

STREET LIMITS					
THURSTON ROAD					
REVITALIZATION PROJECT					
#	STREET	START	END	DWG #	LENGTH MILES
1	THURSTON ROAD	BROOKS AVE	RAVENWOOD AVE	37	0.50
TOTAL					0.50
#	STREET	P.I.N.			

ERDMAN

ANTHONY

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CITY OF ROCHESTER, NEW YORK

DEPARTMENT OF ENVIRONMENTAL SERVICES

60% PLANS

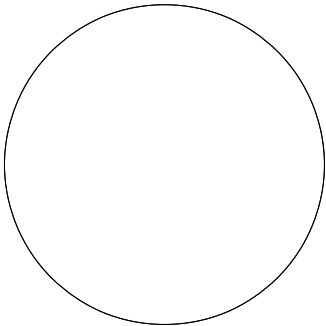
STREET IMPROVEMENT PROGRAM

THURSTON ROAD

REVITALIZATION PROJECT

PROJECT LENGTH 0.50 MILES

PC 14106



NORMAN JONES

COMMISSIONER

DEPARTMENT OF ENVIRONMENTAL SERVICES

CITY OF ROCHESTER

DATE

JAMES R. McINTOSH, P.E.

CITY ENGINEER

CITY OF ROCHESTER

DATE

DATE

GENERAL NOTES

1. CONTRACTOR IS TO FOLLOW ALL PROVISIONS OF NYSDOT STANDARD SPECIFICATIONS DATED MAY 1, 2008, EXCEPT FOR THOSE AS REVISED IN SUPPLEMENTARY SPECIFICATION SECTION OF CONTRACT DOCUMENTS. REVISED SPECIFICATION PROVIDED IN SUPPLEMENTARY SPECIFICATION SECTION OF CONTRACT DOCUMENTS SUPERSEDES APPROPRIATE STANDARD SPECIFICATION.
2. LOCATIONS OF EXISTING UTILITIES BOTH ABOVE GROUND AND BELOW GROUND THAT ARE SHOWN IN CONTRACT DRAWINGS ARE APPROXIMATE ONLY, AND ARE NOT GUARANTEED TO BE ACCURATE OR COMPLETE. ALL EXISTING UTILITIES SHOWN WERE PLOTTED FROM FIELD SURFACE SURVEY DATA AND IN CONJUNCTION WITH RECORD MAPPING SUPPLIED BY RESPECTIVE UTILITY COMPANY. BEFORE COMMENCING ANY WORK, IT IS RESPONSIBILITY OF CONTRACTOR TO HAVE LOCATION OF ALL EXISTING UTILITIES LOCATED WITHIN WORK AREA VERIFIED BY RESPECTIVE UTILITY COMPANY. CONTRACTOR IS TO REQUEST UTILITY STAKE OUT MINIMUM OF 48 HOURS IN ADVANCE OF COMMENCING ANY WORK, BY CALLING DIG SAFELY NEW YORK, UFPO AT (800) 962-7962.
3. ALL RIGHT-OF-WAY MONUMENTS AND PROPERTY CORNERS ARE TO BE PROTECTED, SAFEGUARDED AND PRESERVED. ALL RIGHT-OF-WAY MONUMENTS OR PROPERTY CORNERS THAT ARE DISTURBED BY CONTRACTOR'S OPERATIONS DURING CONSTRUCTION OF PROJECT ARE TO BE REPLACED BY NYS LICENSED SURVEYOR, AT CONTRACTOR'S EXPENSE.
4. SIDEWALK ACCESS RAMPS ARE TO BE LOCATED AND OF TYPE SHOWN IN CONTRACT DRAWINGS. HEADER CURB FOR SIDEWALK ACCESS RAMPS IS TO BE 5 FEET IN LENGTH, WITH TRANSITION CURBS BEING FROM 3 TO 7 FEET IN LENGTH.
5. WHERE NEW SIDEWALK IS TO BE CONSTRUCTED ADJACENT TO OTHER PAVED AREAS, MINIMUM OF 2 FEET OF ADJACENT PAVED AREA IS TO BE REPLACED IN KIND.
6. EXISTING PAVED AREAS THAT ARE NO LONGER NEEDED ARE TO BE REMOVED, BY EXCAVATING TO DEPTH THAT IS SUFFICIENT TO REMOVE EXISTING PAVEMENT MATERIAL. BACKFILL EXCAVATED AREA TO WITHIN 4 INCHES OF FINISHED GRADE WITH SELECT BACKFILL MATERIAL EXCAVATED FROM PROJECT SITE. PLACE 4 INCHES TOPSOIL, FINISH GRADE AREA AND HYDROSEED. PER SECTIONS S610 LANDSCAPE, S613 TOPSOIL AND NYSDOT SECTION 203 EXCAVATION AND EMBANKMENT.
7. CONTRACTOR MUST CONTACT MCDOT DISPATCHER AT (585) 753-7750 MINIMUM OF 5 WORKING DAYS PRIOR TO REMOVING OR RESETTING ANY TRAFFIC AND PARKING REGULATION SIGNS.



PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BEAMAN / D. WELLS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York



MANAGING ENGINEER
ALBERT J. GIGLIO, P.E.

CITY ENGINEER
JAMES R. MCINTOSH, P.E.

PROJECT TITLE

THURSTON ROAD
REVITALIZATION
PROJECT

ISSUED MARCH, 2014

CHECKED PJP

DRAWN SAB / DAW

DESIGN BRH

SCALE AS NOTED

E.A. PROJECT NUMBER 19425.00

NO.

REVISION

BY

DATE

DRAWING TITLE

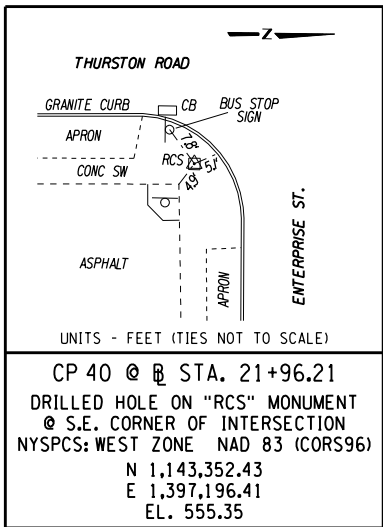
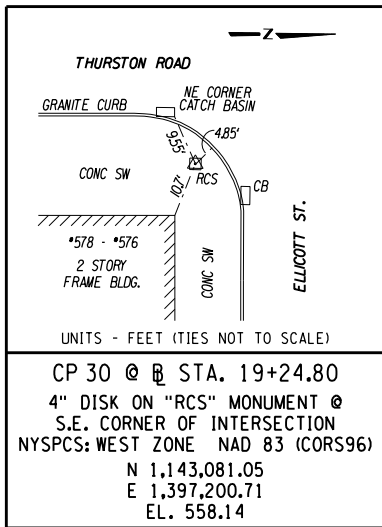
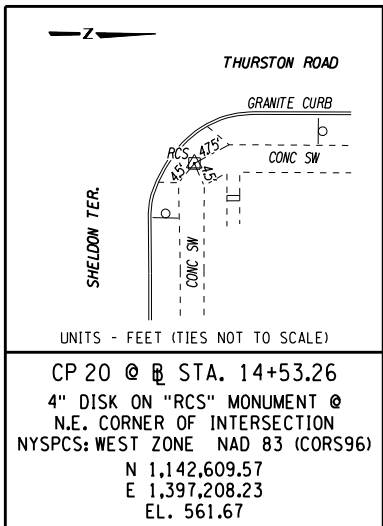
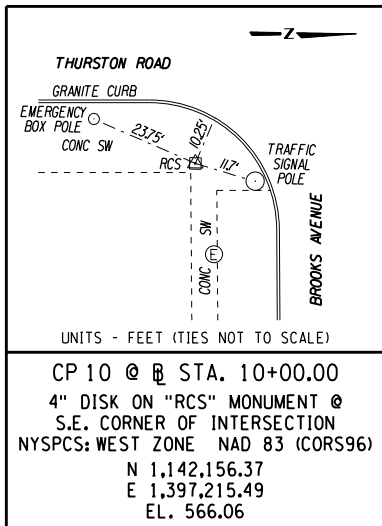
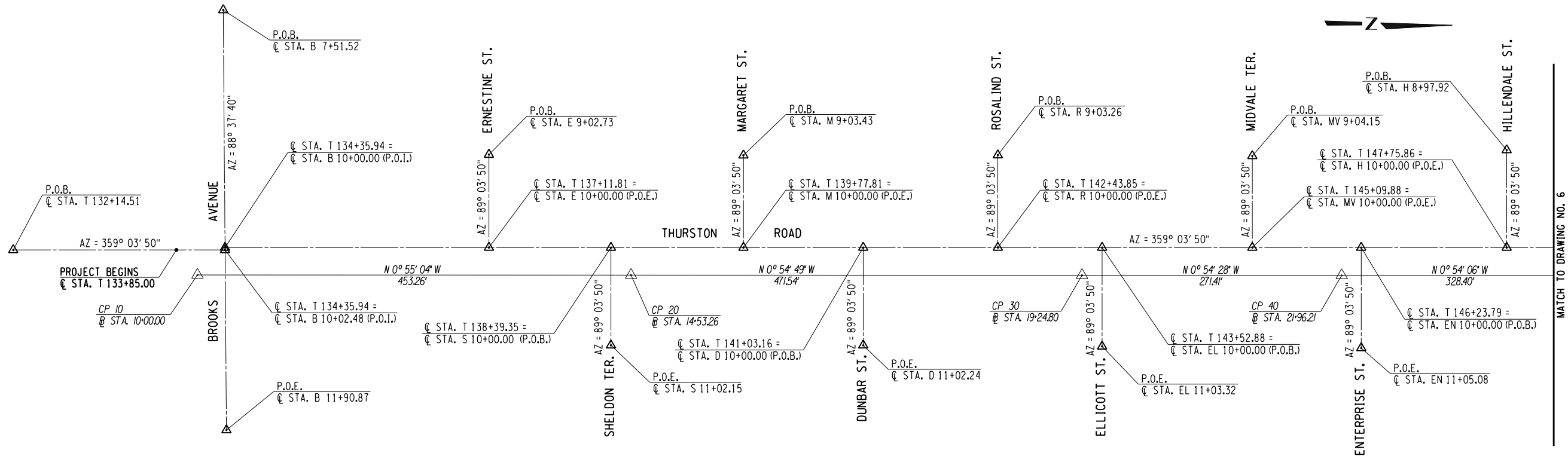
GENERAL
NOTES

DRAWING NO.

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OF



SIDE STREET HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
BROOKS AVENUE			
P.O.B.	B 7+51.52	1,142,178.78	1,396,937.93
P.O.I.	B 10+00.00	1,142,184.73	1,397,186.35
P.O.I.	B 10+02.48	1,142,184.79	1,397,188.83
P.O.E.	B 11+90.87	1,142,189.30	1,397,377.16
ERNESTINE STREET			
P.O.B.	E 9+02.73	1,142,458.97	1,397,084.58
P.O.E.	E 10+00.00	1,142,460.56	1,397,181.84
SHELDON TERRACE			
P.O.B.	S 10+00.00	1,142,588.09	1,397,179.76
P.O.E.	S 11+02.15	1,142,589.76	1,397,281.90
MARGARET STREET			
P.O.B.	M 9+03.43	1,142,724.96	1,397,080.94
P.O.E.	M 10+00.00	1,142,726.53	1,397,177.49
DUNBAR STREET			
P.O.B.	D 10+00.00	1,142,851.86	1,397,175.45
P.O.E.	D 11+02.24	1,142,853.53	1,397,277.67

SIDE STREET HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
ROSALIND STREET			
P.O.B.	R 9+03.26	1,142,990.95	1,397,076.42
P.O.E.	R 10+00.00	1,142,992.53	1,397,173.15
ELLICOTT STREET			
P.O.B.	EL 10+00.00	1,143,101.55	1,397,171.37
P.O.E.	EL 11+03.32	1,143,103.24	1,397,274.67
MIDVALE TERRACE			
P.O.B.	MV 9+04.15	1,143,256.96	1,397,072.96
P.O.E.	MV 10+00.00	1,143,258.53	1,397,168.80
ENTERPRISE STREET			
P.O.B.	EN 10+00.00	1,143,372.42	1,397,166.94
P.O.E.	EN 11+05.08	1,143,374.14	1,397,272.01
HILLENDALE STREET			
P.O.B.	H 8+97.92	1,143,522.81	1,397,062.38
P.O.E.	H 10+00.00	1,143,524.48	1,397,164.45

MAINLINE HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
THURSTON ROAD			
P.O.B.	T 132+14.51	1,141,963.39	1,397,192.45
PROJECT BEGINS	T 133+85.00	1,142,133.86	1,397,189.66
PROJECT ENDS	T 163+70.00	1,145,118.40	1,397,138.41
P.O.E.	T 164+12.19	1,145,160.59	1,397,137.72

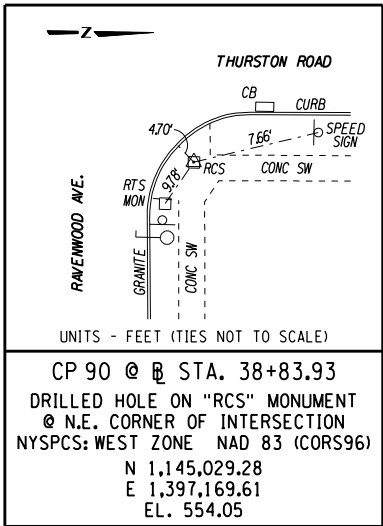
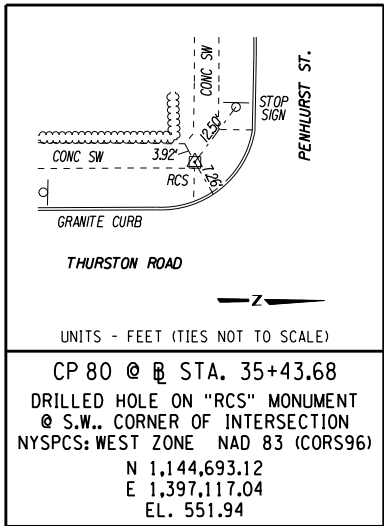
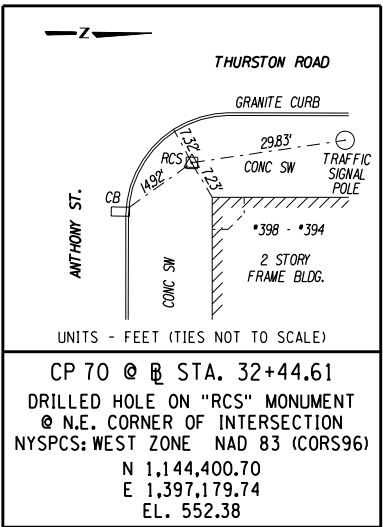
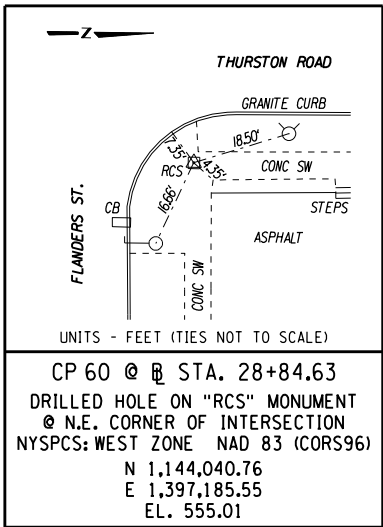
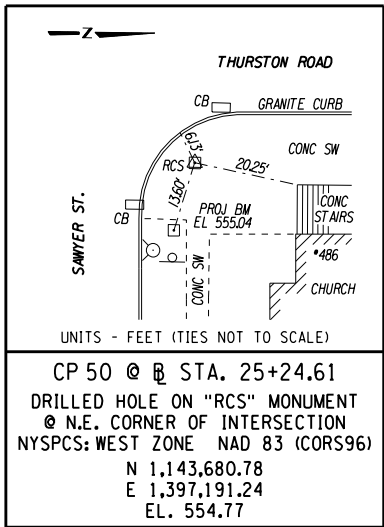
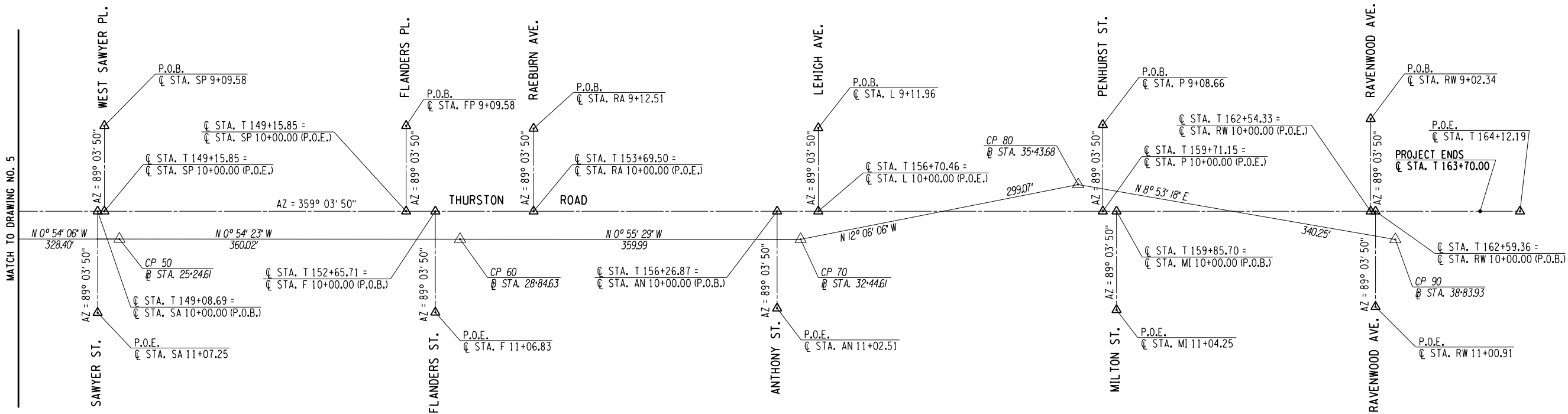
THURSTON ROAD
REVITALIZATION
PROJECT

PROJECT TITLE

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	BY	DATE
MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00	REVISION	

SURVEY
&
ALIGNMENT

DRAWING NO.



SIDE STREET HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
SAWYER STREET			
P.O.B.	SA 10+00.00	1,143,657.28	1,397,162.28
P.O.E.	SA 11+07.25	1,143,659.04	1,397,269.52
WEST SAWYER PLACE			
P.O.B.	SP 9+09.58	1,143,662.97	1,397,071.76
P.O.E.	SP 10+00.00	1,143,664.45	1,397,162.17
FLANDERS PLACE			
P.O.B.	FP 9+09.58	1,143,981.94	1,397,066.55
P.O.E.	FP 10+00.00	1,143,983.41	1,397,156.95
FLANDERS STREET			
P.O.B.	F 10+00.00	1,144,014.26	1,397,156.45
P.O.E.	F 11+06.83	1,144,016.00	1,397,263.26
RAEBURN AVENUE			
P.O.B.	RA 9+12.51	1,144,116.61	1,397,067.28
P.O.E.	RA 10+00.00	1,144,118.04	1,397,154.75
ANTHONY STREET			
P.O.B.	AN 10+00.00	1,144,375.37	1,397,150.55
P.O.E.	AN 11+02.51	1,144,377.04	1,397,253.05

SIDE STREET HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
LEHIGH AVENUE			
P.O.B.	L 9+11.96	1,144,417.52	1,397,061.81
P.O.E.	L 10+00.00	1,144,418.96	1,397,149.84
PENHURST STREET			
P.O.B.	P 9+08.66	1,144,718.11	1,397,053.60
P.O.E.	P 10+00.00	1,144,719.60	1,397,144.92
MILTON STREET			
P.O.B.	MI 10+00.00	1,144,734.15	1,397,144.69
P.O.E.	MI 11+04.25	1,144,735.85	1,397,248.93
RAVENWOOD AVENUE (WEST)			
P.O.B.	RW 9+02.34	1,145,001.15	1,397,042.65
P.O.E.	RW 10+00.00	1,145,002.75	1,397,140.30
RAVENWOOD AVENUE (EAST)			
P.O.B.	RW 10+00.00	1,145,007.78	1,397,140.22
P.O.E.	RW 11+00.91	1,145,009.42	1,397,241.11

MAINLINE HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
THURSTON ROAD			
P.O.B.	T 132+14.51	1,141,963.39	1,397,192.45
PROJECT BEGINS	T 133+85.00	1,142,133.86	1,397,189.66
PROJECT ENDS	T 163+70.00	1,145,118.40	1,397,138.41
P.O.E.	T 164+12.19	1,145,160.59	1,397,137.72

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BEAMAN / D. WELLS

MANAGING ENGINEER
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CITY ENGINEER
JAMES R. MCINTOSH, P.E.

PROJECT TITLE
THURSTON ROAD
REVITALIZATION
PROJECT

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	AS NOTED	NO.	REVISION	BY	DATE
MARCH, 2014	PJP	SAB / DAN	BRH						

DRAWING TITLE
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DRAWING NO.
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OF
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GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGTH OF THE CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE CURRENT NYSDOT STANDARD SPECIFICATIONS, THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE NEW YORK STATE SUPPLEMENT TO THE NATIONAL MUTCD, THE WORK ZONE TRAFFIC CONTROL DETAILS IN THE PLANS AND PROPOSAL OF THIS CONTRACT, AND AS ORDERED BY THE ENGINEER (AOBE).
2. FOR TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION AREAS NOT SPECIFIED IN THE PLANS, THE PROVISIONS OF PART 6 OF THE MUTCD SHALL APPLY. THE STANDARDS OF APPLICATION NOTED THEREIN AND ON THE PLANS ARE TO BE CONSIDERED MINIMUM STANDARDS.
3. PRIOR TO THE START OF ANY WORK OPERATIONS, ALL RELATED WORK FOR PROPOSED WORK ZONE TRAFFIC CONTROL, AOBE, 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.
4. THE TRAFFIC CONTROL PLANS SHOWN ARE TO BE CONSIDERED MINIMUM REQUIREMENTS. ADDITIONAL SIGNS AND/ OR TRAFFIC CONTROL DEVICES MAY BE REQUIRED AS DETERMINED BY THE ENGINEER, COST TO BE INCLUDED IN THE PRICE BID FOR THE APPROPRIATE ITEMS. IF AT ANY TIME THE ENGINEER DETERMINES THAT TRAFFIC IS NOT BEING PROPERLY MAINTAINED WITHIN A WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCY, AOBE.
5. IF AT ANY TIME THE ENGINEER DETERMINES THAT TRAFFIC IS NOT BEING PROPERLY MAINTAINED WITHIN A WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCY, AOBE.
6. TRAFFIC CONTROL DEVICES SHALL BE KEPT IN PROPER POSITION, CLEAN, AND LEGIBLE, REGARDLESS OF VARYING CONDITIONS.
7. 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, AOBE. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
8. ALL ROADWAY SURFACES ARE TO BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES.
9. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY CITY OF ROCHESTER TRAFFIC CONTROL BOARD OR DESIGNEE FIVE (5) WORKING DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE BASIC CONCEPT OF THE TRAFFIC CONTROL PLAN. SUCH CONCEPTUAL CHANGES MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY CITY OF ROCHESTER TRAFFIC CONTROL BOARD OR DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
10. THE CONTRACTOR SHALL MAINTAIN THE PROJECT AREA AND ALL SURFACE DRAINAGE FEATURES IN A MANNER TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES.
11. CONTRACTOR MUST MAINTAIN ONE SIDEWALK IN BOTH EAST-WEST AND NORTH-SOUTH DIRECTIONS AT ALL TIMES.
12. LENGTH OF WORK ZONE WILL VARY DEPENDENT ON WORK TO BE COMPLETED. CONTRACTOR SHALL RE-ESTABLISH TWO-LANE TWO-WAY TRAFFIC FOR NON-WORKING HOURS. CONTRACTOR WILL RETURN TRAVEL LANES TO EXISTING CONDITIONS AT END OF WORK DAY.
13. CONTRACTOR WILL MAINTAIN TWO-WAY TRAFFIC AT ALL INTERSECTIONS.
14. FOR ADVANCE SIGNING ON ALL APPROACHES, REFER TO SIGNING PLAN.
15. CONTRACTOR MUST MAINTAIN ACCESS TO ADJACENT PROPERTIES. CONTRACTOR WILL COORDINATE WITH PROPERTY OWNERS.
16. ALL WORK REQUIRED BY THESE NOTES AND THE WORK ZONE TRAFFIC CONTROL PLANS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01 BASIC WORK ZONE TRAFFIC CONTROL UNLESS OTHERWISE STATED.

WORK AREA

1. THE CONTRACTOR SHALL COORDINATE ANY WORK WITH OTHER CONTRACTORS, UTILITY COMPANIES, OR MUNICIPALITIES IN ORDER TO ENSURE PROPER WORK ZONE TRAFFIC CONTROL IS MAINTAINED.
2. WHEN TWO OR MORE AREAS ARE ADJACENT, OVERLAP OR ARE IN CLOSE PROXIMITY AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL ENSURE THERE IS NO CONFLICTING SIGNAGE AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS. WORK AREAS ARE DEFINED AS AN AREA IN WHICH TRAFFIC IS RESTRICTED BECAUSE OF CONSTRUCTION ACTIVITIES OR WHICH INVOLVES A DROP-OFF GREATER THAN 4' ADJACENT TO THE EDGE OF PAVEMENT. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY.

CONSTRUCTION VEHICLES AND EQUIPMENT

1. VEHICLES OR EQUIPMENT BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED WITHIN THE CLEAR ZONE, ON THE PAVEMENT OR SHOULDERS ALONG THE ROADWAY WHERE PARKING IS NOT NORMALLY PERMITTED, OR ANY OTHER AREAS DEEMED HAZARDOUS BY THE ENGINEER. VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED IN A MANNER WHICH OBSTRUCTS SIGNS, BARRIERS, BARRICADES, OR OTHER TRAFFIC CONTROL DEVICES. VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED IN A MANNER WHICH INTERFERES WITH ACCESS TO ABUTTING PROPERTIES. VEHICLES PARKED BEHIND GUIDE RAIL/ BARRIER SHALL BE PARKED BEYOND THE GUIDE RAIL/ BARRIER DEFLECTION DISTANCE.
2. THE CONTRACTOR SHALL PLAN AND INCORPORATE ACCESS POINTS INTO THE WORK ZONE SUCH THAT, TO THE EXTENT PRACTICAL, THE CONTRACTOR'S VEHICLES ENTERING AND LEAVING THE WORK ZONE SHALL NOT IMPEDE THE MOVEMENT OF THROUGH TRAFFIC IN THE ADJACENT OPEN LANES.

SIGNS

1. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE NATIONAL MUTCD AND NEW YORK STATE SUPPLEMENT.
2. ALL SIGNS, INCLUDING GUIDE SIGNS, SHALL INDICATE ACTUAL CONDITIONS AT ALL TIMES AND SHALL BE COVERED, REMOVED, RELOCATED OR CHANGED IMMEDIATELY UPON NEW SITE CONDITIONS, AOBE.
3. MOUNTING HEIGHT REQUIREMENTS FOR ALL CONSTRUCTION SIGNS SHALL BE 5' MINIMUM (MEASURED FROM NEAR EDGE OF PAVEMENT). IN LOCATIONS WHERE SIGNS WOULD INTERFERE WITH PEDESTRIANS OR BE OBSTRUCTED BY PARKED VEHICLES THE CONTRACTOR SHALL USE A 7' MOUNTING HEIGHT. THE CONTRACTOR SHALL USE CONSISTANT SIGN MOUNTING HEIGHTS FOR SIGNS USED IN A SERIES.
4. ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE WORK ZONE SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AOBE. 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 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. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
5. THE MODIFICATION, RELOCATION OR ADJUSTMENT OF EXISTING SIGNS FOR BASIC WORK TRAFFIC CONTROL PURPOSES, NOT ALREADY SHOWN ON THE PLANS, SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
6. THE CORRECT SPACING, SEQUENCE AND LOCATION OF THE SIGNS SHALL BE MAINTAINED AT ALL TIMES AS SPECIFEID BY THE MUTCD. THE LOCATION OF THE SIGNS SHOWN ON THE TRAFFIC CONTROL PLANS AND DETAILS, FOUND IN THE CONTRACT DOCUMENTS, ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
7. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
8. SIGN SUPPORTS SHALL CONFORM TO STANDARD SHEET 619-04 OR BE CERTIFIED TO MEET THE REQUIREMENTS OF NCHRP 350. NO SIGNS OR SUPPORTS SHALL BE STORED ON TRAVEL LANES, SHOULDERS OR SIDEWALKS AT ANY TIME. ALL TEMPORARY SIGN SUPPORTS STORED ON THE ROADWAY, OR ANY AREA THAT MAY BE TRAVERSABLE BY AN ERRANT VEHICLE, SHALL BE LAID FLAT SUCH THAT NO PART OF THE SUPPORT IS MORE THAN 4" ABOVE THE GROUND. ANY SIGN THAT IS LAID FLAT SHALL HAVE A CONE PLACED IN ADVANCE OF THE SIGN TO DELINEATE THE HAZARD. NO SIGN SUPPORTS SHALL BE LEANED AGAINST OR OVERHANG TRAFFIC BARRIER. THE FACES OF STORED SIGNS ASHALL NOT BE VISABLE TO TRAFFIC IN ANY DIRECTION, REGARDLESS OF THE ORIENTATION OF THE SIGN.
9. THE CONTRACTOR SHALL RELOCATE STREET NAME AND DESTINATION SIGNS AS NECESSARY TO PROVIDE VISABLE DESTINATION SIGNING IN ACCORDANCE WITH THE MUTCD AT ALL TIMES.

DELINEATION AND GUIDING DEVICES

1. DELINEATION AND GUIDING DEVICES AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
2. THE CONTRACTOR IS RESPONSIBLE FOR FREQUENT CHECKS OF THE CHANNELIZING DEVICES THROUGHOUT THE WORK ZONE TO RESET DEVICES DISLODGED BY TRAFFIC. ADEQUATE BALLAST SHALL BE PROVIDED TO ENSURE THAT DEVICES ARE NOT DISLODGED BY PASSING TRAFFIC.
3. WHERE POSSIBLE ALL DELINEATION AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS.
4. ALL TRAFFIC CONTROL DEVICES INITIALLY FURNISHED FOR THIS PROJECT SHALL BE IN ACCEPTABLE CONDITION AS DEFINED BY THE GUIDELINES PAMPHLET DEVELOPED BY THE AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA). AS THE CONDITION OF DEVICES DETERIORATE OVER TIME, THOSE THAT FALL BELOW THE MARGINAL CATEGORY SHALL BE REPLACED.
5. WHERE NECESSARY TO PERMIT INGRESS OR EGRESS BY CONSTRUCTION VEHICLES, A GAP MAY BE PROVIDED BETWEEN CHANNELIZING DEVICES, NOT TO EXCEED THE DELINEATION OF EVERY FIFTH DEVICE.

PUBLIC ACCESS

1. THE CONTRACTOR SHALL PLAN AND INCORPORATE ACCESS POINTS INTO THE WORK ZONE SUCH THAT, TO THE EXTENT PRACTICAL, THE CONTRACTOR'S VEHICLES ENTERING AND LEAVING THE WORK ZONE SHALL NOT IMPEDE THE MOVEMENT OF THROUGH TRAFFIC IN THE ADJACENT OPEN LANES.
2. 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. ACCESS SHALL BE RESTORED WITHIN 24 HOURS. 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 A TIME.
3. 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 CIRCUMSTANCE, AOBE. PLASTIC DRUMS OR OTHER APPROVED TRAFFIC CONTROL DEVICES SHALL BE USED TO DELINEATE THE DRIVEWAY AND TO CONTROL ACCESS DURING NON-WORKING HOURS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE FOR BASIC WORK TRAFFIC CONTROL.

TIME RESTRICTIONS / SEASONAL RESTRICTIONS

1. NIGHT WORK IS PROHIBITED. WEEKEND WORK MAY BE ALLOWED AS DIRECTED BY ENGINEER. WORKING HOURS SHALL BE BETWEEN 7AM AND 6PM.

LANE CLOSURES

1. A SINGLE, LONG LANE CLOSURE IS PREFERRED OVER A SERIES OF SUCCESSIVE SHORTER LANE CLOSURES. THE LENGTH OF THE LANE CLOSURE SHALL BE THE MINIMUM NECESSARY TO ACCOMPLISH THE PLANNED WORK SAFELY AND EFFICIENTLY. THE APPROPRIATE LENGTH OF LANE CLOSURE SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
2. THE CONTRACTOR SHALL START SHORT TERM LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY (I.E. BEFORE CURVE AND CRESTS) TO THE EXTENT THAT PROJECT AND TRAFFIC CONDITIONS PERMIT.
3. THE CONTRACTOR SHALL NOT MIX CHANNELIZATION DEVICES IN A LINEAR CLOSURE OR TAPER (I.E. CONES, VERTICAL PANELS AND DRUMS SHALL NOT BE USED IN THE SAME TAPER OR CLOSURE). HOWEVER, DIFFERENT CHANNELIZATION DEVICES MAY BE USED IN DIFFERENT AREAS OF A PROJECT.
4. 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 AT NO ADDITIONAL COST TO THE CITY.

FLAGGERS

1. THE USE OF TEMPORARY SIGNALS AS A SUBSTITUTE FOR FLAGGERS WILL NOT BE ALLOWED ON THIS PROJECT.
2. THE CONTRACTOR SHALL MAINTAIN TWO-WAY TRAFFIC AND SHALL PROVIDE FLAGGERS AS SHOWN ON THE PLANS, OR AOBE, TO CONTROL TRAFFIC MOVEMENT AT THE SITE OF WORK OPERATIONS THAT REQUIRE CLOSURE OF PORTIONS OF THE TRAVELED WAY.
3. FLAGGING OPERATIONS FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS.
4. FLAGGERS SHALL BE PROVIDED WITH HAND HELD AUDIBLE ALARMS TO WARN OF VEHICLE INTRUSIONS.
5. FLAGGER SIGNS SHALL NOT BE USED FOR BRIEF PERIODS OF INCIDENTAL FLAGGING, AOBE. FLAGGER SIGNS SHALL NOT BE VISIBLE WHEN FLAGGERS ARE NOT BEING USED.
6. AT ALL TIMES, THE CONTRACTOR SHALL PROVIDE FLAGGERS WITH A CLEAR ESCAPE PATH, FREE OF PARKED VEHICLES, EQUIPMENT OR OTHER OBSTACLES. THE FLAGGING STATION SHOULD NOT BE LOCATED IN LANES BEING USED BY MOVING TRAFFIC, WHERE WORKERS GATHER OR WHERE THE FLAGGER'S VEST WOULD NOT CONTRAST WITH THE BACKGROUND. THE STATION SHALL BE LOCATED FAR ENOUGH AHEAD OF THE WORK SPACE SO THAT APPROACHING TRAFFIC HAS SUFFICIENT DISTANCE TO STOP BEFORE ENTERING THE WORK SPACE. THE FLAGGER SHOULD MOVE INTO A LANE ONLY AFTER TRAFFIC HAS STOPPED AND ONLY IF THE FLAGGER NEEDS TO BE VISIBLE TO OTHER TRAFFIC OR MUST COMMUNICATE WITH DRIVERS.
7. WHERE FLAGGERS ARE UNABLE TO COORDINATE THEIR ACTIONS BY USING VOICE OR VISUAL SIGNALS, COMMUNICATION EQUIPMENT WILL BE NECESSARY. DEVICES SUCH AS INTERCOMS, TWO-WAY RADIOS, WALKIE TALKIES, FLAGS OR TOKEN CARRIED BY MOTORISTS, MAY BE EMPLOYED, ANY RADIO EQUIPMENT USED SHOULD BE OF A TYPE WHICH DOES NOT REQUIRE CONSTANT USE OF A FLAGGERS HAND. THE COST FOR REQUIRED COMMUNICATION EQUIPMENT SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.

CHANNELIZING DEVICES

1. THE CONTRACTOR SHALL NOT MIX CHANNELIZATION DEVICES IN A LINEAR CLOSURE OR TAPER; I.E. CONES, VERTICAL PANELS AND DRUMS SHALL NOT BE USED IN THE SAME TAPER OR CLOSURE. HOWEVER, DIFFERENT CHANNELIZATION DEVICES MAY BE USED IN DIFFERENT AREAS OF A PROJECT.
2. THE CONTRACTOR SHALL USE DRUMS FOR ANY LANE CLOSURES OR SHOULDER CLOSURES WHICH ARE TO REMAIN OVERNIGHT.


PAVEMENT MARKINGS

1. TECHNIQUES FOR REMOVAL OR COVERING OF PAVEMENT MARKINGS ARE SUBJECT TO APPROVAL BY THE ENGINEER.
2. MAINTENANCE OF TEMPORARY OR INTERIM MARKINGS SHALL INCLUDE REMARKING AREAS WHERE THE ENGINEER DETERMINES THE MARKINGS ARE NOT CLEAR, NO LONGER EFFECTIVE OR COULD POTENTIALLY MISGUIDE MOTORISTS. THIS SHALL INCLUDE REAPPLYING, IF REQUIRED, PRIOR TO AND JUST AFTER WINTER SHUT-DOWN PERIODS ISOLATED AREAS OUTSIDE OF PREVIOUSLY DISTURBED CONSTRUCTION ZONES, WHERE EXISTING PAVEMENT MARKINGS HAVE BEEN OBLITERATED BY THE CONTRACTOR'S OPERATIONS. THERE WILL BE NO ADDITIONAL PAYMENT FOR THIS WORK EXCEPT AS NOTED IN SECTION 619.
3. EXISTING PAVEMENT MARKINGS OUTSIDE OF PREVIOUSLY DISTURBED CONSTRUCTION ZONES SHALL BE MAINTAINED AND RE-STRIPED IF REQUIRED BY THE ENGINEER. THIS MAY INCLUDE, BUT NOT BE LIMITED TO RE-STRIPING THE EXISTING ROADWAY PRIOR TO OR DIRECTLY AFTER WINTER SHUTDOWN AND/OR RE-STRIPING AREAS THAT ARE NOT SCHEDULED FOR WORK UNTIL LATER PHASES OF CONSTRUCTION. EXISTING MARKINGS, LETTERS AND SYMBOLS WILL BE RE-APPLIED AS NECESSARY, AOBE. PAVEMENT MARKINGS THAT HAVE BEEN OBLITERATED BY THE OPERATION OF UTILITY COMPANIES SHALL BE MAINTAINED AS ORDERED BY THE ENGINEER. PAVEMENT MARKINGS APPLIED AS INDICATED IN THIS PARAGRAPH WILL BE PAID FOR UNDER THE APPROPRIATE 640 SERIES ITEM - REFLECTORIZED PAVEMENT MARKING PAINTS.

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PROJECT MANAGER
P. PRESUTTI
DRAWN BY:
S. BERMAN / D. WELLS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York



MANAGING ENGINEER
CITY ENGINEER
ALBERT J.GIGLIO, P.E.
JAMES R.MCINTOSH, P.E.

PROJECT TITLE
THURSTON ROAD
REVITALIZATION
PROJECT

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAN	DESIGN	BRH	SCALE	AS NOTED	EA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

DRAWING TITLE
WORK ZONE
TRAFFIC CONTROL
NOTES

DRAWING NO.
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OF

TRAFFIC SIGNALS

1. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN EXISTING TRAFFIC SIGNAL EQUIPMENT FROM THE START OF WORK UNTIL ACCEPTANCE BY MONROE COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT) SIGNAL MAINTENANCE ENGINEER. THE COST FOR MAINTAINING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE INCLUDED IN THE PRICE BID FOR MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A). THE CONTRACTOR SHALL NOTIFY THE EIC OF THE DATE ON WHICH THE CONTRACTOR WILL ASSUME MAINTENANCE RESPONSIBILITY. THE EIC SHALL NOTIFY THE COUNTY (AL JENSEN 753-7749) OF SAID DATE.
2. WORK OPERATIONS (I.E. ASPHALT PAVING) WHICH PASS THROUGH AN EXISTING SIGNALIZED INTERSECTION AND WHICH WILL LAST FOR MORE THAN BRIEF PERIODS WILL REQUIRE THE TRAFFIC SIGNALS TO BE PUT ON FLASH AND THE INTERSECTION FLAGGED. THE CONTRACTOR SHALL NOTIFY THE EIC AND THE MCDOT THREE WORKING DAYS PRIOR TO PERFORMING WORK.
3. TRAFFIC SIGNAL CONTROLLER PROGRAMMING CHANGES SHALL ONLY BE PERFORMED BY MONROE COUNTY SIGNAL MAINTENANCE PERSONNEL.
4. THE CONTRACTOR SHALL REQUEST PERMISSION FROM THE MCDOT SIGNAL MAINTENANCE ENGINEER (AL JENSEN 753-7749) TO ENTER INTO ANY EXISTING TRAFFIC SIGNAL CONTROLLER CABINET OR DO ANY WORK ON AN EXISTING TRAFFIC SIGNAL AND BEFORE ENERGIZING ANY NEW TRAFFIC SIGNAL INSTALLATION.
5. TEMPORARY REALIGNMENT OF EXISTING OR PROPOSED TRAFFIC SIGNAL HEADS TO ACCOMMODATE TEMPORARY TRAVEL LANES OR BAGGING OF EXISTING SIGNAL HEADS THAT ARE NOT USED DURING EACH PHASE MAY BE NECESSARY DURING STAGE CONSTRUCTION. REALIGNMENT OR RELOCATION SHALL BE AOB. PAYMENT FOR REALIGNMENT, RELOCATION, OR BAGGING SHALL BE INCLUDED IN THE BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.
6. PRIOR TO ANY WORK THE CONTRACTOR SHALL VERIFY THE CONDITION AND OPERATION OF THE EXISTING INDUCTANCE LOOPS TO REMAIN. EXISTING LOOP LOCATIONS SHALL BE NOTED AND RECORDED BY THE CONTRACTOR BEFORE MILLING OPERATIONS BEGIN. A COPY OF THE RECORDS SHALL BE GIVEN TO THE ENGINEER. PAYMENT FOR THE WORK SHALL BE INCLUDED IN ITEM 625.01, SURVEY OPERATIONS.
7. THE CONTRACTOR IS REQUIRED TO MAINTAIN DETECTION ON SIDE- STREET APPROACHES AND LEFT TURN LANES WITH PROTECTED PHASES. THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM C686.1611, MAINTAIN TRAFFIC SIGNAL EQUIPMENT.
8. ALL LOOPS SHOWN FOR REPLACEMENT SHALL BE INSTALLED IN THE MILLED SURFACE, UNLESS OTHERWISE SHOWN ON THE PLANS. THE CONTRACTOR SHALL LAYOUT LANE LINES PRIOR TO THE LAYOUT OF THE INDUCTANCE LOOPS. COST OF THE LAYOUT IS INCLUDED IN ITEM 625.01, SURVEY OPERATIONS. WHEN POSSIBLE, THE CONTRACTOR SHALL UTILIZE EXISTING 1" CONDUITS INTO EXISTING PULLBOXES, A.O.B.E..
9. PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHALL BE COVERED OR REMOVED.

NOTIFICATIONS AND EMERGENCY ACCESS

1. THE CONTRACTOR SHALL SUBMIT TO THE APPROPRIATE LAW ENFORCEMENT AND EMERGENCY AGENCIES IN WRITING THE NAME, ADDRESS AND REACHABLE TELEPHONE NUMBERS OF THE PERSON(S) AUTHORIZED TO SECURE LABOR, MATERIALS AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE OF NORMAL WORKING HOURS. DUPLICATE COPIES OF THE ABOVE SHALL BE FILED WITH THE RESIDENT ENGINEER.
2. AUTHORITIES RESPONSIBLE FOR EMERGENCY SERVICES IN THE CITY OF ROCHESTER MUST BE NOTIFIED IN ADVANCE OF ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERNS.
3. AT LEAST ONE 10' WIDE TRAVEL LANE OF SAFELY TRAVERSABLE ROAD IN EACH DIRECTION MUST BE MAINTAINED THROUGHOUT THE PROJECT AREA AT ALL TIMES FOR EMERGENCY VEHICLES. AUTHORITIES RESPONSIBLE FOR EMERGENCY SERVICES MUST BE NOTIFIED IN ADVANCE OF ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERNS. WORK ON ONE SIDE OF THE HIGHWAY SHALL BE COMPLETED PRIOR TO ESTABLISHING A WORK AREA ON THE OPPOSITE SIDE.
4. THE CONTRACTOR IS REQUIRED TO CONTACT THE APPROPRIATE SCHOOL AND EMERGENCY SERVICES ORGANIZATIONS WITH RESPECT TO THE EFFECT OF ROAD WORK, TRAVEL LANE REDUCTIONS, AND DETOURS ON OPERATIONS. THIS CONTACT SHALL BE MADE AS CONDITIONS CHANGE AND AT LEAST TWO WEEKS PRIOR TO IMPLEMENTING EACH TRAFFIC PHASE AND/OR DETOUR TO ALLOW ADEQUATE TIME FOR THE ORGANIZATIONS TO COORDINATE AND MAKE NECESSARY ADJUSTMENTS TO RESPONSE SCHEDULES AND ROUTES.
5. THE CONTRACTOR IS REQUIRED TO CONTACT THE APPROPRIATE TRANSIT OFFICIALS IN RESPECT TO THE EFFECT OF ROAD ALTERATIONS ON BUS OPERATIONS. THIS SHOULD BE DONE FOUR WEEKS IN ADVANCE OF ANY CHANGES IN TRAFFIC PATTERNS OR IMPLEMENTATION OF WORK ZONES SO THAT THERE WILL BE ADEQUATE TIME FOR TRANSIT OFFICIALS TO NOTIFY PERSONNEL OF THE EFFECTS TO SCHEDULES AND ROUTES. THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SAFE INGRESS AND EGRESS OF PASSENGERS AT EXISTING OR TEMPORARILY RELOCATED BUS STOPS.

BICYCLISTS AND PEDESTRIANS

1. THE CONTRACTOR SHALL PROVIDE, DELINEATE AND MAINTAIN A USABLE TRAVEL PATH FOR PEDESTRIANS EITHER THROUGH OR AROUND WORK ZONES FOR THE DURATION OF THIS PROJECT, IN ACCORDANCE WITH THE PLANS. THE TRAVEL PATH SHALL COMPLY WITH THE "CONTINUOUS PASSAGE" PROVISIONS OF THE CURRENT AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG). 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.
2. 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.
3. IF TEMPORARY SIDEWALK IS CONSTRUCTED AS PART OF THE USABLE TRAVEL PATH, IT SHALL BE ASPHALT CONCRETE MEETING THE REQUIREMENTS OF SECTION R608 OF THE CITY OF ROCHESTER STANDARD SPECIFICATIONS. ALL TEMPORARY SIDEWALK SHALL MEET THE FOLLOWING CRITERIA, IN ADDITION TO THOSE CONTAINED IN THE ADAAG:
A. MINIMUM SIDEWALK WIDTH = 5 FT.
B. MAXIMUM SIDEWALK CROSS SLOPE = 2.0% (1:50)
C. THICKNESS OF ASPHALT CONCRETE SIDEWALK = 2"
D. IF TEMPORARY SIDEWALK IS TO BE INSTALLED IN AREAS OF EXISTING GRASS, STRIP TURF TO A DEPTH OF 2" BEFORE INSTALLATION.
E. MAX. LONGITUDINAL SLOPE = 5%
F. TEMPORARY CURB RAMPS AS PER CITY OF ROCHESTER CONSTRUCTION DETAILS R608 - 1 THRU 4 & S608 - 13 THRU 16, INCLUDING DETECTABLE WARNINGS.
4. ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO INSTALL AND REMOVE TEMPORARY SIDEWALK AND CURB RAMPS, INCLUDING THE RESTORATION OF DISTURBED AREAS, SHALL BE INCLUDED IN THE PRICE BID FOR ASPHALT CONCRETE SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS.
5. "SIDEWALK CLOSED" SIGNS SHALL BE PLACED WHEN A USABLE TRAVEL PATH IS CLOSED TO PEDESTRIAN TRAFFIC. ADDITIONAL SIGNS SHALL BE PLACED TO DIRECT PEDESTRIANS TO AN ALTERNATE ACCESSIBLE ROUTE. ALL SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR BASIC WORK ZONE TRAFFIC CONTROL.
6. TEMPORARY SAFETY FENCING SHALL BE PLACED ALONG ANY SIDEWALK ADJACENT TO ANY EXCAVATION OR VERTICAL DROP-OFF OVER 6'. SAFETY FENCING SHALL BE CONTINUOUS PLASTIC FLUORESCENT ORANGE SUPPORTED BY METAL OR WOOD POSTS. THE FENCING SHALL BE A MINIMUM OF 4' IN HEIGHT AND MAY INCLUDE A TOP AND BOTTOM RAIL TO PROVIDE ADDITIONAL SUPPORT. AOB. THE SAFETY FENCE SHALL CONFORM TO SECTION 107-05F OF THE STANDARD SPECIFICATIONS. ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO INSTALL AND REMOVE TEMPORARY SAFETY FENCING SHALL BE INCLUDED IN THE PRICE BID FOR WORK ZONE TRAFFIC CONTROL.
7. THE CONTRACTOR SHALL MAINTAIN A SAFE, TRAVERSABLE PEDESTRIAN ROUTE, INCLUDING CURB RAMPS, MEETING A.D.A.A.G. REQUIREMENTS ON ONE SIDE OF THE ROAD AT ALL TIMES, AND MUST PROVIDE ACESS TO BUSINESSES, RESIDENTS, BUS STOPS, CROSSWALKS, ETC. AT ALL TIMES.
8. ANY CONSTRUCTION ACTIVITY THAT RESULTS IN THE BREAKAGE OF SLABS OR THE REMOVAL OF SEGMENTS OF EXISTING SIDEWALK SERVING AS THE USABLE TRAVEL PATH SHALL BE REPAIRED IMMEDIATELY USING ASPHALT CONCRETE MEETING THE REQUIREMENTS OF SECTION R608 OF THE CITY OF ROCHESTER STANDARD SPECIFICATIONS. THE REPAIRED SURFACE SHALL BE IN CONFORMANCE WITH THE CRITERIA OUTLINED ABOVE, AS WELL AS THOSE CONTAINED IN THE ADAAG. SIDEWALK REPAIRS DUE TO REQUIRED CONSTRUCTION ACTIVITIES SHALL BE PAID FOR UNDER ASPHALT CONCRETE SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS. SIDEWALK THAT IS DAMAGED BY CARELESS CONSTRUCTION ACTIVITIES OR PRACTICES SHALL BE IMMEDIATELY REPAIRED, AOB, AT NO COST TO THE COUNTY.
9. 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. AT NO TIME SHALL TEMPORARY MID-BLOCK PEDESTRIAN CROSSINGS BE PERMITTED.

