

# FINAL DESIGN REPORT

Hinchey Road  
Pixley Road to Chili  
Avenue

Town of Gates  
Monroe County, New York

July 2021



Monroe County  
Department of  
Transportation





**HINCHEY ROAD REHABILITATION PROJECT  
PIXLEY ROAD TO CHILI AVENUE**

**PROJECT APPROVAL SHEET**

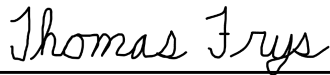
**Scope and Design Approval:** Independent quality control reviews separate from the functional group have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained. The environmental determinations have been made and the preferred alternative for this project is ready for final design.



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Timothy Harris, P.E.  
Transportation Project Manager, Monroe County DOT

7/20/21

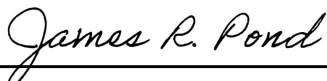
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Date



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Rick Bennett, P.E., Project Manager, LaBella Associates, D.P.C. directed the preparation of the Design Approval Document in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.



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# FINAL DESIGN REPORT

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## Highway Rehabilitation Program

### Hinchey Road Rehabilitation Project Pixley Road to Chili Avenue

Town of Gates

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## **Executive Summary**

This report has been prepared to document the condition of Hinchey Road (County Road 237) between Pixley Road (County Road 160) and Chili Avenue (NYS Route 33A) and to evaluate alternatives for rehabilitation and preventive maintenance.

The report analyzes the existing conditions of the project area including: pavement, drainage, right-of-way, traffic, safety, environmental concerns, and utilities. From these analyses the following objectives were established based on identified project needs:

- Address pavement deterioration
- Improve edge treatments and provide paved shoulders
- Look for opportunities to provide for pedestrian and bicycle accommodations
- Improve roadside drainage systems
- Correct safety deficiencies within the project limits
- Choose alternatives which provide longevity/durability
- Provide a cost-effective solution

To address the project needs and objectives, the following two alternatives were developed and evaluated:

- Alternative 1 – No Action / Routine Maintenance

The No Action/Routine Maintenance alternative was retained only as a baseline for comparison to feasible alternatives since it does not satisfy the project objectives.

- Alternative 2 – Rehabilitation of the Hinchey Road corridor: Pavement would be rehabilitated using a mill and overlay treatment. Full-depth spot repairs would be performed as needed, and shoulders would be improved. Roadside drainage deficiencies would be corrected. Signs and traffic signal equipment would be upgraded as needed, and new pavement markings would be installed.

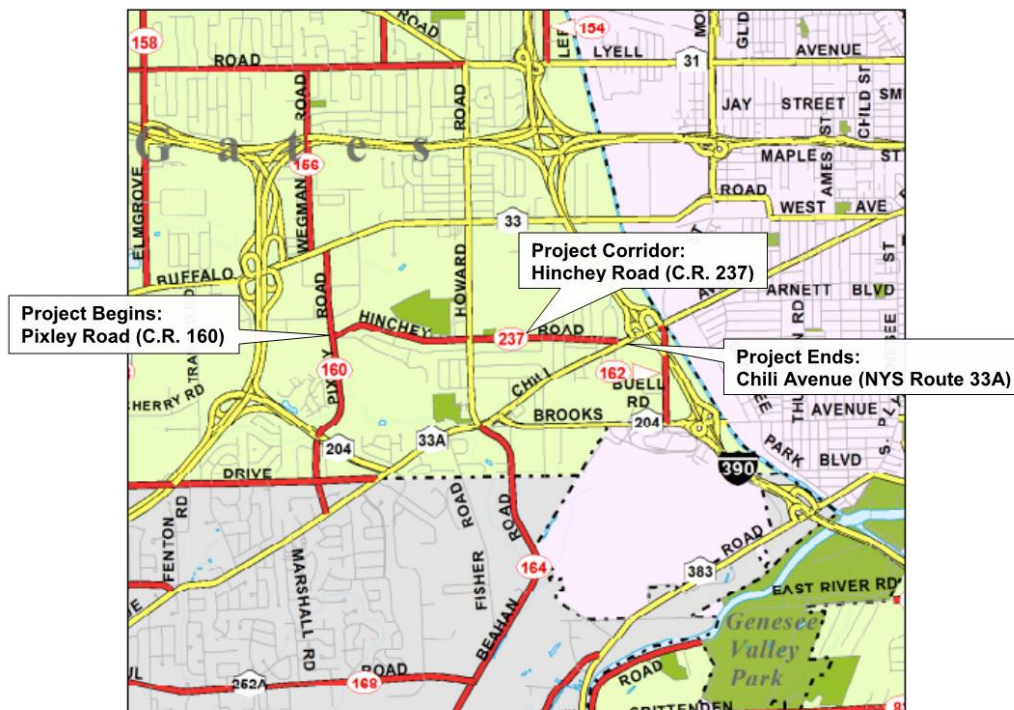
Based on evaluations, the recommended alternative is Alternative 2. Rehabilitation of the pavement is a cost-effective treatment that will diminish the pavement deterioration, improve the functional condition, and extend the service life. Proposed improvements to shoulders, drainage, signage and traffic signal equipment will benefit the functional condition of the corridor.


## I. Project Information

This report has been prepared to document the condition of Hinchey Road (County Road 237) between Pixley Road (County Road 160) and Chili Avenue (NYS Route 33A) and to evaluate alternatives for rehabilitation and preventive maintenance. Hinchey Road is a Monroe County roadway running east-west between Pixley Road and Chili Avenue through the Town of Gates, and is approximately 1.9 miles in length. Besides serving residents of the adjacent neighborhoods, Hinchey Road is used as a “cut-through” between the southwest side of the City of Rochester and the Gates-Chili area. The roadway has a posted speed of 35 MPH. Refer to the project location map below for general project location.

The project has been programmed to provide rehabilitation improvements to the pavement and other features within the corridor. Record information is available for portions of the corridor. In 2011 the Howard Road intersection was rehabilitated by NYSDOT. The most recent maintenance treatments performed by MCDOT include:

- 2009 – Mill and Resurface 1.5 inches of asphalt top course (Pixley to Howard)
- 2009 – Micropave (Howard to Chili)



 **PROJECT LOCATION MAP**  
**HINCHEY ROAD IMPROVEMENT**  
HINCHEY ROAD (COUNTY ROAD 237)  
BETWEEN PIXLEY ROAD AND CHILI AVENUE  
TOWN OF GATES, MONROE COUNTY, NEW YORK

## II. Existing Roadway Description and Condition

### A. Pavement

Hinchey Road, between Pixley Road and Chili Avenue, is a two lane, asphalt paved highway classified as an urban major collector road. The typical roadway section consists of 10 foot travel lanes with five foot shoulders. The total paved width is approximately 29-30 feet. Shoulders are typically backed up with varying width of grass.

Existing pavement conditions were inspected in December 2020. The pavement surface appeared in fair condition. Minor wheel path rutting is found in the project area. Surface oxidation and weathering effects are also evident.

Eleven pavement cores were obtained in November 2020 by LaBella Associates. The core data is provided in Appendix E. Pavement cores within the travel lanes revealed an asphalt pavement section consisting of 8-1/4 to 12-1/2 inches of various asphalt concrete (AC) courses. The subbase depth in the travel lanes is approximately 15 inches.



Typical Pavement Condition

The Monroe County 2019 Pavement Scores for Hinchey Road are as follows:

From Pixley Road to Howard Road

- Surface Distress Index (SDI) score of 39 (November 24<sup>th</sup>) which is a measurement of the various distresses present (cracking, rutting, shoving, etc.)
- Pavement Quality Index (PQI) score of 49.4 (November 24<sup>th</sup>) which is an assessment of the overall pavement quality

From Howard Road to Chili Avenue

- Surface Distress Index (SDI) score of 37 (November 24<sup>th</sup>) which is a measurement of the various distresses present (cracking, rutting, shoving, etc.)
- Pavement Quality Index (PQI) score of 45 (November 24<sup>th</sup>) which is an assessment of the overall pavement quality



**B. Geometry**

The horizontal alignment of Hinchey Road has numerous large radius curves within the project area. From the west end of Hinchey Road, the road progresses northeasterly from Pixley Road and turns southeasterly after approximately 1,000 feet. The road continues southeasterly for another 2,300 feet and then progresses due east for 1.2 miles ending in a short curve to the southeast tying into Chili Avenue.

Development of a best fit horizontal alignment is summarized in the following table.

Horizontal Alignment				
Curve	Description	PI Station	Radius (ft)	Approximate Superelevation Percent L/R
1	Curve Right	20+96	500	3.0/-5.5
2	Curve Left	30+51	3000	-0.5/-2.0
3	Curve Left	43+84	1000	-3.5/-1.2
4	Angle Point	53+74		
5	Angle Point	58+87		
6	Angle Point	68+28		
7	Curve Right	85+81	6000	-2.3/-4.0
8	Angle Point	94+95		
9	Angle Point	104+57		
10	Curve Right	109+64	150	2.0/-3.0

Per the NYSDOT Highway Design Manual (HDM) Chapter 7 – Resurfacing, Restoration, and Rehabilitation (1R, 2R & 3R) Section 7.5.2.2.D, Exhibit 7-6, the minimum curve radius for an urban collector with a design speed of 40 mph and e max of 4% is 154 feet. This last curve has a 150 foot radius and is not superelevated to 4.0%. Achieving superelevation at this curve is slightly compromised due to the need to merge grading at side streets and tie the road into the project termination at Chili Avenue. Since the road terminates at a traffic signal immediately next to this curve, operating speeds drop below 40 mph at the location. None of the curves achieve full superelevation on both sides of the road.

The terrain in the project area is generally flat. The longitudinal grades are between 0.0 and 4.69 percent. The elevation (profile of the roadway) increases in grade from west to east for the first 2,000 feet of roadway then crests and proceeds downgrade to a local low point just west of Marilyn Parkway. Hinchey Road then undulates to the east through a series of crest and sag curves to its terminus at Chili Avenue. It is estimated that 42% of the length of Hinchey Road is at or less than 0.5% longitudinal slope. The longest stretch of flat grade is almost 2,000 feet.

Vertical Alignment						
Curve	Type	PVI Station	Length (ft)	HSD / SSD (ft)	Entrance Grade (%)	Exit Grade (%)
1	Sag	10+46	85	272	-1.34	0.22
2	Sag	18+64	100	443	-0.22	1.21
3	Crest	22+34	100	1153	1.21	0.23
4	Sag	25+15	150	987	0.23	0.82
5	Crest	29+86	150	771	0.82	-0.73
6	Sag	40+14	300	1429	-0.73	1.39
7	Crest	44+20	175	265	1.39	-4.69
8	Sag	46+88	325	331	-4.69	-0.07
9	Sag	52+58	150	395	-0.07	1.64
10	Crest	55+95	250	420	1.64	-2.01
11	Sag	58+49	150	235	-2.01	1.78
12	Crest	64+63	250	744	1.78	0.03
13	Crest	71+99	25	2030	0.03	-0.50
14	Sag	74+50	475	2065	-0.50	0.35
15	Crest	86+60	1000	953	0.35	-2.02
16	Sag	101+30	1100	1396	-2.02	1.10
17	Crest	108+95	40	613	1.10	-0.72
18	Crest	110+29	25	1926	-0.72	-1.29
19	Angle	110+49			-1.29	1.82

In addition to the intersections at each end of the project limits, there are thirteen (13) intersections with public roads and one intersection with a private drive along the project corridor. There are approximately 196 private driveways within the project area; several properties have more than one access point.

**C. Right-of-Way**

The right-of-way width (ROW) throughout the project limits is generally 66 feet. Additional ROW is present at the horizontal curve approximately 1,000 feet east of Pixley Road. Right-of-way shown on the attached plans (Appendix A) has been established via instrument survey and has been reviewed by MCDOT.

### III. Traffic Analysis

#### A. Existing Traffic Conditions

Average daily traffic volumes for the corridor are shown in the following table. Traffic volumes were collected by the New York State Department of Transportation (NYSDOT) in 2019.

Average Daily Traffic Volume		
Segment	ADT	Year
Hinchey Road	6,230	2019

Speed data was collected in 2019 from a NYSDOT count station on Hinchey Road near Hamlet Court. The results of the speed study are as follows:

Eastbound average mean speed was 23 mph

- Eastbound average 85<sup>th</sup> percentile speed was 33 mph

Westbound average mean speed was 28 mph

- Westbound average 85<sup>th</sup> percentile speed was 34 mph

Combined eastbound & westbound average mean speed was 26 mph

Combined eastbound & westbound average 85<sup>th</sup> percentile speed was 33 mph

Both the mean and 85<sup>th</sup> percentile speeds were lower than the posted 35 mph speed limit.

Traffic control devices (signals or stop signs) within the project limits include:

- Hinchey Road & Pixley Road intersection: three-color traffic signal (MCDOT jurisdiction)
- Hinchey Road & Howard Road intersection: three-color traffic signal (NYSDOT jurisdiction)
- Hinchey Road & Chili Avenue intersection: three-color traffic signal (NYSDOT jurisdiction)
- Hinchey Road & various local side street intersections: stop signs at side street approaches (MCDOT jurisdiction)

#### B. Potential Traffic Growth

A 2.5% per year linear growth rate is recommended for the Town of Gates by MCDOT in the Monroe County Traffic Volume Trends Memorandum from 2018. This growth rate was used to project traffic volumes to the design year of ETC+20.

Projected Average Daily Traffic Volume		
Location	Existing ADT (2019)	ETC+20 (2042)
Hinchey Road	6,230	9,812



**C. Capacity Analysis**

A capacity analysis was performed for the Hinchey Road & Pixley Road intersection to determine traffic operation during the morning and afternoon peak hours at existing conditions as well as at the ETC+20 design year. The intersections of Hinchey Road and Howard Road and Chili Avenue were not reviewed as they are under NYSDOT jurisdiction. Peak hour intersection turning movement volumes were estimated using NYSDOT 24-hour traffic counts from 2016, 2017 and 2019 at each of the three intersection approaches, as well as MCDOT turning movement counts from 2008. In general, the newer NYSDOT data indicated higher traffic volumes and was therefore used to establish the Existing (Year 2020) intersection turning movement volumes. ETC+20 turning movement counts were estimated by increasing the Existing counts by a growth factor of 2.5% per year.

Synchro and SimTraffic software, Version 10, were used for the analysis. Results of the analysis are presented as Level of Service (LOS), which ranges from “A” (nearly free-flow traffic with minimal delay) to “F” (significant congestion and delay) and corresponds to the average delay experienced by vehicles traveling through the intersection. In general, Level of Service “D” or better is considered acceptable traffic operation for individual movements and overall intersection, while Level of Service “E” is considered acceptable for an individual movement if the volume-to-capacity ratio is less than 1.0, meaning the traffic volume does not exceed the capacity of the lane(s).

The Existing (Year 2020) and ETC+20 (Year 2042) Level of Service at the Hinchey Road & Pixley Road intersection is summarized in the following table.

Level of Service Analysis Hinchey Road & Pixley Road Intersection				
Approach	Movement	Peak Hour	Existing 2020 LOS (Delay) and v/c	ETC+20 2042 LOS (Delay) and v/c
Pixley Road Northbound	Thru	AM	A (9.3) v/c=0.32	B (10.2) v/c=0.41
		PM	B (10.0) v/c=0.33	B (13.3) v/c=0.49
	Right	AM	A (4.8) v/c=0.08	A (4.8) v/c=0.13
		PM	A (4.3) v/c=0.02	A (4.5) v/c=0.04
Pixley Road Southbound	Left	AM	A (5.0) v/c=0.23	A (7.2) v/c=0.38
		PM	A (6.3) v/c=0.32	B (13.4) v/c=0.56
	Thru	AM	A (2.8) v/c=0.13	A (2.6) v/c=0.18
		PM	A (3.7) v/c=0.29	A (5.0) v/c=0.43
Hinchey Road Westbound	Left	AM	B (15.3) v/c=0.17	C (23.7) v/c=0.32
		PM	B (18.1) v/c=0.33	C (24.2) v/c=0.50
	Right	AM	B (15.1) v/c=0.13	C (23.2) v/c=0.20
		PM	B (17.6) v/c=0.23	C (23.3) v/c=0.36
<b>Overall Intersection</b>		<b>AM</b>	<b>A (8.4) v/c=0.33</b>	<b>B (11.1) v/c=0.44</b>
		<b>PM</b>	<b>B (10.3) v/c=0.40</b>	<b>B (14.5) v/c=0.62</b>

The capacity analysis indicates that the Hinchey Road & Pixley Road intersection currently operates with acceptable LOS and is projected to continue to operate with acceptable LOS at the ETC+20 design year. Under existing conditions, each intersection approach operates at LOS

“B” or better, with overall intersection LOS “B” or better. At ETC+20, delays are projected to modestly increase, and each intersection approach is projected to operate at LOS “C” or better with overall intersection LOS “B” during both peak hours.

It is noted that the Hinchey Road & Pixley Road traffic signal is coordinated with the adjacent railroad crossing and includes an all-red phase with a westbound left turn arrow from Hinchey Road onto Pixley Road when rail gates are down due to passing trains. There is evidence of queuing backing up on Pixley Road south of the tracks, past Hinchey Road, when the railroad gates are down for lengthy train crossings. The intersection capacity analysis was performed assuming normal intersection operation.

A capacity analysis of the Hinchey Road travel lanes was also performed using Linear Level of Service methodology. The Linear LOS is calculated based on factors such as traffic volume, travel lane and shoulder width, heavy vehicle percentage, and number of access points, and is a means of determining capacity and density along the corridor. The analysis was performed using HCS7, which uses Highway Capacity Manual methodology. Existing and ETC+20 AM and PM peak hours were analyzed.

The Existing (Year 2020) and ETC+20 (Year 2042) Linear Level of Service and Demand / Capacity Ratio on Hinchey Road is summarized in the following table. Traffic volume figures and capacity analysis reports are included in Appendix C.

<b>Linear Level of Service Analysis Hinchey Road</b>			
<b>Direction</b>	<b>Peak Hour</b>	<b>Existing 2020 LOS (Demand/Capacity Ratio)</b>	<b>ETC+20 2042 LOS (Demand/Capacity Ratio)</b>
Hinchey Road Eastbound	AM	C (0.19)	D (0.29)
	PM	B (0.16)	C (0.26)
Hinchey Road Westbound	AM	B (0.15)	C (0.24)
	PM	D (0.29)	E (0.45)

**D. Collision History**

Accident Location Information System (ALIS) data was provided for the three year period from June 1, 2016 to May 31, 2019. Sixty (60) crashes occurred within the project area, including 18 Non-Reportable (30% of the total), 30 Property Damage (50%), and 12 Injury (20%). There were no fatalities reported.

In general, the crashes were typical of the project setting. Crashes at the major intersections (Pixley Road, Howard Road and Chili Avenue) predominantly included rear end, right angle, left turn and right turn. Non-intersection crashes included animal, sideswipe, run off road, fixed object, and right angle (from backing out of driveways).

One crash involved a bicyclist. The crash occurred at the Hinchey Road & Howard Road intersection and resulted in Property Damage only. The crash was attributed to the cyclist running the red light.

Review of crash data indicated the following observations:

- Hinchey Road & Pixley Road intersection: Two crashes involved vehicles stuck on the railroad tracks. Several crashes noted driver confusion or misjudging turns, distances, etc. that could be attributed to the angle of the intersection and adjacent railroad tracks. Three rear end crashes each occurred at the Pixley Road northbound and southbound approaches, while two rear end crashes occurred at the Hinchey Road approach.
- Hinchey Road & Howard Road intersection: Five (5) right angle crashes and four (4) left turn crashes occurred over the three year period.
- Non-intersection: Six (6) crashes involved vehicles backing out of driveways and striking other vehicles in the roadway or parked vehicles along the roadway.

The crash data did not indicate any clusters of crashes or patterns implying geometric deficiencies along the corridor.

Collision diagrams have been prepared and are included in Appendix C.

## **IV. Hydrology, Hydraulics, and Stormwater Management**

### **A. Existing Systems**

A closed drainage system exists from Pixley Road to the Hinchey Road intersection with Firestone Drive. Survey of this system's inverts indicates it flows to the Town system on Firestone Drive. Runoff from the road and adjacent lawns is conveyed by grass swales and driveway culverts from a point half way between Fox Harrow Lane and Sandy Lane west to the Town system on Firestone Drive.

Several inlets exist along both sides of the road west of Marilyn Drive. We suspect most of these inlets are connected as a network draining north between 848 and 862 Hinchey Road where our survey indicates there is a 24 inch pipe. The exact location and inverts of this pipe will be determined during final design.

There are manholes and inlets in the Howard Road intersection. Survey was not able to gain access to these structures to determine connectivity or depths. A significant portion of Hinchey Road drains along the edge of pavement to the Howard Road inlets. Information provided by the Town of Gates indicates that there is nuisance ponding that occurs in the vicinity of the Hinchey Road and Howard Road intersection, predominately in the southwest quadrant.

The majority of the road drains by sheet flow to adjacent lawn areas where the water either percolates into the ground or is conveyed via informal and formal swales. Approximately one third of the road frontage drains to the rear of the building lots.



There are numerous driveway culverts within the project limits that range in size and condition. Most driveway culverts do not provide appropriate cover depth or length for driveway flares. The majority do not have end treatments. Driveway aprons and culverts will be replaced as part of this project.

There are miscellaneous segments of closed drainage systems that are found within the project limits. Records of these systems do not exist and their condition makes it difficult to determine connectivity. These systems are localized to an area and either collect drainage and convey to neighboring Town systems or are connected drywell systems. The existing systems have been mapped from topographic survey and MCDOT provided outfall location mapping. Further identification will occur during detailed design to confirm pipe size and locations.

**B. Construction Phase Erosion and Sediment Control**

Because the anticipated improvements will disturb more than one acre, a Stormwater Pollution Prevention Plan (SWPPP) will be required for this project. The SWPPP will be developed during final design. It will identify potential sources of pollution, caused by construction, which may reasonably be expected to affect the quality of storm water discharges from the work zones. The SWPPP will establish erosion control measures to prevent potential pollution, these measures typically include: silt fence, inlet protection, check dams, scour protection, temporary seeding & mulching, stabilized construction entrances and wash down areas.

**C. Post-Construction Stormwater Management**

Based on review of the New York State Stormwater Management Design Manual, it is assumed that the project will be classified as a redevelopment project. A negligible increase in impervious area is expected due to the construction of asphalt paved shoulders (vs. existing paved / gravel shoulders). As a result, water quality controls such as bioretention & dry swales will be required. To meet redevelopment standards, control measures must be designed to treat 100 percent of new impervious areas and 25 percent of existing impervious areas. Proposed treatment methods will be included in the SWPPP and the contract documents.

Water quantity requirements are not anticipated as the project will be classified as a redevelopment project and it will not change existing hydrology patterns.

**V. Environmental Concerns and Permits**

**A. State Environmental Quality Review (SEQR) Act**

The proposed project meets the criteria established for a State Environmental Quality Review (SEQR) Type II Action in accordance with 6 NYCRR 617.5, with the Monroe County Department of Transportation (MCDOT) acting as the Lead Agency. The proposed project has been identified as a SEQR Type II Action per 6 NYCRR Section 617.5, Subdivision (c), Item 2, "replacement, rehabilitation or reconstruction of a structure or facility, in kind, on the

same site, including upgrading buildings to meet building, energy, or fire codes, unless such action meets or exceeds any thresholds in Section 617.4 of this Part.” This permits the project to be classified as Type II because the project does not meet or exceed any of the criteria contained in Section 617.4. No further review under SEQR is required.

## **B. General Ecology and Endangered Species**

A review of the National Oceanic and Atmospheric Administration (NOAA) Division of National Marine Fisheries Service (NMFS) website indicates that no marine or anadromous species are listed as being present within the proposed project corridor.

### Federally-Listed Threatened and Endangered Species

A review of the United States Fish and Wildlife Service (USFWS) Federally Listed Endangered, Threatened, and Candidate Species List indicates that there are no federally listed endangered, threatened, or candidate species in the vicinity of the proposed project corridor. No further review is required.

Prior to August 2007, the USFWS listed the bald eagle (*Haliaeetus leucocephalus*) as a threatened species with known or likely occurrences in Monroe County; however, this species was delisted on August 8, 2007. As such, there are no Endangered Species Act (ESA) requirements for the bald eagle; however, it is protected under the Bald and Golden Eagle Protection Act (BGEPA) and by New York State as a state listed threatened species. Historically, bald eagle nesting sites have been found in forests along the shorelines of oceans, lakes, and rivers. A site investigation conducted on October 26, 2020 revealed that the typical nesting habitat for the bald eagle is not present within the proposed project corridor. The site investigation also included a visual inspection of the adjacent trees for raptor nests as the bald eagle will frequently utilize other raptor’s nests as their own, chasing away the other raptors. The site investigation revealed no raptor nests within the project corridor. The proposed project is not likely to disturb nesting bald eagles. No BGEPA permit is required. No further review is required at this time.

A review of the USFWS Critical Habitat database indicates that there are no federally designated Critical Habitats mapped in the vicinity of the project corridor. No further review is required.

### State-Listed Threatened and Endangered Species

The New York State Department of Environmental Conservation (NYSDEC) New York Natural Heritage Program (NYNHP) was contacted for information regarding the presence of state listed threatened, endangered, or special concern species that may be impacted by the proposed project. A response from the NYNHP, received on September 29, 2020, states that “we have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity.”

A habitat assessment was conducted within the project corridor on October 26, 2020. The main objective of this habitat assessment was to identify the presence of any state or federally protected species within or adjacent to the project limits, or the presence of suitable habitat for these species. No state or federally protected species or their suitable habitats were observed within or adjacent to the project corridor during this assessment.

#### Invasive Species

A site inspection of the proposed project corridor was conducted on October 26, 2020 and revealed the presence of the following invasive species:

- Emerald ash borer (*Agrilus planipennis*); and
- Norway maple (*Acer platanoides*).

Documentation of the location of these invasive species is provided in Appendix D. It is recommended during construction that these invasive species be avoided to prevent their spread. If impacting these species is unavoidable, it is recommended that a specification regarding proper management of invasive species and equipment washing be included in the Contract Documents. During Detailed design removal of these species within the County ROW will be coordinated. Appropriate removal specifications will be included in the project design.

### **C. Groundwater Resources and Aquifers**

#### **Sole Source Aquifer**

A review of the United States Environmental Protection Agency (USEPA) designated Sole Source Aquifer map indicates that the proposed project corridor is not located over a mapped Sole Source Aquifer System. No further review is required.

#### **NYSDEC Primary and Principal Aquifers**

A review of the NYSDEC Aquifer Geographic Information System (GIS) data indicates that the proposed project corridor is not located over a mapped Primary Water Supply or Principal Aquifer Area. No further review is required.

### **D. Surface Water**

A review of the NYSDEC online Environmental Resource Mapper indicates that there are no surface streams located within or adjacent to the proposed project corridor. Therefore, the proposed project will not require a NYSDEC Article 15 Protection of Waters Permit. No further review is required.

No in-water or stream bank work is proposed. Therefore, the project will not require a NYSDEC Section 401 Water Quality Certification. No further review is required.

The proposed project is likely to exceed the soil disturbance threshold of one acre. Therefore, a NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit

for Stormwater Discharges from Construction Activity, Permit No. GP-0-20-001, will be required. A Stormwater Pollution Prevention Plan (SWPPP) will be required to outline erosion and sediment controls, and stormwater management techniques, to limit soil erosion and sedimentation to the wetland checkzone at Hinchey Road between Pixley Road and Howard Road.

**E. State Wetlands and Federal Jurisdictional Wetlands**

**NYSDEC Regulated Freshwater Wetlands**

A review of the NYSDEC online Environmental Resource Mapper indicates that the proposed project corridor is located within a mapped NYSDEC regulated freshwater wetland checkzone for Wetland GT-3, located north of Hinchey Road along an unnamed tributary between Pixley Road and Howard Road. No wetland areas were observed adjacent to or within 100 feet of the project corridor during a site inspection on October 26, 2020. Based on the assumption that the preferred design alternative will not include construction beyond the current footprint of Hinchey Road, a NYSDEC Article 24 Freshwater Wetlands Permit will not be required.

**Federal Jurisdiction Wetlands**

A review of the USFWS National Wetlands Inventory (NWI) indicates that federal wetlands may be present north of Hinchey Road located along an unnamed tributary between Pixley Road and Howard Road. No wetland areas were observed within or adjacent to the project corridor during a site inspection on October 26, 2020. Based on the assumption that the preferred design alternative will not include construction beyond the current footprint of Hinchey Road into these potential wetland areas, a wetland delineation is not recommended. Therefore, a USACE Section 404 Individual or Nationwide Permit will not be required.

**F. Floodplains**

A review of the Federal Emergency Management Agency (FEMA) Flood Map Service Center online mapper and Flood Insurance Rate Map (FIRM) indicates that the proposed project corridor is located within FEMA flood zone X, an area of minimal flood hazard that is outside a special flood hazard area. No further review is required.

**G. Coastal Zone Management**

A review of the NYS Geographic Information Gateway indicates that the proposed project corridor is not located within or adjacent to a mapped coastal zone or Local Waterfront Revitalization Program (LWRP) area. No further action is required.

**H. Navigable Waterways**

A review of the NYSDEC online Environmental Resource Mapper indicates that there are no navigable waterways located within the proposed project corridor. No further review is required.

**I. Parks and Recreation Areas**

A review of federal, state, county, and local databases indicates that the Hinchey Historical House & Park is present adjacent to the project corridor located at 634 Hinchey Road. The Hinchey Historical House & Park is approximately 3.1 acres and is operated by the Town of Gates Parks Department. The proposed project will not require the acquisition of any parkland associated with the property.

The Town of Gates parklands map from 2016 indicates that an unnamed park is present north of the project corridor with an entrance located near 900 Hinchey Road. The proposed project will not impact this parkland. No further review is required.

**J. Energy**

An energy assessment is not required for the proposed project because it is not expected to:

- Increase or decrease vehicle miles traveled;
- Generate additional vehicle trips;
- Significantly affect land use development patterns;
- Result in a shift in travel patterns; or
- Significantly increase or decrease vehicle operating speeds.

Therefore, the project will not significantly affect energy consumption. No further review is required.

**K. Farmlands**

A review of the NYS Agricultural District Maps for Monroe County indicates that the proposed project corridor is not within or adjacent to a NYS Agricultural District. Soils within and adjacent to the project corridor are mapped as prime farmland; however, these soils have been previously disturbed. The project does not propose any major horizontal roadway realignment and will not acquire any active farmland. No further review is required.

**L. Noise**

The proposed project will not increase the number of through traffic lanes or significantly change the distance to a sensitive receptor. This project is not a Type I project as defined by 23 CFR 772 and does not require a formal noise study. No further review is required.



**M. Air Quality**

A local air quality analysis is not required because the proposed project will not increase traffic volumes, reduce source-receptor distances, or change other existing conditions that could jeopardize attainment of the National Ambient Air Quality Standards.

**N. Historic and Cultural Resources**

Records from the New York State Historic Preservation Office (SHPO) and National Register of Historic Places (NRHP) were reviewed for listed historic properties that may be impacted by the proposed project. One (1) National Register listed site, the Hinchey Franklin House (90NR01451) is present adjacent to the project corridor located at 634 Hinchey Road. The Hinchey Franklin House is a Victorian structure constructed in 1870 that sits approximately 85 feet north of Hinchey Road. The Hinchey Franklin House will not be impacted by the proposed project. A white picket fence is located along the Hinchey Road right-of-way (ROW) in front of the Hinchey Franklin House. This fence will not be impacted by the proposed project.

The online New York State Office of Parks, Recreation and Historic Preservation's Cultural Resource Information System (CRIS) indicates that the proposed project is not within an archaeologically sensitive area. A project review request was submitted to SHPO through CRIS. A November 5, 2020 response states that SHPO "have no comments regarding impacts to architectural or archaeological resources" for this project. No further review is required.

**O. Visual Resources**

The implementation of the proposed project will result in a minor positive visual impact to the immediate environment.

**P. Critical Environmental Areas**

A review of the NYSDEC list for Critical Environmental Areas (CEAs) in Monroe County indicates that the proposed project corridor is not located within or adjacent to a CEA. No further review is required.

**Q. Permits**

Potential permits and approvals that may be required for the proposed project include:

- NYSDEC SPDES Permit No. GP-0-20-001 for Stormwater Discharges from Construction Activity; and
- NYSDOT Permit for work at Chili Avenue (NYS Route 286) and Howard Road (NYS 940L).

The specific permitting and coordination activities are a function of a final project design. Although specific permits may not be required, coordination with agencies may be required for various project activities.

**VI. Hazardous Materials**

**A. Hazardous Waste and Contaminated Materials  
Introduction**

A hazardous waste/contaminated materials (HW/CM) screening was conducted within the project vicinity. This screening included a review of available records and a project corridor walkover conducted on October 26, 2020. The purpose of this screening was to identify potential areas of environmental concern that may be impacted during construction of the proposed project.

**Historical Topographic Maps Review**

Historical topographic maps of the project corridor from the following years were reviewed: 2013, 1994, 1978, 1971, 1969, 1952, 1935, 1931, 1920, 1912, 1898, and 1895. The historic topographic maps indicate that a railroad has been present adjacent to the west end of the project corridor since at least 1895.

**Environmental Data Resources Inc. (EDR)**

Environmental Data Resources, Inc. (EDR) was contracted to provide a comprehensive review of federal, state, and locally listed potential hazardous waste sites within the project vicinity. This data search was performed in accordance with the American Society for Testing and Materials (ASTM) E-1527-13 Standards. The use of the EDR report allows for a comprehensive listing of sites of potential concern. The following table summarizes the information available within the EDR report and the subsequent findings of this search.

**Table 3-1: Environmental Records Review**

Database	Maximum Search Distance: ASTM Standard (Miles)	Number of Listed Properties (Summarized from EDR Report)
<b>STANDARD ENVIRONMENTAL RECORDS</b>		
Federal NPL Site List	1.0	0
Federal Delisted NPL Site List	1.0	0
Federal CERCLIS List	0.5	0
Federal CERCLIS NFRAP Site List	0.5	2
Federal RCRA CORRACTS Facilities List	1.0	0
Federal RCRA non-CORRACTS TSD Facilities List	0.5	0
Federal RCRA Generators List	0.25	2
Federal Institutional Controls/ Engineering Controls Registries	0.5	0
Federal ERNS List	TP	0
State and Tribal Equivalent CERCLIS	1.0	6
State and Tribal Landfill and/or Solid Waste Disposal Site Lists	0.5	0
State and Tribal Leaking Storage Tank Lists	0.5	10
State and Tribal Registered Storage Tank Lists	0.5	13
State and Tribal Institutional Control/ Engineering Control Registries	0.5	2
State and Tribal Voluntary Cleanup Sites	0.5	1
State and Tribal Brownfield Sites	0.5	2
<b>ADDITIONAL ENVIRONMENTAL RECORDS</b>		
Local Brownfield Lists	0.5	4
Local Lists of Landfill/Solid Waste Disposal Sites	0.5	0
Local Lists of Hazardous Waste/Contaminated Sites	1.0	0
Local Lists of Registered Storage Tanks	0.25	0
Local Land Records	TP	0
Records of Emergency Release Reports	0.125	26
<b>OTHER ASCERTAINABLE RECORDS</b>		
RCRA NONGEN/NLR	0.25	7
FUDS	1.0	0
DOD	1.0	0
SCRD DRYCLEANERS	0.5	0
US FIN ASSUR	TP	0
EPA WATCH LIST	TP	0
2020 COR ACTION	0.25	0
TSCA	TP	0
TRIS	TP	0
SSTS	TP	0
ROD	1.0	0
RMP	TP	0

**Table 3-1: Environmental Records Review**

Database	Maximum Search Distance: ASTM Standard (Miles)	Number of Listed Properties (Summarized from EDR Report)
RAATS	TP	0
PRP	TP	0
PADS	TP	0
ICIS	TP	0
FTTS	TP	0
MLTS	TP	0
COAL ASH DOE	TP	0
COAL ASH EPA	0.5	0
PCB TRANSFORMER	TP	0
RADINFO	TP	0
HIST FTTS	TP	0
DOT OPS	TP	0
CONSENT	1.0	0
INDIAN RESERV	1.0	0
FUSRAP	1.0	0
UMTRA	0.5	0
LEAD SMELTERS	TP	0
US AIRS	TP	0
US MINES	0.25	0
ABANDONED MINES	0.25	0
FINDS	TP	2
UXO	1.0	0
DOCKET HWC	TP	0
ECHO	TP	2
FUELS PROGRAM	0.25	0
NY AIRS	TP	0
NY COAL ASH	0.5	0
NY DRYCLEANERS	0.25	0
NY E DESIGNATION	0.125	0
NY FINANCIAL ASSURANCE	TP	0
NY HSWDS	0.5	1
NY MANIFEST	0.25	10
NJ MANIFEST	0.25	1
NY SPEDES	TP	0
NY VAPOR REOPENED	0.5	1
NY UIC	TP	0
NY COOLING TOWERS	TP	0
NY LEAD	TP	0
MINES MRDS	TP	0
<b>EDR HIGH RISK HISTORICAL RECORDS</b>		
Manufactured Gas Plants	1.0	0
Historic Auto	0.125	3

**Table 3-1: Environmental Records Review**

Database	Maximum Search Distance: ASTM Standard (Miles)	Number of Listed Properties (Summarized from EDR Report)
Historic Cleaner	0.125	2
<b>EDR RECOVERED GOVERNMENT ARCHIVES</b>		
NY RGA HWS	TP	0
NY RGA LF	TP	0
<b>TOTAL = 97</b>		

*TP: Target Property*

### EDR Findings Overview

The EDR report indicates ninety-seven (97) listed sites of potential concern located within a one mile radius of the proposed project. Many sites were dismissed as a concern to the proposed project, primarily due to the non-intrusive nature of the proposed work, as well as one or more of the following:

- Proximity to the proposed project; or
- The issue was minor in nature and cleaned up and closed by the NYSDEC with “no further action required”. An example of this is equipment failure releasing minimal amounts of contaminant with a corrective action taken; or
- The contaminant of concern is non-persistent or a gas. An example of this is a release of chlorine gas that was inadvertently released several years ago and now is unlikely to pose a concern.

### Project Site Walkover

The HW/CM screening included a project corridor walkover conducted on October 26, 2020. No items of concern were identified during this walkover.

### HW/CM Screening Conclusion/Recommendations

No items of environmental concern were identified during this screening.

## B. Asbestos

An asbestos assessment was conducted within the project corridor including a review of available records and a project corridor walkover conducted on October 26, 2020. The purpose of this assessment was to identify suspect asbestos-containing materials (ACMs) that may be impacted during construction of the proposed project. The following record plans were reviewed:

- *Monroe County Department of Transportation, Pixley Road and Hinchey Road, Town*

- 
- of Gates, Station 7+00 to Station 15+50, Total Length = 0.16 Mile, dated 1993;*
  - *Dist. 39, Municipal Ash Dump, Chili Ave. & Hinchey Rd., (no date);*
  - *Plan and Profile of Hinchey Rd. Drainage, Town of Gates, (no date);*
  - *Monroe County Hinchey Road at Chili Avenue, Town of Gates, dated 1954;*
  - *Hinchey Road at Chili Avenue, dated 1962;*
  - *Gates-Chili-Ogden Sewer District Sections B&C, (no date);*
  - *Easement to be Acquired by the County of Monroe through the Lands of Helen S. Russel Situate in the Town of Chili and Being a Part of the John McVean Estate Partition N.R. FISH Lot Ref. 2, dated 1957;*
  - *Reference C-64, Easement to be Acquired by the County of Monroe through the Land of Ray C. Harding & UX. Situate in Town of Gates, Lots 5 & 17 TWP-1 Short Range – 4000 Acres Tract, dated 1957;*
  - *Reference C-89, Easement to be Acquired by the County of Monroe through the Lands of Niagara Mohawk Power Corporation Situate in T.W.P. 1 Short Range Lot 28 of the 4000 Acre Tract, Town of Gates, Monroe County, N.Y., dated 1958;*
  - *Ref. A-23, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of the Rochester Gas & Electric Corp. Situate in Lot 19 TWP 2 Range 1 3000 Acre Tract (S.W. of Intersection of Beahan Rd. & B.&O. R.R.), Town of Chili, Monroe County, N.Y.; dated 1958;*
  - *Ref. A-63, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of the Rochester Gas & Electric Corp. Situate in Lot 35 of the 3000 Acre Tract South of Paul Rd. Adjoining the B.&O. R.R., Town of Chili, Monroe County, N.Y.; dated 1958;*
  - *Ref. C-72, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of the Rochester Gas & Electric Corp. Situate in TWP 1 Short Range Lot 8 of the 4000 Acre Tract, Between Timpat Dr. & Ingram Dr., Town of Gates, Monroe County, N.Y.; dated 1958;*
  - *Ref. C-36, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of Kenneth Gallipeau Situate in Lot 18 of the 4000 Acre Tract TWP 1 Short Range S.E. Corner Howard Rd. and Hinchey Rd. Between Timpat Dr. & Ingram Dr., Town of Gates, Monroe County, N.Y.; dated 1958;*
  - *Ref. C-30, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of Angelo Montanarella and Wife Situate in Lot 6 of the 4000 Acre Tract TWP 1 Short Range W. Side Howard Rd., Town of Gates, Monroe County, N.Y.; dated 1958;*
  - *Hinchey Rd. – Gates (Brooklea Country Club), dated 1929;*
  - *Hinchey Rd. – Gates (Brooklea Country Club), dated 1931;*
  - *Chili Road, Pt. 1 SH 254 (Rochester City Line – Beahan Road), Sheet No. 57R1, dated 1962;*
  - *Howard Road S.H. 9350, Lyell Ave. S.H. 253, Monroe County, Sheet No. 21;*
  - *Traffic signal Installation & Modification on Various State Highways, Sheet No. 5F23R1, dated 1998;*
  - *Pixley Rd. & Hinchey Rd., Signal Plans, Monroe County Department of Transportation, Monroe County Department of Engineering, DWG. No. S-620, dated 1993;*



- *Plans As Built, Plans for Reconstructing a Portion of the Rapids-Rochester (Brooks Ave.) S.H. 401 and for Reconstructing with Federal Aid a Portion of the Howard Road, S.H. 9350, Monroe County, dated 1957;*
- *Country Club Meadows Section One Made for Brooklea Estates Incorporated, Being Parts of Lots 5 & 17 4000 Acre Tract, Town of Gates, Monroe County, N.Y., dated 1965;*
- *Country Club Meadows Section Two for Dimco Corporation, Being Parts of Lots 5 & 17 4000 Acre Tract, Town of Gates, Monroe County, N.Y., dated 1967; and*
- *Sanitary Sewer Record Plan for Foxe Harrow Subdivision Located in the Town of Gates for Fiore Buttarazzi by Thomas F. Frazer, P.E., dated 1976.*

The following suspect ACMs were identified on the record plans:

- Bituminous concrete;
- Duct seal;
- Bituminous joint filler; and
- Loop tar sealer.

No other suspect ACMs were identified on the record plans during this assessment.

A site inspection was conducted on October 26, 2020. Two (2) suspect ACMs were identified in the potential area of impact for the proposed project listed below:

- Brown sidewalk joint filler; and
- Gray curb joint concrete.

Six (6) bulk samples were collected and submitted to Paradigm Environmental Services, Inc. (Paradigm) for asbestos analysis. Laboratory results indicate that none of the sampled materials are an ACM. Additional information regarding the asbestos assessment can be found in the Asbestos Technical Memorandum located in Appendix B.

If suspect ACMs that were not accessible or visible during the site inspection are discovered during the construction phase (i.e., items below grade, expansion joints, caulks, bituminous materials, etc.) these materials shall be treated as ACMs until laboratory results prove otherwise. If it is later determined that project components will include elements beyond the present scope of work for which this assessment was conducted, it is recommended that an additional asbestos assessment be completed by a New York State Department of Labor (NYS DOL) Certified Asbestos Inspector.

### **C. Lead**

Suspect lead-containing yellow paint was observed on fire hydrants adjacent to the project corridor during a site inspection on October 26, 2020. One (1) paint chip sample was collected. The sample will be submitted for lead content analysis if the project impacts the hydrants.

Should additional suspect lead-containing paint be discovered during the construction phase, it shall be handled in conformance with Occupational Safety and Health Administration (OSHA) 29 CFR 1926.62 standards. Any required disposal shall be in accordance with applicable state and federal regulations.

**VII. Utility Inventory**

The following table lists existing utility facilities within or adjacent to the project right-of-way. The list provides general information only and does not define all crossings, services, appurtenances, etc.

Existing Utilities				
Utility	Size (in)	Material	Location	Comment
Monroe County DOT (Drainage)	Varies	Varies	Intermittent locations	Intermittent dry wells and short closed drainage segments.
Monroe County Water Authority	8	Cast Iron Pipe	South side of Hinchey Road from Pixley to Sandy lane	Approximately 27 feet offset from centerline
	30	PCCP	North side of Hinchey Road from Pixley to railroad	Approximately 29 feet offset from centerline
	8	AC	North side of Hinchey Road from Sandy Lane to Marilyn Pkwy	Approximately 18 to 21 feet offset from centerline
	8	AC	South side of Hinchey Road from Marilyn Pkwy to Howard Road	Approximately 29 feet offset from centerline
	8	Cast Iron Pipe	North side of Hinchey Road from Howard Road to Chili Avenue	Approximately 18 to 23 feet offset from centerline
Rochester Gas & Electric – Gas	4 and 3	WRSTP	South side of Hinchey Road from Pixley to Sandy lane	Approximately 31 to 35 feet offset from centerline
	3 and 4	WRSTP	South side of Hinchey Road from Sandy Lane to Hamlet Ct	Approximately 11 to 31 feet offset from centerline
	2	WRSTP	West side of Howard Road	Approximately 23 feet offset from centerline
	8	WRSTP	East side of Howard Road	Approximately 24 feet offset from centerline

	6	WRSTP	North side of Hinchey Road from Hamlet Ct to Chili Ave	Approximately 24 feet offset from centerline
Rochester Gas & Electric – Electric		Overhead Lines	South side of Hinchey Road from Pixley Road to Chili Ave	Approximately 23 feet offset from centerline
Verizon		Buried Telecom	North side of Hinchey Road from Pixley Road to Chili Ave	Approximately 20 to 40 feet offset from centerline
Spectrum		Overhead Lines	North side of Hinchey Road from Pixley Road to Chili Ave	Approximately 22 feet offset from centerline
Frontier Telephone		Overhead Lines	North side of Hinchey Road from Pixley Road to Chili Ave	Approximately 22 feet offset from centerline
NYSDOT (Signal)		Signal Conduit Pull boxes	Various locations in the Howard Road and Chili Ave intersections	Signal equipment
Monroe County DOT (Signal)		Signal Conduit Pull boxes	Various locations at the Pixley Road intersection	Signal equipment
Monroe County Pure Waters	8	Manholes and buried sanitary sewer trunkline	Within pavement from Railroad to Chili Avenue	Sanitary Sewer within pavement

**VIII. Evaluation of Alternatives**

**A. Project Objectives**

Based on project needs, the following project objectives have been identified:

- Address pavement deterioration
- Improve edge treatments and provide paved shoulders meeting current County

standards

- Look for opportunities to provide for pedestrian and bicycle accommodations
- Improve roadside drainage systems
- Correct safety deficiencies within the project limits
- Choose alternatives which provide longevity/durability
- Improve the shoulder area for all users

**B. Design Criteria**

The design criteria table (following page) has been developed in accordance with the following publications:

- Monroe County Geometric Design Standards (dated March 2017)
- New York State Department of Transportation Highway Design Manual (HDM)
  - Chapter 7, Resurfacing, Restoration and Rehabilitation (1R, 2R and 3R)
  - Chapter 18, Pedestrian Facility Design
- Monroe County Complete Streets Policy and Checklist

Critical Design Elements for Hinchey Road				
<b>PIN:</b>			<b>NHS (Y/N):</b> No	
<b>Route No. &amp; Name:</b>		Hinchey Road (CR 237)	<b>Functional Classification:</b> Major Collector	
<b>Project Type:</b>		Rehabilitation	<b>Design Classification:</b> Urban Collector	
<b>% Trucks:</b>		3%	<b>Terrain:</b> Level	
<b>ADT:</b>		9,812 (ETC+20)	<b>Truck Access/ Qualifying Hwy.</b> No	
Element		Standard	Existing Condition	Proposed Condition
1	Design Speed	35 mph to 45 mph MCDOT <sup>2</sup>	35 mph posted <sup>1</sup>	35 mph posted 40 mph design <sup>1</sup>
2	Lane Width	11 ft Desirable, 10 ft. minimum MCDOT <sup>2</sup>	10 ft Min.	11 ft Min.
3	Shoulder Width	6 ft. Desirable, 4 ft. minimum MCDOT <sup>2</sup>	4.0 to 5.0 ft.	6.0 ft.
4	Bridge Roadway Width	Full Approach Roadway Width BM Section 2.3.1	N/A	N/A
5	Maximum Grade	Match Existing Grades HDM Section 7.5.2.2.G	4.69%	4.69%
6	Horizontal Curvature	154 ft Min. HDM Section 7.5.2.2.D, Exhibit 7-6	150 ft.	150 ft. Min.
7	Superelevation	4% Maximum HDM Section 7.5.2.2.E	5.3%	4.0%
8	Stopping Sight Distance	271 ft Min. Horizontal; 115 ft Min. Vertical HDM Section 7.5.2.2.F, Exhibit 7-7	V> 265 ft	V>235 ft
9	Vertical Clearance	As approved by Regional Director BM Section 2.4	N/A	N/A
10	Pavement Cross Slope	Travel Lanes: 1.5% Min. to 3% Max. Shoulders: 2.0% Min. to 8% Max. HDM Section 7.5.2.2.H	1.2 to 3.9%	2.0%
11	Pedestrian Accommodations	Comply with HDM Chapter 18	Complies with HDM Ch. 18	Complies with HDM Ch. 18
<ol style="list-style-type: none"> <li>1. A Design Speed of 40 mph has been selected. Posted plus 5 mph for the functional class, terrain, and setting.</li> <li>2. Monroe County Department of Transportation, Highway Geometric Design Standards, March 2017</li> </ol>				

**C. Alignment and Geometries**

1. Horizontal Curvature

Within the project limits the horizontal alignment consists of five horizontal curves and five angle points. The curves have radii ranging from 150 feet to 6,000 feet. The minimum horizontal curvature design standard for this rehabilitation project is 154 feet. The proposed improvements maintain the existing horizontal alignment which exceeds the minimum standard with the exception of the 150 foot radius curve at the eastern end of the project where Hinchey Road connects to Chili Avenue. This curve will be retained as is, superelevation adjustments will be evaluated to determine if improvements to geometry may be attained during detailed design phase.

2. Superelevation

There are four superelevated horizontal curves within the project area. These curves have varying rates of superelevation and typically only one side meets or exceeds the current design standards for 4% max superelevation.

The existing pavement cross slope in normal crown areas varies from 0.0 to 4.6%.

The proposed cross slope is established at 2.0% normal crown and superelevation will be set to 4.0% or less and will be improved to minimize adverse impact to adjacent terrain, utilities, roadside features, and property impacts.

3. Vertical Curve Stopping Sight Distance

Within the project the existing vertical alignment (profile of the roadway) consists of nine sag curves and nine crest curves. The existing minimum headlight sight distance (sag curves) is 237 feet and the existing minimum stopping sight distance (crest curves) is 265 feet. Both sight distances exceed the 115 feet vertical stopping sight distance minimum standard for a 40 mph design speed.

4. Roadway Shoulder Evaluation

The existing shoulder typically consists of four to five foot of asphalt pavement backed up with lawn area. This does not comply with the Monroe County Highway Geometric Design Standards, which includes a desirable 6' shoulder for Urban Collectors.

The proposed alternative would require a 6' wide paved shoulder, minimum. An Alternative to improve the shoulder has been developed and is discussed further in Section VIII.D. The proposed treatment to improve the shoulders includes full depth shoulder reconstruction with stone subbase, asphalt base course and asphalt top course. In addition the proposed increased shoulder width will provide space for pedestrians and bicyclists to utilize Hinchey Road. Cross slopes will be evaluated to provide the most accommodations with regard to ADA compliance.



5. Pavement Structure Evaluation

The existing travel lanes are approximately ten feet in width and meet the minimum lane width but not the desirable lane width per Monroe County design standards. An eleven foot travel lane is adequate for future traffic volumes. Based on existing pavement conditions (there are no serious structural deficiencies observed), rehabilitation and widening of the travel lanes is the recommended treatment. As noted in the Pavement Evaluation Report (Appendix B), four options to treat the pavement have been analyzed. They are as follows:

- Option 1, Two-Course Overlay
- Option 2, Cold Milling with Two-Course Overlay (a binder course or truing & leveling course of asphalt will be placed to replace the milled asphalt and a single course of asphalt top will be added)
- Option 3, Multiple-Course Overlay
- Option 4, Cold Milling with Multiple-Course Overlay

Option 2, is recommended to achieve profile and cross slope improvements, which is achieved through the differential milling and leveling courses afforded with Option 2.

It is recommended that the various locations which exhibit more severe deterioration be further evaluated during final design to determine if some of these isolated areas require reconstruction (this is anticipated to be less than 5% of the total pavement area).

The proposed treatment to improve the pavement includes milling 2 to 3.5 inches of the existing asphalt pavement. Pavement cores west of Howard Road show a layer separation at approximately three inch depth. Cores taken east of Howard Road have a separation at five inches or greater. The recommended milling depths are 3.5 inches from Pixley to Howard, and 2 inches from Howard to Chili. These depths will remove distressed pavement without risking additional delamination during milling.

Some areas have cross slope less than 2%. In order to establish the correct slope, the pavement will be milled to 2%. In areas where the cross slope is very flat, this method would result in excessive removal of the pavement section. In those cases the profile will need to be adjusted up to allow truing and leveling asphalt to be placed, thus raising the crown line. Areas with excessive cross slope will require truing and leveling asphalt to achieve the design cross slope.

6. Guiderail Justification

There are no guiderails located within the Hinchey Road project area.

The project cross sections have been reviewed along with the project roadside. Guiderail is not warranted for the proposed alternative.

**D. Design Alternative Descriptions & Recommended Alternative**

The following two alternatives have been identified for this project:

- *Alternative 1 – No Action / Routine Maintenance*

Under this alternative, routine maintenance would be performed by County maintenance forces to extend the service life of the existing pavement. Routine maintenance work would be of a temporary nature (i.e. asphalt overlay, crack sealing, patching, etc.) and would not eliminate or permanently improve identified pavement, safety and drainage deficiencies. The No Action/Routine Maintenance alternative is retained only as a baseline for comparison to feasible alternatives since it does not satisfy the project objectives.

- *Alternative 2 –Rehabilitation of Pavement and Shoulder Widening*

Pavement Rehabilitation to Monroe County Desired Lane and Shoulder Widths. Provide eleven foot travel lanes and six foot shoulders.

Because the existing pavement structure is adequate for future traffic volumes and the condition is not severe, rehabilitation of the pavement section would be a cost effective treatment for this project. As such, Alternative 2 rehabilitates the existing pavement by milling the existing travel lane, making appropriate repairs to underlying pavement, constructing new full depth asphalt shoulders, milling, and placing asphalt truing and leveling and top courses on the travel lanes and full depth pavement within the shoulder.

Signs will be evaluated for condition and compliance with current standards. Signs will be replaced as necessary. New pavement markings will be placed to include centerline and edge line pavement markings

Under this alternative on-street parking restrictions will be evaluated. In addition driveway aprons will be designed in accordance with MCDOT standards to facilitate off-street access and parking.

Plans, sections and profiles for Alternative 2 are provided in Appendix A. Plans are approximately thirty percent complete and depict the anticipated improvements.

#### **E. Public Involvement**

In lieu of an in-person public meeting, project newsletters were mailed to all residents and project stakeholders, in February 2021, with a link to a public information video presentation and a comment form. Project walk-throughs or meeting with property owners were held if requested.

**F. Cost Estimate**

1. Preliminary Cost Estimate

A preliminary opinion of probable construction cost has been prepared for Alternative 2.

Alternative Construction Cost Estimate	
Item Description	Alternative 2
Construction Cost	\$3,885,000
Survey & Stakeout (3%)	\$117,000
Maintenance & Protection of Traffic (5%)	\$194,000
Subtotal	\$4,196,000
Mobilization (4%)	\$168,000
Right-of-Way	Pending ROW
Subtotal	\$4,364,000
Contingency (20%)	\$873,000
Total	\$5,236,000

The funding for this project is being provided by Monroe County.

2. Life Cycle Analysis

A life cycle cost analysis is not required since there is only one alternative other than the “No Action / Routine Maintenance” alternative.

**G. Utility Impacts**

Potential utility impacts are as follows:

- The existing watermain in the vicinity of H 65+00 to H 71+00 may be in conflict with new pavement edge and drainage elements.
- The existing watermain in the vicinity of H 88+00 to H 109+50 may be in conflict with new pavement edge and drainage elements.
- Sanitary Sewer system will have adjustment to grades necessary. Laterals and trunklines will be evaluated for utility conflicts with the new closed drainage system segments.
- The utility poles located along both sides of Hinchey Road throughout the project limits may be in conflict with new pavement edges, grading adjustments or clear zone and may need to be relocated.

All facility owners will be contacted early in final design to ensure proposed improvements and/or impacts are addressed. Improvements to facilities by owners will be coordinated with the proposed construction schedule.

**H. Right-of-Way Requirements**

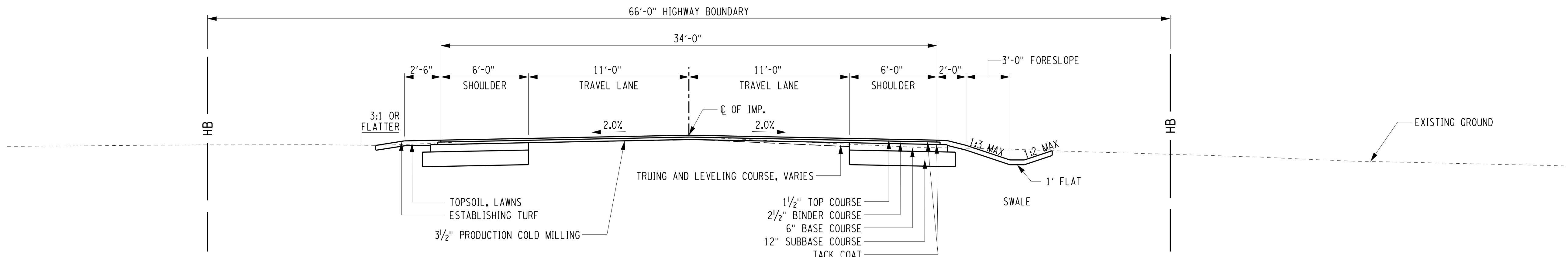
Proposed improvements may require grading outside of the existing right-of-way; potential locations are considered to be minimal. In most cases, minor grading will be required which could be addressed through the use of a grading release. Coordination with property owners early in final design will be required. Should grading be more substantial, the acquisition of temporary or permanent easements may be required to install proposed improvements this evaluation will be completed during final design.

**I. Construction Schedule**

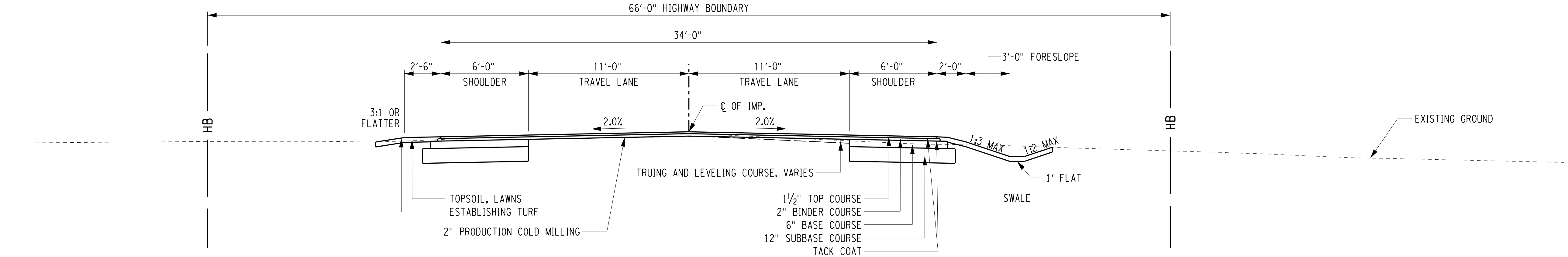
The tentative schedule for key project dates is as follows:

- |  |               |
|--|---------------|
| • Design Approval                        | July 2021     |
| • Final Plans, Specifications & Estimate | December 2021 |
| • Construction Begins                    | April 2023    |
| • Construction Ends                      | November 2023 |

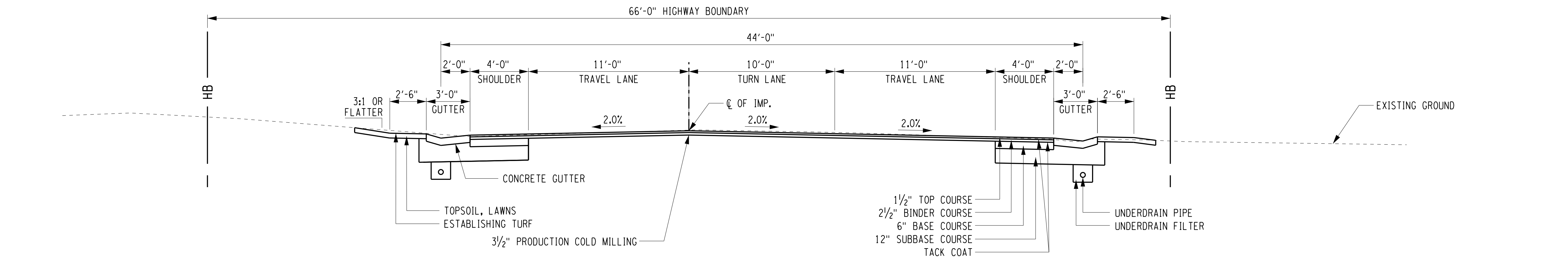
Appendix A  
Project Plans and Details



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - NORMAL CROWN  
(PIXLEY RD TO HOWARD RD)



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - NORMAL CROWN  
(HOWARD RD TO CHILI AVE)



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - LEFT TURN LANE

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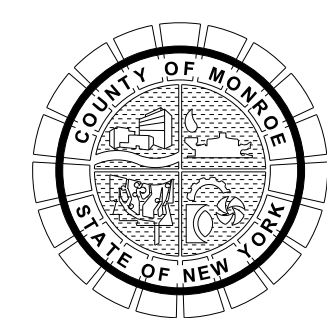
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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

TYPICAL SECTIONS

PROJECT NUMBER  
2201826

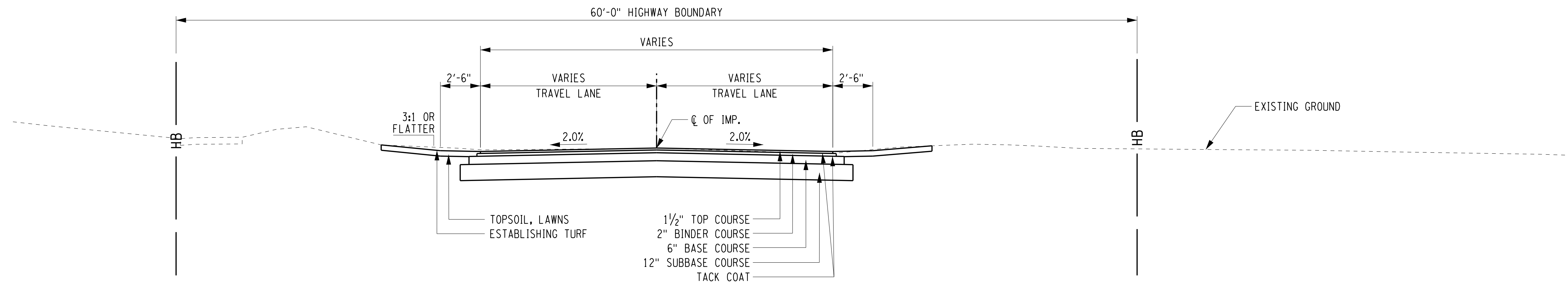
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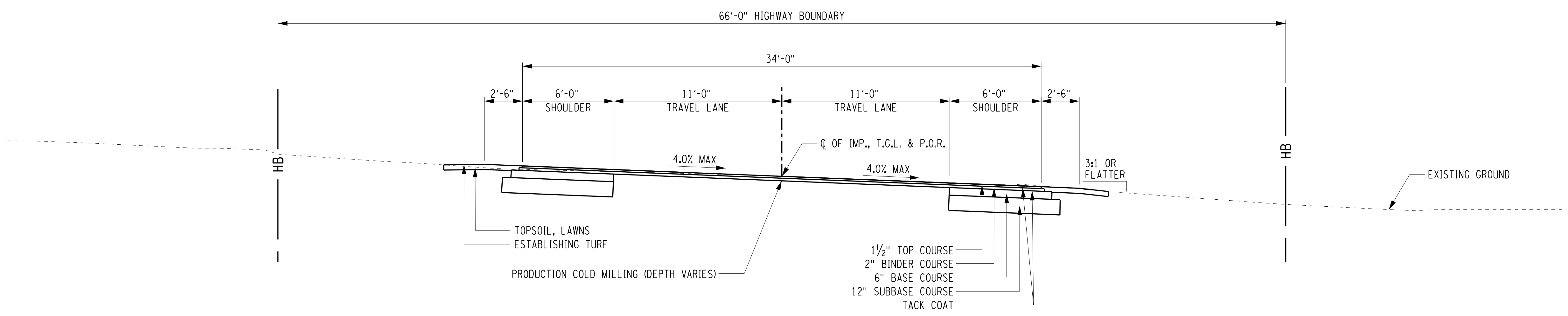
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DESIGNER: BRIDGET DEHAAN

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SIDE STREET  
TYPICAL SECTION



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - SUPER-ELEVATED

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 DESIGNER: BRIDGET DEHAAN

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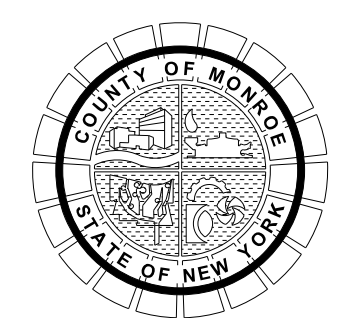
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MONROE COUNTY  
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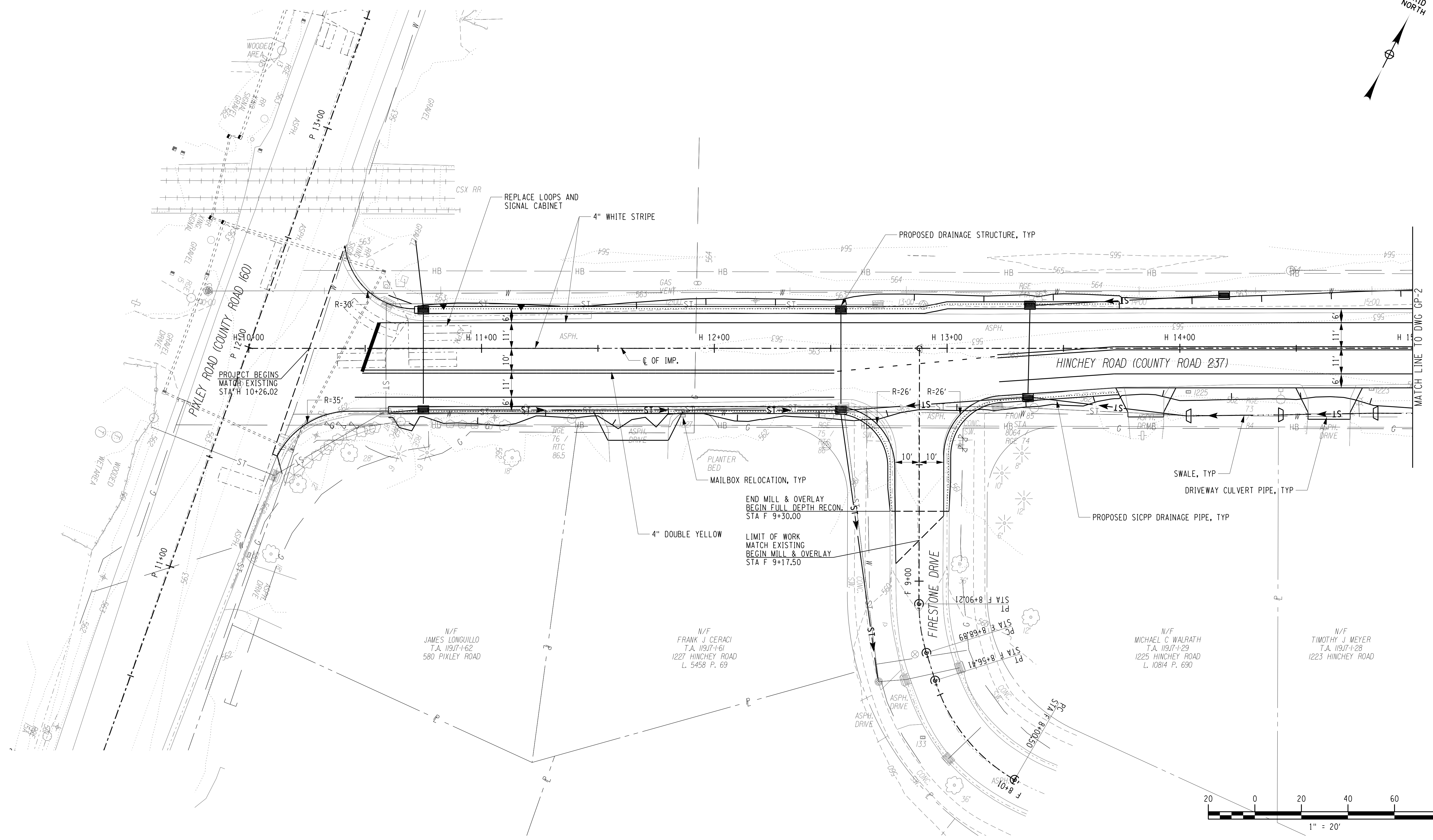
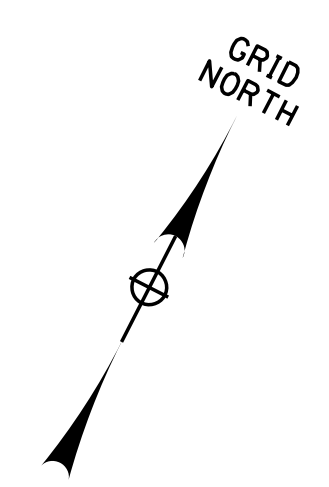
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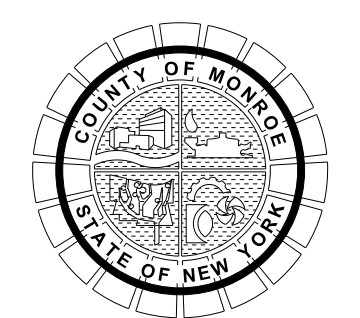
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COUNTY ROAD 237**

**MONROE COUNTY  
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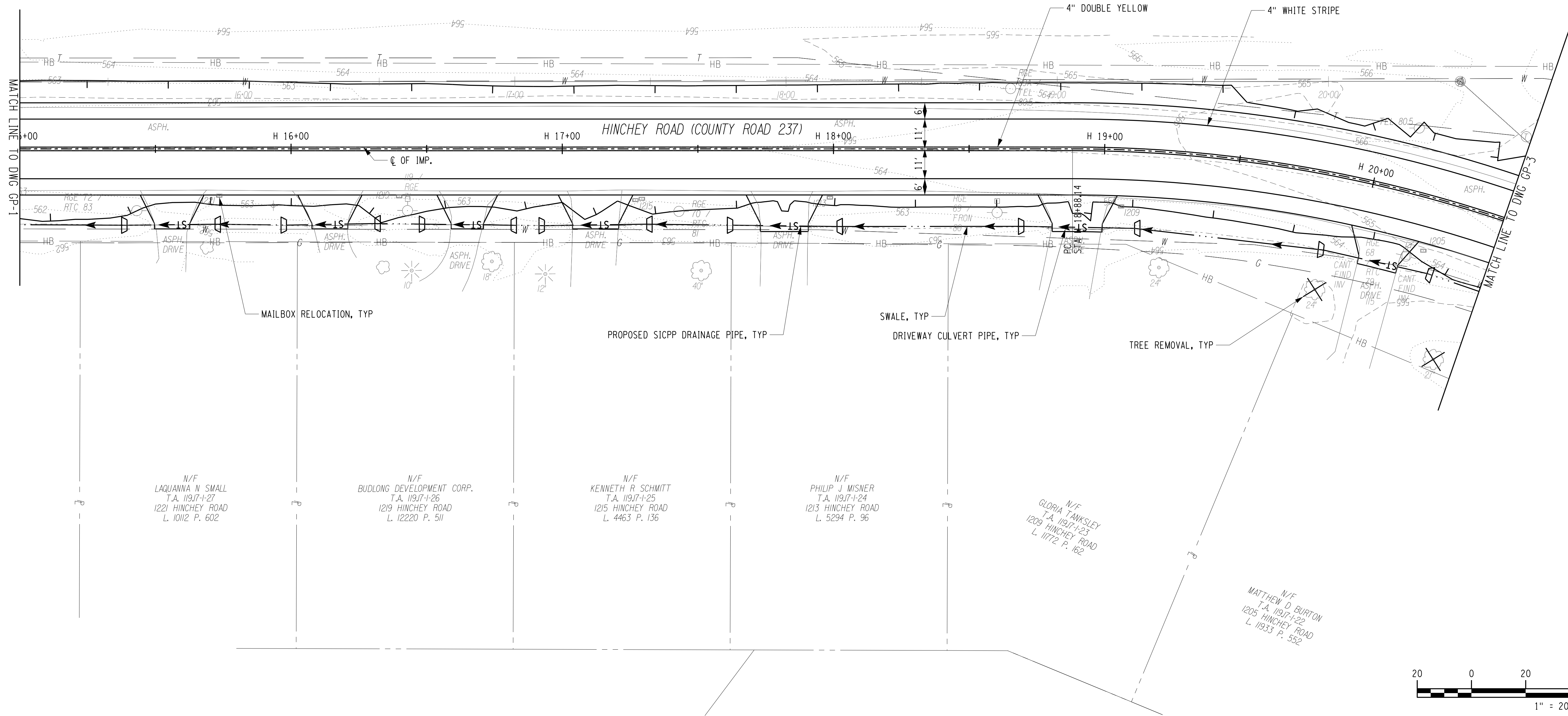
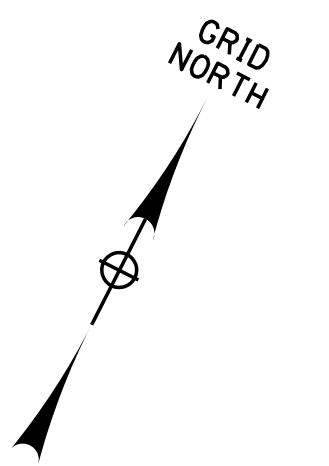
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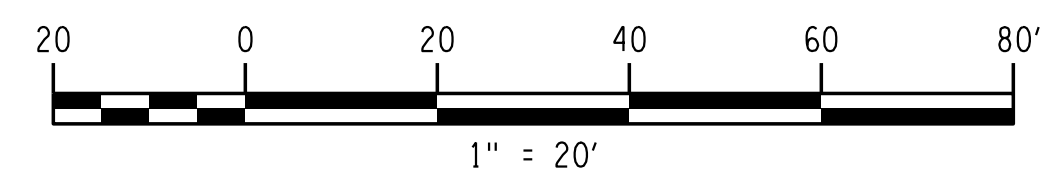
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MATTHEW D BURTON  
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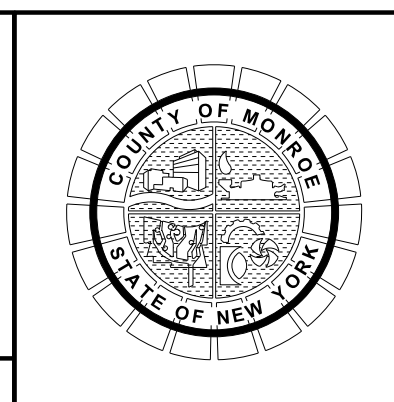
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COUNTY ROAD 237**

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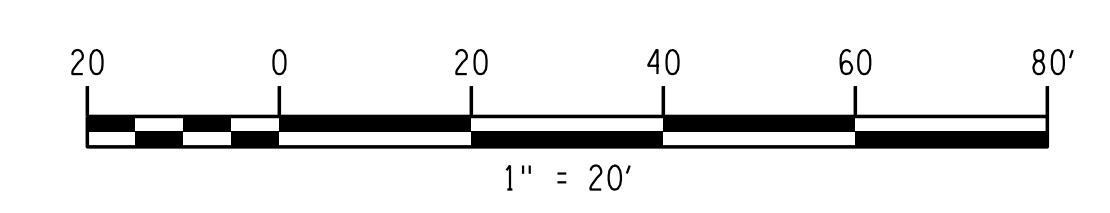
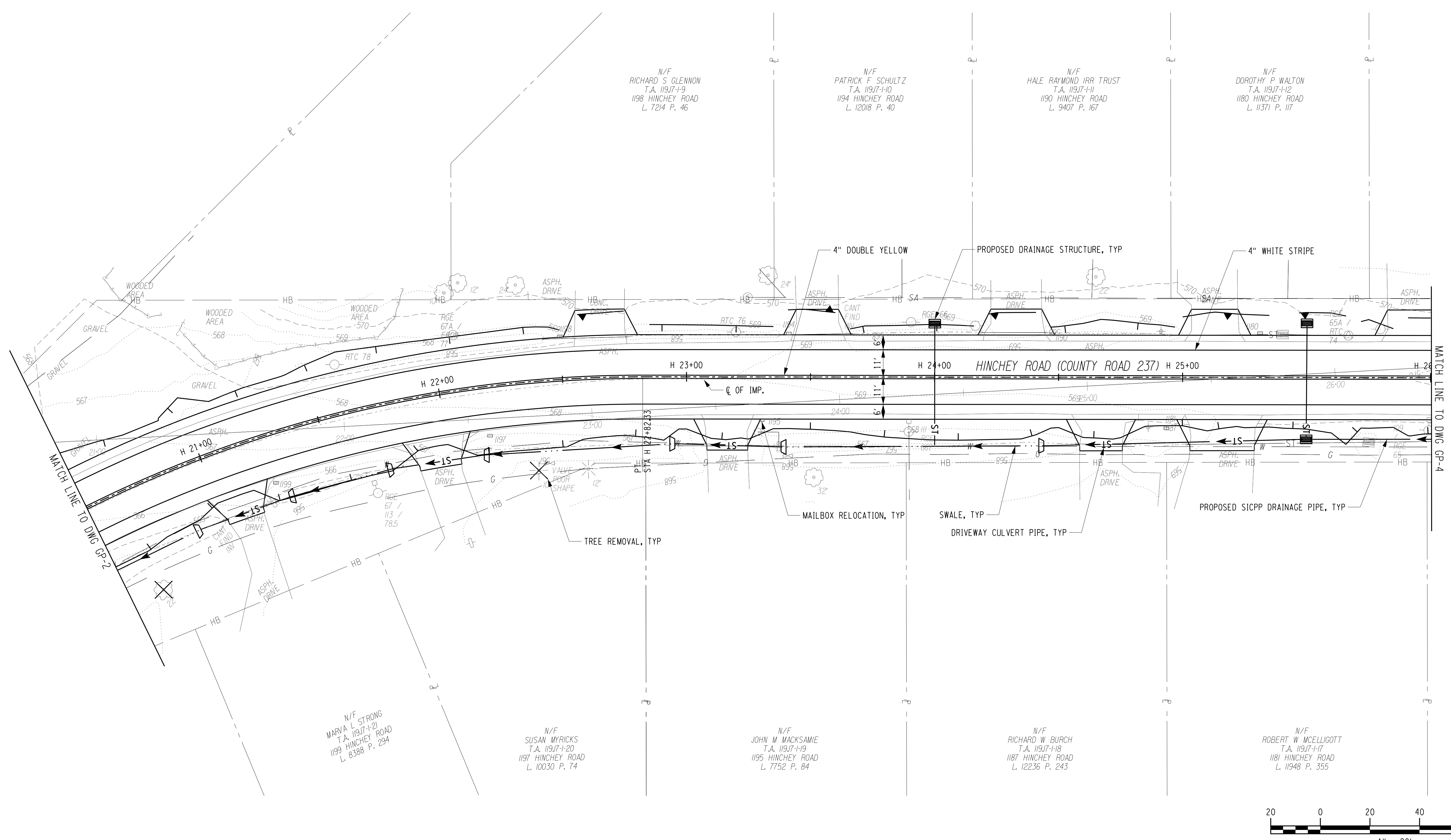
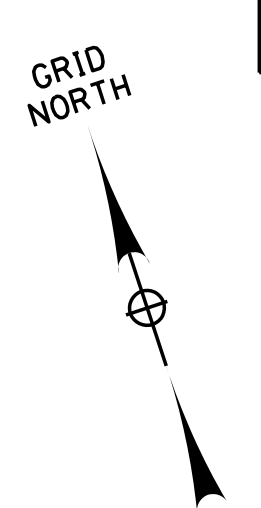
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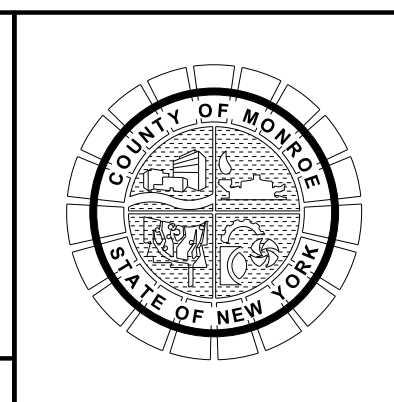
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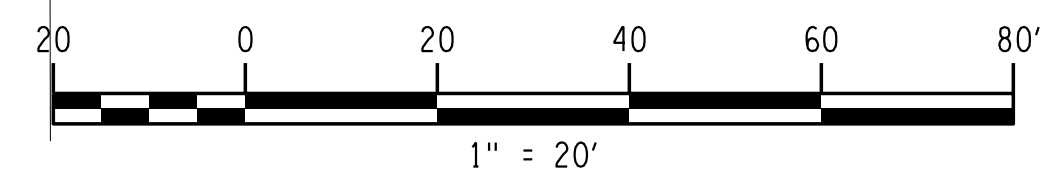
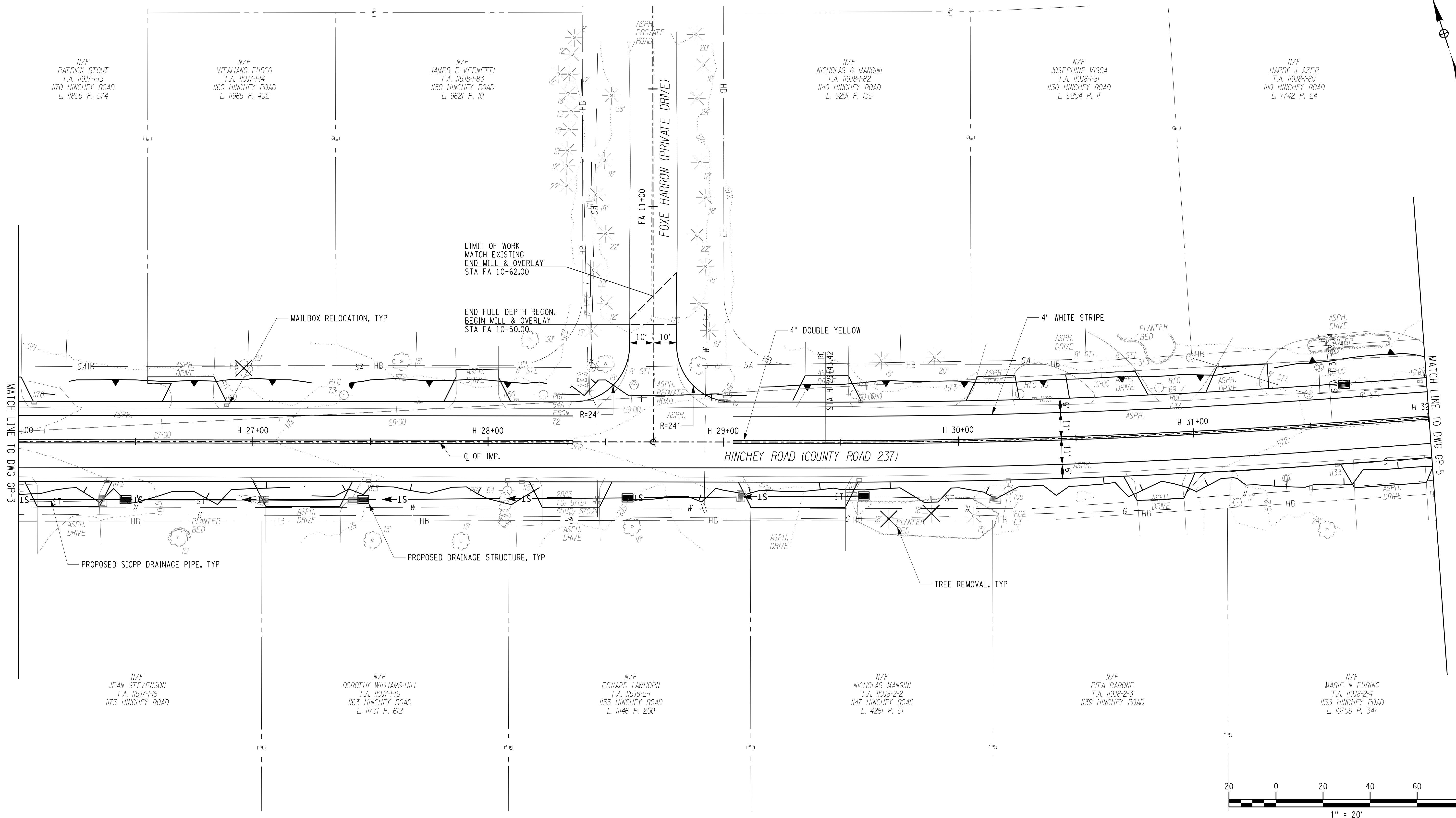
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DESIGNER: BRIDGET DEHAAN

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DESIGNER: BRIDGET DEHAAN  
ENGINEER: RICHARD BENNETT  
PROJECT MANAGER: RICHARD BENNETT





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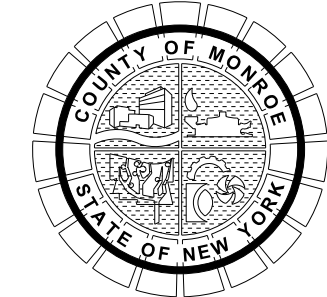
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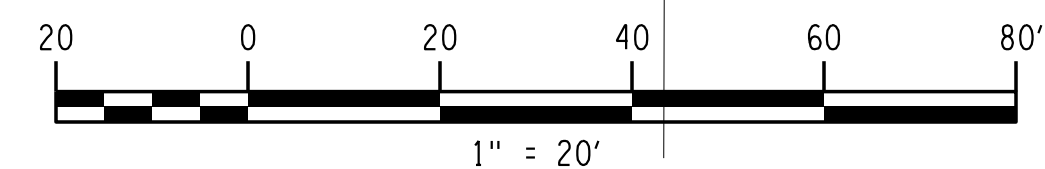
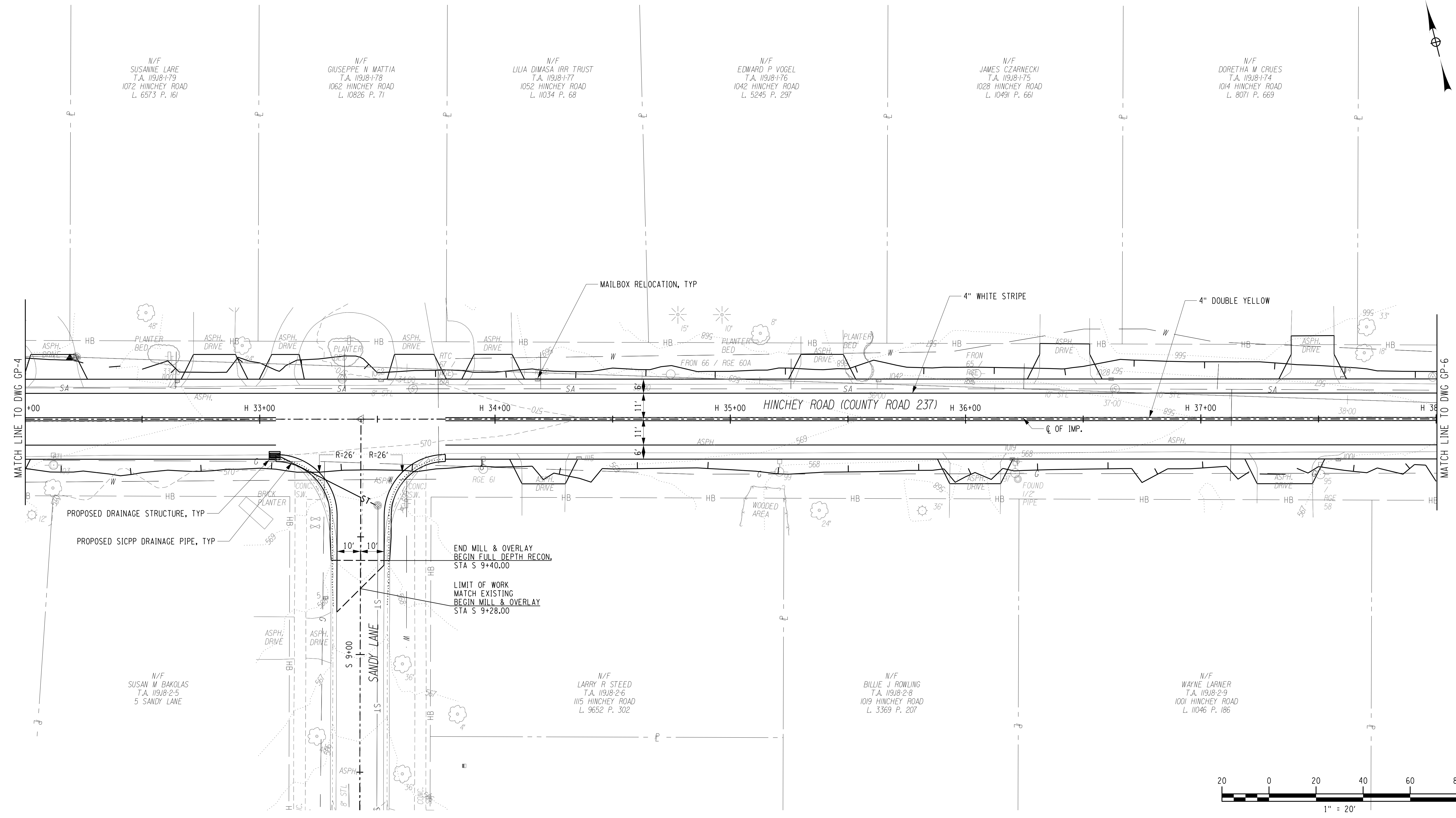
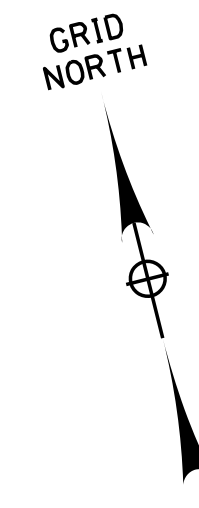
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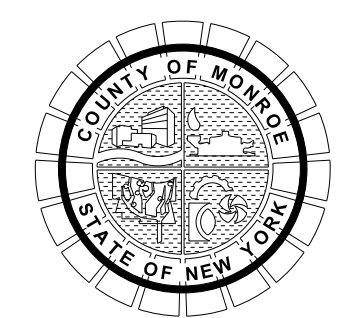
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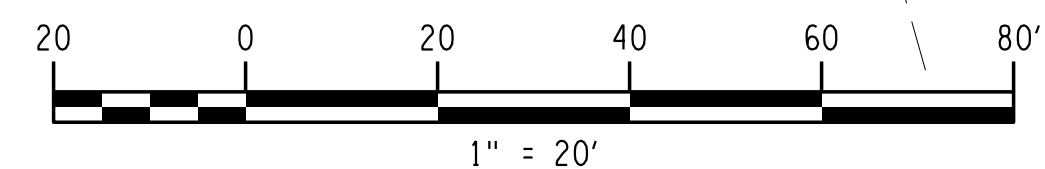
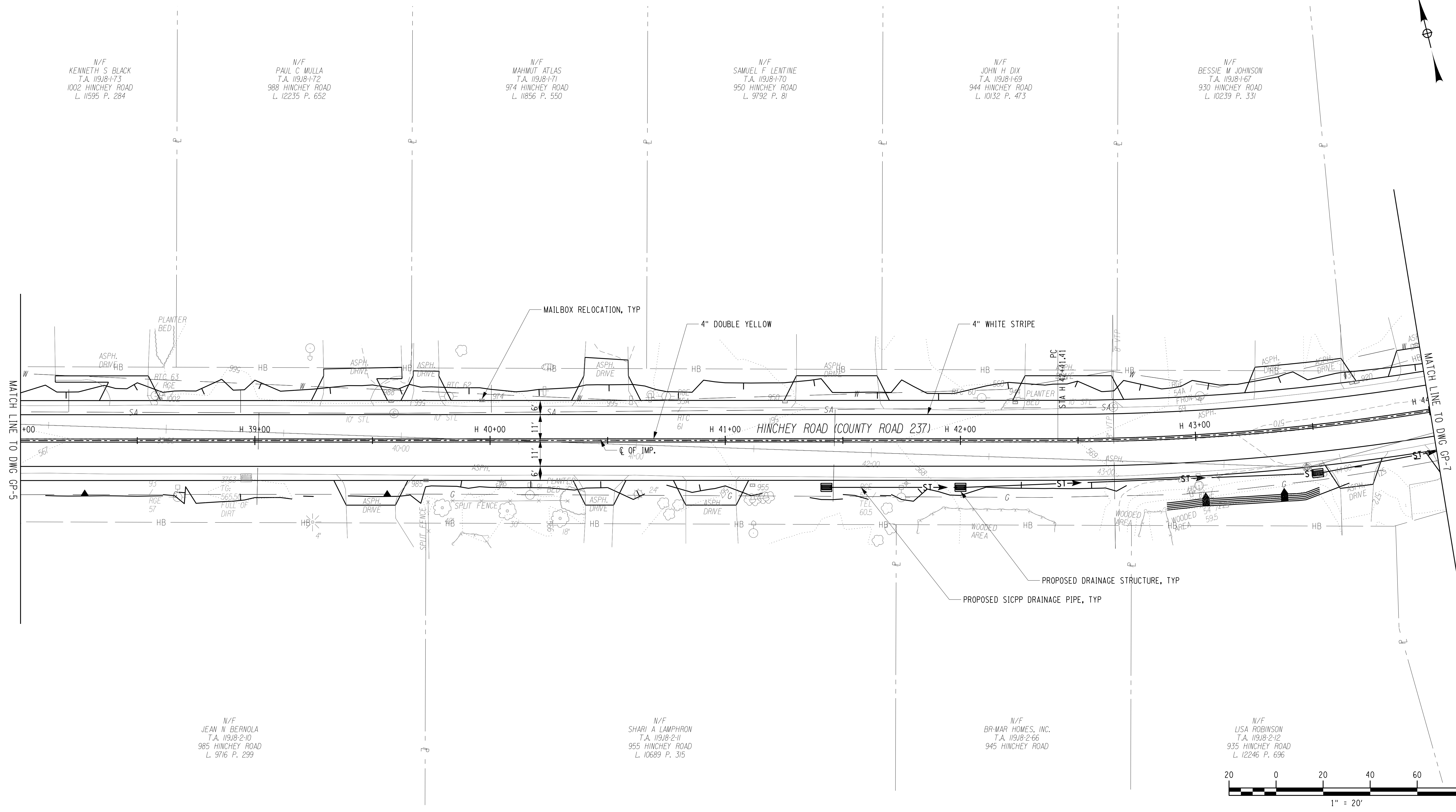
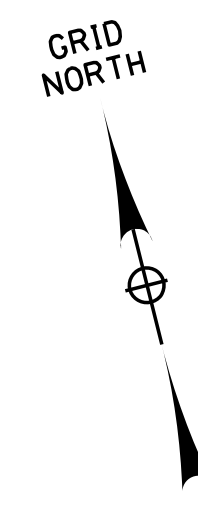
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 MONROE COUNTY  
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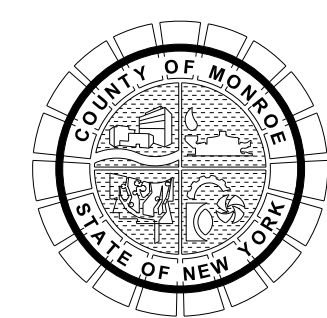




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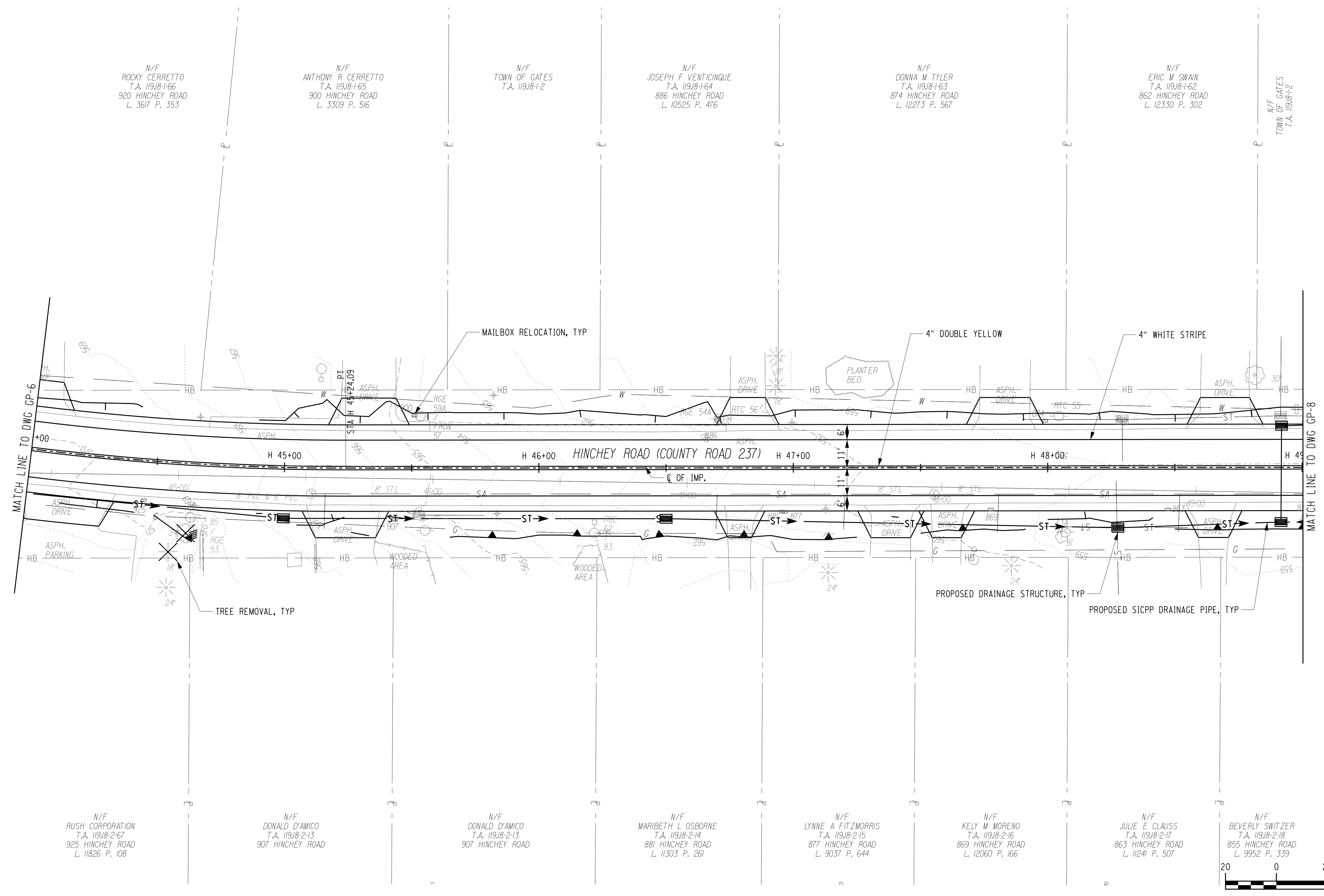
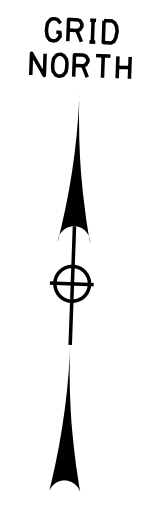
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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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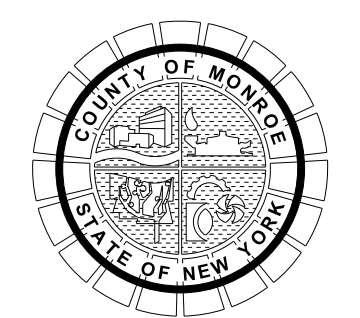
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 COUNTY ROAD 237**

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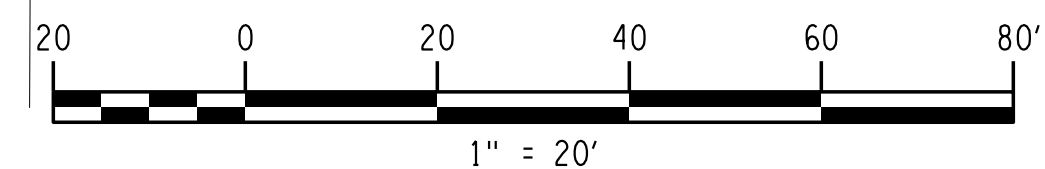
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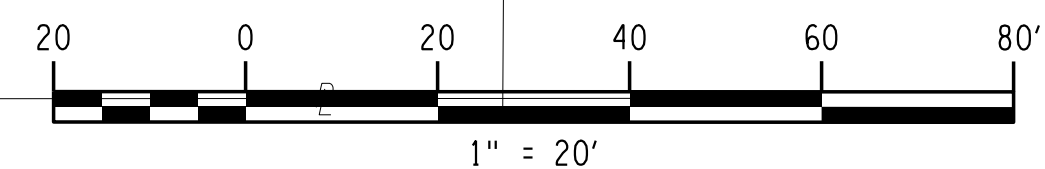
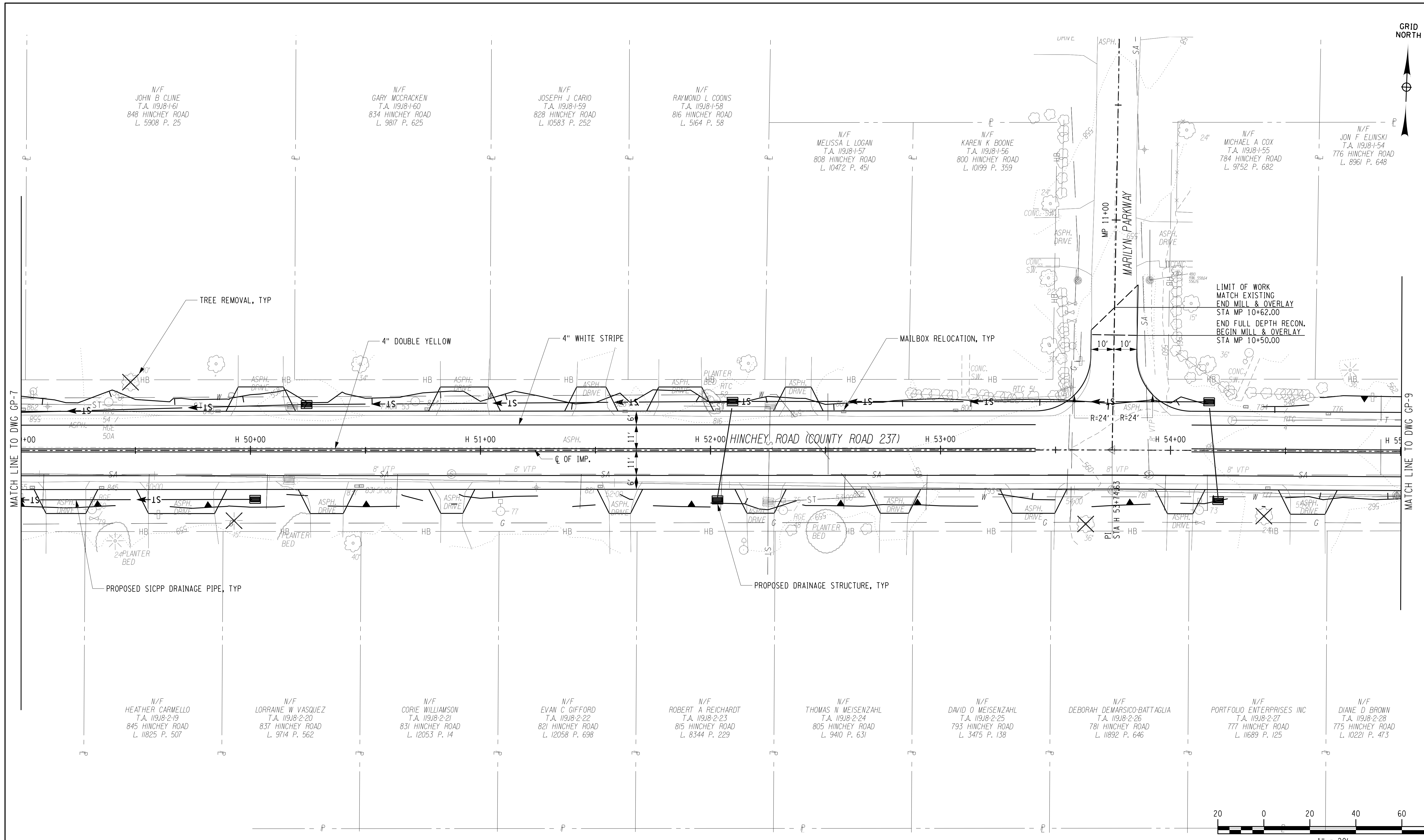
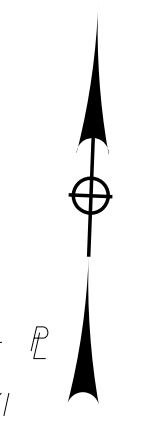
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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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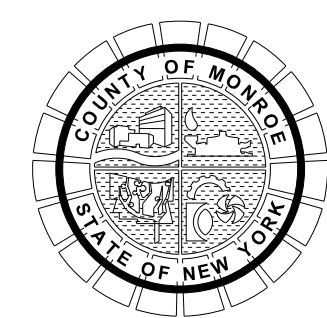
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**COUNTY ROAD 237**

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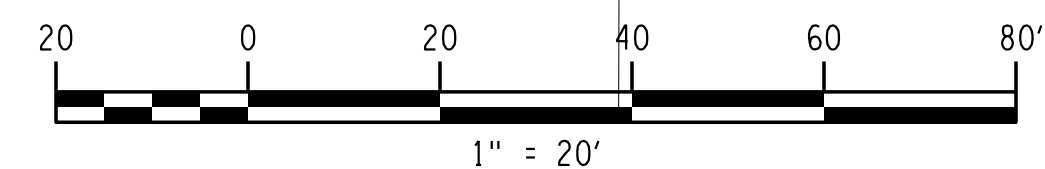
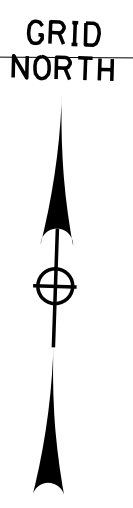
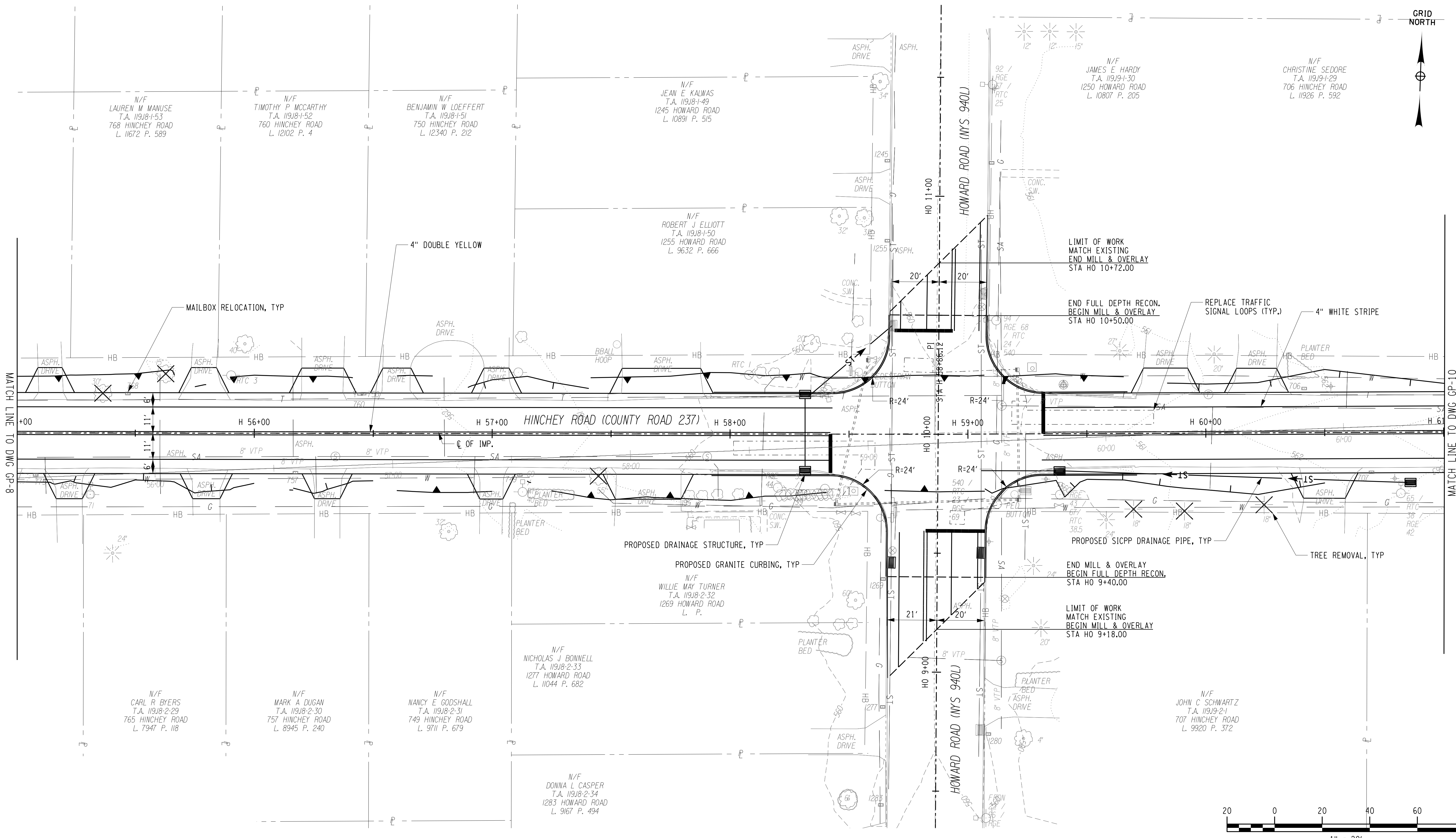
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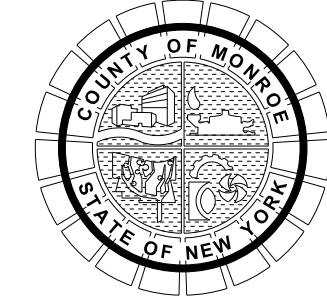
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**

**MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**GENERAL PLAN**

PROJECT NUMBER

**2201826**

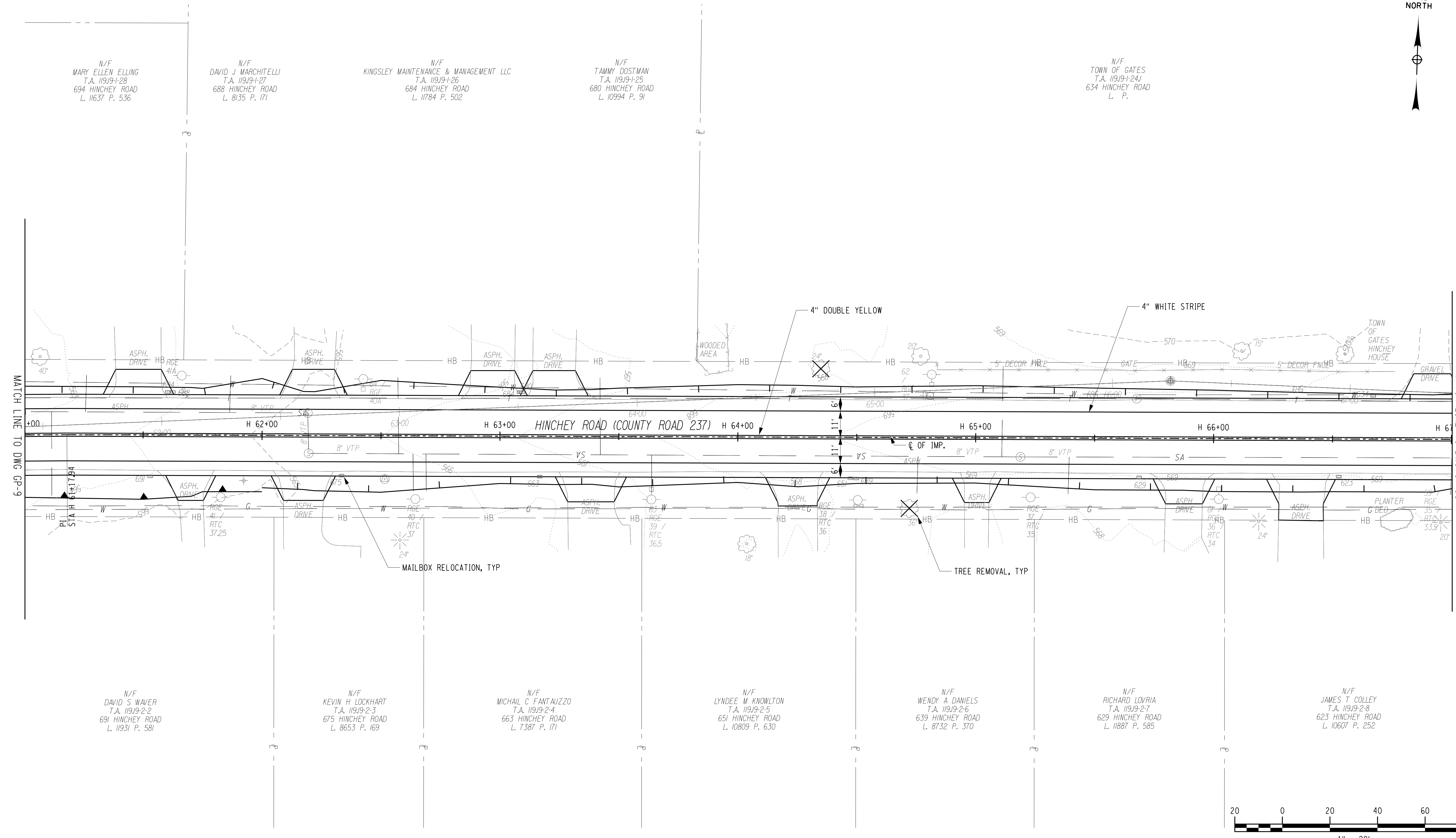
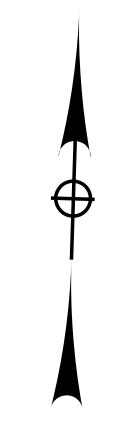
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**7/16/2021**

DRAWING NUMBER

**GP-9**

GRID NORTH



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MARY ELLEN ELLING  
T.A. 11919-1-28  
694 HINCHEY ROAD  
L. 11637 P. 536

N/F  
DAVID J MARCHITELLI  
T.A. 11919-1-27  
688 HINCHEY ROAD  
L. 8135 P. 171

N/F  
KINGSLEY MAINTENANCE & MANAGEMENT LLC  
T.A. 11919-1-26  
684 HINCHEY ROAD  
L. 11784 P. 502

N/F  
TAMMY COSTMAN  
T.A. 11919-1-25  
680 HINCHEY ROAD  
L. 10994 P. 91

N/F  
TOWN OF GATES  
T.A. 11919-1-24J  
634 HINCHEY ROAD  
L. P.

N/F  
DAVID S WAVER  
T.A. 11919-2-2  
691 HINCHEY ROAD  
L. 11931 P. 581

N/F  
KEVIN H LOCKHART  
T.A. 11919-2-3  
675 HINCHEY ROAD  
L. 8653 P. 169

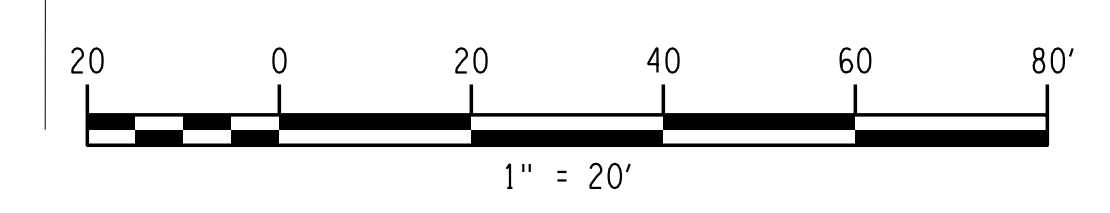
N/F  
MICHAEL C FANTAUZZO  
T.A. 11919-2-4  
663 HINCHEY ROAD  
L. 7387 P. 171

N/F  
LYNDEE M KNOWLTON  
T.A. 11919-2-5  
651 HINCHEY ROAD  
L. 10809 P. 630

N/F  
WENDY A DANIELS  
T.A. 11919-2-6  
639 HINCHEY ROAD  
L. 8732 P. 370

N/F  
RICHARD LOVRIA  
T.A. 11919-2-7  
629 HINCHEY ROAD  
L. 11887 P. 585

N/F  
JAMES T COLLEY  
T.A. 11919-2-8  
623 HINCHEY ROAD  
L. 10607 P. 252



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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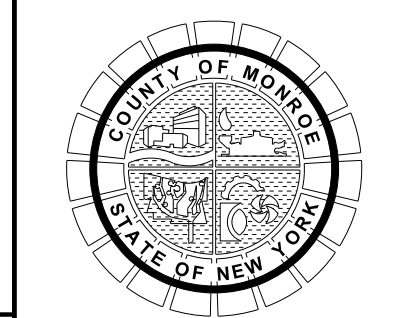
DATE: \_\_\_\_\_

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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter on item in any way, if on item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**

**MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

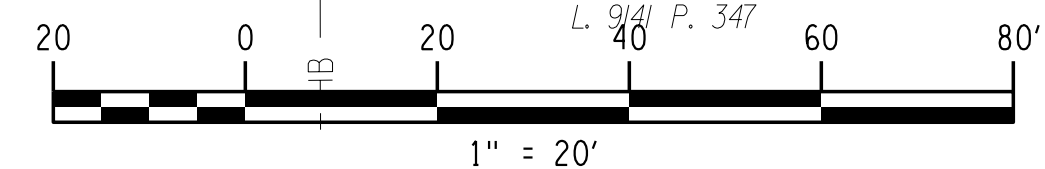
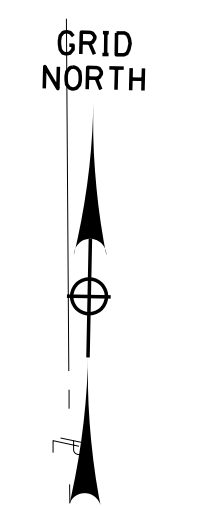
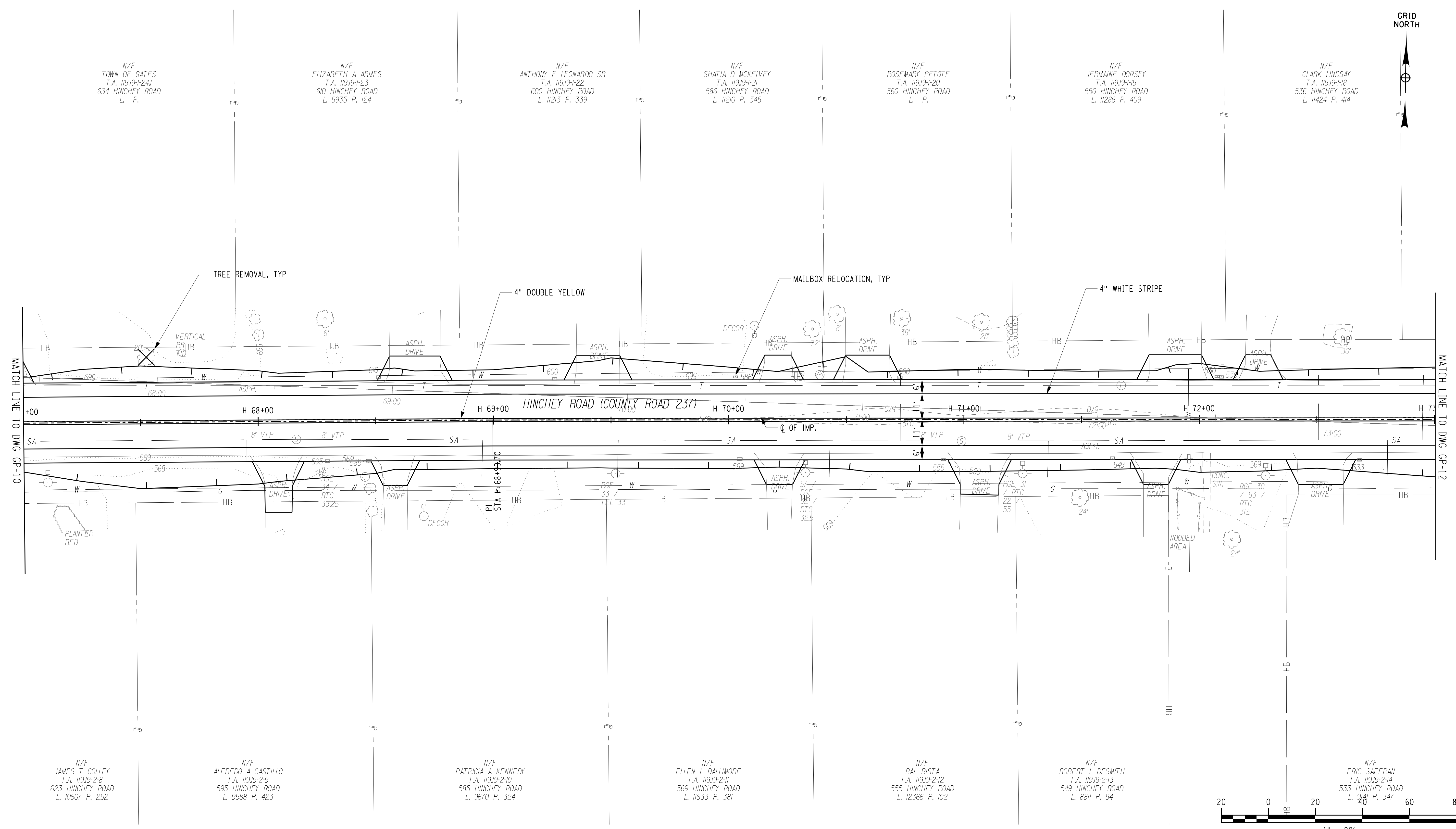
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**

DATE  
**7/16/2021**

DRAWING NUMBER  
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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

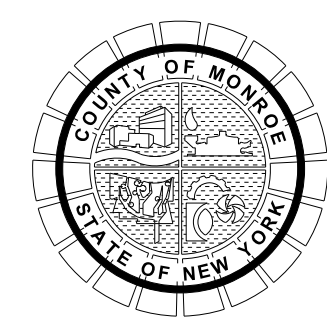
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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**

**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

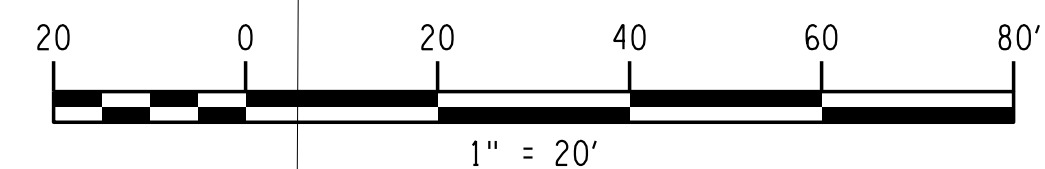
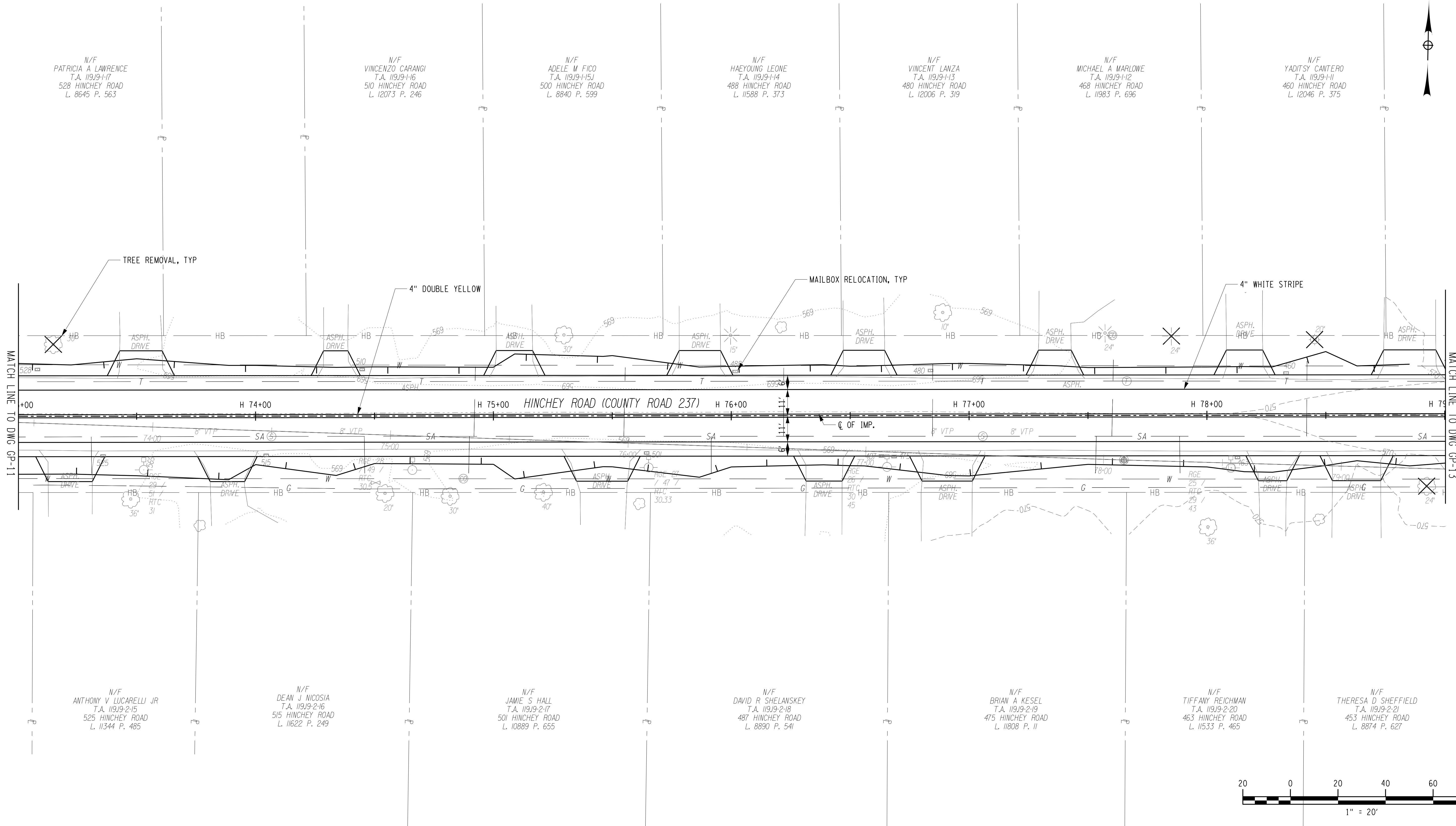
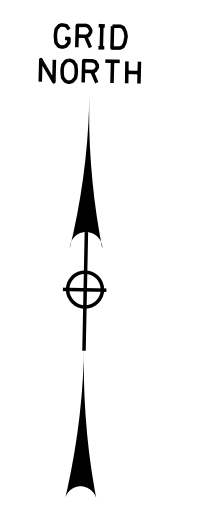
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PROJECT NUMBER  
**2201826**

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**7/16/2021**

DRAWING NUMBER  
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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

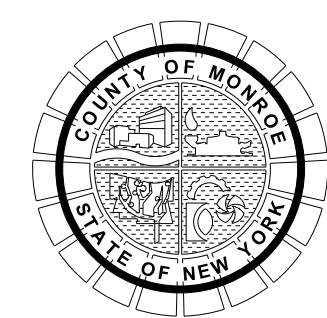
I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

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**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**

**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**GENERAL PLAN**

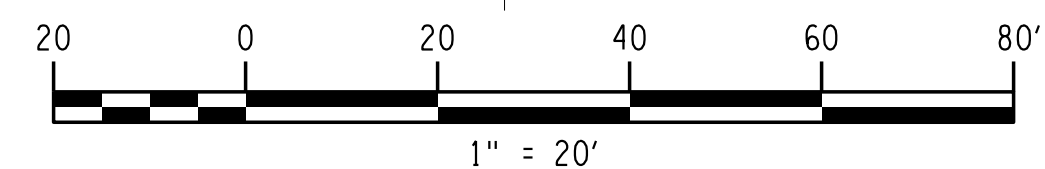
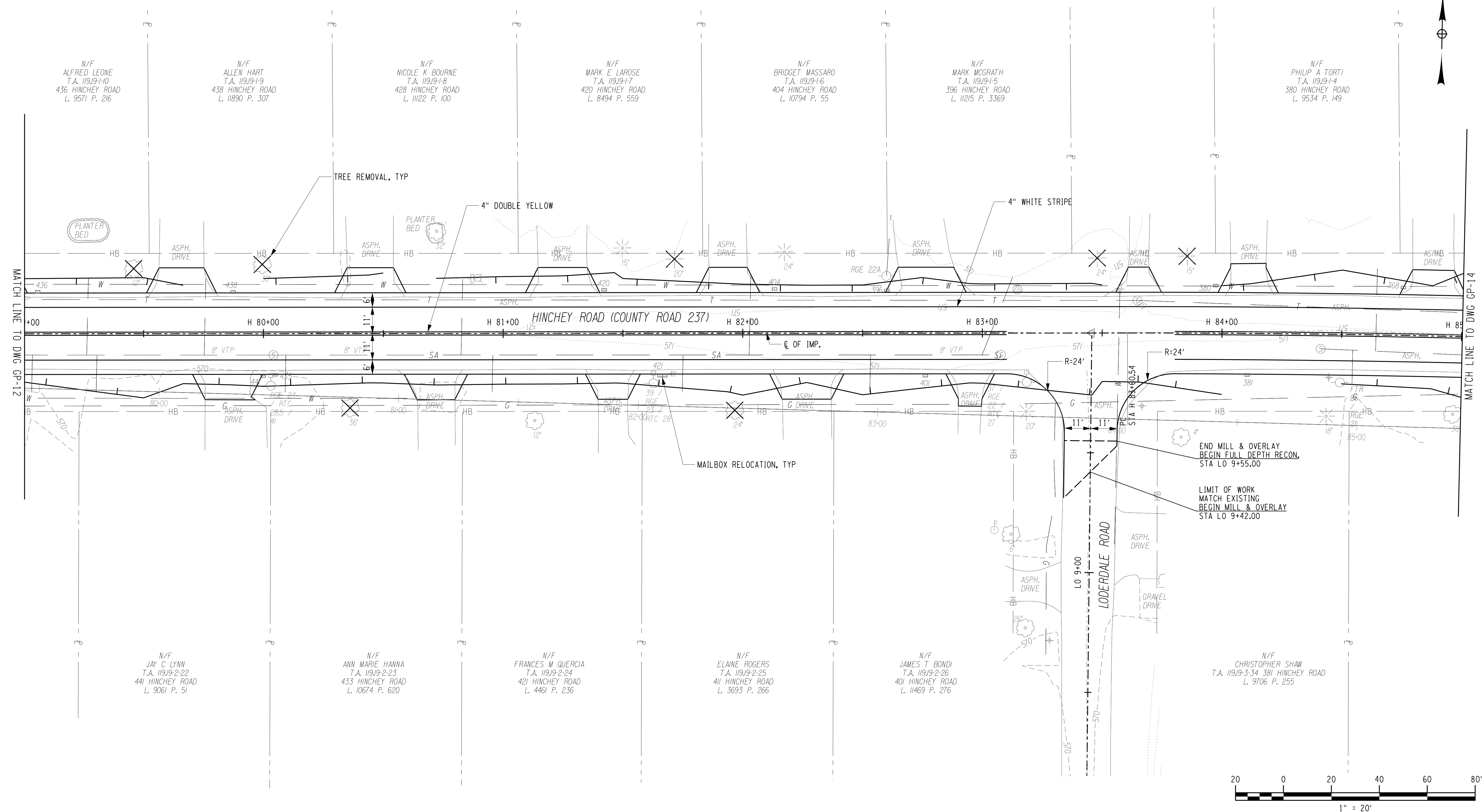
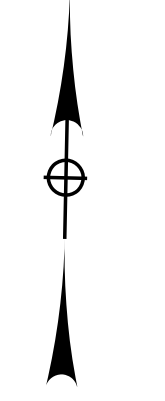
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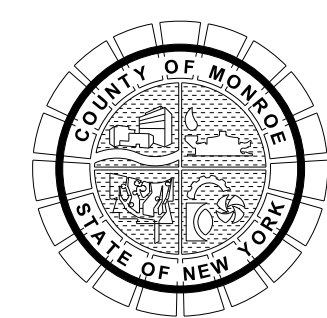
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**

**MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**GENERAL PLAN**

PROJECT NUMBER

**2201826**

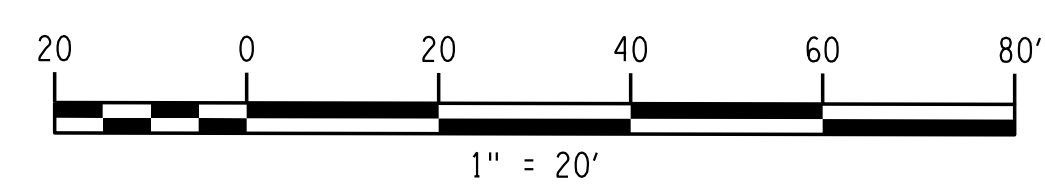
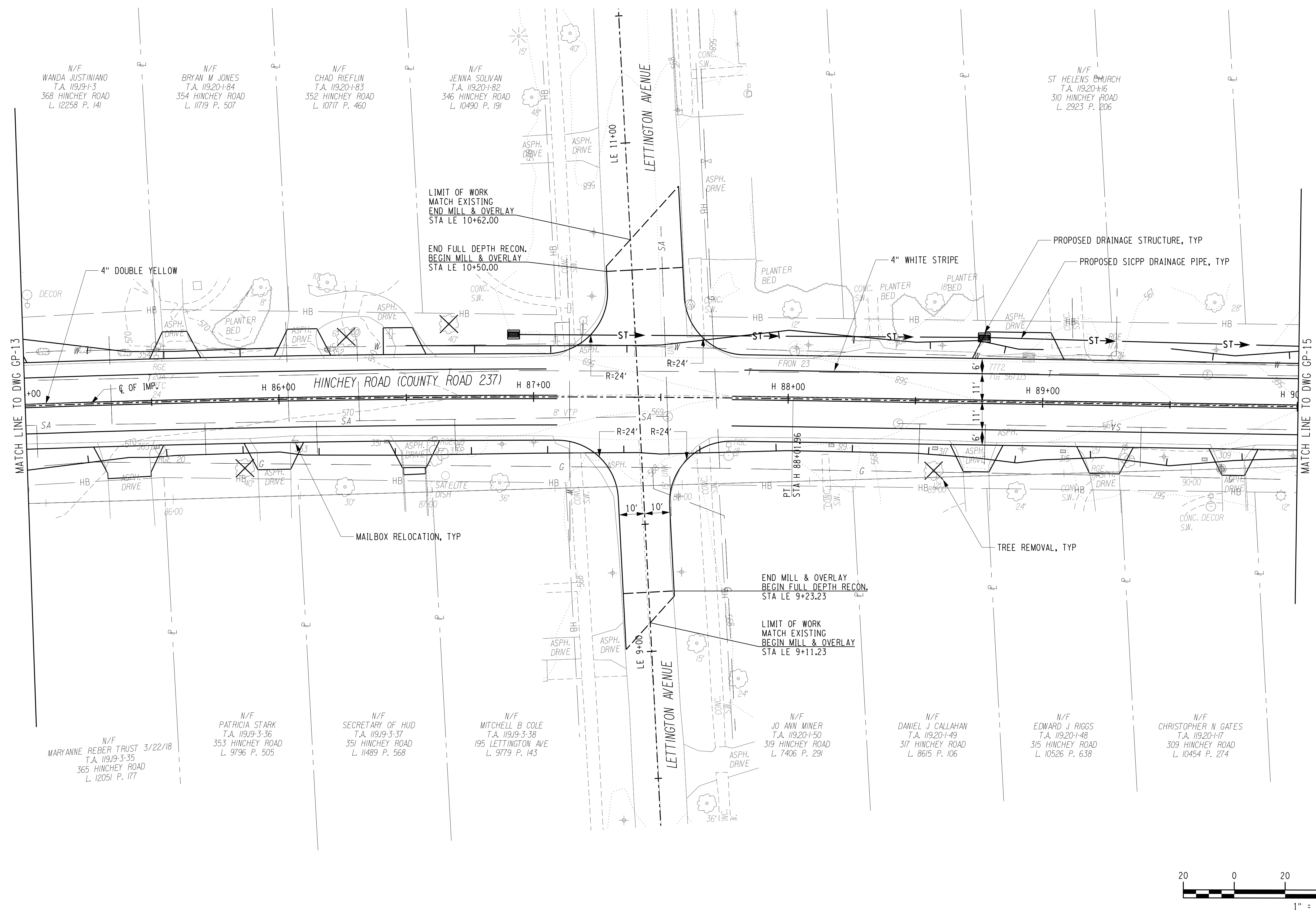
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**7/16/2021**

DRAWING NUMBER

**GP-13**

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter on item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.

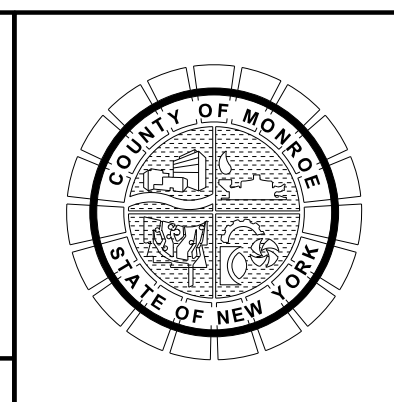


**RECORD PLANS**

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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**GENERAL PLAN**

PROJECT NUMBER  
**2201826**

DATE  
**7/16/2021**

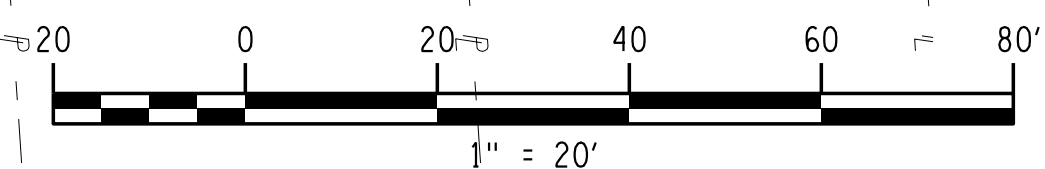
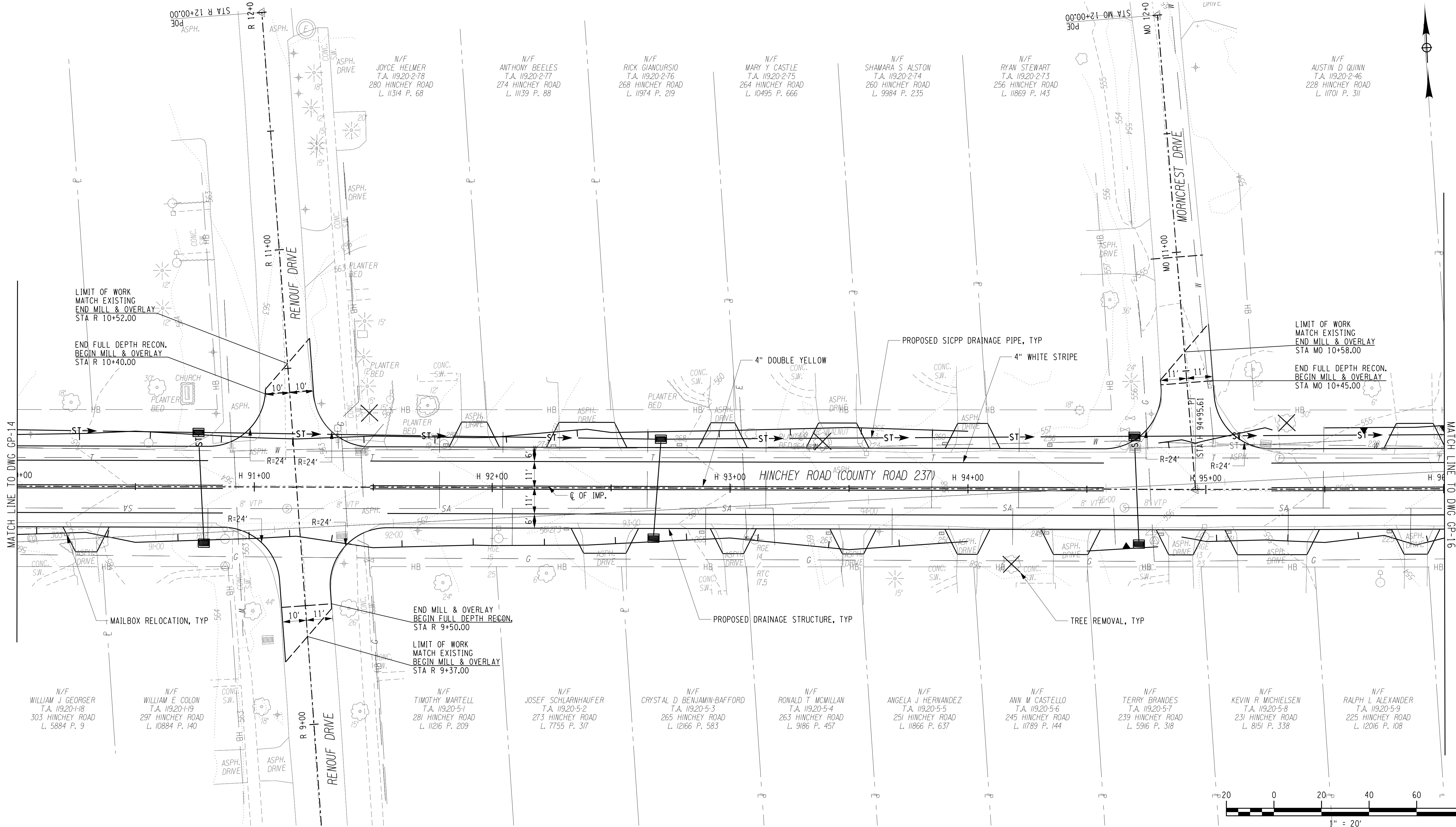
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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

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**GENERAL PLAN**

PROJECT NUMBER  
**2201826**

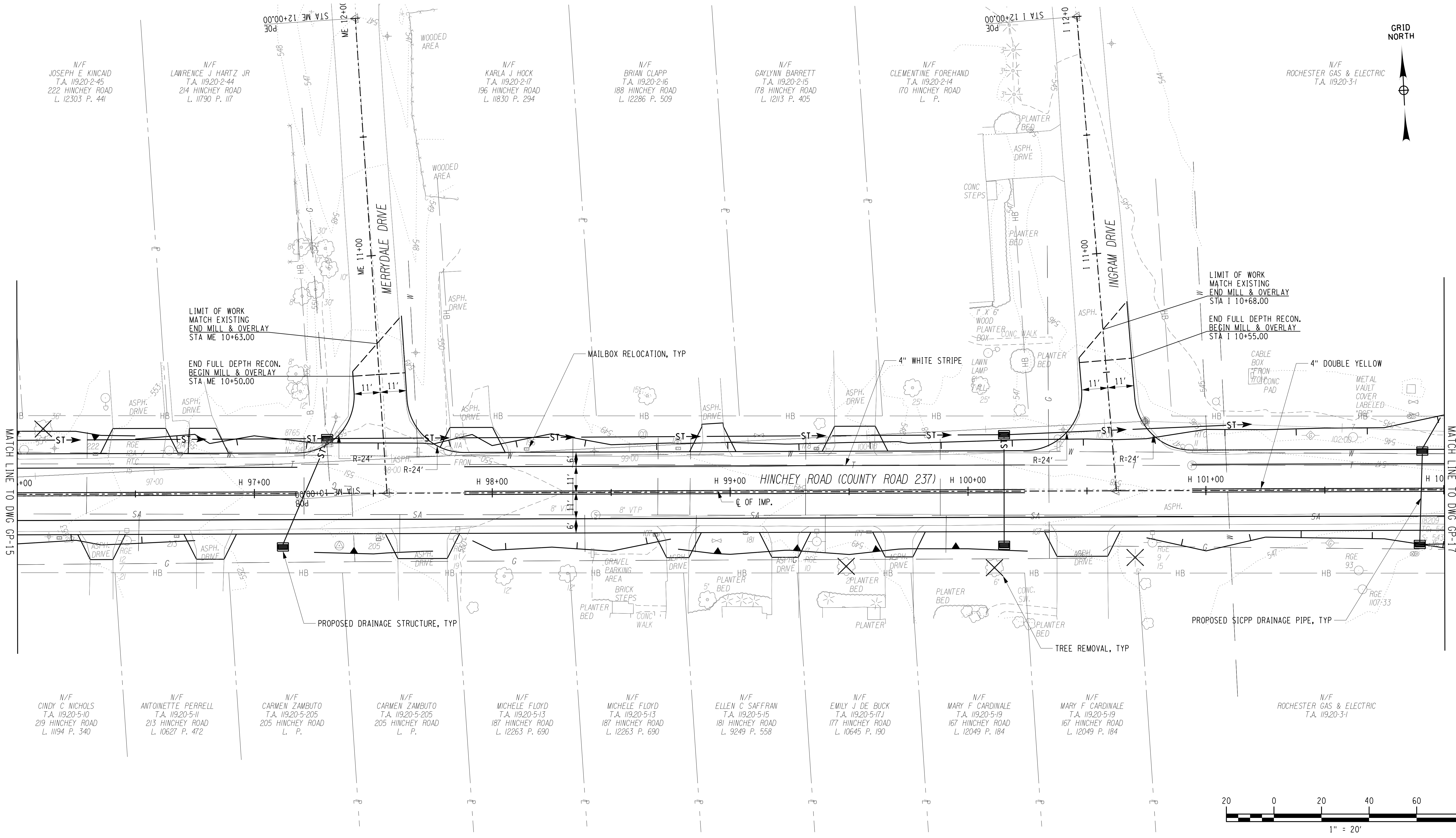
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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN  
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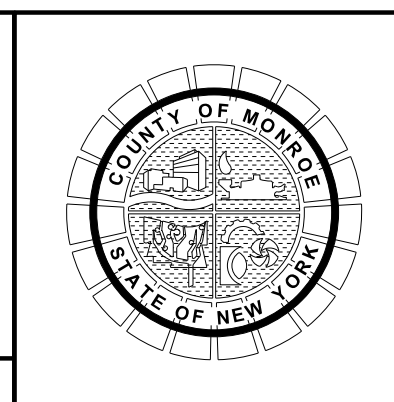


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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**

**MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**GENERAL PLAN**

PROJECT NUMBER

**2201826**

DATE

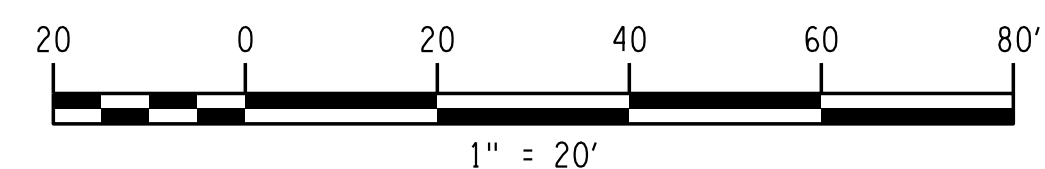
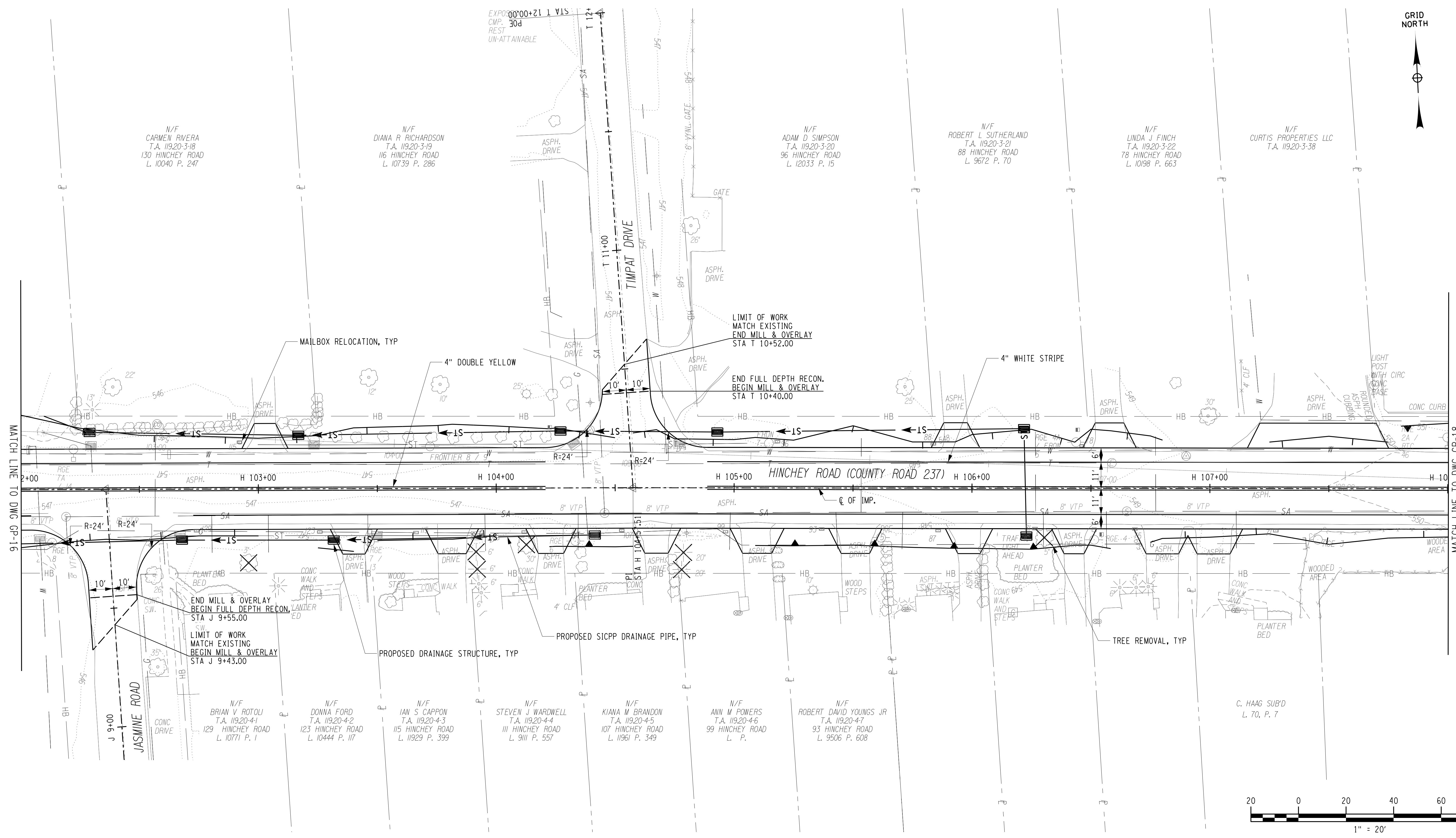
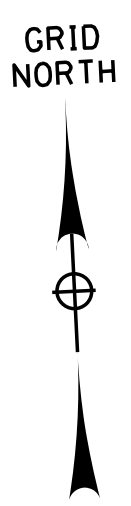
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DRAWING NUMBER

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ENGINEER: RICHARD BENNETT  
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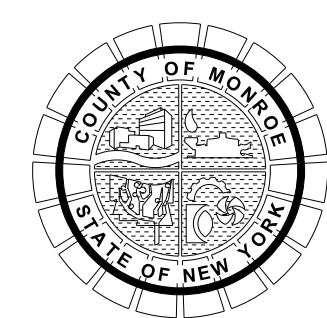


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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**

**MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**GENERAL PLAN**

PROJECT NUMBER

**2201826**

DATE

**7/16/2021**

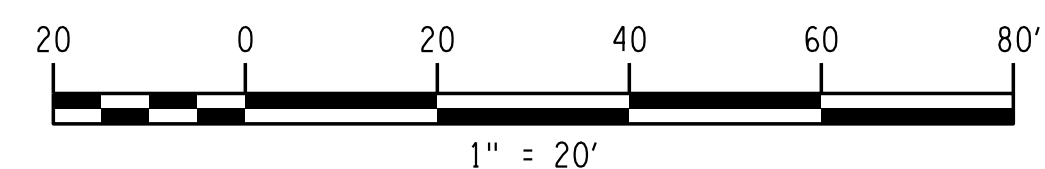
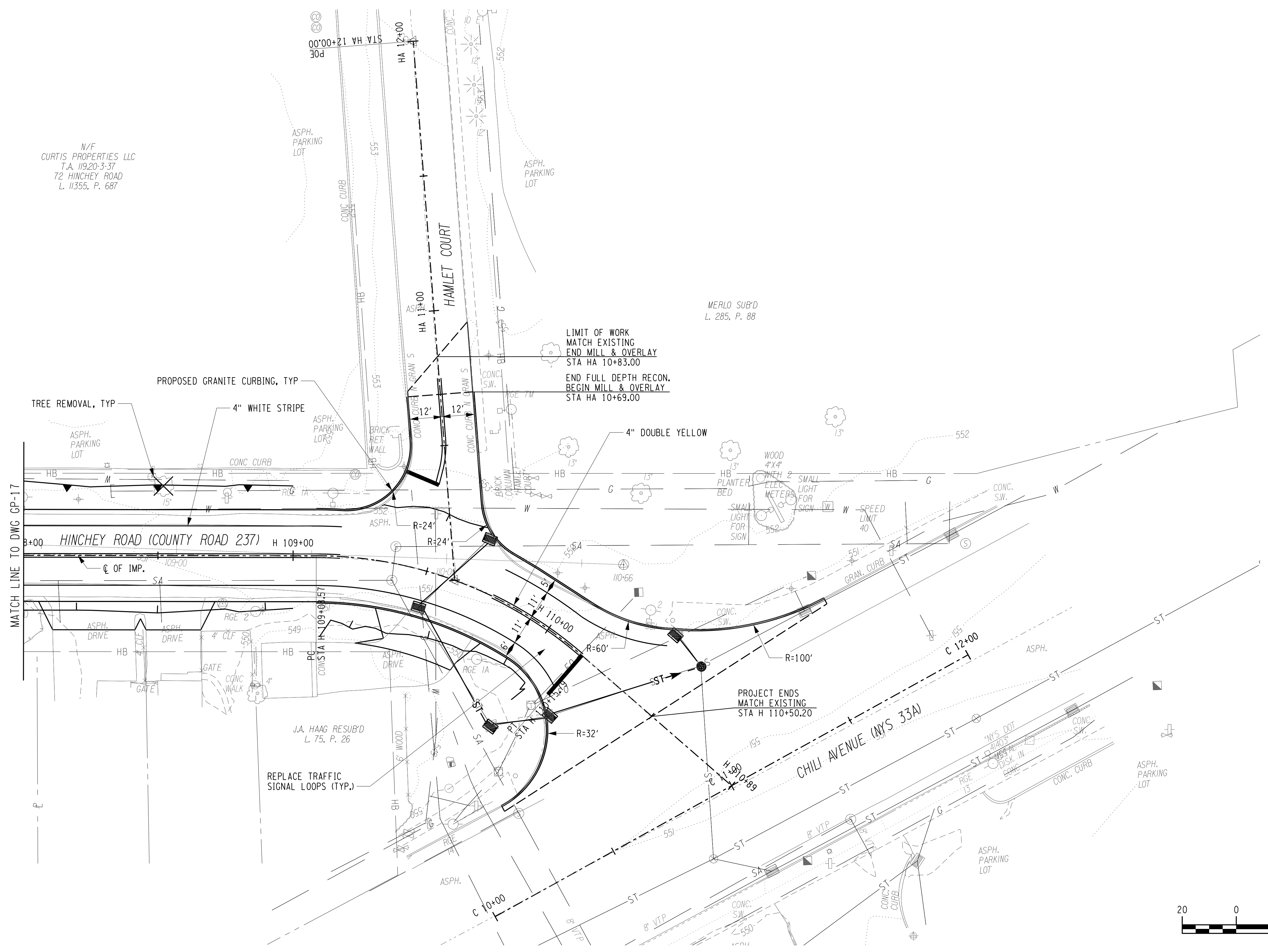
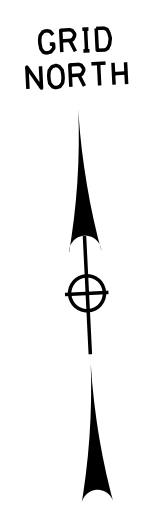
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PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

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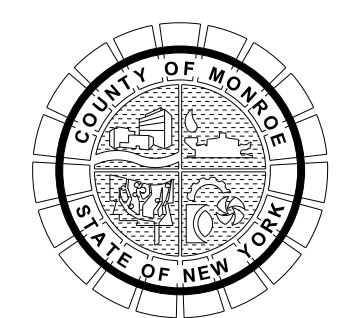
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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PROJECT/CLIENT

**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**

**MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**GENERAL PLAN**

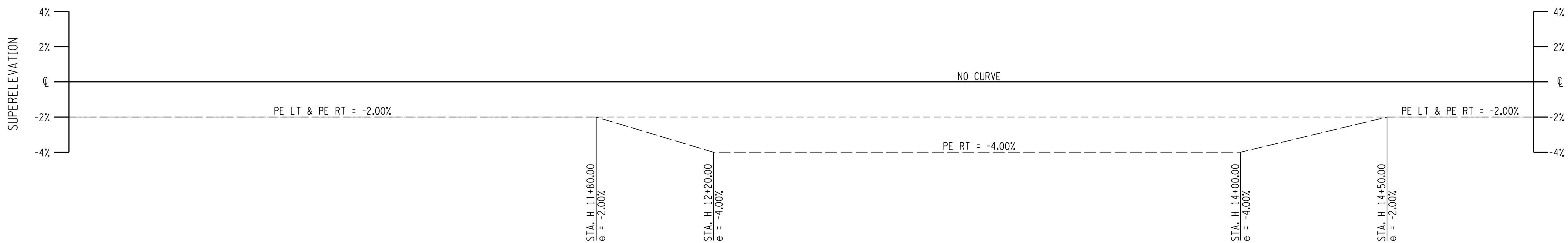
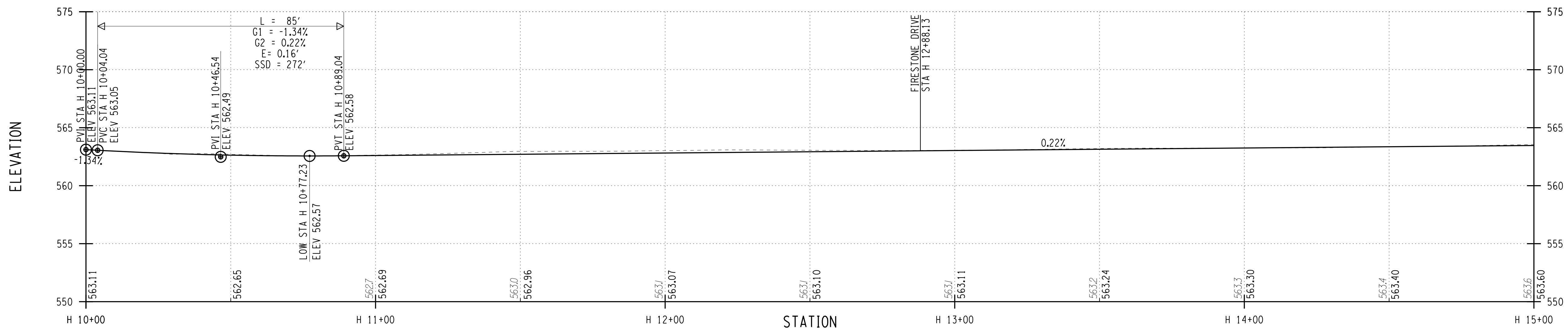
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DATE  
**7/16/2021**

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**GP-18**

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HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

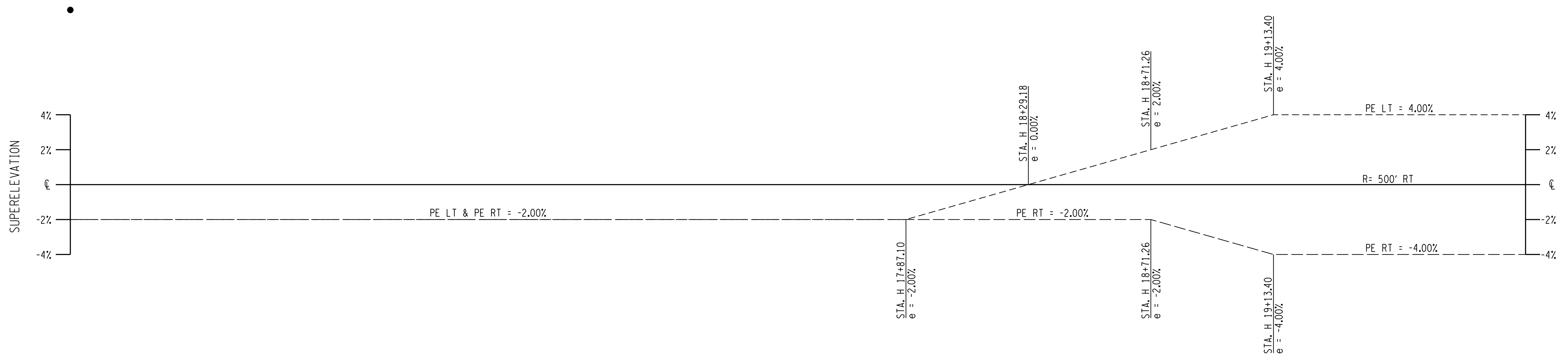
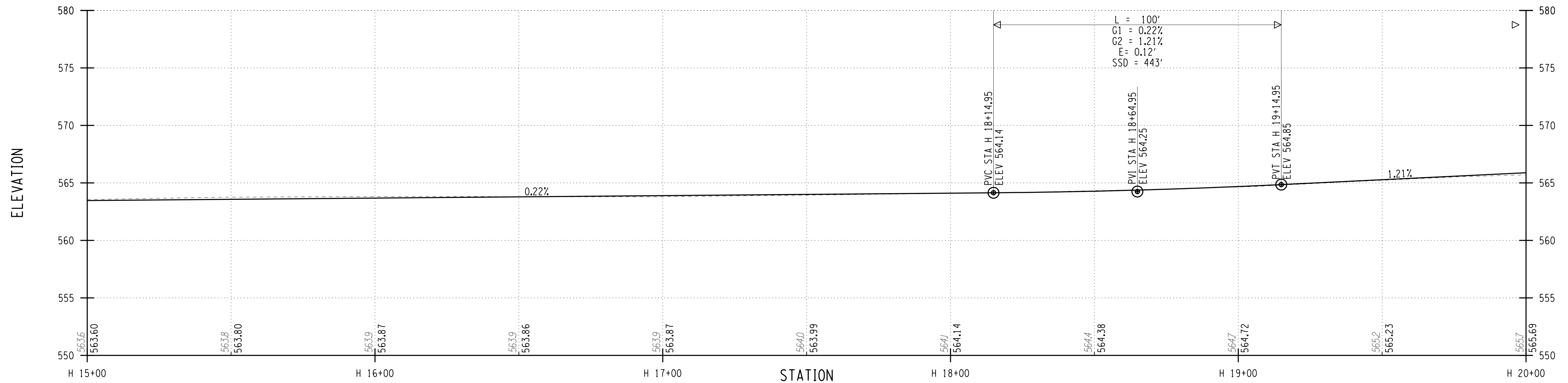
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PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
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HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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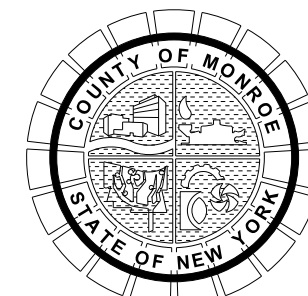
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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

HIGHWAY PROFILE

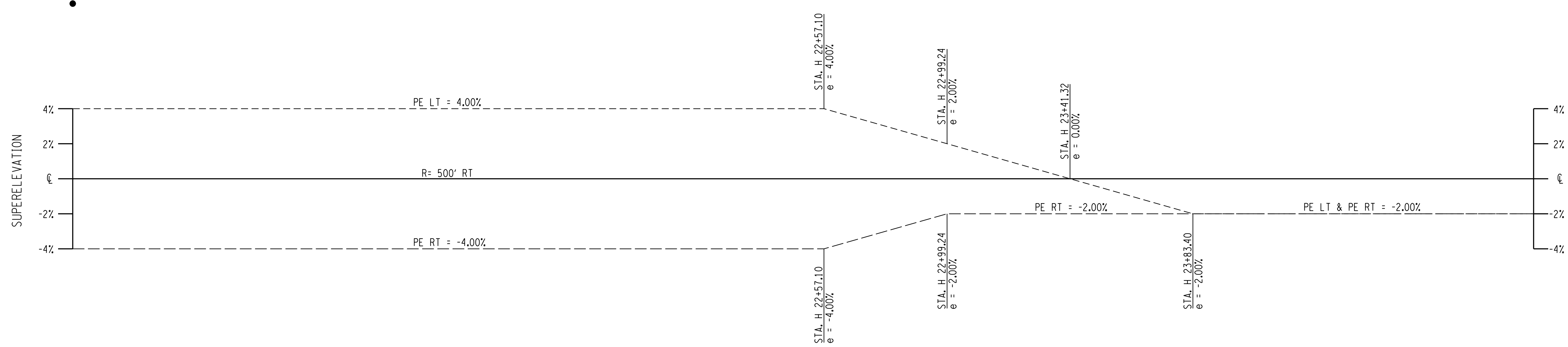
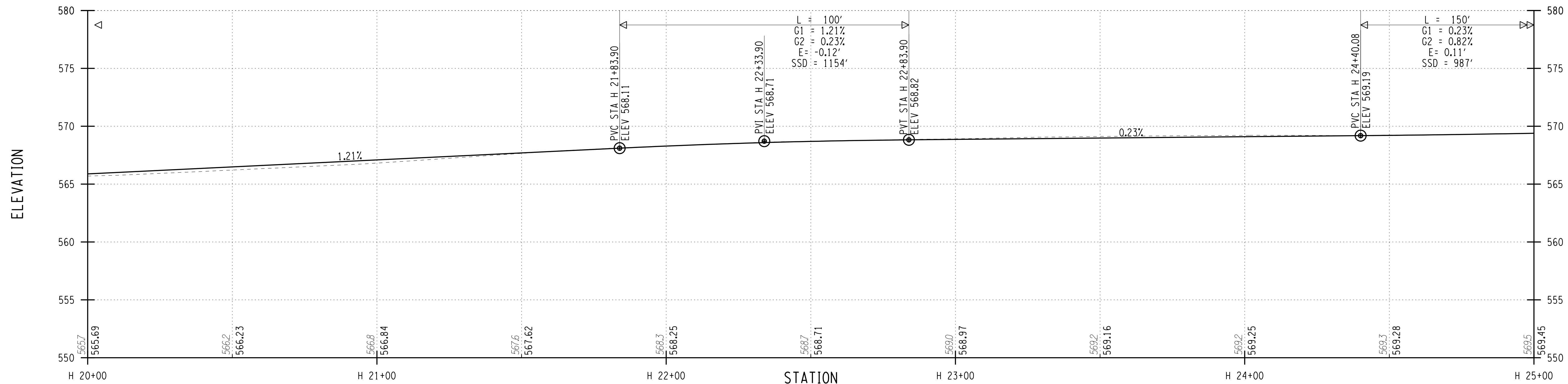
PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
 PR-2



# HINCHEY ROAD (COUNTY ROAD 237)



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 MODEL PR-3  
 MODEL TITLE Hinchey Rd ImprovementDrawings\Transportation\Plans\2201826\_cpn\_plt.dgn  
 DATE TIME 7/16/2021 3:05:28 PM

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

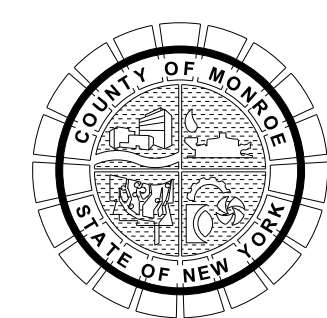
DATE: \_\_\_\_\_

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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

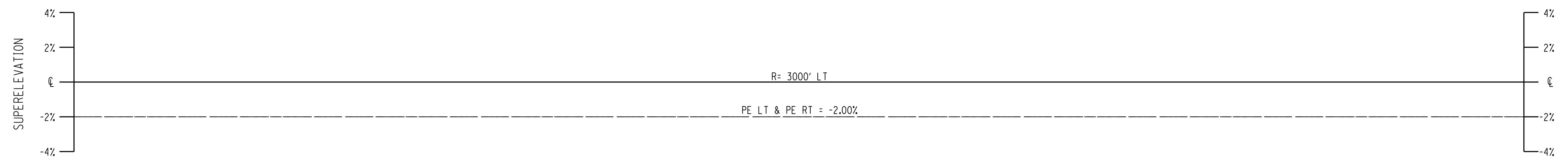
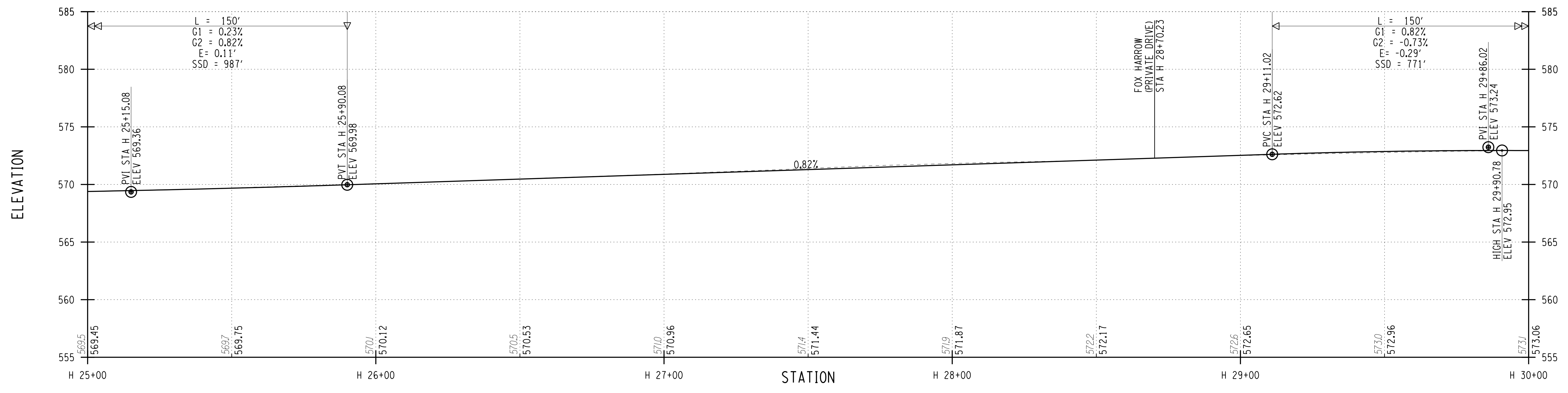
HIGHWAY PROFILE

PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
 PR-3

HINCHEY ROAD (COUNTY ROAD 237)



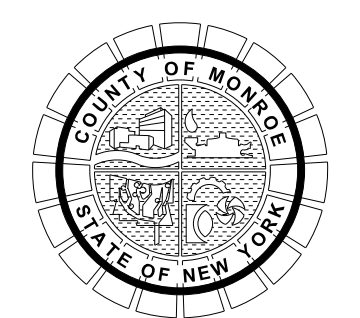
PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

DATE: \_\_\_\_\_

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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

HIGHWAY PROFILE

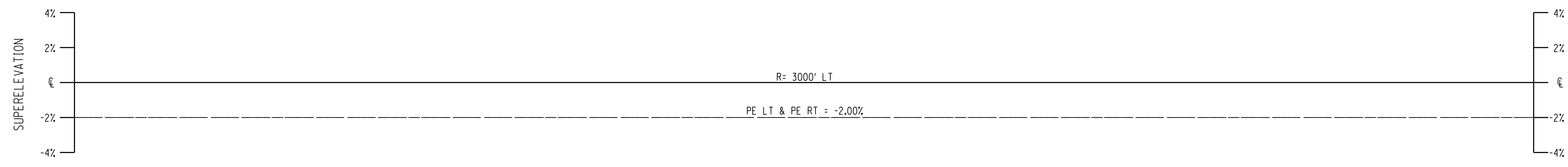
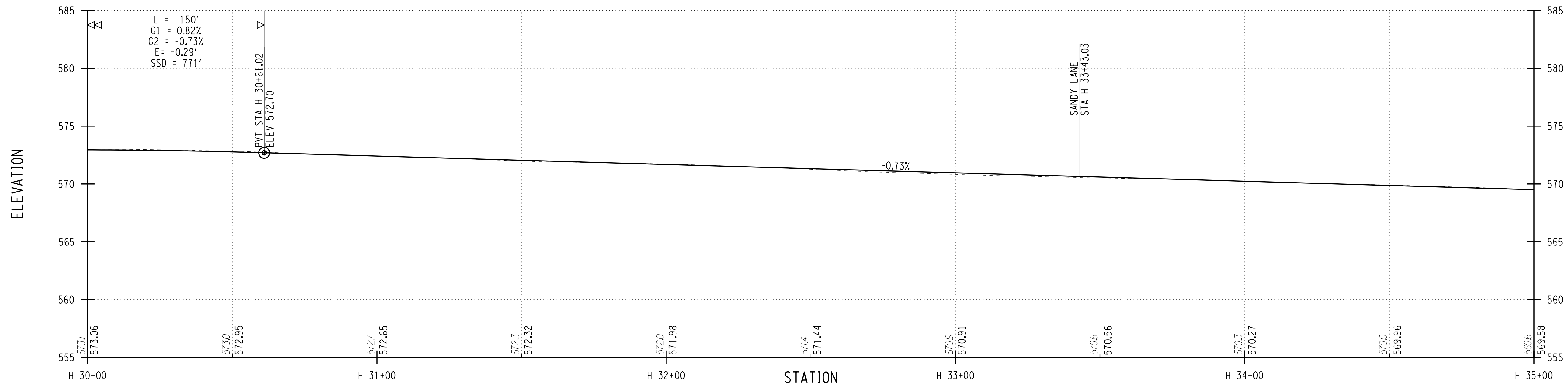
PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
 PR-4

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.

# HINCHEY ROAD (COUNTY ROAD 237)



PLOTDRVR pdf\_bw\_fullhdg  
 MODEL PR-5  
 MODEL TITLE Hinchey Rd ImprovementDrawings\Transportation\Plans\2201826\_cpn\_plt.dgn  
 DATE TIME 7/16/2021 3:55:21 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

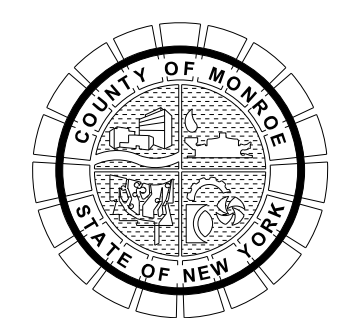
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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

HIGHWAY PROFILE

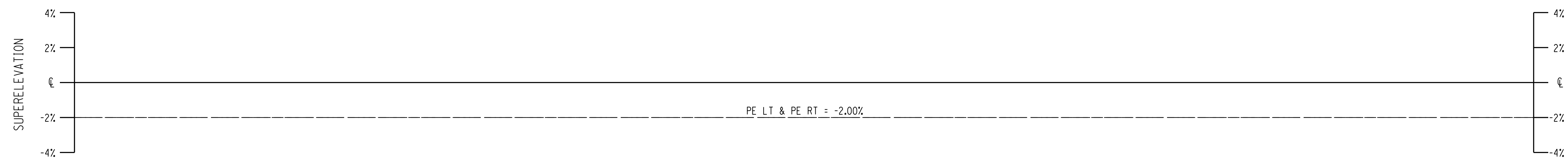
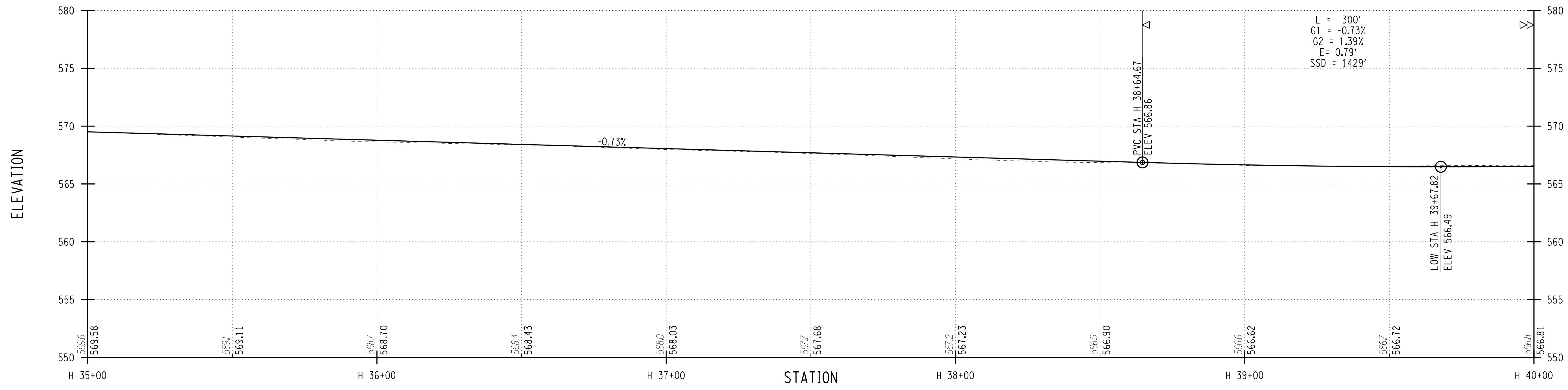
PROJECT NUMBER  
2201826

DATE  
7/16/2021

DRAWING NUMBER  
PR-5



# HINCHEY ROAD (COUNTY ROAD 237)



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 MODEL: PR-6  
 DATE: 7/16/2021  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

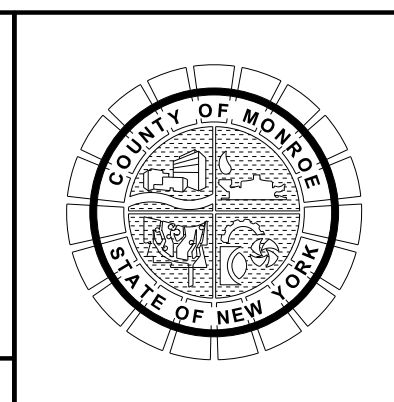
**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

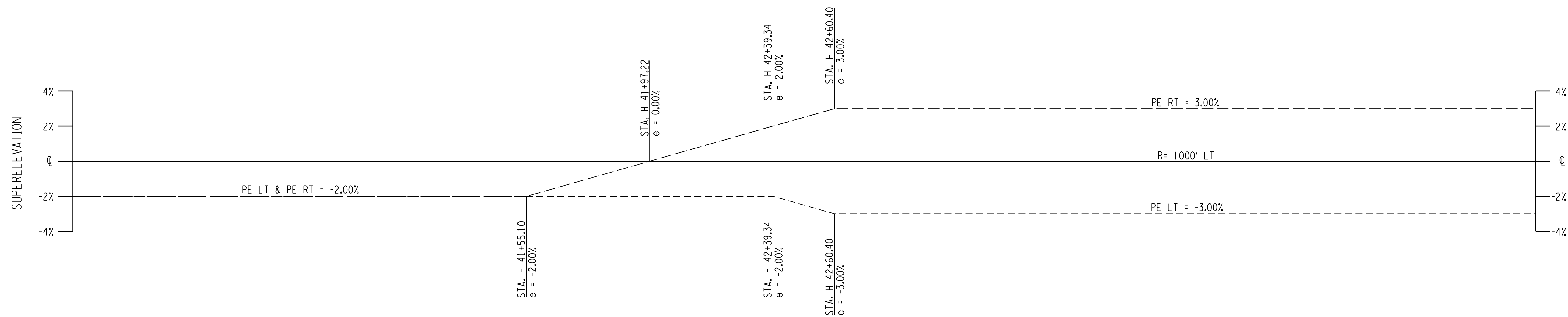
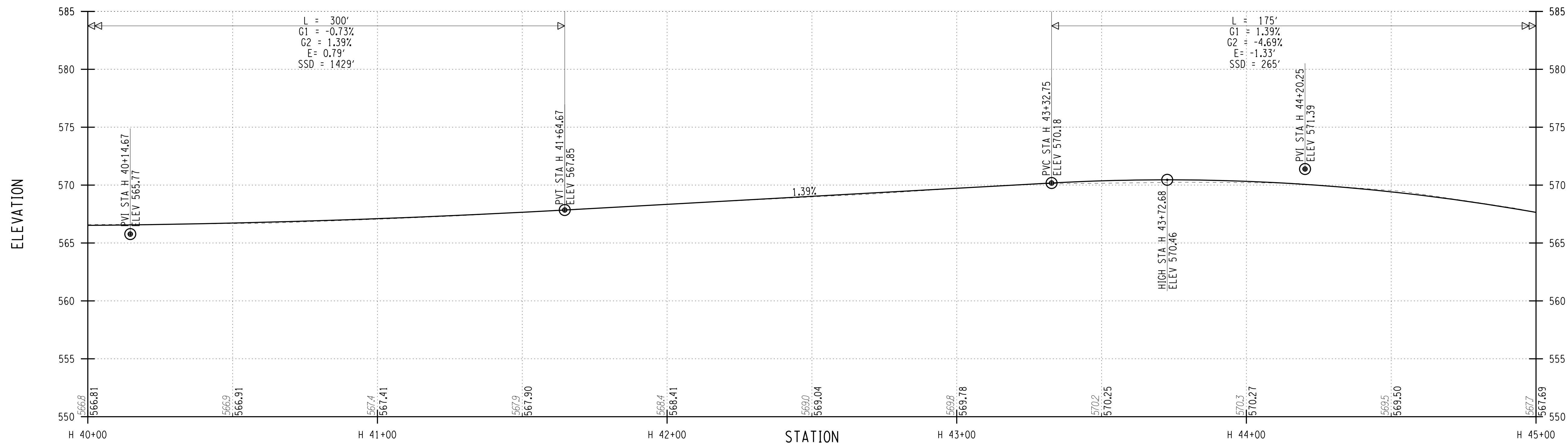
HIGHWAY PROFILE

PROJECT NUMBER  
2201826

DATE  
7/16/2021

DRAWING NUMBER  
PR-6

# HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

PLOTDRW: pdf\_bw\_full.dwg  
 PR7  
 MODEL: 2201826  
 DATE: 7/16/2021  
 TIME: 3:55:22 PM  
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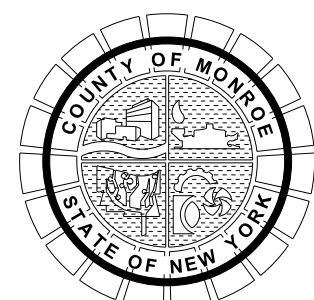
I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

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HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

HIGHWAY PROFILE

PROJECT NUMBER

2201826

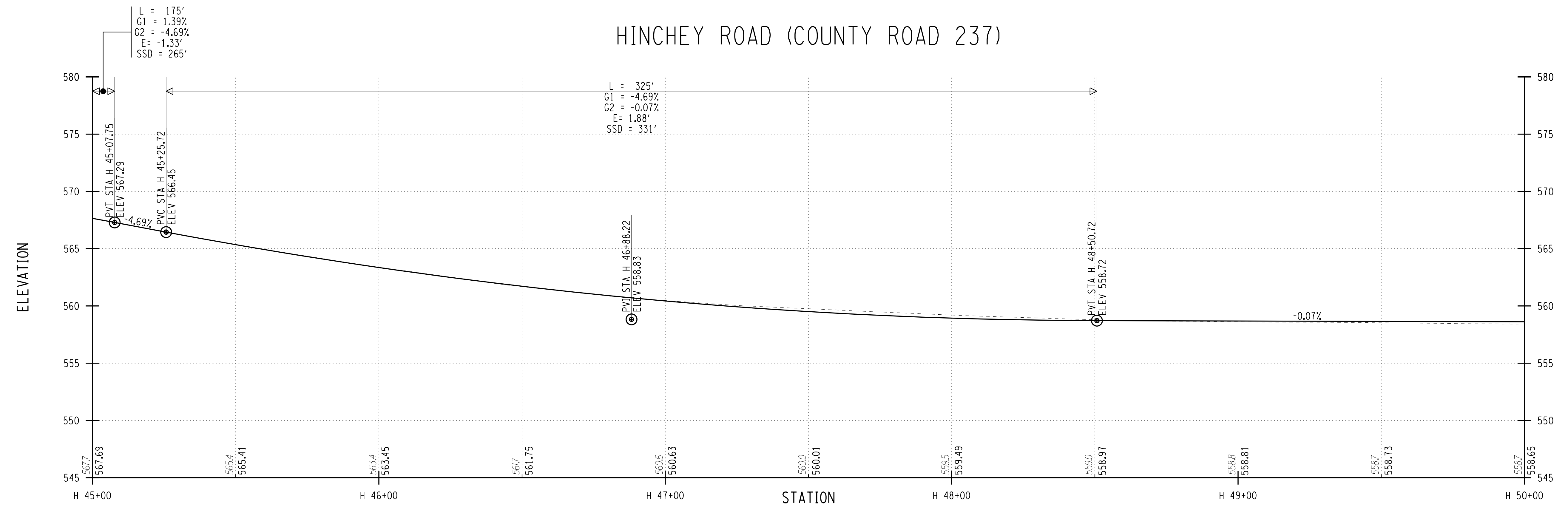
DATE

7/16/2021

DRAWING NUMBER

PR-7

# HINCHEY ROAD (COUNTY ROAD 237)



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 MODEL TITLE Hinchey Rd ImprovementDrawings\Transportation\Plans\2201826\_cpn\_plt.dgn  
 DATE TIME 7/16/2021 3:05:22 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

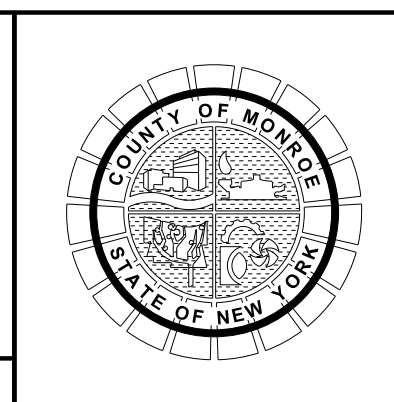
**RECORD PLANS**

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HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

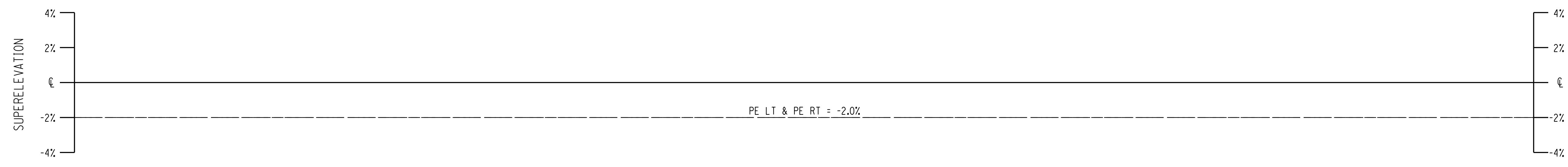
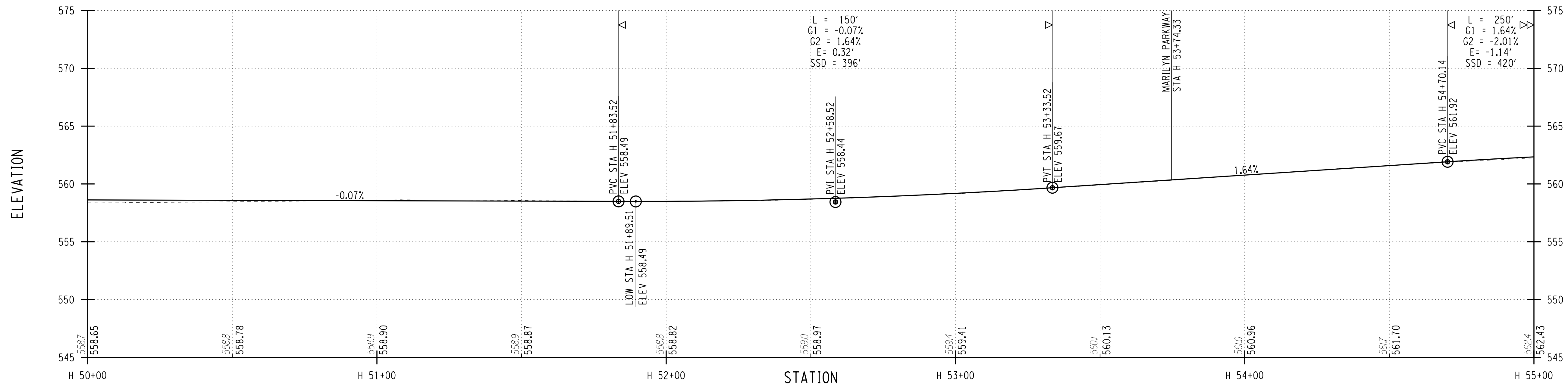
HIGHWAY PROFILE

PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
 PR-8

# HINCHEY ROAD (COUNTY ROAD 237)



PLOTDRW PR-9 FullTitle  
 MODEL TITLE: Hinchey Rd ImprovementDrawings\Transportation\Plans\2201826\_cpn\_plt.dgn  
 DATE TIME: 7/16/2021 3:25:23 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

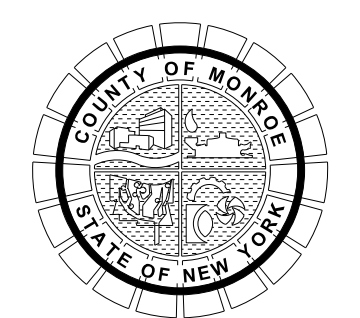
DATE: \_\_\_\_\_

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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

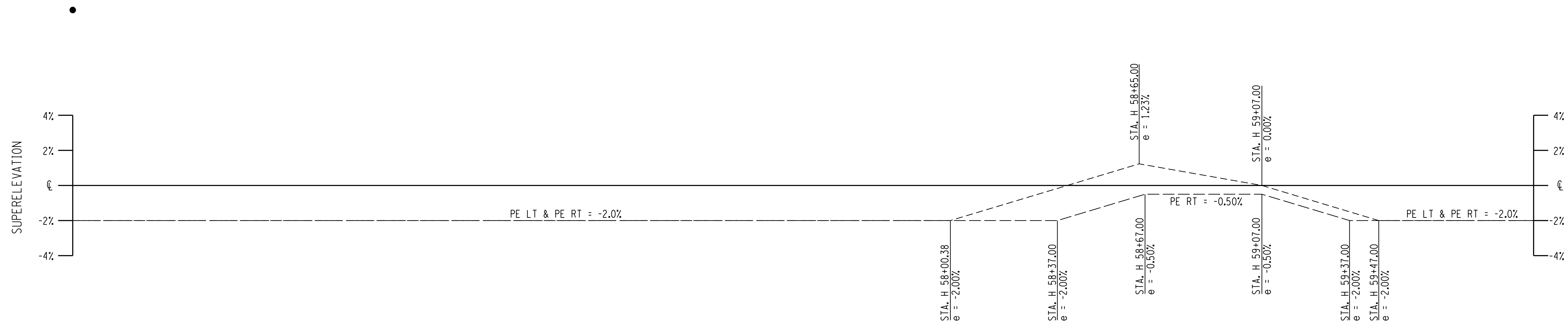
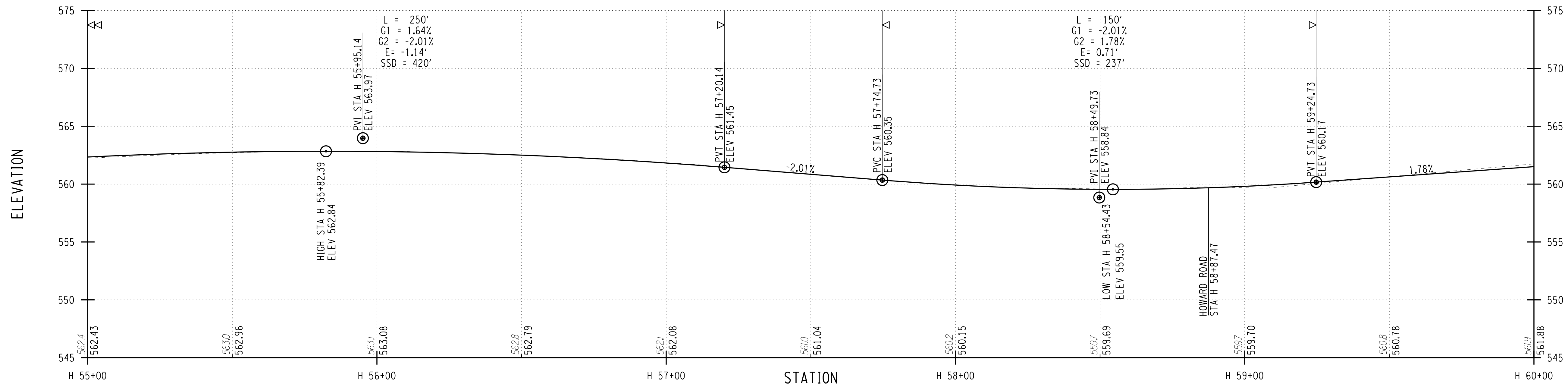
HIGHWAY PROFILE

PROJECT NUMBER  
2201826

DATE  
7/16/2021

DRAWING NUMBER  
PR-9

# HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

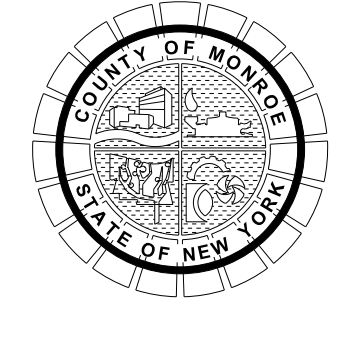
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**RECORD PLANS**

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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

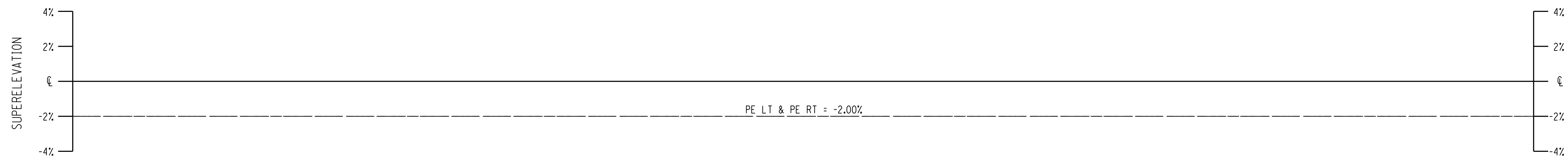
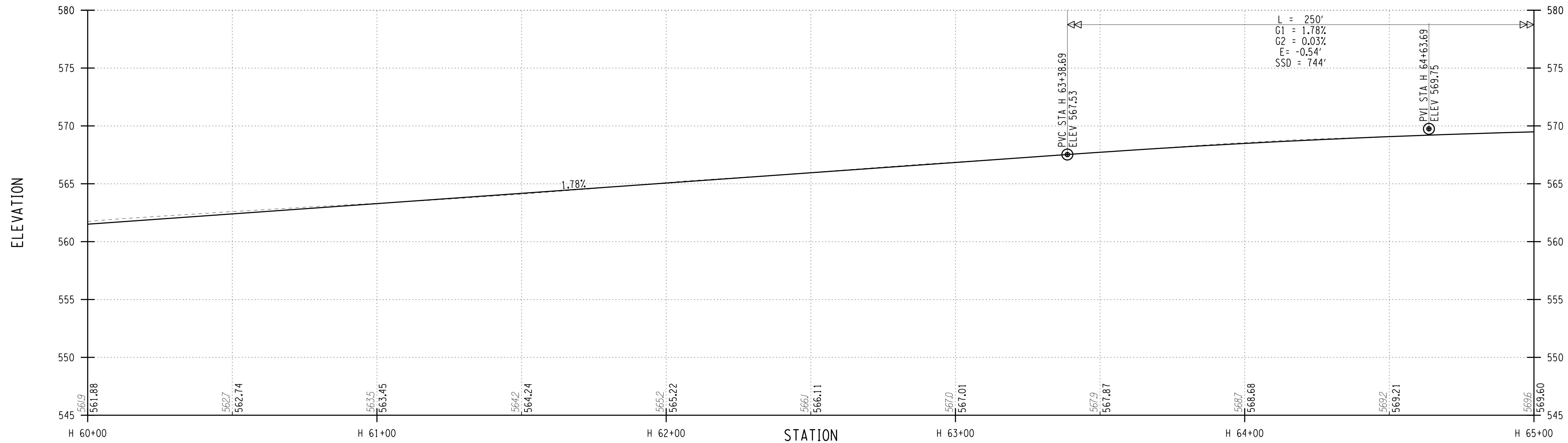
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HIGHWAY PROFILE

PROJECT NUMBER  
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 7/16/2021  
 DRAWING NUMBER  
 PR-10



# HINCHEY ROAD (COUNTY ROAD 237)



PLOT/DRAW: pdf\_bw\_fullplot.dwg  
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 DATE: 7/16/2021 10:25:33 AM  
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

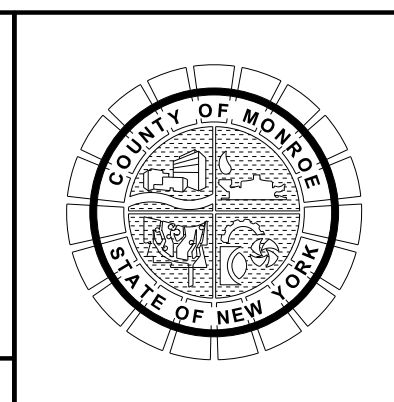
**RECORD PLANS**

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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
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DRAWING TITLE

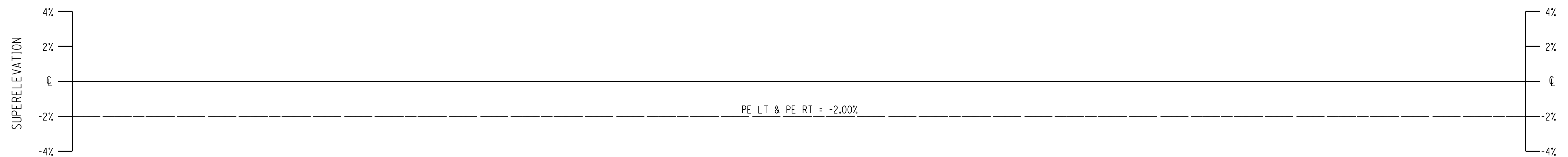
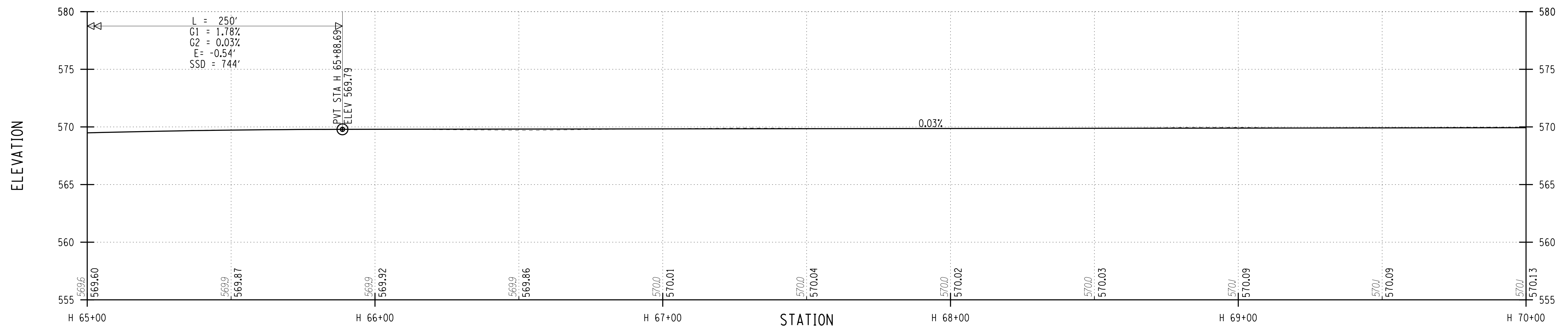
HIGHWAY PROFILE

PROJECT NUMBER  
2201826

DATE  
7/16/2021

DRAWING NUMBER  
PR-11

# HINCHEY ROAD (COUNTY ROAD 237)



PLOT/DRAW PR-12 Hinchey Rd ImprovementDrawings\Transportation\Plans\2201826\_cpn\_plt.dgn  
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 DATE TIME: 7/16/2021 3:25:24 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

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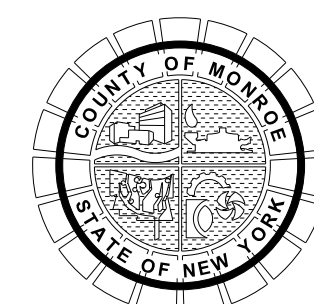
DATE: \_\_\_\_\_

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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
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DRAWING TITLE

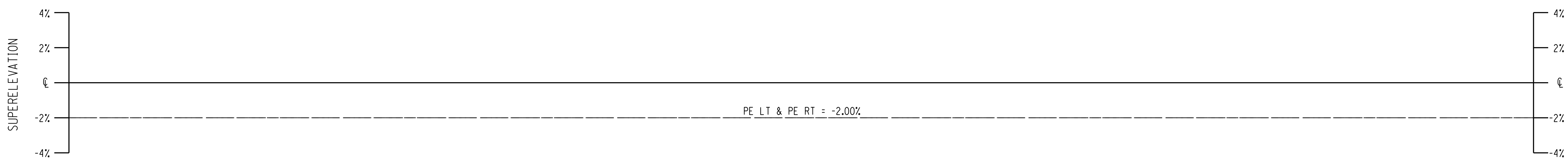
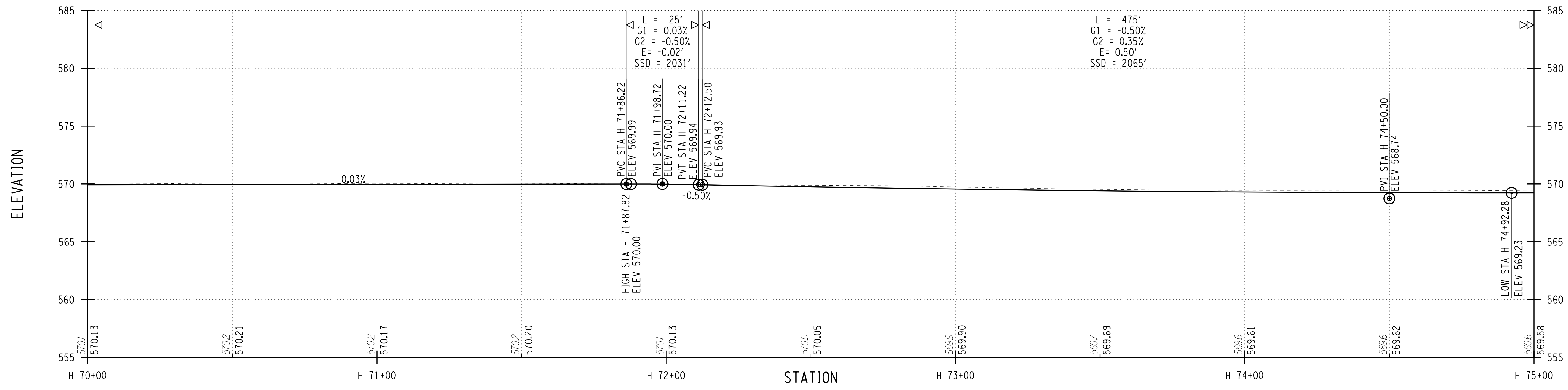
HIGHWAY PROFILE

PROJECT NUMBER  
2201826

DATE  
7/16/2021

DRAWING NUMBER  
PR-12

# HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

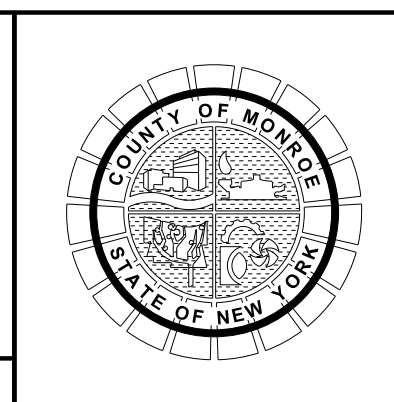
**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

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MONROE COUNTY  
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HIGHWAY PROFILE

PROJECT NUMBER  
 2201826

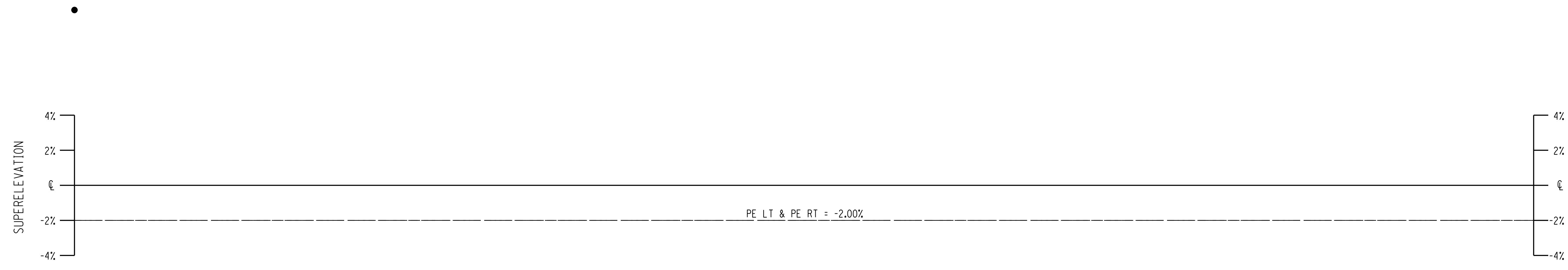
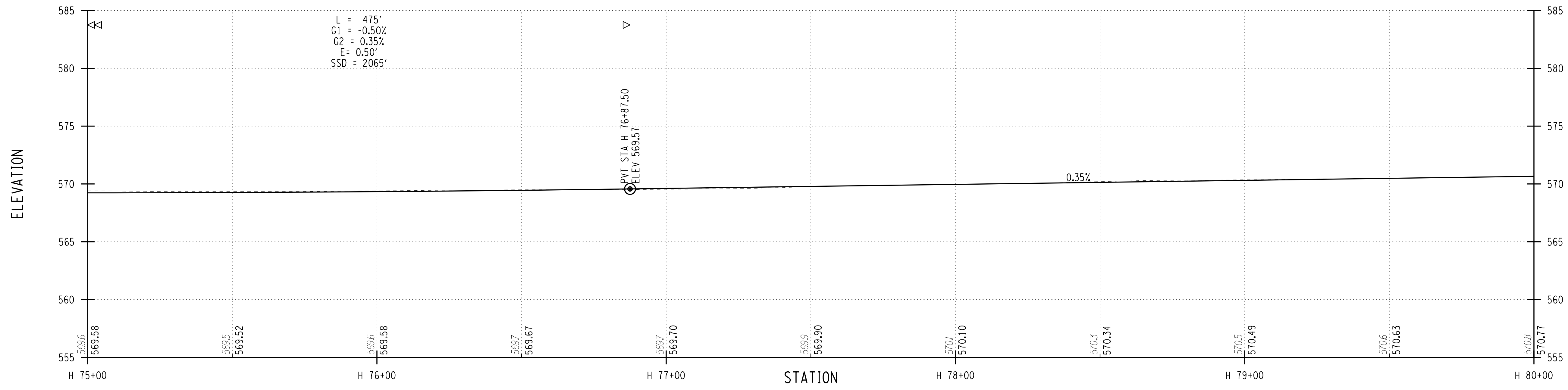
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DRAWING NUMBER  
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# HINCHEY ROAD (COUNTY ROAD 237)



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 DATE: 7/16/2021 10:25 AM  
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

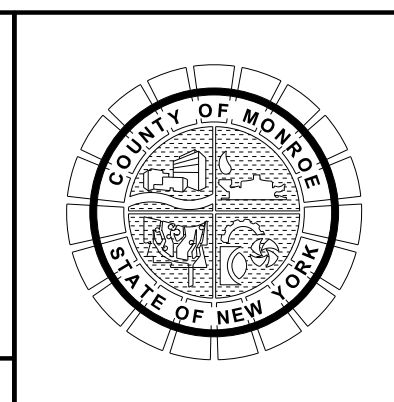
**RECORD PLANS**

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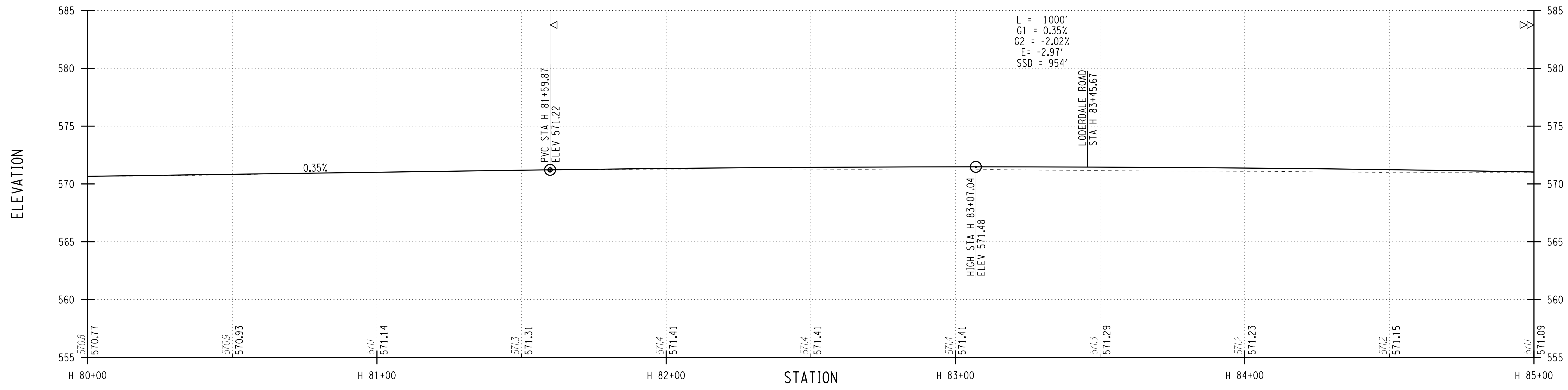


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**7/16/2021**  
 DRAWING NUMBER  
**PR-14**

# HINCHEY ROAD (COUNTY ROAD 237)



PLOTDRW PR-15  
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 PROJECT MANAGER: RICHARD BENNETT  
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 DESIGNER: BRIDGET DEHAAN

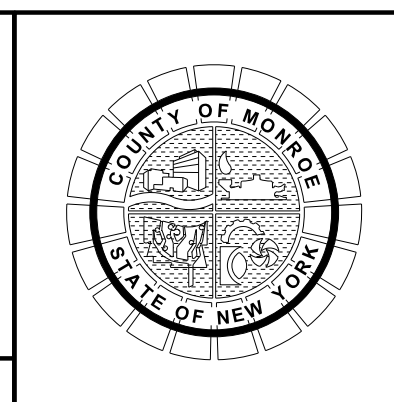
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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

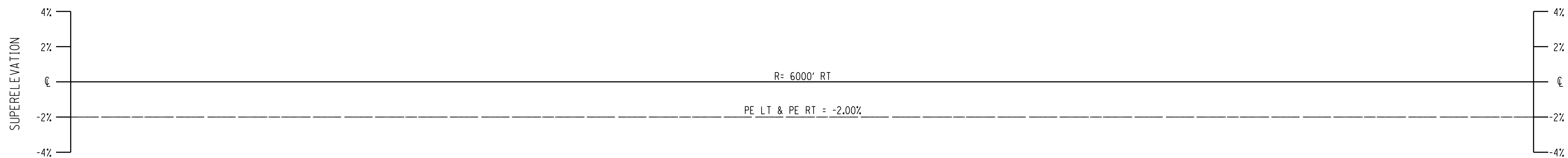
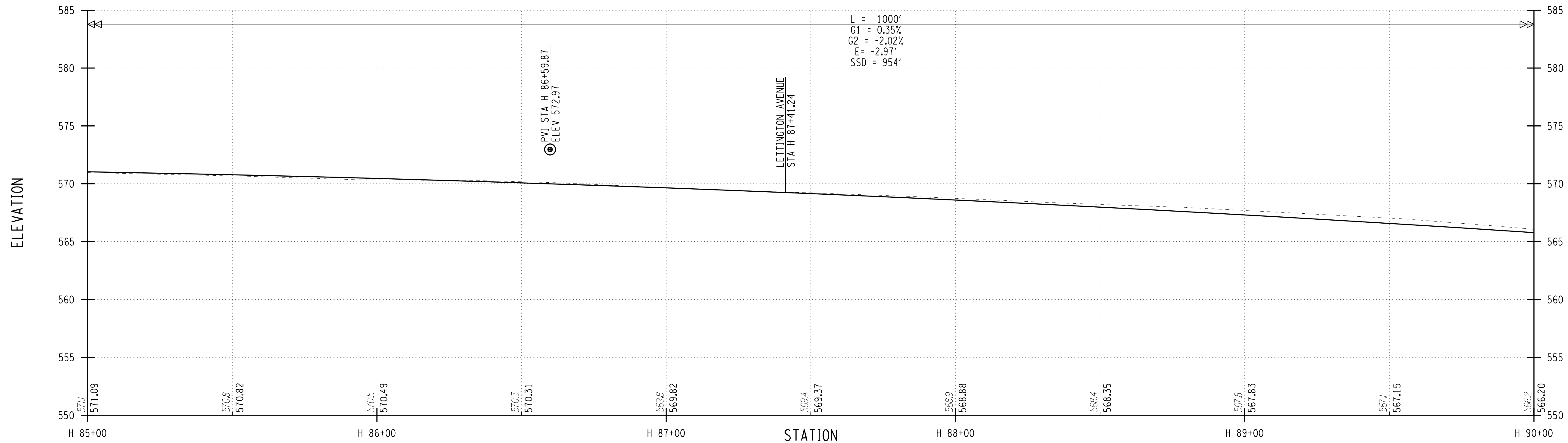
HIGHWAY PROFILE

PROJECT NUMBER  
2201826

DATE  
7/16/2021

DRAWING NUMBER  
PR-15

# HINCHEY ROAD (COUNTY ROAD 237)

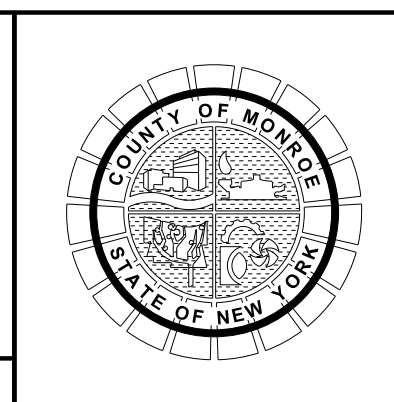


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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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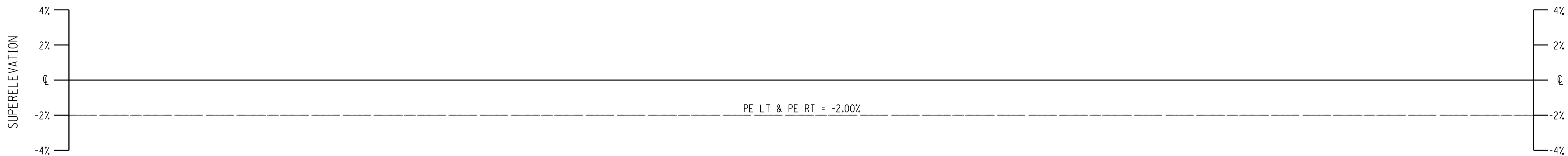
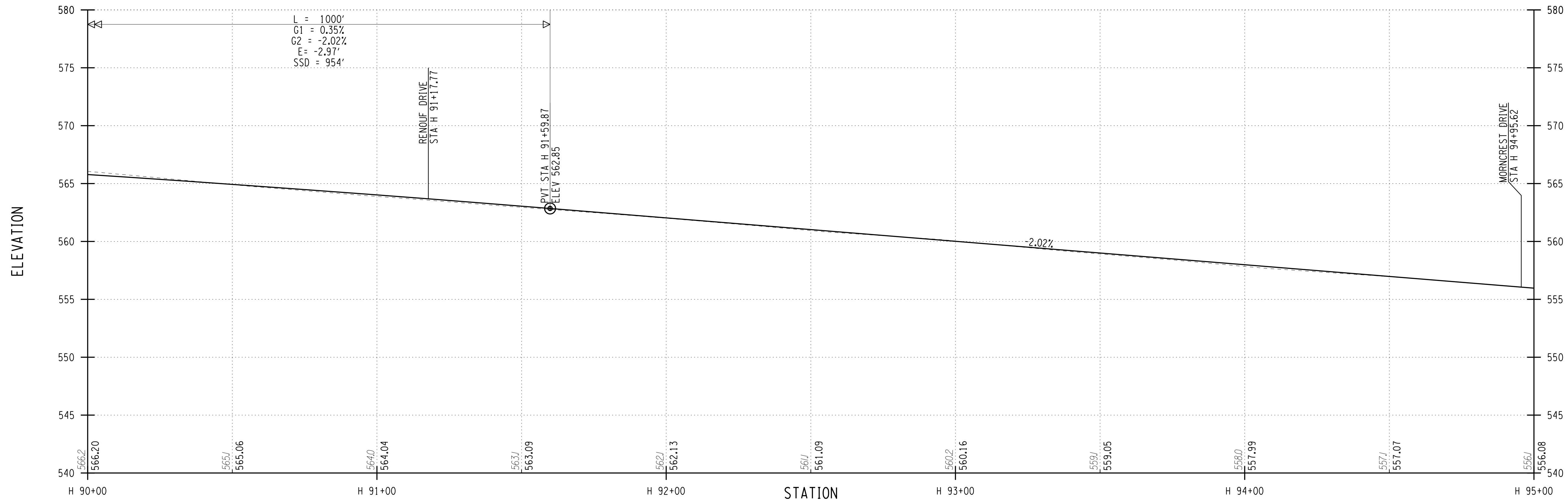


