

From: Laura Neubauer <lneubauer@luengineers.com>
To: "biondj@cityofrochester.gov" <biondj@cityofrochester.gov>, "JeffDanzinge...
CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/1/2012 3:11 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Thursday 11/1/12

Trec cut up and staged tree on western portion of Site.

Began IRM-03 UST removal. Fire Marshall Steve on-site this morning to approve variance to cut tanks in-place and remove K-Crete. Overlying soil from west tank staged as 'clean' soil on poly by northern fence line (IRM-03 staging area)- approximately 27 CY. Soil from above east tank staged as 'clean' on poly in IRM-06 staging area. <20ppm on PID in overlying soils. USTs encountered ~ 2.5' bgs. Tanks are 13.5' long; estimated diameter is 8'. Small pocket of black, stained soil observed immediately west of western UST (PID=50 ppm). Tanks opened and began K-Crete removal from west tank (52 ppm on K-Crete, petroleum odor). K-Crete staged on double layer poly south of IRM-05 staging area. Trec estimates 50 tons of K-Crete total for both tanks. Perched water encountered above eastern UST. Odor and some oily residue on perched water. Holes observed on sides of both tanks. Tank pit fenced for overnight.

Bob Long on-site 11:00-2:30. Weekly status meeting on-site @ 1:00. Meeting minutes to follow in separate e-mail.

No samples collected today.

A total of 9 loads #2 crusher run backfill delivered (est. 20 tons/load). Backfill stockpiled on southwest corner of Site.

Plan for tomorrow: Continue working on IRM-03 tank removals.

Laura M. Neubauer, CHMM
Environmental Project Manager

[Lu Engineers Logo Email]
175 Sully's Trail, Suite 202
Pittsford, NY 14534
(585) 385-7417 ext. 219

Charlotte Theobald - Andrews St. IRM Daily Update

From: Laura Neubauer <lneubauer@luengineers.com>
To: cbtheoba@gw.dec.state.ny.us; gregandrus@luengineers.com; JDanzinger@daym...
Date: 11/5/2012 3:35 PM
Subject: Andrews St. IRM Daily Update
CC: peckd@CityofRochester.gov; NSimon@daymail.net

Andrews St. IRM – Monday 11/5/12

Completed IRM-03 tank removals. Eastern UST was emptied of K-Crete and removed. K-Crete staged south of IRM-05 soil pile. Estimated 50 tons total for both tanks. Collected waste characterization sample 231-Kcrete for 8020A VOCs, TCLP RCRA Metals, and Flashpoint.

Tanks were scraped clean, crushed, and taken off-site for recycling.

South wall appeared clean (0.0 ppm); north and east walls showed staining and odors. Staining and odors observed at 8' bgs. Removed 5-7' additional from east wall. Poly placed under loader bucket when removing impacted soil. PID=1.3 ppm on sidewall sample collected. Did not remove additional soil from north wall due to limited soil quantity allowed for disposal. PID=40 ppm on north wall. Bottom PID= 6-50 ppm at 12' bgs. Concrete saddle encountered in tank pit bottom at north end. Additional post-excavation samples collected, per Joe B., since the tanks were excavated and removed individually:

227-IRM-03_wall(08) – south wall
228-IRM-03_wall(08) – east wall
229-IRM-03_wall(08) – north wall
230-IRM-03_bottom(12)

Tank pit lined with filter fabric and backfilled with approved #2 crusher run.

Trec estimates a total of ~40 CY petroleum-impacted soil removed and staged in the IRM-03 staging area along the north fence line. Collected waste characterization sample 232-PileB1 from petroleum-impacted soil pile for 8020A VOCs, TCLP RCRA Metals, and Flashpoint.

Bob Long on-site 10:30 – 12:30.

Plan for tomorrow: Collect IRM-05 soil pile waste samples and ship samples to Spectrum. Finish backfilling IRM-03 tank pit. Remove north footer wall at 25 Evans St. Prep for IRM-02: remove curbing & asphalt at north end. C.P. Ward scheduled for Thursday to cut and cap sewer line.

Laura M. Neubauer, CHMM
Environmental Project Manager



175 Sully's Trail, Suite 202
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(585) 385-7417 ext. 219

**Andrews St. IRM
Work Plan Deviations**

Work Plan Section	Action in Work Plan	Revised Plan/Action	Justification
General Scope of Work			
4.1 - Site Preparation and Control	Figure 6 identifies the anticipated layout of the Site during IRM activities.	Staging areas, support facilities, and parking areas were modified from the proposed locations on Figure 6.	The Site layout was altered to allow trucks to utilize both gates, as recommended by Trec Environmental.
4.1 - Site Preparation and Control, Traffic Control and Trucking Routes	Anticipated on-site truck routes are shown on Figure 6.	The truck route was altered from that shown on Figure 6.	The Site layout was altered to allow trucks to utilize both gates. It was determined that the west gate provides a safer exit for trucks and construction equipment.
IRM-03: UST Area			
4.2.3 - IRM-03: UST Area	Concrete pieces will be staged in the "Staged Materials Exclusion Zone"	concrete is staged on poly on the west side of the Site	The Site layout was altered to allow trucks to utilize both gates; therefore, staging areas were re-located.
4.2.3.2 - Closure Samples	Post-excavation soil samples will be collected in accordance with DER-10 Section 5.5(c), as specified in the QAPP.	Additional soil samples were collected from the north and south wall and bottom. A total of 8 samples vs. 5 were collected.	The tanks were removed independently; therefore, samples were collected from both tank pits resulting in 2 north wall samples, 2 south wall samples, and 2 bottom samples. This additional sampling was approved by the City.
4.2.3.3 - Backfill	A layer of crushed stonem will be placed in the bottom of the excavation to act as a demarcation layer.	Filter fabric was used as a demarcation layer.	As discussed during the Site meeting on 10/25/12, Trec will use filter fabric for IRM-06, IRM-05, and IRM-03 to more clearly delineate between existing soil/fill and clean crushed stone backfill. The filter fabric was readily available at the Site and easy to install.
IRM-05: Trench Drain Area			
4.2.5 - IRM-05: Trench Drain Area	Soils will be evaluated in the field for indications of contamination and segregated into the IRM-05 staging area as shown on Figure 6.	The IRM-05 staging area was moved to immediately south of IRM-05.	The proposed staging area was moved closer to the IRM-05 work area for convenience and to expedite the removal work.

4.2.5 - IRM-05: Trench Drain Area	Uncontaminated soils will be staged in the uncontaminated staging location indicated on Figure 6.	Uncontaminated soil was not segregated. All material from IRM-05 was staged together.	Clean soil was not segregated due to the shallow occurrence of urban fill material and staining in the trench drain area. This was approved by the City in an effort to expedite removal work in preparation for severe weather.
4.2.5 - IRM-05: Trench Drain Area	The excavation will be backfilled with clean soil and imported crushed stone	No soil was used as backfill; only approved imported crushed stone	No clean soil from IRM-05 was segregated for re-use.
4.2.5 - IRM-05: Trench Drain Area	A demarcation layer of crushed stone will be place at the bottom of the excavation	Filter fabric was used as a demarcation layer.	As discussed during the Site meeting on 10/25/12, Trec will use filter fabric for IRM-06, IRM-05, and IRM-03 to more clearly delineate between existing soil/fill and clean crushed stone backfill. The filter fabric was readily available at the Site and easy to install.

IRM-06: Piping Area

4.2.6 -IRM-06 Piping Area & 4.1 Site Preparation and Control, Material Staging Areas	Excavated materials will be staged in the IRM-06 staging area located immediately north of IRM-06	Pipe and pipe contents are staged immediately south of IRM-06. Material removed above the piping is stockpiled on poly in the IRM-06 area, awaiting testing and re-use as backfill in the IRM-01 and IRM-02 area.	Based on RI sample results, the pipe contents are expected to be disposed off-site and the soil above the piping is suitable for re-use as backfill in the IRM-01/02 excavation.
4.2.6 -IRM-06 Piping Area	The excavation will be backfilled with clean soil and imported crushed stone	No soil was used as backfill; only approved imported crushed stone	Presumed clean soil from IRM-06 is staged awaiting sampling and testing prior to re-use as backfill in the IRM-01 & IRM-02 area.
4.2.6 -IRM-06 Piping Area	Crushed stone will act as a demarcation layer to identify the extent of removal	Filter fabric was used as a demarcation layer below the crushed stone backfill	As discussed during the Site meeting on 10/25/12, Trec will use filter fabric for IRM-06, IRM-05, and IRM-03 to more clearly delineate between existing soil/fill and clean crushed stone backfill. The filter fabric was readily available at the Site and easy to install.

IRM Construction Completion Report
300, 304-308, 320 Andrews St and 25 Evans St
Rochester, NY

DRAFT

NYSDEC Site #E828144

Waste Disposal Tracking Log

	Waste Stream Description	Waste Quantity (Vol)	Staging Area Location(s)	Date Generated (Removed)	Waste Char. Sample Collection Date	Waste Char. Sample ID	Waste Char. Testing Parameters	Type of Waste (Non-Haz., Characteristic Haz.)	Waste Transporter	Waste Disposal Facility	Date of Waste Disposal
1	Staged Water (well decommissioning)	~2 gals	55-gal drum @ MW-3 (to be transferred to Frac tank)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
2	Staged Water from RI groundwater sampling (purge & decon water)	4 drums	55-gal drums next to Frac tank	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
3	Cast Iron Pipe	~ 210 LF	South of IRM-06 on double layer poly	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
4	Staged Soil (IRM-05)	~ 87 CY	South of IRM-05 on double layer poly	TBD	11/6/2012	233-Pile_IRM05	8260 VOCs, TCLP RCRA Metals, Flashpoint	TBD	TBD	TBD	TBD
5	Petroleum-Impacted Soil (IRM-03)	~ 40 tons	North fenceline on double layer poly	TBD	11/5/2012	232-Pile_IRM03	8260 VOCs, TCLP RCRA Metals, Flashpoint	TBD	TBD	TBD	TBD
6	Concrete		Western portion of 25 Evans St.	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
7	K-Crete (IRM-03)	~ 50 tons	south of IRM-05, on double layer poly	TBD	11/5/2012	231-Kcrete	8260 VOCs, TCLP RCRA Metals, Flashpoint	TBD	TBD	TBD	TBD
8	Tree		West of IRM-01, on poly	TBD	11/2/2012	222-Tree	8260 VOCs	TBD	TBD	TBD	TBD

Notes

TBD = To Be Determined

CY = Cubic Yards

From: Eric Detweiler <edetweiler@luengineers.com>
To: "KQuinn@monroecounty.gov" <KQuinn@monroecounty.gov>
CC: Greg Andrus <gregandrus@luengineers.com>, Laura Neubauer <lneubauer@luen...>
Date: 11/5/2012 1:01 PM
Subject: RE: Evans St. sewer removal - work plan

Kevin,

I want to provide you with notice on behalf of Trec Env. (environmental contractor) that the removal/abandonment of the Evans St. sewer has been scheduled to begin this Thursday (11/8/12) at the Andrews St. remedial project site in accordance with the approved spec. I left a voicemail with MCPW today regarding this work (at Option#5), per your email below. Please let me know if you have any questions or concerns. Thank you.

