



ALIGNMENT		TOPOGRAPHY (MISCELLANEOUS)		TOPOGRAPHY (DRAINAGE)	
ABBR.	DESCRIPTION	ABBR.	DESCRIPTION	ABBR.	DESCRIPTION
AH	AHEAD	ABUT	ABUTMENT	BB	BOTTOM OF BANK (STREAM)
AZ	AZIMUTH	AOBE	AS ORDERED BY ENGINEER	BC	BOTTOM OF CURB
BK	BACK	ASPH	ASPHALT	BO	BOTTOM OF OPENING
b	BASELINE	BDY	BOUNDARY	CAP	CORRUGATED ALUMINUM PIPE
BRG	BEARING	BLDG	BUILDING	CB	CATCH BASIN
c	CENTERLINE	BM	BENCH MARK	CIP	CAST IRON PIPE
CS	CURVE TO SPIRAL	CC	CENTER TO CENTER	c STRM	CENTERLINE OF STREAM
e	SUPERELEVATION RATE (CROSS SLOPE)	CONC	CONCRETE	CMP	CORRUGATED METAL PIPE
EQ	EQUALITY	CONST	CONSTRUCTION	CP	CONCRETE PIPE
EXT	EXTERNAL	CR	COUNTY ROAD	CSP	CORRUGATED STEEL PIPE
HCL	HORIZONTAL CONTROL LINE	D	DEED DISTANCE	CULV	CULVERT
HSD	HEADLIGHT SIGHT DISTANCE	DM	DIRECT MEASUREMENT	DIA	DIAMETER
L	LENGTH OF CIRCULAR CURVE	DWY	DRIVEWAY	DMH	DRAINAGE MANHOLE
LS	LENGTH OF SPIRAL	EP	EDGE OF PAVEMENT	DS	DRAINAGE STRUCTURE PIPE
LVC	LENGTH OF VERTICAL CURVE	ES	EDGE OF SHOULDER	D'XING	DITCH CROSSING
E	CENTER CORRECTION OF VERTICAL CURVE	FEE	FEE ACQUISITION	EHW	EXTREME HIGH WATER
f	MAIN LINE	FEE WO/A	FEE ACQUISITION WITHOUT ACCESS	EL	ELEVATION
PC	POINT OF CURVATURE	FP	FENCE POST	ELEV	ELEVATION
PI	POINT OF INTERSECTION	FD	FOUNDATION	ELW	EXTREME LOW WATER
POL	POINT ON LINE	FL	FENCE LINE	ES	END SECTION
PSD	PASSING SIGHT DISTANCE	GAR	GARAGE	HW	HEADWALL
PT	POINT OF TANGENT	GR	GRAVEL	INV	INVERT
PVC	POINT OF VERTICAL CURVE	HB	HIGHWAY BOUNDARY	MH	MANHOLE
PVI	POINT OF VERTICAL INTERSECTION	HO	HOUSE	MHW	MEAN HIGH WATER
PVT	POINT OF VERTICAL TANGENT	HWY	HIGHWAY	OHW	ORDINARY HIGH WATER
R	RADIUS	IP	IRON PIN OR IRON PIPE	OLW	ORDINARY LOW WATER
SC	SPIRAL TO CURVE	MB	MAILBOX	RCP	REINFORCED CONCRETE PIPE
SSD	STOPPING SIGHT DISTANCE	MON	MONUMENT	SICPP	SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE
ST	SPIRAL TO TANGENT	N&W	NAIL AND WASHER	TB	TOP OF BANK (STREAM)
STA	STATION	OG	ORIGINAL GROUND	TC	TOP OF CURB
T	TANGENT LENGTH	O/H	OVERHEAD	TG	TOP OF GRATE
TGL	THEORETICAL GRADE LINE	P	PARCEL	VCP	VITRIFIED CLAY PIPE
TS	TANGENT TO SPIRAL	PAV/T	PAVEMENT	SUBSURFACE EXPLORATION	
VC	VERTICAL CURVE	PE	PERMANENT EASEMENT	ABBR.	DESCRIPTION
UTILITIES		PED POLE	PEDESTRIAN POLE	REPLACE ABBREVIATION "AB" WITH:	
ABBR.	DESCRIPTION	p	PROPERTY LINE	AH	HAND AUGER
E	ELECTRIC	POR	PORCH	CP	CONE PENTROMETER
EMH	ELECTRIC MANHOLE	RR	RAILROAD	DA	2, INCHES CASED DRILL HOLE
G	GAS	RTE	ROUTE	DM	DRILLING MUD
GP	GUY POLE	ROW	RIGHT OF WAY	DN	4 INCHES CASED DRILL HOLE
GSB	GAS SERVICE BOX (HOUSE LINE)	RW	RETAINING WALL	FH	HOLLOW FLIGHT AUGER
GV	GAS VALVE (MAIN LINE)	SH	STATE HIGHWAY	PA	POWER AUGER
HYD	HYDRANT	SHLDR	SHOULDER	PH	PROBE
LP	LIGHT POLE	SPK	SPIKE	PT	PERCOLATION TEST HOLE
LPG	LOW PRESSURE GAS	ST	STREET	RP	1 INCH SAMPLER (RETRACTABLE PLUG)
PP	POWER POLE	STK	STAKE	TO BE DEFINED AT THE TIME OF EXPLORATION	
SA	SANITARY SEWER	STY	STORY	SP	SEISMIC POINT
SMH	SANITARY MANHOLE	SW	SIDEWALK	TP	TEST PIT
ST	STORM SEWER	TE	TEMPORARY EASEMENT	ABBREVIATION "C" IN CATEGORIES: DA, DM, DN, AND FH WITH:	
T	TELEPHONE	TO	TEMPORARY OCCUPANCY	B	BRIDGE
TCB	TRAFFIC CONTROL BOX	U/G	UNDERGROUND	C	CUT
TELBOX	TELEPHONE BOX	WW	WING WALL	D	DAM
TEL P	TELEPHONE POLE			F	FILL
TMH	TELEPHONE MANHOLE			K	CULVERT
CTV	CABLE TELEVISION			W	WALL
W	WATER			X	TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE
WSB	WATER SERVICE BOX (HOUSE LINE)				
WV	WATER VALVE (MAIN LINE)				

INDEX		TOTAL NUMBER OF SHEETS
SHEET NUMBER	DESCRIPTION	DRAWING NUMBER
1	TITLE SHEET	COVER
2	INDEX AND ABBREVIATIONS	INDEX
3	LEGEND, LINE AND POINT SYMBOLOGY	LEG-1_TO_LEG-2
	TYPICAL SECTIONS	TYP-1_TO_TYP-100
	GENERAL NOTES	GNN-1_TO_GNN-2
	PLAN - SMALL SCALE FOR MAJOR CONSTRUCTION/RECONSTRUCTION	PSS-1_TO_PSS-100
	PROFILE - SMALL SCALE FOR MAJOR CONSTRUCTION/RECONSTRUCTION	PRS-1_TO_PRS-100
	WORK_ZONE_TRAFFIC_CONTROL_PLANS	WZP-1_TO_WZP-100
	MAINTENANCE JURISDICTION PLAN	MJP-1_TO_MJP-5
	MISCELLANEOUS TABLES	MST-1_TO_MST-100
	MISCELLANEOUS DETAILS	MSD-1_TO_MSD-100
	EARTHWORK SUMMARY SHEETS	ESS-1_TO_ESS-2
	EROSION AND SEDIMENT CONTROL PLANS	ECP-1_TO_ECP-100
	GENERAL PLANS	GNP-1_TO_GNP-100
	PROFILE - 1"=40'H, 1"=10'V OR LARGER	PRO-1_TO_PRO-100
	SIGNS AND SIGN STRUCTURES	SGP-1_TO_SGP-100
	TRAFFIC SIGNAL PLANS	TSP-1_TO_TSP-10
	LIGHTING PLANS	LTP-1_TO_LTP-100
	LANDSCAPE ARCHITECTURE PLANS	LAP-1_TO_LAP-100
	PAVEMENT MARKING PLANS	PMP-1_TO_PMP-100
	UTILITY PLANS	UTP-1_TO_UTP-100
	DRAINAGE PLANS	DRP-1_TO_DRP-2
	LARGE CULVERT DETAILS	CUL-1_TO_CUL-2
	RETAINING WALLS	WAL-1_TO_WAL-100
	BRIDGE PLANS	ST-1_TO_ST-100
	ESTIMATE OF QUANTITIES	EQQ-1_TO_EQQ-3

THE FOLLOWING NYSDOT STANDARD SHEETS APPLY: 203-02, 203-04, 203-05, 603-02, 603-04, 603-05, 604-02, 606-04, 606-05, 606-06, 606-07, 611-01, 608-01, 608-03, 609-01, 609-02, 619-02, 619-04, 619-10, 619-11, 619-12, 619-20, 619-21, 619-50, 619-51, 619-60, 619-61, 619-66, 624-01, 625-01, 645-01, 645-03, 655-03, 655-04, 655-05, 663-01, 663-02, 663-03, 663-04, 663-05, 685-01

STANDARD SYMBOL (PLANS)	ITEM PAYMENT UNIT: ESTIMATE OF QUANTITIES SHEET	EQUIVALENT NOMENCLATURE: (SPECS/PROPOSAL)
"	-	INCHES
'	LF	LINEAR FEET
mi	MI	MILES
ftq	SF	SQUARE FEET
YDq	SY	SQUARE YARD
AC	AC	ACRES
YDr	CY	CUBIC YARD
GAL	GAL	GALLON
lb	LB	POUND
TON	TON	TON

PROJECT NAME	COUNTY ROAD
PROJECT LIMITS	#
PROJECT LIMITS TOWN	
TOWN	
CAPITAL PROJECT NO.	XXXX-XX
 <p>CONSULTANT Consultant Address: Rochester, New York XXXXX (585) 867-5309 Fax: (585) 867-5309</p>	
 <p>DEPARTMENT OF TRANSPORTATION 50 WEST MAIN STREET, SUITE 6100 ROCHESTER, NEW YORK 14614-1231 <small>UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 146, SECTION 7209</small></p>	
PROJECT MANAGER: _____ DRAWN BY: _____ DRAFTER: _____	
NO. _____ DATE BY: _____	
REVISION: _____	
ABBREVIATIONS AND INDEX	
SCALE: NOT TO SCALE	
DATE ISSUED: DATE	
DRAWING NO. 2 OF XX	

ALIGNMENT	
STYLE	DESCRIPTION
—	CONTROL (CENTERLINE)
—	DETOUR
—	TRANSITION CONTROL
⊗	CENTER OF CURVATURE
+	COGO
⊙	CURVE TO SPIRAL
○	EQUATION
⊙	POINT OF CURVATURE
⊙	POINT OF COMPOUND CURVATURE
△	POINT OF INTERSECTION
△	POINT OF BEGINNING
○	POINT OF CURVATURE
△	POINT OF END
⊙	POINT OF TANGENCY
⊙	POINT OF VERTICAL CURVATURE
△	POINT OF VERT. CMPND CURVE
△	POINT OF VERT. INTERSECTION
△	POINT OF VERT. REVERSE CURVE
⊙	POINT OF VERTICAL TANGENCY
⊙	SPIRAL TO CURVE
△	SPIRAL POINT OF INTERSECTION
○	SPIRAL TO SPIRAL
⊗	SPIRAL TO TANGENT
⊗	TANGENT TO SPIRAL
○	VERTICAL HIGH POINT
○	VERTICAL LOW POINT
BRIDGE	
—	RAIL
—	SHEET PILING
□	BRIDGE, SCUPPER
CONTROL	
BASELINE	
△	BASELINE, POINT
○	BASELINE, POINT ON LINE
⊗	BASELINE, SPUR POINT
□	BENCHMARK
DRAINAGE	
—	CULVERT PIPE
—	CULVERT PIPE (DIR)
—	DITCH, GRASS LINED
—	DITCH, PAVED INVERT
—	DITCH, STONE LINED
—	FLOW LINE
—	SLOTTED DRAIN
+	INVERT
▨	STRUCTURE, RECTANGULAR
+	STRUCTURE, INVERT
⊗	STRUCTURE, MANHOLE
⊗	STRUCTURE, MANHOLE, TYPE "XX" "XX" = 48, 60, 72, 96
⊗	STRUCTURE, ROUND
▨	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R
▨	STRUCTURE, RECT., TYPE "X" "X" = I, K, L, M, O, P, U

ENVIRONMENTAL	
STYLE	DESCRIPTION
—	BALE, STRAW
—	CURTAIN, TURBIDITY
—	DAM, COFFER TYPE
—	DAM, EARTHEN, CHECK
—	DAM, PREFAB, CHECK
—	DAM, STONE, CHECK
—	FENCE, SILT
—	FENCE, SILT & VEGETATION
—	FENCE, VEGETATION
—	WETLAND, ADJACENT AREA
—	WETLAND, FEDERAL
—	WETLAND, FEDERAL AND STATE
—	WETLAND, MITIGATION AREA
—	WETLAND, STATE
CULV	STR., INLET, OUTLET PROT.
GB	STR., INLET PROT., GRAVEL BAG
H/S	STR., INLET PROT., HAY/STRAW
PRPB	STR., INLET PROT., PREFAB.
SF	STR., INLET PROT., SILT FENCE
□	RISER, CONCRETE BOX
⤴	TRAP, SEDIMENT
+	WETLAND FLAG
GEOTECHNICAL	
⊗	DRILL HOLE
LANDSCAPE	
—	AREA, BRUSH LINE
—	AREA, HEDGE ROW
—	AREA, PLANTING BED
—	AREA, WOODED AREA OUTLINE
—	AREA, WATERS EDGE
—	CUT LIMIT
—	FILL LIMIT
—	FENCE
—	TREE ROW, CONIFEROUS
—	TREE ROW, DECIDUOUS
—	WALL, H PILE
—	WALL, RETAINING
—	WALL, STONE
+	ELEVATION, SPOT
⊙	FLAG POLE
✉	MAILBOX
○	POST, SINGLE
⊗	ROCK, BOULDER
⊗	SHRUB, CONIFEROUS
⊗	SHRUB, DECIDUOUS
⊗	TREE, CONIFEROUS
⊗	TREE, DECIDUOUS
⊗	TREE, STUMP
⊗	TREE, WELL OR WALL
+	UNKNOWN POINT

ROW MAPPING	
STYLE	DESCRIPTION
—	DEED LINE
—	EASEMENT, EXISTING
—	EASEMENT, PERMANENT
—	EASEMENT, PERMANENT, APPROX.
—	EASEMENT, TEMPORARY
—	EASEMENT, TEMPORARY, APPROX.
—	FEE ACQUISITION, W/ ACCESS
—	FEE ACQUISITION, APPROXIMATE
—	FEE ACQUISITION, W/O ACCESS
—	HIGHWAY BOUNDARY
—	HIGHWAY BOUNDARY, APPROX.
—	HWY BOUNDARY, FACE OF WALL
—	HIGHWAY BOUNDARY, W/O ACCESS
—	JURISDICTION, CITY
—	JURISDICTION, COUNTY
—	JURISDICTION, HISTORIC DISTRICT
—	JURIS. (GREAT, MILITARY) LOT LINE
—	JURISDICTION, NATION
—	JURISDICTION, PUBLIC LANDS
—	JURISDICTION, STATE
—	JURISDICTION, TOWN
—	JURISDICTION, VILLAGE
—	PROPERTY LOT LINE
—	PROPERTY LOT LINE, APPROXIMATE
—	SUB LOT LINE
⊗	HIGHWAY BNDRY, PT.
⊗	PT., DRILL HOLE
⊙	PT., IRON PIPE
⊙	PT., IRON ROD
□	PT., MONUMENT
⊗	PT., NAIL
⊗	PT., RAILROAD SPIKE
ROADWAY	
—	CLEAR ZONE
—	GUIDE RAIL, MISCELLANEOUS
—	GUIDE RAIL, BOX BEAM
—	GUIDE RAIL, BOX BEAM, MEDIAN
—	GUIDE RAIL, CABLE
—	GUIDE RAIL, CONCRETE BARRIER
—	GUIDE POST
—	GUIDE RAIL, W BEAM
—	GUIDE RAIL, W BEAM, MEDIAN
—	PARKING BUMPER
—	RAIL ROAD, CATENARY
—	RAIL ROAD, 3RD RAIL
—	RAIL, PHOTO, LARGE SCALE
—	RAIL, PHOTO, SMALL SCALE
—	RUMBLE STRIP
—	RAIL, SURVEY, LARGE SCALE
—	RAIL, SURVEY, SMALL SCALE
⊗	ELEVATION, SPOT
⊗	GUIDE RAIL, ANCHOR
○	GUIDE POST, SINGLE

SIGNS	
STYLE	DESCRIPTION
—	BILBOARDS
—	MULTIPLE POST
—	STRUCTURE, OVERHEAD
—	STRUCTURE, OVHD. CANTILEVER
⊙	SINGLE POST
⊙	SINGLE POST, PROPOSED
⊙	BACK TO BACK, PROPOSED
—	DELINEATORS
REFM	REFERENCE MARKERS
○	SHLD, CTY, 123 DIG.
○	SHLD, CTY, 4 DIG.
○	SHLD, CTY TOUR, 1-2 DIG.
○	SHLD, CTY TOUR, 3-4 DIG.
○	SHLD, INTERSTATE
○	SHLD, NATIONAL, 2 DIG.
○	SHLD, NATIONAL, 3 DIG.
○	SHLD, STATE, 2 DIG.
○	SHLD, STATE, 3 DIG.
○	SHLD, STATE, 4 DIG.
STRIPING	
—	BROKEN LINE
—	DOUBLE BROKEN LINE
—	DOTTED LINE LONG
—	DOTTED LINE SHORT
—	FULL BARRIER LINE
—	HATCH LINE
—	PARTIAL BARRIER LINE
—	ROUNDABOUT, CAT TRACKS
—	ROUNDABOUT, YIELD LINE
—	STOP BAR
—	SOLID, EDGE
—	X WALK, LADDER LINE
TRAFFIC CONTROL	
—	SIGNAL SPAN WIRE
▨	BOX, JUNCTION
▨	BOX, PULL BOX
▨	BOX, SPLICE
▨	MICROCOMPUTER CABINET
⊙	PED POLE
↑	SIGNAL HEADS
○	SIGNAL POLE
UTILITIES	
—	CONDUIT, UNDERGROUND
—	CONDUIT, HANGING
—	CONDUIT, OVERHEAD
—	ELECTRIC LINE, UNDERGROUND
—	ELECTRIC LINE, HANGING
—	ELECTRIC LINE, OVERHEAD
—	ELECTRIC TRANSMISSION, OVERHEAD
—	ELECTRIC, SUBSTATIONS
—	FIBER OPTIC, UNDERGROUND
—	FIBER OPTIC, HANGING

