACTOR MAY REQUEST APPROVAL OF REDUCED REGULATORY SPEED LIMITS AND ADVISORY SPEEDS FOR SHORT-TERM STATIONARY WORK ZONE WHERE SUCH PROVISIONS ARE NOT OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS. REQUEST MUST BE SUBMITTED THROUGH THE ENGINEER TO THE REGIONAL TRAFFIC ENGINEER A MINIMUM OF FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF THE SCHEDULED IMPLEMENTATION OF ANY WORK ZONE CONTAINING THE REQUESTED REDUCED REGULATORY SPEED LIMITS AND/OR ADVISORY SPEEDS.

GENERALLY, TO QUALIFY FOR A REDUCTION IN REGULATORY SPEED LIMIT AT A SHORT-TERM STATIONARY WORK ZONE, THE WORK ZONE MUST CONTAIN AN ACTIVITY AREA THAT IS GREATER THAN 1/2 MILE ON A HIGHWAY WITH A PRECONSTRUCTION POST SPEED LIMIT OF 55 MPH OR GREATER AND BE OF A DURATION EXCEEDING FOUR (4) HOURS WHERE WORKERS ARE ON FOOT IN THE ACTIVITY AREA AND ARE NOT PREDOMINANTLY SEPARATED FROM TRAFFIC BY A POSITIVE BARRIER. IF APPROVED, THE REDUCED REGULATORY SPEED SHALL BE NO MORE THAN 10 MPH BELOW THE PRECONSTRUCTION POSTED SPEED LIMIT. IN LONG WORK ZONES WITH SEVERAL INTERMITTENT ACTIVITY AREAS, THE PRECONSTRUCTION POSTED SPEED LIMIT SHALL BE RESTORED BETWEEN ACTIVITY AREAS THAT ARE SEPARATED BY TWO (2) OR MORE MILES.

TO QUALIFY FOR AN ADVISORY SPEED AT A SHORT-TERM STATIONARY WORK ZONE, HAZARDOUS WORK ZONE CONDITIONS MUST EXIST THAT WARRANT A LOCALIZED REDUCTION IN SPEED. SUCH CONDITIONS INCLUDE, BUT ARE NOT LIMITED TO, NARROW LANES, BUMPS, GROOVED PAVEMENT, LOW OR NO SHOULDERS, ROADWAY DROP-OFFS, POOR ROADWAY SURFACE, POOR SIGHT DISTANCE, GEOMETRIC CONSTRAINTS AND EXPOSED WORKERS ADJACENT TO ACTIVE TRAFFIC.

IF A REDUCTION IN REGULATORY SPEED LIMIT AND/OR ADVISORY SPEED IS APPROVED, THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN REGULATORY SPEED LIMIT AND/OR ADVISORY SPEED SIGNS IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATION §619-3.02.H.4 & 5 AND THE MUTCD, AND AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE USED IN CONJUNCTION WITH THE LANE CLOSURE OR OTHER WORK ZONE TRAFFIC CONTROL SIGNS AND SHALL BE COVERED OR REMOVED WHEN WORK ZONE TRAFFIC CONTROL PATTERN IS REMOVED EACH DAY. ANY EXISTING REGULATORY SPEED LIMIT SIGNS WITHIN THE WORK ZONE SHALL BE COVERED DURING THE TIME THE WORK ZONE TRAFFIC CONTROL IS IN PLACE AND UNCOVERED WHEN THE WORK ZONE TRAFFIC CONTROL PATTERN IS REMOVED.

REDUCTIONS IN REGULATORY SPEED LIMITS AND ADVISORY SPEEDS SHALL NOT BE PERMITTED FOR MOBILE OR SHORT DURATION WORK ZONES.

THE COST OF UTILIZING APPROVED REGULATORY OR ADVISORY SPEED ZONE SIGNS, AND COVERING EXISTING SIGNS, SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.

I. WORK ZONE TRAFFIC CONTROL IS THE RESPONSIBILITY OF THE CONTRACTOR. ALL SUBCONTRACTORS WORKING FOR THE CONTRACTOR MUST HAVE A COPY OF THE HIGHWAY WORK PERMIT ON THE SITE AND MUST BE FAMILIAR WITH THE TRAFFIC CONTROL REQUIREMENTS. IT IS STRONGLY ADVISED THAT A "TAILGATE" SAFETY MEETING WITH EACH WORK CREW BE INITIATED BEFORE THE START OF ALL WORK

- DURATION OF WORK.
- STANDARD SPECIFICATIONS §107-05.A.
- WORK ZONE TRAFFIC CONTROL ITEM.
- MET.

- ENGINEER) AS NEEDED.

A DROP-OFF IS AN ABRUPT DIFFERENCE IN SURFACE ELEVATION OF MORE THAN 2 INCHES AT APPROXIMATELY IV:3H OR STEEPER. IN THE ABSENCE OF ADEQUATE TRAFFIC CONTROL PLANS IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL SUBMIT ALTERNATE TRAFFIC CONTROL PLANS TO THE ENGINEER FOR APPROVAL AT LEAST 30 CALENDAR DAYS PRIOR TO PROPOSED WORK WHICH WILL CREATE A DROP-OFF OF OVER 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY FOR DURATIONS LONGER THAN ONE SHIFT.

THE CONTRACTOR SHALL PROVIDE PAVEMENT EDGE DROP-OFF PROTECTION IN ACCORDANCE WITH TABLE 619-3 PAVEMENT EDGE DROP-OFF PROTECTION. CHANNELIZING DEVICES USED TO MARK DROP-OFFS SHALL BE PLACED, AS PRACTICABLE, TO NOT REDUCE THE AVAILABLE TRAVEL LANE WIDTH, AT THE ELEVATION OF THE OPEN TRAVEL LANE IN ORDER TO PROVIDE MAXIMUM TARGET VALUE AND VISIBILITY FOR MOTORISTS.

A DROP-OFF OF GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY TO REMAIN AT THE END OF THE WORK SHIFT SHALL BE SEPARATED FROM TRAFFIC WITH TEMPORARY OR PERMANENT BARRIER. FOR POSTED SPEED LIMIT OF 45 MPH AND LESS. A DROP-OFF OF GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY THAT IS 100 FEET OR LESS IN LENGTH WILL BE ALLOWED WITH CHANNELIZING DEVICES CONSISTING OF DRUMS, EXTRA TALL CONES, OR OVERSIZED VERTICAL PANELS ONLY AT A MAXIMUM SPACING OF 20 FEET FOR SHORT DURATIONS NOT TO EXCEED ONE WORK SHIFT.

UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL BEGIN WORK TO ELIMINATE UNPROTECTED DROP-OFFS CREATED BY CONTRACT WORK WITHIN 7 CALENDAR DAYS OF THE COMPLETION OF THE WORK CREATING THE DROP-OFF. WORK SHALL CONTINUE IN A TIMELY MANNER UNTIL SUCH TIME AS THE UNPROTECTED DROP-OFF CONDITION IS ELIMINATED. WHERE PAVEMENT EDGE LINES ARE NOT PROVIDED, CHANNELIZING DEVICES SHALL BE PRECEDED BY A NO SHOULDER (W8-23) SIGN, REPEATED AT ALL RAMPS AND ROADWAY INTERSECTIONS. SIGNS SHALL BE REPEATED EVERY 1/2 MILE AND SUPPLEMENTED WITH A NEXT [X] MILES (W7-3AP) PLAQUE WHERE APPLICABLE.

WHERE PAVEMENT EDGE LINES ARE PROVIDED. CHANNELIZING DEVICES SHALL BE PRECEDED BY SHOULDER DROP-OFF (W8-17) SIGNS, REPEATED AT ALL RAMPS AND ROADWAY INTERSECTIONS. SIGNING SHALL BE REPEATED EVERY 1/2 MILE AND SUPPLEMENTED WITH NEXT [X] MILES (W7-3AP) PLAQUE WHERE APPLICABLE.

TABLE 619-3 PA	AVEMENT EDGE	DROP-OFF PRC	TECTION			
DROP-OFF HEIGHT	EDGE LINE PAVEMENT MARKINGS	DRUM SPACING (FT.)	VERTICAL PANEL SPACING (FT.)	TUBULAR MARKER SPACING (FT.)	TALL CONE SPACING (FT.)	SIGNS
DROP-OFF AT	or within sh	OULDER AREA				
WITHIN 4 FT. FR	OM TRAVEL LAN	E				
2 - 6 IN.	YES	100	100	N/A	N/A	SHOULDER DROP-OFF
2 0	NO	40	40	N/A	N/A	NO SHOULDER
6 - 24 IN.	YES	40	40	N/A	N/A	SHOULDER DROP-OFF
0 - 2 i ii v.	NO	20	20	N/A	N/A	NO SHOULDER
MORE THAN 4 F	T. FROM TRAVEL	LANE				
2 - 6 IN.	YES	200	200	100	100	SHOULDER DROP-OFF
2 - 0 114.	NO	100	100	40	40	NO SHOULDER
6 - 24 IN.	YES	40	40	N/A	N/A	SHOULDER DROP-OFF
0 - 24 114.	NO	40	40	N/A	N/A	NO SHOULDER
DROP-OFF OU	TSIDE OF SHOL	JLDER AREA				
SHOULDER WID	TH <u>&lt;</u> 4 FT.					
2 - 6 IN.	YES	100	100	N/A	N/A	SHOULDER DROP-OFF
2 - 0 114.	NO	100	100	N/A	N/A	NO SHOULDER
6 - 24 IN.	YES	40	40	N/A	N/A	SHOULDER DROP-OFF
6 - 24 IIN.	NO	40	40	N/A	N/A	NO SHOULDER
SHOULDER WID	TH <u>&gt;</u> 4 FT.					
2 - 6 IN.	YES	200	200	100	100	SHOULDER DROP-OFF
2 - 0 IIN.	NO	100	100	40	40	NO SHOULDER
6 - 24 IN.	YES	100	100	40	40	SHOULDER DROP-OFF
0 - 24 IIN.	NO	40	40	N/A	N/A	NO SHOULDER

## SPECIAL NOTES

2. WORK ZONE TRAFFIC CONTROL SCHEMES MUST BE IN PLACE AND MAINTAINED THROUGHOUT THE

ALL WORKERS WITHIN THE HIGHWAY ROW SHALL WEAR HIGH-VISIBILITY APPAREL MEETING THE ANSI 107 CLASS II STANDARDS AND AN OSHA APPROVED HARD HAT AS SPECIFIED IN NYSDOT

4. AT THE START OF WORK ON THE PROJECT ALL WORK ZONE TRAFFIC CONTROL DEVICES WILL BE EVALUATED BY THE ENGINEER FOR ACCEPTABILITY IN ACCORDANCE WITH THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) QUALITY GUIDELINES FOR WORK ZONE TRAFFIC CONTROL DEVICES. THESE DEVICES SHALL NOT BE ALLOWED TO FALL BELOW THE "MARGINAL" CONDITION AT ANY TIME DURING THE LIFE OF THE PROJECT. FADED AND DETERIORATED PANELS AND NON-STANDARD LEGENDS ARE NOT ACCEPTABLE

FLAGGER SIGNS ARE TO BE USED ONLY WHEN A FLAGGER IS ACTUALLY PRESENT AND VISIBLE TO THE MOTORIST. THEY SHALL BE COVERED OR REMOVED AT ALL OTHER TIMES. STOP/SLOW PADDLES ARE REQUIRED. THE COST OF FLAGGER SIGNS AND STOP/SLOW PADDLES SHALL BE INCLUDED IN THE

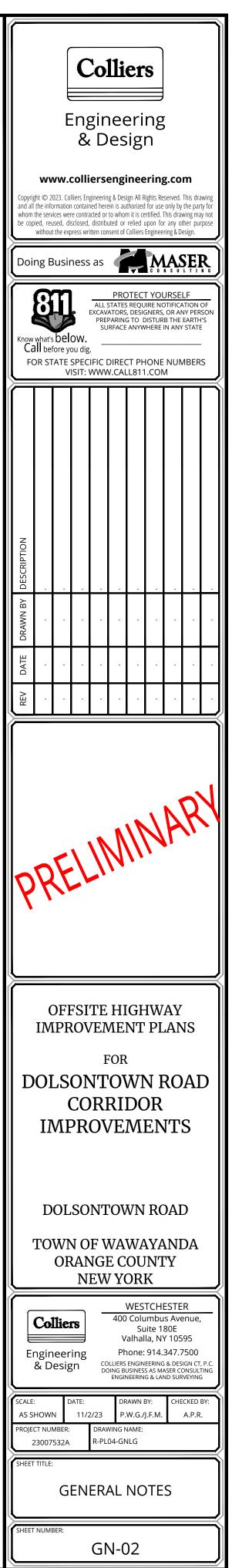
6. FLEXIBLE PANEL AND LIGHTWEIGHT RIGID PANEL SIGNS SHALL BE MOUNTED AT THE SAME HEIGHT AS RIGID PANEL SIGNS, EXCEPT THEY MAY BE MOUNTED, WHEN APPROVED BY THE ENGINEER, AS LOW AS I FOOT WHEN ALL CONDITIONS OF NYSDOT STANDARD SPECIFICATION §619-302H.1 ARE

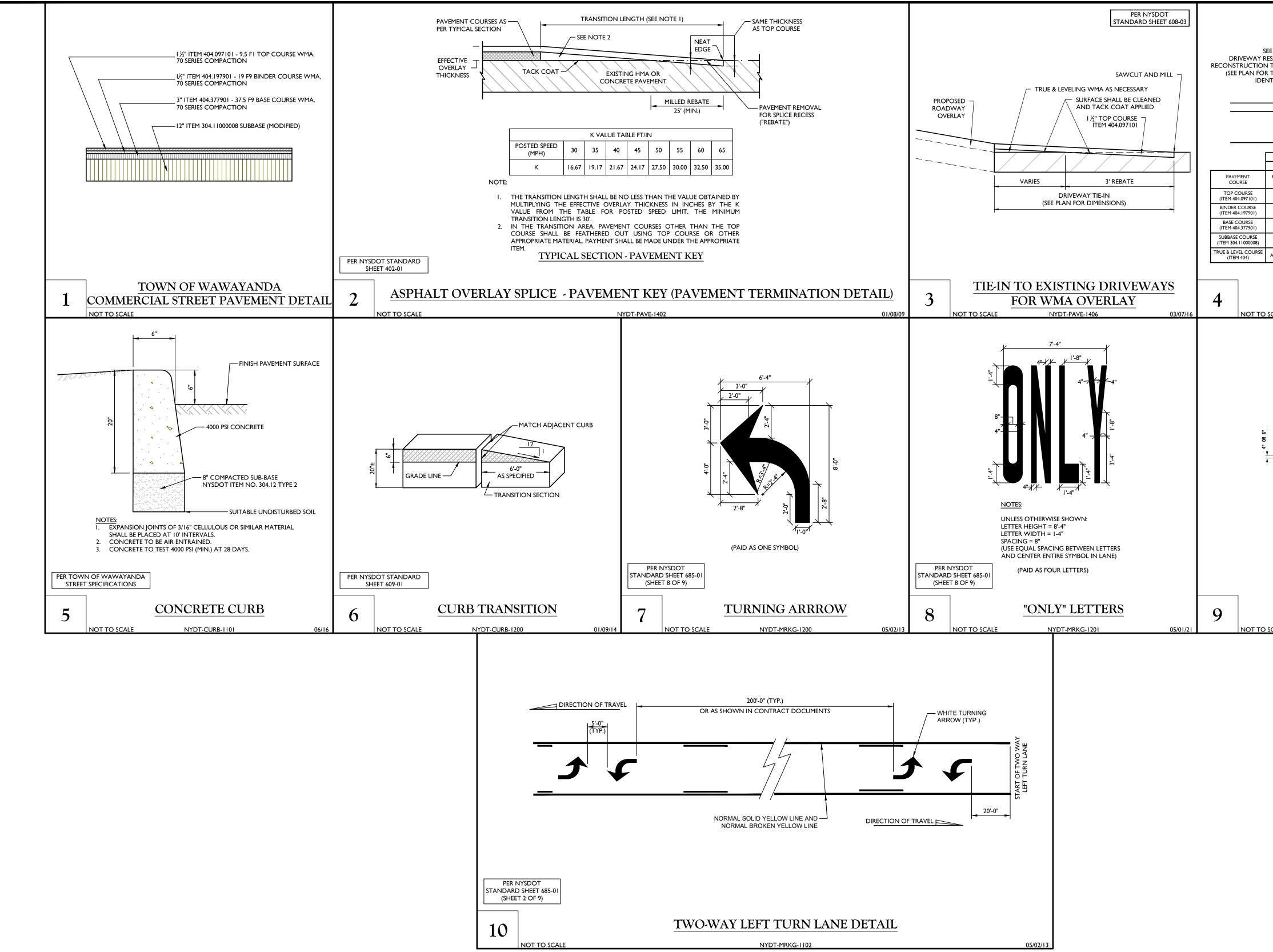
NO WORK WITHIN THE STATE R.O.W. SHALL COMMENCE WITHOUT A PRE-CONSTRUCTION MEETING, WITH NYSDOT REPRESENTATIVES PRESENT.