Regards,

Eric

[Lu Engineers Logo Email]

Eric Detweiler
Geologist
175 Sully's Trail, Suite 202
Corporate Crossings Office Park
Pittsford, NY 14534
ph(585)385-7417 ext. 227
Fax(585)385-3741
edetweiler@luengineers.com
ü Please consider the environment before printing this e-mail

From: KQuinn@monroecounty.gov [mailto:KQuinn@monroecounty.gov]
Sent: Tuesday, July 24, 2012 4:33 PM
To: Eric Detweiler
Cc: GKaiser@monroecounty.gov; RBianchi@monroecounty.gov
Subject: Re: Evans St. sewer removal - work plan

Yes, a permit is not needed for the abandonment.

Can you please reiterate Note #1 from Figure 11 in the spec that the Contractor shall contact MCPW at 753-7600, Option #5 to schedule the inspection of the pipe abandonment at least 48 hours in advance of work.

Actually, I just noticed the phone number in Figure 11 is old. Can you please change it from 760-7600, Option #5, to 753-7600 Option #5. Thanks.

Thanks.

Kevin Quinn
Monroe County DES
Ph# (585) 753-7652
Fax# (585) 324-4257

From: Eric Detweiler <edetweiler@luengineers.com<mailto:edetweiler@luengineers.com>>
To: "KQuinn@monroecounty.gov<mailto:KQuinn@monroecounty.gov>"
<KQuinn@monroecounty.gov<mailto:KQuinn@monroecounty.gov>>,
Cc: Greg Andrus <gregandrus@luengineers.com<mailto:gregandrus@luengineers.com>>, Laura
Neubauer <lneubauer@luengineers.com<mailto:lneubauer@luengineers.com>>
Date: 07/24/2012 04:15 PM
Subject: Evans St. sewer removal - work plan

Kevin,

We spoke over a week ago regarding the Evans St. sewer closure that you had previously discussed with Joe Biondolillo of the City of Rochester. I just want to double check that a permit is not required for this work and I've attached the section of our work plan describing the removal/abandonment process, including a figure, for your review. Let me know if you have questions/concerns with this. Thank you.

Regards,

Eric

[Lu Engineers Logo Email]

Eric Detweiler

Geologist

175 Sully's Trail, Suite 202

Corporate Crossings Office Park

Pittsford, NY 14534

ph(585)385-7417 ext. 227

Fax(585)385-3741

edetweiler@luengineers.com<mailto:edetweiler@luengineers.com>

ü Please consider the environment before printing this e-mail

[attachment "Evans St sewer removal section for MCPW.pdf" deleted by Kevin Quinn/DES/Monroe]

-- Confidentiality Notice -- This email message, including all the attachments, is for the sole use of the intended recipient(s) and contains confidential information. Unauthorized use or disclosure is prohibited. If you are not the intended recipient, you may not use, disclose, copy or disseminate this information. If you are not the intended recipient, please contact the sender immediately by reply email and destroy all copies of the original message, including attachments.

From: "Jeff Danzinger" <JDanzinger@daymail.net>
To: "Charlotte Theobald" <cbtheoba@gw.dec.state.ny.us>
CC: <peckd@CityofRochester.gov>, "Nate Simon" <NSimon@daymail.net>, "Joe Bio..."
Date: 11/13/2012 4:45 PM
Subject: RE: Andrews St. IRM Daily Update

Thanks Charlotte.

We'll make sure the rented excavator arrives on-site clean or is decontaminated before use if it arrives dirty, and that it is decontaminated prior to leaving the Site.

TREC's excavator will be repaired on-site.

Jeff

-----Original Message-----

From: Charlotte Theobald [mailto:cbtheoba@gw.dec.state.ny.us]
Sent: Tuesday, November 13, 2012 4:34 PM
To: Joe Biondolillo; Jeff Danzinger; Greg Andrus; Laura Neubauer
Cc: Dennis M.(peckd@CityofRochester.gov) Peck; Nate Simon
Subject: Re: Andrews St. IRM Daily Update

I know we all know this but to make certain we are all on the same page - the new excavator coming on-site needs to enter the site cleaned/deconned from it previous use or it can't enter the site. If the excavator to be repaired needs to leave the site then it will need to be decontaminated before leaving the site. The rented excavator will need to be decontaminated before leaving the site back to the rental facility.

>>> Laura Neubauer <lneubauer@luengineers.com> 11/13/2012 4:02 PM >>>
Andrews St. IRM - Tuesday 11/13/12

Began IRM-01 0-4' removal. Concrete slabs removed and staged in IRM-01 concrete staging area. Metal lift removed.

Encountered steel pipe partially wrapped in Air Cell (<20 LF). Pipe wrap wet and damaged. Work stopped in area of pipe. Lu Engineers' asbestos inspector on-site to collect sample. Lab results = 90% chrysotile asbestos. Trec getting price quote from LVI for an emergency removal. Pipe covered with poly overnight.

Began removal of Type A soil from 0-4' at southeast end of IRM-01 excavation. Soils staged in Type A staging area. Excavation fenced overnight.

No samples collected.

Bob Long onsite @ 8:30 am and 1:30 pm.

Two loads #2 crusher run backfill delivered (~20 tons ea.). Clean stone placed on IRM-03 area.

Plan for tomorrow: Trec to swap out excavator with rental due to loose pin in tracks- ~1 day for repair. Continue IRM-01 soil removal 0-4'.

Laura M. Neubauer, CHMM
Environmental Project Manager

[Lu Engineers Logo Email]
175 Sully's Trail, Suite 202
Pittsford, NY 14534
(585) 385-7417 ext. 219

From: Laura Neubauer <lneubauer@luengineers.com>
To: "biondj@cityofrochester.gov" <biondj@cityofrochester.gov>, "JeffDanzinge...
CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/2/2012 3:27 PM
Subject: RE: Andrews St. IRM Daily Update

Andrews St. IRM - Friday 11/2/12

Trec completed removal and staging of K-Crete from west UST. Tank removed and crushed for scrap recycling. Tank pit north wall exhibited black/grey staining, odors, and PID readings up to 400 ppm. Removed one bucket width (~4') additional soil to the north and collected post-excavation sample (PID=217 ppm on remaining soil). West and south sidewalls and bottom floor did not show evidence of significant impacts. Total depth was approximately 12' bgs. West tank pit lined with filter fabric and backfilled with approved #2 crusher run. Petroleum-impacted soils staged in the IRM-03 staging area along north fence line. Plastic sheeting placed beneath loader bucket when loading impacted soils and we plan to continue to use plastic for the remainder of the contaminated soil excavation and loading activities.

An estimated 20 tons of IRM-03 soil stockpiled for disposal.

Post-excavation samples collected from north, west and south sidewalls and bottom:

218-IRM03_wall(07) - west wall
219-IRM03_bottom(12)
220-IRM03_wall(05) - south wall
221-IRM03_wall(08) - north wall

Mark Gregor on-site @ 7:30. Bob Long on-site @ 8:30.

One load #2 crusher run backfill delivered (~ 20 tons).

Collected tree sample for waste characterization: 222-Tree, TCL VOCs + TICs. Additional 4 oz collected for TCLP analysis, if necessary. 5 day TAT requested. Collected chunks of wood from trunk interior and placed in 4 oz jars. Spectrum to pulverize wood prior to analysis.

Collected soil re-use samples from 'clean' soil pile staged in IRM-06 area. Per DER-10 Section 5.4(e), 3 VOC grab samples: 223-PileA1, 224-PileA2, 225-PileA3; and 1 composite sample for SVOCs, Metals, and PCBs: 226-PileA4. Based on estimated volume of 100-200 CY of soil from IRM-06 and IRM-03. 5 day TAT requested for waste characterization and soil re-use samples to have results prior to IRM-02 trench backfilling late next week.

All soil piles covered with poly and secured for the weekend.

Plan for Monday: IRM-03 UST removal of eastern tank

Laura M. Neubauer, CHMM
Environmental Project Manager

[Lu Engineers Logo Email]
175 Sully's Trail, Suite 202
Pittsford, NY 14534
(585) 385-7417 ext. 219

From: Laura Neubauer

Sent: Thursday, November 01, 2012 3:08 PM

To: biondj@cityofrochester.gov; Jeff Danzinger (JDanzinger@daymail.net); Greg Andrus; cbtheoba@gw.dec.state.ny.us

Cc: NSimon@daymail.net; Peck, Dennis M. (peckd@CityofRochester.gov)

Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Thursday 11/1/12

Trec cut up and staged tree on western portion of Site.

Began IRM-03 UST removal. Fire Marshall Steve on-site this morning to approve variance to cut tanks in-place and remove K-Crete. Overlying soil from west tank staged as 'clean' soil on poly by northern fence line (IRM-03 staging area)- approximately 27 CY. Soil from above east tank staged as 'clean' on poly in IRM-06 staging area. <20ppm on PID in overlying soils. USTs encountered ~ 2.5' bgs. Tanks are 13.5' long; estimated diameter is 8'. Small pocket of black, stained soil observed immediately west of western UST (PID=50 ppm). Tanks opened and began K-Crete removal from west tank (52 ppm on K-Crete, petroleum odor). K-Crete staged on double layer poly south of IRM-05 staging area. Trec estimates 50 tons of K-Crete total for both tanks. Perched water encountered above eastern UST. Odor and some oily residue on perched water. Holes observed on sides of both tanks. Tank pit fenced for overnight.

Bob Long on-site 11:00-2:30. Weekly status meeting on-site @ 1:00. Meeting minutes to follow in separate e-mail.

No samples collected today.

A total of 9 loads #2 crusher run backfill delivered (est. 20 tons/load). Backfill stockpiled on southwest corner of Site.

Plan for tomorrow: Continue working on IRM-03 tank removals.

Laura M. Neubauer, CHMM
Environmental Project Manager

[Lu Engineers Logo Email]
175 Sully's Trail, Suite 202
Pittsford, NY 14534
(585) 385-7417 ext. 219

From: Laura Neubauer <lneubauer@luengineers.com>
To: "biondj@cityofrochester.gov" <biondj@cityofrochester.gov>, "JeffDanzinge...
CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/5/2012 1:08 PM
Subject: FW: NYSDOT Inner Loop Permit
Attachments: Trec E attachments.pdf

DOT cleared us to start work.

