Department of Design and Construction

THE CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION
DIVISION OF INFRASTRUCTURE
30-30 THOMSON AVENUE
LONG ISLAND CITY, NY, 11101
TEL: 718.391.1000
WEB: www.nyc.gov/ddc

TO BE FILLED IN BY THE BIDDER:

BIDDER'S NAME:

_____

_____

BID SECURITY (CIRCLE ONE):
BID BOND / CERTIFIED CHECK

NUMBER OF ADDENDUMS RECEIVED AND ATTACHED TO BID:
_____ADDENDUMS

***DDC CLIENT AGENCY*:**
THE DEPARTMENT OF TRANSPORTATION

PREPARED BY:
IN HOUSE

DATE PREPARED:
10/27/2026

VOLUME 3 OF 3

FOR FURNISHING ALL LABOR AND MATERIALS NECESSARY AND REQUIRED FOR:

PROJECT ID: HWCB27QXM

SCHEDULE A
SPECIFICATIONS AND REVISIONS TO STANDARD SPECIFICATIONS

REPLACEMENT OF CONCRETE, STEEL FACED AND GRANITE CURBS AND RELATED SIDEWALK AND ROADWAY RESTORATION

TOGETHER WITH ALL WORK INCIDENTAL THERETO

BOROUGH OF QUEENS, THE BRONX AND MANHATTAN

CITY OF NEW YORK

VOLUME 3 OF 3

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(NO TEXT ON THIS PAGE)

SPECIFICATIONS AND STANDARDS OF NEW YORK CITY

The following specifications and standards are incorporated into the Contract Documents by reference as though fully set forth herein.

1. Standard Specifications and Drawings for New York City Department of Transportation (NYCDOT) are available:
   Online at: http://www1.nyc.gov/site/ddc/resources/publications.page
   a. NYC DOT Standard Highway Specifications, September 1, 2026
   b. NYC DOT Standard Details of Construction
   Online at: https://www1.nyc.gov/html/dot/html/about/dotlibrary.shtml#spec
   c. NYC DOT Division of Street Lighting Standard Drawings
   Online at: https://www1.nyc.gov/html/dot/downloads/pdf/nycdot-street-lighting-standard-drawings.pdf
   d. NYC DOT Standard Specifications for Traffic Signals
   e. NYC DOT Standard Drawings for Traffic Signals
   For purchase between 9:00 A.M. and 3:00 P.M. Bid Window, at 55 Water St., Ground Floor, NYC, N.Y. 10041. Tel. (212) 839-9435.
   f. NYC DOT Division of Street Lighting Specifications
2. The 2010 Americans with Disabilities Act (ADA) Standards; available online at: https://www.ada.gov/regs2010/2010ADAStandards/2010ADAstandards.htm
3. The 2013 Public Rights-of-Way Accessibility Guidelines (PROWAG); available online at: https://www.access-board.gov/files/prowag/PROW-SUP-SNPRM-2013.pdf
4. Standard Specifications and Drawings for New York City Department of Environmental Protection (NYCDEP) are available online at: http://www1.nyc.gov/site/ddc/resources/publications.page
   a. NYC DEP Standard Sewer and Water Main Specifications, September 1, 2026
   b. NYC DEP Instructions to Architect/Engineers Specifications for Concrete, January 1992
   c. NYC DEP General Specification 11-Concrete, November 1991
   d. NYC DEP Sewer Design Standards, September 2025
   e. NYC DEP Water Main Standard Drawings, September 19, 2024
   f. Specifications for Trunk Main Work, June 1, 2026
   g. Standard Green Infrastructure Specifications August 1, 2024
5. Standard Design and Guidelines for Green Infrastructure Practices, latest version, available only online at: https://www1.nyc.gov/assets/dep/downloads/pdf/water/stormwater/green-infrastructure/green-infrastructure-standard-designs.pdf
6. Standard Specifications and Drawings for New York City Fire Department Communications facilities of New York City are available online at https://www1.nyc.gov/assets/fdny/downloads/pdf/about/fdny-plant-operations-standard-drawings-specifications.pdf or for pick up from the FDNY Facilities Management Bureau, Plant Operations Engineering, 316 Sgt. Beers Avenue Cluster 1 Box 16, Fort Totten, N.Y. 11359. Contact: Mr. Ed Durkin, Tel. (718) 281-3933
7. Tree Planting Standards of the City of New York Parks & Recreation are available at the following Department of Parks & Recreation website: http://www.nycgovparks.org/pagefiles/53/Tree-Planting-Standards.pdf
8. Standards and Specifications for Utility Joint Bid work are available online at http://www1.nyc.gov/site/ddc/resources/publications.page
   a. CET SPECIFICATIONS AND SKETCHES, dated November 2010
   b. JOINT-BIDDING SPECIFICATIONS AND SKETCHES FOR MANHATTAN, Issued August 1, 2005

SCHEDULE A

(GENERAL CONDITIONS TO CONSTRUCTION CONTRACT (INCLUDING GENERAL CONDITIONS RELATED TO ARTICLE 22 – INSURANCE)

PART I. REQUIRED INFORMATION

INFORMATION FOR BIDDERS SECTION 26 BID SECURITY The **Contractor** shall obtain a bid security in the amount indicated to the right.	Required provided the TOTAL BID PRICE set forth on the Bid Form is $1,000,000. or more. Certified Check: 2% of Bid Amount or Bond: 10% of Bid Amount
INFORMATION FOR BIDDERS SECTION 26 PERFORMANCE AND PAYMENT BONDS The **Contractor** shall obtain performance and payment bonds in the amount indicated to the right.	Required for contracts in the amount of $1,500,000 or more. Performance Security and Payment Security shall each be in an amount equal to 100% of the Contract Price
INFORMATION FOR BIDDERS DEPARTMENT OF DESIGN AND CONSTRUCTION SAFETY REQUIREMENTS The **Contractor** shall provide the safety personnel as indicated to the right.	■ Project Safety Representative ☐ Dedicated, full-time Project Safety Manager
CONTRACT ARTICLE 14 DATE FOR SUBSTANTIAL COMPLETION The **Contractor** shall substantially complete the **Work** in the number of calendar days indicated to the right.	See Page SA-4 and as stated in the Work Orders
CONTRACT ARTICLE 15 LIQUIDATED DAMAGES If the **Contractor** fails to substantially complete the **Work** within the time fixed for substantial completion plus authorized time extensions or if the **Contractor**, in the sole determination of the **Commissioner**, has abandoned the **Work**, the **Contractor** shall pay to the **City** the amount indicated to the right.	$3250.00 for each consecutive calendar day over Substantial Completion Time as set forth for each Work Order (See Special Provisions, Section B - HIGHWAY PROJECT SPECIFIC PROVISIONS, paragraph 6 (C) in S-PAGES)
CONTRACT ARTICLE 17. SUB-CONTRACTOR The **Contractor** shall not make subcontracts totaling an amount more than the percentage of the total **Contract** price indicated to the right.	Not to exceed 49% of the **Contract** price

CONTRACT ARTICLE 21. **RETAINAGE** The **Commissioner** shall deduct and retain until the substantial completion of the **Work** the percent value of the **Work** indicated to the right.	5 % of the value of the **Work**
CONTRACT ARTICLE 22. **(Per Directions Below)**	See pages SA-5 through SA-12
CONTRACT ARTICLE 24. **DEPOSIT GUARANTEE** As security for the faithful performance of its obligations, the **Contractor**, upon filing its requisition for payment on **Substantial Completion**, shall deposit with the **Commissioner** a sum equal to the percentage of the **Contract** price indicated to the right.	1% of **Contract** price
CONTRACT ARTICLE 24. **PERIOD OF GUARANTEE** Periods of maintenance and guarantee other than the period set forth in Article 24.1 are indicated to the right.	Eighteen (18) Months, excluding Trees and Plants Twenty-four (24) Months for Trees and Plants
CONTRACT ARTICLE 75. **COMPENSATION TO BE PAID TO CONTRACTOR** The **City** shall pay and the **Contractor** shall accept in full consideration for the performance of the **Contract**, subject to additions and deductions as provided herein**,** the total sum **shown in the column to the right,** being the amount at which the **Contract** was awarded to the **Contractor** at a public letting thereof, based upon the **Contractor's** bid for the **Contract.**	Amount for which the **Contract** was Awarded: _____ _____ Dollars ($_____)
CONTRACT ARTICLE 79. **PARTICIPATION BY MINORITY-OWNED AND WOMEN-OWNED BUSINESS ENTERPRISES IN CITY PROCUREMENT**	See M/WBE Utilization Plan in the PASSPort Procurement M/WBE Considerations Section.

STANDARD HIGHWAY SPECIFICATIONS SECTION 6.40 LIQUIDATED DAMAGES FOR ENGINEER'S FIELD OFFICE If the Contractor fails to satisfactorily provide the field office and all equipment specified in **Section 6.40 - Engineer's Field Office**, and/or if a cited deficiency exceed seventy two (72) hours after notice from the Engineer in writing, or is permitted to recur, liquidated damages will be assessed in the amount specified herein for each subsequent calendar day or part thereof that a cited deficiency resulting in nonpayment, as described in **Section 6.40.5**, is not corrected.	$ 800.00 for each calendar day of deficiency
STANDARD HIGHWAY SPECIFICATIONS SECTION 6.70 LIQUIDATED DAMAGES FOR MAINTENANCE AND PROTECTION OF TRAFFIC	$ 400.00 for each instance of failure to comply with the Maintenance and Protection of Traffic requirements within three (3) hours after written notice from the Engineer. $ 800.00 for each and every hour of failing to open the entire width of roadway to traffic the morning following a night/weekend work operation.
STANDARD HIGHWAY SPECIFICATIONS SECTION 7.13 LIQUIDATED DAMAGES FOR MAINTENANCE OF SITE If the Contractor fails to comply, within three (3) consecutive hours after written notice from the Engineer, with the requirements of **Section 7.13 - Maintenance of Site**, the Contractor shall pay to the City of New York, until such notice has been complied with or rescinded, the sum specified above per calendar day, for each instance of such failure, as liquidated damages and not as a penalty, for such default.	$ 650.00 for each calendar day, for each occurrence
VOLUME 3 OF 3, S – PAGES, PART (B) HIGHWAY PROJECT SPECIFIC PROVISIONS Page S-13, ARTICLE(C) EXECUTION OF WORK ORDERS LIQUIDATED DAMAGES FOR EXECUTION OF WORK ORDERS If the Contractor fails to mobilize and begin work within the mobilization period specified in the Work Order issued and/or complete the work within the time frame for completion specified in the Work Order, liquidated damages will be assessed in the amount(s) specified herein each subsequent calendar day.	$ 650.00 for each calendar day of failure to mobilize and begin work after the mobilization period specified in the Work Order and/or complete the work within the time frame for completion specified in the Work Order.

Date for Substantial Completion (Reference: Article 14)

The Contractor shall substantially complete the Work within the Final Contract Duration determined in accordance with the terms and conditions set forth herein.

The Base Contract Duration for this project is 545 consecutive calendar days ("ccds").

The Final Contract Duration shall be the Base Contract Duration when a check mark is indicated before the word "NO", below, and shall be the Base Contract Duration adjusted by the table set forth below when a check mark is indicated before the word "YES", below.

_____ YES √ NO

When the Final Contract Duration is indicated above to be adjusted by the table below, the table may increase the Base Contract Duration depending on the date of scheduled substantial completion to avoid a scheduled substantial completion of the Work during the winter months. The date of scheduled substantial completion shall be determined by adding the Base Contract Duration to the date specified to commence work in the written Notice to Proceed. The Final Contract Duration shall then be determined as follows:

(a) Find the row that corresponds to the month of substantial completion based on the Base Contract Duration added to the date specified to commence work in the written Notice to Proceed.
(b) Find the number of days to be added to the Base Contract Duration in the table below. Add that number of days to the Base Contract Duration to obtain the Final Contract Duration in consecutive calendar days.

Month of Substantial Completion based on the Base Contract Duration	Number of Days of adjustment
January	150
February	120
March	90
April	60
May	30
June	0
July	0
August	0
September	0
October	0
November –December 15	0
December 16 – December 31	180

(GENERAL CONDITIONS RELATING TO ARTICLE 22 – INSURANCE)

PART II. TYPES OF INSURANCE, MINIMUM LIMITS AND SPECIAL CONDITIONS

Note: All certificate(s) of insurance submitted pursuant to Contract Article 22.3. 3 must be accompanied by a Certification by Broker consistent with Part III below and include the following information:

- **For each insurance policy, the name and NAIC number of issuing company, number of policy, and effective dates;**
- **Policy limits consistent with the requirements listed below;**
- **Additional insureds or loss payees consistent with the requirements listed below; and**
- **The number assigned to the Contract by the City (in the "Description of Operations" field).**

Insurance indicated by a blackened box (■) or by X in a □ to left will be required under this contract

Types of Insurance (per Article 22 in its entirety, including listed paragraph)	Minimum Limits and Special Conditions
■ Commercial General Liability Art. 22.1.1	The minimum limits shall be $ 3,000,000 per occurrence and $ 6,000,000 per project aggregate applicable to this **Contract.** Additional Insureds: 1. City of New York, including its officials and employees, with coverage at least as broad as ISO Form CG 20 10 and CG 20 37, 2. All person(s) or organization(s), if any, that Article 22.1.1(b) of the **Contract** requires to be named as Additional Insured(s), with coverage at least as broad as ISO Form CG 20 26. The Additional Insured endorsement shall either specify the entity's name, if known, or the entity's title (e.g., Project Manager),

■ Workers' Compensation Art. 22.1.2 ■ Disability Benefits Insurance Art. 22.1.2 ■ Employers' Liability Art. 22.1.2 ☐ Jones Act Art. 22.1.3 ☐ U.S. Longshoremen's and Harbor Workers Compensation Act Art. 22.1.3	Workers' Compensation, Employers' Liability, and Disability Benefits Insurance: Statutory per New York State law without regard to jurisdiction. **Note:** The following forms are acceptable: (1) New York State Workers' Compensation Board Form No. C-105.2, (2) State Insurance Fund Form No. U-26.3, (3) New York State Workers' Compensation Board Form No. DB-120.1 and (4) Request for WC/DB Exemption Form No. CE-200. The City will not accept an ACORD form as proof of Workers' Compensation or Disability Insurance. Jones Act and U.S. Longshoremen's and Harbor Workers' Compensation Act: Statutory per U.S. Law. ☐ Additional Requirements: (1) NYCTA "OUTSIDE CONTRACT" INSURANCE REQUIREMENTS: Workers' Compensation Insurance (including Employer's Liability Insurance) with limits of not less than $2,000,000, which limit may be met by a combination of primary and excess insurance meeting the statutory limits of New York State. (2) Two (2) certificates of such insurance shall be furnished to the Director, Risk Management, MTA Risk and Insurance Management Standards, Enforcement and Claims Unit, 2 Broadway, 21st Floor, New York, NY 10004.
☐ Builders' Risk Art. 22.1.4	☐ Required: 100% of total bid amount ☐ Required: 100 % of total bid amount for Item(s): **Contractor** the Named Insured; the **City** both an Additional Insured and one of the loss payees as its interests may appear. If the **Work** does not involve construction of a new building or gut renovation work, the **Contractor** may provide an installation floater in lieu of Builders Risk insurance. Note: Builders Risk Insurance may terminate upon **Substantial Completion** of the **Work** in its entirety.

■ Commercial Auto Liability Art. 22.1.5	$ 2,000,000 per accident combined single limit If vehicles are used for transporting hazardous materials, the **Contractor** shall provide pollution liability broadened coverage for covered vehicles (endorsement CA 99 48) as well as proof of MCS 90 Additional Insureds:
☐Contractors Pollution Liability Art. 22.1.6	$ 5,000,000 per occurrence $ 5,000,000 aggregate Additional Insureds: 1. City of New York, including its officials and employees, and 2. _____ 3. _____
☐ Marine Protection and Indemnity Art. 22.1.7(a)	$_____ each occurrence $_____ aggregate Additional Insureds: 1. City of New York, including its officials and employees, and 2. _____ 3. _____
☐ Hull and Machinery Insurance Art. 22.1.7(b)	$_____ per occurrence $_____ aggregate Additional Insureds: 1. City of New York, including its officials and employees, and 2. _____ 3. _____

☐ Marine Pollution Liability Art. 22.1.7(c)	$ 1,000,000 per occurrence $ 1,000,000 aggregate Additional Insureds: 1. City of New York, including its officials and employees, and 2. _____ 3. _____
[OTHER] Art. 22.1.8 ☐ Railroad Protection Liability Policy (ISO-RIMA or equivalent form) approved by Permittor covering the work to be performed at the designated site and affording protection for damages arising out of bodily injury or death, physical damage to or destruction of property, including damage to the Insured's own property and conforming to the following: • Policy Endorsement CG 28 31 - Pollution Exclusion Amendment is required to be endorsed onto the policy when environmental-related work and/or exposures exist. • Indicate the Name and address of the Contractor to perform the work, the Contract # and the name of the railroad property where the work is being performed and the Agency Permit. • Evidence of Railroad Protective Liability Insurance, must be provided in the form of the Original Policy. A detailed Insurance Binder (ACORD or Manuscript Form) will be accepted pending issuance of the Original Policy, which must be provided within 30 days of the Binder Approval.	$ 2,000,000 per occurrence $ 6,000,000 annual aggregate Named Insureds: 1. The New York City Transit Authority ("NYCT"), the Manhattan and Bronx Surface Transit Operating Authority ("MaBSTOA"), the Staten Island Rapid Transit Operating Authority ("SIRTOA"), the Metropolitan Transportation Authority ("MTA") including its subsidiaries and affiliates, MTA Construction & Development Company ("MTA C&D"), MTA Bus Company ("MTA Bus"). 2. The AMTRAK, its subsidiaries and affiliated companies.

[OTHER] Art. 22.1.8

■ Professional Liability

A. The Contractor's Professional Engineer shall maintain and submit evidence of Professional Liability Insurance in the minimum amount of $1,000,000 per claim. The policy or policies shall include an endorsement to cover the liability assumed by the Contractor under this Contract arising out of the negligent performance of professional services or caused by an error, omission or negligent act of the Contractor's Professional Engineer or anyone employed by the Contractor's Professional Engineer.

B. Claims-made policies will be accepted for Professional Liability Insurance. All such policies shall have an extended reporting period option or automatic coverage of not less than two (2) years. If available as an option, the Contractor's Professional Engineer shall purchase extended reporting period coverage effective on cancellation or termination of such insurance unless a new policy is secured with a retroactive date, including at least the last policy year.

[OTHER] Art. 22.1.8 ■ Engineer's Field Office **Section 6.40, Standard Highway Specifications**	Fire insurance, extended coverage and vandalism, malicious mischief and burglary, and theft insurance coverage in the amount of <u>$40,000</u>

[OTHER] Art. 22.1.8

☐ The Following Additional Insurance Must Be Provided:

Umbrella/Excess Liability Insurance - The Contractor shall provide Umbrella/Excess Liability Insurance in the minimum amount of $10,000,000 per Occurrence and $10,000,000 in Aggregate. The policy terms and condition should be at least as broad as the underlying policies. The underlying policies should comply with the insurance provision as outlined by the contract. Defense cost should be in addition to the limit of liability. The City of New York, including its officials and employees, should be included as additional insured as respects to the noted project.

Per **Article 22.2.5** of the **Standard Construction Contract:** The Contractor may satisfy its insurance obligations as defined in this Schedule A through primary policies or a combination of primary and excess/umbrella policies, so long as all policies provide the scope of coverage required herein.

