HIGHWAY IMPROVEMENT PLANS FOR

S. BLOOMING GROVE COMMERCIAL PIN: AW08.11.70U, SEQR#: 20-188 NYS ROUTE 208

VILLAGE OF S. BLOOMING GROVE ORANGE COUNTY, NEW YORK

DESIGN TRAFFIC DATA NYS ROUTE 208		
A.A.D.T.	17,231	
POSTED SPEED LIMIT	45 MPH	
DESIGN SPEED	50 MPH	

DESIGN TRAFFIC DATA MUSEUM VILLAGE ROAD		
A.A.D.T.	3,344	
POSTED SPEED LIMIT	30 MPH	
DESIGN SPEED	35 MPH	

Time of the state	esivta
17M	s Joel

KEY MAP

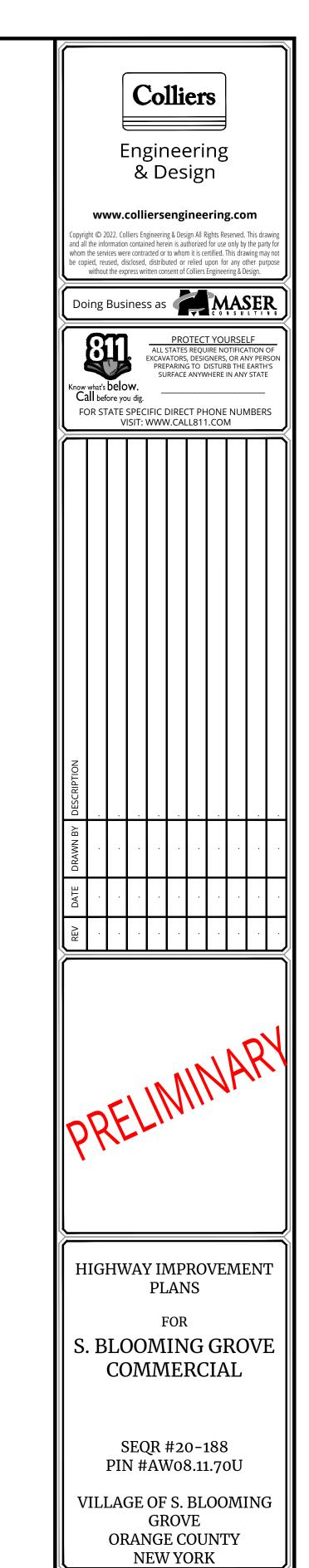
SCALE: I" = 1000'

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

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

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

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COVER SHEET

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GENERAL NOTES

- 1. TOPOGRAPHIC SURVEY INFORMATION HAS BEEN OBTAINED FROM A SURVEY PREPARED BY LAND METRICS ENGINEERING & SURVEYING, P.C. DATED JUNE 20, 2014.
- 2. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE NEW YORK STATE DEPT. OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS, LATEST DATE AND ADDENDUMS THERETO & STANDARD DETAILS INCLUDING SHEET 608-03.
- 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'S ATTENTION IS DIRECTED TO THE FACT THAT OTHER CONTRACTOR'S MAY BE WORKING IN THE AREA ON OTHER CONSTRUCTION AT THE SAME TIME THAT WORK IS PERFORMED UNDER THIS CONTRACT. THE CONTRACTOR SHALL BE AWARE OF THE NATURE AND EXTENT OF THIS OTHER WORK AND SHALL SCHEDULE AND CONDUCT HIS OWN OPERATION SO THAT THERE WILL BE NO CONFLICT IN OPERATIONS.
- 5. SINCE THIS PROJECT INVOLVES CONSTRUCTION WITHIN AN ACTIVE ROADWAY, IT IS IMPERATIVE THAT THE CONSTRUCTION BE CARRIED FORTH IN SUCH A MANNER AS TO INSURE THAT PROPER TRAFFIC FLOW IS MAINTAINED DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE MAINTENANCE AND PROTECTION OF TRAFFIC IN ACCORDANCE WITH THE FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND NEW YORK STATE SUPPLEMENT HERE IN REFERRED TO AS THE MUTCD.
- 6. 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.
- 7. 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.
- 8. PROTECTION AND RESTORATION OF PROPERTY SHALL BE IN ACCORDANCE WITH THE NYSDOT STANDARD SPECIFICATIONS.
- 9. TOPSOIL SHALL BE PLACED AND AREAS SHALL BE SEEDED AS SOON AS FINAL GRADES ARE ESTABLISHED ON PERMANENT SLOPES. SLOPES SHALL BE MULCHED.
- 10. 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.
- 11. 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
- 12. IF TEMPORARY UTILITY SERVICES ARE REQUIRED, THE CONTRACTOR SHALL SEE TO IT THAT THEY ARE PROVIDED, AT NO ADDITIONAL COST TO THE OWNER, AND IT SHALL BE HIS RESPONSIBILITY TO MAINTAIN SUCH TEMPORARY FACILITIES FOR THE DURATION OF THE PROJECT IS NECESSARY.
- 13. ALL EPOXY PAVEMENT MARKINGS AND ALL SIGNS SHALL BE IN CONFORMANCE WITH THE
- 14. ALL DISTURBED AREAS WITHIN THE R.O.W. SHALL BE TOPSOIL, SEEDED AND MULCHED.
- 15. CONTRACTOR SHALL INSTALL AND MAINTAIN SOIL EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH SECTION 209 OF THE NYSDOT STANDARD SPECIFICATION AND STANDARD DETAIL SHEETS DRAWINGS 209-1 THROUGH 209-7.

TRAFFIC CONTROL NOTES

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

2. CONSTRUCTION EQUIPMENT

CONSTRUCTION EQUIPMENT SHOULD BE REMOVED 30' FROM THE EDGE OF PAVEMENT DURING NON-WORKING HOURS.

NO MATERIAL IS TO BE PLACED ON THE SHOULDER, OR WITHIN 30' FROM THE EDGE OF THE PAVEMENT, EXCEPT THAT WHICH IS IT TO BE PLACED THAT DAY.

4. PARKING VEHICLES PRIVATE VEHICLES OWNED BY THE CONTRACTOR OR HIS WORKERS SHALL NOT BE PARKED

ON THE PAVEMENT OR SHOULDERS, OR ANY OTHER AREAS DEEMED BE THE ENGINEER TO BE HAZARDOUS LOCATIONS. 5. ADVANCE WARNING SIGNS

DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE USED FOR ALL ADVANCE WARNING SIGNS THAT MAY BE EITHER DIAMOND OR RECTANGULAR SHAPED. 6. WORK ZONES

WORK ZONES SHALL BE LIMITED TO ONE SIDE OF THE TRAVELED WAY AT A TIME, UNLESS APPROVED BY THE ENGINEER IN CHARGE (E.I.C.) 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 MY BE LIMITED BY THE E.I.C.

TRAFFIC SHALL BE MAINTAINED AND PROTECTED THROUGH WORK ZONES IN ACCORDANCE WITH FIGURES 6H-1 THRU 6H-41 AS APPROPRIATE OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, TOGETHER WITH ANY ADDITIONAL CONTROL DEVICES OR METHODS

7. 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 CONTRACTORS, PUBLIC MAINTENANCE, OR UTILITIES COMPANY'S OPERATIONS IN THE AREA TO ENSURE PROPER MAINTENANCE OF TRAFFIC.

8. CONES, DRUMS, BARRICADES AND MARKERS

ALL CONES, DRUMS AND MARKERS ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE CERTAIN PLACEMENT OF THE CONES, DRUMS, AND MARKERS OR BARRICADES SHALL NOT INTERFERE WITH SIGHT DISTANCE. TYPICAL SPACING SHALL APPROXIMATE 1 FOOT PER MILE OF APPROACH SPEED (i.e. 40 MPH-40 FOOT SPACING) OR A.O.B.E.

9. 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. 10. TAPER LENGTHS

TAPER LENGTHS FOR CLOSURES AND LATERAL SHIFTS OF TRAVEL LANES SHALL CONFORM TO FIGURE DWG. 619-11 OF THE STANDARD DETAIL SHEETS USING AN APPROACH SPEED OF 50 MPH OR A.O.B.E.

11. TEMPORARY PAVEMENT MARKINGS

THE CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT MARKINGS AT ALL TIMES ON ALL PAVEMENT, WHETHER EXISTING, TEMPORARY OR NEW, UNTIL PERMANENT MARKINGS ARE INSTALLED OR RESTORED. 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 STANDARD SPECIFICATIONS AND THE MUTCD AND SHALL INDICATE ACTUAL CONDITIONS AT ALL TIMES. REMOVAL OF TEMPORARY PAVEMENT MARKINGS SHALL BE INCLUDED IN THE COST OF THE ITEM PLACEMENT.

THE CORRECT SEQUENCE AND PACING OF SIGNS, WHETHER PERMANENT, TEMPORARY OR CONSTRUCTION, MUST BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE MUTCD. ALL SIGNS INCLUDING GUIDE SIGNS. SHALL INDICATE ACTUAL CONDITIONS AT ALL TIMES AND SHALL BE COVERED, MOVED, REMOVED, RELOCATED OR CHANGED IMMEDIATELY AS DIRECTED BY THE ENGINEER.

APPROPRIATE WARNING SIGNS IN ACCORDANCE WITH THE MUTCD, THE PLANS, AND/OR AS DIRECTED BY THE ENGINEER SHALL PRECEDE EACH WORK AREA. THE CONTRACTOR SHALL COORDINATE HIS WORK SO THAT A SMOOTH FLOW OF TRAFFIC IS MAINTAINED BETWEEN WORK AREAS.

ALL SIGNS NECESSARY FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC (INCLUDING RELOCATION AND/OR MODIFICATION AND/OR RESTORATION OF EXISTING SIGN PANELS) AS NOTED IN THE SPECIFICATIONS, MUTCO OR A.O.BE. SHALL BE INCLUDED IN THE PRICE BEFORE CONSTRUCTION SIGNS. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE DONE, BECAUSE OF THE CONTRACTOR'S METHODS, TO TEMPORARILY REMOVED, RELOCATED OR COVERED SIGN PANELS OR SIGN TEXT. COLORS USED FOR CONSTRUCTION SIGNING (INCLUDING TEMPORARY OR MODIFIED GUIDE SIGNS) SHALL BE BLACK LEGEND ON ORANGE BACKGROUND WITH THE FOLLOWING EXCEPTIONS: EMERGENCY SERVICE MARKERS, ROUTE MARKERS AND THEIR CORRESPONDING AUXILIARY SIGNS SHALL BE THE COLORS SPECIFIED IN THE MUTCD. (ANY AUXILIARY SIGNS WHICH ARE NOT INCLUDED IN THE MUTCD SHALL BE BLACK LEGEND ON ORANGE BACKGROUND). BLANK COVERS USED TO COVER PORTIONS OF EXISTING GUIDE SIGN LEGENDS SHALL BE GREEN. ANY REGULATORY SIGNS REQUIRED SHALL BE THE COLOR SPECIFIED IN THE MUTCO.

WHERE IT EXISTS, ANY FREE ENDS OF GUIDE RAIL SHALL BE ADEQUATELY PROTECTED FROM IMPACT A.O.B.E. THE COSTS SHALL BE INCLUDED IN THE BID PRICE FOR BASIC MAINTENANCE AND PROTECTION OF TRAFFIC IN THOSE AREAS WHERE GUIDE RAIL IS TEMPORARILY REMOVED FOR THE PURPOSE OF REPLACING OR RESETTING GUIDE RAIL. THE CONTRACTOR SHALL SCHEDULE HIS WORK OPERATIONS SUCH THAT THE GUIDE RAIL PROTECTIONS SHALL BE RESTORED AS SOON AS POSSIBLE WITHIN A 15 DAY PERIOD. FAILURE TO COMPLY WILL RESULT IN NONPAYMENT FOR BASIC MAINTENANCE AND PROTECTION OF TRAFFIC FOR EACH CALENDAR DAY. 14. PRELIMINARY WORK

PRIOR TO THE START OF ANY CONSTRUCTION PHASE, ALL PROPOSED MAINTENANCE AND PROTECTION OF TRAFFIC RELATED WORK FOR THAT PHASE, AS DETERMINED BY THE ENGINEER, SHALL BE COMPLETE. THIS INCLUDES: WHERE APPLICABLE, ALL SIGNS, SIGNALS, PAVEMENT MARKINGS, BARRIERS, DELINEATION (CONES, DRUMS, ETC.) PAVEMENT MODIFICATION AND ANY OTHER RELATED WORK.

IN THE EVENT THE CONTRACTOR SHUTS DOWN HIS OPERATION FOR THE WINTER MONTHS, THE ENTIRE HIGHWAY SYSTEM SHALL BE OPENED TO TRAFFIC. ALL EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION. ALL CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED. ALL ROADWAY AREAS TEMPORARILY CLOSED FOR TRENCH, CULVERT OR CONDUIT EXCAVATION SHALL BI REOPENED AT THE END OF THE WORKDAY, AT ALL TIMES WHEN WORK IS NOT IN PROGRESS ALI OPENINGS IN THE ROADWAY SHALL BE COVERED WITH ANCHORED STEEL PLATES OR SHALL BE BACKFILLED IN ACCORDANCE WITH SECTION 680-3.09 TO A DEPTH OF 3 INCHES BELOW THE ADJACENT UNEXCAVATED AREA OR TO A DEPTH AS ORDERED 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 COAST TO THE AUTHORIZING AGENCY. ANY RE-EXCAVATION OF TEMPORARY RESTORATION AREAS SHALL BE INCLUDED IN THE PRICE BID FOR RESPECTIVE EXCAVATION ITEM WITH NO EXTRA PAVEMENT. 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 OF MAINTAIN SAFE AND PROPER ACCESS TO BUILDINGS IN THE VICINITY OF CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND FROM FIRE HOUSES AT

THE CONTRACTOR SHALL PROVIDE FLAGGERS WHERE SIGHT DISTANCES ARE IMPAIRED BY HIS OPERATION THE CONTRACTOR SHALL NOT WORK ON BOTH SIDES OF THE ROADWAY IN THE SAME AREA AT THE

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS TO MINIMIZE THE INTERRUPTION OF PEDESTRIAN

IN ACCORDANCE WITH SECTION 107-05 (F) OF THE STANDARD SPECIFICATIONS THE CONTRACTOR SHALL COMPLETELY ENCLOSE BY SAFETY WIRE FENCE ALL POTENTIALLY HAZARDOUS LOCATIONS. PAYMENT FOR INSTALLATION AND REMOVAL OF THIS ITEM SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE AND PROTECTION OF TRAFFIC.

16. FLAGGER IN ADDITION TO THE FLAG PERSON REQUIREMENTS SPECIFIED IN SECTION 619 OF THE STANDARD SPECIFICATIONS, FLAGGERS SHALL BE PROVIDED AS NEEDED (AS DETERMINED BY THE ENGINEER) DURING WEEKDAY PEAK TRAVEL HOURS THROUGHOUT THE DURATION THE MPT PLAN IS IN EFFECT, REGARDLESS OF WHETHER CONTRACTORS ARE WORKING DURING SPECIFIED HOURS.

THE COST OF FLAGGERS SHALL BE INCLUDED IN THE PRICE BID FOR BASIC MAINTENANCE AND PROTECTION OF TRAFFIC.

WHEN FLAGGERS ARE USED, FLAGGER SIGNS (W20-7a) SHALL BE PLACED A.O.B.E. ON ALL APPROACHES TO THE AREA BEING FLAGGED. THE COST OF FLAGGER SIGNS SHALL BE INCLUDED IN THE PRICE FOR 17. LANE CLOSURES

THE CONTRACTORS SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION AND SHALL PROVIDE FLAG PERSONS AS NECESSARY AS ORDERED BY THE ENGINEER. THE MINIMUM WIDTH OF A TRAVELED LANE SHALL BE 10 FEET UNLESS OTHERWISE SHOWN.