UTILITIES (CONT.)	
STYLE	DESCRIPTION
—	FIBER OPTIC, OVERHEAD
—	GAS, UNDERGROUND
—	GAS, HANGING
—	GAS, OVERHEAD
—	INFORM CABLE, UNDERGROUND
—	INFORM CABLE, HANGING
—	OIL LINE, UNDERGROUND
—	OIL LINE, HANGING
—	POLE, BRACE, PUSH BRACE
—	POLE, GUY WIRE
—	SANITARY SEWER, UNDERGROUND
—	SANITARY SEWER, HANGING
—	SANITARY SEWER, FORCE MAIN, UGND
—	SANITARY SEWER, FORCE MAIN, HANG
—	TELEPHONE, UNDERGROUND
—	TELEPHONE, HANGING
—	TELEPHONE, OVERHEAD
—	CABLE TV, UNDERGROUND
—	CABLE TV, HANGING
—	CABLE TV, OVERHEAD
—	UNKNOWN, UNDERGROUND
—	UNKNOWN, HANGING
—	UNKNOWN, OVERHEAD
—	WATER LINE, UNDERGROUND
—	WATER LINE, HANGING
—	WATER LINE, OVERHEAD
⊙	ELECTRIC, BOX
⊙	ELECTRIC, METER
⊙	ELECTRIC, MANHOLE
⊙	ELECTRIC, POLE, TRANS.
⊙	GAS, METER
⊙	GAS, MANHOLE
⊙	GAS, LINE MARKER
⊙	GAS/FUEL PUMP
⊙	GAS, VALVE
⊙	GAS, VENT
⊙	LIGHTING, POLE
⊙	LIGHTING, POLE, MEDIAN
⊙	LIGHTING, POLE, PED.
⊙	MISC. FILLER CAP
⊙	OIL, LINE MARKER
⊙	POLE, WITH UTILITY
⊙	POLE, DEAD (NO UTILITY)
⊙	POLE, WITH LIGHT
⊙	SANITARY SEWER MANHOLE
⊙	TELEPHONE, BOOTH
⊙	TELEPHONE, LINE MARKER
⊙	TELEPHONE, MANHOLE
⊙	CABLE TV, LINE MARKER
⊙	CABLE TV, PULL BOX
⊙	UNKNOWN, BOX
⊙	UNKNOWN, JUNCTION BOX

UTILITIES (CONT.)	
STYLE	DESCRIPTION
⊙	UNKNOWN, MANHOLE
⊙	UNKNOWN, PULL BOX
⊙	UNKNOWN, VALVE
⊙	UNKNOWN, VENT
⊙	UNKNOWN, WELL
⊙	WATER, FIRE HYDRANT
⊙	WATER, METER
⊙	WATER, MANHOLE
⊙	WATER, VALVE
⊙	WATER, WELL

- THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
- FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
- FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
- PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER (0.015 in ON B SIZE DRAWINGS).
- MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
- FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.

CONSULTANT		CONSULTANT	
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Fax: (585) 867-5309		Fax: (585) 867-5309	
PROJECT MANAGER:		PROJECT MANAGER:	
MANAGER		MANAGER	
DRAWN BY:		DRAWN BY:	
DRAFTER		DRAFTER	
COUNTY ROAD		COUNTY ROAD	
#		#	
PROJECT NAME		PROJECT NAME	
LIMITS		LIMITS	
PROJECT LIMITS		PROJECT LIMITS	
TOWN		TOWN	
CAPITAL PROJECT NO.		CAPITAL PROJECT NO.	
XXXX-XX		XXXX-XX	
LEGEND			
SCALE: NOT TO SCALE			
DATE ISSUED: DATE			
DRAWING NO.			
1 OF XX			

MONROE COUNTY STANDARD PLAN NOTES

GENERAL NOTES

1. THE CONTRACTOR SHALL FOLLOW THE PROVISIONS OF THE NYSDOT STANDARD SPECIFICATIONS, LATEST REVISION, ALL ADDENDA BULLETINS, AND ENGINEERING INSTRUCTIONS DISTRIBUTED BY NYSDOT EXCEPT AS MODIFIED BY THE "CONSTRUCTION CONTRACT DOCUMENTS".
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE TO EXISTING PAVEMENT, CURBS, SIDEWALKS, LAWN AREAS, TREES, AND OTHER EXISTING FEATURES OUTSIDE OF THE CONSTRUCTION LIMITS CAUSED BY HIS OPERATION. ALL SUCH DAMAGE SHALL BE REPAIRED OR REPLACED IN KIND TO THE SATISFACTION OF THE RESIDENT ENGINEER BY THE CONTRACTOR AT THE EXPENSE OF THE CONTRACTOR.
3. IN ACCORDANCE WITH ITEM 619.01: BASIC WORK ZONE TRAFFIC CONTROL, THE CONTRACTOR SHALL MAINTAIN DRAINAGE FACILITIES SIGNS, AND OTHER HIGHWAY ELEMENTS, OLD OR NEW. THE CONTRACTOR SHALL DEVOTE PARTICULAR ATTENTION TO ALL DRAINAGE FACILITIES KEEPING THEM FULLY OPERATIVE, AND PROTECTED BY APPROVED PRACTICES, AT ALL TIMES. CHECK DAMS AND SILT FENCE / SEDIMENT FILTER LOGS SHALL BE PROVIDED AT ALL TIMES EVEN DURING GRADING OPERATIONS AND PERIODS OF ACCUMULATED PLOWED SNOW, PER THE APPROVED PLANS, OR AS REQUESTED BY THE RESIDENT ENGINEER.
4. ANY INCIDENTAL ROCK REMOVAL SHALL BE PAID FOR UNDER ITEM 206.0201. COBBLES AND BOULDERS, AS DEFINED IN SIZE BY THE NYSDOT GEOTECHNICAL DESIGN MANUAL, ARE CONSIDERED PART OF THE EXCAVATION. THEIR EXCAVATION AND DISPOSAL SHALL BE PAID FOR UNDER ITEM 203.01 UNCLASSIFIED EXCAVATION AND DISPOSAL. COBBLES AND BOULDER ARE NOT CONSIDERED ROCK. IF ROCK IS ENCOUNTERED, AND NO CONTRACT ITEM FOR ROCK EXCAVATION AND DISPOSAL EXISTS, ROCK REMOVAL AND DISPOSAL SHALL BE PAID FOR USING THE FORCE ACCOUNT PROCESS.
5. EXISTING CATCH BASIN REMOVAL SHALL BE PAID FOR UNDER ITEM 206.0201.
6. THE CONTRACTOR SHALL RESTRICT GRADING OPERATIONS TO AREAS INDICATED ON THE CONTRACT DRAWINGS, PERFORMING WORK OUTSIDE THE IDENTIFIED LIMITS SHALL NOT BE PERMITTED WITHOUT APPROVAL OF THE RESIDENT ENGINEER. FIELD CONDITIONS MAY REQUIRE GRADING TO BE DONE OUTSIDE OF THE HIGHWAY RIGHT-OF-WAY IN CERTAIN AREAS. WHERE GRADING WORK OUTSIDE STREET RIGHT-OF-WAY IS REQUIRED; THE RESIDENT ENGINEER IN COOPERATION WITH THE CONTRACTOR WILL BE REQUIRED TO OBTAIN A "GRADING RELEASE" FROM THE PROPERTY OWNERS. DURING THE COURSE OF CONSTRUCTION, MINOR GRADING AND DRIVEWAY WORK MAY BE REQUIRED OUTSIDE THE PUBLIC RIGHT-OF-WAY; REFERENCE SHOULD BE MADE TO THE APPROPRIATE STANDARD OR PROJECT DETAILS FOR TREATMENT IN GRASS, DRIVEWAY AND SIDEWALK AREAS.
7. THE OWNER SHALL OBTAIN ALL APPLICABLE STATE AND FEDERAL PERMITS UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS (REFER TO SPECIAL NOTE IN PROJECT PROPOSAL). HOWEVER, THE CONTRACTOR SHALL AT ITS OWN EXPENSE, OBTAIN ALL NECESSARY CITY, TOWN, AND VILLAGE PERMITS. THESE MAY INCLUDE, BUT SHALL NOT BE LIMITED TO ZONING, FILL, BLASTING, HAULING, DISPOSAL, SIGN, UTILITY CONNECTION, AND BUILDING PERMITS. THE CONTRACTOR SHALL SUBMIT COPIES OF ALL LOCAL PERMITS, RELEASES, AND LICENSES TO THE RESIDENT ENGINEER PRIOR TO THE START OF CONSTRUCTION.
8. ALL WORK WHICH MAY IMPACT THE INTEGRITY OF THE FINISHED ASPHALT WORK MUST BE COMPLETED PRIOR TO FINAL TOP PAVING, WITHOUT EXCEPTION. MINOR TOPSOIL WORK, DRIVEWAY PAVING, AND SEEDING MAY BE COMPLETED AFTER FINAL PAVING, HOWEVER NO SKID-STEERS OR TRACK-EQUIPMENT IS PERMITTED TO RUN ON THE FINISHED PAVEMENT.
9. THE EXCAVATION QUANTITIES APPEARING IN THE CONTRACT DOCUMENTS WERE DETERMINED BY THE ENGINEER FROM THE BEST INFORMATION AVAILABLE. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT CONDITIONS AND QUANTITIES AS SHOWN IN PLANS AND ESTIMATE MAY VARY. IN NO EVENT, SHALL QUANTITIES LISTED BE DEEMED OR CONSIDERED BY THE CONTRACTOR AS A WARRANTY OR A REPRESENTATION BY THE ENGINEER OF ACTUAL FIELD CONDITIONS OR QUANTITIES.

1. ALL EROSION CONTROL ITEMS REQUIRED ON THE PLANS, IN THE SPECIFICATIONS, OR AS ORDERED BY THE RESIDENT ENGINEER SHALL BE PAID BY THE SEPARATE INDIVIDUAL PAY ITEMS IN THE CONTRACT. THE CONTRACTOR IS RESPONSIBLE TO INSTALL, MAINTAIN, AND REMOVE ALL EROSION CONTROL DEVICES. EROSION CONTROL ITEMS SHALL BE MAINTAINED IN ACCORDANCE WITH NYSDEC REQUIREMENTS (AND AS ORDERED BY RESIDENT ENGINEER) AND SHALL REMAIN IN PLACE UNTIL ORDERED TO BE REMOVED BY THE RESIDENT ENGINEER.
2. EROSION CONTROL AND SEDIMENTATION FACILITIES HAVE BEEN DESIGNED IN ACCORDANCE TO "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL", LATEST EDITION. THE CONTRACTOR SHALL REFER TO THESE GUIDELINES FOR INSTALLATION AND MAINTENANCE OF THESE FACILITIES.
3. TOPSOIL STOCKPILES SHALL BE SEEDED WITH A "QUICK GROW" SEED MIXTURE. A SEDIMENTATION BARRIER SHALL BE PLACED AROUND THE STOCKPILE, 10' FROM THE STOCKPILE TOE OF SLOPE.
4. FOR SEDIMENTATION BARRIERS, THE CONTRACTOR MAY UTILIZE FIBER ROLLS, SILT FENCE OR A COMBINATION OF THE TWO. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW THE DETAILS OF THESE ITEMS WITHOUT EXCEPTION OR WAIVERS.
5. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATION NOT DESIGNATED FOR OTHER TREATMENT SHALL BE FINE GRADED, TOP SOILED AND SEEDED. FINE GRADING SHALL BE SHAPED TO PROMOTE POSITIVE DRAINAGE.
6. INSPECTION OF TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SHALL BE PERFORMED AS NECESSARY BY A QUALIFIED INSPECTOR (IN ACCORDANCE WITH THE REQUIREMENTS OF THE SWPPP (IF APPLICABLE) AND THE NYSDEC GENERAL PERMIT, LATEST EDITION).
7. THE LOCATIONS OF SOIL EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED IN THE CONTRACT DOCUMENTS ARE APPROXIMATE. OTHER EROSION AND SEDIMENT CONTROL MEASURES NOT ILLUSTRATED ON THE PLANS MAY BE REQUIRED PER THE RESIDENT ENGINEER. PAYMENT FOR ADDITIONAL WORK WILL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
8. THE CONTRACTOR MUST EXERCISE EXTREME CAUTION IN HIS OPERATIONS IN THE CONTROL OF DUST. THE CONTRACTOR SHALL NOT DISCHARGE DUST INTO THE ATMOSPHERE OF SUCH QUANTITY, CHARACTER OR DURATION THAT IT UNREASONABLY INTERFERES WITH THE COMFORTABLE ENJOYMENT OF LIFE OR PROPERTY OR IS HARMFUL TO PLANTS OR ANIMALS. NO PAYMENT WILL BE MADE FOR ANY LABOR, MATERIAL OR EQUIPMENT NEEDED FOR DUST CONTROL. WHEN IT BECOMES NECESSARY, THE RESIDENT ENGINEER WILL INFORM THE CONTRACTOR OF UNSATISFACTORY CONSTRUCTION PROCEDURES AND OPERATIONS INSOFAR AS AIR POLLUTION IS CONCERNED. IF THE UNSATISFACTORY CONSTRUCTION PROCEDURES AND OPERATIONS ARE NOT PROMPTLY CORRECTED, THE RESIDENT ENGINEER MAY SUSPEND THE PERFORMANCE OF ANY OR ALL OF OTHER CONSTRUCTION UNTIL THE UNSATISFACTORY CONDITION HAS BEEN CORRECTED. THE ENGINEER MAY SHUT DOWN, AT ANY TIME, ALL OPERATIONS CAUSING A DUST PROBLEM ON THIS PROJECT.
9. DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO CREEK FROM POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL OR FROM THE MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR THE STREAM. THE CONTRACTOR SHALL NOT RETURN DIRECTLY TO A STREAM, OR TO A DITCH IMMEDIATELY FLOWING INTO A STREAM, ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF THE CONTRACTOR USES WATER FROM A STREAM, HE SHALL CONSTRUCT ANY INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM.

TREE AND CLEARING NOTES

1. THE CONTRACTOR SHALL PROTECT ALL TREES AND SHRUBS IN AN APPROVED MANNER, WHICH MAY INCLUDE FENCES AND BOARDS LASHED TO TREES TO PREVENT DAMAGE FROM BLASTING OR


MACHINE OPERATIONS. HE SHALL PREVENT DAMAGE TO PIPES, CONDUITS AND OTHER UNDERGROUND STRUCTURES AND ALL LAND MONUMENTS AND PROPERTY MARKS.

2. THE CONTRACTOR SHALL TAKE CARE TO MINIMIZE DISRUPTION AND EXTEND EVERY REASONABLE CONSIDERATION TO ADJACENT OWNERS FROM A STANDPOINT OF RESTORATION AND MATCHING EXISTING IMPROVEMENTS. WHEN DIRECTED BY THE ENGINEER, THESE IMPROVEMENTS SHALL BE CAREFULLY REMOVED AND STORED ON THE OWNERS' PROPERTY OR IN AN IMMEDIATE AREA OUTSIDE THE STREET RIGHT-OF-WAY TO THE OWNER'S SATISFACTION. COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS IN THE CONTRACT.
3. UNDER ITEM 201.06: CLEARING AND GRUBBING, THE CONTRACTOR SHALL TRIM ALL TREES WITHIN THE PROJECT LIMITS TO A CLEAR DISTANCE OF 20 FEET ABOVE THE ROADWAY SURFACE FROM CURB TO CURB, OR FROM EDGE OF SHOULDER TO EDGE OF SHOULDER.
4. CONTRACTOR SHALL ENSURE THAT ALL PERMANENT, EXISTING, PROPOSED AND WZTC SIGNS ARE VISIBLE. CONTRACTOR SHALL INCLUDE TRIMMING FOLIAGE, BRANCHES, ETC. OR OTHER VEGETATION AS DIRECTED BY THE ENGINEER IN CHARGE, AND SHALL BE INCLUDED IN HIS BID UNDER ITEM 201.06 OR ITEM 201.07.
5. MISCELLANEOUS MINOR CONSTRUCTION REMOVALS, SUCH AS PRIVATE SIGN POST, LIGHT POLE AND BASE REMOVAL AND DISPOSAL, BRUSH AND SHRUB REMOVAL AND DISPOSAL, SMALL TREE (LESS THAN 4") REMOVAL AND DISPOSAL, TREE STUMP REMOVAL AND DISPOSAL, ETC., SHALL BE INCLUDED IN THE COST OF ITEM 201.06. ITEMS SUCH AS SIGNS, SIGN POSTS, LIGHT POLES, FENCES, ETC., MAY AT THE OWNER'S OPTION BE PLACED ON THE OWNER'S PROPERTY ADJACENT TO THE WORK FOR THE OWNER'S DISPOSITION.
6. NO TREES SHALL BE REMOVED OR TRIMMED WITHOUT THE APPROVAL OF THE RESIDENT ENGINEER AND PROPERTY OWNER. NO TREE SHALL BE REMOVED OTHER THAN SHOWN ON THE PLAN AND WITHOUT WRITTEN AUTHORIZATION FROM THE PROPERTY OWNER IF OUTSIDE OF THE RIGHT-OF-WAY.

SIDEWALK NOTES

1. TRANSITION CURBS FOR HANDICAP RAMPS SHALL BE A MAXIMUM OF 9.5% SLOPE IN ADJACENT CONCRETE SIDEWALK AREAS. HEADER CURBS SHALL BE INSTALLED WITH A ¼" REVEAL ABOVE THE FINISHED PAVEMENT GRADE. ALL SIDEWALK RAMPS SHALL BE FIELD VERIFIED AND CONSTRUCTED TO PROVIDE FOR RAMP GRADES MEETING PROWAG/ADA REQUIREMENTS; ANY DEFICIENT RAMPS WILL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
2. CONVENTIONALLY FORMED CONCRETE SIDEWALKS SHALL MEET THE REQUIREMENTS FOR CLASS D CONCRETE IN ACCORDANCE WITH SECTION 501 OF THE NYSDOT STANDARD SPECIFICATIONS, EXCEPT THAT THE ALLOWABLE SLUMP RANGE WILL BE 3 ½" TO 4 ½" AND THE WATER TO CEMENTITIOUS RATIO SHALL NOT EXCEED 0.44. ALL SIDEWALK CONCRETE SHALL CONTAIN A WATER-REDUCING ADMIXTURE MEETING THE REQUIREMENTS OF SECTION 711-08 (ADMIXTURES) IN SUCH A QUANTITY AS TO PROVIDE A MINIMUM 10% REDUCTION OF THE DESIGN WATER CONTENT BY USING A NORMAL RANGE WATER-REDUCER.

