

SITE OF WORK



CITY OF PLATTSBURGH  
DEPARTMENT OF PUBLIC WORKS  
CLINTON COUNTY, NEW YORK

# LOCAL PEDESTRIAN SAFETY ACTION PLAN

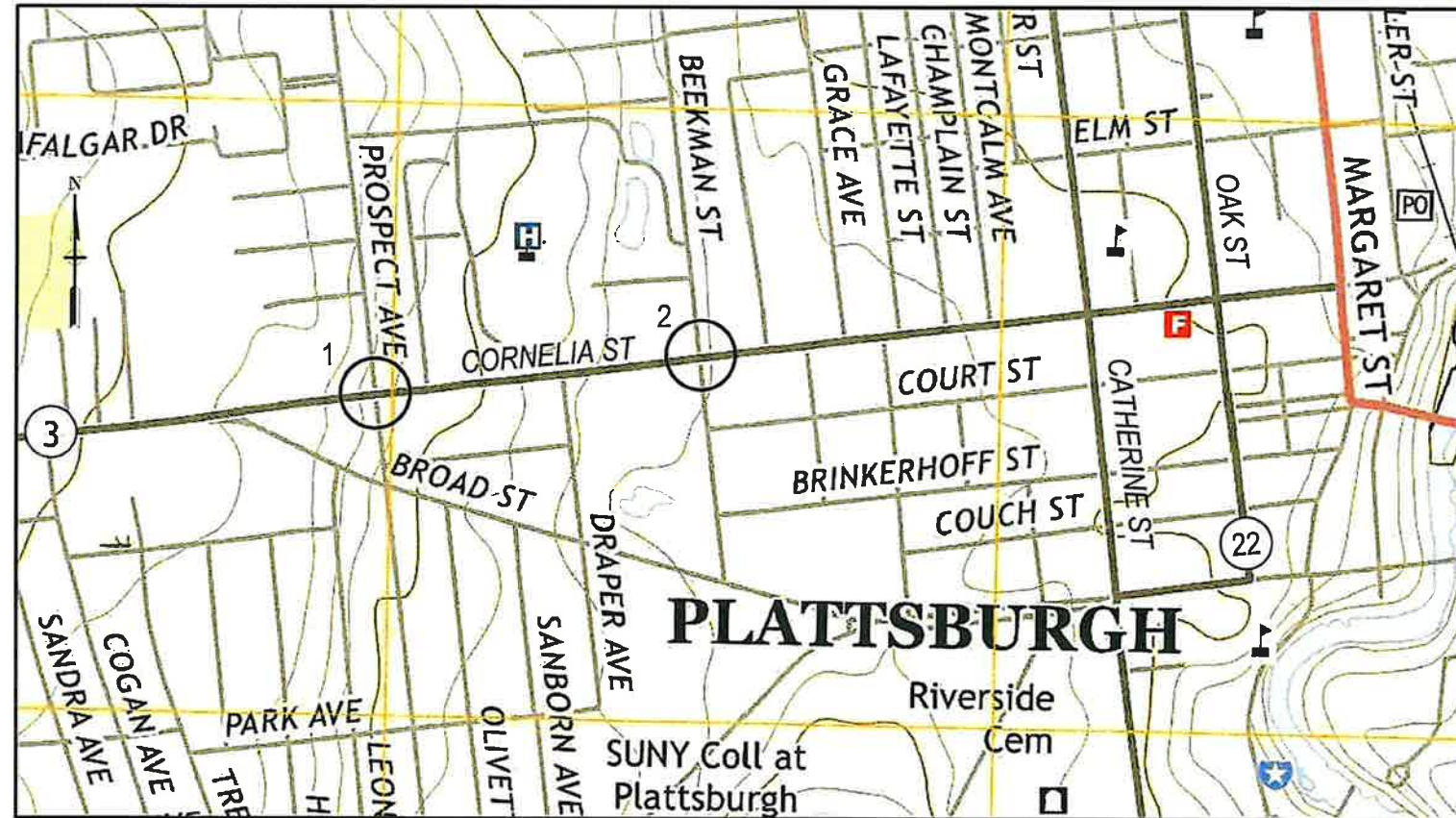
MARCH 2022

### PROJECT LOCATION

THE PROJECT IS LOCATED AT THE FOLLOWING TWO INTERSECTIONS IN THE CITY OF PLATTSBURGH:

1. CORNELIA STREET (NYS ROUTE 3) AT PROSPECT AVENUE
2. CORNELIA STREET (NYS ROUTE 3) AT BEEKMAN STREET

CONTRACTOR'S NAME _____	
AWARD DATE _____	
COMPLETION DATE _____	
FINAL ACCEPTANCE DATE _____	
CITY ENGINEER _____	
RESIDENT ENGINEER _____	
FINAL COST TOTAL _____	
FISCAL SHARE	COST(S)
1	_____
2	_____
3	_____



PROJECT LOCATION MAP

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

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

CONTRACT PLANS HAVE BEEN DESIGNED IN ACCORDANCE WITH NYS DOT POLICIES AND GUIDE LINES AND THE FINAL DESIGN REPORT APPROVED ON 2/27/2020.

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

#### MAINTENANCE RESPONSIBILITY

THE CITY OF PLATTSBURGH WILL BE RESPONSIBLE FOR MAINTENANCE OF THE ROADWAY, SIDEWALKS, AND TRAFFIC SIGNALS CONSTRUCTED UNDER THIS CONTRACT.

#### NYS DOT STANDARD SHEETS

608-01, 609-03, 619-02, 619-04, 619-10, 619-11, 619-12, 619-51, 619-61, 645-01, 645-03, 645-14, 680-01, 680-02, 680-04, 680-06, 680-10, 680-13, 685-01



PREPARED AND RECOMMENDED BY:

*Todd E. Mullenbrey* 4/6/22



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DATE

APPROVED BY: CITY OF PLATTSBURGH

*Christopher Rosenquest* 4/6/22  
CHRISTOPHER ROSENQUEST  
MAYOR DATE

<b>LOCAL PEDESTRIAN SAFETY ACTION PLAN</b>		
<b>CORNELIA STREET (NYS ROUTE 3)</b>		
<b>CITY OF PLATTSBURGH</b>		
<b>COUNTY: CLINTON</b>		
FED. ROAD REG. NO.	STATE	SHEET NO.
1	N.Y.	1
CAPITAL PROJECT IDENTIFICATION NO.		70PS.03
INDEX ON SHEET NO.		2

Mar 08, 2022 - 1:24pm  
 F:\Project\484 - City of Plattsburgh\48401001 - Local P&P Five Intersections\Design\CADD\Sheet Files\Re-Bld Feb 2022\709503\_1ig\_01.dwg

FEATURE	SYMBOL
<b>ALIGNMENT</b>	
CONTROL (CENTERLINE)	—————
CENTER OF CURVATURE	⊗
POINT OF CURVATURE	⊙
POINT OF INTERSECTION	△
POINT OF BEGINNING	△
POINT OF CURVATURE	⊙
POINT OF END	△
POINT ON TANGENT	⊙
POINT OF VERTICAL CURVATURE	⊗
VERTICAL EVENT POINT	△
VERTICAL HIGH POINT	⊙
VERTICAL LOW POINT	⊙
<b>CONTROL</b>	
BASELINE	—————
BASELINE, PROJECTION	—————
BASELINE, POINT	△
BASELINE, POINT ON LINE	⊙
BASELINE, SPUR POINT	⊗
BASELINE, TIE POINT	⊗
BENCHMARK	□
POINT, SURVEY MARKER, PERM.	⊗
<b>DRAINAGE</b>	
CATCH BASIN	CB
FIRE HYDRANT	⊕
CATCH BASIN ROUND	⊗
STORM LINE	—ST—
<b>LANDSCAPE</b>	
BOULDER	⊗
DECIDUOUS TREE	⊗
DECIDUOUS SHRUB	⊗
BUILDING	▨
HEDGE ROW	~~~~~
PLANTER BED	-----
PROPERTY LINE	—HB—
WOOD LINE	~~~~~
CHAINLINK FENCE	—○—
STOCKAID FENCE	—□—
RAILING	—
<b>ROW MAPPING</b>	
HIGHWAY BOUNDARY	—HB—
HIGHWAY BNDRY., APPROX.	⊗
HIGHWAY BNDRY, PT.	⊗
PT., FENCE LOCATION	+
PT., IRON PIPE	⊙
PT., IRON ROD	⊙
PT., MONUMENT	□
PT., NAIL	⊗
PT., RAILROAD SPIKE	⊗
PT., SPIKE	⊗

FEATURE	SYMBOL
<b>ROW MAPPING</b>	
PT., STAKE	⊗
PT., TREE W/ WIRE	⊗
PT., WALL LOCATION	+
<b>SIGNS</b>	
SIGN	—o—
MULTI POST SIGN	—o—o—
POST	⊙
<b>TRAFFIC CONTROL</b>	
ADA CROSSING PAD	▨
PULL BOX	⊗
CONTROLLER	□
PUSH BUTTON	▲
SIGN	—T—
POLE	⊙
PEDESTRIAN HEAD	⊕
CONDUIT	----
<b>UTILITIES</b>	
SANITARY SEWER MANHOLE	⊗
UNKNOWN MANHOLE	⊗
COMMUNICATION MANHOLE	⊗
WATER VALVE	⊕
GAS FILLCAP	⊗
UNKNOWN VALVE	⊕
MONITORING WELL	⊕ <sub>MW</sub>
ELECTRIC BOX	⊗
ELECTRIC METER	⊗
UTILITY POLE W/ LIGHT	⊗
UTILITY POLE	⊗
UTILITY POLE DEAD	⊗
GUY WIRE	—
PEDESTRIAN LIGHT POLE	⊗
UTILITY LIGHT POLE	⊗
UTILITY MARKOUT	•
STORM MANHOLE	⊗
OVERHEAD UTILITY LINE	—JOHW—
UNIDENTIFIED UTILITY LINE	—UIND—
SANITARY LINE	—SS—
WATER LINE	—W—
GAS LINE	—G—
FIBER OPTIC LINE	—FO—
<b>ROADWAY</b>	
DROP CURB	—DC—

ALIGNMENT	
ABBR.	DESCRIPTION
AZ	AZIMUTH
B	BASELINE
C	CENTERLINE
R	RADIUS
UTILITIES	
ABBR.	DESCRIPTION
E	ELECTRIC
EMH	ELECTRIC MANHOLE
FO	FIBER OPTIC
G	GAS
GP	GUY POLE
GV	GAS VALVE (MAIN LINE)
HYD	HYDRANT
LP	LIGHT POLE
SA	SANITARY SEWER
SMH	SANITARY MANHOLE
ST	STORM SEWER
T	TELEPHONE
W	WATER
WV	WATER VALVE (MAIN LINE)
TOPOGRAPHY (MISCELLANEOUS)	
ABBR.	DESCRIPTION
AOBE	AS ORDERED BY ENGINEER
ASPH	ASPHALT
BLDG	BUILDING
BM	BENCH MARK
CONC	CONCRETE
EIC	ENGINEER IN CHARGE
EP	EDGE OF PAVEMENT
PED POLE	PEDESTRIAN POLE
ROW	RIGHT OF WAY
ST	STREET
SW	SIDEWALK
TYP	TYPICAL
TOPOGRAPHY (DRAINAGE)	
ABBR.	DESCRIPTION
BC	BOTTOM OF CURB
CB	CATCH BASIN
DIA	DIAMETER
ELEV	ELEVATION
MH	MANHOLE
TC	TOP OF CURB

STANDARD SYMBOL (PLANS)	ITEM PAYMENT UNIT: ESTIMATE OF QUANTITIES SHEET	EQUIVALENT NOMENCLATURE: (SPECS/PROPOSAL)
'	ft	LINEAR FEET
ft <sup>2</sup>	SF	SQUARE FEET
YD <sup>3</sup>	CY	CUBIC YARD
mi	MI	MILES
AC	AC	ACRES
lb	LB	POUND
TON	TON	TON
GAL	GAL	GALLON

INDEX		
SHEET NO.	DRAWING NO.	TITLE
1	-	TITLE SHEET
2	ILA-1	INDEX, LEGEND, AND ABBREVIATIONS
3	GN-1	GENERAL NOTES
4	EQ-1	ESTIMATE OF QUANTITIES
5	BLT-1	BASELINE TIES & BENCHMARKS
6 TO 8	WZTC-1 TO WZTC-3	WORK ZONE TRAFFIC CONTROL
9	MD-1	MISCELLANEOUS DETAILS
10 TO 11	TSP-1 TO TSP-2	TRAFFIC SIGNAL PLANS
12	TSN-1	TRAFFIC SIGNAL NOTES AND QUANTITIES
13	TSN-2	TRAFFIC SIGNAL DETAILS
14	TSN-3	TRAFFIC SIGNAL QUANTITIES
15 TO 16	CRD-1 TO CRD-2	CURB RAMP DETAILS



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**LOCAL PEDESTRIAN SAFETY ACTION PLAN**  
 CITY OF PLATTSBURGH  
 CLINTON COUNTY, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO:	AS4.001.001	
DATE:	MARCH 2022	
DRAWN BY:	MNG	
DESIGNED BY:	KAN	
CHECKED BY:	TEH	

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

**INDEX, LEGEND & ABBREVIATIONS**

**ILA-1**

SHEET 2 OF 16

**GENERAL NOTES**

- CONSTRUCTION AND MATERIALS SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 1, 2022 WITH CURRENT ADDITIONS AND MODIFICATIONS, EXCEPT AS MODIFIED BY THE "CONSTRUCTION CONTRACT DOCUMENTS".
- THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE CITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE CITY, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS PRIOR TO THE START OF WORK AND/OR PREPARATION OF SHOP DRAWINGS. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY AND PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
- WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THOSE ITEMS.
- THE COST OF ALL JOINT MATERIAL SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- ALL DISTURBED AREAS SHALL BE RESTORED BY THE TREATMENT SHOWN ON THE PLANS, BY TOPSOIL AND SEEDING, OR AS ORDERED BY ENGINEER. GRADING SHALL BE SHAPED TO ALLOW SURFACE DRAINAGE TO RETURN TO ITS ORIGINAL CONDITION.
- TYPICAL WORK LIMITS ARE SHOWN ON THE PLANS. ACTUAL LIMITS OF WORK SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION. THE ENGINEER SHALL DEFINE SPECIFIC LIMITS WHERE QUESTIONS ARISE.
- THE ROADWAY SHALL BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
- MATERIALS, EQUIPMENT AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE HIGHWAY RIGHT-OF-WAY BEFORE WORK BEGINS OR AFTER CONTRACTOR'S OPERATIONS ARE SHUT DOWN. STAGING AREAS OUTSIDE THE RIGHT-OF-WAY SHALL BE USED TO STOCKPILE ALL CONSTRUCTION MATERIALS, DURING WORKING HOURS, NO CONSTRUCTION MATERIAL MAY BE STORED OR PLACED ON THE ROADWAY OR ROADBED EXCEPT WITHIN A PROTECTED WORK AREA.

**DEFINITIONS**

- THE WORDS "SHALL", "SHOULD", AND "MAY", AS USED IN THE CONTRACT DOCUMENTS, HAVE THE FOLLOWING MEANINGS:  
 SHALL - A MANDATORY CONDITION. IN THE DESIGN, APPLICATION, OR LOCATION OF DEVICES REQUIREMENTS HAVING "SHALL" STIPULATIONS ARE MANDATORY. NO DISCRETION IN FOLLOWING THEM IS ALLOWED.  
 SHOULD - AN ADVISORY CONDITION. WHERE "SHOULD" IS USED IN RELATION TO A PROVISION, THAT PROVISION IS RECOMMENDED, AND NORMALLY IS TO BE FOLLOWED, BUT IS NOT MANDATORY. DEVIATION FROM SUCH PROVISIONS IS PERMISSIBLE IF, AND TO THE EXTENT, THERE IS JUSTIFIABLE CAUSE TO DO SO.  
 MAY - A PERMISSIVE CONDITION. NO REQUIREMENT FOR DESIGN OR APPLICATION IS INTENDED.

**HIGHWAY WORK PERMITS**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED STATE, COUNTY, AND MUNICIPAL PERMITS WITHIN HIGHWAY RIGHTS-OF-WAY.

**HOURS OF OPERATION**

- WORK HOURS SHALL BE LIMITED TO BETWEEN 7 AM AND 7 PM. NO NIGHT WORK IS ALLOWED UNDER THIS CONTRACT. CONTRACTOR SHALL ABIDE BY ALL LOCAL NOISE ORDINANCES.

