

XREFS: [CDMS_2234] Images: []
Last saved by: MURPHYSP Time: 4/10/2022 11:56:44 AM
pw\\cdmsmith-0202-pw.bentley.com\PIW_EXT\79198\256220\04 Design Services NM_75% 02 Civil\10 CADD\02 Details\COO1WZTC.dwg
© 2021 CDM SMITH ALL RIGHTS RESERVED.
REUSE OF DOCUMENTS: THESE DOCUMENTS AND DESIGNS PROVIDED BY PROFESSIONAL SERVICE, INCORPORATED HEREIN, ARE THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.

GENERAL

- THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGTH AND DURATION OF THE CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE NEW YORK STATE STANDARD SPECIFICATIONS, THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND NYS SUPPLEMENT, AND THE BASIC WORK ZONE TRAFFIC CONTROL DETAILS IN THE PLANS OR AS ORDERED BY ENGINEER (AOBE).
- FOR TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION AREAS NOT SPECIFIED ON THE PLANS, THE PROVISIONS OF PART 6 OF THE NATIONAL MUTCD AND NYS SUPPLEMENT SHALL APPLY. THE STANDARDS OF APPLICATION NOTED THEREIN AND ON THE PLANS ARE TO BE CONSIDERED MINIMUM STANDARDS. WHERE OPTIONS EXIST FOR SIGN SHAPE, THE DIAMOND SHAPE SHALL BE USED.
- THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL FIVE (5) WORKING 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 SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL THIRTY (30) WORKING DAYS PRIOR TO THE IMPLEMENTATION OF SUCH REVISIONS.
- FLAGGERS MUST BE ABLE TO COMMUNICATE WITH EACH OTHER IN THE SAME LANGUAGE AND MUST BE ABLE TO UNDERSTAND AND TAKE INSTRUCTIONS/DIRECTIONS FROM ENGINEER OR INSPECTOR.

LANE CLOSURES

- THE CONTRACTOR SHALL SCHEDULE WORK SO THAT ALL TRAVEL LANES IN EACH DIRECTION ARE OPEN WHEN THE CONTRACTOR'S OPERATIONS ARE CLOSED DOWN OR SUBSTANTIALLY CLOSED DOWN. THE MINIMUM WIDTH OF A TRAVELED LANE SHALL BE 10 FEET UNLESS OTHERWISE SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL MAINTAIN TRAFFIC AND SHALL PROVIDE FLAGGERS AS SHOWN ON THE PLANS OR AOBE TO CONTROL TRAFFIC MOVEMENT AT THE SITE OF WORK OPERATIONS REQUIRING TEMPORARY CLOSING OF PORTIONS OF THE TRAVELED WAY.
- THE CITY OF AUBURN OR NYS DOT RESERVES THE RIGHT TO PRECLUDE LANE OR SHOULDER CLOSURES DURING PERIODS OF INCLEMENT WEATHER, WET OR ICY PAVEMENT, REDUCED VISIBILITY, TRAFFIC ACCIDENTS OR OTHER EMERGENCIES.
- THE CONTRACTOR IS ALERTED TO THE FACT THAT INCIDENT MANAGEMENT OR TRAFFIC CONDITIONS MIGHT FORCE HIS/HER CONSTRUCTION OPERATION TO STOP, EVEN DURING TIME WHERE SUCH OPERATION WOULD NORMALLY BE PERMITTED.
- THE CONTRACTOR SHALL HAVE NO CLAIM AGAINST THE CITY OF AUBURN OR NYS DOT FOR ANY DELAYS OR EXTRA COSTS INCURRED IN COMPLYING WITH THESE RESTRICTIONS.
- LANE OR SHOULDER CLOSURES THAT WILL BE HIGHLY DISRUPTIVE TO TRAFFIC REQUIRE A ONE-WEEK ADVANCE ADVERTISING THROUGH VMS (VARIABLE MESSAGE SIGNS) TO FOREWARN LOCAL AND REGULAR HIGHWAY USERS OF THE EXPECTED DELAYS.
- THE NYS DOT REGION 3 TRAFFIC AND SAFETY MOBILITY OFFICE MUST BE NOTIFIED AT 315-428-4385:
 - AT LEAST TWO DAYS BEFORE SCHEDULED LANE OR SHOULDER CLOSURES AND IF THE SCHEDULE IS CANCELED OR DELAYED.
 - EACH OCCURENCE WHEN A LANE OR SHOULDER CLOSURE IS SETUP (BY TELEPHONE ONLY FROM THE FIELD SITE) AND
 - EACH OCCURENCE WHEN A LANE OR SHOULDER CLOSURE IS REMOVED AND NORMAL HIGHWAY OPERATION RESUMES (BY TELEPHONE ONLY FROM THE FIELD SITE.)

WORK RESTRICTIONS FOR HOLIDAYS AND OTHER EVENTS

- THE CONTRACTOR WILL NOT BE ALLOWED TO PERFORM ANY WORK DISRUPTIVE TO TRAFFIC, INCLUDING, BUT NOT LIMITED TO LANE OR SHOULDER CLOSURES ON THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING, AND CHRISTMAS DAY. CONSTRUCTION ACTIVITIES THAT WILL RESULT IN TEMPORARY LANE/SHOULDER CLOSURES SHALL BE SUSPENDED TO MINIMIZE TRAVEL DELAYS ASSOCIATED WITH ROAD WORK FOR THESE HOLIDAYS AS FOLLOWS:

HOLIDAY	FALLS ON	TEMPORARY LANE CLOSURES ARE NOT ALLOWED FROM
NEW YEAR'S DAY INDEPENDENCE DAY CHRISTMAS DAY	SUNDAY OR MONDAY	6:00 AM FRIDAY BEFORE TO 6:00 AM TUESDAY AFTER
	TUESDAY	6:00 AM SATURDAY BEFORE TO 6:00 AM WEDNESDAY AFTER (STARTING AT 6:00 AM FRIDAY BEFORE TO 6:00 AM WEDNESDAY AFTER FOR CHRISTMAS DAY)
	WEDNESDAY	6:00 AM TUESDAY BEFORE TO 6:00 AM THURSDAY AFTER (STARTING AT 6:00 AM SATURDAY BEFORE TO 6:00 AM THURSDAY AFTER FOR CHRISTMAS DAY)
	THURSDAY	6:00 AM THURSDAY TO 6:00 AM MONDAY AFTER (STARTING AT 6:00 AM WEDNESDAY BEFORE TO 6:00 AM MONDAY AFTER FOR CHRISTMAS DAY)
FRIDAY OR SATURDAY	6:00 AM THURSDAY BEFORE TO 6:00 AM MONDAY AFTER	
MEMORIAL DAY LABOR DAY	MONDAY	6:00 AM FRIDAY BEFORE TO 6:00 AM TUESDAY AFTER
THANKSGIVING DAY	THURSDAY	6:00 AM WEDNESDAY BEFORE TO 6:00 AM MONDAY AFTER
RELIGIOUS HOLIDAYS	N/A	4:00 PM DAY BEFORE TO 8:00 AM DAY AFTER

SIGNALIZED INTERSECTIONS

- WHEN CONSTRUCTION OPERATIONS AFFECT SIGNALIZED INTERSECTIONS, THE TRAFFIC SIGNAL SHALL BE TURNED OFF BEFORE PROCEEDING WITH THE FLAGGING OPERATION.
- THE CONTRACTOR SHALL COORDINATE WITH NYS DOT.
- THE CONTRACTOR MUST RETURN THE SIGNAL TO 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 REGION 3 SIGNAL CREW AND THE CONTRACTOR SHALL CONTINUE FLAGGING UNTIL THE SIGNAL CREW ARRIVES AND THE SIGNAL IS REPAIRED.
- NO EXCAVATION IN THE VICINITY OF TRAFFIC SIGNALS IS TO BEGIN BEFORE THE ABOVE REFERENCED SIGNAL CREW / INSPECTOR HAS HAD THE OPPORTUNITY TO MEET WITH THE CONTRACTOR / EVACAVATOR AND MARK OUT TRAFFIC SIGNAL EQUIPMENT IN THE FIELD.
- THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE WHICH MAY OCCUR TO THE TRAFFIC SIGNAL EQUIPMENT, EITHER DIRECTLY OR INDIRECTLY, AS A RESULT OF THE WORK TO BE PERFORMED IN CONJUNCTION WITH THE HIGHWAY WORK PERMIT.