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**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

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PROJECT NUMBER  
**2201826**  
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**7/16/2021**  
 DRAWING NUMBER  
**PR-16**

# HINCHEY ROAD (COUNTY ROAD 237)



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

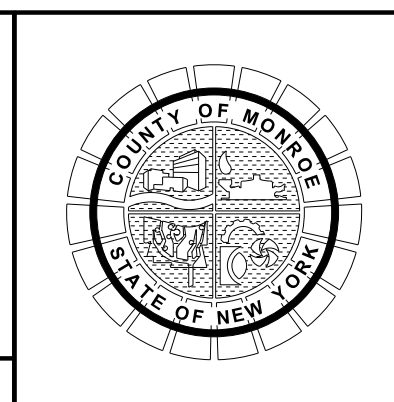
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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

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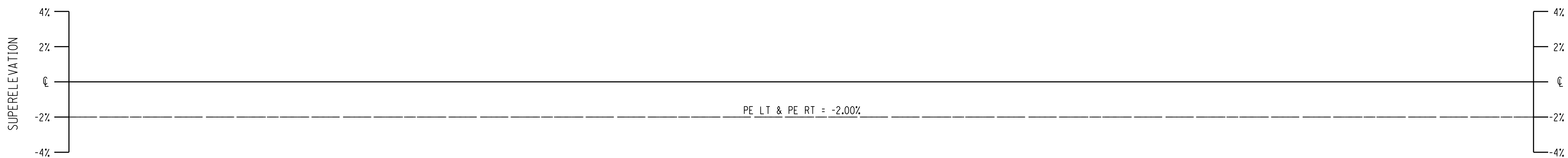
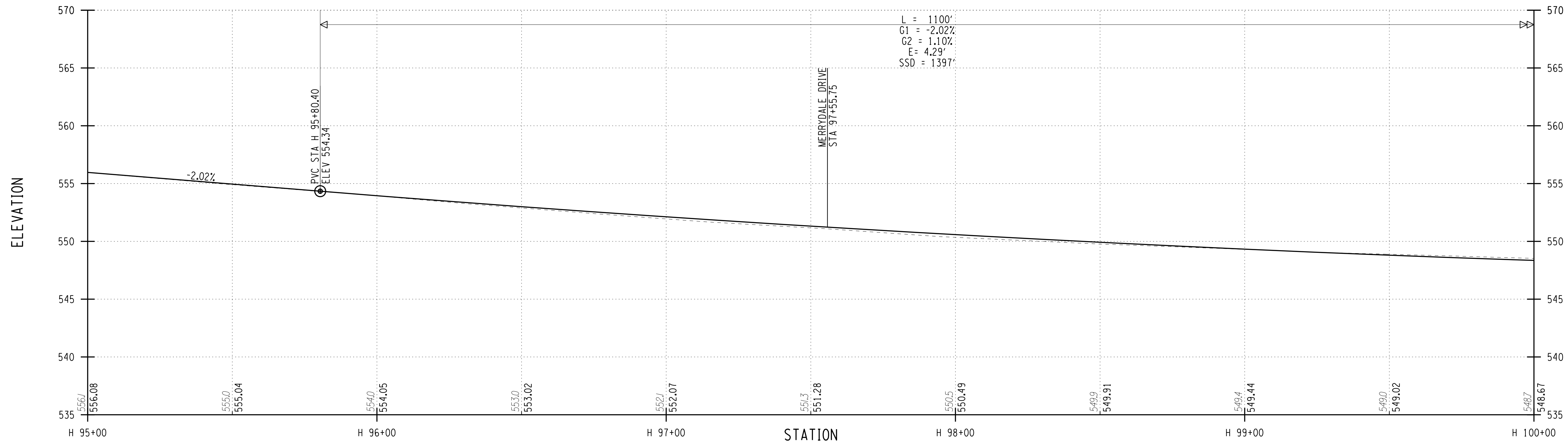
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PROJECT NUMBER  
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DATE  
7/16/2021

DRAWING NUMBER  
PR-17

# HINCHEY ROAD (COUNTY ROAD 237)



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

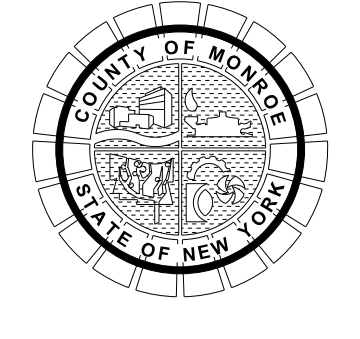
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MONROE COUNTY  
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DRAWING TITLE

HIGHWAY PROFILE

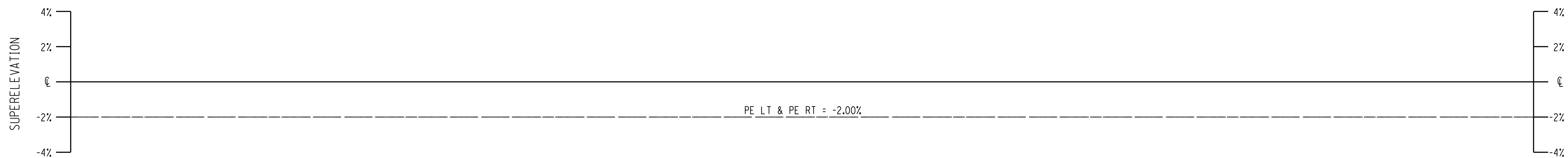
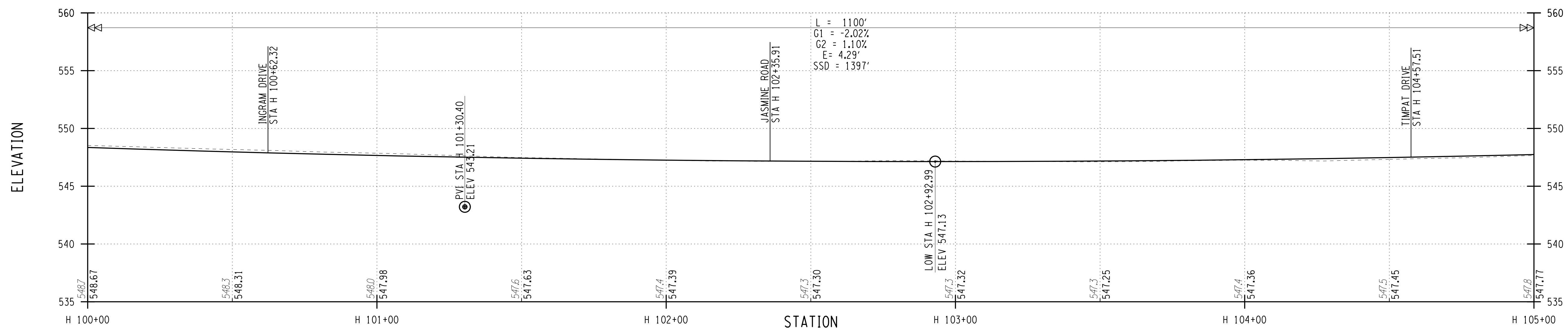
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DATE  
7/16/2021

DRAWING NUMBER  
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# HINCHEY ROAD (COUNTY ROAD 237)



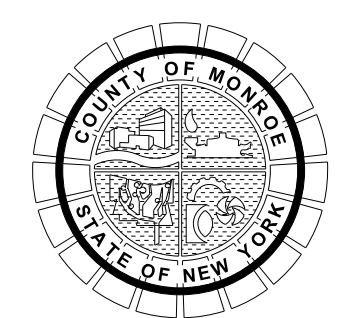
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

HIGHWAY PROFILE

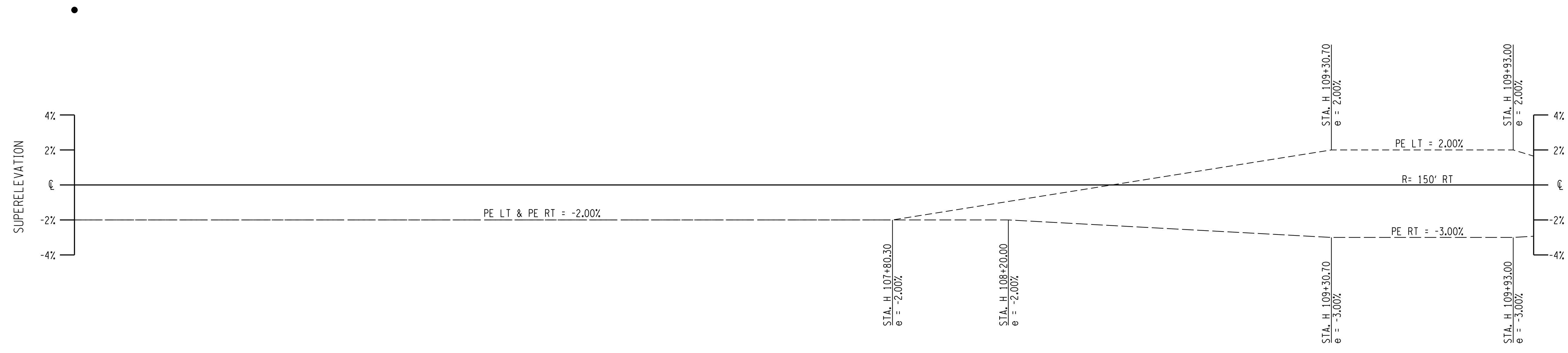
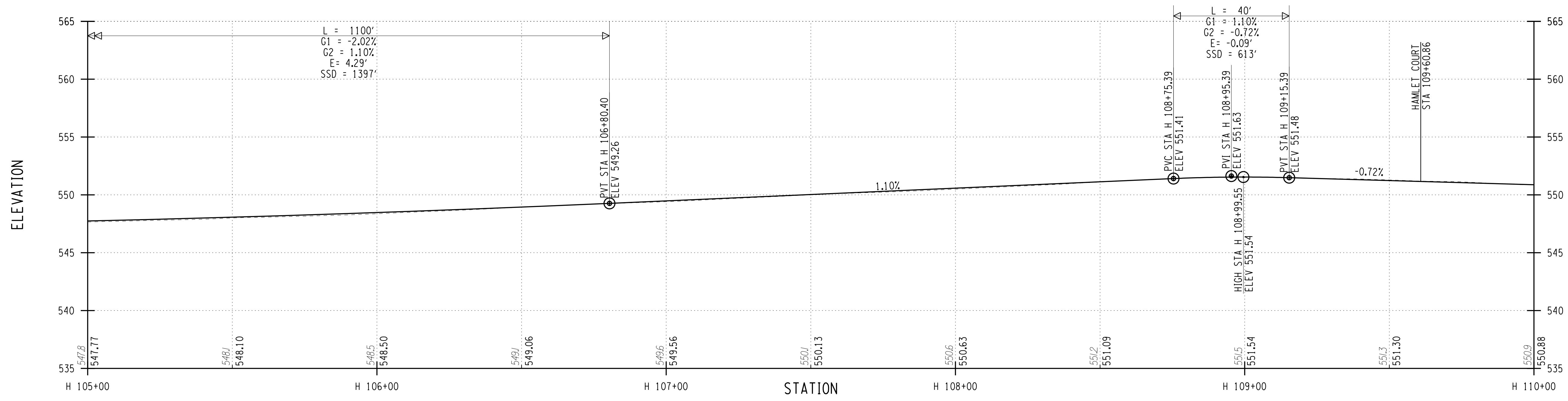
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DATE  
7/16/2021

DRAWING NUMBER  
PR-19



# HINCHEY ROAD (COUNTY ROAD 237)



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

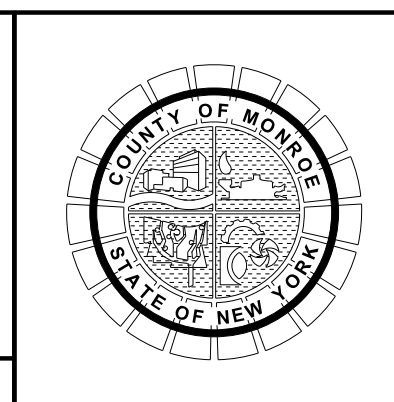
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HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

HIGHWAY PROFILE

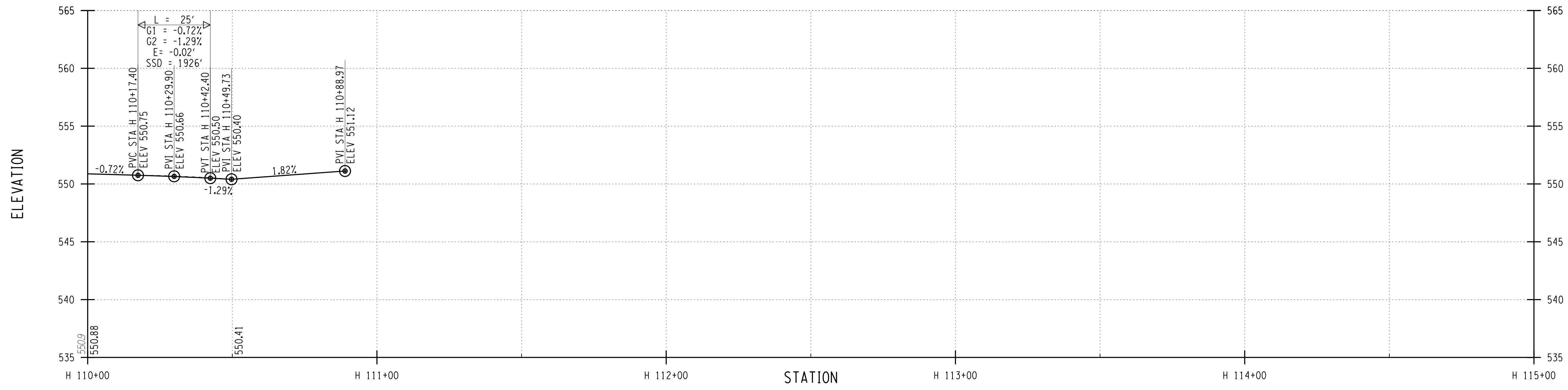
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# HINCHEY ROAD (COUNTY ROAD 237)



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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

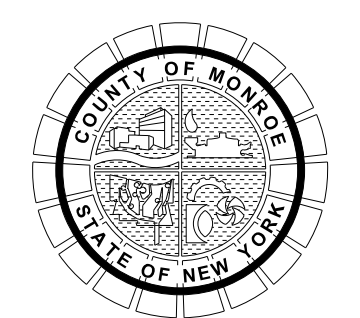
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COUNTY ROAD 237

MONROE COUNTY  
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HIGHWAY PROFILE

PROJECT NUMBER

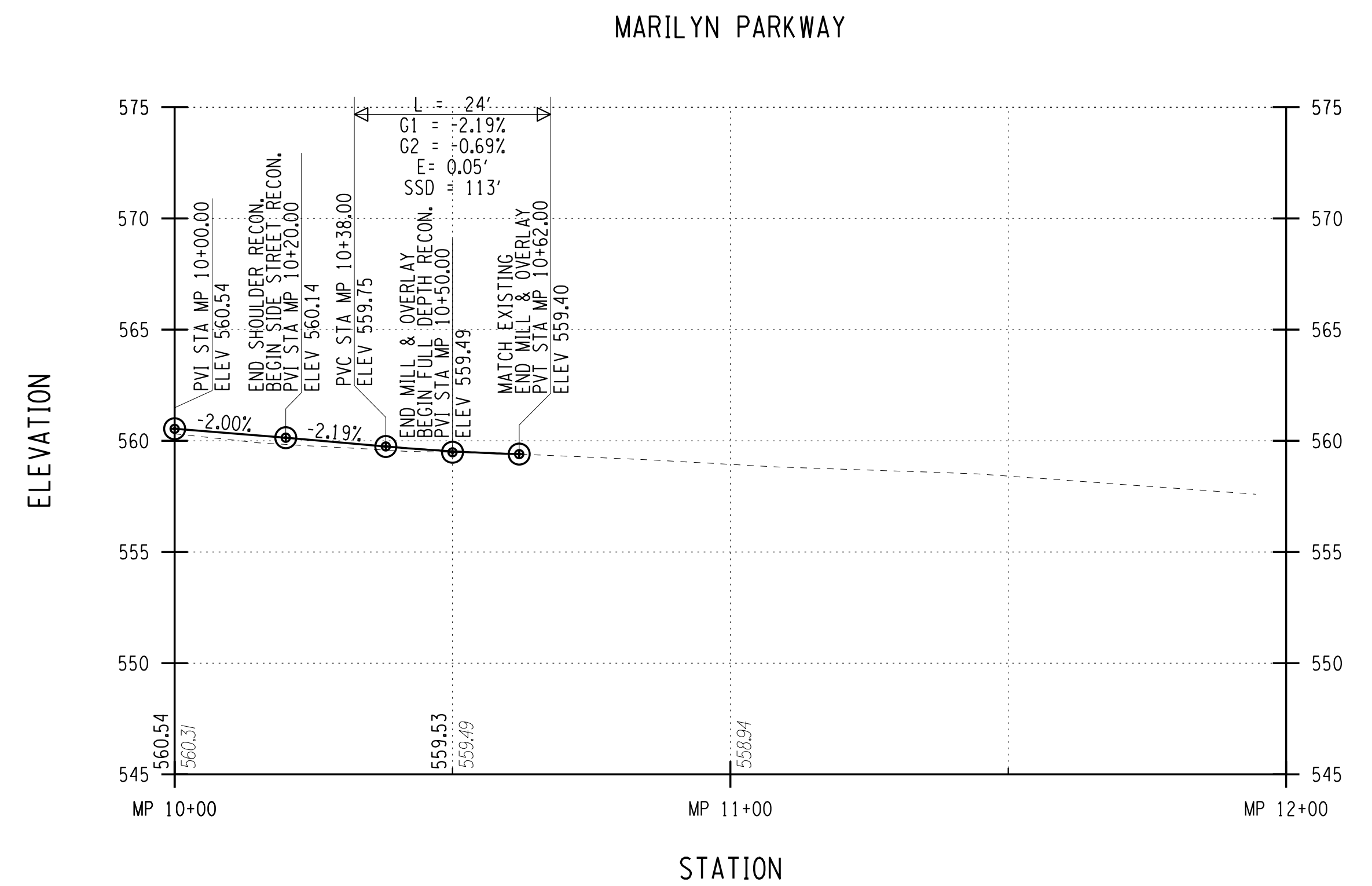
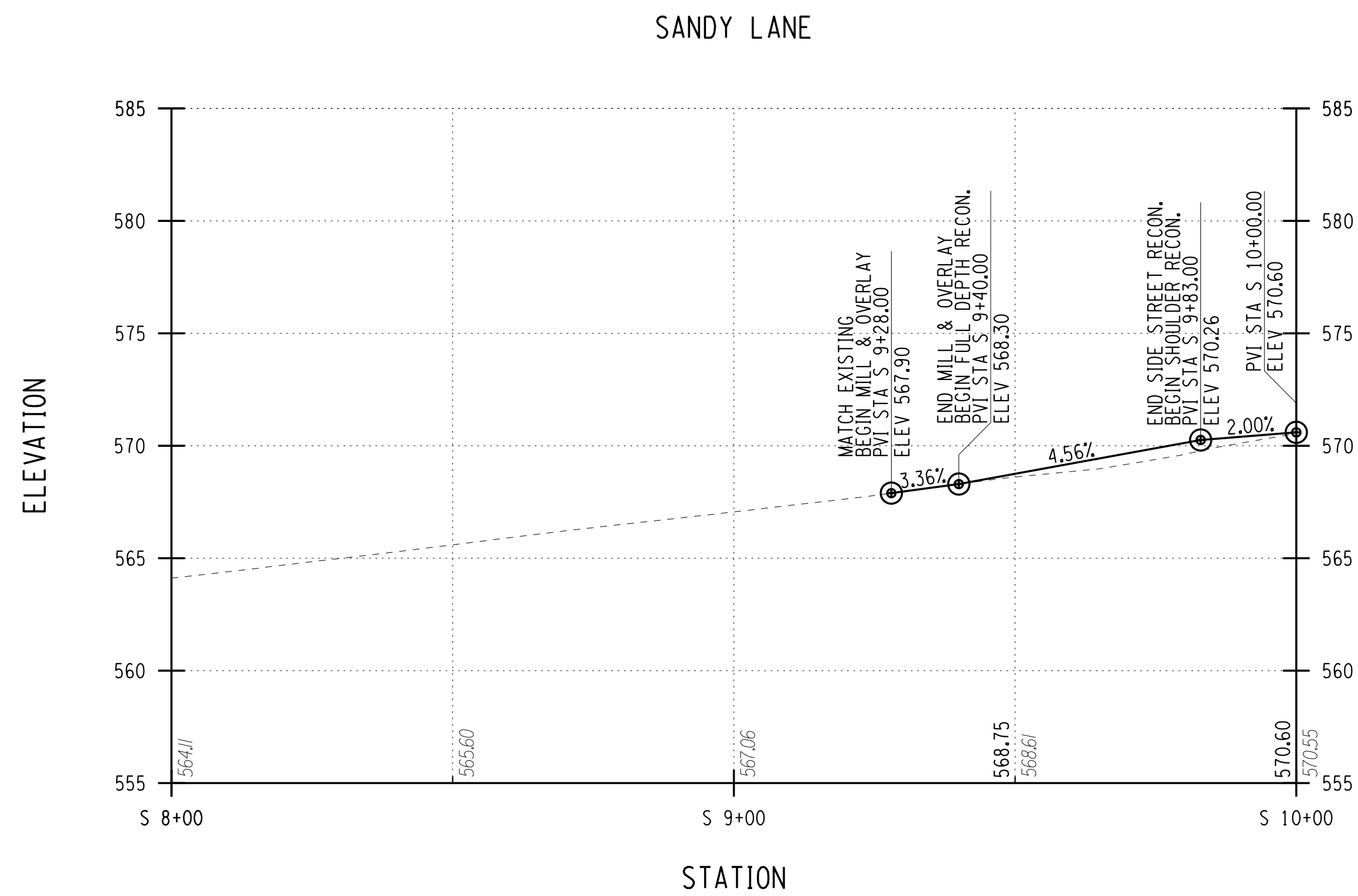
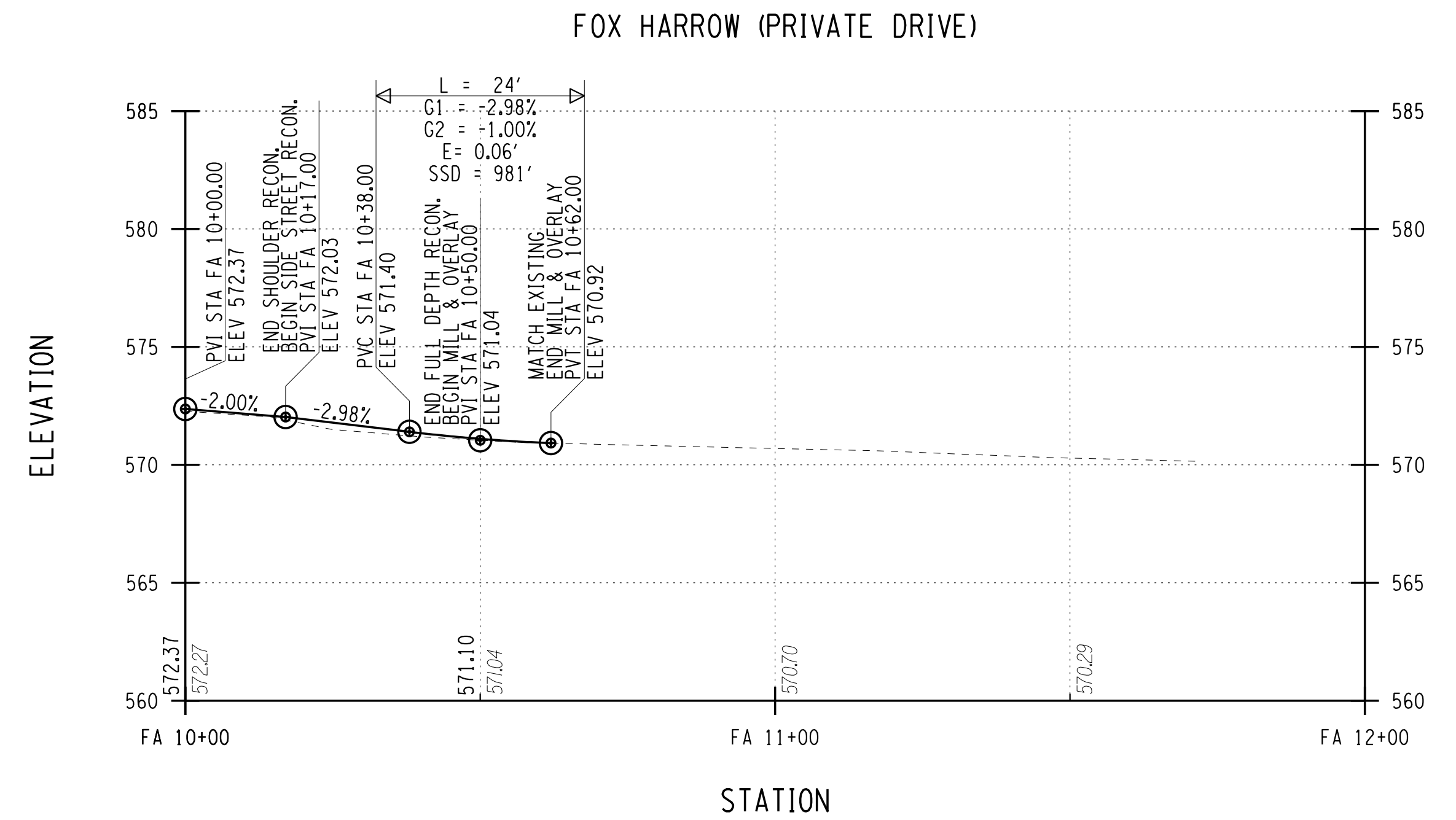
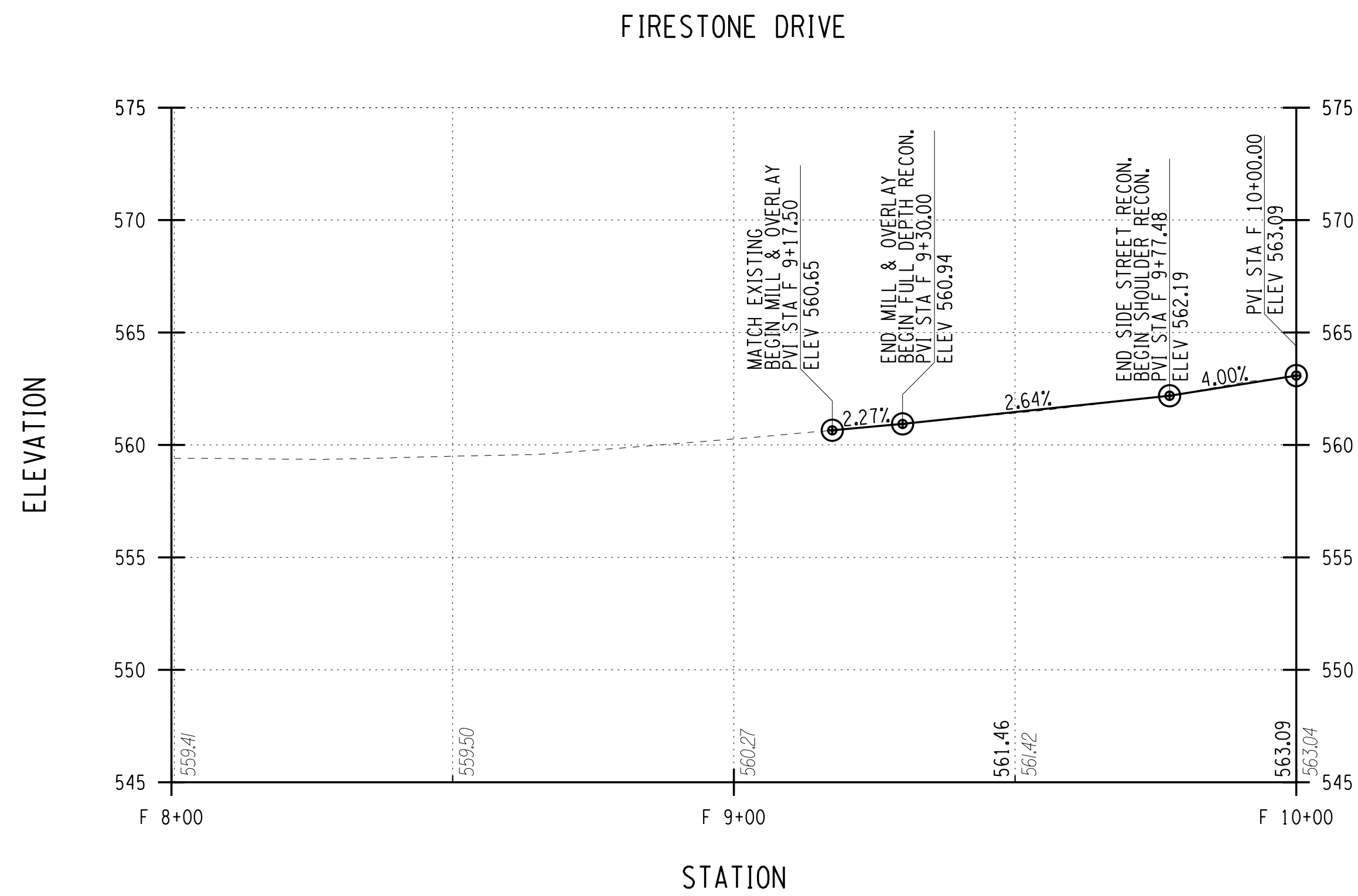
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7/16/2021

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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

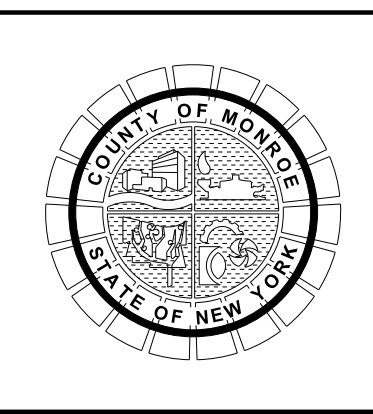
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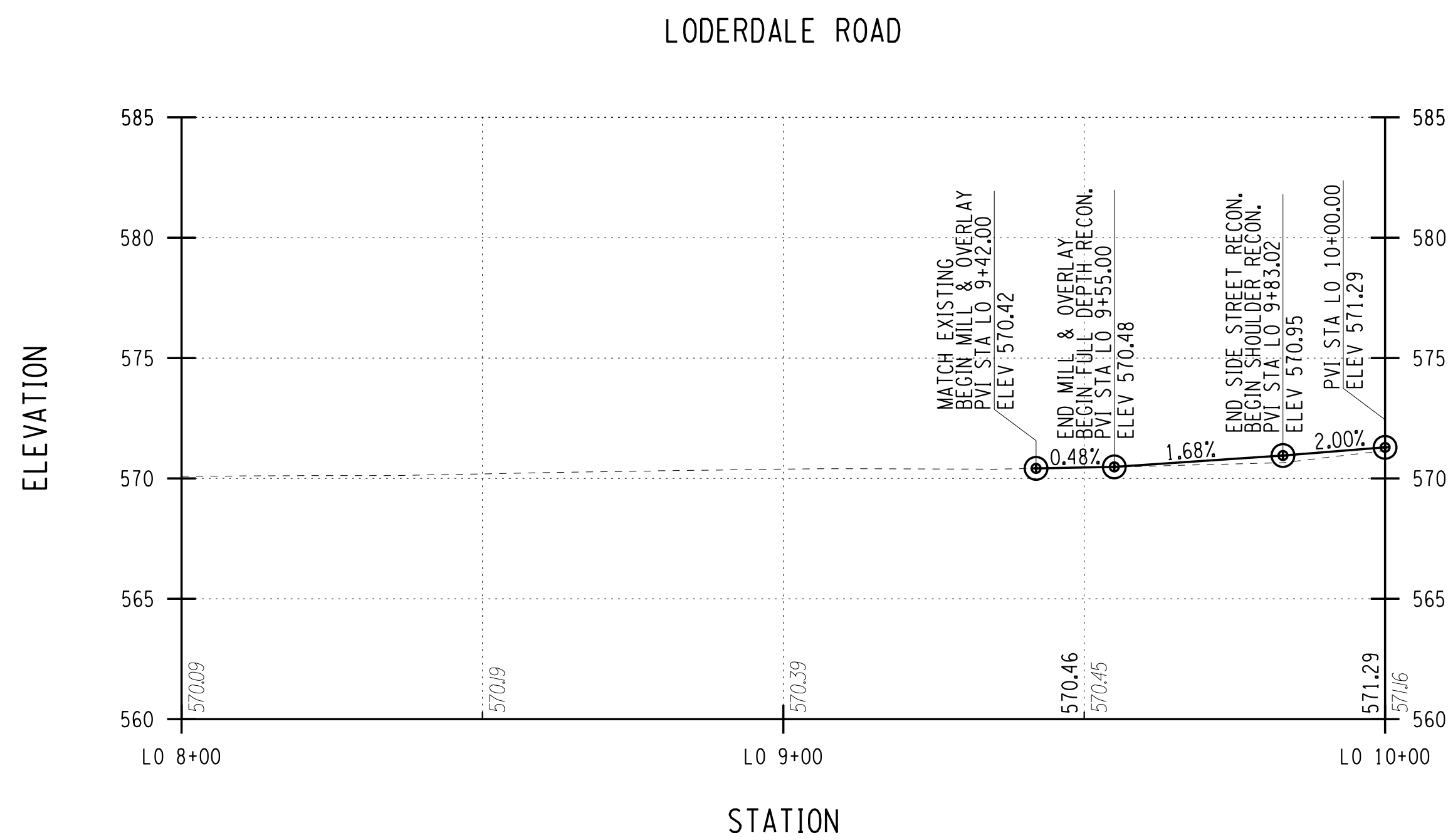
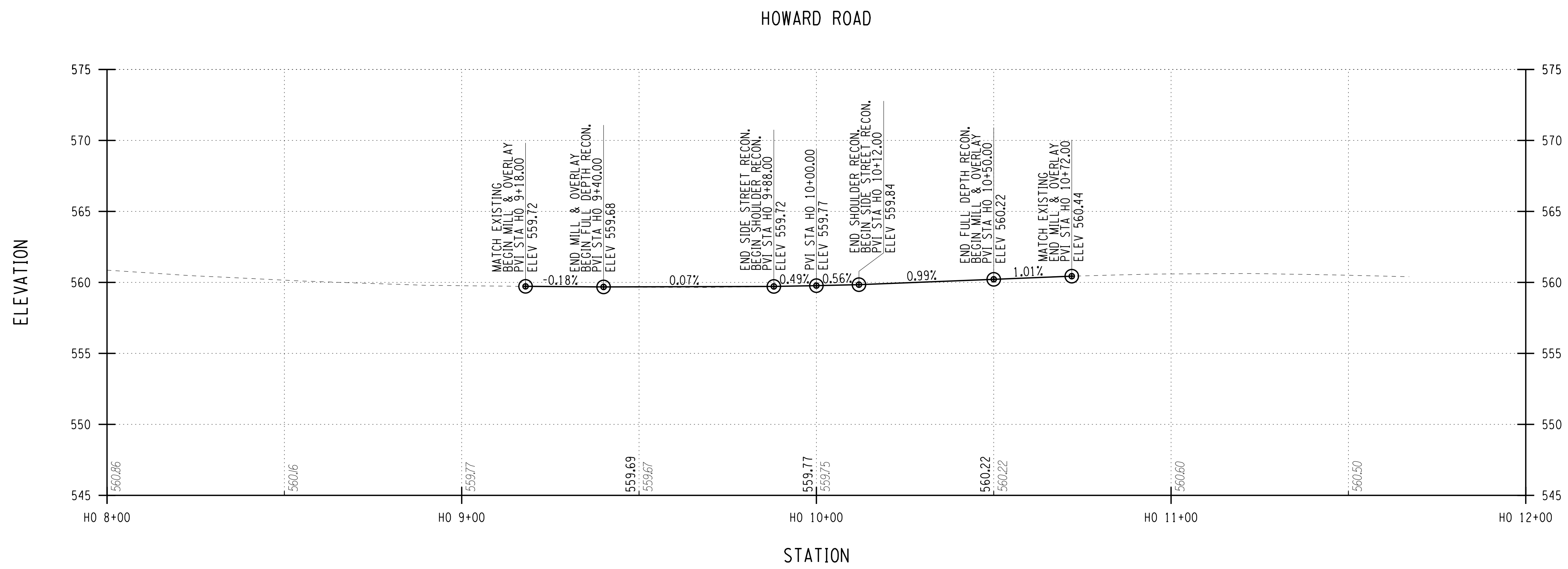
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 DESIGNER: BRIDGET DEHAAN

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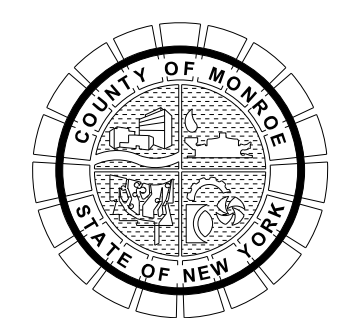
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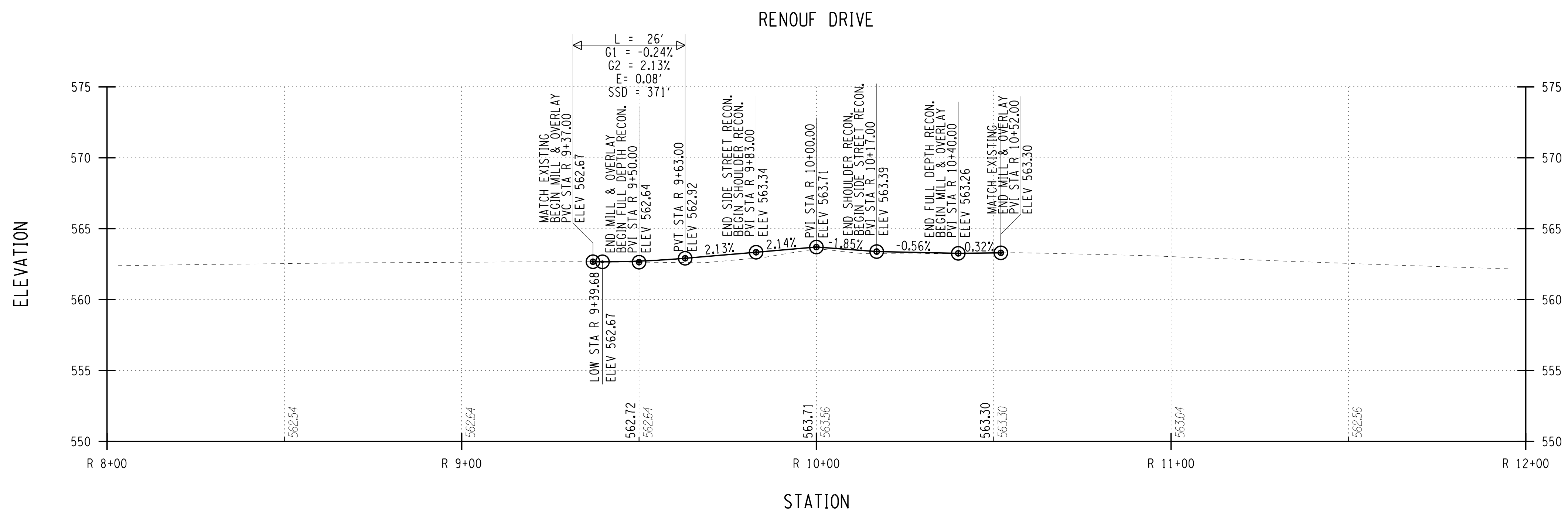
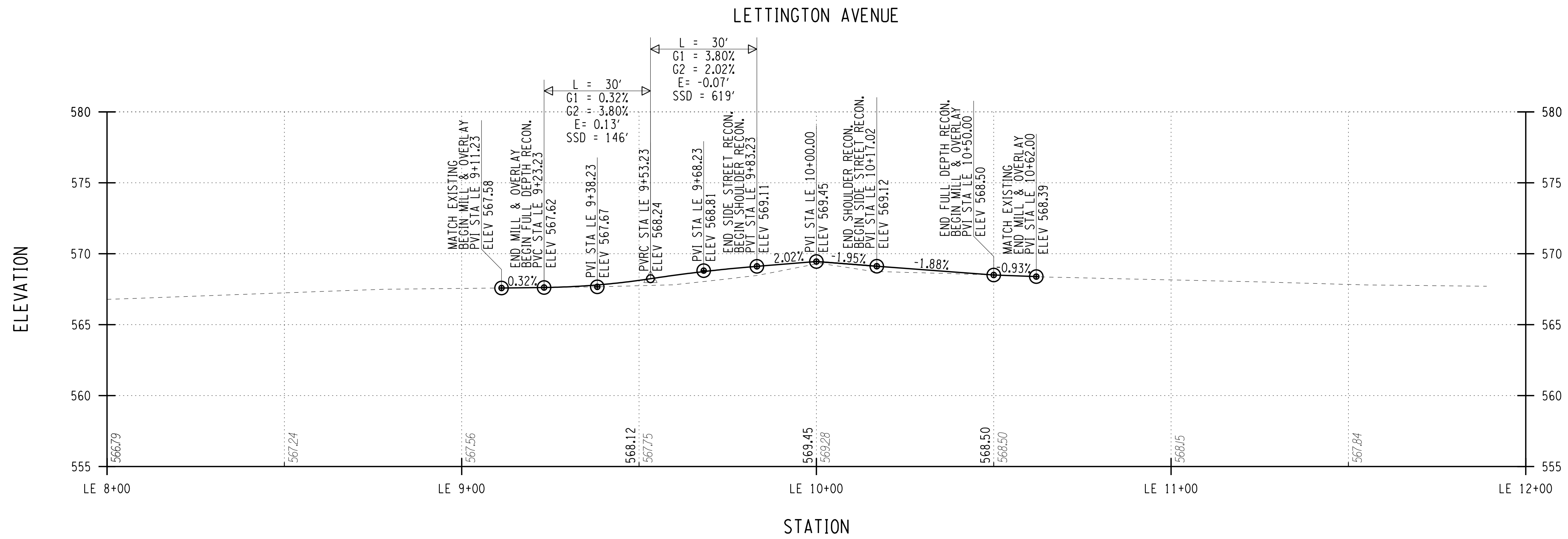


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**HINCHEY ROAD IMPROVEMENTS**  
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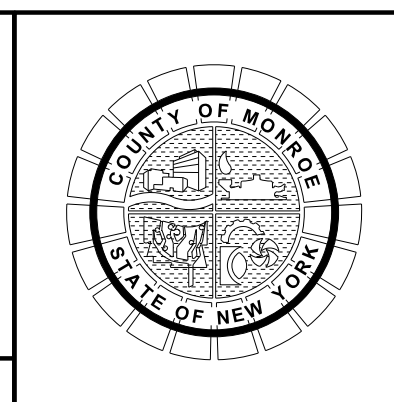
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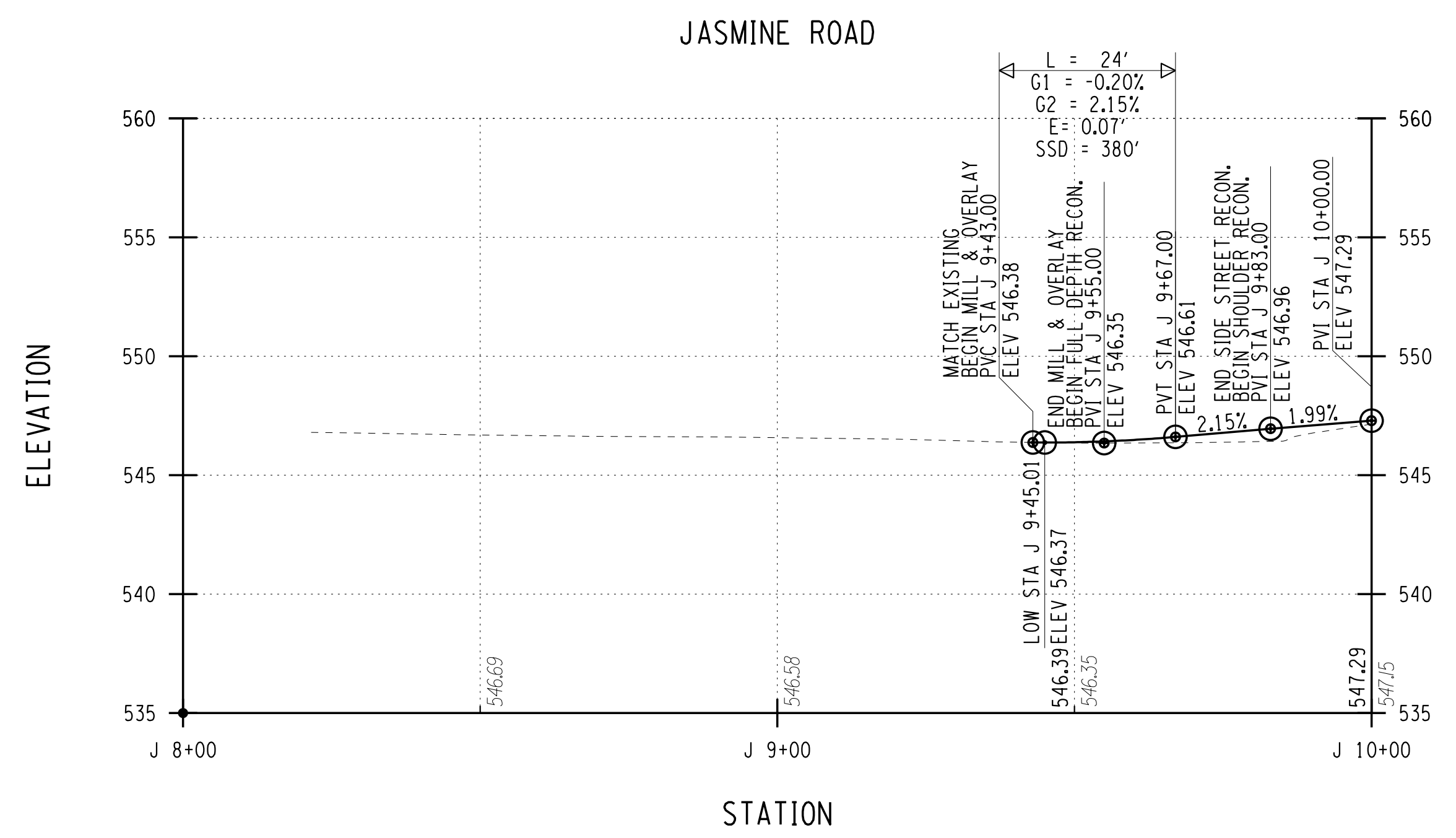
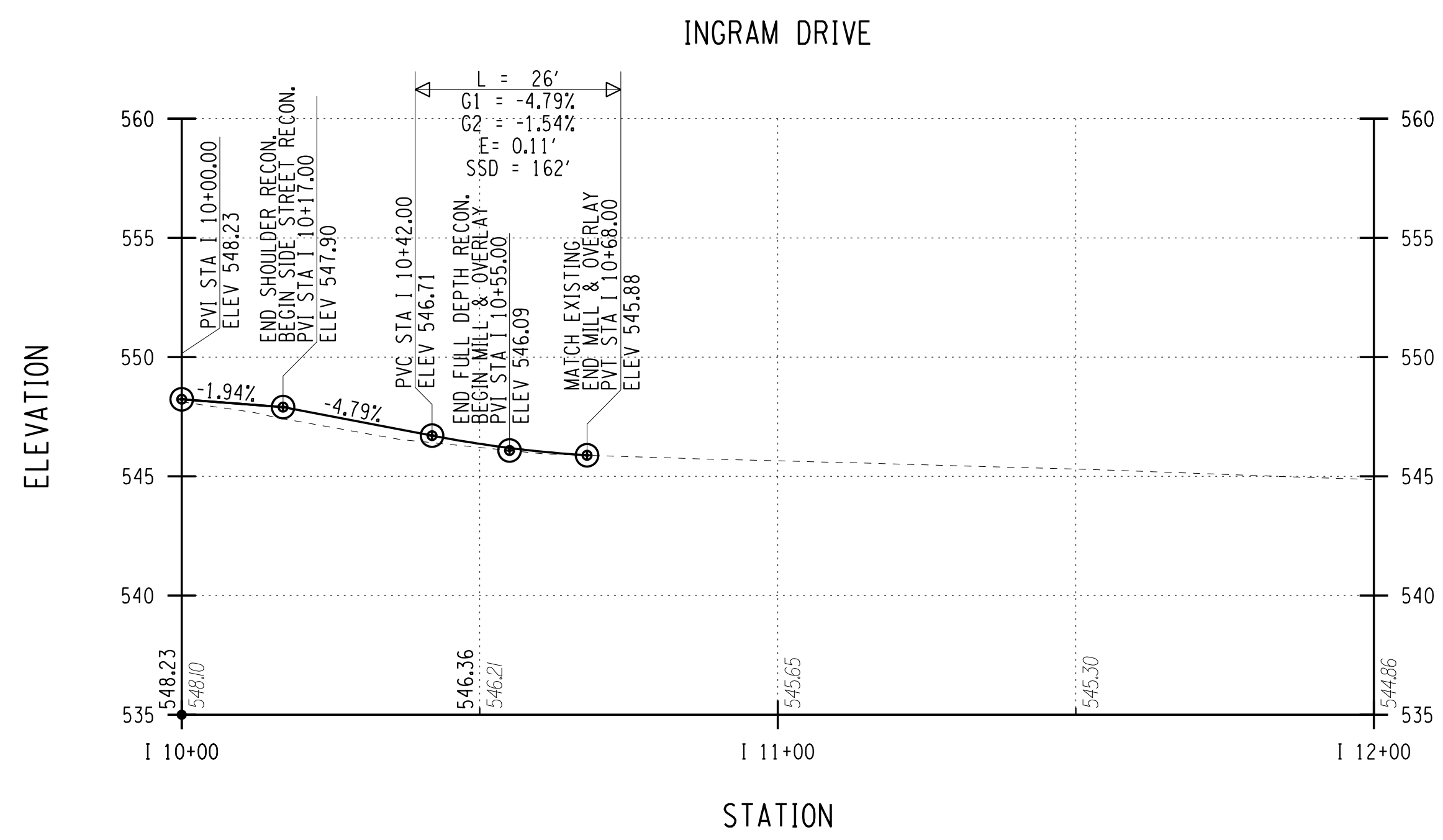
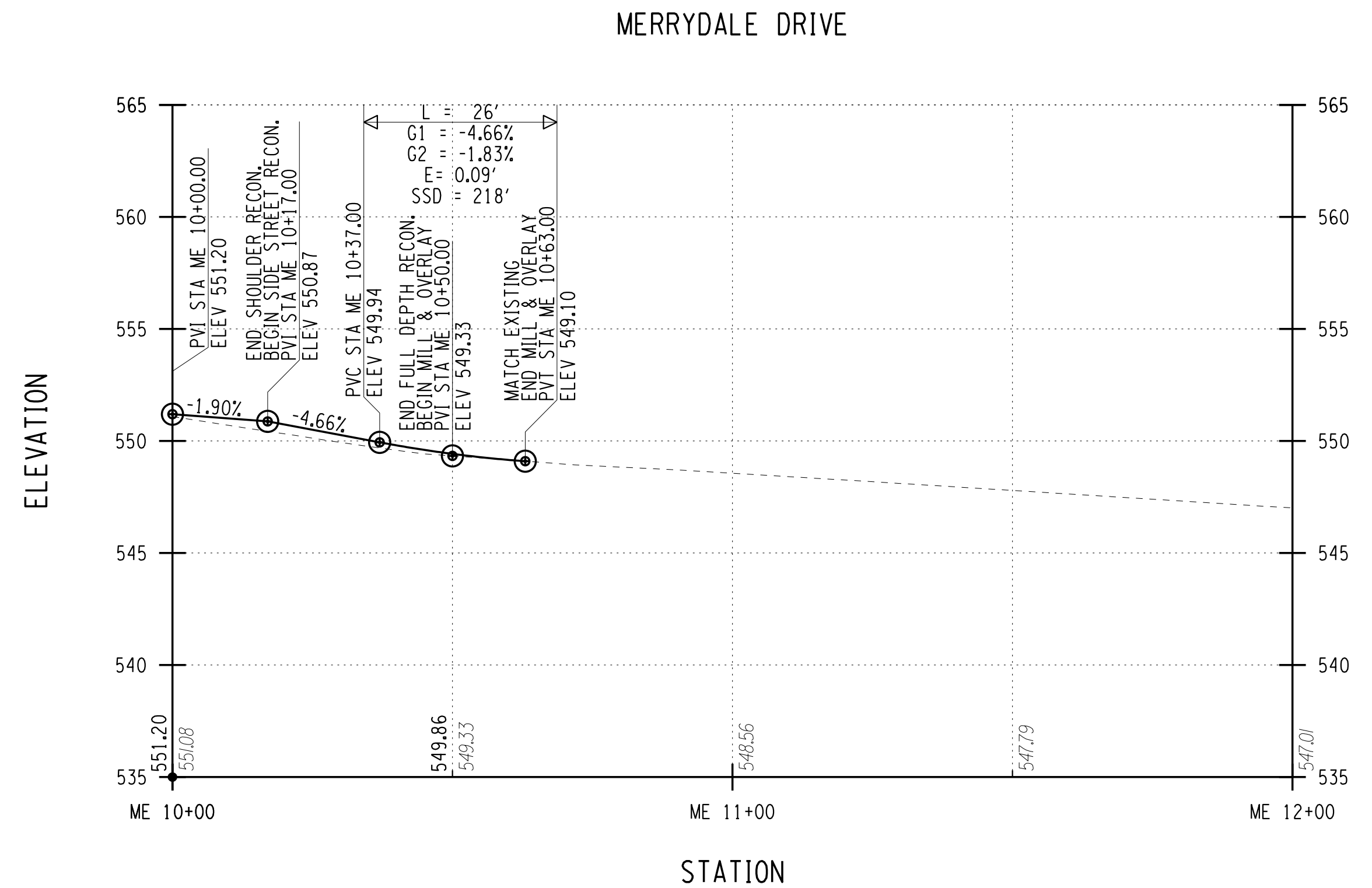
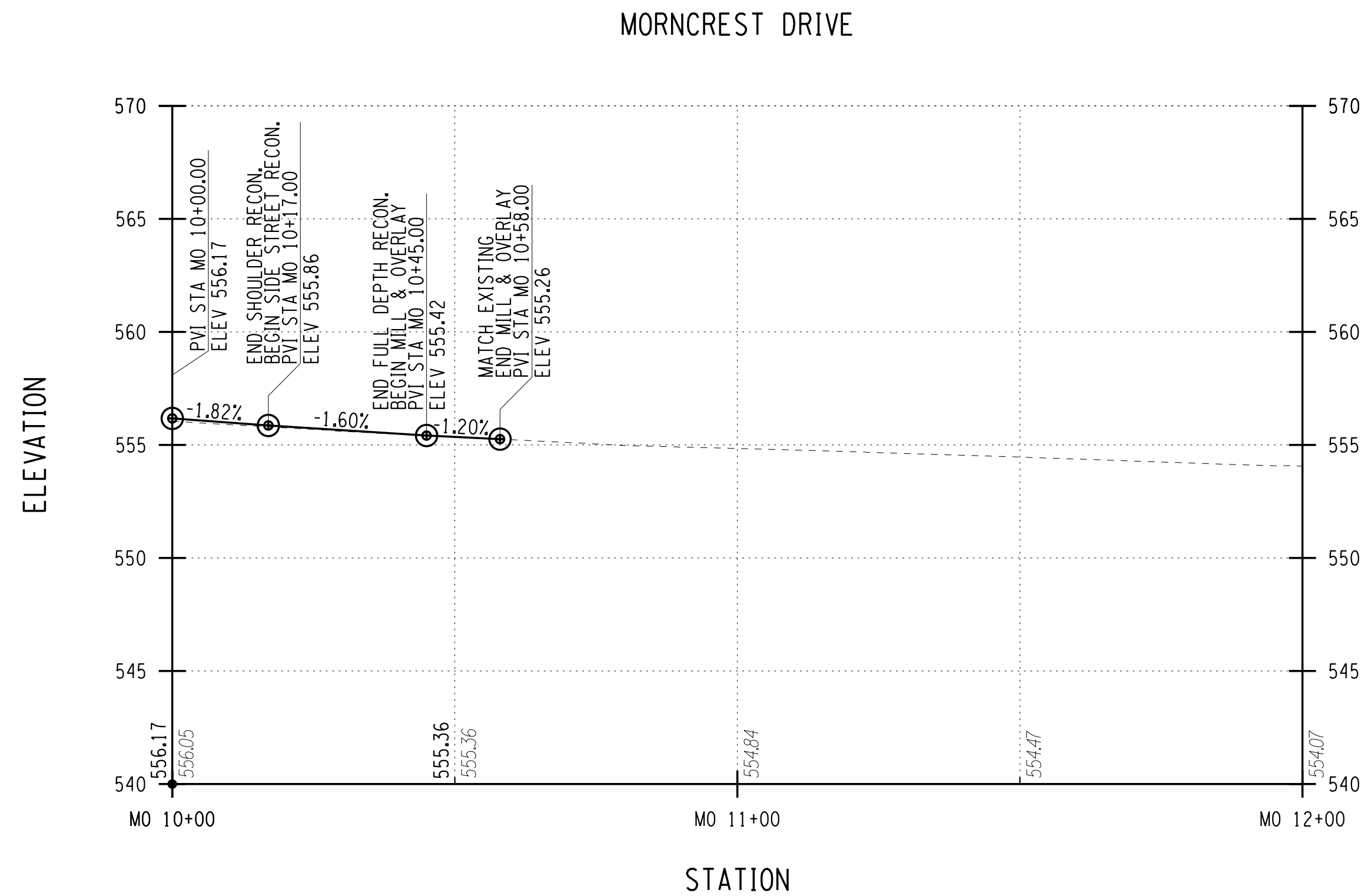
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 PR-24



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 ENGINEER: RICHARD BENNETT  
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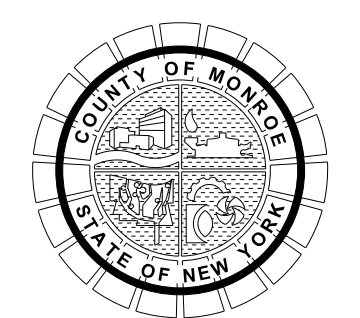
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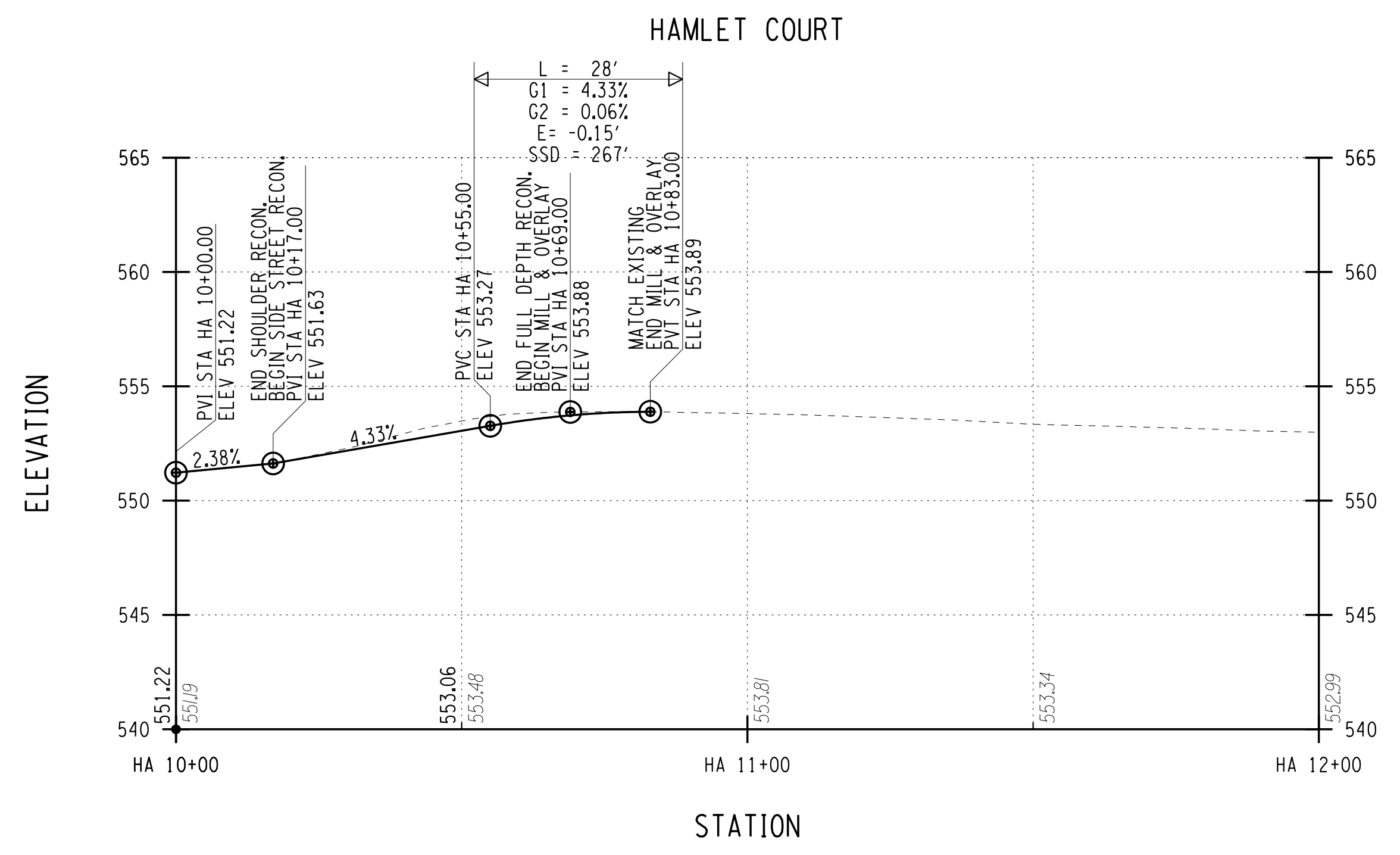
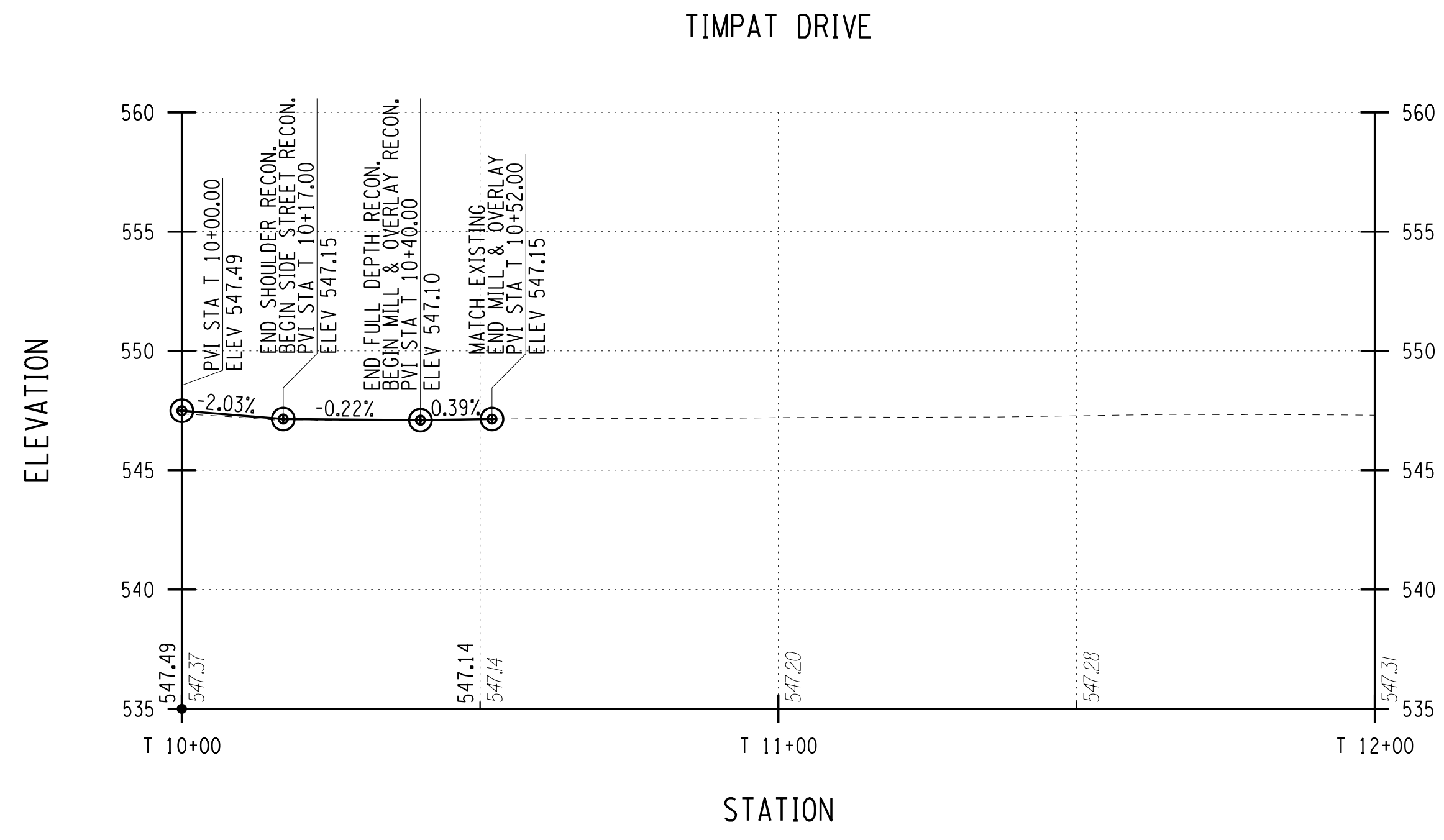
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PROJECT NUMBER  
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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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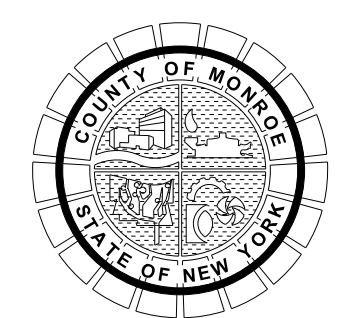
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HIGHWAY PROFILE

PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
 PR-26

Appendix B  
Pavement Evaluation Report

# PAVEMENT EVALUATION REPORT

## Hinchey Road (CR 237) Pixley Road to Chili Avenue

Town of Gates  
Monroe County

PROJECT # 2201826

December 2020

PREPARED FOR:



MONROE COUNTY DEPARTMENT OF TRANSPORTATION  
CITY PLACE, STE 6100  
50 WEST MAIN STREET  
ROCHESTER, NEW YORK 14614

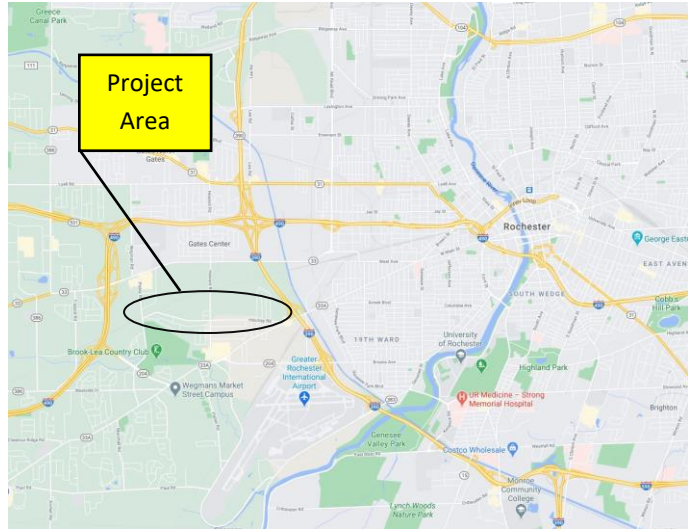
PREPARED BY:



LABELLA ASSOCIATES, DPC  
300 STATE STREET  
ROCHESTER, NEW YORK 14614

## BACKGROUND

Hinchey Road (CR 237) within the project limits is classified as an urban major collector road. The western limit is at the intersection with Pixley Road and the eastern limit is at the intersection of Chili Avenue. Several residential subdivisions are off of the road or nearby on intersecting roads. From a traffic volume perspective an average of 6,230 vehicles utilize the roadway daily based on traffic volume counts collected by the New York State Department of Transportation (NSDOT) in 2019. The road passes through a relatively level terrain of glacial origins with highway grades between 0.1 and 8.0 percent.



The pavement width is typically 29 to 30 feet providing one 10 ft. travel lane in each direction with a narrow paved shoulder backed up by lawn. The percentage of heavy vehicles is approximately 3%.

Except for a few short segments, highway drainage is undefined sheet flow. In fill sections the runoff drains to adjacent properties. In cut sections the adjacent properties typically drain to the road where the runoff combines with highway runoff and flows along a defacto swale, which is often at or near the edge of pavement. Other areas have “swales” that appear to have formed by minor erosion along the roadside. Some portions of the road have short runs of closed drainage systems that either collect roadway stormwater and drain to neighboring subdivision piping or percolate the collected stormwater through drywells.

Record information on the original pavement is not available. In 2011 the Howard Road intersection was rehabilitated by NYSDOT. The most recent maintenance treatments performed include:

- 2009 – Mill and Resurface 1.5 inches of asphalt top course (Pixley to Howard)
- 2009 – Micropave (Howard to Chili)

Eleven pavement cores were obtained to determine the existing pavement structure. The pavement section for Hinchey Road consists of a Hot Mix Asphalt (HMA) layer varying in depth from 8-1/4” to 12-1/2” over a subbase layer. Below the HMA is a subbase layer varying in depth from 14” to 16” that consists of a gray-brown, coarse to fine sand and gravel with little silt. The native subgrade material is comprised of red- brown coarse to fine sand with some silt and little aggregate. It is assumed from the native material composition and gravel fill that the working Resilient Modulus ( $M_r$ ) is 4,900 psi (33 MPa). This  $M_r$  was calculated from observed soil strata contained in the boring logs.



## EXISTING CONDITION

Pavement surface conditions were visually surveyed in December 2020 in accordance with NYSDOT's *Comprehensive Pavement Design Manual*, (CPDM). Representative photos taken for the pavement are included in this report. The pavement condition can be described as being in fair condition. Pavement distress data forms are included in Appendix B.

Travel lane distresses noted include the following:

- Minor corrugations and undulations within the surface course, predominately east of Howard Road
- Minor wheel path and edge line cracking
- Sporadic raveling of top course, predominately east of Howard Road
- Settlements and irregularities near utility structures (manholes and drainage inlets)



Equivalent single axle load (ESAL) calculations have been performed for Hinchey Road to determine if adequate pavement structure is provided. Documentation of the calculations is provided in Appendix B. Results of the calculations show that the recommended pavement structure to accommodate design loads is 6 ½" of hot mix asphalt over 12 inches of stone subbase.

## POSSIBLE ALTERNATIVES

Based on the type and severity of the distress in the pavement within the travel lanes, the depth and salvageability of the existing pavement section, and the desire to achieve a 15 year expected service life, the following have been identified as possible treatments for restoring and extending the useful life of the existing pavement. Each alternative is appropriate when medium-severity level distresses are present with infrequent settlements, heaves or high-severity cracking. Isolated areas of other high-severity distresses may be present. Due to the existing distresses observed along the shoulders and the desire to widen shoulders to meet the County minimum width standards, full depth reconstruction of the shoulders is recommended. Corrective maintenance options, such as a single-course overlay, have not been evaluated as a viable option as these treatments are basically utilized to restore rideability and provide an expected service life of up to only 8 years.

- Option 1: Two-Course Overlay (>3"), expected service life 15 years

Included in this treatment are:

- Mill and patch high-severity cracks
- Clean and fill cracks and joints
- Shim wheel ruts
- Clean pavement
- Tack coat and apply truing-and-leveling course
- Asphalt binder course (2")
- Asphalt top course (1½")

- Option 2: Cold Milling with Single-Course Overlay ( $\geq 3 \frac{1}{2}$ " ), expected service life 15

Included in this treatment are:

- Cold mill existing pavement ( $\geq 3 \frac{1}{2}$ " )
- Mill and patch high-severity cracks where necessary
- Tack coat
- Asphalt Binder course ( $\geq 2$ " )
- Asphalt top course (1½")

- Option 3: Multiple-Course Overlay ( $\geq 4$ " ), expected service life 15

Included in this treatment are:

- Mill and patch high-severity cracks
- Clean and fill cracks and joints
- Shim wheel ruts
- Clean pavement
- Tack coat and apply truing-and-leveling course
- Asphalt binder course (3")
- Asphalt top course (1½")

- Option 4: Cold Milling with Multiple-Course Overlay ( $\geq 4''$ ), expected service life 15

Included in this treatment are:

- Cold mill existing pavement ( $\geq 1\frac{1}{2}''$ )
- Mill and patch high-severity cracks where necessary
- Tack coat
- Asphalt binder course (3'')
- Asphalt top course (2'')

For all alternatives it is assumed that the asphalt shoulders will be reconstructed and widened. The ultimate design width of the shoulder will be determined during preliminary design. The cost of the widening will not be factored into the evaluation of pavement treatment alternatives.

### DISCUSSION / RECOMMENDATION

To assist in determining the preferred option, order of magnitude costs have been developed for each option (refer to Attachment C). The estimates account only for pavement rehabilitation items (they do not include costs associated with drainage, signs, striping, shoulder reconstructions, etc.).

For comparison purposes, an estimate has been developed for full depth pavement reconstruction. Full depth reconstruction would consist of removal of the existing pavement section, introduction of 12'' of new subbase material, and placement of full depth asphalt pavement (3'' of base HMA, 2'' of binder HMA and 1½'' of top HMA).

A summary of the pavement rehabilitation cost for each option and for full depth reconstruction follows:

• Option 1: Two-Course Overlay (3 ½'')	\$482,200
• Option 2: Cold Milling with Single-Course Overlay ( $\geq 3\frac{1}{2}''$ )	\$511,800
• Option 3: Multiple-Course Overlay ( $\geq 4''$ )	\$683,500
• Option 4: Cold Milling with Multiple-Course Overlay ( $\geq 4''$ )	\$684,700
• Full Depth Reconstruction	\$1,349,900

The pavement surface appears in fair to good condition with no serious structural deficiencies. Because of this, rehabilitation options involving cold in-place recycling were not considered. The minimum pavement core thickness measured was 8-1/4 inches. Options 3 and 4, which have strengthening courses do not warrant the added cost. Option 2 is marginally more expensive than Option 1. The expense of milling the entire pavement in Option 2 is offset by the spot milling and filling of medium severity cracking in Option 1. It is expected that the cross slope of the pavement will need to be adjusted throughout the project to facilitate proper conveyance and drainage of stormwater. It is desirable to restore the cross slope to a minimum 2%. This can be accomplished by milling the pavement at a controlled cross slope. We are recommending Option 2 since most of the pavement cross slope and

vertical profile adjustments may be accommodated with an asphalt inlay layer (true and leveling course).

The additional cost incurred for full depth reconstruction does not appear to be warranted as the existing section is in good condition and is adequate for future traffic volumes. It is recommended that the various locations which exhibit more severe deterioration be further evaluated during final design to determine if some of these isolated areas require reconstruction. The recommended design thickness for the existing subgrade soil condition is approximately 6½ inches of asphalt concrete pavement over a 12" crushed stone subbase.



**PAVEMENT EVALUATION REPORT**  
**APPENDIX A**  
**ESAL CALCULATIONS**

This work sheet is used for the purpose of calculating the 80 kN ESAL using the "simple" method. These calculations were taken from Figure 4-1 of the NYS Comprehensive Pavement Design Manual (June 2000). Enter the parameters for items 1 through 8 below in the blue blocks. The 80 kN ESAL count is calculated based on a compound traffic growth rate and should be used for SUPERPAVE. Enter data also in pavt. thickness sheet. Print this sheet + pavt thickness + item numbers + special note.

P.IN. #:	
Project Desc.:	Hinchey Road
(cont'd.)	Monroe County
Date:	3-Dec-20

Mainline and Ramp Reconstruction

INPUT PARAMETERS:

Construction Year	2022
1. Design Life (use 50 years for determining pavement thickness)	50
2. Projected Construction Year AADT	6700
3. Percent Heavy Trucks Class 4 or greater	3.0
4. Percent Trucks in Design Direction	50
5. Percent Trucks in Design Lane	100
6. Truck Equivalency Factor (avg. ESAL per truck)	1.35
7. Truck Volume Growth Rate	1.50%
8. Annual Truck Weight Growth Rate	0.50%
Mr Value	33

17	Enter the Functional Classification Code of the highway	
NO	Does this road have full or partial access control?	Partial
NO	Is there a possibility of damaging homes, historic sites, etc., due to excessive vibration during compaction.	
NO	Will there will be less than 2000 MT of each course placed?	
NO	Is the highway located in either Dutchess, Orange, Rockland, Putnam, Westchester, Nassau, Suffolk, Sullivan County or the City of New York?	Rens. County
NO	Is the highway located in either Orange, Rockland, Putnam, Westchester, Nassau, Suffolk Countles or the City of New York?	
NO	Are there are more than 3 lanes on this road?	

RESULTS:

AADT for Design Year 2072	13,897
<ul style="list-style-type: none"> <li>Use 'F' series high friction asphalt.</li> </ul>	
Total 80 kN ESAL Count for the Design Life	4,332,692
<ul style="list-style-type: none"> <li>The 'Estimated Traffic' level should be &lt; 10.0 million 80 Kn ESALs.</li> </ul>	
<p>***** Don't forget the SPECIAL NOTE required in the Proposal *****</p>	

**PAVEMENT THICKNESS TABLE**

TOTAL ESAL VALUE 4,332,692

enter blue numbers

Total HMA Thickness  mm

enter number from table at right

SELECT GRANULAR SUBGRADE GRAVEL BASE BINDER TOP  
(enter # from table at right)

mm	mm	mm	mm	mm
<input type="text" value="0"/>	300	<input type="text" value="75"/>	<input type="text" value="50"/>	<input type="text" value="40"/>

**ACTUAL PAVEMENT THICKNESSES TO USE**

SELECT GRANULAR SUBGRADE	THICKNESS
GRAVEL	<input type="text" value="300"/> mm
BASE	<input type="text" value="75"/> mm
BINDER	<input type="text" value="50"/> mm
TOP	<input type="text" value="40"/> mm

80 Kn ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
< 15	165	0
15 - 30	175	0
> 30 - 50	200	0
> 50 - 90	225	0
> 90 - 150	250	0
> 150 - 300	250	150
0	0	0
0	0	0
0	0	0

**PAVEMENT EVALUATION REPORT  
APPENDIX B  
PAVEMENT DISTRESS DATA FORMS**



## NYSDOT MATERIALS BUREAU

## PAVEMENT EVALUATION REPORT

## PROJECT INFORMATION

## General

Region: 4 County: Monroe Route No.: CR 237 PIN: \_\_\_\_\_Project Identification: Hinchey Road (Pixley Road to Chili Ave)

Begin RM \_\_\_\_\_ End RM \_\_\_\_\_ Total Length: \_\_\_\_\_

Original Contract Date(s): \_\_\_\_\_

Latest Pavement Rehabilitation Date(s): Various - Refer to Report

## Roadway Features

Roadway: Divided \_\_\_\_\_ Non-Divided ✓  
 Median: Flush \_\_\_\_\_ Raised \_\_\_\_\_ Concrete Median Barrier \_\_\_\_\_  
 Curbs: Mountable \_\_\_\_\_ Non-Mountable ✓  
 AC \_\_\_\_\_ PCC \_\_\_\_\_ Stone ✓

## Pavement:

Lanes: No. 2 Width(s) 10 ft (typical)  
 Type: Reinforced PCC \_\_\_\_\_ Non-Reinforced PCC \_\_\_\_\_  
 AC ✓ AC over PCC \_\_\_\_\_

Thickness (normal): Total 6" - 10" (AC \_\_\_\_\_ PCC \_\_\_\_\_)

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length \_\_\_\_\_

Load Transfer Type: Dowels \_\_\_\_\_ 2 Component \_\_\_\_\_

Transverse Joints: Contraction \_\_\_\_\_ Expansion \_\_\_\_\_

## Subbase:

Type: Fine course sand and gravel Thickness (nominal): 7.5" - 15"

## Shoulders:

Type: AC ✓ PCC \_\_\_\_\_ Gravel \_\_\_\_\_ Thickness 4" - 5"

AC or Surface Treatment/Stabilized Gravel \_\_\_\_\_ Thickness \_\_\_\_\_

Width: Both ✓ Driving Lane \_\_\_\_\_ Passing Lane \_\_\_\_\_

## Drainage:

Type: Open System Majority of length Closed System intermittent

## Related Pavement Data

Traffic AADT (Range) 6,230 Date 2019 % Trucks \_\_\_\_\_ 3%

Sufficiency Rating Surface Score \_\_\_\_\_ Date \_\_\_\_\_

Prepared By LaBella AssociatesDate 30-Nov



**PAVEMENT EVALUATION REPORT  
APPENDIX C  
PAVEMENT REHABILITATION OPTION  
CONSTRUCTION COST ESTIMATES**

**PAVEMENT REHABILITATION TREATMENT ESTIMATES**

Dec-20

**OPTION 1 - TWO-COURSE OVERLAY (3 1/2")**

PROJECT LENGTH 10,000 LF  
TOTAL PAVEMENT AREA 22,222 SY TRAVEL LANES  
8,889 SY SHOULDERS

**MILLING (HIGH SEVERITY AREAS) - 2 INCH DEPTH**

---

AREA - ASSUME 15%	=	3,333 SY
UNIT COST	= \$	4.25 /SY
COST	= \$	14,166.67

**CLEAN AND FILL CRACKS / JOINTS**

---

LENGTH (ASSUME 2 TIMES THE LENGTH)	=	20,000 FT
UNIT COST	= \$	2.30 FT
COST	= \$	46,000.00

**CLEAN PAVEMENT**

---

AREA	LANES	=	22,222 SY
	UNIT COST	= \$	0.22 /SY
	COST	= \$	4,888.89

**SHIM WHEEL RUTS / TRUING AND LEVELING**

---

EXISTING WHEEL RUTTING IS LOW-SEVERITY, ASSUME CORRECTED WITH BINDER COURSE

**TACK COAT**

---

AREA	LANES	=	44,444 SY
	MILLED AREA	=	3,333 SY
	COVER RATE	=	0.10 G/SY
	QUANTITY	=	4777.78 G
	UNIT COST	= \$	5.00 G
	COST	= \$	23,888.89

**ASPHALT INLAY (HIGH SEVERITY AREAS)**

---

AREA	LANES	=	3,333 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	373.33 T
	UNIT COST	= \$	95.00 /T
	COST	= \$	35,466.67

**ASPHALT BINDER**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	2,489 T
	UNIT COST	= \$	80.00 /T
	COST	= \$	199,111.11

**PAVEMENT REHABILITATION TREATMENT ESTIMATES**  
**OPTION 1 - TWO-COURSE OVERLAY (3 1/2")**

Dec-20

**ASPHALT TOP**

---

AREA	LANES	=	22222	SY
	DEPTH	=	1.5	IN
	FACTOR	=	112.00	LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	1866.67	T
	UNIT COST	=	\$ 85.00	/T
	COST	=	\$ 158,666.67	

**SUMMARY**

---

MILLING (HIGH-SEVERITY CRACKS)	=	\$ 14,166.67
CLEAN / FILL CRACKS AND JOINTS	=	\$ 46,000.00
CLEAN PAVEMENT	=	\$ 4,888.89
SHIM WHEEL RUTS / TRUING AND LEVELING	=	\$ -
TACK COAT	=	\$ 23,888.89
ASPHALT INLAY (SHOULDERS)	=	\$ 35,466.67
ASPHALT BINDER	=	\$ 199,111.11
ASPHALT TOP	=	\$ 158,666.67
<b>TOTAL</b>	=	<b>\$ 482,188.89</b>



**PAVEMENT REHABILITATION TREATMENT ESTIMATES**

Dec-20

**OPTION 2 - COLD MILLING and INLAY WITH SINGLE-COURSE OVERLAY (3 1/2")**

**TOTAL PAVEMENT AREA**                      22,222 SY  
22,222 SY TRAVEL LANES  
SY SHOULDERS

**MILLING - 2" DEPTH**

---

AREA	LANES	=	22,222 SY
	UNIT COST	= \$	4.25 /SY
	COST	= \$	94,444.44

**TACK COAT**

---

AREA	LANES	=	44,444 SY
	COVER RATE	=	0.10 G/SY
	QUANTITY	=	4444.44 G
	UNIT COST	= \$	5.00 G
	COST	= \$	22,222.22

**ASPHALT INLAY**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = $\text{ar}/2000$ LB PER TON		=	2,488.9 T
	UNIT COST	= \$	95.00 /T
	COST	= \$	236,444.44

**ASPHALT TOP**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	1.5 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = $\text{area}*\text{depth}*factor/2000$ LB PER TON		=	1866.67 T
	UNIT COST	= \$	85.00 /T
	COST	= \$	158,666.67

**SUMMARY**

---

MILLING	= \$	94,444.44
TACK COAT	= \$	22,222.22
ASPHALT INLAY	= \$	236,444.44
ASPHALT TOP	= \$	158,666.67
<b>TOTAL</b>	<b>= \$</b>	<b>511,777.78</b>

**PAVEMENT REHABILITATION TREATMENT ESTIMATES**

Dec-20

**OPTION 3 - MULTI-COURSE OVERLAY (≥ 4")**

PROJECT LENGTH	10,000 LF
TOTAL PAVEMENT AREA	22,222 SY
	22,222 SY TRAVEL LANES
	SY SHOULDERS

**MILLING (HIGH SEVERITY AREAS) - 2 INCH DEPTH**

AREA (ASSUME 15%)	=	3333 SY
UNIT COST	= \$	4.25 /SY
COST	= \$	14,166.67

**CLEAN AND FILL CRACKS / JOINTS**

LENGTH (ASSUME 2 TIMES THE LENGTH)	=	20000 FT
UNIT COST	= \$	2.30 FT
COST	= \$	46,000.00

**CLEAN PAVEMENT**

AREA	LANES	=	22222 SY
	UNIT COST	= \$	0.22 /SY
	COST	= \$	4,888.89

**SHIM WHEEL RUTS / TRUING AND LEVELING**

EXISTING WHEEL RUTTING IS LOW-SEVERITY, ASSUME CORRECTED WITH BINDER COURSE

**TACK COAT**

AREA	LANES	=	66667 SY
	MILLED AREA	=	3333 SY
	COVER RATE	=	0.10 G/SY
	QUANTITY	=	7000.00 G
	UNIT COST	= \$	5.00 G
	COST	= \$	35,000.00

**ASPHALT INLAY (HIGH SEVERITY AREAS)**

AREA	LANES	=	3333 SY
	DEPTH	=	1.5 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	280.00 T
	UNIT COST	= \$	95.00 /T
	COST	= \$	26,600.00

**PAVEMENT REHABILITATION TREATMENT ESTIMATES  
OPTION 3 - MULTI-COURSE OVERLAY (≥ 4")**

Dec-20

**ASPHALT BASE**

---

AREA	LANES	=	22222 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	2,489 T
	UNIT COST	= \$	80.00 /T
	COST	= \$	199,111.11

**ASPHALT BINDER**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	2,488.89 T
	UNIT COST	= \$	80.00 /T
	COST	= \$	199,111.11

**ASPHALT TOP**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	1.5 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	1866.67 T
	UNIT COST	= \$	85.00 /T
	COST	= \$	158,666.67

**SUMMARY**

---

MILLING (HIGH-SEVERITY CRACKS)	= \$	14,166.67
CLEAN / FILL CRACKS AND JOINTS	= \$	46,000.00
CLEAN PAVEMENT	= \$	4,888.89
SHIM WHEEL RUTS / TRUING AND LEVELING	= \$	-
TACK COAT	= \$	35,000.00
ASPHALT INLAY (HIGH SEVERITY AREAS)	= \$	26,600.00
ASPHALT BASE	= \$	199,111.11
ASPHALT BINDER	= \$	199,111.11
ASPHALT TOP	= \$	158,666.67
<b>TOTAL</b>	<b>= \$</b>	<b>683,544.44</b>

**PAVEMENT REHABILITATION TREATMENT ESTIMATES**

Dec-20

**OPTION 4 - COLD MILLING WITH MULTIPLE-COURSE OVERLAY (≥ 4")**

PROJECT LENGTH                        10,000 LF  
**TOTAL PAVEMENT AREA**               31111.1111 SY  
     22,222 SY TRAVEL LANES  
     8,889 SY SHOULDERS

**MILLING - 2 INCH DEPTH**

---

AREA	LANES	=	22,222 SY
	UNIT COST	= \$	4.25 /SY
	COST	= \$	94,444.44

**TACK COAT**

---

AREA	LANES	=	66,667 SY
	COVER RATE	=	0.10 G/SY
	QUANTITY	=	6,667 G
	UNIT COST	= \$	5.00 G
	COST	= \$	33,333.33

**ASPHALT BASE**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	2,489 T
	UNIT COST	= \$	80.00 /T
	COST	= \$	199,111.11

**ASPHALT BINDER**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	2,489 T
	UNIT COST	= \$	80.00 /T
	COST	= \$	199,111.11

**ASPHALT TOP**

---

AREA	LANES	=	22,222 SY
	DEPTH	=	1.5 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	1,867 T
	UNIT COST	= \$	85.00 /T
	COST	= \$	158,666.67

**SUMMARY**

---

MILLING (LANES)	= \$	94,444.44
TACK COAT	= \$	33,333.33
ASPHALT BASE	= \$	199,111.11
ASPHALT BINDER	= \$	199,111.11
ASPHALT TOP	= \$	158,666.67
<b>TOTAL</b>	<b>= \$</b>	<b>684,666.67</b>

**PAVEMENT REHABILITATION TREATMENT ESTIMATES**

Oct-17

PROJECT LENGTH	10,000	LF	
TOTAL PAVEMENT AREA	31778	SY	
	22222	SY	TRAVEL LANES
	8889	SY	SHOULDERS

**UNCLASSIFIED EXCAVATION AND DISPOSAL**


---

AREA	LANES	=	22222 SY
	DEPTH	=	22.0 IN
	VOLUME	=	13580 CY
	UNIT COST	= \$	15.00 CY
	COST	= \$	203,703.70

**SUBBASE**


---

AREA	LANES	=	22222 SY
	DEPTH	=	12.0 IN
	VOLUME	=	7407 CY
	UNIT COST	= \$	48.00 CY
	COST	= \$	355,555.56

**TACK COAT**


---

AREA	LANES	=	44444 SY
	COVER RATE	=	0.10 G/SY
	QUANTITY	=	4444.44 G
	UNIT COST	= \$	5.00 G
	COST	= \$	22,222.22

**ASPHALT BASE**


---

AREA	LANES	=	22222 SY
	DEPTH	=	3.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	3733.33 T
	UNIT COST	= \$	110.00 /T
	COST	= \$	410,666.67

**ASPHALT BINDER**


---

AREA	LANES	=	22222 SY
	DEPTH	=	2.0 IN
	FACTOR	=	112.00 LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	2488.89 T
	UNIT COST	= \$	80.00 /T
	COST	= \$	199,111.11



**PAVEMENT REHABILITATION TREATMENT ESTIMATES**

Oct-17

<b>TOTAL PAVEMENT AREA</b>	31778	SY	
	22222	SY	TRAVEL LANES
	8889	SY	SHOULDERS

**ASPHALT TOP**

---

AREA	LANES	=	22222	SY
	DEPTH	=	1.5	IN
	FACTOR	=	112.00	LB/SY/IN
WGT = area*depth*factor/2000 LB PER TON		=	1866.67	T
	UNIT COST	=	\$ 85.00	/T
	COST	=	\$ 158,666.67	

**SUMMARY**

---

UNCLASSIFIED EXCAVATION AND DISPOSAL	=	\$ 203,703.70
SUBBASE	=	\$ 355,555.56
TACK COAT	=	\$ 22,222.22
ASPHALT BASE	=	\$ 410,666.67
ASPHALT BINDER	=	\$ 199,111.11
ASPHALT TOP	=	\$ 158,666.67
<b>TOTAL</b>	=	<b>\$ 1,349,925.93</b>

**PAVEMENT REHABILITATION TREATMENT ESTIMATES**

Dec-20

Estimates are for comparative purposes and do not include all work required for the proposed project.

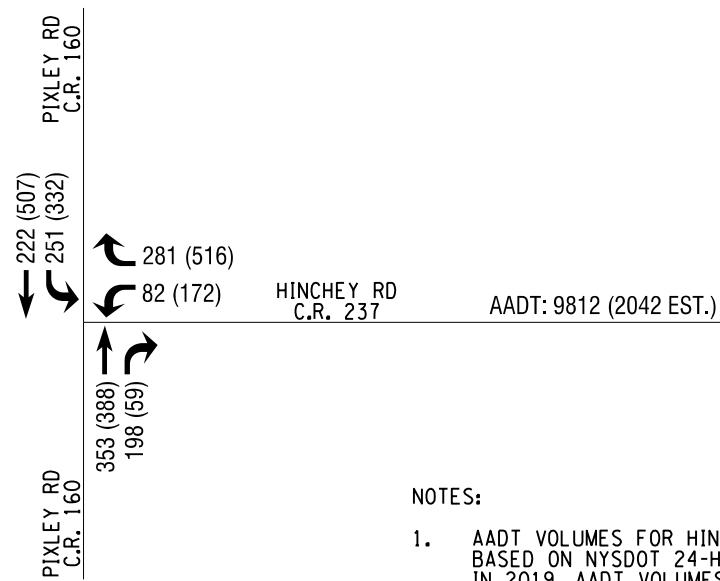
OPTION 1 - TWO-COURSE OVERLAY (3 1/2")	\$ 482,188.89
OPTION 2 - COLD MILLING and INLAY WITH SINGLE-COURSE OVERLAY (3 1/2")	\$ 511,777.78
OPTION 3 - MULTI-COURSE OVERLAY (≥ 4")	\$ 683,544.44
OPTION 4 - COLD MILLING WITH MULTIPLE-COURSE OVERLAY (≥ 4")	\$ 684,666.67
OPTION 5 - RECONSTRUCTION	\$1,349,925.93

Appendix C  
Traffic and Safety Analysis

GRID NORTH



EXISTING (2020)  
PEAK HOUR TRAFFIC VOLUMES  
AM (PM)




ETC+20 (2042)  
PEAK HOUR TRAFFIC VOLUMES  
AM (PM)

NOTES:

1. AADT VOLUMES FOR HINCHEY ROAD ARE BASED ON NYS DOT 24-HOUR TUBE COUNTS TAKEN IN 2019. AADT VOLUMES FOR 2020 AND 2042 WERE ESTIMATED USING A GROWTH FACTOR OF 2.5% PER YEAR.
2. TURNING MOVEMENT COUNTS WERE ESTIMATED USING NYS DOT 24-HOUR TUBE COUNTS TAKEN IN 2016, 2017 AND 2019. DATA WAS COMPARED TO MCDOT TURNING MOVEMENT COUNTS TAKEN IN 2008. ETC+20 COUNTS WERE ESTIMATED USING A GROWTH FACTOR OF 2.5% PER YEAR.

PLOTDRWR pdt\_bw\_half.tbl  
 MODEL FIG 1  
 FILE PATH: H:\MCDOT\2201826 - Hinchey Rd Improvement\Design\Traffic\2201826\_sph\_traffic\_volumes.dgn  
 DATE TIME: 9/22/2020

PROJECT/CLIENT		DRAWING TITLE	
HINCHEY ROAD IMPROVEMENT COUNTY ROAD 237  TOWN OF GATES MONROE COUNTY DEPARTMENT OF TRANSPORTATION		TRAFFIC VOLUMES	
 <b>LaBella</b> Powered by partnership.		PROJECT NUMBER 2201826	DATE: NOVEMBER, 2020  PROJECT MANAGER: WDD ENGINEER: RCB DESIGNER: SRM
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Capacity Analysis  
Hinchey Road & Pixley Road Intersection



# HCM Signalized Intersection Capacity Analysis

## 620: Pixley & Hinchey

09/21/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	181	228	128	162	143
Future Volume (vph)	53	181	228	128	162	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	4.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.56	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1046	1863
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	59	201	253	142	180	159
RTOR Reduction (vph)	0	162	0	64	0	0
Lane Group Flow (vph)	59	39	253	78	180	159
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3		1	3	2	1 2
Permitted Phases		3		1	1 2	
Actuated Green, G (s)	6.4	6.4	16.6	23.0	22.5	28.0
Effective Green, g (s)	8.9	8.9	19.1	25.0	27.5	30.5
Actuated g/C Ratio	0.20	0.20	0.42	0.55	0.61	0.67
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	2.0	2.0	5.0	2.0	3.0	
Lane Grp Cap (vph)	346	310	783	1028	767	1251
v/s Ratio Prot	c0.03		c0.14	0.01	c0.04	0.09
v/s Ratio Perm		0.02		0.04	0.10	
v/c Ratio	0.17	0.13	0.32	0.08	0.23	0.13
Uniform Delay, d1	15.2	15.0	8.8	4.8	4.8	2.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1	0.5	0.0	0.2	0.1
Delay (s)	15.3	15.1	9.3	4.8	5.0	2.8
Level of Service	B	B	A	A	A	A
Approach Delay (s)	15.1		7.7			4.0
Approach LOS	B		A			A

### Intersection Summary

HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 620: Pixley & Hinchey

09/21/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	111	333	250	38	214	327
Future Volume (vph)	111	333	250	38	214	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	4.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.53	1.00
Satd. Flow (perm)	1770	1583	1863	1583	988	1863
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	123	370	278	42	238	363
RTOR Reduction (vph)	0	292	0	17	0	0
Lane Group Flow (vph)	123	78	278	25	238	363
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3		1	3	2	1 2
Permitted Phases		3		1	1 2	
Actuated Green, G (s)	8.7	8.7	21.4	30.1	28.1	33.6
Effective Green, g (s)	11.2	11.2	23.9	32.1	33.1	36.1
Actuated g/C Ratio	0.21	0.21	0.45	0.60	0.62	0.68
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	2.0	2.0	5.0	2.0	3.0	
Lane Grp Cap (vph)	371	332	835	1087	748	1261
v/s Ratio Prot	c0.07		c0.15	0.00	0.05	c0.19
v/s Ratio Perm		0.05		0.01	0.14	
v/c Ratio	0.33	0.23	0.33	0.02	0.32	0.29
Uniform Delay, d1	17.9	17.5	9.5	4.3	6.1	3.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.5	0.0	0.2	0.3
Delay (s)	18.1	17.6	10.0	4.3	6.3	3.7
Level of Service	B	B	B	A	A	A
Approach Delay (s)	17.7		9.3			4.8
Approach LOS	B		A			A

### Intersection Summary

HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	53.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 620: Pixley & Hinchey

09/21/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	281	353	198	251	222
Future Volume (vph)	82	281	353	198	251	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	4.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.44	1.00
Satd. Flow (perm)	1770	1583	1863	1583	816	1863
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	91	312	392	220	279	247
RTOR Reduction (vph)	0	261	0	82	0	0
Lane Group Flow (vph)	91	51	392	138	279	247
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3		1	3	2	1 2
Permitted Phases		3		1	1 2	
Actuated Green, G (s)	7.9	7.9	30.1	38.0	39.3	44.8
Effective Green, g (s)	10.4	10.4	32.6	40.0	44.3	47.3
Actuated g/C Ratio	0.16	0.16	0.51	0.63	0.70	0.74
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	2.0	2.0	5.0	2.0	3.0	
Lane Grp Cap (vph)	288	258	953	1105	742	1383
v/s Ratio Prot	c0.05		c0.21	0.02	c0.07	0.13
v/s Ratio Perm		0.03		0.07	0.19	
v/c Ratio	0.32	0.20	0.41	0.13	0.38	0.18
Uniform Delay, d1	23.5	23.0	9.6	4.8	6.9	2.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.6	0.0	0.3	0.1
Delay (s)	23.7	23.2	10.2	4.8	7.2	2.6
Level of Service	C	C	B	A	A	A
Approach Delay (s)	23.3		8.3			5.0
Approach LOS	C		A			A

### Intersection Summary

HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	63.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 620: Pixley & Hinchey

09/21/2020



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	172	516	388	59	332	507
Future Volume (vph)	172	516	388	59	332	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	4.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.38	1.00
Satd. Flow (perm)	1770	1583	1863	1583	707	1863
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	191	573	431	66	369	563
RTOR Reduction (vph)	0	450	0	23	0	0
Lane Group Flow (vph)	191	123	431	43	369	563
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3		1	3	2	1 2
Permitted Phases		3		1	1 2	
Actuated Green, G (s)	12.3	12.3	30.1	42.4	40.1	45.6
Effective Green, g (s)	14.8	14.8	32.6	44.4	45.1	48.1
Actuated g/C Ratio	0.21	0.21	0.47	0.64	0.65	0.70
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	2.0	2.0	5.0	2.0	3.0	
Lane Grp Cap (vph)	380	340	881	1123	655	1300
v/s Ratio Prot	c0.11		0.23	0.01	c0.10	0.30
v/s Ratio Perm		0.08		0.02	c0.27	
v/c Ratio	0.50	0.36	0.49	0.04	0.56	0.43
Uniform Delay, d1	23.8	23.0	12.4	4.5	12.3	4.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.9	0.0	1.1	0.5
Delay (s)	24.2	23.3	13.3	4.5	13.4	5.0
Level of Service	C	C	B	A	B	A
Approach Delay (s)	23.5		12.2			8.3
Approach LOS	C		B			A

### Intersection Summary

HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	68.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Capacity Analysis  
Hinchey Road Linear LOS



# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2020
Jurisdiction	MCDOT	Time Period Analyzed	Existing AM - Eastbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

### Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

### Demand and Capacity

Directional Demand Flow Rate, veh/h	322	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

### Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	28.5
Speed Slope Coefficient	2.10488	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35398	PF Power Coefficient	0.64335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

### Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.4

### Vehicle Results

Average Speed, mi/h	27.4	Percent Followers, %	48.0
Segment Travel Time, minutes	2.19	Followers Density, followers/mi/ln	5.6
Vehicle LOS	C		

### Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	322	Bicycle Effective Width, ft	21
Bicycle LOS Score	3.24	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		

# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2020
Jurisdiction	MCDOT	Time Period Analyzed	Existing AM - Westbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

### Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

### Demand and Capacity

Directional Demand Flow Rate, veh/h	260	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

### Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	28.5
Speed Slope Coefficient	2.10488	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35398	PF Power Coefficient	0.64335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

### Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.5

### Vehicle Results

Average Speed, mi/h	27.5	Percent Followers, %	43.4
Segment Travel Time, minutes	2.18	Followers Density, followers/mi/ln	4.1
Vehicle LOS	B		

### Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	260	Bicycle Effective Width, ft	21
Bicycle LOS Score	3.14	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		

# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2020
Jurisdiction	MCDOT	Time Period Analyzed	Existing PM - Eastbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

### Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

### Demand and Capacity

Directional Demand Flow Rate, veh/h	280	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

### Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	28.5
Speed Slope Coefficient	2.10488	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35398	PF Power Coefficient	0.64335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

### Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.5

### Vehicle Results

Average Speed, mi/h	27.5	Percent Followers, %	45.0
Segment Travel Time, minutes	2.18	Followers Density, followers/mi/ln	4.6
Vehicle LOS	B		

### Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	280	Bicycle Effective Width, ft	21
Bicycle LOS Score	3.17	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		

# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2020
Jurisdiction	MCDOT	Time Period Analyzed	Existing PM - Westbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

## Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

## Demand and Capacity

Directional Demand Flow Rate, veh/h	493	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

## Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	28.5
Speed Slope Coefficient	2.10488	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35398	PF Power Coefficient	0.64335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

## Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.1

## Vehicle Results

Average Speed, mi/h	27.1	Percent Followers, %	57.7
Segment Travel Time, minutes	2.22	Followers Density, followers/mi/ln	10.5
Vehicle LOS	D		

## Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	493	Bicycle Effective Width, ft	21
Bicycle LOS Score	3.46	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		

# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2042
Jurisdiction	MCDOT	Time Period Analyzed	ETC+20 AM - Eastbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

### Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	6
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

### Demand and Capacity

Directional Demand Flow Rate, veh/h	499	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

### Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient	2.14282	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35934	PF Power Coefficient	0.64710
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

### Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.7

### Vehicle Results

Average Speed, mi/h	27.7	Percent Followers, %	58.0
Segment Travel Time, minutes	2.16	Followers Density, followers/mi/ln	10.4
Vehicle LOS	D		

### Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	499	Bicycle Effective Width, ft	23
Bicycle LOS Score	3.03	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		



# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2042
Jurisdiction	MCDOT	Time Period Analyzed	ETC+20 AM - Westbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

## Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	6
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

## Demand and Capacity

Directional Demand Flow Rate, veh/h	403	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.24

## Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient	2.14282	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35934	PF Power Coefficient	0.64710
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

## Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.9

## Vehicle Results

Average Speed, mi/h	27.9	Percent Followers, %	53.0
Segment Travel Time, minutes	2.15	Followers Density, followers/mi/ln	7.7
Vehicle LOS	C		

## Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	403	Bicycle Effective Width, ft	23
Bicycle LOS Score	2.92	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		

# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2042
Jurisdiction	MCDOT	Time Period Analyzed	ETC+20 PM - Eastbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

### Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	6
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

### Demand and Capacity

Directional Demand Flow Rate, veh/h	434	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.26

### Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient	2.14282	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35934	PF Power Coefficient	0.64710
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

### Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.8

### Vehicle Results

Average Speed, mi/h	27.8	Percent Followers, %	54.7
Segment Travel Time, minutes	2.15	Followers Density, followers/mi/ln	8.5
Vehicle LOS	C		

### Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	434	Bicycle Effective Width, ft	23
Bicycle LOS Score	2.96	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		

# HCS7 Two-Lane Highway Report

## Project Information

Analyst	LaBella	Date	9/23/2020
Agency	MCDOT	Analysis Year	2042
Jurisdiction	MCDOT	Time Period Analyzed	ETC+20 PM - Westbound
Project Description	Hinchey Road Improvements	Unit	United States Customary

## Segment 1

## Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	6
Speed Limit, mi/h	35	Access Point Density, pts/mi	60.0

## Demand and Capacity

Directional Demand Flow Rate, veh/h	764	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

## Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient	2.14282	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35934	PF Power Coefficient	0.64710
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

## Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.4

## Vehicle Results

Average Speed, mi/h	27.4	Percent Followers, %	68.1
Segment Travel Time, minutes	2.19	Followers Density, followers/mi/ln	19.0
Vehicle LOS	E		

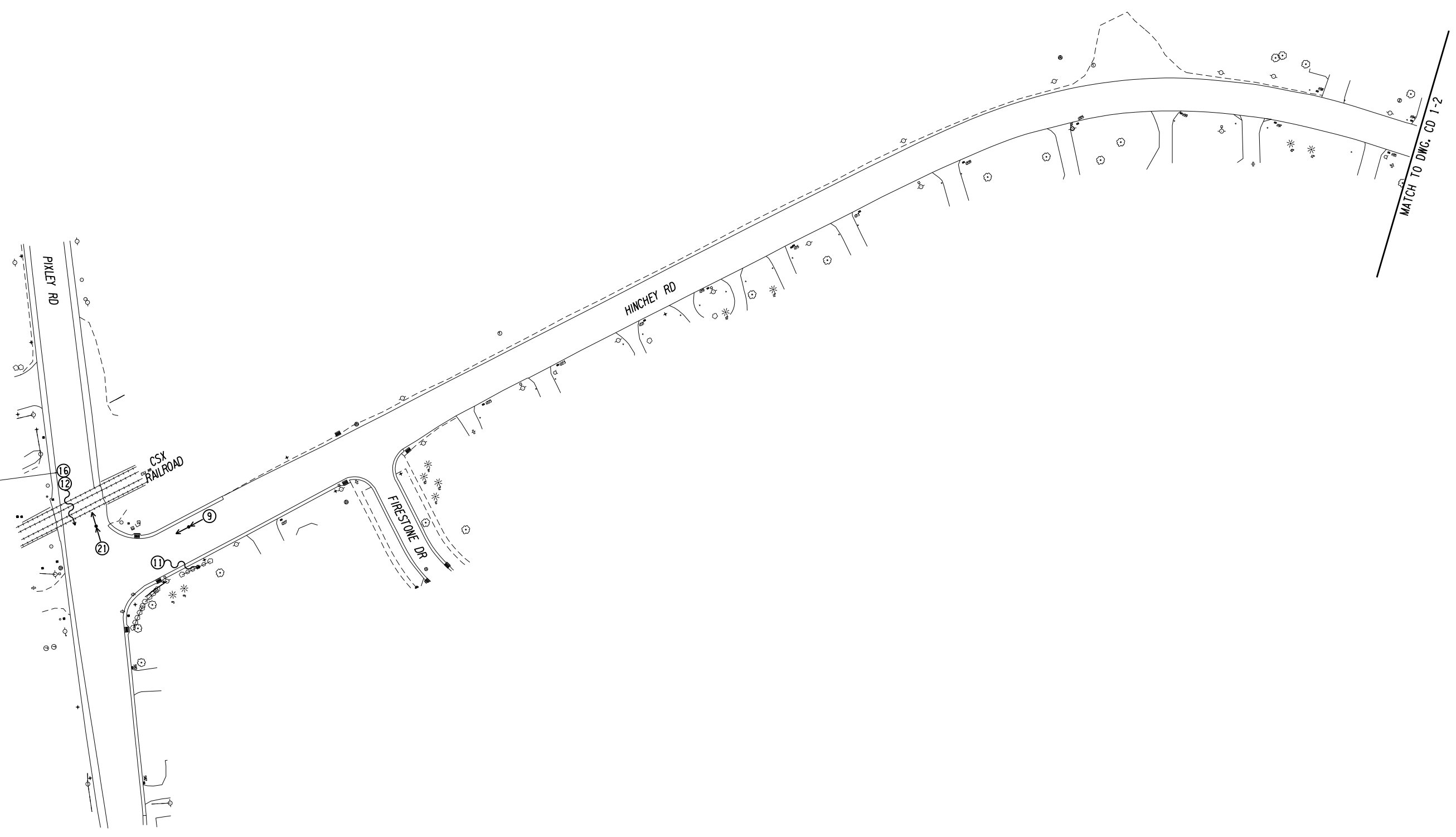
## Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	764	Bicycle Effective Width, ft	23
Bicycle LOS Score	3.24	Bicycle Effective Speed Factor	3.84
Bicycle LOS	C		

Safety Analysis  
Collision Diagrams

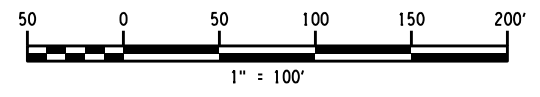


CRASHES 12 AND 16 INVOLVED VEHICLES STUCK ON RAILROAD TRACKS



MATCH TO DWG. CD 1-2

SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
↔ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
▭ PARKED VEHICLE	← M MOTORCYCLE	↔ OVERTAKING (OPPOSITE DIRECTION)	↖ RIGHT TURN
⊃ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

COLLISION DIAGRAM  
YEAR 1 (6/1/16 TO 5/31/17)

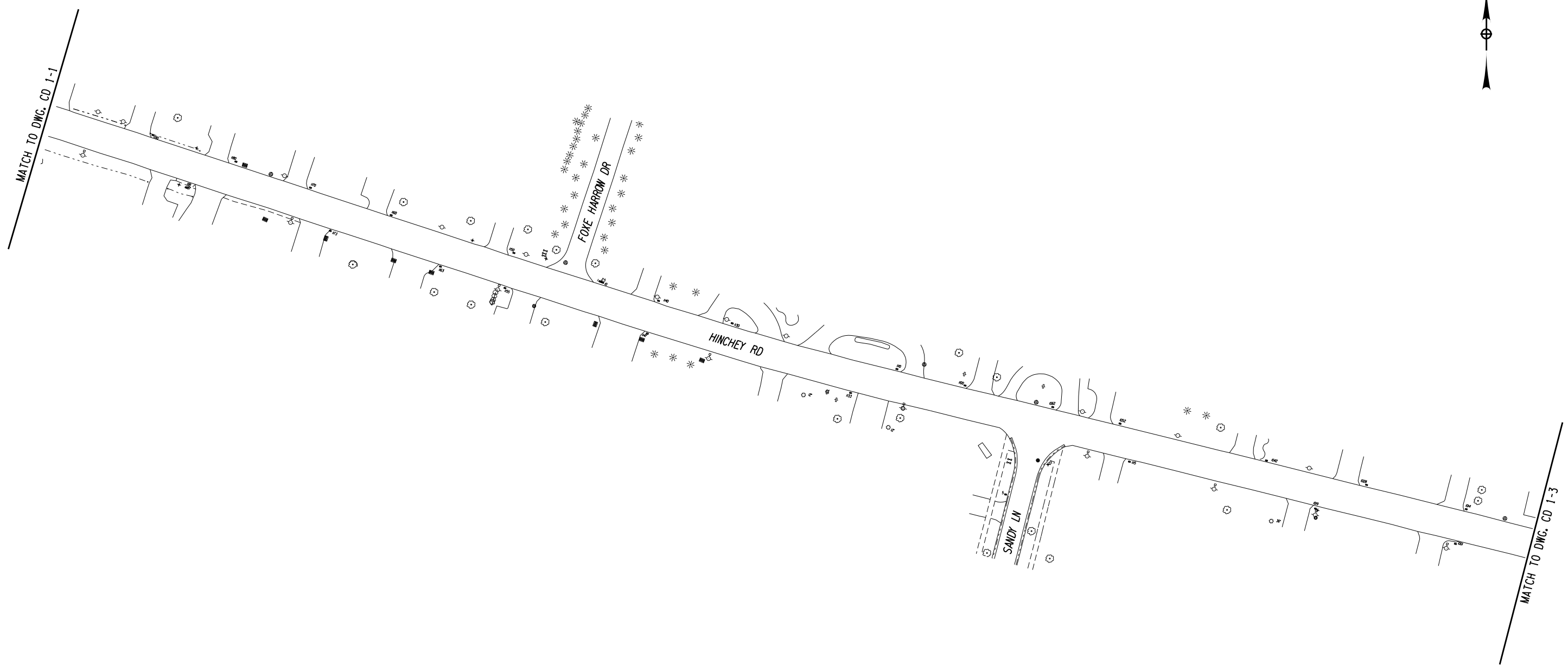
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DATE  
7/16/2021

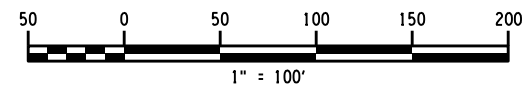
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 DESIGNER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 PROJECT MANAGER: RICHARD BENNETT

DESIGNER: BRIDGET DEHAAN



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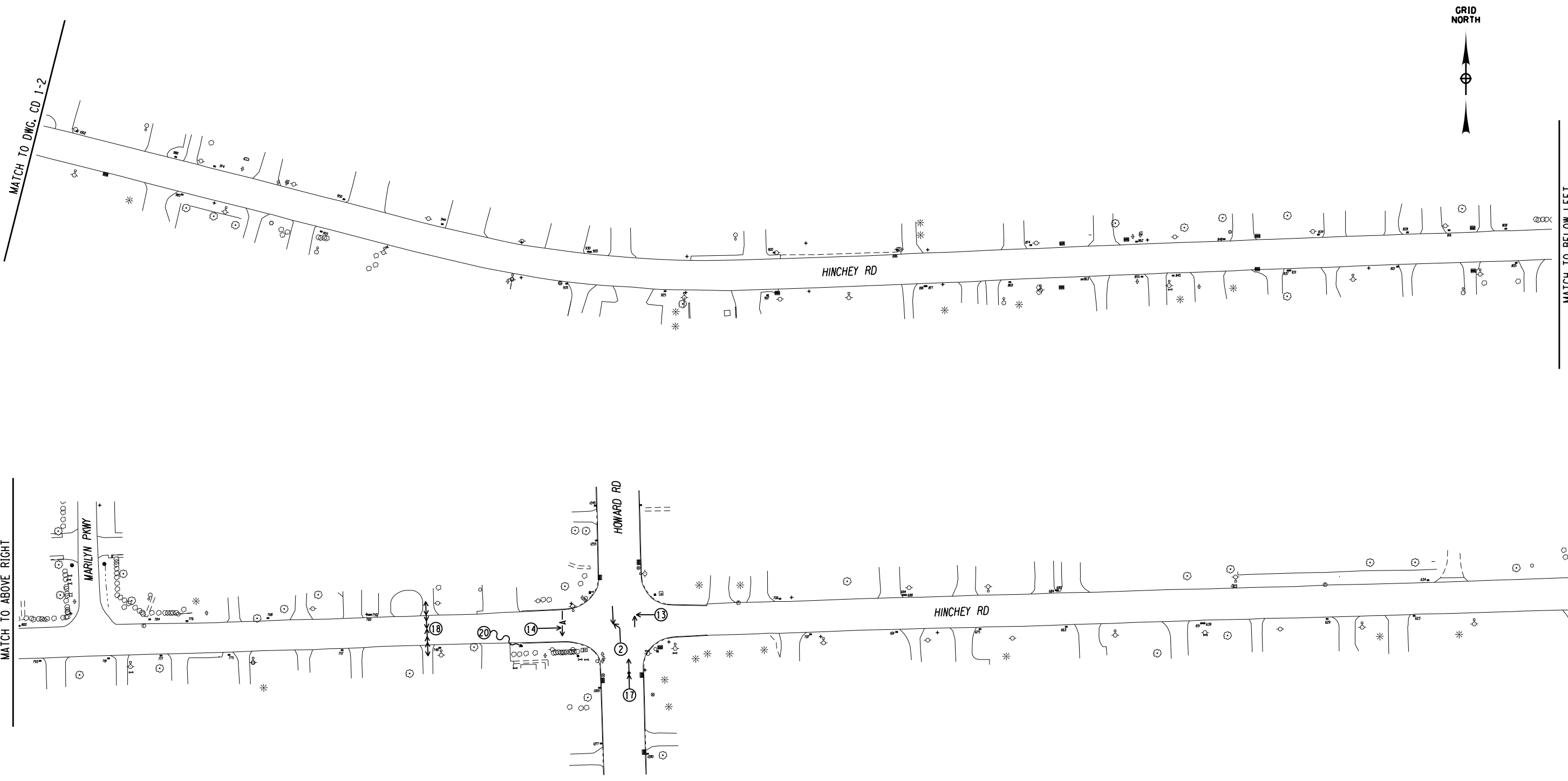
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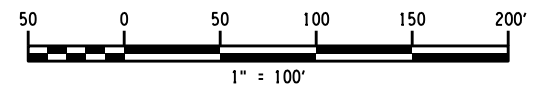
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 DESIGNER: BRIDGET DEHAAN



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 ENGINEER RICHARD BENNETT  
 DESIGNER BRIDGET DEHAAN



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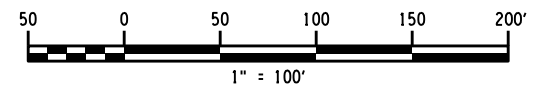
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 ENGINEER: RICHARD BENNETT  
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SYMBOLS		MANNER OF COLLISION	
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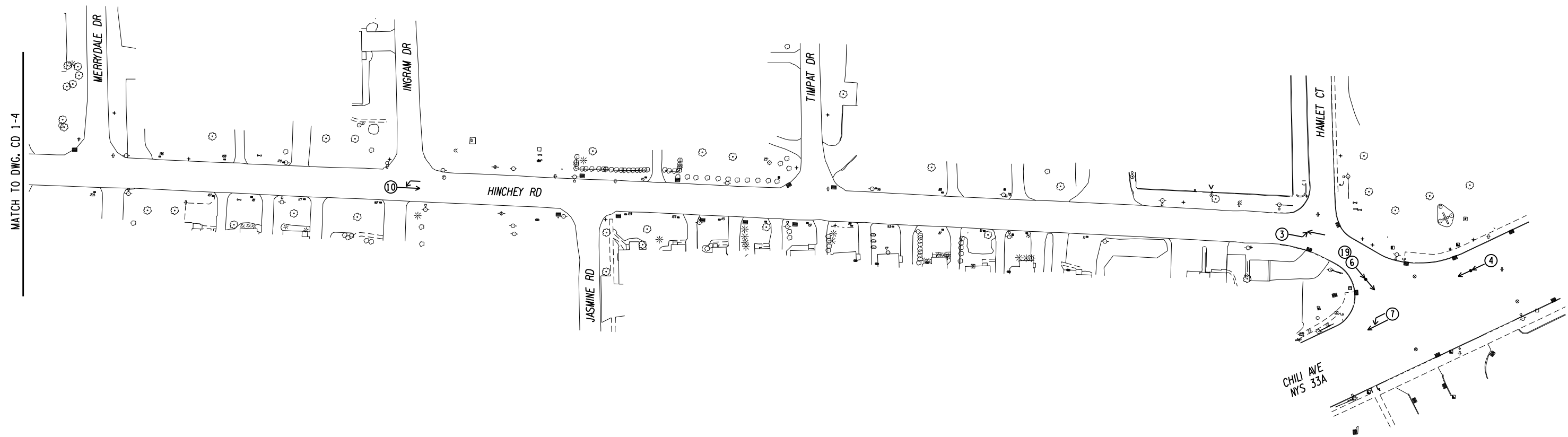
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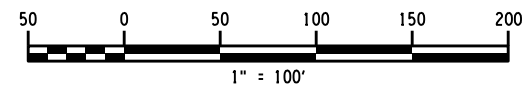
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PROJECT NUMBER  
**2201826**  
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**7/16/2021**  
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**CD 1-4**



MATCH TO DWG. CD 1-4

SYMBOLS		MANNER OF COLLISION	
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PROJECT MANAGER: RICHARD BENNETT  
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 DESIGNER: BRIDGET DEHAAN

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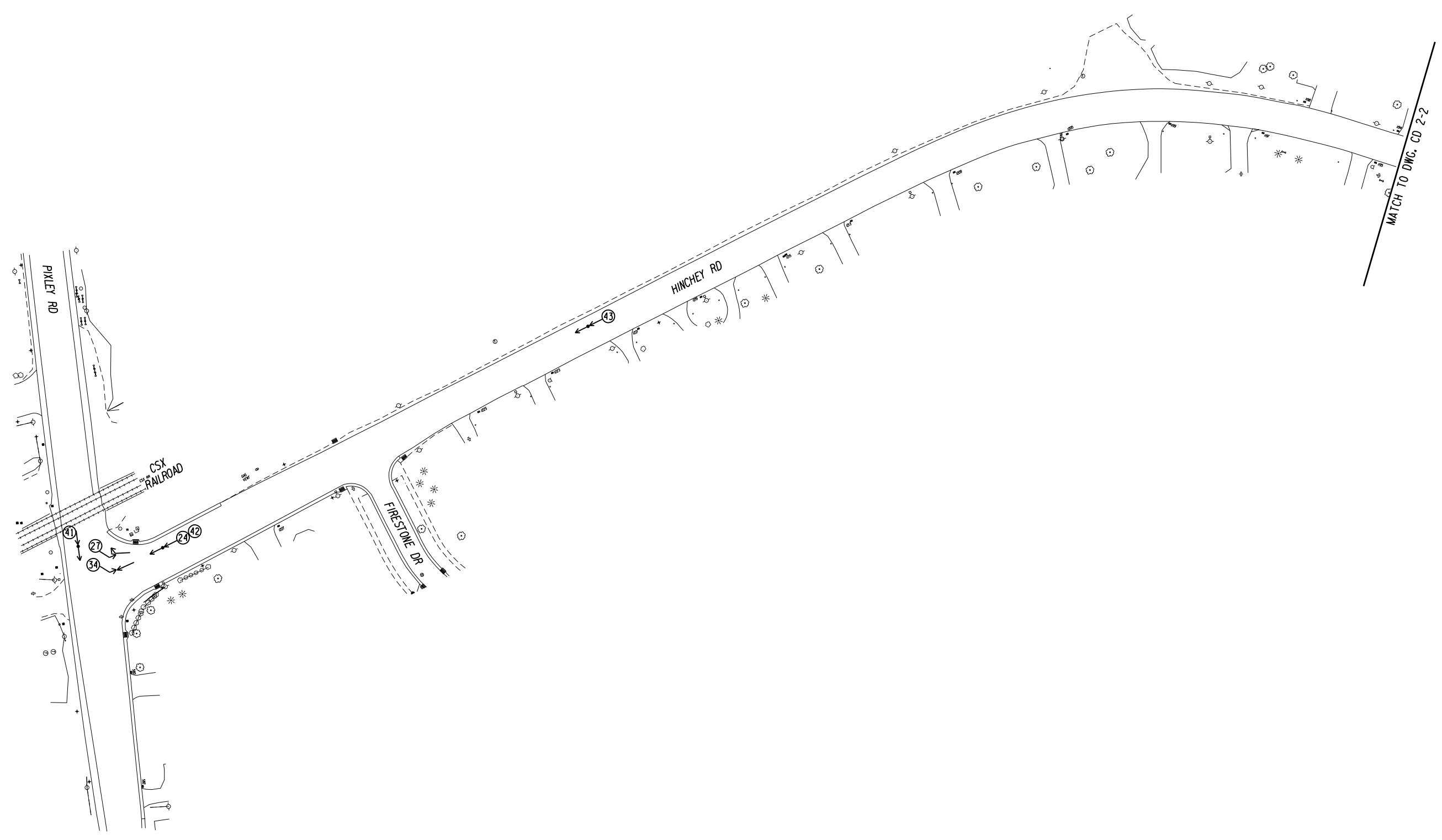
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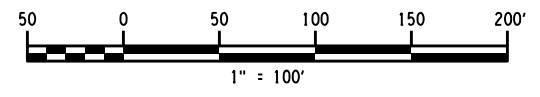
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 CD 1-5



MATCH TO DWG. CD 2-2

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↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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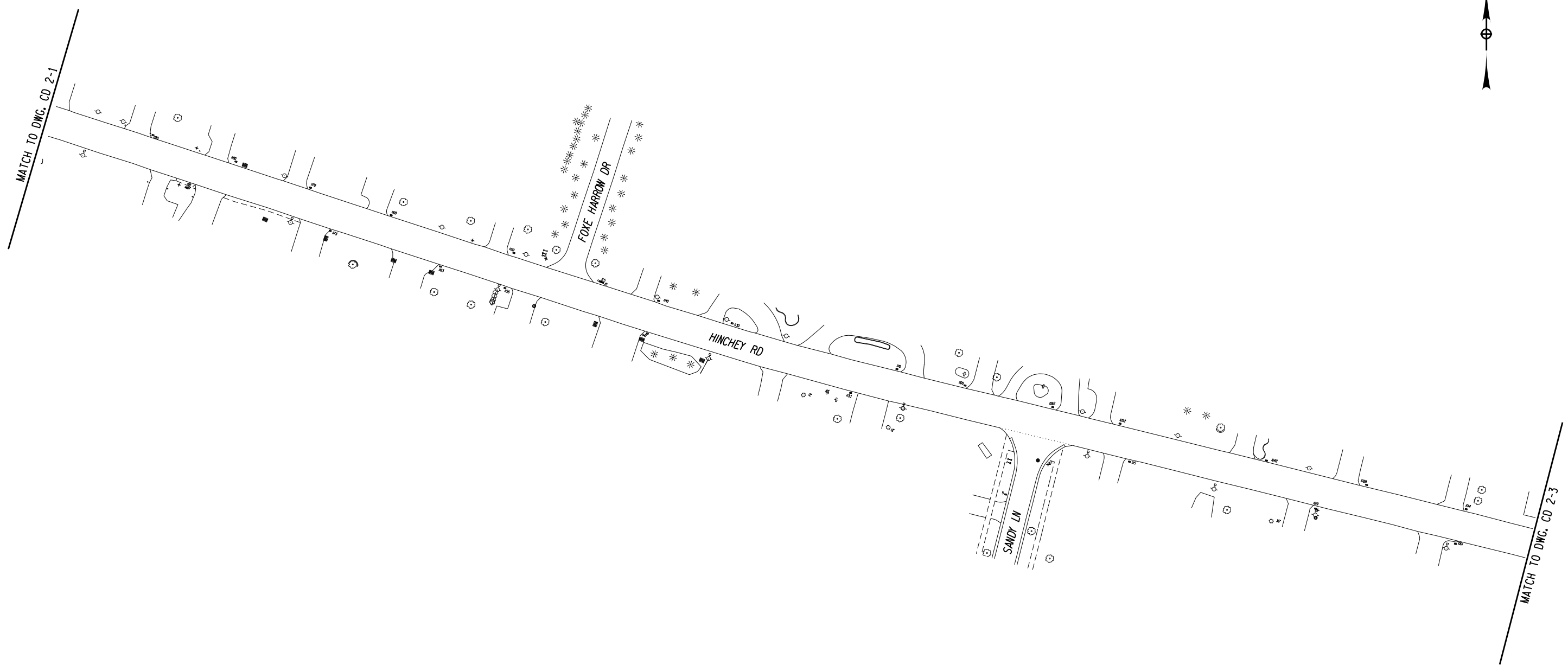
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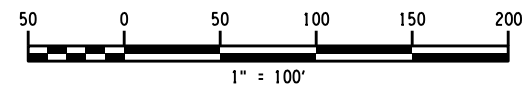
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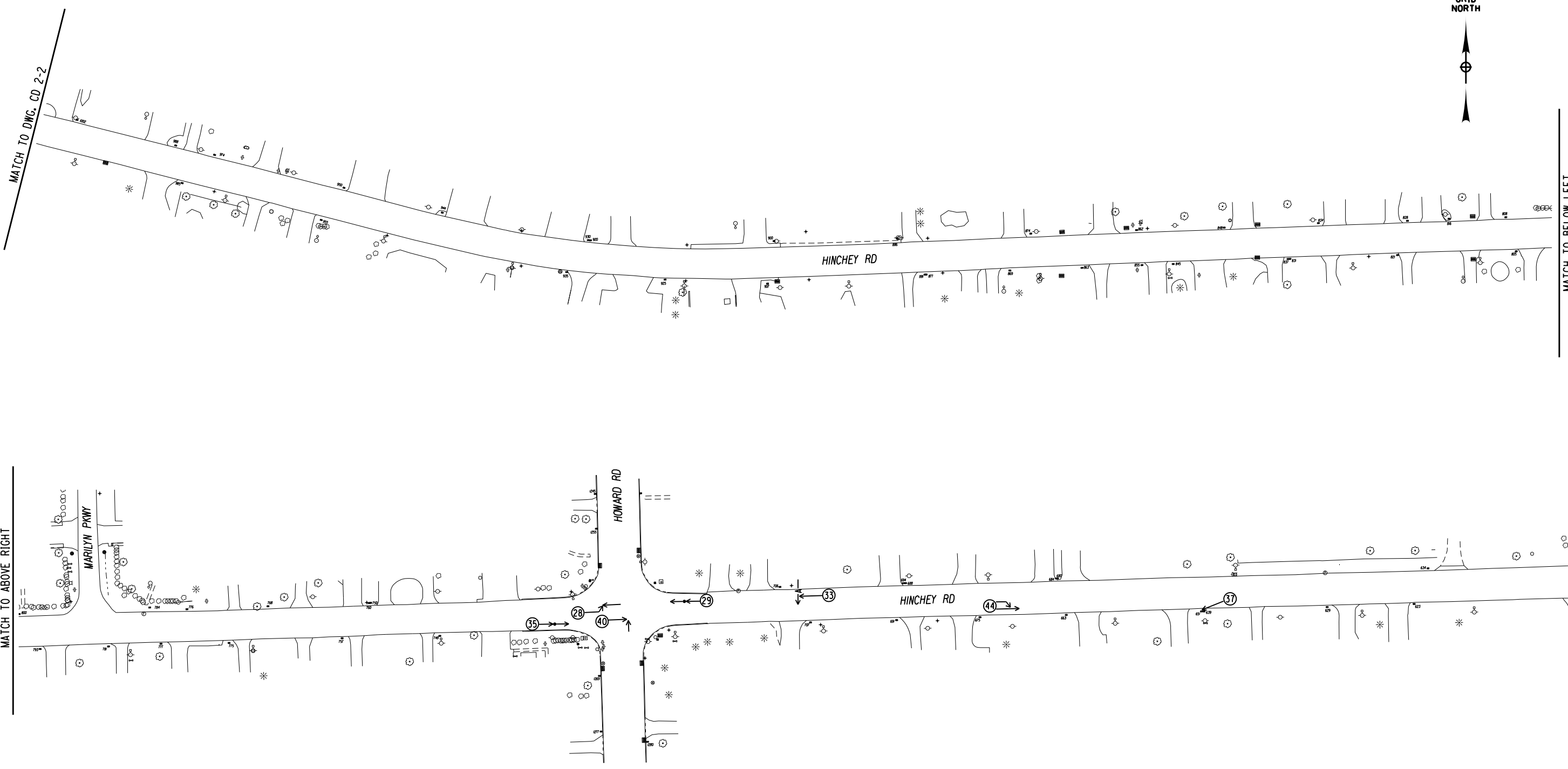
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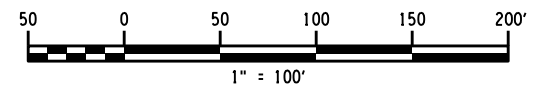
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 USER: RICHARD BENNETT

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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 ENGINEER RICHARD BENNETT  
 DESIGNER BRIDGET DEHAAN



SYMBOLS		MANNER OF COLLISION	
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**YEAR 2 (6/1/17 TO 5/31/18)**

PROJECT NUMBER  
**2201826**  
 DATE  
**7/16/2021**  
 DRAWING NUMBER  
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MATCH TO DWG. CD 2-3

MATCH TO BELOW LEFT

HINCHEY RD

MATCH TO ABOVE RIGHT

MATCH TO DWG. CD 2-5

HINCHEY RD

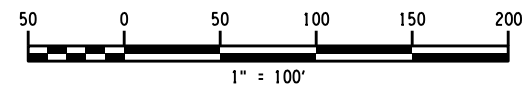
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LODERDALE RD

LETTINGTON AVE

RENOUF DR

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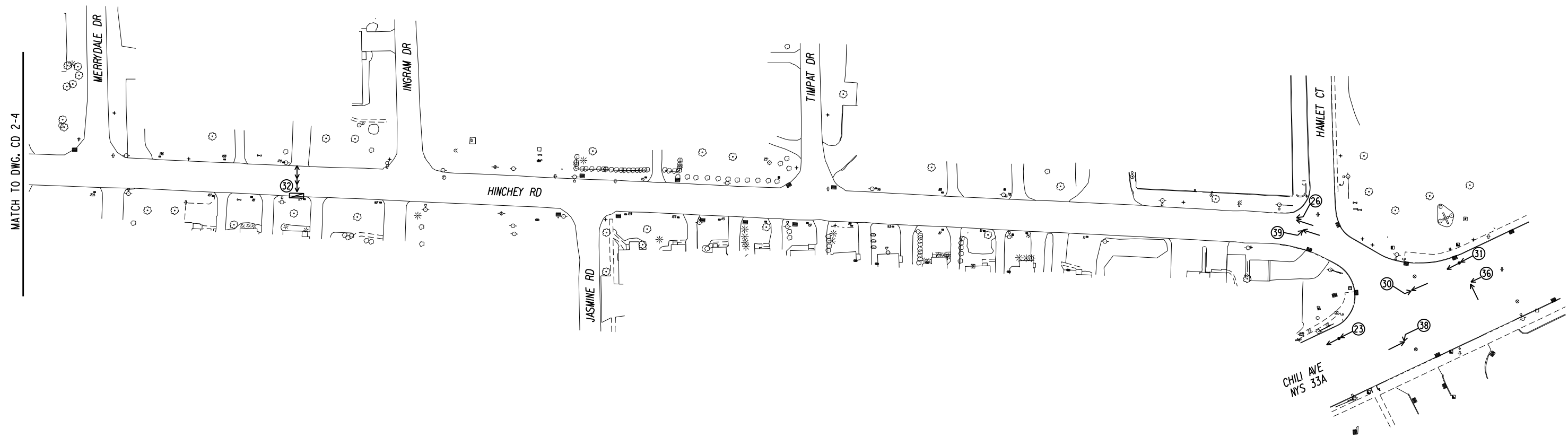
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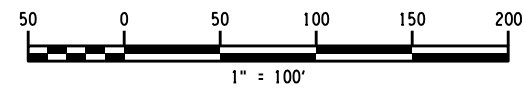
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SYMBOLS		MANNER OF COLLISION	
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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

DATE: \_\_\_\_\_

NO.	REVISION	BY	DATE
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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

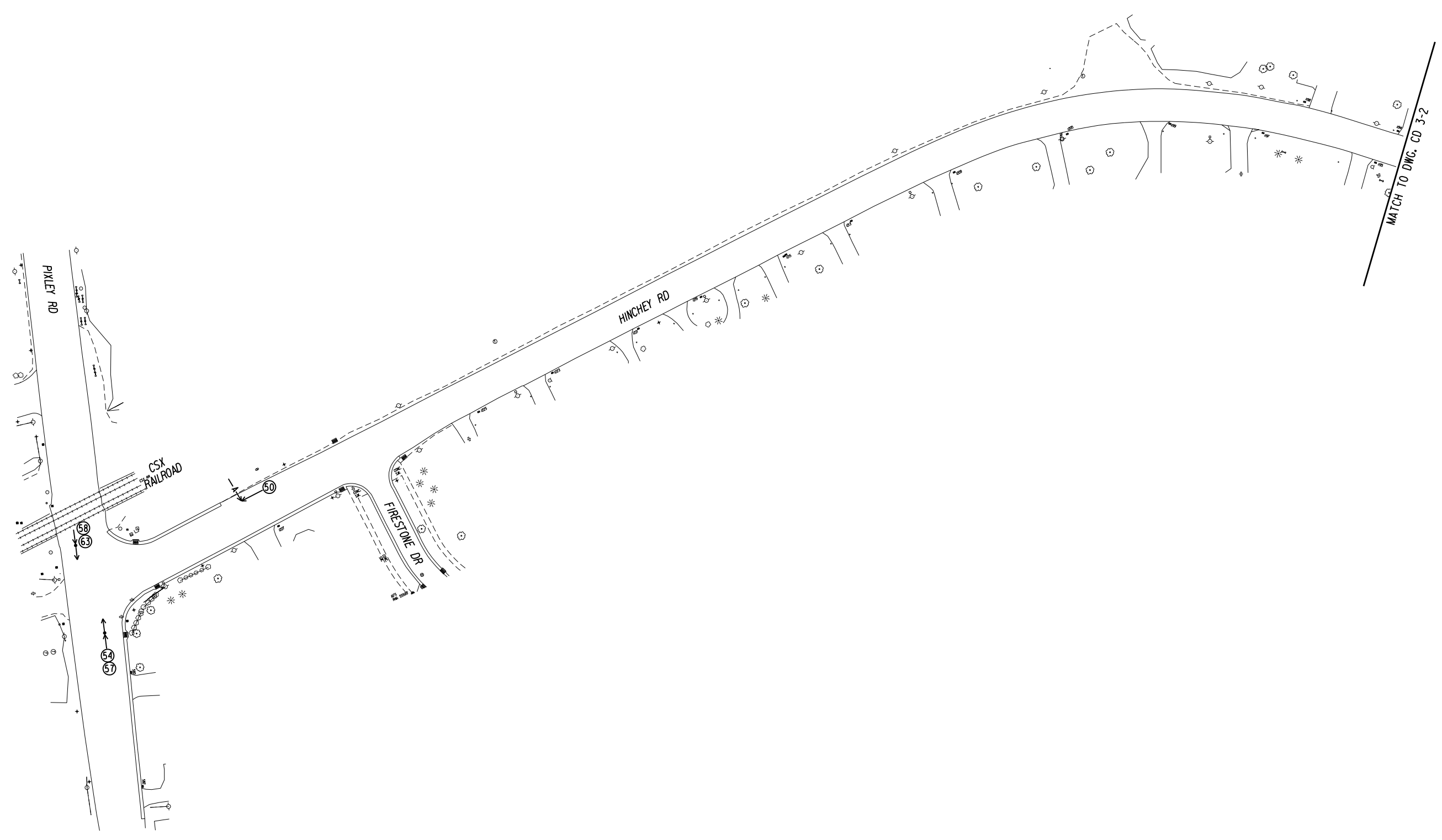
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COLLISION DIAGRAM  
 YEAR 2 (6/1/17 TO 5/31/18)

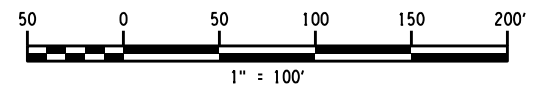
PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
 CD 2-5



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
↔ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
▭ PARKED VEHICLE	← M MOTORCYCLE	↔ OVERTAKING (OPPOSITE DIRECTION)	↘ RIGHT TURN
⊃ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

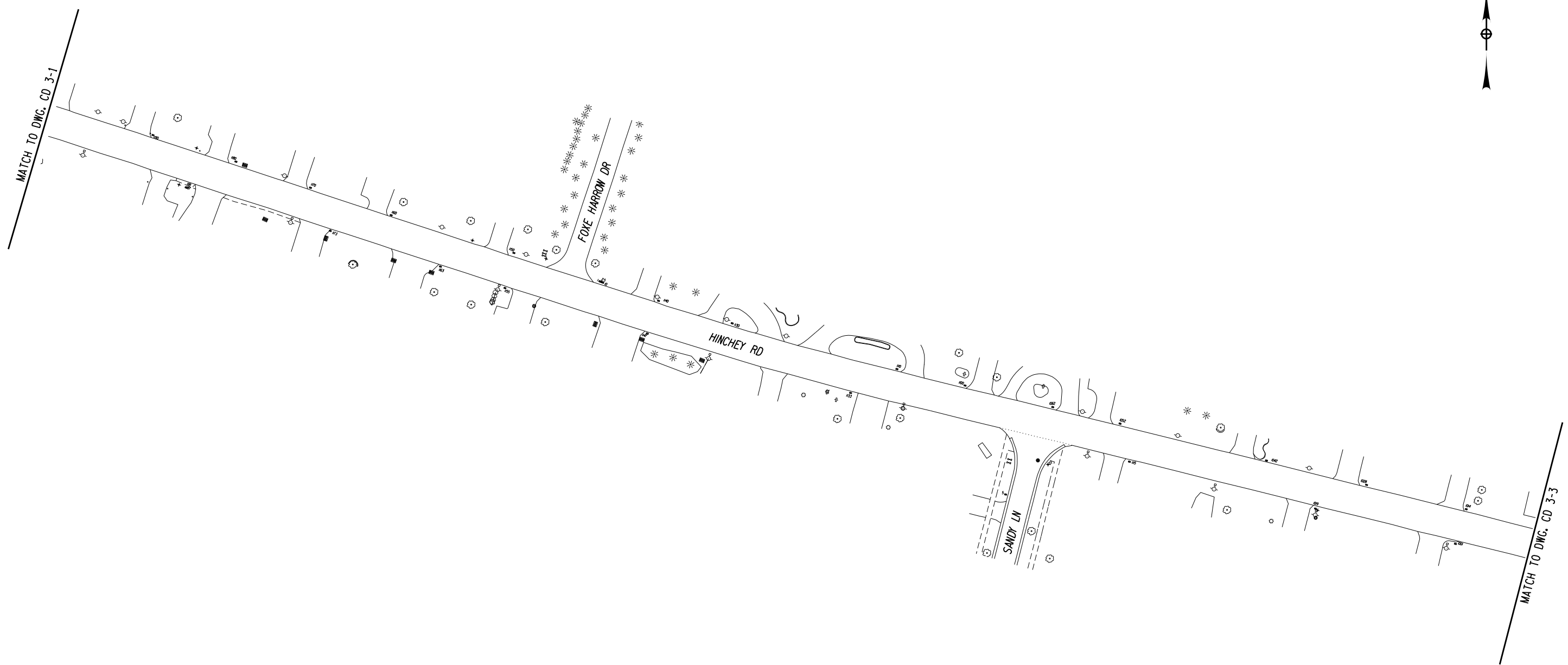
COLLISION DIAGRAM  
YEAR 3 (6/1/18 TO 5/31/19)

PROJECT NUMBER  
2201826

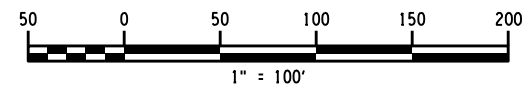
DATE  
7/16/2021

DRAWING NUMBER  
CD 3-1

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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
↔ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
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⊃ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔↔↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

COLLISION DIAGRAM  
YEAR 3 (6/1/18 TO 5/31/19)

PROJECT NUMBER  
2201826

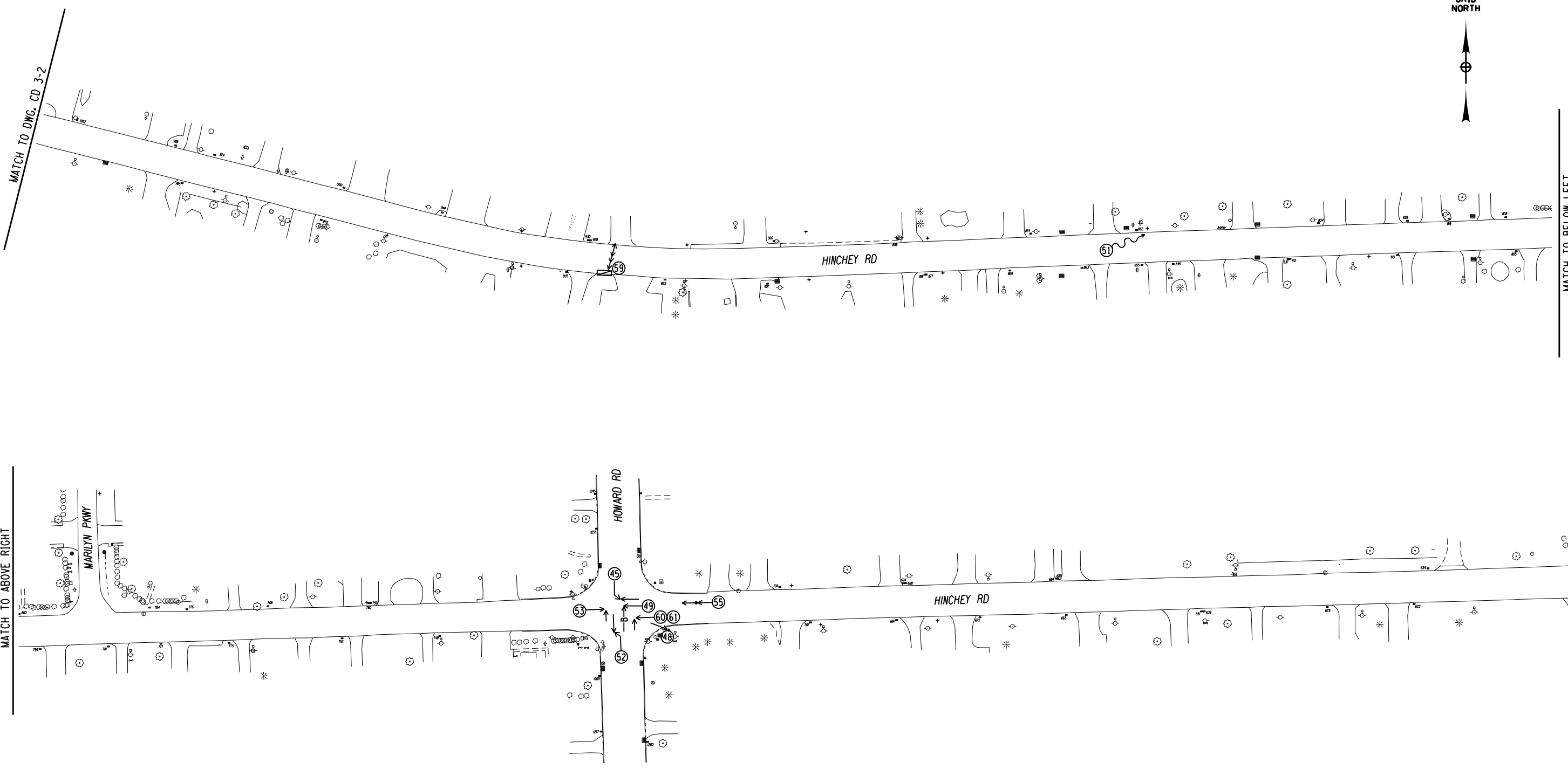
DATE  
7/16/2021

DRAWING NUMBER  
CD 3-2

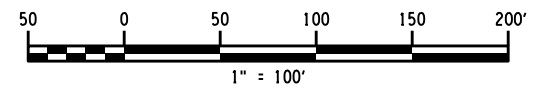
PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

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 DATE TIME 7/16/2021 10:25:53 AM  
 PROJECT MANAGER RICHARD BENNETT  
 DESIGNER BRIDGET DEHAAN  
 ENGINEER RICHARD BENNETT



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
⏹ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
▭ PARKED VEHICLE	← M MOTORCYCLE	↔ OVERTAKING (OPPOSITE DIRECTION)	↘ RIGHT TURN
⤿ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

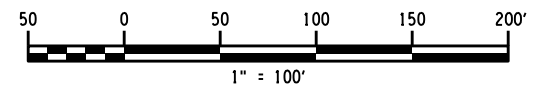
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**COLLISION DIAGRAM**  
 YEAR 3 (6/1/18 TO 5/31/19)

PROJECT NUMBER  
**2201826**  
 DATE  
**7/16/2021**  
 DRAWING NUMBER  
**CD 3-3**

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 DATE TIME 7/16/2021 4:58:23 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
↔ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
▭ PARKED VEHICLE	← M MOTORCYCLE	↔ OVERTAKING (OPPOSITE DIRECTION)	↘ RIGHT TURN
⤿ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔↔↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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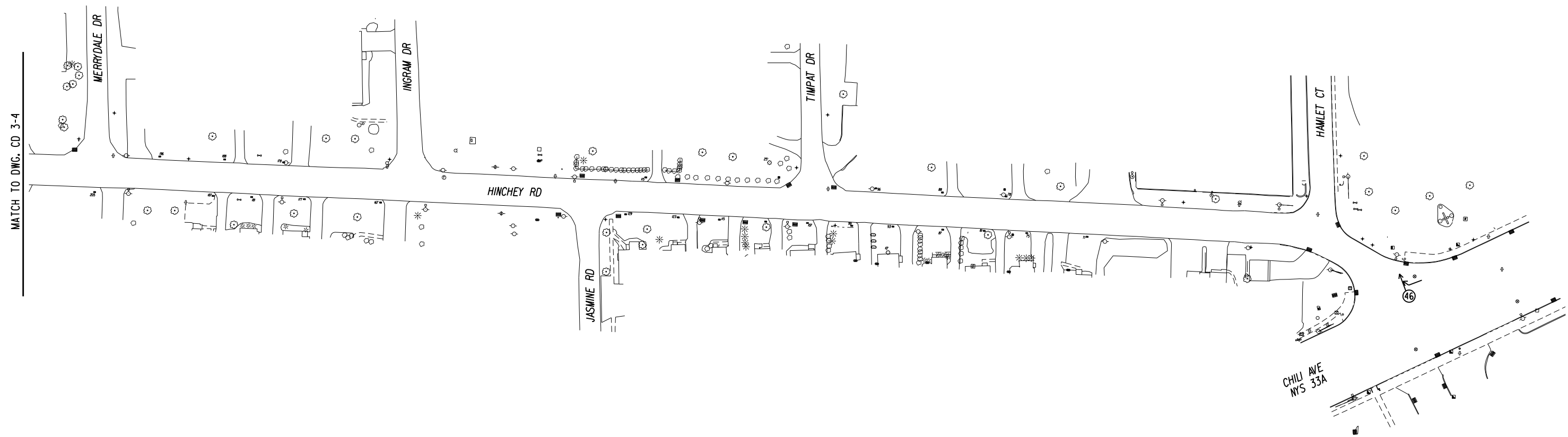


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**COLLISION DIAGRAM**  
**YEAR 3 (6/1/18 TO 5/31/19)**

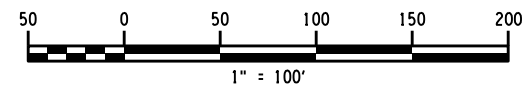
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 DATE  
**7/16/2021**  
 DRAWING NUMBER  
**CD 3-4**





MATCH TO DWG. CD 3-4

SYMBOLS		MANNER OF COLLISION	
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↔ STOPPED VEHICLE	←B BICYCLE	←← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
▭ PARKED VEHICLE	←M MOTORCYCLE	↔← OVERTAKING (OPPOSITE DIRECTION)	↘ RIGHT TURN
⊃ OUT OF CONTROL VEHICLE	←A ANIMAL		
↔↔↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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 PROJECT NUMBER: 2201826

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

**RECORD PLANS**

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HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

COLLISION DIAGRAM  
 YEAR 3 (6/1/18 TO 5/31/19)

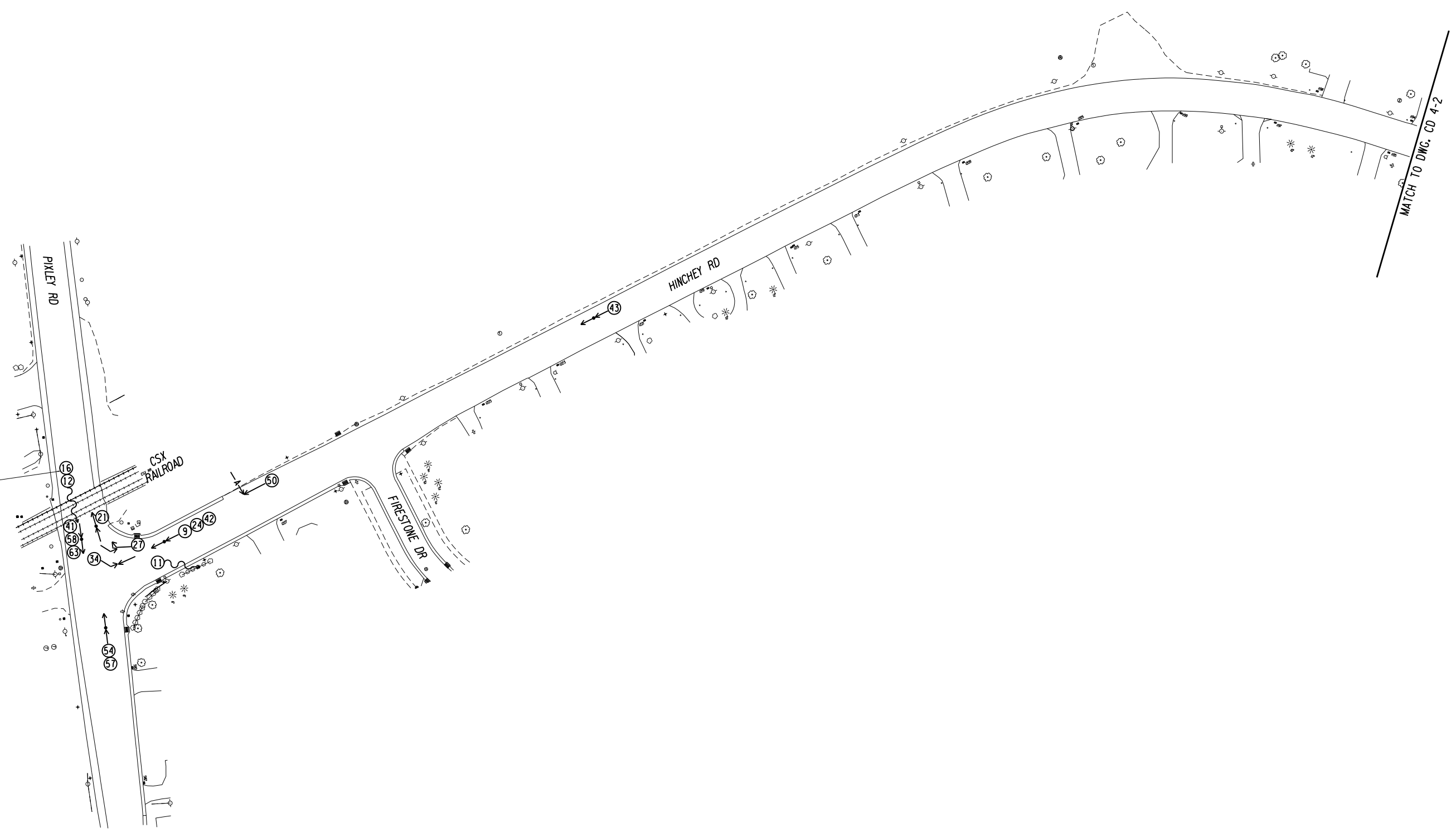
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DATE  
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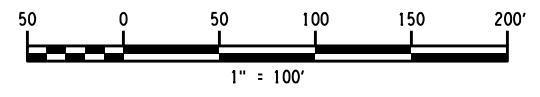
DRAWING NUMBER  
 CD 3-5



CRASHES 12 AND 16 INVOLVED VEHICLES STUCK ON RAILROAD TRACKS



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
⊞ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	⊥ RIGHT ANGLE
▭ PARKED VEHICLE	← M MOTORCYCLE	↔ OVERTAKING (OPPOSITE DIRECTION)	↘ RIGHT TURN
⊞ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

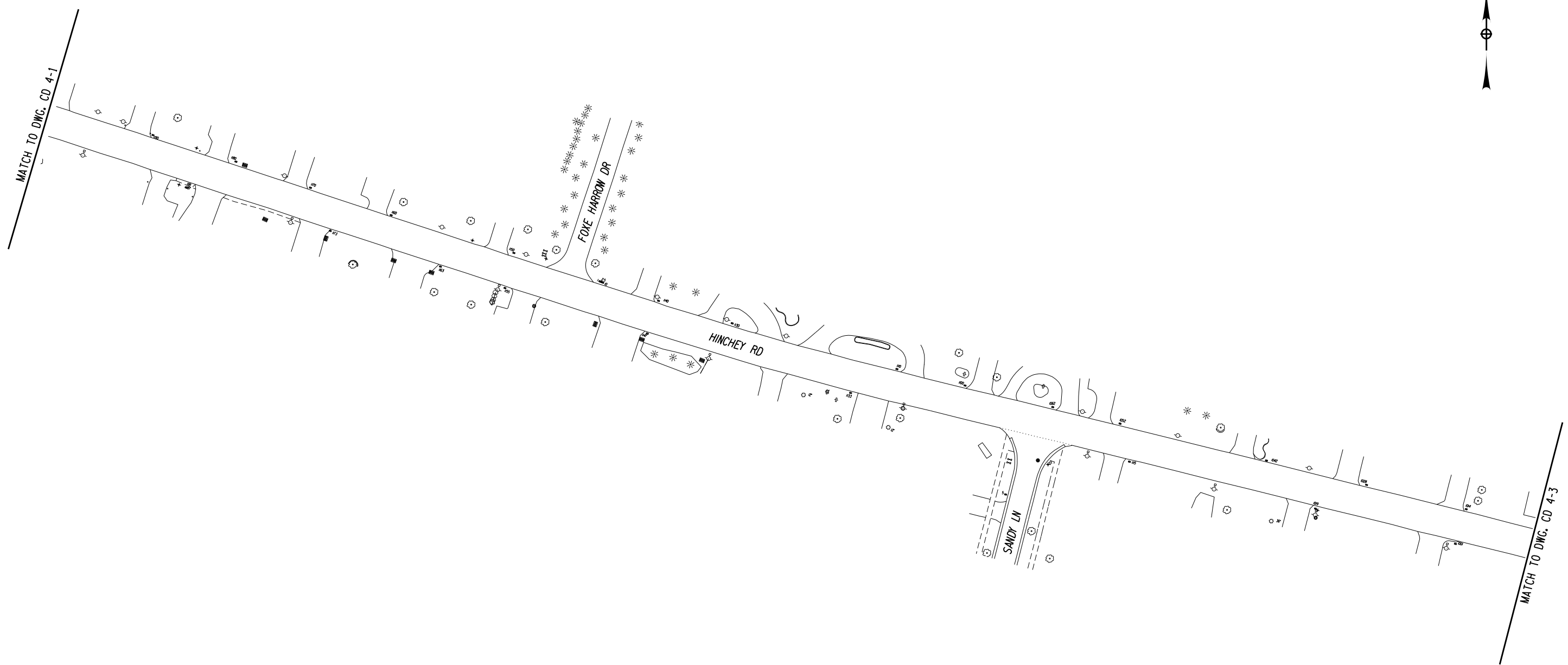
COLLISION DIAGRAM  
3 YEAR PERIOD  
(6/1/16 TO 5/31/19)

PROJECT NUMBER  
2201826

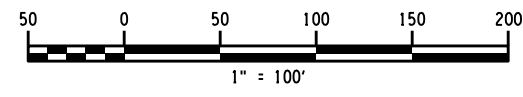
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DRAWING NUMBER  
CD 4-1

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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



SYMBOLS		MANNER OF COLLISION	
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↔ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
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↔↔↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

COLLISION DIAGRAM  
3 YEAR PERIOD  
(6/1/16 TO 5/31/19)

PROJECT NUMBER  
2201826

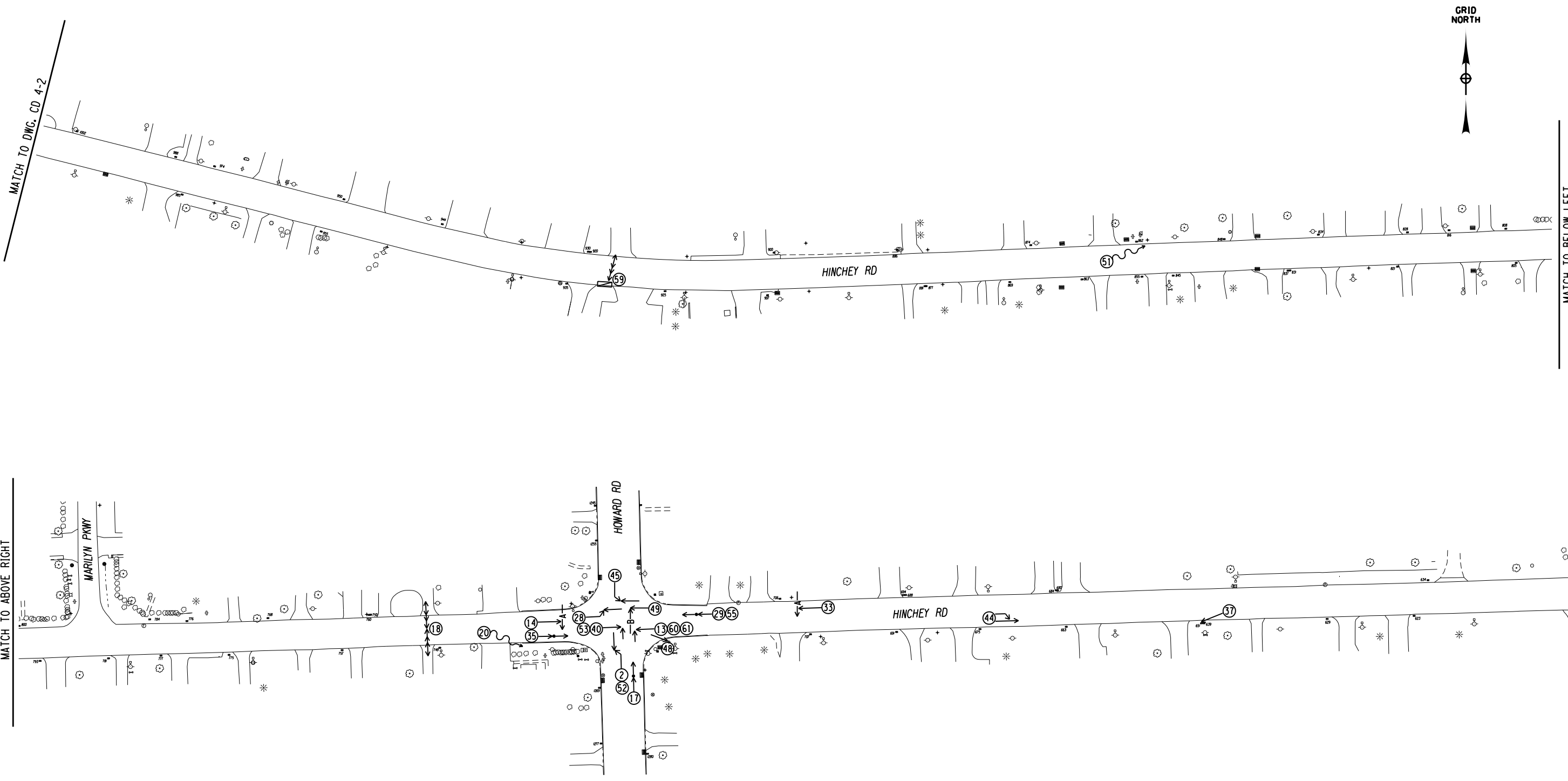
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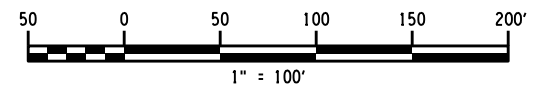
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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
⊠ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
▭ PARKED VEHICLE	← M MOTORCYCLE	↔ OVERTAKING (OPPOSITE DIRECTION)	↘ RIGHT TURN
⊞ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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 DEPARTMENT OF TRANSPORTATION

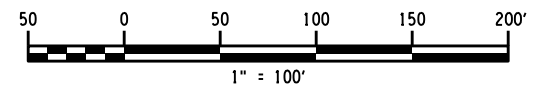
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 3 YEAR PERIOD  
 (6/1/16 TO 5/31/19)

PROJECT NUMBER  
**2201826**  
 DATE  
**7/16/2021**  
 DRAWING NUMBER  
**CD 4-3**

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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	← P PEDESTRIAN	← REAR-END	↙ LEFT TURN
↔ STOPPED VEHICLE	← B BICYCLE	← OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
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⋯ OUT OF CONTROL VEHICLE	← A ANIMAL		
↔↔↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



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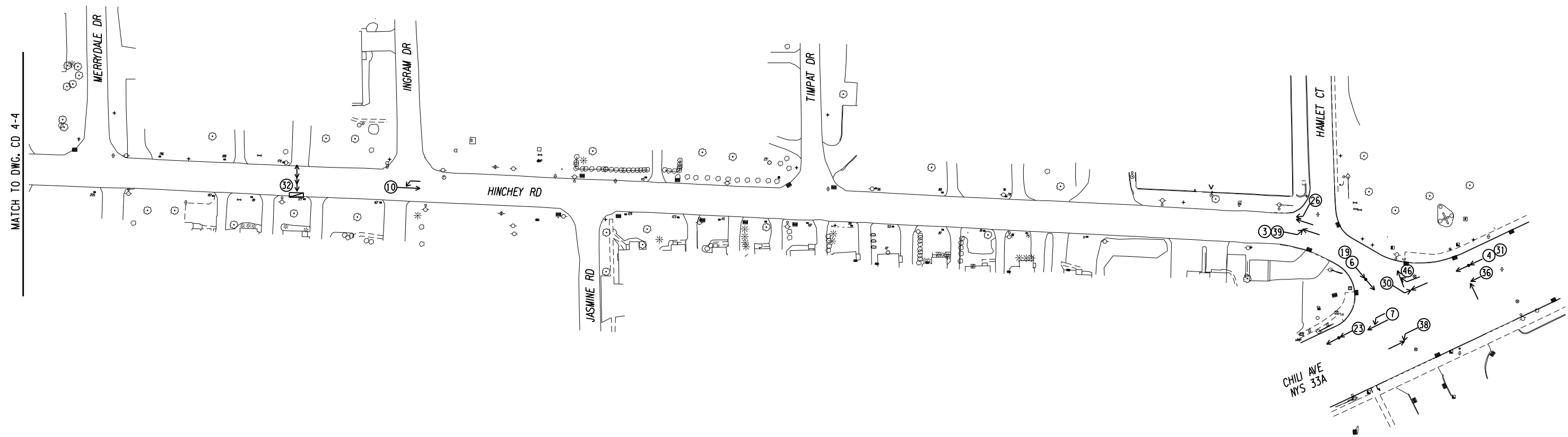
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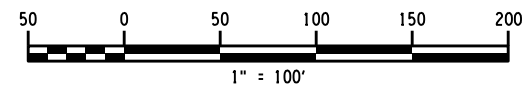
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**COLLISION DIAGRAM**  
 3 YEAR PERIOD  
 (6/1/16 TO 5/31/19)

PROJECT NUMBER  
**2201826**  
 DATE  
**7/16/2021**  
 DRAWING NUMBER  
**CD 4-4**



SYMBOLS		MANNER OF COLLISION	
← MOVING VEHICLE	←P PEDESTRIAN	← REAR-END	↙ LEFT TURN
↔ STOPPED VEHICLE	←B BICYCLE	↔ OVERTAKING (SAME DIRECTION)	↘ RIGHT ANGLE
▭ PARKED VEHICLE	←M MOTORCYCLE	↔ OVERTAKING (OPPOSITE DIRECTION)	↘ RIGHT TURN
⊃ OUT OF CONTROL VEHICLE	←A ANIMAL		
↔↔↔ BACKING VEHICLE	⊗ ACCIDENT REPORT NUMBER		



PLOTRMAN pdf\_BW\_half.plt  
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PROJECT MANAGER: RICHARD BENNETT  
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 DESIGNER: BRIDGET DEHAAN

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It is a violation of New York Education Law Article 145 Sec. 7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

COLLISION DIAGRAM  
 3 YEAR PERIOD  
 (6/1/16 TO 5/31/19)

PROJECT NUMBER  
 2201826

DATE  
 7/16/2021

DRAWING NUMBER  
 CD 4-5



Safety Analysis  
Crash Summary Sheets

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO.		ROUTE NO. or STREET NAME Hinchey Rd							COUNTY MUNICIPALITY						
P.I.N..		BETWEEN Pixley Rd and Chili Ave							BY DATE						
INVENTORY NO.		NO. OF MONTHS 36 months		LIGHT CONDITIONS (LC)				ROADWAY CHARACTER (RC)				ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
Begin Date 6/1/16		End Date 5/31/19		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted				1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest				1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION		
1	36282010	7/2/2016	13:37	2	NR	1	1	1	1	04, YY		RIGHT ANGLE	D1 states that he was backing out of a parking space at listed location and did not see V2 traveling west bound in the parking lot until it was too late and the collision occurred. D2 states that he was traveling west bound in the parking lot and as he was passing the rear bumper area of V1, it backed up and collided with his vehicle. D2 states that he could do nothing to avoid the collision as it happened very fast. <b>Not included in analysis - out of area (private parking lot)</b>		
2	36287509	7/6/2016	21:29	2	INJURY	4	1	1	1	07, YY	940L43011005	UNKNOWN	driver #1 stated she was turning from northbound howard road to westbound hinchey road under a green light. driver #1stated she saw vehicle #2 approaching the intersection and thought she had enough time to complete the turn. driver #1 thought that vehicle #2 sped up at the last minute and then the accident occurred. passenger in rear of vehicle #1 bumped right elbow and was taken to strong precautionary with gates EMS.Driver #2 stated she was south on howard road approaching the intersection for hinchey road under a green light when vehicle #1 turned in front of her.witness #1 was stopped on hinchey facing westbound for the red light. witness #1 stated she saw vehicle #1 turn left in front of vehicle #2 causing the accident.witness #2 stated she was south on howard road in front of vehicle #2. witness #2 stated she did not think that vehicle #2 had its lights on. witness #2 went into the turning lane to make a left turn east onto hinchey road when vehicle #2 continued south in the travel lane. witness #2 saw vehicle #1 turn in front of vehicle #2 causing the accident.un cooperative passenger in vehicle #2 offered a ride by officer kaiser male refused ride. - WITNESS 1 CANTY, LYNEICE NY 5856425217 - WITNESS 2 HANCOCK, CHERIE L NY 5853283253		
3	36376091	9/3/2016	10:19	2	INJURY	1	4	1	1	07, YY		RIGHT ANGLE			

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
4	36413584	10/4/2016	09:20	2	NR	1	1	1	1	04, YY	33A43021150	REAR END	Driver 1 admitted to rear ending v2 who was stopped ahead of her. She explained that they were stopped at a red light when she started to pull forward without realizing v2 was still stopped in front of her.
5	36419663	10/9/2016	08:30	2	NR	1	1	1	1	04, YY, ZZ	33A43021150	UNKNOWN	v2 owner reports that he discovered his parked car was hit in the parking lot of the Quality Inn hotel sometime during the night. v2 had damage to the right rear tail lamp and bumper. No cameras are in the parking lot.  Not included in analysis - out of area (private parking lot)
6	36427607	10/10/2016	16:35	2	NR	1	1	1	1	04, 09, YY	33A43021150	REAR END	D1 STATES THAT SHE WAS AT THE LIGHT BEHIND V2 WHEN SHE SAW THE LIGHT TURN GREEN AND STARTED TO GO. D2 HAD NOT MOVED YET SO SHE HIT V2. D2 SAID SHE WAS SITTING AT THE LIGHT WHEN V1 HIT HER FROM BEHIND.
7	36451125	10/21/2016	14:46	2	NR	1	1	2	3	04, 13, YY	33A43021150	OVERTAKING	D2 states that she was in the left lane and was traveling West bound on Chili Av and as she went through the Hinchey Rd intersection V1 (who was to her right) changed lanes and collided with her vehicle. D1 states that she too was traveling West bound on Chili Av and was in the right lane and when she attempted to change lanes to her left she did not realize V2 was there until it was too late and the collision occurred.
8	36469326	11/6/2016	13:58	2	NR	1	1	1	1	YY, ZZ	33A43021150	SIDESWIPE	Rosaline Waters operated and parked vehicle #2 in a parking space at 1315 Chili Ave. Waters parked at about 1345 hrs and upon coming out at 1358 hrs noticed damage to her driver door. it appears another vehicle side swiped the parked vehicle and left the scene.  Not included in analysis - out of area (private parking lot)

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
9	36478961	11/16/2016	19:13	2	PDO	5	1	2	2	09, YY		REAR END	Both driver's report that on the above date and time vehicle 2 was stopped in traffic in the West bound Lane on Hinchey Road. Vehicle 1 was traveling West bound on Hinchey Road and rear ended vehicle 2.
10	36520583	12/11/2016	19:08	2	PDO	4	1	4	4	66, YY		RIGHT ANGLE	After investigating the accident, it appears that D1 was westbound on Hinchey Rd and lost control of V1 due to snow/ice conditions and slid into V2's direction of travel and collided with V2. Patrol notes V2 had a snow plow mounted on the front of the vehicle that may have had mechanical damage to the lifting mechanism caused by the accident. Patrol also notes that there was snow/ice conditions during the time of the accident and the roads were not plowed or salted.
11	36528816	12/18/2016	05:30	1	NR	4	1	4	3	19, 66		SNOW EMBANKMENT	Vehicle #1 had just turned left from Pixley Road onto Hinchey Road. Vehicle #1 lost control on the ice covered road surface and slid into a snow bank and through the yard at 1227 Hinchey Road. Vehicle #1 then collided into a wood landscape border (board) located near the front of the house.
12	36534676	12/22/2016	21:39	1	NR	4	1	2	2	04, YY		RAN OFF ROAD ONLY	V1 was SB on Pixley Rd towards Hinchey Rd when D1 misjudged the turn Eb on Hinchey Rd and became stuck on the CSX train tracks near the intersection. V1 sustained minor undercarriage damage as a result.
13	36547646	12/30/2016	17:21	2	PDO	4	1	2	2	17, YY	940L43011005	RIGHT ANGLE	Patrol responded to the above area for the report of a hit and run accident and the suspect vehicle fled north bound on Howard Rd. Patrol responded from the area of Lyell Ave at Howard Rd and was unable to locate the suspect vehicle. Another unit also checked the area with negative results. Upon arrival Patrol met with D2 who stated she was west on Hinchey Rd facing a green light when a gold colored Jeep going north bound ran the red light and struck her vehicle. D2 also stated the Jeep did not have any headlights on. Patrol observed heavy front end damage to V2. At this time there is no further information about the suspect vehicle and no other witnesses.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
14	36556041	12/28/2016	04:45	1	PDO	Z	Z	Z	Z	XX	940L43011005	DEER	
15	36597940	1/31/2017	16:11	1	NR	1	1	4	2	69, YY		SIGN POST	D1 was operating a Gates Fire Dept. Vehicle on a Fire Incident call when V1 backed into a no parking sign causing the sign to break. W1 observed this MVA. Patrol investigated this on scene and determined that D1's view was obstructed by V1 itself. Gates FD took photos of the damage to both the vehicle and the street sign. Gates DOT notified. No injuries. - WITNESS 1 BOWER, EDWIN S 1605 BUFFALO RD ROCHESTER NY 14624 5852472262 5852472262
16	36597942	2/4/2017	06:10	1	NR	4	1	1	1	18, YY		RAN OFF ROAD ONLY	Driver 1 said she misjudged her turn from Pixley Rd onto Hinchey Rd and accidentally turned onto the railroad tracks. Veh 1 got stuck on the tracks. Driver 1 had a learners permit only.
17	36609932	2/14/2017	17:53	2	INJURY	4	1	1	1	09, YY	940L43011005	REAR END	Both driver's report that on the above date and time vehicle 1 was stopped at the red light on Howard Road at Hinchey Road behind vehicle 2. Driver 1 said her foot slipped off the brake causing vehicle 1 to roll forward and rear-end vehicle 2.
18	36609945	2/16/2017	15:50	2	NR	1	1	1	2	03, YY		RIGHT ANGLE	After speaking with both drivers it appears that V1 was backing from her driveway at 749 Hinchey Rd and V2 was backing from an opposing driveway at 750 hinchey Rd at the same time. Both vehicles collided while backing from the driveways. Patrol is unable to determine which driver was at greater fault for the accident. Patrol notes D2 stated she suffers from MS and appeared very upset about the accident. D2 stated she was recently faulted for a motor vehicle accident on 2-14-17. V2 was parked at 750 Hinchey Rd and D1 went back to her friends house at 750 Hinchey Rd. Patrol completed a driver review form for D2.3/5/2017 1950 hrs- Patrol spoke to D1 who advised there was an error on the report. After reviewing the narrative, Patrol notes it was D2 who went back to her friends house at 750 Hinchey Rd after the incident.
19	36674821	3/29/2017	07:40	2	PDO	1	1	1	1	09, YY	33A43021150	REAR END	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
20	36687573	4/13/2017	12:45	1	NR	1	1	Z	Z	04, ZZ		OTHER	During 8:00PM on 4-13-17 and 9:00AM an unknown vehicle came off Hinchey Road in an unknown direction or manner and struck to decorative rocks, moving them and over the top of a shrub. There was also lawn damage to the owner's property where the rocks had been. It appears that the vehicle had driven up into the driveway near the house before leaving.
21	36728441	5/17/2017	16:06	2	PDO	1	1	1	1	09, YY		REAR END	On the listed date and time, patrol responded for the MVA at Hinchey Rd and Pixley Rd. Upon arrival patrol spoke with the driver of V1 who states that he was behind V2 on Hinchey turning right on to Pixley Rd. The driver of V2 states that he made the right hand turn on to N Pixley Rd and slowed down for the railroad tracks when he was rear ended by V1. The driver of V1 states that he was looking left while making the right hand turn on to N Pixley when he collided with V2. The driver of V1 was very upset that V2 could just slow down to almost a stop at the railroad tracks without having a sticker saying he stops for railroad tracks. The driver of V1 was issued a UTT for following too closely.
22	36752981	6/2/2017	08:33	2	NR	1	1	1	1	07, YY	33A43021150	RIGHT ANGLE	v2 was traveling west on Hinchey Road when v1 turned left in front of v2. v1 was traveling east on Hinchey Road and turned left onto Renouf Drive into the path of v2 causing the crash.No injuries reported and no vehicles required towing.
23	36772706	6/15/2017	17:17	2	INJURY	1	1	1	2	04, YY	33A43021150	REAR END	While traveling west in front of 1338 chili ave, the driver of vehicle 1 states he looked away from the roadway momentarily and when he looked forward again he rear ended the rear of Vehicle 2. The driver of Vehicle 2 states that she had just passed the intersection of Hinchey Rd when her vehicle was struck by Vehicle 1, causing her back pain and the passenger neck pain. Both Veh 2 passengers were taken to Strong hospital as well as the driver of Vehicle 1. Gates Towing towed away both vehicles.
24	36782871	6/26/2017	12:00	2	NR	1	1	1	2	09, YY		REAR END	V1 STRUCK THE REAR OF V2 THAT WAS STOPPED AT TRAFFIC LIGHT.D1 STATED SHE PRESSED THE BRAKE ALL THE WAY BUT FAILED TO STOP IN TIME



NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
25	36823168	7/25/2017	14:58	2	PDO	1	1	1	2	03, 12, YY		REAR END	V1 backed up out of a driveway into v2 who was driving w/b towards Howard road. d1 stated he was looking at an uninvolved vehicle parked on the south side of Loderdale Rd and didn't see V2.
26	36942221	10/17/2017	19:24	2	NR	4	1	1	1	04, 07, YY		RIGHT ANGLE	V2 was traveling westbound on Hinchey Rd.V1 was entering Hinchey Rd. from Hamlet Ct. in a south direction.V1 failed to yield the right of way to V2 and pulled out in front of V2.V1 then struck V2 with the front left corner of the vehicle.D1 said a vehicle on Hinchey Rd. was waving her into the intersection and she did not see V2.D1 did not have a valid license and was informed by Patrol to park the vehicle in the nearby parking lot and have the vehicle picked up by a licensed driver.
27	36979684	11/12/2017	20:00	2	PDO	4	1	1	1	18, YY		SIDESWIPE	Driver 2 states he was making a left turn from Pixley Rd onto Hinchey Rd when vehicle 1 made a wide right turn from Hinchey onto Pixley Rd, side swiping Vehicle 2. Vehicle 2 was damaged on the driver rear panel and it is likely vehicle 1 has damage to the driver front. Vehicle 1 then sped off leaving the scene of the accident. Vehicle 1 was described as a light colored sedan. Neither D2 or V2 passenger stated they were injured at that time. D2 contacted patrol at a later date and stated he had a picture of the vehicle and plate number. Patrol ran the plate in portal and obtained the registered owner's info. Patrol followed up with the address on file for V1. Patrol had negative results for the address on file. Patrol spoke with D2 who stated he believed the owner of V1 lived at an address in Greece. Patrol attempted to locate the RO at that address with negative results. D2 investigated further on his own and found that a vehicle matching the description of V1 had recently been at a body shop in Greece and the damage that was fixed was consistent with damage that may have been received from this accident. At that point patrol felt that there was not enough evidence to put that vehicle, NY REG HKV7453, a 2013 BMW as V1. On March 28, 2018 V2 passenger Gaskin spoke with Sgt. Verbakel at the PD. He showed Sgt. Verbakel a picture of the license plate as well as a cell phone video of V1 leaving the scene of the accident on 11/12/2017. V2 Passenger stated he received an injury from the MVA and that the accident affected his left shoulder. After reviewing the video footage evidence patrol believes that V1 NYREG HKV7453 was involved in this hit and run accident. On 03/31/2018 patrol added V1 information to this report.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
28	36986288	11/9/2017	17:10	2	PDO	3	1	1	1	17, YY	940L43011005	RIGHT ANGLE	Driver 1 states she was heading westbound on Hinchey Rd and went through the intersection at Hinchey and Howard Rd, striking vehicle 2 in the passenger side door, causing damage to the front end of her vehicle (V1). Driver 2 states he was in the turning lane on Hinchey Rd at the intersection with Howard Rd, facing eastbound. Driver 2 said he was in the intersection, the light turned red and he made a left turn when he was struck by Vehicle 1. Driver 1 states the accident was her fault and believed she had the yellow light. Driver 2 stated the light was red.
29	36986289	11/15/2017	17:30	3	PDO	5	1	1	1	09, 60, YY	940L43011005	OTHER	Driver 1 states he was traveling westbound on Hinchey Rd when traffic ahead of him came to a stop. Driver 1 stated he misjudged his distance between his vehicle and vehicle 2, rear ending vehicle 2. This caused a chain reaction and vehicle 2 then struck vehicle 3. Both driver 2 and 3 confirmed Driver 1 account of the accident.
30	36992511	11/20/2017	15:40	2	INJURY	1	1	1	2	07, 17, YY	33A43021150	LEFT TURN (AGAINST OTHER CAR)	d1 stated he was driving w/b chili ave when he passed through a red signal and hit v2 in the intersection. d1 stated that the accident was his fault. d2 stated she was on hinchey rd and had a green light to make a left turn to e/b chili ave, when her car was hit by v1. d2 complained of pain in her left leg but wasn't transported by ems. her car was driven to the parking lot of the chili-hinchey plaza and secured.
31	37033698	12/14/2017	08:44	2	PDO	1	1	4	4	19, 66, YY	33A43021150	REAR END	Vehicle #2 was stopped in the right turning lane on Chili Ave for Hinchey Road and was struck in the rear by vehicle #1. Driver #1 states that her vehicle slid on the snowy/icy covered roadway and she was unable to stop before striking vehicle #2.
32	37079679	1/10/2018	11:00	2	PDO	1	1	1	1	03, 04, YY		REAR END	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
33	37119849	2/1/2018	04:50	1	NR	4	1	1	1	61, YY		ANIMAL	Driver stated he was traveling westbound on Hinchey Rd when a deer ran out in front of him, causing driver to strike the deer. Vehicle sustained minor damages (dent to hood). Driver stated it&apos;s his girlfriends vehicle and she wanted a report. Deer was injured when patrol arrived on scene and eventually ran off into the woods.
34	37131083	2/6/2018	14:30	2	INJURY	1	1	2	2	18, 66, YY		LEFT TURN (AGAINST OTHER CAR)	V1 struck V2 while turning left from Pixley Rd on to Hinchey Rd. in the Town of Gates.D1 stated &quot;I take all responsibility.&quot; He continued to state that he saw V2 slowing down for the red light and thought he had enough space to turn on to Hinchey Rd. and that was when V1 struck V2.D2 stated that he was stopped at the stop light facing West bound on Hinchey Rd at Pixley Rd when V1, traveling South bound on Pixley Rd, took the left turn on to Hinchey Rd too sharp, striking his vehicle.D1 had a canceled NYS license, Patrol issued two UTTs, VTL 509(1) Unlicensed Operator and VTL 509(8) Failure to notify address change. V1 was valid. It did not require a tow.V2 required a tow, but D2 stated that AAA was enroute. Patrol placed flares down until the tow arrived.D2 had complaints of a back injury, but declined EMS several times and stated that he will go to the hospital on his own.
35	37134976	2/9/2018	17:55	2	PDO	4	1	4	4	04, 66, YY	940L43011005	REAR END	v2 was stopped at a red light on Hinchey Road at Howard Road waiting for traffic to clear so he could turn right. V1 driver states she could was coming up behind v1 and states the roads were to slippery to stop. v1 then ran into the rear of v2. No injuries reported.
36	37140927	2/7/2018	14:42	2	PDO	1	1	4	4	07, YY	33A43021150	RIGHT ANGLE	Driver #2 indicated he was on chili ave westbound when vehicle #1 came out of the exit for the plaza cutting across Chili ave towards Hinchey Road. This is when vehicle #1 pulled in front of vehicle #2 causing the accident. Driver #1 stated she had a green light and pulled across to go down hinchey road. Driver #1 however explained she was coming out of the plaza exit which does not have a traffic light. The light is further west for the exit of KFC. Driver #1 thought this light was for her so she pulled out.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
37	37148724	2/9/2018	18:00	1	NR	4	1	4	4	04, ZZ		OTHER FIXED OBJECT	The homeowner at 663 Hinchey Road came home to find his mailbox was knocked down and there was damage to his lawn. Tire tracks could be seen in the yard. The neighbor, w-Knowlton, reports he did observe a gold suv, similar to a GMC Yukon, stuck in the yard. The vehicle was spinning its wheels and managed to get out of the yard prior to the witness obtaining a plate. No license plate information was obtained. - WITNESS 1 KNOWLTON, ROYCE 651 HINCHEY ROAD ROCHESTER NY 14624 6077251257
38	37213490	3/29/2018	14:25	2	PDO	1	1	2	3	07, 26, YY	33A43021150	HEAD ON	D1 stated she was traveling West on Chili Av/Hinchey Rd in the left turn only lane at the intersection. D1 stated she had a green traffic signal when a vehicle traveling East on Chili Av in the left lane waved her on to make a left turn. D1 stated she proceeded to make the left turn. D1 stated V2 which was traveling East on Chili Av in the right lane went through the intersection where there was a green traffic signal. V1 and V2 collided which spun V1 around. V2 then struck a traffic signal pole. The pole appeared to have no damage except two metal caps on the bottom of the pole which cover the anchors. D2 stated he was traveling East on Chili Av in the right lane when he proceeded through the intersection with a green traffic signal. D2 stated V1 made a left turn in front of him. V1 and V2 Collided. D1 and D2 declined medical attention on scene with Gates Ambulance. Both vehicles towed by 1210 to Gates Towing. Dispatch advised State DOT about pole damage. No injuries.
39	37223012	4/5/2018	20:12	2	INJURY	4	4	2	4	07, YY		RIGHT ANGLE	Driver 1 stated that on the above date and time, as he started to make a left turn onto Hamlet Ct from Hinchey Road. At the same time, vehicle 2 made a quick right turn onto Hinchey Road from Chili Avenue. Vehicle 2 proceeded West on Hinchey Road and collided with vehicle 1. Driver 2 had a similar story and stated that on the above date and time, he made a right turn onto Hinchey Road from Chili Avenue. As he proceeded West on Hinchey Road, vehicle 1 entered his path and both vehicles collided.
40	37247554	4/22/2018	12:22	2	PDO	1	1	1	1	17, YY	940L43011005	RIGHT ANGLE	v1 was e/b through the intersection and passed a red light and struck v2 that was n/b on howard rd. d1 stated that he was yawning and went through the red light.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
41	37251897	4/24/2018	11:45	2	PDO	1	1	1	2	09, YY		REAR END	Driver 2 states that she was south on Pixley Road and as she approached the intersection of Hinchey Rd the traffic signal turned yellow so she began to stop at which vehicle 1 collided into the rear of her vehicle. Driver 1 states that he was south on Pixley Rd behind vehicle 2 and when he applied his brakes his vehicle slid on the railroad tracks that were across the roadway.
42	37270733	4/26/2018	19:30	2	PDO	3	1	1	1	04, 09, YY		REAR END	V1 and V2 were both stopped in westbound traffic on Hinchey Rd. at Pixley Rd. facing a red light.V2 began traveling westbound and then came to a stop in traffic again.V1 began traveling westbound behind V2 and failed to stop when V2 stopped and struck V2.V1 struck V2 in the left rear bumper with the front right bumper of V1 causing damage to both vehicles.D2 said she rolled forward at the red light and then came to a stop again and then V1 struck the rear of her vehicle.D1 said she began moving forward because V2 began moving forward but V2 then stopped and she struck the vehicle.
43	37274204	5/7/2018	18:14	3	INJURY	1	1	1	1	04, 09, YY		OTHER	
44	37287924	5/11/2018	16:47	2	PDO	1	1	1	1	13, YY		OVERTAKING	D1 stated she was traveling East in the area of 675 Hinchey Rd behind V2. D1 stated V2 slowed down and D1 observed brake lights. D1 stated V2 pulled to the right a bit and D1 stated she thought V2 was stopping on the side of the Road. D1 stated she proceeded to pass V2 on the left. D1 stated this is when V2 moved to the left and struck V1. D2 stated she was traveling east in the area of 675 Hinchey Rd when she was slowing down in traffic to make a left turn. D2 stated she had her left turn signal on. D2 stated V1 passed her on the right as V2 proceeded to make a left turn. D2 stated V1 and V2 collided. No injuries.
45	37356458	6/23/2018	20:52	2	PDO	4	1	1	2	17, YY	940L43011005	LEFT TURN (AGAINST OTHER CAR)	V1 collided with V2 when V1 was making a left turn from Howard Rd onto Hinchey Rd in the Town of Gates.D1 stated that he was making a left hand turn from Howard Rd onto Hinchey Rd. when he was struck by V2. He continued to state that his traffic light was yellow, changing to red when the MVA occurred.D2 stated immediately that he had a green light. He continued to state that he was heading West bound on Hinchey Rd at the intersection of Howard Rd. when V1 blew the red light and turned left from Howard Rd. onto Hinchey Rd.Neither V1 nor V2 required a tow.Neither D1, D2 nor P had complaints of an injury and did not request EMS.D1's license was expired on 06/06/2018. Patrol issued him one UTT VTL 509(1) Unlicensed Operator.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
46	37393179	7/18/2018	16:29	2	PDO	1	1	1	1	07, 17, YY	33A43021150	RIGHT TURN (AGAINST OTHER CAR)	Driver 1 reports that the MVA happened so fast and mix with his anxiety, he had no recollection of what happened.Driver 2 reports that on the above date and time, she exited the parking lot of 1345 Chili Ave on a green light and traveled straight across the intersection towards Hinchey Road. Vehicle 1 was on Chili Ave and made a right turn on a red light towards Hinchey Road. Vehicle 1 struck Vehicle 2.
47	37394735	7/16/2018	18:03	2	PDO	1	1	2	1	03, YY		RIGHT ANGLE	Both Drivers agree that V2 was stopped on Hinchey Rd delivering mail when V1 backed from the driveway of 396 Hinchey Rd striking V2. D1 stated he did not see V2 when he backed from the driveway.
48	37428560	8/11/2018	15:12	1	NR	1	2	1	1	ZZ	940L43011005	SIGN POST	V1 left the roadway and struck the NYS Department of Transportations street sign located on the southeast corner of the intersection and caused damage to the sign.V1 then left the scene of the accident.No plate information available.Bystanders said the driver appeared to be an elderly female and told someone she was not injured and then left.DOT notified.
49	37429004	8/2/2018	21:07	2	PDO	4	1	1	2	07, YY	940L43011005	BICYCLIST	D1 stated she was traveling West on Hinchey Rd crossing Howard Rd with a green traffic signal when she saw D2 on a bicycle crossing over Hinchey Rd traveling North. D1 stated she did not see V2 until the last second. V1 and V2 collided. D2 stated he was on a bicycle crossing Hinchey Rd traveling North when he did not think any vehicles were coming. D2 stated he proceeded to cross the street when V1 and V2 Collided. W1 stated she was behind V1 when she observed V2 cross over Hinchey Rd on a bicycle traveling North. W1 stated D1 had a green traffic signal. W1 stated this is when V1 and V2 collided. D2 stated he fell off the bicycle but stated he was not injured. D2 was treated by gates ambulance on scene with a small bump on the back of his head. D2's mother arrived on scene to take D2. D2 signed off medical treatment with Gates Ambulance. - WITNESS 1 SLAUGHTER, ANTOINETTE 5859673814



NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
50	37456530	8/31/2018	05:25	1	PDO	5	4	1	1	61, YY		ANIMAL	d1 stated she was driving west bound on Hinchey road when a deer crossed the road north and ran into her car. deer died on impact, highway department notified.
51	37459657	9/2/2018	16:56	1	PDO	1	1	1	1	13, YY		OTHER FIXED OBJECT	Witness W1 reports that on the above date and time, vehicle 1 was traveling East bound on Hinchey Road. Vehicle 1 left the roadway and struck 3 separate mailboxes before re-entering the roadway. Vehicle 1 fled the scene. W1 had trouble recalling the vehicles description. W2 heard the sound of the crash and exited her house. She observed a bluish SUV with a white female in her 20's with long brown hair pull over. There was a male in the passenger seat. The female screamed and was throwing her hands in the air. The SUV took off shortly thereafter. Patrol checked the area for vehicle 1 with negative results. Patrol located a piece of vehicle 1 in the lawn of 863 Hinchey Road. The part number sticker indicated it was part of a headlight section for a Chevrolet Equinox. The park was logged into property. - WITNESS 1 SWAIN, THOMAS 862 HINCHEY ROAD ROCHESTER NY 14624 7747221982 - WITNESS 2 CARIO, LISA 828 HINCHEY ROAD ROCHESTER NY 14624 5857326934
52	37465900	9/5/2018	14:20	2	PDO	1	1	1	1	04, 07, YY	940L43011005	LEFT TURN (AGAINST OTHER CAR)	V1 was northbound on Howard Rd at Hinchey Rd. V2 was southbound on Howard Rd. at Hinchey Rd. V1 began making a left turn to head westbound onto Hinchey Rd. from Howard Rd. V1 failed to yield to V2 traveling south through the intersection and struck V2 in the front left side with the front left corner of V1 causing damage to both vehicles. V2 then traveled off the road way and the left side view mirror struck the utility pole on the southwest corner of the intersection causing damage to the vehicle. The utility pole was not damaged. D1 said she was in the intersection waiting to turn left and thought she would have enough time and attempted to complete the turn in front of V2. D2 said he was traveling south on Howard Rd. and V1 turned in front of his vehicle and she swerved to avoid the vehicle but the vehicles collided. D1 provided Patrol with a China Driver's License but did not have a NYS Permit or License. D1 was informed she would need to acquire a NYS Permit or License.

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
53	37486144	9/11/2018	07:00	2	INJURY	1	1	2	2	17, YY	940L43011005	RIGHT ANGLE	v1 was e/b and went through the intersection on a solid red light and struck v2 that was n/b on howard rd on a green light. witness 1 that was right behind v1 and confirmed that v1 drove through the red light . - WITNESS 1 MARKS, BRENDA 33 BENEDICT ROCHESTER NY 14624 5854297457 5857473295
54	37521190	10/5/2018	13:25	2	INJURY	1	1	1	1	04, 09, YY		REAR END	
55	37551230	10/27/2018	13:04	2	NR	1	1	2	3	04, YY	940L43011005	REAR END	Vehicle #2 was stopped at the traffic light with traffic facing west on Hinchey Road at Howard Road. Vehicle #1 was behind vehicle #2 and started to go before vehicle #2 started to move and struck the rear end of vehicle #2.
56	37583100	11/12/2018	18:33	1	NR	4	1	1	2	18, YY		SIGN POST	Patrol received a call for a vehicle that hit the stop sign with no vehicles standing by. Upon arrival Patrol could see tire marks in the fresh grass and damage to the town stop sign. It appears someone may have come up short making a turn and turned right into the sign. Patrol left a message with Gates highway foreman.
57	37676709	1/6/2019	12:28	2	NR	1	1	2	2	04, YY		REAR END	v2 was stopped at a red light on Pixley Rd at Hinchey Rd when V1 rear ended V2. V1 driver states he leaned over to his passenger seat and his foot came off the brake. No injuries.
58	37691943	1/15/2019	15:07	2	PDO	1	1	2	2	09, YY		REAR END	

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
59	37694489	1/16/2019	11:00	2	PDO	1	1	1	2	04, 60, YY		RIGHT ANGLE	Vehicle # 1 driver stated that she was backing out of her driveway at 920 Hinchey Road and backed into vehicle # 2 which was parked on the eastbound shoulder of the roadway opposite her driveway, parked in front of the Group Home (925 Hinchey Road) across the street. Driver # 1 stated she did not see vehicle # 2 parked illegally opposite her driveway. Driver # 1 stated that she made contact with the vehicle owner Elaina Riggi and exchanged information. I spoke to Elaina Riggi on the phone as she left to go to her other job site. Elaina stated that she exchanged info with Driver # 1 because they originally agreed to not file a police report. Elaina stated that she was parked in the eastbound shoulder with her vehicle facing west. Elaina advised that vehicle # 2 is registered to her mother, Vicki Riggi. Elaina was notified after driver # 1 struck vehicle # 2. Elaina is an employee of the Group Home at 925 Hinchey Road. Elaina advised that the damage to vehicle # 2 was to the passenger side door area. Vehicle # 2 insurance code is 769-Travelers Personal Ins Co (it is not listed in the drop down box)
60	37698749	1/20/2019	20:08	2	PDO	4	1	4	4	19, 66, YY	940L43011005	RIGHT ANGLE	V1 was traveling north bound on Howard Rd. V1 faced a red light at Howard Rd./Hinchey Rd.V2 was traveling westbound on Hinchey Rd. at Howard Rd. and had a green light.V1 failed to stop at the red light and entered the intersection. V1 and V2 then collided.D1 said he tried to stop at the red light but his vehicle slid in the snow and he couldn't stop.D2 said he was traveling through the intersection facing a steady green light and V1 slid in front of his vehicle and he was unable to avoid the vehicles colliding.
61	37703067	1/22/2019	16:39	2	INJURY	3	1	2	2	17, YY	940L43011005	RIGHT ANGLE	V1 was northbound on Howard Rd. at Hinchey Rd.V2 was stopped westbound on Hinchey Rd. at Howard Rd. facing a red light.The traffic light turned green for westbound traffic on Hinchey Rd.V2 began traveling west through the intersection.V1 faced a red light at the intersection and failed to stop.V1 and V2 collided in the intersection causing damage to both vehicles.D1 said the light changed from green to yellow to red very fast and he did not have time to stop.D2 said she had a green light and began traveling through the intersection and V1 ran the red light and struck her vehicle in the intersection.W1 stated the light was red when V1 entered the intersection and collided with V2.Out of state insurance for V1 was Sentry company code 24988D2 later informed Patrol she was feeling minor pain in her back and neck, D2 refused medical attention and said she may drive her self to receive care later on. - WITNESS 1 KELLOGG, STEPHANIE 5852850585

NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
62	37754293	2/12/2019	21:10	2	INJURY	4	1	4	3	07, YY		RIGHT ANGLE	V1 is a private contract snow plower.V1 was snow plowing the driveway of 315 Hinchey Rd.V1 had backed out of the driveway of 315 Hinchey Rd. and come to a stop in the eastbound lane of travel on Hinchey Rd. facing south.V2 was eastbound on Hinchey Rd.V2 did not yield to V1 stopped in the roadway and struck V1.V1 failed to yield to V2 approaching eastbound on Hinchey Rd.D2 said she was driving eastbound on Hinchey Rd. and observed V1 stopped in the middle of the roadway as she was approaching. D2 said she then attempted to stop and her vehicle slid. D2 said she could not swerve to the left to avoid striking the vehicle because there was oncoming westbound traffic.D1 said he had stopped his vehicle and was going to wait for V2 to safely pass by his vehicle before backing any further into the roadway. D1 said V2 did not stop or go around his vehicle and struck his vehicle.
63	37768980	3/2/2019	18:43	2	PDO	4	1	4	4	09, 66, YY		REAR END	V1 and V2 were southbound on Pixley Rd. at Hinchey Rd. V1 was traveling directly behind V2.V2 came to a stop at a red light at the intersection.V1 failed to yield to V2 coming to a stop and struck V2 in the rear end.D1 said the light was yellow and turned to red he thought V2 was going to pass through the intersection and they stopped in stead and he tried to stop but slid and struck the vehicle.D2 said the light turned from yellow to red and she stopped to not run the red light and V1 struck her from behind.

Safety Analysis  
Crash Rate Calculations

**Hinchey Road Improvements  
Segment Accident Rate Calculations**

<b>Hinchey Road: Pixley Road to Chili Avenue</b>	Total Accidents	60	Accidents / year	20 Acc/yr		
	AADT (Both Directions)	6,230	Million Veh / year	2.274 MV/yr		
	Segment Length (mile)	1.90				
	<b>Accident Rate</b>			<b>4.63</b>	<b>Acc/MVM</b>	
	MCDOT Average Accident Rate (See Note 1) Urban Collector			2.20	Acc/MVM	

Notes:

1) MCDOT Average rates obtained from *MCDOT Average Accident Rates, Linear Accident Data for 2016-2018*



**Hinchey Road Improvements  
Intersection Accident Rate Calculations**

<b>Hinchey Road &amp; Pixley Road</b>	Total Accidents		14	Accidents / year	4.6667 Acc/yr
	Approach AADT (Year 2019) (Note 3)	Westbound (Hinchey)	3566		
		Northbound (Pixley)	3286	Intersection AADT	12,369 vpd
		Southbound (Pixley)	5517	MEV / year	4.515 MEV/yr
	<b>Accident Rate</b>				<b>1.03</b>
MCDOT Average Accident Rate (See Note 1) Urban Collector & Urban Collector - Signalized				1.07	Acc/MEV
<b>Hinchey Road &amp; Howard Road</b>	Total Accidents		15	Accidents / year	5 Acc/yr
	Approach AADT (Year 2019) (Note 3)	Eastbound (Hinchey)	2664		
		Westbound (Hinchey)	3566		
		Northbound (Howard)	6112	Intersection AADT	18,841 vpd
		Southbound (Howard)	6499	MEV / year	6.877 MEV/yr
	<b>Accident Rate</b>				<b>0.73</b>
NYSDOT Average Accident Rate Urban, 4-leg, Signal 1-4 lanes, all types				0.56	Acc/MEV
<b>Hinchey Road &amp; Chili Avenue</b>	Total Accidents		10	Accidents / year	3.3333 Acc/yr
	Approach AADT (Year 2019) (Note 3)	Eastbound (Hinchey)	2664		
		Eastbound (Chili Ave)	6509		
		Westbound (Chili Ave)	7261	Intersection AADT	16,434 vpd
				MEV / year	5.998 MEV/yr
	<b>Accident Rate</b>				<b>0.56</b>
NYSDOT Average Accident Rate Urban, 3-leg, Signal w/ Left Turn Lanes, all types				0.17	Acc/MEV

Notes:

1) MCDOT Average rates obtained from *MCDOT Average Accident Rates, Intersection Accident Data for 2016-2018*

2) NYSDOT Average rates obtained from *Average Accident Rates for State Highways by Facility Type* (Based on Accident Data from September 1, 2017 to August 31, 2019) published by the New York State Department of Transportation

3) Approach AADT volumes obtained from NYSDOT Traffic Data Viewer. AADT volumes for years prior to 2019 were adjusted to 2019 using a growth rate of 2.5% per year (per MCDOT recommended growth rates for Town of Gates)

Appendix D  
Environmental Report

## NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program  
625 Broadway, Fifth Floor, Albany, NY 12233-4757  
P: (518) 402-8935 | F: (518) 402-8925  
www.dec.ny.gov

September 29, 2020

Andrew Kita  
Ravi Engineering & Land Surveying, P.C.  
2110 South Clinton Avenue, Suite 1  
Rochester, NY 14618

Re: Hinchey Road Rehabilitation Project  
County: Monroe Town/City: Gates

Dear Mr. Kita:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage database. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 8 Office, Division of Environmental Permits, at [dep.r8@dec.ny.gov](mailto:dep.r8@dec.ny.gov).

Sincerely,



Andrea Chaloux  
Environmental Review Specialist  
New York Natural Heritage Program



ANDREW M. CUOMO  
Governor

ROSE HARVEY  
Commissioner

**PROJECT REVIEW COVER FORM**

*Please complete this form and attach it to the top of any and all information submitted to this office for review.  
Accurate and complete forms will assist this office in the timely processing and response to your request.*

**This information relates to a previously submitted project.**

**PROJECT NUMBER** \_\_\_ PR \_\_\_\_\_

**COUNTY** \_\_\_\_\_

If you have checked this box and noted the previous Project Review (PR) number assigned by this office you do not need to continue unless any of the required information below has changed.

**2. This is a new project.**

If you have checked this box you will need to complete ALL of the following information.

**Project Name** \_\_\_\_\_

**Location** \_\_\_\_\_

You MUST include street number, street name and/or County, State or Interstate route number if applicable

**City/Town/Village** \_\_\_\_\_

List the correct municipality in which your project is being undertaken. If in a hamlet you must also provide the name of the town.

**County** \_\_\_\_\_

If your undertaking\* covers multiple communities/counties please attach a list defining all municipalities/counties included.

**TYPE OF REVIEW REQUIRED/REQUESTED** (Please answer both questions)

**A. Does this action involve a permit approval or funding, now or ultimately from any other governmental agency?**

No Yes

If Yes, list agency name(s) and permit(s)/approval(s)

Agency involved	Type of permit/approval	State	Federal
_____	_____		
_____	_____		
_____	_____		

**CONTACT PERSON FOR PROJECT**

**Name** \_\_\_\_\_ **Title** \_\_\_\_\_

**Firm/Agency** \_\_\_\_\_

**Address** \_\_\_\_\_ **City** \_\_\_\_\_ **STATE** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone** (\_\_\_\_) \_\_\_\_\_ **Fax** (\_\_\_\_) \_\_\_\_\_ **E-Mail** \_\_\_\_\_

## The Historic Preservation Review Process in New York State

In order to insure that historic preservation is carefully considered in publicly-funded or permitted undertakings\*, there are laws at each level of government that require projects to be reviewed for their potential impact/effect on historic properties. At the federal level, Section 106 of the National Historic Preservation Act of 1966 (NHPA) directs the review of federally funded, licensed or permitted projects. At the state level, Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law of 1980 performs a comparable function. Local environmental review for municipalities is carried out under the State Environmental Quality Review Act (SEQRA) of 1978.

Project review is conducted in two stages. First, the Div. for Historic Preservation assesses affected properties to determine whether or not they are listed or eligible for listing in the New York State or National Registers of Historic Places. If so, it is deemed "historic" and worthy of protection and the second stage of review is undertaken. The project is reviewed to evaluate its impact on the properties significant materials and character. Where adverse effects are identified, alternatives are explored to avoid, or reduce project impacts; where this is unsuccessful, mitigation measures are developed and formal agreement documents are prepared stipulating these measures.

### ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING MATERIAL(S).

#### Project Description

Attach a full description of the nature and extent of the work to be undertaken as part of this project. Relevant portions of the project applications or environmental statements may be submitted.

#### Maps Locating Project

Include a map locating the project in the community. The map must clearly show street and road names surrounding the project area as well as the location of all portions of the project. Appropriate maps include tax maps, Sanborn Insurance maps, and/or USGS quadrangle maps.

#### Photographs

Digital photographs can be submitted as JPEGs

*-If the project involves rehabilitation,* include photographs of the building(s) involved. Label each exterior view to a site map and label all interior views.

*-If the project involves new construction,* include photographs of the surrounding area looking out from the project site. Include photographs of any buildings (more than 50 years old) that are located on the project property or on adjoining property.

\***Undertaking** is defined as an agency's purchase, lease or sale of a property, assistance through grants, loans or guarantees, issuing of licenses, permits or approvals, and work performed pursuant to delegation or mandate.

Hinchey Road Rehabilitation Project  
Pixley Road to Chili Avenue, Gates, New York

**Project Need/Description:**

The proposed project involves the rehabilitation of Hinchey Road (County Road 237) from Pixley Road (County Road 160) to Chili Avenue (NYS Route 33A) in the Town of Gates, Monroe County, New York. This Monroe County Department of Transportation (MCDOT) preventative maintenance and rehabilitation project may include pavement milling, recycling, resurfacing, and reconstruction of 1.9 miles of Hinchey Road. Pavement rehabilitation will likely impact the roadway to a depth of approximately 3.5 inches, with no proposed impact to the subbase.

The proposed project will be constructed within the previously disturbed highway right-of-way (ROW). Drainage improvements, if necessary, will be completed within the existing ROW and within the previously disturbed area associated with existing enclosed drainage system along Hinchey Road.

A majority of the Hinchey Road project corridor is located within a suburban portion of the Town of Gates. The exceptions include industrial facilities located north and west of the western project limits at Pixley Road and, commercial properties at the Hinchey Road/ Chili Avenue intersection, at the eastern project limits.

According to mapping provided by the New York State Cultural Resource Information System (NYS CRIS) the project is not located within an archaeologically sensitive area. There is one National Register listed site, the Hinchey House (90NR01451) at 634 Hinchey Road, located along the project corridor. The Hinchey Franklin House, a Victorian structure constructed in 1870, sits approximately 85 feet north of Hinchey Road. The house will not be impacted by the proposed project. A white picket fence is located along the Hinchey Road ROW in front of the Hinchey House. This fence will not be impacted by the proposed project. There are no other listed National Register Sites along the project corridor.

In summary, the intent of the project is to extend the service life of the county highway and maximize public safety by bringing the corridor up to current design standards while limiting impacts to previously undisturbed land and existing utilities.