AS-BUILT PLANS SHALL BE SENT TO THE NYSDOT IN HARD COPY AND ELECTRONIC FORMAT COMPATIBLE WITH THE SYSTEM CURRENTLY USED BY NYSDOT

9. THE PERMITTEE IS RESPONSIBLE FOR HIRING AN INSPECTOR TO BE ONSITE DURING ALL CONSTRUCTION OPERATIONS ON THE STATE R.O.W. TO ENSURE ALL WORK IS PERFORMED IN ACCORDANCE WITH NYSDOT SPECIFICATIONS. THE INSPECTOR MUST BE EXPERIENCED IN NYSDOT WORK AND SHALL BE APPROVED BY THE STATE PRIOR TO HIRING. THE PERMITTEE IS RESPONSIBLE FOR REIMBURSING THE COST OF SITE VISITS BY A NYSDOT REPRESENTATIVE (RESIDING PERMIT

#### PAVEMENT EDGE DROP-OFF PROTECTION



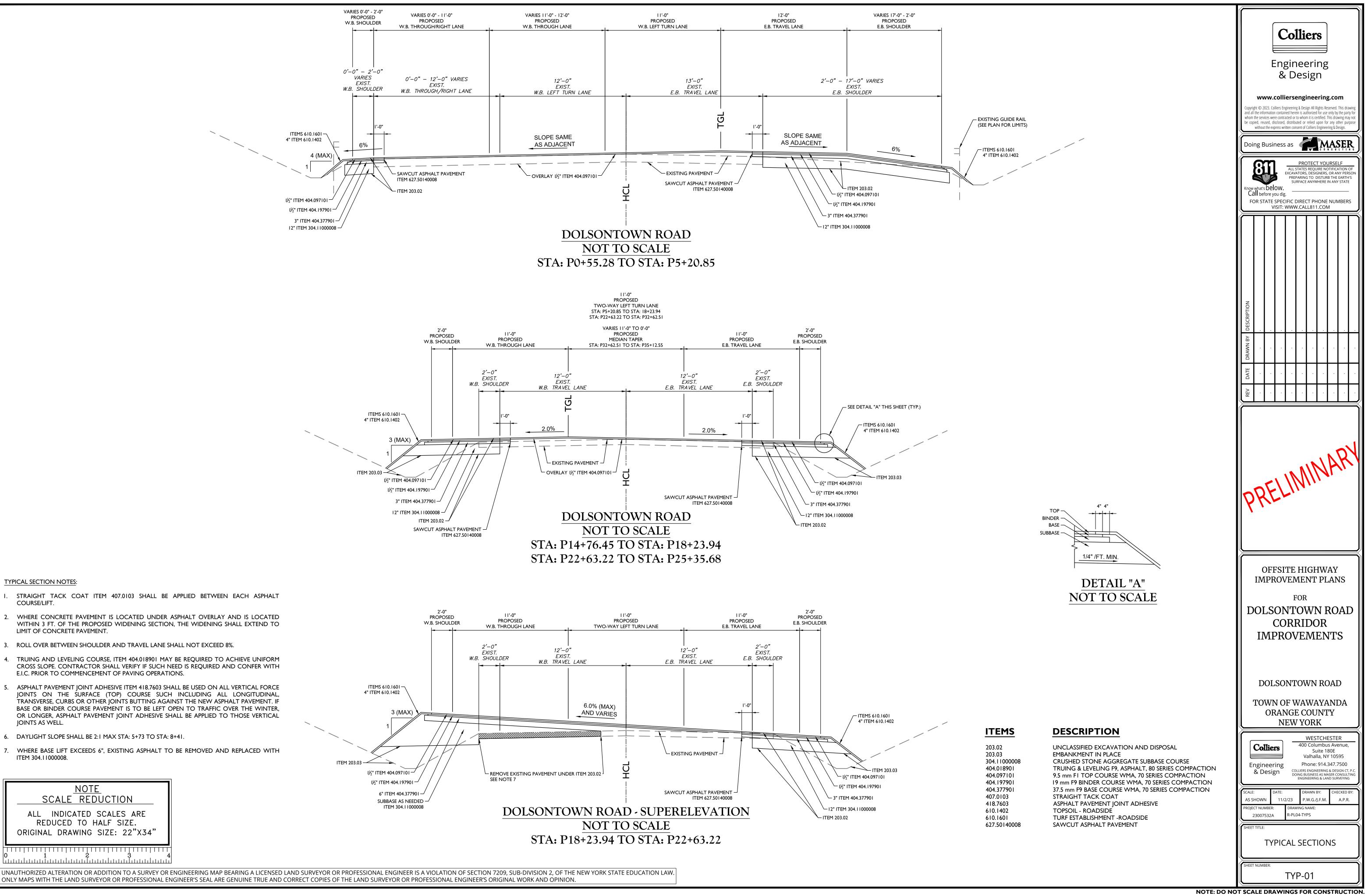


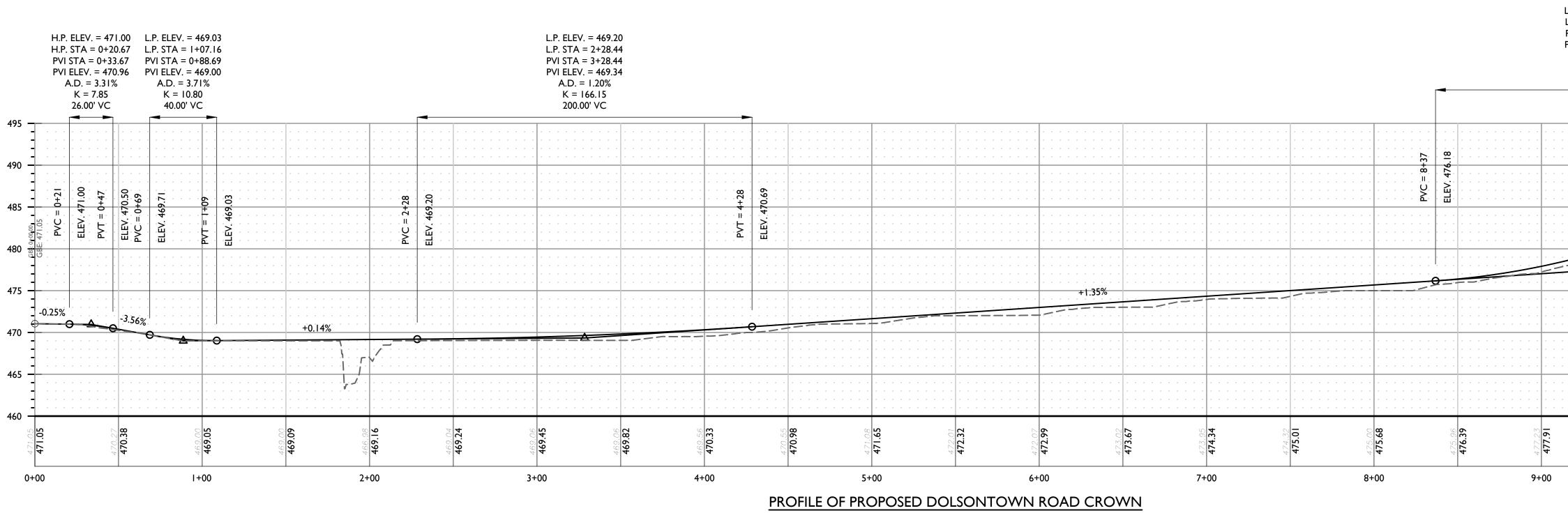


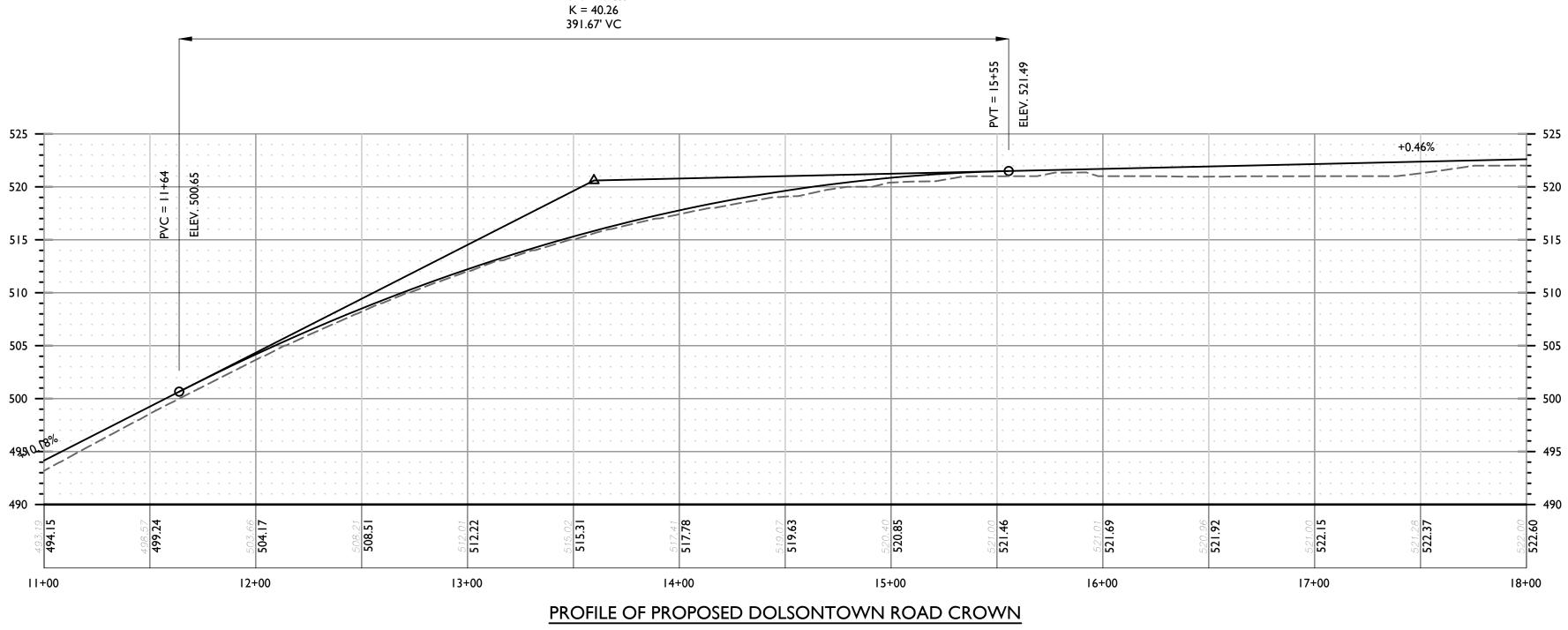
UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY OR ENGINEERING MAP BEARING A LICENSED LAND SURVEYOR OR PROFESSIONAL ENGINEER IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW. ONLY MAPS WITH THE LAND SURVEYOR OR PROFESSIONAL ENGINEER'S SEAL ARE GENUINE TRUE AND CORRECT COPIES OF THE LAND SURVEYOR OR PROFESSIONAL ENGINEER'S ORIGINAL WORK AND OPINION.

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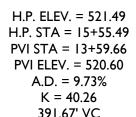


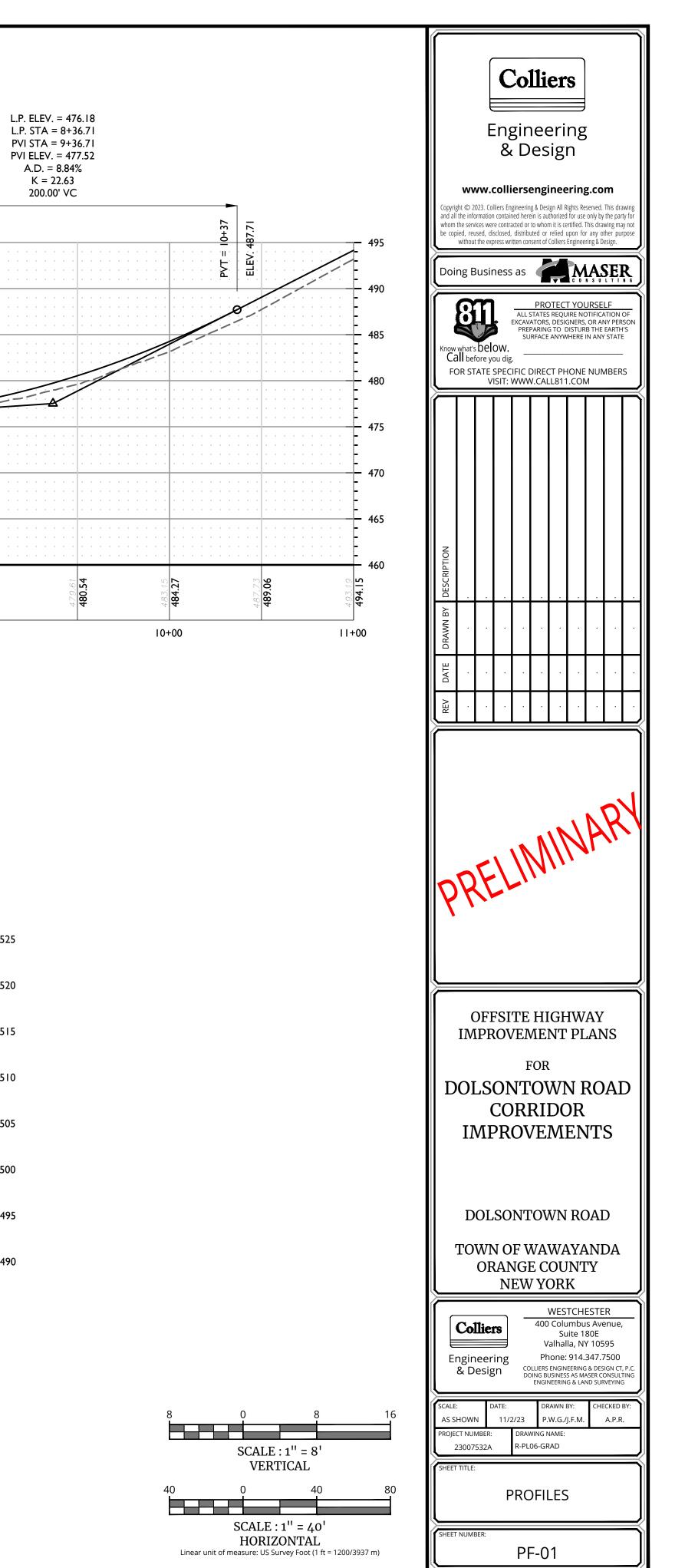


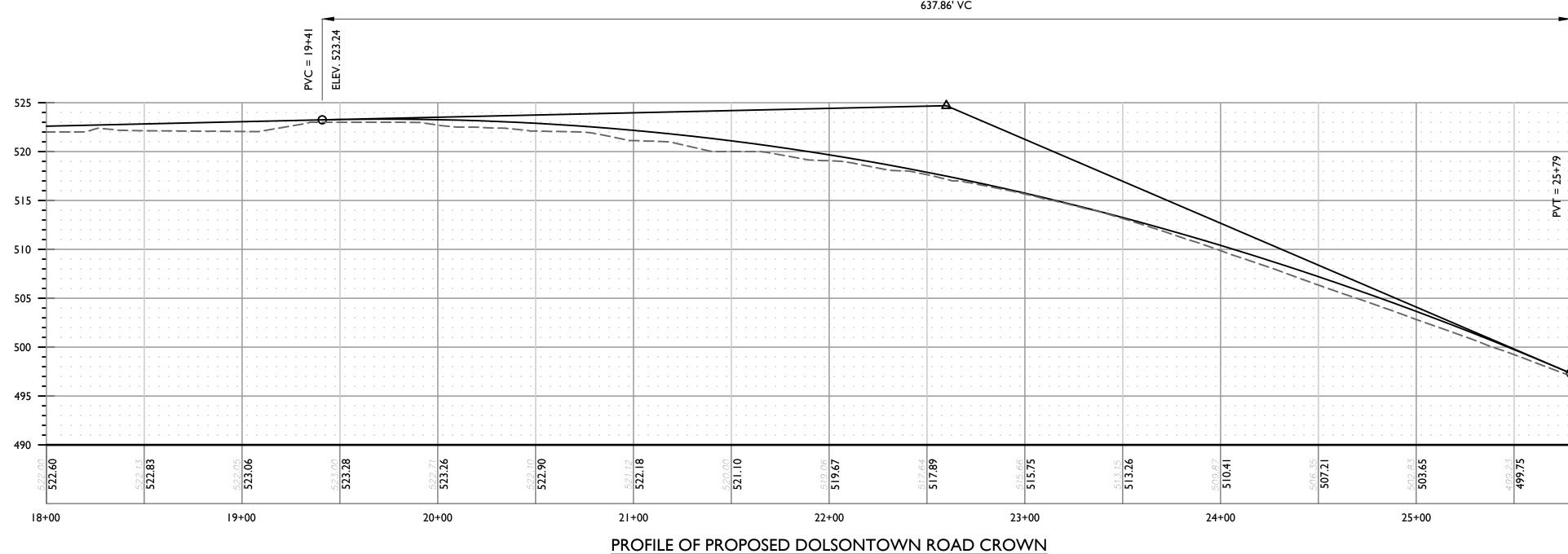
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ALL INDICATED SCALES ARE REDUCED TO HALF SIZE. ORIGINAL DRAWING SIZE: 22"X34"