GENERAL

1. THE LUMP SUM PRICE BID FOR ITEM 619.01 BASIC WORK ZONE TRAFFIC CONTROL SHALL INCLUDE ALL EQUIPMENT, MATERIALS AND LABOR NECESSARY TO ADEQUATELY AND SAFELY MAINTAIN AND PROTECT TRAFFIC EXCEPT AS PROVIDED IN SEPARATE PAYMENT ITEMS IN THE PROPOSAL.
2. FLASHING WARNING LIGHTS MOUNTED ON BARRICADES OR OTHER CHANNELIZING DEVICES SHALL BE A STEADY BURN, LOW INTENSITY LIGHT EXCEPT FOR THE FIRST TWO IN THE SERIES WHICH SHALL BE HIGH INTENSITY FLASHING LIGHTS. PLASTIC DRUMS OR TYPE III BARRICADES MAY BE PLACED ALONG PAVEMENT TAPERS. REFER TO NYSDOT STANDARD SHEET 619-02 AND FOR TYPE III BARRICADES WITH WARNING LIGHTS.
3. THE CONTRACTOR SHALL SCHEDULE THEIR CONSTRUCTION OPERATIONS IN A MANNER SO AS TO MINIMIZE THE LENGTH OF TIME THAT NORMAL TRAFFIC FLOWS ARE DISTURBED.
4. PAYMENT FOR CHANNELIZATION DEVICES IS INCLUDED UNDER ITEM 619.01 BASIC WORK ZONE TRAFFIC CONTROL, UNLESS PROVIDED FOR WITH SPECIFIC ITEMS IN THE CONTRACT SPECIFICATIONS.
5. THE CONTRACTOR SHALL USE STEEL PLATES, TEMPORARY PAVEMENT, CONES, BARRELS, BARRICADES AND PROTECTIVE FENCING AS NECESSARY AND AS ORDERED BY THE RESIDENT ENGINEER TO PROTECT AND MAINTAIN BOTH PEDESTRIAN AND TRAFFIC FLOW WITHIN THE PROJECT AREA.
6. ALL EXISTING TRAFFIC SIGNAL/BEACON EQUIPMENT WITHIN THE CONTRACT LIMITS SHALL BE MAINTAINED IN WORKING ORDER FOR THE DURATION OF THIS CONTRACT. PAYMENT SHALL BE INCLUDED UNDER ITEM 619.01.

PROJECT SPECIFIC

1. THE CONTRACTOR SHALL NOTIFY MCDOT SUPERINTENDENT OF HIGHWAYS A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF ANY BRIDGE/ROADWAY CLOSING.
2. SHORT DURATION LANE CLOSURES SHALL NOT BE PERMITTED DURING PEAK TRAFFIC HOURS OR OVERNIGHT. PEAK TRAFFIC HOURS ARE CONSIDERED 7AM TO 9AM AND 4PM TO 6PM. THE CONTRACTOR MUST PROVIDE ONE LANE OF TRAFFIC IN EACH DIRECTION DURING PEAK HOURS AND OVERNIGHT.
3. WHEN CONSTRUCTION ACTIVITIES PROHIBIT DIRECT ACCESS TO AN RTS OR SCHOOL BUS STOP LOCATION, THE CONTRACTOR SHALL IMMEDIATELY COORDINATE WITH RTS OR THE RESPECTIVE SCHOOL DISTRICT TO EITHER:



-TEMPORARILY RELOCATE THE BUS STOP TO THE NEAREST LOCATION WHERE SAFE, ADEQUATE PEDESTRIAN SPACE AND ACCESS CAN BE PROVIDED; OR

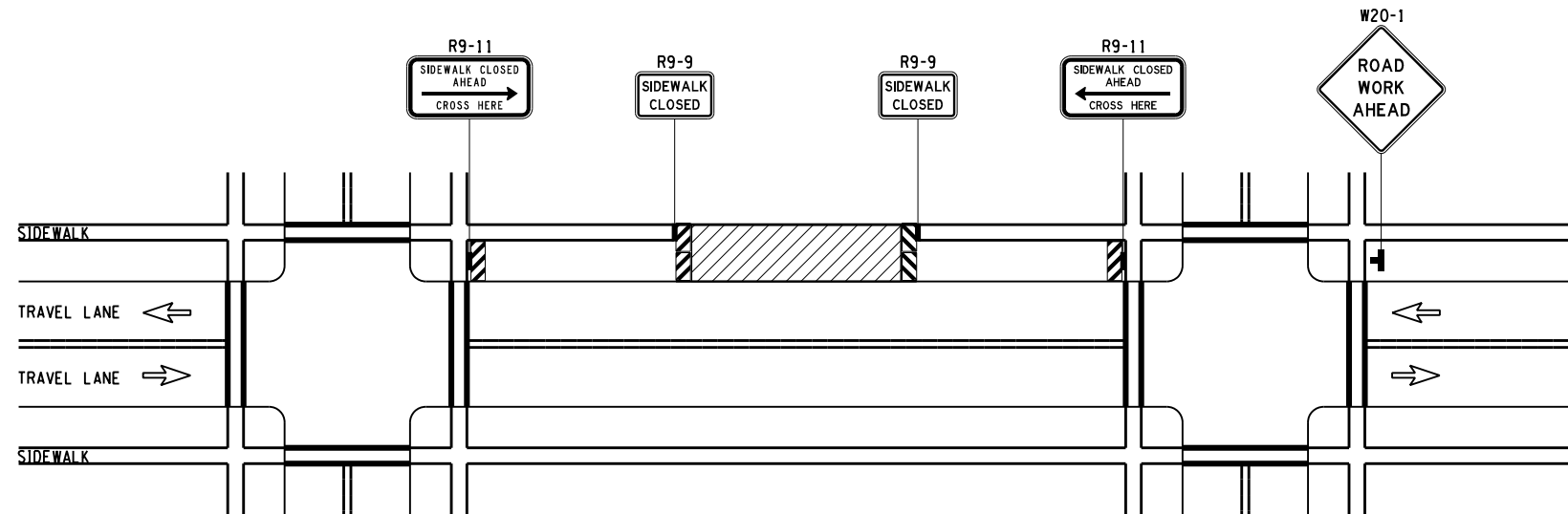
-COORDINATE TO PROVIDE AND MAINTAIN A SAFE, TEMPORARY DROP-OFF LOCATION FOR BUS PATRONS.

IN EITHER CASE, THE ALTERNATE FACILITY SHALL BE WELL-MARKED AND HAVE A STABLE, TRAVERSABLE SURFACE AT ALL TIMES AND MEET ALL REQUIREMENTS FOR ADA COMPLIANCE. THE COST FOR SUCH PROVISIONS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619 WORK ZONE TRAFFIC CONTROL.

NYSDOT STANDARD SHEETS FOR WORK ZONE TRAFFIC CONTROL

1. THE CONTRACTOR SHALL REFERENCE THE FOLLOWING NYSDOT STANDARD SHEETS FOR WORK ZONE TRAFFIC CONTROL FOR THE PROJECT:
619-10 (WORK ZONE TRAFFIC CONTROL GENERAL NOTES)
619-11 (WORK ZONE TRAFFIC CONTROL LEGEND AND NOTES)
619-12 (SIGN TABLE)
619-20 SHOULDER CLOSURE 2-LANE 2-WAY ROADWAY
619-21 SHOULDER CLOSURE 2-LANE 2-WAY ROADWAY MULTIPLE WORK LOCATIONS
619-51 (SIDEWALK CLOSURE AND PEDESTRIAN DETOUR)

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PROJECT TITLE THURSTON ROAD REVITALIZATION PROJECT		
ISSUED MARCH, 2014	CHECKED PJP	DRAWN SAB / DAN
	DESIGN BRH	SCALE AS NOTED
	EA PROJECT NUMBER	19425.00
DRAWING TITLE WORK ZONE TRAFFIC CONTROL NOTES		NO. BY DATE
DRAWING NO. 8		REVISION 60



SIDEWALK DETOUR
SHORT, INTERMEDIATE, OR LONG TERM STATIONARY
2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

SIDEWALK DETOUR 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. WHERE HIGH SPEEDS ARE ANTICIPATED, A TEMPORARY TRAFFIC BARRIER AND TEMPORARY IMPACT ATTENUATOR SHOULD BE USED TO SEPARATE THE TEMPORARY SIDEWALKS FROM VEHICULAR TRAFFIC.
3. 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.
4. FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.
5. 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.
6. TYPE II BARRICADES MAY BE SUBSTITUTED FOR TYPE III BARRICADES AS PER 619 STANDARD SPECIFICATIONS.

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL TRAILER OR SUPPORT
	CHANGEABLE MESSAGE SIGN (PVMS)
	CHANNELIZING DEVICE
	CRASH CUSHION/TEMPORARY IMPACT ATTENUATOR
	DIRECTION OF TEMPORARY TRAFFIC DETOUR
	DIRECTION OF TRAFFIC
	FLAGGER
	FLAG TREE
	LUMINAIRE
	PAVEMENT MARKINGS THAT SHALL BE REMOVED FOR A LONG TERM PROJECT
	SIGN, TEMPORARY
	TEMPORARY BARRIER
	TEMPORARY BARRIER WITH WARNING LIGHTS
	TRAFFIC OR PEDESTRIAN SIGNAL
	TYPE III BARRICADE
	WARNING LIGHTS
	WORK SPACE

WORK ZONE TRAFFIC CONTROL (WZTC)

1. A THREE PHASE CONSTRUCTION STAGING SCHEME IS PROPOSED. ALL WORK ACTIVITIES MUST BE PERFORMED IN ACCORDANCE WITH STANDARDS OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

PHASE 1 - WEST SIDE IMPROVEMENTS

ALL WEST SIDE OF THURSTON ROAD TO BE COMPLETED. WORK ELEMENTS TO INCLUDE: SIDEWALKS, BUMP-OUTS, LIGHTING AND STREETSCAPE IMPROVEMENTS.

1. ESTABLISH WEST SIDE WORK ZONE AND CONTINUOUS TWO-WAY TRAFFIC PLAN WITH MINIMUM 11 FOOT TRAVEL LANES, 7 FOOT PARKING LANE (EAST CURB LINE ONLY) AND 2 FOOT CLEAR ZONE (31 FEET WIDTH).
2. A CONTINUOUS SIDEWALK SYSTEM AND PEDESTRIAN ROUTE, BUS STOPS, ETC. SHALL BE MAINTAINED ON THE EAST SIDE OF THE ROAD AT ALL TIMES. THE WEST SIDE SIDEWALK AREAS UNDER CONSTRUCTION WILL BE CLOSED WITH APPROPRIATE SIGNAGE THAT SAFELY REDIRECTS PEDESTRIAN TO THE ACTIVE SIDEWALK ROUTES.
3. TEMPORARY BUS STOPS SHALL BE COORDINATED WITH RGRTA AND PROVIDED ON THE WEST SIDE.
4. ACCESS TO ALL INTERSECTION SIDE STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.

PHASE 2 - EAST SIDE IMPROVEMENTS

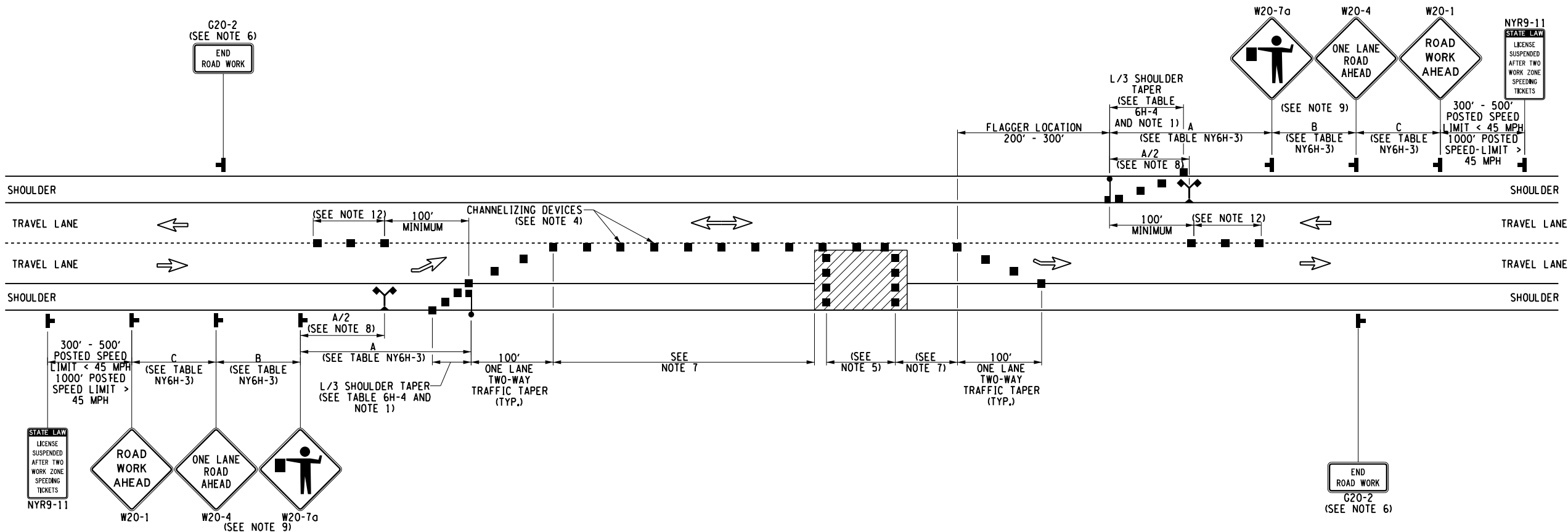
ALL EAST SIDE OF THURSTON ROAD TO BE COMPLETED. WORK ELEMENTS TO INCLUDE: SIDEWALKS, BUMP-OUTS, LIGHTING AND STREETSCAPE IMPROVEMENTS.

1. ESTABLISH EAST SIDE WORK ZONE AND CONTINUOUS TWO-WAY TRAFFIC PLAN WITH MINIMUM 11 FOOT TRAVEL LANES, 7 FOOT PARKING LANE (WEST CURB LINE ONLY) AND 2 FOOT CLEAR ZONE (31 FEET WIDTH).
2. A CONTINUOUS SIDEWALK SYSTEM AND PEDESTRIAN ROUTE, BUS STOPS, ETC. SHALL BE MAINTAINED ON THE WEST SIDE OF THE ROAD AT ALL TIMES. THE EAST SIDE SIDEWALK AREAS UNDER CONSTRUCTION WILL BE CLOSED WITH APPROPRIATE SIGNAGE THAT SAFELY REDIRECTS PEDESTRIAN TO THE ACTIVE SIDEWALK ROUTES.
3. TEMPORARY BUS STOPS SHALL BE COORDINATED WITH RGRTA AND PROVIDED ON THE EAST SIDE.
4. ACCESS TO ALL INTERSECTION SIDE STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.

PHASE 3 - INTERSECTION IMPROVEMENTS

ALL INTERSECTION WORK ALONG THURSTON ROAD TO BE COMPLETED. WORK ELEMENTS INCLUDE: CROSSWALKS, LANDSCAPE AND INTERSECTION SIGNAGE.

1. CONSTRUCT REMAINING PROJECT ELEMENTS WITH SHORT-TERM LANE CLOSURES AND FLAGGING OPERATIONS.
2. PEDESTRIAN SIDEWALKS WILL BE MAINTAINED ON AT LEAST ONE SIDE OF THE STREET AT ALL TIMES.
3. CONTRACTOR SHALL TURN OFF TRAFFIC SIGNAL WHILE FLAGGERS ARE IN THE INTERSECTION, WHERE APPLICABLE.



FLAGGING OPERATION
SHORT OR INTERMEDIATE TERM STATIONARY
LANE CLOSURE ON 2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

NOTES:

- WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
- WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
- NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
- THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
- WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
- THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1*2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
- FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
- FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
- ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6" STAFF.
- CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.

TABLE NY6H-3 ADVANCE WARNING SIGN SPACING					
ROAD TYPE	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
URBAN (45 MPH•)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	½ MILE

• 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.

EXPRESSWAY: DIVIDED HIGHWAYS FOR TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS.

FREEWAYS/INTERSTATE: LOCAL OR INTER REGIONAL HIGH-SPEED, DIVIDED, HIGH-VOLUME FACILITIES WITH FULL OR PARTIAL CONTROL OF ACCESS.

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS										
SPEED LIMIT (S) (MPH)		TAPER LENGTH (L) (FT.)		L = TAPER LENGTH W = WIDTH OF OFFSET (FT.) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)						
(40 MPH) OR LESS		L = WS ² /60								
(45 MPH) OR MORE		L = WS								
STANDARD TAPER LENGTHS										
LATERAL SHIFT OF TRAFFIC FLOW PATH	TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT									
	(25 MPH)	(30 MPH)	(35 MPH)	(40 MPH)	(45 MPH)	(50 MPH)	(55 MPH)	(60 MPH)	(65 MPH)	(70 MPH)
4	45	60	85	110	180	200	220	240	260	280
5	55	75	105	135	225	250	275	300	325	350
6	65	90	125	160	270	300	330	360	390	420
7	75	105	145	190	315	350	385	420	455	490
8	85	120	165	215	360	400	440	480	520	560
9	95	135	185	240	405	450	495	540	585	630
10	105	150	205	270	450	500	550	600	650	700
11	115	165	225	295	495	550	605	660	715	770
12	125	180	245	320	540	600	660	720	780	840

ERDMAN
ANTHONY

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BEAMAN / D. WELLS

MANAGING ENGINEER
ALBERT J.GIGLIO, P.E.

CITY ENGINEER
JAMES R.MCINTOSH, P.E.

PROJECT TITLE
THURSTON ROAD
REVITALIZATION
PROJECT

ISSUED
MARCH, 2014

CHECKED
PJP

DRAWN
SAB / DAN

DESIGN
BRH

SCALE
AS NOTED

EA PROJECT
NUMBER
19425.00

NO.

REVISION

BY

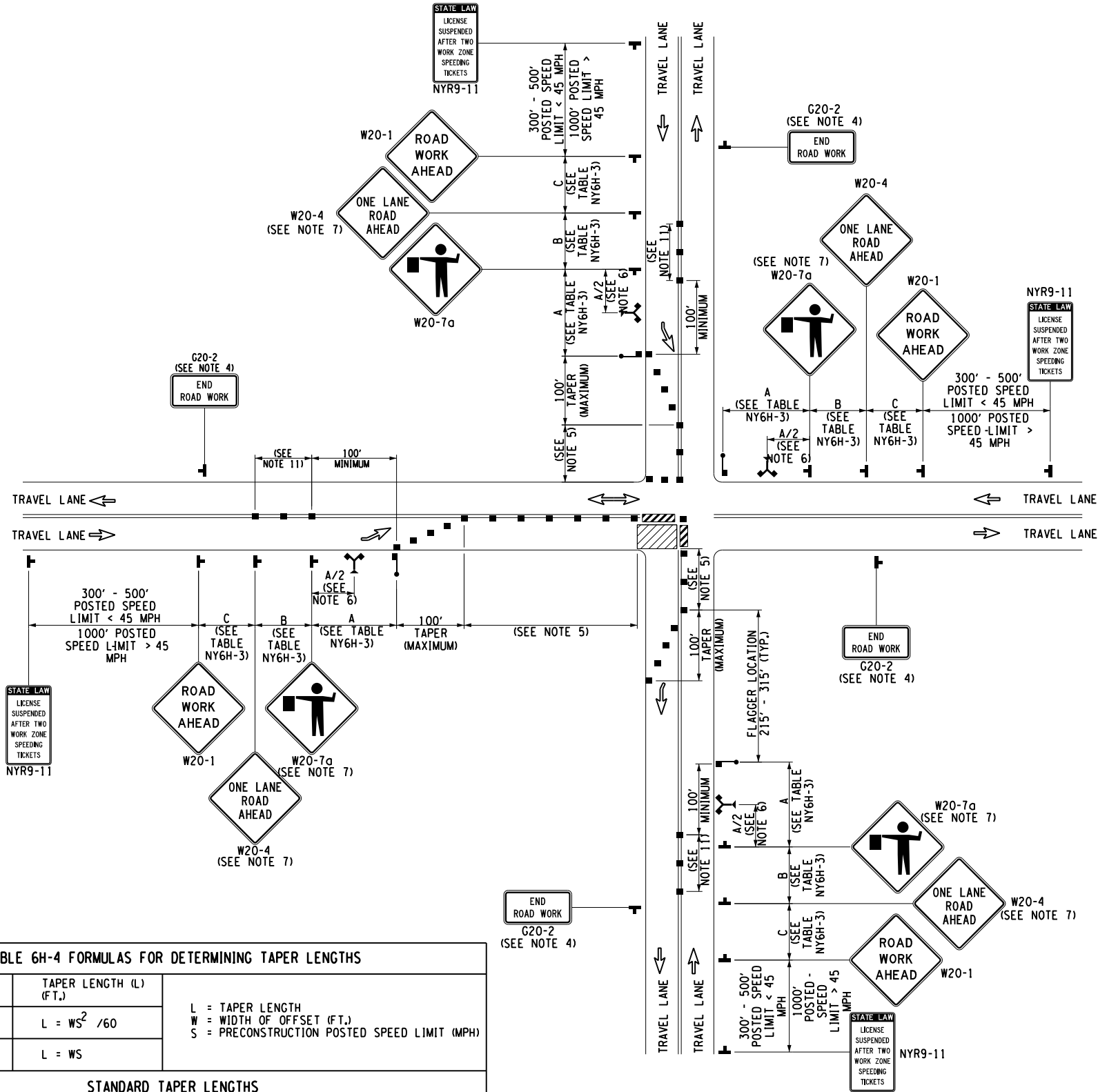
DATE

DRAWING TITLE
WORK ZONE
TRAFFIC CONTROL
DETAILS

DRAWING NO.
10

OF
60

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS										
SPEED LIMIT (S) (MPH)		TAPER LENGTH (L) (FT.)			L = TAPER LENGTH W = WIDTH OF OFFSET (FT.) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)					
(40 MPH) OR LESS		L = WS ² /60								
(45 MPH) OR MORE		L = WS								
STANDARD TAPER LENGTHS										
LATERAL SHIFT OF TRAFFIC FLOW PATH	TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT									
	(25 MPH)	(30 MPH)	(35 MPH)	(40 MPH)	(45 MPH)	(50 MPH)	(55 MPH)	(60 MPH)	(65 MPH)	(70 MPH)
4	45	60	85	110	180	200	220	240	260	280
5	55	75	105	135	225	250	275	300	325	350
6	65	90	125	160	270	300	330	360	390	420
7	75	105	145	190	315	350	385	420	455	490
8	85	120	165	215	360	400	440	480	520	560
9	95	135	185	240	405	450	495	540	585	630
10	105	150	205	270	450	500	550	600	650	700
11	115	165	225	295	495	550	605	660	715	770
12	125	180	245	320	540	600	660	720	780	840



FLAGGING OPERATION
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, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
2. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
3. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
4. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
5. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
6. THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
7. FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
8. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
9. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
10. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
11. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.
12. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
13. FOR PEDESTRIAN DETOUR ACCOMMODATIONS REFER TO THE STANDARD SHEETS TITLED "SIDEWALK DETOUR OR DIVERSION" AND "CROSSWALK CLOSURE AND PEDESTRIAN DETOUR".

TABLE NY6H-3 ADVANCE WARNING SIGN SPACING					
ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (1 30 MPH*)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH*)	200	200	200	AHEAD	AHEAD
URBAN (45 MPH*)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	1/2 MILE

* 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.

EXPRESSWAY: DIVIDED HIGHWAYS FOR TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS.

FREEWAYS/INTERSTATE: LOCAL OR INTER REGIONAL HIGH-SPEED, DIVIDED, HIGH-VOLUME FACILITIES WITH FULL OR PARTIAL CONTROL OF ACCESS.

ERDMAN
ANTHONY

PROJECT MANAGER:
P. PRESUTTI

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Department of Environmental Services
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City of Rochester, New York

MANAGING ENGINEER
ALBERT J. GIGLIO, P.E.

CITY ENGINEER
JAMES R. MCINTOSH, P.E.

PROJECT TITLE

THURSTON ROAD
REVITALIZATION
PROJECT

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	NO.	REVISION	BY	DATE

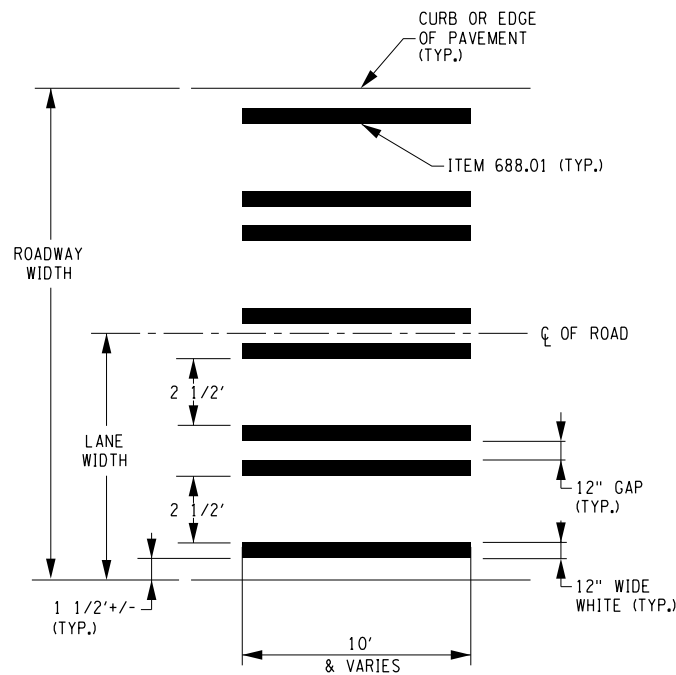
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WORK ZONE
TRAFFIC CONTROL
DETAILS

DRAWING NO.

11
60

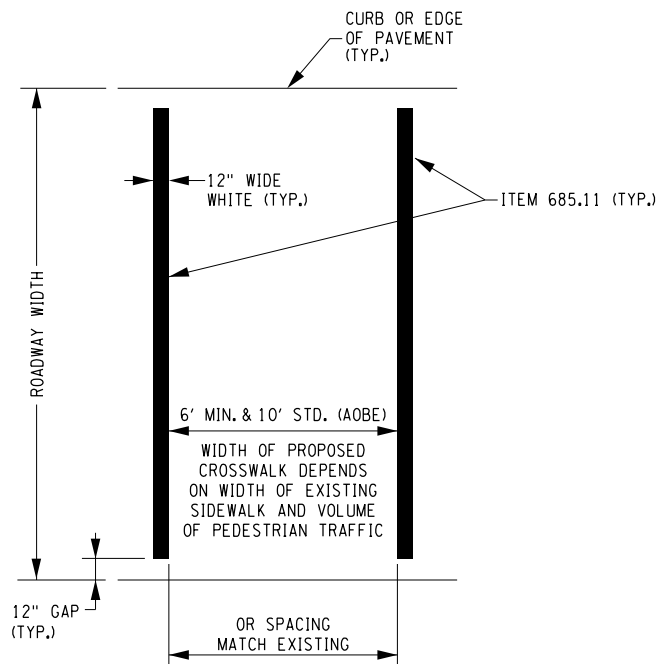
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CONTINENTAL CROSSWALK MARKING DETAIL
ONE WAY OR TWO WAY, ROADWAY WIDTH

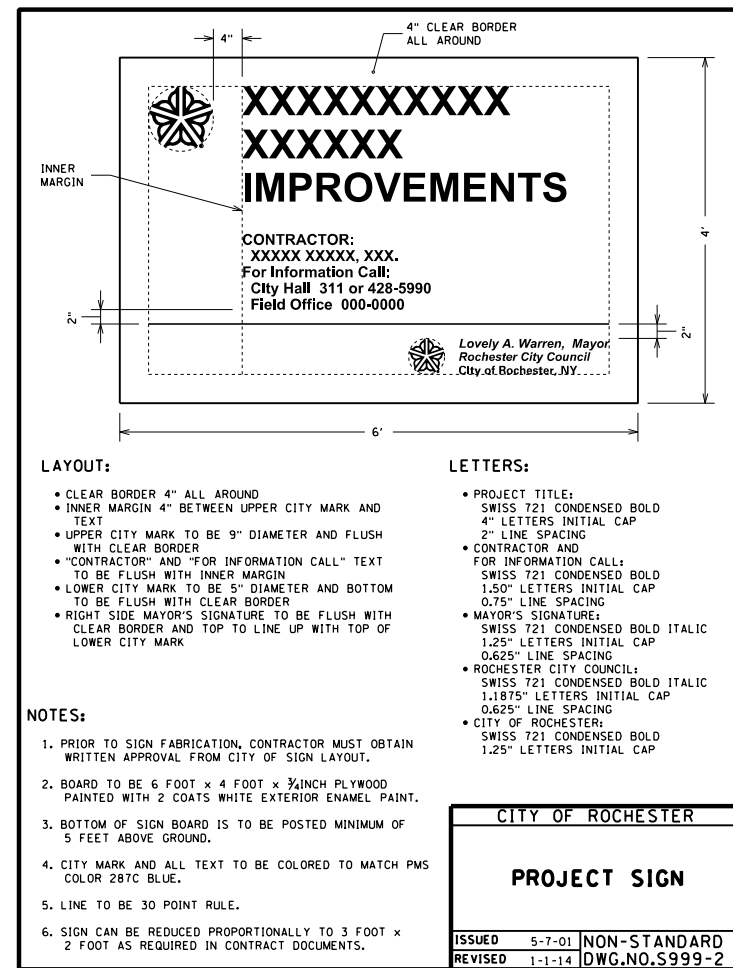
NOT TO SCALE

NOTE: LINES SHALL BE PLACED TO AVOID WHEEL PATHS



TYPICAL CROSSWALK DETAIL
STANDARD - TYPE S

NOT TO SCALE



ERDMAN
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Department of Environmental Services
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PROJECT TITLE

THURSTON ROAD
REVITALIZATION
PROJECT

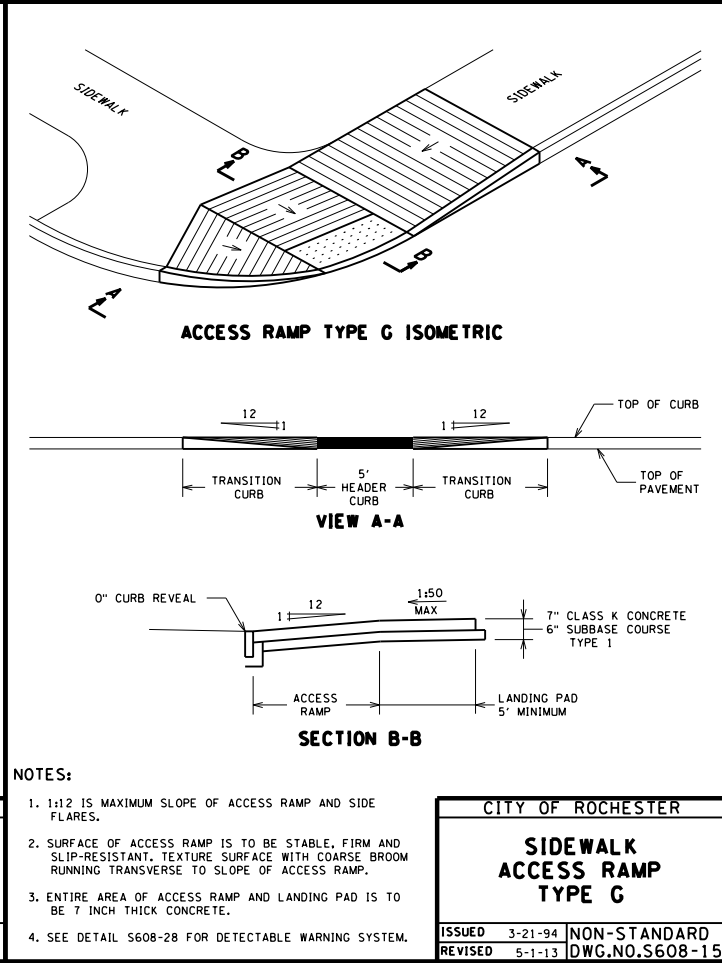
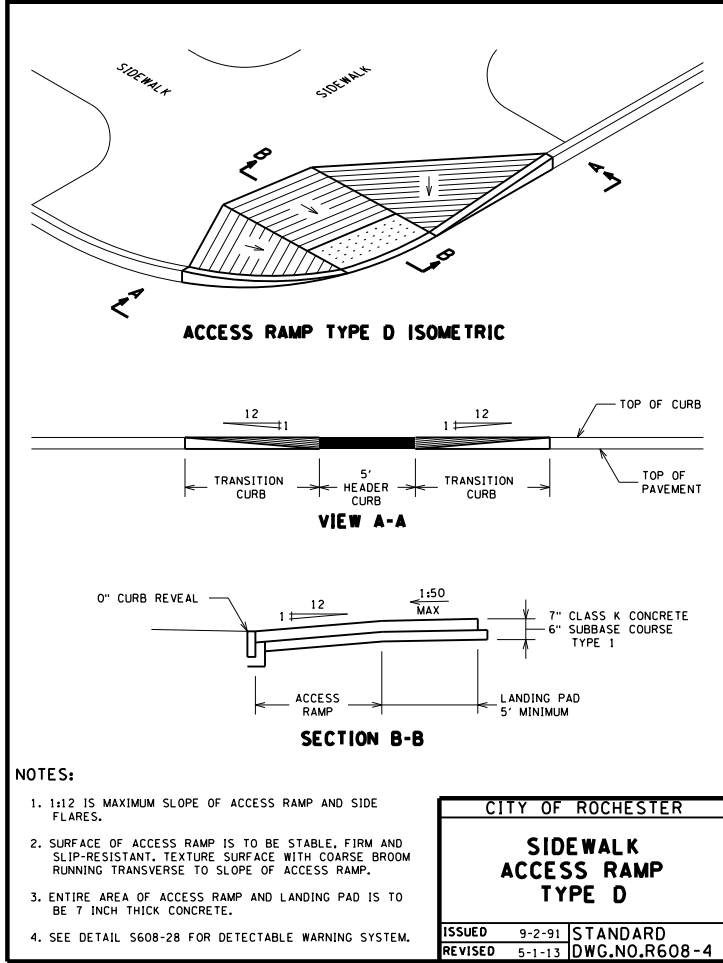
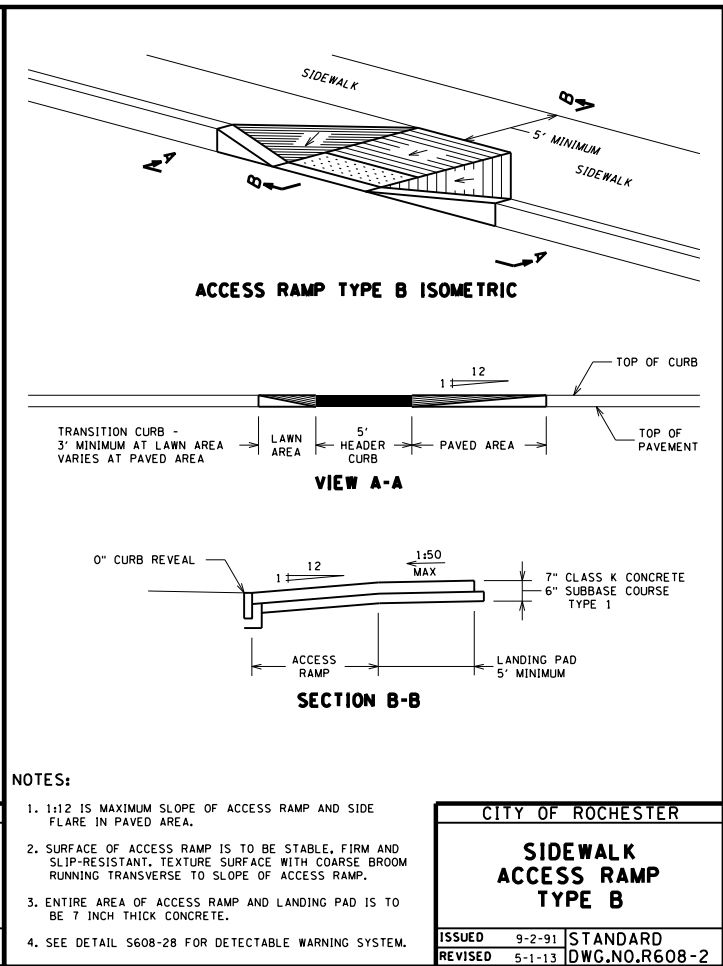
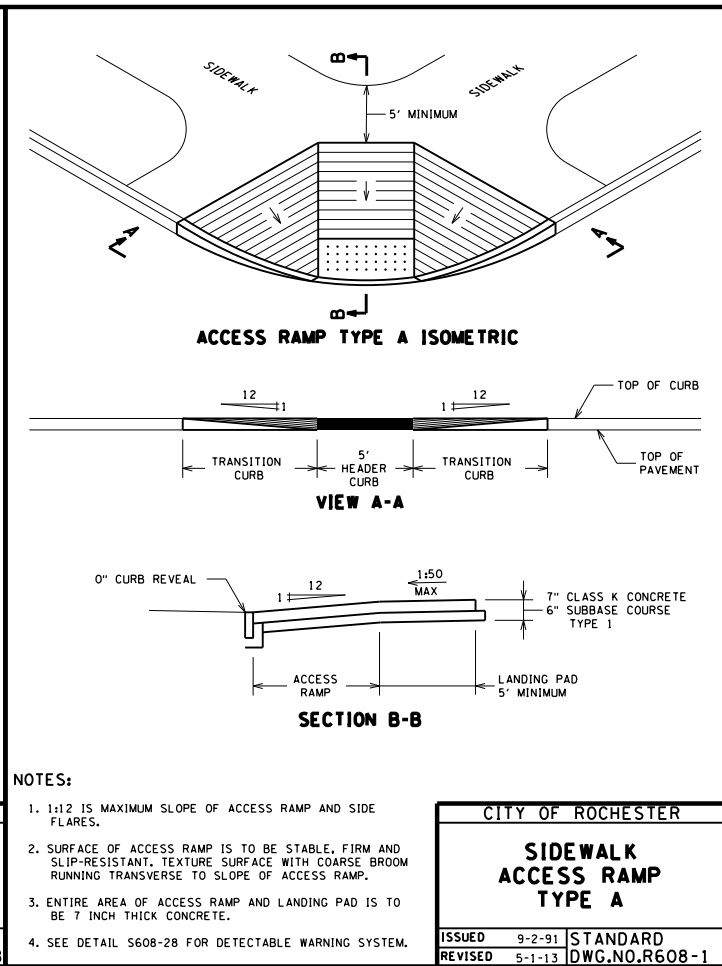
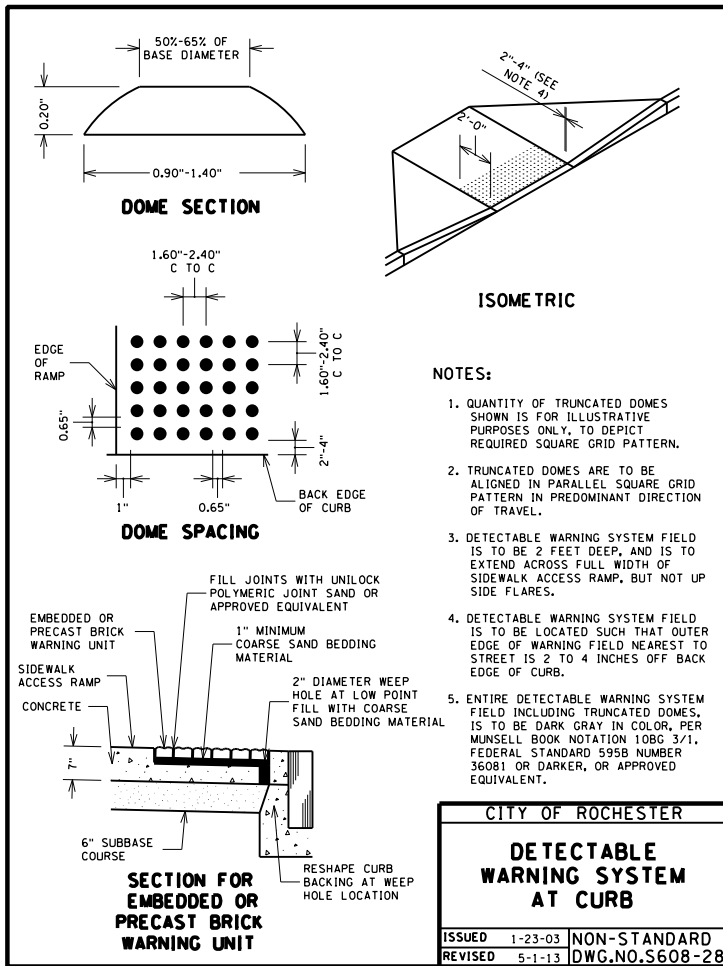
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MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				

DRAWING TITLE

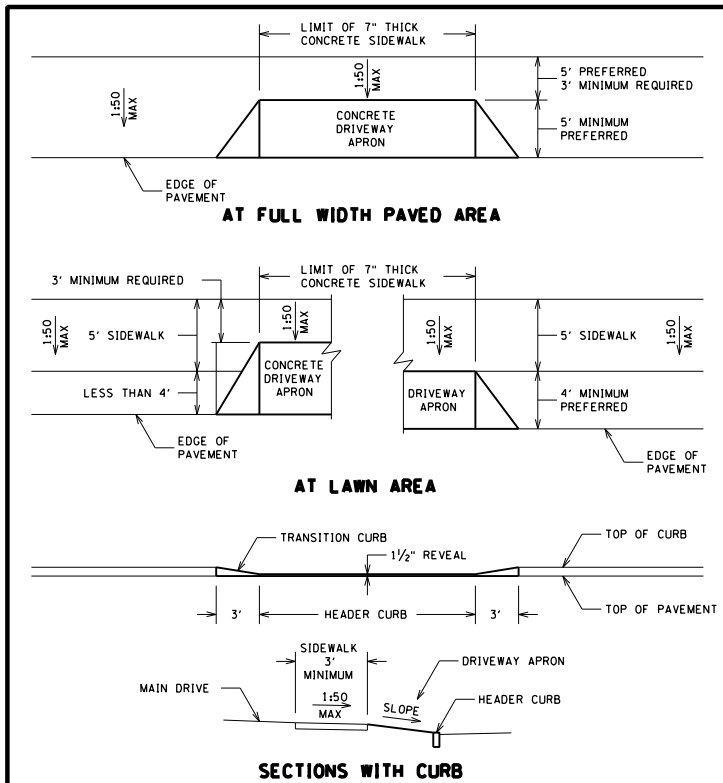
MISCELLANEOUS
DETAILS
STRIPING & PROJECT SIGN

DRAWING NO.

13
OF 60

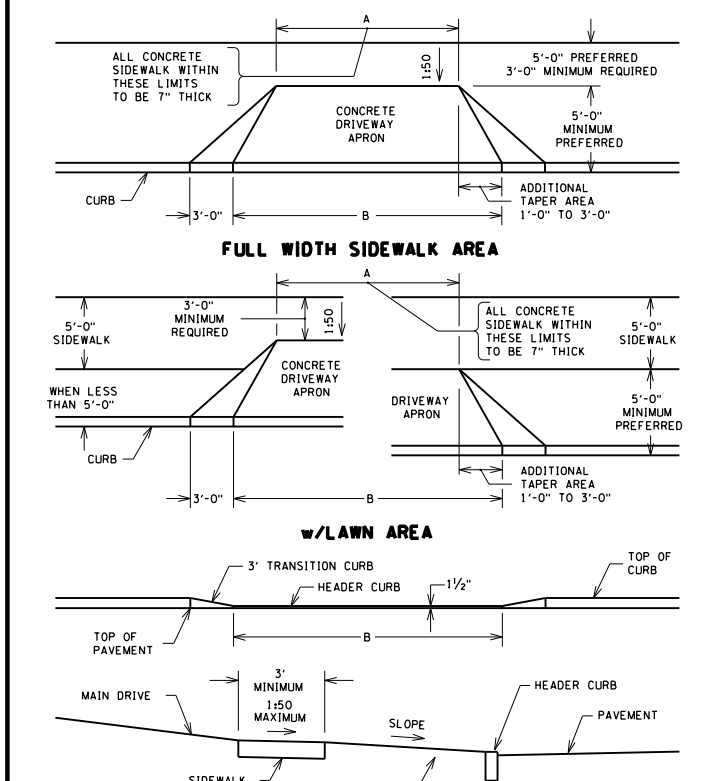


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MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				



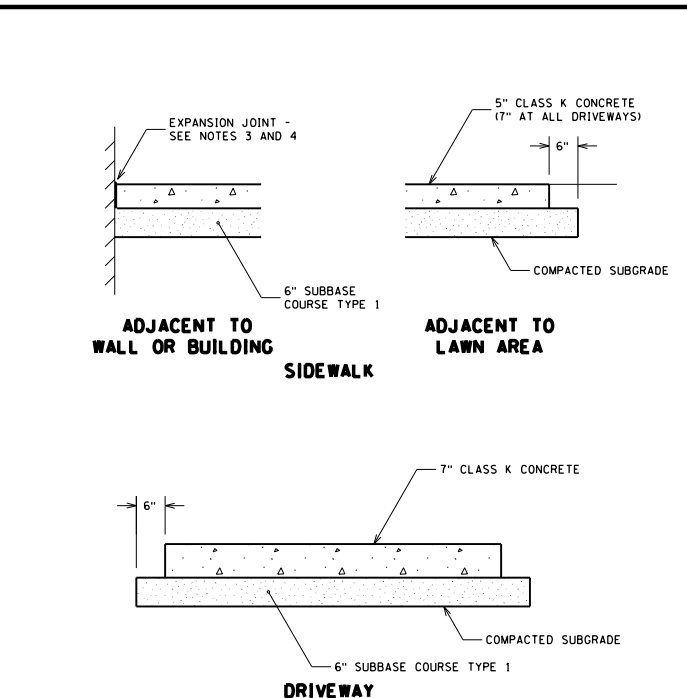
- NOTES:**
1. NOMINAL RESIDENTIAL DRIVEWAY APRON WIDTH IS TO BE BETWEEN 10 FEET AND 15 FEET, NOT INCLUDING TRANSITION AREAS. ACTUAL WIDTH WILL BE AS APPROVED OF BY CITY.
 2. NOMINAL MAXIMUM WIDTH OF COMMERCIAL DRIVEWAY APRON IS TO BE 24 FEET. ACTUAL WIDTH WILL BE AS APPROVED OF BY CITY.

CITY OF ROCHESTER	
DRIVEWAY APRON	
ISSUED	9-2-91
REVISD	7-31-12
STANDARD	DWG.NO.R608-5



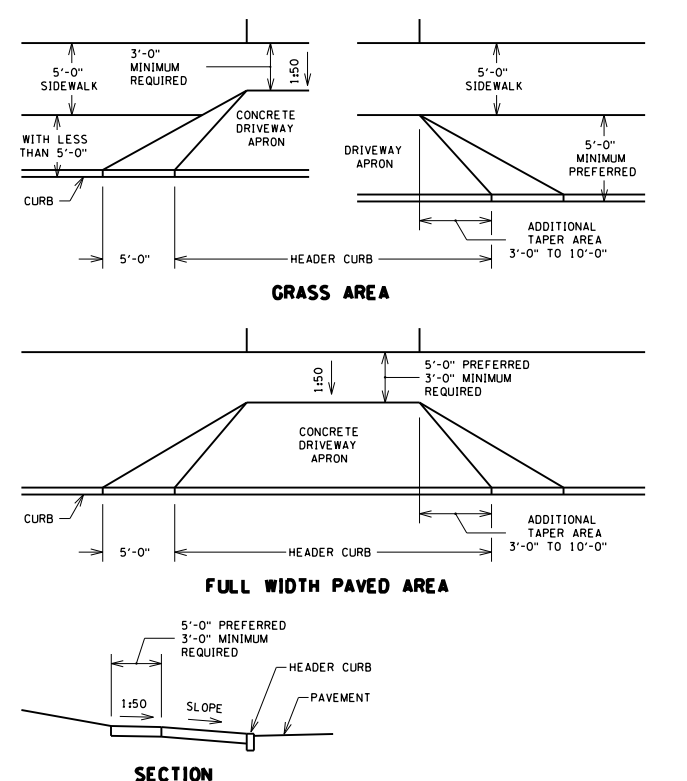
- NOTES:**
1. DIMENSIONS "A" AND "B" WILL BE AS APPROVED BY THE CITY.
 2. FOR RESIDENTIAL DRIVEWAYS "A" WILL BE 10 FEET MINIMUM AND 15 FEET MAXIMUM. FOR COMMERCIAL DRIVEWAYS "A" WILL BE 24 FEET MAXIMUM.
 3. DIMENSION "B" WILL BE DIMENSION "A" PLUS 1 FOOT TO 3 FEET ADDITIONAL TAPER, EACH SIDE.

CITY OF ROCHESTER	
DRIVEWAY APRON WITH FLARE	
ISSUED	2-10-00
REVISD	7-29-11
NON-STANDARD	DWG.NO.S608-23



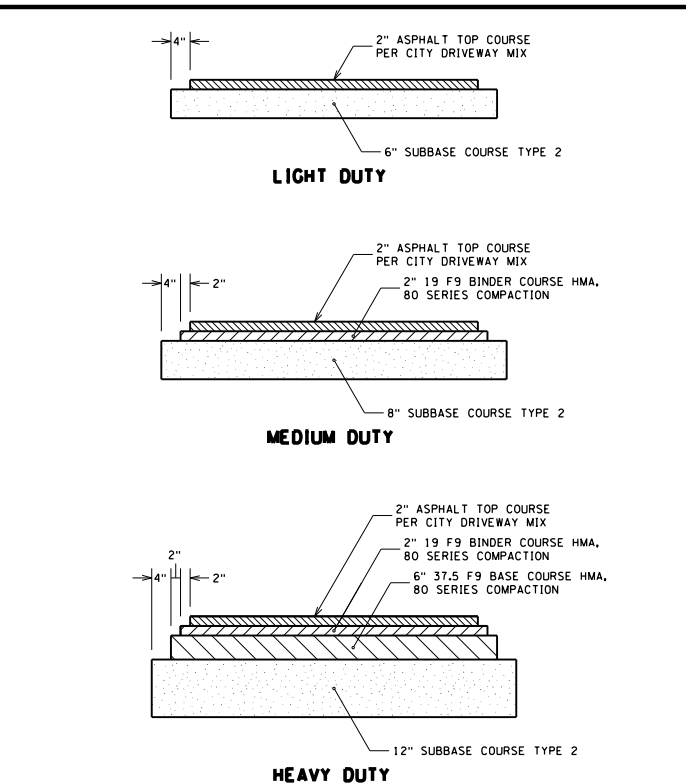
- NOTES:**
1. MAXIMUM CROSS-SLOPE OF CONCRETE SIDEWALK IS 1:50.
 2. ENTIRE AREA OF SIDEWALK ACCESS RAMP AND LANDING PAD IS TO BE 7 INCH THICK CONCRETE.
 3. PROVIDE 1/2 INCH WIDE EXPANSION JOINT BETWEEN NEW CONCRETE CONSTRUCTION AND BACK EDGE CURB, CONCRETE GUTTER, OTHER PAVED AREAS, BUILDINGS, WALLS, POLE BASES AND OTHER STRUCTURES/APURTENANCES.
 4. FOR EXPANSION JOINT USE 1/2 INCH WIDE PREMOULDED EXPANSION JOINT MATERIAL, SEALED WITH 1/2 INCH WIDE CAULKING SEALANT 3/8 INCH DEEP.
 5. SEE DETAILS S608-25 FOR HEAVY-DUTY COMMERCIAL DRIVEWAY PAVEMENT SECTION.

