MEMORANDUM OF UNDERSTANDING

BETWEEN
THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (DOT),
THE NEW YORK STATE OFFICE OF HISTORIC PRESERVATION (SHPO), AND THE
PALISADES INTERSTATE PARK COMMISSION (PIPC)

REGARDING
IMPLEMENTATION OF PROJECTS AFFECTING THE PALISADES INTERSTATE PARKWAY (PIP)

WHEREAS, it is acknowledged by all parties that the Palisades Interstate Parkway (PIP) is an historic
parkway that is listed on the National Register of Historic Places and is owned in its entirety by the
Palisades Interstate Park Commission (PIPC); and

WHEREAS, DOT remains the responsible party for the design and construction of capital improvement
projects along the PIP, and shall consult directly with PIPC and SHPO regarding such projects; and

WHEREAS, DOT remains the responsible party for the maintenance of the PIP and its associated
corridor, as per the Memorandum of Understanding established between DOT, OPRHP, and the Division
of Budget (with a reference meeting date of May 9, 1975), subject to PIPC review and approval; and

WHEREAS, the consulting parties agree that capital projects may have an impact upon the PIP and that
the PIP should be addressed as a single historic resource with mitigation that considers the collective
positive and negative impacts of the projects to be undertaken; and

WHEREAS, the consulting parties participated in this consultation and have been invited to concur in
this Memorandum of Understanding;

NOW, THEREFORE, the consulting parties agree that capital improvement projects shall be
administered in accordance with the following stipulations for undertakings that may have an impact on
the PIP.

STIPULATIONS

I. DESIGN ELEMENTS

a. ROADWAY DESIGN

1) Reconstruction of the PIP shall be implemented with two 12 foot travel lanes, a 3 foot paved plus 2 foot stabilized grass left shoulder, and a 3 foot paved plus 6 foot stabilized grass right shoulder where feasible. The required 6 foot pavement widening will be accomplished by widening towards the median in most instances and when feasible.

2) The paved travelway shall be bordered by 3” high by 12” wide mountable, fluted curbs. New and replacement curbs shall match the color mix of original curbs.
3) A closed drainage system shall be retained and upgraded to increase system capacity where necessary. All catch basins shall be moved out of the travel lanes and into the 3 foot paved shoulders. Drainage basins shall utilize parallel-type grates.

4) A vertical clearance of 14 feet under bridges shall be implemented by raising the profile of the overhead bridge where feasible or lowering the profile of the PIP.

5) All constructed stone-fill slopes shall be vegetated in most instances and where feasible. Constructed vegetated stone fill slopes shall be designed and constructed using the most recent soil bioengineering techniques and/or DOT geotechnical details.

b. BRIDGES, RETAINING WALLS, AND CULVERTS

1) Treatments for existing or new bridges, retaining walls, and culverts shall be designed either in-kind or compatible with all other historic parkway structures along the PIP. Stone facing shall match the appearance and overall visual qualities (stone type and finish, size, color, pattern, mortar color, etc.) of existing random stone features. The attached plan notes, titled Palisades Interstate Parkway, NYSDOT Stone Masonry Notes for Bridge, Retaining Wall, and Culvert Headwall Projects shall be used on all future projects along the PIP involving stone masonry, as agreed upon by the PIPC. The PIPC Senior Landscape Architect will be part of the approval process during construction for the stone samples submission and stone sample wall construction.

c. ROADSIDE ELEMENTS

1) Guiderail systems shall be repaired and updated to meet current federal safety standards. Where safety standards permit, DOT shall strive to replace guiderail types in-kind. New and replacement guiderail, in most instances, shall be galvanized steel. DOT has consulted with SHPO and PIPC and has agreed on the use of brown, powder-coated guiderail (Federal Standard Color 20059) at certain specialty areas, mutually determined to exist at:
   - King’s Highway Gas Station (near Exit 5)
   - Lake Welch Parkway Entrance (Exit 16)
   - Visitor’s Center/Bookstore (near Exit 17)
   - Anthony Wayne Recreation Area (Exit 18)

2) Regulatory, Warning, Service, Route Marker, Parking, Recreational and other similar type signs shall be mounted on wooden posts. Guide and Informational signs shall be mounted on rustic steel posts. The backsides of all signs shall also be painted brown with Federal Standard Color 20059. DOT will reduce the number of signs by sharing sign posts when feasible.

3) DOT shall consult with PIPC to identify landscape elements that should be retained or removed to establish the “clear zone” for vegetation. At a
minimum, 20 foot shall be maintained for safety purposes when guiderail is not installed.

4) DOT shall consult and seek approval with PIPC regarding the planning, design and installation of Intelligent Transportation Systems (ITS) equipment along the PIP and/or associated properties within the corridor.

d. STORMWATER TREATMENT FACILITIES

1) Stormwater treatment practices may be required along the PIP and its associated corridor to fulfill permitting requirements associated with capital projects, and to achieve compliance with environmental regulations that are not part of a capital project. In most instances, and where feasible, stormwater treatment practices shall be placed to the right (non-median) side of the parkway. Stormwater treatment practices shall be designed and constructed to be integrated into the surrounding landscape.

