THE PUTNAM COUNTY LEGISLATURE
40 Gleneida Avenue
Carmel, New York 10512
(845) 808-1020 Fax (845) 808-1933

Amy E. Sayegh *Chairwoman*
Greg E. Ellner *Deputy Chair*
Diane Trabulsy *Clerk*

Nancy Montgomery	Dist. 1
William Gouldman	Dist. 2
Toni E. Addonizio	Dist. 3
Laura E. Russo	Dist. 4
Greg E. Ellner	Dist. 5
Paul E. Jonke	Dist. 6
Daniel G. Birmingham	Dist. 7
Amy E. Sayegh	Dist. 8
Erin L. Crowley	Dist. 9

AGENDA
SPECIAL MEETING
OF THE
PUTNAM COUNTY LEGISLATURE
CALLED BY THE CLERK AT THE REQUEST OF THE CHAIRWOMAN
TO BE HELD IN ROOM #318
PUTNAM COUNTY OFFICE BUILDING
CARMEL, NEW YORK 10512

Tuesday 5:30P.M. October 14, 2025
(The Budget Meetings: Audit & Rules will immediately follow.)

1. **Pledge of Allegiance**
2. **Legislative Prayer**
3. **Roll Call**
4. **Approval – Litigation Settlement (*Tabled from 10-7-25 Full Mtg)***
5. **Approval – Budgetary Amendment 25A095 – Litigation Settlement (*Tabled from 10-7-25 Full Mtg)***
6. **Approval – Contract - Terry Hill Road (*Tabled from 10-7-25 Full Mtg)***
7. **Approval – Budgetary Amendment 25A080 – DPW – Empire State Development Grant – Terry Hill Road Improvements (*Tabled from 10-7-25 Full Mtg)***
7. **Adjournment**

Item #4

Special Full Mtg
October 14, 2025

CONFIDENTIAL

Item #4 – Approval – Litigation Settlement

Item #5

Special Full Mtg
October 14, 2025

CONFIDENTIAL

Item #5 – Approval – Budgetary Amendment 25A095 - Litigation Settlement

Special Full 10-14-25 Reso

Confidential Designation Removed

#6

RESOLUTION

APPROVAL/CONTRACT/TERRY HILL/RT 311 PROJECT

WHEREAS, Putnam County, through its Department of Public Works has determined that the intersection at Terry Hill Road and Route 311 would benefit from improvements consistent with and to accommodate the current traffic volume and patterns; and

WHEREAS, L.I.S.E.LLC a private developer, is seeking to improve the area in furtherance of its development project and accordingly supports this material improvement to the Terry Hill and Route 311 intersection to better accommodate the current traffic volume and patterns; and

WHEREAS, in consideration of the County's contribution for capital improvements and L.I.S.E.'s contribution toward right-of-way acquisition and design planning, the Administration, in accordance with applicable State and local law, has entered into negotiations with L.I.S.E LLC; and

WHEREAS, the Putnam County Law Department has prepared and the County Executive and L.I.S.E. LLC have executed a memorandum of understanding setting forth the terms of engagement between the parties, which is annexed hereto as Schedule "A"; and

WHEREAS, the Putnam County Law Department has also prepared a contract between the County and L.I.S.E, LLC which is annexed hereto as Schedule "B"; and

WHEREAS, the County Executive has requested that the Putnam County Legislature approve such contract; now therefore be it

RESOLVED, that the Putnam County Legislature has reviewed the memorandum of understanding between the parties, and has reviewed the proposed contract, and has considered the benefit to the County in improving the County intersection at Terry Hill Rd and Route 311; and

RESOLVED, that the Putnam County Legislature approves the contract between the County of Putnam and L.I.S.E. LLC, which shall be in substantial conformance with the form attached hereto and made a part hereof as Schedule "B", and that the Putnam County Executive is authorized to execute said contract; and be it further

RESOLVED, that the County Attorney is authorized to take whatever legal action is necessary to effectuate this contract pursuant to its terms, which are approved herein.

10-14-25 Special Full
Reso #6

cc: all
Phys

THOMAS FEIGHERY
COMMISSIONER OF PUBLIC WORKS

KEVIN M. BYRNE
PUTNAM COUNTY EXECUTIVE

TO: Putnam County Legislators

FROM: Thomas Feighery, DPW Commissioner

DATE: September 16, 2025

RE: *Confidential Designation Removed* Sought Approval/Contract/Terry Hill Rd – Rt 311 Project

My office, upon consultation with the County Law Department and the Department of General Services submits for legislative approval the proposed contract for improvements to the intersection at Terry Hill Rd and Route 311.

The County Executive has reached and signed a memorandum of understanding with L.I.S.E. LLC setting forth mutually agreeable terms of engagement. With those secured, the County Executive has authorized me to submit the proposed contract for your review, consideration, and approval.

I ask that this matter be added to the Physical Services Committee Agenda. John Tully and I will be available to answer any questions the legislature may have relative to this matter at that time.

Thank you.

Very truly yours,

Thomas Feighery

Thomas Feighery
Commissioner

2025 SEP 17 AM 10:58
LEGISLATURE
PUTNAM COUNTY
CARMEL, NY

PUTNAM COUNTY DEPARTMENT OF PUBLIC WORKS • 842 FAIR STREET • CARMEL, NEW YORK 10512
OFFICE 845.878.6331 ● **FAX** 845.808.1908 ● **E-MAIL** DPW@putnamcountyny.gov

Item #6

Special Full Mtg
October 14, 2025

Item #6 – Approval – Contract – Terry Hill Road

Confidential Documents:

Schedule "A" pages 1-9

Schedule "B"

Special Full 10-14 #6

Confidential Designation Removed

Colliers Engineering & Design

Table E-1
Summary of Estimated Costs

NYS Route 311 and Terry Hill Road (CR 46) Intersection Improvements

CATEGORY	ESTIMATED COSTS
A. Construction	[redacted]
1. Widening of NYS Route 311 & Terry Hill Road/N. Terry Hill Road	
2. Traffic Signal Installation	
Subtotal:	
B. Other Soft Costs	
3. Plan Finalization for NYSDOT Permits	
4. a) Permit Processing/Coordination b) Administrative Shop Drawing Reviews, etc.	
5. NYSDOT Construction Inspections	
Subtotal:	
TOTAL:	

NOTES:

1) COSTS BASED ON NYSDOT REGION 8 AVERAGE WEIGHTED BID PRICES AND IMPROVEMENTS AS DEPICTED ON CONCEPTUAL IMPROVEMENT PLAN DRAWING CP-1 AND TRAFFIC SIGNAL DESIGN PLANS PREPARED BY COLLIERS ENGINEERING & DESIGN.

2) ALL PRICES INCLUDE A 10% CONTINGENCY FOR INFLATION AND OTHER VARIABLES.

R:\Projects\2021\21001222D\Project Information\Estimates\250606_Table E-1 Summary of Estimated Costs.docx

Confidential Designation Removed

Colliers Engineering & Design

E-2

ENGINEER'S COST ESTIMATE - ROADWORK

NYS ROUTE 311 LEFT TURN IMPROVEMENT AT TERRY HILL ROAD

TOWN OF KENT, PUTNAM COUNTY, NEW YORK

ITEM NUMBER	DESCRIPTION	UNIT
201.06	CLEARING AND GRUBBING	LS
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY
209.13	SILT FENCE - TEMPORARY	LF
304.11000008	SUBBASE COURSE (MODIFIED)	CY
404.1271	12.5 F1 TOP COURSE ASPHALT, 70 SERIES COMPACTION	TON
404.1979	19 F9 BINDER COURSE ASPHALT, 70 SERIES COMPACTION	TON
404.3779	37.5 F9 BASE COURSE ASPHALT, 70 SERIES COMPACTION	TON
407.0103	STRAIGHT TACK COAT	GAL
490.10	PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE	SY
554.41	FILL TYPE RETAINING WALL (GREATER THAN 6FT. - 12FT.)	SF
554.5202	FILL TYPE RETAINING WALL AESTHETIC TREATMENT - ARCHITECTURAL PATTERN, INTEGRAL COLOR	SF
604.0708XX	ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES	EA
607.0511	VINYL FENCE, 4 FEET HIGH	LF
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY
608.01050209	CURB RAMP CONFIGURATION TYPE 2	EA
608.02010015	UNCLASSIFIED EXCAVATION AND DISPOSAL FOR SIDEWALKS, CURB RAMPS AND CURBS	CY
608.02020015	OPTIONAL TYPE SUBBASE COURSE FOR SIDEWALKS, CURB RAMPS AND CURBS	CY
608.21	EMBEDDED DETECTABLE WARNING UNITS	SY
609.0401	CAST-IN-PLACE CONCRETE CURB TYPE VF6	LF
610.1402	TOPSOIL - ROADSIDE	CY
610.1501	TURF ESTABLISHMENT - ROADSIDE	SY
614.060104	TREE REMOVAL OVER 4 INCHES TO 6 INCHES DIAMETER BREAST HEIGHT - STUMPS GRUBBED	EA
614.060204	TREE REMOVAL OVER 6 INCHES TO 12 INCHES DIAMETER BREAST HEIGHT - STUMPS GRUBBED	EA
614.060304	TREE REMOVAL OVER 12 INCHES TO 18 INCHES DIAMETER BREASTHEIGHT - STUMPS GRUBBED	EA
614.060404	TREE REMOVAL OVER 18 INCHES TO 24 INCHES DIAMETER BREASTHEIGHT - STUMPS GRUBBED	EA
627.50140008	CUTTING PAVEMENT	LF
635.0103	CLEANING AND PREPARATION OF PAVEMENT SURFACE - LINES	LF
635.0203	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LETTERS	EA
635.0303	CLEANING AND PREPARATION OF PAVEMENT SURFACES - SYMBOLS	EA
647.31	RELOCATE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SF)	EA
685.1102	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF
685.1202	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF
685.3304	WHITE EPOXY REFLECTORIZED PAVEMENT LETTERS - 20 MILS	EA
685.3404	WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 20 MILS	EA
MISC	PLANTINGS ALLOWANCE (20 TREES)	EA
MISC	DRAINAGE IMPROVMENTS	EA
MISC	RELOCATE UTILITY POLE	EA
MISC	BASIC WORK ZONE TRAFFIC CONTROL	LS
MISC	MOBILIZATION	LS
MISC	CONTINGENCY	LS
MISC	NYSDOT LAND DEDICATION AND MAPPING	EA
MISC	NYSDOT PERMITTING & DESIGN SUPPORT COST	EA
MISC	FINALIZE DESIGN PLANS	EA
MISC	NYSDOT INSEPCTION	EA

[redacted]

NOTE:

1) COST ESTIMATE ONLY INCLUDES IMPROVEMENTS AT NYS ROUTE 311 AND TERRY HILL ROAD INTERSECTION ON NYS ROUTE 311.