CITY OF ROCHESTER	
CONCRETE SIDEWALK AND DRIVEWAY	
ISSUED	9-2-91
REVISD	5-1-13
STANDARD	DWG.NO.R608-6

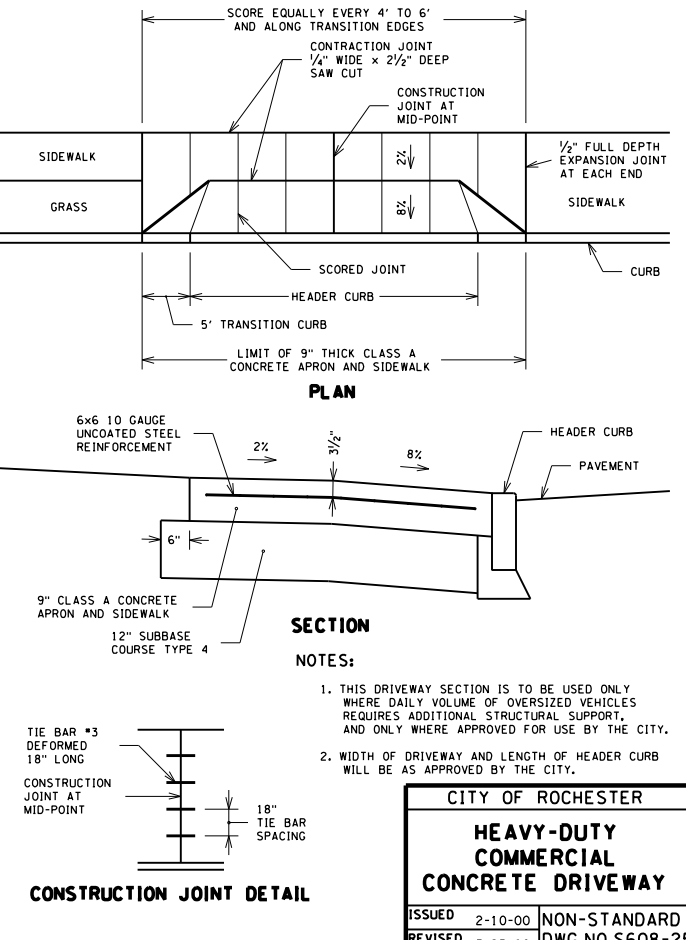


- NOTES:**
1. THIS DRIVEWAY SECTION IS TO BE USED ONLY WHERE OVERSIZED VEHICLES REQUIRE ADDITIONAL ACCESS, AND ONLY WHERE APPROVED FOR USE BY THE CITY.
 2. WIDTH OF DRIVEWAY AND LENGTH OF HEADER CURB WILL BE AS APPROVED BY THE CITY.

CITY OF ROCHESTER	
COMMERCIAL DRIVEWAY APRON FOR OVERSIZED VEHICLES	
ISSUED	2-10-00
REVISD	7-29-11
NON-STANDARD	DWG.NO.S608-24



CITY OF ROCHESTER	
ASPHALT DRIVEWAY	
ISSUED	9-2-91
REVISD	7-31-12
STANDARD	DWG.NO.R608-7



CITY OF ROCHESTER	
HEAVY-DUTY COMMERCIAL CONCRETE DRIVEWAY	
ISSUED	2-10-00
REVISD	3-25-06
NON-STANDARD	DWG.NO.S608-25

ERDMAN ANTHONY

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER: P. PRESTI
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MANAGING ENGINEER: ALBERT J. GIGLIO, P.E.
CITY ENGINEER: JAMES R. MCINTOSH, P.E.

THURSTON ROAD REVITALIZATION PROJECT

PROJECT TITLE

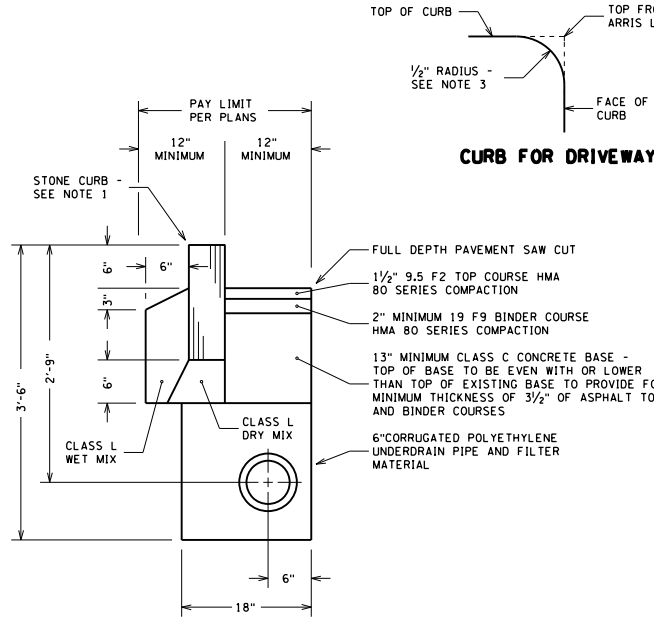
ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	NO.	REVISION	BY	DATE
MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				

MISCELLANEOUS DETAILS DRIVEWAYS

DRAWING TITLE

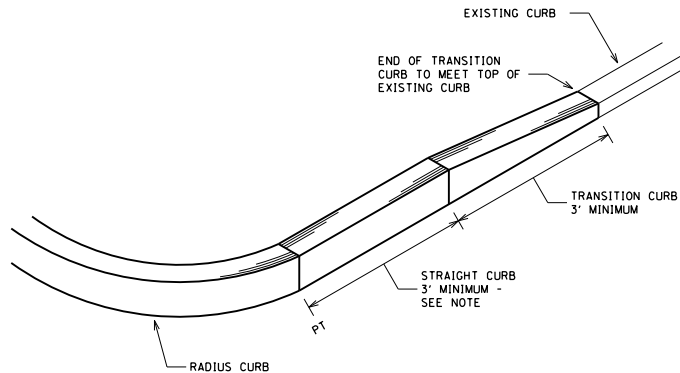
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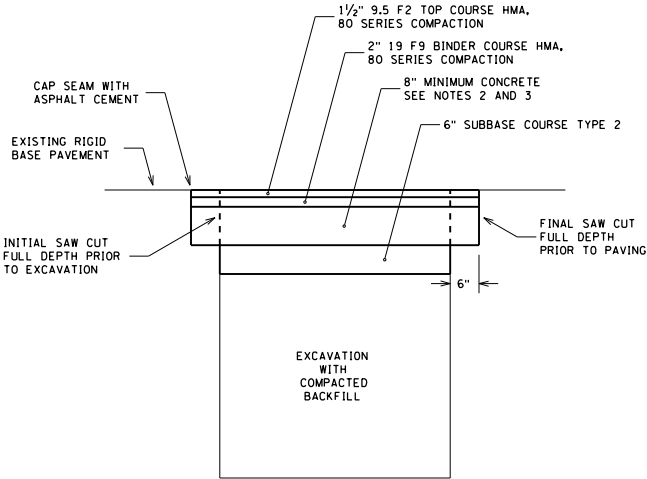
- NOTES:
1. TOP OF CURB THICKNESS IS TO BE AS REQUIRED IN CONTRACT DOCUMENTS.
 2. CURB REVEAL FOR HEADER CURB AT DRIVEWAY APRONS IS 1 1/2 INCHES, AT SIDEWALK ACCESS RAMPS 0 INCHES.
 3. ONLY TRANSITION AND HEADER CURB PIECES USED FOR DRIVEWAYS ARE TO BE ROUNDED.
 4. TACK COAT TO BE APPLIED BETWEEN ALL LIFTS OF HMA COURSES AND ON TOP OF CONCRETE BASE.
 5. PAVEMENT SEAMS TO BE SEALED WITH BITUMINOUS SEALER IN ACCORDANCE WITH NYSOT MATERIAL DESIGNATION 702-0700.

CITY OF ROCHESTER		
STONE CURB REPLACEMENT - CONCRETE BASE		
ISSUED	12-30-11	NON-STANDARD
REVISED	2-25-14	DWG.NO.S609-17



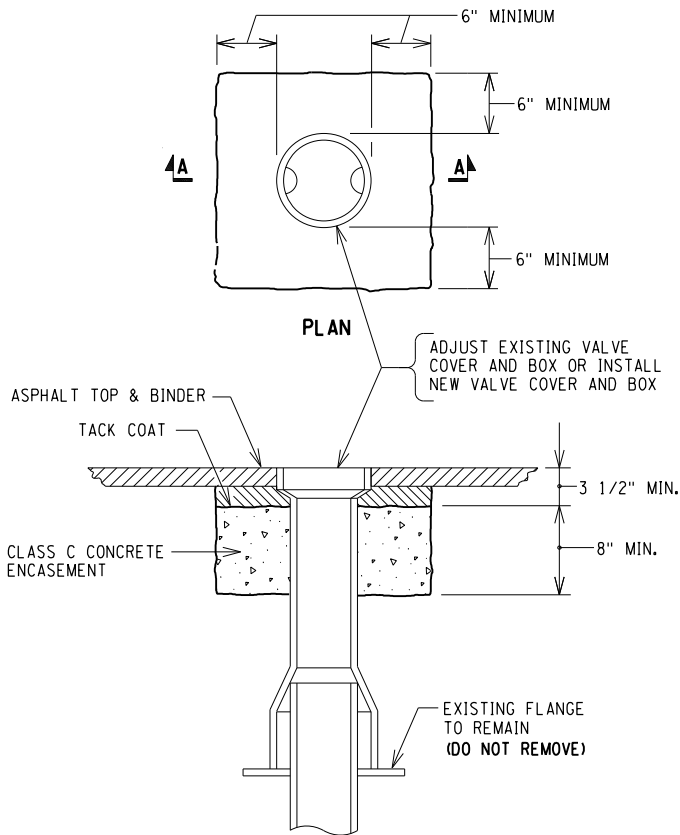
NOTE:
LENGTH OF STRAIGHT CURB WILL BE AS REQUIRED IN CONTRACT DOCUMENTS, WITH 3 FEET MINIMUM.

CITY OF ROCHESTER		
NEW CURB TRANSITION TO EXISTING CURB		
ISSUED	9-2-91	STANDARD
REVISED	12-30-11	DWG.NO.R609-7

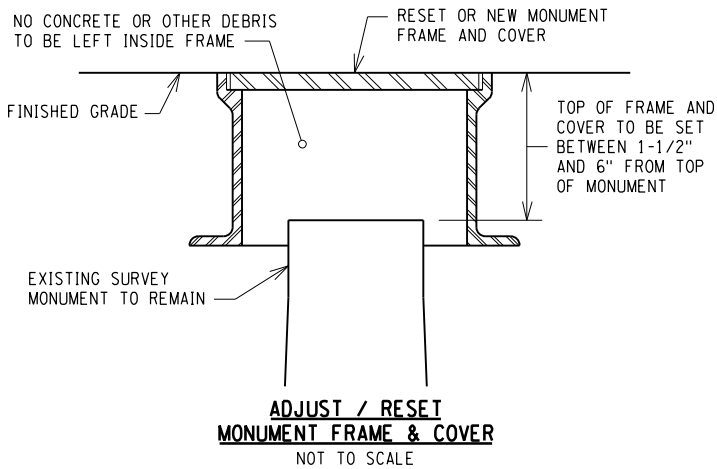


- NOTES:
1. FINAL SAW CUT IS TO BE FULL DEPTH TO OBTAIN STRAIGHT AND NEAT EDGE FOR PAVING. SAW CUT IS TO BE MADE AFTER TRENCH HAS BEEN BACKFILLED AND BEFORE CONSTRUCTING PAVEMENT SECTION.
 2. CONCRETE IS TO BE CLASS C OR F IN ACCORDANCE WITH NYSOT SECTION 503 PORTLAND CEMENT CONCRETE FOUNDATION FOR PAVEMENT.
 3. TOP OF NEW CONCRETE BASE IS TO BE AT OR BELOW TOP OF EXISTING CONCRETE BASE TO PROVIDE FOR MINIMUM 8 INCHES OF CONCRETE AND MINIMUM THICKNESSES OF ASPHALT TOP AND BINDER COURSES.
 4. TACK COAT IS TO BE APPLIED BETWEEN ALL LIFTS OF HMA PAVEMENT COURSES AND ON TOP OF CONCRETE BASE.
 5. SEAMS BETWEEN EXISTING AND NEW PAVEMENT ARE TO BE SEALED WITH AN ASPHALT CEMENT (FILLER) THAT IS IN ACCORDANCE WITH NYSOT MATERIAL DESIGNATION 702-0700.

CITY OF ROCHESTER		
TRENCH RESTORATION CONCRETE BASE		
ISSUED	9-2-91	STANDARD
REVISED	2-8-13	DWG.NO.R206-2



SECTION A-A
WATER VALVE BOX
EXTENSION ADJUSTMENT
NOT TO SCALE



- NOTES:
1. MONUMENT FRAME AND COVER TO BE SET CENTERED OVER EXISTING SURVEY MONUMENT.
 2. MONUMENT FRAME AND COVER IS TO HAVE FULL AND EVEN BEARING ON UNDERLYING SURFACE AND IS TO BE NON-ROCKING WHEN IN PLACE.
 3. MONUMENT FRAME AND COVER IS TO BE SET FLUSH WITH FINISHED GRADE.

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:	P. PRESUTTI
DRAWN BY:	S. BEAMAN / D. WELLS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

MANAGING ENGINEER	ALBERT J.GIGLIO, P.E.
CITY ENGINEER	JAMES R.MCINTOSH, P.E.

PROJECT TITLE

THURSTON ROAD
REVITALIZATION
PROJECT

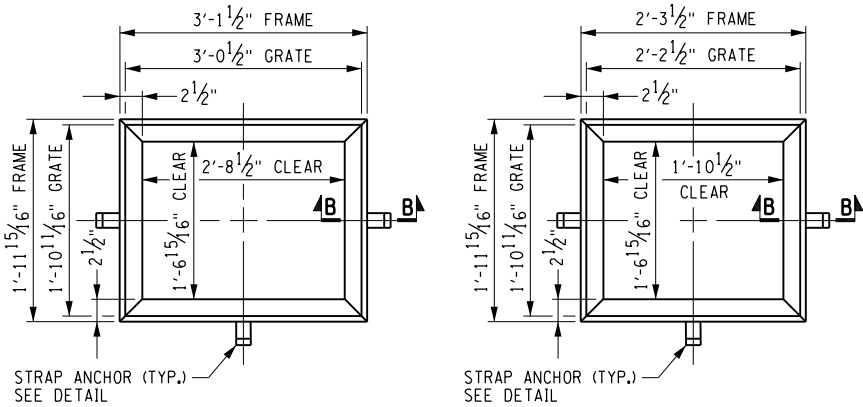
ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	NO.	REVISION	BY	DATE
MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				

DRAWING TITLE

MISCELLANEOUS
DETAILS
CURB & ADJUST COVERS

DRAWING NO.

16
OF 60

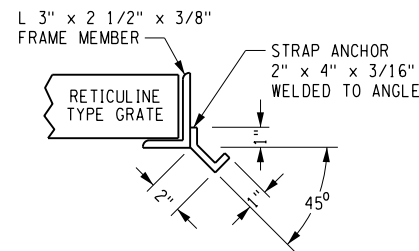


TYPE B FRAME & GRATE PLAN
ITEM 655.25020005

TYPE A FRAME & GRATE PLAN
ITEM 655.25010005

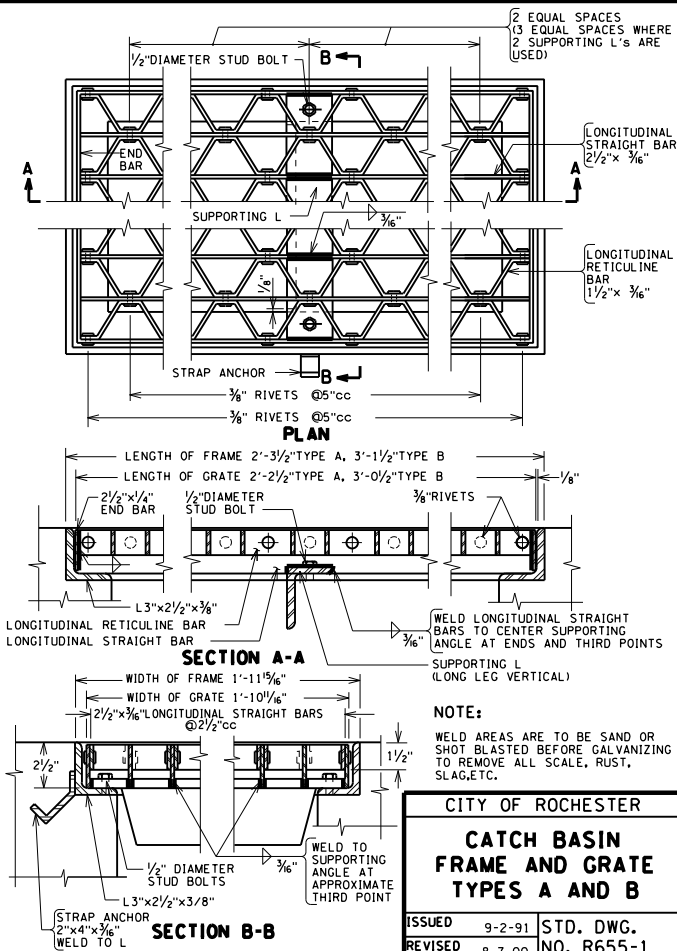
NOTES:

- FRAMES AND GRATES SHALL BE GALVANIZED STEEL RETICULINE TYPE, SYRACUSE CASTINGS MODEL NYSDOT #1 FOR TYPE A, AND MODEL NYSDOT #3 FOR TYPE B, OR APPROVED EQUAL. UNITS SHALL BE DESIGNED FOR H-20 LOADING. COMPLETE UNIT SHALL BE HOT DIP GALVANIZED AFTER FABRICATION, ASTM A123.
- TYPE A FRAME & GRATE TO BE INSTALLED AS PART OF ITEM 604.070402 AND TYPE B FRAME & GRATE TO BE INSTALLED AS PART OF ITEM 604.070403.



ANCHOR DETAIL - SECTION B-B
(FOR RETICULINE GRATE, 3 REQUIRED)

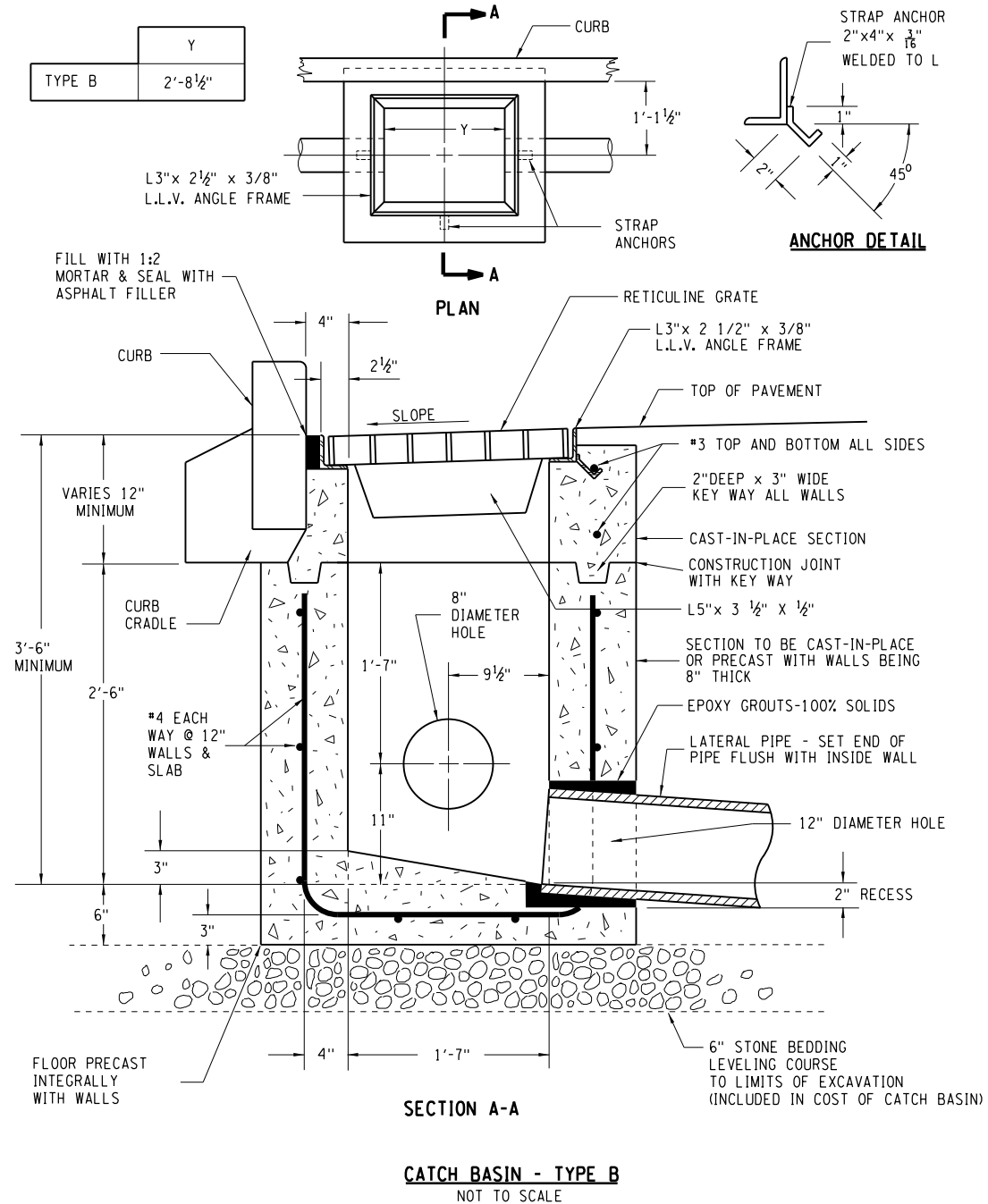
TYPE A & B CATCH BASIN FRAME AND COVER DETAIL
NOT TO SCALE



NOTES:

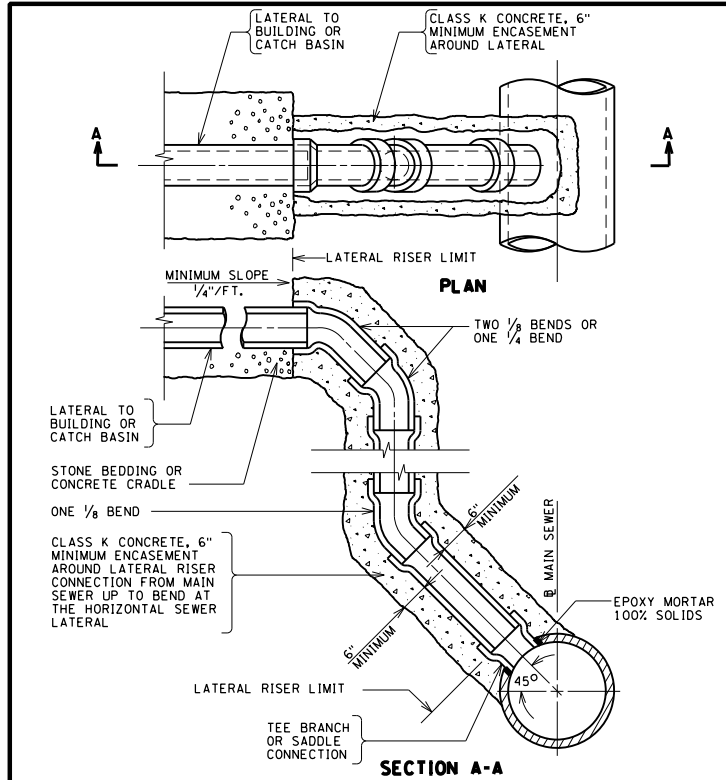
- LIMITS SHOWN ARE MAXIMUM ALLOWED AND MINIMUM REQUIRED FOR EXCAVATION AND BACKFILL.
- UPPER PAY LIMIT FOR TRENCH EXCAVATION IS TOP OF EXISTING SURFACE AT TIME OF EXCAVATION.
- UPPER PAY LIMIT FOR SELECT GRANULAR BACKFILL (SEWER) IS BOTTOM OF TEMPORARY PAVEMENT (IF USED) OR TOP OF SURFACE - AS REQUIRED IN CONTRACT DOCUMENTS.

CITY OF ROCHESTER	
TRENCH AND BACKFILL LIMIT LINES FOR CATCH BASINS	
ISSUED 10-18-02	NON-STANDARD
REVISED 7-31-12	DWG.NO.S604-10



NOTES:

- COAT INTERIOR OF CATCH BASIN WITH 2 COATS OF TAMMS DURALKOTE 240, OR APPROVED EQUIVALENT.
- COAT EXTERIOR OF CATCH BASIN WITH 2 COATS OF HI-BUILD BITUMINOUS COATING 35-J-10, KOPPERS BITMASTIC SUPER SERVICE BLACK, OR APPROVED EQUIVALENT.



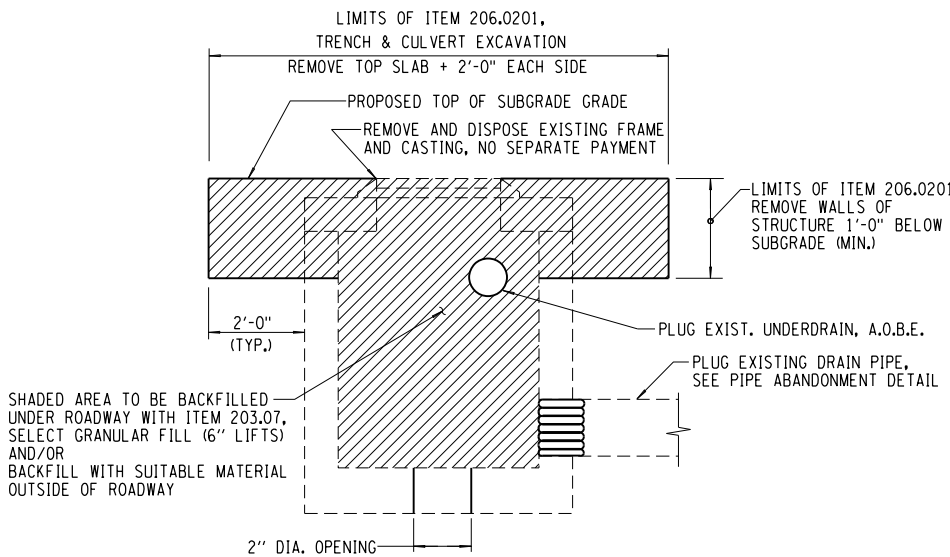
NOTE:
LIMITS FOR EXCAVATION AND BACKFILL ARE AS SHOWN ON STANDARD DRAWING R601-1 OR R601-2, OR ON THE CONTRACT DRAWINGS.

CITY OF ROCHESTER			
LATERAL RISER PIPE CONNECTION			
ISSUED	9-2-91	STD. DWG.	
REVISED		NO. R601-5	

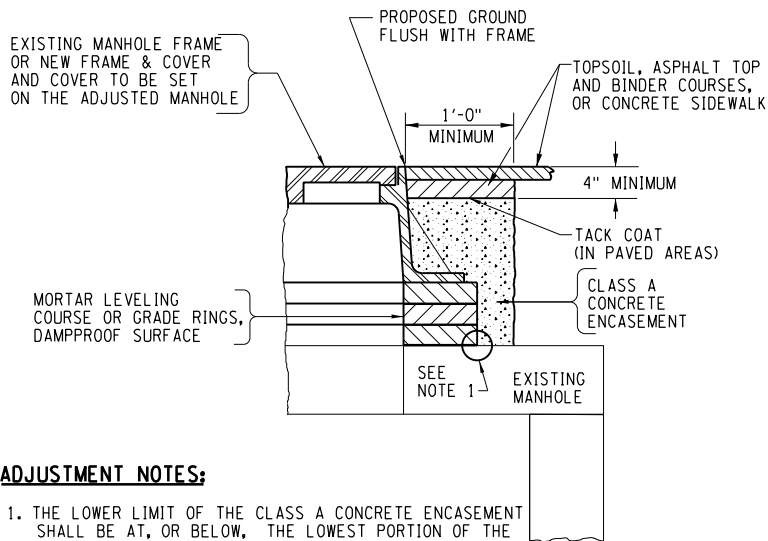
NOTES:

1. CORE NEW OPENING IN MANHOLE WALL LARGE ENOUGH TO ACCOMMODATE NEW LATERAL CONNECTION.
2. CLEAN OPENING ALL AROUND, REMOVING ALL LOOSE MATERIALS.
3. INSERT NEW LATERAL THRU MANHOLE OPENING AND MAKE CONNECTION WATERTIGHT. SEAL ANY VOID BETWEEN OPENING AND LATERAL CONNECTION WITH EPOXY MORTAR, SIKADUR 33 OR FLEXOLITH GEL.

CITY OF ROCHESTER	
LATERAL CONNECTION TO SEWER MANHOLE - NEW OPENING	
ISSUED	4-5-06
REVISED	7-31-12
NON-STANDARD	DWG. NO. S601-12



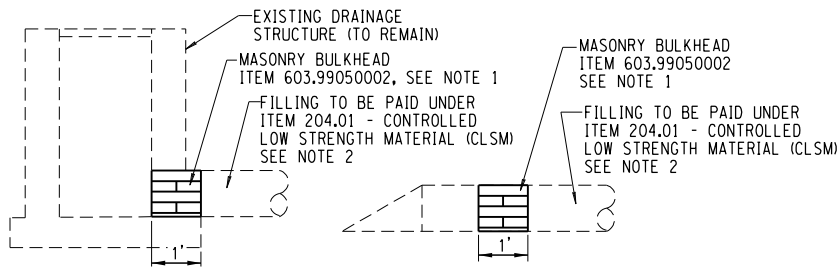
ABANDON EXISTING DRAINAGE STRUCTURE IN PLACE-PLUG
NOT TO SCALE



ADJUSTMENT NOTES:

1. THE LOWER LIMIT OF THE CLASS A CONCRETE ENCASEMENT SHALL BE AT, OR BELOW, THE LOWEST PORTION OF THE BRICK AND MORTAR LEVELING COURSE.
2. THE CONTRACTOR SHALL REMOVE OR ADD COURSES OF BLOCK OR BRICK IN ORDER TO ADJUST THE MANHOLE SUCH THAT THE FRAME AND COVER WILL BE AT THE PROPER FINISH GRADE AND CROSS-SLOPE.
3. THE COST FOR TACK COAT, CONCRETE ENCASEMENT, DAMPROOFING, EXCAVATION, BACKFILL AND LEVELING COURSES SHALL BE INCLUDED IN ITEM 604.070401.

MINOR FRAME & COVER ADJUSTMENT
NOT TO SCALE

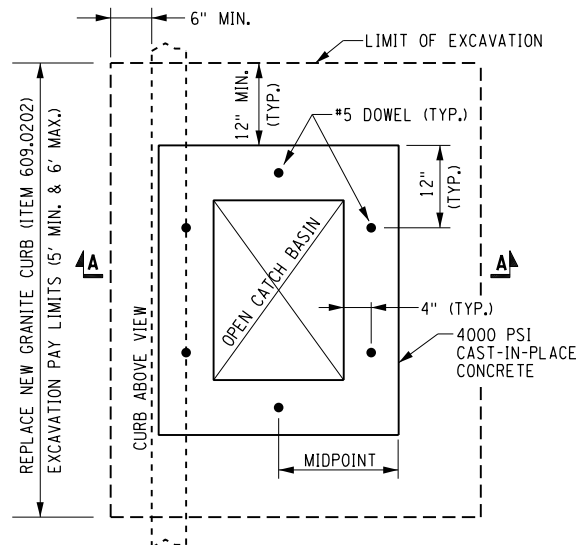


PLUGGING ABANDONED PIPE

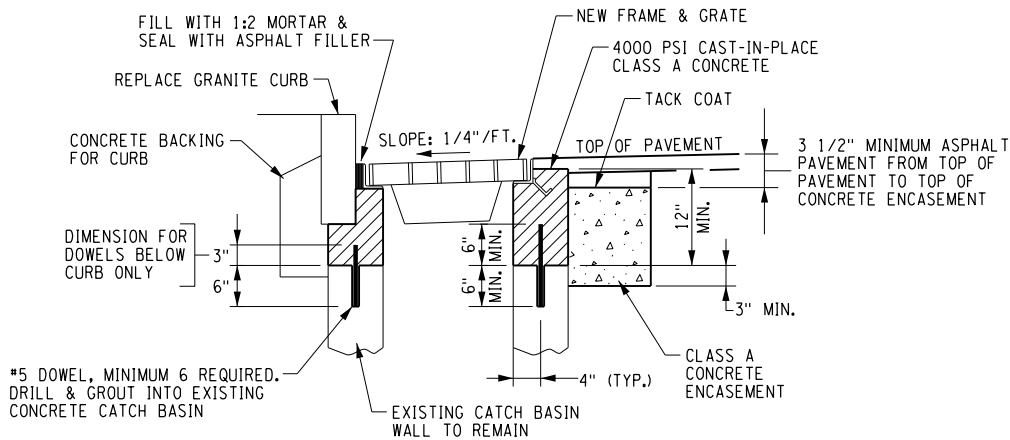
NOTES:

1. SEAL WITH CLASS A CONCRETE (2 KSI) OR PLUG WITH BRICKS AND NON-SHRINK GROUT.
2. FILL FROM HIGH END OF PIPE.

ABANDONING EXISTING STORM SEWER NOT TO SCALE



PLAN VIEW BELOW GRATE



SECTION A-A

CATCH BASIN FRAME AND GRATE ADJUSTMENT
NOT TO SCALE

NOTES:

1. SCARIFY AND/OR REMOVE TOP OF EXISTING CATCH BASIN WALLS TO SUFFICIENT DEPTH TO ACCOMMODATE NEW CONCRETE CAP. COAT TOP SURFACE WITH EPOXY POLYSULFIDE GROUT PER NYSDOT SUB-SECTION 721-03 PRIOR TO POURING NEW CAP.
2. COAT INTERIOR AREA OF NEW CONCRETE CONSTRUCTION WITH 2 COATS OF SIKAGARD 62, DURALKOTE 500 EPOXY, OR APPROVED EQUIVALENT.
3. COAT EXPOSED EXTERIOR OF NEW CONCRETE CONSTRUCTION WITH 2 COATS OF HI-BUILD BITUMINOUS COATING 35-J-10 BITMASTIC SUPER SERVICE BLACK, OR APPROVED EQUIVALENT.
4. THE COST FOR TACK COAT, CLASS A CONCRETE, DOWELS, GROUT, DRILLING, EXCAVATION, BACKFILL AND ENCASEMENT SHALL BE INCLUDED IN ITEM 604.070402 OR ITEM 604.070403.

	PROJECT MANAGER	P. PRESUTTI
	DRAWN BY:	S. BEAMAN / D. WELLS
	MANAGING ENGINEER	ALBERT J. GIGLIO, P.E.
	CITY ENGINEER	JAMES R. MCINTOSH, P.E.

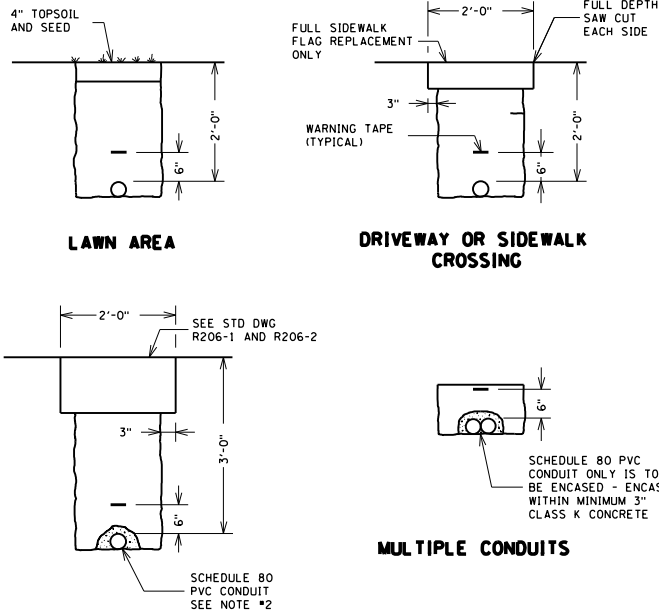
	Department of Environmental Services	Architecture and Engineering Services
	City of Rochester, New York	
	MANAGING ENGINEER	ALBERT J. GIGLIO, P.E.
	CITY ENGINEER	JAMES R. MCINTOSH, P.E.

PROJECT TITLE	
THURSTON ROAD REVITALIZATION PROJECT	

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	NO.	REVISION	BY	DATE
MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				

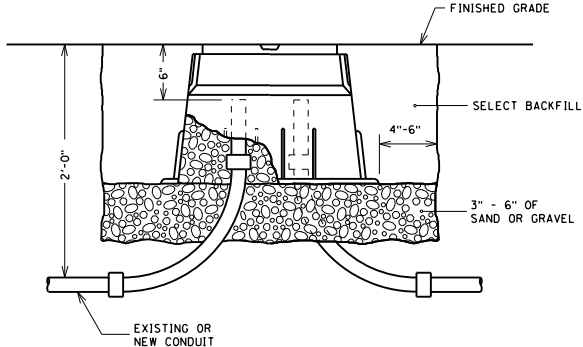
DRAWING TITLE	
MISCELLANEOUS DETAILS DRAINAGE	

DRAWING NO.	
18	
60	



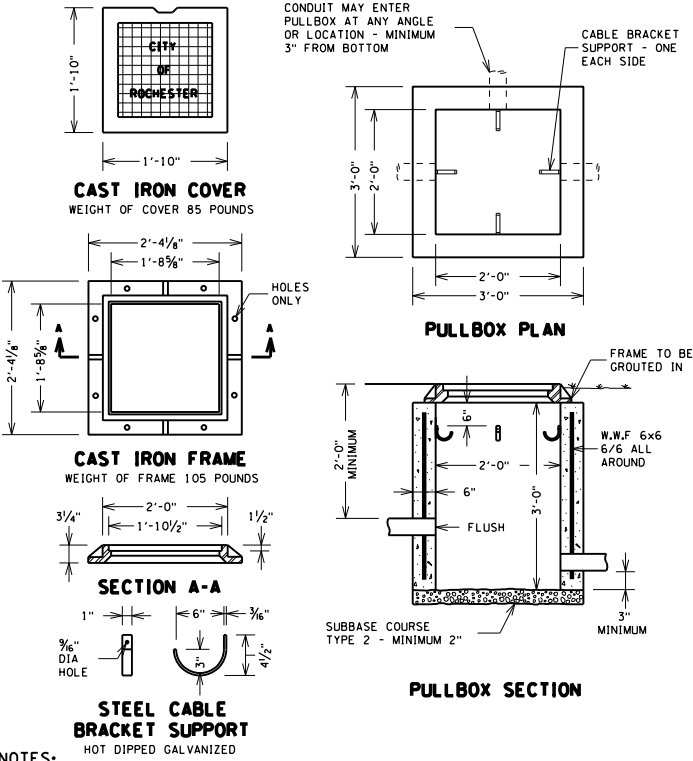
- NOTES:
- ALL CONDUIT RUNS ARE TO DRAIN INTO THE PULLBOX.
 - IF REQUIRED BY PROJECT MANAGER, CONDUIT FOR ROADWAY CROSSINGS IS TO BE ENCASED WITHIN CLASS K CONCRETE - FROM PULLBOX TO PULLBOX, OR FROM PULLBOX TO LIGHT POLE.

CITY OF ROCHESTER			
CONDUIT TRENCH			
ISSUED	9-2-91	STD. DWG.	
REVISED	4-28-06	NO. R671-1	



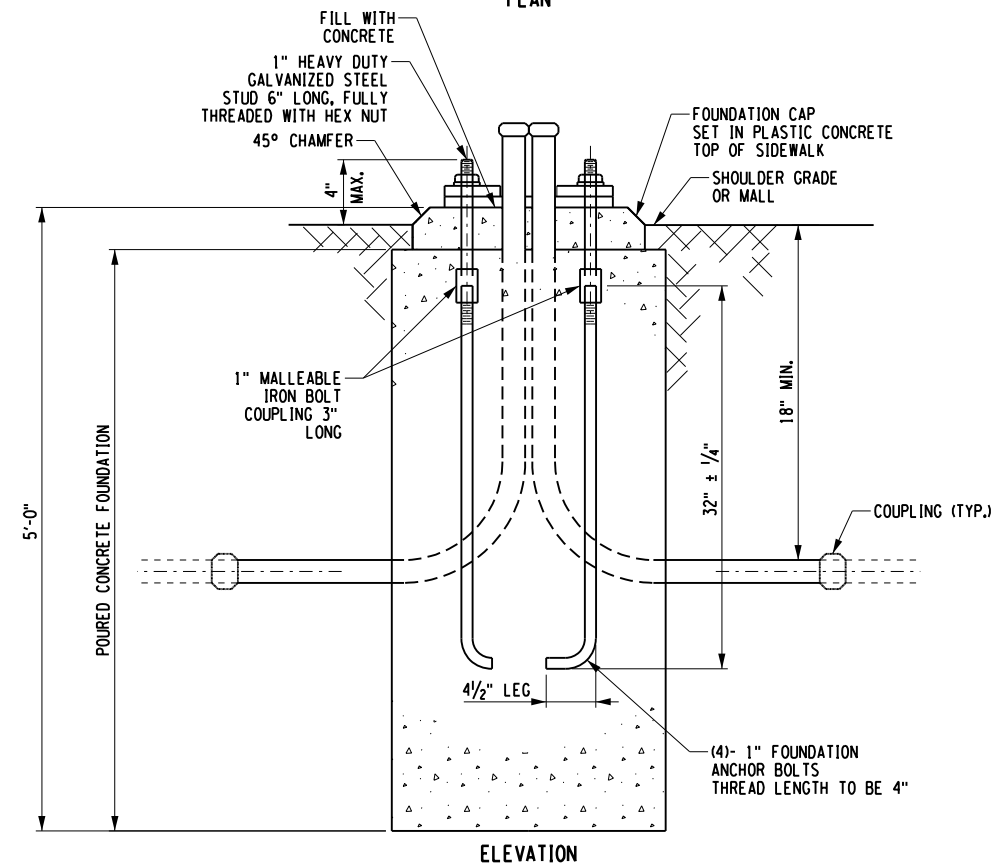
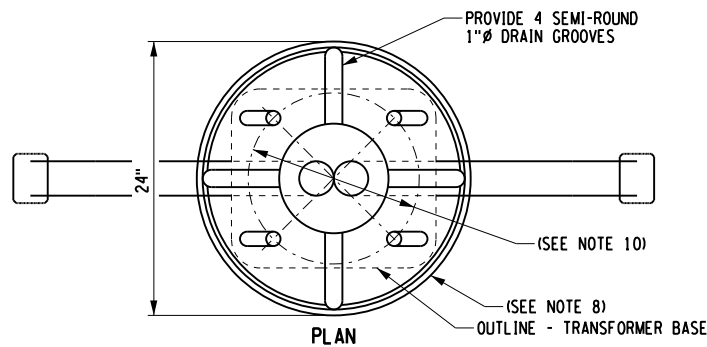
- NOTES:
- PLACE 3 TO 6 INCHES OF SAND OR GRAVEL IN BOTTOM OF EXCAVATION.
 - IF NECESSARY, USE CONDUIT EXTENSION AND COUPLING TO EXTEND EXISTING CONDUIT TO FINISHED GRADE.
 - HANDHOLE WILL BE AS PROVIDED BY THE CITY.

CITY OF ROCHESTER			
FIBERGLASS HANDHOLE INSTALLATION			
ISSUED	9-2-91	STD. DWG.	
REVISED	4-28-06	NO. R671-5	



- NOTES:
- PULLBOX IS TO BE MADE OF CAST-IN-PLACE OR PRECAST CLASS K CONCRETE.
 - FRAME AND COVER ARE TO BE GRAY CAST IRON PER ASTM A48 CLASS 30 IN CONFORMANCE WITH THE REQUIREMENTS OF NYSDOT SECTION 715-05.
 - SIZE OF LETTERS TO BE 2 INCH.
 - TOP OF PULLBOX TO BE SET FLUSH IN PAVED AREA AND 1 INCH ABOVE GRADE IN LAWN AREA.

CITY OF ROCHESTER			
CONCRETE PULLBOX (24 INCH)			
ISSUED	9-2-91	STD. DWG.	
REVISED	4-28-06	NO. R671-2	



LAMPOST FOUNDATION DETAIL

NOT TO SCALE

- NOTES:
- THE PRECAST LAMPOST FOUNDATION DETAIL IS A RECOMMENDED DESIGN. OTHER DESIGNS FOR PRECAST LAMPOST FOUNDATIONS MEETING THE FOLLOWING CRITERIA WILL ALSO BE CONSIDERED UPON SUBMITTAL OF SHOP DRAWINGS AND CALCULATIONS.
MOMENT TO RESIST:
30' POLE - 11,065 LB. \ FT.
40' POLE - 16,965 LB. \ FT.
50' POLE - 29,505 LB. \ FT.
 - TORQUE TO RESIST : 1035 LB. \ FT. - MINIMUM COVER REINFORCEMENT: 2"
 - INSTEAD OF THE LEG AT THE BOTTOM OF EACH ANCHOR BOLT, THE CONTRACTOR MAY USE 3 FLAT WASHERS SANDWICHED BETWEEN TWO HEAVY HEX NUTS TO DEVELOP THE FULL STRENGTH OF THE ANCHOR BOLTS.
 - THE FOUNDATION SHALL MEET THE REQUIREMENTS OF § 723-45 OF THE STANDARD SPECIFICATIONS AND SHALL BE CONSTRUCTED BY A MONOLITHIC PLACEMENT OF CONCRETE, EXCEPT FOR THE PRECAST CAP OR SQUARE FORMED SECTION.
 - THE FOUNDATION SHALL BE CONSTRUCTED ACCORDING TO THE REQUIREMENTS OF § 670-3.04 OF THE STANDARD SPECIFICATIONS.
 - THE CONTRACTOR SHALL CAP CONDUIT ELBOWS WHERE CONDUIT IS INSTALLED BY OTHERS. GROUNDING BUSHING SHALL BE FURNISHED AND INSTALLED BY CONTRACTOR INSTALLING LAMPOST.
 - ALL LAMPOSTS SHALL BE GROUNDED EITHER THROUGH THE METAL CONDUIT, BURIED GROUNDWIRE IN TRENCH, OR VERTICAL GROUNDROD. SEE STANDARD SHEET TITLED "PULLBOX CONDUIT AND GROUND ROD INSTALLATION DETAILS" FOR ADDITIONAL GROUNDING NOTES AND DETAILS.
 - IF TOP OF FOUNDATION IS FORMED SQUARE, THE PRECAST CAP SHALL BE SQUARE.
 - PAYMENT FOR EXCAVATION, LABOR, PIPE TILE, FRAME AND COVER IS TO BE INCLUDED AS PART OF THE FOUNDATION.
 - BOLT CIRCLE TO FIT POLE BASE.

ERDMAN ANTHONY

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BEAMAN / D. WELLS

MANAGING ENGINEER
ALBERT J.GIGLIO, P.E.

CITY ENGINEER
JAMES R.MCINTOSH, P.E.

PROJECT TITLE

THURSTON ROAD REVITALIZATION PROJECT

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	NO.	REVISION	BY	DATE
MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				

DRAWING TITLE

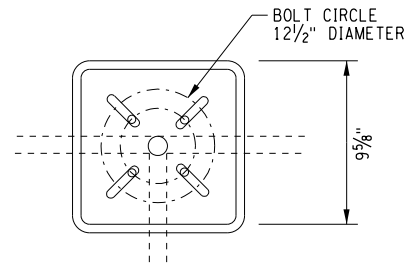
MISCELLANEOUS DETAILS

LIGHTING

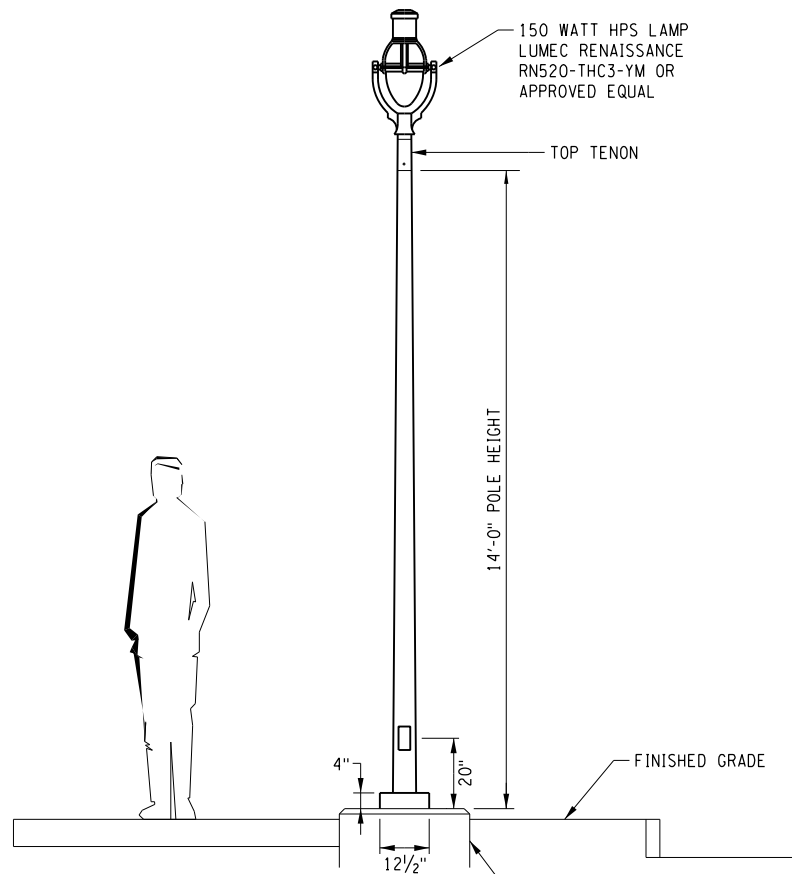
DRAWING NO.