EROSION CONTROL

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PROJECT NAME	PROJECT LIMITS	TOWN	CAPITAL PROJECT NO.	XXXX-XX
COUNTY ROAD	#			
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DRAWING NO.				
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WORK ZONE TRAFFIC CONTROL NOTES

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE CONSIDERED TO BE MINIMUM REQUIREMENTS. ADDITIONAL SIGNAGE OR OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED AS DETERMINED BY THE ENGINEER. COST OF ADDITIONAL SIGNAGE SHALL BE INCLUDED IN ITEM 619.01: BASIC WORK ZONE TRAFFIC CONTROL. IF AT ANY TIME THE ENGINEER DETERMINES THAT TRAFFIC IS NOT BEING PROPERLY MAINTAINED IN A WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCIES TO THE SATISFACTION OF THE ENGINEER.
2. TEMPORARY PAVEMENT WILL BE REQUIRED OVER EXCAVATIONS THAT ARE EXPECTED TO CARRY TRAFFIC FOR A PERIOD OF TIME GREATER THAN 24 HOURS PRIOR TO PERMANENT RESTORATION. TEMPORARY PAVEMENT SHALL CONSIST OF 2" COMPACTED LIFT OF HOT MIX ASPHALT (OR COLD PATCH DURING THE WINTER). THE COST OF FURNISHING, INSTALLING, AND MAINTAINING TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 619.01.
3. BEGINNING FROM THE DATE OF THE NOTICE TO PROCEED, AND INCLUDING ANY WINTER SHUTDOWN PERIODS PRIOR TO FINAL ACCEPTANCE BY THE COUNTY, ALL EXISTING SIGNS WITHIN THE CONTRACT LIMITS SHALL BE MAINTAINED AND/OR RELOCATED BY THE CONTRACTOR. THE COST OF WHICH SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. THIS SHALL INCLUDE DAMAGE CAUSED BY MOTOR VEHICLE ACCIDENTS DURING THIS PERIOD.
4. VEHICLES OR EQUIPMENT BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED WITHIN THE CLEAR ZONE, ON THE PAVEMENT OR SHOULDERS ALONG THE ROADWAY WHERE PARKING IS NOT NORMALLY PERMITTED, IN ANY OTHER AREAS DEEMED HAZARDOUS BY THE ENGINEER, IN A MANNER WHICH OBSTRUCTS SIGNS, BARRIERS, BARRICADES, OR OTHER TRAFFIC CONTROL DEVICES, OR IN A MANNER WHICH INTERFERES WITH ACCESS TO ADJUTING PROPERTIES.
5. THE CONTRACTOR SHALL PLAN AND INCORPORATE ACCESS POINTS INTO THE WORK ZONE SUCH THAT, TO THE EXTENT PRACTICAL, THE CONTRACTOR'S VEHICLES ENTERING AND LEAVING THE WORK ZONE SHALL NOT IMPEDE THE MOVEMENT OF THROUGH TRAFFIC IN THE ADJACENT OPEN LANES.
6. THE CONTRACTOR SHALL NOT USE ADJACENT TOWN, VILLAGE, OR CITY ROADS FOR THE TRANSPORT OF HEAVY LOADS OR MOVING HEAVY EQUIPMENT, EXCEPT AS REQUIRED FOR CONSTRUCTION WORK ALONG THESE STREETS. TRANSPORTATION OF MATERIALS TO AND FROM THE PROJECT SHALL BE RESTRICTED TO THE MAJOR THOROUGHFARES. DAMAGES TO THESE STREETS THAT RESULT FROM THE CONTRACTOR'S OPERATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TOWN OR THE COUNTY.
7. THE CONTRACTOR SHALL CLOSELY COORDINATE ALL WORK IMPACTING SCHOOL BUS TRAFFIC WITH THE RESIDENT ENGINEER, THE APPROPRIATE POLICE DEPARTMENTS AND THE LOCAL SCHOOLS. ANY ADDITIONAL SIGNAGE, FLAGGERS OR OTHER REQUIREMENTS ORDERED BY THE RESIDENT ENGINEER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR WORK ZONE TRAFFIC CONTROL.
8. THE CONTRACTOR IS REQUIRED TO MAKE CONTACT WITH APPROPRIATE RTS OFFICIALS IN RESPECT TO THE EFFECT OF DELAYS ON BUS OPERATION. THIS SHOULD BE DONE AT LEAST FOUR WEEKS IN ADVANCE OF ANY WORK, SO THAT THERE WILL BE ADEQUATE TIME FOR RTS TO MAKE ANY NECESSARY ADJUSTMENTS TO THEIR SCHEDULES AND ROUTES. THE CONTRACTOR IS ALSO REQUIRED TO MAKE CONTACT WITH APPROPRIATE SCHOOL OFFICIALS SEVERAL WEEKS IN ADVANCE OF ANY WORK SO THAT THERE WILL BE ADEQUATE TIME FOR THE SCHOOL TO MAKE NECESSARY ADJUSTMENTS TO THEIR BUS SCHEDULE AND PEDESTRIAN ROUTES.
9. WHERE ALTERNATE SIDEWALK ROUTES EXIST, SIDEWALK CLOSURES SHALL REQUIRE ADVANCE SIGNAGE TO BE POSTED AT THE NEAREST AVAILABLE PEDESTRIAN CROSSING. WHERE ALTERNATE SIDEWALK ROUTES DO NOT EXIST, THE CONTRACTOR SHALL PROVIDE A SAFE, MANAGEABLE ALTERNATE ROUTE. ORANGE VINYL FENCE, CRUSHED STONE, TEMPORARY CONCRETE BARRIER AND OTHER MATERIAL AS NECESSARY MAY BE REQUIRED AS ORDERED BY THE RESIDENT ENGINEER. ALL SIDEWALK CLOSURES SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO IMPLEMENTATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
10. THE CONTRACTOR MUST MAINTAIN ACCESS TO ALL DRIVEWAYS AND NOTIFY THE OWNER 2 BUSINESS DAYS IN ADVANCE IF USE OF THAT PARTICULAR DRIVEWAY IS TO BE DISRUPTED. SUITABLE RAMPS OF

SUBBASE MATERIAL SHALL BE USED BY THE CONTRACTOR TO PROVIDE ACCESS TO DRIVEWAYS LOCATED WITHIN BOXED OUT AREAS. THE COST OF MAINTAINING PROPER DRIVEWAY ACCESS DURING CONSTRUCTION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.

11. THE MINIMUM ACCEPTABLE TRAVEL LANE WIDTH IS 10' AT ALL TIMES (11' IS PREFERABLE).
12. IF A FLAGGING OPERATION IS NECESSARY BEYOND THE DAYLIGHT HOURS, THE FLAGGER STATION SHALL BE PROPERLY ILLUMINATED AND FLAGGERS SHALL USE EITHER: FLASHLIGHTS WITH ORANGE CONES IN ONE HAND AND A REFLECTORIZED RED FLAG IN THE OTHER, OR A FLASHING STOP/SLOW PADDLE (PER MUTCD).
13. ANY EXISTING SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED, AS ORDERED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
14. THE CONTRACTOR MAY SUBMIT PROPOSED REVISIONS TO THE WORK ZONE TRAFFIC CONTROL PLAN FOR APPROVAL. ANY CHANGE THAT ALTERS THE BASIC CONCEPT OF THE PLANS MUST BE APPROVED IN ADVANCE BY THE RESIDENT ENGINEER IN WRITING.
15. THE CONTRACTOR SHALL USE STEEL PLATES, TEMPORARY PAVEMENT, CONES, BARRELS, BARRICADES AND PROTECTIVE FENCING AS NECESSARY AND AS ORDERED BY THE RESIDENT ENGINEER TO PROTECT AND MAINTAIN BOTH PEDESTRIAN AND TRAFFIC FLOW WITHIN THE PROJECT AREA.
16. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN CENTERLINE DELINEATION AT ALL TIMES UNTIL FINAL STRIPING IS COMPLETED. THIS DELINEATION WILL BE INCLUDED IN ITEM 619.01, UNLESS TEMPORARY STRIPING IS SPECIFIED ON THE PLANS.
17. UNLESS SPECIFIED ON THE PLANS, VEHICULAR TRAFFIC WILL NOT BE PLACED ON A GRAVEL, DIRT OR STONE SURFACES. AN ASPHALT PAVED SURFACE MUST BE MAINTAINED AT ALL TIMES UNLESS DIRECTED BY THE RESIDENT ENGINEER.

WORK ZONE TRAFFIC CONTROL DURING WINTER MONTHS

1. SPECIAL ATTENTION SHALL BE GIVEN BY THE CONTRACTOR TO THE MAINTENANCE OF A SATISFACTORY TRAVELED WAY DURING THE WINTER SHUTDOWN OF CONSTRUCTION OPERATIONS, IN COMPLIANCE WITH THE REQUIREMENTS OF NYS DOT SECTION 619 AND THE SPECIAL NOTES IN THE CONTRACT.
2. THE CONTRACTOR SHALL PROVIDE A "PAVED RIDING SURFACE" DURING THE WINTER MONTHS OR AT ANY TIME WORK HAS STOPPED IN EXCESS OF TWO WEEKS. A "PAVED RIDING SURFACE" SHALL CONSIST OF ONE OF THE FOLLOWING:
 - EXISTING PAVEMENT; OR
 - NEW PAVEMENT SECTION COMPLETED TO AT LEAST THE ASPHALT BINDER COURSE; OR
 - TEMPORARY PAVEMENT CONSISTING OF 2" BINDER OVER 8" COMPACTED CRUSHED STONE SUBBASE.

CONSTRUCTION AND TRAFFIC SIGNAGE

1. THE COST FOR PROVIDING, INSTALLING, MAINTAINING, AND REMOVING CONSTRUCTION SIGNS SHALL BE INCLUDED IN ITEM 619.01: BASIC WORK ZONE TRAFFIC CONTROL.
2. THE SIGN LOCATIONS ON THE PLANS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE APPROVED BY THE RESIDENT ENGINEER.
3. SIGN SUPPORTS SHALL BE SUCH AS TO RESIST OVERTURNING IN STRONG WINDS AND PROVIDE A MINIMUM MOUNTING HEIGHT OF 5' MEASURED TO BOTTOM OF SIGN (7' IF PEDESTRIANS ARE PRESENT).
4. CARE SHOULD BE TAKEN NOT TO DAMAGE ANY EXISTING PERMANENT SIGNS TO REMAIN. ANY SIGN DAMAGED SHALL BE REPLACED BY THE CONTRACTOR, AT NO ADDITIONAL COST TO THE OWNER.

EMERGENCY RESPONSE

1. RESPONSIBILITY FOR EMERGENCY REPAIRS: THE CONTRACTOR SHALL SUBMIT TO MONROE COUNTY AND THE REGIONAL TRAFFIC OPERATIONS CENTER (RTOC) IN WRITING THE NAME, ADDRESS, AND TELEPHONE NUMBER OF THE PERSON OR PERSONS AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE OF NORMAL WORKING HOURS. DUPLICATE COPIES

OF THE ABOVE SHALL BE FILED WITH THE RESIDENT ENGINEER.

2. AUTHORITIES RESPONSIBLE FOR EMERGENCY SERVICES IN THE VICINITY OF THE PROJECT MUST BE NOTIFIED A MINIMUM OF 24 HOURS IN ADVANCE OF ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERNS.
3. UNLESS A FULL ROAD CLOSURE/DETOUR/ALTERNATING ONE WAY TRAFFIC WITH TEMPORARY SIGNALS IS SPECIFICALLY CALLED OUT IN THE PLANS, AT LEAST ONE (1) 10' WIDE TRAVEL LANE OF SERVICEABLE ROAD IN EACH DIRECTION MUST BE MAINTAINED THROUGHOUT THE PROJECT AREA AT ALL TIMES FOR EMERGENCY VEHICLES. AUTHORITIES RESPONSIBLE FOR EMERGENCY SERVICES MUST BE NOTIFIED IN ADVANCED OF ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERNS. WORK ON THE SIDE OF THE HIGHWAY SHALL BE COMPLETED PRIOR TO ESTABLISHING A WORK AREA ON THE OPPOSITE SIDE.

4.

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<p>DEPARTMENT OF TRANSPORTATION 50 WEST MAIN STREET, SUITE 6100 ROCHESTER, NEW YORK 14614-1231 <small>UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209</small></p>		<p>COUNTY ROAD #</p>	<p>PROJECT NAME LIMITS</p>
<p>PROJECT NAME LIMITS</p>	<p>PROJECT LIMITS TOWN</p>	<p>TOWN CAPITAL PROJECT NO. XXXX-XX</p>	<p>NOTES</p>
<p>SCALE: NOT TO SCALE</p>			<p>DATE ISSUED: DATE</p>
<p>DRAWING NO. 4 OF XX</p>			<p>NO DATE BY: REVISION</p>

SURVEY NOTES

1. THE LOCATIONS OF PROPERTY LINES SHOWN ON THIS SET OF PLANS ARE APPROXIMATE. THE PROPERTY LINE LOCATIONS WERE DETERMINED FROM PLAT AND TAX MAP RECORDS.
2. ALL PERMANENT SURVEY MARKERS, RIGHT-OF-WAY MONUMENTS, PROJECT SURVEY BASELINE CONTROL POINTS AND PROPERTY CORNERS ARE TO BE SAFEGUARDED AND PRESERVED. UNLESS MARKED AS TO BE REPLACED IN THE CONTRACT DOCUMENTS, ALL PERMANENT SURVEY MARKERS, PROPERTY CORNERS AND RIGHT-OF-WAY MONUMENTS THAT ARE DISTURBED BY THE CONTRACTOR DURING CONSTRUCTION ARE TO BE REPLACED AND CERTIFIED BY A N.Y.S. LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE MEETING THE REQUIREMENTS OF, ITEM 625.010000MO FOR PERMANENT SURVEY MARKERS, AND ITEM 625.010000MO FOR STEEL PIN AND CAP RIGHT OF WAY MARKERS.
3. THE DEVELOPER'S AND CONTRACTOR'S ATTENTION IS DIRECTED TO LOCAL LAW NO. 6 OF 2019 REGARDING LIABILITY INCURRED THROUGH DISTURBANCE OR DESTRUCTION OF GEODETIC SURVEY MONUMENTS. THE CONTRACTOR SHALL LOCATE, MARK, BARRICADE, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND RIGHT OF WAY MONUMENTS IN THE AREAS OF CONSTRUCTION. FOR DESCRIPTIVE AND SURVEY DATA ON GEODETIC SURVEY MONUMENTS, CONTACT GREGORY BLY, P.L.S., COUNTY SURVEYOR, MONROE COUNTY SURVEYOR'S OFFICE AT 585-753-1156 OR GREGORYBLY@MONROECOUNTY.GOV. UNLESS MARKED AS TO BE REPLACED IN THE CONTRACT DOCUMENTS, ANY GEODETIC MONUMENTS THAT ARE DISTURBED OR DESTROYED BY THE CONTRACTOR DURING CONSTRUCTION ARE TO BE REPLACED AND CERTIFIED BY A N.Y.S. LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE MEETING THE REQUIREMENTS OF ITEM 625.010000MO SPECIFICATIONS.
4. SHOULD ANY OLD GEODETIC MONUMENT BE FOUND OR BECOME DAMAGED, DISTURBED OR DESTROYED, THE MONUMENT CAPS, FRAMES, AND COVERS SHALL BECOME THE PROPERTY OF THE MONROE COUNTY SURVEYORS OFFICE AND THEY SHALL BE DELIVERED TO THE COUNTY OFFICE BUILDING AT 39 WEST MAIN STREET, ROOM 304, ROCHESTER, NEW YORK AT NO COST TO THE OWNER. CONTACT THE GREGORY BLY, COUNTY SURVEYOR AT 585-753-1156 TO COORDINATE DELIVERY.
5. THE CONTRACTOR SHALL STAKE/MARK PERMANENT AND TEMPORARY EASEMENTS PRIOR TO THE START OF WORK.