From: Lovelace, Richard (DOT) [mailto:Richard.Lovelace@dot.ny.gov]
Sent: Monday, November 05, 2012 12:56 PM
To: Laura Neubauer
Subject: Inner Loop Permit

Laura.

Permit text is below and permit attachments are attached. Hard copy is in the mail. You may start the work.

Rich

NYSDOT Region 4 Permits Engineer
Voice: 585.272.3470
Fax: 585.272.3474

PERM 42 (09/09)

State of New York
Department of Transportation
Highway Work Permit

[http://prodas1.nysdot.private:7785/pls/apex30/www_flow_file_mgr.get_file?p_security_group_id=15481014164728682&p_fname=DOT_Logo_Big.GIF]

Permit No.:

20120433646

Date Issued:

11/02/2012

Project ID No.:

Expiration Date:

11/30/2013

*Permittee 1:
CITY OF ROCHESTER

*Permittee 2:

TREC ENVIRONMENTAL, INC

30 CHURCH STREET

1018 WASHINGTON STREET

ROOM 300-B

ROCHESTER, NY 14614

SPENCERPORT, NY 14559

Emergency Contact:

JOE BIONDOLILO

Emergency Number:

585-428-6649

Under the provisions of the Highway Law or Vehicle & Traffic Law, permission is hereby granted to the permittee to:

ACCES MANHOLE IN INNER LOOP ON-RAMP TO PLUG SEWER INLET AS PART OF DECOMMISSIONING PROJECT. **NOTE: ONLY EMPLOYEES OF TREC ENVIRONMENTAL, INC. ARE AUTHORIZED TO WORK WITHIN THE STATE RIGHT-OF-WAY FOR THIS PERMIT WORK.

THE PERMITTEE IS RESPONSIBLE FOR TEMPORARY TRAFFIC CONTROL IN ACCORDANCE WITH THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE NYS SUPPLEMENT. ANYONE WORKING WITHIN THE HIGHWAY RIGHT-OF-WAY SHALL WEAR HIGH-VISIBILITY APPAREL MEETING THE ANSI 107-2004 CLASS II STANDARDS AND A HARD HAT.

County

Municipality

State Hwy

State Route

Beg Ref

End Ref

MONROE

ROCHESTER

-

940T

-

-

as set forth and represented in the attached application at the particular location or areas, or over the routes as stated therein, if required; and pursuant to the conditions and regulations general or special, and methods of performing work, if any; all of which are set forth in the application and form of this permit. See additional conditions on PAGE 2.

THIS PERMIT IS ISSUED BASED ON ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS BEING SATISFIED.

Dated at:

Rochester

Date Signed:

11/02/2012

Commissioner of Transportation

By:

David Goehring

IMPORTANT:

THIS PERMIT, WITH APPLICATION AND DRAWING (OR COPIES THEREOF) ATTACHED, SHALL BE PLACED IN THE HANDS OF THE CONTRACTOR BEFORE ANY WORK BEGINS. THE HIGHWAY WORK PERMIT SHALL BE AVAILABLE AT THE SITE DURING CONSTRUCTION.

BEFORE WORK IS STARTED AND UPON ITS COMPLETION, THE PERMITTEE ABSOLUTELY MUST NOTIFY:

Jim Willer, Resident Engineer 585-586-4514

"UPON COMPLETION OF WORK", SECOND TO LAST PAGE, MUST BE COMPLETED, SIGNED BY THE PERMITTEE, AND DELIVERED TO THE RESIDENT ENGINEER.

The issuing authority reserves the right to suspend or revoke this permit at its discretion without a hearing or the necessity of showing cause, either before or during the operations authorized.

The Permittee will cause an approved copy of the application to be and remain attached hereto until all work under the permit is satisfactorily completed, in accordance with the terms of the attached application. All damaged or disturbed areas resulting from work performed pursuant to this permit will be

repaired to the satisfaction of the Department of Transportation.

* Upon completion of the work within the state highway right-of-way authorized by the work permit, the person, firm, corporation, municipality, or state department or agency, and his/her or its successors in interest, shall be responsible for the maintenance and repair of such work or portion of such work as set forth within the terms and conditions of the work permit.

Permit Fee :

\$0.00

Insurance Fee:

Total Fees:

\$0.00

UOF: App 1:

UOF

App 2:

No

Attachments and additional requirements to this Highway Work Permit include:

PERM 32 - Highway Work Permit Application for Utility Work

PERM 41-1d - Method of Performing Work within the State Right of Way

PERM 50 - Inspection and/or Supervision Payment Agreement for Highway Work Permits

Other - Attach 1 STANDARD GENERAL PLAN NOTES

Other - Attach 2 WZTC GENERAL NOTES P10

Other - Attach 3 WZTC DETAIL TAG-CE1

END OF ATTACHMENTS

PERM 42 (09/09)

State of New York
Department of Transportation
Highway Work Permit

[http://prodas1.nysdot.private:7785/pls/apex30/www_flow_file_mgr.get_file?p_security_group_id=15481014164728682&p_fname=DOT_Logo_Big.GIF]

Permit No.:

20120433646

Date Issued:

11/02/2012

Project ID No.:

Expiration Date:

11/30/2013

Return this page to:

Jim Willer, Resident Engineer

938 W. Linden Avenue
E. Rochester, NY 14445

Permittee 1: CITY OF ROCHESTER
30 CHURCH STREET
ROOM 300-B
ROCHESTER , NY 14614 -

UPON COMPLETION OF WORK AUTHORIZED, THIS PAGE OF THE PERMIT MUST BE COMPLETED, SIGNED BY THE PERMITTEE, AND DELIVERED TO THE RESIDENT ENGINEER. Work authorized by this permit has been completed. Refund of deposit or return/release of bond is requested.

DATE	PERMITTEE	AUTHORIZED
AGENT (if any)		

TO BE COMPLETED BY NYSDOT:

Work authorized by this permit has been satisfactorily completed and is accepted. Inspection Report must be completed.

Refund of Deposit is authorized

Return of Bond is authorized

Unable to meet schedule as specified in bid proposal

Amount charged against Bond may be released.

Retain bond for future permits

Forfeit of Guarantee Deposit is authorized

Other

DATE	RESIDENT ENGINEER
------	-------------------

Mailing address of refund has been verified.
If different, list new address:

The Regional Office will forward this form to the Main Office with the appropriate box checked.
Permit closed
Bond returned/released

Refund of Guarantee Deposit on this permit is authorized
Forfeit Guarantee Deposit to NYSDOT
Other

DATE

REGIONAL TRAFFIC ENGINEER

INSPECTION REPORT

For each Highway Work Permit issued, inspections will be performed. The following report must be completed for each site visit, indicating the date, inspector, and hours spent on inspection. If the total inspection time exceeds 1 hour, then a FIN 12 (PERMIT INSPECTION FOR DEPARTMENT SERVICES) is REQUIRED.

INSPECTION REPORT LOG

HOURS WORKED BY DATE

HOURS

Inspector Name

Date Inspected

Regular

Overtime

Regular

Overtime

Inspector Name

Date Inspected

Regular

Overtime

Regular

Overtime

Inspector Name

Date Inspected

Regular

Overtime

Regular

Overtime

Complete hours for each date inspected.

From: Greg Andrus <gregandrus@luengineers.com>
To: "Biondolillo, Joseph J." <Biondj@CityofRochester.gov>, Jeff Danzinger <J...>
CC: Eric Detweiler <edetweiler@luengineers.com>, Laura Neubauer <lneubauer@I...>
Date: 11/21/2012 5:59 PM
Subject: Andrews Street Update

Andrews St. IRM - Wednesday 11/21/12

Began work at 7:30 by taking down fencing and warming up equipment - no vandalism or other issues noted.

One confirmatory samples (258 through 263) were obtained by Lu Engineers. Nate Simon also obtained several non-confirmatory samples. GPS locations of each sample being uploaded to drop box (single file) on 11/26. GPS outline of excavation remains as 11/20 foot print has not been altered. Excavated to full east/west width of IRM-01 to approximately 20 feet north of extent excavated 11/19 including B/C material to 12 feet below grade. Verified depth and lateral extent of excavation using GPS.

Excavated IRM-02 from southern extent of IRM-01 excavation on 11/20 to current north extent of IRM-01 to 15.5 feet below grade.

Total staged soil quantities measured today and will be provided in 11/26 update.

Observed 4-inch diameter clay tile pipe oriented in N/S position in north face of IRM-01 excavation approximately 4 feet below grade. PID readings in the area of this pipe and at depth indicate that it may be critical part of the source of PCE at the Site. Could not GPS locate, but will be located on 11/26. The City requested that Trec use the "mini" excavator to follow this pipe through what would otherwise be Type A soils at 0-4' below grade in the remaining unexcavated portion of the IRM-01 footprint.

Left Site secure at 15:50

Plan for 11/26: Continue IRM-01 and 02 soil removal, working northward in excavation. Carefully excavate and screen suspect source-area clay tile pipe within IRM-01. Install 3 backfill wells in excavation: 1 within approximate center of IRM-01 in alignment of 4-inch clay tile pipe, 1 in center of IRM-02 near northern extent of IRM-01 and 1 between the others. Begin backfilling of IRM-01 and 02 using approved Type A soils and imported backfill. Assist the City and MCPW with restoration of Inner Loop slope erosion by transferring imported crushed stone to eroded area. Collect additional RI and post-excavation samples, as applicable. Collect additional measurements sufficient to help verify total soil quantities on-site.

Please contact me if I missed anything or with any questions you may have.

Thanks,

Greg

[Lu Engineers Logo Email]<<http://www.luengineers.com/>>

Gregory L. Andrus, CHMM
Group Leader
Investigation/Remediation

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To: "biondj@cityofrochester.gov" <biondj@cityofrochester.gov>, "JeffDanzinge...
CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/7/2012 3:43 PM
Subject: Andrews St. IRM Daily Update
Attachments: Andrews St. IRM Work Plan Deviations.xlsx; Andrews St. IRM Waste Stream Summay.xls

Andrews St. IRM - Wednesday 11/7/12

Trec began IRM-02 excavation. Uncovered approx. 21 LF of sewer line from fence to the south. Cut and removed section of abandoned gas line. Uncovered water main (not yet removed). No odors or PID readings on soils above sewer line. Sewer encountered at 9' bgs. Soils staged on poly in Type A staging area. Estimate 70 CY clean soil staged today. Poly placed beneath loader bucket during removal. Total depth = 9' bgs. Trench fenced overnight.

An unknown 4" diameter pipe was encountered in the western wall of the IRM-02 excavation @ 2' bgs. No PID readings on sediment in pipe. Assumed to be a former water line servicing 25 Evans St. Location recorded in GPS and uploaded to Dropbox.

Trec completed demolition of north footer wall at 25 Evans St. concrete placed in staging area on west side of Site.

Bob Long on-site 13:30-14:15.

No samples collected.

