



January 19, 2023

VIA EMAIL

Steering Committee Members

Shawangunk Mountains Scenic Byway

Honorable Charles E. Carnes, Supervisor, Town of Crawford, crawfordsupervisor@townofcrawford.org

Honorable Jeff Kaplan, Mayor, Village of Ellenville, mwarren@villageofellenville.com

Honorable Marybeth Majestic, Supervisor, Town of Gardiner, supervisor.tog@gmail.com

Honorable Rich Parete, Supervisor, Town of Marbletown, supervisor@marbletown.net

Honorable Brian Maher, Supervisor, Town of Montgomery, bmaher@townofmontgomery.com

Honorable Neil Bettez, Supervisor, Town of New Paltz, supervisor@townofnewpaltz.org

Honorable Tim Rogers, Mayor, Village of New Paltz, mayor@villageofnewpaltz.org

Honorable Jennifer Salemo, Supervisor, Town of Plattekill, info@town.plattekill.ny.us

Honorable Mike Baden, Supervisor, Town of Rochester, mbaden@townofrochester.ny.gov

Honorable Jeanne Walsh, Supervisor, Town of Rosendale, info@townofrosendale.com

Honorable John Valk Jr., Supervisor, Town of Shawangunk, townsupervisor@shawangunk.org

Honorable Terry Houck, Supervisor, Town of Wawarsing, supervisor@wawarsingny.gov

**RE: PIN 8141.68
ROUTE 44/55 @ BRUYNSWICK ROAD
INTERSECTION IMPROVEMENTS
TOWN OF GARDINER, ULSTER COUNTY**

Dear Members of the Shawangunk Scenic Byway Committee:

The New York State Department of Transportation progressing the above-referenced federally funded project to install a two-phase traffic signal at the intersection of Route 44/55 and Bruynswick Road (County Route 7) in the Town of Gardiner.

This project is located along the Shawangunk Mountains Scenic Byway. One of the goals in the "Plans for Tourism, Transportation, Preservation of Resources and Management of the Shawangunk Mountains Scenic Byway" is to improve safety, which is the goal of this project. Please see the attached location map and plan sheets. This work will take approximately 13 months to complete over two construction seasons and is anticipated to be completed June 2024. Construction will be staged to minimize traffic disruption. We do not anticipate this project to adversely affect the characteristics and status of the Scenic Byway.

Should you have any questions or comments about the project, please contact me by February 10th at (845) 431-5823 or Stephanie.Lewison@dot.ny.gov. If we have not heard from your office by then, we shall assume you have all the required information needed and do not object to this project.

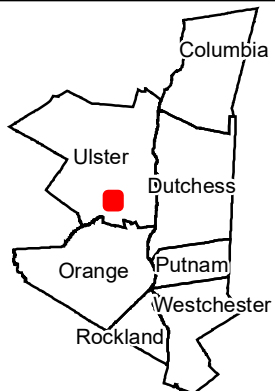
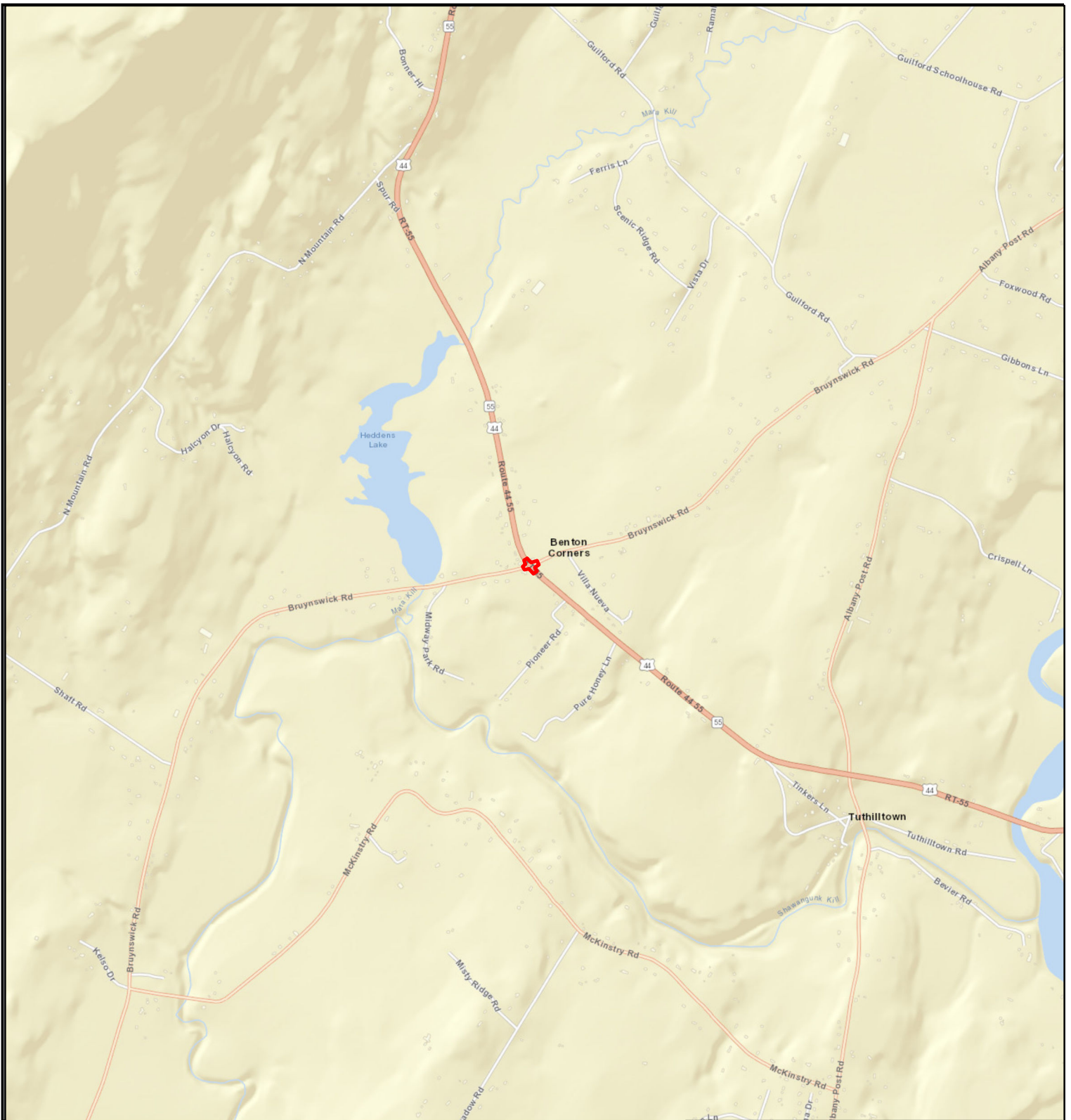
Sincerely,

Stephanie Lewison

Regional Environmental Contact

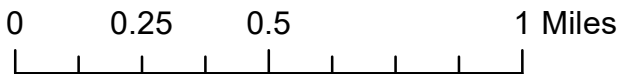
Attachments

ecc: Kyle Buser, Regional Landscape Architect, Region 8 NYSDOT
Ed Guerrero, Project Manager, Region 8 NYSDOT
Jenny Baez, Project Engineer, Region 8 NYSDOT
Elena Morgan, Environmental Specialist, Region 8 NYSDOT



Legend

 Project location



PROJECT LOCATION MAP

Route 44/55 @ Bruynswick Road
 Intersection Improvements
 Town of Gardiner
 Ulster County

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION
 REGION 8

PIN	DATE	FIGURE
8141.68	11/5/2021	1

PROJECT MANAGER

CHECK

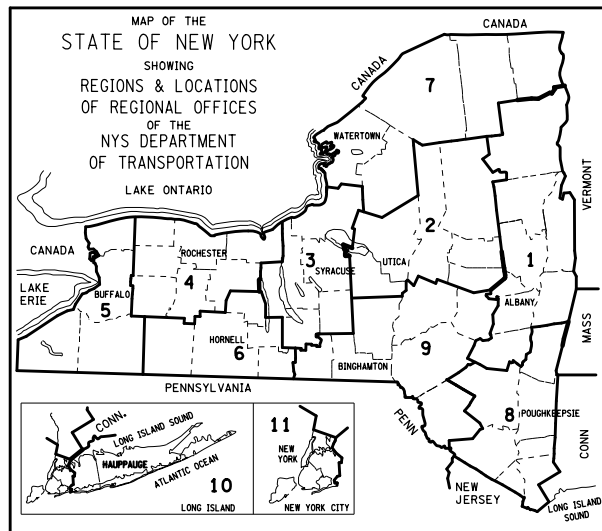
DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR



Department of Transportation

THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY THE DEPARTMENT, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY) REFERENCED IN THE CONTRACT PROJECT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR BY CHANGES SET FORTH IN THE CONTRACT PROJECT "PROPOSAL."

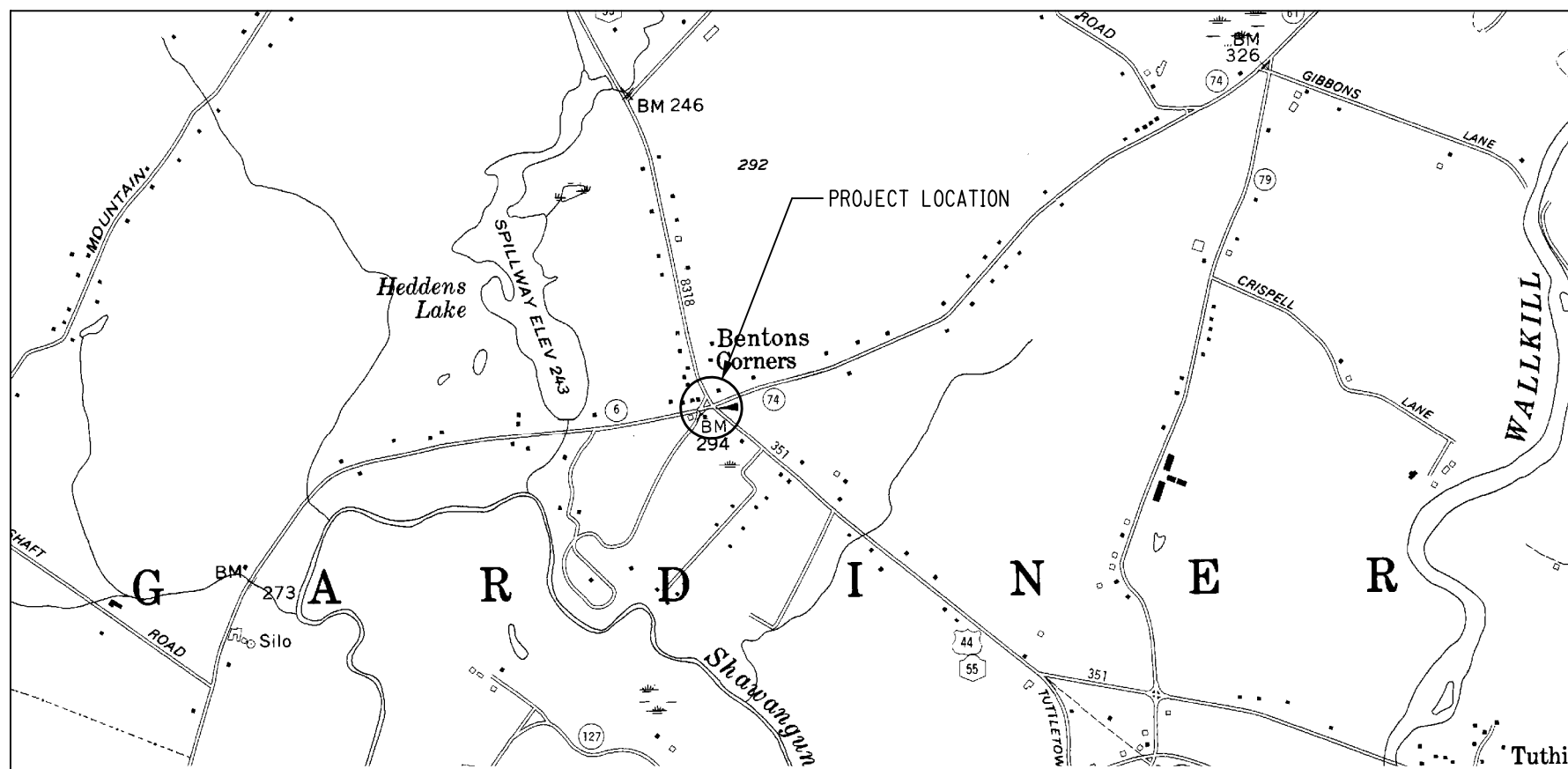
CONTRACT PLANS HAVE BEEN DESIGNED IN ACCORDANCE WITH NYSOT POLICIES AND GUIDELINES AND THE FINAL DESIGN REPORT APPROVED ON 12/27/2021

CONTRACT D..... P.I.N. 8141.68

F.A. PROJECT

ULSTER COUNTY

CONTRACTOR'S NAME _____	
AWARD DATE _____	
COMPLETION DATE _____	
FINAL ACCEPTANCE DATE _____	
REGIONAL DIRECTOR _____	
ENGINEER IN CHARGE _____	
FINAL COST TOTAL _____	
FISCAL SHARE	COST(S)



PROJECT LOCATION

RECOMMENDED BY

RECOMMENDED BY

RECOMMENDED BY

RECOMMENDED BY

APPROVED BY

REGIONAL DESIGN ENGINEER DATE
M. TIANO, P.E.

ACTING REGIONAL CONSTRUCTION ENGINEER DATE
O. PINHEIRO, P.E.

REGIONAL TRANSPORTATION MAINTENANCE ENGINEER DATE
G. BOUCHER, P.E.

ACTING REGIONAL TRAFFIC ENGINEER DATE
L. ZIMMER, P.E.

REGIONAL DIRECTOR DATE
L. MACMILLAN, P.E.

COUNTY: ULSTER

FED. ROAD REG. NO.	STATE	SHEET NO.
1	N.Y.	1
CAPITAL PROJECT IDENTIFICATION NO.		

INDEX ON SHEET NO.