WORK AREA COORDINATION

- WHEN TWO OR MORE WORK AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL ENSURE THERE IS NO CONFLICT IN SIGNING AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.
- THE CONTRACTOR SHALL COORDINATE ALL CONTRACT WORK WITH ANY UTILITY WORK, SUBCONTRACTOR WORK, PUBLIC MAINTENANCE OPERATIONS OR OTHER CONSTRUCTION ACTIVITIES IN THE AREA TO ENSURE THAT THERE ARE NO BASIC WORK ZONE TRAFFIC CONTROL CONFLICTS.
- OUTSIDE THE PERMANENT CLOSURE AREA ALL VEHICLES, EQUIPMENT, WORKERS, AND ACTIVITIES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME.

CONES, DRUMS, BARRICADES AND MARKERS

- ALL CHANNELIZING/DELINEATION DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM OF 2 FEET CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE CERTAIN THAT PLACEMENT OF CONES, DRUMS AND MARKERS OR BARRICADES SHALL NOT INTERFERE WITH SIGHT DISTANCE.
- LONGITUDINAL SPACING SHALL BE 1 FOOT FOR EVERY 1 MPH OF THE SPEED LIMIT, BUT NOT MORE THAN 40 FEET, (IE. 30 MPH = 30 FOOT SPACING). REDUCED SPACING MAY BE REQUIRED AS SHOWN ON THE PLANS OR AOBE. INTERSECTIONS AND DRIVEWAYS SHALL BE CHANNELIZED AT 5 FOOT SPACING.
- A DRUM MOUNTED WITH A TYPE B FLASHING HIGH INTENSITY WARNING LIGHT SHALL BE PLACED ON ALL APPROACHES TO A BUMP OR DIP IN THE PAVEMENT (A PAVEMENT CONDITION CONSIDERED BY THE ENGINEER TO BE SUFFICIENTLY ABRUPT ENOUGH TO CAUSE CONSIDERABLE DISCOMFORT, CARGO SHIFTING, OR DEFLECTION OF A VEHICLE FROM ITS TRUE COURSE AT PREVAILING DRIVING SPEEDS). THE COST OF THESE DRUMS AND LIGHTS SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- PROVIDE A LATERAL BUFFER SPACE OF 1 FOOT BETWEEN THE WORK ZONE AND THE LINE OF DELINEATION DEVICES WHERE POSSIBLE.
- FOR CLARITY, THE BASIC WORK ZONE TRAFFIC CONTROL DRAWINGS MAY NOT SHOW ALL CHANNELIZING DEVICES. CHANNELIZING DEVICES SHALL BE PLACED FROM THE BEGINNING OF THE TAPER, AND CONTINUE THROUGH THE ACTIVITY AREA ADJACENT TO TRAFFIC.
- THE COST OF ANY DELINEATION AND GUIDING DEVICES (CONES, DRUMS, ETC.) SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- DRUMS ARE THE PREFERRED CHANNELIZING DEVICES TO BE USED DURING THE HOURS OF DARKNESS. TYPE A LIGHTS SHALL BE REQUIRED ON THE FIRST TWO DRUMS AND ON THE FIRST TWO DRUMS AFTER EACH INTERSECTION. CONES AND VERTICAL PANELS MAY BE USED IN WELL LIT AREAS.

PRELIMINARY WORK

- PRIOR TO THE START OF ANY WORK OPERATIONS, ALL RELATED WORK FOR PROPOSED WORK ZONE TRAFFIC CONTROL, AS DETERMINED BY THE ENGINEER, 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.

SIGNS

- THE CORRECT SEQUENCE AND SPACING OF APPROPRIATE SIGNS MUST BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE NATIONAL MUTCD AND NYS SUPPLEMENT, THE PROPOSAL, AND AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- COLORS USED FOR CONSTRUCTION SIGNING (INCLUDING TEMPORARY OR MODIFIED GUIDE SIGNS) SHALL BE BLACK LEGEND ON ORANGE BACKGROUND WITH THE FOLLOWING EXCEPTIONS: EMERGENCY SERVICE MARKERS, ROUTE MARKERS AND THEIR CORRESPONDING AUXILIARY SIGNS SHALL BE THE COLORS SPECIFIED IN THE NATIONAL MUTCD AND NYS SUPPLEMENT. (ANY AUXILIARY SIGNS WHICH ARE NOT INCLUDED IN THE NATIONAL MUTCD AND NYS SUPPLEMENT SHALL BE BLACK LEGEND ON ORANGE BACKGROUND). BLANK COVERS USED TO COVER PORTIONS OF EXISTING SIGNS SHALL BE OF A COLOR AND REFLECTORIZED MATERIAL MATCHING THAT OF THE SIGN BEING PARTIALLY COVERED. ANY REGULATORY SIGNS REQUIRED SHALL BE THE COLORS SPECIFIED IN THE NATIONAL MUTCD AND NYS SUPPLEMENT.
- W8-1 'BUMP' SIGNS SHALL BE PLACED ON ALL APPROACHES 200 FEET AHEAD OF A BUMP OR DIP IN THE PAVEMENT CAUSED BY CONSTRUCTION OPERATIONS SUCH AS ROAD PLATES, ETC. NUMEROUS BUMPS OR DIPS SHALL WARRANT THE USE OF W8-8 'ROUGH ROAD' SIGNS INSTEAD OF W8-1 'BUMP' SIGNS. THE COST OF THE SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- THE CONTRACTOR SHALL TAKE ALL ACTION, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY, TO ELIMINATE BUMPS. ONLY WHEN IT IS NOT POSSIBLE OR FEASIBLE, IN THE OPINION OF THE ENGINEER, TO ELIMINATE A BUMP

SHALL IT BE ALLOWED TO REMAIN.

- IF ADVANCE SIGNING OBSTRUCTS THE VISIBILITY OF THE FLAGGER OR CONFLICTS WITH DRIVEWAYS OR SIDE ROADS, SIGNS SHOULD BE MOVED UPSTREAM AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- THE CONTRACTOR SHALL TRIM ANY FOLIAGE OBSTRUCTING THE VISIBILITY OF SIGNS, WHETHER PERMANENT OR TEMPORARY, NEEDED FOR THE WORK ZONE TRAFFIC CONTROL AS DETERMINED BY THE ENGINEER. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- ANY CONSTRUCTION SIGNS DEEMED NECESSARY BY THE ENGINEER AND NOT ON THE PLANS SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- ALL SIGNS NECESSARY FOR THE BASIC WORK ZONE TRAFFIC CONTROL (INCLUDING RELOCATION AND/OR MODIFICATION AND/OR RESTORATION OF EXISTING SIGN PANELS) AS NOTED IN THE PLANS, STANDARD SPECIFICATIONS, NATIONAL MUTCD AND NYS SUPPLEMENT, OR AOBE SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- ANY DAMAGE TO EXISTING SIGNS IS TO BE DOCUMENTED AND ANY SUBSEQUENT DAMAGE REMEDIED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE DONE, DUE TO THE CONTRACTORS METHODS, TO TEMPORARILY REMOVE, RELOCATE OR COVER SIGN PANELS OR SIGN TEXT, REFER TO SECTION 645-5.09 "COVERING SIGN PANELS", IN THE NYS DOT STANDARD SPECIFICATIONS.
- ALL SIGNS SHALL BE MOUNTED AT A HEIGHT PER THE NATIONAL MUTCD AND NYS SUPPLEMENT.