**Attachments**

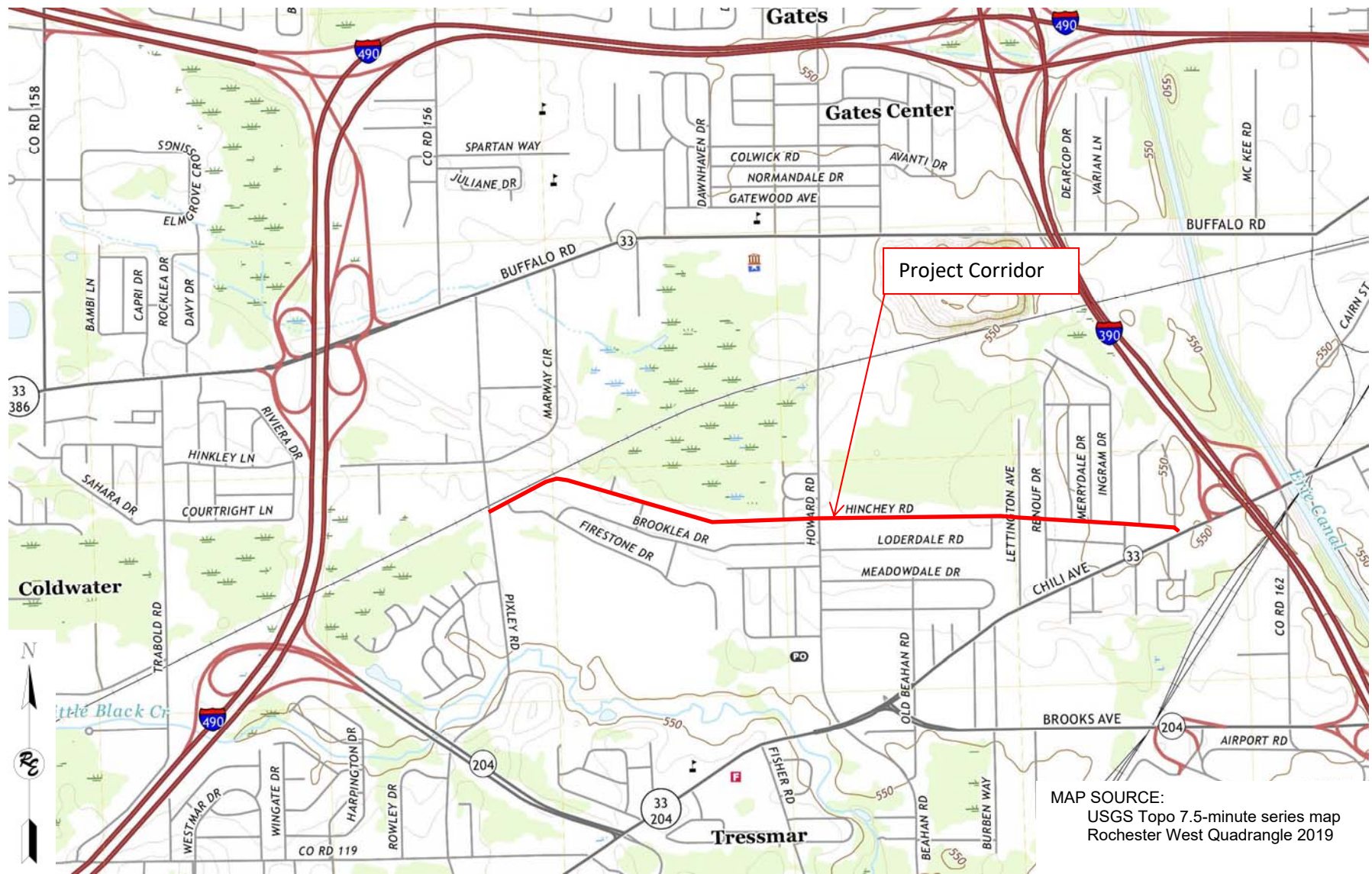
1. Project Location Map (Figure 1)
2. Historical Topographic Map (Figure 2)
3. Ground Photos of the Project Area
4. Ground Photos Location Map (Figure 3A and 3B)
5. Archaeologically Sensitive Areas Map (Figure 4)
6. January 1, 1980 - Hinchey Franklin House, Building – Structure Inventory Form



Hinchey Road Rehabilitation Project  
Pixley Road to Chili Avenue, Gates, New York

**Attachment 1**

**Project Location Map (Figure 1)**



MAP SOURCE:  
 USGS Topo 7.5-minute series map  
 Rochester West Quadrangle 2019

**Ravi Engineering & Land Surveying, P.C.**  
 2110 SOUTH CLINTON AVENUE, SUITE 1  
 ROCHESTER, NEW YORK 14618  
 TL: (585) 223-3660    FX (585) 697-1764

HINCHEY ROAD REHABILITATION PROJECT  
 TOWN OF GATES, MONROE COUNTY, NEW YORK

FIGURE 1: PROJECT LOCATION MAP

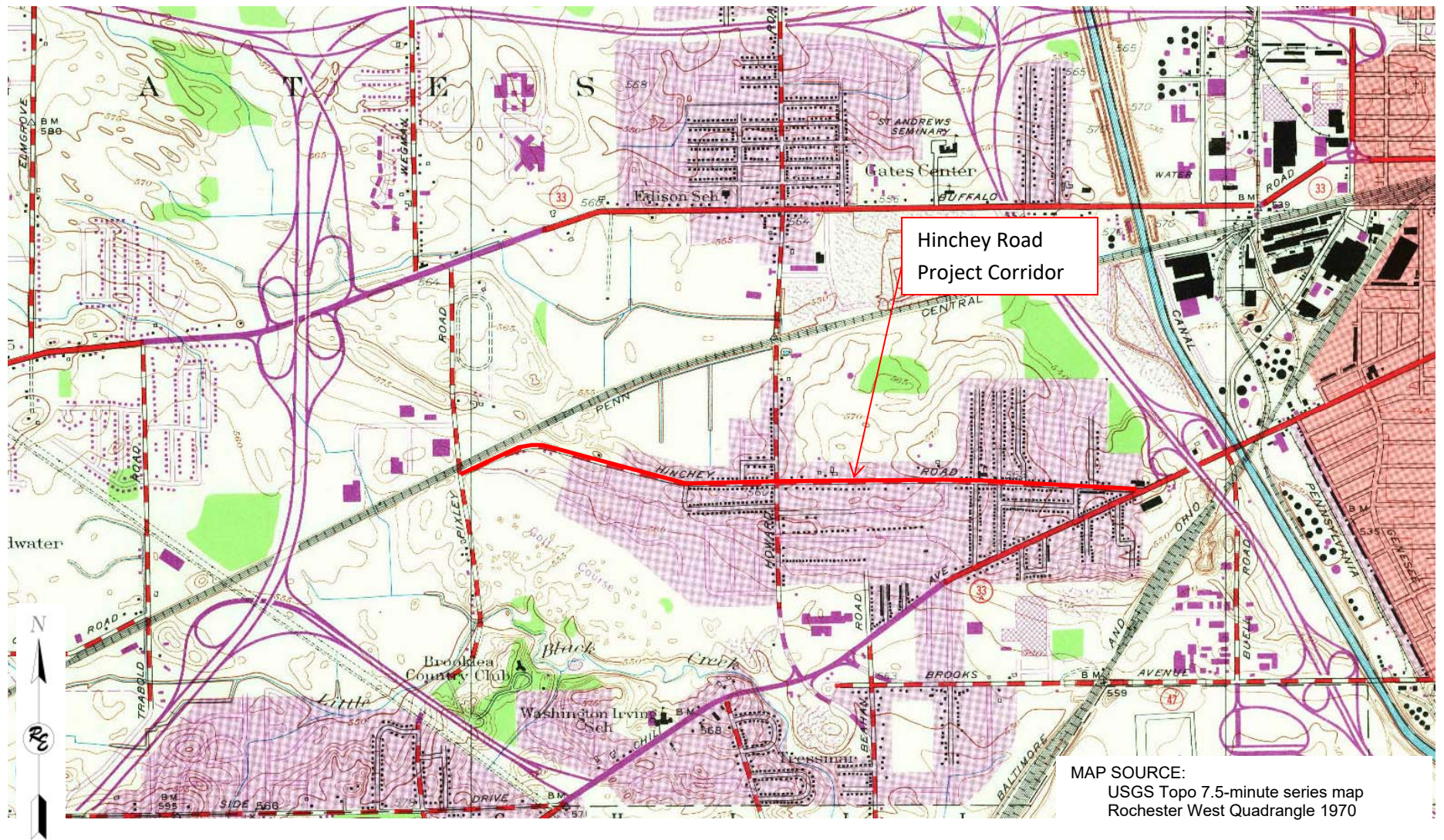
PROJECT NO. 40-20-89	DATE: October 2020
SCALE: N.T.S.	DRAWING NO: 1


Hinchey Road Rehabilitation Project  
Pixley Road to Chili Avenue, Gates, New York

**Attachment 2**

**Historical Topographic Map (Figure 2)**





  
**Ravi Engineering  
& Land Surveying, P.C.**  
 2110 SOUTH CLINTON AVENUE, SUITE 1  
 ROCHESTER, NEW YORK 14618  
 TL: (585) 223-3660    FX (585) 697-1764

HINCHEY ROAD REHABILITATION PROJECT  
TOWN OF GATES, MONROE COUNTY, NEW YORK

PROJECT NO.	DATE:
40-20-89	October 2020

FIGURE 2: HISTORICAL TOPOGRAPHIC MAP

SCALE:	DRAWING NO.:
N.T.S.	2




Hinchey Road Rehabilitation Project  
Pixley Road to Chili Avenue, Gates, New York

### **Attachment 3**


### **Ground Photos of the Project Area**



# Hinchey Road Project – Cultural Resource Review

<p><b>PHOTO 1</b></p> <p><b>NOTES:</b> View northeast from the western project limits at Pixley Road.</p> <p><b>Date:</b> July 31, 2020</p>	
<p><b>PHOTO 2</b></p> <p><b>NOTES:</b> View northwest at the intersection of Pixley Road and Hinchey Road.</p> <p><b>Date:</b> July 31, 2020</p>	
<p><b>PHOTO 3</b></p> <p><b>NOTES:</b> View northwest at Hinchey Road from approximately 0.2 miles east of Pixley Road.</p> <p><b>Date:</b> July 31, 2020</p>	

Hinchey Road Project – Cultural Resource Review

<p><b>PHOTO 4</b></p>	
<p><b>NOTES:</b> View southeast at Hinchey Road from approximately 0.2 miles east of Pixley Road.</p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 5</b></p>	
<p><b>NOTES:</b> View southeast along Hinchey Road at the intersection with Sandy Lane.</p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 6</b></p>	
<p><b>NOTES:</b> View northwest along Hinchey Road from northwest of Sandy Lane.</p> <p><b>Date:</b> July 31, 2020</p>	




Hinchey Road Project – Cultural Resource Review

<p><b>PHOTO 7</b></p>	
<p><b>NOTES:</b> View northwest along Hinchey Road from approximately 0.3 mile west of Howard Road.</p> <p><b>Date:</b> July 31, 2020</p>	


<p><b>PHOTO 8</b></p>	
<p><b>NOTES:</b> View east along Hinchey Road at Howard Road from approximately 0.3 mile west of Howard Road.</p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 9</b></p>	
<p><b>NOTES:</b> View west along Hinchey Road from Marilyn Parkway.</p> <p><b>Date:</b> July 31, 2020</p>	

Hinchey Road Project – Cultural Resource Review


<p><b>PHOTO 10</b></p>	
<p><b>NOTES:</b> <b>View east along Hinchey Road from Marilyn Parkway.</b></p> <p><b>Date:</b> July 31, 2020</p>	


<p><b>PHOTO 11</b></p>	
<p><b>NOTES:</b> <b>View west along Hinchey Road at Howard Road from the Hinchey Franklin House at 634 Hinchey Road.</b></p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 12</b></p>	
<p><b>NOTES:</b> <b>View east along Hinchey Road at Howard Road from the Hinchey Franklin House at 634 Hinchey Road.</b></p> <p><b>Date:</b> July 31, 2020</p>	






Hinchey Road Project – Cultural Resource Review

<p><b>PHOTO 13</b></p>	
<p><b>NOTES:</b> <b>View northwest at the Hinchey Franklin House at 634 Hinchey Road, from the driveway to the house.</b></p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 14</b></p>	
<p><b>NOTES:</b> <b>View north at the Hinchey Franklin House from Hinchey Road.</b></p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 15</b></p>	
<p><b>NOTES:</b> <b>View northwest at the Hinchey Franklin House at 634 Hinchey Road.</b></p> <p><b>Date:</b> July 31, 2020</p>	

Hinchey Road Project – Cultural Resource Review


<p><b>PHOTO 16</b></p> <p><b>NOTES:</b> View east along the fence in front of the Hinchey Franklin House.</p> <p><b>Date:</b> July 31, 2020</p>	
<p><b>PHOTO 17</b></p> <p><b>NOTES:</b> View west along Hinchey Road from Loderdale Road.</p> <p><b>Date:</b> July 31, 2020</p>	
<p><b>PHOTO 18</b></p> <p><b>NOTES:</b> View east along Hinchey Road from Loderdale Road.</p> <p><b>Date:</b> July 31, 2020</p>	



Hinchey Road Project – Cultural Resource Review


<p><b>PHOTO 19</b></p>	
<p><b>NOTES:</b> <b>View east along Hinchey Road from Renouf Drive.</b></p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 20</b></p>	
<p><b>NOTES:</b> <b>View west along Hinchey Road from Renouf Drive.</b></p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 21</b></p>	
<p><b>NOTES:</b> <b>View east from Ingram Drive.</b></p> <p><b>Date:</b> September 23, 2019</p>	

Hinchey Road Project – Cultural Resource Review

<p><b>PHOTO 22</b></p>	
<p><b>NOTES:</b> <b>View west from eastern end of the project.</b></p> <p><b>Date:</b> July 31, 2020</p>	

<p><b>PHOTO 23</b></p>	
<p><b>NOTES:</b> <b>View northwest at east project limits at Chili Avenue.</b></p> <p><b>Date:</b> July 31, 2020</p>	



Hinchey Road Rehabilitation Project  
Pixley Road to Chili Avenue, Gates, New York

## **Attachment 4**

### **Ground Photos Location Maps (Figures 3A and 3B)**



Key



Photo location and number

MAP SOURCE:  
NYSGIS Clearinghouse – 2015 Aerial

**RAVI ENGINEERING & LAND SURVEYING, P.C.**  
 2110 SOUTH CLINTON AVENUE, SUITE 1  
 ROCHESTER, NEW YORK 14618  
 TL: (585) 223-3660 FX (585) 697-1764

HINCHEY ROAD REHABILITATION PROJECT  
 TOWN OF GATES, MONROE COUNTY, NEW YORK

PROJECT NO.  
40-20-89

DATE:  
October 2020

FIGURE 3A: PHOTO LOCATION MAP - WEST

SCALE:  
N.T.S.

DRAWING NO:  
3A





Key



Photo location and number

MAP SOURCE:  
NYSGIS Clearinghouse – 2015 Aerial

**RAVI ENGINEERING & LAND SURVEYING, P.C.**  
 2110 SOUTH CLINTON AVENUE, SUITE 1  
 ROCHESTER, NEW YORK 14618  
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 TOWN OF GATES, MONROE COUNTY, NEW YORK

PROJECT NO.  
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DATE:  
October 2020

FIGURE 3B: PHOTO LOCATION MAP - EAST

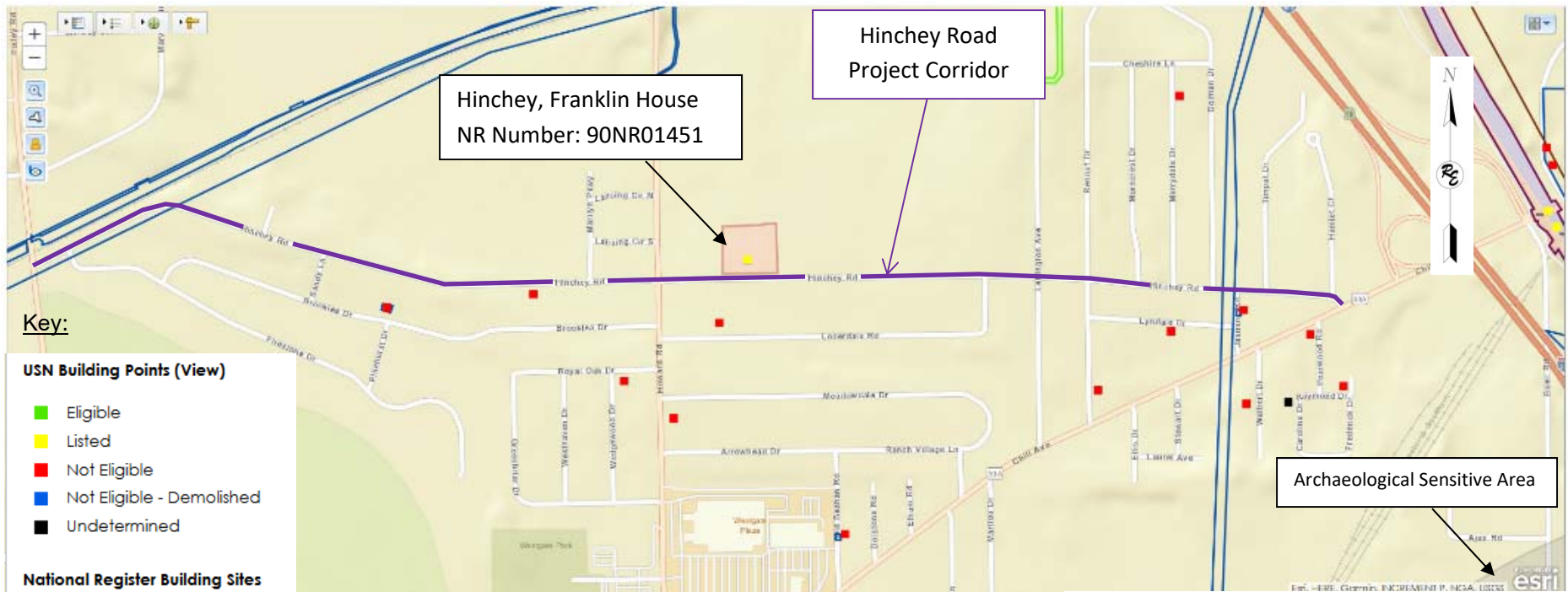
SCALE:  
N.T.S.

DRAWING NO:  
3A

Hinchey Road Rehabilitation Project  
Pixley Road to Chili Avenue, Gates, New York

**Attachment 5**

**Archaeologically Sensitive Areas Map (Figure 4)**



Photograph of the Hinchey Franklin House (90NR014541) located at 634 Hinchey Road. The view is to the northwest from Hinchey Road (July 31, 2020).

**Ravi Engineering & Land Surveying, P.C.**  
 2110 SOUTH CLINTON AVENUE, SUITE 1  
 ROCHESTER, NEW YORK 14618  
 TL: (585) 223-3660 FX (585) 697-1764

HINCHEY ROAD REHABILITATION PROJECT  
 TOWN OF GATES, MONROE COUNTY, NEW YORK

PROJECT NO.  
40-20-89

DATE:  
October 2020

FIGURE 4: ARCHEOLOGICALLY SENSITIVITE AREA MAP

SCALE:  
N.T.S.

DRAWING NO:  
4

Hinchey Road Rehabilitation Project  
Pixley Road to Chili Avenue, Gates, New York

**Attachment 6**

**January 1, 1980 - Hinchey Franklin House  
Building –Structure Inventory Form**



**BUILDING-STRUCTURE INVENTORY FORM**

DIVISION FOR HISTORIC PRESERVATION  
NEW YORK STATE PARKS AND RECREATION  
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. 05504-0003  
QUAD \_\_\_\_\_  
SERIES \_\_\_\_\_  
NEG. NO. \_\_\_\_\_

L

YOUR NAME: HARMON T. HINCHEY DATE: 1-5-1980

YOUR ADDRESS: 634 HINCHEY ROAD TELEPHONE: 716 - 235 - 6571

ORGANIZATION (if any): MEMBER - LANDMARK SOCIETY OF WESTERN NEW YORK

\*\*\*\*\*

**IDENTIFICATION**

- 1. BUILDING NAME(S): HINCHEY HOUSE
- 2. COUNTY: MONROE TOWN/CITY: GATES VILLAGE: \_\_\_\_\_
- 3. STREET LOCATION: 634 HINCHEY RD
- 4. OWNERSHIP: a. public  b. private
- 5. PRESENT OWNER: CAROLINE + HARMON HINCHEY ADDRESS: 634 HINCHEY ROAD
- 6. USE: Original: HOME Present: HOME
- 7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes  No   
Interior accessible: Explain \_\_\_\_\_

**DESCRIPTION**

- 8. BUILDING MATERIAL: a. clapboard  b. stone  c. brick  d. board and batten   
e. cobblestone  f. shingles  g. stucco  other: \_\_\_\_\_
- 9. STRUCTURAL SYSTEM: (if known) a. wood frame with interlocking joints   
b. wood frame with light members   
c. masonry load bearing walls   
d. metal (explain) \_\_\_\_\_  
e. other \_\_\_\_\_
- 10. CONDITION: a. excellent  b. good  c. fair  d. deteriorated
- 11. INTEGRITY: a. original site  b. moved  if so, when? \_\_\_\_\_  
c. list major alterations and dates (if known): NONE

12. PHOTO:

13. MAP:

ENCLOSED

ENCLOSED





14. THREATS TO BUILDING: a. none known  b. zoning  c. roads   
 d. developers  e. deterioration   
 f. other: \_\_\_\_\_
15. RELATED OUTBUILDINGS AND PROPERTY:  
 a. barn  b. carriage house  c. garage   
 d. privy  e. shed  f. greenhouse   
 g. shop  h. gardens   
 i. landscape features: PASTORAL  
 j. other: \_\_\_\_\_
16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):  
 a. open land  b. woodland   
 c. scattered buildings   
 d. densely built-up  e. commercial   
 f. industrial  g. residential   
 h. other: PICKET FENCE ORIGINAL AROUND FRONT OF PROPERTY.
17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:  
 (Indicate if building or structure is in an historic district) NO
18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

**SIGNIFICANCE**

19. DATE OF INITIAL CONSTRUCTION: 1870
- ARCHITECT: UNKNOWN
- BUILDER: JAMES CUMMINGS AND PATRICK FITZSIMMONS
20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

1870 VICTORIAN

21. SOURCES:

22. THEME:



MAR • 57





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APPROXIMATE  
- LOCATION  
OF HOUSE



14000

386

Town of  
Gates

33

Gates Center

204

14624

490

Chili Center

252A

383

Crittenden Rd.

Public Golf Course

Ronald Cir.  
Luell Rd.

Shepard Rd.

Whittier St.

Statt Rd.

Allendale Dr.

Sutters Run  
Trails End  
Golden

WESTERN EXPRESSWAY

Chilistnut  
Queensberry  
Harmony  
Cutter  
Wetherfield  
Stover

Chili Center  
Shopping Center  
Town Hall

Elmford Rd.  
Tangerine Rd.  
Citrus Dr.  
Hickory Manor Dr.  
Luellhurst (pvt.)  
Luellhurst (pvt.)  
Luellhurst (pvt.)

ELMGROVE RD.  
Rogers Dr.  
Twin Oak Dr.  
Spencerport Expressway

Manitou Rd.  
Buffalo Rd.  
33

Goldwater Rd.  
251  
Mercury Dr.  
Recreation Field  
Cherry Rd.

Little Black Creek  
West Side Dr.

Chili Center  
251  
Ridge  
Caldwater Rd.

Chili Center  
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Ridge  
Caldwater Rd.

Chili Center  
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Caldwater Rd.

Chili Center  
251  
Ridge  
Caldwater Rd.

Chili Center  
251  
Ridge  
Caldwater Rd.

High Gate Dr.  
W. Garden Dr.  
Luellhurst (pvt.)  
Luellhurst (pvt.)  
Luellhurst (pvt.)

ELMGROVE RD.  
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Twin Oak Dr.  
Spencerport Expressway

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Caldwater Rd.

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Ridge  
Caldwater Rd.

High Gate Dr.  
W. Garden Dr.  
Luellhurst (pvt.)  
Luellhurst (pvt.)  
Luellhurst (pvt.)

ELMGROVE RD.  
Rogers Dr.  
Twin Oak Dr.  
Spencerport Expressway

Manitou Rd.  
Buffalo Rd.  
33

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Cherry Rd.

Little Black Creek  
West Side Dr.

Chili Center  
251  
Ridge  
Caldwater Rd.

Chili Center  
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Ridge  
Caldwater Rd.

Chili Center  
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Ridge  
Caldwater Rd.

Chili Center  
251  
Ridge  
Caldwater Rd.

Chili Center  
251  
Ridge  
Caldwater Rd.



NYS DOT Database (Reference #): \_\_\_\_\_ DOT (Road/Marker #): \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Invasive Plant Inventory Form**

**Invasive Plant Species:** Emerald ash borer (*Agrilus planipennis*) **Inventory Date:** 10-26-20

**Observer's Name:** Andrew Kita

**County:** Monroe **Town:** Gates

**Site Location:**  
768 and 264 Hinchey Road (County Road 237)  
 \_\_\_\_\_  
 \_\_\_\_\_

**GPS Measurement:** N: 43.139 W: -77.692

**Contact Person (e.g.: landowner) & Phone # (if needed):** N/A  
 \_\_\_\_\_  
 \_\_\_\_\_

**Location:**  
 **Roadside**  **Adjacent to Railroad**

**Habitat:**  
 **Ditch**  **River**  **Lake/Pond**  **Wetland**  **Upland**  **Stormwater Fac.**

**Condition of Invasiveness:**  
 **Spotty**  **Light**  **Dense**  **Dense Pockets**

**Abundance (# individuals, square yards, acres, length, etc.):** N/A

**Invasives Description/Comments (see project mapping):**  
These emerald ash borer infestations are potentially located on ash trees adjacent to the project corridor.  
 \_\_\_\_\_  
 \_\_\_\_\_

<b>Photo #:</b>	<b>Date:</b>	<b>Description:</b>
<u>1</u>	<u>10-26-20</u>	<u>Emerald ash borer potentially on ash tree at 768 Hinchey Road.</u>
<u>2</u>	<u>10-26-20</u>	<u>Emerald ash borer potentially on ash tree at 264 Hinchey Road.</u>
_____	_____	_____

**Control Recommendations:**  
To be determined

**PHOTO 1**

**NOTES:**

Photo taken during site visit. Emerald ash borer potentially on ash trees at upland adjacent to the project corridor at 768 Hinchey Road.

**Date:** 10-26-20



**PHOTO 2**

**NOTES:**

Photo taken during site visit. Emerald ash borer potentially on ash tree at upland adjacent to the project corridor at 264 Hinchey Road.

**Date:** 10-26-20





NYS DOT Database (Reference #): \_\_\_\_\_ DOT (Road/Marker #): \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### Invasive Plant Inventory Form

<b>Invasive Plant Species:</b> <u>Norway maple (<i>Acer platanoides</i>)</u>	<b>Inventory Date:</b> <u>10-26-20</u>
<b>Observer's Name:</b> <u>Andrew Kita</u>	
<b>County:</b> <u>Monroe</u>	<b>Town:</b> <u>Gates</u>
<b>Site Location:</b> <u>96 and 500 Hinchey Road (County Road 237)</u> _____ _____	
<b>GPS Measurement:</b> <b>N:</b> <u>43.139</u> <b>W:</b> <u>-77.674</u>	
<b>Contact Person (e.g.: landowner) &amp; Phone # (if needed):</b> <u>N/A</u> _____ _____	

<b>Location:</b>  <input checked="" type="checkbox"/> <b>Roadside</b> <input type="checkbox"/> <b>Adjacent to Railroad</b>
<b>Habitat:</b> <input type="checkbox"/> <b>Ditch</b> <input type="checkbox"/> <b>River</b> <input type="checkbox"/> <b>Lake/Pond</b> <input type="checkbox"/> <b>Wetland</b> <input checked="" type="checkbox"/> <b>Upland</b> <input type="checkbox"/> <b>Stormwater Fac.</b>
<b>Condition of Invasiveness:</b> <input checked="" type="checkbox"/> <b>Spotty</b> <input type="checkbox"/> <b>Light</b> <input type="checkbox"/> <b>Dense</b> <input type="checkbox"/> <b>Dense Pockets</b>
<b>Abundance (# individuals, square yards, acres, length, etc.):</b> <u>N/A</u>
<b>Invasives Description/Comments (see project mapping):</b> <u>This Norway maple infestation is located at uplands adjacent to the project corridor.</u> _____ _____

Photo #:	Date:	Description:
<u>1</u>	<u>10-26-20</u>	<u>Norway maple tree at upland at 96 Hinchey Road.</u>
<u>2</u>	<u>10-26-20</u>	<u>Norway maple tree at upland at 500 Hinchey Road.</u>

**Control Recommendations:**  
To be determined

**PHOTO 1**

**NOTES:**  
Photo obtained during site visit. Norway maple tree at upland adjacent to the project corridor at 96 Hinchey Road.

**Date:** 10-26-20



**PHOTO 2**


**NOTES:**  
Photo obtained during site visit. Norway maple tree at upland adjacent to the project corridor at 500 Hinchey Road.

**Date:** 10-26-20







 <b>RAVI ENGINEERING &amp; LAND SURVEYING, P.C.</b> 2110 SOUTH CLINTON AVENUE, SUITE 1 ROCHESTER, NEW YORK 14618 TL: (585) 223-3660 FX: (585) 697-1764	<b>HINCHEY ROAD REHABILITATION PROJECT</b> <b>HINCHEY ROAD BETWEEN PIXLEY ROAD AND CHILI AVENUE</b> <b>TOWN OF GATES, MONROE COUNTY, NEW YORK</b>		PROJECT NUMBER	DATE
	<b>INVASIVE SPECIES LOCATION MAP</b>		40-20-089	NOVEMBER 2020
			SCALE	FIGURE NUMBER
			N.T.S.	1





# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
New York Ecological Services Field Office  
3817 Luker Road  
Cortland, NY 13045-9385

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo/es/section7.htm>

In Reply Refer To:

November 04, 2020

Consultation Code: 05E1NY00-2021-SLI-0359

Event Code: 05E1NY00-2021-E-01056

Project Name: Hinchey Road Rehabilitation Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (<http://www.fws.gov/windenergy/>

[eagle\\_guidance.html](#)). Additionally, wind energy projects should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List



## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**New York Ecological Services Field Office**

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

---

## Project Summary

Consultation Code: 05E1NY00-2021-SLI-0359

Event Code: 05E1NY00-2021-E-01056

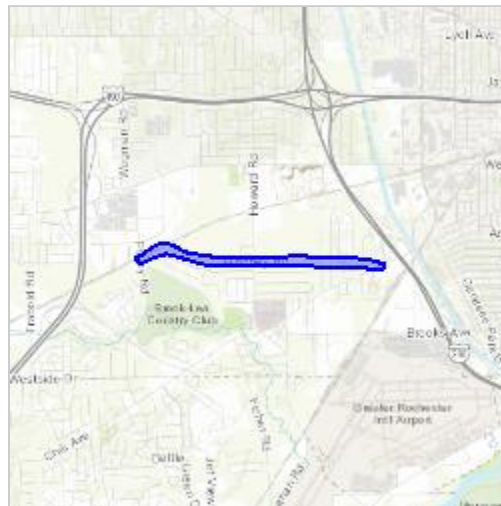
Project Name: Hinchey Road Rehabilitation Project

Project Type: TRANSPORTATION

**Project Description:** The proposed project involves the rehabilitation of Hinchey Road (County Road 237) from Pixley Road (County Road 160) to Chili Avenue (NYS Route 33A) in the Town of Gates, Monroe County, New York. This Monroe County Department of Transportation (MCDOT) preventative maintenance and rehabilitation project may include pavement milling, recycling, resurfacing, and reconstruction of 1.9 miles of Hinchey Road. Pavement rehabilitation will likely impact the roadway to a depth of approximately 3.5 inches, with no proposed impact to the subbase. The proposed project will be constructed within the previously disturbed highway right-of-way (ROW). Drainage improvements, if necessary, will be completed within the existing ROW and within the previously disturbed area associated with existing enclosed drainage system along Hinchey Road.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/43.13938710273725N77.69988177381268W>



Counties: Monroe, NY

---

## Endangered Species Act Species

There is a total of 0 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

---



**Parks, Recreation,  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ERIK KULLESEID**  
Commissioner

November 5, 2020

David Kubiak  
Monroe County Department of Transportation  
50 West Main Street  
City Place, Suite 6100  
Rochester, NY 14614

Re: SEQRA  
Hinchey Road Rehabilitation Project  
County Road 237 from Pixley Road (County Road 160) to Chili Avenue (NYS Route 33A)  
Town of Gates, Monroe County  
20PR06397

Dear David Kubiak:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation's Division for Historic Preservation (Division) as part of your SEQRA process. These comments are those of the Division and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

We note that the proposed project is adjacent to Franklin Hinchey House, which is listed in the State and National Registers of Historic Places. We have reviewed the submission received on October 13, 2020, including the scope of work and drawings dated October 2020. Based on that review, it is our understanding that the project proposes preventative maintenance and rehabilitation projects, which include pavement milling, recycling, resurfacing and reconstruction of existing roadway. Therefore, under SEQRA, our office, as subject matter experts, have no comments regarding impacts to architectural or archaeological resources.

In reviewing the submitted Project Review Cover Form, we noted that you have identified the New York State Department of Environmental Conservation and the New York State Department of Transportation as involved agencies. If either of these agencies will be reviewing, funding, or permitting this undertaking they will need to initiate Section 14.09 of the New York State Historic Preservation Act and consult with our office for a more rigorous review of potential impacts. Similarly, if any other state or federal agency may be involved in this undertaking, they will need to consult with this office under the appropriate historic preservation statute outside of your SEQRA review.

Additional review requests should be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov>. To submit, log into CRIS as a guest, choose "submit" at the very top of the menu, and then choose "submit new information for an existing project." You will need this project number and your email address.

---

**Division for Historic Preservation**

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • [parks.ny.gov](https://parks.ny.gov)

If you have any questions, I can be reached at (518) 268-2170.

Sincerely,



Robyn Sedgwick  
Historic Site Restoration Coordinator  
e-mail: [robyn.sedgwick@parks.ny.gov](mailto:robyn.sedgwick@parks.ny.gov)

via e-mail only

cc: J. MacKecknie – Ravi Engineering  
R. Bennett – LaBella Associates



# TECHNICAL MEMORANDUM



TO: Richard Bennett, P.E.  
LaBella Associates, D.P.C.  
300 State Street, Suite 201  
Rochester, New York 14614

FROM: Ravi Engineering & Land Surveying, P.C.  
2110 South Clinton Avenue, Suite 1  
Rochester, New York 14618

DATE: November 10, 2020

PROJECT: Hinchey Road Rehabilitation Project  
Town of Gates, Monroe County, New York 14624

**SUBJECT: ASBESTOS ASSESSMENT REPORT**

---

## PURPOSE

The purpose of this technical memorandum is to discuss the methods and findings of the Asbestos Assessment conducted for the Hinchey Road Rehabilitation project.

## INTRODUCTION

Ravi Engineering & Land Surveying, P.C. (RE&LS), as a sub-consultant to LaBella Associates, D.P.C. (LaBella) has performed an Asbestos Assessment for the Hinchey Road Rehabilitation project. This Monroe County Department of Transportation (MCDOT) preventative maintenance and rehabilitation project may include pavement milling, recycling, resurfacing, and reconstruction of 1.9 miles of Hinchey Road (County Road 237) from Pixley Road (County Road 160) to Chili Avenue (NYS Route 33A) in the Town of Gates, Monroe County, New York.

The objective of this Asbestos Assessment was to identify suspect asbestos-containing materials (ACMs) that have the potential to be impacted by the proposed project. This Asbestos Assessment was based on a review of available records and a visual site inspection conducted on October 26, 2020.

The site inspection was completed by a New York State Department of Labor (NYSDOL) Certified Asbestos Inspector in accordance with the New York State Department of Transportation (NYSDOT) Environmental Manual, Chapter 4.4.19 Section 5.2: Asbestos Management, Asbestos Assessment and Quantification.

## RECORD REVIEW

The following record plans were reviewed:

- *Monroe County Department of Transportation, Pixley Road and Hinchey Road, Town of Gates, Station 7+00 to Station 15+50, Total Length = 0.16 Mile, dated 1993;*
- *Dist. 39, Municipal Ash Dump, Chili Ave. & Hinchey Rd., (no date);*

- *Plan and Profile of Hinchey Rd. Drainage, Town of Gates, (no date);*
- *Monroe County Hinchey Road at Chili Avenue, Town of Gates, dated 1954;*
- *Hinchey Road at Chili Avenue, dated 1962;*
- *Gates-Chili-Ogden Sewer District Sections B&C, (no date);*
- *Easement to be Acquired by the County of Monroe through the Lands of Helen S. Russel Situate in the Town of Chili and Being a Part of the John McVean Estate Partition N.R. FISH Lot Ref. 2, dated 1957;*
- *Reference C-64, Easement to be Acquired by the County of Monroe through the Land of Ray C. Harding & UX. Situate in Town of Gates, Lots 5 & 17 TWP-1 Short Range – 4000 Acres Tract, dated 1957;*
- *Reference C-89, Easement to be Acquired by the County of Monroe through the Lands of Niagara Mohawk Power Corporation Situate in T.W.P. 1 Short Range Lot 28 of the 4000 Acre Tract, Town of Gates, Monroe County, N.Y., dated 1958;*
- *Ref. A-23, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of the Rochester Gas & Electric Corp. Situate in Lot 19 TWP 2 Range 1 3000 Acre Tract (S.W. of Intersection of Beahan Rd. & B.&O. R.R.), Town of Chili, Monroe County, N.Y.; dated 1958;*
- *Ref. A-63, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of the Rochester Gas & Electric Corp. Situate in Lot 35 of the 3000 Acre Tract South of Paul Rd. Adjoining the B.&O. R.R., Town of Chili, Monroe County, N.Y.; dated 1958;*
- *Ref. C-72, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of the Rochester Gas & Electric Corp. Situate in TWP 1 Short Range Lot 8 of the 4000 Acre Tract, Between Timpat Dr. & Ingram Dr., Town of Gates, Monroe County, N.Y.; dated 1958;*
- *Ref. C-36, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of Kenneth Gallipeau Situate in Lot 18 of the 4000 Acre Tract TWP 1 Short Range S.E. Corner Howard Rd. and Hinchey Rd. Between Timpat Dr. & Ingram Dr., Town of Gates, Monroe County, N.Y.; dated 1958;*
- *Ref. C-30, Easement to be Acquired by the County of Monroe for the Gates-Chili-Ogden Sewer District through the Lands of Angelo Montanarella and Wife Situate in Lot 6 of the 4000 Acre Tract TWP 1 Short Range W. Side Howard Rd., Town of Gates, Monroe County, N.Y.; dated 1958;*
- *Hinchey Rd. – Gates (Brooklea Country Club), dated 1929;*
- *Hinchey Rd. – Gates (Brooklea Country Club), dated 1931;*
- *Chili Road, Pt. 1 SH 254 (Rochester City Line – Beahan Road), Sheet No. 57R1, dated 1962;*
- *Howard Road S.H. 9350, Lyell Ave. S.H. 253, Monroe County, Sheet No. 21;*
- *Traffic signal Installation & Modification on Various State Highways, Sheet No. 5F23R1, dated 1998;*
- *Pixley Rd. & Hinchey Rd., Signal Plans, Monroe County Department of Transportation, Monroe County Department of Engineering, DWG. No. S-620, dated 1993;*
- *Plans As Built, Plans for Reconstructing a Portion of the Rapids-Rochester (Brooks Ave.) S.H. 401 and for Reconstructing with Federal Aid a Portion of the Howard Road,*

*S.H. 9350, Monroe County, dated 1957;*

- *Country Club Meadows Section One Made for Brooklea Estates Incorporated, Being Parts of Lots 5 & 17 4000 Acre Tract, Town of Gates, Monroe County, N.Y., dated 1965;*
- *Country Club Meadows Section Two for Dimco Corporation, Being Parts of Lots 5 & 17 4000 Acre Tract, Town of Gates, Monroe County, N.Y., dated 1967; and*
- *Sanitary Sewer Record Plan for Foxe Harrow Subdivision Located in the Town of Gates for Fiore Buttarazzi by Thomas F. Frazer, P.E., dated 1976.*

The following suspect ACMs were identified on the record plans:

- Bituminous concrete;
- Duct seal;
- Bituminous joint filler; and
- Loop tar sealer.

No other suspect ACMs were identified on the record plans during this Assessment.

#### **UTILITY RECORD REVIEW**

No utility records were available for review at the time of this Assessment.

#### **SITE INSPECTION**

A site inspection was conducted within the proposed project corridor on October 26, 2020. The purpose of the site inspection was to identify suspect ACMs and homogeneous areas (HAs) of these materials that exist in the potential area of impact. The Asbestos Hazard Emergency Response Act (AHERA) regulations define a homogeneous area as, "...an area of surfacing material, thermal system insulation material, or miscellaneous material that is uniform in color and texture." Further, HAs should consist of the same construction vintage (age) and application.

Two (2) HAs, based on color and texture, were identified in the potential area of impact. Six (6) bulk samples were collected and submitted to Paradigm Environmental Services, Inc. (Paradigm) for asbestos analysis. A copy of Paradigm's credentials is included in Attachment D. Table 1 identifies the sampled materials that were submitted for analysis.

**TABLE 1 – HOMOGENEOUS AREAS**

<b>Homogeneous Area No. (HA)</b>	<b>Material Description</b>
1	Brown sidewalk joint filler
2	Gray curb joint concrete

#### **SAMPLING RESULTS**

Laboratory analysis determined that none of the sampled materials are an ACM. A bulk sample location plan is included in Attachment A. Photos of bulk samples are shown in Attachment B. Laboratory analytical results and the associated chain of custody form are included in Attachment C. Table 2 summarizes the laboratory results.

**TABLE 2 – SAMPLE RESULTS**

<b>Homogeneous Area No. (HA)</b>	<b>Description and Location</b>	<b>Sample Number</b>	<b>Asbestos Content and Type of Analysis</b>
1	Brown sidewalk joint filler – North sidewalk at Hinchey Road and Chili Avenue intersection	1A 1B 1C	No Asbestos Detected – PLM No Asbestos Detected – PLM No Asbestos Detected – PLM
2	Gray curb joint concrete – North curb at Hinchey Road and Chili Avenue intersection	2A 2B 2C	No Asbestos Detected – PLM No Asbestos Detected – PLM No Asbestos Detected – PLM

*PLM: Polarized Light Microscopy*

**CONCLUSIONS AND RECOMMENDATIONS**

Visible suspect ACMs were sampled as part of this site inspection. Laboratory analysis determined that none of the sampled materials are an ACM.

If additional suspect ACMs that were not accessible or visible during the visual site inspection are discovered during the construction phase (i.e. items below grade, expansion joints, caulks, bituminous materials, etc.) these materials shall be treated as ACMs until laboratory results prove otherwise.

If it is later determined that project components will include elements beyond the present scope of work for which this Asbestos Assessment was conducted, it is recommended that an additional Asbestos Assessment be completed by an NYSDOL Certified Asbestos Inspector.

**END OF TECHNICAL MEMORANDUM**

**ATTACHMENTS**

ATTACHMENT A – Bulk Sample Location Plan

ATTACHMENT B – Photos of Bulk Samples

ATTACHMENT C – Analytical Report and Chain of Custody Form

ATTACHEMNT D – License and Certifications

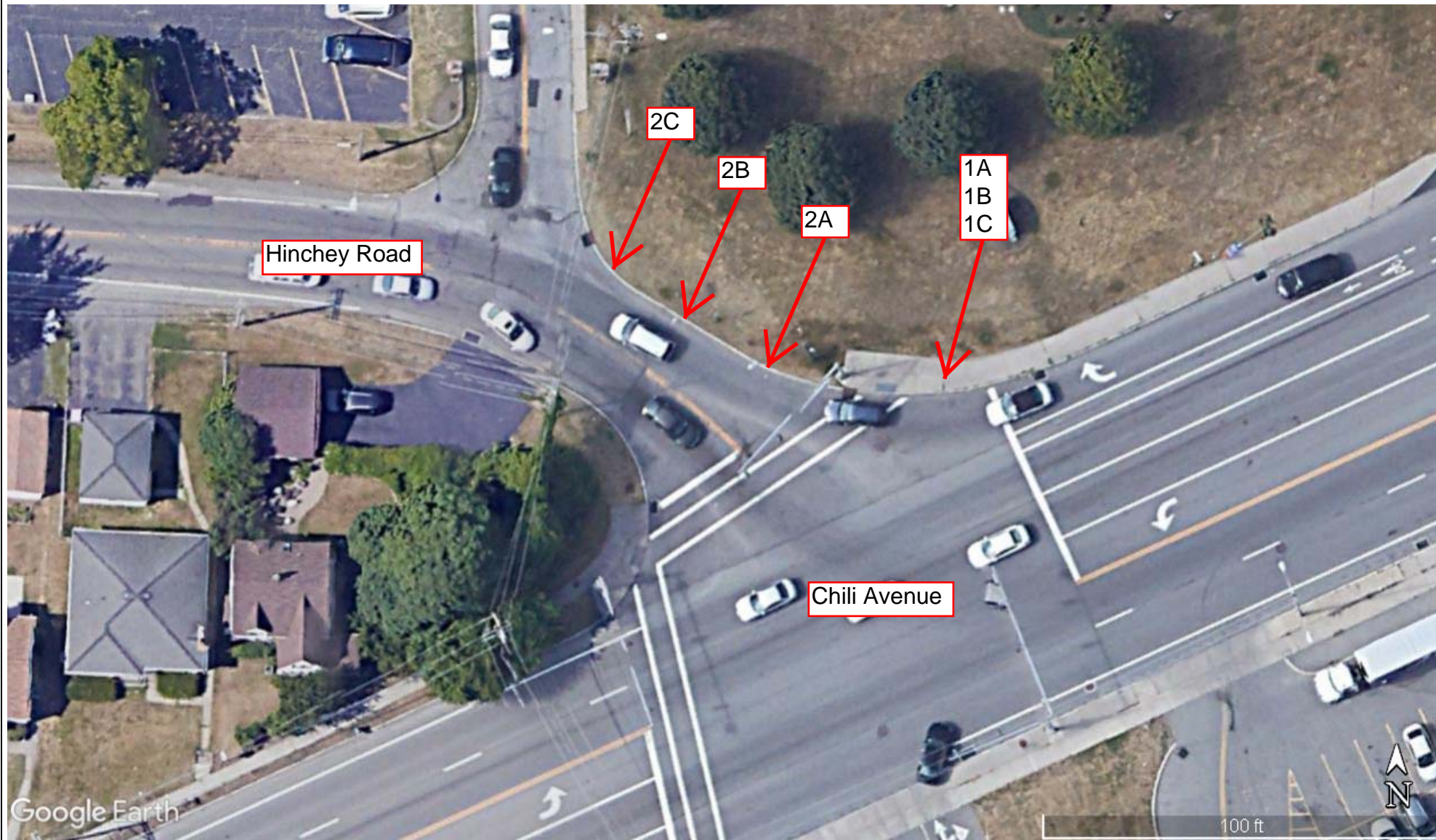
**ATTACHMENT A**


*Bulk Sample Location Plan*

**Hinchey Road Rehabilitation Project**

**Town of Gates, Monroe County, New York 14624**





 <b>RAVI ENGINEERING &amp; LAND SURVEYING, P.C.</b> 2110 SOUTH CLINTON AVENUE, SUITE 1 ROCHESTER, NEW YORK 14618 TL: (585) 223-3660 FX: (585) 697-1764	<b>HINCHEY ROAD REHABILITATION PROJECT</b> <b>HINCHEY ROAD BETWEEN PIXLEY ROAD AND CHILI AVENUE</b> <b>TOWN OF GATES, MONROE COUNTY, NEW YORK</b>		PROJECT NUMBER	DATE
	<b>ASBESTOS BULK SAMPLE LOCATION PLAN</b>		40-20-089	NOVEMBER 2020
			SCALE	FIGURE NUMBER
			N.T.S.	1

**ATTACHMENT B**

*Photos of Bulk Samples*

**Hinchey Road Rehabilitation Project**

**Town of Gates, Monroe County, New York 14624**



Sample 1A, 1B, 1C  
Brown sidewalk joint filler



2110 SOUTH CLINTON AVENUE, SUITE 1  
ROCHESTER, NEW YORK 14618  
TL: (585) 223-3660 FX: (585) 697-1764

HINCHEY ROAD REHABILITATION PROJECT  
HINCHEY ROAD BETWEEN PIXLEY ROAD AND CHILI AVENUE  
TOWN OF GATES, MONROE COUNTY, NEW YORK

ASBESTOS BULK SAMPLE PHOTO

PROJECT NUMBER

40-20-089

SCALE

N.T.S.

DATE

NOVEMBER 2020

PHOTO NUMBER

1



Sample 2A, 2B, 2C  
Gray curb joint concrete



2110 SOUTH CLINTON AVENUE, SUITE 1  
ROCHESTER, NEW YORK 14618  
TL: (585) 223-3660 FX: (585) 697-1764

HINCHEY ROAD REHABILITATION PROJECT  
HINCHEY ROAD BETWEEN PIXLEY ROAD AND CHILI AVENUE  
TOWN OF GATES, MONROE COUNTY, NEW YORK

ASBESTOS BULK SAMPLE PHOTO

PROJECT NUMBER

40-20-089

SCALE

N.T.S.

DATE

NOVEMBER 2020

PHOTO NUMBER

2

ATTACHMENT C

*Analytical Report and Chain of Custody Form*

**Hinchey Road Rehabilitation Project**

**Town of Gates, Monroe County, New York 14624**





**PLM & TEM BULK ASBESTOS ANALYSIS REPORT**  
**via NYSDOH ELAP Method 198.1, 198.4 and 198.6**

**Client:** Ravi Engineering & Land Surveying, P.C.  
**Location:** Hinchey Road (40-20-089)

**Job No:** 9592-20  
**Page:** 1 of 2

**Sample Date:** 10/26/2020

Client ID	Lab ID	Sampling Location	Description	PLM Asbestos Fibers Type & Percentage	PLM Total Asbestos	NOB	TEM Asbestos Fibers Type & Percentage	TEM Total Asbestos	PLM Non-Asbestos Fibers Type & Percentage	Non-Fibrous Matrix Material %
1A	73793	Hinchey Road and Chili Avenue Intersection	Brown Fibrous Sidewalk Joint Filler	None Detected	0%		Not Required	N/A	Cellulose 100%	0%
1B	73794	Hinchey Road and Chili Avenue Intersection	Brown Fibrous Sidewalk Joint Filler	None Detected	0%		Not Required	N/A	Cellulose 100%	0%
1C	73795	Hinchey Road and Chili Avenue Intersection	Brown Fibrous Sidewalk Joint Filler	None Detected	0%		Not Required	N/A	Cellulose 100%	0%
2A	73796	Hinchey Road and Chili Avenue Intersection	Gray Curb Joint Concrete	None Detected	0%		Not Required	N/A	None Detected	100%
2B	73797	Hinchey Road and Chili Avenue Intersection	Gray Curb Joint Concrete	None Detected	0%		Not Required	N/A	None Detected	100%
2C	73798	Hinchey Road and Chili Avenue Intersection	Gray Curb Joint Concrete	None Detected	0%		Not Required	N/A	None Detected	100%

**KEY TO NOB COLUMN SYMBOLS**

No Symbol in the NOB column denotes sample analyzed by ELAP Method 198.1 (PLM).  
 √ NOB (non-friable organically bound) denotes material analyzed by ELAP Method 198.6 (PLM) and 198.4 (TEM) as noted.  
 √ denotes material analyzed by ELAP Method 198.6 (PLM) per NYSDOH. This Method does not remove vermiculite and may underestimate the level of asbestos present in a sample containing greater than 10% vermiculite.  
 # denotes friable material analyzed by ELAP Method 198.6 (PLM) and 198.4 (TEM) as noted.  
 X denotes sample prepped only by ELAP Method 198.6.  
 \*\* Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials.  
 Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing.

PLM Bulk Asbestos Analysis by New York State Department of Health, ELAP Method 198.1, 198.4 and 198.6 ("Polarized Light Microscopy and Transmission Electron Microscopy Methods for Identifying and Quantitating Asbestos in Bulk Samples and in Non-Friable Organically Bound Bulk Samples.") or EPA 600/M4-82-020 per 40 CFR 763 (NVLAP Lab Code 200530-0).



Lab Code 200530-0 for PLM Analysis

**Microscope:** Olympus BH-2 #232953

**PLM Analyst:** T. Bush

**Date of Analysis:** 11/6/2020

**Microscope:** JEOL-100CX-II #EM-156094-87

**TEM Analyst:** N/A

**Date of Analysis:** N/A

**ELAP ID No.: 10958**

**Laboratory Results Approved By:**  
**Asbestos Technical Director or Designee**

*Fernanda Weinman*  
Fernanda Weinman

Paradigm Environmental Services, Inc. is not responsible for the data supplied by an independent inspector. National Institute of Standards and Technology Accreditation requirements mandate that this report must not be reproduced except in full without the approval of the laboratory. This PLM report relates ONLY to the items tested. This report must not be used to claim product endorsement by NVLAP or any agency of the U.S. Government. Quality control data (including 95% confidence limits and/or laboratory and analysts' precision) is available upon request.



**CHAIN OF CUSTODY FOR BULK ASBESTOS ANALYSIS**

RAVI RATES

179 Lake Avenue, Rochester, New York 14608  
 1815 Love Road, Grand Island, New York 14072

Office: 585-647-2530  
 Office: 716-775-5777

<b>Client:</b> Ravi Engineering H.S.	<b>Contact:</b> Andrew Kita
<b>Phone Number:</b> 585-754-6658	<b>Email Address for Data:</b> akita@ravieng.com j.mackecknie@ravieng.com
<b>Results To:</b> Andrew Kita	<b>Turn Around Time:</b> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 5 <input checked="" type="checkbox"/> 11-10 Other <input type="checkbox"/>
<b>Date Sampled:</b> 10-26-20	<b>Material Type/Quantity:</b> Friable <input checked="" type="checkbox"/> NOB <input checked="" type="checkbox"/> TEM <input type="checkbox"/>
<b>Project Location:</b> Hinckley Road (40-20-089)	

**Client Mailing Address:**  
 2110 South Clinton Ave.  
 Suite 1, Rochester, NY  
 14618

**OFFICE USE ONLY**

Job #: 9592-20

Page 2 of 2

Date Logged In: 11-3-2020

Logged In By: fw

1 of 1 fw

	Client ID	Lab ID	Sampling Location	Color	Material Size	Type of Material
1	1A	73793	Hinckley Road and Chili Ave intersection	Brown	N/A	Sidewalk joint filler
2	1B	794	Hinckley Road and Chili Ave intersection	Brown	N/A	Sidewalk joint filler
3	1C	795	Hinckley Road and Chili Ave intersection	Brown	N/A	Sidewalk joint filler
4	2A	796	Hinckley Road and Chili Ave intersection	Gray	N/A	Curb joint concrete
5	2B	797	Hinckley Road and Chili Ave intersection	Gray	N/A	Curb joint concrete
6	2C	798	Hinckley Road and Chili Ave intersection	Gray	N/A	Curb joint concrete
7						
8						
9						
10						

<b>Sampled By:</b> Andrew Kita	<b>Date:</b> 10-26-20
<b>Transported to Paradigm By:</b> Andrew Kita	<b>Date:</b> 11-3-20
<b>Received By:</b> fw	<b>Date:</b> 11-3-2020 1721

All samples will be analyzed by the appropriate New York State Department of Health methods (198.1, 198.4 and 198.6) unless EPA 600/M4/82/020 per 40 CFR 763 and/or EPA 600/R-93/116 methods are requested.

**CHECK TO AUTOMATICALLY PERFORM TEM ON NOBS**

or provide TEM contact name:

**TOTAL NUMBER OF SAMPLES ON ALL CHAINS OF CUSTODY:**

**ATTACHMENT D**

*License and Certifications*

**Hinchey Road Rehabilitation Project**

**Town of Gates, Monroe County, New York 14624**

**New York State – Department of Labor**

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

**ASBESTOS HANDLING LICENSE**

Ravi Engineering and Land Surveying, P.C.  
Suite 1  
2110 South Clinton Ave.  
  
Rochester, NY 14618

FILE NUMBER: 06-1103  
LICENSE NUMBER: 29384  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 01/15/2020  
EXPIRATION DATE: 02/28/2021

Duly Authorized Representative – Nagappa Ravindra:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.



Eileen M. Franko, Director  
For the Commissioner of Labor

STATE OF NEW YORK - DEPARTMENT OF LABOR  
ASBESTOS CERTIFICATE



**ANDREW-R KITA**  
CLASS(EXPIRES)  
D INSP(11/20)

CERT# 18-62326  
DMV# 777829368

**MUST BE CARRIED ON ASBESTOS PROJECTS**





NEW YORK STATE DEPARTMENT OF HEALTH  
WADSWORTH CENTER

Expires 12:01 AM April 01, 2021  
Issued April 01, 2020



**CERTIFICATE OF APPROVAL FOR LABORATORY SERVICE**

*Issued in accordance with and pursuant to section 502 Public Health Law of New York State*

MR. STEVE DEVITO  
PARADIGM ENVIRONMENTAL SERVICES INC  
179 LAKE AVENUE  
ROCHESTER, NY 14608

NY Lab Id No: 10958

is hereby APPROVED as an Environmental Laboratory for the category  
**ENVIRONMENTAL ANALYSES SOLID AND HAZARDOUS WASTE**  
All approved subcategories and/or analytes are listed below:

**Miscellaneous**

Asbestos in Friable Material	Item 198.1 of Manual EPA 600/M4/82/020
Asbestos in Non-Friable Material-PLM	Item 198.6 of Manual (NOB by PLM)
Asbestos in Non-Friable Material-TEM	Item 198.4 of Manual
Lead in Dust Wipes	EPA 6010C
Lead in Paint	EPA 6010C

**Sample Preparation Methods**

EPA 3050B

NEW  
YORK  
STATE

Department  
of Health

Serial No.: 61258

Property of the New York State Department of Health. Certificates are valid only at the address shown, must be conspicuously posted, and are printed on secure paper. Continued accreditation depends on successful ongoing participation in the Program. Consumers are urged to call (518) 485-5570 to verify the laboratory's accreditation status.

## Species Conclusions Table

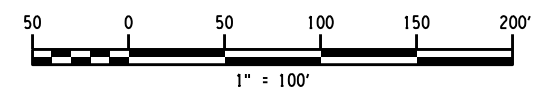
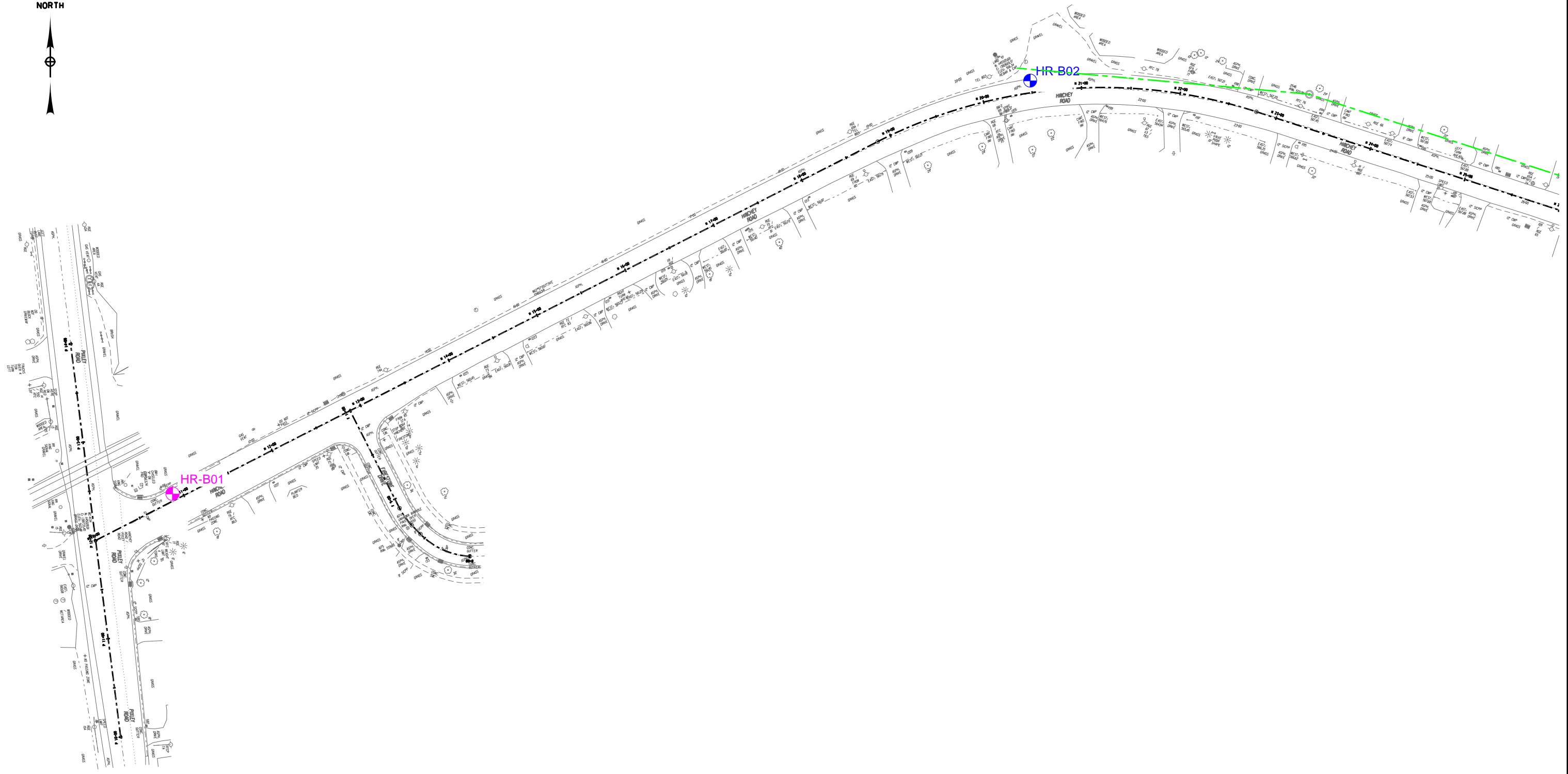
Project Name: Hinchey Road Rehabilitation Project

Date: 11/10/2020

Species Name	Potential Habitat Present?	Species Present?	Piping Plover Critical Habitat Present?	ESA / Eagle Act Determination (REQUIRED) (e.g. no effect, may affect but not likely to adversely affect, likely to adversely affect, no take, may affect but 4(d) rule).	Notes / Documentation Summary (include full rationale in your report)
Bald Eagle (Haliaeetus leucocephalus)	No	No	No	No Effect	Not on NYNHP Species List. Potential habitat not observed during site investigation.

Appendix E  
Geotechnical Boring Logs

GRID  
NORTH



LEGEND	
	HR-B01 PAVEMENT CORE
	HR-B02 PAVEMENT CORE AND 10' DEEP SOIL BORING

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

DATE: \_\_\_\_\_

NO.	REVISION	BY	DATE
1			
2			
3			
4			
5			

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**  
**MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

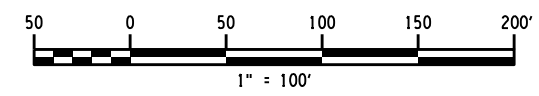
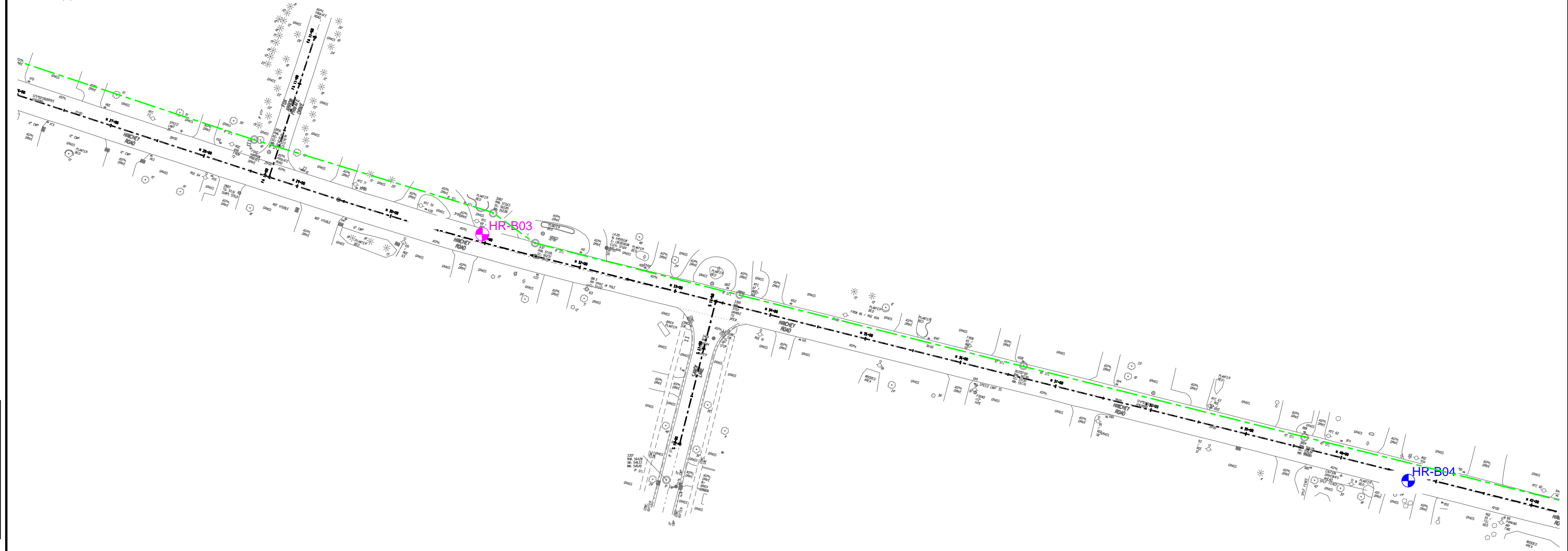
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**PAVEMENT CORE AND  
SOIL BORING LOCATIONS**

PROJECT NUMBER  
**2201826**  
DATE  
**10/13/2020**  
DRAWING NUMBER  
**PC-1**

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 DATE TIME 10/13/2020 4:26:23 PM

PROJECT MANAGER: RICHARD BENNETT    ENGINEER: RICHARD BENNETT    DESIGNER: BRIDGET DEHAAN

GRID NORTH



LEGEND	
	HR-B01 PAVEMENT CORE
	HR-B02 PAVEMENT CORE AND 10' DEEP SOIL BORING

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

DATE: \_\_\_\_\_

NO.	REVISION	BY	DATE
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PROJECT CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

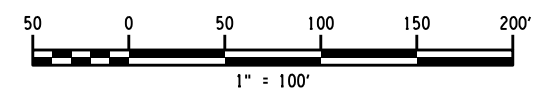
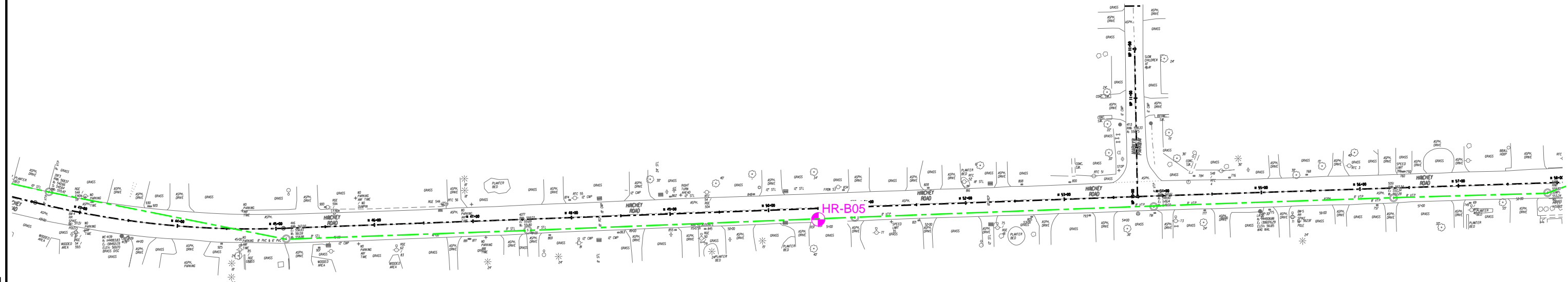
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**PAVEMENT CORE AND  
 SOIL BORING LOCATIONS**

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 DATE  
 10/13/2020  
 DRAWING NUMBER  
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



GRID NORTH



LEGEND	
	HR-B01 PAVEMENT CORE
	HR-B02 PAVEMENT CORE AND 10' DEEP SOIL BORING

**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

DATE: \_\_\_\_\_

NO.	REVISION	BY	DATE
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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

PAVEMENT CORE AND  
SOIL BORING LOCATIONS

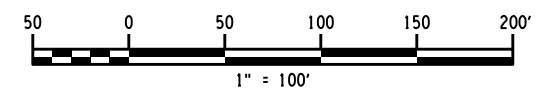
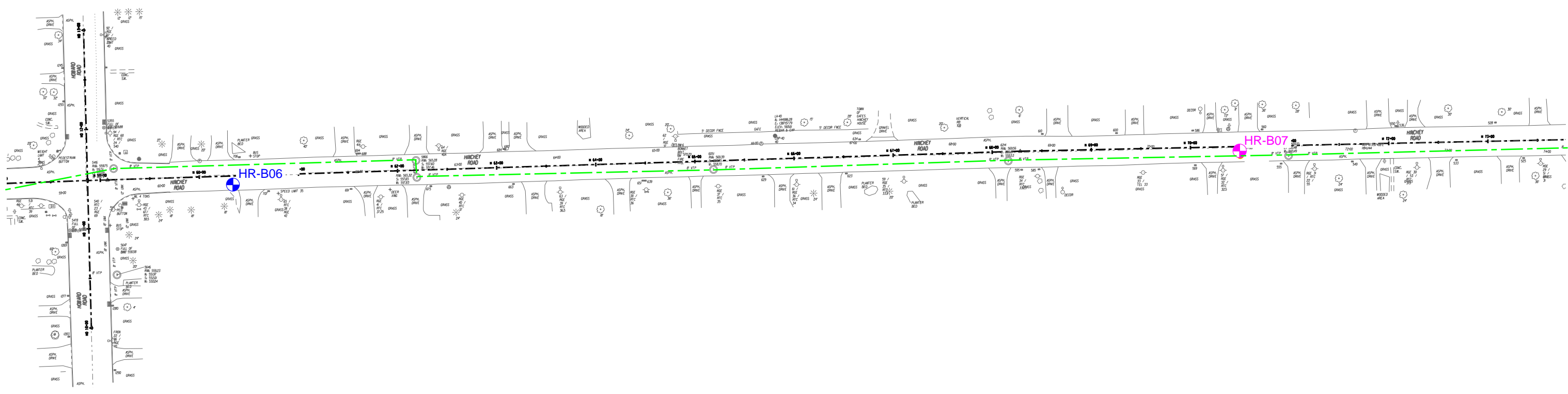
PROJECT NUMBER  
2201826

DATE  
10/13/2020

DRAWING NUMBER  
PC-3

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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

GRID  
NORTH



LEGEND	
	HR-B01 PAVEMENT CORE
	HR-B02 PAVEMENT CORE AND 10' DEEP SOIL BORING

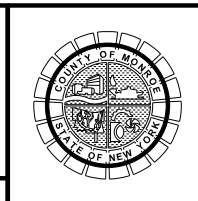
**RECORD PLANS**

I HEREBY CERTIFY BY MY SIGNATURE, THAT I HAVE PREPARED THIS RECORD DRAWING WHICH IS, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, A TRUE REPRESENTATION OF THE WORK AS CONSTRUCTED.

DATE: \_\_\_\_\_

NO.	REVISION	BY	DATE
1			
2			
3			
4			
5			

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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

PAVEMENT CORE AND  
SOIL BORING LOCATIONS

PROJECT NUMBER

2201826

DATE

10/13/2020

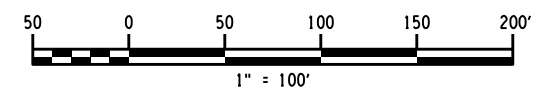
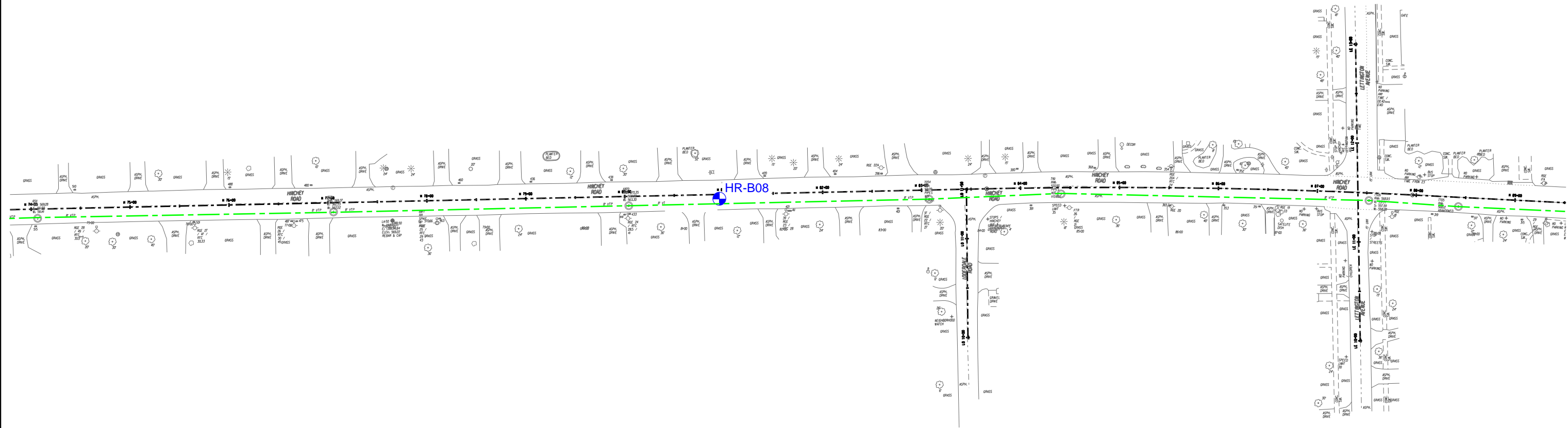
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PC-4

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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

GRID  
NORTH



LEGEND	
	HR-B01 PAVEMENT CORE
	HR-B02 PAVEMENT CORE AND 10' DEEP SOIL BORING

**RECORD PLANS**

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DATE: \_\_\_\_\_

NO.	REVISION	BY	DATE
1			
2			
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4			
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HINCHY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

PAVEMENT CORE AND  
SOIL BORING LOCATIONS

PROJECT NUMBER  
2201826

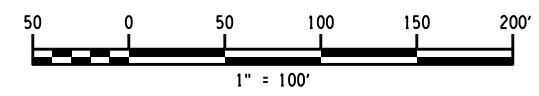
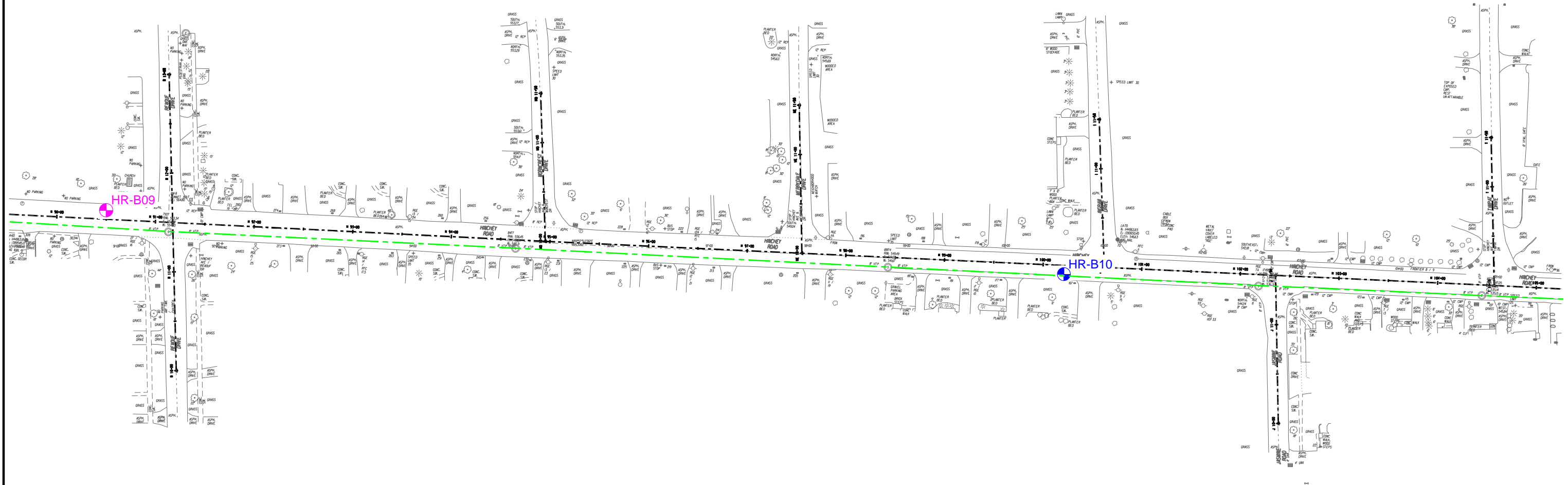
DATE  
10/13/2020

DRAWING NUMBER  
PC-5

PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

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GRID  
NORTH



LEGEND	
	HR-B01 PAVEMENT CORE
	HR-B02 PAVEMENT CORE AND 10' DEEP SOIL BORING

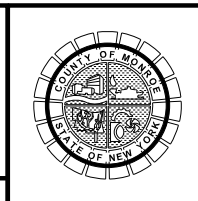
**RECORD PLANS**

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NO.	REVISION	BY	DATE
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**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237**  
**MONROE COUNTY  
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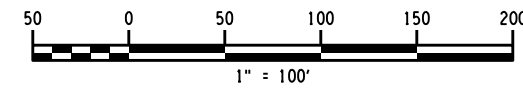
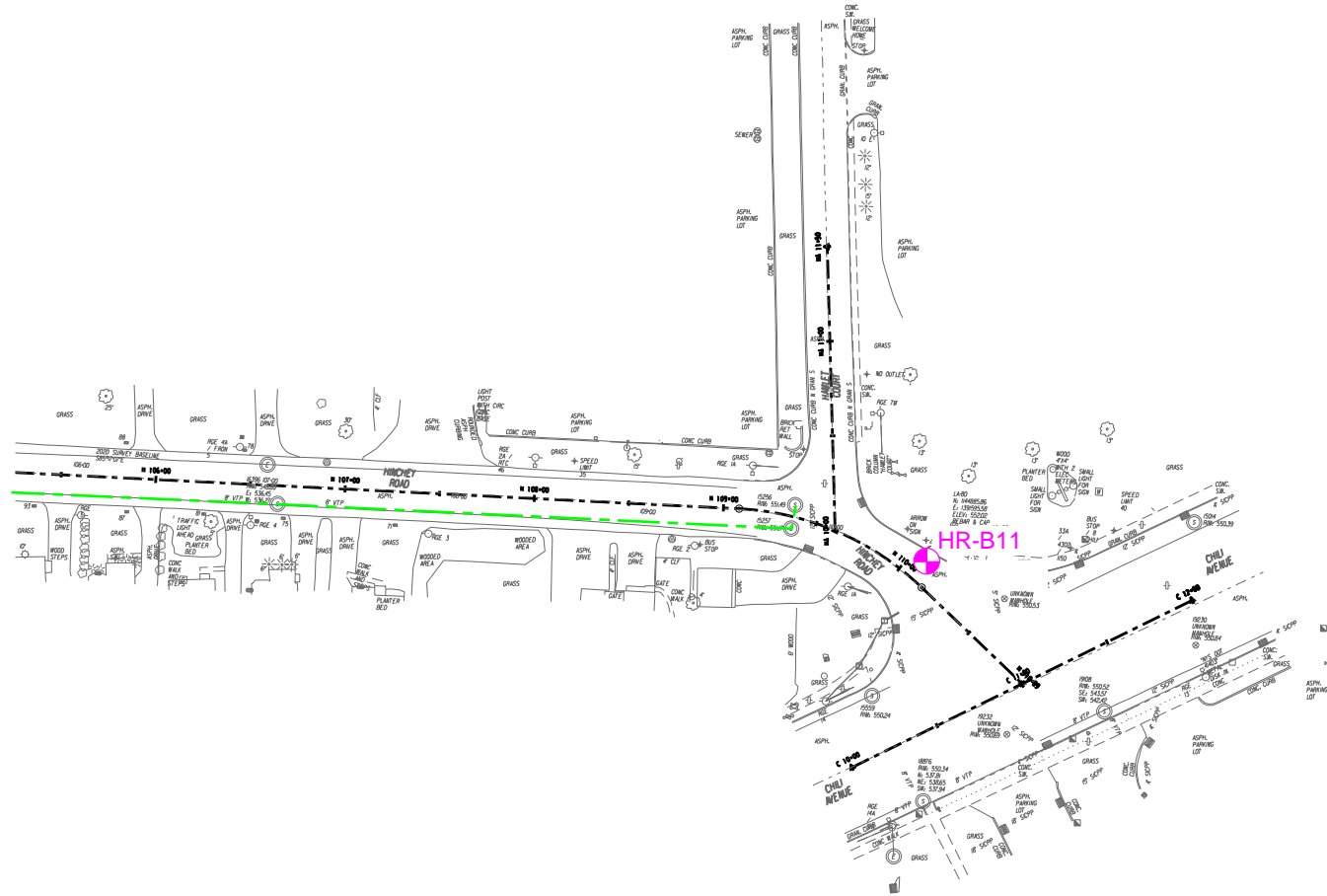
DRAWING TITLE  
**PAVEMENT CORE AND  
SOIL BORING LOCATIONS**

PROJECT NUMBER  
**2201826**  
DATE  
**10/13/2020**  
DRAWING NUMBER  
**PC-6**

PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

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DATE TIME: 10/13/2020 4:26:26 PM  
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GRID  
NORTH



LEGEND	
	HR-B01 PAVEMENT CORE
	HR-B02 PAVEMENT CORE AND 10' DEEP SOIL BORING

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 DATE TIME 10/13/2020 4:26:27 PM

PROJECT MANAGER: RICHARD BENNETT    ENGINEER: RICHARD BENNETT    DESIGNER: BRIDGET DEHAAN

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NO.	REVISION	BY	DATE
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2			
3			
4			
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**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**PAVEMENT CORE AND**  
**SOIL BORING LOCATIONS**

PROJECT NUMBER  
**2201826**  
 DATE  
**10/13/2020**  
 DRAWING NUMBER  
**PC-7**



2201826 HR-BØ1



1

.1

33ft

2

.2

16ths

3

10ths-100ths

.3

Engineers

4

KOMEDON

.4

5

NYLON COAT

.5

6

.6

7

.7

8

.8

9

.8

1



2201826 HR-BØ2



33ft

16ths  
10ths-100ths

DURA NY-Coat™

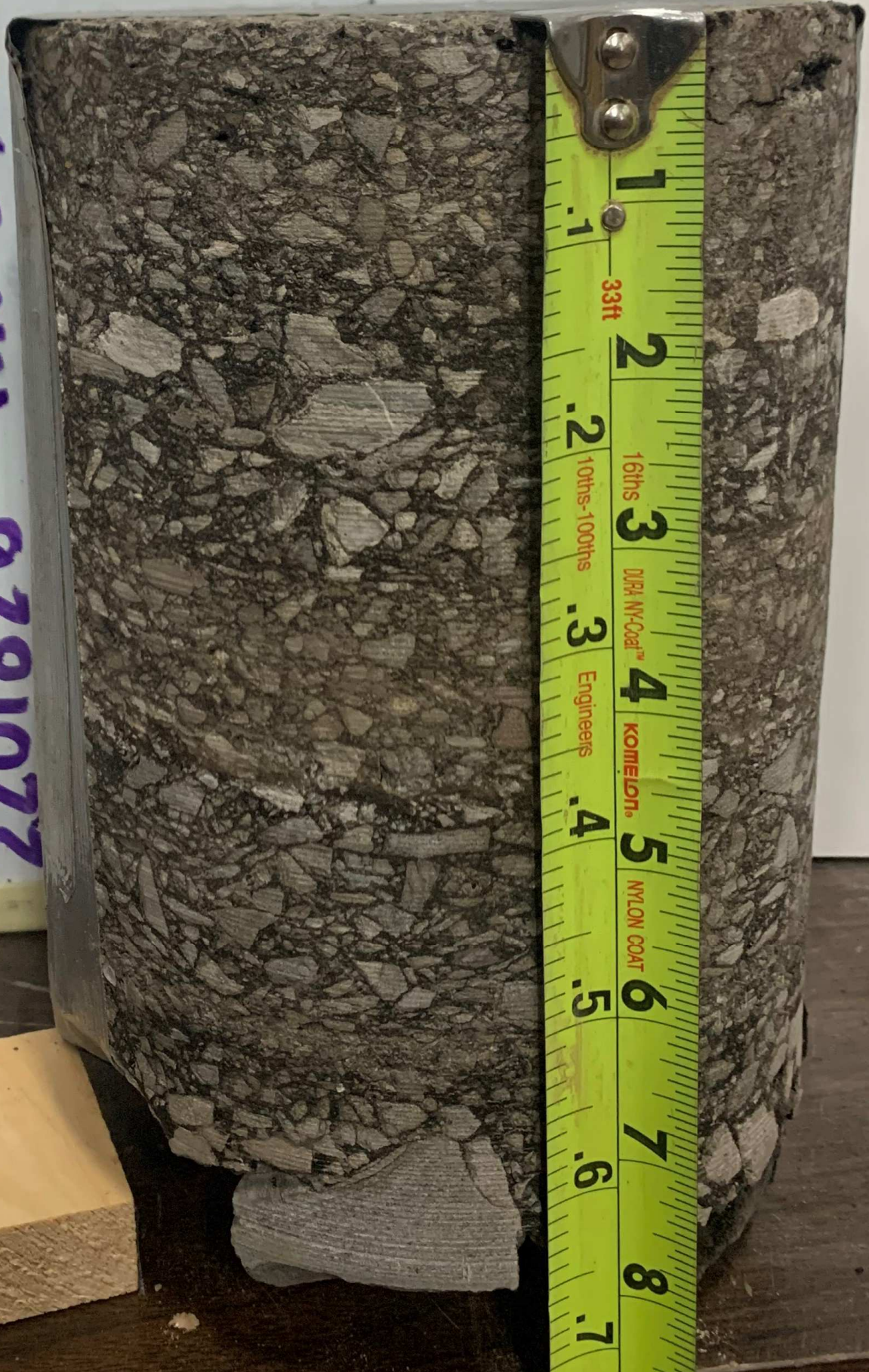
Engineers

KOMEDON.

NYLON COAT



2201826 HR-BØ3



1  
.1  
33ft  
2  
.2  
16ths  
10ths-100ths  
3  
DURA NY-Coat™  
4  
Engineers  
KOMISSION  
5  
NYLON COAT  
6  
.5  
7  
.6  
8  
.7  
9



HR-BØ4

9281022





2201826 HR-BØ5





2201826 HR-BØ6

HR-1106

9291022





2201826 HR-BØ7



1  
.1 33ft  
2  
.2 16ths  
3 10ths-100ths  
.3 DURA NY-Coat™  
4 Engineers  
5 KOMELON.  
.4 NYLON COAT  
6  
.5  
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8  
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9  
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.9  
11



HR-BØ8

9281022





6ΦB-8H 9281022





2201826 HR-B10



1  
.1  
33ft  
2  
.2  
16ths  
3  
10ths-100ths  
DRI NYCOAT™  
4  
Engineers  
KOMELON  
5  
NYLON COAT  
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2201826 HR-B-11



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						<b>Project No.:</b>	2201826
<b>Project Name:</b>	Hinchey Road Improvement Project				<b>Start Date:</b>	11/20/20	
<b>Location:</b>	Rochester, New York				<b>Finish Date:</b>	11/20/20	
<b>Client:</b>	Monroe County Department Of Environmental Services (MCDOT)				<b>Classification By:</b>	D. Keller	
<b>Drilling Firm:</b>	LaBella Environmental, LLC		<b>Driller:</b>	C. Stone			
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b>	Geoprobe 6620		<b>Rock Core:</b>	none	
		<b>Casing:</b>	None		<b>Other:</b>	S-1 = 3-inch diameter spoon N values corrected accordingly	
		<b>Sampler:</b>	1-3/8" ID S.S.				
		<b>Undisturbed:</b>	none				
<b>Coordinates:</b>		<b>N:</b>	43.13931	<b>E:</b>	-77.70829	<b>Hammer:</b>	140# Automatic, 30" drop
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION <small>trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);</small>		Depth of Change	COMMENTS <small>(e.g., N-value, recovery, moisture, core run, % recovered, RQD)</small>
1	C-1			Asphalt.		0.75'	<b>C-1</b> 0.0' - 0.8'
2	S-1		14	Gray-brown, coarse to fine SAND and Gravel, little Silt.		1.3'	<b>S-1</b> 1.0' - 3.0' <b>N=13</b> REC = 13" M/C: Moist 1.0' - 1.3' Consistency: Medium Dense 1.3' - 3.0' Consistency: Stiff
3			12	-FILL (pavement subbase)-			
4			11	Red-brown, silty CLAY, little medium to fine Sand.			
5			8	-FLUVIAL DEPOSITS-			
6				Bottom Of Exploration 3.0 feet			Asphalt layers: 0.1 ft top course 0.61' ft base course 0.75' ft TOTAL
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
<b>Groundwater/Caving</b>			<b>Date</b> <small>(mm/dd/yy)</small>	<b>Time</b> <small>(24 hr clock)</small>	<b>Depth in feet to:</b>		
					<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>
<i>While Drilling:</i>			NR	NR	NR	NR	NR
<i>While Drilling or Before Rock Coring:</i>			NR	NR	NR	NR	NR
<i>Before Casing Removed:</i>			NR	NR	NR	NR	NR
<i>After Casing Removed:</i>			NR	NR	Removed	NR	NR

<b>LaBella Associates, D.P.C.</b> 300 State Street, Suite 201 Rochester, New York 14614 p: 585-454-6110 <a href="http://www.labellapc.com">www.labellapc.com</a>		<b>TEST BORING LOG</b>		<b>Boring No.</b> HR-B02		
<b>Project Name:</b> Hinchey Road Improvement Project		<b>Project No.:</b> 2201826		<b>Start Date:</b> 11/20/20		
<b>Location:</b> Rochester, New York		<b>Finish Date:</b> 11/20/20		<b>Classification By:</b> D. Keller		
<b>Client:</b> Monroe County Department Of Environmental Services (MCDOT)		<b>Surface Elev.:</b> +/-569				
<b>Drilling Firm:</b> LaBella Environmental, LLC		<b>Driller:</b> C. Stone				
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b> Geoprobe 6620	<b>Rock Core:</b> none			
		<b>Casing:</b> 2-1/4 HSA	<b>Other:</b> S-1 = 3-inch diameter spoon N values corrected accordingly			
		<b>Sampler:</b> 1-3/8" ID S.S.				
		<b>Undisturbed:</b> none				
<b>Coordinates:</b> N: 43.14040 E: -77.70509		<b>Hammer:</b> 140# Automatic, 30" drop				
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);	Depth of Change	COMMENTS (e.g., N-value, recovery, moisture, core run, % recovered, RQD)
1	C-1			Asphalt.	0.70'	C-1 0.0' - 0.7'
2	S-1		52	Gray-brown, coarse to fine SAND and Gravel, little Silt.	1.3'	S-1 1.0' - 3.0' N=25 REC = 24" M/C: Moist 1.0' - 1.3' Consistency: Medium Dense 1.3' - 3.0' Consistency: Stiff
3			-FILL (pavement subbase)-			
4	S-2		34	Red-brown, silty CLAY, little coarse to fine Sand, trace fine Gravel.		
5			12	-FLUVIAL DEPOSITS-	7.0'	S-2 3.0' - 5.0' N=6 REC = 6" M/C: Moist Consistency: Medium Stiff
6	S-3		2	Red-brown, silty CLAY, little coarse to fine Sand, trace fine Gravel.		
7			3	Sample S-3 similar to S-2.		
8	S-4		4	Brown, coarse to fine SAND, some clayey Silt, trace medium to fine Gravel.	9.0'	S-3 5.0' - 7.0' N=13 REC = 14" M/C: Moist Consistency: Stiff
9			7	-FLUVIAL DEPOSITS-		
10	S-5		7	Red-brown, silty CLAY, little coarse to fine Sand, trace fine Gravel.		
11			10	Bottom Of Exploration 10.0 feet		S-4 7.0' - 9.0' N=14 REC = 12" M/C: Moist to Wet Consistency: Medium Dense
12			11			S-5 9.0' - 10.0' N=21 REC = 7" M/C: Moist Consistency: Very Stiff
13						Asphalt layers:
14						0.1 ft top course
15						0.1 ft base course
16						0.3 ft buried top course
17						0.22' ft base course
18						0.70' ft TOTAL
19						
20						
21						
22						
23						
<b>Groundwater/Caving</b>		<b>Date</b>	<b>Time</b>	<b>Depth in feet to:</b>		
		<b>(mm/dd/yy)</b>	<b>(24 hr clock)</b>	<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>
<b>While Drilling:</b>		11/20/20	NR	NR	NR	NR
<b>While Drilling or Before Rock Coring:</b>		11/20/20	NR	NR	NR	NR
<b>Before Casing Removed:</b>		11/20/20	NR	NR	NR	NR
<b>After Casing Removed:</b>		11/20/20	NR	Removed	NR	NR


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						<b>Project No.:</b>	2201826
<b>Project Name:</b>	Hinchey Road Improvement Project				<b>Start Date:</b>	11/20/20	
<b>Location:</b>	Rochester, New York				<b>Finish Date:</b>	11/20/20	
<b>Client:</b>	Monroe County Department Of Environmental Services (MCDOT)				<b>Classification By:</b>	D. Keller	
<b>Drilling Firm:</b>	LaBella Environmental, LLC		<b>Driller:</b>	C. Stone			
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b>	Geoprobe 6620		<b>Rock Core:</b>	none	
		<b>Casing:</b>	None		<b>Other:</b>	S-1 = 3-inch diameter spoon N values corrected accordingly	
		<b>Sampler:</b>	1-3/8" ID S.S.				
		<b>Undisturbed:</b>	none				
<b>Coordinates:</b>		<b>N:</b>	43.13964	<b>E:</b>	-77.70129	<b>Hammer:</b>	140# Automatic, 30" drop
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);		Depth of Change	COMMENTS (e.g., N-value, recovery, moisture, core run, % recovered, RQD)
1	C-1			Asphalt.		0.74'	C-1 0.0' - 0.7'
2	S-1		40	-FILL (pavement subbase)-		1.3'	S-1 1.0' - 3.0' N=33 REC = 14" M/C: Moist 1.0' - 1.3' Consistency: Dense 1.3' - 3.0' Consistency: Hard
3			38	Red-brown, silty CLAY, little coarse to fine Sand, trace fine Gravel.			
4			22	-FLUVIAL DEPOSITS-			
5			10	Bottom Of Exploration 3.0 feet			Asphalt layers: 0.10 ft top course 0.2 ft base course 0.2 ft buried top course 0.25' ft base course 0.74' ft TOTAL
6							
7							
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22							
23							
<b>Groundwater/Caving</b>		<b>Date</b> (mm/dd/yy)	<b>Time</b> (24 hr clock)	<b>Depth in feet to:</b>			
				<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>	
<i>While Drilling:</i>		NR	NR	NR	NR	NR	
<i>While Drilling or Before Rock Coring:</i>		NR	NR	NR	NR	NR	
<i>Before Casing Removed:</i>		NR	NR	NR	NR	NR	
<i>After Casing Removed:</i>		NR	NR	Removed	NR	NR	

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						<b>Project No.:</b>	2201826
<b>Project Name:</b>	Hinchey Road Improvement Project				<b>Start Date:</b>	11/19/20	
<b>Location:</b>	Rochester, New York				<b>Finish Date:</b>	11/19/20	
<b>Client:</b>	Monroe County Department Of Environmental Services (MCDOT)				<b>Classification By:</b>	D. Keller	
<b>Drilling Firm:</b>	LaBella Environmental, LLC		<b>Driller:</b>	C. Stone			
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b> Geoprobe 6620		<b>Rock Core:</b> none	<b>Other:</b> S-1 = 3-inch diameter spoon N values corrected accordingly		
		<b>Casing:</b> 2- <sup>1</sup> / <sub>4</sub> HSA					
		<b>Sampler:</b> 1- <sup>3</sup> / <sub>8</sub> " ID S.S.					
		<b>Undisturbed:</b> none					
<b>Coordinates:</b>		<b>N:</b> 43.13893	<b>E:</b> -77.69775	<b>Hammer:</b> 140# Automatic, 30" drop			
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION <small>trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);</small>	Depth of Change	COMMENTS <small>(e.g., N-value, recovery, moisture, core run, % recovered, RQD)</small>	
1	C-1			Asphalt.	0.69'	<b>C-1</b> 0.0' - 0.7'	
2	S-1		22	Gray-brown, coarse to fine SAND and Gravel, little Silt.	1.3'	<b>S-1</b> 1.0' - 3.0' <b>N=38</b> REC = 24" M/C: Moist Consistency: Dense	
3			43	Red-brown, coarse to fine SAND, some coarse to fine Gravel, some Silt.			
4			26	-FILL (pavement subbase)-			
5	S-2		10	-FLUVIAL DEPOSITS-	3.0'	<b>S-2</b> 3.0' - 5.0' <b>N=8</b> REC = 18" M/C: Moist to Wet Consistency: Loose	
6			5	Red-brown, coarse to fine SAND, some Silt, trace medium to fine Gravel.			
7			5				
8	S-3		3	Red-brown, silty CLAY, some coarse to fine SAND, trace medium to fine Gravel.	5.0'	<b>S-3</b> 5.0' - 7.0' <b>N=8</b> REC = 24" M/C: Moist Consistency: Medium Stiff	
9			4				
10			4				
11	S-4		3	Sample S-4 similar to S-3.		<b>S-4</b> 7.0' - 9.0' <b>N=7</b> REC = 19" M/C: Moist Consistency: Medium Stiff	
12			4				
13			3				
14	S-5		3	Sample S-5 similar to S-3.		<b>S-5</b> 9.0' - 10.0' <b>N=16</b> REC = 12" M/C: Moist Consistency: Very Stiff	
15			4				
16			2				
17				Bottom Of Exploration 10.0 feet		Asphalt layers: 0.2 ft top course 0.2 ft base course 0.1 ft buried top course 0.17' base course 0.69' ft TOTAL	
18							
19							
20							
21							
22							
23							
24							


Groundwater/Caving	Date <small>(mm/dd/yy)</small>	Time <small>(24 hr clock)</small>	Depth in feet to:		
			Bot of Casing	Bot of Hole	Water
<i>While Drilling:</i>	NR	NR	NR	NR	NR
<i>While Drilling or Before Rock Coring:</i>	NR	NR	NR	NR	NR
<i>Before Casing Removed:</i>	11/19/20	NR	7.0	10.0	none
<i>After Casing Removed:</i>	11/19/20	NR	Removed	9.2	none



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						<b>Project No.:</b>	2201826
<b>Project Name:</b>	Hinchey Road Improvement Project				<b>Start Date:</b>	11/19/20	
<b>Location:</b>	Rochester, New York				<b>Finish Date:</b>	11/19/20	
<b>Client:</b>	Monroe County Department Of Environmental Services (MCDOT)				<b>Classification By:</b>	D. Keller	
<b>Drilling Firm:</b>	LaBella Environmental, LLC		<b>Driller:</b>	C. Stone			
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b>	Geoprobe 6620		<b>Rock Core:</b>	none	
		<b>Casing:</b>	None		<b>Other:</b>	S-1 = 3-inch diameter spoon N values corrected accordingly	
		<b>Sampler:</b>	1-3/8" ID S.S.				
		<b>Undisturbed:</b>	none				
<b>Coordinates:</b>		<b>N:</b>	43.13877	<b>E:</b>	-77.69410	<b>Hammer:</b>	140# Automatic, 30" drop
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION <small>trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);</small>		Depth of Change	COMMENTS <small>(e.g., N-value, recovery, moisture, core run, % recovered, RQD)</small>
1	C-1			Asphalt.		0.67'	C-1      0.0' - 0.7'
2	S-1		48	Gray-brown, coarse to fine SAND and Gravel, little Silt.		0.9'	S-1      0.8' - 1.3'      N>50
3			50/2"	-FILL (pavement subbase)- Brown, coarse to fine SAND, some coarse to fine Gravel, some Silt, probable cobbles, possible boulders.			REC = 6"      M/C: Moist Consistency: Very Dense
4				-FILL-			
5				Bottom Of Exploration 1.3 feet			Asphalt layers:
6				Refusal on probable cobble or boulder			0.12 ft top course
7							0.10 ft base course
8							0.2 ft buried top course
9							0.23' ft base course
10							0.67' ft TOTAL
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
<b>Groundwater/Caving</b>			<b>Date</b> <small>(mm/dd/yy)</small>	<b>Time</b> <small>(24 hr clock)</small>	<b>Depth in feet to:</b>		
					<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>
<i>While Drilling:</i>			NR	NR	NR	NR	NR
<i>While Drilling or Before Rock Coring:</i>			NR	NR	NR	NR	NR
<i>Before Casing Removed:</i>			11/19/20	NR	none	1.3	none
<i>After Casing Removed:</i>			n/a	n/a	Removed	n/a	n/a


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<b>Project Name:</b> Hinchey Road Improvement Project		<b>Location:</b> Rochester, New York		<b>Client:</b> Monroe County Department Of Environmental Services (MCDOT)		<b>Project No.:</b> 2201826	
<b>Drilling Firm:</b> LaBella Environmental, LLC		<b>Driller:</b> C. Stone		<b>Start Date:</b> 11/19/20		<b>Finish Date:</b> 11/19/20	
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b> Geoprobe 6620		<b>Rock Core:</b> none		<b>Other:</b> S-1 = 3-inch diameter spoon N values corrected accordingly	
<b>Coordinates:</b> N: 43.13883 E: -77.69042		<b>Casing:</b> 2-1/4" HSA		<b>Sampler:</b> 1-3/8" ID S.S.			
		<b>Undisturbed:</b> none		<b>Hammer:</b> 140# Automatic, 30" drop			
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);		Depth of Change	COMMENTS (e.g., N-value, recovery, moisture, core run, % recovered, RQD)
1	C-1			Asphalt.		0.90'	<b>C-1</b> 0.0' - 0.9'
2	S-1		32	Gray-brown, coarse to fine SAND and Gravel, little Silt.		1.3'	<b>S-1</b> 1.0' - 3.0' <b>N=34</b> REC = 24" M/C: Dry to Moist Consistency: Dense
3			36	-FILL (pavement subbase)-			
3			26	Red-brown, coarse to fine SAND, some Silt, trace medium to fine Gravel.			<b>S-2</b> 3.0' - 5.0' <b>N=7</b> REC = 20" M/C: Dry to Moist Consistency: Loose
4	S-2		16	-FLUVIAL DEPOSITS-			
4			6	Red-brown, coarse to fine SAND, some Silt, trace medium to fine Gravel.			<b>S-3</b> 5.0' - 7.0' <b>N=5</b> REC = 24" M/C: Moist Consistency: Medium Stiff
5			4				
5			3			5.0'	<b>S-4</b> 7.0' - 9.0' <b>N=12</b> REC = 17" M/C: Dry to Moist Consistency: Stiff
6	S-3		2	Red-brown, silty CLAY, little coarse to fine Sand, trace fine Gravel.			
7			2				<b>S-5</b> 9.0' - 10.0' <b>N=28</b> REC = 10" M/C: Dry to Moist Consistency: Medium Dense
8	S-4		5	Sample S-4 similar to S-3.			
8			7			8.5'	Asphalt layers: 0.2 ft top course 0.2 ft base course 0.2 ft buried top course 0.28' base course 0.90' TOTAL
9			8				
10	S-5		8	Brown, coarse to fine SAND, some Silt, trace medium to fine Gravel.			
10			20				
11				Bottom Of Exploration 10.0 feet			
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
<b>Groundwater/Caving</b>			<b>Date</b> (mm/dd/yy)	<b>Time</b> (24 hr clock)	<b>Depth in feet to:</b>		
<b>While Drilling:</b>			NR	NR	<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>
<b>While Drilling or Before Rock Coring:</b>			NR	NR	NR	NR	NR
<b>Before Casing Removed:</b>			11/19/20	NR	7.0	10.0	none
<b>After Casing Removed:</b>			11/19/20	NR	Removed	7.5	none

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						<b>Project No.:</b>	2201826
<b>Project Name:</b>	Hinchey Road Improvement Project				<b>Start Date:</b>	11/19/20	
<b>Location:</b>	Rochester, New York				<b>Finish Date:</b>	11/19/20	
<b>Client:</b>	Monroe County Department Of Environmental Services (MCDOT)				<b>Classification By:</b>	D. Keller	
<b>Drilling Firm:</b>	LaBella Environmental, LLC		<b>Driller:</b>	C. Stone			
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b>	Geoprobe 6620		<b>Rock Core:</b>	none	
		<b>Casing:</b>	None		<b>Other:</b>	S-1 = 3-inch diameter spoon N values corrected accordingly	
		<b>Sampler:</b>	1-3/8" ID S.S.				
		<b>Undisturbed:</b>	none				
<b>Coordinates:</b>		<b>N:</b>	43.13887	<b>E:</b>	-77.68662	<b>Hammer:</b>	140# Automatic, 30" drop
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION <small>trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);</small>		Depth of Change	COMMENTS <small>(e.g., N-value, recovery, moisture, core run, % recovered, RQD)</small>
1	C-1			Asphalt.		0.90'	<b>C-1</b> 0.0' - 0.9'
2	S-1		23	Gray-brown, coarse to fine SAND and Gravel, little Silt.		1.4'	<b>S-1</b> 1.0' - 3.0' <b>N=31</b> REC = 23" M/C: Moist 1.0' - 1.4' Consistency: Dense 1.4' - 3.0' Consistency: Hard
3			32	-FILL (pavement subbase)-			
3			24	Red-brown, silty CLAY, little coarse to fine Sand, trace fine Gravel.			
3			15	-FLUVIAL DEPOSITS-			
4				Bottom Of Exploration 3.0 feet			Asphalt layers:
5							0.17 ft top course
6							0.28 ft base course
7							0.1 ft buried top course
8							0.38' ft base course
9							0.90' ft TOTAL
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
<b>Groundwater/Caving</b>		<b>Date</b> <small>(mm/dd/yy)</small>	<b>Time</b> <small>(24 hr clock)</small>	<b>Depth in feet to:</b>			
		<b>While Drilling:</b>	NR	<b>Bot of Casing</b>	NR	<b>Water</b>	NR
		<b>While Drilling or Before Rock Coring:</b>	NR	NR	NR	NR	NR
		<b>Before Casing Removed:</b>	11/19/20	NR	none	3.0	none
		<b>After Casing Removed:</b>	NR	NR	Removed	NR	NR

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<b>Project Name:</b> Hinchey Road Improvement Project		<b>Location:</b> Rochester, New York		<b>Client:</b> Monroe County Department Of Environmental Services (MCDOT)		<b>Project No.:</b> 2201826	
<b>Drilling Firm:</b> LaBella Environmental, LLC		<b>Driller:</b> C. Stone		<b>Start Date:</b> 11/19/20		<b>Finish Date:</b> 11/19/20	
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b> Geoprobe 6620		<b>Rock Core:</b> none		<b>Other:</b> S-1 = 3-inch diameter spoon N values corrected accordingly	
<b>Coordinates:</b> N: 43.13891 E: -77.68275		<b>Casing:</b> 2-1/4 HSA		<b>Sampler:</b> 1-3/8" ID S.S.			
		<b>Undisturbed:</b> none		<b>Hammer:</b> 140# Automatic, 30" drop			
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);		Depth of Change	COMMENTS (e.g., N-value, recovery, moisture, core run, % recovered, RQD)
1	C-1			Asphalt.		0.95'	<b>C-1</b> 0.0' - 1.0'
2	S-1		48	Gray-brown, coarse to fine SAND and Gravel, little Silt.		1.8'	<b>S-1</b> 1.0' - 3.0' <b>N=43</b> REC = 24" M/C: Moist Consistency: Dense
3			42	-FILL (pavement subbase)-			
4	S-2		36	Brown and dark brown, coarse to fine Sand and Silt, trace fine Gravel.			<b>S-2</b> 3.0' - 5.0' <b>N=5</b> REC = 14" M/C: Moist Consistency: Loose
5			24	-FILL-			
6			10	Brown, coarse to fine SAND, some Silt, trace coarse to fine Gravel.			
7	S-3		2	-FLUVIAL DEPOSITS-			<b>S-3</b> 5.0' - 7.0' <b>N=10</b> REC = 24" M/C: Moist Consistency: Loose
8			3	Brown, coarse to fine SAND, some Silt, little coarse to fine Gravel.			
9	S-4		4	Sample S-4 similar to S-3.			<b>S-4</b> 7.0' - 9.0' <b>N=11</b> REC = 13" M/C: Moist Consistency: Medium Dense
10			5	Sample S-5 similar to S-3.			
11	S-5		50/3"	Sample S-5 similar to S-3.			<b>S-5</b> 9.0' - 9.2' <b>N&gt;50</b> REC = 3" M/C: Moist Consistency: Very Dense
12				Bottom Of Exploration 9.2 feet			Asphalt layers: 0.2 ft top course 0.3 ft base course 0.20 ft buried top course 0.33' ft base course 0.95' ft TOTAL
13				Refusal on probable cobble or boulder			
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
<b>Groundwater/Caving</b>			<b>Date</b> (mm/dd/yy)	<b>Time</b> (24 hr clock)	<b>Depth in feet to:</b>		
<b>While Drilling:</b>			NR	NR	<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>
<b>While Drilling or Before Rock Coring:</b>			NR	NR	NR	NR	NR
<b>Before Casing Removed:</b>			11/19/20	NR	7.0	9.2	none
<b>After Casing Removed:</b>			11/19/20	NR	Removed	7.0	none

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						<b>Project No.:</b>	2201826
<b>Project Name:</b>	Hinchey Road Improvement Project				<b>Start Date:</b>	11/20/20	
<b>Location:</b>	Rochester, New York				<b>Finish Date:</b>	11/20/20	
<b>Client:</b>	Monroe County Department Of Environmental Services (MCDOT)				<b>Classification By:</b>	D. Keller	
<b>Drilling Firm:</b>	LaBella Environmental, LLC		<b>Driller:</b>	C. Stone			
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b>	Geoprobe 6620		<b>Rock Core:</b>	none	
		<b>Casing:</b>	None		<b>Other:</b>	S-1 = 3-inch diameter spoon N values corrected accordingly	
		<b>Sampler:</b>	1-3/8" ID S.S.				
		<b>Undisturbed:</b>	none				
<b>Coordinates:</b>		<b>N:</b>	43.13888	<b>E:</b>	-77.67911	<b>Hammer:</b>	140# Automatic, 30" drop
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION <small>trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);</small>		Depth of Change	COMMENTS <small>(e.g., N-value, recovery, moisture, core run, % recovered, RQD)</small>
1	C-1			Asphalt.		0.82'	<b>C-1</b> 0.0' - 0.8'
2	S-1		51	Gray-brown, coarse to fine SAND, some Gravel, little Silt.		1.7'	<b>S-1</b> 1.0' - 3.0' <b>N=35</b> REC = 18" M/C: Moist Consistency: Dense
3			47	-FILL (pavement subbase)-			
3			17	Red-brown, coarse to fine SAND, Some Silt, little coarse to fine Gravel.			
3			9	-FLUVIAL DEPOSITS-			
4				Bottom Of Exploration 3.0 feet			Asphalt layers:
5							0.25 ft top course
6							0.15 ft base course
7							0.1 ft buried top course
8							0.31' ft base course
9							0.82' ft TOTAL
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
<b>Groundwater/Caving</b>			<b>Date</b> <small>(mm/dd/yy)</small>	<b>Time</b> <small>(24 hr clock)</small>	<b>Depth in feet to:</b>		
					<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>
<b>While Drilling:</b>			NR	NR	NR	NR	NR
<b>While Drilling or Before Rock Coring:</b>			NR	NR	NR	NR	NR
<b>Before Casing Removed:</b>			NR	NR	NR	NR	NR
<b>After Casing Removed:</b>			NR	NR	Removed	NR	NR



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<b>Project Name:</b> Hinchey Road Improvement Project		<b>Location:</b> Rochester, New York		<b>Client:</b> Monroe County Department Of Environmental Services (MCDOT)		<b>Project No.:</b> 2201826	
<b>Drilling Firm:</b> LaBella Environmental, LLC		<b>Driller:</b> C. Stone		<b>Start Date:</b> 11/20/20		<b>Finish Date:</b> 11/20/20	
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b> Geoprobe 6620		<b>Rock Core:</b> none		<b>Other:</b> S-1 = 3-inch diameter spoon N values corrected accordingly	
<b>Coordinates:</b> N: 43.13869 E: -77.67548		<b>Casing:</b> 2-1/4" HSA		<b>Sampler:</b> 1-3/8" ID S.S.			
		<b>Undisturbed:</b> none		<b>Hammer:</b> 140# Automatic, 30" drop			
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);		Depth of Change	COMMENTS (e.g., N-value, recovery, moisture, core run, % recovered, RQD)
1	C-1			Asphalt.		0.87'	<b>C-1</b> 0.0' - 0.9'
2	S-1		43	Gray-brown, coarse to fine SAND and Gravel, little Silt.		2.0'	<b>S-1</b> 1.0' - 3.0' <b>N=32</b> REC = 24" M/C: Moist Consistency: Dense
3			33	<b>-FILL (pavement subbase)-</b>			
3			26	Brown and dark brown, coarse to fine SAND, some Silt, trace medium to fine Gravel.		5.0'	<b>S-2</b> 3.0' - 5.0' <b>N=4</b> REC = 13" M/C: Moist Consistency: Very Loose
4	S-2		11	<b>-FLUVIAL DEPOSITS-</b>			
4			2	Brown and dark brown, coarse to fine SAND, some clayey Silt, trace medium to fine Gravel.			
5			2				
5			2				
6	S-3		2	Brown, silty CLAY and medium to fine Sand.		<b>S-3</b> 5.0' - 7.0' <b>N=5</b> REC = 14" M/C: Moist to Wet Consistency: Medium Stiff	
7			3				
7			10				
8	S-4		4	Interbedded brown and yellow-brown and gray-brown, silty CLAY and medium to fine Sand.		<b>S-4</b> 7.0' - 9.0' <b>N=17</b> REC = 18" M/C: Moist to Wet Consistency: Very Stiff	
9			9				
9			8				
10	S-5		12	Interbedded brown and yellow-brown and gray-brown, silty CLAY and medium to fine Sand,		<b>S-5</b> 9.0' - 10.0' <b>N=30</b> REC = 6" M/C: Moist to Wet Consistency: Very Stiff	
10			18	little medium to fine Gravel.			
11				Bottom Of Exploration 10.0 feet		Asphalt layers: 0.1 ft top course 0.3 ft base course 0.2 ft buried top course 0.29' base course 0.87' ft TOTAL	
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
<b>Groundwater/Caving</b>			<b>Date</b> (mm/dd/yy)	<b>Time</b> (24 hr clock)	<b>Depth in feet to:</b>		
<b>While Drilling:</b>			11/20/20	NR	<b>Bot of Casing</b>	<b>Bot of Hole</b>	<b>Water</b>
<b>While Drilling or Before Rock Coring:</b>			11/20/20	NR	NR	NR	NR
<b>Before Casing Removed:</b>			11/20/20	NR	7.0	10.0	9.5
<b>After Casing Removed:</b>			11/20/20	NR	Removed	8.4	none

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						<b>Project No.:</b>	2201826		
<b>Start Date:</b>	11/20/20	<b>Finish Date:</b>	11/20/20	<b>Classification By:</b>	D. Keller	<b>Surface Elev.:</b>	+/-546		
<b>Project Name:</b>		Hinchey Road Improvement Project							
<b>Location:</b>		Rochester, New York							
<b>Client:</b>		Monroe County Department Of Environmental Services (MCDOT)							
<b>Drilling Firm:</b>		LaBella Environmental, LLC		<b>Driller:</b>		C. Stone			
<b>Key:</b> _____ Geologic Strata Change - - - - - Gradation Change Within Strata		<b>Drill Rig:</b>		Geoprobe 6620		<b>Rock Core:</b>		none	
		<b>Casing:</b>		None		<b>Other:</b>		S-1 = 3-inch diameter spoon N values corrected accordingly	
		<b>Sampler:</b>		1-3/8" ID S.S.					
		<b>Undisturbed:</b>		none					
		<b>Hammer:</b>		140# Automatic, 30" drop					
<b>Coordinates:</b>		<b>N:</b>	43.13847	<b>E:</b>	-77.67178				
Depth (ft.)	Sample Number	Symbol	Blows on Sampler per 6"	VISUAL-MANUAL MATERIAL DESCRIPTION trace (1 - 10%), little (11 - 20%), some (21 - 35%), and (36-50%);			Depth of Change	COMMENTS (e.g., N-value, recovery, moisture, core run, % recovered, RQD)	
1	C-1			Asphalt.			1.11'	<b>C-1</b> 0.0' - 1.1'	
2	S-1		46	Gray-brown, coarse to fine SAND, some Gravel, some Silt. <b>-FILL (pavement subbase)-</b>				<b>S-1</b> 1.3' - 3.3' <b>N=41</b> REC = 24"      M/C: Moist to Wet Consistency: Dense	
3			38						
4			36						
5			26						
6				Bottom Of Exploration 3.3 feet				Asphalt layers: 0.24 ft top course 0.45 ft base course 0.42 ft base course 1.11' ft TOTAL	
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
<b>Groundwater/Caving</b>			<b>Date</b> (mm/dd/yy)	<b>Time</b> (24 hr clock)	<b>Depth in feet to:</b>				
					<b>Bot of Casing</b>		<b>Bot of Hole</b>		<b>Water</b>
<i>While Drilling:</i>			NR	NR	NR		NR		NR
<i>While Drilling or Before Rock Coring:</i>			NR	NR	NR		NR		NR
<i>Before Casing Removed:</i>			NR	NR	NR		NR		NR
<i>After Casing Removed:</i>			NR	NR	Removed		NR		NR

Appendix F  
Public Coordination



# HINCHEY ROAD REHABILITATION PROJECT (PIXLEY ROAD TO CHILI AVE)

FEBRUARY 2021

*This informational newsletter will provide periodic updates (as needed) on the status of the Hinchey Road Rehabilitation Project and communicate upcoming construction activities to local residents.*

## CURRENT PROJECT STATUS

### PUBLIC INPUT REQUESTED FOR HIGHWAY PROJECT ON HINCHEY ROAD

Monroe County Department of Transportation has completed Preliminary Design for the above referenced project. Based on the preliminary design review, the existing lane configuration will be maintained, the pavement will be milled and re-paved, and 6' shoulders (with curb) will be added along the entire project. The project will also involve installation of a new drainage system, replacement of existing sidewalk ramps, installation of pavement markings, and minor traffic signal work. Curb will be transitioned at existing driveway openings to maintain access to existing driveway openings (typically only one driveway opening is permitted per residential property).

The project design is progressing and construction is scheduled for 2022. Additional information regarding the project, including a brief video presentation, can be viewed on the Monroe County DOT website: <https://www2.monroecounty.gov/dot-construction>.

**Please take the time to view the presentation as a public meeting will not be held.**

Should you have questions or comments regarding this project, or if you would like to set up an on-site meeting to discuss the proposed work on your property, you may contact David Kubiak at 585-753-7731; email at [davidkubiak@monroecounty.gov](mailto:davidkubiak@monroecounty.gov); or by mailing back the enclosed comment form **no later than February 19, 2021**.

## PROJECT CONTACTS

Contract information for the project design team is below. A follow-up newsletter will be sent out prior to the start of construction with additional contact information for the contractor and the on-site Resident Engineer.

**Design Consultant:**

**LaBella Associates**

**County Representative:**

**David Kubiak, P.E.**

**Monroe County DOT**

**Transportation Project Manager**

**Phone: (585) 753-7731**

**Email: [DavidKubiak@monroecounty.gov](mailto:DavidKubiak@monroecounty.gov)**

**Contractor:**

**TBD**

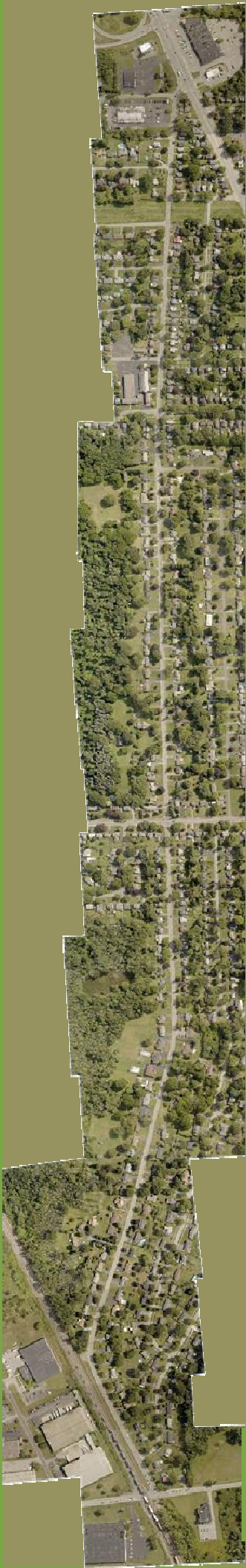
**(Construction in 2022)**



# Hinchey Road Rehabilitation Project (Pixley Road to Chili Avenue)

Public Information Presentation

January, 2021



This project is locally-funded and administered by MCDOT

Due to current statewide COVID-19 health emergency restrictions that limit public assembly, all project meetings and public outreach will be conducted via video presentation.



LaBella  
Accounting & Technology



# Agenda

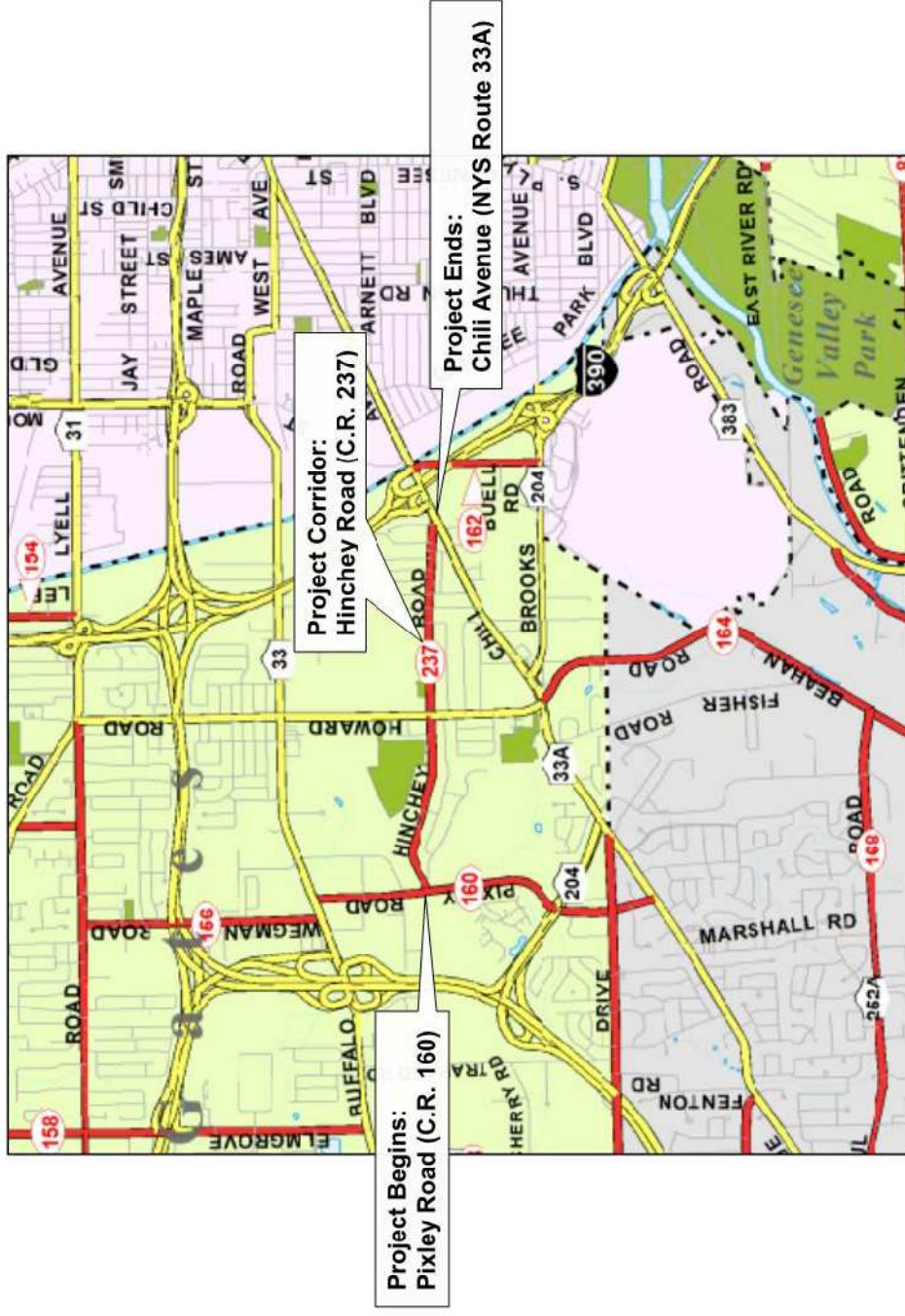


- Project Area
- Project History
- Existing Conditions
- Project Objectives
- Proposed Improvements
- Project Schedule
- Project Manager Contact and Comments

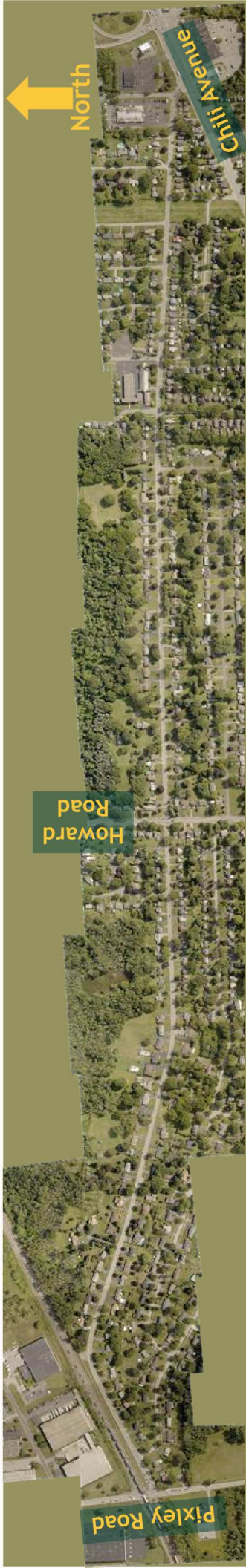


# Hinchey Road Location

Located in the Town of Gates



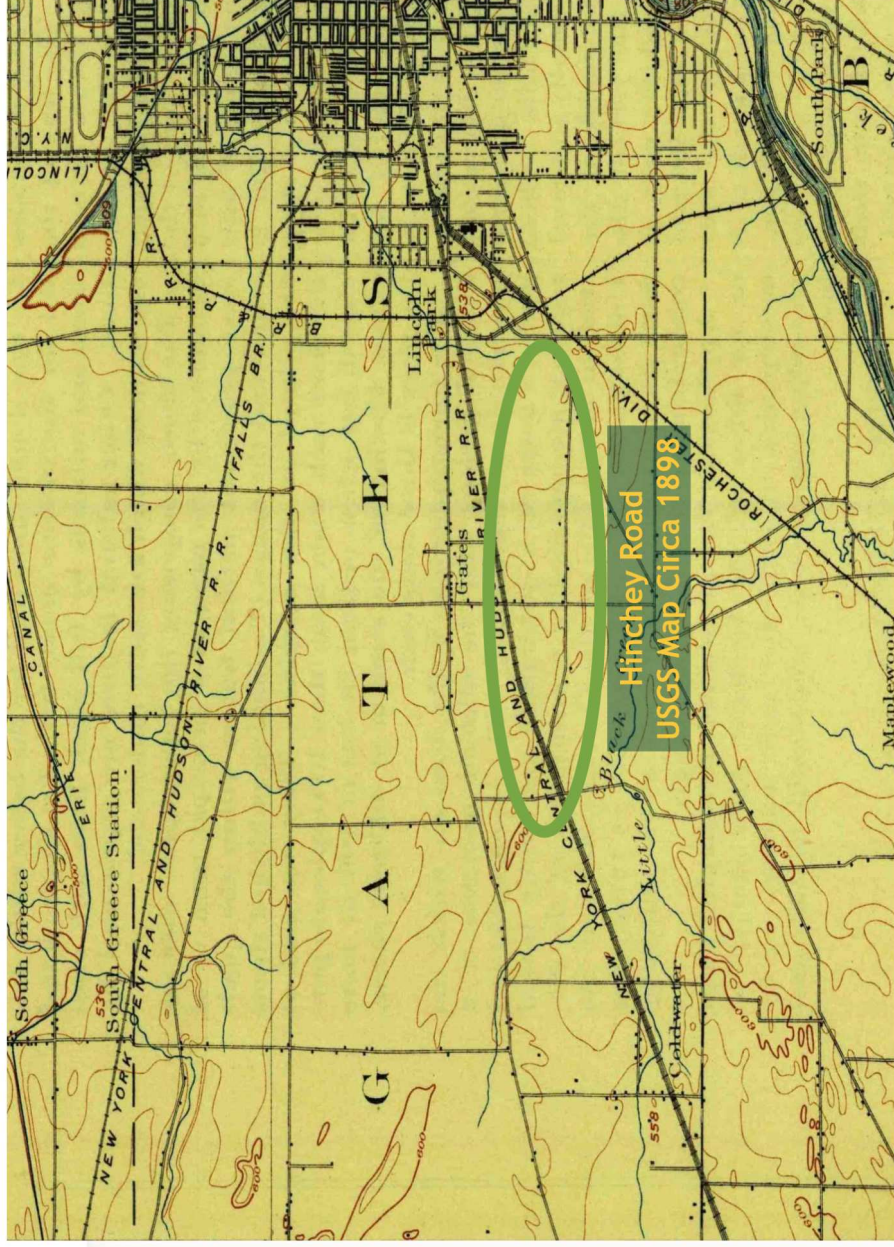
# Project Area





# Project History

Hinchey Road is a vital transportation link the Town of Gates. The roadway has served the area since the mid 1800's and its aging infrastructure is in need of rehabilitation. Ongoing pavement maintenance, vehicle use, and weather effects have impacted the integrity of the roadway.



# Existing Conditions



Existing Roadway Section (looking west)



- Two 11 foot wide travel lanes
- Paved shoulder width varies 2-5 feet
- Pavement cross slope varies 1.2 to 3.9%
- No defined pedestrian accommodations
- Combination of open ditches, lawn swales, and closed drainage systems in limited areas

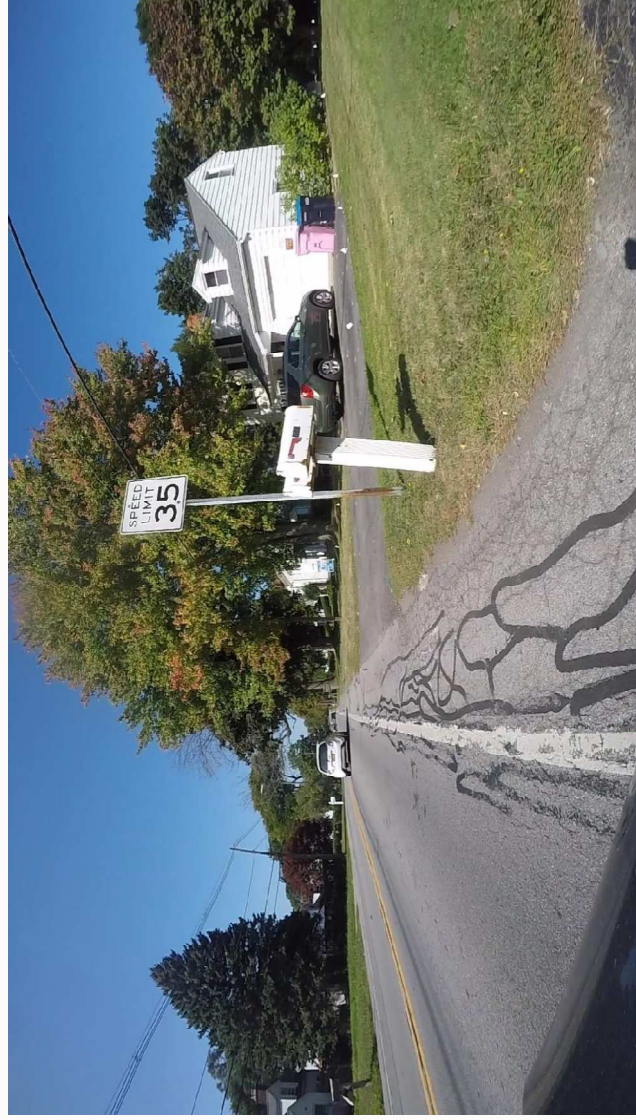




# Existing Conditions



## Existing speeds



- Posted speed limit 35 mph
- Speed data collected in 2019
- 85<sup>th</sup> Percentile Speed eastbound 33 mph
- 85<sup>th</sup> Percentile Speed westbound 34 mph



# Existing Conditions



## Pavement Condition

- 2009 Mill and Resurface 1.5 inches (Pixley to Howard)
- 2009 Micropave (Howard to Chili)
- 2011 Howard Road Intersection Rehabilitation (NYSDOT)
- Pavement generally consists of Hot Mix Asphalt over a stone subbase layer
- Minor corrugations in the surface course predominately east of Howard Road
- Minor wheel path and edge line cracking
- Sporadic raveling of top course mostly east of Howard Road
- Pavement settlement and irregularities have been identified at utility structures



# Existing Conditions



## Traffic Volumes

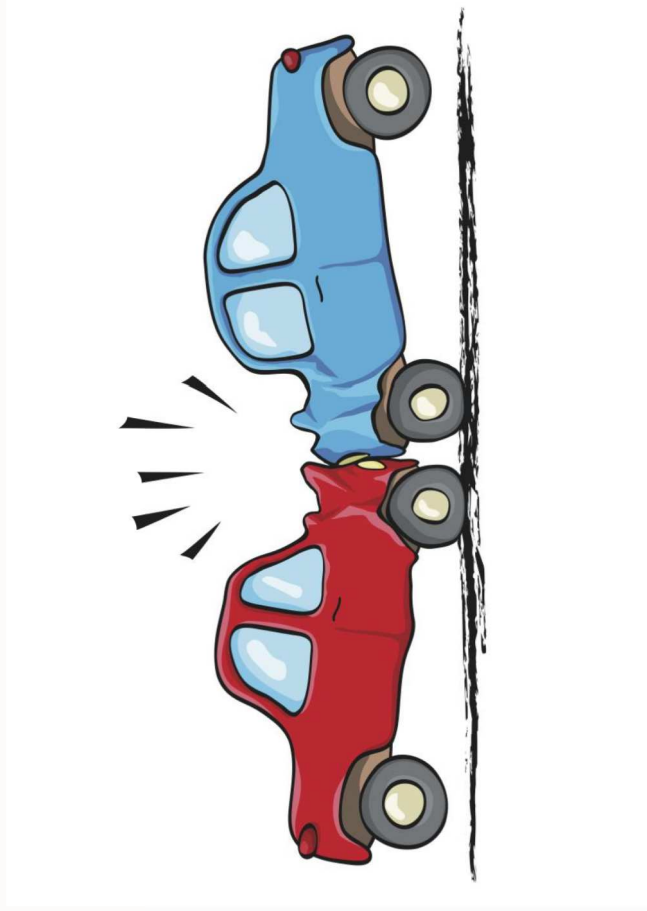
- 6,230 vehicles average daily traffic (2019 NYSDOT Counts)
- Future traffic volumes 9,812 vehicles (ETC+20)
- Level of Service Analysis for the Pixley Road Intersection
  - Existing LOS A (AM) LOS B (PM)
  - ETC+20 LOS B (AM) LOS B (PM)
- Level of Service Analysis for the corridor
  - Existing EB LOS C (AM) LOS B (PM)
  - Existing WB LOS B (AM) LOS D (PM)
  - ETC+20 EB LOS D (AM) LOS C (PM)
  - ETC +20 LOS C (AM) LOS E (PM)



# Existing Conditions



## Collision History



- Accident information from June 1, 2016 to May 31, 2019
- 60 crashes within project area
- 18 non-reportable
- 30 property damage
- 12 injury
- 0 fatalities
- No discernable pattern or cluster

# Project Objectives



Correct existing pavement deficiencies



Extend the life of the pavement structure



Improve surface and subsurface drainage



Correct safety deficiencies/geometrics within the project limits



Improve the shoulder area for all users (including bicyclists and pedestrians)





# Proposed Improvements



Proposed Alternative (Pixley Road to Sandy Lane)



## Lane Configuration

- 11 foot wide travel lanes
- 6 foot wide shoulders



# Proposed Improvements



Proposed Alternative (Sandy Lane to Howard Road)



## Lane Configuration

- 11 foot wide travel lanes
- 6 foot wide shoulders





# Proposed Improvements



Proposed Alternative (Howard Road to Loderdale Road)



## Lane Configuration

- 11 foot wide travel lanes
- 6 foot wide shoulders



# Proposed Improvements



Proposed Alternative (Loderdale Road to Chili Avenue)



## Lane Configuration

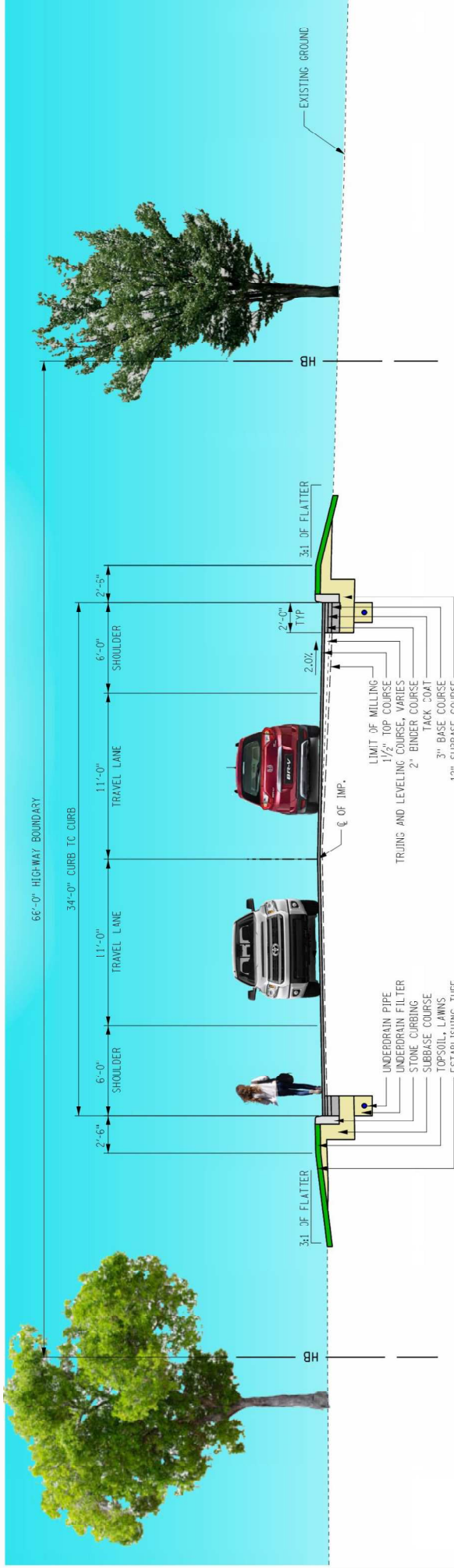
- 11 foot wide travel lanes
- 6 foot wide shoulders



# Proposed Improvements



## Proposed Roadway Section



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - NORMAL CROWN





# Proposed Improvements

## Scope of Work:



- Mill & Overlay of the existing travel lanes
- Construct a widened 6 foot shoulder on each side
- Restore driveway aprons
- Relocate mailboxes as necessary
- All new pavement markings and signage
- Construct drainage improvements including closed systems
- Install granite curbing to control stormwater and define edge of roadway
- Utility relocations as necessary



# Tentative Project Schedule



- ✓ Final Design Public Information Meeting - Summer 2021
- ✓ Complete Design: through October 2021
- ✓ Advertise and Award Fall 2021
- ✓ Construction Begins: May 2022
- ✓ Construction Complete: November 2022



## Next Steps



- ✓ Field meetings with residents, if requested
- ✓ Incorporate comments from presentation
- ✓ Complete final design
- ✓ Progress any easements and grading release acquisitions



# Project Team Contact

For Comments or Questions after viewing the presentation please Contact:

## Monroe County Department of Transportation

David Kubiak, P.E.

Transportation Project Manager

Monroe County DOT

City Place - Suite 6100

50 W. Main Street

Rochester, NY 14614

Phone: (585) 753-7731

Email: [davidkubiak@monroecounty.gov](mailto:davidkubiak@monroecounty.gov)

Please submit comments no later than February 19<sup>th</sup>, 2021



## Hinchey Road Rehab Project – Public Input Q&A

### 1. Question:

Wondering if any considerations have been made for installing a sidewalk? Many pedestrians walk and ride bikes along this road.

#### Answer:

Concrete sidewalks along Monroe County Roads are owned and maintained by the individual towns. The Town of Gates did not express an interest in having sidewalks constructed along Hinchey Road as part of this project, or in the near future. The 6' wide asphalt shoulders which are being installed by the project can be utilized by bicyclists and pedestrians.

### 2. Question:

The red line indicates highway boundary is 33 feet from the center of road. I believe my property line starts at 25 feet from the center of Hinchey Road.

#### Answer:

The research our surveyors did showed a 66' wide total County easement dating back to the late 1800's (commonly referred to as a "4-rod road"), so it would be approximately 33' from the centerline. Our project would limit permanent features to approximately 17.5' from the centerline (11' travel lane, 6' shoulder and a 0.5' wide curb), but there will be some grading work and re-seeding beyond that limit.

### 3. Question:

While your survey indicates around 35mph in the 85th percentile, I can tell you that the rest of that survey should reflect speeds considerably higher, more like 50 MPH.

#### Answer:

Our research showed very good adherence to the 35mph posted speed limit; there is still 15% of vehicles that may be traveling in excess. We have reached out to Gates Police Department to ask for increased patrol of this area.

### 4. Question:

By widening the road and including 6 ft. shoulders, you are creating a speed way, and it will become even more dangerous for pedestrians at these higher speeds.

#### Answer:

We have typically seen only a minimal increase, if any, in pre-construction posts speeds vs after these types of projects. The character of the road determines the speeds motorists are comfortable traveling; the high density of driveways on this corridor, traffic signals, intersections, and horizontal curves help to influence speeds more so than available shoulder width.



Monroe County has a similar “complete streets” policy to all of New York State, where we evaluate roads for use by all users (cars, trucks, bicycles, and pedestrians) and add reasonable accommodations when appropriate. Pedestrians and bicyclists benefit greatly from having a shoulder to utilize; it also helps with drainage and reduces conflicts with post office vehicles/garbage trucks/deliveries, etc...

**5. Question:**

The weight limit on Hinchey road is 4 tons maximum. In addition to the usual delivery vehicles and utility trucks, I have seen many 18 wheelers on Hinchey road, so the weight limit is not enforced. By widening the road with 6 foot of asphalt, you are encouraging a truck route on a residential street. In addition, one of these days, they are going to clip power lines stretched across the street.

**Answer:**

All power lines should be high enough to provide adequate vertical clearance. We will review the signs for the weight posting to ensure they meets current standards (both size and installation location(s)). We can also request additional police enforcement.

Please note that Hinchey Road is not a residential side street; it is a County road as such all vehicles and types should be allowed to use it. It is currently posted 4ton limit at both ends due to poor (wet) subgrade/pavement. After improvements to the roadway, we may need to re-evaluate the need for a restriction.

**6. Question:**

I have rarely seen evidence of flooding, and a curb will become a hindrance for snow plows and obstacle for driveways.

**Answer:**

We have maintenance records of showing many drainage issues throughout the corridor. Sometimes you may not notice standing water in the road (or even in lawn areas), but the roadway subgrade is completely saturated which leads to premature failure of the road surface (and subsurface), which we are also seeing.

**7. Question:**

There is no doubt that Hinchey Road needs to be rehabilitated and I encourage the long overdue repaving, but I think you are creating more safety problems with this project than you realize. The City is migrating into Gates, but the rest of Gates is not being treated as a thoroughfare.

**Answer:**

We need to provide the necessary infrastructure to handle increasing traffic volumes throughout the county. I suspect that Hinchey Road has seen some unusually high traffic the past few years since the construction work at I-

390/490 has been ongoing. Hopefully you will see some relief in volumes once those projects are completed.

**8. Question:**

Can deer warning signs be installed on Hinchey Road?

**Answer:**

Accident data was reviewed and only two deer collisions were noted during a 3-year period; this does not meet the warrants to have warning signs installed.

**9. Question:**

Does the widening of the road to add shoulders reduce our property tax?

**Answer:**

The proposed work is already in the Monroe County Easement and there will unfortunately be no change to your property taxes.

**10. Question:**

There have been many water main breaks along our street. The water authority has said the pipework is antiquated. Is there a plan to have that system replaced when the new drainage system is installed?

**Answer:**

There is no plan for a full replacement of the watermain on Hinchey Road; however we are coordinating the water authority and anticipate some relocations and repairs to the line.

Appendix G  
Complete Streets Checklist



# MONROE COUNTY COMPLETE STREETS CHECKLIST – CAPITAL PROJECTS

PROJECT: Hinchey Road Rehabilitation Project

COMPLETED BY: Richard Bennett DATE: 12/7/2020

	CONSIDERED?			OUTCOME/REASON
	YES	NO	N/A	
<b>Install/Widen Paved Shoulders</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Shoulders will be widened to 6 feet.
<b>Narrow Travel Lane Width to Create Wider Shoulders (Striping Only)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Consider Road Diet to Provide Shoulders</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Install Dedicated Bicycle Lanes</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Implement Shared Use Lanes</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Install Sidewalks</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sidewalks will not be installed, connections to existing sidewalk network will be maintained
<b>Install Median Refuge(s)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Install Curb Extension(s)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Install/Upgrade to ADA Curb Ramps</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ADA curb ramps will be reconstructed where they currently exist. No new sidewalk networks are to be installed
<b>Install/Upgrade Crosswalks</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Crosswalks will be evaluated in accordance with MCDOT striping policy
<b>Install/Upgrade to Accessible Pedestrian Signal Devices (APSD)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Install Pedestrian Countdown Timers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Install Bicycle Detection at Signals</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Upgrade Signs</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All signs will be evaluated for upgrades
<b>Install Bus Shelters (RTS Share)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Consider Connections for Safe Routes to School, Transit Stops, Trails, Etc.</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RTS routes and school buses will be coordinated with
<b>Provide Bicycle/Pedestrian Provisions During Construction</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	WZTC will provide provisions for bicycles/pedestrians.
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**All Active Transportation Plans, traffic studies, and other standing recommendations related to Complete Streets within**

**the project limits have been reviewed and considered.**



Appendix H  
Green Lites Scorecard

CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)
			Available	Scored		
S-1 <i>Alignment Selection</i>	S-1a	Avoidance of previously undeveloped lands (open spaces or “greenfields”).	2	2		
	S-1b	Selecting an alignment that establishes a minimum 100-foot buffer zone between the edge of pavement and a natural watercourse or significantly sized natural wetland to serve the purpose of stormwater filtration.	2	2		
	S-1c	Alignments which minimize overall construction “footprint.” Examples: use of retaining walls, selecting design option with minimal footprint.	2	2		
	S-1d	Design vertical alignments which minimize total earthwork. (Applicable only for projects modifying existing vertical alignments.)	1	1		
	S-1e	Adjust alignment to avoid or minimize impacts to social/environmental resources (avoidance of parklands, wetlands, historic sites, farmlands, residential and commercial buildings, etc.).	1	1		
	S-1f	Alignments that optimize benefits among competing constraints. (The goal is not always the minimum-length alignment, but the one with the best benefit overall.)	1	1		
	S-1g	Micro-adjustments that do not compromise safety or operation but make the difference in providing sufficient clear area for tree planting.	1	1		
	S-1h	Clear zones seeded with seed mixtures that help to reduce maintenance needs and increase carbon sequestration.	1	1		
	S-1i	Provide a depressed roadway alignment.	1	0		
	S-1j	Use of launched soil nails as a more cost effective option to stabilize a slope rather than, for example, closing a road to construct a retaining wall which may negatively affect traffic flow and neighboring properties.	1	0		
	S-2 <i>Context Sensitive Solutions</i>	S-2a	Adjust or incorporate highway features to respond to the unique character or sense of place (both natural and built) of the area (“Unique character” means whatever identifiable elements make a place distinctive, memorable, important to the community, etc. - landmarks, views, historic bridges & buildings, parkways, characteristic use of materials, a notable stand of trees, etc.).	2	2	
S-2b		Incorporate local or natural materials for substantial visual elements (e.g., bridge fascia, retaining walls).	2	0		
S-2c		Visual enhancements (screening objectionable views, strategic placement of vegetation, enhancing scenic views, burying utilities, etc.).	2	0		
S-2d		Period street furniture/lighting/appurtenances.	1	0		
S-2e		Inclusion of visually-contrasting (colored and/or textured) pedestrian crosswalk treatments.	1	0		
S-2g		Incorporates guidance from <i>Section 23 - Aesthetics</i> of the NYS Bridge Manual.	1	0		
S-2h		Site materials selection & detailing to reduce overall urban “heat island” effect.	1	0		
S-2i		Permanently protect viewsheds via environmental or conservation easements.	1	0		
S-2j		Color anodizing of aluminum elements (ITS cabinets, non-decorative light poles, etc.)	1	0		
S-2k		Decorative bridge fencing (in lieu of standard chain link).	1	0		
S-2l		Use of concrete form liners (for bridge approach barriers, parapet walls, retaining walls, noise walls, bridge piers & abutments, etc.)	1	0		
S-2m	Imprinted concrete/asphalt mow strips, gores and/or snow storage areas.	1	0			
S-3 <i>Land Use/Community Planning</i>	S-3a	Use of more engaging public participation techniques (e.g. charette, task force).	2	2		recorde video PIM components/newsletter/on-site walk through
	S-3b	Enhanced outreach efforts (e.g. newsletters, project-specific Web page, communications issued in multiple languages).	2	0		

Sustainable Sites (S)

CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
			Available	Scored			
Sustainable Sites (S)	S-3c	Projects better enabling use of public transit (e.g. bus shelters, 'Park & Ride').	2	0			
	S-3d	Projects applying "Walkable Communities" and/or "Complete Streets" concepts.	2	2		Shoulder widening to provide an improved pedestrian and bicylists space	
	S-3e	Projects that increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities or the use of unit trains to remove trucks from highways and conserve fuel.	2	0			
	S-3f	Project-specific formal agreement with public or private entities enabling environmental betterment, technological advancement, or financial assistance or relief to the Department.	2	0			
	S-3g	Project is consistent with local and regional plans beyond those generated by the MPO; (e.g., waterfront revitalization plans, greenway plans, the Scenic Byway program, and other statewide non-transportation plans with regional components) and/or local Smart Growth-based master/comprehensive plans.	2	0			
	S-3h	Project reports and community outreach materials available online other than the standard project specific web page.	1	0			
	S-3j	Establishment of a new recreational access facility (trailhead parking, car top boat launch, info/map kiosk).	2	0			
	S-3k	Establishment of a new recreational facility (pocket park, roadside overlook, roadside picnic rest area, etc.).	2	0			
	S-3l	Enhancement of an existing recreational facility or enhancement of an existing recreational facility access.	1	0			
	S-4 Protect, Enhance or Restore Wildlife Habitat	S-4a	Mitigation of habitat fragmentation through use of significant techniques such as consolidated stream, wetland or ecological mitigation areas, or creation of dedicated "eco viaducts." (Raised roadways that serve to avoid impacts to ecologically important areas such as rare plant communities, diminishing habitats and wildlife migration corridors.).	3	0		
		S-4b	Providing for enhancements to existing wildlife habitat (e.g. bird & bat houses, nesting boxes, osprey poles, turtle nesting areas, avoiding piping plover habitat).	2	0		
		S-4c	Partial mitigation of habitat fragmentation through techniques (United States Army Corp of Engineers (USACE) regional conditions) such as over-sizing culverts to accommodate aquatic and non-aquatic species passage.	2	0		
		S-4d	Use of natural-bottomed culverts.	2	0		
		S-4e	Wildlife crossings that are structures that allow for the safe passage of wildlife across highways without their crossing directly on the roadway. Examples include wildlife overpass/underpass and amphibian tunnels.	2	0		
		S-4f	Wetland restoration, enhancement, or establishment that is above and beyond what is required to obtain a wetland-related permit.	2	0		
		S-4g	Minimize use of lands that are part of a significant contiguous wildlife habitat.	1	0		
		S-4h	Use of wildlife mortality reduction measures such as right-of-way fence, moose signs, etc.	1	0		
		S-4k	Stream restoration/enhancement.	1	0		
		S-4l	Installation of mowing markers to protect natural areas and wetlands.	1	0		
S-4m	Inclusion of scheduling and logistic requirements to avoid disrupting wildlife nesting or breeding activities.	1	0				
S-4n	Permanently protects the new or expanded habitat through an environmental or conservation easement.	1	0				
S-5 Protect, Plant	S-5a	Avoidance/protection of significant contiguous stands of established, desirable trees/veg communities, especially those showing signs of self-regeneration.	2	0			

**GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0**

**POINTS**

Project: **Hinchey Road Rehabilitation Project**

Element Specific? **No**

PIN:

Type: **2 - Preventative Maintenance Resurfacing**

Contact Name: **Rick Bennett**

Ph #: **(585) 402 7088**

CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)
			Available	Scored		
Sustainable Sites (S) <i>or Mitigate for Removal of Trees &amp; Plant Communities</i>	S-5b	Designs which demonstrate, through a combination of preservation and new planting, an anticipated ultimate (new trees at projected maturity) net increase in tree canopy cover within the project limits.	2	0		
	S-5c	Re-establishment or expansion of native vegetation into reclaimed work areas or abandoned roadway alignments. (e.g. native seed mixes, "re-forestation" approach w/ multiple seedlings rather than traditional large nursery stock, etc.).	2	0		
	S-5d	Use of trees, large shrubs or other suitable vegetation (beach rose, honeysuckle & shrub willows) as living snow fences.	2	0		
	S-5e	Use of native species for seed mixes and other plantings.	1	1		native species selections are to be utilized\
	S-5f	Avoidance/protection of individual significant trees and localized areas of established desirable vegetation.	1	1		Protection of environment near the Hinchey House
	S-5g	Designs which demonstrate, through a combination of preservation and new planting, no ultimate (new trees at projected maturity) net loss of tree canopy within the project limits (minimum one-to-one replacement of trees lost) or, if overall available planting area has been reduced, mitigation with trees to the extent possible (either on or off-site) for trees lost.	1	1		Tree removals will be offset with new plantings adjacent to the ROW
	S-5h	Planting trees, shrubs and/or plant material in lieu of traditional turf grass.	1	0		
	S-5i	Removal of undesirable plant species, in particular removal/burial of invasive species, to preserve desirable overall species diversity.	1	0		
	S-5j	Preserving, replacing, or enhancing vegetation associated with historic properties or districts, or which maintain the character of unique areas.	1	1		Hinchey house area to be preserved
Water Quality (W) <i>Stormwater Management (Volume &amp; Quality)</i>	W-1a	Improve water quality and/or nearby habitat through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and inclusion of permanent stormwater mgt practices.	2	0		
	W-1b	Detecting and eliminating any non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the Right-Of-Way or flows that ultimately discharge to the ROW.	2	0		
	W-1c	Demonstrate, through the use of models, a reduction of pollutant loadings to adjacent water resources by the use of Best Management Practices (BMPs).	2	0		
	W-1d	Reduction in overall impervious area (post-project impervious surface area to be less than existing).	2	0		
	W-1f	Requirements for staged construction so that less than five acres of bare soil are exposed at any given time and site runoff is controlled.	1	1		Phasing will be investigated
	W-1g	Detecting and documenting non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the right-of-way or flows that ultimately discharge to the right-of-way but which cannot be eliminated for reasons beyond our control.	1	0		
Water Quality (W) <i>Best Management Practices (BMPs)</i>	W-2a	Design features that make use of highly permeable soils to remove surface pollutants from runoff through infiltration trenches or basins, bioretention cells or rain gardens, grass buffers and stormwater wetlands that treat water quality and water quantity requirements in accordance with NYSDOT Highway Design Manual Chapter 8, Appendix B, subsections 2.3.2 and 2.3.3.	2	2		BMPW to be investigate, stormwater is to be treated on site through percolation
	W-2b	Use of other structural BMPs including wet or dry swales, sand filters, filter bags, stormwater treatment sys (e.g., oil/grit separators and hydrodynamic devices), underground detention systems or catch basin inserts.	2	2		BMPW to be investigate, stormwater is to be treated on site through percolation
	W-2c	Inclusion of "permeable pavement" such as grid pavers where practical.	2	0		
	W-2d	Minimize the project's overall impervious surface area increase.	1	1		limited increase only necessitated by shoulder widening
	W-2e	Include grass channels, where appropriate.	1	1		roadside stormwater controls to include swales

CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
			Available	Scored			
	W-2f	Designate qualified environmental construction monitor to provide construction oversight in sensitive environmental areas.	2	2		CI will be on-site and qualified	
Materials & Resources (M)	M-1 <i>Reuse of Materials</i>	M-1a	Specify that 75% or more of topsoil removed for grading is reused on site.	2	2		
	M-1b	Design the project so that "cut-and-fills" are balanced to within 10 percent.	2	2			
	M-1c	Reuse of excess fill ("spoil") within the project corridor to minimize project site material in and material out.	2	2			
	M-1d	Specify rubblizing or crack and seating of Portland Cement Concrete pavement.	2	0			
	M-1e	Reuse of previous pavement as subbase during full-depth reconstruction projects.	2	0			
	M-1f	Arranging for the reuse of excess excavated material, asphalt pavement millings, or demolished concrete by another municipality or state agency.	2	2			
	M-1g	Specify the processing of demolished concrete to reclaim scrap metals and to create a usable aggregate material.	2	0			
	M-1h	Salvaging removed trees for lumber or similar uses other than standard wood-chipping (e.g. - milling valuable heartwood from ash trees whose outer wood was infected by ash borers, necessitating removal).	2	0			
	M-1i	Use surplus excavated material on nearby state highways for slope flattening to eliminate guide rail or as fill in areas designated by Park officials as acceptable for spoil disposal.	2	0			
	M-1j	Use surplus excavated material, demolished concrete, or millings at nearby abandoned quarries to help fulfill an approved DEC reclamation plan.	2	0			
	M-1k	Specify that 50% or more of topsoil removed for grading is reused on site.	1	0			
	M-1l	Design the project so that cut and fills are balanced to within 25 percent.	1	0			
	M-1m	Reuse (i.e., remove and reset versus remove and replace) of granite curbing.	1	0			
	M-1n	Reuse of elements of the previous structure (stone veneer, decorative railing, etc.).	1	0			
	M-1o	Designing an on-site location for chipped wood waste disposal from clearing and grubbing operations.	1	0			
	M-1p	Specifying the recycling of chipped untreated wood waste for use as mulch and/or ground cover. (Pressure/preservative-treated or painted/coated wood cannot be used as mulch and must be disposed properly).	1	0			
	M-1q	Project documents make scrap metals available for reuse or recycling.	1	0			
	M-1r	Identify approved, environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material.	1	0			
	M-1s	Obtain and implement a project specific DEC Beneficial Use Determination for the innovative re-use of otherwise waste material from a location within NYS.	1	0			
	M-1t	Specify the salvage/moving of houses rather than demo for disposal in landfills.	1	0			
M-1u	Reuse of major structural elements such as bridge piers, bridge structure, etc. if warranted and appropriate and does not compromise the feature life cycle.	2	0				
M-2 <i>Recycled Content</i>	M-2a	Use tire shreds in embankments.	2	0			
	M-2b	Use recycled plastic extruded lumber or recycled tire rubber (e.g. for noise barriers).	2	0			
	M-2c	Specify hot-in-place or cold-in-place recycling of hot mix asphalt pavements.	2	0			
	M-2d	Specify use of recycled glass in pavements and embankments, as drainage material or filter media where adequate local sources can be obtained.	2	0			



CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
			Available	Scored			
Materials & Resources (M)	M-2e	Specify asphalt pavement mixes containing Recycled Asphalt Pavement (RAP).	2	0			
	M-2f	Specify PCC pavement mixes containing Recycled Concrete Aggregate (RCA).	2	0			
	M-2g	Use crumb rubber or recycled plastic for noise barrier material.	2	0			
	M-2h	Use of porous pavement systems in light duty situations (e.g. sidewalks, truck turnarounds, rest stops, parking lots, police turnarounds).	2	0			
	M-3 <i>Local Materials</i>	M-3a	Specify locally available natural light weight fill. Contact Geotechnical staff to help in locating these materials.	2	0		
		M-3b	Specify local seed stock and plants.	2	0		
	M-4 <i>Bio-engineering Techniques</i>	M-4a	Project designs that utilize soil bioengineering treatments (the reliance on plant material for slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands.	2	0		
		M-4b	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands. Examples are: vegetated crib wall, vegetated gabion, and vegetated mats.	2	0		
		M-4c	Projects using targeted biological control methods to reduce invasive species, such as the release of specific types of beetles to control purple loosestrife.	2	0		
		M-4d	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) NOT along water bodies or wetlands. Examples include vegetated: crib walls, gabions, Geosynthetic Reinforced Earth Systems (GRES), geocells, and mats.	1	0		
M-4e		Project designs that utilize soil bioengineering treatments or soil biotechnical engineering treatments in upland areas.	1	0			
Materials & Resources (M)	M-5 <i>Hazardous Material Minimization</i>	M-5a	Project design substantially minimizes the need to use hazardous materials (e.g. steel or conc RR ties instead of treated wood), or increases the interval before reconstruction must be performed using hazardous or toxic materials, or improves durability of components containing hazardous substances.	2	0		
		M-5b	Project design specifies less hazardous materials or avoids generating contaminated wastes by reducing the volatile organic compounds (VOCs) or hazardous air pollutants (HAPs) emitted during project construction (e.g., use of non-solvent traffic or bridge paints, lower VOC/nonhazardous air pollutant bridge deck sealers) and by eliminating or reducing toxic metals/components.	2	0		
		M-5c	Removing and disposing of contaminated soils beyond what is necessary for project construction.	2	0		
E-1 <i>Improved Traffic Flow</i>	E-1a	Special use lane (HOV/Reversible/Bus Express).	3	0			
	E-1b	Innovative interchange design and/or elimination of freeway bottlenecks (diverging diamond, single point urban).	3	0			
	E-1c	Specify new roundabout(s).	3	0			
	E-1d	Implementation of a robust Traffic Management Center / Traveler Information System operation (e.g., TMC, CCTV, VMS freeway detection, ramp metering, road weather info system and/or weigh in motion devices, travel time signs).	3	0			
	E-1e	Installation of a closed-loop coordinated signal system.	2	0			
	E-1f	Installation of a transit express system (queue jumper, pre-emptive signals, etc)	2	0			

CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)
			Available	Scored		
Energy & Atmosphere (E)	E-1g	Expansion of a Traffic Management Center / Traveler Information System operation; for example increasing system coverage significantly (installation of new CCTV, VMS, freeway detection, ramp metering, road weather information system and/or weigh in motion devices, travel time signs, etc.).	2	0		
	E-1h	Implementation of a corridor-wide access management plan.	2	0		
	E-1i	Limiting/consolidating access points along highway.	1	0		
	E-1j	Improving a coordinated signal system and other signal timing and detection systems.	1	0		
	E-1k	Adding bus turnouts.	1	0		
	E-1l	Installing higher capacity controllers (model 2070s) with features to improve flow and reduce delay at intersections.	1	0		
	E-1m	Infill and/or preparation for Traffic Management/Traveler Information System operation (installation of VMS, CCTV, etc.) with existing system coverage to increase or improve density of devices, installation of conduit in anticipation of future Traffic Management/Traveler Information System need, etc.	1	0		
	E-1n	Inclusion of an integrated traffic/incident management/traveler information systems or strategies to manage traffic during construction (queue or speed warning, VMS with real time construction information, tow/HELP vehicles on site/standby, CCTV monitoring of construction zone, etc.).	1	0		
	E-1o	Installation of isolated systems to provide for spot warning (queue warning, truck rollover, low bridge, no trucks allowed, etc.).	1	0		
	E-1p	Road Diet (reduction of travel lanes to incorporate a single bidirectional center turn lane and wider right-hand lanes to accommodate bicycles).	2	0		
E-2 Reduce Electrical Consumption	E-2a	Solar/battery powered street lighting or warning signs.	2	0		
	E-2b	Replace overhead sign lighting with higher type retro-reflective sign panels.	2	0		
	E-2c	Use of LED street lighting.	2	0		
	E-2d	Solar bus stops.	2	0		
	E-2e	Use of LED warning signs/flashing beacons	1	0		
	E-2e	Retrofit existing street/sign lighting with high efficiency types.	1	0		
E-3 Reduce Petroleum Consumption	E-3a	Provide new Park & Ride lots.	3	0		
	E-3b	Provide new intermodal connections.	3	0		
	E-3c	Increase bicycle amenities at Park & Rides and transit stations (bike lockers/shelters, Web-based reservations system for lockers, providing showers or partnering with health clubs for these services).	2	0		
	E-3e	Operational improvements of an existing Park & Ride lot.	1	0		
	E-3f	Improve an existing intermodal connection (e.g. add BRT station, kiosks, etc.).	1	0		
	E-3g	Reduce mowing areas outside of the clear zone, reestablishing natural ground cover and/or seeding with low maintenance seed species. Example: Incorporation of Conservation Alternative Mowing Practices (CAMPS) techniques/guidance into design plans.	1	0		
	E-3h	Use of warm mix asphalt.	1	0		

POINTS	
Available	Scored

Project: **Hinchey Road Rehabilitation Project**  
 PIN: \_\_\_\_\_ Type: **2 - Preventative Maintenance Resurfacing**  
 Contact Name: **Rick Bennett** Element Specific? **No**  
 Ph #: **(585) 402 7088**

CATEGORY	ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Energy & Atmosphere (E)	E-3i	Documented analysis proving the project design reduces either the Department's or the local community's carbon footprint (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0			
	E-3j	Documented analysis proving the Work Zone Traffic Control scheme chosen is the alternative that overall requires the least amount of petroleum (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0			
	E-3k	Improved shading through vegetation at Park & Ride lots to cut down on heat island effect and the use of automotive air conditioning by waiting motorists.	1	0			
	E-4 Improve Bicycle & Pedestrian Facilities	E-4a	New grade-separated (bridge or underpass) bike/pedestrian crossing structure (this item is not for replacements or rehabs).	3	0		
		E-4b	Separate bike lane at intersection.	2	0		
		E-4c	New separated bike path or shoulder widening to provide for on-road bike lane.	2	0		
		E-4d	Create new or extend existing sidewalks.	2	0		
		E-4e	New pedestrian signals.	2	0		
		E-4f	Align roadway and other highway features/structures within ROW as to enable future development of separated multi-use paths or other bike/ped facilities.	2	0		
		E-4g	Work with local communities to create parallel bike routes where state roads are not suitable for less experienced cyclists.	2	0		
		E-4h	Sidewalk or bikeway rehabilitation, widening, realignment or repair.	1	0		
		E-4i	Upgrading pedestrian signals - inclusion of pedestrian buttons and/or addition of audible signal, countdown timers.	1	0		
		E-4j	Installation of bikeway signs, "Share the Road" signs, and/or <i>Sharrow</i> (shared lane) pavement markings.	1	0		
		E-4k	Shoulder restoration for bicycling.	1	1		Shoulder widening to provide an improved pedestrian and bicylists space
		E-4l	Inclusion of five-rail bridge rail system for bicyclists.	1	0		
		E-4m	Installation of permanent bicycle racks.	1	0		
		E-4n	New crosswalks.	1	0		
	E-4o	New curb bulb-outs.	1	0			
	E-4p	New raised medians/pedestrian refuge islands.	1	0			
	E-4q	New speed hump/speed table/raised intersection.	1	0			
	E-4r	New curbing (where none previously existed), to better define the edge of a roadway and to provide vertical separation of pedestrian facilities; does not include flush, mountable or bridge curbing.	1	0			
	E-4s	New or relocated highway barrier or repeating vertical elements (trees, lampposts, bollards, rural mailboxes, etc) between roadway & walk/bikeway to better separate/delineate motorized and non-motorized travel ways.	1	0			
	E-4t	Installation of bicycle detectors (quadrupoles) at signalized intersections.	1	0			
E-4u	"All Stop" phase programmed into a traffic signal and/or button actuated "No Turn on Red" LED sign.	1	0				
E-4v	Permanent digital "Your Speed is XX" radar speed reader signs.	1	0				

CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
			Available	Scored			
Energy & Atmosphere (E)	E-4w	Overhead flashing beacon, lighted "Crosswalk" sign, half signal, or pedestrian hybrid ("hawk") signal at pedestrian crossing.	1	0			
	E-4x	Advanced warning of crosswalk with signs and yield pavement markings (white triangles).	1	0			
	E-4y	In street plastic pylon "State law - Yield to Pedestrians within Crosswalk" signs and/or pedestrian self service crosswalk flags.	1	0			
	E-4z	Use of durable cast iron detectible warning units embedded in concrete (rather than surface applied polyurethane, stamped concrete, concrete brick, etc.).	1	1		DWS will be used in new sidewalk curb ramp construction	
	E-4aa	Add/replace crosswalks with high visibility, reduced wear, staggered ladder bar crosswalks (a modified Type L which avoids wheel paths, and is sometimes referred to as a 'piano key' type crosswalk).	1	0			
	E-5 Noise Abatement	E-5a	Construction of a new noise barrier.	2	0		
		E-5b	Incorporate traffic system management techniques to reduce prior noise levels (e.g. use of truck routes, progressive traffic signals, lowering speeds).	2	0		
		E-5c	Provide a buffer zone for adjacent receptors.	2	0		
		E-5d	Provide sound insulation to public schools.	2	0		
		E-5e	Diamond grinding of existing Portland Cement Concrete (PCC) pavement.	1	0		
		E-5f	Rehabilitation of an existing noise wall.	1	0		
		E-5g	Berms designed to reduce noise.	1	0		
		E-5h	Provide planting to improve perceived noise impacts.	1	0		
	E-6 Stray Light Reduction	E-6a	Retrofit existing light heads with full cut-offs.	2	0		
		E-6c	Use cut-offs on new light heads.	1	0		
Incorporation of <i>new or improved</i> ways to provide a more environmentally, economically and/or socially sustainable transportation system (subject to review by <b>GreenLITES</b> Review Team). <i>Up to 4 pts total.</i>							
I-1 Innovation	I-1a		4	0			
Incorporation of items/methods into the project which might contribute to sustainability <i>but are not specifically listed above</i> (subject to review by <b>GreenLITES</b> Review Team). <i>Up to 2 pts each, no total limit.</i>							
I-2 Unlisted	I-2a		2	0			
Incorporation of items from the <u>NYCDOT Street Design Manual</u> which are not specifically covered under items listed above (list Page & Section #'s in the description). <i>Up to 3 pts total.</i>							
I-3 NYCDOT	I-3a		1	0			

**GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0**

**POINTS**

Project: **Hinchey Road Rehabilitation Project**

Element Specific? **No**

PIN: \_\_\_\_\_ Type: **2 - Preventative Maintenance Resurfacing**

Contact Name: **Rick Bennett**

Ph #: **(585) 402 7088**

CATEGORY	ID	DESCRIPTION	POINTS		INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)
			Available	Scored		
Street Design Manual						
<b>Total points scored:</b>				<b>40</b>	<b>Rating: 'Silver'</b>	



CONTRACT DRAWINGS  
FOR  
**IMPROVEMENTS TO HINCHEY ROAD**  
(PIXLEY ROAD TO CHILI AVENUE)  
TOWN OF GATES, NEW YORK  
CAPITAL IMPROVEMENT PROJECT No. 1966.01  
PROJECT LENGTH 1.9 MILES



**LOCATION MAP**  
SCALE 1" = 1.5mi.

*Adam J. Bello* DATE 9/13/22  
ADAM J. BELLO  
COUNTY EXECUTIVE

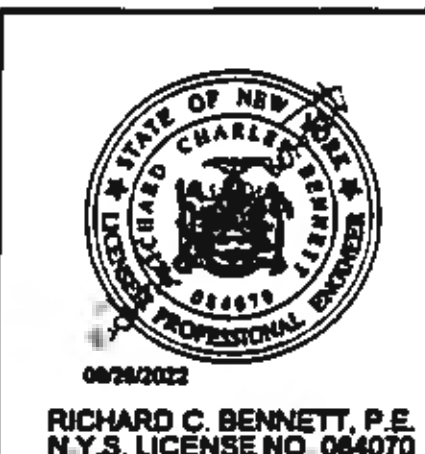
*Thomas J. Frys* DATE 8/31/22  
THOMAS J. FRY, P.E.  
DIRECTOR, DEPARTMENT OF TRANSPORTATION

*Karen F. Cox* DATE 8-6-22  
KAREN F. COX, P.E.  
CHIEF OF HIGHWAY AND BRIDGE ENGINEERING

**CONFORMED**

Conformed set Printed 3/28/2023 updated sheets  
PR-03, TSP-02R2, TSP-03R1, TSP-04R2, TSP-05R2, TSP-06R1

PREPARED FOR DEPARTMENT OF TRANSPORTATION  CITY PLACE, SUITE 6100 50 WEST MAIN STREET ROCHESTER, NEW YORK, 14614-1231	PREPARED BY  <b>LaBella</b> Powered by partnership.  © 2022 LaBella Associates
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ALIGNMENT			LANDSCAPE			ROADWAY			UTILITIES		
STYLE	NAME	DESCRIPTION	STYLE	NAME	DESCRIPTION	STYLE	NAME	DESCRIPTION	STYLE	NAME	DESCRIPTION
	AC	CONTROL (CENTERLINE)		LABL	AREA, BRUSH LINE		RGW	GUIDE RAIL, W BEAM		UE	ELECTRIC LINE, UNDERGROUND
<b>CONTROL</b>				LAPB	AREA, PLANTING BED		RR	RAIL		UEO	ELECTRIC LINE, OVERHEAD
	CB	BASELINE		LAWA	AREA, WOODED AREA OUTLINE	<b>STRIPING</b>				UETO	ELECTRIC TRANSMISSION, OVERHEAD
<b>DRAINAGE</b>				LCUT_P	CUT LIMIT		STB	BROKEN LINE		UFO	FIBER OPTIC, UNDERGROUND
	DCP	CULVERT PIPE		LFILL_P	FILL LIMIT		STD_L	DOTTED LINE LONG		UG	GAS, UNDERGROUND
	DCP_P	CULVERT PIPE (DIR)		LFNC	FENCE		STD_S	DOTTED LINE SHORT		UPCW	POLE, GUY WIRE
	DDG_P	DITCH, GRASS LINED		LTRC	TREE ROW, CONIFEROUS		STFB	FULL BARRIER LINE		USA	SANITARY SEWER, UNDERGROUND
	DFL_P	FLOW LINE		LTRD	TREE ROW, DECIDUOUS		STSB	STOP BAR		UT	TELEPHONE, UNDERGROUND
<b>ENVIRONMENTAL</b>				LWR	WALL, RETAINING		STSE	SOLID, EDGE		UW	WATER LINE, UNDERGROUND
	EFNS	FENCE, SILT	<b>ROW MAPPING</b>				STXL	X WALK, LADDER LINE	<b>TRAFFIC MAINTENANCE</b>		
	EFNSV	FENCE, SILT & VEGETATION		MDL	DEED LINE					TMDB_P	DEVICE, BARRELS
	EFNV	FENCE, VEGETATION		MEP_P	EASEMENT, PERMANENT				• = W (WHITE) OR Y (YELLOW)		
<b>SIGNS</b>				MHB	HIGHWAY BOUNDARY	<b>TRAFFIC CONTROL</b>					
	SM	MULTIPLE POST		MPLA	PROPERTY LOT LINE, APPROXIMATE		TCSW	SIGNAL, SPAN WIRE			

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

PLOTDRVA pdf Color Full.dwg  
 LEG-01  
 MODEL TITLE: 1/27/2023 12:36:51 PM  
 DATE TIME: 1/27/2023

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



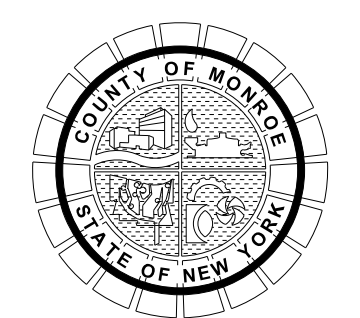
08/26/2022

NO.	REVISION	BY	DATE
1			
2			
3			
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5			

If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 LEGEND - LINE SYMBOLOGY

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 LEG-01

ALIGNMENT			DRAINAGE			SIGNS			UTILITIES			ROW MAPPING					
CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION			
⊙	AEQN	EQUATION	+	DINV	INVERT	⊕	S	SINGLE POST	⊕	UEMH	ELECTRIC, MANHOLE	⊙	MPIP	PT., IRON PIPE			
⊕	AEQNAHD	EQUATION AHEAD	▨	DS	STRUCTURE, RECTANGULAR	⊕	S_P	SINGLE POST, PROPOSED	⊕	UGM	GAS, METER	⊙	MPIR	PT., IRON ROD			
⊖	AEQNBK	EQUATION BACK	+	DSI	STRUCTURE, INVERT	⊕	SB_P	BACK TO BACK, PROPOSED	⊖	UGLM	GAS, LINE MARKER	□	MPM	PT., MONUMENT			
⊙	AEVT	EVENT STATION	⊕	DSM	STRUCTURE, MANHOLE	TRAFFIC			⊖	UGV	GAS, VALVE	ROW ACQUISITION					
⊙	APC	POINT OF CURVATURE	⊕	DSR	STRUCTURE, ROUND				■	TCBJ	BOX, JUNCTION				⊗	UGVT	GAS, VENT
⊙	APCC	POINT OF COMPOUND CURVATURE	ENVIRONMENTAL			▨	TCBP	BOX, PULL BOX	⊙	ULP	LIGHTING, POLE	⊕	MEPS_P_T	EASEMENT, PERMANENT			
△	API	POINT OF INTERSECTION				⊕	EIPSF_P	STR., INLET PROT., SILT FENCE	▨	TCBS	BOX, SPLICE				⊙	UP	POLE, WITH UTILITY
△	APOB	POINT OF BEGINNING	GEOTECHNICAL			▨	TCMC	MICROCOMPUTER CABINET	⊙	UPL	POLE, WITH LIGHT	<ol style="list-style-type: none"> <li>THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).</li> <li>FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).</li> <li>FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.</li> <li>PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER.</li> <li>MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.</li> <li>FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.</li> </ol>					
⊙	APOC	POINT OF CURVATURE				⊕	GDH	DRILL HOLE	⊕	TCPP	PED POLE				⊙	USMH	SANITARY SEWER MANHOLE
△	APOE	POINT OF END	LANDSCAPE			⊕	TCSH	SIGNAL HEADS	⊙	UTB	TELEPHONE, BOOTH						
⊙	APOL	POINT ON LINE				⊕	TCSM	SIGNAL POLE	⊕	UTMH	TELEPHONE, MANHOLE				⊖	UTVLM	CABLE TV, LINE MARKER
⊙	APOT	POINT ON TANGENT	+	LELS	ELEVATION, SPOT	⊕	UTVLM	CABLE TV, LINE MARKER	⊗	UUMH	UNKNOWN, MANHOLE				<ol style="list-style-type: none"> <li>THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).</li> <li>FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).</li> <li>FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.</li> <li>PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER.</li> <li>MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.</li> <li>FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.</li> </ol>		
△	APOVC	POINT ON VERTICAL CURVE	⊕	LFP	FLAG POLE	⊕	UTVLM	CABLE TV, LINE MARKER	⊗	UUVT	UNKNOWN, VENT						
△	APOVT	POINT ON VERTICAL TANGENT	⊕	LMB	MAILBOX	⊕	UTVLM	CABLE TV, LINE MARKER	⊗	UWFH	WATER, FIRE HYDRANT						
Y	APORC	POINT ON REVERSE CURVE	⊕	LPB	PAPER BOX	⊕	UTVLM	CABLE TV, LINE MARKER	⊗	UWM	WATER, METER						
⊙	APT	POINT OF TANGENCY	⊕	LPST	POST, SINGLE	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UWV	WATER, VALVE						
⊕	APVC	POINT OF VERTICAL CURVATURE	⊕	LRB	ROCK, BOULDER	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UWCS	WATER, CURB STOP						
△	APVCC	POINT OF VERT. CMPND CURVE	⊕	LSHC	SHRUB, CONIFEROUS	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	<ol style="list-style-type: none"> <li>THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).</li> <li>FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).</li> <li>FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.</li> <li>PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER.</li> <li>MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.</li> <li>FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.</li> </ol>					
⊕	APVI	POINT OF VERT. INTERSECTION	⊕	LSHD	SHRUB, DECIDUOUS	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
△	APVRC	POINT OF VERT. REVERSE CURVE	⊕	LTC	TREE, CONIFEROUS	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊕	APVT	POINT OF VERTICAL TANGENCY	⊕	LTD	TREE, DECIDUOUS	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
△	AVEVT	VERTICAL EVENT POINT	⊕	LTS	TREE, STUMP	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊙	AVHIGH	VERTICAL HIGH POINT	⊕	LTS	TREE, STUMP	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊙	AVLOW	VERTICAL LOW POINT	⊕	LTS	TREE, STUMP	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	<ol style="list-style-type: none"> <li>THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).</li> <li>FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).</li> <li>FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.</li> <li>PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER.</li> <li>MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.</li> <li>FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.</li> </ol>					
CONTROL			△	CBP	BASELINE, POINT	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
			⊙	CBPOL	BASELINE, POINT ON LINE	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊕	CBSP	BASELINE, SPUR POINT	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊕	CBTP	BASELINE, TIE POINT	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
□	CPBM	BENCHMARK	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊕	CPH	POINT, HORIZ. PHOTOGRAMMETRY	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊕	CPSM	POINT, SURVEY MARKER, PERM.	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						
⊕	CPSV	POINT, VERT., PHOTOGRAMMETRY	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER	⊕	UTVLM	CABLE TV, LINE MARKER						

PLOTDRVA pdf Color Full.dwg  
 LEG-02  
 MODEL TITLE  
 DATE TIME 1/27/2023 12:36:52 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



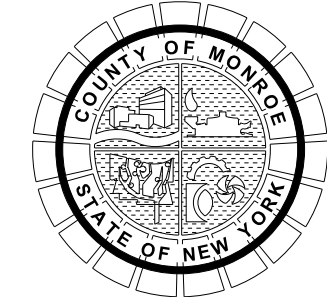
08/26/2022

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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**LEGEND - POINT SYMBOLOGY**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**LEG-02**



Summary of Quantities				
Item Number	Description	Total Quantity	Pay Unit	Final Quantity
201.06	Clearing and Grubbing	1	LS	
203.02	Unclassified Excavation and Disposal	12342	CY	
203.03	Embankment in place	365	CY	
203.07	Select Granular Fill	2427	CY	
204.01	Controlled Low Strength Material	43	CY	
206.03	Conduit Excavation And Backfill Including Surface Restoration	60	LF	
206.0201	Trench and Culvert Excavation	7037	CY	
207.22	Geotextile Drainage	2549	SY	
208.0103002	Bioretention And Dry Swale Soil	759	CY	
209.1701	Drainage Structure Inlet Protection, Silt Fence - Temporary	435	LF	
209.2301	Sediment Filter Log, Temporary, 12"	222	LF	
304.11	Subbase Course, Type 1	61	CY	
304.12	Subbase Course, Type 2	6825	CY	
402.017904	Truing & Leveling F9, HMA, 70 Series Compaction	1118	T	
402.097204	9.5 F2 Top Course HMA, 70 Series Compaction	3458	T	
402.197904	19 F9 Binder Course HMA, 70 Series Compaction	5732	T	
402.377904	37.5 F9 Base Course HMA, 70 Series Compaction	5325	T	
407.0102	Diluted Tack Coat	5565	GAL	
490.1	Production Cold Milling of Bituminous Concrete	24473	SY	
490.3	Miscellaneous Cold Milling of Bituminous Concrete	2160	SY	
503.101	PCC Foundation For Pavement, Class C	1.6	CY	
552.17	Shields And Shoring	84212	SF	
603.171016	Galvanized Steel End Sections-Pipe (2-2/3" X 1/2" Corrugations) 12 Inch Diameter, 16 Gauge	1	Ea	
603.171116	Galvanized Steel End Sections-Pipe (2-2/3" X 1/2" Corrugations) 15 Inch Diameter, 16 Gauge	2	Ea	
603.171614	Galvanized Steel End Sections-Pipe (2-2/3" X 1/2" Corrugations) 30 Inch Diameter, 14 Gauge	1	Ea	
603.9808001	Polyvinyl Chloride (PVC) Sewer Pipe And Fittings, 8"	193	LF	
603.9812	Smooth Interior Corrugated Polyethylene Culvert and Storm Drain 12 Inch Diameter	2972	LF	
603.9815	Smooth Interior Corrugated Polyethylene Culvert and Storm Drain 15 Inch Diameter	576	LF	
603.9824	Smooth Interior Corrugated Polyethylene Culvert and Storm Drain 24 Inch Diameter	1145	LF	
603.983	Smooth Interior Corrugated Polyethylene Culvert and Storm Drain 30 Inch Diameter	839	LF	
604.070401	Altering Drainage Structures, Leaching Basins and Manholes	5	Ea	
604.0726001	Connection To Existing Drainage Facility	4	Ea	
604.301911	Rectangular Drainage Structure Type S for #11 Welded Frame	123	LF	
604.302016	Rectangular Drainage Structure Type T for #16 Welded Frame	12	LF	
604.302122	Rectangular Drainage Structure Type U for #22 Welded Frame	7	LF	
604.4048	Round Precast Concrete Manhole Type 48	32	LF	
604.500101	Special Drainage Structure	42	LF	
604.500102	Special Drainage Structure	16	LF	
604.500103	Special Drainage Structure	76	LF	
605.0901	Underdrain Filter Type 1	155	CY	
605.1001	Underdrain Filter Type 2	242	CY	
605.1502	Perforated Corrugated Polyethylene Underdrain Tubing, 6 Inch Diameter	1813	LF	
605.1702	Optional Underdrain Pipe, 6 Inch Diameter	1964	LF	
607.4101001	Temporary Plastic Barrier Fence	317	LF	
608.0101	Concrete Sidewalks And Driveways	60	CY	
608.020102	Hot Mix Asphalt (HMA) Sidewalks, Driveways and Bicycle Paths, And Vegetation Control Strips	1300	T	
608.21	Embedded Detectable Warning Units	17	SY	
609.0212	Stone Curb Near Vertical Face (NVF)	424	LF	
609.0401	Cast-In-Place Concrete Curb Type VF150	378	LF	
610.1601002	Turf Establishment - Performance	14030	SY	
614.060204	Tree Removal Over 6 Inches to 12 Inches Diameter Breast Height - Stumps Grubbed	3	Ea	
614.060404	Tree Removal Over 18 Inches to 24 Inches Diameter Breast Height - Stumps Grubbed	2	Ea	
614.060504	Tree Removal Over 24 Inches to 36 Inches Diameter Breast Height - Stumps Grubbed	3	Ea	
614.060704	Tree Removal Over 48 Inches to 60 Inches Diameter Breast Height - Stumps Grubbed	1	Ea	
619.01	Basic Work Zone Traffic Control	1	LS	
619.0901	Temporary Pavement Markings Stripes (Traffic Paint)	20000	LF	
619.04	Type III Construction Barricade	40	Ea	

Summary of Quantities				
Item Number	Description	Total Quantity	Pay Unit	Final Quantity
619.100101	Interim Pavement Markings, Stripes (Traffic Paint)	20000	LF	
619.110611	(PVMS) Standard Size - Full Matrix (LED) No Optional Equipment Specified, No Cellular Communications Required	12	CW	
619.1316	Maintain Traffic Signal Equipment	24	INTM	
619.161401	Modify Existing Traffic Signal Equipment (Temporary)	1	ELOC	
619.161402	Modify Existing Traffic Signal Equipment (Temporary)	1	ELOC	
619.161403	Modify Existing Traffic Signal Equipment (Temporary)	1	ELOC	
619.27	Mailboxes	198	Ea	
621.04	Cleaning Drainage Structures	6	Ea	
624.0109	Conventionally Formed Or Machine Formed Concrete Gutters Type BB	3161	SF	
625.010000MO	Survey Operations	1	LS	
625.020200MO	Install New Monument Frame and Cover	2	Ea	
625.020600MO	Geodetic Monument Monitoring	2	Ea	
625.050000MO	Steel Pin and Cap Right-Of-Way Marker	10	Ea	
625.060000MO	Permanent Survey Markers	11	Ea	
633.14	Removal and Repair of Deteriorated HMA Pavement	1225	SY	
637.11	Engineer's Field Office - Type 1	10	Mo	
640.2	White Paint Reflectorized Pavement Stripes - 20 Mils	20297	LF	
640.21	Yellow Paint Reflectorized Pavement Stripes - 20 Mils	18850	LF	
645.76	Illuminated Sign Panels	5	SF	
647.51	Remove And Dispose Sign Panel, Sign Panel Assembly Size I (Under 30 Square Feet)	21	Ea	
655.1111	Welded Frame and Reticuline Grate 11	45	Ea	
655.1116	Welded Frame and Reticuline Grate 16	4	Ea	
655.1122	Welded Frame and Reticuline Grate 22	1	Ea	
655.1202	Manhole Frame And Cover	3	Ea	
660.650001	Altering Utility Manholes And Vaults	42	Ea	
663.0106	Ductile Iron Cement Lined Water Pipe, 6"	42	LF	
663.1006	Resilient Wedge Valve & Valve Box, 6"	9	Ea	
663.1008	Resilient Wedge Valve & Valve Box, 8"	1	Ea	
663.1301	Hydrant	11	Ea	
663.160806	Tapping Sleeve, Valve & Valve Box Assembly, 8" X 6"	4	Ea	
663.2001	Iron water Main Fittings (3-8 inch diameter)	130	LB	
663.33	Adjust Existing Valve Box Elevation	33	Ea	
663.42	Remove and Dispose of Existing Water Valve & Valve Box	9	Ea	
663.43	Remove and Dispose of Existing Hydrant	11	Ea	
680.510301	Pullbox - Circular, 24 Inch Diameter, Reinforced Concrete	2	Ea	
680.520506	Traffic Signal Conduit, Rigid Plastic, Class 1, 2" Diameter	43	LF	
680.521606MO	Conduit, PVC Schedule 80 - 2" Diameter	17	LF	
680.54	Inductance Loop Installation	1962	LF	
680.71	Shielded Lead-In Cable	1460	LF	
680.72	Inductance Loop Wire	5006	LF	
680.77000105	Modify Traffic Signal Installation (Pixley Road Intersection)	1	ELOC	
680.77000201	Modify Traffic Signal Installation (Howard Road Intersection)	1	ELOC	
680.77000305	Modify Traffic Signal Installation (Chili Ave Intersection)	1	ELOC	
680.79000111	Remove Traffic Signal Installation (Pixley Road Intersection)	1	ELOC	
680.79000201	Remove Traffic Signal Installation (Howard Road Intersection)	1	ELOC	
680.79000301	Remove Traffic Signal Installation (Chili Ave Intersection)	1	ELOC	
680.802708MO	Install Actuated 8-Phase Ground Mounted Cabinet and Related Equipment (Furnished)	1	EA	
680.8032452	Install Microcomputer Cabinet	1	EA	
680.809908MO	8-Phase Actuated Ground Mounted Cabinet and Related Equipment (Purch from County)	1	EA	
683.080201	3G / 4G LTE Gateway Modem with Antenna	1	EA	
683.8032501	Furnish and Install Field Communication Node Uninterruptible Power Supply	1	EA	
686.0100001	White Prefomed Thermoplastic Reflectorized Pavement Stripes	1331	LF	
686.0400001	White Prefomed Thermoplastic Reflectorized Pavement Symbols	2	Ea	
697.03	Field Change Payment	270000	D/C	
698.04	Asphalt Price Adjustment	23610	D/C	
698.05	Fuel Price Adjustment	9870	D/C	
699.040001	Mobilization (4% Max)	1	LS	

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022

NO.	REVISION	BY	DATE
1	SUMMARY OF QUANTITIES REVISIONS.	BCD	8/29/22
2			
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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 SUMMARY OF QUANTITIES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 SOQ-01 R1

PLOTDRVA pdf Color FullPlot09  
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**MONROE COUNTY STANDARD PLAN NOTES**

**GENERAL NOTES:**

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

**EROSION CONTROL:**

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

**TREE AND CLEARING NOTES:**

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

**WORK ZONE TRAFFIC CONTROL NOTES:**

- THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE CONSIDERED TO BE MINIMUM REQUIREMENTS. ADDITIONAL SIGNAGE OR OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED AS DETERMINED BY THE ENGINEER. COST OF ADDITIONAL SIGNAGE SHALL BE INCLUDED IN ITEM 619.01: BASIC WORK ZONE TRAFFIC CONTROL. IF AT ANY TIME THE ENGINEER DETERMINES THAT TRAFFIC IS NOT BEING PROPERLY MAINTAINED IN A WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCIES TO THE SATISFACTION OF THE ENGINEER.
- TEMPORARY PAVEMENT WILL BE REQUIRED OVER EXCAVATIONS THAT ARE EXPECTED TO CARRY TRAFFIC FOR A PERIOD OF TIME GREATER THAN 24 HOURS PRIOR TO PERMANENT RESTORATION. TEMPORARY PAVEMENT SHALL CONSIST OF 2 1/2" COMPACTED LIFT OF HOT MIX ASPHALT (OR COLD PATCH DURING THE WINTER). THE COST OF FURNISHING, INSTALLING, AND MAINTAINING TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 619.01.
- BEGINNING FROM THE DATE OF THE NOTICE TO PROCEED, AND INCLUDING ANY WINTER SHUTDOWN PERIODS PRIOR TO FINAL ACCEPTANCE BY THE COUNTY, ALL EXISTING SIGNS WITHIN THE CONTRACT LIMITS SHALL BE MAINTAINED AND/OR RELOCATED BY THE CONTRACTOR. THE COST OF WHICH SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. THIS SHALL INCLUDE DAMAGE CAUSED BY MOTOR VEHICLE ACCIDENTS DURING THIS PERIOD.
- VEHICLES OR EQUIPMENT BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED WITHIN THE CLEAR ZONE, ON THE PAVEMENT OR SHOULDERS ALONG THE ROADWAY WHERE PARKING IS NOT NORMALLY PERMITTED, IN ANY OTHER AREAS DEEMED HAZARDOUS BY THE ENGINEER, IN A MANNER WHICH OBSTRUCTS SIGNS, BARRIERS, BARRICADES, OR OTHER TRAFFIC CONTROL DEVICES, OR IN A MANNER WHICH INTERFERES WITH ACCESS TO ADJUTING PROPERTIES.
- THE CONTRACTOR SHALL PLAN AND INCORPORATE ACCESS POINTS INTO THE WORK ZONE SUCH THAT, TO THE EXTENT PRACTICAL, THE CONTRACTOR'S VEHICLES ENTERING AND LEAVING THE WORK ZONE SHALL NOT IMPEDE THE MOVEMENT OF THROUGH TRAFFIC IN THE ADJACENT OPEN LANES.
- THE CONTRACTOR SHALL NOT USE ADJACENT TOWN, VILLAGE, OR CITY ROADS FOR THE TRANSPORT OF HEAVY LOADS OR MOVING HEAVY EQUIPMENT, EXCEPT AS REQUIRED FOR CONSTRUCTION WORK ALONG THESE STREETS. TRANSPORTATION OF MATERIALS TO AND FROM THE PROJECT SHALL BE RESTRICTED TO THE MAJOR THOROUGHFARES. DAMAGES TO THESE STREETS THAT RESULT FROM THE CONTRACTOR'S OPERATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TOWN OR THE COUNTY.
- THE CONTRACTOR SHALL CLOSELY COORDINATE ALL WORK IMPACTING SCHOOL BUS TRAFFIC WITH THE RESIDENT ENGINEER, THE APPROPRIATE POLICE DEPARTMENTS AND THE LOCAL SCHOOLS. ANY ADDITIONAL SIGNAGE, FLAGGERS OR OTHER REQUIREMENTS ORDERED BY THE RESIDENT ENGINEER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR WORK ZONE TRAFFIC CONTROL.

**WORK ZONE TRAFFIC CONTROL NOTES (CONT.):**

- THE CONTRACTOR IS REQUIRED TO MAKE CONTACT WITH APPROPRIATE RTS OFFICIALS IN RESPECT TO THE EFFECT OF DELAYS ON BUS OPERATION. THIS SHOULD BE DONE AT LEAST FOUR WEEKS IN ADVANCE OF ANY WORK, SO THAT THERE WILL BE ADEQUATE TIME FOR RTS TO MAKE ANY NECESSARY ADJUSTMENTS TO THEIR SCHEDULES AND ROUTES. THE CONTRACTOR IS ALSO REQUIRED TO MAKE CONTACT WITH APPROPRIATE SCHOOL OFFICIALS SEVERAL WEEKS IN ADVANCE OF ANY WORK SO THAT THERE WILL BE ADEQUATE TIME FOR THE SCHOOL TO MAKE NECESSARY ADJUSTMENTS TO THEIR BUS SCHEDULE AND PEDESTRIAN ROUTES.
- WHERE ALTERNATE SIDEWALK ROUTES EXIST, SIDEWALK CLOSURES SHALL REQUIRE ADVANCE SIGNAGE TO BE POSTED AT THE NEAREST AVAILABLE PEDESTRIAN CROSSING. WHERE ALTERNATE SIDEWALK ROUTES DO NOT EXIST, THE CONTRACTOR SHALL PROVIDE A SAFE, MANAGEABLE ALTERNATE ROUTE. ORANGE VINYL FENCE, CRUSHED STONE, TEMPORARY CONCRETE BARRIER AND OTHER MATERIAL AS NECESSARY MAY BE REQUIRED AS ORDERED BY THE RESIDENT ENGINEER. ALL SIDEWALK CLOSURES SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO IMPLEMENTATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
- THE CONTRACTOR MUST MAINTAIN ACCESS TO ALL DRIVEWAYS AND NOTIFY THE OWNER 2 BUSINESS DAYS IN ADVANCE IF USE OF THAT PARTICULAR DRIVEWAY IS TO BE DISRUPTED. SUITABLE RAMPS OF SUBBASE MATERIAL SHALL BE USED BY THE CONTRACTOR TO PROVIDE ACCESS TO DRIVEWAYS LOCATED WITHIN BOXED OUT AREAS. THE COST OF MAINTAINING PROPER DRIVEWAY ACCESS DURING CONSTRUCTION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
- THE MINIMUM ACCEPTABLE TRAVEL LANE WIDTH IS 10' AT ALL TIMES (11' IS PREFERABLE).
- IF A FLAGGING OPERATION IS NECESSARY BEYOND THE DAYLIGHT HOURS, THE FLAGGER STATION SHALL BE PROPERLY ILLUMINATED AND FLAGGERS SHALL USE EITHER FLASHLIGHTS WITH ORANGE CONES IN ONE HAND AND A REFLECTORIZED RED FLAG IN THE OTHER, OR A FLASHING STOP/SLOW PADDLE (PER MUTCD).
- ANY EXISTING SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED, AS ORDERED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
- THE CONTRACTOR MAY SUBMIT PROPOSED REVISIONS TO THE WORK ZONE TRAFFIC CONTROL PLAN FOR APPROVAL. ANY CHANGE THAT ALTERS THE BASIC CONCEPT OF THE PLANS MUST BE APPROVED IN ADVANCE BY THE RESIDENT ENGINEER IN WRITING.
- THE CONTRACTOR SHALL USE STEEL PLATES, TEMPORARY PAVEMENT, CONES, BARRIERS, BARRICADES AND PROTECTIVE FENCING AS NECESSARY AND AS ORDERED BY THE RESIDENT ENGINEER TO PROTECT AND MAINTAIN BOTH PEDESTRIAN AND TRAFFIC FLOW WITHIN THE PROJECT AREA.
- THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN CENTERLINE DELINEATION AT ALL TIMES UNTIL FINAL STRIPING IS COMPLETED. THIS DELINEATION WILL BE INCLUDED IN ITEM 619.01, UNLESS TEMPORARY STRIPING IS SPECIFIED ON THE PLANS.
- UNLESS SPECIFIED ON THE PLANS, VEHICULAR TRAFFIC WILL NOT BE PLACED ON A GRAVEL, DIRT OR STONE SURFACES. AN ASPHALT PAVED SURFACE MUST BE MAINTAINED AT ALL TIMES UNLESS DIRECTED BY THE RESIDENT ENGINEER.

BRIDGET DEHAAN

DESIGNER:

RICHARD BENNETT

ENGINEER:

RICHARD BENNETT

PROJECT MANAGER:

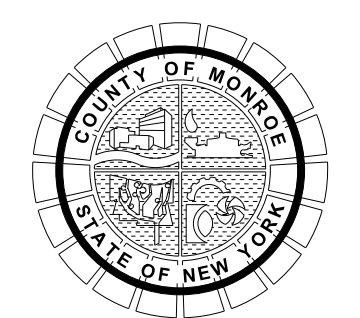


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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**GENERAL NOTES**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**GN-01**

PLOTDRW.pdf Color Full.dwg  
 MODEL: GRC01  
 MODEL TITLE: Hinchey Rd ImprovementDrawingsTransportationPlans2201826\_cpn\_gm.dgn  
 DATE TIME: 1/27/2023 12:37:04 PM



**WORK ZONE TRAFFIC CONTROL NOTES:**

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE CONSIDERED TO BE MINIMUM REQUIREMENTS. ADDITIONAL SIGNAGE OR OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED AS DETERMINED BY THE ENGINEER. COST OF ADDITIONAL SIGNAGE SHALL BE INCLUDED IN ITEM 619.01; BASIC WORK ZONE TRAFFIC CONTROL. IF AT ANY TIME THE ENGINEER DETERMINES THAT TRAFFIC IS NOT BEING PROPERLY MAINTAINED IN A WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCIES TO THE SATISFACTION OF THE ENGINEER.
2. TEMPORARY PAVEMENT WILL BE REQUIRED OVER EXCAVATIONS THAT ARE EXPECTED TO CARRY TRAFFIC FOR A PERIOD OF TIME GREATER THAN 24 HOURS PRIOR TO PERMANENT RESTORATION. TEMPORARY PAVEMENT SHALL CONSIST OF 2" COMPACTED LIFT OF HOT MIX ASPHALT (OR COLD PATCH DURING THE WINTER). THE COST OF FURNISHING, INSTALLING, AND MAINTAINING TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 619.01.
3. BEGINNING FROM THE DATE OF THE NOTICE TO PROCEED, AND INCLUDING ANY WINTER SHUTDOWN PERIODS PRIOR TO FINAL ACCEPTANCE BY THE COUNTY, ALL EXISTING SIGNS WITHIN THE CONTRACT LIMITS SHALL BE MAINTAINED AND/OR RELOCATED BY THE CONTRACTOR. THE COST OF WHICH SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. THIS SHALL INCLUDE DAMAGE CAUSED BY MOTOR VEHICLE ACCIDENTS DURING THIS PERIOD.
4. VEHICLES OR EQUIPMENT BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED WITHIN THE CLEAR ZONE, ON THE PAVEMENT OR SHOULDERS ALONG THE ROADWAY WHERE PARKING IS NOT NORMALLY PERMITTED, IN ANY OTHER AREAS DEEMED HAZARDOUS BY THE ENGINEER, IN A MANNER WHICH OBSTRUCTS SIGNS, BARRIERS, BARRICADES, OR OTHER TRAFFIC CONTROL DEVICES, OR IN A MANNER WHICH INTERFERES WITH ACCESS TO ADJUTING PROPERTIES.
5. THE CONTRACTOR SHALL PLAN AND INCORPORATE ACCESS POINTS INTO THE WORK ZONE SUCH THAT, TO THE EXTENT PRACTICAL, THE CONTRACTOR'S VEHICLES ENTERING AND LEAVING THE WORK ZONE SHALL NOT IMPEDE THE MOVEMENT OF THROUGH TRAFFIC IN THE ADJACENT OPEN LANES.
6. THE CONTRACTOR SHALL NOT USE ADJACENT TOWN, VILLAGE, OR CITY ROADS FOR THE TRANSPORT OF HEAVY LOADS OR MOVING HEAVY EQUIPMENT, EXCEPT AS REQUIRED FOR CONSTRUCTION WORK ALONG THESE STREETS. TRANSPORTATION OF MATERIALS TO AND FROM THE PROJECT SHALL BE RESTRICTED TO THE MAJOR THOROUGHFARES. DAMAGES TO THESE STREETS THAT RESULT FROM THE CONTRACTOR'S OPERATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TOWN OR THE COUNTY.
7. THE CONTRACTOR SHALL CLOSELY COORDINATE ALL WORK IMPACTING SCHOOL BUS TRAFFIC WITH THE RESIDENT ENGINEER, THE APPROPRIATE POLICE DEPARTMENTS AND THE LOCAL SCHOOLS. ANY ADDITIONAL SIGNAGE, FLAGGERS OR OTHER REQUIREMENTS ORDERED BY THE RESIDENT ENGINEER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR WORK ZONE TRAFFIC CONTROL.
8. THE CONTRACTOR IS REQUIRED TO MAKE CONTACT WITH APPROPRIATE RTS OFFICIALS IN RESPECT TO THE EFFECT OF DELAYS ON BUS OPERATION. THIS SHOULD BE DONE AT LEAST FOUR WEEKS IN ADVANCE OF ANY WORK, SO THAT THERE WILL BE ADEQUATE TIME FOR RTS TO MAKE ANY NECESSARY ADJUSTMENTS TO THEIR SCHEDULES AND ROUTES. THE CONTRACTOR IS ALSO REQUIRED TO MAKE CONTACT WITH APPROPRIATE SCHOOL OFFICIALS SEVERAL WEEKS IN ADVANCE OF ANY WORK SO THAT THERE WILL BE ADEQUATE TIME FOR THE SCHOOL TO MAKE NECESSARY ADJUSTMENTS TO THEIR BUS SCHEDULE AND PEDESTRIAN ROUTES.
9. WHERE ALTERNATE SIDEWALK ROUTES EXIST, SIDEWALK CLOSURES SHALL REQUIRE ADVANCE SIGNAGE TO BE POSTED AT THE NEAREST AVAILABLE PEDESTRIAN CROSSING. WHERE ALTERNATE SIDEWALK ROUTES DO NOT EXIST, THE CONTRACTOR SHALL PROVIDE A SAFE, MANAGEABLE ALTERNATE ROUTE. ORANGE VINYL FENCE, CRUSHED STONE, TEMPORARY CONCRETE BARRIER AND OTHER MATERIAL AS NECESSARY MAY BE REQUIRED AS ORDERED BY THE RESIDENT ENGINEER. ALL SIDEWALK CLOSURES SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO IMPLEMENTATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
10. THE CONTRACTOR MUST MAINTAIN ACCESS TO ALL DRIVEWAYS AND NOTIFY THE OWNER 2 BUSINESS DAYS IN ADVANCE IF USE OF THAT PARTICULAR DRIVEWAY IS TO BE DISRUPTED. SUITABLE RAMPS OF SUBBASE MATERIAL SHALL BE USED BY THE CONTRACTOR TO PROVIDE ACCESS TO DRIVEWAYS LOCATED WITHIN BOXED OUT AREAS. THE COST OF MAINTAINING PROPER DRIVEWAY ACCESS DURING CONSTRUCTION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
11. THE MINIMUM ACCEPTABLE TRAVEL LANE WIDTH IS 10' AT ALL TIMES (11' IS PREFERABLE).
12. IF A FLAGGING OPERATION IS NECESSARY BEYOND THE DAYLIGHT HOURS, THE FLAGGER STATION SHALL BE PROPERLY ILLUMINATED AND FLAGGERS SHALL USE EITHER: FLASHLIGHTS WITH ORANGE CONES IN ONE HAND AND A REFLECTORIZED RED FLAG IN THE OTHER, OR A FLASHING STOP/SLOW PADDLE (PER MUTCD).

**WORK ZONE TRAFFIC CONTROL NOTES (CONT.):**

13. ANY EXISTING SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED, AS ORDERED BY THE RESIDENT ENGINEER. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
14. THE CONTRACTOR MAY SUBMIT PROPOSED REVISIONS TO THE WORK ZONE TRAFFIC CONTROL PLAN FOR APPROVAL. ANY CHANGE THAT ALTERS THE BASIC CONCEPT OF THE PLANS MUST BE APPROVED IN ADVANCE BY THE RESIDENT ENGINEER IN WRITING.
15. THE CONTRACTOR SHALL USE STEEL PLATES, TEMPORARY PAVEMENT, CONES, BARRELS, BARRICADES AND PROTECTIVE FENCING AS NECESSARY AND AS ORDERED BY THE RESIDENT ENGINEER TO PROTECT AND MAINTAIN BOTH PEDESTRIAN AND TRAFFIC FLOW WITHIN THE PROJECT AREA.
16. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN CENTERLINE DELINEATION AT ALL TIMES UNTIL FINAL STRIPING IS COMPLETED. THIS DELINEATION WILL BE INCLUDED IN ITEM 619.01, UNLESS TEMPORARY STRIPING IS SPECIFIED ON THE PLANS.
17. UNLESS SPECIFIED ON THE PLANS, VEHICULAR TRAFFIC WILL NOT BE PLACED ON A GRAVEL, DIRT OR STONE SURFACES. AN ASPHALT PAVED SURFACE MUST BE MAINTAINED AT ALL TIMES UNLESS DIRECTED BY THE RESIDENT ENGINEER.

**CONSTRUCTION AND TRAFFIC SIGNAGE**

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

**EMERGENCY RESPONSE:**

1. RESPONSIBILITY FOR EMERGENCY REPAIRS: THE CONTRACTOR SHALL SUBMIT TO MONROE COUNTY AND THE REGIONAL TRAFFIC OPERATIONS CENTER (RTOC) IN WRITING THE NAME, ADDRESS, AND TELEPHONE NUMBER OF THE PERSON OR PERSONS AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE OF NORMAL WORKING HOURS. DUPLICATE COPIES OF THE ABOVE SHALL BE FILED WITH THE RESIDENT ENGINEER.
2. AUTHORITIES RESPONSIBLE FOR EMERGENCY SERVICES IN THE VICINITY OF THE PROJECT MUST BE NOTIFIED A MINIMUM OF 24 HOURS IN ADVANCE OF ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERNS.
3. UNLESS A FULL ROAD CLOSURE/DETOUR IS SPECIFICALLY CALLED OUT IN THE PLANS, AT LEAST ONE (1) 10' WIDE TRAVEL LANE OF SERVICEABLE ROAD IN EACH DIRECTION MUST BE MAINTAINED THROUGHOUT THE PROJECT AREA AT ALL TIMES FOR EMERGENCY VEHICLES. AUTHORITIES RESPONSIBLE FOR EMERGENCY SERVICES MUST BE NOTIFIED IN ADVANCED OF ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERNS. WORK ON THE SIDE OF THE HIGHWAY SHALL BE COMPLETED PRIOR TO ESTABLISHING A WORK AREA ON THE OPPOSITE SIDE.

**PAVEMENT NOTES:**

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

**SIDEWALK NOTES:**

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

**SURVEY NOTES:**

1. THE LOCATIONS OF PROPERTY LINES SHOWN ON THIS SET OF PLANS ARE APPROXIMATE. THE PROPERTY LINE LOCATIONS WERE DETERMINED FROM PLAT AND TAX MAP RECORDS.
2. ALL PERMANENT SURVEY MARKERS, RIGHT-OF-WAY MONUMENTS, PROJECT SURVEY BASELINE CONTROL POINTS AND PROPERTY CORNERS ARE TO BE SAFEGUARDED AND PRESERVED. UNLESS MARKED AS TO BE REPLACED IN THE CONTRACT DOCUMENTS, ALL PERMANENT SURVEY MARKERS, PROPERTY CORNERS AND RIGHT-OF-WAY MONUMENTS THAT ARE DISTURBED BY THE CONTRACTOR DURING CONSTRUCTION ARE TO BE REPLACED AND CERTIFIED BY A N.Y.S. LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE MEETING THE REQUIREMENTS OF, ITEM 625.010000MO FOR PERMANENT SURVEY MARKERS, AND ITEM 625.010000MO FOR STEEL PIN AND CAP RIGHT OF WAY MARKERS.
3. THE DEVELOPER'S AND CONTRACTOR'S ATTENTION IS DIRECTED TO LOCAL LAW NO. 6 OF 2019 REGARDING LIABILITY INCURRED THROUGH DISTURBANCE OR DESTRUCTION OF GEODETIC SURVEY MONUMENTS. THE CONTRACTOR SHALL LOCATE, MARK, BARRICADE, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND RIGHT OF WAY MONUMENTS IN THE AREAS OF CONSTRUCTION. FOR DESCRIPTIVE AND SURVEY DATA ON GEODETIC SURVEY MONUMENTS, CONTACT GREGORY BLY, P.L.S., COUNTY SURVEYOR, MONROE COUNTY SURVEYOR'S OFFICE AT 585-753-1156 OR GREGORYBLY@MONROECOUNTY.GOV. UNLESS MARKED AS TO BE REPLACED IN THE CONTRACT DOCUMENTS, ANY GEODETIC MONUMENTS THAT ARE DISTURBED OR DESTROYED BY THE CONTRACTOR DURING CONSTRUCTION ARE TO BE REPLACED AND CERTIFIED BY A N.Y.S. LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE MEETING THE REQUIREMENTS OF ITEM 625.010000MO SPECIFICATIONS.
4. SHOULD ANY OLD GEODETIC MONUMENT IS FOUND OR BECOME DAMAGED, DISTURBED OR DESTROYED, THE MONUMENT CAPS, FRAMES, AND COVERS SHALL BECOME THE PROPERTY OF THE MONROE COUNTY SURVEYORS OFFICE AND THEY SHALL BE DELIVERED TO THE COUNTY OFFICE BUILDING AT 39 WEST MAIN STREET, ROOM 304, ROCHESTER, NEW YORK AT NO COST TO THE OWNER. CONTACT THE GREGORY BLY, COUNTY SURVEYOR AT 585-753-1156 TO COORDINATE DELIVERY.
5. THE CONTRACTOR SHALL STAKE/MARK PERMANENT AND TEMPORARY EASEMENTS PRIOR TO THE START OF WORK. PAYMENT SHALL BE INCLUDED UNDER ITEM C625.01.

DESIGNER: BRIDGET DEHAAN

ENGINEER: RICHARD BENNETT

PROJECT MANAGER: RICHARD BENNETT

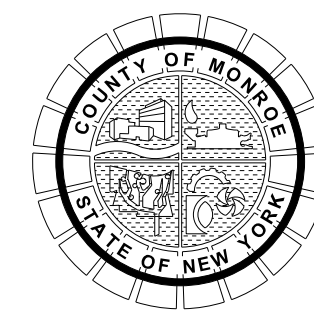


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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**GENERAL NOTES**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GN-02**



**UTILITY NOTES:**

- THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE ALL CONSTRUCTION ACTIVITIES WITH ANY AFFECTED UTILITY COMPANIES.
- EXISTING UTILITIES (LOCATIONS, SIZES, AND INVERTS) SHOWN ON THE PLANS HAVE BEEN PLOTTED FROM THE FIELD SURVEYS AND RECORD MAPS AND ARE NOT CERTIFIED AS TO THE ACCURACY OF THEIR LOCATION OR COMPLETENESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATIONS AND DEPTHS OF ALL UTILITIES AND STRUCTURES IN THE PATH OF OR CLOSELY PARALLEL TO OR UNDER THE PROPOSED CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITY OWNERS (THROUGH DIG SAFE NY) IN AMPLE TIME FOR THEM TO LOCATE AND MARK THEIR FACILITIES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE TO COORDINATE WITH ANY PRIVATE UTILITIES NOT SERVICED BY DIG SAFE NY. THE COST FOR ALL UTILITY COORDINATION SHALL BE INCLUDED IN THE CONTRACTOR'S BID.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PRESERVE THE INTEGRITY OF EXISTING UTILITIES TO REMAIN AND SHALL PROVIDE UNINTERRUPTED SERVICE TO ALL USERS OF THE EXISTING UTILITIES. EXISTING UTILITIES TO REMAIN, ENCOUNTERED IN TRENCH OR PAVEMENT RECONSTRUCTION EXCAVATIONS SHALL BE SUPPORTED AS NECESSARY OR AS ORDERED BY THE RESIDENT ENGINEER. THE COST FOR SUPPORTING UTILITIES SHALL BE INCLUDED IN THE PRICE BID FOR EXCAVATION ITEMS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE UTILITIES CAUSED BY HIS OPERATIONS AND IF THE NATURE OF THE DAMAGE IS SUCH AS TO ENDANGER THE SATISFACTORY OPERATIONS OF THESE UTILITIES, REPAIRS MUST BE MADE BY THE CONTRACTOR OR THE UTILITY COMPANY, AS DETERMINED BY THE RESPECTIVE OWNING UTILITY COMPANY. ANY COSTS BORNE BY THE UTILITY COMPANY FOR THESE REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- ADJUSTMENT, RELOCATION OR REPLACEMENT OF EXISTING TELEPHONE, ELECTRIC, GAS, CABLE TELEVISION, AND OTHER PRIVATE UTILITIES NECESSITATED BY THE PROJECT SHALL BE DONE BY OTHERS.
- MINIMUM VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWER LINES SHALL BE 18" MEASURED FROM THE OUTSIDE OF THE PIPE AT THE POINT OF CROSSING. MINIMUM HORIZONTAL SEPARATION BETWEEN PARALLEL WATER MAINS AND SEWER PIPES (INCLUDING MANHOLES AND VAULTS) SHALL BE 10' MEASURED FROM THE OUTSIDE OF THE PIPES, MANHOLES, OR VAULTS. ONE FULL STANDARD LAYING LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IN ADDITION, WHEN THE WATER MAIN PASSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (WELL COMPACTED SELECT GRANULAR FILL OR CONTROLLED LOW-STRENGTH MATERIAL) SHALL BE PROVIDED FOR THE SEWER TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING OF THE SEWER ON THE WATER MAIN.
- ALL EXISTING WATER VALVE BOXES AND CURB BOXES WITHIN THE WORK LIMITS SHALL BE ADJUSTED WHERE REQUIRED TO FINISHED GRADE ON EXISTING MAINS TO REMAIN IN SERVICE. PRIOR TO ADJUSTMENT, THE BOX SHALL BE CHECKED FOR PROPER ALIGNMENT BY MCWA. PAYMENT WILL BE MADE UNDER ITEM 663.33: ADJUST EXISTING VALVE BOX ELEVATION.
- ALL EXISTING PRIVATE UTILITY VALVE BOXES/MANHOLES (RGE, FRONTIER, ETC...) WITHIN THE WORK LIMITS SHALL BE ADJUSTED WHERE REQUIRED TO FINISHED GRADE BY THE UTILITY OWNER. VALVE BOX ADJUSTMENTS SHALL BE MADE AFTER MILLING AND PLACEMENT OF BINDER COURSE. THE CONTRACTOR SHALL COORDINATE WITH THE AFFECTED UTILITIES TO SCHEDULE NECESSARY ADJUSTMENTS, RG&E; MARY KAY MASTERS 585-724-8694. THE COST FOR THESE ADJUSTMENTS WILL BE BORNE BY THE PRIVATE UTILITY COMPANY; NO PAYMENT SHALL BE MADE UNDER THIS CONTRACT.
- THE CONTRACTOR SHALL VERIFY BY FIELD SURVEY ALL EXISTING INVERT ELEVATIONS ON SEWERS TO BE CONNECTED PRIOR TO THE START OF CONSTRUCTION.
- ALL EXISTING SANITARY OR STORM SEWER LATERALS ENCOUNTERED DURING CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND RECONNECTED TO MAIN SEWER AS ORDERED BY THE RESIDENT ENGINEER. IF ONE DOES NOT ALREADY EXIST, A CLEANOUT SHALL BE INSTALLED FOR EACH LATERAL AND SHALL BE LOCATED AT THE HIGHWAY BOUNDARY LINE.
- EXISTING SEWER MANHOLES TO REMAIN WITHIN THE WORK LIMITS SHALL BE ADJUSTED AS REQUIRED TO FINISH GRADE. (NOTE: THE CONTRACTOR MAY HAVE TO REMOVE OR ADD COURSES OF BLOCK OR BRICK, OR REPLACE THE CONCRETE SLAB COVER OR RISER SECTION IN ORDER TO ADJUST THE FRAMES AND COVERS TO THE REQUIRED FINISH GRADE IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.)
- ALL OLD DROP INLET FRAMES, GRATES, AND MANHOLE FRAMES AND COVERS SHALL BECOME THE PROPERTY OF THE MONROE COUNTY DEPARTMENT OF TRANSPORTATION AT NO COST TO THE OWNER. THE CONTRACTOR SHALL STOCKPILE THIS MATERIAL ON SITE IN A SECURE LOCATION AND CONTACT MONROE COUNTY'S GENERAL FOREMAN AT 585-753-7843 TO ARRANGE FOR PICK UP BY MONROE COUNTY FORCES.
- THE CONTRACTOR SHALL VERIFY THAT THE EXISTING CATCH BASIN LATERALS, WHICH ARE TO REMAIN IN USE, ARE OPERABLE BY CLEANING AND FLUSHING THE LATERALS. THE COST SHALL BE INCLUDED IN THE VARIOUS DRAINAGE ITEMS.

**UTILITY NOTES (CONT.):**

- ALL NEW STORM MANHOLE COVERS SHALL BE INSCRIBED WITH THE WORD "STORM".
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING DIRECTLY WITH AFFECTED UTILITY AGENCIES WHEN BRACING OF EXISTING UNDERGROUND FACILITIES AND UTILITY POLES IS NECESSARY DUE TO CONTRACTOR'S OPERATIONS.
- THE ROCHESTER GAS & ELECTRIC CORPORATION HAS A POLICY OF CHARGING A FEE FOR DUCT ENTRANCE INTO EXISTING RG&E OWNED PULL BOXES AND MANHOLES. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INVOLVED WITH ENTRANCE FEE(S), IF REQUIRED.