AT THE SITE OF PAVING OR OTHER WORK OPERATION REQUIRING TEMPORARY CLOSING OF PORTIONS OF THE TRAVELED WAY, THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC AND SHALL PROVIDE FLAG PERSON 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 STATES 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

NEW YEARS DAY: SATURDAY, JANUARY 1, 2023. BEGINNING 6:00 AM FRIDAY, DECEMBER 30, 2022 AND ENDING 10:00 AM MONDAY, JANUARY 2, 2023. MONDAY, MAY 30, 2022. BEGINNING 6:00 AM FRIDAY, MAY 27, 2021 AND MEMORIAL DAY: ENDING 10:00 AM TUESDAY, MAY 31, 2022. INDEPENDENCE DAY: MONDAY, JULY 4, 2022. BEGINNING 6:00 AM FRIDAY, JULY 1, 2022 AND ENDING

10:00 AM TUESDAY, JULY 5, 2022. LABOR DAY: MONDAY, SEPTEMBER 5, 2022. BEGINNING 6:00 AM FRIDAY, SEPTEMBER 2, 2022 AND ENDING 10:00 AM, TUESDAY SEPTEMBER 6, 2022. THANKSGIVING DAY: THURSDAY, NOVEMBER 24, 2022. BEGINNING 6:00 AM WEDNESDAY, NOVEMBER 23, 2022 AND ENDING 10:00 AM MONDAY, NOVEMBER 28, 2022.

SUNDAY, DECEMBER 25, 2022. BEGINNING 6:00 AM THURSDAY, DECEMBER 23,

2022 AND ENDING 10:00 AM MONDAY, DECEMBER 26, 2022. 18. PUBLIC INGRESS AND EGRESS THE CONTRACTOR SHALL PROVIDE PROPERTY OWNERS WITH PROPER ACCESS TO AND MINIMUM WIDTHS FOR THEIR DRIVEWAYS ACCORDING TO THE POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS AND SHALL MAINTAIN THEM THROUGH ALL PHASE WORK AREAS AND SHALL DELINEATE THEM

CHRISTMAS DAY:

BY MEANS OF SIGNS, CONES, AND/OR DRUMS A.O.B.E

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. THIS WORK INCLUDED IN THE BID PRICE FOR MAINTENANCE AND PROTECTION OF TRAFFIC. ACCESS SHALL BE PROVIDED TO ALL DRIVEWAYS BEHIND TEMPORARY CONCRETE BARRIER WHEN USED A.O.B.E. SIGNS DENOTING COMMERCIAL ESTABLISHMENTS SHALL BE PROVIDED AND PLACED NEXT TO THESE DRIVEWAYS. SIGNS SHALL BE AS APPROVED BY THE

THE COST FOR ANY DELINEATION AND GUIDING DEVICES (CONES, DRUMS, ETC.) SHALL BE INCLUDED IN THE PRICE BID FOR BASIC MAINTENANCE AND PROTECTION OF TRAFFIC.

19. CONSTRUCTION INGRESS AND EGRESS THE CONTRACTOR SHALL KEEP TO A MINIMUM MOVEMENTS IN AND OUT OF DESIGNATED TRAVEL LANES WITH CONSTRUCTION VEHICLES AND EQUIPMENT. ONLY NECESSARY OR AUTHORIZED VEHICLES AS DETERMINED BY THE ENGINEER SHALL BE ALLOWED TO ENTER ANY PHASE WORK AREA.

DOUBLE DELINEATORS (WHITE ON MOTORISTS RIGHT AND YELLOW ON MOTORISTS LEFT) SHALL BE INSTALLED AT 40 FOOT INTERVALS AS PER STANDARD SHEET 646-01 ALL LOCATIONS WHERE TEMPORARY CONCRETE BARRIER. MEDIAN BARRIER. GUIDE RAILING AND/OR BRIDGE RAILING IS ADJACENT TO RESTRICTED TRAVEL LANES (i.e. LANE AND/OR SHOULDER WIDTH LESS THAN EXISTING). THE COST (INCLUDING REMOVAL) SHALL BE INCLUDED IN THE PRICE BID FOR BASIC MAINTENANCE AND PROTECTION

SPECIAL NOTES

- 1. MAINTENANCE AND PROTECTION OF TRAFFIC IS THE RESPONSIBILITY OF THE PERMITTEE. ANY SUBCONTRACTORS WORKING FOR THE PERMITEE 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 WORK
- 2. TRAFFIC CONTROL SCHEMES MUST BE IN PLACE AND MAINTAINED THROUGHOUT THE
- 3. ALL MAINTENANCE AND PROTECTION OF TRAFFIC IS TO BE IN ACCORDANCE WITH THE FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE NYS SUPPLEMENT.
- 4. ANYONE WORKING WITHIN THE HIGHWAY R.O.W. SHALL WEAR HIGH-VISIBILITY APPAREL MEETING THE ANSI 107 CLASS II STANDARDS AND AN OSHA APPROVED HARD HAT.
- 5. AT THE START OF WORK ON THE PROJECT ALL WORK ZONE TRAFFIC CONTROL DEVICES SHALL APPEAR IN "ACCEPTABLE CONDITION. 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
- 6. 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.
- 7. NO LOW-MOUNTED SIGNS SHALL BE PERMITTED, EXCEPT FOR FLEXIBLE PANELS MEETING THE CURRENT SPECIFICATION REQUIREMENTS.
- PRE-CONSTRUCTION MEETING, WITH NYSDOT REPRESENTATIVES PRESENT.

8. NO WORK WITHIN THE STATE ROW SHALL COMMENCE WITHOUT A

- 9. AS-BUILT PLANS SHALL BE SENT TO THE NYSDOT IN HARD COPY AND ELECTRONIC FORMAT COMPATIBLE WITH THE SYSTEM CURRENTLY USED BY NYSDOT.
- 10. THE PERMITEE IS RESPONSIBLE FOR HIRING AN INSPECTOR TO BE ONSITE DURING ALL CONSTRUCTION OPERATIONS ON THE STATE ROW TO ENSURE ALL WORK IS PERFORMED IN ACCORDANCE TO 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 ENGINEER) AS

EXCAVATION SPECIAL NOTES

- 1. 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 AT POSSIBLE.
- 4. ANY EXCAVATION WHICH EXCEEDS FIVE FEET IN DEPTH AND HAS LIVE TRAFFIC OR UTILITIES WITHIN 1v: 1h 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 NYSDOT DEMONSTRATING THAT THE SYSTEM CHOSEN CAN ACCOMMODATE THE ANTICIPATED SOIL, WATER, TRAFFIC AND SURCHARGE LOADINGS.
- 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.

TABLE 619-4 REQUIRED TREATMENT FOR PAVEMENT EDGE DROP-OFFS

TABLE 619-	4 PAVEMENT	EDGE DROP-	OFF PROTECT	TION		
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	SHOULDER	AREA			
WITHIN 4 FT. FF	ROM TRAVEL LANE					
2 - 6 IN.	YES	100	100	N/A	N/A	SHOULDER DROP-OFF
2 - 6 IIV.	NO	40	40	N/A	N/A	NO SHOULDER
6 - 24 IN.	YES	40	40	N/A	N/A	SHOULDER DROP-OFF
0 - 24 IIV.	NO	20	20	N/A	N/A	NO SHOULDER
MORE THAN 4 F	T. FROM TRAVEL L	ANE				
2 - 6 IN.	YES	200	200	100	100	SHOULDER DROP-OFF
2 - 0 IIV.	NO	100	100	40	40	NO SHOULDER
6 - 24 IN.	YES	40	40	N/A	N/A	SHOULDER DROP-OFF
0 - 24 IIV.	NO	40	40	N/A	N/A	NO SHOULDER
DROP-OFF	OUTSIDE OF	SHOULDER A	REA			
SHOULDER WIE	OTH < 4 FT.					
0.0111	YES	100	100	N/A	N/A	SHOULDER DROP-OFF
2 - 6 IN.	NO	100	100	N/A	N/A	NO SHOULDER
0. 04 IN	YES	40	40	N/A	N/A	SHOULDER DROP-OFF
6 - 24 IN.	NO	40	40	N/A	N/A	NO SHOULDER
SHOULDER WIE	OTH <u>></u> 4 FT.	•		1		•
0.0111	YES	200	200	100	100	SHOULDER DROP-OFF
2 - 6 IN.	NO	100	100	40	40	NO SHOULDER
6 24 IN	YES	100	100	40	40	SHOULDER DROP-OFF
6 - 24 IN.	NO	40	40	N/A	N/A	NO SHOULDER

A DROP OFF-OFF IS AN ABRUPT DIFFERENCE IN SURFACE ELEVATION OF MORE THAN 2 INCHES AT APPROXIMATELY 1V: 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 OF FROM THE EDGE OF TRAVELED WAY FOR DURATIONS

THE CONTRACTOR SHALL PROVIDE PAVEMENT EDGE DROP-OFF PROTECTION IN ACCORDANCE WITH TABLE 619-4 <u>PAVEMENT EDGE DROP-OFF PROTECTION</u>. CHANNEIZING 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 GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF 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 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 DISTANCES 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 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

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 ½ MILE AND SUPPLEMENTED WITH "NEXT [X] MILES" (W7-3aP) PLAQUE WHERE APPLICABLE.

DROP-OFFS

THE CONTRACTOR SHALL FURNISH, ERECT, MOVE, MAINTAIN AND REMOVE DELINEATORS, CHANNELIZING DEVICES, AND TRAFFIC BARRIER AS REQUIRED BY THE CONTRACT DOCUMENTS AND AS DIRECTED BY THE ENGINEER. IN AREAS WHERE GRADING IS BEING DONE, A SAFE AND EASILY TRAVELED ROADWAY SHALL BE PROPERLY MARKED AT ALL TIMES EITHER BY THE USE OF DELINEATION AND CHANNELIZING DEVICES OR FLAGGERS. WHERE PRIVATE DRIVEWAYS PEDESTRIAN OR HANDICAPPED FACILITIES EXIST, THE ENTIRE ACCESS AREA SHALL BE KEPT SAFE AND SMOOTH FOR CONVENIENT INGRESS AND EGRESS. ANY AREA DETERMINED BY THE ENGINEER TO BE PARTICULARLY HAZARDOUS SHALL BE MARKED BY THE USE OF FLASHING WARNING LIGHTS CONFORMING TO THE MUTCD IN ADDITION TO THE CHANNELIZING OR DELINEATION DEVICES.

USAGE, PLACEMENT AND DESIGN OF CHANNELIZING DEVICES SHALL BE CONSISTENT WITH THE MUTCD. CHANNELIZING DEVICES CONSISTING OF CONES, PLASTIC DRUMS, TUBULAR MARKERS TYPE II BARRICADES, OR VERTICAL PANELS SHALL BE USED TO MARK THE LIMITS OF THE TRAVEL WAY AVAILABLE FOR USE BY TRAFFIC. THESE DEVICES SHALL PHYSICALLY SEPARATE TRAFFIC FROM THE ROADWAY SECTION NOT TO BE USED, AND SHALL BE SPACED AS RECOMMENDED IN THE MUTCD AND IN THE ATTACHED TABLE 619-4.

ALL CHANNELIZING DEVICES SHALL BE MAINTAINED UPRIGHT, IN PROPER ALIGNMENT ANI POSITION OF THE DEVICES, IT SHALL CONSIST OF DRY SAND PLACED AT GROUND LEVEL. THE SAND SHALL BE CONTAINED IN WATERPROOF CLOSED BAGS OR IN A WATERPROOF COMPARTMENT OF THE DEVICE SPECIFICALLY DESIGNED FOR THE PURPOSE. UNDER NO CIRCUMSTANCES SHALL BALLAST BE PLACED ON TOP OF A DRUM OR AT ANY POINT ABOVE GROUND LEVEL ON ANY OF THESE DEVICES. IF PLASTIC DRUMS ARE USED, THEY SHALL E TWO-PIECE DEVICES WITH ELONGATED BASES PROVIDED TO HOLD THE BALLAST. IN THE CASE OF ONE-PIECE DEVICES, THE SAND-BAG BALLAST SHALL BE PLACED ON THE SIDE FROM WHICH TRAFFIC APPROACHES. IN NO CASE WILL THE USE OF STEEL DRUMS OR OPEN-TOP PLASTIC DRUMS BE PERMITTED. WHERE WARNING LIGHTS ARE ATTACHED TO THE TOP OF DRUMS, A BOLT, NUT AND WASHER SHALL BE USED FOR THE ATTACHMENT AS RECOMMENDED BY THE DRUM MANUFACTURER.

IF POST-MOUNTED DELINEATORS ARE USED, THEY SHALL BE SECURELY MOUNTED AND PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF MUTCD. THEY SHALL BE PLACED ONLY BEHIND CURBING OR TO MARK THE OUTSIDE LIMITS OF USABLE SHOULDERS. POST-MOUNTED DELINEATORS ARE NOT REQUIRED TO BE INSTALLED BEHIND CHANNELIZING DEVICES, BUT SUCH AN INSTALLATION IS NOT PROHIBITED. OTHER DELINEATORS FOR MOUNTING ON TRAFFIC BARRIERS OR OTHER PURPOSE MAY BE CIRCULAR OR RECTANGULAR IN SHAPE AND SHALL BE CONSTRUCTED OF REFLECTIVE SHEETING HAVING A MINIMUM AREA OF 20 SQUARE INCHES OR REFLECTIVE BUTTONS HAVING A MINIMUM DIAMETER OF 3 INCHES.

FOR DROP-OFFS WITHIN TEN (10) FEET OF TRAVEL LANES, THE CONTRACTOR SHALL PROVIDE TRAFFIC PROTECTION IN ACCORDANCE WITH THE PROVISIONS OF TABLE 619-4, "PAVEMENT EDGE DROP-OFF PROTECTION" AND THE ACCOMPANYING NOTES. UNLESS OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS. IN ALL CASES, CONSTRUCTION OPERATIONS SHALL BE CONDUCTED SO AS TO MINIMIZE TO THE EXTENT PRACTICABLE THE TIME, DEPTH, AND LENGTH OF DROP-OFFS TO WHICH MOTORISTS ARE EXPOSED. AT THE CLOSE OF WORK EACH DAY, THE CONTRACTOR SHALL PROVIDE THE TREATMENT SHOWN IN TABLE 619-4. AT THE TIME A DROP-OFF CONDITION FIRST OCCURS, THE PROTECTION TREATMENT SHALL BE INSTALLED BASED ON THE ANTICIPATED NUMBER OF DAYS THE TRAFFIC WILL BE EXPOSED TO THE DROP-OFF. THE ANTICIPATED EXPOSURE TIME SHALL BE DETERMINED BY THE CONTRACTOR SUBJECT TO VERIFICATION BY THE ENGINEER. IF AT ANY TIME SUBSEQUENT TO INSTALLATION OF THE PROTECTION TREATMENT, THE ENGINEER DETERMINES THAT THE ANTICIPATED EXPOSURE TIME IS LIKELY TO INCREASE SUCH THAT ADDITIONAL PROTECTIONS IS REQUIRED THAT INCREASE PROTECTION SHALL BE INSTALLED AS SOON AS PRACTICABLE, AND IT SHALL BE BASED ON THE REVISED ANTICIPATED EXPOSURE TIME MEASURED FROM THE FIRST DAY THE DROP-OFF CONDITION EXISTED. IN ADDITION, "LOW SHOULDER: SIGNS OR "NO SHOULDER' SIGNS, AS APPROPRIATE, SHALL BE USED FOR ALL DROP-OFFS WITHIN THE FINAL SHOULDER WIDTH. FOR LONG DROP-OFFS, THESE SIGNS SHALL BE PLACED BEYOND INTERSECTIONS AND AT SPACING NOT EXCEEDING 1000 FEET. FOR DROP-OFFS LESS THAN TWO (2) INCHES DEEP, THE "LOW SHOULDER" SIGN WILL NOT BE NECESSARY AFTER EDGE LINES ARE INSTALLED.