SCHEDULE A
(GENERAL CONDITIONS TO CONSTRUCTION CONTRACT)
(GENERAL CONDITIONS RELATING TO ARTICLE 22 – INSURANCE)

PART III. CERTIFICATES OF INSURANCE

All certificates of insurance (except certificates of insurance solely evidencing Workers' Compensation Insurance, Employer's Liability Insurance, and/or Disability Benefits Insurance) must be accompanied by one of the following:

(1) the Certification by Insurance Broker or Agent on the following page setting forth the required information and signatures;

-- OR --

(2) copies of all policies as certified by an authorized representative of the issuing insurance carrier that are referenced in such certificate of insurance. If any policy is not available at the time of submission, certified binders may be submitted until such time as the policy is available, at which time a certified copy of the policy shall be submitted.

CITY OF NEW YORK

CERTIFICATION BY INSURANCE BROKER OR AGENT

The undersigned insurance broker represents to the City of New York that the attached Certificate of Insurance is accurate in all material respects.

_____
[Name of broker or agent (typewritten)]

_____
[Address of broker or agent (typewritten)]

_____
[Email address of broker or agent (typewritten)]

_____
[Phone number/Fax number of broker or agent (typewritten)]

_____
[Signature of authorized official, broker, or agent]

_____
[Name and title of authorized official, broker, or agent (typewritten)]

State of ……)
) ss.:
County of ……)

Sworn to before me this _____ day of _____, 20____

_____
NOTARY PUBLIC FOR THE STATE OF _____

SCHEDULE A

(GENERAL CONDITIONS TO CONSTRUCTION CONTRACT)

PART IV. ADDRESS OF COMMISSIONER

Wherever reference is made in Article 7 or Article 22 to documents to be sent to the **Commissioner** (e.g., notices, filings, or submissions), such documents must be sent through email to insurance@ddc.nyc.gov. Hard copy documents of the above requirement are no longer required.

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R - PAGES

REVISIONS TO STANDARD SPECIFICATIONS

NOTICE

The Specification Bulletin(s) ("SB(s)") referenced in this Section (R-Pages) may consist of revisions to the following Standard Specifications:

- New York City Department of Transportation ("NYC DOT") Standard Highway Specifications, dated 9/1/2026;
- New York City Department of Environmental Protection ("NYC DEP") Standard Sewer and Water Main Specifications, dated 9/1/2026;
- NYC Department of Environmental Protection ("NYC DEP") Standard Green Infrastructure Specifications, dated 8/1/2024; and
- NYC DEP Specifications for Trunk Main Work, dated 6/1/2026.

The SB(s) modify and supersede portions of the applicable Standard Specifications. The provisions contained in this Contract's I-Pages, S-Pages and SW-Pages may further modify the applicable Standard Specifications.

The following active SB(s) are included as part of this contract:

- *NONE*

The SB(s) are available online at:
http://www1.nyc.gov/site/ddc/resources/specification-bulletins.page

(NO FURTHER TEXT ON THIS PAGE)

I - PAGES

NEW SECTIONS

NOTICE

UNLESS OTHERWISE NOTED, ALL SECTIONS, SUBSECTIONS, ARTICLES, OR SUBARTICLES AS REFERRED TO HEREIN WITHIN THESE NEW SECTION SPECIFICATIONS SHALL BE THOSE OF THE NEW YORK CITY DEPARTMENT OF TRANSPORTATION'S (NYCDOT'S) CURRENT STANDARD HIGHWAY SPECIFICATIONS WITH CURRENT ADDITIONS, MODIFICATIONS AND REVISIONS TO THE STANDARD HIGHWAY SPECIFICATIONS (R-PAGES).

THE STANDARD HIGHWAY SPECIFICATIONS ARE NOT INCLUDED IN THESE I-PAGES. SEE THE NYCDOT STANDARD HIGHWAY SPECIFICATIONS BOOKS FOR STANDARD SPECIFICATIONS TEXTS.

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(NO TEXT ON THIS PAGE)

1.06.23.(S). – TRUCKING

All third-party trucking hired by the prime contractor or any tier subcontractor must be submitted as a Request for Subcontractor Approval (RFAS) as a subcontractor with the following exceptions:

1) For materials delivered by a supplier;

2) For pick-up and delivery of containers and/or dumpsters not used for soils

SECTION 4.07 BA-S - Reset Granite Curb

4.07BA-S.1. INTENT. This section describes construction of Reset Granite Curb.

4.07BA-S.2. DESCRIPTION. Curb shall be Granite, and with concrete cradle, unless otherwise specified.

4.07BA-S.3. MATERIALS AND METHODS. All materials and methods shall comply with the requirements of Item No. 4.07 BA in Section 4.07 of the Standard Highway Specifications, with the following modifications and additions:

Pedestrian ramps shall be constructed as per the NYCDOT Standard Details of Construction by providing a zero reveal in the existing granite curb by:

a) cutting out a portion of the curb;
b) lowering the curb;
c) cutting and resetting the curb; or
d) any combination of the above.

Existing granite curb, where directed, shall be recut and refinished, and reset with concrete cradle. The Contractor may recut and/or refinish existing granite curb in place, where approved by the Engineer. In that case, the curb shall be saw cut at 3/4"± intervals, perpendicular to the top or face of curb to the required depth; the remaining granite shall be removed as necessary by chisel cutting or other approved method; and then the Contractor shall grind and refinish the top of curb to the desired slope and elevation, providing a true, neat plane surface.

Shop cutting will be permitted, however the cost of any temporary or permanent roadway restoration required due to the removal of curb shall be deemed included in the price bid for this item.

All edges shall butt flush with not more than 1/8" gap per joint.

4.07BA-S.4. MEASUREMENT. The quantity to be measured for payment shall be the length of reset granite curb, constructed, complete, in place, as required, measured along the top of the exposed face of curb, and adjusted in accordance with Section 5.04 of the Standard Highway Specifications.

4.07 BA-S.5. PRICE TO COVER. The contract price per linear foot of Reset Granite Curb, with concrete cradle shall cover the cost of all labor, materials, equipment, insurance, and incidentals required to construct the curb complete in place, in full compliance with the requirements of the specifications, and to maintaining the curb in good condition as specified in Section 5.05 of the Standard Highway Specifications. The work shall also include, but not limited to, excavation (other than rock excavation) and backfilling, the removal of not more than one (1') foot width of roadway pavement along the curb line and the restoration of all removed pavement in full compliance with the applicable sections of the Standard Highway Specifications and the drawings referenced in S-Pages herein.

Restoration of pavement removed beyond the above defined limits, shall be done by the Contractor at no additional cost to The City

Also, price includes, but is not limited to, cutting and dressing existing curb, removal and disposal of excess excavated materials and debris, and the restoration of roadway adjacent to

reset curb, as required.

If the Contractor damages any existing curb during removal, resetting, cutting, handling, or chipping, it shall be replaced, in kind, at no additional cost to the City.

Payment will be made under:

Item No.	Description	Pay Unit
4.07 BA-S	RESET GRANITE CURB	L.F.

SECTION 4.07 CB-S - New Granite Curb, Straight

4.07 CB-S.1. INTENT. This section describes construction of New Granite Curb.

4.07CB-S.2. DESCRIPTION. Curb shall be Granite with concrete cradle, unless otherwise specified.

4.07 CB-S.3. MATERIALS AND METHODS. All materials and methods shall comply with the requirements of Item No. 4.07 CB in Section 4.07 of the Standard Highway Specifications, with the following modifications and additions:

Granite curb shall be Type 1, Class A, cut and dressed. All exposed surfaces shall have a thermal finish. The Contractor shall be required to furnish shop drawings of his proposed curb, including depressed curb details for the approval of the Engineer.

4.07 CB-S.4. MEASUREMENT. The quantity to be measured for payment shall be the length of new granite curb, constructed, complete, in place, as required, measured along the top of the exposed face of curb, and adjusted in accordance with Section 5.04 of the Standard Highway Specifications.

4.07 CB-S.5. PRICE TO COVER. The contract price per linear foot of new granite Curb, of the depth specified, shall cover the cost of all labor, materials, equipment, insurance, and incidentals required to construct the curb complete in place, in full compliance with the requirements of the specifications, to furnish such samples for testing and to provide such testing equipment, laboratory space and facilities, as may be required, and the cost of maintaining the curb in good condition as specified in Section 5.05 of the Standard Highway Specifications. The work shall also include, but not be limited to, excavation (other than rock excavation) and backfilling, the removal of not more than one (1') foot width of roadway pavement along the curb line and the restoration of all removed pavement in full compliance with the applicable sections of the Standard Highway Specifications and the drawings referenced in S-Pages herein.

Restoration of pavement removed beyond the above defined limits, shall be done by the Contractor at no additional cost to the City.

Payment will be made under:

Item No.	Item	Pay Unit
4.07 CB-S	NEW GRANITE CURB, STRAIGHT	L.F.

SECTION 4.08 AA-S - Concrete Curb (18" Deep)

4.08 AA-S.1. INTENT. This section describes construction of Concrete Curb.

4.08 AA-S.2. DESCRIPTION. Concrete Curb shall be made of concrete six (6”) inches wide on top, eight (8”) inches wide on the bottom, eighteen (18”) inches deep, measured on the back.

4.08 AA-S.3. MATERIALS AND METHODS. All materials and methods shall comply with the requirements of Item No. 4.08 AA in Section 4.08, of the Standard Highway Specifications.

4.08 AA-S.4. MEASUREMENT. The quantity to be measured for payment shall be the length of concrete curb, constructed, complete, in place, as required, measured along the top of the exposed face of curb, and adjusted in accordance with Section 5.04 of the Standard Highway Specifications.

4.08 AA-S.5. PRICE TO COVER. The contract price per linear foot of Concrete Curb, of the depth specified, shall cover the cost of all labor, materials, equipment, insurance, and incidentals required to construct the curb complete in place, in full compliance with the requirements of the specifications, to furnish such samples for testing and to provide such testing equipment, laboratory space and facilities, as may be required, and the cost of maintaining the curb in good condition as specified in Section 5.05 of the Standard Highway Specifications. The work shall also include, but not be limited to, excavation (other than rock excavation) and backfilling, the removal of not more than one (1’) foot width of roadway pavement along the curb line and the restoration of all removed pavement in full compliance with the applicable sections of the Standard Highway Specifications and the Curb Installation Detail in S-Pages herein.

Restoration of pavement removed beyond the above defined limits shall be done by the Contractor at no additional cost to the City.

Payment will be made under:

Item No.	Item	Pay Unit
4.08 AA-S	CONCRETE CURB (18" DEEP)	L.F.

SECTION 4.09 A - Straight Steel Faced Concrete Curb (18" Deep)

4.09 A.1. INTENT. This section describes construction of Steel Faced Concrete Curb.

4.09 A.2. DESCRIPTION. Steel Faced Concrete Curb shall consist of the steel curb facing set in a concrete cradle extending to a minimum depth of nine (9”) inches below the bottom of angles or a minimum of seven (7”) inches below the bottom of bent plates, to provide the depth of curb specified. The cradle shall be flush with the face of the steel. The steel shall be backed with concrete for a width of eight (8”) inches from the face of the steel facing or as shown on the Contract Drawings.

4.09 A.3. MATERIALS AND METHODS. All materials and methods shall comply with the requirements of Item Nos. 4.09 AD and 4.09 BD in Section 4.09 of the Standard Highway Specifications, for Item Nos. 4.09 AD-S and 4.09 BD-S, respectively, with the following modifications and additions:

The replacement of the existing curb with steel faced concrete curb shall consist of the following work:

a) Removal of curb and roadway material.
b) Furnishing and setting of new steel facing plate.
c) Pouring concrete for steel facing plate.
d) Restoration of roadway surface adjacent to new curb, conforming to the applicable provisions of Sections 4.02 and 4.04 of the Standard Highway Specifications.
e) Painting of steel plate (See Standard Drawing H-1010).

4.09 A.4. MEASUREMENT. The quantities to be measured for payment shall be the number of linear feet of Straight Steel Faced Concrete Curb (18” Deep) and Depressed Steel Faced Concrete Curb (18” Deep) constructed, complete, in place, as required, measured along the top of the exposed face of steel, and adjusted in accordance with Section 5.04 of the Standard Highway Specifications.

4.09 A.5 PRICES TO COVER. The contract prices per linear foot of each type of Steel Faced Concrete Curb, of the depth specified, shall cover the cost of all labor, materials, equipment, insurance, and incidentals required to construct the curb complete, in place, in full compliance with the requirements of the specifications, to furnish such samples for testing and to provide such testing equipment, laboratory space and facilities, as may be required, and the cost of maintaining the curb in good condition as specified in Section 5.05 of the Standard Highway Specifications. The unit prices bid shall also include, but not be limited to, excavation (other than rock excavation) and backfilling, the removal of not more than one (1’) foot width of roadway pavement along the curb line and the restoration of all removed pavement in full compliance with the applicable sections of the Standard Highway Specifications and the drawings referenced in S-Pages herein.

Restoration of pavement removed beyond the above defined limits shall be done by the Contractor at no additional cost to the City.

Payment will be made under:

Item No.	Item	Pay Unit
4.09 AD-S	STRAIGHT STEEL FACED CONCRETE CURB (18" DEEP)	L.F.
4.09 BD-S	DEPRESSED STEEL FACED CONCRETE CURB (18" DEEP)	L.F.

SECTION 4.09 CM-S - Corner Steel Faced Concrete Curb

4.09CM-S.1. INTENT. This section describes construction of Corner Steel Faced Concrete Curb.

4.09CM-S.2. DESCRIPTION. Corner Steel Faced Concrete Curb shall consist of the steel curb facing set in a concrete cradle extending to a minimum depth of nine (9") inches below the bottom of angles or a minimum of seven (7") inches below the bottom of bent plates, to provide a curb depth of eighteen (18") inches, measured from the back. The cradle shall be flush with the face of the steel. The steel shall be backed with concrete for a width of eight (8") inches from the face of the steel facing or as shown on the Contract Drawings.

4.09CM-S.3. MATERIALS AND METHODS. All materials and methods shall comply with the requirements of Item No. 4.09 CD in Section 4.09 of the Standard Highway Specifications, with the following modifications and additions for the replacement of existing corner curb including, but not limited to, depressed steel faced concrete curb for construction of pedestrian ramps as per the NYC Standard Highway Details of Construction:

The replacement of the existing corner steel faced concrete curb with steel faced concrete curb shall consist of the following work:

a) Removal of curb and roadway material.
b) Furnishing and setting of new steel facing plate.
c) Pouring of concrete for steel facing plate.
d) Restoration of roadway surface adjacent to new curb, conforming to the applicable provisions of Sections 4.02 and 4.04 of the Standard Highway Specifications.
e) Painting of steel plate (See Standard Drawing H-1010).

Resetting corner steel faced concrete curb, only where specifically directed, shall be paid for at the unit price bid for Corner Steel Faced Concrete Curb. The work includes:

a) Breaking out and removal of all concrete behind the existing steel facing.
b) Burning and/or cutting off the facing plate to conform to the required standard shape and saw-cutting the existing curb as necessary.
c) Grinding the cut edge of steel plate facing.
d) Cleaning and resetting, as required.
e) Pouring of new concrete behind the remaining steel facing.
f) Painting of steel plate (See Standard Drawing H-1010).

Also, the cost of installing any curb up to three (3') feet in length beyond the installed tangent corner curb will be paid for as corner steel faced concrete curb, under this Item 4.09 CM-S.

Where the curb beyond the corner is steel faced concrete curb, the steel faced curb shall be extended to meet the existing curb as directed by the Engineer and the cost of the additional tangent length of steel faced concrete curb beyond the initial three (3) feet of tangent curb, that is to be measured and paid for under this Item 4.09 CM-S, will be measured and paid for as straight steel faced concrete curb, under Item 4.09 AD-S.

Where corner curb is directed to be reset, the unit price shall also include the cost of removal and disposal of existing materials and restoration of roadway adjacent to reset curb, as required, and prime coating and finish painting of the existing steel facing.

4.09CM-S.4. MEASUREMENT. The quantity to be measured for payment shall be the number of linear feet of steel faced concrete curb constructed, complete, in place, as required, measured along the top of the exposed face of steel, and adjusted in accordance with Section 5.04 of the Standard Highway Specifications.

4.09CM-S.5. PRICE TO COVER. The contract price per linear foot of Corner Steel Faced Concrete Curb, shall cover the cost of all labor, materials, equipment, insurance, and incidentals required to construct the curb complete in place, in full compliance with the requirements of the specifications, to furnish such samples for testing and to provide such testing equipment, laboratory space and facilities, as may be required, and the cost of maintaining the curb in good condition as specified in Section 5.05 of the Standard Highway Specifications. The work shall also include, but not be limited to, excavation (other than rock excavation) and backfilling, the removal of not more than one (1') foot width of roadway pavement along the curb line and the restoration of all removed pavement in full compliance with the applicable sections of the Standard Highway Specifications and the drawings referenced in S-Pages herein.

Restoration of pavement removed beyond the above defined limits shall be done by the Contractor at no additional cost to the City.

Payment will be made under:

Item No.	Item	Pay Unit
4.09 CM-S	CORNER STEEL FACED CONCRETE CURB	L.F.

SECTION 4.13 A - 4" Concrete Sidewalk

4.13A.1. INTENT. This section describes construction of Concrete Sidewalk (Pigmented and Unpigmented) for installation of Sidewalk.

4.13A.2. DESCRIPTION. Concrete Sidewalk shall be of the width specified and shall be laid on a foundation six (6") inches thick.

Sidewalk shall consist of a single course of concrete four (4") inches thick, except in driveways and corner quadrants where it shall be seven (7") inches thick to be paid for under Item No. 4.13 BA-S and 4.13 BAC-S.

4.13A.3. MATERIALS AND METHODS. All materials and methods shall comply with the requirements of Item No. 4.13 AAS and 4.13 ABS for Item Nos. 4.13 AA-S and 4.13 AB-S, respectively, in Section 4.13 of the Standard Highway Specifications.

4.13A.4. MEASUREMENT. The area of 4" thick concrete sidewalk in square feet and the amount to be paid for under each item shall be determined by cores as provided in Section 5.04 of the Standard Highway Specifications.

In determining the area of Concrete Sidewalk to be paid for under each type, the areas occupied by the tree wells, bases of columns, manhole heads, gate boxes and similar structures will be deducted from the measured area of concrete sidewalk when they measure more than one (1) square foot and will not be deducted when they measure one (1) square foot or less.

The Contractor is not to proceed with any sidewalk construction unless ordered to do so by the Commissioner or his authorized representative.

4.13A.5. PRICES TO COVER**.** The contract price per square foot for each type of 4" thick concrete sidewalk shall cover the cost of all labor, materials, equipment, insurance, and incidentals required to construct concrete sidewalk of the thickness specified, complete, in place with foundation material in accordance with Subsection 4.13.4.(B) of the Standard Highway Specifications. The unit prices bid shall also include, but not be limited to, pigment when specified, curing, special scoring as may be required to match that of the adjacent existing sidewalk, and excavation (other than rock excavation) and backfilling, in full compliance with the requirements of the specifications, to construct test standards, to furnish such samples for testing and to provide such testing equipment, laboratory space and facilities as may be required and the cost of maintaining the sidewalk in good condition as specified in Section 5.05 of the Standard Highway Specifications.

Payment will be made under:

Item No.	Item	Pay Unit
4.13 AA-S	4" CONCRETE SIDEWALK (UNPIGMENTED)	S.F.
4.13 AB-S	4" CONCRETE SIDEWALK (PIGMENTED)	S.F.

SECTION 4.13 B - 7" Concrete Sidewalk

4.13B.1. INTENT. This section describes construction of Concrete Sidewalk (Pigmented and Unpigmented).

4.13B.2. DESCRIPTION. Concrete Sidewalk shall be of the width specified and shall be laid on a foundation six (6") inches thick.

Sidewalk shall consist of a single course of concrete seven (7") inches thick.