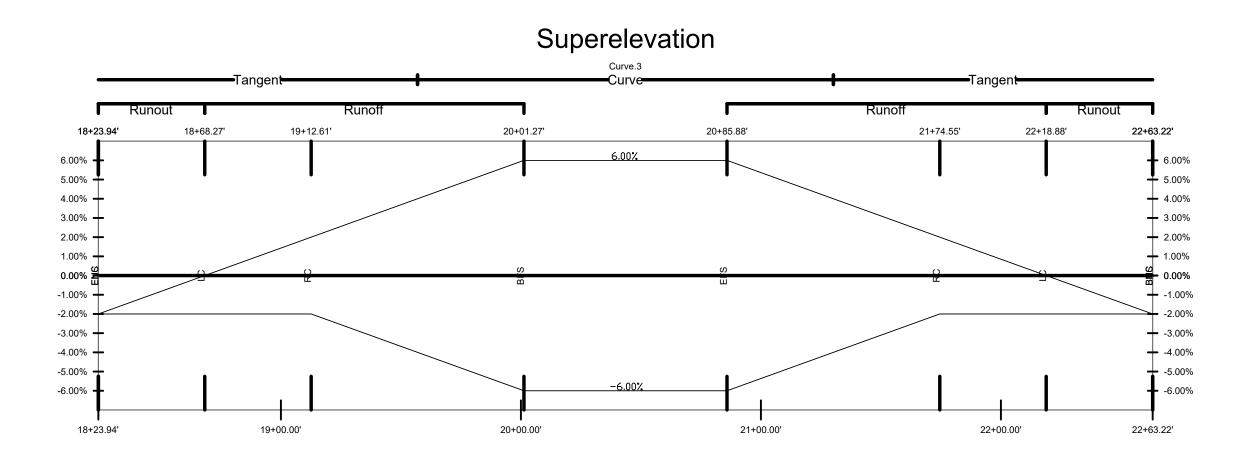
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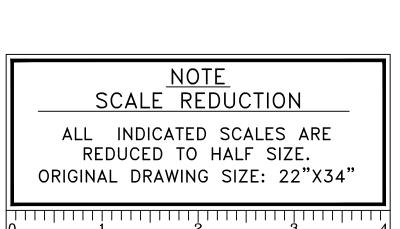
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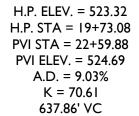


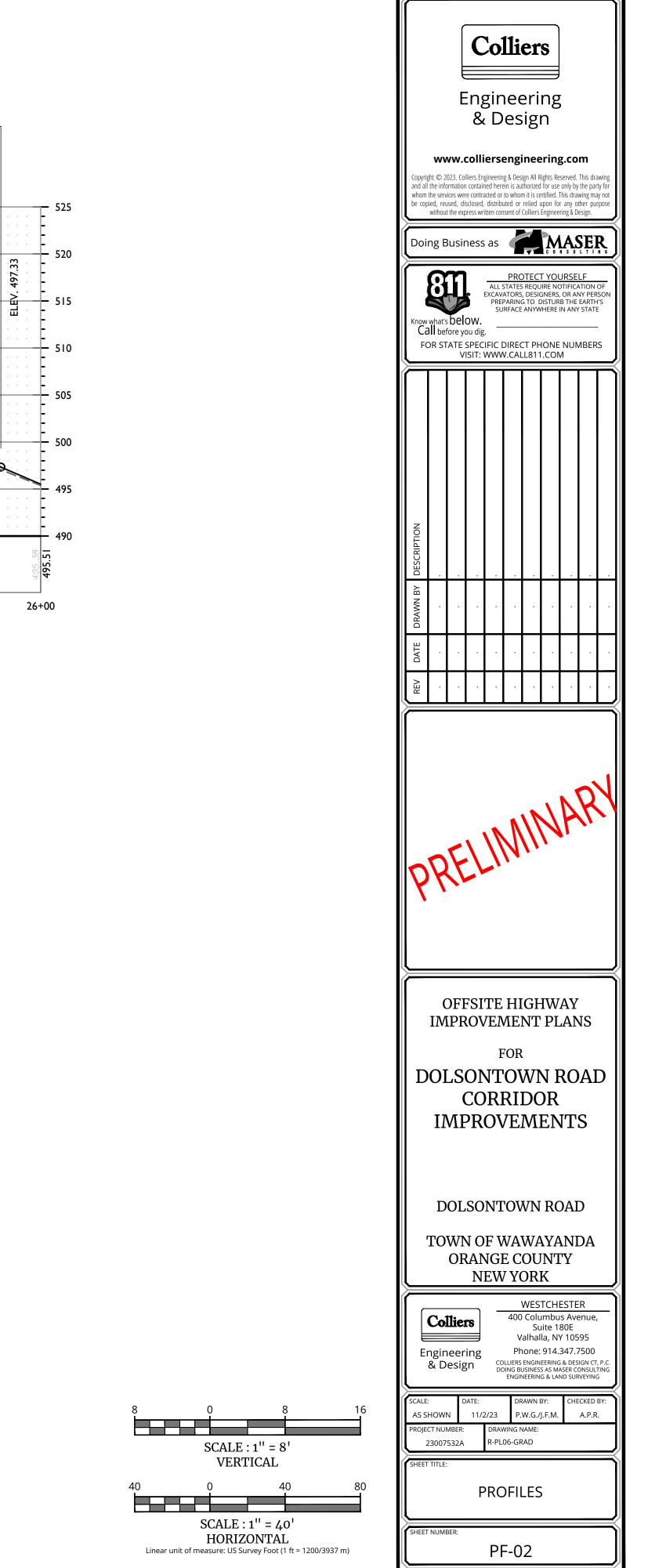






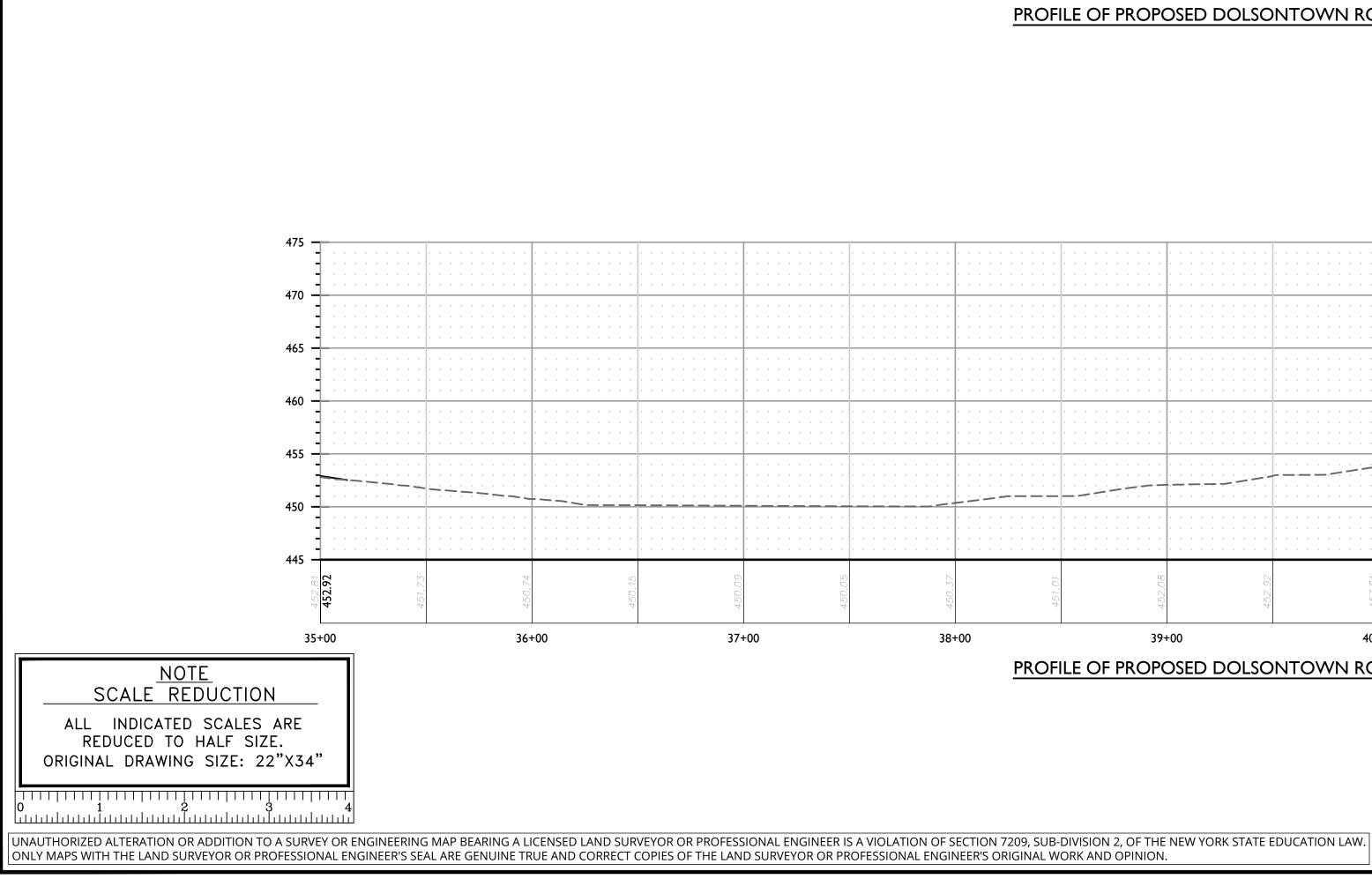
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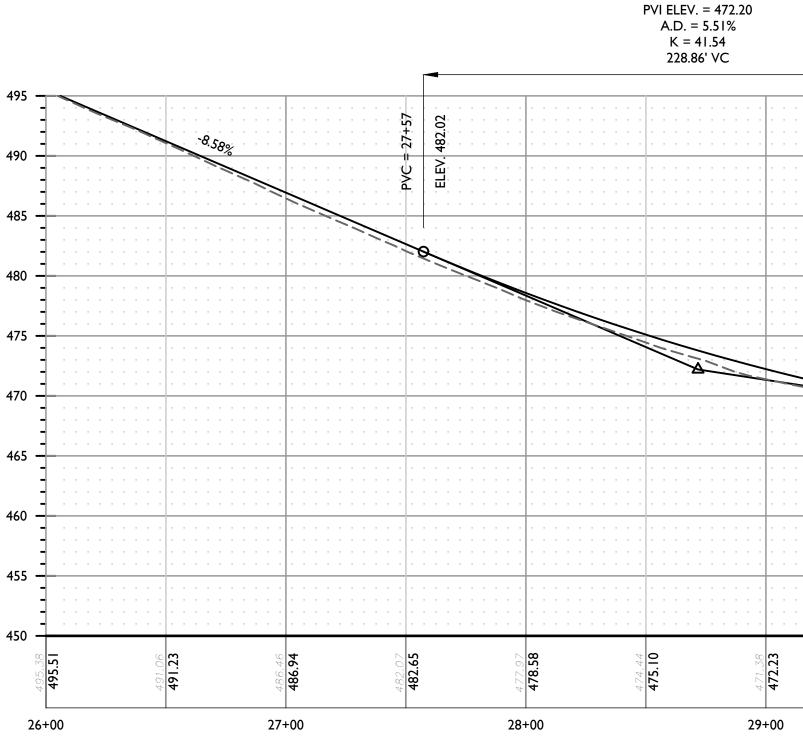




NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

A.P.R.





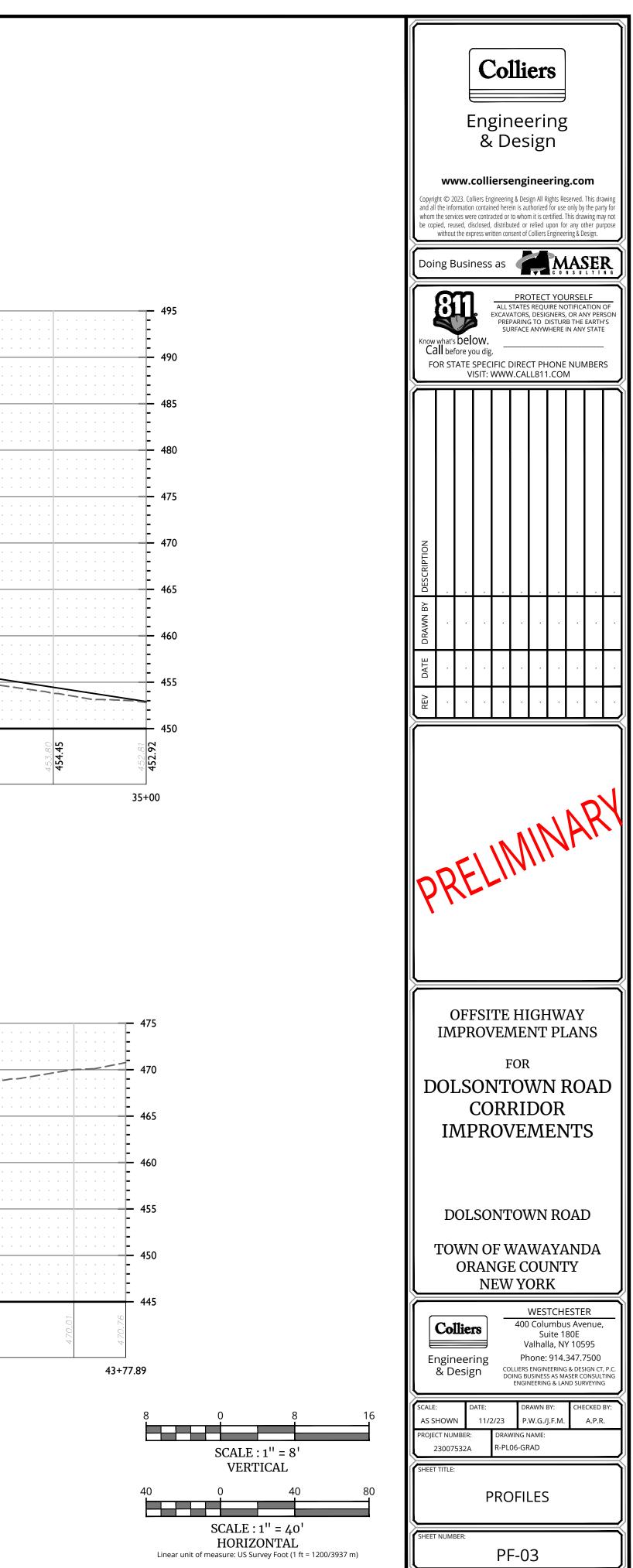
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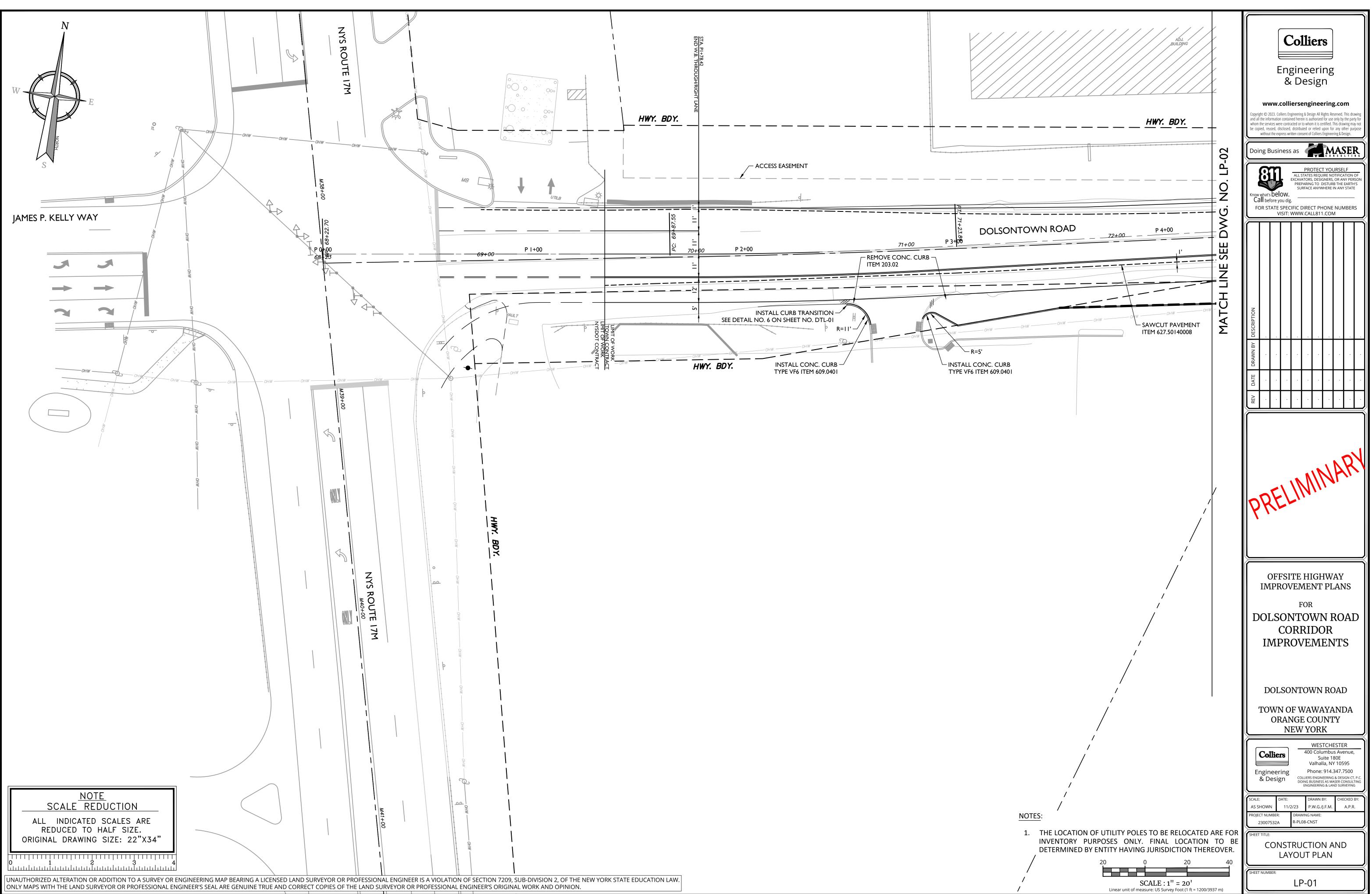
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## PROFILE OF PROPOSED DOLSONTOWN ROAD CROWN