UTILITY NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE ALL CONSTRUCTION ACTIVITIES WITH ANY AFFECTED UTILITY COMPANIES.
2. EXISTING UTILITIES (LOCATIONS, SIZES, AND INVERTS) SHOWN ON THE PLANS HAVE BEEN PLOTTED FROM THE FIELD SURVEYS AND RECORD MAPS AND ARE NOT CERTIFIED AS TO THE ACCURACY OF THEIR LOCATION OR COMPLETENESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATIONS AND DEPTHS OF ALL UTILITIES AND STRUCTURES IN THE PATH OF OR CLOSELY PARALLEL TO OR UNDER THE PROPOSED CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITY OWNERS (THROUGH DIG SAFE NY) IN AMPLE TIME FOR THEM TO LOCATE AND MARK THEIR FACILITIES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE TO COORDINATE WITH ANY PRIVATE UTILITIES NOT SERVICED BY DIG SAFE NY. THE COST FOR ALL UTILITY COORDINATION SHALL BE INCLUDED IN THE CONTRACTOR'S BID.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PRESERVE THE INTEGRITY OF EXISTING UTILITIES TO REMAIN AND SHALL PROVIDE UNINTERRUPTED SERVICE TO ALL USERS OF THE EXISTING UTILITIES. EXISTING UTILITIES TO REMAIN, ENCOUNTERED IN TRENCH OR PAVEMENT RECONSTRUCTION EXCAVATIONS SHALL BE SUPPORTED AS NECESSARY OR AS ORDERED BY THE RESIDENT ENGINEER. THE COST FOR SUPPORTING UTILITIES SHALL BE INCLUDED IN THE PRICE BID FOR EXCAVATION ITEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE UTILITIES CAUSED BY HIS OPERATIONS AND IF THE NATURE OF THE DAMAGE IS SUCH AS TO ENDANGER THE SATISFACTORY OPERATIONS OF THESE UTILITIES, REPAIRS MUST BE MADE BY THE CONTRACTOR OR THE UTILITY COMPANY, AS DETERMINED BY THE RESPECTIVE OWNING UTILITY COMPANY. ANY COSTS BORNE BY THE UTILITY

COMPANY FOR THESE REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

4. ADJUSTMENT, RELOCATION OR REPLACEMENT OF EXISTING TELEPHONE, ELECTRIC, GAS, CABLE TELEVISION, AND OTHER PRIVATE UTILITIES NECESSITATED BY THE PROJECT SHALL BE DONE BY OTHERS.
5. MINIMUM VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWER LINES SHALL BE 18" MEASURED FROM THE OUTSIDE OF THE PIPE AT THE POINT OF CROSSING. ONE FULL STANDARD LAYING LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IN ADDITION, WHEN THE WATER MAIN PASSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (WELL COMPACTED SELECT GRANULAR FILL OR CONTROLLED LOW-STRENGTH MATERIAL) SHALL BE PROVIDED FOR THE SEWER TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING OF THE SEWER ON THE WATER MAIN. MINIMUM HORIZONTAL SEPARATION BETWEEN PARALLEL WATER MAINS AND SEWER PIPES (INCLUDING MANHOLES AND VAULTS) SHALL BE 10' MEASURED FROM THE OUTSIDE OF THE PIPES, MANHOLES, OR VAULTS.
6. ALL EXISTING WATER VALVE BOXES AND CURB BOXES WITHIN THE WORK LIMITS SHALL BE ADJUSTED WHERE REQUIRED TO FINISHED GRADE ON EXISTING MAINS TO REMAIN IN SERVICE. PRIOR TO ADJUSTMENT, THE BOX SHALL BE CHECKED FOR PROPER ALIGNMENT BY MCWA. PAYMENT WILL BE MADE UNDER ITEM 663.33: ADJUST EXISTING VALVE BOX ELEVATION.
7. ALL EXISTING PRIVATE UTILITY VALVE BOXES, MANHOLES (RGE, FRONTIER, ETC.) WITHIN THE WORK LIMITS SHALL BE ADJUSTED WHERE REQUIRED TO FINISHED GRADE BY THE UTILITY OWNER. THE CONTRACTOR SHALL COORDINATE WITH THE AFFECTED UTILITIES TO SCHEDULE NECESSARY ADJUSTMENTS. THE COST FOR THESE ADJUSTMENTS WILL BE BORNE BY THE PRIVATE UTILITY COMPANY; NO PAYMENT SHALL BE MADE UNDER THIS CONTRACT.
8. THE CONTRACTOR SHALL VERIFY BY FIELD SURVEY ALL EXISTING INVERT ELEVATIONS ON SEWERS TO BE CONNECTED PRIOR TO THE START OF CONSTRUCTION.
9. ALL EXISTING SANITARY OR STORM SEWER LATERALS ENCOUNTERED DURING CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND RECONNECTED TO MAIN SEWER AS ORDERED BY THE RESIDENT ENGINEER. IF ONE DOES NOT ALREADY EXIST, A CLEANOUT SHALL BE INSTALLED FOR EACH LATERAL AND SHALL BE LOCATED AT THE HIGHWAY BOUNDARY LINE. PAYMENT FOR THE NEW LATERAL AND CLEANOUT WILL BE MADE FOR UNDER THE APPROPRIATE ITEMS.
10. EXISTING SEWER MANHOLES TO REMAIN WITHIN THE WORK LIMITS SHALL BE ADJUSTED AS REQUIRED TO FINISH GRADE. (NOTE: THE CONTRACTOR MAY HAVE TO REMOVE OR ADD COURSES OF BLOCK OR BRICK, OR REPLACE THE CONCRETE SLAB COVER OR RISER SECTION IN ORDER TO ADJUST THE FRAMES AND COVERS TO THE REQUIRED FINISH GRADE IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.)
11. ALL OLD DROP INLET FRAMES, GRATES, AND MANHOLE FRAMES AND COVERS SHALL BECOME THE PROPERTY OF THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION AT NO COST TO THE OWNER. THE CONTRACTOR SHALL STOCKPILE THIS MATERIAL ON SITE IN A SECURE LOCATION AND CONTACT MONROE COUNTY'S GENERAL FOREMAN AT 585-753-7843 TO ARRANGE FOR PICK UP BY MONROE COUNTY FORCES.
12. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING CATCH BASIN LATERALS, WHICH ARE TO REMAIN IN USE, ARE OPERABLE BY CLEANING AND FLUSHING THE LATERALS. THE COST SHALL BE INCLUDED IN THE VARIOUS DRAINAGE ITEMS.
13. ALL NEW STORM MANHOLE COVERS SHALL BE INSCRIBED WITH THE WORD "STORM".
14. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING DIRECTLY WITH AFFECTED UTILITY AGENCIES WHEN BRACING OF EXISTING UNDERGROUND FACILITIES AND UTILITY POLES IS NECESSARY DUE TO CONTRACTOR'S OPERATIONS.
15. THE ROCHESTER GAS & ELECTRIC CORPORATION HAS A POLICY OF CHARGING A FEE FOR DUCT ENTRANCE INTO EXISTING RG&E OWNED PULL BOXES AND MANHOLES. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INVOLVED WITH ENTRANCE FEE(S), IF

REQUIRED.

PAVEMENT NOTES

1. WHEN MATCHING INTO EXISTING PAVEMENT GRADES, CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT WITH A NEAT, STRAIGHT VERTICAL EDGE, A MINIMUM OF 2" DEPTH. THE CONTRACTOR SHALL WARP NEW PAVEMENT GRADES TO MATCH EXISTING PAVEMENT GRADES.
2. PRIOR TO PAVING SIDE STREETS, THE CONTRACTOR SHALL SAW CUT A NEAT STRAIGHT JOINT ACROSS INTERSECTION TO THE FULL DEPTH OF THE TOP COURSE. PAVING UP TO ROLLED OVER EDGES FROM PREVIOUS MAINLINE PAVING OPERATIONS WILL NOT BE ACCEPTABLE. THE COST TO SAW CUT, TACK COAT AND SEAL THESE JOINTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ASPHALT ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
3. AT ALL PAVEMENT LIMIT LINES A JOINT SEALER, MEETING THE REQUIREMENTS OF 702-3401, SHALL BE INSTALLED WHERE THE PAVEMENT TRANSITIONS FROM NEW PAVEMENT TO EXISTING PAVEMENT. THE COST TO CONSTRUCT THESE JOINTS ALONG WITH SEALING ALL JOINTS (INCLUDING JOINTS AT MAIN LINE TO SIDE STREET) SHALL BE INCLUDED IN THE PRICE BID FOR THE ASPHALT TOP ITEM.
4. SAW CUTS MADE WITHIN THE ROADWAY ARE TO BE FULL DEPTH AND WILL BE PAID FOR UNDER ITEM 627.50140008: CUTTING PAVEMENT. ALL OTHER INCIDENTAL SAW CUTS (INCLUDING PAVEMENT TIE-INS) SHALL BE A MINIMUM OF 2" DEPTH (OR THE DEPTH OF THE TOP COURSE ASPHALT); COST OF THESE INCIDENTAL SAW CUTS IS TO BE INCLUDED IN THE RESPECTIVE WORK RELATED ITEM(S).
5. WHERE SIDEWALKS, DRIVEWAYS, AND OTHER PAVED AREAS ARE NOTED TO BE REMOVED ON THE PLANS, THE PAYMENT SHALL BE MADE BY THE RESPECTIVE ITEMS FOR UNCLASSIFIED EXCAVATION, TOPSOIL INSTALLATION, AND SEEDING OR OTHER DESIGNATED SURFACE TREATMENT.
6. BLENDING THE NEW CURBING (WITH A 7" CURB REVEAL) TO THE EXISTING CURB SHALL BE DONE WITH A 7' TRANSITION PIECE OF CURBING. THE TRANSITION PIECE SHALL END AT THE CONTRACT LIMITS OR AS SHOWN ON THE PLANS.
7. ALL BACKFILL MATERIAL, AND PAVEMENT SUBBASE MATERIAL SHALL BE PLACED IN 6" LIFTS AND THOROUGHLY COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT AS DETERMINED BY ASTM D-1557. THE PROCTOR VALUE AND OPTIMAL MOISTURE CONTENT OF THE APPROVED SUBBASE MATERIAL WILL BE OBTAINED BY THE CONTRACTOR AND PROVIDED TO THE OWNER IN A TIMELY MANNER AT NO ADDITIONAL COST. THE FIELD TESTING OF THE SUBBASE STONE COMPACTION WILL PERFORMED BY THE OWNER.
8. DRIVEWAYS SHALL BE CONSTRUCTED IN GENERAL AS SHOWN ON THE PLANS. HOWEVER, THE CONTRACTOR IS DIRECTED TO MAINTAIN CLOSE CONTACT WITH THE RESIDENT ENGINEER REGARDING ALL ASPECTS OF DRIVEWAY WIDTHS AND LOCATIONS WITH RESPECT TO FIELD CHANGES THAT MAY DEVELOP.
9. ALL INTERSECTING DRIVEWAYS SHALL BE RE-ADJUSTED TO MEET THE GRADES AT EXISTING LOCATIONS UNLESS OTHERWISE SHOWN ON THE PLANS OR ORDERED BY THE ENGINEER. ALL INTERSECTING DRIVEWAYS WHICH SLOPE TOWARDS THE HIGHWAY SHALL BE REGRADED IN SUCH A MANNER AS TO PROVIDE A LOW POINT AT THE CURB LINE UNLESS OTHERWISE INDICATED ON THE PLANS.
10. THE CONTRACTOR SHALL SUPPLY GRANITE CURB (WHEN AND WHERE SPECIFIED) FROM A NEW YORK STATE DEPARTMENT OF TRANSPORTATION APPROVED SOURCE. THERE SHALL BE NO WHITE VEINS OF DISCOLORATION ALLOWED GREATER THAN 1 INCH IN WIDTH IN ANY EXPOSED SURFACES. THERE SHALL BE NO BLACK VEINS OF DISCOLORATION PERMITTED OF ANY SIZE IN ANY GRANITE CURB.

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PROJECT MANAGER:		MANAGER		DRAWN BY: DRAFTER	
COUNTY ROAD		#		PROJECT NAME	
LIMITS		TOWN		CAPITAL PROJECT NO.	
PROJECT LIMITS		TOWN		XXXX-XX	
NOTES					
SCALE: NOT TO SCALE					
DATE ISSUED: DATE					
DRAWING NO. 5 OF XX					



DEPARTMENT OF TRANSPORTATION
50 WEST MAIN STREET, SUITE 6100
ROCHESTER, NEW YORK 14614-1231
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TRAFFIC SIGNALS

1. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN EXISTING TRAFFIC SIGNAL EQUIPMENT FROM THE START OF WORK UNTIL FINAL ACCEPTANCE BY MONROE COUNTY DOT SUPERVISOR OF SIGNAL CONSTRUCTION. THE COST FOR MAINTAINING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.1611 (MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A)). THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OF THE DATE ON WHICH THE CONTRACTOR WILL ASSUME MAINTENANCE RESPONSIBILITY. THE RESIDENT ENGINEER SHALL NOTIFY THE SUPERVISOR OF SIGNAL CONSTRUCTION AT 585-753-7772 OF SAID DATE.
2. TRAFFIC SIGNAL CONTROLLER PROGRAMMING CHANGES SHALL ONLY BE PERFORMED BY MONROE COUNTY SIGNAL MAINTENANCE PERSONNEL.
3. THE CONTRACTOR SHALL REQUEST PERMISSION FROM THE MCDOT SUPERVISORS OF SIGNAL CONSTRUCTION (585-753-7772) TO ENTER INTO ANY EXISTING TRAFFIC SIGNAL CONTROLLER CABINET OR DO ANY WORK ON AN EXISTING TRAFFIC SIGNAL, AND BEFORE ENERGIZING ANY NEW TRAFFIC SIGNAL INSTALLATION.
4. TEMPORARY TRAFFIC SIGNAL TIMING ADJUSTMENTS AND REALIGNMENT OF EXISTING OR PROPOSED TRAFFIC SIGNAL HEADS TO ACCOMMODATE TEMPORARY TRAVEL LANES OR BAGGING OF
5. EXISTING SIGNAL HEADS THAT ARE NOT USED DURING EACH PHASE MAY BE NECESSARY DURING STAGE CONSTRUCTION. REALIGNMENT OR RELOCATION SHALL BE AS DETERMINED BY THE RESIDENT ENGINEER. PAYMENT FOR REALIGNMENT, RELOCATION, OR BAGGING SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.1614NN: MODIFY EXISTING TRAFFIC SIGNAL EQUIPMENT (TEMPORARY).
6. TEMPORARY ADJUSTMENTS OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT SHALL BE AVOIDED TO THE GREATEST EXTENT FEASIBLE AND IN NO CASE BE DONE WITHOUT PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE MCDOT TRAFFIC SIGNAL FOREMAN.
7. THE CONTRACTOR SHALL MAINTAIN EXISTING DETECTION SYSTEMS OR PROVIDE TEMPORARY DETECTION UNDER ITEM 619.1611: MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A) AND ITEM 619.1614NN: MODIFY EXISTING TRAFFIC SIGNAL EQUIPMENT (TEMPORARY). EXISTING DETECTION SHALL BE MAINTAINED ON SIDE-STREET APPROACHES AND LEFT TURN LANES WITH PROTECTED PHASES. TRAFFIC SIGNALS SHALL NOT BE PLACED ON RECALL FOR MORE THAN TWO (2) CONSECUTIVE WEEKS DURING THE DURATION OF CONSTRUCTION. TEMPORARY DETECTION (VIDEO, RADAR, MICROWAVE, ETC.) MUST BE USED IF DETECTION LOOPS ARE CUT FOR LONGER THAN TWO (2) WEEKS OR AS ORDERED BY THE ENGINEER.
8. PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE INCLUDED IN ITEM 619.01

ITEM 686.77 MODIFY EXISTING SIGNAL EQUIPMENT

- DEFINE SPECIFIC WORK ITEMS AND TASKS TO BE DONE UNDER THIS ITEM

ITEM 686.79 REMOVE TRAFFIC SIGNAL EQUIPMENT

- DEFINE SPECIFIC WORK ITEMS AND TASKS TO BE DONE UNDER THIS ITEM

ITEM 686.9955 MODIFY TRAFFIC SIGNAL CABLE

- DEFINE SPECIFIC WORK ITEMS AND TASKS TO BE DONE UNDER THIS ITEM

PROJECT SPECIFIC NOTES

1. PROPOSED SIDEWALK SHOWN ON THE PLAN SHEETS SHALL BE INSTALLED AS PART OF THIS CONTRACT. ADDITIONAL SIDEWALK MAY ALSO BE REPLACED BY THE CONTRACTOR AS ORDERED BY THE ENGINEER. THE CONTRACTOR WILL BE PAID FOR ANY EXTRA SIDEWALK INSTALLATION BASED ON THE PRICE BID FOR ITEMS 203.02, 304.12, AND 608.0101.
- 2.
3. FOR THIS PROJECT, NEW SIDEWALK ALIGNMENTS SHALL BE FORMALLY ESTABLISHED VIA AN EASEMENT THAT THE TOWN OF _____ WILL EXECUTE WITH EACH AFFECTED PROPERTY OWNER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTING A NOTICE TO PROPERTY OWNERS WHO HAVE MAILBOXES LOCATED ALONG THE ROADWAY. THE NOTICE SHALL BE DISTRIBUTED AT LEAST ONE WEEK PRIOR TO THE START OF THE MAILBOX RELOCATIONS. THE NOTICE SHOULD STATE THAT IF AN OWNER WANTS TO KEEP THEIR MAILBOX THEY SHOULD CONTACT THE PERSON ON THE NOTICE SO THAT THEIR MAILBOX CAN BE REMOVED AND SET ASIDE FOR THE OWNER TO KEEP UNTIL NEAR PROJECT COMPLETION WHEN IT WILL BE REINSTALLED. IN THE INTERIM, A TEMPORARY MAILBOX WILL BE PROVIDED BY THE CONTRACTOR. THE COSTS ASSOCIATED WITH THIS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MAILBOX ITEM, 619.27
5. UNLESS SPECIFIED OTHERWISE, ALL PLASTIC DRAINAGE PIPE FOR THIS PROJECT SHALL BE ADS N-12, OR APPROVED EQUIVALENT.
6. THE CONTRACTOR SHALL BE AWARE THAT PAVEMENT TEST BORING DATA IS AVAILABLE FOR THIS PROJECT IN THE CONTRACT BOOK.
7. THE CONTRACTOR SHALL NOTIFY MCDOT SUPERINTENDENT OF HIGHWAYS A MINIMUM OF 21 DAYS IN ADVANCE OF ANY BRIDGE/ROADWAY CLOSING.
8. SHORT DURATION LANE CLOSURES SHALL NOT BE PERMITTED DURING PEAK TRAFFIC HOURS OR OVERNIGHT. PEAK TRAFFIC HOURS ARE CONSIDERED FROM X:XX A.M. TO X:XX A.M. AND X:XX P.M. TO X:XX P.M. THE CONTRACTOR MUST PROVIDE ONE LANE OF TRAFFIC IN EACH DIRECTION DURING PEAK HOURS AND OVERNIGHT.
9. EXISTING HOMEOWNER/PRIVATE SIDEWALKS SHALL EITHER BE EXTENDED TO THE NEW CURB LINE, REMOVED IF THE PROPERTY OWNER DESIRES, OR MODIFIED/MAINTAINED, AS DIRECTED BY THE RESIDENT ENGINEER.
10. ALL GROUND MOUNTED SIGNS SPECIFIED BY THE MUTCD TO UTILIZE ASTM TYPE IX SHEETING AND ALL OVERHEAD SIGNS MUST BE FABRICATED USING 3M DG3 REFLECTIVE SIGN SHEETING. ALL OTHER GROUND-MOUNTED SIGNS MUST BE FABRICATED USING 3M HIP REFLECTIVE SHEETING WITH THE EXCEPTION OF DUAL POSTED (ON BOTH SIDES OF THE ROAD) GROUND MOUNTED SIGNS WHICH WILL USE 3M DG3 REFLECTIVE SIGN SHEETING.