PROJECT MANAGER

CHECK

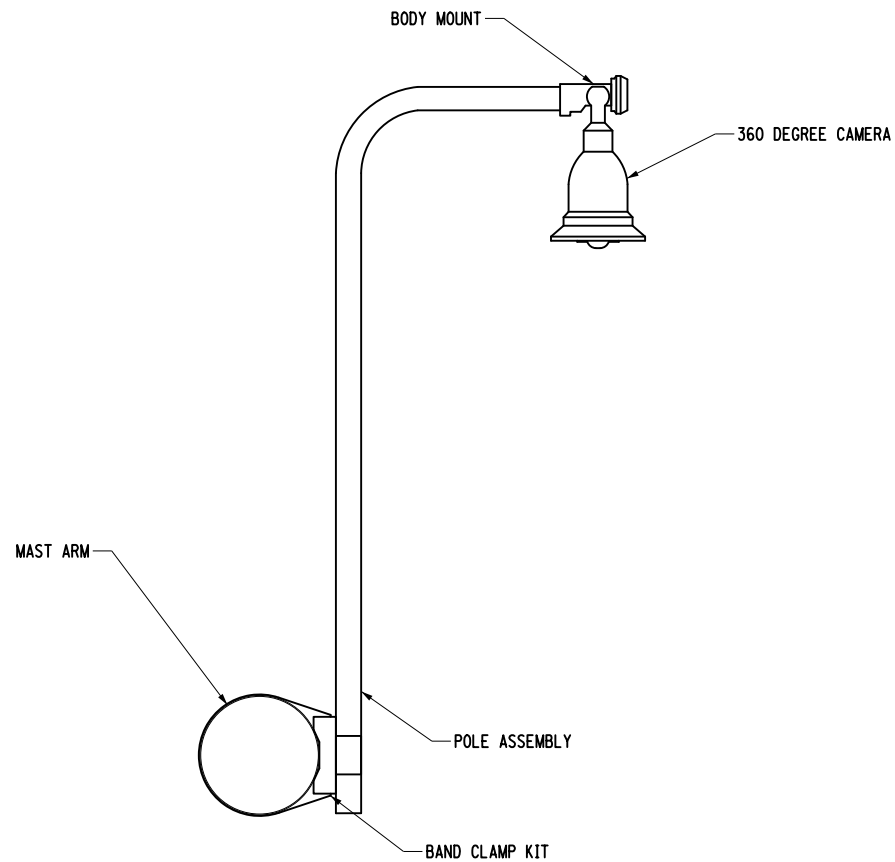
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DESIGN

JOB MANAGER

DESIGN SUPERVISOR



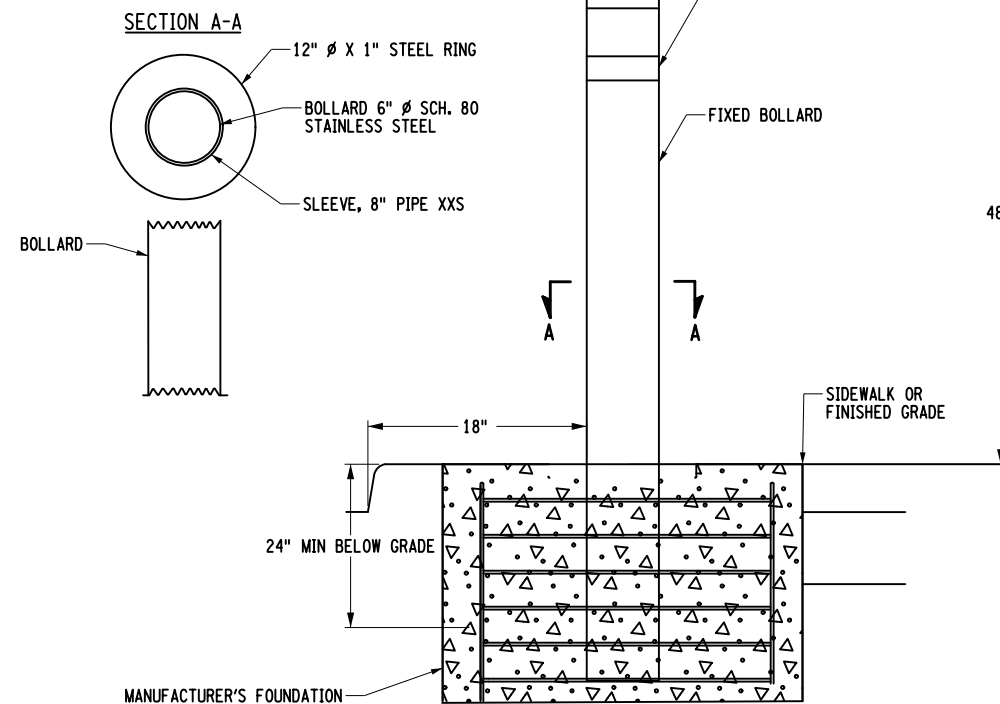
VIDEO DETECTION CAMERA DETAIL
MOUNTED ON A MAST ARM

NOT TO SCALE

NOTES:

1. ALL MOUNTING HARDWARE SHALL BE PROVIDED BY THE MANUFACTURER AND BE INCLUDED IN THE PRICE OF THE 360 DEGREE VIDEO DETECTION SYSTEM.
2. ALL EQUIPMENT SHALL MEET THE CONTRACT SPECIFICATION. STYLE OF CAMERA AND HARDWARE MAY VARY BY MANUFACTURER.

PIPE	O.D.	I.D.	T.
6" SCH 80	6.63"	5.76"	.432"
PIPE 8XXS	8.63"	6.88"	.875"



SECURITY BOLLARD ITEM: 618.79101015

NOT TO SCALE

NOTES:

1. REFLECTIVE TAPE SHALL BE 2" WIDE IN 2 SEPARATE HORIZONTAL LAYERS WITH AT LEAST 6" OF SEPARATION. MATERIAL SHOULD BE REFLECTORIZED SHEETING CLASS B, MATERIAL DESIGNATION 730-05.02 (SOLID WHITE OR BLACK/WHITE)
2. INSTALLATION TO BE COMPLETED IN ACCORDANCE TO MANUFACTURER'S SPECIFICATION.
3. ALL HARDWARE (INCLUDING BUT NOT LIMITED TO, ANCHOR BOLTS, SCREWS, WASHERS AND NUTS) REQUIRED TO INSTALL ASSEMBLY AS SHOWN SHALL BE PROVIDED BY THE CONTRACTOR. COST INCLUDED IN BID PRICE FOR BOLLARD ITEM.

BOLLARD NOTES:

1. BOLLARD MATERIAL: 12" DIAMETER FINISH: POWDER COATED YELLOW TO MATCH FEDERAL COLOR STANDARD NUMBER 13507 OR APPROVED EQUAL.
2. THE COST OF POWDER COATING SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 618.79101015.
3. FOUNDATION PER MANUFACTURER'S SPEC. COST OF ITEM TO BE INCLUDED IN ITEM 618.79101015

AFFIX SEAL: ON:	ALTERED BY: ON:
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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	US RT 44 / NY RT 55	PIN 8141.68	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	US RT 44 / NY RT 55 AT BRYUNSWICK ROAD (CR 7) INTERSECTION	US RT 44 / NY RT 55			SIGNAL NO. U-180	DRAWING NO. TSD-01
	S.H. 8318 - GARDINER KERHONKSON PART 1				RT 44/55 AT BRYUNSWICK ROAD MISCELLANEOUS DETAILS	SHEET NO.
	TOWN OF GARDINER					
	COUNTY: ULSTER	REGION: 8				

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

TRAFFIC SIGNAL NOTES

GENERAL:

THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE NEW YORK BOARD OF FIRE UNDERWRITERS FOR THE SIGNAL INSTALLATION(S).

THE CONTRACTOR SHALL COMPLY WITH THE HIGH VOLTAGE PROXIMITY ACT (CODE RULE 57 AND/OR LABOR LAW, SECTION 202-H. HIGH-VOLTAGE PROXIMITY).

THE CONTRACTOR SHALL PROVIDE ONE COMPLETE MAINTENANCE AND OPERATIONS MANUAL FOR EACH MAKE/MODEL/TYPE OF SIGNAL EQUIPMENT FURNISHED AND INSTALLED BY THE CONTRACTOR, AND ONE MYLAR REPRODUCIBLE PRINT OF EACH EQUIPMENT CABINET WIRING DIAGRAM.

UNLESS OTHERWISE SHOWN IN THE PLANS OR APPROVED BY THE ENGINEER, EXCAVATIONS FOR FOUNDATIONS, PULL BOXES AND CONDUITS SHALL BE A MINIMUM OF 6 INCHES FROM EXISTING OR PROPOSED RIGHT-OF-WAY LINES.

SCHEDULE RESTRICTIONS AND REQUIREMENTS FOR TRAFFIC SIGNALS:

IN ACCORDANCE WITH SECTION 680-3.01 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER WITHIN THIRTY (30) CALENDAR DAYS FOLLOWING AWARD OF THE CONTRACT: DETAILED SPECIFICATIONS, CATALOG CUTS, INSTRUCTION SHEETS AND/OR SHOP DRAWINGS FOR EQUIPMENT AND MATERIALS PROPOSED FOR INSTALLATION. THE CONTRACTOR IS CAUTIONED NOT TO ORDER EQUIPMENT AND/OR MATERIALS UNTIL NYS DOT ACCEPTANCE OF THE PROPOSED SHOP DRAWINGS, EQUIPMENT AND/OR MATERIALS IS SECURED IN WRITING.

FOR EACH SIGNAL IN THE CONTRACT, THE CONTRACTOR SHALL SUBMIT A WRITTEN SCHEDULE AND BAR CHART TO THE ENGINEER A MINIMUM OF THIRTY (30) CALENDAR DAYS IN ADVANCE OF BEGINNING CONSTRUCTION WORK AT A NEW SIGNAL OR BEGINNING ANY WORK THAT WILL INTERFERE WITH THE OPERATION OF THE EXISTING TRAFFIC SIGNAL. UNLESS OTHERWISE SHOWN OR NOTED IN THE PLANS, THE SCHEDULE SHALL BE DEVELOPED IN ACCORDANCE WITH THE FOLLOWING:

- THE EXISTING TRAFFIC SIGNAL, IF PRESENT, SHALL REMAIN IN OPERATION UNTIL THE NEW SIGNAL IS OPERATIONAL.
- REASONABLE SHUT DOWN PERIODS TO AN EXISTING SIGNAL WILL BE ALLOWED FOR SIGNAL MODIFICATION AND INSTALLATION, AS APPROVED OR DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DURING PERIODS WHEN THE EXISTING TRAFFIC SIGNAL IS NOT IN OPERATION.
- THE NUMBER AND DURATION OF SHUT DOWN PERIODS TO AN EXISTING SIGNAL SHALL BE LIMITED BY COMPLETING WORK THAT WILL NOT DISRUPT THE SIGNAL PRIOR TO DISCONNECTING ANY EQUIPMENT NECESSARY TO MAINTAIN THE OPERATION OF THE EXISTING TRAFFIC SIGNAL.
- TO THE MAXIMUM EXTENT PRACTICAL, TRAFFIC-ACTUATED PHASES FOR AN EXISTING SIGNAL SHALL REMAIN ACTUATED, AND AN EXISTING SIGNAL OPERATING WITHIN A SIGNAL SYSTEM SHALL REMAIN COORDINATED WITH THE REMAINDER OF THE SYSTEM.
- THE LENGTH OF TIME THAT A VEHICLE DETECTOR IS NOT OPERATIONAL SHALL BE MINIMIZED. IF NECESSARY, THE CONTRACTOR SHALL INSTALL TEMPORARY DETECTION (E.G., MICROWAVE DETECTORS). THE COST OF SUCH TEMPORARY DETECTION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
- THE MICROCOMPUTER CABINET SHALL BE INSTALLED AND ALL NECESSARY SIGNAL WORK FOR EACH SIGNAL SHALL BE COMPLETED WITHIN FOURTEEN (14) CALENDAR DAYS AFTER OBTAINING THE CABINET FROM THE REGION 8 SIGNAL ENGINEER.

NO SEPARATE PAYMENT WILL BE MADE FOR DEVELOPING THE WRITTEN SCHEDULE AND BAR CHART, OR FOR WORK NECESSARY TO SATISFY THE ABOVE CONDITIONS. ALL COSTS SHALL BE INCLUDED IN THE VARIOUS SIGNAL ITEMS.

THE CONTRACTOR SHALL NOTIFY THE REGION 8 SIGNAL ENGINEER AT (845) 437-5143 A MINIMUM OF SEVEN (7) CALENDAR DAYS PRIOR TO PERFORMING ANY WORK WHICH AFFECTS THE OPERATION OF AN EXISTING TRAFFIC SIGNAL. THE CONTRACTOR SHALL COORDINATE ANY ANTICIPATED DISRUPTIONS TO THE EXISTING SIGNAL WITH THE SIGNAL ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK. ALL COSTS SHALL BE INCLUDED IN THE VARIOUS SIGNAL ITEMS.

THERE SHALL BE NO EXTRA PAYMENT TO THE CONTRACTOR FOR COORDINATION WITH THE REGION 8 SIGNAL ENGINEER OR HIS/HER REPRESENTATIVES, LOCAL UTILITY COMPANIES OR THE AREA UNDERWRITER. THIS SHALL INCLUDE BUT NOT NECESSARILY BE LIMITED TO DELAYS EXPERIENCED BY THE CONTRACTOR OR RETURN TRIPS TO A SIGNAL BY THE CONTRACTOR DUE TO ACTIVITIES OF NYS DOT SIGNAL PERSONNEL, LOCAL UTILITY COMPANY REPRESENTATIVES OR THE AREA UNDERWRITER OR DUE TO THE FAILURE AND/OR REPLACEMENT OF MALFUNCTIONING NYS DOT SUPPLIED EQUIPMENT.

MAINTAINING TRAFFIC SIGNAL EQUIPMENT:

THE CONTRACTOR SHALL MAINTAIN EACH EXISTING TRAFFIC SIGNAL WHERE CONTRACT WORK IS PROPOSED FROM THE DATE AND TIME THAT THE ACTUAL WORK BEGINS AT THE SIGNAL UNTIL THE DATE AND TIME THAT THE SIGNAL WORK IS ACCEPTED BY THE STATE. IN THE CASE WHERE THERE IS NO EXISTING TRAFFIC SIGNAL, MAINTENANCE WILL BEGIN AT THE TURN-ON DATE AND TIME OF THE NEW SIGNAL AND END WHEN THE NEW SIGNAL IS ACCEPTED BY THE STATE. ASSUMPTION OF MAINTENANCE BY THE STATE SHALL NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR THE CORRECTION OF DEFECTS IN MATERIAL OR WORKMANSHIP PROVIDED BY THE CONTRACTOR. THE GUARANTEE PERIOD FOR THIS ITEM IS COVERED UNDER SECTION 105-18, MANUFACTURER WARRANTIES AND GUARANTEES, OF THE STANDARD SPECIFICATIONS.

SURVEY AND STAKEOUT FOR TRAFFIC SIGNALS:

UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL COMPLETE SURVEY AND STAKEOUT TASKS FOR EACH TRAFFIC SIGNAL WITHIN THIRTY (30) CALENDAR DAYS OF THE AWARD OF THE CONTRACT. AS PART OF THIS WORK, THE CONTRACTOR SHALL, AT A MINIMUM, STAKE OUT EXISTING AND PROPOSED RIGHT-OF-WAY LINES, MARK OUT UTILITIES, AND LAY OUT ALL PROPOSED SIGNAL AND PEDESTRIAN POLES, PULL BOXES, CONDUITS AND ANY OTHER FEATURES AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL COORDINATE THE SURVEY AND STAKEOUT WITH AFFECTED UTILITY COMPANIES SO THAT THE UTILITY COMPANIES CAN PROPERLY LOCATE THEIR NEW FACILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN OR RESET STAKES AND/OR MARK OUTS, AS NECESSARY. ALL SURVEY NOTES FOR EACH LOCATION SHALL BE SUBMITTED TO THE ENGINEER. THE ENGINEER'S APPROVAL OF THE LOCATION OF PROPOSED SIGNAL EQUIPMENT AND UTILITY FACILITIES IS REQUIRED PRIOR TO THE START OF ANY CONSTRUCTION AT A SIGNAL SITE. THE COST OF SURVEY AND STAKEOUT BY THE CONTRACTOR SHALL BE INCLUDED IN THE PRICE BID FOR 625.01000108, SURVEY AND STAKEOUT (TRAFFIC SIGNALS).

UTILITIES:

THE CONTRACTOR IS ADVISED THAT UNDERGROUND AND/OR OVERHEAD UTILITIES EXIST IN THE VICINITY OF THE EXISTING AND/OR PROPOSED SIGNALS. THE CONTRACTOR SHALL NOT RELY SOLELY ON THE PLANS FOR LOCATIONS OF EXISTING UTILITIES BUT SHALL HAVE LOCATIONS OF ALL UTILITIES VERIFIED PRIOR TO BEGINNING CONSTRUCTION.

UTILITY CABLE CLEARANCES FROM TRAFFIC SIGNAL SYSTEM COMPONENTS SHALL BE IN COMPLIANCE WITH THE MINIMUM SPECIFIED IN THE NATIONAL ELECTRIC CODE (NEC). IN ADDITION, UTILITY CABLES SHALL NOT VISUALLY OBSTRUCT ANY PORTION OF ANY SIGNAL FACE ON ANY INTERSECTION APPROACH.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS WITH UTILITY COMPANIES TO ENABLE THE RELOCATION OF UTILITY CABLES TO PROVIDE ADEQUATE CLEARANCES FROM TRAFFIC SIGNAL EQUIPMENT AND/OR TO ELIMINATE VISUAL OBSTRUCTIONS TO TRAFFIC SIGNAL FACES. THIS MAY INCLUDE TEMPORARILY SUPPORTING SPAN WIRES TO ENABLE THE UTILITY COMPANY TO MOVE ABOVE THE SIGNAL SYSTEM. ANY SIGNAL WHERE UTILITY CABLE CLEARANCES VIOLATE THE NEC OR WHERE UTILITY CABLES OBSTRUCT THE VISIBILITY OF TRAFFIC SIGNAL FACES SHALL NOT BE ACCEPTED BY THE STATE.