PUBLIC INGRESS AND EGRESS

- THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AT LEAST ONE DAY IN ADVANCE OF CLOSING DRIVEWAYS AND SHALL PROVIDE PROPERTY OWNERS WITH PROPER ACCESS AOBE TO THEIR DRIVEWAYS AND SHALL MAINTAIN THEM THROUGH ALL WORK AREAS AND SHALL DELINEATE THEM BY MEANS OF SIGNS, CONES, AND/OR DRUMS AOBE. THE COSTS FOR SIGNS AND ANY OTHER DELINEATION AND GUIDING DEVICES (CONES, DRUMS, ETC.) SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- WHERE DIRECT ACCESS TO DRIVEWAYS IS NOT POSSIBLE DUE TO NECESSARY CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL PLAN ALTERNATE MEANS OF ACCESS AND SUBMIT SUCH PLANS TO THE ENGINEER FOR APPROVAL. OCCUPANT SHALL HAVE 24 HOURS NOTICE OF ANY CHANGES. COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- SIGNS DENOTING COMMERCIAL ESTABLISHMENTS SHALL BE PROVIDED AND PLACED NEXT TO COMMERCIAL DRIVEWAYS. SIGNS SHALL BE AS SHOWN IN THE PLANS AND/OR AS APPROVED BY THE ENGINEER. THE COST FOR THESE SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL. SIGNS SHALL NOT BE PLACED IN A LOCATION THAT OBSTRUCTS SIGHT DISTANCES.
- WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE HIGHWAY WITHIN THE TEMPORARY TRAFFIC CONTROL ZONE, ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE ERECTED AND FLAGGERS POSTED AT APPROPRIATE LOCATIONS OR AOBE. ALL COSTS INVOLVED SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.

CONSTRUCTION INGRESS AND EGRESS

- VEHICLES, MATERIALS, AND/OR EQUIPMENT, INCLUDING OUT OF SERVICE SIGNS, SHALL NOT BE PARKED OR STORED WITHIN 30 FEET OF A ROADWAY USED BY THE GENERAL PUBLIC OR ANY OTHER AREAS DEEMED HAZARDOUS BY THE ENGINEER.
- THE CONTRACTOR SHALL KEEP TO A MINIMUM MOVEMENT OF CONSTRUCTION VEHICLES AND EQUIPMENT IN AND OUT OF DESIGNATED TRAVEL LANES.

PAVEMENT MARKINGS

- PRIOR TO THE BEGINNING OF ANY WORK, THE CONTRACTOR SHALL INVENTORY ALL EXISTING PAVEMENT MARKINGS SO THAT THE PAVEMENT MARKINGS CAN BE LAID OUT AND REPLACED IN KIND BY THE CONTRACTOR UPON COMPLETION OF WORK. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- WHERE PAVEMENT MARKINGS ARE REMOVED, THEY SHALL BE REMOVED BY A METHOD, SUBJECT TO APPROVAL BY THE ENGINEER, WHICH WILL FULLY REMOVE THE MARKINGS AND CAUSE NO SIGNIFICANT DAMAGE TO THE PAVEMENT. PAVEMENT MARKINGS WHICH ARE COVERED SHALL BE COVERED UTILIZING AN APPROVED PAVEMENT MARKING COVERING TAPE, SPECIFICALLY DESIGNED FOR THE PURPOSE OF COVERING PAVEMENT MARKINGS, AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE PAVEMENT MARKINGS AT ALL TIMES ON ALL PAVEMENT, WHETHER EXISTING, TEMPORARY OR NEW, UNTIL PERMANENT MARKINGS ARE INSTALLED OR RESTORED. THIS SHALL INCLUDE AT ALL APPROPRIATE LOCATIONS, EDGE LINES, LANE LINES (SOLID OR BROKEN), CHANNELIZING LINES, DOTTED LINES, PLUS ANY MARKINGS ORDERED BY THE ENGINEER. ALL MARKINGS SHALL BE APPLIED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE NATIONAL MUTCD AND NYS SUPPLEMENT AND SHALL INDICATE ACTUAL CONDITIONS AT ALL TIMES.

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: _____	S. MURPHY
DRAWN BY: _____	S. MURPHY
SHEET CHK'D BY: _____	M. FABEND
CROSS CHK'D BY: _____	N. VIGNEAULT
APPROVED BY: _____	N. VIGNEAULT
DATE: _____	APRIL 2022

CDM Smith
Camp Dresser McKee & Smith
Saline Industrial Powerpark, One General Motors Drive
Syracuse, NY 13206
Tel: (315) 434-3200

CITY OF AUBURN, NEW YORK JOHN STREET WORK ZONE TRAFFIC CONTROL PLAN

WORK ZONE TRAFFIC CONTROL NOTES (1 OF 2)

PROJECT NO. 79198-256220 FILE NAME: COO1WZTC.DWG
SHEET NO. C-1

75% SUBMITTAL - NOT FOR CONSTRUCTION



FLAGGERS

- WHEN FLAGGERS ARE BEING USED FOR TRAFFIC CONTROL PURPOSES, FLAGGER SIGNS W20-7A SHALL BE PLACED AS SHOWN IN THE PROPOSAL OR AOB ON ALL APPROACHES TO THE AREAS BEING FLAGGED. THE COST OF FLAGGER SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 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. THE COST FOR FLAGGER SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- STOP/SLOW PADDLES SHALL BE USED FOR FLAGGING AND SHALL CONFORM TO THE REQUIREMENTS IN THE NATIONAL MUTCD AND NYS SUPPLEMENT BUT SHALL BE A MINIMUM OF 24 INCH. THE COST OF THESE PADDLES AND ALL FLAGGERS SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- 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.
- THE CONTRACTOR SHALL PROVIDE FLAGGERS WHERE SIGHT DISTANCES ARE IMPAIRED BY THE OPERATION OR IN ANY OTHER SITUATION AOB.
- 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 BASIC WORK ZONE TRAFFIC CONTROL.
- FLAGGERS SHALL USE THE FREE HAND FOR EMPHASIS AS SHOWN IN THE NATIONAL MUTCD AND NYS SUPPLEMENT. 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 THE SAFE HANDLING OF TRAFFIC, AS DETERMINED BY THE ENGINEER.
- THE ENGINEER SHALL DETERMINE THE NUMBER OF FLAGGERS NEEDED FOR EACH WORK ZONE. UNDER CERTAIN GEOMETRIC AND TRAFFIC SITUATIONS, MORE THAN ONE FLAGGER STATION MAY BE REQUIRED FOR EACH DIRECTION OF TRAFFIC. AT TWO WAY, UNUSUALLY LOW-VOLUME AND/OR UNUSUALLY LOW-SPEED SHORT LANE CLOSINGS, WHERE ADEQUATE SIGHT DISTANCE IS AVAILABLE FOR SAFE HANDLING OF TRAFFIC, THE USE OF ONE FLAGGER MAY BE SUFFICIENT. IN THIS SITUATION, A POSITION MAY HAVE TO BE TAKEN OPPOSITE THE WORK TO OPERATE EFFECTIVELY.
- 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 FORCE TO WARN THEM (FOR EXAMPLE WITH HORNS, WHISTLES, ETC.) OF APPROACHING DANGER, SUCH AS VEHICLES OUT OF CONTROL.
- WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE HIGHWAY WITHIN THE TEMPORARY TRAFFIC CONTROL ZONE, ADDITIONAL TRAFFIC CONTROL DEVICES AND FLAGGERS SHALL BE PROVIDED.

PEDESTRIANS

- WHERE SIDEWALKS OR WALKWAYS EXIST PEDESTRIAN TRAFFIC SHALL BE MAINTAINED ON THE EXISTING SIDEWALKS OR WALKWAYS.
- IF THE EXISTING SIDEWALK CANNOT BE MAINTAINED, A SIDEWALK DETOUR SHALL BE PROVIDED AS SHOWN ON DRAWING C-6.
- IF PEDESTRIAN WALKWAY IS LESS THAN 5 FEET WIDE AND OVER 200 FEET IN LENGTH THE CONTRACTOR SHALL FURNISH A 5 FOOT BY 5 FOOT AREA WHERE WHEELCHAIRS CAN PASS EVERY 200 FEET.
- WHERE IT IS DETERMINED, BY THE ENGINEER, THAT THERE IS A LIKELIHOOD OF PEDESTRIANS LEAVING THE DEDICATED WALKWAY TO CROSS THE ACTIVE LANE OF TRAFFIC, THE CHANNELIZING DEVICES SHALL BE SUPPLEMENTED WITH A DEVICE, SUCH AS SAFETY FENCE, PLASTIC SAFETY CHAIN, ETC. TO RESTRICT THIS PEDESTRIAN ACTIVITY.
- THE SAFETY FENCE SHALL CONFORM TO SECTION 107-05 OF THE STANDARD SPECIFICATIONS, AND SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AND PROTECTED AT ALL TIMES IN ACCORDANCE WITH SECTION 619 OF THE NYSDOT STANDARD SPECIFICATIONS. ALL PEDESTRIAN ACCESS SHALL BE HANDICAPPED ACCESSIBLE IN ACCORDANCE WITH THE CURRENT AMERICANS WITH DISABILITIES ACT (ADA).