19 / 60

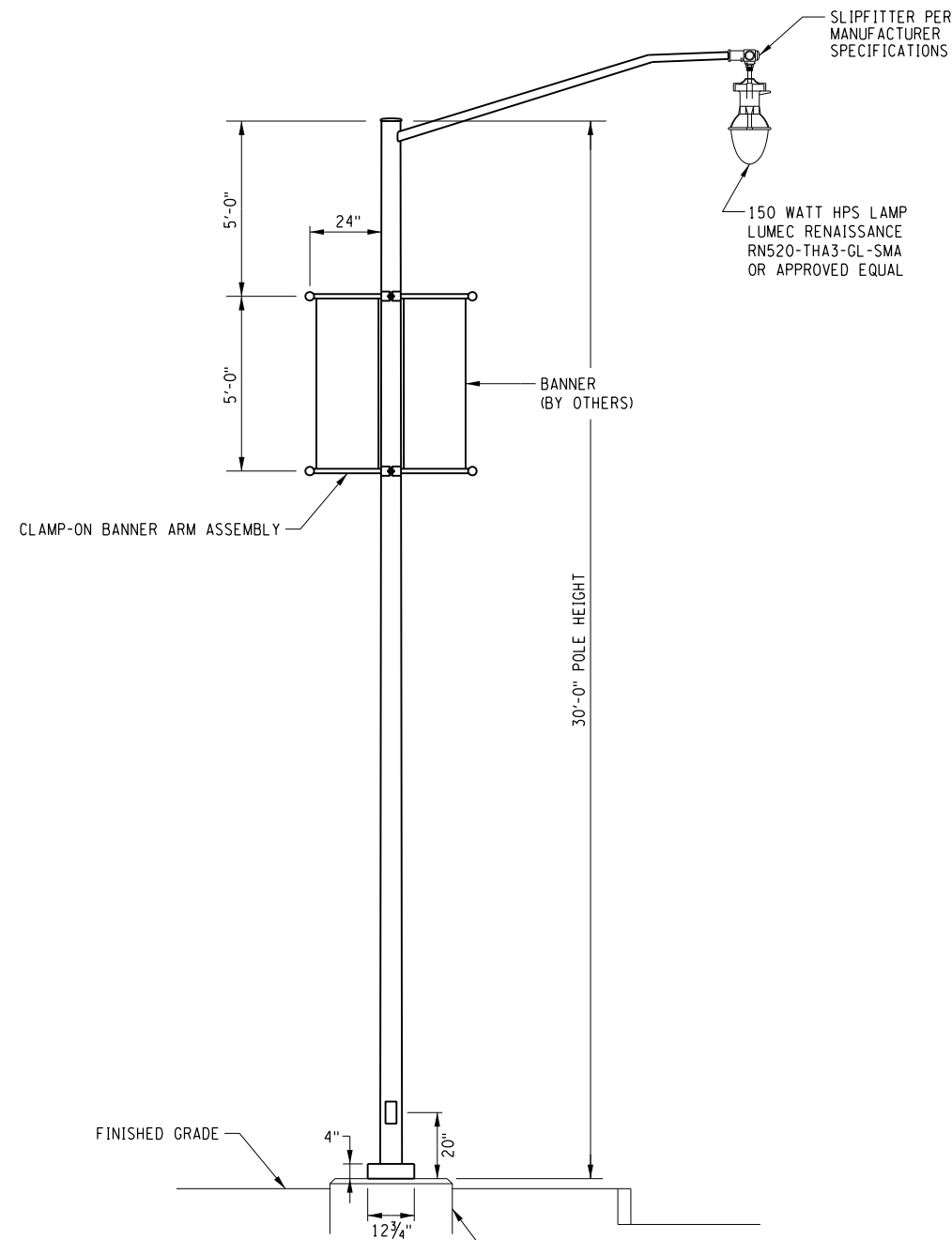
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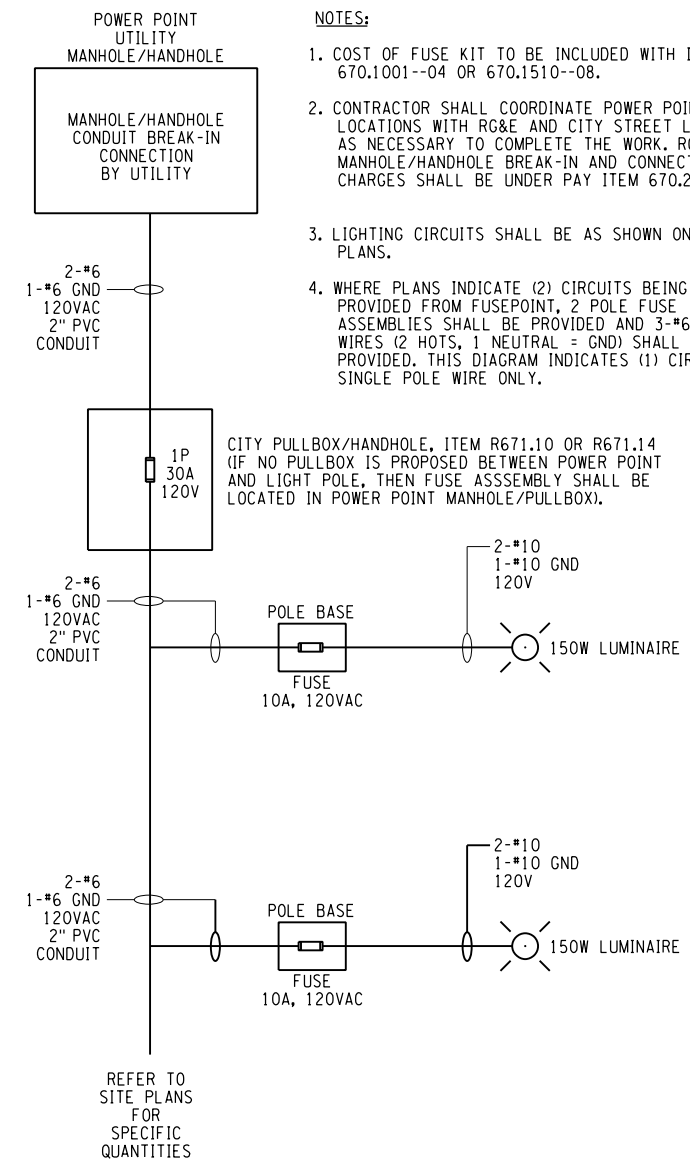
TOP VIEW



LAMPPOST DETAIL
ITEM 670.1001--04
NOT TO SCALE



STREET LIGHT POLE DETAIL
ITEM 670.1510--08
NOT TO SCALE



TYPICAL STREET LIGHTING CONNECTION DIAGRAM
NOT TO SCALE

NOTES:

1. COST OF FUSE KIT TO BE INCLUDED WITH ITEMS 670.1001--04 OR 670.1510--08.
2. CONTRACTOR SHALL COORDINATE POWER POINT LOCATIONS WITH RG&E AND CITY STREET LIGHTING AS NECESSARY TO COMPLETE THE WORK. RG&E MANHOLE/HANDHOLE BREAK-IN AND CONNECTION CHARGES SHALL BE UNDER PAY ITEM 670.2603.
3. LIGHTING CIRCUITS SHALL BE AS SHOWN ON SITE PLANS.
4. WHERE PLANS INDICATE (2) CIRCUITS BEING PROVIDED FROM FUSEPOINT, 2 POLE FUSE ASSEMBLIES SHALL BE PROVIDED AND 3-#6AWG WIRES (2 HOTS, 1 NEUTRAL = GND) SHALL BE PROVIDED. THIS DIAGRAM INDICATES (1) CIRCUIT SINGLE POLE WIRE ONLY.

CITY PULLBOX/HANDHOLE, ITEM R671.10 OR R671.14 (IF NO PULLBOX IS PROPOSED BETWEEN POWER POINT AND LIGHT POLE, THEN FUSE ASSEMBLY SHALL BE LOCATED IN POWER POINT MANHOLE/PULLBOX).

**THURSTON ROAD
REVITALIZATION
PROJECT**

PROJECT TITLE

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	EA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

**MISCELLANEOUS
DETAILS
LIGHTING**

DRAWING TITLE



DRAWING NO.	20
OF	60

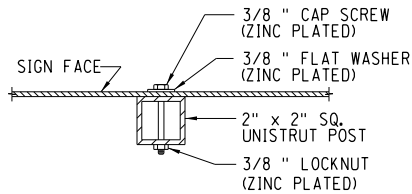


ISSUED	MARCH, 2014					
CHECKED	PJP					
DRAWN	SAB / DAW					
DESIGN	BRH					
SCALE	AS NOTED					
EA PROJECT	19425.00	NO.		REVISION		BY DATE

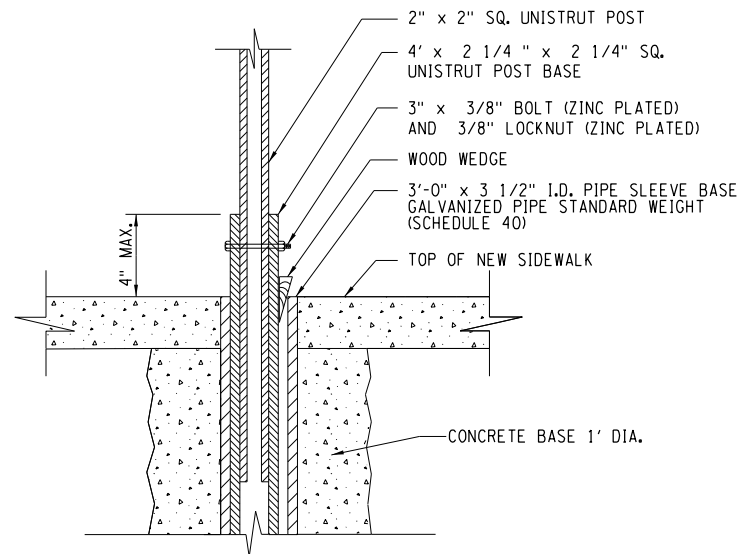
PROJECT TITLE

THURSTON ROAD
REVITALIZATION
PROJECT

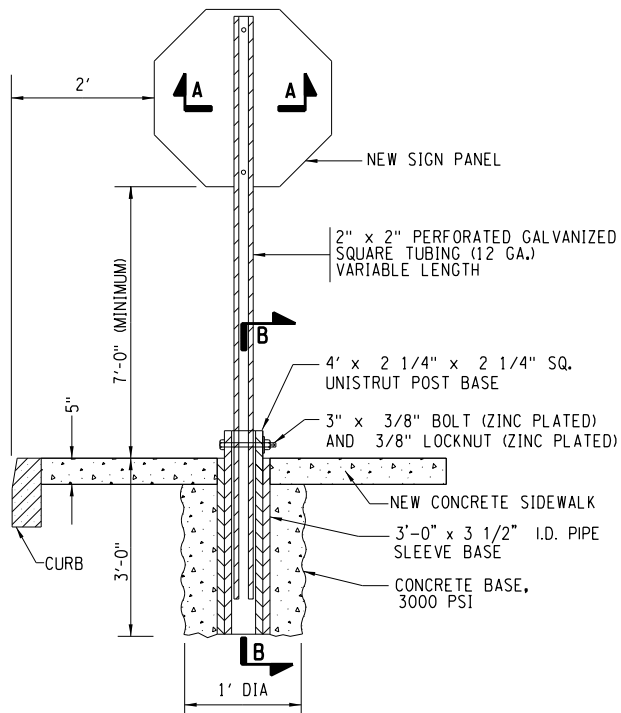
	Department of Environmental Services Architecture and Engineering Services City of Rochester, New York		ERDMAN ANTHONY
MANAGING ENGINEER	ALBERT J. GIGLI O.P.E.	PROJECT MANAGER:	P. PRESUTTI
CITY ENGINEER	JAMES RACINTOSH O.P.E.	DRAWN BY:	S. BEAMAN / D. WELLS



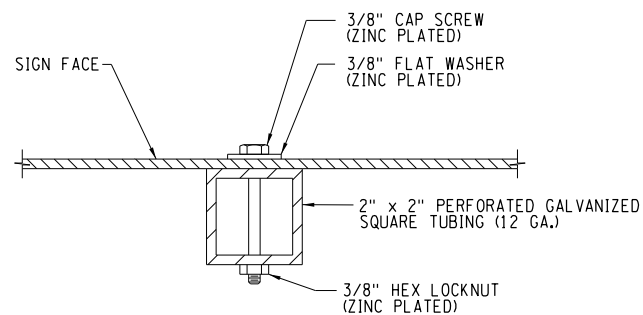
SECTION A - A
NOT TO SCALE



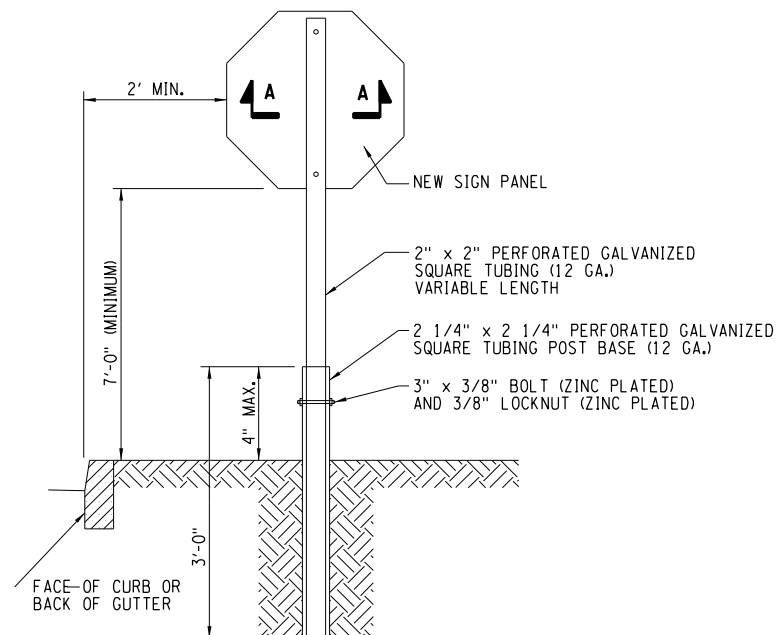
SECTION B - B
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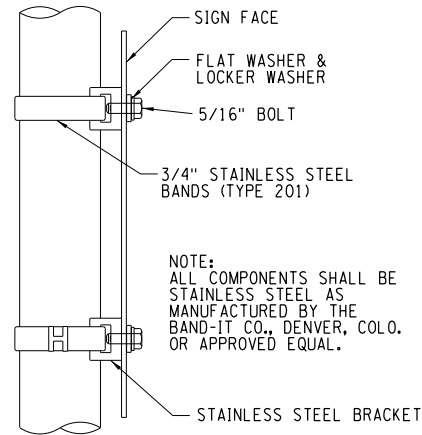
POST MOUNTED SIGN
INSTALLATION IN CONCRETE
NOT TO SCALE



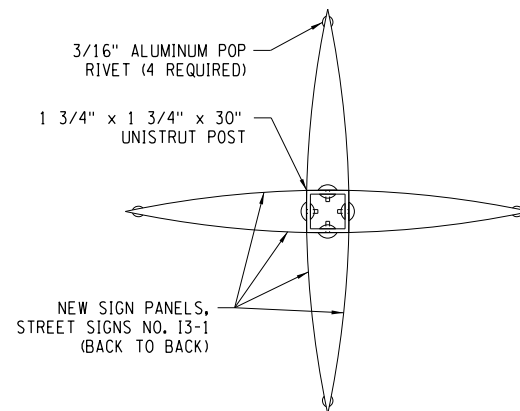
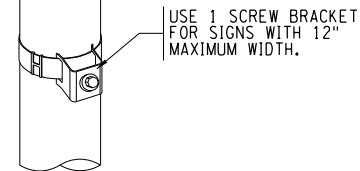
SECTION A - A
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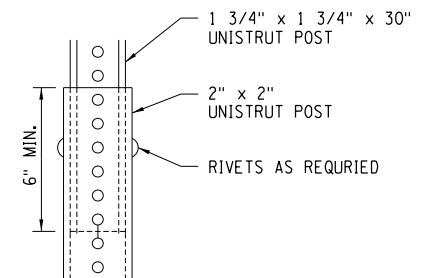
POST MOUNTED SIGN INSTALLATION
IN SOIL WITH CURB OR GUTTER
NOT TO SCALE



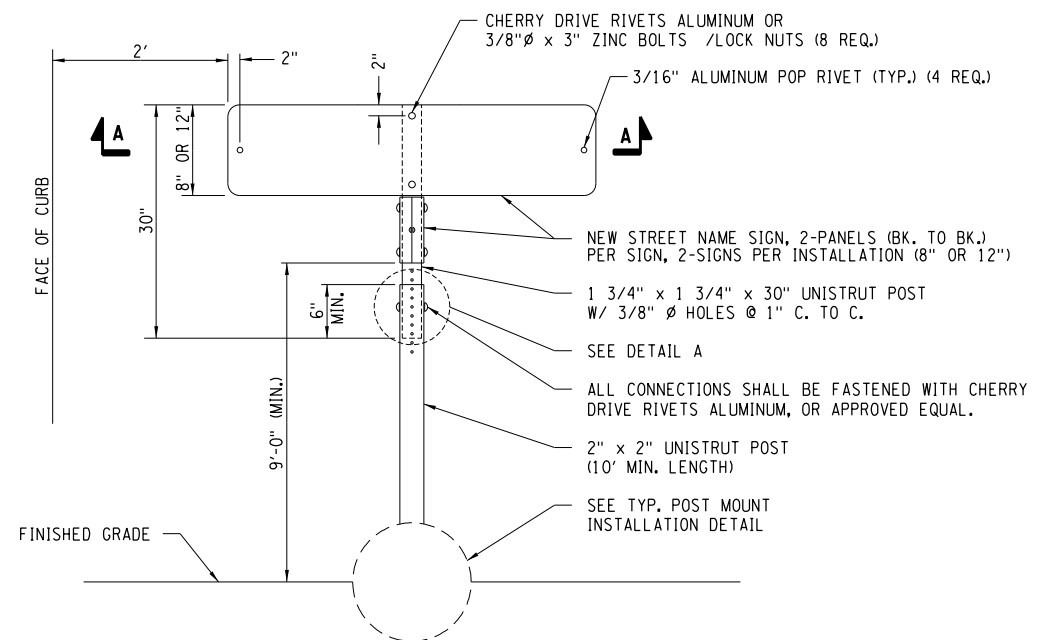
MOUNTING SIGN ON STEEL POLE
NOT TO SCALE



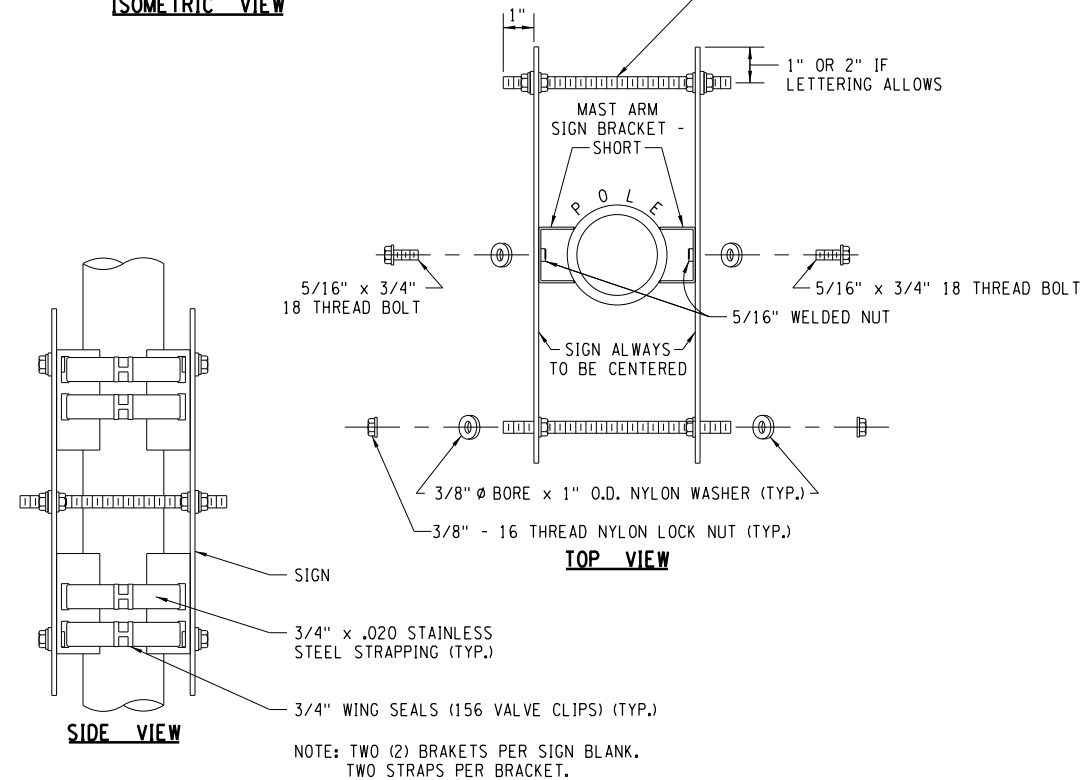
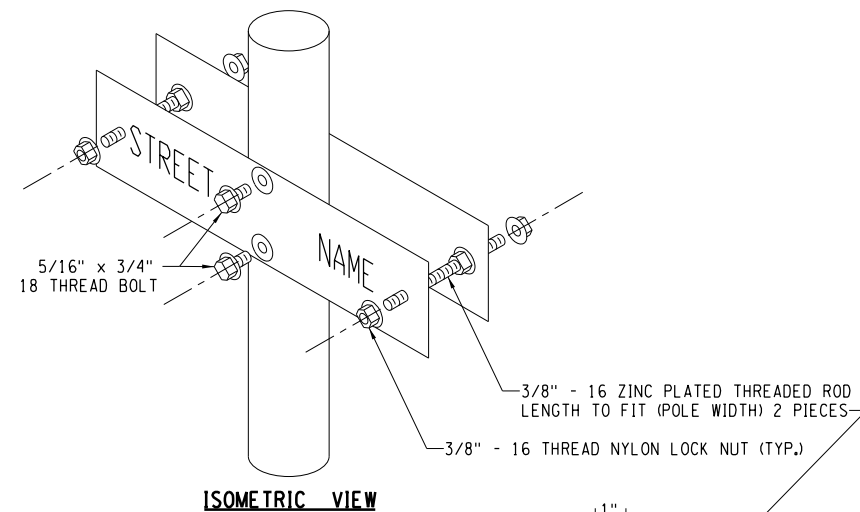
SECTION A - A



DETAIL A

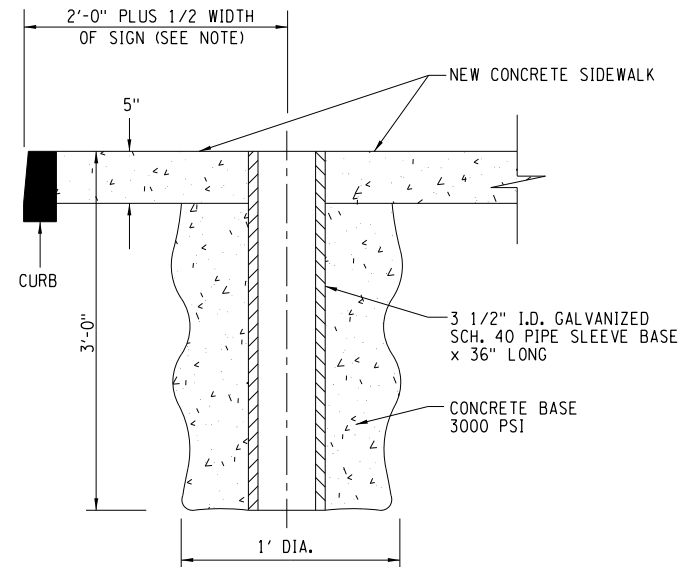


POST MOUNTED STREET NAME SIGN INSTALLATION
NOT TO SCALE

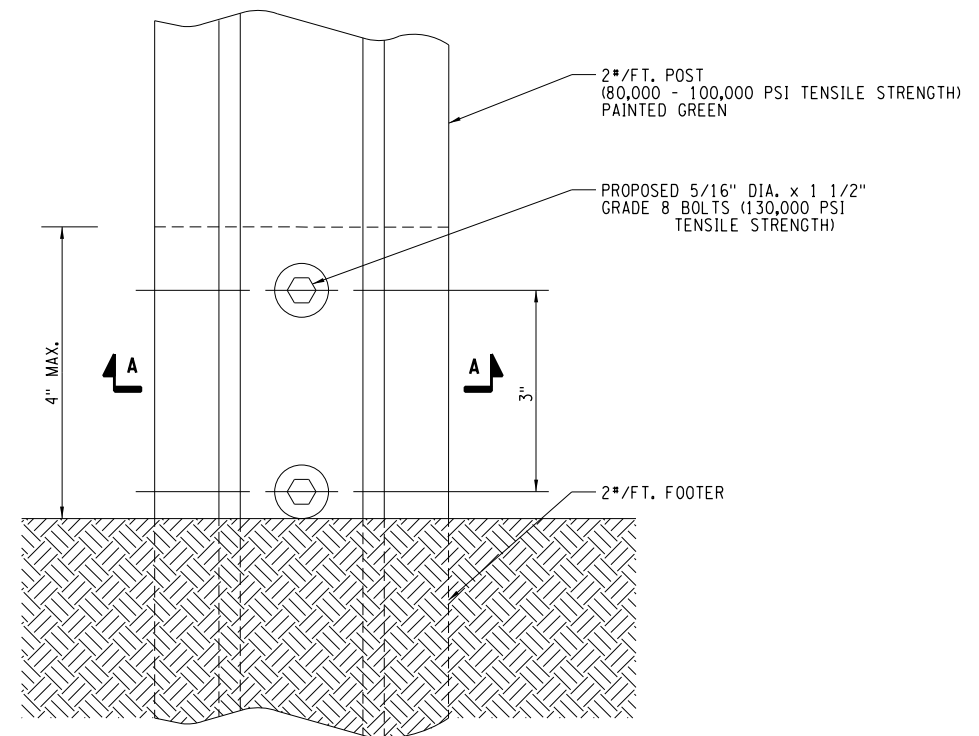
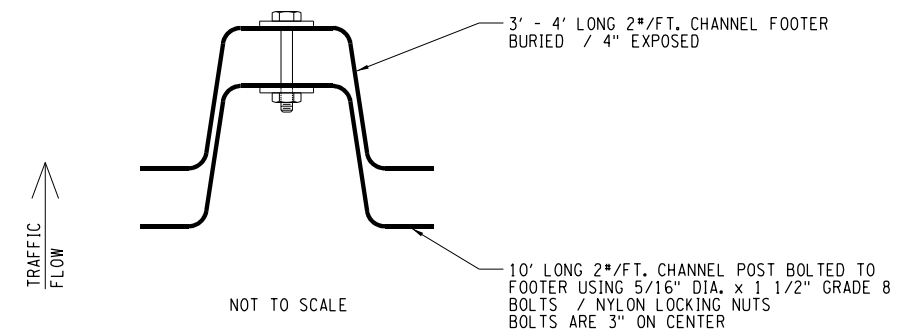


POLE MOUNTED BACK TO BACK STREET NAME SIGN INSTALLATION
NOT TO SCALE

NOTE:
IF THERE IS ANY QUESTIONS REGARDING THE FINAL,
ACCEPTABLE LOCATION FOR A SIGN SLEEVE, PLEASE
CALL MONROE COUNTY DOT AT 753-7750 AND REQUEST
ASSISTANCE.



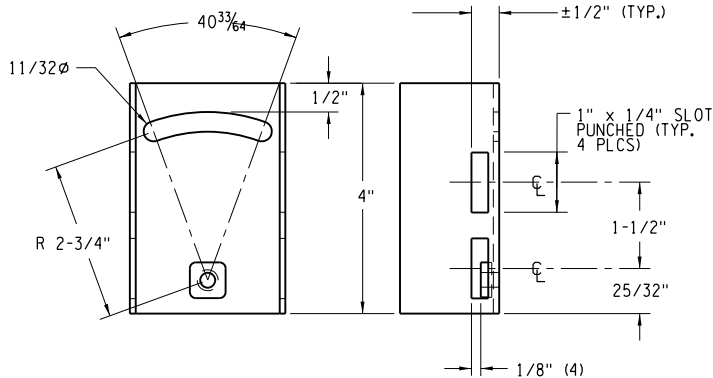
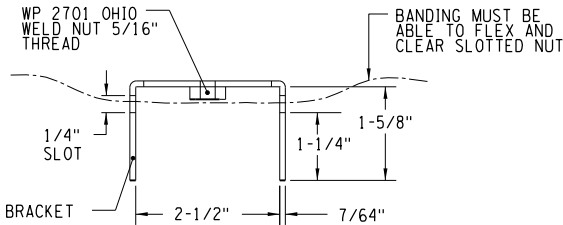
SIGN POST SLEEVE BASE INSTALLATION
NOT TO SCALE



PARKING SIGN INSTALLATION
NOT TO SCALE

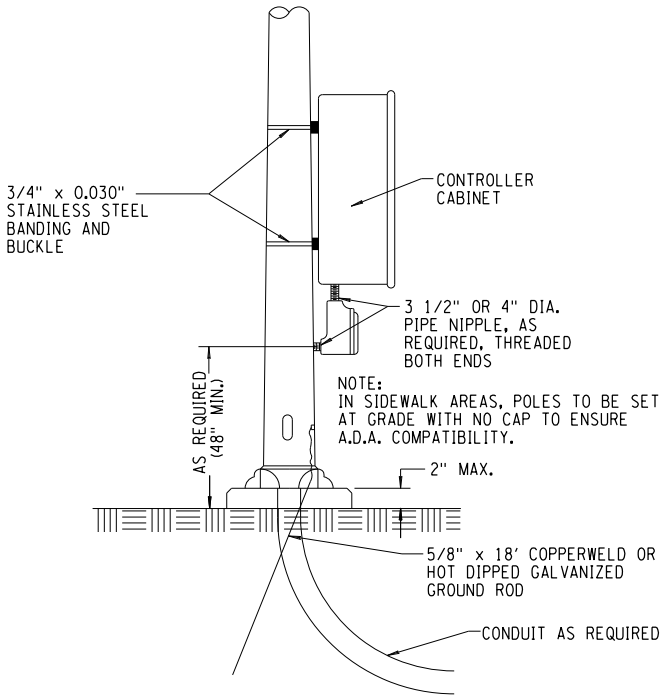
1.	DETAILS SHOWN ARE TYPICAL ONLY AND NOT INTENDED TO INDICATE THE PRODUCTS OF ANY SPECIFIC MANUFACTURER.
2.	SIGNAL HEAD ARRANGEMENTS ARE SHOWN FOR EXAMPLE ONLY. NUMBER OF DIRECTIONS THE HEAD FACES, NUMBER OF SECTIONS, SIZE OF FACES, SIGNAL INDICATIONS AND ARRANGEMENT OF FACES WILL BE SPECIFIED ON THE PLANS.
3.	SIGNAL HEADS ARE TO BE NORMALLY FURNISHED WITH A CONVENTIONAL WIRE OUTLET BODY DISCONNECT HANGERS, IF REQUIRED WILL BE SPECIFIED ON THE PLANS.
4.	ELBOWS, PIPE CROSSES, WIRE OUTLET AND OTHER FITTINGS SHALL BE EQUIPPED WITH SET SCREWS.
5.	UNUSED HOLES SHALL BE CAPPED.
6.	SIGNAL HEADS SHALL BE ASSEMBLED TO BALANCE AND HANG VERTICALLY.
7.	THREADS ON FITTINGS ARE NATIONAL PIPE STRAIGHT THREADS.
8.	STANDARD OPEN VISORS SHALL BE INSTALLED UNLESS SPECIFIED OTHERWISE ON THE PLANS.
9.	THE CONTRACTOR IS CAUTIONED THAT THE LOCATIONS OF UTILITIES SHOWN ON THE CONTRACT PLANS ARE NOT GUARANTEED, NOR IS THERE ANY GUARANTEE THAT ALL SUCH LINES WITHIN THE CONTRACT LIMITS HAVE BEEN SHOWN ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO SATISFY HIMSELF AS TO THE EXACT CONDITIONS, AND AT THEIR OWN EXPENSE, TO PROTECT AND SUPPORT ALL UTILITES ENCOUNTERED IN HIS EXCAVATING AND TRENCHING OPERATIONS.
10.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THESE LINES CAUSED BY HIS OPERATIONS AND IF NATURE OF THE DAMAGE IS SUCH AS TO ENDANGER THE SATISFACTORY OPERATIONS OF THESE UTILITIES AND NECESSARY REPAIRS ARE NOT IMMEDIATELY MADE BY THE CONTRACTOR, THE WORK MAY BE PERFORMED BY THE RESPECTIVE OWNING COMPANIES AND THE COST THEREOF CHARGED TO THE CONTRACTOR.

TRAFFIC SIGNAL NOTES



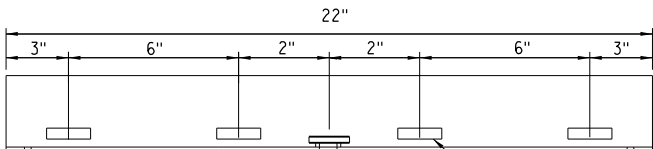
- NOTES:
- BRACKET TO BE Banded TO THE MAST ARM WITH STAINLESS STEEL BANDING MATERIAL. (3/4" WIDE x .020 GAUGE)
 - BRACKETS SHALL BE 12 GAUGE GALVANIZED STEEL
 - SHORT BRACKET FOR STREET NAME SIGNS (USE 2 BANDS PER BRACKET)

MAST ARM SIGN BRACKET - SHORT
NOT TO SCALE

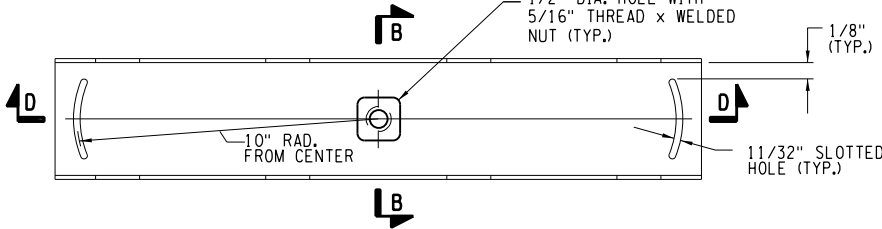


POLE MOUNTED CONTROLLER CABINET
NOT TO SCALE

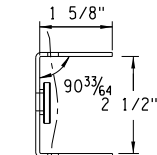
- NOTES:
- BRACKET TO BE Banded TO THE MAST ARM WITH STAINLESS STEEL BANDING MATERIAL. (3/4" WIDE x 0.015" THICK)
 - BRACKET SHALL BE 12 GAUGE GALVANIZED STEEL
 - LONG BRACKET FOR LARGE SIGN (USE 4 BANDS PER BRACKET)



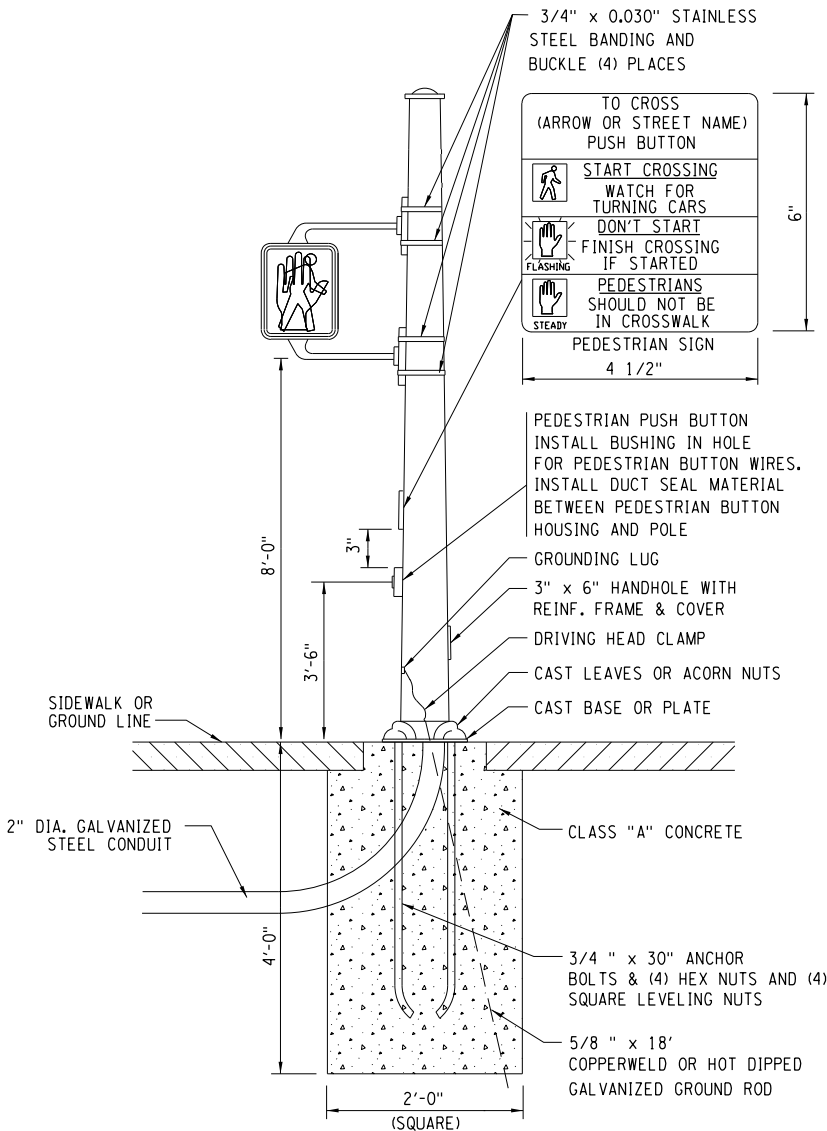
SECTION D - D
NOT TO SCALE



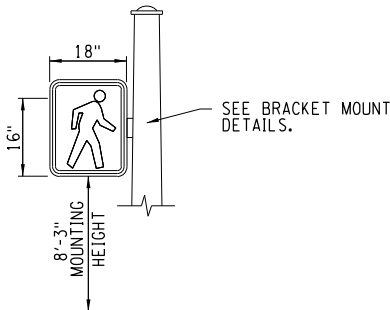
MAST ARM SIGN BRACKET-LONG
NOT TO SCALE



SECTION B - B
NOT TO SCALE



PEDESTRIAN SIGNAL POLE WITH STANDARD PEDESTRIAN SIGNAL
NOT TO SCALE



- NOTES:
- POLE RIGHT MOUNT AT 90° SHOWN
 - "MAN" SYMBOL SHOWN, "HAND" SYMBOL ON THE SAME SECTION.

CLAMSHELL PEDESTRIAN SIGNAL
NOT TO SCALE

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BERMAN / D. WELLS

MANAGING ENGINEER
ALBERT J.GIGLIO, P.E.

CITY ENGINEER
JAMES R.MCINTOSH, P.E.

PROJECT TITLE

THURSTON ROAD
REVITALIZATION
PROJECT

ISSUED	MARCH, 2014	NO.	REVISION	BY	DATE
CHECKED	PJP				
DRAWN	SAB / DAW				
DESIGN	BRH				
SCALE	AS NOTED				
EA PROJECT NUMBER	19425.00				

DRAWING TITLE

MISCELLANEOUS
DETAILS
TRAFFIC SIGNAL

DRAWING NO.

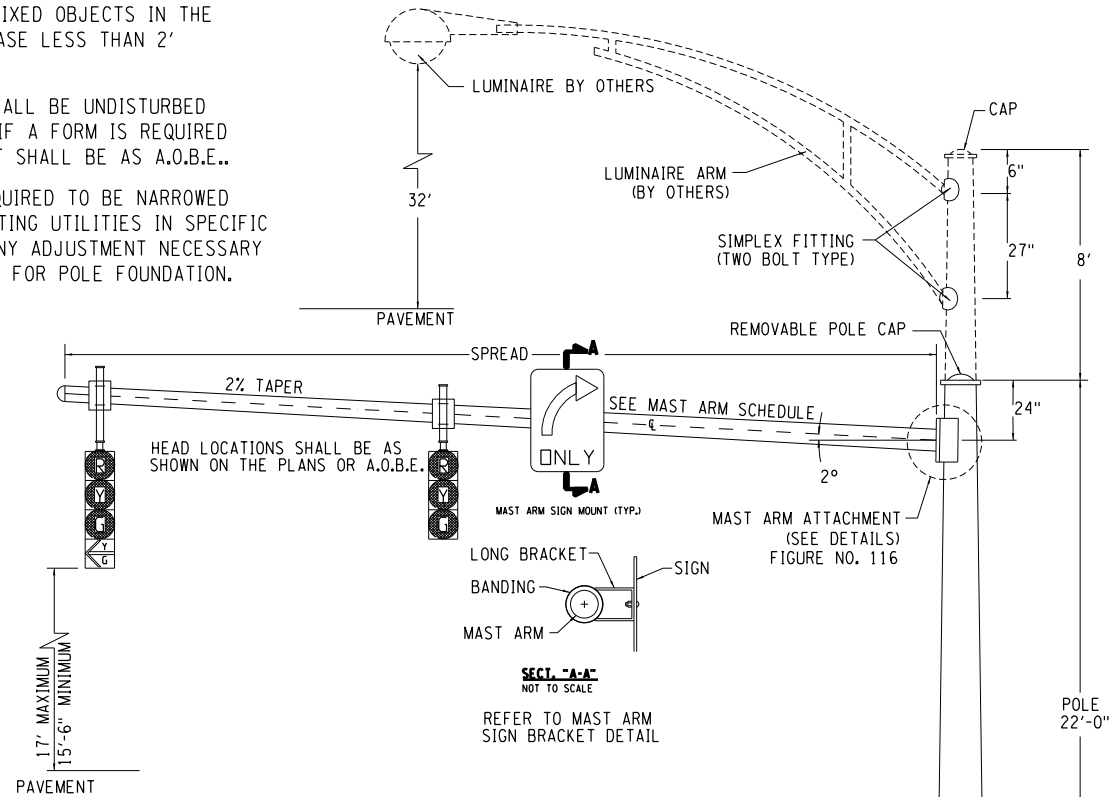
24

OF

60

SIGNAL POLE NOTES

- A. POLES SHALL BE ADJUSTED BY USE OF THE NUTS ON THE ANCHOR BOLTS SO THAT THEY ARE VERTICAL WHEN ALL SIGNAL HEADS AND SIGNS ARE INSTALLED.
- B. POLES SHALL BE LOCATED NO CLOSER TO THE ROADWAY OR CURB THAN THE LINE OF FIXED OBJECTS IN THE IMMEDIATE AREA AND IN NO CASE LESS THAN 2' FROM THE ROADWAY OR CURB.
- C. BEARING SURFACE OF HOLE SHALL BE UNDISTURBED GROUND OR COMPACTED SOIL. IF A FORM IS REQUIRED OR PRECAST BASE IS USED, IT SHALL BE AS A.O.B.E..
- D. POLE FOUNDATION MAY BE REQUIRED TO BE NARROWED AND DEEPENED TO AVOID EXISTING UTILITIES IN SPECIFIC LOCATIONS. ALLOWANCE FOR ANY ADJUSTMENT NECESSARY TO BE INCLUDED IN PRICE BID FOR POLE FOUNDATION.



NO. 3 GAUGE ROUND OR MULTISIDED POLE
WITH CONTINUOUS TAPER 0.14"/FT.

USE 2" CAP FOR FOUNDATIONS
IN EARTH ONLY

24" SQUARE CAP TO BE POURED
AFTER POLE HAS BEEN SET FOR RAKE,
AND ADJUSTED TOP OF FOUNDATION
SHALL BE 2" ABOVE GROUND SURFACE.

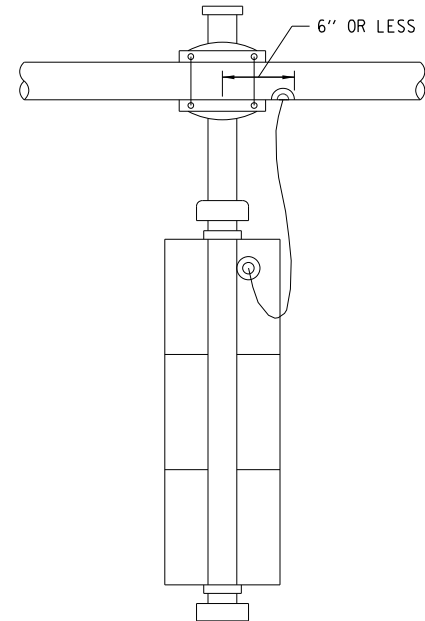
CLASS "A" CONCRETE

5/8" x 18"
COPPERWELD OR HOT DIPPED
GALVANIZED GROUND ROD

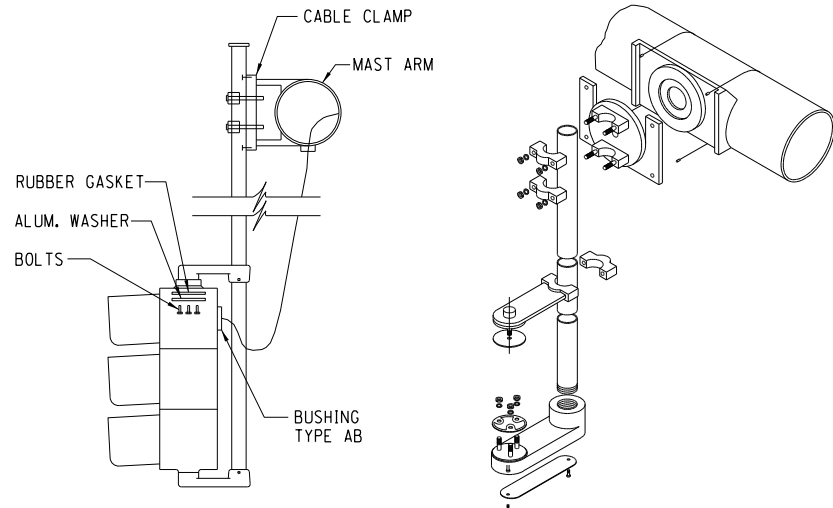
ANCHOR BOLTS AND DOUBLE
HEX NUTS (GALVANIZED)
4 - #5 STEEL REINF. BARS

3" DIA.
GALVANIZED STEEL CONDUIT

SIGNAL POLE INSTALLATION MAST ARM
NOT TO SCALE

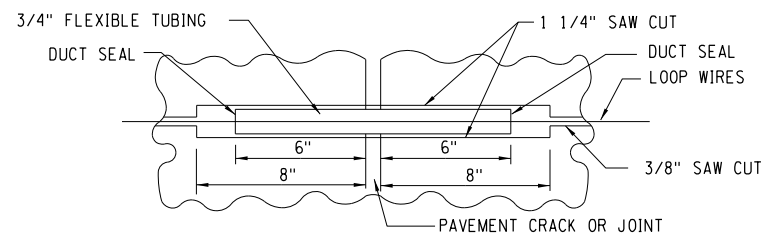


RIGID SIGNAL HEAD MOUNTING - REAR VIEW
NOT TO SCALE

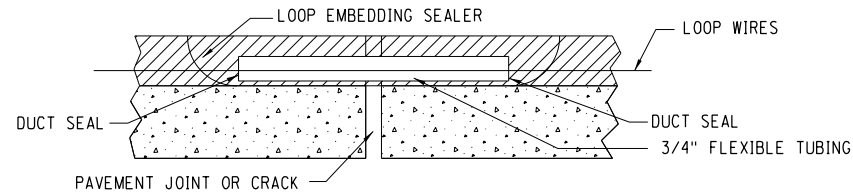


RIGID SIGNAL HEAD MOUNTING
NOT TO SCALE

MAST ARM SCHEDULE			
L	ARM	RESISTING MOMENT	FLANGE
10'	11E 6.0" x 4.60" x 10'-0"	12700 LB-FT	"Y" & "C"
12'	11E 6.0" x 4.32" x 12'-0"	12700 LB-FT	"Y" & "C"
14'	11E 6.0" x 4.04" x 14'-0"	12700 LB-FT	"Y" & "C"
16'	11E 6.0" x 3.76" x 16'-0"	12700 LB-FT	"Y" & "C"
18'	11E 6.0" x 4.48" x 18'-0"	12700 LB-FT	"Y" & "C"
20'	11E 6.0" x 3.20" x 20'-0"	12700 LB-FT	"Y" & "C"
22'	11E 7.0" x 3.92" x 22'-0"	17400 LB-FT	"Y" & "C"
24'	11E 7.0" x 3.64" x 24'-0"	17400 LB-FT	"Y" & "C"
26'	11E 7.0" x 3.36" x 26'-0"	17400 LB-FT	"Y" & "C"
28'	7E 8.0" x 4.06" x 28'-0"	33700 LB-FT	"C"
30'	7E 8.0" x 3.80" x 30'-0"	33700 LB-FT	"C"
32'	7E 8.0" x 3.52" x 32'-0"	33700 LB-FT	"C"
34'	7E 8.0" x 3.24" x 34'-0"	33700 LB-FT	"C"
36'	7E 8.25" x 3.24" x 36'-0"	33700 LB-FT	"C"
38'	7E 8.25" x 3.24" x 36'-0" + 11EB - 3.09" x 2.53" x 2'-0"	33700 LB-FT	"C"
40'	7E 8.25" x 3.24" x 36'-0" + 11EB - 3.09" x 2.53" x 4'-0"	33700 LB-FT	"C"
42'	7E 8.25" x 3.24" x 36'-0" + 11EB - 3.09" x 2.53" x 6'-0"	33700 LB-FT	"C"

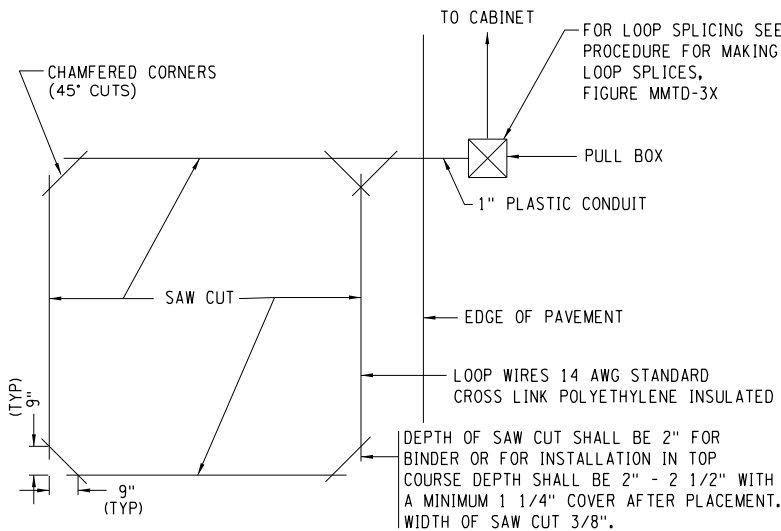


TOP VIEW

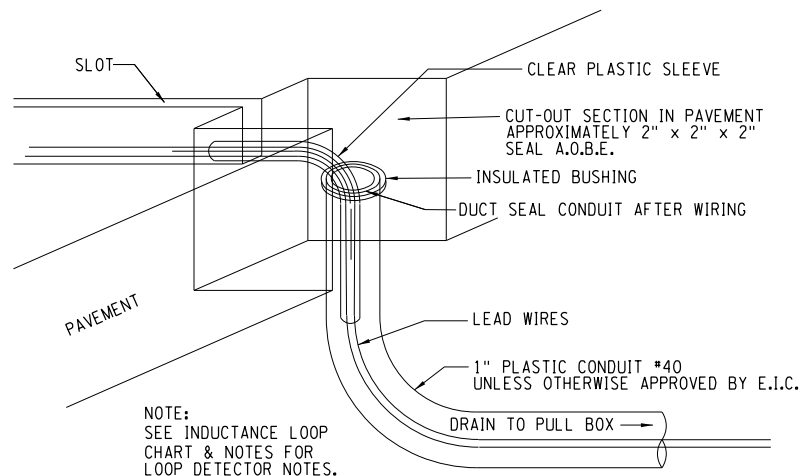


SIDE VIEW

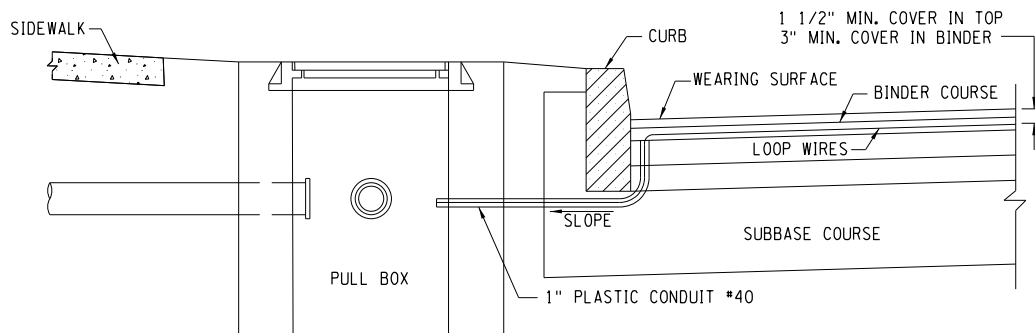
LOOP CROSSING OF PAVEMENT JOINTS OR CRACKS
NOT TO SCALE



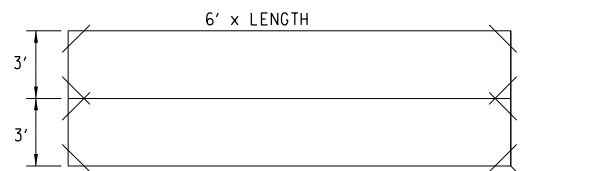
INDUCTANCE LOOP INSTALLATION
NOT TO SCALE



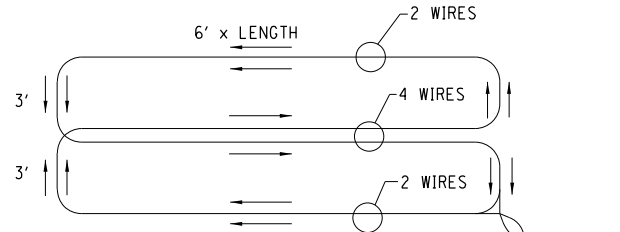
LOOP DETECTOR IN CURB SECTION
NOT TO SCALE



LOOP DETECTOR INSTALLATION TO PULLBOX
NOT TO SCALE



SAW CUT



WINDINGS

QUADRUPLE LOOP INSTALLATION
NOT TO SCALE

PROCEDURE FOR MAKING LOOP SPLICES

1. BARE WIRE ENDS TO BE SPLICED WITH INSULATED BUTT SPLICE
2. RUBBER TAPE EACH SPLICE ONCE(1).
3. INSTALL WIRES IN SPLICE KIT 3-M SLIC 5 COMMUNICATIONS KIT OR APPROVED EQUIVALENT.