4.13B.3. MATERIALS AND METHODS. All materials and methods shall comply with the requirements of Item No. 4.13 BAS and 4.13 BBS, as appropriate, in Section 4.13 of the Standard Highway Specifications, with the following modifications and additions:

Where new 7" concrete sidewalk on the new base cannot be installed due to clearance problems, the Engineer may recommend an alternate thinner concrete sidewalk slab be installed. Where the new alternate sidewalk slab is less than 7" thick but greater than 4", wire mesh reinforcement shall be installed in accordance with Section 4.14 of the Standard Highway Specifications. Where the new alternate sidewalk slab is greater than 3" thick but not greater than 4", a wire mesh reinforcement shall be installed in accordance with Section 4.14 and the concrete shall be Class A-40. Payment for alternate thicknesses of sidewalk slabs will be made at the unit price bid for 7" concrete sidewalk and no additional payment will be made for any wire mesh or increase in strength of concrete used.

4.13B.4. MEASUREMENT. The area of 7" thick concrete sidewalk in square feet and the amount to be paid for under each item shall be determined by cores as provided in Section 5.04 of the Standard Highway Specifications. In addition, for each corner quadrant, the maximum limits of payment for Item 4.13 BAC-S and 4.13 BBC-S, 7" Concrete Sidewalk, is 150 square feet where only one (1) ramp is installed and 175 square feet where two (2) ramps are installed. At any corner where these limits are exceeded no additional payment will be made for the excess thickness of concrete sidewalk and payment for that sidewalk will only be made at the unit price bid for 4" Concrete Sidewalk (Pigmented or Unpigmented, as applicable), under Item 4.13 AB-S or 4.13 AA-S.

In determining the area of Concrete Sidewalk to be paid for under each item, the areas occupied by the tree wells, bases of columns, manhole heads, gate boxes and similar structures will be deducted from the measured area of concrete sidewalk when they measure more than one (1) square foot and will not be deducted when they measure one (1) square foot or less.

The Contractor is not to proceed with any sidewalk construction unless ordered to do so by the Commissioner or his authorized representative.

4.13B.5. PRICES TO COVER**.** The contract price per square foot for each type of 7" thick concrete sidewalk shall cover the cost of all labor, materials, equipment, insurance, and incidentals required to construct concrete sidewalk of the thickness specified, complete, in place with foundation material in accordance with Subsection 4.13.4.(B) of the Standard Highway Specifications. The unit price bid shall also include, but not be limited to, pigment when specified, curing, special scoring as may be required to match that of the adjacent existing sidewalk, and excavation (other than rock excavation) and backfilling, in full compliance with the requirements of the specifications, to construct test standards, to furnish such samples for testing and to provide such testing equipment, laboratory space and facilities as may be required and the cost of

maintaining the sidewalk in good condition as specified in Section 5.05 of the Standard Highway Specifications.

Payment will be made under:

Item No.	Item	Pay Unit
4.13 BA-S	7” CONCRETE SIDEWALK (UNPIGMENTED)	S.F.
4.13 BAC-S	7” CONCRETE SIDEWALK AT CORNER QUANDRANTS(UNPIGMENTED)	S.F.
4.13 BB-S	7” CONCRETE SIDEWALK (PIGMENTED)	S.F.
4.13 BBC-S	7” CONCRETE SIDEWALK AT CORNER QUANDRANTS(PIGMENTED)	S.F.

SECTION 4.16P – RECEIVING, STORING AND PLANTING A CITY PROVIDED STREET TREE

Refer to both the NYC DPR Street Tree Planting Standards for New York City, the NYC DOT Standard Highway Specifications SECTION 4.16 and The City Of New York Department Of Environmental Protection Standard Green Infrastructure Specifications SECTION GI-4.16. Updates to sub-sections in SECTION 4.16 for the purposes of SECTION 4.16P are noted below.

4.16P.1 INTENT.

DELETE and ADD. This section describes the work necessary for the planting of city provided street trees, which will be provided and delivered by NYCDPR to the Contractor's storage location at no cost to the Contractor. The trees will be planted by the Contractor in NYCDPR approved locations, in accordance with the specifications, and directions of the Engineer.

4.16P.2 DESCRIPTION

DELETE (A)
DELETE (B).
REPLACE (C) with: Planting must consist of ; receiving and unloading, proper storage, handling, watering, establishing, maintaining, and placing new city provided street trees at locations shown on the Contract Drawings or directed by the Engineer. All work to be in accordance with the specifications to the satisfaction of the Engineer.
Planting city provided street trees includes, but is not limited to, all labor, materials, and equipment required for the preparation of new or existing sidewalk, lawn, or tree beds, excavation of all materials of whatever nature encountered; furnishing specified soil; placing specified soil in new tree pits; staking, spraying, pruning, protecting and establishing all trees; and furnishing and installing all other incidentals required for the proper performance of the work; all, in accordance with the Standard Drawings, the specifications and the directions of the Engineer. The Contractor must obtain and submit to the Engineer the required NYCDPR permit for trees planted in the Right-Of-Way. All references to tree pits will also include Green Infrastructure Assets, where applicable.

4.16P.3 GENERAL

DELETE (A)
DELETE (C)(2,3), Replace with: Upon the Engineer's determination that it is impracticable or impossible to plant all required city provided street trees or any smaller number of them within a planting season which falls within the contract substantial completion period, the Contractor will be required to place soil in accordance with the requirements of the specifications, and protect the asset as identified in Sections GI-4.15.5 Topsoil and GI-2.13.6.F.Engineered soil. Tree pits should not be dug until the tree is on site, to ensure proper hole depth.

4.16P.4 MATERIALS

DELETE (A)(2). Replace with: Plant names must agree with the nomenclature of "Standardized Plant Names" as adopted by the American Joint Committee on Horticultural Nomenclature 1942 edition: size and grading standards must conform to those of the American Association of Nurserymen *American Standards for Nursery Stock*, current edition, at the time of bid, unless otherwise specified. No substitutions will be permitted except by written permission of the Engineer.

ADD (A)(3). Quality and Nursery Inspection. For trees procured by NYCDPR, the Contractor will have the option to accompany the NYCDPR and NYCDDC to the tree procurement nursery. The

Contractor may exercise this option by contacting the Engineer and NYCDPR after the contract is awarded. All of the Contractor's costs associated with accompanying the Agencies to and from the tree procurement nursery will be the responsibility of Contractor. If the Contractor chooses to accompany the Agencies to the tree procurement nursery, the Contractor must notify the Engineer and NYCDPR in writing no later than February 1 for spring planting and October 1 for fall planting. The Contractor must provide a minimum of three dates that the Contractor is available to the Agencies with its notification. The Contractor will not be able to tag individual trees but can view representative samples of trees that will be delivered.

ADD (A)(5). The Contractor in consultation with the Engineer will schedule delivery of trees with the city provided street tree nursery. The city provided street tree nursery will be responsible for the cost of delivery. All trees will be delivered to a location as specified by the Contractor and the Engineer. The delivery location must be within New York City or within twenty (20) miles from the city limits. Ten (10) days prior to commencement of tree delivery the contractor will have the option at their own cost to confirm trees are of an acceptable state of dormancy to be dug and delivered. Failure to visit each nursery prior to trees being shipped waives the Contractor's ability to reject trees at the time of tree delivery for trees not being sufficiently dormant. The tree procurement nursery will provide Parks with written confirmation of the delivery schedule. The tree procurement nursery will provide forty-eight (48) hour notice to both the Contractor and the Engineer.

As soon as trees are available for delivery from the tree procurement nursery, as determined by the Engineer, the Contractor will be required to accept at most 200 trees per week and per delivery. The Contractor must continue to accept 200 trees per week and minimum of 50 per delivery until the total quantity of trees required for the season has been delivered, unless otherwise directed by the Engineer. The delivery schedule arranged between the Contractor and the tree procurement nursery must meet these minimum requirements unless Parks approves an alternate delivery schedule in advance of the delivery. Trees may be delivered in open or enclosed vehicles. It will be the responsibility of the Contractor to unload the trees once delivered. Failure to be prepared to unload trees on the scheduled delivery date and time will result in liquidated damages, see Schedule A. The assessment of said liquidated damages by the Engineer will not absolve the Contractor of its responsibility to accept future delivery of trees.

4.16P.5 METHODS

DELETE (A, B, C)

Reference GI-4.16.5 (B) Planting

4.16P.6 MAINTENENACE – No changes

4.16P.7 REPLACEMENT – No changes

4.16P.8 MEASUREMENT

DELETE (A, B, and C)

4.16P.9 PAYMENT SCHEDULE FOR STUMP REMOVAL

DELETE Subsection

4.16P.10 PRICES TO COVER

DELETE (A), (B) and (C)

REPLACE (D) with: The contract price for this ITEM shall be a unit price and shall cover the cost of all labor, materials, plant, equipment, inspections, insurance, and incidentals necessary to complete the work of planting the new city provided trees, as shown on the Contract Drawings, as specified and as directed by the Engineer. The cost of, furnishing and incorporating topsoil or

engineered soil in tree pits, and spreading mulch over tree pits are also included in the unit price bid for each planting item. Saw cutting and removal of pavement is also included.

Payment will be made under:

Item No.	Item	Pay Unit
4.16P	RECEIVING, STORING AND PLANTING A CITY PROVIDED STREET TREE	EACH

SECTION 6.51 BD-P - Pavement Key at Pedestrian Ramps (3’ to 6’ Wide)

1. Intent. This section describes the work of installing pavement keys in order to remove depressed or damaged wearing course, to facilitate storm water runoff (without ponding) and to facilitate installation of new pavement.

2. Description. The construction of pavement keys shall consist of cutting, milling, and removing a portion of the existing pavement to the required depth and width, generally next to curb or areas of poor pavement; all in accordance with the specifications and the directions of the Engineer.

3. Methods. The Contractor shall saw-cut or chisel-cut, for a depth of 1-1/2", a joint line in the existing asphaltic concrete wearing course at limits of pavement keys as directed.

All grindings (millings) and excavation material removed under this Section shall be loaded directly into dump trucks and shall be satisfactorily disposed of by the Contractor, away from the site. No debris will be allowed to accumulate at the site.

All milling shall be done prior to excavation of existing curb; however, it shall be done not less than two weeks prior to the excavation of existing curb.

4. Uses. Pavement Key at Pedestrian Ramp (various widths) shall be used in the following locations:

1) At all locations requiring gutter adjustments (3' to 6' wide) both inside and outside corner quadrant (pedestrian ramp) areas as directed. To lower roadway or reshape roadway to eliminate ponding.
2) To remove asphaltic bumps or depression or badly crazed areas in the roadway to provide positive surface flow away from the ramp area.
3) Milling shall be to the required depth to facilitate an average of 1-1/2" resurfacing after the work is completed.
4) At locations to be excavated under other contract items.

5. Measurement. The quantity to be measured for payment, under Item 6.51 BD-P, shall be the number of cubic yards of existing pavement actually cut out to provide a pavement key at pedestrian ramps and other locations as directed. Measurement shall be a vehicle measurement based on the number of cubic yards of material removed and disposed away by Contractor, measured in trucks at the place of loading. Only water level loads will be accepted and no allowance will be made for any crown or peak of the load.

6. Price to Cover. The contract price per cubic yard of Item 6.51 BD-P, shall cover the cost of furnishing all labor, plant, equipment, insurance, and necessary incidentals required and completing the work, including saw cutting at beginning and end of grinding limits, cutout of existing roadway material, loading all grindings and excavated material into dump trucks, and removing and disposing of said material away from the site, all in accordance with the specifications and the directions of the Engineer.

Payment will be made under:

Item No.	Item	Pay Unit
6.51 BD-P	PAVEMENT KEY AT PEDESTRIAN RAMPS (3’ TO 6’ WIDE)	C.Y.

SECTION 7.35 - PEDESTRIAN CHANNELIZER

7.35.1. INTENT. This section describes the work of providing interlocking pedestrian channelizers to be used as temporary pedestrian access route between pedestrian and construction work areas when directed by the Engineer.

Pedestrian channelizer must provide the same level of pedestrian guidance as concrete or plastic barrier, but should be light weight, easier to transport, install and remove with interlocking arrangements.

7.35.2. MATERIALS. The work shall consist of furnishing, maintaining, relocating, and removing pedestrian channelizer in sidewalk areas as per the specifications, as shown on the Contract Drawings or where otherwise directed by the Engineer.

Pedestrian Channelizer units must meet the requirements of the following standards:

a. 2010 ADA Standards for Accessible Design
b. 2024 Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)
c. 2023 Manual on Uniform Traffic Control Devices (MUTCD), with FHWA Revisions and NYS Supplements

Product should meet the crash test and evaluation criteria contained in the American Association of State Highway and Transportation Officials' (AASHTO) Manual for Assessing Safety Hardware (MASH) and have a FHWA acceptance letter.

Acceptable products include:

a. ADA PEDESTRIAN BARRICADE – STRONG WALL by PLASTICADE
b. ADA COMPLIANT PEDESTRIAN BARRICADE like Safety Rail & SafetyWall by PSS
c. Urbanite 57000 Series by Urbanite
d. Plastic Safety System Safety Wall by PAUL PETERSON SAFETY DIVISION.
e. Or approved equivalent

Battery operated flashing units as approved by the Engineer.

7.35.3. METHODS. Pedestrian Channelizer units of the various sizes required shall be furnished to the site, complete, ready to use. All units shall be in good condition and acceptable to the Engineer. pedestrian channelizer installed must meet the requirements of the standards listed in **Section 7.35.2** above.

The Contractor shall install pedestrian channelizer by placing them where shown on the Contract Drawings or where otherwise directed by the Engineer. Adjacent units shall be interlocked. Weights (sand or water ballast in the unit, sandbags, concrete blocks, etc.) must be used per the manufacturer’s recommendations, as necessary to ensure stability, or as directed by the Engineer. Weights must not interfere with pedestrian travel. The minimum number of interlocked barricade units in a given run must be two, unless otherwise approved by the Engineer. Where less than three units are required and approved by the Engineer, additional measures shall be taken by the Contractor to stabilize the shorter length of interlocking barricade and prevent overturning.

At corners, units four feet or less in length must be used to form smooth curved runs of barricade.

Contractor shall continuously maintain the temporary pedestrian steel barricades, where shown on the Contract Drawings or directed by the Engineer, until ordered by the Engineer to remove the barricades at the completion of a work stage. Should a unit or units of barricades become damaged

or otherwise unacceptable to the Engineer, the Contractor shall replace said units within twenty-four (24) hours of notice by the Engineer, at no additional cost to the City.

Battery operated flashing units will be installed on every alternate pedestrian channelizer or as approved by the Engineer.

7.35.4. MEASUREMENT. The quantity to be measured for payment shall be the number of linear feet of pedestrian channelizer constructed and placed, complete, based upon the summation of the lengths of the individual units so constructed and placed.

Payment will be made for only the initial installation at any location. Whenever pedestrian channelizer are moved to a new location, as required by the Contract Drawings or directed by the Engineer, payment will be made in the same manner as if it were an initial installation. Whenever the Contractor proposes to move pedestrian channelizer to a new location it is subject to approval of the Engineer and must be in accordance with the latest approved progress schedule. Minor movement of the pedestrian channelizer within a work area will not be considered as a movement to a new location and will not entitle the Contractor to additional payment. Minor movement within a work area includes, but is not limited to

- Movement from one side of the roadway to the other side
- Movement to adjust the roadway or work zone width
- Movement required to access the work zone or to secure the work zone
- Linear movement of less than one block within an established work zone
- Rearrangement within a work area

No payment will be made: for non-interlocked units of barricade; for barricade units greater than four (4') feet in length used in corner quadrants; for movements of pedestrian channelizer made for the Contractor's convenience; for movement of barricades at a given location at the end of a work period and subsequent replacement at the same location at the beginning of the next work period; for movement of barricades at a given location during a work period and subsequent replacement at the same location during the same work period; or for the interchanging of barricades between initial installations.

7.35.5. PRICE TO COVER. The contract price bid per linear foot for PEDESTRIAN CHANNELIZER will cover the cost of furnishing all labor, materials, plant, equipment, insurance, battery operated flashing units and necessary incidentals required to furnish, install, maintain, relocate, and remove PEDESTRIAN CHANNELIZER, complete with weights for stability, in accordance with the Contract Drawings, the specifications, and the directions of the Engineer.

Where there is no scheduled item for temporary Pedestrian Steel Barricades, the cost of furnishing, installation, maintenance, relocation, and subsequent removal of PEDESTRIAN CHANNELIZER as required will be deemed included in the unit price bid for the Maintenance and Protection of Traffic Item.

Payment will be made under:

Item No.	Item	Pay Unit
7.35	PEDESTRIAN CHANNELIZER	L.F

SECTION 7.70 TPR – Temporary Pedestrian Ramp

(Not a Pay Item)

7.70TPR.1. INTENT.

This section describes the work of providing Temporary Pedestrian Ramps (TPRs) near new pedestrian construction work areas and the ADA guidelines. TPRs should provide access to sidewalk routes when pedestrian ramps are not accessible due to construction activities going on or around pedestrian ramps.

The work will consist of furnishing, installation, maintaining, relocating, and removing temporary pedestrian ramps in order to access sidewalk areas as shown on the Contract Drawings or where otherwise directed by the Engineer.

TPR must consist of temporary pedestrian ramp units having a geometry similar to that shown on the contract drawings, as directed the Engineer and complying with the following requirements:

1. TPR running slope must not exceed 1:12 ramp slope, which equals 4.8 degrees slope or one foot of wheelchair ramp for each inch of rise. For instance, a 30 inch rise requires a 30 foot handicap wheelchair ramp.
2. Cross slope must not exceed 1:48.
3. Handrails must be provided on both sides if rise is more than 6 inches.
4. A minimum 5' x 5' flat, unobstructed area at the top and bottom of the ramp
5. A Minimum width of 36 inches of clear space across the wheelchair ramp.
6. Maximum run of 30 feet will be allowed ramp before a rest or turn platform.
7. Ramp handrail height will be between 34" and 38" in height on both sides of the wheelchair ramps.
8. The TPR must allow for normal street drainage.

Note: At areas with grass strips, ramp to be located at closest concrete walk or driveway by means of ground level decking on grass connecting to the concrete sidewalk or driveway etc.

7.70TPR.2. MATERIALS AND METHODS.

1. LUMBER TPR: Lumber should have a slip-resistant surface. Use pressure treated wood for most of the wood material. Lumber must be preservative-treated southern pine, grade #2 or better. Pressure treated lumber must resists rot and decay with level of treatment as per American Wood Council latest standards. Decking board for the TPR will be at a minimum 2” thick.

2. ALUMINUM TPR: Aluminum should be high traction (e.g., textured extruded aluminum surface), dock plate with a coefficient of friction not less than 0.5 and made from high strength, lightweight aluminum; it should be slip-resistant and have a self-adjusting ground transition plate. The Ramp, Step, and Platform system is designed to be a rigid, free-standing structure. All footplates should be fastened securely to a concrete surface or 12” minimum diameter footings in order to achieve full structural integrity. Footing depth will depend on local building code.

Fastening all platforms to the building or modular building with lag screws is highly recommended.

3. FIBERGLASS/PLASTIC TPR: Fiberglass/ Plastic ramps should be able to take minimum wheelchairs, foot traffic etc., not less than 550 lbs., should be ADA compliant and adapts to varying curb heights from minimum of 2.5” to 7”. Should be anti-slip with high visibility surface and must be bolted for maximum stability and security. Coefficient of friction will not be less than 0.5.

All ramp handrails and ramp guardrails are designed to withstand a concentrated load of 200 pounds applied in any direction on the top of the rail.

All Ramp handrails are designed to be continuous along ramp runs and in between the inside corner of 90 degree and 180 degree turns in ramp direction. Handrails are not interrupted by posts or other obstructions.

Platforms and landings will be designed to carry a uniform live load of 100 pounds per square foot and a concentrated vertical load of 300 pounds in an area of one square foot.

Walking surfaces for serial number 1, 2 and 3 above must be designed to have a coefficient of friction no less than 0.50 in all directions of travel.

7.70TPR.3. METHODS.

All units must be in good condition and acceptable to the Engineer.

The Contractor must install the TPR by placing them where shown on the Contract Drawings, specifications and as directed by the Engineer. All the modular ramps will be assembled as per manufacturer's instructions.