MISCELLANEOUS

- ALL WORK MUST BE PERFORMED BETWEEN THE HOURS OF 8:00 A.M. AND 4:00 P.M.
- ALL ROADWAY AREAS TEMPORARILY CLOSED FOR EXCAVATION SHALL BE REOPENED AT THE END OF THE WORK DAY. AT ALL TIMES WHEN WORK IS NOT IN PROGRESS, ALL OPENINGS IN THE ROADWAY SHALL BE COVERED WITH ANCHORED STEEL PLATES OR SHALL BE TEMPORARILY BACKFILLED IN ACCORDANCE WITH SECTION 203-3.15 TO ORIGINAL GRADE.
- IF ANCHORED STEEL PLATES ARE THE CHOSEN OPTION, THE CONTRACTOR SHALL SUBMIT THE PROPOSED METHOD OF ANCHORING THE STEEL PLATES TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING ANY ROADWAY EXCAVATION. THE STEEL PLATES SHALL BE RAMPED WITH A BITUMINOUS MATERIAL PRIOR TO OPENING THE LANE. THE COST OF THIS WORK, INCLUDING ALL LABOR, MATERIALS, EQUIPMENT, AND ANY RE-EXCAVATION OF TEMPORARILY RESTORED AREAS SHALL BE INCLUDED IN THE PRICE BID BASIC WORK ZONE TRAFFIC CONTROL.
- IF PUBLIC TRANSPORTATION SERVICES ARE PROVIDED TO THE PUBLIC AT DESIGNATED AREAS WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THESE AREAS AND ALLOWING FOR ADEQUATE ASSEMBLAGE SPACE FOR PASSENGERS DURING ALL PHASES OF OPERATIONS FOR THE LIFE OF THE CONTRACT. ALL COSTS TO BE INVOLVED SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
- WORK ZONE TRAFFIC CONTROL IS CONSIDERED SPECIAL/SKILLED WORK, AND ALL PROVISIONS OF SECTION 105-02 OF THE STANDARD SPECIFICATIONS SHALL APPLY. THE CONTRACTOR SHALL DESIGNATE A PROJECT TRAFFIC CONTROL SUPERVISOR. THIS PERSON'S NAME AND EXPERIENCE SHALL BE DOCUMENTED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AND THE NYSDOT PERMIT ENGINEER.

SYMBOL	DESCRIPTION
■	CHANNELIZING DEVICE
▩	TYPE III BARRICADE
T	SIGN, TEMPORARY
—●—	FLAGGER
◆	FLAG TREE
▨	WORK SPACE
→	DIRECTION OF TEMPORARY TRAFFIC DETOUR
⇒	DIRECTION OF TRAFFIC
○→	TRAFFIC OR PEDESTRIAN SIGNAL

FORMULAS FOR DETERMINING TAPER LENGTHS (L)				
SPEED LIMIT (S) (MPH)	TAPER LENGTH (L) (FT.)			
40 MPH OR LESS	$L = WS^2 / 60$			
45 MPH OR MORE	$L = WS$			
L = TAPER LENGTH W = WIDTH OF OFFSET (FT.) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)				
STANDARD TAPER LENGTHS (L)				
LATERAL SHIFT OF TRAFFIC FLOW PATH	POSTED SPEED LIMIT			
	(25 MPH)	(30 MPH)	(35 MPH)	(40 MPH)
4	45	60	85	110
5	55	75	105	135
6	65	90	125	160
7	75	105	145	190
8	85	120	165	215
9	95	135	185	240
10	105	150	205	270
11	115	165	225	295
12	125	180	245	320

	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (<= 30 MPH*)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH*)	200	200	200	AHEAD	AHEAD
RURAL	500	500	500	1500 FT	1000 FT

* PRECONSTRUCTION POSTED SPEED LIMIT

URBAN: (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA) SIDEWALKS, BICYCLE USAGE, CURBING, CLOSED DRAINAGE SYSTEMS, DRIVEWAY DENSITIES GREATER THAN 24 DRIVEWAYS PER MILE, MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS PER MILE OR GREATER, MAJOR COMMERCIAL DRIVEWAYS, NUMEROUS RIGHT OF WAY CONSTRAINTS, HIGH DENSITY OF CROSS STREETS, 85TH PERCENTILE SPEEDS OF 45 MPH OR LESS.

RURAL: ANY AREA NOT EXHIBITING MORE THAN ONE OF THE ABOVE CHARACTERISTICS.

XREFS: [CDMS_2234] Images: []
 Last saved by: MURPHYSP Time: 4/10/2022 12:40:47 PM
 pw:\cdm\smith-02-pw\entley.com\PW_EXT\99198\256220\04 Design Services NM_75%_02 Civil\10 CADD\02 Details\COO1WZTC.dwg
 ©2021 CDM SMITH ALL RIGHTS RESERVED.
 REUSE OF DOCUMENTS: THESE DOCUMENTS AND DESIGNS PROVIDED BY PROFESSIONAL SERVICE, INCORPORATED HEREIN, ARE THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.

REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: S. MURPHY
 DRAWN BY: S. MURPHY
 SHEET CHK'D BY: M. FABEND
 CROSS CHK'D BY: N. VIGNEAULT
 APPROVED BY: N. VIGNEAULT
 DATE: APRIL 2022