IF A RAMP IS REQUIRED BY TABLE 619-4, IT SHALL BE CONSTRUCTED FROM THE PAVEMEN SURFACE TO THE EXCAVATED AREA USING THE MAXIMUM SLOPE SHOWN IN THE TABLE. RAMP MATERIAL SHALL BE EROSION RESISTANT. FULLY COMPACTED. AND COMPATIBLE WITH THE MATERIAL IN THE EXCAVATED AREA. AT THE CONTRACTOR'S OPTION, A PREFORMED RAMP MAY BE USED PROVIDED IT IS ADEQUATELY ANCHORED TO THE UNDERLYING COURSE. UNLESS INDICATED OTHERWISE IN THE PLANS OR PERMITTED IN WRITING BY THE ENGINEERS CHANNELIZING DEVICES OR TEMPORARY TRAFFIC BARRIERS USED TO PROTECT DROP-OFFS SHALL NOT INTRUDE INTO THE TRAVEL WAY TO THE EXTENT THAT THEY REDUCE AVAILABLE LAND WIDTH TO LESS THAN 10 FEET ON ROADWAYS WITH ACTUAL OPERATING SPEEDS OF 45 MPH OR LESS OR 11 FEET ON ALL OTHER ROADWAYS. CHANNELIZING DEVICES MAY BE PLACED IN THE DROP-OFF AREA ONLY FOR DEPTHS OF UP TO 6 INCHES. FOR DROP-OFFS DEEPER THAN 6 INCHES THE CHANNELIZING DEVICES MUST BE PLACED ENTIRELY ON THE PAVFMFNT.

THE CONTRACTOR MAY CHOOSE AT HIS OPTION, WITH WRITTEN APPROVAL OF THE ENGINEER TO PROVED A POSITIVE TRAFFIC BARRIER IN LIEU OF THE TREATMENT SHOWN IN TABLE

IF THE CONTRACTOR CHOOSES TO SUBSTITUTE BARRIER, NO SEPARATE PAYMENT WILL BE MADE FOR THE BARRIER. IF THE CONTRACTOR'S OPERATIONS ARE DELAYED TO THE EXTENT THAT A POSITIVE BARRIER IS REQUIRED BY TABLE 619-4. IT SHALL BE INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST.

WHENEVER A POSITIVE BARRIER IS USED OR REQUIRED BY TABLE 619-4, THE CONTRACTOR SHALL PROVIDE TEMPORARY CONCRETE BARRIER. HOWEVER, IF ADEQUATE DEFLECTION SPACE IS AVAILABLE. AND ALL APPLICABLE DESIGN CRITERIA ARE MET. THE CONTRACTOR MAY ELECT TO SUBSTITUTE A DIFFERENT POSITIVE BARRIER IF APPROVED IN WRITING BY THE

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HIGHWAY IMPROVEMENT PLANS

FOR S. BLOOMING GROVE COMMERCIAL

> SEQR #20-188 PIN #AW08.11.70U

VILLAGE OF S. BLOOMING GROVE ORANGE COUNTY **NEW YORK**

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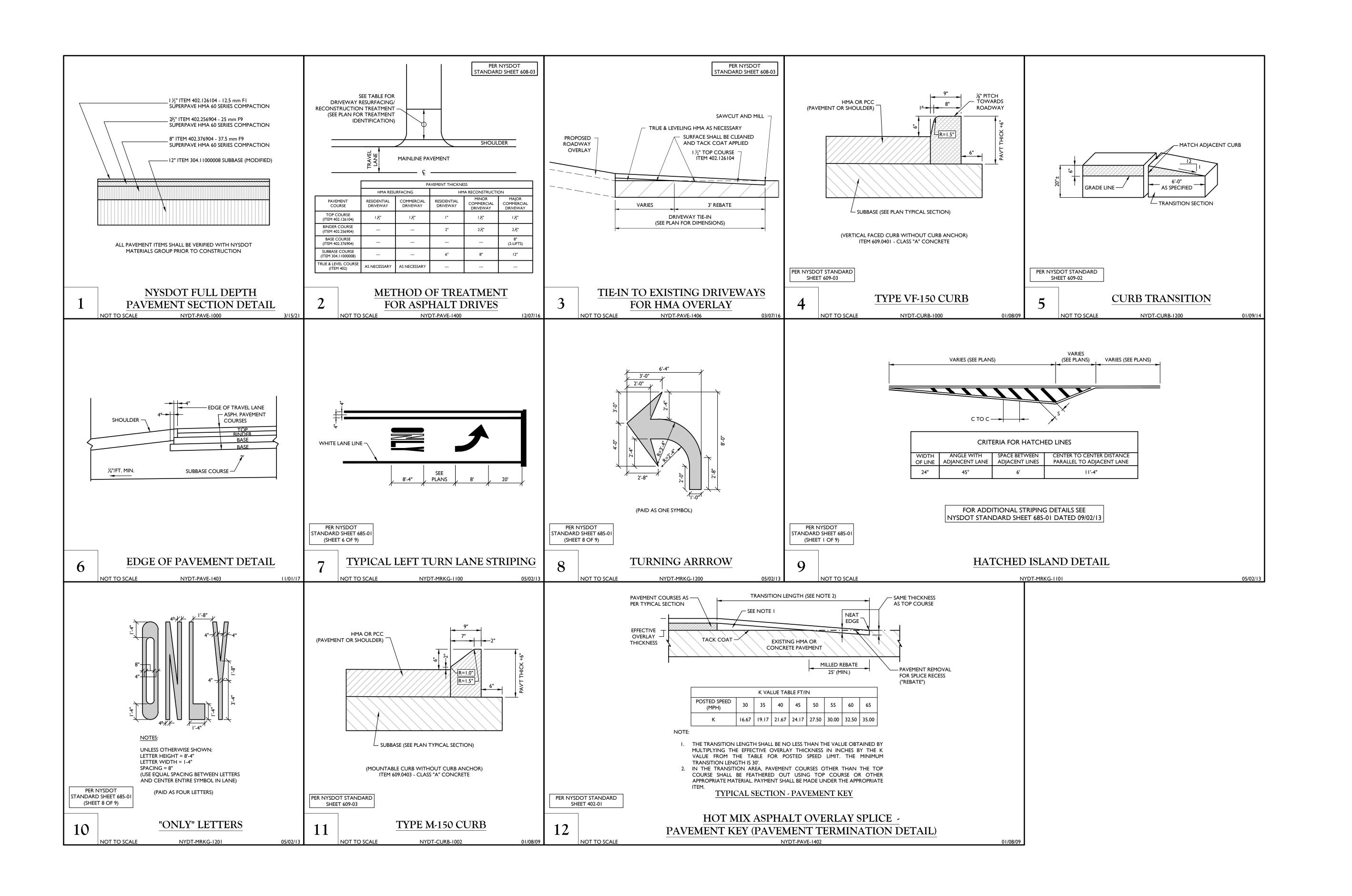
400 Columbus Avenue, Suite 180E Valhalla, NY 10595 Phone: 914.347.7500 COLLIERS ENGINEERING & DESIGN CT **ENGINEERING & LAND SURVEYING**