**SUGGESTED GENERAL CONSTRUCTION SEQUENCE:**

THE SUGGESTED CONSTRUCTION SEQUENCE SHALL APPLY TO THE PROJECT, HOWEVER IT IS THE CONTRACTORS RESPONSIBILITY TO PRODUCE A COORDINATED PROJECT AND CONSTRUCTION SCHEDULE ACCEPTABLE TO THE COUNTY AND THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.

- INSTALL ALL PROJECT WORK ZONE RELATED SIGNAGE AND VMS BOARD (VMS BOARDS FOR MILLING AND PAVING).
- PERFORM SURVEY AND STAKEOUT OPERATIONS.
- PERFORM CLEARING AND GRUBBING ACTIVITIES.
- COMPLETE INSTALLATION OF ALL STORM SEWER AND WATER MAIN UTILITIES.
- PERFORM ALL UTILITY COVER AND MANHOLE AND FRAME AND GRATE ADJUSTMENTS.
- INSTALL ALL SIDEWALKS AND ADA RAMPS.
- PERFORM ALL MILLING OPERATIONS.
- WIDEN ROADWAY AND SHOULDERS, INSTALL NEW PAVEMENT SECTIONS PER PLANS.
- INSTALL ALL SIGNAL LOOPS.
- CLEAN PAVEMENT.
- INSTALL ASPHALT MATERIAL.
- INSTALL STRIPING.
- INSTALL SHOULDER BACKUP MATERIAL, TOPSOIL AND SEED.
- INSTALL SIGNS.
- COMPLETE PUNCHLIST.

**TRAFFIC SIGNALS:**

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

**ITEM 686.1611 MAINTAIN TRAFFIC SIGNAL EQUIPMENT**

- THE WORK PERFORMED UNDER THIS ITEM SHALL INCLUDE BUT NOT BE LIMITED TO:
- INSTALLING AND CONNECTING TEMPORARY OVERHEAD SIGNAL CABLES AS NEEDED TO MAINTAIN CONTINUOUS TRAFFIC SIGNAL OPERATION WHILE UNDERGROUND CONDUITS ARE OUT OF SERVICE.
  - COVERING, ADJUSTING, RELOCATING AND REMOVING TRAFFIC SIGNAL HEADS (INCLUDING PEDESTRIAN HEADS) AS REQUIRED.
  - THE CONTRACTOR SHALL PROTECT AND MAINTAIN, OR TEMPORARILY RELOCATE EXISTING COAXIAL CABLE UNTIL NEW TRAFFIC SIGNAL SYSTEMS ARE COMPLETELY INSTALLED AND MADE OPERATIONAL.
  - THE CONTRACTOR SHALL ASSUME MAINTENANCE RESPONSIBILITY OF THE TRAFFIC SIGNAL INSTALLATION UNTIL SUCH TIME AS ALL WORK IS COMPLETED AND HAS BEEN ACCEPTED BY MCDOT.
  - SEE TRAFFIC SIGNAL PLANS FOR DETAILED SCOPE OF WORK.

**PROJECT SPECIFIC NOTES:**

- PROPOSED SIDEWALK SHOWN ON THE PLAN SHEETS SHALL BE INSTALLED AS PART OF THIS CONTRACT. ADDITIONAL SIDEWALK MAY ALSO BE REPLACED BY THE CONTRACTOR AS ORDERED BY THE ENGINEER. THE CONTRACTOR WILL BE PAID FOR ANY EXTRA SIDEWALK INSTALLATION BASED ON THE PRICE BID FOR ITEMS 203.02, 304.12, AND 608.0101.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTING A NOTICE TO PROPERTY OWNERS WHO HAVE MAILBOXES LOCATED ALONG THE ROADWAY. THE NOTICE SHALL BE DISTRIBUTED AT LEAST ONE WEEK PRIOR TO THE START OF THE MAILBOX RELOCATIONS. THE NOTICE SHOULD STATE THAT IF AN OWNER WANTS TO KEEP THEIR MAILBOX THEY SHOULD CONTACT THE PERSON ON THE NOTICE SO THAT THEIR MAILBOX CAN BE REMOVED AND SET ASIDE FOR THE OWNER TO KEEP UNTIL NEAR PROJECT COMPLETION WHEN IT WILL BE REINSTALLED. IN THE INTERIM, A TEMPORARY MAILBOX WILL BE PROVIDED BY THE CONTRACTOR. THE COSTS ASSOCIATED WITH THIS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MAILBOX ITEM, 619.27
- UNLESS SPECIFIED OTHERWISE, ALL PLASTIC DRAINAGE PIPE FOR THIS PROJECT SHALL BE ADS N-12, OR APPROVED EQUIVALENT.
- IN ACCORDANCE WITH THE CURRENT NYSDEC REGULATIONS, A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN DEVELOPED FOR THIS PROJECT AND A GENERAL PERMIT FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITY WAS OBTAINED. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE SWPPP FOR THE DURATION OF THE PROJECT.
- THE CONTRACTOR SHALL BE AWARE THAT PAVEMENT TEST BORING DATA IS AVAILABLE FOR THIS PROJECT IN THE CONTRACT SPECIFICATIONS.
- SHORT DURATION LANE CLOSURES SHALL NOT BE PERMITTED DURING PEAK TRAFFIC HOURS OR OVERNIGHT. PEAK TRAFFIC HOURS ARE CONSIDERED FROM 7:00 A.M. TO 8:00 A.M. AND 3:30 P.M. TO 5:00 P.M. THE CONTRACTOR MUST PROVIDE ONE LANE OF TRAFFIC IN EACH DIRECTION DURING PEAK HOURS AND OVERNIGHT.
- EXISTING HOMEOWNER/PRIVATE SIDEWALKS SHALL EITHER BE EXTENDED TO THE NEW CURB LINE, REMOVED IF THE PROPERTY OWNER DESIRES, OR MODIFIED/MAINTAINED, AS DIRECTED BY THE RESIDENT ENGINEER.
- WHERE DEEP MILLING (GREATER THAN 2") IS PROPOSED, THE CONTRACTOR SHALL PLACE BINDER COURSE IMMEDIATELY FOLLOWING THE MILLING OPERATION. SHOULD THE PAVING OPERATION COMMENCE THE NEXT CALENDAR DAY, PADDING SHALL BE PROVIDED AT ALL MILLING LIMITS / TERMINATIONS AND REMAIN IN PLACE UNTIL ASPHALT OPERATIONS BEGIN. THE CONTRACTOR SHALL NOT LEAVE MORE THAN 500 FEET OF DEEP MILLED ROADWAY OPEN AT ANY GIVEN TIME.
- WEDGE JOINT IS NOT PERMITTED FOR USE ON THIS PROJECT.
- PADDING SHALL BE PROVIDED AT ALL CHANGES IN PAVEMENT (ASPHALT OR CONCRETE) ELEVATION OF GREATER THAN 2". THIS INCLUDES DRIVEWAYS, AND ADJACENT ROADWAYS. BUMP SIGNS SHALL BE PLACED AT ALL LOCATIONS (MAINLINE AND SIDE STREETS) WHERE MILLING TERMINATES. CONTRACTOR SHALL PROVIDE RESIDENTS / OWNERS 48 HOURS NOTICE BEFORE STARTING ANY WORK THAT IMPACTS AN ENTRANCE WALK OR DRIVEWAY.
- CONTRACTOR SHALL PROVIDE VMS BOARDS AT THE FOLLOWING INTERSECTIONS, 3 DAYS PRIOR TO AND 3 DAYS AFTER PAVING OPERATIONS COMMENCING:
  - PIXLEY AND HINCHEY
  - HINCHEY AND HOWARD (ONE EB FACING, ONE WB FACING)
  - HINCHEY AND CHILI
 VMS BOARDS WILL BE PAID UNDER ITEM 619.110611.
- TEMPORARY STRIPING (CENTERLINE ONLY) SHALL BE PLACED NO LATER THAN THE NEXT CALENDAR DAY UPON COMPLETION OF ANY LAYER OF ASPHALT BEING PLACED. IF THE ROADWAY IS NOT STRIPED OVERNIGHT, DELINEATOR PANELS SHALL BE PLACED NO LESS THAN 100 FEET APART.
- THE CONTRACTOR SHALL MAINTAIN PAVEMENT MARKINGS AT ALL TIMES ON ALL PAVEMENTS, WHETHER EXISTING, TEMPORARY OR INTERIM UNTIL PERMANENT MARKINGS ARE INSTALLED. PERMANENT STRIPING SHALL BE PLACED WITHIN 48 HOURS OF ASPHALT TOP PLACEMENT. IF MARKINGS CANNOT BE INSTALLED WITHIN 48 HOURS OF PERMANENT ASPHALT PLACEMENT, THE CONTRACTOR SHALL PROVIDE DELINEATOR PANELS EVERY 100 FEET. THE COST OF THE PANELS SHALL BE PROVIDED, PLACED AND REMOVED AT THE CONTRACTORS EXPENSE.

BRIDGET DEHAAN

DESIGNER:

RICHARD BENNETT

ENGINEER:

RICHARD BENNETT

PROJECT MANAGER:

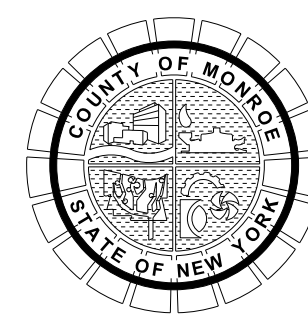


NO.	REVISION	BY	DATE
1			
2			
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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**GENERAL NOTES**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**GN-03**



**MAILBOXES**

ITEM 619.27 - MAILBOXES						
ADDRESS	EXISTING LOCATION		PROPOSED LOCATION		SIDE	ITEM 619.27 (EA)
	STATION	OFFSET	STATION	OFFSET		
1227 HINCHEY RD	H 11+86.52	28.96	H 11+88.33	30.063	RT.	1
1225 HINCHEY RD	H 14+03.67	18.71	H 14+01.42	19.063	RT.	1
1223 HINCHEY RD	H 14+82.35	17.51	H 14+81.52	19.063	RT.	1
1221 HINCHEY RD	H 15+73.54	17.25	H 15+71.00	19.063	RT.	1
1219 HINCHEY RD	H 16+39.87	17.51	H 16+29.30	19.063	RT.	1
1215 HINCHEY RD	H 17+26.98	18.88	H 16+29.30	19.063	RT.	1
1215 HINCHEY RD	H 17+29.34	18.39	H 17+30.42	19.063	RT.	1
1213 HINCHEY RD	H 17+98.67	18.00	H 17+99.06	19.063	RT.	1
1209 HINCHEY RD	H 19+06.85	20.90	H 19+08.48	19.063	RT.	1
1205 HINCHEY RD	H 20+24.48	19.83	H 20+25.15	19.063	RT.	1
1199 HINCHEY RD	H 21+25.96	19.62	H 21+26.29	19.063	RT.	1
1197 HINCHEY RD	H 22+18.11	19.88	H 22+13.39	19.063	RT.	1
1198 HINCHEY RD	H 22+49.98	17.34	H 22+48.28	19.063	LT.	1
1195 HINCHEY RD	H 23+30.32	17.41	H 23+33.03	19.063	RT.	1
1194 HINCHEY RD	H 23+41.23	17.53	H 23+36.01	19.063	LT.	1
1190 HINCHEY RD	H 24+47.62	17.33	H 24+51.54	19.063	LT.	1
1187/1181 HINCHEY RD	H 24+93.47	20.56	H 24+94.53	19.063	RT.	2
1180 HINCHEY RD	H 25+31.20	17.94	H 25+30.67	19.063	LT.	1
1170 HINCHEY RD	H 26+06.99	16.37	H 26+09.77	19.063	LT.	1
1173 HINCHEY RD	H 26+37.97	17.06	H 26+43.30	19.063	RT.	1
1160 HINCHEY RD	H 26+88.83	15.43	H 26+91.85	19.063	LT.	1
1163 HINCHEY RD	H 27+49.15	16.73	H 27+45.45	19.063	RT.	1
1150 HINCHEY RD	H 28+12.03	17.67	H 28+12.75	19.063	LT.	1
1155 HINCHEY RD	H 28+14.40	17.03	H 28+14.53	19.063	RT.	1
1 FOXE HARROW DR	H 28+99.06	17.44	H 29+04.77	19.063	LT.	1
2 FOXE HARROW DR	H 29+00.02	17.27	H 29+06.02	19.063	LT.	1
5 FOXE HARROW DR	H 29+01.01	17.39	H 29+07.26	19.063	LT.	1
10 FOXE HARROW DR	H 29+01.92	17.21	H 29+08.50	19.063	LT.	1
1147 HINCHEY RD	H 29+57.74	16.10	H 29+60.25	19.063	RT.	1
1140 HINCHEY RD	H 29+58.39	17.18	H 29+61.70	19.063	LT.	1
1130 HINCHEY RD	H 30+32.78	17.36	H 30+29.87	19.063	LT.	1
1139 HINCHEY RD	H 31+01.41	16.47	H 31+02.90	19.063	RT.	1
1133 HINCHEY RD	H 31+60.05	17.28	H 31+58.31	19.063	RT.	1
1110 HINCHEY RD	H 31+97.56	15.64	H 31+96.11	19.063	LT.	1
1100 HINCHEY RD	H 32+64.89	16.20	H 32+63.48	19.063	LT.	1
1062 HINCHEY RD	H 33+51.58	16.52	H 33+50.84	19.063	LT.	1
1052 HINCHEY RD	H 34+18.11	16.77	H 34+15.65	19.063	LT.	1
1115 HINCHEY RD	H 34+35.69	16.57	H 34+38.27	19.063	RT.	1
1042 HINCHEY RD	H 35+63.06	16.37	H 35+56.42	19.063	LT.	1
1019 HINCHEY RD	H 36+19.88	17.01	H 36+23.24	19.063	RT.	1
1028 HINCHEY RD	H 36+61.91	16.99	H 36+61.17	19.063	LT.	1
1001 HINCHEY RD	H 37+58.42	17.26	H 37+55.79	19.063	RT.	1
1014 HINCHEY RD	H 37+60.38	17.50	H 37+65.04	19.063	LT.	1
1002 HINCHEY RD	H 38+59.54	17.62	H 38+63.05	19.063	LT.	1
988 HINCHEY RD	H 39+57.90	16.72	H 38+63.05	19.063	LT.	1
985 HINCHEY RD	H 39+72.73	16.98	H 39+68.16	19.063	RT.	1
974 HINCHEY RD	H 39+96.53	17.02	H 39+86.58	19.063	LT.	1
955 HINCHEY RD	H 41+11.58	19.06	H 41+13.03	19.063	RT.	1
950 HINCHEY RD	H 41+25.40	16.46	H 41+21.89	19.063	LT.	1
944 HINCHEY RD	H 42+23.29	16.10	H 42+19.07	19.063	LT.	1
935 HINCHEY RD	H 43+52.01	16.72	H 43+80.41	19.063	RT.	1
930 HINCHEY RD	H 43+68.90	16.47	H 43+73.96	19.063	LT.	1
920 HINCHEY RD	H 43+71.01	16.52	H 43+75.22	19.062	LT.	1
925 HINCHEY RD	H 44+45.82	15.68	H 44+37.55	19.063	RT.	1
907 HINCHEY RD	H 45+43.37	20.29	H 45+44.09	19.063	RT.	1
900 HINCHEY RD	H 45+51.17	20.62	H 45+52.22	19.063	LT.	1
886 HINCHEY RD	H 46+70.21	18.71	H 46+66.70	19.063	LT.	1
881 HINCHEY RD	H 46+95.47	17.25	H 46+91.91	19.063	RT.	1
877 HINCHEY RD	H 46+96.60	17.32	H 46+93.15	19.063	RT.	1
869 HINCHEY RD	H 47+77.61	16.48	H 47+74.39	19.063	RT.	1
874 HINCHEY RD	H 47+99.05	18.41	H 48+01.45	19.063	LT.	1
863 HINCHEY RD	H 48+47.20	16.53	H 48+50.86	19.063	RT.	1
862 HINCHEY RD	H 49+01.20	17.92	H 48+87.73	19.063	LT.	1
855 HINCHEY RD	H 49+05.16	16.08	H 49+02.81	19.063	RT.	1
845 HINCHEY RD	H 49+35.30	16.21	H 49+02.81	19.063	RT.	1

**MAILBOXES (CONTINUED)**

ITEM 619.27 - MAILBOXES						
ADDRESS	EXISTING LOCATION		PROPOSED LOCATION		SIDE	ITEM 619.27 (EA)
	STATION	OFFSET	STATION	OFFSET		
848 HINCHEY RD	H 49+85.89	17.08	H 49+86.26	19.063	LT.	1
837 HINCHEY RD	H 50+46.33	15.57	H 50+48.71	19.063	RT.	1
831 HINCHEY RD	H 50+48.22	15.52	H 50+49.95	19.063	RT.	1
834 HINCHEY RD	H 50+76.85	17.96	H 50+74.22	19.063	LT.	1
821 HINCHEY RD	H 51+52.09	15.76	H 51+47.64	19.063	RT.	1
828 HINCHEY RD	H 51+62.90	16.89	H 51+62.92	19.063	LT.	1
816 HINCHEY RD	H 52+03.13	17.42	H 52+04.53	19.063	LT.	1
815 HINCHEY RD	H 52+34.93	15.78	H 52+07.50	19.063	RT.	1
808 HINCHEY RD	H 52+57.92	16.77	H 52+52.10	19.063	LT.	1
805 HINCHEY RD	H 52+66.69	16.51	H 52+65.48	19.063	RT.	1
800 HINCHEY RD	H 53+06.59	17.23	H 53+06.57	19.063	LT.	1
793 HINCHEY RD	H 53+25.52	17.29	H 53+22.67	19.063	RT.	1
781 HINCHEY RD	H 53+91.69	17.29	H 53+90.36	19.063	RT.	1
784 HINCHEY RD	H 54+32.64	19.11	H 54+32.58	19.063	LT.	1
777 HINCHEY RD	H 54+42.40	16.22	H 54+43.84	19.063	RT.	1
776 HINCHEY RD	H 54+68.52	16.27	H 55+00.67	19.063	LT.	1
775 HINCHEY RD	H 55+08.11	17.61	H 55+08.34	19.063	RT.	1
768 HINCHEY RD	H 55+46.81	16.64	H 55+65.11	19.063	LT.	1
765 HINCHEY RD	H 55+69.38	16.90	H 55+65.74	19.063	RT.	1
757 HINCHEY RD	H 56+17.33	16.54	H 56+16.98	19.063	RT.	1
760 HINCHEY RD	H 56+44.44	16.58	H 56+45.30	19.063	LT.	1
750 HINCHEY RD	H 56+45.94	16.71	H 56+45.30	19.063	LT.	1
749 HINCHEY RD	H 57+11.64	17.33	H 57+12.87	19.063	RT.	1
1269 HOWARD RD	HO 9+39.00	22.69	HO 9+38.99	23.052	LT.	1
706 HINCHEY RD	H 60+41.44	18.56	H 60+37.95	19.063	LT.	1
707 HINCHEY RD	H 60+69.59	16.76	H 60+67.02	19.063	RT.	1
691 HINCHEY RD	H 61+52.99	17.38	H 61+56.41	19.062	RT.	1
694 HINCHEY RD	H 61+60.27	18.06	H 61+65.98	19.062	LT.	1
688 HINCHEY RD	H 61+62.50	18.09	H 61+62.21	19.062	LT.	1
675 HINCHEY RD	H 62+33.46	16.82	H 62+34.05	19.062	RT.	1
684 HINCHEY RD	H 63+08.17	18.52	H 62+79.35	19.062	LT.	1
680 HINCHEY RD	H 63+09.26	18.50	H 63+40.14	19.062	LT.	1
663 HINCHEY RD	H 63+16.73	16.95	H 63+20.19	19.062	RT.	1
651 HINCHEY RD	H 64+47.36	17.19	H 64+41.80	19.062	RT.	1
639 HINCHEY RD	H 64+49.84	17.30	H 64+87.13	19.062	RT.	1
629 HINCHEY RD	H 65+68.73	16.41	H 65+71.55	19.062	RT.	1
623 HINCHEY RD	H 66+52.69	15.80	H 66+54.41	19.062	RT.	1
634 HINCHEY RD	H 66+67.05	18.22	H 66+75.73	19.062	LT.	1
595 HINCHEY RD	H 68+29.43	16.97	H 68+22.67	19.062	RT.	1
585 HINCHEY RD	H 68+47.02	16.96	H 68+44.68	19.062	RT.	1
610 HINCHEY RD	H 68+61.27	18.54	H 68+47.65	19.062	LT.	1
600 HINCHEY RD	H 69+26.06	17.50	H 69+26.91	19.063	LT.	1
586 HINCHEY RD	H 70+02.91	18.32	H 70+06.99	19.063	LT.	1
569 HINCHEY RD	H 70+04.72	16.64	H 70+07.66	19.063	RT.	1
560 HINCHEY RD	H 70+72.92	17.85	H 70+76.75	19.063	LT.	1
555 HINCHEY RD	H 70+91.31	16.95	H 70+90.09	19.063	RT.	1
549 HINCHEY RD	H 71+63.10	16.37	H 71+67.89	19.063	RT.	1
550 HINCHEY RD	H 72+07.68	18.31	H 72+09.72	19.063	LT.	1
536 HINCHEY RD	H 72+09.47	18.13	H 72+10.96	19.063	LT.	1
533 HINCHEY RD	H 72+68.14	17.16	H 72+69.64	19.063	RT.	1
528 HINCHEY RD	H 73+08.29	19.68	H 73+34.54	19.063	LT.	1
525 HINCHEY RD	H 73+35.89	16.75	H 73+39.74	19.063	RT.	1
515 HINCHEY RD	H 74+04.46	16.51	H 74+03.81	19.063	RT.	1
510 HINCHEY RD	H 74+44.82	19.58	H 74+47.18	19.063	LT.	1
500 HINCHEY RD	H 74+93.85	17.94	H 74+92.80	19.063	LT.	1
501 HINCHEY RD	H 75+64.43	15.62	H 75+64.83	19.063	RT.	1
488 HINCHEY RD	H 76+01.66	18.60	H 76+03.86	19.063	LT.	1
487 HINCHEY RD	H 76+63.14	16.99	H 76+55.02	19.063	RT.	1
475 HINCHEY RD	H 76+68.47	17.22	H 76+71.83	19.063	RT.	1
480 HINCHEY RD	H 76+83.80	18.96	H 76+72.87	19.063	LT.	1
468 HINCHEY RD	H 77+52.35	18.21	H 77+51.32	19.063	LT.	1
463 HINCHEY RD	H 78+12.85	17.733	H 78+13.27	19.063	LT.	1
460 HINCHEY RD	H 78+33.32	17.81	H 78+31.83	19.063	LT.	1
453 HINCHEY RD	H 78+79.53	17.03	H 78+81.46	19.063	RT.	1
436 HINCHEY RD	H 79+05.79	17.52	H 79+04.63	19.063	LT.	1
438 HINCHEY RD	H 79+87.36	17.37	H 79+83.54	19.063	LT.	1

**MAILBOXES (CONTINUED)**

ITEM 619.27 - MAILBOXES						
ADDRESS	EXISTING LOCATION		PROPOSED LOCATION		SIDE	ITEM 619.27 (EA)
	STATION	OFFSET	STATION	OFFSET		
441 HINCHEY RD	H 79+99.82	17.83	H 80+02.74	19.063	RT.	1
433 HINCHEY RD	H 80+04.92	17.19	H 80+55.68	19.063	RT.	1
428 HINCHEY RD	H 80+62.57	17.34	H 80+62.62	19.063	LT.	1
420 HINCHEY RD	H 81+42.20	18.16	H 81+43.46	19.063	LT.	1
421 HINCHEY RD	H 81+65.53	17.71	H 81+60.39	19.063	RT.	1
411 HINCHEY RD	H 81+67.44	17.69	H 82+08.09	19.063	RT.	1
404 HINCHEY RD	H 82+13.32	18.47	H 82+10.25	19.063	LT.	1
396 HINCHEY RD	H 82+60.16	17.85	H 82+56.52	19.063	LT.	1
401 HINCHEY RD	H 82+76.16	17.77	H 82+81.65	19.063	RT.	1
380 HINCHEY RD	H 83+97.24	19.85	H 83+95.13	19.063	LT.	1
381 HINCHEY RD	H 84+10.59	17.35	H 84+10.61	19.063	RT.	1
368 HINCHEY RD	H 84+75.36	19.99	H 84+70.75	19.063	LT.	1
365 HINCHEY RD	H 85+51.52	17.66	H 85+51.41	19.063	RT.	1
354 HINCHEY RD	H 85+52.40	20.65	H 85+46.53	19.063	LT.	1
353 HINCHEY RD	H 86+06.21	16.78	H 86+12.57	19.063	RT.	1
352 HINCHEY RD	H 86+19.17	19.21	H 86+23.71	19.063	LT.	1
351 HINCHEY RD	H 86+42.26	17.18	H 86+39.79	19.063	RT.	1
319 HINCHEY RD	H 88+17.30	18.02	H 88+17.30	19.063		



PERMANENT SURVEY MARKERS				
ITEM 625.060000MO - PERMANENT SURVEY MARKERS				
NO.	LOCATION		ITEM 625.060000MO (EA)	COMMENTS
	STATION	OFFSET		
1	P 12+17.37	24.7' LT.		UTILIZE EXISTING GEODETIC SURVEY MONUMNET MCGS 4134-R
2	H 21+02.37	32.9' LT.		UTILIZE EXISTING GEODETIC SURVEY MONUMNET MCGS 4137
3	H 32+93.83	26.0' RT.	1	INSTALL NEW PERMANENT SURVEY MARKER
4	H 43+90.70	25.0' RT.	1	INSTALL NEW PERMANENT SURVEY MARKER
5	H 55+37.05	22.0' LT.	1	INSTALL NEW PERMANENT SURVEY MARKER
6	H 67+36.96	22.0' LT.	1	INSTALL NEW PERMANENT SURVEY MARKER
7	H 79+36.83	23.0' LT.	1	INSTALL NEW PERMANENT SURVEY MARKER
8	H 90+86.68	28.0' RT.	1	INSTALL NEW PERMANENT SURVEY MARKER
9	H 102+86.52	29.0' RT.	1	INSTALL NEW PERMANENT SURVEY MARKER
10	H 109+92.82	41.3' LT.	1	INSTALL NEW PERMANENT SURVEY MARKER
11	C 10+99.20	55.2' RT.	1	INSTALL NEW PERMANENT SURVEY MARKER
<b>TOTAL</b>			<b>9</b>	

NOTE:  
1. LOCATIONS APPROXIMATE, TO BE VERIFIED BY COUNTY SURVEYOR.

GRADING RELEASES						
STATION	SIDE	ADDRESS	PROPERTY OWNER(S)	RELEASE TYPE	COMMENTS	DATE SIGNED
H 10+85	RT.	580 PIXLEY RD	JAMES LONGUILLO	GRADING		
H 13+84	RT.	1225 HINCHEY RD	MICHAEL C WALRATH	GRADING		
H 14+59	RT.	1223 HINCHEY RD	TIMOTHY J MEYER	GRADING		
H 27+95	LT.	1150 HINCHEY RD	JAMES R VERNETTI	GRADING		
H 37+47	LT.	1014 HINCHEY RD	DORETHA M CRUES	GRADING		
H 39+40	LT.	988 HINCHEY RD	PAUL C MULLA	GRADING		
H 39+73	LT.	974 HINCHEY RD	MAHMUT ATLAS	GRADING		
H 44+00	LT.	920 HINCHEY RD	ROCKY CERRETTO	GRADING		
H 68+08	RT.	595 HINCHEY RD	ALFREDO A CASTILLO	GRADING		
H 87+07	LT.	346 HINCHEY RD	JENNA SOLIVAN	GRADING		

SURVEY MONUMENTS						
ITEM 625.020200MO - INSTALL NEW MONUMENT FRAME AND COVER						
ITEM 625.020600MO - GEODETIC MONUMENT MONITORING						
STATION	OFFSET	SIDE	MONUMENT NUMBER	ITEM 625.020200MO (EA)	ITEM 625.020600MO (EA)	COMMENTS
P 12+17.37	24.7'	LT.	4134-R		1	
H 20+21.12	44.0'	LT.	4137		1	
H 43+45.84	17.0'	RT.	4139	1	1	
H 59+40.25	20.6'	LT.	4140	1	1	
<b>TOTAL</b>				<b>2</b>	<b>4</b>	

ANTICIPATED RIGHT-OF-WAY ACQUISITIONS												
MAP NUMBER	PARCEL NUMBER	REPUTED OWNER	TAX MAP OR SECTION	BLOCK	PARCEL	DEED REFERENCE			AREA ± SF			COMMENTS
						INSTRUMENT ID NO.	LIBER	PAGE	FEE	P.E.	T.E.	
3	1	JAMES LONGUILLO	119.17	1	62		6604	003		476		
4	1	ROBERT J ELLIOTT	119.18	1	50		9632	666		50		
5	1	JAMES E HARDY	119.19	1	30		10807	205		150		
6	1	DOREEN A MOORE	119.19	2	1		12400	393		382		
7	1	WILLIE MAY TURNER	119.18	2	32		8626	136		162		

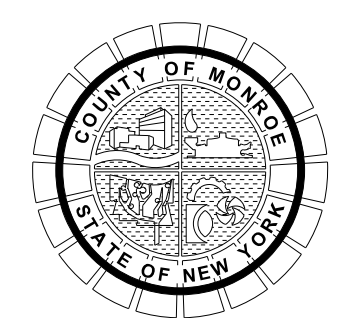
STEEL PIN AND CAP ROW MARKERS				
ITEM 625.050000MO - STEEL PIN AND CAP RIGHT-OF-WAY MARKER				
MAP/PARCEL	LOCATION		ITEM 625.050000MO (EA)	
	NORTHING	EASTING		
3/1	1144969.335	1381801.624	1	
3/1	1145013.350	1381830.000	1	
4/1	1144972.526	1386425.228	1	
4/1	1144982.886	1386435.033	1	
5/1	1144994.486	1386484.324	1	
5/1	1144974.920	1386499.694	1	
6/1	1144908.996	1386503.305	1	
6/1	1144863.529	1386487.673	1	
7/1	1144906.252	1386418.850	1	
7/1	1144888.911	1386437.380	1	

SIDEWALK AND CURB RAMPS																	
ITEM 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL																	
ITEM 304.11 - SUBBASE COURSE, TYPE 1																	
ITEM 608.0101 - CONCRETE SIDEWALKS AND DRIVEWAYS																	
ITEM 608.21 - EMBEDDED DETECTABLE WARNING UNITS																	
LOCATION	STATION	SIDE	ITEM 203.02 (CY)	AREA (SY)	CURB RAMPS						SIDEWALKS						COMMENTS
					ITEM 304.11		ITEM 608.0101		DETECTABLE WARNING UNITS		AREA (SY)	ITEM 304.11		ITEM 608.0101			
					DEPTH (IN)	QTY (CY)	DEPTH (IN)	QTY (CY)	LENGTH (FT)	WIDTH (FT)		ITEM 608.21 (SY)	DEPTH (IN)	QTY (CY)	DEPTH (IN)	QTY (CY)	
FIRESTONE DR SW	F 9+62.56	LT.	4.7	12.9	6	2.2	7	2.5	5	2	1.1	51.4	6	8.6	5	7.1	
FIRESTONE DR SE	F 9+62.63	RT.	3.6	10.1	6	1.7	7	2.0	5	2	1.1						
SANDY LN SW	S 9+68.44	LT.	6.0	16.7	6	2.8	7	3.2	5	2	1.1						
SANDY LN SE	S 9+68.56	RT.	5.2	14.3	6	2.4	7	2.8	5	2	1.1						
LETTINGTON AVE / HINCHEY RD NW	H 87+13.97	LT.	6.7	18.6	6	3.1	7	3.6	5	2	1.1						
LETTINGTON AVE / HINCHEY RD SW	H 87+16.02	RT.	7.9	21.8	6	3.6	7	4.2	5	2	1.1						
LETTINGTON AVE / HINCHEY RD NE	H 87+64.75	LT.	3.5	9.6	6	1.6	7	1.9	5	2	1.1						
LETTINGTON AVE / HINCHEY RD SE	H 87+67.78	RT.	4.2	11.7	6	2.0	7	2.3	5	2	1.1						
RENOUF DR / HINCHEY RD NW	H 90+90.03	LT.	3.3	9.0	6	1.5	7	1.8	5	2	1.1						
RENOUF DR / HINCHEY RD SW	H 90+93.08	RT.	3.2	8.9	6	1.5	7	1.7	5	2	1.1						
RENOUF DR / HINCHEY RD NE	H 91+41.56	LT.	3.0	8.3	6	1.4	7	1.6	5	2	1.1						
RENOUF DR / HINCHEY RD SE	H 91+44.63	RT.	3.0	8.2	6	1.4	7	1.6	5	2	1.1						
JASMINE RD / HINCHEY RD SE	H 102+59.39	RT.	3.0	8.4	6	1.4	7	1.6	5	2	1.1						
CHILI AVE / HINCHEY RD W	H 110+28.55	RT.	8.8	9.0	6	1.5	7	1.8	5	2	1.1	18.0	6	3.0	5	2.5	
CHILI AVE / HINCHEY RD N	H 110+42.74	LT.	38.4	9.7	6	1.6	7	1.9	5	2	1.1	114.2	6	19.0	5	15.9	
<b>TOTAL</b>			<b>104.4</b>	<b>177.2</b>		<b>29.5</b>	<b>34.5</b>		<b>16.7</b>	<b>183.6</b>		<b>30.6</b>		<b>25.5</b>			

PLOTDRW: pdf\_color\_full.rvt  
 MTB-02-R2  
 MODEL: 12/20/2022 12:20:18 PM  
 DATE: 12/20/2022 12:20:18 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



NO.	REVISION	BY	DATE
1	SURVEY TABLES REVISIONS.	BCD	9/29/22
2	SURVEY TABLES REVISIONS.	BCD	1/27/23
3			
4			
5			



PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS TABLES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MTB-02 R2

It is a violation of New York Education Law Article 145, Sec. 7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation, altered by followed by their signature and date of such alteration, and a specific description of the alteration.



CONCRETE GUTTER					
ITEM 624.0109 - CONVENTIONALLY FORMED OR MACHINE FORMED CONCRETE GUTTERS TYPE BB					
LOCATION TO LOCATION				ITEM 624.0109 (SF)	COMMENTS
STATION	OFFSET	STATION	OFFSET		
P 11+58.11	29.2' RT.	F 9+00.00	11.7' LT.	1068.8	
P 12+52.24	26.0' RT.	H 13+74.00	19.0' LT.	1373.0	
F 9+30.00	11.8' RT.	H 13+73.46	19.0' RT.	356.6	
H 33+06.89	17.0' RT.	S 9+40.00	11.7' LT.	181.4	
S 9+40.00	11.4' RT.	H 33+78.89	17.0' RT.	181.2	
TOTAL				3161	

STONE CURB							
ITEM 609.0212 - STONE CURB NEAR VERTICAL FACE (NVF)							
LOCATION TO LOCATION				ITEM 609.0212 (LF)	RADIUS (FT)	ARC LENGTH (FT)	COMMENTS
STATION	OFFSET	STATION	OFFSET				
H 108+82.00	17.0' RT.	H 109+08.57	17.0' RT.	26.6	-	-	
H 109+08.57	17.0' RT.	H 109+92.76	17.0' RT.	74.6	133.0	74.6	
H 109+92.76	17.0' RT.	C 10+21.93	34.4' LT.	66.9	32.0	66.9	
H 109+08.57	17.0' LT.	H 109+17.40	17.0' LT.	9.8	167.0	9.8	
H 109+17.40	17.0' LT.	HA 10+52.66	12.0' LT.	41.0	24.0	41.0	
HA 10+52.66	12.0' LT.	HA 10+69.00	12.0' LT.	16.3	-	-	
HA 10+69.00	11.9' RT.	HA 10+27.61	12.0' RT.	41.4	-	-	
HA 10+27.61	12.0' RT.	H 109+76.05	17.3' LT.	23.0	24.0	23.0	
H 109+76.05	17.3' LT.	H 110+07.04	17.1' LT.	34.5	-	-	
H 110+07.04	17.1' LT.	H 110+33.61	28.2' LT.	30.2	60.0	30.2	
H 110+33.61	28.2' LT.	H 110+36.54	30.4' LT.	3.7	-	-	
H 110+36.54	30.4' LT.	C 11+63.48	43.8' LT.	56.1	100.0	56.1	
TOTAL				424			

CAST-IN-PLACE CONCRETE CURB							
ITEM 609.0401 - CAST-IN-PLACE CONCRETE CURB TYPE VF150							
LOCATION TO LOCATION				ITEM 609.0401 (LF)	RADIUS (FT)	ARC LENGTH (FT)	COMMENTS
STATION	OFFSET	STATION	OFFSET				
H 57+93.04	17.0' RT.	H 58+41.24	17.0' RT.	48.2	-	-	
H 58+41.24	17.0' RT.	HO 9+57.73	21.0' LT.	39.4	25.0	39.4	
HO 9+57.73	21.0' LT.	HO 9+41.71	21.0' LT.	16.0	-	-	
H 57+93.04	17.0' LT.	H 58+37.11	17.0' LT.	44.1	-	-	
H 58+37.11	17.0' LT.	HO 10+46.52	20.6' LT.	46.8	30.0	46.8	
HO 10+46.52	20.6' LT.	HO 10+49.84	20.6' LT.	3.3	-	-	
HO 9+45.91	20.0' RT.	HO 9+53.56	20.0' RT.	7.7	-	-	
HO 9+53.56	20.0' RT.	H 59+36.94	17.0' RT.	46.8	30.0	46.8	
H 59+36.94	17.0' RT.	H 59+68.65	17.0' RT.	31.7	-	-	
HO 10+63.45	20.0' RT.	HO 10+47.76	19.9' RT.	15.7	-	-	
HO 10+47.76	19.9' RT.	H 59+37.89	17.0' LT.	47.7	30.0	47.7	
H 59+37.89	17.0' LT.	H 59+68.65	17.0' LT.	30.8	-	-	
TOTAL				378			

PCC PAVEMENT					
ITEM 503.1010 - PCC FOUNDATION FOR PAVEMENT, CLASS C					
LOCATION TO LOCATION				ITEM 503.1010 (CY)	COMMENTS
STATION	SIDE	STATION	SIDE		
HO 9+41.71	LT.	HO 9+57.73	LT.	0.6	
HO 9+45.91	RT.	HO 9+53.56	RT.	0.3	
HO 10+46.52	LT.	HO 10+49.84	LT.	0.1	
HO 10+47.76	RT.	HO 10+63.45	RT.	0.6	
TOTAL				1.6	

UNDERDRAIN							
ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION							
ITEM 605.0901 - UNDERDRAIN FILTER TYPE 1							
ITEM 605.1502 - PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 6 INCH DIAMETER							
LOCATION TO LOCATION				ITEM 206.0201 (CY)	ITEM 605.0901 (CY)	ITEM 605.1502 (LF)	COMMENTS
STATION	OFFSET	STATION	OFFSET				
CONCRETE GUTTER							
P 11+58.11	29.2' RT.	F 9+00.00	11.7' LT.	27.9	27.9	334.9	
P 12+52.24	26.0' RT.	H 14+91.61	19.0' LT.	37.7	37.7	452.2	
F 9+30.00	11.8' RT.	H 13+73.46	19.0' RT.	9.2	9.2	110.5	
H 33+06.89	17.0' RT.	S 9+40.00	11.7' LT.	4.7	4.7	56.7	
S 9+40.00	11.4' RT.	H 33+78.89	17.0' RT.	4.7	4.7	56.8	
STONE CURB							
H 108+82.00	17.0' RT.	H 109+08.57	17.0' RT.	2.2	2.2	26.6	
H 109+08.57	17.0' RT.	H 109+92.76	17.0' RT.	6.2	6.2	74.6	
H 109+92.76	17.0' RT.	C 10+21.93	34.4' LT.	5.6	5.6	66.9	
H 109+08.57	17.0' LT.	H 109+17.40	17.0' LT.	0.8	0.8	9.8	
H 109+17.40	17.0' LT.	HA 10+52.66	12.0' LT.	3.4	3.4	41.0	
HA 10+52.66	12.0' LT.	HA 10+69.00	12.0' LT.	1.4	1.4	16.3	
HA 10+69.00	11.9' RT.	HA 10+27.61	12.0' RT.	3.5	3.5	41.4	
HA 10+27.61	12.0' RT.	H 109+76.05	17.3' LT.	1.9	1.9	23.0	
H 109+76.05	17.3' LT.	H 110+07.04	17.1' LT.	2.9	2.9	34.5	
H 110+07.04	17.1' LT.	H 110+33.61	28.2' LT.	2.5	2.5	30.2	
H 110+33.61	28.2' LT.	H 110+36.54	30.4' LT.	0.3	0.3	3.7	
H 110+36.54	30.4' LT.	C 11+63.48	43.8' LT.	4.7	4.7	56.1	
CAST-IN-PLACE CONCRETE CURB							
H 57+93.04	17.0' RT.	H 58+41.24	17.0' RT.	4.0	4.0	48.2	
H 58+41.24	17.0' RT.	HO 9+57.73	21.0' LT.	3.3	3.3	39.4	
HO 9+57.73	21.0' LT.	HO 9+41.71	21.0' LT.	1.3	1.3	16.0	
H 57+93.04	17.0' LT.	H 58+37.11	17.0' LT.	3.7	3.7	44.1	
H 58+37.11	17.0' LT.	HO 10+46.52	20.6' LT.	3.9	3.9	46.8	
HO 10+46.52	20.6' LT.	HO 10+49.84	20.6' LT.	0.3	0.3	3.3	
HO 9+45.91	20.0' RT.	HO 9+53.56	20.0' RT.	0.6	0.6	7.7	
HO 9+53.56	20.0' RT.	H 59+36.94	17.0' RT.	3.9	3.9	46.8	
H 59+36.94	17.0' RT.	H 59+68.65	17.0' RT.	2.6	2.6	31.7	
HO 10+63.45	20.0' RT.	HO 10+47.76	19.9' RT.	1.3	1.3	15.7	
HO 10+47.76	19.9' RT.	H 59+37.89	17.0' LT.	4.0	4.0	47.7	
H 59+37.89	17.0' LT.	H 59+68.65	17.0' LT.	2.6	2.6	30.8	
TOTAL				151	151	1813	

PRODUCTION COLD MILLING		
ITEM 490.10 - PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE		
LOCATION	ITEM 490.10 (SY)	COMMENTS
HINCHEY RD	24,473.2	
TOTAL	24473	

MISCELLANEOUS COLD MILLING		
ITEM 490.30 - MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE		
LOCATION	ITEM 490.30 (SY)	COMMENTS
HINCHEY RD (PIXLEY INTERSECTION)	252.5	
HINCHEY RD (CHILI INTERSECTION)	261.0	
HOWARD RD (NORTH)	606.4	
HOWARD RD (SOUTH)	590.4	
AROUND MANHOLES, ETC.	450.0	
TOTAL	2160	

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 MODEL TITLE  
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

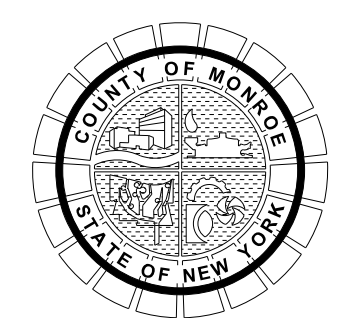


NO.	REVISION	BY	DATE
1	CONCRETE GUTTER & UNDERDRAIN TABLE REVISIONS.	BCD	9/28/22
2			
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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.

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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS TABLES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MTB-03 R1



**DRIVEWAY RECONSTRUCTION**

ITEM 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL  
 ITEM 304.12 - SUBBASE COURSE, TYPE 2  
 ITEM 608.020102 - HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIPS

STATION	EXISTING MATERIAL	AREA (SY)	PROPOSED MATERIAL	ITEM 203.02 (CY)	ITEM 304.12 (CY)	ITEM 608.020102 (TON)	COMMENTS
H 11+66.83 RT.	ASPHALT	34.09	ASPHALT	9.00	5.69	6.56	
H 13+85.00 RT.	ASPHALT	27.42	ASPHALT	7.24	4.58	5.28	
H 14+65.01 RT.	ASPHALT	44.07	ASPHALT	11.63	7.36	8.48	
H 15+56.51 RT.	ASPHALT	24.18	ASPHALT	6.38	4.04	4.65	
H 16+14.52 RT.	ASPHALT	24.45	ASPHALT	6.45	4.08	4.71	
H 16+65.36 RT.	ASPHALT	23.91	ASPHALT	6.31	3.99	4.60	
H 17+12.55 RT.	ASPHALT	29.78	ASPHALT	7.86	4.97	5.73	
H 17+81.66 RT.	ASPHALT	32.62	ASPHALT	8.61	5.45	6.28	
H 18+90.69 RT.	ASPHALT	34.04	ASPHALT	8.99	5.69	6.55	
H 20+08.78 RT.	ASPHALT	28.26	ASPHALT	7.46	4.72	5.44	
H 21+09.87 RT.	ASPHALT	27.01	ASPHALT	7.13	4.51	5.20	
H 21+96.49 RT.	ASPHALT	34.79	ASPHALT	9.18	5.81	6.70	
H 22+65.19 LT.	CONCRETE	28.96	ASPHALT	7.64	4.84	5.57	
H 23+15.99 RT.	ASPHALT	29.09	ASPHALT	7.68	4.86	5.60	
H 23+52.64 LT.	ASPHALT	33.24	ASPHALT	8.78	5.55	6.40	
H 24+32.31 LT.	ASPHALT	39.43	ASPHALT	10.41	6.58	7.59	
H 24+67.50 RT.	ASPHALT	30.53	ASPHALT	8.06	5.10	5.88	
H 25+11.76 LT.	ASPHALT	37.06	ASPHALT	9.78	6.19	7.13	
H 25+16.53 RT.	ASPHALT	42.34	ASPHALT	11.18	7.07	8.15	
H 25+91.42 LT.	ASPHALT	27.43	ASPHALT	7.24	4.58	5.28	
H 26+21.42 RT.	ASPHALT	38.11	ASPHALT	10.06	6.36	7.34	
H 26+74.82 LT.	ASPHALT	20.24	ASPHALT	5.34	3.38	3.90	
H 27+20.80 RT.	ASPHALT	52.65	ASPHALT	13.90	8.79	10.14	
H 27+94.68 LT.	ASPHALT	42.71	ASPHALT	11.28	7.13	8.22	
H 28+35.34 RT.	ASPHALT	35.52	ASPHALT	9.38	5.93	6.84	
H 29+31.20 RT.	ASPHALT	70.26	ASPHALT	18.55	11.73	13.53	
H 29+43.01 LT.	ASPHALT	29.79	ASPHALT	7.86	4.97	5.73	
H 30+15.67 LT.	ASPHALT	22.08	ASPHALT	5.83	3.69	4.25	
H 30+61.53 LT.	ASPHALT	36.39	ASPHALT	9.61	6.08	7.01	
H 30+85.12 RT.	ASPHALT	29.45	ASPHALT	7.78	4.92	5.67	
H 31+22.17 LT.	ASPHALT	28.12	ASPHALT	7.42	4.70	5.41	
H 31+82.68 LT.	ASPHALT	41.82	ASPHALT	11.04	6.98	8.05	
H 32+12.32 LT.	ASPHALT	27.02	ASPHALT	7.13	4.51	5.20	
H 32+80.07 LT.	ASPHALT	26.99	ASPHALT	7.13	4.51	5.20	
H 33+10.17 LT.	ASPHALT	17.99	ASPHALT	4.75	3.00	3.46	
H 33+65.86 LT.	ASPHALT	24.54	ASPHALT	6.48	4.10	4.72	
H 33+98.59 LT.	ASPHALT	25.03	ASPHALT	6.61	4.18	4.82	
H 34+21.11 RT.	ASPHALT	27.61	ASPHALT	7.29	4.61	5.31	
H 35+38.73 LT.	ASPHALT	35.75	ASPHALT	9.44	5.97	6.88	
H 36+04.11 RT.	ASPHALT	31.22	ASPHALT	8.24	5.21	6.01	
H 36+41.41 LT.	ASPHALT	41.57	ASPHALT	10.97	6.94	8.00	
H 37+35.72 RT.	ASPHALT	33.50	ASPHALT	8.84	5.59	6.45	
H 37+47.10 LT.	ASPHALT	43.34	ASPHALT	11.44	7.24	8.34	
H 38+46.12 LT.	ASPHALT	31.21	ASPHALT	8.24	5.21	6.01	
H 39+37.71 LT.	ASPHALT	41.92	ASPHALT	11.07	7.00	8.07	
H 39+48.60 RT.	ASPHALT	30.59	ASPHALT	8.08	5.11	5.89	
H 39+72.54 LT.	ASPHALT	25.35	ASPHALT	6.69	4.23	4.88	
H 40+45.50 RT.	ASPHALT	20.10	ASPHALT	5.31	3.36	3.87	
H 40+49.27 LT.	ASPHALT	54.52	ASPHALT	14.39	9.10	10.50	
H 40+94.29 RT.	ASPHALT	41.52	ASPHALT	10.96	6.93	7.99	
H 41+47.33 LT.	ASPHALT	46.17	ASPHALT	12.19	7.71	8.89	
H 42+45.22 LT.	ASPHALT	48.69	ASPHALT	12.86	8.13	9.37	
H 43+46.85 LT.	ASPHALT	58.96	ASPHALT	15.56	9.85	11.35	
H 43+65.32 RT.	ASPHALT	22.46	ASPHALT	5.93	3.75	4.32	
H 44+00.33 LT.	ASPHALT	32.67	ASPHALT	8.62	5.46	6.29	
H 44+14.18 RT.	ASPHALT	39.85	ASPHALT	10.52	6.66	7.67	
H 45+24.02 RT.	ASPHALT	33.31	ASPHALT	8.79	5.56	6.41	
H 45+34.15 LT.	ASPHALT	30.98	ASPHALT	8.18	5.17	5.96	
H 46+79.28 RT.	ASPHALT	16.93	ASPHALT	4.47	2.83	3.26	
H 46+82.39 LT.	ASPHALT	22.69	ASPHALT	5.99	3.79	4.37	
H 47+38.37 RT.	ASPHALT	24.30	ASPHALT	6.41	4.06	4.68	

**DRIVEWAY RECONSTRUCTION (CONTINUED)**

ITEM 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL  
 ITEM 304.12 - SUBBASE COURSE, TYPE 2  
 ITEM 608.020102 - HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIPS

STATION	EXISTING MATERIAL	AREA (SY)	PROPOSED MATERIAL	ITEM 203.02 (CY)	ITEM 304.12 (CY)	ITEM 608.020102 (TON)	COMMENTS
H 47+60.83 RT.	ASPHALT	19.28	ASPHALT	5.09	3.22	3.71	
H 47+83.57 LT.	ASPHALT	38.36	ASPHALT	10.13	6.41	7.38	
H 48+65.17 LT.	ASPHALT	19.87	ASPHALT	5.25	3.32	3.83	
H 48+69.15 LT.	ASPHALT	37.65	ASPHALT	9.94	6.29	7.25	
H 49+20.82 RT.	ASPHALT	26.06	ASPHALT	6.88	4.35	5.02	
H 49+70.46 RT.	ASPHALT	39.52	ASPHALT	10.43	6.60	7.61	
H 50+03.53 LT.	ASPHALT	29.36	ASPHALT	7.75	4.90	5.65	
H 50+25.89 LT.	ASPHALT	22.79	ASPHALT	6.02	3.81	4.39	
H 50+88.22 RT.	ASPHALT	17.18	ASPHALT	4.54	2.87	3.31	
H 50+92.45 LT.	ASPHALT	30.49	ASPHALT	8.05	5.09	5.87	
H 51+48.20 LT.	ASPHALT	20.93	ASPHALT	5.53	3.50	4.03	
H 51+60.74 RT.	ASPHALT	16.92	ASPHALT	4.47	2.83	3.26	
H 51+86.30 LT.	ASPHALT	27.78	ASPHALT	7.34	4.64	5.35	
H 52+20.85 RT.	ASPHALT	19.81	ASPHALT	5.23	3.31	3.81	
H 52+37.96 LT.	ASPHALT	28.51	ASPHALT	7.53	4.76	5.49	
H 52+80.36 RT.	ASPHALT	20.45	ASPHALT	5.40	3.42	3.94	
H 53+40.90 RT.	ASPHALT	27.98	ASPHALT	7.39	4.67	5.39	
H 54+04.06 RT.	ASPHALT	19.25	ASPHALT	5.08	3.22	3.71	
H 54+59.44 RT.	ASPHALT	23.76	ASPHALT	6.27	3.97	4.57	
H 55+13.85 LT.	ASPHALT	17.93	ASPHALT	4.73	2.99	3.45	
H 55+22.23 RT.	ASPHALT	19.14	ASPHALT	5.05	3.20	3.69	
H 55+78.42 LT.	ASPHALT	18.59	ASPHALT	4.91	3.10	3.58	
H 55+79.92 RT.	ASPHALT	19.56	ASPHALT	5.16	3.27	3.76	
H 56+28.33 LT.	ASPHALT	26.54	ASPHALT	7.01	4.43	5.11	
H 56+30.36 RT.	ASPHALT	18.45	ASPHALT	4.87	3.08	3.55	
H 56+59.93 LT.	ASPHALT	19.85	ASPHALT	5.24	3.32	3.82	
H 56+99.37 RT.	ASPHALT	17.37	ASPHALT	4.59	2.90	3.34	
H 57+02.10 LT.	ASPHALT	18.52	ASPHALT	4.89	3.09	3.57	
H 57+65.44 RT.	ASPHALT	53.31	ASPHALT	14.07	8.90	10.26	
H 57+71.37 LT.	ASPHALT	44.76	ASPHALT	11.82	7.48	8.62	
H 59+83.14 LT.	ASPHALT	27.44	ASPHALT	7.24	4.58	5.28	
H 60+21.37 LT.	ASPHALT	24.69	ASPHALT	6.52	4.12	4.75	
H 60+49.97 RT.	ASPHALT	36.74	ASPHALT	9.70	6.14	7.07	
H 61+47.64 LT.	ASPHALT	28.61	ASPHALT	7.55	4.78	5.51	
H 61+70.03 RT.	ASPHALT	18.42	ASPHALT	4.86	3.08	3.55	
H 62+17.00 RT.	ASPHALT	25.07	ASPHALT	6.62	4.19	4.83	
H 62+21.60 LT.	ASPHALT	27.67	ASPHALT	7.30	4.62	5.33	
H 63+10.02 LT.	ASPHALT	72.73	ASPHALT	19.20	12.15	14.00	
H 63+38.23 RT.	ASPHALT	28.71	ASPHALT	7.58	4.80	5.53	
H 64+24.91 RT.	ASPHALT	27.89	ASPHALT	7.36	4.66	5.37	
H 65+00.71 RT.	ASPHALT	17.44	ASPHALT	4.61	2.91	3.36	
H 65+87.68 RT.	ASPHALT	24.04	ASPHALT	6.35	4.01	4.63	
H 66+36.84 RT.	ASPHALT	41.74	ASPHALT	11.02	6.97	8.04	
H 66+91.60 LT.	ASPHALT	24.29	ASPHALT	6.41	4.06	4.68	
H 68+08.30 RT.	ASPHALT	33.94	ASPHALT	8.96	5.67	6.53	
H 68+57.79 RT.	ASPHALT	29.30	ASPHALT	7.74	4.89	5.64	
H 68+66.65 LT.	ASPHALT	30.76	ASPHALT	8.12	5.14	5.92	
H 69+43.54 LT.	ASPHALT	27.56	ASPHALT	7.28	4.60	5.31	
H 70+20.95 RT.	ASPHALT	19.13	ASPHALT	5.05	3.20	3.68	
H 70+21.35 LT.	ASPHALT	21.73	ASPHALT	5.74	3.63	4.18	
H 70+58.63 LT.	ASPHALT	27.77	ASPHALT	7.33	4.64	5.35	
H 71+06.87 RT.	ASPHALT	47.70	ASPHALT	12.59	7.97	9.18	
H 71+81.18 RT.	ASPHALT	22.23	ASPHALT	5.87	3.71	4.28	
H 71+90.39 LT.	ASPHALT	32.09	ASPHALT	8.47	5.36	6.18	
H 72+24.88 LT.	ASPHALT	18.49	ASPHALT	4.88	3.09	3.56	
H 72+51.38 RT.	ASPHALT	28.66	ASPHALT	7.57	4.79	5.52	
H 73+21.53 RT.	ASPHALT	27.82	ASPHALT	7.35	4.65	5.36	
H 73+51.31 LT.	ASPHALT	26.84	ASPHALT	7.09	4.48	5.17	
H 73+88.50 RT.	ASPHALT	23.22	ASPHALT	6.13	3.88	4.47	
H 74+33.56 LT.	ASPHALT	17.91	ASPHALT	4.73	2.99	3.45	
H 75+08.42 LT.	ASPHALT	24.02	ASPHALT	6.34	4.01	4.62	

DESIGNER: BRIDGET DEHAAN

DESIGNER: RICHARD BENNETT

ENGINEER: RICHARD BENNETT

ENGINEER: RICHARD BENNETT

PROJECT MANAGER: RICHARD BENNETT

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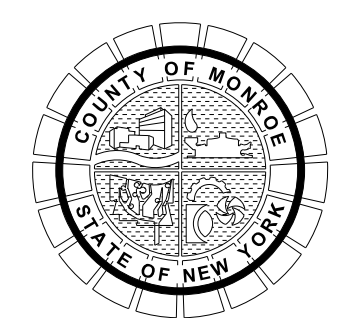
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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**MISCELLANEOUS TABLES**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**MTB-04**



DRIVEWAY RECONSTRUCTION (CONTINUED)							
ITEM 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL							
ITEM 304.12 - SUBBASE COURSE, TYPE 2							
ITEM 608.020102 - HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIPS							
STATION	EXISTING MATERIAL	AREA (SY)	PROPOSED MATERIAL	ITEM 203.02 (CY)	ITEM 304.12 (CY)	ITEM 608.020102 (TON)	COMMENTS
H 75+45.63 RT.	ASPHALT	41.57	ASPHALT	10.98	6.94	8.00	
H 75+85.95 LT.	ASPHALT	26.25	ASPHALT	6.93	4.38	5.05	
H 76+38.78 RT.	ASPHALT	23.86	ASPHALT	6.30	3.98	4.59	
H 76+55.22 LT.	ASPHALT	30.23	ASPHALT	7.98	5.05	5.82	
H 76+90.73 RT.	ASPHALT	30.98	ASPHALT	8.18	5.17	5.96	
H 77+36.18 LT.	ASPHALT	22.14	ASPHALT	5.84	3.70	4.26	
H 78+15.37 LT.	ASPHALT	23.89	ASPHALT	6.31	3.99	4.60	
H 78+27.57 RT.	ASPHALT	20.09	ASPHALT	5.30	3.36	3.87	
H 78+62.45 RT.	ASPHALT	29.86	ASPHALT	7.88	4.99	5.75	
H 78+84.89 LT.	ASPHALT	31.65	ASPHALT	8.36	5.29	6.09	
H 79+65.72 LT.	ASPHALT	27.91	ASPHALT	7.37	4.66	5.37	
H 79+85.29 RT.	ASPHALT	34.74	ASPHALT	9.17	5.80	6.69	
H 80+44.02 LT.	ASPHALT	28.64	ASPHALT	7.56	4.78	5.51	
H 80+71.71 RT.	ASPHALT	31.29	ASPHALT	8.26	5.23	6.02	
H 81+24.30 LT.	ASPHALT	29.99	ASPHALT	7.92	5.01	5.77	
H 81+45.03 RT.	ASPHALT	23.16	ASPHALT	6.11	3.87	4.46	
H 81+93.69 LT.	ASPHALT	24.74	ASPHALT	6.53	4.13	4.76	
H 82+26.57 RT.	ASPHALT	32.84	ASPHALT	8.67	5.48	6.32	
H 82+75.97 LT.	ASPHALT	33.05	ASPHALT	8.73	5.52	6.36	
H 82+95.17 RT.	ASPHALT	22.61	ASPHALT	5.97	3.78	4.35	
H 83+65.02 LT.	ASPHALT	16.10	ASPHALT	4.25	2.69	3.10	
H 84+10.66 LT.	ASPHALT	25.95	ASPHALT	6.85	4.33	5.00	
H 84+87.60 LT.	ASPHALT	26.33	ASPHALT	6.95	4.40	5.07	
H 85+40.52 RT.	ASPHALT	36.18	ASPHALT	9.55	6.04	6.96	
H 85+59.47 LT.	ASPHALT	17.34	ASPHALT	4.58	2.90	3.34	
H 85+97.48 RT.	ASPHALT	23.27	ASPHALT	6.14	3.89	4.48	
H 86+09.43 LT.	ASPHALT	19.78	ASPHALT	5.22	3.30	3.81	
H 86+47.31 LT.	ASPHALT	16.48	ASPHALT	4.35	2.75	3.17	
H 86+52.92 RT.	ASPHALT	19.68	ASPHALT	5.20	3.29	3.79	
H 88+74.03 RT.	ASPHALT	20.71	ASPHALT	5.47	3.46	3.99	
H 88+89.35 LT.	ASPHALT	35.96	ASPHALT	9.49	6.00	6.92	
H 89+24.05 RT.	ASPHALT	19.80	ASPHALT	5.23	3.31	3.81	
H 89+75.24 RT.	ASPHALT	16.22	ASPHALT	4.28	2.71	3.12	
H 90+28.58 RT.	ASPHALT	16.54	ASPHALT	4.37	2.76	3.18	
H 91+92.18 LT.	ASPHALT	18.60	ASPHALT	4.91	3.11	3.58	
H 92+38.70 LT.	ASPHALT	33.35	ASPHALT	8.80	5.57	6.42	
H 92+47.18 RT.	ASPHALT	26.91	ASPHALT	7.10	4.49	5.18	
H 92+96.94 LT.	ASPHALT	17.88	ASPHALT	4.72	2.99	3.44	
H 93+01.34 RT.	ASPHALT	16.38	ASPHALT	4.33	2.74	3.15	
H 93+44.22 LT.	ASPHALT	28.30	ASPHALT	7.47	4.73	5.45	
H 93+51.37 RT.	ASPHALT	16.55	ASPHALT	4.37	2.76	3.19	
H 93+99.56 RT.	ASPHALT	15.95	ASPHALT	4.21	2.66	3.07	
H 94+01.84 LT.	ASPHALT	25.10	ASPHALT	6.63	4.19	4.83	
H 94+42.84 RT.	ASPHALT	22.98	ASPHALT	6.07	3.84	4.42	
H 94+89.55 RT.	ASPHALT	18.09	ASPHALT	4.78	3.02	3.48	
H 95+28.71 RT.	ASPHALT	40.30	ASPHALT	10.64	6.73	7.76	
H 95+87.43 LT.	ASPHALT	31.40	ASPHALT	8.29	5.24	6.04	
H 95+88.15 RT.	ASPHALT	17.65	ASPHALT	4.66	2.95	3.40	
H 96+35.80 RT.	ASPHALT	17.28	ASPHALT	4.56	2.89	3.33	
H 96+51.48 LT.	ASPHALT	39.60	ASPHALT	10.45	6.61	7.62	
H 96+78.34 LT.	ASPHALT	22.00	ASPHALT	5.81	3.67	4.24	
H 96+81.27 RT.	ASPHALT	19.68	ASPHALT	5.19	3.29	3.79	
H 97+71.13 RT.	ASPHALT	30.44	ASPHALT	8.04	5.08	5.86	
H 97+91.22 LT.	ASPHALT	26.12	ASPHALT	6.90	4.36	5.03	
H 98+77.87 RT.	ASPHALT	17.05	ASPHALT	4.50	2.85	3.28	
H 98+92.73 LT.	ASPHALT	19.09	ASPHALT	5.04	3.19	3.67	
H 99+22.60 RT.	ASPHALT	19.13	ASPHALT	5.05	3.19	3.68	
H 99+52.43 LT.	ASPHALT	34.51	ASPHALT	9.11	5.76	6.64	
H 99+71.01 RT.	ASPHALT	19.71	ASPHALT	5.20	3.29	3.79	
H 100+48.94 RT.	ASPHALT	30.98	ASPHALT	8.18	5.17	5.96	
H 103+02.74 LT.	ASPHALT	20.78	ASPHALT	5.49	3.47	4.00	

DRIVEWAY RECONSTRUCTION (CONTINUED)							
ITEM 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL							
ITEM 304.12 - SUBBASE COURSE, TYPE 2							
ITEM 608.020102 - HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIPS							
STATION	EXISTING MATERIAL	AREA (SY)	PROPOSED MATERIAL	ITEM 203.02 (CY)	ITEM 304.12 (CY)	ITEM 608.020102 (TON)	COMMENTS
H 103+39.56 RT.	ASPHALT	17.00	ASPHALT	4.49	2.84	3.27	
H 103+80.97 RT.	ASPHALT	19.90	ASPHALT	5.25	3.32	3.83	
H 104+22.79 RT.	ASPHALT	18.54	ASPHALT	4.90	3.10	3.57	
H 104+67.54 RT.	ASPHALT	17.59	ASPHALT	4.64	2.94	3.39	
H 105+09.92 RT.	ASPHALT	20.39	ASPHALT	5.38	3.40	3.92	
H 105+51.31 RT.	ASPHALT	20.06	ASPHALT	5.30	3.35	3.86	
H 105+92.81 LT.	ASPHALT	17.70	ASPHALT	4.67	2.96	3.41	
H 105+98.70 RT.	ASPHALT	17.06	ASPHALT	4.50	2.85	3.28	
H 106+42.94 RT.	ASPHALT	15.93	ASPHALT	4.21	2.66	3.07	
H 106+57.68 LT.	ASPHALT	20.18	ASPHALT	5.33	3.37	3.88	
H 106+90.67 RT.	ASPHALT	43.93	ASPHALT	11.60	7.34	8.46	
H 107+44.19 LT.	ASPHALT	63.63	ASPHALT	16.80	10.63	12.25	
H 108+43.14 RT.	ASPHALT	77.32	ASPHALT	20.41	12.91	14.88	
H 109+58.86 RT.	ASPHALT	45.25	ASPHALT	11.95	7.56	8.71	
<b>TOTAL</b>				<b>1484.1</b>	<b>938.8</b>	<b>1082.1</b>	

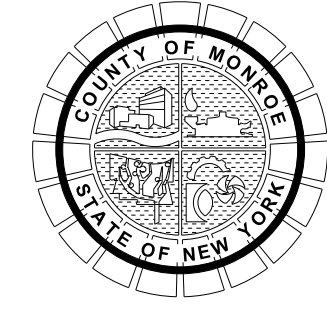
TREE PROTECTION				
ITEM 607.41010010 - TEMPORARY PLASTIC BARRIER FENCE				
STATION		SIDE	ITEM 607.41010010 (LF)	COMMENTS
FROM	TO			
H 10+14.55	H 10+51.12	RT.	46.3	
H 10+69.86	H 10+83.27	RT.	17.4	
H 22+26.67	H 22+69.62	RT.	43.5	
H 29+60.91	H 30+16.54	RT.	61.4	
H 32+02.09	H 32+21.95	RT.	24.9	
H 67+43.39	H 67+62.04	LT.	22.3	
H 79+36.29	H 79+54.93	LT.	22.3	
H 79+90.01	H 80+08.66	LT.	22.3	
H 85+79.24	H 85+89.48	RT.	19.9	
H 86+57.28	H 86+75.80	LT.	22.3	
H 102+51.85	H 102+58.70	RT.	13.5	
<b>TOTAL</b>			<b>316.1</b>	

TREE REMOVAL						
ITEM 614.060204 - TREE REMOVAL OVER 6 INCHES TO 12 INCHES DIAMETER BREAST HEIGHT - STUMPS GRUBBED						
ITEM 614.060404 - TREE REMOVAL OVER 18 INCHES TO 24 INCHES DIAMETER BREAST HEIGHT - STUMPS GRUBBED						
ITEM 614.060504 - TREE REMOVAL OVER 24 INCHES TO 36 INCHES DIAMETER BREAST HEIGHT - STUMPS GRUBBED						
ITEM 614.060704 - TREE REMOVAL OVER 48 INCHES TO 60 INCHES DIAMETER BREAST HEIGHT - STUMPS GRUBBED						
STATION	OFFSET	ITEM 614.060204 (EA)	ITEM 614.060404 (EA)	ITEM 614.060504 (EA)	ITEM 614.060704 (EA)	COMMENTS
H 44+62.78	27.4' RT.		1			
H 55+36.33	16.8' LT.			1		
H 57+44.69	17.8' RT.				1	
H 86+26.74	24.1' LT.	1				
H 103+91.46	26.7' RT.	1				
H 104+12.64	23.8' RT.			1		
H 104+78.76	27.2' RT.		1			
H 106+30.48	20.7' RT.	1				
H 106+99.20	30.5' RT.			1		
<b>TOTAL</b>		<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	

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 MTB-05  
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 DATE/TIME: 1/27/2023 12:37:46 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



NO.	REVISION	BY	DATE
1			
2			
3			
4			
5			



PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS TABLES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MTB-05

It is a violation of New York Education Law Article 145, Section 7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



**DRY SWALES**

ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION  
 ITEM 208.01030022 - BIORETENTION AND DRY SWALE SOIL  
 ITEM 610.16010020 - TURF ESTABLISHMENT - PERFORMANCE

LOCATION TO LOCATION				LENGTH (LF)	ITEM 206.0201 (CY)	ITEM 208.01030022 (CY)	ITEM 610.16010020 (SY)	COMMENTS
STATION	OFFSET	STATION	OFFSET					
H 14+05.08	25.8' RT.	H 14+43.22	25.8' RT.	38.1	14.1	14.1	33.9	
H 14+84.37	27.3' RT.	H 15+38.26	27.3' RT.	53.9	20.0	20.0	47.9	
H 15+73.99	27.2' RT.	H 15+96.32	27.2' RT.	22.3	8.3	8.3	19.8	
H 16+32.67	27.0' RT.	H 16+47.14	27.0' RT.	14.5	5.4	5.4	12.9	
H 16+82.82	26.3' RT.	H 16+91.91	26.3' RT.	9.1	3.4	3.4	8.1	
H 17+32.89	26.3' RT.	H 17+60.73	26.3' RT.	27.8	10.3	10.3	24.7	
H 18+03.40	26.7' RT.	H 18+67.84	26.7' RT.	64.4	23.9	23.9	57.2	
H 19+12.16	26.1' RT.	H 19+87.77	26.1' RT.	71.7	26.6	26.6	63.7	
H 20+29.39	26.4' RT.	H 20+89.04	26.4' RT.	56.5	20.9	20.9	50.2	
H 21+30.27	26.4' RT.	H 21+73.84	26.4' RT.	41.3	15.3	15.3	36.7	
H 22+13.64	25.0' LT.	H 22+44.59	25.0' LT.	32.5	12.0	12.0	28.9	
H 22+17.56	26.9' RT.	H 22+96.31	26.9' RT.	75.3	27.9	27.9	66.9	
H 22+87.05	25.0' LT.	H 23+31.15	25.0' LT.	44.1	16.3	16.3	39.2	
H 23+36.40	27.3' RT.	H 24+46.76	27.3' RT.	110.4	40.9	40.9	98.1	
H 23+74.13	25.0' LT.	H 24+09.75	25.0' LT.	35.6	13.2	13.2	31.6	
H 24+55.92	25.0' LT.	H 24+90.80	25.0' LT.	34.9	12.9	12.9	31.0	
H 24+83.40	25.0' RT.	H 24+95.17	25.0' RT.	11.8	4.4	4.4	10.5	
H 25+35.06	25.0' LT.	H 25+70.49	25.0' LT.	35.4	13.1	13.1	31.5	
H 25+41.51	25.0' RT.	H 25+96.01	25.0' RT.	54.5	20.2	20.2	48.4	
H 26+13.62	25.0' LT.	H 26+45.11	25.0' LT.	31.5	11.7	11.7	28.0	
H 26+47.22	25.0' RT.	H 26+92.77	25.0' RT.	45.6	16.9	16.9	40.5	
H 27+49.54	25.0' RT.	H 28+10.79	25.0' RT.	61.3	22.7	22.7	54.5	
H 28+59.75	25.0' RT.	H 28+99.46	25.0' RT.	39.7	14.7	14.7	35.3	
H 89+28.54	25.0' LT.	H 90+55.55	25.0' LT.	127.0	47.0	47.0	112.9	
H 102+26.48	25.5' LT.	H 102+86.55	25.5' LT.	60.1	22.3	22.3	53.4	
H 103+19.50	25.0' LT.	H 104+22.36	25.0' LT.	102.9	38.1	38.1	91.5	
H 104+86.09	25.0' LT.	H 105+75.87	25.0' LT.	89.8	33.3	33.3	79.8	
H 106+10.10	25.0' LT.	H 106+39.54	25.0' LT.	29.5	10.9	10.9	26.2	
H 106+76.14	25.0' LT.	H 107+08.28	25.0' LT.	32.1	11.9	11.9	28.5	
<b>TOTAL</b>					<b>538.4</b>	<b>538.4</b>	<b>1292.1</b>	

**DRY SWALE UNDERDRAIN**

ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION  
 ITEM 208.01030022 - BIORETENTION AND DRY SWALE SOIL  
 ITEM 207.22 - GEOTEXTILE DRAINAGE  
 ITEM 552.17 - SHIELDS AND SHORING  
 ITEM 605.1001 - UNDERDRAIN FILTER TYPE 2  
 ITEM 605.1702 - OPTIONAL UNDERDRAIN PIPE, 6 INCH DIAMETER

LOCATION TO LOCATION				ITEM 206.0201 (CY)	ITEM 207.22 (SY)	ITEM 208.01030022 (CY)	ITEM 552.17 (SF)	ITEM 605.1001 (CY)	ITEM 605.1702 (LF)	COMMENTS
STATION	OFFSET	STATION	OFFSET							
H 14+05.08	25.8' RT.	H 14+43.22	25.8' RT.	4.7	40.9		253.7	4.7	38.1	
H 14+43.22	25.8' RT.	H 14+84.56	27.3' RT.	20.4	44.4	15.3	275.7	5.1	41.4	CONNECT TO DS 1-7
H 14+91.52	27.3' RT.	H 15+38.26	27.3' RT.	6.6	57.9		359.0	6.6	53.9	CONNECT TO DS 1-7
H 15+38.26	27.3' RT.	H 15+73.99	27.2' RT.	17.6	38.3	13.2	237.8	4.4	35.7	
H 15+73.99	27.2' RT.	H 15+96.32	27.2' RT.	2.7	23.9		148.5	2.7	22.3	
H 15+96.32	27.2' RT.	H 16+32.67	27.0' RT.	18.0	39.1	13.5	242.4	4.5	36.4	
H 16+32.67	27.0' RT.	H 16+47.14	27.0' RT.	1.8	15.6		96.6	1.8	14.5	
H 16+47.14	27.0' RT.	H 16+82.82	26.3' RT.	17.6	38.3	13.2	237.8	4.4	35.7	
H 16+82.82	26.3' RT.	H 16+91.91	26.3' RT.	1.1	9.8		60.6	1.1	9.1	
H 16+91.91	26.3' RT.	H 17+32.89	26.3' RT.	20.2	44.0	15.2	273.1	5.0	41.0	
H 17+32.89	26.3' RT.	H 17+60.73	26.3' RT.	3.4	29.8		185.1	3.4	27.8	
H 17+60.73	26.3' RT.	H 18+03.40	26.7' RT.	21.1	45.8	15.8	284.4	5.3	42.7	
H 18+03.40	26.7' RT.	H 18+67.84	26.7' RT.	7.9	69.1		428.9	7.9	64.4	
H 18+67.84	26.7' RT.	H 19+12.16	27.1' RT.	21.2	46.2	15.9	286.4	5.3	43.0	
H 19+12.16	27.1' RT.	H 19+87.76	27.1' RT.	8.8	76.7		476.2	8.8	71.5	
H 19+87.76	27.1' RT.	H 20+29.38	27.4' RT.	19.4	42.2	14.6	261.7	4.8	39.3	
H 20+29.38	27.4' RT.	H 20+89.03	27.4' RT.	6.9	60.5		375.6	6.9	56.4	
H 20+89.03	27.4' RT.	H 21+30.26	27.4' RT.	19.2	41.9	14.4	259.7	4.8	39.0	
H 21+30.26	27.4' RT.	H 21+73.85	27.9' RT.	5.1	44.2		274.4	5.1	41.2	
H 22+13.64	25.0' LT.	H 22+24.85	25.0' LT.	1.8	15.3		95.2	1.8	14.3	CONNECT TO DS 3-3
H 22+30.23	27.9' RT.	H 22+96.33	27.9' RT.	7.9	69.1		428.9	7.9	64.4	CONNECT TO DS 3-2
H 22+30.86	25.0' LT.	H 22+44.59	25.0' LT.	2.1	18.2		113.2	2.1	17.0	CONNECT TO DS 3-3
H 22+92.79	25.0' LT.	H 23+31.15	25.0' LT.	5.2	45.1		279.7	5.2	42.0	CONNECT TO DS 3-4
H 23+36.40	27.3' RT.	H 23+50.49	27.3' RT.	2.1	18.4		113.9	2.1	17.1	CONNECT TO DS 3-5
H 23+57.77	27.3' RT.	H 24+46.76	27.3' RT.	11.3	98.7		612.7	11.3	92.0	CONNECT TO DS 3-5
H 23+81.59	25.0' LT.	H 24+09.75	25.0' LT.	3.8	32.8		203.8	3.8	30.6	CONNECT TO DS 3-6
H 24+46.76	27.3' RT.	H 24+83.40	26.0' RT.	18.1	39.4	13.6	244.4	4.5	36.7	
H 24+61.05	25.0' LT.	H 24+90.80	25.0' LT.	4.2	36.8		228.4	4.2	34.3	CONNECT TO DS 3-7
H 24+83.40	26.0' RT.	H 24+95.17	26.0' RT.	1.5	12.7		78.6	1.5	11.8	
H 25+41.26	25.0' LT.	H 25+70.49	25.0' LT.	4.1	36.2		224.4	4.1	33.7	CONNECT TO DS 3-8
H 25+51.06	26.0' RT.	H 25+96.01	26.0' RT.	6.2	54.1		335.7	6.2	50.4	CONNECT TO DS 3-9
H 25+96.01	26.0' RT.	H 26+47.22	26.0' RT.	25.3	55.0	19.0	341.0	6.3	51.2	
H 26+18.10	25.0' LT.	H 26+45.11	25.0' LT.	3.5	30.3		187.8	3.5	28.2	CONNECT TO DS 4-1
H 26+47.22	26.0' RT.	H 26+92.77	26.0' RT.	5.6	48.9		303.7	5.6	45.6	
H 26+92.77	26.0' RT.	H 27+49.54	26.0' RT.	28.0	61.0	21.0	378.3	7.0	56.8	
H 27+49.54	26.0' RT.	H 28+10.79	26.0' RT.	7.5	65.8		408.3	7.5	61.3	
H 28+60.82	26.0' RT.	H 28+99.46	26.0' RT.	19.0	41.4	14.3	257.1	4.7	38.6	CONNECT TO DS 4-4
H 89+28.54	25.0' LT.	H 90+55.55	25.0' LT.	15.6	136.3		845.8	15.6	127.0	
H 90+55.55	25.0' LT.	H 90+73.97	25.0' LT.	9.9	21.6	7.4	133.9	2.5	20.1	CONNECT TO DS 15-1
H 102+31.04	26.5' LT.	H 102+86.55	26.5' LT.	7.0	61.0		378.3	7.0	56.8	CONNECT TO DS 17-1
H 103+25.43	26.0' LT.	H 104+22.36	26.0' LT.	12.1	105.4		654.0	12.1	98.2	CONNECT TO DS 17-4
H 104+94.79	25.0' LT.	H 105+75.87	25.0' LT.	10.1	87.8		544.8	10.1	81.8	CONNECT TO DS 17-8
H 106+09.67	25.0' LT.	H 106+39.54	25.0' LT.	3.9	34.2		212.5	3.9	31.9	CONNECT TO DS 17-9
H 106+39.54	25.0' LT.	H 106+76.14	25.0' LT.	18.1	39.3	13.6	243.8	4.5	36.6	
H 106+76.14	25.0' LT.	H 107+08.28	25.0' LT.	3.9	34.5		213.8	3.9	32.1	
<b>TOTAL</b>				<b>461.6</b>	<b>2107.9</b>	<b>220.1</b>	<b>13079.6</b>	<b>241.5</b>	<b>1963.9</b>	

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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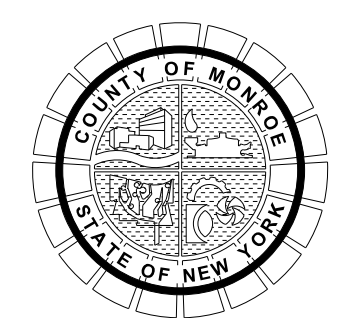


08/26/2022

NO.	REVISION	BY	DATE
1	DRY SWALE & DRY SWALE UNDERDRAIN TABLE REVISIONS.	BCD	9/29/22
2			
3			
4			
5			



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS TABLES**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**MTB-06 R1**



**DRAINAGE STRUCTURE REMOVAL**

1

DRAINAGE STRUCTURE REMOVAL											
ITEM 204.01 - CONTROLLED LOW STRENGTH MATERIAL (CLSM)											
ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION											
STRUCTURE NUMBER	STATION	OFFSET	EXISTING T.G. ELEVATION	INVERT ELEVATIONS				ITEM 204.01 (CY)	ITEM 206.0201 (CY)	COMMENTS	
DR 1-1	H 10+58.73	RT. 27.89'	561.58	558.88 (N)	558.97 (E)	558.92 (W)	-	5.7		DRAINAGE REMOVAL CO-LOCATED WITH DS 1-1. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY. FILL DOWNSTREAM PIPE TO DR 1-3 WITH CLSM.	
DR 1-2	H 10+59.47	LT. 18.72'	561.79	559.01 (NE)	558.67 (S)	-	-			DRAINAGE REMOVAL CO-LOCATED WITH DS 1-2. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY	
DR 1-3	H 12+55.53	RT. 25.01'	561.31	557.52 (NE)	557.08 (SE)	557.46 (SW)	-	5.4	1.9	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL DOWNSTREAM PIPES TO DS 1-9 & DR 1-5 WITH CLSM.	
DR 1-4	H 12+70.32	LT. 18.87'	561.97	559.79 (SW)	-	-	-			DRAINAGE REMOVAL CO-LOCATED WITH DS 1-4. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY	
DR 1-5	H 13+21.69	RT. 25.29'	561.41	558.96 (NE)	557.49 (SW)	-	-	2.2	1.5	ASSUME EXISTING 2' SQUARE FIELD INLET. FILL UPSTREAM PIPE WITH CLSM.	
DR 3-1	H 25+40.37	LT. 17.33'	568.96	567.96 (SE)	567.96 (NW)	-	-	1.3	0.5	ASSUME EXISTING 2' SQUARE FIELD INLET. FILL UPSTREAM PIPE WITH CLSM.	
DR 3-2	H 25+75.12	RT. 26.76'	568.83	567.85 (SE)	567.78 (NW)	-	-		0.6	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE	
DR 4-1	H 26+36.19	RT. 25.31'	569.57	568.27 (SE)	568.25 (NW)	-	-		0.6	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 4-2	H 27+04.59	RT. 25.14'	569.94	568.64 (SE)	568.51 (NW)	-	-		0.6	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 4-3	H 27+42.71	RT. 24.83'	570.72	567.91 (NW)	-	-	-		1.1	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 4-4	H 28+46.37	RT. 24.72'	571.51	570.21 (SUMP)	-	-	-		0.6	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 4-5	H 29+07.53	RT. 22.98'	571.37	569.32 (SE)	569.44 (NW)	-	-		0.8	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 4-6	H 29+54.49	RT. 23.14'	571.85	569.62 (SE)	569.61 (NW)	-	-		0.9	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 4-7	H 30+15.12	RT. 24.96'	571.21	569.96 (NW)	-	-	-			DRAINAGE REMOVAL CO-LOCATED WITH DS 4-6. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY	
DR 6-1	H 38+96.29	RT. 15.89'	565.50	-	-	-	-		0.8	ASSUME EXISTING 2' SQUARE FIELD INLET. NO INVERT ELEVATIONS RECORDED. ASSUME INVERT 2 FT BELOW T.O.G.	
DR 7-1	H 45+52.83	RT. 18.49'	564.53	560.85 (E)	-	-	-	0.8	1.7	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL CONNECTING PIPE WITH CLSM.	
DR 7-2	H 48+27.27	RT. 23.42'	558.04	554.19 (N)	554.20 (E)	554.23 (W)	555.87 (S)	1.6		DRAINAGE REMOVAL CO-LOCATED WITH DS 7-4. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY. FILL PIPES TO THE NORTH AND SOUTH WITH CLSM	
DR 7-3	H 48+29.33	LT. 18.84'	557.90	553.47 (E)	553.42 (S)	553.45 (W)	-	4.1	2.0	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL ALL CONNECTING PIPES WITH CLSM.	
DR 7-4	H 48+91.54	LT. 20.29'	557.01	551.81 (N)	551.92 (E)	551.71 (W)	-		1.9	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 8-1	H 50+16.75	RT. 13.05'	-	-	-	-	-		2.0	STRUCTURE PAVED OVER - NO T.O.G. OR INVERT VALUES RECORDED. ASSUME EXISTING TYPE S DRAINAGE STRUCTURE AND 2 CY ITEM 206.0201	
DR 8-2	H 50+18.23	LT. 18.93'	557.86	552.06 (E)	552.07 (W)	-	-	4.7	2.6	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL PIPES TO WEST & EAST WITH CLSM.	
DR 8-3	H 52+26.00	LT. 18.85'	557.26	553.16 (S)	553.06 (W)	-	-			DRAINAGE REMOVAL CO-LOCATED WITH DS 8-3. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY	
DR 8-4	H 52+26.00	LT. 18.8'	557.26	553.16 (S)	553.06 (W)	-	-	2.5		DRAINAGE REMOVAL CO-LOCATED WITH DS 8-4. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY. FILL PIPE TO WEST WITH CLSM.	
DR 14-1	H 88+94.20	LT. 17.73'	567.03	-	-	-	-		1.8	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. NO INVERT ELEVATIONS RECORDED. ASSUME INVERT 4 FT BELOW T.O.G.	
DR 15-1	H 91+36.90	RT. 20.57'	562.05	559.91 (S)	559.80 (W)	-	-	1.1	1.1	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL CONNECTING PIPES WITH CLSM.	
DR 15-2	H 91+44.79	LT. 15.24'	562.46	561.16 (NE)	559.78 (S)	559.68 (W)	-	1.4	1.3	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL CONNECTING PIPES WITH CLSM.	
DR 15-3	H 94+70.23	LT. 17.24'	555.97	554.07 (E)	-	-	-	1.3	1.0	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL CONNECTING PIPES WITH CLSM.	
DR 15-4	H 95+25.24	LT. 18.81'	554.58	552.82 (E)	552.99 (W)	-	-		0.8	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 16-1	H 97+30.70	LT. 21.28	550.01	548.46 (N)	-	-	-	1.8	0.8	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL CONNECTING PIPES WITH CLSM.	
DR 17-1	H 102+08.13	RT. 20.64'	545.51	543.76 (S)	-	-	-		0.8	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 17-2	H 102+29.70	LT. 18.34'	544.90	542.30 (S)	542.21 (NW)	-	-	0.6	1.3	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE	
DR 17-3	H 102+67.04	RT. 19.60'	546.02	543.10 (E)	543.02 (W)	-	-		1.2	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 17-4	H 103+23.41	LT. 18.42'	545.71	544.36 (E)	544.32 (W)	-	-	0.7	0.8	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL DOWNSTREAM PIPE WITH CLSM.	
DR 17-5	H 103+49.78	RT. 19.77'	546.11	544.03 (E)	544.21 (W)	-	-		0.9	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 17-6	H 103+91.76	RT. 19.94'	546.16	544.83 (E)	544.78 (W)	-	-		0.6	ASSUME EXISTING 2' SQUARE FIELD INLET	
DR 17-7	H 104+32.79	LT. 18.49'	546.37	544.82 (E)	544.53 (W)	-	-	3.2	1.0	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL DOWNSTREAM PIPE TO DR 17-4 WITH CLSM.	
DR 17-8	H 104+40.59	RT. 19.82'	546.19	-	-	-	-		1.0	ASSUME EXISTING 2' SQUARE FIELD INLET. NO INVERT ELEVATIONS RECORDED. ASSUME INVERT 2 FT BELOW T.O.G.	
DR 17-9	H 104+77.03	LT. 18.35'	546.68	545.05 (E)	544.88 (W)	-	-	2.1	0.9	ASSUME EXISTING TYPE S DRAINAGE STRUCTURE. FILL CONNECTING PIPES WITH CLSM.	
DR 18-1	H 109+50.61	RT. 13.35'	550.66	547.48 (N)	546.97 (SE)	-	-	1.1		DRAINAGE REMOVAL CO-LOCATED WITH DS 18-1. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY. FILL SW PIPE WITH CLSM.	
DR 18-2	H 109+67.37	LT. 19.34'	551.57	547.94 (SW)	-	-	-	1.0	2.2	ASSUME EXISTING TYPE T DRAINAGE STRUCTURE. FILL DOWNSTREAM PIPE TO DR 18-1 WITH CLSM.	
DR 18-3	H 110+04.42	RT. 41.38'	549.24	546.62 (E)	546.68 (NW)	-	-			DRAINAGE REMOVAL CO-LOCATED WITH DS 18-2. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY	
DR 18-4	H 110+21.17	RT. 25.15'	550.30	546.28 (E)	546.84 (S)	546.42 (W)	-			DRAINAGE REMOVAL CO-LOCATED WITH DS 18-3. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY	
DR 18-5	H 110+36.72	LT 29.29'	550.63	546.91 (S)	-	-	-			DRAINAGE REMOVAL CO-LOCATED WITH DS 18-4. SEE DRAINAGE TABLE FOR ITEM 206.0201 QUANTITY	
<b>TOTAL</b>								<b>43</b>	<b>40</b>		

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 MTB-07 R1  
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 DATE TIME: 1/27/2023

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

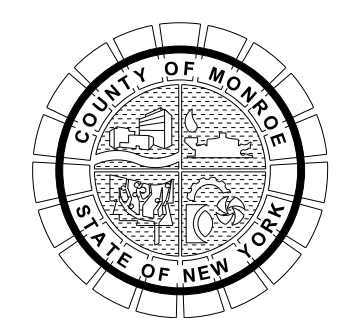


08/26/2022

NO.	REVISION	BY	DATE
1	DRAINAGE REMOVAL TABLE REVISIONS.	BCD	10/12/22
2			
3			
4			
5			



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS TABLES**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**MTB-07 R1**



DRAINAGE STRUCTURES

ITEM 203.07 - SELECT GRANULAR FILL  
 ITEM 605.0901 - UNDERDRAIN FILTER TYPE 1  
 ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION  
 ITEM 207.22 - GEOTEXTILE DRAINAGE  
 ITEM 552.17 - SHIELDS AND SHORING  
 ITEM 603.171016 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 12 INCH DIAMETER, 16 GAUGE  
 ITEM 603.171116 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 15 INCH DIAMETER, 16 GAUGE  
 ITEM 603.171614 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 30 INCH DIAMETER, 14 GAUGE  
 ITEM 603.9808007 - POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, 8"  
 ITEM 603.9812 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 12 INCH DIAMETER  
 ITEM 603.9815 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 15 INCH DIAMETER  
 ITEM 603.9824 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 24 INCH DIAMETER  
 ITEM 603.9830 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 30 INCH DIAMETER  
 ITEM 604.070401 - ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES

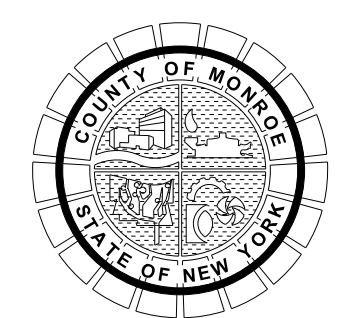
ITEM 604.07260011 - CONNECTION TO EXISTING DRAINAGE FACILITY  
 ITEM 604.301911 - RECTANGULAR DRAINAGE STRUCTURE TYPE S FOR #11 WELDED FRAME  
 ITEM 604.302016 - RECTANGULAR DRAINAGE STRUCTURE TYPE T FOR #16 WELDED FRAME  
 ITEM 604.302122 - RECTANGULAR DRAINAGE STRUCTURE TYPE U FOR #22 WELDED FRAME  
 ITEM 604.4048 - ROUND PRECAST CONCRETE MANHOLE TYPE 48  
 ITEM 604.500101 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 604.500102 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 604.500103 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 621.04 - CLEANING DRAINAGE STRUCTURES  
 ITEM 655.1111 - WELDED FRAME AND RETICULINE GRATE 11  
 ITEM 655.1116 - WELDED FRAME AND RETICULINE GRATE 16  
 ITEM 655.1122 - WELDED FRAME AND RETICULINE GRATE 22  
 ITEM 655.1202 - MANHOLE FRAME AND COVER

STRUCTURE NUMBER	STATION	OFFSET	PROPOSED T.G. ELEVATION	INVERT ELEVATIONS			ITEM 203.07 (CY)	ITEM 605.0901 (CY)	ITEM 206.0201 (CY)	ITEM 207.22 (SY)	ITEM 552.17 (SF)	ITEM 603.171016 (EA)	ITEM 603.171116 (EA)	ITEM 603.171614 (EA)	ITEM 603.9808007 (LF)	ITEM 603.9812 (LF)	ITEM 603.9815 (LF)	ITEM 603.9824 (LF)	ITEM 603.9830 (LF)	ITEM 604.070401 (EA)	ITEM 604.07260011 (EA)	ITEM 604.301911 (LF)	ITEM 604.302016 (LF)	ITEM 604.302122 (LF)	ITEM 604.4048 (LF)	ITEM 604.500101 (LF)	ITEM 604.500102 (LF)	ITEM 604.500103 (LF)	ITEM 621.04 (EA)	ITEM 655.1111 (EA)	ITEM 655.1116 (EA)	ITEM 655.1122 (EA)	ITEM 655.1202 (EA)	COMMENTS			
DS 1-1	H 10+58.77	RT. 27.7'	561.91	558.80 (NW)	558.80 (SW)	-	-	16.9	30.3	436.4					44.5							3.6													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 1-2 WITH 44.5 FT OF 12" SICPP.		
DS 1-2	H 10+59.77	LT. 18.7'	562.26	559.15 (NE)	557.53 (SE)	557.48 (ENE)	-	84.0	155.6	2358.3					208.0							5.3													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 1-4 WITH 208.0 FT OF 12" SICPP.		
DS 1-3	F 9+46.93	LT. 12.5'	561.32	556.61 (NW)	556.56 (SE)	-	-	42.2	74.8	1113.5					88.7							5.3													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 1-9 WITH 88.7 FT OF 12" SICPP.		
DS 1-4	H 12+70.32	LT. 16.5'	562.75	556.86 (SW)	556.86 (NE)	556.81 (SE)	-	40.6	68.3	1062.4					67.4							6.4													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 1-3 WITH 67.4 FT OF 12" SICPP.		
DS 1-5	H 13+34.41	RT. 21.8'	562.20	558.18 (NE)	-	-	-	30.2	54.5	809.5					74.0							4.5													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 1-6 WITH 74.0 FT OF 12" SICPP.		
DS 1-6	H 14+10.26	RT. 23.4'	561.20	557.96 (SW)	557.96 (NE)	-	-	20.1	41.4	619.4					76.0											3.7									INSTALL FIELD INLET - STAND PIPE AND CONNECT TO DS 1-7 WITH 76.0 FT OF 12" SICPP.		
DS 1-7	H 14+88.04	RT. 24.2'	561.60	558.06 (NE)	557.73 (SW)	557.68 (NW)	-	17.6	30.6	448.3					40.7							4.0													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 1-4 WITH 215.1 FT OF 12" SICPP.		
DS 1-8	H 14+88.04	LT. 18.5'	563.13	557.56 (SE)	557.51 (SW)	-	-	93.4	170.6	2612.0					215.1							5.7													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 1-4 WITH 215.1 FT OF 12" SICPP.		
DS 1-9	F 8+63.28	LT. 22.7'	-	556.30 (NW)	-	-	-	-	-	-												1													CLEAN STRUCTURE. CONNECT PIPE FROM DS 1-3		
DS 1-10	H 10+95.05	LT. 40.7'	-	562.24 (SW)	-	-	-	9.7	20.9	294.2		1			40.8																				INSTALL 15" GALVANIZED STEEL END SECTION. CONNECT TO DS 1-2 WITH 40.8 FT OF 12" SICPP.		
DS 1-11	P 11+52.43	RT. 29.2'	-	559.63 (NE)	-	-	-	7.9	20.1	255.2					52.9																				CONNECT TO DS 1-1 WITH 52.9 FT OF 12" SICPP		
DS 2-1	H 15+85.97	RT. 19.1'	563.39	558.49 (SW)	558.60 (NE)	-	-	48.1	86.6	1217.0					94.2																				INSTALL TYPE 60 MANHOLE AND FRAME AND COVER WITH WEIR, CONNECT TO DS 1-7 WITH 94.2 FT OF 12" SICPP		
DS 2-2	H 15+95.71	RT. 22.9'	562.20	-	-	-	-	0.9	1.0	36.0				3.1													2.5								INSTALL FIELD INLET - STAND PIPE AND CONNECT TO 30" SICPP WITH 8" PVC AND INSERT TYPE TEE		
DS 2-3	H 17+25.86	RT. 25.4'	562.50	-	-	-	-	0.9	1.0	36.0				3.0													2.5								INSTALL FIELD INLET - STAND PIPE AND CONNECT TO 30" SICPP WITH 8" PVC AND INSERT TYPE TEE		
DS 2-4	H 18+05.73	RT. 23.6'	562.50	558.82 (SW)	559.58 (NE)	-	-	38.1	255.1	1982.0									215.8							4.2									INSTALL TYPE 48 ROUND MANHOLE WITH #11 RETICULINE GRATE, CONNECT TO DS 2-1 WITH 215.8 FT OF 30" SICPP		
DS 2-5	H 19+39.04	RT. 23.8'	563.10	560.17 (SW)	560.20 (NE)	-	-	34.8	70.1	988.1					128.0							3.4														INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 2-4 WITH 128.0 FT OF 12" SICPP	
DS 2-6	H 20+30.58	RT. 22.6'	564.10	560.62 (SW)	560.70 (E)	-	-	24.0	48.7	733.1					85.4												4.0								INSTALL FIELD INLET - STAND PIPE AND CONNECT TO DS 2-5 WITH 85.4 FT OF 12" SICPP		
DS 3-1	H 21+32.56	RT. 24.2'	565.20	561.62 (W)	561.63 (E)	-	-	33.0	62.1	905.2					95.2							4.1														INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 2-6 WITH 95.2 FT OF 12" SICPP	
DS 3-2	H 22+27.77	RT. 25.6'	566.10	562.04 (W)	562.05 (E)	562.81 (N)	-	40.0	73.3	1008.9					87.5												4.6									INSTALL TYPE 60 MANHOLE WITH WEIR AND #11 RETICULINE GRATE, CONNECT TO DS 3-1 WITH 87.5 FT OF 12" SICPP	
DS 3-3	H 22+27.86	LT. 22.1'	567.70	563.13 (S)	563.23 (E)	-	-	24.1	40.6	614.9					45.3							5.1														INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 3-2 WITH 45.3 FT OF 12" SICPP	
DS 3-4	H 22+89.84	LT. 22.0'	568.30	563.57 (W)	563.57 (E)	-	-	24.1	45.2	722.7					62.5												5.2									INSTALL FIELD INLET - STAND PIPE AND CONNECT TO DS 3-3 WITH 62.5 FT OF 12" SICPP	
DS 3-5	H 23+54.13	RT. 23.7'	567.70	562.54 (W)	562.65 (E)	-	-	44.3	187.7	1622.3									120.6								5.7									INSTALL TYPE 60 MANHOLE WITH WEIR AND #11 RETICULINE GRATE, CONNECT TO DS 3-2 WITH 120.6 FT OF 30" SICPP	
DS 3-6	H 25+78.50	LT. 22.3'	568.30	563.97 (NW)	563.98 (SE)	-	-	36.5	65.8	986.4					86.7							4.8															INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 3-4 WITH 86.7 FT OF 12" SICPP
DS 3-7	H 24+57.48	LT. 21.4'	568.10	564.34 (NW)	564.34 (SE)	-	-	23.5	46.7	714.4					77.1												4.3									INSTALL FIELD INLET - STAND PIPE AND CONNECT TO DS 3-6 WITH 77.1 FT OF 12" SICPP	
DS 3-8	H 25+37.72	LT. 21.5'	568.40	564.70 (NW)	564.71 (SE)	-	-	23.8	47.4	722.1					79.3												4.2									INSTALL FIELD INLET - STAND PIPE AND CONNECT TO DS 3-7 WITH 79.3 FT OF 12" SICPP	
DS 3-9	H 25+46.86	RT. 21.8'	568.40	-	-	-	-	0.9	1.0	36.0				1.8													2.5									INSTALL FIELD INLET - STAND PIPE AND CONNECT TO 30" SICPP WITH 8" PVC AND INSERT TYPE TEE	

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



NO.	REVISION	BY	DATE
1	DRAINAGE TABLE REVISIONS.	BCD	10/12/22
2			
3			
4			
5			



PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS TABLES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MTB-08 R1

If it is a violation of New York Education Law Article 145, Sec. 7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.

PLOTDRWA  
 MTB-08 R1  
 MODEL TITLE  
 DATE TIME  
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**DRAINAGE STRUCTURES (CONTINUED)**

ITEM 203.07 - SELECT GRANULAR FILL  
 ITEM 605.0901 - UNDERDRAIN FILTER TYPE 1  
 ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION  
 ITEM 207.22 - GEOTEXTILE DRAINAGE  
 ITEM 552.17 - SHIELDS AND SHORING  
 ITEM 603.171016 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 12 INCH DIAMETER, 16 GAUGE  
 ITEM 603.171116 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 15 INCH DIAMETER, 16 GAUGE  
 ITEM 603.171614 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 30 INCH DIAMETER, 14 GAUGE  
 ITEM 603.9808007 - POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, 8"  
 ITEM 603.9812 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 12 INCH DIAMETER  
 ITEM 603.9815 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 15 INCH DIAMETER  
 ITEM 603.9824 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 24 INCH DIAMETER  
 ITEM 603.9830 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 30 INCH DIAMETER  
 ITEM 604.070401 - ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES  
 ITEM 604.07260011 - CONNECTION TO EXISTING DRAINAGE FACILITY  
 ITEM 604.301911 - RECTANGULAR DRAINAGE STRUCTURE TYPE S FOR #11 WELDED FRAME  
 ITEM 604.302016 - RECTANGULAR DRAINAGE STRUCTURE TYPE T FOR #16 WELDED FRAME  
 ITEM 604.302122 - RECTANGULAR DRAINAGE STRUCTURE TYPE U FOR #22 WELDED FRAME  
 ITEM 604.4048 - ROUND PRECAST CONCRETE MANHOLE TYPE 48  
 ITEM 604.500101 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 604.500102 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 604.500103 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 621.04 - CLEANING DRAINAGE STRUCTURES  
 ITEM 655.1111 - WELDED FRAME AND RETICULINE GRATE 11  
 ITEM 655.1116 - WELDED FRAME AND RETICULINE GRATE 16  
 ITEM 655.1122 - WELDED FRAME AND RETICULINE GRATE 22  
 ITEM 655.1202 - MANHOLE FRAME AND COVER

STRUCTURE NUMBER	STATION	OFFSET	PROPOSED T.G. ELEVATION	INVERT ELEVATIONS			ITEM 203.07 (CY)	ITEM 605.0901 (CY)	ITEM 206.0201 (CY)	ITEM 207.22 (SY)	ITEM 552.17 (SF)	ITEM 603.171016 (EA)	ITEM 603.171116 (EA)	ITEM 603.171614 (EA)	ITEM 603.9808007 (LF)	ITEM 603.9812 (LF)	ITEM 603.9815 (LF)	ITEM 603.9824 (LF)	ITEM 603.9830 (LF)	ITEM 604.070401 (EA)	ITEM 604.07260011 (EA)	ITEM 604.301911 (LF)	ITEM 604.302016 (LF)	ITEM 604.302122 (LF)	ITEM 604.4048 (LF)	ITEM 604.500101 (LF)	ITEM 604.500102 (LF)	ITEM 604.500103 (LF)	ITEM 621.04 (EA)	ITEM 655.1111 (EA)	ITEM 655.1116 (EA)	ITEM 655.1122 (EA)	ITEM 655.1202 (EA)	COMMENTS			
DS 4-1	H 26+15.93	LT. 23.2'	569.00	565.06 (NW)	-	-	30.4		55.1	816.7					76.4							4.4													INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 3-8 WITH 76.4 FT OF 12" SICPP		
DS 4-2	H 26+49.62	RT. 22.1'	569.10	-	-	-	0.9		1.0	36.0																	2.5								INSTALL FIELD INLET - STAND PIPE AND CONNECT TO 30" SICPP WITH 8" PVC AND INSERT TYPE TEE		
DS 4-3	H 27+54.79	RT. 22.3'	570.00	-	-	-	1.2		1.6	44.3																	2.5								INSTALL FIELD INLET - STAND PIPE AND CONNECT TO 30" SICPP WITH 8" PVC AND INSERT TYPE TEE		
DS 4-4	H 28+59.32	RT. 24.6'	570.90	564.66 (NW)	567.34 (SE)	-	173.3		791.6	6988.7								502.2								6.7								INSTALL TYPE 48 MANHOLE WITH #11 RETICULINE GRATE, CONNECT TO DS 3-5 WITH 520.2 FT OF 30" SICPP			
DS 4-5	H 29+62.33	RT. 24.4'	572.00	568.33 (NW)	568.33 (SE)	-	31.3		50.0	899.7																	4.2								INSTALL FIELD INLET - STAND PIPE AND CONNECT TO DS 4-4 WITH 101.2 FT OF 8" PVC		
DS 4-6	H 30+15.80	RT. 25.0'	571.30	568.86 (NW)	-	-	11.9		20.0	352.4																	2.9								INSTALL FIELD INLET - STAND PIPE AND CONNECT TO DS 4-6 WITH 52.9 FT OF 8" PVC		
DS 7-1	H 44+92.31	RT. 22.5'	568.00	563.05 (E)	-	-	73.0		133.3	2029.2					170.9																					INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 7-2 WITH 170.9 FT OF 12" SICPP	
DS 7-2	H 46+65.15	RT. 21.3'	560.43	556.82 (E)	557.02 (W)	-	19.2		33.5	493.1					44.3																						INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 7-3 WITH 44.3 FT OF 12" SICPP
DS 7-3	H 47+12.11	RT. 22.0'	559.60	556.14 (E)	556.25 (W)	-	36.6		70.3	1018.3					112.8																						INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 7-4 WITH 112.8 FT OF 12" SICPP
DS 7-4	H 48+27.57	RT. 23.7'	558.09	554.40 (E)	554.70 (W)	-	23.4		48.8	646.5							61.5																				INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 7-5 WITH 61.5 FT OF 15" SICPP
DS 7-5	H 48+91.69	RT. 21.5'	558.22	553.80 (N)	554.10 (W)	554.10 (E)	19.5		36.2	500.9							35.5																				INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 7-6 WITH 35.5 FT OF 15" SICPP
DS 7-6	H 48+91.95	RT. 16.4'	558.22	551.83 (N)	551.82 (E)	553.09 (S)	74.9		223.5	2395.5								156.8																			INSTALL TYPE U DRAINAGE STRUCTURE WITH #22 RETICULINE GRATE, CONNECT TO DS 7-7 WITH 156.8 FT OF 24" SICPP
DS 7-7	H 48+91.84	LT. 174.6'	-	551.01 (S)	-	-	-		-	-																											INSTALL 30" GALVANIZED STEEL END SECTION
DS 8-1	H 50+18.48	RT. 21.5'	558.13	554.52 (N)	554.47 (E)	554.47 (W)	41.7		79.6	1163.0							124.1																				INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 7-5 WITH 124.1 FT OF 15" SICPP
DS 8-2	H 50+21.97	LT. 18.7'	558.25	554.90 (S)	-	-	15.8		31.5	417.5							38.4																				INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 8-1 WITH 38.4 FT OF 15" SICPP
DS 8-3	H 52+24.95	RT. 22.5'	558.38	555.13 (N)	555.08 (E)	555.08 (W)	57.3		136.2	1696.8																											INSTALL TYPE 48 MANHOLE AND FRAME AND COVER, CONNECT TO DS 8-1 WITH 202.9 FT OF 15" SICPP. CONNECT EXISTING SOUTHERN PIPE TO STRUCTURE.
DS 8-4	H 52+25.00	LT. 18.7'	558.44	555.32(W)	-	-	14.8		29.9	392.7																											INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 8-3 WITH 38.3 FT OF 15" SICPP
DS 8-5	H 52+35.52	RT. 22.7'	558.20	555.12 (W)	-	-	7.8		11.7	167.2																											INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 8-3 WITH 7.4 FT OF 15" SICPP
DS 9-1	HO 9+46.04	LT. 19.3'	559.39	-	-	-	-		-	-																											CLEAN STRUCTURE, ADJUST FRAME AND GRATE TO PROF.
DS 9-2	HO 9+50.24	RT. 18.3'	559.39	555.85 (N)	555.89 (S)	-	-		-	-																											CLEAN STRUCTURE, ADJUST FRAME AND GRATE TO PROF.
DS 9-3	HO 10+45.51	LT. 18.9'	559.88	556.26 (S)	-	-	-		-	-																											CLEAN STRUCTURE, ADJUST FRAME AND GRATE TO PROF.
DS 9-4	HO 10+59.13	RT. 18.2'	559.99	557.29 (N)	-	-	-		-	-																											CLEAN STRUCTURE, ADJUST FRAME AND GRATE TO PROF.
DS 14-1	H 88+65.14	LT. 23.6'	567.52	562.26 (E)	-	-	115.5	0.3	329.0	16.1	3566.4							208.7																		INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 15-1 WITH 208.7 FT OF 24" SICPP	

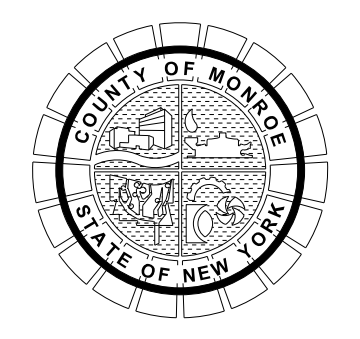
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 DATE TIME: 1/27/2023

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022

NO.	REVISION	BY	DATE
1	DRAINAGE TABLE REVISIONS.	BCD	10/12/22
2			
3			
4			
5			



PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**MISCELLANEOUS TABLES**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**MTB-09 R1**

It is a violation of New York Education Law Article 145, Sec. 7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



**DRAINAGE STRUCTURES (CONTINUED)**

ITEM 203.07 - SELECT GRANULAR FILL  
 ITEM 605.0901 - UNDERDRAIN FILTER TYPE 1  
 ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION  
 ITEM 207.22 - GEOTEXTILE DRAINAGE  
 ITEM 552.17 - SHIELDS AND SHORING  
 ITEM 603.171016 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 12 INCH DIAMETER, 16 GAUGE  
 ITEM 603.171116 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 15 INCH DIAMETER, 16 GAUGE  
 ITEM 603.171614 - GALVANIZED STEEL END SECTIONS-PIPE (2-2/3" X 1/2" CORRUGATIONS) 30 INCH DIAMETER, 14 GAUGE  
 ITEM 603.98080007 - POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, 8"  
 ITEM 603.9812 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 12 INCH DIAMETER  
 ITEM 603.9815 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 15 INCH DIAMETER  
 ITEM 603.9824 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 24 INCH DIAMETER  
 ITEM 603.9830 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 30 INCH DIAMETER  
 ITEM 604.070401 - ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES  
 ITEM 604.07260011 - CONNECTION TO EXISTING DRAINAGE FACILITY  
 ITEM 604.301911 - RECTANGULAR DRAINAGE STRUCTURE TYPE S FOR #11 WELDED FRAME  
 ITEM 604.302016 - RECTANGULAR DRAINAGE STRUCTURE TYPE T FOR #16 WELDED FRAME  
 ITEM 604.302122 - RECTANGULAR DRAINAGE STRUCTURE TYPE U FOR #22 WELDED FRAME  
 ITEM 604.4048 - ROUND PRECAST CONCRETE MANHOLE TYPE 48  
 ITEM 604.500101 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 604.500102 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 604.500103 - SPECIAL DRAINAGE STRUCTURE  
 ITEM 621.04 - CLEANING DRAINAGE STRUCTURES  
 ITEM 655.1111 - WELDED FRAME AND RETICULINE GRATE 11  
 ITEM 655.1116 - WELDED FRAME AND RETICULINE GRATE 16  
 ITEM 655.1122 - WELDED FRAME AND RETICULINE GRATE 22  
 ITEM 655.1202 - MANHOLE FRAME AND COVER

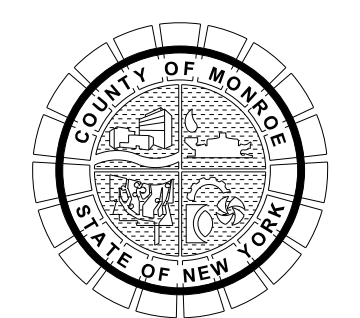
1

STRUCTURE NUMBER	STATION	OFFSET	PROPOSED T.G. ELEVATION	INVERT ELEVATIONS			ITEM 203.07 (CY)	ITEM 605.0901 (CY)	ITEM 206.0201 (CY)	ITEM 207.22 (SY)	ITEM 552.17 (SF)	ITEM 603.171016 (EA)	ITEM 603.171116 (EA)	ITEM 603.171614 (EA)	ITEM 603.98080007 (LF)	ITEM 603.9812 (LF)	ITEM 603.9815 (LF)	ITEM 603.9824 (LF)	ITEM 603.9830 (LF)	ITEM 604.070401 (EA)	ITEM 604.07260011 (EA)	ITEM 604.301911 (LF)	ITEM 604.302016 (LF)	ITEM 604.302122 (LF)	ITEM 604.4048 (LF)	ITEM 604.500101 (LF)	ITEM 604.500102 (LF)	ITEM 604.500103 (LF)	ITEM 621.04 (EA)	ITEM 655.1111 (EA)	ITEM 655.1116 (EA)	ITEM 655.1122 (EA)	ITEM 655.1202 (EA)	COMMENTS		
DS 15-1	H 90+76.47	LT. 22.8'	563.86	559.63 (E)	557.73 (W)	-	-	121.3	0.3	330.2	52.2	3650.2							190.7																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 15-3 WITH 190.7 FT OF 24" SICPP	
DS 15-2	H 92+67.87	RT. 21.1'	560.30	556.45 (N)	-	-	-	32.1	0.3	76.2	42.3	822.7							43.0																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 15-3 WITH 43.0 FT OF 24" SICPP	
DS 15-3	H 92+69.80	LT. 23.9'	560.27	556.00 (E)	554.25 (W)	556.10 (S)	-	94.2	0.3	282.2	44.1	2979.4							198.5																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 15-4 WITH 198.5 FT OF 24" SICPP	
DS 15-4	H 94+70.86	LT. 28.9'	555.63	551.90 (E)	550.00 (W)	552.00 (S)	-	52.5	0.3	127.1	50.0	1410.6							65.8																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 15-6 WITH 65.8 FT OF 24" SICPP	
DS 15-5	H 94+71.92	RT. 18.7'	556.25	552.20 (N)	-	-	-	34.1	0.3	81.5	43.2	882.5							45.7																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 15-4 WITH 45.7 FT OF 24" SICPP	
DS 15-6	H 95+39.00	LT. 21.0'	555.09	547.97 (W)	549.92 (E)	-	-	71.5	0.3	171.1	56.5	1939.3							80.3																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 16-1 WITH 80.3 FT OF 24" SICPP	
DS 16-1	H 96+22.00	LT. 21.0'	553.72	546.50 (W)	548.45 (E)	-	-	85.2	0.3	209.7	56.9	2375.0							101.7																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 16-3 WITH 47.0 FT OF 24" SICPP	
DS 16-2	H 97+24.39	RT. 20.4'	551.23	547.65 (N)	-	-	-	32.0	0.3	78.5	41.1	838.4							47.0																INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 16-3 WITH 47.0 FT OF 24" SICPP	
DS 16-3	H 97+26.66	LT. 29.5'	551.22	547.30 (S)	547.42 (W)	549.14 (N)	-	29.3	0.3	41.9	42.6	620.7																							INSTALL DRYWELL WITH #11 RETICULINE GRATE, CONNECT TO DS 16-4 WITH 26.6 FT OF 8" PVC	
DS 16-4	ME 10+58.38	LT. 18.1'	-	549.00 (S)	-	-	-	-	-	-	-	-	1																						INSTALL 12" GALVANIZED STEEL END SECTION	
DS 17-1	H 102+28.81	LT. 24.6'	545.60	542.30 (NW)	542.30 (S)	542.94 (E)	-	11.2		17.7		261.8							18.6																INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-10 WITH 18.6 FT OF 12" SICPP	
DS 17-2	H 102+31.41	RT. 20.9'	546.78	542.51 (N)	542.86 (E)	-	-	25.0		42.7		590.5																							INSTALL TYPE 48 MANHOLE AND FRAME AND COVER, CONNECT TO DS 17-1 WITH 42.0 FT OF 12" SICPP	
DS 17-3	H 102+67.84	RT. 21.4'	547.00	543.02 (W)	543.10 (E)	-	-	17.4		28.9		431.5							32.6																INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-2 WITH 32.6 FT OF 12" SICPP	
DS 17-4	H 102+23.19	LT. 24.1'	546.20	543.40 (W)	543.40 (E)	-	-	25.5		50.7		711.7							91.7																INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-1 WITH 91.7 FT OF 12" SICPP	
DS 17-5	H 103+53.67	RT. 21.8'	546.66	543.47 (W)	543.57 (E)	-	-	26.7		50.9		731.0							83.2																INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-3 WITH 83.2 FT OF 12" SICPP	
DS 17-6	H 104+27.09	LT. 23.9'	546.75	543.86 (W)	543.86 (E)	-	-	28.4		56.4		795.3							101.2																INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-4 WITH 101.2 FT OF 12" SICPP	
DS 17-7	H 104+88.25	RT. 21.0'	547.27	544.27 (W)	-	-	-	36.4		73.2		1034.7							131.8																	INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-5 WITH 131.8 FT OF 12" SICPP
DS 17-8	H 104+92.92	LT. 23.5'	546.70	544.18 (W)	544.18 (E)	-	-	17.7		34.6		480.7							63.3																	INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-6 WITH 63.3 FT OF 12" SICPP
DS 17-9	H 106+06.91	LT. 23.6'	548.00	545.15 (W)	-	-	-	30.3		60.8		853.6							111.3																	INSTALL TYPE S DRAINAGE STRUCTURE WITH #11 RETICULINE GRATE, CONNECT TO DS 17-8 WITH 111.3 FT OF 12" SICPP
DS 17-10	H 102+09.95	LT. 30.9'	-	542.20 (SE)	-	-	-	-	-	-	-	-	1																							INSTALL 15" GALVANIZED STEEL END SECTION
DS 18-1	H 109+50.97	RT. 16.0'	550.59	547.29 (NE)	547.19 (SE)	-	-	21.9		39.1		528.9							47.5																	INSTALL TYPE 48 MANHOLE WITH #16 RETICULINE GRATE, CONNECT TO DS 18-2 WITH 47.5 FT OF 12" SICPP
DS 18-2	H 110+04.35	RT. 41.8'	549.26	546.61 (E)	546.68 (N)	-	-	9.8		15.9		227.5							19.5																	INSTALL TYPE T DRAINAGE STRUCTURE WITH #16 RETICULINE GRATE, CONNECT TO DS 18-3 WITH 19.5 FT OF 12" SICPP
DS 18-3	H 110+21.48	RT. 24.6'	550.30	546.28 (E)	546.42 (W)	-	-	23.9		48.0		644.9							55.4																	INSTALL TYPE T DRAINAGE STRUCTURE WITH #16 RETICULINE GRATE, CONNECT TO DS 18-5 WITH 55.4 FT OF 15" SICPP
DS 18-4	H 110+37.05	LT. 28.4'	550.69	546.91 (SE)	-	-	-	10.7		17.0		238.2							11.8																	INSTALL TYPE T DRAINAGE STRUCTURE WITH #16 RETICULINE GRATE, CONNECT TO DS 18-5 WITH 11.8 FT OF 15" SICPP
DS 18-5	H 110+51.90	LT. 25.9'	-	545.86 (W)	546.75 (NW)	-	-	-	-	-	-	-	-	-	-	-	-	-		1	1															CLEAN STRUCTURE. ADJUST FRAME AND GRATE TO PROPOSED GRADE. CONNECT PIPE FROM DS 18-3 AND DS 18-4.
DS 18-6	HA 10+33.89	11.0' RT.	552.42	548.87 (NW)	548.78 (SW)	-	-	23.8		42.1		575.2							49.3																	INSTALL TYPE 48 MANHOLE WITH #11 RETICULINE GRATE, CONNECT TO DS 18-1 WITH 49.3 FT OF 12" SICPP
DS 18-7	HA 10+48.52	11.0' LT.	553.20	549.83 (SE)	-	-	-	15.9		26.4		347.7							24.6																	INSTALL TYPE 48 MANHOLE WITH #11 RETICULINE GRATE, CONNECT TO DS 18-6 WITH 24.6 FT OF 12" SICPP
<b>TOTAL</b>							<b>2386</b>	<b>4</b>	<b>5786</b>	<b>445</b>	<b>69932</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>191</b>	<b>2972</b>	<b>576</b>	<b>1139</b>	<b>839</b>	<b>5</b>	<b>4</b>	<b>123</b>	<b>12</b>	<b>7</b>	<b>32</b>	<b>42</b>	<b>16</b>	<b>77</b>	<b>6</b>	<b>45</b>	<b>4</b>	<b>1</b>	<b>3</b>			

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 DATE: 1/27/2023  
 TIME: 12:38:33 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



NO.	REVISION	BY	DATE
1	DRAINAGE TABLE REVISIONS.	BCD	10/12/22
2	DRAINAGE TABLE REVISION	BCD	1/27/23
3			
4			
5			



PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS TABLES**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**MTB-10 R2**



HYDRANT DISPOSITION											
ITEM 203.07 - SELECT GRANULAR FILL											
ITEM 206.0201 - TRENCH AND CULVERT EXCAVATION											
ITEM 304.12 - SUBBASE COURSE, TYPE 2											
ITEM 552.17 - SHIELDS AND SHORING											
ITEM 663.0106 - DUCTILE IRON CEMENT LINED WATER PIPE, 6"											
ITEM 663.1301 - HYDRANT											
ITEM 663.2001 - IRON WATER MAIN FITTINGS (3 - 8 INCH DIAMETER)											
ITEM 663.43 - REMOVE AND DISPOSE OF EXISTING HYDRANT											
WATER NUMBER	STATION	OFFSET	ITEM 203.07 (CY)	ITEM 206.0201 (CY)	ITEM 304.12 (CY)	ITEM 552.17 (SF)	ITEM 663.0106 (LF)	ITEM 663.1301 (EA)	ITEM 663.2001 (LB)	ITEM 663.43 (EA)	COMMENTS
WN 1-1	H 14+95+44	20.0' RT.	5.7	7.6	1.4	163.9	8.9	1	65	1	INSTALL NEW HYDRANT, ANCHOR TEE, GUARD VALVE AND ALL NECESSARY ANCHOR PIPE. ABANDON EXISTING HYDRANT AT STA. H 14+76.84, 22.8' RT.
WN 3-1	H 23+46.43	21.0' RT.	7.1	9.4	1.7	202.4	11.9	1	65	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT FROM STA. H 23+28.74, 22.2' RT.
WN 4-1	H 31+38.06	21.5' RT.	2.2	2.9	0.5	61.6	N/A	1	0	1	INSTALL NEW 6" BURY HYDRANT. REMOVE EXISTING HYDRANT
WN 6-1	H 40+68.29	22.0' LT.	1.9	2.4	0.4	52.8	N/A	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT FROM STA. H 40+68.18, 19.6' LT.
WN 8-1	MP 10+45.03	18.1' LT.	1.4	1.8	0.3	39.6	N/A	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT
WN 9-1	HO 9+60.85	30.9' LT.	5.1	6.7	1.2	145.2	6.7	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT FROM STA. HO 9+64.74, 24.2' LT.
WN 10-1	H 64+89.26	23.0' LT.	1.5	2.0	0.4	44.0	N/A	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT FROM STA. H 64+80.85, 17.5' LT.
WN 11-1	H 70+34.00	25.5' LT.	1.9	2.5	0.5	55.0	N/A	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT FROM STA. H 70+30.53, 18.2' LT.
WN 14-1	H 87+19.42	30.1' LT.	3.6	4.8	0.9	103.4	2.9	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT
WN 15-1	H 91+35.11	28.4' LT.	4.9	6.5	1.2	139.7	6.2	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT FROM STA. H 91+35.00, 24.8' LT.
WN 16-1	H 100+37.81	28.2' LT.	4.4	5.9	1.1	126.5	5.0	1	0	1	INSTALL NEW HYDRANT. REMOVE EXISTING HYDRANT FROM STA. H 100+37.72, 22.1' LT.
<b>TOTAL</b>			<b>39.8</b>	<b>52.5</b>	<b>9.5</b>	<b>1134.1</b>	<b>41.6</b>	<b>11</b>	<b>130</b>	<b>11</b>	

WATER MAIN SPECIALS			
ITEM 663.160806 - TAPPING SLEEVE, VALVE & VALVE BOX ASSEMBLY, 8" X 6"			
STATION	OFFSET	ITEM 663.160806 (EA)	COMMENTS
H 15+01.70	28.7' RT.	1	
H 58+69.52	39.0' RT.	1	
H 64+89.26	19.0' LT.	1	
H 70+34.00	20.5' LT.	1	
<b>TOTAL</b>		<b>4</b>	



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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



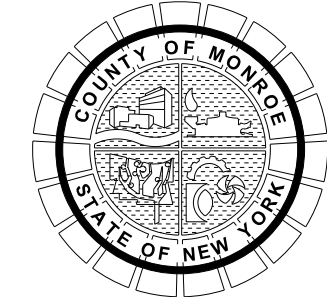
08/26/2022

NO.	REVISION	BY	DATE
1	HYDRANT & WATERMAIN SPECIALS TABLE REVISIONS, REMOVED WATERMAIN & WATER SERVICE DISPOSITIONS TABLES.	BCD	10/12/22
2			
3			
4			
5			

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS TABLES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MTB-11 R1



WATER VALVE DISPOSITION						
ITEM 663.1006 - RESILIENT WEDGE VALVE & VALVE BOX, 6"						
ITEM 663.1008 - RESILIENT WEDGE VALVE & VALVE BOX, 8"						
ITEM 663.33 - ADJUST EXISTING VALVE BOX ELEVATION						
ITEM 663.42 - REMOVE AND DISPOSE OF EXISTING WATER VALVE & VALVE BOX						
STATION	OFFSET	ITEM 663.1006 (EA)	ITEM 663.1008 (EA)	ITEM 663.33 (EA)	ITEM 663.42 (EA)	COMMENTS
H 10+15.51	37.8' RT.			1		
H 10+31.74	28.1' RT.			1		
H 12+65.32	29.5' RT.			1		
H 23+37.16	28.0' RT.	1			1	
H 28+91.90	28.1' RT.			1		
H 31+38.04	22.2' RT.	1			1	
H 31+48.31	27.1' RT.			1		
H 33+62.32	35.8' RT.			1		
H 33+76.81	19.8' RT.			1		
H 40+59.92	17.1' LT.			1		
H 40+68.02	18.2' LT.	1			1	
H 40+68.29	19.1' LT.	1				
H 48+97.85	22.9' LT.			1		
H 49+00.44	20.6' RT.			1		
H 49+05.14	24.1' LT.			1		
H 53+59.09	45.4' LT.	1				
H 53+60.95	38.7' LT.			1		
H 58+50.70	26.5' LT.			1		
H 58+53.12	24.1' LT.			1		
H 58+67.61	39.0' RT.	1				
H 58+68.18	35.1' RT.				1	
H 58+68.48	28.5' RT.			1		
H 58+69.55	32.6' RT.			1		
H 64+78.45	17.7' LT.				1	
H 70+28.60	18.4' LT.				1	
H 70+39.82	22.7' LT.			1		
H 71+95.60	16.7' RT.				1	
H 71+95.62	23.0' RT.		1			
H 72+09.89	21.6' LT.			1		
H 83+57.45	18.4' LT.			1		
H 85+21.58	21.1' LT.			1		
H 86+44.20	25.1' LT.			1		
H 87+08.70	21.9' LT.			1		
H 87+13.96	34.9' LT.			1		
H 87+18.96	26.5' LT.	1		1		
H 90+90.38	16.3' LT.			1		
H 91+34.94	20.6' LT.				1	
H 91+35.29	17.7' LT.	1				
H 91+39.30	15.7' LT.			1		
H 91+47.05	15.3' LT.			1		
H 95+03.43	19.7' LT.			1		
H 97+68.83	17.2' LT.			1		
H 100+37.92	18.7' LT.	1			1	
H 102+03.35	16.7' LT.			1		
H 102+62.54	14.6' LT.			1		
H 104+71.48	16.5' LT.			1		
H 109+47.85	21.4' LT.			1		
<b>TOTAL</b>		<b>9</b>	<b>1</b>	<b>33</b>	<b>9</b>	

SANITARY MANHOLES								
ITEM 660.65000101 - ALTERING UTILITY MANHOLES AND VAULTS								
STRUCTURE NUMBER	STATION	OFFSET	EXISTING T.G. ELEVATION	INVERT ELEVATIONS			ITEM 660.65000101 (EA)	COMMENTS
SN 3-1	H 23+24.61	32.1' LT.	570.29	-	-	-		PROTECT AND MAINTAIN
SN 4-1	H 28+43.86	31.6' LT.	571.81	563.72 (SE)	563.75 (NW)	563.97 (NE)		PROTECT AND MAINTAIN
SN 4-2	H 31+00.49	32.0' LT.	572.63	562.85 (SE)	562.86 (NW)	-		PROTECT AND MAINTAIN
SN 4-3	H 31+50.00	13.5' LT.	571.95	562.57 (SE)	562.57 (NW)	-	1	REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 5-1	H 33+65.14	12.9' LT.	570.11	-	-	-	1	REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 5-2	H 36+63.53	12.8' LT.	567.85	557.67 (SE)	557.76 (NW)	-	1	FRAME BROKEN, REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 6-1	H 39+59.19	11.5' LT.	566.28	556.48 (SE)	556.50 (NW)	-	1	REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 6-2	H 42+65.34	13.9' LT.	568.57	542.66 (N)	555.42 (NW)	542.64 (S)	1	REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 7-1	H 45+10.56	10.1' RT.	567.02	556.93 (E)	561.59 (W)	558.88 (W)	1	ADJUST FRAME AND COVER TO GRADE
SN 7-2	H 47+55.44	10.5' RT.	559.72	551.69 (E)	551.80 (W)	-	1	FRAME BROKEN, REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 8-1	H 50+87.42	10.3' RT.	558.62	550.30 (E)	550.33 (W)	-	1	REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 8-2	H 53+90.76	10.7' RT.	560.61	549.14 (E)	549.02 (W)	548.90 (N)	1	REMOVE ALL METAL EXTENSION RINGS/FRAMES DOWN TO BRICKS ON CONCRETE MANHOLE TOP SLAB, ADJUST UP TO GRADE WITH NEW 9" FRAME AND 24" COVER
SN 9-1	H 56+34.12	9.7' RT.	562.34	552.34 (E)	552.28 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 9-2	H 57+90.40	9.5' RT.	559.80	553.34 (SUMP)	-	-	1	ADJUST FRAME AND COVER TO GRADE
SN 9-3	H 59+14.28	11.8' LT.	559.75	551.69 (E)	551.51 (N)	551.75 (S)	1	COVER OUT OF TOLERANCE WITH FRAME, REPLACE WITH NEW 9" FRAME AND 24" COVER
SN 10-1	H 62+19.18	9.5' LT.	565.28	557.60 (S)	557.46 (W)	-	1	COVER OUT OF TOLERANCE WITH FRAME, REPLACE WITH NEW 9" FRAME AND 24" COVER
SN 10-2	H 62+19.61	7.5' RT.	565.32	557.65 (S)	557.83 (W)	-	1	COVER OUT OF TOLERANCE WITH FRAME, FRAME DAMAGED, REPLACE WITH NEW 9" FRAME AND 24" COVER
SN 10-3	H 65+18.85	8.0' RT.	569.39	558.75 (E)	558.70 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 11-1	H 68+16.22	7.6' RT.	569.56	559.67 (E)	559.53 (W)	-	1	COVER OUT OF TOLERANCE WITH FRAME, REPLACE WITH NEW 9" FRAME AND 24" COVER
SN 11-2	H 70+98.99	9.1' RT.	569.70	560.48 (E)	560.49 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 12-1	H 74+06.69	8.5' RT.	569.28	561.55 (E)	561.41 (W)	-	1	FRAME DAMAGED, REPLACE WITH NEW 9" FRAME AND 24" COVER
SN 12-2	H 77+05.78	8.7' RT.	569.37	562.53 (E)	562.52 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 13-1	H 80+04.15	9.0' RT.	570.35	563.32 (E)	563.30 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 13-2	H 83+07.81	9.1' RT.	571.09	-	-	-	1	ADJUST FRAME AND COVER TO GRADE
SN 13-3	H 84+41.27	6.1' RT.	570.92	-	-	-	1	ADJUST FRAME AND COVER TO GRADE
SN 14-1	H 87+52.74	7.5' RT.	568.93	557.59 (S)	558.28 (W)	557.71 (N)	1	ADJUST FRAME AND COVER TO GRADE
SN 14-2	H 88+43.38	9.1' RT.	568.12	-	-	-	1	ADJUST FRAME AND COVER TO GRADE
SN 15-1	H 91+13.83	9.1' RT.	563.34	554.78 (E)	554.90 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 15-2	H 94+65.83	7.7' RT.	556.45	548.21 (E)	548.31 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 16-1	H 98+43.42	9.4' RT.	549.49	541.56 (E)	541.67 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 17-1	H 102+19.13	11.4' RT.	546.83	534.96 (E)	536.31 (W)	536.30 (S)	1	ADJUST FRAME AND COVER TO GRADE
SN 17-2	H 104+45.53	10.6' RT.	547.05	535.14 (E)	535.15 (W)	535.12 (N)	1	ADJUST FRAME AND COVER TO GRADE
SN 17-3	H 106+65.10	9.6' RT.	548.80	536.45 (E)	536.27 (W)	-	1	ADJUST FRAME AND COVER TO GRADE
SN 18-1	H 109+37.01	6.2' LT.	551.49	-	-	-	1	COVER OUT OF TOLERANCE WITH FRAME, REPLACE WITH NEW 9" FRAME AND 24" COVER
SN 18-2	H 109+37.97	6.3' RT.	551.17	-	-	-	1	ADJUST FRAME AND COVER TO GRADE
<b>TOTAL</b>							<b>32</b>	

NOTES: 1. SEE MD-12 FOR ADJUSTMENT DETAILS.  
2. MCPW TO PROVIDE ALL MANHOLE FRAMES AND COVERS.

TELEPHONE MANHOLES			
ITEM 660.65000101 ALTERING UTILITY MANHOLES AND VAULTS			
STATION	SIDE	ITEM 660.65000101 (EA)	COMMENTS
H 54+26.77	13.2' LT.	1	
H 60+01.17	16.3' LT.	1	
H 65+67.70	16.7' LT.	1	
H 71+66.86	14.5' LT.	1	
H 77+66.32	14.5' LT.	1	
H 83+64.77	13.6' LT.	1	
H 89+64.63	12.0' LT.	1	
H 95+31.09	13.1' LT.	1	
H 100+94.24	10.6' LT.	1	
<b>TOTAL</b>		<b>9</b>	

ELECTRIC MANHOLES			
ITEM 660.65000101 ALTERING UTILITY MANHOLES AND VAULTS			
STATION	OFFSET	ITEM 660.65000101 (EA)	COMMENTS
H 106.58.81	10.7' LT.	1	
<b>TOTAL</b>		<b>1</b>	

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 DATE TIME: 12/20/2021 12:20:18  
 PROJECT MANAGER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN  
 ENGINEER: RICHARD BENNETT



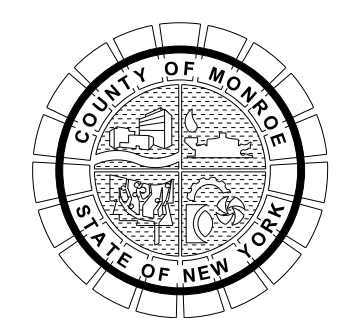
08/26/2022

NO.	REVISION	BY	DATE
1	WATER VALVE DISPOSITION TABLE REVISIONS.	BCD	10/12/22
2			
3			
4			
5			

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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS TABLES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MTB-12 R1



**SIGN TABLE**

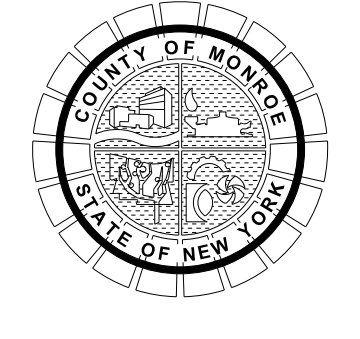
ITEM 645.5102 - GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 32 SF, WITH Z-BARS (SF)  
 ITEM 645.81 - TYPE A SIGN POST (EA)  
 ITEM 645.85 - POLE MOUNTED SIGN SUPPORT SYSTEM (BAND MOUNTED) (EA)  
 ITEM 647.31 - RELOCATE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SF) (EA)  
 ITEM 647.51 - REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SF) (EA)

LOCATION		SIGNS	SIGN PANELS ITEM 645.5102	SIGN POST ITEM 645.81	POLE MOUNTED SIGN SUPPORT SYSTEM ITEM 645.85	RELOCATE ITEM 647.31	REMOVE ITEM 647.51		COMMENTS
STATION	OFFSET	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY CONTRACTOR	
P 11+69.90	31.2' LT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
P 11+71.60	5.1' LT.	1							EXISTING OVERHEAD SIGN TO REMAIN
P 11+72.03	1.6' RT.	1							EXISTING OVERHEAD SIGN TO REMAIN
P 11+71.09	12.9' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
P 11+88.64	32.6' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 10+25.38	30.0' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 10+29.01	37.4' RT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 10+34.49	29.1' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 10+52.40	36.8' LT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 10+62.20	30.8' RT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 11+06.84	30.0' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 12+19.74	20.0' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 12+42.17	30.0' RT.	1		1		1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 12+43.92, 28.2' RT. TO NEW TYPE A SIGN POST
H 12+87.46	29.0' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
F 9+57.41	15.8' RT.	3				2			ADJUST STREET NAME SIGNS. EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN.
H 13+46.00	21.3' LT.	1		1		1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 13+40.89, 20.9' LT. TO NEW TYPE A SIGN POST
H 15+91.36	19.0' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 24+86.11	21.7' RT.	1			1	1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 24+85.68, 20.1' RT. TO UTILITY POLE
H 24+89.80	19.0' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 27+69.38	19.0' LT.	1		1		1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 27+70.56, 16.8' LT. TO NEW TYPE A SIGN POST
H 28+45.75	21.0' LT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
S 9+61.62	15.1' RT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 36+29.52	19.0' RT.	1							REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 36+22.19, 18.1' RT. TO NEW TYPE A SIGN POST
H 38+65.25	24.0' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 40+06.94	19.0' RT.	2		1		2			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 40+04.81, 17.4' RT. TO NEW TYPE A SIGN POST
H 41+78.83	19.0' LT.	1						1	REMOVE EXISTING SIGN
H 41+78.97	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 43+06.28	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 43+08.61	19.0' LT.	1						1	REMOVE EXISTING SIGN
H 44+59.12	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 44+68.12	19.0' LT.	1						1	REMOVE EXISTING SIGN
H 45+86.46	19.0' LT.	2						1	REMOVE EXISTING "NO PARKING" SIGN. PROTECT AND MAINTAIN EXISTING "NO DUMPING" SIGN
H 45+86.46	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 47+02.97	19.0' LT.	3		1		2		1	REMOVE EXISTING "NO PARKING" SIGN. REMOVE AND RELOCATE EXISTING DRIVEWAY SIGNS FROM STA. H 46+99.49, 17.7' LT. TO NEW TYPE A SIGN POST
H 47+17.58	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 49+14.24	19.0' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 51+22.12	19.0' RT.	1		1		1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 51+24.29, 16.1' RT. TO NEW TYPE A SIGN POST
MP 10+27.51	15.7' LT.	3							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 56+10.59	19.0' LT.	1		1		1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 56+42.27, 17.1' LT. TO NEW TYPE A SIGN POST
H 58+39.86	21.3' LT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 58+51.97	23.9' RT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 58+86.87	28.2' LT.	1							EXISTING OVERHEAD SIGN TO REMAIN
H 58+87.63	24.3' RT.	1							EXISTING OVERHEAD SIGN TO REMAIN

- NOTE:  
 1. MCDOT CREWS WILL BE PERFORMING SIGN WORK IN THIS CONTRACT. CONTRACTOR SHALL COORDINATE WITH MCDOT FOR SIGN RELOCATIONS, REMOVALS, AND INSTALLATION.

NO.	REVISION	BY	DATE
1			
2			
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4			
5			

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS TABLES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MTB-13

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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08/26/2022

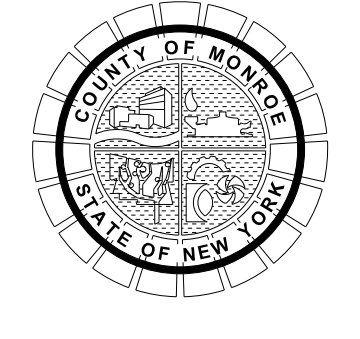


**SIGN TABLE (CONTINUED)**

ITEM 645.5102 - GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 32 SF, WITH Z-BARS (SF)									
ITEM 645.81 - TYPE A SIGN POST (EA)									
ITEM 645.85 - POLE MOUNTED SIGN SUPPORT SYSTEM (BAND MOUNTED) (EA)									
ITEM 647.31 - RELOCATE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SF) (EA)									
ITEM 647.51 - REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SF) (EA)									
LOCATION		SIGNS	SIGN PANELS ITEM 645.5102	SIGN POST ITEM 645.81	POLE MOUNTED SIGN SUPPORT SYSTEM ITEM 645.85	RELOCATE ITEM 647.31	REMOVE ITEM 647.51		COMMENTS
STATION	OFFSET	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY MCDOT	WORK BY CONTRACTOR	
H 59+27.23	27.5' LT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 59+32.71	19.0' RT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 60+76.86	19.0' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 61+93.74	19.0' RT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 65+21.27	24.9' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
LO 9+67.76	14.5' RT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 84+40.95	19.0' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 86+84.88	19.0' RT.	1						1	REMOVE EXISTING SIGN
LE 9+30.56	13.3' RT.	1							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
LE 9+31.53	13.8' LT.	2							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
LE 9+64.61	13.3' RT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
LE 10+36.14	13.0' LT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 88+06.79	20.0' LT.	1						1	REMOVE EXISTING SIGN
H 88+57.79	20.0' LT.	1						1	REMOVE EXISTING SIGN
H 88+95.14	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 89+37.25	19.0' LT.	2		1		2			REMOVE AND RELOCATE EXISTING SIGNS FROM STA. H 89+30.44, 18.8' LT. TO NEW TYPE A SIGN POST
H 89+50.55	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 89+70.16	19.0' LT.	1						1	REMOVE EXISTING SIGN
H 89+96.56	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 90+08.16	19.0' LT.	1						1	REMOVE EXISTING SIGN
R 9+65.38	14.9' RT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
R 10+30.16	18.4' LT.	3		1		3			REMOVE AND RELOCATE EXISTING SIGNS FROM STA. R 10+33.33, 31.5' LT. TO NEW TYPE A SIGN POST
R 10+38.38	12.0' RT.	1						1	REMOVE EXISTING SIGN
R 10+59.12	30.9' LT.	1						1	REMOVE EXISTING SIGN
H 91+70.94	19.0' RT.	1						1	REMOVE EXISTING SIGN
H 93+71.45	19.0' RT.	1		1		1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 93+62.73, 18.0' RT. TO NEW TYPE A SIGN POST
MO 10+34.50	15.0' LT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
ME 10+32.39	15.7' LT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
ME 10+58.12	15.9' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 98+46.58	19.0' LT.	1		1		1			REMOVE AND RELOCATE EXISTING SIGN FROM STA. H 98+42.93, 17.4' LT. TO NEW TYPE A SIGN POST
I 10+32.41	17.1' LT.	4		1		4			REMOVE AND RELOCATE EXISTING SIGNS FROM STA. I 10+27.53, 20.1' LT. TO NEW TYPE A SIGN POST
J 9+68.84	15.3' RT.	3		1		3			REMOVE AND RELOCATE EXISTING SIGNS FROM STA. J 9+75.39, 17.1' RT. TO NEW TYPE A SIGN POST
T 10+31.56	16.2' LT.	3							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 104+81.85	19.0' RT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 106+20.94	19.0' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 108+25.00	19.0' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
HA 10+40.80	18.1' LT.	3		1		3			REMOVE AND RELOCATE EXISTING SIGNS FROM STA. HA 10+43.39, 15.5' LT. TO NEW TYPE A SIGN POST
H 109+89.44	19.5' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
H 110+04.37	19.3' LT.	2							EXISTING SIGNS TO REMAIN, PROTECT AND MAINTAIN
H 110+32.63	31.8' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
C 10+27.16	0.7' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
C 10+31.54	39.9' LT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
C 10+31.77	42.0' LT.	6	12		4		4		REMOVE EXISTING ROAD NAME SIGNS. INSTALL NEW POLE MOUNTED SIGN PANELS. EXISTING "PEDESTRIAN CROSSING" SIGNS TO REMAIN, PROTECT AND MAINTAIN.
C 11+22.16	2.3' RT.	1							EXISTING SIGN TO REMAIN, PROTECT AND MAINTAIN
<b>TOTAL</b>		<b>139</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>29</b>	<b>4</b>	<b>21</b>	

- NOTE:
- MCDOT CREWS WILL BE PERFORMING SIGN WORK IN THIS CONTRACT. CONTRACTOR SHALL COORDINATE WITH MCDOT FOR SIGN RELOCATIONS, REMOVALS, AND INSTALLATION.

NO.	REVISION	BY	DATE
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS TABLES**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**MTB-14**

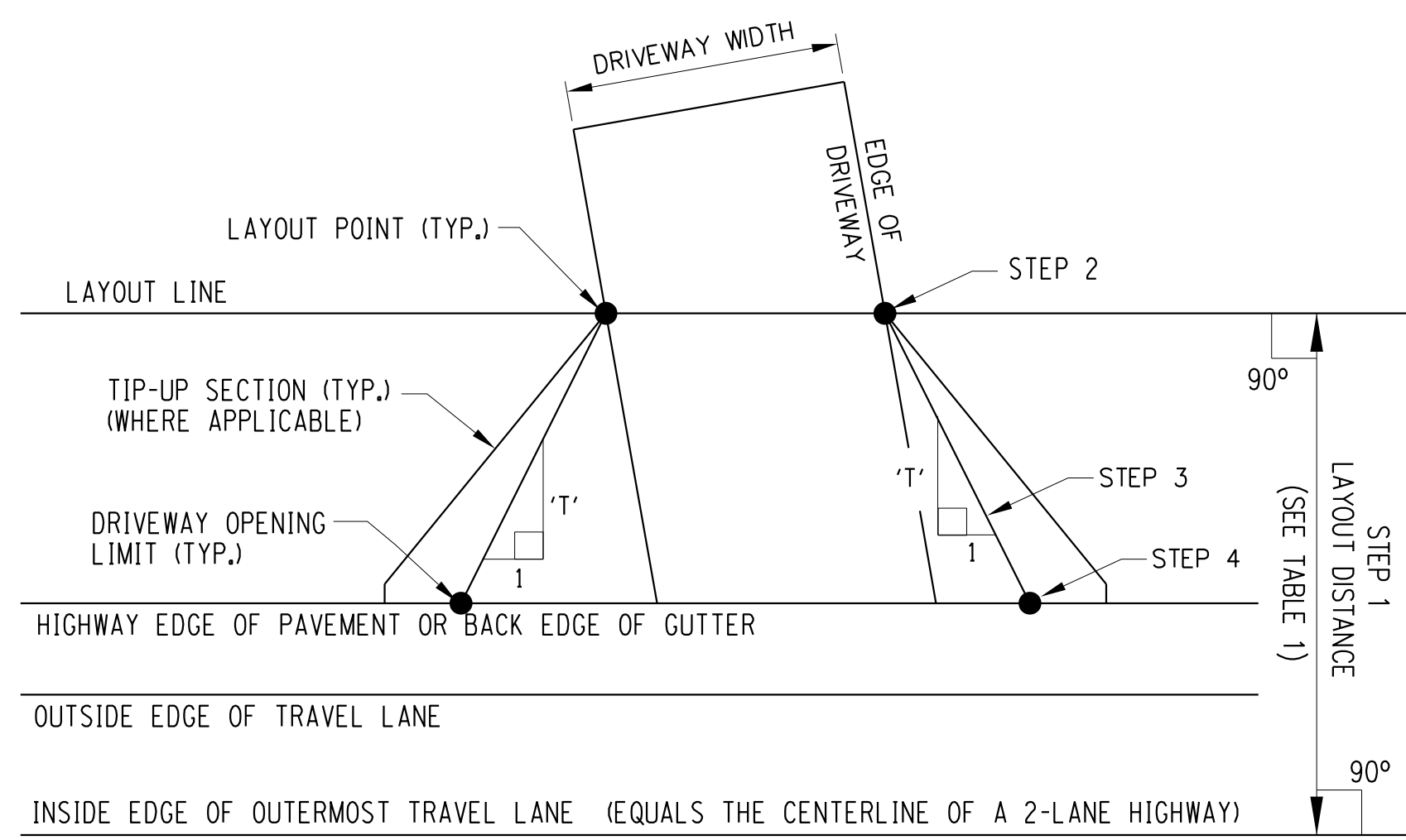
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 DATE TIME: 1/27/2023 12:30:13 PM

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022





**TAPER LAYOUT**

VALID FOR RESIDENTIAL OR MINOR COMMERCIAL DRIVEWAYS  
(FOR THE VALUE OF "T" SEE TABLE 1)  
MCDOT STANDARD DETAIL  
REVISION DATE: 9/12/14  
NOT TO SCALE

TABLE 1 TAPER METHOD VALUES		
DRIVEWAY CLASSIFICATION	DRIVEWAY TAPER (1:T') (SEE NOTE 1)	LAYOUT DISTANCE (SEE NOTE 2)
RESIDENTIAL	1:2	28 FT
MINOR COMMERCIAL	1:1-1/2	41 FT

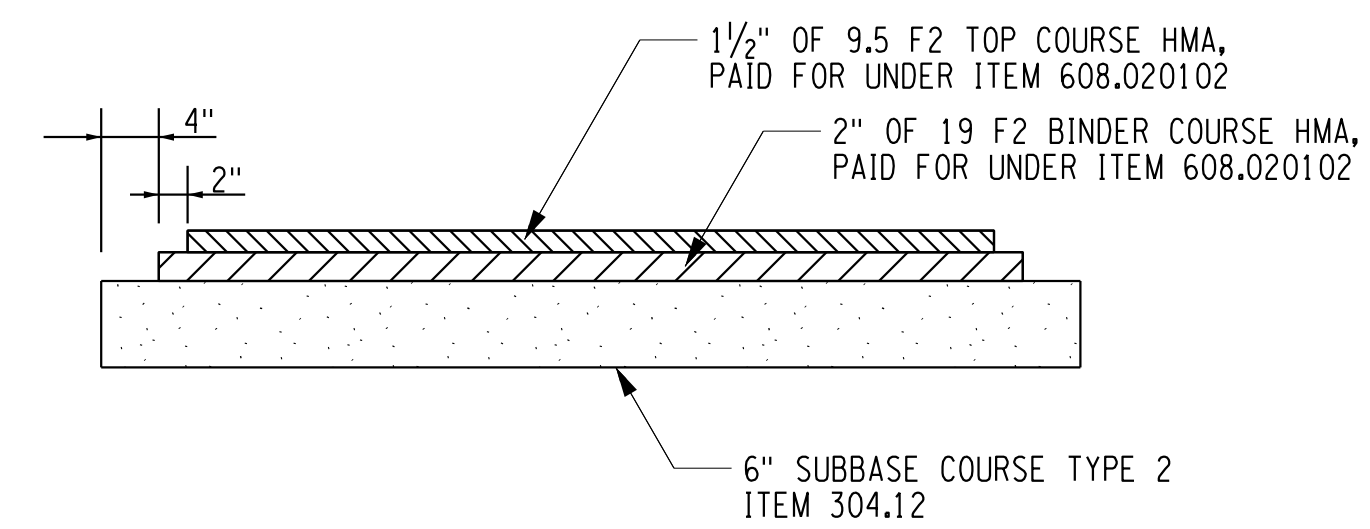
**NOTES:**

1. HEADER CURB FOR RESIDENTIAL DRIVEWAYS SHOULD NOT EXCEED 24' UNLESS MATCHING EXISTING OPENING WIDTH (UP TO 30').
2. LAYOUT DISTANCE IS MEASURED FROM THE INSIDE EDGE OF OUTERMOST TRAVEL LANE (FOR A MULTI-LANE ROADWAY), OR FROM THE CENTERLINE OF A TWO-LANE ROADWAY.

**TAPER METHOD OF LAYOUT**

TAPER METHOD OF LAYOUT IS NOT RECOMMENDED WITH CORNER ANGLES LESS THAN 80° OR GREATER THAN 100°, NOR IS IT RECOMMENDED FOR DRIVEWAYS WITH A DRIVEWAY OFFSET (OUTER TRAVEL LANE + PAVED SHOULDER) LESS THAN 16', UNLESS IT CAN BE FIELD VERIFIED THAT THE DRIVEWAY ENTRANCE WIDTH WILL ACCOMMODATE THE VEHICLES THAT USE THE DRIVEWAY ON A REGULAR BASIS.

- STEP 1 - SCRIBE A LINE (LAYOUT LINE) OFFSET THE APPROPRIATE 'LAYOUT DISTANCE' (SEE TABLE 1) FROM THE INSIDE EDGE OF THE OUTERMOST OF TRAVEL LANE.
- STEP 2 - LOCATE THE TAPER LAYOUT POINT, WHICH IS AT THE INTERSECTION OF THE EDGE OF DRIVEWAY AND THE LAYOUT LINE.
- STEP 3 - SCRIBE A 1:T' (SEE TABLE 1) TAPER FROM THE LAYOUT POINT TO THE EDGE OF PAVEMENT (WITH 'T' BEING PERPENDICULAR TO THE EDGE OF TRAVEL LANE).
- STEP 4 - FIND THE DRIVEWAY OPENING LIMIT POINT WHICH IS WHERE THE TAPER INTERSECTS THE EDGE OF PAVEMENT.
- STEP 5 - REPEAT STEPS 1 - 4 FOR THE OTHER SIDE OF THE DRIVEWAY OPENING.



**LIGHT DUTY  
(RESIDENTIAL)**

**ASPHALT DRIVEWAY**

BASED ON MCDOT STANDARD  
DETAIL REVISION DATE: 12/13/18  
NOT TO SCALE

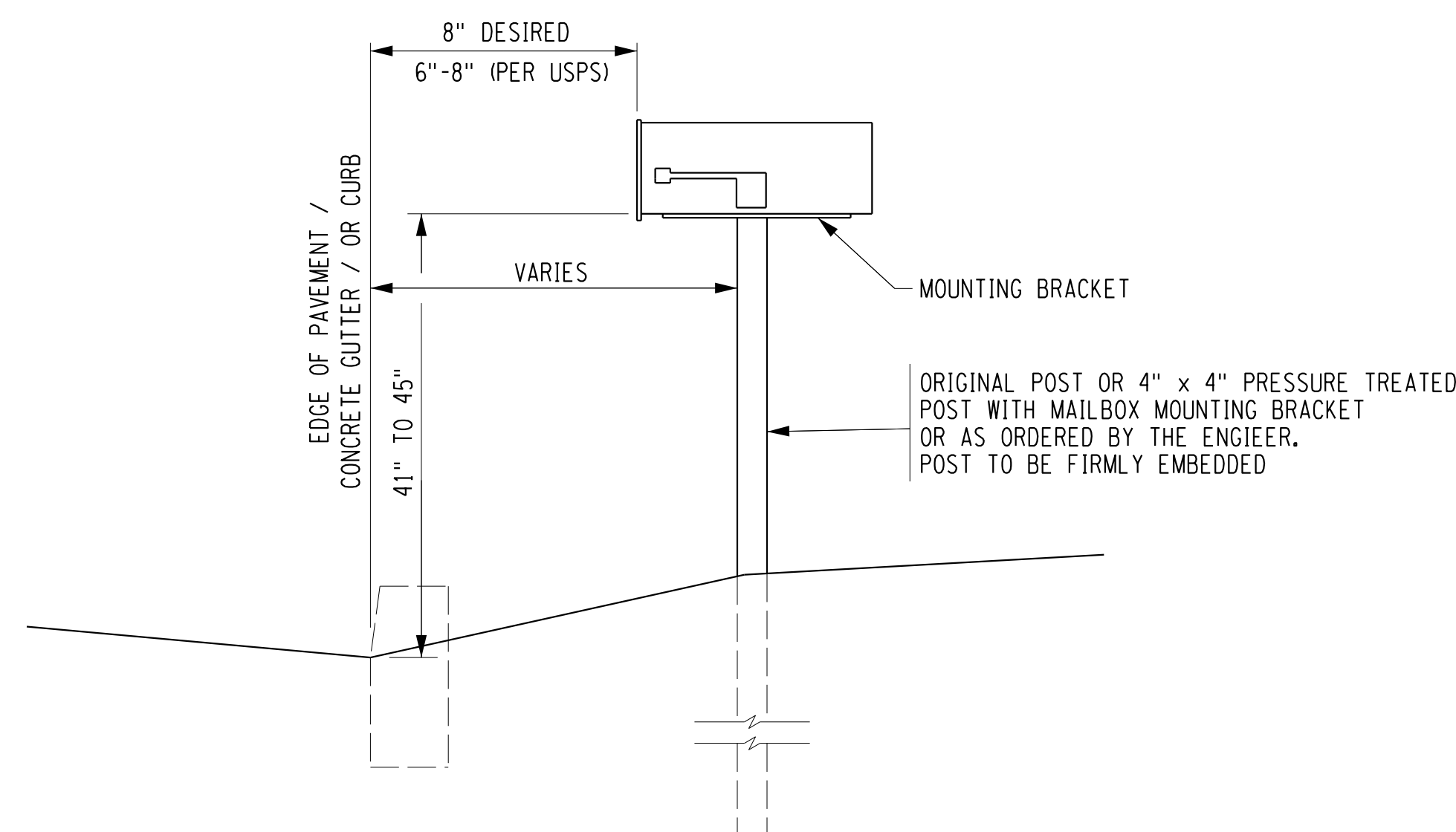
**NOTES:**

1. ELIMINATE STEPPED EDGE TREATMENT WHEN ADJACENT TO OTHER PAVED SURFACES.
2. SURFACE TO BE FIRM AND STABLE.
3. PROVIDE 1/2 INCH WIDE EXPANSION JOINT BETWEEN NEW ASPHALT CONSTRUCTION AND OTHER PAVED SURFACES, STRUCTURES AND APPURTENANCES.
4. EXPANSION JOINT: 1/2 INCH WIDE PREMOULDED EXPANSION JOINT MATERIAL, SEAL TOP WITH CAULKING SEALANT 1/2 WIDE 3/8 INCH DEEP.
5. PAYMENT FOR DRIVEWAY ASPHALT SHALL BE PAID UNDER ITEM 608.020102.

IF EXISTING SURFACE IS	PROPOSED SECTION IS
GRAVEL, SLAG STONE, GRASS	STONE, 3 IN.
ASPHALT	ASPHALT BINDER & TOP, 3.5 IN.

**NOTES:**

1. WHEN MEETING AN EXISTING DRIVEWAY, THE CONTRACTOR SHALL ESTABLISH A NEAT LINE AT THE WORK LIMIT. THE COST OF ANY SAWCUTS IS TO BE INCLUDED IN THE PRICE BID FOR ITEM 608.020102.
2. 6" OF SUBBASE MATERIAL, ITEM 304.12, SHALL BE USED UNDER ALL DRIVEWAYS.
3. ASPHALT TOP SHALL BE INCLUDED IN PRICE BID FOR ITEM 608.020102.



**MAILBOX INSTALLATION**

**ITEM 619.27**

MCDOT STANDARD DETAIL  
REVISION DATE: 3/15/21  
NOT TO SCALE

**NOTES:**

1. THIS DETAIL MEETS THE STANDARDS OF THE U.S. POSTAL SERVICE AND IS TO BE USED AS A GUIDE FOR THE RELOCATION OF MAILBOXES.
2. NO MAILBOX SHALL BE REMOVED AND/OR RELOCATED WITHOUT 5 DAYS WRITTEN NOTICE TO THE OWNING PARTY.
3. PAYMENT FOR RELOCATION AND/OR REINSTALLATION OF MAILBOXES SHALL BE MADE UNDER ITEM 619.27 - MAILBOXES.

**MAILBOX MAINTENANCE NOTE:**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTING A NOTICE TO PROPERTY OWNERS WHO HAVE MAILBOXES LOCATED ALONG THE ROADWAY. THE NOTICE SHALL BE DISTRIBUTED PRIOR TO THE START OF MAILBOX RELOCATIONS. THE NOTICE SHOULD STATE THAT IF A MAILBOX OWNER WANTS TO KEEP THEIR EXISTING MAILBOX THEN THEY SHOULD CONTACT THE PERSON ON THE NOTICE SO THAT THEIR BOX CAN BE REMOVED AND SET ASIDE FOR THE OWNER TO KEEP UNTIL NEAR PROJECT COMPLETION WHEN IT WILL BE REINSTALLED. IN THE INTERIM, A TEMPORARY MAILBOX WILL BE PROVIDED BY THE CONTRACTOR. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR THE MAILBOX, ITEM 619.27.

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 MODEL TITLE: 1/27/2023 12:30:21 PM  
 DATE TIME: 1/27/2023

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



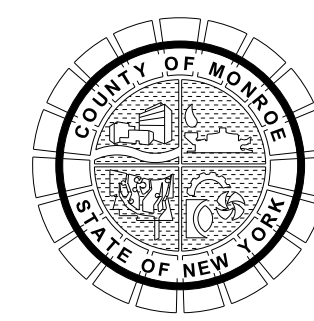
08/26/2022

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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



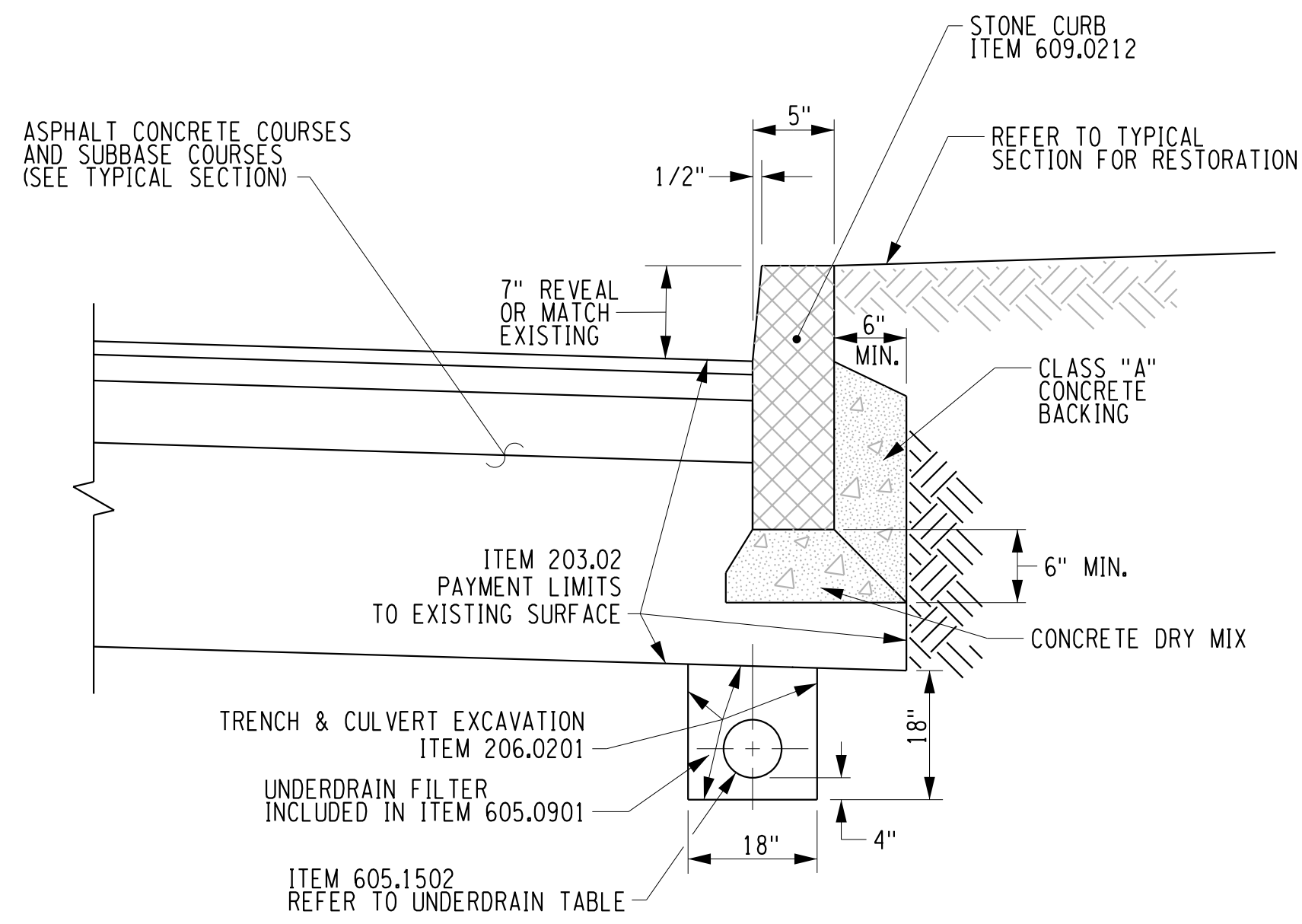
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

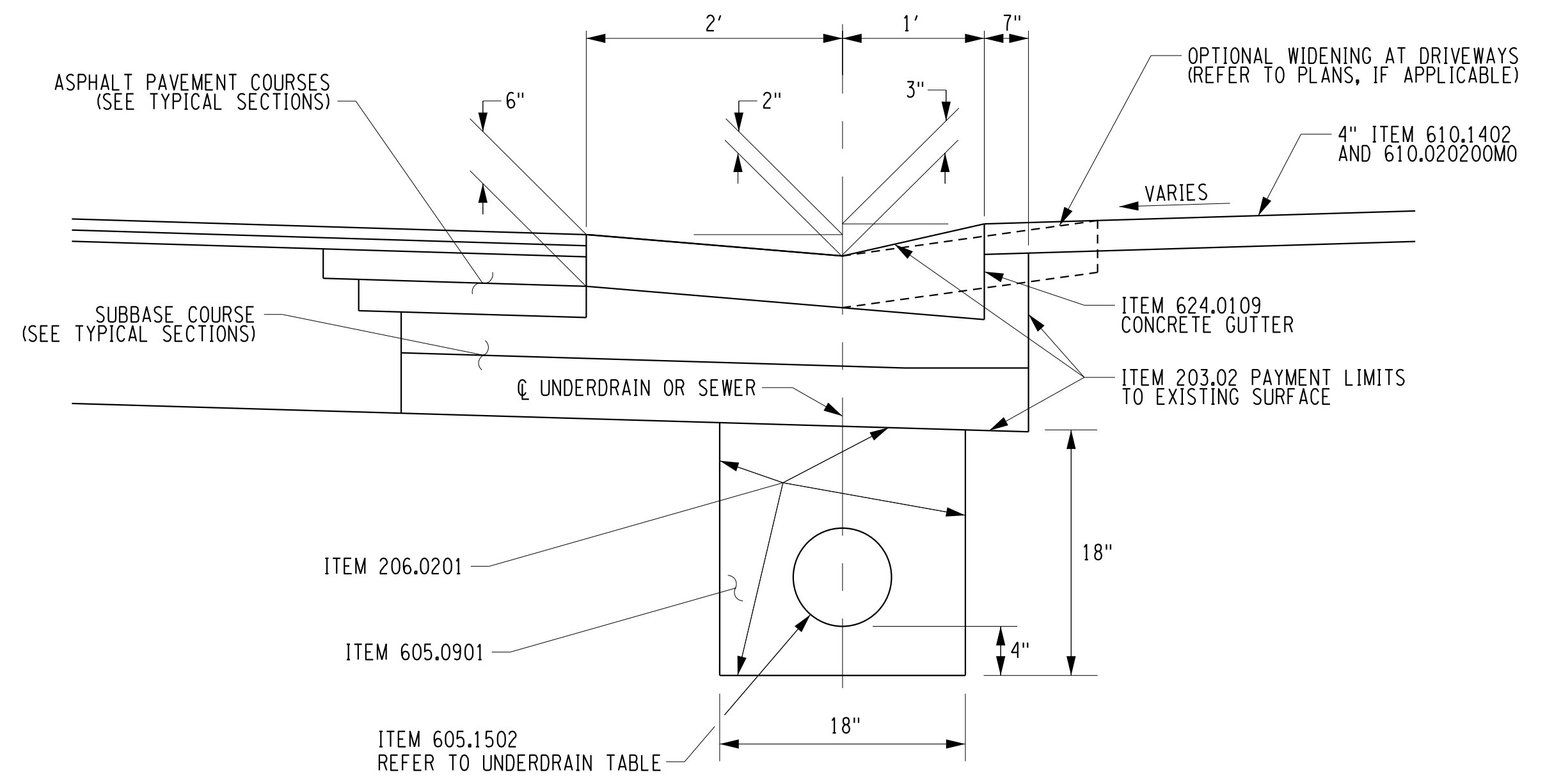
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PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-01**



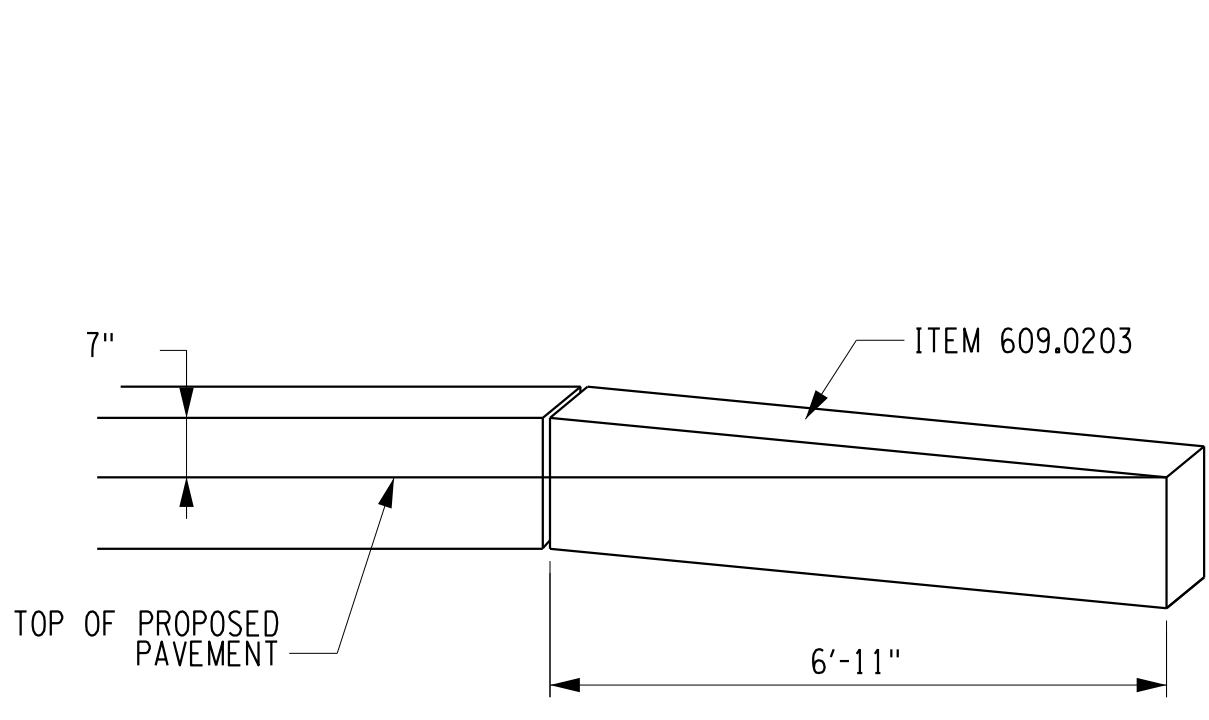
**GRANITE CURB DETAIL WITH PERFORATED UNDERDRAIN**

MCDOT STANDARD DETAIL  
REVISION DATE: 07/11/13  
NOT TO SCALE



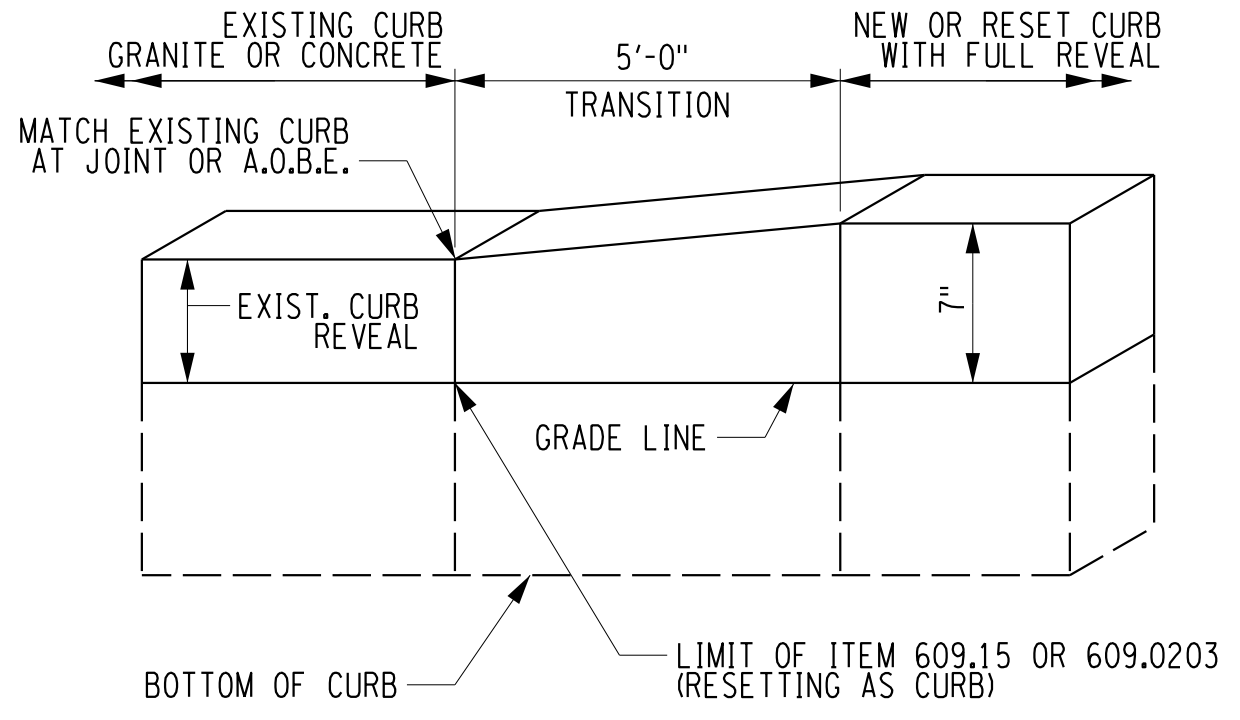
**CONCRETE GUTTER DETAIL WITH PERFORATED UNDERDRAIN**

MCDOT STANDARD DETAIL  
REVISION DATE: 03/26/21  
NOT TO SCALE



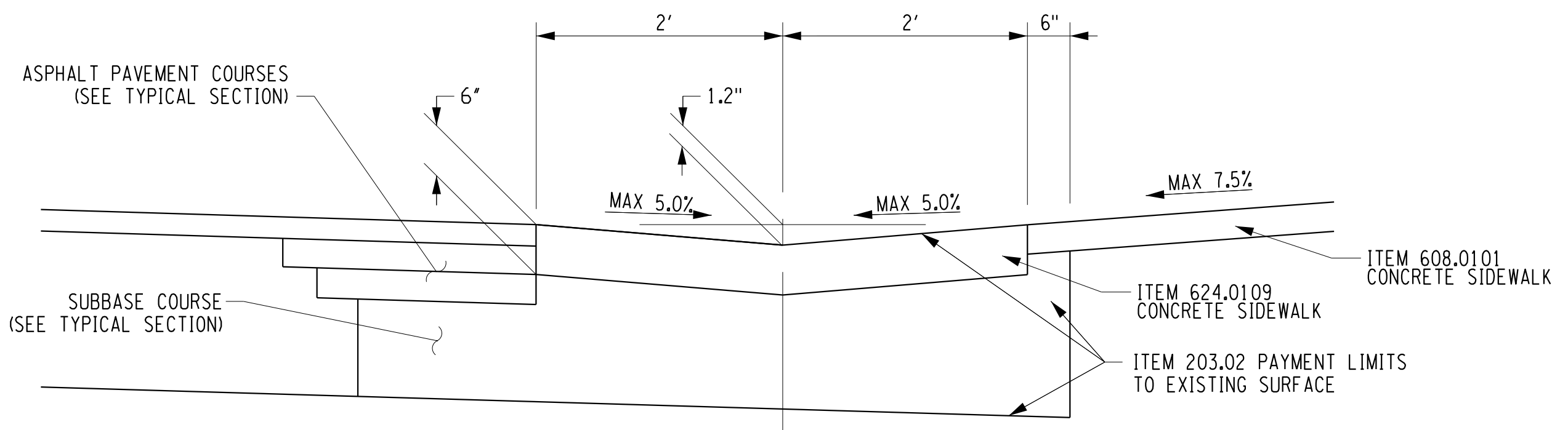
**GRANITE CURB TERMINATION**

MCDOT STANDARD DETAIL  
REVISION DATE: 02/14/03  
NOT TO SCALE



**GRANITE CURB TRANSITION  
(SIDE STREETS WITH CURBS AND MAJOR DRIVEWAYS)**

MCDOT STANDARD DETAIL  
REVISION DATE: 02/14/03  
NOT TO SCALE



**CONCRETE GUTTER DETAIL AT SIDEWALK RAMPS**

MCDOT STANDARD DETAIL  
REVISION DATE: 03/11/21  
NOT TO SCALE

DESIGNER: BRIDGET DEHAAN  
ENGINEER: RICHARD BENNETT  
PROJECT MANAGER: RICHARD BENNETT

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PROJECT MANAGER: RICHARD BENNETT



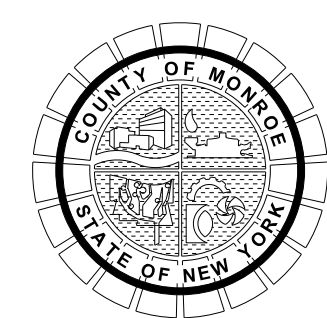
08/26/2022

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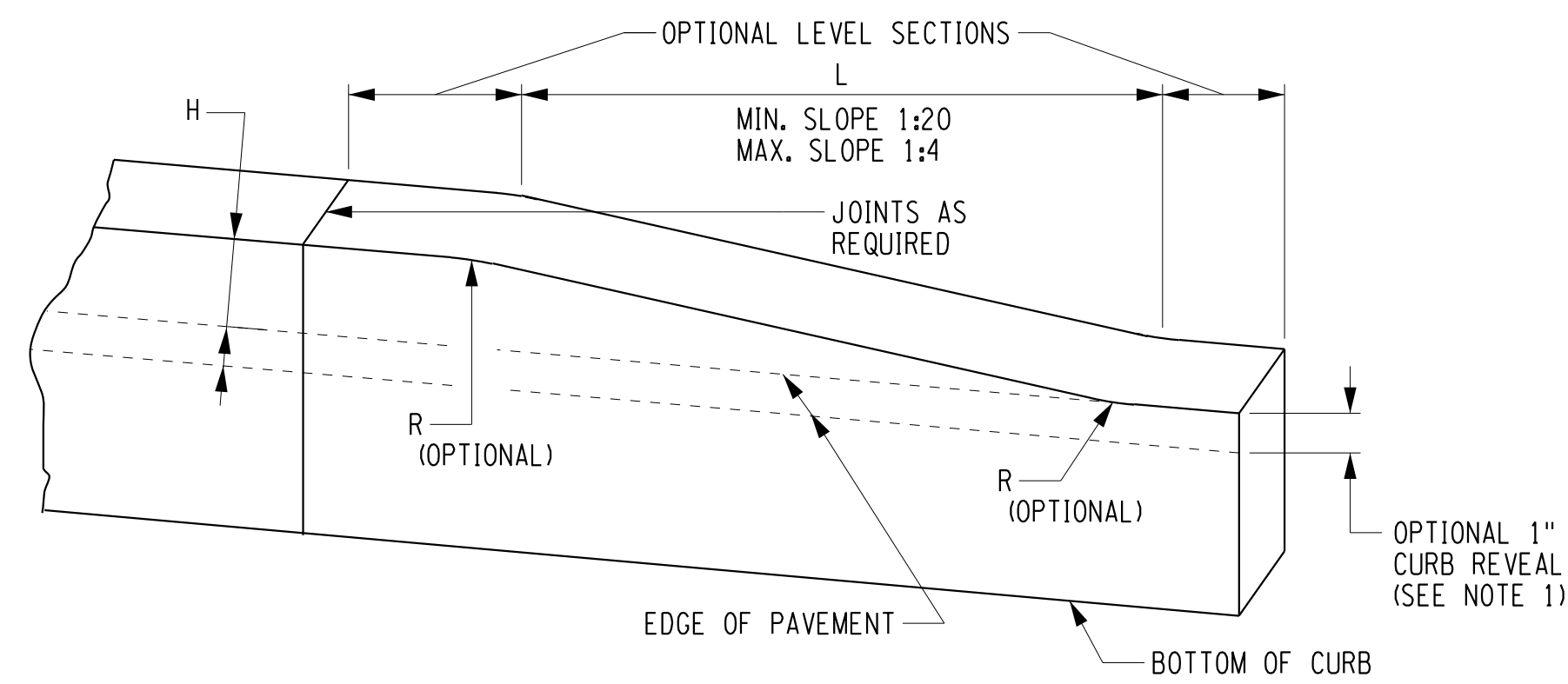


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS DETAILS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-02**





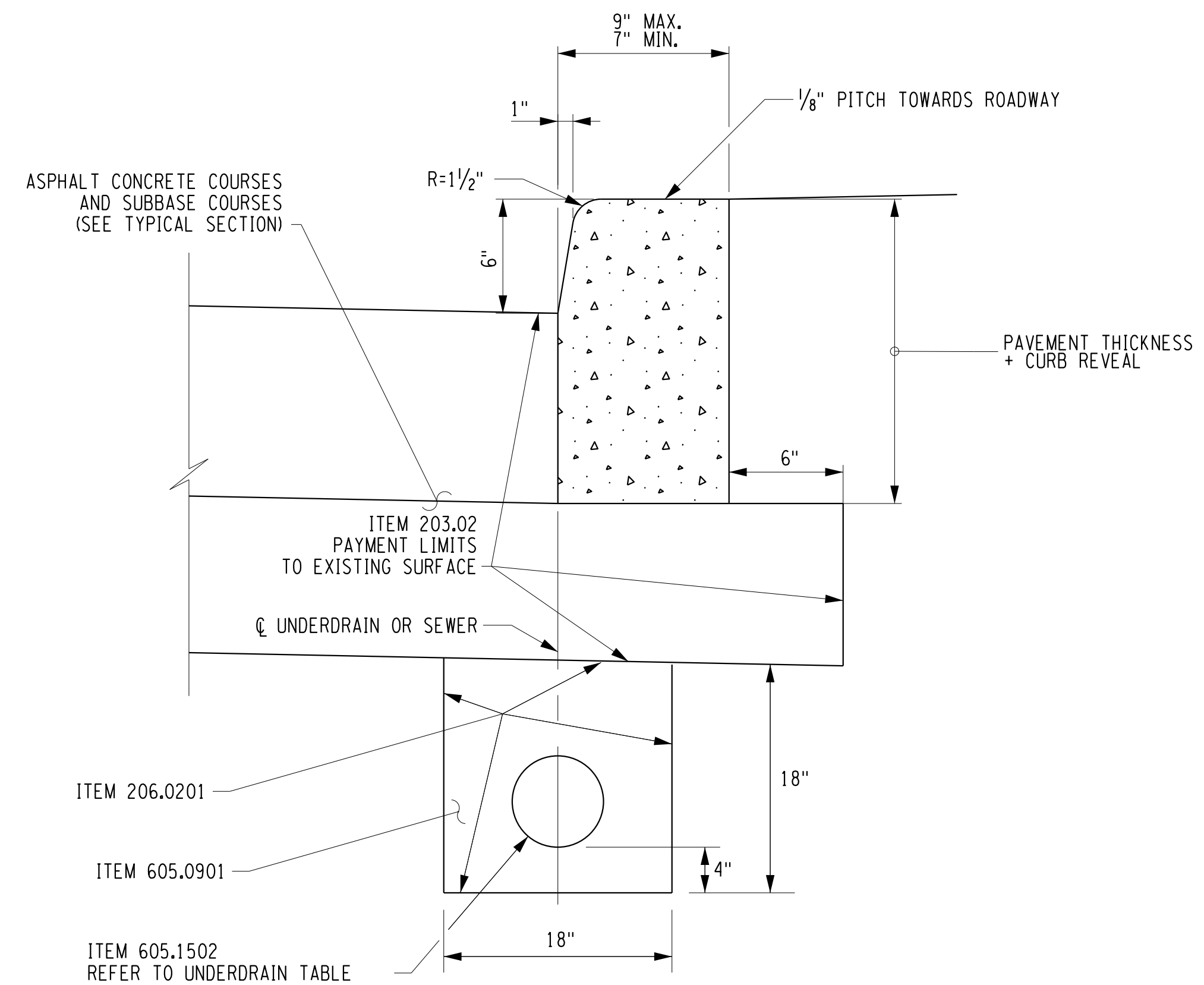
**CAST-IN-PLACE CONCRETE CURB TRANSITIONS**

(SEE NOTE 2)  
NOT TO SCALE

CURB TRANSITION LENGTHS (L)		1:4	1:12	1:20
H	SLOPE			
4"		16"	48"	80"
6"		24"	72"	120"

**NOTES:**

- USE 1" REVEAL AND CONTINUE CURB ACROSS DRIVEWAY ENTRANCES ONLY IF SHOWN IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER AS A FIELD CONDITION.
- TERMINATE CURB, CURB AND GUTTER AND ASPHALT CURB BY TRANSITIONING ON A MAXIMUM SLOPE OF 1:12 TO PAVEMENT SURFACE, EXCEPT WHEN BEHIND GUIDE RAIL.
- EXTEND JOINT FILLER 6" MINIMUM BEHIND CURB ON BOTH SIDES OF CURB BOX. 705-07 NOT NEEDED WHEN VERTICAL FACED CURB WIDTH EQUAL TO WIDTH OF CURB BOX.



**TYPE VF150**

(VERTICAL FACED CURB WITHOUT CURB ANCHOR)  
(SEE NOTE 2)

**NOTES:**

- USE CURB AND CURB AND GUTTER MEETING THE MATERIAL AND CONSTRUCTION REQUIREMENTS OF SECTION 609 OF THE STANDARD SPECIFICATIONS.
- WHEN VERTICAL FACED CURB LESS THAN 9" WIDE IS USED WITH CURB BOXES CU1, CU2, AND CU3 AND CONCRETE SIDEWALK IS PLACED ADJACENT TO THIS CURB, SEE STANDARD SHEET MISCELLANEOUS CURB DETAILS FOR CURB BOX JOINTS.
- TYPE VF6 AND TYPE VF150 ARE USED INTERCHANGABLY.

**CAST-IN-PLACE CONCRETE CURB**

ITEM 609.0401  
NOT TO SCALE

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MD-03  
MODEL TITLE: Highway RA ImprovementDrawings\Transportation\Plans\2201826\_cpl\_md03.dgn  
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PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN



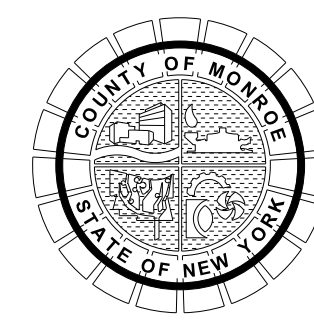
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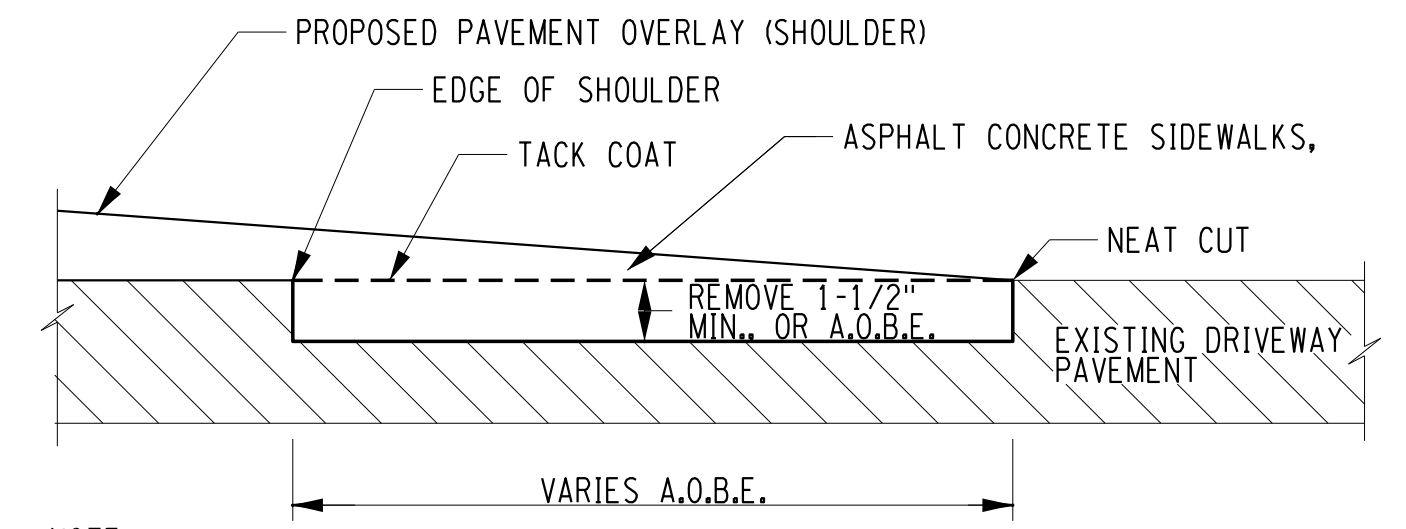
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS DETAILS**

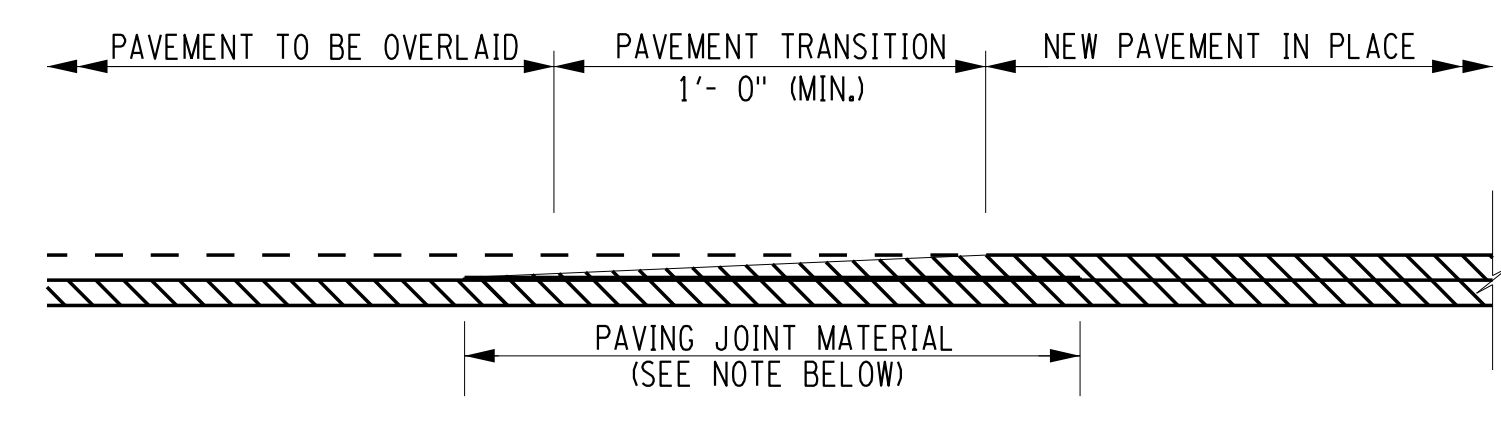
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**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-03**



NOTE:  
PAYMENT FOR EXCAVATION, DISPOSAL, TACKCOAT, NEAT CUT, REGRADING AND COMPACTING SUBBASE COURSE WITHIN THE SLOTTED AREAS SHALL BE INCLUDED IN THE BID PRICE FOR THE VARIOUS ASPHALT CONCRETE ITEMS IN THE CONTRACT.

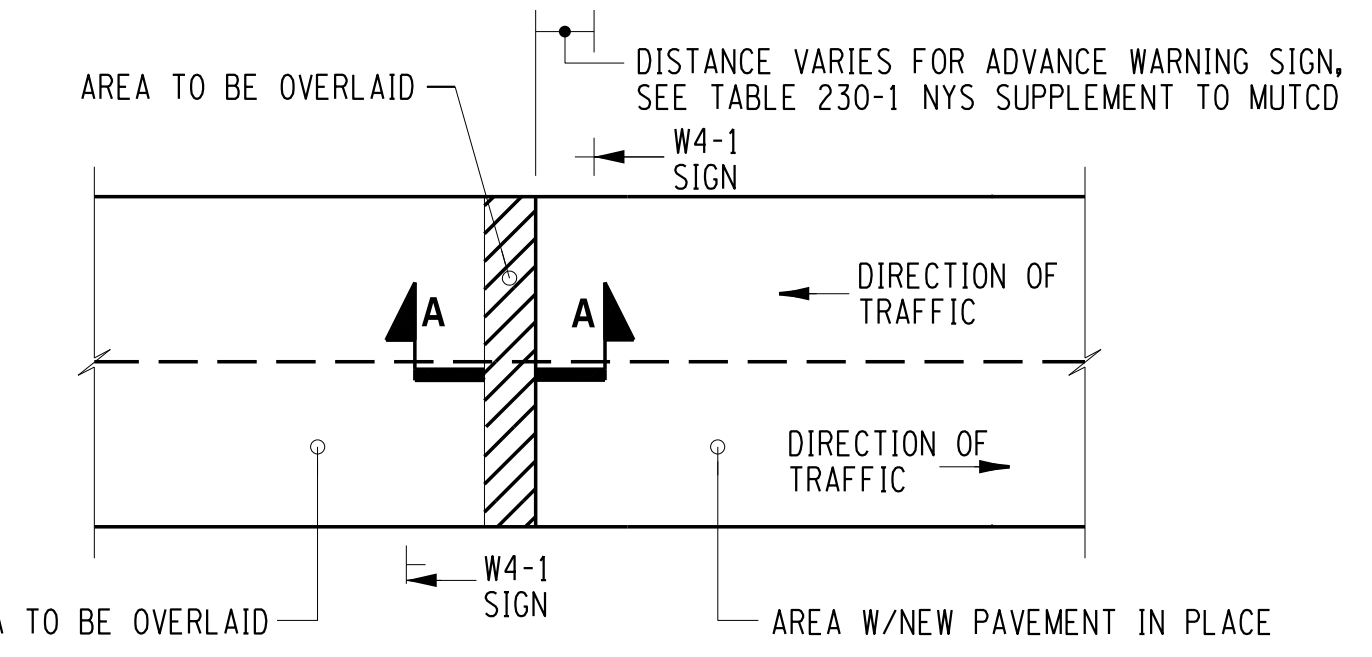
**TRANSITION FOR PAVEMENT AT DRIVEWAYS**

MCDOT STANDARD DETAIL  
REVISION DATE: 03/01/06  
NOT TO SCALE



NOTE:  
POLYPROPYLENE, ALUMINUM FLASHING OR APPROVED EQUAL, A.O.B.E. TO BE REMOVED PRIOR TO RESUMING THE OVERLAY OPERATION.

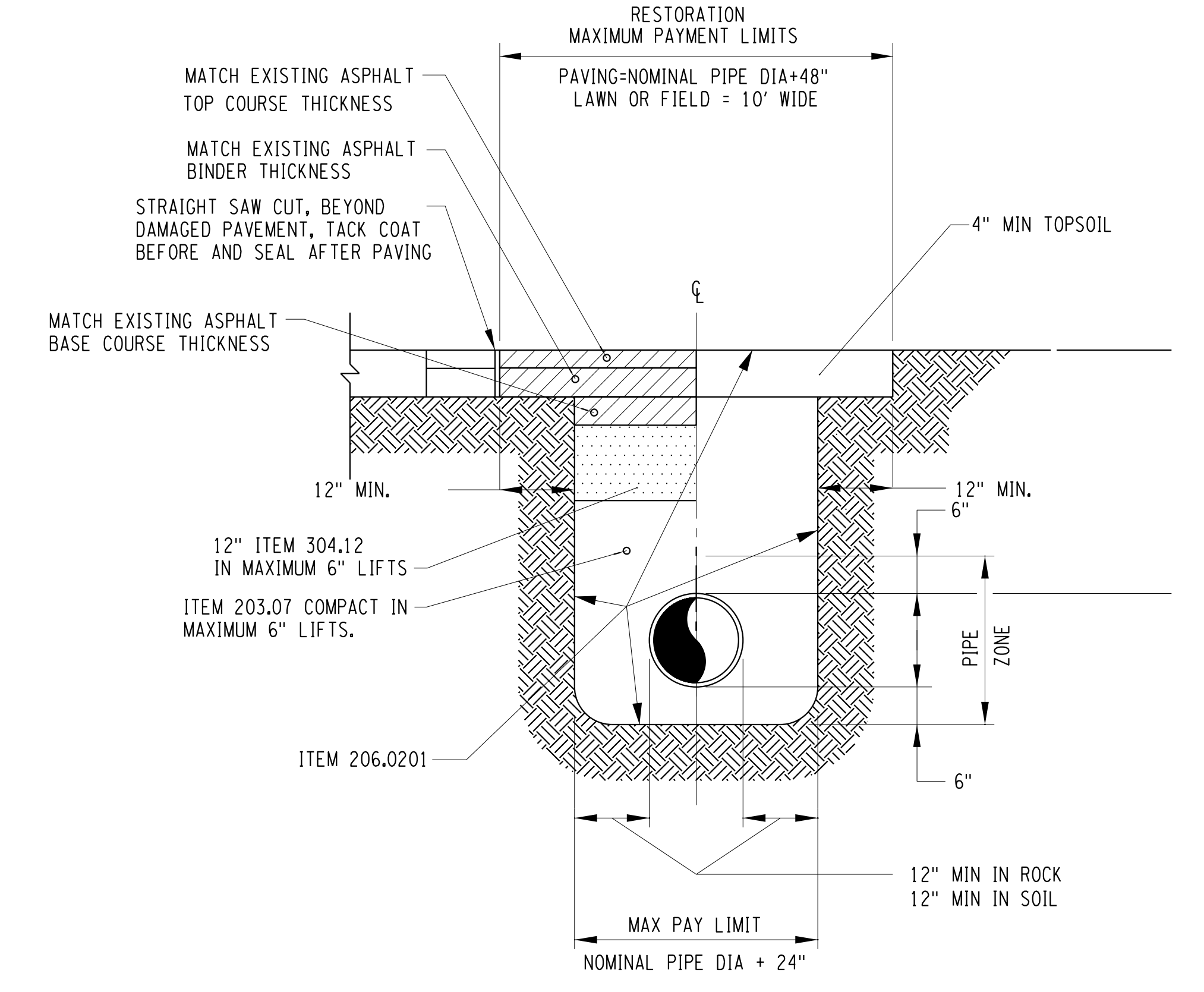
**SECTION A-A**



**PLAN**

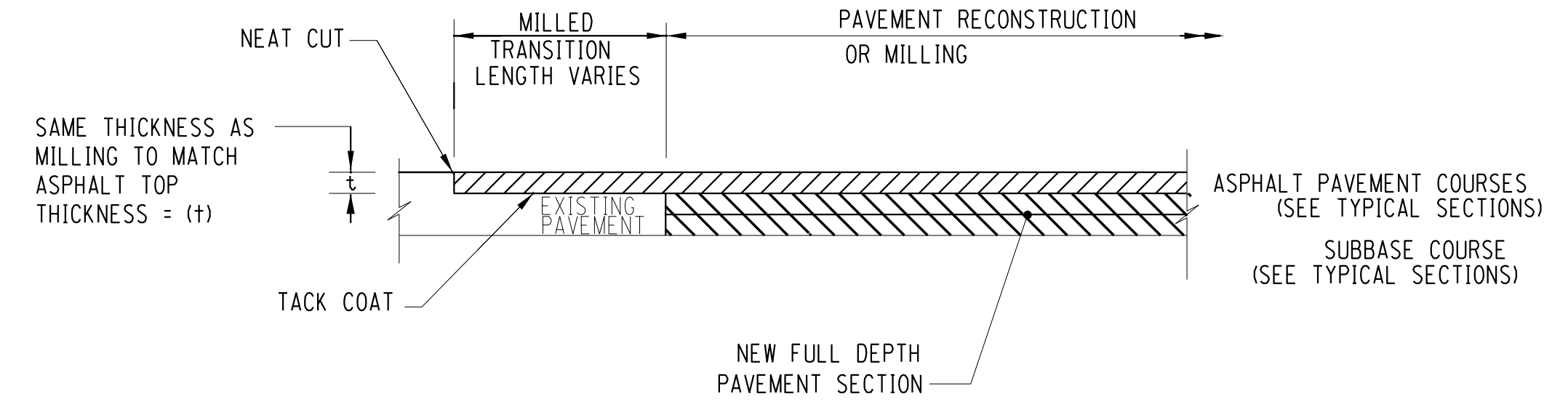
**TEMPORARY PAVING JOINT**

MCDOT STANDARD DETAIL  
REVISION DATE: 01/01/04  
NOT TO SCALE



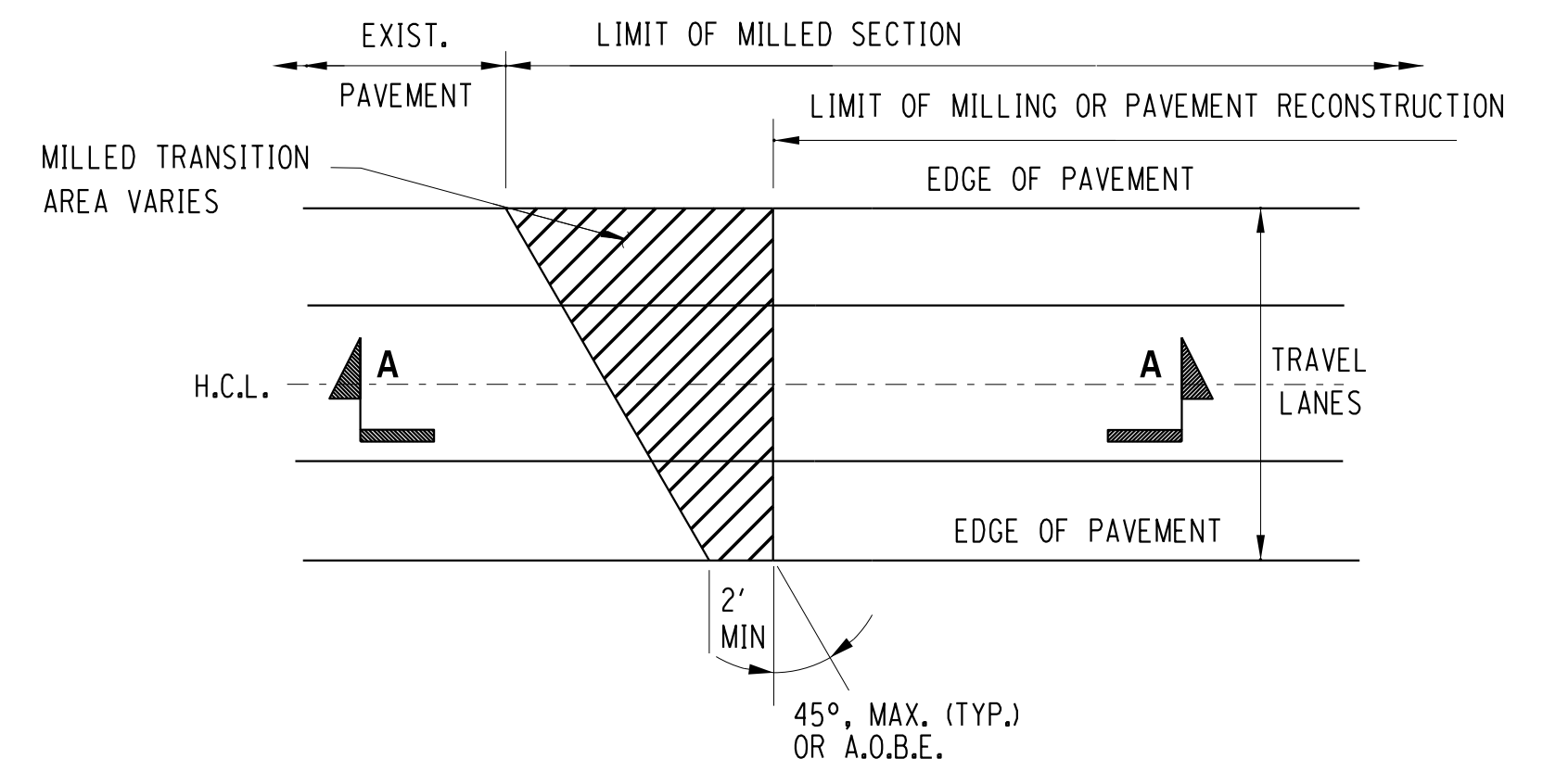
**WATERMAIN TRENCH**

NOT TO SCALE



**SECTION A-A**

NOT TO SCALE



**PLAN**

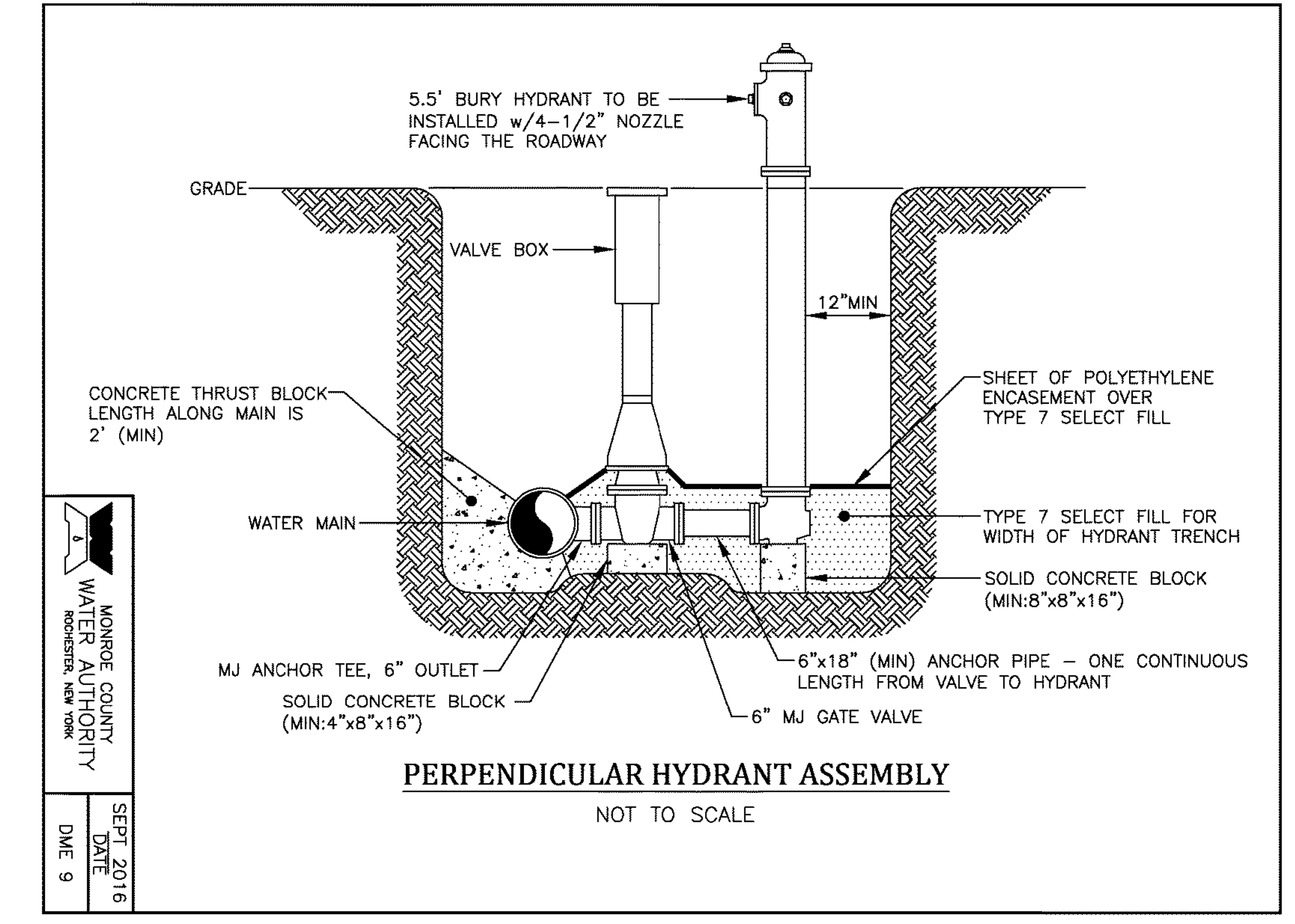
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NOTE:  
1. THE COST OF ALL WORK ASSOCIATED WITH PAVEMENT TERMINATION (NEAT CUT, TACK COAT, MILLING AND PAVEMENT REMOVAL) SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ASPHALT ITEMS. TACK COAT SHALL MEET THE REQUIREMENTS OF SECTION 702 OF THE NYS DOT STANDARD SPECIFICATIONS, LATEST REVISION.

**PAVEMENT TERMINATION FOR MILLING OR RECONSTRUCTION**

MCDOT STANDARD DETAIL  
REVISION DATE: N/A  
NOT TO SCALE

R:\DETAILS\DME\2016 DME DETAILS\DME 9.DWG



**PERPENDICULAR HYDRANT ASSEMBLY**

NOT TO SCALE

MONROE COUNTY  
WATER AUTHORITY  
ROCHESTER, NEW YORK

SEPT 2016  
DATE  
DME 9

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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022

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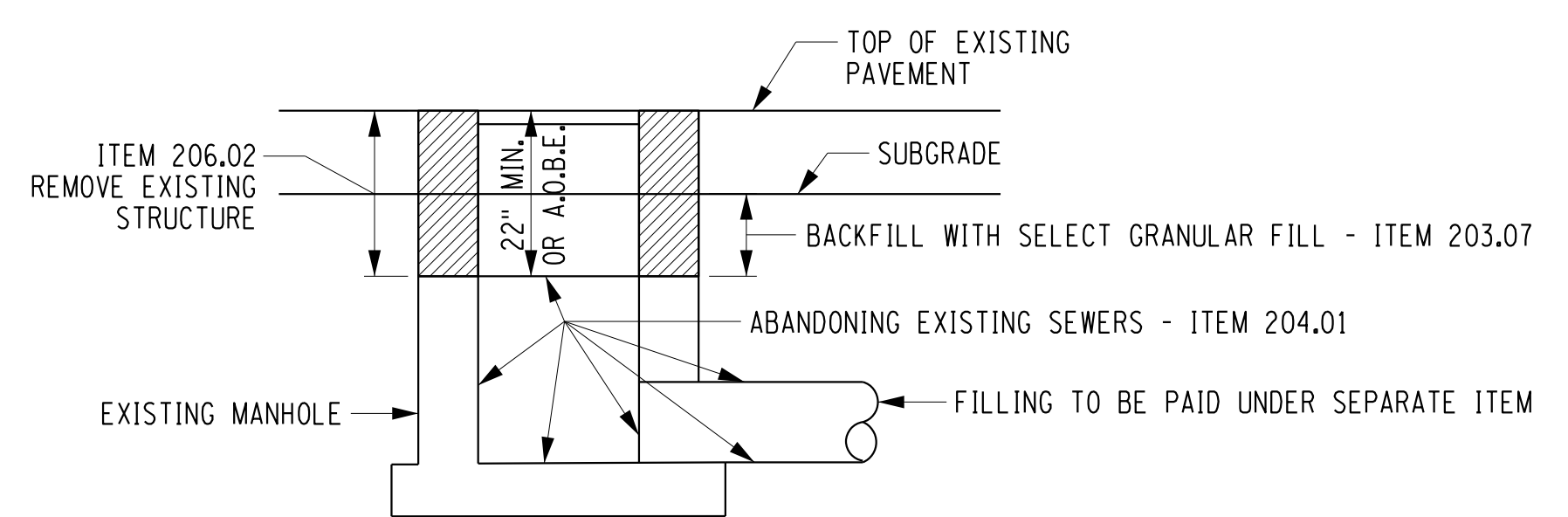
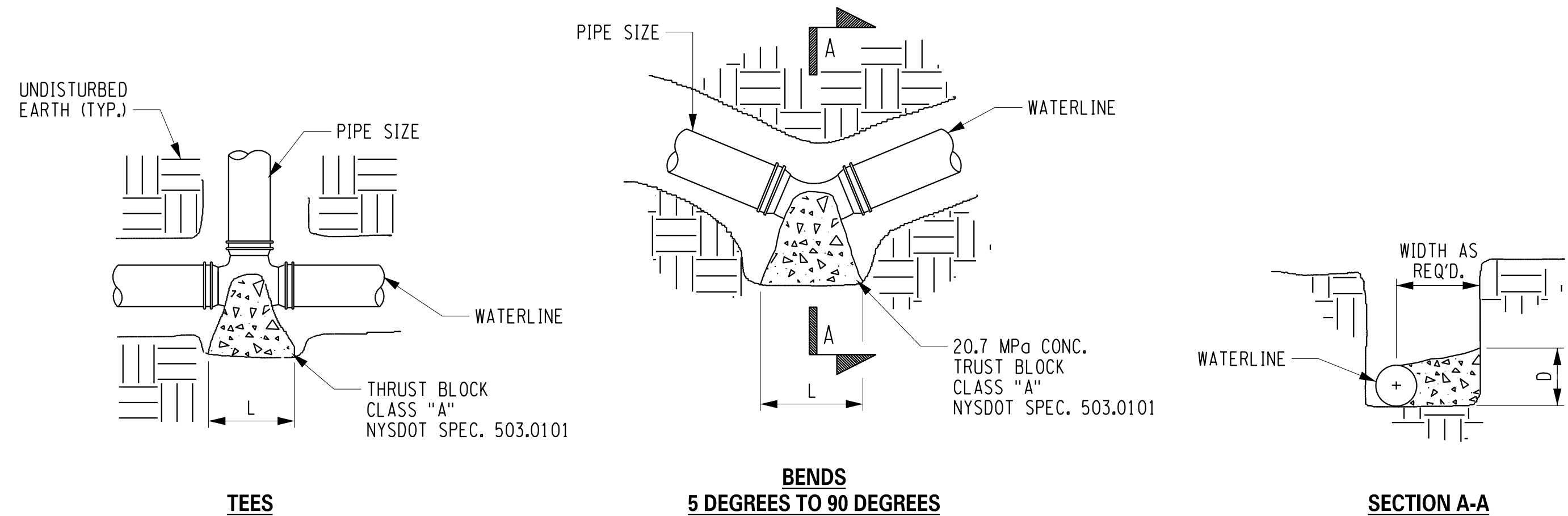
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PROJECT/CLIENT  
HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

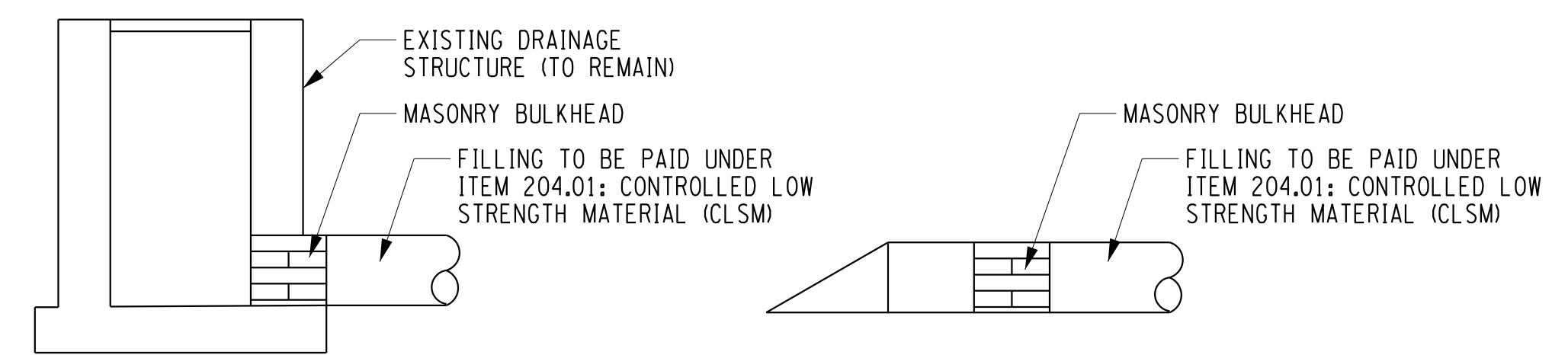
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MISCELLANEOUS DETAILS

PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
DRAWING NUMBER  
MD-04





- NOTES:**
- EXCAVATION FOR REMOVAL OF EXISTING DRAINAGE STRUCTURE TO BE PAID FOR UNDER ITEM 206.02 - TRENCH AND CULVERT EXCAVATION.
  - REMOVE TOP AND SIDES OF EXISTING STRUCTURE TO A DEPTH OF 22" MINIMUM OR A.O.B.E. BELOW THE TOP OF THE EXISTING GRADE.
  - LONGER RUNS OF PIPE TO BE ABANDONED SHALL REQUIRE PUMPING OF CLSM. A THREADED COUPLER SHALL BE INSTALLED ON END AND A RISER PIPE FOR AIR RELIEF SHALL BE INSTALLED ON THE OTHER.