ITEM 686.1611 MAINTAIN TRAFFIC SIGNAL EQUIPMENT (THE TEXT OF THIS NOTE WILL VARY)

THE WORK PERFORMED UNDER THIS ITEM SHALL INCLUDE BUT NOT BE LIMITED TO;


- INSTALLING AND CONNECTING TEMPORARY OVERHEAD SIGNAL CABLES AS NEEDED TO MAINTAIN CONTINUOUS TRAFFIC SIGNAL OPERATION WHILE UNDERGROUND CONDUITS ARE OUT OF SERVICE.
- COVERING, ADJUSTING, RELOCATING AND REMOVING TRAFFIC SIGNAL HEADS (INCLUDING PEDESTRIAN HEADS) AS REQUIRED.
- THE CONTRACTOR SHALL PROTECT AND MAINTAIN, OR TEMPORARILY RELOCATE EXISTING COAXIAL CABLE UNTIL NEW TRAFFIC SIGNAL SYSTEMS ARE COMPLETELY INSTALLED AND MADE OPERATIONAL.
- THE CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITY OF THE TRAFFIC SIGNAL INSTALLATION UNTIL SUCH TIME AS ALL WORK IS COMPLETED AND HAS BEEN ACCEPTED BY MCDOT.

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REVISION									
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	DEPARTMENT OF TRANSPORTATION 50 WEST MAIN STREET, SUITE 6100 ROCHESTER, NEW YORK 14614-1231 <small>UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209</small>
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COUNTY ROAD #	
PROJECT NAME	
PROJECT LIMITS	
TOWN	
CAPITAL PROJECT NO.	
XXXX-XX	

NOTES

BRIDGE/CULVERT NOTES

- BRIDGE IDENTIFICATION NUMBER (BIN) PLATES AND STRUCTURE IDENTIFICATION NUMBERS (SIN) PLATES
 - ONE BRIDGE IDENTIFICATION NUMBER (BIN) PLATE WILL BE REQUIRED FOR EACH BRIDGE IN THIS CONTRACT. IF DESIGNATED ON THE PLANS TO BE RE-USED, THE EXISTING BIN PLATE(S) WILL BE PRESERVED AND PROTECTED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT. IF NEW BIN PLATE(S) ARE SPECIFIED IN THE PLANS, THEY WILL BE PROVIDED BY THE COUNTY AND INSTALLED BY THE CONTRACTOR.
 - TWO STRUCTURE IDENTIFICATION NUMBER (SIN) PLATES WILL BE REQUIRED FOR EACH CULVERT/BRIDGE STRUCTURE IN THIS CONTRACT. IF DESIGNATED ON THE PLANS TO BE RE-USED, THE EXISTING SIN PLATE(S) WILL BE PRESERVED AND PROTECTED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT. IF NEW SIN PLATE(S) ARE SPECIFIED IN THE PLANS, THEY WILL BE PROVIDED BY THE COUNTY AND INSTALLED BY THE CONTRACTOR.
 - THE SIN PLATES SHALL BE LOCATED AT THE BEGINNING RIGHT QUADRANT OF THE STRUCTURE FROM THE TRAVELED WAY AT A HEIGHT THAT CAN BE SEEN FROM THE NEAREST TRAVEL LANE. THE COST OF THIS WORK SHALL BE INCLUDED UNDER THE WINGWALL ITEM(S) OF THE CONTRACT.
- IF ANY OBSTRUCTIONS TO PILE DRIVING ARE ENCOUNTERED TEN (10) FEET OR LESS FROM THE BOTTOM OF THE FOOTING, THE CONTRACTOR SHALL, IF SO ORDERED BY THE ENGINEER, PULL THE PARTIALLY DRIVEN PILE OR PILES, EXCAVATE AND REMOVE THE OBSTRUCTION, BACKFILL THE HOLE WITH APPROVED SUITABLE MATERIAL, AND THOROUGHLY COMPACT THE BACKFILL TO THE SATISFACTION OF THE ENGINEER. HOWEVER, NO PARTIALLY DRIVEN PILE SHALL BE REMOVED UNTIL THE ENGINEER IS SATISFIED THAT THE CONTRACTOR HAS MADE EVERY EFFORT TO DRIVE THE PILE THROUGH THE OBSTRUCTION. PAYMENT FOR THE EXCAVATION AND FOR TEMPORARY SHEETING, WHEN USED, WILL BE MADE AT THE UNIT PRICES BID FOR THE APPROPRIATE ITEMS.

BRIDGE/CULVERT GENERAL NOTES:

- DESIGN SPECIFICATIONS: NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL PROVISIONS IN EFFECT AS OF MAY 1, 2008. (FOR DESIGN PURPOSES COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS OF 28 DAYS: F'C = 3000 PSI.)
- LIVE LOAD: HL93.
- THE COST OF ALL JOINT MATERIAL WILL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SHOULD THE CONTRACTOR ELECT TO LAY BACK A PORTION OF THE EXISTING EARTH ADJACENT TO AN EXCAVATION PARTIALLY SURROUNDED BY A COFFERDAM, ANY REQUIRED EXTENSIONS OF THE COFFERDAM NECESSARY TO KEEP WATER FROM ENTERING THE EXCAVATION SHALL BE FURNISHED AND PLACED AT NO COST TO THE COUNTY.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE FOR THE MAINTENANCE OF ANY CHANNEL FLOW THAT MAY OCCUR DURING CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS EXCAVATION ITEMS.
- RECORD PLANS FOR THE EXISTING BRIDGE ARE AVAILABLE AT THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION AT THE FOLLOWING ADDRESS:
MONROE COUNTY DEPARTMENT OF TRANSPORTATION
CITY PLACE, SUITE 6100
50 W. MAIN STREET
ROCHESTER, NEW YORK 14614-1231
- ALL EXPOSED CONCRETE EDGES SHALL HAVE A 1 INCH CHAMFER.

BRIDGE/CULVERT RECONSTRUCTION NOTES:

- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME ACTUAL FIELD CONDITIONS AND MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS.
- WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED OR DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THOSE ITEMS.
- DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE EXCEPT WHERE THE PLANS SPECIFICALLY

PERMIT THE DROPPING OF MATERIAL, OR AS ALLOWED BY THE ENGINEER. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE ADEQUATE TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED. THE COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING OF ALL PLATFORMS, NETS, SCREENS, OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE APPROPRIATE ITEMS IN THE CONTRACT.

- ALL MATERIAL FALLING TO THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED BY THE CONTRACTOR.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 202-3.01, GENERAL AND SAFETY REQUIREMENTS, OF THE STANDARD SPECIFICATIONS. A REMOVAL PLAN SHALL BE SUBMITTED TO THE ENGINEER FIFTEEN (15) DAYS PRIOR TO THE BEGINNING OF DEMOLITION. THE REQUIREMENT THAT IT BE PREPARED BY A PROFESSIONAL ENGINEER IS WAIVED.
- REGARDLESS OF THE STANDARD SPECIFICATION ITEM WORDING, NO SEPARATE PAYMENT WILL BE MADE FOR SAWCUTTING ON THIS PROJECT. THE COST FOR SAWCUTTING SHALL BE INCLUDED IN THE RESPECTIVE BID ITEMS.

BRIDGE/CULVERT SUBSTRUCTURE NOTES:

- CARE SHALL BE EXERCISED IN EXCAVATING THE LAST FOOT OF MATERIAL TO AVOID DISTURBING OR SOFTENING WITH WATER THE MATERIAL BELOW THE BOTTOM OF FOOTING ELEVATION. THE EXCAVATION SHALL BE PROGRESSED CONTINUOUSLY TO COMPLETION, THE FOOTING PLACED, FORMS REMOVED AND BACKFILL MATERIAL PLACED AND COMPACTED WITHOUT DELAY.
- ALL UNSUITABLE MATERIAL UNDER THE FOOTINGS SHALL BE REMOVED TO THE DEPTH AND EXTENT ESTABLISHED BY THE ENGINEER. BACKFILL FOR THIS EXCAVATION SHALL BE MADE AT THE UNIT PRICES BID FOR THE APPROPRIATE ITEMS.
- THE DETAILS SHOWN FOR THE CULVERT BARREL ARE BASED ON THE ASSUMPTION THAT THE WATER IN THE STREAM CHANNEL WILL BE DIVERTED OR CARRIED IN A FLUME DURING THE ENTIRE CONSTRUCTION OF THE BARREL. SHOULD THE CONTRACTOR DESIRE TO DIVERT THE WATER THROUGH A PORTION OF THE BARREL BEFORE COMPLETION OF THE ENTIRE BARREL, HE SHALL SUBMIT TO THE ENGINEER, FOR APPROVAL, THE CONSTRUCTION PROCEDURES HE INTENDS TO FOLLOW WITH THE SKETCHES SHOWING THE LOCATION OF THE PROPOSED CONSTRUCTION AND CONTRACTION JOINTS AND THE CHANGES IN THE BAR REINFORCEMENT DETAILS.
- DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER AS TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL, OR FROM MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. HE SHALL NOT RETURN DIRECTLY TO A STREAM ANY WATER THAT HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS THAT CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF HE USES WATER FROM A STREAM, HE SHALL CONSTRUCT AN INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM.
- ALL PLACEMENTS OF SELECT STRUCTURAL FILL, ITEM 203.21, SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY.
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03, SELECT STRUCTURAL FILL, ITEM 203.21, AND/OR UNDERDRAIN FILTER MATERIAL, ITEM 605.0901 SHALL BE PLACED SIMULTANEOUSLY, IN CONTACT, ON BOTH SIDES OF THE VERTICAL PAYMENT LINE. SHEETING OR OTHER MEANS SHALL NOT BE USED TO SEPARATE THE MATERIALS.
- THE CONTRACTOR, WITH THE PERMISSION OF THE ENGINEER, MAY ELECT TO INTRODUCE CONSTRUCTION JOINTS AT LOCATIONS NOT SHOWN ON THE PLANS. THESE CONSTRUCTION JOINTS SHALL BE PROVIDED WITH SHEAR KEYS.
- THE INSTALLATION OF SELECT STRUCTURAL FILL, ITEM 203.21, AS SHOWN ON THE STRUCTURAL PLANS, SHALL BE DONE IMMEDIATELY FOLLOWING THE ERECTION OF PRECAST SPAN UNITS AND WALL UNITS. FILL SHALL BE PLACED IN EVEN LIFTS TO AVOID UNEVEN LOADING OF THE SPAN UNITS.
- EXCAVATION BELOW PLANNED FOOTING ELEVATION WILL NOT BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER. BACKFILL AND DEWATERING OF UNAUTHORIZED EXCAVATIONS BELOW OR BEYOND PAVEMENT LINES WILL BE AT THE CONTRACTOR'S EXPENSE. BACKFILL MATERIAL WILL BE FOOTING CONCRETE, ITEM 555.0104, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

- WHERE OUTLETS ARE SHOWN IN ABUTMENTS AND WALLS, THE OUTLET SHALL BE COVERED BY A TWO-FOOT BY TWO-FOOT SQUARE OF GEOTEXTILE BEDDING CONFORMING TO THE REQUIREMENTS OF SECTION 207 - GEOTEXTILES, CENTERED OVER THE REAR FACE OF THE OUTLET. THE FABRIC SHALL BE SECURELY ATTACHED IN A MANNER APPROVED BY THE ENGINEER. THE COST OF THE FABRIC SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE UNDERDRAIN FILTER ITEM.
- EXISTING SUBSTRUCTURES SHALL BE REMOVED TO THE LIMITS SHOWN ON THE PLANS UNDER ITEM 202.19. IF ANY PORTIONS OF THE ABANDONED EXISTING SUBSTRUCTURES ARE WITHIN A ONE-METER LATERAL LIMIT OF THE PROPOSED SUBSTRUCTURE, THEY SHALL BE COMPLETELY REMOVED IN THIS AREA UNLESS OTHERWISE NOTED ON THE PLANS. THE PORTIONS OF THE ABANDONED EXISTING SUBSTRUCTURES WHICH ARE BEYOND THIS LATERAL LIMIT SHALL BE REMOVED TO A DEPTH OF 2 FT. BELOW THE PROPOSED ROADWAY SUBGRADE, TOP OF STONE FILL, OR APPROACH EMBANKMENT AND SLOPE, OR 1 FT. BELOW THE FINISHED GROUND. BACKFILL OF THESE EXCAVATIONS SHALL BE WITH AN APPROPRIATE MATERIAL.

BRIDGE/CULVERT PRECAST REINFORCED CONCRETE STRUCTURES:

- THE PRECAST CONCRETE STRUCTURE UNIT DETAILS SHOWN ARE SUGGESTED DETAILS ONLY. THE CONTRACTOR SHALL DEVELOP THE APPROPRIATE PLANS AND DETAILS FOR APPROVAL BY THE ENGINEER. THE ENGINEER SHALL BE SUPPLIED WITH A MINIMUM OF THREE COPIES OF ALL DESIGN COMPUTATIONS AND DRAWINGS. ALL DESIGN AND DETAIL WORK SHALL BE PERFORMED AND STAMPED BY A PROFESSIONAL ENGINEER CURRENTLY LICENSED TO PRACTICE IN NEW YORK STATE.
- LOAD RATINGS SHALL BE IN ACCORDANCE WITH THE AASHTO *MANUAL FOR CONDITION EVALUATION OF BRIDGES - 1994*, LATEST REVISION, AND INVENTORY AND OPERATING LOAD CALCULATIONS FOR THE UNITS, SHALL BE PROVIDED.
- WITHIN 10 CALENDAR DAYS AFTER AWARD, THE CONTRACTOR SHALL SUBMIT ALL DETAILS AND COMPUTATIONS TO THE COUNTY FOR APPROVAL. UPON RECEIPT, THE COUNTY SHALL BE PERMITTED THE LONGER OF EITHER SEVEN WORKING DAYS TOTAL OR TWO WORKING DAYS FOR EACH DRAWING OR A SET OF DRAWINGS, PLUS ONE WORKING DAY FOR EVERY FOUR COMPUTATION SHEETS, TO RENDER APPROVAL OF THE CONTRACTOR'S SUBMISSION. ANY SHEET WRITTEN ON BOTH SIDES WILL BE CONSIDERED TWO COMPUTATION SHEETS. THE COUNTY ACCEPTS NO RESPONSIBILITY FOR DELAYS OR CHANGES TO THE CONTRACTOR'S SCHEDULE ATTRIBUTABLE TO THE APPROVAL PROCESS NOR WILL ANY EXTENSIONS OF TIME BE GRANTED. THE PRECAST CONCRETE SHALL BE READY TO BE DELIVERED WITHIN 20 CALENDAR DAYS AFTER RECEIPT OF APPROVED SHOP DRAWINGS. DELIVERY OF THE PRECAST SHALL BE COORDINATED WITH THE CONTRACTOR.
- UPON APPROVAL, ONE SET OF DRAWINGS AND COMPUTATIONS SHALL BE FURNISHED TO THE COUNTY BRIDGE ENGINEER FOR RECORDS.
- DCI CORROSION INHIBITING ADMIXTURE SHALL BE ADDED TO THE CONCRETE MIX ACCORDING TO THE RATE RECOMMENDED BY THE CORROSION INHIBITOR MANUFACTURER..
- REINFORCEMENT SHALL BE A.S.T.M. A615/ M, GRADE 60, EPOXY COATED AND MEETING THE REQUIREMENTS OF SECTION 556 OF THE SPECIFICATIONS. THE MINIMUM CLEARANCE FOR REINFORCEMENT SHALL BE AS DETAILED ON THE PLANS.
- CAST-IN-PLACE CONCRETE AND REINFORCING STEEL REQUIRED TO CONSTRUCT THE INVERT/FOOTING SLAB SHALL BE PAID UNDER THEIR RESPECTIVE ITEMS AS SHOWN ON THE PLANS.
- ALL HOLES LARGER IN SIZE THAN 1 IN. BY 1 IN. AND OVER 0.5 INCH DEEP SHALL BE REPAIRED BY THE MANUFACTURER AT NO COST TO THE COUNTY.
- ALL LIFTING HOLES AND RECESSES SHALL BE FILLED BY THE CONTRACTOR WITH NON-SHRINK GROUT MATERIAL. ONLY MATERIAL FROM THE NYS DOT APPROVED PRODUCTS LIST SHALL BE USED. THE GROUT MATERIAL SHALL BE MIXED AND PLACED IN ACCORDANCE SECTION 701-06 OF THE NYS DOT STANDARD SPECIFICATIONS.
- ALL BOX CULVERT JOINTS SHALL BE FULLY GROUTED. THE MATERIAL SHALL BE CEMENT BASED, NON-SHRINK AND PRE-PACKAGED, WHICH, WHEN MIXED WITH WATER, WILL BECOME A GROUT THAT HARDENS AND DEVELOPS STRENGTH RAPIDLY.
- ONLY MATERIAL FROM THE NYS DOT APPROVED PRODUCTS LIST SHALL BE USED. THE GROUT MATERIAL SHALL BE MIXED AND PLACED IN ACCORDANCE SECTION 701-06 OF THE NYS DOT STANDARD SPECIFICATIONS.
- ALL STRUCTURES REGARDLESS OF TYPE SHALL BE DESIGNED FOR A POSSIBLE FUTURE WEARING SURFACE OF 4" OF ASPHALT TOP. THIS IS IN ADDITION TO ANY WEARING SURFACE PROVIDED AT THE TIME OF CONSTRUCTION.