Colliers Engineering & Design

E-3

ENGINEER'S COST ESTIMATE - TRAFFIC SIGNAL
NYS ROUTE 311 CORRIDOR IMPROVEMENTS
NYS ROUTE 311 & TERRY HILL ROAD
TOWN OF KENT, PUTNAM COUNTY, NEW YORK

ITEM NUMBER	DESCRIPTION	UNIT
206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	LF
625.01000108	SURVEY AND STAKEOUT (TRAFFIC SIGNALS)	EA
662.60000108	FURNISHING ELECTRICAL SERVICE	DC
680.05010007	360 DIGITAL CAMERA VIDEO DETECTION SYSTEM	EA
680.05020007	360 DEGREE CAMERA ASSEMBLY	EA
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY
680.510501	PULLBOX - RECTANGULAR, 26" X 18", REINFORCED CONCRETE	EA
680.520108	CONDUIT, METAL STEEL, ZINC COATED, 3"	LF
680.520110	CONDUIT, METAL STEEL, ZINC COATED, 4"	LF
680.601036	TRAFFIC SIGNAL POLE - SPAN WIRE 10,000 POUND LOAD, 36 FEET LONG	EA
680.6808	TRAFFIC SIGNAL POLE-BRACKET MOUNT 8 FEET MOUNTING HEIGHT	EA
680.730514	SIGNAL CABLE, 5 CONDUCTORS, 14 AWG	LF
680.731014	SIGNAL CABLE, 10 CONDUCTORS, 14 AWG	LF
680.80324515	INSTALL MICROCOMPUTER CABINET	EA
680.810101	TRAFFIC SIGNAL MODULE - 12 INCH, RED BALL, LED	EA
680.810103	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW BALL, LED	EA
680.810104	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW ARROW, LED	EA
680.810105	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN BALL, LED	EA
680.810106	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN ARROW, LED	EA
680.810107	TRAFFIC SIGNAL SECTION - TYPE I, 12 INCH	EA
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EA
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY	EA
680.813103	PEDESTRIAN SIGNAL SECTION - TYPE I, 12 INCH	EA
680.813105	PEDESTRIAN SIGNAL MODULE - 12 INCH BI-MODAL, HAND/MAN SYMBOLS LED	EA
680.8141	PEDESTRIAN SIGNAL BRACKET MOUNT ASSEMBLY	EA
680.815001	PEDESTRIAN SIGNAL MODULE - 12 INCH COUNTDOWN TIMER, LED	EA
680.8151	ACCESSIBLE PEDESTRIAN SIGNAL (APS) WITHOUT POST	EA
680.8199	BACKPLATES FOR TRAFFIC SIGNAL HEADS	EA
680.8207	OVERHEAD SIGN ASSEMBLY, TYPE G	EA
680.8223	BREAKAWAY TRANSFORMER BASE	EA
680.94000008	TRAFFIC SIGNAL SERVICE ENTRANCE	EA
680.9499	INSTALL ELECTRICAL DISCONNECT/GENERATOR TRANSFER SWITCH	EA
680.950206	ELECTRICAL SERVICE CABLE 2 WIRE 6 GAUGE	LF

MISC	BASIC WORK ZONE TRAFFIC CONTROL	LS
MISC	MOBILIZATION	EA
MISC	CONTINGENCY	LS

MISC	INSPECTION	EA
MISC	FINALIZE DESIGN PLANS	EA
MISC	NYSDOT PERMITTING & DESIGN SUPPORT COST	EA

[redacted]

Item #6

Special Full Mtg
October 14, 2025

Item #6 – Approval – Contract – Terry Hill Road

Confidential Documents:

Schedule "B" pages 1-8

Confidential Designation Removed for all attachments

HIGHWAY IMPROVEMENT PLANS

FOR

NYS ROUTE 311 IMPROVEMENTS

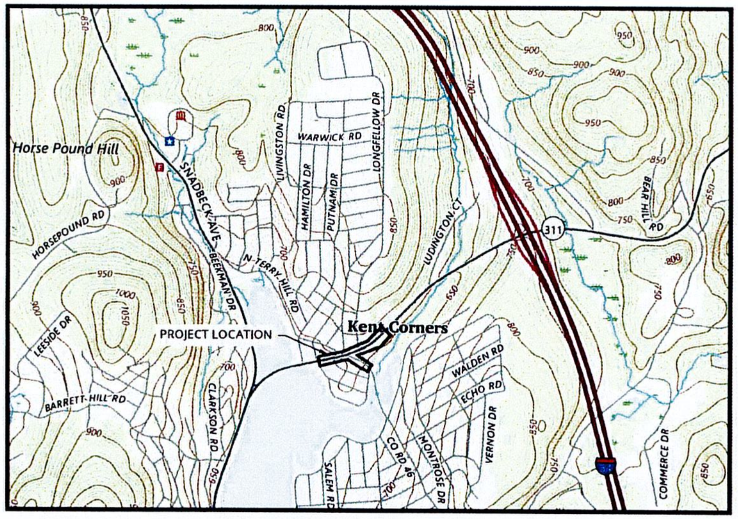
NYS ROUTE 311 & TERRY HILL ROAD (C.R. 46)

TOWN OF KENT

PUTNAM COUNTY COUNTY

NEW YORK STATE

DESIGN TRAFFIC DATA NYS ROUTE 311	
FUNCTIONAL CLASSIFICATION	URBAN MINOR ARTERIAL
A.A.D.T.	7551
POSTED SPEED LIMIT	30 MPH
DESIGN SPEED	35 MPH



KEY MAP

SCALE: 1" = 1000'

SOURCE: U.S. GEOLOGICAL SURVEY

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

STANDARD SPECIFICATION §106-11 BUY AMERICA SHALL APPLY.

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

INDEX OF SHEETS		
NUMBER OF SHEETS	SHEET NUMBERS	DESCRIPTION
1	CS-01	COVER SHEET
2	GN-01 TO GN-02	GENERAL NOTES
1	DTL-01	DETAILS
1	TYP-01	TYPICAL SECTIONS
1	GD-01	GRADING & DRAINAGE PLAN
1	SP-01	SIGNING & STRIPING PLAN
1	TSP-01	TRAFFIC SIGNAL PLAN
8		

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

Colliers Engineering & Design

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REV | DATE | DRAWN BY | DESCRIPTION

PRELIMINARY

HIGHWAY IMPROVEMENT PLANS

FOR

NYS ROUTE 311 IMPROVEMENTS

NYS ROUTE 311 & TERRY HILL ROAD (C.R. 46)

TOWN OF KENT
PUTNAM COUNTY
NEW YORK

Colliers Engineering & Design — WESTCHESTER

SCALE: AS SHOWN | CHECKED BY: PJG/RGD

COVER SHEET

CS-01

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

GENERAL NOTES

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

EXCAVATION SPECIAL NOTES

1. TRANSVERSE UTILITY CROSSINGS UNDER NYSDOT PAVEMENT SHALL BE A MINIMUM OF FIVE (5) FEET BETWEEN THE TOP OF THE PAVEMENT AND THE TOP OF UTILITY.
2. LONGITUDINAL UTILITY RUNS, OUTSIDE THE PAVEMENT LIMITS MUST BE A MINIMUM OF THREE (3) FEET FROM TOP OF GRADE TO TOP OF UTILITY. THE PAVEMENT LIMITS ARE 50 FEET FROM THE HIGHWAY CENTER LINE.
3. LONGITUDINAL UTILITY RUNS SHOULD BE KEPT AS CLOSE TO THE RIGHT OF WAY LINE OR AS FAR FROM THE PAVEMENT AS POSSIBLE.
4. ANY EXCAVATION WHICH EXCEEDS FIVE FEET IN DEPTH AND HAS LIVE TRAFFIC OR UTILITIES WITHIN 1V:1H PROJECTION FROM THE BOTTOM EXCAVATION SHALL UTILIZE A SHEETING/SHORING SYSTEM WHICH PROVIDES DIRECT CONTACT AND SUPPORT OF THE EXCAVATION SIDES (A TRENCH BOX DOES NOT MEET THESE REQUIREMENTS). THE CONTRACTOR SHALL PROVIDE VERIFICATION (I.E. MANUFACTURER'S DATA SHEETS AND/OR P.E. DESIGN COMPUTATIONS) TO THE ENGINEER DEMONSTRATING THAT THE SYSTEM CHOSEN CAN ACCOMMODATE THE ANTICIPATED SOIL, WATER, TRAFFIC AND SURCHARGE LOADINGS. PAYMENT SHALL BE MADE UNDER ITEM 552.17 - SHIELDS AND SHORING AS SPECIFIED IN THE CONTRACT DOCUMENTS.
5. DESIGN DOCUMENTS FOR PREFABRICATED "SHEETING BOX," WHERE USED, SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NEW YORK.

EXISTING UTILITIES

1. THE UTILITY LOCATION QUALITY LEVEL LABELING CONVENTION SHOWN ON THE PLANS DOES NOT RELIEVE THE CONTRACTOR OF HIS OBLIGATIONS UNDER SECTIONS 660 THROUGH 680 OF THE STANDARD SPECIFICATIONS.