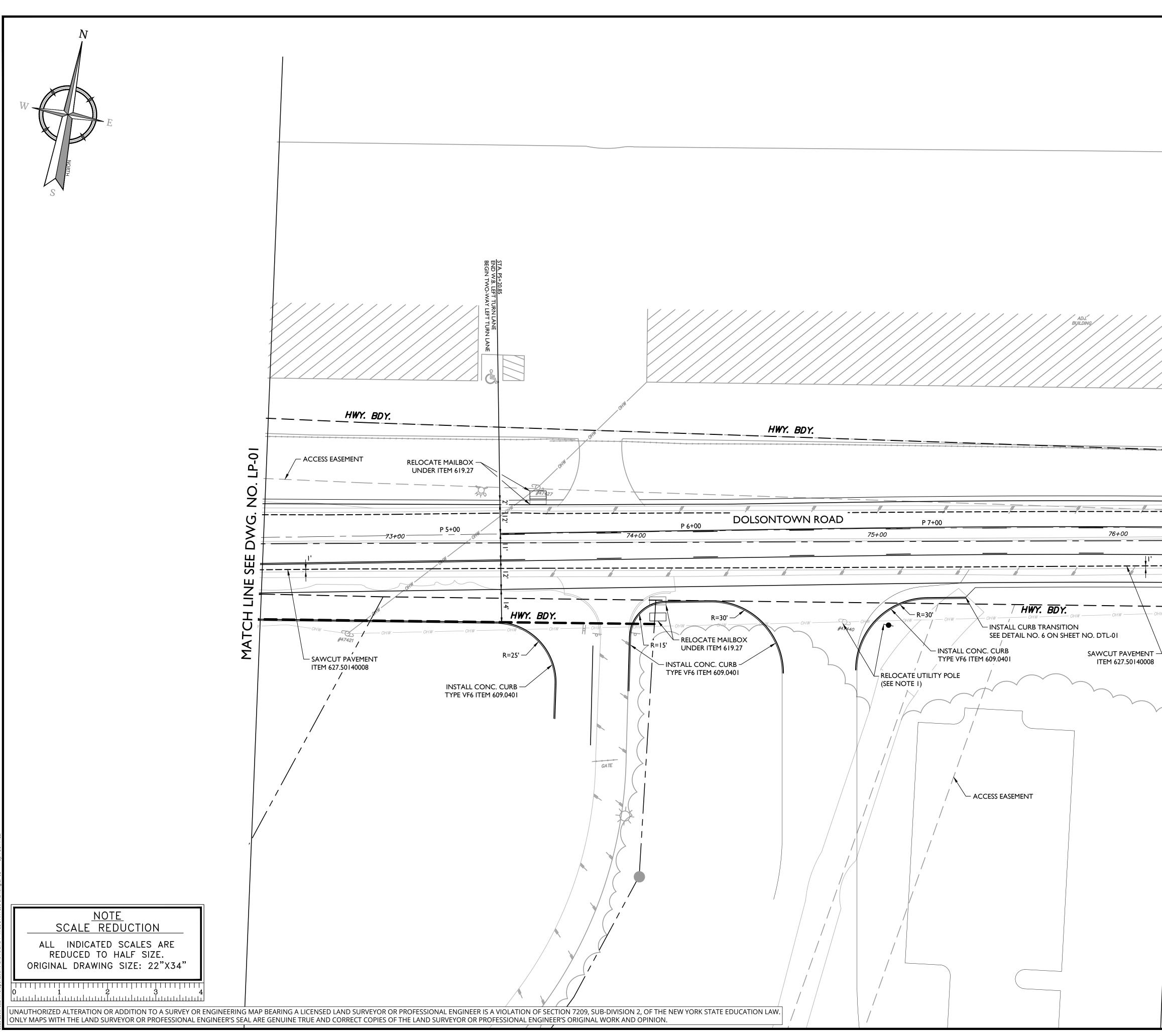
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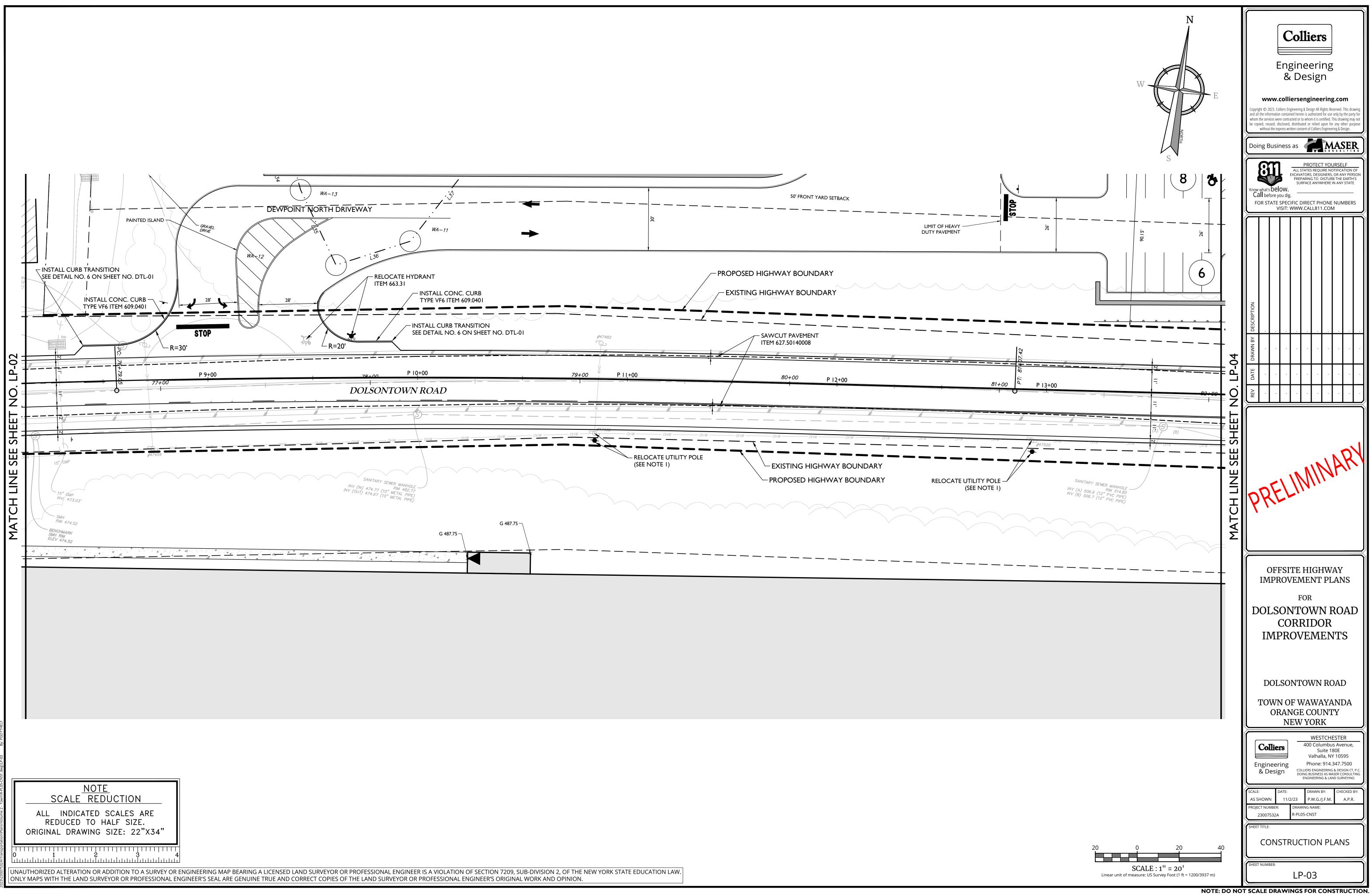


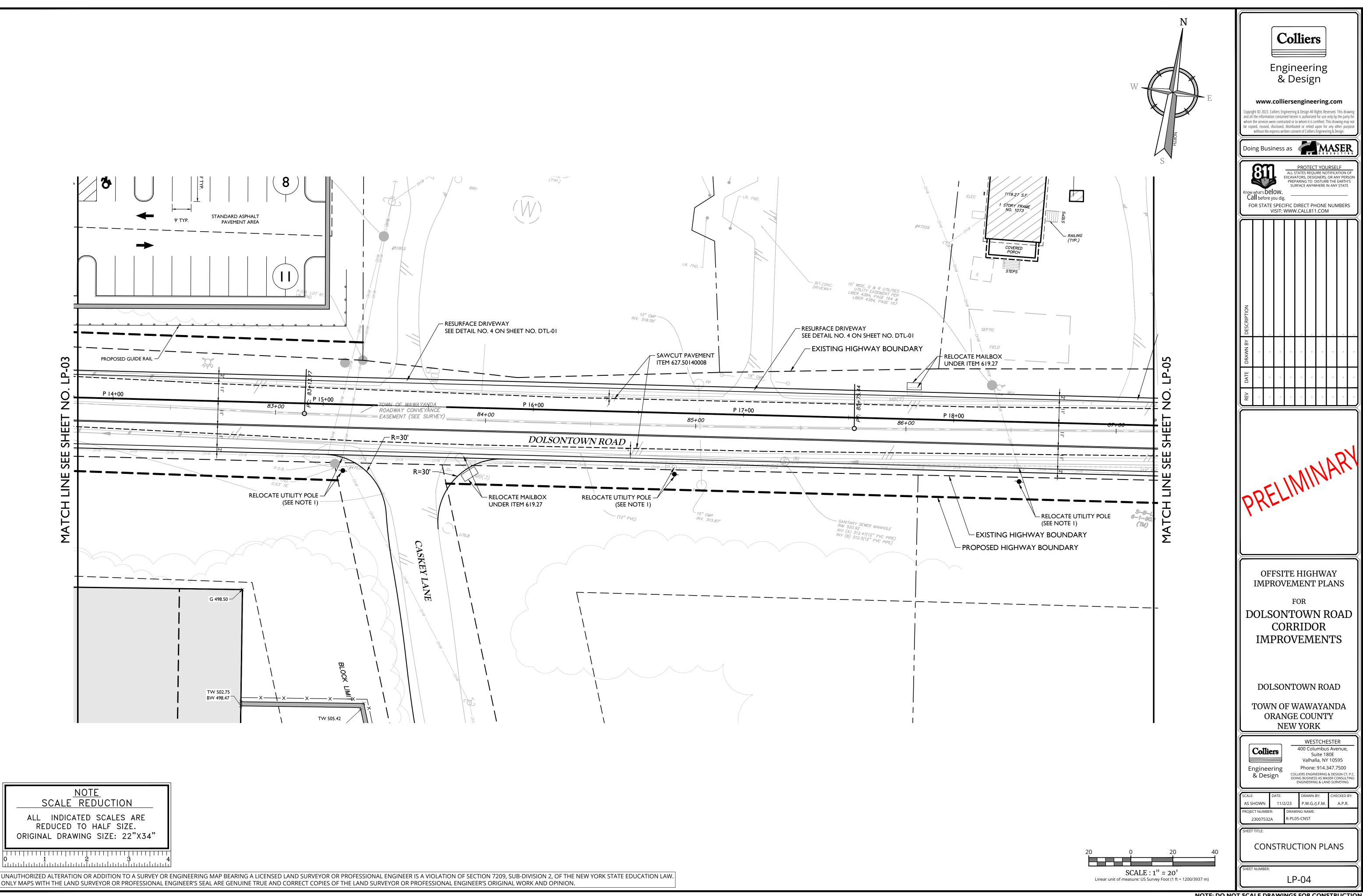
NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