IF AN ELECTRIC METER PAN IS REQUIRED BY THE LOCAL UTILITY COMPANY, THE COST SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 680.90920008.

TEST HOLES:

AS SPECIFIED IN SECTION 680-3.05 OF THE STANDARD SPECIFICATIONS, PRIOR TO EXCAVATING FOR POLE PLACEMENT AND AFTER LOCATING ALL EXISTING UNDERGROUND FACILITIES, THE CONTRACTOR SHALL DIG ONE OR MORE TEST HOLES AT THE LOCATION OF EACH PROPOSED SIGNAL OR PEDESTRIAN POLE. THESE TEST HOLES SHALL BE DUG TO CONFIRM THE FINAL FOUNDATION LOCATION FOR EACH POLE AND SHALL BE DUG PRIOR TO ORDERING ANY POLES. IF OBSTRUCTIONS ARE ENCOUNTERED THE CONTRACTOR SHALL PROPERLY BACKFILL THE TEST HOLE AND MOVE TO A NEW LOCATION AS DIRECTED BY THE ENGINEER. POLE LOCATIONS THAT DIFFER SIGNIFICANTLY FROM THOSE SHOWN IN THE CONTRACT PLANS DUE TO UTILITY CONFLICTS, ETC. SHALL BE APPROVED BY THE ENGINEER, AFTER CONSULTATION WITH THE TRAFFIC SIGNAL DESIGNER. IN ACCORDANCE WITH SECTION 680-5.04 OF THE STANDARD SPECIFICATIONS, THE COST OF EXCAVATING AND BACKFILLING TEST HOLES SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 680.5001, POLE EXCAVATION AND CONCRETE FOUNDATION.

FOUNDATIONS:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE TEMPORARY SUPPORT OF EXISTING UTILITY POLES AND/OR TRAFFIC SIGNAL POLES AS REQUIRED WHEN EXCAVATING NEAR THEM. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS WORK.

UNLESS OTHERWISE SPECIFIED IN THE PLANS AND/OR PROPOSAL OR APPROVED BY THE ENGINEER, FOUNDATIONS FOR TRAFFIC SIGNAL AND PEDESTRIAN SIGNAL POLES SHALL BE EXCAVATED USING AN APPROPRIATELY SIZED AUGER.

FOUNDATION EXCAVATIONS ARE TO BE FILLED WITH CONCRETE THE DAY THEY ARE DUG TO AVOID HOLES LEFT OPEN OVERNIGHT. HOWEVER, IF AN EXCAVATION NEEDS TO BE LEFT OPEN AT THE END OF THE WORKDAY, THE CONTRACTOR SHALL PROVIDE PROTECTION MEETING THE REQUIREMENTS OF SECTION 107-05 F OF THE STANDARD SPECIFICATIONS. THE COST OF SUCH PROTECTION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 680.5001, POLE EXCAVATION AND CONCRETE FOUNDATION.

THE CONTRACTOR, IN CONJUNCTION WITH THE POLE SUPPLIER OR MANUFACTURER, SHALL BE RESPONSIBLE FOR ENSURING THAT THE FOUNDATION FOOTING MOMENT EXCEEDS THE FOOTING MOMENT FOR THE MAST ARM POLE(S) OR STRAIN POLE(S) FOR THE DESIGN LOADING SHOWN IN THE CONTRACT PLANS. SEE FOOTING DETAIL IN THE TRAFFIC SIGNAL PLANS FOR FURTHER INFORMATION.

THE COST OF DEWATERING, PUMPING, BAILING OR DRAINING GROUNDWATER ENCOUNTERED DURING CONSTRUCTION SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS SIGNAL ITEMS. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.

IF ROCK IS ENCOUNTERED WITHIN ONE FOOTING WIDTH/DIAMETER OF THE PROPOSED BOTTOM OF A SIGNAL POLE FOUNDATION (AS SPECIFIED ON STANDARD SHEET 680-01), THE FOUNDATION SHALL BE INSTALLED TO THE MINIMUM FOUNDATION EMBEDMENT SHOWN ON STANDARD SHEET 680-01. UNLESS OTHERWISE SPECIFIED IN THE CONTRACT PLANS, IF ROCK IS ENCOUNTERED MORE THAN ONE FOOTING WIDTH/DIAMETER ABOVE THE PROPOSED BOTTOM OF A SIGNAL POLE FOUNDATION, THE MINIMUM FOUNDATION EMBEDMENT MAY BE DECREASED FROM THAT SHOWN ON STANDARD SHEET 680-01 SUCH THAT THE FOUNDATION PENETRATES ROCK A MINIMUM OF ONE FOOTING WIDTH/DIAMETER PLUS 2 FEET OR THE MINIMUM DEPTH NECESSARY TO ACCOMMODATE THE MANUFACTURER'S MINIMUM ANCHOR BOLT LENGTH, WHICHEVER IS GREATER. EXCAVATION INTO ROCK SHALL BE NEAT WITH VERTICAL SIDES, AND FOUNDATION CONCRETE SHALL BE POURED IN DIRECT CONTACT WITH THE ROCK EXCAVATION. ALL CHANGES TO THE MINIMUM FOUNDATION EMBEDMENT SHALL BE APPROVED OR DIRECTED BY THE ENGINEER.

POLES:

PRIOR TO ORDERING MAST ARM POLES, THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE FINAL GROUND AND PAVEMENT ELEVATIONS AND VERIFYING THAT THE CLEARANCE FROM THE HIGHEST POINT ON THE PAVEMENT UNDER THE MAST ARM TO THE BOTTOM OF THE PROPOSED SIGNAL HEADS IS A MINIMUM OF 16.5 FEET.

IF NEW SPAN WIRES ARE TO BE INSTALLED ON EXISTING POLES OR IF AN EXISTING SPAN WIRE IS TO BE EXTENDED TO A NEW TRAFFIC SIGNAL POLE, NEW STRAND VISES AND EYE BOLTS ARE TO BE USED. THE COST OF THE NEW STRAND VISES AND EYE BOLTS SHALL BE INCLUDED IN THE PRICE BID FOR THE SPAN WIRE ITEM(S).

CIRCUMFERENTIAL POLE CLAMPS, AS AN ALTERNATE TO GALVANIZED THIMBLE EYEBOLTS, ARE USED TO CONNECT SPAN WIRE(S) TO THE TOPS OF POLYGONAL SHAPED SIGNAL POLES. HOWEVER, ONLY GALVANIZED THIMBLE EYEBOLTS SHALL BE USED FOR CONNECTING SPAN WIRE(S) TO ROUND SIGNAL POLES. IN EITHER CASE, THE DESIGN LOAD OF THE CONNECTING HARDWARE SHALL BE CERTIFIED TO BE NO MORE THAN 70% OF ITS YIELD STRENGTH.

UNLESS OTHERWISE SPECIFIED IN THE PLANS, ALL BOLTS, NUTS, AND WASHERS (EXCEPT ANCHOR BOLTS AND NUTS) SHALL BE STAINLESS STEEL AND ALL OTHER HARDWARE SHALL BE HOT DIPPED GALVANIZED STEEL.

ALL ANCHOR BOLTS SHALL BE GRADE 36 OR 55.

PULL BOXES AND CONDUITS:

ONLY THREADED COUPLINGS OR SPLIT COUPLINGS SHALL BE PERMITTED TO JOIN STEEL CONDUITS.

CABINETS:

UNLESS OTHERWISE SPECIFIED IN THE PLANS, CABINETS SHALL BE INSTALLED SO THAT THE ROADSIDE CABINET FACE IS A MINIMUM OF 18 INCHES FROM THE FACE OF THE CURB.

FOR POLE MOUNTED CONTROLLERS: A 5 FOOT BY 5 FOOT BY 4 INCH CONCRETE WORK PAD SHALL BE INSTALLED IN FRONT OF THE CABINET DOOR, ABUTTING THE POLE FOUNDATION. PAYMENT FOR THE WORK PAD, NECESSARY FILL AND GRADING SHALL BE INCLUDED IN THE PRICE BID FOR THE INSTALLATION OF THE MICROCOMPUTER CABINET.

AFFIX SEAL: ON:	ALTERED BY: ON:
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	
STATE ROUTE 44/55 ROUTE 44/55 AT BRUYN SWICK ROAD (CR 7) INTERSECTION S.H. 8318 - GARDINER KERHONKSON PART 1 TOWN OF GARDINER COUNTY: ULSTER REGION: 8	
PIN 8141.68 NY 44/55	
BRIDGES CULVERTS	
ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED SIGNAL NO. U-180 ROUTE 44/55 AT BRUYN SWICK ROAD TRAFFIC SIGNAL NOTES	
CONTRACT NUMBER DRAWING NO. TSN-01 SHEET NO.	

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

FILE NAME = 19-DEC-2022 06:38
 DATE/TIME = 19-DEC-2022 06:38
 USER = SJJames

PROJECT MANAGER

CHECK

DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

GROUNDING:

ALL SIGNAL POLES, PEDESTRIAN POLES, AND PUSH BUTTON STATIONS SHALL BE GROUNDED BY MEANS OF A GROUNDING ROD DRIVEN IN THE NEAREST PULL BOX AS DETAILED IN STANDARD SHEETS 680-04 AND 680-07.

THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING A CONTINUOUSLY GROUNDED CONDUIT SYSTEM. THERE SHALL BE NO SEPARATE PAYMENT FOR PROVIDING A CONTINUOUSLY GROUNDED CONDUIT SYSTEM. PAYMENT IS TO BE INCLUDED IN THE PRICE BID FOR CABLE, CONDUIT AND CONTROLLER INSTALLATION.

SHOULD EXISTING CONDUIT BE USED TO WIRE THE SIGNAL SYSTEM, THE EXISTING CONDUITS SHALL BE GROUNDED IN ACCORDANCE WITH THE GROUNDING REQUIREMENTS.

UNDER THE PROVISIONS OF SECTION 680-3.13 OF THE STANDARD SPECIFICATIONS AND STANDARD SHEET 680-04, THE ENDS OF CONDUITS WITHIN POLE BASES AND PULL BOXES SHALL BE FITTED WITH AN INSULATING GROUNDING BUSHING. THE GROUNDING BUSHINGS PROVIDED NEED NOT BE SEALED BUT SHALL CONTAIN A PLASTIC INNER FACE AND A MECHANICAL SCREW CONNECTOR LUG ON ITS OUTER SURFACE.

WIRING:

UNDER NO CIRCUMSTANCE SHALL INDIVIDUAL SIGNAL CABLE CONDUCTORS OF A MULTI-CONDUCTOR CABLE BE PERMITTED IN TRAFFIC SIGNAL POLES OR POSTS WITHOUT THE PROTECTION OF THE CABLE INSULATION.

EACH SIGNAL CABLE ENTERING THE CONTROLLER CABINET SHALL HAVE A MYLAR OR BRASS TAG PERMANENTLY AFFIXED WHICH SHALL IDENTIFY THE CABLE (FOR EXAMPLE, 14/10 C-1). PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER THE APPROPRIATE SIGNAL CABLE ITEM.

NO SPLICES ARE ALLOWED FOR TRAFFIC SIGNAL HEAD OR PEDESTRIAN HEAD WIRING.

TRAFFIC SIGNAL HEADS:

SIGNAL HEADS SHALL NOT BE HUNG WITHOUT THE APPROVAL OF THE ENGINEER.

TRAFFIC SIGNAL HEADS SHALL BE PAINTED DARK GREEN.

TRAFFIC SIGNAL HEADS AND ANY RELATED ATTACHMENTS TO VEHICULAR SIGNAL FACES SHALL BE MOUNTED WITH A MINIMUM OF 16.5 FEET VERTICAL CLEARANCE ABOVE THE HIGHEST POINT ON THE PAVEMENT UNDER THE MAST ARM.

THE RED INDICATIONS OF THE SIGNAL HEADS ON EACH APPROACH SHALL BE LEVEL WITH EACH OTHER. THIS APPLIES TO SPAN WIRE AND MAST ARM TRAFFIC SIGNALS.

PRIVATE PROPERTY:

ANY PRIVATELY OWNED FENCING, SHRUBS, DECORATIVE BRICKWORK, BLUESTONE OR OTHER MISCELLANEOUS ITEMS PRESENTLY ON PUBLIC PROPERTY WHICH MUST BE MOVED TO COMPLETE THE SIGNAL WORK SHALL BE EITHER DISPOSED OF OR LAID ONTO THE OWNER'S PROPERTY AT THE OWNER'S DISCRETION. THE PROPERTY OWNER SHALL BE NOTIFIED AT LEAST TEN (10) CALENDAR DAYS IN ADVANCE OF THE WORK. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS WORK. THE ENGINEER SHALL OBTAIN ACCESS TO PRIVATE PROPERTY THROUGH A RELEASE.

RESTORATION OF DAMAGED AREAS:

THE CONTRACTOR SHALL BEAR THE COST OF ANY REPAIRS AS DIRECTED BY THE ENGINEER DUE TO DAMAGE CAUSED BY CONSTRUCTION PERSONNEL, EQUIPMENT OR OPERATIONS.

SIGNAL WORK IN OR ADJACENT TO WETLANDS AND OTHER WATER BODIES:

THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY DAMAGE TO ANY WATER BODY, INCLUDING WETLANDS. THE CONTRACTOR SHALL CONTAIN RUN-OFF FROM PAVEMENT SAW-CUTTING OPERATIONS TO PREVENT RUN-OFF FROM REACHING ADJACENT STREAMS AND WETLANDS.

PAVEMENT MARKINGS:

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.

PROPOSED PAVEMENT MARKINGS ARE TO MATCH EXISTING UNLESS SHOWN OTHERWISE ON THE PLANS. ALL PAVEMENT MARKINGS SHALL TIE INTO EXISTING AT THE INTERSECTION LIMITS OF WORK.

PRUNING TREES:

THE COST OF PRUNING TREES TO INSTALL TRAFFIC SIGNAL HARDWARE AND TO OBTAIN ADEQUATE SIGHT DISTANCE FOR TRAFFIC SIGNAL HEADS SHALL BE PAID UNDER ITEM 201.06 - CLEARING AND GRUBBING, AS APPROPRIATE. PRUNING OF TREES SHALL BE DETERMINED BY THE ENGINEER AND IS INTENDED TO BE PRUNING OF BRANCHES APPROXIMATELY 3 INCHES IN DIAMETER OR LESS. PRUNING SHALL BE PERFORMED IN A MANNER CONSISTENT WITH GOOD HORTICULTURAL PRACTICE.

STREET SIGNS:

STREET SIGNS SHALL BE ATTACHED TO MAST ARMS WITH A MINIMUM OF 2 TYPE G BRACKETS. THESE BRACKETS SHALL BE INCLUDED IN THE PRICE BID FOR THE APPROPRIATE OVERHEAD SIGN ASSEMBLY ITEM(S). SIGN STIFFENERS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SHEET 645-01.

PUBLIC NOTIFICATION OF THE TURN-ON OF NEW SIGNALS:

PORTABLE VARIABLE MESSAGE SIGNS SHALL BE USED TO NOTIFY MOTORISTS AT LEAST ONE WEEK IN ADVANCE OF THE TURN ON OF A NEW THREE COLOR SIGNAL. THE PORTABLE VARIABLE MESSAGE SIGNS SHALL REMAIN IN PLACE UNTIL ONE WEEK AFTER THE NEW SIGNAL HAS BEEN TURNED ON AND MADE OPERATIONAL, OR AS DIRECTED BY THE ENGINEER. THIS APPLIES TO INTERSECTIONS WHERE NEW SIGNAL INSTALLATIONS ARE INSTALLED AND WHERE FLASHING SIGNALS ARE REPLACED BY THREE COLOR SIGNALS. SEE "REQUIREMENTS FOR PORTABLE VARIABLE MESSAGE SIGNS" SECTION OF THE WORK ZONE TRAFFIC CONTROL PLAN NOTES FOR FURTHER INFORMATION.