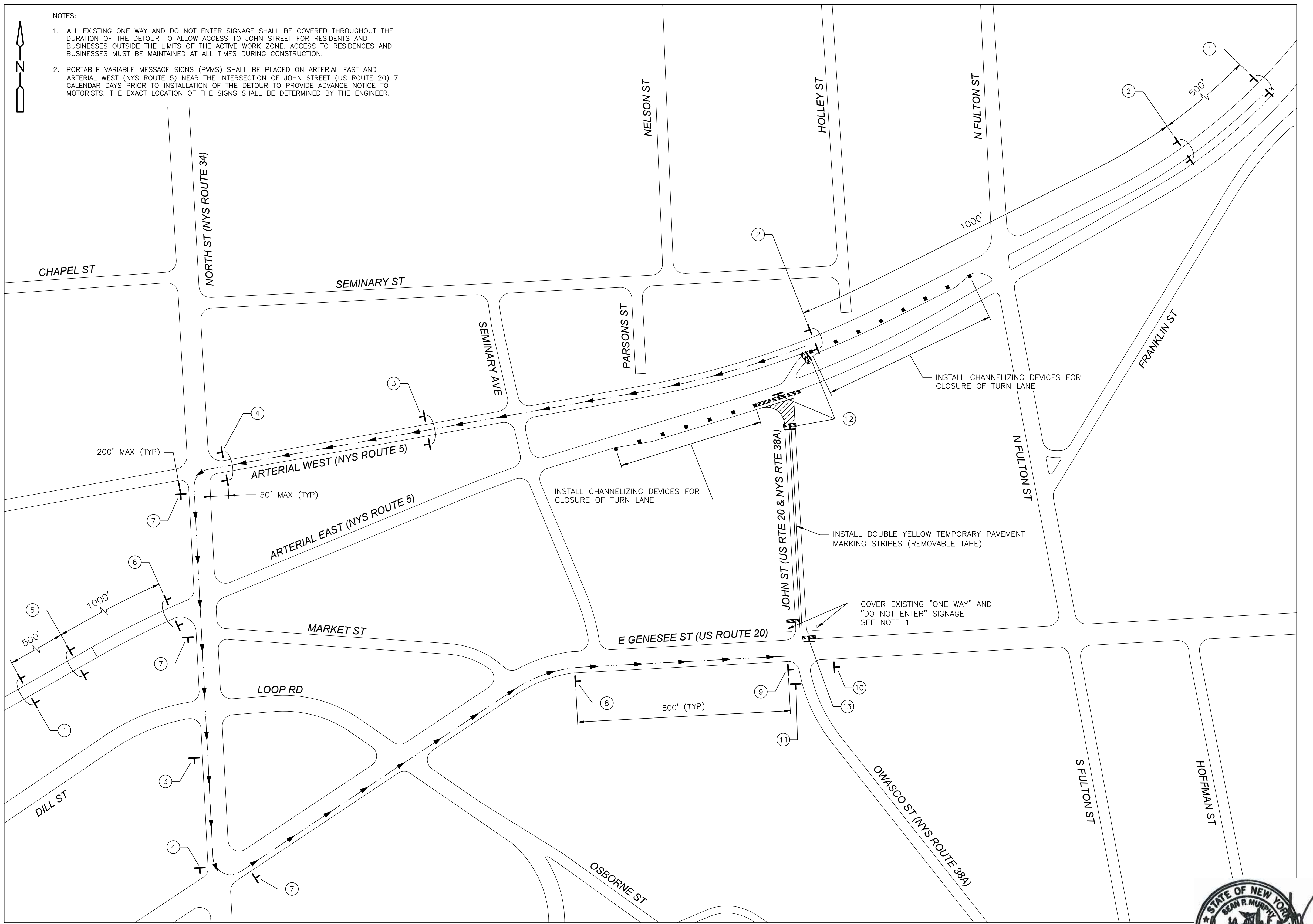
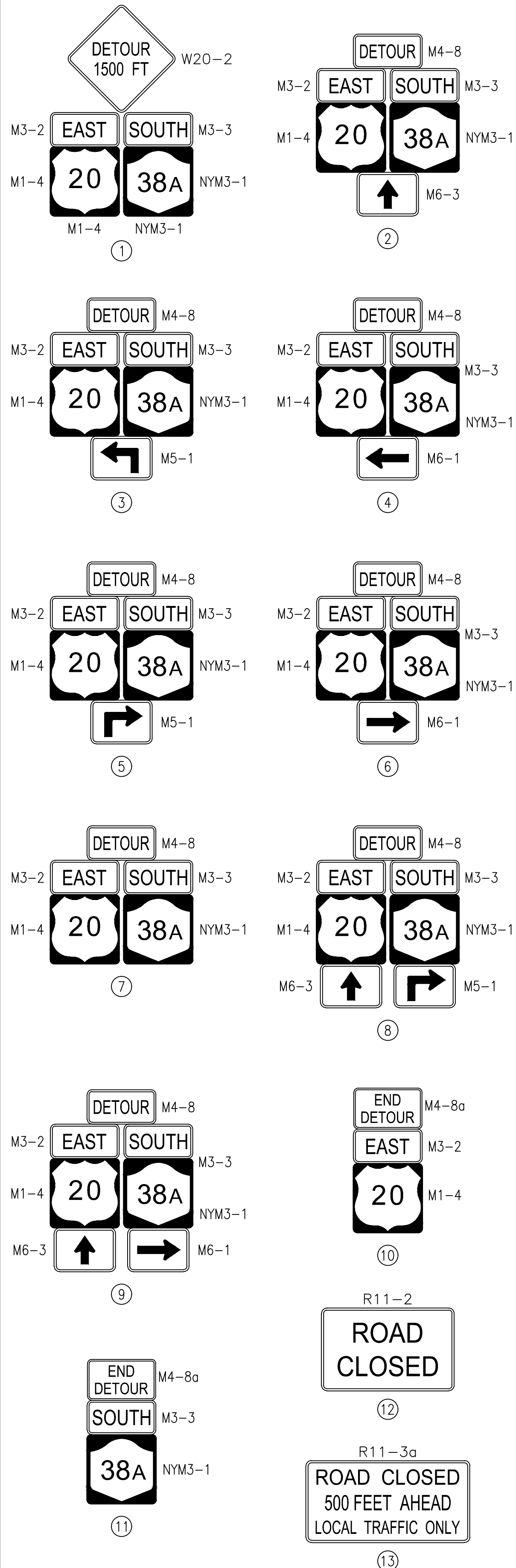


CITY OF AUBURN, NEW YORK
**JOHN STREET WORK ZONE
 TRAFFIC CONTROL PLAN**

**WORK ZONE TRAFFIC CONTROL
 NOTES (2 OF 2)**

PROJECT NO. 79198-256220
FILE NAME: COO1WZTC.DWG
SHEET NO.
C-2

XREF: [CDMS_2234] Images: []
 Last saved by: MURPHYSP Time: 5/5/2022 1:27:38 PM
 pw:\cdmsmith-0202-pw.bentley.com\EXT\79198\256220\04 Design Services NM_75% 02 Civil\10 CADD\02 Details\0003WZTC.dwg
 ©2021 CDM SMITH ALL RIGHTS RESERVED.
 REUSE OF DOCUMENTS: THESE DOCUMENTS AND DESIGNS PROVIDED BY PROFESSIONAL SERVICE, INCORPORATED HEREIN, ARE THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.



PLAN
N.T.S.



REV. NO.	DATE	DRWN	CHKD	REMARKS

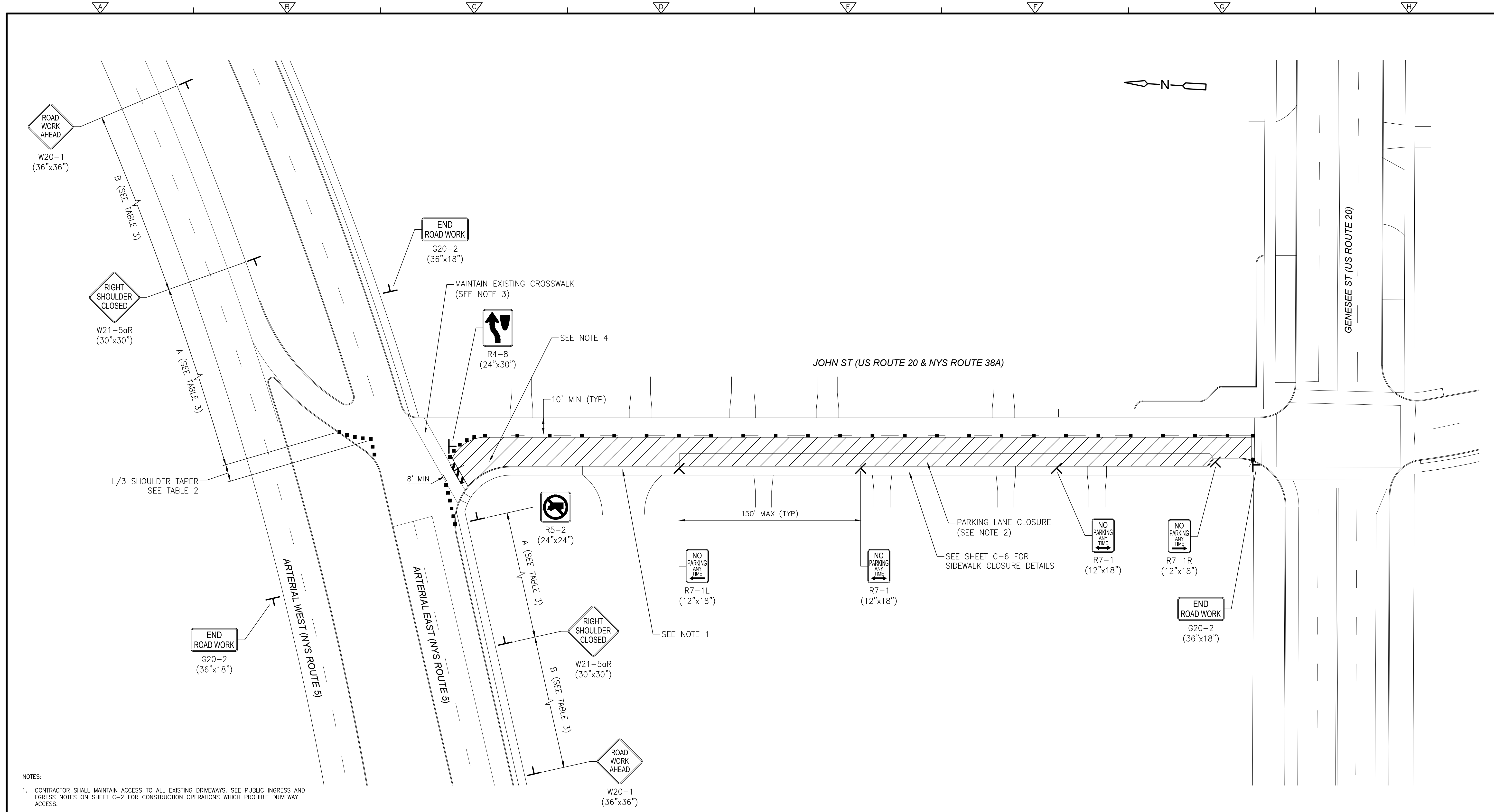
DESIGNED BY: S. MURPHY
 DRAWN BY: S. MURPHY
 SHEET CHK'D BY: M. FABEND
 CROSS CHK'D BY: N. VIGNEAULT
 APPROVED BY: N. VIGNEAULT
 DATE: APRIL 2022
CDM Smith
 Camp Dresser McKee & Smith
 Saline Industrial Powerpark, One General Motors Drive
 Syracuse, NY 13206
 Tel: (315) 434-3200