LOOP DETECTOR NOTES

1. ALL SAWED CHANNELS SHALL BE STRAIGHT AND TO THE DEPTH AND LENGTHS INDICATED OR CALLED FOR BY THE ENGINEER OR DRAWING.
2. CORNER CUTS SHALL BE MADE ON A 45° ANGLE WITH 2" LEGS ON THE LOOP.
3. EACH LOOP SHALL CONSIST OF ONE (1) CONTINUOUS LENGTH OF WIRE RUNNING AROUND THE LOOP FROM AND RETURNING TO THE PULL BOX.
4. THE NUMBER OF TURNS AROUND THE LOOP WILL BE A.O.B.E.
5. THE CONTRACTOR MUST PROVIDE A MANUFACTURER'S CERTIFICATION THAT THE EQUIPMENT FURNISHED WILL OPERATE THE SPECIFIED SIZE OF LOOPS AND LEAD-IN LENGTHS SHOWN.
6. ALL LOOP SEALANT MATERIAL SHALL BE APPROVED BY THE ENGINEER.
7. ALL LOOPS SHALL BE PLACED IN THE BINDER COURSE OF ASPHALT A.O.B.E.

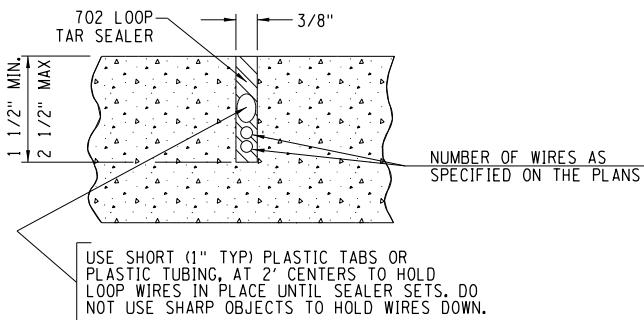
INDUCTANCE LOOP CHART & NOTES

SIZE (6') x _____ = NUMBER OF TURNS OF LOOP WIRE

LOOP LENGTH	6'	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'	28'	30'	35'	40'	45'	50'	55'	60'	65'	& ABOVE
TURNS	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2

ALL LOOPS DIRECTLY WIRED TO CONTROLLER, NOTHING IN PARALLEL.

INDUCTANCE LOOP CHART & NOTES



INDUCTANCE LOOP SAW CUT IN CONCRETE OR ASPHALT TOP
NOT TO SCALE

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BEAMAN / D. WELLS

MANAGING ENGINEER
ALBERT J.GIGLIO-P.E.

CITY ENGINEER
JAMES R.MCINTOSH-P.E.

PROJECT TITLE

THURSTON ROAD
REVITALIZATION
PROJECT

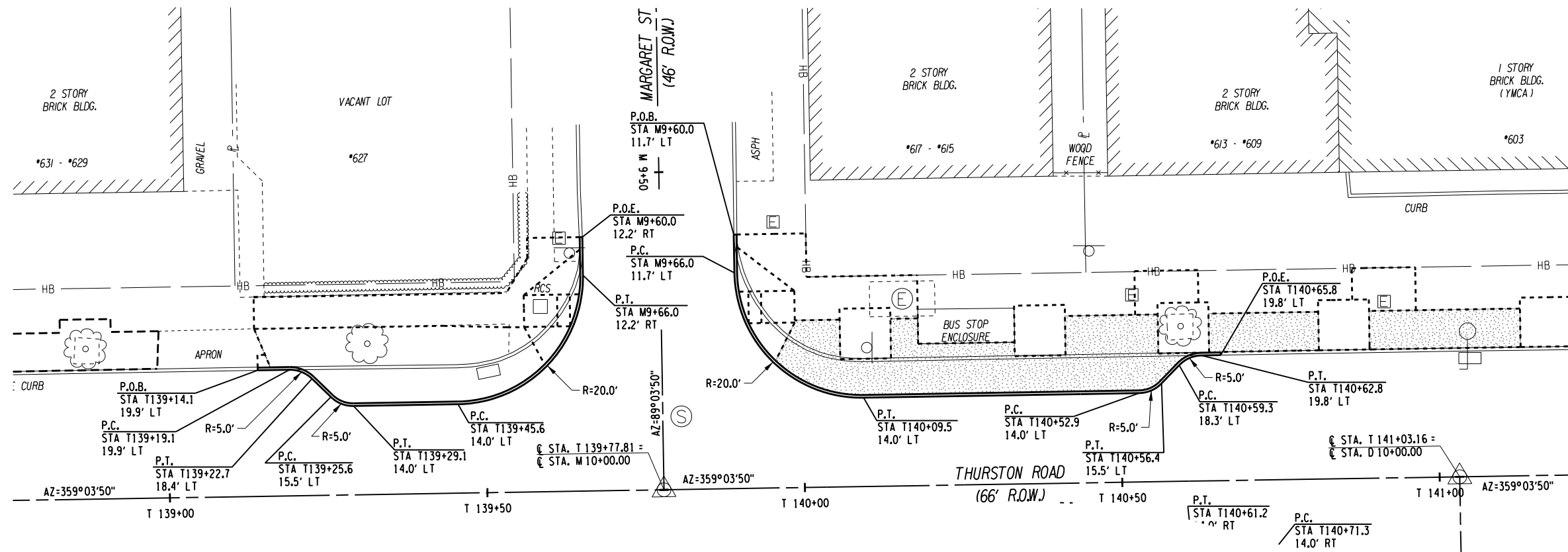
ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	NO.	REVISION	BY	DATE

DRAWING TITLE

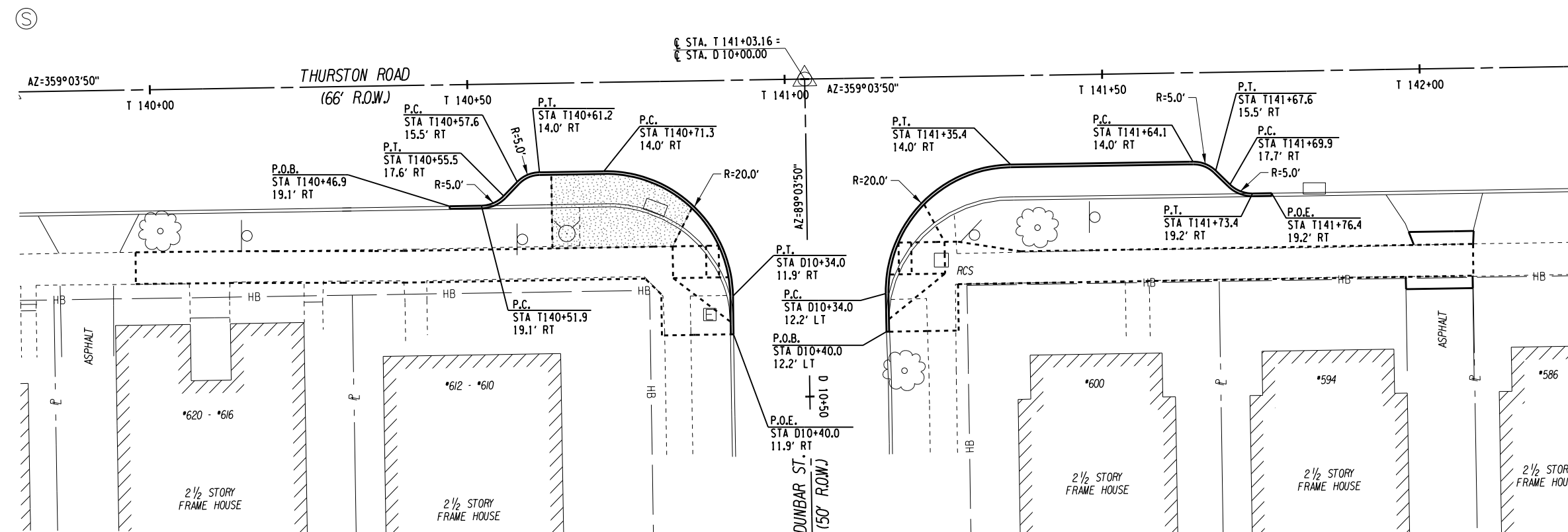
MISCELLANEOUS
DETAILS
TRAFFIC SIGNAL

DRAWING NO.

26
OF 60



A1 MARGARET STREET



A2 DUNBAR STREET

ERDMAN ANTHONY
 PROJECT MANAGER: P. PRESUTTI
 DRAWN BY: S. BEAMAN / D. WELLS

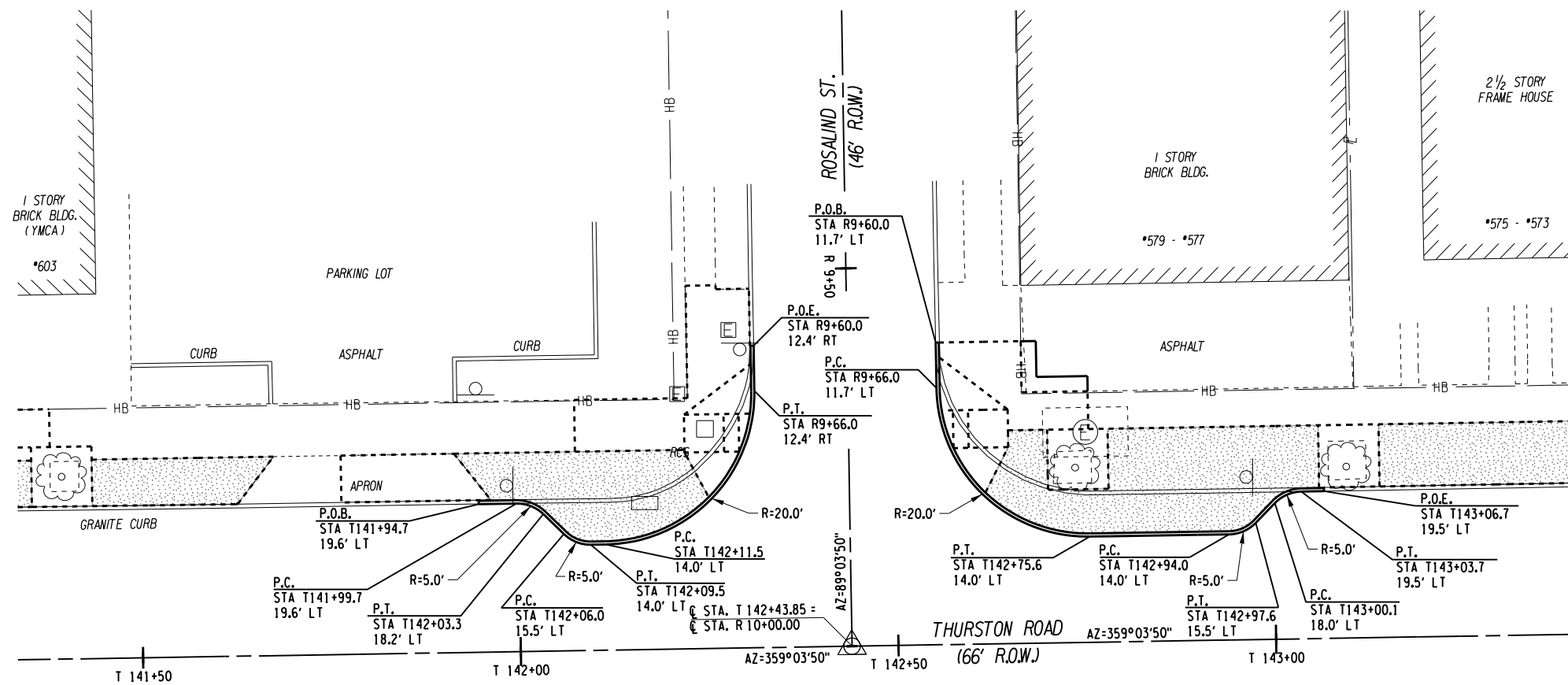
Department of Environmental Services
 Architecture and Engineering Services
 City of Rochester, New York
 MANAGING ENGINEER: ALBERT J. GIGLIO, P.E.
 CITY ENGINEER: JAMES R. MCINTOSH, P.E.

PROJECT TITLE
**THURSTON ROAD
 REVITALIZATION
 PROJECT**

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	EA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

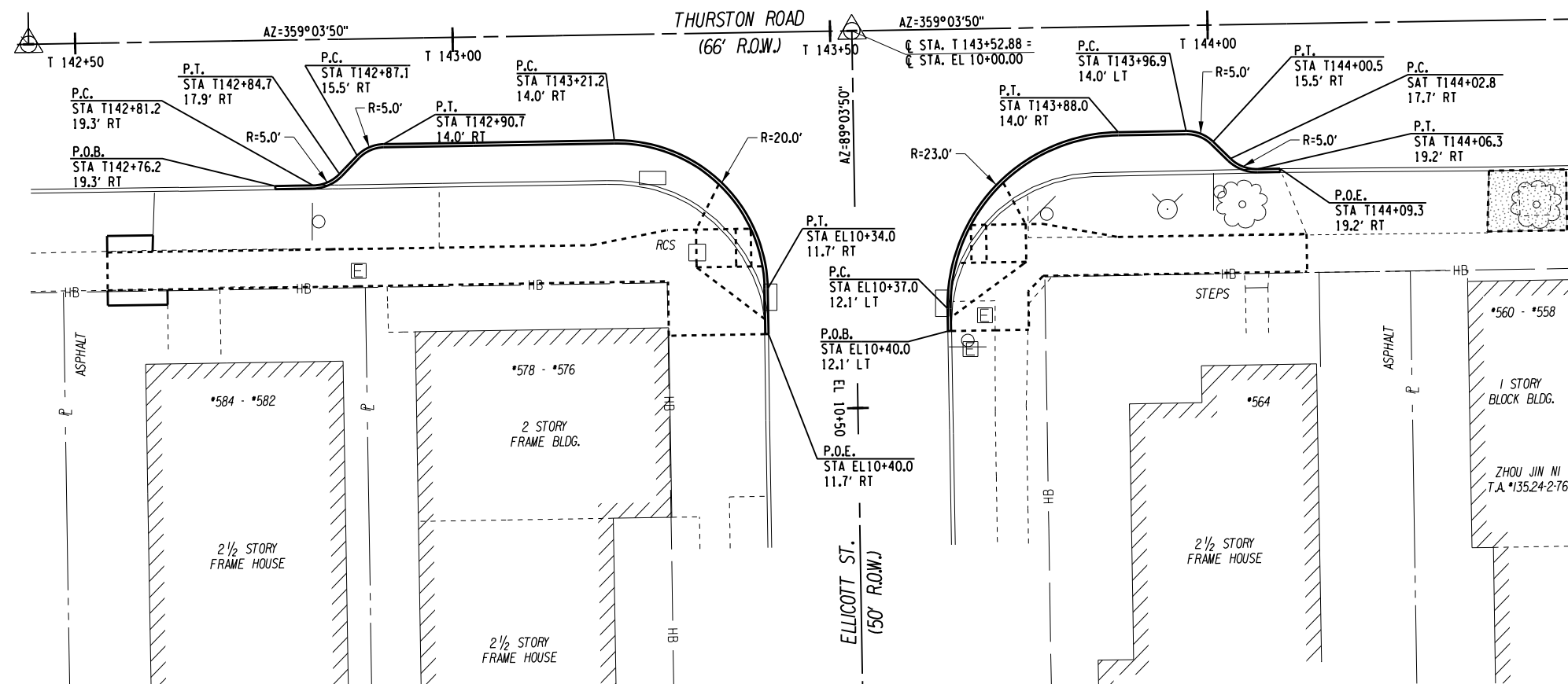
DRAWING TITLE
**CURB BUMP-OUT
 DETAILS**

DRAWING NO.
27
 OF **60**



A3

ROSALIND STREET



A4

ELLICOTT STREET



Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

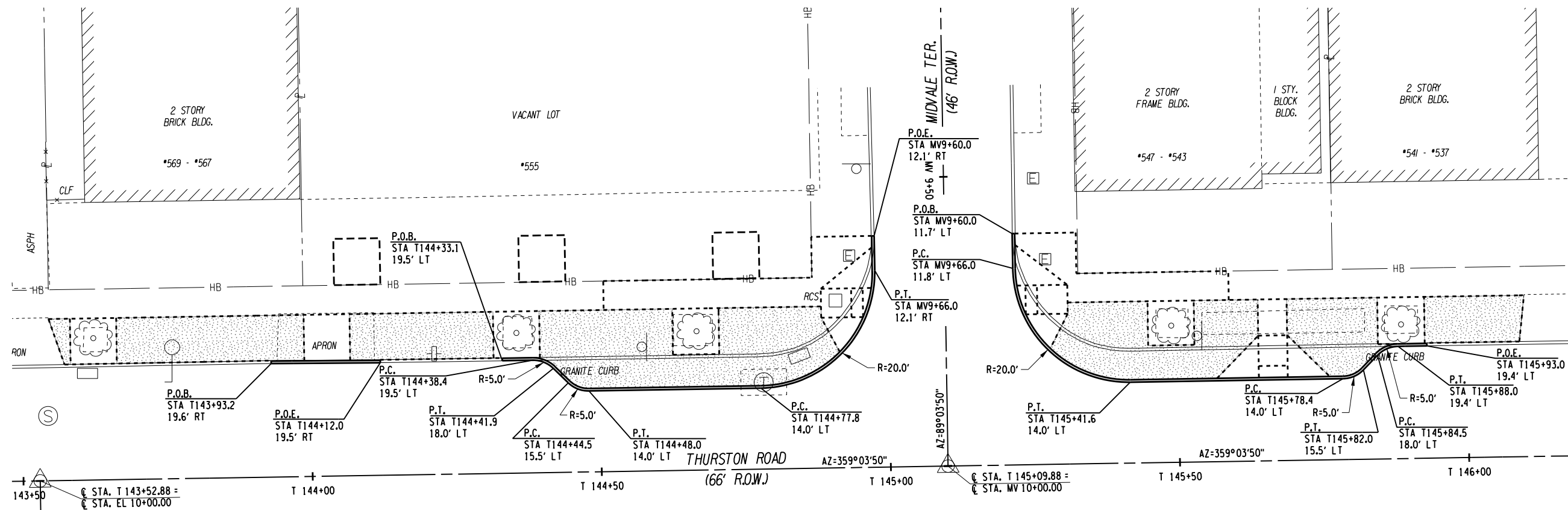


THURSTON ROAD

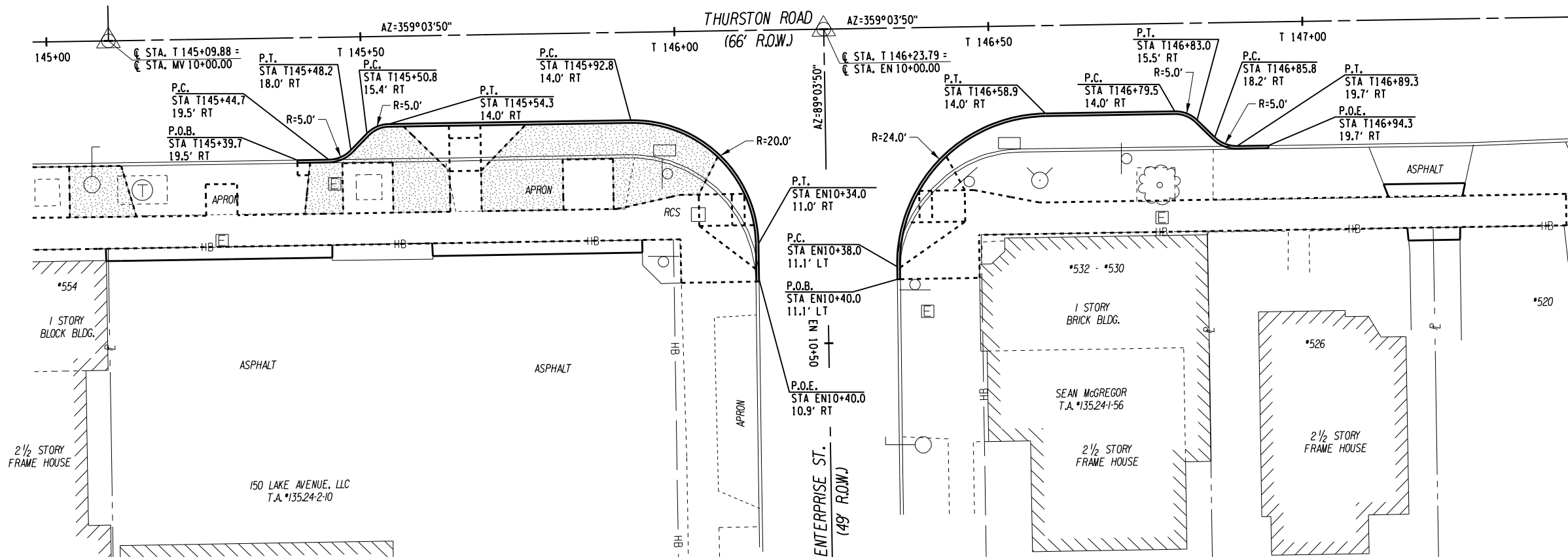
MARCH, 2014					
CHECKED	PJP				
DRAWN	SAB / DAW				
DESIGN	BRH				
SCALE	AS NOTED				
AREA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

CURB BUMP-OUT DETAILS

DRAWING NO.
28
60



A5 MIDVALE TERRACE

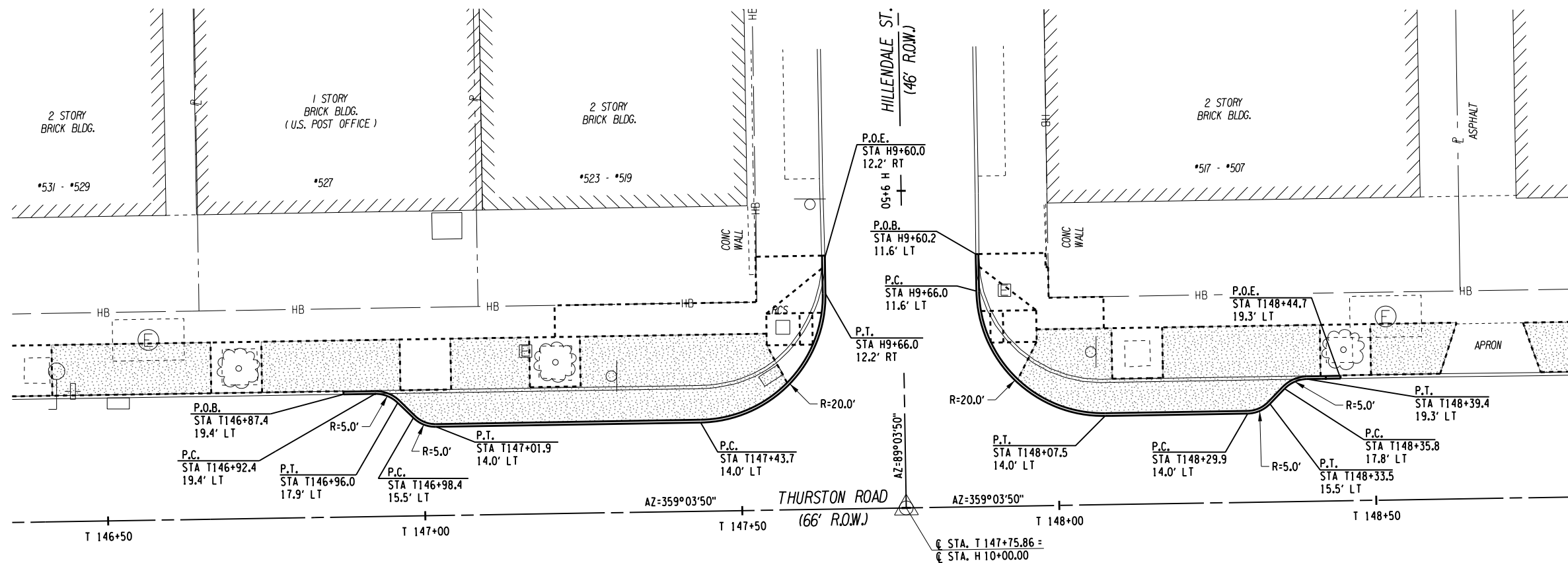


A6 ENTERPRISE STREET

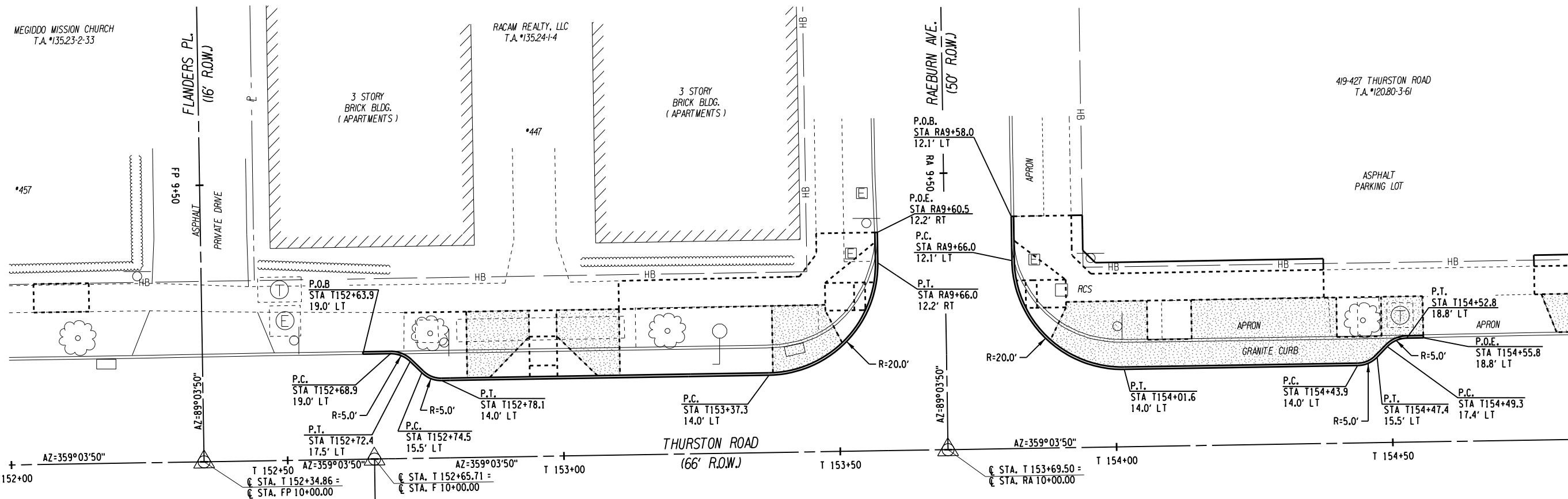
**THURSTON ROAD
 REVITALIZATION
 PROJECT**

ISSUED	DATE	NO.	REVISION	BY	DATE
ISSUED	MARCH, 2014				
CHECKED	PJP				
DRAWN	SAB / DAW				
DESIGN	BRH				
SCALE	AS NOTED				
EA PROJECT NUMBER	19425.00				

**CURB BUMP-OUT
 DETAILS**

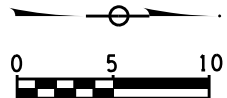
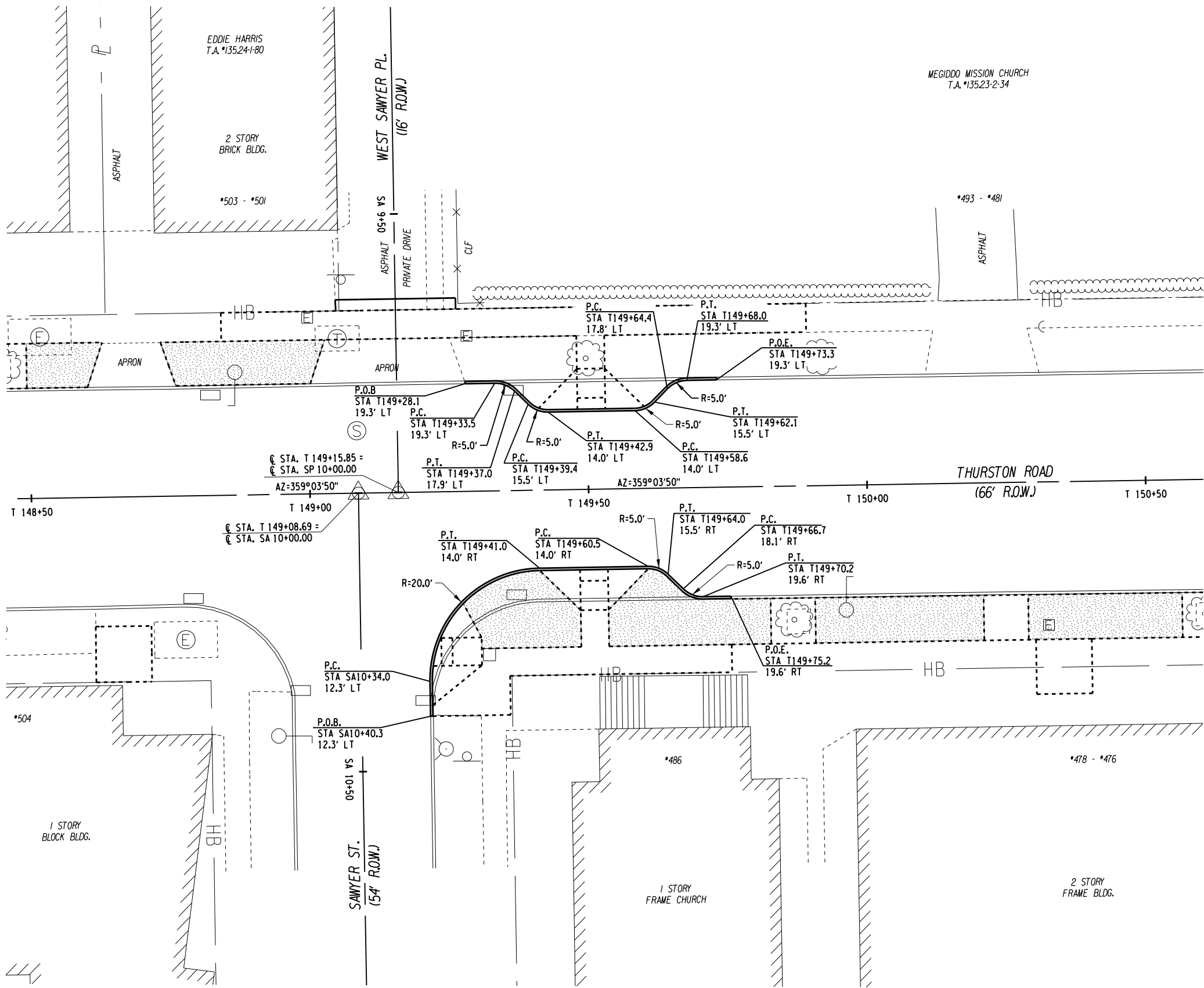


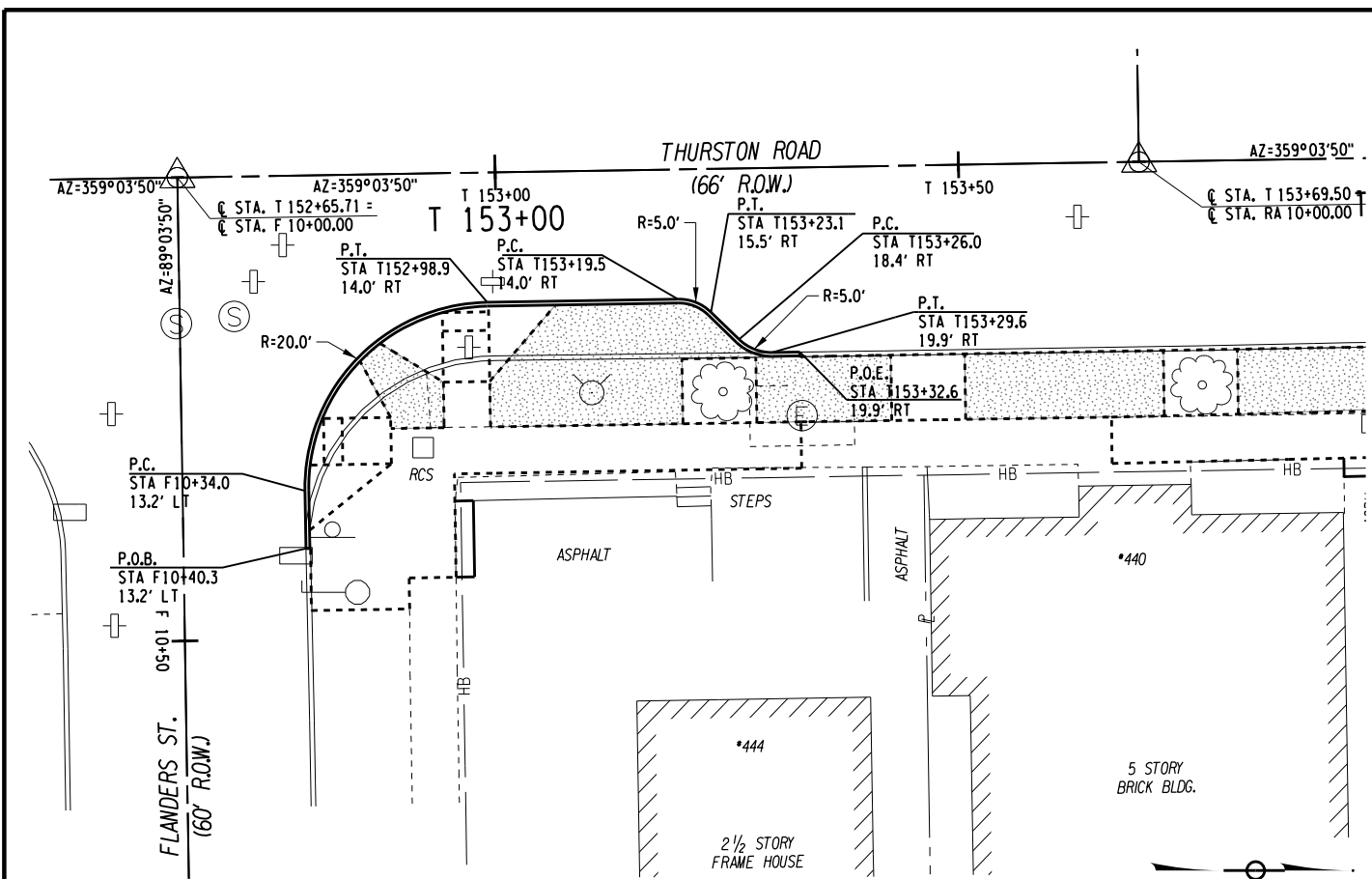
A7 HILLEDALE STREET



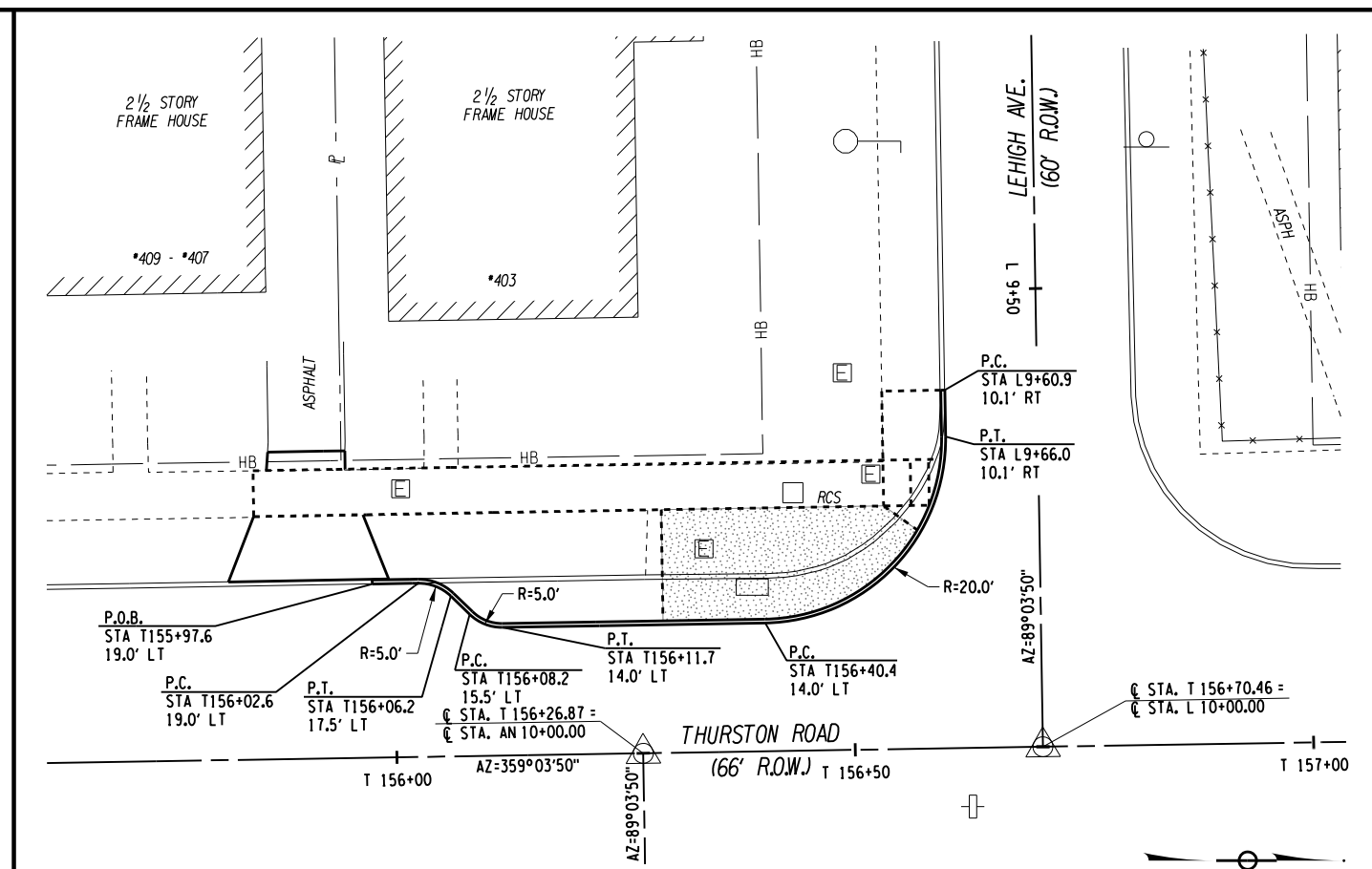
A8 RAEBURN AVENUE

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	NO.	REVISION	BY	DATE

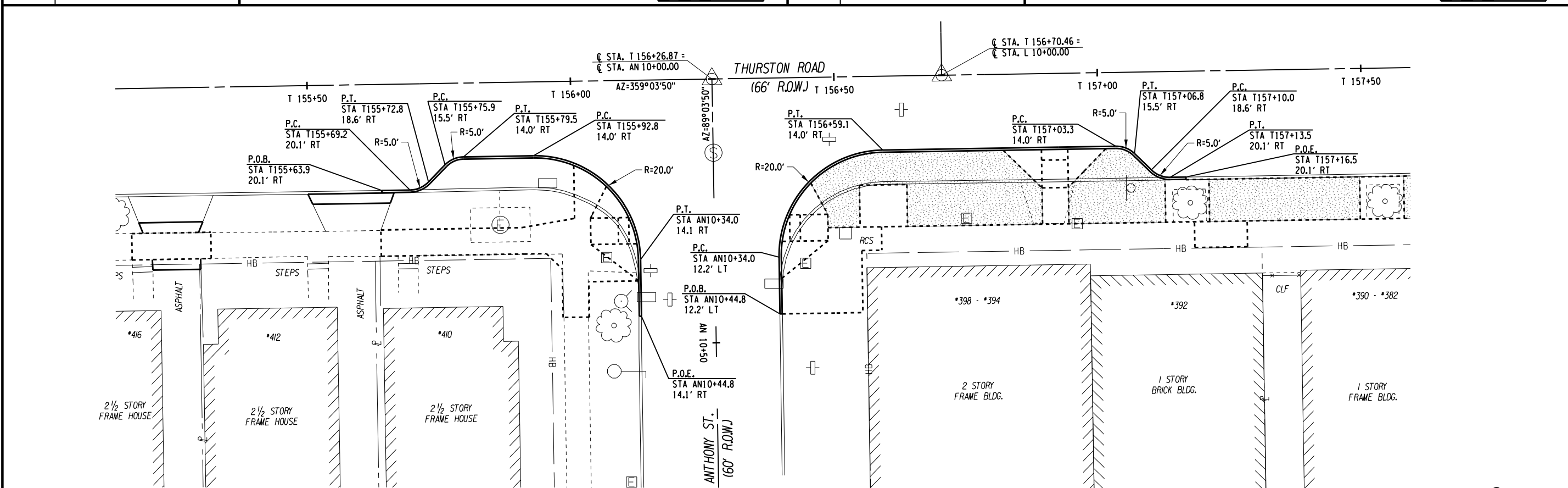




A10 FLANDERS STREET



A11 LEHIGH AVENUE



A12 ANTHONY STREET

ERDMAN ANTHONY

PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BEAMAN / D. WELLS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

MANAGING ENGINEER
ALBERT J. GIGLIO, P.E.

CITY ENGINEER
JAMES R. MCINTOSH, P.E.

THURSTON ROAD REVITALIZATION PROJECT

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	NO.	REVISION	BY	DATE
MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				

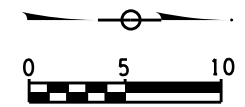
DRAWING TITLE

CURB BUMP-OUT DETAILS

DRAWING NO.

32

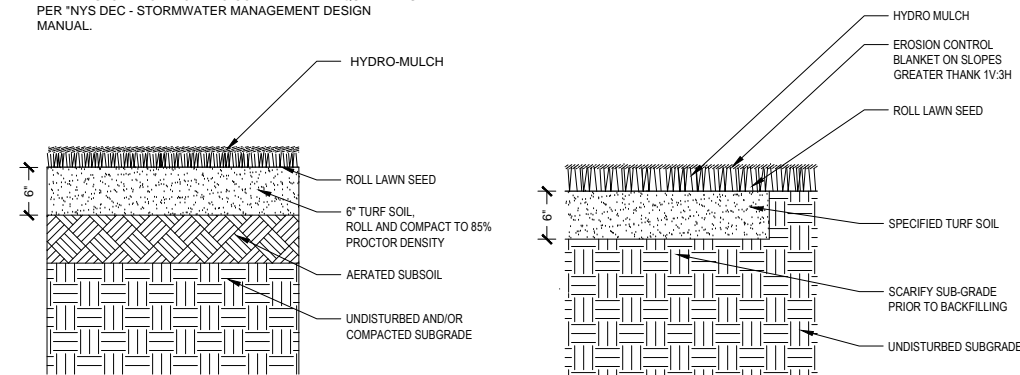
60



TREE LOCATIONS AND INSTALLATION DETAIL								
STA	W/E	LOCATION	QUANTITY	SPECIES	INSTALLATION	COMPOST	TOPSOIL	CU-SOIL
						INCL. IN PLANTING ITEMS		613.01010011
T135+8.83	RT	670 Thurston Rd	1	PS	Lawn			
T136+17.78	LT	669 Thurston Rd.	1	PS	Exposed Aggregate			
T136+25.55	RT	670 Thurston Rd	1	PS	Lawn			
T136+67.35	LT	663-659 Thurston Rd	1	PS	Exposed Aggregate			
T136+67.35	RT	670 Thurston Rd	1	PS	Lawn			
T137+19.25	RT	670 Thurston Rd	1	PS	Lawn			
T137+83.65	RT	648-646 Thurston Rd	1	PS	Lawn			
T138+89.05	RT	634-632 Thurston Rd	1	AF	Lawn			
T139+41.45	LT	627 Thurston Rd	1	AF	Lawn			
T139.48.65	RT	624-622 Thurston Rd	1	AF	Lawn			
T140+9.50	LT	617-615 Thurston Rd	1	AF	Exposed Aggregate			
T140+37.40	LT	617-615 Thurston Rd	1	AF	Exposed Aggregate			
T140+48.80	RT	612-610 Thurston Rd	1	AF	Lawn			
T140+85.65	LT	613-609 Thurston Rd	1	AF	Exposed Aggregate			
T141+17.70	LT	603 Thurston Rd	1	GT	Exposed Aggregate			
T141+39.50	RT	600 Thurston Rd	1	GT	Lawn			
T141+87.30	RT	594 Thurston Rd	1	GT	Lawn			
T142+88.70	RT	578-576 Thurston Rd	1	GT	Lawn			
T143+61.75	LT	569-567 Thurston Rd	1	GT	Exposed Aggregate			
T144+2.55	LT	555 Thurston Rd	1	GT	Exposed Aggregate			
T144+8.70	LT	555 Thurston Rd	1	QR	Lawn			
T144+40.60	LT	555 Thurston Rd	1	QR	Lawn			
T144+51.55	RT	560-558 Thurston Rd	1	GT	Exposed Aggregate			
T144+7.25	LT	555 Thurston Rd	1	QR	Lawn			
T145+51.20	RT	542 Thurston Rd	1	GT	Lawn			
T145+82.25	RT	542 Thurston Rd	1	GT	Lawn			
T146+37.50	LT	531-529 Thurston Rd	1	GT	Exposed Aggregate			
T147+00	LT	527 Thurston Rd	1	GT	Exposed Aggregate			
T147+36.15	RT	520 Thurston Rd	1	PA	Lawn			
T148+12.70	LT	517-507 Thurston Rd	1	PA	Exposed Aggregate			
T148+45.50	LT	517-507 Thurston Rd	1	PA	Exposed Aggregate			
T149+40.10	LT	493-481 Thurston Rd	1	PA	Lawn			
150+25.15	RT	478-476 Thurston Rd	1	PA	Lawn			
T153+19.0	LT	447 Thurston Rd	1	AF	Lawn			
T154+9.92	LT	419-427 Thurston Rd	1	AF	Exposed Aggregate			
T154+15.65	RT	430 Thurston Rd	1	AF	Lawn			
T155+21.40	LT	417-415 Thurston Rd	1	AF	Exposed Aggregate			
T155+65.65	LT	409-407 Thurston Rd	1	AF	Lawn			
T156+8.75	LT	403 Thurston Rd	1	AF	Lawn			
T156+59.0	RT	398-394 Thurston Rd	1	GT	Exposed Aggregate			
T158+73.55	LT	357 Thurston Rd	1	AF	Lawn			
T158+79.80	RT	372-366 Thurston Rd	1	GT	Exposed Aggregate			
T159+50	RT	360 Thurston Rd	1	GT	Exposed Aggregate			
T160+84.60	RT	338 Thurston Rd	1	AF	Exposed Aggregate			
T162+21.90	RT	330 Thurston Rd	1	PS	Exposed Aggregate			
T163+17.80	LT	311 Thurston Rd	1	PS	Lawn			
T163+17.80	RT	312 Thurston Rd	1	PS	Lawn			
		TOTAL	47			0.00 CY	0.00 CY	0.00 CY

NOTES:

1. SEE XXX FOR EXTENTS OF LAWN RESTORATION.
2. LAWN RESTORATION WORK TO COMPLY WITH REQUIREMENTS PER "NYS DEC - STORMWATER MANAGEMENT DESIGN MANUAL.



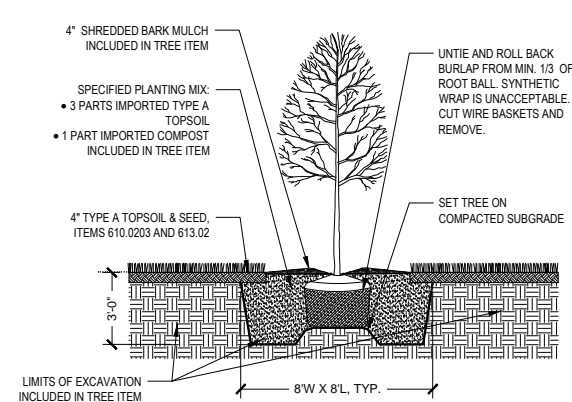
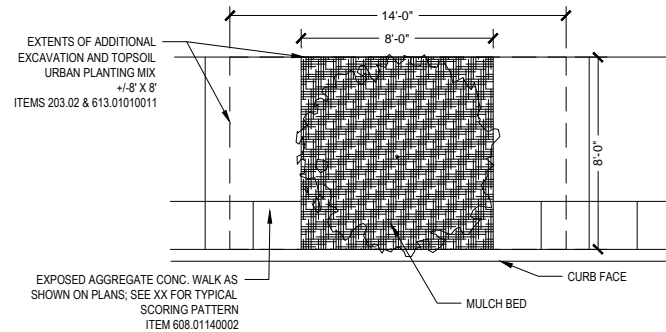
4 **LAWN RESTORATION DETAIL**
Scale: 1"=1'-0"

3 LAWN RESTORATION DETAIL

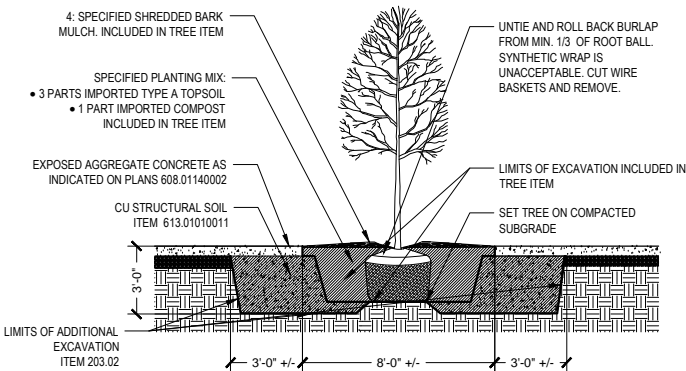
PLANTING LIST					
ITEM	SYMBOL	QUANTITY	LATIN NAME	COMMON NAME	NOTES
Major Deciduous Trees					
611.010165	AF	15	<i>Acer x freemanii</i> 'Autumn Blaze ®'	Autumn Blaze Freeman Maple	60MM (2.5") CALIPER, B&B
611.010165	GT	14	<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster'	Shademaster Thornless Common Honey Locust	60MM (2.5") CALIPER, B&B
611.010165	PA	5	<i>Platanus x acerifolia</i> 'Bloodgood'	Bloodgood London Planetree	60MM (2.5") CALIPER, B&B
611.010165	PS	10	<i>Prunus sargentii</i>	Sargent Cherry	60MM (2.5") CALIPER, B&B
611.010165	QR	3	<i>Quercus rubra</i>	Northern Red Oak	60MM (2.5") CALIPER, B&B
Subtotal		47			

NOTES:

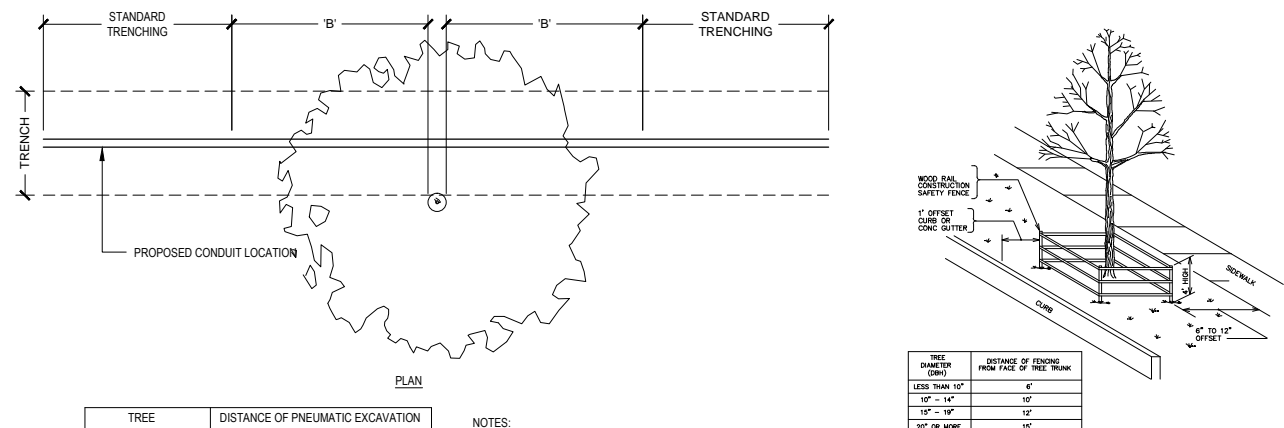
1. TREE PITS ARE APPROXIMATELY 8' SQUARE, UNLESS OTHERWISE NOTED.
2. EXCAVATION FOR TREE PITS INCLUDED IN PLANTING ITEM NUMBER UNLESS OTHERWISE NOTED IN PLANTING DETAIL.