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	STATE ROUTE 44/55	PIN 8141.68 NY 44/55	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	ROUTE 44/55 AT BRUYNWICK ROAD (CR 7) INTERSECTION					
	S.H. 8318 - GARDINER KERHONKSON PART 1					
	TOWN OF GARDINER					
COUNTY: ULSTER	REGION: 8	SIGNAL NO. U-180 ROUTE 44/55 AT BRUYNWICK ROAD TRAFFIC SIGNAL NOTES		DRAWING NO. TSN-02 SHEET NO.		

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



WORK ZONE TRAFFIC CONTROL PLAN

GENERAL:

WORK ZONE TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE CURRENT VERSION OF SECTION 619 OF THE STANDARD SPECIFICATIONS, THE CURRENT WORK ZONE TRAFFIC CONTROL (619 SERIES) STANDARD SHEETS, ANY PROVISIONS CONTAINED IN THE PLANS AND/OR PROPOSAL OF THIS CONTRACT, AND AS DIRECTED BY THE ENGINEER.

WORK ZONE TRAFFIC CONTROL FOR MOBILE OPERATIONS SHALL BE PROVIDED IN ACCORDANCE WITH FIGURES 6H-4, 6H-17 AND 6H-35, AS APPLICABLE, OF THE MUTCD.

AS DEFINED IN SECTION 101-02 OF THE STANDARD SPECIFICATIONS, THE MUTCD CONSISTS OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.

CHANGES TO THE WORK ZONE TRAFFIC CONTROL PLAN:

THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE WORK ZONE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE A MINIMUM OF SEVEN (7) CALENDAR DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE BASIC CONCEPT OR SCOPE OF THE WORK ZONE TRAFFIC CONTROL PLAN. SUCH CHANGES TO THE BASIC CONCEPT OR SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE A MINIMUM OF FORTY-FIVE (45) CALENDAR DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.

CONSTRUCTION EQUIPMENT AND VEHICLES

ALL VEHICLES AND EQUIPMENT WITHIN THE CONTRACT LIMITS AND ON TRAVEL LANES AND/OR SHOULDERS SHALL BE EQUIPPED WITH AND SHALL OPERATE A MINIMUM OF ONE AMBER ROTATING OR FLASHING LIGHT EMITTING DIODE (LED) BEACON VISIBLE FROM ALL DIRECTIONS FOR A MINIMUM OF 1000 FEET DURING DAYLIGHT. IF VISIBILITY OF A SINGLE BEACON IS BLOCKED BY A PORTION OF THE VEHICLE OR EQUIPMENT, ADDITIONAL BEACONS SHALL BE PROVIDED. BEACONS SHALL BE MOUNTED IN A MANNER WHICH DOES NOT CAUSE GLARE FOR DRIVERS USING THE ROADWAY OR THE OPERATOR OF THE VEHICLE OR EQUIPMENT.

ALL BARRIER/SHADOW VEHICLES SHALL WEIGH A MINIMUM OF 18,000 LB AND SHALL BE EQUIPPED WITH TRUCK-MOUNTED IMPACT ATTENUATORS AND TRUCK-MOUNTED ARROW PANELS. IMPACT ATTENUATORS SHALL MEET THE REQUIREMENTS OF NCHRP 350 TEST LEVEL 3 AND SECTION 729-12 OF THE STANDARD SPECIFICATIONS. ARROW PANELS SHALL BE TRUCK-MOUNTED SERIES B OR C PANELS MEETING THE REQUIREMENTS OF SECTION 729-15 OF THE STANDARD SPECIFICATIONS AND SECTION 6F.61 OF THE MUTCD. THE PRICE OF TRUCK-MOUNTED IMPACT ATTENUATORS AND TRUCK-MOUNTED ARROW PANELS SHALL BE INCLUDED IN THE PRICE BID FOR THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

PARKING OF CONSTRUCTION EQUIPMENT & VEHICLES AND STORAGE OF MATERIALS:

CONSTRUCTION EQUIPMENT (INCLUDING LIGHT TOWERS, IF USED), VEHICLES AND MATERIALS SHALL BE PLACED OR STORED DURING NON-WORKING HOURS A MINIMUM OF 30 FEET FROM THE EDGE OF PAVEMENT OR BEHIND TEMPORARY CONCRETE BARRIER OR GUIDE RAIL. EQUIPMENT, VEHICLES AND MATERIALS STORED BEHIND TEMPORARY CONCRETE BARRIER OR GUIDE RAIL SHALL NOT BE PLACED OR STORED WITHIN THE APPROPRIATE DEFLECTION DISTANCE SHOWN IN TABLE 619-6, GUIDE RAIL AND TEMPORARY CONCRETE BARRIER STANDARD DEFLECTION DISTANCES, IN THE STANDARD SPECIFICATIONS.

PRIVATE VEHICLES OWNED BY THE CONTRACTOR OR THE CONTRACTOR'S WORKERS SHALL BE PARKED, DURING WORKING AND NON-WORKING HOURS, IN ACCORDANCE WITH THE REQUIREMENTS IN THE PRECEDING PARAGRAPH.

CONDITION OF TRAFFIC CONTROL DEVICES:

AT THE START OF CONTRACT WORK, ALL CONES, TEMPORARY TUBULAR MARKERS, DRUMS, CONSTRUCTION BARRICADES, VERTICAL PANELS, WARNING LIGHTS, ARROW PANELS, PORTABLE VARIABLE MESSAGE SIGNS, PAVEMENT MARKING TAPE AND RAISED PAVEMENT MARKERS SHALL APPEAR IN "ACCEPTABLE" CONDITION AS DESCRIBED AND PICTURED IN THE CURRENT EDITION OF THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) MANUAL QUALITY GUIDELINES FOR TEMPORARY TRAFFIC CONTROL DEVICES. THESE DEVICES SHALL NOT BE ALLOWED TO FALL BELOW THE "MARGINAL" CONDITION AT ANY TIME DURING THE LIFE OF THE CONTRACT.

ALL SIGNS SHALL BE IN "ACCEPTABLE" CONDITION AS DESCRIBED IN THE ATSSA MANUAL QUALITY GUIDELINES FOR TEMPORARY TRAFFIC CONTROL DEVICES THROUGHOUT THE LIFE OF THE CONTRACT. NON-STANDARD SIGN LEGENDS ARE NOT ACCEPTABLE.

RIGID SIGN PANELS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 7 FEET, MEASURED FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE LOWEST SIGN PANEL. FOR SIGNS INCORPORATING AN AUXILIARY PANEL BELOW THE PRIMARY PANEL, THE MINIMUM MOUNTING HEIGHT SHALL BE 6 FEET. FLEXIBLE PANEL AND LIGHTWEIGHT RIGID PANELS SHALL BE MOUNTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

REQUIREMENTS FOR PORTABLE VARIABLE MESSAGE SIGNS:

PORTABLE VARIABLE MESSAGE SIGNS SHALL BE PLACED AT ALL MAJOR APPROACHES TO THE PROJECT OR, FOR CONTRACTS WITH MULTIPLE LOCATIONS, AT ALL MAJOR APPROACHES TO EACH LOCATION, AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE MADE UNDER ITEM 619.110513.

PORTABLE VARIABLE MESSAGE SIGNS WILL BE USED TO NOTIFY MOTORISTS AT LEAST TWO WEEKS IN ADVANCE OF THE ANTICIPATED START OF WORK DATE AT EACH LOCATION AND, WHEN APPLICABLE, THE ANTICIPATED START OF EACH SUBSEQUENT STAGE THAT REQUIRES A NEW WORK ZONE TRAFFIC CONTROL PATTERN. THE SIGNS SHALL REMAIN IN PLACE UNTIL ALL WORK IS COMPLETED AT A LOCATION OR IN A STAGE, OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING IS A SUMMARY OF THE ANTICIPATED NEED FOR PORTABLE VARIABLE MESSAGE SIGNS:

- LOCATION/STAGE 1
 PVMS 1
 LOCATION: RT 44/55 EB, 600 FEET IN ADVANCE OF THE PROPOSED STOP BAR
 DURATION: 4 CW
 PVMS 2
 LOCATION: RT 44/55 WB, 600 FEET IN ADVANCE OF THE PROPOSED STOP BAR
 DURATION: 4 CW

THE CONTRACTOR IS REMINDED THAT, IN ACCORDANCE WITH SECTION 619-3.10 OF THE STANDARD SPECIFICATIONS, PORTABLE VARIABLE MESSAGE SIGNS WITH A PAY UNIT OF EACH SHALL BE RELOCATED OR REORIENTED, IF NECESSARY, UP TO FOUR (4) TIMES PER YEAR AS CONDITIONS DICTATE AT NO ADDITIONAL COST TO THE STATE.

STANDARD (TYPICAL) MESSAGES FOR PORTABLE VARIABLE MESSAGE SIGNS SHALL BE SUPPLIED TO THE CONTRACTOR BY THE ENGINEER. THE CONTRACTOR SHALL SUBMIT ANY UNIQUE MESSAGES TO THE ENGINEER FOR APPROVAL BY THE SURFACE TRANSPORTATION CONTROLLER. REQUESTS FOR MESSAGE APPROVAL SHOULD ACCOMPANY THE ROAD WORK FORM DESCRIBED IN THE TEMPORARY LANE AND SHOULDER CLOSURES NOTE BELOW.

ACTIVITY AREAS:

ACTIVITY AREAS SHOULD BE LIMITED TO ONE SIDE OF A ROADWAY AT A TIME UNLESS APPROVED BY THE ENGINEER. UNLESS OTHERWISE APPROVED BY THE ENGINEER, ACTIVITY AREAS ON ALTERNATE SIDES OF A ROADWAY SHALL BE SEPARATED BY A MINIMUM LONGITUDINAL DISTANCE OF 4L, WHERE L IS DEFINED IN TABLE 6H-4 OF THE MUTCD.

IT MAY BE NECESSARY TO LIMIT THE LENGTH OF A GIVEN ACTIVITY AREA. THE ENGINEER WILL DETERMINE THE MAXIMUM LENGTH OF ACTIVITY AREAS.

WHEN TWO ACTIVITY AREAS ON A ROADWAY ARE SEPARATED BY A SUFFICIENT LONGITUDINAL DISTANCE, ADVANCE WARNING SIGNS SHALL BE PLACED FOR BOTH ACTIVITY AREAS IN ACCORDANCE WITH THE MUTCD OR APPLICABLE WORK ZONE TRAFFIC CONTROL STANDARD SHEET(S). WHEN THE LONGITUDINAL DISTANCE BETWEEN SUCCESSIVE ACTIVITY AREAS IS NOT SUFFICIENT, THE CONTRACTOR SHALL PROVIDE ADEQUATE SIGNAGE TO INFORM ROAD USERS AND REDUCE CONFUSION. THE ENGINEER SHALL DETERMINE THE ADEQUACY OF SIGNAGE IN SUCH CASES.

TEMPORARY LANE AND SHOULDER CLOSURES:

IT WILL BE NECESSARY TO TEMPORARILY CLOSE TRAVEL LANES AND/OR SHOULDERS TO PERFORM THE CONTRACT WORK. THE FOLLOWING RESTRICTIONS SHALL APPLY TO LANE AND SHOULDER CLOSURES:

A. NO LANE, RAMP, AND/OR SHOULDER CLOSURES SHALL BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

NO LANE, RAMP, AND/OR SHOULDER CLOSURES SHALL BE PERMITTED DURING NON-WORKING HOURS, UNLESS SPECIFICALLY PROVIDED ELSEWHERE IN THE CONTRACT DOCUMENTS.

B. ALL LANE, RAMP AND/OR SHOULDER CLOSURES ON KEY CORRIDORS MUST BE APPROVED BY THE HUDSON VALLEY TRANSPORTATION MANAGEMENT CENTER'S SURFACE TRANSPORTATION CONTROLLER (STC) PRIOR TO IMPLEMENTATION. KEY CORRIDORS ARE DEFINED IN C BELOW.

LANE, RAMP, AND/OR SHOULDER CLOSURES ON NON-KEY CORRIDORS DO NOT REQUIRE STC APPROVAL BUT MUST BE REPORTED IN ADVANCE TO THE STC.

THE HUDSON VALLEY TRANSPORTATION MANAGEMENT CENTER'S ROAD WORK FORM SHALL BE USED TO REQUEST STC APPROVAL OF LANE, RAMP, AND/OR SHOULDER CLOSURES ON KEY CORRIDORS AND TO NOTIFY THE STC OF LANE, RAMP, AND/OR SHOULDER CLOSURES ON NON-KEY CORRIDORS. THE ROAD WORK FORM WILL BE MADE AVAILABLE TO THE CONTRACTOR BY THE ENGINEER.

THE CONTRACTOR IS RESPONSIBLE FOR PREPARING THE ROAD WORK FORM AND FORWARDING IT THROUGH THE ENGINEER TO THE STC. THE ROAD WORK FORM MUST BE SUBMITTED TO THE STC AT DOT.SM.R08.STC@DOT.NY.GOV OR STC-R08@DOT.NY.GOV A MINIMUM OF SEVEN (7) CALENDAR DAYS IN ADVANCE OF SCHEDULED CLOSURES. THE STC SHALL RESPOND WITHIN FOUR (4) CALENDAR DAYS AFTER RECEIPT OF THE ROAD WORK FORM.

C. KEY CORRIDORS ARE DEFINED AS:

- I-84 (INCLUDING THE NEWBURGH-BEACON BRIDGE)
- NYS ROUTE 17 (FUTURE I-86)
- I-87 (INCLUDING THE MARIO CUOMO BRIDGE)
- I-90
- I-95
- I-287
- I-684
- CROSS COUNTY PARKWAY (CCP)
- HUTCHINSON RIVER PARKWAY (HRP)
- PALISADES INTERSTATE PARKWAY (PIP)
- SAW MILL RIVER PARKWAY (SMRP)
- SPRAIN BROOK PARKWAY (SBP)
- TACONIC STATE PARKWAY (TSP)

TO MINIMIZE INCONVENIENCE TO THE TRAVELING PUBLIC, THE STATE RESERVES THE RIGHT TO ALLOW WORK BY OTHERS ALONG KEY CORRIDORS WITHIN THE CONTRACT LIMITS.

DUE TO POSSIBLE TRAFFIC CONTROL CONFLICTS, LANE, RAMP, AND/OR SHOULDER CLOSURE APPROVALS ON KEY CORRIDORS MAY OR MAY NOT BE GRANTED FOR THE DATE(S) REQUESTED. ANY ADDITIONAL COSTS, DELAYS OR REMOBILIZATIONS ASSOCIATED WITH THE APPROVAL PROCESS SHALL BE INCLUDED IN THE BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.

NO KEY CORRIDOR LANE, RAMP AND/OR SHOULDER CLOSURES ARE ANTICIPATED IN THIS CONTRACT.

D. ON NON-KEY CORRIDORS THE SAME NUMBER OF TRAVEL LANES (INCLUDING TURNING LANES) AS EXIST PRIOR TO THIS CONTRACT SHALL BE MAINTAINED IN EACH DIRECTION DURING THE HOURS OF 7:00 A.M. TO 9:00 A.M. AND 4:00 P.M. TO 6:00 P.M. - MONDAY TO FRIDAY, INCLUSIVE. RAMP AND/OR SHOULDERS SHALL NOT BE CLOSED DURING THESE TIME PERIODS.

E. AS DESCRIBED BELOW, THE TIME RESTRICTIONS IN C AND D CAN BE ADJUSTED BY THE ENGINEER AS TRAFFIC CONDITIONS WARRANT.

THE ENGINEER IS AUTHORIZED TO ORDER ADDITIONAL TIME RESTRICTIONS ON ALL ROADS OF UP TO ONE HOUR PER WORK DAY IF TRAFFIC CONDITIONS WARRANT. THERE SHALL BE NO COST TO THE STATE FOR SUCH ADDED RESTRICTIONS. THE CONTRACTOR SHALL NOT HAVE ANY DELAY CLAIMS AGAINST THE STATE IF THE ENGINEER ORDERS UP TO ONE HOUR OF ADDITIONAL TIME RESTRICTIONS PER DAY.

AFFIX SEAL: ON:	ALTERED BY: ON:
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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	STATE ROUTE 44/55	PIN 8141.68 NY 44/55	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	ROUTE 44/55 AT BRUYNWICK ROAD (CR 7) INTERSECTION					
	S.H. 8318 - GARDINER KERHONKSON PART 1					
	TOWN OF GARDINER					
	COUNTY: ULSTER	REGION: 8				DRAWING NO. WZTC-01 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.