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GENERAL NOTES

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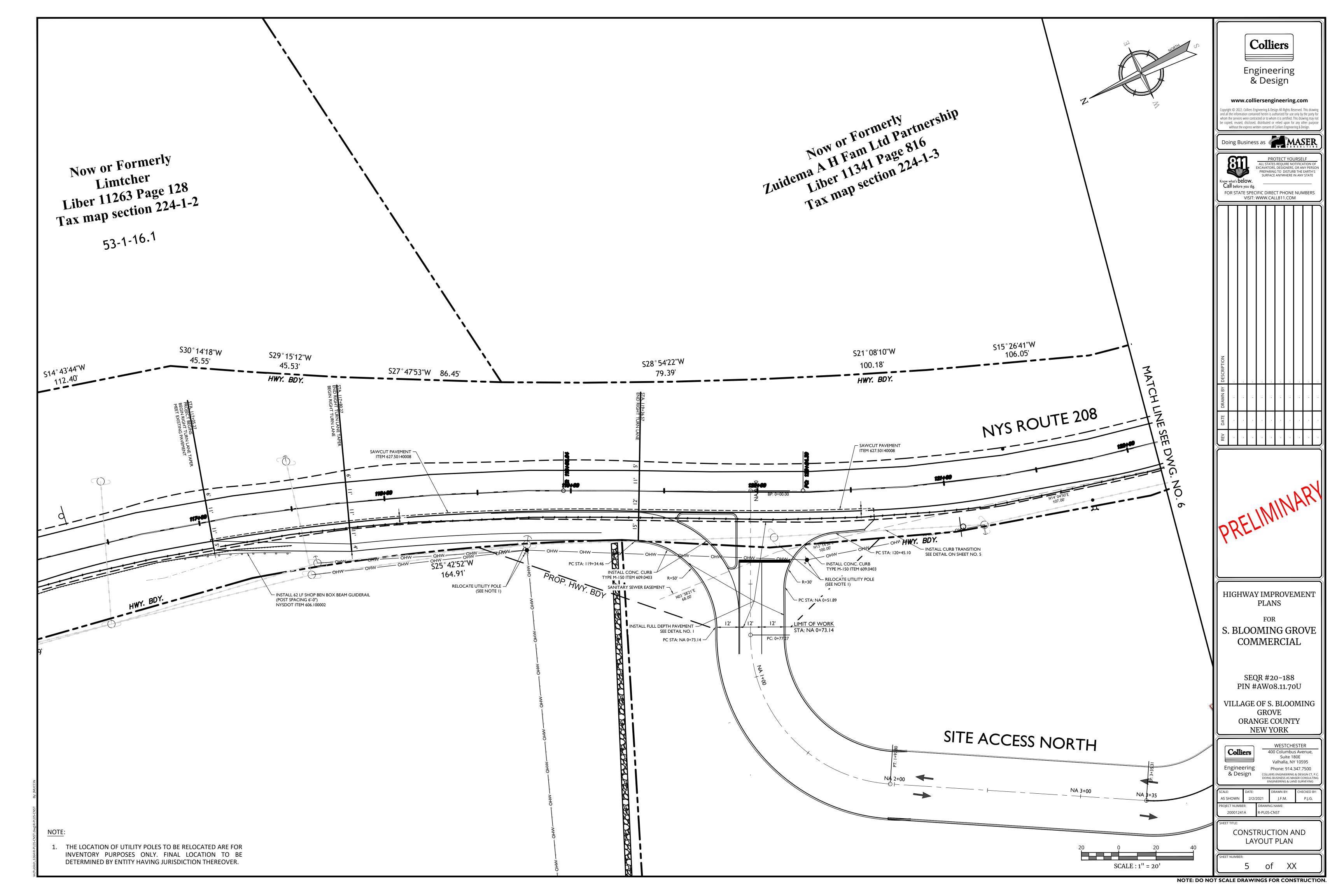
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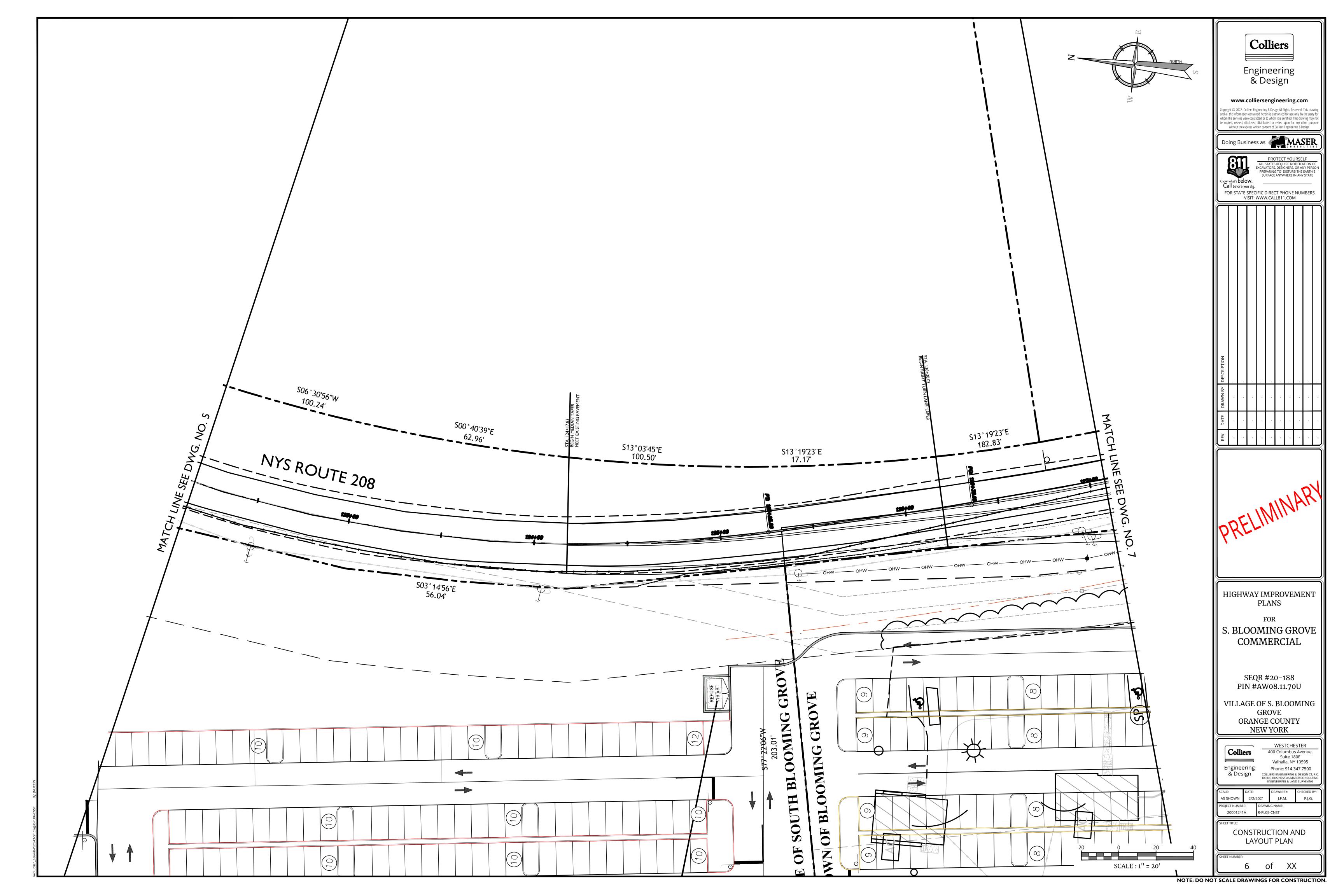
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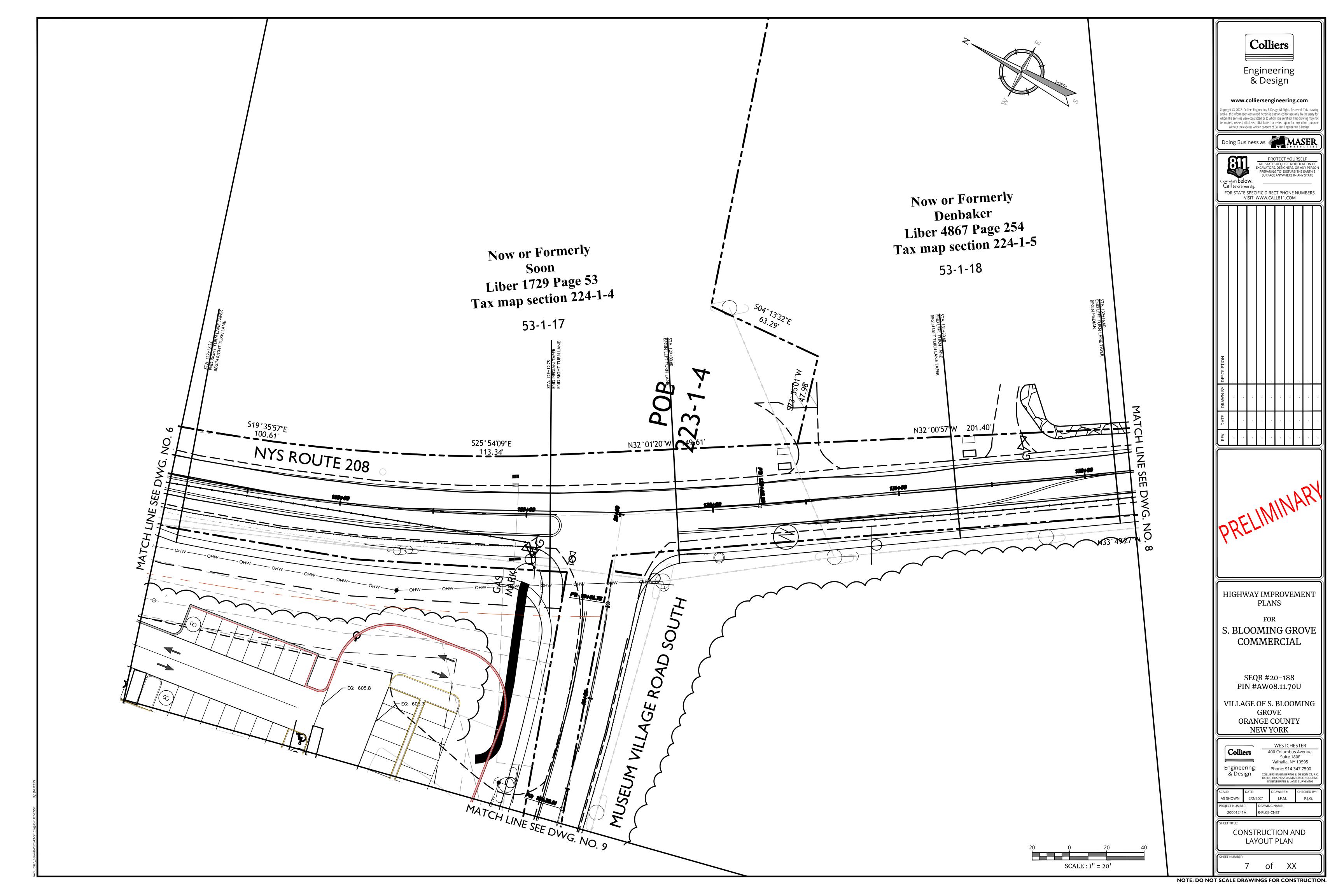
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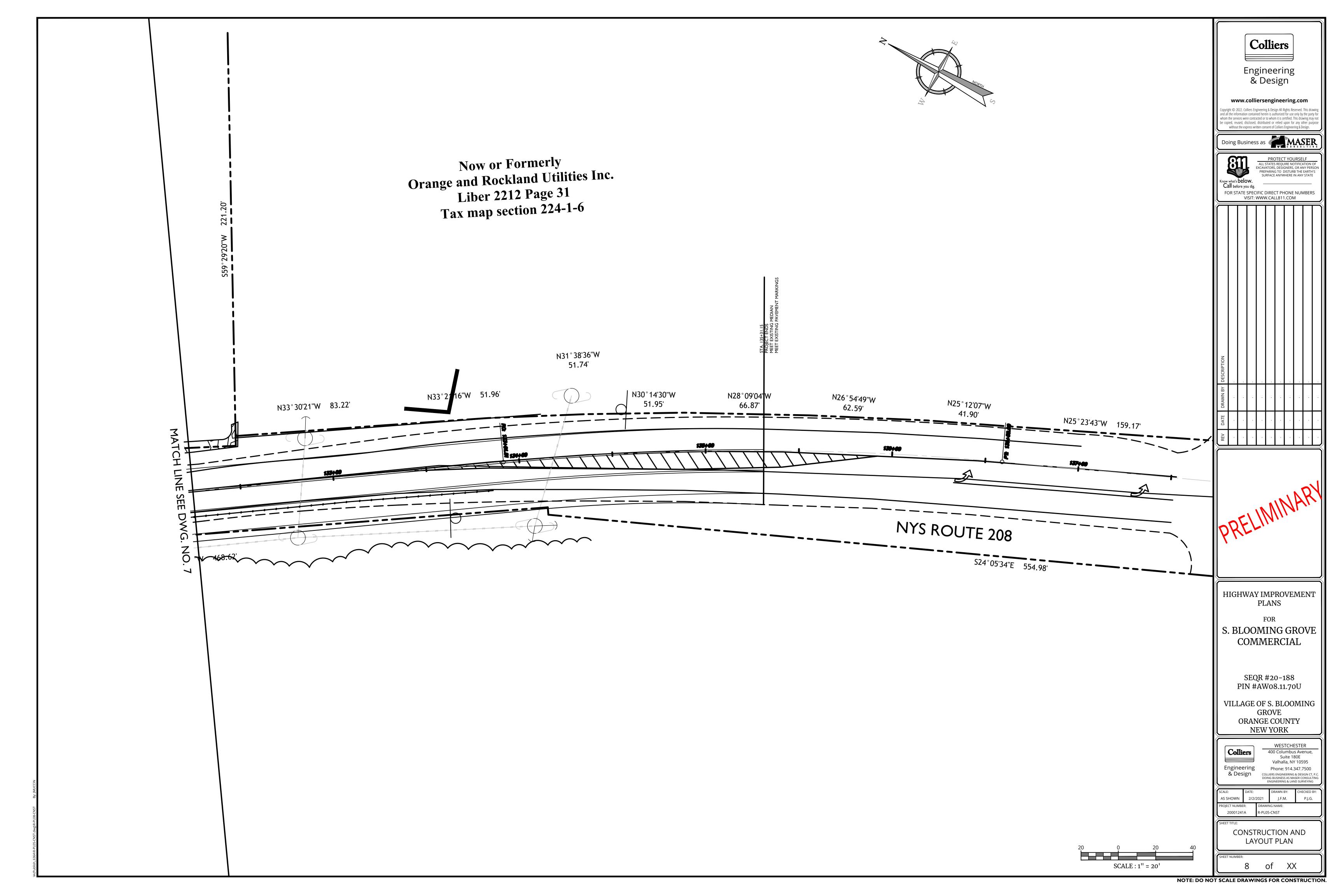
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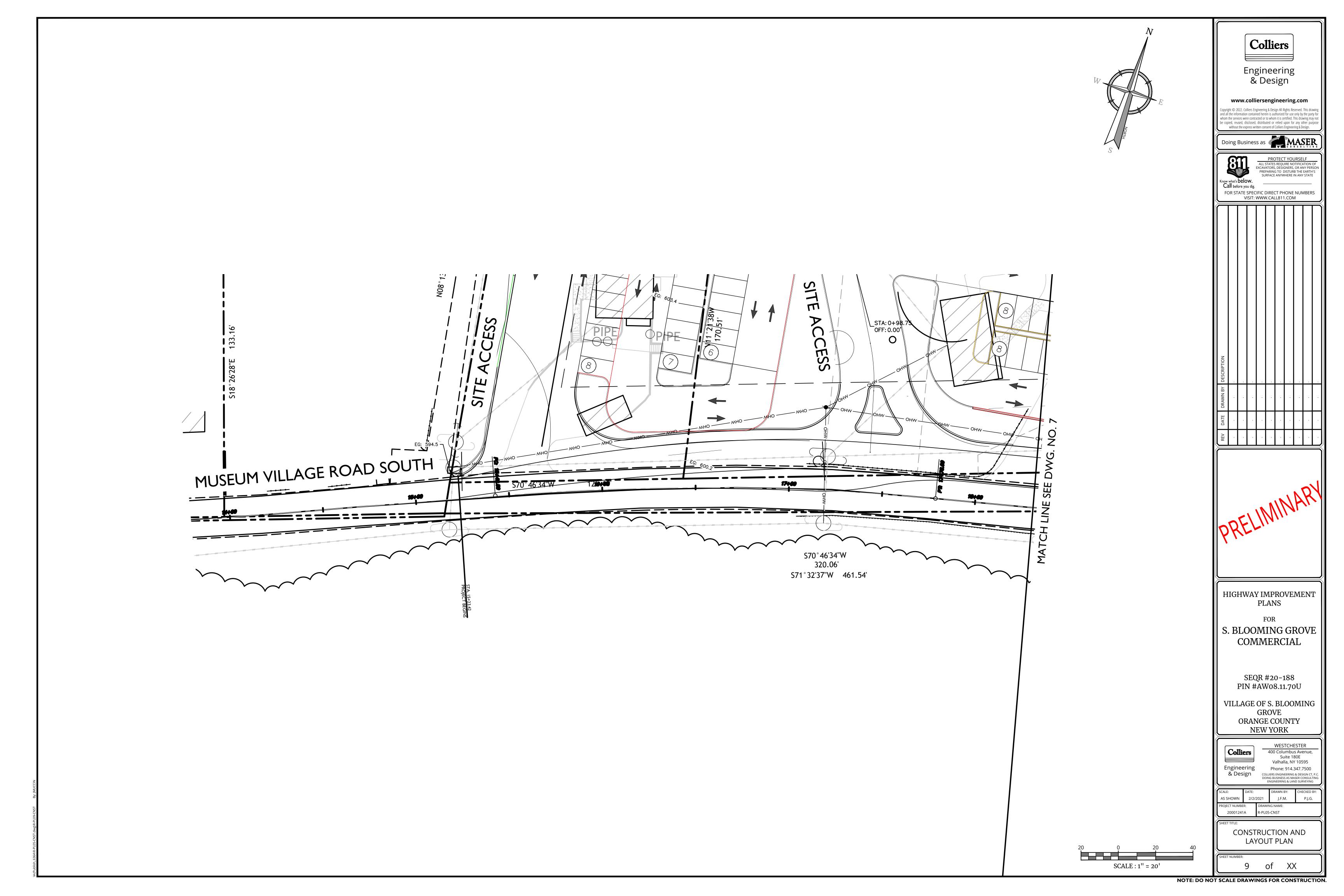
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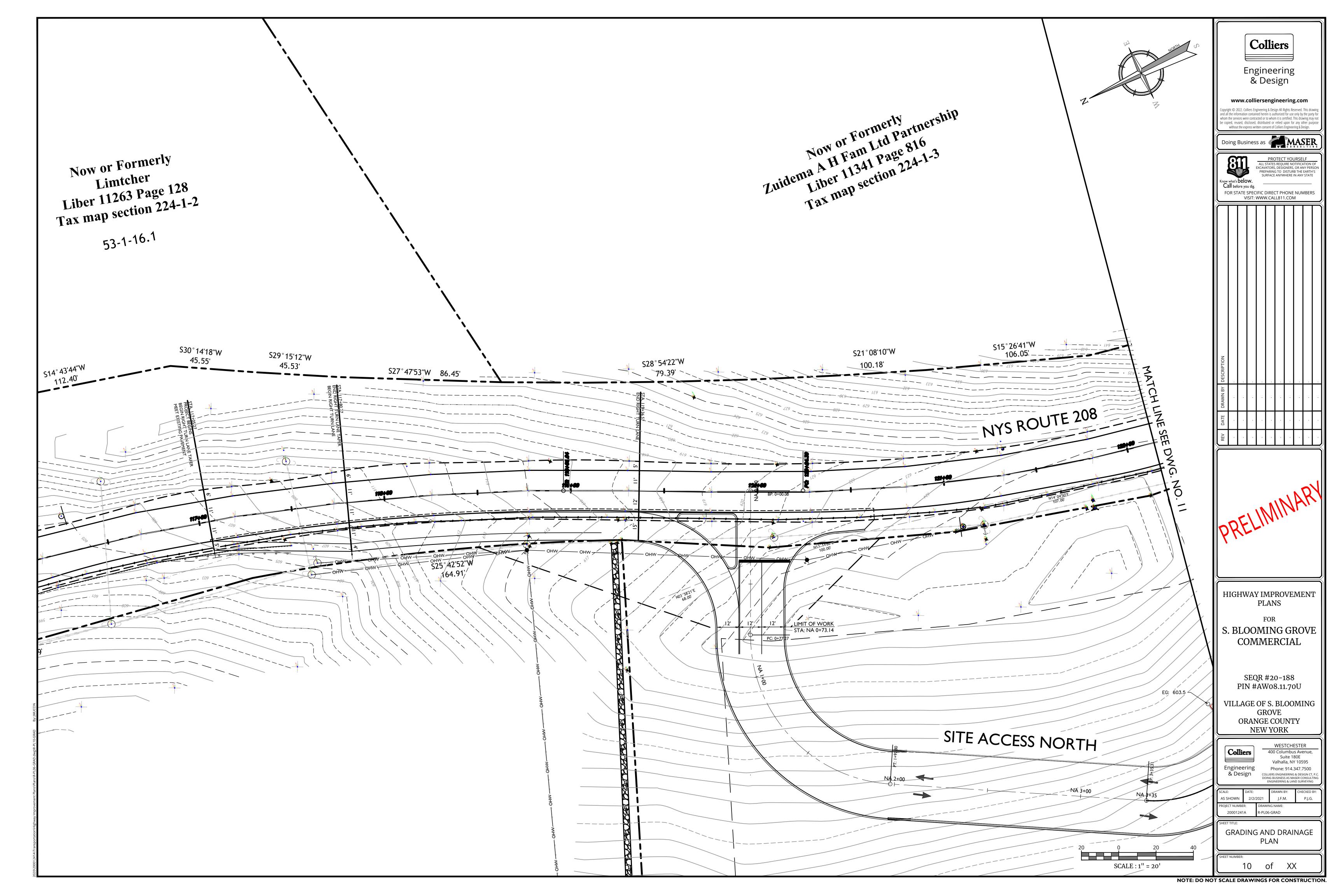