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PROJECT NAME		COUNTY ROAD		#		PROJECT LIMITS		TOWN		CAPITAL PROJECT NO.	
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DATE ISSUED: DATE											
DRAWING NO.											
7 OF XX											



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GENERAL

1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE DURATION OF THE CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE STANDARD SPECIFICATIONS, THE TRAFFIC CONTROL REQUIREMENTS CONTAINED IN THE PLANS AND/OR PROPOSAL OF THIS CONTRACT, APPLICABLE NYSDOT STANDARD SHEETS, AND THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, THE NEW YORK STATE SUPPLEMENT, AND ALL APPLICABLE
2. ADDENDA, HEREIN TOGETHER KNOWN AS THE MUTCD.
3. THE CONTRACTOR MAY SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION AT LEAST FIVE (5) WORKING DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION AT LEAST THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION.
4. THE TYPICAL DETAILS DEPICTED IN THESE PLANS, ON THE NYSDOT STANDARD SHEETS, AND IN THE MUTCD REFLECT MINIMUM REQUIREMENTS. FOR TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION AREAS NOT SPECIFIED IN THE PLANS OR NYSDOT STANDARD SHEETS, THE PROVISIONS OF PART 6 OF THE MUTCD SHALL APPLY.
5. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DETAILED SCHEDULE FOR EACH CONSTRUCTION STAGE PRIOR TO BEGINNING ANY WORK.
6. PRIOR TO THE START OF ANY WORK OPERATIONS, ALL NECESSARY WORK ZONE TRAFFIC CONTROL AS REQUIRED BY THESE NOTES, SHOWN IN THE PLANS, OR AS ORDERED BY THE ENGINEER SHALL BE IN PLACE. THIS INCLUDES BUT IS NOT LIMITED TO, ALL SIGNS, SIGNALS, PAVEMENT MARKINGS, BARRIERS, DELINEATION, FLAGGERS, PAVEMENT MODIFICATIONS, AND ANY OTHER RELATED WORK.
7. IF AT ANY TIME THE ENGINEER DETERMINES THAT TRAFFIC IS NOT BEING PROPERLY MAINTAINED WITHIN THE WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCY.
8. THE CONTRACTOR WILL NOT BE ALLOWED TO OCCUPY OR WORK ON OPPOSITE SIDES OF A ROADWAY IN OVERLAPPING LOCATIONS WHILE TRAFFIC IS BEING MAINTAINED ON THAT ROADWAY.
9. THE FOLLOWING SPEED LIMITS ARE PROVIDED FOR USE WITH THE MUTCD AND NYSDOT STANDARD SHEETS:

BAIRD ROAD: 35 MPH
CALKINS ROAD: 35 MPH (HENRIETTA) - 40 MPH (PITTSFORD)
EDGEWOOD AVE: 30 MPH (NORTH OF FRENCH RD) - 35 MPH (SOUTH OF FRENCH RD)
KINGS HWY: 35 MPH
PINNACLE RD: 35 MPH
S. WINTON RD: 35 MPH
WEGMAN RD: 35 MPH
WESTSIDE DR: 35 MPH
10. ALL ROADS WITHIN PROJECT LIMITS SHALL BE CLASSIFIED AS CONVENTIONAL ROADS FOR USE WITH THE MUTCD AND NYSDOT STANDARD SHEETS.
11. THE CONTRACTOR SHALL MAINTAIN POSITIVE STORM DRAINAGE THROUGHOUT ALL PHASES OF CONSTRUCTION.

OVERLAPPING WORK AREAS

1. THE CONTRACTOR SHALL COORDINATE THE WORK WITH ANY OTHER CONTRACTORS, PUBLIC MAINTENANCE, OR UTILITY COMPANY OPERATIONS IN THE AREA TO ENSURE PROPER WORK ZONE TRAFFIC CONTROL.
2. WHEN TWO OR MORE WORK AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED.
3. THE CONTRACTOR SHALL MAINTAIN A 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

VEHICLE RESTRICTIONS

1. THE CONTRACTOR SHALL KEEP TO A MINIMUM THE MOVEMENT OF CONSTRUCTION VEHICLES AND EQUIPMENT IN AND OUT OF DESIGNATED TRAVEL LANES. ONLY NECESSARY OR AUTHORIZED VEHICLES AS DETERMINED BY THE ENGINEER SHALL BE ALLOWED TO ENTER ANY PHASE WORK AREA.
2. VEHICLES BELONGING TO THE CONTRACTOR OR THEIR WORKERS SHALL NOT BE PARKED IN A MANNER WHICH OBSTRUCTS ANY SIGNS, BARRICADES, OR ANY OTHER TRAFFIC CONTROL DEVICES, OR IN A MANNER WHICH INTERFERES WITH ACCESS TO ABUTTING PROPERTIES, VEHICLES, SIDEWALKS, OR SHOULDERS, BEING USED BY THE TRAVELING PUBLIC.
3. DURING WORK HOURS, NO CONSTRUCTION MATERIAL MAY BE STORED OR PLACED ON THE ROADWAY OR ROADBED EXCEPT WITHIN A PROTECTED WORK AREA.
4. CONTRACTOR VEHICLES AND MATERIALS SHALL BE PARKED AND STORED DURING NON-WORKING HOURS IN ACCORDANCE WITH SECTION 619-3.02F OF THE NYSDOT STANDARD SPECIFICATIONS.

INGRESS AND EGRESS

1. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO INTERSECTING ROADS, RESIDENCES, BUSINESS ESTABLISHMENTS, AND ADJACENT PROPERTY, FOR VEHICLES, PEDESTRIANS, AND BICYCLISTS; AT EXISTING ACCESS POINTS, IN ACCORDANCE WITH SECTION 619 OF THE NYSDOT STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL PROVIDE RESIDENT/PROPERTY OWNERS WITH A MINIMUM OF FORTY-EIGHT (48) HOURS ADVANCE NOTICE BEFORE STARTING ANY WORK THAT IMPACTS AN ACTIVE DRIVEWAY OR ENTRANCE WALK.
3. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
4. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

EMERGENCY ACCESS

1. AT ALL TIMES DURING CONSTRUCTION, THE CONTRACTOR MUST PROVIDE SAFE AND CONVENIENT EMERGENCY ACCESS. LOCAL FIRE, POLICE, AND AMBULANCE AGENCIES SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR PRIOR TO THE START OF WORK IN ORDER TO COORDINATE AND MAINTAIN SUFFICIENT EMERGENCY SERVICES. A COPY OF THIS NOTIFICATION SHALL BE PROVIDED TO THE ENGINEER.

SCHOOL ACCESS

1. THE CONTRACTOR IS REQUIRED TO MAKE CONTACT WITH THE APPROPRIATE SCHOOL DISTRICT OFFICIALS A MINIMUM OF TWO (2) WEEKS IN ADVANCE OF ANY WORK SO THAT THERE WILL BE ADEQUATE TIME FOR THE SCHOOLS TO MAKE ANY NECESSARY ADJUSTMENTS TO THEIR BUS SCHEDULE.

PEDESTRIAN AND BICYCLE ACCESS

1. REFER TO NYDOT STANDARD SPECIFICATION SECTION 619 FOR PEDESTRIAN AND BICYCLE ACCESS REQUIREMENTS. THE COST TO MAINTAIN PEDESTRIAN AND BICYCLE ACCESS SHALL BE INCLUDED IN ITEM 619.01.

MILLING

1. TRAFFIC MAY BE MAINTAINED UP TO A MAXIMUM OF FOURTEEN (14) ALENDAR DAYS ON A MILLED SURFACE UNDER THIS CONTRACT. THE APPROPRIATE
2. WARNING SIGNS SHALL BE INSTALLED PRIOR TO THE SURFACE BEING EXPOSED TO TRAFFIC.
3. REFER TO THE SPECIAL NOTES FOR ADDITIONAL REQUIREMENTS PERTAINING TO MILLING OPERATIONS.

MINIMUM TRAVEL LANE WIDTH

1. A MINIMUM TRAVEL LANE WIDTH OF 10 FEET SHALL BE MAINTAINED ON ALL ROADWAYS WITHIN THE PROJECT LIMITS AT ALL TIMES, UNLESS OTHERWISE NOTED.

CONDITIONS RESULTING IN BUMPS AND/OR DIPS

1. THE CONTRACTOR SHALL KEEP THE TRAVELED WAY FREE OF BUMPS THAT MAY BE CREATED BY THEIR WORK OPERATIONS (MILLING TERMINATION AREAS AND HOT MIX ASPHALT PAVING). LONGITUDINAL OR TRANSVERSE VERTICAL FACES BETWEEN PAVEMENT SURFACES THAT EXCEED 1 INCH IN HEIGHT SHALL BE SUITABLY SLOPED OR TAPERED BEFORE THE WORK AREA IS OPENED TO TRAFFIC. TEMPORARY RAMPS SHALL BE CONSTRUCTED FROM BITUMINOUS PATCHING MATERIAL (PLANT MIX OR SUITABLE "WINTER MIX") SO AS TO CREATE THE SMOOTHEST TRANSITION POSSIBLE (REFER TO TABLE 619-3.02A). GRAVEL RAMPS MAY BE USED AT THE LIMITS OF PAVEMENT REMOVAL. RAMPS SHALL BE MAINTAINED AND REMAIN IN PLACE UNTIL THEIR NEED IS ELIMINATED BY SUBSEQUENT WORK OPERATION. PAYMENT FOR RAMPS SHALL BE INCLUDED IN THE UNIT
2. PRICE BID FOR ITEM 619.01.
3. SUITABLE RAMPS (A.O.B.E.) OF SUBBASE MATERIAL SHALL BE USED BY THE CONTRACTOR TO PROVIDE ACCESS TO DRIVEWAYS AND PEDESTRIAN RAMPS WITHIN BOXED OUT AREAS. PLASTIC DRUMS OR OTHER APPROVED DELINEATION DEVICES SHALL FLANK OUT THESE DRIVEWAY CROSSINGS TO CONTROL ACCESS DURING NON-WORKING HOURS. PAYMENT FOR THESE RAMPS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL.
4. THE CONTRACTOR SHALL RAMP ALL MANHOLES AND DROP INLETS WITH SUBBASE MILLINGS OR OTHER METHOD APPROVED BY THE ENGINEER OR USE STEEL PLATES (PINNED) IF TRAFFIC IS BEING MAINTAINED ON SUBBASE, OR SHALL MARK THE FEATURE WITH A DRUMAND TYPE "A" FLASHING LOW INTENSITY LIGHT IF RAMPING IS NOT POSSIBLE, COST TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL.
5. ONLY WHEN THE ENGINEER DETERMINES IT IS NOT POSSIBLE OR FEASIBLE TO ELIMINATE A BUMP, SHALL IT BE ALLOWED TO REMAIN.
6. A DRUM MOUNTED WITH A TYPE "B" FLASHING HIGH INTENSITY WARNING LIGHT SHALL BE PLACED ON ALL APPROACHES TO A BUMP OR DIP IN THE PAVEMENT (A PAVEMENT CONDITION CONSIDERED BY THE ENGINEER TO BE SUFFICIENTLY ABRUPT ENOUGH TO CAUSE CONSIDERABLE DISCOMFORT, CARGO SHIFTING, OR DEFLECTION OF A VEHICLE FROM ITS TRUE COURSE AT PREVAILING (DRIVING SPEEDS). COST OF THE DRUMS AND WARNING LIGHTS TO BE INCLUDED IN ITEM 619.01.

CONSTRUCTION BARRICADES

1. CONTRACTOR SHALL BE PAID FOR THE MAXIMUM QUANTITY OF CONSTRUCTION BARRICADES, ITEM 619.04, IN SERVICE AT ANY ONE TIME. NO ADDITIONAL PAYMENT WILL BE MADE FOR ONSITE RELOCATION OF THE BARRICADES. COST TO RELOCATE BARRICADES ONSITE IS INCLUDED IN ITEM 619.04.

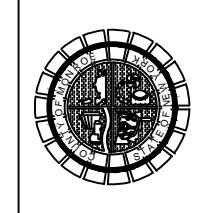
DROP OFF PROTECTION

1. DROP OFF PROTECTION SHALL BE PROVIDE PER SECTION 619-3.02K OF THE NYSDOT STANDARD SPECIFICATIONS.

EMERGENCY REPAIR RESPONSIBILITY

1. THE CONTRACTOR SHALL SUBMIT TO THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION, THE APPROPRIATE LAW ENFORCEMENT AGENCIES, AND EMERGENCY SERVICES AGENCIES IN WRITING THE NAME, ADDRESS, AND TELEPHONE NUMBER OF THEIR PERSON OR PERSONS AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. DUPLICATE COPIES OF THE ABOVE SHALL BE FILED WITH THE ENGINEER.

CONSULTANT		CONSULTANT		CONSULTANT	
Consultant Address Rochester, New York XXXX		(585) 867-5309 Fax: (585) 867-5309		DRAWN BY: DRAFTER	
PROJECT MANAGER:		MANAGER		NO DATE BY:	
COUNTY ROAD		#		PROJECT NAME	
PROJECT LIMITS		TOWN		CAPITAL PROJECT NO.	
PROJECT LIMITS		TOWN		XXXX-XX	
NOTES					
SCALE: NOT TO SCALE					
DATE ISSUED: DATE					
DRAWING NO.					
8 OF XX					



DEPARTMENT OF TRANSPORTATION
50 WEST MAIN STREET, SUITE 6100
ROCHESTER, NEW YORK 14614-1231
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209

PAVEMENT MARKINGS

1. THE CONTRACTOR SHALL MAINTAIN PAVEMENT MARKINGS AT ALL TIMES ON ALL PAVEMENTS, WHETHER EXISTING, TEMPORARY, OR INTERIM UNTIL PERMANENT MARKINGS ARE INSTALLED OR RESTORED IN ACCORDANCE WITH SECTIONS 619-3.05, 619-3.06, AND 619-3.07 OF THE NYSDOT STANDARD SPECIFICATIONS UNLESS OTHERWISE PROVIDED FOR IN THE CONTRACT PLANS AND/OR PROPOSAL.
2. PAY ITEMS FOR TEMPORARY AND INTERIM PAVEMENT MARKINGS ANTICIPATED FOR USE ON THIS CONTRACT INCLUDE:
3. ITEM 619.0901 - TEMPORARY PAVEMENT MARKINGS, STRIPES (TRAFFIC PAINT)
4. TEMPORARY PAVEMENT MARKINGS SHALL BE UTILIZED ON ANY MILLED OR PAVED SURFACE WHERE EXISTING MARKINGS HAVE BEEN REMOVED AND/OR A.O.B.E. FOR A MAXIMUM OF 14 CALENDAR DAYS.
5. THE ENGINEER MUST BE NOTIFIED A MINIMUM OF FIVE (5) WORKING DAYS IN ADVANCE OF APPLICATION OF PERMANENT PAVEMENT MARKINGS. THIS NOTIFICATION IS NECESSARY TO ALLOW THE ENGINEER ADEQUATE TIME TO REVIEW OR REQUEST CORRECTIONS TO THE LAYOUT (IF NECESSARY) AND ACCEPT THE LAYOUT OF FINAL PAVEMENT MARKINGS.
6. PERMANENT PAVEMENT MARKINGS (CENTER LINES, EDGE LINES, HATCH PATTERNS, SYMBOLS, ETC.) SHALL BE INSTALLED ON FINAL PAVEMENT SURFACES WITHIN TWO WEEKS OF INSTALLING THAT FINAL PAVEMENT SURFACE. THIS REQUIREMENT APPLIES TO ANY PORTION OF FINAL PAVEMENT SURFACE INSTALLED REGARDLESS OF LENGTH.
7. TEMPORARY PAVEMENT MARKINGS, CONFORMING TO THE FINAL PAVEMENT MARKING LAYOUT, SHALL BE INSTALLED AND REMOVED AT THE CONTRACTOR'S EXPENSE IF THE PERMANENT MARKINGS ARE NOT INSTALLED WITHIN THE TWO WEEKS AS NOTED ABOVE. THE COST TO BE PAID FOR UNDER ITEM 619.0901.

TRANSIT

1. THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SAFE INGRESS AND EGRESS OF PASSENGERS AT EXISTING OR TEMPORARILY RELOCATED BUS STOPS WITHIN THE PROJECT LIMITS. TEMPORARY RELOCATED BUS STOPS SHALL BE COORDINATED WITH RTS. ALL COSTS SHALL BE INCLUDED IN ITEM 619.01.
2. THE CONTRACTOR IS REQUIRED TO CONTACT RTS WITH RESPECT TO THE EFFECT OF ANY ROAD ALTERATIONS ON BUS ROUTES. THIS SHALL BE DONE FOUR (4) WEEKS IN ADVANCE OF ANY CHANGES IN TRAFFIC PATTERNS OR IMPLEMENTATION OF WORK ZONES SO THAT THERE WILL BE ADEQUATE TIME FOR RTS TO NOTIFY PERSONNEL OF THE EFFECT TO SCHEDULES AND ROUTES.

TEMPORARY TRENCH RESTORATION

1. NO ADDITIONAL PAYMENT WILL BE MADE TO TEMPORARILY RESTORE TRENCHES TO MAINTAIN TRAFFIC, ACCESS OR DROP-OFF-PROTECTION. ALL COSTS FOR TEMPORARY TRENCH RESTORATION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.

DROP OFF PROTECTION

1. DROP OFF PROTECTION SHALL BE PROVIDED PER SECTION 619-3.02K OF THE NYSDOT STANDARD SPECIFICATIONS.

DROP OFF PROTECTION

1. THE CONTRACTOR SHALL SUBMIT TO THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION, THE APPROPRIATE LAW ENFORCEMENT AGENCIES, AND EMERGENCY SERVICES AGENCIES IN WRITING THE NAME, ADDRESS, AND TELEPHONE NUMBER OF THEIR PERSON OR PERSONS AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. DUPLICATE COPIES OF THE ABOVE SHALL BE FILED WITH THE ENGINEER.

TEMPORARY TRENCH RESTORATION

1. NO ADDITIONAL PAYMENT WILL BE MADE TO TEMPORARILY RESTORE TRENCHES TO MAINTAIN TRAFFIC, ACCESS OR DROP-OFF-PROTECTION. ALL COSTS FOR TEMPORARY TRENCH RESTORATION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.

CONSTRUCTION BARRICADES

1. CONTRACTOR SHALL BE PAID FOR THE MAXIMUM QUANTITY OF CONSTRUCTION BARRICADES, ITEM 619.04, IN SERVICE AT ANY ONE TIME. NO ADDITIONAL PAYMENT WILL BE MADE FOR ONSITE RELOCATION OF THE BARRICADES. COST TO RELOCATE BARRICADES ONSITE IS INCLUDED IN ITEM 619.04.