- NOTES:**
- EXCAVATION FOR REMOVAL OF EXISTING DRAINAGE STRUCTURE TO BE PAID FOR UNDER ITEM 206.02 - TRENCH AND CULVERT EXCAVATION.
  - REMOVE TOP AND SIDES OF EXISTING STRUCTURE TO A DEPTH OF 22" MINIMUM OR A.O.B.E. BELOW THE TOP OF THE EXISTING GRADE.
  - LONGER RUNS OF PIPE TO BE ABANDONED SHALL REQUIRE PUMPING OF CLSM. A THREADED COUPLER SHALL BE INSTALLED ON END AND A RISER PIPE FOR AIR RELIEF SHALL BE INSTALLED ON THE OTHER.

REQUIRED BEARING AREAS & DIMENSIONS FOR CONCRETE THRUST BLOCKS

PIPE SIZE (IN)	TEE(SEE NOTE 5)		90° (1/4)BEND		45° (1/8)BEND		22.5° (1/16)BEND		11.25° (1/32)BEND	
	AREA S	DIMENSIONS D x L (FT)	AREA S	DIMENSIONS D x L (FT)	AREA S	DIMENSIONS D x L (FT)	AREA S	DIMENSIONS D x L (FT)	AREA S	DIMENSIONS D x L (FT)
4"	0.4	1' x 1-1/2'	0.6	1' x 2'	0.3	1' x 1-1/2'	0.2	1/2' x 1-1/2'	0.1	1/2' x 1'
6"	1.0	1-1/2' x 2-1/2'	1.4	2' x 2-1/2'	0.7	1-1/2' x 2'	0.4	1' x 1-1/2'	0.2	1-1/2' x 1-1/2'
8"	1.9	2' x 3'	2.4	2-1/2' x 4'	1.3	2' x 2-1/2'	0.7	1-1/2' x 1-1/2'	0.3	1' x 1-1/2'
12"	3.9	3-1/2' x 3-1/2'	5.5	4' x 4-1/2'	3.0	2-1/2' x 4'	1.5	2' x 2-1/2'	0.8	1-1/2' x 2-1/2'

**THRUST BLOCK**  
MCDOT STANDARD DETAIL  
REVISION DATE: 03/01/06  
NOT TO SCALE

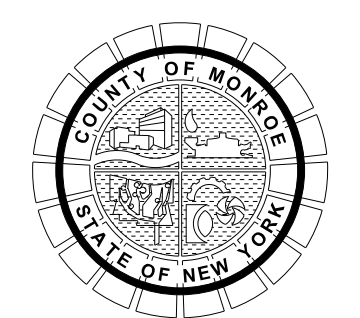
**WATERMAIN NOTES**

- WATER MAIN/PIPE SHALL BE MIN. CLASS 52, CEMENT LINED DIP W/ RESTRAINED JOINTS OR FIELD LOK GASKETS WITH RETAINER GLANDS. RODS ARE NOT ACCEPTABLE. PIPE SHALL MEET AWWA C110, C111, C104, AND C 151. FITTINGS SHALL HAVE PRESSURE RATING OF 1.72 KPa.
- VALVES SHALL BE RESILIENT SEAT MEETING AWWA C509 OPEN LEFT OR AS DIRECTED BY THE MONROE COUNTY WATER AUTHORITY.
- WATER MAIN SHALL BE TESTED AT A PRESSURE OF 1.03 KPa FOR ONE (1) HOUR. NO LEAKAGE IS ALLOWED. IF WATER MAIN FAILS PRESSURE AND LEAKAGE TEST, IT SHALL BE REPAIRED AND RETESTED.
- THE WATER MAIN SHALL BE DISINFECTED EQUAL TO AWWA STANDARD SPECIFICATIONS FOR DISINFECTING WATER MAIN, DESIGNATION C-601-81, WITH THE EXCEPTION OF ITEM 7.3 FOLLOWING FLUSHING OF THE MAIN. SAMPLES OF WATER SHALL BE COLLECTED BY THE MONROE COUNTY HEALTH DEPARTMENT FOR REQUIRED TESTING. THE MAIN SHALL NOT BE PLACED IN SERVICE UNTIL THE WATER HAS BEEN APPROVED AND NOTIFICATION THEREOF RECEIVED FROM THE MONROE COUNTY HEALTH DEPARTMENT.
- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH NYSDEC PERMIT FOR DISTURBANCE OF STREAM WORK.
- ALL EXISTING VALVES SHALL BE OPERATED ONLY BY MONROE COUNTY WATER AUTHORITY PERSONNEL.
- ALL WORK AND MATERIALS SHALL BE ACCEPTABLE TO THE MONROE COUNTY WATER AUTHORITY. THE CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF EXISTING MAIN.
- WHEN NEW MAIN IS PLACED IN SERVICE, FILL EXISTING 8" MAIN TO BE ABANDONED WITH GROUT.
- POLY WRAP SHALL BE POLYETHYLENE AWWA C 105.
- ALL BENDS MUST HAVE THRUST BLOCKS.

DESIGNER: BRIDGET DEHAAN  
ENGINEER: RICHARD BENNETT  
PROJECT MANAGER: RICHARD BENNETT



NO.	REVISION	BY	DATE
1	REMOVED WATER SERVICE INSTALL. DETAIL. ADDED ABANDON STORM SEWER DETAIL.	BCD	10/12/22
2			
3			
4			
5			



PROJECT/CLIENT  
HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
MISCELLANEOUS DETAILS

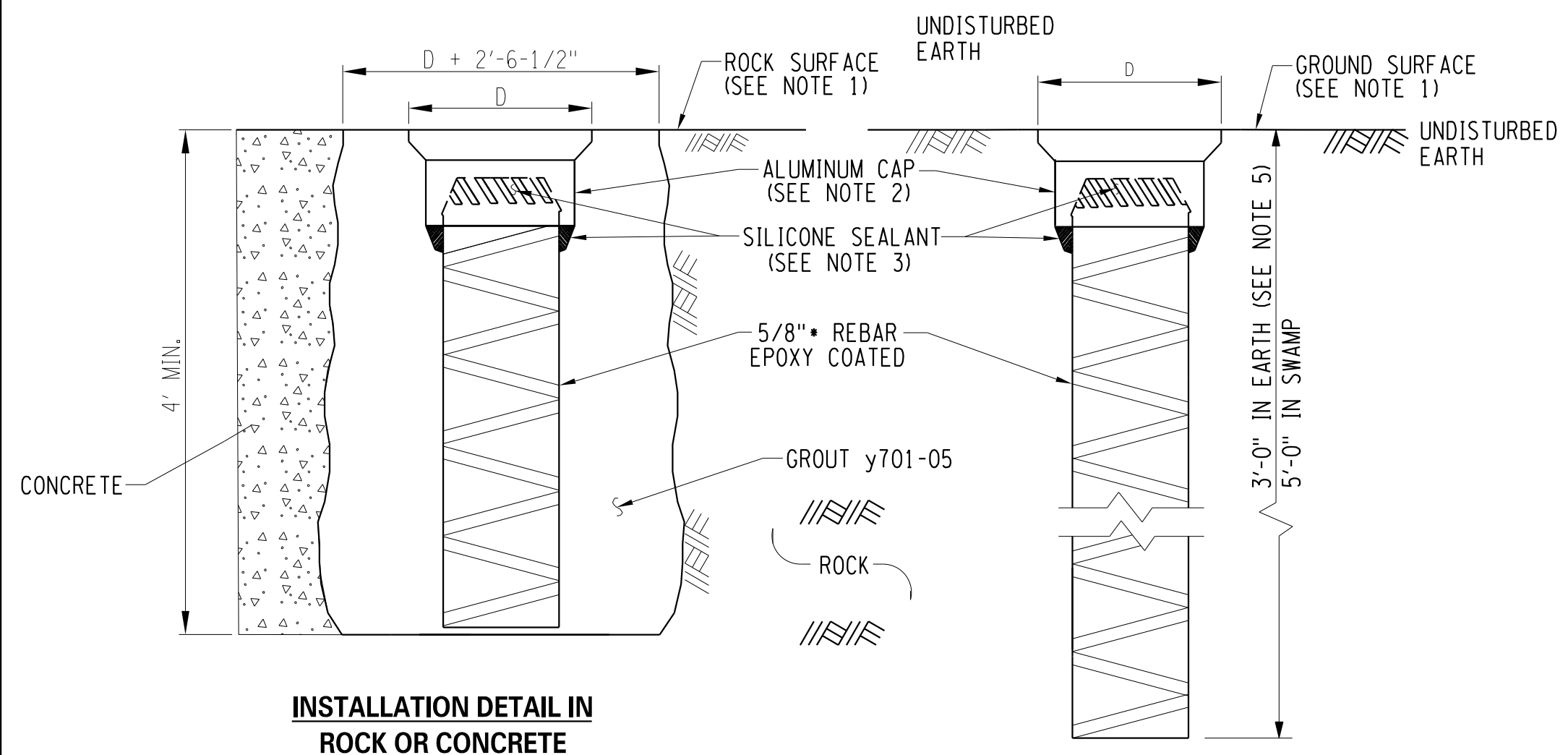
PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
DRAWING NUMBER  
MD-05 R1

PLOTDRVR pdf Color FullPlot10g  
MD-05 R1  
MODEL TITLE Hinchey Rd ImprovementDrawingsTransportationPlansat2201826\_cpl\_rnd.dgn  
DATE TIME 1/27/2023 12:30:30 PM

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.

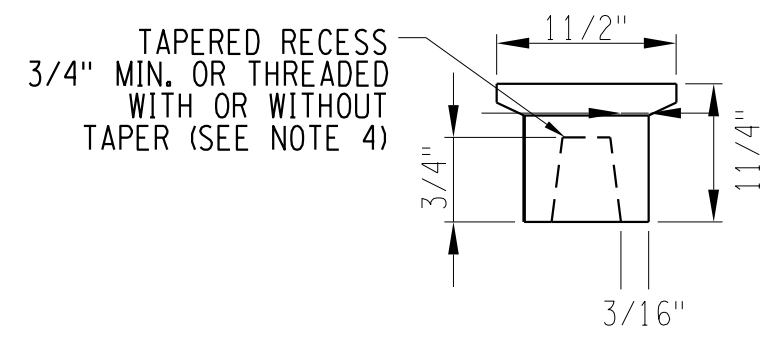
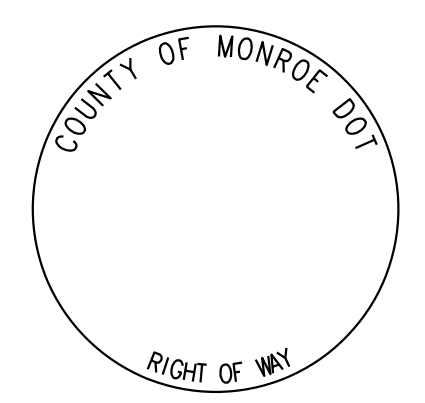
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**INSTALLATION DETAIL IN  
ROCK OR CONCRETE**

**INSTALLATION DETAIL IN  
EARTH OR SWAMP**

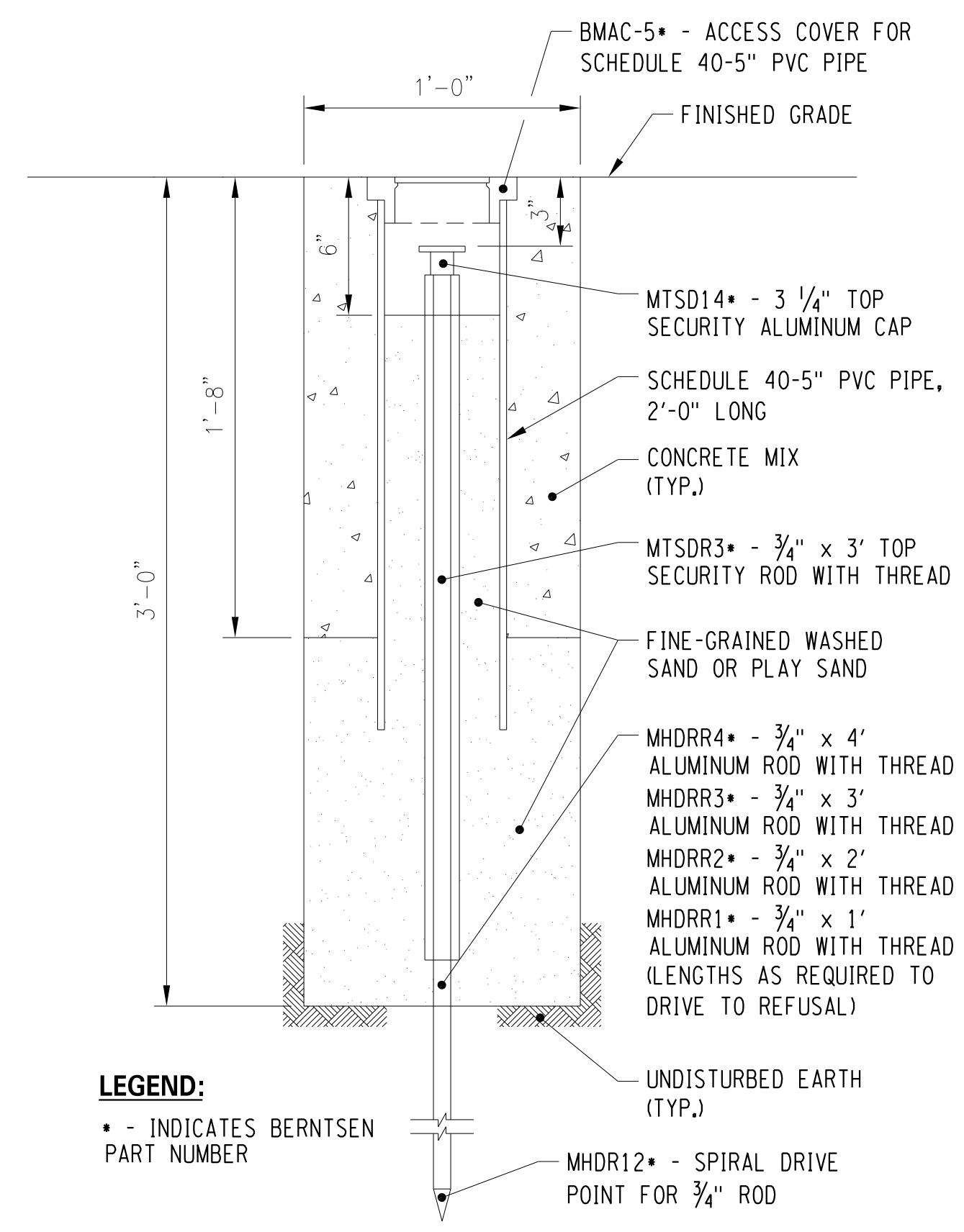


**NOTES:**

- CAP SET FLUSH TO SURFACE
- SURFACE OF ALUMINUM CAP TO BE IN CONTACT WITH CONCRETE. GROUT SHALL BE THOROUGHLY COATED WITH ZINC CHROMATE PRIMER, 708-04.
- REBAR SHALL BE DRIVEN WITH A DRIVING CAP ACCEPTABLE TO THE EIC AND DESIGNED TO PREVENT "MUSHROOMING" OF THE TOP OF THE REBAR DURING DRIVING. SILICONE SEALANT IS NOT REQUIRED IF THE R.O.W. MARKER CAP IS FITTED WITH A PREFORMED PLASTIC INSERT.
- SHAPE OF THE MARKER CAP IS APPROXIMATE. OTHER SHAPES WILL BE ACCEPTED IF THEY CONFORM TO THE MINIMUM WEIGHT AND DIMENSIONS GIVEN IN THE MARKER CAP DETAIL. THE MARKER CAP SHALL FIT TIGHTLY TO THE REBAR. MARKER CAPS WHICH MAY BE REMOVED FROM THE REBAR WITH MINIMUM OR MODERATE EFFORT WILL NOT BE ACCEPTED.
- LENGTH OF REBAR MAY BE REDUCED A.O.B.E. IF AN OBSTRUCTION WHICH CANNOT BE PENETRATED IS ENCOUNTERED. HOWEVER, THE LENGTH OF THE SHANK WILL NOT BE LESS THAN 2'-0" IN HARD, DENSE, OR STONY SOIL. REBAR TO BE EPOXY COATED.
- ALUMINUM CAP SHALL BE MARKED BY A 1/8" DIAMETER DRILL HOLE.

**STEEL PIN AND CAP R.O.W. MARKER**

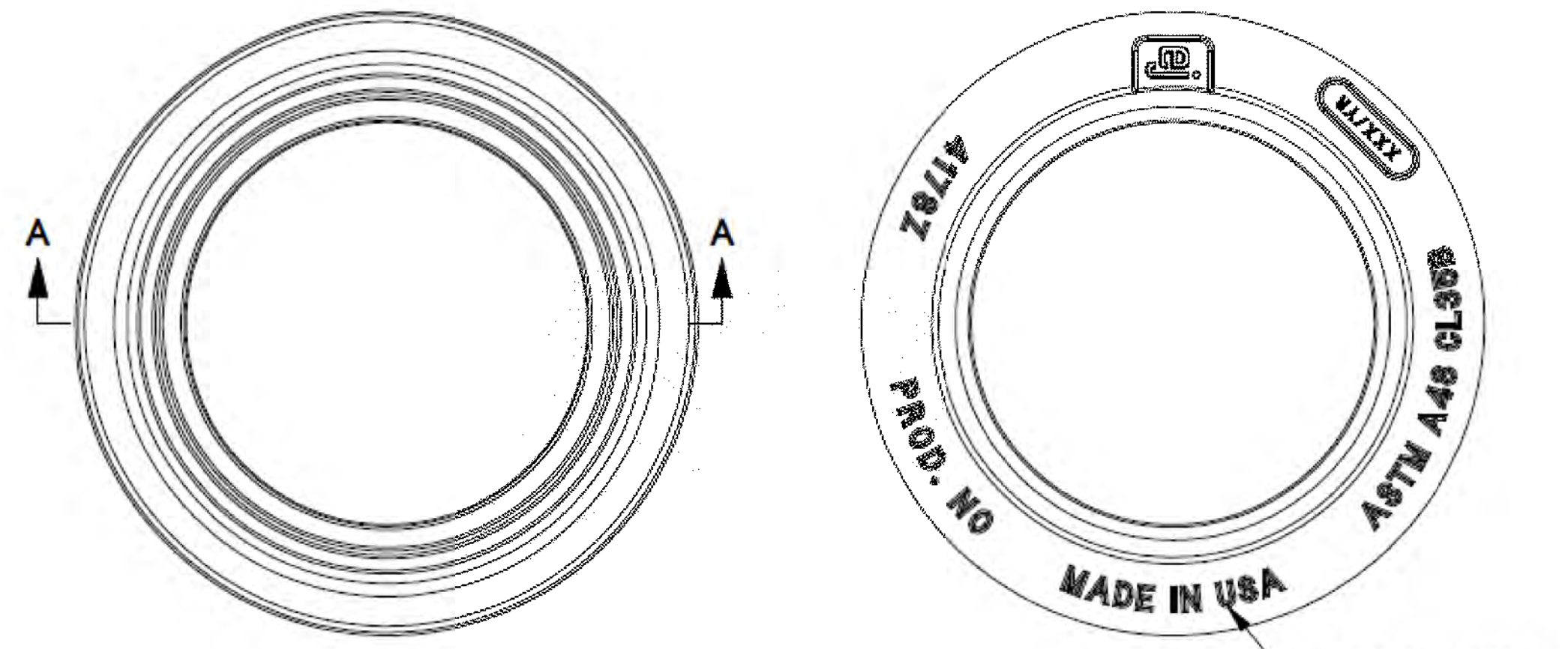
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NOT TO SCALE



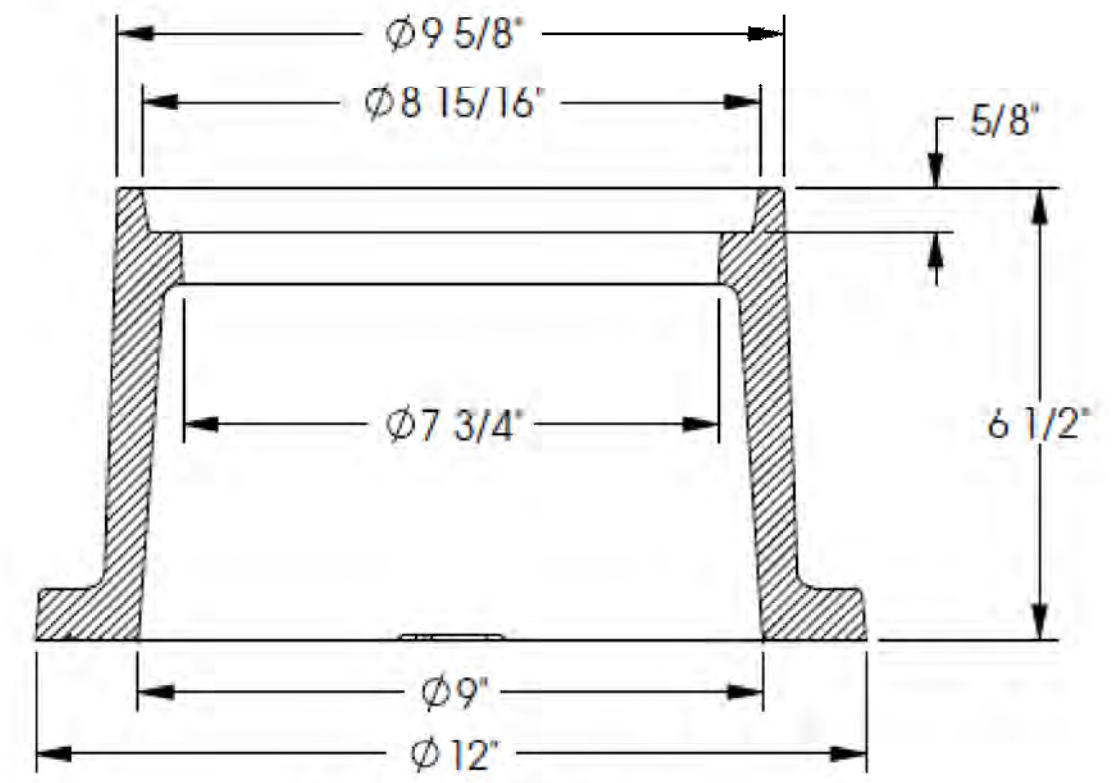
**PERMANENT SURVEY MARKER**

MCDOT STANDARD DETAIL  
REVISION DATE: N/A  
NOT TO SCALE

**LEGEND:**  
• - INDICATES BERNTSEN PART NUMBER



**BOTTOM VIEW**



**SECTION A-A**

**SURVEY MARKER CAP, FRAME AND COVER**

FIRST NUMBER FOLLOWING PSM INSCRIPTION TO BE COUNTY ROAD NUMBER FOLLOWED BY SEQUENTIAL NUMBERING BEGINNING WITH ONE

NOT TO SCALE

PLOTDRVA pdf Color Full.dwg  
 MD-06  
 MODEL TITLE Hinchey Rd Improvement Drawings/Transportation/Plans/2201826\_cpl\_rnd.dgn  
 DATE TIME 1/27/2023 12:30:31 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

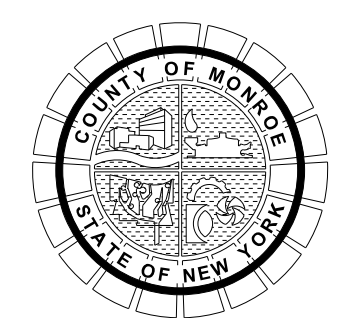


08/26/2022

NO.	REVISION	BY	DATE
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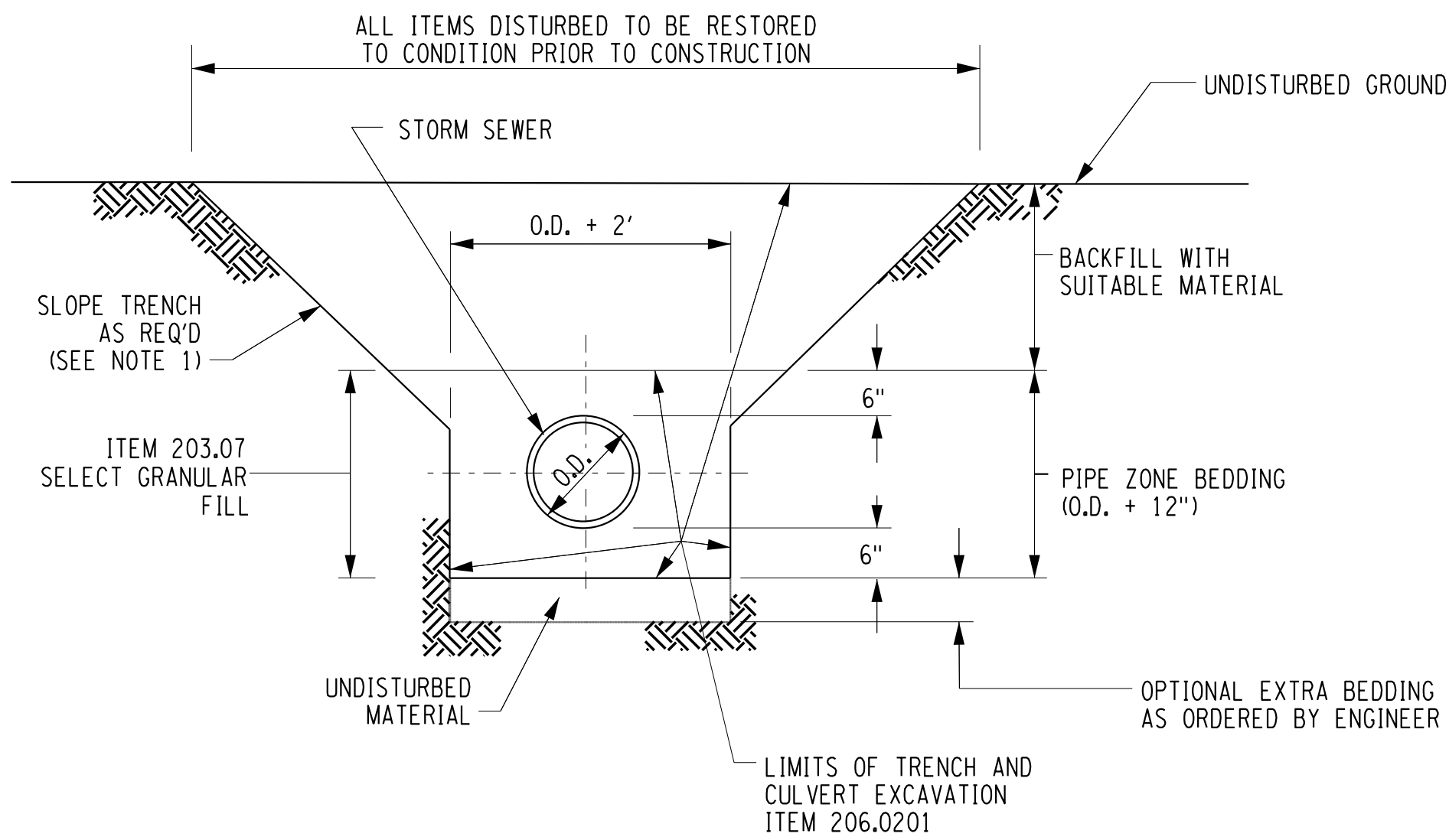


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS DETAILS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-06**



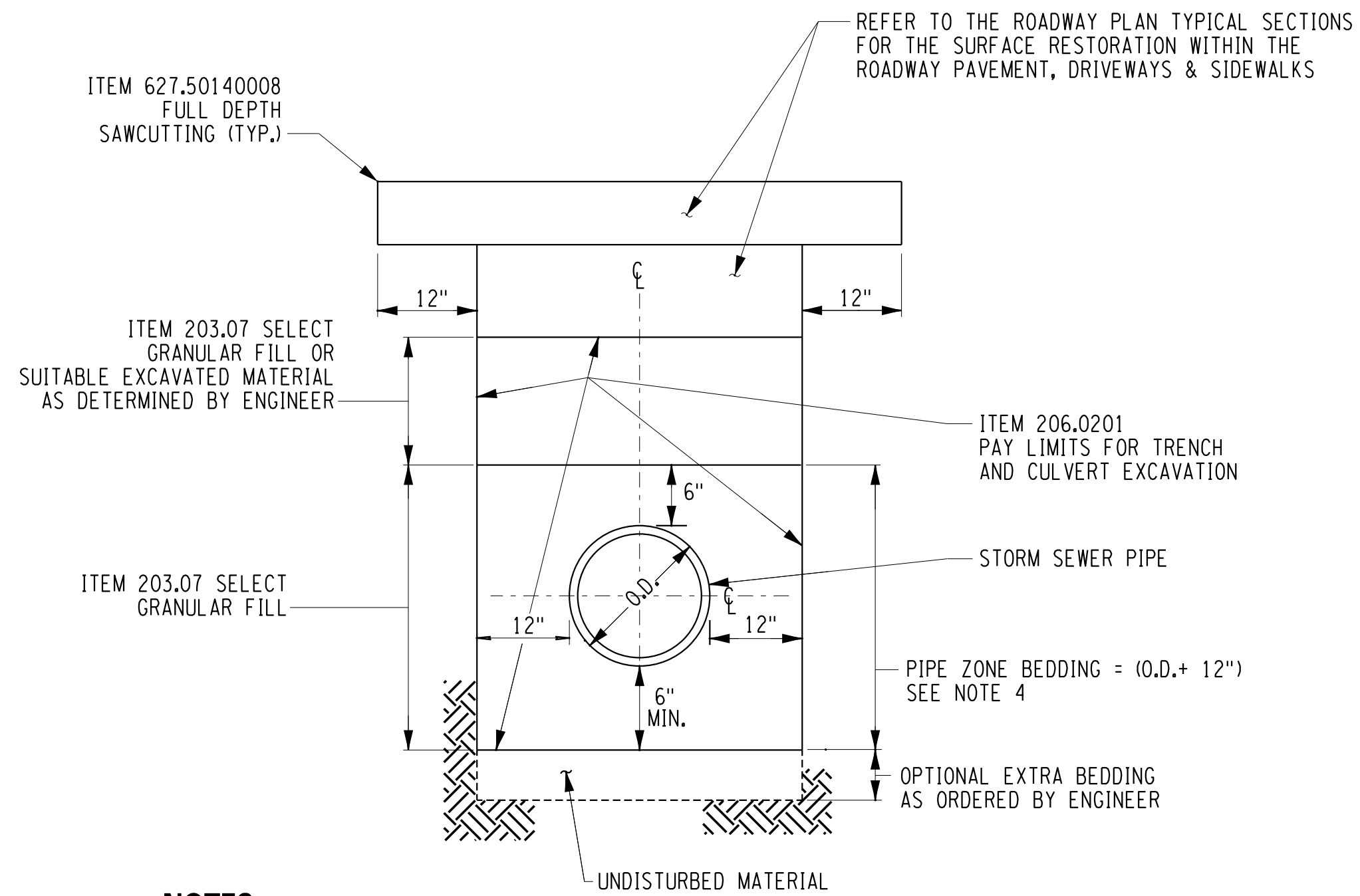


**NOTES:**

- SLOPE, SHEETING & BRACING PER OSHA SPECIFICATIONS. TRENCH SHIELD OR SHEETING TO BE LIFTED ABOVE THE SPRING LINE. FOR EXCAVATION GREATER THAN 5', THE CONTRACTOR SHALL USE ONE OF THE FOLLOWING TREATMENT OPTIONS:  
 A. LAYBACK OF TRENCH AT 1:1.5 (H:V). NO ADDITIONAL PAYMENT WILL BE MADE FOR EXCAVATION OR BACKFILL BEYOND THE TYPICAL TRENCH WIDTH OF O.D. + 2'.  
 B. USE ITEM 552.17 - SHIELDS AND SHORING
- WHERE STORM SEWER CROSSES PREVIOUSLY INSTALLED SANITARY SEWER, WATER OR GAS MAIN, ETC. TRENCH SHALL BE EXCAVATED DOWN TO THE PREVIOUSLY LAID UTILITY AND BACKFILLED WITH #2 CRUSHED STONE COMPACTED IN 6" LIFTS TO INSURE ADEQUATE SUPPORT.
- 6" STONE BEDDING, CONSISTING OF A BLENDING OF #1 AND #2 STONE, IS REQUIRED FOR SANITARY AND STORM SEWER INSTALLATIONS WITH CRUSHED STONE HAUNCHING TO A MINIMUM OF ONE-HALF OF THE PIPE DIAMETER ON THE SIDE OF THE PIPE. PAYMENT TO BE INCLUDED UNDER ITEM 203.07 SELECT GRANULAR FILL.

**STORM SEWER TRENCH IN GRASS AREA**

MCDOT STANDARD DETAIL  
 REVISION DATE: 03/15/21  
 NOT TO SCALE

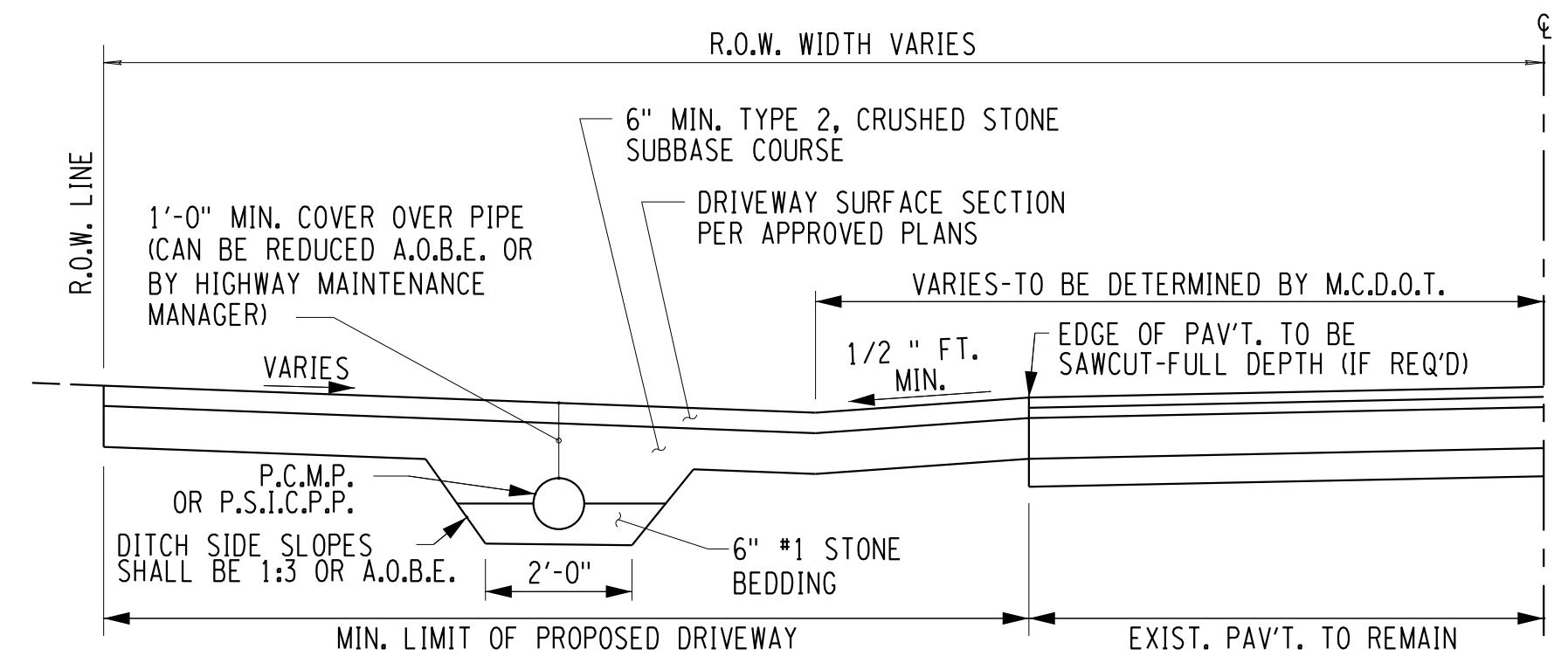
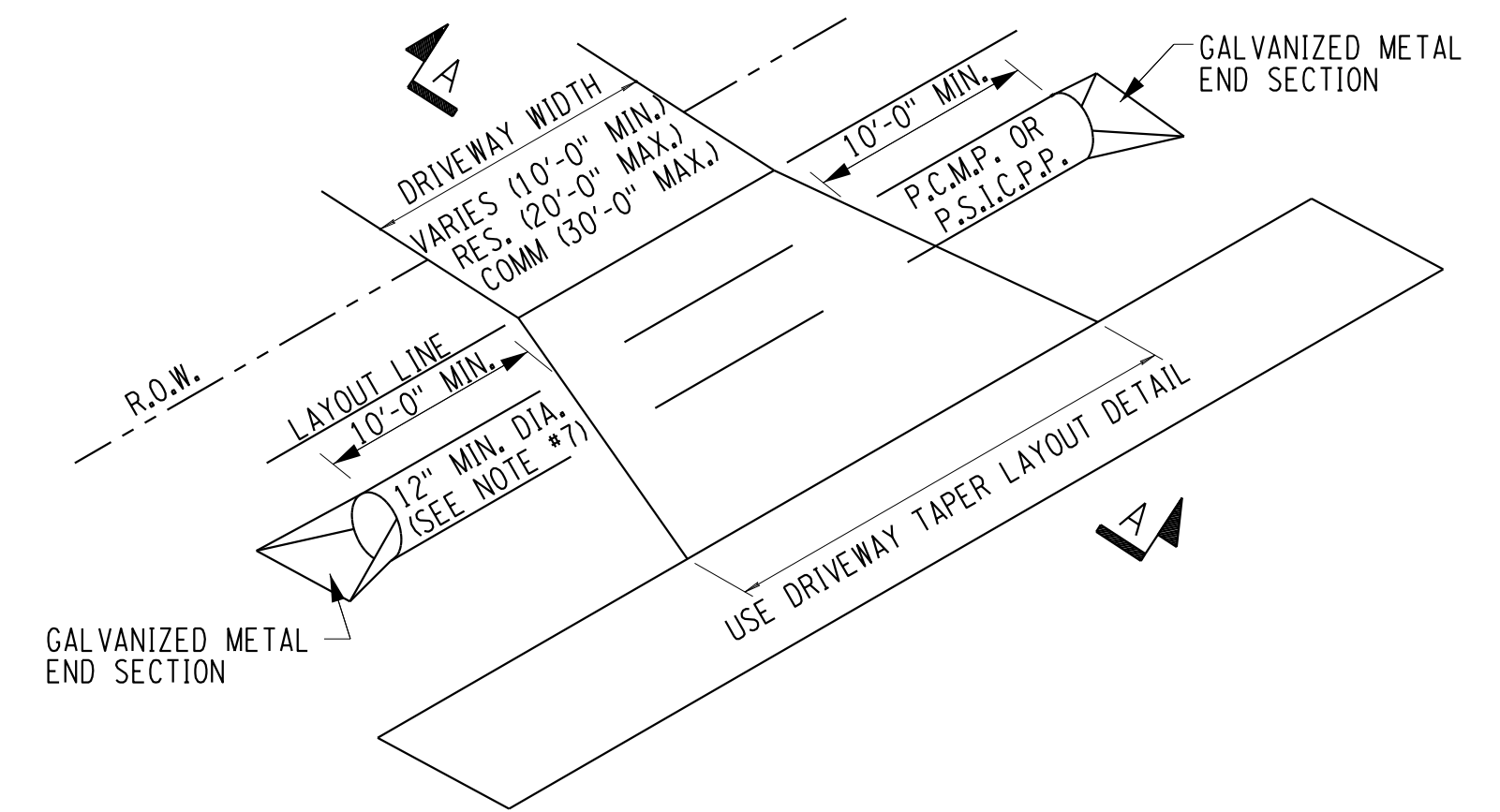


**NOTES:**

- BACKFILL WILL BE MADE WITH ITEM 203.07 TO THE BOTTOM OF TEMPORARY PAVEMENT, OR TO THE BOTTOM OF SUBBASE.
- SLOPE SHEETING & BRACING PER OSHA, SPECIFICATION. TRENCH SHIELD OR SHEETING TO BE LIFTED ABOVE THE SPRING LINE. FOR EXCAVATIONS GREATER THAN 5', THE CONTRACTOR SHALL USE ONE OF THE FOLLOWING TREATMENT OPTIONS:  
 A. LAYBACK OF TRENCH AT 1:1.5 (H:V). NO ADDITIONAL PAYMENT WILL BE MADE FOR EXCAVATION OF BACKFILL BEYOND THE TRNCH WIDTH OF O.D. + 2'.  
 B. USE ITEM 552.17 - SHIELDS AND SHORING.
- WHERE STORM SEWER CROSSES PREVIOUSLY INSTALLED SANITARY SEWER, WATER OR GAS MAIN, ETC. TRENCH SHALL BE EXCAVATED DOWN TO THE PREVIOUSLY LAID UTILITY AND BACKFILLED WITH #2 CRUSHED STONE COMPACTED IN 6" LIFTS TO INSURE ADEQUATE SUPPORT.
- 6" STONE BEDDING, CONSISTING OF A BLENDING OF #1 AND #2 STONE, IS REQUIRED FOR SANITARY AND STORM SEWER INSTALLATIONS WITH CRUSHED STONE HAUNCHING TO A MINIMUM OF ONE-HALF OF THE PIPE DIAMETER ON THE SIDE OF THE PIPE. PAYMENT TO BE INCLUDED UNDER ITEM 203.07 SELECT GRANULAR FILL.

**STORM SEWER TRENCH IN PAVED AREA**

MCDOT STANDARD DETAIL  
 REVISION DATE: 03/15/21  
 NOT TO SCALE



**SECTION A-A**

**NOTES:**

- CULVERT PIPE MUST BE EITHER PERFORATED CORRUGATED METAL PIPE (PCMP), (16 GAUGE) OR SMOOTH INTERIOR CORRUGATED PERFORATED POLYETHYLENE PIPE (SICPPP).
- THE EXISTING DRAINAGE DITCH MUST BE CLEANED AND GRADED TO DRAIN ACROSS THE ENTIRE HIGHWAY FRONTAGE.
- TOPSOIL AND SEED ALL DISTURBED AREAS.
- THE PLACEMENT OF THE CULVERT IS DETERMINED BY THE LINE, GRADE AND OFFSET OF THE EXISTING DITCH AND ADJACENT DRIVEWAY CULVERTS.
- IT IS DESIRABLE THAT DRIVEWAYS TO COUNTY ROADS BE PAVED TO THE RIGHT-OF-WAY LINE. THE DRIVEWAY SHALL SLOPE AWAY FROM THE OUTSIDE EDGE OF THE SHOULDER AT A MINIMUM OF 1/2 INCH PER FOOT TO THE CENTERLINE OF DRAINAGE.
- REFER TO CONCRETE APRON OR DRIVEWAY SECTION DETAIL FOR CONCRETE DRIVEWAYS.
- SMALLER SIZE PIPES MAY BE PERMITTED BY MCDOT, DEPENDING ON CONDITIONS.

**DRIVEWAY WITH CULVERT**

MCDOT STANDARD DETAIL  
 REVISION DATE: 01/09/18  
 NOT TO SCALE

PLOTDRW.pdf Color Full.plt  
 MD-08  
 MODEL TITLE: Hwy 2011826 - Hinchey Rd Improvement Drawings/Transportation/Plans/2011826\_cpl\_rnd.dgn  
 DATE TIME: 1/27/2023 12:30:35 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN  
 ENGINEER: RICHARD BENNETT



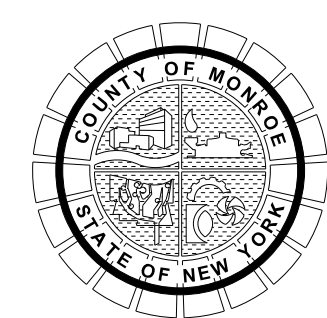
08/26/2022

NO.	REVISION	BY	DATE
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If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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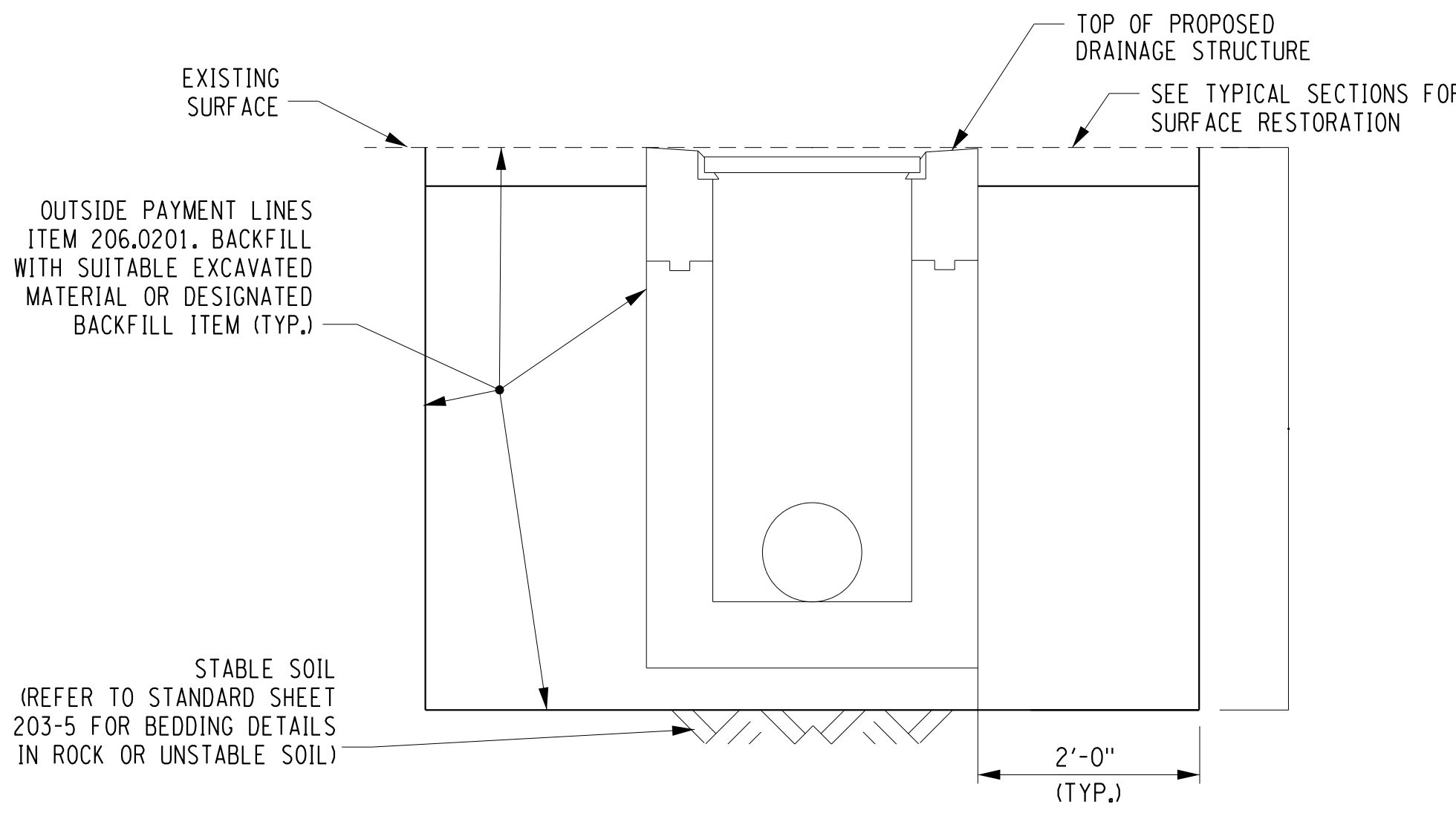


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

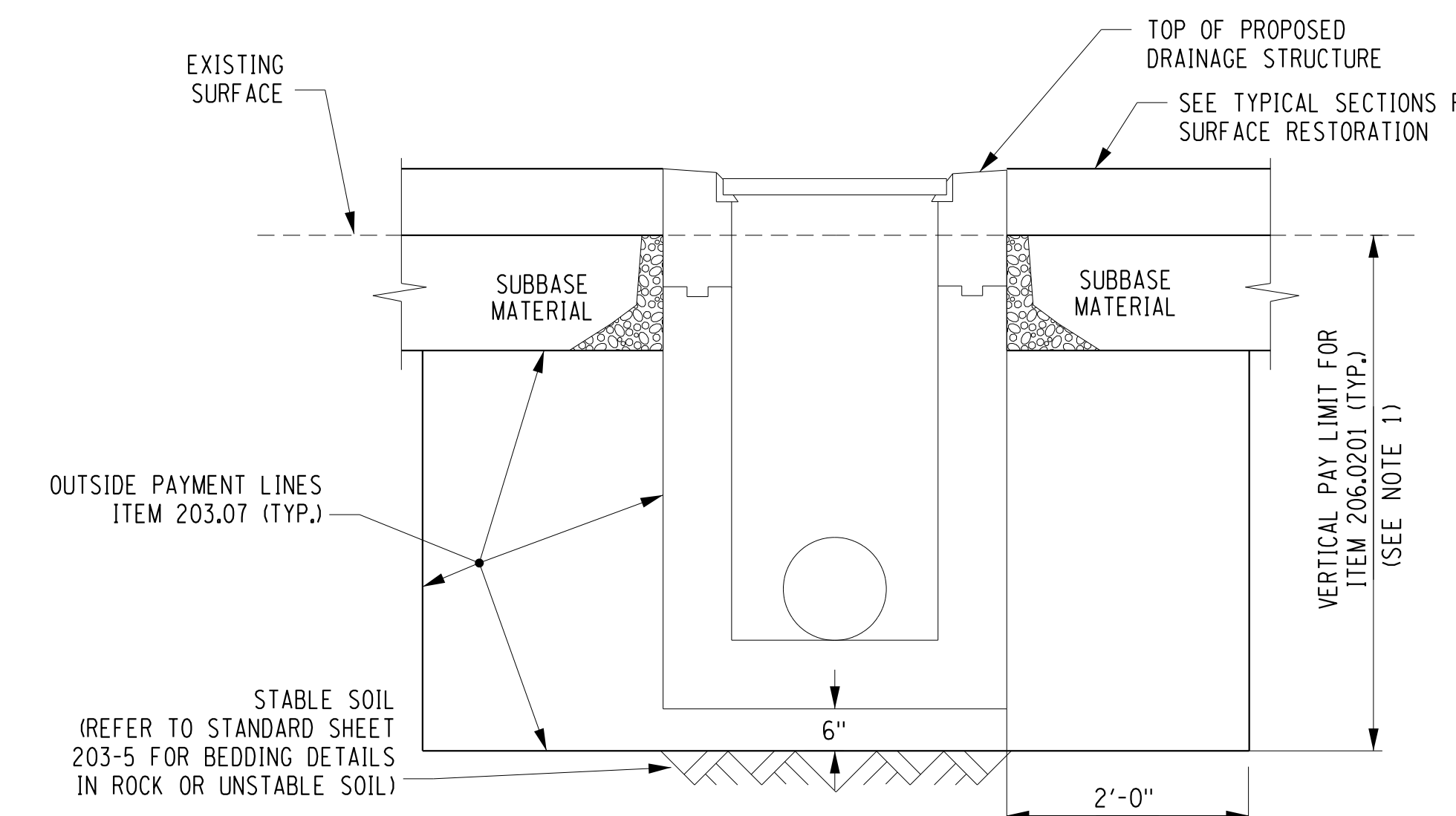
DRAWING TITLE  
**MISCELLANEOUS DETAILS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**MD-08**





**OUTSIDE PAVEMENT**

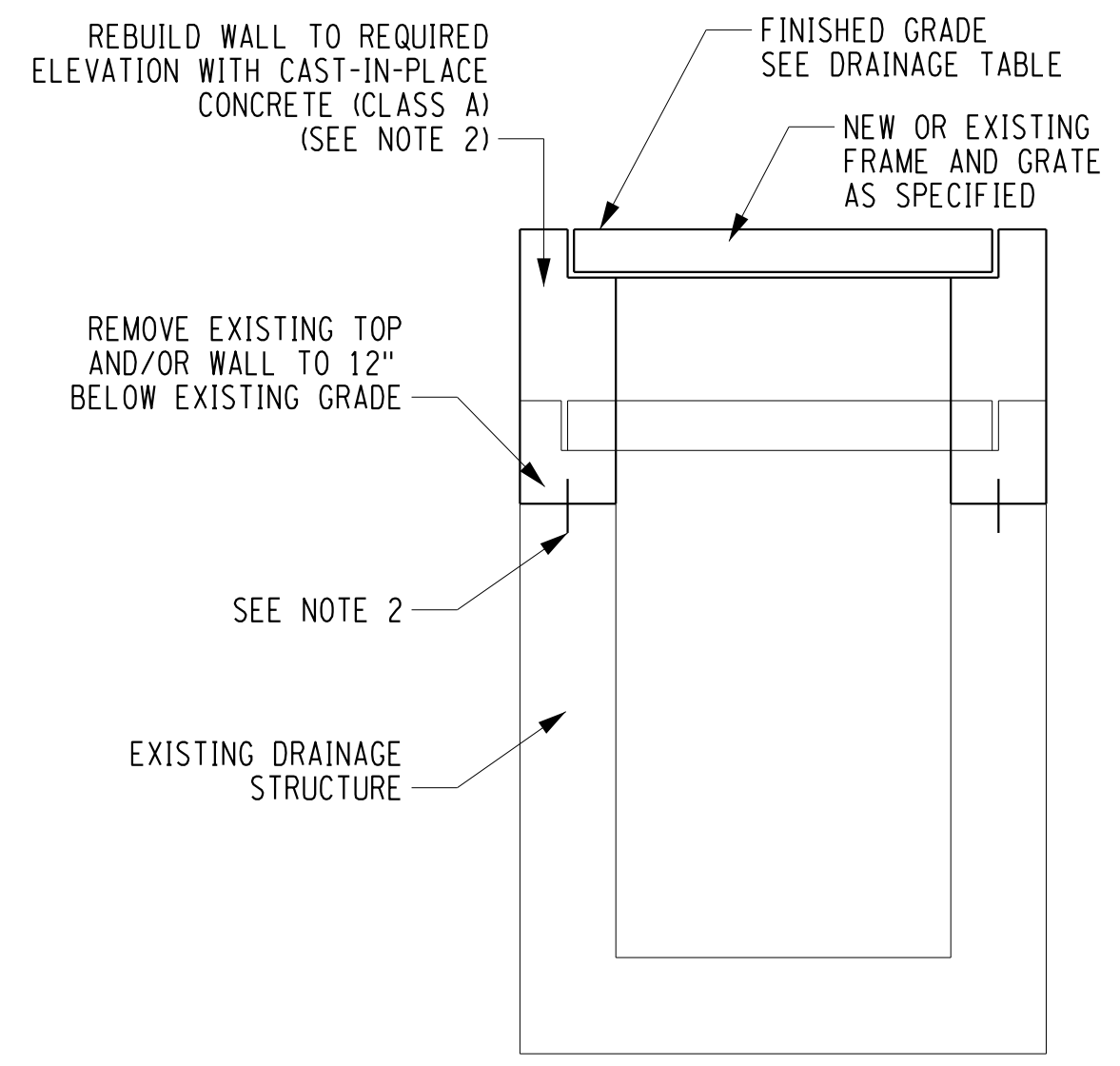


**UNDER PAVEMENT**

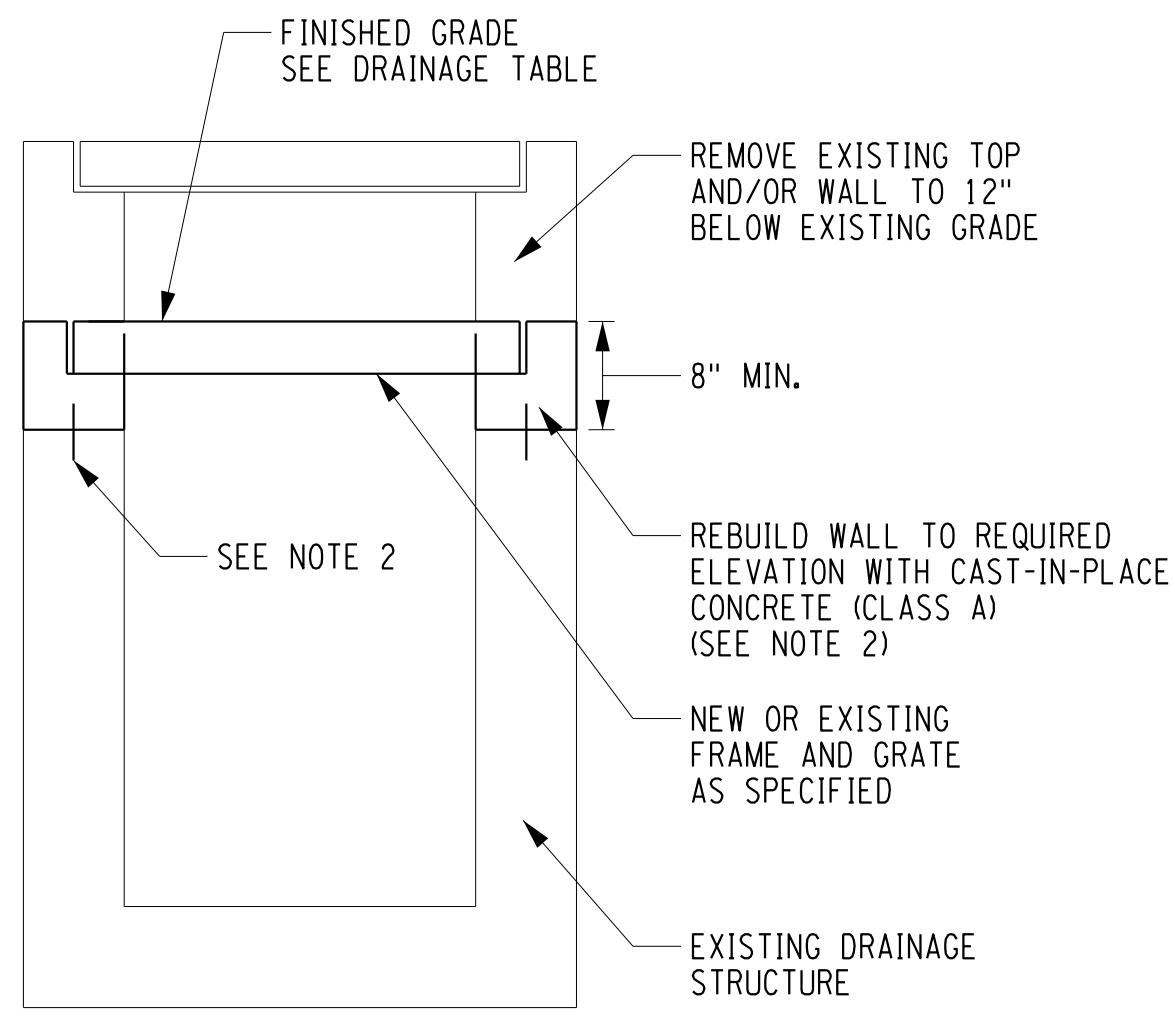
**INSTALLATION OF PROPOSED DRAINAGE STRUCTURES**

NOT TO SCALE

- NOTE:**
- SHIELDS AND SHORING (ITEM 552.17) TO BE USED ONLY IF CONTRACTOR IS UNABLE TO LAY BACK TRENCH AT A 1:1.5 (VERTICAL:HORIZONTAL) SLOPE AND THE DEPTH OF EXCAVATION FROM ORIGINAL GROUND TO BOTTOM OF TRENCH EXCEEDS 5'.



**RAISING GRADE**

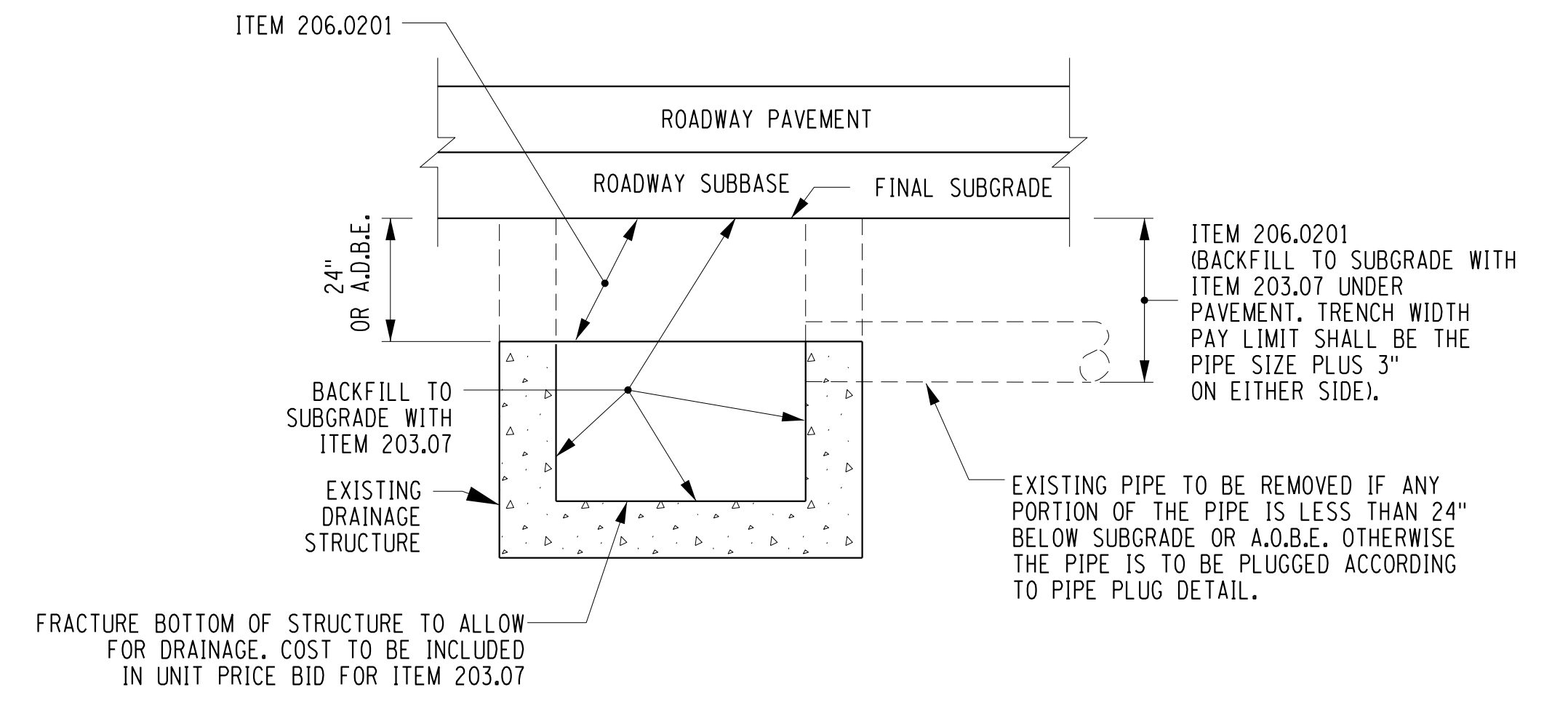


**LOWERING GRADE**

- NOTES:**
- INTERIOR (AND EXTERIOR WHERE APPLICABLE) OF REBUILT WALLS SHALL BE COATED WITH TWO COATS OF EPOXY RESIN DAMP PROOFING.
  - DRILL AND GROUT #5 BAR DOWELS, 3 PER SIDE MINIMUM, WITH 6" MINIMUM EMBEDMENT INTO OLD AND NEW CONCRETE. ALL EXISTING CONCRETE SURFACES THAT WILL BE IN CONTACT WITH NEW CONCRETE SHALL BE COATED WITH EPOXY POLYSULFIDE GROUT PER NYSDOT SPECIFICATIONS 721-03. COST OF THIS WORK TO BE INCLUDED IN THE PRICE BID FOR ITEM 604.070401.
  - THE UNIT PRICE BID SHALL INCLUDE THE COST OF: REMOVAL AND RESETTING OF THE FRAME, CLEANING EXISTING CATCH BASIN OR MANHOLE, DISPOSING ALL DEBRIS, EXCAVATION AND BACKFILL, AND FURNISHING ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.

**ALTER EXISTING DRAINAGE STRUCTURES**

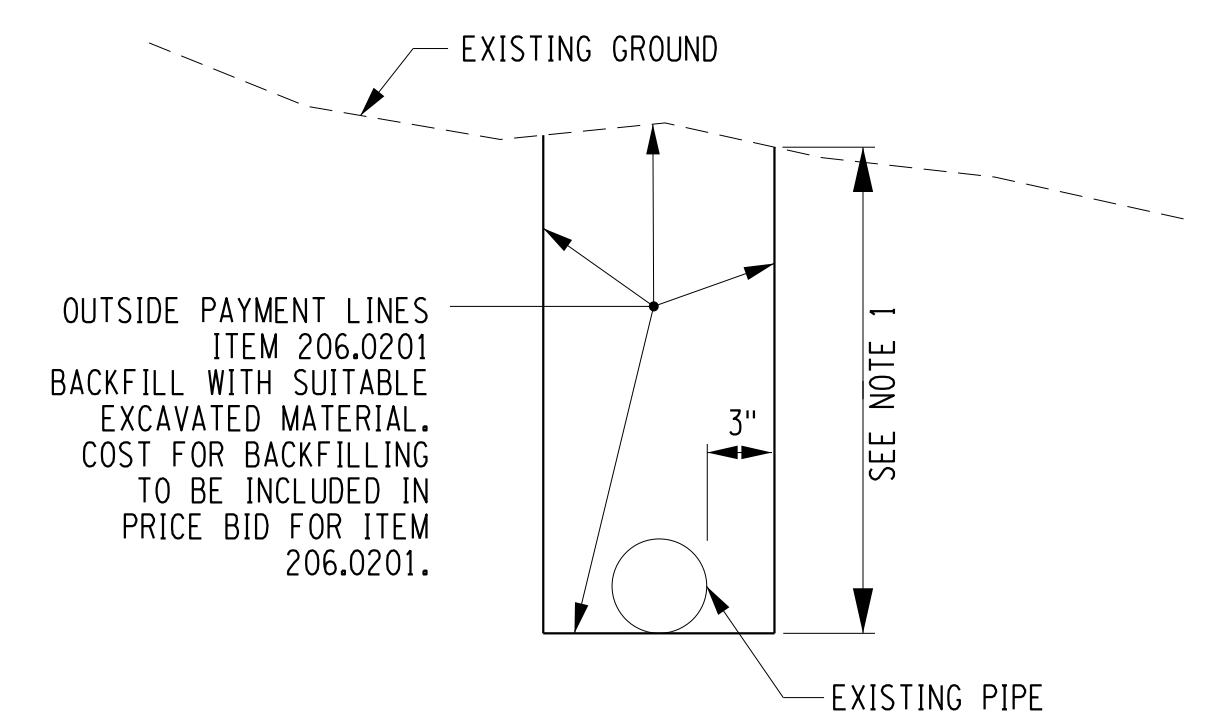
MCDOT STANDARD DETAIL  
REVISION DATE: 03/15/21  
ITEM 604.070401  
NOT TO SCALE



**REMOVAL OF DRAINAGE STRUCTURE AND PIPE BELOW RECONSTRUCTED PAVEMENT**

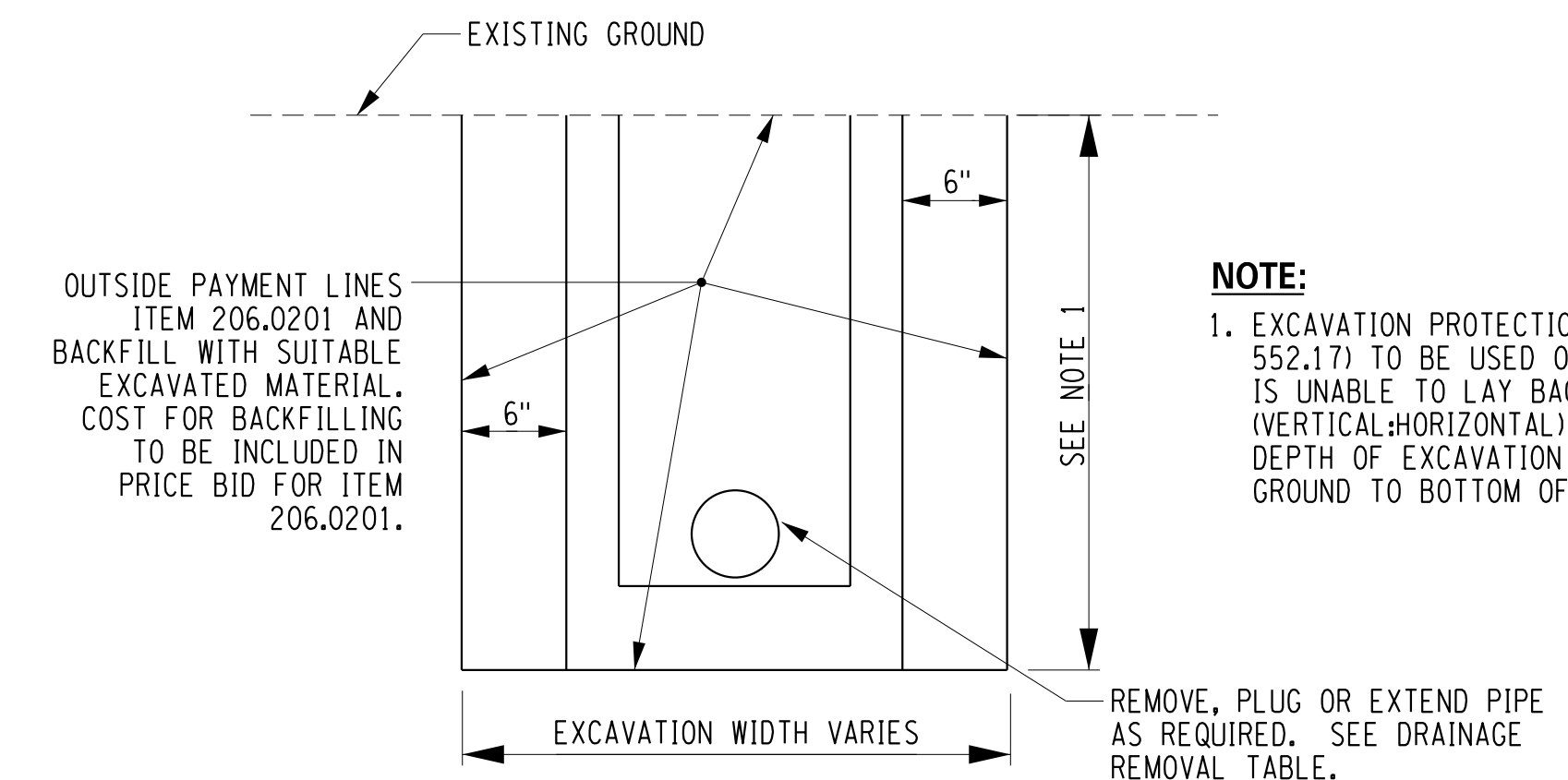
MCDOT STANDARD DETAIL  
REVISION DATE: 03/09/21  
NOT TO SCALE

- NOTES:**
- THE RESIDENT ENGINEER MAY ORDER PIPES/STRUCTURES BEYOND EXCAVATION LIMITS REMOVED IN LIEU OF ABANDONING AND FILLING. COST TO BE INCLUDED IN ITEM 206.0201.



**REMOVAL OF EXISTING PIPES OUTSIDE RECONSTRUCTED PAVEMENT**

NOT TO SCALE



**REMOVAL OF EXISTING DRAINAGE STRUCTURES OUTSIDE RECONSTRUCTED PAVEMENT**

NOT TO SCALE

- NOTE:**
- EXCAVATION PROTECTION SYSTEM (ITEM 552.17) TO BE USED ONLY IF CONTRACTOR IS UNABLE TO LAY BACK TRENCH AT 1:1.5 (VERTICAL:HORIZONTAL) SLOPE AND THE DEPTH OF EXCAVATION FROM ORIGINAL GROUND TO BOTTOM OF TRENCH EXCEEDS 5'.

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 MD-07-R1  
 MODEL TITLE: 2201826-1/27/2023  
 DATE TIME: 1/27/2023 12:33:38 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

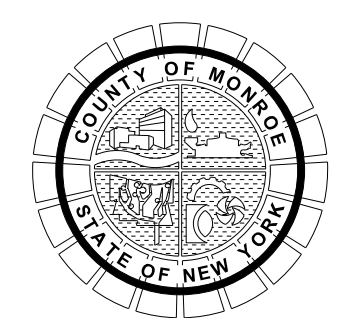


08/26/2022

NO.	REVISION	BY	DATE
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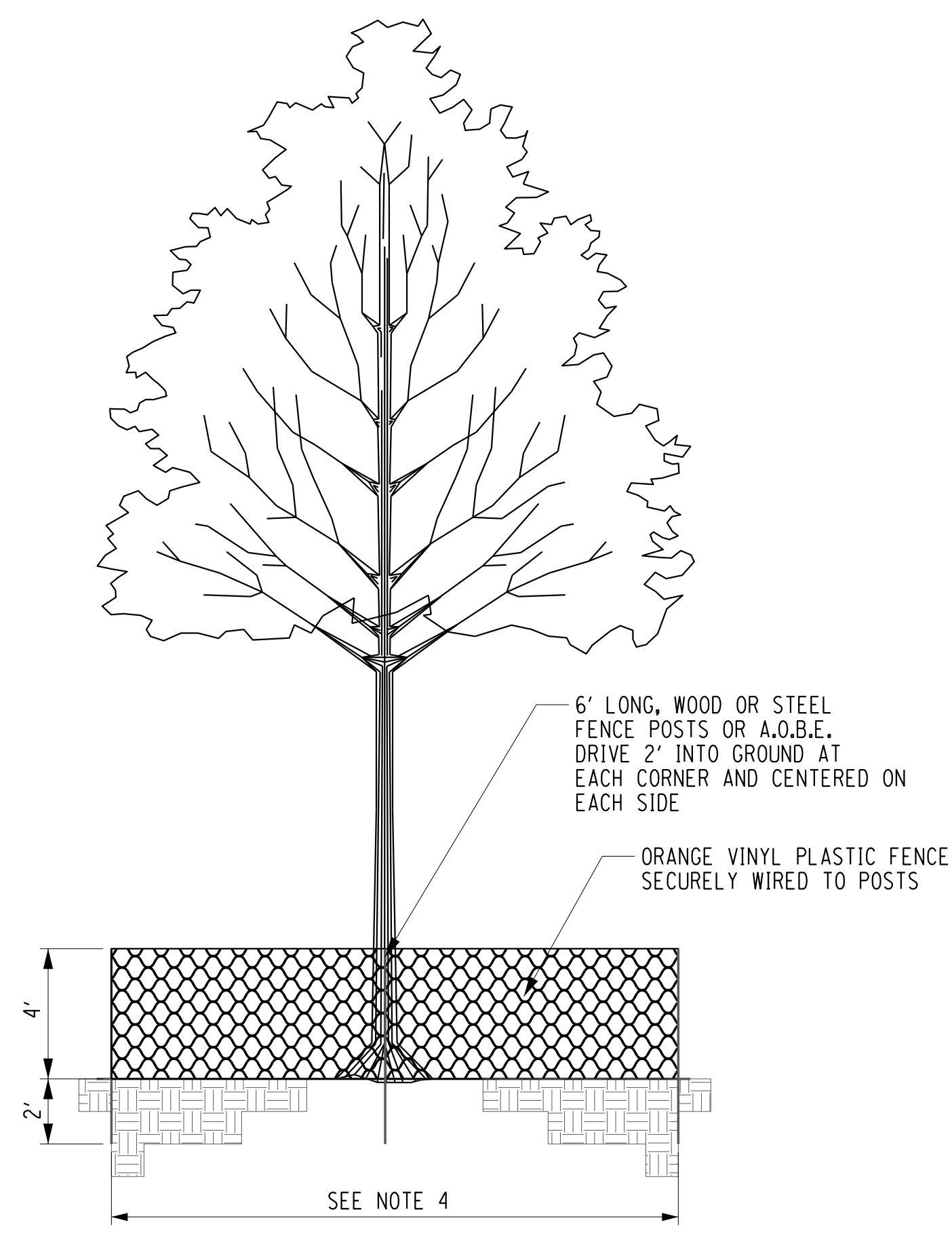


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

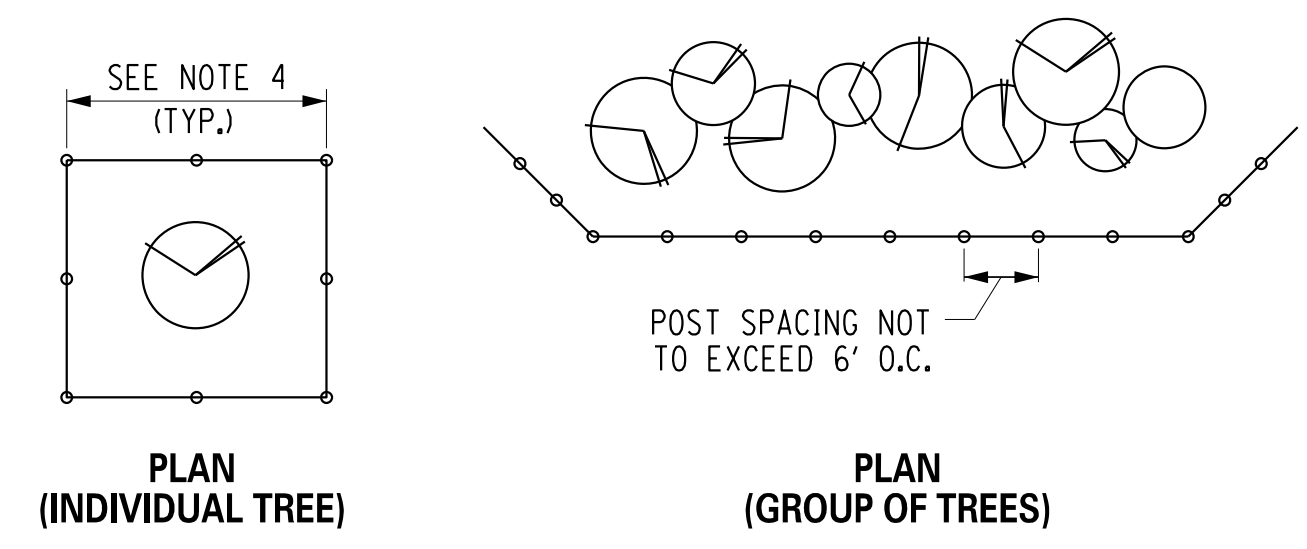
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**MISCELLANEOUS DETAILS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-07 R1**





ELEVATION - INDIVIDUAL TREE

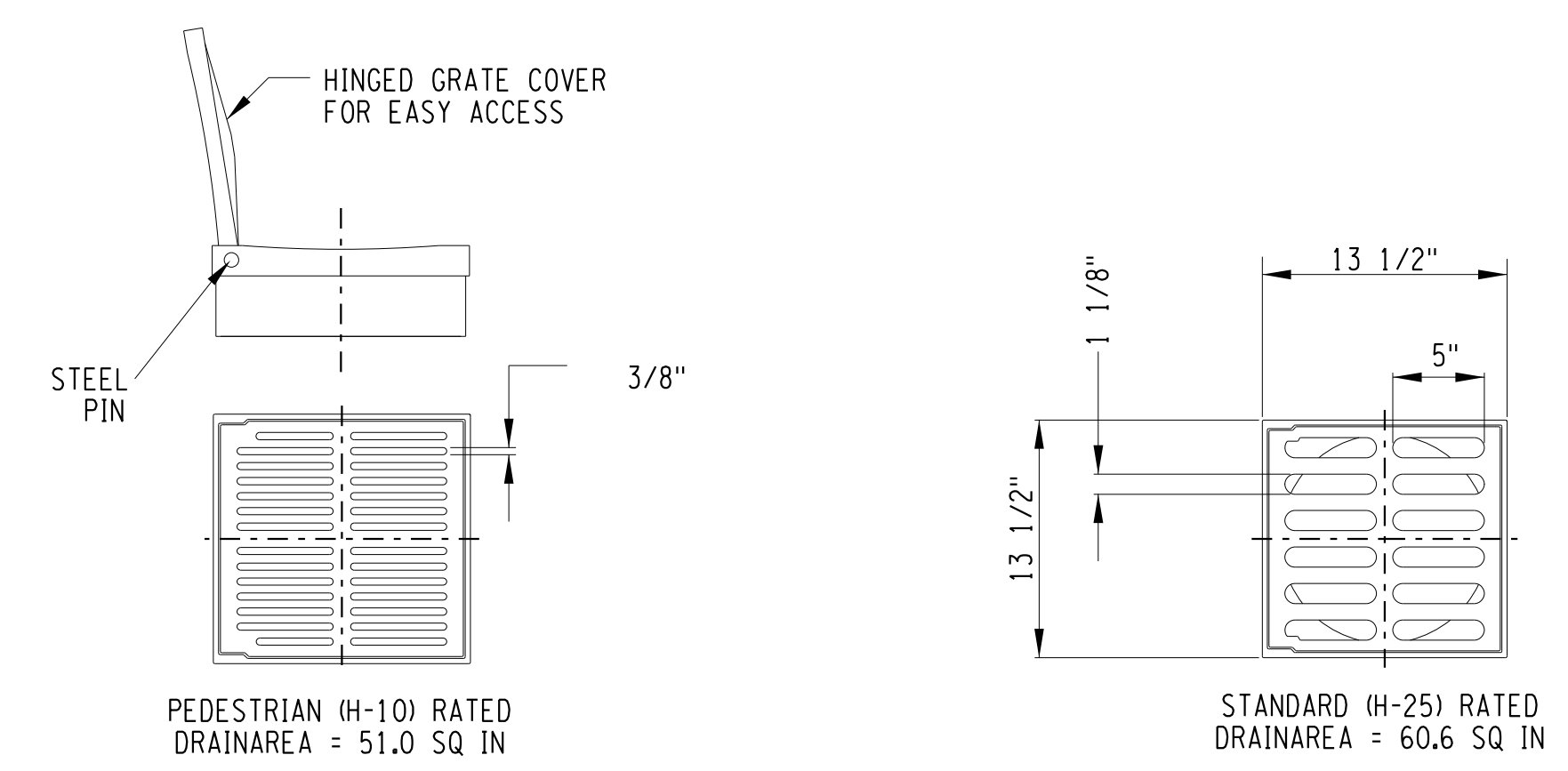


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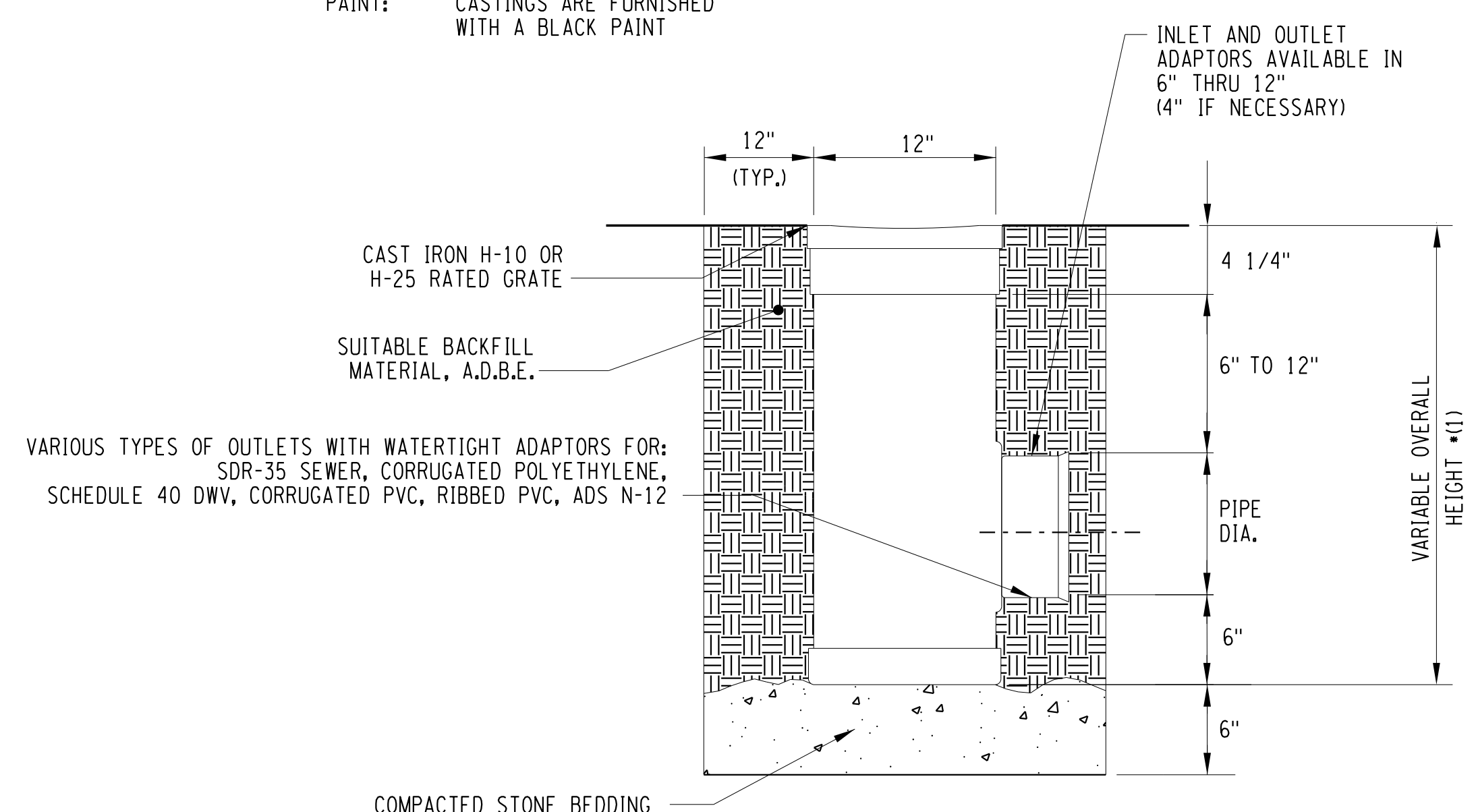
1. TREE/VEGETATION PROTECTION BARRIER SHALL BE INSTALLED AROUND ALL EXISTING TREES & SHRUBS AND AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO BEGINNING ANY WORK IN THESE AREAS.
2. THE PROTECTION BARRIERS SHALL BE ERECTED PRIOR TO ANY ACTIVITY THAT WILL ALTER THE SITE SUCH AS PLACING TRAILERS, STOCK PILES, STORAGE AREAS, DEMOLITION OR CONSTRUCTION.
3. AT NO TIME SHALL BARRIER BE REMOVED FOR EQUIPMENT ACCESS.
4. CONTRACTOR SHALL PROVIDE 16' OF FENCE ALONG EACH SIDE OF THE TREES TO BE PROTECTED, HOWEVER, IN SMALL TREE LAWN WIDTHS, FENCE SHALL NOT BE CLOSER THAN 1' FROM CURB OR ACTIVE SIDEWALK (EXISTING OR PROPOSED).
5. SEE TABLES DWG. MTB-XX FOR TREE AND VEGETATION PROTECTION BARRIER LOCATIONS.

TREE PROTECTION BARRIER

ITEM 607.41010010  
NOT TO SCALE



MATERIAL: CAST IRON  
QUALITY: MATERIAL SHALL CONFORM TO ASTM A48 - CLASS 30B  
PAINT: CASTINGS ARE FURNISHED WITH A BLACK PAINT



FIELD INLET-STAND PIPE 12"

ITEM 604.500101  
MCDOT STANDARD DETAIL  
REVISION DATE: 06/03/02  
NOT TO SCALE

PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

PLOTDRW.pdf Color Full.plt  
MD-09  
MODEL TITLE: Hinchey Rd Improvement Drawings/Transportation/Plans/2201826\_cpl\_rnd.dgn  
DATE TIME: 1/27/2023 12:30:33 PM



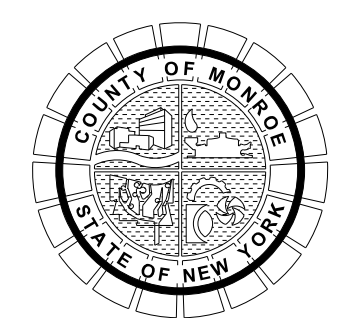
08/26/2022

NO.	REVISION	BY	DATE
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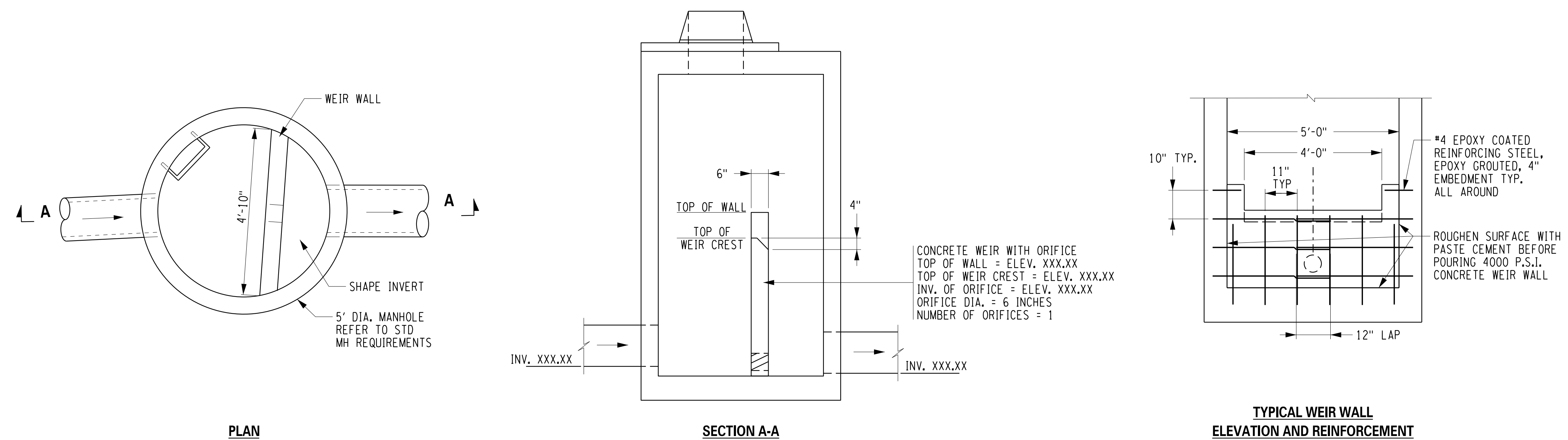
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PROJECT/CLIENT  
HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
MISCELLANEOUS DETAILS

PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
DRAWING NUMBER  
MD-09

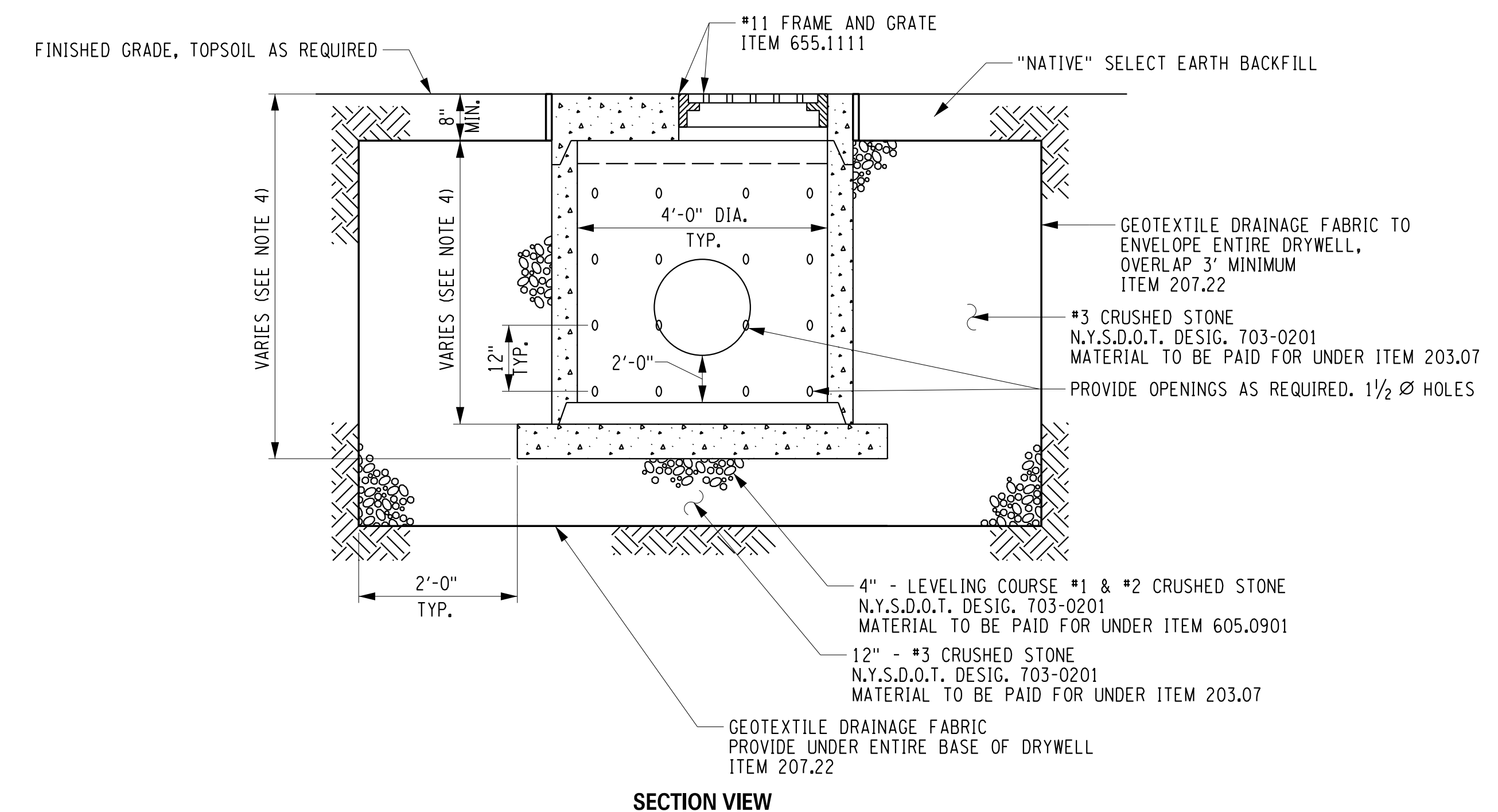


**DS X-X STORMWATER STORAGE CONTROL STRUCTURE**

ITEM 604.500102  
NOT TO SCALE

NOTE: COST TO CONSTRUCT WEIR TO BE INCLUDED IN ITEM 604.500102

WEIR STRUCTURE TABLE										
STRUCTURE NO.	STATION	OFFSET (FT)	SIDE	RIM/TOG	INLET	OUTLET	ORIFICE INV	WEIR CREST	TOP OF WALL	SUMP
DS 2-1	15+86	19	RT	563.39	558.60	558.49	558.60	560.60	561.35	557.99
DS 3-2	22+28	26	RT	566.10	562.05	562.04	562.05	563.55	564.30	561.54
DS 3-5	23+54	24	RT	567.70	562.65	562.54	562.65	564.65	565.40	562.04



**DS X-X DRYWELL STRUCTURE**

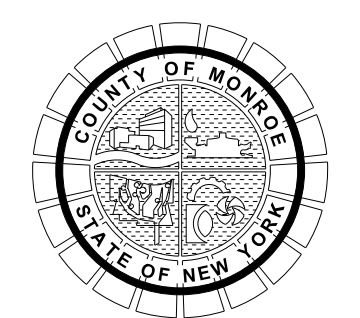
ITEM 604.500103  
NOT TO SCALE

**NOTES:**

1. REINFORCED STEEL CONFORMING TO LATEST A.S.T.M. AT 85 SPEC. 0.12 SQ. IN. / LINEAR FT. AND 0.12 SQ. IN. (BOTH WAYS) IN BASE SLAB.
2. CONCRETE COMPRESSIVE STRENGTH - 4000 PSI. MINIMUM.
3. MANHOLE DESIGN SPECIFICATIONS CONFORMING TO LATEST A.S.T.M. C478 SPEC. FOR PRECAST REINFORCED CONCRETE MANHOLE SECTIONS.
4. SEE DRAINAGE TABLE FOR ACTUAL HEIGHT OF DRYWELL.

**SECTION VIEW**

NO.	REVISION	BY	DATE
1			
2			
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5			



PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS DETAILS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-10**

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 DATE TIME 1/27/2023 12:30:33 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

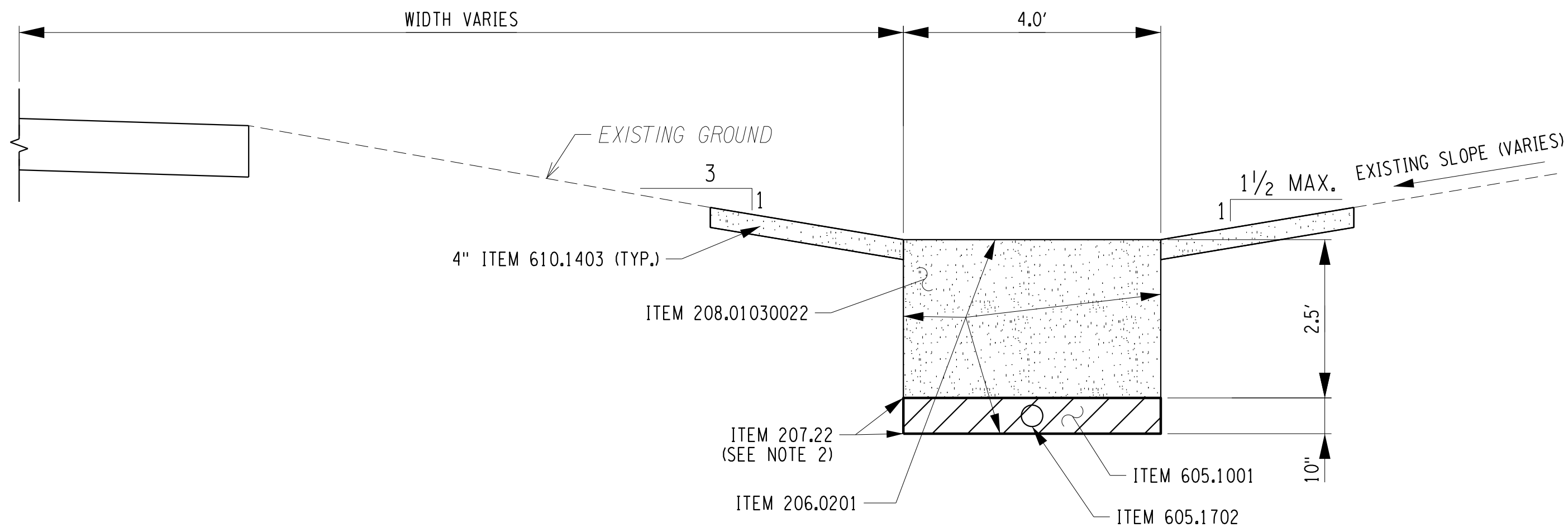


08/26/2022

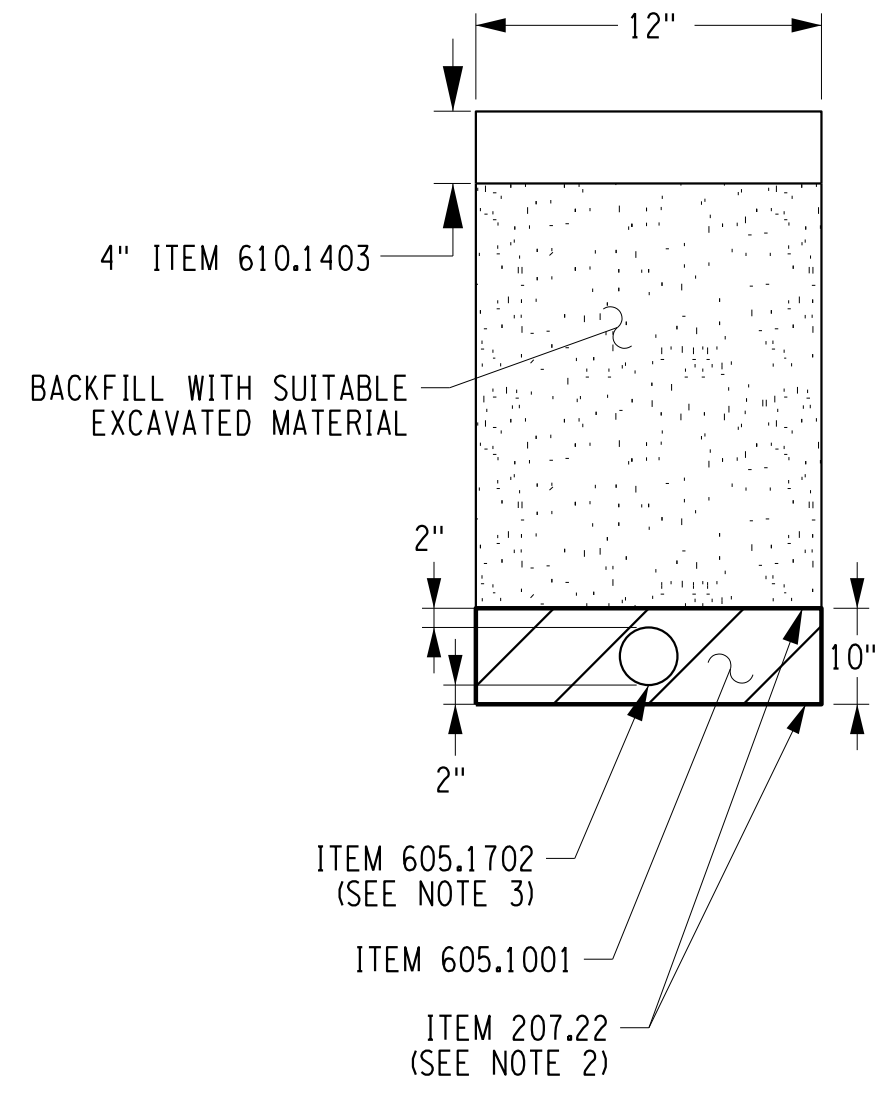
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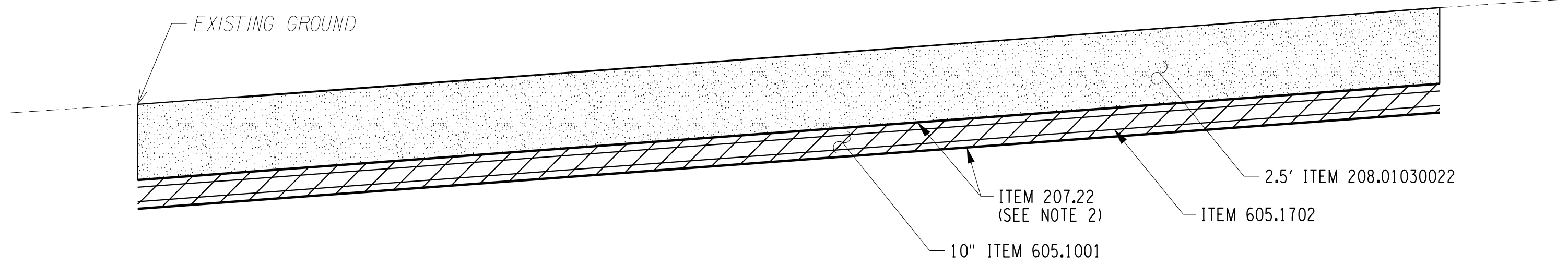




**DRY SWALE SECTION**  
SCALE: N.T.S.



**OUTLET TRENCH**  
SCALE: N.T.S.



**TYPICAL DRY SWALE PROFILE**  
SCALE: N.T.S.

**NOTES:**

1. REFER TO STANDARD DETAIL ON 209-2RI FOR GENERAL APPLICATION NOTES.
2. GEOTEXTILE DRAINAGE STRENGTH CLASS 2, APPARENT OPENING SIZE CLASS B. UNDERDRAIN FILTER MATERIAL SHALL BE WRAPPED WITH GEOTEXTILE DRAINAGE.
3. LAST 20 FEET SHALL BE SOLID PVC PIPE, SCHEDULE 40, PROVIDE RODENT GUARD ON PIPE END. COSTS FOR PVC PIPE AND RODENT GUARD TO BE INCLUDED IN PRICE BID FOR ITEM 605.1702.

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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



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1			
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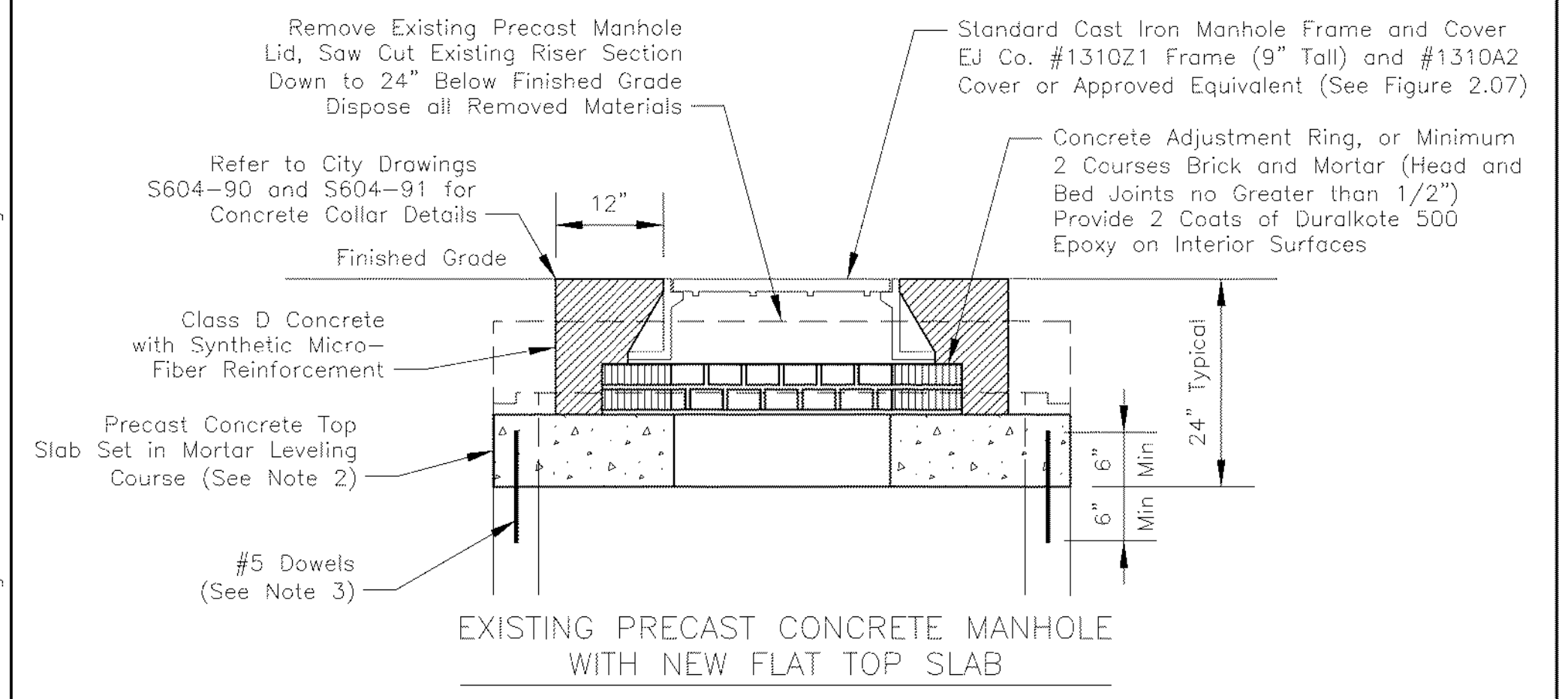
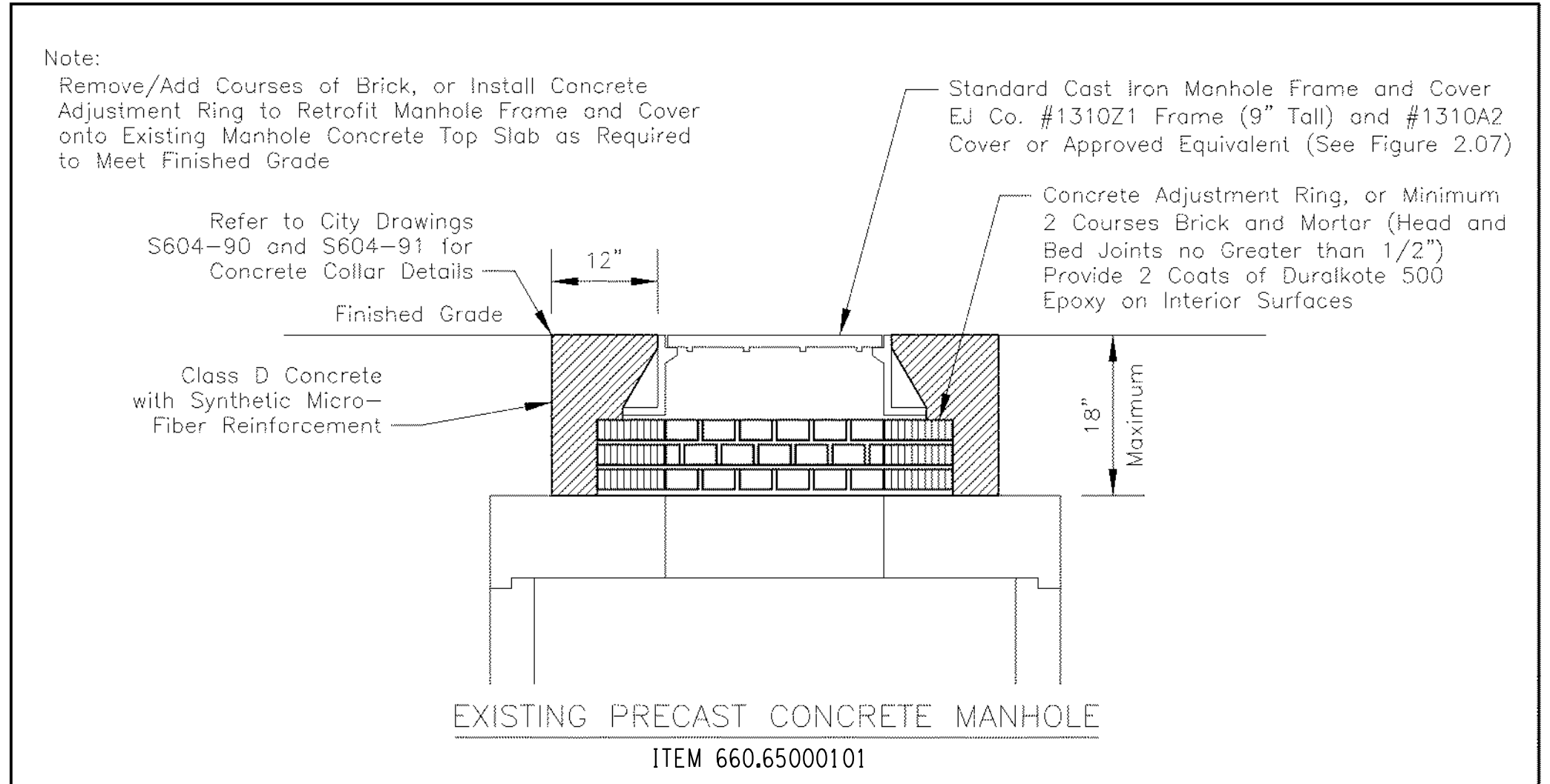


PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 MISCELLANEOUS DETAILS

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MD-11

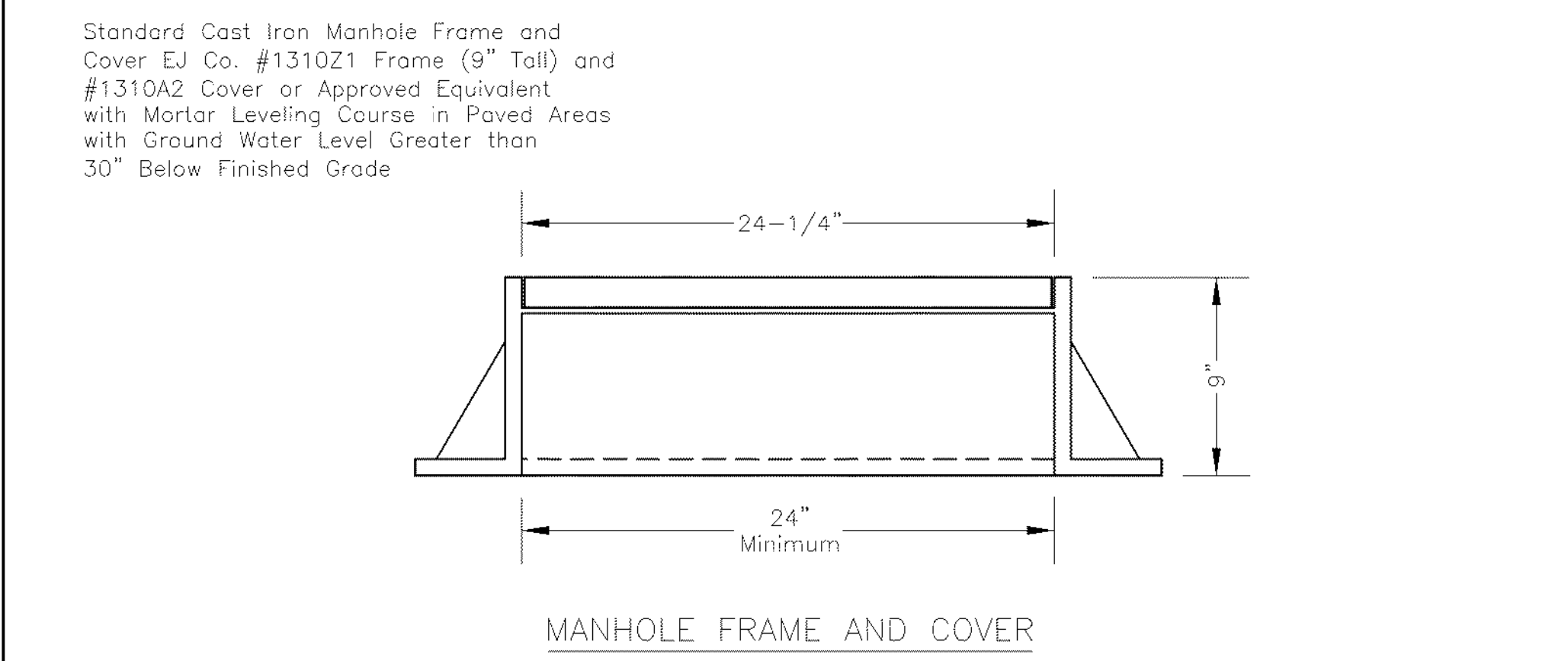
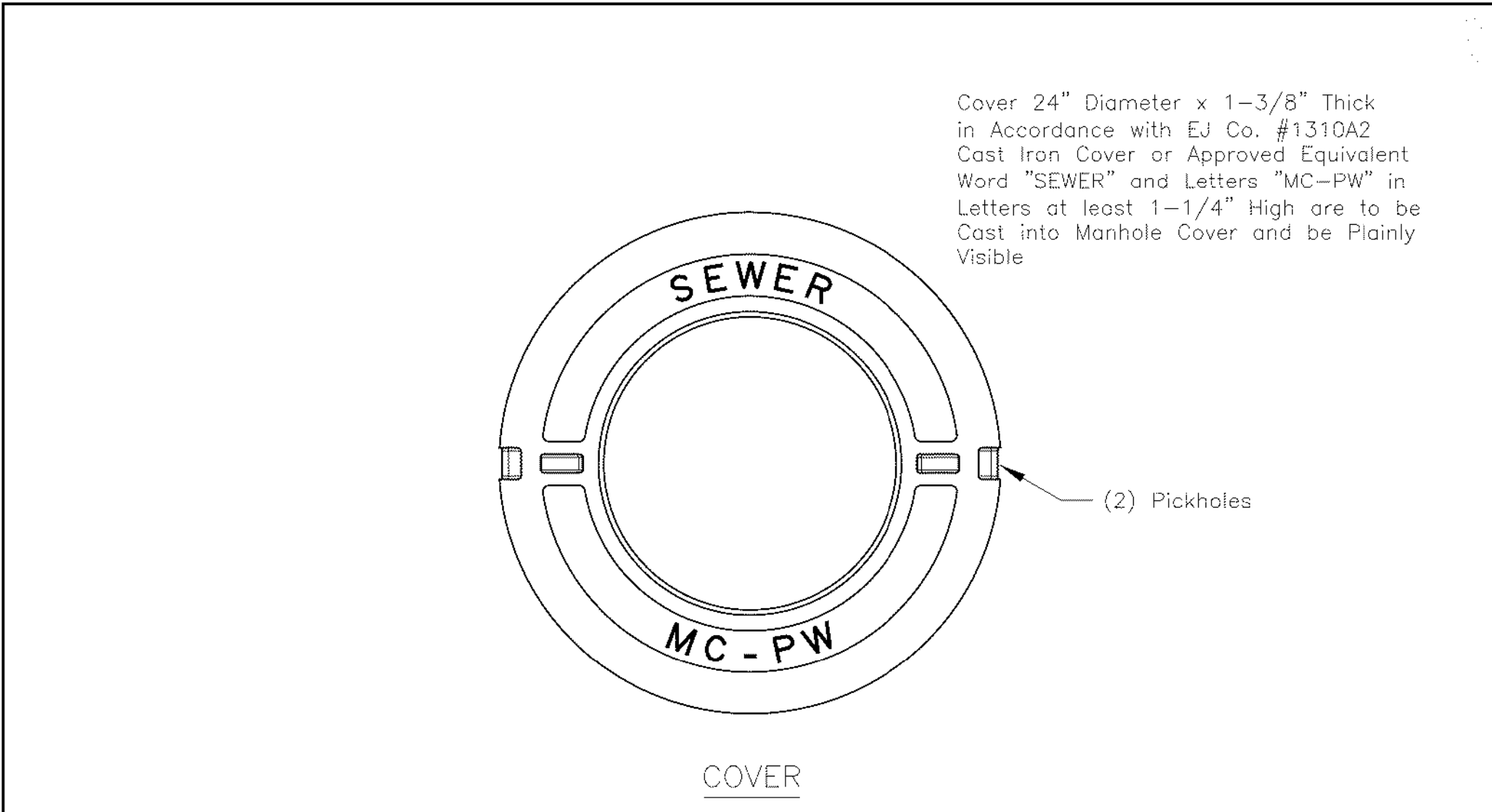




- NOTES:**
- Contractor to verify existing manhole size to match new precast concrete flat top slab.
  - Precast concrete top slab is to be 8" thick, with 24" diameter hole located in center of slab, as required. Slab is to be designed for AASHTO H-20 highway loading, and underside of slab pre-coated by manufacturer with RC-30. Coat surface of hole with 2 coats of Duralkote 500 Epoxy. Shop drawings must be approved by MCPW before ordering new slab.
  - Use (8) #5 dowels drilled and grouted into existing structure walls and new slab.
  - Bricks used for frame leveling course are to be ASTM C32, Grade SS.
  - Take appropriate measures to prevent surface water, mud, dirt and other foreign material from entering sewer system during construction, by plugging, pumping, bailing and other work as necessary.

*Typical Detail for City Of Rochester Street Improvement Projects. Other Use Requires RPWD Approval.*

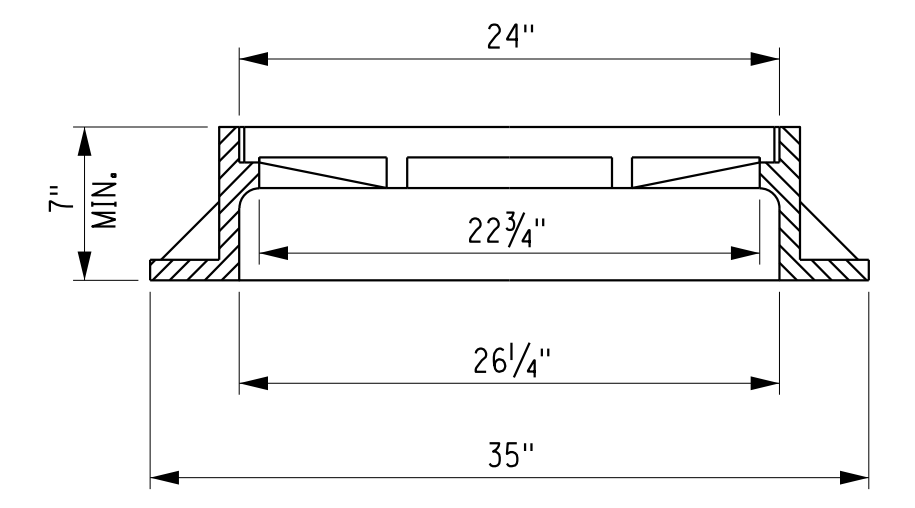
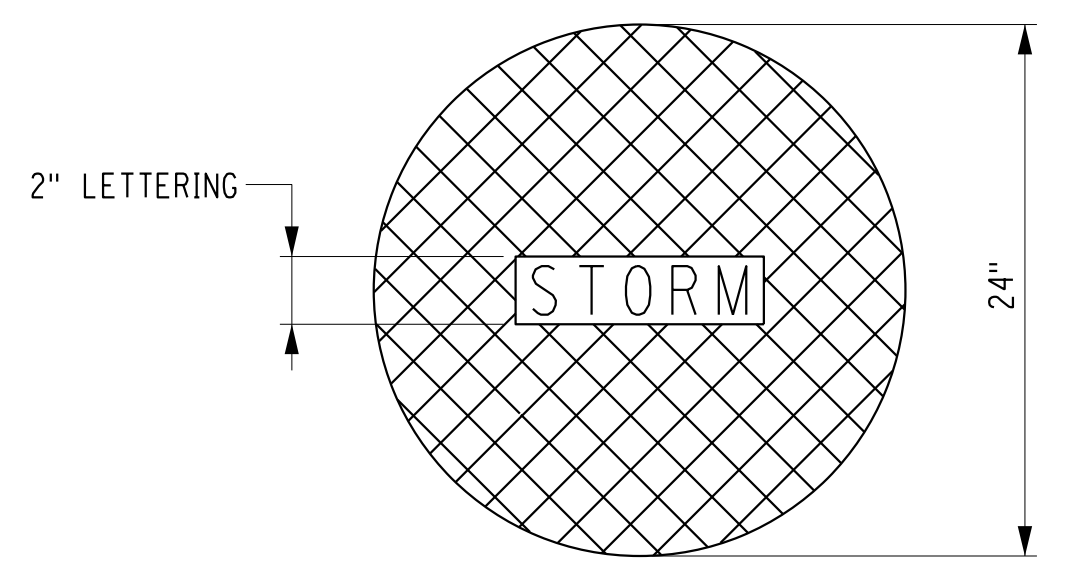
MONROE COUNTY PURE WATERS		
AUGUST 2019	MANHOLE FRAME AND COVER ADJUSTMENT FOR PRECAST CONCRETE STRUCTURES	FIGURE 2.06



- NOTE:**
- Manhole frame and cover are to be cast iron, made of tough close-grained gray iron without admixture of any cinder iron or metal of inferior quality, in accordance with ASTM A48 Class 30B or 35B.

*Typical Detail for City Of Rochester Street Improvement Projects. Other Use Requires RPWD Approval. Former City of Rochester Std. Dwg. No. R655-3*

MONROE COUNTY PURE WATERS		
OCTOBER 2019	MANHOLE FRAME AND COVER	FIGURE 2.07



- NOTE:**
- MANHOLE FRAMES AND COVERS SHALL BE EJ CASTING NO. 1310Z FRAME WITH NO. 1310A COVER (VENTED) OR APPROVED EQUAL.

**MANHOLE FRAME AND COVER**  
**ITEM 655.1202**  
MCDOT STANDARD DETAIL  
REVISION DATE: 3/15/21  
NOT TO SCALE

- NOTE:**
- MANHOLE FRAMES AND COVERS TO BE PROVIDED BY MCPW. COST TO OBTAIN AND COORDINATE SHALL BE INCLUDED IN PRICE BID FOR ITEM 660.65000101.

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 MODEL DATE: 1/17/2023  
 DATE TIME: 1/17/2023 12:39:42 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

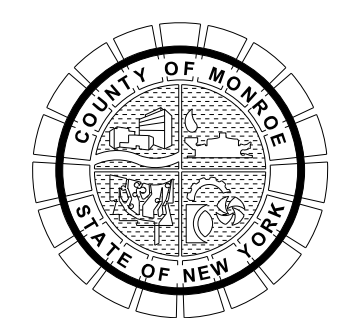


08/26/2022

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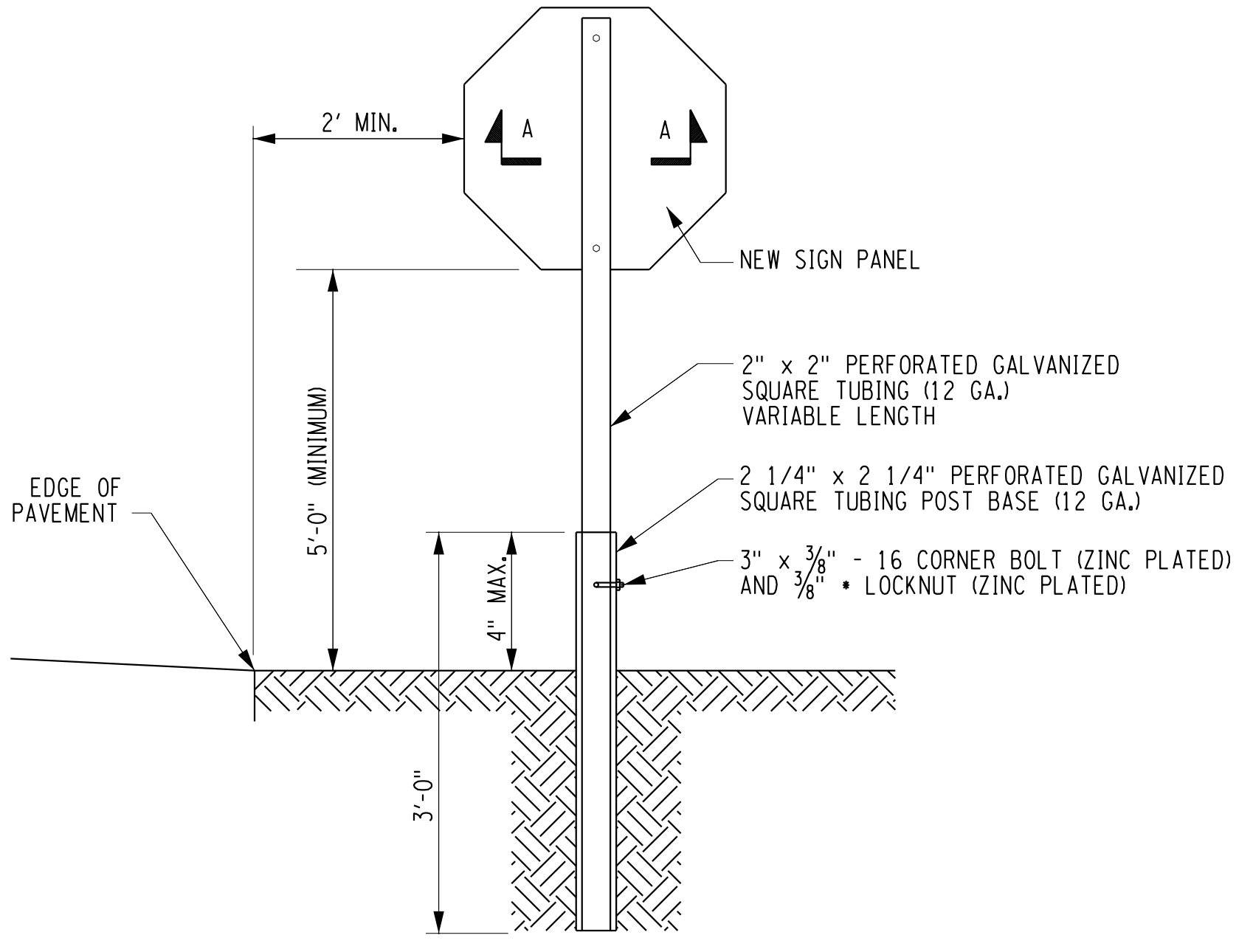
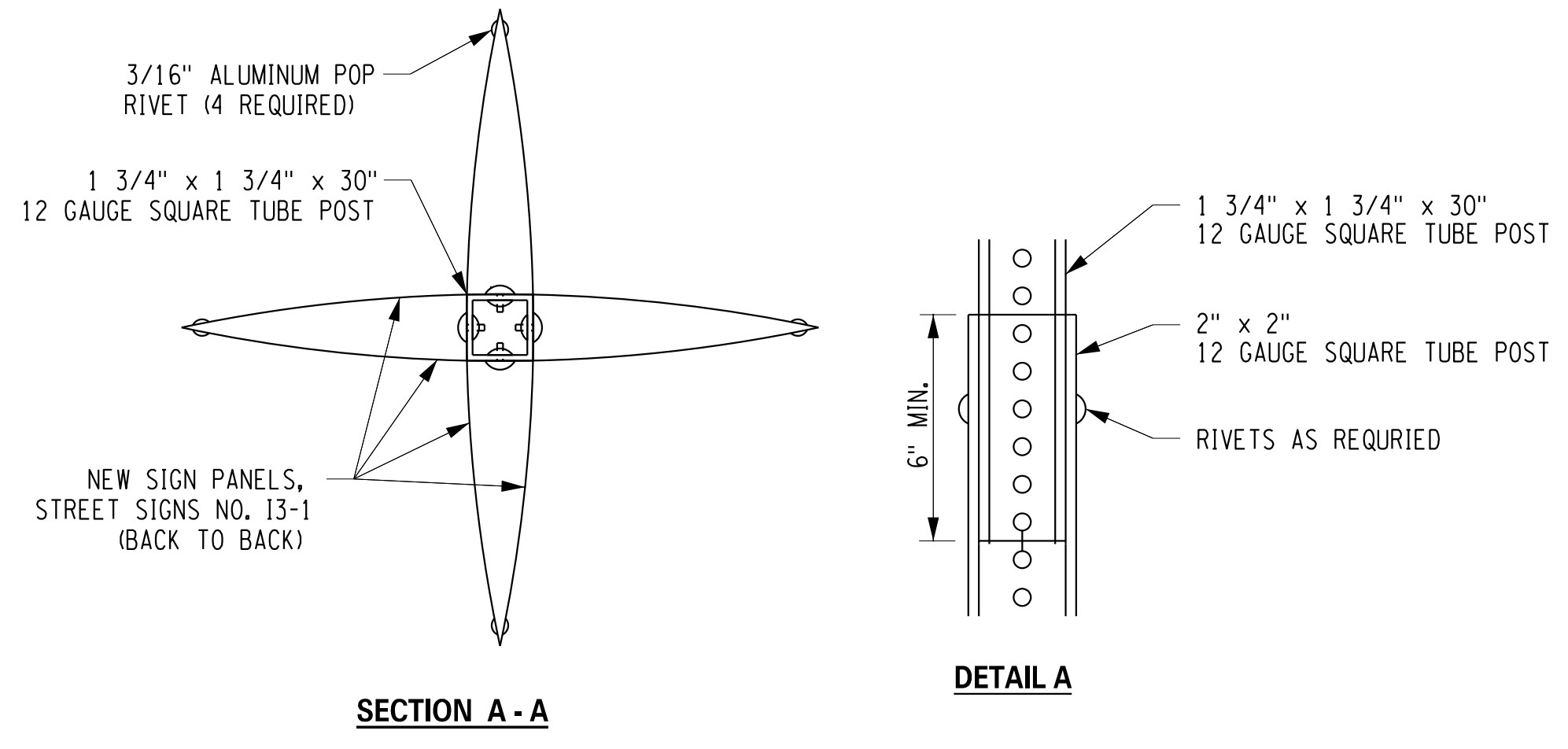
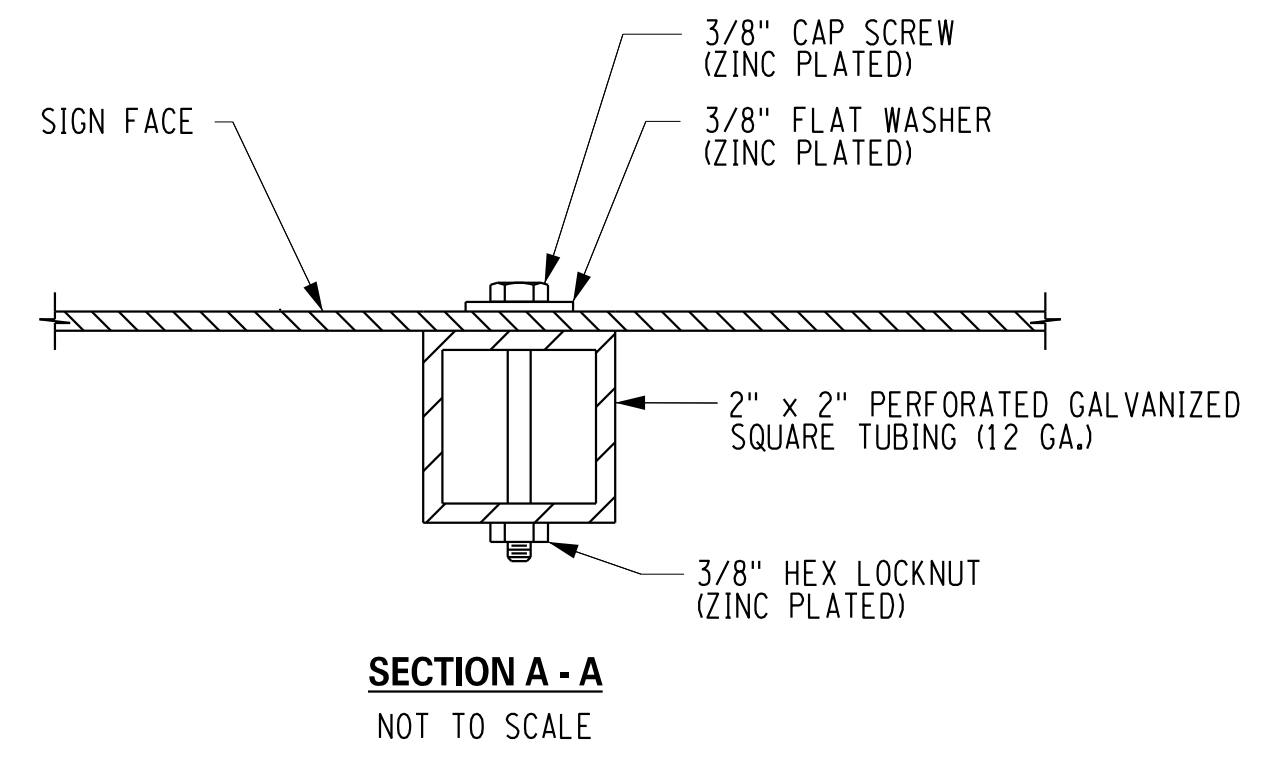
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PROJECT/CLIENT  
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 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

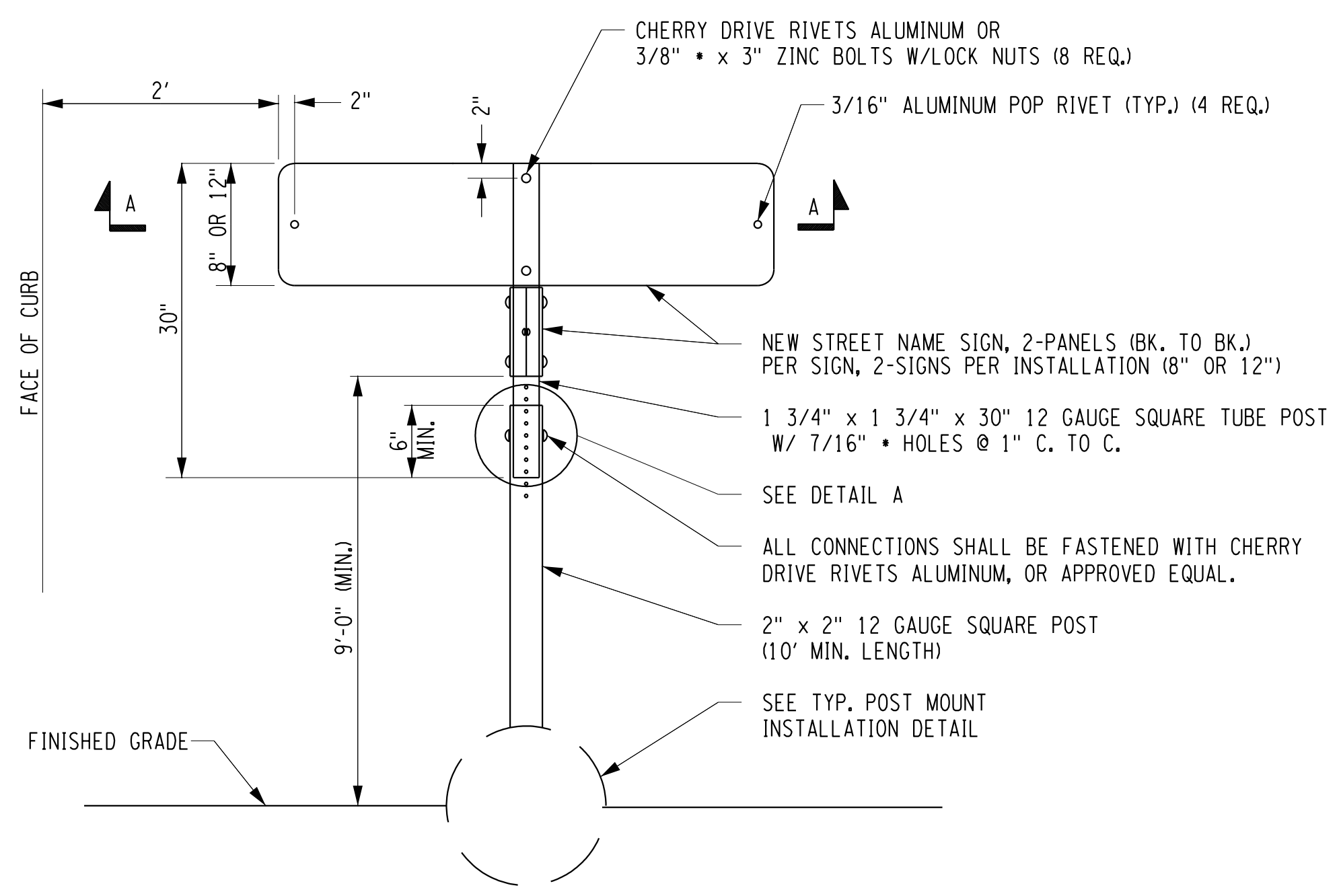
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 MISCELLANEOUS DETAILS

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 MD-12



**POST MOUNTED SIGN INSTALLATION  
IN SOIL WITHOUT CURB OR GUTTER**

MCDOT STANDARD DETAIL  
REVISION DATE: 12/12/13  
NOT TO SCALE



**POST MOUNTED STREET NAME SIGN INSTALLATION**

MCDOT STANDARD DETAIL  
REVISION DATE: 10/04/16  
NOT TO SCALE

PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

PLODRWA.pdf\_Color\_Full.plt  
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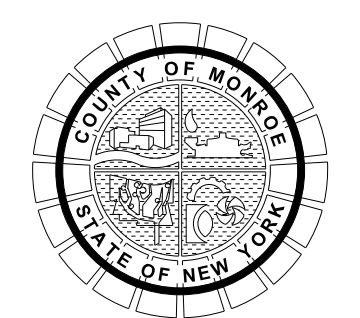
08/26/2022

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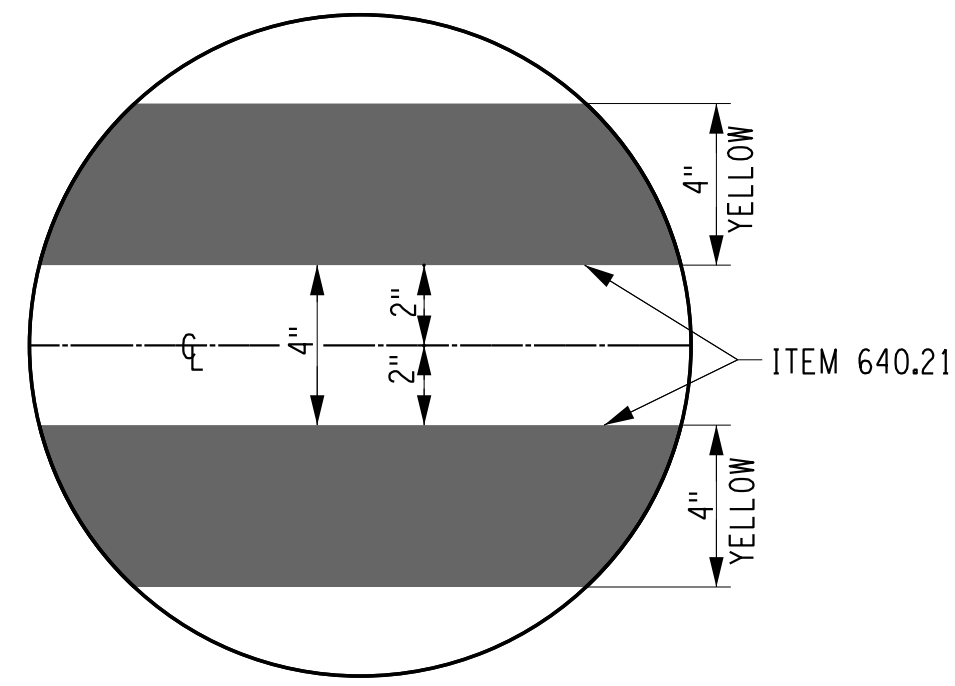


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**MISCELLANEOUS DETAILS**

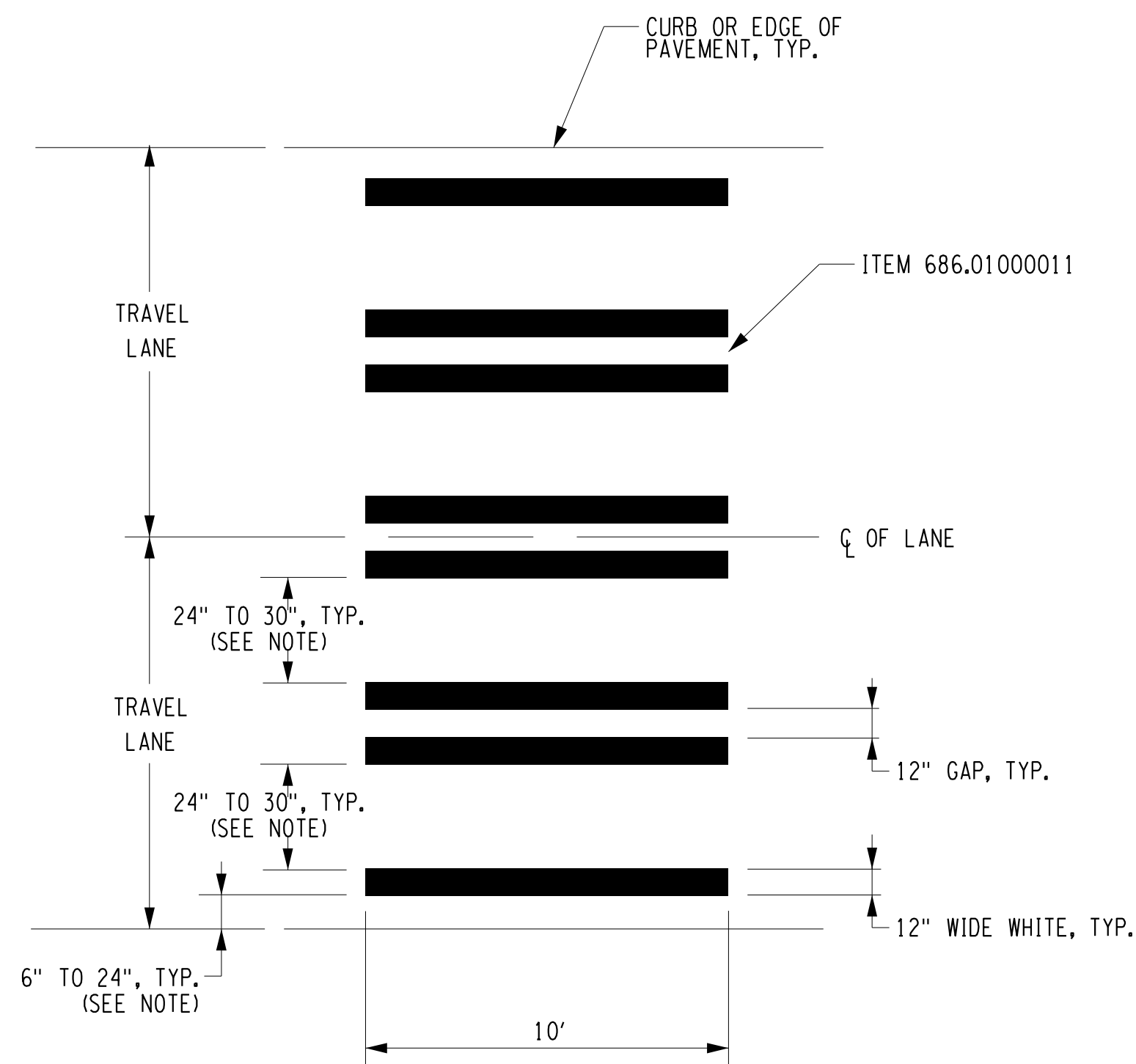
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**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-13**





**DOUBLE YELLOW CENTERLINE**

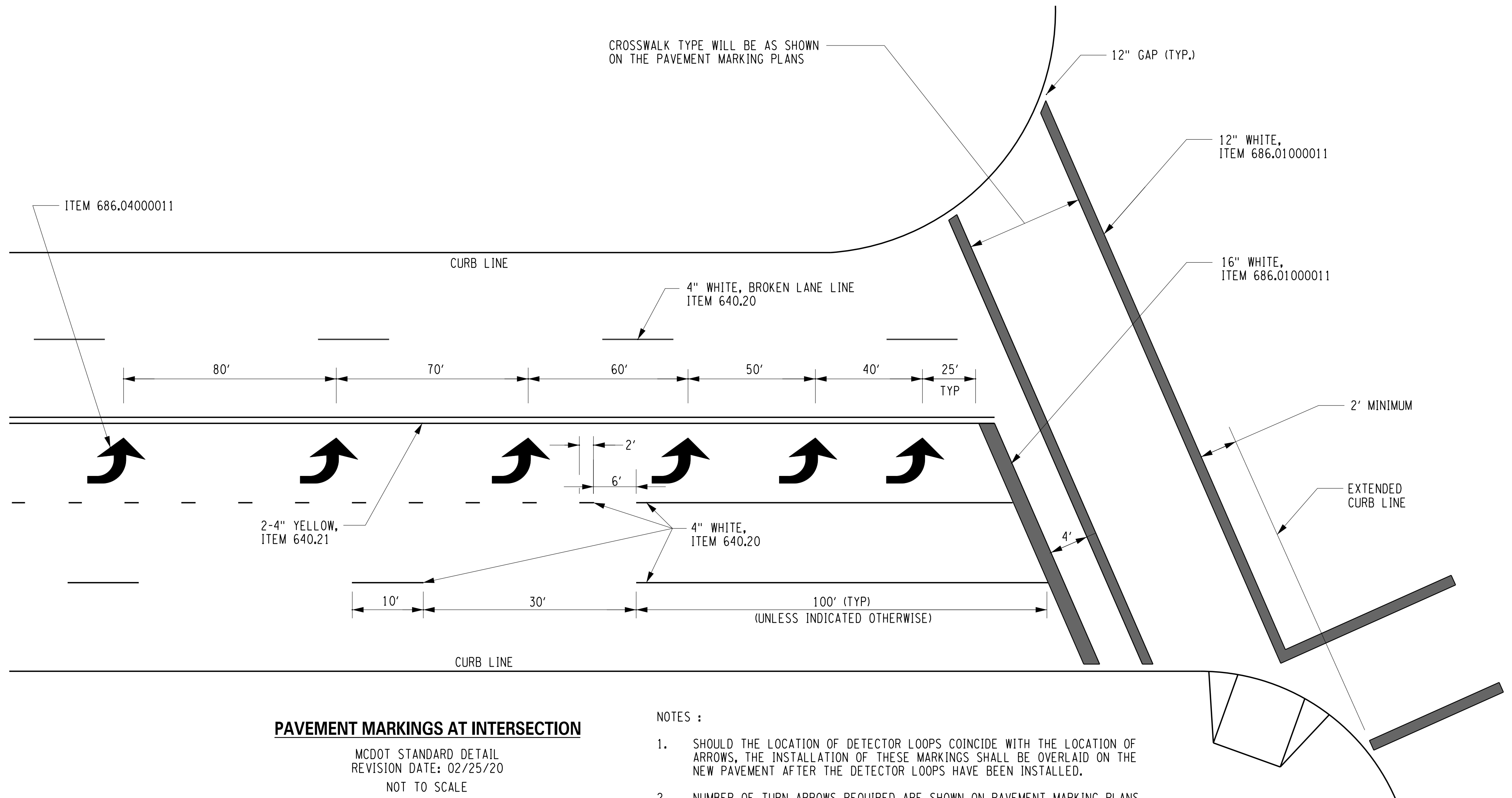
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REVISION DATE: 02/24/20  
NOT TO SCALE



NOTE:  
LINE SPACING SHALL BE ADJUSTED TO AVOID WHEEL PATHS.

**STAGGERED TYPE L  
CROSSWALK MARKING DETAIL**

MCDOT STANDARD DETAIL  
REVISION DATE: 02/26/20  
NOT TO SCALE



**PAVEMENT MARKINGS AT INTERSECTION**

MCDOT STANDARD DETAIL  
REVISION DATE: 02/25/20  
NOT TO SCALE

NOTES :

1. SHOULD THE LOCATION OF DETECTOR LOOPS COINCIDE WITH THE LOCATION OF ARROWS, THE INSTALLATION OF THESE MARKINGS SHALL BE OVERLAID ON THE NEW PAVEMENT AFTER THE DETECTOR LOOPS HAVE BEEN INSTALLED.
2. NUMBER OF TURN ARROWS REQUIRED ARE SHOWN ON PAVEMENT MARKING PLANS.

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 MODEL TITLE Hinchey Rd Improvement Drawings/Transportation/Plans/2201826\_cpl\_rnd.dgn  
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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



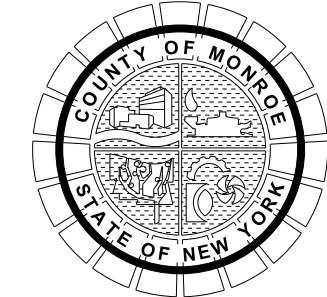
08/26/2022

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**MISCELLANEOUS DETAILS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-14**

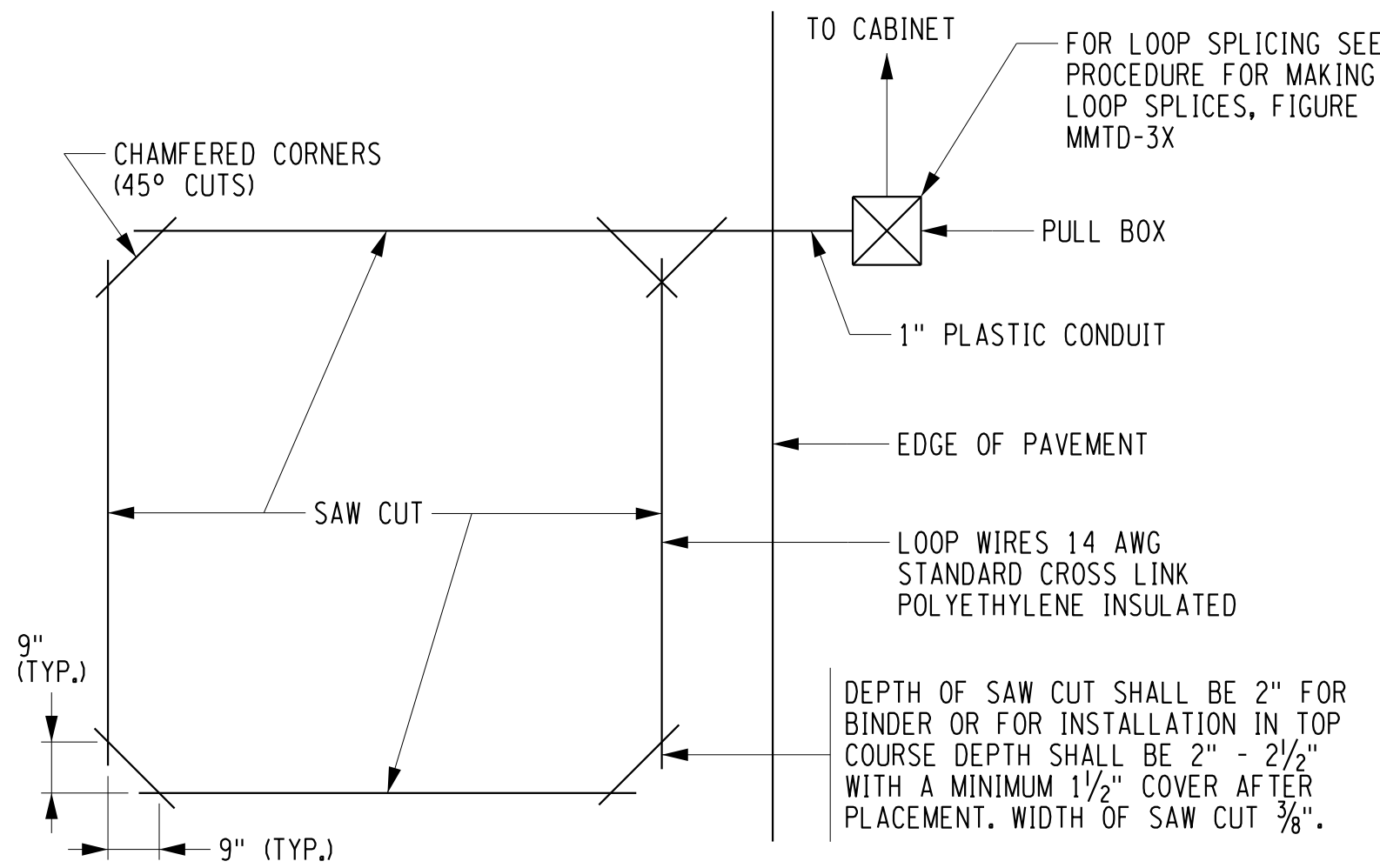


**PROCEDURE FOR MAKING LOOP SPLICES**

1. BARE WIRE ENDS TO BE SPLICED WITH INSULATED BUTT SPLICE.
2. RUBBER TAPE EACH SPLICE ONCE (1).
3. INSTALL WIRES IN SPLICE KIT 3-M SLIC 5 COMMUNICATIONS KIT OR APPROVED EQUIVALENT.

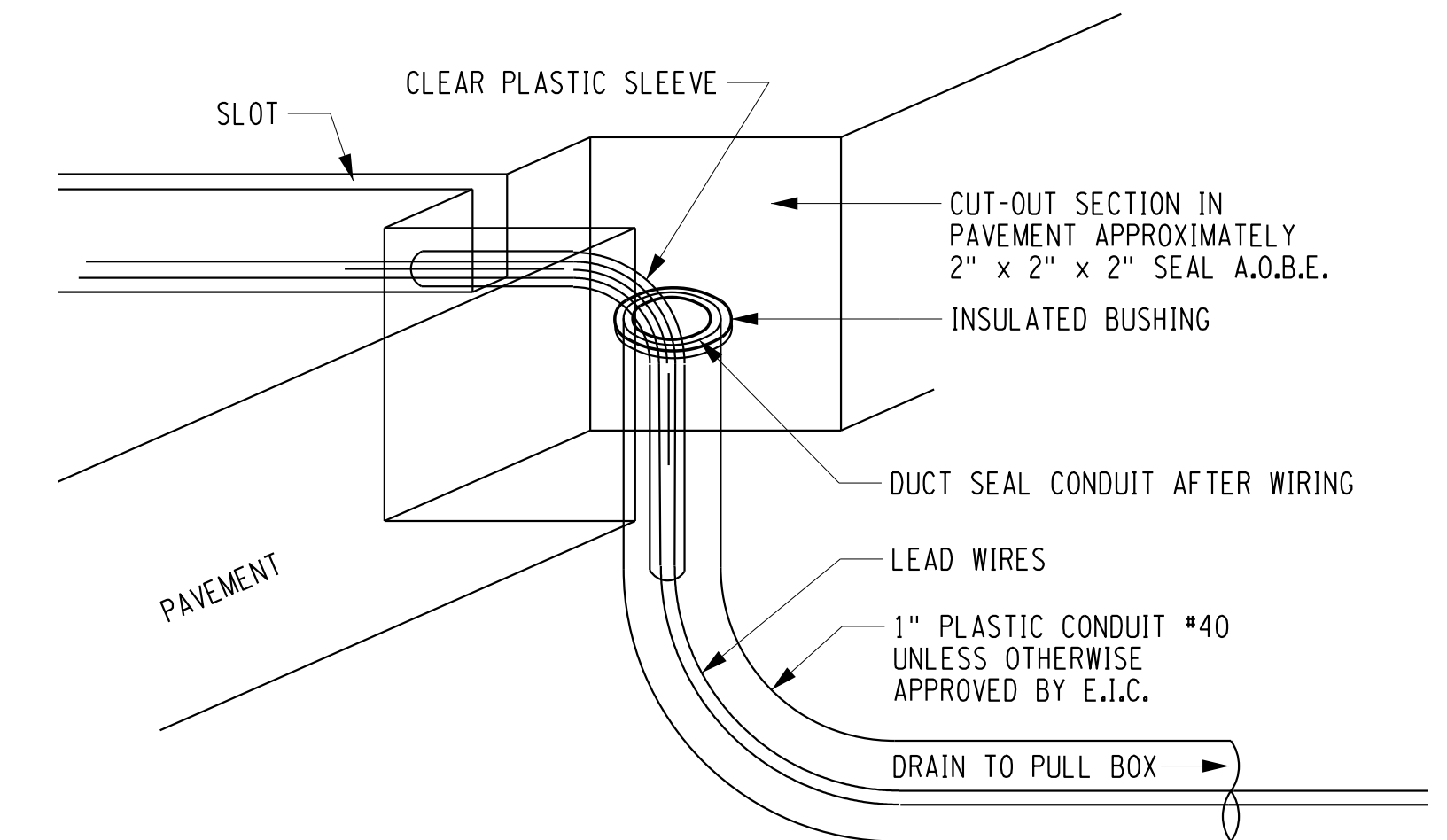
**LOOP DETECTOR NOTES**

1. ALL SAWED CHANNELS SHALL BE STRAIGHT AND TO THE DEPTH AND LENGTHS INDICATED OR CALLED FOR BY THE ENGINEER OR DRAWING.
2. CORNER CUTS SHALL BE MADE ON A 45° ANGLE WITH 2" LEGS ON THE LOOP.
3. EACH LOOP SHALL CONSIST OF ONE (1) CONTINUOUS LENGTH OF WIRE RUNNING AROUND THE LOOP FROM AND RETURNING TO THE PULL BOX.
4. THE NUMBER OF TURNS AROUND THE LOOP WILL BE A.O.B.E.
5. THE CONTRACTOR MUST PROVIDE A MANUFACTURER'S CERTIFICATION THAT THE EQUIVALENT FURNISHED WILL OPERATE THE SPECIFIED SIZE OF LOOPS AND LEAD-IN LENGTHS SHOWN.
6. ALL LOOPS SEALANT MATERIAL SHALL BE APPROVED BY THE ENGINEER.
7. ALL LOOPS SHALL BE PLACED IN THE BINDER COURSE OF ASPHALT A.O.B.E.



**INDUCTANCE LOOP INSTALLATION**

MCDOT STANDARD DETAIL  
REVISION DATE: 04/01/98  
NOT TO SCALE



**NOTES:**

1. SEE INDUCTANCE LOOP CHART & NOTES FOR LOOP DETECTOR NOTES.

**INDUCTANCE LOOP CHART & NOTES**

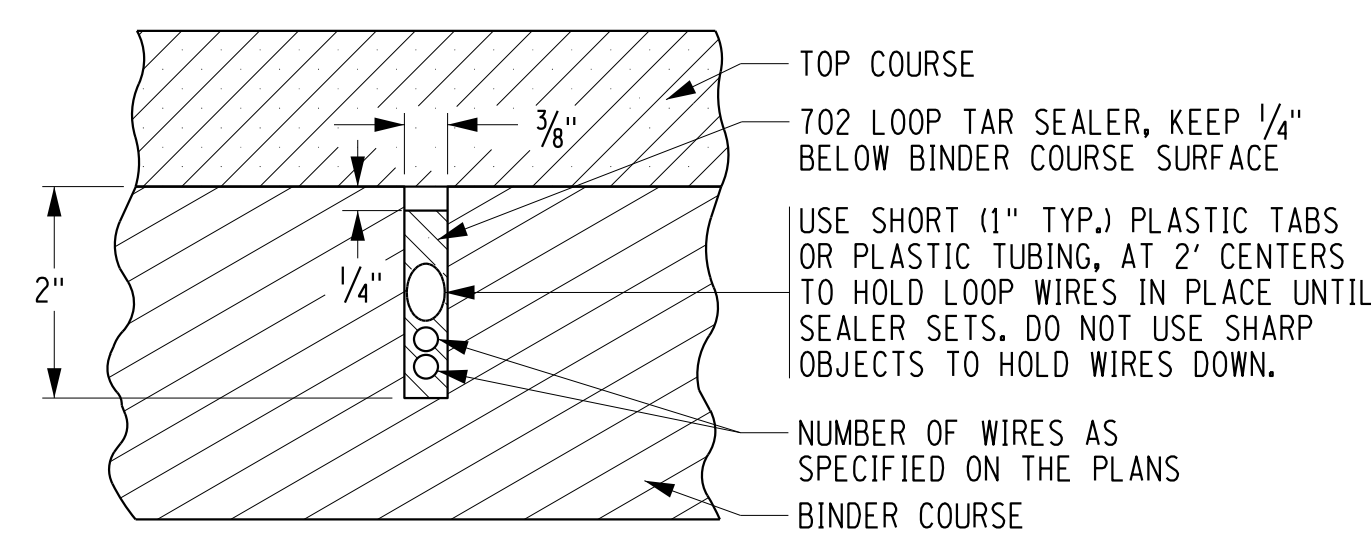
SIZE (6') x \_\_\_\_\_ = NUMBER OF TURNS OF LOOP WIRE

LOOP LENGTH	6'	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'	28'	30'	35'	40'	45'	50'	55'	60'	65'	& ABOVE	
TURNS	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2

ALL LOOPS DIRECTLY WIRED TO A DETECTOR CHANNEL, NOTHING IN PARALLEL, OR SERIAL.

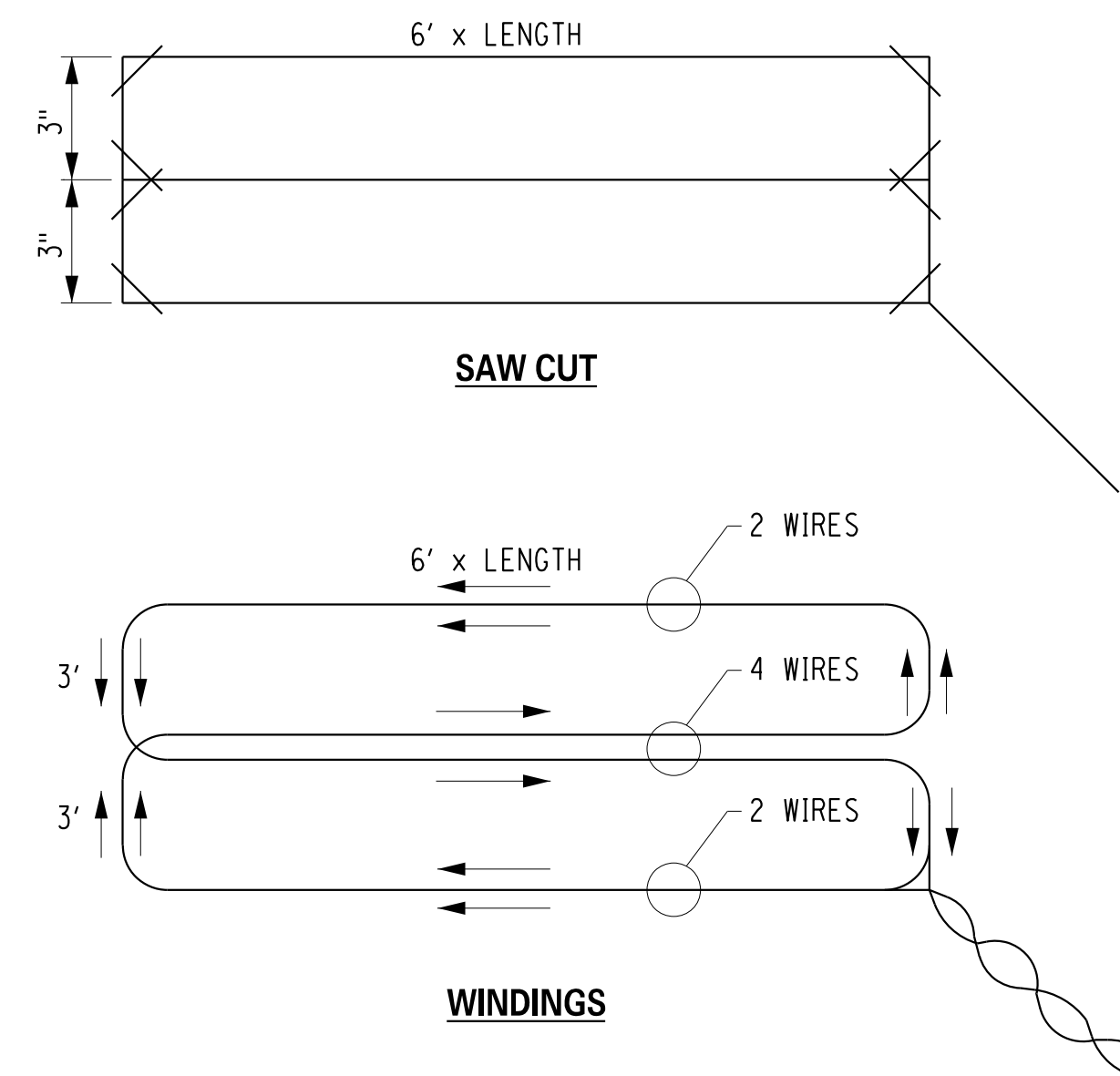
**INDUCTANCE LOOP CHART & NOTES**

MCDOT STANDARD DETAIL  
REVISION DATE: 07/24/13  
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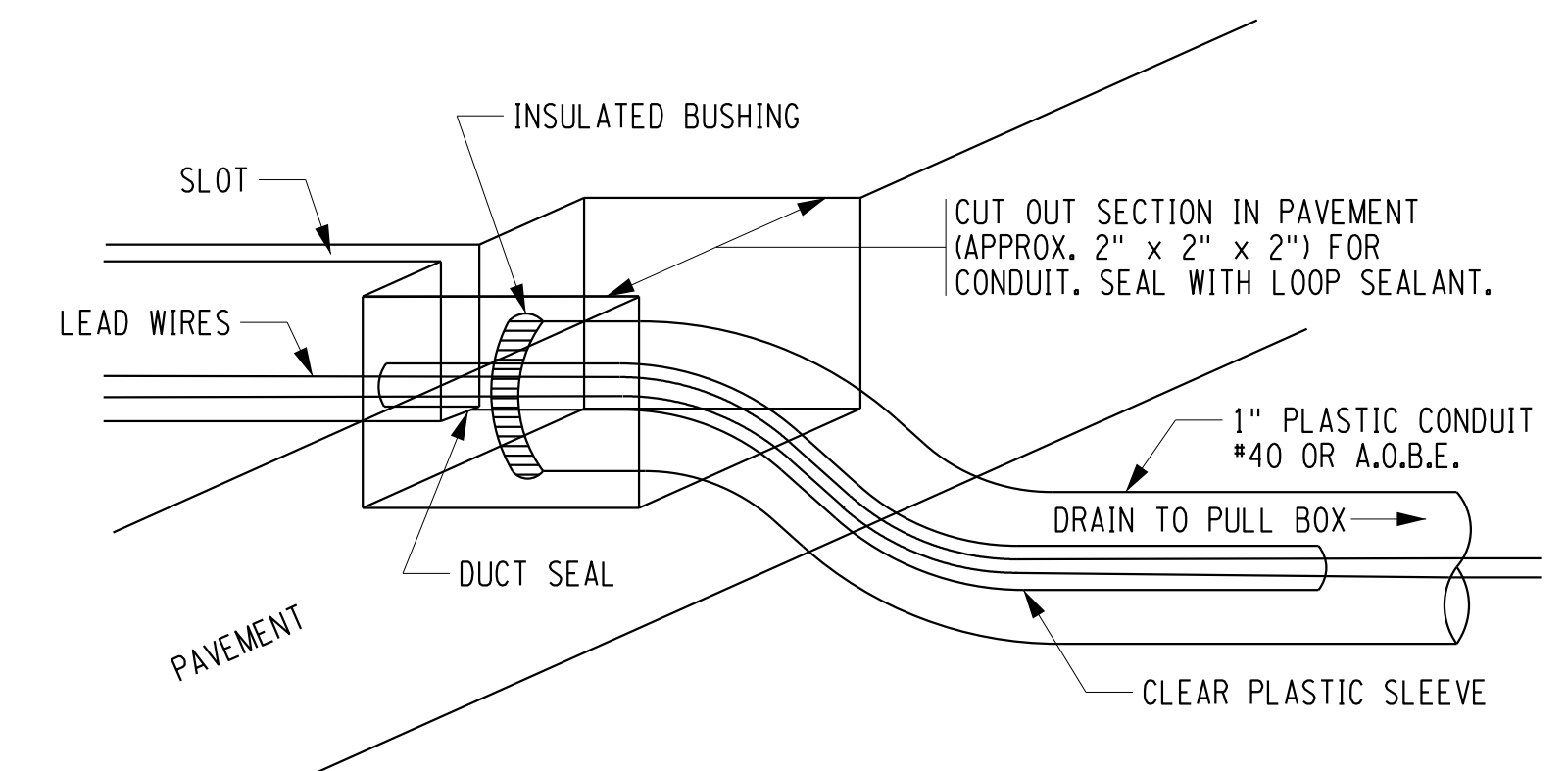
**INDUCTANCE LOOP SAW CUT IN ASPHALT BINDER**

MCDOT STANDARD DETAIL  
REVISION DATE: 04/01/98  
NOT TO SCALE



**QUADRUPLE LOOP INSTALLATION**

MCDOT STANDARD DETAIL  
REVISION DATE: 04/01/98  
NOT TO SCALE



**LOOP DETECTOR IN SHOULDER SECTION**

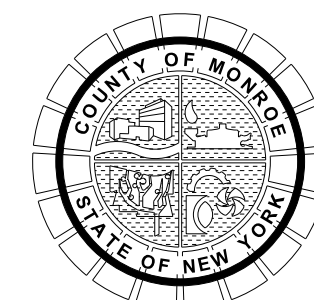
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NOT TO SCALE

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DRAWING TITLE  
**MISCELLANEOUS DETAILS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**MD-15**

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 DESIGNER: BRIDGET DEHAAN

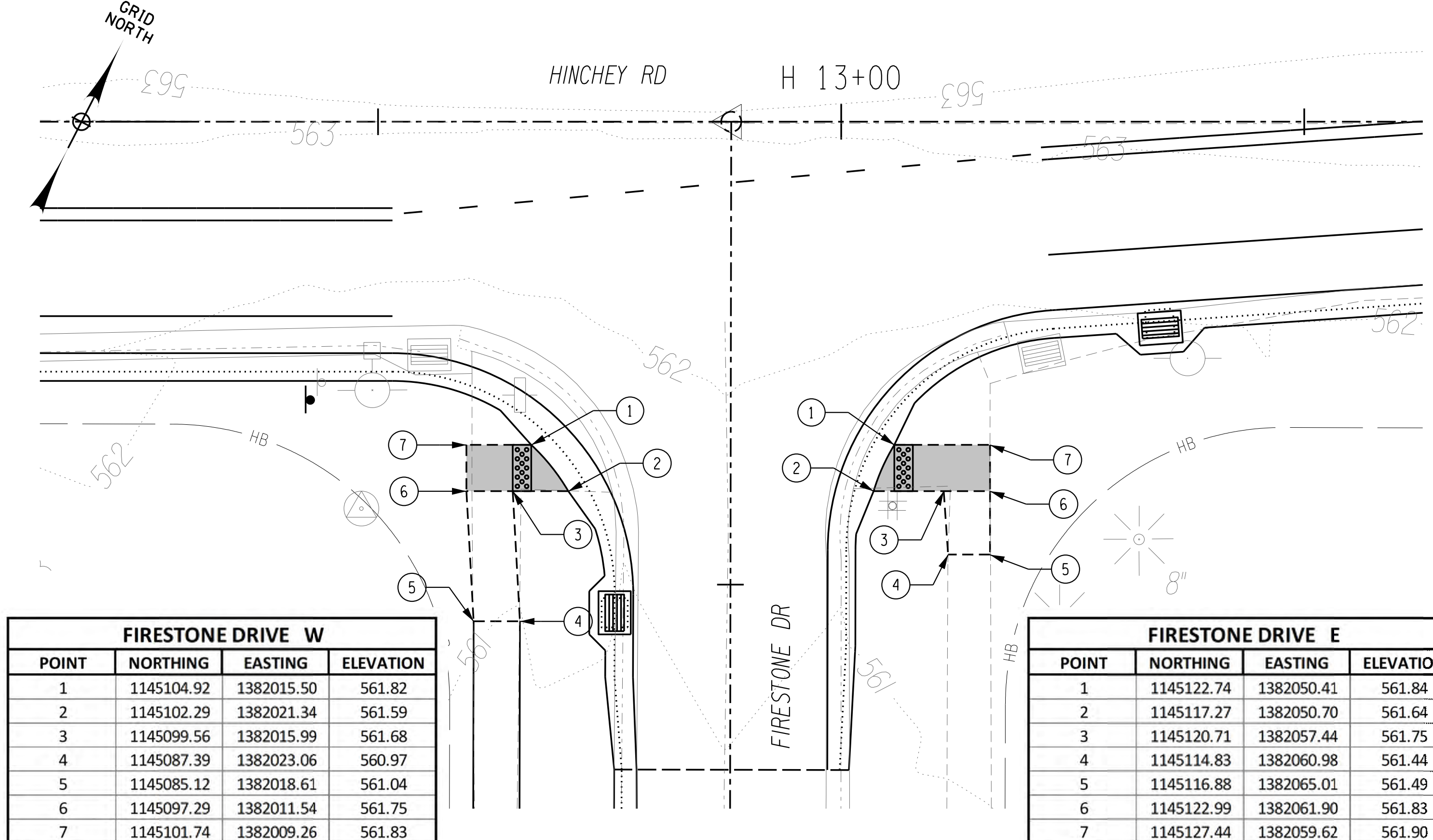


08/26/2022



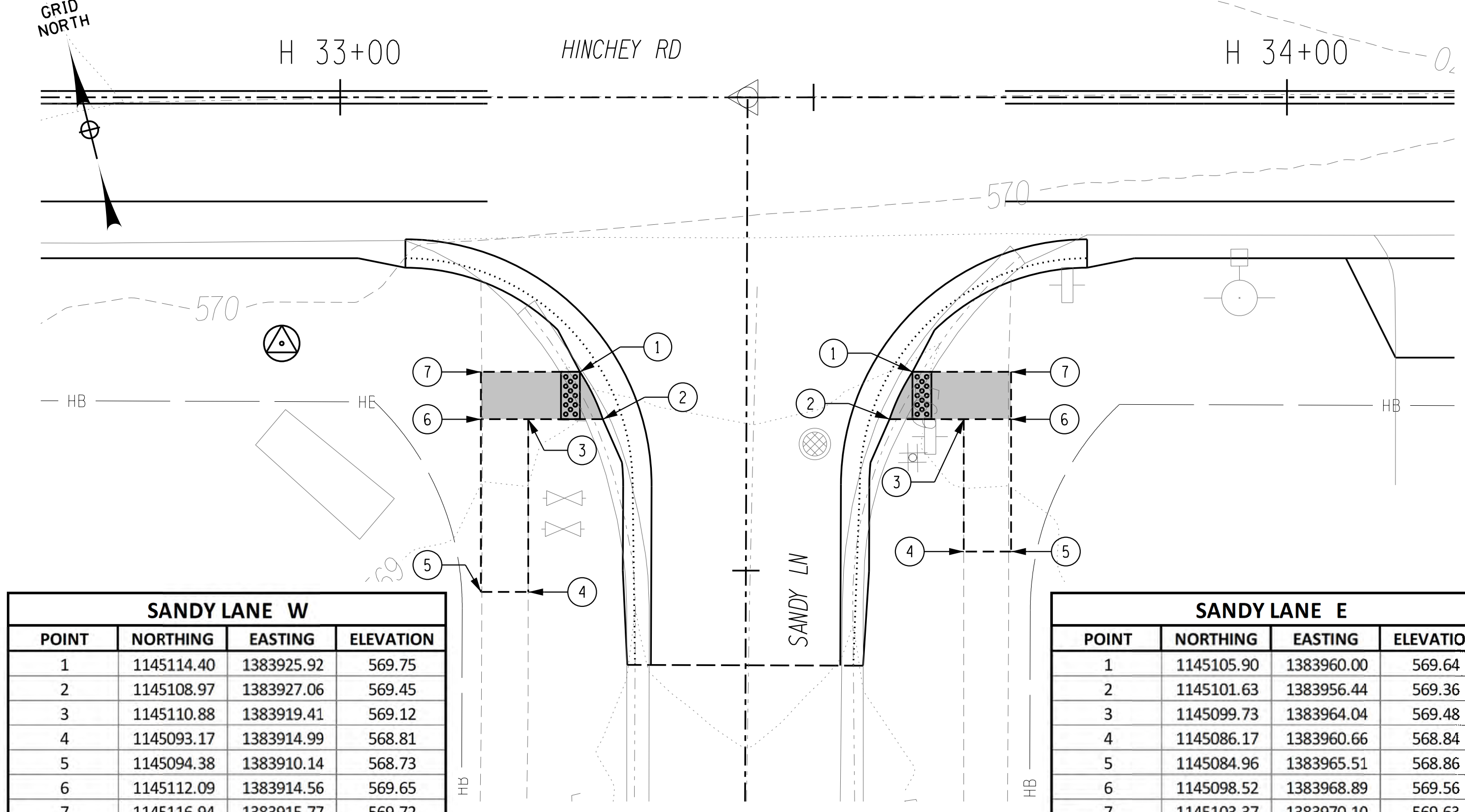
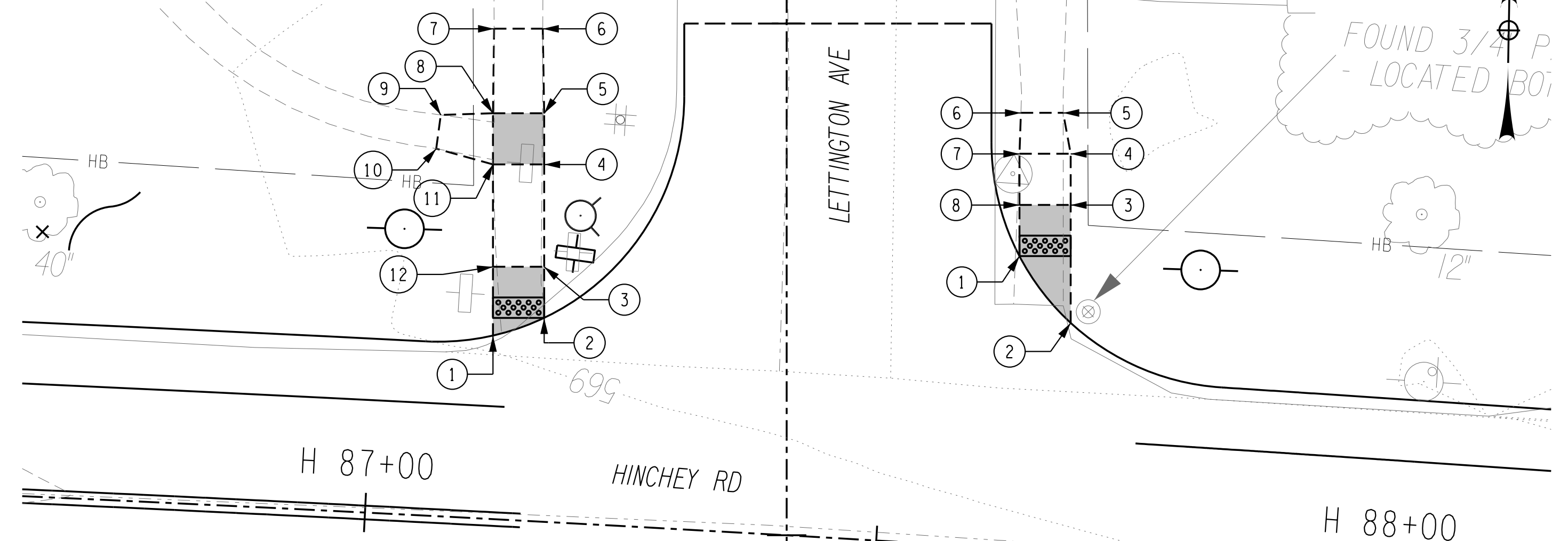
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POINT	NORTHING	EASTING	ELEVATION
1	1145018.59	1389288.35	569.35
2	1145020.40	1389293.32	569.25
3	1145025.40	1389293.24	569.32
4	1145035.40	1389293.08	568.82
5	1145040.40	1389293.00	568.75
6	1145048.66	1389292.74	568.34
7	1145048.58	1389287.98	568.47
8	1145040.32	1389288.00	568.82
9	1145040.06	1389282.92	568.67
10	1145036.76	1389282.52	568.61
11	1145035.32	1389288.08	568.90
12	1145025.32	1389288.24	569.40

LETTINGTON AVE NE			
POINT	NORTHING	EASTING	ELEVATION
1	1145027.18	1389339.64	568.65
2	1145020.73	1389344.74	568.74
3	1145032.26	1389344.56	568.80
4	1145037.26	1389344.48	568.64
5	1145041.24	1389343.68	568.52
6	1145041.18	1389339.56	568.30
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8	1145032.18	1389339.56	568.72



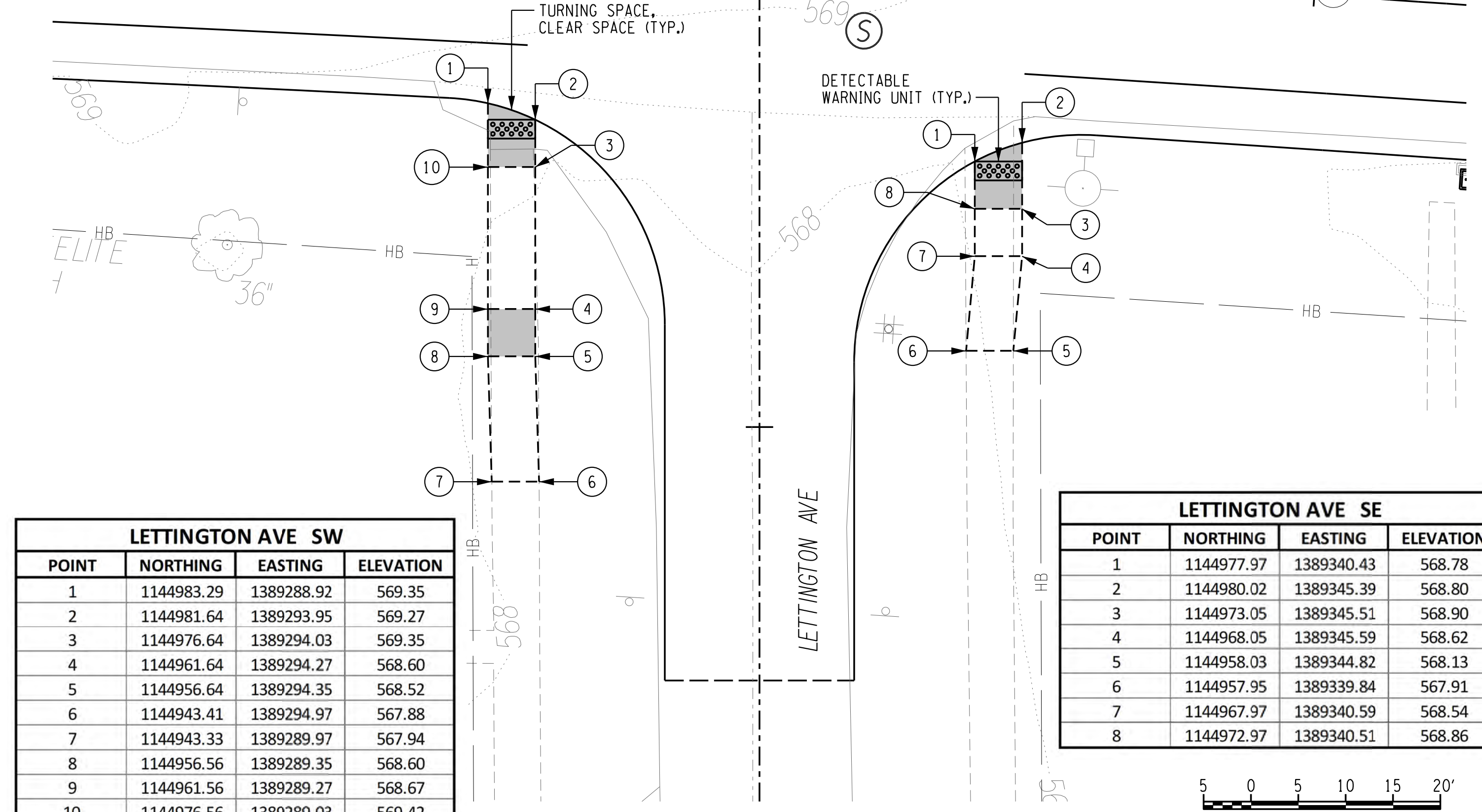
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POINT	NORTHING	EASTING	ELEVATION
1	1145104.92	1382015.50	561.82
2	1145102.29	1382021.34	561.59
3	1145099.56	1382015.99	561.68
4	1145087.39	1382023.06	560.97
5	1145085.12	1382018.61	561.04
6	1145097.29	1382011.54	561.75
7	1145101.74	1382009.26	561.83

FIRESTONE DRIVE E			
POINT	NORTHING	EASTING	ELEVATION
1	1145122.74	1382050.41	561.84
2	1145117.27	1382050.70	561.64
3	1145120.71	1382057.44	561.75
4	1145114.83	1382060.98	561.44
5	1145116.88	1382065.01	561.49
6	1145122.99	1382061.90	561.83
7	1145127.44	1382059.62	561.90



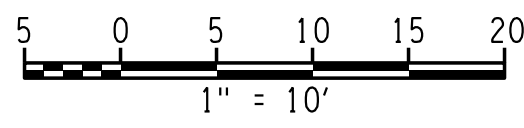
SANDY LANE W			
POINT	NORTHING	EASTING	ELEVATION
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2	1145108.97	1383927.06	569.45
3	1145110.88	1383919.41	569.12
4	1145093.17	1383914.99	568.81
5	1145094.38	1383910.14	568.73
6	1145112.09	1383914.56	569.65
7	1145116.94	1383915.77	569.72

SANDY LANE E			
POINT	NORTHING	EASTING	ELEVATION
1	1145105.90	1383960.00	569.64
2	1145101.63	1383956.44	569.36
3	1145099.73	1383964.04	569.48
4	1145086.17	1383960.66	568.84
5	1145084.96	1383965.51	568.86
6	1145098.52	1383968.89	569.56
7	1145103.37	1383970.10	569.63



LETTINGTON AVE SW			
POINT	NORTHING	EASTING	ELEVATION
1	1144983.29	1389288.92	569.35
2	1144981.64	1389293.95	569.27
3	1144976.64	1389294.03	569.35
4	1144961.64	1389294.27	568.60
5	1144956.64	1389294.35	568.52
6	1144943.41	1389294.97	567.88
7	1144943.33	1389289.97	567.94
8	1144956.56	1389289.35	568.60
9	1144961.56	1389289.27	568.67
10	1144976.56	1389289.03	569.42

LETTINGTON AVE SE			
POINT	NORTHING	EASTING	ELEVATION
1	1144977.97	1389340.43	568.78
2	1144980.02	1389345.39	568.80
3	1144973.05	1389345.51	568.90
4	1144968.05	1389345.59	568.62
5	1144958.03	1389344.82	568.13
6	1144957.95	1389339.84	567.91
7	1144967.97	1389340.59	568.54
8	1144972.97	1389340.51	568.86



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



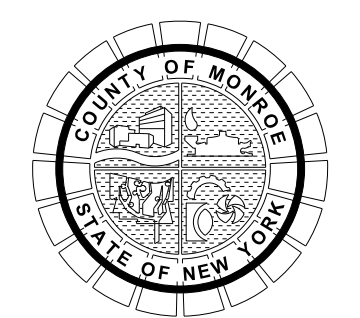
08/26/2022

NO.	REVISION	BY	DATE
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**CURB RAMP DETAILS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**CRD-01**



**RENOUF DRIVE NW**

POINT	NORTHING	EASTING	ELEVATION
1	1145000.81	1389664.34	563.89
2	1145003.23	1389669.28	563.73
3	1145008.23	1389669.16	563.80
4	1145018.22	1389668.92	563.43
5	1145018.10	1389663.92	563.59
6	1145008.11	1389664.16	563.88

**RENOUF DRIVE NE**

POINT	NORTHING	EASTING	ELEVATION
1	1144998.39	1389715.64	562.94
2	1144996.52	1389720.68	562.85
3	1145003.51	1389720.51	562.96
4	1145008.51	1389720.39	562.74
5	1145012.49	1389719.72	562.57
6	1145012.38	1389715.30	562.60
7	1145008.39	1389715.39	562.78
8	1145003.39	1389715.52	563.02

**JASMINE ROAD E**

POINT	NORTHING	EASTING	ELEVATION
1	1144903.44	1390834.94	546.86
2	1144903.35	1390829.94	546.78
3	1144898.35	1390830.03	546.86
4	1144898.26	1390825.27	546.63
5	1144893.35	1390830.13	546.77
6	1144889.27	1390831.76	546.70
7	1144889.33	1390835.20	546.56
8	1144893.44	1390835.12	546.73
9	1144898.44	1390835.03	546.93

**CHILI AVE E**

POINT	NORTHING	EASTING	ELEVATION
1	1144861.18	1391614.40	551.16
2	1144860.63	1391620.38	550.59
3	1144860.45	1391625.64	550.54
4	1144860.53	1391630.45	550.99
5	1144868.80	1391625.71	551.16
6	1144868.92	1391620.89	551.21

**CHILI AVE W**

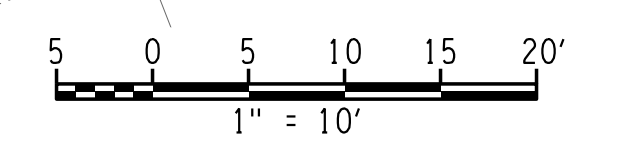
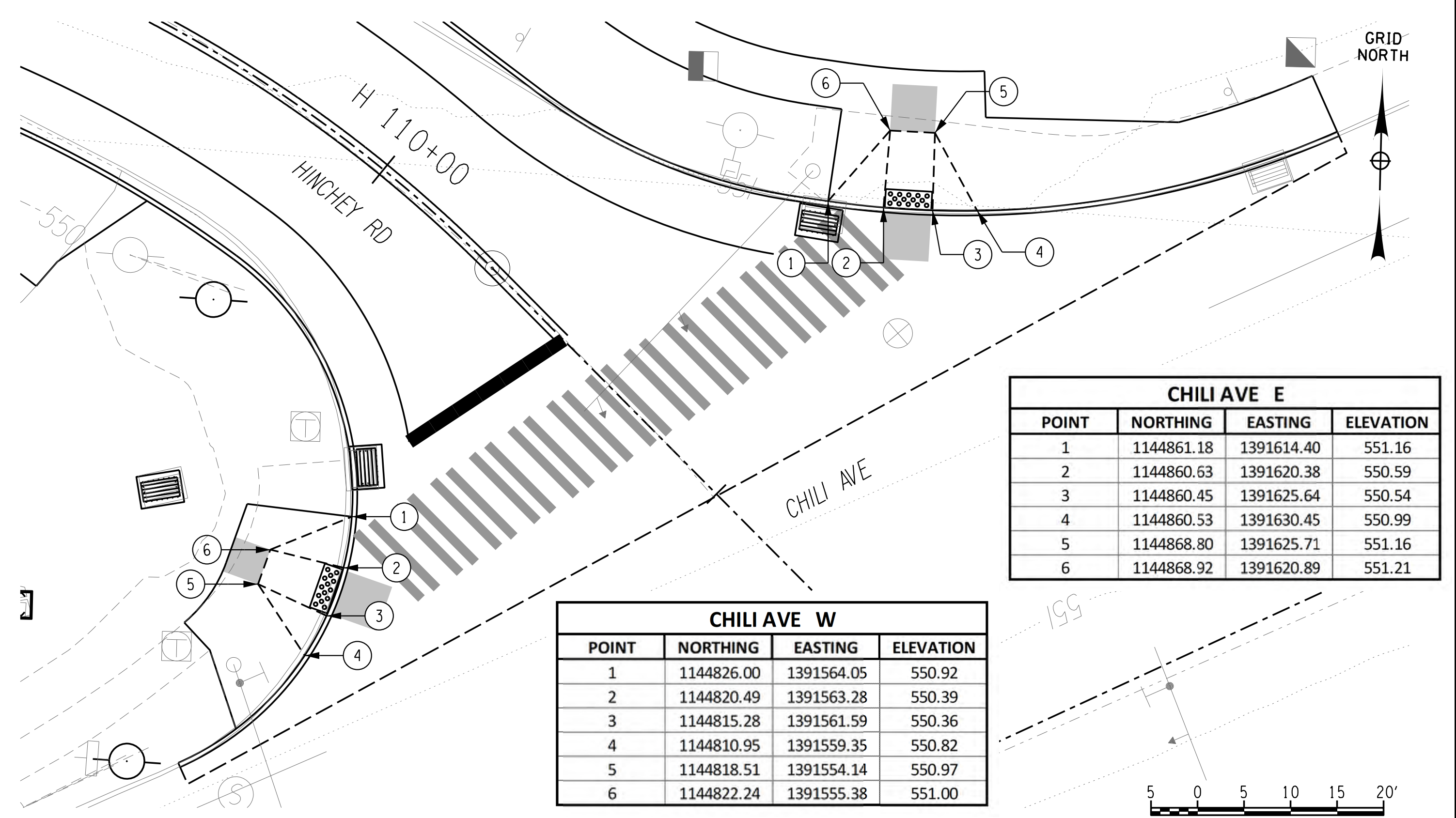
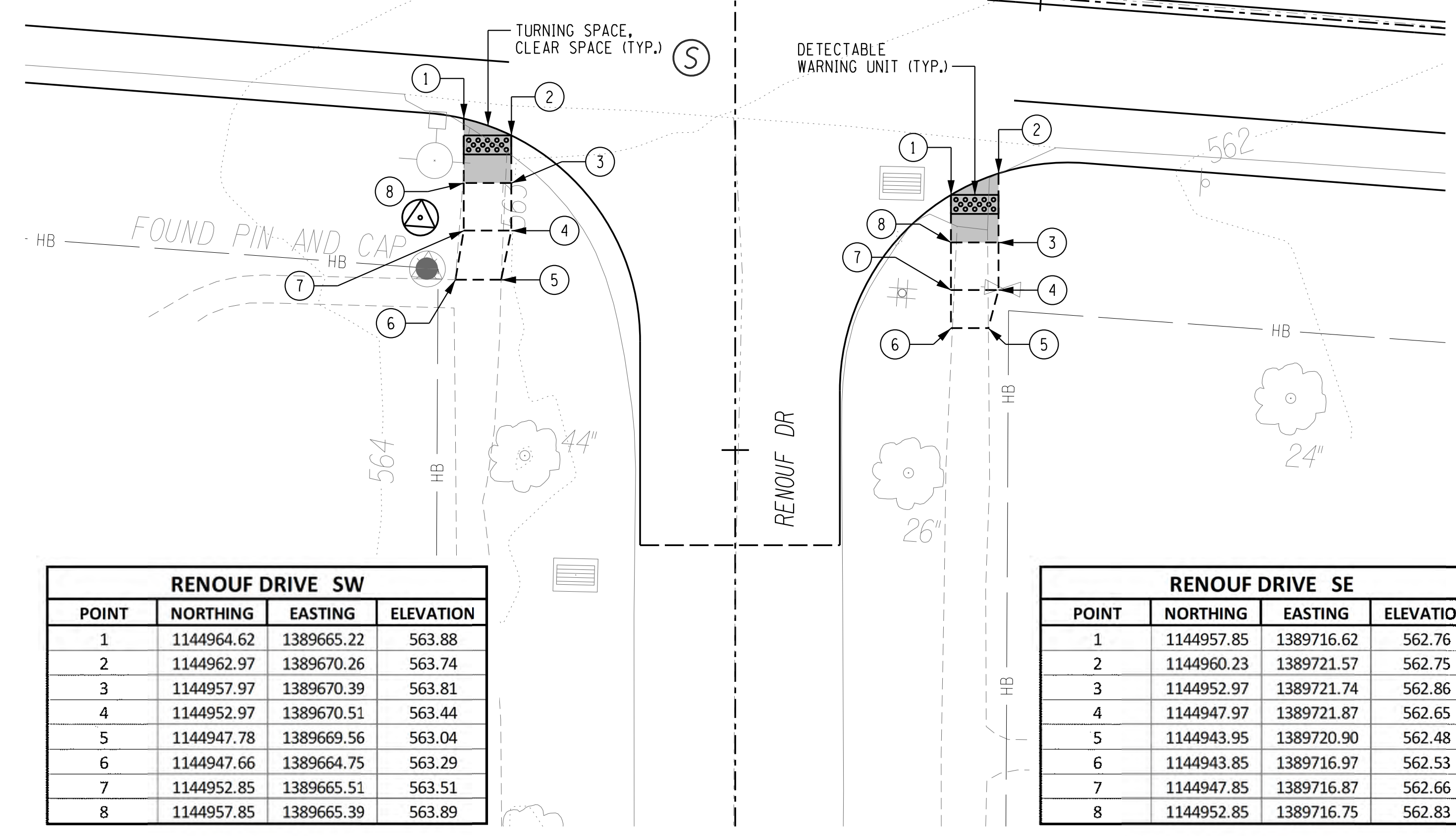
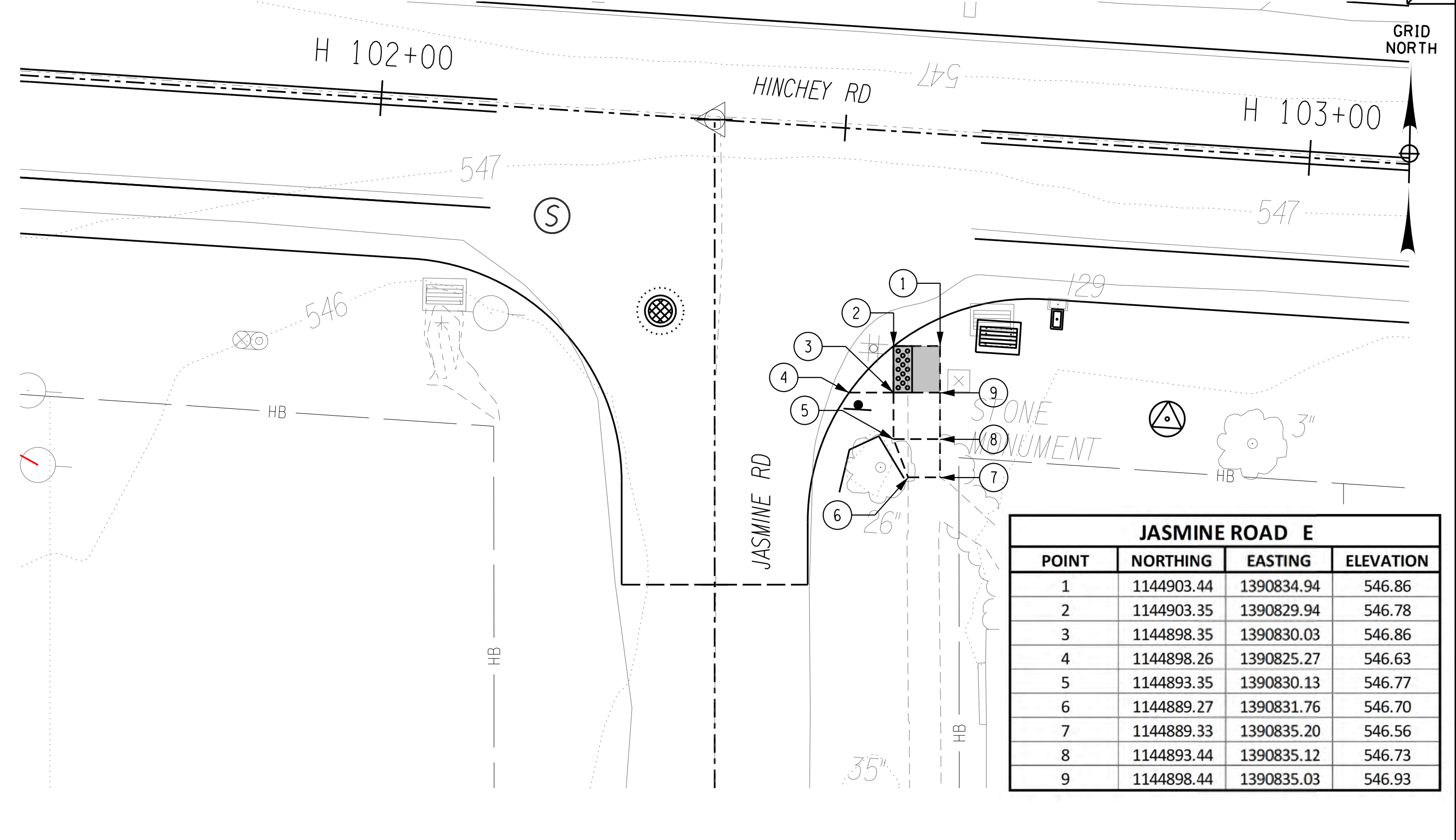
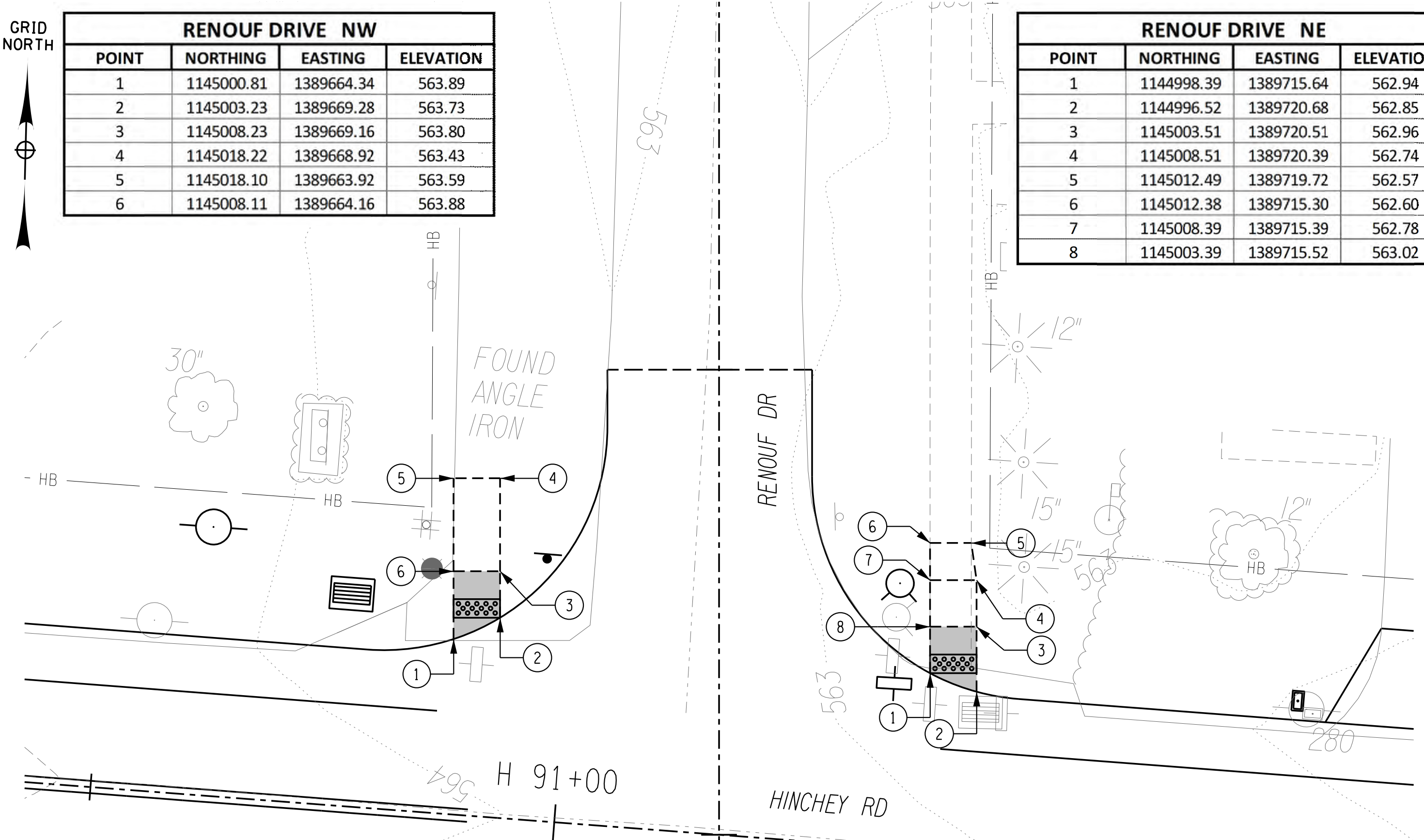
POINT	NORTHING	EASTING	ELEVATION
1	1144826.00	1391564.05	550.92
2	1144820.49	1391563.28	550.39
3	1144815.28	1391561.59	550.36
4	1144810.95	1391559.35	550.82
5	1144818.51	1391554.14	550.97
6	1144822.24	1391555.38	551.00

**RENOUF DRIVE SW**

POINT	NORTHING	EASTING	ELEVATION
1	1144964.62	1389665.22	563.88
2	1144962.97	1389670.26	563.74
3	1144957.97	1389670.39	563.81
4	1144952.97	1389670.51	563.44
5	1144947.78	1389669.56	563.04
6	1144947.66	1389664.75	563.29
7	1144952.85	1389665.51	563.51
8	1144957.85	1389665.39	563.89

**RENOUF DRIVE SE**

POINT	NORTHING	EASTING	ELEVATION
1	1144957.85	1389716.62	562.76
2	1144960.23	1389721.57	562.75
3	1144952.97	1389721.74	562.86
4	1144947.97	1389721.87	562.65
5	1144943.95	1389720.90	562.48
6	1144943.85	1389716.97	562.53
7	1144947.85	1389716.87	562.66
8	1144952.85	1389716.75	562.83



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



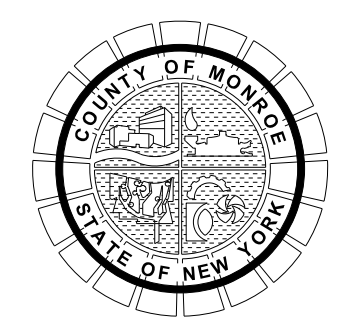
08/26/2022

NO.	REVISION	BY	DATE
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

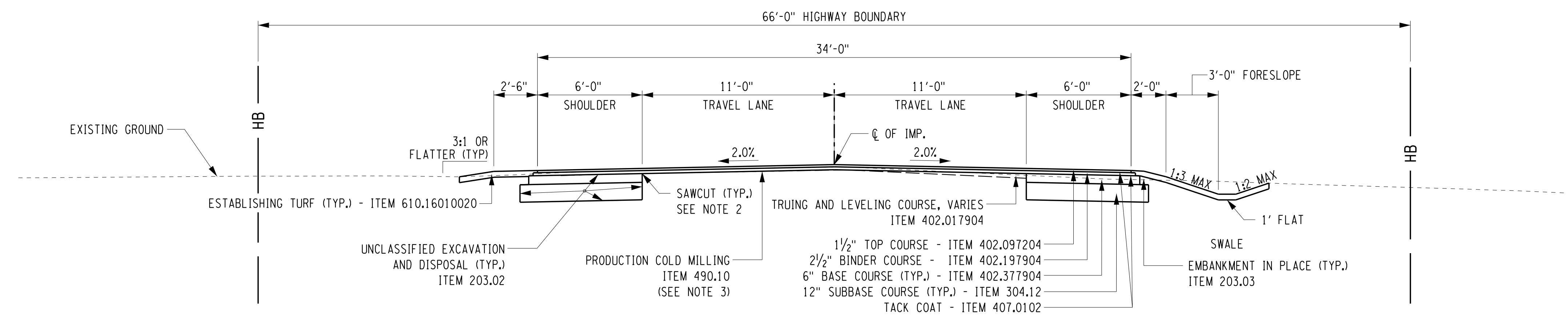
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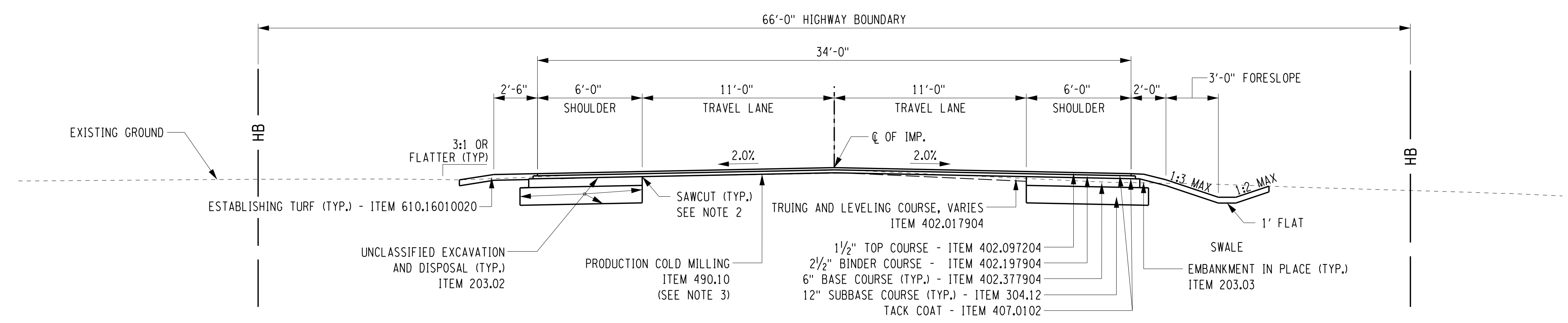


LEGEND	
MILLING TREATMENT	
A	MILL 3 1/2" ACROSS ENTIRE WIDTH
B	MILL 2" ACROSS ENTIRE WIDTH
C	MILL 3 1/2" AT CENTERLINE, MILL TO DESIGN CROSS SLOPE
D	MILL 2" AT CENTERLINE, MILL TO DESIGN CROSS SLOPE
TRUING AND LEVELING TREATMENT	
1	T&L TO ADJUST TO DESIGN CROSS SLOPE
2	T&L TO MEET PROFILE AND DESIGN CROSS SLOPE
3	NO T&L

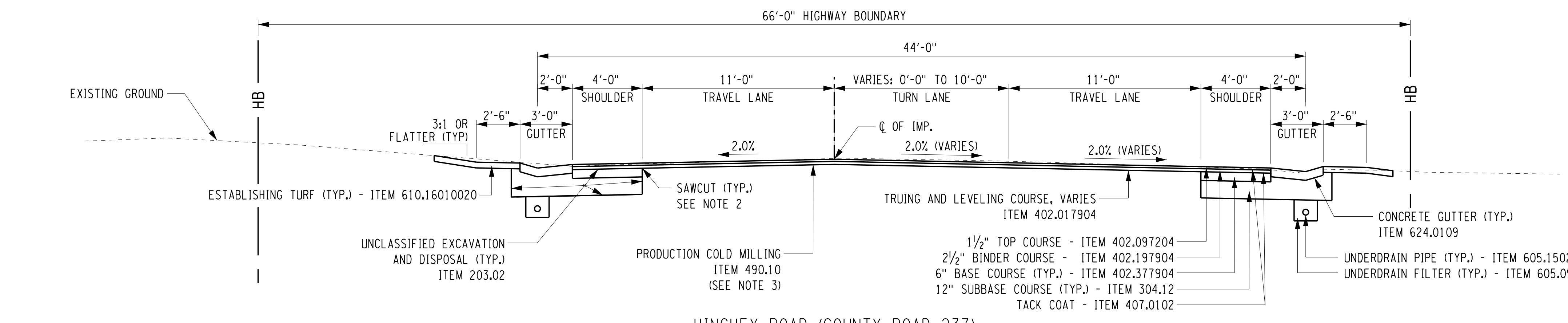
MILLING AND TRUING AND LEVELING TABLE			
STA. TO	STA.	TREATMENT	COMMENT
RIGHT SIDE OF PAVEMENT			
10+45	- 11+00	A3	MAINTAIN EXISTING CROSS SLOPE
11+00	- 17+00	A1	CROSS SLOPE VARIES TO MEET FIRESTONE DR
17+00	- 19+15	A3	
19+15	- 23+50	A1	SUPERELEVATED
23+50	- 28+42	C3	
28+42	- 33+10	A2	
33+10	- 39+00	A1	
39+00	- 41+95	A2	
41+95	- 46+70	A1	SUPERELEVATED
46+70	- 59+00	A2	CROSS SLOPE VARIES TO MEET HOWARD RD
59+00	- 94+80	B1	
94+80	- 97+00	D3	
97+00	- 109+20	B1	
109+20	- 110+40	B3	
LEFT SIDE OF PAVEMENT			
10+45	- 11+25	A3	
11+25	- 11+70	A1	
11+70	- 12+25	A3	
12+25	- 21+25	A1	
21+25	- 22+25	A3	SUPERELEVATED
22+25	- 23+50	A1	SUPERELEVATED
23+50	- 28+42	C3	
28+42	- 33+10	A2	
33+10	- 39+00	A1	
39+00	- 41+95	A2	
41+95	- 44+50	A1	SUPERELEVATED
44+50	- 45+10	A3	SUPERELEVATED
45+10	- 46+40	A1	
46+40	- 46+75	A3	
46+75	- 59+75	A2	CROSS SLOPE VARIES TO MEET HOWARD RD
59+75	- 70+50	B1	
70+50	- 72+00	B3	
72+00	- 79+75	B1	
79+75	- 81+75	B3	
81+75	- 83+20	B1	
83+20	- 86+25	B3	
86+25	- 94+80	B1	
94+80	- 97+00	D3	
97+00	- 107+75	B1	
107+75	- 108+50	B3	
108+50	- 109+10	B1	SUPERELEVATED
109+10	- CHILI	D3	SUPERELEVATED



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - NORMAL CROWN  
(PIXLEY RD TO HOWARD RD)  
STA. H 13+71.88 TO STA. H 17+87.10 (SEE NOTE 1)  
STA. H 23+83.40 TO STA. H 41+55.10  
STA. H 46+10.40 TO STA. H 57+93.04



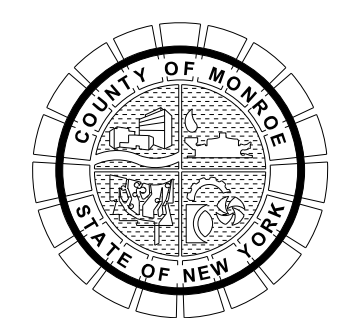
HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - NORMAL CROWN  
(HOWARD RD TO CHILI AVE)  
STA. H 59+68.65 TO STA. H 109+08.57 (SEE NOTE 1)



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - LEFT TURN LANE  
STA. H 10+26.02 TO STA. H 13+71.88 (SEE NOTE 1)

- NOTES:  
1. SEE PROFILES FOR SUPERELEVATION VARIATION.  
2. SAWCUT PAYMENT TO BE INCLUDED IN ASPHALT ITEMS.  
3. MILLING DEPTH VARIES. REFER TO MILLING AND TRUING AND LEVELING TABLE AND LEGEND THIS SHEET.