FILE NAME = 14-JUN-2022 09:25
 DATE/TIME = 14-JUN-2022 09:25
 USER = SJJames

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

THE ENGINEER IS AUTHORIZED TO REDUCE TIME RESTRICTIONS ON NON-KEY CORRIDORS AS TRAFFIC CONDITIONS WARRANT.

- F. IN AREAS OF MAJOR SHOPPING MALLS, THE SAME NUMBER OF TRAVEL LANES (INCLUDING TURNING LANES AND RAMPS) AS EXIST PRIOR TO THIS CONTRACT SHALL BE MAINTAINED IN EACH DIRECTION DURING THE HOURS OF 10:00 A.M. TO 4:00 P.M. ON SATURDAYS. THIS APPLIES TO KEY CORRIDORS AND NON-KEY CORRIDORS.

THE STATE MAY GRANT A WAIVER OF THESE RESTRICTIONS UPON A TIMELY RECEIPT OF A REQUEST FOR SAID WAIVER FROM THE CONTRACTOR. A MINIMUM OF SEVEN (7) CALENDAR DAYS FOR THE REVIEW OF THE CONTRACTOR'S REQUEST IS REQUIRED.

NIGHTTIME CONSTRUCTION AND ACTIVITY AREA LIGHTING:

NIGHTTIME CONSTRUCTION IS PROHIBITED IN THIS CONTRACT. THE CONTRACTOR SHALL LIMIT IMPACTS TO RESTAURANT PARKING DURING PEAK BUSINESS HOURS (EVENING HOURS).

CHANNELIZING DEVICES:

RECOMMENDED PRACTICES FOR CHANNELIZING DEVICES ARE PROVIDED IN THE MUTCD AND SECTION 619-3.02 J OF THE STANDARD SPECIFICATIONS.

TALL CONES, MEETING THE REQUIREMENTS OF SECTION 729-02 OF THE STANDARD SPECIFICATIONS, ARE NORMALLY ADEQUATE FOR WORK ZONES SET UP AND REMOVED ON A DAILY BASIS DURING DAYLIGHT HOURS. DRUMS OR OVERSIZED VERTICAL PANELS ARE PREFERRED FOR ALL OTHER WORK ZONES AND AT ANY LOCATIONS WHERE THE RISK OF INTRUSION IS HIGH, AS DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL MAKE FREQUENT CHECKS COMMENSURATE WITH TRAFFIC CONDITIONS TO IDENTIFY AND RESET CHANNELIZING DEVICES DISLODGED BY TRAFFIC.

FLAGGER EQUIPMENT AND STATIONS:

TO ENSURE A PROPER LEVEL OF TRAFFIC SAFETY, EACH FLAGGER SHALL BE EQUIPPED WITH A TWO-WAY RADIO DEVICE. THE COST SHALL BE INCLUDED IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

ALL FLAGGER STATIONS SHALL BE ENHANCED WITH ADDITIONAL CONES AND A FLAG TREE AS SHOWN ON THE WORK ZONE TRAFFIC CONTROL (619 SERIES) STANDARD SHEETS AND AS DIRECTED BY THE ENGINEER. THE FLAG TREE SHALL MEET THE REQUIREMENTS OF SECTION 6F.62 OF THE MUTCD EXCEPT THAT A MINIMUM OF THREE (3) FLAGS ARE REQUIRED. THIS SETUP SHALL BE USED FOR ALL FLAGGER STATIONS EXCEPT THOSE THAT ARE CONSTANTLY MOVING. ALL COSTS ASSOCIATED WITH THESE REQUIREMENTS SHALL BE INCLUDED UNDER THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

FLAGGER SIGNS ARE TO BE USED ONLY WHEN A FLAGGER IS ACTUALLY PRESENT AND VISIBLE TO THE MOTORIST. FLAGGER SIGNS SHALL BE COVERED OR REMOVED AT ALL OTHER TIMES.

ENFORCEABLE REDUCED REGULATORY SPEED LIMIT AND ADVISORY SPEED SIGNS (DAILY OPERATION INSTALLATIONS):

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

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

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

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

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

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

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

PROJECT MANAGER

CHECK

DRAFTING



CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

AFFIX SEAL: ON:	ALTERED BY: ON:
<p>AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:</p> <p>STATE ROUTE 44/55 ROUTE 44/55 AT BRUYNWICK ROAD (CR 7) INTERSECTION S.H. 8318 - GARDINER KERHONKSON PART 1 TOWN OF GARDINER COUNTY: ULSTER REGION: 8</p> <p>IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.</p>	

PIN 8141.68 NY 44/55	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
SIGNAL NO. U-180 ROUTE 44/55 AT BRUYNWICK ROAD WORK ZONE TRAFFIC CONTROL NOTES			DRAWING NO. WZTC-02 SHEET NO.	
				

ENVIRONMENTAL PROTECTION NOTES

STAGING, STORAGE, AND STOCKPILE AREAS

THE CONTRACTOR'S ATTENTION IS DIRECTED TO STANDARD SPECIFICATION 107-08 REGARDING PROCEDURES FOR USE OF AREAS OUTSIDE THE LIMITS OF DISTURBANCE AND/OR THE CONTRACT LIMITS SHOWN ON THE CONTRACT DOCUMENTS, SUCH AS FOR STAGING, STORAGE, AND STOCKPILE AREAS. ADDITIONAL ENVIRONMENTAL APPROVALS MAY BE NECESSARY.

REPORTING OF SPILLS, DISCHARGES AND/OR CONTAMINATED SOILS

CONSTRUCTION ACTIVITIES HAVE THE POTENTIAL TO RESULT IN A RELEASE/SPILL OF PETROLEUM OR OTHER CHEMICALS. IN ADDITION, INDICATORS OF PREVIOUSLY CONTAMINATED MATERIAL MAY BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES.

THE CONTRACTOR MUST REPORT ALL PETROLEUM AND CHEMICAL SPILLS TO THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC) SPILL HOTLINE (1-800-457-7362) WITHIN 2 HOURS OF DISCOVERY, EXCEPT SPILLS WHICH MEET ALL THE FOLLOWING CRITERIA:

1. THE QUANTITY IS KNOWN TO BE LESS THAN 5 GALLONS; AND
2. THE SPILL IS CONTAINED AND UNDER THE CONTROL OF THE SPILLER; AND
3. THE SPILL HAS NOT AND WILL NOT REACH THE STATE'S WATER OR ANY LAND; AND
4. THE SPILL IS CLEANED UP WITHIN 2 HOURS OF DISCOVERY.

A SPILL IS CONSIDERED TO HAVE NOT IMPACTED LAND IF IT OCCURS ON A PAVED SURFACE SUCH AS ASPHALT OR CONCRETE. A SPILL IN A DIRT OR GRAVEL PARKING LOT IS CONSIDERED TO HAVE IMPACTED LAND AND IS REPORTABLE.

ALL SPILLS THAT REQUIRE REPORTING TO NYSDEC MUST ALSO BE REPORTED TO THE ENGINEER-IN-CHARGE (EIC) AS SOON AS POSSIBLE.

IN ADDITION, IF ANY CONTAMINATED MATERIAL INDICATORS, SUCH AS NOXIOUS ODORS EMANATING FROM THE SOIL OR WATER, OR DISCOLORED SOIL OR WATER, ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP OPERATIONS IMMEDIATELY AND NOTIFY THE EIC, WHO WILL COORDINATE WITH THE REGIONAL CONSTRUCTION ENVIRONMENTAL COORDINATOR TO DETERMINE NEXT STEPS.

TREE REMOVAL AND TRIMMING PROHIBITION

REMOVAL OF TREES WITH A TRUNK DIAMETER OF 3 INCHES OR GREATER AND REMOVAL OF TREE BRANCHES WITH A DIAMETER OF 3 INCHES OR GREATER AT THE CUT POINT ARE BOTH PROHIBITED UNLESS COORDINATED AND APPROVED BY THE ENGINEER-IN-CHARGE IN CONSULTATION WITH THE CONSTRUCTION ENVIRONMENTAL COORDINATOR.

SPECIAL NOTE REGARDING SECTION 205 CONTAMINATED SOIL ITEMS

BASED ON THE PRESENCE OF A FORMER GAS STATION IN THE SOUTHWEST QUADRANT OF THE PROJECT AREA AND REQUIREMENT FOR EXCAVATION IN THIS AREA, CONTAMINATED SOIL IS ANTICIPATED TO BE ENCOUNTERED AT THE FOLLOWING LOCATION:

LOCATION	DESCRIPTION	QUANTITY
SOUTHWEST QUADRANT	EXCAVATION AT RESTAURANT PROPERTY, FORMERLY A GAS STATION	ITEM 205.050201: 10 T ITEM 205.0401: 3 EA ITEM 205.03: 8 HR ITEM 205.0201: 1 LS

GROUNDWATER IS 14.5-15 FEET BELOW GRADE, BUT THE EXCAVATION DEPTH IS ESTIMATED TO BE LESS THAN SEVEN (7) FEET, SO CONTAMINATED GROUNDWATER IS NOT ANTICIPATED TO BE ENCOUNTERED.

PROJECT MANAGER

CHECK

DRAFTING

CHECK

DESIGN

JOB MANAGER

DESIGN SUPERVISOR

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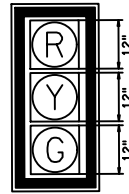
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	STATE ROUTE 44/55	PIN 8141.68 NY 44/55	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	ROUTE 44/55 AT BRUYNWICK ROAD (CR 7) INTERSECTION					
	S.H. 8318 - GARDINER KERHONKSON PART 1					
	TOWN OF GARDINER					
COUNTY: ULSTER	REGION: 8	SIGNAL NO. U-180 ROUTE 44/55 AT BRUYNWICK ROAD ENVIRONMENTAL NOTES		DRAWING NO. ENV-01 SHEET NO.		

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SIGNAL FACES



ALL FACES SHALL HAVE 5" BACKPLATES

NOTES:

1. THE INTERSECTION IS TO BE RE-STRIPED UP TO 200 FEET ON EACH APPROACH, A.O.B.E.
2. THE TRAFFIC SIGNAL SHALL REST IN RED.
3. VIDEO DETECTION ZONES SHALL BE PROGRAMMED FOR ALL APPROACHES.
4. PVMS SIGNS SHALL BE INSTALLED ON ROUTE 44/55 APPROACHES APPROXIMATELY 600 FEET IN ADVANCE OF THE PROPOSED STOP BARS FOR A PERIOD OF 2 WEEKS PRIOR TO THE SIGNAL BEING OPERATIONAL AND FOR 2 WEEKS AFTER THE SIGNAL IS OPERATIONAL.
5. ROUTE 44/55 RUNS EAST-WEST.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A RELEASE FROM THE PROPERTY OWNER PRIOR TO REMOVING THE EXISTING SIGNS.
7. TABLE OF SIGNS IS LOCATED ON DWG. NO. TSP-02.
8. OVERHEAD ELECTRIC WIRES EXIST ABOVE PROPOSED MAST ARM S-4. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO ENSURE THAT THE PROPER WORKING DISTANCE OF 10 FEET IS MAINTAINED AT ALL TIMES DURING INSTALLATION.

REMOVE EXISTING SOLAR POWERED LED SIGN AND INSTALL NEW W3-3 SIGN ON EXISTING POST APPROX. 886 FT IN ADVANCE OF THE PROPOSED STOP BAR

INSTALL W3-4 SIGN ON (2) POSTS TO BE LOCATED 360 FT IN ADVANCE OF THE PROPOSED STOP BAR

LEGEND

- VIDEO DETECTION ZONE
- VIDEO DETECTION CAMERA

VIDEO DETECTION NOTES:

1. 360 DEGREE CAMERA VIDEO DETECTION SYSTEM TO BE PAID UNDER ITEMS 680.05010007 AND 680.05020007.
2. VIDEO DETECTION INPUTS USE SDLC PORT (INPUTS 33 TO 64).
3. CAMERAS MOUNTING HARDWARE HAS A HEIGHT OF APPROXIMATELY 10 FEET.
4. THE FINAL CAMERA PLACEMENT SHOULD BE DETERMINED JOINTLY BY THE CAMERA MANUFACTURER REPRESENTATIVE AND THE REGION 8 TRAFFIC SIGNALS ENGINEER.
5. DETECTION ZONE SIZE AND PLACEMENT MAY VARY FROM WHAT IS SHOWN ON THE PLAN BASED ON MANUFACTURER REQUIREMENTS, ACTUAL TRAFFIC PATTERNS AND DETECTION NEEDS.

REMOVE EXISTING SIGN AND INSTALL NEW W3-3 SIGN ON EXISTING FBSA LOCATED 1,015 FT IN ADVANCE OF THE PROPOSED STOP BAR

INSTALL W3-4 SIGN ON POST TO BE LOCATED 360 FT IN ADVANCE OF THE PROPOSED STOP BAR

REMOVE EXISTING STRIPING BEYOND PROPOSED STOP BAR

INSTALL STOP BAR, TYP.

(C-4) 3 INCH STEEL CONDUIT (2) 5 CONDUCTOR CABLES

(C-5) 3 INCH STEEL CONDUIT (2) 5 CONDUCTOR CABLES

REMOVE EXISTING STOP SIGN ASSEMBLY

UTILITY POLE # 21602 874VZ1

SEE NOTE 8

360 DEGREE CAMERA VIDEO DETECTION SYSTEM MOUNTING HEIGHT @ 30 FT W/ MOUNTING HARDWARE

(C-1) 3 INCH STEEL CONDUIT (6) 5 CONDUCTOR CABLES

INSTALL ELECTRIC METER SOCKET, INSTALL STATE-SUPPLIED ELECT. DISCONNECT GEN. TRANSFER SWITCH

INSTALL POLE-MOUNTED CONTROLLER

INSTALL SERVICE CABLE

UTILITY POLE # 21600 / 700VZ213

REMOVE EXISTING STRIPING BEYOND PROPOSED STOP BAR

REMOVE EXISTING STOP SIGN

INSTALL W3-4 SIGN ON (2) POSTS TO BE LOCATED 360 FT IN ADVANCE OF THE PROPOSED STOP BAR

(C-6) 3 INCH STEEL CONDUIT (2) 5 CONDUCTOR CABLES

REMOVE EXISTING SOLAR POWERED LED SIGN AND INSTALL NEW W3-3 SIGN ON EXISTING POST APPROX. 886 FT IN ADVANCE OF THE PROPOSED STOP BAR

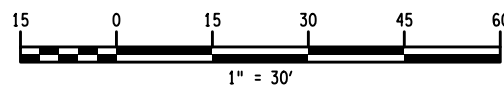
(C-7) 3 INCH STEEL CONDUIT (2) 5 CONDUCTOR CABLES

REMOVE EXISTING STRIPING BEYOND PROPOSED STOP BAR

UTILITY POLE # 34806 N NYT

REMOVE EXISTING SIGN AND INSTALL NEW W3-4 SIGN ON EXISTING FBSA LOCATED 567 FT IN ADVANCE OF THE PROPOSED STOP BAR

INSTALL W3-3 SIGN ON POST TO BE LOCATED 275 FT IN ADVANCE OF THE EXISTING FBSA



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AFFIX SEAL: ON:	ALTERED BY: ON:
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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	US RT 44/ NY RT 55	PIN 8141.68	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	US RT 44/ NY RT 55 AT BRUYN SWICK ROAD (CR 7) INTERSECTION	US RT 44/ NY RT 55				SIGNAL NO. U-180 ROUTE 44/55 AT BRUYN SWICK ROAD PRELIMINARY TRAFFIC SIGNAL PLAN
	S.H. 8318 - GARDINER KERHONKSON PART 1	TOWN OF GARDINER	REGION: 8			