6 TYPICAL TREE IN LAWN
Scale: 1/4" = 1'-0"



5 TYPICAL TREE IN PAVEMENT
Scale: 1/4" = 1'-0"



TREE DIAMETER (DBH)	DISTANCE OF PNEUMATIC EXCAVATION FROM FACE OF TREE TRUNK ('B')
LESS THAN 10"	6'
10" - 14"	10'
15" - 19"	12'
20" OR MORE	15'

NOTES:

1. PNEUMATIC EXCAVATION SHALL BE USED IN THE ROOT ZONE AREA OF ALL PUBLIC TREES. IF TRENCH FALLS OUTSIDE THE CANOPY OF THE TREE INVOLVED, STANDARD TRENCHING TECHNIQUES MAY BE USED.
2. BEFORE COMMENCING WORK WITHIN THE TREE PROTECTION ZONE AUTHORIZATION IS REQUIRED FROM A REPRESENTATIVE OF THE CITY FORESTER'S OFFICE.

<p>NOTE:</p>	<p>CITY OF ROCHESTER</p>
<p>1. ALL TREES WITHIN THE PROJECT LIMITS THAT ARE TO REMAIN ARE TO RECEIVE THIS TREATMENT.</p> <p>2. DO NOT LEAVE CONSTRUCTION EQUIPMENT RUNNING (IDLING) UNDER TREE CANOPY.</p>	<p>TREE PROTECTION</p>
	<p>ISSUED 11-20-92 NON-STANDARD</p>
	<p>REVISED 7-1-93 DWG. NO. S617-1</p>

1 TYPICAL TREE PROTECTION

TREE DIAMETER "A"	DISTANCE OF TUNNEL AND FENCING FROM FACE OF TREE TRUNK EACH SIDE "B"	RECOMMENDED DEPTH OF TUNNEL OR TRENCH "C"
LESS THAN 10"	6"	2'
10" - 14"	10"	3'
15" - 19"	12"	3½'
20" OR MORE	15"	4'

TREE DIAMETER "A" (DBH)	DISTANCE OF TUNNEL AND FENCING FROM FACE OF TREE TRUNK EACH SIDE "B"	RECOMMENDED DEPTH OF TUNNEL OR TRENCH "C"
LESS THAN 10"	6'	21"
10" - 14"	10'	3'
15" - 19"	12'	33"
20" OR MORE	15'	4'

NOTES:

1. OPEN TRENCHING IN THE ROOT ZONE AREA OF A PUBLIC TREE IS PROHIBITED EXCEPT IN CASES WHERE THE TRENCHING FALLS OUTSIDE THE CANOPY OF THE TREE INVOLVED. IN SOME INSTANCES, EXEMPTIONS MAY BE ALLOWED IF IN THE OPINION OF THE CITY THE IMPACT OF TRENCHING UPON THE TREE WILL BE NEGLIGIBLE.
2. BEFORE COMMENCING WORK WITHIN THE TREE PROTECTION ZONE - AUTHORIZATION IS REQUIRED FROM A REPRESENTATIVE OF THE CITY FORESTER'S OFFICE.

CITY OF ROCHESTER		
UTILITY TRENCH AT EXISTING TREE		
ISSUED	11-20-92	NON-STANDARD
REVISED	7-1-93	DWG.NO.S617-2

2 UTILITY TRENCH AT EXISTING TREE
Scale: NTS



1001 W. Seneca St., Ste. 101
607-277-1400

Ithaca, NY 14850
Fax 607-277-6092

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York



ALBERT J. GIGLIO, P.E.
JAMES R. MCINTOSH, P.E.

MANAGING ENGINEER
CITY ENGINEER

THURSTON ROAD
RENTALIZATION
PROJECT

PROJECT TITLE

ISSUED	MARCH 2014			
CHECKED	KAM			
DRAWN	ARM			
DESIGN	ARM			
SCALE	AS NOTED			
EA PROJECT	19425 (0)	NO.	REVISION	BY DATE

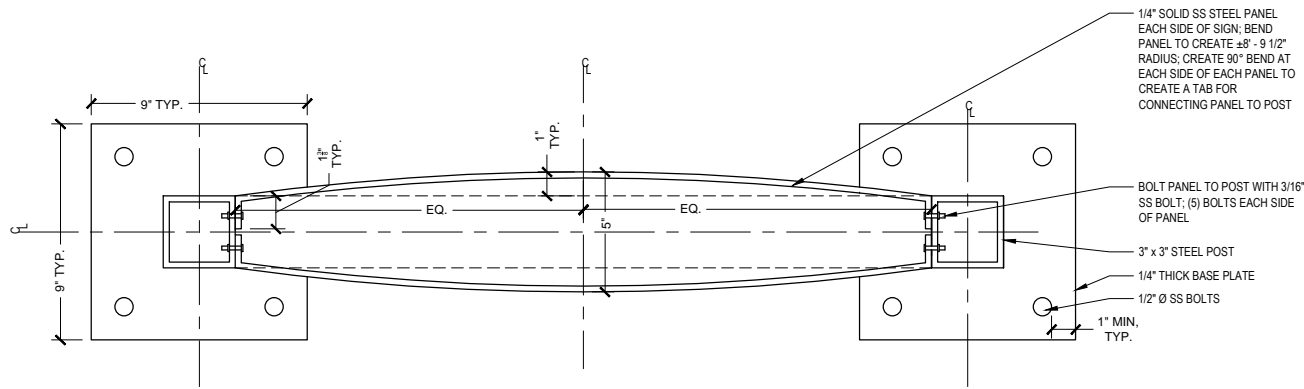
SITE DETAILS

DRAWING NO.

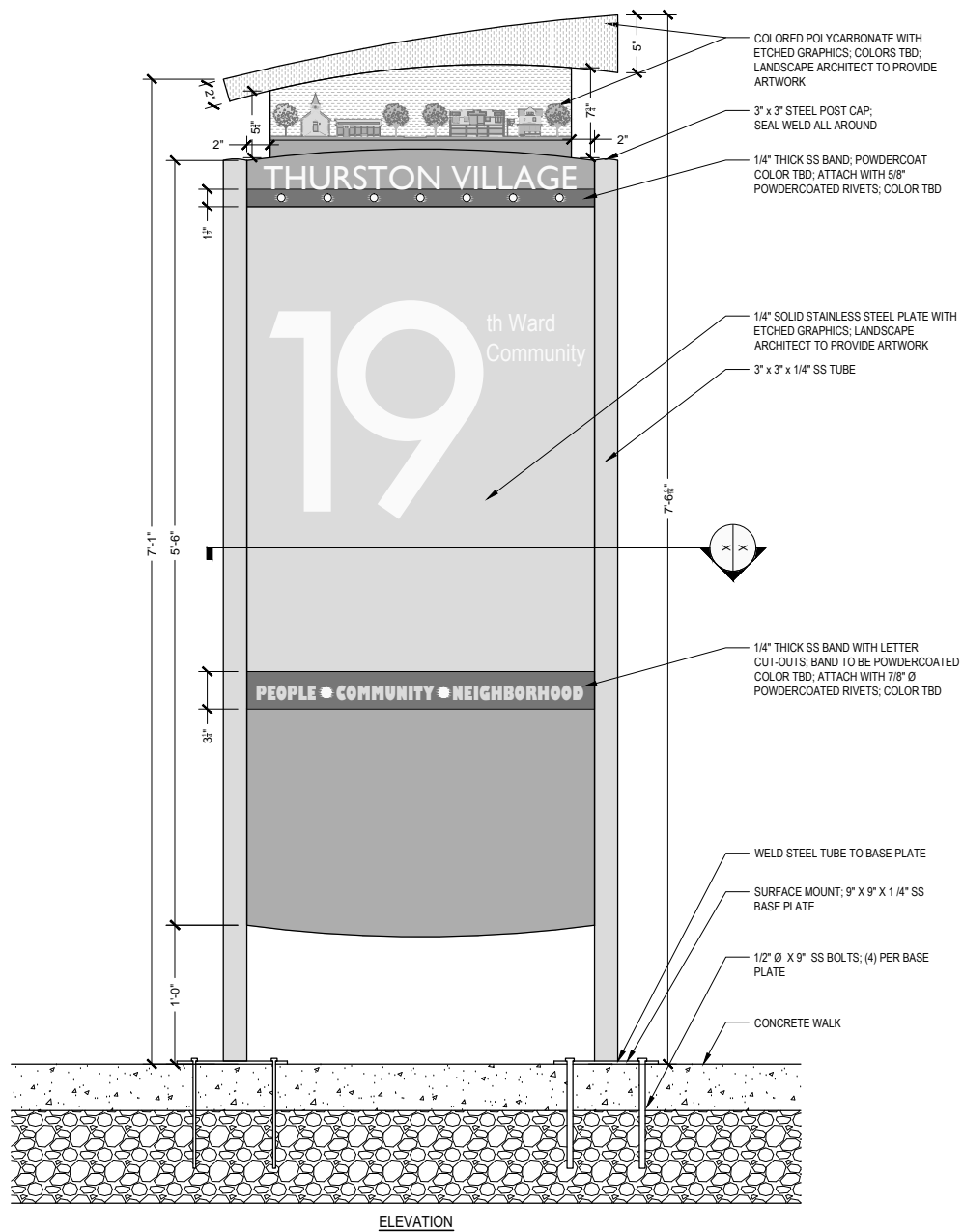
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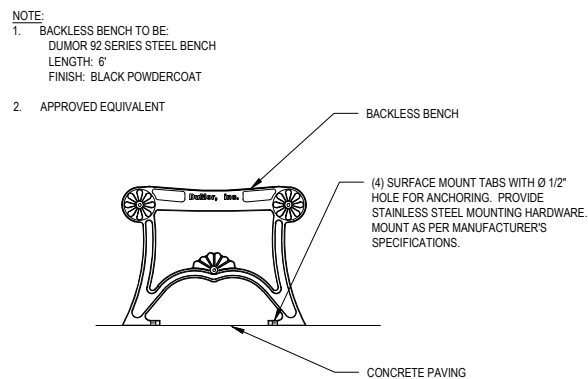
OF



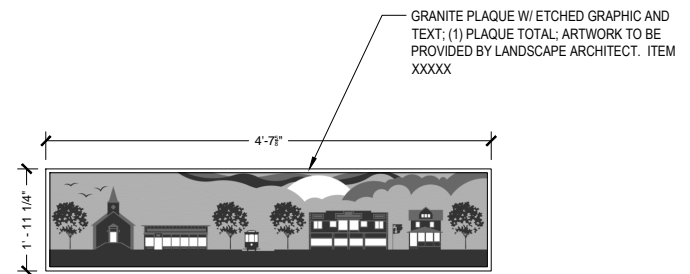
7 KIOSK / COMMUNITY BULLETIN BOARD - PLAN/SECTION
Scale: 3"=1'-0"



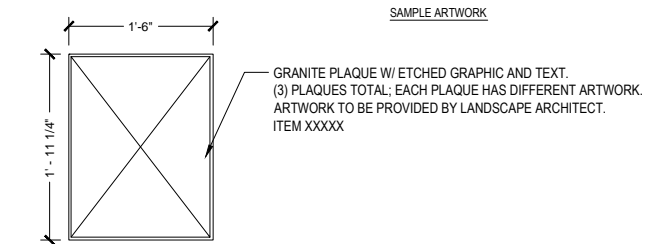
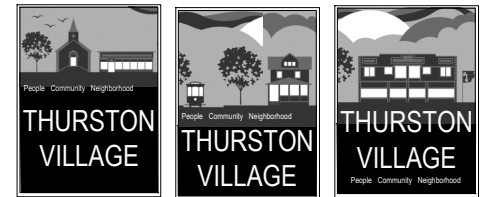
3 KIOSK / COMMUNITY BULLETIN BOARD
Scale: 1-1/2"=1'-0"



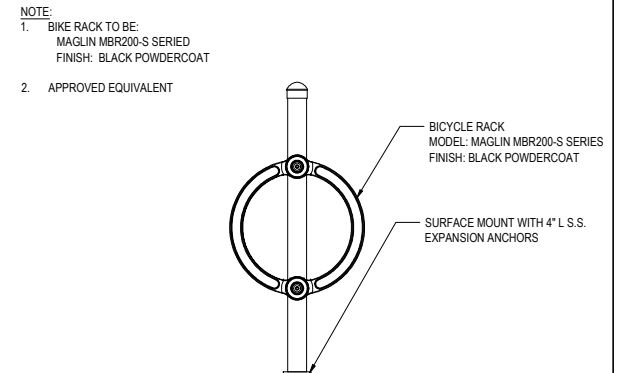
2 SURFACE MOUNTED BACKLESS BENCH
Scale: 1"=1'-0"



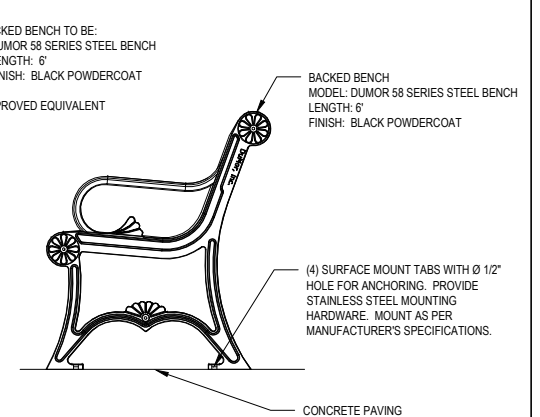
6 ETCHED GRANITE PLAQUE FOR BENCH - ITEM NO. XXXX
Scale: 1"=1'-0"



5 ETCHED GRANITE PLAQUE FOR COLUMN - ITEM NO. XXXX
Scale: 1"=1'-0"



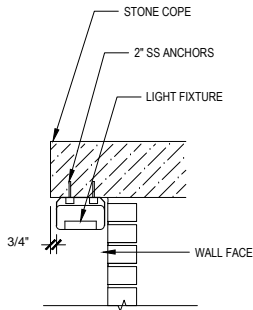
4 SURFACE MOUNTED BICYCLE RACK
Scale: 1"=1'-0"



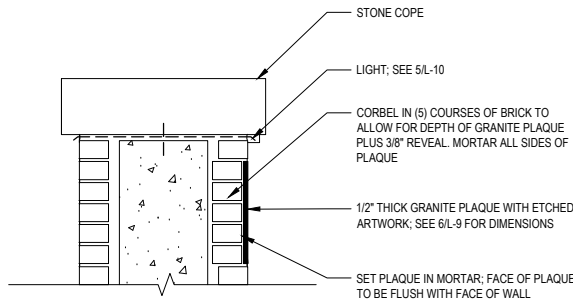
1 SURFACE MOUNTED BACKED BENCH
Scale: 1"=1'-0"

NOTES:

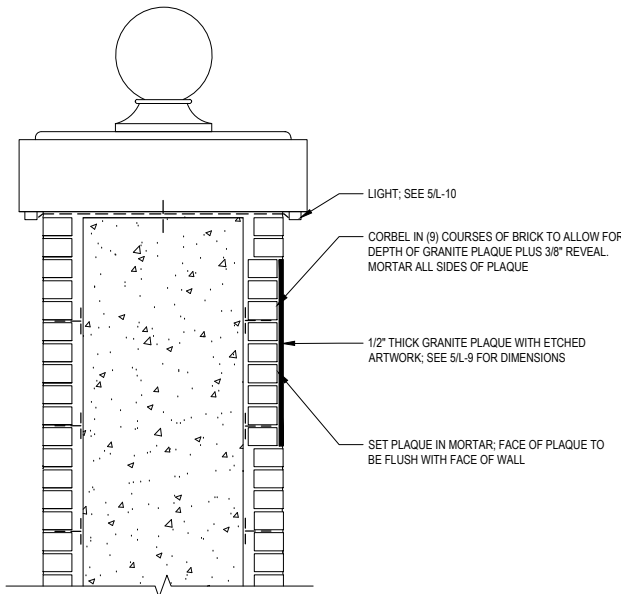
1. LIGHT TO BE BOCA FLASHER LED STRIP, MODEL HPNFC-H06, OR APPROVED EQUIVALENT.
2. INSTALL LIGHT STRIP AS PER MANUFACTURER'S WRITTEN INSTRUCTIONS.



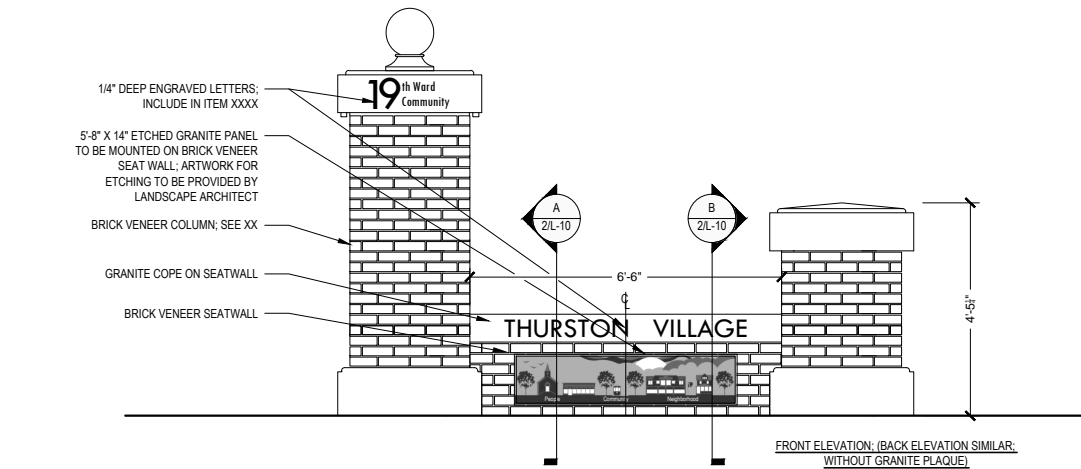
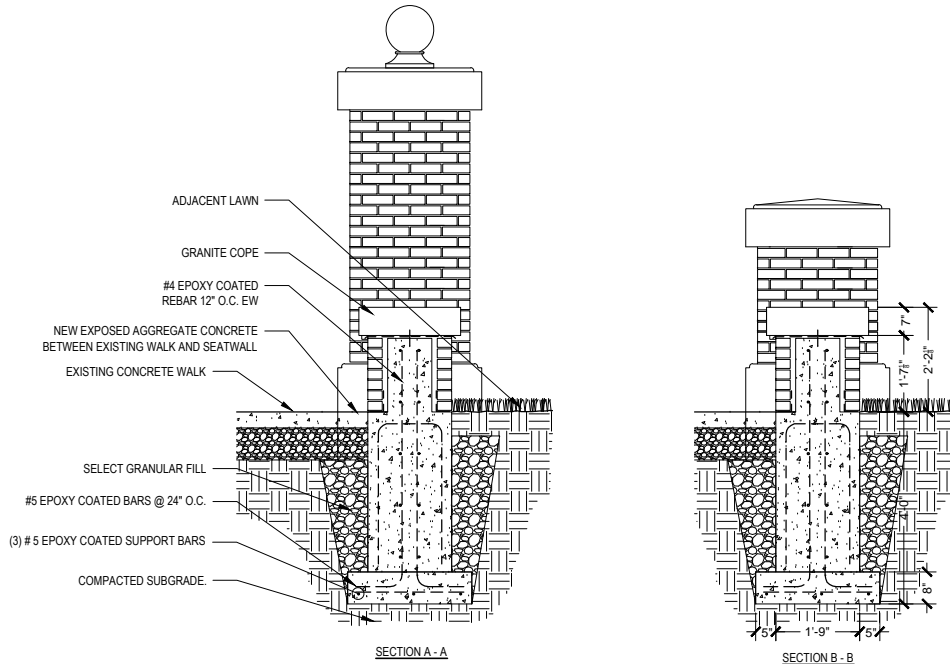
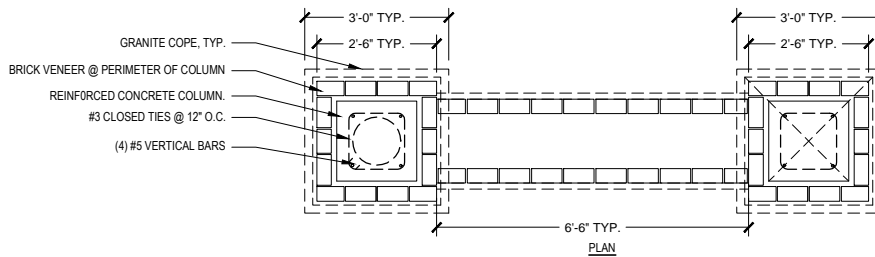
5 LIGHT FIXTURE MOUNTING - ITEM NO. XXXX
Scale: 1'-0"



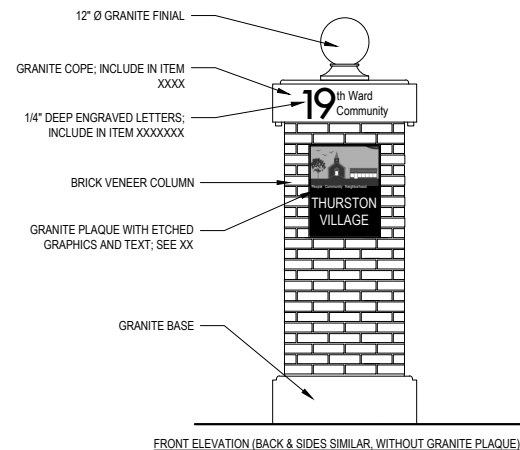
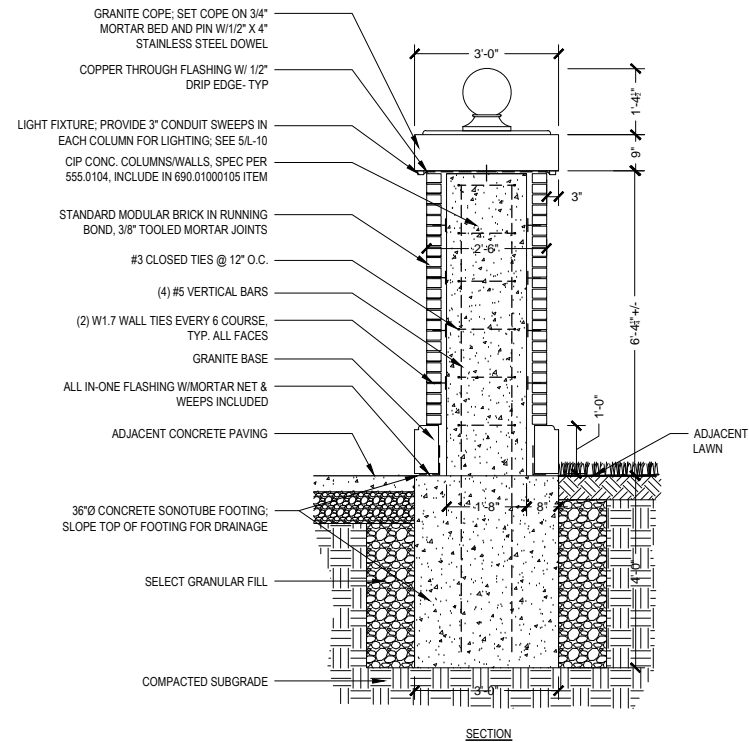
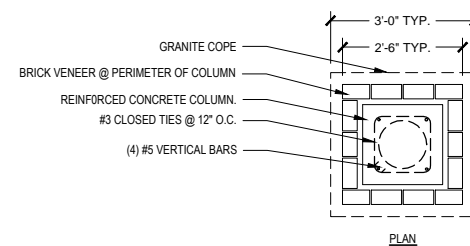
4 GRANITE PLAQUE MOUNTING DETAIL - SEATWALL - ITEM NO. XXXX
Scale: 1'=1'-0"



3 GRANITE PLAQUE MOUNTING DETAIL - COLUMN - ITEM NO. XXXX
Scale: 1'=1'-0"



2 BRICK VENEER GATEWAY: TWO COLUMNS & BENCH WITH INSET ETCHED GRANITE PLAQUE - ITEM NO. XXXXX
Scale: 1/2"=1'-0"



1 SINGLE BRICK VENEER COLUMN WITH INSET ETCHED GRANITE PLAQUE - ITEM NO. XXXX
Scale: 1/2"=1'-0"

GENERAL NOTES - GATEWAY COLUMNS AND BENCH

1. ALL CIP CONCRETE, MASONRY AND METAL WORK SHALL BE INCLUDED IN ITEM XXXX.
2. LANDSCAPE ARCHITECT WILL PROVIDE ARTWORK FOR LETTERING AND ETCHING ON GRANITE PLAQUES.
3. SAMPLES & SHOP DRAWINGS FOR ALL MASONRY, INCLUDING GRANITE BASE, GRANITE COPE, LETTERING LAYOUT, CONCRETE REINFORCING, ATTACHMENT/ANCHORING DETAILS, CONTROL JOINTS AND GRANITE PLAQUE MOUNTING SHALL BE SUBMITTED FOR APPROVAL PRIOR TO FABRICATION.
4. PROVIDE CONTROL JOINTS BETWEEN COLUMNS AND SEATWALLS.
5. ALL SURFACES OF GATEWAY COLUMNS AND SEATWALL SHALL RECEIVE SPECIFIED ANTI-GRAFFITI PROTECTIVE COATING, INCLUDED IN ITEM XXXXX.



Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York



MANAGING ENGINEER
CITY ENGINEER
ALBERT J. GIGLIO, P.E.
JAMES R. MONTOSH, P.E.

THURSTON ROAD
REVITALIZATION
PROJECT

PROJECT TITLE

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	NO.	REVISION	BY	DATE
MARCH 2014	KAM	ARM	ARM	AS NOTED	19425-00				

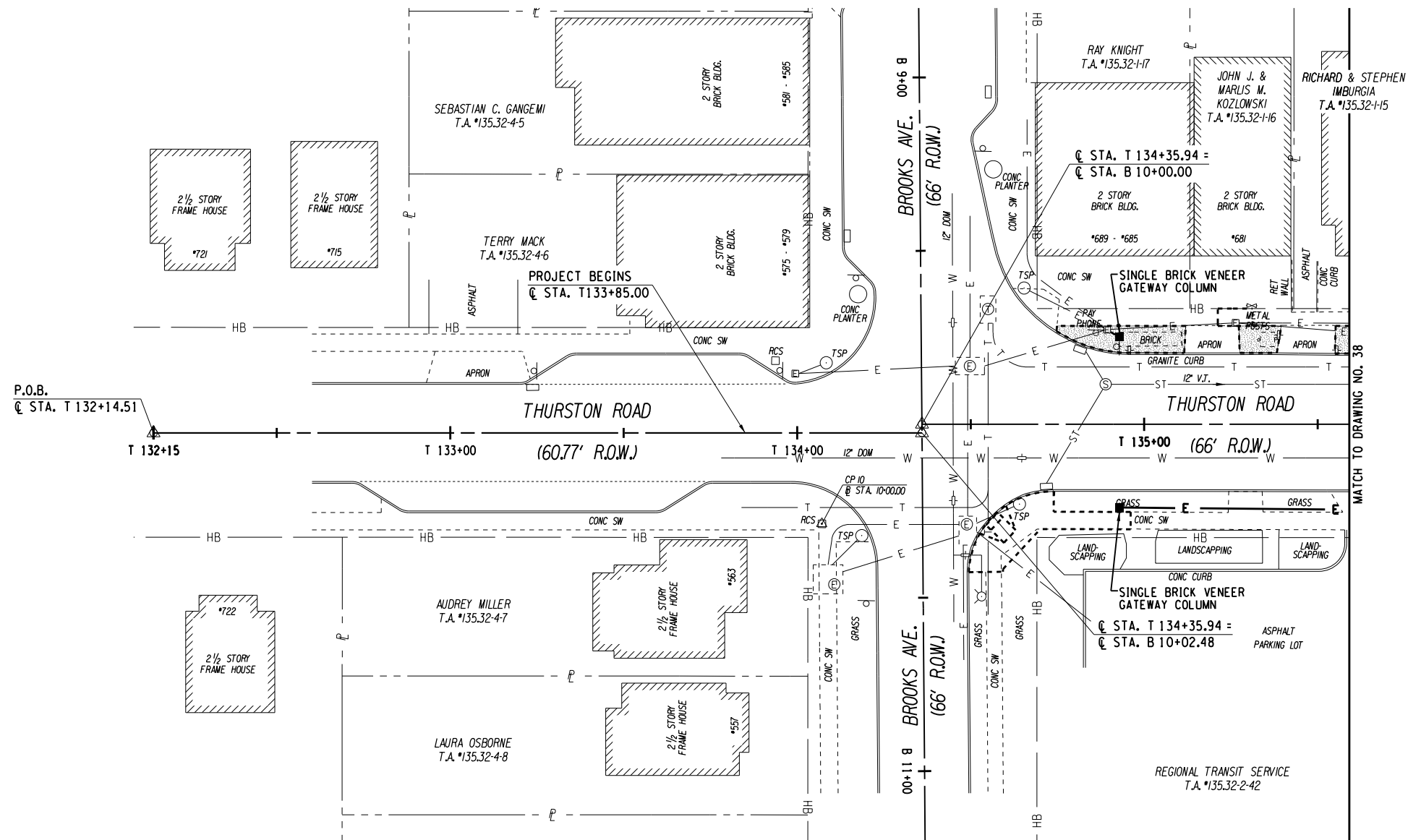
SITE DETAILS

DRAWING NO.

36

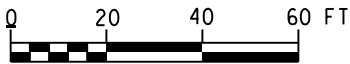
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OF



LEGEND

NEW ORNAMENTAL FIXTURE NEW PEDESTRIAN SCALE LIGHT NEW TREE PIT 8'x8' OPENING NEW EXPOSED AGGREGATE CONCRETE SURFACING	CONCRETE SIDEWALK REPLACEMENT NEW DRAINAGE STRUCTURE NEW DRAINAGE PIPE NEW ELECTRIC CONDUIT & PULLBOX NEW BUMP-OUTS
--	---



ERDMAN ANTHONY

PROJECT MANAGER: P. PRESUTTI
 DRAWN BY: S. BEAMAN / D. WELLS

Department of Environmental Services
 Architecture and Engineering Services
 City of Rochester, New York

MANAGING ENGINEER: ALBERT J. GIGLIO, P.E.
 CITY ENGINEER: JAMES R. MCINTOSH, P.E.

THURSTON ROAD REVITALIZATION PROJECT

ISSUED		MARCH, 2014		NO.		REVISION		BY		DATE	
CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	E.A. PROJECT NUMBER	19425.00		

DRAWING TITLE

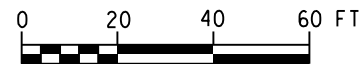
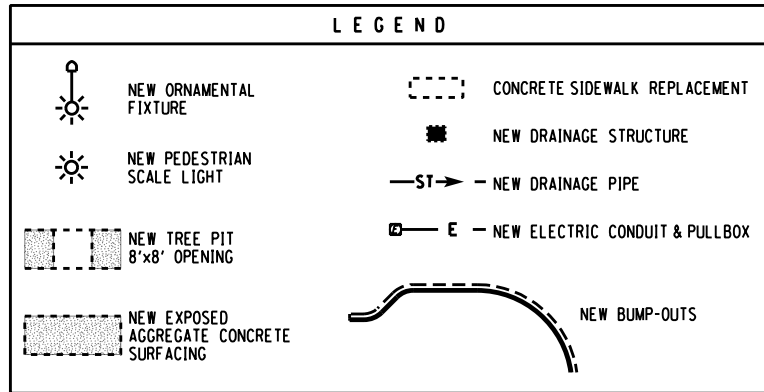
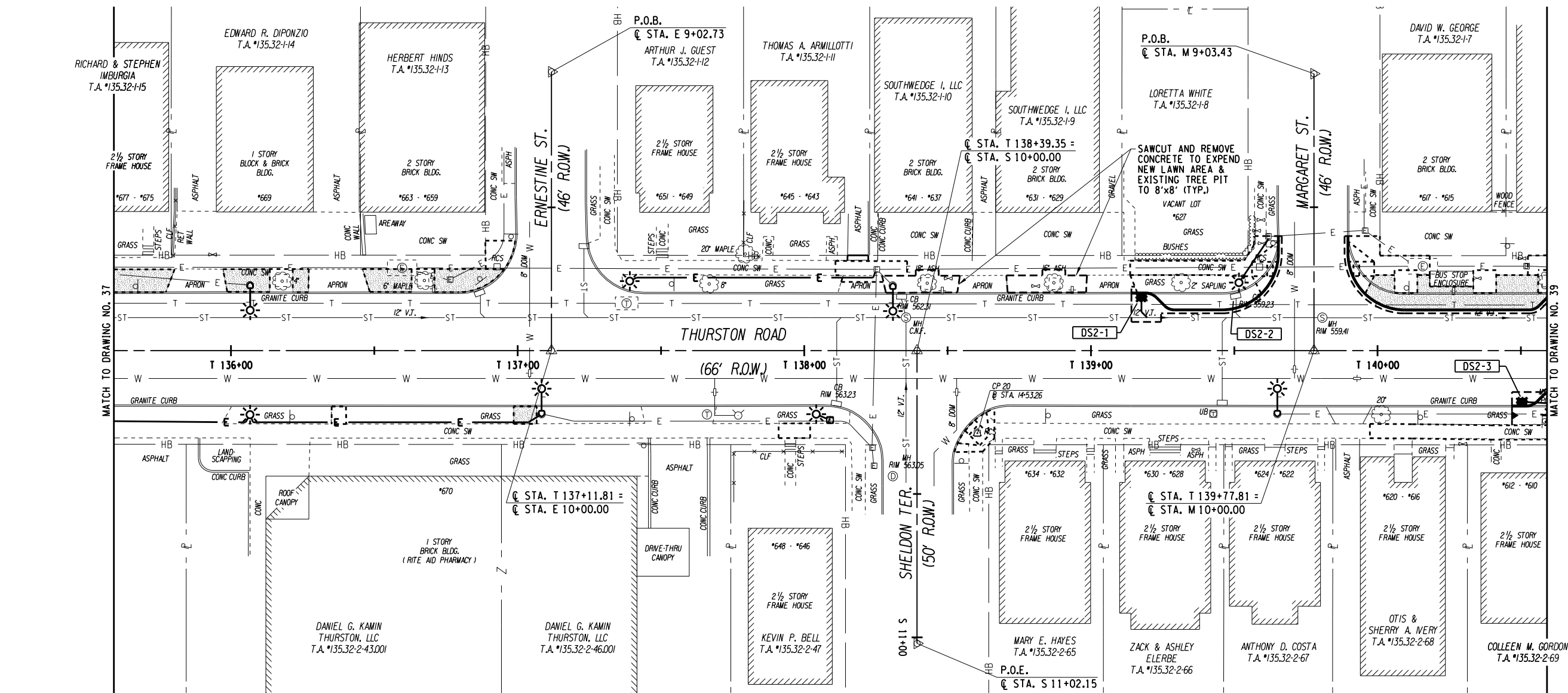
PLAN

DRAWING NO.

37

60

OF



ERDMAN ANTHONY

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER: P. PRESUTTI
DRAWN BY: S. BEAMAN / D. WELLS

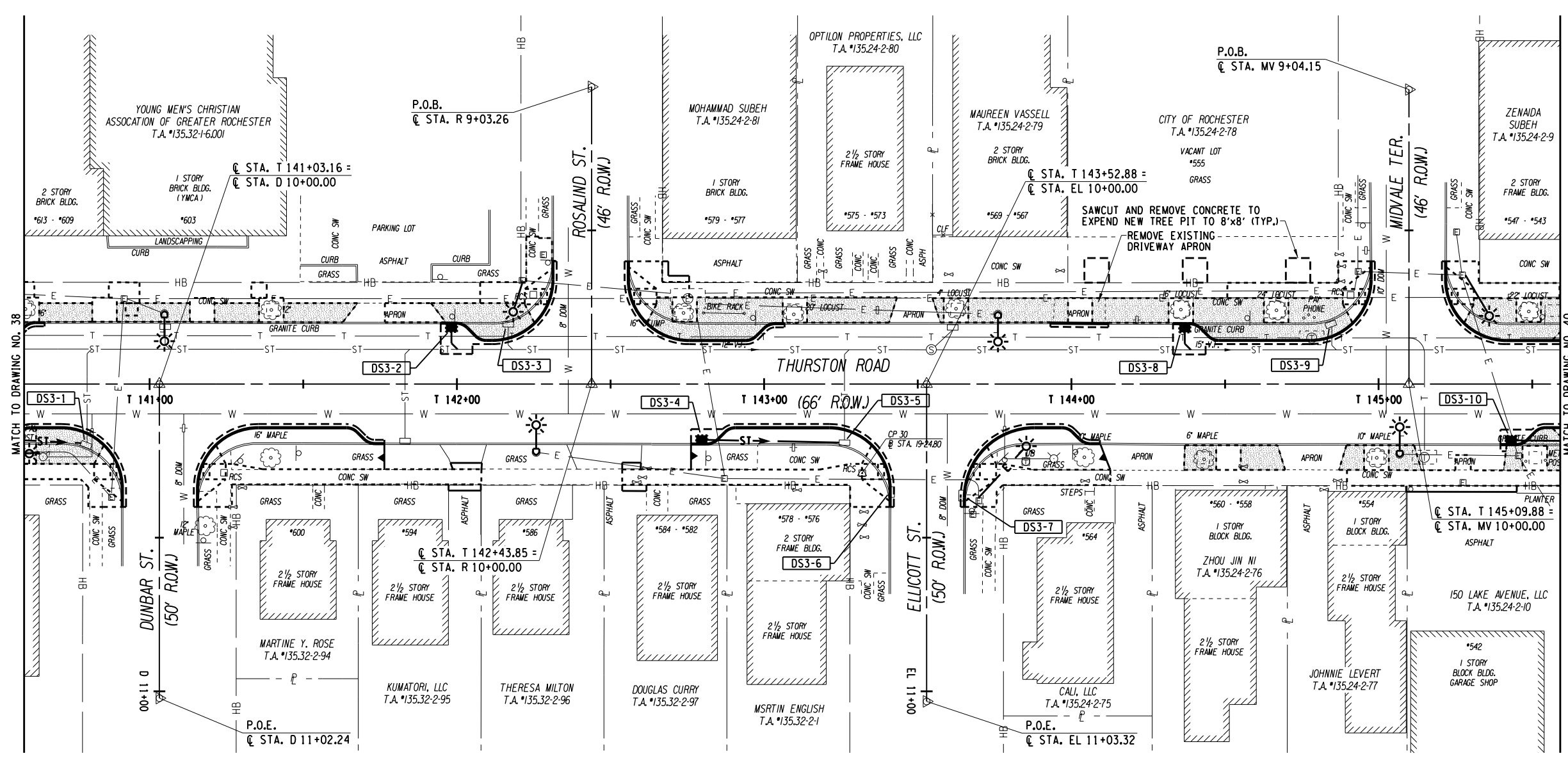
MANAGING ENGINEER: ALBERT J. GIGLIO, P.E.
CITY ENGINEER: JAMES R. MCINTOSH, P.E.

**THURSTON ROAD
REVITALIZATION
PROJECT**

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	E.A. PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

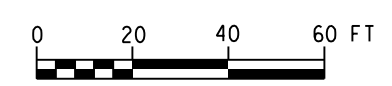
PLAN

DRAWING NO. 38 OF 60



LEGEND

- NEW ORNAMENTAL FIXTURE
- NEW PEDESTRIAN SCALE LIGHT
- NEW TREE PIT 8'x8' OPENING
- NEW EXPOSED AGGREGATE CONCRETE SURFACING
- CONCRETE SIDEWALK REPLACEMENT
- NEW DRAINAGE STRUCTURE
- NEW DRAINAGE PIPE
- NEW ELECTRIC CONDUIT & PULLBOX
- NEW BUMP-OUTS



ERDMAN ANTHONY

PROJECT MANAGER:
P. PRESUTTI

DRAWN BY:
S. BEAMAN / D. WELLS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

MANAGING ENGINEER
ALBERT J. GIGLIO, P.E.

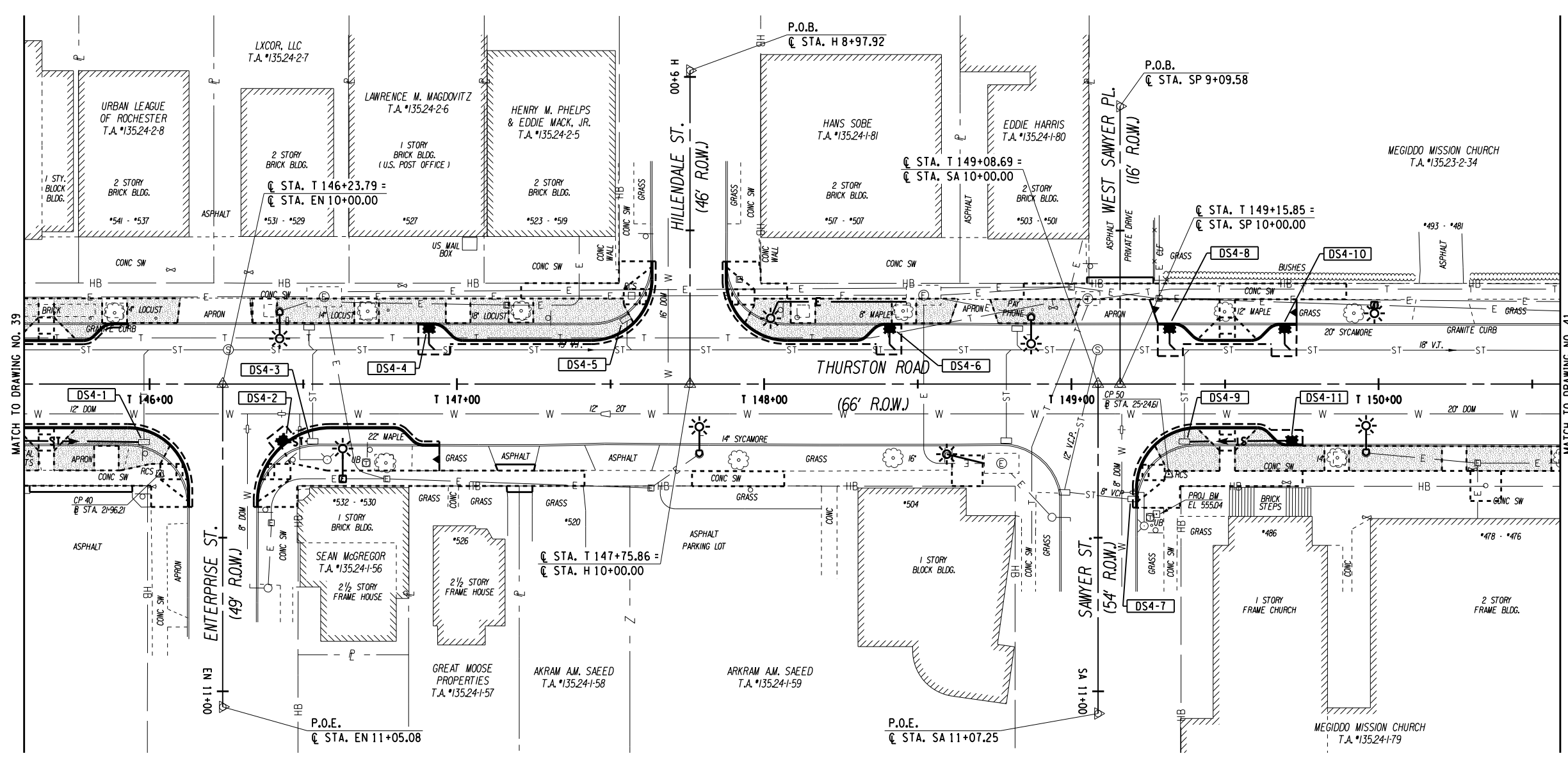
CITY ENGINEER
JAMES R. MCINTOSH, P.E.

**THURSTON ROAD
REVITALIZATION
PROJECT**

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	E.A. PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

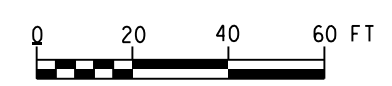
PLAN

DRAWING NO. 39 OF 60

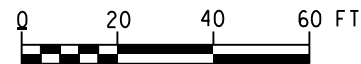
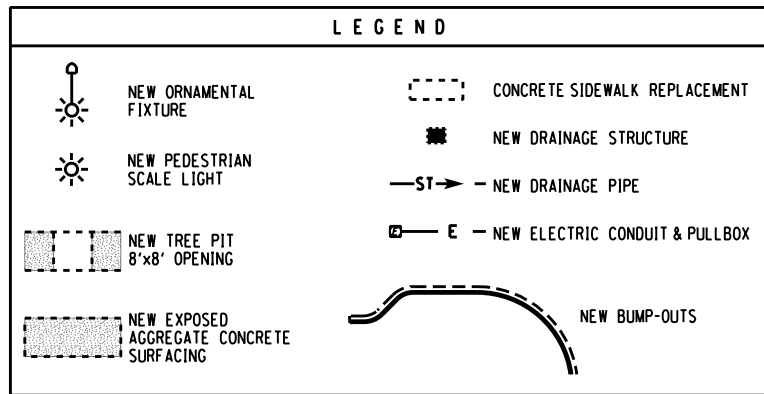
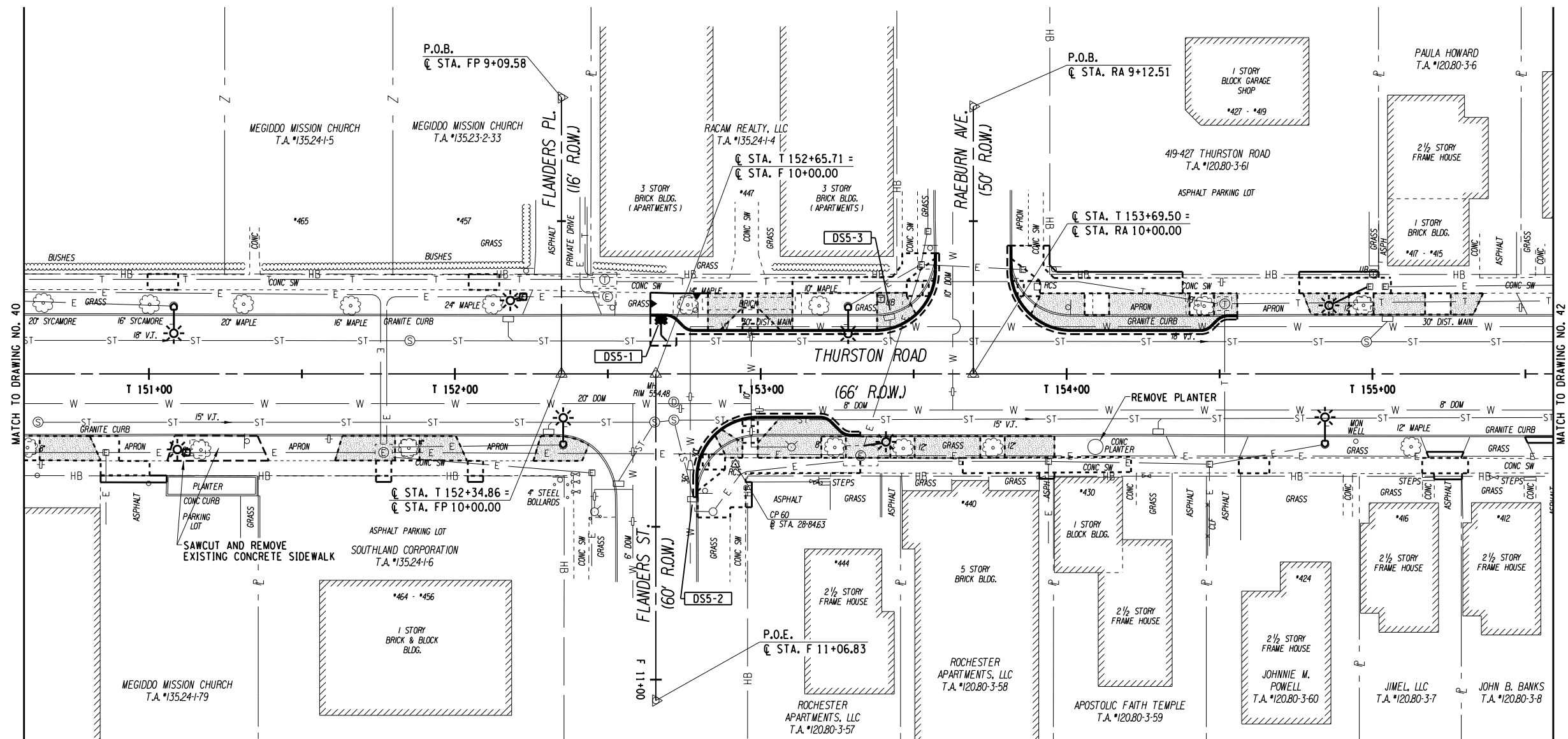


LEGEND

	NEW ORNAMENTAL FIXTURE		CONCRETE SIDEWALK REPLACEMENT
	NEW PEDESTRIAN SCALE LIGHT		NEW DRAINAGE STRUCTURE
	NEW TREE PIT 8'x8' OPENING		NEW DRAINAGE PIPE
	NEW EXPOSED AGGREGATE CONCRETE SURFACING		NEW ELECTRIC CONDUIT & PULLBOX
			NEW BUMP-OUTS



		PROJECT MANAGER: P. PRESUTTI DRAWN BY: S. BEAMAN / D. WELLS	
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York		MANAGING ENGINEER: ALBERT J. GIGLIO, P.E. CITY ENGINEER: JAMES R. MCINTOSH, P.E.	
THURSTON ROAD REVITALIZATION PROJECT			
ISSUED	MARCH, 2014	NO.	BY DATE
CHECKED	PJP		
DRAWN	SAB / DAW		
DESIGN	BRH		
SCALE	AS NOTED		
E.A. PROJECT NUMBER	19425.00	REVISION	
PLAN		40 / 60	



ERDMAN ANTHONY

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER: P. PRESUTTI
DRAWN BY: S. BEAMAN / D. WELLS

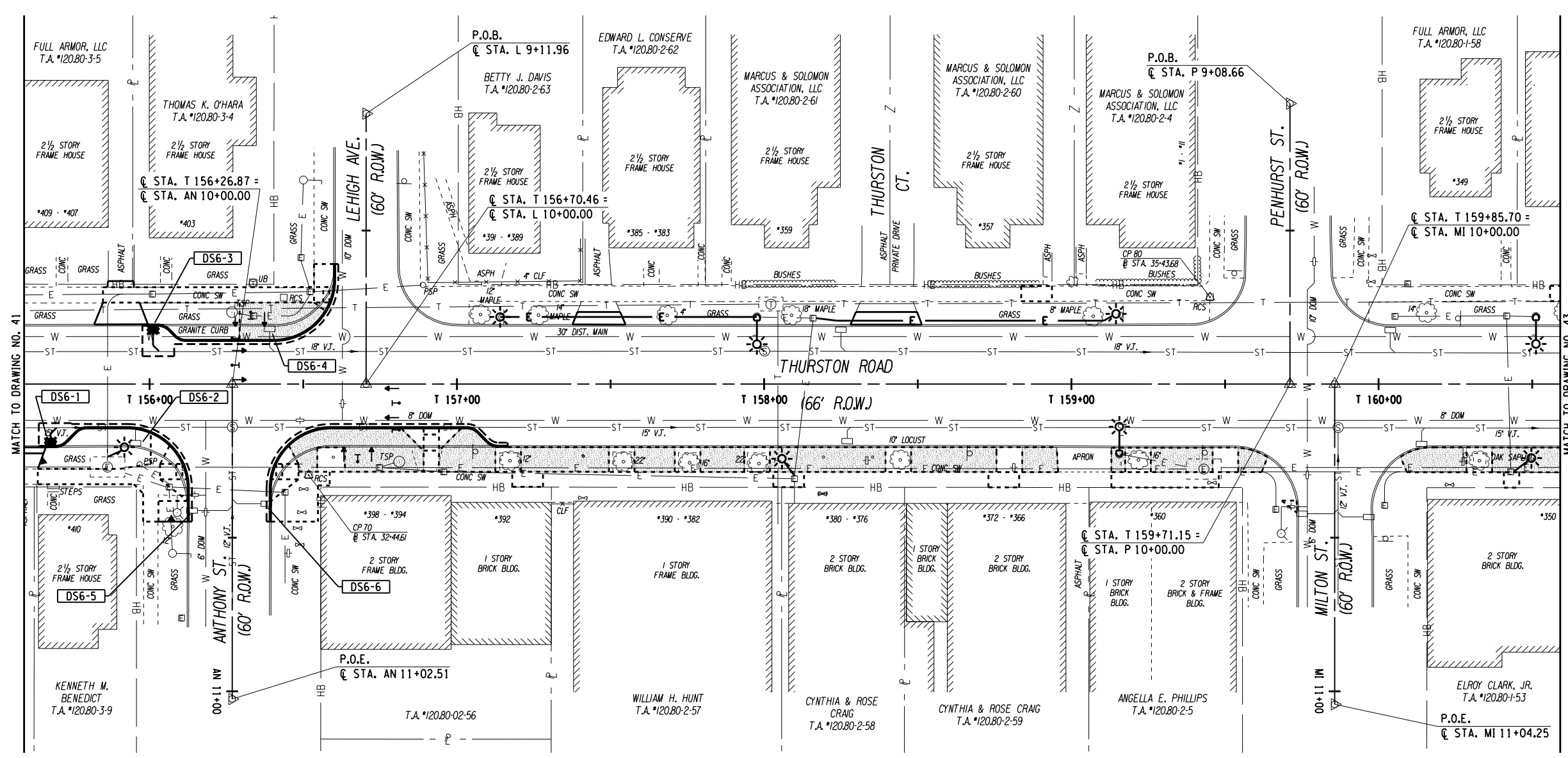
MANAGING ENGINEER: ALBERT J. GIGLIO, P.E.
CITY ENGINEER: JAMES R. MCINTOSH, P.E.