Plan for tomorrow: Install trench box and prep for sewer line removal. C.P. Ward will decommission sewer line. Weekly status meeting on-site @ 1:00.

Attached are updated tables with Work Plan Deviations, Waste Stream Summary, and Soil Re-Use summary to date.

Laura M. Neubauer, CHMM
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CC: Eric Detweiler <edetweiler@luengineers.com>, Laura Neubauer <lneubauer@l...>
Date: 11/20/2012 4:37 PM
Subject: Andrews St Update

Andrews St. IRM - Tuesday 11/20/12

Began work at 7:30 by taking down fencing and warming up equipment - no vandalism or other issues noted.

One confirmatory sample (257-IRM02_wall(6)) was obtained by Lu Engineers. Nate Simon obtained three non-confirmatory samples. GPS locations of each sample being uploaded to drop box (several files). GPS outlines of excavation (AM and PM) also being uploaded along with location of apparent vertical floor drain location above sewer observed today.

Excavated to full east/west width of IRM-01 to approximately 20 feet north of extent excavated 11/19 including A, B and C material to 8 feet below grade. Verified depth and lateral extent of excavation using GPS.

Excavated IRM-02 from southern extent of IRM-01 excavation on 11/19 to current north extent of IRM-01 to 8 feet below grade.

Based on measurements taken this morning, the total soil quantities excavated and moved to staging areas on 11/19 include:

Type C \approx 123 CY
Type B \approx 70 CY
Type A \approx 66 CY

Tomorrow's update will include estimated staged quantities for 11/20 and 11/21. It should be noted that due to space constraints, the Type B and C piles have required re-shaping. However, the precision of the GPS has generally allowed exact conformance with the Work Plan soil type mapping (Figure 7), which will be used to more precisely determine the excavated quantities as necessary.

Left Site secure at 15:50

Plan for tomorrow: Continue IRM-01 and 02 soil removal, working northward in excavation. It is anticipated that the inferred zone of highest contamination levels will be encountered tomorrow within IRM-01/02. Collect additional RI and post-excavation samples, as applicable. Collect measurements sufficient to obtain soil quantities for 11/20 and 21.

Please contact me if I missed anything or with any questions you may have.

Thanks,

Greg

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CC: Eric Detweiler <edetweiler@luengineers.com>, Laura Neubauer <lneubauer@I...>
Date: 11/19/2012 6:11 PM
Subject: Andrews St Update

Andrews St. IRM - Monday 11/19/12

Began work at 7:30 by taking down fencing and warming up equipment - no vandalism or other issues noted.

Trec excavated accessible portion of IRM-01 (10-12' bgs) - approximately excavated the southern 1/3 of this "type B" area. Verified depths with TopCon GPS unit.

Two confirmatory samples (255-IRM01_bottom(12) and 256-IRM_wall(11)) were obtained. Sample log and GPS locations of these samples uploaded to drop box.

Excavated IRM-01 to east side of planned excavation extent for A, B and C material to 10 feet below grade. Verified depth and lateral extent of excavation using TopCon GPS unit.

Excavated IRM-02 from south end to current northern extent of eastern IRM-01 excavation. Excavated to 12 feet only due to small amount of water observed in IRM-01 at 12 feet.

Removed Type A and B soils in northwestern quadrant of IRM-01. During this process, approximately 8 linear feet of 3-inch diameter clay tile floor drain was removed which yielded no substantially elevated vapor levels.

Will verify daily estimates (from GPS/GIS) tomorrow morning and include in tomorrow's update.

Left Site secure at 16:00

Plan for tomorrow: Continue IRM-01 and 02 soil removal, working northward in excavation. Collect additional RI and post-excavation samples, as applicable. Collect GPS data sufficient to quantify soil quantities for 11/19 and 20.

Please contact me if I missed anything or with any questions you may have.

Thanks,

Greg

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/30/2012 5:11 PM
Subject: Andrews ST. IRM Daily Update

Andrews St. IRM - Friday 11/31/12

Trec re-worked Type B and C soil pile to stage in approximate 100 CY piles. Constructed additional staging areas to relocate soil piles. Type C now has 7 discrete piles; Type B is in 5 separate piles. All piles covered with poly and secured with sandbags for the weekend. IRM-01 excavation fenced.

Ricelli delivered 2 loads backfill (~ 20 tons/load).

Trec placed #2 crusher run fill, over north fence line, in Inner Loop ROW for the City Water Bureau. Water Bureau reps on-site at 10:00 am for oversight.

Collected 7 waste characterization samples from Type C soil piles (285-CQ1 through 291-CQ7); and 5 samples from Type B soil piles (292-BQ1 through 296-BQ5). All waste samples to be analyzed for 8260 TCL VOCs, TCLP VOCs, and TCLP Metals as indicated in the QAPP. Additional sample volume submitted to ChemTech for Type B soil in case we want to run additional analyses (8270 SVOCs, TAL Metals, and PCBs) for possible soil re-use, pending the VOC results. Samples submitted for 3 day TAT. Sample locations logged in GPS.

Plan for Monday: Complete IRM-02 sewer removal and backfill well install. Collect remaining post-excavation soil samples in IRM-02.

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/29/2012 3:38 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Thursday 11/29/12

DAY calculated estimated soil pile volumes using GPS elevation data and ArcGIS 3D Analyst, as follows:

Type A - 435 CY
Type B - 440 CY
Type C - 709 CY

Current Type B staging area = 2,915 SF
Current Type C staging area = 3,900 SF

Trec re-shaping/re-staging Type C soil pile into 7 distinct piles, approximately 100 CY each. Load of sand delivered to construct additional Type C staging area.

Total of 3 loads #2 CR backfill delivered (approx. 20 tons/load) to IRM-01 excavation.

Bob Long on-site 10:00 - 10:30 am.

Weekly status meeting held on-site @ 1:00 pm. Meeting minutes to follow in separate e-mail.

Plan for tomorrow: Placement of fill in ROW @ 9:00am; coordinating with City Water Dept. Trec to continue re-shaping Type C soil piles and then segregate Type B soil into 5 distinct piles. Collect waste characterization samples when completed. Lu to label pile quadrants with wooden stakes.

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/28/2012 3:29 PM
Subject: andrews st. IRM daily update

Andrews St. IRM - Wednesday 11/28/12

Trec removed remaining foundation footers west of IRM-02 and staged in concrete staging area. Installed three 12-inch diameter backfill wells in IRM-01 at 12' depth. #2 crusher run placed around wells and in bottom of IRM-01.

Bob Long on-site @ 8:20 am.

DAY on-site to meet with Trec regarding change orders and to re-sample Type A soil pile. DAY collected 10 soil samples + duplicate collected from Type A soil for VOCs; one composite sample + duplicate collected for SVOCs, Metals, PCBs (lab instructed to HOLD composite sample pending analysis). Sample #272-284 collected from Type A soil pile. Samples to be submitted to ChemTech laboratory via UPS for 1 day TAT.

Type A, B, and C staging area perimeters logged with GPS. Soil pile elevations collected with GPS to determine approximate soil volume in each pile. GPS data uploaded to Dropbox.

Trec's excavator was repaired on-site. Rental excavator was cleaned/decontaminated and will be picked-up tomorrow.

Plan for tomorrow: Additional backfill to be delivered, placed in bottom of IRM-01, and compacted. Trec to re-shape and segregate Type B and C soil piles into smaller piles for waste characterization sampling. Frac tank to be removed from Site (empty).
Weekly status meeting at 1:00 pm.

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/27/2012 8:28 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Tuesday 11/27/12

Trec completed IRM-01 soil removal. Bob Long on-site at 8:00 am.

Collected 2 post-excavation sidewall samples + duplicate: 267-IRM01_wall(07) from north wall; 268-IRM01_wall(08) & 268-IRM01_wall(08)D from northeast wall.

Logged IRM-01 final limits in GPS- posted to Dropbox. Marked out backfill well locations as indicated by Joe B.

4" clay drain pipe that ran north from IRM-01 excavation removed- terminated at sewer lateral at north end IRM-01. Logged in GPS.

Trec began IRM-02 sewer removal up to area previously backfilled. Total depth = 10' bgs. Collected 2 post-excavation sidewall samples: 269-IRM02_wall(10) from southeast wall; 270-IRM02_wall(09) from southwest wall. PID= 0.0 ppm headspace

Collected field rinsate blank sample 271-IRM-FB112712 from stainless steel bowl and trowel- 8260 VOCs only. Samples relinquished to Nate Simon for FedEx shipment.

Plan for tomorrow: Continue IRM-02 sewer removal to the extent possible. Place #2 CR backfill in bottom of IRM-01 excavation and install backfill wells. Collect waste characterization samples for Type B and C soil piles.

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/26/2012 4:10 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Monday 11/26/12

Trec continued soil removal at north end of IRM-01. Bob Long on-site @ 10:00.

Removed clay drain pipe with mini-excavator. Low PID readings above pipe (<5ppm); 126 ppm on soil directly below pipe @ ~ 4' bgs. Pipe and surrounding soils staged as Type C soil. Vertical pipe uncovered at north end of IRM-01 limits (location logged in GPS). Pipe appears to continue northward out of the IRM-01 excavation limits.

Removed soil to total depth of 10' bgs at north end IRM-01; 11.5' bgs below sewer pipe. Collected concrete sample, 265-HM-34, below sewer in NE portion IRM-01 for TCL VOCs + TICs.

Collected post-excavation bottom sample, 266-IRM01_bottom(11.5), below sewer line. Collected post-excavation sidewall sample from NW wall of IRM-01- 264-IRM01_wall(07).

DAY collected additional RI samples from north end IRM-01. All locations logged in GPS.

Additional Type B and C soils remain in NE and NW corners of IRM-01 at 8-10' bgs.

Plan for tomorrow: Finish IRM-01 soil removal; collect post-excavation sidewall samples; move on to IRM-02 sewer removal if time permits.

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To: "biondj@cityofrochester.gov" <biondj@cityofrochester.gov>, "JeffDanzinge...
CC: "khambley@treceenv.com" <khambley@treceenv.com>, "Peck, Dennis M.(peckd@Ci...
Date: 11/16/2012 7:01 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Friday 11/16/12

Op-Tech completed abatement of pipe/pipe wrap in IRM-01. Area cleared for work at 9:30.

Trec removed IRM-01 Type B & Type C soil to total depth of 10 ft. Daily estimates (from GPS/GIS): 41 CY Type B + 23 CY Type C.

Began removal of Type A soil from 0-4' at west edge of IRM-01.
Bob Long on-site at 8:45.

Collected 2 post-excavation samples: 248-IRM01_bottom(10) and 254-IRM01_wall(5.5) from southwest sidewall.

Day collected additional RI sample #509.