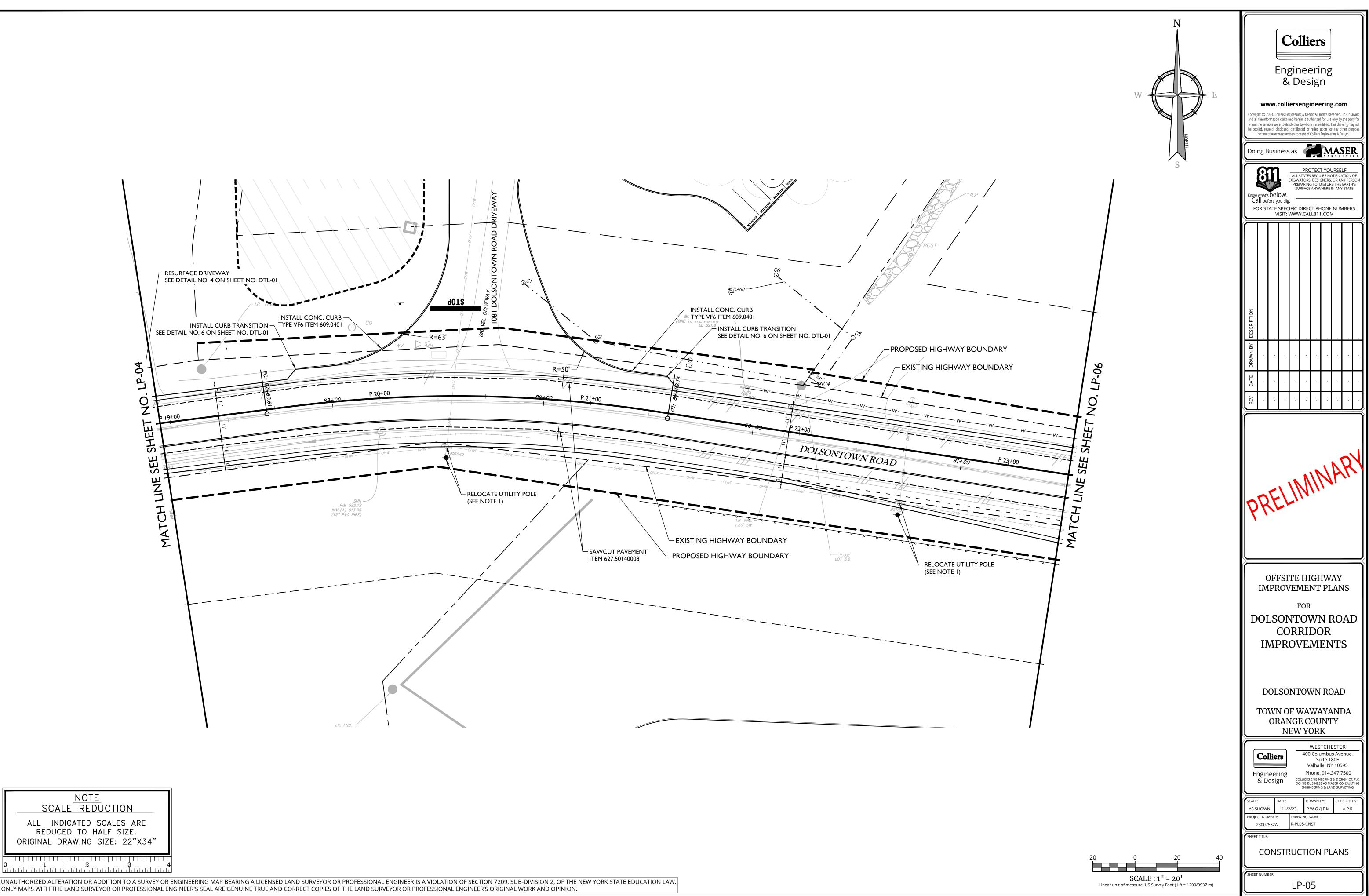
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	Colliers       WESTCHESTER         400 Columbus Avenue, Suite 180E       Suite 180E         Fingineering & Design       Phone: 914.347.7500         Colliers Engineering & Design       Colliers Engineering & Design         Colliers Engineering & Design       Colliers Engineering & Design         Scale:       Date:       Drawn By:				
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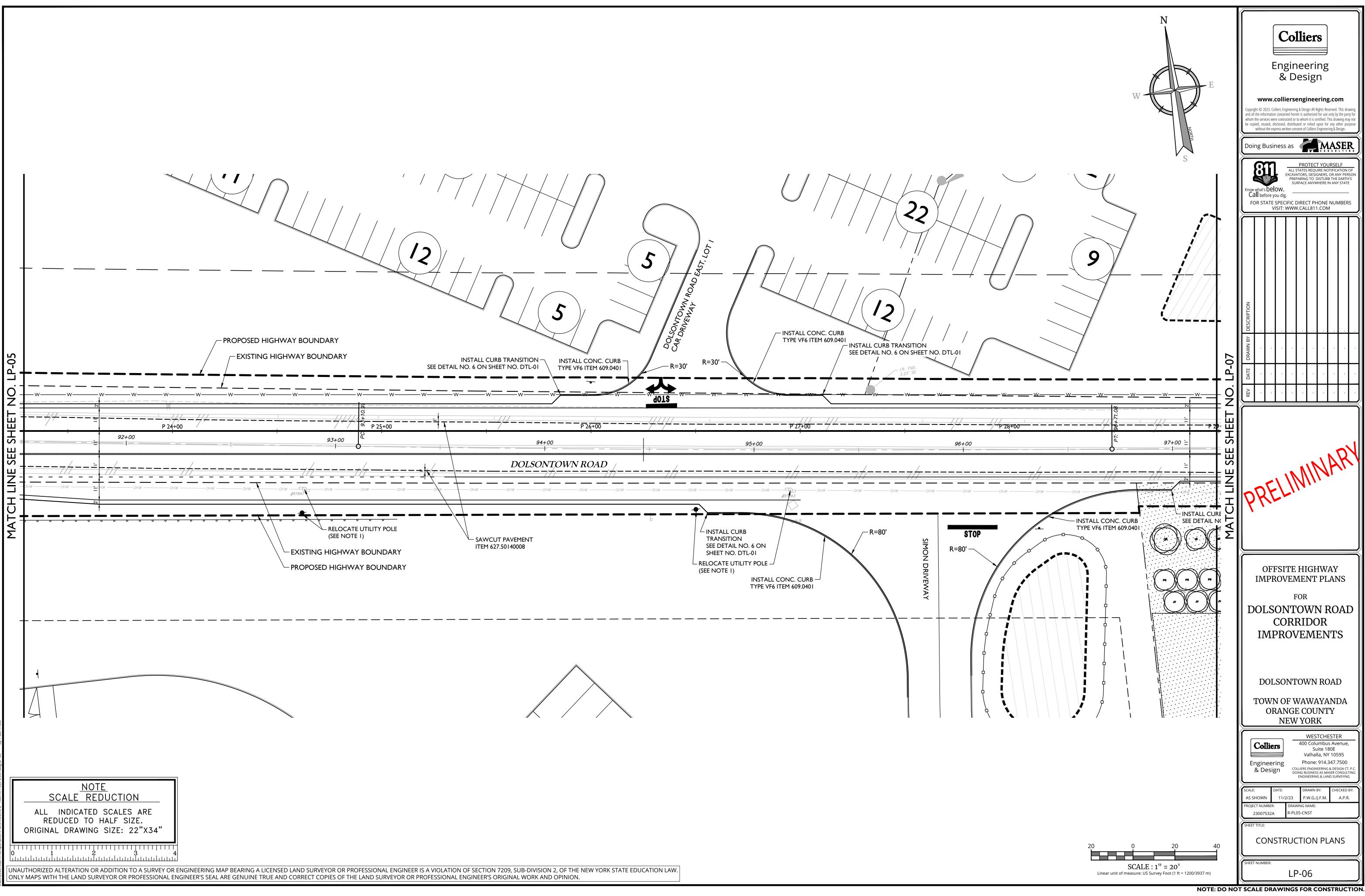


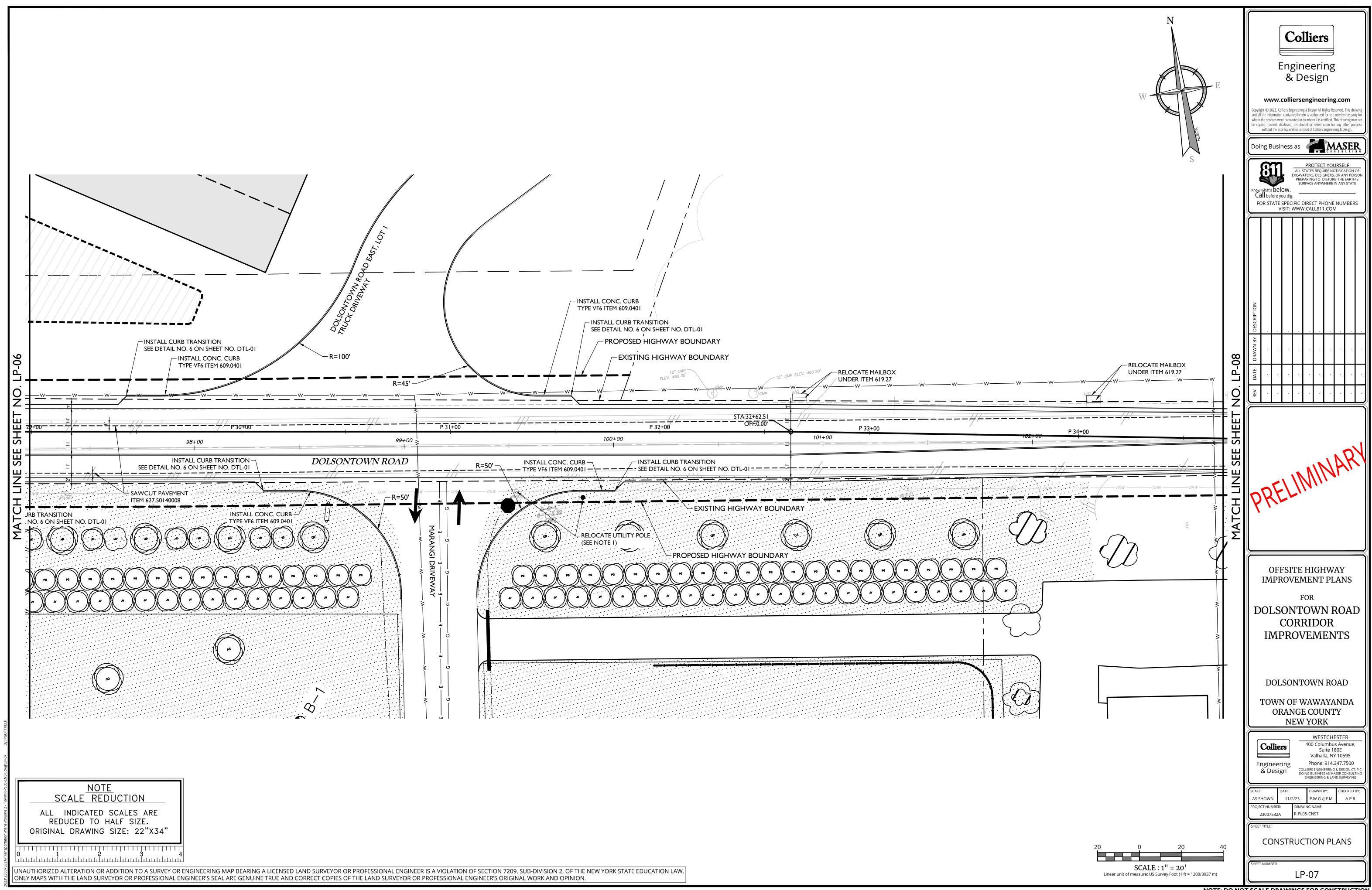


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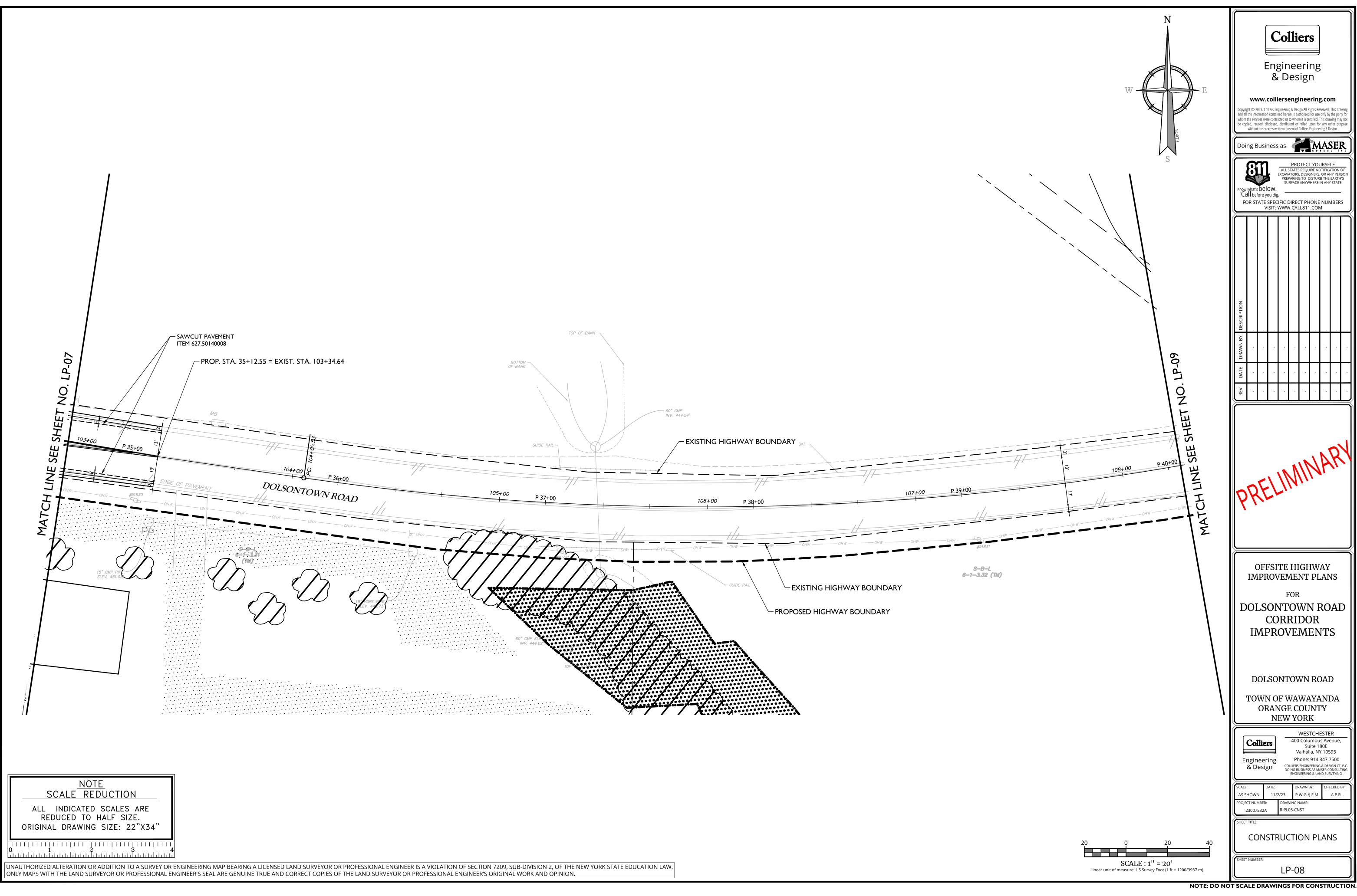


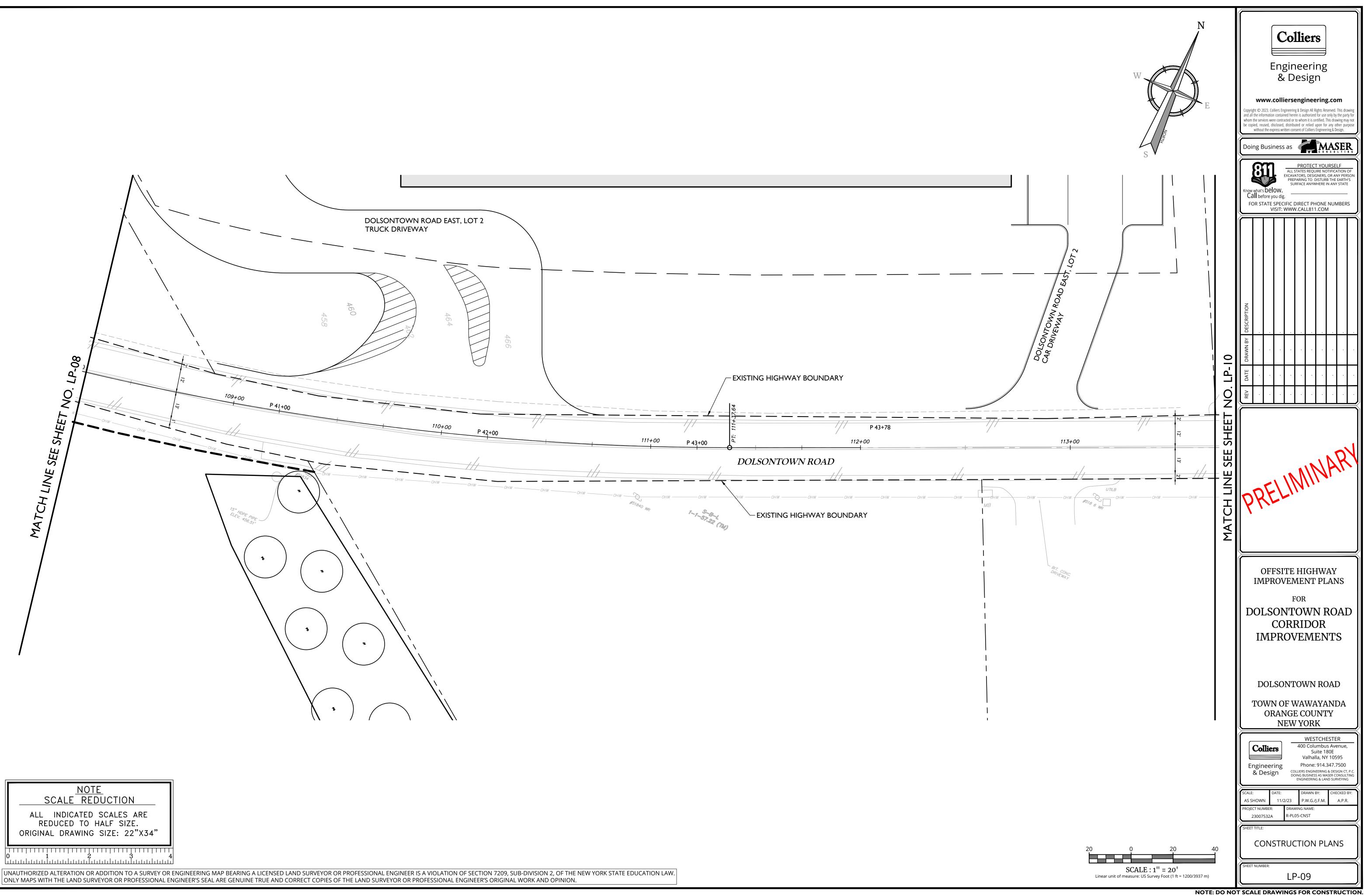
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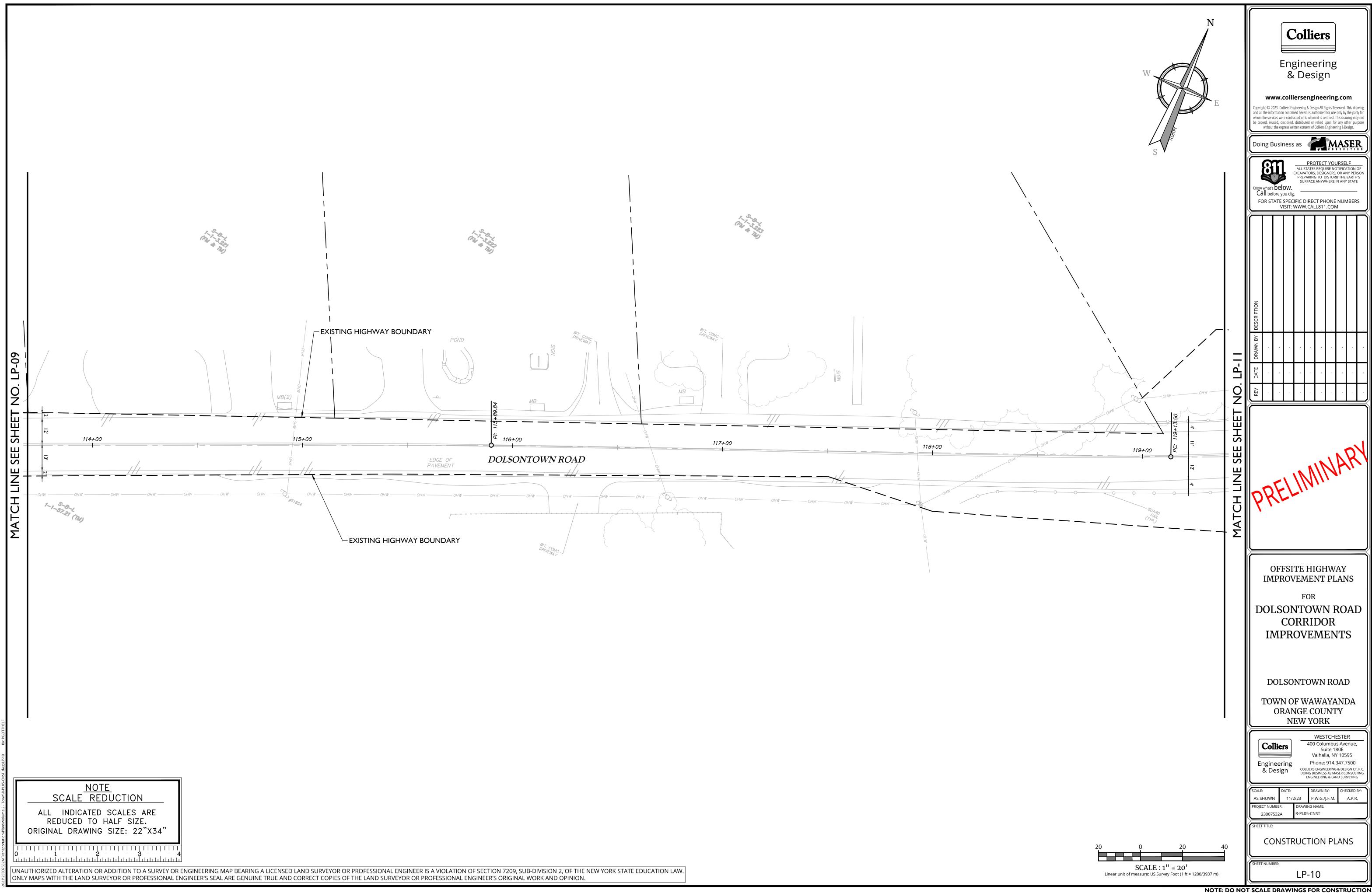