If the modular ramps are pre-assembled and transported to their locations, Contractor must use utmost care in the delivery and installation of these units.

Units can also be fabricated/constructed at site with the approval of the Engineer.

Contractor must continuously maintain the TPR, where shown on the Contract Drawings or directed by the Engineer, until ordered by the Engineer to remove the completion of a work stage. Should a unit or units of barricades become damaged or otherwise unacceptable to the Engineer, the Contractor must replace said units within twenty-four (24) hours of notice by the Engineer, at no additional cost to the City.

7.70TPR.4. MEASUREMENT AND PAYMENT.

The price of Temporary Pedestrian Ramp (TPR) will be deemed included in the prices bid for all the scheduled contract items.

S - PAGES

GENERAL AND SPECIAL PROVISIONS:

(A) GENERAL PROVISIONS
(B) HIGHWAY PROJECT SPECIFIC PROVISIONS
(C) SEWER & WATER MAIN PROJECT SPECIFIC PROVISIONS
(D) GREEN INFRASTRUCTURE PROVISIONS

NOTICE

THE PAGES CONTAINED HEREIN (S-PAGES) ARE GENERAL AND SPECIAL PROVISIONS THAT APPLY TO THE WORK AND ARE PART OF THE CONTRACT DOCUMENTS.

(NO TEXT ON THIS PAGE)

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(NO TEXT)

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(NO TEXT)

(NO TEXT ON THIS PAGE)

(A) GENERAL PROVISIONS

A. LINES AND GRADES. The Contractor must furnish lines and grades in accordance with Section 1.06.27 of the NYCDOT Standard Highway Specifications, except that survey controls established for this project may no longer exist and the Contractor will be required to re-establish the survey control information using official Borough Survey Control Monuments and Bench Marks, where they exist. The Contractor must check with Topographic Section of the Borough President's Office as to the reliability and accuracy of the data to be used for lines and grades.

B. SPECIFIC TRAFFIC STIPULATIONS. Under this contract, the Contractor must perform the work in strict accordance with the requirements of Section 6.70 in the Standard Highway Specifications, specific traffic stipulations as called for on the plans, Office of Construction Mitigation and Coordination (OCMC) Traffic Stipulations attached to the end of these Special Provisions, and the directions of the Engineer. In case of a conflict, the Engineer's decision will be final.
The Contractor must plan and schedule the work in order to accommodate all special events listed in the NYCDOT Special Events Annual Calendars. The calendars are available at the following link:

https://nycdot.sharepoint.com/:f:/s/publicshare/Ei2XN4G99_JFkdrtjD_cJ0QBtSPr2xhVrApcqAs1KSLpeA?e=j276PF

In addition, the cost of compliance with requirements of the OCMC Traffic Stipulations, unless otherwise provided for, will be deemed included in the prices bid for all scheduled items..

C. HOLIDAY CONSTRUCTION EMBARGO. A special Holiday Construction Embargo will be in effect on the Friday of the week preceding Thanksgiving Day week from 6:00 AM to 11:59 PM and again from the Monday of Thanksgiving Day week from 6:00 AM through January 2, at 11:59 PM. Roadway and sidewalk construction activities will be restricted during the embargo period on the streets listed below*.

Any permits issued prior to the date of this notice, for work during this embargo period on the streets listed below* which do not already have the permit stipulation "410" are hereby suspended for the period noted above. All permittees must comply with this embargo unless a special waiver is granted by OCMC. Waiver requests must be filed at least thirteen days before Thanksgiving Day, in the Permit Office by filing a "Request for Roadway/Sidewalk Permits During "Embargo Periods" and submitting supporting documentation. Waiver requests should only be submitted for critical reasons for a specific project. If a waiver is granted, the applicant will be notified so they can apply for the approved permits. Waivers **are not** required for ongoing Building Construction Activity Permits which already include the "410" permit stipulation. Waiver request forms may be obtained at any Permit Office or on the Department of Transportation's website at:
http://www.nyc.gov/html/dot/downloads/pdf/holidayembapp.pdf
Prior to this embargo period all necessary measures must be taken so that all roadways and sidewalks are in proper condition to allow for the expeditious and safe movement of vehicular, bicycle and pedestrian traffic. Tool carts, cable reels, containers, and material stored on roadways must be removed during the embargo period.

The opening of utility access covers is prohibited on any of the streets noted below** between the hours of 6:00 AM and midnight unless the utility or Contractor files for an Emergency Authorization Number as required by Section 2-07 of the Department of Transportation's Highway Rules. The planned opening of utility access covers may occur during the hours of 12:01 AM and 5:59 AM where no authorization number is required.

Temporary restoration of the streets and sidewalks and removal thereof, if required for the Holiday Embargo period, will be paid for under the appropriate scheduled items.

No extension of time due to the shutdown period will be granted to the Contractor for completion of the work.

*** Please note that this embargo only applies to NYCDOT construction permits.**
**** List of street and maps of the affected locations are available by borough on the Department of Transportation's website at: http://www.nyc.gov/html/dot/html/motorist/trafalrt.shtml**

D. CONTRACT ITEMS THAT INCLUDE BACKFILL AS A PART OF THEIR WORK. The following will pertain to all contract items that have backfill as a part of their work: Backfilling will comply with Subsection 4.11.3 of the Standard Specifications and no additional payment will be made for any Highway or Street Lighting work item requiring Contractor to furnish additional fill material to meet these requirements when backfilling.

E. ACCELERATED PROJECT SCHEDULE AND COMBINATION OF STAGES. Contractor will plan and/or stage his/her work schedule using all hours/days available. Contractor is advised that all applicable unit prices will include, for the purpose of this contract, all overtime costs, premium time costs, shift differentials required to complete construction within the specified "Time(s) of Completion" stipulated in this contract.

Contractor will be permitted to accelerate this project, to combine stages and/or work sequences. Any such changes will be shown in the construction schedule, to be furnished in accordance with the General Provisions of the Standard Specifications.

F. DISPOSAL OF EXCESS EXCAVATED MATERIAL. All excess excavated material, with the exception of contaminated material, will become the property of the Contractor and will be properly disposed of away from the site, at the Contractor's expense. Contaminated material will be disposed of separately in accordance with contract requirements.

G. NO EXTENSION OF TIME FOR WINTER SHUT-DOWN. Where the Contractor's approved work schedule for installing sidewalk, curb, roadway base and/or pavement falls within the winter period of December 1st through April 1st, the Contractor will NOT be granted an extension of time for completion of this contract due to the winter shut-down period, unless otherwise provided in Schedule A.

H. PRIVATE UTILITY HARDWARE ADJUSTMENTS. will be performed by the owning utility company or its agent, at its expense. The Contractor must notify the utility company 72 hours prior to start of work at each location where its hardware requires adjustment.

I. SURVEY MONUMENTS. When working in the vicinity of survey monument the Contractor will hand excavate per Item 8.02 AB-S, 8.02 A and 8.02 B (as applicable), at City Survey Monuments, for a distance of five (5) feet around each monument, as directed by the Engineer.

J. RESTORATION OF ADJACENT AREAS. The Contractor will be required to remove all form work. In planting strip areas, the Contractor will be required to restore areas damaged as a result of the Contractor's operations, to the satisfaction of the Engineer, with sod. The Contractor will also, as directed by the Engineer, make safe adjacent areas to the Contractor's work, such as: restoring missing or damaged pavement markings that were removed or damaged as a result of the Contractor's operations (as per requirements of Section 6.44 in the Standard Specifications); resetting granite blocks in tree pits; and, applying binder mixture (Item 4.02 CA or as applicable) where badly broken sidewalk or curb may create a dangerous condition just outside his area of operation, where and when directed by the Engineer.

All restoration work must be performed to the satisfaction of the Engineer.

K. FLAGGERS. The Contractor is notified that wherever the Item No. "6.52" and words "flagger", "flagperson" and "flagman" are used in the contract documents and drawings it will mean the Item No. "6.52 CG" and the words "Crossing Guard", respectively.

L. FUEL COST. The Contractor is notified that the fuel cost per gallon used in the formula under Sub-Article 26.2.8 of the Standard Construction Contract for Extra Work will be derived from the fuel price index for the United States East Coast published weekly by the United States Energy

Information Administration ("USEIA"), and available on its website at **http://www.eia.gov/petroleum/gasdiesel/.** The USEIA-published cost per gallon for the applicable fuel on the East Coast for the week in which the first day of each calendar quarter during the contract term occurs (i.e., January 1st, April 1st, July 1st and September 1st) will be used in the reimbursement formula for all **Extra Work** invoiced that was performed during that calendar quarter. Should the USEIA stop publishing this fuel price index, the fuel cost per gallon will be determined by reference to a substitute index to be agreed upon by the Contractor and the City.

M. NYCDPR CONSTRUCTION PERMITS AND OTHER REQUIREMENTS.

1. At least thirty (30) days prior to the upcoming start of construction at or near the New York City Department of Parks and Recreation (NYCDPR) land , the Contractor is required to issue a notice to NYCDPR about the start of construction activity. At least 30 days in advance of the Order to Work Date, the Contractor must notify the New York City Department of Parks and Recreation (NYCDPR) of the upcoming start of construction by emailing interagency@parks.nyc.gov.

2. Parks Construction Permits are required for all work on Parkland. Construction Permits may also be required for work on sidewalks adjacent to Parks properties or other areas maintained by NYCDPR such as Greenstreets depending on the scope of work. It is the Contractor's responsibility to coordinate with Parks via email at **interagency@parks.nyc.gov** to establish whether Construction Permits are required for the contract scope of work.

3. The Contractor will not be permitted to store, stage, stockpile, barricade, lay down construction materials or equipment, or otherwise impede access to Parkland, Greenstreets, or sidewalks in the right-of-way fronting Park properties unless such permission is granted by NYCDPR via issuance of a Parks Construction Permit.

4. The Contractor must obtain the necessary Parks Construction Permit from NYCDPR prior to the start of work on Parkland or areas under Parks' jurisdiction. The Construction Permit application is found online at https://www.nycgovparks.org/permits/construction.

5. When no Construction Permit is required, the contactor must notify Parks at interagency@parks.nyc.gov at least one week in advance of any construction adjacent to Greenstreets or in the right-of-way fronting Parks properties to allow for coordination as needed.

6. The Contractor is responsible for the protection of any Greenstreets, sidewalks, and other landscape features under NYCDPR jurisdiction that are adjacent to or enclosed by the construction area, including hardscape, landscape, shrubs, and trees. Any areas and features disturbed or damaged during construction activity are the responsibility of the Contractor to restore and repair.

7. Many NYCDPR properties are indicated on the publicly accessible online mapping resource of the New York City Department of Information Technology and Telecommunications (DOITT) at **http://maps.nyc.gov/doitt/nycitymap**/. However, the map is not exhaustive, and Contractors should confirm Parks properties in the vicinity of their work with NYCDPR.

8. The Contractor must take necessary precautions to prevent interference with or damage to utilities or other facilities during construction. The cost of all work connected with maintaining and protecting utilities affected by the work be borne by the Contractor and the cost will be deemed included in the price bid for the various items in the contract.

9. In the event the Contractor damages an existing utility or interrupts utility service, the Contractor will immediately notify its owner and the Engineer and must commence repair/replacement work as instructed by the Engineer.

10. In the event the Contractor causes an interruption in utility service, the Contractor will immediately arrange for service to be restored and may not cease the repair work until service is restored. The Contractor will not continue work until the service is restored, unless otherwise directed by the Engineer. All corrective utility work will be acceptable to the engineer and the subject utility owner.

11. If any utility service or connection of unknown ownership is encountered during construction which appears to enter or serve Parkland, Contractor must contact Parks at **interagency@parks.nyc.gov** to inquire if Parks is the owner of such utility.

N. START OF CONTRACT WORK. The Contractor is notified that a Notice To Proceed (NTP) date will be issued for work to commence within 21 to 30 Days of Contract Registration.

O. STANDARD WORKING HOURS: In absence of OCMC Traffic Stipulations, Section 1.06.23 (P) of NYC DOT STANDARD HIGHWAY SPECIFICATIONS regarding standard working hours is to be followed is to be followed. Work performed outside the standard working hours must be pre-approved by NYC DDC.

P. TREE BARRIERS. The Contractor will furnish, install, maintain and subsequently remove temporary Protective Tree Barriers. Protective Tree Barriers will be Type B, unless otherwise directed by the Engineer, and will be constructed and installed as shown on the Protective Tree Barrier sketch in Department Of Transportation, Standard Highway Details Of Construction, Drawing No. H-1046A, as directed by the Engineer, and in accordance with Department of Parks and Recreation requirements.

Price of the tree barriers must be included in the in the unit prices bid for all scheduled items.

Q. UTILITIES. All utility locations and invert elevations are not guaranteed, nor is there any guarantee that all existing utilities, whether functional or abandoned within the project area are shown.

R. HOUSE CONNECTIONS. All existing house connections will be maintained and supported during construction. The Contractor will replace any existing house connection damaged as a result of the Contractor's construction operations as ordered by the Engineer at no cost to the City.

S. STREET LIGHT AND TRAFFIC SIGNAL. The Contractor is responsible for any damage to the existing street lighting and traffic signal equipment, including underground conduits and the safety of both pedestrian and vehicular traffic for the duration of the contract. All street lighting and traffic signal foundations require grounding rod to be installed per Street Lighting Drawing SL-MIS-014. The costs of the grounding rod must be included in the prices bid for the associated street lighting or traffic signal work.

Should any conduits, cables or foundations need repair due to the Contractor's negligent operations during construction, all work will be performed according to NYCDOT Bureau of Traffic's Standard Drawings and Specifications and City of New York DOT System Engineering Specifications (dated November 2013) at the sole expense of the Contractor.

It is the Contractor's responsibility to secure an approved electrical Contractor to perform all traffic signal work (if any). For list of approved electrical Contractors, contact Bjorn Seedan or James Celentano, New York City Department of Transportation at (212) 839-3790.

T. SAW CUT. The Contractor is advised that where the existing roadway pavement is designated to be replaced from curb to curb, then no full depth saw cutting of pavement for sewer and

water main trenches will be required, except at the limits of full width pavement restoration. No separate or additional payment will be made for any saw cutting.

U. PRE-CONSTRUCTION STAGE. The Contractor is advised that the Base Contract Duration (consecutive calendar days "ccds") must also include pre-construction stage from the Notice To Proceed date. During this stage the Contractor is required to submit the necessary shop drawings, obtain all permits and submit the health and safety plan for review and approval. The Engineer's field office will also need to be established during this pre-construction stage period. Failure to comply with the pre-construction stage requirements may result in assessing liquidated damages to the Contractor for everyday beyond the pre-construction stage duration. The liquidated damage will be of equivalent value as identified in the Schedule A for work beyond the construction completion date.

V. EXISTING SEWERS, WATER AND APPURTENANCE. The Contractor is notified that at some locations there may exists sewers, manholes, water mains, etc., which are to remain undisturbed and are in close proximity to the line of the proposed work. The Contractor exercise extreme care, minimize the trench width of the proposed sewers and take all necessary precautions in placing sheeting and during excavation of the trenches to prevent any damage to the existing structures, pavement, curbs, and sidewalks that are to remain while working adjacent to them. The Contractor maybe restricted to use wood sheeting at certain critical locations as directed by the Engineer. Should any damage occur to any portion of the existing structures that are to remain due to the Contractor's operations, the Contractor will make all repairs to the existing structures to the satisfaction of and as directed by the Engineer. The cost of such repair will be borne by the Contractor, at no cost to the City. Additional cost to use wood sheeting specifically to ensure integrity of existing sewer structures will be deemed included in all bid items for work.

W. RECONNECTING EXISTING SEWERS TO NEW MANHOLES. If there are locations on the contract plans, where the Contractor is required to reconnect all existing sewers to the proposed manholes in this contract. The said manholes will be fabricated to provide openings for the existing sewers at the specified invert elevations as shown on the contract drawings. The cost of reconnecting existing sewer pipes to new manholes, including concrete collar with steel reinforcements and/or grouting around the existing sewer pipes at the openings and all work necessary to complete the pipe reconnection, to the satisfaction of the Resident Engineer will be deemed included in the prices bid for all items of work. No additional payment will be made.

[ARTICLE "X" IS ONLY APPLICABLE IF ITEMS FOR VIBRATION MONITORING ITEM NO. 76.31 IS IN THE BID SCHEDULE]

X. VIBRATION MONITORING. In case of structures requiring vibration monitoring, the Contractor, in addition to Continuous Real Time Monitoring for Vibrations as determined in the Construction Report must provide Continuous Real Time Monitoring for Vibrations of existing buildings/structures adjacent to or in the proximity of different types of construction activities being conducted including, but not limited to, installation of sheeting for construction of proposed water and sewer mains, installation of sheeting for excavation of jacking/receiving pits, direct jacking of sewers, piling work or as directed by the Engineer.

Y. CITY ASSETS. The Contractor is advised that any City owned light poles, traffic signals, street name signs, traffic signs and encumbrances including, but not limited to, underground conduit displaced as the result of the installation of the new sewers, water mains, catch basins, catch basin connections and appurtenances will be replaced in kind and as directed by the Engineer. The cost of such work will be deemed included in the prices bid for all items of work under this contract.

[ARTICLE "Z" IS ONLY APPLICABLE FOR WATERMAIN 24-INCHES AND HIGHER]

Z. "AS-BUILT" DRAWINGS FOR WATER MAINS AND APPURTENANCES 24-INCHES (600-MM.) AND LARGER: Upon the completion of the work for each Capital Project and as a condition precedent to obtaining the certificate for Substantial Completion for each Capital Project under Article 44 of the Contract, the Contractor will furnish "As-Built" drawings for water mains and appurtenances 24-inches and larger to the City. The Contractor will prepare and submit the "As-Built" record drawings to the Engineer for approval. Approved "As-Built" drawings will be delivered to the Department of Design and Construction, 30-30 Thomson Avenue, Long Island City, New York, 11101-3045. The following guideline is provided for the preparation of "As-Built" record drawings:

1. The Contractor will prepare the "As-Built" drawings on AutoCAD and will provide to the City two (2) sets of Mylar and AutoCAD files on a CD. The drawings on CD's and the plotted Mylar's will conform to the standard size of 22" x 36" (559-mm. x 914-mm.) using a 1"=30' (1:360) horizontal and 1"=10' (1:120) vertical scale. The Mylar will be 3-mil in thickness.

2. The "As-Built" drawings will include but not be limited to the following guidelines summarized below:

(a) Drawings will consist of the same legend and layout of title boxes shown on the contract drawings.

(b) Each plotted Mylar drawing will contain the signature and stamp of the Contractor's NYS Professional Engineer/Registered Architect.

(c) The drawings will include:

- street name and crossing street(s) or distance from;
- north arrow;
- property lines and widths;
- legal and existing street widths, street alignment and grades;
- "new" curb lines and widths;
- water main center line measured off the "new" curb line;
- horizontal stationing for all valves, hydrants, outlets, blow-offs, house service connections, etc., measured on a horizontal line as established by the Borough Office Bureau of Topographic;
- alignment and appurtenance location stationing, and deflection angles;
- cover and elevations (Datum used will be that of the Borough where work is located);
- location of pipe joints;
- profile of all piping;
- complete details of all outlet piping roundabouts;
- complete details of all blow-off connections to the sewer;
- complete details of all air cocks;
- location of taps and access manholes;
- location of all cathodic protection stations;
- Venturi sensing lines plans and profiles;

- all appropriate notes.

3. The cost of preparing and submitting “As-Built” approved drawings will be deemed included in the prices bid for all scheduled bid items in the contract. No separate or additional payment will be made for this work.

AA. NO ADDITIONAL PAYMENT. The Contractor is advised that any fences, guardrails, boulders, asphalt walkway of the park, fixtures, other encumbrances removed within project limits during construction will be replaced in kind to the satisfaction of the Engineer. The cost of such work will be deemed included in the prices bid for all contract items of work and no additional or separate payment will be made.