THE QUALITY LEVEL DEFINITIONS ARE:

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

QUALITY LEVEL B - SUBSURFACE GEOPHYSICAL LOCATING TECHNIQUES (THAT IS, UNDERGROUND CAMERAS, RADAR, SONAR, TONE OUTS, ETC.) AND EXISTING RECORD PLANS HAVE BEEN USED TO LOCATE UTILITIES. NO EXCAVATIONS WERE PERFORMED. (SHOWN AS QLB)

QUALITY LEVEL C - RECORD INFORMATION PROVIDED BY UTILITY OWNERS WAS PLOTTED ON THE CONTRACT PLANS. DEPTHS WERE NOT FIELD VERIFIED, PHYSICAL SURFACE FEATURES LIKE MANHOLES, VALVE BOXES AND HYDRANTS HAVE BEEN FIELD LOCATED. (SHOWN AS QLC)

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

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

UTILITIES	QUALITY LEVEL
ELECTRIC	QLD
GAS	QLD
TELEPHONE	QLD
CABLE TV	QLD
SEWER	QLD
DRAINAGE	QLD
NYSDOT LIGHTING	QLD
WATER	QLD

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

SIGNING NOTES

1. IF EXISTING SIGNS ARE REMOVED BEFORE THE NEW ONES ARE INSTALLED, TEMPORARY SIGNS SHALL BE PROVIDED AT THESE LOCATIONS. THE REMOVAL OF EXISTING SIGNS THAT ARE BEING REPLACED SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. FURNISHING, MOUNTING AND REMOVAL OF TEMPORARY SIGNS SHALL BE INCLUDED IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.
2. THE CONTRACTOR SHALL NOT REMOVE EXISTING GROUND-MOUNTED GUIDE SIGNS UNTIL PROPOSED GUIDE SIGNS ARE INSTALLED TO THE SATISFACTION OF THE ENGINEER.

GUIDE RAIL NOTES

1. THE CONTRACTOR SHALL PROVIDE A SCHEDULE TO THE ENGINEER DETAILING WHEN GUIDE RAIL WILL BE REMOVED AND REPLACED. THE ENGINEER SHALL APPROVE THIS SCHEDULE BEFORE THE CONTRACTOR BEGINS WORK.

WHERE EXISTING GUIDE RAIL OR MEDIAN BARRIER IS TO BE REMOVED OR REPLACED, NO WORK SHALL BEGIN UNTIL THE CONTRACTOR HAS SATISFIED THE ENGINEER THAT ALL MATERIALS, LABOR AND EQUIPMENT ARE AVAILABLE, AND THAT WORK IS SCHEDULED SO THAT IT WILL PROCEED EFFICIENTLY AND WITHOUT INTERRUPTION FROM START TO COMPLETION.

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

2. THE LOCATION AND LENGTHS OF EXISTING GUIDE RAIL RUNS ARE BASED ON THE AVAILABLE SURVEY DATA AND ARE SUBJECT TO FIELD VERIFICATION BY THE CONTRACTOR. TO PROVIDE THE FLEXIBILITY NEEDED TO ADJUST RAIL RUNS TO MEET ACTUAL FIELD CONDITIONS, THE QUANTITIES FOR GUIDE RAIL, MEDIAN RAIL, BRIDGE RAIL, TRANSITION, AND ANCHOR ITEMS SHOULD BE INCREASED BY 5% IN THE CONTRACTOR'S BID PRICE OVER THE QUANTITIES SHOWN IN THE RAIL INSTALLATION TABLES.
3. ALL SHOP CURVE RADII REQUIRED SHALL BE FIELD VERIFIED BY THE CONTRACTOR.
4. GRADING MAY BE REQUIRED PRIOR TO THE INSTALLATION OF RAIL AS ORDERED BY THE ENGINEER. GRADING OF ROADSIDE AREAS (NON-LAWNS) SHALL BE PAID UNDER ITEM 621.05, CLEAN GRADE AND SHAPE EXISTING ROADWAY SECTION. GRADING OF LAWN AREAS SHALL BE PAID UNDER ITEMS 621.51010010, TRIMMING AND RESHAPING ROADSIDE TURF AREAS. SEEDING WILL BE PAID UNDER THE APPROPRIATE ITEM FOR ESTABLISHING TURF.
5. IN AREAS WHERE A FIXED OBJECT (I.E. UTILITY POLE OR CULVERT) IS LOCATED IN THE CLEAR ZONE AND CANNOT FEASIBLY BE RELOCATED OR REMOVED, THE RAIL POST SPACING MUST BE REDUCED TO OBTAIN AN APPROPRIATE RAIL DEFLECTION. IN THE EVENT THIS SITUATION ARISES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO ANY WORK BEING CONDUCTED. THE ENGINEER SHALL PROVIDE THE CONTRACTOR WITH THE REQUIRED POST SPACING. THE CONTRACTOR SHALL BE PAID AS PER TABLE 606-2 OF THE NYSDOT STANDARD SPECIFICATIONS FOR THE REDUCED POST SPACING.
6. NEW POSTS SHALL BE OFFSET FROM THE EXISTING POSTS BY A MINIMUM OF 1 FT.

ALL OTHER HOLES SHALL BE BACKFILLED USING EITHER COMPACTED SAND BACKFILL MEETING THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION §203-2.02 I OR SUITABLE MATERIAL APPROVED BY THE ENGINEER. PAYMENT OF BACKFILLING HOLES WILL BE MADE UNDER THE VARIOUS RAIL ITEMS.

7. IN CASES WHERE SOUND ROCK IS ENCOUNTERED LESS THAN 3-FT BELOW GRADE, THE CONTRACTOR SHALL DRILL A 6-INCH DIAMETER HOLE THE NECESSARY DEPTH TO ACHIEVE A TOTAL POST PENETRATION OF 3-FT BELOW GRADE. THE CONTRACTOR SHALL THEN CUT THE STEEL PLATE OFF THE POSTS, FILL THE HOLE WITH SAND BACKFILL MEETING THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION §203-2.02 I, AND DRIVE THE POST TO THE REQUIRED DEPTH. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE RESPECTIVE GUIDE RAIL ITEMS.
8. WHERE PROPOSED EQUIPMENT IS TO BE INSTALLED BEHIND EXISTING GUIDE RAIL, BEFORE INSTALLING ANY PROPOSED EQUIPMENT, THE CONTRACTOR SHALL EVALUATE EXISTING GUIDE RAIL AND IS TO AGREE WITH THE ENGINEER TO INSTALL EQUIPMENT BEYOND THE DEFLECTION OF THE EXISTING GUIDE RAIL. DEFLECTION VALUES SHALL BE PER NYSDOT HDM CHAPTER 10 TABLE 10-3.
9. NEW EXTRA-LONG POST SHALL BE USED WHEREVER EXTRA-LONG POSTS ARE REMOVED, AND IN LOCATIONS DIRECTED BY THE ENGINEER. PAYMENT FOR GUIDE RAIL INSTALLED WITH EXTRA-LONG POSTS WILL BE MADE UNDER THE APPROPRIATE ITEMS:

ITEM 606.1001, BOX BEAM GUIDE RAILING WITH EXTRA LONG POSTS

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

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

ITEM 606.1801, MODIFIED G2 WEAK-POST CORRUGATED BEAM GUIDE RAIL WITH EXTRA LONG POSTS

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

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

10. THE CONTRACTOR SHALL REMOVE TREES, BRUSH AND VEGETATION BEHIND THE NEWLY INSTALLED GUIDE RAIL FOR A DISTANCE OF AT LEAST 1-FT MORE THAN THE STANDARD DEFLECTION DISTANCE SHOWN IN TABLE 619-5 GUIDE RAIL AND TEMPORARY CONCRETE BARRIER STANDARD DEFLECTION DISTANCES, IN NYS STANDARD SPECIFICATION §619. REMOVAL OF TREES, BRUSH AND VEGETATION SHALL BE PERFORMED BY CUTTING THE TREES, BRUSH AND/OR VEGETATION AS CLOSE TO THE GROUND AS PRACTICAL. THERE SHALL BE NO GRUBBING OF VEGETATION OR STUMPS CAUSING SOIL DISTURBANCE UNLESS OTHERWISE SPECIFIED IN THE CONTRACTOR DOCUMENTS OR DIRECTED BY THE ENGINEER. ALL WOOD, BRUSH AND OTHER DEBRIS RESULTING FROM THE WORK SHALL BE DISPOSED AS DESCRIBED IN THE NYSDOT STANDARD SPECIFICATION §201-3.03, DISPOSAL.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID.

11. THE CONTRACTOR SHALL INSTALL SNOWPLOWING MARKERS AT EACH GUIDE RAIL RUN IN ACCORDANCE WITH THE APPROPRIATE STANDARD SHEET(S). SNOW PLOWING MARKERS SHALL BE GREEN.
12. WHERE THE EXISTING ASPHALT VEGETATION CONTROL STRIP OR GUTTER IS DAMAGED BY RAIL REMOVAL OPERATIONS, THE CONTRACTOR SHALL REMOVE THE DAMAGE ASPHALT AND REPAIR THE VEGETATION CONTROL STRIP USING ITEM 608.020102, HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIP OR GUTTER USING ITEM 624.020101, ASPHALT CONCRETE GUTTERS.

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

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PRELIMINARY

HIGHWAY IMPROVEMENT PLANS
FOR
NYS ROUTE 311 IMPROVEMENTS

NYS ROUTE 311 & TERRY HILL ROAD (C.R. 46)

TOWN OF KENT
PUTNAM COUNTY
NEW YORK

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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	[illegible]	M/A	PJG/KGD

SHEET TITLE: GENERAL NOTES

SHEET NUMBER: GN-01

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

WORK ZONE TRAFFIC CONTROL NOTES

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

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

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

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

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

6. CONES, DRUMS, BARRICADES AND MARKERS
CHANNELIZING DEVICES AND THEIR PLACEMENT SHALL CONFORM WITH THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION §619-3.02J AND THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL MAKE CERTAIN PLACEMENT OF THE CONES, DRUMS, AND MARKERS OR BARRICADES SHALL NOT INTERFERE WITH SIGHT DISTANCE.