NO.	REVISION	BY	DATE
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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**TYPICAL SECTIONS**

PROJECT NUMBER  
**2201826**  
DATE  
1/27/2023  
DRAWING NUMBER  
**TYP-1**

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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



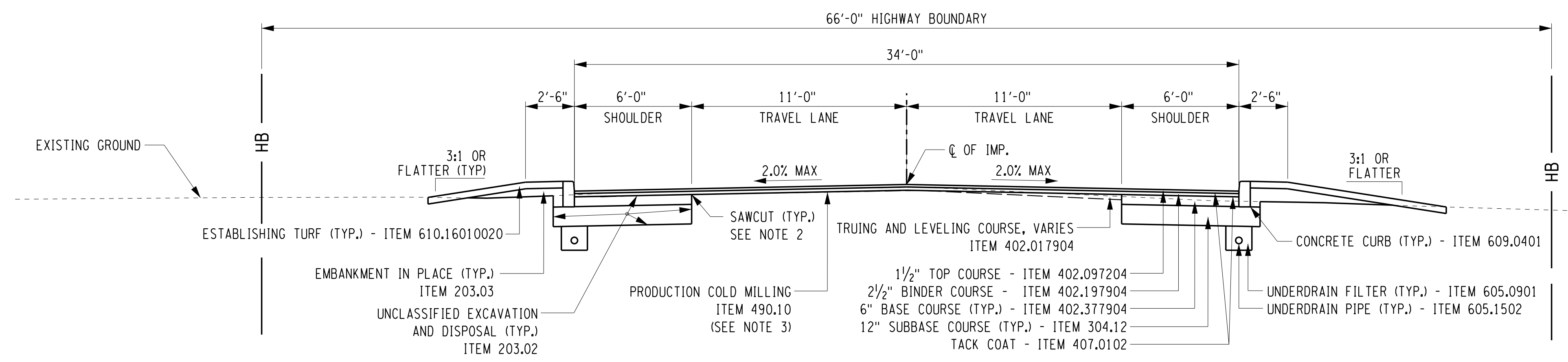
08/26/2022

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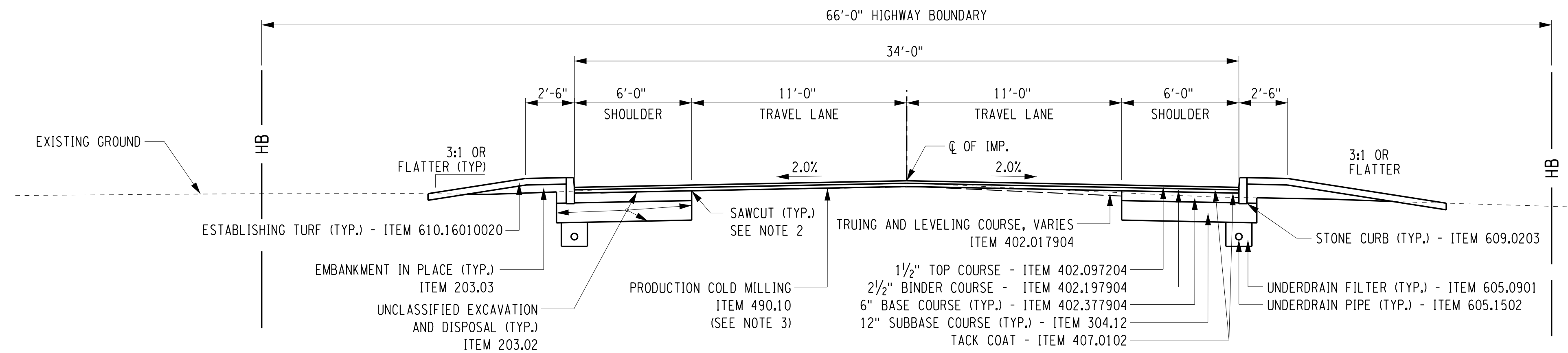
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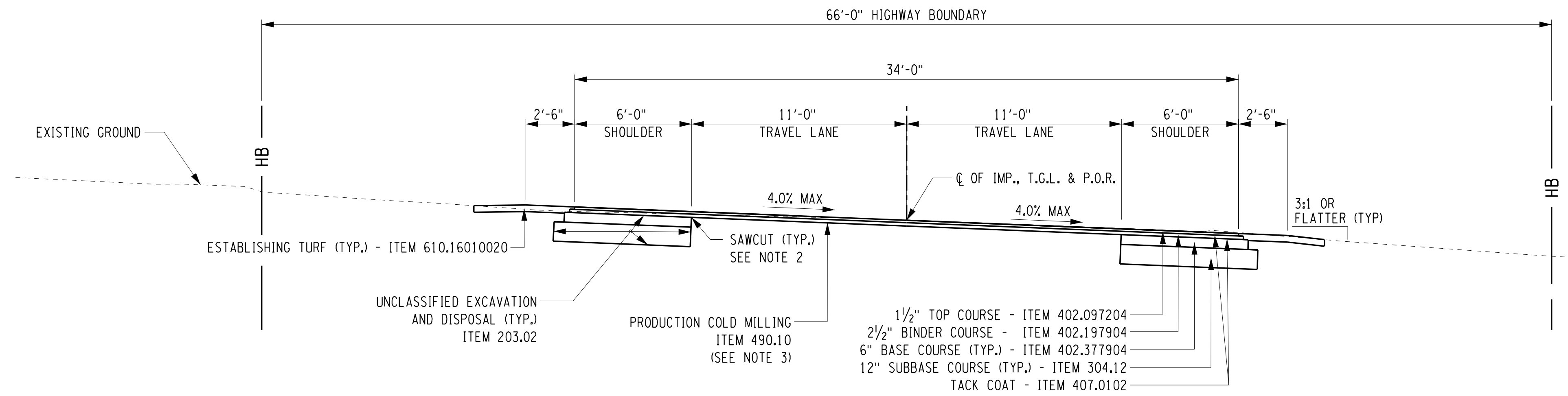
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B	MILL 2" ACROSS ENTIRE WIDTH
C	MILL 3 1/2" AT CENTERLINE, MILL TO DESIGN CROSS SLOPE
D	MILL 2" AT CENTERLINE, MILL TO DESIGN CROSS SLOPE
TRUING AND LEVELING TREATMENT	
1	T&L TO ADJUST TO DESIGN CROSS SLOPE
2	T&L TO MEET PROFILE AND DESIGN CROSS SLOPE
3	NO T&L



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - NORMAL CROWN  
(HOWARD RD INTERSECTION)  
STA. H 57+93.04 TO STA. H 59+68.65 (SEE NOTE 1)



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - NORMAL CROWN  
(CHILI AVE INTERSECTION)  
STA. H 109+08.57 TO STA. H 110+50.20 (SEE NOTE 1)



HINCHEY ROAD (COUNTY ROAD 237)  
TYPICAL SECTION - SUPER-ELEVATED  
STA. H 17+87.10 TO STA. H 23+83.40  
STA. H 41+55.10 TO STA. H 46+10.40 (BANK LEFT - MIRROR TYPICAL SECTION)

- NOTES:
- SEE PROFILES FOR SUPERELEVATION VARIATION.
  - SAWCUT PAYMENT TO BE INCLUDED IN ASPHALT ITEMS.
  - MILLING DEPTH VARIES. REFER TO MILLING AND TRUING AND LEVELING TABLE AND LEGEND THIS SHEET.

MILLING AND TRUING AND LEVELING TABLE			
STA. TO	STA.	TREATMENT	COMMENT
RIGHT SIDE OF PAVEMENT			
10+45	- 11+00	A3	MAINTAIN EXISTING CROSS SLOPE
11+00	- 17+00	A1	CROSS SLOPE VARIES TO MEET FIRESTONE DR
17+00	- 19+15	A3	
19+15	- 23+50	A1	SUPERELEVATED
23+50	- 28+42	C3	
28+42	- 33+10	A2	
33+10	- 39+00	A1	
39+00	- 41+95	A2	
41+95	- 46+70	A1	SUPERELEVATED
46+70	- 59+00	A2	CROSS SLOPE VARIES TO MEET HOWARD RD
59+00	- 94+80	B1	
94+80	- 97+00	D3	
97+00	- 109+20	B1	
109+20	- 110+40	B3	
LEFT SIDE OF PAVEMENT			
10+45	- 11+25	A3	
11+25	- 11+70	A1	
11+70	- 12+25	A3	
12+25	- 21+25	A1	
21+25	- 22+25	A3	SUPERELEVATED
22+25	- 23+50	A1	SUPERELEVATED
23+50	- 28+42	C3	
28+42	- 33+10	A2	
33+10	- 39+00	A1	
39+00	- 41+95	A2	
41+95	- 44+50	A1	SUPERELEVATED
44+50	- 45+10	A3	SUPERELEVATED
45+10	- 46+40	A1	
46+40	- 46+75	A3	
46+75	- 59+75	A2	CROSS SLOPE VARIES TO MEET HOWARD RD
59+75	- 70+50	B1	
70+50	- 72+00	B3	
72+00	- 79+75	B1	
79+75	- 81+75	B3	
81+75	- 83+20	B1	
83+20	- 86+25	B3	
86+25	- 94+80	B1	
94+80	- 97+00	D3	
97+00	- 107+75	B1	
107+75	- 108+50	B3	
108+50	- 109+10	B1	SUPERELEVATED
109+10	- CHILI	D3	SUPERELEVATED

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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



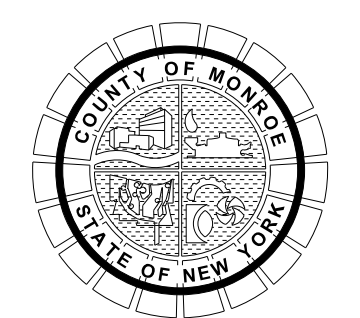
08/26/2022

NO.	REVISION	BY	DATE
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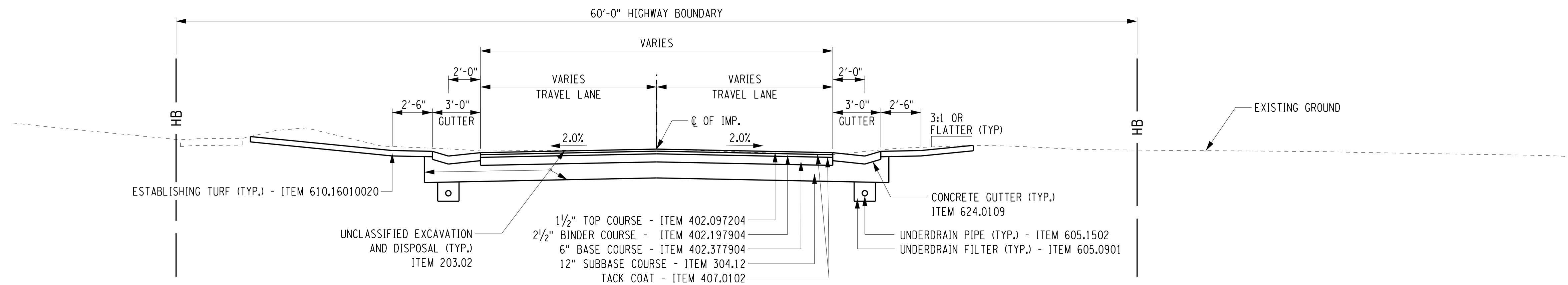


HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**TYPICAL SECTIONS**

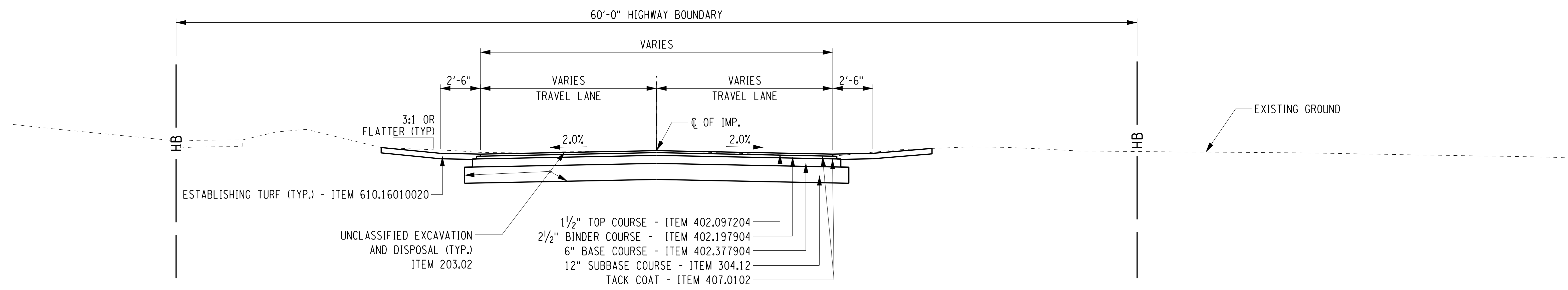
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**2201826**  
DATE  
1/27/2023  
DRAWING NUMBER  
**TYP-2**





**SIDE STREET  
TYPICAL SECTION**

SIDE STREET LIMITS:  
 FIRESTONE - F 9+30.0 TO F 9+77.5  
 SANDY - S 9+40.0 TO S 9+83.0



**SIDE STREET  
TYPICAL SECTION**

SIDE STREET LIMITS:

FOX HARROW - FA 10+17.0 TO FA 10+50.0	LETTINGTON - LE 10+17.0 TO LE 10+50.0	MERRYDALE - ME 10+17.0 TO ME 10+61.0
MARILYN - MP 10+17.0 TO MP 10+60.0	RENOUF - R 9+40.0 TO R 9+83.0	INGRAM - I 10+17.0 TO I 10+55.0
LODERDALE - LO 9+55.0 TO LO 9+83.0	RENOUF - R 10+17.0 TO R 10+50.0	JASMINE - J 9+50.0 TO J 9+83.0
LETTINGTON - LE 9+23.2 TO LE 9+83.2	MORNCREST - MO 10+17.0 TO MO 10+45.0	TIMPAT - T 10+17.0 TO T 10+44.0

DESIGNER: BRIDGET DEHAAN  
 ENGINEER: RICHARD BENNETT  
 PROJECT MANAGER: RICHARD BENNETT

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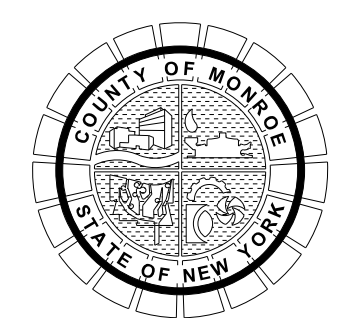


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HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237

MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

TYPICAL SECTIONS

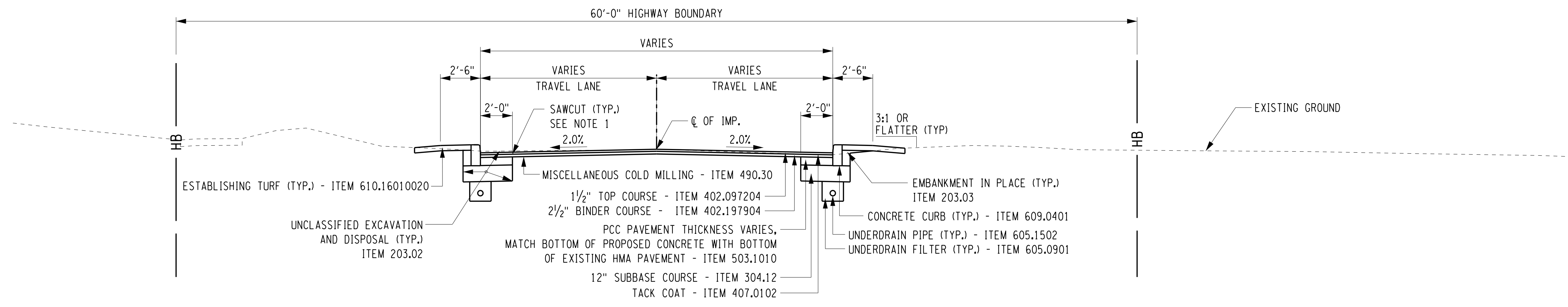
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DATE  
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DRAWING NUMBER  
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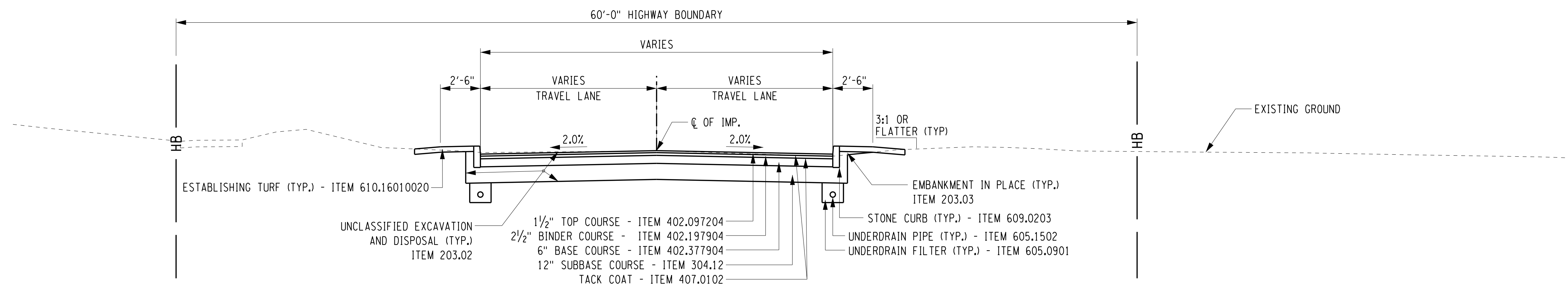


**SIDE STREET  
TYPICAL SECTION**

SIDE STREET LIMITS INCLUDING PROPOSED CURBBING:  
 HOWARD - HO 9+41.7 LT. TO HO 9+57.7 LT.  
 HOWARD - HO 9+45.9 RT. TO HO 9+53.6 RT.  
 HOWARD - HO 10+46.5 LT. TO HO 10+49.8 LT.  
 HOWARD - HO 10+47.8 RT. TO HO 10+63.5 RT.

SIDE STREET LIMITS USING EXISTING CURBBING (SEE NOTE):  
 HOWARD - HO 8+54.7 LT. TO HO 9+41.7 LT.  
 HOWARD - HO 8+95.0 RT. TO HO 9+45.9 RT.  
 HOWARD - HO 10+49.8 LT. TO HO 11+07.1 LT.  
 HOWARD - HO 10+63.5 RT. TO HO 11+47.7 RT.

NOTE:  
 CONTRACTOR TO PROTECT AND MAINTAIN  
 EXISTING CURB AT LOCATIONS LISTED.



**SIDE STREET  
TYPICAL SECTION**

SIDE STREET LIMITS:  
 HAMLET - HA 10+18.5 TO HA 10+69.0

NOTE:  
 1. SAWCUT PAYMENT TO BE INCLUDED IN ASPHALT ITEMS.

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

PLOTDRW: pdf\_color\_full.plt  
 MODEL: TYP-4  
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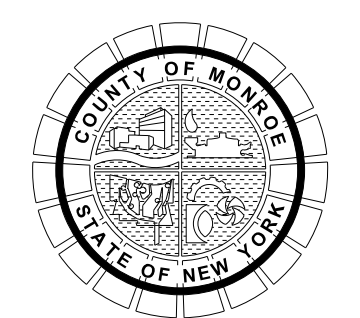
08/26/2022

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If it is a violation of New York Education Law Article 145, Sec. 7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 TYPICAL SECTIONS

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 TYP-4

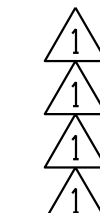


**SOIL EROSION AND SEDIMENT CONTROL NOTES**

1. A STATE POLLUTANT DISCHARGE ELIMINATION SYSTEM (SPDES) PERMIT, SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES GP 0-15-002, WILL BE REQUIRED FOR THIS PROJECT. REFER TO ADDITIONAL INFORMATION IN THE CONTRACT PROPOSAL SPECIAL NOTES REGARDING COMPLIANCE WITH GP 0-20-001.
2. THE TEMPORARY SOIL EROSION AND SEDIMENT CONTROL DEVICES SPECIFIED IN THIS CONTRACT SHALL BE CHECKED AND REPAIRED AS NECESSARY, ON A WEEKLY BASIS AND AFTER EACH STORM EVENT. PERIODIC CLEANING OF THE SOIL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE NECESSARY AND AS DIRECTED BY THE RESIDENT ENGINEER.
3. ANY DISTURBED AREAS THAT SHALL BE LEFT EXPOSED MORE THAN 7 DAYS, AND ARE NOT SUBJECT TO CONSTRUCTION TRAFFIC WILL IMMEDIATELY RECEIVE TEMPORARY SEED AND MULCH (ITEM 209.1003).
4. ANY GRADED AREAS NOT SUBJECT TO FURTHER DISTURBANCE OR CONSTRUCTION TRAFFIC SHALL WITHIN 7 DAYS OF FINAL GRADING RECEIVE PERMANENT VEGETATIVE COVER.
5. ALL STORM DRAINAGE OUTLETS SHALL BE STABILIZED, AS REQUIRED, AND AS DIRECTED BY THE RESIDENT ENGINEER BEFORE THE DISCHARGE POINTS BECOME OPERATIONAL.
6. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORMWATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.
7. STORM WATER FROM DISTURBED AREAS MUST BE PASSED THROUGH A STRAW BALE DIKE, SEDIMENT TRAP, OR SILTATION FENCE BEFORE DISCHARGE BEYOND DISTURBED AREAS OR INTO INLETS OF OTHER DRAINAGE SYSTEMS.
8. INSTALLING, CLEANING, AND REMOVING SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE PAID UNDER THEIR RESPECTIVE ITEMS.
9. ALL SILT FENCE/HAYBALES SHALL BE PLACED PRIOR TO STARTING EARTHWORK OPERATIONS AND SHALL REMAIN IN PLACE UNTIL NEW SEEDING HAS GROWN SUFFICIENTLY TO STABILIZE THE SLOPES AS DETERMINED BY THE RESIDENT ENGINEER.
10. ALL STREAM CHANNEL WORK SHALL BE LIMITED TO WITHIN THE DESIGNATED RIGHT-OF-WAY, EASEMENT, OR RELEASE.
11. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF THE STREAMS BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE LEACHATE, OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES.
12. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE OR LEACHATE SHALL BE ALLOWED TO ESCAPE INTO THE WATERS OF NEW YORK STATE, NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ENTER ANY WETLAND OR WATERS.
13. ANY DEBRIS OR EXCESS MATERIALS FROM CONSTRUCTION OF THIS PROJECT SHALL BE IMMEDIATELY AND COMPLETELY REMOVED FROM THE BED AND BANKS OF ALL WATER AREAS TO AN APPROPRIATE UPLAND AREA FOR DISPOSAL.
14. IN THE EVENT DE-WATERING OPERATION BECOMES NECESSARY, A SETTLING BASIN WILL BE REQUIRED UNLESS THE PUMP DISCHARGE IS AS CLEAR AND FREE OF SEDIMENT AS THE FLOWING STREAM.
15. FILTER FABRIC SHALL SATISFY THE REQUIREMENTS OF SECTION 207-2 OF THE STANDARD SPECIFICATIONS.
16. THE LOCATIONS OF EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED IN THE CONTRACT DOCUMENTS MAY REQUIRE FIELD ADJUSTMENT DEPENDING ON THE SEQUENCE OF CONSTRUCTION ACTIVITIES, CONSTRUCTION METHODS, AND/OR ACTUAL FIELD CONDITIONS. THE RESIDENT ENGINEER SHALL BE NOTIFIED OF ANY FIELD CHANGES TO THE EROSION AND SEDIMENT CONTROL MEASURES INDICATED IN THE CONTRACT DOCUMENTS.
17. THE CONTRACTOR SHALL NOT USE THE CREEK BANKS AS A STAGING AREA FOR EQUIPMENT OR MATERIALS. AFTER EACH WORK DAY, ALL MECHANIZED EQUIPMENT SHALL BE REMOVED FROM THE BANKS AND STORED IN AN APPROVED UPLAND SITE.
18. ALL DREDGED AND EXCAVATED MATERIAL SHALL BE DISPOSED OF ON AN UPLAND SITE AND BE SUITABLY STABILIZED SO THAT IT CANNOT REASONABLY RE-ENTER ANY WATER BODY OR WETLAND AREA.
19. ESTABLISH CONCRETE TRUCK AND OTHER CONCRETE EQUIPMENT WASHOUT AREAS BEFORE BEGINNING CONCRETE WORK. ALL DESIGNATED CONCRETE WASHOUT AREAS SHALL BE LOCATED AWAY FROM WATERCOURSES, DRAINAGE DITCHES, FIELD DRAINS, OR OTHER STORMWATER DRAINAGE AREAS.

SEDIMENT FILTER LOG				
ITEM 209.2301 - SEDIMENT FILTER LOG - TEMPORARY, 12"				
STATION		SIDE	ITEM 209.2301 (LF)	COMMENTS
FROM	TO			
H 67+62.82	H 68+37.82	28.5' LT.	75.0	
H 100+81.53	H 102+25.04	(VARIES) LT.	147.0	
TOTAL			222	

DRAINAGE STRUCTURE INLET PROTECTION				
ITEM 209.1701 - DRAINAGE STRUCTURE INLET PROTECTION, SILT FENCE - TEMPORARY				
STRUCTURE NUMBER	STATION	SIDE	ITEM 209.1701 (LF)	COMMENTS
DS 1-7	H 14+88.04	RT.	15.0	
DS 2-4	H 18+05.73	RT.	15.0	
DS 2-5	H 19+39.04	RT.	15.0	
DS 3-1	H 21+32.56	RT.	15.0	
DS 3-2	H 22+27.77	RT.	15.0	
DS 3-5	H 23+54.13	RT.	15.0	
DS 4-4	H 28+59.32	RT.	15.0	
DS 7-1	H 44+92.31	RT.	15.0	
DS 7-2	H 46+65.15	RT.	15.0	
DS 7-3	H 47+12.11	RT.	15.0	
DS 7-4	H 48+27.57	RT.	15.0	
DS 7-5	H 48+91.69	RT.	15.0	
DS 8-1	H 50+18.48	RT.	15.0	
DS 8-2	H 50+21+97	LT.	15.0	
DS 8-4	H 52+25.00	LT.	15.0	
DS 8-5	H 52+35.52	RT.	15.0	
DS 15-1	H 90+76.47	RT.	15.0	
DS 15-2	H 92+67.87	RT.	15.0	
DS 15-4	H 94+70.86	LT.	15.0	
DS 15-5	H 94+71.92	RT.	15.0	
DS 16-1	H 97+24.39	RT.	15.0	
DS 17-1	H 102+28.81	LT.	15.0	
DS 17-3	H 102+67.84	RT.	15.0	
DS 17-4	H 103+23.19	LT.	15.0	
DS 17-5	H 103+53.67	RT.	15.0	
DS 17-6	H 104+27.09	LT.	15.0	
DS 17-7	H 104+88.25	RT.	15.0	
DS 17-8	H 104+92.92	LT.	15.0	
DS 17-9	H 106+06.91	LT.	15.0	
TOTAL			435.0	



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 DATE TIME: 1/27/2023 12:40:11 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



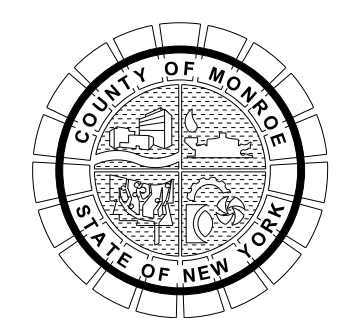
08/26/2022

NO.	REVISION	BY	DATE
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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

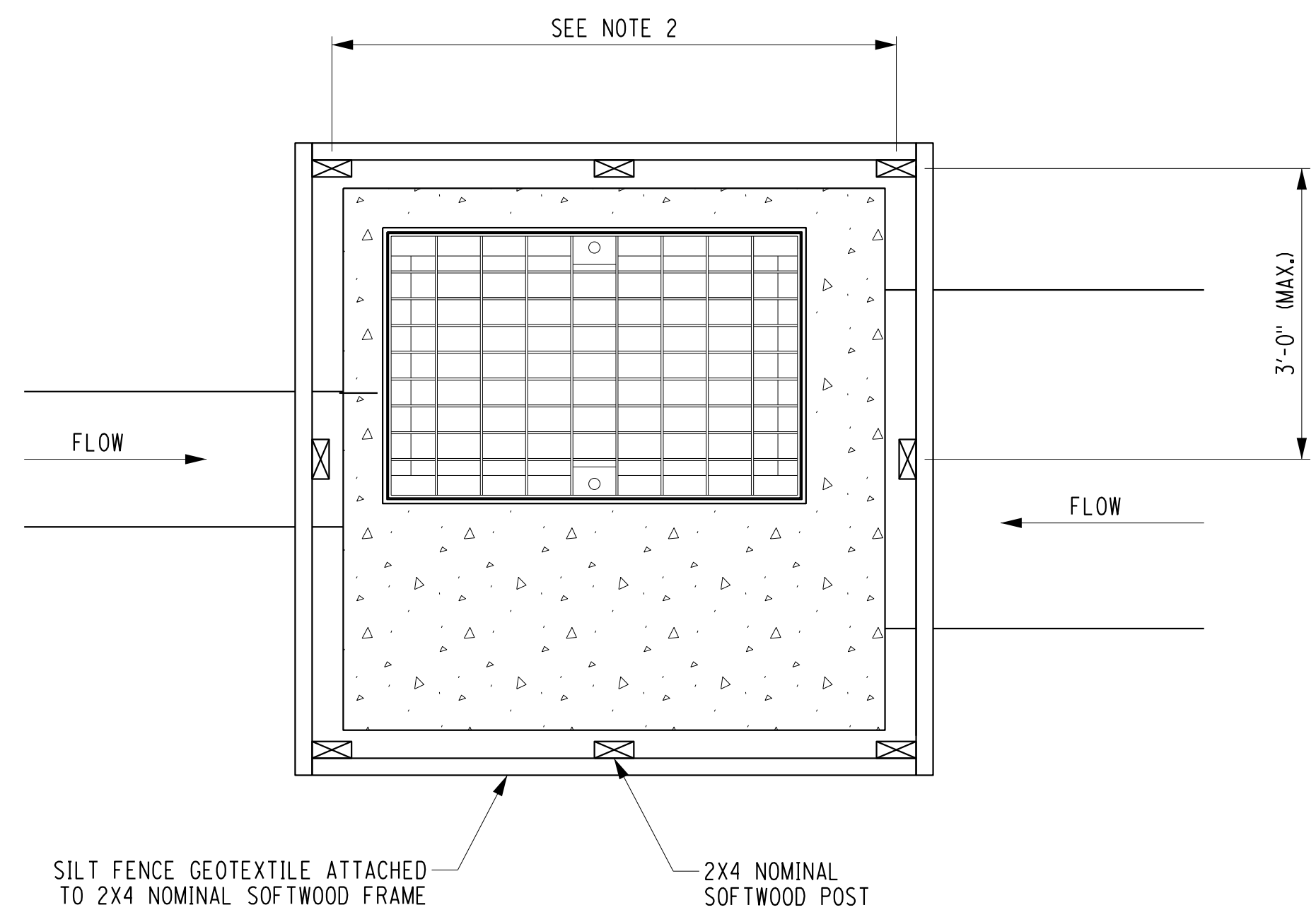
DRAWING TITLE  
 EROSION CONTROL PLANS

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 ESC-01 R1

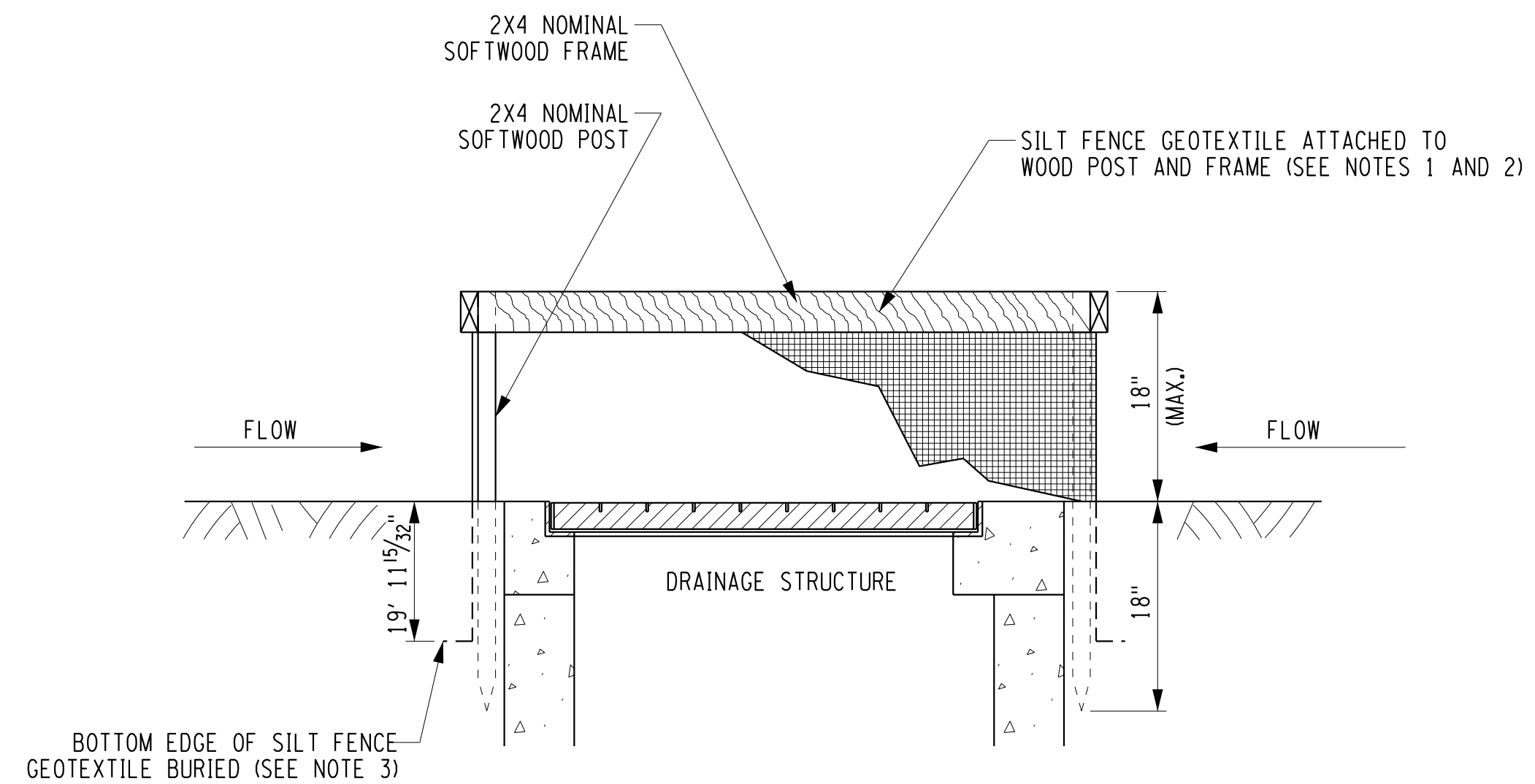








**DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY**  
**PLAN VIEW**  
 N.T.S.



**DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY**  
**SECTION VIEW**  
 N.T.S.

**NOTES:**

- APPROVED FILTER FABRICS ARE LISTED ON THE DEPARTMENTS APPROVED LIST. SILT FENCE GEOTEXTILE SHALL BE A SINGLE CONTINUOUS PIECE TO ELIMINATE JOINTS. OVERLAP FILTER FABRIC TO ELIMINATE ANY OPENING.
- SPACE SILT FENCE POSTS EVENLY AROUND INLET WITH A MAXIMUM SPACING OF 3'. DRIVE POSTS A MINIMUM OF 18" INTO GROUND. WIRE MESH MAY BE REQUIRED BEHIND FABRIC TO PROVIDE SUPPORT.
- FILTER FABRIC SHALL BE EMBEDDED 12" AND BACKFILLED. FILTER FABRIC SHALL BE SECURELY FASTENED TO POSTS AND FRAME.
- GRAVEL BAGS SHALL BE INDIVIDUALLY TIED, DOUBLE BAGGED AND INVERSELY INSERTED. GRAVEL BAGS SHALL LAP THE JOINTS BETWEEN THE BAGS IN THE LAYER BELOW. COST OF EXCAVATION FOR INSTALLATION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 209.1702.
- MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS, AFTER EACH RAINFALL OF 1/2" OR MORE WITHIN A 24 HOUR PERIOD, OR DAILY DURING PROLONGED RAINFALL. MEASURES SHALL BE CLEANED AND REPAIRED AS REQUIRED.
- SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT, SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
- MAXIMUM DRAINAGE AREA FOR DRAINAGE STRUCTURE INLET PROTECTION IS ONE ACRE.

INLET PROTECTION PAYMENT QUANTITIES	
DRAINAGE STRUCTURE TYPE	SILT FENCE PROTECTION
A	17'
B	19'
C	21'
D	25'
E	19'
F	21'
G	23'
H	26'
I	21'
J	23'
K	25'
L	28'
M	25'
N	26'
O	28'
P	32'
Q	17'
R	18'
S	15'
T	17'
U	17'

• BASED ON PLACEMENT AT EDGE OF TOP SLAB OR STRUCTURE

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 ESC-03  
 MODEL TITLE: Hinchey Rd Improvement Drawings/Transportation/Plans/2201826\_cpl\_esc.dgn  
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



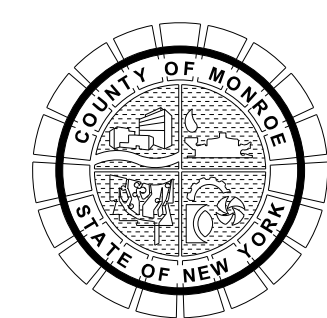
08/26/2022

NO.	REVISION	BY	DATE
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**EROSION CONTROL PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**ESC-03**



**A. GENERAL**

1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGTH AND DURATION OF THIS CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE NYS DOT STANDARD SPECIFICATIONS DATED SEPTEMBER 1, 2022 AND ANY ADDENDUM, AND THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION AND NYS DOT SUPPLEMENT, THESE PLANS, THE PROPOSAL AND THE RESIDENT ENGINEER.
2. THE WORK ZONE TRAFFIC CONTROL PLANS (WZTC) SHOWN ARE CONSIDERED TO BE MINIMUM REQUIREMENTS. ADDITIONAL SIGNS AND/OR CONTROL DEVICES MAY BE REQUIRED AS DETERMINED BY THE RESIDENT ENGINEER AND SHALL BE PROVIDED WHERE REQUIRED.

**B. WORK AREA**

1. ALL WORK REQUIRED TO CONSTRUCT, PREPARE, DELINEATE AND SIGN WORK AREAS SHALL BE COMPLETED PRIOR TO MAINTAINING TRAFFIC THROUGH THE WORK AREA. MATERIALS NECESSARY FOR ESTABLISHING CONSTRUCTION WORK ZONES, (I.E. SIGNS, BARRIERS, DRUMS, CONES, ETC) SHALL BE PLACED PRIOR TO BEGINNING WORK ON EACH STAGE AND/OR PHASE, AND SHALL NOT BE REMOVED IF THEY ARE APPLICABLE IN SUBSEQUENT PHASES OR A.O.B.E. ADDITIONAL MATERIALS REQUIRED FOR SUBSEQUENT STAGES AND/OR PHASES ARE TO BE PLACED AS NEEDED AND BEFORE WORK IS BEGUN ON THAT STAGE OR PHASE.
2. THE CONTRACTOR MAY SUBMIT REVISIONS TO THE WZTC PLAN FOR APPROVAL BY THE RESIDENT ENGINEER IN CHARGE OR HIS DESIGNEE. ANY CHANGES THAT ALTER THE BASIC CONCEPTS OF THE PLANS MUST BE APPROVED BY THE RESIDENT ENGINEER IN CHARGE OR HIS DESIGNEE.
3. IF AT ANY TIME THE RESIDENT ENGINEER DETERMINES THAT THE TRAFFIC IS NOT BEING PROPERLY MAINTAINED WITHIN A WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCY TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO ADDITIONAL EXPENSE.
4. WHEN TWO OR MORE WORK AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY AS DETERMINED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL ENSURE THERE IS NO CONFLICT IN SIGNING AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS. IN ADDITION, THE CONTRACTOR SHALL NOT WORK ON BOTH SIDES OF THE ROAD WITHIN THE SAME AREA AT THE SAME TIME.
5. THE CONTRACTOR SHALL COORDINATE ANY UTILITY WORK, SUBCONTRACTOR WORK, PUBLIC MAINTENANCE, OR OTHER CONSTRUCTION OPERATIONS IN THE AREA, AND IS RESPONSIBLE FOR ENSURING THAT PROPER WORK ZONE TRAFFIC CONTROL IS OBTAINED FOR ALL CONDITIONS.

**C. CONTRACTOR'S VEHICLES AND ACCESS**

1. VEHICLES BELONGING TO THE CONTRACTOR OR HIS WORK FORCE SHALL NOT BE PARKED ON THE PAVEMENT, SHOULDER, OR WITHIN 30 FT OF THE PAVEMENT ALONG THE ROADWAY BEING USED BY THE GENERAL PUBLIC WITHIN THE PROJECT LIMITS.
2. THE CONTRACTOR SHALL NOT PARK HIS EQUIPMENT NOR STORE MATERIAL WITHIN 30 FT OF THE EDGE OF THE TRAVEL LANES WITHOUT PROPER PROTECTION FOR THE TRAVELING PUBLIC AS DETERMINED BY THE RESIDENT ENGINEER.
3. VEHICLES BELONGING TO THE CONTRACTOR OR HIS WORK FORCE SHALL NOT BE PARKED IN A MANNER, WHICH OBSTRUCTS ANY SIGNS, BARRIERS, BARRICADES, OR ANY OTHER TRAFFIC CONTROL DEVICES. NOR IN A MANNER WHICH INTERFERES WITH ACCESS TO THE ADJUTING PROPERTY.
4. CONTRACTOR'S VEHICLES MUST AT ALL TIMES COMPLY WITH THE DESIGNATED TRAFFIC FLOW. CONTRACTORS SHALL NOT PARK ON PRIVATE PROPERTY.

**D. PUBLIC ACCESS**

1. THE CONTRACTOR MUST PROVIDE SAFE AND REASONABLE ACCESS THRU THE PROJECT LENGTH FOR THE TRAVELING PUBLIC FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL ARRANGE A MEETING PRIOR TO BEGINNING WORK, WITH THE TOWN OF GATES, THE EMERGENCY SERVICE PROVIDERS AND THE GATES SCHOOL DISTRICT TO DISCUSS THE CONSTRUCTION SCHEDULE AND ACCESS CONCERNS. AT THIS MEETING THE CONTRACTOR WILL OUTLINE THE SCHEDULE OF OPERATIONS FOR THE PROJECT.
2. THE CONTRACTOR SHALL PROVIDE ALL PROPERTY OWNERS WITH PROPER ACCESS TO THEIR DRIVEWAYS, SHALL MAINTAIN THEM THROUGH ALL PHASES OF WORK AND SHALL DELINEATE THEM BY MEANS OF SIGNS, CONES, AND OR DRUMS AS DIRECTED BY THE RESIDENT ENGINEER. THE COST TO DELINEATE THIS ACCESS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. THE COST OF ANY SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
3. WHERE DIRECT ACCESS TO DRIVEWAYS IS NOT POSSIBLE DUE TO NECESSARY CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL PLAN ALTERNATE MEANS OF ACCESS AND SUBMIT SUCH PLANS TO THE RESIDENT ENGINEER FOR APPROVAL. THE OCCUPANT SHALL HAVE 24 HOURS NOTICE OF ANY CHANGES IN ACCESS. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01 BASIC WORK ZONE CONTROL.
4. IF TWO DRIVEWAYS EXIST FOR A PROPERTY, THE CONTRACTOR MAY CLOSE FOR A TIME AS DETERMINED BY THE RESIDENT ENGINEER, ONE OF THE ENTRANCES. THE CONTRACTOR WILL NOTIFY THE OWNER A MINIMUM OF 24 HOURS IN ADVANCE IF ANY PARTICULAR DRIVEWAY IS TO BE CLOSED.

**E. TIME RESTRICTIONS**

THE FOLLOWING TIME RESTRICTIONS AND LANE CLOSURE REQUIREMENTS APPLY TO ALL STAGES OF WORK:

1. THE CONTRACTOR SHALL NOTE THAT AFTER COMMENCING EXCAVATION ON ANY GIVEN DAY, THAT THE AREA EXCAVATED ON THAT PARTICULAR DAY MUST BE PAVED THROUGH BASE COURSE WITHIN TWENTY-ONE (21) CALENDAR DAYS.
2. THE CONTRACTOR SHALL NOT RUN TRAFFIC ON MILLED SURFACES FOR MORE THAN 14 DAYS. WHEN TRAFFIC IS MAINTAINED ON A ROADWAY DURING MILLING OPERATIONS, THE CONTRACTOR SHALL COORDINATE THEIR WORK OPERATIONS SUCH THAT NO LONGITUDINAL DROP-OFFS ARE EXPOSED TO TRAFFIC AT THE END OF THE DAY.
3. THE CONTRACTOR SHALL NOT CONDUCT FLAGGING OPERATIONS OR PERFORM WORK WITHIN 250 FEET OF THE HINCHEY/PIXLEY, HINCHEY/HOWARD, AND HINCHEY/CHILI INTERSECTIONS BETWEEN 7AM-9AM OR 4PM-6PM.

**F. BUMPS**

1. DURING THE COURSE OF THIS PROJECT, THE CONTRACTOR SHALL KEEP THE TRAVEL WAY FREE OF BUMPS THAT MAY BE CREATED BY HIS WORK OPERATIONS (MILLING TERMINATION AREAS & BITUMINOUS CONCRETE PAVING). TRANSVERSE VERTICAL FACES BETWEEN PAVEMENT SURFACES THAT EXCEED 1 INCH IN HEIGHT SHALL BE SLOPED OR TAPERED BEFORE THE WORK AREA IS OPEN TO TRAFFIC. TEMPORARY RAMPS SHALL BE CONSTRUCTED FROM BITUMINOUS PATCHING MATERIAL (PLANT MIX OR SUITABLE "WINTER MIX", NO MILLINGS) SO AS TO CREATE THE SMOOTHEST TRANSITION POSSIBLE (60:1 MIN. OR A.O.B.E.). THIS RAMP SHALL BE MAINTAINED AND WILL REMAIN IN PLACE UNTIL THE NEED FOR IT IS ELIMINATED BY SUBSEQUENT WORK OPERATION.
2. "BUMP" WARNING SIGNS (W8-1) WITH AN 25 MPH SIGN (W13-1P) SHALL BE POSTED UPSTREAM AND A DRUM WITH TYPE A WARNING LIGHT SHALL BE PLACED ADJACENT TO THE CONDITION. THE POSTED SPEED FOR THE W13-1P SIGN SHALL BE 10 MPH LESS THAN THE POSTED SPEED FOR THE AREA. REFER TO THE NATIONAL MUTCD TABLE 2C-4 FOR ADVANCE POSTING DISTANCE. THE COST FOR THIS WORK IS TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 619.01.
3. OTHER WORK ACTIVITIES AT WHICH THE TRAVELING PUBLIC MAY ENCOUNTER A BUMP WHICH IS SUFFICIENTLY ABRUPT TO CAUSE THE DEFLECTION OF THEIR VEHICLE AT PREVAILING DRIVING SPEEDS (EX. TERMINAL ENDS OF PAVEMENT RECONSTRUCTION WORK) WILL ALSO REQUIRE A "BUMP" SIGN AND DRUM WITH TYPE A WARNING LIGHT (AS DIRECTED BY THE RESIDENT ENGINEER). AREAS SUCH AS THESE SHOULD CONTAIN A RAMP OF SUFFICIENT LENGTH SUCH THAT THERE IS NO CONSIDERABLE DISCOMFORT FELT BY THE MOTORIST.

**G. TRAFFIC CONTROL DEVICES**

1. ALL PANELS, CONES, BARRELS AND DRUMS SHALL BE PLACED SO AS TO PROVIDE A MINIMUM OF 2 FT CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ENSURE THAT PLACEMENT OF PANELS, CONES, DRUMS AND BARRICADES WILL NOT INTERFERE WITH ANY SIGHT DISTANCE. THE CONTRACTOR SHALL MAINTAIN THE REFLECTIVITY OF PANELS, CONES, BARRICADES AND DRUMS AS DIRECTED BY THE RESIDENT ENGINEER. THE MAXIMUM SPACING OF CONSTRUCTION DRUMS IS 30 FT, OR AS DIRECTED BY THE RESIDENT ENGINEER.

**H. PAVEMENT MARKINGS**

1. ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE NEW TRAFFIC PATTERN DEVELOPED UNDER THE WZTC PLAN SHALL BE REMOVED OR COVERED ENTIRELY AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE COST OF REMOVAL OR COVERING OF EXISTING PAVEMENT MARKINGS, WHERE REQUIRED, SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. PAINTING OVER THE EXISTING MARKINGS WILL NOT BE ALLOWED.
3. WHERE PAVEMENT MARKINGS ARE REMOVED, THEY SHALL BE REMOVED BY A METHOD SUBJECT TO APPROVAL BY THE RESIDENT ENGINEER WHICH WILL FULLY REMOVE THE MARKINGS AND CAUSE NO SIGNIFICANT DAMAGE TO PAVEMENT THAT IS TO REMAIN OR TO INTERMEDIATE PAVEMENT COURSES. WHERE PAVEMENT MARKINGS ARE COVERED, MARKINGS SHALL BE COVERED UTILIZING AN APPROVED PAVEMENT MARKING COVERING TAPE, SPECIFICALLY DESIGNED FOR THE PURPOSE OF COVERING PAVEMENT MARKINGS, AND APPROVED BY THE RESIDENT ENGINEER.
4. PAVEMENT MARKINGS SHALL BE PLACED JUST PRIOR TO BEGINNING WORK ON EACH STAGE OR PHASE AND SHALL NOT BE REMOVED IF THESE MARKINGS ARE APPLICABLE IN SUBSEQUENT STAGES OR PHASES OR AS DIRECTED BY THE RESIDENT ENGINEER. ADDITIONAL MARKINGS FOR SUBSEQUENT STAGES OR PHASES ARE TO BE PLACED AS NEEDED AND BEFORE WORK IS BEGUN ON THOSE STAGES OR PHASES.
5. ALL PAVEMENT MARKINGS, EXCEPT FOR PAINTED MARKINGS, SHALL BE REMOVED FROM ALL INTERMEDIATE PAVEMENT COURSES PRIOR TO THE PLACEMENT OF THE NEXT PAVEMENT COURSE.
6. ITEM 619.100101, SHORT TERM PAVEMENT MARKINGS SHALL BE USED ON THE TOP COURSE FOR PAVEMENT DELINEATION AND SHALL BE OF THE TYPE THAT LEAVES NO MARK OR DAMAGE TO THE FINISHED PAVEMENT UPON REMOVAL (I.E. 3M REMOVABLE TAPE OR APPROVED EQUAL).
7. DURING THE WINTER SHUT-DOWN PERIOD, IF APPLICABLE, ITEM 619.100101 SHALL BE USED, AND PAID UNDER ITEM 619.01. THE LOCATION OF THESE MARKINGS SHALL BE AS FINAL STOP BARS, CROSS WALKS, SYMBOLS, AND EDGE MARKINGS (EXCLUDING CROSS-HATCHING) OR AS DIRECTED BY THE RESIDENT ENGINEER. REMOVAL OF THESE MARKINGS, IF NECESSARY, SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. NO RAISED PAVEMENT MARKINGS SHALL BE USED ON THIS PROJECT.

**I. SIGNS**

1. ALL SIGNS SHALL BE MOUNTED AT A 7 FT MOUNTING HEIGHT MEASURED TO BOTTOM OF SIGN.
2. THE CORRECT SEQUENCE AND SPACING OF APPROPRIATE SIGNS, WHETHER PERMANENT, TEMPORARY, OR CONSTRUCTION, MUST BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE NATIONAL MUTCD WITH NYS SUPPLEMENT, THE PLANS AND AS DIRECTED BY THE RESIDENT ENGINEER.
3. EXISTING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNS SHALL BE REMOVED, STORED, AND RESET OR COVERED AS ORDERED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO THE EXISTING SIGNS DUE TO THE REMOVAL, STORAGE, RESETING OR COVERING OF THE SIGNS, AT NO COST TO THE COUNTY, THIS WORK WILL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. THE SIGN LOCATIONS ON THE PLANS ARE APPROXIMATE. THE EXACT LOCATIONS WILL ALL BE DETERMINED BY THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL MAINTAIN ALL THE ROUTE MARKER ASSEMBLIES AND STREET NAME SIGNS FOR THE DURATION OF THE CONTRACT OR UNTIL THE NEW ASSEMBLIES ARE INSTALLED. THE COST TO MAINTAIN THESE MARKERS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
5. THE COLORS USED FOR CONSTRUCTION SIGNING (INCLUDING TEMPORARY OR MODIFIED GUIDE SIGNS) SHALL BE BLACK LEGEND ON ORANGE BACKGROUND WITH THE FOLLOWING EXCEPTIONS:

EMERGENCY SERVICE MARKER, ROUTE MARKERS AND THEIR CORRESPONDING AUXILIARY SIGNS SHALL BE THE COLORS SPECIFIED IN THE NATIONAL MUTCD WITH NYS SUPPLEMENT (ANY AUXILIARY SIGNS WHICH ARE NOT INCLUDED SHALL BE BLACK LEGEND ON ORANGE BACKGROUND).

BLANK COVERS USED TO COVER PORTIONS OF EXISTING SIGNS SHALL BE OF A COLOR AND REFLECTORIZED MATERIAL MATCHING THAT OF THE SIGN BEING PARTIALLY COVERED. ANY REGULATORY SIGNS REQUIRED SHALL BE THE COLORS SPECIFIED IN THE NATIONAL MUTCD WITH NYS SUPPLEMENT.

6. IF APPLICABLE, DURING WINTER SHUTDOWN, ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION. ALL INAPPROPRIATE CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED AS DIRECTED BY THE RESIDENT ENGINEER.
7. IF ADVANCE SIGNING OBSTRUCTS THE VISIBILITY OF THE FLAGGER OR CONFLICTS WITH DRIVEWAYS OR SIDE ROADS, SIGNS SHOULD BE MOVED UPSTREAM OF THE TRAFFIC FLOW AND LOCATED AS DIRECTED BY THE RESIDENT ENGINEER.
8. ALL SIGNS NECESSARY FOR THE WORK ZONE TRAFFIC CONTROL (INCLUDING RELOCATION AND/OR MODIFICATION AND/OR RESTORATION OF EXISTING SIGN PANELS) AS NOTED IN THE PLANS, STANDARD SPECIFICATIONS, THE NATIONAL MUTCD WITH NYS SUPPLEMENT, OR AS DIRECTED BY THE RESIDENT ENGINEER SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
9. ADDITIONAL SIGNS REQUIRED DURING CONSTRUCTION OF THE PROJECT SHALL BE PLACED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS, THE NATIONAL MUTCD WITH NYS SUPPLEMENT, AND AS DIRECTED BY THE RESIDENT ENGINEER.
10. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING APPLICABLE SIGNS THROUGH THE DURATION OF THE PROJECT UNTIL PERMANENT SIGNS ARE INSTALLED.
11. THE CONTRACTOR IS RESPONSIBLE FOR ALL SIGNS DURING WINTER SHUTDOWN.

DESIGNER: BRIDGET DEHAAN  
ENGINEER: RICHARD BENNETT  
PROJECT MANAGER: RICHARD BENNETT

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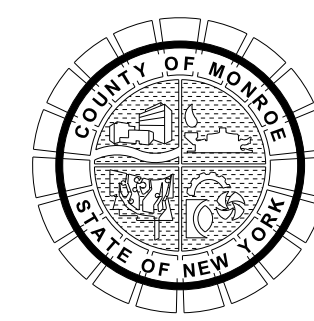


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PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

WORK ZONE TRAFFIC CONTROL  
NOTES

PROJECT NUMBER  
2201826

DATE  
1/27/2023

DRAWING NUMBER  
WZTC-01



**J. FLAGGERS**

1. WHEN FLAGGERS ARE BEING USED FOR TRAFFIC CONTROL PURPOSES, FLAGGER SIGNS (W20-7) SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER ON ALL APPROACHES TO THE AREAS BEING FLAGGED. THE COST OF FLAGGER SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. FLAGGER SIGNS SHALL NOT BE USED FOR BRIEF PERIODS OF INCIDENTAL FLAGGING. FLAGGER SIGNS SHALL NOT BE VISIBLE WHEN FLAGGERS ARE NOT BEING USED.
2. STOP/SLOW PADDLES SHALL CONFORM TO THE REQUIREMENTS IN THE NATIONAL MUTCD BUT SHALL BE A MINIMUM WIDTH OF 2 FT WITH A 6 FT STAFF. THE COST OF THESE PADDLES AND ALL FLAGGING DEVICES (EXCEPT SIGNS) SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
3. FLAGGERS SHALL NOT POSITION THEMSELVES DIRECTLY IN THE PATH OF ONCOMING TRAFFIC. AT ALL TIMES, THE CONTRACTOR SHALL PROVIDE FLAGGERS WITH A CLEAR ESCAPE PATH, FREE OF PARKED VEHICLES, EQUIPMENT OR OTHER OBSTACLES.
4. THE CONTRACTOR SHALL PROVIDE FLAGGERS WHERE SIGHT DISTANCES ARE IMPAIRED BY THE OPERATION OR AS DIRECTED BY THE RESIDENT ENGINEER.
5. FLAGGERS SHALL BE REQUIRED TO USE TWO-WAY RADIOS, WALKIE-TALKIES, OR OTHER FORMS OF ENHANCED COMMUNICATION WHEN ONE FLAGGER IS NOT VISIBLE TO THE OTHER(S) OR IF THE RESIDENT ENGINEER DEEMS IT NECESSARY. THE COST TO PROVIDE THIS COMMUNICATION SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.

**K. BICYCLISTS AND PEDESTRIANS**

1. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT PEDESTRIAN AND BICYCLE TRAFFIC IS TO BE MAINTAINED THROUGH OR AROUND THE PROJECT FOR THE DURATION OF CONSTRUCTION. ALL FACILITIES SHALL BE MAINTAINED AND IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA). MATERIAL, EQUIPMENT OR OTHER SUCH BARRIERS SHALL NOT BE PLACED OR PARKED SO AS TO OBSTRUCT PEDESTRIAN AND BICYCLE TRAFFIC OR PRESENT A SAFETY HAZARD TO THE NON-MOTORIZED TRAFFIC.
2. WHERE PEDESTRIAN TRAFFIC MUST BE RELOCATED OR REQUIRED OFF THE EXISTING FACILITY WALKWAYS SHALL BE CLEARLY MARKED AND HAVE A LOGICAL START AND TERMINUS.
3. ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO MAINTAIN PEDESTRIAN TRAFFIC SHALL BE INCLUDED IN THE COST BID FOR ITEM 619.01.
4. "SIDEWALK CLOSED" SIGNS SHALL BE PLACED AT ALL WORK ZONES WHERE NO PEDESTRIAN TRAFFIC IS PERMITTED THROUGH THE WORK AREA, AND SHALL BE PAID FOR UNDER ITEM 619.01. ADEQUATE ALTERNATE PEDESTRIAN TRAVEL AREAS AND APPROPRIATE SIGNING SHALL BE PROVIDED BY THE CONTRACTOR TO REPLACE SUCH CLOSURES. PAYMENT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
5. SIDEWALK REMOVAL AND CONSTRUCTION SHALL BE SCHEDULED SO THAT WORK FROM REMOVAL TO REPLACEMENT IS CONTINUOUS AND COMPLETED IN A TIMELY MANNER. ANY AFFECTED SECTION SHALL BE POSTED WITH "SIDEWALK CLOSED" AT BOTH ENDS. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SAFE PEDESTRIAN ACCESS TO RESIDENTIAL AND COMMERCIAL ESTABLISHMENTS AT ALL TIMES WITH THE COST TO BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. SIDEWALK/RAMP WORK SHALL BE COMPLETED ALONG ONE SIDE OF ANY SEGMENT, BEFORE ANY WORK COMMENCES ON THE OTHER SIDE SO THAT THROUGH PEDESTRIAN ACCESS IS CONTINUOUS ALONG THE ROADWAY.
6. SHOULD THE CONTRACTOR OPT TO CONSTRUCT A TEMPORARY FACILITY, ALL ASSOCIATED WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. THE CONTRACTOR SHALL SUBMIT A WORK ZONE TRAFFIC CONTROL PLAN FOR PEDESTRIAN ACCESS PRIOR TO CLOSING ANY SECTION OF SIDEWALK. ANY TEMPORARY PEDESTRIAN FACILITY SHALL MEET THE FOLLOWING CRITERIA:  
 - MINIMUM WIDTH = 5 FT (UNLESS OTHERWISE INDICATED).  
 - MAXIMUM CROSS-SLOPE = 2.0%  
 - SURFACE CONDITION = STABLE, FIRM, AND SLIP RESISTANT.
7. THE CONTRACTOR SHALL MAINTAIN THE SIDEWALK AND ADJACENT LAND AREAS RUT-FREE WITH NO BROKEN SIDEWALK. ANY DISRUPTION THAT RESULTS IN BREAKAGE OF THE SIDEWALK OR RUTTING THE ADJACENT LAND SHALL BE REPAIRED IMMEDIATELY IN CONFORMANCE WITH ADAAG.
8. TEMPORARY SAFETY FENCING SHALL BE PLACED ALONG ANY TEMPORARY OR PERMANENT SIDEWALK ADJACENT TO ANY EXCAVATION OR VERTICAL DROP OFF. SAFETY FENCING SHALL BE CONTINUOUS PLASTIC OR FLUORESCENT ORANGE SUPPORTED BY METAL OR WOOD POSTS. THE FENCING SHOULD BE A MINIMUM OF 4 FT HIGH AND MAY INCLUDE A TOP AND BOTTOM RAIL TO PROVIDE ADEQUATE SUPPORT AS DIRECTED BY THE RESIDENT ENGINEER. ALL FENCING AND ASSOCIATED WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.

**L. TEMPORARY DRAINAGE**

1. IN ACCORDANCE WITH ITEM 619.01 THE CONTRACTOR SHALL MAINTAIN DRAINAGE FACILITIES AND OTHER HIGHWAY ELEMENTS, OLD OR NEW. THE CONTRACTOR SHALL DEVOTE PARTICULAR ATTENTION TO ALL DRAINAGE FACILITIES KEEPING THEM FULLY OPERATIVE AT ALL TIMES. DITCHES WITH SILT FENCES SHALL BE PROVIDED AT ALL TIMES EVEN DURING GRADING OPERATIONS AND PERIODS OF ACCUMULATED PLOWED SNOW TO ADEQUATELY DRAIN THE TRAVELED WAY AND THE REMAINDER OF THE RIGHT-OF-WAY AREAS. TEMPORARY PIPES, TEMPORARY ADJUSTMENT OF STRUCTURES, OR DITCHES MAY BE REQUIRED. COSTS FOR ALL TEMPORARY DRAINAGE IMPROVEMENTS TO BE INCLUDED IN PRICE BID FOR ITEM 619.01.
2. A STATE POLLUTANT DISCHARGE ELIMINATION SYSTEM (SPDES) PERMIT, SPDES GENERAL PERMIT FOR STORMWATER DISCHARGES GP 0-15-002 WILL BE REQUIRED FOR THIS PROJECT. REFER TO ADDITIONAL INFORMATION IN THE CONTRACT PROPOSAL SPECIAL NOTES REGARDING COMPLIANCE WITH GP 0-15-002.

DESIGNER: BRIDGET DEHAAN

ENGINEER: RICHARD BENNETT

PROJECT MANAGER: RICHARD BENNETT



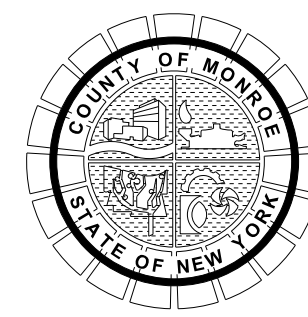
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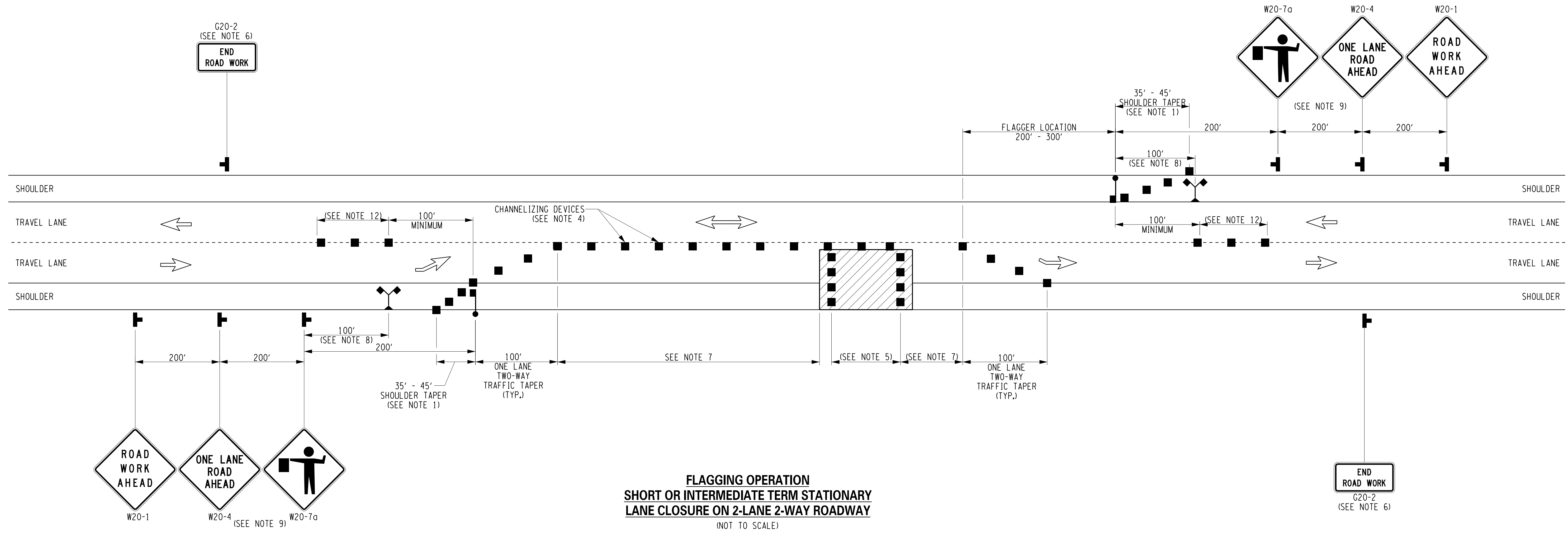


PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 WORK ZONE TRAFFIC CONTROL  
 NOTES

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 WZTC-02





**FLAGGING OPERATION  
SHORT OR INTERMEDIATE TERM STATIONARY  
LANE CLOSURE ON 2-LANE 2-WAY ROADWAY**  
(NOT TO SCALE)

**NOTES:**

- WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
- WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
- NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
- THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
- WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
- THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
- FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
- FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
- ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
- CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.

**DRIVEWAY NOTES:**

- THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE DRIVEWAY ENTRANCE TO ALL COMMERCIAL AND RESIDENTIAL PROPERTIES.
- WHEN IT IS NECESSARY TO CLOSE A COMMERCIAL DRIVEWAY DUE TO CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL PROVIDE FULL TIME (AUTO & PEDESTRIAN) INGRESS AND EGRESS FOR MAJOR ACTIVITY CENTERS/BUSINESSES BY EXISTING SIDE STREET ACCESS OR BY PROVIDING ONE TEMPORARY DRIVEWAY & SIDEWALK WHERE PRACTICAL.
- THE CONTRACTOR MUST NOTIFY THE PROPERTY OWNER AT LEAST 24 HOURS IN ADVANCE OF CLOSING THEIR DRIVEWAY.
- ALL RESIDENTIAL DRIVEWAYS SHALL BE REOPENED WITHIN 24 HOURS OF BEING CLOSED OR A.O.B.E.
- FOR OVERNIGHT APPLICATIONS DRUMS SHALL BE USED IN PLACE OF CONES.

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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



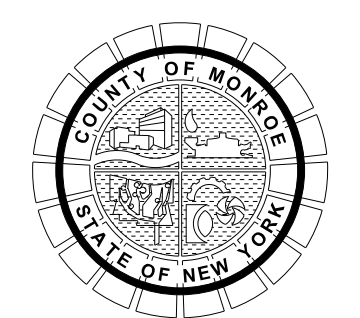
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**WORK ZONE TRAFFIC CONTROL  
 DETAILS**

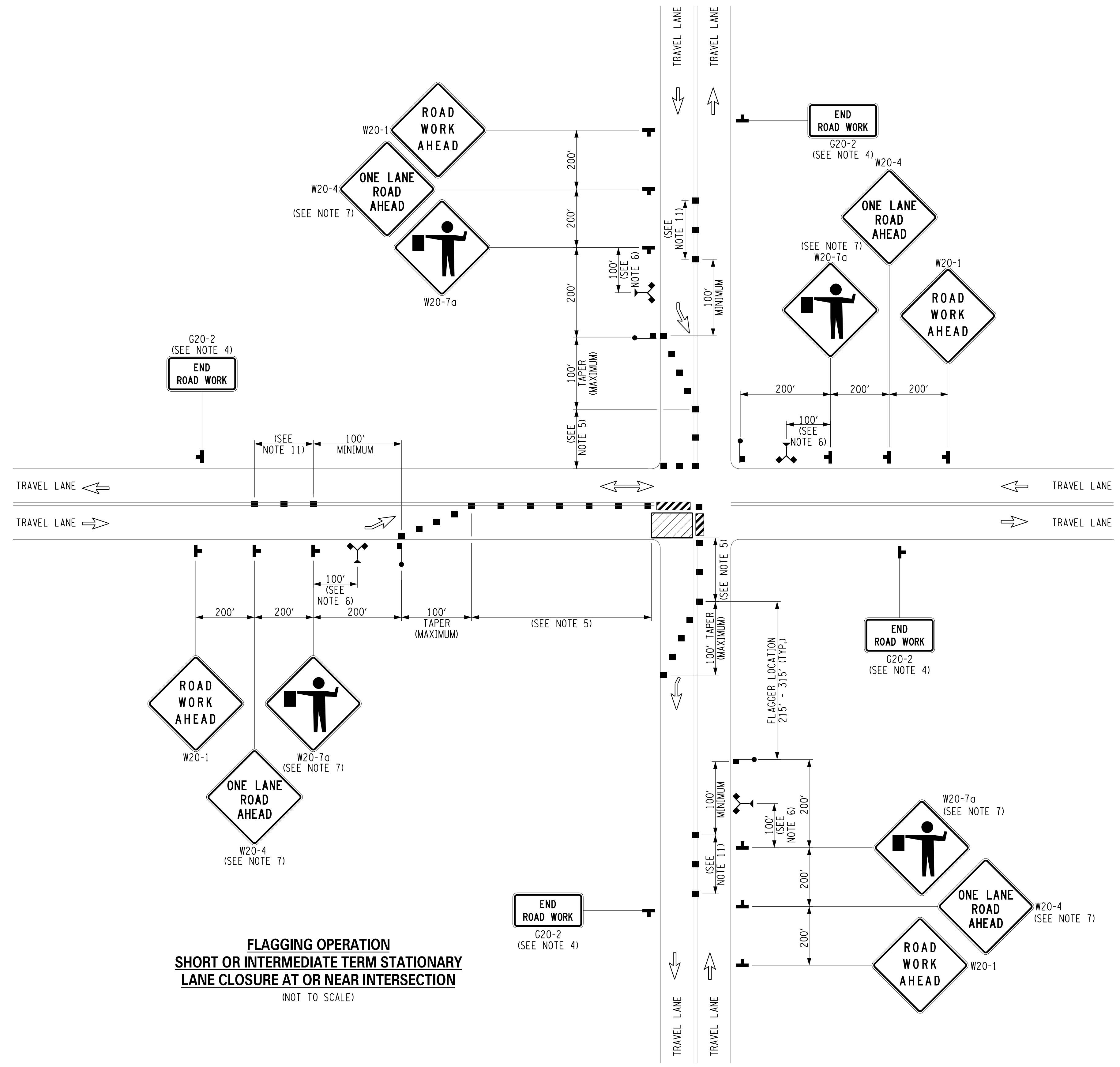
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NOTES:

1. AT SIGNALIZED INTERSECTIONS, SIGNALS SHALL BE TURNED OFF FOR ANY FLAGGING OPERATIONS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
2. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
3. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
4. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
5. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
6. THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
7. FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
8. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
9. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
10. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
11. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.
12. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
13. FOR PEDESTRIAN DETOUR ACCOMMODATIONS REFER TO THE STANDARD SHEETS TITLED "SIDEWALK DETOUR OR DIVERSION" AND "CROSSWALK CLOSURE AND PEDESTRIAN DETOUR".

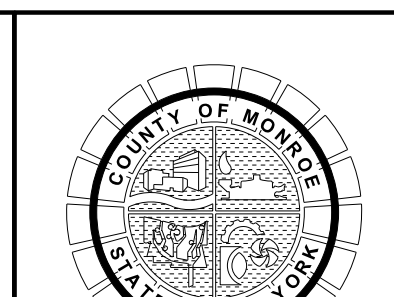
DRIVEWAY NOTES:

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4. ALL RESIDENTIAL DRIVEWAYS SHALL BE REOPENED WITHIN 24 HOURS OF BEING CLOSED OR A.O.B.E.
5. FOR OVERNIGHT APPLICATIONS DRUMS SHALL BE USED IN PLACE OF CONES.



**FLAGGING OPERATION  
SHORT OR INTERMEDIATE TERM STATIONARY  
LANE CLOSURE AT OR NEAR INTERSECTION**  
(NOT TO SCALE)

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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**WORK ZONE TRAFFIC CONTROL  
DETAILS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**WZTC-04**

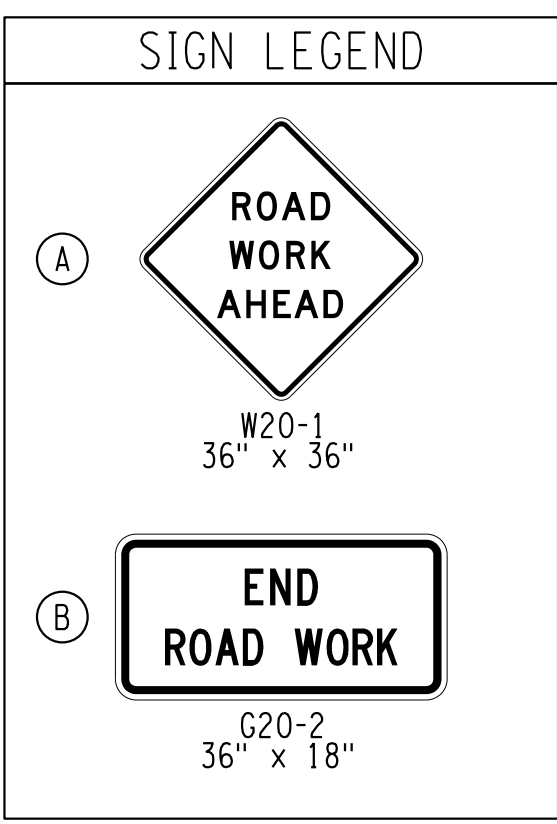
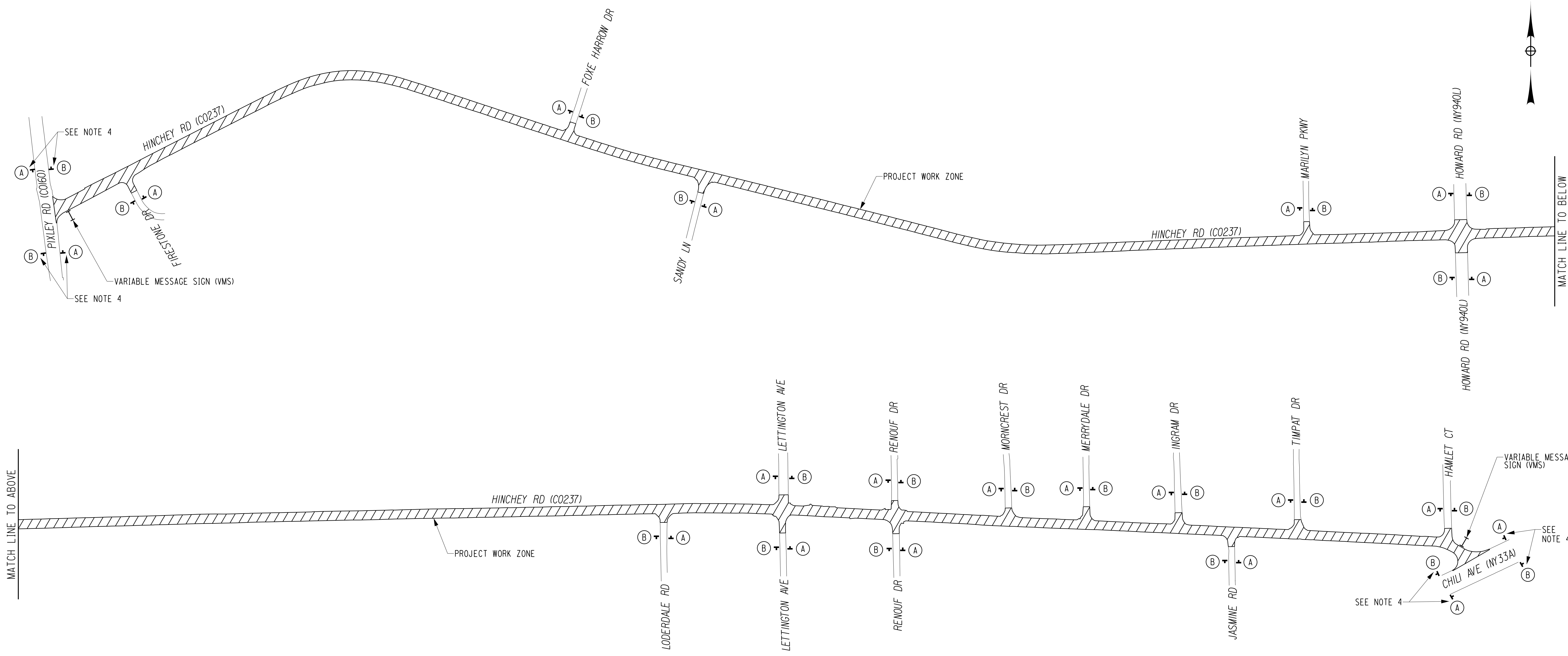
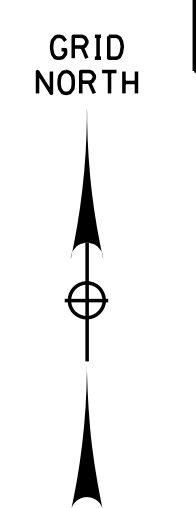
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



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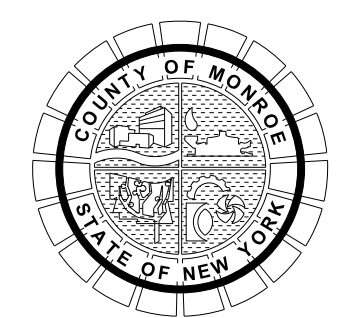




- NOTES:**
1. INSTALL SIGNS AT START OF WORK ACTIVITIES.
  2. WORK ZONE SIGNS ON SIDE STREETS SHALL BE PLACED A MINIMUM OF 50 FEET IN ADVANCE OF THE INTERSECTION. SIGN PLACEMENT SHALL NOT INTERFERE WITH VISIBILITY OF EXISTING SIGNS.
  3. VARIABLE MESSAGE SIGN (VMS) - PLACE PORTABLE VARIABLE MESSAGE SIGN ON HINCHEY ROAD AT EACH END OF THE PROJECT LIMITS ONE WEEK PRIOR TO START OF WORK. VMS SHALL REMAIN IN PLACE FOR ONE (1) DAY AFTER CONSTRUCTION HAS BEGUN. VMS TO BE PAID UNDER ITEM 619.110611. WORDING TO BE DETERMINED BY THE RESIDENT ENGINEER AND APPROVED BY MCDOT.
  4. WORK ZONE SIGNS SHALL BE PLACED ON PIXLEY ROAD AND CHILI AVE ONLY WHEN WORK IS BEING PERFORMED AT THE PIXLEY/HINCHEY AND CHILI/HINCHEY INTERSECTIONS.

**GENERAL WORK ZONE TRAFFIC CONTROL SIGN LAYOUT**  
NOT TO SCALE

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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**WORK ZONE TRAFFIC CONTROL**  
SIGN LAYOUT

PROJECT NUMBER  
**2201826**  
DATE  
1/27/2023  
DRAWING NUMBER  
**WZTC-05**

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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022



**SURVEY NOTES**

**MONUMENT POSITIONING INSTRUCTIONS:**

THE MONROE COUNTY MONUMENTATION LAW OF 2019 REQUIRES SUBDIVISION AND OTHER SURVEY BASED MAPPING TO BE TIED INTO THE MONROE COUNTY MONUMENT NETWORK. GEODETIC MONUMENTS ARE UTILIZED TO TIE SUBDIVISIONS AND SURVEYS TO A PERMANENT PHYSICAL MONUMENT AND TO ESTABLISH HORIZONTAL POSITIONING TO THE NEW YORK STATE PLANE COORDINATE SYSTEM AND VERTICAL DATUM FOR SUBDIVISIONS AND SURVEYS. THERE IS A LONG HISTORY OF THIS PRACTICE IN MONROE COUNTY. WHILE THE MONUMENTS SERVE THE PURPOSE OF COORDINATING AND TIEING SUBDIVISIONS AND SURVEYS THEY ALSO HAVE SIGNIFICANT SURVEY RETRACEMENT VALUE. THE PRESERVATION OF THE HISTORICAL POSITION OF THE MONUMENTS IS NECESSARY FOR SURVEY RETRACEMENT PURPOSES IN ORDER TO PERPETUATE THE POSITION IN A WAY THAT ALLOWS REPRODUCTION OF SURVEYS THAT WERE TIED TO THE MONUMENTS.

PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY THE MONUMENT SHALL BE POSITIONED UTILIZING GNSS SURVEY TECHNIQUES ACCORDING TO THE FOLLOWING PROCEDURES.

THE HORIZONTAL DATUM SHALL BE NAD 83 (2011), NEW YORK STATE PLANE COORDINATE SYSTEM, WESTERN ZONE AND THE VERTICAL DATUM SHALL BE NAVD 88.

THE NAD 83 (2011) GEODETIC POSITION OF THE MONUMENT SHALL BE DETERMINED BY EMPLOYING GNSS SURVEY TECHNIQUES.

GNSS SURVEYS SHALL BE STATIC SURVEYS PERFORMED BY 15 MINUTE MINIMUM OCCUPATIONS WITH SEPARATE OBSERVATIONS UNDER DIFFERING SATELLITE CONFIGURATIONS. ADJUSTMENT SHALL BE COMPLETED BY A MINIMALLY CONSTRAINED LEAST SQUARES ADJUSTMENT. FROM THE LEAST SQUARES ADJUSTMENT THE MAXIMUM ALLOWABLE NETWORK POSITIONAL ACCURACY (AT TWO SIGMA, 95% CONFIDENCE LEVEL) SHALL NOT EXCEED 0.02.

IF SITE CONDITIONS AT THE MONUMENT LOCATION COMPROMISE THE QUALITY OF DIRECT GNSS OBSERVATION OF THE MONUMENT POSITION, CONVENTIONAL THEODOLITE OR TOTAL STATION TERRESTRIAL SURVEY TECHNIQUES MAY BE EMPLOYED TO POSITION THE MONUMENT FROM NEARBY LOCATIONS THAT PROVIDE QUALITY GNSS OBSERVATION CONDITIONS.

CONVENTIONAL THEODOLITE OR TOTAL STATION TERRESTRIAL SURVEYS SHALL BE PERFORMED WITH EITHER AN ELECTRONIC DISTANCE MEASURING INSTRUMENT (EDM) (RATED WITH AN INTERNAL UNCERTAINTY OF NO MORE THAN 0.003 M AND SCALE OF NO MORE THAN 2 PARTS-PER-MILLION (PPM)). THE EDM DISTANCE MEASUREMENTS SHALL BE CORRECTED FOR BOTH TEMPERATURE AND PRESSURE AS NECESSARY. THE ANGULATION SHALL BE PERFORMED WITH A DIRECTIONAL THEODOLITE OR TOTAL STATION THAT HAS AN INTERNAL LEAST COUNT OF NO MORE THAN 2 SECONDS. A MINIMUM OF TWO POSITIONS ON THE CIRCLE (BOTH DIRECT AND REVERSE) AND AN EDM DISTANCE SHALL BE TAKEN ALONG WITH EACH ANGLE MEASUREMENT. ANY OF THE INDIVIDUAL ANGLES SHALL DIFFER FROM THE MEAN OF ALL ANGLES BY NO MORE THAN 5 SECONDS AND INDIVIDUAL DISTANCES SHALL DIFFER FROM THE MEAN OF ALL DISTANCES BY NO MORE THAN 0.01 FEET AND 2 PARTS PER MILLION (PPM). ADJUSTMENT SHALL BE COMPLETED BY A MINIMALLY CONSTRAINED LEAST SQUARES ADJUSTMENT. FROM THE LEAST SQUARES ADJUSTMENT THE MAXIMUM ALLOWABLE NETWORK POSITIONAL ACCURACY (AT TWO SIGMA, 95% CONFIDENCE LEVEL) SHALL NOT EXCEED 0.02 FEET OR A PRECISION OF 1 PART IN 50,000 PARTS (1:50,000).

WHERE EXISTING GEODETIC MONUMENTS ON NAVD 88 VERTICAL DATUM ARE WITHIN REASONABLE PROXIMITY, THE ORTHOMETRIC HEIGHT, SHALL BE ESTABLISHED BY CONVENTIONAL TERRESTRIAL DIFFERENTIAL LEVELING TECHNIQUES, SHALL CLOSE WITHIN 0.033 FEET\*SQRT(S) WHERE S IS EQUAL TO THE LENGTH OF THE LEVEL RUN IN MILES.

THE LICENSED LAND SURVEYOR SHALL SUBMIT COPIES OF A REPORT TO THE MONROE COUNTY SURVEYORS OFFICE. THE REPORT SHALL CONTAIN THE FOLLOWING:

- A SUMMARY OF SURVEY FIELD OPERATIONS AND ADJUSTMENT.
- IF TPS SURVEY TECHNIQUES ARE EMPLOYED PROVIDE AN ANGLE SETS REPORT (ROUNDS REPORT, DIRECT-REVERSE REPORT), RECORD OF FIELD NOTES, REDUCTION OF FIELD DATA AND RAW DATA FILE.
- LEAST SQUARES ADJUSTMENT REPORT WITH A FINAL ADJUSTED GRID COORDINATE LISTING.
- CERTIFICATION AND MONUMENT TIE SHEET

**GEODETIC MONUMENT MONITORING INSTRUCTIONS:**

PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY THE GENERAL CONTRACTOR SHALL SECURE SURVEY TIE INFORMATION TO ALL MONUMENTS SHOWN ON THE PROJECT PLANS OF THE JOB SITE THAT ARE TO BE PROTECTED. THE TIE INFORMATION SHALL BE ACQUIRED UTILIZING CONVENTIONAL THEODOLITE OR TOTAL STATION TERRESTRIAL SURVEY TECHNIQUES ONLY, WITHOUT EMPLOYING GNSS SURVEY TECHNIQUES, BY ANGLE AND DISTANCE TO POINTS THAT ARE IDENTIFIABLE, PERMANENT, SUBSTANTIAL, NOT SUBJECT TO BEING DISTURBED DURING THE CONSTRUCTION PERIOD, AND NO MORE THAN 100 FEET FROM THE MONUMENT BEING TIED DOWN. DISTANCE TIES MAY BE MADE WITH EITHER AN ELECTRONIC DISTANCE MEASURING INSTRUMENT (EDM) (RATED WITH AN INTERNAL UNCERTAINTY OF NO MORE THAN 0.003 M AND SCALE OF NO MORE THAN 2 PARTS-PER-MILLION (PPM)) OR A SURVEYOR'S TAPE THAT HAS BEEN CHECKED AGAINST A STANDARD TAPE TRACEABLE TO THE NATIONAL STANDARD OF REFERENCE. THE DISTANCE MEASUREMENTS SHALL BE CORRECTED FOR BOTH TEMPERATURE AND PRESSURE AS NECESSARY. THE ANGULATION SHALL BE PERFORMED WITH A DIRECTIONAL THEODOLITE OR TOTAL STATION THAT HAS AN INTERNAL LEAST COUNT OF NO MORE THAN 2 SECONDS. A MINIMUM OF TWO POSITIONS ON THE CIRCLE (BOTH DIRECT AND REVERSE) AND AN EDM DISTANCE SHALL BE TAKEN ALONG WITH EACH ANGLE MEASUREMENT. ANY OF THE INDIVIDUAL ANGLES SHALL DIFFER FROM THE MEAN OF ALL ANGLES BY NO MORE THAN 5 SECONDS AND DISTANCES BY NO MORE THAN 0.01 FEET AND 2 PARTS PER MILLION (PPM).

IF THE MONUMENT ALSO HAS A PUBLISHED ELEVATION ON THE MONUMENT, THE CONTRACTOR'S SURVEYOR SHALL ALSO REFERENCE THE MONUMENT TO A MINIMUM OF THREE VERTICAL TIE POINTS THAT ARE IDENTIFIABLE, PERMANENT, SUBSTANTIAL, NOT SUBJECT TO BEING DISTURBED DURING THE CONSTRUCTION PERIOD, AND NO MORE THAN 250 FEET FROM THE POINT BEING TIED DOWN. THE REFERENCE ELEVATIONS ON THE VERTICAL TIE POINTS SHALL HAVE AN UNCERTAINTY RELATIVE TO THE REFERENCE MONUMENT OF NO MORE THAN 0.006 FEET RELATIVE TO THE MONUMENT BEING REFERENCED.

THE GENERAL CONTRACTOR SHALL SUBMIT COPIES OF A REPORT OF THE FIELD NOTES OF THE TIES TO THE MONROE COUNTY SURVEYORS OFFICE PRIOR TO THE START OF CONSTRUCTION AND FIELD NOTES OF THE REMEASUREMENT UPON COMPLETION OF CONSTRUCTION WITH A REPORT CERTIFIED, SIGNED AND SEALED BY THE PROFESSIONAL LAND SURVEYOR AND SUMMARIZING THE DIFFERENCES IN THE PRE AND POST CONSTRUCTION MEASUREMENTS. THE REPORT SHALL FOLLOW THE FORMAT OF AN EXAMPLE REPORT PROVIDED BY THE COUNTY SURVEYOR.

**PROJECT SURVEY CONTROL SHEET NOTES:**

1. THE HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE NAD 83 (2011), NEW YORK STATE PLANE COORDINATE SYSTEM, WEST ZONE (3103), WITH A NETWORK POSITIONAL ACCURACY OF NOT MORE THAN 0.03 FEET. SURVEY CONTROL POINTS WERE ESTABLISHED USING PROCEDURES NECESSARY TO ACHIEVE A LOCAL POSITIONAL ACCURACY OF NOT MORE THAN 0.03 FEET. NETWORK POSITION ESTABLISHED BY GNSS UTILIZING VALUES DERIVED FROM OPUS-RS SOLUTIONS.
2. ALL DISTANCES AND COORDINATES ARE IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
3. BASELINE DISTANCES, BEARINGS AND COORDINATES ARE REPORTED AT GRID. TIE DISTANCES ARE REPORTED AT GROUND.
4. THE PROJECT COMBINED SCALE FACTOR IS 0.99998103.
5. THE ELEVATIONS SHOWN HEREON ARE REFERENCED TO NAVD 88 DATUM. ELEVATIONS WERE ESTABLISHED BY HOLDING THE GPS OPUS VALUE FOR CONTROL POINT LA-30.
6. SURVEY BASELINE CONTROL POINTS ARE SUBJECT TO FROST HEAVE. CAUTION SHOULD BE EXERCISED AND PRIOR TO BEGINNING ANY WORK THE CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF SURVEY CONTROL POINTS USED IN THE VERTICAL AND HORIZONTAL POSITIONING OF DESIGNED IMPROVEMENTS IN ACCORDANCE WITH COUNTY REQUIREMENTS AND FOR IMMEDIATELY NOTIFYING THE RESIDENT ENGINEER AND THE MONROE COUNTY SURVEYORS OFFICE OF ANY DISCREPANCIES FOUND. WHILE VERIFYING SURVEY BASELINE CONTROL POINTS ADDITIONAL SECONDARY CONTROL POINTS LOCATED AWAY FROM CONSTRUCTION ACTIVITY SHALL BE SET IN ACCORDANCE WITH COUNTY REQUIREMENTS TO INSURE REPRODUCIBILITY OF ORIGINAL PROJECT COORDINATES AND ORIGINAL SURVEY BASELINE. PRIOR TO BEGINNING ANY WORK AND UPON COMPLETION OF SURVEY BASELINE VERIFICATION AND ESTABLISHING SECONDARY CONTROL POINTS, THE CONTRACTOR SHALL SUBMIT A FULL SURVEY REPORT IN ACCORDANCE WITH COUNTY REQUIREMENTS WITH AN ANGLE SETS REPORT AND LEAST SQUARES ANALYSIS REPORT. SURVEY BASELINE AND SECONDARY CONTROL POINTS ARE REQUIRED TO ACHIEVE A LOCAL RELATIVE POSITIONAL ACCURACY OF NO MORE THAN 0.025' IN ORDER TO MEET THE SURVEY ACCURACY REQUIRED FOR POST CONSTRUCTION PROPERTY CORNER REPLACEMENT, SETTING OF PINS AND CAPS ON RIGHT OF WAY EASEMENT CORNERS AND SETTING OF PERMANENT SURVEY MARKERS.
7. THE PROJECT ENGINEERING DESIGN AND CONSTRUCTION HORIZONTAL CONTROL LINE (HCL) IS THE CENTERLINE OF THE PAVEMENT. THE ENGINEERING DESIGN AND CONSTRUCTION HORIZONTAL CONTROL LINE (HCL) STATIONING WAS ESTABLISHED BY HOLDING THE WEST PROJECT LIMIT AS STATION H 9+99.82 AND INCREASING EASTERLY TO STATION H 110+89.25.
8. SEE HIGHWAY BOUNDARY PLAN ON FILE IN THE MONROE COUNTY SURVEYORS OFFICE FOR RIGHT OF WAY SURVEY.

**PROJECT SURVEY CERTIFICATION:**

*SURVEY CERTIFICATION*

WE, G&B GEOSPATIAL L.S., P.C., HEREBY CERTIFIES THIS RIGHT OF WAY SURVEY WAS MADE FOR THE PURPOSE OF SURVEYING AND RETRACING THE EXISTING CENTERLINE OF RIGHT OF WAY, RIGHT OF WAY LIMITS AND HISTORIC LAND ACQUISITIONS AND/OR EASEMENTS THAT SERVE THE OPERATION AND MAINTENANCE OF THE HIGHWAY. THIS SURVEY WAS COMPLETED FROM NOTES OF AN INSTRUMENT SURVEY COMPLETED ON NOVEMBER 16, 2020 AND FROM THE REFERENCES SHOWN ON THE HIGHWAY BOUNDARY PLAN ON FILE IN THE MONROE COUNTY SURVEYORS' OFFICE, AND WAS PRODUCED IN ADHERENCE TO THE STANDARDS AND PROCEDURES SET FORTH BY THE MONROE COUNTY SURVEYORS' OFFICE. IT IS FURTHER CERTIFIED THAT THE PROJECT SURVEY BASELINE SURVEY WAS COMPLETED IN ACCORDANCE WITH COUNTY OF MONROE REQUIREMENTS.



BY: *Christopher Thomas Locke* DATE: 2022-09-06

CHRISTOPHER THOMAS LOCKE  
N.Y.S.P.L.S. NO. 051053

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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



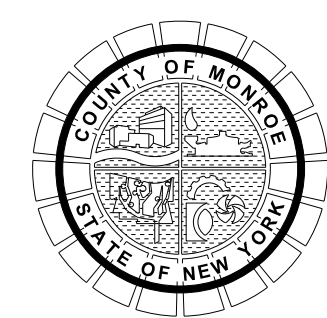
08/26/2022

NO.	REVISION	BY	DATE
1	RE-WORDING OF PROJECT SURVEY NOTE 1	BCD	8/22/22
2			
3			
4			
5			

If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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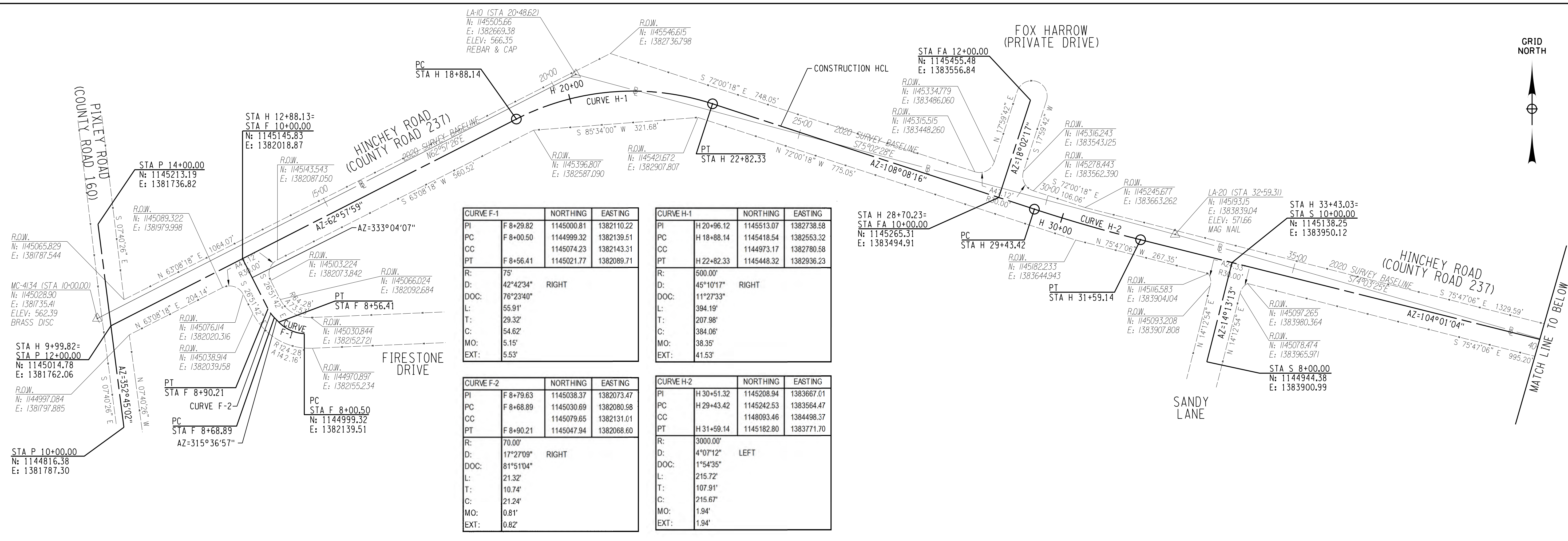
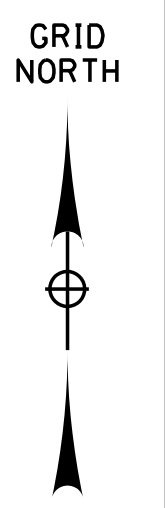
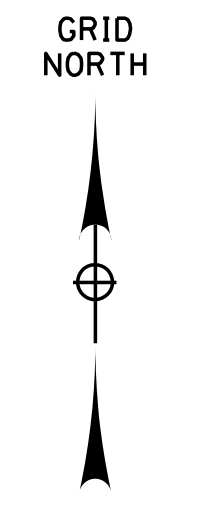


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**SURVEY NOTES**

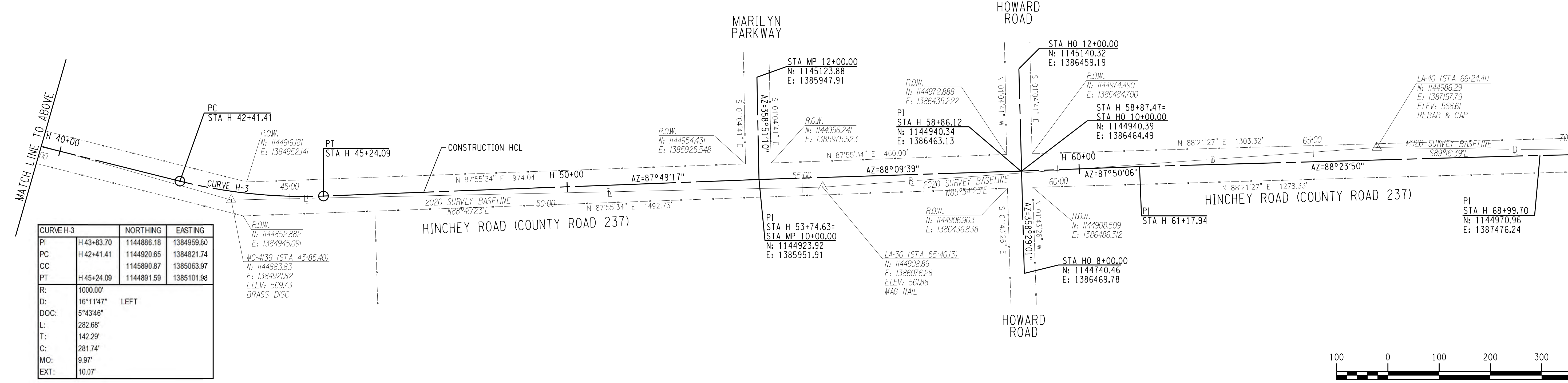
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**1/27/2023**  
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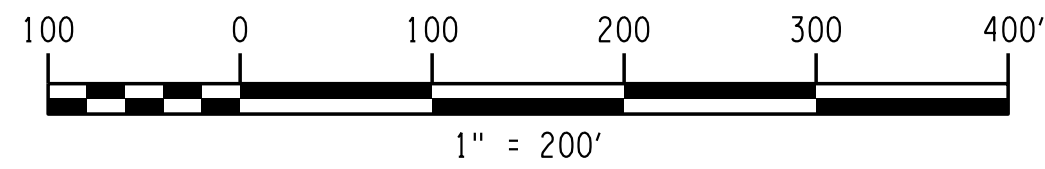


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PI	NORTHING	EASTING	PI	NORTHING	EASTING
F 8+29.82	1145000.81	1382110.22	H 20+96.12	1145513.07	1382738.58
PC F 8+00.50	1144999.32	1382139.51	PC H 18+88.14	1145418.54	1382553.32
CC F 8+56.41	1145074.23	1382143.31	CC H 22+82.33	1144973.17	1382780.58
PT F 8+56.41	1145021.77	1382089.71	PT H 22+82.33	1145448.32	1382936.23
R: 75'			R: 500.00'		
D: 42°42'34"	RIGHT		D: 45°10'17"	RIGHT	
DOC: 76°23'40"			DOC: 11°27'33"		
L: 55.91'			L: 394.19'		
T: 29.32'			T: 207.98'		
C: 54.62'			C: 384.06'		
MO: 5.15'			MO: 38.35'		
EXT: 5.53'			EXT: 41.53'		

CURVE F-2			CURVE H-2		
PI	NORTHING	EASTING	PI	NORTHING	EASTING
F 8+79.63	1145038.37	1382073.47	H 30+51.32	1145208.94	1383667.01
PC F 8+68.89	1145030.69	1382080.98	PC H 29+43.42	1145242.53	1383564.47
CC F 8+90.21	1145079.65	1382131.01	CC H 31+59.14	1148093.46	1384498.37
PT F 8+90.21	1145047.94	1382068.60	PT H 31+59.14	1145182.80	1383771.70
R: 70.00'			R: 3000.00'		
D: 17°27'09"	RIGHT		D: 4°07'12"	LEFT	
DOC: 81°51'04"			DOC: 1°54'35"		
L: 21.32'			L: 215.72'		
T: 10.74'			T: 107.91'		
C: 21.24'			C: 215.67'		
MO: 0.81'			MO: 1.94'		
EXT: 0.82'			EXT: 1.94'		



CURVE H-3		
PI	NORTHING	EASTING
H 43+83.70	1144886.18	1384959.80
PC H 42+41.41	1144920.65	1384821.74
CC H 45+24.09	1145890.87	1385063.97
PT H 45+24.09	1144891.59	1385101.98
R: 1000.00'		
D: 16°11'47"	LEFT	
DOC: 5°43'46"		
L: 282.68'		
T: 142.29'		
C: 281.74'		
MO: 9.97'		
EXT: 10.07'		



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022

NO.	REVISION	BY	DATE
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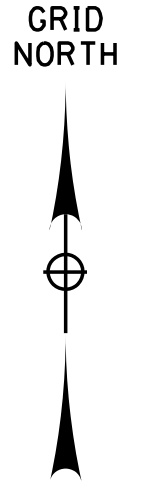
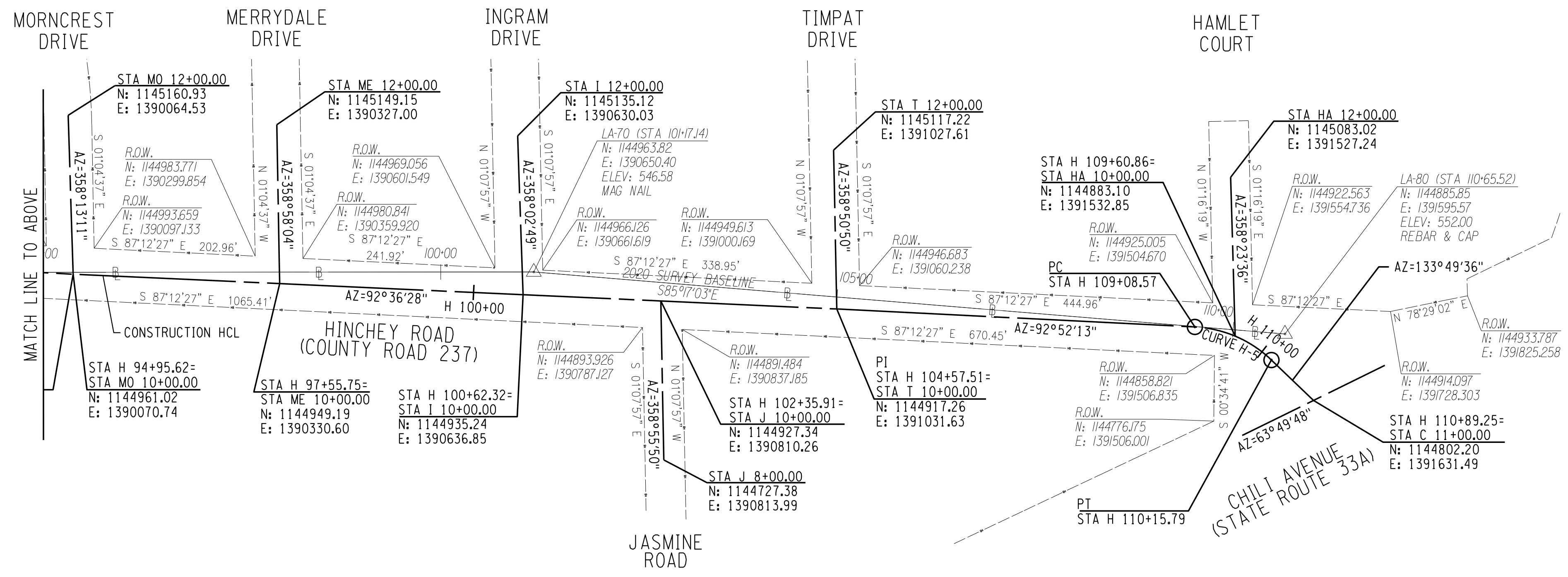
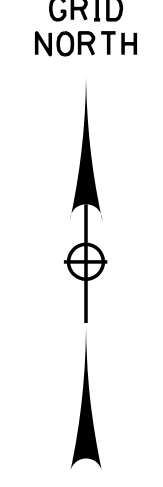
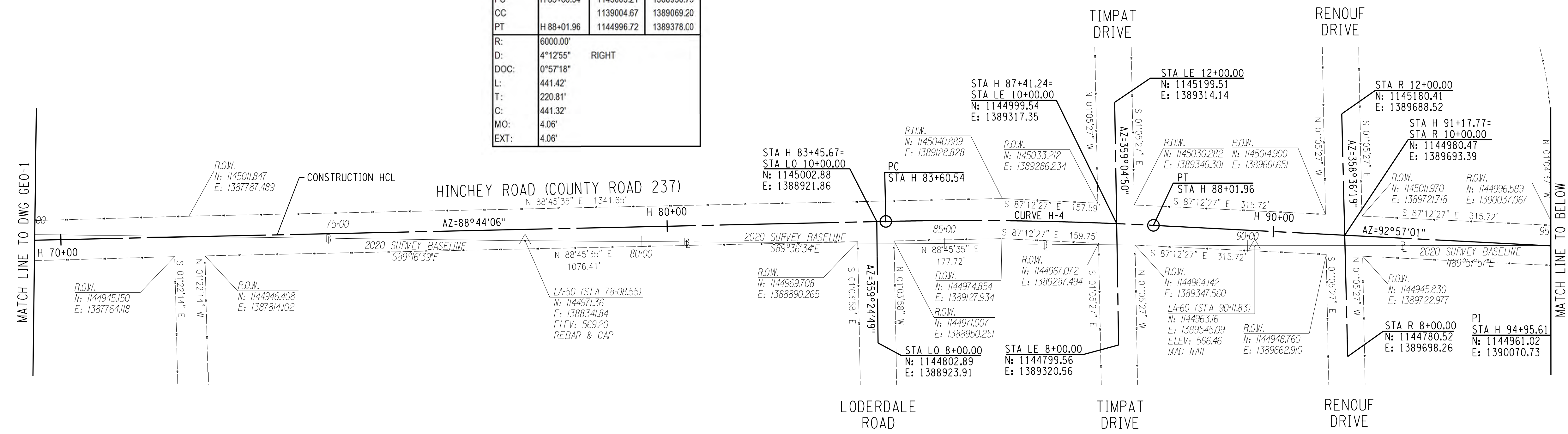
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GEOMETRY PLAN**

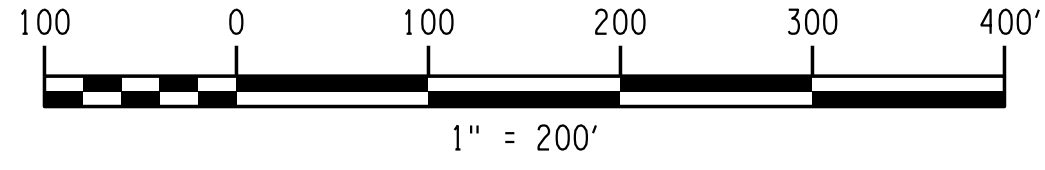
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**1/27/2023**  
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**GEO-02**



CURVE H-4		NORTHING	EASTING
PI	H 85+81.35	1145008.09	1389157.48
PC	H 83+60.54	1145003.21	1388936.73
CC		1139004.67	1389069.20
PT	H 88+01.96	1144996.72	1389378.00
R:	6000.00'		
D:	4°12'55"	RIGHT	
DOC:	0°57'18"		
L:	441.42'		
T:	220.81'		
C:	441.32'		
MO:	4.06'		
EXT:	4.06'		



CURVE H-5		NORTHING	EASTING
PI	H 109+64.59	1144891.86	1391538.08
PC	H 109+08.57	1144894.67	1391482.13
CC		1144744.86	1391474.62
PT	H 110+15.79	1144853.07	1391578.49
R:	150.00'		
D:	40°57'22"	RIGHT	
DOC:	107.22'		
L:	56.02'		
T:	104.95'		
C:	9.48'		
MO:	10.12'		
EXT:			



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

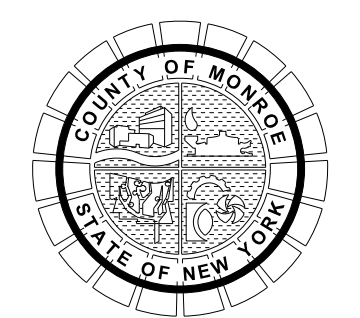


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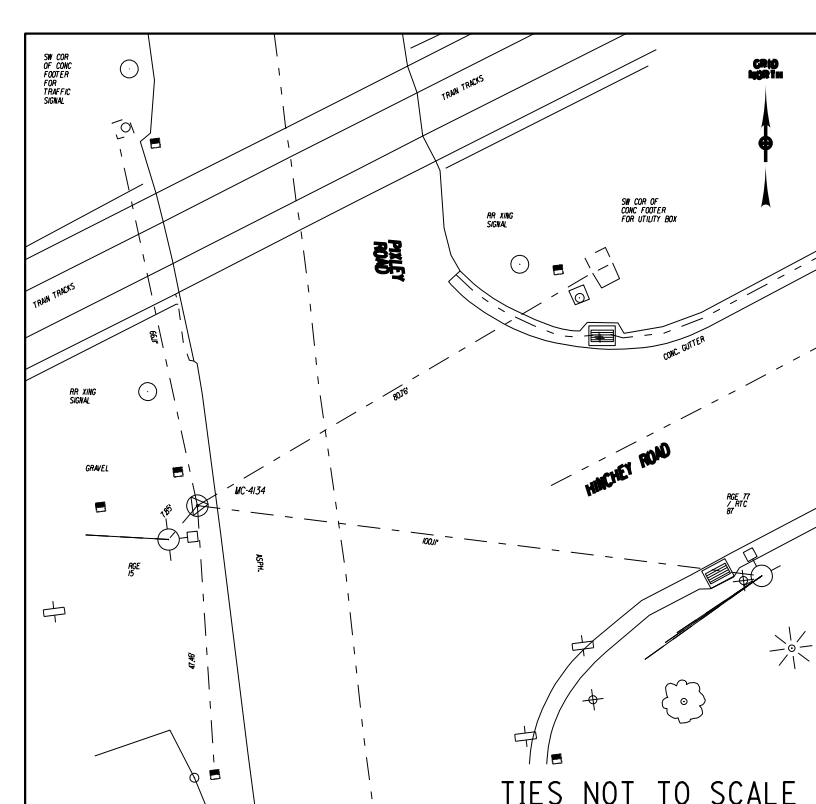


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

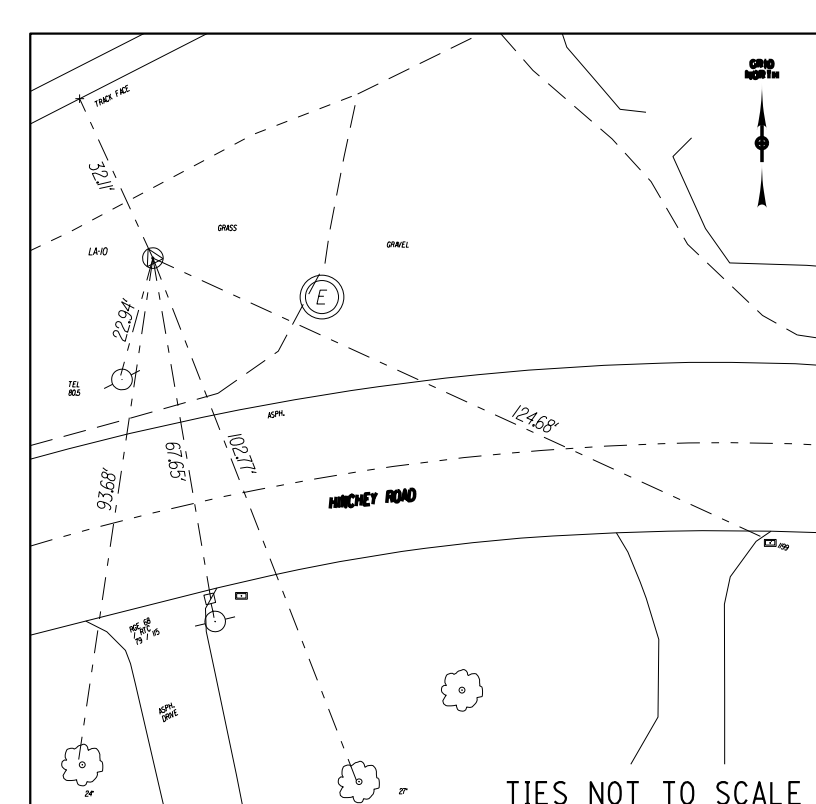
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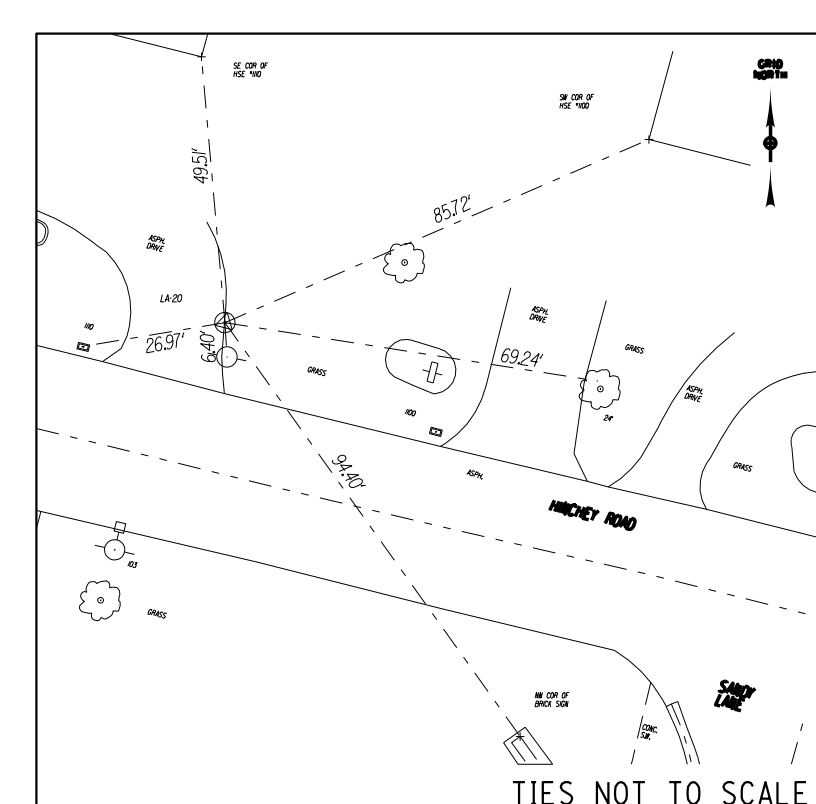




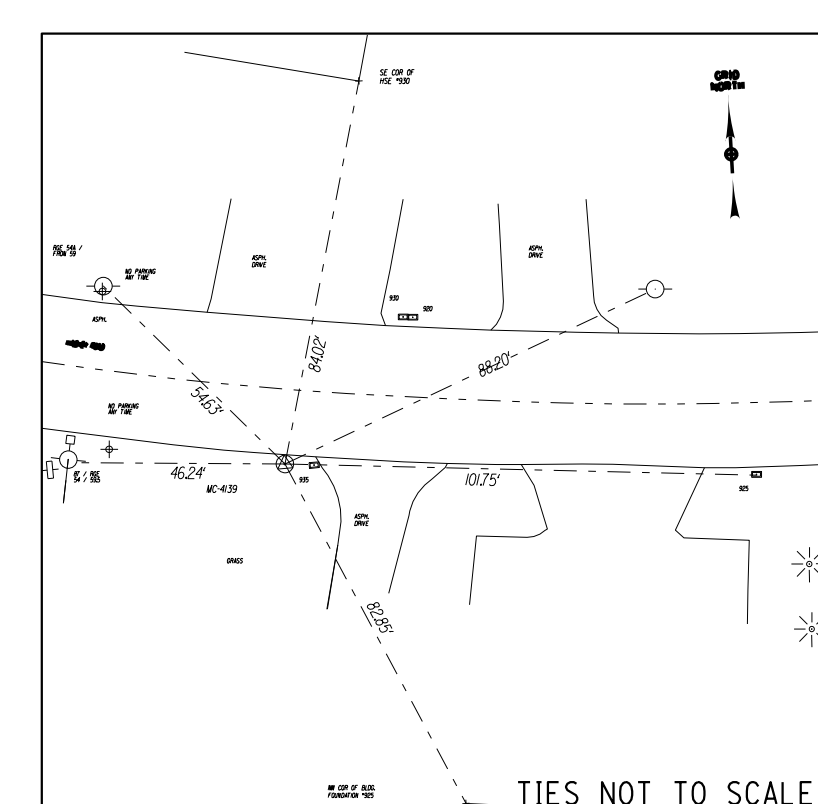
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MONROE COUNTY BRASS DISC MON.  
WEST SIDE OF PIXLEY RD  
NYSPCS WESTERN ZONE NAD 83/11  
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E: 1381735.41



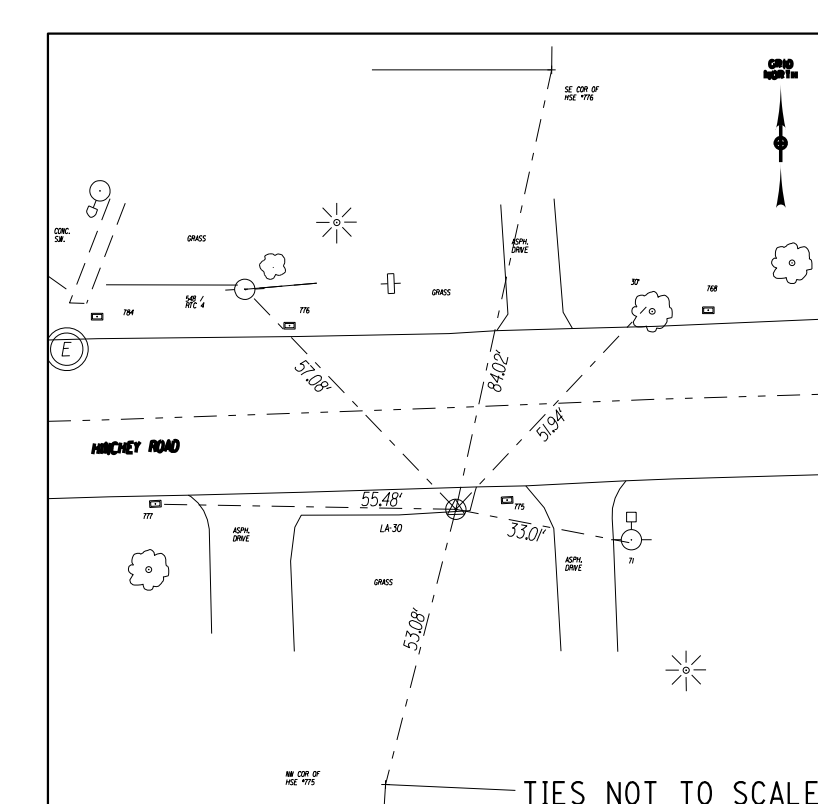
**CP 10**  
18" EPOXY COATED REBAR & CAP  
NORTH SIDE OF HINCHEY ROAD  
NYSPCS WESTERN ZONE NAD 83/11  
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E: 1382669.38



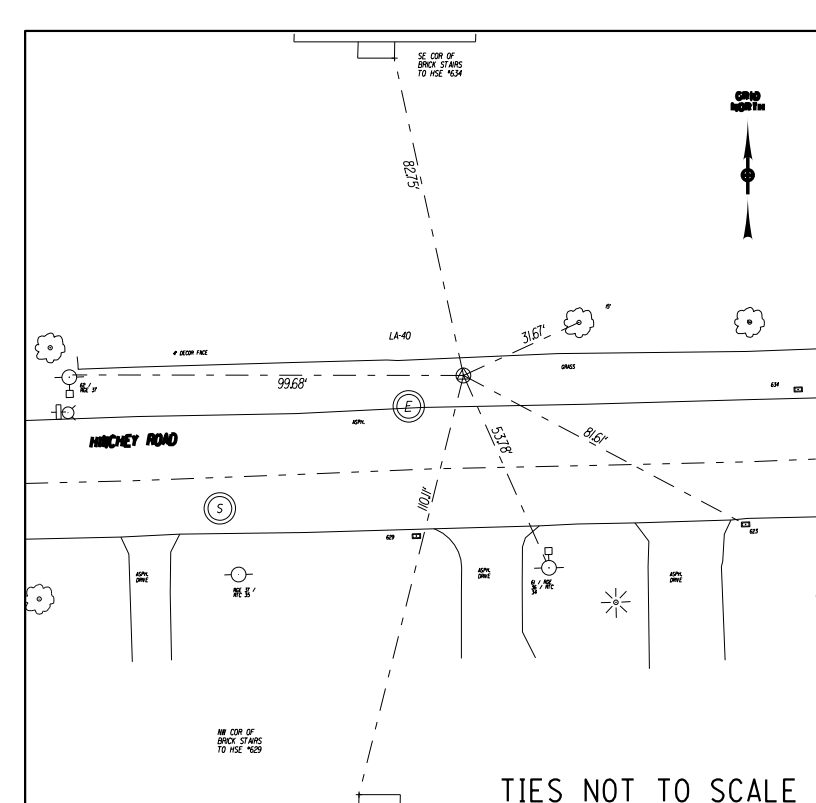
**CP-20**  
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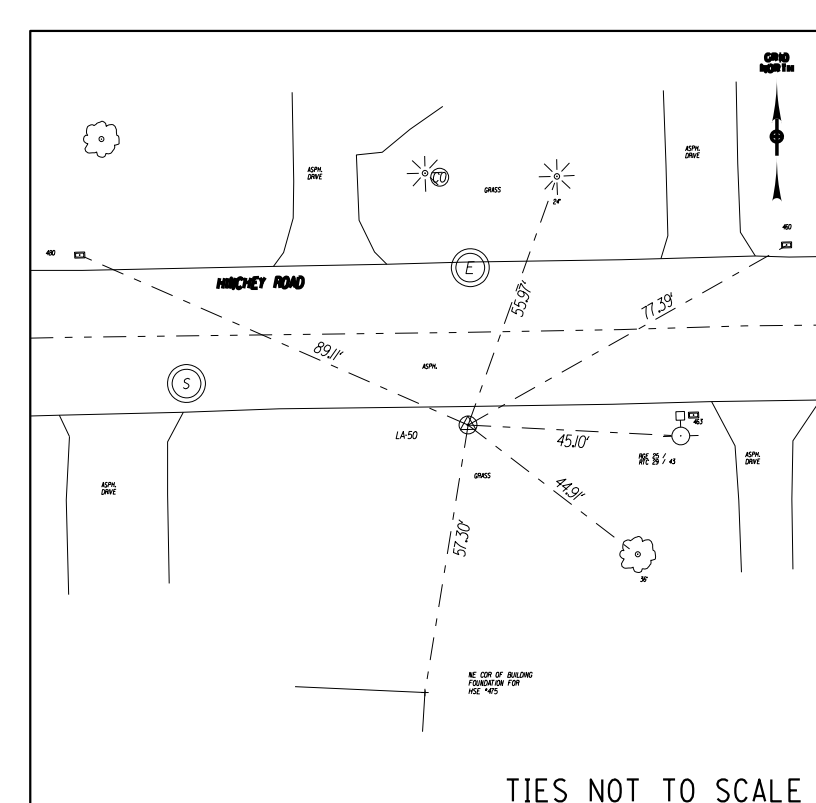
**CP MC-4139**  
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SOUTH SIDE OF HINCHEY ROAD  
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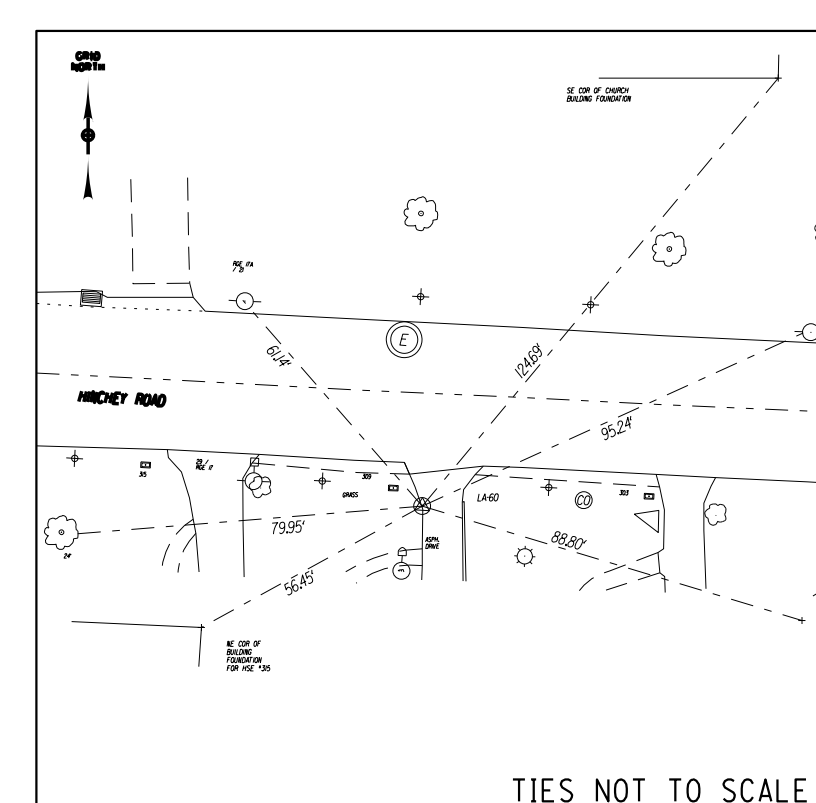
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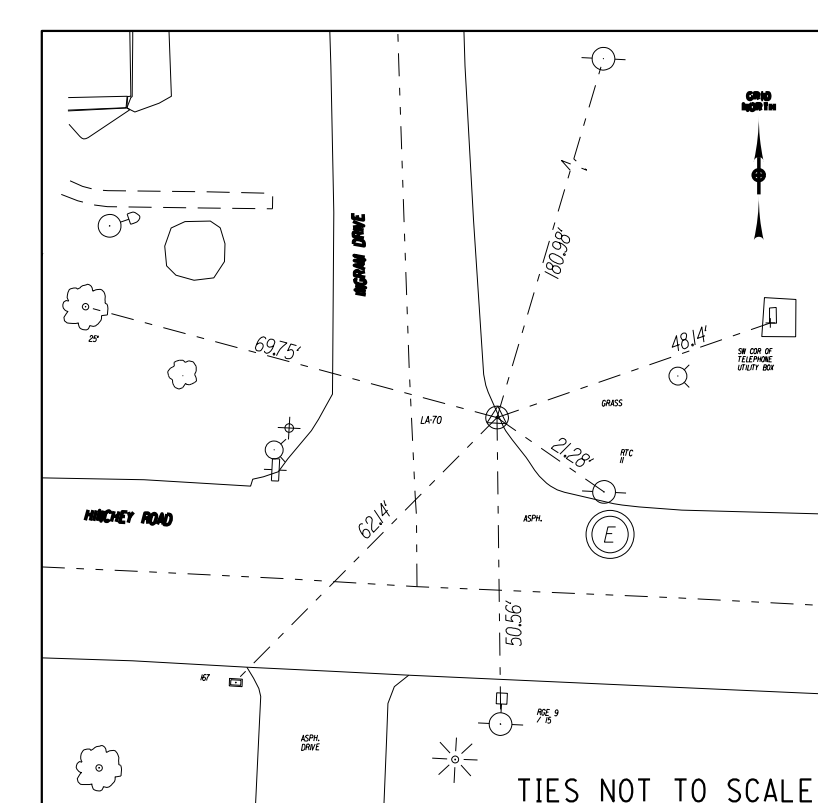
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E: 1387157.79



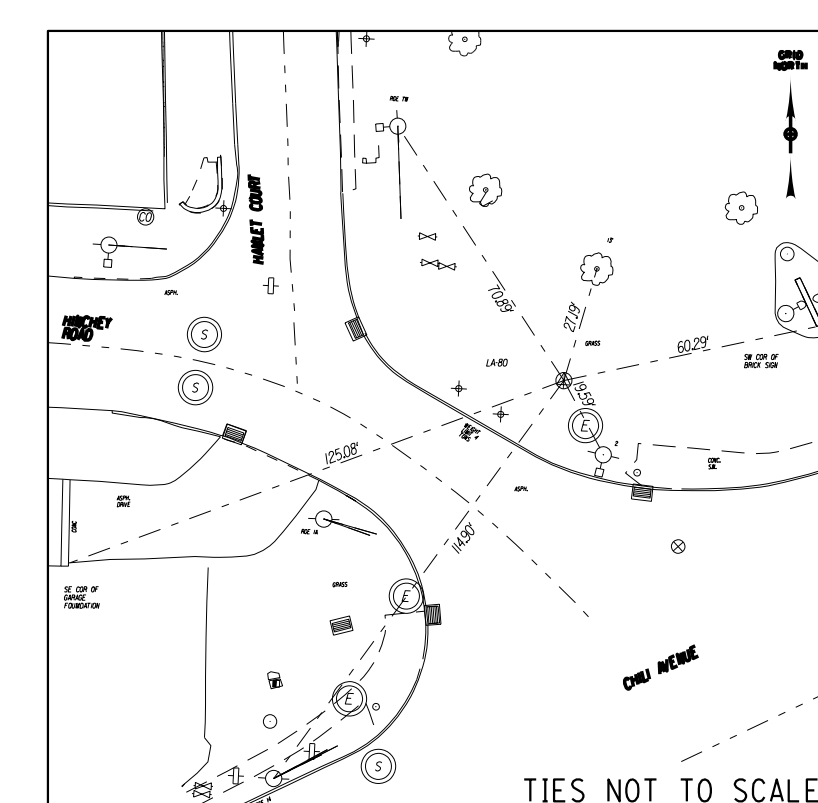
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NYSPCS WESTERN ZONE NAD 83/11  
N: 1144971.36  
E: 1388341.84



**CP 60**  
1 1/4" MAG NAIL  
SOUTH SIDE OF HINCHEY ROAD  
NYSPCS WESTERN ZONE NAD 83/11  
N: 1144963.16  
E: 1389545.09



**CP 70**  
1 1/4" MAG NAIL  
NORTH SIDE OF HINCHEY ROAD  
NYSPCS WESTERN ZONE NAD 83/11  
N: 1144963.82  
E: 1390650.40



**CP 80**  
18" EPOXY COATED REBAR & CAP  
NORTH SIDE OF CHILI AVE  
NYSPCS WESTERN ZONE NAD 83/11  
N: 1144885.85  
E: 1391595.57

BENCHMARK TABLE		
NAME	DESCRIPTION	NAVD 88 ELEVATION
BM #1	BENCHMARK IS A CHISELED "X" ON THE NORTHEASTERN CORNER OF A CONCRETE PAD LOCATED 29' LEFT OF THE LEFT EDGE OF PAVEMENT, 65' EAST OF PIXLEY ROAD.	563.74
BM #2	BENCHMARK IS A RAILROAD SPIKE SET ON THE NORTHERN FACE OF UTILITY LIGHT POLE RGE 68/RTC 79/ 115 LOCATED ON THE SOUTH SIDE OF THE ROAD 715' EAST OF FIRESTONE DRIVE	565.37
BM #3	BENCHMARK IS A RAILROAD SPIKE SET ON THE NORTHERN FACE OF UTILITY LIGHT POLE 103 LOCATED ON THE SOUTH SIDE OF THE ROAD 130' EAST OF SANDY LANE.	571.52
BM #4	BENCHMARK IS A RAILROAD SPIKE SET ON THE NORTHERN FACE OF UTILITY LIGHT POLE 87/RGE 54/ 59.5 LOCATED ON THE SOUTH SIDE OF THE ROAD 956' WEST OF SANDY LANE.	571.51
BM #5	BENCHMARK IS A RAILROAD SPIKE SET ON THE NORTHERN FACE OF LIGHT POLE 71 LOCATED ON THE SOUTH OF OF THE ROAD 357' WEST OF HOWARD ROAD.	562.97
BM #6	BENCHMARK IS THE A BONNET BOLT ON A FIRE HYDRANT LOCATED ON THE NORTH SIDE OF THE ROAD 595' EAST OF HOWARD ROAD.	570.70
BM #7	BENCHMARK IS A RAILROAD SPIKE SET ON THE NORTHERN FACE OF UTILITY POLE RGE 25/RTC 29/ 43 LOCATED ON THE SOUTH SIDE OF T HE ROAD 535' WEST OF LODERDALE ROAD.	570.66
BM #8	BENCHMARK IS THE A BONNET BOLT ON A FIRE HYDRANT LOCATED AT THE NORTHEAST CORNER OF HINCHEY ROAD AND RENOUF DRIVE.	564.80

**NOTES**

- ALL DISTANCES AND COORDINATES IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
- COORDINATES REPORTED ARE GRID.
- HORIZONTAL AND VERTICAL CONTROL ADJUSTMENTS SUBMITTED, AND APPROVED BY MONROE COUNTY SURVEY OFFICE.
- FIELD SURVEY DATES:  
OCTOBER 27, 2020  
NOVEMBER 10, 2020  
NOVEMBER 16, 2020  
NOVEMBER 17, 2020  
NOVEMBER 18, 2020
- SURVEY BASELINE CONTROL POINTS, AND MCGS MONUMENTS SHOWN WERE REFERENCED FROM MAPPING PROVIDED BY LABELLA ASSOCIATES RECEIVED ON 08-26-2020 AND TITLED "HINCHEY ROAD X-BASEMAP."
- THERE WERE SIX (6) MCGS MONUMENTS NEAR THE PROJECT LIMITS, OF THOSE SIX (6) MONUMENTS, FOUR (4) WERE RECOVERED AND LOCATED. THE OTHER TWO (2) ARE BELIEVED TO BE DESTROYED. THE MCGS MONUMENTS THAT FIELD CREWS SEARCHED FOR WERE:

- 4134-R (MCGS) - RECOVERED
- 4137 (MCGS) - RECOVERED
- 4139 (MCGS) - RECOVERED
- 4140 (MCGS) - RECOVERED
- 4134 (MCGS) - NOT RECOVERED
- 4138 (MCGS) - NOT RECOVERED

MONUMENT	PUBLISHED VALUES (N,E,Z)			MEASURED VALUES (N,E,Z)		
4134-R	N/A	N/A	N/A	1,145,028.8989	1,381,735.4054	562.520
4137	N/A	N/A	N/A	1,145,505.569	1,382,757.484	565.40
4139	N/A	N/A	N/A	1,144,883.8279	1,384,921.8163	569.856
4140	N/A	N/A	N/A	1,144,952.636	1,386,442.334	559.046
4134	N/A	N/A	N/A	N/A	N/A	N/A
4138	N/A	N/A	N/A	N/A	N/A	N/A

**HORIZONTAL CONTROL**

THE HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE NEW YORK STATE PLANE COORDINATE SYSTEM, N.A.D. '83(2011) TRANSVERSE MERCATOR PROJECTION, WESTERN ZONE. BASELINE COORDINATES WERE ESTABLISHED BY A COMBINATION OF GPS SURVEY METHODS USING A CARLSON BRX6+ RECEIVER, AND CONVENTIONAL MEASUREMENTS USING A TRIMBLE S5 TOTAL STATION. MINIMALLY CONSTRAINED LEAST SQUARE ADJUSTMENT PERFORMED USING STARNET ADJUSTMENT SOFTWARE.

**VERTICAL CONTROL**

THE ELEVATIONS SHOWN HEREON ARE REFERENCED TO N.A.V.D. '88 DATUM. ELEVATIONS WERE ESTABLISHED FOR BASELINE AND PROJECT BENCHMARKS BY A COMBINATION OF GPS SURVEY METHODS USING A CARLSON BRX6+ RECEIVER, AND DIFFERENTIAL LEVEL RUN USING A TRIMBLE DINI DIGITAL LEVEL.

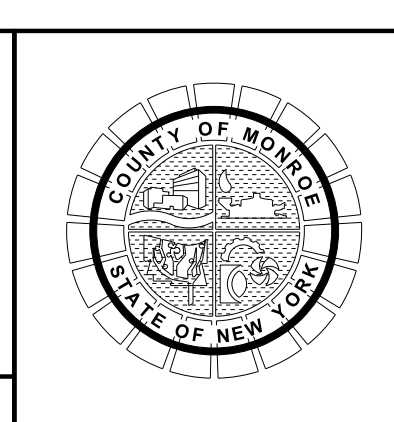
**PROJECT COMBINED SCALE FACTOR**

0.99998103

COMBINED SCALE FACTOR DERIVED FROM STARNET LEAST SQUARES ADJUSTMENT SOFTWARE.

NO.	REVISION	BY	DATE
1			
2			
3			
4			
5			

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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**BASELINE TIES**

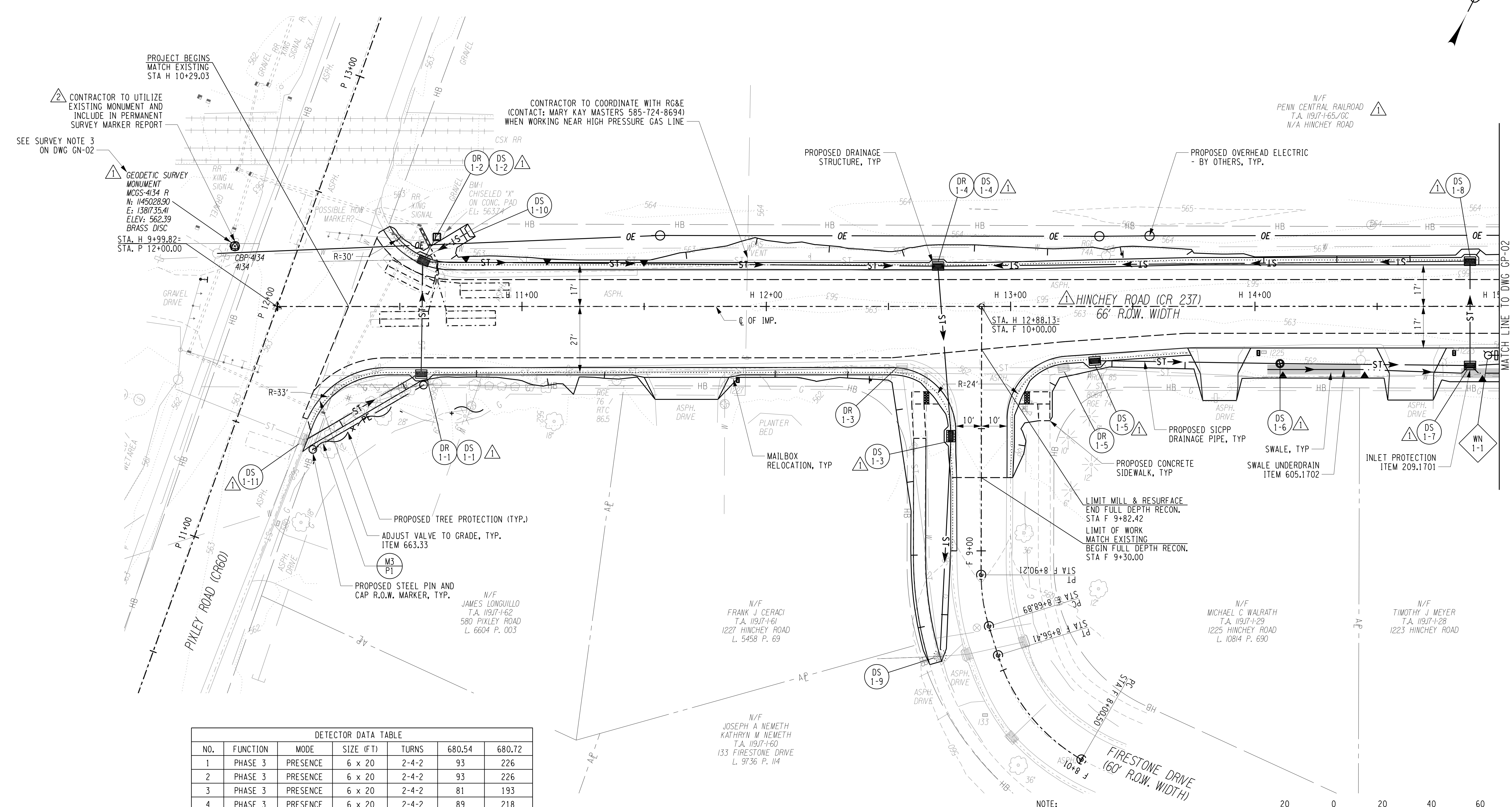
PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**GEO-04**

PROJECT MANAGER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN  
ENGINEER: RICHARD BENNETT



PL02RVBR gdf Color Full.dwg  
GEO-04  
MODEL TITLE: Highway R&I Improvement Drawings/Transportation/Plans/2201826\_cph\_ape.dgn  
DATE/TIME: 1/27/2023 12:40:23 PM





DETECTOR DATA TABLE

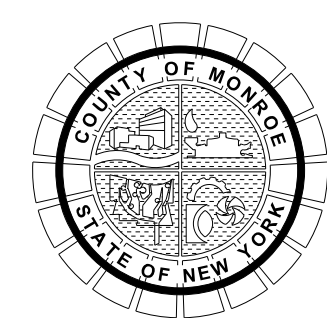
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2	PHASE 3	PRESENCE	6 x 20	2-4-2	93	226
3	PHASE 3	PRESENCE	6 x 20	2-4-2	81	193
4	PHASE 3	PRESENCE	6 x 20	2-4-2	89	218

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS. DRAINAGE REVISIONS. WATERMAIN WORK REMOVED.	BCD	9/28/22
2	SURVEY MONUMENT CALLOUT REVISION	BCD	1/27/23
3			
4			
5			

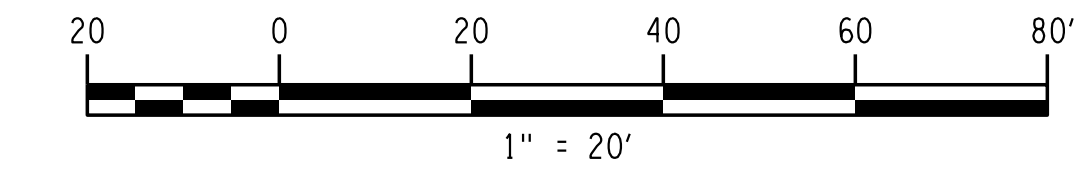
It is a violation of New York Education Law Article 145 Sec. 7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation, "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION



NOTE:  
 1. RAILROAD RIGHT-OF-WAY EXTENDS INTO HIGHWAY BOUNDARY, COORDINATION WITH RAILROAD REQUIRED.

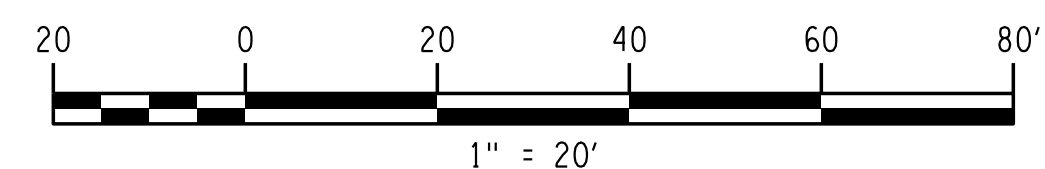
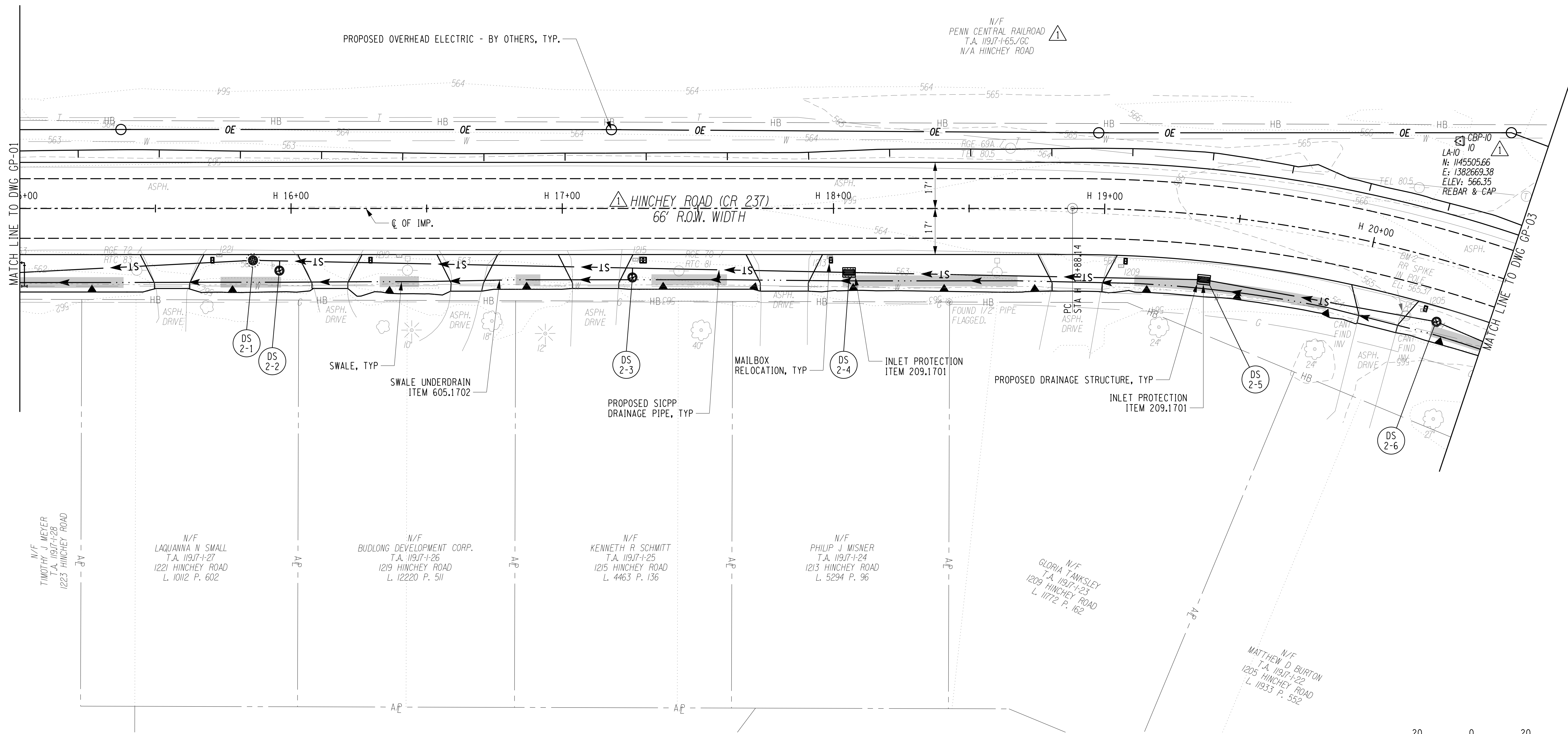
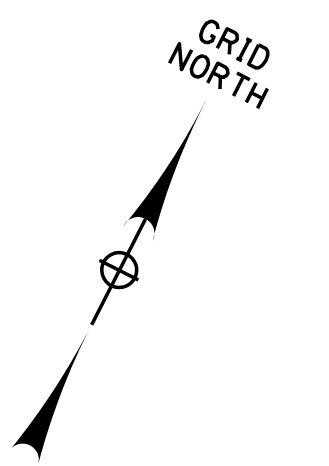
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	DATE
	1/27/2023
	DRAWING NUMBER
	<b>GP-01 R2</b>

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 DATE TIME: 1/27/2023 12:40:33 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022





PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN



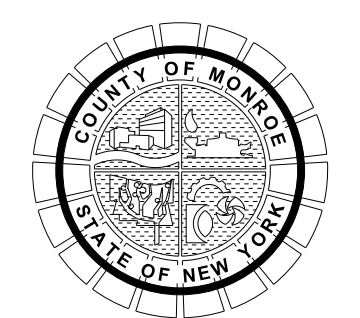
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
3			
4			
5			

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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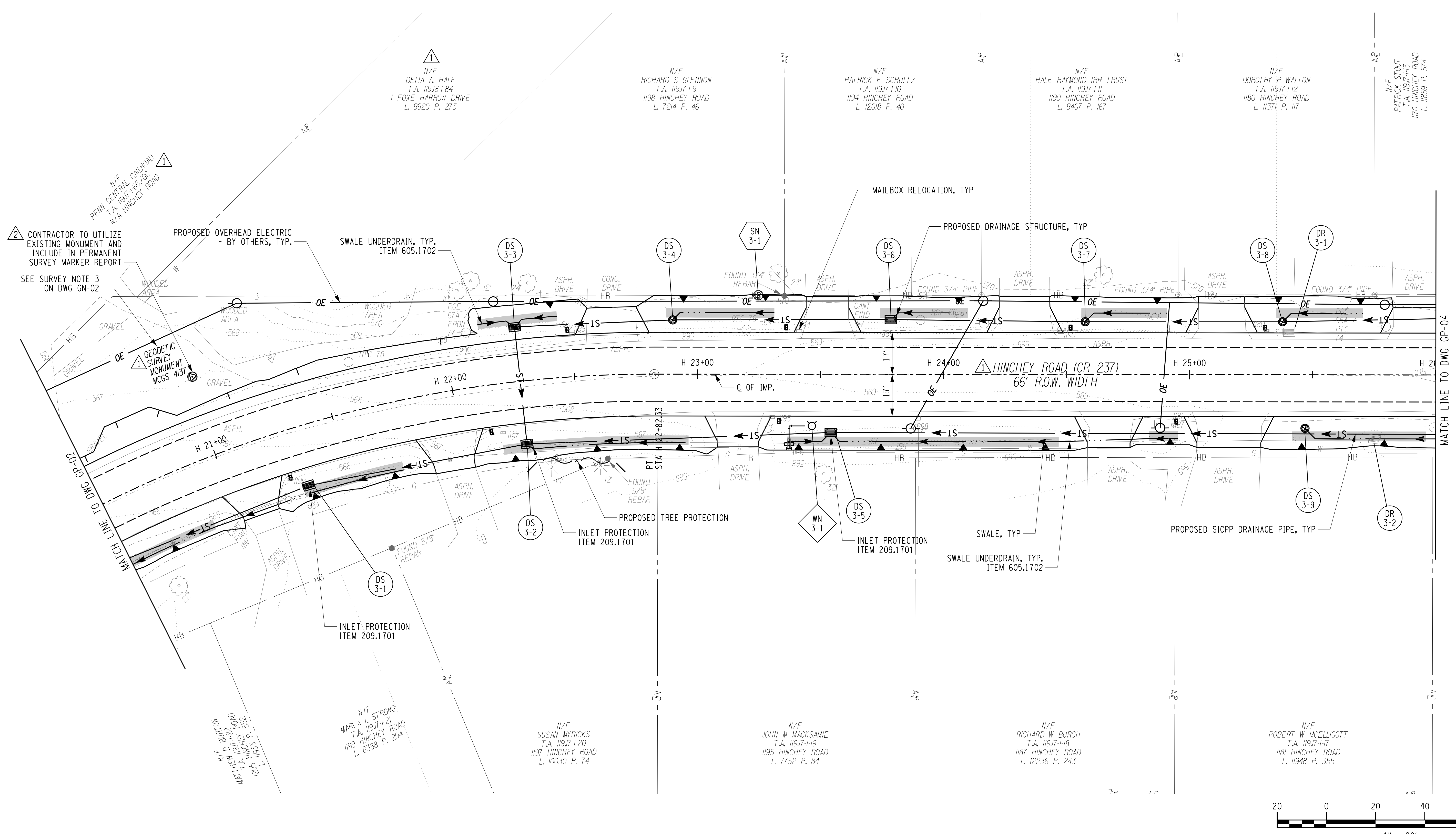
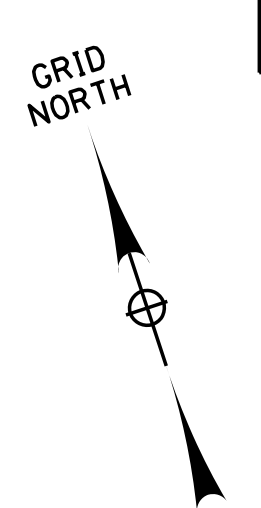


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

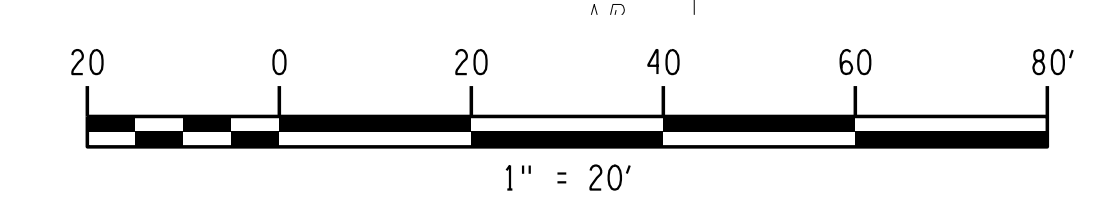
PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**GP-02 R1**





CONTRACTOR TO UTILIZE EXISTING MONUMENT AND INCLUDE IN PERMANENT SURVEY MARKER REPORT  
SEE SURVEY NOTE 3 ON DWG GN-02

MATCH LINE TO DWG GP-04



PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN



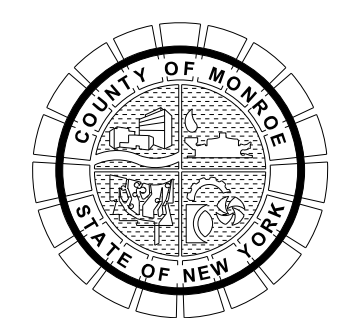
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2	SURVEY MONUMENT CALLOUT REVISION	BCD	1/27/23
3			
4			
5			

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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

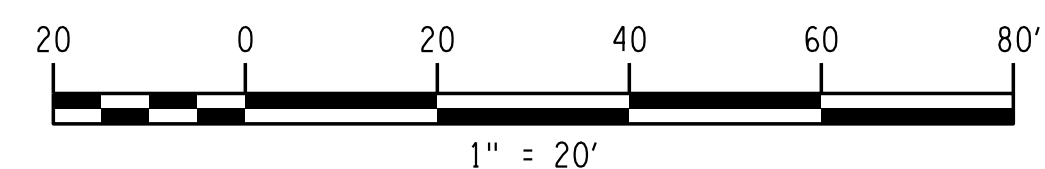
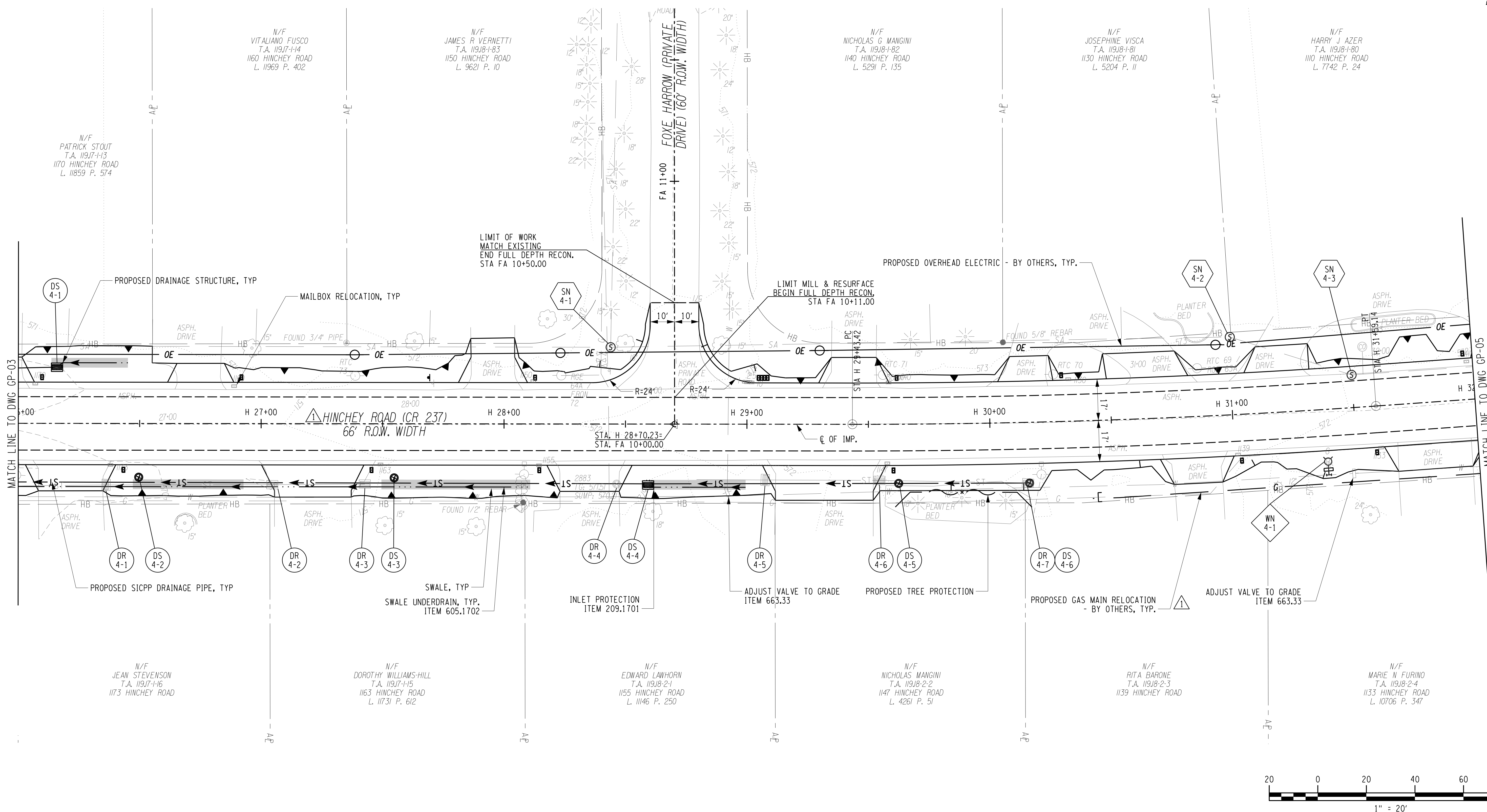
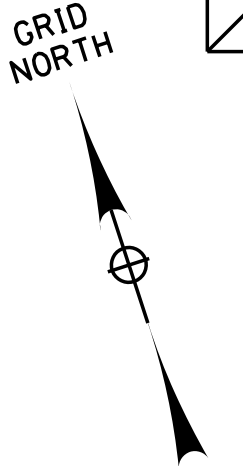
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**GENERAL PLAN**

PROJECT NUMBER  
**2201826**

DATE  
**1/27/2023**

DRAWING NUMBER  
**GP-03 R2**





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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

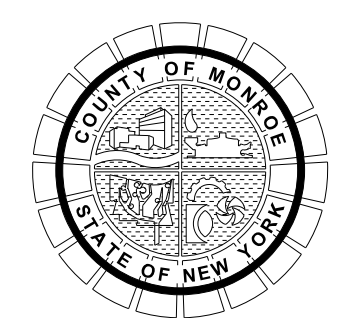


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS. GAS MAIN RELOCATION ADDITION.	BCD	10/11/22
2			
3			
4			
5			



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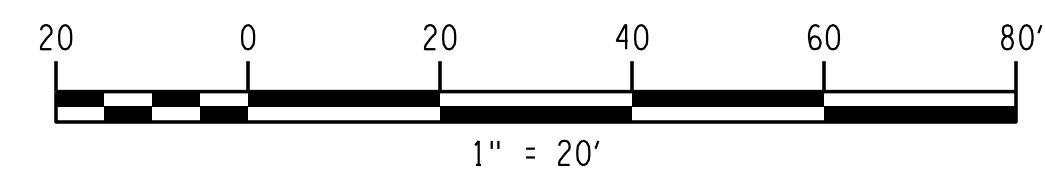
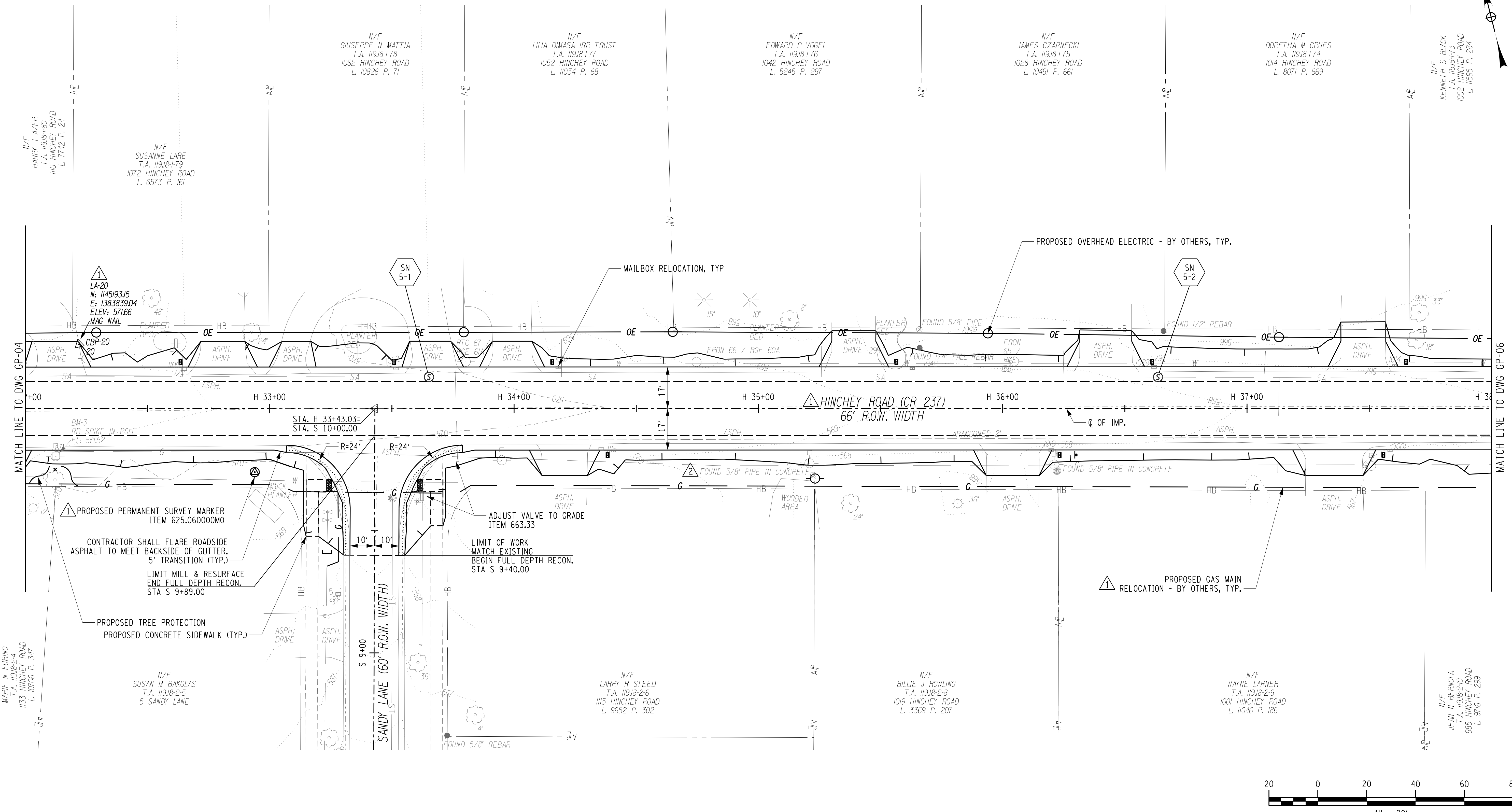
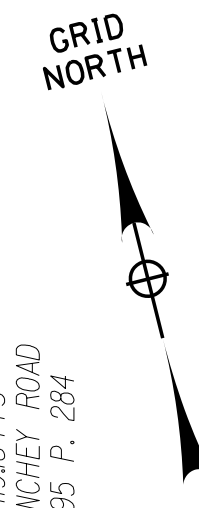


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-04 R1**





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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

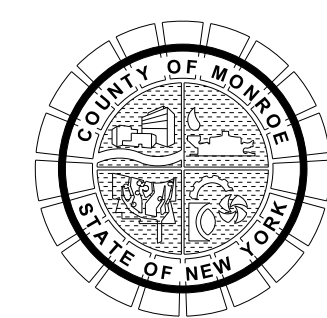


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS. GAS MAIN RELOCATION ADDITION.	BCD	01/11/22
2	PROPERTY PIN TEXT CLEAN-UP	BCD	1/27/23
3			
4			
5			



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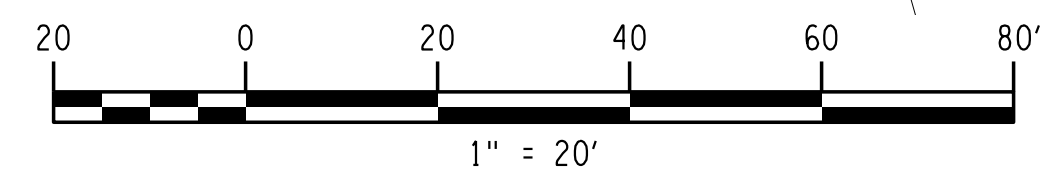
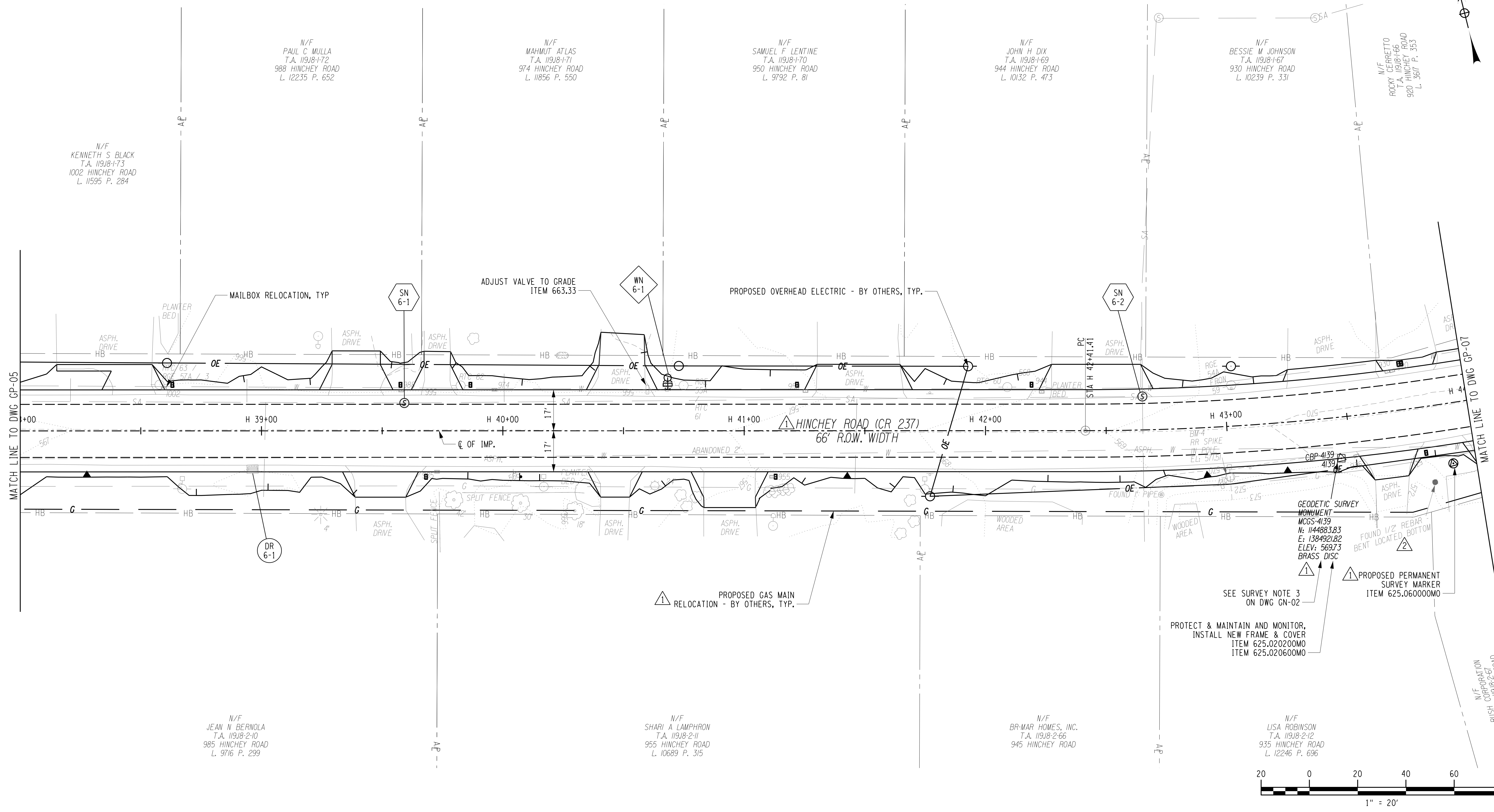
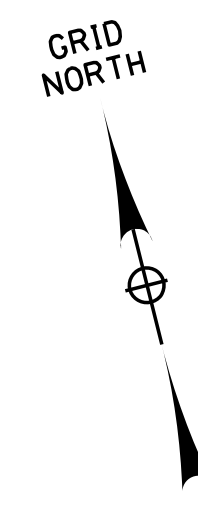


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-05 R2**





DESIGNER: BRIDGET DEHAAN  
ENGINEER: RICHARD BENNETT  
PROJECT MANAGER: RICHARD BENNETT

PLOTDRVR gp-06 r2  
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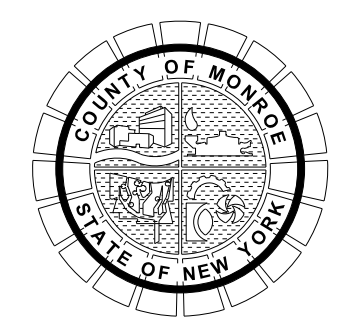


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS. GAS MAIN RELOCATION ADDITION.	BCD	10/11/22
2	PROPERTY PIN TEXT CLEAN-UP	BCD	1/27/23
3			
4			
5			



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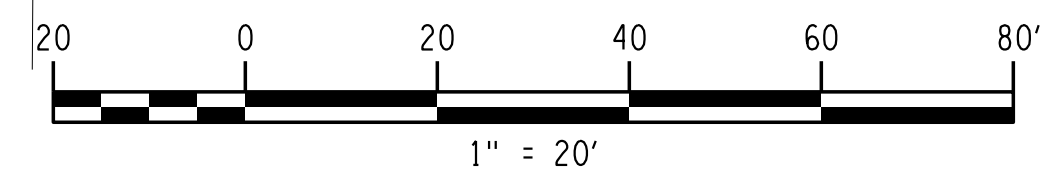
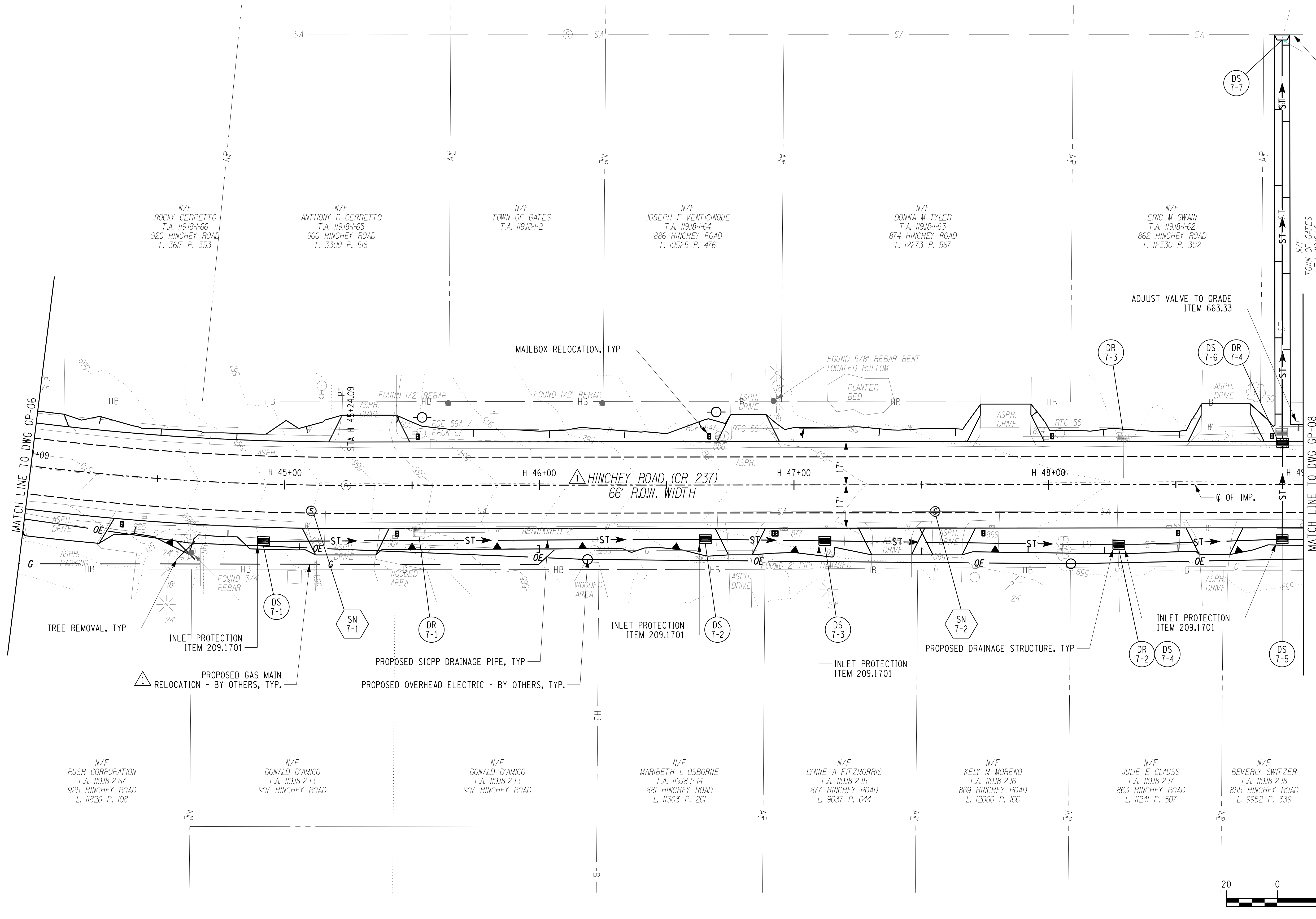
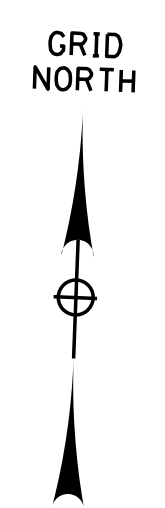


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**GP-06 R2**

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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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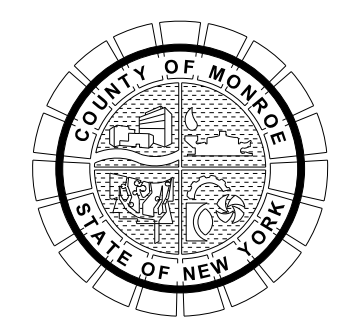
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS, SAWCUT AND DRIVEWAY LIMITS DISPLAYED, GAS MAIN RELOCATION ADDITION.	BCD	10/11/22
2			
3			
4			
5			

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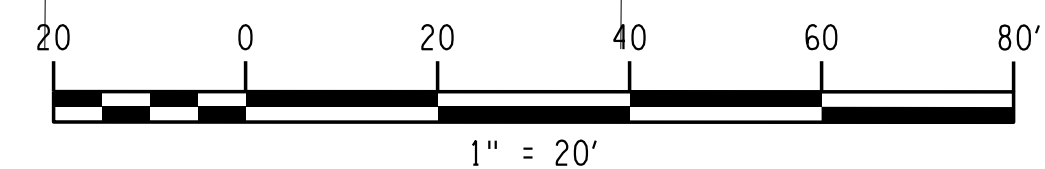
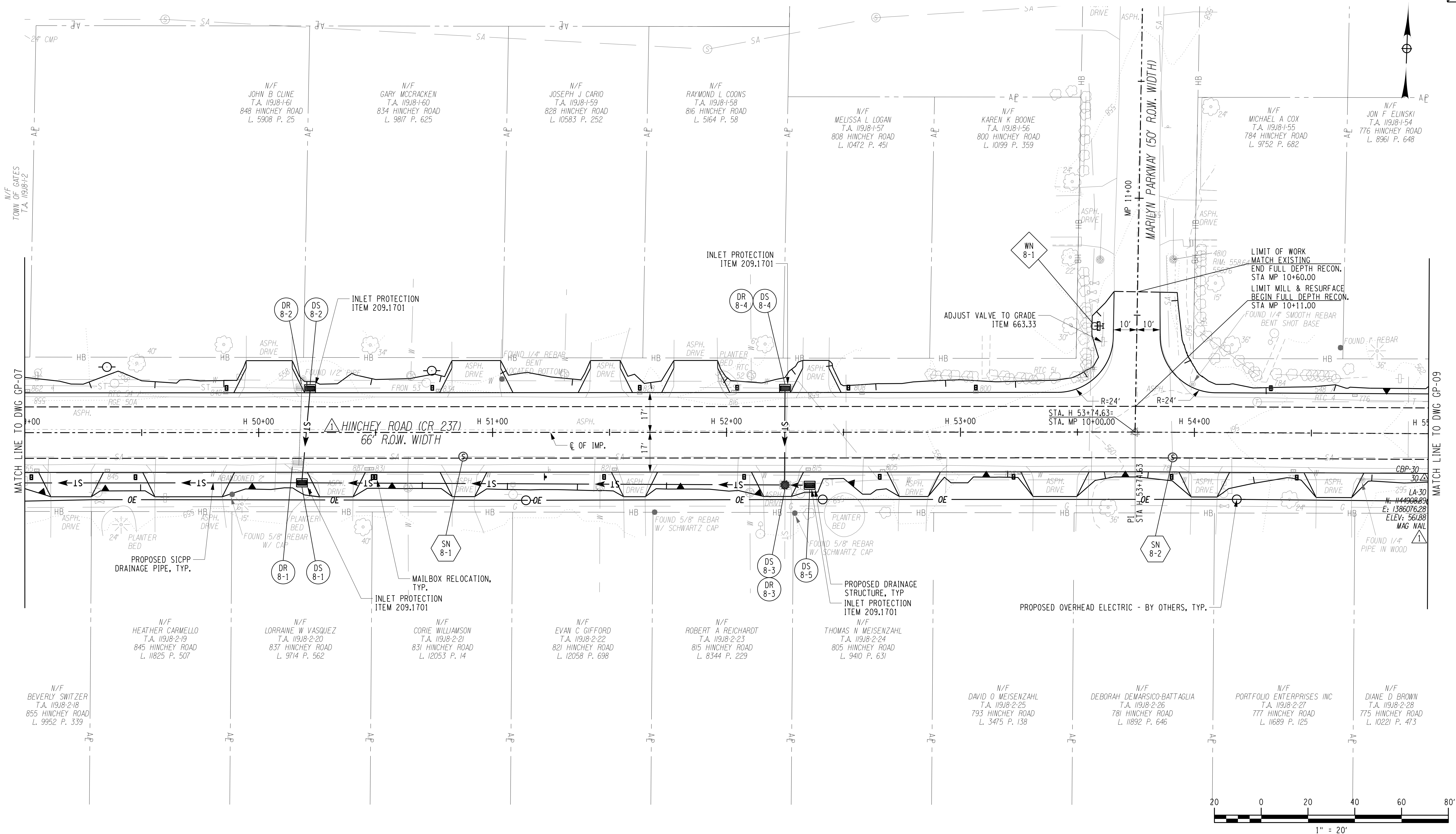
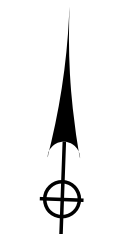


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
**GP-07 R1**





PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

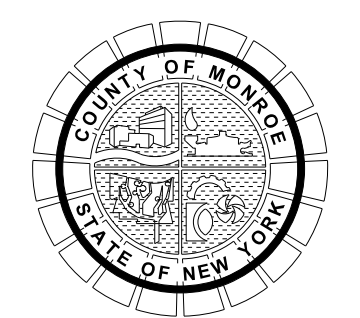


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS. DRAINAGE REVISIONS. WATERMAIN WORK REMOVED.	BGD	8/28/22
2			
3			
4			
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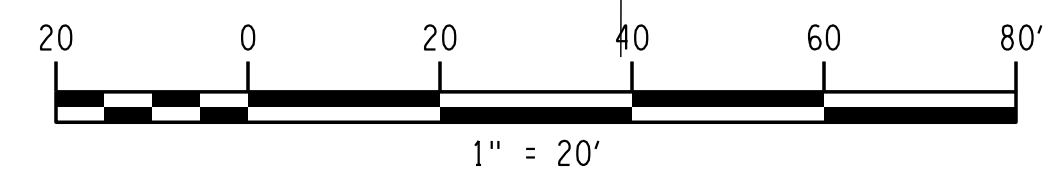
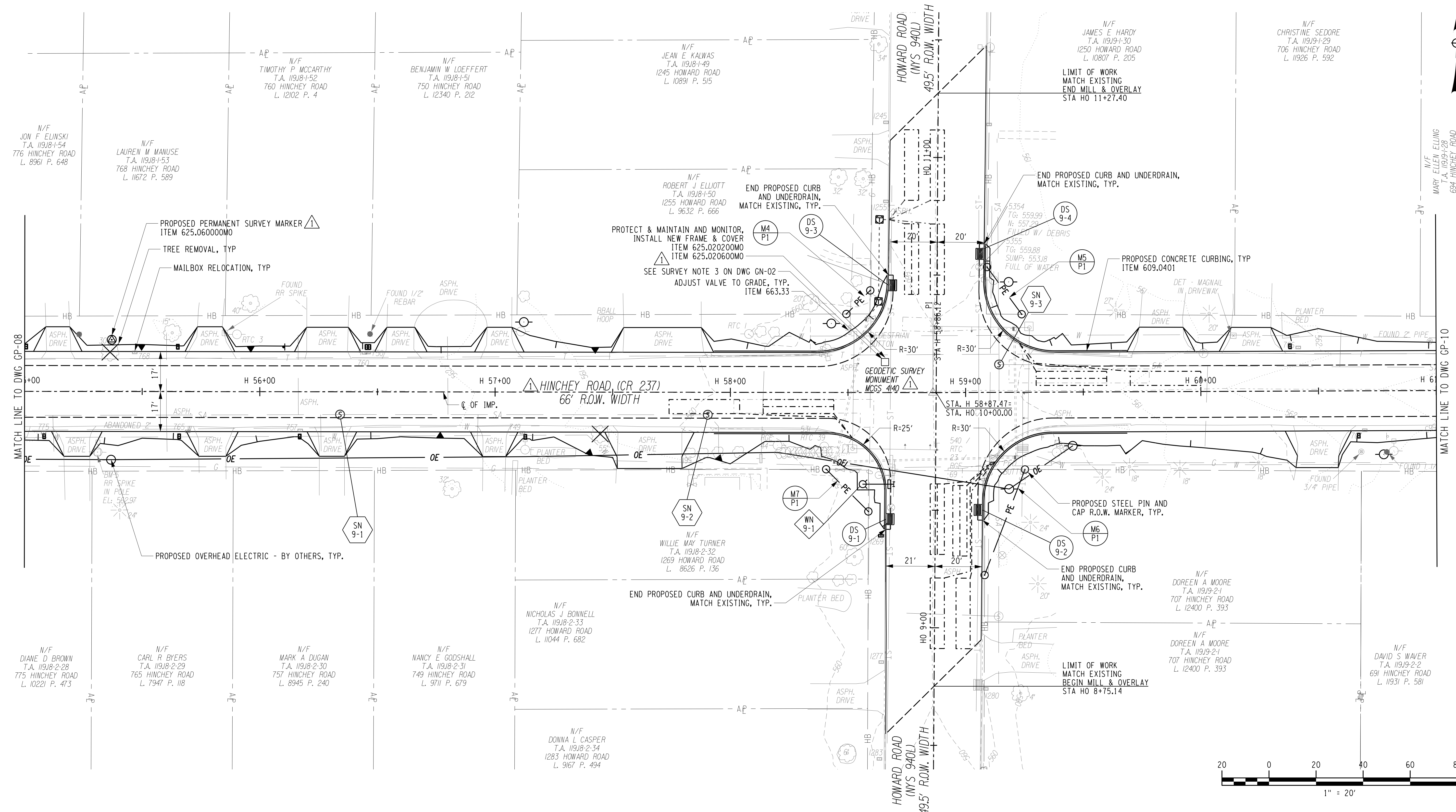
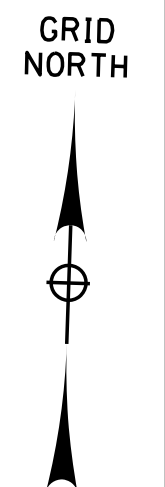


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-08 R1**





PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

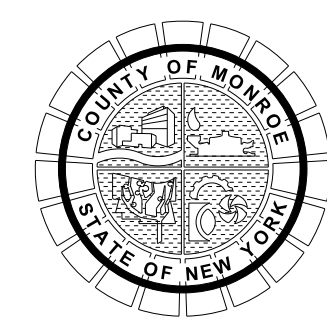


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
2			
3			
4			
5			



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PROJECT/CLIENT  
HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

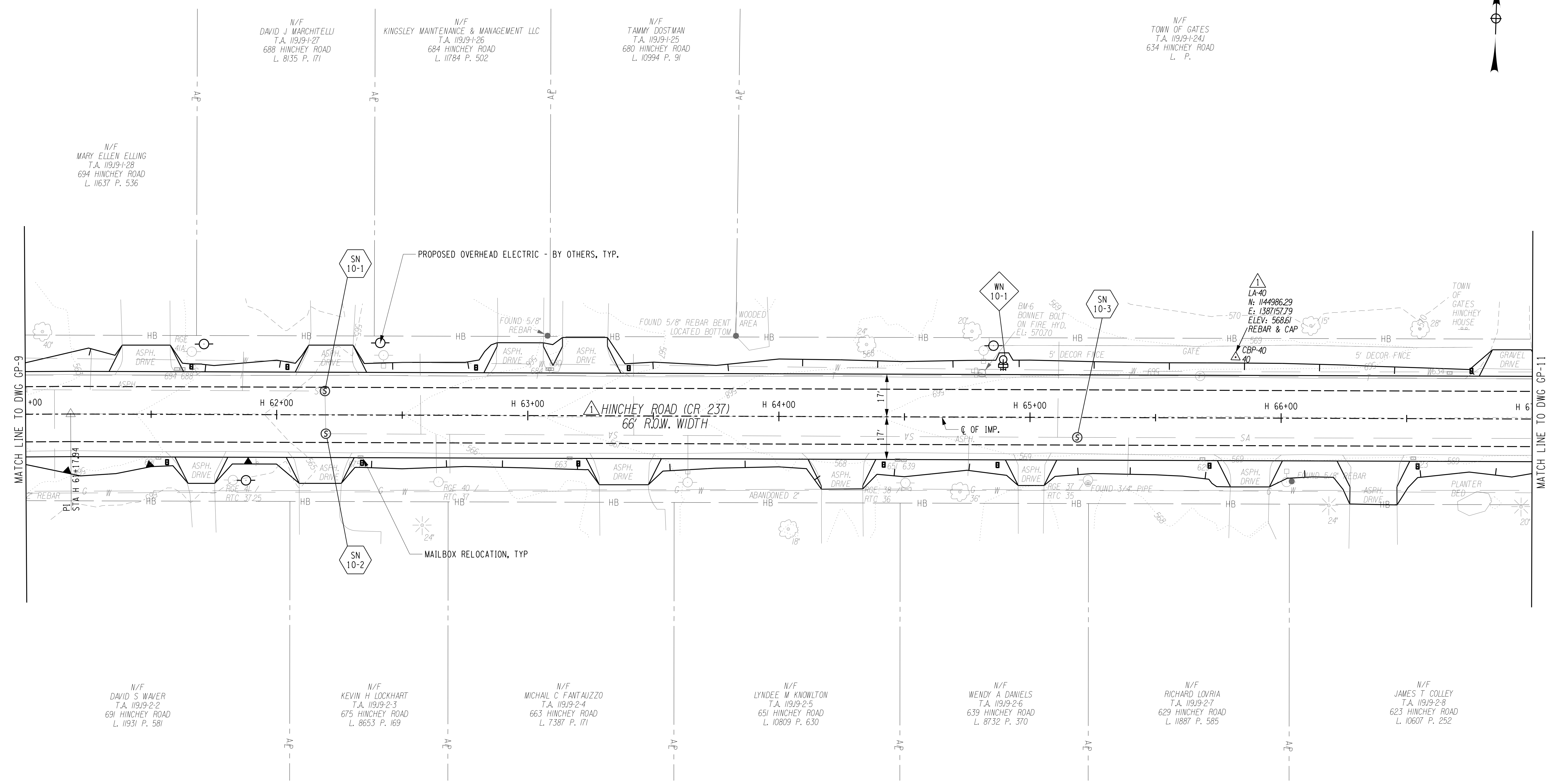
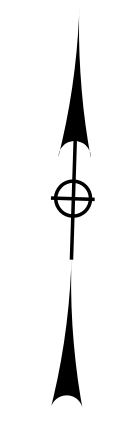
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PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
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GP-09 R1

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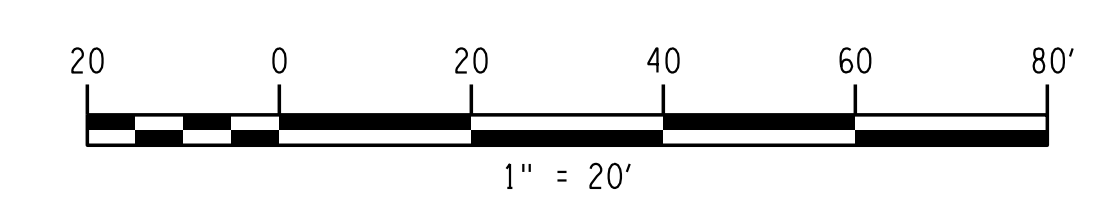


GRID NORTH



MATCH LINE TO DWG GP-9

MATCH LINE TO DWG GP-11



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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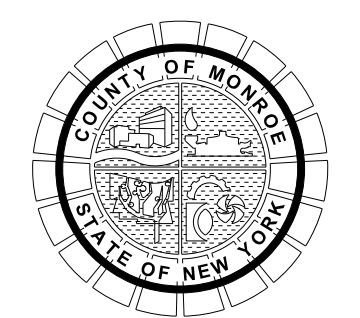


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
2			
3			
4			
5			



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-10 R1**

N/F  
 MARY ELLEN ELLING  
 T.A. 11919-1-28  
 694 HINCHEY ROAD  
 L. 11637 P. 536

N/F  
 DAVID J MARCHITELLI  
 T.A. 11919-1-27  
 688 HINCHEY ROAD  
 L. 8135 P. 171

N/F  
 KINGSLEY MAINTENANCE & MANAGEMENT LLC  
 T.A. 11919-1-26  
 684 HINCHEY ROAD  
 L. 11784 P. 502

N/F  
 TAMMY COSTMAN  
 T.A. 11919-1-25  
 680 HINCHEY ROAD  
 L. 10994 P. 91

N/F  
 TOWN OF GATES  
 T.A. 11919-1-24J  
 634 HINCHEY ROAD  
 L. P.

N/F  
 DAVID S WAVER  
 T.A. 11919-2-2  
 691 HINCHEY ROAD  
 L. 11931 P. 581

N/F  
 KEVIN H LOCKHART  
 T.A. 11919-2-3  
 675 HINCHEY ROAD  
 L. 8653 P. 169

N/F  
 MICHAEL C FANTAUZZO  
 T.A. 11919-2-4  
 663 HINCHEY ROAD  
 L. 7387 P. 171

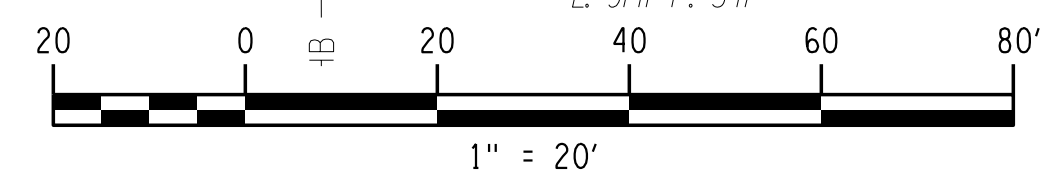
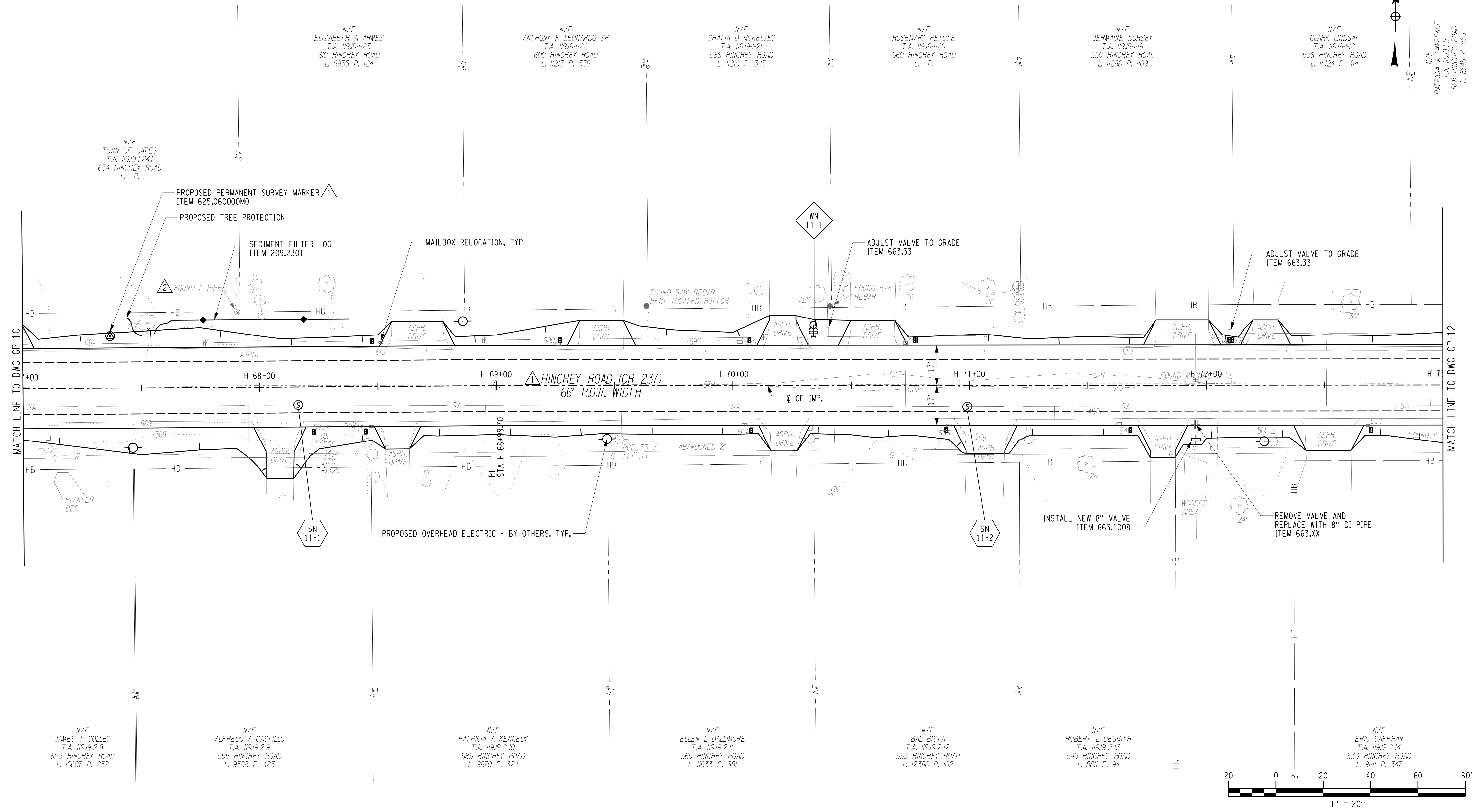
N/F  
 LYNDEE M KNOWLTON  
 T.A. 11919-2-5  
 651 HINCHEY ROAD  
 L. 10809 P. 630

N/F  
 WENDY A DANIELS  
 T.A. 11919-2-6  
 639 HINCHEY ROAD  
 L. 8732 P. 370

N/F  
 RICHARD LOVRIA  
 T.A. 11919-2-7  
 629 HINCHEY ROAD  
 L. 11887 P. 585

N/F  
 JAMES T COLLEY  
 T.A. 11919-2-8  
 623 HINCHEY ROAD  
 L. 10607 P. 252

GRID NORTH



PLOTDRVR pdf Color Full.dwg  
 MODEL GP-11 R2  
 DATE TIME 1/27/2023 12:40:37 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

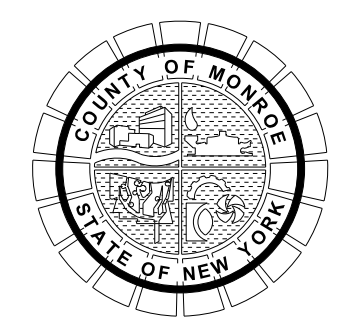


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
2	PROPERTY PIN TEXT CLEAN-UP	BCD	1/27/23
3			
4			
5			



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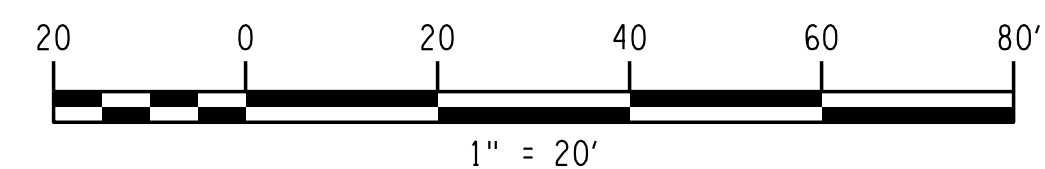
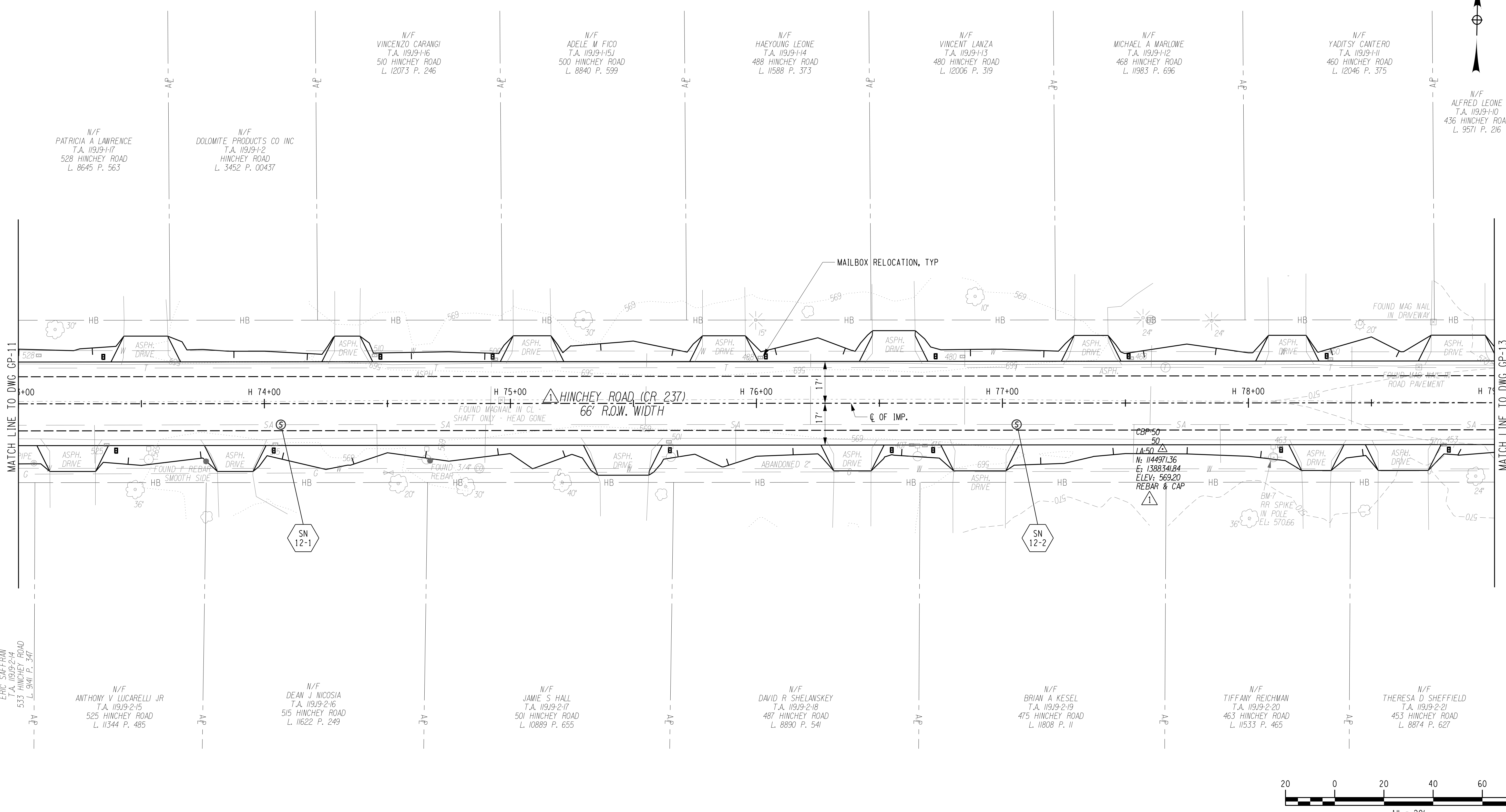
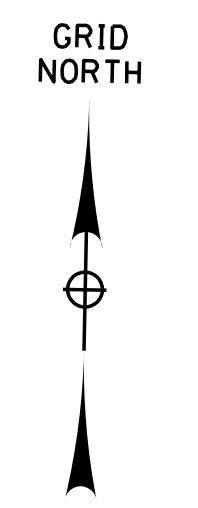


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-11 R2**





PLOTDRVR gdr Color Full.plt  
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 MODEL TIME 1/27/2023 12:01:02S  
 DATE TIME 1/27/2023 12:40:33 PM

PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

N/F  
 ERIC SAFFERMAN  
 T.A. 11/19/2-14  
 533 HINCHEY ROAD  
 L. 9141 P. 341

N/F  
 ANTHONY V. LUCARELLI JR.  
 T.A. 11/19/2-15  
 525 HINCHEY ROAD  
 L. 11344 P. 485

N/F  
 DEAN J. NICOSIA  
 T.A. 11/19/2-16  
 515 HINCHEY ROAD  
 L. 11622 P. 249

N/F  
 JAMIE S. HALL  
 T.A. 11/19/2-17  
 501 HINCHEY ROAD  
 L. 10889 P. 655

N/F  
 DAVID R. SHELANSKEY  
 T.A. 11/19/2-18  
 487 HINCHEY ROAD  
 L. 8890 P. 541

N/F  
 BRIAN A. KESEL  
 T.A. 11/19/2-19  
 475 HINCHEY ROAD  
 L. 11808 P. 11

N/F  
 TIFFANY REICHMAN  
 T.A. 11/19/2-20  
 463 HINCHEY ROAD  
 L. 11533 P. 465

N/F  
 THERESA D. SHEFFIELD  
 T.A. 11/19/2-21  
 453 HINCHEY ROAD  
 L. 8874 P. 627



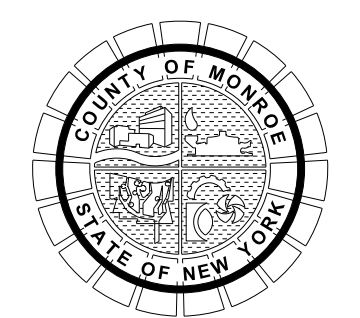
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
2			
3			
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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter on item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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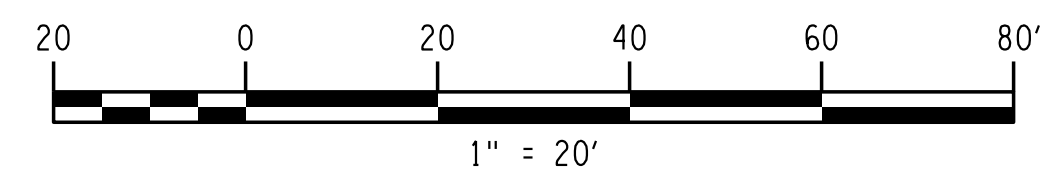
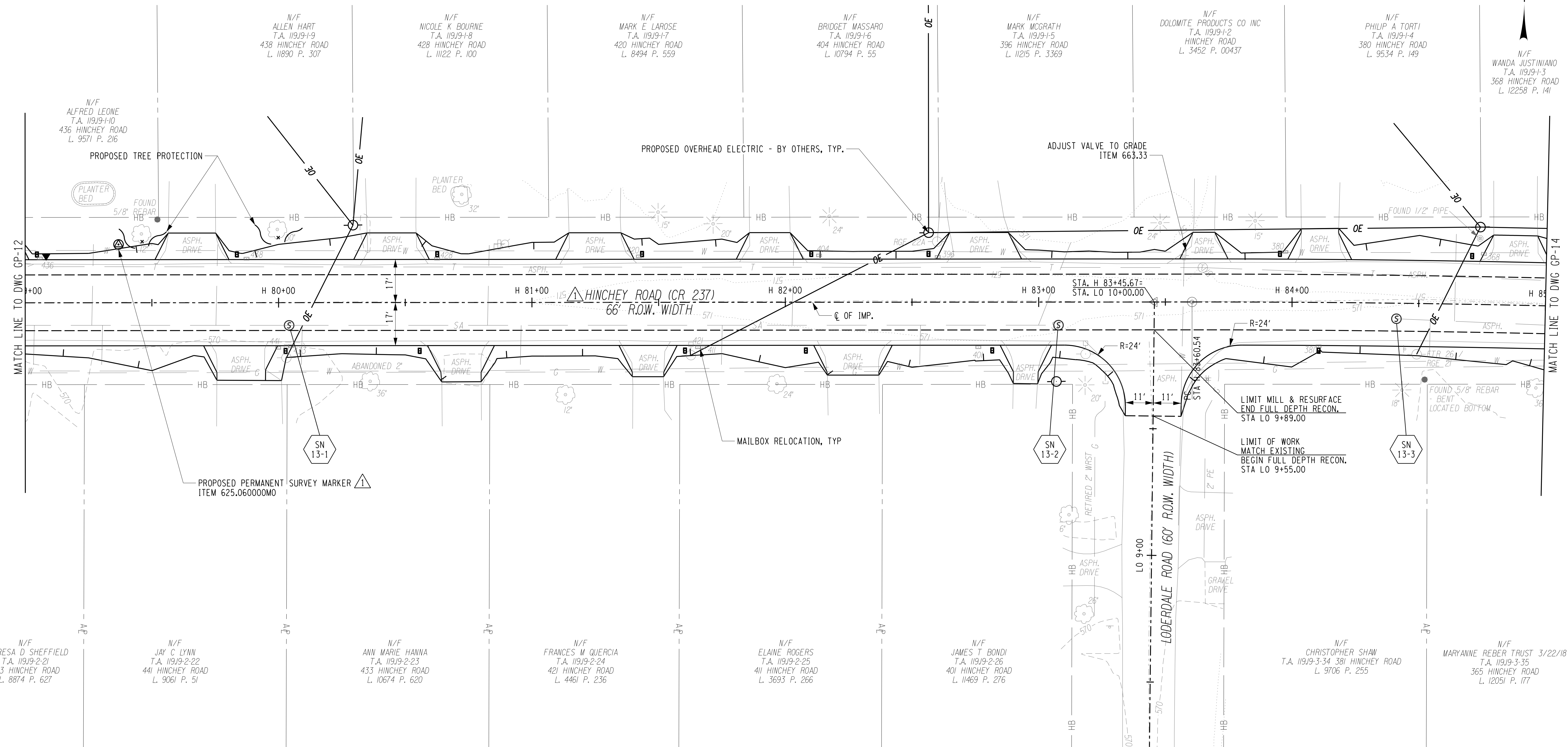
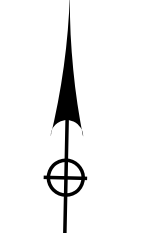


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-12 R1**

GRID NORTH



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

PLOTDRVR: gdr\_color\_full.plt  
 MODEL: GP-13 R1  
 DATE: 1/27/2023 12:40:33 PM



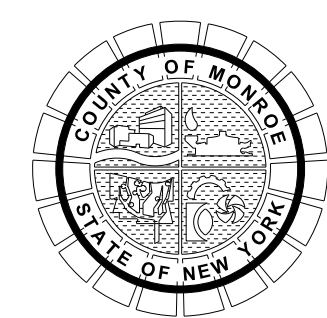
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
2			
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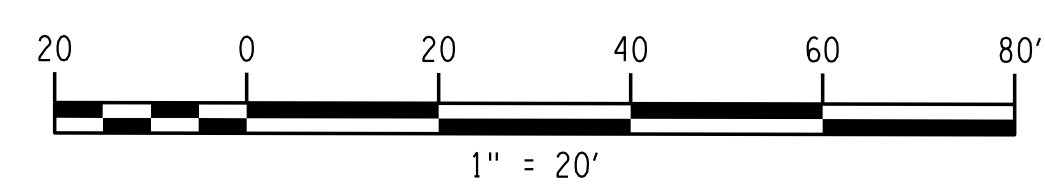
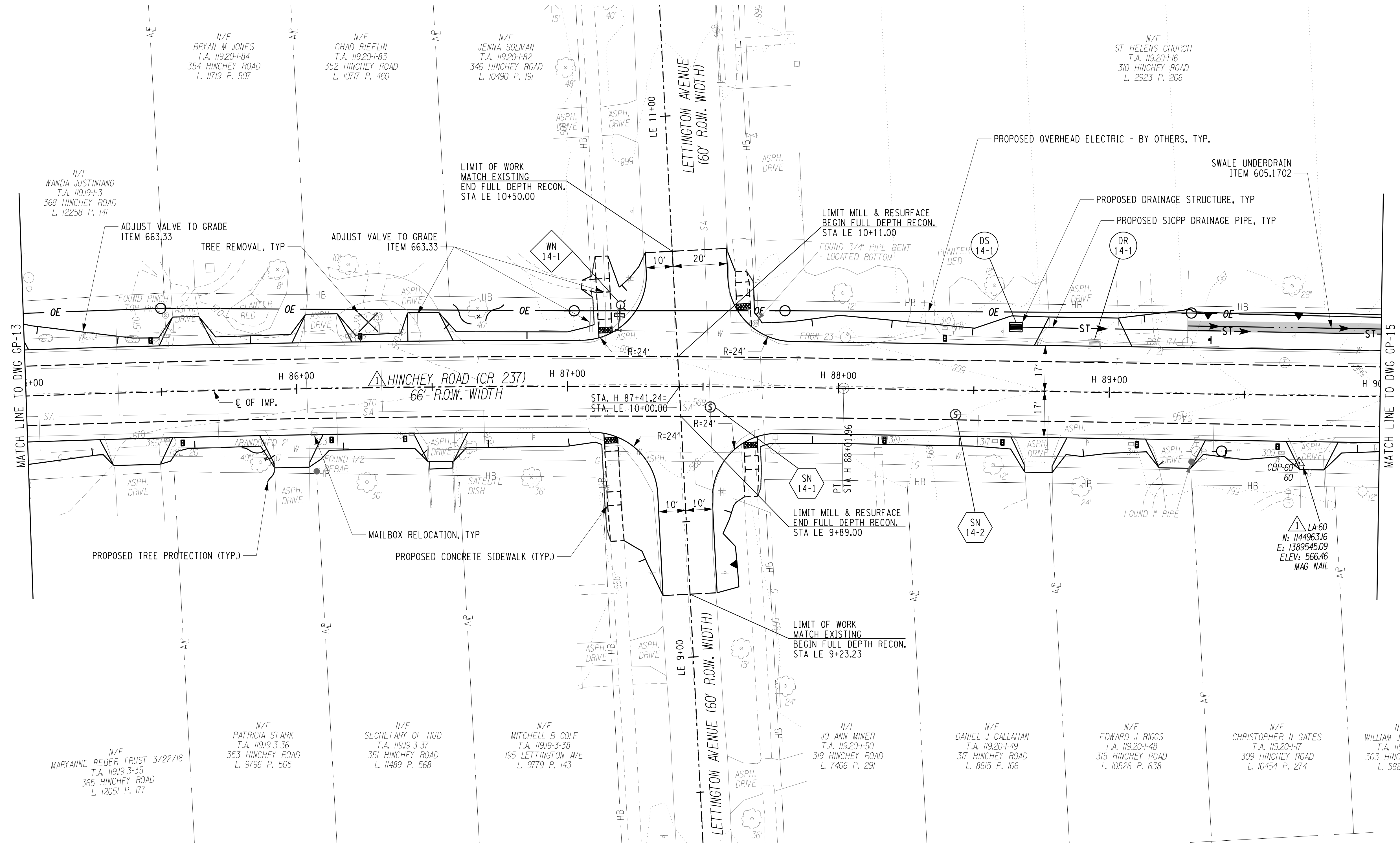


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-13 R1**





PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

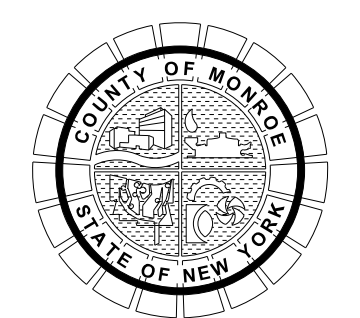


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

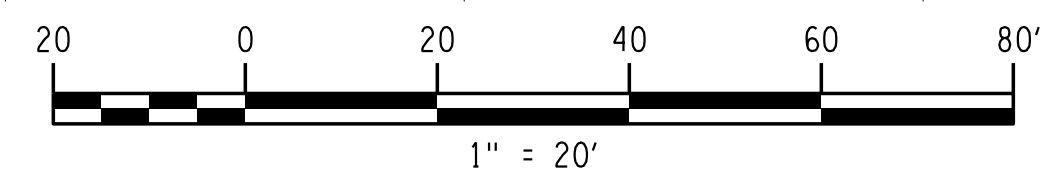
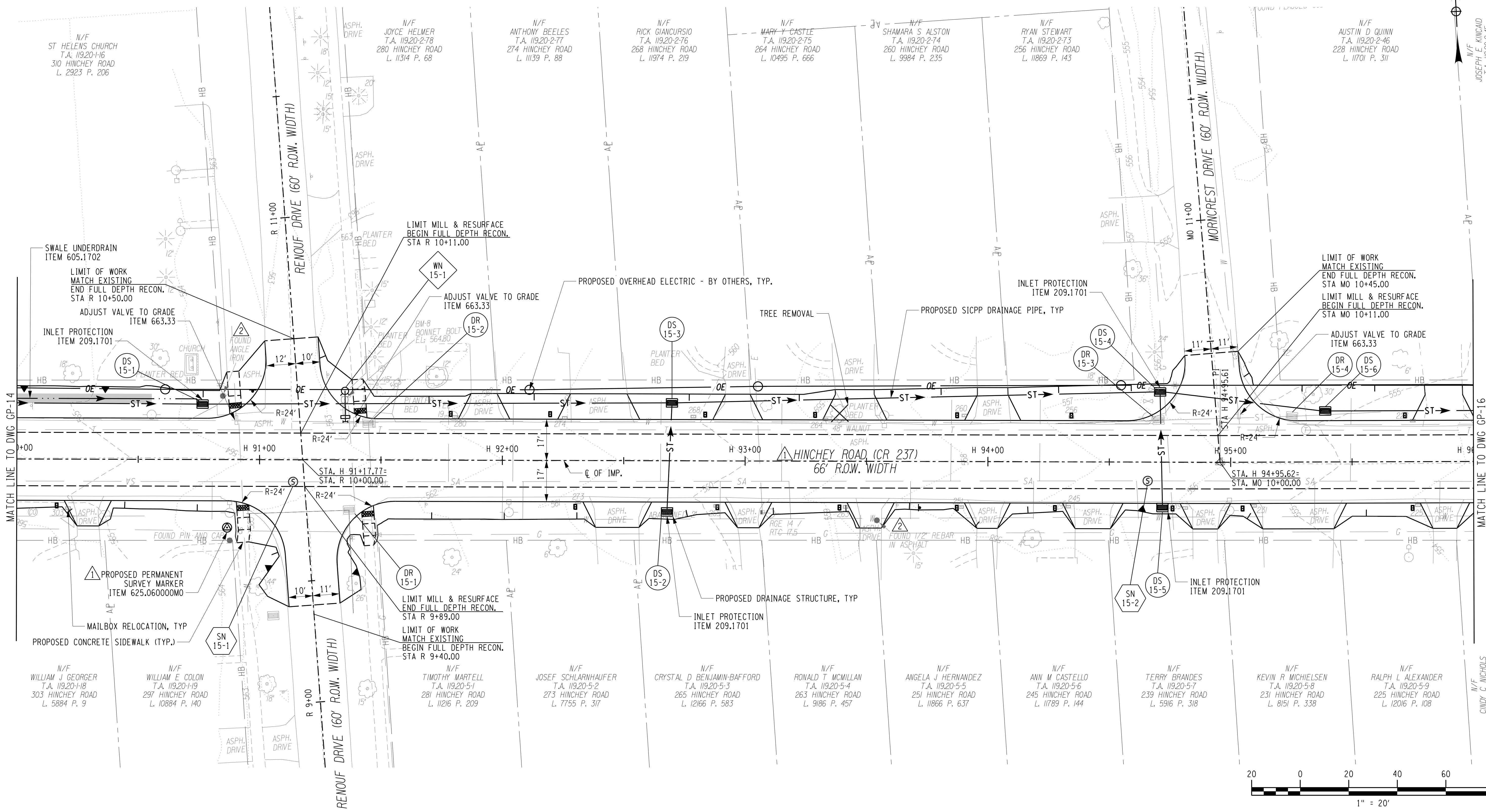
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**1/27/2023**  
 DRAWING NUMBER  
**GP-14 R1**

PLTDRWA pdf Color FullTitle  
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 MODEL TITLE 1/27/2023 12:40:46 PM  
 DATE TIME 1/27/2023



GRID NORTH

N/F  
JOSEPH E. KINCAID  
T.A. 11920-2-45  
222 HINCHEY ROAD  
L. 12303 P. 441



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN  
 PLOTDRVA pdf Color Full.dwg  
 GP-15 R2  
 MODEL TITLE: Hinchey Rd Improvement Drawings/Transportation/PlanSet/2201826\_cpn\_gmg.dgn  
 DATE TIME: 1/27/2023 12:40:40 PM



08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2	PROPERTY PIN TEXT CLEAN-UP	BCD	1/27/23
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4			
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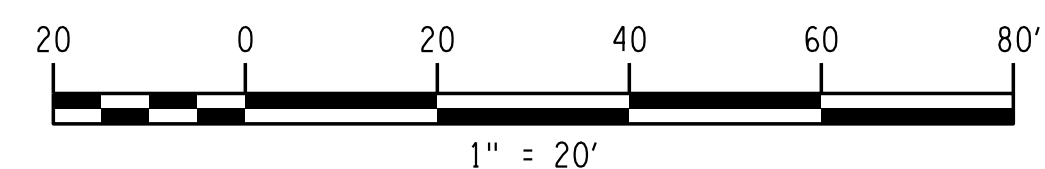
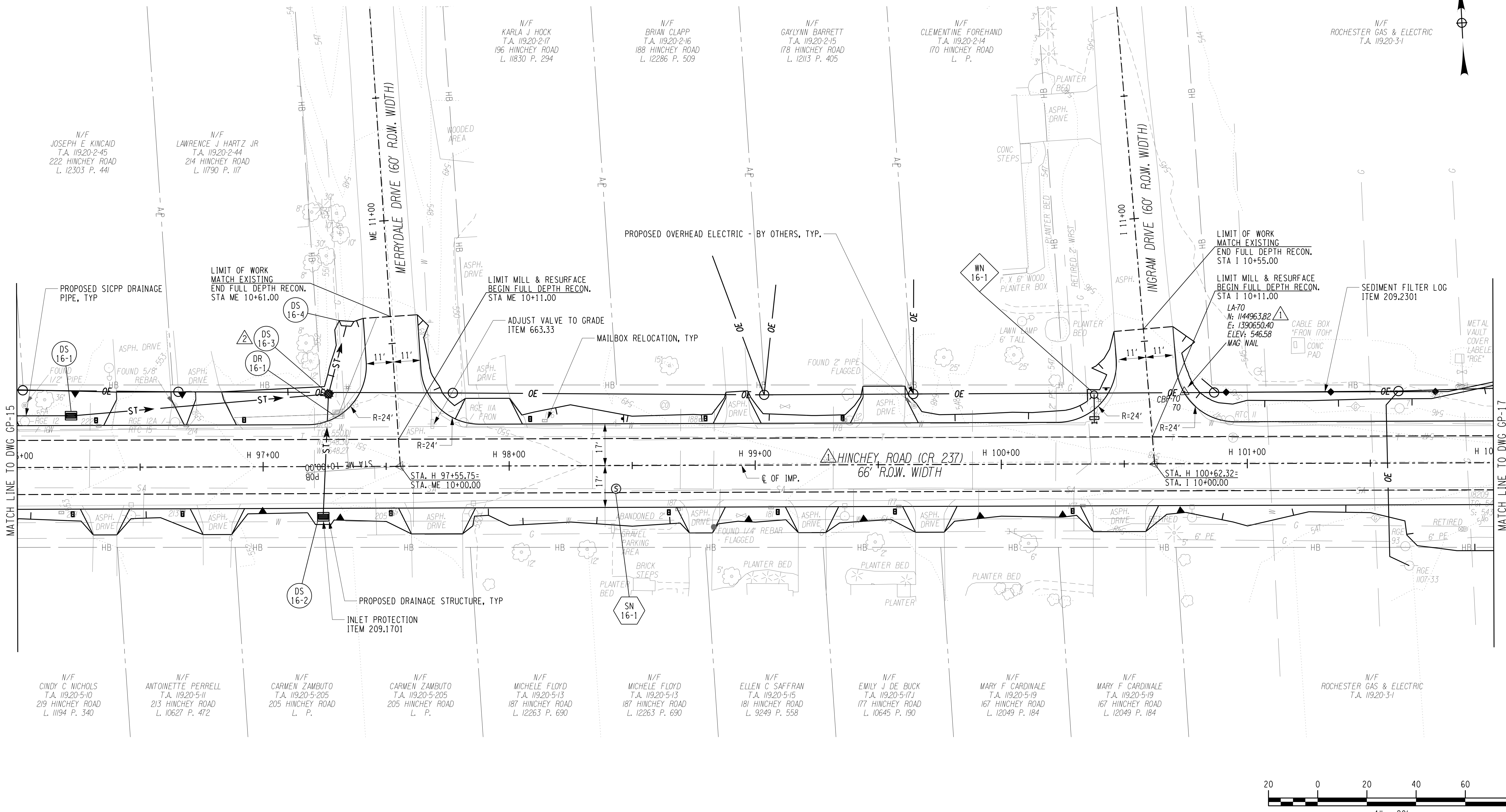
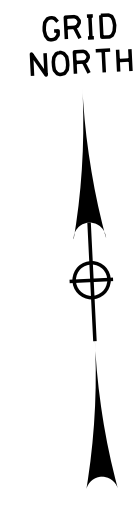


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
**GP-15 R2**





PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

PLOTDRVA pdf Color Full.dwg  
 GP-16 R2  
 MODEL TITLE: Hinchey Rd ImprovementDrawings\Transportation\PlanSet\201826\_cpn\_gpn.dgn  
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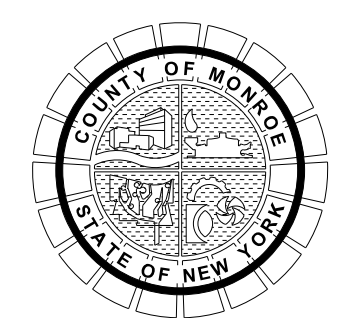


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2	DRAINAGE REVISION	BCD	1/27/23
3			
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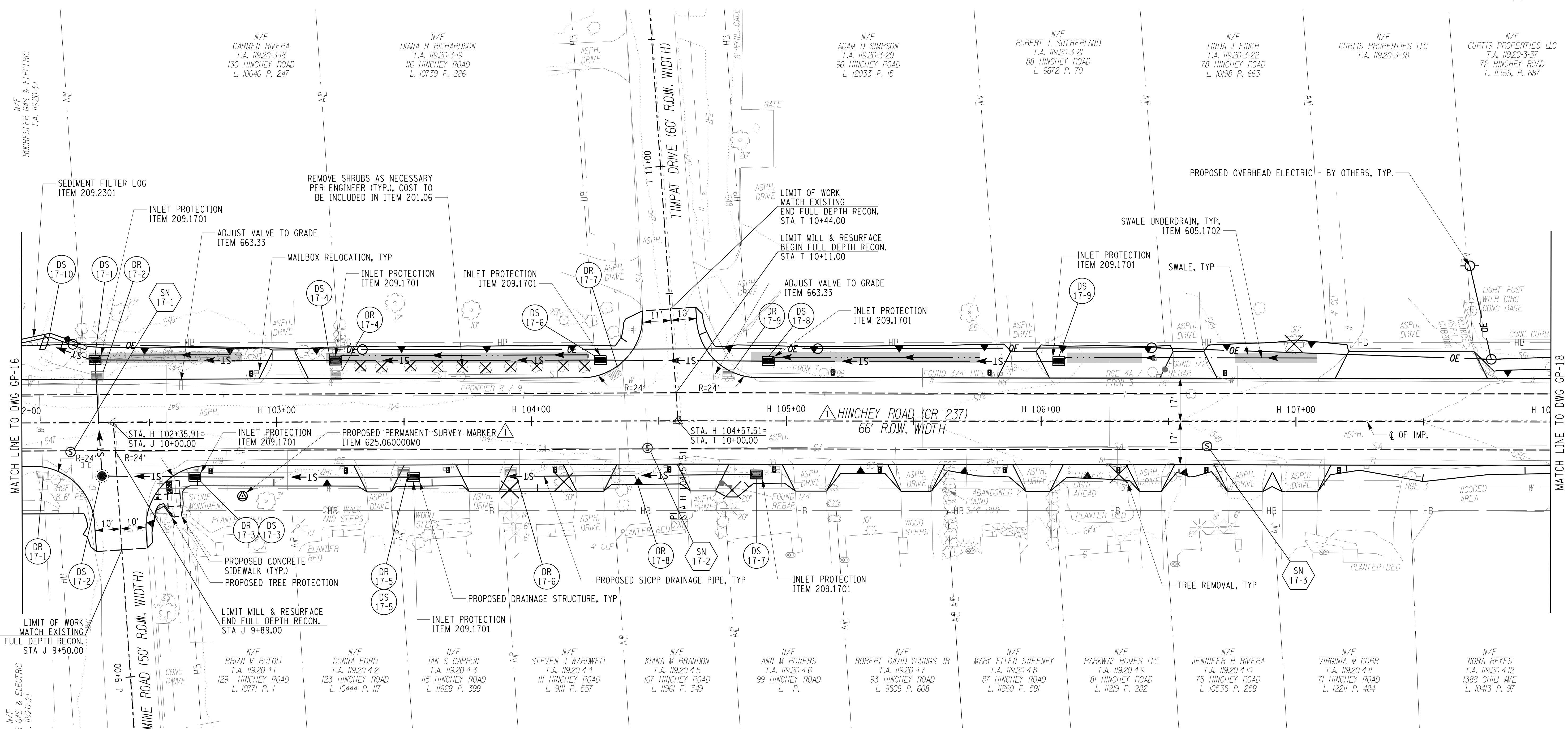
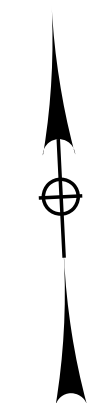


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**GP-16 R2**





NOTES:  
1. GREENLIGHT NETWORKS UNDERGROUND FACILITIES IN THE AREA - EXACT LOCATION IS UNKNOWN. CONTRACTOR TO COORDINATE WITH GREENLIGHT NETWORKS .

PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN  
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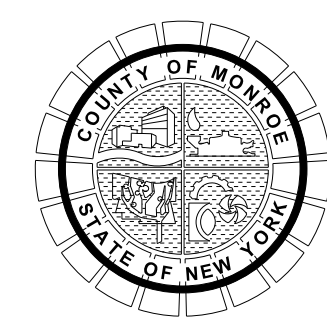


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
3			
4			
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

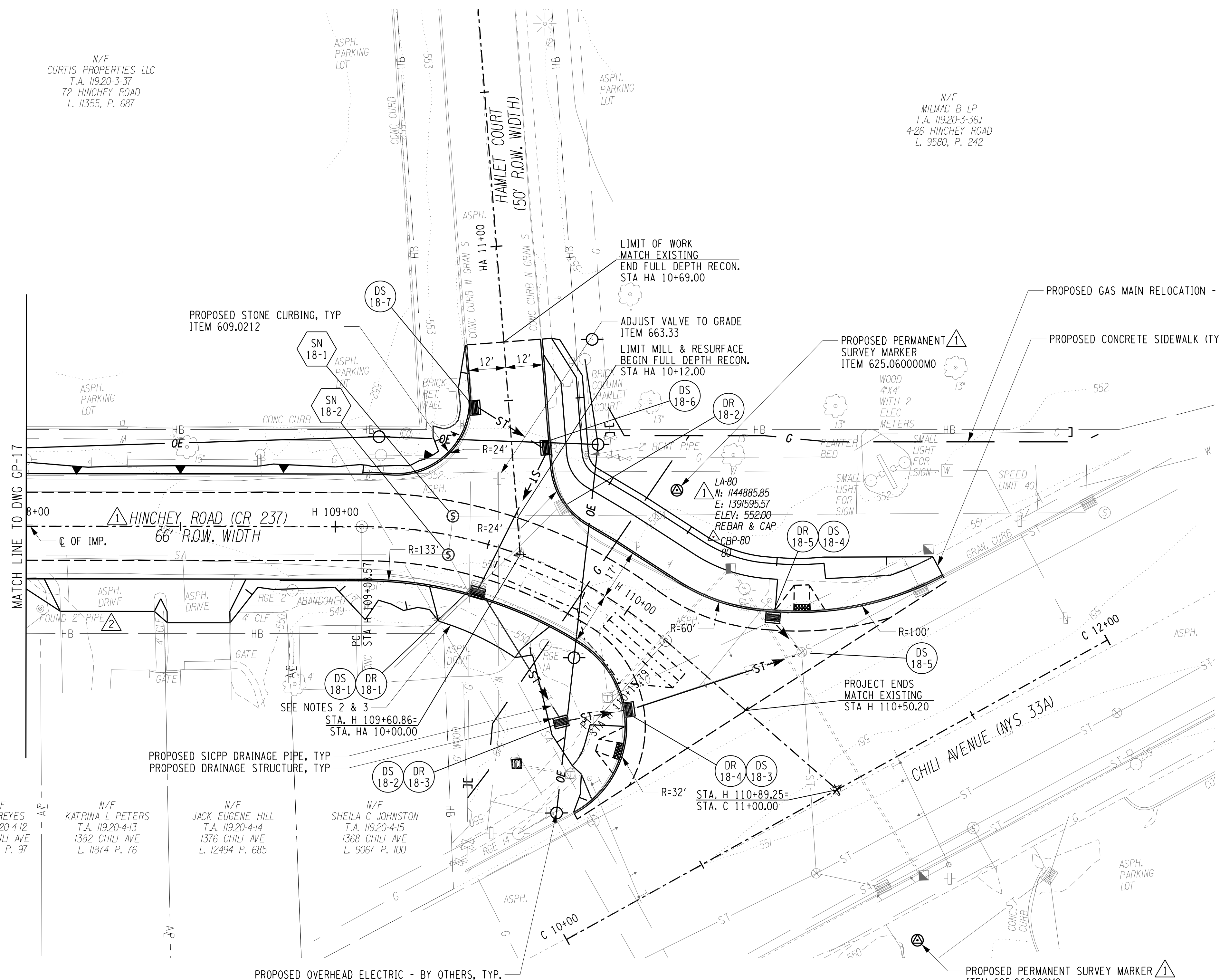
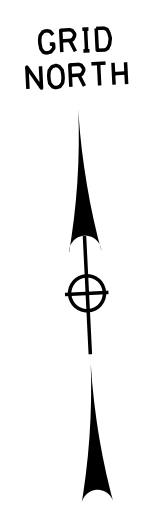
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DATE  
**1/27/2023**

DRAWING NUMBER  
**GP-17 R1**

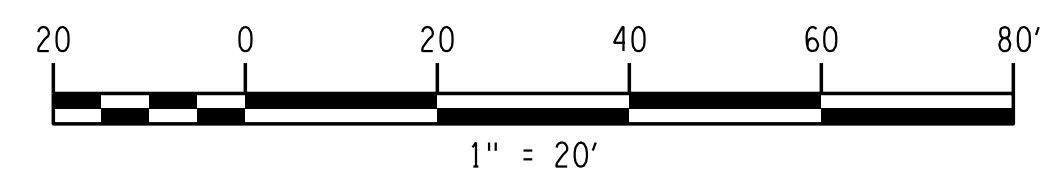




NOTES:

- EXISTING SIGNAL INFORMATION IS BASED ON LIMITED RECORD PLAN DATA AND MAY NOT BE ACCURATE.
- CONTRACTOR TO INCREASE TYPICAL CURB REVEAL AT DRIVEWAY TO 1/2".
- CONTRACTOR TO LAYOUT IMPROVED SWALE A.O.B.E. TO DIRECT DRAINAGE TOWARDS DS 18-2.

DETECTOR DATA TABLE						
NO.	FUNCTION	MODE	SIZE (FT)	TURNS	680.54	680.72
1	PHASE 2	PRESENCE	6 x 20	2-4-2	84	208
2	PHASE 2	PRESENCE	6 x 20	3	80	212



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 DATE TIME 1/27/2023 12:40:44 PM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

N/F  
CURTIS PROPERTIES LLC  
T.A. 119.20-3-37  
72 HINCHEY ROAD  
L. 11355, P. 687

N/F  
MILMAC B LP  
T.A. 119.20-3-36J  
4-26 HINCHEY ROAD  
L. 9580, P. 242

N/F  
NORA REYES  
T.A. 119.20-4-12  
1388 CHILI AVE  
L. 10413 P. 97

N/F  
KATRINA L PETERS  
T.A. 119.20-4-13  
1382 CHILI AVE  
L. 11874 P. 76

N/F  
JACK EUGENE HILL  
T.A. 119.20-4-14  
1376 CHILI AVE  
L. 12494 P. 685

N/F  
SHEILA C JOHNSTON  
T.A. 119.20-4-15  
1368 CHILI AVE  
L. 9067 P. 100



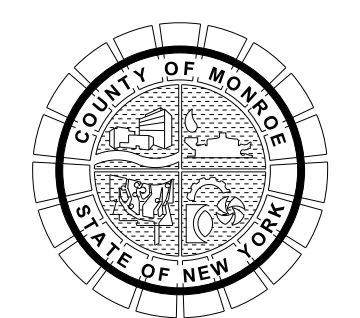
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS. GAS MAIN RELOCATION ADDITION.	BCD	10/11/22
2	PROPERTY PIN TEXT CLEAN-UP	BCD	1/27/23
3			
4			
5			

If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

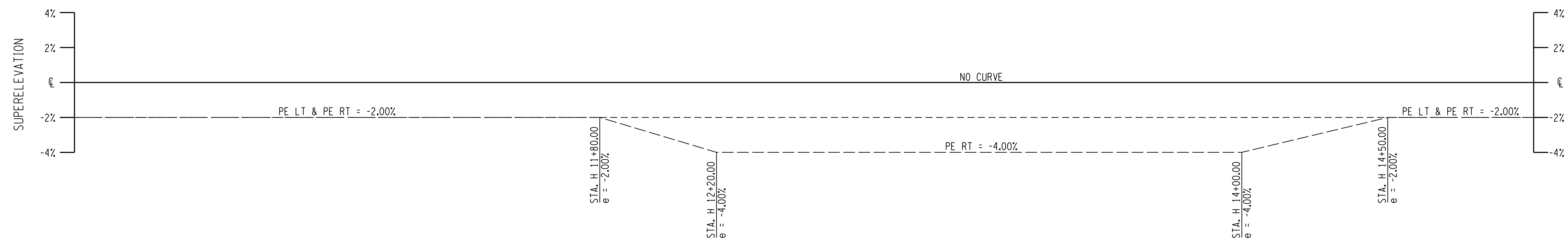
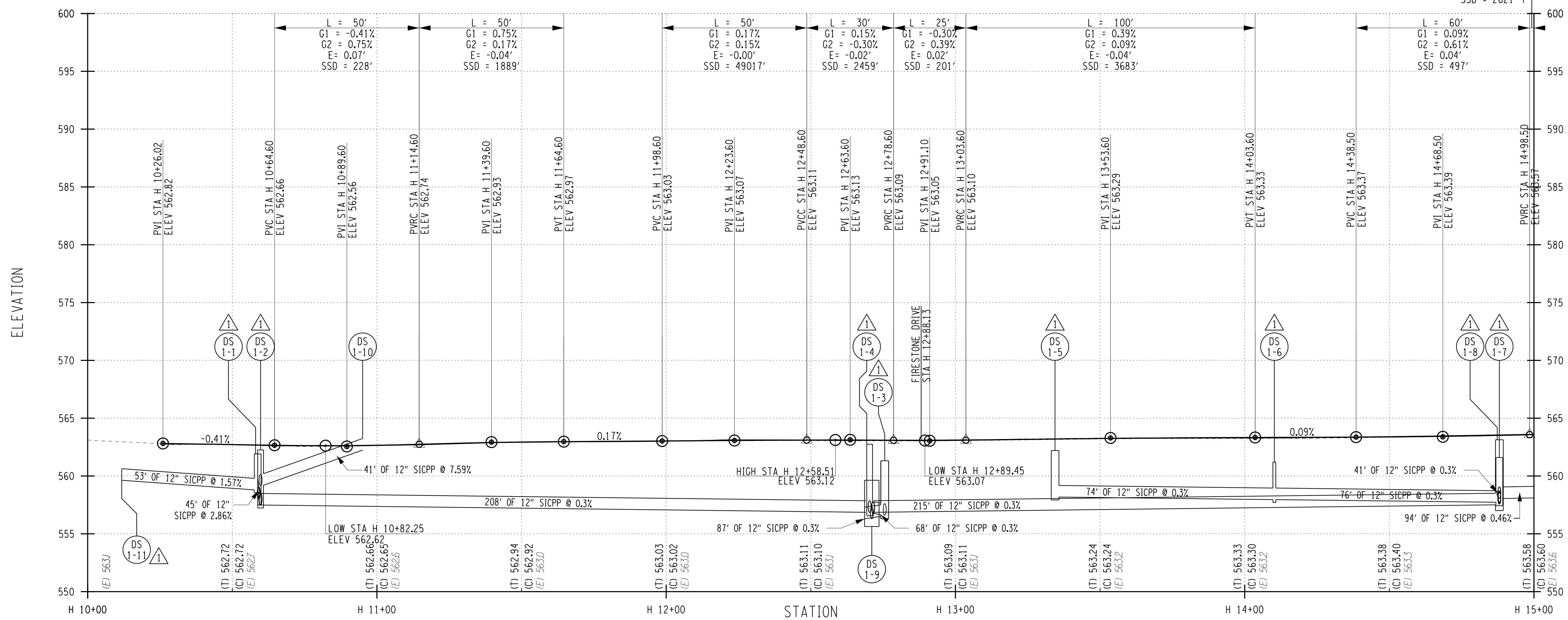
DRAWING TITLE  
**GENERAL PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
**GP-18 R2**



HINCHEY ROAD (COUNTY ROAD 237)

L = 60'  
G1 = 0.61%  
G2 = 0.19%  
E = -0.03'  
SSD = 2621'



PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

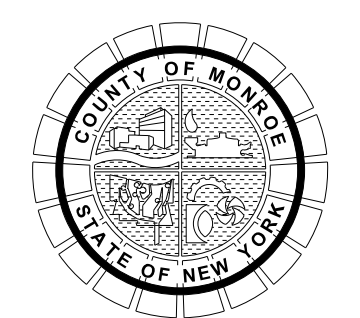


08/26/2022

NO.	REVISION	BY	DATE
1	DRAINAGE REVISIONS.	BCD	9/28/22
2			
3			
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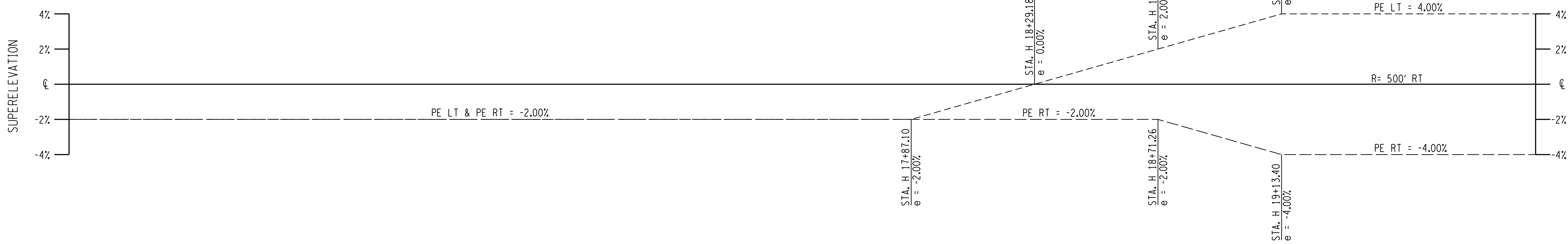
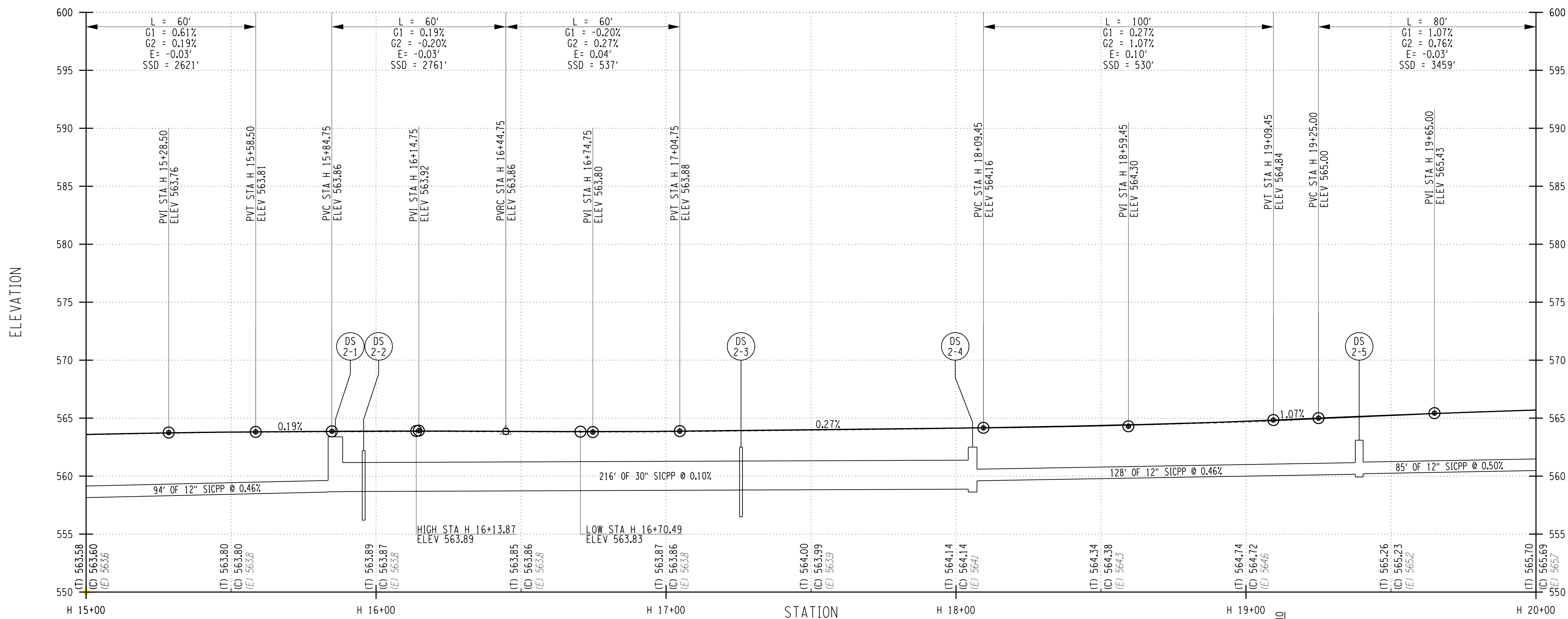
PROJECT/CLIENT  
HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
HIGHWAY PROFILE

PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
DRAWING NUMBER  
PR-01 R1

PLOTDRWA.pdf Color Full.dwg  
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HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

PLOTDRVA pdf\_color\_FullTitle.dwg  
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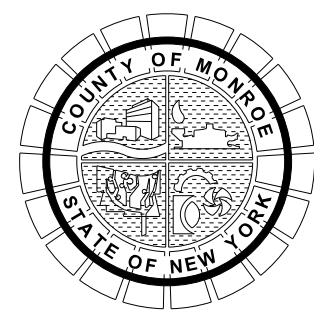
08/26/2022

NO.	REVISION	BY	DATE
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE

**HIGHWAY PROFILE**

PROJECT NUMBER

**2201826**

DATE

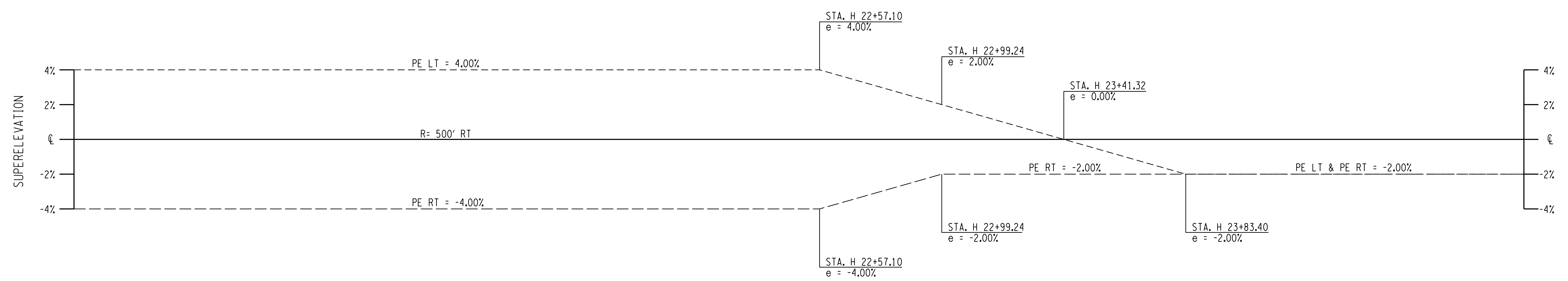
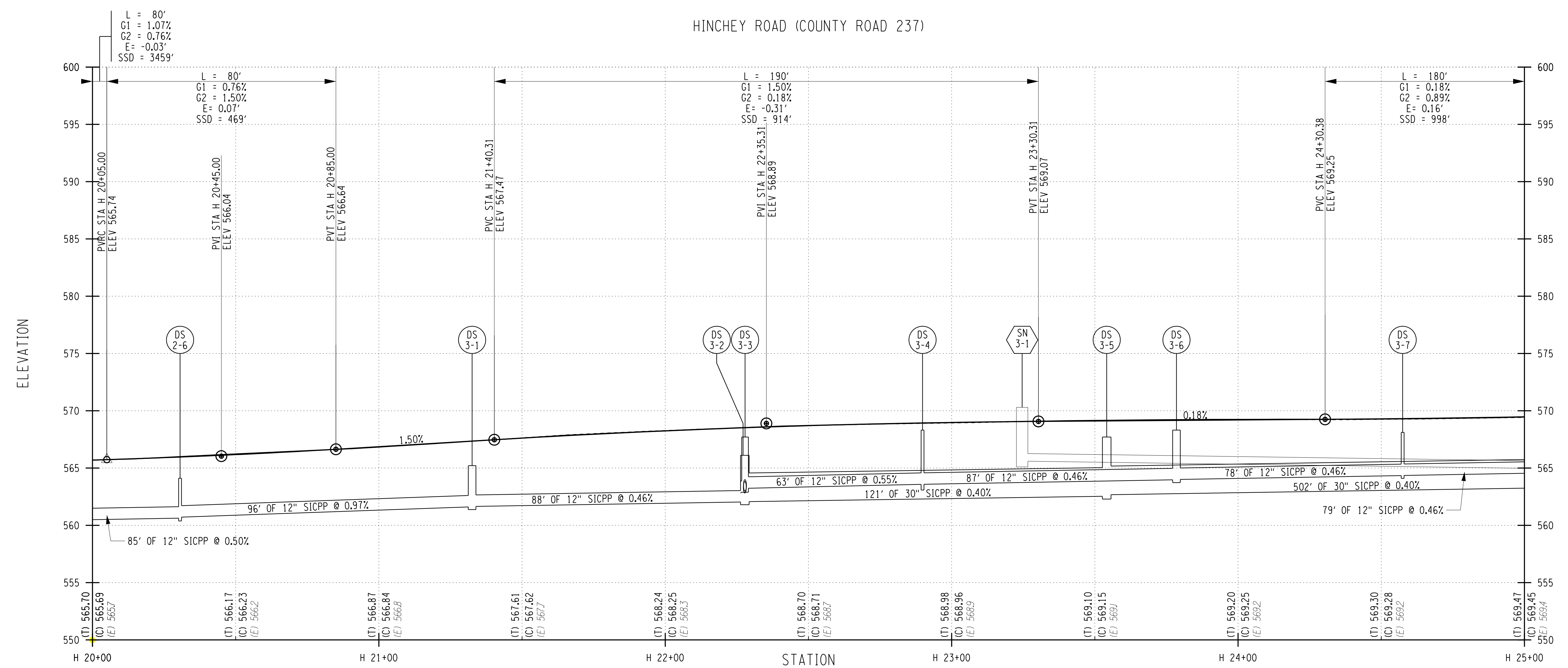
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DRAWING NUMBER

**PR-02**



HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



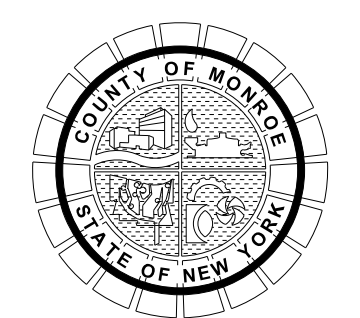
08/26/2022

NO.	REVISION	BY	DATE
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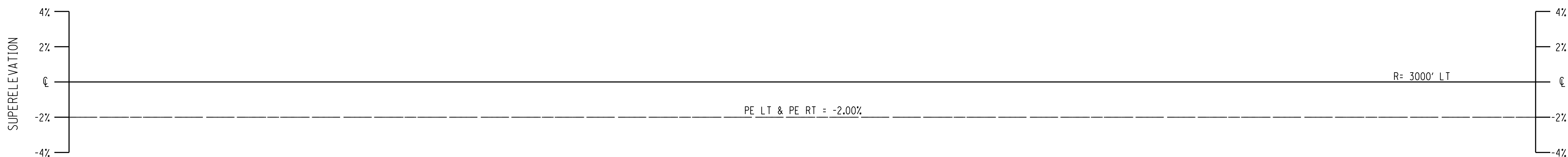
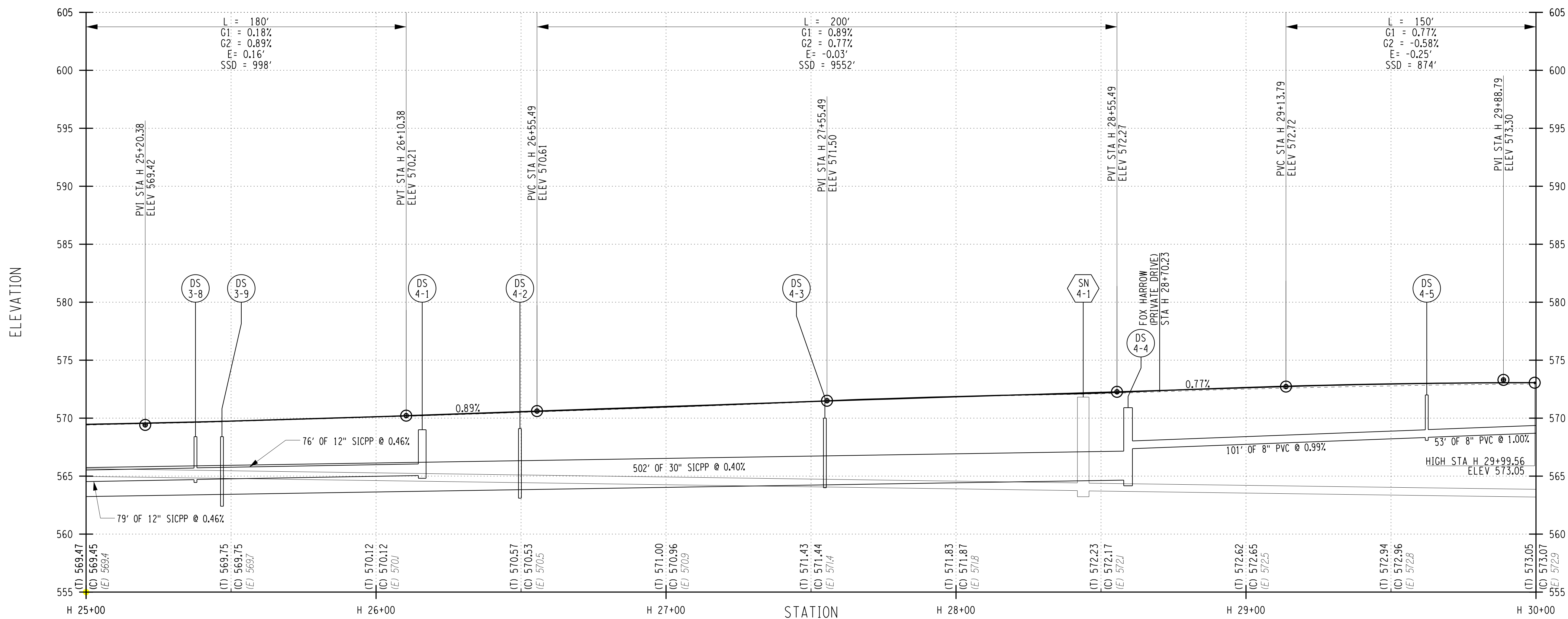
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**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**3/28/2023**  
 DRAWING NUMBER  
**PR-03**

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HINCHEY ROAD (COUNTY ROAD 237)



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



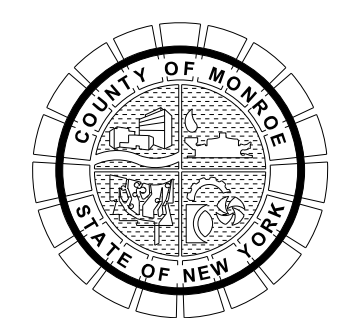
08/26/2022

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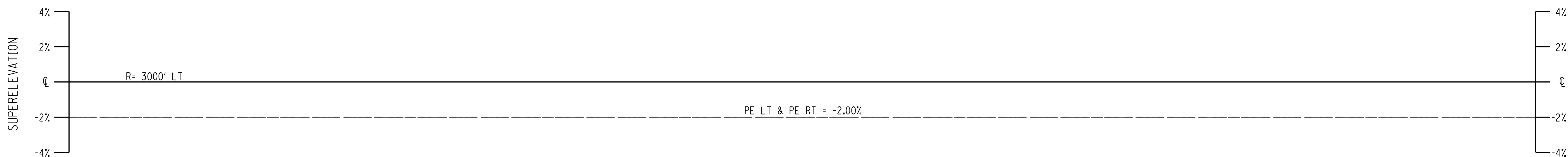
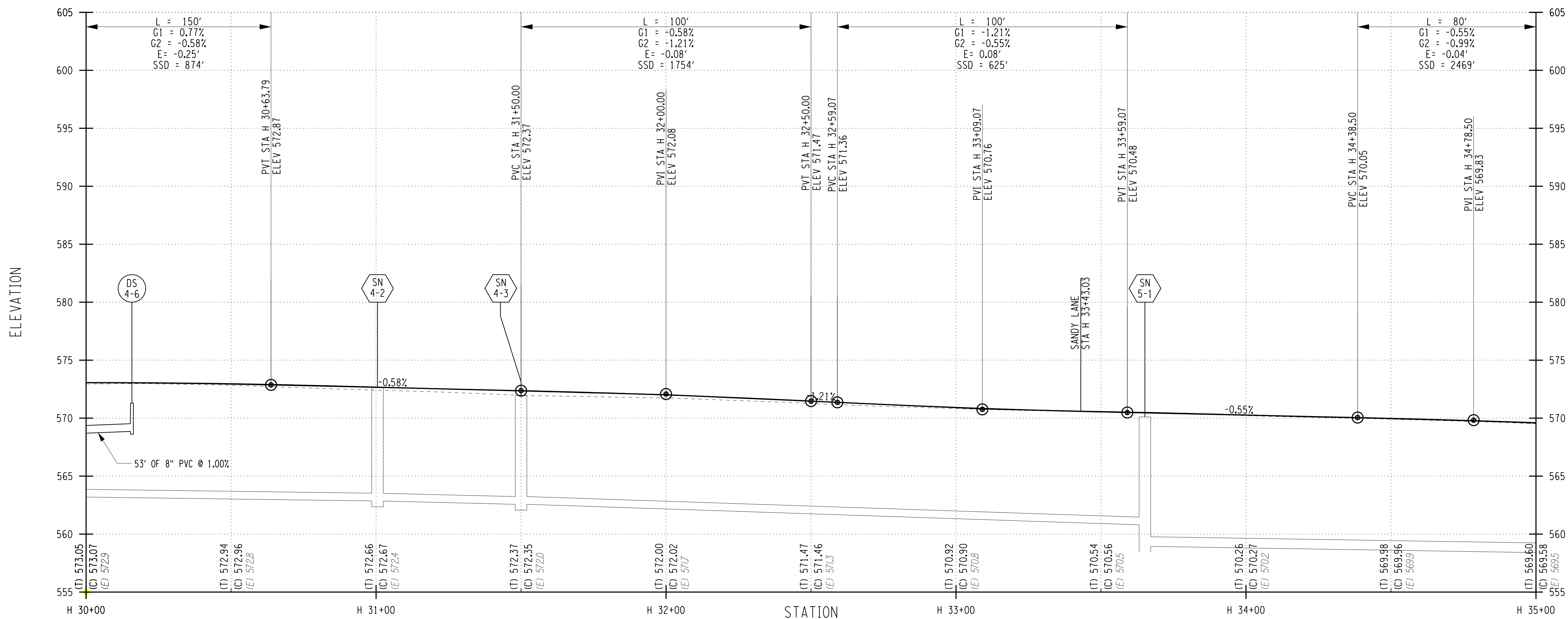
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-04**



HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



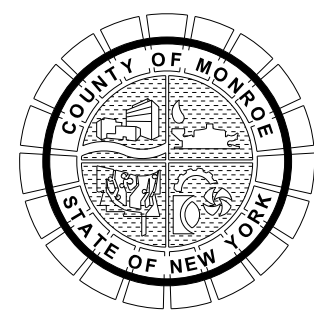
08/26/2022

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DRAWING TITLE

HIGHWAY PROFILE

PROJECT NUMBER

2201826

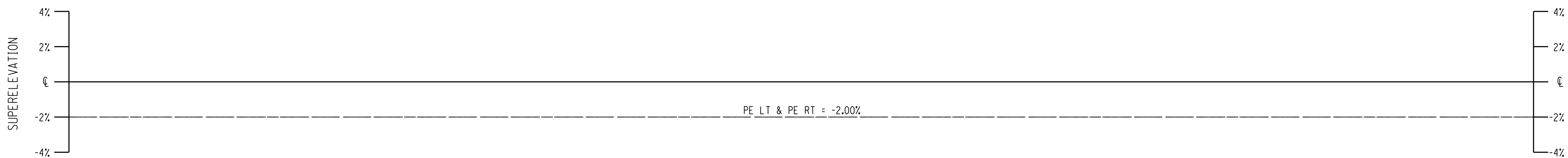
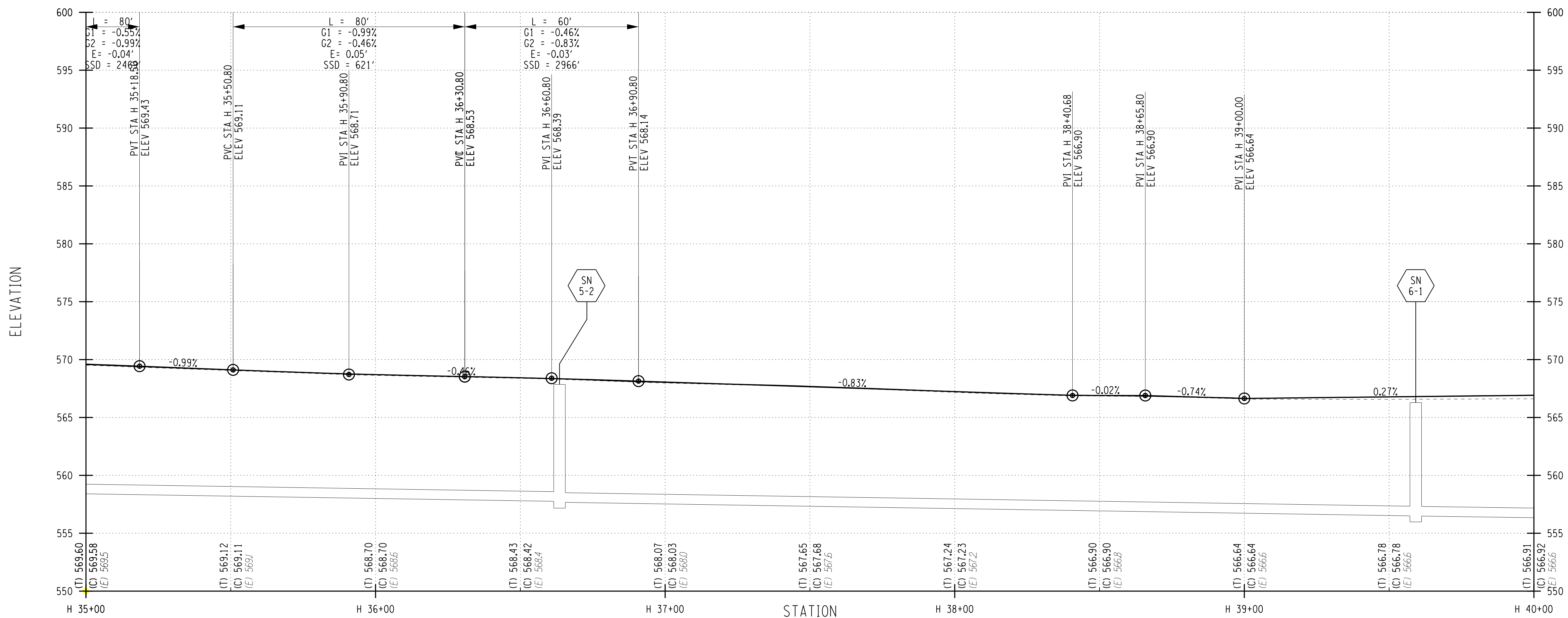
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1/27/2023

DRAWING NUMBER

PR-05

HINCHEY ROAD (COUNTY ROAD 237)



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



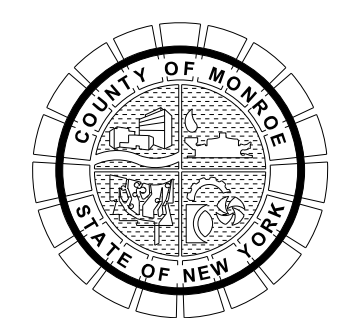
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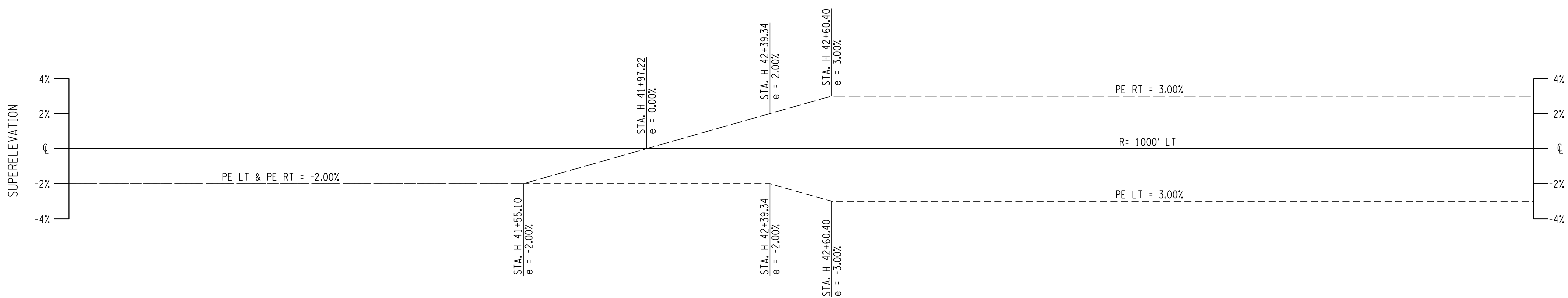
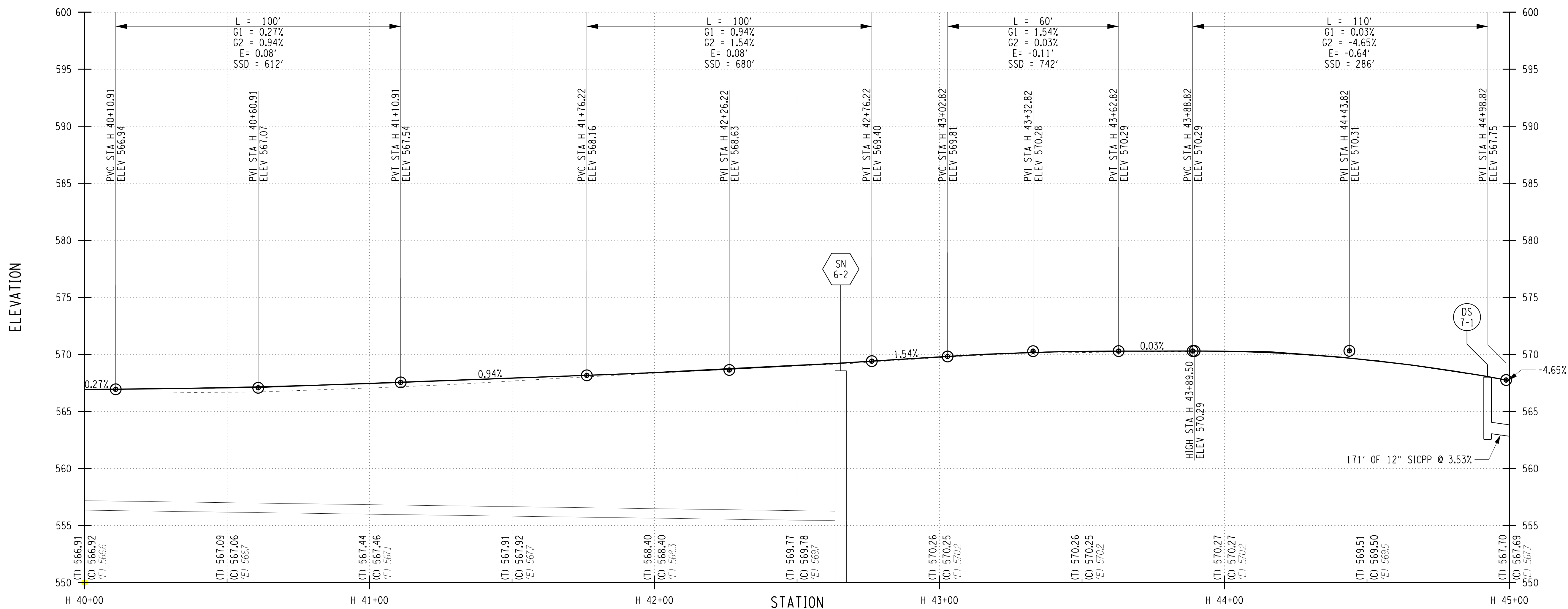
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**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-06**



HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

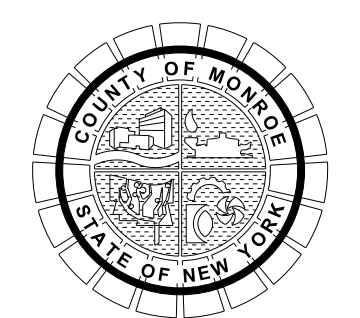


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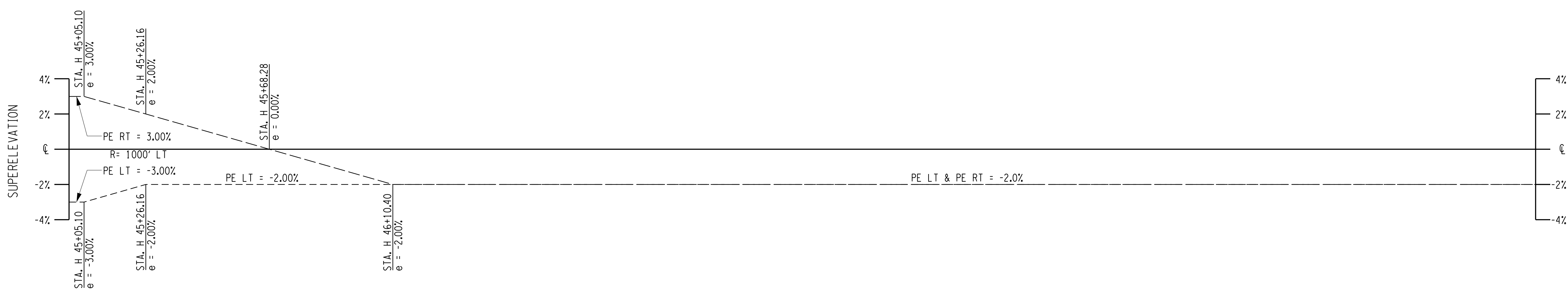
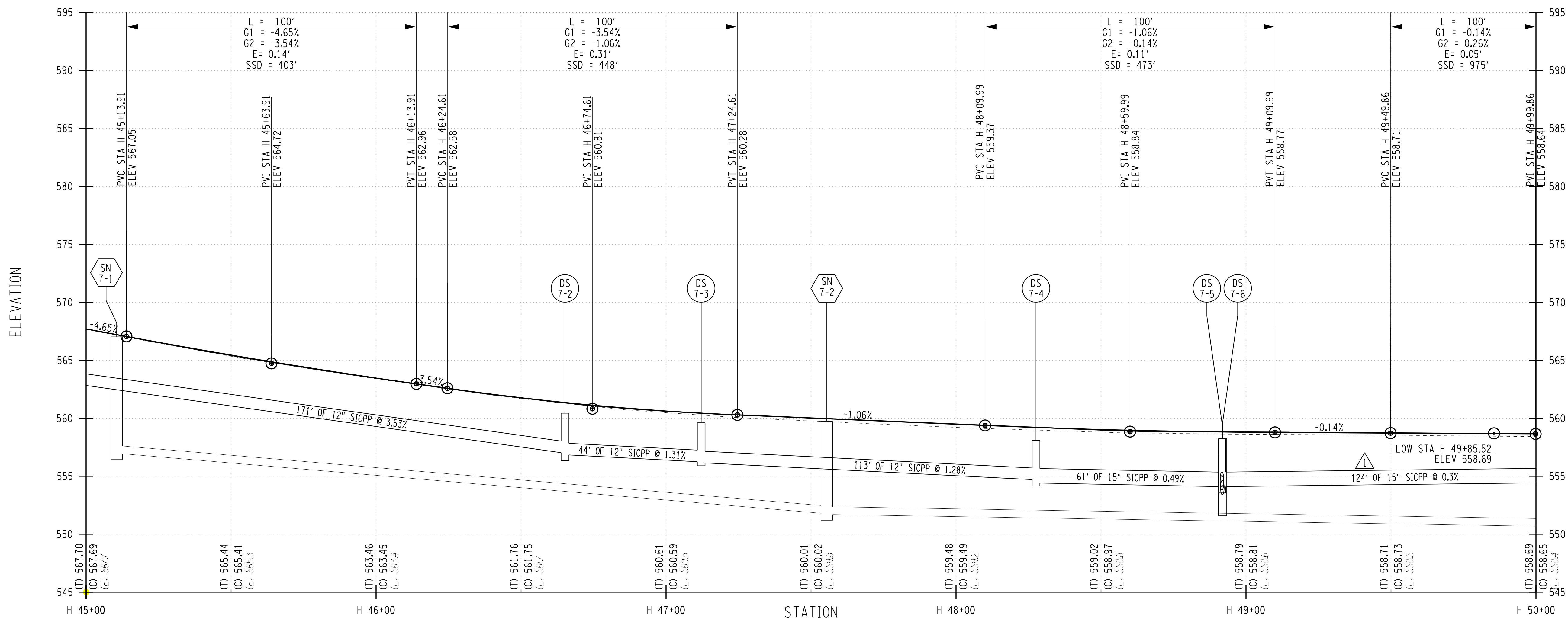
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**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
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PROJECT NUMBER  
**2201826**  
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**1/27/2023**  
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HINCHEY ROAD (COUNTY ROAD 237)



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

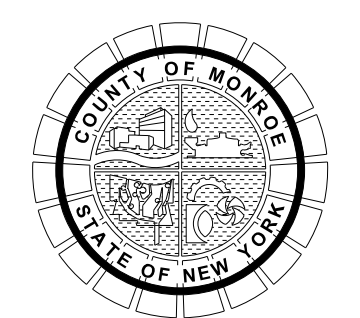


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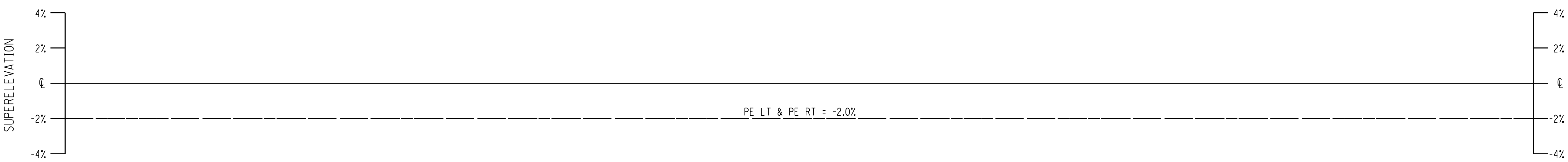
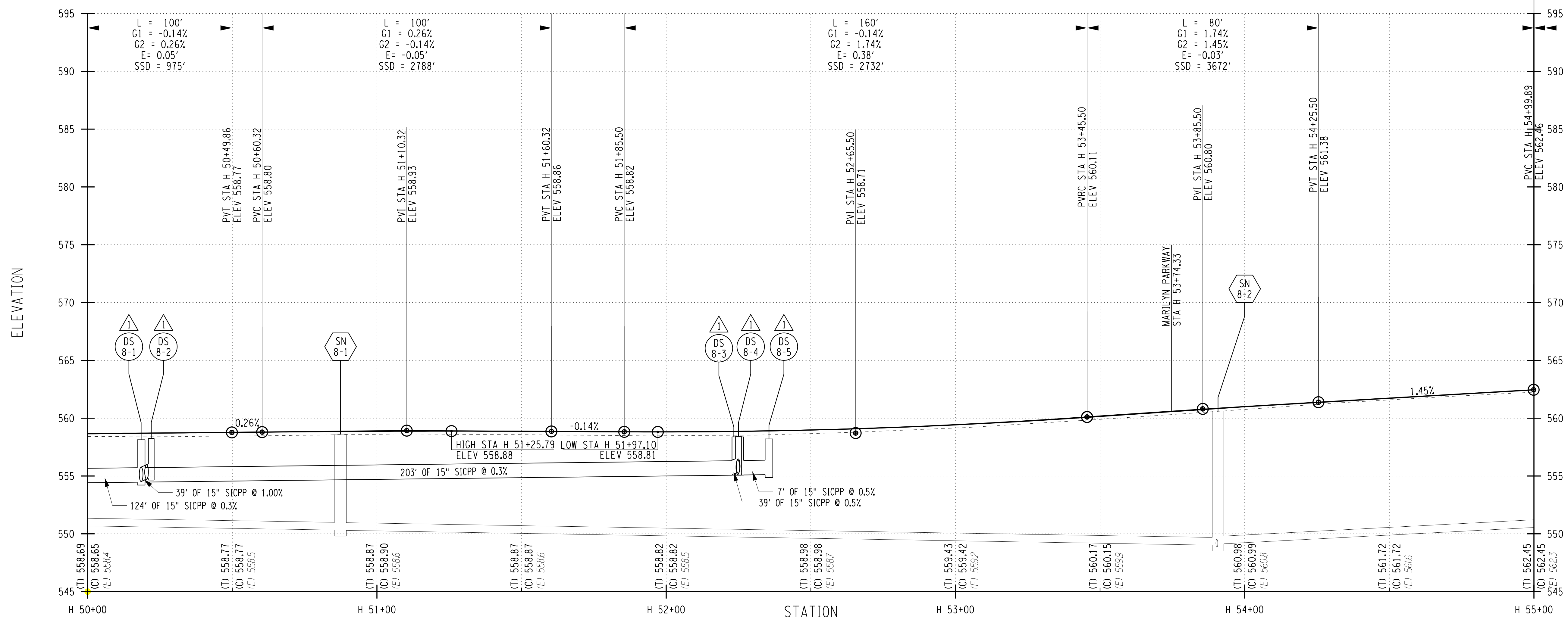
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**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-08 R1**

HINCHEY ROAD (COUNTY ROAD 237)

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G1 = 1.45%  
G2 = -2.15%  
E = -0.99'  
SSD = 411'



PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

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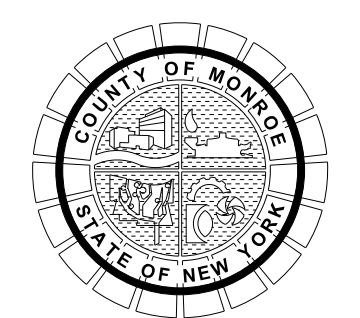


08/26/2022

NO.	REVISION	BY	DATE
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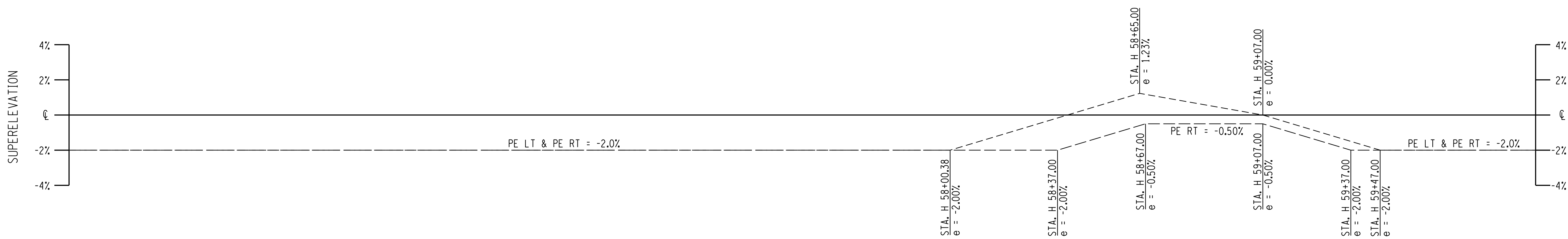
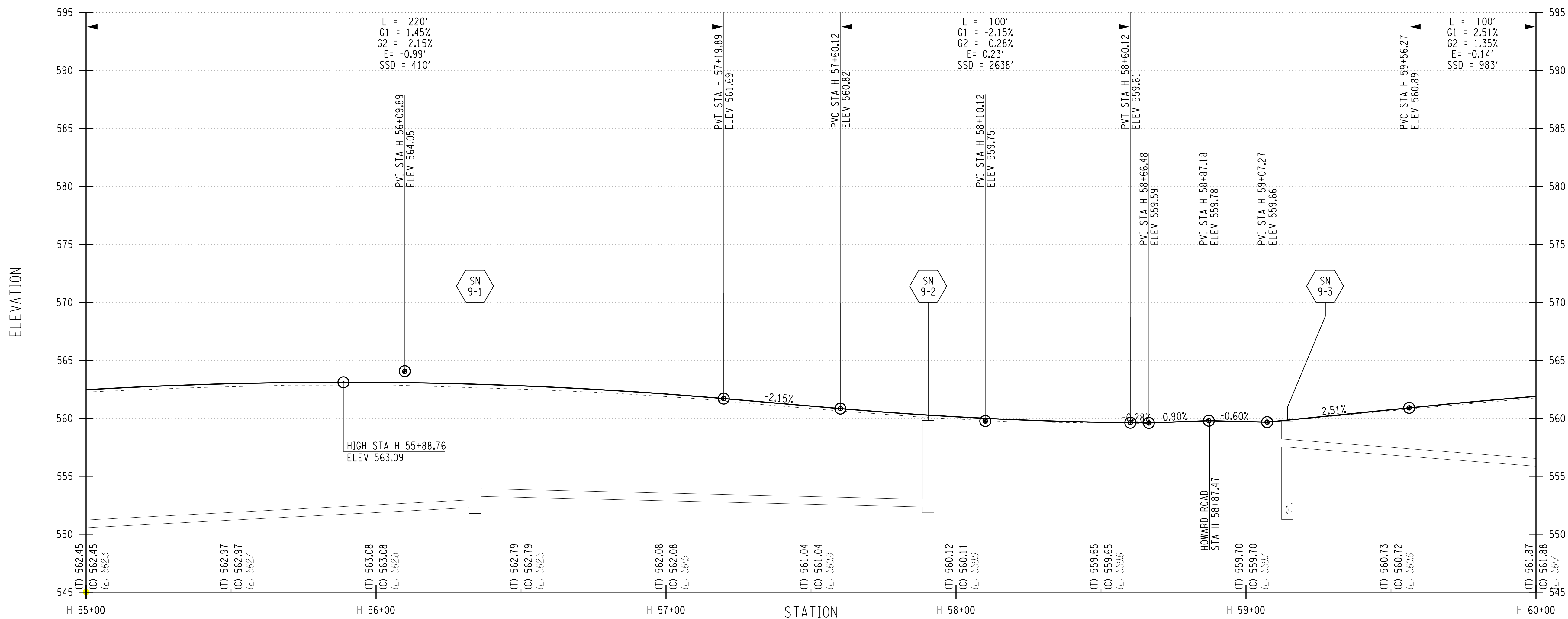
PROJECT/CLIENT  
HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
HIGHWAY PROFILE

PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
DRAWING NUMBER  
PR-09 R1



HINCHEY ROAD (COUNTY ROAD 237)



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



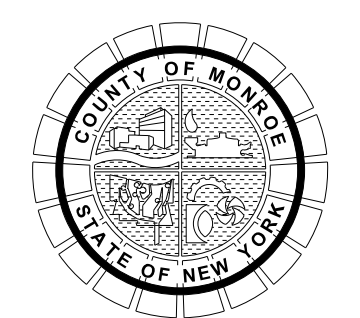
08/26/2022

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If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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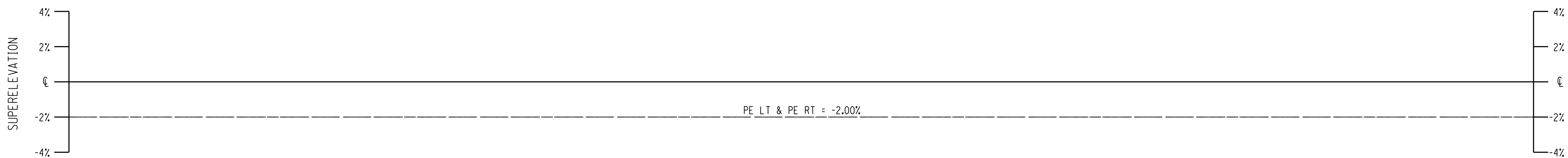
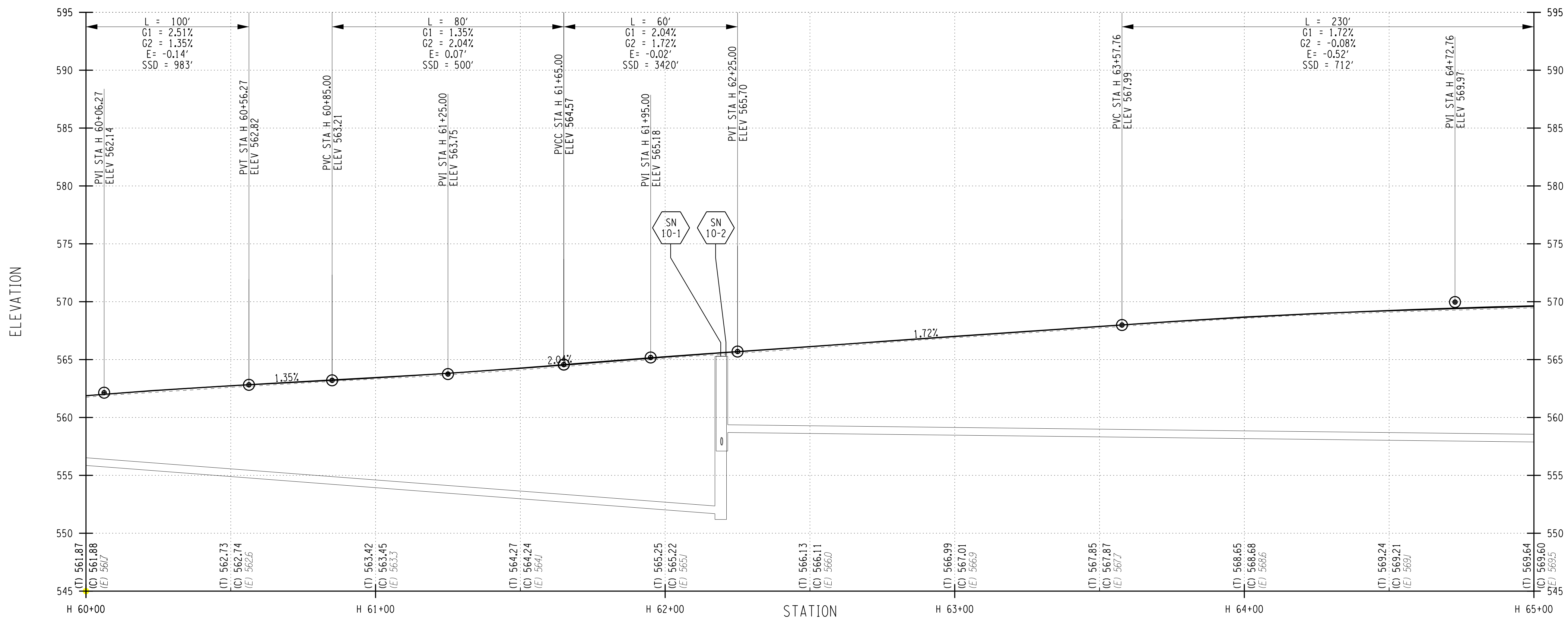


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-10**

HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



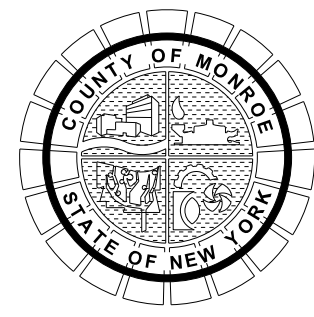
08/26/2022

NO.	REVISION	BY	DATE
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**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
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DRAWING TITLE

**HIGHWAY PROFILE**

PROJECT NUMBER

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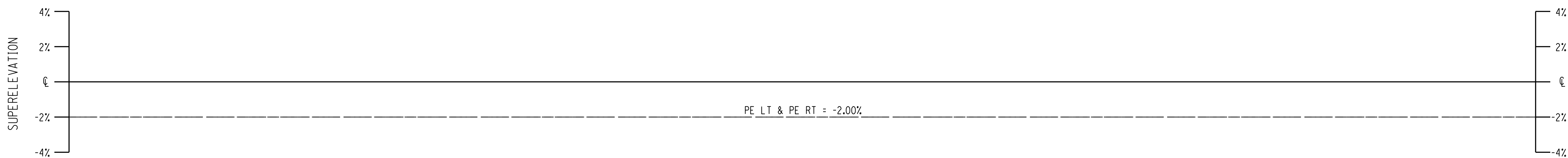
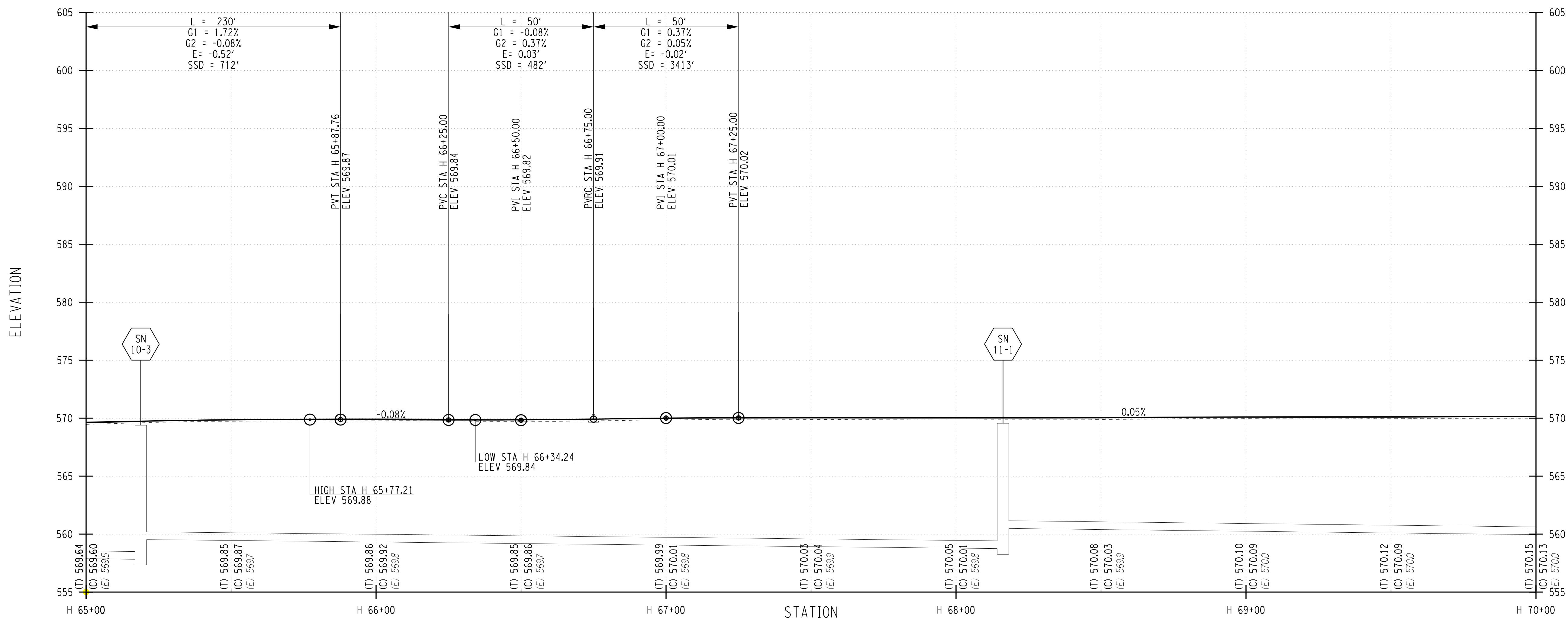
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1/27/2023

DRAWING NUMBER

**PR-11**

HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



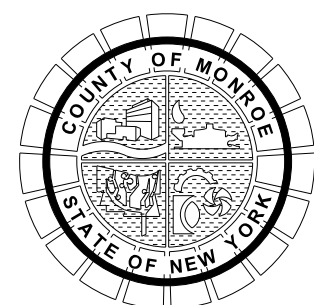
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DRAWING TITLE

HIGHWAY PROFILE

PROJECT NUMBER

2201826

DATE

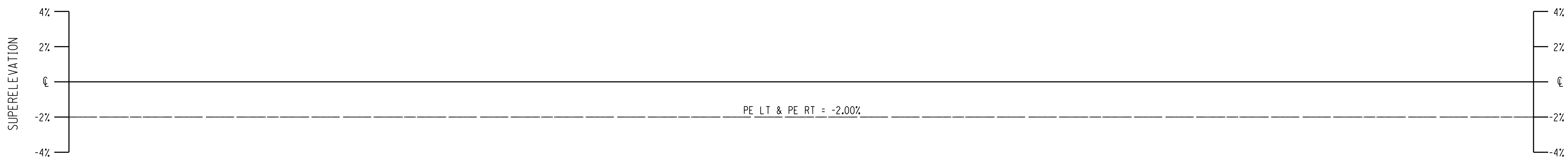
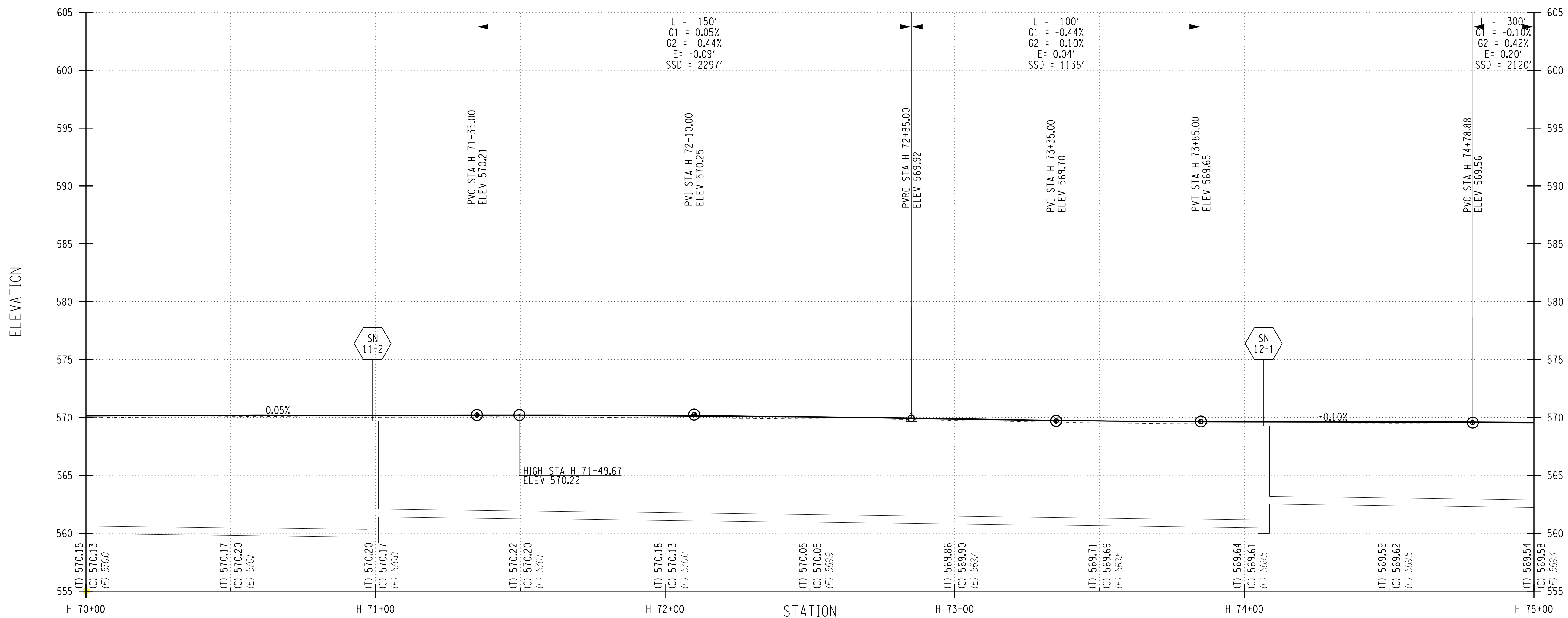
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PR-12



HINCHEY ROAD (COUNTY ROAD 237)



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 DESIGNER: BRIDGET DEHAAN  
 ENGINEER: RICHARD BENNETT



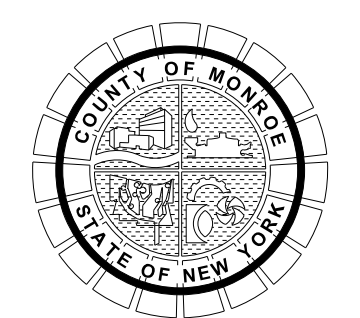
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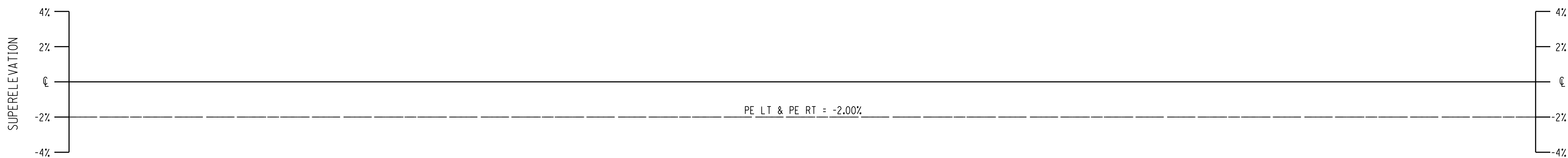
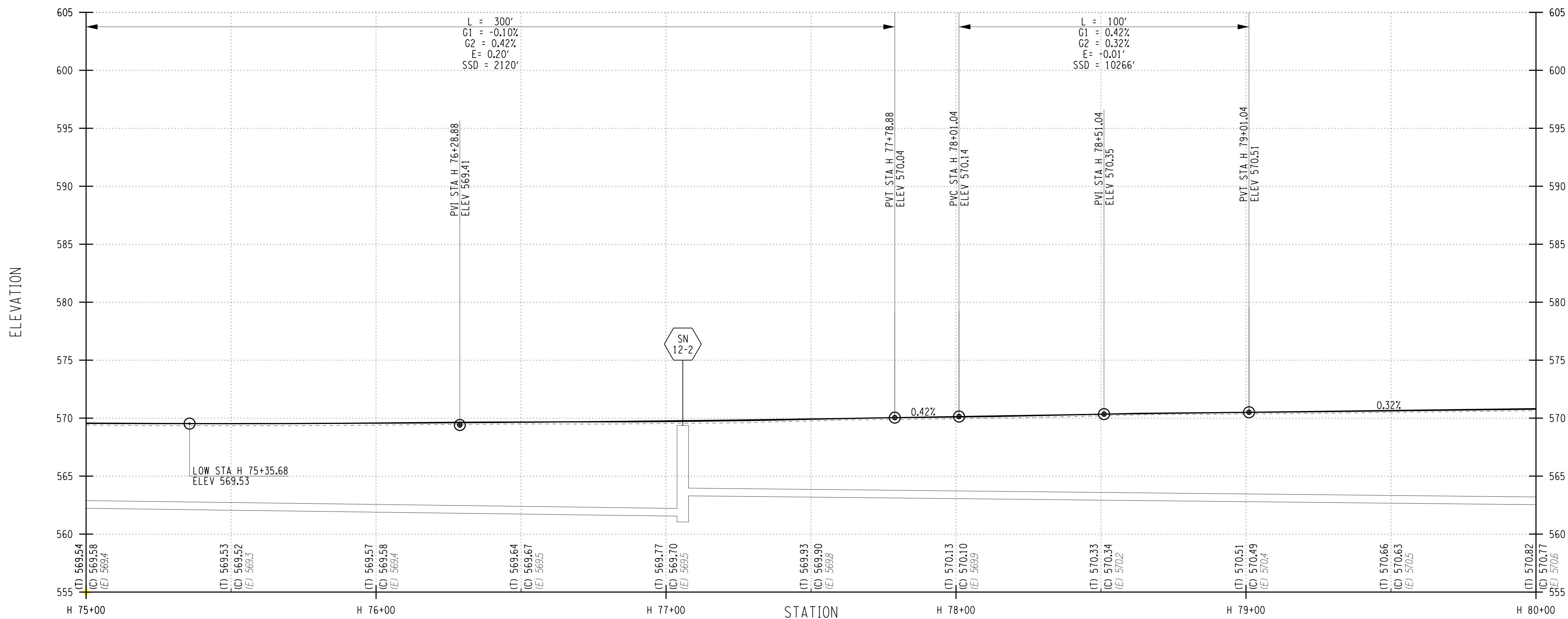


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-13**

HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



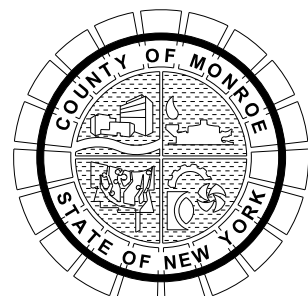
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DRAWING TITLE

HIGHWAY PROFILE

PROJECT NUMBER

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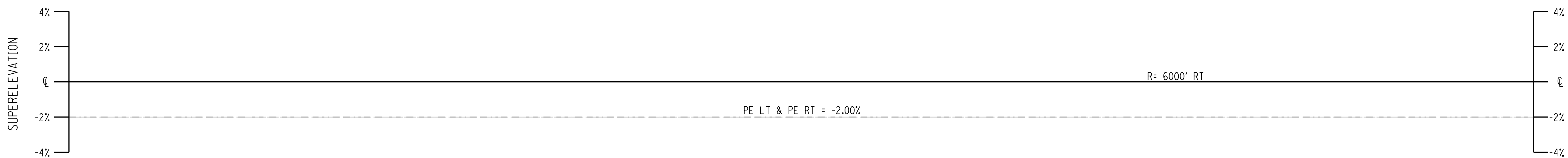
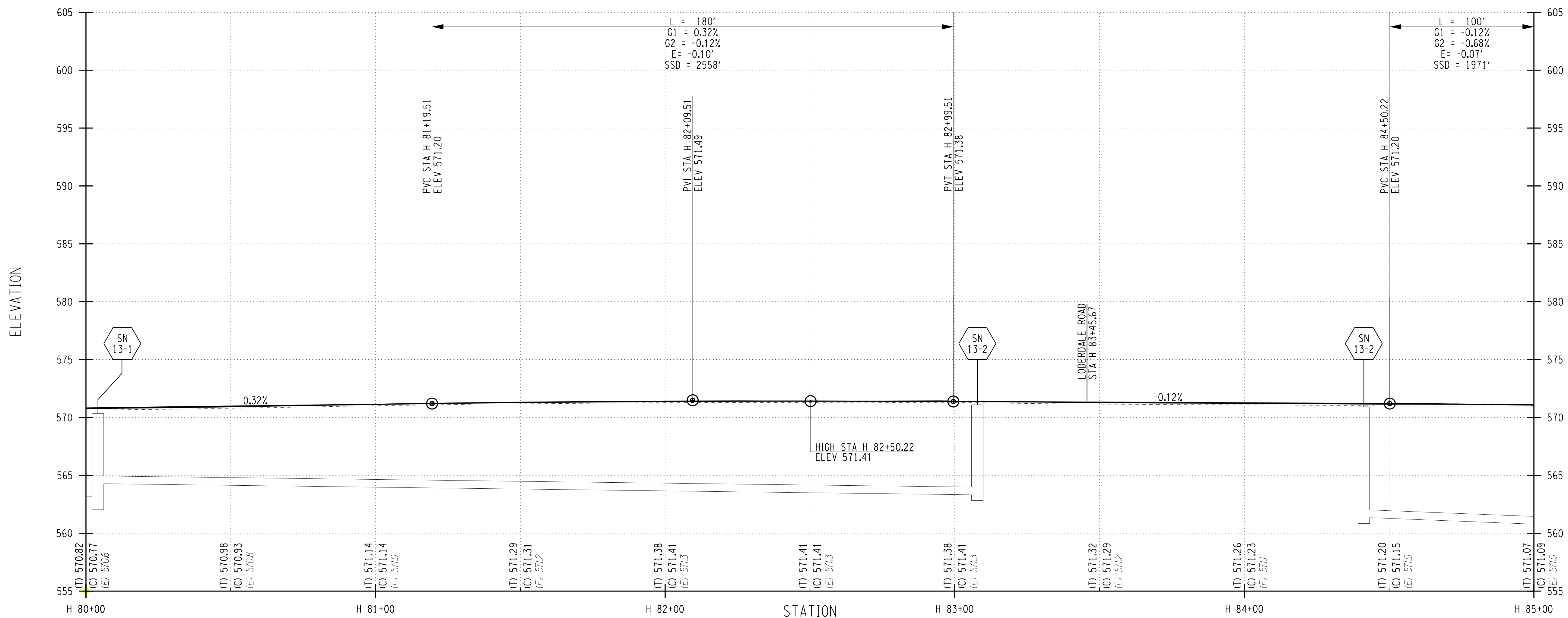
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1/27/2023

DRAWING NUMBER

PR-14

HINCHEY ROAD (COUNTY ROAD 237)



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



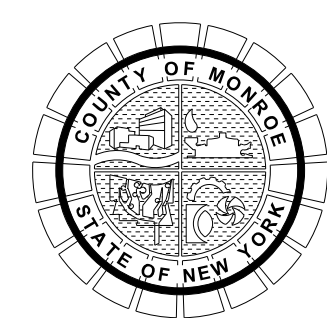
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If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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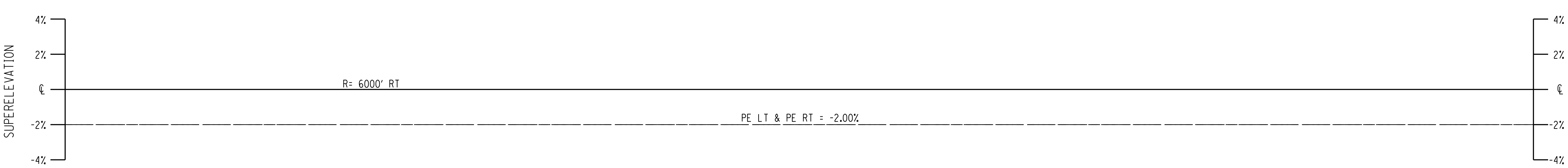
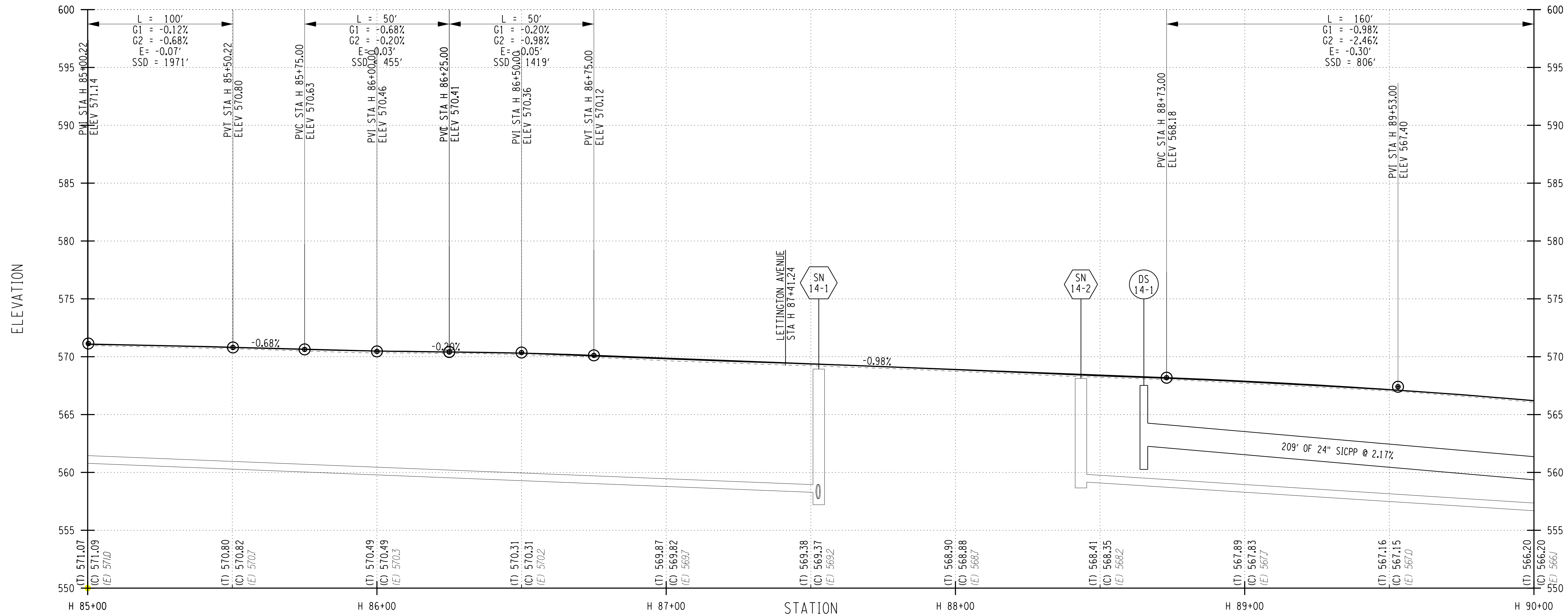
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**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-15**



HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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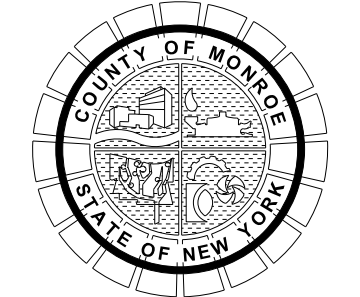


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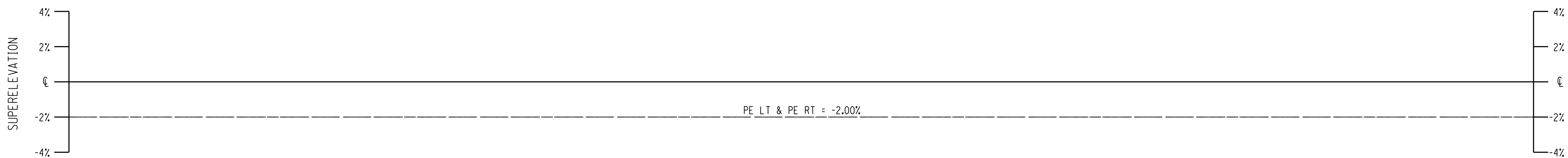
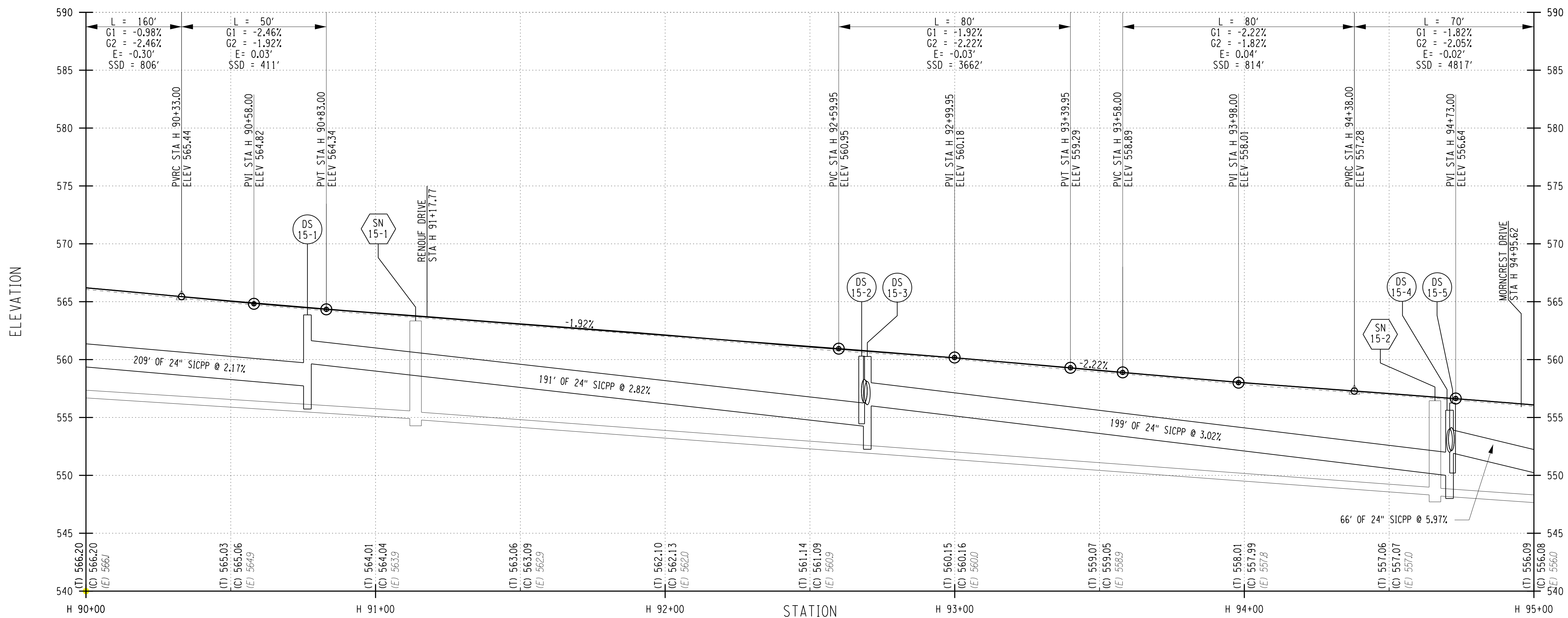


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-16**

HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



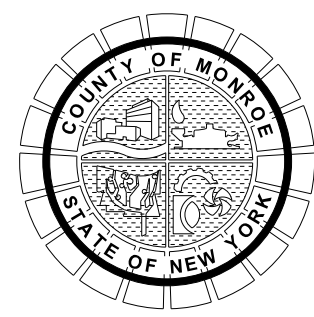
08/26/2022

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It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

**HIGHWAY PROFILE**

PROJECT NUMBER

**2201826**

DATE

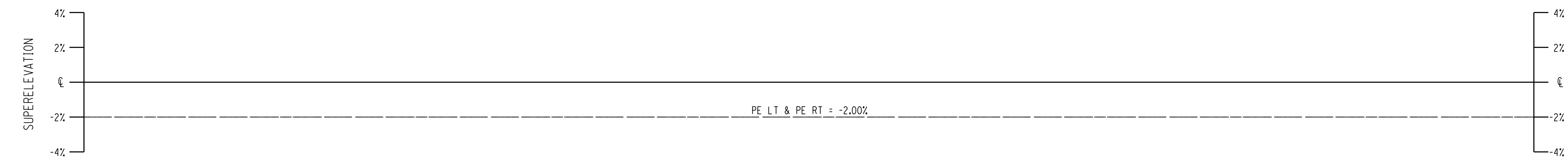
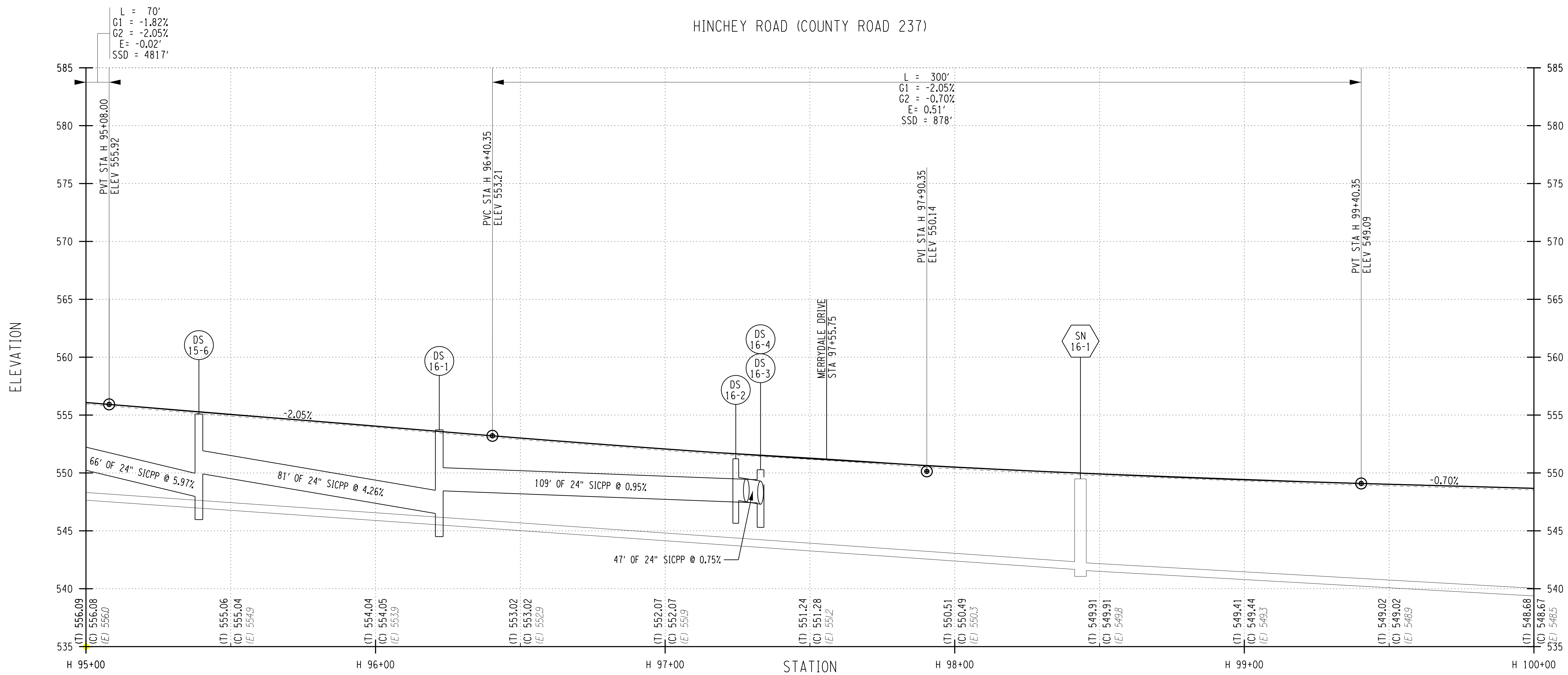
1/27/2023

DRAWING NUMBER

**PR-17**

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HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



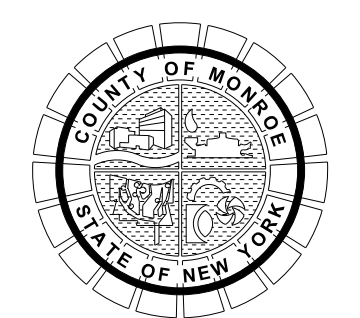
08/26/2022

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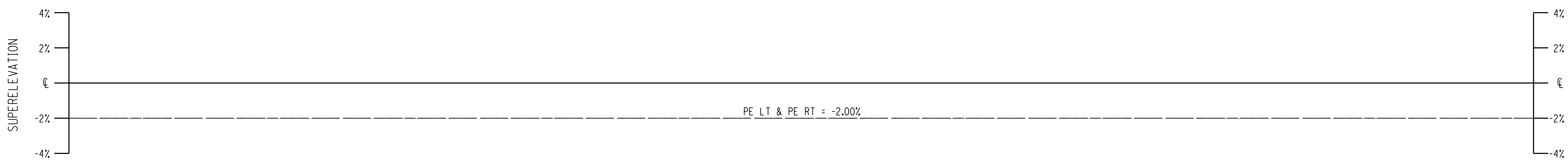
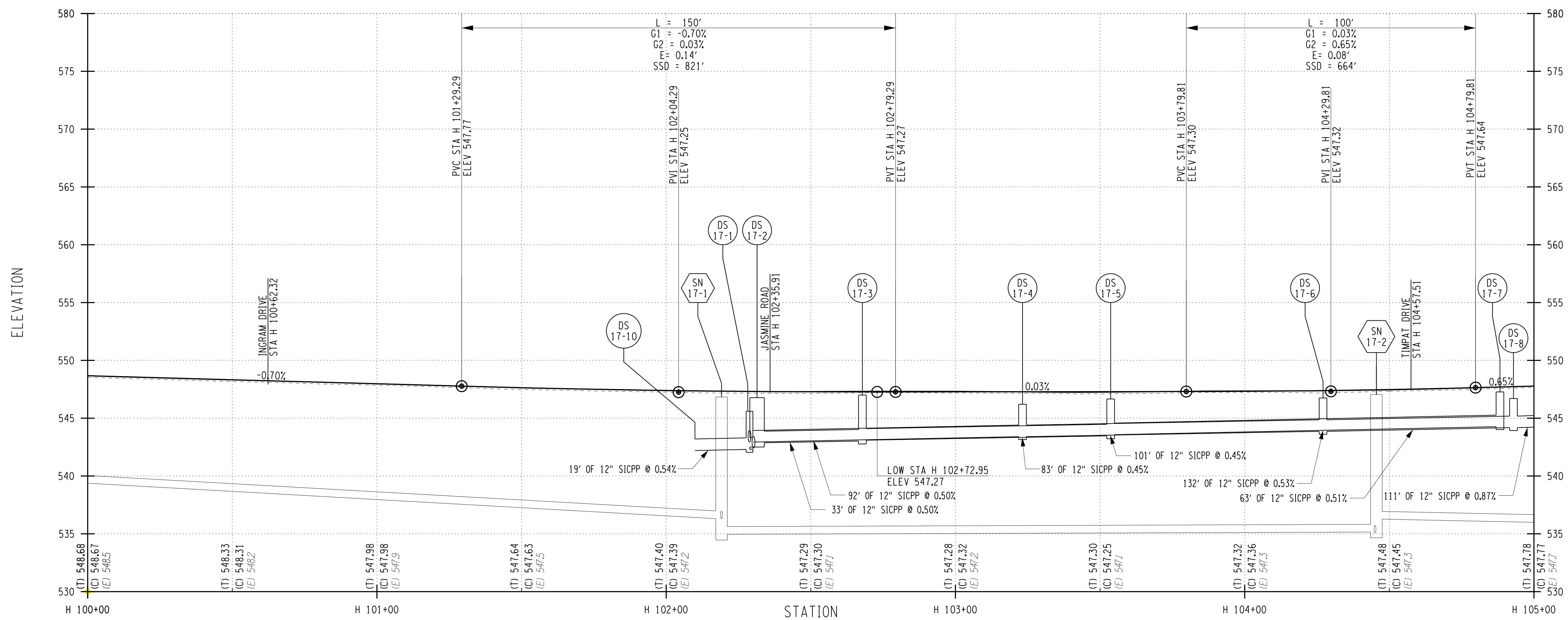
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-18**



HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

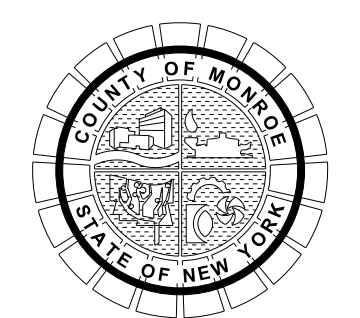


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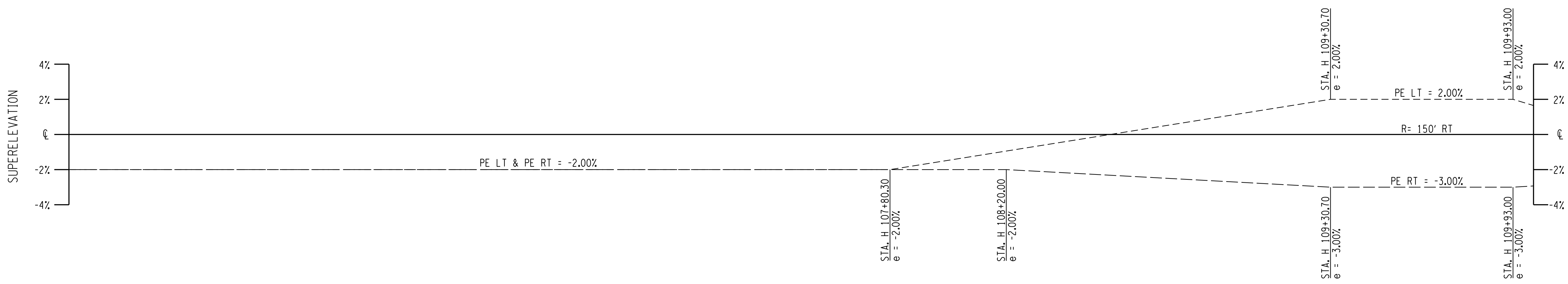
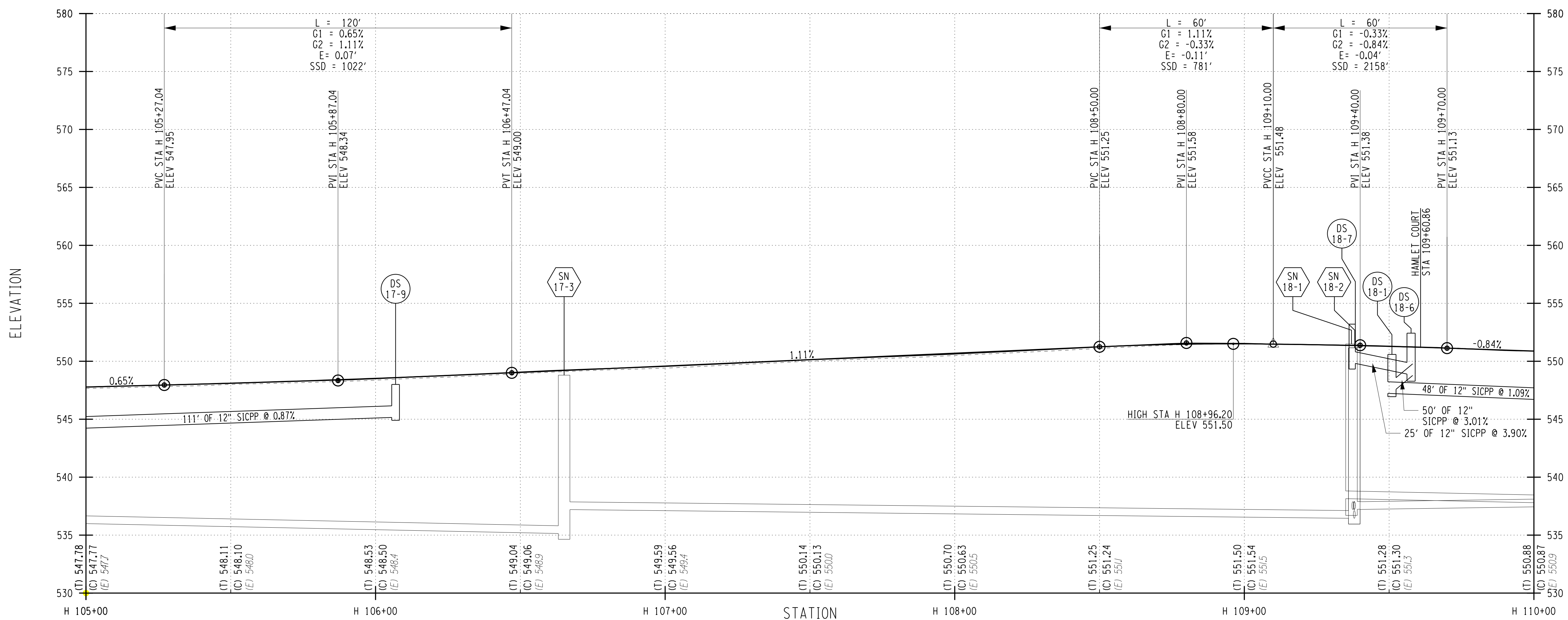


PROJECT/CLIENT  
HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
HIGHWAY PROFILE

PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
DRAWING NUMBER  
PR-19

HINCHEY ROAD (COUNTY ROAD 237)



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



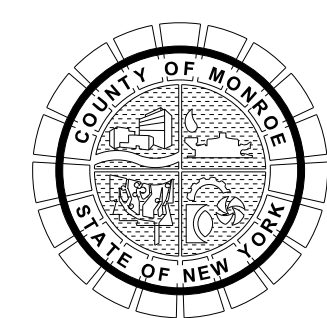
08/26/2022

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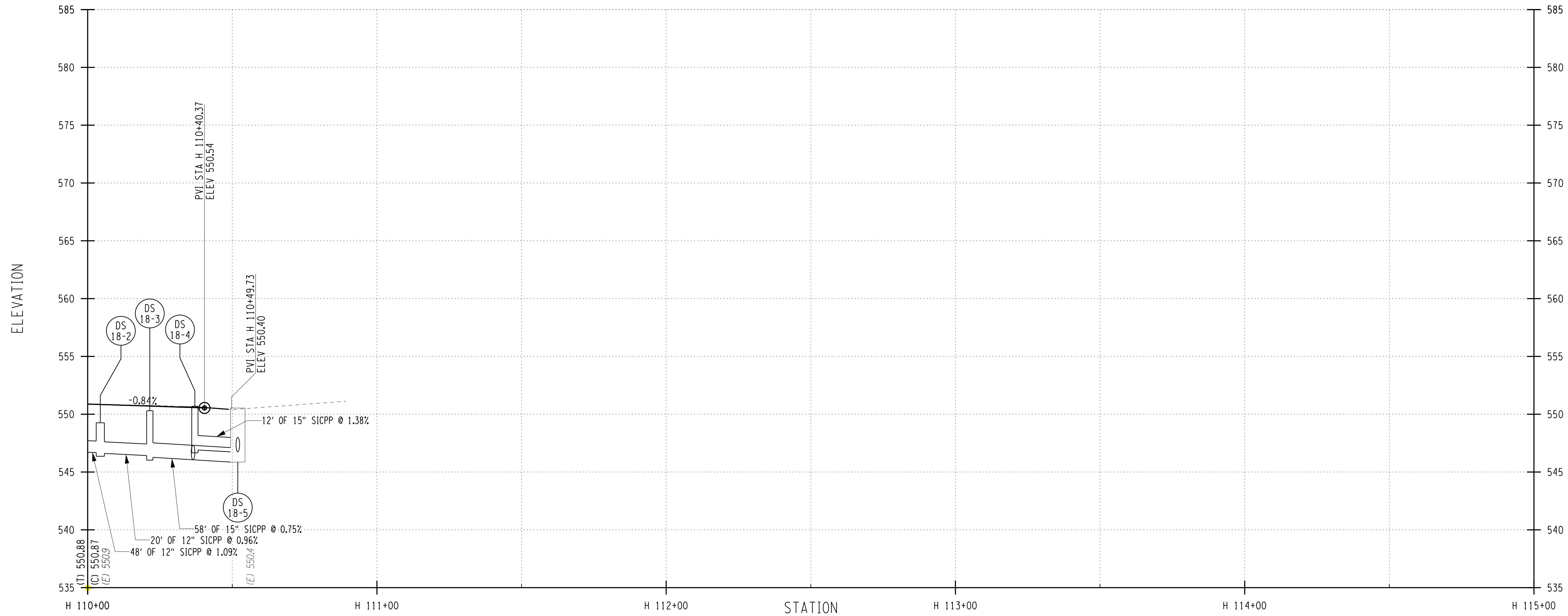


PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 HIGHWAY PROFILE

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 PR-20

HINCHEY ROAD (COUNTY ROAD 237)



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PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN



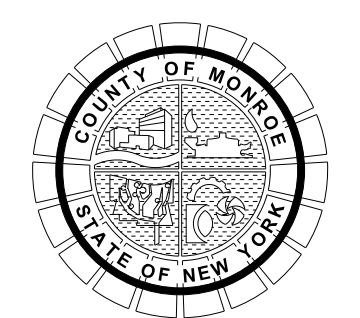
08/26/2022

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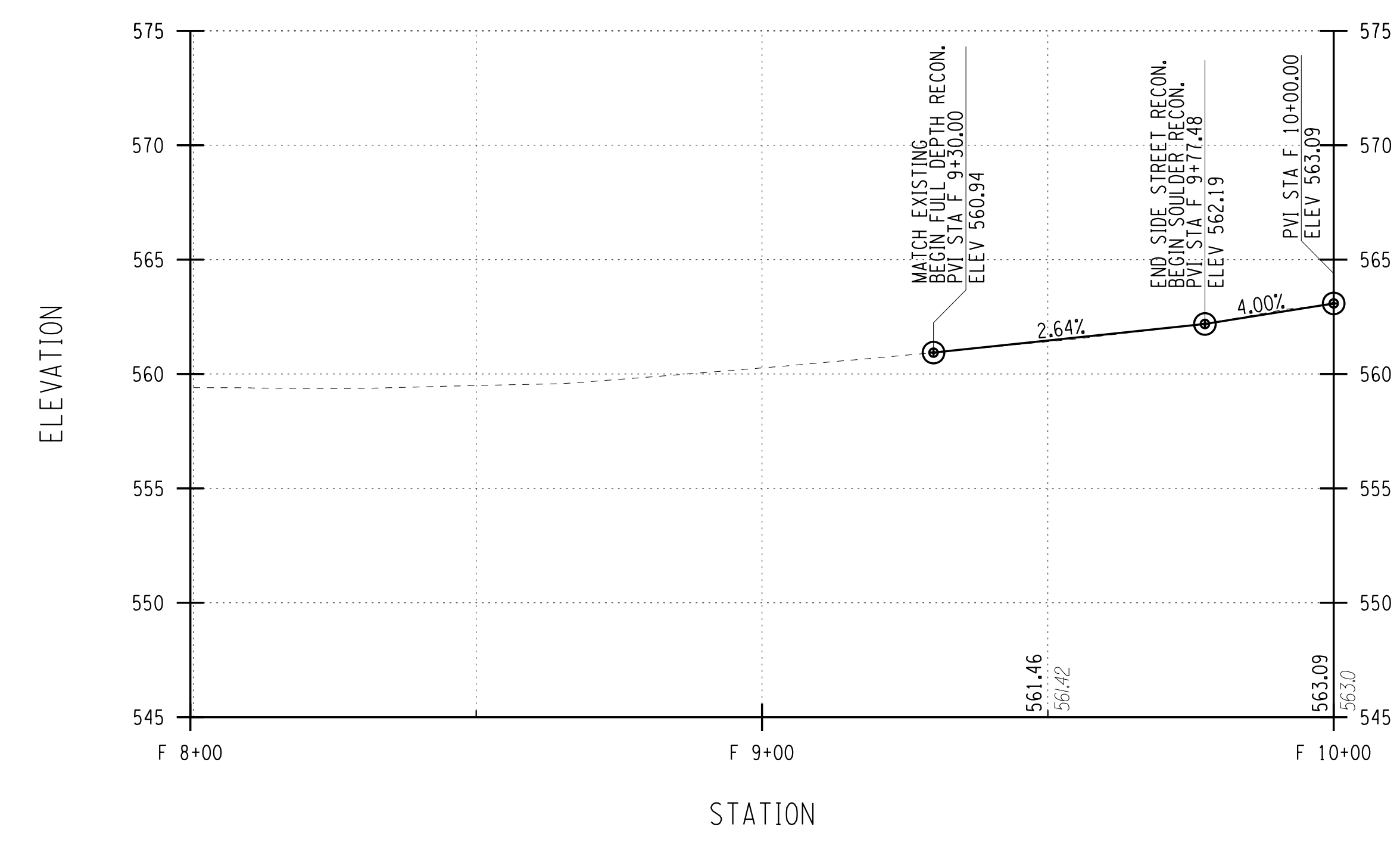
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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
HIGHWAY PROFILE

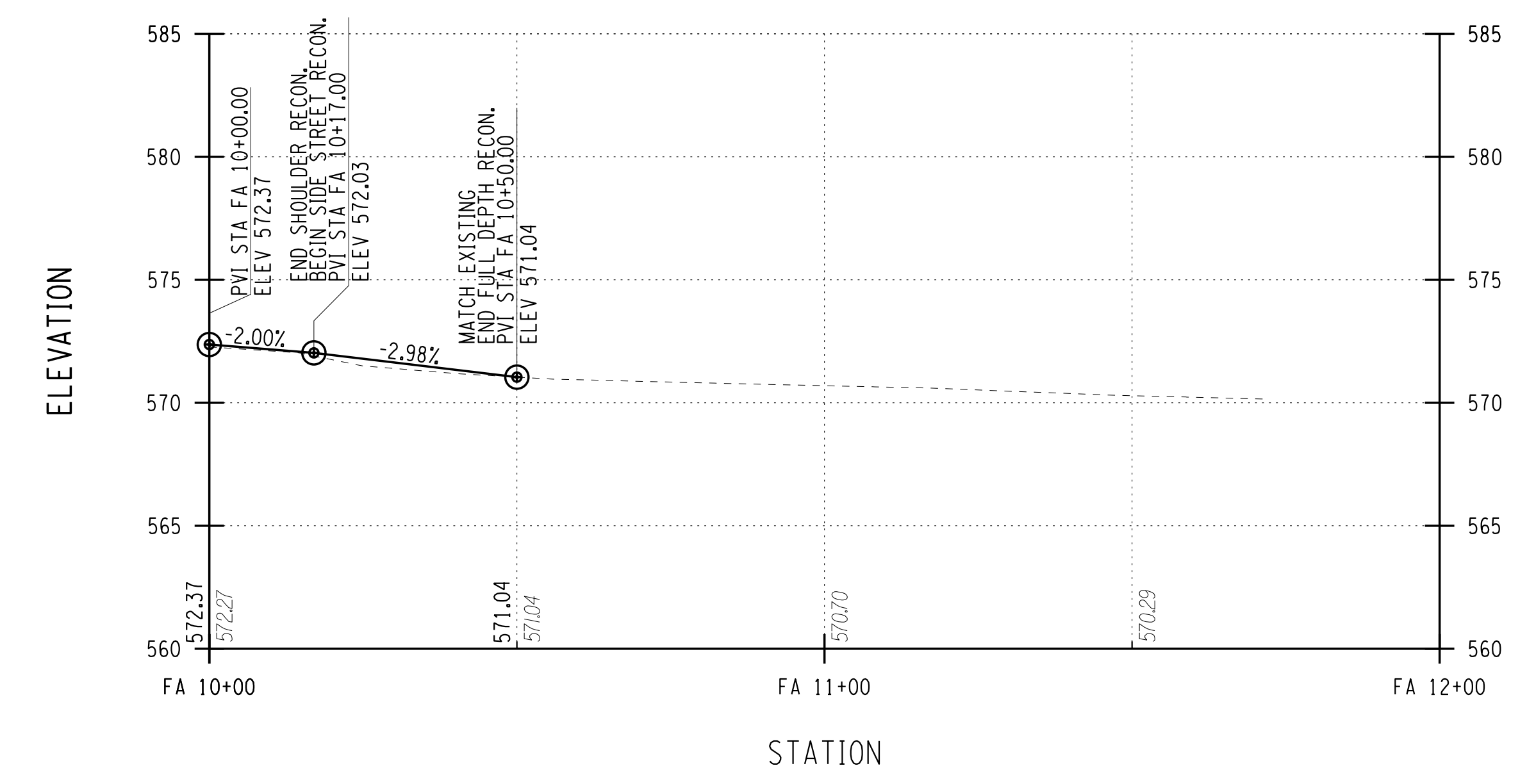
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DRAWING NUMBER  
PR-21



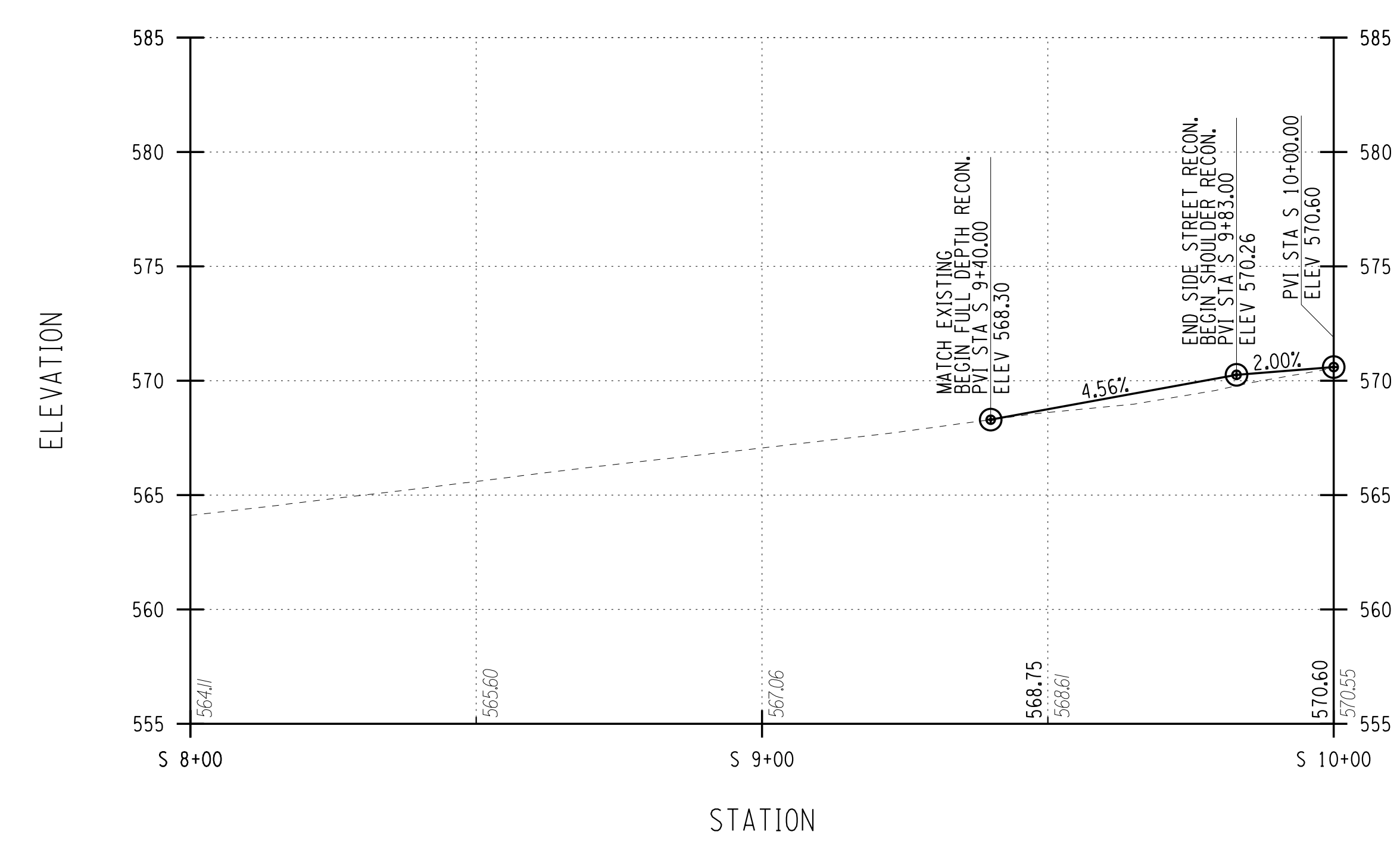
FIRESTONE DRIVE



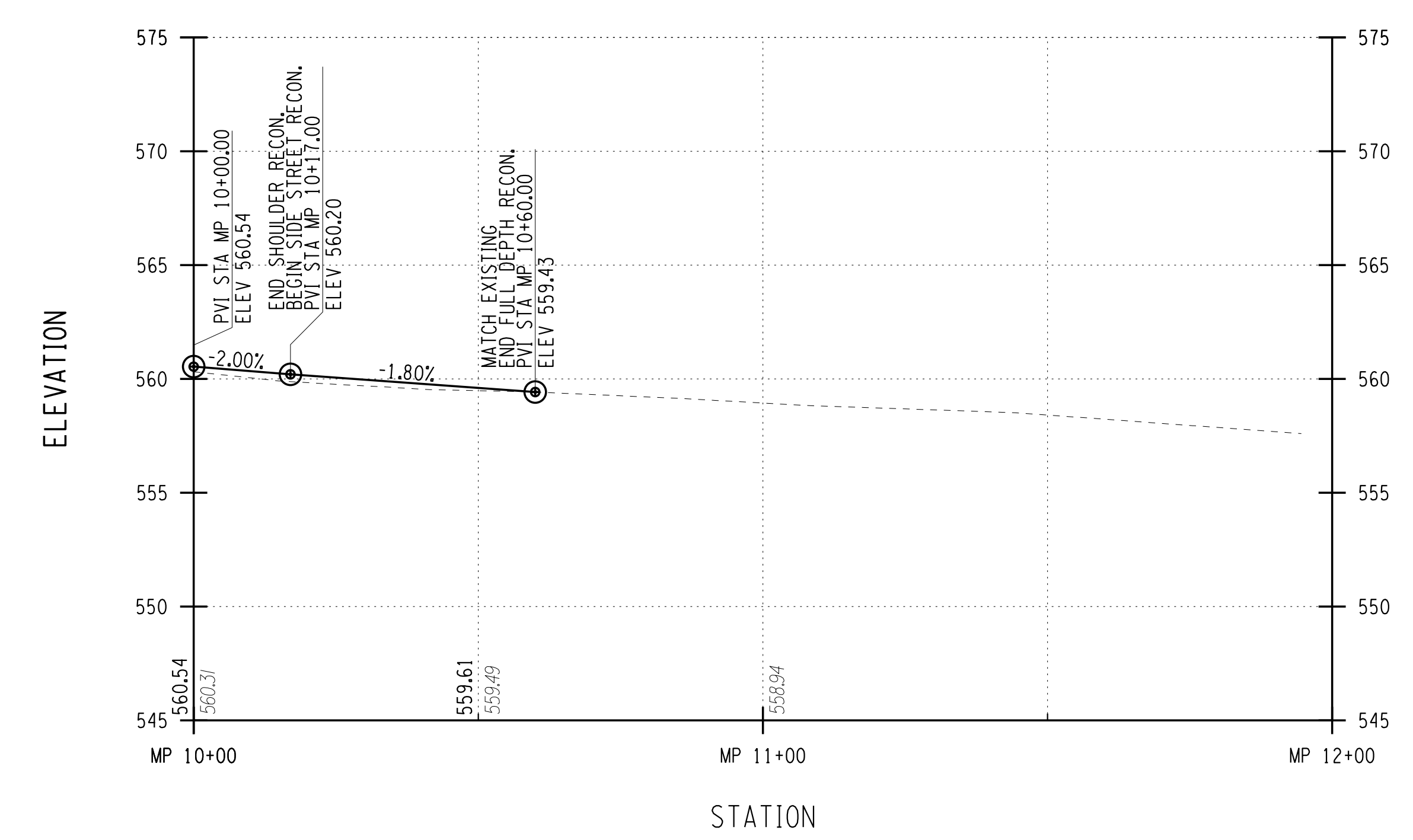
FOX HARROW (PRIVATE DRIVE)



SANDY LANE



MARILYN PARKWAY



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

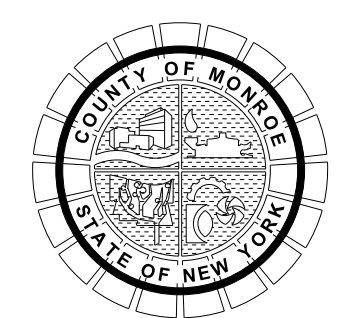


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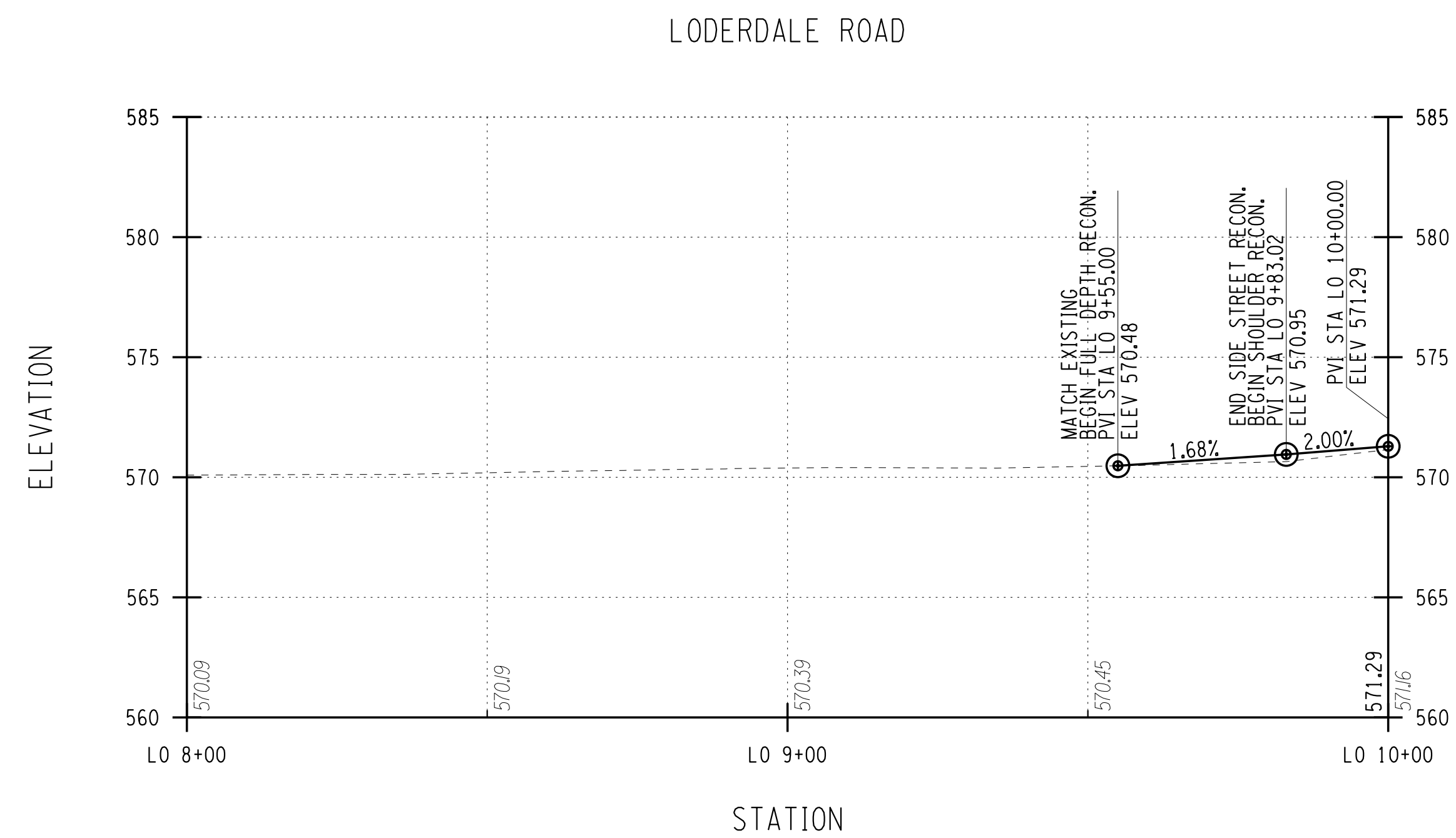
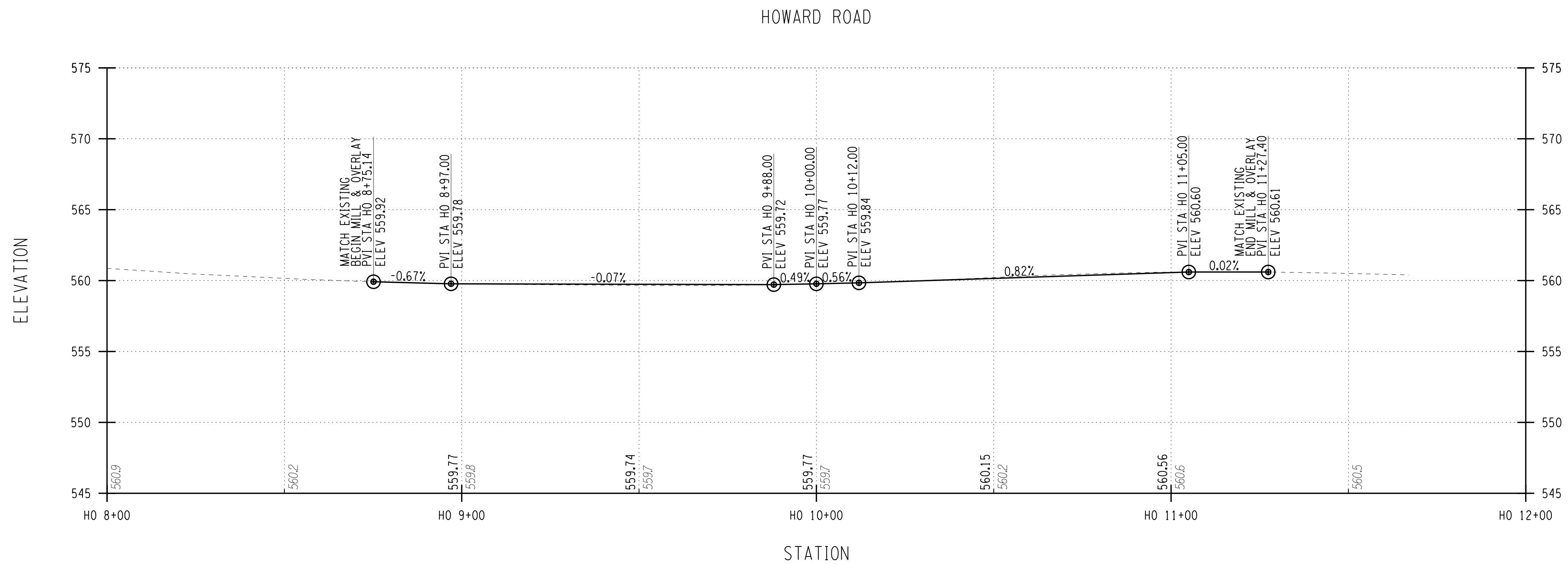


PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 HIGHWAY PROFILE

PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 PR-22

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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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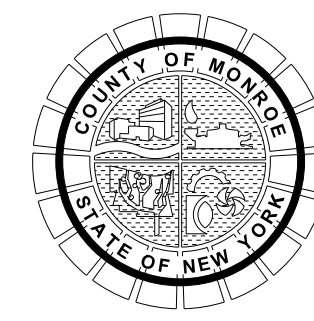
08/26/2022

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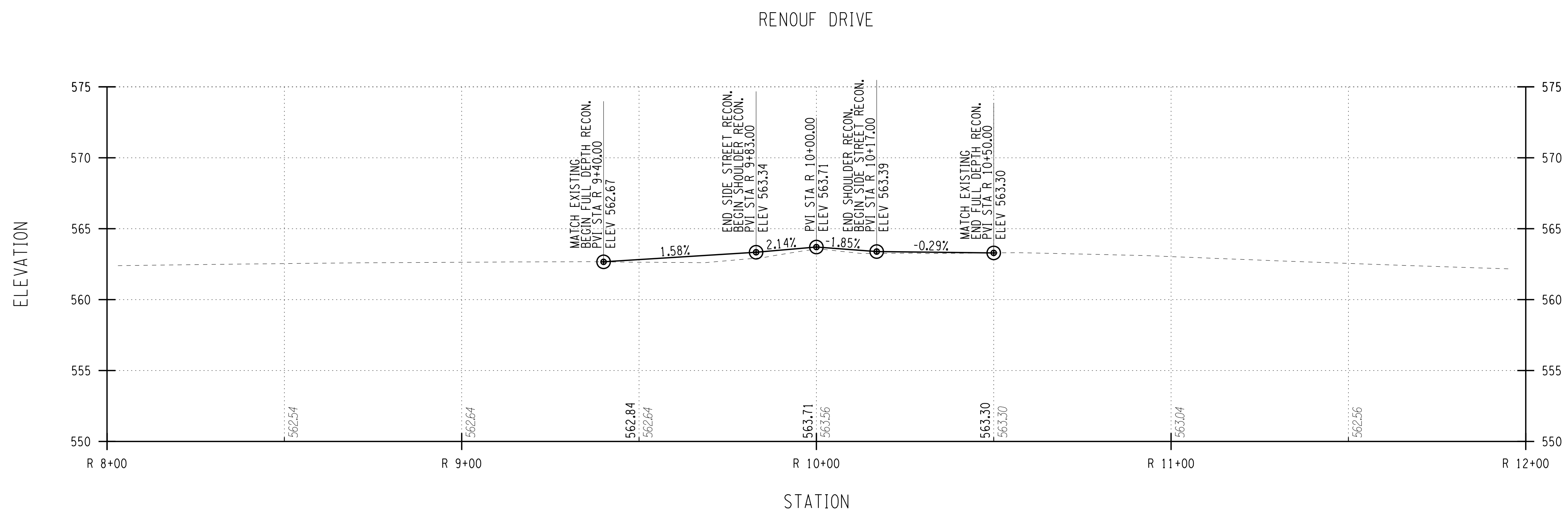
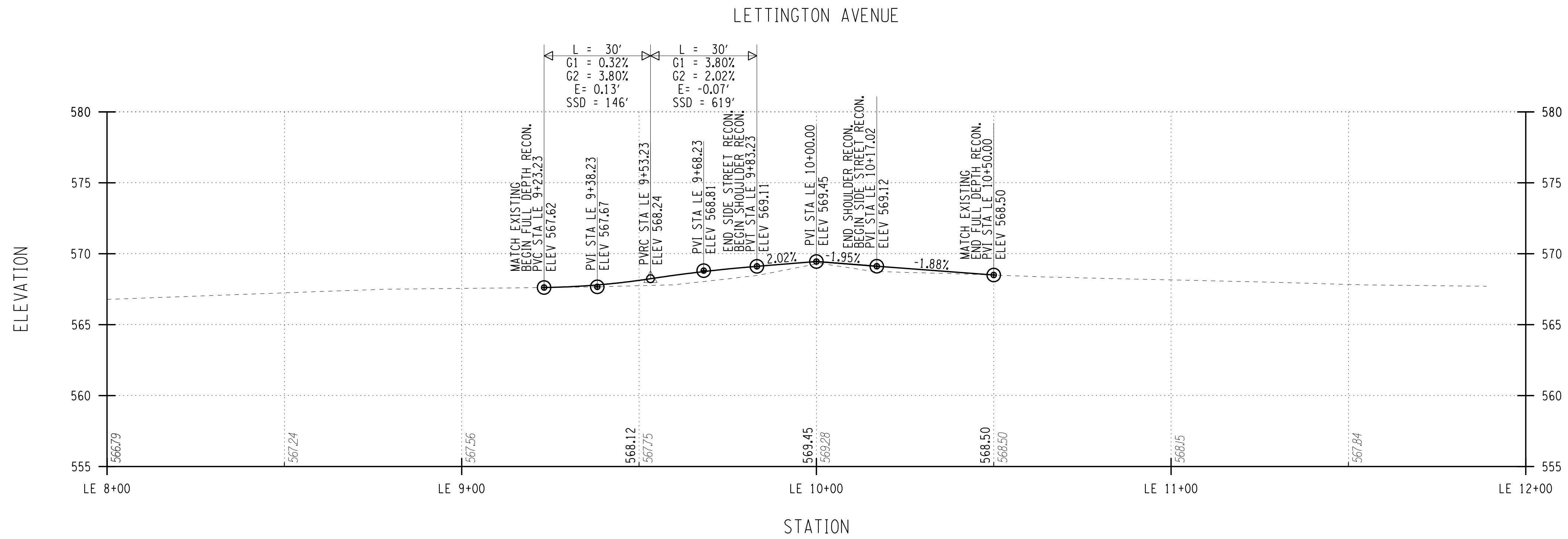
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**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
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DRAWING TITLE  
**HIGHWAY PROFILE**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**PR-23**



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



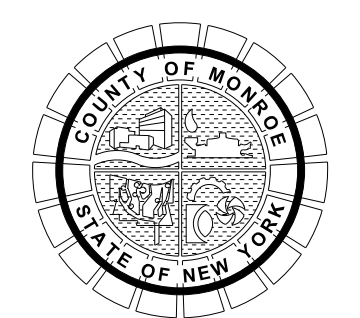
08/26/2022

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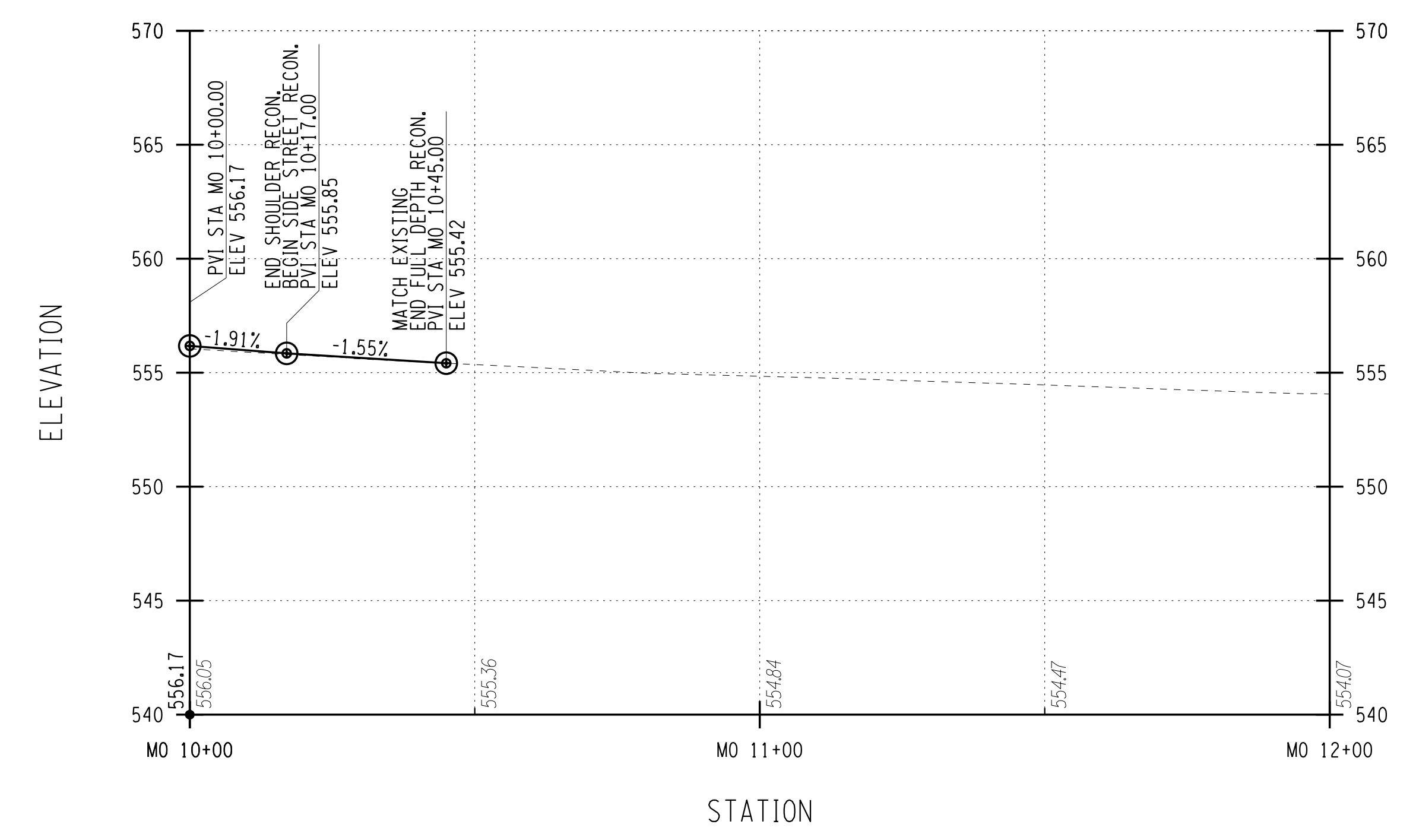
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
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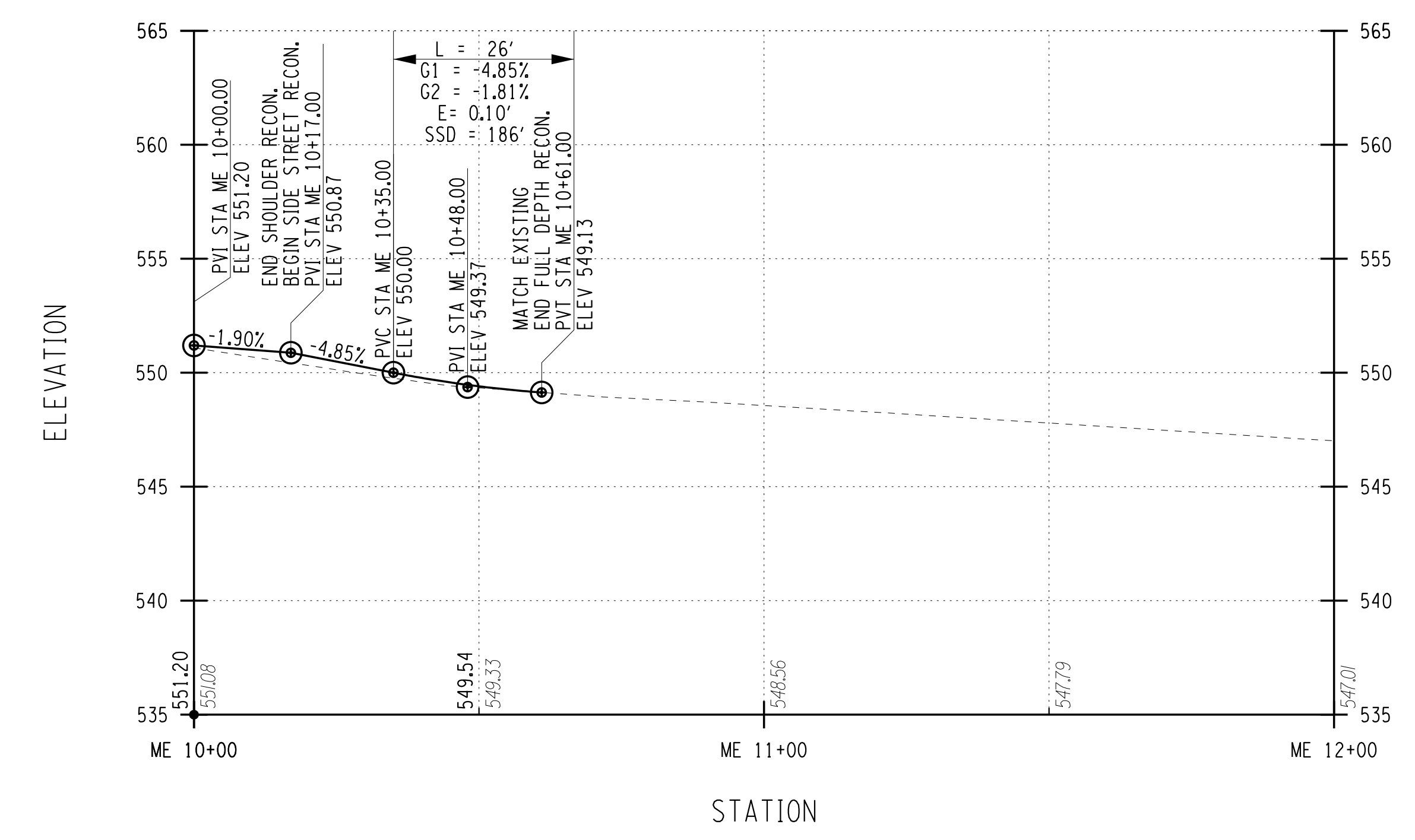
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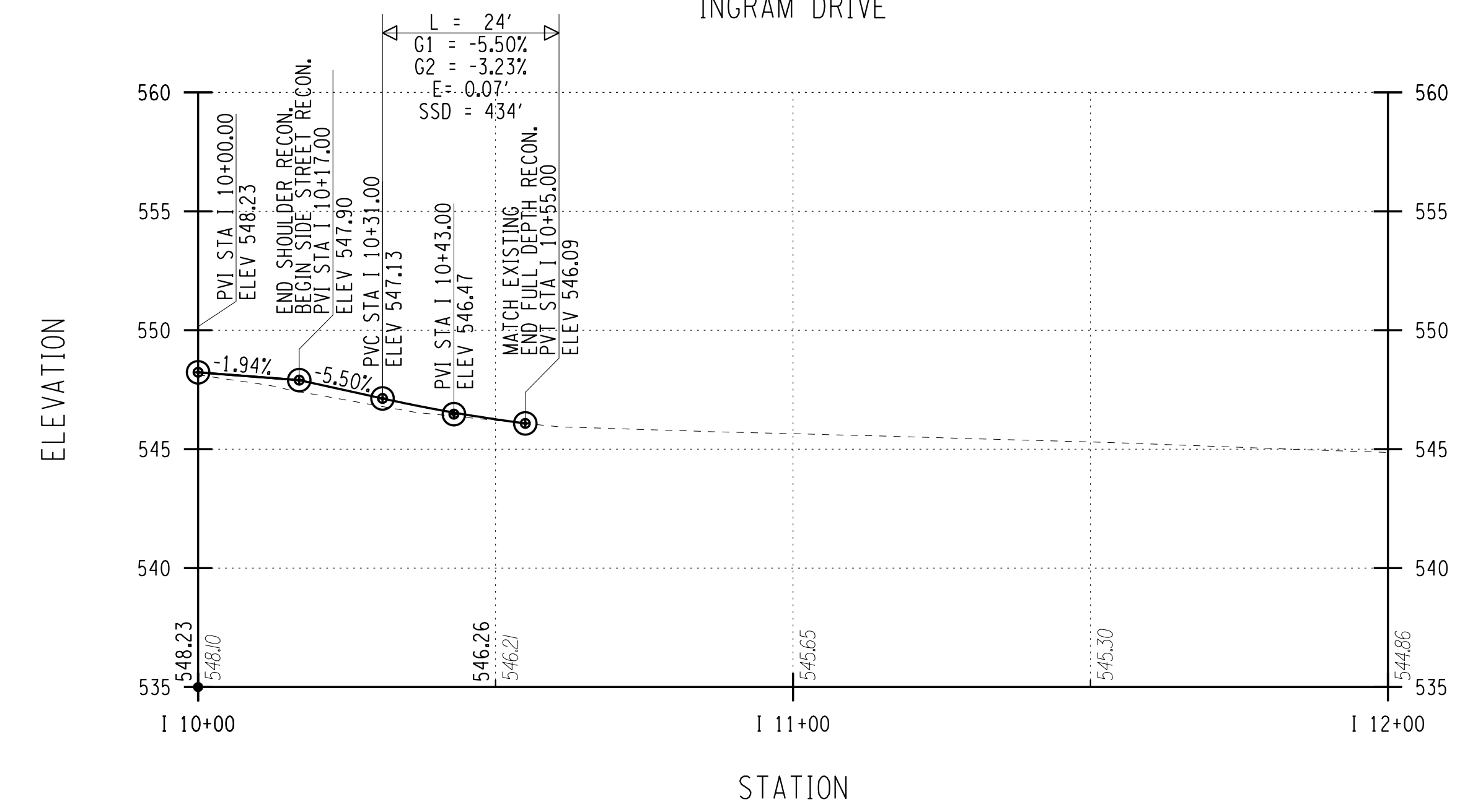
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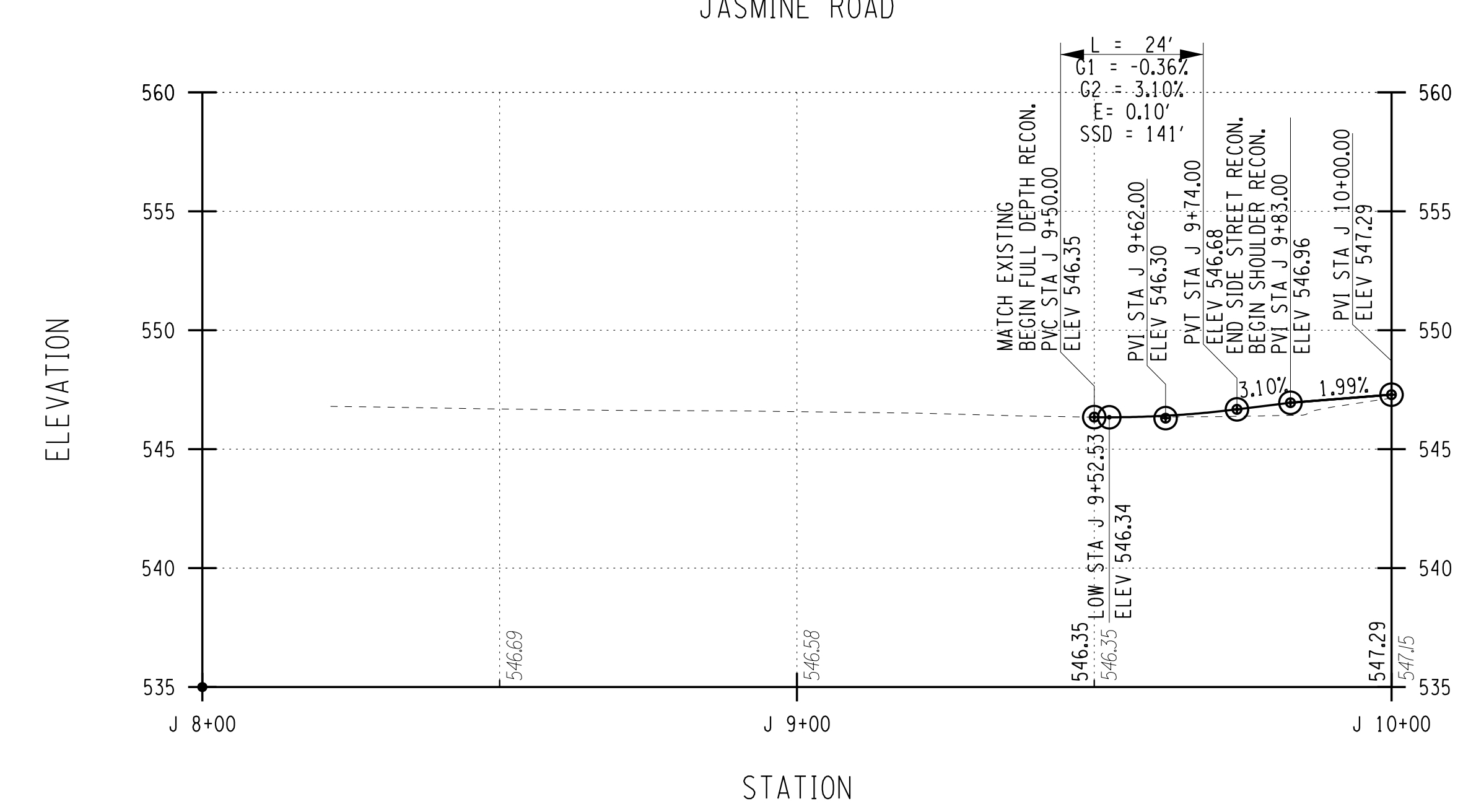
MERRYDALE DRIVE



INGRAM DRIVE



JASMINE ROAD



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

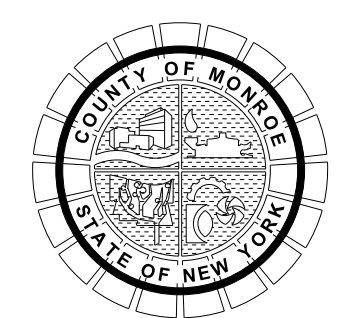


08/26/2022

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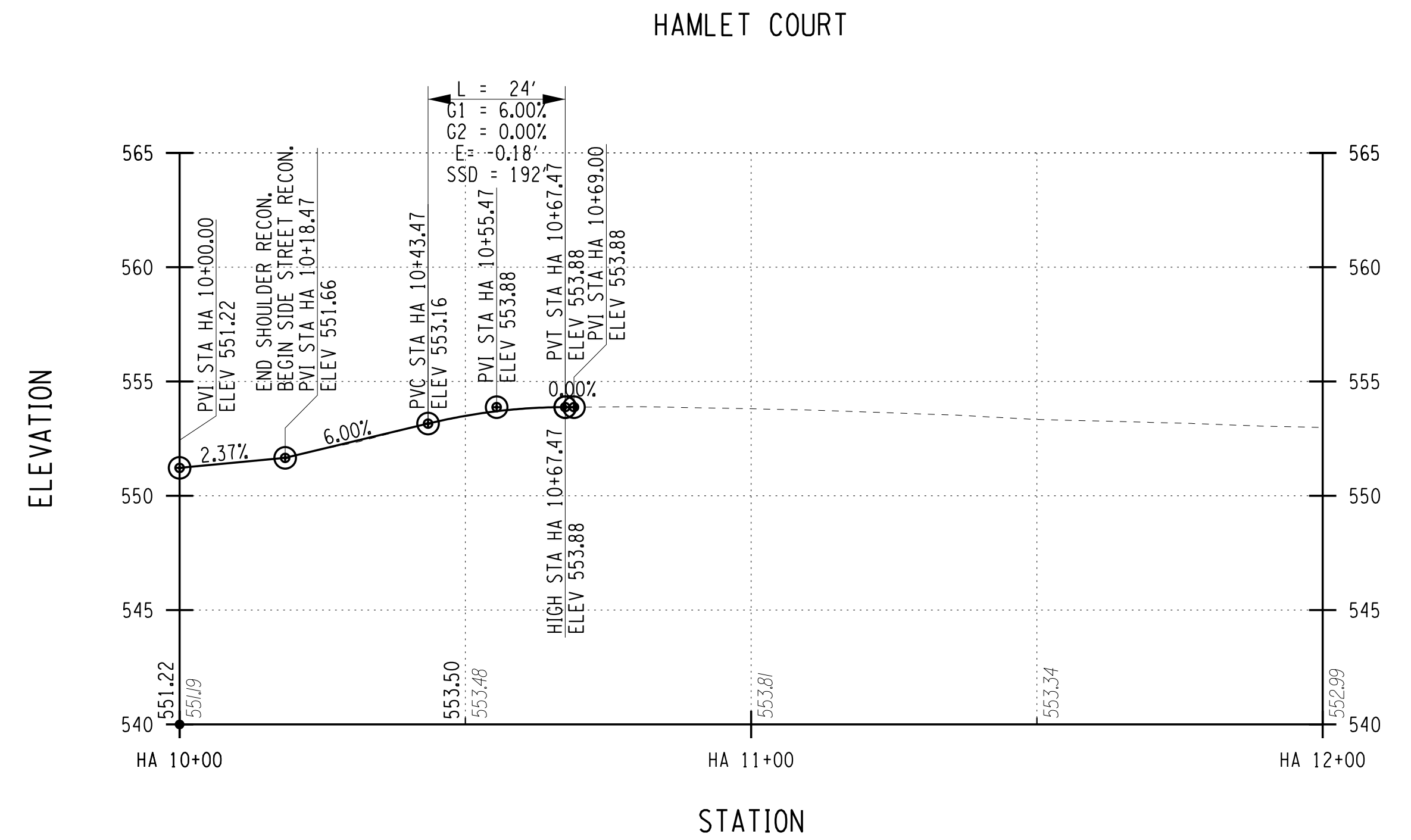
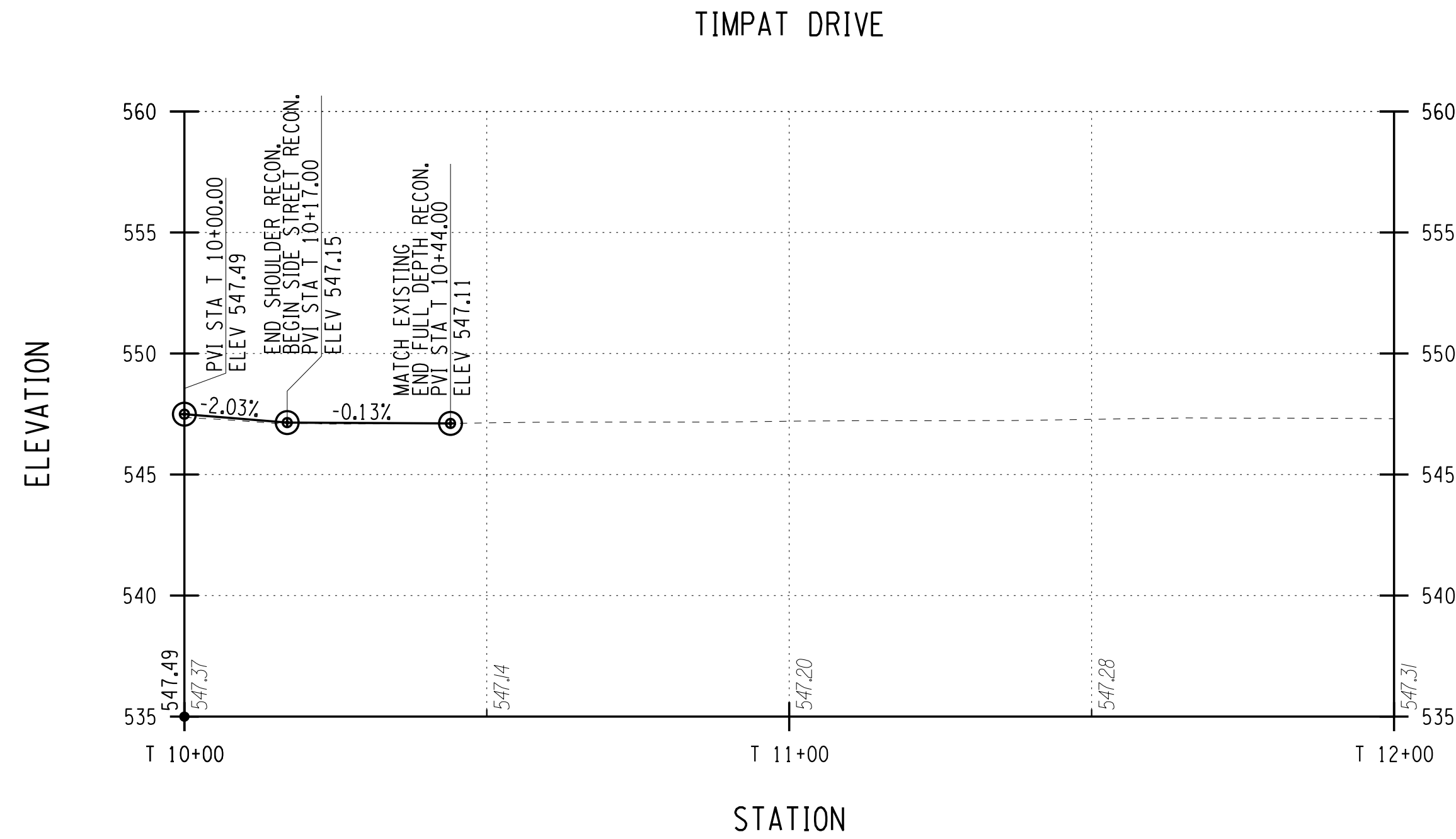
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 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
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PROJECT NUMBER  
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 PR-25



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



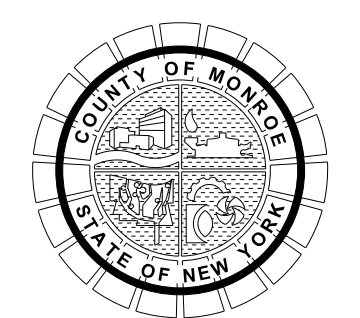
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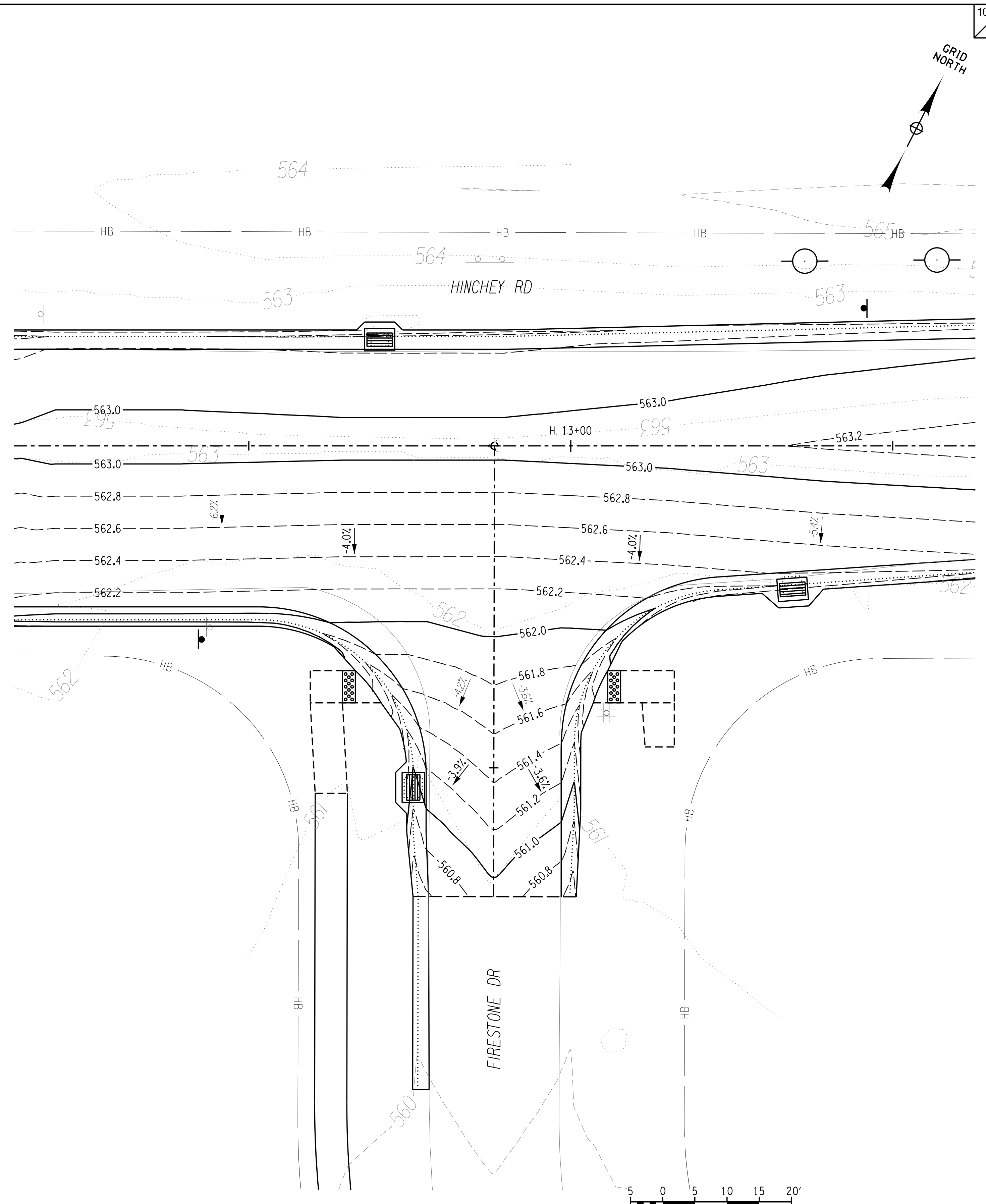
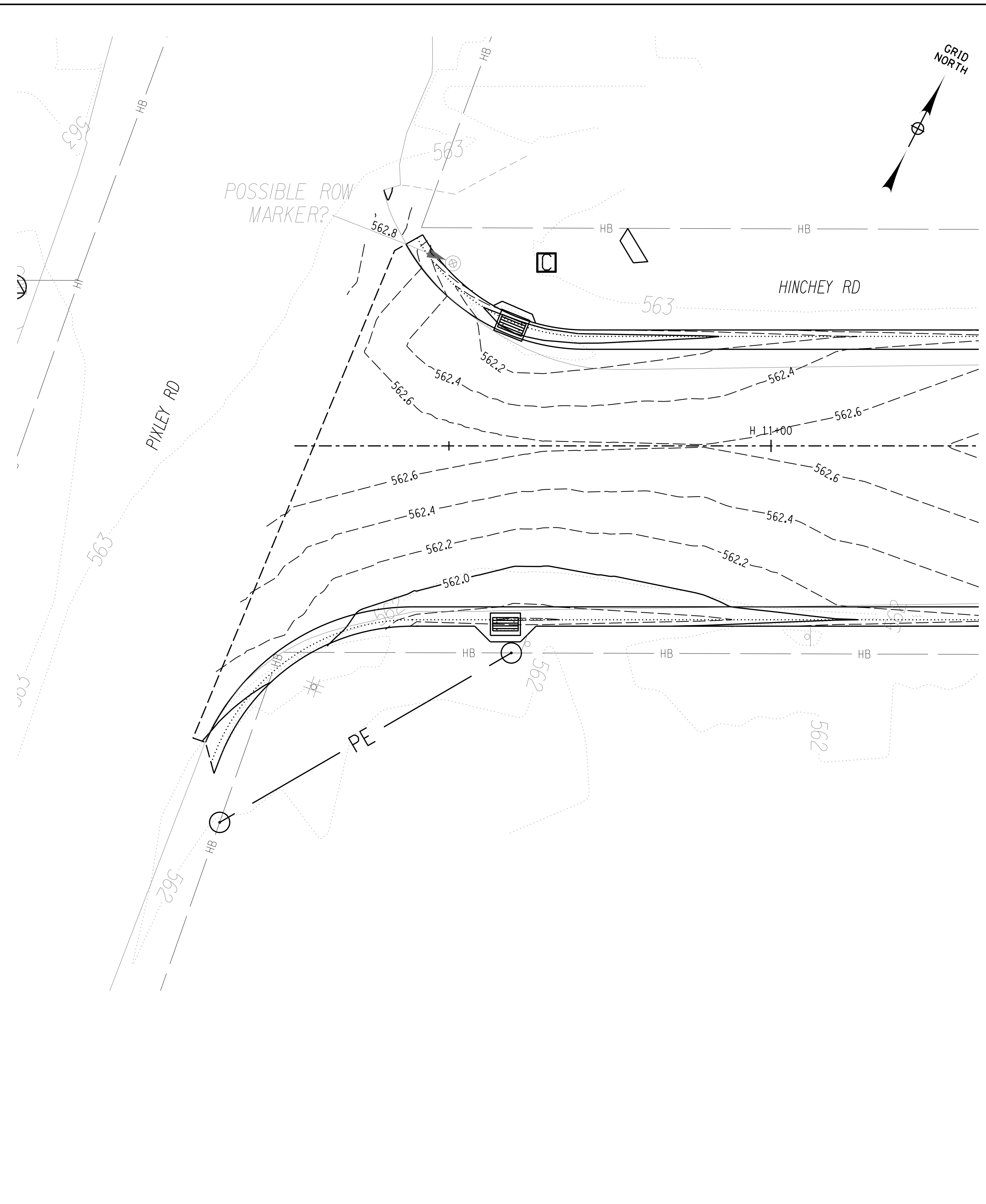
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 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
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 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
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PROJECT NUMBER  
 2201826  
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 PR-26



PLOTDRVR pdf Color Full.plt  
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DATE TIME 1/27/2023 12:41:55 PM

PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

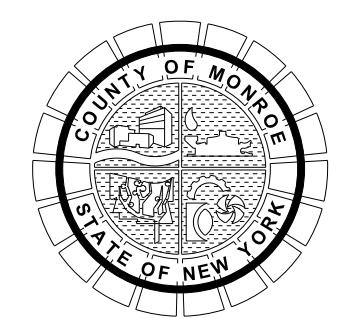


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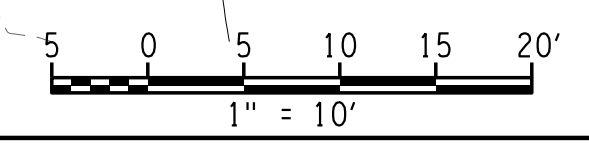
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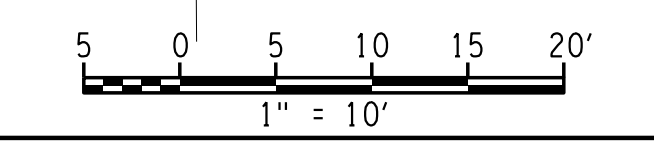
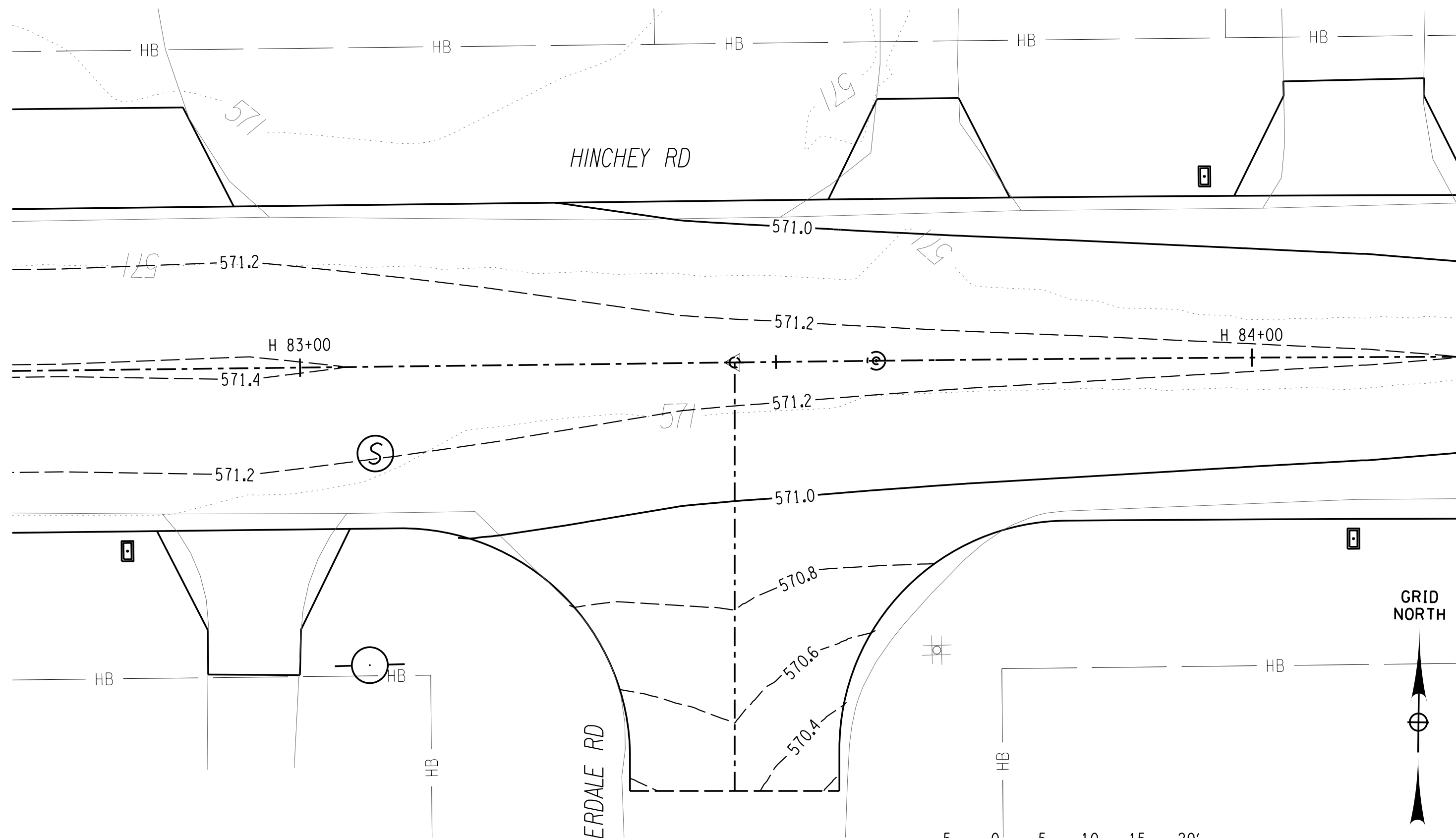
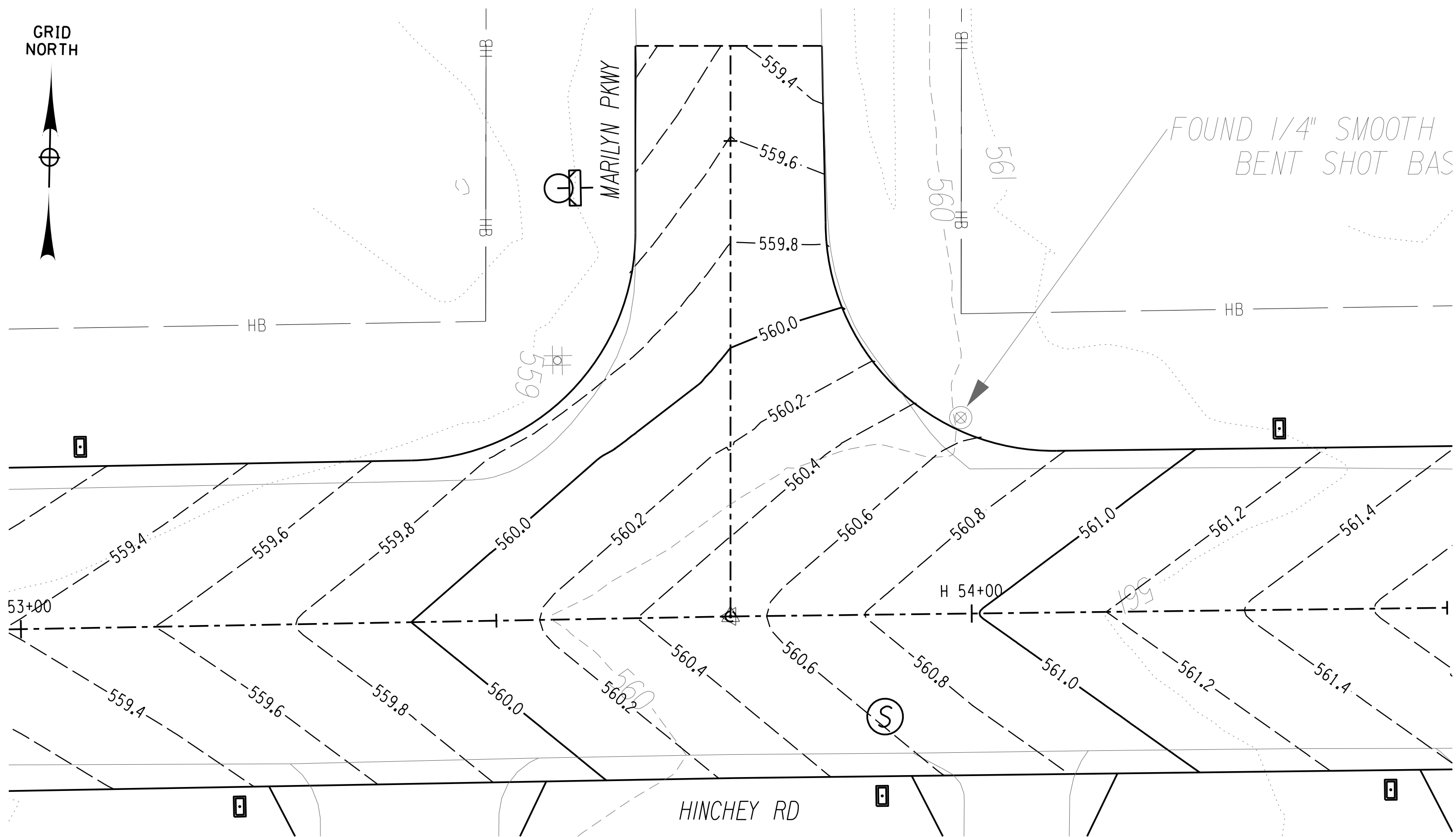
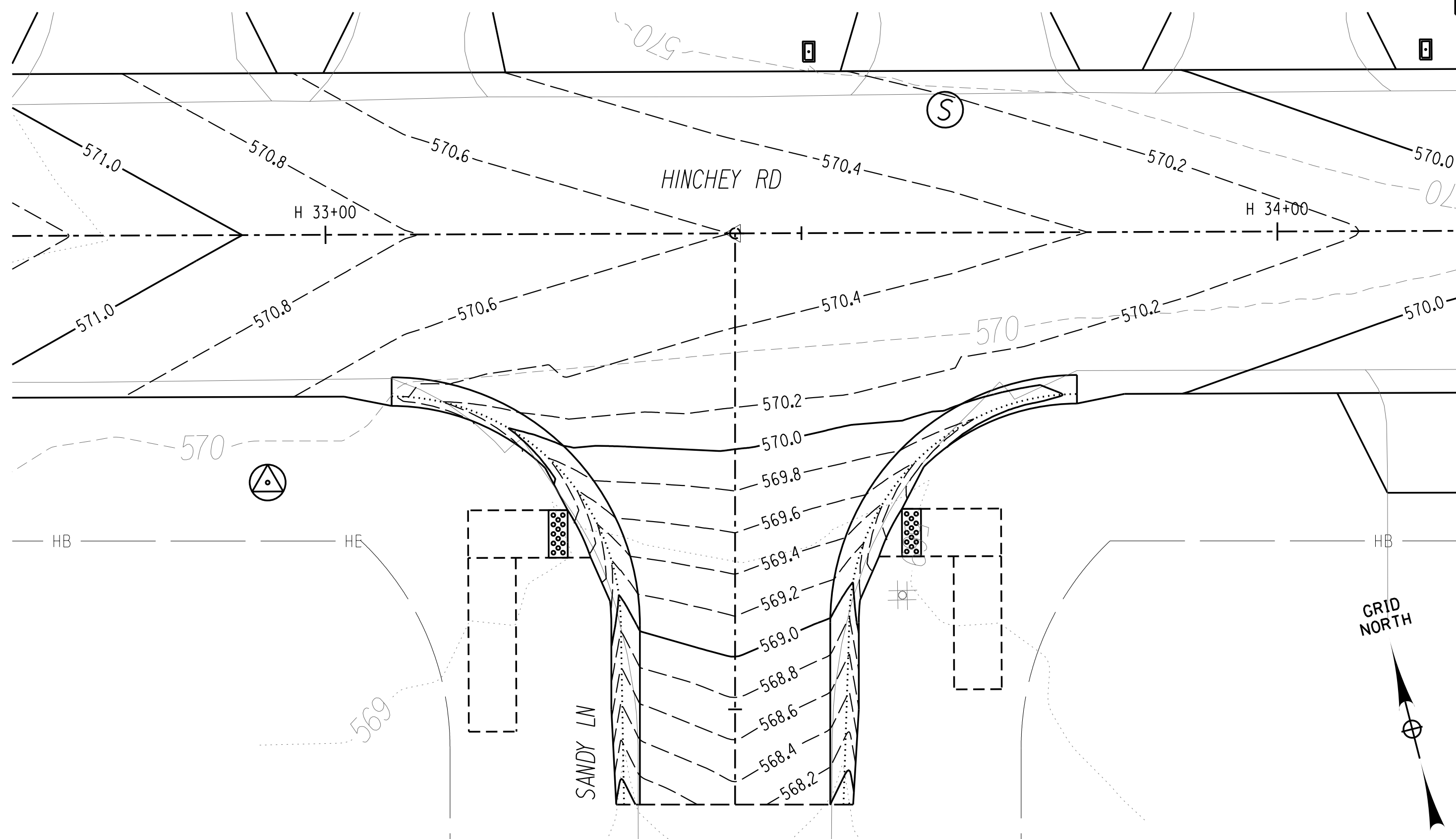
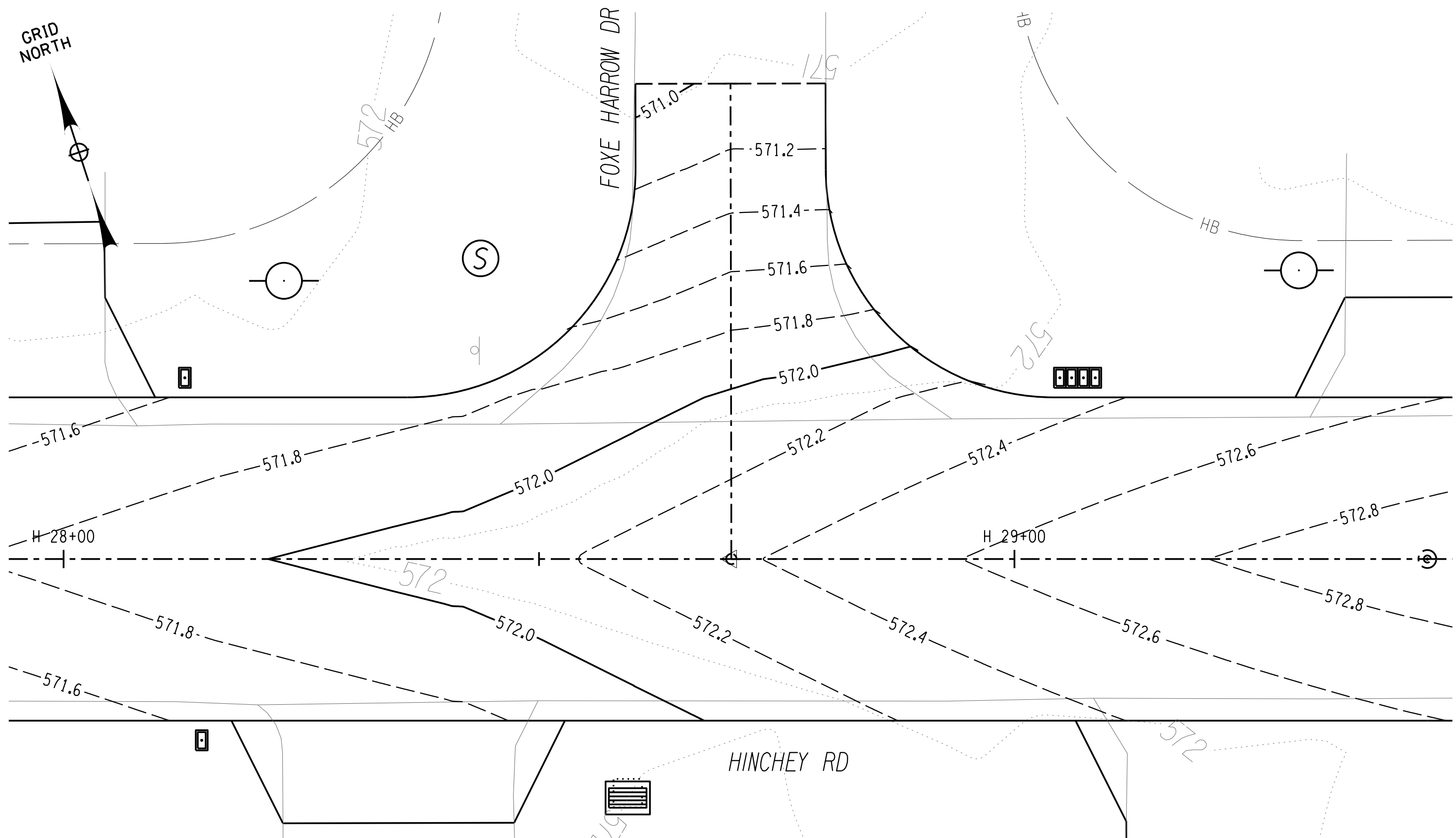
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HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237  
MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
INTERSECTION CONTOUR PLAN

PROJECT NUMBER  
2201826  
DATE  
1/27/2023  
DRAWING NUMBER  
CTR-01







PLOTDRVR pdf Color Full.plt  
 CTR-02  
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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



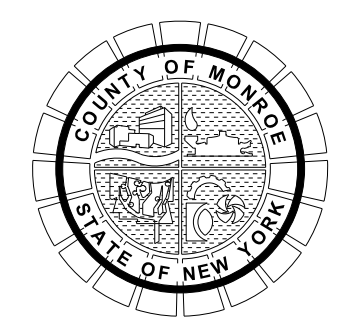
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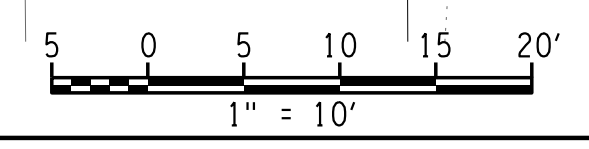
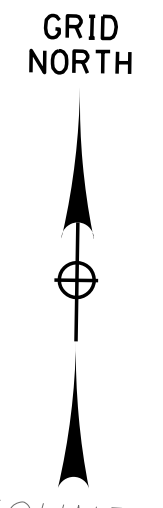
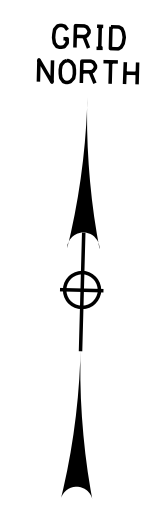
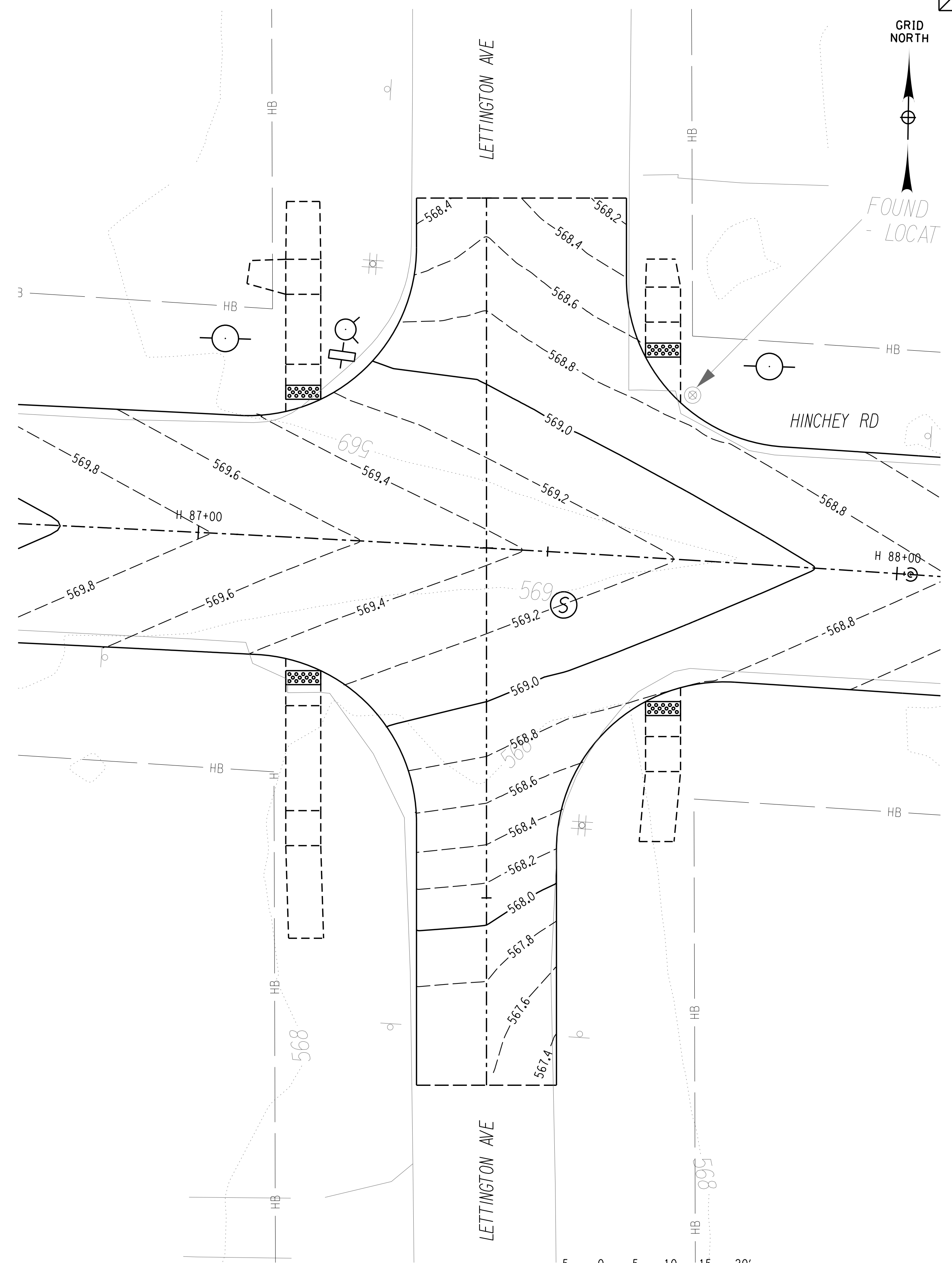
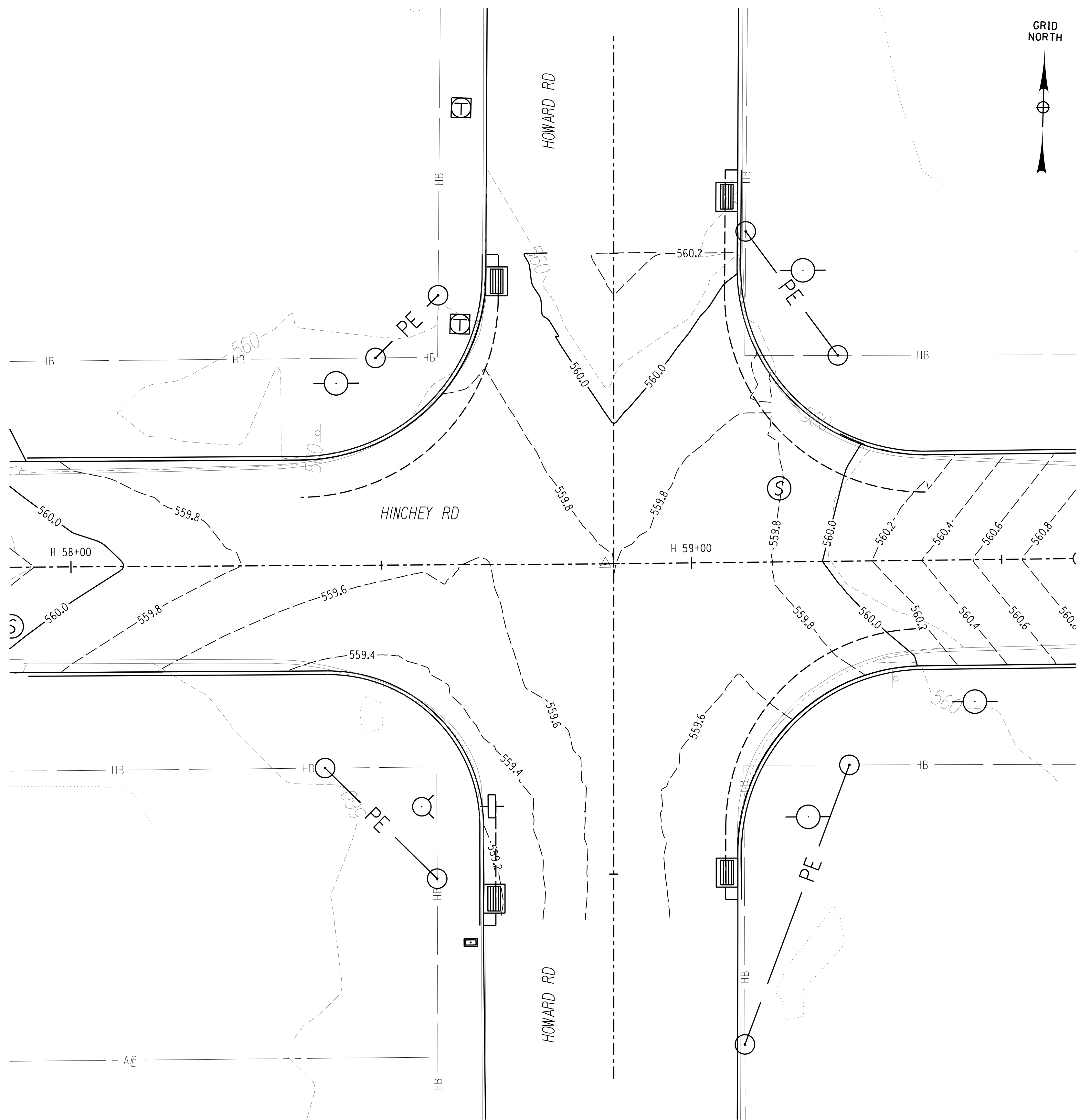
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
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DRAWING TITLE  
**INTERSECTION CONTOUR PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**CTR-02**



PLOTDRVR pdf Color Full.plt  
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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



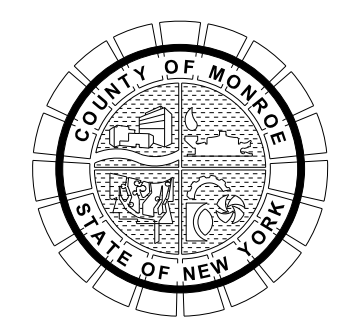
08/26/2022

NO.	REVISION	BY	DATE
1			
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If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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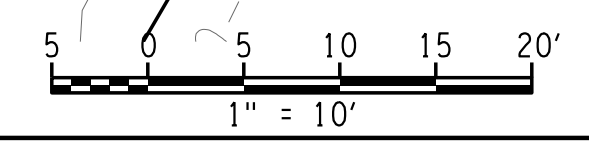
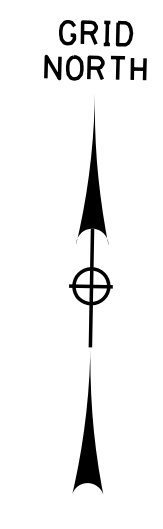
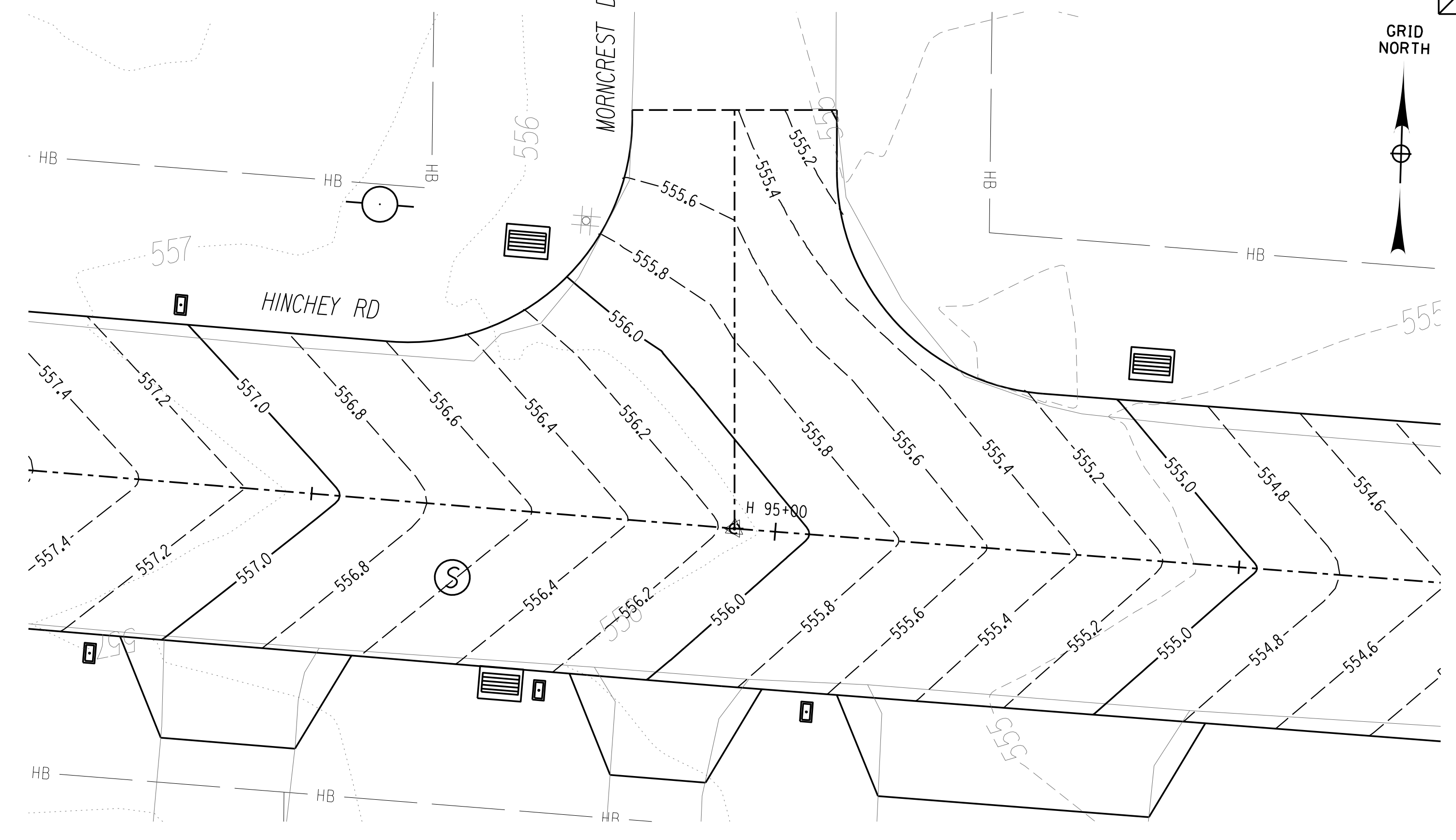
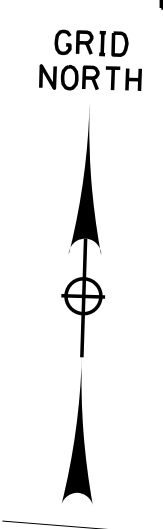
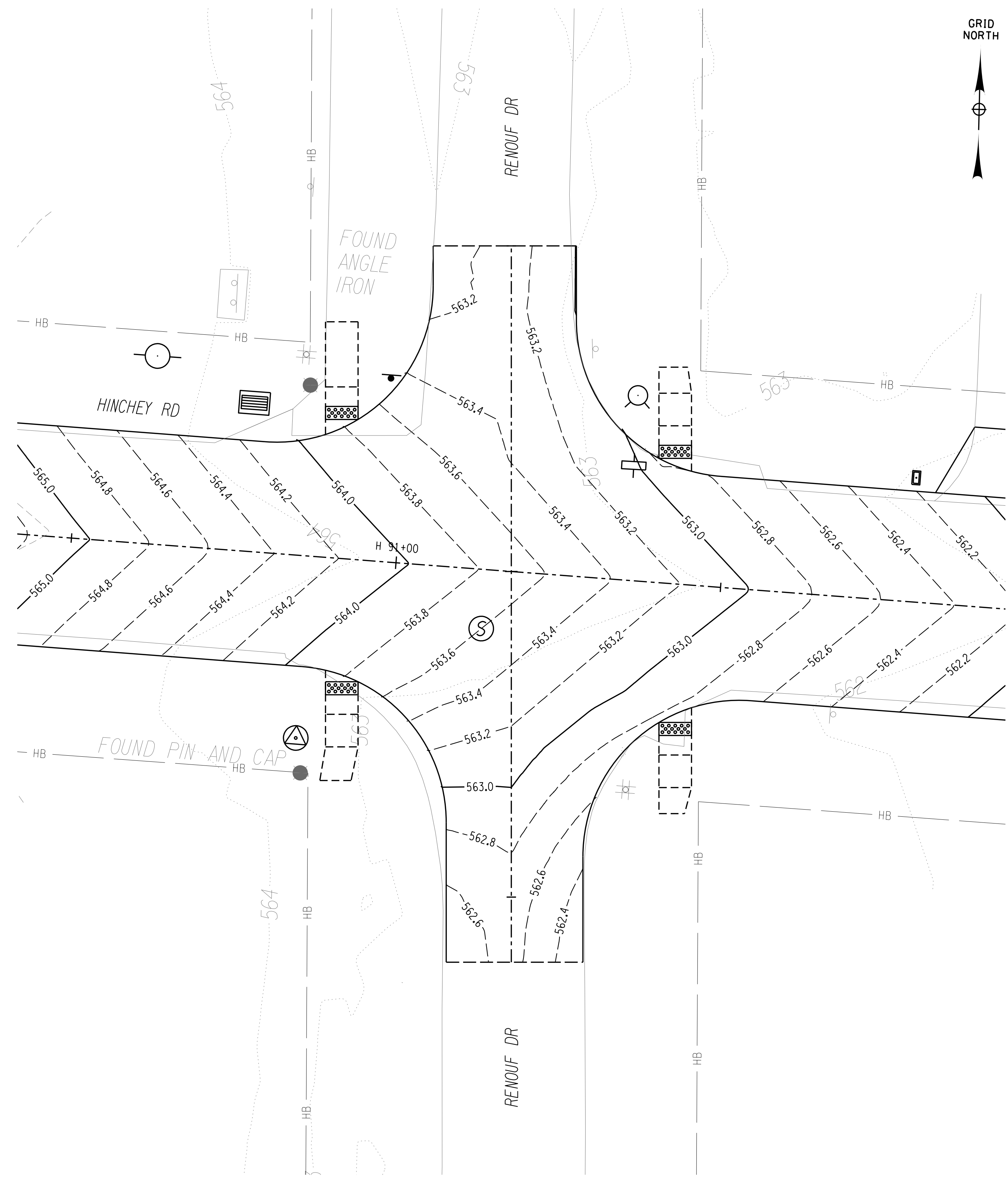
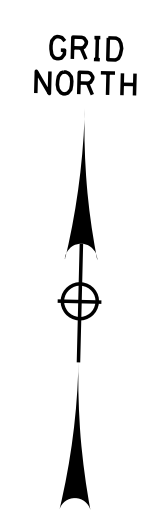


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**INTERSECTION CONTOUR PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**CTR-03**





PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



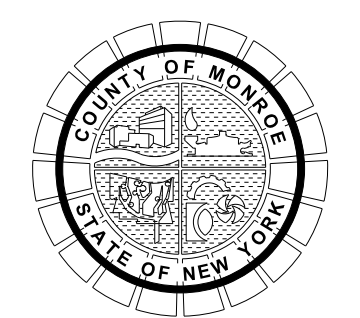
08/26/2022

NO.	REVISION	BY	DATE
1	DRAINAGE REVISION	BCD	1/27/23
2			
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4			
5			

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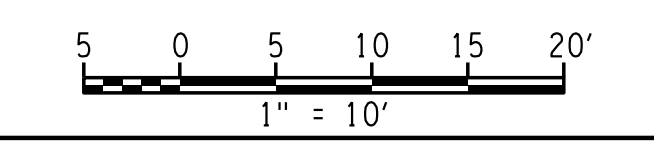
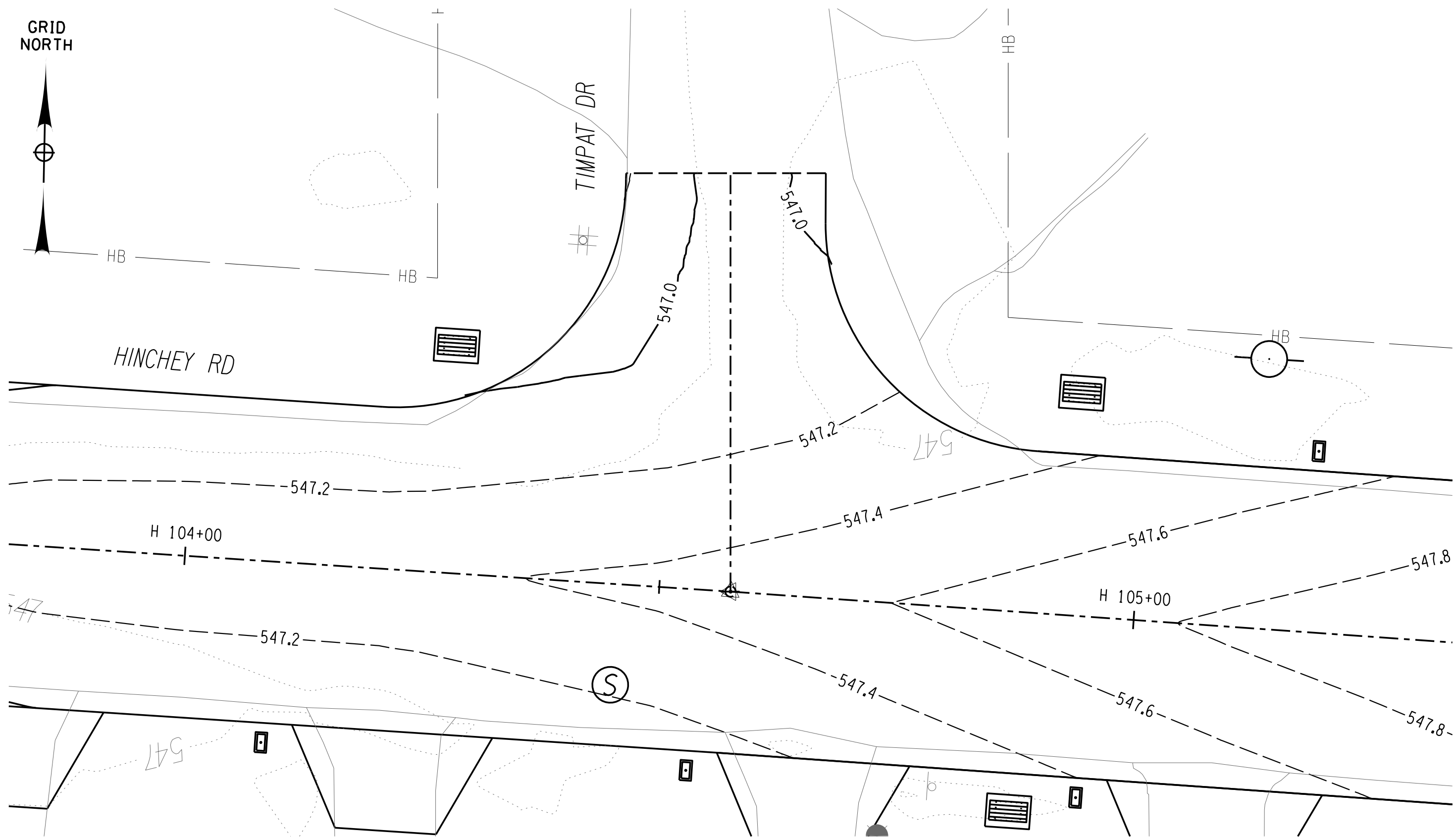
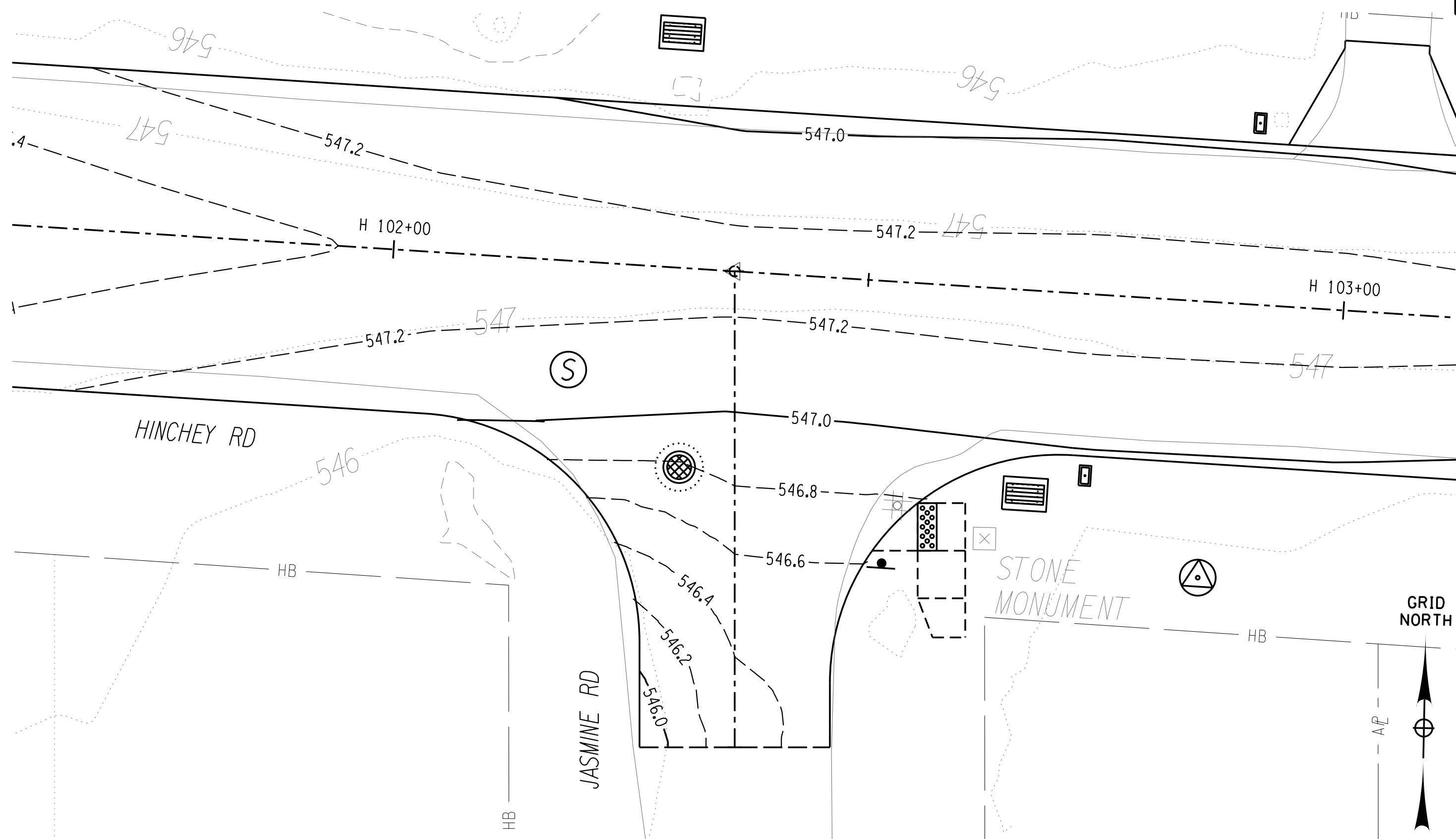
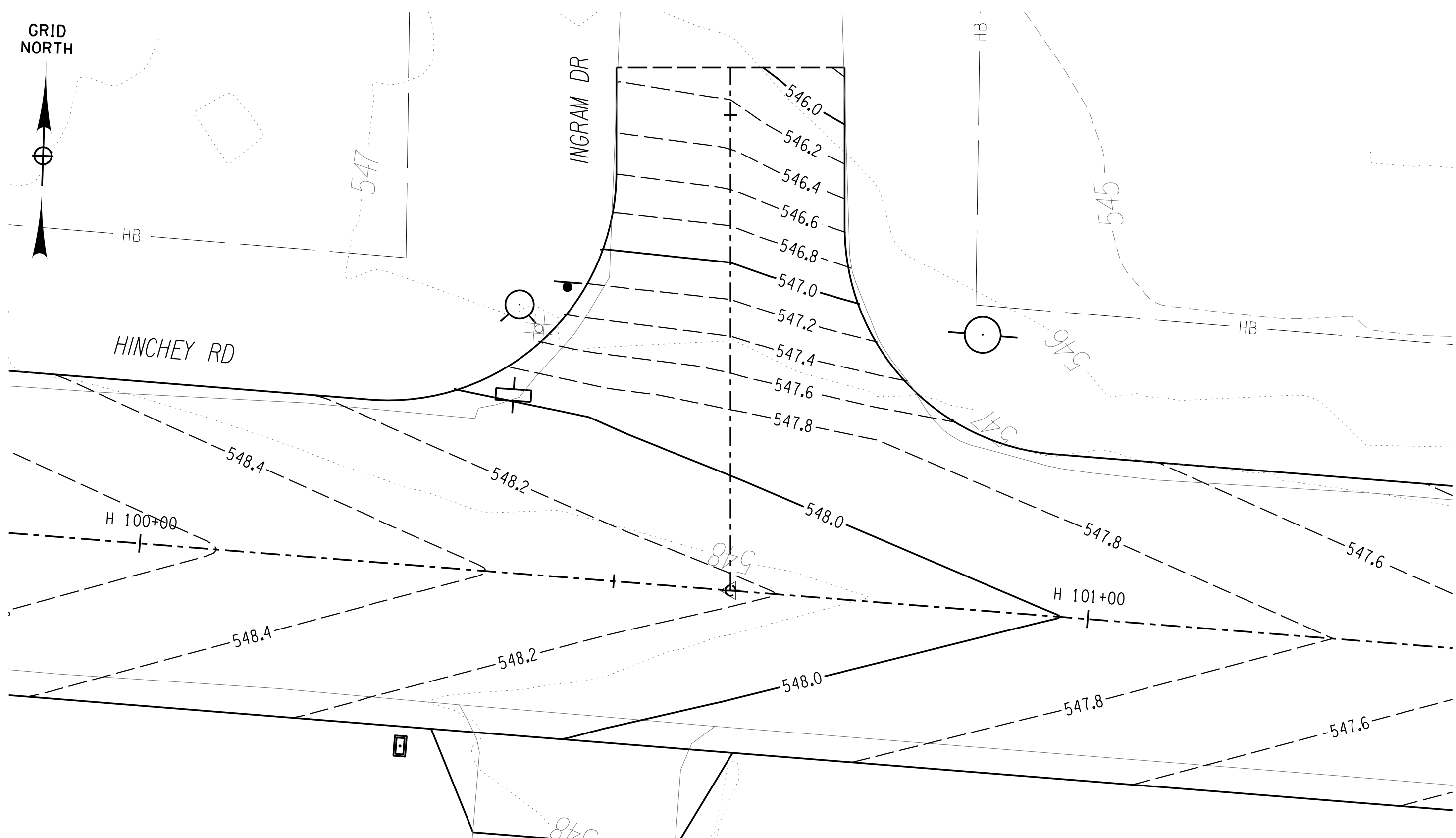


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**INTERSECTION CONTOUR PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**CTR-04 R1**





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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



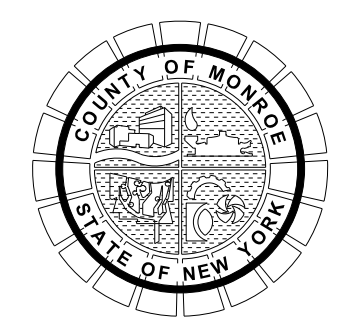
08/26/2022

NO.	REVISION	BY	DATE
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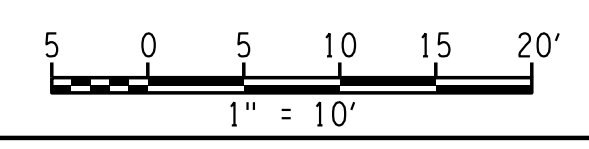
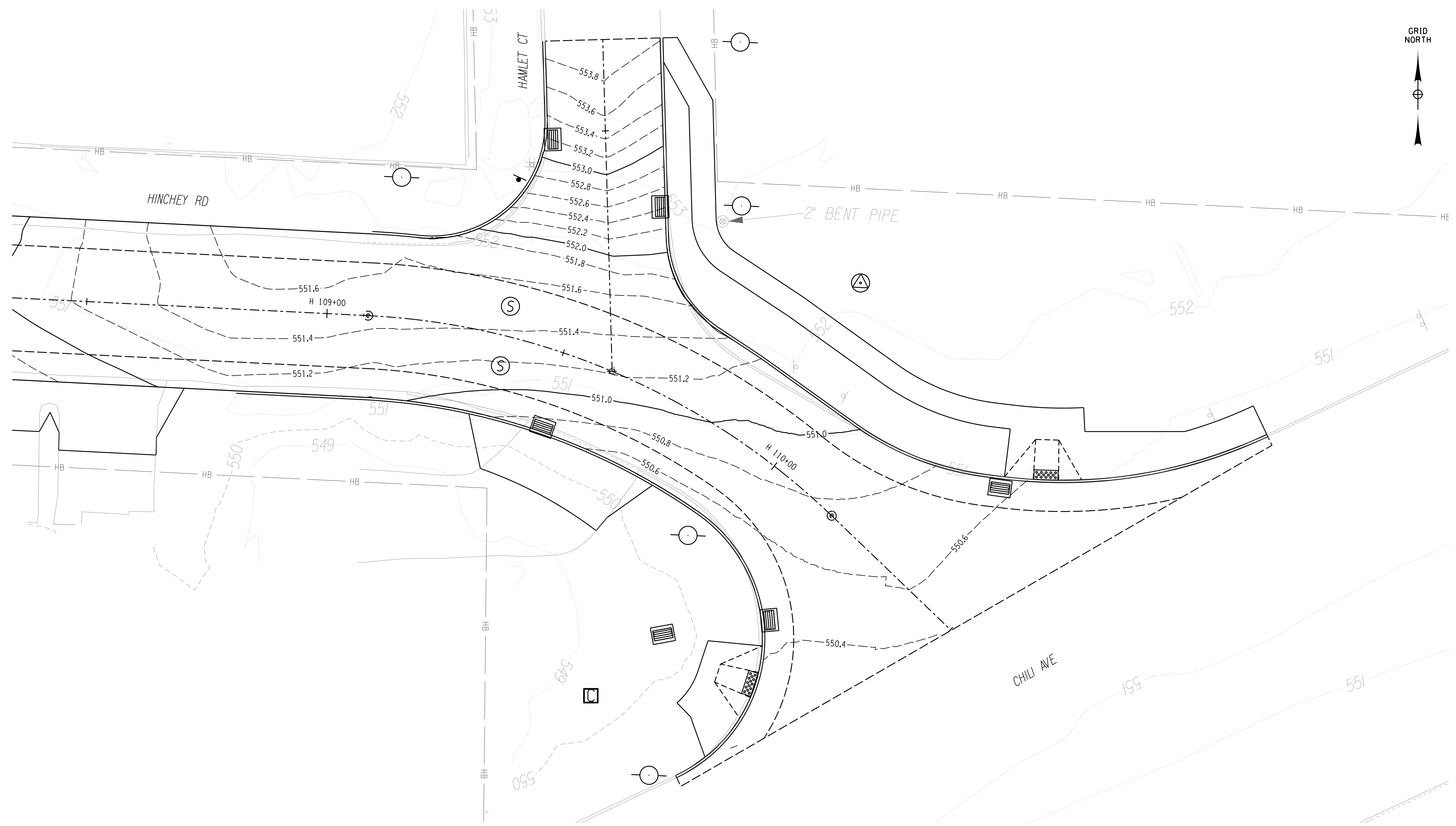
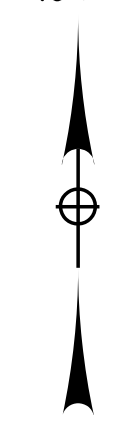


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**INTERSECTION CONTOUR PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**CTR-05**

GRID NORTH



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



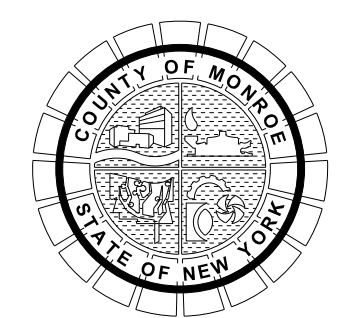
08/26/2022

NO.	REVISION	BY	DATE
1			
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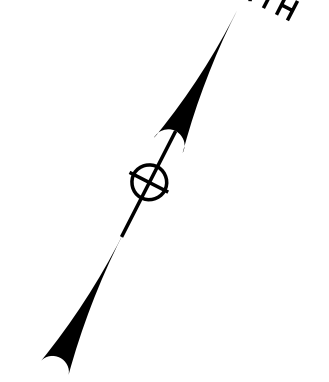


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**INTERSECTION CONTOUR PLAN**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**CTR-06**





**LEGEND**

	EXISTING SIGN TO REMAIN
	REMOVE & RELOCATE EXISTING SIGN BY OTHERS
	EXISTING SIGN TO BE REMOVED BY OTHERS
	NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
	BACK TO BACK
	EXISTING SIGN
	NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
	NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
	NEW SIGN ON POST TO BE INSTALLED BY OTHERS

GEODETIC SURVEY MONUMENT  
MCGS-4134 R  
N: 1145028.90  
E: 1381735.41  
ELEV: 562.39  
BRASS DISC  
STA. H 9+99.82=  
STA. P 12+00.00

CBP-4134  
4134

PROJECT BEGINS  
MATCH EXISTING  
STA H 10+29.03

**PIXLEY**

**HINCHEY**

WEIGHT LIMIT  
4  
TONS  
EXCEPT LOCAL REGULATIONS

DO NOT STOP ON TRACKS

ONLY

**HINCHEY**

ONLY

RAILROAD CROSSING  
2  
TRACKS

DO NOT PASS

← →

T

N/F  
PENN CENTRAL RAILROAD  
T.A. 119J7-165/7CC  
N/A HINCHEY ROAD

ITEM 640.20  
4" WHITE PAINT  
REFLECTORIZED PAVEMENT STRIPE (TYP.)