FLAGGERS

1. FLAGGING AND TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619-3.02L OF THE NYSDOT STANDARD SPECIFICATIONS.
2. WHEN FLAGGERS ARE BEING USED FOR TRAFFIC CONTROL PURPOSES, FLAGGER SIGNS (W20-7a) SHALL BE PLACED AS SHOWN IN THE NYSDOT STD. SHEETS, MUTCD, OR A.O.B.E. ON ALL APPROACHES TO THE AREAS BEING FLAGGED. THE COST OF FLAGGER SIGNS SHALL BE INCLUDED IN ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL. FLAGGER SIGNS SHALL NOT BE USED FOR BRIEF PERIODS OF INCIDENTAL FLAGGING. FLAGGER SIGNS SHALL NOT BE VISIBLE WHEN FLAGGERS ARE NOT BEING USED.
3. STOP/SLOW PADDLES SHALL BE USED FOR FLAGGING AND SHALL CONFORM TO THE REQUIREMENTS IN CHAPTER 6E OF THE MUTCD, BUT SHALL BE A MINIMUM OF 24 INCHES. THE COST OF THESE PADDLES AND ALL FLAGGERS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL.
4. FLAGGERS SHALL NOT POSITION THEMSELVES DIRECTLY IN THE PATH OF ONCOMING TRAFFIC. THE FLAGGER SHOULD STAND EITHER ON THE SHOULDER ADJACENT TO THE TRAFFIC BEING CONTROLLED OR IN THE CLOSED/CHANNELIZED LANE. AT ALL TIMES, THE CONTRACTOR SHALL PROVIDE FLAGGERS WITH A CLEAR ESCAPE PATH, FREE OF PARKED VEHICLES, EQUIPMENT, OR OTHER OBSTACLES.
5. THE CONTRACTOR SHALL PROVIDE FLAGGERS WHERE SIGHT DISTANCES ARE IMPAIRED BY THE OPERATION OR IN ANY OTHER SITUATION (A.O.B.E.).
6. FLAGGERS SHALL BE REQUIRED TO USE TWO-WAY RADIOS, WALKIE-TALKIES, OR OTHER FORMS OF ENHANCED COMMUNICATION WHEN ONE FLAGGER IS NOT VISIBLE TO THE OTHER OR IF THE ENGINEER DEEMS IT NECESSARY. ALL COSTS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL.
7. FLAGGERS SHALL USE THE FREE HAND FOR EMPHASIS AS SHOWN IN SECTION 6E.04 OF THE MUTCD. EACH FLAGGER SHALL CONTROL NO MORE THAN ONE APPROACH OF TRAFFIC UNLESS THE APPROACHES PRESENT UNUSUALLY LOW SPEEDS AND/OR UNUSUALLY LOW VOLUMES, WITH ADEQUATE SIGHT DISTANCE FOR THE SAFE HANDLING OF TRAFFIC, A.O.B.E.
8. THE CONTRACTOR SHALL DETERMINE AND THE ENGINEER SHALL APPROVE THE NUMBER OF FLAGGERS NEEDED FOR EACH WORK ZONE. UNDER CERTAIN GEOMETRIC AND TRAFFIC SITUATIONS, MORE THAN ONE FLAGGER STATION MAY BE REQUIRED FOR EACH DIRECTION OF TRAFFIC. AT TWO-WAY, UNUSUALLY LOW-VOLUME LOW-VOLUME/OR UNUSUALLY LOW-SPEED SHORT LANE CLOSINGS, WHERE ADEQUATE SIGHT DISTANCE IS AVAILABLE FOR SAFE HANDLING OF TRAFFIC, THE USE OF ONE FLAGGER MAY BE SUFFICIENT. IN THIS SITUATION, A POSITION MAY HAVE TO BE TAKEN OPPOSITE THE WORK TO OPERATE EFFECTIVELY.
9. FLAGGER STATIONS SHOULD BE VISIBLE FAR ENOUGH AHEAD TO PERMIT ALL VEHICLES TO STOP. THE FLAGGER SHOULD BE STATIONED FAR ENOUGH AHEAD OF WORK FORCE TO WARN THEM (FOR EXAMPLE WITH HORNS, WHISTLES, ETC.) OF APPROACHING DANGER, SUCH AS VEHICLES OUT OF CONTROL.
10. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE HIGHWAY WITHIN THE TEMPORARY TRAFFIC CONTROL ZONE, ADDITIONAL TRAFFIC CONTROL DEVICES AND FLAGGERS SHALL BE PROVIDED.
11. FLAGGERS SHALL CONTROL A SINGLE LANE OF TRAFFIC.

NYSDOT HIGHWAY WORK PERMIT NOTES

1. ROAD TO BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
2. ROADSIDE DRAINAGE TO BE MAINTAINED AT ALL TIMES.
3. MATERIALS, EQUIPMENT AND VEHICLES ARE NOT TO BE STORED OR PARKED WITHIN THE NEW YORK STATE RIGHT-OF-WAY.
4. MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THE CURRENT NATIONAL MUTCD WITH NYS SUPPLEMENT, SECTION 619 OF THE CURRENT NYSDOT STANDARD SPECIFICATIONS, THESE PLANS AND AS ORDERED BY THE ASSISTANT RESIDENT ENGINEER. ON A NYSDOT CONSTRUCTION PROJECT, MAINTENANCE AND PROTECTION OF TRAFFIC MUST COMPLY WITH THESE PLANS AND BE IN ACCORDANCE WITH THE NYSDOT CONTRACT DOCUMENTS AS DEEMED NECESSARY BY THE NYS ENGINEER-IN-CHARGE.
5. NOTIFY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S ASSISTANT RESIDENT ENGINEER AT THE APPROPRIATE NUMBER, AS NOTED BELOW, FIVE (5) WORK DAYS PRIOR TO WORKING WITHIN THE STATE RIGHT-OF-WAY.

MONROE CO. - WEST OF GENESEE RIVER
DARRELL FAZIO (585) 352-3471

MONROE CO. - EAST OF GENESEE RIVER
KEVIN KIESER (585) 586-4514
6. IN ADDITION, THE PERMITTEE SHALL NOTIFY NYSDOT REGIONAL TRAFFIC OPERATIONS CENTER (RTOC) OF ALL LANE AND SHOULDER CLOSURES AT LEAST THREE (3) DAYS IN ADVANCE OF THE PROPOSED WORK UTILIZING RTOC'S CONSTRUCTION NOTIFICATION FORM. RTOC'S CONSTRUCTION NOTIFICATION FORM CAN BE OBTAINED FROM THE 511NY NOTIFICATION LINK AT THE WORK ZONE TRAFFIC CONTROL ICON ON THE REGION 4 PERMITS WEBSITE: WWW.DOT.NY.GOV/R4WORKPERMITS.
7. PROPOSED CLOSURES WILL BE REVIEWED FOR CONCURRENT AND OVERLAPPING CLOSURE OR INCIDENT CONFLICTS AND WILL BE ENTERED INTO 511NY.ORG. CLOSURES INCLUDED IN THE NOTIFICATION SHALL CONFORM TO TIME, DATE, AND LOCATION RESTRICTIONS IN THE PERMIT. RTOC MAY DISALLOW OR REDUCE CLOSURES DUE TO OTHER CLOSURES OR WORK, EVENTS, OR INCIDENTS FOUND IN CONFLICT WITH THE PROPOSED CLOSURE(S).
9. ALL LANE AND SHOULDER CLOSURES SHALL BE REMOVED DURING NON-WORKING HOURS, EXCEPT WHERE AUTHORIZED BY THE NYSDOT REGIONAL TRAFFIC ENGINEER OR DESIGNEE.
10. NOTIFY THE NYSDOT TRAFFIC SIGNAL MAINTENANCE ENGINEER AT (585) 753-7793 5 DAYS PRIOR TO WORKING WITHIN 350' OF A SIGNALIZED INTERSECTION. NOTIFY DIG SAFELY NEW YORK 2 WORK DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 811 FOR A UTILITY STAKE-OUT.
11. ALL MATERIALS USED WITHIN THE STATE RIGHT-OF-WAY MUST COMPLY WITH THE CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS ALONG WITH ANY APPROPRIATE CURRENT NYS DEPARTMENT OF TRANSPORTATION STANDARD SHEETS.
12. QUALITY CONTROL OF ASPHALT CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 401 OF THE STANDARD SPECIFICATIONS. ALL ASPHALT PRODUCED AS PART OF SECTION 401 WILL BE PAID AT A FINAL QUANTITY ADJUSTMENT FACTOR OF 1.0. ASPHALT COURSE DEPTHS SHOWN ON THE PLANS ARE COMPACTED DEPTHS.
13. NO NIGHT WORK SHALL BE ALLOWED UNLESS APPROVED PRIOR TO START OF PROJECT. ADDITIONAL MAINTENANCE AND PROTECTION OF TRAFFIC MAY BE REQUIRED INCLUDING THE ADDITION OF REFLECTIVE MATERIALS AND LIGHTING.
14. HAZARDOUS WASTE NOTIFICATION - THE PERMITTEE ACCEPTS THE RIGHT-OF-WAY OF THE STATE HIGHWAY IN ITS "AS IS" CONDITION. THE DEPARTMENT OF TRANSPORTATION MAKES NO REPRESENTATION AS TO THE ABSENCE OF UNDERGROUND TANKS, STRUCTURES, FEATURES OR SIMILAR IMPEDIMENTS TO THE COMPLETION OF THE WORK PERMITTED HEREUNDER. SHOULD PERMITTEE FIND SOME PREVIOUSLY UNKNOWN UNDERGROUND
15. IMPEDIMENTS TO ITS WORK, THE DEPARTMENT OF TRANSPORTATION SHALL HAVE NO OBLIGATION TO CURE, REMOVE, REMEDY OR OTHERWISE DEAL WITH SUCH PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS. THE PERMITTEE IS REQUIRED TO REMOVE, MODIFY OR OTHERWISE DEAL WITH SUCH UNDERGROUND TANKS, STRUCTURES, FEATURES OR IMPEDIMENTS IN A MANNER WHICH MEETS ACCEPTABLE ENGINEERING PRACTICE AND IS APPROVED BY THE DEPARTMENT OF TRANSPORTATION.
16. ADA COMPLIANCE - ALL WORK ON PEDESTRIAN FACILITIES SHALL BE COMPLIANT WITH THE AMERICANS WITH DISABILITIES ACT (ADA).

CONSULTANT		CONSULTANT	
Consultant Address Rochester, New York XXXX		Rochester, New York XXXX	
(585) 867-5309		(585) 867-5309	
Fax: (585) 867-5309		Fax: (585) 867-5309	
PROJECT MANAGER: MANAGER		DRAWN BY: DRAFTER	
DEPARTMENT OF TRANSPORTATION		DEPARTMENT OF TRANSPORTATION	
50 WEST MAIN STREET, SUITE 6100		50 WEST MAIN STREET, SUITE 6100	
ROCHESTER, NEW YORK 14614-1231		ROCHESTER, NEW YORK 14614-1231	
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 146, SECTION 7209		UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 146, SECTION 7209	
PROJECT NAME	COUNTY ROAD	PROJECT LIMITS	TOWN
#			
NOTES			
SCALE: NOT TO SCALE			
DATE ISSUED: DATE			
DRAWING NO.			
9 OF XX			

SUGGESTED CONSTRUCTION SEQUENCE

GENERAL CONSTRUCTION SEQUENCE NOTES

1. THE SUGGESTED CONSTRUCTION SEQUENCE SHALL APPLY TO EACH INDIVIDUAL ROADWAY IN THE CONTRACT. THE CONTRACTOR SHALL SCHEDULE AND COORDINATE THE OVERALL CONTRACT WORK IN ADVANCE WITH THE ENGINEER AND AVOID MULTIPLE OPERATIONS ON MULTIPLE ROADWAYS IN DIFFERENT PARTS OF THE COUNTY AT ONE TIME IN ORDER TO FACILITATE ADEQUATE INSPECTION COVERAGE WITH THE DEDICATED INSPECTION STAFF. THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION RESERVES THE RIGHT TO REVIEW THE CONTRACTOR'S PROPOSED PLAN IN ADVANCE AND MAY PROHIBIT WORK AT MULTIPLE LOCATIONS AT THE SAME TIME TO ENSURE FEDERAL AID INSPECTION AND DOCUMENTATION REQUIREMENTS CAN BE SATISFIED.
2. THE CONTRACTOR SHALL SUBSTANTIALLY COMPLETE ALL WORK IN ONE PHASE BEFORE BEGINNING ANY WORK IN A SUBSEQUENT PHASE, UNLESS OTHERWISE APPROVED BY THE ENGINEER AND OWNER. WORK OUTSIDE OF THE CURRENT PHASE BEING WORKED ON MAY BE ALLOWED IF THE CONTRACTOR CAN DEMONSTRATE THAT SUCH PROPOSED WORK CAN BE PERFORMED WITH MINIMAL INTERFERENCE WITH TRAFFIC, EXCAVATIONS FOR THE WORK WILL BE BACKFILLED (OR ADEQUATELY PROTECTED) EACH DAY, AND THE AMOUNT OF DISTURBED AREA IS LIMITED. WORK OF THIS NATURE CAN BE CATEGORIZED AS DRAINAGE STRUCTURE INSTALLATIONS AND/OR MODIFICATIONS AND SHORT PIPE RUNS, TRAFFIC SIGNAL WORK, SHORT AREAS OF SHOULDER RECONSTRUCTION, DRIVEWAY ADJUSTMENTS, ETC. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A SCHEDULE OR ANY WORK OF THIS TYPE TO THE ENGINEER AND OWNER FOR APPROVAL.

PHASE 1: SETUP AND STAKEOUT ACTIVITIES

1. INSTALL PROJECT APPROACH SIGNS PER DWG. NO. TCD-1. PROJECT APPROACH SIGNS SHALL BE IN PLACE BEFORE BEGINNING ANY WORK AND REMAIN IN PLACE UNTIL WORK ON THE ROAD IS COMPLETE.
2. PERFORM SURVEY AND STAKEOUT ACTIVITIES.
3. PERFORM CLEARING AND GRUBBING ACTIVITIES.

PHASE 2: DRAINAGE AND WHEELCHAIR RAMP IMPROVEMENTS

1. COMPLETE REPAIR AND REPLACEMENT OF CATCH BASINS, DRAIN PIPES, CURBS, AND CONCRETE GUTTERS.
2. ADJUST MANHOLE COVERS AND PULLBOXES WITHIN SIDEWALK AREAS.
3. PERFORM WHEELCHAIR RAMP REHABILITATIONS AND REPLACEMENTS.
4. CLEAN AND LINE EXISTING DRAINAGE SYSTEM AND CATCH BASINS WITHIN THE PROJECT LIMITS.

PHASE 3: MILLING AND RESURFACING/FINISH ACTIVITIES

1. THE CONTRACTOR SHALL INSTALL ONE PVMS SIGN DISPLAYING A MESSAGE, AS DIRECTED BY THE ENGINEER, AT THE PROJECT LIMITS FOR EACH MAINLINE APPROACH
2. 3 CONSECUTIVE CALENDAR DAYS PRIOR TO THE START OF MAINLINE MILLING OR PAVING ON THAT ROAD. THE PVMS SIGNS SHALL REMAIN DURING MILLING AND PAVING.
3. PERFORM MILLING OPERATIONS ALONG MAINLINE ROADS AND SIDE STREETS.
4. ADJUST MANHOLE FRAMES AND COVERS TO FINISHED GRADE WITHIN THE MILLED SURFACE.
5. PERFORM PAVEMENT REPAIRS AS NECESSARY.
6. INSTALL SIGNAL LOOPS AS NECESSARY.
7. CLEAN PAVEMENT SURFACE, APPLY TACK COAT, PLACE FINAL ASPHALT CONCRETE WEARING SURFACE, AND INSTALL PERMANENT PAVEMENT MARKINGS.
8. INSTALL SHOULDER BACKUP MATERIAL, ESTABLISH TURF, AND COMPLETE ALL DRIVEWAY RESTORATIONS.
9. REDRESS ALL PROJECT RESTORATION AREAS AND ESTABLISH HEALTHY TURF THROUGHOUT THE PROJECT LIMITS. REMOVE TEMPORARY EROSION SEDIMENT CONTROL DEVICES ONCE TURF HAS BEEN ESTABLISHED.
10. COMPLETE PROJECT PUNCH LIST AS ORDERED BY ENGINEER.

TRAFFIC CONTROL REQUIREMENTS



1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THESE PLANS, THE CONTRACT PROPOSAL, NYS DOT STANDARD SPECIFICATIONS, NYS DOT STANDARD SHEETS, AND THE M.U.T.C.D. AT ALL TIMES.
2. MAINTAIN SHORT-TERM TRAFFIC CONTROL IN ACCORDANCE WITH APPLICABLE NYS DOT 619 SERIES STANDARD SHEETS AND THE M.U.T.C.D. ALL SHORT-TERM TRAFFIC CONTROL SCHEMES SHALL BE SETUP AND REMOVED DAILY UNLESS AS APPROVED BY THE ENGINEER AND MONROE COUNTY.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES (INGRESS AND EGRESS) AT ALL TIMES.

DELINEATION AND CHANNELIZATION

1. ALL DEVICES SUCH AS CONES, DRUMS, TUBULAR MARKERS, OR BARRICADES SHALL BE IN ACCEPTABLE CONDITION WHEN BROUGHT TO THE PROJECT SITE. IF THE CONTRACTOR IS NOTIFIED BY THE ENGINEER OF ANY DEVICES BEING IN UNACCEPTABLE CONDITION, THEY WILL BE RESPONSIBLE FOR REPLACING THE DEVICE AT NO ADDITIONAL COST TO THE CONTRACT.
2. FOR CLARITY, THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY NOT SHOW ALL CHANNELIZING DEVICES. CHANNELIZING DEVICES SHALL BE PLACED FROM THE BEGINNING OF A TAPER AND CONTINUE THROUGH ANY ACTIVITY AREA ADJACENT TO TRAFFIC.
3. FIELD CONDITIONS MAY WARRANT OTHER ARRANGEMENTS OF DEVICES. THE CONTRACTOR SHALL BE PREPARED TO SUPPLY ADDITIONAL DEVICES (CONES, DRUMS, ETC.) AT NO ADDITIONAL COST TO THE CONTRACT.
4. THE CONTRACTOR SHALL NOT MIX CHANNELIZATION DEVICES IN A LINEAR CLOSURE OR TAPER (I.E. TUBULAR MARKERS, CONES, VERTICAL PANELS, OR DRUMS SHALL NOT BE USED IN THE SAME CLOSURE OR TAPER). HOWEVER, DIFFERENT CHANNELIZING DEVICES MAY BE USED IN DIFFERENT AREAS OF THE PROJECT.
5. DRUMS ARE PREFERRED CHANNELIZING DEVICES TO BE USED DURING THE HOURS OF DARKNESS. TYPE 'A' FLASHING LIGHTS SHALL BE REQUIRED ON THE LAST TWO DRUMS BEFORE AN INTERSECTION AND THE FIRST TWO DRUMS AFTER.
6. TAPER LENGTHS AND LONGITUDINAL BUFFER SPACES SHALL CONFORM TO NYS DOT STANDARD SHEET 619-11.
7. DELINEATION DEVICES SHALL BE PLACED SO AS TO PROVIDE A MINIMUM 2 FOOT CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE CERTAIN THAT PLACEMENT OF DELINEATION DEVICES DOES
8. NOT INTERFERE WITH SIGHT DISTANCE.
9. WHERE POSSIBLE, A LATERAL BUFFER OF 1 FOOT SHOULD BE PROVIDED BETWEEN THE WORK ZONE AND THE LINE OF DELINEATION DEVICES.
10. WHERE DRIVEWAYS OR INTERSECTING ROADWAYS ADJOIN A CONSTRUCTION AREA, DRUMS SHALL BE PLACED TO DELINEATE THE RADII OF THE ENTRANCE POINT AND SPACED PER SECTION 619-3.02J OF THE NYS DOT STANDARD SPECIFICATIONS. IF IN PLACE OVERNIGHT,
11. THE DEVICES USED TO DELINEATE THE ACCESS POINT SHOULD BE A DIFFERENT DEVICE TYPE THAN WHAT IS USED ALONG THE WORK ZONE, FOR EXAMPLE IF DRUMS ARE USED ALONG THE WORK ZONE, REFLECTORIZED CONES SHALL BE USED TO DELINEATE THE DRIVEWAY OR INTERSECTING ROAD.
12. CHANNELIZING DEVICES AND TYPE III BARRICADES SHALL NOT BE PLACED IN A LOCATION BLOCKING SIGHT DISTANCE.
13. SUPPLEMENTAL WARNING LIGHTS SHALL BE SUPPLIED BY THE CONTRACTOR IN SITUATIONS WHERE REQUIRED BY SECTION 619 OF THE STANDARD SPECIFICATIONS SUCH AS FOR DELINEATION OF DROPOFFS. PAYMENT SHALL BE INCLUDED IN ITEM 619.01.
14. BARRICADES TO THE RIGHT OF A ROADWAY CENTERLINE SHALL BE STRIPED DOWNWARD TO THE LEFT AND BARRICADES TO THE LEFT OF THE ROADWAY CENTERLINE SHALL BE STRIPED DOWNWARD TO THE RIGHT. FOR OVERNIGHT USE, EACH BARRICADE SHALL BE EQUIPPED WITH A TYPE "A" FLASHING LIGHT. PVC BARRICADES SHALL HAVE BATTERY PACKS LOCATED AT GROUND LEVEL.