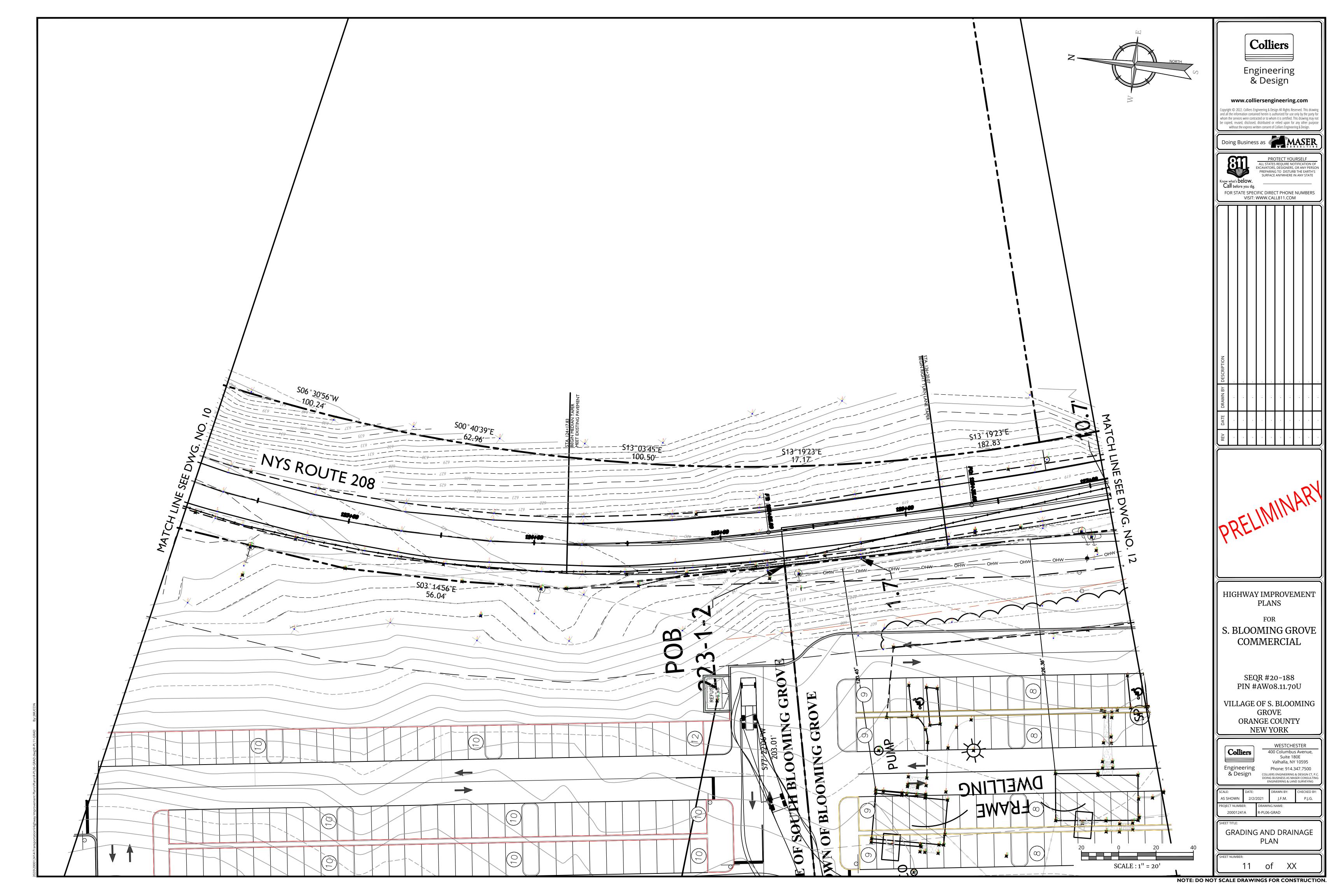


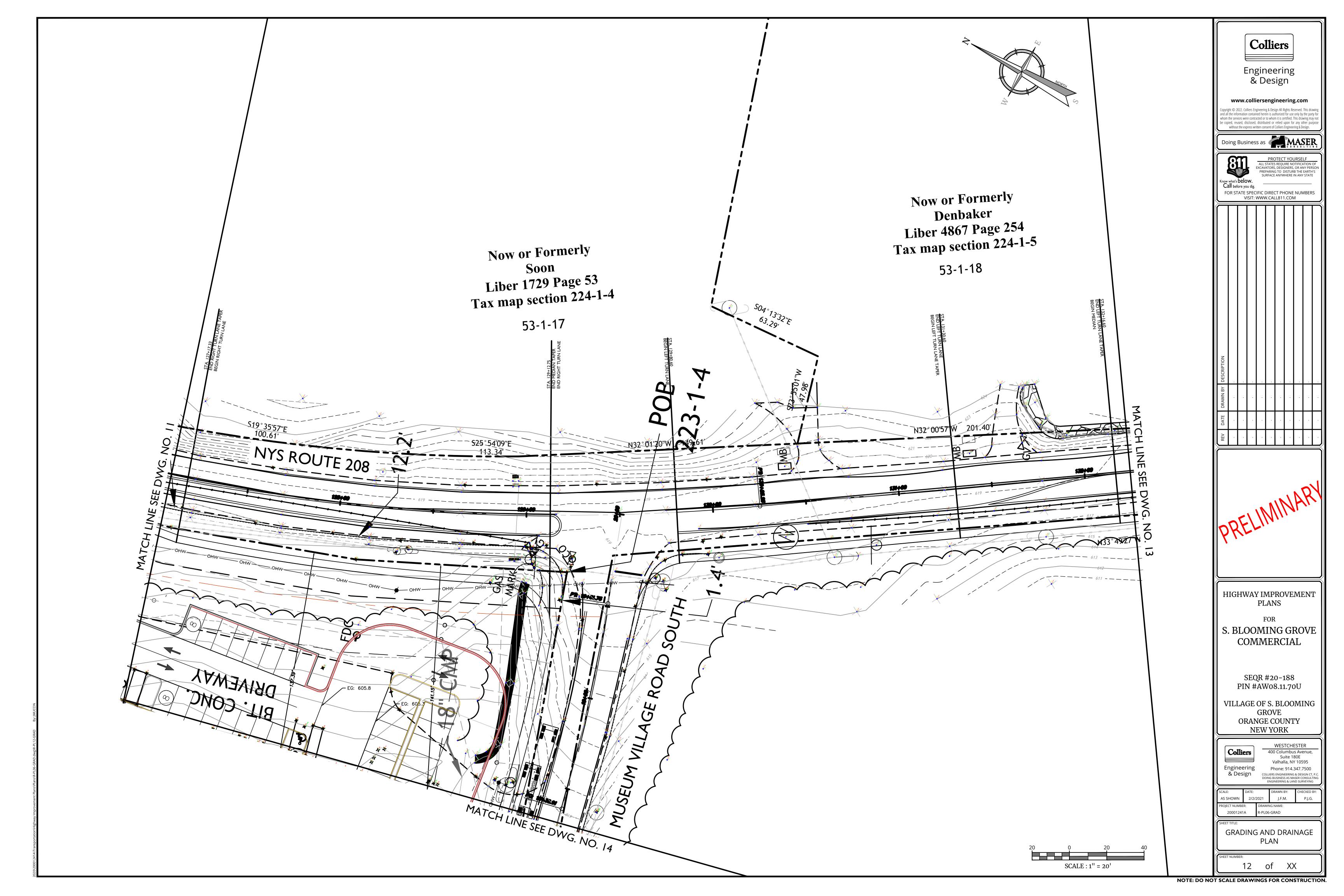


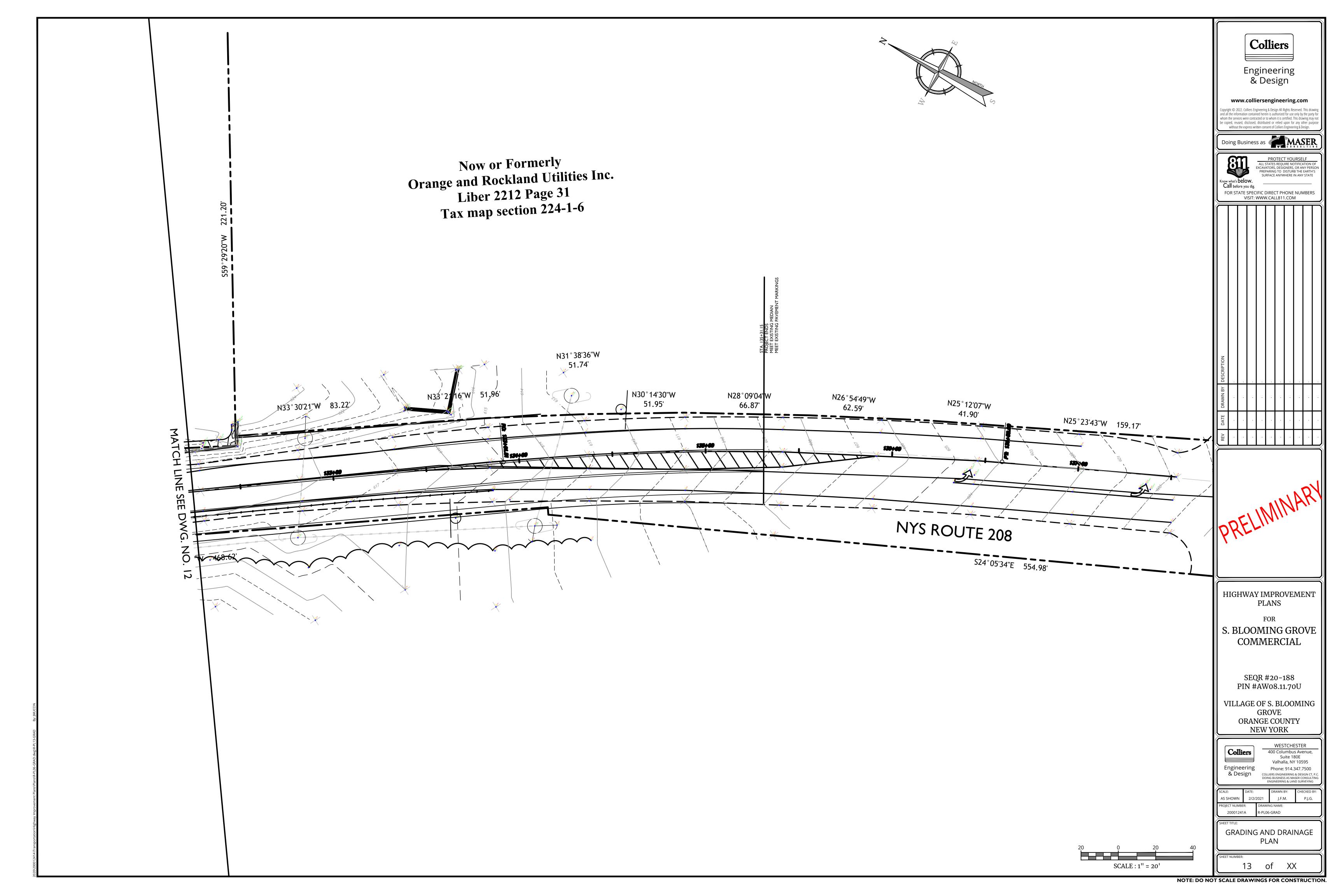


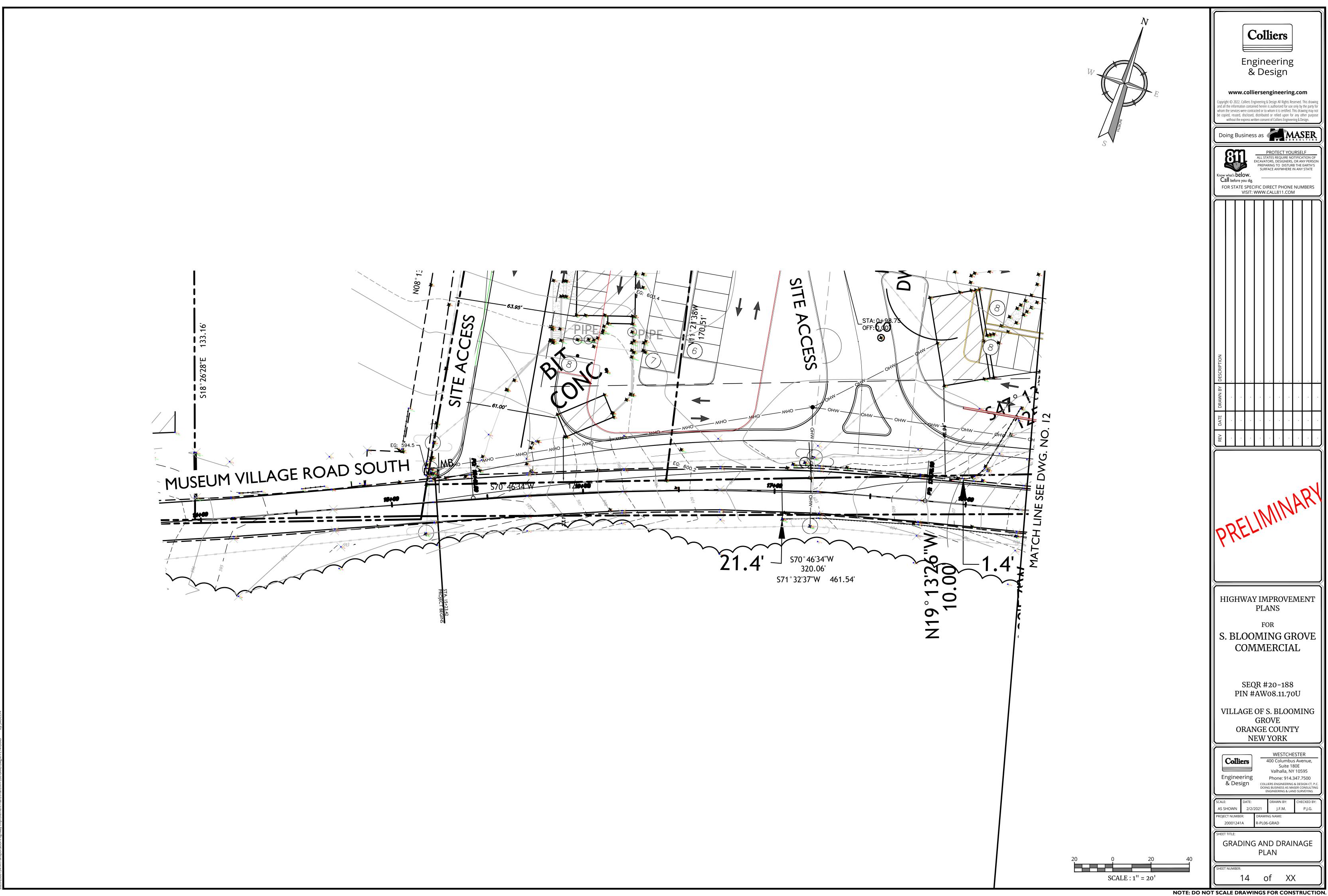


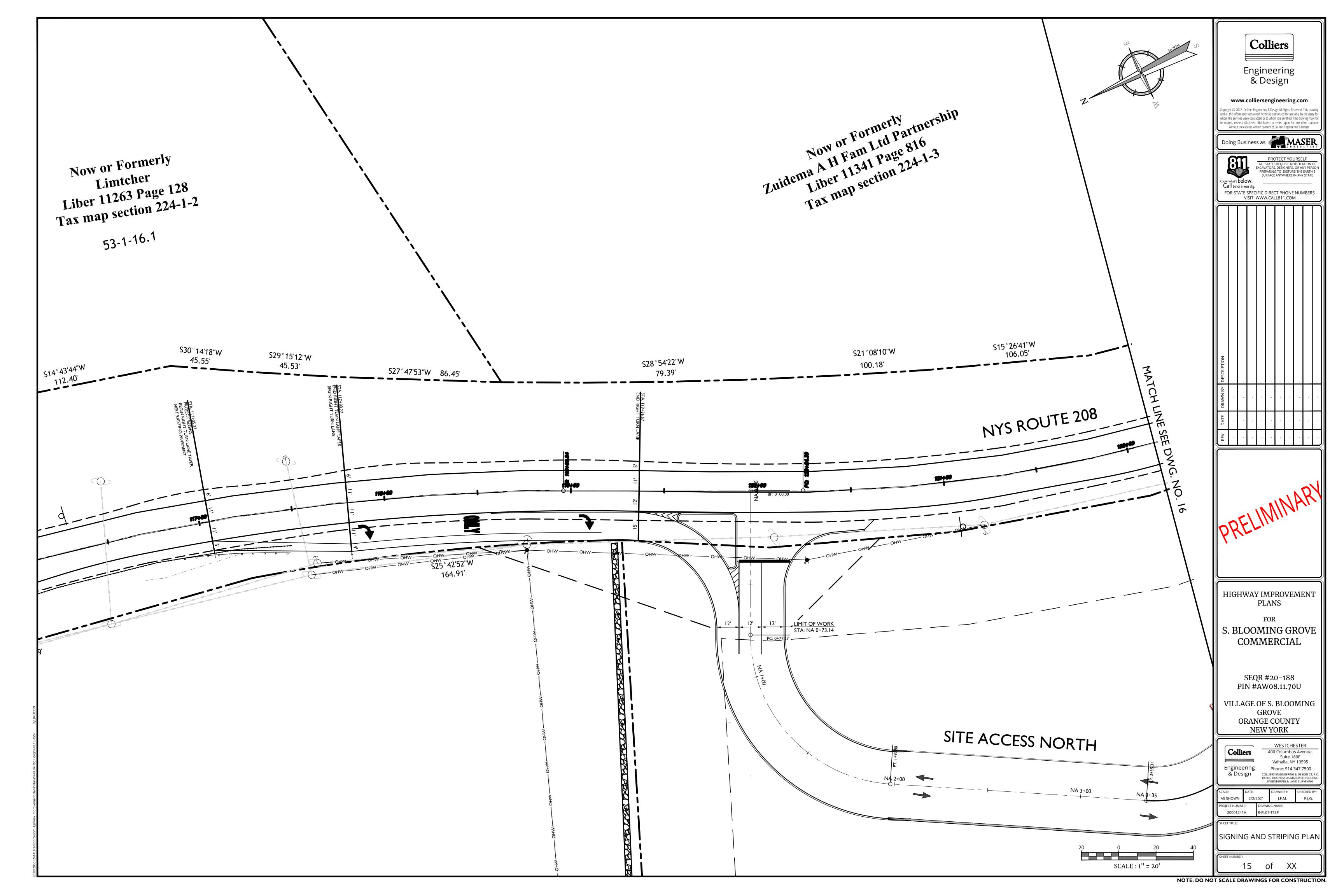


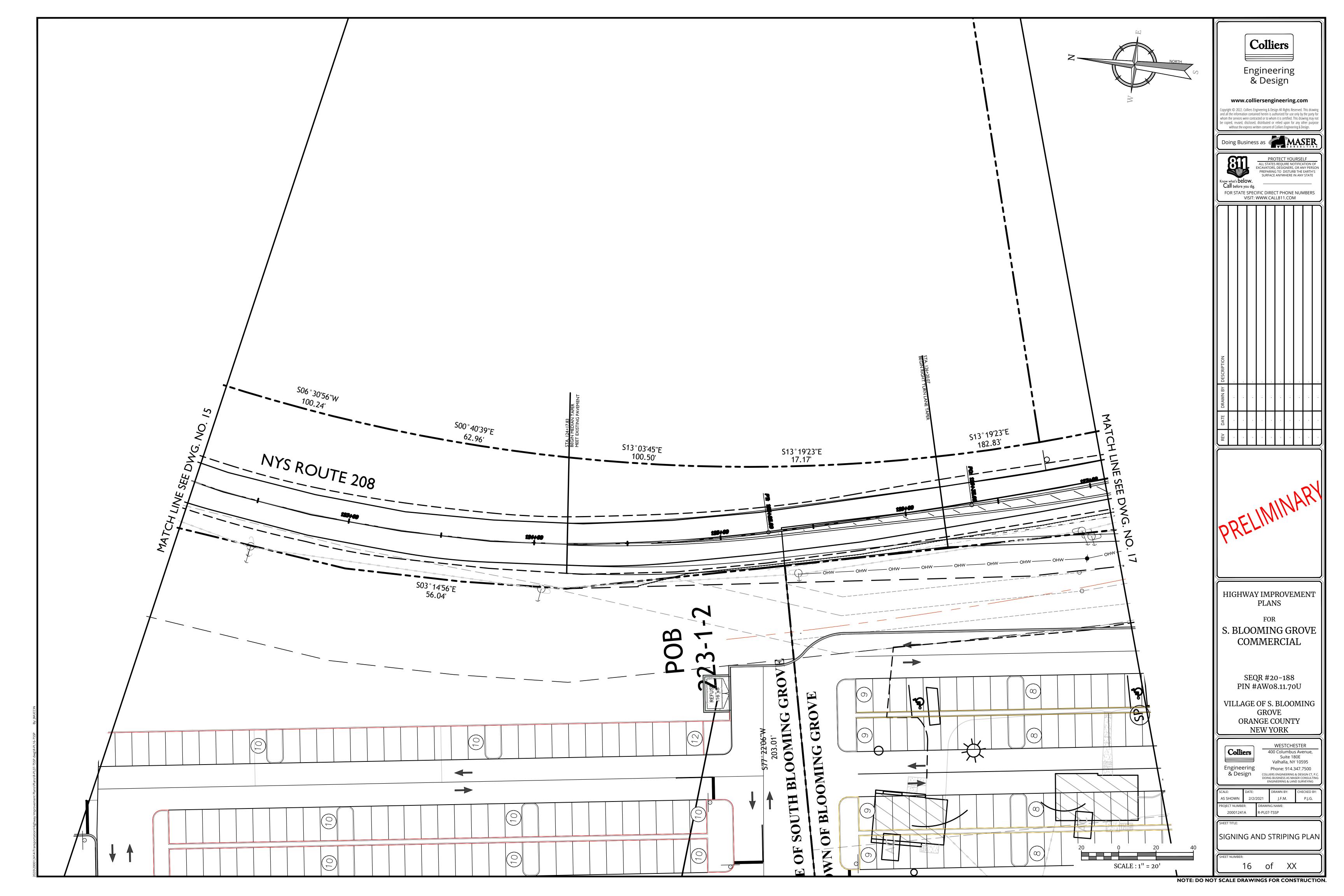


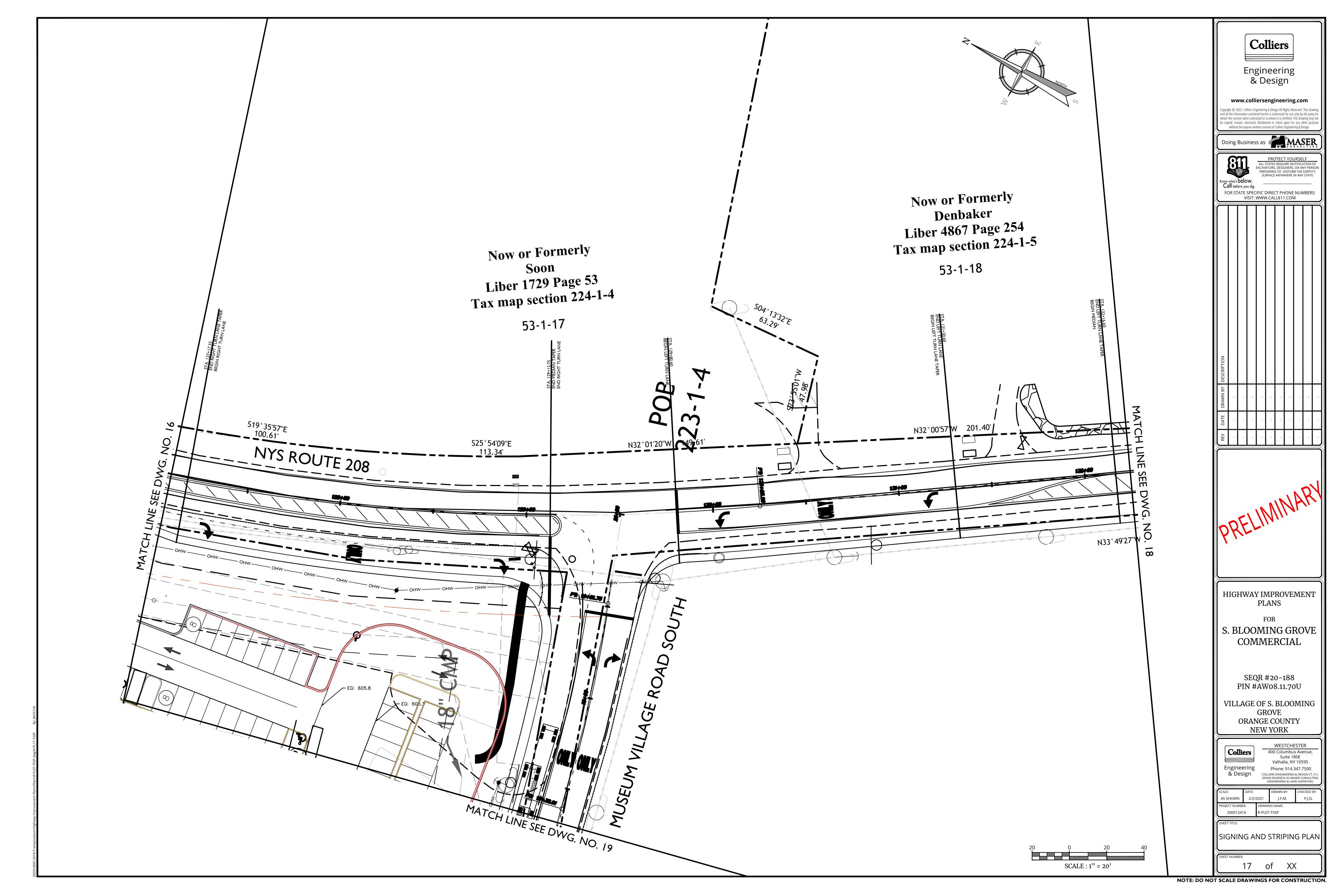


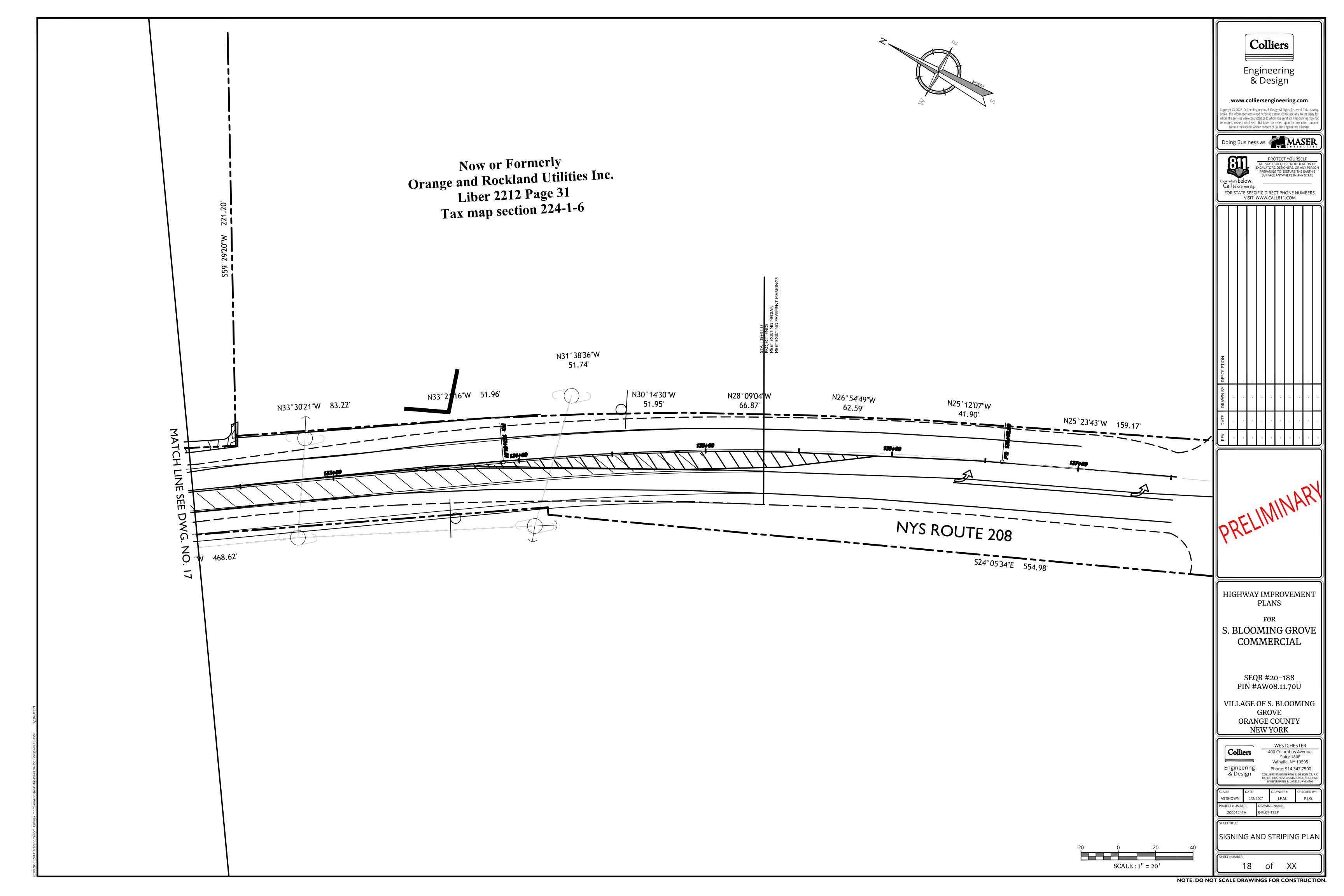


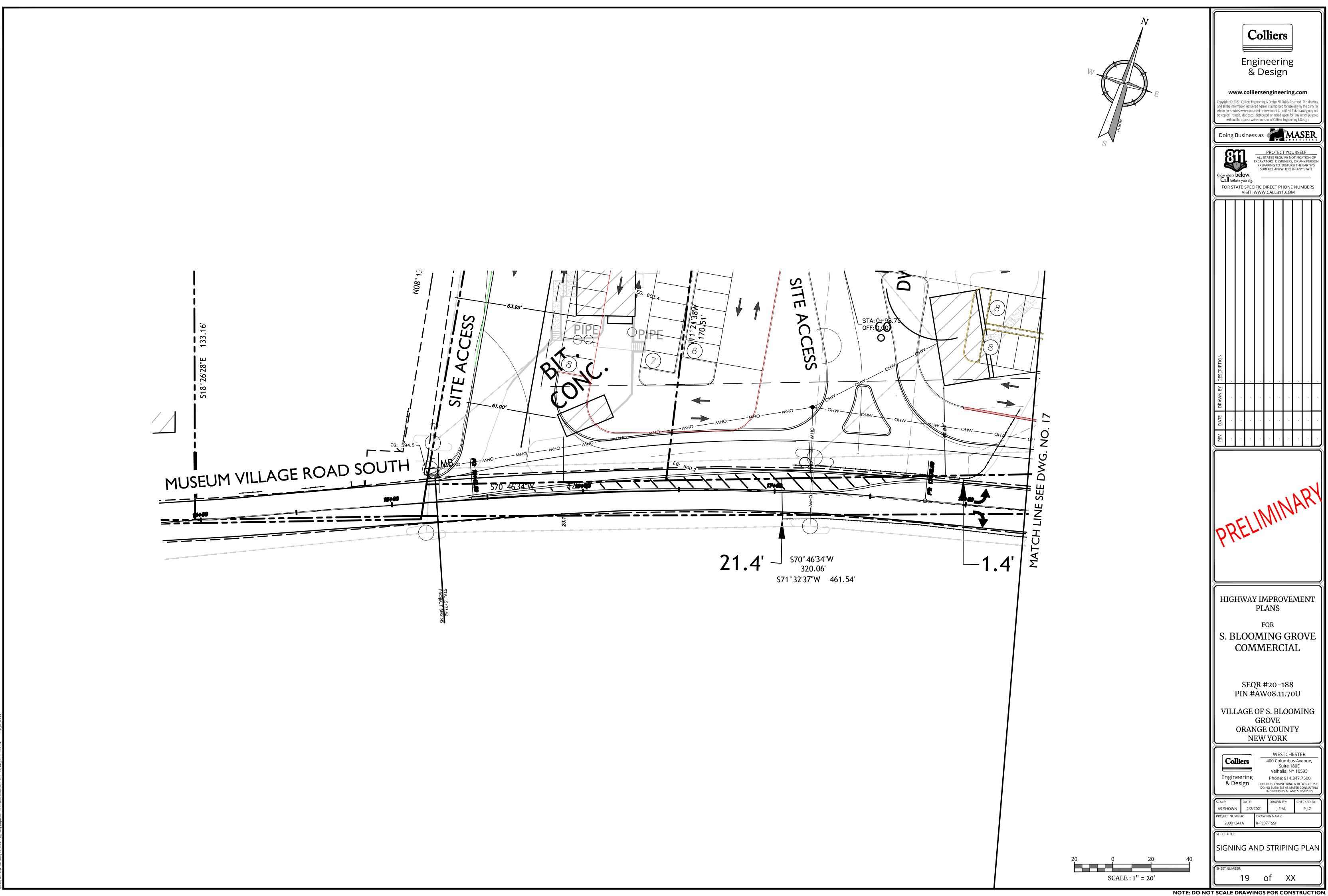


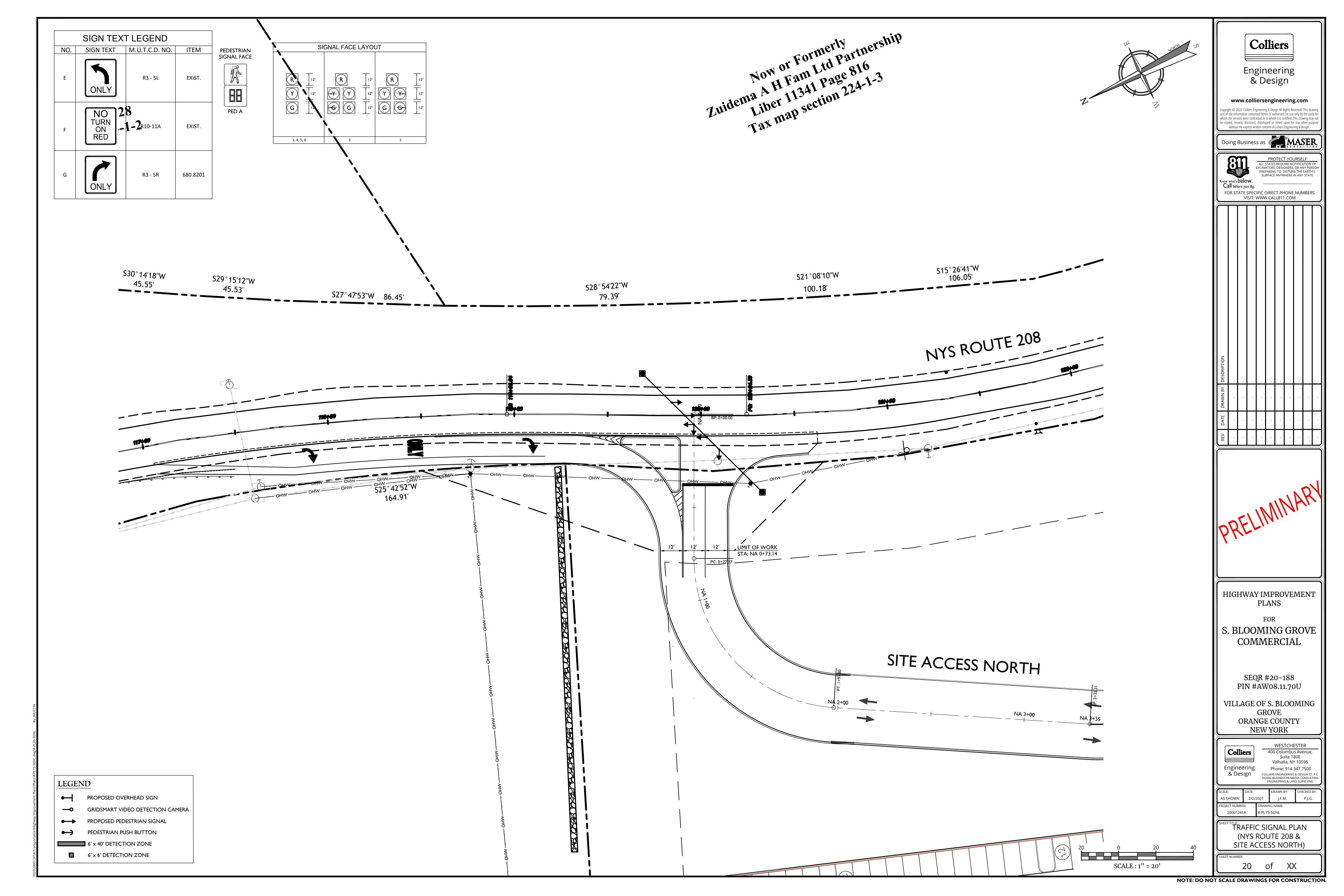












TRAFFIC SIGNAL NOTES

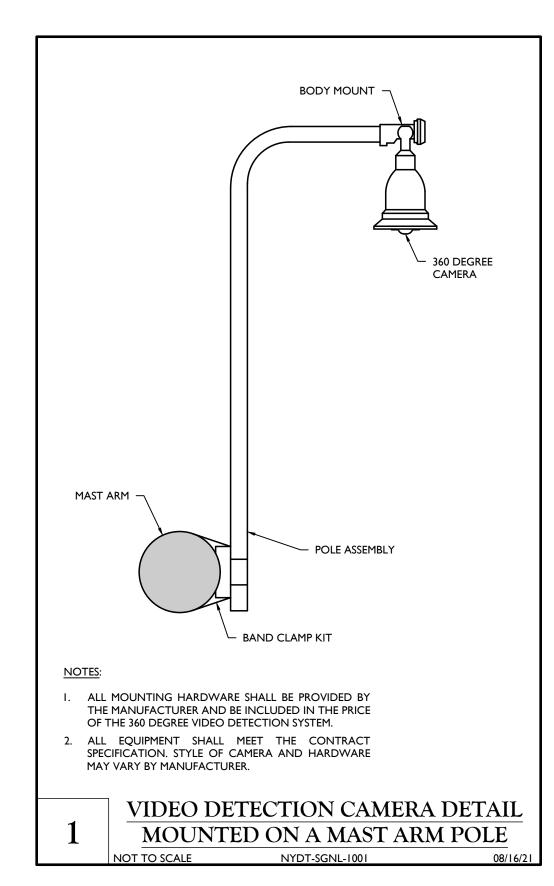
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SIGNAL HEAD ROADWAY CLEARANCE SHOULD BE 16'-6".

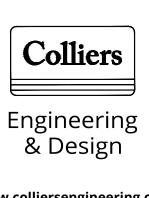
- ALL MATERIALS INCORPORATED IN THE SIGNAL INSTALLATION SHALL CONFORM TO THE CURRENT NYSDOT REQUIREMENTS AS PER NOTE I ABOVE. CONFORMANCE SHALL BE MET BY THE STATE APPROVAL OF THE FOLLOWING SUBMISSIONS BY THE CONTRACTOR.
- a. TRAFFIC SIGNAL POLES AND PEDESTRIAN POLES:
- MANUFACTURER'S SHOP DRAWINGS AND CALCULATIONS MUST BE SUBMITTED TO NYSDOT FOR EACH SIGNAL POLE. THE SHOP DRAWINGS AND CALCULATIONS MUST BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE SATE OF NEW YORK
- b. TRAFFIC SIGNAL HEADS (SECTIONS) & BRACKET ASSEMBLIES, PEDESTRIAN HEADS AND BRACKET ASSEMBLIES, CONCRETE PULLBOXES, CAST ALUMINUM JUNCTION BOXES, AND OVERHEAD SIGN ASSEMBLIES:
- MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO THE STATE AS WELL AS MANUFACTURER'S CERTIFICATION OF COMPLIANCE WITH "NYSDOT STANDARD SPECIFICATIONS"
- c. TRAFFIC SIGNAL CONDUIT, CABLE, WIRE:
- MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO NYSDOT.
- d. TRAFFIC SIGNAL LOOP EMBEDDING SEALER:
- ONLY THOSE PRODUCTS ON THE LATEST NYSDOT MATERIALS BUREAU "APPROVED LIST" SHALL BE USED.
- THE SIGNAL INSTALLATION CONTRACTOR SHALL CONTACT THE STATE PRIOR TO PERFORMING ANY WORK. A MEETING SHALL TAKE PLACE AS DETERMINED NECESSARY BY NYSDOT OR AT THE REQUEST OF THE CONTRACTOR.
- NYSDOT SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY VEHICLE DETECTOR LOOPS. FAILURE TO DO SO MAY RESULT IN THE REJECTION OF LOOPS SO INSTALLED.
- THE PERMITTEE/CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL LOCAL PERMITS REQUIRED.
- PAVEMENT MARKINGS, IF REQUIRED, SHALL BE IN ACCORDANCE WITH CURRENT NYSDOT PRACTICE FOR THE SIGNAL LOCATION.
- THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING ELECTRIC SERVICE TO THE SIGNAL.