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PROJECT MANAGER

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DESIGN

JOB MANAGER

DESIGN SUPERVISOR

PROJECT MANAGER

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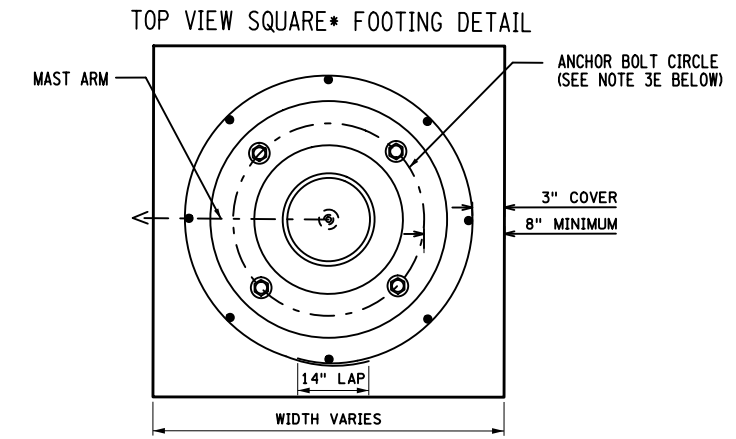
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DESIGN

JOB MANAGER

DESIGN SUPERVISOR

UTILITY POLE REMOVAL/RELOCATION LISTING							LEGEND:			
LOCATION	POLE ID	STATION	OFFSET (FT)	SIDE	OVERHEAD FACILITIES ON POLE	REMOVAL/RELOCATION	CONFLICT WITH CONSTRUCTION	YES	NO	REASON FOR REMOVAL/RELOCATION
ROUTE 44/55	CHGE 21600, NYT 213			RT	CHGE, NYT	RELOCATION	X			POTENTIAL CONFLICT WITH PROPOSED S-4 MAST ARM



PHASE	FACE							
	1	2	3	4	5	6	7	8
Ø2 + Ø6	G	G	G	G	R	R	R	R
Ø4 + Ø8	R	R	R	R	G	G	G	G
FLASHING OPERATION	FL-Y	FL-Y	FL-Y	FL-Y	FL-R	FL-R	FL-R	FL-R

PHASE SEQUENCE	
2	4
6	8

POLE NO.	COORDINATES		ELEV. OF FOOTING CAP	ITEM	MOUNTING HEIGHT	FOUNDATION			
	NORTHING	EASTING				MIN CODE	CY	ANCHOR BOLT DIAMETER	ANCHOR BOLT LENGTH
S-1	1043779.5626	576302.9696	291.89	680.622040	20	K4	2.34		
S-2	1043843.2994	576232.5371	291.48	680.622126	21	K3	2.34		
S-3	1043810.9565	576161.2487	292.69	680.622031	20	K4	2.34		
S-4	1043759.5419	576235.4532	292.75	680.622024	20	K3	2.34		
TOTAL (CY)							9.4	SEE NOTE 2	

OVERHEAD SIGNS			
LOC.	ITEMS	MUTCD	TEXT
A	645.61	D3-1 (2) 2' x 10.5'	44 55 Main St

GROUND-MOUNTED SIGNS			
LOC.	ITEMS	MUTCD	TEXT
B	645.5102 645.81 (2)	D3-1 (2) 6' x 1'	Bruynswick
W	645.5102 645.81 (2)	W3-3 (4) 30" x 30"	
X	645.5102 645.81 (6)	W3-4 (4) 36" x 36"	BE PREPARED TO STOP

SIGNAL NOTES

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE FINAL GROUND AND PAVEMENT ELEVATIONS AND VERIFY THAT THE CLEARANCE FROM THE PAVEMENT AT ITS HIGHEST POINT ALONG THE MAST ARM TO THE BOTTOM OF THE SIGNAL HEADS AND ANY RELATED ATTACHMENTS TO A VEHICULAR SIGNAL FACE IS A MINIMUM OF 16'-6" PRIOR TO ORDERING THE MAST ARM POLES.
- ANCHOR BOLT MEASUREMENTS ARE TO BE COMPLETED BY THE ENGINEER FOR AS-BUILT RECORD PLANS.
- TRAFFIC SIGNAL POLES SHALL COMPLY WITH THE 680 STANDARD SHEETS AND MEET THE REQUIREMENTS OF ITEMS 680.622040, 680.622126, 680.622031, AND 680.622024 WITH THE FOLLOWING EXCEPTIONS AND/OR MODIFICATIONS:
 - THE DESIGN LOADING FOR EACH TRAFFIC SIGNAL POLE SHALL BE AS SHOWN ON DRAWING NUMBERS TSP-04, TSP-05, TSP-06 AND TSP-07.
 - THE COMBINED STRESS RATIO SHALL BE A MAXIMUM OF 0.90 FOR EACH COMPONENT OF EACH TRAFFIC SIGNAL POLE, INCLUDING THE ANCHOR BOLTS.
 - ANCHOR BOLTS SHALL BE EITHER GRADE 36 OR GRADE 55 AND SHALL MEET THE REQUIREMENTS OF SECTION 724-03 OF THE STANDARD SPECIFICATIONS.
 - ANCHOR BOLTS SHALL BE DESIGNED BY THE SIGNAL POLE FABRICATOR. THE ANCHOR BOLT SIZE AND EMBEDMENT SHALL BE SPECIFIED IN THE SHOP DRAWINGS FOR THE SIGNAL POLES. DESIGN COMPUTATIONS FOR THE ANCHOR BOLTS SHALL ACCOMPANY THE SHOP DRAWINGS. ANCHOR BOLTS ARE TO BE ANCHORED USING DOUBLE NUTS AND PLATES OR THREADED PLATES. ANCHOR BOLTS SHALL BE SIZED AND DESIGNED (ANCHOR BOLT DIAMETER AND EMBEDMENT LENGTH) TO ACCOMMODATE A 60/70 FT-KIP MOMENT (SEE FOUNDATION TABLE ON STANDARD SHEET 680-01 FOR A K3/K4 SIGNAL POLE FOUNDATION) THE DIAMETER OF THE HOLE IN THE BASE PLATE FOR THE ANCHOR BOLT SHALL BE 1/4" LARGER THAN THE ANCHOR BOLT.
 - THE SIGNAL POLE FABRICATOR SHALL DETERMINE THE ANCHOR BOLT CIRCLE BY DESIGNING THE SIGNAL POLES TO MEET THE SPECIFIED DESIGN LOADING, THEN ADDING 2 INCHES TO THE ANCHOR BOLT CIRCLE. FOR EXAMPLE, IF A POLE WITH A 10" DIAMETER TUBE IS NEEDED BASED ON THE SPECIFIED DESIGN LOADING AND THIS 10" TUBE RESULTS IN A BASE PLATE WITH A 16" ANCHOR BOLT CIRCLE, THEN THE FINAL DESIGN SHOULD PROVIDE A BASE PLATE WITH AN 18" BOLT CIRCLE. THIS WILL PROVIDE THE OPTION OF REPLACING THE PROPOSED TRAFFIC SIGNAL POLE WITH A LARGER POLE ON THE SAME FOUNDATION, SHOULD FUTURE NEEDS WARRANT A LARGER CAPACITY POLE. TO DOCUMENT THE ABOVE, THE SIGNAL POLE MANUFACTURER SHALL PROVIDE TRAFFIC SIGNAL POLE CALCULATIONS FOR BOTH THE SPECIFIED DESIGN LOADING WITH ORIGINAL ANCHOR BOLT CIRCLE AND FOR THE SPECIFIED DESIGN LOADING WITH THE 2" LARGER ANCHOR BOLT CIRCLE. THIS COST OF PROVIDING THE TRAFFIC SIGNAL POLE CALCULATIONS SHALL BE INCLUDED IN THE PRICE BID FOR THE TRAFFIC SIGNAL POLE ITEMS.
 - REFER TO STANDARD SHEET 680-01 TO DETERMINE FOOTING SHAPE (CIRCULAR OR SQUARE) NECESSARY GIVEN THE MAST ARM LENGTHS.
 - THE SIGNAL POLE MANUFACTURER SHALL FABRICATE A 3" HIGH X 4" WIDE X 1/8" THICK GALVANIZED STEEL PLATE WITH A MINIMUM OF TWO POSTS FOR EMBEDMENT IN EACH CONCRETE TRAFFIC SIGNAL POLE FOUNDATION. THE FOLLOWING INFORMATION SHALL BE STAMPED ON THE FOUNDATION PLATE IN 1/2" LETTERS TO SUCH A DEPTH AS TO BE CLEARLY VISIBLE THROUGH SUBSEQUENT GALVANIZING:

DESIRED INFORMATION		DESIRED INFORMATION	
FOUNDATION TYPE	K3	FOUNDATION TYPE	K4
MAXIMUM FOOTING MOMENT	60 FT-KIPS	MAXIMUM FOOTING MOMENT	70 FT-KIPS
YEAR OF INSTALLATION	2023	YEAR OF INSTALLATION	2023

AFFIX SEAL: ON:	ALTERED BY: ON:
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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	US RT 44/ NY RT 55 US RT 44/ NY RT 55 AT BRUYN SWICK ROAD (CR 7) INTERSECTION S.H. 8318 - GARDINER KERHONKSON PART 1 TOWN OF GARDINER COUNTY: ULSTER REGION: 8	PIN 8141.68 US RT 44/ NY RT 55	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED SIGNAL NO. U-180 ROUTE 44/55 AT BRUYN SWICK ROAD TRAFFIC SIGNAL TABLES	CONTRACT NUMBER DRAWING NO. TSP-02 SHEET NO.
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CONDUITS			
CONDUIT NO.	LOCATION		680.520108
	FROM	TO	3" STEEL
C-1	PB-1	S-1	5
C-2	PB-1	PB-2	80
C-3	PB-2	S-2	5
C-4	PB-2	PB-3	70
C-5	PB-3	S-3	5
C-6	PB-4	S-4	5
C-7	PB-4	PB-1	65
TOTAL (FEET)			235

PULLBOXES				
PULLBOX NO.	COORDINATES		ELEV. OF TOP COVER	680.510501
	NORTHING	EASTING		RECTANGULAR 26X18 RC
PB-1	1043782.884	576297.3531	290.86	1
PB-2	1043839.146	576234.8505	291.08	1
PB-3	1043807.431	576166.2262	292.33	1
PB-4	1043755.624	576240.0781	292.31	1
TOTAL (EACH)				4

SIGNAL HEADS							
HEAD	BRACKET	FACE	MODULES			SECT.	
			680.810101 RED BALL	680.810103 YELLOW BALL	680.810105 GREEN BALL	680.810107 TRAFFIC SIGNAL SECTION, TYPE I 12 INCH	680.81990008 TRAFFIC SIGNAL BACKPLATE
A	680.81230008	6	1	1	1	3	1
B	680.81230008	5	1	1	1	3	1
C	680.81230008	2	1	1	1	3	1
D	680.81230008	1	1	1	1	3	1
E	680.81230008	8	1	1	1	3	1
F	680.81230008	7	1	1	1	3	1
G	680.81230008	4	1	1	1	3	1
H	680.81230008	3	1	1	1	3	1
TOTAL (EACH)			8	8	8	24	8

TABLE OF INPUTS 33 THROUGH 64				
SIGNAL NO.	U-180			
SDLC CHANNEL	FUNCTION	DETECTION ZONE NO.	SIZE	REMARKS
42	Ø2	42	6' X 12' X 40'	PRESENCE
44	Ø4	44	6' X 12' X 40'	PRESENCE
46	Ø6	46	6' X 12' X 40'	PRESENCE
48	Ø8	48	6' X 40'	PRESENCE
49	Ø2	49	6' X 6'	WBR COUNT
50	Ø2	50	6' X 16'	WB T/R/L COUNT
51	Ø2	51	6' X 6'	WBL COUNT
52	Ø4	52	6' X 6'	NBR COUNT
53	Ø4	53	6' X 12'	NB T/R/L COUNT
54	Ø4	54	6' X 6'	NBL COUNT
55	Ø6	55	6' X 6'	EBR COUNT
56	Ø6	56	6' X 14'	EB T/R/L COUNT
57	Ø6	57	6' X 6'	EBL COUNT
58	Ø8	58	6' X 6'	SBR COUNT
59	Ø8	59	6' X 6'	SB T/R/L COUNT
60	Ø8	60	6' X 6'	SBL COUNT

CABLES					
ROUTE			CABLE DESCRIPTION	# OF CABLES	680.730514
FROM	THROUGH	TO			5 C, 14 AWG
CONTROLLER	TO	SIGNAL HEAD A	14/05C-A-X/X	1	80
CONTROLLER	TO	SIGNAL HEAD B	14/05C-B-X/X	1	88
CONTROLLER	TO	SIGNAL HEAD C	14/05C-C-X/X	1	178
CONTROLLER	TO	SIGNAL HEAD D	14/05C-D-X/X	1	186
CONTROLLER	TO	SIGNAL HEAD E	14/05C-E-X/X	1	261
CONTROLLER	TO	SIGNAL HEAD F	14/05C-F-X/X	1	269
CONTROLLER	TO	SIGNAL HEAD G	14/05C-G-X/X	1	158
CONTROLLER	TO	SIGNAL HEAD H	14/05C-H-X/X	1	166
TOTAL (FEET)					1386

ESTIMATE OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
205.0201	SEGREGATION AND STORAGE OF CONTAMINATED SOIL	LS	1
205.03	FIELD ORGANIC VAPOR MONITORING OF CONTAMINATED SOIL	HOURL	8
205.0401	PETROLEUM CONTAMINATION PARAMETER ANALYSIS	EA	3
205.050201	DISPOSAL OF CONTAMINATED NON-HAZARDOUS WASTE SOIL, 10 TON	TON	10
206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	LF	235
206.05	TEST PIT EXCAVATION	EA	4
618.79101015	SECURITY BOLLARD, FIXED, CAST IN PLACE FOOTING, DEEP FOUNDATION DEPTH	EA	3
619.110513	(PVMS) STANDARD SIZE - FULL MATRIX (LED) COMM.	CW	4
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT B)	IM	6
625.01000108	SURVEY AND STAKEOUT (TRAFFIC SIGNALS)	EA	1
625.09010015	SUBSURFACE SURVEY	LS	1
635.0103	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LINES	LF	300
645.5102	GROUND-MOUNTED SIGN PANELS ≤ 32 SF, WITH Z-BARS	SF	73
645.61	OVERHEAD SIGN PANELS	SF	42
645.81	TYPE A SIGN POST	EA	9
647.51	REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (< 30 SF)	EA	7
662.60000108	FURNISH ELECTRICAL SERVICE	DC	1
680.05010007	360 DEGREE CAMERA VIDEO DETECTION SYSTEM	EA	1
680.05020007	360 DEGREE CAMERA ASSEMBLY	EA	1
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	9.4
680.510501	PULLBOX - RECTANGULAR, 26 X 18 INCH, REINFORCED CONCRETE	EA	4
680.520108	CONDUIT, METAL STEEL, ZINC COATED, 3"	LF	235
680.622024	TRAFFIC SIGNAL POLE - MAST ARM, 20 FT MOUNT. HT., 24 FT ARM LENGTH	EA	1
680.622031	TRAFFIC SIGNAL POLE - MAST ARM, 20 FT MOUNT. HT., 31 FT ARM LENGTH	EA	1
680.622040	TRAFFIC SIGNAL POLE - MAST ARM, 20 FT MOUNT. HT., 40 FT ARM LENGTH	EA	1
680.622126	TRAFFIC SIGNAL POLE - MAST ARM, 21 FT MOUNT. HT., 26 FT ARM LENGTH	EA	1
680.730514	SIGNAL CABLE, 5 CONDUCTORS, 14 AWG	LF	1386
680.80324515	INSTALL MICROCOMPUTER CABINET	EA	1
680.810101	TRAFFIC SIGNAL MODULE - 12 INCH, RED BALL, LED	EA	8
680.810103	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW BALL, LED	EA	8
680.810105	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN BALL, LED	EA	8
680.810107	TRAFFIC SIGNAL SECTION - TYPE I, 12 INCH	EA	24
680.81230008	TRAFF. SIG. BRACKET ASSEMBLY - 1 WAY, MAST ARM MOUNT (CABLETYPE)	EA	8
680.81990008	TRAFFIC SIGNAL BACK PLATES WITH YELLOW REFLECTIVE TAPE	EA	8
680.90920008	ELECT METER SOCKET, 200 AMP, SINGLE PHASE, 240/120 VOLT W/ BYPASS	EA	1
680.94000008	TRAFFIC SIGNAL SERVICE ENTRANCE	EA	1
680.94998008	INSTALL STATE-SUPPLIED ELECT. DISCONNECT GEN. TRANSFER SWITCH	EA	1
680.95020615	SERVICE CABLE, 2 CONDUCTOR, NO. 06 AWG	LF	30
685.01	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 15 MILS	LF	280
685.02	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 15 MILS	LF	800