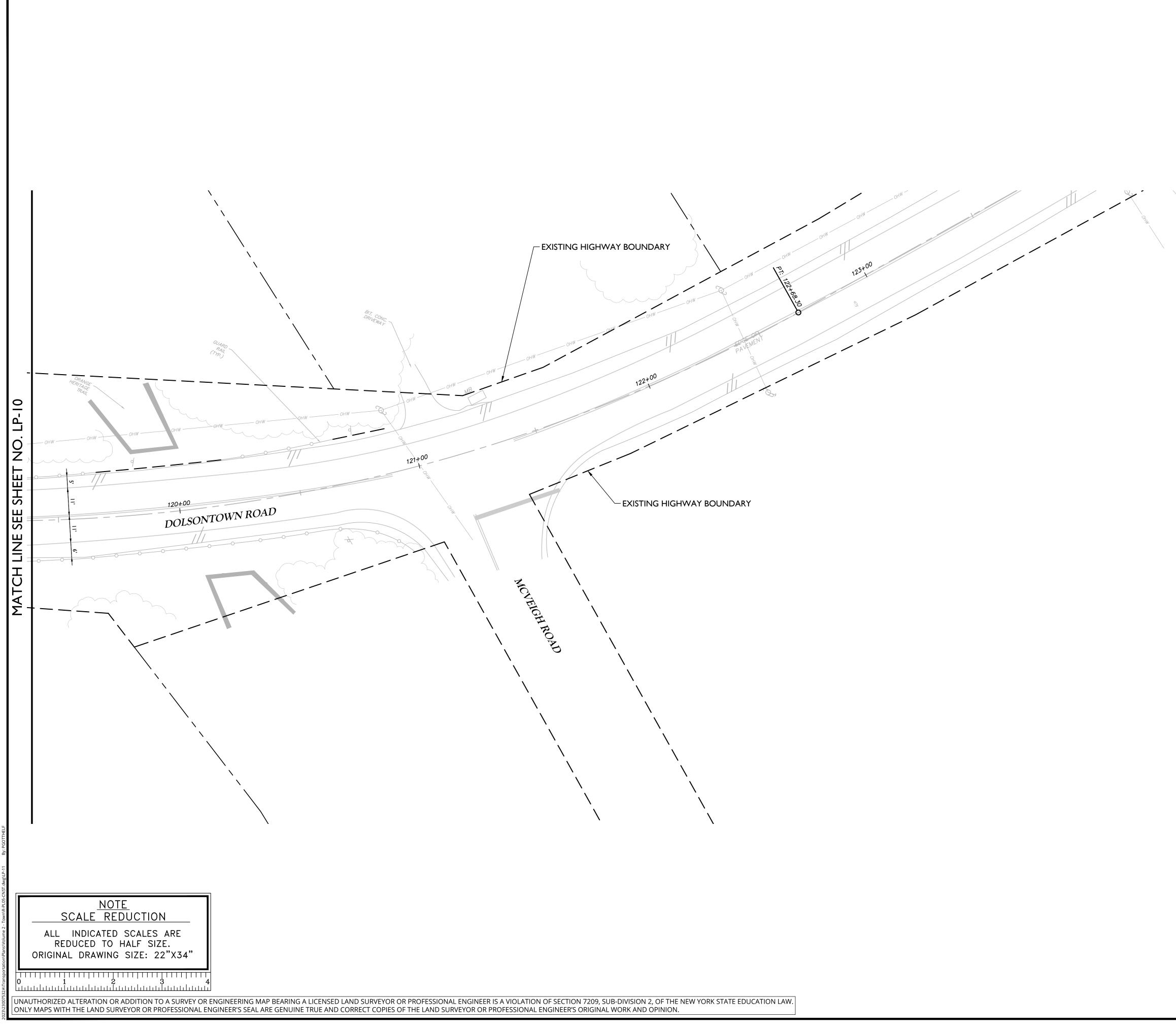
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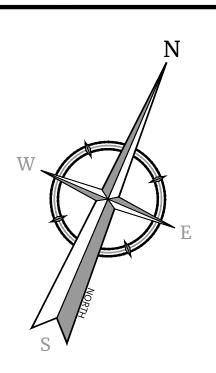






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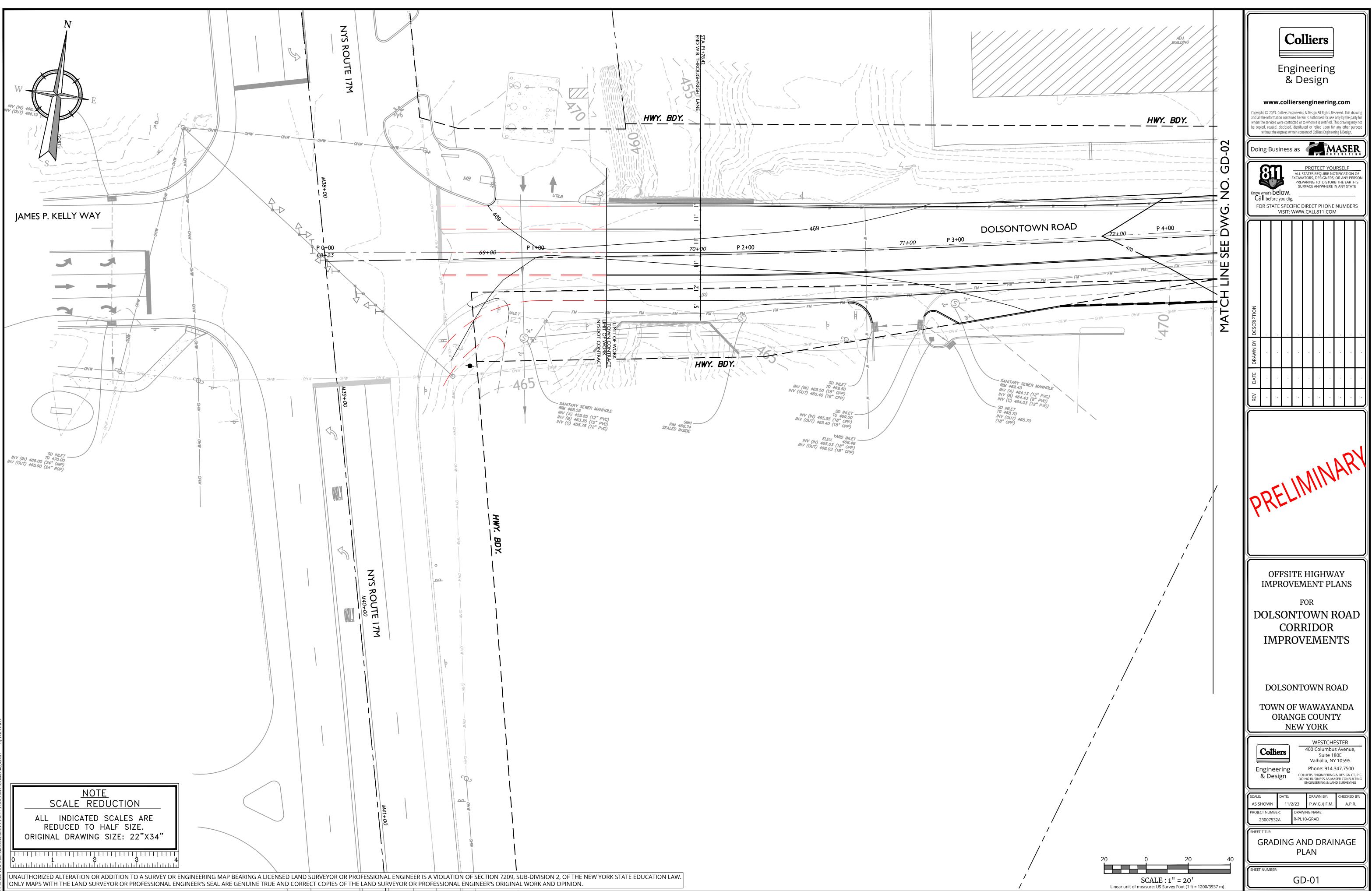