SIGNING

1. ALL SIGNS NECESSARY FOR WORK ZONE TRAFFIC CONTROL (INCLUDING RELOCATION, RESTORATION AND/OR RESTORATION OF EXISTING SIGN PANELS) AS NOTED IN THE TRAFFIC CONTROL PLANS, NYS DOT STANDARD SHEETS, STANDARD SPECIFICATIONS, MUTCD, OR A.O.B.E. SHALL BE INCLUDED IN ITEM 619.01
2. THE SIZE, SHAPE AND COLORS OF WORK ZONE SIGNS SHALL COMPLY WITH NYS DOT STANDARD SHEET 619-12 AND THE MUTCD.
3. SIGNING INSTALLED BY THE CONTRACTOR PRIOR TO THE ACTUAL START OF WORK SHALL BE COVERED UNTIL THE CONDITIONS WARRANTING THE SIGNS ARE PRESENT. WHEN NO EVIDENCE OF WORK IS PRESENT OUTSIDE OF WORKING HOURS, WORK ZONE TRAFFIC CONTROL SIGNING SHALL BE TAKEN DOWN OR COVERED.
4. SIGN LOCATIONS ARE APPROXIMATE. ACTUAL FIELD CONDITIONS MAY REQUIRE OTHER SIGNS AND OTHER ARRANGEMENTS OF SIGNS. EXACT LOCATIONS AND ARRANGEMENTS SHALL BE DETERMINED BY THE CONTRACTOR AND REVIEWED AND APPROVED BY THE ENGINEER.
5. SIGN SPACING SHALL BE PER THE NYS DOT STANDARD SHEETS, MUTCD, AND ADAPTED TO PREVAILING CONDITIONS. SIGNS SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY.
6. THE CORRECT SEQUENCE AND SPACING OF SIGNS, WHETHER PERMANENT, TEMPORARY, OR CONSTRUCTION, MUST BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE NYS DOT STANDARD SHEETS AND MUTCD.
7. ALL SIGNS, INCLUDING GUIDE SIGNS, SHALL INDICATE ACTUAL CONDITIONS AT ALL TIMES. CONFLICTING SIGNS SHALL BE COVERED, MOVED, RELOCATED, OR CHANGED BY THE CONTRACTOR IMMEDIATELY A.O.B.E.
8. EXISTING SIGNS MAY BE NEW AND THEREFORE IN VERY GOOD CONDITION. ANY EXISTING DAMAGE IS TO BE DOCUMENTED AND ANY SUBSEQUENT DAMAGE REMEDIED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE DONE, DUE TO THE CONTRACTOR'S METHODS, TO TEMPORARILY REMOVE, RELOCATE OR COVER SIGN PANELS OR SIGN TEXT.
9. RIGID AND FLEXIBLE SIGN PANELS SHALL BE MOUNTED PER SECTION 619.3.02H OF THE NYS DOT STANDARD SPECIFICATIONS.
10. THE CONTRACTOR SHALL TRIM ANY FOLIAGE OBSTRUCTING THE VISIBILITY OF SIGNS, WHETHER PERMANENT, TEMPORARY, OR CONSTRUCTION, NEEDED FOR WORK ZONE TRAFFIC CONTROL A.O.B.E. THE COST SHALL BE INCLUDED IN ITEM 619.01.
11. IF ADVANCE SIGNING OBSTRUCTS THE VISIBILITY OF A FLAGGER OR CONFLICTS WITH DRIVEWAYS OR SIDE ROADS, SIGNS SHOULD BE MOVED UPSTREAM AS DIRECTED BY THE ENGINEER.
12. W8-1 "BUMP" OR W8-2 "DIP" SIGNS SHALL BE PLACED ON ALL APPROACHES AHEAD OF A BUMP OR DIP IN THE PAVEMENT CAUSED BY CONSTRUCTION OPERATIONS SUCH AS ROADPLATES, MILLING PAVEMENT TERMINATION, ETC. NUMEROUS BUMPS OR DIPS SHALL WARRANT THE USE OF W8-8 "ROUGH ROAD" SIGNS INSTEAD OF BUMP OR DIP SIGNS.
13. THE CONTRACTOR SHALL PERIODICALLY RE-EXAMINE IN-PLACE SIGNING AND MAKE ADJUSTMENTS TO REMOVE CONFLICTS THAT MAY OCCUR DUE TO MULTIPLE CONSTRUCTION ACTIVITIES. SIGN DESIGNATIONS, LOCATIONS, ETC. SHALL BE REVISED IF NECESSARY, A.O.B.E.
14. REGULATORY SIGNS SHOWN IN THE WORK ZONE TRAFFIC CONTROL PLANS MUST REMAIN POSTED AT ALL TIMES WHETHER EXISTING, TEMPORARY, OR PERMANENT. ADDITIONAL REGULATORY SIGNS MAY BE REQUIRED BASED UPON FIELD CONDITIONS (A.O.B.E.).
15. PROJECT APPROACH SIGNING SHALL BE LEFT IN PLACE FOR THE DURATION OF THE WORK, INCLUDING DURING NON-WORKING HOURS, WHENEVER EVIDENCE OF WORK IS PRESENT.

 <p>CONSULTANT Consultant Address: Rochester, New York XXXX (585) 867-5309 Fax: (585) 867-5309</p>		NO. DATE BY:
 <p>DEPARTMENT OF TRANSPORTATION 50 WEST MAIN STREET, SUITE 6100 ROCHESTER, NEW YORK 14614-1231 UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209</p>		PROJECT MANAGER: MANAGER
COUNTY ROAD #	PROJECT NAME LIMITS	DRAWN BY: DRAFTER
PROJECT LIMITS TOWN	CAPITAL PROJECT NO. XXXX-XX	
NOTES		
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DATE ISSUED: DATE		
DRAWING NO. 10 OF XX		

FLAGGING RESTRICTIONS

- FLAGGING AT NYSDOT INTERSECTIONS IS PROHIBITED DURING THE FOLLOWING TIMES:

BAIRD ROAD AT NYS ROUTE 31F: 7:00 AM - 9:00 AM & 3:00 PM - 7:00 PM
 CALKINS ROAD AT NYS ROUTE 65: 7:00 AM - 9:00 AM & 3:00 PM - 7:00 PM
 EDGEWOOD AVE. AT NYS ROUTE 31: 7:00 AM - 9:00 AM & 2:00 PM - 7:00 PM
 PINNACLE ROAD AT NYS ROUTE 253: 7:00 AM - 9:00 AM & 3:00 PM - 7:00 PM
 S. WINTON ROAD AT NYS ROUTE 252: 7:00 AM - 9:00 AM & 3:00 PM - 7:00 PM
 WEGMAN ROAD AT NYS ROUTE 33: 7:00 AM - 9:00 AM & 3:00 PM - 6:00 PM
 WESTSIDE DRIVE AT NYS ROUTE 33A: 7:00 AM - 9:00 AM & 3:00 PM - 6:00 PM

TEMPORARY LANE CLOSURES

- IT MAY BE NECESSARY TO TEMPORARILY CLOSE TRAVEL LANES IN ORDER TO PERFORM THE CONTRACT WORK, ACCEPT DELIVERIES, ETC. THE FOLLOWING GENERAL RESTRICTIONS SHALL APPLY TO ALL LANE CLOSURES:

- THE CONTRACTOR SHALL SCHEDULE WORK SO THAT ALL TRAVEL LANES, IN EACH DIRECTION ON TWO-WAY STREETS, ARE OPEN WHEN THE CONTRACTOR'S OPERATIONS ARE CLOSED DOWN FOR THE DAY.
- THE CONTRACTOR SHALL MAINTAIN TWO-WAY FLOW USING FLAGGERS TO CONTROL TRAFFIC AS REQUIRED DURING WORKING HOURS. THE CONTRACTOR SHALL SCHEDULE WORK SUCH THAT UNINTERRUPTED TWO-WAY TRAFFIC IS RESTORED AT THE END OF EACH WORK DAY.
- LANE CLOSURES WILL NOT BE PERMITTED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- A LANE CLOSURE SHALL NOT BE KEPT IN PLACE UNLESS ACTUAL CONSTRUCTION ACTIVITY IS PRESENT AND ONGOING AND THE OPERATION NECESSITATES KEEPING THE LANE CLOSED. A LANE CLOSURE SHALL NOT BE KEPT IN PLACE FOR THE SOLE PURPOSE OF CONVENIENCE OF THE CONTRACTOR OR ANY SUBCONTRACTOR FOR NO APPARENT CONSTRUCTION PURPOSE).
- THE CONTRACTOR IS ADVISED THAT THE ENGINEER HAS THE AUTHORITY TO PRECLUDE LANE CLOSURES DURING PERIODS OF INCLEMENT WEATHER, WET OR ICY PAVEMENT, REDUCED VISIBILITY, TRAFFIC CRASHES, OR ANY OTHER EMERGENCIES. THE ENGINEER MAY ALTER ANY LANE CLOSURE SHOULD TRAFFIC CONDITIONS OR OTHER UNFORESEEN CIRCUMSTANCES ARISE WHICH WOULD ADVERSELY AFFECT TRAFFIC FLOW. THE CONTRACTOR IS ALSO ALERTED TO THE FACT THAT INCIDENT MANAGEMENT OR TRAFFIC CONDITIONS MIGHT FORCE HIS/HER CONSTRUCTION OPERATION TO STOP, EVEN DURING TIME WHERE SUCH OPERATION WOULD NORMALLY BE PERMITTED. THE CONTRACTOR SHALL HAVE NO CLAIM FOR ANY DELAYS OR EXTRA COSTS INCURRED IN COMPLYING WITH THESE RESTRICTIONS.

- LANE CLOSURES ON NYSDOT ROADWAYS ARE PROHIBITED DURING THE FOLLOWING TIMES:

NYS ROUTE 31F: 7:00 AM - 9:00 AM & 3:00 PM - 7:00 PM
 NYS ROUTE 252: 7:00 AM - 9:00 AM & 3:00 PM - 7:00 PM

- LANE CLOSURES WILL NOT BE PERMITTED FROM 7:00 AM TO 9:00 AM AND FROM 4:00 PM TO 7:00 PM WITHIN 700 FEET OF THE FOLLOWING INTERSECTIONS: BAIRD ROAD AT FAIRPORT ROAD (NYS 31F); BAIRD ROAD AT WHITNEY ROAD; CALKINS ROAD AT PINNACLE ROAD; EAST RIDGE ROAD AT KINGS HIGHWAY; EDGEWOOD AVENUE AT FRENCH ROAD; PINNACLE ROAD AT LEHIGH STATION ROAD (NYS 253); PINNACLE ROAD AT STONE ROAD; WINTON ROAD AT JEFFERSON ROAD (NYS 252); WEGMAN ROAD AT LYELL ROAD; AND WESTSIDE DRIVE AT PIXLEY ROAD.

SIGNALIZED INTERSECTIONS

- THE CONTRACTOR SHALL INSTALL TRAFFIC SIGNAL EQUIPMENT IN ACCORDANCE WITH ALL APPLICABLE NEW YORK STATE CODES.
- THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE NEW YORK BOARD OF FIRE UNDERWRITERS FOR SIGNAL INSTALLATIONS.
- THE CONTRACTOR SHALL COORDINATE ALL ROADWAY WIDENING AND PAVEMENT MARKING LAYOUT AND APPLICATION WITH THE COMPLETION OF ALL TRAFFIC SIGNAL WORK FOR THE PROPER ALIGNMENT OF THE TRAFFIC SIGNAL HEADS AND LOCATION OF THE VEHICLE DETECTION INDUCTANCE LOOPS.
- RECORD PLAN DATA HAS BEEN USED IN PREPARATION OF THE TRAFFIC SIGNAL PLANS. THE CONTRACTOR SHALL FIELD VERIFY ANY INFORMATION SHOWN ON THE PLANS WITH ACTUAL FIELD CONDITIONS. COST TO BE INCLUDED IN THE VARIOUS TRAFFIC SIGNAL ITEMS.
- THE APPLICATION OF PAVEMENT MARKINGS SHALL BE COORDINATED WITH THE COMPLETION OF THE SIGNAL WORK AT EACH LOCATION WHERE PERMANENT PAVEMENT MARKINGS ARE TO BE APPLIED.
- THE CONTRACTOR SHALL MAINTAIN EACH TRAFFIC SIGNAL LOCATION AS INDICATED IN THE CONTRACT DOCUMENTS UNDER ITEM 619.1611. MAINTENANCE SHALL CONTINUE UNTIL ALL TRAFFIC SIGNAL IMPROVEMENTS HAVE BEEN TESTED IN ACCORDANCE WITH NYSDOT SECTION 680 AND THE WORK HAS BEEN ACCEPTED BY THE TRAFFIC SIGNAL MAINTENANCE ENGINEER.
- WHEN CONSTRUCTION OPERATIONS AFFECT SIGNALIZED INTERSECTIONS, THE TRAFFIC SIGNAL SHALL BE TURNED OFF BEFORE PROCEEDING WITH THE FLAGGING OPERATION, AND ANY EXISTING W3-3 SIGNS COVERED.
- THE CONTRACTOR MUST RETURN THE SIGNAL TO A 3-COLOR OPERATION AT THE END OF THE WORK OPERATION. IF THE SIGNAL DOES NOT RETURN TO 3-COLOR OPERATION, THE CONTRACTOR SHALL NOTIFY MONROE COUNTY AND MUST CONTINUE FLAGGING UNTIL THE SIGNAL CREW ARRIVES AND THE SIGNAL IS REPAIRED.
- THE CONTRACTOR SHALL NOTIFY THE NEW YORK STATE SIGNAL MAINTENANCE ENGINEER (PHONE NUMBER 753-7793) THREE WORKING DAYS PRIOR TO ASSUMING MAINTENANCE, STARTING WORK IN THE AREA, OR DISTURBING CONDUIT OR LOOPS.
- TRAFFIC SIGNAL CONTROLLER PROGRAMMING CHANGES SHALL ONLY BE PERFORMED BY NEW YORK STATE SIGNAL MAINTENANCE PERSONNEL.
- THE CONTRACTOR SHALL OBTAIN PERMISSION FROM THE EIC AND NYSDOT SIGNAL MAINTENANCE ENGINEER PRIOR TO ENTERING ANY EXISTING TRAFFIC SIGNAL CONTROLLER CABINET, PERFORMING ANY WORK ON AN EXISTING TRAFFIC SIGNAL, OR ENERGIZING ANY NEW TRAFFIC SIGNAL INSTALLATION.
- PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR REMOVED.

INDUCTANCE LOOP DETECTORS

- THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO DISTURBING ANY CONDUIT AND/OR INDUCTANCE LOOPS. THE ENGINEER WILL INFORM THE NYSDOT SIGNAL MAINTENANCE DEPARTMENT SO THAT CONTROLLER PROGRAMMING CHANGES CAN BE MADE PRIOR TO THE CONTRACTORS WORK.
- THE ENGINEER WILL NOTIFY THE CONTRACTOR WHEN THE NYSDOT SIGNAL MAINTENANCE DEPARTMENT HAS MADE ANY NECESSARY CONTROLLER PROGRAMMING CHANGES. ONLY UPON NOTIFICATION SHALL THE CONTRACTOR BE ALLOWED TO BEGIN WORK THAT WOULD AFFECT THE OPERATION OF INDUCTANCE LOOPS.
- INDUCTANCE LOOPS SHALL BE INSTALLED IN THE ASPHALT BINDER COURSE OR MILLED SURFACE PRIOR TO PLACEMENT OF THE ASPHALT TOP COURSE.
- IF EXISTING CONDUIT FOR INDUCTANCE LOOP WIRE IS NOT PRESENT OR CANNOT BE REUSED AS REQUIRED BY NYSDOT SECTION 680-3.25 - INDUCTANCE LOOP INSTALLATION, NEW CONDUIT SHALL BE INSTALLED. PAYMENT FOR NEW CONDUIT SHALL BE MADE UNDER ITEM 680.520703 AND ITEM 206.03.
- THE CONTRACTOR SHALL REPLACE AND HAVE OPERATIONAL ALL INDUCTANCE LOOPS AT EACH INTERSECTION WITHIN 7 CALENDAR DAYS OR AS APPROVED BY THE STATE FROM THE DATE THE LOOPS WERE REMOVED FROM SERVICE. FOR NEW TRAFFIC SIGNAL INSTALLATIONS THE CONTRACTOR SHALL HAVE ALL LOOPS INSTALLED AND OPERATIONAL PRIOR TO SIGNAL ACTIVATION.

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CONSULTANT

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 Fax: (585) 867-5309

Consultant Address
 Rochester, New York XXXX

PROJECT MANAGER: _____
 MANAGER _____

DRAWN BY: _____
 DRAFTER _____

DEPARTMENT OF TRANSPORTATION

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LIMITS	#
PROJECT LIMITS	TOWN
TOWN	CAPITAL PROJECT NO.
XXXX-XX	XXXX-XX

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