AB. SHEETING AND EXCAVATION AT TRANSIT FACILITIES. In case of transit facilities like MTA, LIRR, METRO NORTH etc., the Contractor will exercise extreme caution and take all necessary precautions in placing sheeting and excavation to prevent any damage to the existing underground or overhead structures and its appurtenances during construction work throughout the project area. The Contractor must take full responsibility to protect the said structures and its appurtenances and any damage caused by the Contractor’s operations must be made good by the Contractor to the satisfaction of the Engineer at no additional cost to the City.

The Contractor must submit shop drawings to the Transit facilities showing all the details and methods of construction, such as, sheeting and bracing, including the Contractor’s procedure and sequence of construction, supporting and/or protection of the existing structures and its appurtenances, with necessary design calculations for approval prior to starting of the construction. The design will be made by a New York State Licensed Professional Engineer skilled in this type of construction and as further evidenced by the imprint of Professional Engineer’s seal and signature on all drawings. The cost of this work will be deemed included in the price bid for all items of work under this contract.

AC. ARCHAEOLOGICAL DISCOVERIES. The Contractor is notified that if requested by the Resident Engineer and the City, the Contractor will be required retain the services of an Archaeologist (the "City's Archaeologist") for this project.

The City's Archaeologist will be notified in advance and will be present on site during sub-surface excavations as deemed necessary. The City's Archaeologist will be authorized to halt construction at any time in order to record and/or recover any archaeological resources encountered during excavations, and to stabilize in place any human remains encountered.

For the purpose of evaluating and recording archaeological resources, the City's Archaeologist will be allowed to enter trenches provided all standard safety requirements are met. It is understood that some construction down time may be necessary.

In the event that human remains, and/or other significant archaeological deposits are encountered during construction or archaeological investigations, Landmarks Preservation Commission (LPC) will be notified as directed by the City's Archaeologist and the State Historic Preservation Office (SHPO) requires that the following protocol is implemented:

1. At all times human remains must be treated with the utmost dignity and respect. Should human remains be encountered work in the general area of the discovery will stop immediately and the location will be immediately secured and protected from damage and disturbance.

2. Human remains or associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation has taken place and a plan of action has been developed.

3. The County coroner and local law enforcement as well as the SHPO and the involved agency will be notified immediately. The coroner and local law enforcement will make the official ruling on the nature of the remains, being either forensic or archeological. If the remains are archeological in nature, a bio-archaeologist will confirm the identification as human.

4. If human remains are determined to be Native American, the remains will be left in place and protected from further disturbance until a plan for their protection or removal can be generated. The involved agency will consult SHPO and appropriate Native American groups to determine a plan of action that is consistent with the Native American Graves Protection and Repatriation Act (NAGPRA) guidance.

5. If human remains are determined to be Euro-American, African- American, etc., the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. Consultation with the SHPO and other appropriate parties will be required to determine a plan of action.

Should extra work be ordered by the Resident Engineer as a result of any archaeological discoveries, it will be paid for from the Fixed Sum included in, and in accordance with Item HW-908 Allowance for Extra Work Due To Archaeological Discoveries.

AD. USE OF CITY WATER. Please refer to NYCDOT STANDARD HIGHWAY SPECIFICATIONS (May 16, 2022), Sub Section 1.06.23 (A), Rules, Laws, and Requirements, for use of City water.

AE. PUBLIC DISSEMINATION OF INFORMATION. The Contractor agrees to hold confidential, both during and after the completion or termination of this Contract, all of the reports, information, or data, furnished to, or prepared, assembled or used by, the Contractor under this Contract. The Contractor agrees to maintain the confidentiality of such reports, information, or data by using a reasonable degree of care, and using at least the same degree of care that the Contractor uses to preserve the confidentiality of its own confidential information. The Contractor agrees that such reports, information, or data will not be made available to any person or entity without the prior written approval of the Commissioner. The obligation under this Section to hold reports, information or data confidential will not apply where the Contractor is legally required to disclose such reports, information or data by virtue of a subpoena, court order or otherwise (“disclosure demand”), provided that the Contractor complies with the following: (1) the Contractor will provide advance notice to the Commissioner, in writing or by e-mail, that it received a disclosure demand for such reports, information or data and (2) if requested by the Commissioner, the Contractor will not disclose such reports, information or data until the City has exhausted its legal rights, if any, to prevent disclosure of all or a portion of such reports, information, or data. The previous sentence will not apply if the Contractor is prohibited by law from disclosing to the City the disclosure demand for such reports, information or data.

The Contractor will restrict access to confidential information to persons who have a legitimate work-related purpose to access such information. The Contractor agrees that it will

instruct its officers, employees, and agents to maintain the confidentiality of any and all information required to be kept confidential by this Contract.

The Contractor, and its officers, employees, and agents will notify the Commissioner, at any time either during or after completion or termination of this Contract, of any intended statement to the press or any intended issuing of any material for publication in any media of communication (print, news, television, radio, Internet, etc.) regarding the services provided or the data collected pursuant to this Contract at least twenty-four (24) hours prior to any statement to the press or at least five (5) business days prior to the submission of the material for publication, or such shorter periods as are reasonable under the circumstances. The Contractor may not issue any statement or submit any material for publication that includes confidential information as prohibited by this Section.

At the request of the Commissioner, the Contractor will return to the Commissioner any and all confidential information in the possession of the Contractor or its Subcontractors. If the Contractor or its Subcontractors are legally required to retain any confidential information, the Contractor will notify the Commissioner in writing and set forth the confidential information that it intends to retain and the reasons why it is legally required to retain such information. The Contractor will confer with the Commissioner, in good faith, regarding any issues that arise from the Contractor retaining such confidential information. If the Commissioner does not request such information, or the Law does not require otherwise, such information will be maintained in accordance with the requirements set forth in the Contract Documents.

AF. UTILITY SUPPORT FOR STREET LIGHTING AND TRAFFIC SIGNAL FEEDS. Noting that work performed by an electrical utility towards installation or relocation of an electrical feed for the street lighting or traffic signal system is City work, the JB 450 items are not applicable and will not be paid for supporting this work. Any costs associated with supporting installation or relocation of street lighting or traffic signal feeds are deemed included in the prices bid for street lighting and/or traffic signal work.

AG. PRICES TO INCLUDE. No direct payment will be made for costs incurred in complying with the foregoing Special Provisions, unless otherwise provided. Said costs will be deemed to have been included in the prices bid for all the scheduled contract items.

(B)HIGHWAY PROJECT SPECIFIC PROVISIONS

1. **SPECIAL EVENTS.** Where the Contractor is notified of a Special Unscheduled Event, such as a civic parade or other official activity, party, etc., then the Holiday Embargo restrictions under Article C, above, shall apply. Temporary restoration of the streets and sidewalks and subsequent removal, if required, for those Special Unscheduled Event periods will be paid for under the appropriate scheduled items 4.02 CB and 6.02 AAN and the Contractor will be granted an extension of time, for the completion of the work, equal to the duration of the ordered shutdown.

2. **THE CONTRACTOR IS NOTIFIED** that should human remains be encountered during the course of work, the work must be stopped immediately pending the Office of Chief Medical Examiner and the New York Police Department notification and review.

3. **INSPECTION FORM / TECHNICAL INFEASIBILITY FORM (TIF).**

a. Prior to the determination of Substantial Completion for the Project, all locations constructed under this Contract must be substantially completed and accompanied by an approved PRISM inspection form and where applicable, approved technical infeasibility form(s).

b. The approved PRISM inspection form will be the determination made by the Engineer informing the contractor that the pedestrian ramps are accepted or rejected as non-compliant with Contract Specifications and thereby instructing the contractor to reconstruct the rejected pedestrian ramps at no cost to the City.

c. If a rejected pedestrian ramp can be justified as built to the maximum Extent Technically Feasible, as defined by the United States Access Board, then the Contractor must submit a completed Technical Infeasibility Form (TIF) no later than two (2) weeks after construction and submit it to the Engineer for approval. All TIFs submitted to the Engineer must be signed and sealed by a licensed Professional Engineer registered in New York State. No separate payment will be made to the Contractor for services of Professional Engineer and the price to be deemed included into the price of all pedestrian ramp items. All TIFs must be approved by the Engineer otherwise the pedestrian ramp must be re-installed to be ADA compliant at no additional cost to the City.

The PRISM inspection form may be found at the following website:

https://www.nycpedramps.info/sites/default/files/2023-03/TI_23-001_Pedestrian_Ramp_Inspection_Application_PRISM.pdf

The TIF may be found at the following website:

https://www.nycpedramps.info/sites/default/files/2023-01/DOT_Technical-Infeasibility-Form_v2.0.pdf

4. **CAPACITY**

(A) Required Production Rates. This Contract is being bid for replacement of approximately 7,345 linear feet of different type of curb and approximately 28,275 sf of concrete sidewalk that including approximately six (6) pedestrian ramps with the requirement that the Contractor has the capacity to successfully execute up to **10** simultaneous Locations and complete a minimum of **20** Locations (A Location defined as any place on the street block sidewalk where replacement of the curb is requested including minimum of 2 feet wide concrete sidewalk repair / restoration and pavement key restoration. It is assumed monthly rate of approximately 410 linear feet of curb repair / restoration.) per month during the construction season. Failure to comply may result in the Contractor being declared in default of the Contract under the requirements of Article 48 of the Standard Construction Contract.

(B) Capacity for Contract Award. Prior to award, the Contractor must prove that the Contractor meets the following capacity requirements:

i. Cash Flow. The Contractor must show financial statements showing that the Contractor has sufficient access to liquid capital equal to or greater than 25% of the total Bid Price.

ii. Equipment. The Contractor must show access to sufficient equipment, particularly backhoes and dump trucks, to meet the required production rates in Article (A) above. In order to show access to sufficient equipment, the Contractor must identify the quantities of equipment necessary to meet the required production rates.

iii. Manpower. The Contractor must show access to sufficient craft labor to meet the required production rates in Article (A) above.

iv. Supervision. The Contractor must identify the field supervisors or superintendents who will supervise the work under this contract. The identified superintendents and supervisors must attend the pre-award meeting. For each superintendent and supervisor, the Contractor must provide the resume and relevant experience of the individual, including, at a minimum, all relevant experience of the individual for the three (3) years prior to the bid date. Sufficient superintendents must be identified and provided, but in any event not less than one (1) superintendent for every four (4) work crews.

5. **LOCATIONS** This Contract will be for work City Wide. The Engineer will select and obtain Locations for submission to the Contractor. Locations for this contract will be furnished to the Contractor by written Work Order.

The Contractor is advised that no minimum quantity of curb installation or other items under this contract is guaranteed at any one specific location.

The Contractor is hereby notified that curb locations selected for this contract may be generally along heavily traveled pedestrian routes with a minimal amount of locations in low density residential areas. It is the intent of this contract to replace damaged or missing curbs. Curb installation will be strictly limited to damaged or missing curbs only and not for replacement of sidewalk beyond the limit of two (2') feet limit adjacent to the new curb face irrespective of its condition. The length of curb replacement varies from block to block. If the existing curb has damage in part of its length and the remaining curb in the block is in good condition, then only that damaged length of curb shall be replaced. If the existing curb has damage in part of its length but the remaining curb in the block is in bad and/or deteriorating condition, then the curb in the entire block length shall be replaced. However, the exact limits of curb replacement at each location will be as determined solely by the Engineer.

The Contractor shall be responsible for safety of existing structures such as existing curbs, sidewalks, trees, hydrants and hydrant fenders, streetlights and traffic signal poles, traffic and street name signs, street hardware, etc., outside the scope of the work owned by the City.

Where steel faced concrete curb is required in a driveway area, the curb shall be depressed as required by the NYC Department of Transportation Standard Details of Construction and paid for under Item 4.09 BD-S, Depressed Steel Faced Concrete Curb

At locations where the Contractor is working adjacent to existing trees where the tree roots may interfere with standard installation of curb or sidewalk, the Contractor shall utilize Items 4.13 AAT, 4.14 W and 8.02 AB-S, as directed by the Engineer, in order to mitigate construction trauma to trees. Existing tree pit size may be enlarged, where and as ordered by the Engineer, in order not to damage tree roots.

When the Contractor's work at any location conflicts with work proposed by or with the requirements of other agencies or utility companies or with any other scheduled project, the Engineer may direct the Contractor to defer working at such location and may even delete that location from the contract.

Corner Steel Faced Curb is to be reset only where directed by the Engineer, and payment will be made at the price bid for new corner steel faced curb. Where the existing condition required the Engineer in concurrence with the NYC DOT might order the repair / replacement or construction of new pedestrian ramp. In such case the Contractor must follow the procedure described in Subsection 6 below.

6. NOTICE TO PROCEED AND WORK ORDERS

(A) Notice to Proceed and Initial Work order. The Contractor is hereby advised that the "Notice to Proceed" and first Work Order, with the work for the first location or group of locations, will be given promptly after registration and, pursuant to Article 8 of the Standard Construction Contract, the Contractor must commence work on the date specified in the written notice signed by the Commissioner.

(B) Issuance of Work Orders. Following issuance of the "Notice to Proceed" and as the need for services arises, the Engineer will issue a written Work Order to the Contractor. The Work Order will include the following:

i. Sketches that specify the locations for the performance of required services;
ii. Estimated quantities of work;
iii. The time frame for completion of all required services, based on the required production rate of **20** Locations per month, typically not more than 30 calendar days per Locations;
iv. The required mobilization period to begin construction, typically fourteen (14) calendar days. Sketches prepared for this project are from visual inspection and the information shown thereon is approximate. The Contractor shall verify the information in the field and discrepancies, if any, shall be reported to the Engineer. The Contractor shall inspect each work location jointly with the Engineer, at least two (2) weeks in advance of the start of construction at each location, to determine possible interferences of the existing facilities with the installation of curb. Where private utility facilities, such as telephone booths, utility poles, electric vaults, etc., interfere with the installation of curb, the Contractor shall notify those private utility facility operators at least two (2) weeks in advance of the starting work at each location. If mail box relocation is required, the Post Office shall be notified. Installation of curb at each location shall not start prior to the removal of interferences, as determined by the Engineer. Where existing bollards, guard booths, non-City-owned signs and sign posts, etc., cause

interference with the installation of curb, they shall be carefully removed and either delivered to the property owner or disposed of away from the site, as directed by the Engineer, at no cost to the City.

(C) Execution of Work Orders. The Contractor must mobilize and begin work within the mobilization period specified in the Work Order and complete the work within the time frame for completion specified in the Work Order.

i. The Contractor must provide sufficient work force crews to successfully execute up to **10** simultaneous Locations. Each work force crew shall be defined as a sufficient number of workers with adequate supervision, support staff and equipment necessary to perform the work efficiently as specified herein and directed by the Engineer. Where the Contractor can demonstrate to the Engineer that the Contractor he has substantially completed work at a corner, the Contractor may be permitted to start work at additional locations, on a one to one basis, at the sole discretion of the Engineer.

ii. In the event the Contractor fails to complete all required services set forth in the Work Order within the specified time frame plus authorized time extensions, liquidated damages will be assessed on a daily basis in the amount specified in Schedule A on Page SA-3.

7. **GUARANTEED MINIMUM** In the event the Contractor is not directed to perform any services hereunder, the City agrees to pay, and the Contractor agrees to accept, a minimum fee of $2,000. The Contractor further agrees that under such circumstances, it has no action for damages or for loss of profits against the City. In addition, if no services are ordered, the City agrees to reimburse the Contractor the actual and reasonable cost of required performance and payment bonds, with no mark up for overhead and profit. In its request for reimbursement, the Contractor shall provide a copy of the cancelled check for the required bonds, as well as any other documentation required by the Commissioner.

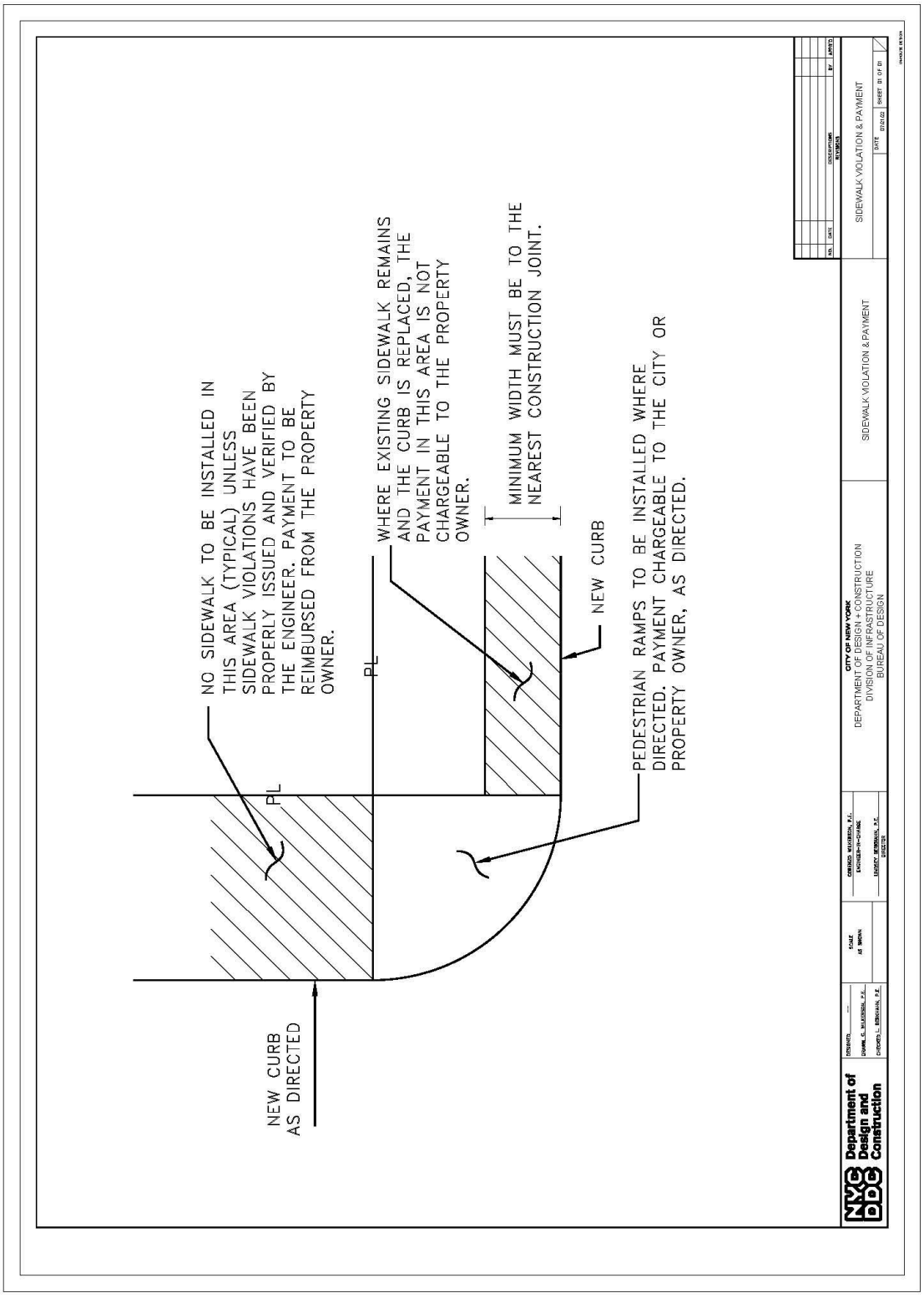
8. **SCHEDULE OF WORK** The Contractor must be required to prepare a progress schedule, in accordance with the requirements of Article 9 of the Contract, based on working at the same time at not more than **10** active locations. Where the Contractor's work operations are not able to meet its approved progress schedule, the Engineer may order the Contractor to provide additional work force as may be necessary. Failure to comply with such orders within seven (7) calendar days after the written notice from the Engineer may result in the Contractor being declared in default of the Contract in accordance with the procedure contained in Article 48 of the Standard Construction Contract.