**SUBMISSION GUIDELINES**

- ALL SHOP DRAWINGS, DETAILS AND COMPUTATION SHEETS SUBMITTED FOR THIS CONTRACT SHALL BE IN U.S. CUSTOMARY UNITS.
- THE CONTRACTOR SHALL SUBMIT ALL SHOP DRAWINGS, DETAILS AND COMPUTATION SHEETS TO THE ENGINEER FOR APPROVAL. THE ENGINEER SHALL BE PERMITTED THE LONGEST OF THE FOLLOWING TIME LIMITS TO RENDER A DECISION ON THE CONTRACTOR'S SUBMISSION:
  - TEN (10) WORKING DAYS
  - TWO (2) WORKING DAYS FOR EACH DRAWING OF A SET OF DRAWINGS OR
  - ONE (1) WORKING DAY FOR EVERY FOUR (4) COMPUTATION SHEETS. ANY SHEET WRITTEN ON BOTH SIDES WILL BE CONSIDERED TWO (2) COMPUTATION SHEETS.
- ALL THE TIME LIMITS WILL BE MEASURED BASED UPON THE RECEIPT OF ALL REQUIRED INFORMATION BY THE ENGINEER.
- UPON APPROVAL, ONE (1) SET OF DRAWINGS AND COMPUTATIONS SHALL BE FURNISHED BY THE CONTRACTOR TO THE ENGINEER FOR THEIR RECORDS.

**STAGING AREAS**

- THERE ARE NO AREAS WITHIN THE CONTRACT LIMITS AVAILABLE FOR STAGING EQUIPMENT OR OPERATIONS.

**SURVEY CONTROL**

- CONTRACTOR IS RESPONSIBLE FOR ALL SURVEY NEEDED TO COMPLETE THE WORK. PAYMENT FOR SURVEY WORK WILL BE MADE UNDER ITEM 625.01-SURVEY OPERATIONS.
- ALL RIGHT-OF-WAY MONUMENTS AND PROPERTY CORNERS ARE TO BE PROTECTED, SAFEGUARDED AND PRESERVED. ANY RIGHT-OF-WAY OR PROPERTY CORNERS THAT ARE DISTURBED BY CONTRACTOR'S OPERATIONS SHALL BE REPLACED BY A NYS LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE.

**EXISTING DRAINAGE FACILITIES**

- THE CONTRACTOR SHALL BECOME ACQUAINTED WITH THE DRAINAGE CHARACTERISTICS OF THE AREA IN ORDER TO PROGRESS WORK EFFICIENTLY WITH FULL KNOWLEDGE OF THE POTENTIAL DRAINAGE PROBLEMS.
- THE CONTRACTOR SHALL ENSURE ALL EXISTING DRAINAGE SYSTEMS, INCLUDING CATCH BASINS AND CULVERTS, ARE KEPT CLEAN AND FREE FLOWING FOR THE DURATION OF THE CONTRACT, AT NO COST TO THE CITY (UNLESS OTHERWISE SPECIFIED).

**UTILITIES**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND MAINTAINING SERVICE OF ALL UTILITIES ENCOUNTERED IN THE WORK AREA. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL DISRUPTIONS TO UTILITY SERVICE CAUSED BY THE CONTRACTOR'S OPERATIONS. DAMAGE TO EXISTING UTILITIES AND APPURTENANCES RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED, AT THE CONTRACTOR'S SOLE EXPENSE, TO THE OWNER'S SATISFACTION OR AS ORDERED BY THE ENGINEER.
- IN THE EVENT THE CONTRACTOR DAMAGES AN EXISTING UTILITY SERVICE, CAUSING AN INTERRUPTION IN SAID SERVICE, THE CONTRACTOR SHALL IMMEDIATELY BEGIN WORK TO RESTORE SERVICE AND SHALL NOT CEASE SUCH WORK UNTIL SERVICE IS RESTORED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES, INCLUDING STREET LIGHTING CONDUITS, TRAFFIC SIGNAL CONDUITS ETC. PRIOR TO DRIVING SIGN POSTS OR EXCAVATING WITHIN THE LIMITS OF THE CONTRACT. THE COST OF REPAIRING DAMAGE TO CONDUITS, CONDUCTORS AND APPURTENANCES SHALL BE PAID FOR BY THE CONTRACTOR.
- THE APPROXIMATE LOCATION OF THE UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY THE TRUE LOCATION BEFORE COMMENCING WORK. THE UTILITY LOCATION QUALITY LEVEL DEFINITION SHOWN ON THESE PLANS DEFINED AS FOLLOWS:  
 QUALITY LEVEL C - RECORD INFORMATION PROVIDED BY UTILITY OWNERS WAS PLOTTED ON THE CONTRACT PLANS. DEPTHS WERE NOT FIELD VERIFIED. PHYSICAL SURFACE FEATURES LIKE MANHOLES, VALVE BOXES AND HYDRANTS HAVE BEEN FIELD LOCATED.

**SIGNS**

- ALL SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR AND AS DIRECTED BY THE ENGINEER.
- IF EXISTING SIGNS ARE DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL SUPPLY A NEW SIGN, MEETING THE SAME STANDARD, AT NO COST TO THE OWNER.

**RIGHT OF WAY**

- ALL WORK TO BE PERFORMED UNDER THIS CONTRACT WILL BE WITHIN THE PUBLIC RIGHT-OF-WAY (ROW) IN ACCORDANCE WITH SECTION 105-15 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR IS TO ASSURE HIMSELF THAT ALL WORK IS BEING PERFORMED WITHIN THE ROW, INCLUDING BUT NOT LIMITED TO VEHICLE ACCESS; STORAGE OF EQUIPMENT, MATERIALS, DEBRIS AND WASTE; LANDSCAPING; VEGETATION REMOVAL AND MANAGEMENT; GRADING, SEEDING AND THE INSTALLATION OF TURF; AND THE INSTALLATION OF ANY FENCES OR PROTECTIVE BARRIER.
- IF CONTRACTOR IS UNABLE TO IDENTIFY THE LIMITS OF THE RIGHTS-OF-WAY WHEN THE CONTRACT CALLS FOR WORK IN THOSE VICINITIES, THE CONTRACTOR MUST CONTACT THE ENGINEER IN CHARGE FOR DEFINITIVE BOUNDARY DETERMINATIONS BEFORE ANY WORK MAY BE INITIATED AT THOSE LOCATIONS (STANDARD SPECIFICATIONS SECTIONS 105-10 AND 625).
- IN ACCORDANCE WITH SECTION 105-15 OF THE STANDARD SPECIFICATIONS, RELEASES FOR ANY NON-ESSENTIAL CONTRACT WORK OUTSIDE OF THE EXISTING RIGHTS-OF-WAY, INCLUDING PLANTINGS, LANDSCAPING OR DRIVEWAY ENHANCEMENT, WILL BE PROVIDED BY THE PROJECT ENGINEER AND IN NO INSTANCE ARE TO BE SECURED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT INVADE UPON PRIVATE PROPERTIES, LANDS OR BUILDINGS OUTSIDE OF THE RIGHTS-OF-WAY FOR ANY REASON WITHOUT FIRST SECURING WRITTEN PERMISSION FROM THE PROPERTY OWNER (STANDARD SPECIFICATIONS SECTION 105-15).
- THE CONTRACTOR WILL BE HELD LIABLE FOR ANY DAMAGES DONE. ANY SUCH INJURIES OR DAMAGES SHALL BE SATISFACTORILY REPAIRED OR ITEMS REPLACED AT THE CONTRACTOR'S EXPENSE (STANDARD SPECIFICATIONS SECTION 107-08).

**DISPOSAL OF CONSTRUCTION AND DEMOLITION DEBRIS**

- THERE ARE NO AREAS WITHIN THE CONTRACT LIMITS AVAILABLE FOR DISPOSAL OF DEBRIS.

**TEMPORARY SOIL EROSION AND SEDIMENT CONTROL NOTES**

- THROUGHOUT THE DURATION OF THE CONTRACT, CONTRACTOR SHALL PROTECT ALL WATER COURSES FROM WATER BORNE SEDIMENT OR POLLUTANTS ORIGINATING FROM ANY WORK DONE IN SUPPORT OF THIS PROJECT.
- IN ACCORDANCE WITH SECTIONS 107-12 AND 209-3.01 OF THE NYS DOT STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL DESIGNATE AN EROSION AND SEDIMENT CONTROL SUPERVISOR FOR THE PROJECT. THE SUPERVISOR SHALL BE RESPONSIBLE FOR IMPLEMENTING THE EROSION AND SEDIMENT CONTROL MEASURES AND FOR INSPECTING AND MAINTAINING THE CONTROL MEASURES. THE NAME AND QUALIFICATIONS (TRAINING AND EXPERIENCE) OF THIS INDIVIDUAL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING EARTHWORK.
- EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SOIL DISTURBANCE FOR WHICH THEY ARE INTENDED AND SHALL REMAIN IN PLACE UNTIL SOILS ARE PERMANENTLY STABILIZED.
- NO WET OR FRESH CONCRETE, LEACHATE, MATERIAL, OR DEBRIS SHALL BE ALLOWED TO ESCAPE INTO A WATER BODY OR WETLAND, NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS OR OTHER DEVICES BE ALLOWED TO ENTER WATER BODY OR WETLAND. ANY MATERIAL OR DEBRIS ACCIDENTALLY DROPPED INTO THE CHANNEL SHALL BE IMMEDIATELY AND COMPLETELY REMOVED AND DEPOSITED IN AN UPLAND AREA.
- THE CONTRACTOR SHALL COVER TEMPORARY STOCKPILES OF ERODIBLE MATERIAL (SUCH AS TOPSOIL OR EARTH FILL) WITH POLY SHEETING, OR RING THE STOCKPILES WITH SILT FENCE TO CONTROL EROSION. POLY SHEETING SHALL COMPLETELY COVER THE STOCKPILE AND BE SECURELY ANCHORED AT ALL TIMES. ANY POLY SHEETING OR SILT FENCE THAT IS DAMAGED SHALL BE PROMPTLY REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER. RINGED STOCKPILES EXPOSED OR EXPECTED TO BE EXPOSED FOR LONGER THAN 7 CALENDAR DAYS SHALL IMMEDIATELY BE STABILIZED WITH APPROPRIATE MEASURES. THE COST OF COVERING AND RINGING/STABILIZING STOCKPILES SHALL BE INCLUDED IN THE PRICE BID FOR THE CORRESPONDING STOCKPILED MATERIAL.

**EMERGENCY REPAIRS**

- THE CONTRACTOR SHALL PROVIDE THE LOCAL POLICE THE NAME, ADDRESS AND TELEPHONE NUMBER OF A PERSON OR PERSONS AUTHORIZED OUTSIDE THE NORMAL CONTRACT WORKING HOURS TO SECURE AND USE LABOR, MATERIAL AND EQUIPMENT FOR EMERGENCY REPAIRS TO MAKE SAFE THE ENTIRE AREA OF THE CONTRACT. DUPLICATE COPIES OF SUCH NOTICES SHALL BE FILED WITH THE RESIDENT ENGINEER, AND CITY OF PLATTSBURGH.

**CONCRETE MANAGEMENT NOTES**

- STORE CONCRETE, GROUT, AND MORTAR UNDER COVER AND AWAY FROM DRAINAGE AREAS.
- CONCRETE TRUCKS AND TRANSFER CHUTES MAY BE WASHED OUT ON-SITE IN AN AREA APPROVED BY THE EIC. UTILIZE A CONCRETE WASHOUT TO COLLECT ALL WASH WATER AND CONCRETE WASTE.
- THE WASHOUT AREA SHALL BE LOCATED AWAY FROM STORM DRAINS, OPEN DITCHES OR WATER BODIES.
- UPON COMPLETION OF THE CONCRETE WORK, BREAK UP, REMOVE, AND HAUL AWAY SOLID CONCRETE THAT HAS ACCUMULATED IN THE WASHOUT.
- PREVENT WET OR FRESH CONCRETE OR LEACHATE FROM REACHING WATERS OF NYS. DO NOT WASH CONCRETE TRUCKS, MIXERS, OR ANY OTHER DEVICES AT A LOCATION THAT LEADS TO WATERS OF NYS.

**FUEL AND EQUIPMENT STORAGE NOTES**

- ALL CONSTRUCTION MATERIALS AND EQUIPMENT SHALL BE STORED IN AN AREA APPROVED BY THE ENGINEER.
- FUEL STORAGE SHALL BE CONDUCTED IN ACCORDANCE WITH APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
- ON SITE VEHICLE AND EQUIPMENT FUELING SHOULD ONLY OCCUR IN A DESIGNATED FUEL STORAGE AREA. SUBSTITUTE LOCATIONS MAY BE USED SUBJECT TO APPROVAL BY THE ENGINEER.
- VEHICLE AND EQUIPMENT FUELING (INCLUDING FUELING OF HAND HELD EQUIPMENT) SHALL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING:
  - AWAY FROM STORM DRAIN INLETS, DRAINAGE FACILITIES, OR WATERCOURSES.
  - WITHIN A BERMED AREA TO PREVENT RUN-ON, RUNOFF, AND TO CONTAIN SPILLS.
  - STORE PORTABLE FUEL CONTAINERS FOR HAND HELD EQUIPMENT IN A TUB OR EQUIVALENT DEVICE TO AVOID SPILLS AND LEAKS.
  - USE SECONDARY CONTAINMENT TECHNIQUES FOR FUELING OF HAND HELD OR PORTABLE EQUIPMENT, SUCH AS DRAIN PANS OR DROP CLOTHS TO CATCH SPILLS OR LEAKS.
  - SIGNAGE THAT FUEL TANKS SHOULD NOT BE "TOPPED OFF". AN ADEQUATE SUPPLY OF SPILL CLEAN UP MATERIALS SHALL BE READILY ACCESSIBLE TO ALL FUELING ACTIVITIES.

**ASBESTOS**

- ALL SITES HAVE BEEN SCREENED FOR THE PRESENCE OF ASBESTOS CONTAINING MATERIALS. NONE WERE FOUND BUT MAY STILL EXIST. IF THE CONTRACTOR ENCOUNTERS SUSPECT MATERIALS, NOTIFY THE ENGINEER IN CHARGE IMMEDIATELY. IF NECESSARY, SCREENING, TESTING, AND ABATEMENT WILL BE PERFORMED AND PAID UNDER FORCE ACCOUNT.