II. PLAN REVIEW

DOT shall submit to PIPC and SHPO in a timely manner any/all design proposal plans being prepared for the PIP, throughout the project development stages, for review and approval, including, but not limited to proposed park & ride lots, rest areas and service stations, and any/all capital improvement projects being proposed for the PIP. DOT, SHPO and PIPC shall reach consensus on the plans through consultation.

III. HISTORIC DOCUMENTATION

DOT shall explore completing full HABS/HAER documentation of the PIP and either undertake the documentation project or provide OPRHP and PIPC with a record that demonstrates a good faith effort to identify funding for the project.

III. MONITORING

OPRHP and PIPC may monitor activities carried out pursuant to this Memorandum of Understanding.

IV. AMENDMENTS

Any party to this memorandum may request that it be amended, whereupon the parties will consult to consider such amendment.
V. DISPUTE RESOLUTION

Should any party to this memorandum object within 30 days to any documents or plans provided for review or any actions proposed pursuant to this agreement, DOT, OPRHP and PIPC shall meet, discuss and agree or elevate to executive management level in each organization. Until consensus is reached, it is understood that the proposed project constitutes an adverse impact.

VI. TERMINATION

Any party to this Memorandum of Understanding may terminate it by providing 30 days notice to the other party, provided that the parties will consult during the period prior to termination to seek agreement on amendments of other actions that would avoid termination.

SIGNATURES:

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

By: ________________________________ Date: June 30, 2011
William J. Gorton, Acting Regional Director, Region 8

NEW YORK STATE HISTORIC PRESERVATION OFFICER

By: ________________________________ Date: 8/21/11
Ruth L. Pierpont, Director

PALISADES INTERSTATE PARK COMMISSION

By: ________________________________ Date: 7/14/11
James Hall, Executive Director
Palisades Interstate Parkway
NYSDOT Stone Masonry Notes for Bridge, Retaining Wall, and Culvert Headwall Projects
Rockland and Orange County

STONE MASONRY NOTES: (ITEM 560.01 & 560.0401)
The contractor shall have all stone samples approved prior to the construction of the sample wall. The contractor shall prepare a sample section of masonry wall 6’ high and 10’ long at least two weeks prior to the scheduled start of stone installation on the bridge for approval by the Regional Landscape Architect (RLA). This sample shall include stone masonry and dimension stone masonry. The sample shall not be incorporated into the final work and must remain for the remainder of contract duration. The sample wall shall be paid for under the respective stone masonry items.

Stone Masonry and dimension stone masonry shall be provided in its entirety from a single source.

The practice of wire cutting shall be permitted along the back face of stone masonry to achieve the thickness shown on the drawings.

It is expected that block and tackle or other mechanical lifting devices may be required to place larger stones into elevated positions.

ITEM 560.01 DIMENSION STONE MASONRY
Coping stones shall have a rock face finish with 1 to 2 inch projections on the sides and 1 inch projections on top.

Exosed faces shall be free from all scars and tool marks.

Dimension stone masonry shall be medium or coarse grained granite stone with a uniformly medium gray color: Georgia Gray by Berkshire Stone, LLC or equivalent in color, texture and character. Dimension stone masonry samples shall be submitted to Engineer-In-Charge (EIC) for approval by RLA before the sample wall is erected.

Shop drawings showing the sizes of dimension stone masonry shall be submitted to the EIC and RLA at least three weeks prior to fabrication.

Any exposed surfaces that are sawn shall be “re-rocked” so as to achieve the specified face finish.

The pattern, size and shapes of the dimension stone masonry (quoins and coping stones) shall be as shown on the Item 560.01 Dimension Stone Masonry Layout Detail.

Quoin stones shall have a rock face finish with maximum projection of 1 inch.

Mitering of dimension stone masonry at corners will not be permitted.

Dimension stone masonry shall have a ¼ to ½ inch mortar joint and pointed concave to a depth of ½ inch with a brush finish.
ITEM 560.0401 STONE MASONRY
The contractor shall submit samples of the stone masonry to the EIC and RLA for approval of its color and surface texture, prior to sample wall erection. The stone to be used under item 560.0401 shall be installed in a random ashlar pattern.

Stone masonry shall have a ⅛ to ⅜ inch mortar joint and pointed concave to a depth of ⅛ inch with a brush finish.

Stone masonry shall be a medium or course grained granite stone with a color range of:
- 60% light gray, Berkshire Granite or equivalent in color, texture and character
- 15% dark gray, Berkshire Granite or equivalent in color, texture and character
- 15% brown, Adirondack Granite, oxidized or equivalent in color, texture and character
- 10% spotted pink, Chester Granite or equivalent in color, texture and character.

Stone masonry samples shall be submitted to EIC for approval by the RLA before the sample wall is erected.

Individual stone masonry shall have a range in height of 3 ⅛, 7 ⅞, 11, and 15 inches and shall have a minimum length of 1 ⅛ times the height and a maximum length of 3 ⅛ times the height.

The pattern and shape of the stone masonry shall be as shown in the Item 560.0401 Stone Masonry Detail.

The stone masonry orientation shall be 80% rock face (horizontal plane) with 1 to 2 inch projections and 20% seam face (vertical plane) with 0 to ¼ inch projections.

There shall be no clusters of stones of the same length and height. Stones of slightly different color or shade shall be so placed that they will blend together. Square stones will not be permitted.