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

8. TAPER LENGTHS
TAPER LENGTHS FOR CLOSURES AND LATERAL SHIFTS OF TRAVEL LANES SHALL CONFORM TO STANDARD SHEET 619-011 TABLE 011-02 BASED ON THE PRECONSTRUCTION POSTED SPEED LIMIT OF 30 MPH OR AS DIRECTED BY THE ENGINEER.

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

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

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

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

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

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

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

DURING ANY OVERNIGHT PERIOD WHEN EXISTING GUIDE RAIL OR MEDIAN BARRIER IS TEMPORARILY REMOVED, THE CONTRACTOR SHALL INSTALL CHANNELIZING DEVICES IN THE LOCATION WHERE THE GUIDE RAIL OR MEDIAN BARRIER WAS REMOVED IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS §619-3.02J.6.

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

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

13. MISCELLANEOUS
IN THE EVENT THE CONTRACTOR SHUTS DOWN HIS OPERATION FOR THE WINTER MONTHS, THE ENTIRE HIGHWAY SYSTEM SHALL BE OPENED TO TRAFFIC. ALL EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION AT THE DIRECTION OF THE ENGINEER. ALL CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED.

ROADWAY AREAS TEMPORARILY CLOSED FOR TRENCH, CULVERT OR CONDUIT EXCAVATION SHALL BE REOPENED AT THE END OF THE WORK SHIFT WHEN WORK IS NOT IN PROGRESS. ALL OPENINGS IN THE ROADWAY SHALL BE COVERED WITH ANCHORED STEEL PLATES OR SHALL BE BACKFILLED IN ACCORDANCE WITH § 680-3.09 TO A DEPTH OF 3 INCHES BELOW THE ADJACENT UNEXCAVATED AREA OR TO A DEPTH AS DIRECTED BY THE ENGINEER. THE TEMPORARY RESTORATION SHALL BE COMPLETED WITH A LAYER OF PLANT BITUMINOUS MATERIAL UP TO THE LEVEL OF THE ADJACENT UNEXCAVATED AREA TO THE SATISFACTION OF THE ENGINEER. THE TEMPORARY RESTORATION SHALL BE MAINTAINED UNTIL ITS REMOVAL AT NO ADDITIONAL COST TO THE OWNER/PERMITTEE. ANY RE-EXCAVATION OF TEMPORARY RESTORATION AREAS SHALL BE INCLUDED IN THE PRICE BID FOR RESPECTIVE EXCAVATION ITEM WITH NO EXTRA PAYMENT.

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

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

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

THE CONTRACTOR SHALL NOT WORK ON BOTH SIDES OF THE ROADWAY AT THE SAME TIMES.

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS TO MINIMIZE THE INTERRUPTION OF PEDESTRIAN TRAFFIC. ANY CLOSURE OF PEDESTRIAN ROUTES SHALL BE ACCOMPANIED BY A PEDESTRIAN DETOUR IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR AS DIRECTED BY THE ENGINEER.

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

14. FLAGGER
FLAGGING, INCLUDING FLAGGER TRAINING, FLAGGER EQUIPMENT, AND OPERATIONAL CONTROL, SHALL BE PROVIDED IN ACCORDANCE WITH STANDARD SPECIFICATION §619-3.01L. ALL COSTS ASSOCIATED WITH FLAGGING SHALL BE INCLUDED IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

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

AT THE SITE OF PAVING OR OTHER WORK OPERATION REQUIRING TEMPORARY CLOSURE OF PORTIONS OF THE TRAVELED WAY, THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC AND SHALL PROVIDE FLAGGERS TO CONTROL TRAFFIC MOVEMENT.

THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ALL TRAVEL LANES IN EACH DIRECTION ARE OPEN WHEN THE CONTRACTOR'S OPERATIONS ARE CLOSED DOWN OR SUBSTANTIALLY CLOSED DOWN, AND DURING WEEKDAY HOURS OF 6:30 AM TO 9:00 AM AND 3:30 PM TO 6:00 PM. THE CONTRACTOR SHALL CONTACT THE TRANSPORTATION MANAGEMENT CENTER AT 914-742-4100 ONE WEEK PRIOR TO ANY POSSIBLE LANE CLOSURE.

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

HOLIDAY	FALLS ON	TEMPORARY LANE CLOSURES ARE NOT ALLOWED FROM
NEW YEAR'S DAY INDEPENDENCE DAY MEMORIAL DAY LABOR DAY	SUNDAY OR MONDAY	6:00 AM FRIDAY BEFORE TO 10:00 AM TUESDAY AFTER
	TUESDAY	6:00 AM SATURDAY BEFORE TO 10:00 AM WEDNESDAY AFTER
	WEDNESDAY	6:00 AM TUESDAY BEFORE TO 10:00 AM THURSDAY AFTER
	THURSDAY	6:00 AM WEDNESDAY TO 10:00 AM MONDAY AFTER
	FRIDAY OR SATURDAY	6:00 AM THURSDAY BEFORE TO 10:00 AM MONDAY AFTER
CHRISTMAS DAY	SUNDAY OR MONDAY	6:00 AM FRIDAY BEFORE TO 10:00 AM TUESDAY AFTER
	TUESDAY	6:00 AM FRIDAY BEFORE TO 10:00 AM WEDNESDAY AFTER
	WEDNESDAY	6:00 AM SATURDAY BEFORE TO 10:00 AM THURSDAY AFTER
	THURSDAY	6:00 AM WEDNESDAY TO 10:00 AM MONDAY AFTER
	FRIDAY OR SATURDAY	6:00 AM THURSDAY BEFORE TO 10:00 AM MONDAY AFTER
THANKSGIVING DAY	THURSDAY	6:00 AM WEDNESDAY BEFORE TO 10:00 AM MONDAY AFTER

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

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

THE COST FOR ALL DELINEATION AND CHANNELIZING DEVICES (CONES, DRUMS, ETC.) SHALL BE IN THE BASIC WORK ZONE TRAFFIC CONTROL ITEM.

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

18. DELINEATORS
SINGLE UNIT LARGE DELINEATORS AT 40-FOOT SPACING SHALL BE INSTALLED WITHIN THE LIMITS OF THE WORK ZONE WHERE EXISTING TRAVEL LANE WIDTHS ARE REDUCED AND TRAFFIC IS ADJACENT TO TEMPORARY POSITIVE BARRIER, GUIDE RAILING, OR BOTH. WHITE DELINEATORS SHALL BE DISPLAYED ON THE RIGHT SIDE OF THE TRAVELED WAY AND YELLOW SHALL BE DISPLAYED ON THE LEFT. TEMPORARY POSITIVE BARRIER SECTIONS SEPARATING TWO-WAY TRAFFIC SHALL HAVE YELLOW DELINEATORS INSTALLED BACK-TO-BACK. DELINEATORS, POSTS, AND BRACKETS SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE NYSDOT STANDARD SPECIFICATIONS AND CURRENT 644 STANDARD SHEETS. PAYMENT WILL BE MADE UNDER ITEM 644.33, ITEM 644.31, AND ITEM 644.50 UPON COMPLETION OF WORK. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL POSTS INSTALLED FOR THE WORK ZONE AT NO ADDITIONAL COST TO THE OWNER/PERMITTEE. REMOVED POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE WORK SITE IN A NEAT MANNER.

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

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

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

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

GENERALLY, TO QUALIFY FOR A REDUCTION IN REGULATORY SPEED LIMIT AT A SHORT-TERM STATIONARY WORK ZONE, THE WORK ZONE MUST CONTAIN AN ACTIVITY AREA THAT IS GREATER THAN ½ MILE ON A HIGHWAY WITH A PRECONSTRUCTION POST SPEED LIMIT OF 55 MPH OR GREATER AND BE OF A DURATION EXCEEDING FOUR (4) HOURS WHERE WORKERS ARE ON FOOT IN THE ACTIVITY AREA AND ARE NOT PREDOMINANTLY SEPARATED FROM TRAFFIC BY A POSITIVE BARRIER. IF APPROVED, THE REDUCED REGULATORY SPEED SHALL BE NO MORE THAN 10 MPH BELOW THE PRECONSTRUCTION POSTED SPEED LIMIT. IN LONG WORK ZONES WITH SEVERAL INTERMITTENT ACTIVITY AREAS, THE PRECONSTRUCTION POSTED SPEED LIMIT SHALL BE RESTORED BETWEEN ACTIVITY AREAS THAT ARE SEPARATED BY TWO (2) OR MORE MILES.