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 Plattsburgh, New York 12903  
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 Fax: 315-455-9667  
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LOCAL PEDESTRIAN SAFETY  
 ACTION PLAN  
 CITY OF PLATTSBURGH  
 CLINTON COUNTY, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO:	A54.001.001	
DATE:	MARCH 2022	
DRAWN BY:	MNG	
DESIGNED BY:	KAN	
CHECKED BY:	TEH	

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

GENERAL  
 NOTES

GNN-1

SHEET 3 OF 16

Mar 08, 2022 - 1:25pm  
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TABLE OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	QUANTITIES	
			PROP.	AS-BUILT
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	41	
203.03	EMBANKMENT IN PLACE	CY	5	
206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	LF	85	
304.12	SUBBASE COURSE, TYPE 2	CY	20	
404.000011	PLANT PRODUCTION QUALITY ADJUSTMENT TO WMA ITEMS	QU	1	
404.098201	9.5 F2 TOP COURSE WMA, 80 SERIES COMPACTION	TON	2	
404.258901	25 F9 BINDER COURSE WMA, 80 SERIES COMPACTION	TON	3	
404.378901	37.5 F9 BASE COURSE WMA, 80 SERIES COMPACTION	TON	9	
407.0102	DILUTED TACK COAT	GAL	43	
418.7603	ASPHALT PAVEMENT JOINT ADHESIVE	LF	194	
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY	11	
608.21000003	CAST IRON EMBEDDED DETECTABLE WARNING UNITS	SY	13	
609.04	CAST-IN-PLACE CONCRETE CURB (AS DETAILED)	LF	89	
610.16010020	TURF ESTABLISHMENT - PERFORMANCE	SY	36	
619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	NEC	
619.04	TYPE III CONSTRUCTION BARRICADE	EA	28	
619.1613	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT C)	INTM	2	
625.01	SURVEY OPERATIONS	LS	NEC	
635.0103	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LINES	LF	3405	
645.81	TYPE A SIGN POSTS	EA	1	
645.85	POLE MOUNTED SIGN SUPPORT SYSTEM (BAND MOUNTED)	EA	2	
647.31	RELOCATE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SQUARE FEET)	EA	1	
647.61	REMOVE AND DISPOSE GROUND MOUNTED TYPE A SIGN SUPPORT(S), FOUNDATIONS, AND ANY ATTACHED SIGNS - SIZE I (UNDER 30 SF)	EA	1	
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	3.2	
680.510501	PULLBOX - RECTANGULAR, 26" X 18", REINFORCED CONCRETE	EA	3	
680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2 NPS	LF	85	
680.520108	CONDUIT, METAL STEEL, ZINC COATED, 3 NPS	LF	430	
680.53	CONDUIT JACKING OR BORING	LF	430	
680.6708	TRAFFIC SIGNAL POLE POST TOP MOUNT, 8 FEET MOUNTING HEIGHT	EA	8	
680.730714	SIGNAL CABLE 7 CONDUCTORS, 14 AWG	LF	2040	
680.78010005	ALTER PULLBOX FOR CONDUITS	EA	5	
680.813103	PEDESTRIAN SIGNAL SECTION - TYPE 1, 12 INCH	EA	32	
680.813105	PEDESTRIAN SIGNAL MODULE - 12 INCH, BI-MODAL HAND/MAN SYMBOLS, LED	EA	16	
680.81330010	AUDIBLE PEDESTRIAN SIGNAL	EA	16	
680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EA	8	
680.81500010	PEDESTRIAN COUNTDOWN TIMER MODULE	EA	16	
680.8204	OVERHEAD SIGN ASSEMBLY, TYPE D	EA	2	
685.11120009	EPOXY REFLECTORIZED PAVEMENT STRIPES 20 MILS - HAND WORK	LF	2330	
697.03	FIELD CHANGE PAYMENT	DC	8000	
698.04	ASPHALT PRICE ADJUSTMENT	DC	100	
698.05	FUEL PRICE ADJUSTMENT	DC	100	
698.06	STEEL/IRON PRICE ADJUSTMENT	DC	100	
699.040001	MOBILIZATION	LS	NEC	



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**LOCAL PEDESTRIAN SAFETY  
 ACTION PLAN**  
 CITY OF PLATTSBURGH  
 CLINTON COUNTY, NEW YORK

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO:	A54.001.001	
DATE:	MARCH 2022	
DRAWN BY:	MNG	
DESIGNED BY:	KAN	
CHECKED BY:	TEH	

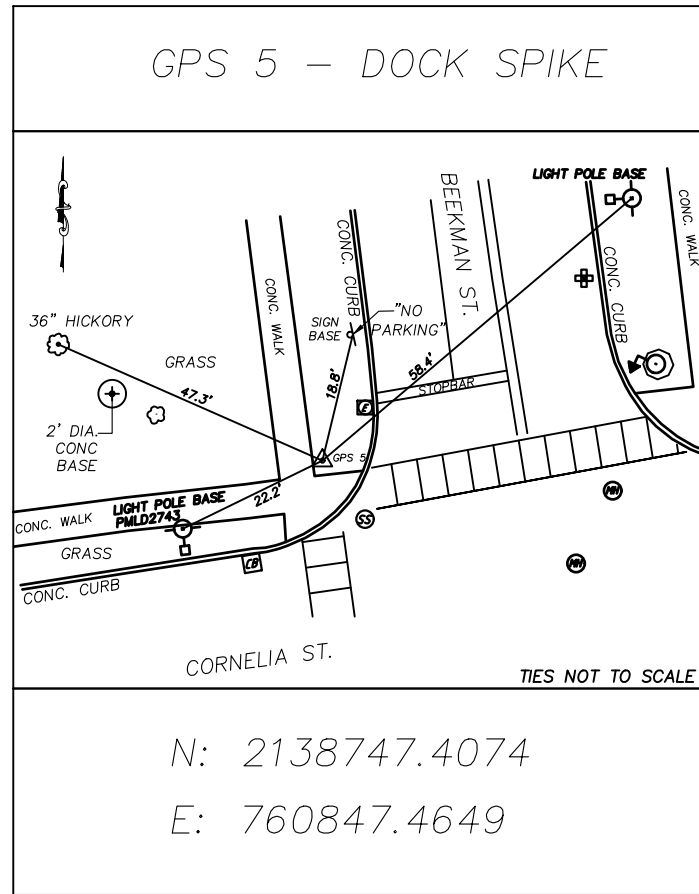
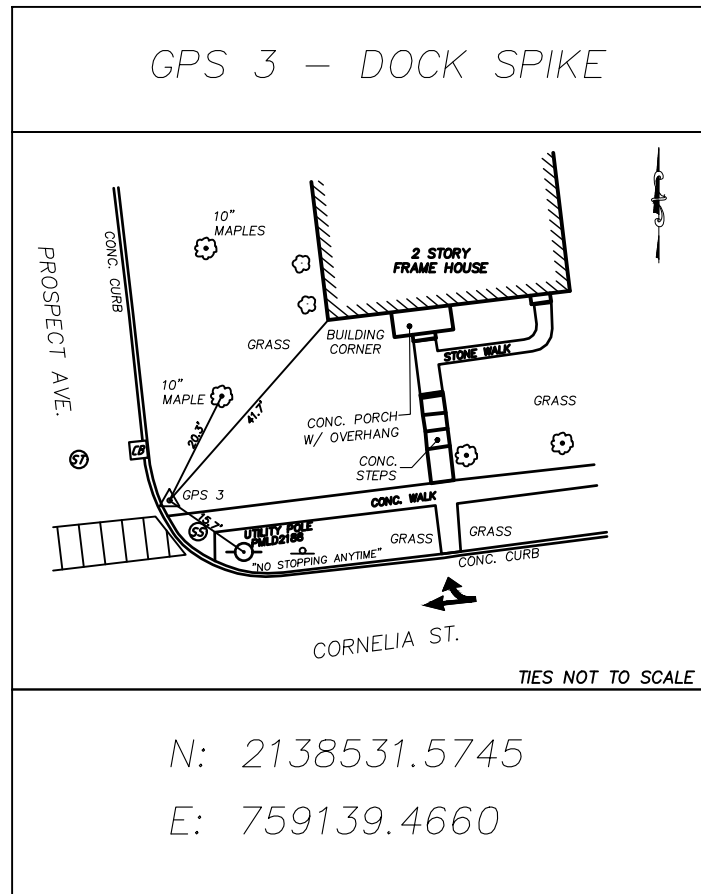
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**ESTIMATE OF  
 QUANTITIES**

**EQ-1**

SHEET 4 OF 16

Mar 08, 2022 - 1:25pm  
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**GENERAL NOTES:**

1. COORDINATES ARE REFERENCED TO NORTH AMERICAN DATUM OF 1983, (NAD83/ 2011), NEW YORK STATE PLANE COORDINATE SYSTEM EAST ZONE (3101).
2. THE VERTICAL DATUM REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988.
3. CONTOUR INTERVAL = 1 FOOT.
4. INFORMATION SHOWN HEREON IS FROM A FIELD SURVEY COMPLETED BY M.J. ENGINEERING AND LAND SURVEYING P.C. ON AUGUST 5TH THROUGH AUGUST 9TH, 2019.
5. UNDERGROUND UTILITIES SHOWN HEREON WERE LOCATED BASED ON VISIBLE EVIDENCE AT GROUND LEVEL ONLY AND DO NOT PURPORT TO SHOW ALL UTILITIES, ANY AND ALL UTILITIES SHOWN ARE SUBJECT TO VERIFICATION BY EXCAVATION.
6. UNAUTHORIZED ALTERATIONS OR ADDITION TO THIS SURVEY MAP IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW. COPIES OF THIS SURVEY MAP NOT BEARING THE LAND SURVEYORS SEAL AND SIGNED WITH INK SHALL NOT BE CONSIDERED TO BE VALID COPIES.
7. TRAFFIC SIGNAL CONDUITS AND DETECTION LOOPS WERE DERIVED FROM THE CITY'S RECORD PLANS AND ADDED TO THE BASE MAPPING BY C&S ENGINEERS IN FEBRUARY 2020.

BENCHMARK TABLE			
NO.	ELEV.	DESCRIPTION	INTERSECTION
BM 2	225.449'	X-CUT FIRE HYDRANT NHOA	CORNELIA STREET AND PROSPECT AVENUE
BM 3	172.327'	X-CUT FIRE HYDRANT EAST BOLT	CORNELIA STREET AND BEEKMAN STREET



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**BASELINE TIES &  
 BENCHMARKS**

**BLT-1**

SHEET 5 OF 16

**GENERAL NOTES**

1. ALL WORK ZONE TRAFFIC CONTROL SHALL FOLLOW THE SPECIFIC REQUIREMENTS OF THE NYS DOT STANDARD SPECIFICATIONS, SECTION 619, THE STANDARD SHEETS LISTED ON THE COVER SHEET, AND THE TYPICAL APPLICATIONS SHOWN ON DRAWINGS WZTC-2 AND WZTC-3.
2. THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGTH OF THE CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE CURRENT NYS DOT STANDARD SPECIFICATIONS, THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH THE NEW YORK STATE (NYS) SUPPLEMENT AND AS ORDERED BY THE RESIDENT ENGINEER.
3. THE TYPICAL DETAILS DEPICTED IN THE STANDARD SHEETS REFLECT THE MINIMUM REQUIREMENTS, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
4. PRIOR TO THE START OF ANY WORK OPERATIONS, ALL RELATED WORK FOR PROPOSED TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETE. THIS INCLUDES BUT IS NOT LIMITED TO, ALL SIGNS, SIGNALS, PAVEMENT MARKINGS, BARRIERS, DELINEATION (CONES, DRUMS, ETC.), FLAGGERS, PAVEMENT MODIFICATIONS, AND ANY OTHER RELATED WORK AS DIRECTED BY THE RESIDENT ENGINEER.
5. WEEDS, SHRUBBERY, CONSTRUCTION MATERIALS, EQUIPMENT, VEHICLES OR WORKERS SHALL NOT OBSCURE TRAFFIC CONTROL DEVICES OR OBSTRUCT TRAFFIC. THE CONTRACTOR SHALL BE REQUIRED TO TRIM ANY FOLIAGE OBSTRUCTING THE VISIBILITY OF ANY TRAFFIC CONTROL DEVICES WHETHER PERMANENT, TEMPORARY OR CONSTRUCTION.
6. THE CONTRACTOR SHALL COORDINATE ANY WORK WITH OTHER CONTRACTORS, UTILITY COMPANIES, OR MUNICIPALITIES IN ORDER TO ENSURE ALL TRAFFIC IS PROPERLY AND SAFELY MAINTAINED AND PROTECTED AT ALL TIMES.
7. PAYMENT FOR ALL WORK ZONE TRAFFIC CONTROL SHALL BE UNDER ITEM 619.01, WITH THE EXCEPTION OF TYPE III BARRICADES, WHICH SHALL BE PAID FOR UNDER ITEM 619.04.

**SIGNS**

1. ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE NATIONAL MUTCD WITH NYS SUPPLEMENT. THE LOCATIONS OF THE SIGNS SHOWN ON THE NYS DOT STANDARD SHEETS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO THE APPROVAL OF THE RESIDENT ENGINEER.
2. ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, A.O.B.E. BLANK COVERS USED TO COVER PORTIONS OF EXISTING SIGNS SHALL BE OF A COLOR AND REFLECTORIZED MATERIAL MATCHING THAT OF THE SIGN BEING PARTIALLY COVERED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO SIGNS CAUSED BY THE METHODS USED TO TEMPORARILY REMOVE, RELOCATE OR COVER SIGN PANELS OR SIGN TEXT, AT NO ADDITIONAL COST TO THE CITY. 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 CONSTRUCTION SIGNS SHALL BE MOUNTED ON NCHRP350 APPROVED TEMPORARY SIGN SUPPORTS UNLESS SHIELDED BY TEMPORARY CONCRETE BARRIER OR GUIDE RAIL, AND LOCATED BEYOND THE DEFLECTION DISTANCES.
5. IF CONSTRUCTION RELATED TRAFFIC CONGESTION BACKS UP BEYOND THE INSTALLED ADVANCE SIGN SEQUENCE, ADDITIONAL ADVANCE SIGNING SHALL BE PLACED IN ADVANCE OF THE CONGESTION. REFER TO SECTION 619-3.02(H)(5) OF THE STANDARD SPECIFICATIONS REGARDING THE USE OF "BE PREPARED TO STOP" SIGNS.
6. UNDER NO CIRCUMSTANCES SHALL A SIGN PANEL BE TRUNCATED OR TRIMMED SO THAT IT WILL NOT INTERFERE WITH TRAVEL WAY. IF THIS CONDITION EXISTS, THE RESIDENT ENGINEER WILL DIRECT THE CONTRACTOR TO RELOCATE THAT SIGN AS NOT TO CAUSE ANY OBSTRUCTION WITH THE TRAVEL WAY.
7. WARNING FLAGS ON SIGNS MAY BE USED TO INCREASE TARGET VALUE AND VISIBILITY OF WORK ZONE SIGNS DURING DAYLIGHT HOURS.

**DELINEATION AND GUIDING DEVICES**

1. WHERE POSSIBLE ALL DELINEATION AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2'-0" LATERAL CLEARANCE TO THE TRAVELED WAY.
2. DEFORMED OR DAMAGED CHANNELIZING DEVICES THAT DO NOT MAINTAIN APPEARANCE, COLOR AND REFLECTIVITY WILL BE EVALUATED FOR ACCEPTABILITY IN ACCORDANCE WITH THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) "QUALITY GUIDELINES FOR WORK ZONE TRAFFIC CONTROL DEVICES". AS THE CONDITION OF DEVICES DETERIORATES OVER TIME, THOSE THAT FALL BELOW THE MARGINAL CATEGORY SHALL BE REPLACED.

**LANE WIDTHS**

1. EXISTING LANE WIDTHS OF ROADWAYS SHOULD BE MAINTAINED THROUGH THE WORK ZONE TRAVELWAYS WHENEVER PRACTICAL. WHEN CONDITIONS REQUIRE A REDUCTION IN LANE WIDTH, THE MINIMUM WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE 10FT.

**CONTRACTOR VEHICLES**

1. VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S WORKERS SHALL NOT BE PARKED ON THE PAVEMENT OR SHOULDERS ALONG THE ROADWAY WHERE PARKING IS NOT NORMALLY PERMITTED.
2. VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED IN A MANNER WHICH OBSTRUCTS SIGNS, BARRIERS, BARRICADES, OTHER TRAFFIC CONTROL DEVICES.

**LANE CLOSURES**

1. THE CONTRACTOR SHALL START SHORT TERM LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT PROJECT AND TRAFFIC CONDITIONS PERMIT.
2. IF, IN THE OPINION OF THE ENGINEER, SHORT TERM LANE CLOSURES ARE CREATING EXCESSIVE DELAYS TO TRAFFIC OR ARE CREATING A SAFETY CONCERN DUE TO SLOW OR STOPPED TRAFFIC, AFFECTED LANE CLOSURES SHALL BE REMOVED AND THE ROADWAY OPENED TO TRAFFIC.
3. 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 NOT WITHIN THE PROJECT LIMITS.

**SIGNALIZED INTERSECTIONS**

1. WHEN LANE CLOSURE OPERATIONS AFFECT SIGNALIZED INTERSECTIONS, THE TRAFFIC SIGNAL SHALL BE TURNED OFF BEFORE PROCEEDING WITH THE FLAGGING OPERATION AND ANY EXISTING W3-3 SIGN COVERED.
2. THE CONTRACTOR MUST RETURN THE SIGNAL TO A 3-COLOR OPERATION AT THE END OF THE WORK OPERATION. IF THE SIGNAL DOES NOT RETURN TO 3-COLOR OPERATION, THE CONTRACTOR SHALL NOTIFY THE CITY OF UTICA AND MUST CONTINUE FLAGGING UNTIL THE DPW ARRIVES AND THE SIGNAL IS REPAIRED.