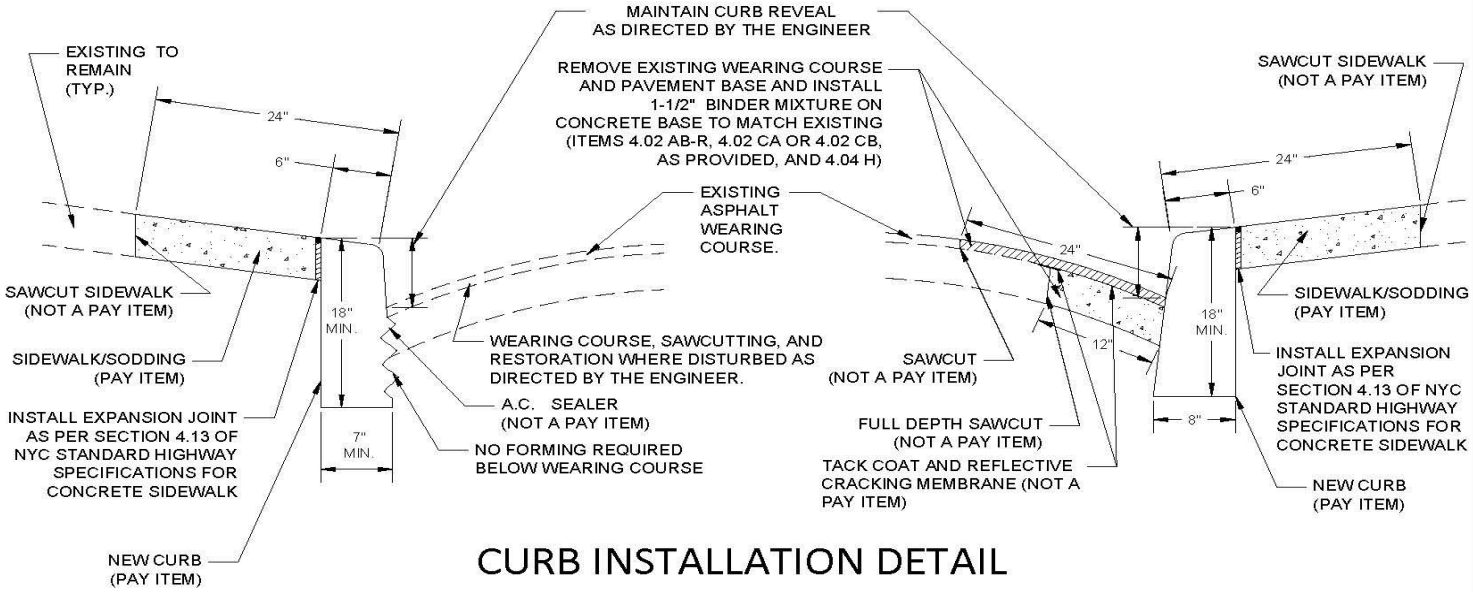
NOTE: THE DEPARTMENT RESERVES THE RIGHT TO:

(A) Substitute alternate and equivalent locations contiguous to the described locations should the need to delete any of the preceding locations arise;
(B) Delete any locations if funding is insufficient to complete all of this work;
(C) Delete any location where any of the following conditions are encountered: a vault structure interferes with construction of ramp; Transit Authority structure interferes with construction of ramp; or, a distinctive or pigmented sidewalk has to be installed; and/or
(D) Delete any item of work where directed by the Engineer.

9. **PRICES TO INCLUDE** No direct payment will be made for costs incurred in complying with the foregoing Special Provisions, unless otherwise provided. Said costs will be deemed to have been included in the prices bid for all the scheduled contract items.

DRAWINGS AND SKETCHES





CURB INSTALLATION DETAIL

CASE I

CASE I TO BE USED FOR AREAS WITH CONCRETE PAVEMENT, INCLUDING REINFORCED CONCRETE BUS STOPS. ANY CONCRETE PAVEMENT DAMAGED BY THE CONTRACTOR MUST BE RESTORED AT NO COST TO THE CITY.

CASE II

WHERE PAVEMENT KEYS OR ANY ROADWAY WORK ADJOINING NEW CURB IS REQUIRED, CASE II MUST BE USED.

NOTE:

A. ROADWAY AREA RESTORATION:

1. Removal, disposal of existing wearing course, and restoration as indicated will be paid under the appropriate scheduled items. No separate payment will be made for the partial and full depth sawcutting, cost included under other items.
2. At dirt shoulders, the curb trench must be backfilled, compacted and topped with 4" binder mixture where directed and approved by the Engineer, the cost of which will be paid under Binder Mixture or Asphaltic Concrete Mixture, as provided.
3. At Belgian Block pavement covered with asphaltic location, one course of the blocks may be removed and restored with Binder Mixture. At Belgian Block surface pavement locations, the blocks must be reset, unless otherwise directed by the Engineer. The cost of this work is included in the price bid for the curb item.
4. Any pavement markings disturbed on roadway restoration or pavement keys must be restored, paid for under the appropriate scheduled items in Section 6.44 of NYC Standard Highway Specifications.

B. SIDEWALK AREA RESTORATION:

1. The removal, disposal of existing sidewalk and restoration with new sidewalk will be paid for under the appropriate sidewalk item, as per specifications. No separate payment will be made for the partial and full depth sawcutting, cost included under other items.
2. At grass sidewalk areas, the curb must be backfilled, compacted as necessary, and topped with 6" of topsoil and sodded, the cost of which is included in the price bid for the sodding item.

NYC Department of Design & Construction

CURB INSTALLATION DETAIL

10/04/2022

NOTES;

1. AREA A1 = $\frac{R1*R2}{2}$
2. AREA A2 = COEFFICIENT * C * H
3. SIDEWALK AREA – A1 + A2

H/C	Coefficient
0.01	0.6667
0.02	0.6669
0.03	0.6671
0.04	0.6675
0.05	0.6680
0.06	0.6686
0.07	0.6693
0.08	0.6701
0.09	0.6710
0.10	0.6720
0.11	0.6731
0.12	0.6743
0.13	0.6756
0.14	0.6770
0.15	0.6785
0.16	0.6801
0.17	0.6818
0.18	0.6836
0.19	0.6855
0.20	0.6875
0.21	0.6896
0.22	0.6918
0.23	0.6941
0.24	0.6964
0.25	0.6989

H/C	Coefficient
0.26	0.7014
0.27	0.7041
0.28	0.7068
0.29	0.7096
0.30	0.7125
0.31	0.7154
0.32	0.7185
0.33	0.7216
0.34	0.7248
0.35	0.7280
0.36	0.7314
0.37	0.7348
0.38	0.7383
0.39	0.7419
0.40	0.7455
0.41	0.7492
0.42	0.7530
0.43	0.7568
0.44	0.7607
0.45	0.7647
0.46	0.7687
0.47	0.7728
0.48	0.7769
0.49	0.7811
0.50	0.7854

PLAN VIEW OF CORNER QUADRANT (N.T.S.)

Department of Design and Construction

CITY OF NEW YORK
DEPARTMENT OF DESIGN + CONSTRUCTION
DIVISION OF INFRASTRUCTURE
BUREAU OF DESIGN

METHOD OF CALCULATION FOR CIRCULAR SEGMENTS AT CORNER QUADRANTS

CALCULATION FOR CIRCULAR SEGMENTS AT CORNER QUADRANTS

NEW YORK CITY DOT

Department of Transportation

Mike Flynn, Commissioner

OCMC TRAFFIC STIPULATIONS

March 6, 2026

OCMC FILE NO: CEC-26-151
CONTRACT NO: HWCB27QXM
PROJECT: REPLACEMENT OF CONCRETE, STEEL-FACED, AND GRANITE CURBS AND RELATED SIDEWALK AND ROADWAY RESTORATION - QUEENS, THE BRONX AND MANHATTAN

PERMISSION IS HEREBY GRANTED TO **THE NEW YORK CITY DEPARTMENT OF DESIGN AND CONSTRUCTION (NYC DDC)** AND ITS DULY AUTHORIZED AGENT, TO ENTER UPON AND RESTRICT THE FLOW OF TRAFFIC AT THE LOCATION(S) BELOW FOR THE PURPOSE OF CARRYING OUT THE ABOVE NOTED PROJECT, SUBJECT TO THE STIPULATIONS, AS NOTED BELOW:

I. SPECIAL STIPULATIONS

A. EMBARGOES – A CONSTRUCTION EMBARGO WILL APPLY TO THOSE LOCATIONS BELOW WHICH FALL WITHIN THE HOLIDAY EMBARGO OR ANY OTHER SPECIAL EVENT/CONSTRUCTION EMBARGOES PUBLISHED BY THE BUREAU OF PERMIT MANAGEMENT AND CONSTRUCTION CONTROL.

B. BIKE LANES – THE PERMITTEE MUST COORDINATE WITH THE NYC DOT BIKE UNIT (HAYES LORD; HLORD@DOT.NYC.GOV) PRIOR TO PERFORMING ANY WORK OCCUPYING OR IMPACTING A BIKE LANE. THE NYC DOT BIKE UNIT MUST APPROVE ANY SUCH OCCUPANCY / IMPACT PRIOR TO MOBILIZING. THE PERMITTEE MUST COMPLY WITH THE NEW GUIDELINES FOR THE MAINTENANCE & PROTECTION OF TRAFFIC PLAN FOR CYCLING, WHICH ARE AVAILABLE AT:

https://www1.nyc.gov/html/dot/downloads/pdf/bike-mpt-guidelines.pdf

C. BUS STOPS/BUS LAYOVERS/BUS ROUTES – THE PERMITTEE SHALL PROVIDE WRITTEN NOTICE TO NYC DOT OCMC AND THE METROPOLITAN TRANSPORTATION AUTHORITY (MTA) A MINIMUM OF FIVE (5) WEEKS IN ADVANCE FOR LANE/STREET CLOSURES THAT AFFECT BUS STOPS/BUS LAYOVERS/BUS ROUTES. MTA MUST APPROVE ANY PROPOSED IMPACT PRIOR TO THE PERMITTEE MOBILIZING. FOR BUS STOP RELOCATIONS/REMOVALS, THE PERMITTEE MUST ALSO CONTACT NYC DOT BUS STOP MANAGEMENT AT BUSSTOPCHANGES@DOT.NYC.GOV, AND RECEIVE THEIR APPROVAL PRIOR TO RELOCATING OR REMOVING ANY BUS STOP.

BRONX	MICHAEL WALLIN (MICHAEL.WALLIN@NYCT.COM)
BROOKLYN	BRENNAN ORTIZ (BRENNAN.ORTIZ@NYCT.COM)
MANHATTAN	PHILIP SPEIDEL (PHILIP.SPEIDEL@NYCT.COM)
QUEENS	JIE LI (JIE.LI@NYCT.COM)
STATEN ISLAND	COLIN HARRINGTON (COLIN.HARRINGTON@NYCT.COM)

D. **ACCESS TO ABUTTING PROPERTIES – THE PERMITTEE SHALL COORDINATE ALL ACTIVITIES WITH ABUTTING PROPERTY OWNERS TO ENSURE ACCESS IS PROVIDED TO/FROM ALL BUILDING/BUSINESS ENTRANCES, DRIVEWAYS, AND GARAGES AND THAT SUBWAY ENTRANCES ARE MAINTAINED OPEN AT ALL TIMES. THE PERMITTEE SHALL COORDINATE WITH ALL AFFECTED BUSINESSES PRIOR TO MOBILIZING.**

E. **STORAGE AREAS: THE PERMITTEE MAY OCCUPY A MAXIMUM OF SIXTY (60) LINEAR FEET AND EIGHT (8) FEET ADJACENT TO THE CURB PROVIDED THAT SPACE FALLS WITHIN A DEDICATED PARKING LANE. THERE MUST BE NO IMPACT TO BIKE LANES, BUS STOPS, NO STANDING/STOPPING ANYTIME ZONES, DRIVEWAYS, LOADING BAYS, PEDESTRIAN CROSSWALKS OR AUTHORIZED PARKING ZONES.**

F. **TURNING RADIUS: THE PERMITTEE MUST ENSURE APPROPRIATE VEHICULAR TURNING RADIUS IS PROVIDED AND MAINTAINED AT ALL TIMES. TURNING RADIUS MUST ACCOMMODATE AT A MINIMUM A SCHOOL BUS, FIRETRUCK AND SU-30 TRUCK.**

G. **SPECIAL COORDINATION: PRIOR TO MOBILIZING, THE PERMITTEE MUST COORDINATE WITH ANY AND ALL SCHOOLS, FDNY/EMS FIREHOUSES/FACILITIES, NYPD PRECINCTS, HOSPITALS AND MEDICAL CENTERS, HOUSES OF WORSHIP AND ALL POST OFFICES AND LIBRARIES PRESENT WITHIN ANY STREET SEGMENT / INTERSECTION WHERE WORK SHALL OCCUR.**

H. **BIKE SHARE STATIONS:** THE PERMITTEE SHALL NOT REMOVE, RELOCATE, DAMAGE OR DISRUPT THE OPERATION OF EXISTING BIKE SHARE STATIONS WITHOUT FIRST CONTACTING NYC BIKE SHARE AT 855-245-3311 FOR THEIR REQUIREMENTS PRIOR TO COMMENCING WORK.

I. **NYC DOT STREET FURNITURE:** THE PERMITTEE SHALL NOT MOVE, DAMAGE OR DISRUPT ANY EXISTING WALKNYC WAYFINDING SIGNS, BIKE RACKS, BENCHES, LEANING BARS, GRANITE BLOCKS, OR PLANTERS ON THE SIDEWALK OR ROADWAY. THE PERMITTEE MUST CONTACT NYC DOT VIA EMAIL AT STREETFURNITUREUNIT@DOT.NYC.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO COMMENCING ANY WORK WHICH IMPACTS ON THE STREET FURNITURE.

NYC Department of Transportation
Bureau of Permit Management and Construction Control
55 Water Street, 7th Floor, New York, NY 10041
T: 212.839.9635 F: 212.839.8970
nyc.gov/dot

I. SPECIAL STIPULATIONS (CONTINUED)

J. **NYC DOT SIGNALS SYNCHRO TRAFFIC ANALYSIS REQUIREMENT: PRIOR TO COMMENCING WORK, THE PERMITTEE MAY BE REQUIRED TO PERFORM A TRAFFIC STUDY AND SYNCHRO ANALYSIS IF PROPOSED CONSTRUCTION WILL RESULT IN A LANE REDUCTION, WHICH REMAINS IN EFFECT FOR A PERIOD OF FIVE (5) DAYS OR MORE. A SYNCHRO ANALYSIS WILL NOT BE REQUIRED FOR MAJOR CLOSURES OR LANE REDUCTIONS OCCURRING DURING NIGHTTIME HOURS OF 9:00PM AND 5:00AM. FOR FURTHER DETAILED REQUIREMENTS RELATED TO TRAFFIC STUDY AND SYNCHRO ANALYSIS PREPARATION, THE PERMITTEE SHALL CONTACT NADY IBRAHIM OF THE NYC DOT TRAFFIC SIGNAL TIMING UNIT AT 212-839-3371 (NIBRAHIM@DOT.NYC.GOV).**

K. **PROTECTION OF NYC DEP GREEN INFRASTRUCTURE:** THE PERMITTEE SHALL TAKE PRECAUTION OF NYC DEP GREEN INFRASTRUCTURE IN THE RIGHT-OF-WAY. PERMITTEE MUST CONTACT NYC DEP 48 BUSINESS HOURS BEFORE CONSTRUCTION STARTS AT GIUTILITY@DEP.NYC.GOV FOR FURTHER INSTRUCTION ON HOW TO PROCEED. ALSO, THE PERMITTEE MUST FOLLOW NYC DEP'S GREEN INFRASTRUCTURE PROTECTION REQUIREMENTS AT https://www1.nyc.gov/site/dep/water/green-infrastructure.page. PERMITTEE IS RESPONSIBLE FOR RESTORATION, REPLACEMENT, OR RECONSTRUCTION OF DAMAGED DEP GREEN INFRASTRUCTURE ASSETS IMPACTED BY THE PERMITTEE AS DIRECTED BY DEP.

L. **PROTECTION OF NYC DEP PERMEABLE PAVEMENT:** THE PERMITTEE SHALL TAKE PRECAUTION OF NYC DEP PERMEABLE PAVEMENT IN THE RIGHT-OF-WAY. PERMITTEE MUST CONTACT NYC DEP 48 BUSINESS HOURS BEFORE CONSTRUCTION STARTS AT GIUTILITY@DEP.NYC.GOV FOR FURTHER INSTRUCTION ON HOW TO PROCEED. ALSO, THE PERMITTEE MUST FOLLOW NYC DEP GREEN INFRASTRUCTURE PROTECTION REQUIREMENTS AVAILABLE AT https://www1.nyc.gov/site/dep/water/green-infrastructure.page. PERMITTEE IS RESPONSIBLE FOR RESTORATION, REPLACEMENT OR RECONSTRUCTION OF DAMAGED DEP GREEN INFRASTRUCTURE ASSETS IMPACTED BY THE PERMITTEE AS DIRECTED BY DEP.

M. **STREETLIGHTS / TRAFFIC SIGNALS:** THE PERMITTEE SHALL NOT REMOVE OR RELOCATE EXISTING STREET LIGHTS OR TRAFFIC SIGNALS WITHOUT FIRST OBTAINING APPROVAL FROM NYC DOT STREET LIGHTING / TRAFFIC SIGNALS UNIT.

N. **TRAFFIC CAMERAS, DETECTION/COMMUNICATION EQUIPMENT:** IF AT ANY TIME DURING THE APPROVED WORK, THE PERMITTEE ENCOUNTERS TRAFFIC SURVEILLANCE CAMERAS, DETECTION EQUIPMENT OR ANY TYPE OF COMMUNICATION EQUIPMENT (WIRELESS OR HARD-WIRED) ON ANY NYC DOT FACILITY, THAT IS NOT INCLUDED ON THE DESIGN/BUILD DRAWINGS, THE PERMITTEE SHALL IMMEDIATELY NOTIFY NYC DOT TRAFFIC MANAGEMENT BY PHONE AT **718-433-3390** OR **718-433-3340** AND VIA EMAIL AT TMC@DOT.NYC.GOV AND AWAIT DIRECTION PRIOR TO CONTINUING WORK.

O. **METERS** – THE PERMITTEE SHALL NOT REMOVE OR RELOCATE PARKING METERS WITHOUT FIRST OBTAINING APPROVAL FROM NYC DOT PARKING METER DIVISION AT **718 – 894 – 8651**.

P. **TEST PITS –** THE BELOW TRAFFIC STIPULATIONS DO NOT APPLY TO TEST PIT WORK RELATED TO THIS CONTRACT. WORK HOURS AND OTHER REQUIREMENTS FOR TEST PIT OPERATIONS MAY DIFFER FROM THE STIPULATIONS IDENTIFIED BELOW. THE PERMITTEE SHALL BE REQUIRED TO OBTAIN SEPARATE PERMITS RELATED TO TEST PITS.

Q. **NOTIFICATION** – THE PERMITTEE MUST AT LEAST TWO (2) WORKING DAYS BEFORE THE START OF CONSTRUCTION NOTIFY THE NYC FIRE DEPARTMENT, NYC POLICE DEPARTMENT, NYC EMS, LOCAL COMMUNITY BOARD, BOROUGH PRESIDENT'S OFFICE-CHIEF ENGINEER, NYC DOT OCMC OFFICE, AND ALL ABUTTING PROPERTY OWNERS.