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

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

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

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

SPECIAL NOTES

1. WORK ZONE TRAFFIC CONTROL IS THE RESPONSIBILITY OF THE CONTRACTOR. ALL SUBCONTRACTORS WORKING FOR THE CONTRACTOR MUST HAVE A COPY OF THE HIGHWAY WORK PERMIT ON THE SITE AND MUST BE FAMILIAR WITH THE TRAFFIC CONTROL REQUIREMENTS. IT IS STRONGLY ADVISED THAT A "TAILGATE" SAFETY MEETING WITH EACH WORK CREW BE INITIATED BEFORE THE START OF ALL WORK.
2. WORK ZONE TRAFFIC CONTROL SCHEMES MUST BE IN PLACE AND MAINTAINED THROUGHOUT THE DURATION OF WORK.
3. ALL WORKERS WITHIN THE HIGHWAY ROW SHALL WEAR HIGH-VISIBILITY APPAREL MEETING THE ANSI 107 CLASS II STANDARDS AND AN OSHA APPROVED HARD HAT AS SPECIFIED IN NYSDOT STANDARD SPECIFICATIONS §107-05.A.
4. AT THE START OF WORK ON THE PROJECT, ALL WORK ZONE TRAFFIC CONTROL DEVICES WILL BE EVALUATED BY THE ENGINEER FOR ACCEPTABILITY IN ACCORDANCE WITH THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) QUALITY GUIDELINES FOR WORK ZONE TRAFFIC CONTROL DEVICES. THESE DEVICES SHALL NOT BE ALLOWED TO FALL BELOW THE "MARGINAL" CONDITION AT ANY TIME DURING THE LIFE OF THE PROJECT. FADED AND DETERIORATED PANELS AND NON-STANDARD LEGENDS ARE NOT ACCEPTABLE.
5. FLAGGER SIGNS ARE TO BE USED ONLY WHEN A FLAGGER IS ACTUALLY PRESENT AND VISIBLE TO THE MOTORIST. THEY SHALL BE COVERED OR REMOVED AT ALL OTHER TIMES. STOP/SLOW PADDLES ARE REQUIRED. THE COST OF FLAGGER SIGNS AND STOP/SLOW PADDLES SHALL BE INCLUDED IN THE WORK ZONE TRAFFIC CONTROL ITEM.
6. FLEXIBLE PANEL AND LIGHTWEIGHT RIGID PANEL SIGNS SHALL BE MOUNTED AT THE SAME HEIGHT AS RIGID PANEL SIGNS, EXCEPT THEY MAY BE MOUNTED, WHEN APPROVED BY THE ENGINEER, AS LOW AS 1 FOOT WHEN ALL CONDITIONS OF NYSDOT STANDARD SPECIFICATION §619-3.02H.1 ARE MET.
7. NO WORK WITHIN THE STATE R.O.W. SHALL COMMENCE WITHOUT A PRE-CONSTRUCTION MEETING WITH NYSDOT REPRESENTATIVES PRESENT.
8. AS-BUILT PLANS SHALL BE SENT TO THE NYSDOT IN HARD COPY AND ELECTRONIC FORMAT COMPATIBLE WITH THE SYSTEM CURRENTLY USED BY NYSDOT.
9. THE PERMITTEE IS RESPONSIBLE FOR HIRING AN INSPECTOR TO BE ONSITE DURING ALL CONSTRUCTION OPERATIONS ON THE STATE R.O.W. TO ENSURE ALL WORK IS PERFORMED IN ACCORDANCE WITH NYSDOT SPECIFICATIONS. THE INSPECTOR MUST BE EXPERIENCED IN NYSDOT WORK AND SHALL BE APPROVED BY THE STATE PRIOR TO HIRING. THE PERMITTEE IS RESPONSIBLE FOR REIMBURSING THE COST OF SITE VISITS BY A NYSDOT REPRESENTATIVE (RESIDING PERMIT ENGINEER) AS NEEDED.

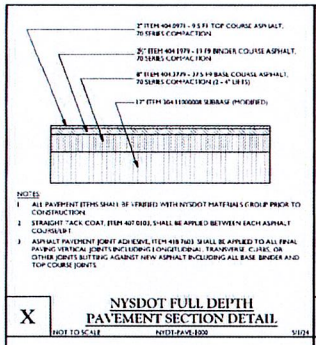
PAVEMENT EDGE DROP-OFF PROTECTION

A DROP-OFF IS AN ABRUPT DIFFERENCE IN SURFACE ELEVATION OF MORE THAN 2 INCHES AT APPROXIMATELY 1V:3H OR STEEPER. IN THE ABSENCE OF ADEQUATE TRAFFIC CONTROL PLANS IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL SUBMIT ALTERNATE TRAFFIC CONTROL PLANS TO THE ENGINEER FOR APPROVAL AT LEAST 30 CALENDAR DAYS PRIOR TO PROPOSED WORK WHICH WILL CREATE A DROP-OFF OF OVER 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY FOR DURATIONS LONGER THAN ONE SHIFT.

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

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

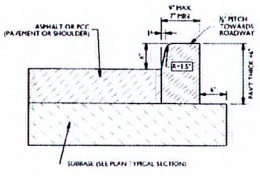
UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL BEGIN WORK TO ELIMINATE UNPROTECTED DROP-OFFS CREATED BY CONTRACT WORK WITHIN 7 CALENDAR DAYS OF THE COMPLETION OF THE WORK CREATING THE DROP-OFF. WORK SHALL CONTINUE IN A TIMELY MANNER UNTIL SUCH TIME AS THE UNPROTECTED DROP-OFF CONDITION IS ELIMINATED. WHERE PA



NOTES:
1. ALL PAVEMENT ITEMS SHALL BE VERIFIED WITH NYSDOT MATERIALS GROUP PRIOR TO CONSTRUCTION
2. STRAIGHT TACK COAT, ITEM 407.0103, SHALL BE APPLIED BETWEEN EACH ASPHALT COURSE/LIFT
3. ASPHALT PAVEMENT JOINT ADHESIVE, ITEM 418.7103, SHALL BE APPLIED TO ALL FINAL PAVING VERTICAL JOINTS INCLUDING LONGITUDINAL, TRANSVERSE, CURVE, OR OTHER JOINTS BUTTING AGAINST NEW ASPHALT INCLUDING ALL BASE, BINDER AND TOP COURSE JOINTS

X **NYSDOT FULL DEPTH PAVEMENT SECTION DETAIL**

NOT TO SCALE — NYDT-PAVE-1000 — 5/1/24

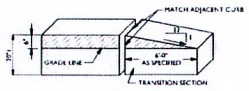


(VERTICAL FACED CURB WITHOUT CURB ANCHOR)
ITEM 609.0401
CONVENTIONALLY FORMED - CLASS "D" CONCRETE
MACHINE FORMED - CLASS "J" CONCRETE

PER NYSDOT STANDARD SHEET 609-01

X **TYPE VF6 CURB**

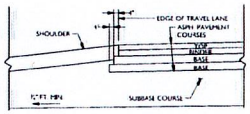
NOT TO SCALE — NYDT-CURB-1000 — 1/1/21



PER NYSDOT STANDARD SHEET 609-01

X **CURB TRANSITION**

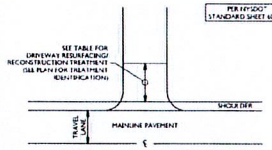
NOT TO SCALE — NYDT-CURB-1200 — 01/09/14



X **EDGE OF PAVEMENT DETAIL (AT SHOULDER)**

NOT TO SCALE — NYDT-PAVE-1101 — 11/01/17

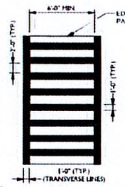
PER NYSDOT STANDARD SHEET 608-01



PAVEMENT COURSE	RESIDENTIAL DRIVEWAY	COMMERCIAL DRIVEWAY	RESIDENTIAL DRIVEWAY	COMMERCIAL DRIVEWAY	MAJOR COMMERCIAL DRIVEWAY
	PAVEMENT THICKNESS				
	ASPHALT SURFACE		ASPHALT CONCRETE		
TOP COURSE (ITEM 404.0971)	2"	2"	2"	2"	2"
BINDER COURSE (ITEM 404.1979)	—	—	2"	2½"	2½"
BASE COURSE (ITEM 404.1379)	—	—	—	—	8" (4-4" LIFTS)
SUBBASE COURSE (8" IN STONE)	—	—	9"	9"	17"
TOTAL ASPHALT COURSE (ITEM 304.11300008)	AS NECESSARY	AS NECESSARY	—	—	—

X **METHOD OF TREATMENT FOR ASPHALT DRIVES**

NOT TO SCALE — NYDT-PAVE-1400 — 3/1/24

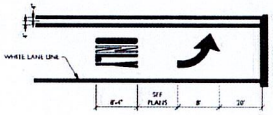


NOTES:
1. ALL CROSSWALK MARKINGS SHALL BE WHITE
2. TYPE "LS" CROSSWALKS SHALL HAVE THE LONGITUDINAL LINES PARALLEL TO THE LANE LINES

PER NYSDOT STANDARD SHEET 685-01 (SHEET 1 OF 9)

X **COMBINED TYPE 'LS' CROSSWALK**

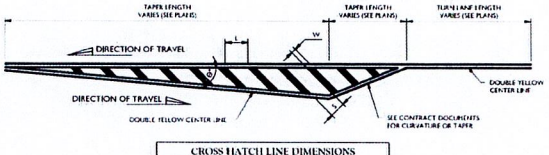
NOT TO SCALE — GHAL-DTLS-STND-GRID — 05/01/13



PER NYSDOT STANDARD SHEET 685-01 (SHEET 6 OF 9)

X **TYPICAL LEFT TURN LANE STRIPING**

NOT TO SCALE — NYDT-MRKG-1100 — 05/01/13



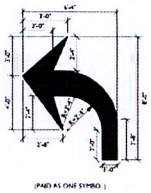
CROSS HATCH LINE DIMENSIONS			
W	θ°	S	L
2'-0"	45°	6'-0"	11'-4"

FOR ADDITIONAL STRIPING DETAILS SEE NYSDOT STANDARD SHEET 685-01 DATED 08/21/18

PER NYSDOT STANDARD SHEET 685-01 (SHEET 1 OF 9)

X **HATCHED ISLAND DETAIL**

NOT TO SCALE — NYDT-MRKG-1101 — 08/21/18

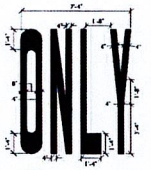


(PAID AS ONE SYMBOL)

PER NYSDOT STANDARD SHEET 685-01 (SHEET 9 OF 9)

X **TURNING ARRROW**

NOT TO SCALE — NYDT-MRKG-1200 — 05/01/13



NOTES
UNLESS OTHERWISE SHOWN
LETTER HEIGHT = 4'-0"
LETTER WIDTH = 1'-4"
SPACING = 8"
(USE EQUAL SPACING BETWEEN LETTERS AND CENTER ENTIRE SYMBOL IN LANE)

(PAID AS FOUR LETTERS)

PER NYSDOT STANDARD SHEET 685-01 (SHEET 8 OF 9)

X **"ONLY" LETTERS**

NOT TO SCALE — NYDT-MRKG-1201 — 05/01/21

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PRELIMINARY

HIGHWAY IMPROVEMENT PLANS
FOR
NYS ROUTE 311 IMPROVEMENTS

NYS ROUTE 311 & TERRY HILL ROAD (C.R. 46)

TOWN OF KENT
PUTNAM COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
420 Columbus Avenue, Suite 100E
Valhalla, NY 10595
Phone: 914.347.7500

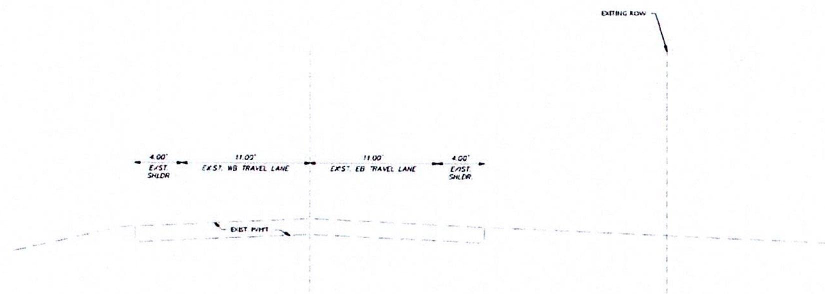
SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	9/2/21	M.J.A.	P.G./R.G.D.