AFFIX SEAL: ON:	ALTERED BY: ON:
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	
US RT 44/ NY RT 55	
US RT 44/ NY RT 55 AT BRUYNWICK ROAD (CR 7) INTERSECTION	
S.H. 8318 - GARDINER KERHONKSON PART 1	
TOWN OF GARDINER	
COUNTY: ULSTER REGION: 8	
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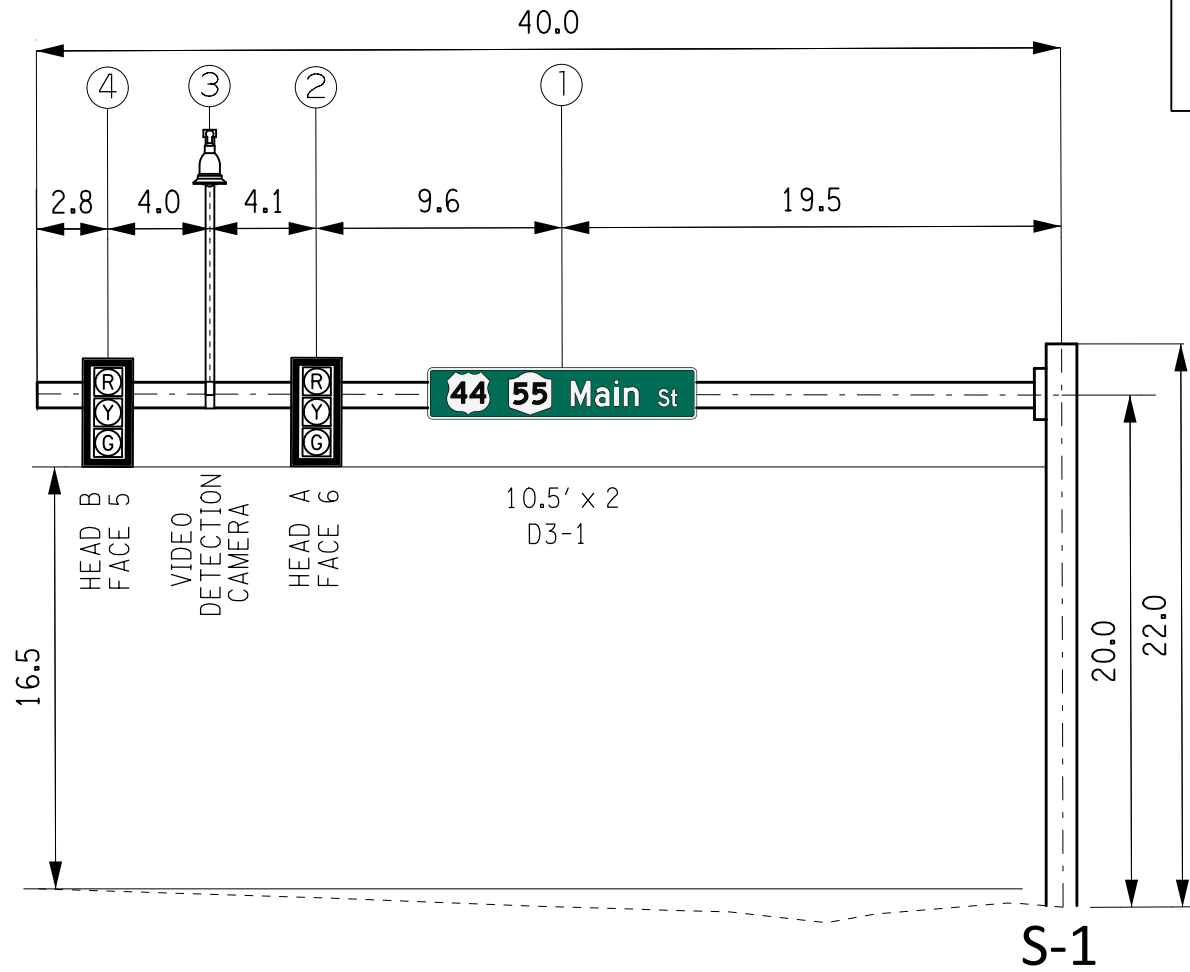
PIN 8141.68 US RT 44/ NY RT 55	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
SIGNAL NO. U-180 ROUTE 44/55 AT BRUYNWICK ROAD TRAFFIC SIGNAL TABLES			DRAWING NO. TSP-03 SHEET NO.	



FILE NAME = 14-DEC-2022 10:54
 DATE/TIME = 14-DEC-2022 10:54
 USER = SJJames

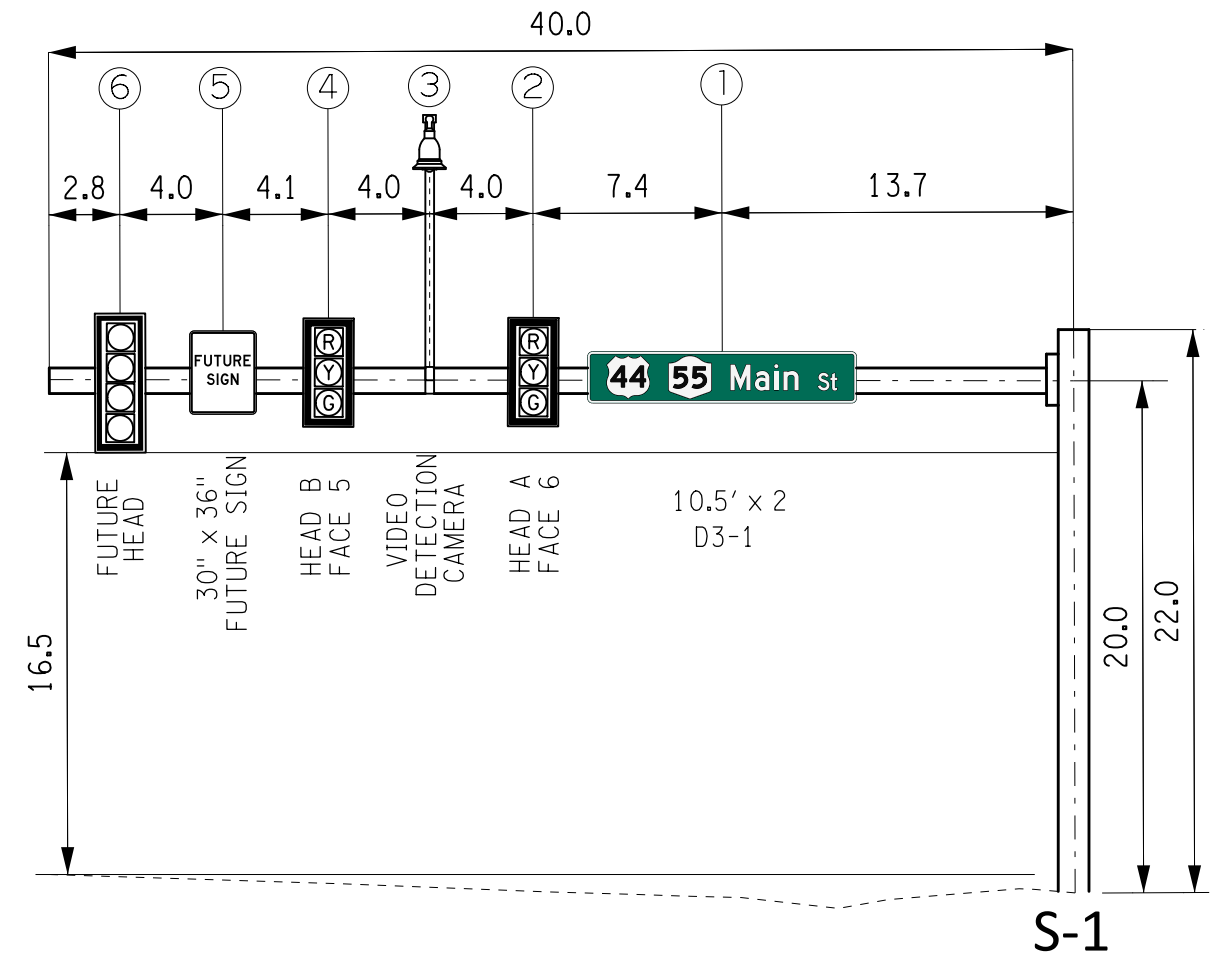
DESIGN SUPERVISOR
 DESIGN
 CHECK
 DRAFTING
 CHECK
 PROJECT MANAGER

S-1 CURRENT DESIGN LOADING
 FOR TRAFFIC SIGNAL INSTALLATION



NOTE
 THE SIGNAL POLE MANUFACTURER SHALL DESIGN AND FABRICATE SIGNAL POLE S-1 TO ACCOMMODATE THE LOADING SHOWN IN THE FUTURE LOADING DETAIL ON THE RIGHT SIDE OF THIS SHEET.
 THE CONTRACTOR SHALL INSTALL SIGNAL HEADS AND TRAFFIC SIGNS AS SHOWN IN THE CURRENT DESIGN LOADING DETAIL ON THE LEFT SIDE OF THIS SHEET.

S-1 FUTURE LOADING
 FOR POLE FABRICATION
 PURPOSES ONLY



S-1 / CURRENT DESIGN MAST ARM LOAD TABLE

LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	STREET SIGN		60	21	21
2	SIGNAL	3	53.55	8.16	20.88
3	VIDEO DETECTION CAMERA		26.25	1.24	4
4	SIGNAL	3	53.55	8.16	20.88

S-1 / FUTURE LOADING MAST ARM LOAD TABLE

LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	STREET SIGN		60	21	21
2	SIGNAL	3	53.55	8.16	20.88
3	VIDEO DETECTION CAMERA		26.25	1.24	4
4	SIGNAL	3	53.55	8.16	20.88
5	SIGN		33	7.5	7.5
6	SIGNAL	4	66.45	10.34	26.76

AFFIX SEAL: ONt
 ALTERED BY: ONt

AS-BUILT REVISIONS
 DESCRIPTION OF ALTERATIONS:

US RT 44/ NY RT 55
 US RT 44/ NY RT 55 AT BRUYNWICK ROAD (CR 7) INTERSECTION
 S.H. 8318 - GARDINER KERHONKSON PART 1
 TOWN OF GARDINER
 COUNTY: ULSTER REGION: 8

PIN 8141.68
 US RT 44/ NY RT 55

BRIDGES
 CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

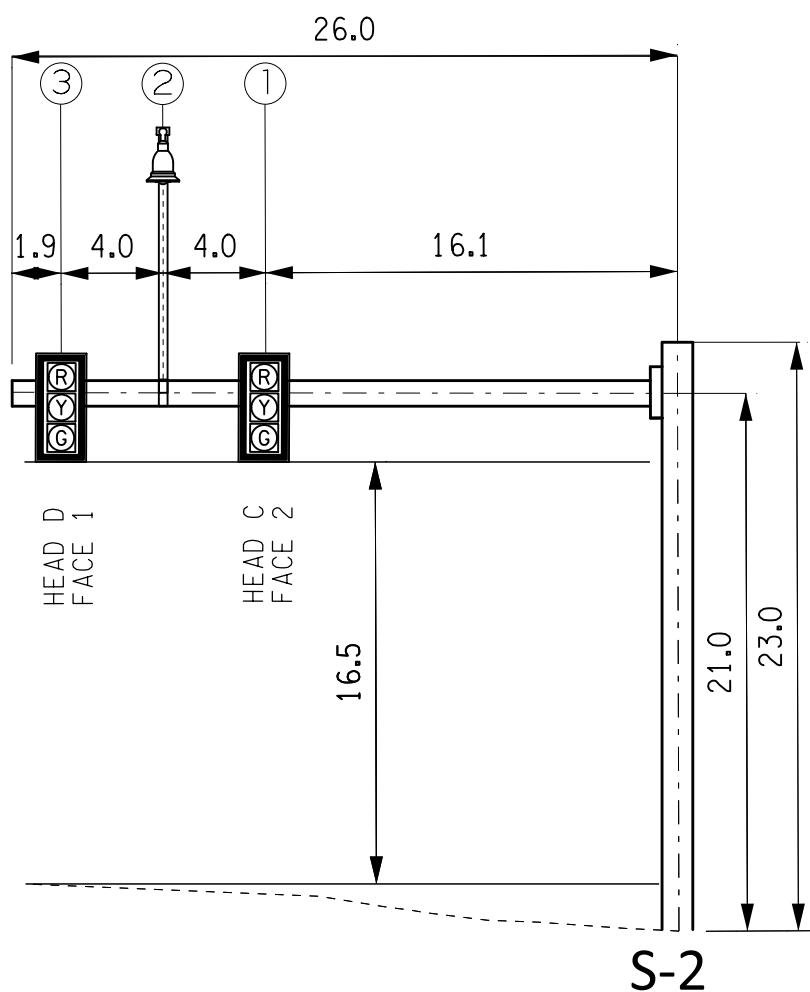
CONTRACT NUMBER

SIGNAL NO. U-180
 ---ROUTE_44/55_AT_BRUYNWICK_ROAD---
 S-1 MAST ARM PROFILE

DRAWING NO. TSP-04
 SHEET NO.

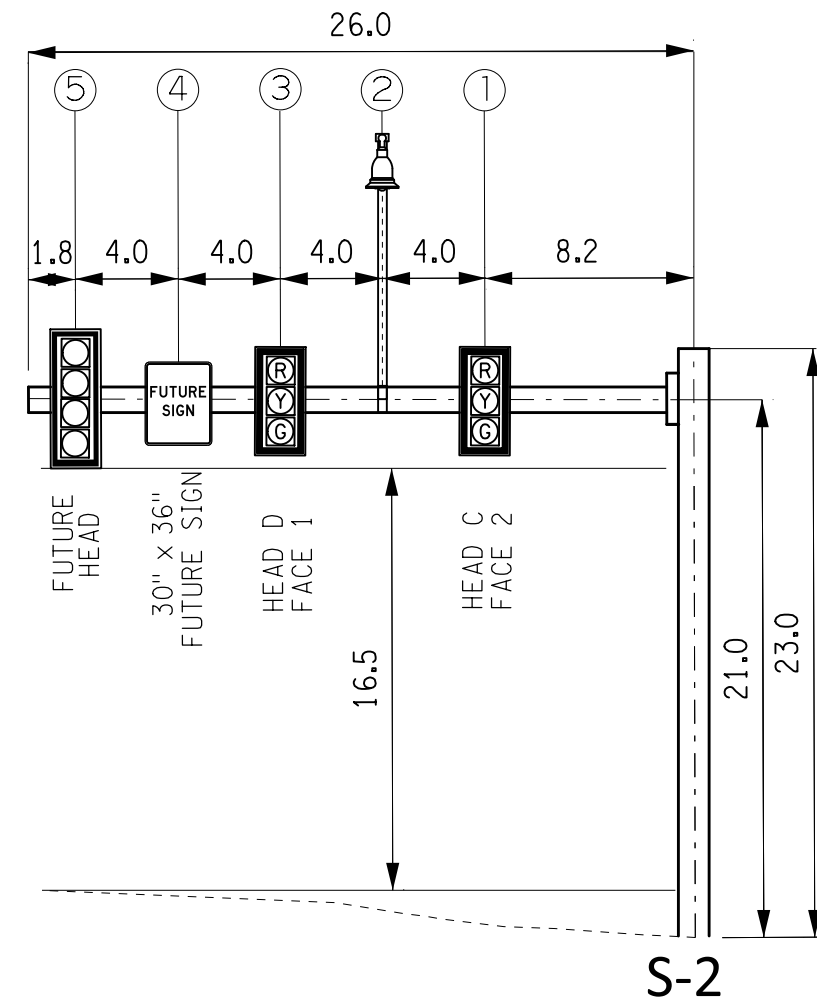
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

S-2 CURRENT DESIGN LOADING
FOR TRAFFIC SIGNAL INSTALLATION



NOTE
THE SIGNAL POLE MANUFACTURER SHALL DESIGN AND FABRICATE SIGNAL POLE S-2 TO ACCOMMODATE THE LOADING SHOWN IN THE FUTURE LOADING DETAIL ON THE RIGHT SIDE OF THIS SHEET.
THE CONTRACTOR SHALL INSTALL SIGNAL HEADS AND TRAFFIC SIGNS AS SHOWN IN THE CURRENT DESIGN LOADING DETAIL ON THE LEFT SIDE OF THIS SHEET.