**FLAGGERS**

1. WHEN FLAGGERS ARE BEING USED FOR TRAFFIC CONTROL PURPOSES, FLAGGER SIGNS (#20-7) SHALL BE PLACED ON ALL APPROACHES TO THE AREAS BEING FLAGGED. THE COST OF FLAGGER SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL. FLAGGER SIGNS SHALL NOT BE USED FOR BRIEF PERIODS OF INCIDENTAL FLAGGING. FLAGGER SIGNS SHALL NOT BE VISIBLE WHEN FLAGGERS ARE NOT BEING USED.
2. STOP/SLOW PADDLES SHALL BE USED FOR FLAGGING AND SHALL CONFORM TO THE REQUIREMENTS IN THE MUTCD BUT SHALL BE A MINIMUM OF 2'-0". THE COST OF THESE PADDLES AND ALL FLAGGERS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL.
3. FLAGGERS SHALL NOT POSITION THEMSELVES DIRECTLY IN THE PATH OF ONCOMING TRAFFIC. THE FLAGGER SHOULD STAND EITHER ON THE SHOULDER ADJACENT TO THE TRAFFIC BEING CONTROLLED OR IN THE CLOSED/CHANNELIZED LANE. AT ALL TIMES, THE CONTRACTOR SHALL PROVIDE FLAGGERS WITH A CLEAR ESCAPE PATH, FREE OF PARKED VEHICLES, EQUIPMENT OR OTHER OBSTACLES.
4. THE CONTRACTOR SHALL PROVIDE FLAGGERS WHERE SIGHT DISTANCES ARE IMPAIRED BY THE OPERATION OR IN ANY OTHER SITUATION A.O.B.E.
5. FLAGGERS SHALL BE REQUIRED TO USE TWO-WAY RADIOS, WALKIE-TALKIES, OR OTHER FORMS OF ENHANCED COMMUNICATION WHEN ONE FLAGGER IS NOT VISIBLE TO THE OTHER OR IF THE ENGINEER DEEMS IT NECESSARY. ALL COSTS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01, BASIC WORK ZONE TRAFFIC CONTROL.
6. FLAGGERS SHALL USE THE FREE HAND FOR EMPHASIS AS SHOWN IN PART 6 OF THE MUTCD. EACH FLAGGER SHALL CONTROL NO MORE THAN ONE APPROACH OF TRAFFIC UNLESS THE APPROACHES PRESENT UNUSUALLY LOW SPEEDS AND/OR UNUSUALLY LOW VOLUMES, WITH ADEQUATE SIGHT DISTANCE FOR SAFE HANDLING OF TRAFFIC, AS DETERMINED BY THE ENGINEER.
7. FLAGGER STATIONS SHOULD BE VISIBLE FAR ENOUGH AHEAD TO PERMIT ALL VEHICLES TO STOP. THE FLAGGER SHOULD BE STATIONED FAR ENOUGH AHEAD OF THE WORK TO WARN THEM (FOR EXAMPLE WITH HORNS, WHISTLES, ETC.) OF APPROACHING DANGER, SUCH AS VEHICLES OUT OF CONTROL.
8. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE HIGHWAY WITHIN THE TEMPORARY TRAFFIC CONTROL ZONE, ADDITIONAL TRAFFIC CONTROL DEVICES AND FLAGGERS SHALL BE PROVIDED.

**BICYCLES AND PEDESTRIANS**

1. THE NEEDS AND CONTROL OF ALL ROAD USERS (MOTORISTS, BICYCLISTS, AND PEDESTRIANS) WITHIN THE HIGHWAY INCLUDING PERSONS WITH DISABILITIES IN ACCORDANCE WITH THE AMERICAN WITH DISABILITIES ACT OF 1990 (ADA) TITLE II, PARAGRAPH 35.130) THROUGH A WORK ZONE SHALL BE AN ESSENTIAL PART OF THE HIGHWAY CONSTRUCTION, UTILITY WORK, MAINTENANCE, AND THE MANAGEMENT OF TRAFFIC INCIDENTS.
2. THE CONTRACTOR SHALL PROVIDE, DELINEATE AND MAINTAIN A USABLE TRAVEL PATH FOR PEDESTRIANS AND BICYCLISTS EITHER THROUGH OR AROUND WORK ZONES FOR THE DURATION OF THIS PROJECT. THE TRAVEL PATH SHALL COMPLY WITH THE PROVISIONS OF THE ADA GUIDELINES AND NYS HIGHWAY LAW, SECTION 316. THE CONTRACTOR MAY UTILIZE ANY COMBINATION OF THE FOLLOWING TO PROVIDE THE USABLE TRAVEL PATH: EXISTING SIDEWALKS/SHOULDERS; TEMPORARY SIDEWALKS/SHOULDERS; FINAL SIDEWALKS/SHOULDERS; AND EXISTING OR TEMPORARY SIDEWALK CURB RAMPS. THE USABLE TRAVEL PATH SHALL BE CLEARLY MARKED AND STAGED BETWEEN INTERSECTING ROADS TO ENSURE SAFE PEDESTRIAN CROSSING AND ACCESSIBILITY. PEDESTRIAN ACCESS TO RESIDENTIAL AND COMMERCIAL PROPERTIES SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION. PAYMENT WILL BE MADE UNDER ITEM 619.01.
3. THE CONTRACTOR SHALL CONDUCT WORK OPERATIONS TO MINIMIZE THE INTERRUPTION OF PEDESTRIAN TRAFFIC. THE TEMPORARY STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS SHALL NOT BE PERMITTED ON ANY USABLE TRAVEL PATH THAT IS OPEN TO PEDESTRIAN TRAFFIC.
4. THE INSTALLATION OF TEMPORARY/FINAL SIDEWALK SHALL BE STAGED SO THAT WORK IS STARTED AND COMPLETED ON ONE SIDE OF THE ROAD PRIOR TO THE START OF WORK ON THE OPPOSITE SIDE OF THE ROAD. WHEN A SECTION OF THE SIDEWALK/USABLE TRAVEL PATH MUST BE CLOSED AND PEDESTRIAN TRAFFIC IS SHIFTED TO THE SIDEWALK/USABLE TRAVEL PATH ON THE OPPOSITE SIDE OF THE ROAD, PEDESTRIANS SHALL BE DIRECTED TO CROSS AT THE NEXT AVAILABLE INTERSECTION.

**NIGHTTIME CONSTRUCTION**

1. NO NIGHT WORK WILL BE ALLOWED UNLESS PRIOR APPROVAL IS GIVEN BY THE CITY. ADDITIONAL WORK ZONE TRAFFIC CONTROL WILL BE REQUIRED INCLUDING THE ADDITION OF REFLECTIVE MATERIALS AND LIGHTING.

**PAVEMENT MARKINGS**

1. EXISTING MARKINGS, LETTERS AND SYMBOLS WILL BE RE-APPLIED AS NECESSARY, A.O.B.E. PAVEMENT MARKINGS THAT HAVE BEEN OBLITERATED BY THE OPERATION OF UTILITY COMPANIES SHALL BE MAINTAINED AS ORDERED BY THE RESIDENT ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 619.01.

**NYS DOT STANDARD SHEETS/TEMPORARY TRAFFIC CONTROL**

1. THE CONTRACTOR SHALL PROVIDE APPROPRIATE WZTC USING THE NYS DOT STANDARD SHEETS LISTED ON THE COVER SHEET.
2. INGRESS AND EGRESS OF CONTRACTOR'S TRUCKS AND EQUIPMENT MAY REQUIRE SPOTTERS AND FLAGGERS A.O.B.E.
3. MOST WORK CAN BE ACCOMPLISHED WITH DAILY INTERSECTION LANE CLOSURES PER NYS DOT STANDARD SHEET 619-61.
4. IF THE CONTRACTOR'S OPERATIONS ENCR OACH INTO AN INTERSECTING STREET, UTILIZE SIDEWALK AND SHOULDER CLOSURES, FOLLOWED BY LANE CLOSURES WITH FLAGGERS, AS APPROPRIATE. WORK NEAR INTERSECTIONS SHALL REQUIRE ADDITIONAL WZTC PER STANDARD SHEET 619-61.
5. IF SIDEWALK CLOSURES AND DETOURS CANNOT BE PROVIDED THE CONTRACTOR SHALL EMPLOY A SPOTTER TO ESCORT PEDESTRIANS THROUGH THE ACTIVE WORK AREA. PROVIDE A DELINEATED TRAVERSIBLE PATH DURING NON-WORKING HOURS.

**PUBLIC ACCESS**

1. ACCESS TO RESIDENTIAL AND COMMERCIAL DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES, UNLESS OTHER AGREEMENTS SUITABLE TO THE OWNERS, CAN BE MADE. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVE. THE CONTRACTOR SHALL MAINTAIN ACCESS TO COMMERCIAL DRIVEWAYS AT ALL TIMES WHEN A FACILITY IS IN USE. FOR MULTIPLE ACCESS PROPERTIES, ONLY ONE DRIVEWAY MAY BE CLOSED AT ONE TIME. 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. THE MATERIAL SHALL CONSIST OF CRUSHED STONE OR ASPHALT CONCRETE, WHICHEVER IS DEEMED MORE APPROPRIATE FOR THE CIRCUMSTANCES, A.O.B.E. PLASTIC DRUMS OR OTHER APPROVED TRAFFIC CONTROL DEVICES SHALL BE USED TO DELINEATE THE DRIVEWAY AND TO CONTROL ACCESS DURING NON-WORKING HOURS.



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 ACTION PLAN**  
 CITY OF PLATTSBURGH  
 CLINTON COUNTY, NEW YORK

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CHECKED BY:	TEH

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**WORK ZONE  
 TRAFFIC CONTROL  
 NOTES**

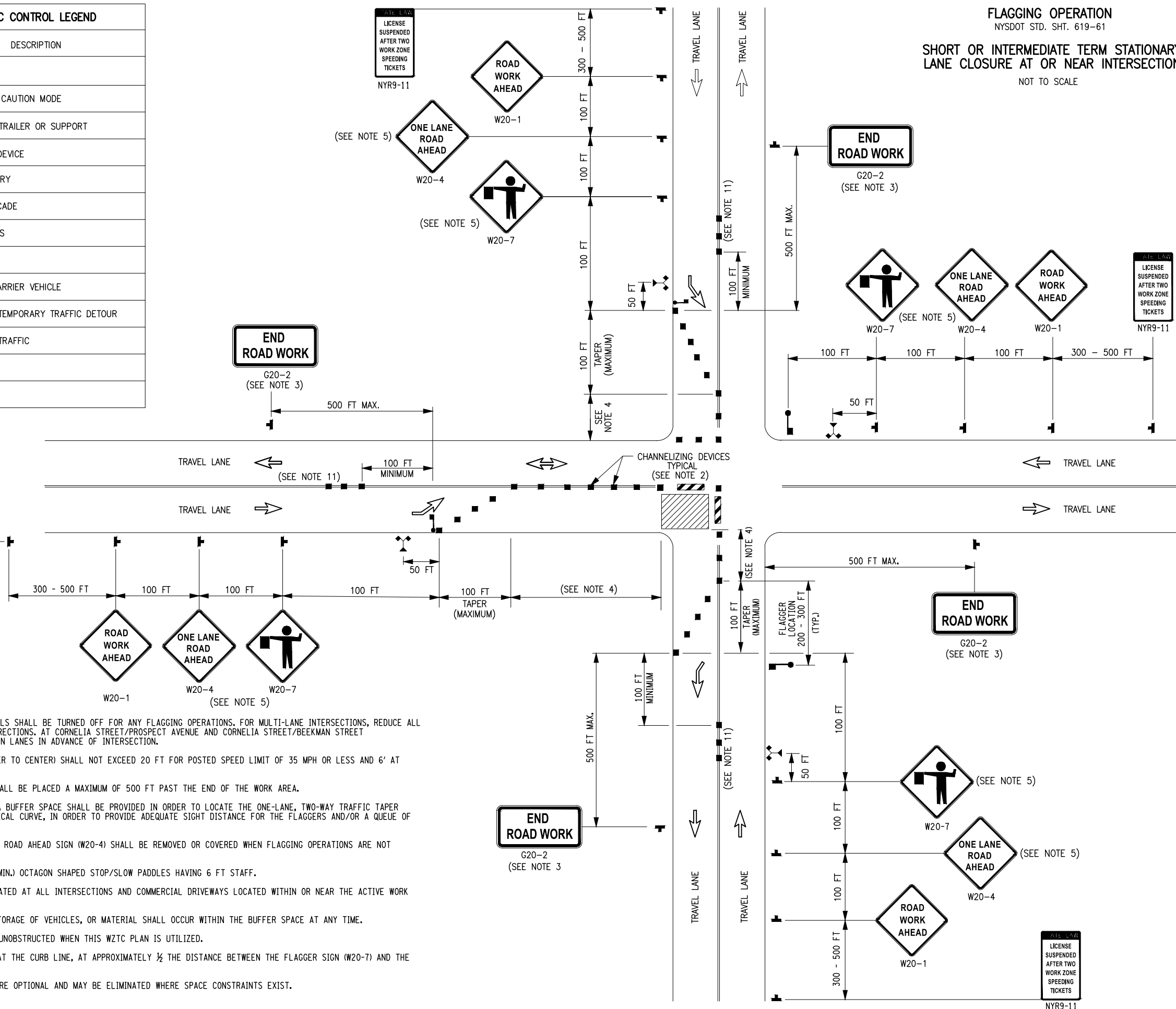
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SHEET 6 OF 16

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WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL TRAILER OR SUPPORT
	CHANNELIZING DEVICE
	SIGN, TEMPORARY
	TYPE III BARRICADE
	WARNING LIGHTS
	WORK SPACE
	SHADOW OR BARRIER VEHICLE
	DIRECTION OF TEMPORARY TRAFFIC DETOUR
	DIRECTION OF TRAFFIC
	FLAGGER
	FLAG TREE

**FLAGGING OPERATION**  
 NYSDOT STD. SHT. 619-61  
**SHORT OR INTERMEDIATE TERM STATIONARY**  
**LANE CLOSURE AT OR NEAR INTERSECTION**  
 NOT TO SCALE



- NOTES:
1. AT SIGNALIZED INTERSECTIONS, SIGNALS SHALL BE TURNED OFF FOR ANY FLAGGING OPERATIONS. FOR MULTI-LANE INTERSECTIONS, REDUCE ALL APPROACHES TO ONE LANE IN ALL DIRECTIONS. AT CORNELIA STREET/PROSPECT AVENUE AND CORNELIA STREET/BEEKMAN STREET INTERSECTIONS, CLOSE OFF LEFT TURN LANES IN ADVANCE OF INTERSECTION.
  2. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 20 FT FOR POSTED SPEED LIMIT OF 35 MPH OR LESS AND 6' AT INTERSECTIONS AND DRIVEWAYS.
  3. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500 FT PAST THE END OF THE WORK AREA.
  4. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
  5. FLAGGER SIGN (W20-7) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED OR COVERED WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
  6. ALL FLAGGERS SHALL USE 24 INCH (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6 FT STAFF.
  7. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
  8. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
  9. SIDEWALKS SHALL REMAIN OPEN AND UNOBSTRUCTED WHEN THIS WZTC PLAN IS UTILIZED.
  10. THE FLAG TREE SHALL BE LOCATED AT THE CURB LINE, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7) AND THE FLAGGER.
  11. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.