CITY OF AUBURN, NEW YORK
JOHN STREET WORK ZONE
TRAFFIC CONTROL PLAN

WORK ZONE TRAFFIC CONTROL
DETOUR PLAN

PROJECT NO. 79198-256220
 FILE NAME: C003WZTC.DWG
 SHEET NO.
C-3

XREF: [CDMS_2234] Images: []
 Last saved by: MURPHYSP Time: 5/5/2022 1:27:17 PM
 pw:\\cdmsmith-02-pw-bentley.com\pw_ext\79198\256220\04 Design Services NM_75%_02 Civil\10 CADD\02 Details\004WZTC.dwg
 ©2021 CDM SMITH ALL RIGHTS RESERVED.
 REUSE OF DOCUMENTS: THESE DOCUMENTS AND DESIGNS PROVIDED BY PROFESSIONAL SERVICE, INCORPORATED HEREIN, ARE THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.



- NOTES:
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVEWAYS. SEE PUBLIC INGRESS AND EGRESS NOTES ON SHEET C-2 FOR CONSTRUCTION OPERATIONS WHICH PROHIBIT DRIVEWAY ACCESS.
 - ALL R7-1 SIGNS SHALL BE INSTALLED A MINIMUM OF 24 HOURS PRIOR TO ANY INSTALLATION OF LANE CLOSURES.
 - CONTRACTOR SHALL MAINTAIN OPERATION OF EXISTING CROSSWALKS. IN THE EVENT THAT CONSTRUCTION OPERATIONS ARE REQUIRED WITHIN THE LIMITS OF THE EXISTING CROSSWALK, CONTRACTOR SHALL ESTABLISH A CROSSWALK CLOSURE AND PEDESTRIAN DETOUR AS SHOWN ON SHEET C-7 PRIOR TO ANY WORK WITHIN THE LIMITS OF THE CROSSWALK.
 - CLOSURE SHOWN IS FOR THE FULL LENGTH OF THE ROADWAY. ACTUAL CLOSURE SHALL BE LIMITED TO THE AREA REQUIRED TO PERFORM THE WORK. IN THE EVENT THAT THE CLOSURE IS REQUIRED TO THE NORTHERN LIMITS OF THE INTERSECTION OF JOHN STREET AT ARTERIAL WEST, CONTRACTOR SHALL INSTALL R5-2 SIGN IN ADVANCE OF THE INTERSECTION ON ARTERIAL WEST TO PREVENT TRUCK TRAFFIC. R5-2 SIGN SHALL BE REMOVED OR COVERED WHEN WORK IS NOT OCCURRING IN THE VICINITY OF THE INTERSECTION.

PLAN
N.T.S.



REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY:	S. MURPHY
DRAWN BY:	S. MURPHY
SHEET CHK'D BY:	M. FABEND
CROSS CHK'D BY:	N. VIGNEAULT
APPROVED BY:	N. VIGNEAULT
DATE:	APRIL 2022

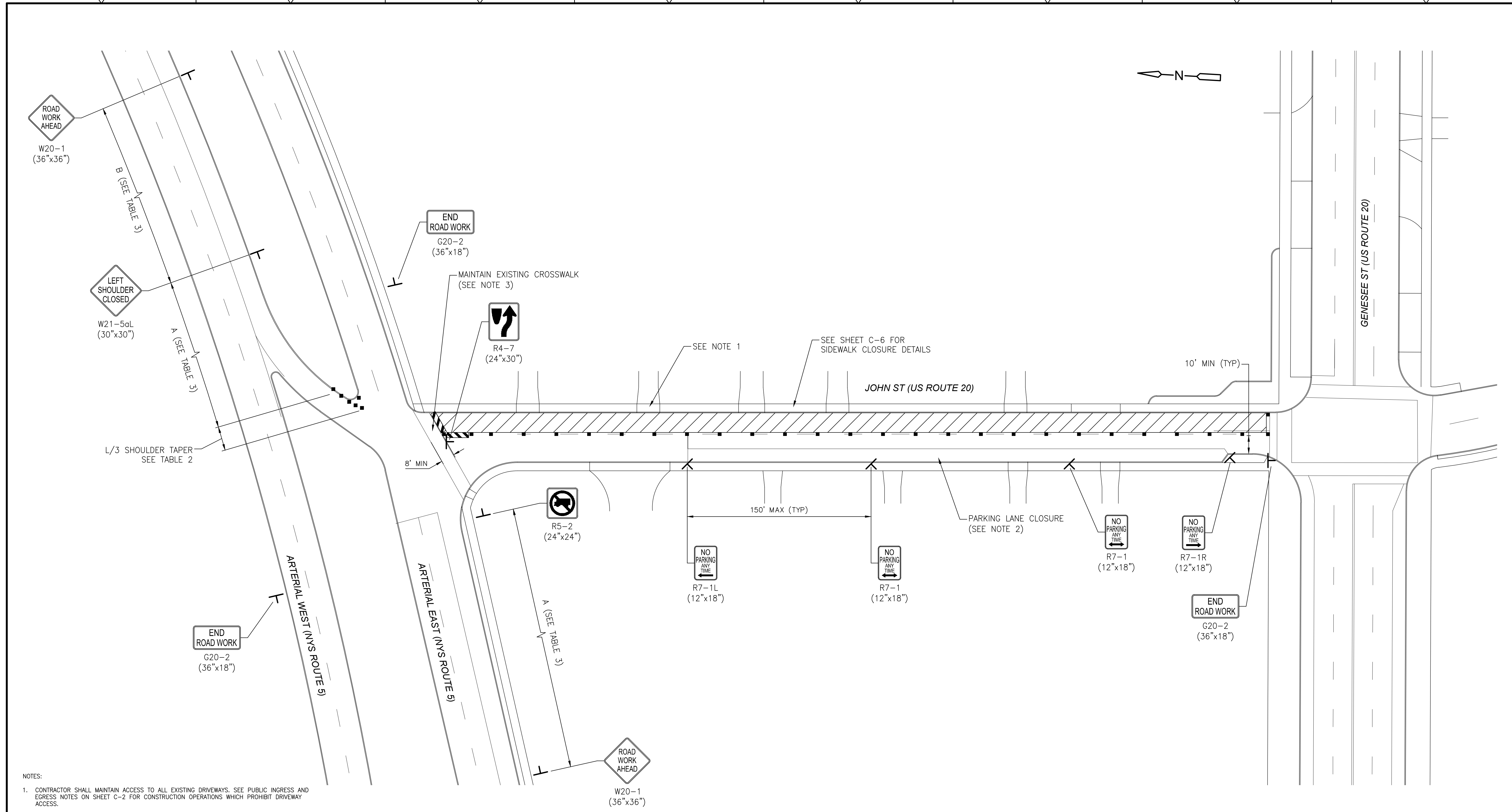
CDM Smith
 Camp Dresser McKee & Smith
 Salina Industrial Powerpark, One General Motors Drive
 Syracuse, NY 13206
 Tel: (315) 434-3200

CITY OF AUBURN, NEW YORK
**JOHN STREET WORK ZONE
 TRAFFIC CONTROL PLAN**

**WORK ZONE TRAFFIC CONTROL
 RIGHT LANE CLOSURE PLAN**

PROJECT NO.	79198-256220
FILE NAME:	CO04WZTC.DWG
SHEET NO.	C-4

XREF: [CDMS_2234] Images: []
 Last saved by: MURPHYSP Time: 5/5/2022 1:27:01 PM
 pw:\cdm\smith-02-pw\benley.com\EXT\79198\256220\04 Design Services NM_75%_02 Civil\10 CADD\02 Details\CO05WZTC.dwg
 ©2021 CDM SMITH ALL RIGHTS RESERVED.
 REUSE OF DOCUMENTS: THESE DOCUMENTS AND DESIGNS PROVIDED BY PROFESSIONAL SERVICE, INCORPORATED HEREIN, ARE THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.