S-2 FUTURE LOADING
FOR POLE FABRICATION
PURPOSES ONLY



LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	SIGNAL	3	53.55	8.16	20.88
2	VIDEO DETECTION CAMERA		26.25	1.24	4
3	SIGNAL	3	53.55	8.16	20.88

LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	SIGNAL	3	53.55	8.16	20.88
2	VIDEO DETECTION CAMERA		26.25	1.24	4
3	SIGNAL	3	53.55	8.16	20.88
4	SIGN		33	7.5	7.5
5	SIGNAL	4	66.45	10.34	26.76

AFFIX SEAL: ON: _____
ALTERED BY: ON: _____

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	US RT 44/ NY RT 55 US RT 44/ NY RT 55 AT BRUYNWICK ROAD (CR 7) INTERSECTION S.H. 8318 - GARDINER KERHONKSON PART 1 TOWN OF GARDINER COUNTY: ULSTER REGION: 8	PIN 8141.68 US RT 44/ NY RT 55	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
SIGNAL NO. U-180 ROUTE 44/55 AT BRUYNWICK ROAD S-2 MAST ARM PROFILE					DRAWING NO. TSP-05 SHEET NO.	

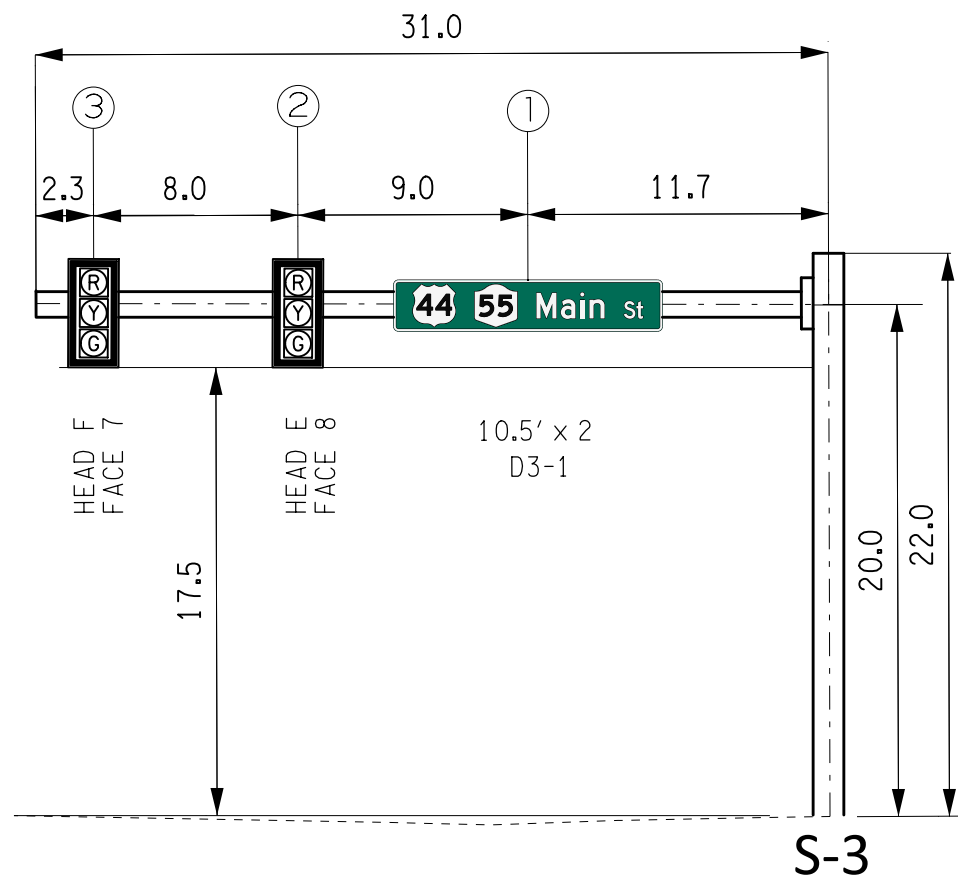
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 15-DEC-2022 11d04
 DATE/TIME = 15-DEC-2022 11d04
 USER = SJJames

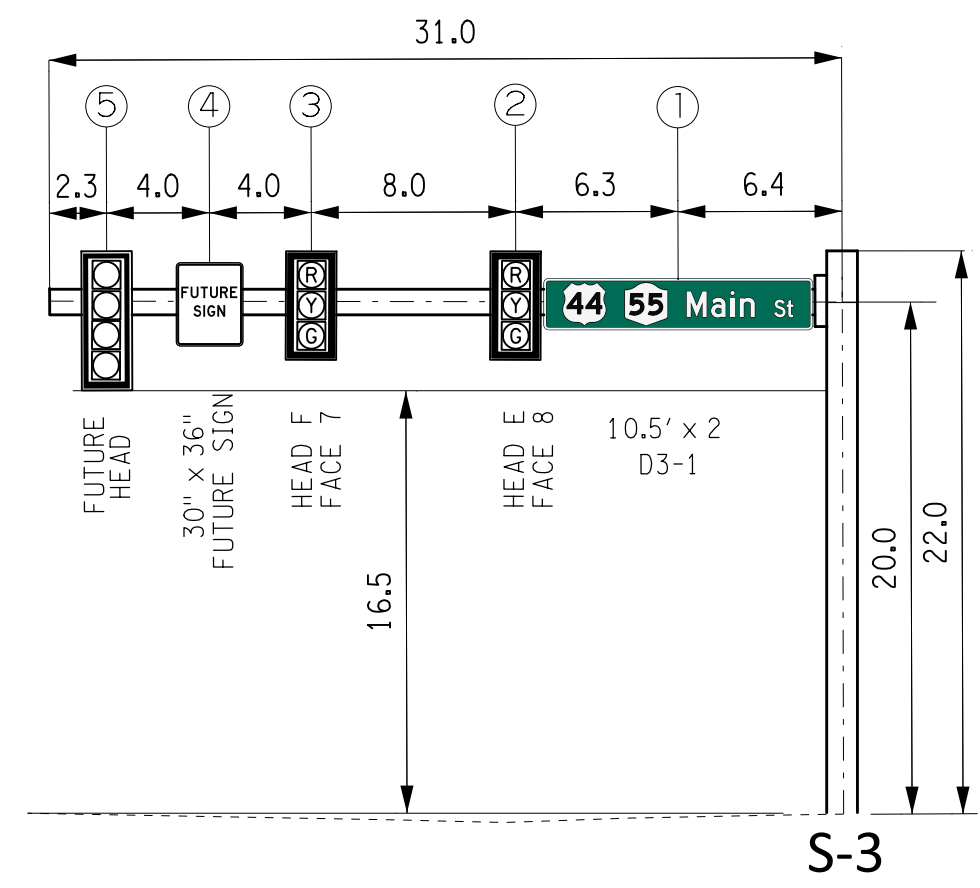
DESIGN SUPERVISOR
 DESIGN
 CHECK
 DRAFTING
 CHECK
 PROJECT MANAGER

S-3 CURRENT DESIGN LOADING
 FOR TRAFFIC SIGNAL INSTALLATION



NOTE
 THE SIGNAL POLE MANUFACTURER SHALL DESIGN AND FABRICATE SIGNAL POLE S-3 TO ACCOMMODATE THE LOADING SHOWN IN THE FUTURE LOADING DETAIL ON THE RIGHT SIDE OF THIS SHEET.
 THE CONTRACTOR SHALL INSTALL SIGNAL HEADS AND TRAFFIC SIGNS AS SHOWN IN THE CURRENT DESIGN LOADING DETAIL ON THE LEFT SIDE OF THIS SHEET.

S-3 FUTURE LOADING
 FOR POLE FABRICATION
 PURPOSES ONLY



S-3 / CURRENT DESIGN MAST ARM LOAD TABLE

LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	STREET SIGN		60	21	21
2	SIGNAL	3	53.55	8.16	20.88
3	SIGNAL	3	53.55	8.16	20.88

S-3 / FUTURE LOADING MAST ARM LOAD TABLE

LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	STREET SIGN		60	21	21
2	SIGNAL	3	53.55	8.16	20.88
3	SIGNAL	3	53.55	8.16	20.88
4	SIGN		33	7.5	7.5
5	SIGNAL	4	66.45	10.34	26.76

AFFIX SEAL: ON: _____
 ALTERED BY: ON: _____

AS-BUILT REVISIONS
 DESCRIPTION OF ALTERATIONS:

US RT 44/ NY RT 55
 US RT 44/ NY RT 55 AT BRUYNWICK ROAD (CR 7) INTERSECTION
 S.H. 8318 - GARDINER KERHONKSON PART 1
 TOWN OF GARDINER
 COUNTY: ULSTER REGION: 8

PIN 8141.68
 US RT 44/ NY RT 55
 BRIDGES
 CULVERTS

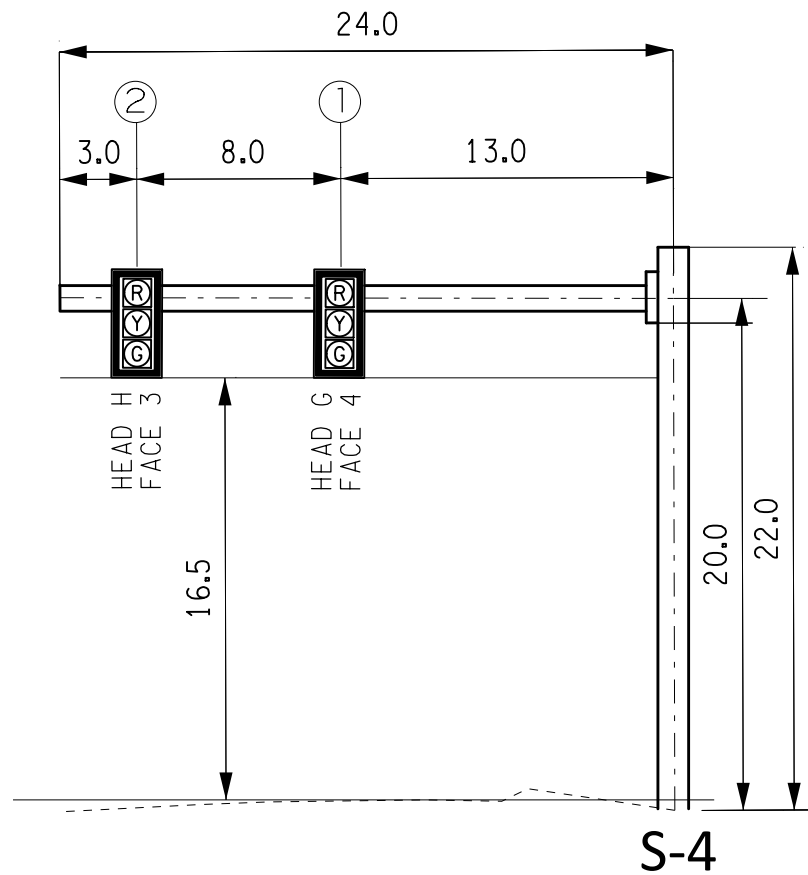
ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED
 SIGNAL NO. U-180
 ---ROUTE_44/55_AT_BRUYNWICK_ROAD---
 S-3 MAST ARM PROFILE

CONTRACT NUMBER
 DRAWING NO. TSP-06
 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

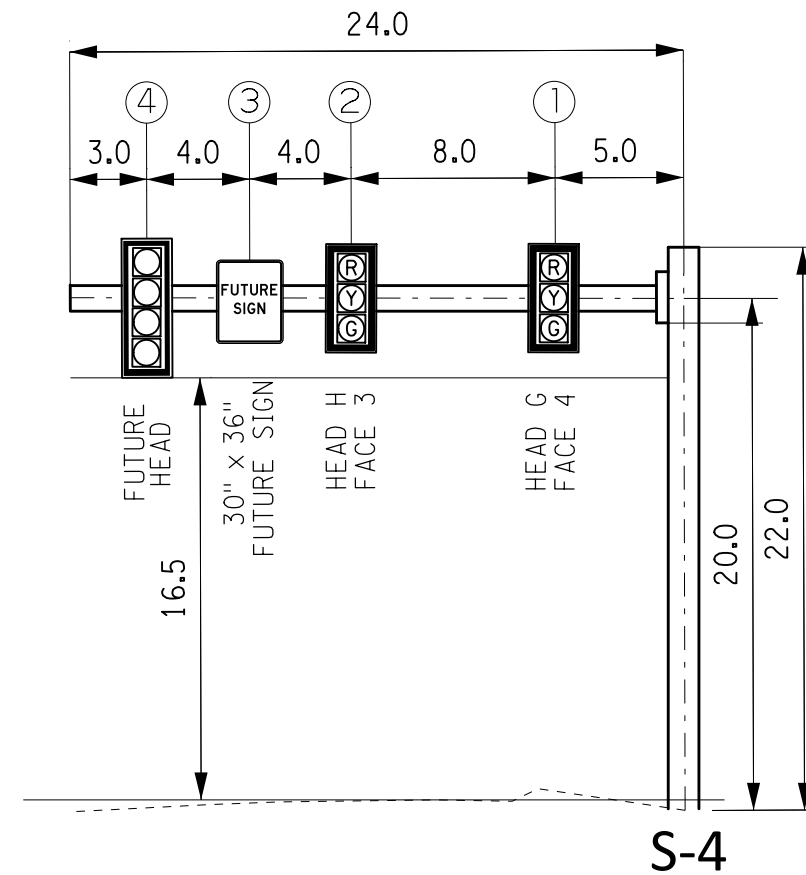


S-4 CURRENT DESIGN LOADING
 FOR TRAFFIC SIGNAL INSTALLATION



NOTE
 THE SIGNAL POLE MANUFACTURER SHALL DESIGN AND FABRICATE SIGNAL POLE S-4 TO ACCOMMODATE THE LOADING SHOWN IN THE FUTURE LOADING DETAIL ON THE RIGHT SIDE OF THIS SHEET.
 THE CONTRACTOR SHALL INSTALL SIGNAL HEADS AND TRAFFIC SIGNS AS SHOWN IN THE CURRENT DESIGN LOADING DETAIL ON THE LEFT SIDE OF THIS SHEET.

S-4 FUTURE LOADING
 FOR POLE FABRICATION
 PURPOSES ONLY



S-4 / CURRENT DESIGN MAST ARM LOAD TABLE

LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	SIGNAL	3	53.55	8.16	20.88
2	SIGNAL	3	53.55	8.16	20.88

S-4 / FUTURE LOADING MAST ARM LOAD TABLE

LOAD	TYPE	NO. OF 1' SECTIONS	DEAD LOAD (lb)	PROJECTED WIND AREA (sf)	PROJECTED ICE AREA (sf)
1	SIGNAL	3	53.55	8.16	20.88
2	SIGNAL	3	53.55	8.16	20.88
3	SIGN		33	7.5	7.5
4	SIGNAL	4	66.45	10.34	26.76

AFFIX SEAL: ON: _____
 ALTERED BY: ON: _____

AS-BUILT REVISIONS
 DESCRIPTION OF ALTERATIONS:

US RT 44/ NY RT 55
 US RT 44/ NY RT 55 AT BRUYN SWICK ROAD (CR 7) INTERSECTION
 S.H. 8318 - GARDINER KERHONKSON PART 1
 TOWN OF GARDINER
 COUNTY: ULSTER REGION: 8

PIN 8141.68
 US RT 44/ NY RT 55

BRIDGES

CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

CONTRACT NUMBER

SIGNAL NO. U-180
 ---ROUTE_44/55_AT_BRUYN SWICK_ROAD---
 S-4 MAST ARM PROFILE

DRAWING NO. TSP-07
 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.