R. **TEMPORARY PARKING REGULATIONS/PAVEMENT MARKINGS –** THE PERMITTEE IS REQUIRED TO INSTALL, MAINTAIN AND REMOVE ALL NECESSARY TEMPORARY PARKING AND REGULATORY SIGNS AND PAVEMENT MARKINGS, AND RESTORE THEIR ORIGINAL CONDITION PER NYC DOT STANDARDS, PRIOR TO EXPIRATION OF THEIR PERMIT(S). THE PERMITTEE OR AGENCY PERFORMING PUBLIC OUTREACH SHALL POST AND MAINTAIN ADVISORY SIGNS A MINIMUM OF 48 HOURS PRIOR TO CHANGING EXISTING PARKING REGULATION SIGNS TO APPROVED TEMPORARY CONSTRUCTION PARKING REGULATION SIGNS. THE ADVISORY SIGNS SHOULD BE POSTED ON ALL POLES AND DRIVE RAILS ON THE SEGMENT AFFECTED, INDICATING THE DATE OF THE CHANGE, THE NEW REGULATIONS AND A TELEPHONE NUMBER TO OBTAIN MORE INFORMATION.
   - PER SECTION 2-02 (C)(4) OF THE HIGHWAY RULES, PERMITTEES MUST AFFIX THEIR DEPARTMENT ISSUED FIVE-DIGIT IDENTIFICATION NUMBER USING A WATERPROOF LABEL OR STICKER ON ALL TEMPORARY SIGNS, INCLUDING BUT NOT LIMITED TO TEMPORARY CONSTRUCTION, RAISE PLOW, PARKING OR REGULATORY SIGNS. THE LETTERING MUST BE IN ARIAL FONT, BLACK INK, ¾ INCH IN HEIGHT AND WIDTH, PLACED AT THE LOWER RIGHT-HAND CORNER OF THE FRONT AND THE LOWER LEFT AND RIGHT-HAND CORNERS OF THE BACK OF THE SIGN. THE LABELS/STICKERS MUST BE VISIBLE/LEGIBLE AT ALL TIMES. PERMITTEE MUST REPLACE ANY WORN OR FADED LABELS/STICKERS.

S. AUTHORIZED PARKING ZONES – PRIOR TO PERFORMING ANY NON-EMERGENCY WORK WHICH IMPACTS AUTHORIZED PARKING, THE PERMITTEE SHALL NOTIFY AND COORDINATE WITH NYC DOT AUTHORIZED PARKING UNIT AT AUTHORIZEDPARKING@DOT.NYC.GOV PRIOR TO OCCUPYING THESE AREAS. STORAGE OF MATERIAL OR EQUIPMENT DURING NON-WORKING HOURS IN AUTHORIZED PARKING ZONES IS PROHIBITED.

T. **CONSTRUCTION INFORMATIONAL SIGNS** – THIS PROJECT REQUIRES A CONSTRUCTION PROJECT INFORMATIONAL SIGN (CPIS) IN ACCORDANCE WITH NYC DOT HIGHWAY RULE SECTION 2-02 (4) AND (5). CRITERIA AND A PROTOTYPE FOR THIS SIGN MAY BE FOUND ON THE NYC DOT WEBSITE AT: http://www.nyc.gov/html/dot/downloads/pdf/dot_cpis_directions.pdf

II. ENHANCED MITIGATIONS

A. **ENHANCED MITIGATIONS FOR PEDESTRIAN FLOW**, INCLUDING METAL FENCING, SHALL BE PROVIDED TO ENSURE PEDESTRIANS STAY WITHIN THEIR DESIGNATED PATH/ROUTE. CERTIFIED FLAGGERS SHALL BE PROVIDED DURING WORKING HOURS, TO ASSIST IN CROSSING PEDESTRIANS TO THE OPPOSITE SIDEWALK OR AROUND THE WORK ZONE. OCMC MAY REQUIRE THE USE OF PEDESTRIAN MANAGERS IN AREAS WHERE THERE IS EXCEPTIONALLY HIGH PEDESTRIAN VOLUME (EX: TIMES SQUARE, QUEENSBORO PLAZA, ETC.).

B. **"NO STANDING ANYTIME-TEMPORARY CONSTRUCTION" SIGNS** AND TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED AND MAINTAINED AS WARRANTED BY THE MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) REQUIRED TO FACILITATE TRAFFIC MOVEMENTS THROUGH THE WORK ZONE. ALL TEMPORARY SIGNS AND PAVEMENT MARKINGS SHALL BE REMOVED UPON COMPLETION OF THE PROJECT.

C. **COMMUNITY OUTREACH** SHALL BE PROVIDED FOR THE DURATION OF THE PROJECT.

III. MAINTENANCE AND PROTECTION OF TRAFFIC

***** For the purposes of this stipulation, the term **"Critical Locations"** shall pertain to those locations which are identified as Critical Streets, and **"Non-Critical Locations"** shall pertain to all other locations. The list of Critical Streets can be found starting on Page 7 of this stipulation.

WORK LOCATION(S)	MAINTENANCE AND PROTECTION OF TRAFFIC	
NON-CRITICAL LOCATIONS (INTERSECTIONS AND STREET SEGMENTS)	Work hours shall be:	
	7:00am – 6:00pm, Mon. to Fri.	If the same number of traffic lanes (pre-construction) are maintained during construction on all street segments.
	9:00am – 4:00pm, Mon. to Fri.	If reducing the number of traffic lanes by one (1) on any street segment (in either direction for two-way streets), without resulting in a full roadway closure.
	9:00am – 2:00pm, Mon. to Fri.	If a school is present within any street segment where work is occurring, or any street segment approaching / exiting the intersection.
	8:00am – 6:00pm Sat. **9:00am – 6:00pm Sun.**	
CRITICAL LOCATIONS (INTERSECTIONS AND STREET SEGMENTS)	Work hours shall be:	
	9:00am – 4:00pm, Mon. to Fri.	If the same number of traffic lanes (pre-construction) are maintained during construction on all street segments.
	10:00am – 3:00pm, Mon. to Fri.	If reducing the number of traffic lanes by one (1) on any street segment (in either direction for two-way streets), without resulting in a full roadway closure.
	9:00am – 2:00pm, Mon. to Fri.	If a school is present within any street segment where work is occurring, or any street segment approaching / exiting the intersection (with no reduction in traffic lanes).
	10:00am – 2:00pm, Mon. to Fri.	If a school is present within any street segment where work is occurring, or any street segment approaching / exiting the intersection AND reducing the number of traffic lanes by one (1) on any street segment (in either direction), without resulting in a full roadway closure.
	8:00am – 6:00pm Sat. **9:00am – 6:00pm Sun.**	

Should "No Standing" rush hour parking regulations apply on either street segment adjacent to or opposite the construction zone, work shall be prohibited during the hours specified on the posted regulation. **OCMC-Streets should be contacted in writing by the Engineer-in-Charge ONLY if a waiver and consideration to work during the restricted hours is being requested.**

III. MAINTENANCE AND PROTECTION OF TRAFFIC (CONTINUED)

WORK LOCATION(S)	MAINTENANCE AND PROTECTION OF TRAFFIC
ALL CRITICAL AND NON-CRITICAL LOCATIONS (INTERSECTIONS AND STREET SEGMENTS)	1. The Permittee shall not work on opposite sidewalk/curbs simultaneously. 2. When work occurs at a median or pedestrian refuge island, the Permittee may occupy one (1) adjacent lane on each side of the median or pedestrian refuge island during working hours. 3. If the reduction of one (1) traffic lane results in only one (1) traffic lane remaining for two-way traffic, the Permittee must provide certified flaggers at each end of the work zone during working hours to alternate traffic flow through / around the work zone. 4. If work will result in a full roadway closure, the Permittee must follow the procedure for requesting a Full Roadway Closure (FRC). a. A minimum of ten (10) calendar days prior to the proposed FRC, the Permittee must submit a completed Request for Full Roadway Closure form, found at http://www.nyc.gov/html/dot/downloads/pdf/dot_full_roadway_closure_procedures.pdf, along with any/all documents to support the request, to FULLROADWAYCLOSURE@DOT.NYC.GOV for OCMC review and approval. b. Upon receiving OCMC conditional approval, the Permittee must send the required written notification to NYPD, FDNY/EMS, local Community Board(s), NYC DOT Special Events, and all property owners on the affected streets segment a minimum of seven (7) calendar days prior to the proposed FRC. When applicable, NYCT or private bus companies must also be notified. c. A copy of the OCMC-approved FRC form and proof of notification must be submitted along with any other required documents when applying for the necessary related construction permits. 5. The Permittee shall make every attempt to maintain a minimum 5-foot clear pedestrian walkway on the existing sidewalk at all times. a. Where a minimum 5-foot clear pedestrian walkway cannot be maintained on the existing sidewalk, the Permittee shall adhere to the following: i. Roadways up to forty (40) feet in width (curb to curb): o During working hours, the Permittee shall fully close the sidewalk and direct pedestrians to use the opposite sidewalk, using signs at each end of the work zone and providing flaggers to cross them safely. o The Permittee shall provide a minimum 5-foot temporary protected walkway in the roadway when the site is unattended. ii. Roadways forty (40) feet in width (curb to curb) or greater: o During working hours, the Permittee shall fully close the sidewalk and provide a minimum 5-foot temporary protected walkway in the roadway around the work zone, occupying the second lane adjacent to the curb (curb lane to be used for construction equipment). o Flaggers shall be provided to temporarily stop pedestrians while equipment is entering and leaving the work zone. o The Permittee shall relocate the temporary 5-foot protected walkway against the curb when the site is unattended. 6. During working hours, the Permittee must maintain all existing pedestrians crosswalks or provide temporary pedestrian crossings when existing crosswalks cannot be maintained. a. Flaggers shall be provided to assist pedestrians in safely navigating the work zone. 7. After working hours, all travel lanes shall be restored to traffic and the full width of all existing pedestrian crosswalks shall be restored/reopened to pedestrians.

IV. GENERAL NOTES

A. **THIS IS NOT A PERMIT.** THIS STIPULATION SHEET MUST BE SUBMITTED WITH ALL REQUESTS FOR PERMITS PERTAINING TO THE ABOVE CONTRACT AND PRESENT AT THE WORK SITE ALONG WITH ALL ACTIVE CONSTRUCTION PERMITS WHEN THE APPROVED WORK IS BEING PERFORMED.

B. THE PERMITTEE MUST COMPLY WITH ALL CONSTRUCTION EMBARGOS ISSUED BY THE NYC DOT INCLUDING THE HOLIDAY EMBARGO.

C. THE PERMITTEE SHALL COMPLY WITH ALL REQUIREMENTS OF THE NYC DOT SPECIAL EVENTS UNIT AS IDENTIFIED BELOW:

1. STREET FAIRS / FESTIVALS
   - ALL EXCAVATIONS MUST BE PLATED WITH SKID RESISTANT PLATES.
   - PLATES MUST BE RECESSED AND FLUSH WITH PAVEMENT.
   - ALL PAVEMENT DEFECTS MUST BE CORRECTED WITHIN OR ADJACENT TO THE WORK ZONE.
   - THE CONTRACTOR IS RESPONSIBLE FOR ANY DEFECTS WITHIN THE IMMEDIATE VICINITY IF NYC DOT STREET & ARTERIAL MAINTENANCE CANNOT MAKE REPAIRS DUE TO PROJECT INTERFERENCE (AS DETERMINED BY NYC DOT).
   - ALL EQUIPMENT, TRAILERS AND MATERIAL STORAGE MUST BE REMOVED.

2. RUNNING / WALKING / BIKING EVENTS
   - ALL EXCAVATIONS MUST BE BACKFILLED AND PAVED OR PLATES MUST BE RECESSED AND PAVED OVER FLUSH WITH PAVEMENT.
   - ALL PAVEMENT DEFECTS MUST BE CORRECTED WITHIN OR ADJACENT TO THE WORK ZONE.
   - THE CONTRACTOR IS RESPONSIBLE FOR ANY DEFECTS WITHIN THE IMMEDIATE VICINITY IF NYC DOT STREET & ARTERIAL MAINTENANCE CANNOT MAKE REPAIRS DUE TO PROJECT INTERFERENCE (AS DETERMINED BY NYC DOT).
   - ALL EQUIPMENT, TRAILERS AND MATERIAL STORAGE MUST BE REMOVED.

3. PARADES
   - ALL EXCAVATIONS MUST BE BACKFILLED AND PAVED OR PLATES MUST BE RECESSED AND PAVED OVER FLUSH WITH PAVEMENT.
   - FORMATION AND DISPERSAL AREA PLATES MUST BE RECESSED AND FLUSH WITH PAVEMENT (PLATES MUST BE SKID RESISTANT).
   - ALL PAVEMENT DEFECTS MUST BE CORRECTED WITHIN OR ADJACENT TO THE WORK ZONE.
   - THE CONTRACTOR IS RESPONSIBLE FOR ANY DEFECTS WITHIN THE IMMEDIATE VICINITY IF NYC DOT STREET & ARTERIAL MAINTENANCE CANNOT MAKE REPAIRS DUE TO PROJECT INTERFERENCE (AS DETERMINED BY NYC DOT).
   - ALL EQUIPMENT, TRAILERS AND MATERIAL STORAGE MUST BE REMOVED.

4. MAYORAL EVENTS
   - ALL EXCAVATIONS MUST BE BACKFILLED AND PAVED OR PLATES MUST BE RECESSED AND PAVED OVER FLUSH WITH PAVEMENT.
   - ALL PAVEMENT DEFECTS MUST BE CORRECTED WITHIN OR ADJACENT TO THE WORK ZONE.
   - THE CONTRACTOR IS RESPONSIBLE FOR ANY DEFECTS WITHIN THE IMMEDIATE VICINITY IF NYC DOT STREET & ARTERIAL MAINTENANCE CANNOT MAKE REPAIRS DUE TO PROJECT INTERFERENCE (AS DETERMINED BY NYC DOT).
   - ALL EQUIPMENT, TRAILERS AND MATERIAL STORAGE MUST BE REMOVED.

D. ALL RELOCATION WORK BY THE UTILITIES SUCH AS; CON EDISON, TELEPHONE, GAS AND CABLE COMPANIES SHALL PRECEDE THE CONTRACTORS' START OF WORK ON ALL AFFECTED ROADWAYS IN THE IMPACTED CONTRACT AREA.

E. THE CONTRACTOR IS ADVISED THAT OTHER CONTRACTORS MAY BE WORKING IN THE GENERAL AREA DURING THE TERM OF THIS STIPULATION. IN WHICH EVENT, THE CONTRACTOR MAY REQUIRE MODIFICATIONS BY THE OCMC-STREETS.

F. THE PERMITTEE IS NOT AUTHORIZED TO ENTER, OCCUPY OR USE ANY PUBLICLY OWNED OR PRIVATELY OWNED, NON-PAVED, LANDSCAPE OR NON-LANDSCAPED LOCATION WITHOUT SPECIFIC WRITTEN PERMISSION. WHEN THE LOCATION IS WITHIN THE RIGHT-OF-WAY OF A LIMITED-ACCESS ARTERIAL HIGHWAY, WRITTEN APPROVAL FROM THE NYC DOT OCMC-HIGHWAYS IS REQUIRED. WHEN THE LOCATION IS WITHIN THE RIGHT-OF-WAY OF A PUBLIC STREET OR PUBLIC PARK, WRITTEN APPROVAL FROM THE NEW YORK CITY DEPARTMENT OF TRANSPORTATION OR NEW YORK CITY DEPARTMENT OF PARKS AND RECREATION IS REQUIRED. WHEN THE LOCATION IS WITHIN THE RIGHT-OF-WAY OF ANY OTHER JURISDICTION SUCH AS PRIVATE PROPERTY, STATE, FEDERAL ETC., IT IS THE PERMITTEE'S RESPONSIBILITY TO DETERMINE THE PROPERTY OWNER AND OBTAIN THE WRITTEN APPROVAL.

G. THE PERMITTEE SHALL ADHERE TO THE NYC DOT BUREAU OF BRIDGES' SPECIAL PROVISIONS FOR LANDSCAPE PROTECTION, MAINTENANCE AND RESTORATION, ITEMS 1.18.15 THROUGH 1.18.19, WHENEVER AND WHEREVER ANY OF THE PERMITTEE'S ACTIVITIES OCCUR WITHIN A LIMITED ACCESS ARTERIAL HIGHWAY RIGHT - OF - WAY.

H. NO DEVIATION OR DEPARTURE FROM THESE STIPULATIONS WILL BE PERMITTED WITHOUT THE PRIOR WRITTEN APPROVAL FROM THE OCMC-STREETS. REQUEST FOR SUCH MODIFICATIONS SHALL BE SUBMITTED TO THE OFFICE OF THE OCMC-STREETS, NEW YORK CITY DEPARTMENT OF TRANSPORTATION, A MINIMUM OF TWENTY (20) DAYS IN ADVANCE FOR CONSIDERATION.

IV. GENERAL NOTES (CONTINUED)

I. FOR ANY CONSTRUCTION ACTIVITY RESULTING IN THE FULL CLOSURE OF A ROADWAY FOR MORE THAN 180 CONSECUTIVE CALENDAR DAYS, THE CONTRACTOR MUST PRODUCE AND SUBMIT A COMMUNITY REASSESSMENT, IMPACT AND AMELIORATION (CRIA) STATEMENT TO NYC DOT PLANNING AND OBTAIN THEIR APPROVAL BEFORE APPLYING FOR PERMITS, IN COMPLIANCE WITH THE PROVISIONS OF LOCAL LAW 24 STREET CLOSURE LAW.

J. FOR THIS PROJECT THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN ALL NECESSARY ADVANCE WARNING AND DETOUR SIGNS, TEMPORARY CONTROL DEVICES, BARRICADES, LIGHTS AND FLASHING ARROW BOARDS IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," THE TYPICAL SCHEMES INCLUDED IN THIS SPECIFICATION; AND AS ORDERED BY THE ENGINEER-IN-CHARGE AND THE OCMC-STREETS.

K. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING HIS CONSTRUCTION SIGNAGE. THE IDENTIFICATION SHALL INCLUDE THE CONTRACTOR'S NAME, SPONSORING AGENCY NAME AND THE CONTRACT NUMBER. THE IDENTIFICATION SHALL BE PLACED ON THE BACK OF THE SIGN. THE LETTERING SHALL BE THREE (3) INCHES HIGH.

L. THE OCMC-STREETS RESERVES THE RIGHT TO VOID OR MODIFY THESE STIPULATIONS SHOULD CONSTRUCTION FAIL TO COMMENCE WITHIN TWO (2) YEARS OF THE SIGNED DATE OF THESE STIPULATIONS.