- NOTES:
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVEWAYS. SEE PUBLIC INGRESS AND EGRESS NOTES ON SHEET C-2 FOR CONSTRUCTION OPERATIONS WHICH PROHIBIT DRIVEWAY ACCESS.
 - ALL R7-1 SIGNS SHALL BE INSTALLED A MINIMUM OF 24 HOURS PRIOR TO ANY INSTALLATION OF LANE CLOSURES.
 - CONTRACTOR SHALL MAINTAIN OPERATION OF EXISTING CROSSWALKS. IN THE EVENT THAT CONSTRUCTION OPERATIONS ARE REQUIRED WITHIN THE LIMITS OF THE EXISTING CROSSWALK, CONTRACTOR SHALL ESTABLISH A CROSSWALK CLOSURE AND PEDESTRIAN DETOUR AS SHOWN ON SHEET C-7 PRIOR TO ANY WORK WITHIN THE LIMITS OF THE CROSSWALK.
 - CLOSURE SHOWN IS FOR THE FULL LENGTH OF THE ROADWAY. ACTUAL CLOSURE SHALL BE LIMITED TO THE AREA REQUIRED TO PERFORM THE WORK. IN THE EVENT THAT THE CLOSURE IS REQUIRED TO THE NORTHERN LIMITS OF THE INTERSECTION OF JOHN STREET AT ARTERIAL WEST, CONTRACTOR SHALL INSTALL R5-2 SIGN IN ADVANCE OF THE INTERSECTION ON ARTERIAL WEST TO PREVENT TRUCK TRAFFIC. R5-2 SIGN SHALL BE REMOVED OR COVERED WHEN WORK IS NOT OCCURRING IN THE VICINITY OF THE INTERSECTION.

PLAN
N.T.S.



REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY:	S. MURPHY
DRAWN BY:	S. MURPHY
SHEET CHK'D BY:	M. FABEND
CROSS CHK'D BY:	N. VIGNEAULT
APPROVED BY:	N. VIGNEAULT
DATE:	APRIL 2022

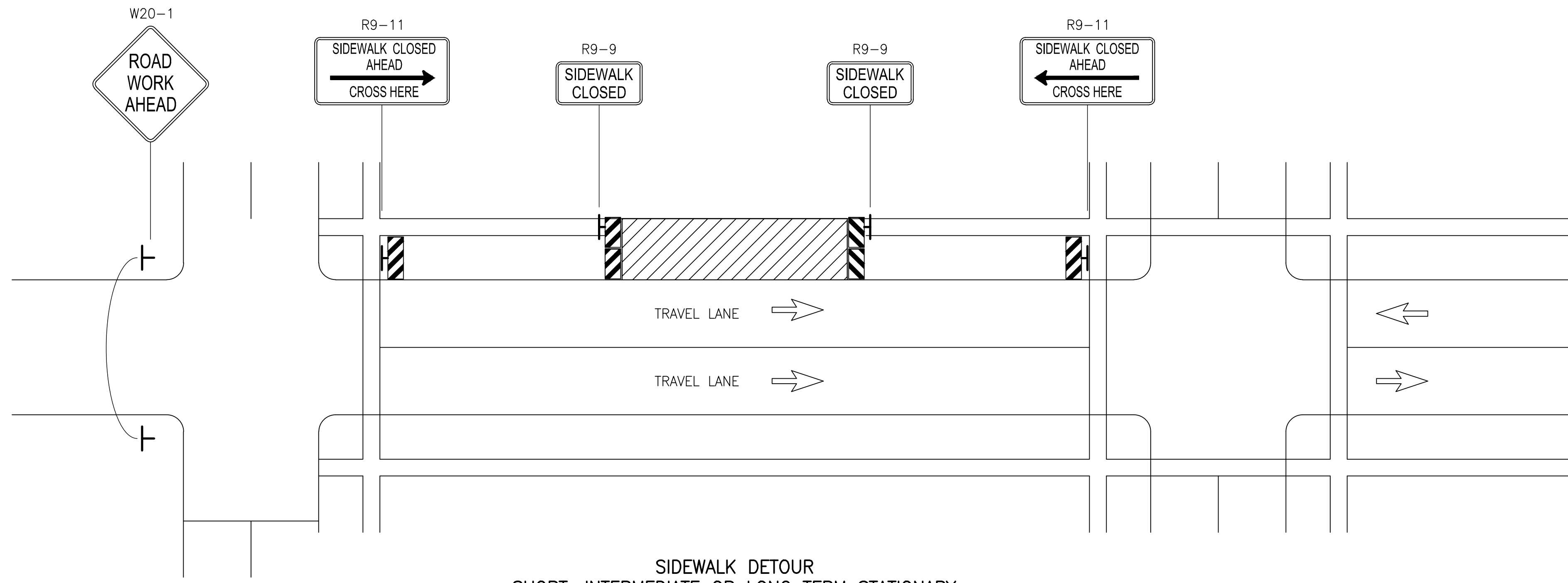
CDM Smith
 Camp Dresser McKee & Smith
 Salina Industrial Powerpark, One General Motors Drive
 Syracuse, NY 13206
 Tel: (315) 434-3200

CITY OF AUBURN, NEW YORK
**JOHN STREET WORK ZONE
 TRAFFIC CONTROL PLAN**

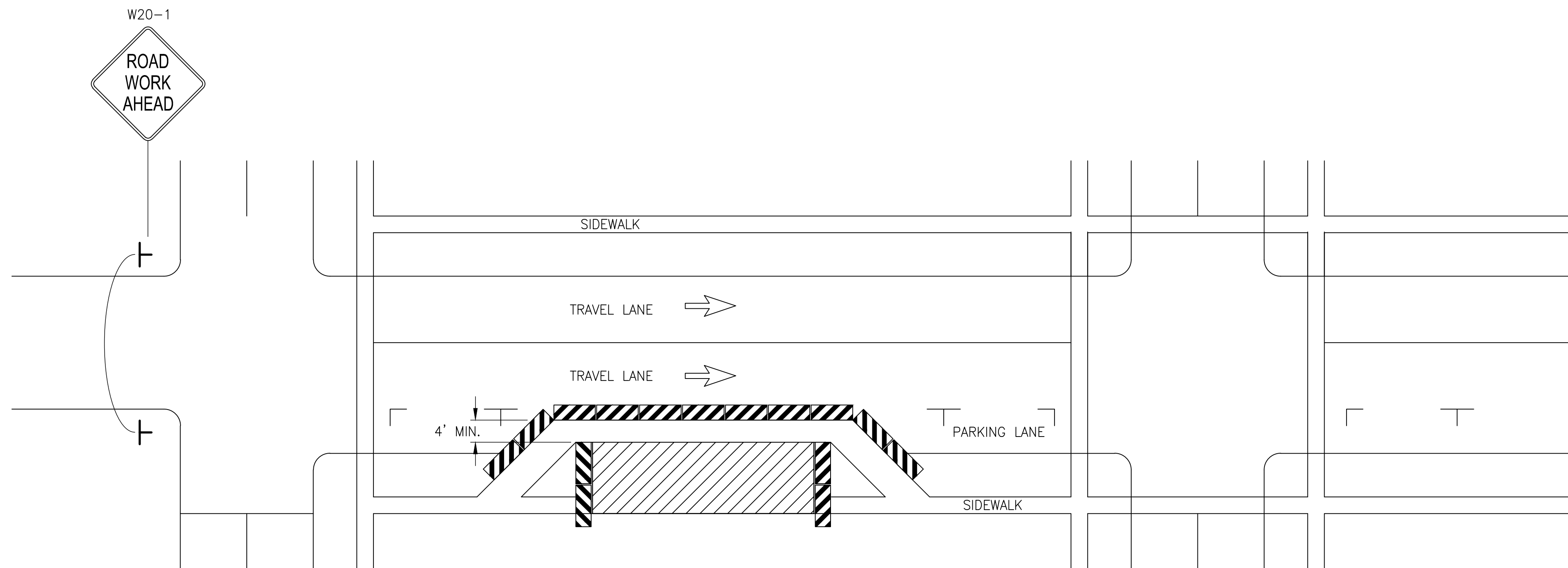
**WORK ZONE TRAFFIC CONTROL
 LEFT LANE CLOSURE PLAN**

PROJECT NO.	79198-256220
FILE NAME:	CO05WZTC.DWG
SHEET NO.	C-5

XREF: [CDMS_2234] Images: []
 Last saved by: MURPHYSP Time: 4/10/2022 12:40:29 PM
 pw:\cdm\smith-0202-pw.bentley.com\pw_ext\79198\256220\04 Design Services NM_75%_02 Civil\10 CADD\02 Details\C006WZTC.dwg
 © 2021 CDM SMITH ALL RIGHTS RESERVED.
 REUSE OF DOCUMENTS: THESE DOCUMENTS AND DESIGNS PROVIDED BY PROFESSIONAL SERVICE, INCORPORATED HEREIN, ARE THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.