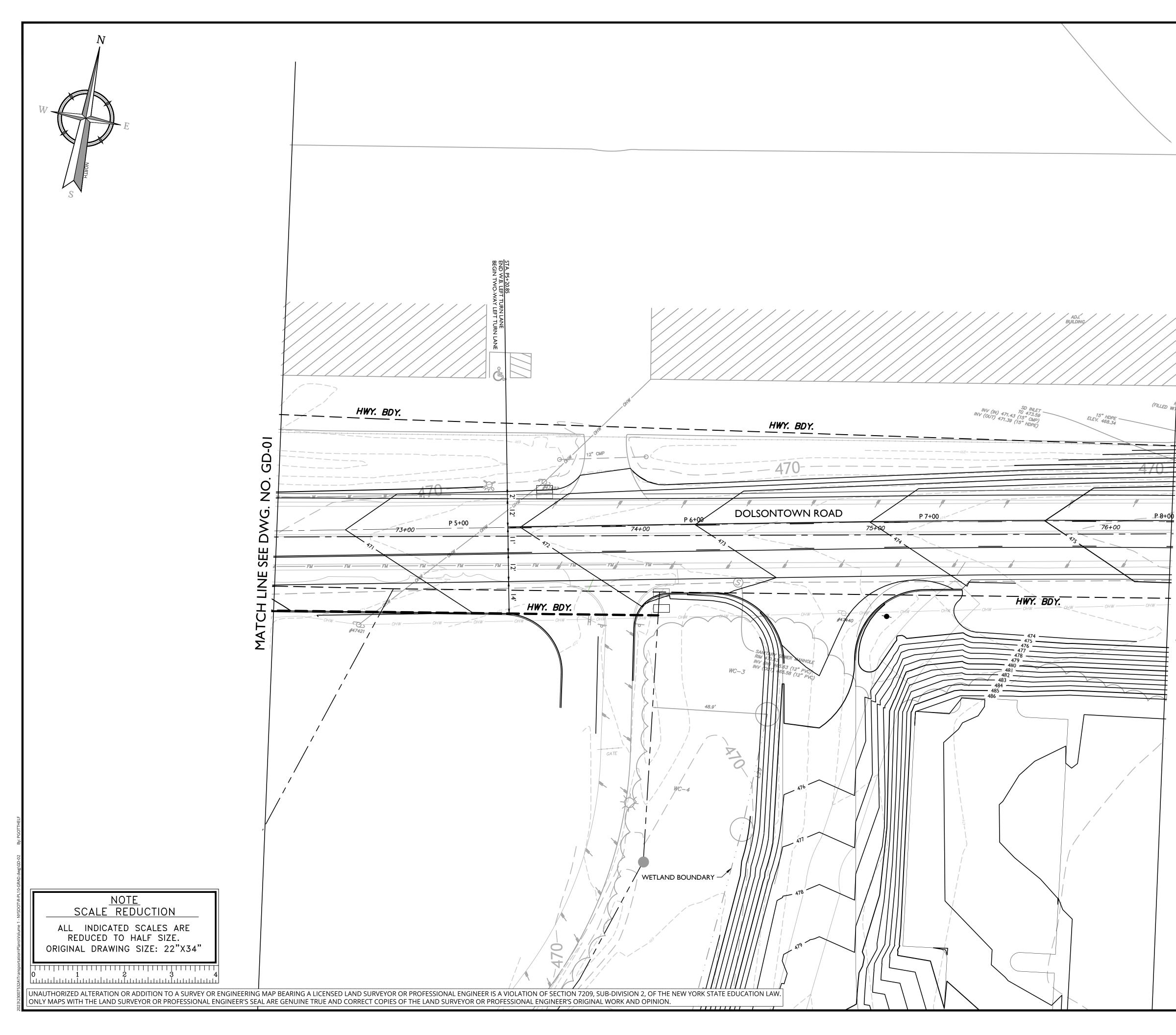
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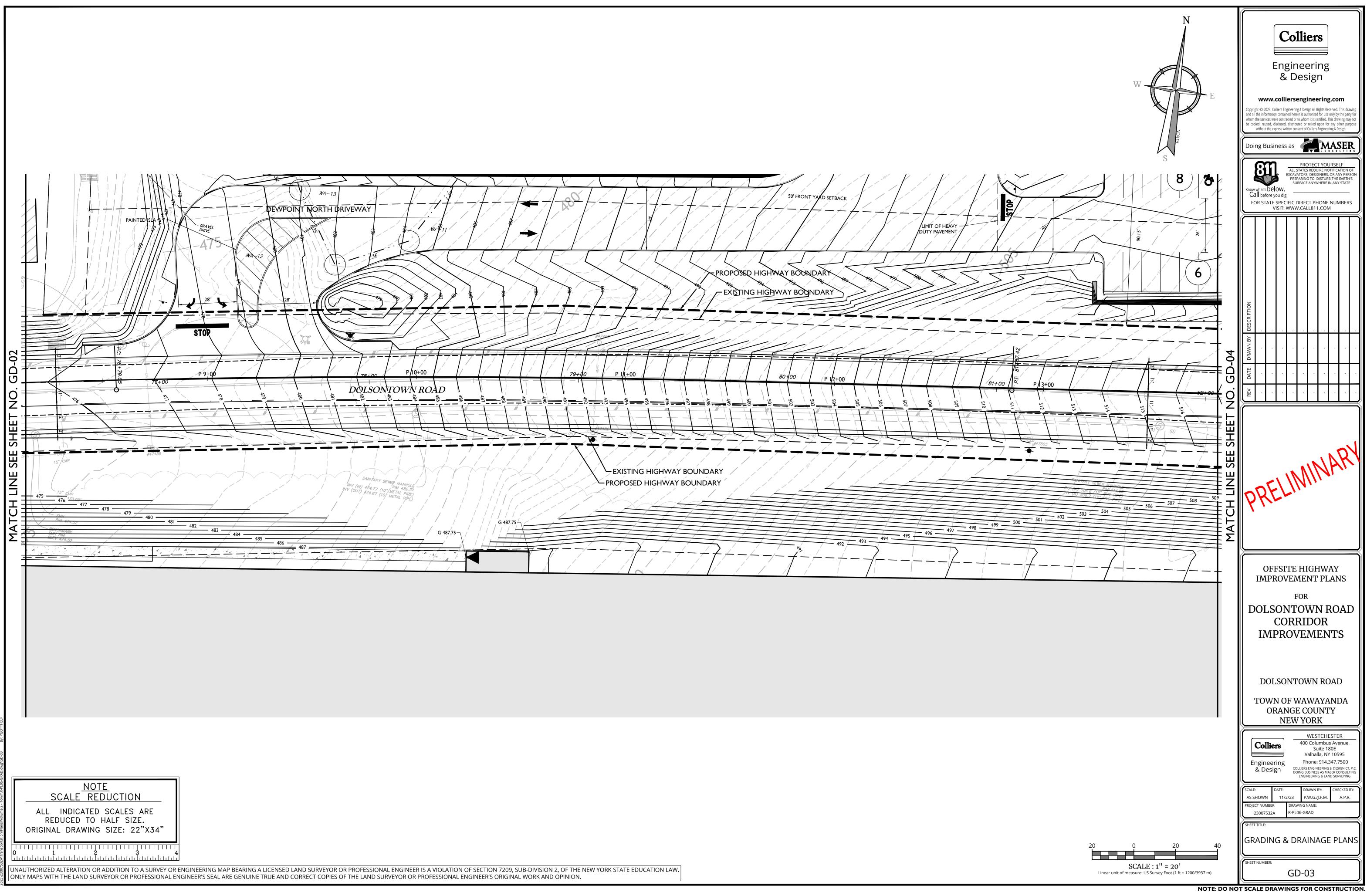
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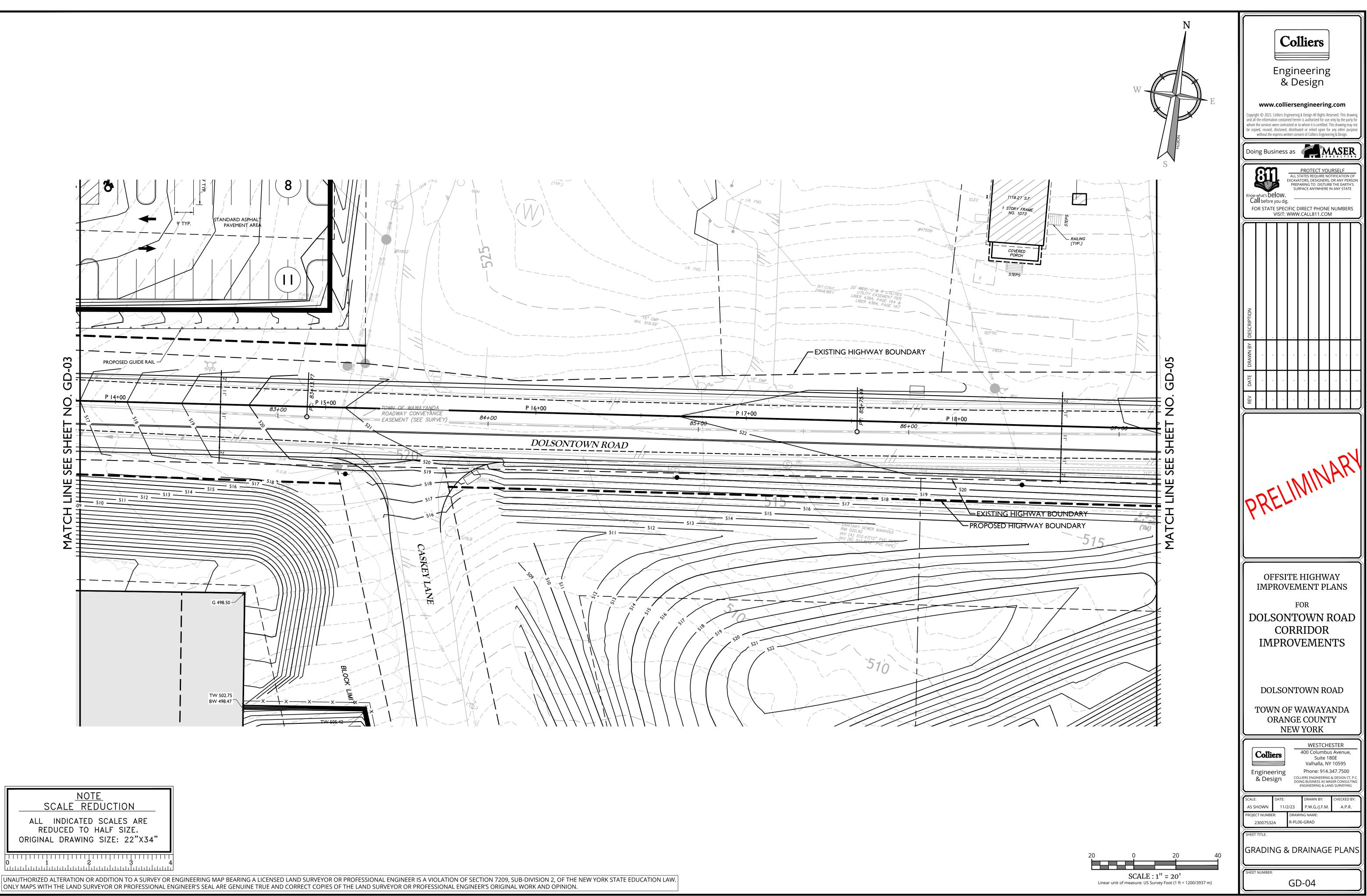


NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

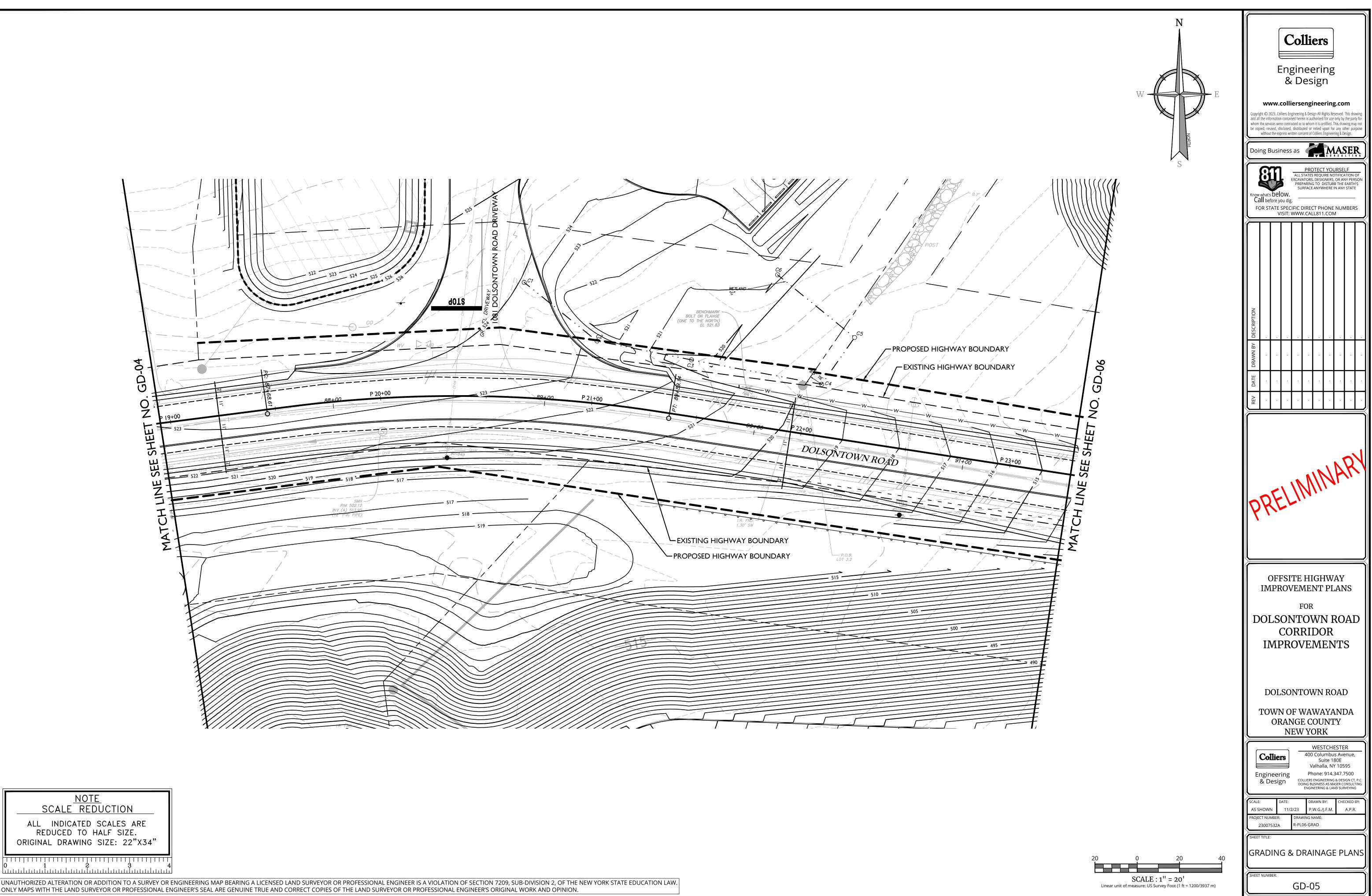


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	SCALE: DATE: DRAWN BY: CHECKED BY: AS SHOWN 11/2/23 P.W.G./J.F.M. A.P.R. PROJECT NUMBER: DRAWING NAME: 23007532A R-PL10-GRAD SHEET TITLE: GRADING AND DRAINAGE PLAN
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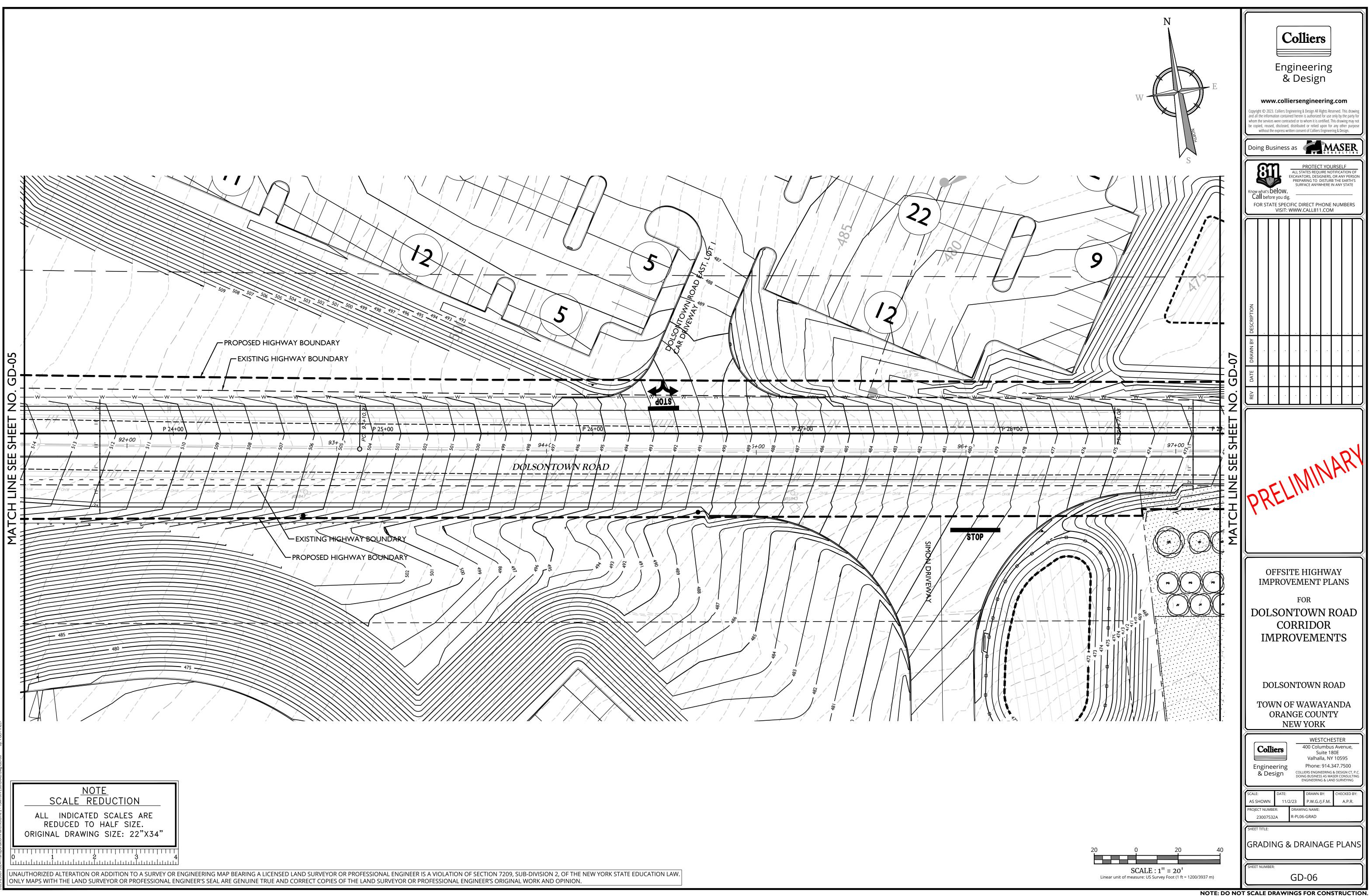


NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

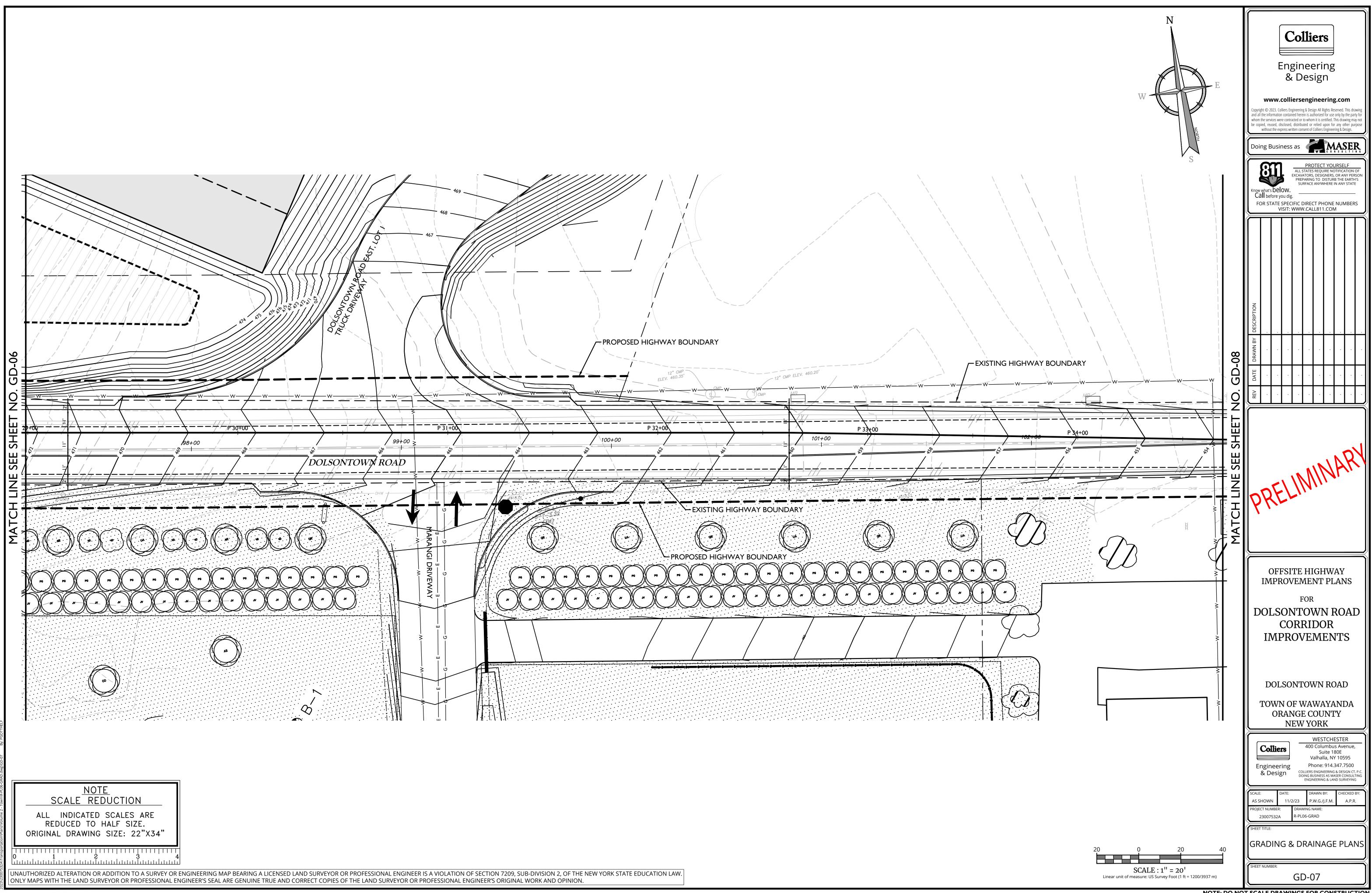


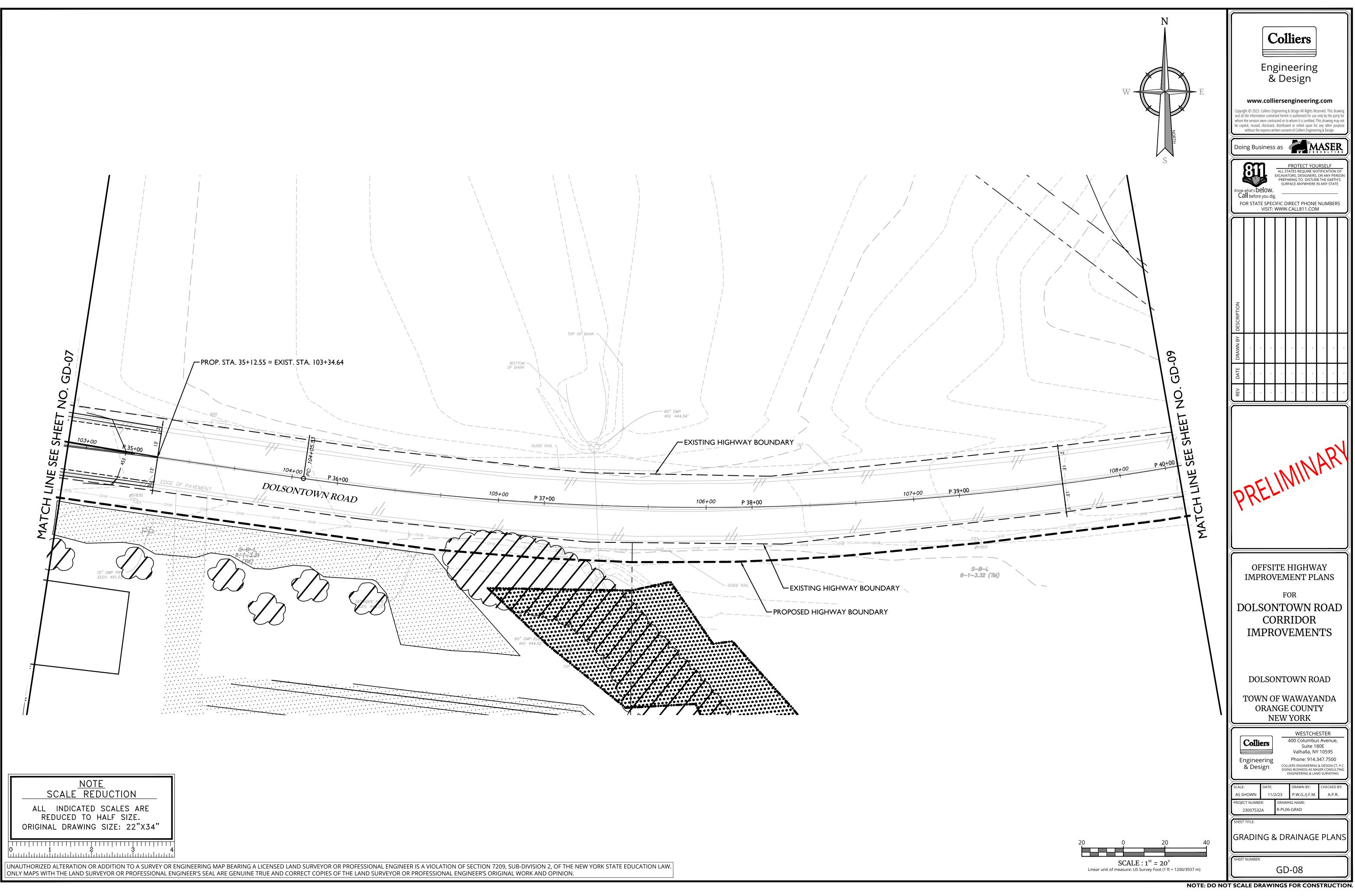
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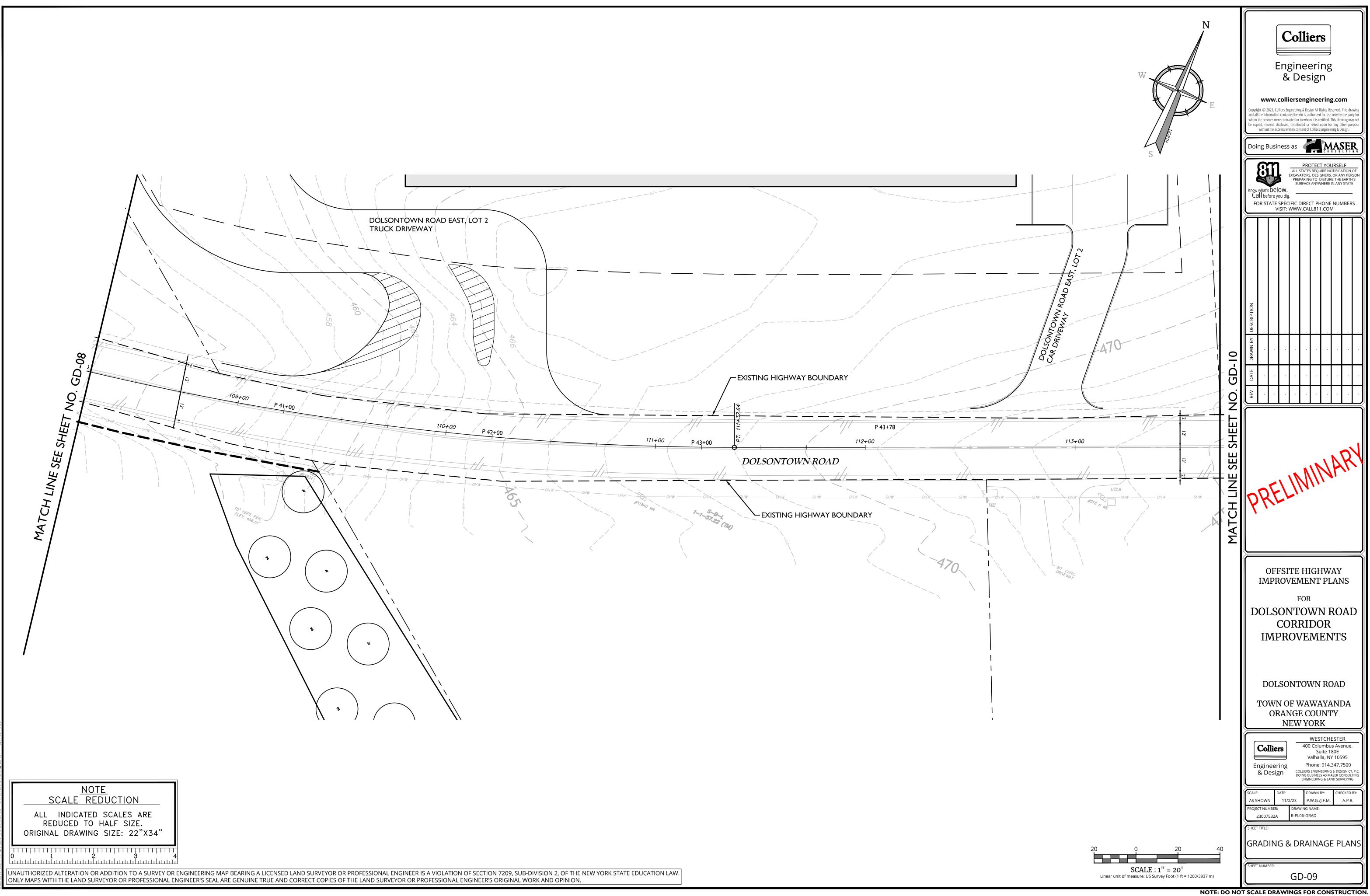
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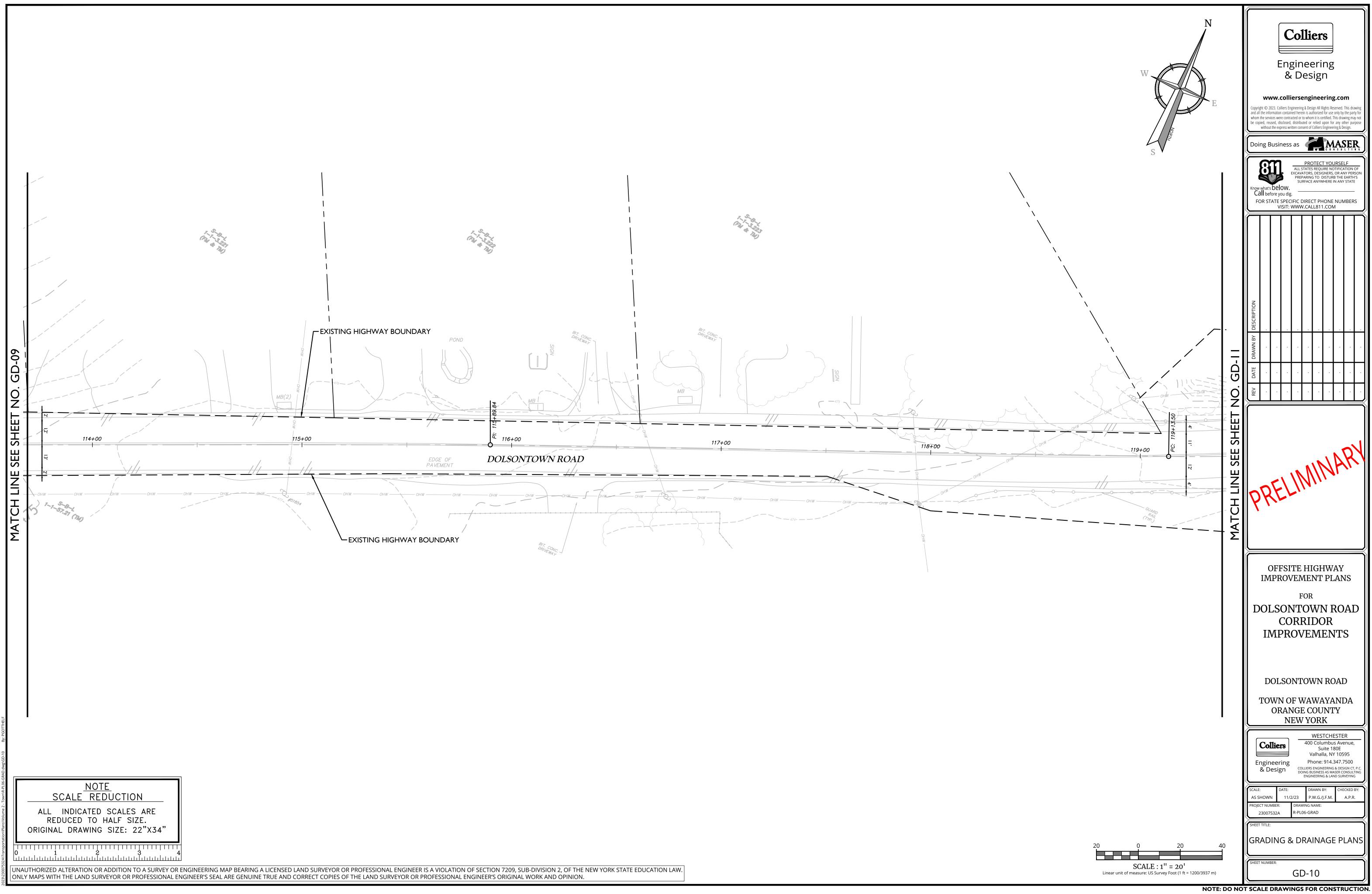


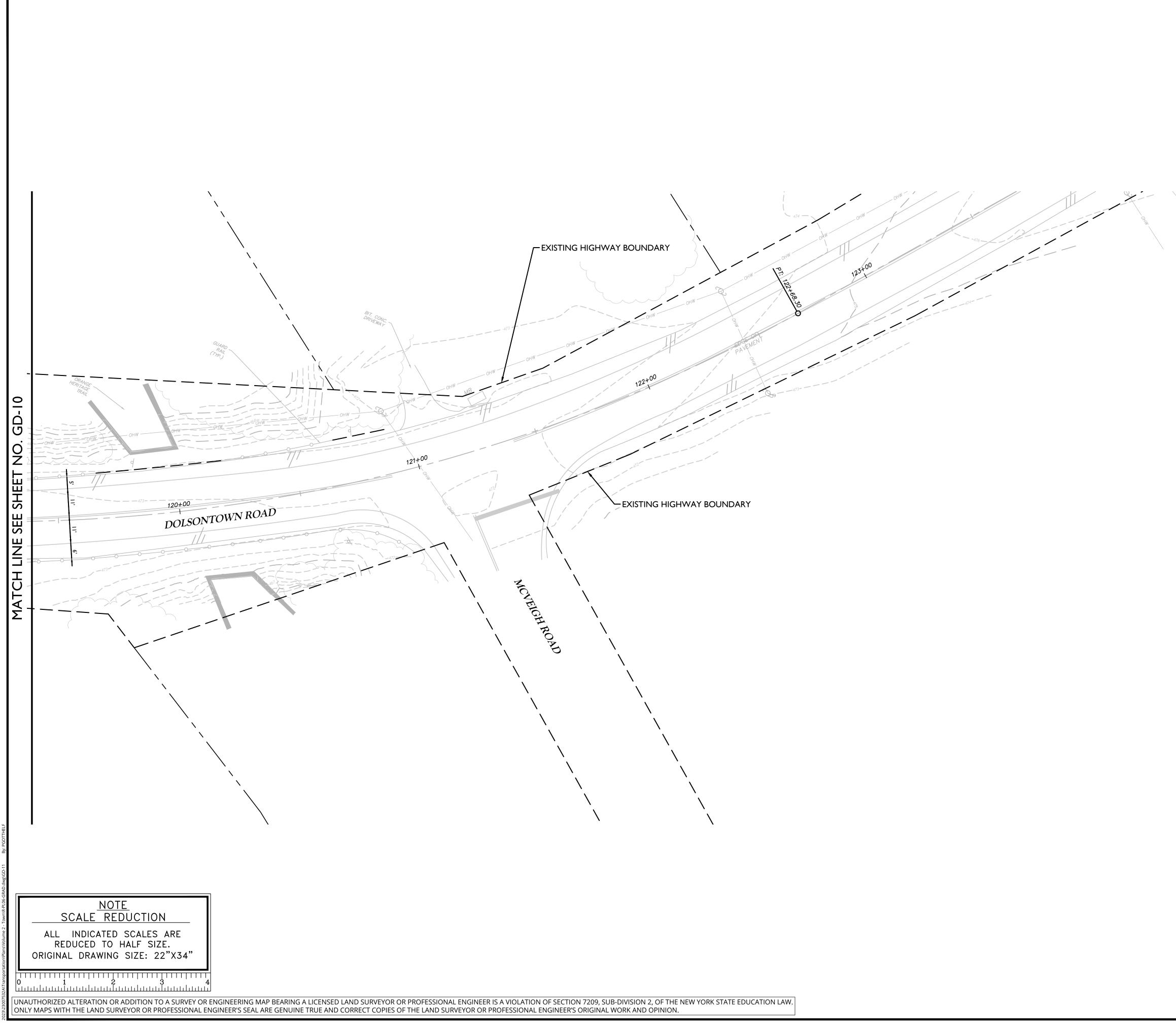
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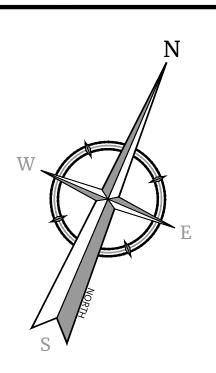












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SCALE : 1" = 20' Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)