PROJECT NUMBER: 210032220
DRAWING NAME: 8-PROD-01.15

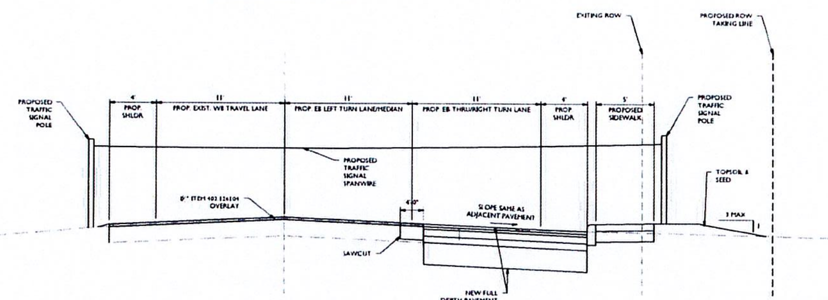
SHEET TITLE: CONSTRUCTION DETAILS

SHEET NUMBER: DTL-01

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



ROUTE 311
EXISTING TYPICAL SECTION



ROUTE 311
PROPSOED TYPICAL SECTION

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HIGHWAY IMPROVEMENT PLANS
FOR
NYS ROUTE 311 IMPROVEMENTS

NYS ROUTE 311 &
TERRY HILL ROAD (C.R. 46)

TOWN OF KENT
PUTNAM COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

SCALE: AS SHOWN | DRAWN BY: MJA | CHECKED BY: PJG/RGD

TYPICAL SECTIONS

TYP-01

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FOR

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TOWN OF KENT
PUTNAM COUNTY
NEW YORK

WESTCHESTER

GRADING & DRAINAGE PLAN

GD-01

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HIGHWAY IMPROVEMENT PLANS

FOR

NYS ROUTE 311 IMPROVEMENTS

NYS ROUTE 311 & TERRY HILL ROAD (C.R. 46)

TOWN OF KENT
PUTNAM COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
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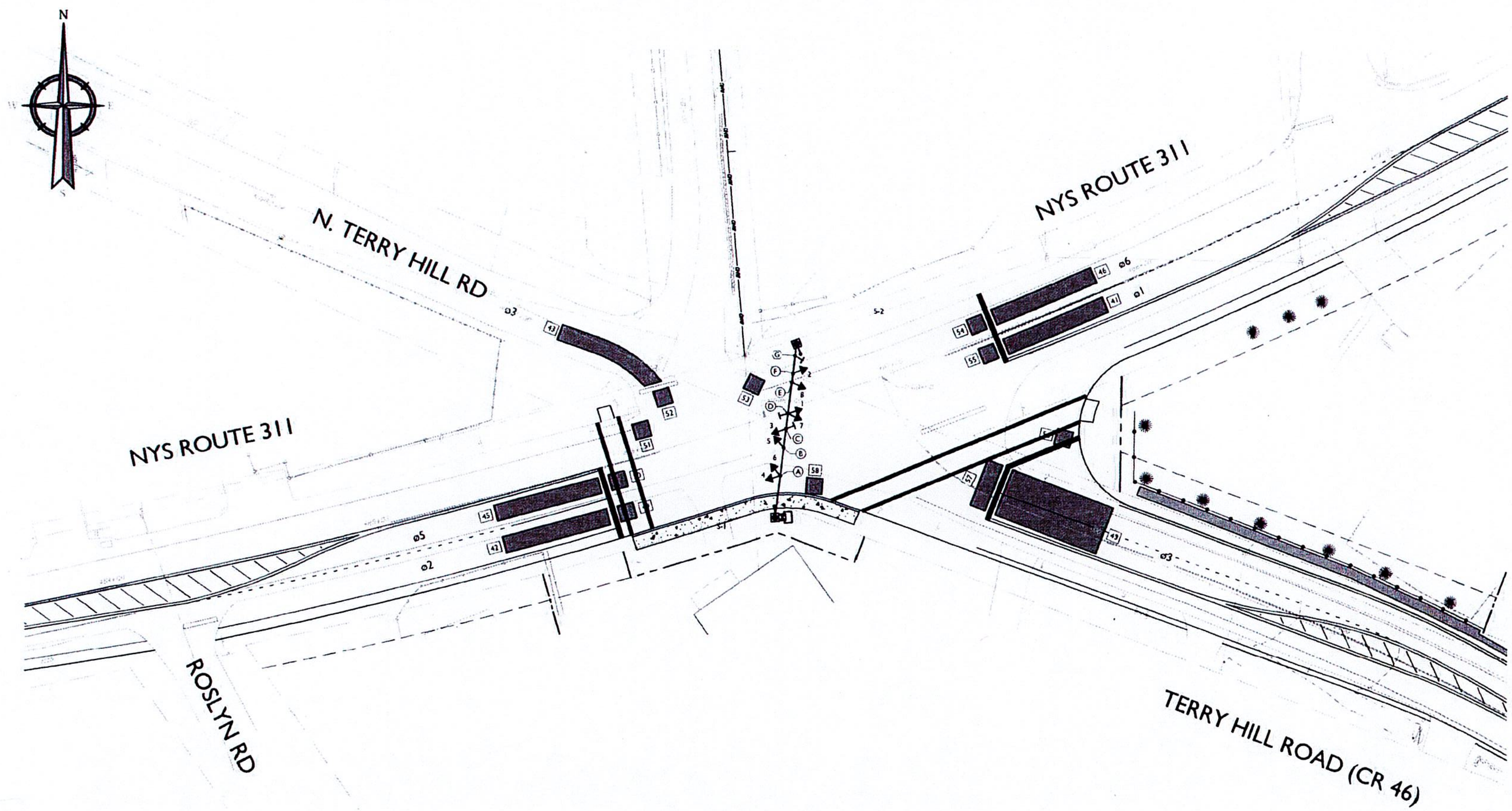
SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN		M.A.	

PROJECT NUMBER	DRAWING NAME
21001322D	

SHEET TITLE
SIGNING & STRIPING PLAN

SHEET NUMBER
SP-01

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



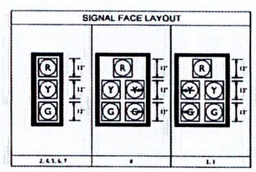
LEGEND

- SIGNAL HEAD
- OVERHEAD SIGN
- GRIDSMART VIDEO DETECTION CAMERA
- 6' x 40' DETECTION ZONE
- 6' x 6' DETECTION ZONE

SIGN TEXT LEGEND

NO.	SIGN TEXT	M.U.T.C.D. NO.	ITEM
C, D	ONLY	R3 - 5L	680.8207
G	ONLY	R3 - 5R	680.8207

SIGNAL FACE LAYOUT



SCALE : 1" = 20'

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

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HIGHWAY IMPROVEMENT PLANS FOR NYS ROUTE 311 IMPROVEMENTS

NYS ROUTE 311 & TERRY HILL ROAD (C.R. 46)

TOWN OF KENT PUTNAM COUNTY NEW YORK

WESTCHESTER
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

TRAFFIC SIGNAL PLAN

TSP-01

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION

TRAFFIC SIGNAL NOTES:

1 ALL WORK IS TO BE COMPLETED ACCORDING TO THE LATEST "NYSDOT STANDARD SPECIFICATIONS," REGION 8 SIGNAL DETAILS SHEETS AND STANDARD STRUCTURE SHEETS. THE REGION 8 SIGNAL DETAILS SHEETS ARE TO BE A PART OF THE SIGNAL PLAN.

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

3 ALL MATERIALS INCORPORATED IN THE SIGNAL INSTALLATION SHALL CONFORM TO THE CURRENT NYSDOT REQUIREMENTS AS PER NOTE 1 ABOVE. CONFORMANCE SHALL BE MET BY THE STATE APPROVAL OF THE FOLLOWING SUBMISSIONS BY THE CONTRACTOR.

A. TRAFFIC SIGNAL POLES AND PEDESTRIAN POLES.

MANUFACTURER'S SHOP DRAWINGS AND CALCULATIONS MUST BE SUBMITTED TO NYSDOT FOR EACH SIGNAL POLE. THE SHOP DRAWINGS AND CALCULATIONS MUST BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK.

B. TRAFFIC SIGNAL HEADS (SECTIONS) & BRACKET ASSEMBLIES, PEDESTRIAN HEADS AND BRACKET ASSEMBLIES, CONCRETE PULLBOXES, CAST ALUMINUM JUNCTION BOXES, AND OVERHEAD SIGN ASSEMBLIES:

MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO THE STATE AS WELL AS MANUFACTURER'S CERTIFICATION OF COMPLIANCE WITH "NYSDOT STANDARD SPECIFICATIONS"

C. TRAFFIC SIGNAL CONDUIT, CABLE, WIRE:

MANUFACTURER'S CATALOG CUTS MUST BE SUBMITTED TO NYSDOT.