- P. IT IS THE PERMITTEE'S RESPONSIBILITY TO RESTORE ANY DISTURBED AREAS TO THEIR ORIGINAL CONDITION AS PER THE APPROPRIATE SECTIONS OF THE STANDARD
- NYSDOT SHALL PROVIDE A TABLE OF SWITCH PACKS AND TABLE OF INPUT WIRING TO THE PERMITTEE (CONTRACTOR). IT IS THE PERMITTEE'S (CONTRACTOR'S) RESPONSIBILITY TO NOTIFY NYSDOT IN ADVANCE OF WHEN THESE ARE NEEDED. . LOOP DETECTORS ARE TO BE WIRED IN PARALLEL IN THE CABINET.
- . ELECTRICAL CABLE SPLICES:
- ALL CABLE SPLICES MADE IN CABLE RUNS TO BE LOCATED BELOW GROUND WILL BE ACCOMPLISHED USING METHOD # 2 (TWO COMPONENT ELECTRICAL INSULATING RESIN REJACKETING MATERIAL) AS DESCRIBED IN SECTION 680.3.16 OF THE STANDARDS SPECIFICATIONS.
- MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES NYS SUPPLEMENT AND THE NYSDOT STANDARD SPECIFICATIONS.
- . PULLBOXES:
- a. UNLESS OTHERWISE SHOWN ON THE PLANS ALL PULLBOXES SHALL BE INSTALLED OUTSIDE OF THE PAVEMENT OR SHOULDER AREA.
- b. THE FINISHED GROUND SURFACE ON THE BACK SLOPE IN THE VICINITY OF THE PULLBOX SHALL BE ADJUSTED SO THAT NO FILL SHALL BE SPILLED ON THE TOP OF THE BOX AND THE MAXIMUM DISTANCE FROM THE TOP OF THE FINISHED GROUND AT THE BOX SHALL NOT EXCEED 4 INCHES. ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE PULLBOX.
- . THE CONTRACTOR SHALL REFERENCE NYSDOT STANDARD SHEETS 680-1, 680-2, 680-4, 680-5, 680-6, 680-8, 680-10, 680-11, 680-13 AND 680-14, 685-01 FOR THIS INSTALLATION.
- . TRAFFIC SIGNAL CONTROL SHALL BE MAINTAINED UNTIL THE NEW SIGNAL IS IN OPERATION AND ACCEPTED BY THE STATE UNDER ITEM 619.1613 MAINTAIN TRAFFIC SIGNAL EQUIPMENT.
- 7. THE CLEARANCES BETWEEN ANY SIGNAL EQUIPMENT AND UTILITY LINES SHALL BE 10' FOR PRIMARY, 5.5' SECONDARY AND 2' FOR ALL OTHERS. CONTRACTOR SHALL COORDINATE HIS WORK WITH THE APPROPRIATE UTILITY COMPANY TO ENSURE PROPER CLEARANCES ARE ACHIEVED.
- 18. IF SOFT CLAY OR ORGANIC DEPOSITS ARE ENCOUNTERED DURING THE FOOTING AUGERING/DIGGING OPERATION, OR IF AUGERING/DIGGING IS UNDERTAKEN IN AREAS HAVING A HIGH WATER TABLE, THE CONTRACTOR SHALL CONSULT THE ENGINEER-IN-CHARGE.