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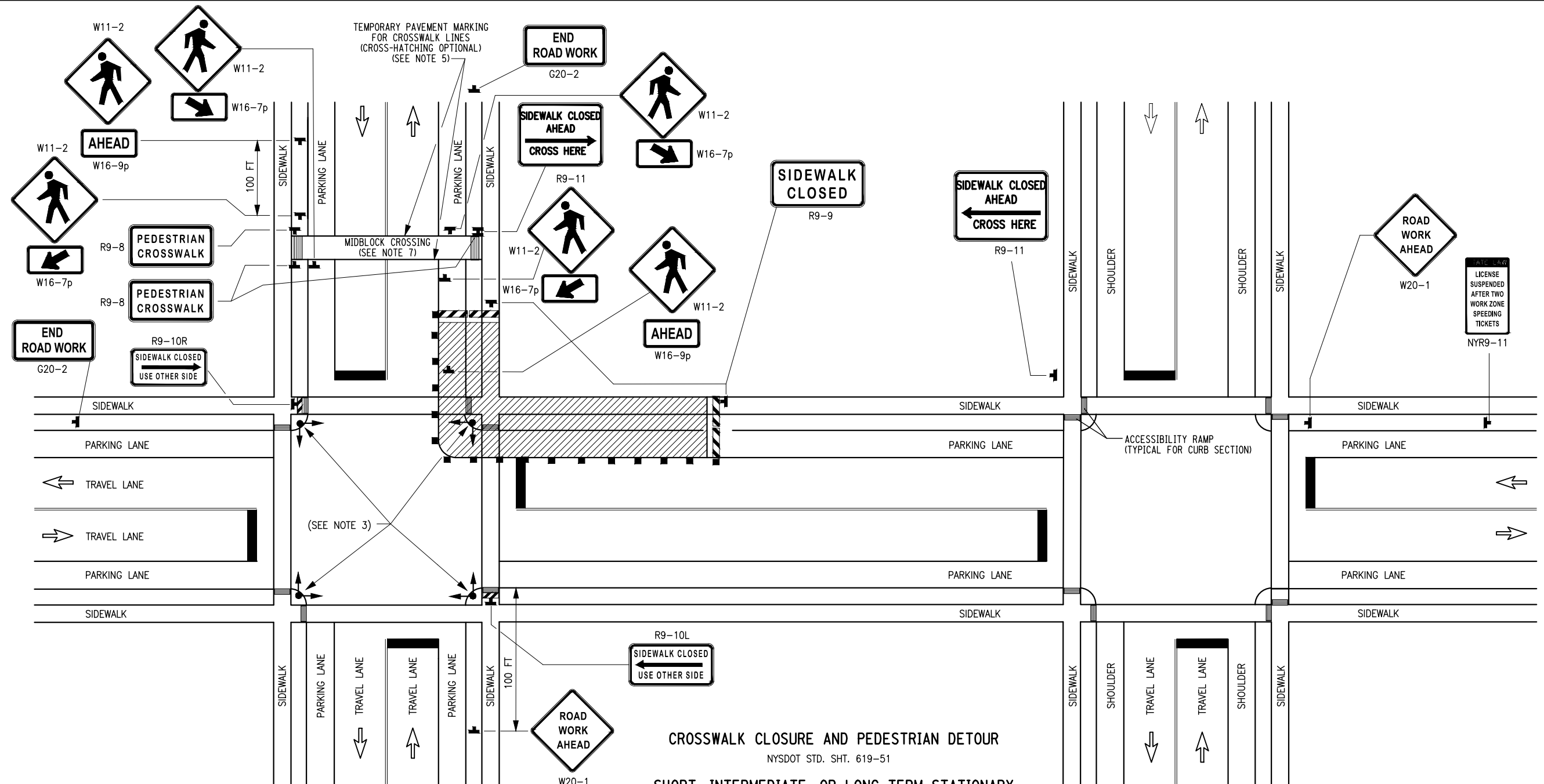
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**WORK ZONE**  
**TRAFFIC**  
**CONTROL PLAN**

**WZTC-2**

SHEET 7 OF 16

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**CROSSWALK CLOSURE AND PEDESTRIAN DETOUR**  
 NYSDOT STD. SHT. 619-51  
**SHORT, INTERMEDIATE, OR LONG TERM STATIONARY**  
**CROSSWALK CLOSURE ON 2-LANE 2-WAY ROADWAY**  
 NOT TO SCALE

- NOTES:
- MIDBLOCK CROSSING AND INTERSECTION CROSSING ARE TWO DIFFERENT SOLUTIONS, BUT SHOWN ON THE SAME DETAIL AS OPTIONS.
  - WHEN CROSSWALKS OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY.
  - CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FT IN ADVANCE OF THE MID-BLOCK CROSSWALK.
  - PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR DEACTIVATED.
  - FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS. ILLUMINATION LEVEL 2 ARE REQUIRED FOR R9-8, R9-10 AND R9-11 SIGNS PER SECTION 619 OF THE STANDARD SPECIFICATIONS.
  - FOR LONG-TERM STATIONARY WORK, THE DOUBLE YELLOW CENTERLINE AND/OR LANE LINES SHALL BE COVERED BETWEEN THE TEMPORARY CROSSWALK LINES.
  - AREA SHALL BE RECONSTRUCTED TO BE ACCESSIBLE TO PEDESTRIANS.
  - ALL MID-BLOCK CROSSINGS REQUIRE THE APPROVAL OF THE CITY DPW.
  - TYPE III BARRICADES MAY BE SUBSTITUTED FOR TYPE II BARRICADES AS PER 619 STANDARD SPECIFICATIONS.
  - ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGN (W5-4) MAY BE REQUIRED.

WORK ZONE TRAFFIC CONTROL LEGEND			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	ARROW PANEL		WORK SPACE
	ARROW PANEL, CAUTION MODE		SHADOW OR BARRIER VEHICLE
	ARROW PANEL TRAILER OR SUPPORT		DIRECTION OF TEMPORARY TRAFFIC DETOUR
	CHANNELIZING DEVICE		DIRECTION OF TRAFFIC
	SIGN, TEMPORARY		FLAGGER
	TYPE III BARRICADE		FLAG TREE
	WARNING LIGHTS		



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**LOCAL PEDESTRIAN SAFETY**  
**ACTION PLAN**  
 CITY OF PLATTSBURGH  
 CLINTON COUNTY, NEW YORK

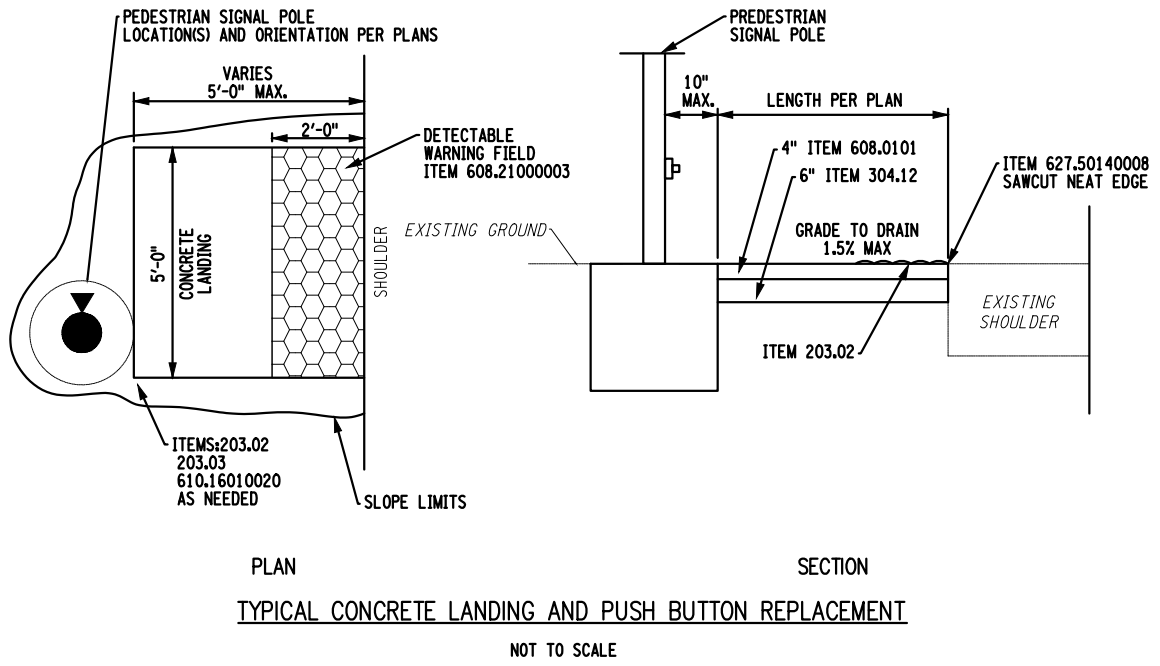
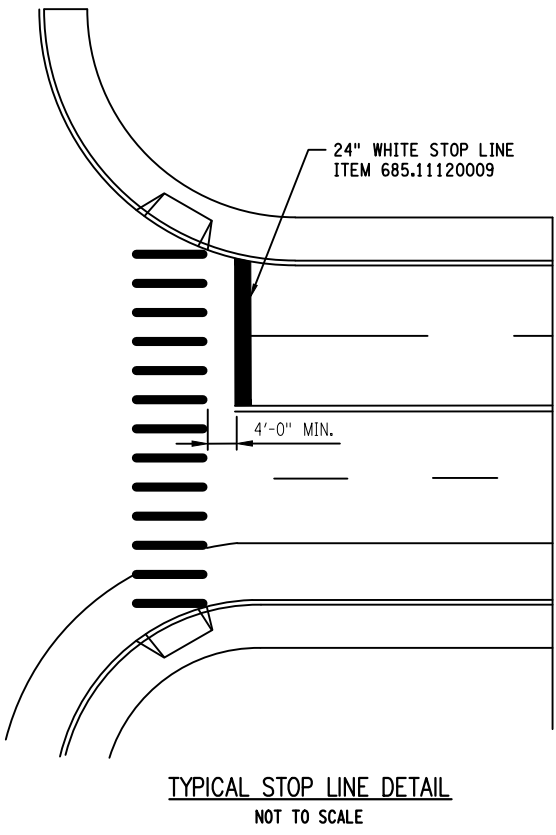
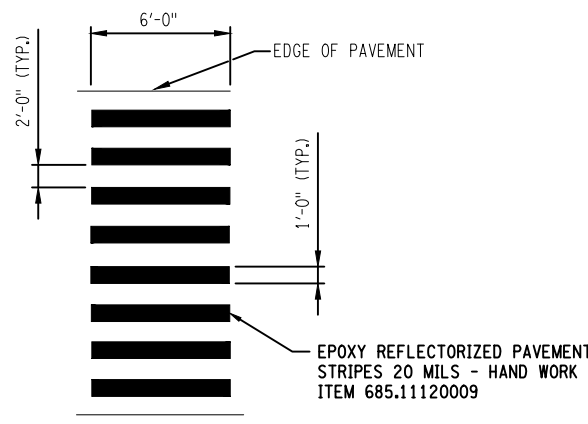
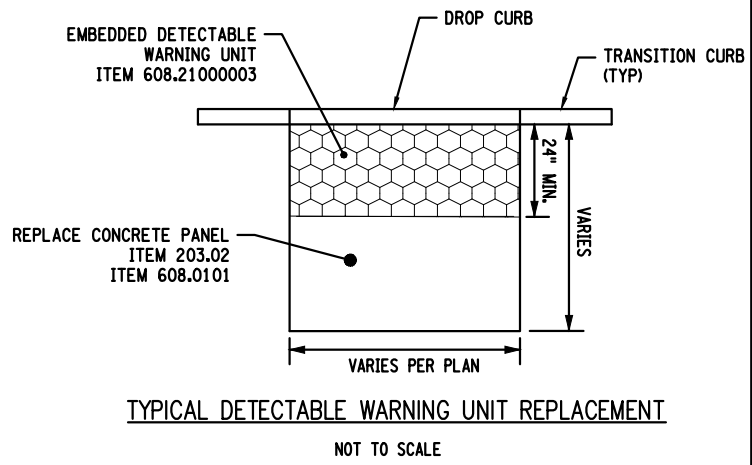
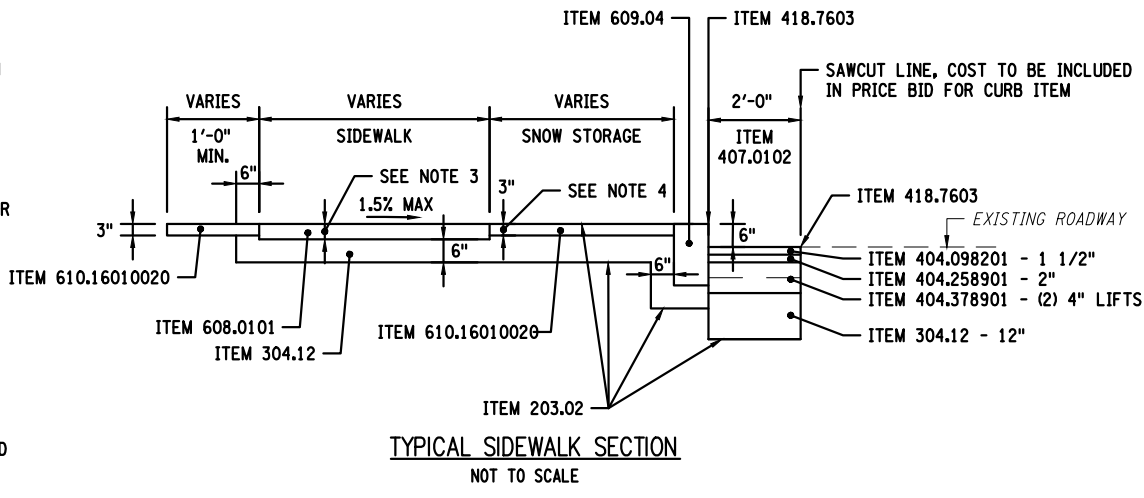
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**WORK ZONE**  
**TRAFFIC**  
**CONTROL PLAN**



**NOTES:**

1. THE CONTRACTOR SHALL INSTALL NEW SIDEWALK, CURB RAMPS, AND CAST IRON EMBEDDED DETECTABLE WARNING UNITS THAT MEET ADA STANDARDS, AS SHOWN ON THE PLANS. THE NEW SIDEWALK SHALL CONNECT FLUSH TO THE EXISTING SIDEWALKS.
2. CURB RAMPS SHALL BE BUILT TO AND FOLLOW THE NYSDOT 608-01 STANDARD SHEETS.
3. THE SIDEWALK DEPTH SHALL BE 6" FOR RADIUS SLABS AND 4" FOR ALL OTHER SLABS.
4. ITEM 610.16010020 SHALL BE USED ADJACENT TO NEW SIDEWALK TO MATCH EXISTING CONDITIONS.
5. PEDESTRIAN POLES SHALL BE INSTALLED ADJACENT TO SIDEWALKS AND LANDINGS.
6. SEE DWGS. CRD-1 TO CRD-2 FOR CURB RAMP LAYOUTS.
7. THE DETAILS AND DIMENSIONS PROVIDED ARE APPROXIMATE TO ACHIEVE ADA COMPLIANT RAMPS. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND GRADES TO ENSURE COMPLIANCE WITH ADA REQUIREMENTS. SEE STANDARD SHEET 608-01 FOR CROSS SLOPE REQUIREMENTS ON ALL SIDEWALKS AND RAMPS.
8. IF LAYOUTS REQUIRE ADJUSTMENT DUE TO FIELD CONDITIONS, NOTIFY ENGINEER IMMEDIATELY.
9. SIDEWALK REMOVALS SHALL END AT AN EXISTING JOINT.
10. ARROWS ON RAMPS REPRESENT DOWN GRADE DIRECTION. SEE STANDARD SHEET 608-01 FOR RUNNING SLOPE REQUIREMENTS OF A CURB RAMP.
11. USE RADIAL CAST IRON DETECTABLE WARNING UNITS IF MANUFACTURED AT THE RADIUS OF THE CURB ABUTTING THE UNIT. DETECTABLE WARNING FIELDS COMPRISED OF CUT AND SPLICED SECTIONS SHALL NOT BE PERMITTED.
12. AREAS OF PERMANENT SIDEWALK REMOVAL ARE TO BE RESTORED WITH ITEM 610.16010020. IN GRASS AREAS, THE PERIMETER AREA AT PROPOSED SIDEWALK REMOVAL AND REPLACEMENT SHALL BE RESTORED WITH A 2'-0" STRIP OF ITEM 610.16010020.
13. ALL DETECTABLE WARNING SURFACES SHALL BE 2'-0" BY 5'-0" MINIMUM.
14. NEW CURB SHALL BE FLUSH ACROSS CURB RAMP.
15. THE EXCAVATION DEPTH WILL BE THE DEPTH FROM THE TOP OF ROAD TO THE TOP OF EXISTING SUBBASE. ALL EXISTING PAVEMENT LAYERS ARE TO BE REMOVED AND REPLACED WITH ITEM 304.12.