Sue Rossi, WM, on-site to discuss waste stream sampling/profiling. Greg Andrus collected 5 concrete chip samples for waste characterization (VOCs only, per Sue Rossi):

249-HM-29 (south end of IRM-01 concrete pile)
250-HM-30 (north end of IRM-01 concrete pile)
251-HM-31 (south end of 'clean' concrete pile)
252-HM-32 (middle of 'clean' concrete pile)
253-HM-33 (north end of 'clean' concrete pile)

Samples sent to Spectrum via FedEx for Saturday delivery.

Plan for tomorrow: Continue IRM-01 soil removal, working northward in excavation. Collect additional RI and post-excavation samples, as applicable.

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/15/2012 6:04 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Thursday 11/15/12

Trec constructed additional staging areas: Type B area + 1,440 SF; Type C area + 400 SF (as measured with GPS), with double layer poly and sand.

Continued IRM-01 soil removal working north from yesterday's limits. Removed approx. 47 CY Type A soil from 0-4' (as measured by GPS/GIS), approx. 46 CY Type B soil from 0-4', and approx. 25 CY Type C soil from 4-6'. Poly placed under loader bucket when loading out soil. No air monitoring exceedances.

No post-excavation samples collected today. Type A soil pile re-use samples collected for 3-day TAT:

- * 243-TypeA01 (Grab, VOC)
- * 244-TypeA02 (Grab, VOC)
- * 245-TypeA03 (Grab, VOC)
- * 246-TypeA04 (Grab, VOC)
- * 247-TypeA05 (Composite, SVOC + Metals + PCBs)

Samples collected yesterday and today were sent to Spectrum via FedEx.

Bob Long on-site @ 8:00. Mark Gregor on-site @12:20.

Weekly status meeting held on-site @ 1:00pm (meeting minutes to follow in separate email).

Ricelli delivered 6 loads #2 crusher run backfill and 1 load sand.

Plan for tomorrow: Op-Tech to remove ACM pipe in the morning. Mitch Smith, Lu Engineers Asbestos Inspector (cell #322-3930), to oversee abatement work as required by NYSDOL. Trec to assist Op-Tech, as needed.

Trec to construct additional Type C staging area. Continue IRM-01 soil removal once abatement is complete- removal of Type B soil 4-6', and Type C soil to depth.

Lu & Day to collect post-excavation and additional RI samples based on work completed.

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CC: "khambley@treceenv.com" <khambley@treceenv.com>, "NSimon@daymail.net" <NSi...
Date: 11/14/2012 10:14 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Wednesday 11/14/12

Completed removal of south end IRM-01, as depicted in Figure 6 of the work plan (no deviations). Type A, B, and C soils staged in their respective staging areas. Estimated IRM-01 removal quantities so far (based on GPS/GIS):

Type A soil - 63 CY
Type B soil - 44 CY
Type C soil - 28 CY

Collected 3 post-excavation samples for VOC analysis:
241-IRM01_wall(3.5) + MS/MSD - SE corner
242-IRM01_wall(05) - SW corner
243-IRM01_bottom(06) - south end floor

Jeff Danzinger on-site collecting RI samples from excavation.
Bob Long on-site; Charlotte Theobald on-site @ 14:30.

Ricelli delivered 4 loads #2 crusher run backfill (est. 20 tons/load) and one load of sand (est. 10 tons)

IRM-01 south end backfilled with approved crusher run as demarcation layer in bottom; Pile A (IRM-06 & IRM-03) clean soil as backfill above stone. Excavation limits recorded with GPS. Excavation fenced overnight.

Plan for tomorrow: Excavator track was not repaired today. Plan to repair tomorrow on-site. Trec to construct additional staging areas. AAC will be on-site in the morning to quote asbestos pipe removal (LVI's quote was too high). Abatement will most likely occur Friday. Trec to continue IRM-01 excavation to the north to the extent possible without affecting asbestos pipe area.

Weekly status meeting on-site @ 1:00pm.

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CC: "khambley@treceenv.com" <khambley@treceenv.com>, "NSimon@daymail.net" <NSi...
Date: 11/12/2012 6:29 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Monday 11/12/12

Trec laid out the Type C soil staging area southwest of IRM-01 (work plan deviation), filled water tank and prepped for IRM-01 removal tomorrow. Tree root ball and rock cores placed in Type B staging area. Began removal of south footer wall at 25 Andrews St. Concrete footer was 5' deep. Concrete pieces staged in concrete staging area on western portion of Site.

Marked out IRM-01 limits and 0-4' PCE >1.3ppm contour line.

No samples collected. Trec ended work at 12:00 pm.

Plan for tomorrow: continue concrete removal and begin IRM-01 soil removal (0-4' interval).

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/8/2012 9:54 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Thursday 11/8/12

Trec began IRM-02 sewer line decommissioning. Trench box installed in northern end of IRM-02. C.P. Ward installed masonry bulkheads with 2" fill pipe for grout at south end and vent line in manhole. Sewer pipe and surrounding soils staged in Type B staging area, on double layer poly. Poly placed under loader bucket during removal. PID=0.0 ppm to 10' bgs. No odors or staining observed.

Sewer line installed in concrete trough- thickness unknown. Eastern sewer inlet uncovered and plugged.

MCPW, Rich, on-site to inspect sewer closure. Will return tomorrow to inspect filling.

Bob Long on-site @ 9:50. Weekly status meeting on-site at 1:00. Meeting minutes to follow in separate e-mail.

Trec completed IRM-04 PCB area removal (6'x6'x3' deep). No PID readings observed. Collected 5 post-excavation samples for PCB analysis:

234-IRM04_bottom(03)
235-IRM04_wall(2.5) north sidewall
236-IRM04_wall(02) west sidewall
237-IRM04_wall(2.5) south sidewall
238-IRM04_wall(03) east sidewall

Samples sent to Spectrum Analytical's new lab location in North Kingstown, RI via Fed Ex. Accelerated 3 day TAT requested.

IRM-04 lined with poly and backfilled with approved #2 crusher run.

Plan for tomorrow: Continue IRM-02. Trec to fill sewer line north of fence and investigate concrete thickness/condition below sewer.

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CC: "NSimon@daymail.net" <NSimon@daymail.net>, "Peck, Dennis M.(peckd@Cityof...
Date: 11/6/2012 8:28 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Tuesday 11/6/12

Trec began removal of the north footer wall at 25 Evans St. Their excavator bucket cracked at 8:10 am and no additional removal work was completed for the day. The bucket is being welded and will be ready at 7:00 am tomorrow.

Located and uncovered sewer manhole in Inner Loop right-of-way. Approximately 10-12" sediment covering manhole. Discussed erosion issues within the ROW with City and Trec.

Fire Marshall Steve on-site to fill out tank info form. Bob Long on-site briefly at 11:35.

Collected IRM-05 soil pile sample for waste characterization: 233-Pile_IRM-05 for VOCs, TCLP RCRA Metals, and Flashpoint. Spectrum labs' courier picked-up samples at 11:30.

Trench box for IRM-02 delivered. Labeled staging areas with wooden stakes.

Plan for tomorrow: Begin IRM-02 excavation at north end to install trench box and uncover sewer line. C.P. Ward to be on-site Thursday for sewer line closure.

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Date: 11/5/2012 3:35 PM
Subject: Andrews St. IRM Daily Update

Andrews St. IRM - Monday 11/5/12

Completed IRM-03 tank removals. Eastern UST was emptied of K-Crete and removed. K-Crete staged south of IRM-05 soil pile. Estimated 50 tons total for both tanks. Collected waste characterization sample 231-Kcrete for 8020A VOCs, TCLP RCRA Metals, and Flashpoint.

Tanks were scraped clean, crushed, and taken off-site for recycling.

South wall appeared clean (0.0 ppm); north and east walls showed staining and odors. Staining and odors observed at 8' bgs. Removed 5-7' additional from east wall. Poly placed under loader bucket when removing impacted soil. PID=1.3 ppm on sidewall sample collected. Did not remove additional soil from north wall due to limited soil quantity allowed for disposal. PID=40 ppm on north wall. Bottom PID= 6-50 ppm at 12' bgs. Concrete saddle encountered in tank pit bottom at north end. Additional post-excavation samples collected, per Joe B., since the tanks were excavated and removed individually:

227-IRM-03_wall(08) - south wall
228-IRM-03_wall(08) - east wall
229-IRM-03_wall(08) - north wall
230-IRM-03_bottom(12)

Tank pit lined with filter fabric and backfilled with approved #2 crusher run.

Trec estimates a total of ~40 CY petroleum-impacted soil removed and staged in the IRM-03 staging area along the north fence line. Collected waste characterization sample 232-PileB1 from petroleum-impacted soil pile for 8020A VOCs, TCLP RCRA Metals, and Flashpoint.

Bob Long on-site 10:30 - 12:30.

Plan for tomorrow: Collect IRM-05 soil pile waste samples and ship samples to Spectrum. Finish backfilling IRM-03 tank pit. Remove north footer wall at 25 Evans St. Prep for IRM-02: remove curbing & asphalt at north end. C.P. Ward scheduled for Thursday to cut and cap sewer line.

Laura M. Neubauer, CHMM
Environmental Project Manager

[Lu Engineers Logo Email]
175 Sully's Trail, Suite 202
Pittsford, NY 14534
(585) 385-7417 ext. 219

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
HIGHWAY WORK PERMIT APPLICATION FOR UTILITY WORK

Application is hereby made for a highway work permit:

For Joint application, name and address of Second Applicant below:

Name City of Rochester
Address 30 Church Street, Room 300-B
City Rochester State NY Zip 14614

Name Trec Environmental, Inc.
Address 1018 Washington Street
City Spencerport State NY Zip 14559

Change Access Code _____
Federal I.D. No. or Social Security No. _____
Applicant Telephone # 565-428-6649
Contact person in case of emergency Joe Blondillo
(include telephone number) 565-428-6646

Project Identification No. _____
Highway Work Permit No. _____

RETURN PERMIT TO: (if different from above)
Name Lu Engineers
Address 175 Sully's Trail, Suite 202
City Pittsford State NY Zip 14534

RETURN OF DEPOSIT/BOND TO: (COMPLETE ONLY IF APPLICANT FROM PERMITTED)
Name _____
Address _____
City _____ State _____ Zip _____

- Estimated cost of work being performed in state highway right-of-way \$ \$500.00
- Anticipated duration of work: From 11/22/2012 to 20 thru 01/30/2012 to apply to the operation(s) checked below
- Protective Liability Insurance covered by Policy No. n/a expires on 20
- A \$20.00 fee will be charged for checks returned by bank.