D. TRAFFIC SIGNAL LOOP EMBEDDING SEALER:

ONLY THOSE PRODUCTS ON THE LATEST NYSDOT MATERIALS BUREAU "APPROVED LIST" SHALL BE USED.

4 THE SIGNAL INSTALLATION CONTRACTOR SHALL CONTACT THE STATE PRIOR TO PERFORMING ANY WORK. A MEETING SHALL TAKE PLACE AS DETERMINED NECESSARY BY NYSDOT OR AT THE REQUEST OF THE CONTRACTOR.

5. NYSDOT SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY VEHICLE DETECTOR LOOPS. FAILURE TO DO SO MAY RESULT IN THE REJECTION OF LOOPS SO INSTALLED.

6 THE PERMITTEE/CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL LOCAL PERMITS REQUIRED.

7 PAVEMENT MARKINGS, IF REQUIRED, SHALL BE IN ACCORDANCE WITH CURRENT NYSDOT PRACTICE FOR THE SIGNAL LOCATION.

8 THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING ELECTRIC SERVICE TO THE SIGNAL.

9 IT IS THE PERMITTEE'S RESPONSIBILITY TO RESTORE ANY DISTURBED AREAS TO THEIR ORIGINAL CONDITION AS PER THE APPROPRIATE SECTIONS OF THE STANDARD SPECIFICATIONS.

10 NYSDOT SHALL PROVIDE A TABLE OF SWITCH PACKS AND TABLE OF INPUT WIRING TO THE PERMITTEE (CONTRACTOR). IT IS THE PERMITTEE'S (CONTRACTOR'S) RESPONSIBILITY TO NOTIFY NYSDOT IN ADVANCE OF WHEN THESE ARE NEEDED.

11 LOOP DETECTORS ARE TO BE WIRED IN PARALLEL IN THE CABINET.

12 ELECTRICAL CABLE SPLICES.

ALL CABLE SPLICES MADE IN CABLE RUNS TO BE LOCATED BELOW GROUND WILL BE ACCOMPLISHED USING METHOD # 2 (TWO COMPONENT ELECTRICAL INSULATING RESIN REJACKETING MATERIAL) AS DESCRIBED IN SECTION 680-3.16 OF THE STANDARDS SPECIFICATIONS.

13 MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES NYS SUPPLEMENT AND THE NYSDOT STANDARD SPECIFICATIONS.

14 PULLBOXES

a. UNLESS OTHERWISE SHOWN ON THE PLANS ALL PULLBOXES SHALL BE INSTALLED OUTSIDE OF THE PAVEMENT OR SHOULDER AREA.

b. THE FINISHED GROUND SURFACE ON THE BACK SLOPE IN THE VICINITY OF THE PULLBOX SHALL BE ADJUSTED SO THAT NO FILL SHALL BE SPILLED ON THE TOP OF THE BOX AND THE MAXIMUM DISTANCE FROM THE TOP OF THE FINISHED GROUND AT THE BOX SHALL NOT EXCEED 4 INCHES. ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE PULLBOX.

15 THE CONTRACTOR SHALL REFERENCE NYSDOT STANDARD SHEETS 680-1, 680-2, 680-4, 680-5, 680-6, 680-8, 680-12, 680-11, 680-13 AND 680-14, 685-01 FOR THIS INSTALLATION.

16 THE CLEARANCES BETWEEN ANY SIGNAL EQUIPMENT AND UTILITY LINES SHALL BE 10' FOR PRIMARY, 5.5' SECONDARY AND 2' FOR ALL OTHERS. CONTRACTOR SHALL COORDINATE HIS WORK WITH THE APPROPRIATE UTILITY COMPANY TO ENSURE PROPER CLEARANCES ARE ACHIEVED.

17. IF SOFT CLAY OR ORGANIC DEPOSITS ARE ENCOUNTERED DURING THE FOOTING AUGERING/DIGGING OPERATION OR IF AUGERING/DIGGING IS UNDERTAKEN IN AREAS HAVING A HIGH WATER TABLE, THE CONTRACTOR SHALL CONSULT THE ENGINEER-IN-CHARGE.

18 CONTRACTOR SHALL CONTACT ALL THE APPROPRIATE PARTIES WITH JURISDICTION OVER THE UTILITIES (OVERHEAD AND UNDERGROUND) ENTERING ON OR NEAR THE PROJECT AREA PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES AND PROVIDE THOSE AGENCIES 72 HOURS NOTIFICATION. CONTRACTOR SHALL BE AWARE THAT OTHER UTILITIES (OVERHEAD AND/OR UNDERGROUND) NOT SHOWN ON THE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL, AT HIS/HER OWN EXPENSE, REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE/SHE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION TO UTILITY SERVICES.

19 PRIOR TO COMMENCEMENT OF WORK THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES IN AREA TO RESOLVE ANY CONFLICTS BETWEEN SIGNAL EQUIPMENT AND UTILITY.

20 AT THE CONCLUSION OF INSTALLATION WORK AND UPON ACCEPTANCE BY THE STATE THE CONTRACTOR SHALL FURNISH AN AS-BUILT DRAWING TO NYSDOT ALONG WITH A LIST OF ALL INSTALLED EQUIPMENT.

21 PHASE 2 & 6 SHALL BE SET ON RECALL GREEN.

22 FOR PAVEMENT MARKINGS SEE SHEET NO DTL-01

23 PEDESTRIAN PUSHBUTTONS

PEDESTRIAN PUSHBUTTONS SHOULD BE LOCATED TO MEET ALL OF THE FOLLOWING CRITERIA

A. UNOBSTRUCTED AND ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR.

B. BETWEEN THE EDGE OF THE CROSSWALK LINE (EXTENDED) FARTHEST FROM THE CENTER OF THE INTERSECTION AND THE SIDE OF A CURB RAMP (IF PRESENT), BUT NOT GREATER THAN 5 FEET FROM SAID CROSSWALK LINE.

C. A DISTANCE OF 10" MAXIMUM FROM THE PEDESTRIAN ACCESS ROUTE (PUSHBUTTON EXTENSION ARMS MAY BE USED UP TO 18" IN LENGTH).

D. BETWEEN 1.5 AND 6 FEET FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT,

E. WITH THE FACE OF THE PUSHBUTTON PARALLEL TO THE CROSSWALK TO BE USED, AND

F. AT A MOUNTING HEIGHT OF APPROXIMATELY 3.5 FEET, BUT NO MORE THAN 4 FEET, ABOVE THE SIDEWALK.

WHERE THERE ARE PHYSICAL CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 AND 6 FEET FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FARTHER THAN 10 FEET FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

EXCEPT AS PROVIDED BELOW, WHERE TWO PEDESTRIAN PUSHBUTTONS ARE PROVIDED ON THE SAME CORNER OF A SIGNALIZED LOCATION, THE PUSHBUTTONS SHOULD BE SEPARATED BY A DISTANCE OF AT LEAST 10 FEET.

WHERE THERE ARE PHYSICAL CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10-FOOT SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

IF TWO ACCESSIBLE PEDESTRIAN PUSHBUTTONS ARE PLACED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH ACCESSIBLE PEDESTRIAN PUSHBUTTON SHALL BE PROVIDED WITH THE FOLLOWING FEATURES:

A. A PUSHBUTTON LOCATOR TONE,

B. A TACTILE ARROW,

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

D. A SPEECH PUSHBUTTON INFORMATION MESSAGE.

THE ACCESSIBLE PEDESTRIAN PUSHBUTTON SHALL BE LOCATED WITHIN 10" OF THE PEDESTRIAN ACCESS ROUTE. A MAXIMUM PUSHBUTTON EXTENSION ARM LENGTH OF 24" MAY BE USED TO ACHIEVE THIS WHERE REQUIRED.

ANY DEVIATIONS FROM THE ABOVE SHALL BE PRESENTED TO THE E.I.C. FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

24 SEQUENCE OF EVENTS FOR SIGNAL CONSTRUCTION CONTRACTS (CONTRACTOR SHALL CONTACT REGION 8 SIGNALS UNIT AT 845-437-3320):

A. THE EIC OR INSPECTOR SHALL BE COPIED ON ALL COMMUNICATION TO AND FROM THE SIGNAL CONTRACTOR.

B. PRECONSTRUCTION/UTILITY MEETING: NOTIFY TRAFFIC & SAFETY AS TO THE TIME AND PLACE IT SHOULD BE CONFIRMED THAT THE CONTRACTOR HAS THE LATEST SET OF PLANS. THE EIC/INSPECTOR SHOULD DIRECT THE CONTRACTOR TO FORWARD SIGNAL POLE/MAST ARM SHOP DRAWINGS/CALCULATIONS TO THE TRAFFIC & SAFETY OFFICE FOR REVIEW. THIS IS TIME SENSITIVE SINCE THE MANUFACTURER MAY NEED TO REDESIGN THE POLES.

C. REQUEST FOR POWER: REQUEST A SUBMITTAL THROUGH THE POWER REQUEST COORDINATOR THREE MONTHS BEFORE THE START OF ANY TRAFFIC SIGNAL RELATED WORK.

D. FIRST DAY OF CONSTRUCTION: THE EIC/INSPECTOR SHALL NOTIFY THE REGIONAL TRAFFIC SIGNAL ENGINEER AND ALL SIGNAL CREW SUPERVISORS WITH THE CONTRACTOR'S EMERGENCY CONTACT INFORMATION. AN EMAIL REQUEST FOR A CABINET SHOULD BE MADE BY THE EIC/INSPECTOR TO THE REGIONAL TRAFFIC SIGNAL ENGINEER WHICH INCLUDES THE PIN, DW, SIGNAL LOCATION, NUMBER OF CABINETS/DISCONNECTS NEEDED, AND IF THE CABINET IS NEEDED EARLY FOR PAINTING.