**THURSTON ROAD
REVITALIZATION
PROJECT**

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	NO.	REVISION	BY	DATE

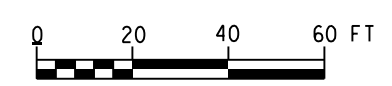
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DRAWING NO. 41 OF 60

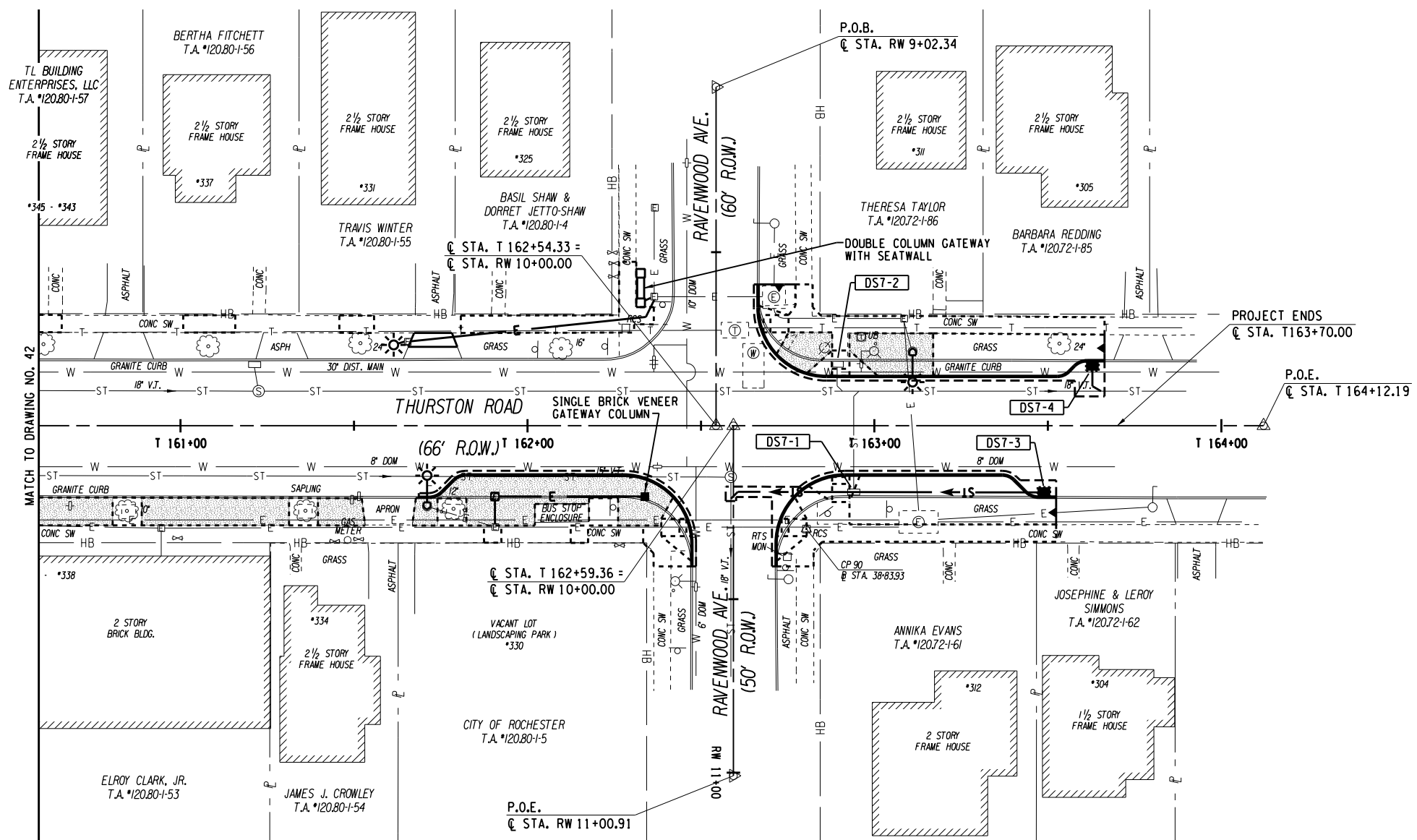


LEGEND

	NEW ORNAMENTAL FIXTURE		CONCRETE SIDEWALK REPLACEMENT
	NEW PEDESTRIAN SCALE LIGHT		NEW DRAINAGE STRUCTURE
	NEW TREE PIT 8'x8' OPENING		NEW DRAINAGE PIPE
	NEW EXPOSED AGGREGATE CONCRETE SURFACING		NEW ELECTRIC CONDUIT & PULLBOX
			NEW BUMP-OUTS

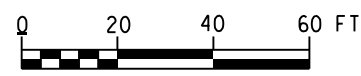


		PROJECT MANAGER: P. PRESUTTI DRAWN BY: S. BEAMAN / D. WELLS	
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York		MANAGING ENGINEER: ALBERT J. GIGLIO, P.E. CITY ENGINEER: JAMES R. MCINTOSH, P.E.	
THURSTON ROAD REVITALIZATION PROJECT			
ISSUED	MARCH, 2014	NO.	BY DATE
CHECKED	PJP		
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DESIGN	BRH		
SCALE	AS NOTED		
E.A. PROJECT NUMBER	19425.00	REVISION	
PLAN		DRAWING NO. <div style="display: flex; justify-content: space-between; align-items: center;"> <div>42</div> <div>60</div> </div>	



LEGEND

	NEW ORNAMENTAL FIXTURE		CONCRETE SIDEWALK REPLACEMENT
	NEW PEDESTRIAN SCALE LIGHT		NEW DRAINAGE STRUCTURE
	NEW TREE PIT 8'x8' OPENING		NEW DRAINAGE PIPE
	NEW EXPOSED AGGREGATE CONCRETE SURFACING		NEW ELECTRIC CONDUIT & PULLBOX
			NEW BUMP-OUTS



ERDMAN ANTHONY
Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESUTTI
DRAWN BY:
S. BEAMAN / D. WELLS

MANAGING ENGINEER:
ALBERT J. GIGLIO, P.E.
CITY ENGINEER:
JAMES R. MCINTOSH, P.E.

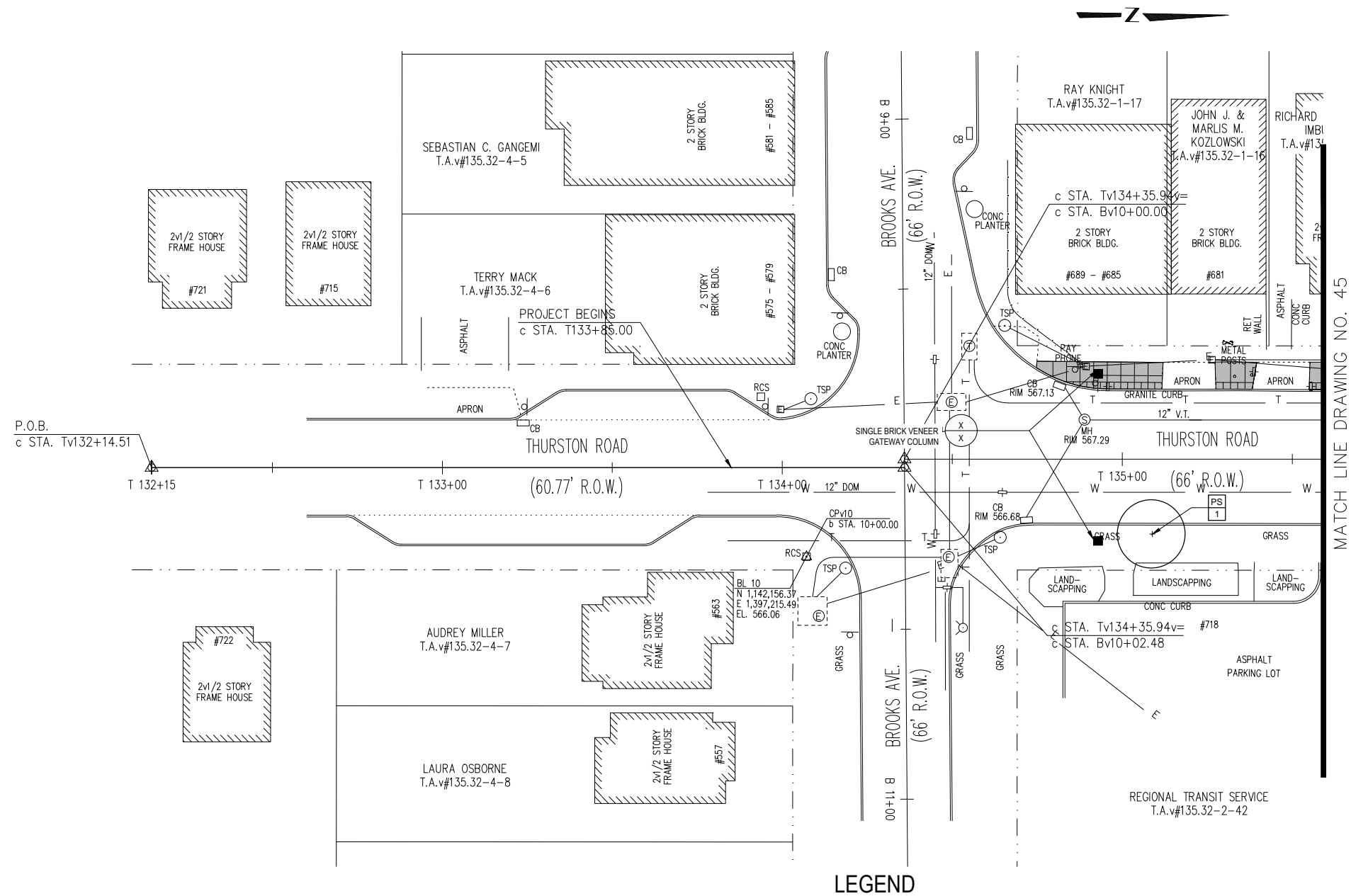
PROJECT TITLE
**THURSTON ROAD
REVITALIZATION
PROJECT**

NO.	REVISION	BY	DATE

DRAWING TITLE
PLAN

DRAWING NO.
43
OF
60

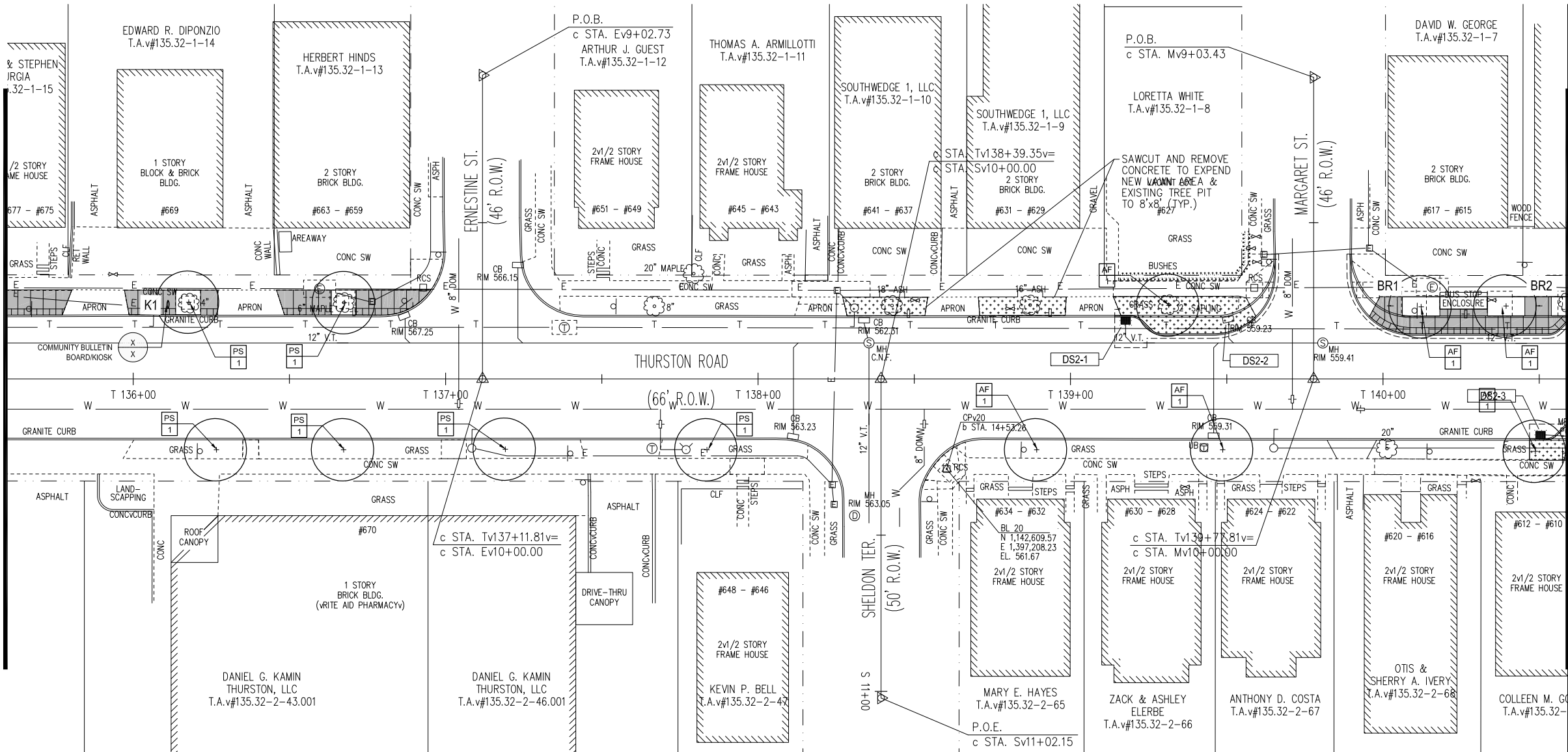
ISSUED	MARCH 2014	CHECKED	KAM	DRAWN	ARM	DESIGN	ARM	SCALE	AS NOTED	EA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE



LEGEND

- | | | | |
|-------|--|--|--|
| DSS-1 | NEW DRAINAGE STRUCTURE
SEE XXX | | NEW TREE IN TREE PIT IN CONCRETE PAVEMENT
ITEM NO. XXXX
SEE DETAILS XX |
| | NEW EXPOSED AGGREGATE CONCRETE PAVING
ITEM NO. XXXX
SEE DETAILS XX | | NEW TREE IN NEW LAWN
ITEM NO. XXX
SEE DETAIL XX |
| | NEW STANDARD CONCRETE PAVING
ITEM NO. XXX
SEE DETAILS XX | | EXISTING TREE IN NEW EXPOSED AGGREGATE
CONCRETE PAVING |
| | NEW LAWN
ITEM NO. XXXX
SEE DETAILS XXX | | EXISTING TREE IN NEW LAWN |
| | SINGLE COLUMN GATEWAY
ITEM NO. XXX
SEE DETAILS XX | | |
| | DOUBLE COLUMN GATEWAY WITH SEATWALL
ITEM NO. XX
SEE DETAILS XX | | |
| K1 | KIOSK/COMMUNITY BULLETIN BOARD
ITEM NO. XX
SEE DETAILS XX | | |
| BK1 | NEW BACKED BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| BB1 | NEW BACKLESS BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| BR1 | NEW BIKE RACK
ITEM NO. XXX
SEE DETAIL XX | | |

MATCH LINE DRAWING NO. 44



MATCH LINE DRAWING NO. 46

LEGEND

- | | | | |
|--|--|--|--|
| | NEW DRAINAGE STRUCTURE
SEE XXX | | NEW TREE IN TREE PIT IN CONCRETE PAVEMENT
ITEM NO. XXXX
SEE DETAILS XX |
| | NEW EXPOSED AGGREGATE CONCRETE PAVING
ITEM NO. XXXX
SEE DETAILS XX | | NEW TREE IN NEW LAWN
ITEM NO. XXX
SEE DETAIL XX |
| | NEW STANDARD CONCRETE PAVING
ITEM NO. XXX
SEE DETAILS XX | | EXISTING TREE IN NEW EXPOSED AGGREGATE
CONCRETE PAVING |
| | NEW LAWN
ITEM NO. XXXX
SEE DETAILS XXX | | EXISTING TREE IN NEW LAWN |
| | SINGLE COLUMN GATEWAY
ITEM NO. XXX
SEE DETAILS XX | | |
| | DOUBLE COLUMN GATEWAY WITH SEATWALL
ITEM NO. XX
SEE DETAILS XX | | |
| | KIOSK/COMMUNITY BULLETIN BOARD
ITEM NO. XX
SEE DETAILS XX | | |
| | NEW BACKED BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| | NEW BACKLESS BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| | NEW BIKE RACK
ITEM NO. XXX
SEE DETAIL XX | | |



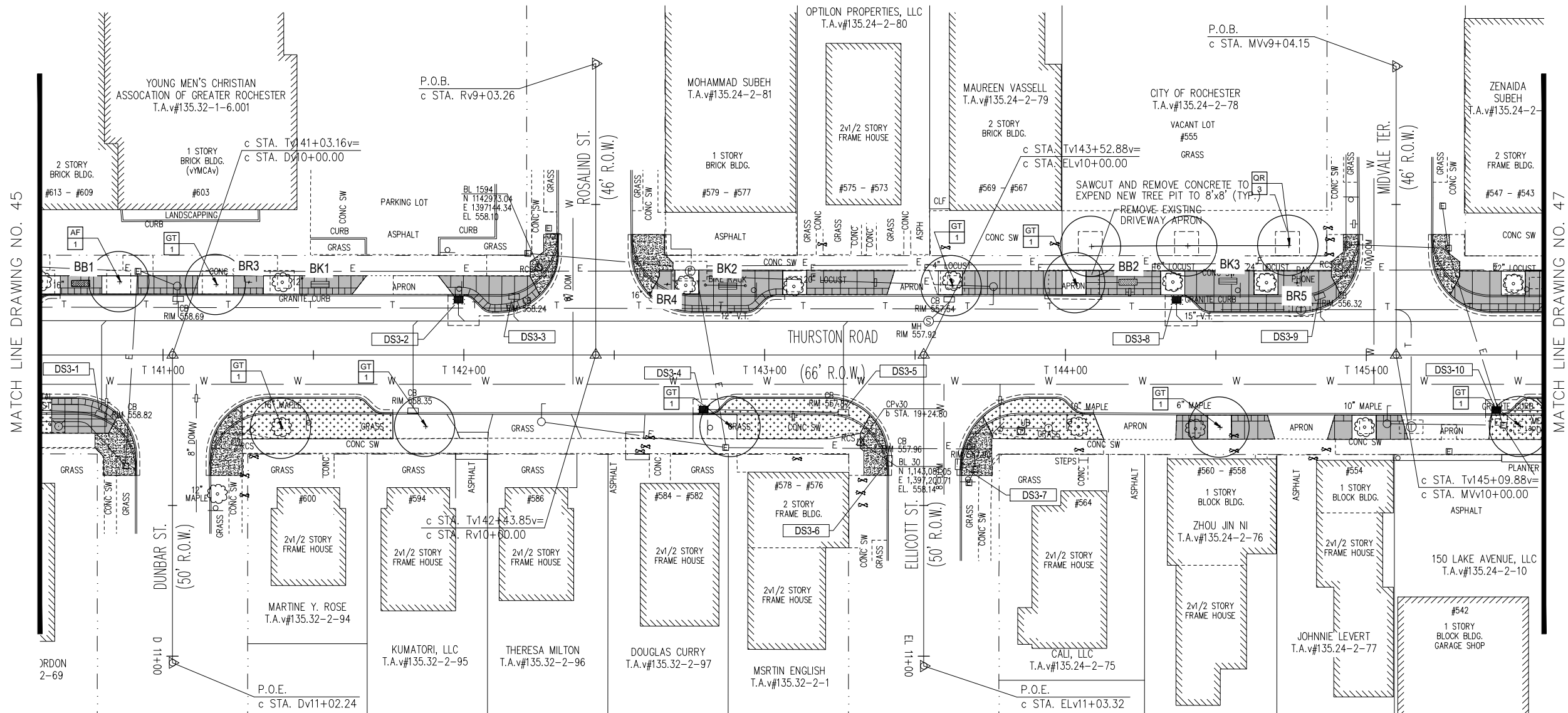
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	MANAGING ENGINEER CITY ENGINEER	ALBERT JOGILOP.E. JAMES R.MONTOSH,P.E.
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THURSTON ROAD REVITALIZATION PROJECT

ISSUED	CHECKED	DRAWN	DESIGN	SCALE	EA PROJECT NUMBER	NO.	REVISION	BY	DATE
MARCH 2014	KAM	ARM	ARM	AS NOTED	19425.00				

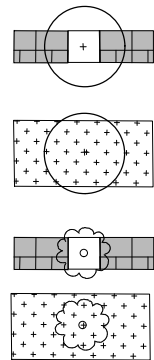
DRAWING TITLE LANDSCAPE & SITE AMENITY PLANS

DRAWING NO.	45
OF	60



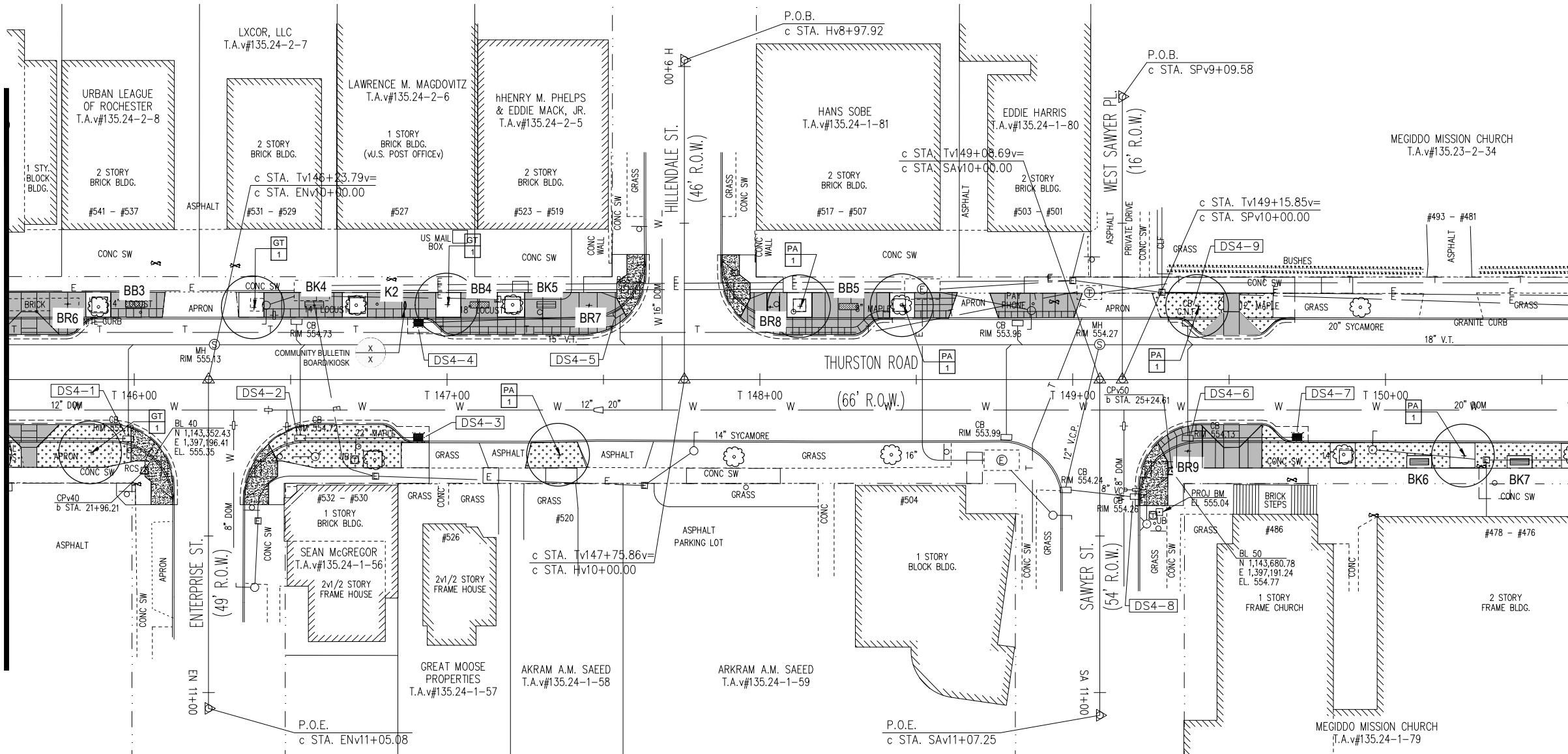
LEGEND

- DS3-1 NEW DRAINAGE STRUCTURE
SEE XXX
- NEW EXPOSED AGGREGATE CONCRETE PAVING
ITEM NO. XXXX
SEE DETAILS XX
- NEW STANDARD CONCRETE PAVING
ITEM NO. XXX
SEE DETAILS XX
- NEW LAWN
ITEM NO. XXXX
SEE DETAILS XXX
- SINGLE COLUMN GATEWAY
ITEM NO. XXX
SEE DETAILS XX
- DOUBLE COLUMN GATEWAY WITH SEATWALL
ITEM NO. XX
SEE DETAILS XX
- KIOSK/COMMUNITY BULLETIN BOARD
ITEM NO. XX
SEE DETAILS XX
- NEW BACKED BENCH
ITEM NO. XX
SEE DETAIL XX
- NEW BACKLESS BENCH
ITEM NO. XX
SEE DETAIL XX
- NEW BIKE RACK
ITEM NO. XXX
SEE DETAIL XX



- NEW TREE IN TREE PIT IN CONCRETE PAVEMENT
ITEM NO. XXXX
SEE DETAILS XX
- NEW TREE IN NEW LAWN
ITEM NO. XXX
SEE DETAIL XX
- EXISTING TREE IN NEW EXPOSED AGGREGATE
CONCRETE PAVING
- EXISTING TREE IN NEW LAWN

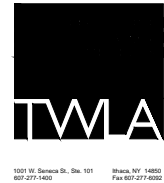
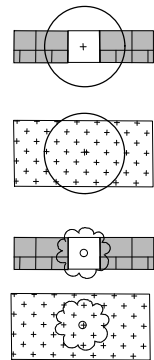
MATCH LINE DRAWING NO. 46



MATCH LINE DRAWING NO. 48

LEGEND

- DS5-1 NEW DRAINAGE STRUCTURE
SEE XXX
- NEW EXPOSED AGGREGATE CONCRETE PAVING
ITEM NO. XXXX
SEE DETAILS XX
- NEW STANDARD CONCRETE PAVING
ITEM NO. XXX
SEE DETAILS XX
- NEW LAWN
ITEM NO. XXXX
SEE DETAILS XXX
- SINGLE COLUMN GATEWAY
ITEM NO. XXX
SEE DETAILS XX
- DOUBLE COLUMN GATEWAY WITH SEATWALL
ITEM NO. XX
SEE DETAILS XX
- KIOSK/COMMUNITY BULLETIN BOARD
ITEM NO. XX
SEE DETAILS XX
- NEW BACKED BENCH
ITEM NO. XX
SEE DETAIL XX
- NEW BACKLESS BENCH
ITEM NO. XX
SEE DETAIL XX
- NEW BIKE RACK
ITEM NO. XXX
SEE DETAIL XX



Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	MANAGING ENGINEER CITY ENGINEER
	ALBERT J. GLODZINSKI, P.E. JAMES R. MONTGOMERY, P.E.

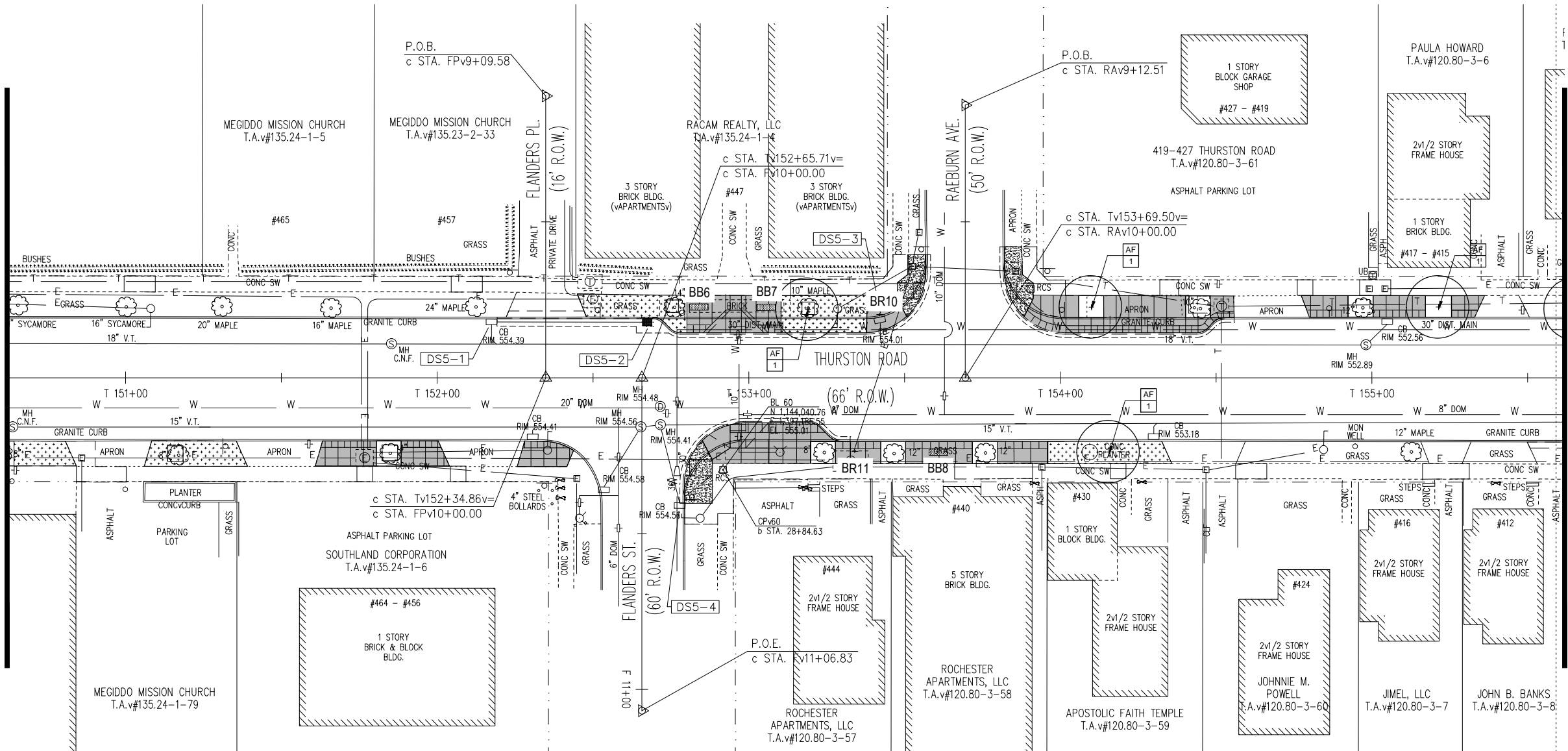
THURSTON ROAD REVITALIZATION PROJECT
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ISSUED	MARCH 2014	CHECKED	KAM	DRAWN	ARM	DESIGN	ARM	SCALE	AS NOTED	EA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

DRAWING TITLE LANDSCAPE & SITE AMENITY PLANS

DRAWING NO. 47 OF 60

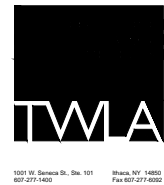
MATCH LINE DRAWING NO. 47



MATCH LINE DRAWING NO. 49

LEGEND

- NEW DRAINAGE STRUCTURE
SEE XXX
- NEW EXPOSED AGGREGATE CONCRETE PAVING
ITEM NO. XXXX
SEE DETAILS XX
- NEW STANDARD CONCRETE PAVING
ITEM NO. XXX
SEE DETAILS XX
- NEW LAWN
ITEM NO. XXXX
SEE DETAILS XXX
- SINGLE COLUMN GATEWAY
ITEM NO. XXX
SEE DETAILS XX
- DOUBLE COLUMN GATEWAY WITH SEATWALL
ITEM NO. XX
SEE DETAILS XX
- KIOSK/COMMUNITY BULLETIN BOARD
ITEM NO. XX
SEE DETAILS XX
- NEW BACKED BENCH
ITEM NO. XX
SEE DETAIL XX
- NEW BACKLESS BENCH
ITEM NO. XX
SEE DETAIL XX
- NEW BIKE RACK
ITEM NO. XXX
SEE DETAIL XX
- NEW TREE IN TREE PIT IN CONCRETE PAVEMENT
ITEM NO. XXXX
SEE DETAILS XX
- NEW TREE IN NEW LAWN
ITEM NO. XXX
SEE DETAIL XX
- EXISTING TREE IN NEW EXPOSED AGGREGATE CONCRETE PAVING
- EXISTING TREE IN NEW LAWN



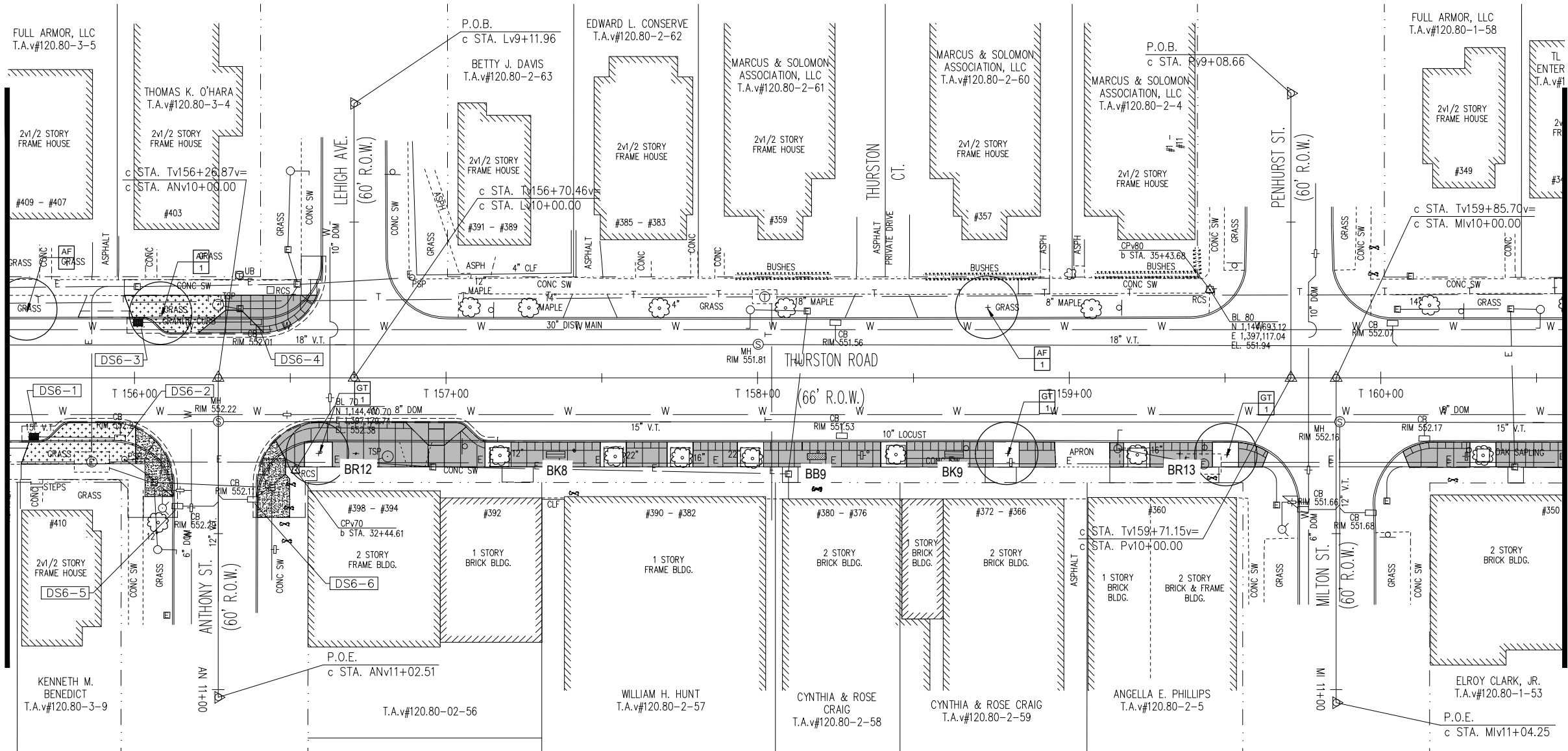
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	MANAGING ENGINEER CITY ENGINEER	ALBERT J. GLODZINSKI JAMES R. MONTGOMERY, P.E.
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THURSTON ROAD
REVITALIZATION
PROJECT

ISSUED	DATE	CHECKED	BY	DATE	REVISION	BY	DATE
MARCH 2014	KAM	ARM	ARM	AS NOTED	19425.00	NO.	

DRAWING TITLE
LANDSCAPE & SITE AMENITY PLANS

MATCH LINE DRAWING NO. 48



MATCH LINE DRAWING NO. 50

LEGEND

- | | | | |
|--|--|--|--|
| | NEW DRAINAGE STRUCTURE
SEE XXX | | NEW TREE IN TREE PIT IN CONCRETE PAVEMENT
ITEM NO. XXXX
SEE DETAILS XX |
| | NEW EXPOSED AGGREGATE CONCRETE PAVING
ITEM NO. XXXX
SEE DETAILS XX | | NEW TREE IN NEW LAWN
ITEM NO. XXX
SEE DETAIL XX |
| | NEW STANDARD CONCRETE PAVING
ITEM NO. XXX
SEE DETAILS XX | | EXISTING TREE IN NEW EXPOSED AGGREGATE
CONCRETE PAVING |
| | NEW LAWN
ITEM NO. XXXX
SEE DETAILS XXX | | EXISTING TREE IN NEW LAWN |
| | SINGLE COLUMN GATEWAY
ITEM NO. XXX
SEE DETAILS XX | | |
| | DOUBLE COLUMN GATEWAY WITH SEATWALL
ITEM NO. XX
SEE DETAILS XX | | |
| | KIOSK/COMMUNITY BULLETIN BOARD
ITEM NO. XX
SEE DETAILS XX | | |
| | NEW BACKED BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| | NEW BACKLESS BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| | NEW BIKE RACK
ITEM NO. XXX
SEE DETAIL XX | | |



1001 W. Seneca St., Ste. 101
Rochester, NY 14602
Tel: 716.277.1400 Fax: 716.277.8992

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York



MANAGING ENGINEER
CITY ENGINEER
ALBERT J. GLODZINSKI
JAMES R. MONTGOMERY, P.E.

THURSTON ROAD REVITALIZATION PROJECT

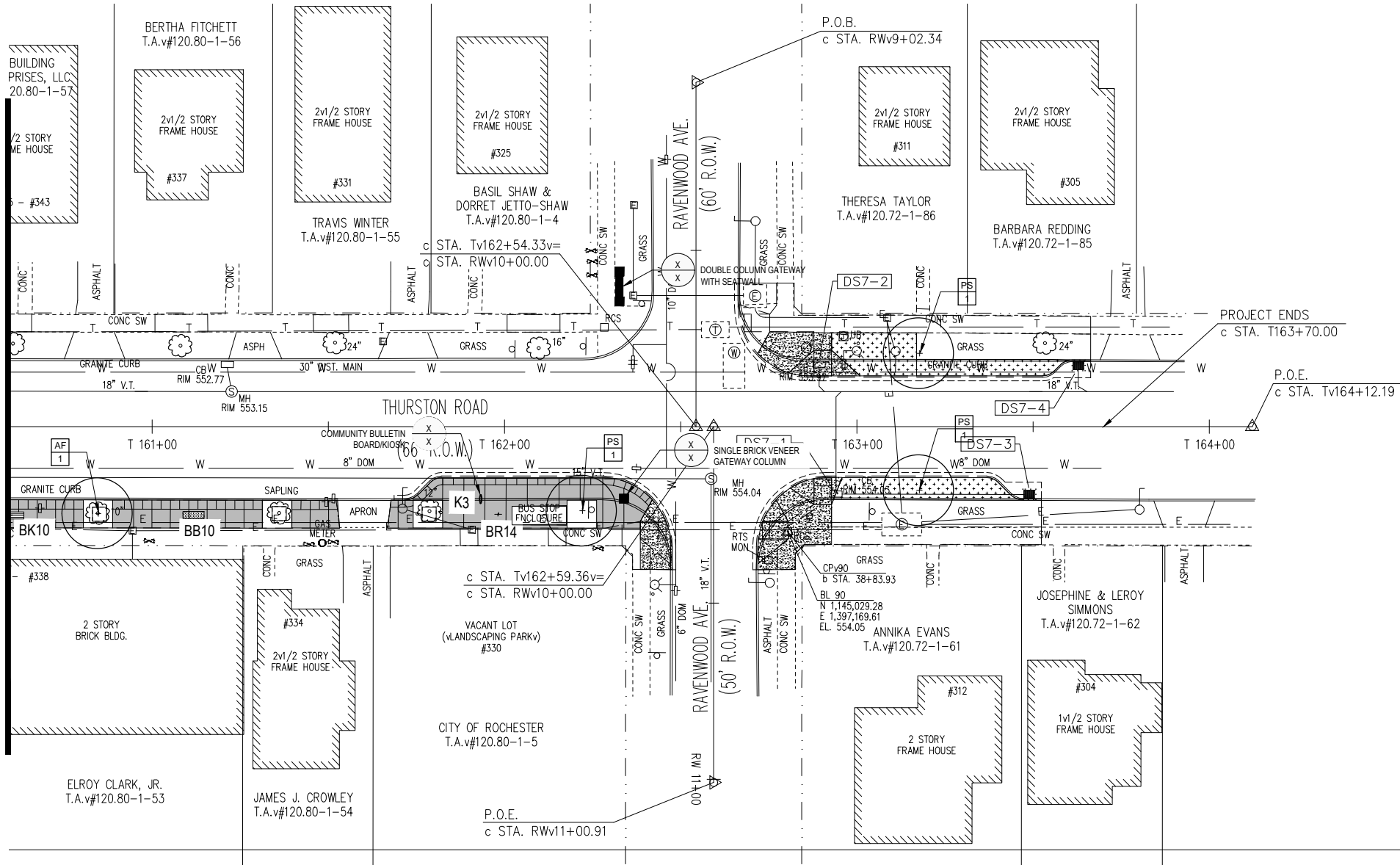
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DRAWING TITLE LANDSCAPE & SITE AMENITY PLANS

DRAWING NO.
49
60
OF

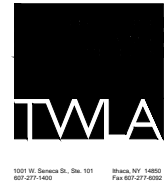


MATCH LINE DRAWING NO. 49



LEGEND

- | | | | |
|-------|--|--|--|
| DS5-1 | NEW DRAINAGE STRUCTURE
SEE XXX | | NEW TREE IN TREE PIT IN CONCRETE PAVEMENT
ITEM NO. XXXX
SEE DETAILS XX |
| | NEW EXPOSED AGGREGATE CONCRETE PAVING
ITEM NO. XXXX
SEE DETAILS XX | | NEW TREE IN NEW LAWN
ITEM NO. XXX
SEE DETAIL XX |
| | NEW STANDARD CONCRETE PAVING
ITEM NO. XXX
SEE DETAILS XX | | EXISTING TREE IN NEW EXPOSED AGGREGATE
CONCRETE PAVING |
| | NEW LAWN
ITEM NO. XXXX
SEE DETAILS XXX | | EXISTING TREE IN NEW LAWN |
| | SINGLE COLUMN GATEWAY
ITEM NO. XXX
SEE DETAILS XX | | |
| | DOUBLE COLUMN GATEWAY WITH SEATWALL
ITEM NO. XX
SEE DETAILS XX | | |
| K1 | KIOSK/COMMUNITY BULLETIN BOARD
ITEM NO. XX
SEE DETAILS XX | | |
| BK1 | NEW BACKED BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| BB1 | NEW BACKLESS BENCH
ITEM NO. XX
SEE DETAIL XX | | |
| BR1 | NEW BIKE RACK
ITEM NO. XXX
SEE DETAIL XX | | |



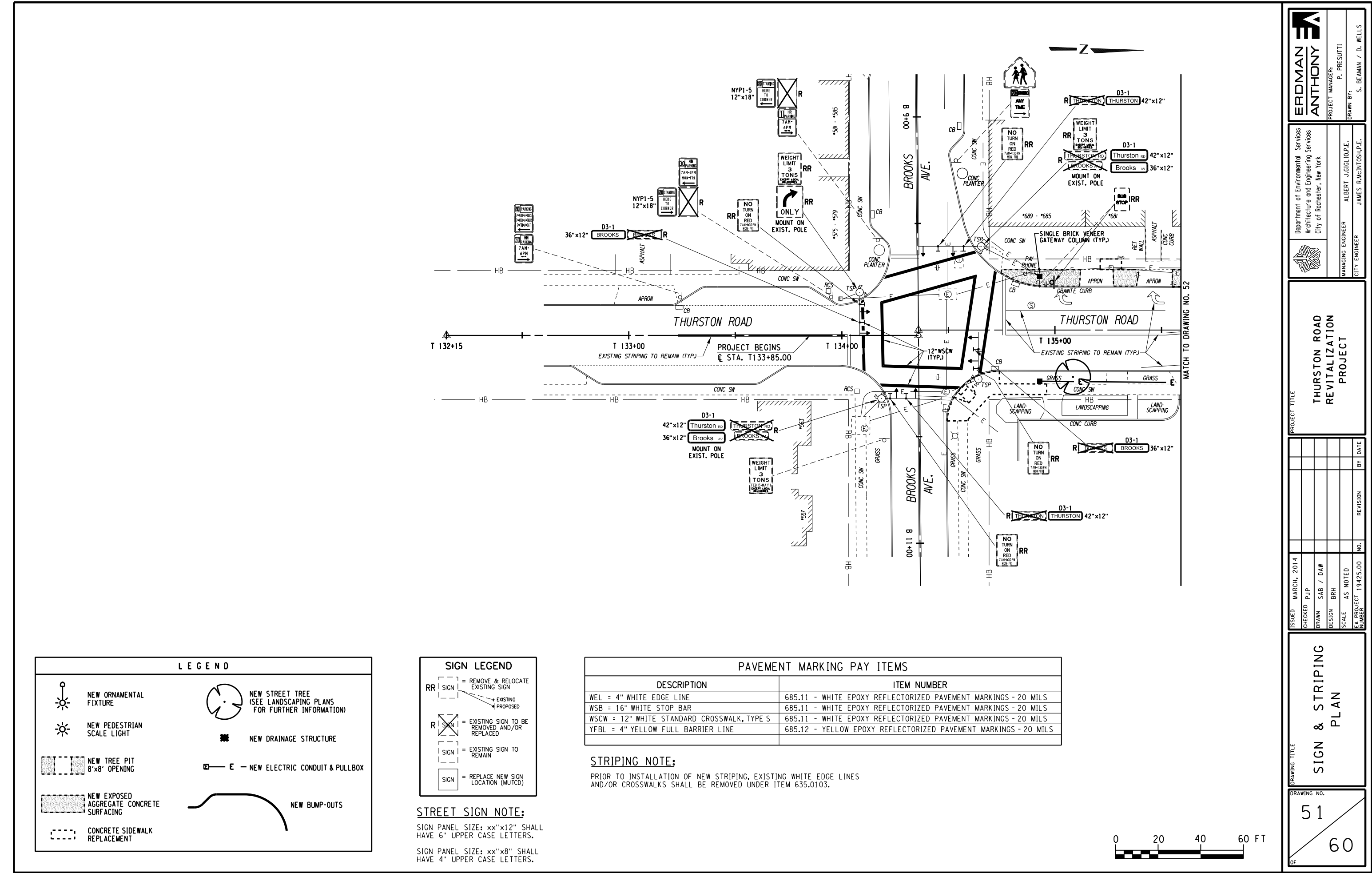
Department of Environmental Services Architecture and Engineering Services City of Rochester, New York	MANAGING ENGINEER CITY ENGINEER
ALBERT J. GIGLIO, P.E.	JAMES R. MONTGOMERY, P.E.