CHECK TYPE OF OPERATION	Base Fee	PERMIT FEE Additional Fee			TOTAL	INSURANCE State PERM 17 or Underwriting on file	Indicate Account Number if Permit Fee Checked	Guarantee Deposit Check/Bond Amount	Check or Bond Number
		Indicate No. Foot/Pole	Time Unit rate	Sub- Total					
1. <input type="checkbox"/> Original installation									
a. <input type="checkbox"/> Underground									
1. <input type="checkbox"/> Excavating, tunneling, boring installing, etc.	\$ 32		\$.30/R.						
2. <input type="checkbox"/> Commercial service sub-surface connection	32		.30/R.						
3. <input type="checkbox"/> Residential service sub-surface connection	32		.30/R.						
b. <input type="checkbox"/> Overhead			2.50/Unit						
1. <input type="checkbox"/> Erecting poles, towers, etc.	83								
2. <input type="checkbox"/> Running new lines	19								
3. <input type="checkbox"/> Commercial service connections	19								
4. <input type="checkbox"/> Residential service connection	19								
c. <input type="checkbox"/> On Bridges and Culverts									
1. <input type="checkbox"/> Regular installation	63								
2. <input type="checkbox"/> Requiring structural changes	625								
d. <input type="checkbox"/> Telephone Booths									
1. <input type="checkbox"/> Along Interstate highways	83								
2. <input type="checkbox"/> Along State highways	63								
2. <input type="checkbox"/> Maintenance									
a. <input type="checkbox"/> Single job	32								
Repairing, making replacements, resection, performing hookside work, etc. (Indicate footage or poles although no additional fee)									
b. <input type="checkbox"/> Aerial	2500								
Per Region	825								
Per County									
Includes tree work and other work permitted as single jobs. Department must be notified each time work is to be performed)									
c. <input type="checkbox"/> Repair of water or sewer lines	32								
d. <input type="checkbox"/> D.O.T. requested maintenance	N/C								
3. <input type="checkbox"/> Alter original construction									
a. <input type="checkbox"/> Aerial - Includes overhead connections	2500								
Per Region	825								
Per County									
b. <input type="checkbox"/> Relocation - D.O.T. requested	N/C								
c. <input type="checkbox"/> Commercial service sub-surface connection	32		.30/R.						
d. <input type="checkbox"/> Commercial service overhead connection	19								
e. <input type="checkbox"/> Residential service sub-surface connection	32		.30/R.						
f. <input type="checkbox"/> Residential service overhead connection	19								
4. <input checked="" type="checkbox"/> Miscellaneous	32								

PROPOSED WORK (BRIEF DESCRIPTION): Access manhole in Inner Loop on-ramp right-of-way to plug a sewer inlet as part of a decommissioning project being completed under the Andrews Street NYSDEC Environmental Restoration Program (Site #E828144) remediation project.
No lane closures or maintenance of traffic necessary. All work will be performed in the grassy right-of-way.

ATTACHED: Plans X Specifications X LOCATION: State Route _____ State Highway Inner Loop
Between Reference Marker St. Paul S/N Clinton Ave/Joseph Ave ramp to and Reference Marker Inner Loop eastbound
Town of: Rochester County of: Monroe

SEQR REQUIREMENTS: (Check appropriate box)
 Exempt Ministerial Type II EIS or DES Lead Agency _____

If project is identified to be ministerial, or TYPE II, no further action is required.
If project is determined to be other than ministerial, exempt, or TYPE II, refer to N.Y.A.P. 7.12-2, Appendix A SEQR REQUIREMENTS FOR HIGHWAY WORK PERMITS.

Acceptance of the requested permit subjects the applicant to the restrictions, regulations and obligations stated on this application and on the permit.
Applicant Signature [Signature] Date October 12 2012
Second Applicant Signature [Signature] Date 11/1/12 2012

Approval recommended _____ 20____ By Resident Engineer _____ Residency No: _____
Approved NOV 02 2012 20____ By Regional Traffic Engineer _____ Residency No: _____
PERMIT IS ISSUED CONTINGENT UPON LOCAL REQUIREMENTS BEING SATISFIED [Signature] R/JL

DATE	DESIGNED BY	JAD	03-2010
DRAWN BY	DATE DRAWN	GPS	03-2010
SCALE	DATE ISSUED	AS NOTED	03-25-2011

day
 Environmental Consultants
 14614-1008
 Rochester, New York 14614-1008
 New York, New York 10016-0710

Project No. 4356S-10
 300, 304-308, 320 ANDREWS STREET
 145 28 EVANS STREET
 ROCHESTER, NEW YORK (NYSDEC SITE NO.: E828144)
 R1 / RAA WORK PLAN
 Site Plan with Previous Test Locations and Peak PCE Concentrations
 Detected in Soil Samples

FIGURE 2



Legend

Monitoring Wells

Leader Borings

PCE Concentration in ug/lb

No sample data

ND - Non Detect

1 - 101

101 - 1,001

1,001 - 10,000

10,001 - 100,000

100,001 - 4,000,000

Catch Basins

MCCS Storm Inlets

Manholes

MCCS Storm Inlet Laterals

MCCS Mains

Holly Service

Holly Main

Holly Hydrant

Former HCPW Storm Inlet Lateral

Former basements

Andrews Street Site

Adjacent Parcels

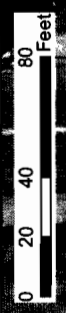
NOTE:

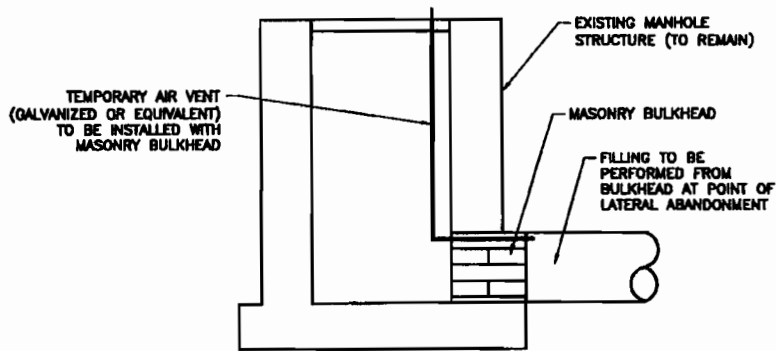
Base mapping data and utility data provided by City of Rochester and Monroe County.

Boring locations derived from survey data provided by the City of Rochester and converted into GIS data.

Borings with an * are approximate locations based on field measurement and proximity to existing site features prior to demolition.

Proposed test locations are preliminary and may be adjusted with City or Regulatory input and/or as deemed necessary based on the results of the MIP field screening evaluation as the project progresses.

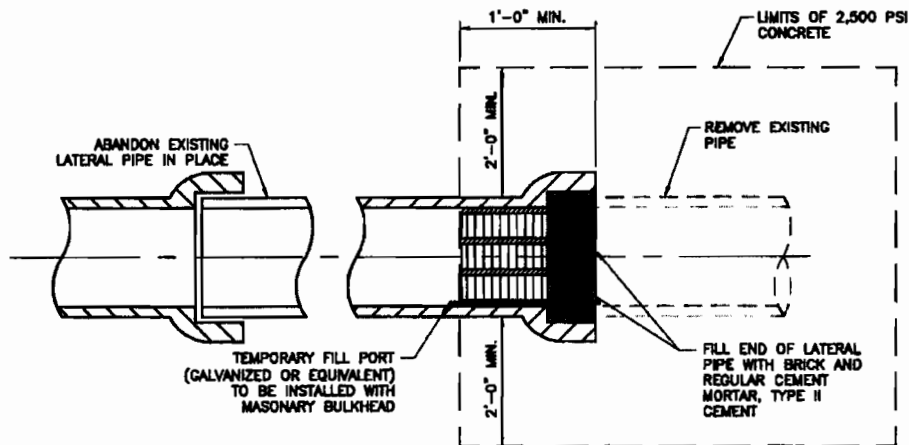




NOTE:

1. TEMPORARY AIR VENT WILL BE CAPPED IN PLACE AT MASONRY BULKHEAD (VERTICAL PORTION OF VENT TO BE REMOVED) FOLLOWING FILLING OF SEWER LATERAL.

SEWER MANHOLE ABANDONMENT DETAIL
N.T.S.



NOTES:

1. LATERAL ABANDONMENT MUST BE WITNESSED BY A REPRESENTATIVE OF THE DISTRICT. NOTIFY PURE WATERS A MINIMUM OF 48 HOURS IN ADVANCE OF CONSTRUCTION FOR INSPECTION OF THE LATERAL ABANDONMENT. TELEPHONE (685) 780-7800, OPTION 5.
2. Brick for plug: ASTM C-32, Grade SS.
3. SEWER TO BE FILLED WITH CONTROLLED DENSITY FLOWABLE FILL; FOLLOWING FILL, FILL PORT WILL BE CAPPED.

SEWER LATERAL ABANDONMENT DETAIL
N.T.S.

J:\Projects\30500 Day Eng\30503- Andrews Street RUM\30503 Sewer Lateral Abandonment Detail.dwg, 7/5/2012 4:46:07 PM



FIGURE 11
300, 304-308, 320 ANDREWS STREET
AND 25 EVANS STREET
IRM WORK PLAN

DATE: JULY 2012
SCALE: NONE
DRAWN/CHECKED JRM/ED
P.N. 30503

**New York State Department of Transportation
Highway Work Permit Application Agreements**

Inspection and/or Supervision Payment Agreement

As a condition of the attached permit application and in consideration of the issuance of the attached permit, TRC Environmental, Inc. as permittee, hereby agrees as follows: The permittee will reimburse the New York State Department of Transportation for inspection and/or supervision of the permit work by Department employees which exceeds four work hours.

If the Department determines that the proposed work on a specific permit project will exceed five (5) workdays of inspection, the permittee will be required to secure the services of a reputable consulting engineering firm. This firm, upon approval by the Department, will be responsible for all inspection and/or supervision of the permit work.

It is estimated that 1 Work Days of inspection time will be required and that the cost per Work Day to be reimbursed, will be \$370.00. These estimates are not intended to be final and the permittee agrees to pay reimbursement for all reasonable expenses incurred by the Department of Transportation in necessary inspection and/or supervision of work performed pursuant to this permit, including supervising work inspected by consultants. The Department of Transportation shall be the sole judge of whether such inspection and/or supervision are necessary.

The permittee will be billed on a monthly basis and the permittee agrees to pay the charges as billed within thirty days of the date of billing. Failure to pay as billed within the specified time limit may result in the revocation of this permit.

Indemnity Agreement

In addition to the protection afforded to NYSDOT under any available insurance, NYSDOT shall not be liable for any damage or injury to the Permittee, its agents, employees, or to any other person, or to any property, occurring on the site or in any way associated with Permittee's activities or operations; whether undertaken by Permittee's own forces or by contractors or other agents working on Permittee's behalf. To the fullest extent permitted by law, the Permittee agrees to defend, indemnify and hold harmless the State of New York, NYSDOT, and their agents from and against all claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of any claim, including but not limited to claims for personal injuries, property damage or wrongful death and/or environmental claims, in any way associated with the Permittee's, activities or operations, no matter how caused.