**TYPICAL LADDER BAR TYPE L CROSSWALK DETAIL**  
NOT TO SCALE

**TYPICAL STOP LINE DETAIL**  
NOT TO SCALE



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**LOCAL PEDESTRIAN SAFETY ACTION PLAN**  
CITY OF PLATTSBURGH  
CLINTON COUNTY, NEW YORK

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**MISCELLANEOUS DETAILS**

**MD-1**

SHEET 9 OF 16

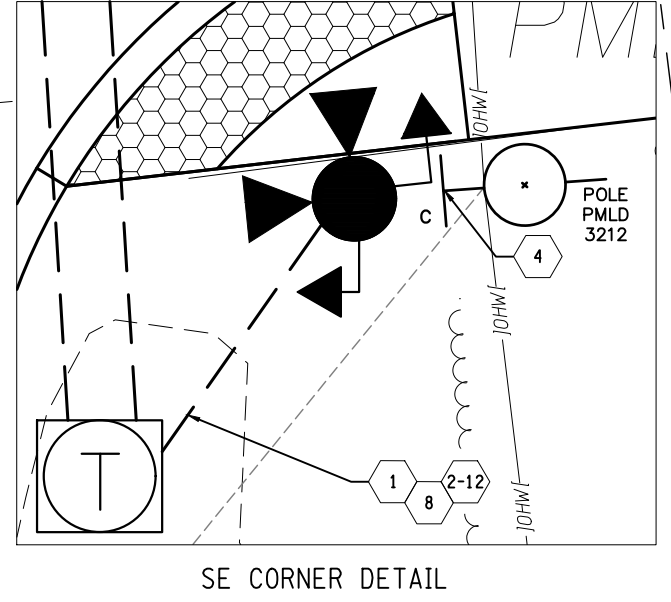
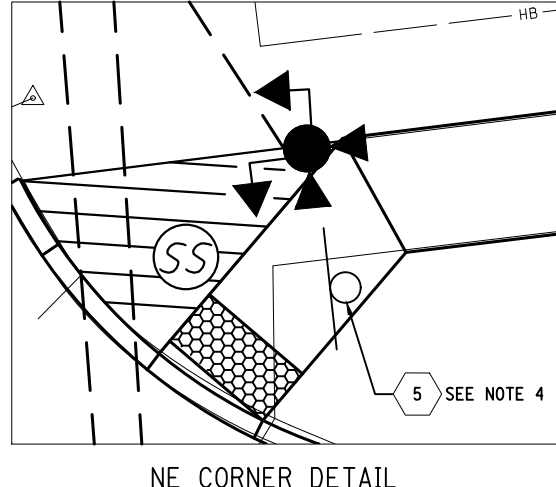
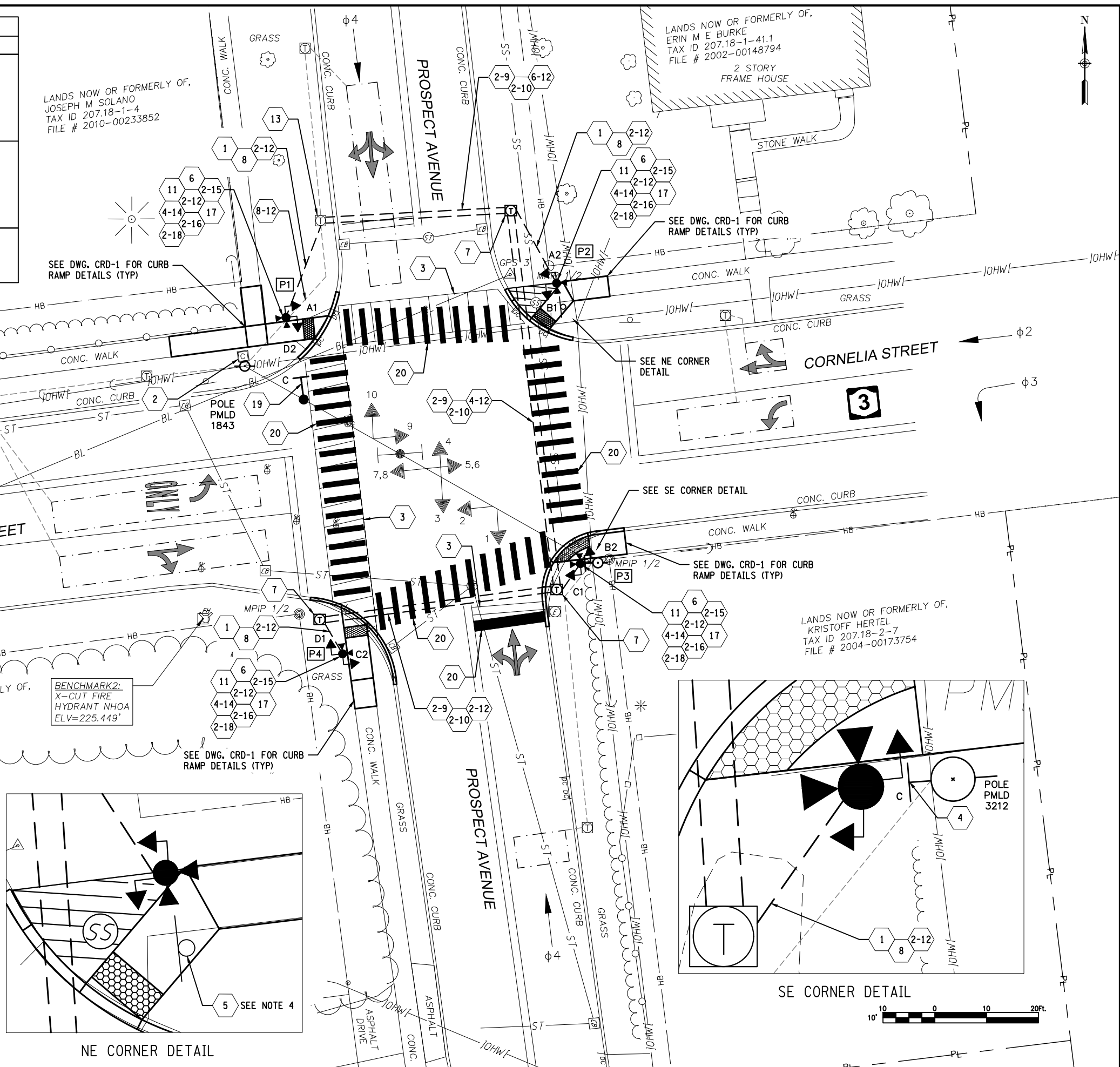
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TABLE OF SIGNS			
SIGN	SIZE (WxL, INCH)	TEXT	MUTCD NO.
A	9" X 15"		R10-3eR
B	9" X 15"		R10-3eL
C	30" X 30"		R10-15R

PEDESTRIAN POLE TABLE		
POLE	HEADS	SIGNS
P1	A1,D2	A,A
P2	A2,B1	B,B
P3	B2,C1	A,B
P4	C2,D1	B,A

**PROPOSED WORK:**

- INSTALL NEW BI-MODAL SIGNALS, COUNTDOWN TIMERS, AND ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTONS AND SIGNS ON NEW PEDESTRIAN SIGNAL POSTS IN ALL QUADRANTS.
- REPLACE EXISTING CURB RAMPS AND DETECTABLE WARNING FIELDS WHERE SHOWN.
- PROVIDE NEW TYPE L CROSSWALKS ON ALL APPROACHES. PROVIDE NEW STOP BAR ACROSS PROSPECT AVENUE NORTHBOUND APPROACH.
- RELOCATE EXISTING ONE WAY SIGN ON NORTHEAST CORNER. REMOVAL AND DISPOSAL OF GROUND MOUNTED SIGN SUPPORTS, FOUNDATIONS, AND ANY ATTACHED SIGNS TO BE PAID FOR UNDER ITEM 647.61 AND NEW TYPE A SIGN POST TO BE PAID FOR UNDER ITEM 645.81.



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DESIGNED BY: KAN  
CHECKED BY: TEH

**TRAFFIC SIGNAL PLAN - CORNELIA STREET AND PROSPECT AVENUE**

**TSP-1**

SHEET 10 OF 16

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B	9" X 15"		R10-3eL
C	30" X 30"		R10-15R

PEDESTRIAN POLE TABLE		
POLE	HEADS	SIGNS
P1	A1,D2	A,B
P2	A2,B1	A,A
P3	B2,C1	A,A
P4	C2,D1	A,A



LANDS NOW OR FORMERLY OF,  
SAMUEL F. VILAS  
HOME  
TAX ID 207.18-6-38  
FILE # 2012-00249370

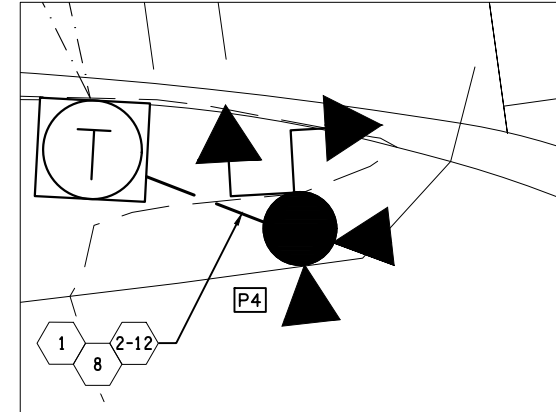
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SEE DWG. CRD-2 FOR CURB RAMP DETAILS (TYP)

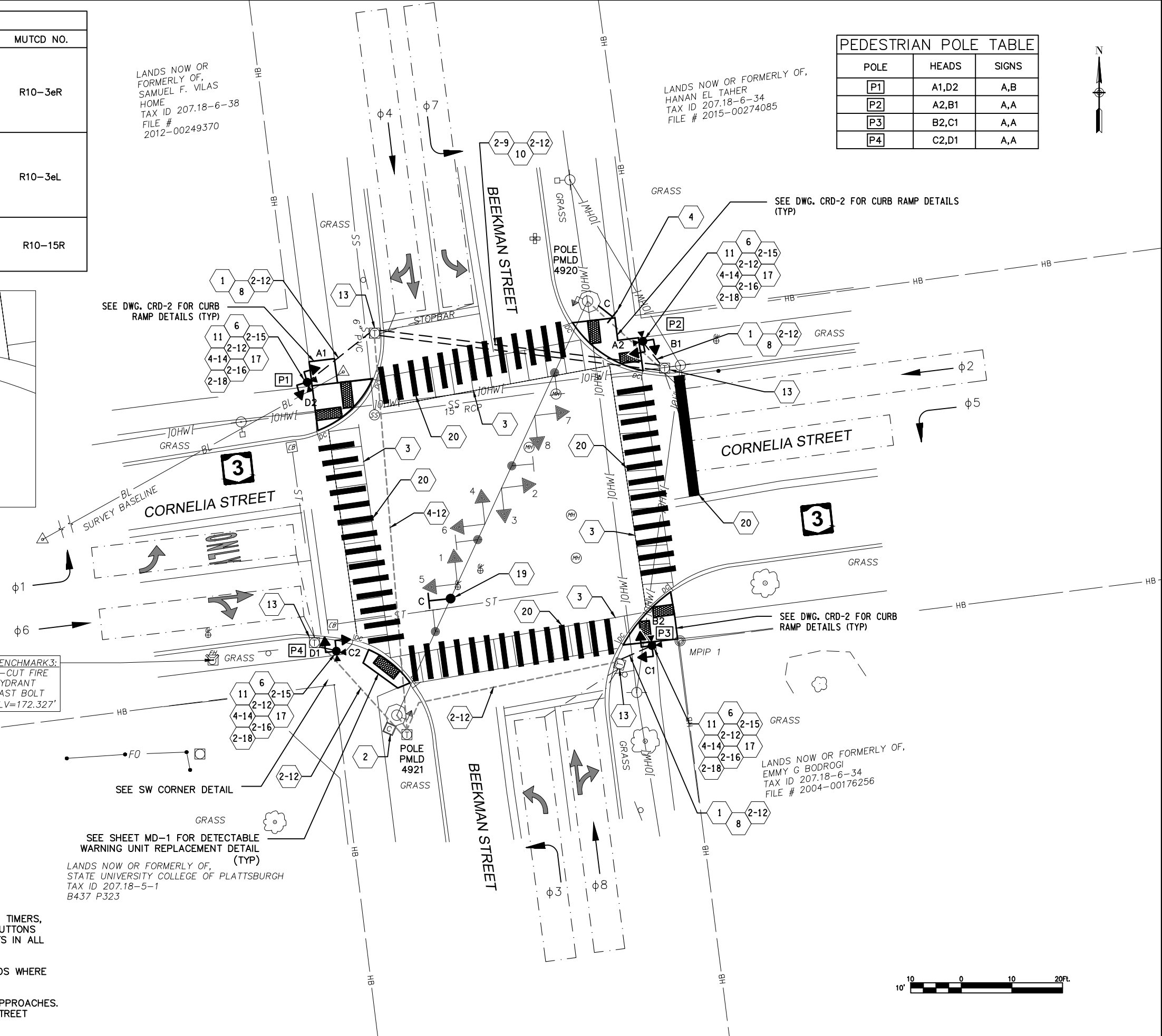
SEE DWG. CRD-2 FOR CURB RAMP DETAILS (TYP)

SEE SHEET MD-1 FOR DETECTABLE WARNING UNIT REPLACEMENT DETAIL (TYP)

LANDS NOW OR FORMERLY OF,  
STATE UNIVERSITY COLLEGE OF PLATTSBURGH  
TAX ID 207.18-5-1  
B437 P323



SW CORNER DETAIL



- PROPOSED WORK:
1. INSTALL NEW BI-MODAL SIGNALS, COUNTDOWN TIMERS, AND ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTONS AND SIGNS ON NEW PEDESTRIAN SIGNAL POSTS IN ALL QUADRANTS.
  2. REPLACE EXISTING DETECTABLE WARNING FIELDS WHERE SHOWN.
  3. PROVIDE NEW TYPE L CROSSWALKS ON ALL APPROACHES. PROVIDE NEW STOP BAR ACROSS CORNELIA STREET WESTBOUND APPROACH.



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**TRAFFIC SIGNAL PLAN - CORNELIA STREET AND BEEKMAN STREET**

**TSP-2**

SHEET 11 OF 16

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**TRAFFIC SIGNAL POLES**

- ANCHOR BOLT COVERS SHALL BE INSTALLED ON ALL NEW SIGNAL POLES IN SIDEWALK AREAS ONLY.
- SIGNAL POLE FOOTER CONSTRUCTION, BACKFILL AND EXCAVATION LIMITS SHALL CONFORM TO STANDARD SHEET 680-01. PAYMENT SHALL BE MADE UNDER ITEM 680.5001 - POLE EXCAVATION AND CONCRETE FOUNDATION.
- TEMPORARY CASING AND DRILLING MUD MAY BE REQUIRED TO EXCAVATE TO THE DESIGN ELEVATION.
- EXPOSED FOUNDATION SURFACES SHALL BE FINISHED IN A WORKMAN LIKE MANNER. REINFORCEMENT BARS SHALL HAVE A MINIMUM OF 3 INCHES OF COVER. FOUNDATIONS SHALL BE AT THE SAME ELEVATION AS EXISTING OR PROPOSED FINISH WALKWAY SURFACES. FOUNDATIONS IN TURF AREAS SHALL BE 2 INCHES ABOVE FINAL GRADE.
- MORTAR CAPS SHALL NOT BE USED.
- BASE PLATES SHALL BE WRAPPED WITH A STAINLESS STEEL SCREEN. SCREEN OPENING SIZE SHALL BE APPROXIMATELY 1/4 INCH. THE SCREEN IS SECURED TO THE BASE PLATE WITH A STAINLESS STEEL BAND. THE SCREEN SHALL BE INSTALLED FROM THE FOUNDATION SURFACE TO JUST BELOW THE TOP OF THE BASE PLATE. THE SCREEN WRAPS THE FULL PERIMETER OF THE BASE PLATE WITH A 3 INCH OVERLAP. THE OVERLAP SHALL FACE AWAY FROM TRAFFIC.
- SIGNAL POLE FOUNDATIONS SHALL CURE A MINIMUM OF 14 DAYS BEFORE THE POLE IS ERECTED AND A MINIMUM OF 28 DAYS BEFORE THE SIGNAL HEAD ASSEMBLIES, SPAN WIRE OR MAST ARMS ARE INSTALLED.

**ELECTRICAL CABLE SPLICES**

- ALL CABLE SPLICES MADE IN CABLE RUNS TO BE LOCATED BELOW GROUND WILL BE ACCOMPLISHED USING METHOD NO. 2 (TWO COMPONENT ELECTRICAL INSULATING RESIN REJACKETING MATERIALS) AS DESCRIBED IN SECTION 680-3.16 OF THE N.Y.S. STANDARD SPECIFICATIONS.
- EXTRA CONDUCTORS IN SIGNAL CABLE RUNS SHALL NOT BE CUT SHORT BUT WILL BE TAPED BACK ON ITS OWN CABLE FOR FUTURE USE.
- OVERHEAD CABLE SPLICES WILL NOT BE ALLOWED.