E. SIGNAL POLE STAKE OUT: THE STAKE OUT OF THE POLE LOCATIONS SHALL BE APPROVED BY THE TRAFFIC SIGNAL UNIT BEFORE THE FOUNDATIONS ARE INSTALLED. THIS IS TO IDENTIFY ANY POSSIBLE UTILITY CLEARANCE PROBLEMS BEFORE THE POLE LOCATION IS FINALIZED. ADDITIONAL CLEARANCE CHECKS MAY BE REQUIRED BEFORE POLES/SPAN WIRES/MAST ARMS ARE INSTALLED. THE SIGNAL UTILITY COORDINATOR WILL SCHEDULE ADDITIONAL CHECKS WITH THE CONTRACTOR WHILE ON SITE.

F. CABINET RELEASE: WIRING SHEETS WILL BE E-MAILED TO EIC/INSPECTOR AT THE TIME OF CABINET RELEASE. THE CABINET WILL NOT BE RELEASED UNTIL ALL UTILITY CONFLICTS HAVE A RESOLUTION IN PLACE.

G. SIGNALS UNDER CONSTRUCTION: THE CONTRACTOR IS EXPECTED TO MAINTAIN AND OPERATE TRAFFIC SIGNALS WHILE UNDER CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR MAKING TIMING ADJUSTMENTS AND SHIFTING HEADS DURING CONSTRUCTION TO ACCOUNT FOR UNFINISHED DETECTION, LANE CLOSURES, AND OTHER ACTIVITIES THAT AFFECT THE OPERATION OF THE SIGNAL. TEMPORARY TURN ONS ARE ONLY ALLOWED WHEN IT IS NECESSARY TO REMOVE THE EXISTING SIGNAL TO FINISH CONSTRUCTION OF THE NEW SIGNAL. THE NEW SIGNAL CAN BE TURNED ON IF THERE ARE STOP BARS, IT PASSES THE GROUND TEST, ALL LEDS ARE WORKING, AND THE HEADS ALIGN IN THE LANES. NYSDOT WILL PROVIDE THE FINAL TIMING PLAN BEFORE A TEMPORARY TURN ON.

H. TURN-ON: THE EIC/INSPECTOR SHOULD NOTIFY THE REGIONAL TRAFFIC SIGNAL ENGINEER WHEN THE SIGNAL IS READY FOR INSPECTION. A PRE INSPECTION WILL BE DONE TO VERIFY THAT ALL WORK IS COMPLETE WITHIN 2 WEEKS FROM THE REQUEST. A FULL TURN ON DATE WILL BE SCHEDULED.

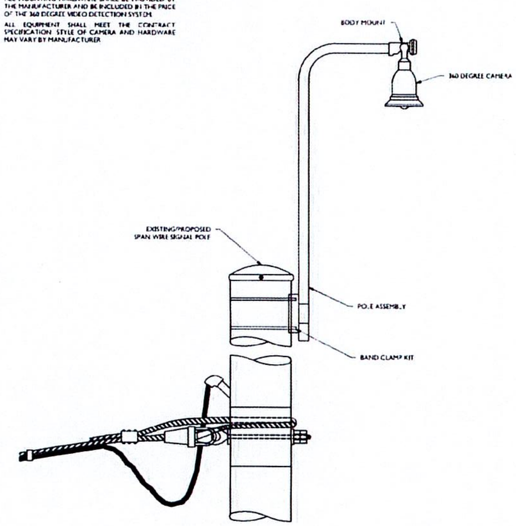
I. THE CONTRACTOR SHALL INSTALL PORTABLE VARIABLE MESSAGE SIGNS (PVMS) ON ALL INTERSECTION APPROACHES FOR A MINIMUM OF ONE-WEEK PRIOR TO THE SCHEDULED TURN ON DATE. PVMS SHALL BE PAID FOR UNDER ITEM 619.110511 - PVMS STANDARD SIZE - FULL MATRIX (LED) NO OPTIONAL EQUIPMENT SPECIFIED, NO CELLULAR COMMUNICATIONS REQUIRED. CONTRACTOR SHALL CONTACT REGION 8 TRAFFIC SIGNALS UNIT TO CONFIRM PVMS MESSAGING PRIOR TO INSTALLATION.

J. 10-DAY FUNCTIONAL TEST: A PUNCH LIST OF ANY ITEMS TO BE CORRECTED WILL BE GIVEN TO THE CONTRACTOR AT THE TURN ON. ONCE ALL OF THE ITEMS ARE COMPLETE THE 10-DAY FUNCTIONAL TEST WILL BEGIN. THE SIGNAL WILL BE ACCEPTED ONCE THE FUNCTIONAL TEST IS COMPLETE.

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.



X

NOT TO SCALE

VIDEO DETECTION CAMERA DETAIL
MOUNTED ON A SPAN WIRE POLE

NYDT-SGM-1000

06/16/21

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

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REV	DATE	DRAWN BY	DESCRIPTION

HIGHWAY IMPROVEMENT PLANS
FOR
NYS ROUTE 311 IMPROVEMENTS

NYS ROUTE 311 & TERRY HILL ROAD (C.R. 46)

TOWN OF KENT
PUTNAM COUNTY
NEW YORK

Colliers Engineering & Design
WESTCHESTER
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500

SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	9/3/24	MJA	PJG/RGD
PROJECT NUMBER	210012220	DRAWING NAME	NYC08-SIGNL

SHEET TITLE: TRAFFIC SIGNAL PLAN

SHEET NUMBER: TSP-02

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

PUTNAM COUNTY LEGISLATURE

Resolution #181
Introduced by Legislator: Greg Ellner on behalf of the Physical Services Committee at a Regular Meeting held July 1, 2025.

APPROVAL - SEQRA DETERMINATION - NEGATIVE DECLARATION - TERRY HILL ROAD (CR 46) AND NYS ROUTE 311 INTERSECTION IMPROVEMENTS

WHEREAS, the Putnam County Legislature is considering the approval of a Putnam County Department of Public Works project that involves Intersection improvements including widening for turning lanes, drainage and related improvements, signalization, and pedestrian improvements at the intersection of NYS Route 311 and Terry Hill Road east of NYS Route 52 in the Town of Kent; and

WHEREAS, the purpose of the Project is to improve the safety and capacity of this intersection; and

WHEREAS, the proposed action hereunder is subject to review under the State Environmental Quality Review Act and the Regulations promulgated thereunder ("SEQRA 6 NYCRR Part 617"); and

WHEREAS, on March 4, 2025, as part of Resolution #25-52, the County Legislature issued an Unlisted Action determination for the above referenced project, and declared its intent to serve as Lead Agency with respect to SEQRA; and

WHEREAS, a short Environmental Assessment form (EAF) was prepared for the Project; and

WHEREAS, the EAF and associated documentation was circulated to all involved and interested agencies for the requisite 30 days with a notice of the Putnam County Legislature's Intent to Serve as Lead Agency and no objections were received thereto; and

WHEREAS, the Putnam County Legislature, acting as Lead Agency, conducted a coordinated environmental review in accordance with §617.6; and

WHEREAS, based upon a careful review of the action as a whole, of the EAF, and the criteria set forth in 6 NYCRR Part 617.7(c), it has been determined that the proposed Project will not result in any potential significant adverse environmental impacts; now therefore be it

RESOLVED, that the Putnam County Legislature, as Lead Agency, determines that the proposed Project will not have any potential significant adverse impacts and a Draft Environmental Impact Statement will not be prepared; and be it further

RESOLVED, that in accordance with 6 NYCRR Part 617, the Putnam County Legislature, as Lead Agency, hereby accepts and adopts the Negative Declaration prepared in connection with the Terry Hill Road (CR 46) & NYS Route 311 Intersection Improvements project, a copy of which is annexed hereto and made a part hereof; and be it further

RESOLVED, that this Resolution shall take effect immediately.

BY POLL VOTE: ALL AYES. LEGISLATORS ADDONIZIO & BIRMINGHAM WERE ABSENT. MOTION CARRIES.

APPROVED

State of New York
ss:
County of Putnam

7/11/25
COUNTY EXECUTIVE **DATE**

I hereby certify that the above is a true and exact copy of a resolution passed by the Putnam County Legislature while in session on July 1, 2025.

Dated: July 7, 2025

Signed: Diane Schonfeld

Diane Schonfeld
Clerk of the Legislature of Putnam County

Special Full 10-14-25 Reso

#7

Committee Mtg _____ Resolution # _____
Introduced By _____ Regular Mtg _____
Seconded By _____ Special Mtg _____

APPROVAL – BUDGETARY AMENDMENT (25A080) – DPW – EMPIRE STATE DEVELOPMENT GRANT – TERRY HILL ROAD IMPROVEMENTS

WHEREAS, on July 17, 2025, the County Executive was notified by Empire State Development on the acceptance of Putnam County's County Infrastructure Grant Program (CIGP) application and to provide an update on the next steps in the Empire State Development's grant process; and

WHEREAS, the Commissioner of Finance has requested a budgetary amendment (25A080) to account for the Empire State Development Grant and the agreement with L.I.S.E., LLC to fund up to $100,000 in project right-of-way costs: and

WHEREAS, the Physical Services Committee and the Audit & Administration Committee have reviewed and approved said budgetary amendment; now therefore be it

RESOLVED, that the following budgetary amendment be made:

CAPITAL FUND:

Increase Estimated Appropriations:

55197000 53000 52307	**Terry Hill Road Improvements**	**100,000**

Increase Estimated Revenues:

55197000 435971 52307	**State Aid – Empire State Dev. Grant**	**500,000**
55197000 427050 52307	**Contribution**	**100,000**

Decrease Estimated Revenues:

05000 45710N 52307	**Bond Proceeds**	**500,000**

2025 Fiscal Impact – 0 –
2026 Fiscal Impact – 0 –

Legislator Addonizio
Legislator Birmingham
Legislator Crowley
Legislator Ellner
Legislator Gouldman
Legislator Jonke
Legislator Montgomery
Legislator Russo
Chairwoman Sayegh