By signing you have read and agree to abide by the above requirements and conditions.



Signature of Permittee or Authorized Representative

KEVIN HARRIS, TASS. 0501

Print name, if a corporation or business include position/title

11/5/02

Date

Standard General Plan Notes

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

GENESEE CO.	- DAN STAHLEY (585) 343-0502	LIVINGSTON CO.	- LARRY AMIDON (585) 346-3036
MONROE CO.	- REGIONAL TRAFFIC OPERATIONS CENTER DISPATCH		- (585) 753-7780
ONTARIO CO.	- GREG TROST (585) 396-4955	ORLEANS CO.	- RICH LOVELACE (585) 589-6655
WAYNE CO.	- JEFF JONES (315) 332-4000	WYOMING CO.	- KEN BITTNER (585) 786-3310

THE PERMITTEE IS ADVISED THAT THE NYSDOT IS NOW REVIEWING ALL LANE CLOSURES ON THE PRIORITY NETWORK FOR IMPACT ON TRAFFIC OPERATIONS IN REAL-TIME. THE PRIORITY NETWORK CONSISTS OF INTERSTATES 390, 490 AND 590 AND STATE ROUTES 390, 590, 104 (FROM NY 390 TO WAYNE COUNTY), US 20, NY 63 (FROM STEUBEN COUNTY TO 190) AND NY 77 IN GENESEE COUNTY. THE CLOSURE WILL BE EVALUATED IN THE LIGHT OF WHAT IS HAPPENING AT THAT TIME ON THE HIGHWAY. INCIDENTS, CONFLICTING WORK ZONES OR OTHER UNPLANNED EVENTS THAT RENDER THE HIGHWAY UNAVAILABLE FOR THE CLOSURE MAY RESULT IN A SHORT-TERM DISAPPROVAL OF THE CLOSURE UNTIL THE SITUATION HAS BEEN RESOLVED. EVALUATION PROCEDURES ARE AVAILABLE FOR REVIEW AT THE REGIONAL TRAFFIC OPERATIONS CENTER, 1155 SCOTTSVILLE ROAD, ROCHESTER, NY.

6. NOTIFY THE NYSDOT SIGNAL MAINTENANCE FACILITY AT (585) 753-7780 5 DAYS PRIOR TO WORKING WITHIN 350' OF A SIGNALIZED INTERSECTION. NOTIFY DIG SAFELY NEW YORK 2 WORK DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 811 FOR A UTILITY STAKE-OUT.
7. ALL MATERIALS USED WITHIN THE STATE RIGHT-OF-WAY MUST COMPLY WITH THE CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS ALONG WITH ANY APPROPRIATE CURRENT NYS DEPARTMENT OF TRANSPORTATION'S STANDARD SHEETS.
8. QUALITY CONTROL OF ASPHALT CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 401 OF THE STANDARD SPECIFICATIONS. ALL ASPHALT PRODUCED AS PART OF SECTION 401 WILL BE PAID AT A FINAL QUANTITY ADJUSTMENT FACTOR OF 1.0. ASPHALT COURSE DEPTHS SHOWN ON THE PLANS ARE COMPACTED DEPTHS.
9. NO NIGHT WORK SHALL BE ALLOWED UNLESS APPROVED PRIOR TO START OF PROJECT. ADDITIONAL MAINTENANCE AND PROTECTION OF TRAFFIC MAY BE REQUIRED INCLUDING THE ADDITION OF REFLECTIVE MATERIALS AND LIGHTING.
10. HAZARDOUS WASTE NOTIFICATION - THE PERMITTEE ACCEPTS THE RIGHT-OF-WAY OF THE STATE HIGHWAY IN ITS "AS IS" CONDITION. THE DEPARTMENT OF TRANSPORTATION MAKES NO REPRESENTATION AS TO THE ABSENCE OF UNDERGROUND TANKS, STRUCTURES, FEATURES OR SIMILAR IMPEDIMENTS TO THE COMPLETION OF THE WORK PERMITTED HEREUNDER. SHOULD PERMITTEE FIND SOME PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS TO ITS WORK, THE DEPARTMENT OF TRANSPORTATION SHALL HAVE NO OBLIGATION TO CURE, REMOVE, REMEDY OR OTHERWISE DEAL WITH SUCH PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS. THE PERMITTEE IS REQUIRED TO REMOVE, MODIFY OR OTHERWISE DEAL WITH SUCH UNDERGROUND TANKS, STRUCTURES, FEATURES OR IMPEDIMENTS IN A MANNER WHICH MEETS ACCEPTABLE ENGINEERING PRACTICE AND IS APPROVED BY THE DEPARTMENT OF TRANSPORTATION.

ALL ROADWAYS

TAG-CE1

Notes:

- The ROAD WORK AHEAD Sign may be replaced with other appropriate signs such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder
- 2. The ROAD WORK AHEAD sign may be omitted where:
The work space is behind a barrier or guide rail, or more than 2 FT behind the curb or 15 FT or more from the edge of any roadway.
- 3. In urban conditions, advance warning sign spacing may be reduced to 100 FT. (Min.) in order to accommodate side streets and driveways.

The END ROAD WORK sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.



G20-2
36x18 in. (Conventional Roadway)
48x24 in. (Freeway/Expressway)



W20-1
36x36 in. (Conventional Roadway)
48x48 in. (Freeway/Expressway)



W21-5
36x36 in. (Conventional Roadway)
48x48 in. (Freeway/Expressway)



Work Area

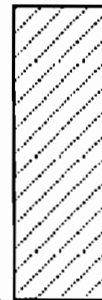
NYS DOT
WORK ZONE TRAFFIC CONTROL

ALL DURATION
OPERATION INVOLVING
WORK BEYOND THE SHOULDER
ON
ALL ROADWAY TYPES

OCTOBER 2008 **TAG-CE1**



END ROAD WORK
Sign is Optional if
work duration is
less than 1 Hour



Urban Low Speed (30-40 mph):
200 FT. (5 Skip Lines)
See Note 3

Urban High Speed (45-55 mph):
350 FT. (~9 Skip Lines)
See Note 3

Rural Roadway:
500 FT.
(~13 Skip Lines/1 Reference Marker)

Freeway/Expressway:
1000 FT.
(~26 Skip Lines/ 2 Reference Markers)



See Note 2



See Note 1

NOT TO SCALE

GENERAL NOTES

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.
2. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAME(S), ADDRESS, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. WHEN TWO OR MORE ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

SIGNS

1. THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL BY THE ENGINEER.
2. ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
3. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
4. ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMP, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE HIGH SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
5. SIGNS MOUNTED ON THE MEDIUM OF DIVIDED HIGHWAYS WHERE MEDIUM BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
6. THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE REGIONAL DIRECTOR OR BY HIS/HER DESIGNEE.
7. MYR9-12 MAY BE USED IN PLACE OF MYR9-11.

CHANNELIZING DEVICES

1. WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.
2. DRUMS SHALL BE USED FOR ANY LANE CLOSURES OR SHOULDER CLOSURES WHICH ARE TO REMAIN OVERNIGHT.

PUBLIC ACCESS

1. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

LANE CLOSURES


1. THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
2. THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

LANE WIDTHS

1. UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'; THE MINIMUM LANE WIDTH FOR ALL OTHER TYPES OF ROADWAYS IS 10'.
2. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.

BARRIER/SHADOW VEHICLES

1. BARRIER AND SHADOW VEHICLES SHALL BE REQUIRED AS PER STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGEND AND TABLES".
2. NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE BARRIER OR SHADOW VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).
3. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE A BARRIER VEHICLE IN CONJUNCTION WITH POLICE PRESENCE IN THE WORK ZONE, TO BE INCLUDED IN THE UNIT BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.

	STATE OF NEW YORK
	DEPT. OF TRANSPORTATION
REGION 4 PERMIT DETAIL	
WORK ZONE TRAFFIC CONTROL GENERAL NOTES	
10 DEC 2008	WZTC-P1C

**METHOD OF PERFORMING WORK
WITHIN THE STATE HIGHWAY RIGHT OF WAY**

I. GENERAL CONDITIONS

These conditions and regulations apply to Highway Work Permits authorizing work within the State highway right-of-way for water mains, gas mains, sewer lines and miscellaneous structures. General conditions apply to telephone and telegraph installations as well as specific conditions on the setting and resetting of poles. These conditions, and any special conditions which are added to this form, are enforceable by the Department of Transportation.

A. TIME

1. Work under the permit shall be commenced within thirty (30) days from the date of permit issuance unless a later starting date is approved by the Regional Traffic Engineer.

B. REQUIREMENTS

All the current requirements of the following shall apply: Occupational Safety and Health Administration, Federal Department of Labor, Safety and Health Standards (29 CFR 1926/1910); Part 131, Title 17, New York Code of Rules and Regulations, Accommodation of Utilities Within State Right-of-Way; New York State Department of Labor, Industrial Code Rule 23, Protection of Persons Employed in Construction and Demolition Work; Industrial Code Rule 53, Construction, Excavation and Demolition Operations At Or Near Underground Facilities.

Temporary soil erosion and water pollution controls shall be used as required. The final decision on the method of underground installation will be made by the Regional Director or his representative.

1. Work Within Pavement and Shoulder Areas

- a. Installations that cross the pavement and shoulder area. Wherever practical, all underground installations shall be placed beneath the pavement and shoulder areas without disturbance to these paved surfaces.

1) Boring, Jacking, and Tunneling Methods**DESIGN**

- a) The location of all excavations (jacking pits, etc.) shall be shown in plan and profile.
- b) The soil profile and groundwater conditions shall be determined by adequate subsurface exploration.
- c) The location of all other existing utilities shall be shown.
- d) The construction equipment and procedures to be used shall be described in the permit application.
- e) The design of all excavations, including ground and surface water control where necessary, shall be made available for review by the Department.
- f) The underground installation shall be described in detail, i.e. size, length, depth, material, provisions for grouting, etc.
- g) Pipes shall generally be enclosed in sleeves or larger pipes. Small diameter services (2 inch I.D. or smaller) may be placed without sleeving at the discretion of N.Y.S.D.O.T.
- h) The limits of an open excavation shall not be closer than 10 feet to the edge of the pavement unless approved by the Department. Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.

CONSTRUCTION

- a) Grouting operations may be required if surface settlement, loss of soil or voids around the pipe develop. When grout is required, it shall consist of 1 part cement to 2 parts sand, by volume, and sufficient water to produce a consistency suitable for placing the grout.
- b) Backfill of open excavations shall be as required under 2.) f) Open Excavation Method.