**CONDUIT AND CONDUIT EXCAVATION**

- CAPPED CONDUIT SHALL BE THE SIZE SHOWN ON THE PLANS AND SHALL EXTEND A MINIMUM OF 6 FEET OUTSIDE ALL POLE FOUNDATIONS OR PULLBOXES.
- EXCAVATION FOR THE INSTALLATION OF UNDERGROUND CONDUIT IN PAVEMENT AREAS SHALL BE MADE WITH AN APPROPRIATE WHEEL EXCAVATOR. THE TRENCH WIDTH SHALL BE KEPT TO A MINIMUM AND THE DEPTH SHALL BE IN CONFORMANCE WITH THE N.Y.S. STANDARD SPECIFICATIONS.
- IN PAVEMENT AREAS TRENCH BACKFILL SHALL BE CONTROLLED LOW STRENGTH MATERIAL TO THE BOTTOM OF THE ASPHALT COURSE. IT SHALL CONFORM TO THE N.Y.S. STANDARD SPECIFICATIONS.
- ALL SPARE CONDUITS SHALL CONTAIN A CONTINUOUS POLY LINE TIED OFF IN THE PULL BOX AT EACH END.
- ALL CONDUIT CONNECTIONS SHALL BE WATERTIGHT.
- ALL SIGNAL CONDUITS SHALL BE BONDED WITH A #6 BARE STRANDED COPPER GROUND WIRE.
- ALL COUPLINGS AND BUSHINGS SHALL BE MECHANICALLY THREADED. COMPRESSION OR SLIP TYPE COUPLINGS OR BUSHINGS SHALL NOT BE ALLOWED.
- WHENEVER ITEM 206.03 CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION INVOLVES SAW CUTTING ACROSS THE WIDTH OF THE SIDEWALK, THE AFFECTED SLABS SHALL BE FULLY REMOVED AND REPLACED. THE COST OF THIS WORK SHALL BE INCLUDED IN THIS ITEM.

**TRAFFIC SIGNAL ASSEMBLIES**

- DESIGN CLEARANCE UNDER ALL STRUCTURES SHALL HAVE A MINIMUM CLEARANCE OF 17 FEET.

**GROUNDING**

- ALL SIGNAL POLES OR PEDESTRIAN STATIONS SHALL BE GROUNDED IN CONFORMANCE WITH THE DETAILS SHOWN ON STANDARD SHEET 680-04, WITH THE EXCEPTION OF THE DETAIL "GROUND ROD INSTALLATION", THE "GROUND ROD INSTALLATION" DETAIL SHALL NOT BE INSTALLED IN THIS CONTRACT.
- USE AT LEAST A 15 INCH DIAMETER REINFORCED CONCRETE PULLBOX FOR GROUNDING ROD INSTALLATION.
- CLAY TILE PIPE DETAILED ON STANDARD SHEET 680-04 SHALL NOT BE USED.
- GROUND WIRE FOR CABINETS OR POLES SHALL BE INSTALLED IN ITS OWN 1 INCH P.V.C. PLASTIC CONDUIT AND RUN TO THE NEAREST GROUND ROD LOCATION AS SHOWN ON STANDARD SHEET 680-04.
- CONSTRUCTION SHALL COMPLY WITH THE NATIONAL ELECTRIC CODE.
- ALL GROUND TESTING SHALL BE COMPLETED AND ACCEPTED PRIOR TO SIGNAL START UP.

**OVERHEAD SIGN MOUNTING**

- OVERHEAD SIGNS:  
ALL ADDITIONAL MATERIALS REQUIRED FOR THE INSTALLATION OF OVERHEAD SIGN ASSEMBLIES SHALL BE INCLUDED IN THE PRICE BID FOR THE ITEM.
- SIGNS SHALL BE MOUNTED SO THAT THEY ARE CENTERED AND FACING THE LANES THAT THEY REGULATE, SIGNAL HEADS SHALL BE LOCATED TO ALLOW FOR THIS CENTERED PLACEMENT OF THE SIGNS.
- ANY LATERAL ADJUSTMENT TO PROPERLY ALIGN A STRUCTURE ON THE MAST ARM SHALL BE INCLUDED IN THE ITEMS ASSOCIATED WITH THAT STRUCTURE.

**PULLBOXES**

- UNLESS OTHERWISE SHOWN. ALL PULLBOXES SHALL BE INSTALLED OUTSIDE OF THE PAVEMENT OR SHOULDER AREAS.
- THE FINISHED GROUND SURFACE ON A BACK SLOPE IN THE VICINITY OF THE PULLBOX SHALL BE ADJUSTED SO THAT NO FILL SHALL SPILL ON THE TOP OF THE BOX AND THE MAXIMUM DISTANCE FROM THE TOP OF THE BOX TO THE FINISHED GROUND AT THE BOX SHALL NOT EXCEED 4 INCHES. ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE PULLBOX.
- ALL PULLBOXES INSTALLED IN THE SIDEWALK SHALL BE FLUSH WITH THE WALK.
- MAXIMUM DEPTH TO CONDUIT ENTRANCE SHALL BE 3 FEET.

**WORK AFFECTING SIGNALS AND COORDINATION WITH OWNER**

- THE CONTRACTOR SHALL NOTIFY THE CITY OF PLATTSBURGH IN WRITING AT LEAST TEN (10) WORKING DAYS IN ADVANCE OF ANY OF HIS OPERATIONS THAT WILL AFFECT THE EXISTING SIGNAL, SUCH AS PAVEMENT REMOVAL OR NEW SIGNAL ITEM INSTALLATIONS. THE TRAFFIC DEPARTMENT SHALL PERFORM ALL NECESSARY WORK REQUIRED IN THE EXISTING CONTROLLER CABINET, HOWEVER, AT THE OVERHEAD REBUILD SITES THE CONTRACTOR WILL BE REQUIRED TO MAKE THE CONNECTIONS FOR THE OUTPUTS TO THE HEADS ON THE TERMINAL STRIP IN THE CABINET.
- FINAL SIGNAL HEAD LOCATIONS SHALL BE FIELD REVIEWED AND APPROVED BY THE CITY OF PLATTSBURGH.
- ALL WIRING SHALL BE COMPLETED IN A NEAT AND WORKMAN LIKE MANNER.

**CONDUITS**

- ALL SIGNAL CONDUITS SHALL BE BONDED WITH A #6 BARE STRANDED COPPER GROUND WIRE.
- ALL COUPLINGS AND BUSHINGS SHALL BE MECHANICALLY THREADED. COMPRESSION OR SLIP TYPE COUPLINGS OR BUSHINGS SHALL NOT BE ALLOWED.
- WHENEVER ITEM 206.03 CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION INVOLVES SAW CUTTING ACROSS THE WIDTH OF THE SIDEWALK, THE AFFECTED SLABS SHALL BE FULLY REMOVED AND REPLACED. THE COST OF THIS WORK SHALL BE INCLUDED IN THIS ITEM.

**PEDESTRIAN SIGNALS**

- ALL PEDESTRIAN PUSH BUTTONS SHALL CONFORM TO THE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS.
- ALL PEDESTRIAN PUSH BUTTONS SHALL BE LOCATED PARALLEL WITH THE APPROPRIATE CROSSWALK. ALSO, ALL INDICATIONS SHALL BE INSTALLED AWAY FROM TURNING VEHICULAR TRAFFIC UNLESS OTHERWISE SHOWN ON THE PLAN SHEET.
- ALL PEDESTRIAN SIGNS SHALL BE 9 INCHES X 15 INCHES (R10-3a) REGARDLESS OF THE SIZE OF POLE THEY ARE INSTALLED ON AND SHALL BE ALUMINUM MATERIAL. SIGNS SHALL BE MOUNTED ON YELLOW BRACKET MATCHING COLOR OF PUSH BUTTON. THE COST OF FURNISHING AND INSTALLING THESE SIGNS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 680.81330010 - AUDIBLE PEDESTRIAN SIGNAL.
- ON STANDARD SHEET NO. 680-10, ONLY TOP MOUNT POST INSTALLATION SHALL BE ALLOWED.
- ON STANDARD SHEET NO. 680-10, THE PEDESTRIAN INDICATIONS SHALL BE BANDED TO THE POLE AND HAVE ONE BOLT THROUGH THE TOP BRACKET.
- PEDESTRIAN HEAD HOUSINGS SHALL BE FEDERAL YELLOW IN COLOR.
- PEDESTRIAN SIGNAL HEADS SHALL BE ALUMINUM AND MANUFACTURED BY PEEK TRAFFIC CORPORATION.
- STANDARD SPECIFICATION 680.67XX IS MODIFIED ALLOWING ONLY ALUMINUM TRAFFIC SIGNAL POLES UNLESS OTHERWISE SHOWN ON THE PLANS.

**UTILITIES**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL UTILITY WORK WITH THE RESPECTIVE OWNERS DURING CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS IN THE CONTRACT.
- CONTRACTOR IS TO CONTACT DIG SAFELY NEW YORK AT 811 FOR MARK OUT OF ALL UNDERGROUND SIGNAL CONDUIT AND LOOP WIRE PRIOR TO ANY DIGGING. ANY BROKEN SIGNAL WIRE CAN NOT BE SPLICED. A NEW RUN OF WIRE FROM THE POLE TO THE FURTHEST END MUST BE REPLACED.

**EMERGENCY REPAIR**

- THE CONTRACTOR SHALL PROVIDE THE LOCAL POLICE THE NAME, ADDRESS, AND TELEPHONE NUMBER OF A PERSON OR PERSONS AUTHORIZED OUTSIDE THE NORMAL CONTRACT WORKING HOURS TO SECURE AND USE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS TO MAKE SAFE THE ENTIRE AREA OF THE CONTRACT. DUPLICATE COPIES OF SUCH NOTICES SHALL BE FILED WITH THE EIC, TRAFFIC SIGNAL MAINTENANCE, AND THE CITY OF PLATTSBURGH.

**AUDIBLE WIRING**

- THE MANUFACTURER'S SUGGESTED CABLES (OR EQUIVALENTS) SHALL BE USED WITH AUDIBLE PEDESTRIAN SIGNAL (APS) UNITS. THE QUANTITY OF CABLE REQUIRED AT THIS LOCATION SHALL BE DETERMINED BY THE CONTRACTOR IN ACCORDANCE WITH THE APS MANUFACTURER'S INSTALLATION DETAILS AND PROCEDURES.
- REFER TO THE MANUFACTURER'S INSTALLATION AND PROCEDURE MANUALS FOR DETAILS.
- THE COST TO FURNISH AND INSTALL ALL WIRING BETWEEN THE AUDIBLE PEDESTRIAN SIGNAL (APS) UNITS FOR ITEM 680.81330010 AND THEIR RESPECTIVE CONTROL UNITS MOUNTED IN THE PED. HEADS SHALL BE INCLUDED UNDER PROVISIONS OF ITEM 680.81330010.

**APS**

- CONTRACTOR SHALL ORDER APS BUTTONS FROM MANUFACTURER WITH STREET NAME MESSAGES PRE-INSTALLED. CONTRACTOR SHALL PROVIDE COPIES OF THE ASSOCIATED ELECTRONIC WAVE FILES TO THE CITY OF PLATTSBURGH.
- APS PUSH BUTTONS SHALL BE POLARA ENGINEERING BDL3 BULLDOG III SERIES VANDAL RESISTANT ADA PUSH BUTTON.

**CONTROLLER**

- CITY OF PLATTSBURGH TO PROGRAM THE CONTROLLERS.

**SALVAGE ITEMS**

- EXISTING PEDESTRIAN POLES, CONTROLLERS, CABINETS, PUSH BUTTONS, AND SIGN PANELS REMOVED BY CONTRACTOR SHALL BE RETAINED BY THE CITY, FOR PICKUP BY THE CITY OF PLATTSBURGH DPW.



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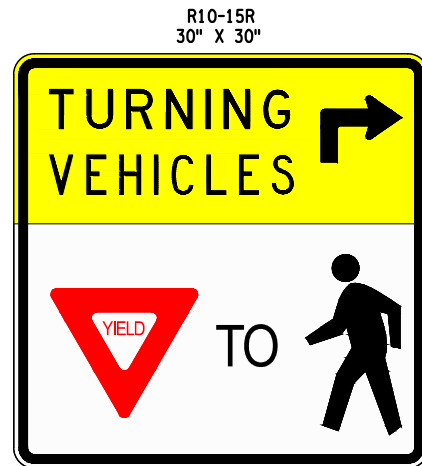
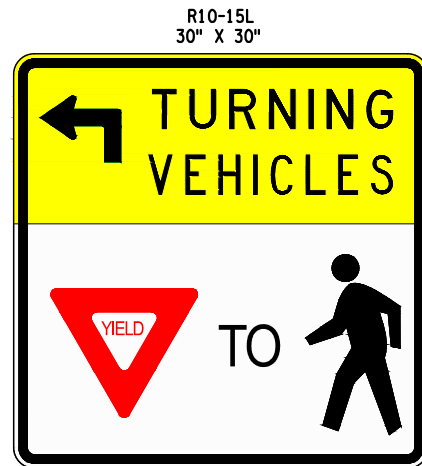
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**TRAFFIC SIGNAL  
NOTES**

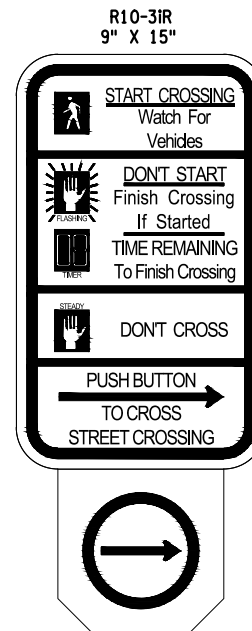
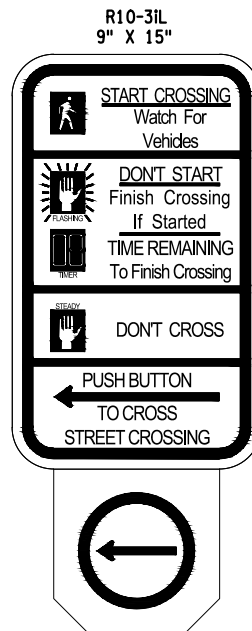
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SHEET 12 OF 16



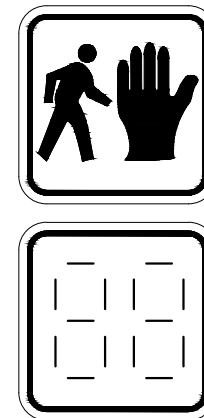
POLE, MAST ARM, OR SPAN WIRE MOUNTED YIELD SIGN

NOT TO SCALE



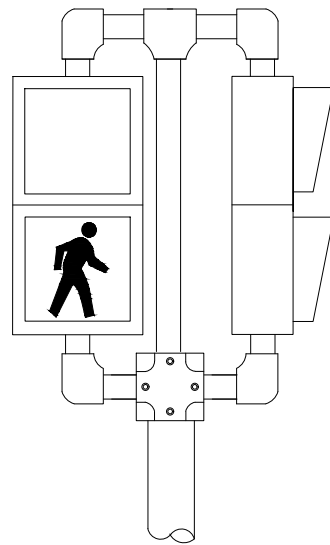
APS PUSH BUTTON AND SIGN

NOT TO SCALE



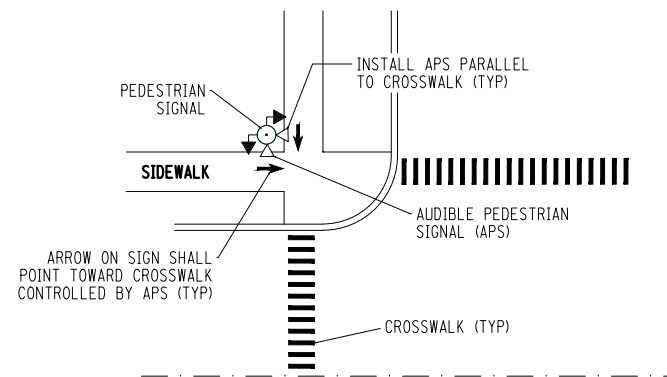
HAND/MAN MODULE AND COUNT-DOWN TIMER

NOT TO SCALE



PEDESTRIAN SIGNAL HEAD MOUNTING DETAIL

NOT TO SCALE



AUDIBLE PEDESTRIAN SIGNAL (APS) INSTALLATION SCHEMATIC

NOT TO SCALE

NOTE:

1. POST TOP MOUNT PEDESTRIAN SIGNAL HEADS IN THIS CONTRACT (BI-DIRECTIONAL) SHALL BE INSTALLED WITH A REINFORCING PLATE AND TUBING AS SHOWN IN THE DETAIL.