ITEM 640.21  
4" DOUBLE YELLOW PAINT  
REFLECTORIZED PAVEMENT STRIPES (TYP.)

ITEM 640.21  
4" YELLOW DOTTED LINE  
REFLECTORIZED PAVEMENT STRIPES (TYP.)

STA. H 12+88.13=  
STA. F 10+00.00

66' R.O.W. WIDTH

DO NOT STOP ON TRACKS

ONLY

**PIXLEY RD**  
**HINCHEY RD**

WEIGHT LIMIT  
4  
TONS  
EXCEPT LOCAL REGULATIONS

SPEED LIMIT  
35

ITEM 645.81  
ITEM 647.31

ITEM 647.31

**Firestone DR**  
**Hinchey RD**

STOP

N/F  
JAMES LONGUILLO  
T.A. 119J7-162  
580 PIXLEY ROAD  
L. 6604 P. 003

N/F  
FRANK J CERACI  
T.A. 119J7-161  
1227 HINCHEY ROAD  
L. 5458 P. 69

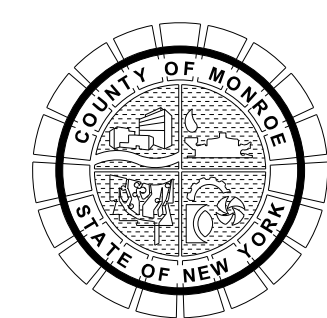
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E: 557.20  
W: 557.70

N/F  
MICHAEL C WALRATH  
T.A. 119J7-129  
1225 HINCHEY ROAD  
L. 10814 P. 690

N/F  
TIMOTHY J MEYER  
T.A. 119J7-128  
1223 HINCHEY ROAD



NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
3			
4			
5			



PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
DATE  
**1/27/2023**  
DRAWING NUMBER  
**SPM-01 R1**

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PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: BRIDGET DEHAAN

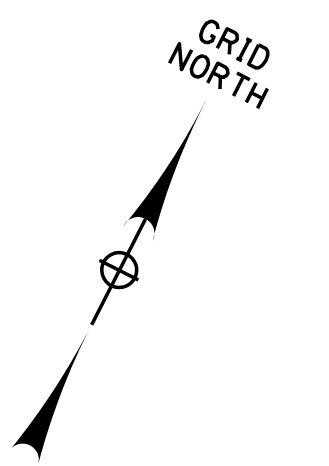


08/26/2022

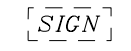
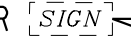
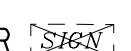



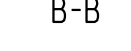
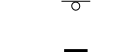
It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.

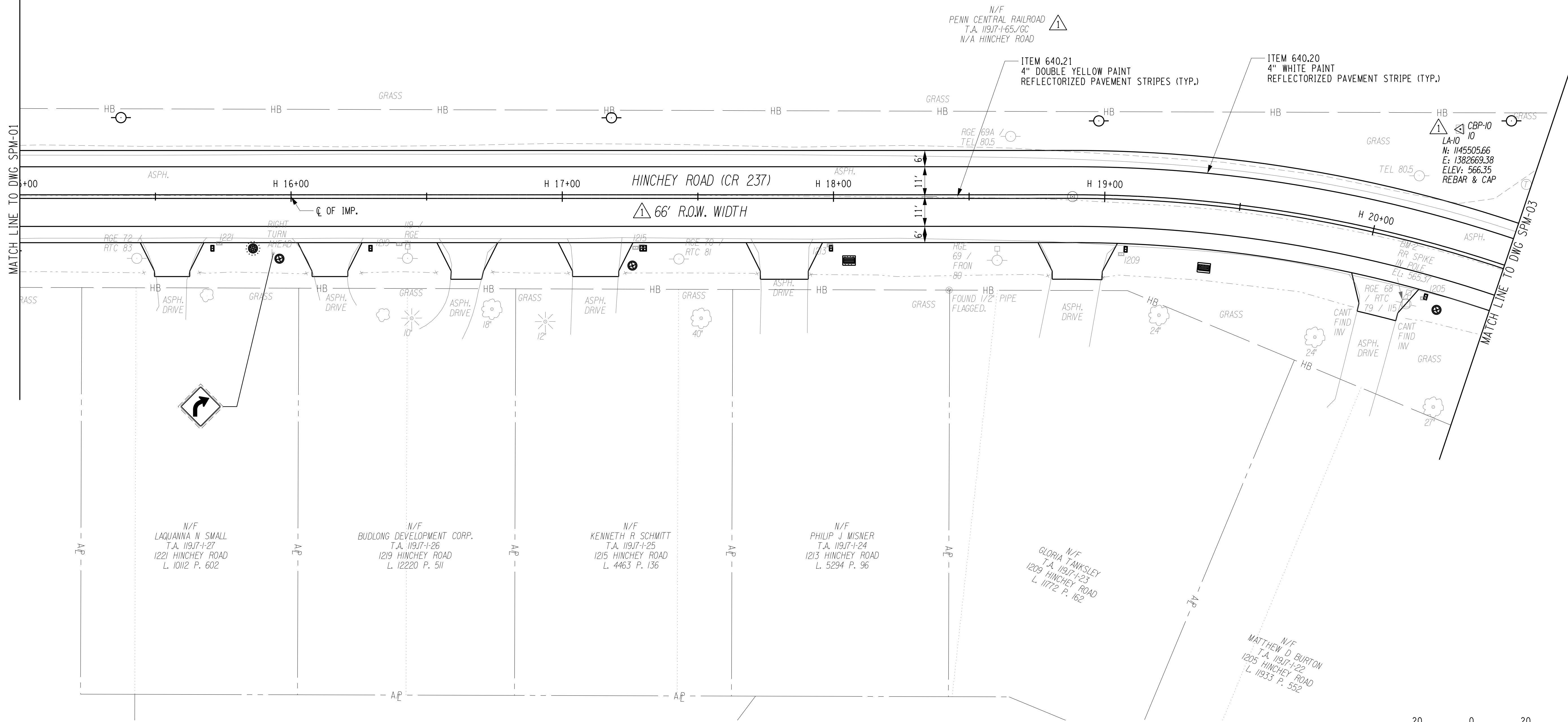
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**LEGEND**

-  EXISTING SIGN TO REMAIN
-  REMOVE & RELOCATE EXISTING SIGN BY OTHERS
-  EXISTING SIGN TO BE REMOVED BY OTHERS
-  NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- B-B BACK TO BACK
-  EXISTING SIGN
-  NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
-  NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
-  NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



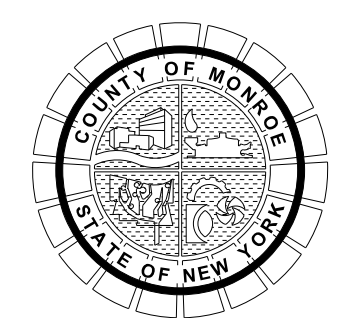
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
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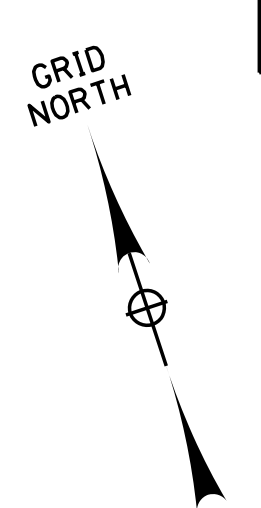
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**

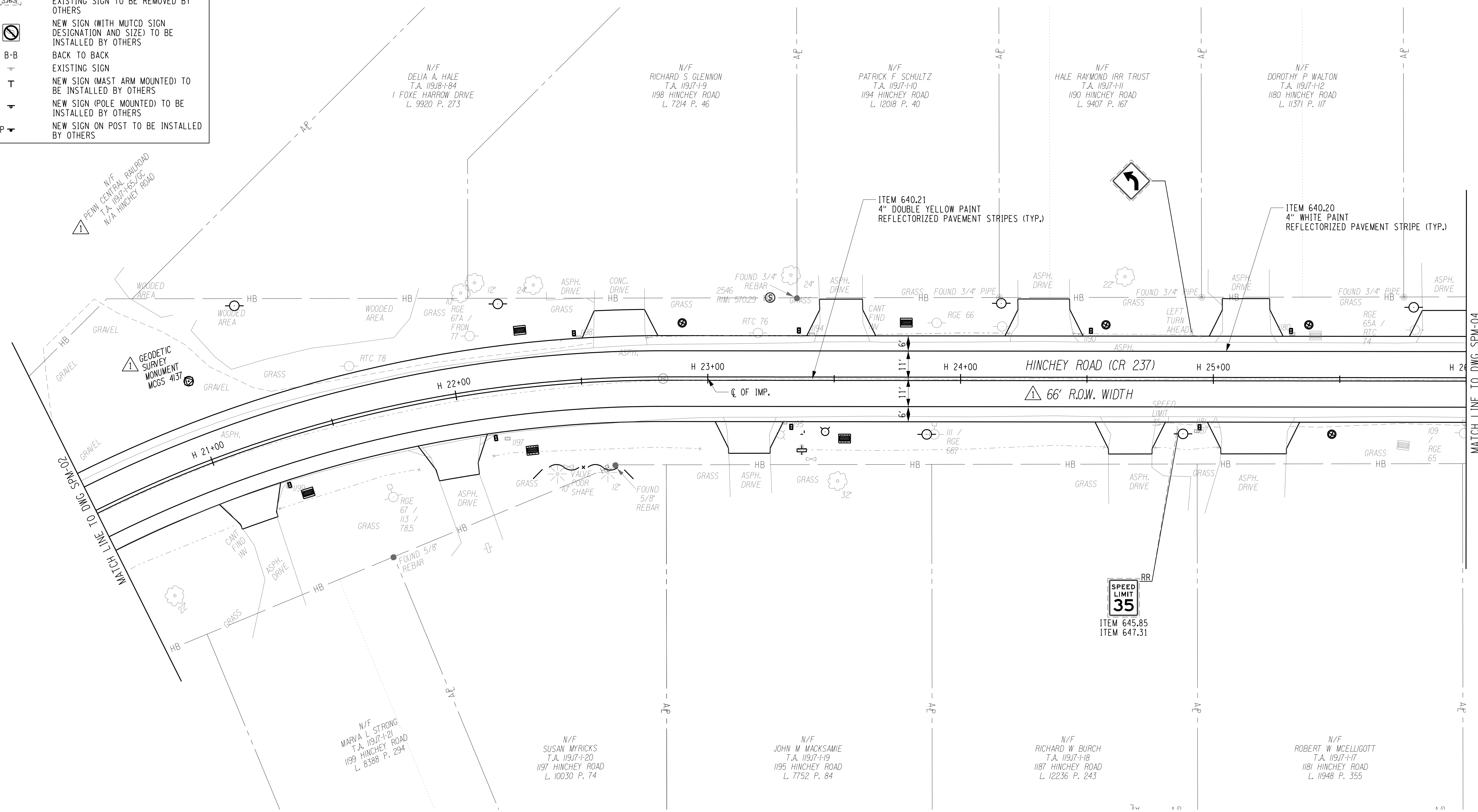
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**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-02 R1**



**LEGEND**

- EXISTING SIGN TO REMAIN
- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- BACK TO BACK
- EXISTING SIGN
- NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



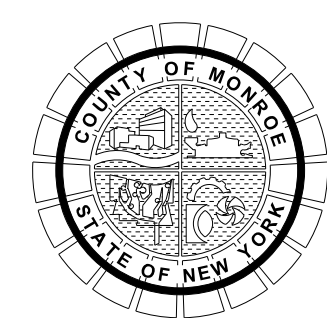
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
3			
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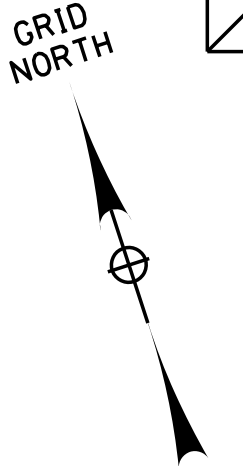


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
**COUNTY ROAD 237**  
**MONROE COUNTY**  
**DEPARTMENT OF TRANSPORTATION**










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**SIGN & PAVEMENT MARKING PLANS**

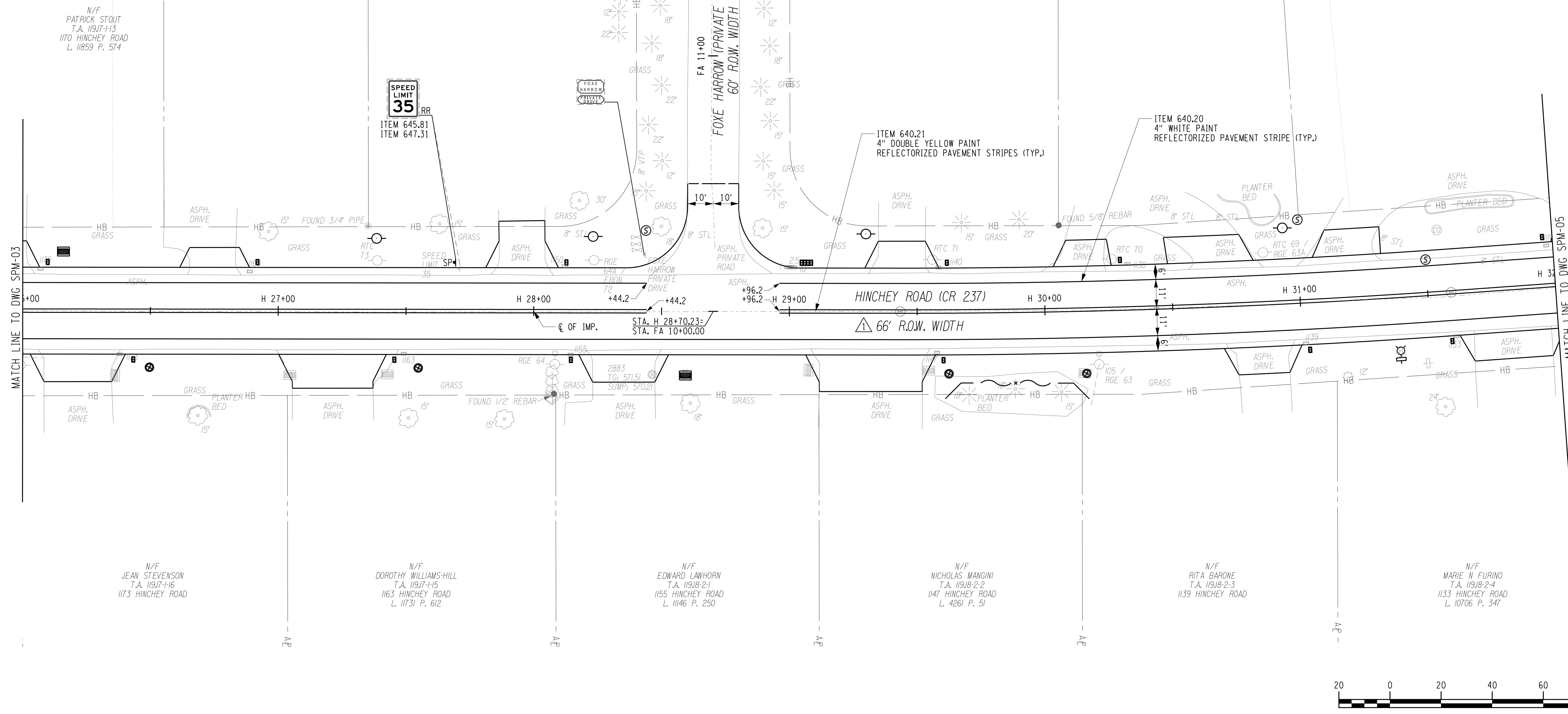
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**2201826**  
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**1/27/2023**  
 DRAWING NUMBER  
**SPM-03 R1**





**LEGEND**

-  EXISTING SIGN TO REMAIN
-  REMOVE & RELOCATE EXISTING SIGN BY OTHERS
-  EXISTING SIGN TO BE REMOVED BY OTHERS
-  NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
-  BACK TO BACK
-  EXISTING SIGN
-  NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
-  NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
-  NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

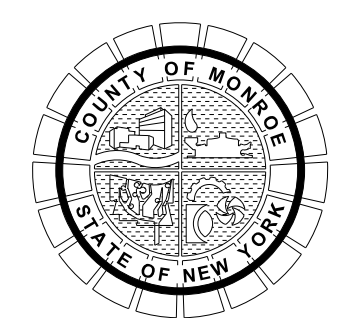


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
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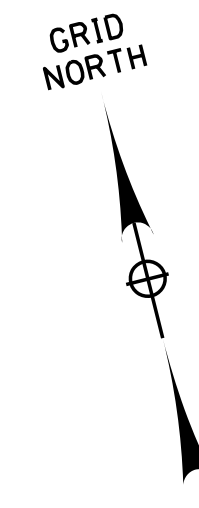


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

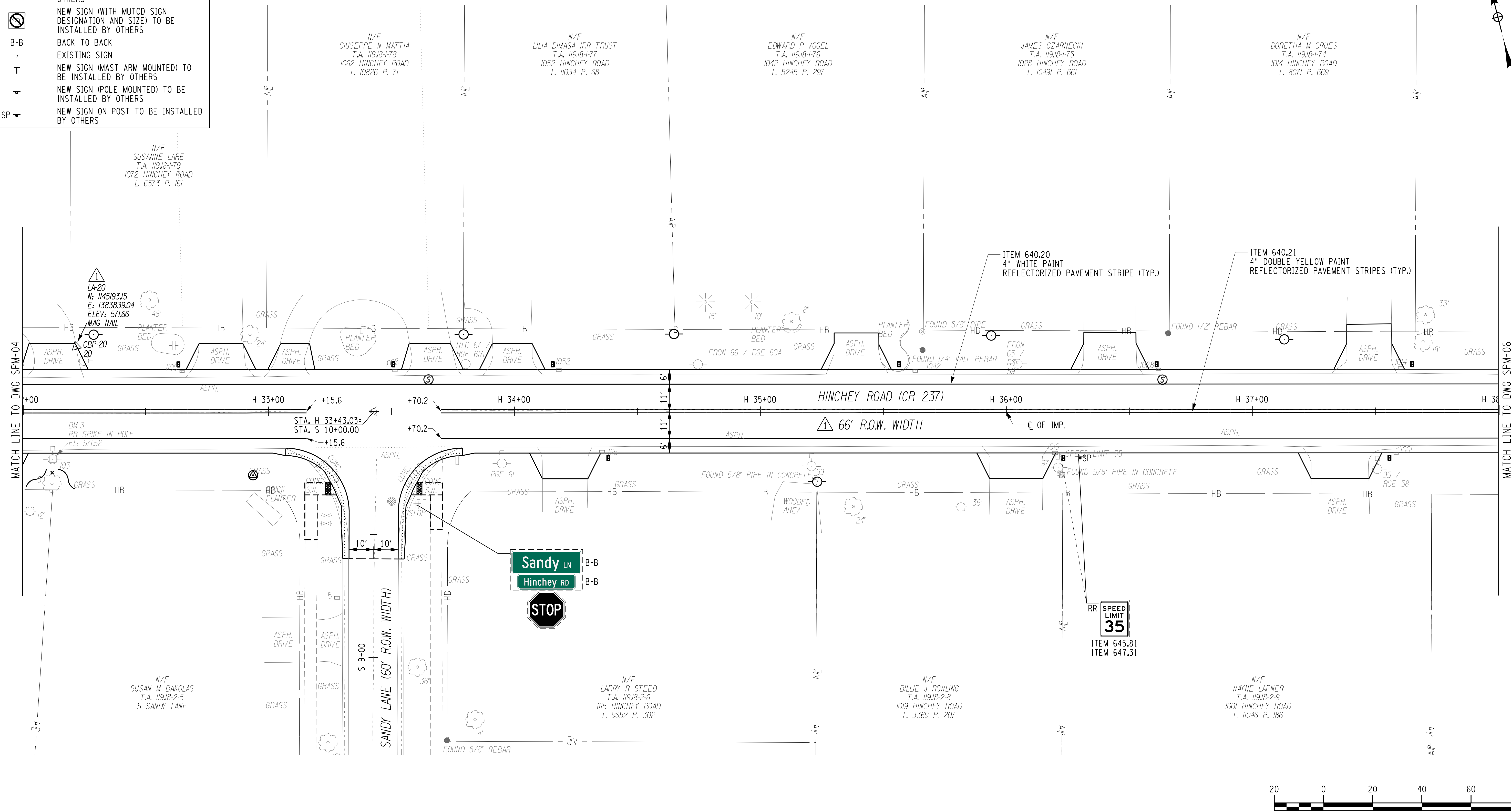
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 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-04 R1**





**LEGEND**

- EXISTING SIGN TO REMAIN
- RR REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- R EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- B-B BACK TO BACK
- EXISTING SIGN
- T NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- SP NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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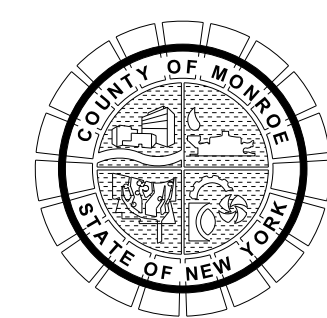


08/26/2022

NO.	REVISION	BY	DATE
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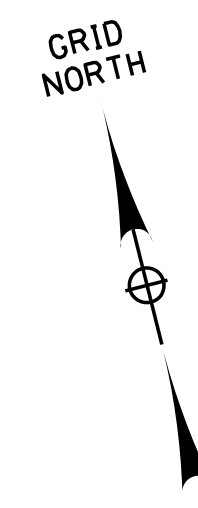
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

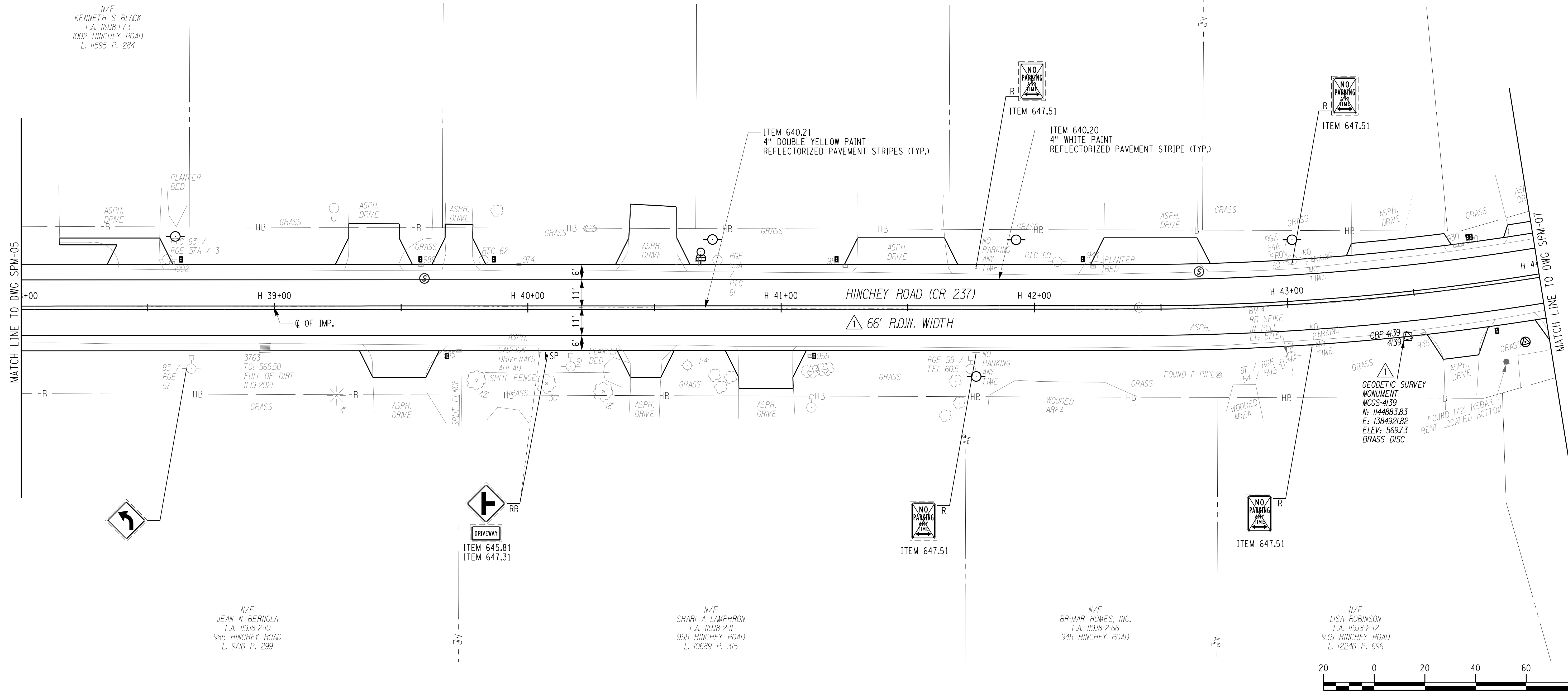
DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-05 R1**



**LEGEND**

- EXISTING SIGN TO REMAIN
- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- BACK TO BACK
- EXISTING SIGN
- NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



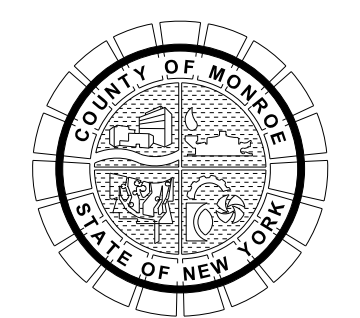
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
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If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter on item in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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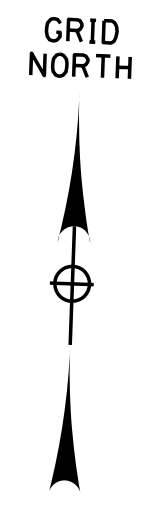


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

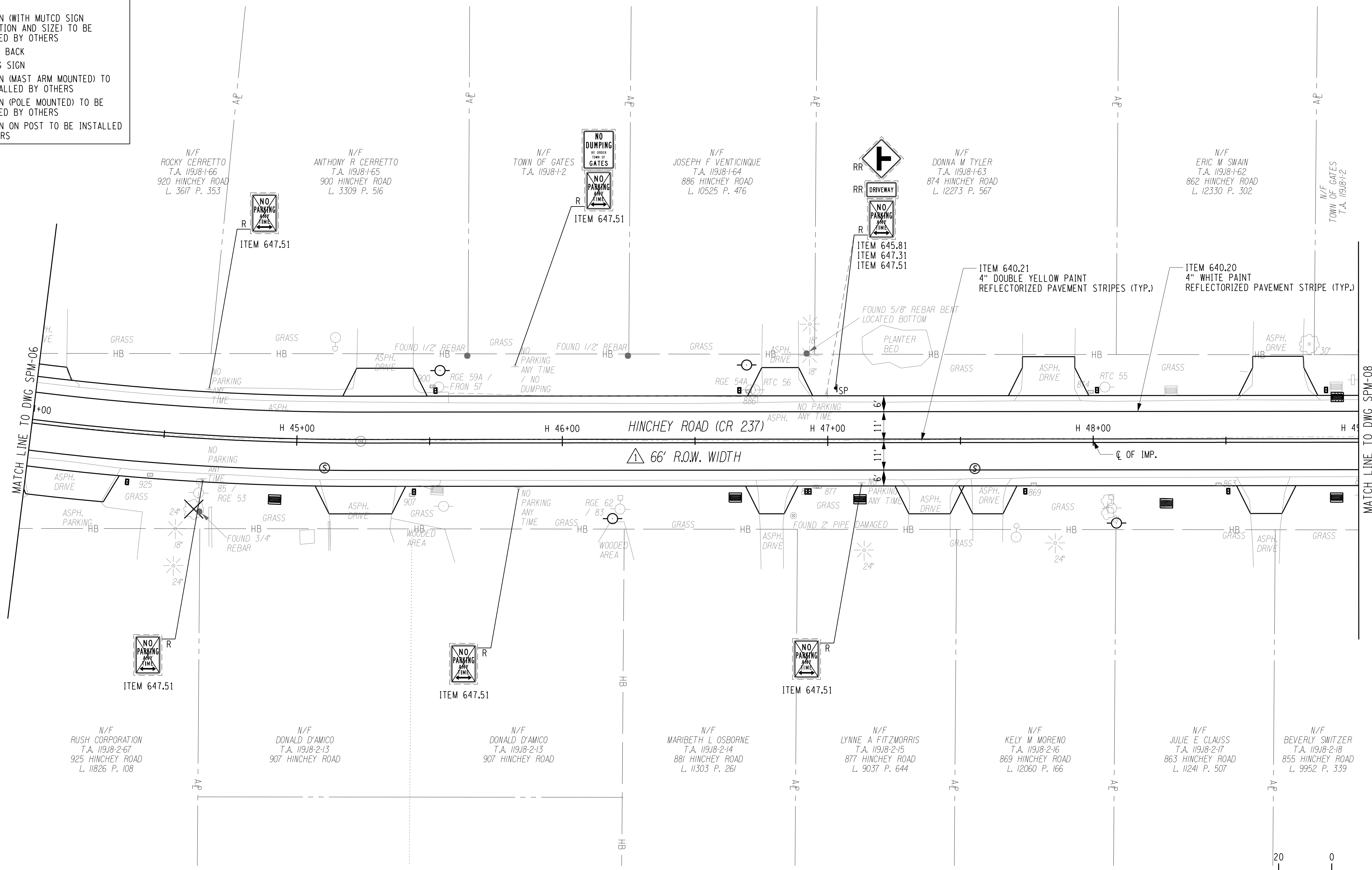
PROJECT NUMBER  
**2201826**  
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**1/27/2023**  
 DRAWING NUMBER  
**SPM-06 R1**





**LEGEND**

- EXISTING SIGN TO REMAIN
- RR REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- R EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- B-B BACK TO BACK
- EXISTING SIGN
- T NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- SP NEW SIGN ON POST TO BE INSTALLED BY OTHERS



PLOTDRVR pdf Color Full.plt  
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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

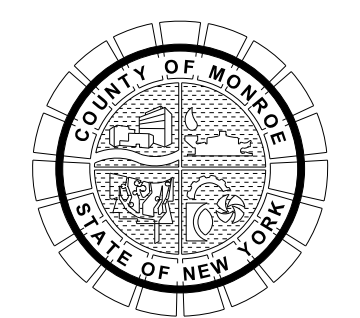


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
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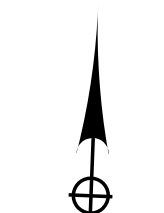
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-07 R1**

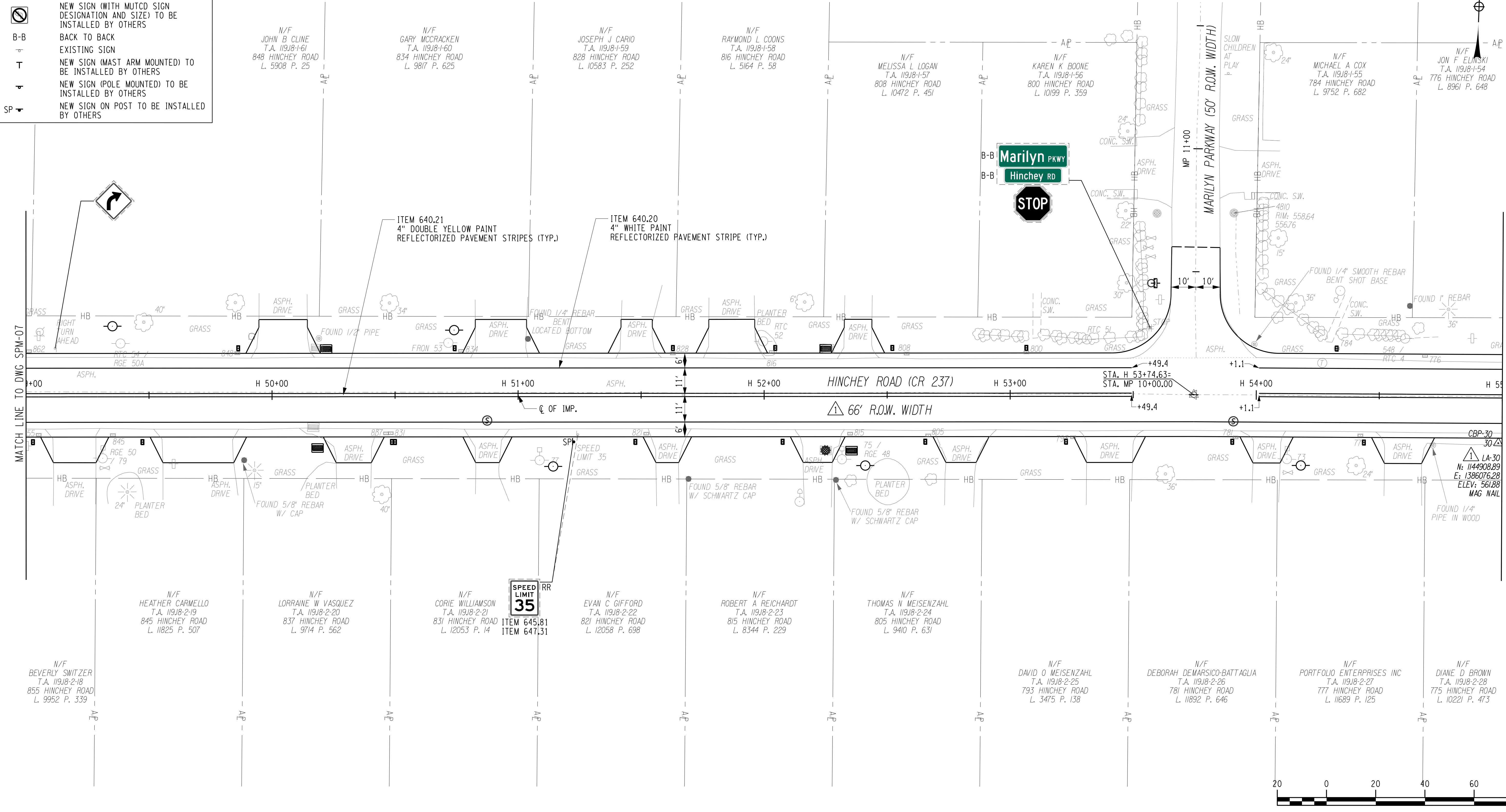


GRID NORTH



**LEGEND**

- EXISTING SIGN TO REMAIN
- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- BACK TO BACK
- EXISTING SIGN
- NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

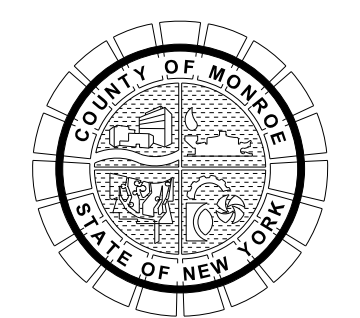


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
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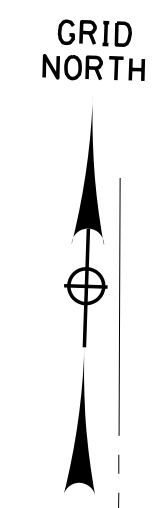
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
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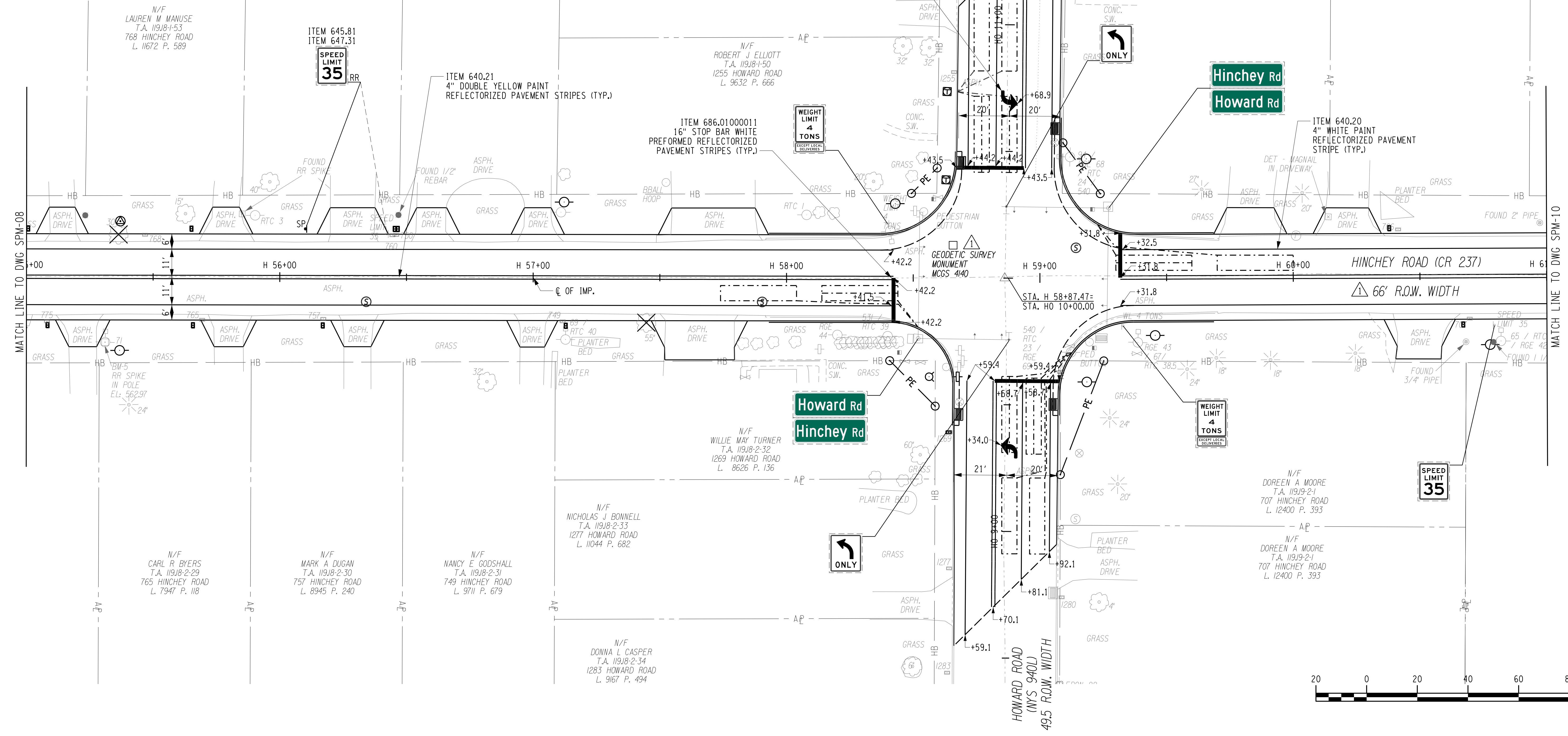
It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter on item in any way, if on item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.





**LEGEND**

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- NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

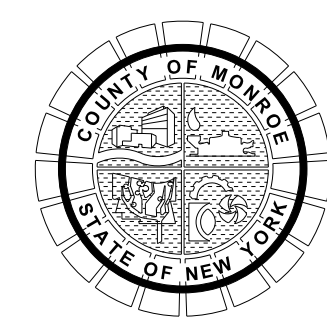


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
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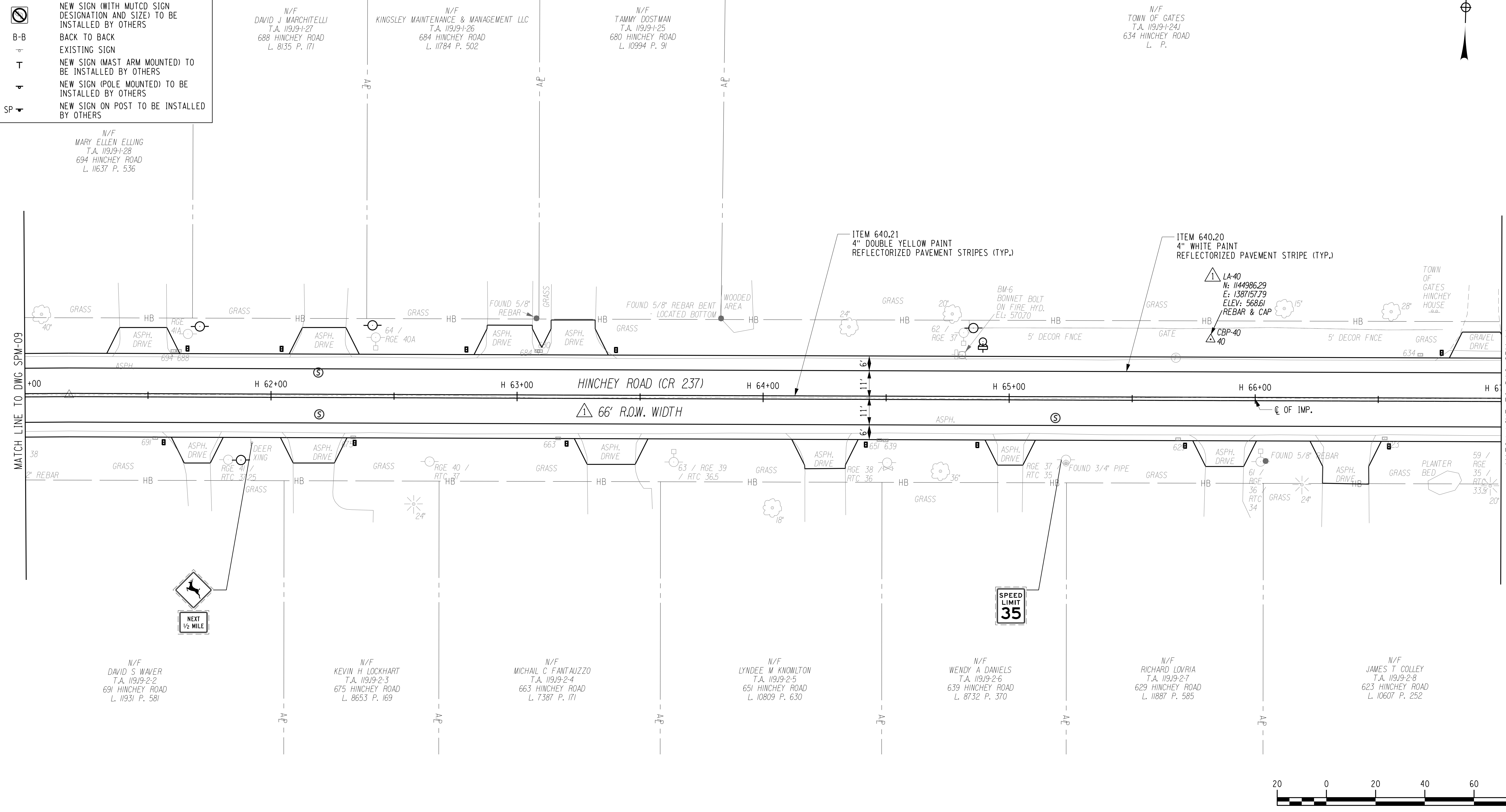


GRID NORTH



**LEGEND**

- EXISTING SIGN TO REMAIN
- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- B-B BACK TO BACK
- T EXISTING SIGN
- T NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- T NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- SP NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

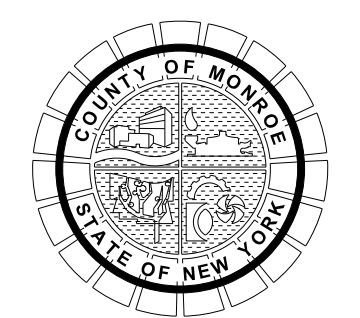


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
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
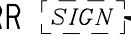









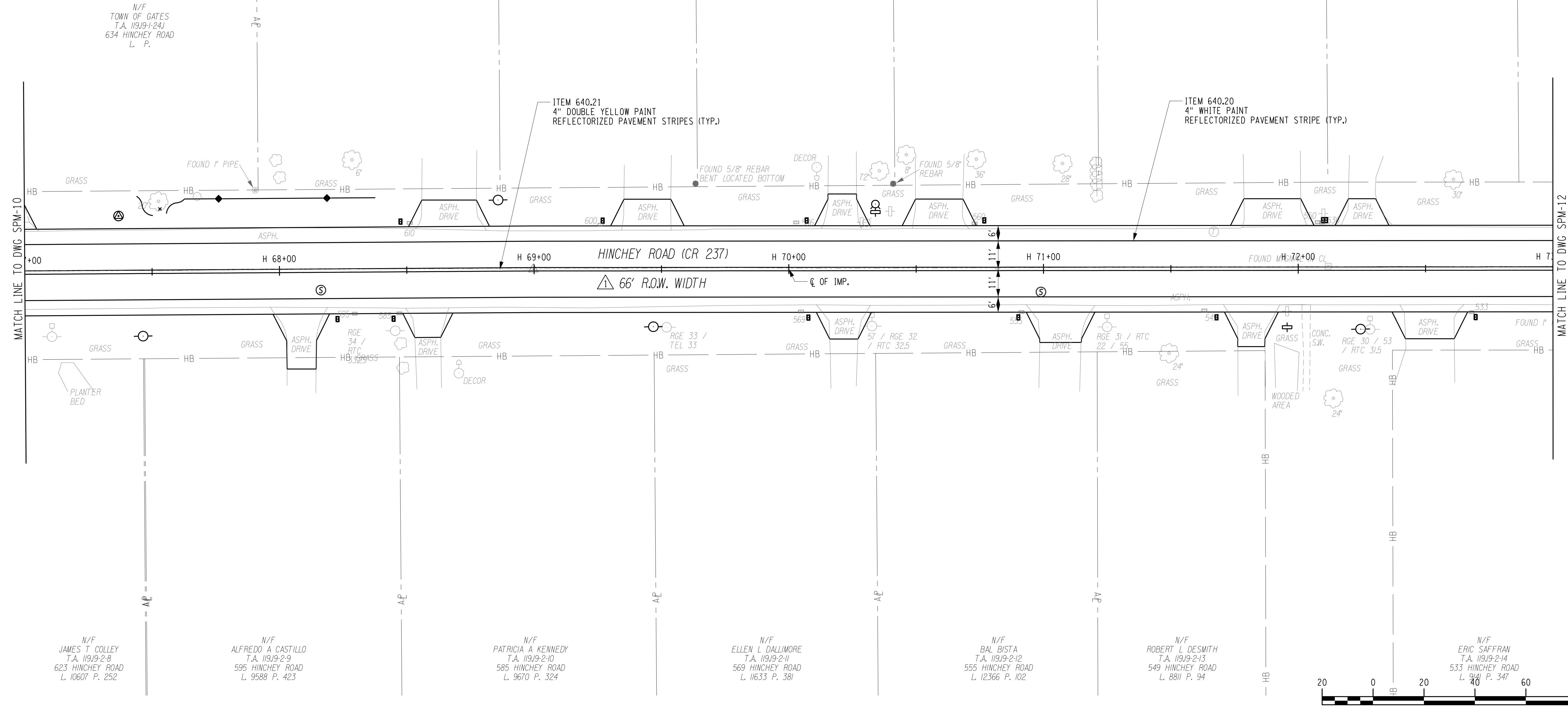
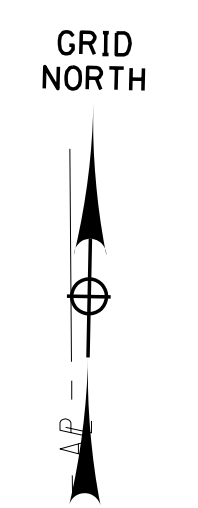
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-10 R1**

**LEGEND**

-  EXISTING SIGN TO REMAIN
-  REMOVE & RELOCATE EXISTING SIGN BY OTHERS
-  EXISTING SIGN TO BE REMOVED BY OTHERS
-  NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
-  BACK TO BACK
-  EXISTING SIGN
-  NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
-  NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
-  NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

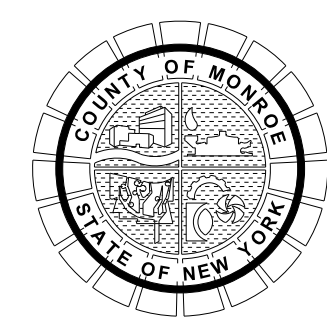


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
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



PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

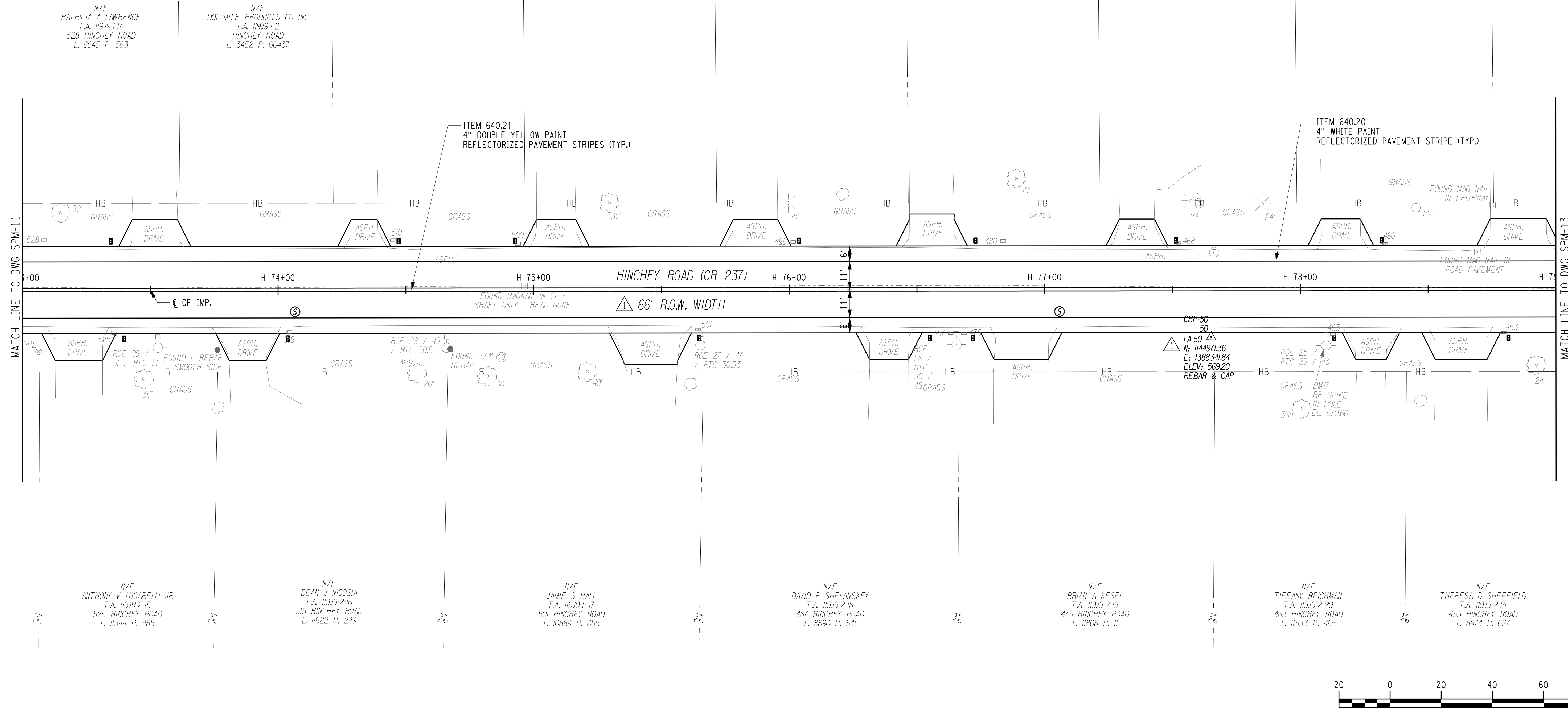
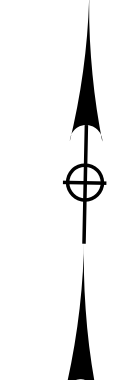
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 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-11 R1**



**LEGEND**

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- RR  REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- R  EXISTING SIGN TO BE REMOVED BY OTHERS
-  NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- B-B EXISTING SIGN
- T NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- T NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- SP NEW SIGN ON POST TO BE INSTALLED BY OTHERS

GRID NORTH



PLOTDRVR pdf Color Full.plt  
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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



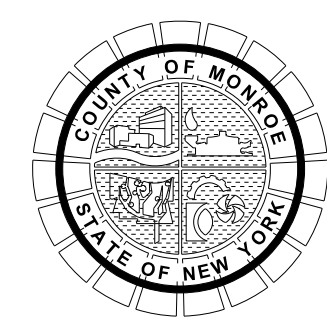
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
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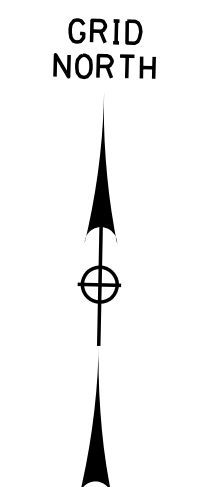
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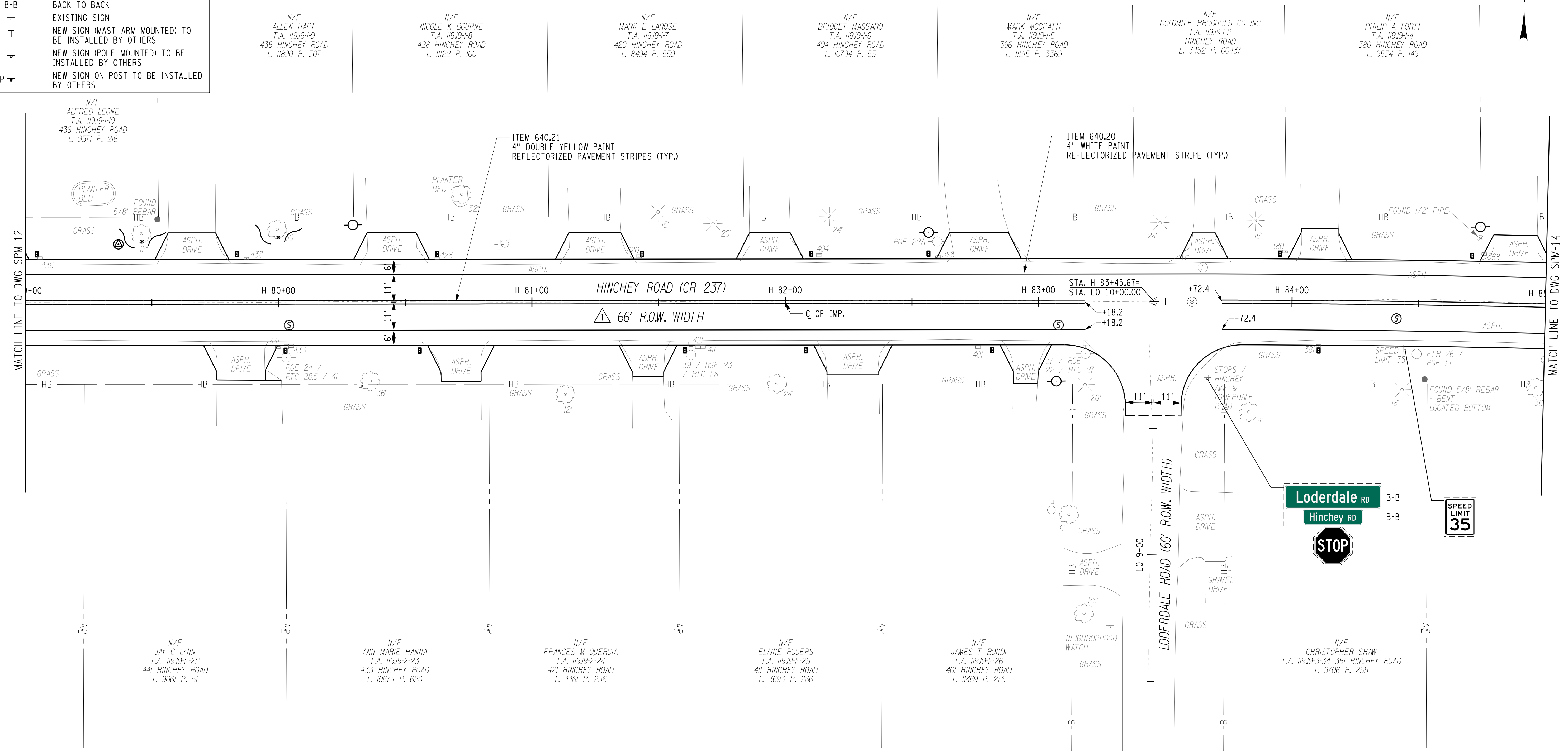
PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
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PROJECT NUMBER  
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 DRAWING NUMBER  
**SPM-12 R1**



- LEGEND**
- EXISTING SIGN TO REMAIN
  - REMOVE & RELOCATE EXISTING SIGN BY OTHERS
  - EXISTING SIGN TO BE REMOVED BY OTHERS
  - NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
  - BACK TO BACK
  - EXISTING SIGN
  - NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
  - NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
  - NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

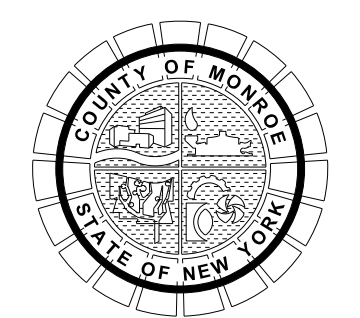


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	8/22/22
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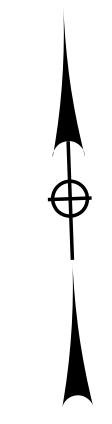


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

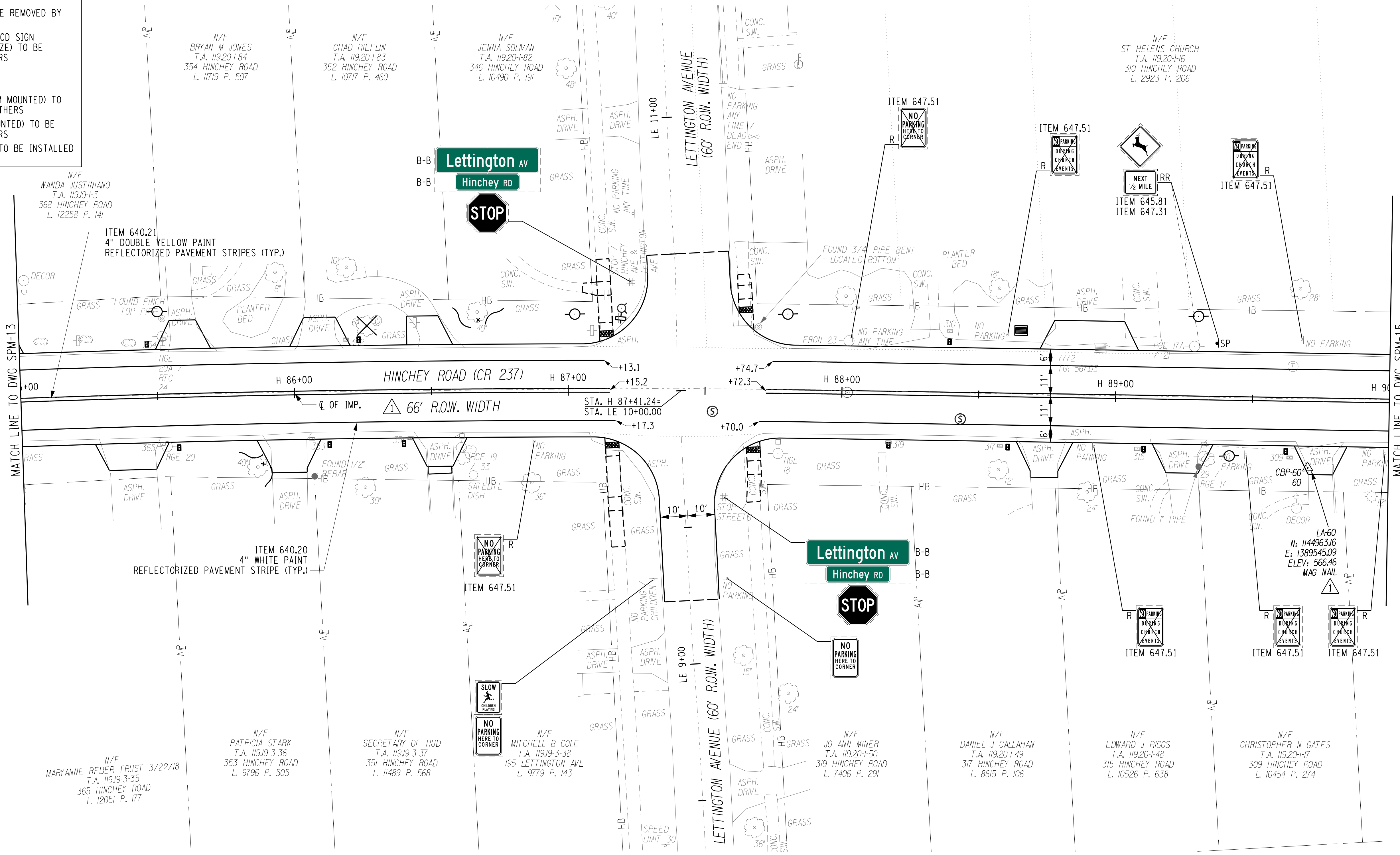
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 DRAWING NUMBER  
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**LEGEND**

- EXISTING SIGN TO REMAIN
- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
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- NEW SIGN ON POST TO BE INSTALLED BY OTHERS



MATCH LINE TO DWG SPM-13

MATCH LINE TO DWG SPM-15



PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

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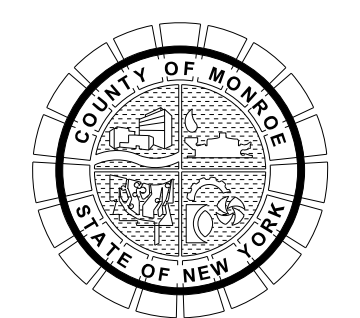


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2			
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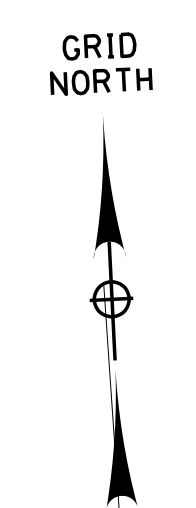


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

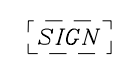
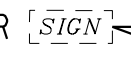
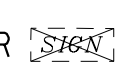

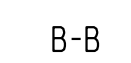




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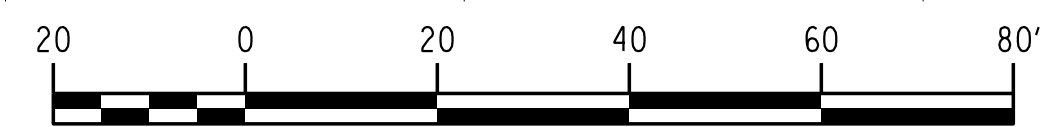
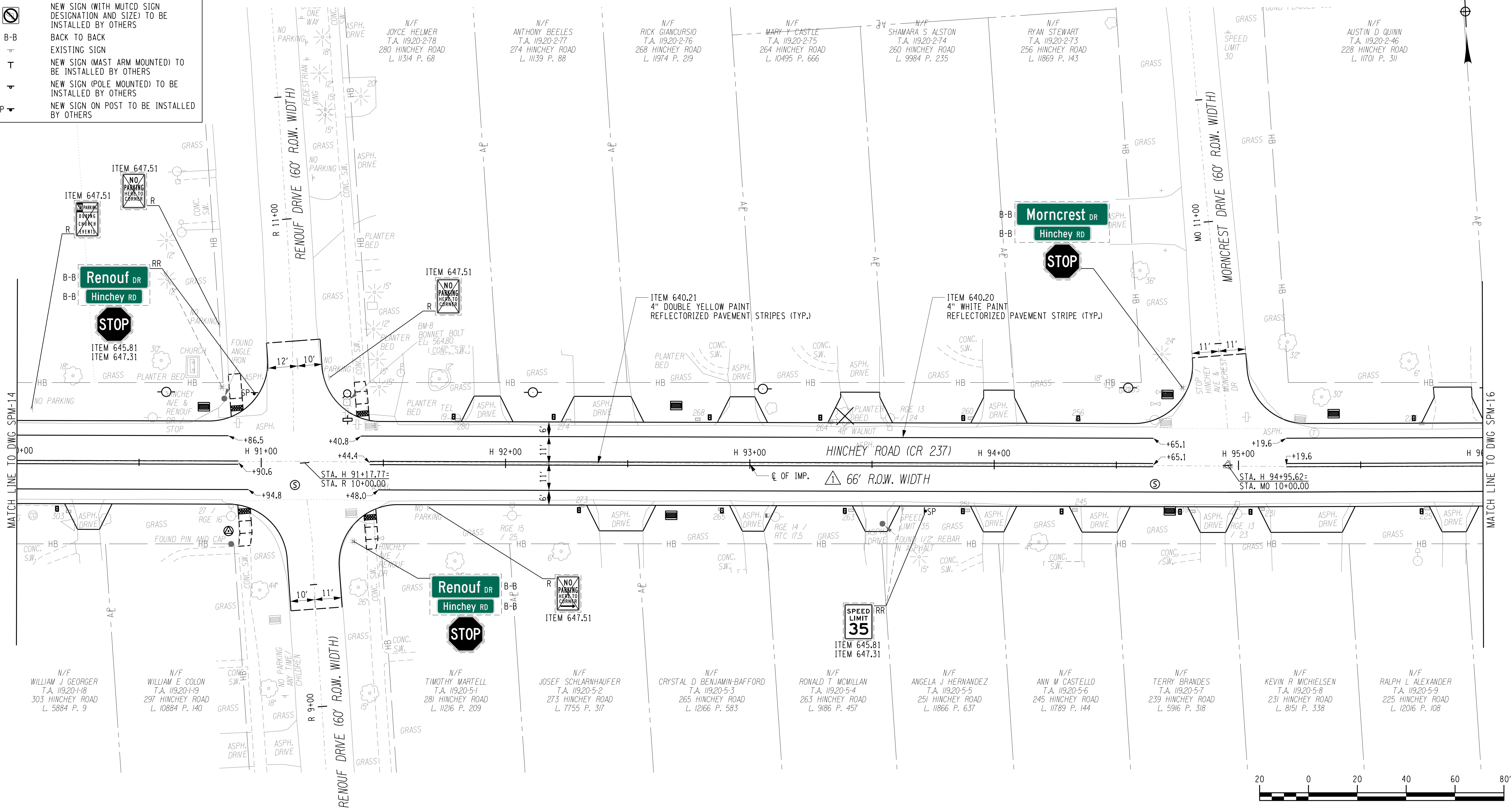
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**LEGEND**

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-  REMOVE & RELOCATE EXISTING SIGN BY OTHERS
-  EXISTING SIGN TO BE REMOVED BY OTHERS
-  NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
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-  NEW SIGN ON POST TO BE INSTALLED BY OTHERS



DESIGNER: BRIDGET DEHAAN  
 ENGINEER: RICHARD BENNETT  
 PROJECT MANAGER: RICHARD BENNETT

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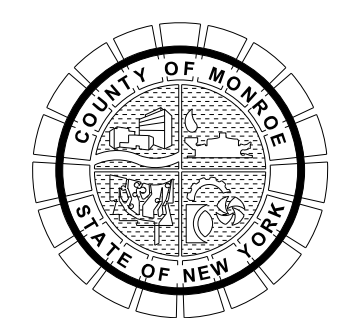


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

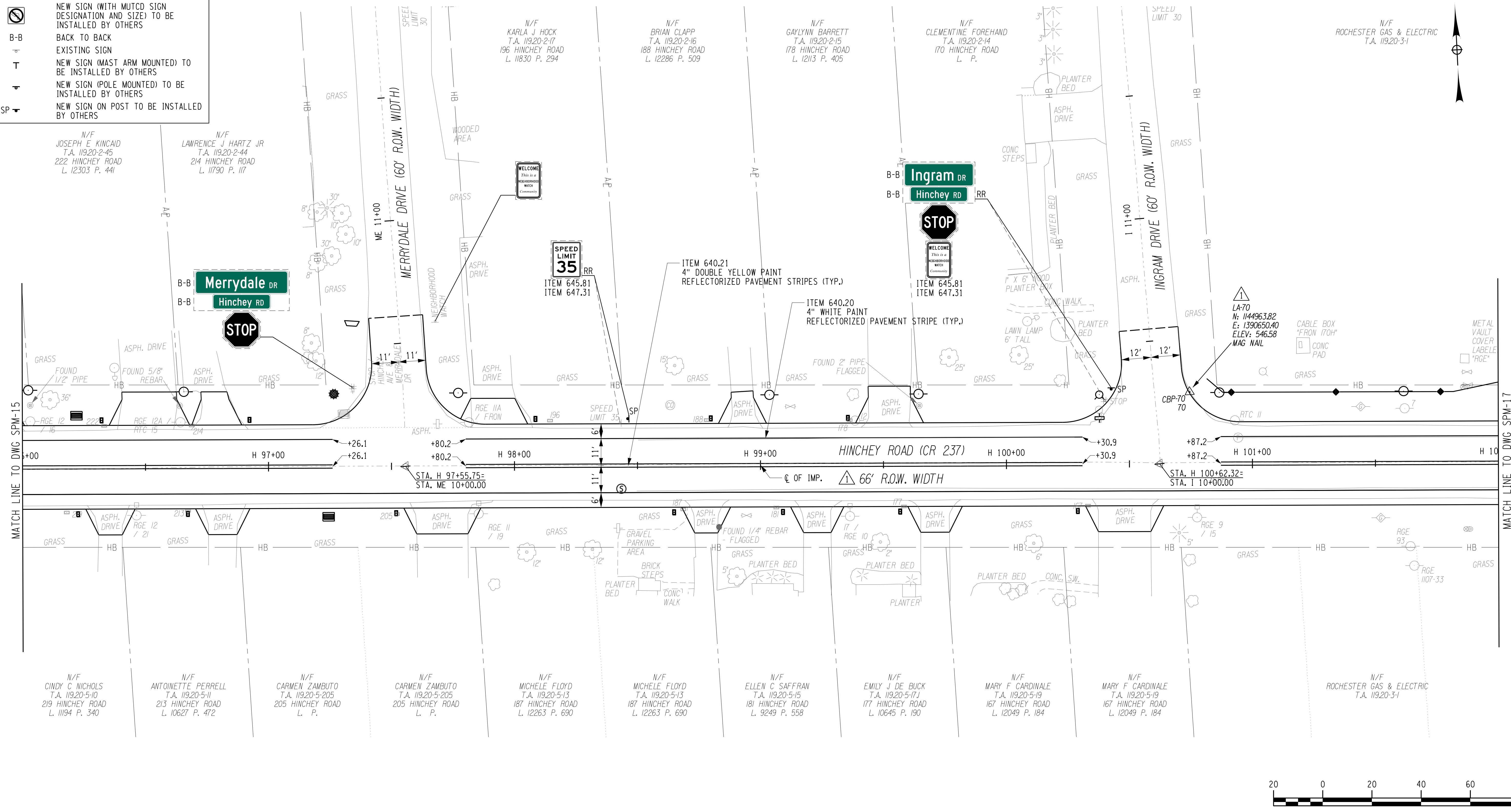
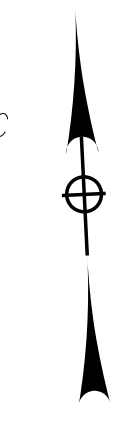
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**2201826**  
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**1/27/2023**  
 DRAWING NUMBER  
**SPM-15 R1**



**LEGEND**

- EXISTING SIGN TO REMAIN
- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- BACK TO BACK
- EXISTING SIGN
- NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN ON POST TO BE INSTALLED BY OTHERS

GRID NORTH



DESIGNER: BRIDGET DEHAAN  
 ENGINEER: RICHARD BENNETT  
 PROJECT MANAGER: RICHARD BENNETT

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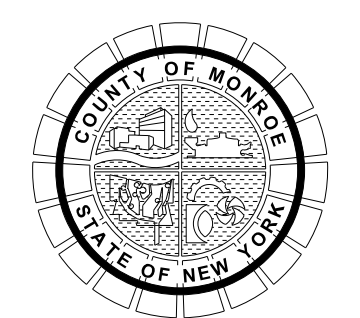


08/26/2022

NO.	REVISION	BY	DATE
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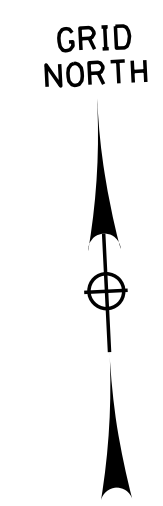


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

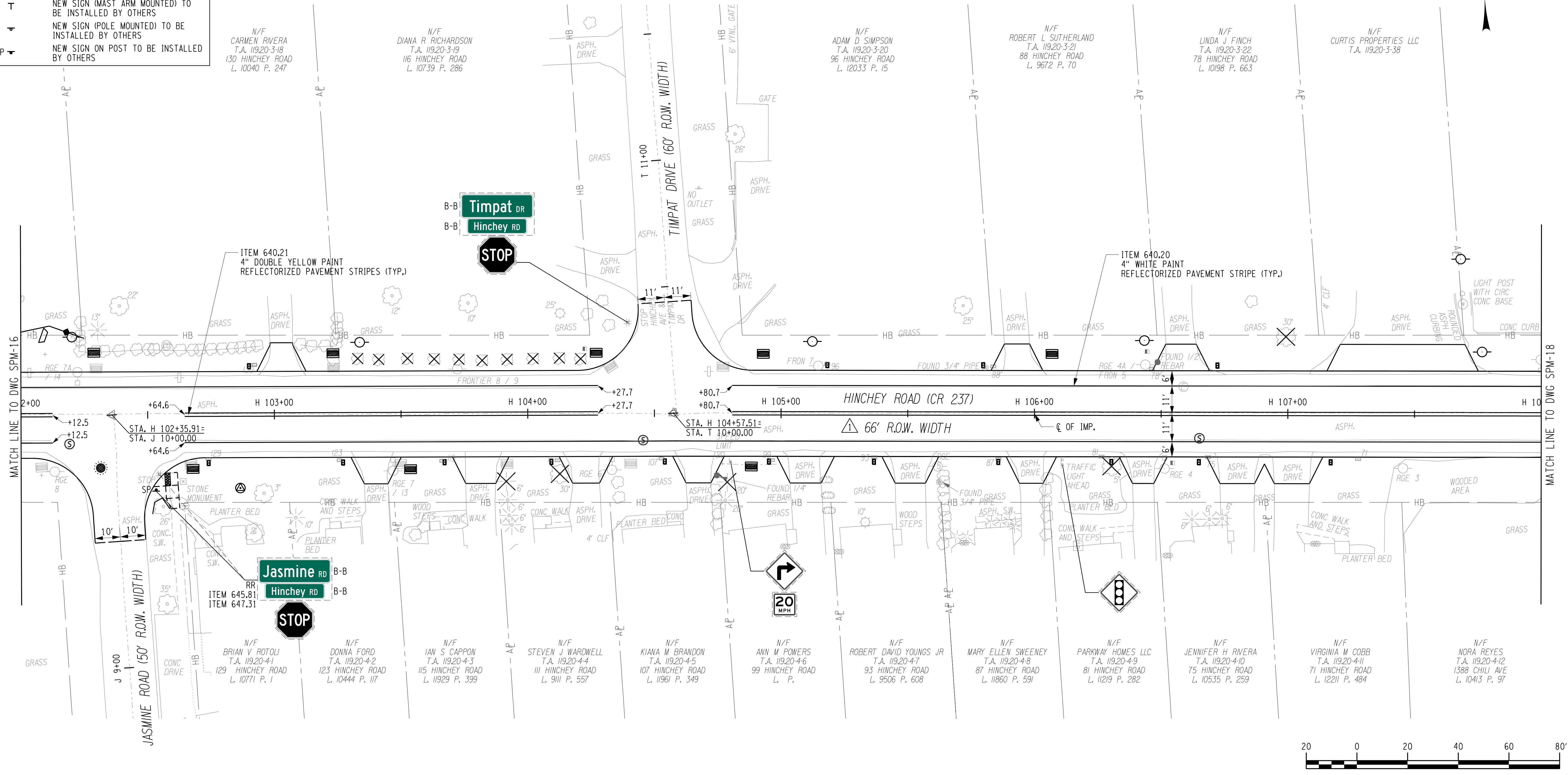
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 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-16 R1**





**LEGEND**

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- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- BACK TO BACK
- EXISTING SIGN
- NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

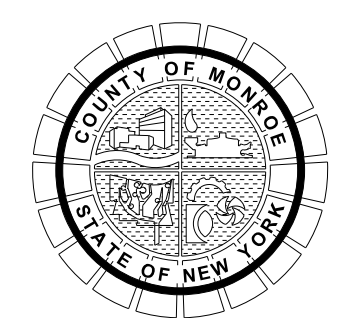


08/26/2022

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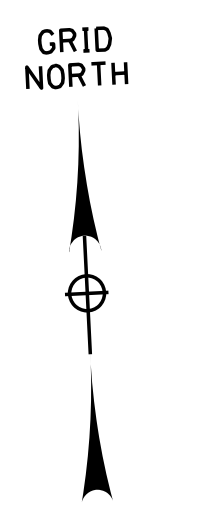


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

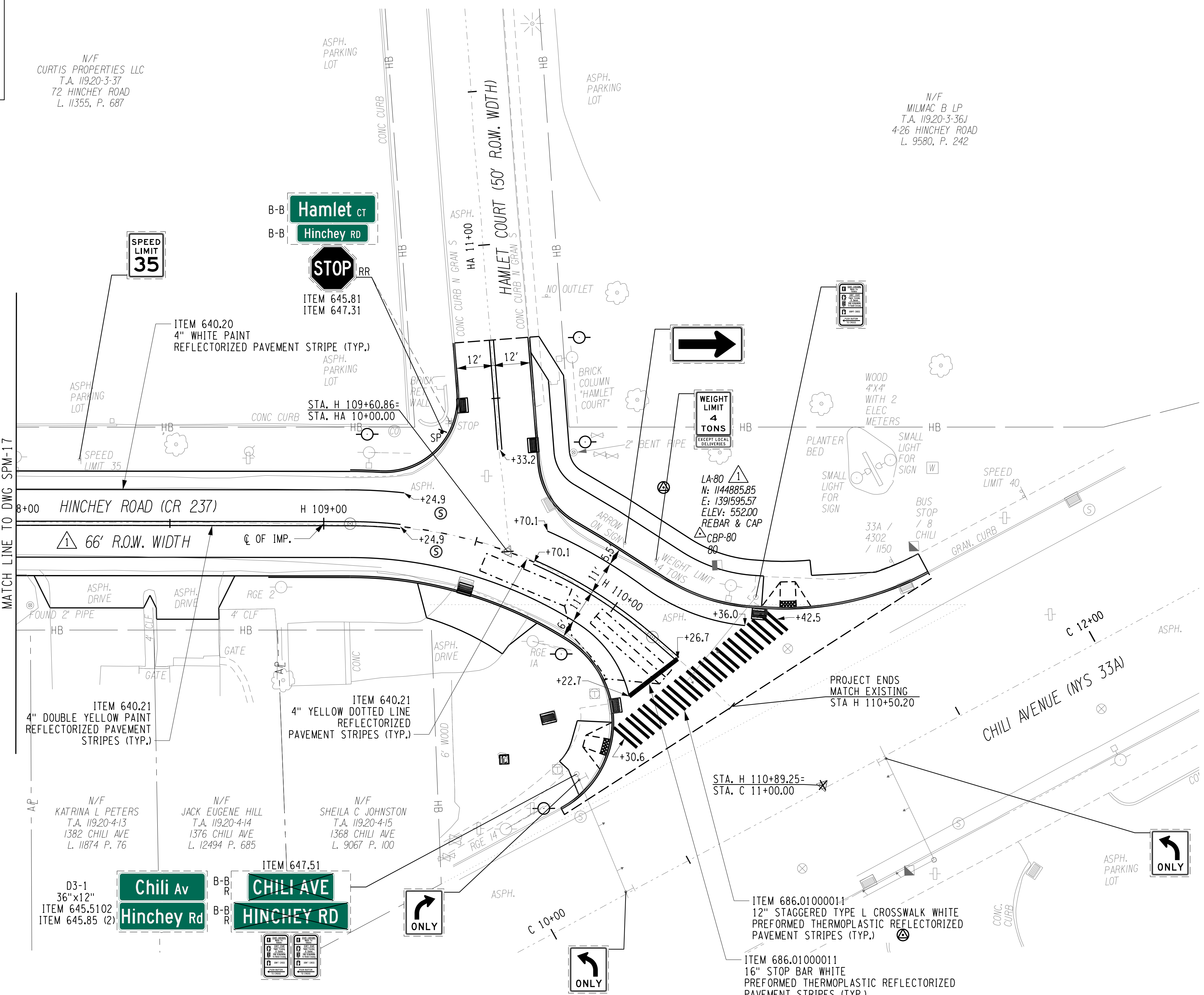
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**2201826**  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
**SPM-17 R1**





**LEGEND**

- EXISTING SIGN TO REMAIN
- REMOVE & RELOCATE EXISTING SIGN BY OTHERS
- EXISTING SIGN TO BE REMOVED BY OTHERS
- NEW SIGN (WITH MUTCD SIGN DESIGNATION AND SIZE) TO BE INSTALLED BY OTHERS
- BACK TO BACK
- EXISTING SIGN
- NEW SIGN (MAST ARM MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN (POLE MOUNTED) TO BE INSTALLED BY OTHERS
- NEW SIGN ON POST TO BE INSTALLED BY OTHERS



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 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

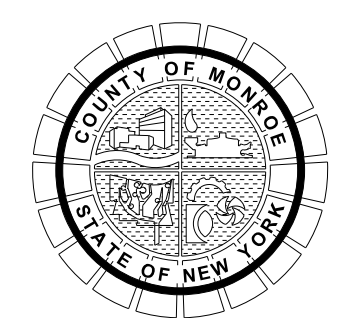


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**SIGN & PAVEMENT MARKING PLANS**

PROJECT NUMBER  
**2201826**  
 DATE  
**1/27/2023**  
 DRAWING NUMBER  
**SPM-18 R1**



PROJECT MANAGER: BRIDGET DEHAAN  
 CHECK: [Blank]  
 DRAFTING: [Blank]  
 CHECK: [Blank]  
 DESIGN: [Blank]  
 JOB MANAGER: [Blank]  
 DESIGN SUPERVISOR: [Blank]  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: RICHARD BENNETT  
 PROJECT MANAGER: RICHARD BENNETT  
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 DATE/TIME: 11/16/2023 12:42:31 PM

**GENERAL:**

- NO ELECTRICAL WIRES (INCLUDING STREET LIGHTING) EXCEPT AS NOTED ON THE TRAFFIC SIGNAL PLANS SHALL BE ALLOWED IN ANY TRAFFIC SIGNAL CONDUIT OR PULLBOX.
- THE CONTRACTOR SHALL INSTALL THE TRAFFIC SIGNAL IN ACCORDANCE WITH ALL APPLICABLE NEW YORK STATE CODES.
- THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE NEW YORK BOARD OF FIRE UNDERWRITERS FOR SIGNAL INSTALLATIONS.
- ALL EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION UNTIL ALL NEW TRAFFIC SIGNALS ARE OPERATIONAL. THE TRAFFIC SIGNAL MAINTENANCE ENGINEER (TSME) WILL ALLOW FOR REASONABLE SIGNAL SHUTDOWN PERIOD FOR EQUIPMENT RELOCATION AND INSTALLATION. THE TSME WILL BE SOLELY RESPONSIBLE FOR ESTABLISHING THE LENGTH AND ANY REQUIREMENTS FOR A SIGNAL SHUTDOWN PERIOD.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK ZONE TRAFFIC CONTROL, MEETING ANY REQUIREMENTS MADE BY THE ENGINEER AND FOR COMPLETING THE WORK WITHIN THE LENGTH OF TIME GIVEN FOR ANY SHUTDOWN PERIOD.
- THE CONTRACTOR SHALL COORDINATE ALL ROADWAY WIDENING, AND PAVEMENT MARKING LANE LAYOUT AND APPLICATION WITH THE COMPLETION OF ALL TRAFFIC SIGNAL WORK FOR THE PROPER ALIGNMENT OF THE TRAFFIC SIGNAL HEADS AND LOCATION OF THE VEHICLE DETECTION INDUCTANCE LOOPS.
- RECORD PLAN DATA HAS BEEN USED IN PREPARATION OF THE TRAFFIC SIGNAL PLANS. THE CONTRACTOR SHALL FIELD VERIFY ANY INFORMATION SHOWN ON THE PLANS WITH ACTUAL FIELD CONDITIONS. COST TO BE INCLUDED IN THE VARIOUS TRAFFIC SIGNAL ITEMS.
- GUY WIRE ASSEMBLIES AND NON-SPAN WIRE SIGNAL CABLES TO BE REMOVED AS PART OF A POLE REMOVAL ITEM SHALL BE INCLUDED IN THE BID PRICE FOR THE POLE REMOVAL. THE CONTRACTOR SHALL REMOVE ANY OVERHEAD CABLES ATTACHED TO THE POLES, AND ANY SIGNS NOT BEING SALVAGED SHALL BE REMOVED FROM THE POLES, AND THE COSTS SHALL BE INCLUDED IN THE POLE REMOVAL ITEM.
- 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.

**FOUNDATION:**

- TRAFFIC SIGNAL FOUNDATIONS SHALL BEAR ON UNDISTURBED GROUND, SOIL COMPACTED IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
- CLARIFICATION OF STANDARD SHEET 880-01 - TRAFFIC SIGNAL POLE FOUNDATIONS SHALL MEET THE REQUIREMENTS OF SECTION 555 OF THE STANDARD SPECIFICATIONS AND BE PLACED AS A MONOLITHIC POUR.

**ANCHOR BOLTS:**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER ORIENTATION OF THE ANCHOR BOLTS FOR TRAFFIC SIGNAL POLE, PRIOR TO CONCRETE PLACEMENT. THE CONTRACTOR SHALL ORIENTATE ALL ANCHOR BOLTS USING A MATHEMATICAL METHOD OR BY SURVEYING. ALIGNMENT BY EYE SHALL NOT BE PERMITTED.

**SPAN WIRE:**

- AS PER REVISED USC STANDARD SHEET 680-07, THE SPAN WIRE SHALL BE SECURED BY WRAPPING THE SPAN WIRE AROUND THE SUPPORT POLES. IN ADDITION TO BEING SECURED BY EYEBOLT OR CIRCUMFERENTIAL POLE CLAMP, AND WEATHER HEAD FITTINGS SHALL BE INCREASED TO 4 INCH SIZE.

**STATE SUPPLIED EQUIPMENT:**

- WHEN STATE-SUPPLIED POLES OR OTHER SIGNAL EQUIPMENT ARE TO BE PICKED UP OR DELIVERED, CONTACT LOIS FURIOSO (585-753-7793) A MINIMUM OF SEVEN (7) CALENDAR DAYS PRIOR TO THE SCHEDULED PICKUP.

**CABLES AND WIRING:**

- THE CONTRACTOR SHALL IDENTIFY EVERY NEW CABLE ENTERING ANY TRAFFIC CONTROL DEVICES: (CONTROLLER CABINET, PULLBOX AND POLES) BY FUNCTION AND DESTINATION ON A NYSDOT APPROVED TAG ATTACHED TO THE CABLE WITH EITHER A STAINLESS STEEL WIRE OR A PLASTIC OR NYLON LINE.
- THE CONTRACTOR SHALL PROVIDED A SAMPLE OF THE SIGNAL CABLE MARKING TAGS TO BE USED TO THE ENGINEER FOR TSME APPROVAL. THE REGIONAL TRAFFIC SIGNAL MAINTENANCE UNIT WILL NOTIFY THE ENGINEER IF THE SAMPLE TAGS HAVE BEEN APPROVED FOR USE WITHIN THREE (3) WORK DAYS.

**SIGNAL HEADS:**

- THE CONTRACTOR SHALL NOT USE ANY ALUMINUM SUSPENSION COMPONENTS LISTED IN SECTION 724-04 TRAFFIC SIGNAL HEADS; MATERIAL REQUIREMENTS, ITEM B OF THE STANDARD SPECIFICATIONS.
- AS PER REVISED USC STANDARD SHEET 680-11, ALL TRAFFIC SIGNAL HEADS AT NEW OR RE-BUILT SIGNAL LOCATIONS SHALL BE DIRECT WIRED. DISCONNECT HANGERS WILL NO LONGER BE USED WITH NEW OR RE-BUILT SIGNAL SYSTEMS.
- CONTRACTOR SHALL CONSTRUCT EACH TRAFFIC SIGNAL HEAD ASSEMBLY WITH APPROPRIATE PIPING SUCH THAT ALL ASSEMBLIES ARE BALANCED AND HANG VERTICALLY.

**INDUCTANCE LOOP DETECTORS:**

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

**SALVAGE OF TRAFFIC SIGNAL EQUIPMENT:**

- THE CONTRACTOR SHALL NOTIFY THE ENGINEER TEN (10) WORKING DAYS IN ADVANCE FOR REMOVAL OF ANY TRAFFIC SIGNAL EQUIPMENT. THE ENGINEER SHALL REQUEST FROM THE NYSDOT SIGNAL MAINTENANCE ENGINEER A LIST OF TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED FOR EACH LOCATION.
- ITEMS TO BE SALVAGED SHALL INCLUDE, BUT ARE NOT LIMITED TO: SIGNAL POLES, CONTROLLERS, SIGNAL HEADS AND BRACKETS, SIGNAL BACK PLATES, SIGNAL DISCONNECTS, OVERHEAD SIGNS, PEDESTRIAN HEADS AND BRACKETS, PEDESTRIAN PUSH BUTTONS, AND TRAFFIC SIGNAL MANHOLE FRAMES AND COVERS.
- THE CONTRACTOR SHALL RETURN ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT TO THE NYSDOT SIGNAL SHOP, CONTACT SIGNAL MAINTENANCE ENGINEER (585-753-7793) TO ARRANGE FOR DELIVERY.

**MAINTENANCE OF NEW OR EXISTING TRAFFIC SIGNALS**

- THE CONTRACTOR SHALL NOTIFY THE NEW YORK STATE SIGNAL MAINTENANCE ENGINEER (PHONE NUMBER 753-7793) THREE WORKING DAYS PRIOR TO ASSUMING MAINTENANCE, STARTING WORK IN THE AREA, OR DISTURBING CONDUIT OR LOOPS.
- TRAFFIC SIGNAL CONTROLLER PROGRAMMING CHANGES SHALL ONLY BE PERFORMED BY NEW YORK STATE SIGNAL MAINTENANCE PERSONNEL.
- THE CONTRACTOR SHALL OBTAIN PERMISSION FROM THE NYSDOT SIGNAL MAINTENANCE ENGINEER PRIOR TO ENTERING ANY EXISTING TRAFFIC SIGNAL CONTROLLER CABINET, PERFORMING ANY WORK ON AN EXISTING TRAFFIC SIGNAL, OR ENERGIZING ANY NEW TRAFFIC SIGNAL INSTALLATION.
- PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR REMOVED.
- THE CONTRACTOR SHALL MAINTAIN EACH TRAFFIC SIGNAL LOCATION AS INDICATED IN THE CONTACT DOCUMENTS UNDER ITEM 619.16XX. MAINTENANCE SHALL CONTINUE UNTIL ALL TRAFFIC SIGNAL IMPROVEMENTS HAVE BEEN TESTED IN ACCORDANCE WITH NYSDOT SECTION 680 AND THE WORK HAS BEEN ACCEPTED BY THE TRAFFIC SIGNAL MAINTENANCE ENGINEER.

**ITEM 680.81990003 - TRAFFIC SIGNAL BACKPLATES WITH YELLOW REFLECTIVE TAPE**

- THIS ITEM SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
  - SIGNAL GREEN FINISH
  - ASTM TYPE 3 REFLECTIVE SHEETING
  - 3" WIDE REFLECTIVE TAPE
  - 5" BORDER AROUND SIGNAL HEAD
  - NON LOUVERED
- THE QUANTITY OF TRAFFIC SIGNAL BACKPLATES REQUIRED SHALL BE MEASURED AS 1.0 EACH FOR EACH TRAFFIC SIGNAL HEAD ASSEMBLY, REGARDLESS OF THE NUMBER OF LED INDICATIONS ON THE SIGNAL HEAD.

**PEDESTRIAN PUSH BUTTONS**

- PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED AT 3'-6" (42").

**ITEM 662.60010004 - FURNISHING ELECTRICAL SERVICE**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND CONFIRMING THE POWER POINT LOCATION WITH THE UTILITY COMPANY FOR HAVING THE UTILITY SUPPLY AND HOOK UP OF THE METER.
- THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY DESIRED CHANGE TO THE POWER POINT LOCATION. THE TRAFFIC SIGNAL MAINTENANCE ENGINEER WILL BE SOLELY RESPONSIBLE FOR APPROVING CHANGES TO THE POWER POINT LOCATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ANY RISER, CONDUIT AND CONTINUOUS WIRING FROM THE METER PAN TO THE LOCATION WHERE THE UTILITY COMPANY INTENDS TO PROVIDE ELECTRICAL SERVICE FROM.
- THE REQUIREMENTS FOR ELECTRICAL SERVICE MAY VARY FOR EACH UTILITY COMPANY. A TYPICAL ELECTRICAL SERVICE CONNECTION HAS BEEN PROVIDED FOR USE.
- THE CONTRACTOR SHALL FURNISH ELECTRICAL SERVICE IN ACCORDANCE WITH ALL APPLICABLE NEW YORK STATE AND UTILITY COMPANY CODES AND REQUIREMENTS.
- IF THE UTILITY SERVICE HOOKUP REQUIREMENT IS DIFFERENT FROM THE TYPICAL ELECTRICAL SERVICE DETAIL, THE CONTRACTOR SHALL PROVIDE A SKETCH OF THE UTILITY SERVICE REQUIREMENT(S) TO THE ENGINEER PRIOR TO STARTING WORK.
- IF NEEDED: THE ENGINEER WILL USE THE SKETCH TO VERIFY THE ELECTRICAL SERVICE REQUIREMENTS OF THE UTILITY HAVE BEEN COMPLETED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE ALL TRENCHING, RESTORATION REQUIRED, CONDUIT, AND WIRING ON THE LINE SIDE FROM THE METER TO THE POWER POINT. THE ENGINEER WILL MAKE PAYMENT FOR THIS WORK USING THE ITEMS INCLUDED IN THE CONTRACT.
- FOR ANY WORK REQUIRED BY THE UTILITY ON THE LINE SIDE THAT IS NOT PAYABLE USING ITEMS INCLUDED IN THE CONTRACT; THE ENGINEER WILL ALLOW THE CONTRACTOR TO SUBMIT AN INVOICE SHOWING THE COST FOR THIS WORK COMPLETED.

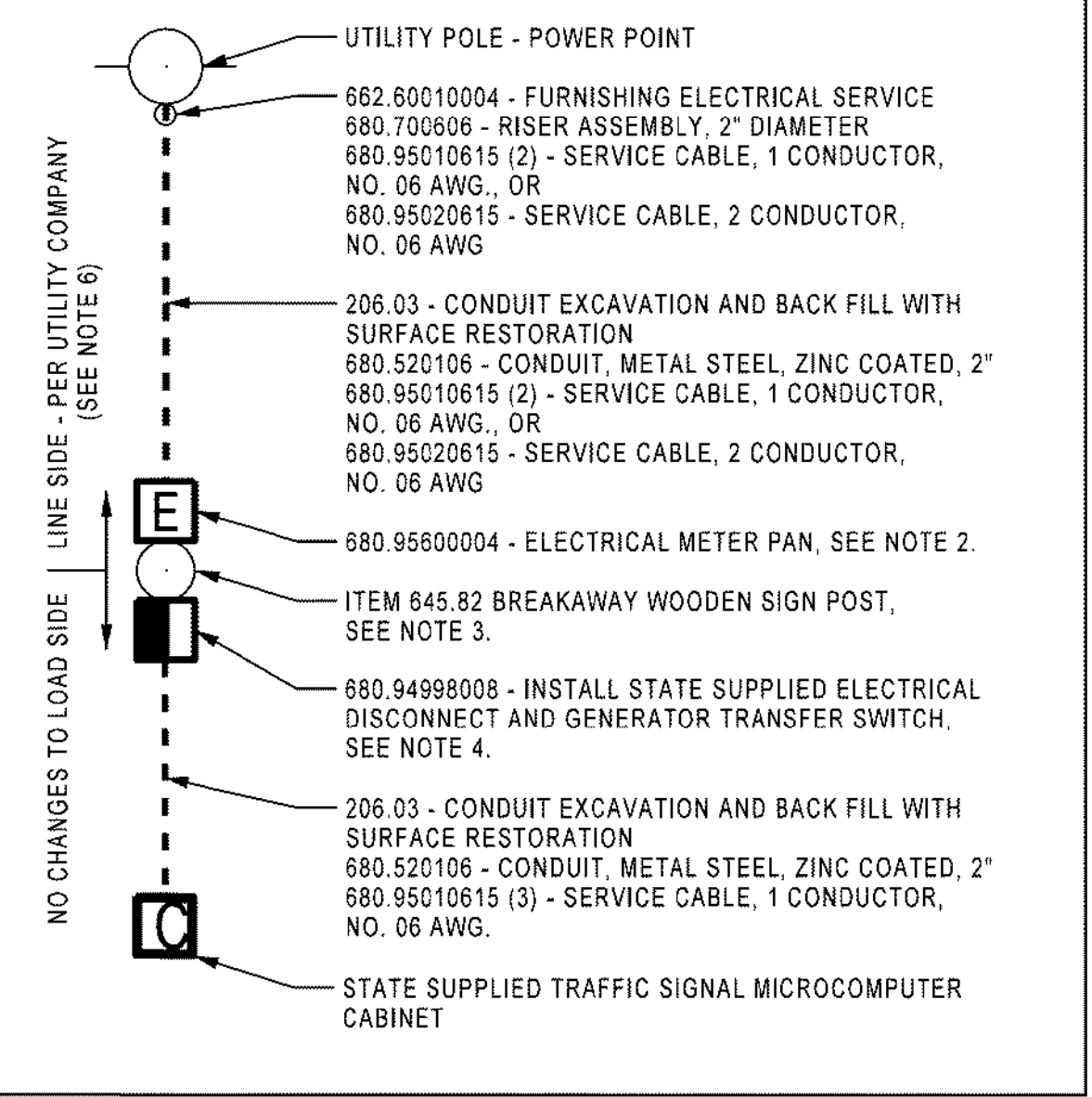
**ITEM 680.53 - CONDUIT JACKING OR BORING**

- A CONDUIT GROUP CAN CONSIST OF 1 OR MORE CONDUITS.
- THE CONTRACTOR SHALL INSTALL THE CONDUIT OR A CONDUIT GROUP AT THE LOCATION(S) SHOWN ON THE PLANS FOR ITEM 680.53.
- THE TYPICAL PAY LIMITS FOR THIS ITEM SHALL BE:
  - FROM THE BACK OF CURB UNDER THE EXISTING ROADWAY TO BACK OF CURB, FROM THE EDGE OF PAVEMENT UNDER THE EXISTING ROADWAY TO THE EDGE OF PAVEMENT, FROM THE EDGE OF PAVEMENT UNDER AN EXISTING DRIVEWAY TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED ON THE PLAN.
  - UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER ON A LOCATION BY LOCATION BASIS IF ANY SOIL CONDITIONS PROHIBIT THE COMPLETION OF ANY JACKING OR BORING FOR A CONDUIT GROUP (MORE THAN ONE).
- THE ENGINEER WILL REVIEW THE FIELD CONDITIONS AND MAY THEN SPLIT A CONDUIT GROUP INTO SMALLER GROUPS FOR BORING OR JACKING. THE CONTRACTOR SHALL THEN CONTINUE THE WORK OPERATION AS MODIFIED BY THE ENGINEER.

**ELECTRICAL SERVICE DETAIL:**

LINE SIDE CONNECTION - MAY VARY BY UTILITY. METER TO PROVIDED BY UTILITY.  
 LOAD SIDE CONNECTION - PER DETAIL BELOW  
 INSTALLATION OF ELECTRIC METER PAN, ELECTRICAL DISCONNECT AND TRANSFER GENERATOR SWITCH

**DETAIL FOR LOCATIONS WITH NEW CONTROLLER CABINET:**



**ELECTRIC SERVICE DETAIL NOTES:**

- DETAIL SHOWN IN STRAIGHT LINE FOR CLARITY; ACTUAL INSTALLATION MAY VARY.
- THE METER PAN SHALL BE ATTACHED TO THE POST FOUR (4) FEET ABOVE THE EXISTING GROUND, FACING AWAY FROM ONCOMING TRAFFIC AND THE EDGE OF THE PAVEMENT. THE ATTACHMENT SHALL BE MADE USING WEATHER RESISTANT FASTENERS IN ACCORDANCE WITH THE SPECIFICATION AND TO THE SATISFACTION OF THE ENGINEER.
- THE POST SHALL BE 6"x 6"x 8' MINIMUM LENGTH AND MEETING THE REQUIREMENTS OF SECTION 645.02-06 OF THE STANDARD SPECIFICATIONS. THE POST SHALL BE DIRECT BURIED WITH A MINIMUM OF FOUR (4) FEET BELOW EXISTING GROUND. THE TOP OF THE POST SHALL BE BEVELED (DOG-EARED).
- THE BOX CONTAINING THE ELECTRICAL DISCONNECT AND GENERATOR TRANSFER SWITCH SHALL BE ATTACHED TO THE POST FOUR (4) FEET ABOVE THE EXISTING GROUND USING WEATHER RESISTANT FASTENERS, IN ACCORDANCE WITH THE SPECIFICATION AND TO THE SATISFACTION OF THE ENGINEER.
- THE BOX SHALL ALSO BE SECURED WITH A LATCHING MECHANISM, HAVE A TAB FOR PAD LOCK USE, AND BE TO THE SATISFACTION OF THE ENGINEER.
- SERVICE CABLES SHALL CONSIST OF THE NUMBER OF CONDUCTORS AND GAUGE REQUIREMENTS OF THE SPECIFIC ELECTRIC COMPANY.

<b>AFFIX SEAL:</b> On:	<b>ALTERED BY:</b> On:

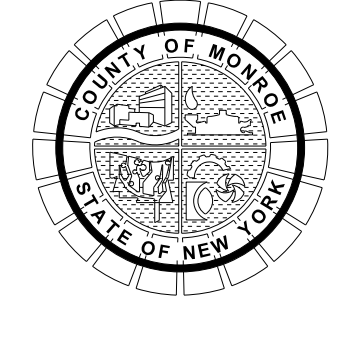
<b>AS-BUILT REVISIONS</b> DESCRIPTION OF ALTERATIONS:	<b>PIN</b>
	UTILITY QUALITY LEVEL D
<b>COUNTY:</b>	<b>REGION:</b> 04

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.

<b>ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED</b>	<b>CONTRACT NUMBER</b>
TRAFFIC SIGNAL NOTES & ELECTRICAL SERVICE DETAIL	DRAWING NO. TSN-01
TRAFFIC SIGNAL ### SIGNAL LOCATION NOT TO SCALE	SHEET NO.



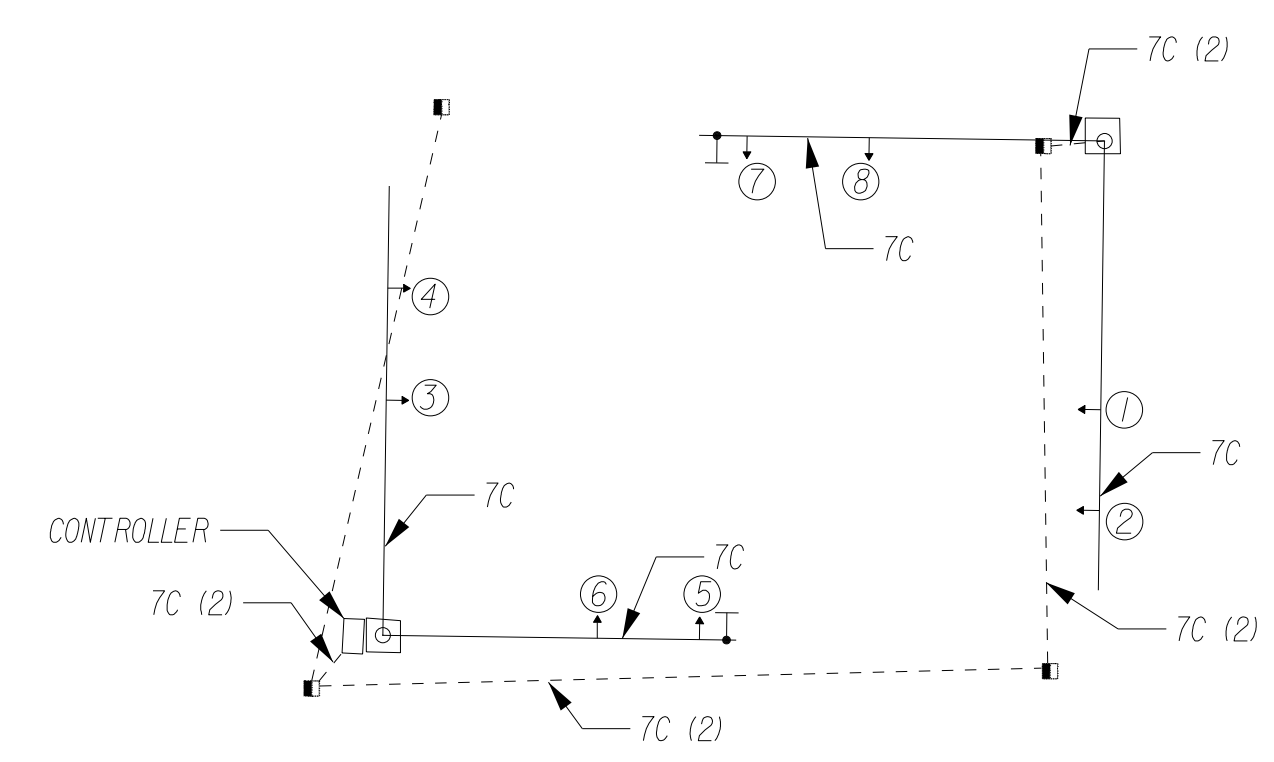
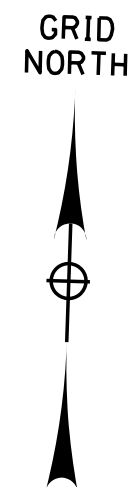
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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 TRAFFIC SIGNAL PLAN  
 HOWARD RD & HINCHEY RD - #364  
 PROJECT NUMBER  
 2201826  
 DATE  
 1/27/2023  
 DRAWING NUMBER  
 TSP-01





**LEGEND**

EXISTING WIRING  
(TO REMAIN)  
7C 7 CONDUCTOR  
680.730714

**WIRING DIAGRAM**

TABLE OF CLEARANCES		FROM		LEGEND	
TO	G	R	G	R	G = CIRCULAR GREEN Y = CIRCULAR YELLOW R = CIRCULAR RED

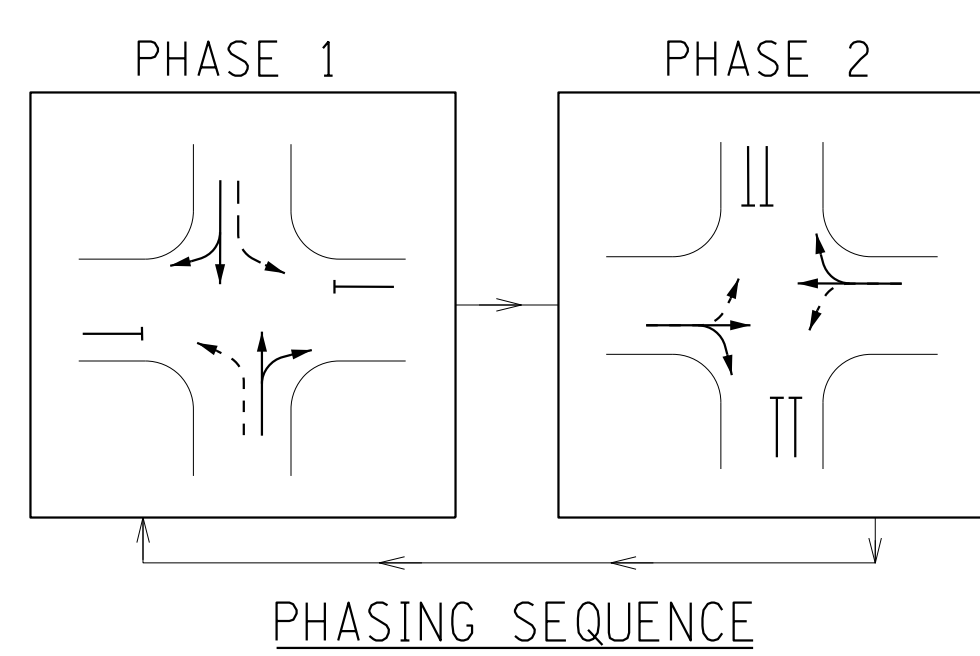
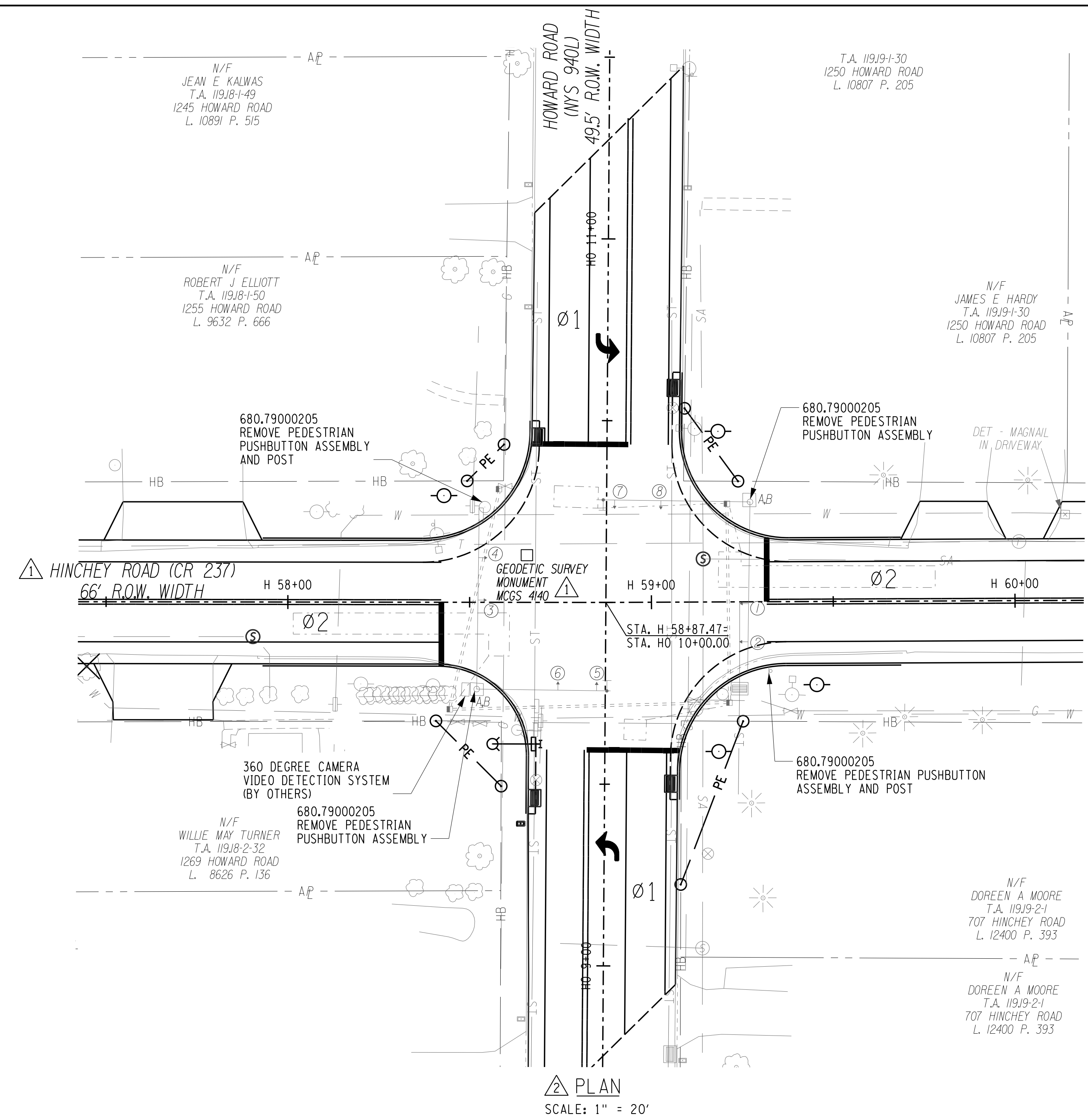


TABLE OF OPERATIONS								
PHASE	TRAFFIC SIGNAL FACES							
	1	2	3	4	5	6	7	8
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2	G	G	G	G	R	R	R	R
EMERGENCY	FR	FR	FR	FR	FR	FR	FR	FR

**LEGEND**  
R = RED  
Y = YELLOW  
G = GREEN



**PLAN**  
SCALE: 1" = 20'

**Howard Rd**  
D3-1  
(36"x12")  
**Hinchey Rd**  
D3-1  
(36"x12")  
**POLE-MOUNTED SIGNS**  
ALL EXISTING TO REMAIN

**SIGNAL HEADS** 12,3,4,5,6,7,8  
ALL 12 IN. HEADS  
ALL EXISTING TO REMAIN

680.810101  
680.810601  
680.810103  
680.810601  
680.810105  
680.810601

**SIGNAL REMOVAL NOTES: ITEM 680.79000205**

- UNDER ITEM 680.79000205 THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND SALVAGED AND RETURNED TO NYSDOT:  
- PEDESTRIAN PUSHBUTTON ASSEMBLIES (4) AND POSTS (2)

**ESTIMATE OF QUANTITIES**

Item Number	Description	Total Quantity	Pay Unit
680.79000205	Remove Traffic Signal Installation	1	ELOC

PLOTDRVA pdf Color Full.plt  
 TSP-02 R2  
 MODEL: T:\Projects\2201826 - Hinchey Rd Improvement\Drawings\Transportation\Plans\2201826\_cph\_bsr.dgn  
 DATE TIME: 3/28/2023 9:38:38 AM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



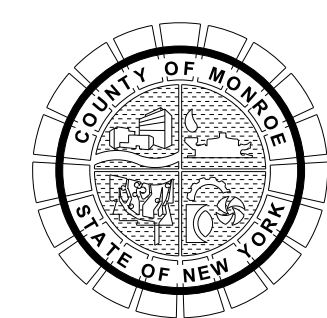
08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2	VARIOUS TRAFFIC SIGNAL REVISIONS.	TCM	3/14/23
3			
4			
5			

If it is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter in any way, if an item bearing the seal of an architect, engineer, or land surveyor is altered; the altering architect, engineer, or land surveyor shall affix to the item their seal and notation "altered by" followed by their signature and date of such alteration, and a specific description of the alteration.



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PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
COUNTY ROAD 237  
**MONROE COUNTY**  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**TRAFFIC SIGNAL PLAN**  
**HOWARD RD & HINCHEY RD - #364**

PROJECT NUMBER  
**2201826**  
DATE  
**3/28/2023**  
DRAWING NUMBER  
**TSP-02 R2**



PROJECT MANAGER: RICHARD BENNETT  
ENGINEER: RICHARD BENNETT  
DESIGNER: RICHARD DEHAAN  
DATE: 08/26/2022

FILE NAME: 653107\_1649\_02\_65h\_16m-01.dgn  
DATE/TIME: 08/26/2022 12:45:06  
USER: RICHARD DEHAAN

PROJECT MANAGER  
CHECK  
DRAFTING  
CHECK  
DESIGN  
JOB MANAGER  
DESIGN SUPERVISOR

- GENERAL:**
- NO ELECTRICAL WIRES (INCLUDING STREET LIGHTING) EXCEPT AS NOTED ON THE TRAFFIC SIGNAL PLANS SHALL BE ALLOWED IN ANY TRAFFIC SIGNAL CONDUIT OR PULLBOX.
  - THE CONTRACTOR SHALL INSTALL THE TRAFFIC SIGNAL IN ACCORDANCE WITH ALL APPLICABLE NEW YORK STATE CODES.
  - THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE NEW YORK BOARD OF FIRE UNDERWRITERS FOR SIGNAL INSTALLATIONS.
  - ALL EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION UNTIL ALL NEW TRAFFIC SIGNALS ARE OPERATIONAL. THE TRAFFIC SIGNAL MAINTENANCE ENGINEER (TSME) WILL ALLOW FOR REASONABLE SIGNAL SHUTDOWN PERIOD FOR EQUIPMENT RELOCATION AND INSTALLATION. THE TSME WILL BE SOLELY RESPONSIBLE FOR ESTABLISHING THE LENGTH AND ANY REQUIREMENTS FOR A SIGNAL SHUTDOWN PERIOD.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK ZONE TRAFFIC CONTROL, MEETING ANY REQUIREMENTS MADE BY THE ENGINEER AND FOR COMPLETING THE WORK WITHIN THE LENGTH OF TIME GIVEN FOR ANY SHUTDOWN PERIOD.
  - THE CONTRACTOR SHALL COORDINATE ALL ROADWAY WIDENING, AND PAVEMENT MARKING LANE LAYOUT AND APPLICATION WITH THE COMPLETION OF ALL TRAFFIC SIGNAL WORK FOR THE PROPER ALIGNMENT OF THE TRAFFIC SIGNAL HEADS AND LOCATION OF THE VEHICLE DETECTION INDUCTANCE LOOPS.
  - RECORD PLAN DATA HAS BEEN USED IN PREPARATION OF THE TRAFFIC SIGNAL PLANS. THE CONTRACTOR SHALL FIELD VERIFY ANY INFORMATION SHOWN ON THE PLANS WITH ACTUAL FIELD CONDITIONS. COST TO BE INCLUDED IN THE VARIOUS TRAFFIC SIGNAL ITEMS.
  - GUY WIRE ASSEMBLIES AND NON-SPAN WIRE SIGNAL CABLES TO BE REMOVED AS PART OF A POLE REMOVAL ITEM SHALL BE INCLUDED IN THE BID PRICE FOR THE POLE REMOVAL. THE CONTRACTOR SHALL REMOVE ANY OVERHEAD CABLES ATTACHED TO THE POLES, AND ANY SIGNS NOT BEING SALVAGED SHALL BE REMOVED FROM THE POLES, AND THE COSTS SHALL BE INCLUDED IN THE POLE REMOVAL ITEM.
  - 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.

- FOUNDATION:**
- TRAFFIC SIGNAL FOUNDATIONS SHALL BEAR ON UNDISTURBED GROUND, SOIL COMPACTED IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
  - CLARIFICATION OF STANDARD SHEET 680-01 - TRAFFIC SIGNAL POLE FOUNDATIONS SHALL MEET THE REQUIREMENTS OF SECTION 555 OF THE STANDARD SPECIFICATIONS AND BE PLACED AS A MONOLITHIC POUR.

- ANCHOR BOLTS:**
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER ORIENTATION OF THE ANCHOR BOLTS FOR TRAFFIC SIGNAL POLE, PRIOR TO CONCRETE PLACEMENT. THE CONTRACTOR SHALL ORIENTATE ALL ANCHOR BOLTS USING A MATHEMATICAL METHOD OR BY SURVEYING. ALIGNMENT BY EYE SHALL NOT BE PERMITTED.

- SPAN WIRE:**
- AS PER REVISED USC STANDARD SHEET 680-07, THE SPAN WIRE SHALL BE SECURED BY WRAPPING THE SPAN WIRE AROUND THE SUPPORT POLES. IN ADDITION TO BEING SECURED BY EYEBOLT OR CIRCUMFERENTIAL POLE CLAMP, AND WEATHER HEAD FITTINGS SHALL BE INCREASED TO 4 INCH SIZE.

- STATE SUPPLIED EQUIPMENT:**
- WHEN STATE-SUPPLIED POLES OR OTHER SIGNAL EQUIPMENT ARE TO BE PICKED UP OR DELIVERED, CONTACT LOIS FURIOSO (585-753-7793) A MINIMUM OF SEVEN (7) CALENDAR DAYS PRIOR TO THE SCHEDULED PICKUP.

- CABLES AND WIRING:**
- THE CONTRACTOR SHALL IDENTIFY EVERY NEW CABLE ENTERING ANY TRAFFIC CONTROL DEVICES: (CONTROLLER CABINET, PULLBOX AND POLES) BY FUNCTION AND DESTINATION ON A NYSDOT APPROVED TAG ATTACHED TO THE CABLE WITH EITHER A STAINLESS STEEL WIRE OR A PLASTIC OR NYLON LINE.
  - THE CONTRACTOR SHALL PROVIDED A SAMPLE OF THE SIGNAL CABLE MARKING TAGS TO BE USED TO THE ENGINEER FOR TSME APPROVAL. THE REGIONAL TRAFFIC SIGNAL MAINTENANCE UNIT WILL NOTIFY THE ENGINEER IF THE SAMPLE TAGS HAVE BEEN APPROVED FOR USE WITHIN THREE (3) WORK DAYS.

- SIGNAL HEADS:**
- THE CONTRACTOR SHALL NOT USE ANY ALUMINUM SUSPENSION COMPONENTS LISTED IN SECTION 724-04 TRAFFIC SIGNAL HEADS; MATERIAL REQUIREMENTS, ITEM B OF THE STANDARD SPECIFICATIONS.
  - AS PER REVISED USC STANDARD SHEET 680-11, ALL TRAFFIC SIGNAL HEADS AT NEW OR RE-BUILT SIGNAL LOCATIONS SHALL BE DIRECT WIRED. DISCONNECT HANGERS WILL NO LONGER BE USED WITH NEW OR RE-BUILT SIGNAL SYSTEMS.
  - CONTRACTOR SHALL CONSTRUCT EACH TRAFFIC SIGNAL HEAD ASSEMBLY WITH APPROPRIATE PIPING SUCH THAT ALL ASSEMBLIES ARE BALANCED AND HANG VERTICALLY.

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

- SALVAGE OF TRAFFIC SIGNAL EQUIPMENT:**
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER TEN (10) WORKING DAYS IN ADVANCE FOR REMOVAL OF ANY TRAFFIC SIGNAL EQUIPMENT. THE ENGINEER SHALL REQUEST FROM THE NYSDOT SIGNAL MAINTENANCE ENGINEER A LIST OF TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED FOR EACH LOCATION.
  - ITEMS TO BE SALVAGED SHALL INCLUDE, BUT ARE NOT LIMITED TO: SIGNAL POLES, CONTROLLERS, SIGNAL HEADS AND BRACKETS, SIGNAL BACK PLATES, SIGNAL DISCONNECTS, OVERHEAD SIGNS, PEDESTRIAN HEADS AND BRACKETS, PEDESTRIAN PUSH BUTTONS, AND TRAFFIC SIGNAL MANHOLE FRAMES AND COVERS.
  - THE CONTRACTOR SHALL RETURN ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT TO THE NYSDOT SIGNAL SHOP, CONTACT SIGNAL MAINTENANCE ENGINEER (585-753-7793) TO ARRANGE FOR DELIVERY.

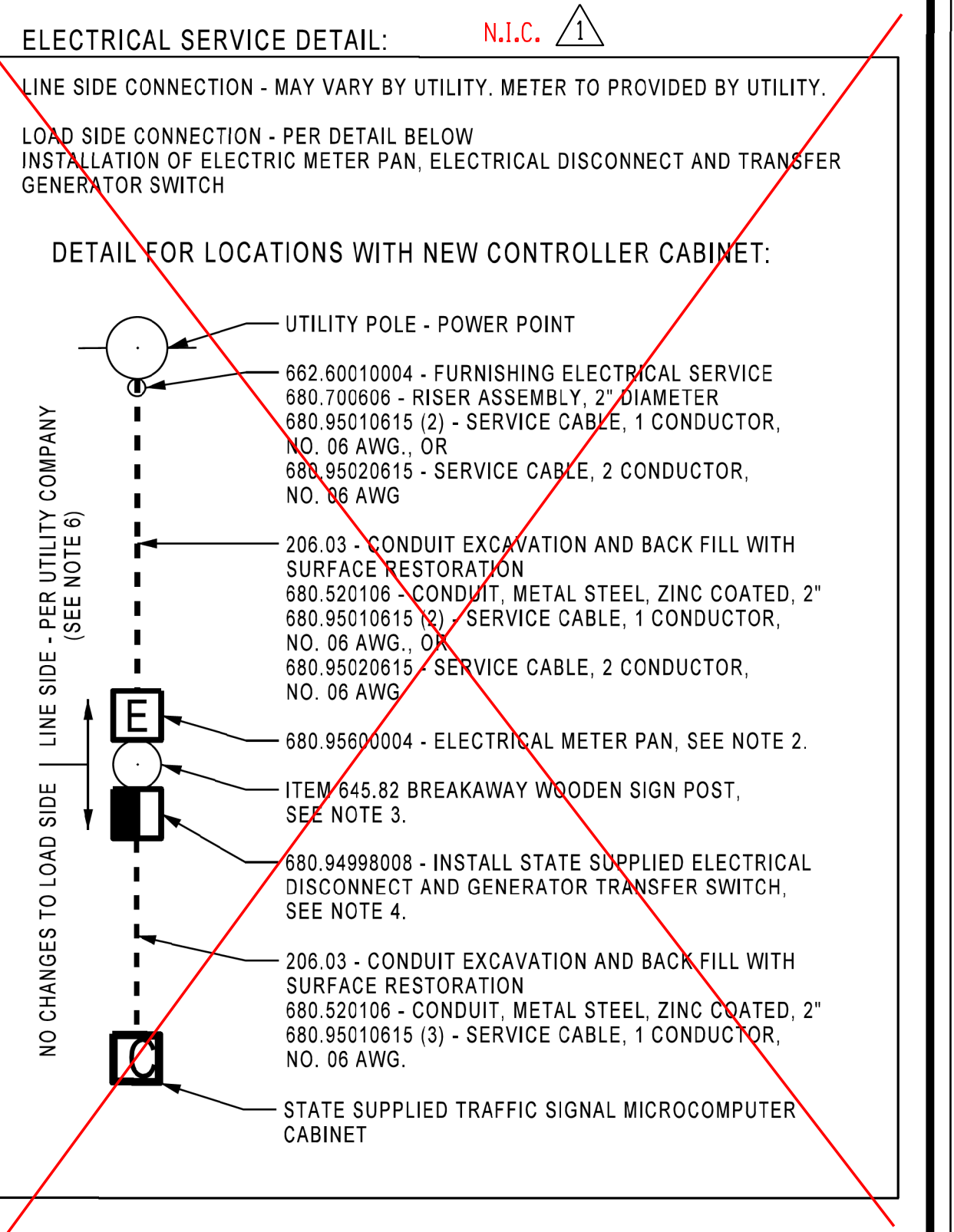
- MAINTENANCE OF NEW OR EXISTING TRAFFIC SIGNALS**
- THE CONTRACTOR SHALL NOTIFY THE NEW YORK STATE SIGNAL MAINTENANCE ENGINEER (PHONE NUMBER 753-7793) THREE WORKING DAYS PRIOR TO ASSUMING MAINTENANCE, STARTING WORK IN THE AREA, OR DISTURBING CONDUIT OR LOOPS.
  - TRAFFIC SIGNAL CONTROLLER PROGRAMMING CHANGES SHALL ONLY BE PERFORMED BY NEW YORK STATE SIGNAL MAINTENANCE PERSONNEL.
  - THE CONTRACTOR SHALL OBTAIN PERMISSION FROM THE NYSDOT SIGNAL MAINTENANCE ENGINEER PRIOR TO ENTERING ANY EXISTING TRAFFIC SIGNAL CONTROLLER CABINET, PERFORMING ANY WORK ON AN EXISTING TRAFFIC SIGNAL, OR ENERGIZING ANY NEW TRAFFIC SIGNAL INSTALLATION.
  - PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR REMOVED.
  - THE CONTRACTOR SHALL MAINTAIN EACH TRAFFIC SIGNAL LOCATION AS INDICATED IN THE CONTACT DOCUMENTS UNDER ITEM 619.16XX. MAINTENANCE SHALL CONTINUE UNTIL ALL TRAFFIC SIGNAL IMPROVEMENTS HAVE BEEN TESTED IN ACCORDANCE WITH NYSDOT SECTION 680 AND THE WORK HAS BEEN ACCEPTED BY THE TRAFFIC SIGNAL MAINTENANCE ENGINEER.

- ITEM 680.81990003 - TRAFFIC SIGNAL BACKPLATES WITH YELLOW REFLECTIVE TAPE**
- THIS ITEM SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
    - SIGNAL GREEN FINISH
    - ASTM TYPE 3 REFLECTIVE SHEETING
    - 3" WIDE REFLECTIVE TAPE
    - 5" BORDER AROUND SIGNAL HEAD
    - NON LOUVERED
  - THE QUANTITY OF TRAFFIC SIGNAL BACKPLATES REQUIRED SHALL BE MEASURED AS 1.0 EACH FOR EACH TRAFFIC SIGNAL HEAD ASSEMBLY, REGARDLESS OF THE NUMBER OF LED INDICATIONS ON THE SIGNAL HEAD.

- PEDESTRIAN PUSH BUTTONS**
- PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED AT 3'-6" (42").

- ITEM 662.60010004 - FURNISHING ELECTRICAL SERVICE**
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND CONFIRMING THE POWER POINT LOCATION WITH THE UTILITY COMPANY FOR HAVING THE UTILITY SUPPLY AND HOOK UP OF THE METER.
  - THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY DESIRED CHANGE TO THE POWER POINT LOCATION. THE TRAFFIC SIGNAL MAINTENANCE ENGINEER WILL BE SOLELY RESPONSIBLE FOR APPROVING CHANGES TO THE POWER POINT LOCATION.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ANY RISER, CONDUIT AND CONTINUOUS WIRING FROM THE METER PAN TO THE LOCATION WHERE THE UTILITY COMPANY INTENDS TO PROVIDE ELECTRICAL SERVICE FROM.
  - THE REQUIREMENTS FOR ELECTRICAL SERVICE MAY VARY FOR EACH UTILITY COMPANY. A TYPICAL ELECTRICAL SERVICE CONNECTION HAS BEEN PROVIDED FOR USE.
  - THE CONTRACTOR SHALL FURNISH ELECTRICAL SERVICE IN ACCORDANCE WITH ALL APPLICABLE NEW YORK STATE AND UTILITY COMPANY CODES AND REQUIREMENTS.
  - IF THE UTILITY SERVICE HOOKUP REQUIREMENT IS DIFFERENT FROM THE TYPICAL ELECTRICAL SERVICE DETAIL, THE CONTRACTOR SHALL PROVIDE A SKETCH OF THE UTILITY SERVICE REQUIREMENT(S) TO THE ENGINEER PRIOR TO STARTING WORK.
  - IF NEEDED: THE ENGINEER WILL USE THE SKETCH TO VERIFY THE ELECTRICAL SERVICE REQUIREMENTS OF THE UTILITY HAVE BEEN COMPLETED BY THE CONTRACTOR.
  - THE CONTRACTOR SHALL PROVIDE ALL TRENCHING, RESTORATION REQUIRED, CONDUIT, AND WIRING ON THE LINE SIDE FROM THE METER TO THE POWER POINT. THE ENGINEER WILL MAKE PAYMENT FOR THIS WORK USING THE ITEMS INCLUDED IN THE CONTRACT.
  - FOR ANY WORK REQUIRED BY THE UTILITY ON THE LINE SIDE THAT IS NOT PAYABLE USING ITEMS INCLUDED IN THE CONTRACT; THE ENGINEER WILL ALLOW THE CONTRACTOR TO SUBMIT AN INVOICE SHOWING THE COST FOR THIS WORK COMPLETED.

- ITEM 680.53 - CONDUIT JACKING OR BORING**
- A CONDUIT GROUP CAN CONSIST OF 1 OR MORE CONDUITS.
  - THE CONTRACTOR SHALL INSTALL THE CONDUIT OR A CONDUIT GROUP AT THE LOCATION(S) SHOWN ON THE PLANS FOR ITEM 680.53.
  - THE TYPICAL PAY LIMITS FOR THIS ITEM SHALL BE:
    - FROM THE BACK OF CURB UNDER THE EXISTING ROADWAY TO BACK OF CURB, FROM THE EDGE OF PAVEMENT UNDER THE EXISTING ROADWAY TO THE EDGE OF PAVEMENT, FROM THE EDGE OF PAVEMENT UNDER AN EXISTING DRIVEWAY TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED ON THE PLAN, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
    - THE CONTRACTOR SHALL NOTIFY THE ENGINEER ON A LOCATION BY LOCATION BASIS IF ANY SOIL CONDITIONS PROHIBIT THE COMPLETION OF ANY JACKING OR BORING FOR A CONDUIT GROUP (MORE THAN ONE).
    - THE ENGINEER WILL REVIEW THE FIELD CONDITIONS AND MAY THEN SPLIT A CONDUIT GROUP INTO SMALLER GROUPS FOR BORING OR JACKING. THE CONTRACTOR SHALL THEN CONTINUE THE WORK OPERATION AS MODIFIED BY THE ENGINEER.



- ELECTRIC SERVICE DETAIL NOTES:**
- DETAIL SHOWN IN STRAIGHT LINE FOR CLARITY; ACTUAL INSTALLATION MAY VARY.
  - THE METER PAN SHALL BE ATTACHED TO THE POST FOUR (4) FEET ABOVE THE EXISTING GROUND, FACING AWAY FROM ONCOMING TRAFFIC AND THE EDGE OF THE PAVEMENT. THE ATTACHMENT SHALL BE MADE USING WEATHER RESISTANT FASTENERS, IN ACCORDANCE WITH THE SPECIFICATION AND TO THE SATISFACTION OF THE ENGINEER.
  - THE POST SHALL BE 6"x 6"x 8' MINIMUM LENGTH AND MEETING THE REQUIREMENTS OF SECTION 645.02-06 OF THE STANDARD SPECIFICATIONS. THE POST SHALL BE DIRECT BURIED WITH A MINIMUM OF FOUR (4) FEET BELOW EXISTING GROUND. THE TOP OF THE POST SHALL BE BEVELED (DOG-EARED).
  - THE BOX CONTAINING THE ELECTRICAL DISCONNECT AND GENERATOR TRANSFER SWITCH SHALL BE ATTACHED TO THE POST FOUR (4) FEET ABOVE THE EXISTING GROUND USING WEATHER RESISTANT FASTENERS, IN ACCORDANCE WITH THE SPECIFICATION AND TO THE SATISFACTION OF THE ENGINEER.
  - THE BOX SHALL ALSO BE SECURED WITH A LATCHING MECHANISM, HAVE A TAB FOR PAD LOCK USE, AND BE TO THE SATISFACTION OF THE ENGINEER.
  - SERVICE CABLES SHALL CONSIST OF THE NUMBER OF CONDUCTORS AND GAUGE REQUIREMENTS OF THE SPECIFIC ELECTRIC COMPANY.

<b>AFFIX SEAL:</b> On:	<b>ALTERED BY:</b> On:

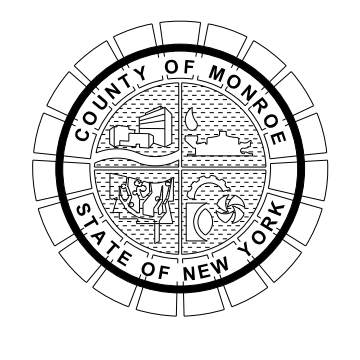
<b>AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:</b>	<b>PIN</b>
	UTILITY QUALITY LEVEL D
<b>COUNTY:</b>	<b>REGION:</b> 04

<b>BRIDGES</b>	<b>CULVERTS</b>	<b>ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED</b>	<b>CONTRACT NUMBER</b>
		TRAFFIC SIGNAL NOTES & ELECTRICAL SERVICE DETAIL	
		TRAFFIC SIGNAL ### SIGNAL LOCATION NOT TO SCALE	<b>DRAWING NO. TSN-01</b>
			<b>SHEET NO.</b>

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 SEAL 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.



NO.	REVISION	BY	DATE
1	VARIOUS TRAFFIC SIGNAL REVISIONS	TCM	3/14/23
2			
3			
4			
5			



PROJECT/CLIENT

HINCHEY ROAD IMPROVEMENTS  
COUNTY ROAD 237

MONROE COUNTY  
DEPARTMENT OF TRANSPORTATION

DRAWING TITLE

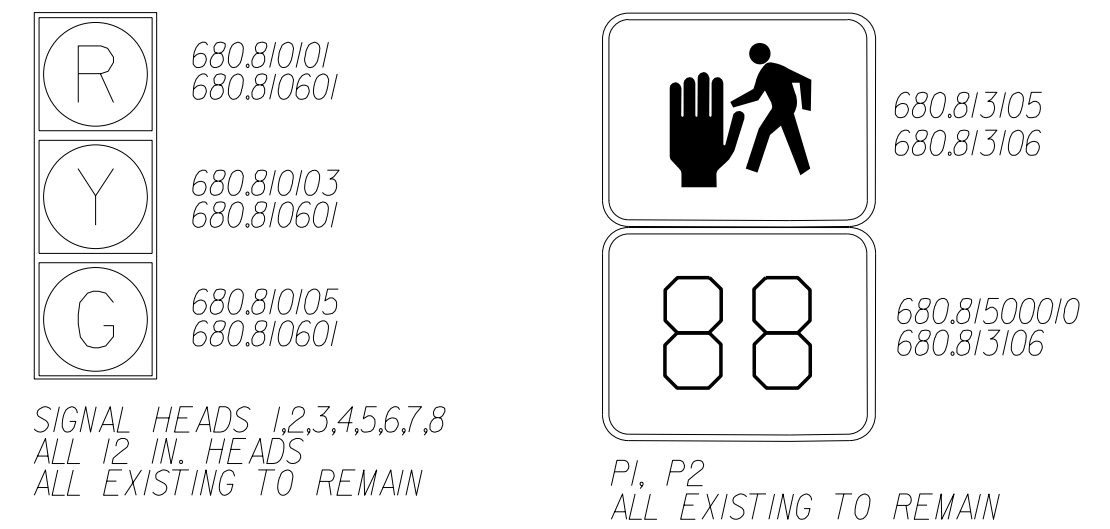
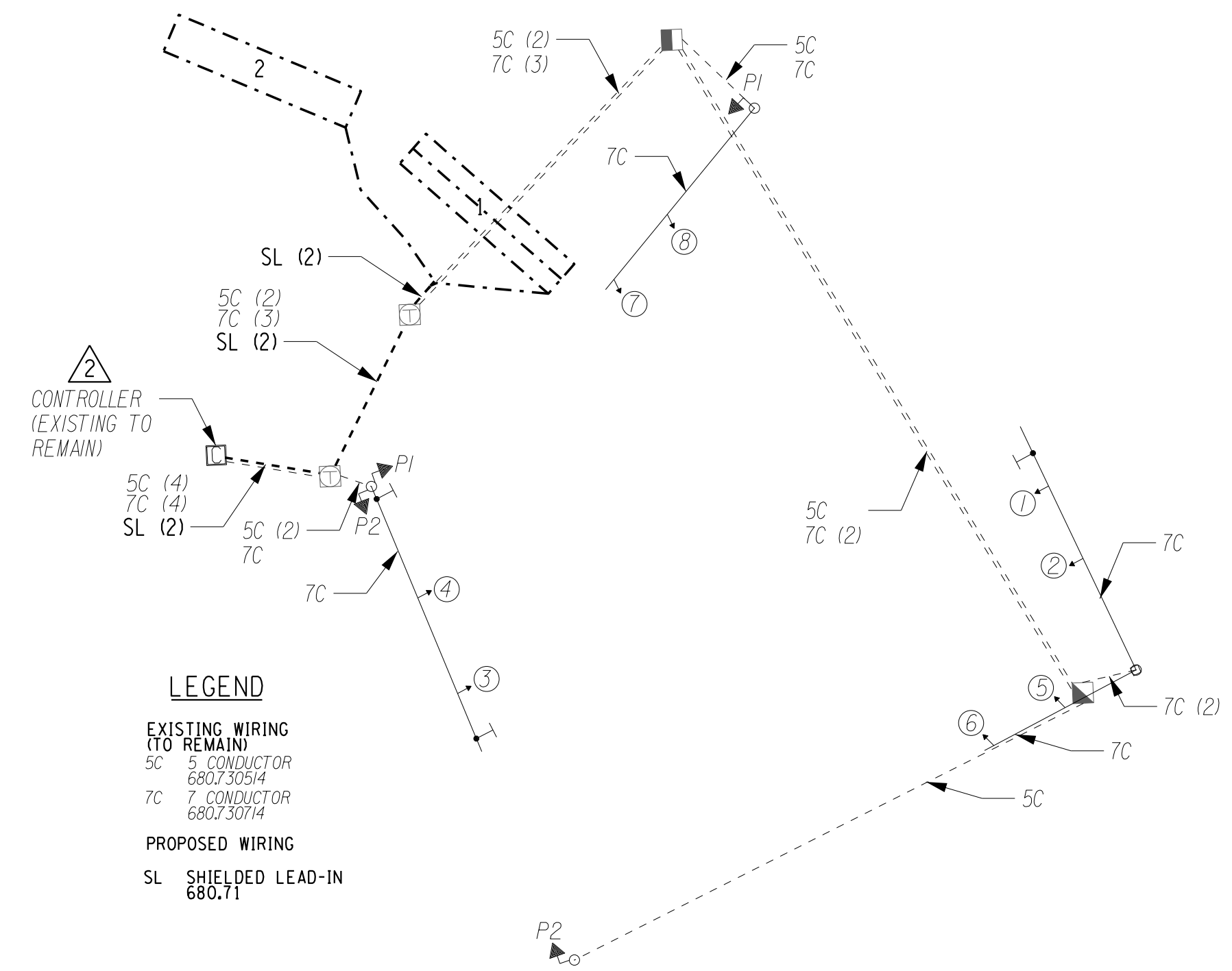
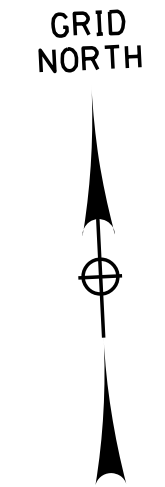
TRAFFIC SIGNAL PLAN  
CHILI AVE & HINCHEY RD - #XXX

PROJECT NUMBER  
2201826

DATE  
3/28/2023

DRAWING NUMBER  
TSP-03 R1

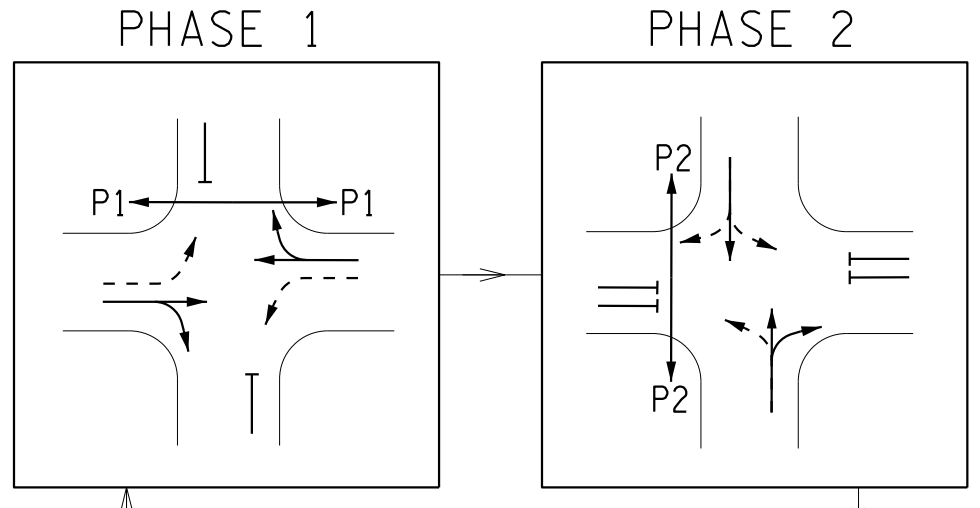




**SIGNAL HEADS**

**LEGEND**

EXISTING WIRING (TO REMAIN)  
 5C 5' CONDUCTOR 680.730514  
 7C 7' CONDUCTOR 680.730114  
 PROPOSED WIRING  
 SL SHIELDED LEAD-IN 680.71



**PHASING SEQUENCE**

TABLE OF CLEARANCES		
TO	FROM	
	G	R
G	G	R
R	Y	R

**LEGEND**  
 G = CIRCULAR GREEN  
 Y = CIRCULAR YELLOW  
 R = CIRCULAR RED

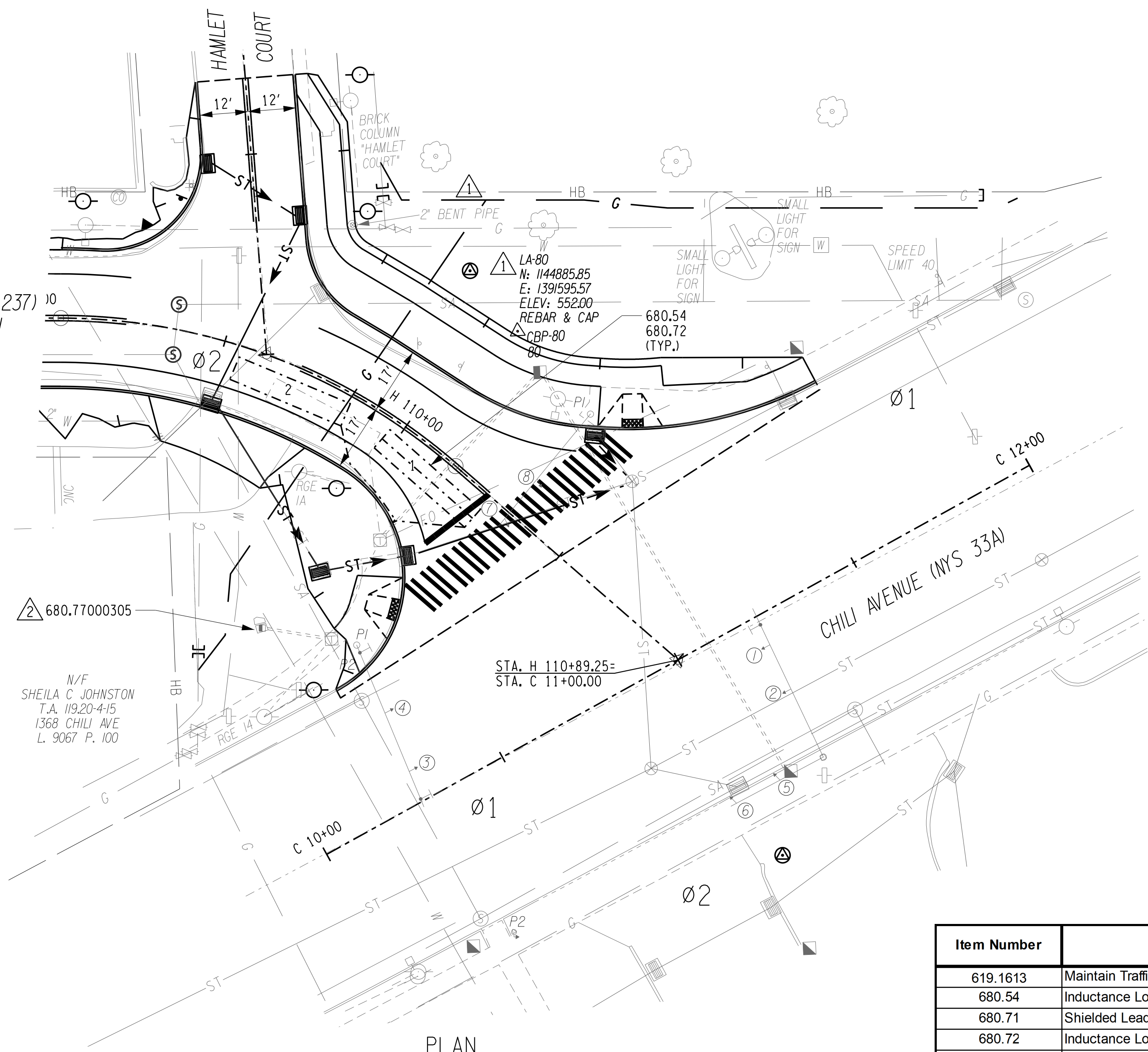
PHASE	TRAFFIC SIGNAL FACES								PEDESTRIAN FACES	
	1	2	3	4	5	6	7	8	P1	P2
1	G	G	G	G	R	R	R	R	MAN*	HAND
2	R	R	R	R	G	G	G	G	HAND	MAN*
EMERGENCY	FY	FY	FY	FY	FR	FR	FR	FR	DARK	DARK

**LEGEND**

R = RED  
 Y = YELLOW  
 G = GREEN

\* THIS INDICATION WILL BE A STEADY "A" FOLLOWED BY A FLASHING "A" CLEARANCE INTERVAL UPON ACTIVATION OF THE PEDESTRIAN PUSHBUTTON.

DETECTOR DATA TABLE							
NO.	FUNCTION	MODE	SIZE (FT)	TURNS	680.54	680.71	680.72
1	PHASE 2	PRESENCE	6 x 30	2-4-2	121	60	302
2	PHASE 2	PRESENCE	6 x 30	3	100	60	272



**PLAN**  
 SCALE: 1" = 20'

**NOTE TO REVIEWER:**  
 1. EXISTING SIGNAL INFORMATION IS BASED ON LIMITED RECORD PLAN DATA AND MAY NOT BE ACCURATE.

**SIGNAL MODIFICATION NOTES: ITEM 680.77000305**  
 1. THE FOLLOWING WORK SHALL BE PERFORMED UNDER ITEM 680.77000305:  
 - WIRING CONNECTIONS FOR NEW DETECTOR LOOPS AND SHIELDED LEAD-IN CABLE.

**ESTIMATE OF QUANTITIES**

Item Number	Description	Total Quantity	Pay Unit
619.1613	Maintain Traffic Signal Equipment	8	INTM
680.54	Inductance Loop Installation	220	LF
680.71	Shielded Lead-In Cable	120	LF
680.72	Inductance Loop Wire	572	LF
680.77000305	Modify Traffic Signal Installation	1	ELOC

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 TSP-04 R2  
 MODEL TITLE: TSP-04 R2  
 DATE TIME: 3/28/2023 8:28:25 AM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN

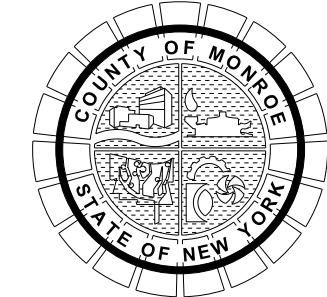


08/26/2022

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS. GAS MAIN ADDITION.	BCD	10/11/22
2	VARIOUS TRAFFIC SIGNAL REVISIONS.	TCM	3/14/23
3			
4			
5			



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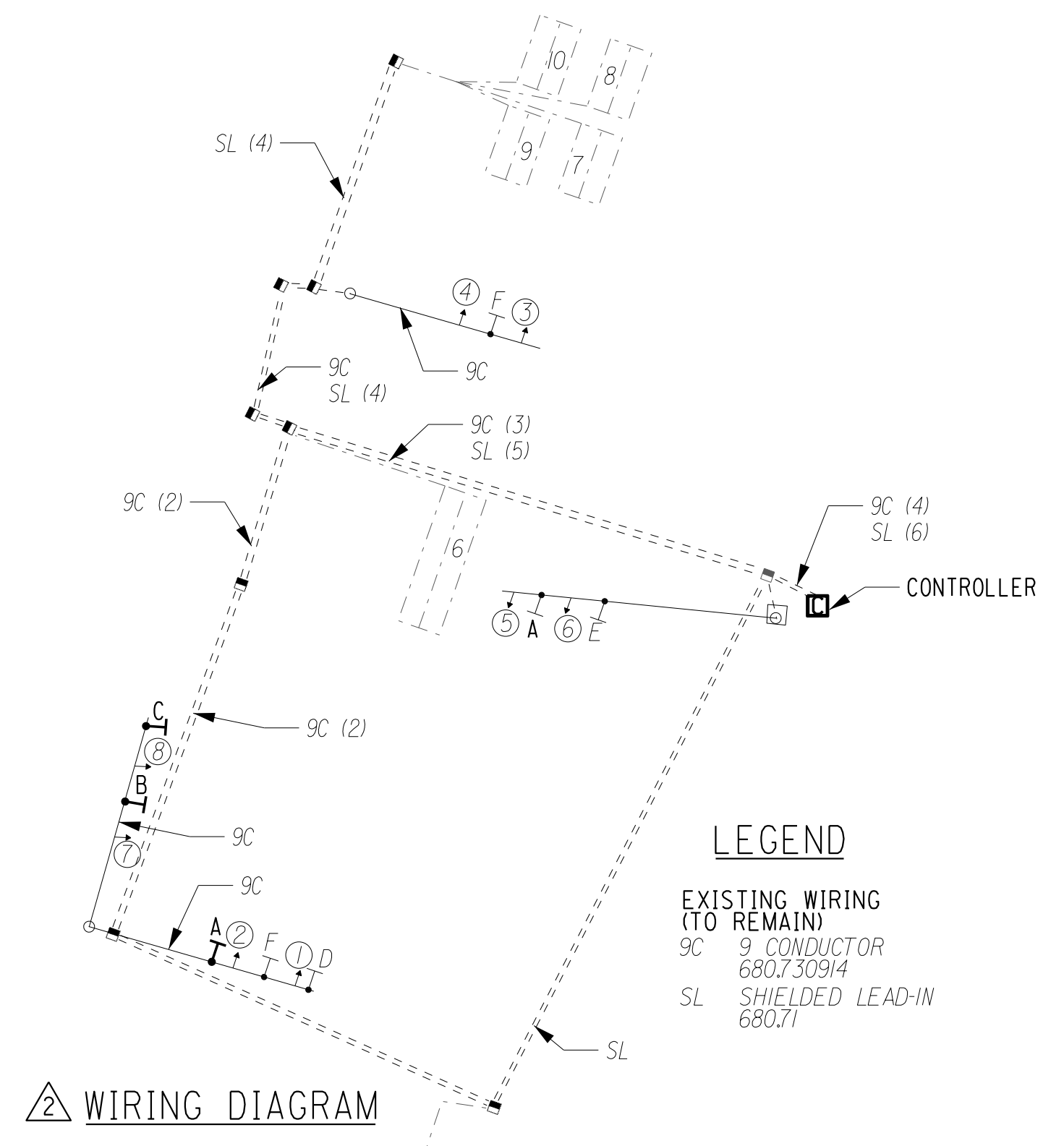
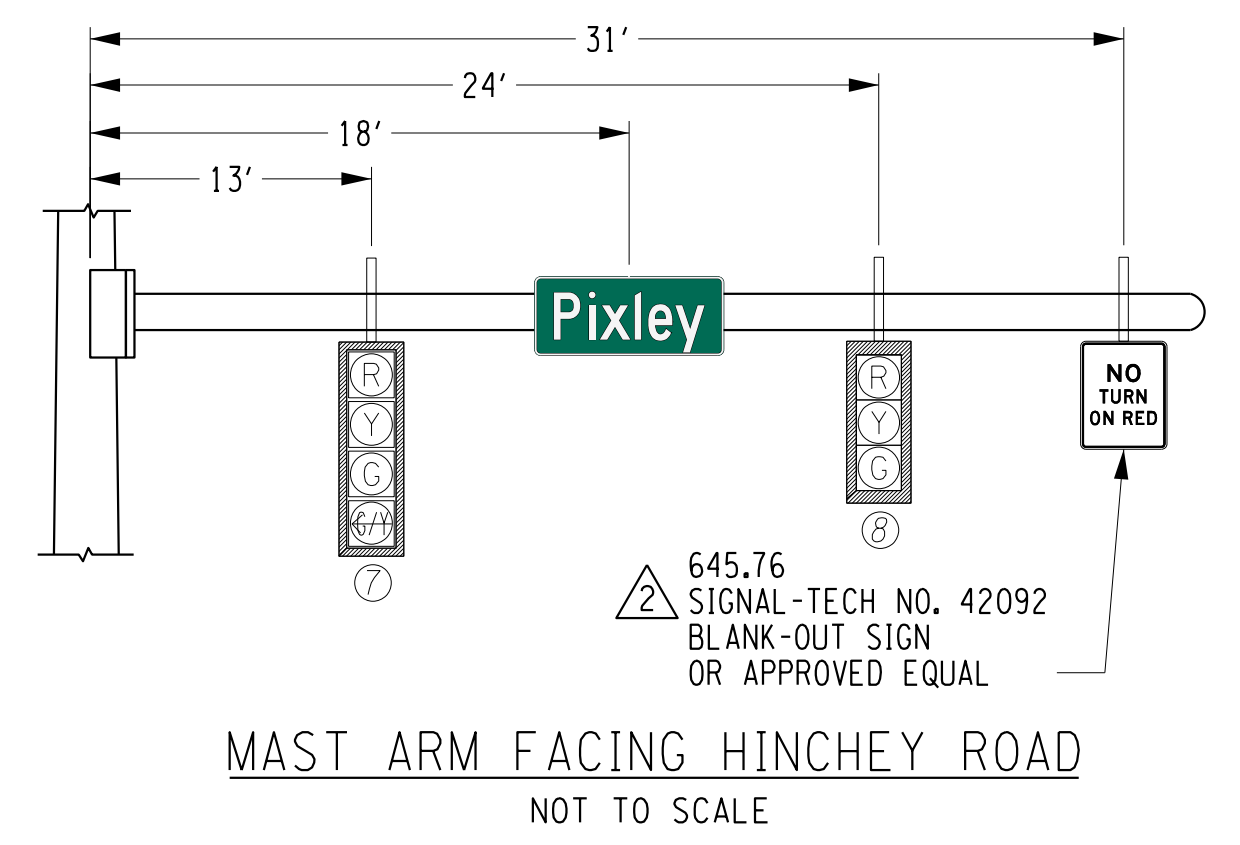
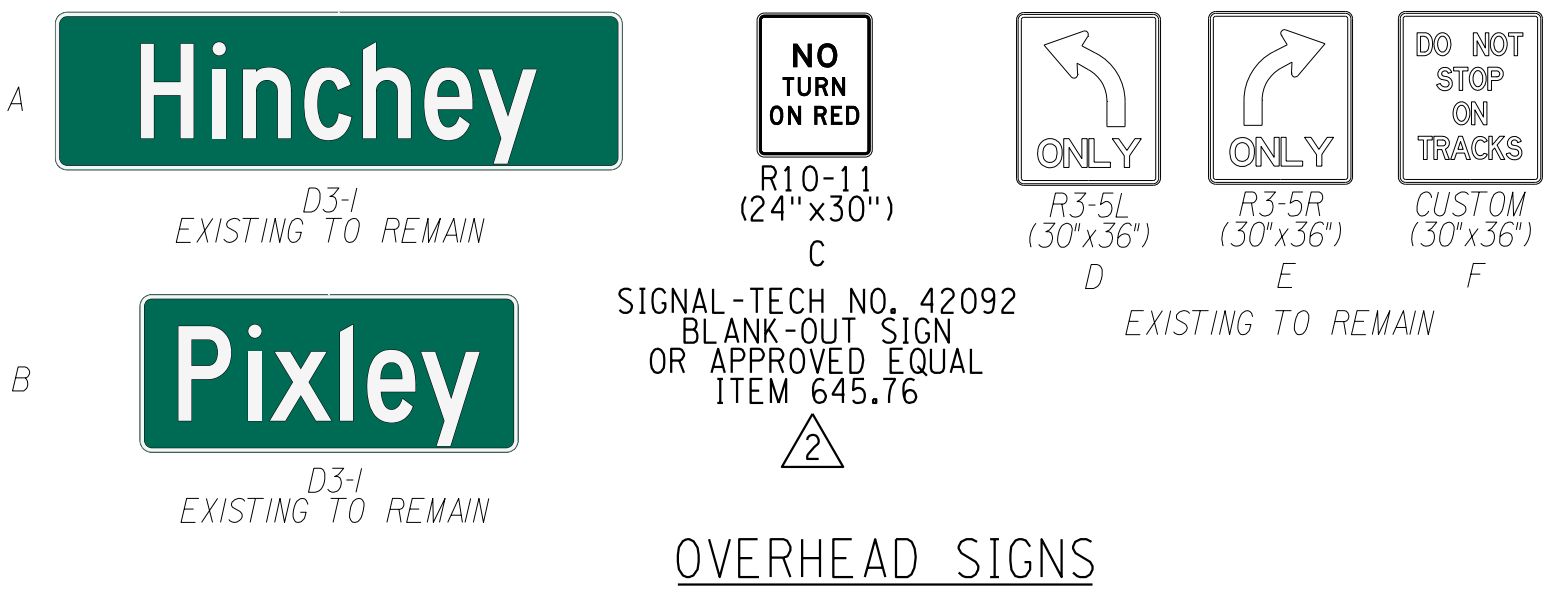
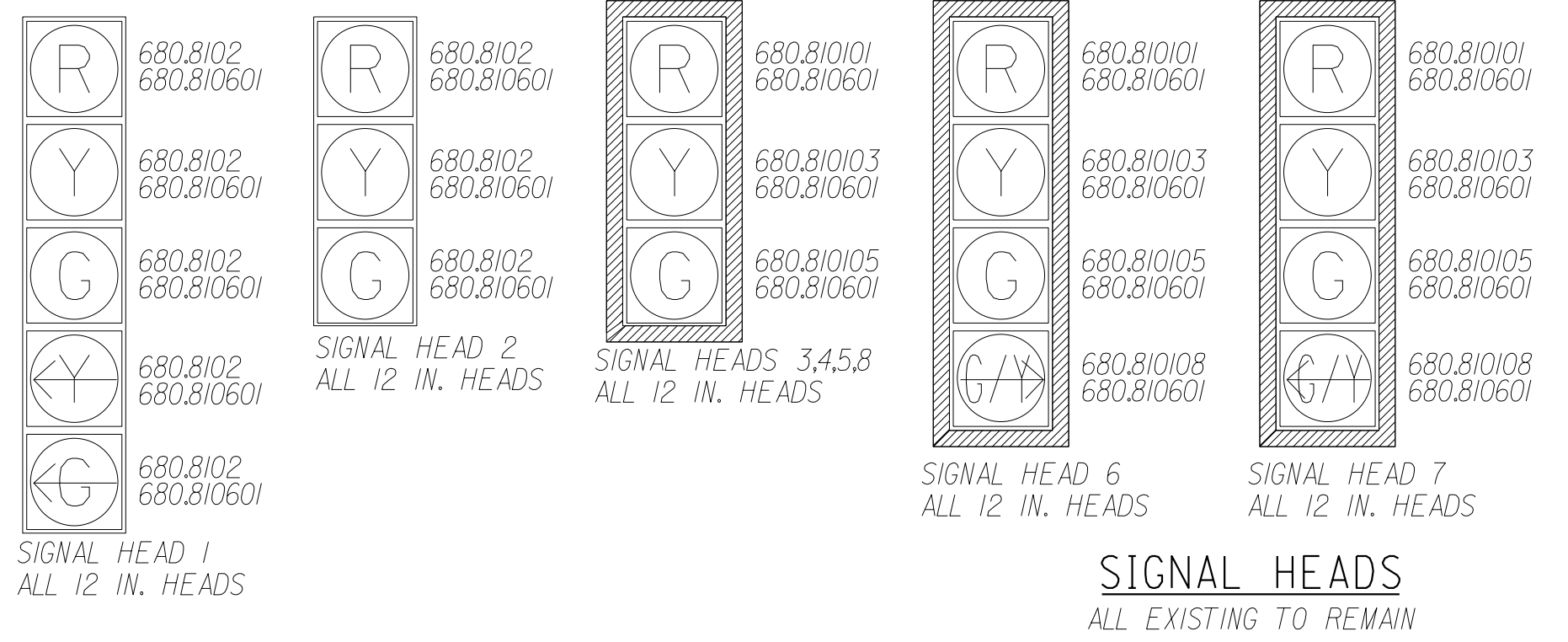
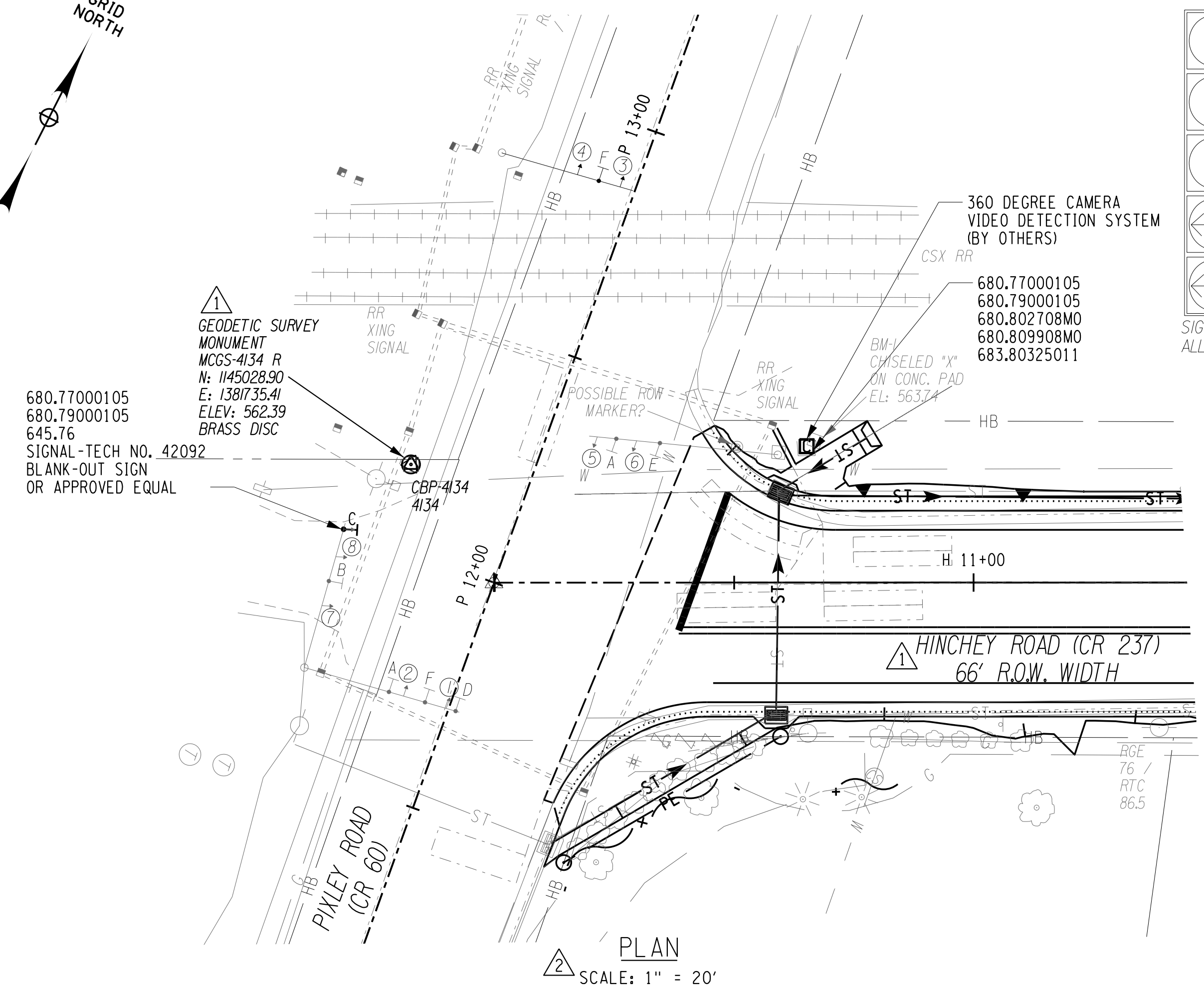
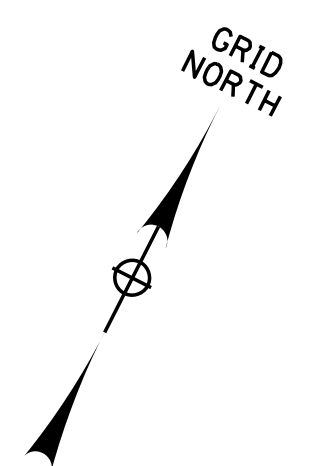


PROJECT/CLIENT  
**HINCHEY ROAD IMPROVEMENTS**  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
**TRAFFIC SIGNAL PLAN**  
 CHILI AVE & HINCHEY RD - #XXX

PROJECT NUMBER  
**2201826**  
 DATE  
 3/28/2023  
 DRAWING NUMBER  
**TSP-04 R2**





LEGEND

EXISTING WIRING (TO REMAIN)  
 9C 9 CONDUCTOR 680.7309/4  
 SL SHIELDED LEAD-IN 680.71

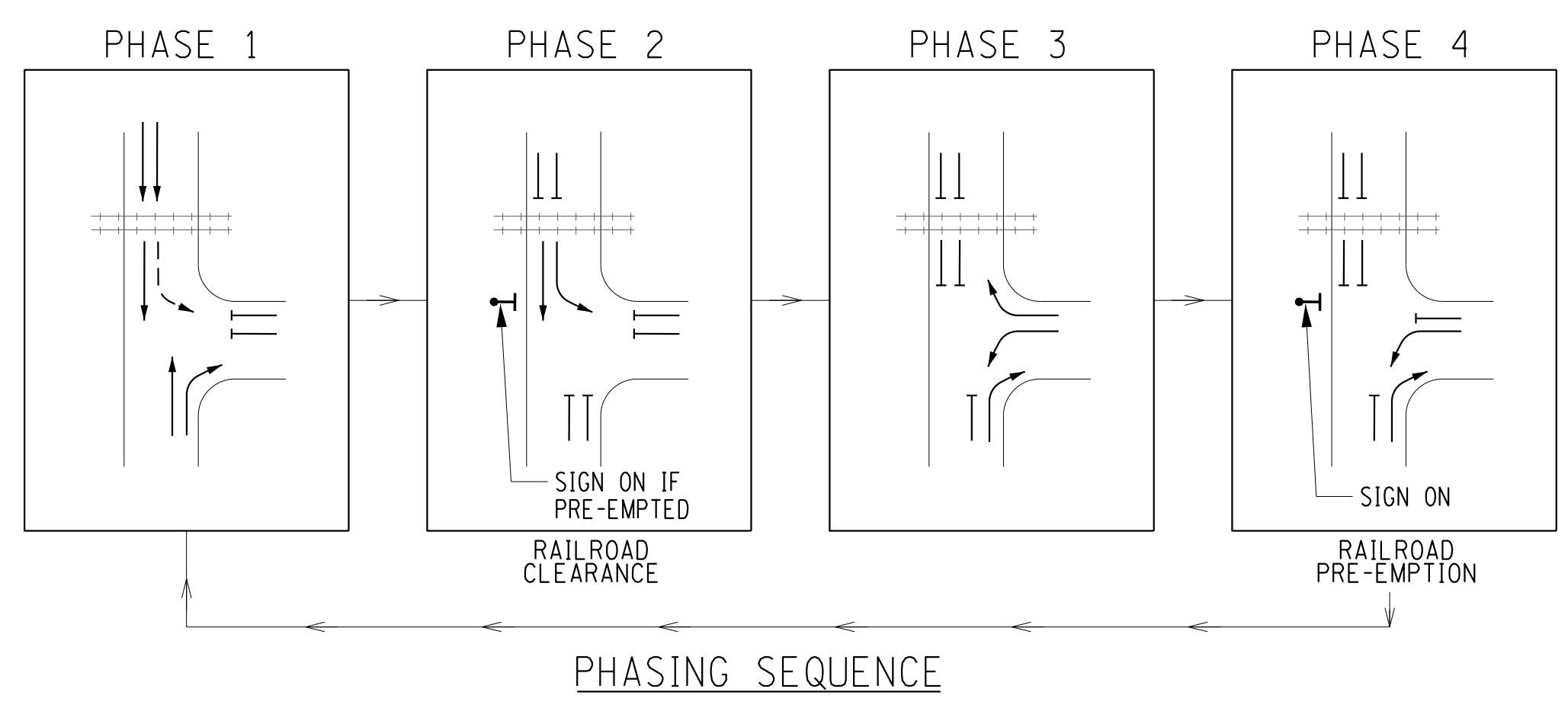


TABLE OF OPERATIONS

PHASE	TRAFFIC SIGNAL FACES							
	1	2	3	4	5	6	7	8
1	G	G	G	G	G	G	R	R
2	G	G	R	R	R	R	R	R
3	R	R	R	R	R	GA	GA	G
4	R	R	R	R	R	GA	GA	R
EMERGENCY	FY	FY	FY	FY	FY	FY	FR	FR

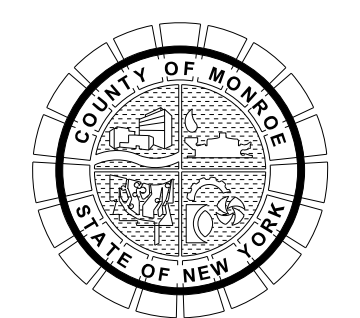
LEGEND  
 R = RED  
 Y = YELLOW  
 G = GREEN  
 GA = GREEN ARROW

TABLE OF CLEARANCES

FROM	TO			
	G	GA	R	GA
G	G	G	Y	Y
GA	G	GA	Y	
R	R	R	R	R
GA	GA		Y	GA

LEGEND  
 G = CIRCULAR GREEN  
 Y = CIRCULAR YELLOW  
 R = CIRCULAR RED  
 GA = YELLOW ARROW  
 GA = GREEN ARROW

NO.	REVISION	BY	DATE
1	VARIOUS SURVEY REVISIONS.	BCD	9/22/22
2	VARIOUS TRAFFIC SIGNAL REVISIONS.	TCM	3/14/23
3			
4			
5			



PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 TRAFFIC SIGNAL PLAN  
 PIXLEY RD & HINCHEY RD - S-620

PROJECT NUMBER  
 2201826  
 DATE  
 3/28/2023  
 DRAWING NUMBER  
 TSP-05 R2

PLOT/DRAWN TSP-05 R2  
 MODEL TCM  
 DATE 03/28/2023  
 PROJECT MANAGER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN  
 ENGINEER: RICHARD BENNETT



08/26/2022

It is a violation of New York Education Law Article 145 Sec.7209, for any person, unless acting under the direction of a licensed architect, professional engineer, or land surveyor, to alter an item in any way. If an item bearing the seal of an architect, engineer, or land surveyor is altered, the altering architect, engineer, or land surveyor shall affix to the item their seal and notation, altered by followed by their signature and date of such alteration, and a specific description of the alteration.

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PLOTDRVA pdf Color FullScale  
 MODEL TSP-06 R1  
 DATE TIME 3/28/2023 8:59:58 AM  
 PROJECT MANAGER: RICHARD BENNETT  
 ENGINEER: RICHARD BENNETT  
 DESIGNER: BRIDGET DEHAAN



08/26/2022

△ ESTIMATE OF QUANTITIES

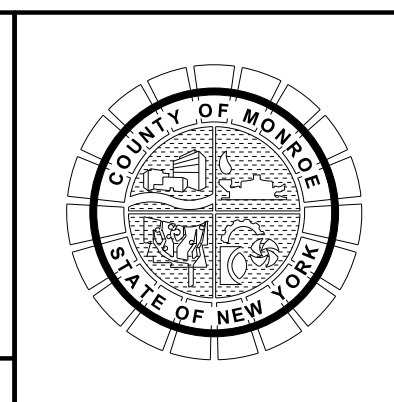
Item Number	Description	Total Quantity	Pay Unit
645.76	Illuminated Sign Panels	5	SF
680.79000105	Remove Traffic Signal Installation	1	ELOC
680.802708MO	Install Actuated 8-Phase Ground Mounted Cabinet and Related Equipment (Furnished)	1	EA
680.809908MO	8-Phase Actuated Ground Mounted Cabinet and Related Equipment (Purch from County)	1	EA
683.80325011	Furnish and Install Field Communication Node Uninterruptible Power Supply	1	EA

NOTE:  
 1. ITEM 683.80325011 TO BE INSTALLED IN SIGNAL CABINET AT INTERSECTION OF PIXLEY ROAD AND HINCHEY ROAD.

NO.	REVISION	BY	DATE
1	VARIOUS TRAFFIC SIGNAL REVISIONS	TCM	3/14/23
2			
3			
4			
5			

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PROJECT/CLIENT  
 HINCHEY ROAD IMPROVEMENTS  
 COUNTY ROAD 237  
 MONROE COUNTY  
 DEPARTMENT OF TRANSPORTATION

DRAWING TITLE  
 TRAFFIC SIGNAL PLAN  
 PIXLEY RD & HINCHEY RD - S-620

PROJECT NUMBER  
 2201826  
 DATE  
 3/28/2023  
 DRAWING NUMBER  
 TSP-06 R1

GENERAL TRAFFIC SIGNAL NOTES:

1. MAINTAIN DETECTION FOR ALL ACTUATED PHASES AT ALL TIMES. USE OF TEMPORARY DETECTION DEVICES WILL BE ALLOWED AS APPROVED BY THE ENGINEER. COST OF ALL WORK AND EQUIPMENT REQUIRED TO MAINTAIN DETECTION SHALL BE INCLUDED UNDER ITEM 619.1613.
2. THE CONTRACTOR SHALL MAINTAIN ANY EXISTING INTERCONNECT CABLE UNTIL NEW CABLE CONNECTIONS HAVE BEEN MADE TO NEW CONTROLLERS. COST OF TEMPORARY CABLE TO MAINTAIN THE INTERCONNECT SYSTEM SHALL BE INCLUDED INDER ITEM 619.1613.
3. THE CONTRACTOR SHALL NOTIFY THE MCDOT SUPERVISOR OF SIGNAL CONSTRUCTION (585)753-7772, SEVEN (7) DAYS PRIOR TO START OF WORK AND ASSUMING MAINTENANCE OF ALL TRAFFIC SIGNALS WITHIN THE CONTRACT LIMITS.
4. THE CONTRACTOR SHALL NOTIFY MCDOT SUPERVISOR OF SIGNAL CONSTRUCTION (585)753-7772, THREE (3) DAYS PRIOR TO WORK REQUIRING TEMPORARY MODIFICATIONS TO THE TRAFFIC SIGNAL EQUIPMENT.
5. TRAFFIC SIGNAL CONTROLLER PROGRAMMING SHALL ONLY BE PERFORMED BY MCDOT PERSONNEL. WHERE REMOVAL OF CONTROLLER IS INDICATED, THE CONTROLLER AND ALL ANCILLARY ELECTRONIC EQUIPMENT SHALL BE REMOVED FROM THE ASSOCIATED CABINET. CARE SHOULD BE EXERCISED TO PREVENT DAMAGE TO THE EQUIPMENT HOUSING, CABLE, AND CONNECTORS.
6. QUANTITIES FOR INTERCONNECT CONDUIT AND CABLE LISTED ON THE TRAFFIC SIGNALS PLANS ARE FOR THE EXTENT OF THE SYSTEM WITHIN THE PULL BOXES SHOWN ON THE PLANS.
7. RESTORE CONDUIT TRENCHES TO EXISTING SURFACE CONDITIONS.

△ SIGNAL REMOVAL NOTES: ITEM 680.79000105

1. UNDER ITEM 680.79000105 THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND SALVAGED AND RETURNED TO MCDOT:  
 - TRAFFIC SIGNAL CONTROLLER
2. LOOP DETECTORS AND CONDUITS MAY BE REMOVED OR ABANDONED IN-PLACE.

**From:** [Michael Bieber](#)  
**To:** [Harris, Timothy](#); [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org); [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#)  
**Subject:** Re: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Thursday, March 9, 2023 8:35:08 AM  
**Attachments:** [image002.png](#)  
[image008.png](#)  
[image011.png](#)

---

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~~~~~  
Thank you Tim

Best Regards,

## ***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies

Nardozzi Paving & Construction LLC

124 N. Genesee Street, Geneva, NY 14456

**O:** [315.719.9846](tel:315.719.9846) | **F:** [315.781.0730](tel:315.781.0730)

| C: 315.521.4806

[WWW.NARDOZZICOMPANIES.COM](http://WWW.NARDOZZICOMPANIES.COM)

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---

**From:** Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>

**Sent:** Thursday, March 9, 2023 8:14:25 AM

**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>; [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
<[supervisor@townofgates.org](mailto:supervisor@townofgates.org)>

**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org) <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>; Sarah Travers  
<[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Schirtz, Don  
<[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>



**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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We do not need nay grading releases for spoils sites. That is an agreement only between the contractor and the site owner.

**Tim Harris, P.E.**

*Transportation Project Manager*

Monroe County DOT

Office: (585) 753-7747

Cell: 585-474-2341

[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)

**From:** Michael Bieber <mbieber@nardozzicompanies.com>

**Sent:** Tuesday, March 7, 2023 1:22 PM

**To:** Harris, Timothy <timothyharris@monroecounty.gov>; supervisor@townofgates.org

**Cc:** krappazzo@townofgates.org; Sarah Travers <sarah@nardozzicompanies.com>; Gates, Gary <GGates@LaBellaPC.com>; Schirtz, Don <DSchirtz@LaBellaPC.com>

**Subject:** Re: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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~~~~~

Tim,

Acknowledged.

Do you need grading releases for my spoil sites?

Best Regards,

***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies

Nardozzi Paving & Construction LLC

124 N. Genesee Street, Geneva, NY 14456

**O:** [315.719.9846](tel:315.719.9846) | **F:** [315.781.0730](tel:315.781.0730)

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**From:** Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>  
**Sent:** Tuesday, March 7, 2023 1:08:43 PM  
**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>; [supervisor@townofgates.org](mailto:supervisor@townofgates.org) <[supervisor@townofgates.org](mailto:supervisor@townofgates.org)>  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org) <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>; Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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Mike,

All permits for usage of Town Roads and/or RG&E property are strictly agreements between Nardozzi and those entities. MCDOT does not need a copy of these permits or agreements. We do note however, that as a condition of that permit, the Town has specifically noted that the staging area that Nardozzi uses be restored prior to MCDOT project closeout.

**Tim Harris, P.E.**  
*Transportation Project Manager*  
Monroe County DOT  
Office: (585) 753-7747  
Cell: 585-474-2341  
[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Sent:** Tuesday, March 7, 2023 9:11 AM  
**To:** [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org); Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>  
**Subject:** FW: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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~~~~~  
Good morning Cosmo,

Would you be able to execute / finalize the R.O.W. permit application that we filed with your office?  
We owe the MCDOT a copy of the Executed Permit.

Best Regards,

## ***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
**O:** 315.719.9846 | **F:** 315.781.0730 | **C:** 315.521.4806  
[WWW.NARDOZZICOMPANIES.COM](http://WWW.NARDOZZICOMPANIES.COM)

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---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Sent:** Wednesday, February 8, 2023 1:45 PM

**To:** [supervisor@townofgates.org](mailto:supervisor@townofgates.org)

**Subject:** Fwd: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Cosmo,

Please, find the email thread between Kurt and I

Best Regards,

## ***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
**O:** [315.719.9846](tel:315.719.9846) | **F:** [315.781.0730](tel:315.781.0730)  
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---

**From:** Michael Bieber  
**Sent:** Tuesday, February 7, 2023 10:10:49 AM  
**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>  
**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko <[tmarko@townofgates.org](mailto:tmarko@townofgates.org)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

Please, find the attached executed Town of Gates Right of Way Permit application and Nardozzi's Hinchey Rd Project Insurance as requested.

Please, respond to all with comments or acceptance of our application.

Thank you and make it a great day.

Best Regards,

***Michael J. Bieber***

Senior Project Manager | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
O: 315.719.9846 | F: 315.781.0730 | C: 315.521.4806  
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---

**From:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>  
**Sent:** Wednesday, January 18, 2023 1:17 PM  
**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko <[tmarko@townofgates.org](mailto:tmarko@townofgates.org)>  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Hey Mike,

Sorry for the delay. Please fill out and complete the attached application. We'll be adding the following special conditions:

- No parking or material storage will be permitted along Ingram Dr or in its right-of-way. All activities must be within the area leased from RG&E.
- Up to two (2) access points from the yard area to Ingram Dr will be permitted. Nardozzi Construction shall review the access point(s) location with the Highway Superintendent in the field prior to installation.
- Access to Ingram Dr shall be through a stabilized construction entrance, designed, constructed and maintained in accordance with the NYS Standards and Specifications for Erosion and Sediment Control (aka the Blue Book).
- Nardozzi Construction and its subcontractors are to take specific note and care for the Town's storm water catch basin and injection well located opposite 13 Ingram Dr. These structures shall be protected from debris, sediment, and damage.
- Review and repair of the Town's right-of-way and infrastructure shall be part of the punch list inspection for the Hinchey Rd improvement project.

Thanks!  
Kurt

## **Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Sent:** Tuesday, January 3, 2023 4:23 PM  
**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>  
**Subject:** MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

Please, find the attached letter of intent from RG&E to provide Nardozzi access to their property

along Ingram Drive and a map indicating the approximate location within the Town's R.O.W. and RG&E's property to stage material and equipment. Within the next day or so, I will send you an official grading release / access agreement that you and I can execute.

Best Regards,

***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
**O:** 315.719.9846 | **F:** 315.781.0730 | **C:** 315.521.4806  
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**From:** [Harris, Timothy](#)  
**To:** [Michael Bieber](#); [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org); [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#)  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Thursday, March 9, 2023 8:14:25 AM  
**Attachments:** [image002.png](#)  
[image008.png](#)  
[image011.png](#)

---

We do not need nay grading releases for spoils sites. That is an agreement only between the contractor and the site owner.

**Tim Harris, P.E.**  
*Transportation Project Manager*  
Monroe County DOT  
Office: (585) 753-7747  
Cell: 585-474-2341  
[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Sent:** Tuesday, March 7, 2023 1:22 PM  
**To:** Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org); Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>  
**Subject:** Re: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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~~~~~  
Tim,

Acknowledged.

Do you need grading releases for my spoil sites?

Best Regards,

***Michael J. Bieber***

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124 N. Genesee Street, Geneva, NY 14456  
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**From:** Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>  
**Sent:** Tuesday, March 7, 2023 1:08:43 PM  
**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>; [supervisor@townofgates.org](mailto:supervisor@townofgates.org) <[supervisor@townofgates.org](mailto:supervisor@townofgates.org)>  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org) <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>; Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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Mike,

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**Sent:** Tuesday, March 7, 2023 9:11 AM  
**To:** [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org); Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>



**Subject:** FW: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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~~~~~  
Good morning Cosmo,

Would you be able to execute / finalize the R.O.W. permit application that we filed with your office?  
We owe the MCDOT a copy of the Executed Permit.

Best Regards,

***Michael J. Bieber***

Senior Project Manager | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
O: 315.719.9846 | F: 315.781.0730 | C: 315.521.4806  
[WWW.NARDOZZICOMPANIES.COM](http://WWW.NARDOZZICOMPANIES.COM)

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**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Sent:** Wednesday, February 8, 2023 1:45 PM

**To:** [supervisor@townofgates.org](mailto:supervisor@townofgates.org)

**Subject:** Fwd: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Cosmo,

Please, find the email thread between Kurt and I

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**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko <[tmarko@townofgates.org](mailto:tmarko@townofgates.org)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>

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**From:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>

**Sent:** Wednesday, January 18, 2023 1:17 PM

**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko <[tmarko@townofgates.org](mailto:tmarko@townofgates.org)>

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Up to two (2) access points from the yard area to Ingram Dr will be permitted. Nardozzi Construction shall review the access point(s) location with the Highway Superintendent in the field prior to installation.

Access to Ingram Dr shall be through a stabilized construction entrance, designed, constructed and maintained in accordance with the NYS Standards and Specifications for Erosion and Sediment Control (aka the Blue Book).

Nardozzi Construction and its subcontractors are to take specific note and care for the Town's storm water catch basin and injection well located opposite 13 Ingram Dr. These structures shall be protected from debris, sediment, and damage.

Review and repair of the Town's right-of-way and infrastructure shall be part of the punch list inspection for the Hinchey Rd improvement project.

Thanks!

Kurt

**Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Sent:** Tuesday, January 3, 2023 4:23 PM

**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>

**Subject:** MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

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Best Regards,

***Michael J. Bieber***

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**From:** [Michael Bieber](#)  
**To:** [Harris, Timothy](#); [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org); [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#)  
**Subject:** Re: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Tuesday, March 7, 2023 1:41:24 PM  
**Attachments:** [image009.png](#)  
[image016.png](#)  
[image019.png](#)

---

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~~~~~  
Tim,

Acknowledged.

Do you need grading releases for my spoil sites?

Best Regards,

***Michael J. Bieber***

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**From:** Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>

**Sent:** Tuesday, March 7, 2023 1:08:43 PM

**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>; [supervisor@townofgates.org](mailto:supervisor@townofgates.org)

<supervisor@townofgates.org>

**Cc:** krappazzo@townofgates.org <krappazzo@townofgates.org>; Sarah Travers <sarah@nardozzicompanies.com>; Gates, Gary <GGates@LaBellaPC.com>; Schirtz, Don <DSchirtz@LaBellaPC.com>

**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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**Tim Harris, P.E.**

*Transportation Project Manager*

Monroe County DOT

Office: (585) 753-7747

Cell: 585-474-2341

[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)

**From:** Michael Bieber <mbieber@nardozzicompanies.com>

**Sent:** Tuesday, March 7, 2023 9:11 AM

**To:** supervisor@townofgates.org

**Cc:** krappazzo@townofgates.org; Sarah Travers <sarah@nardozzicompanies.com>; Harris, Timothy <timothyharris@monroecounty.gov>

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**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>  
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Thanks!  
Kurt

## **Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

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**From:** [Harris, Timothy](#)  
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**Cc:** [krappazzo@townofgates.org](mailto:krappazzo@townofgates.org); [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#)  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Tuesday, March 7, 2023 1:08:43 PM  
**Attachments:** [image009.png](#)  
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Monroe County DOT  
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**Sent:** Wednesday, January 18, 2023 1:17 PM  
**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko <[tmarko@townofgates.org](mailto:tmarko@townofgates.org)>

**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Hey Mike,

Sorry for the delay. Please fill out and complete the attached application. We'll be adding the following special conditions:

1. No parking or material storage will be permitted along Ingram Dr or in its right-of-way. All activities must be within the area leased from RG&E.
2. Up to two (2) access points from the yard area to Ingram Dr will be permitted. Nardozzi Construction shall review the access point(s) location with the Highway Superintendent in the field prior to installation.
3. Access to Ingram Dr shall be through a stabilized construction entrance, designed, constructed and maintained in accordance with the NYS Standards and Specifications for Erosion and Sediment Control (aka the Blue Book).
4. Nardozzi Construction and its subcontractors are to take specific note and care for the Town's storm water catch basin and injection well located opposite 13 Ingram Dr. These structures shall be protected from debris, sediment, and damage.
5. Review and repair of the Town's right-of-way and infrastructure shall be part of the punch list inspection for the Hinchey Rd improvement project.

Thanks!  
Kurt

## **Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Sent:** Tuesday, January 3, 2023 4:23 PM

**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>

**Subject:** MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

Please, find the attached letter of intent from RG&E to provide Nardozzi access to their property along Ingram Drive and a map indicating the approximate location within the Town's R.O.W. and RG&E's property to stage material and equipment. Within the next day or so, I will send you an official grading release / access agreement that you and I can execute.

Best Regards,

## ***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies

Nardozzi Paving & Construction LLC

124 N. Genesee Street, Geneva, NY 14456

**O:** 315.719.9846 | **F:** 315.781.0730 | **C:** 315.521.4806

[WWW.NARDOZZICOMPANIES.COM](http://WWW.NARDOZZICOMPANIES.COM)

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**From:** [Michael Bieber](#)  
**To:** [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Cc:** [Kurt Rappazzo](#); [Sarah Travers](#); [Harris, Timothy](#)  
**Subject:** FW: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Tuesday, March 7, 2023 9:32:53 AM  
**Attachments:** [image002.png](#)  
[image005.png](#)  
[22 23 NYSDOT Region 4 C105.2.pdf](#)  
[2223 Master - BLKT ADDL INSD - New York State Department ofTransportation.pdf](#)  
[DB120.1.pdf](#)  
[GL Addl Insd CG2038.pdf](#)  
[GL Compl Ops Addl Insd CG2037.pdf](#)  
[Town of Gates Ingram Dr - Right of Way Permit Application.pdf](#)

---

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~~~~~  
Good morning Cosmo,

Would you be able to execute / finalize the R.O.W. permit application that we filed with your office?  
We owe the MCDOT a copy of the Executed Permit.

Best Regards,

***Michael J. Bieber***

Senior Project Manager | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
O: 315.719.9846 | F: 315.781.0730 | C: 315.521.4806  
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---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Sent:** Wednesday, February 8, 2023 1:45 PM  
**To:** [supervisor@townofgates.org](mailto:supervisor@townofgates.org)  
**Subject:** Fwd: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Cosmo,

Please, find the email thread between Kurt and I

Best Regards,

## ***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies

Nardozzi Paving & Construction LLC

124 N. Genesee Street, Geneva, NY 14456

**O:** [315.719.9846](tel:315.719.9846) | **F:** [315.781.0730](tel:315.781.0730)

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---

**From:** Michael Bieber

**Sent:** Tuesday, February 7, 2023 10:10:49 AM

**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>

**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko <[tmarko@townofgates.org](mailto:tmarko@townofgates.org)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>

**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

Please, find the attached executed Town of Gates Right of Way Permit application and Nardozzi's Hinchey Rd Project Insurance as requested.

Please, respond to all with comments or acceptance of our application.

Thank you and make it a great day.



Best Regards,

***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
**O:** 315.719.9846 | **F:** 315.781.0730 | **C:** 315.521.4806  
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**From:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>  
**Sent:** Wednesday, January 18, 2023 1:17 PM  
**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko <[tmarko@townofgates.org](mailto:tmarko@townofgates.org)>  
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list inspection for the Hinchey Rd improvement project.

Thanks!  
Kurt

## **Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Sent:** Tuesday, January 3, 2023 4:23 PM

**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>

**Subject:** MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

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Best Regards,

## ***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
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**O:** 315.719.9846 | **F:** 315.781.0730 | **C:** 315.521.4806  
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**From:** [Michael Bieber](#)  
**To:** [Bly, Gregory D](#); [Harris, Timothy](#)  
**Cc:** [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#); [RBennett@LaBellaPC.com](#); [sbaldwin@ravieng.com](#); [Hood, Paul](#); [supervisor@townofgates.org](#); [krappazo@townofgates.org](#); [Murphy, Timothy P](#)  
**Subject:** RE: RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations  
**Date:** Thursday, February 9, 2023 12:10:58 PM  
**Attachments:** [image002.png](#)  
[image005.png](#)

---

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~~~~~  
Greg,

Thank you for the explanation, I will forward the provided information to the homeowner.

Best Regards,

***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
O: 315.719.9846 | F: 315.781.0730 | C: 315.521.4806  
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---

**From:** Bly, Gregory D <GregoryBly@monroecounty.gov>  
**Sent:** Thursday, February 9, 2023 11:47 AM  
**To:** Michael Bieber <mbieber@nardozzicompanies.com>; Harris, Timothy <timothyharris@monroecounty.gov>  
**Cc:** Sarah Travers <sarah@nardozzicompanies.com>; Gates, Gary <GGates@LaBellaPC.com>; Schirtz, Don <DSchirtz@LaBellaPC.com>; RBennett@LaBellaPC.com; sbaldwin@ravieng.com; Hood, Paul <paul\_hood@rge.com>; supervisor@townofgates.org; krappazo@townofgates.org; Murphy,



Timothy P <TMurphy@monroecounty.gov>

**Subject:** RE: RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations

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Mike,

The iron pipe is located 24.75 feet from the centerline of a 49.5 feet wide road right of way as mapped on the filed subdivision map the owner's deed refers to. The subdivision map provides ownership to the center of the road right of way for subdivision Lot 15 being 77 feet wide and 225 feet deep from centerline.

While the subdivision map represents the road right of way as 49.5 feet wide the original road was opened and made a public highway back in the 1800's and defined as being 4 rods wide (66 feet wide). The County right of way is not a fee right of way but rather an easement which provides a corridor for highway purposes therefore the highway boundary is an easement line not a title line.

Greg

Gregory D. Bly, P.L.S.  
County Surveyor  
Monroe County Department of Finance  
Department of Real Property Services  
Monroe County Surveyors Office  
39 West Main Street, Room 304J  
Rochester, NY 14614  
[gregorybly@monroecounty.gov](mailto:gregorybly@monroecounty.gov)  
585-753-1156 Office

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Sent:** Thursday, February 9, 2023 11:12 AM

**To:** Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>

**Cc:** Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>; [RBennett@LaBellaPC.com](mailto:RBennett@LaBellaPC.com); [sbaldwin@ravieng.com](mailto:sbaldwin@ravieng.com); Hood, Paul <[paul\\_hood@rge.com](mailto:paul_hood@rge.com)>; [supervisor@townofgates.org](mailto:supervisor@townofgates.org); [krappazo@townofgates.org](mailto:krappazo@townofgates.org); Bly, Gregory D <[GregoryBly@monroecounty.gov](mailto:GregoryBly@monroecounty.gov)>

**Subject:** RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations

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~~~~~

Tim,

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1. Homeowner of house #380 Hinchey Road communicated to Nardozzi on 2-8-2023 that he is very concerned that the proposed power pole relocation is staked out to be installed on his property. Homeowner contact information is Philip Torti, 585-224-6665.
  - RG&E has installed a stake indicating the position of the new power pole and a stake indicating the position of the existing HB.
  - The Homeowner is adamant that his existing ½" pipe / property line corner is in the correct position / therefore the existing HB is not staked in the correct position.
  - Nardozzi, informed the Homeowner that the construction of the power poles are not within Nardozzi's scope of work.
  - Nardozzi, informed the homeowner that we would communicate his concerns to the MCDOT while copying the MC Surveyors office on his behalf
2. If the HB is not shown properly on the plans or is staked incorrectly the pole may be installed by RG&E on private property without an easement. Verification and communication with the MC Surveyor and homeowner may be the best solution to solving the potential issue before the proposed power pole is installed.

Best Regards,

## ***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
**O:** 315.719.9846 | **F:** 315.781.0730 | **C:** 315.521.4806  
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**From:** [Bly, Gregory D](#)  
**To:** [Michael Bieber](#); [Harris, Timothy](#)  
**Cc:** [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#); [RBennett@LaBellaPC.com](#); [sbaldwin@ravieng.com](#); [Hood, Paul](#); [supervisor@townofgates.org](#); [krappazo@townofgates.org](#); [Murphy, Timothy P](#)  
**Subject:** RE: RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations  
**Date:** Thursday, February 9, 2023 11:47:27 AM  
**Attachments:** [image006.png](#)

---

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39 West Main Street, Room 304J  
Rochester, NY 14614  
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**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Sent:** Thursday, February 9, 2023 11:12 AM  
**To:** Harris, Timothy <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>  
**Cc:** Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>; RBennett@LaBellaPC.com; sbaldwin@ravieng.com; Hood, Paul <[paul\\_hood@rge.com](mailto:paul_hood@rge.com)>; supervisor@townofgates.org; krappazo@townofgates.org; Bly, Gregory D <[GregoryBly@monroecounty.gov](mailto:GregoryBly@monroecounty.gov)>  
**Subject:** RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations

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Best Regards,

***Michael J. Bieber***

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**From:** [Hood, Paul](#)  
**To:** [Michael Bieber](#); [Harris, Timothy](#)  
**Cc:** [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#); [RBennett@LaBellaPC.com](#); [sbaldwin@ravieng.com](#); [supervisor@townofgates.org](#); [krappazo@townofgates.org](#); [gregorybly@monroecounty.gov](#)  
**Subject:** RE: RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations  
**Date:** Thursday, February 9, 2023 11:28:57 AM  
**Attachments:** [image002.png](#)

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~~~~~  
All

According to the records, Hinchey Road is 66' wide. Based upon a review of google it appears that the facilities are all in public. Which would match the fact that there are no easements in this area.

Paul

**Paul Hood**  
Contractor to Rochester Gas and Electric Corporation  
Right of Way Supervisor- Energy Land Management  
180 South Clinton 5th Floor, Rochester, NY, 14604  
Telephone 585.724.8020  
Cell 315.521.6941  
[Paul\\_Hood@RGE.com](mailto:Paul_Hood@RGE.com)

#### Internal Use

---

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**Sent:** Thursday, February 9, 2023 11:12 AM  
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**Cc:** Sarah Travers <[sarah@nardozzicompanies.com](mailto:sarah@nardozzicompanies.com)>; Gates, Gary <[GGates@LaBellaPC.com](mailto:GGates@LaBellaPC.com)>; Schirtz, Don <[DSchirtz@LaBellaPC.com](mailto:DSchirtz@LaBellaPC.com)>; [RBennett@LaBellaPC.com](mailto:RBennett@LaBellaPC.com); [sbaldwin@ravieng.com](mailto:sbaldwin@ravieng.com); [Hood, Paul <paul\\_hood@rge.com>](mailto:hood_paul@rge.com); [supervisor@townofgates.org](mailto:supervisor@townofgates.org); [krappazo@townofgates.org](mailto:krappazo@townofgates.org); [gregorybly@monroecounty.gov](mailto:gregorybly@monroecounty.gov)  
**Subject:** RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations

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EXTERNAL SENDER: Be cautious, especially with links and attachments. Report phishing if suspicious.

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  - The Homeowner is adamant that his existing ½” pipe / property line corner is in the correct position / therefore the existing HB is not staked in the correct position.
  - Nardozzi, informed the Homeowner that the construction of the power poles are not within Nardozzi’s scope of work.
  - Nardozzi, informed the homeowner that we would communicate his concerns to the MCDOT while copying the MC Surveyors office on his behalf
2. If the HB is not shown properly on the plans or is staked incorrectly the pole may be installed by RG&E on private property without an easement. Verification and communication with the MC Surveyor and homeowner may be the best solution to solving the potential issue before the proposed power pole is installed.

Best Regards,

***Michael J. Bieber***

Senior Project Manager | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
124 N. Genesee Street, Geneva, NY 14456  
O: 315.719.9846 | F: 315.781.0730 | C: 315.521.4806  
[WWW.NARDOZZICOMPANIES.COM](http://WWW.NARDOZZICOMPANIES.COM)

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**From:** [Michael Bieber](#)  
**To:** [Harris, Timothy](#)  
**Cc:** [Sarah Travers](#); [Gates, Gary](#); [Schirtz, Don](#); [RBennett@LaBellaPC.com](#); [sbaldwin@ravieng.com](#); [Hood, Paul](#); [supervisor@townofgates.org](#); [krappazo@townofgates.org](#); [gregorybly@monroecounty.gov](#)  
**Subject:** RFI - Hinchey Rd Improvement Project - Highway Boundary Issue Impacting Proposed Power Pole Relocations  
**Date:** Thursday, February 9, 2023 11:13:25 AM  
**Attachments:** [image002.png](#)  
[Hinchey Road Plans - Conformed - Highway Boundary Potential Issue -RFI.pdf](#)

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~~~~~  
Tim,

Good morning, Nardozzi has discovered that the existing highway boundary (HB) may not be in the proper location in several instances based on homeowner conversation and visualization of existing property corner pins found vs plotted HB. Refer to the attached drawings for mapping of locations of concern, and the list below describing potential immediate impacts if the HB is actually in the wrong position.

1. Homeowner of house #380 Hinchey Road communicated to Nardozzi on 2-8-2023 that he is very concerned that the proposed power pole relocation is staked out to be installed on his property. Homeowner contact information is Philip Torti, 585-224-6665.
  - RG&E has installed a stake indicating the position of the new power pole and a stake indicating the position of the existing HB.
  - The Homeowner is adamant that his existing ½" pipe / property line corner is in the correct position / therefore the existing HB is not staked in the correct position.
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Best Regards,

***Michael J. Bieber***

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**From:** [Michael Bieber](#)  
**To:** [Kurt Rappazzo](#)  
**Cc:** "[Harris, Timothy](#)"; [TERESA Marko](#); [Schirtz, Don](#); [Gates, Gary](#); [Sarah Travers](#)  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Tuesday, February 7, 2023 10:31:15 AM  
**Attachments:** [image002.png](#)  
[image005.png](#)  
[22 23 NYSDOT Region 4 C105.2.pdf](#)  
[2223 Master - BLKT ADDL INSD - New York State Department ofTransportation.pdf](#)  
[DB120.1.pdf](#)  
[GL Addl Insd CG2038.pdf](#)  
[GL Compl Ops Addl Insd CG2037.pdf](#)  
[Town of Gates Ingram Dr - Right of Way Permit Application.pdf](#)

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~~~~~  
Kurt,

Please, find the attached executed Town of Gates Right of Way Permit application and Nardozzi's Hinchey Rd Project Insurance as requested.

Please, respond to all with comments or acceptance of our application.

Thank you and make it a great day.

Best Regards,

***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
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**From:** Kurt Rappazzo <krappazzo@townofgates.org>  
**Sent:** Wednesday, January 18, 2023 1:17 PM  
**To:** Michael Bieber <mbieber@nardozzicompanies.com>  
**Cc:** 'Harris, Timothy' <timothyharris@monroecounty.gov>; TERESA Marko <tmarko@townofgates.org>  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Hey Mike,

Sorry for the delay. Please fill out and complete the attached application. We'll be adding the following special conditions:

1. No parking or material storage will be permitted along Ingram Dr or in its right-of-way. All activities must be within the area leased from RG&E.
2. Up to two (2) access points from the yard area to Ingram Dr will be permitted. Nardozzi Construction shall review the access point(s) location with the Highway Superintendent in the field prior to installation.
3. Access to Ingram Dr shall be through a stabilized construction entrance, designed, constructed and maintained in accordance with the NYS Standards and Specifications for Erosion and Sediment Control (aka the Blue Book).
4. Nardozzi Construction and its subcontractors are to take specific note and care for the Town's storm water catch basin and injection well located opposite 13 Ingram Dr. These structures shall be protected from debris, sediment, and damage.
5. Review and repair of the Town's right-of-way and infrastructure shall be part of the punch list inspection for the Hinchey Rd improvement project.

Thanks!  
Kurt

## **Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Sent:** Tuesday, January 3, 2023 4:23 PM  
**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>  
**Subject:** MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

Please, find the attached letter of intent from RG&E to provide Nardozzi access to their property along Ingram Drive and a map indicating the approximate location within the Town's R.O.W. and RG&E's property to stage material and equipment. Within the next day or so, I will send you an official grading release / access agreement that you and I can execute.

Best Regards,

## ***Michael J. Bieber***

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**From:** [Michael Bieber](#)  
**To:** [Kurt Rappazzo](#)  
**Cc:** "[Harris, Timothy](#)"; [TERESA Marko](#)  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Wednesday, January 18, 2023 2:09:11 PM  
**Attachments:** [image002.png](#)  
[image005.png](#)

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Kurt,

Thank you for the Ingram Rd Right of Way Permit for the MCDOT Hinchey Rd Project.

Please, give me a call, I would like to meet with you to discuss another staging area site to the towns property (formally the Dolomite property across from the intersection of Hinchey & Loderdale. 315-521-4806

Best Regards,

***Michael J. Bieber***

**Senior Project Manager** | Nardozzi Companies  
Nardozzi Paving & Construction LLC  
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**Sent:** Wednesday, January 18, 2023 1:17 PM  
**To:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Cc:** 'Harris, Timothy' <[timothyharris@monroecounty.gov](mailto:timothyharris@monroecounty.gov)>; TERESA Marko



<tmarko@townofgates.org>

**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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5. Review and repair of the Town's right-of-way and infrastructure shall be part of the punch list inspection for the Hinchey Rd improvement project.

Thanks!

Kurt

## **Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>

**Sent:** Tuesday, January 3, 2023 4:23 PM

**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>

**Subject:** MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

Kurt,

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Best Regards,

## ***Michael J. Bieber***

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**From:** [Kurt Rappazzo](#)  
**To:** "Michael Bieber"  
**Cc:** "Harris, Timothy"; [TERESA Marko](#)  
**Subject:** RE: MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location  
**Date:** Wednesday, January 18, 2023 1:19:12 PM  
**Attachments:** [image006.png](#)  
[Right-of-Way-Permit-Application.pdf](#)

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Thanks!  
Kurt

## **Kurt Rappazzo**

Director of Public Works/Highway Superintendent  
Town of Gates

---

**From:** Michael Bieber <[mbieber@nardozzicompanies.com](mailto:mbieber@nardozzicompanies.com)>  
**Sent:** Tuesday, January 3, 2023 4:23 PM  
**To:** Kurt Rappazzo <[krappazzo@townofgates.org](mailto:krappazzo@townofgates.org)>  
**Subject:** MCDOT Hinchey Rd Project - Ingram Dr - RGE Access / Grading Release Location

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