2) Open Excavation Method**DESIGN**

- a) The location of all pavement crossing by the open excavation method shall be shown in plan and profile.
- b) The soil profile and groundwater conditions shall be determined by adequate subsurface exploration.
- c) The location of all other existing utilities shall be shown.
- d) The design of all excavations, including ground and surface water control where necessary, shall be made available for review by the Department.
- e) When requested, the construction equipment and procedures to be used shall be described in the permit application.
- f) Pipe installations shall be done according to the requirements of the appropriate New York State Department of Transportation's Standard Sheets. The required granular material shall meet the material requirements for Select Granular Fill in the current New York State Department of Transportation's Standard Specifications including addenda. Exceptions will only be allowed if prior approval is granted by the Regional Soils Engineer.
- g) Pavement shall be saw cut at termination points of pavement replacement.

CONSTRUCTION

- a) Pavement and shoulder removal shall be done in a manner that provides for proper restoration of the replacement section. Straight, vertical cuts of the pavement will be required. Pavement surfaces that become undermined shall be cut back and removed. Alternative repair methods may be used if prior approval is granted.
- b) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.
- c) Generally, cuts shall be filled at the end of each working day. With prior approval, steel cover plates may be used. Recasing of these plates may be required.
- d) Temporary pavements and shoulders shall be placed as soon as a crossover installation is completed.

- b. Installations that are longitudinal to the pavement.

1) Open Excavation Method**DESIGN**

- e) The location of all open excavations shall be shown in plan and profile.
- b) The soil profile and groundwater conditions shall be determined by adequate subsurface exploration.
- c) The design of all excavations, including ground and surface water control where necessary, shall be made available for review by the Department.
- d) The location of all other existing utilities shall be shown.
- e) Pipe installations shall be done according to the requirements of the appropriate New York State Department of Transportation's Standard Sheets. The required granular material shall meet the material requirements for Select Granular Fill in the current New York State Department of Transportation's Standard Specifications, including addenda. Exceptions will only be allowed if prior approval is granted by the Regional Soils Engineer.

CONSTRUCTION

- a) Pavement and shoulder removal shall be done in a manner that provides for proper restoration of the replacement section. Straight, vertical cuts of the pavement will be required. Pavement surfaces that become undermined shall be cut back and removed. Alternative repair methods may be used if prior approval is granted.
- b) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.
- c) Generally, cuts shall be filled at the end of each working day. With prior approval, steel cover plates may be used. Recasing of these plates may be required.
- d) Permanent or temporary pavement shall be placed immediately as sections of the total installation are completed to subbase elevation. Gravel surfaces in shoulder areas may be used if prior approval is granted.

2) Boring, Jacking, and Tunneling Methods**DESIGN**

- a) All the requirements of B.1. a. 1.) DESIGN a) through g) shall apply.

CONSTRUCTION

- a) All the requirements of B.1. a. 1.) CONSTRUCTION a) and b) shall apply.
- b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.
- c) The requirements of B.1. b. 1.) CONSTRUCTION d) shall apply.

2. Work Outside the Pavement and Shoulder Areas**a. Open Excavation Method****DESIGN**

- a) All the requirements of B.1. b. 1.) DESIGN shall apply.
- b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.

CONSTRUCTION

- a) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.

REVERSE

- b. Boring, Jacking, and Tunneling Methods
 - a) All the requirements of 8.1. a. 1.) DESIGN a) through f) shall apply.
 - b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.

CONSTRUCTION

- a) All the requirements of 8.1. a. 1.) CONSTRUCTION shall apply.

C. SUBBASE, PAVEMENT AND SHOULDER REQUIREMENTS (including manholes)

1. Subbase

- a. The subbase course shall be a minimum of 12 inches thick unless otherwise approved. The material shall meet the requirements of current Department of Transportation subbase course item as specified by the Regional Soils Engineer.
- b. Under the permit, construction which adversely affects the subsurface drainage of the pavement structure shall be corrected by the addition of surface or subsurface drains, as required.

2. Pavement and Shoulders

a. Permanent

The replaced pavement shall be similar to the existing pavement in composition and texture. The selection of the material type and composition shall be subject to the approval of the Regional Director or his representative. The limit of pavement replacement shall be such that the replaced pavement is supported by thoroughly compacted subbase material and the pavement is restored to the proper grade, cross-slope and smoothness.

When bituminous concrete mixtures are required for the pavement replacement, the layers shall consist of one or a combination of mixture types contained in Table 401-1, Composition of Bituminous Plant Mixtures in Section 401 of the New York State Department of Transportation's Specification, including addenda. The mixture shall be placed at the proper temperature, without segregation, and compacted thoroughly.

When portland cement concrete mixtures are required for pavement replacement, the mixtures shall consist of either Class C or Class F as contained in Table 501-3, Concrete Mixtures in Section 501 of the New York State Department of Transportation's Specifications, including addenda. Class F is a high early strength mixture and should be used when early opening to traffic is desired.

The concrete mixtures shall be placed without segregation, then consolidated, finished to the proper elevation, and textured. Curing the concrete pavement shall be in accordance with one of the methods permitted in Section 502 pertaining to curing.

Pavement shoulders, curbs, gutters and other incidental features shall be replaced in kind unless otherwise approved by the Regional Director or his representative.

b. Temporary

Pavement that is replaced temporarily may be paved with either a hot bituminous concrete mixture mentioned above or a cold bituminous patching mixture. When a cold patching mixture is used it shall consist of aggregate and bituminous material proportioned and mixed in a bituminous mixing plant or rotating paddle shaft pugmill. Regardless which patching mixture is used it shall be laid on a prepared foundation and thoroughly compacted. Since cold bituminous patching mixtures are subject to distortion by traffic, the temporary patch shall be maintained to provide a smooth surface until the pavement is permanently replaced.

3. Manholes

Manhole frames and covers shall have sufficient structural adequacy to support the roadway traffic. The type of manhole frame and cover shall be approved by the Regional Director or his representative. The manhole frame shall be set flush with the surface of the roadway unless otherwise permitted by the Regional Director or his representative.

D. MAINTENANCE AND PROTECTION OF TRAFFIC

1. Traffic is to be maintained at all times during the progress of this work and adequate signs, barricades and lights shall be provided in accordance with the provisions of Sub-chapter H of the N.Y.S. Department of Transportation's Manual of Uniform Traffic Control Devices. A maintenance and protection of traffic plan may be required. No lanes shall be closed without prior approval.
2. The applicant shall erect and maintain suitable barricades around all trenches while work is in progress for the protection of the public, and they shall be suitably lighted by yellow lights at night. The work shall be carried on in such manner that not more than 100 feet of trench in earth remains open at end of day's work.
3. No pavement cuts are to be left unfilled over night, except in emergencies, and in such cases, adequate precautions must be exercised to protect traffic. Prior approval must be obtained to use steel plating.
4. No construction materials or equipment shall be left on the shoulders or pavement after working hours, nor shall any construction equipment or material be placed in any manner or location that will obstruct highway or railroad warning signs.
5. All open trench in the highway right-of-way shall be barricaded. There shall be conspicuously displayed bright red flags no less than 24" x 24" attached to such barricades and illuminated at night with flashing yellow lights. If in the judgment of the representative of the Commissioner of Transportation, flagmen are necessary, they shall be employed by the permittee and on duty at all times during the progress of the work so as to direct traffic and maintain yellow flashing lights, etc.
6. Soft shoulder signs of adequate size, not less than 24" square, shall be erected and maintained on all backfill trenches within the shoulder area until the backfill is thoroughly settled. These signs shall be located at the beginning of each section of work at intersections and at a distance not greater than 1000 feet apart.
7. During winter conditions highway shoulders shall be maintained free of obstructions which would interfere with snow removal and ice control.
8. The permittee shall keep the traveled way free of foreign objects such as rocks, timber and other items that may fall from transporting vehicles. Spillage of material carried by or dropped from the under-carriage of any carrying vehicle resulting from the permittee's hauling operations along or across any public traveled way shall be removed immediately and such traveled way, both within and outside of the work limits, shall be kept free of such spillage by the permittee.

E. COMPLETION OF WORK

1. All work is to be performed in a manner approved by the Resident Engineer of the State Department of Transportation.
2. All disturbed areas shall be returned to their original condition in a manner satisfactory to the Commissioner of Transportation or his representative.
3. The permittee shall be required to restore shoulders and ditches and clean up the highway as his work progresses. All driveways shall be restored with material in kind and to their original conditions.
4. All surplus earth and rubbish shall be cleaned up and removed from the highway right-of-way upon completion of the work, and the highway left in a neat and orderly condition.
5. As-built plans showing final grade of new installation and existing underground facilities encountered shall be provided to N.Y.S.D.O.T. if variation from approved design plans occurred during construction.

F. NECESSITATED FUTURE WORK

1. The applicant agrees, that any present or future injury to or disturbance of the highway, its slopes or gutters, caused by placing mains and service pipe shall be repaired by the applicant at his own expense and in accordance with the requirements of the State Department of Transportation.
2. If necessity arises in the future because of the work on the State Highway system and/or its structures, requiring the removal, relocation or replacement of the installation authorized by the permit, said work shall be done as directed by the Commissioner or his representative, and all cost and expense so incurred shall be the obligation of the said permittee or his successor in interest.

II. TELEPHONE - TELEGRAPH INSTALLATIONS

A. SETTING OF POLES

1. All poles shall be set outside the ditch lines so that the proper drainage of the highway will not be interfered with. In case it is impracticable to set poles so as not to interfere with the flow of water in the ditches, the shoulder, ditch and space around the poles shall be paved by the applicant to protect against wash.
2. There shall be no obstruction to private driveways, connecting highways or roads, paths or sidewalks.
3. In case it is found necessary to trim trees within the boundaries of the highway, the least possible amount shall be done, and in all cases the consent of the abutting property owner must be secured before the poles are set and trees trimmed.
4. Poles shall be of sufficient length to provide a clearance of not less than eighteen feet between the wire and the crown of the highway, under the worst conditions of temperature and loading. They shall be set in line and properly plumbed. They shall be well guyed. No guying to trees, unless by special permission of owner. Special precautions shall be taken on curves and where lines cross from one side of highway to the other. Poles shall be straight, sound, and the fittings shall be of sufficient strength to carry wires under the worst condition of loading (ice, wind, etc).
5. Where telegraph and telephone wires cross high tension power lines, electric light or trolley wires, special precaution shall be taken to maintain proper clearance under the worst condition of temperature and loading.

B. RESETTling POLES

1. If necessity arises in future, because of work on the highway, to relocate, replace or re-set poles, cables or conduits, said work shall be done at the expense of the applicant.

III. SPECIAL CONDITIONS

- A. In addition to the aforementioned conditions, if it is found necessary by this Department to add to or otherwise modify the same, it is to be understood such changes shall form a part of the permit and be complied with immediately upon notice.

IV. ADDITIONAL SPECIAL CONDITIONS AND SKETCHES - See Attached Sheet.