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C&S Engineers, Inc.  
21 Arkansas Street  
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LOCAL PEDESTRIAN SAFETY ACTION PLAN  
CITY OF PLATTSBURGH  
CLINTON COUNTY, NEW YORK


MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO:	A54.001.001	
DATE:	MARCH 2022	
DRAWN BY:	MNG	
DESIGNED BY:	KAN	
CHECKED BY:	TEH	

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TRAFFIC SIGNAL DETAILS

TSN-2

SHEET 13 OF 16

TABLE OF TRAFFIC SIGNAL QUANTITIES					
	ITEM NUMBER	DESCRIPTION	UNIT	CORNELIA ST AT PROSPECT AVE	CORNELIA ST AT BEEKMAN ST
1	206.03	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION	LF	50	35
2	619.1613	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT C)	INTM	1	1
3	635.0103	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LINES	LF	1225	2180
4	645.85	POLE MOUNTED SIGN SUPPORT SYSTEM (BAND MOUNTED)	EA	1	1
5	647.31	RELOCATE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SQUARE FEET)	EA	1	
6	680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	CY	1.6	1.6
7	680.510501	PULLBOX - RECTANGULAR, 26" X 18", REINFORCED CONCRETE	EA	3	
8	680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2 NPS	LF	50	35
9	680.520108	CONDUIT, METAL STEEL, ZINC COATED, 3 NPS	LF	310	120
10	680.53	CONDUIT JACKING OR BORING	LF	310	120
11	680.6708	TRAFFIC SIGNAL POLE POST TOP MOUNT, 8 FEET MOUNTING HEIGHT	EA	4	4
12	680.730714	SIGNAL CABLE 7 CONDUCTORS, 14 AWG	LF	1140	900
13	680.78010005	ALTER PULLBOX FOR CONDUITS	EA	1	4
14	680.813103	PEDESTRIAN SIGNAL SECTION - TYPE 1, 12 INCH	EA	16	16
15	680.813105	PEDESTRIAN SIGNAL MODULE - 12 INCH, BI-MODAL HAND/MAN SYMBOLS, LED	EA	8	8
16	680.81330010	AUDIBLE PEDESTRIAN SIGNAL	EA	8	8
17	680.8142	PEDESTRIAN SIGNAL POST TOP MOUNT ASSEMBLY	EA	4	4
18	680.81500010	PEDESTRIAN COUNTDOWN TIMER MODULE	EA	8	8
19	680.8204	OVERHEAD SIGN ASSEMBLY, TYPE D	EA	1	1
20	685.11120009	EPOXY REFLECTORIZED PAVEMENT STRIPES 20 MILS - HAND WORK	LF	1110	1220



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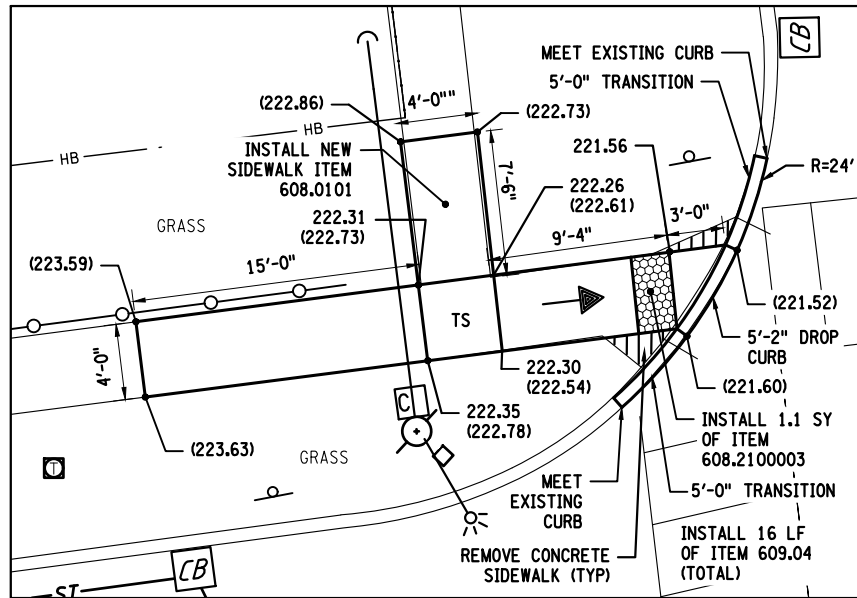
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**TRAFFIC SIGNAL  
 QUANTITIES**

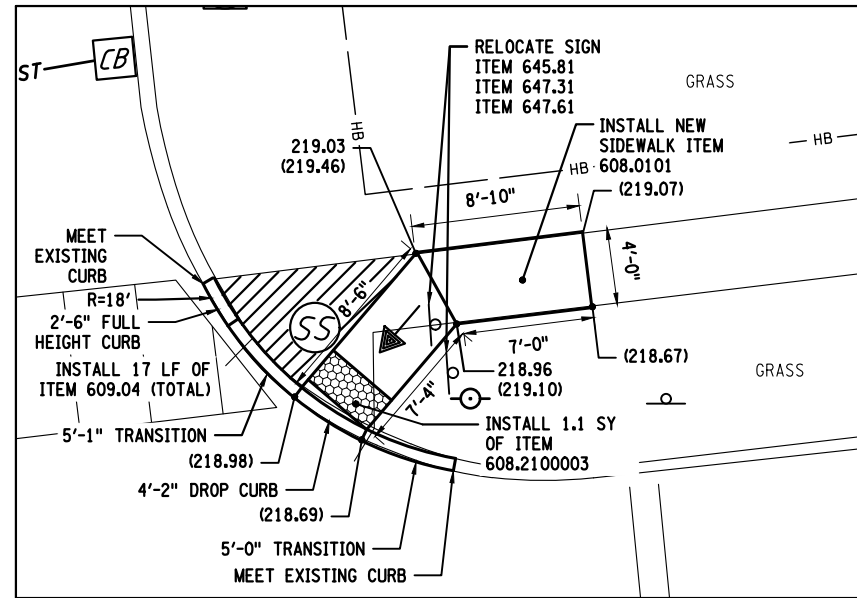
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SHEET 14 OF 16

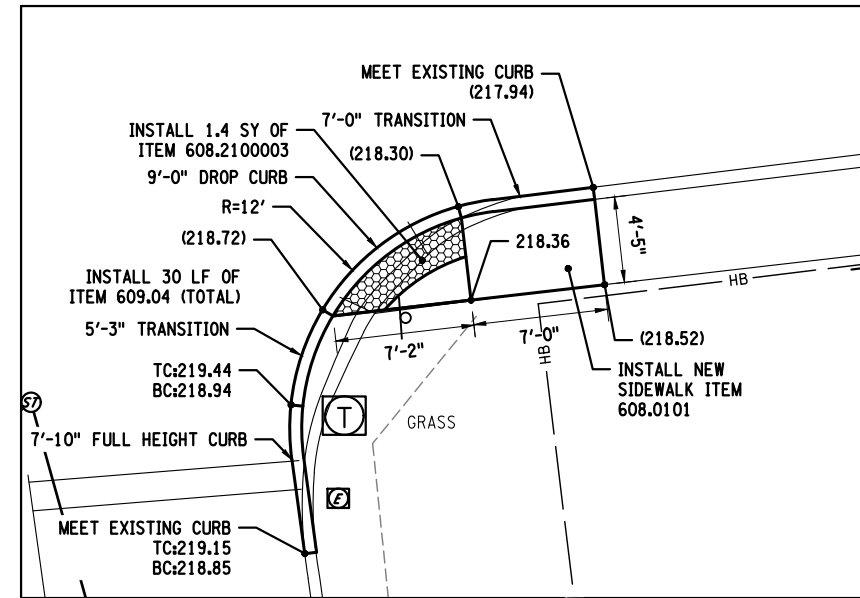
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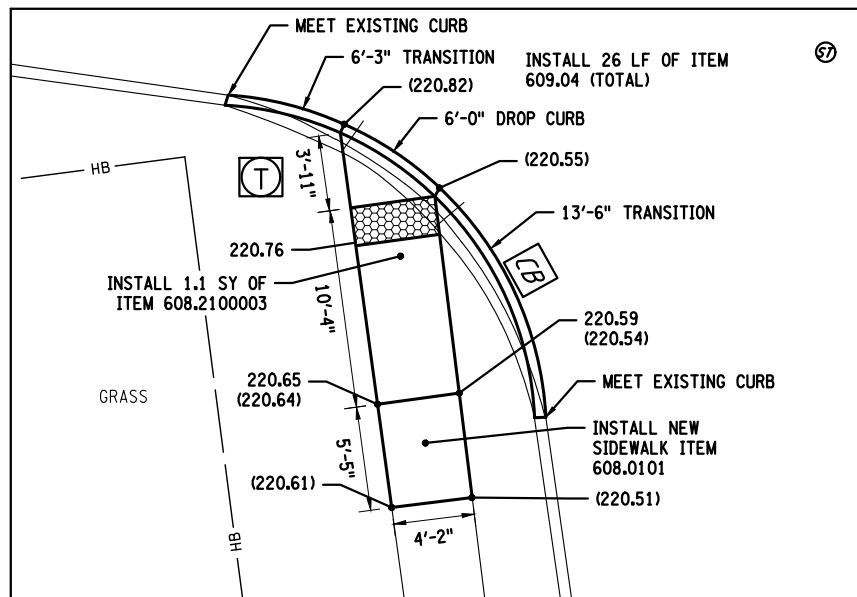
CORNELIA STREET AND PROSPECT AVENUE  
NORTHWEST QUADRANT



CORNELIA STREET AND PROSPECT AVENUE  
NORTHEAST QUADRANT



CORNELIA STREET AND PROSPECT AVENUE  
SOUTHEAST QUADRANT



CORNELIA STREET AND PROSPECT AVENUE  
SOUTHWEST QUADRANT

**NOTES:**

- THE DETAILS AND DIMENSIONS PROVIDED ARE APPROXIMATE TO ACHIEVE ADA COMPLIANT RAMPS. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND GRADES TO ENSURE COMPLIANCE WITH ADA REQUIREMENTS AND NYS DOT STANDARD SHEET 608-01 (SHEETS 1-12)
- IF LAYOUTS REQUIRE ADJUSTMENT DUE TO FIELD CONDITIONS, NOTIFY ENGINEER IMMEDIATELY.
- SIDEWALK REMOVALS SHALL END AT AN EXISTING JOINT.
- REFER TO NYS DOT STANDARD SHEET 608-01 (SHEETS 1-12) FOR ADDITIONAL CURB RAMP NOTES AND DETAILS.
- ARROWS ON RAMPS REPRESENT DOWN GRADE DIRECTION. THE RUNNING SLOPE OF A CURB RAMP SHALL BE 7.5% MAXIMUM. SEE NOTES ON STANDARD SHEET 608-01 (SHEET 1 OF 12).
- REFER TO DWG NO. MSD-01 FOR SIDEWALK INSTALLATION SECTION.
- SYMBOLS (SIGNAL POLES, PULLBOXES, MANHOLES, VALVES, MONUMENTS, DRAINAGE STRUCTURES, ETC.) MAY BE EXAGGERATED FOR CLARITY.

**LEGEND:**

- DETECTABLE WARNING UNIT (ITEM 608.21000003)
- CONCRETE SIDEWALK AREA (ITEM 608.0101)
- REMOVE EXISTING SIDEWALK
- TS TURNING SPACE. SLOPE NOT TO EXCEED 1.5% IN ANY DIRECTION.
- PROPOSED ELEVATION
- EXISTING ELEVATION
- RAMP GRADE



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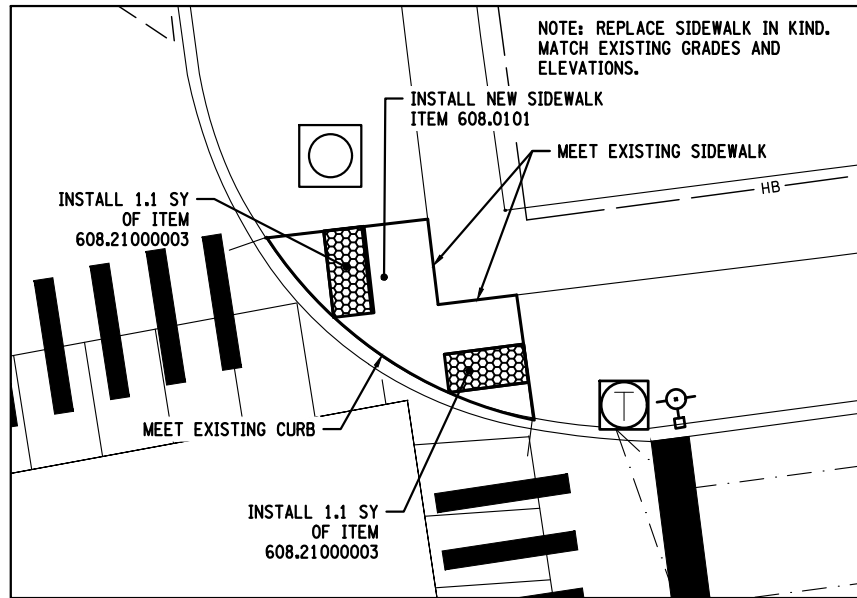
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**CURB RAMP  
 DETAILS**

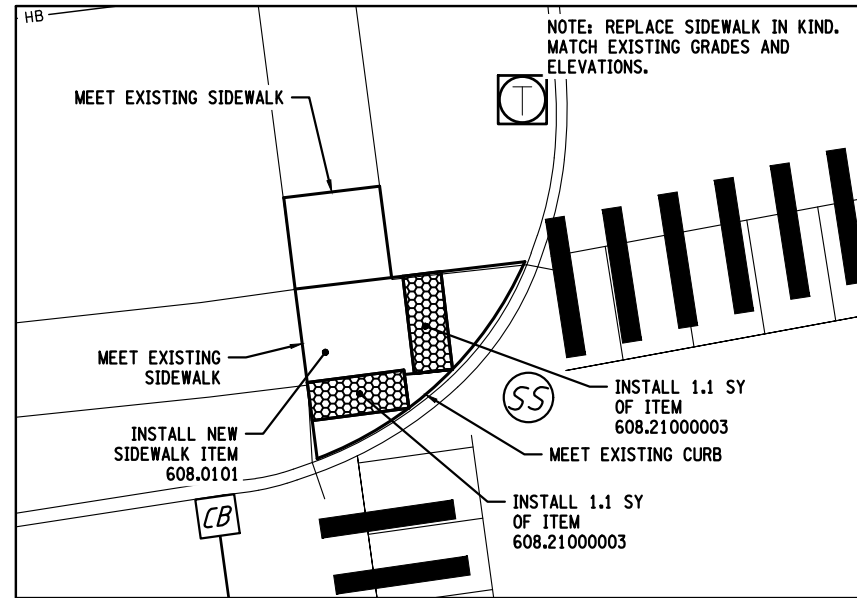
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SHEET 15 OF 16

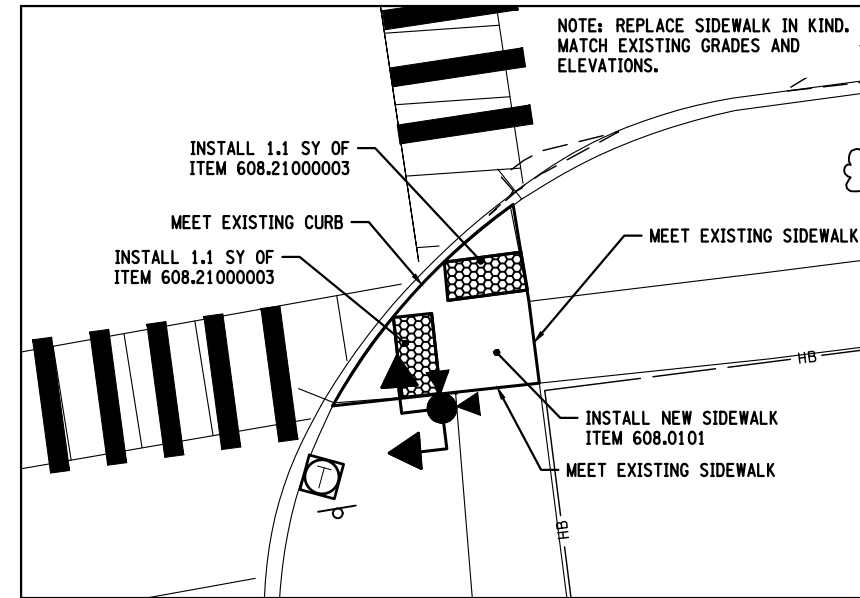
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CORNELIA STREET AND BEEKMAN STREET  
NORTHEAST QUADRANT



CORNELIA STREET AND BEEKMAN STREET  
NORTHWEST QUADRANT



CORNELIA STREET AND BEEKMAN STREET  
SOUTHEAST QUADRANT

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- XXX.XX PROPOSED ELEVATION
- (XXX.XX) EXISTING ELEVATION
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**CURB RAMP  
DETAILS**

**CRD-2**

SHEET 16 OF 16