THURSTON ROAD REVITALIZATION PROJECT
--

ISSUED	MARCH 2014	CHECKED	KAM	DRAWN	ARM	DESIGN	ARM	SCALE	AS NOTED	EA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

DRAWING TITLE LANDSCAPE & SITE AMENITY PLANS

DRAWING NO. 50 OF 60



LEGEND

- NEW ORNAMENTAL FIXTURE
- NEW PEDESTRIAN SCALE LIGHT
- NEW TREE PIT 8'x8' OPENING
- NEW EXPOSED AGGREGATE CONCRETE SURFACING
- CONCRETE SIDEWALK REPLACEMENT
- NEW STREET TREE (SEE LANDSCAPING PLANS FOR FURTHER INFORMATION)
- NEW DRAINAGE STRUCTURE
- NEW ELECTRIC CONDUIT & PULLBOX
- NEW BUMP-OUTS

SIGN LEGEND

- RR SIGN = REMOVE & RELOCATE EXISTING SIGN
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STREET SIGN NOTE:
SIGN PANEL SIZE: xx"x12" SHALL HAVE 6" UPPER CASE LETTERS.
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PAVEMENT MARKING PAY ITEMS	
DESCRIPTION	ITEM NUMBER
WEL = 4" WHITE EDGE LINE	685.11 - WHITE EPOXY REFLECTORIZED PAVEMENT MARKINGS - 20 MILS
WSB = 16" WHITE STOP BAR	685.11 - WHITE EPOXY REFLECTORIZED PAVEMENT MARKINGS - 20 MILS
WSCW = 12" WHITE STANDARD CROSSWALK, TYPE S	685.11 - WHITE EPOXY REFLECTORIZED PAVEMENT MARKINGS - 20 MILS
YFBL = 4" YELLOW FULL BARRIER LINE	685.12 - YELLOW EPOXY REFLECTORIZED PAVEMENT MARKINGS - 20 MILS

STRIPING NOTE:
PRIOR TO INSTALLATION OF NEW STRIPING, EXISTING WHITE EDGE LINES AND/OR CROSSWALKS SHALL BE REMOVED UNDER ITEM 635.0103.



ERDMAN ANTHONY

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT TITLE
THURSTON ROAD REVITALIZATION PROJECT

ISSUED MARCH, 2014

CHECKED PJP	DRAWN SAB / DAW	DESIGN BRH	SCALE AS NOTED	E.A. PROJECT NUMBER 19425.00
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DRAWING TITLE
SIGN & STRIPING PLAN

DRAWING NO.
51

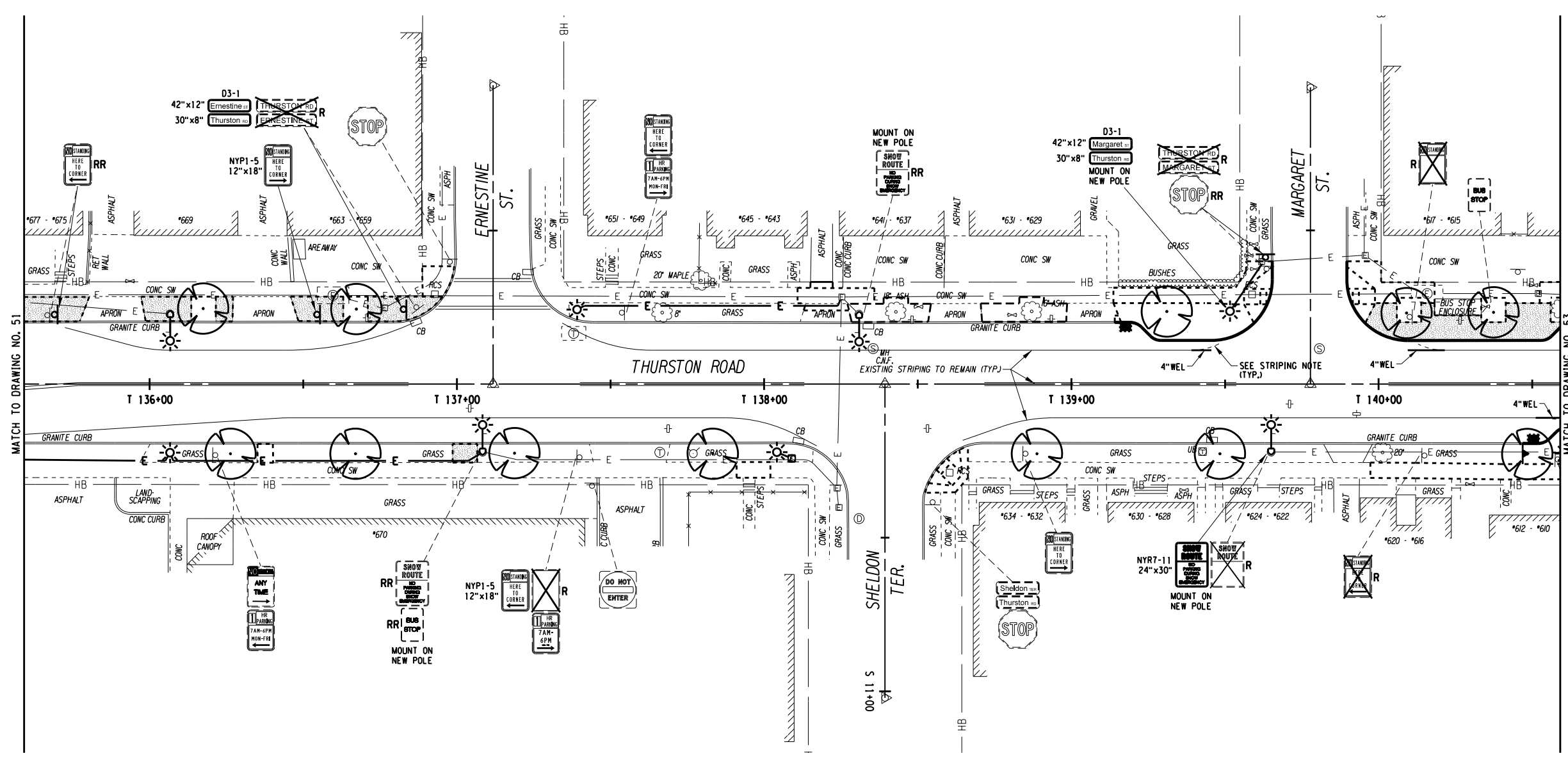
OF
60

PROJECT MANAGER:
P. PRESUTTI

MANAGING ENGINEER:
ALBERT J. GIGLIO, P.E.

CITY ENGINEER:
JAMES R. MCINTOSH, P.E.

DRAWN BY:
S. BEAMAN / D. WELLS



LEGEND

- NEW ORNAMENTAL FIXTURE
- NEW PEDESTRIAN SCALE LIGHT
- NEW TREE PIT 8'x8' OPENING
- NEW EXPOSED AGGREGATE CONCRETE SURFACING
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- NEW DRAINAGE STRUCTURE
- NEW ELECTRIC CONDUIT & PULLBOX
- NEW BUMP-OUTS

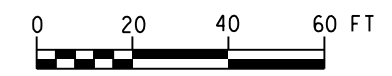
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Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESTUTTI

MANAGING ENGINEER:
ALBERT J. GIGLIO, P.E.

DRAWN BY:
JAMES R. MCINTOSH, P.E.

DRAWN BY:
S. BEAMAN / D. WELLS

PROJECT TITLE

THURSTON ROAD REVITALIZATION PROJECT

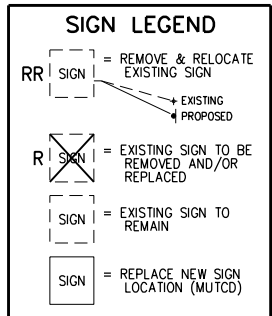
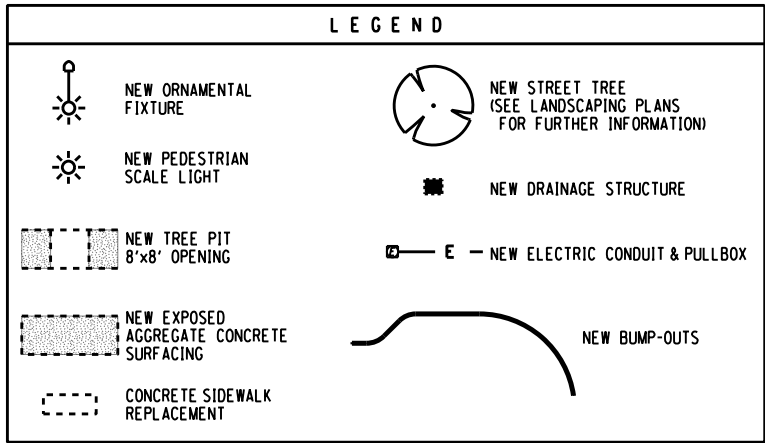
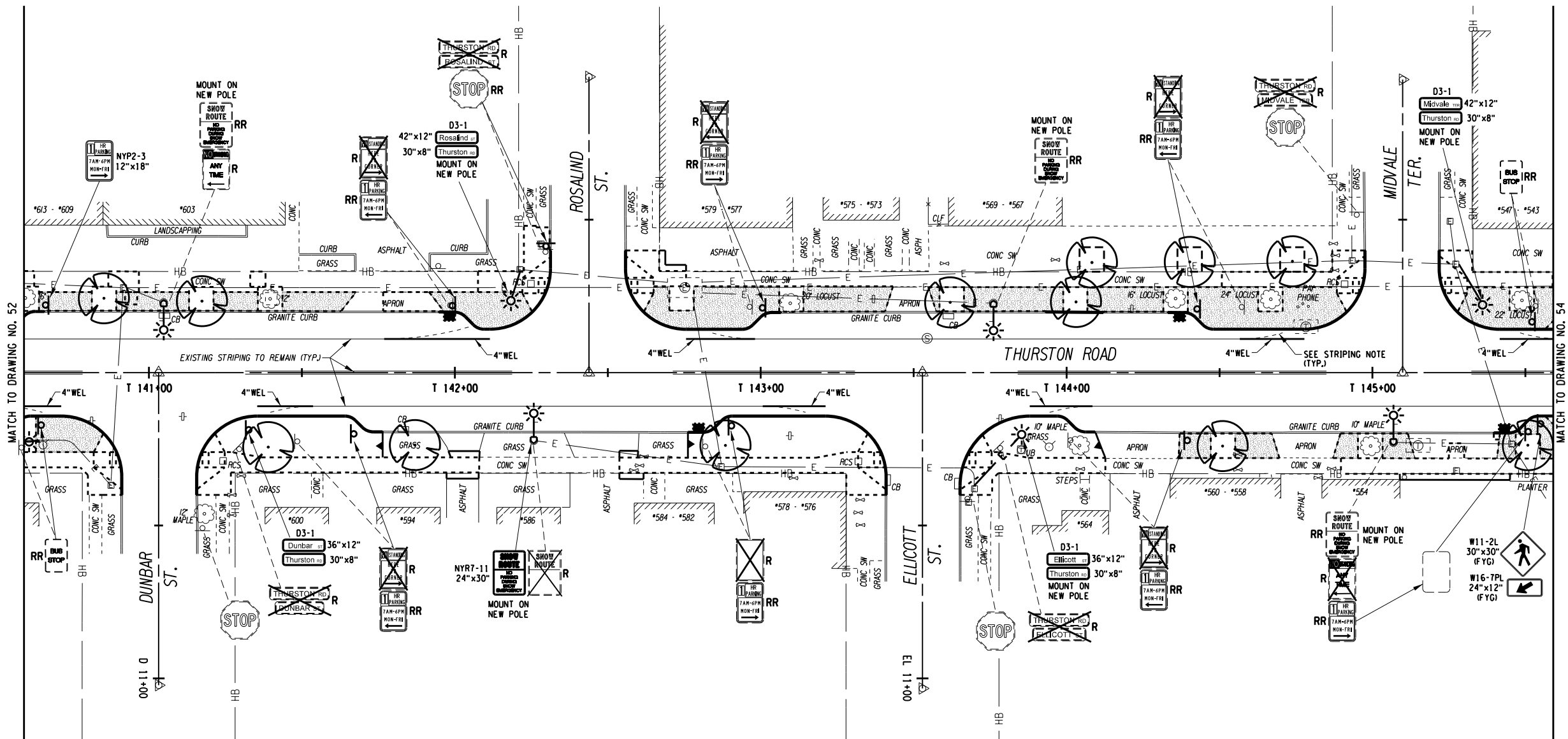
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MARCH, 2014	PJP	SAB / DAW	BRH	AS NOTED	19425.00				

DRAWING TITLE

SIGN & STRIPING PLAN

DRAWING NO.

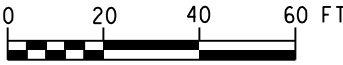
52 / 60



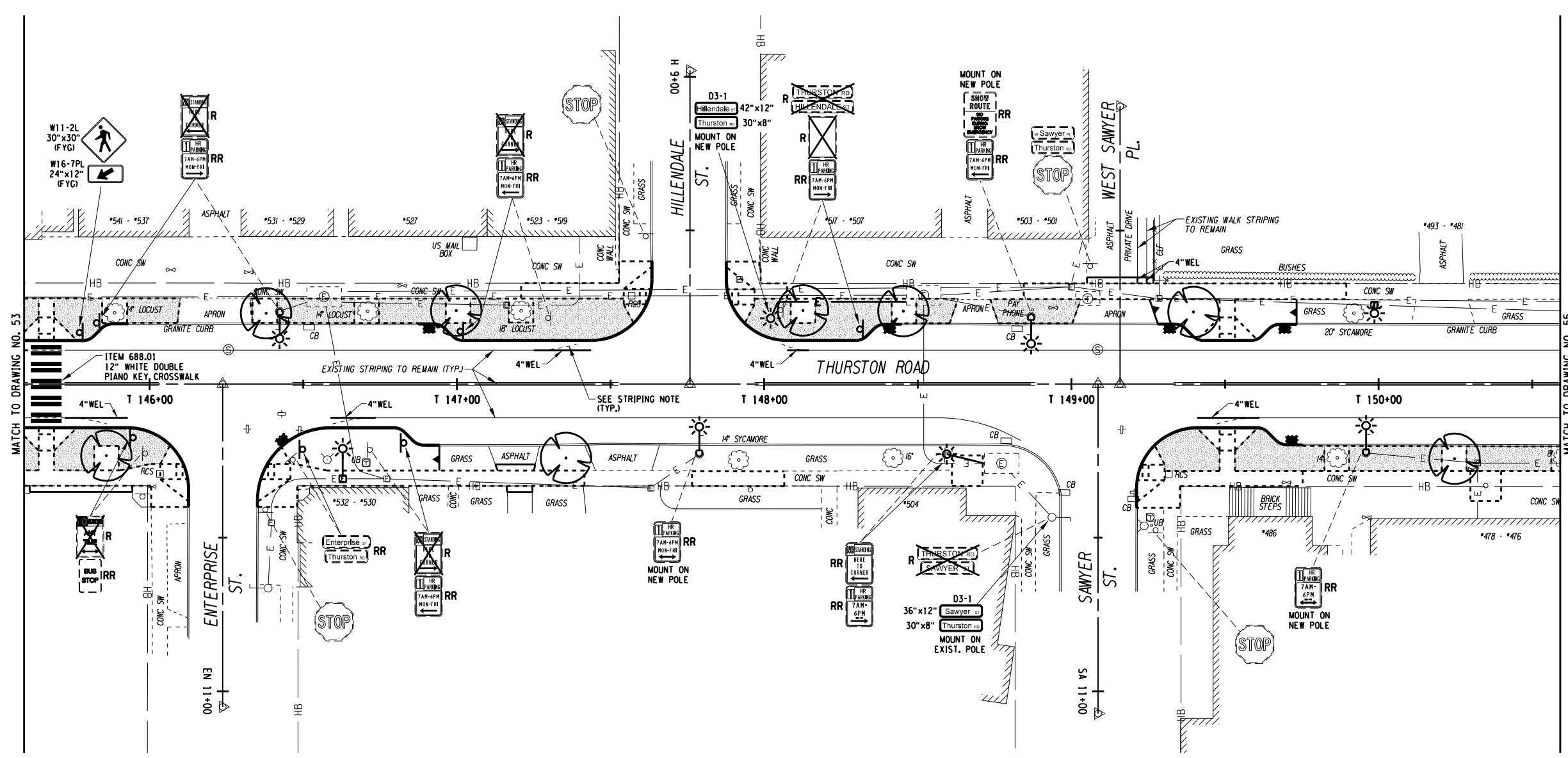
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ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	E.A. PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE



LEGEND

- NEW ORNAMENTAL FIXTURE
- NEW PEDESTRIAN SCALE LIGHT
- NEW TREE PIT 8'x8' OPENING
- NEW EXPOSED AGGREGATE CONCRETE SURFACING
- CONCRETE SIDEWALK REPLACEMENT
- NEW STREET TREE (SEE LANDSCAPING PLANS FOR FURTHER INFORMATION)
- NEW DRAINAGE STRUCTURE
- NEW ELECTRIC CONDUIT & PULLBOX
- NEW BUMP-OUTS

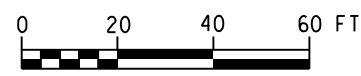
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ERDMAN ANTHONY
PROJECT MANAGER: P. PRESUTTI
DRAWN BY: S. BEAMAN / D. WELLS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

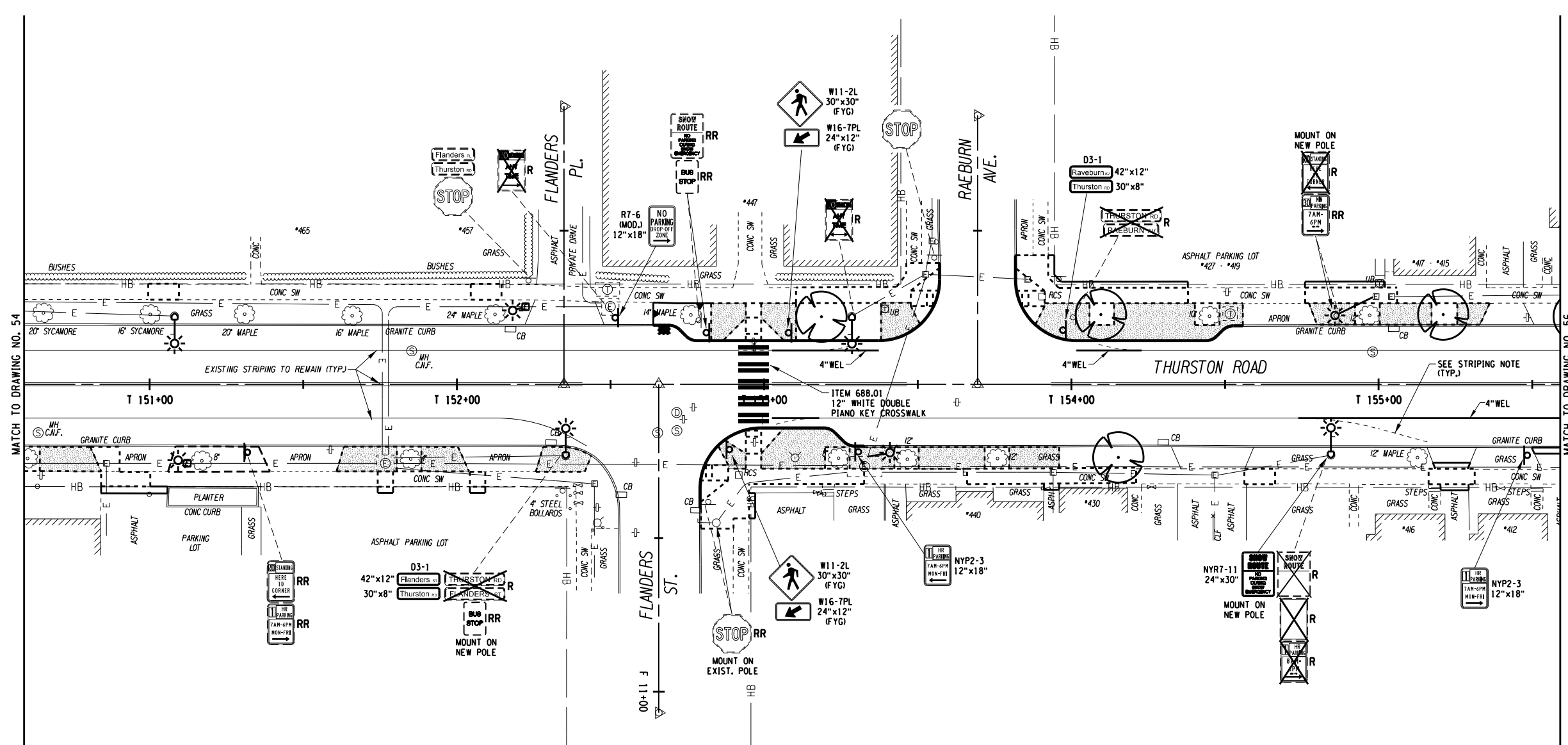
MANAGING ENGINEER: ALBERT J. GIGLIO, P.E.
CITY ENGINEER: JAMES R. MCINTOSH, P.E.

PROJECT TITLE
THURSTON ROAD REVITALIZATION PROJECT

ISSUED	MARCH, 2014
CHECKED	PJP
DRAWN	SAB / DAW
DESIGN	BRH
SCALE	AS NOTED
E.A. PROJECT NUMBER	19425.00
NO.	
REVISION	
BY	DATE

DRAWING TITLE
SIGN & STRIPING PLAN

DRAWING NO.
54
OF **60**



LEGEND

- NEW ORNAMENTAL FIXTURE
- NEW PEDESTRIAN SCALE LIGHT
- NEW TREE PIT 8'x8' OPENING
- NEW EXPOSED AGGREGATE CONCRETE SURFACING
- CONCRETE SIDEWALK REPLACEMENT
- NEW STREET TREE (SEE LANDSCAPING PLANS FOR FURTHER INFORMATION)
- NEW DRAINAGE STRUCTURE
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ERDMAN ANTHONY
PROJECT MANAGER: P. PRESUTTI
DRAWN BY: S. BEAMAN / D. WELLS

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

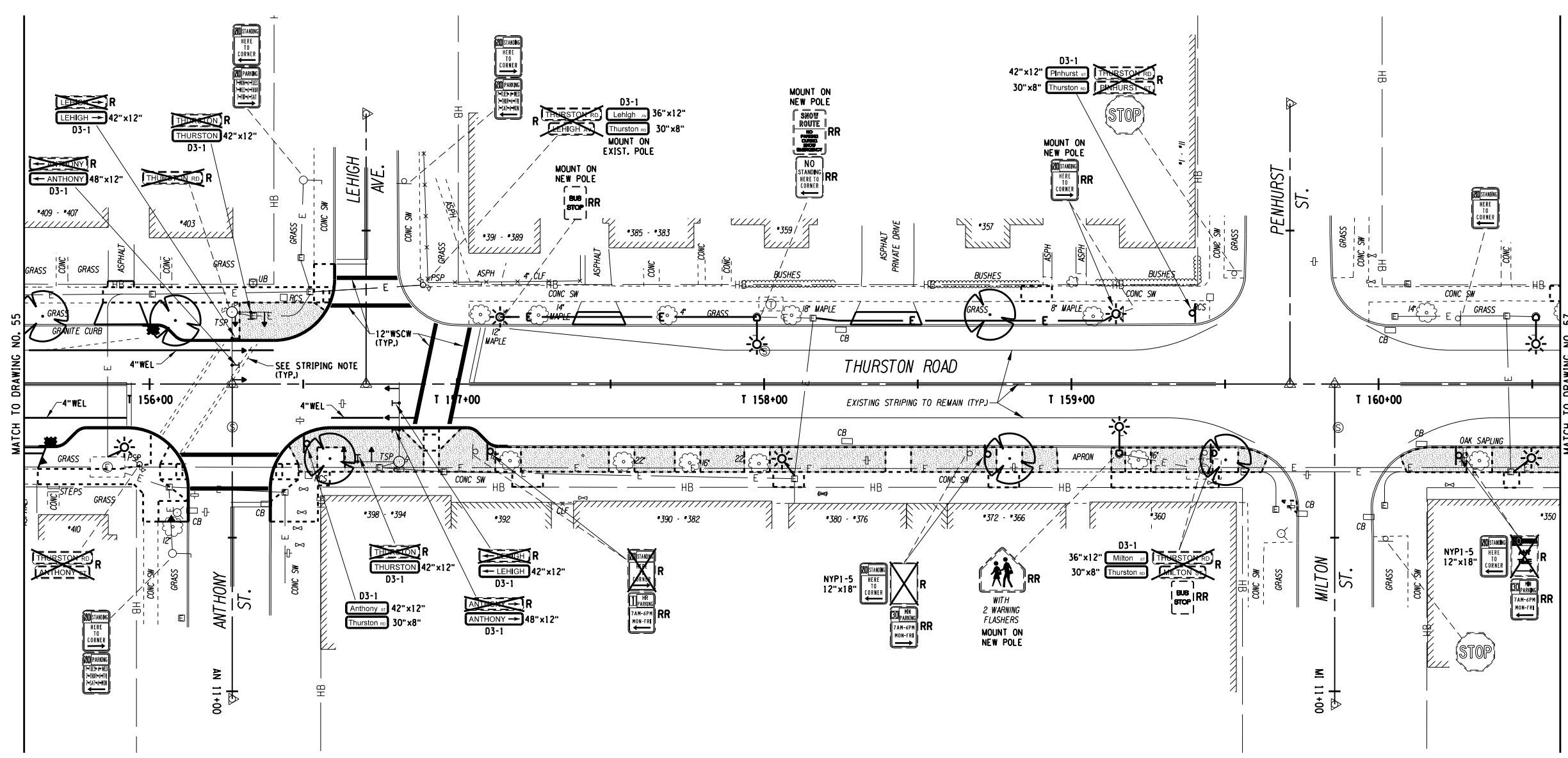
MANAGING ENGINEER: ALBERT J. GIGLIO, P.E.
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PROJECT TITLE
**THURSTON ROAD
REVITALIZATION
PROJECT**

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	E.A. PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

DRAWING TITLE
**SIGN & STRIPING
PLAN**

DRAWING NO.
55
OF
60



LEGEND

- NEW ORNAMENTAL FIXTURE
- NEW PEDESTRIAN SCALE LIGHT
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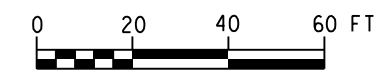
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Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
P. PRESUTTI

MANAGING ENGINEER:
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DRAWN BY:
JAMES R. MCINTOSH, P.E.

S. BEAMAN / D. WELLS

PROJECT TITLE

THURSTON ROAD REVITALIZATION PROJECT

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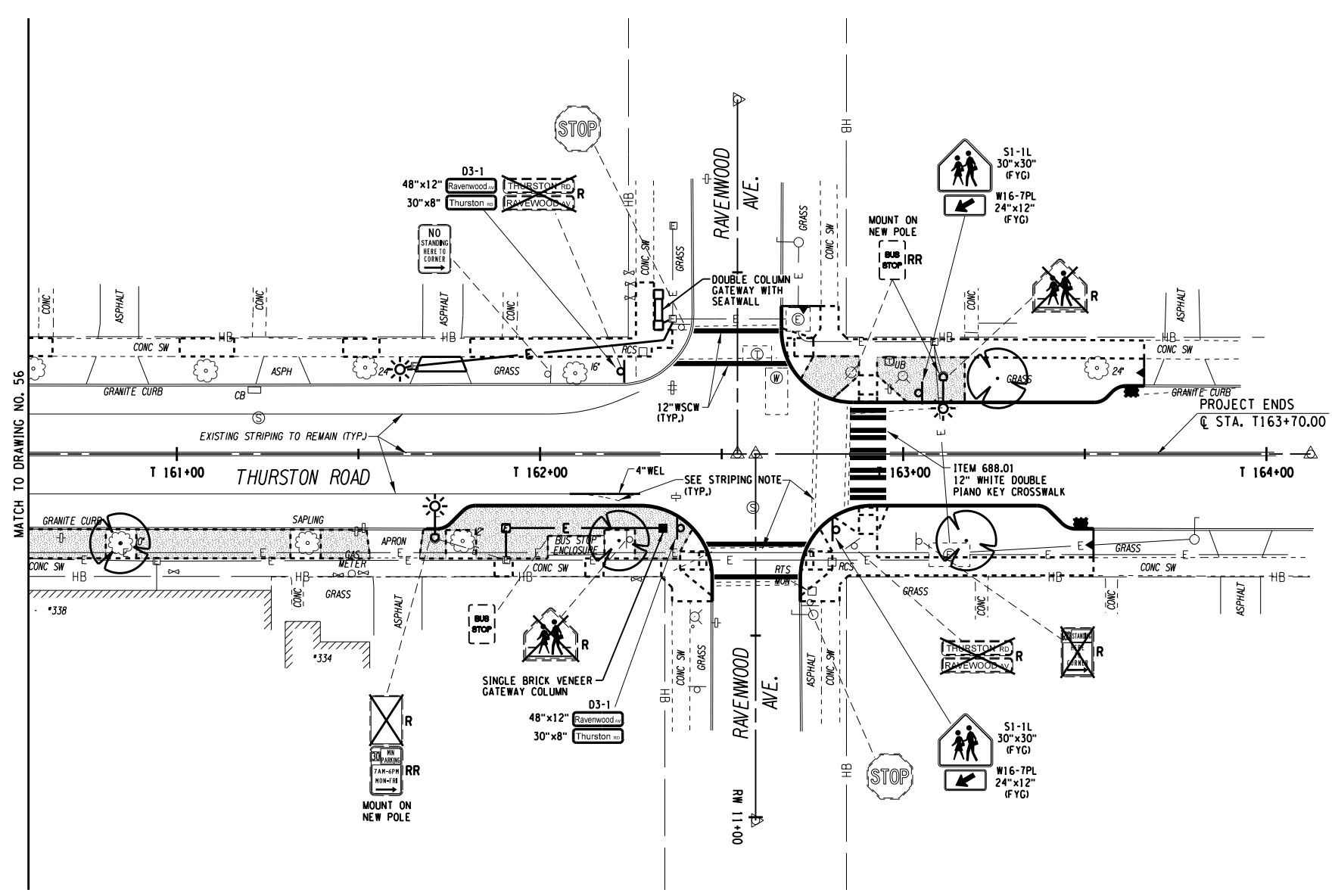
DRAWING TITLE

SIGN & STRIPING PLAN

DRAWING NO.

56

OF 60



LEGEND

NEW ORNAMENTAL
FIXTURE

NEW PEDESTRIAN
SCALE LIGHT

NEW TREE PIT
8'x8' OPENING

NEW EXPOSED
AGGREGATE CONCRETE
SURFACING

CONCRETE SIDEWALK
REPLACEMENT

NEW STREET TREE
(SEE LANDSCAPING PLANS
FOR FURTHER INFORMATION)

NEW DRAINAGE STRUCTURE

NEW ELECTRIC CONDUIT & PULLBOX

NEW BUMP-OUTS

SIGN LEGEND

= REMOVE & RELOCATE
EXISTING SIGN

= EXISTING SIGN TO BE
REMOVED AND/OR
REPLACED

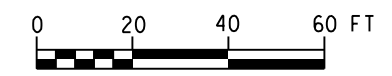
= EXISTING SIGN TO
REMAIN

= REPLACE NEW SIGN
LOCATION (MUTCD)

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ERDMAN
ANTHONY

Department of Environmental Services
Architecture and Engineering Services
City of Rochester, New York

PROJECT MANAGER:
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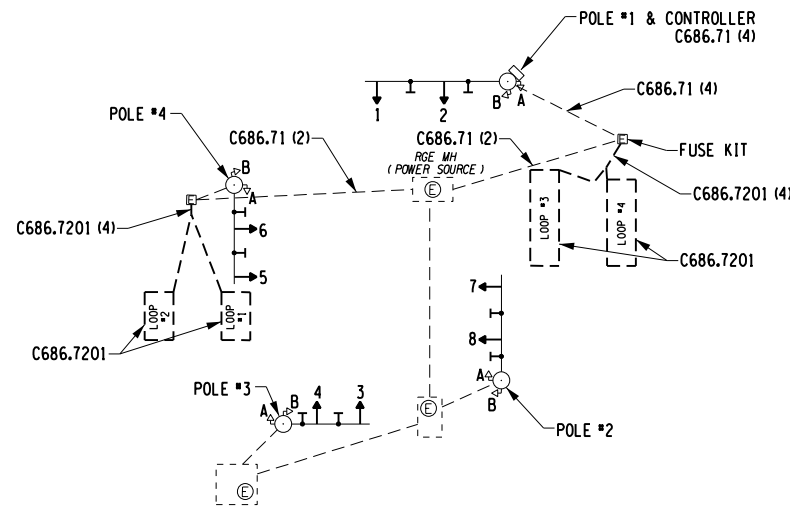
DRAWN BY:
S. BEAMAN / D. WELLS

PROJECT TITLE
**THURSTON ROAD
REVITALIZATION
PROJECT**

ISSUED	MARCH, 2014	CHECKED	PJP	DRAWN	SAB / DAW	DESIGN	BRH	SCALE	AS NOTED	EA PROJECT NUMBER	19425.00	NO.	REVISION	BY	DATE

DRAWING TITLE
**SIGN & STRIPING
PLAN**

DRAWING NO.
57
OF
60



WIRING DIAGRAM
THURSTON RD. & BROOK AVE.

TABLE OF SIGNS				
LOCATION	ITEM NO.	MUTCD	TEXT	QUANTITY
(A)	680.8205	R10-11a (MOD.)	NO TURN ON RED	4
(B)	680.8205	D3-1	THURSTON	2
(C)	680.8205	D3-1	BROOKS	2

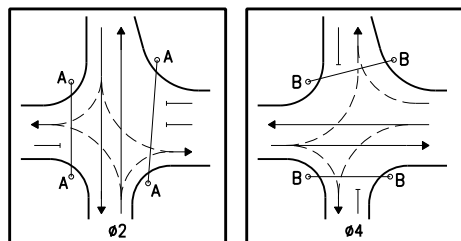
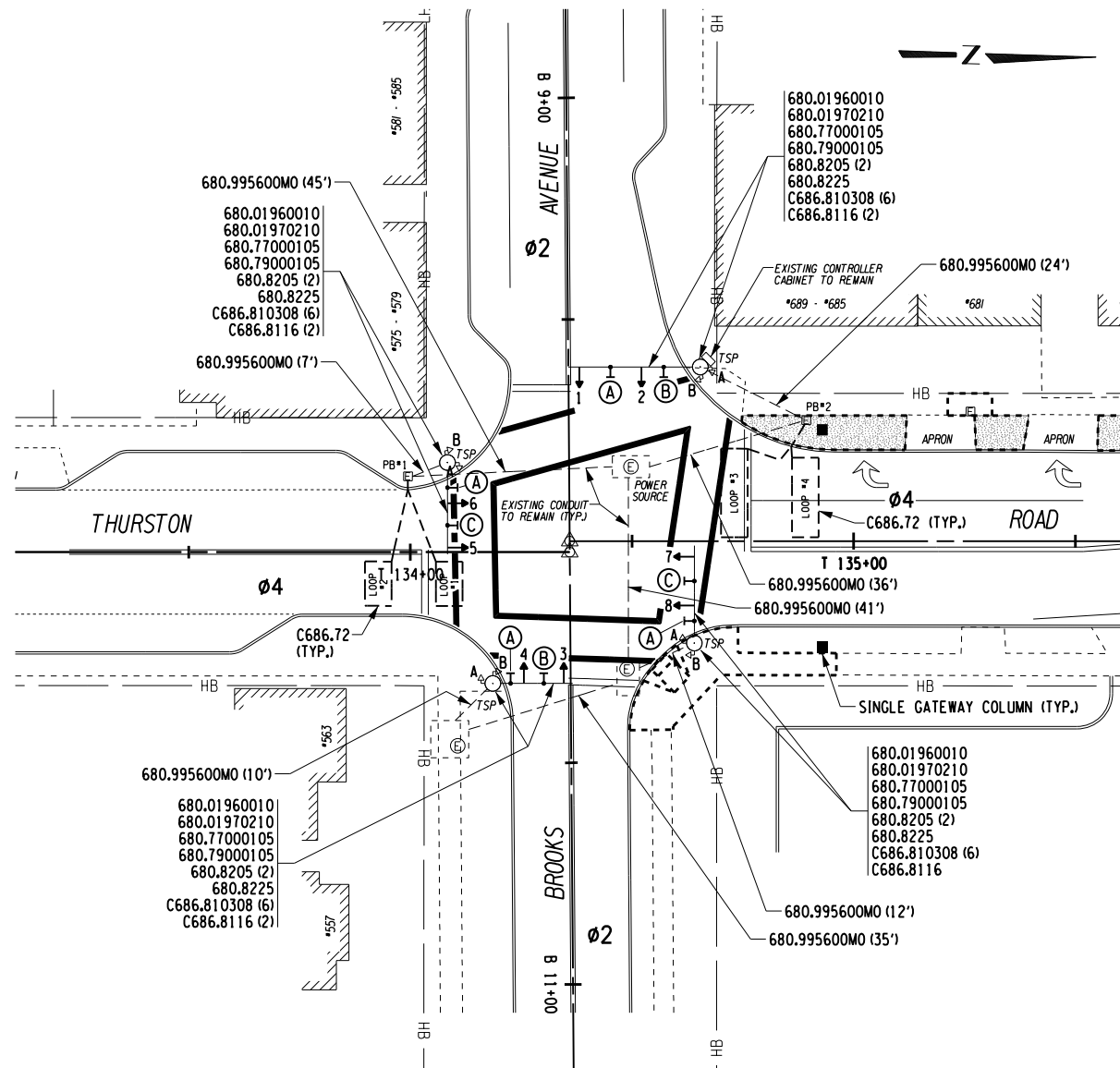
* USE EXISTING SIGN PANEL

(R)	680.810601	EXISTING TO REMAIN A,B
(Y)	680.810121MO	
(G)	680.810601	
(G)	680.810123MO	
(G)	680.810601	EXISTING TO REMAIN A,B
(G)	680.810125MO	
(G)	680.810601	
(G)	680.810125MO	





SIGNAL FACE DISPLAY
ALL LENS 12" DIAMETER

TRAFFIC SIGNAL NOTES
SEE TRAFFIC SIGNAL NOTES ON
DRAWING NO. 58

TABLE OF TRAFFIC SIGNAL QUANTITIES			
ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
619.1611	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A)	INT. MO.	6
680.01960010	PAINT GALVANIZED EXISTING MAST ARM	EA	4
680.01970210	PAINT GALVANIZED EXISTING TRAFFIC SIGNAL POLE (ALL SIZES)	EA	4
680.810601	TRAFFIC SIGNAL SECTION - POLYCARBONATE, TYPE I, 12 IN.	EA	24
680.8205	OVERHEAD SIGN ASSEMBLY - TYPE E	EA	8
680.8225	PEDESTRIAN PUSHBUTTON AND SIGN - WITHOUT POST	EA	4
680.995600MO	ROD AND CLEAN CONDUIT	LF	410
C686.71	SHIELDED LEAD-IN CABLE	LF	375
C686.72	INDUCTANCE LOOP INSTALLATION AND SEALING	LF	218
C686.7201	INDUCTANCE LOOP WIRE	LF	676
680.77000105	MODIFY TRAFFIC SIGNAL INSTALLATION - LOCATION 1	EA	1
680.79000105	REMOVE TRAFFIC SIGNAL INSTALLATION - LOCATION 1	EA	1
680.810121MO	LED TRAFFIC SIGNAL MODULES, 12" RED BALL	EA	8
680.810123MO	LED TRAFFIC SIGNAL MODULES, 12" YELLOW BALL	EA	8
680.810125MO	LED TRAFFIC SIGNAL MODULES, 12" GREEN BALL	EA	8
C686.810308	INSTALL LED BALL / ARROW TRAFFIC SIGNAL MODULE	EA	24
C686.811	RIGID MOUNT SIGNAL BRACKET ASSEMBLY	EA	8



LOOP TABLE				
LOOP NUMBER	WIRED	NO. OF TURNS	SIZE	FUNCTION
1	DIRECT	3	6' x 10'	Ø4
2	DIRECT	3	6' x 10'	Ø4
3	DIRECT	3	6' x 20'	Ø4
4	DIRECT	3	6' x 18'	Ø4

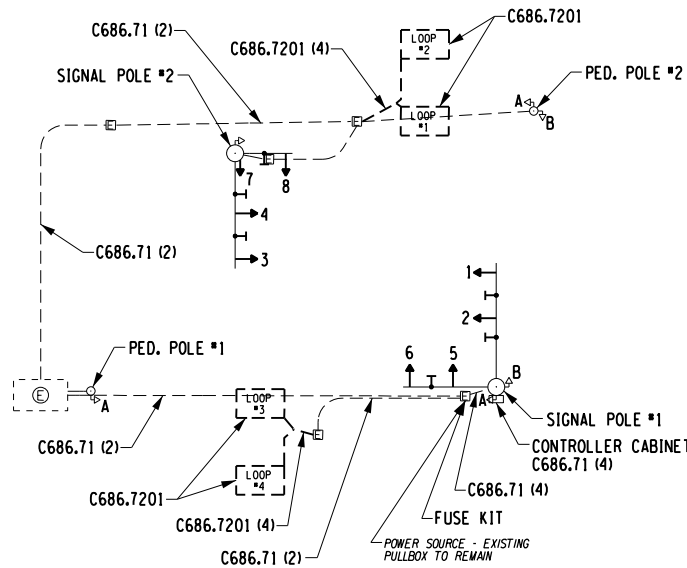
TABLE OF OPERATIONS														
PHASE	F A C E S										PEDESTRIAN INDICATIONS			
	1	2	3	4	5	6	7	8	9	10	A	B	C	D
Ø2	G	G	G	G	R	R	R	R						
Ø4	R	R	R	R	G	G	G	G						
EMERGENCY FLASH	FL-Y	FL-Y	FL-Y	FL-Y	FL-R	FL-R	FL-R	FL-R			BL	BL		

*A "WALKMAN" INDICATION FOLLOWED BY A FLASHING "HAND" INDICATION WILL BE DISPLAYED.

**UPON ACTUATION OF A PUSH BUTTON, A "WALKMAN" INDICATION FOLLOWED BY A FLASHING "HAND" INDICATION WILL BE DISPLAYED.

TABLE OF CLEARANCES				
TO	FROM			
	G	R		
G	G	R		
R	Y	R		

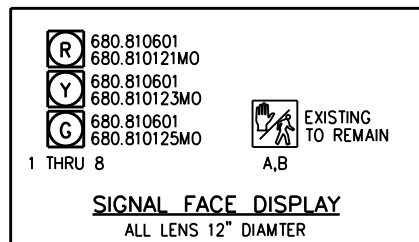




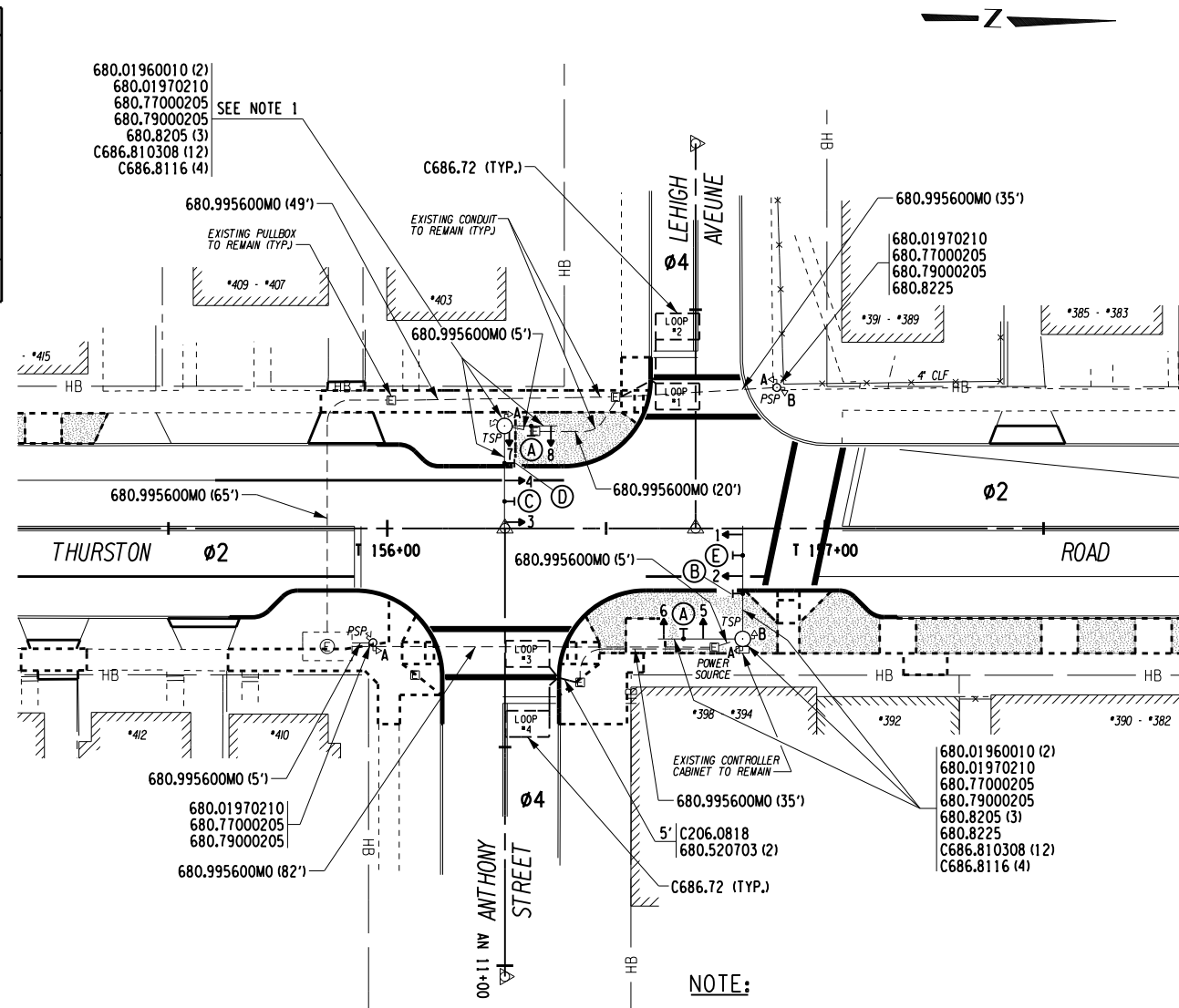
WIRING DIAGRAM
THURSTON RD. & ANTHONY ST. - LEHIGH AVE.

TABLE OF TRAFFIC SIGNAL QUANTITIES			
ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
619.1611	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A)	INT. MO.	6
680.01960010	PAINT GALVANIZED EXISTING MAST ARM	EA	4
680.01970210	PAINT GALVANIZED EXISTING TRAFFIC SIGNAL POLE (ALL SIZES)	EA	4
680.810601	TRAFFIC SIGNAL SECTION - POLYCARBONATE, TYPE I, 12 IN.	EA	24
680.8205	OVERHEAD SIGN ASSEMBLY - TYPE E	EA	6
680.8225	PEDESTRIAN PUSHBUTTON AND SIGN - WITHOUT POST	EA	2
680.995600M0	ROD AND CLEAN CONDUIT	LF	400
C686.71	SHIELDED LEAD-IN CABLE	LF	650
C686.72	INDUCTANCE LOOP INSTALLATION AND SEALING	LF	184
C686.7201	INDUCTANCE LOOP WIRE	LF	648
680.77000205	MODIFY TRAFFIC SIGNAL INSTALLATION - LOCATION 2	EA	1
680.79000205	REMOVE TRAFFIC SIGNAL INSTALLATION - LOCATION 2	EA	1
680.810121M0	LED TRAFFIC SIGNAL MODULES, 12" RED BALL	EA	8
680.810123M0	LED TRAFFIC SIGNAL MODULES, 12" YELLOW BALL	EA	8
680.810125M0	LED TRAFFIC SIGNAL MODULES, 12" GREEN BALL	EA	8
C686.810308	INSTALL LED BALL / ARROW TRAFFIC SIGNAL MODULE	EA	24
C686.811	RIGID MOUNT SIGNAL BRACKET ASSEMBLY	EA	8

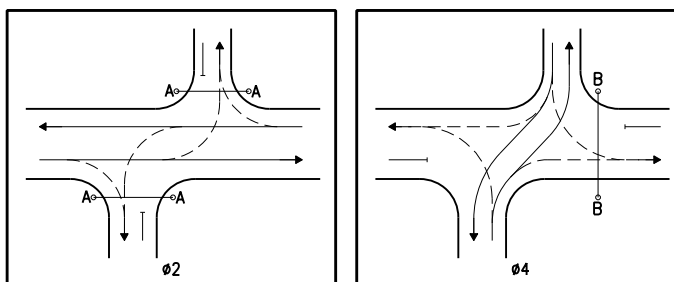
TABLE OF SIGNS				
LOCATION	ITEM NO.	MUTCD	TEXT	QUANTITY
(A)	680.8205	D3-1	THURSTON	2
(B)	680.8205	D3-1	ANTHONY →	1
(C)	680.8205	D3-1	← ANTHONY	1
(D)	680.8205	D3-1	LEHIGH →	1
(E)	680.8205	D3-1	← LEHIGH	1







TRAFFIC SIGNAL NOTES
SEE TRAFFIC SIGNAL NOTES ON
DRAWING NO. 58



NOTE:
1. SIGNAL FACE DISPLAY NO. 7 IS POLE MOUNTED AND
SHALL BE PLACED JUST BELOW THE MAST ARM CONNECTION.



PHASE DIAGRAM

TABLE OF OPERATIONS														
PHASE	F A C E S										PEDESTRIAN INDICATIONS			
	1	2	3	4	5	6	7	8	9	10	A	B	C	D
Ø2	G	G	G	G	R	R	R	R						
Ø4	R	R	R	R	G	G	G	G						
EMERGENCY FLASH	FL-Y	FL-Y	FL-Y	FL-Y	FL-R	FL-R	FL-R	FL-R			BL	BL	BL	BL

*A "WALKINGMAN" INDICATION FOLLOWED BY A FLASHING "HAND" INDICATION
WILL BE DISPLAYED.
**UPON ACTUATION OF A PUSH BUTTON, A "WALKMAN" INDICATION FOLLOWED
BY A FLASHING "HAND" INDICATION WILL BE DISPLAYED.

LOOP TABLE				
LOOP NUMBER	WIRED	NO. OF TURNS	SIZE	FUNCTION
1	DIRECT	3	6' x 10'	Ø4
2	DIRECT	3	6' x 10'	Ø4
3	DIRECT	3	6' x 10'	Ø4
4	DIRECT	3	6' x 10'	Ø4

TABLE OF CLEARANCES				
	FROM			
	G	R		
T	G	G	R	
O	R	Y	R	