- . CONTRACTOR SHALL CONTACT ALL THE APPROPRIATE PARTIES WITH JURISDICTION OVER THE UTILITIES (OVERHEAD AND UNDERGROUND) ENTERING ON OR NEAR THE PROJECT AREA PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES AND PROVIDE THOSE AGENCIES 72 HOURS NOTIFICATION. CONTRACTOR SHALL BE AWARE THAT OTHER UTILITIES (OVERHEAD AND/OR UNDERGROUND) NOT SHOWN ON THE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE, REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE/SHE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION TO UTILITY SERVICES.
-). PRIOR TO COMMENCEMENT OF WORK THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES IN AREA TO RESOLVE ANY CONFLICTS BETWEEN SIGNAL EQUIPMENT
- . AT THE CONCLUSION OF INSTALLATION WORK AND UPON ACCEPTANCE BY THE STATE THE CONTRACTOR SHALL FURNISH AN AS-BUILT DRAWING TO NYSDOT ALONG WITH A LIST OF ALL INSTALLED EQUIPMENT.
- 2. PEDESTRIAN PUSHBUTTONS:
- PEDESTRIAN PUSHBUTTONS SHOULD BE LOCATED TO MEET ALL OF THE FOLLOWING
- A. UNOBSTRUCTED AND ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR:
- B. BETWEEN THE EDGE OF THE CROSSWALK LINE (EXTENDED) FARTHEST FROM THE CENTER OF THE INTERSECTION AND THE SIDE OF A CURB RAMP (IF PRESENT), BUT NOT GREATER THAN 5 FEET FROM SAID CROSSWALK LINE;
- C. A DISTANCE OF 10" MAXIMUM FROM THE PEDESTRIAN ACCESS ROUTE (PUSHBUTTON EXTENSION ARMS MAY BE USED UP TO 18" IN LENGTH);
- D. BETWEEN 1.5 AND 6 FEET FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT; E. WITH THE FACE OF THE PUSHBUTTON PARALLEL TO THE CROSSWALK TO BE USED;
- F. AT A MOUNTING HEIGHT OF APPROXIMATELY 3.5 FEET, BUT NO MORE THAN 4 FEET,
- ABOVE THE SIDEWALK. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 AND 6 FEET FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FARTHER THAN 10 FEET FROM THE EDGE
- EXCEPT AS PROVIDED BELOW, WHERE TWO PEDESTRIAN PUSHBUTTONS ARE PROVIDED ON THE SAME CORNER OF A SIGNALIZED LOCATION, THE PUSHBUTTONS SHOULD BE SEPARATED BY A DISTANCE OF AT LEAST 10 FEET.
- WHERE THERE ARE PHYSICAL CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10-FOOT SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE
- IF TWO ACCESSIBLE PEDESTRIAN PUSHBUTTONS ARE PLACED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH ACCESSIBLE PEDESTRIAN PUSHBUTTON SHALL BE PROVIDED
- WITH THE FOLLOWING FEATURES: A. A PUSHBUTTON LOCATOR TONE,
- B. A TACTILE ARROW,

OF CURB, SHOULDER, OR PAVEMENT.

- C. A SPEECH WALK MESSAGE FOR THE WALKING PERSON (SYMBOLIZING WALK) INDICATION, AND
- D. A SPEECH PUSHBUTTON INFORMATION MESSAGE.