SIDEWALK DETOUR
 SHORT, INTERMEDIATE OR LONG TERM STATIONARY
 (NOT TO SCALE)



SIDEWALK DIVERSION
 SHORT, INTERMEDIATE OR LONG TERM STATIONARY
 (NOT TO SCALE)

NOTES:

1. 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.
2. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS (W5-4), MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
3. FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.
4. SIGNS SUCH AS KEEP RIGHT (LEFT) SHALL BE PLACED ALONG A TEMPORARY SIDEWALK, WHERE APPLICABLE AND ACCORDING TO AMERICAN WITH DISABILITIES STANDARDS, TO GUIDE OR DIRECT PEDESTRIANS.
5. TYPE II BARRICADES MAY BE SUBSTITUTED FOR TYPE III BARRICADES AS PER SECTION 619 OF THE NYS DOT STANDARD SPECIFICATIONS.



REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: S. MURPHY
 DRAWN BY: S. MURPHY
 SHEET CHK'D BY: M. FABEND
 CROSS CHK'D BY: N. VIGNEAULT
 APPROVED BY: N. VIGNEAULT
 DATE: APRIL 2022

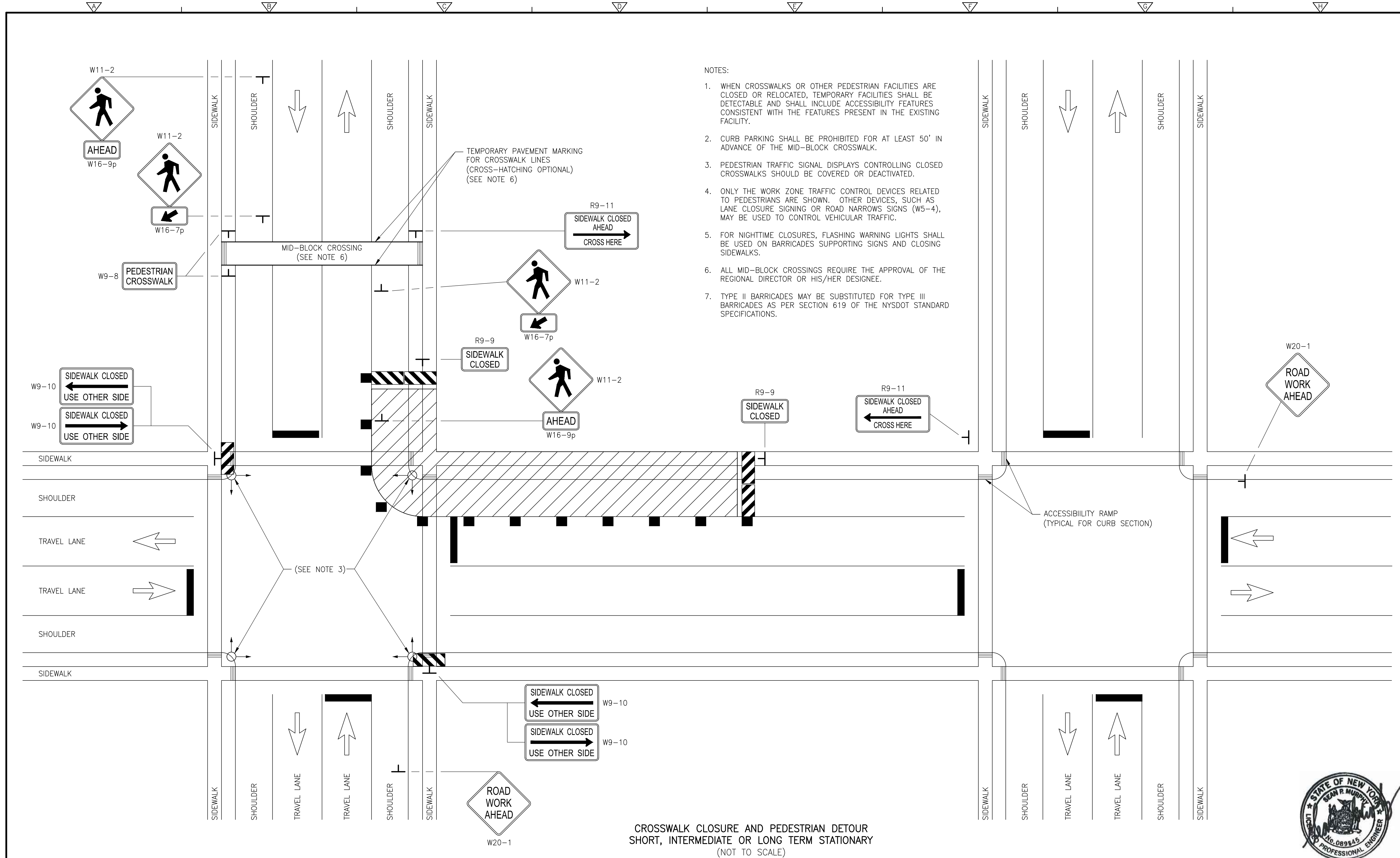
Camp Dresser McKee & Smith
 Salina Industrial Powerpark, One General Motors Drive
 Syracuse, NY 13206
 Tel: (315) 434-3200

CITY OF AUBURN, NEW YORK
JOHN STREET WORK ZONE
TRAFFIC CONTROL PLAN

WORK ZONE TRAFFIC CONTROL PLAN
SIDEWALK DETOUR &
SIDEWALK DIVERSION PLAN

PROJECT NO. 79198-256220
FILE NAME: C006WZTC.DWG
SHEET NO.
C-6

XREF: [CDMS_2234] Images: []
 Last saved by: MURPHYSP Time: 4/10/2022 12:40:10 PM
 pw:\cdm\smith-0202-pw.bentley.com\pw_ext\99198\256220\04 Design Services NM_75%_02 Civil\10 CADD\02 Details\C007WZTC.dwg
 © 2021 CDM SMITH ALL RIGHTS RESERVED.
 REUSE OF DOCUMENTS: THESE DOCUMENTS AND DESIGNS PROVIDED BY PROFESSIONAL SERVICE, INCORPORATED HEREIN, ARE THE PROPERTY OF CDM SMITH AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CDM SMITH.



- NOTES:
1. 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.
 2. CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50' IN ADVANCE OF THE MID-BLOCK CROSSWALK.
 3. PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHOULD BE COVERED OR DEACTIVATED.
 4. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS (W5-4), MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
 5. FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.
 6. ALL MID-BLOCK CROSSINGS REQUIRE THE APPROVAL OF THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.
 7. TYPE II BARRICADES MAY BE SUBSTITUTED FOR TYPE III BARRICADES AS PER SECTION 619 OF THE NYS DOT STANDARD SPECIFICATIONS.

CROSSWALK CLOSURE AND PEDESTRIAN DETOUR
 SHORT, INTERMEDIATE OR LONG TERM STATIONARY
 (NOT TO SCALE)



REV. NO.	DATE	DRWN	CHKD	REMARKS

DESIGNED BY: S. MURPHY
 DRAWN BY: S. MURPHY
 SHEET CHK'D BY: M. FABEND
 CROSS CHK'D BY: N. VIGNEAULT
 APPROVED BY: N. VIGNEAULT
 DATE: APRIL 2022



CITY OF AUBURN, NEW YORK
 JOHN STREET WORK ZONE
 TRAFFIC CONTROL PLAN

PROJECT NO. 79198-256220
 FILE NAME: C007WZTC.DWG
 SHEET NO. C-7
 WORK ZONE TRAFFIC CONTROL
 CROSSWALK DETOUR PLAN