DETECTION ZONE RANGE				
	CAMERA MOUNTING HEIGHT (FT)	MAXIMUM DISTANCE FROM CAMERA (FT)		
Σ	28	182		
MAST ARM	30	195		
	32	208		
	40	260		
RE	42	273		
SPAN WIRE	44	286		
	46	299		
	48	312		



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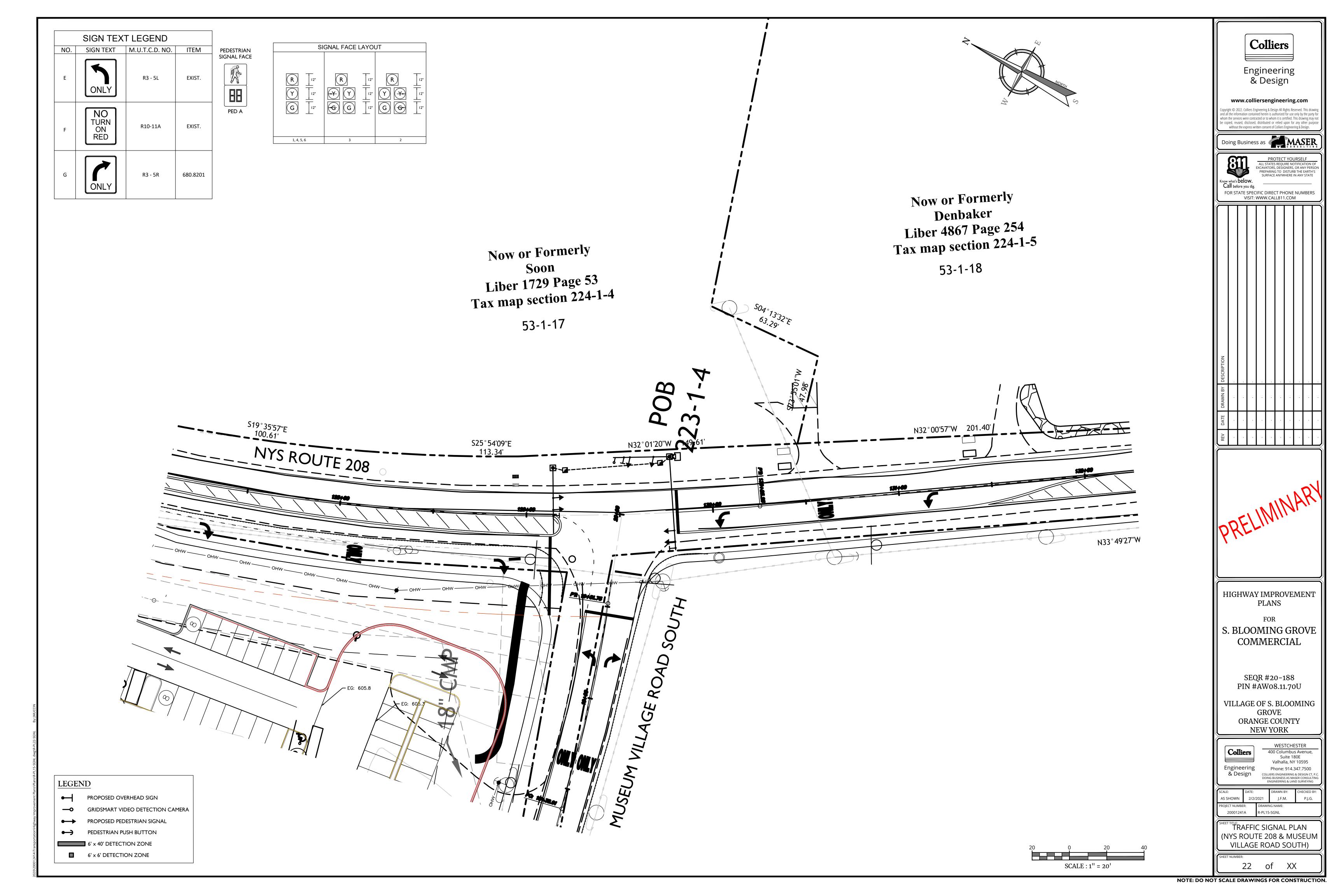
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TRAFFIC SIGNAL PLAN (NYS ROUTE 208 &

SITE ACCESS NORTH)

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TRAFFIC SIGNAL NOTES

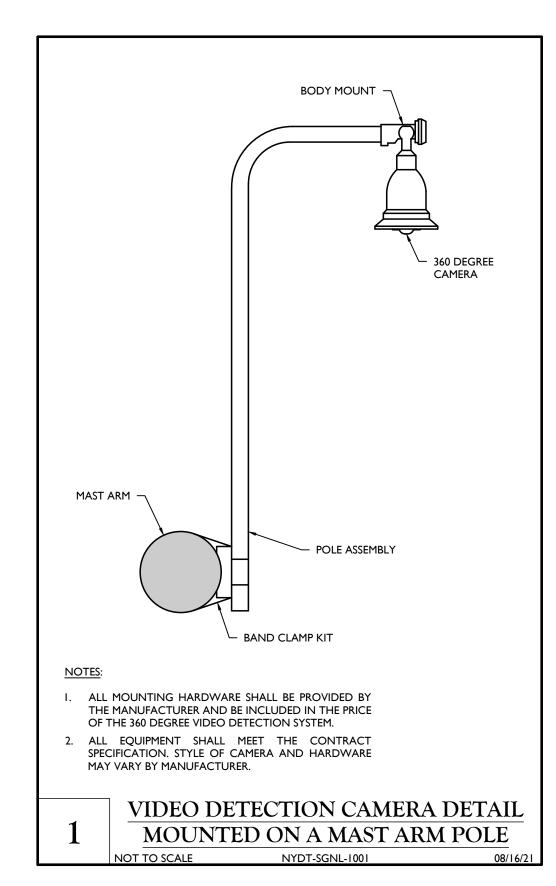
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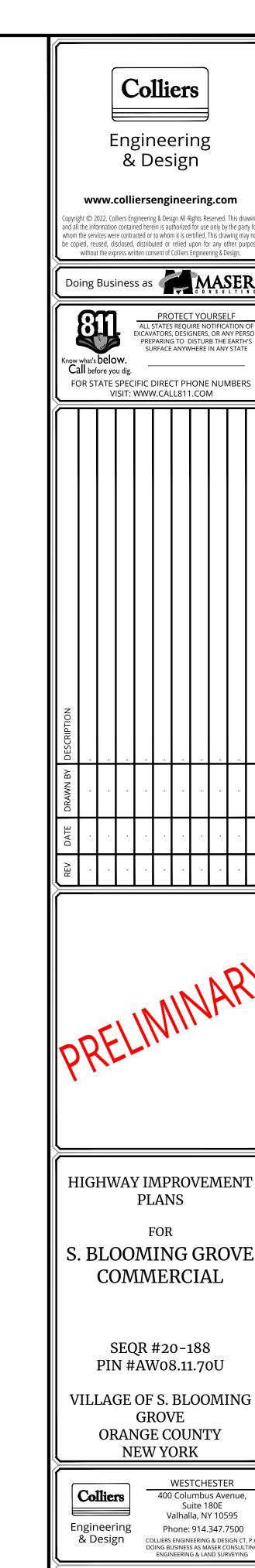
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- b. TRAFFIC SIGNAL HEADS (SECTIONS) & BRACKET ASSEMBLIES, PEDESTRIAN HEADS AND BRACKET ASSEMBLIES, CONCRETE PULLBOXES, CAST ALUMINUM JUNCTION BOXES, AND OVERHEAD SIGN ASSEMBLIES:
- MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO THE STATE AS WELL AS MANUFACTURER'S CERTIFICATION OF COMPLIANCE WITH "NYSDOT STANDARD SPECIFICATIONS"
- c. TRAFFIC SIGNAL CONDUIT, CABLE, WIRE:
- MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO NYSDOT.
- d. TRAFFIC SIGNAL LOOP EMBEDDING SEALER:
- ONLY THOSE PRODUCTS ON THE LATEST NYSDOT MATERIALS BUREAU "APPROVED LIST" SHALL BE USED.
- THE SIGNAL INSTALLATION CONTRACTOR SHALL CONTACT THE STATE PRIOR TO PERFORMING ANY WORK. A MEETING SHALL TAKE PLACE AS DETERMINED NECESSARY BY NYSDOT OR AT THE REQUEST OF THE CONTRACTOR.
- NYSDOT SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY VEHICLE DETECTOR LOOPS. FAILURE TO DO SO MAY RESULT IN THE REJECTION OF LOOPS SO INSTALLED.
- THE PERMITTEE/CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL LOCAL PERMITS REQUIRED.
- PAVEMENT MARKINGS, IF REQUIRED, SHALL BE IN ACCORDANCE WITH CURRENT NYSDOT PRACTICE FOR THE SIGNAL LOCATION.
- THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING ELECTRIC SERVICE TO THE SIGNAL.
- P. IT IS THE PERMITTEE'S RESPONSIBILITY TO RESTORE ANY DISTURBED AREAS TO THEIR ORIGINAL CONDITION AS PER THE APPROPRIATE SECTIONS OF THE STANDARD
- NYSDOT SHALL PROVIDE A TABLE OF SWITCH PACKS AND TABLE OF INPUT WIRING TO THE PERMITTEE (CONTRACTOR). IT IS THE PERMITTEE'S (CONTRACTOR'S) RESPONSIBILITY TO NOTIFY NYSDOT IN ADVANCE OF WHEN THESE ARE NEEDED. . LOOP DETECTORS ARE TO BE WIRED IN PARALLEL IN THE CABINET.
- . ELECTRICAL CABLE SPLICES:
- ALL CABLE SPLICES MADE IN CABLE RUNS TO BE LOCATED BELOW GROUND WILL BE ACCOMPLISHED USING METHOD # 2 (TWO COMPONENT ELECTRICAL INSULATING RESIN REJACKETING MATERIAL) AS DESCRIBED IN SECTION 680.3.16 OF THE STANDARDS SPECIFICATIONS.
- MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES NYS SUPPLEMENT AND THE NYSDOT STANDARD SPECIFICATIONS.

. PULLBOXES:

- a. UNLESS OTHERWISE SHOWN ON THE PLANS ALL PULLBOXES SHALL BE INSTALLED OUTSIDE OF THE PAVEMENT OR SHOULDER AREA.
- b. THE FINISHED GROUND SURFACE ON THE BACK SLOPE IN THE VICINITY OF THE PULLBOX SHALL BE ADJUSTED SO THAT NO FILL SHALL BE SPILLED ON THE TOP OF THE BOX AND THE MAXIMUM DISTANCE FROM THE TOP OF THE FINISHED GROUND AT THE BOX SHALL NOT EXCEED 4 INCHES. ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE PULLBOX.
- . THE CONTRACTOR SHALL REFERENCE NYSDOT STANDARD SHEETS 680-1, 680-2, 680-4, 680-5, 680-6, 680-8, 680-10, 680-11, 680-13 AND 680-14, 685-01 FOR THIS INSTALLATION.
- . TRAFFIC SIGNAL CONTROL SHALL BE MAINTAINED UNTIL THE NEW SIGNAL IS IN OPERATION AND ACCEPTED BY THE STATE UNDER ITEM 619.1613 MAINTAIN TRAFFIC SIGNAL EQUIPMENT.
- 7. THE CLEARANCES BETWEEN ANY SIGNAL EQUIPMENT AND UTILITY LINES SHALL BE 10' FOR PRIMARY, 5.5' SECONDARY AND 2' FOR ALL OTHERS. CONTRACTOR SHALL COORDINATE HIS WORK WITH THE APPROPRIATE UTILITY COMPANY TO ENSURE PROPER CLEARANCES ARE ACHIEVED.
- 18. IF SOFT CLAY OR ORGANIC DEPOSITS ARE ENCOUNTERED DURING THE FOOTING AUGERING/DIGGING OPERATION, OR IF AUGERING/DIGGING IS UNDERTAKEN IN AREAS HAVING A HIGH WATER TABLE, THE CONTRACTOR SHALL CONSULT THE ENGINEER-IN-CHARGE.
- . CONTRACTOR SHALL CONTACT ALL THE APPROPRIATE PARTIES WITH JURISDICTION OVER THE UTILITIES (OVERHEAD AND UNDERGROUND) ENTERING ON OR NEAR THE PROJECT AREA PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES AND PROVIDE THOSE AGENCIES 72 HOURS NOTIFICATION. CONTRACTOR SHALL BE AWARE THAT OTHER UTILITIES (OVERHEAD AND/OR UNDERGROUND) NOT SHOWN ON THE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE, REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE/SHE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION TO UTILITY SERVICES.
-). PRIOR TO COMMENCEMENT OF WORK THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES IN AREA TO RESOLVE ANY CONFLICTS BETWEEN SIGNAL EQUIPMENT
- . AT THE CONCLUSION OF INSTALLATION WORK AND UPON ACCEPTANCE BY THE STATE THE CONTRACTOR SHALL FURNISH AN AS-BUILT DRAWING TO NYSDOT ALONG WITH A LIST OF ALL INSTALLED EQUIPMENT.
- 2. PEDESTRIAN PUSHBUTTONS:
- PEDESTRIAN PUSHBUTTONS SHOULD BE LOCATED TO MEET ALL OF THE FOLLOWING
- A. UNOBSTRUCTED AND ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR:
- B. BETWEEN THE EDGE OF THE CROSSWALK LINE (EXTENDED) FARTHEST FROM THE CENTER OF THE INTERSECTION AND THE SIDE OF A CURB RAMP (IF PRESENT), BUT NOT GREATER THAN 5 FEET FROM SAID CROSSWALK LINE;
- C. A DISTANCE OF 10" MAXIMUM FROM THE PEDESTRIAN ACCESS ROUTE (PUSHBUTTON EXTENSION ARMS MAY BE USED UP TO 18" IN LENGTH);
- D. BETWEEN 1.5 AND 6 FEET FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT; E. WITH THE FACE OF THE PUSHBUTTON PARALLEL TO THE CROSSWALK TO BE USED;
- F. AT A MOUNTING HEIGHT OF APPROXIMATELY 3.5 FEET, BUT NO MORE THAN 4 FEET,
- ABOVE THE SIDEWALK. WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 AND 6 FEET FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FARTHER THAN 10 FEET FROM THE EDGE
- OF CURB, SHOULDER, OR PAVEMENT. EXCEPT AS PROVIDED BELOW, WHERE TWO PEDESTRIAN PUSHBUTTONS ARE PROVIDED ON THE SAME CORNER OF A SIGNALIZED LOCATION, THE PUSHBUTTONS SHOULD BE SEPARATED BY A DISTANCE OF AT LEAST 10 FEET.
- WHERE THERE ARE PHYSICAL CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10-FOOT SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE
- IF TWO ACCESSIBLE PEDESTRIAN PUSHBUTTONS ARE PLACED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH ACCESSIBLE PEDESTRIAN PUSHBUTTON SHALL BE PROVIDED
- WITH THE FOLLOWING FEATURES:
- A. A PUSHBUTTON LOCATOR TONE, B. A TACTILE ARROW,
- C. A SPEECH WALK MESSAGE FOR THE WALKING PERSON (SYMBOLIZING WALK) INDICATION, AND
- D. A SPEECH PUSHBUTTON INFORMATION MESSAGE.



DETECTION ZONE RANGE				
	CAMERA MOUNTING HEIGHT (FT)	MAXIMUM DISTANCE FROM CAMERA (FT)		
Σ	28	182		
MAST ARM	30	195		
Σ	32	208		
	40	260		
R E	42	273		
SPAN WIRE	44	286		
SPA	46	299		
	48	312		



NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

2/2/2021

J.F.M.

R-PL15-SGNL

TRAFFIC SIGNAL PLAN (NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH)

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