Duane Barra

DUANE BARRA
DIRECTOR
OCMC-STREETS

D. Barra

FOR NICHOLAS DAGHER
EXECUTIVE DIRECTOR
OCMC-STREETS

V. CRITICAL ROADWAYS

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

MANHATTAN:

106th Street – First Avenue to FDR Drive
116th Street – First Avenue to FDR Drive
125th Street – Henry Hudson Parkway to FDR Drive
135th Street – St. Nicholas Avenue to Harlem River Drive
138th Street – Malcolm X Boulevard to Harlem River Drive
145th Street – Riverside Drive to Harlem River Drive
14th Street – Joe DiMaggio Highway to FDR Drive
155th Street – Riverside Drive to Harlem River Drive
158th Street – Henry Hudson Parkway to Broadway
165th Street – Riverside Drive to Broadway
178th Street – Fort Washington Avenue to Amsterdam Avenue
179th Street – Fort Washington Avenue to Amsterdam Avenue
181st Street – Riverside Drive to Amsterdam Avenue
207th Street – Broadway to Ninth Avenue
20th Street – Avenue C to First Avenue
23rd Street – Joe DiMaggio Highway to FDR Drive/Avenue C
25th Street – FDR Drive to First Avenue
30th Street – Joe DiMaggio Highway to FDR Drive
31st Street – Tenth Avenue to Second Avenue
32nd Street – Seventh Avenue to Second Avenue
33rd Street – Joe DiMaggio Highway to First Avenue
34th Street – Joe DiMaggio Highway to FDR Drive
35th Street – Eleventh Avenue to FDR Drive
36th Street – Eleventh Avenue to FDR Drive
37th Street – Eleventh Avenue to FDR Drive
38th Street – Eleventh Avenue to FDR Drive
39th Street – Joe DiMaggio Highway to First Avenue
40th Street – Joe DiMaggio Highway to First Avenue
41st Street – Joe DiMaggio Highway to Avenue of the Americas
42nd Street – Joe DiMaggio Highway to FDR Drive
43rd Street – First Avenue to Lexington Avenue
43rd Street – Vanderbilt Avenue to Joe DiMaggio Highway
44th Street – First Avenue to Lexington Avenue
44th Street – Vanderbilt Avenue to Joe DiMaggio Highway
45th Street – First Avenue to Joe DiMaggio Highway
46th Street – First Avenue to Eighth Avenue
47th Street – First Avenue to Eighth Avenue
48th Street – First Avenue to Eighth Avenue
49th Street – FDR Drive to Joe DiMaggio Highway
50th Street – Beekman Place to Joe DiMaggio Highway
51st Street – First Avenue to Eighth Avenue
52nd Street – First Avenue to Eighth Avenue
53rd Street – FDR Drive to Eighth Avenue
54th Street – First Avenue to Eighth Avenue
55th Street – Sutton Place to Joe DiMaggio Highway
56th Street – Sutton Place to Joe DiMaggio Highway
57th Street – Sutton Place to Joe DiMaggio Highway
58th Street – Sutton Place to Eleventh Avenue
59th Street – Fifth Avenue to Sutton Place
59th Street – West Side Highway to Columbus Avenue
60th Street – FDR Drive to Fifth Avenue

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

61st Street – FDR Drive to Fifth Avenue
62nd Street – FDR Drive to Fifth Avenue
63rd Street – FDR Drive to Fifth Avenue
65th Street – West End Avenue to York Avenue (Including Transverse Roadway)
66th Street – West End Avenue to York Avenue (Including Transverse Roadway)
71st Street – FDR Drive to York Avenue
72nd Street – Henry Hudson Parkway to Park Avenue (Including Transverse Roadway)
73rd Street – FDR Drive to York Avenue
79th Street – Central Park West to Fifth Avenue (Transverse Roadway)
79th Street – Henry Hudson Parkway to Broadway
79th Street – Park Avenue to Fifth Avenue
79th Street – York Avenue to FDR Drive
81st Street – Amsterdam Avenue to Central Park West
84th Street – Park Avenue to Fifth Avenue
85th Street – Park Avenue to Fifth Avenue
86th Street – Amsterdam Avenue to Central Park West
86th Street – Central Park West to Fifth Avenue (Transverse Roadway)
8th Street – Avenue of the Americas to Third Avenue
92nd Street – FDR Drive to First Avenue
95th Street – Riverside Drive to Broadway
96th Street – FDR Drive to Fifth Avenue
96th Street – Henry Hudson Parkway to Central Park West
97th Street – FDR Drive to Henry Hudson Parkway (Including Transverse Roadway)
9th Street – Avenue of the Americas to First Avenue
Adam Clayton Powell Boulevard – Central Park North to 155th Street
Allen Street – East Broadway to Houston Street
Amsterdam Avenue – 59th Street to 181st Street
Ann Street – Park Row to Gold Street
Avenue C – 14th Street to 34th Street
Avenue of the Americas (Sixth Avenue) – Church Street to Central Park South
Avenue of the Finest – Rose Street to Pearl Street
Barclay Street – West Street to Broadway
Battery Park Underpass – Joe DiMaggio Highway to South Street
Battery Place – West Street to Broadway
Bayard Street – Baxter Street to Bowery
Beach Street – Varick Street to Avenue of the Americas
Beekman Street – Park Row to South Street
Bowery – Worth Street to Third Avenue/6th Street
Broad Street – South Street to Wall Street
Broadway – Battery Place to Ninth Avenue/Harlem River
Broome Street – Varick Street to Clinton Street
Canal Street – West Street to Essex Street/East Broadway
Catherine Street – Bowery/Division Street to South Street
Central Park South – Broadway to Fifth Avenue
Central Park West – 59th Street to 66th Street
Central Park West – 72nd Street to 110th Street/Cathedral Parkway
Centre Street – Park Row to Kenmare Street
Chambers Street – River Terrace to Centre Street
Christopher Street – Joe DiMaggio Highway to Greenwich Avenue/Avenue of the Americas
Chrystie Street – Canal Street to Houston Street
Church Street – Liberty Street to Canal Street
Clarkson Street – Joe DiMaggio Highway to Seventh Avenue

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

Cleveland Place – Kenmare Street to Lafayette Street
Clinton Street – Grand Street to Broome Street
Columbus Avenue – 59th Street to 66th Street
Columbus Avenue (southbound) – Cathedral Parkway/110th Street to 66th Street
Cortlandt Street – Church Street to Broadway
Delancey Street – Clinton Street to Bowery
Dey Street – Church Street to Broadway
Division Street – Bowery to Canal Street
Dominick Street – Avenue of the Americas to Hudson Street
Dover Street – Pearl Street to South Street
Dover Street – Pell Street to Bowery
Duane Street – Greenwich Street to Lafayette Street
Dyckman Street – Harlem River Drive to Henry Hudson Parkway
Dyckman Street – Henry Hudson Parkway to Harlem River Drive
East Broadway – St. James Place to Grand Street
East Drive – Central Park South to Central Park North
East End Avenue – 79th Street to 90th Street
Eighth Avenue – Hudson Street to Central Park South
Eleventh Avenue – Joe DiMaggio Highway to 59th Street
Essex Street – Canal Street to Houston Street
Exchange Alley – Broadway to Hanover Street
FDR Drive Southbound Service Road – 92nd Street to 97th Street
Fifth Avenue – Washington Square North to 139th Street
First Avenue – Houston Street to 125th Street
First Avenue Tunnel – 41st Street to 49th Street
Fort Washington Avenue – Broadway/158th Street to 181st Street
Fourth Avenue – Bowery to 14th Street
Frankfort Street – Park Row to Pearl Street
Frederick Douglass Boulevard – 110th Street/Cathedral Parkway to 155th Street
Fulton Street – Church Street to South Street
Gold Street – Maiden Lane to Frankfort Street
Grand Street – Varick Street to South Street
Greenwich Street – Battery Place to Gansevoort Street
Harlem River Drive – 125th Street to Dyckman Street
Harrison Street – West Street to Hudson Street
Henry Hudson Parkway – 59th Street to Henry Hudson Bridge
Hester Street – Centre Street to Essex Street
Houston Street – Joe DiMaggio Highway to FDR Drive
Hudson Street – Chambers Street to 14th Street
Irving Place – 14th Street to 20th Street
Joe DiMaggio Highway – Battery Place to 59th Street
John Street – Broadway to South Street
Kenmare Street – Lafayette Street to Bowery
Lafayette Street – Centre Street to 8th Street
LaGuardia Place – Houston Street to Washington Square South
Lenox Avenue – Central Park North to 145th Street
Lexington Avenue – Gramercy Park North to 129th Street
Liberty Street – South End Avenue to Pearl Street
Madison Avenue – 23rd Street to 138th Street
Madison Street – Avenue of the Finest to Grand Street
Maiden Lane – Broadway to South Street

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

Montgomery Street – East Broadway to South Street
Murray Street – North End Avenue to Broadway
Nassau Street – Wall Street to Spruce Street
Ninth Avenue – Gansevoort Street to 59th Street
Norfolk Street – Grand Street to Delancey Street
Park Avenue – 42nd Street to 135th Street/Harlem River Drive
Park Avenue South – 17th Street to 42nd Street
Park Avenue Tunnel – 33rd Street to 40th Street
Park Place – Greenwich Street to Broadway
Park Row – Broadway to Worth Street
Pearl Street – Lafayette Street to St. James Place
Pearl Street – State Street to Lafayette Street
Pike Street – South Street to East Broadway
Pine Street – Broadway to South Street
Reade Street – Greenwich Street to Centre Street
Rector Street – West Street to Broadway
Riverside Drive – 72nd Street to Dyckman Street
Robert F. Wagner Senior Place – Pearl Street to South Street
Second Avenue – Houston Street to 128th Street/Harlem River Drive
Seventh Avenue – Houston Street to Central Park South
Sixth Avenue (Avenue of the Americas) – Church Street to Central Park South
South Street – Whitehall Street to Montgomery Street
Spring Street – Joe DiMaggio Highway to Bowery
Spruce Street – Park Row to Gold Street
St. James Place – Pearl Street to Bowery
St. Marks Place – Third Avenue to First Avenue
St. Nicholas Avenue – Central Park North to 181st Street
State Street – Whitehall Street to Battery Place
Suffolk Street – Grand Street to Delancey Street
Sutton Place/Sutton Place South – 53rd Street to 59th Street
Tenth Avenue – Dyckman Street to Broadway
Tenth Avenue – Joe DiMaggio Highway to 59th Street
Third Avenue – Bowery/6th Street to 128th Street
Thomas Street – Hudson Street to Broadway
Trinity Place – Morris Street to Liberty Street
Union Square East – 14th Street to 17th Street
Union Square West – 14th Street to 17th Street
University Place – 8th Street to 14th Street
Vanderbilt Avenue – 42nd Street to 47th Street
Varick Street – West Broadway to Houston Street
Vesey Street – North End Avenue to Broadway
Walker Street – Beach Street to Canal Street
Wall Street – Broadway to South Street
Warren Street – Greenwich Street to Broadway
Washington Street – Joseph P. Ward Street to 14th Street
Water Street – Whitehall Street to Fulton Street
Watts Street – Broome Street to Hudson Street
West Broadway – Vesey Street to Houston Street
West Drive – Central Park South to Central Park North
West End Avenue – 59th Street to 106th Street
Whitehall Street – South Street to Broadway
William Street – Broad Street to Spruce Street

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

Worth Street – Hudson Street to Park Row (Chatham Square)
York Avenue – 59th Street to 92nd Street

BROOKLYN:

17th Street – Third Avenue to Fifth Avenue
39th Street – Second Avenue to Dahill Road
65th Street – Second Avenue to Avenue P
86th Street – Fourth Avenue to McDonald Avenue
92nd Street – Seventh Avenue to Fourth Avenue
Adams Street – Fulton Street to Prospect Street
Atlantic Avenue – Furman Street to Eldert Lane
Avenue U – Ocean Parkway to Ralph Avenue
Bay Parkway – Shore Parkway to Ocean Parkway
Bay Ridge Avenue – Shore Road to Seventh Avenue
Bedford Avenue – Flatbush Avenue to Broadway
Belt Parkway (Shore Parkway) – Gowanus Expressway to Queens County Line
Boerum Place – Atlantic Avenue to Fulton Street
Borinquen Place – Union Avenue to Marcy Avenue
Brighton Beach Avenue – Ocean Parkway to Coney Island Avenue
Broadway – Kent Avenue to Jamaica Avenue
Brooklyn-Queens Expressway – Gowanus Expressway to Kosciusko Bridge
Bushwick Avenue – Jamaica Avenue to Metropolitan Avenue
Cadman Plaza West – Old Fulton Street to Pierrepont Street
Caton Avenue – Fort Hamilton Parkway to Bedford Avenue
Church Avenue – Chester Avenue to Kings Highway
Columbia Street – Atlantic Avenue to Hamilton Avenue
Coney Island Avenue – Park Circle to Brighton Beach Avenue
Cooper Street – Broadway to Irwin Avenue
Court Street – Pierrepont Street to Hamilton Avenue
Cropsey Avenue – 14th Avenue to Neptune Avenue
DeKalb Avenue – Carlton Avenue to Fulton Street
Division Street – Kent Avenue to Williamsburg Street East
Eastern Parkway – Grand Army Plaza to Atlantic Avenue
Emmons Avenue – Shore Boulevard to Knapp Street
Empire Boulevard – Flatbush Avenue to Utica Avenue
Fifth Avenue – Fourth Avenue/97th Street to Flatbush Avenue
Flatbush Avenue – Concord Street/Manhattan Bridge to Gil Hodges Memorial Bridge
Flatlands Avenue – Kings Highway to Pennsylvania Avenue
Flushing Avenue – Carlton Avenue to Cypress Avenue
Fort Hamilton Parkway – 92nd Street to Park Circle
Fourth Avenue – Shore Road to Flatbush Avenue
Fulton Street – Flatbush Avenue to Broadway
Furman Street – Old Fulton Street to Atlantic Avenue
Gerritsen Avenue – Avenue U to Nostrand Avenue
Gowanus Expressway – Verrazano Bridge to Brooklyn-Queens Expressway/Battery Tunnel
Grand Street – Roebling Street to Gardner Avenue
Greenpoint Avenue – Manhattan Avenue to Kingsland Avenue
Hamilton Avenue – Third Avenue to Van Brunt Street
Havemeyer Street – Broadway to Metropolitan Avenue
Hicks Street – Atlantic Avenue to Old Fulton Street
Hicks Street East (northbound) – Hamilton Avenue to Atlantic Avenue
Hicks Street West (southbound) – Congress Street to Hamilton Avenue

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

Highland Boulevard – Bushwick Avenue to Robert Place
Humboldt Avenue – Greenpoint Avenue to Maspeth Avenue
Jamaica Avenue – Broadway to Eldert Lane
Jay Street – Fulton Street to Prospect Street
Joralemon Street – Clinton Street to Flatbush Avenue
Kent Avenue – Williamsburg Street West to Calver Street
Kings Highway – Avenue P to Eastern Parkway
Kingsland Avenue – Greenpoint Avenue to Maspeth Avenue
Knapp Street – Emmons Avenue to Nostrand Avenue
Liberty Avenue – Eastern Parkway to 75th Street
Linden Boulevard – Bedford Avenue to 78th Street
Manhattan Avenue – Broadway to Commercial Street
Marcy Avenue – Broadway to Metropolitan Avenue
Marcy Avenue – Fulton Street to Flushing Avenue
McGuinness Boulevard – Ash Street/Pulaski Bridge to Meeker Avenue
Meeker Avenue – Gardner Avenue to Metropolitan Avenue
Metropolitan Avenue – Kent Avenue to Scott Avenue
Myrtle Avenue – Jay Street to Wychoff Avenue
Nassau Street – Flatbush Avenue to Carlton Avenue
Neptune Avenue – Cropsey Avenue to Shore Boulevard
New Utrecht Avenue – 86th Street to 39th Street
New York Avenue – Foster Avenue to Fulton Street
North Conduit Avenue – Atlantic Avenue to Sutter Avenue
Nostrand Avenue – Emmons Avenue to Flatbush Avenue
Ocean Avenue – Emmons Avenue to Flatbush Avenue
Ocean Parkway – Church Avenue to Brighton Beach Avenue
Old Fulton Street – Furman Street to Cadman Plaza West
Park Avenue – Navy Street to Classon Avenue
Parkside Avenue – Park Circle to Ocean Avenue/Flatbush Avenue
Pennsylvania Avenue – Belt Parkway to Jamaica Avenue
Prospect Avenue – Fort Hamilton Parkway to Third Avenue
Prospect Expressway – Gowanus Expressway to Church Avenue
Ralph Avenue – Avenue U to Flatlands Avenue
Remsen Avenue – Seaview Avenue to Utica Avenue
Rockaway Parkway – Canarsie Veteran's Circle to East New York Avenue
Rodney Street – Broadway to Metropolitan Avenue
Roebling Street – South 5th Street to Metropolitan Avenue
Sands Street – Navy Street to Adams Street
Second Avenue – Wakeman Place to 60th Street
Seventh Avenue – 86th Street to 65th Street
Smith Street – Hamilton Avenue to Fulton Street
South Conduit Avenue – Atlantic Avenue to Sutter Avenue
Stillwell Avenue – Surf Avenue to Avenue P
Surf Avenue – West 17th Street to Ocean Parkway
Third Avenue – Shore Road to Flatbush Avenue
Tillary Street – Cadman Plaza West to Navy Street
Utica Avenue – Flatbush Avenue to Eastern Parkway
Washington Avenue – Lincoln Road to Flushing Avenue
Willoughby Street – Carlton Avenue to Adams Street

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

BRONX:

Bailey Avenue – Sedgwick Avenue to Van Cortlandt Park South
Barretto Avenue – Garrisson Avenue to Bruckner Boulevard
Bartow Avenue – Gun Hill Road to Hutchinson River Parkway East
Baychester Avenue – East 241st Street to Hutchinson River Parkway West
Boston Road – Third Avenue to Ropes Avenue
Broadway – West 225th Street to West 262nd Street
Bronx Boulevard – East 233rd Street to Burke Avenue
Bronx Park East – Burke Avenue to White Plains Road
Bronx River Avenue – Story Avenue to Westchester Avenue
Bronx River Parkway – Bruckner Expressway to 238th Street
Bruckner Boulevard – Third Avenue to Westchester Avenue
Bruckner Expressway – Major Deegan Expressway to Hutchinson River Parkway
Brush Avenue – Cross Bronx Expressway to Lafayette Avenue
Burnside Avenue – Sedgwick Avenue to Webster Avenue
Castle Hill Avenue – East Tremont Avenue to Hart Street
City Island Avenue – Sutherland Street to Belden Street
City Island Road – Pelham Parkway to Sutherland Street
Conner Avenue – Tillotson Avenue to East 233rd Street
Co-op City Boulevard – Tillotson Avenue to Bartow Avenue
Cross Bronx Expressway – Throgs Neck Expressway to Major Deegan Expressway
Dewey Avenue – Balcom Avenue to Hollywood Avenue
Dr. Theodore Kazimiroff Boulevard – East Fordham Road to Bronx Park East
Dyre Avenue – Lustre Street to Boston Road
East 138th Street – Exterior Street to Bruckner Boulevard
East 149th Street – River Avenue to Southern Boulevard
East 161st Street – Jerome Avenue to Third Avenue
East 163rd Street – Webster Avenue to Bruckner Boulevard
East 177th Street – Ferris Avenue to Harding Avenue
East 177th Street – Rodman Place to Rosedale Avenue
East 222nd Street – Bronx Boulevard to Baychester Avenue
East 233rd Street – Jerome Avenue to Boston Road
East 241st Street – Bullard Avenue to Baychester Avenue
Eastchester Road – East 222nd Street to Williamsbridge Road
Edson Avenue – Boston Road to East Gun Hill Road
Edward L. Grant Highway – Jerome Avenue to University Avenue
Featherbed Lane – University Avenue to Macombs Road
Ferris Avenue – Bronx Whitestone Bridge Plaza to Lafayette Avenue
Fordham Road – Cedar Avenue to Boston Road
Garrisson Avenue – Leggett Avenue to Edgewater Road
Grand Avenue – Macombs Road to West 177th Street
Grand Concourse – 138th Street to Mosholu Parkway
Gun Hill Road – Mosholu Parkway Service Road to Stillwell Avenue
Hunts Point Avenue – Halleck Street to Bruckner Boulevard
Hutchinson River Parkway East – Baychester Avenue to Bartow Avenue
Hutchinson River Parkway West – Baychester Avenue to Bartow Avenue
Jarvis Avenue – Burke Avenue to Country Club Road
Jerome Avenue – East 161st Street to East 233rd Street
Kingsbridge Road – Bailey Avenue to East Fordham Road
Lafayette Avenue – Brush Avenue to Ellsworth Avenue

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

Lafayette Avenue – Edgewater Road to Bruckner Boulevard
Leggett Avenue – Garrisson Avenue to Bruckner Boulevard
Longwood Avenue – Garrisson Avenue to Bruckner Boulevard
Melrose Avenue – East 149th Street to Brook Avenue
Metropolitan Avenue – Westchester Avenue to Castle Hill Avenue
Middletown Road – Westchester Avenue to Bruckner Boulevard
Morris Park Avenue – East 177th Street to Eastchester Road
Mosholu Avenue – West 254th Street to Broadway
Mosholu Parkway – Henry Hudson Parkway to Dr. Theodore Kazimiroff Boulevard
Mosholu Parkway Service Road – Webster Avenue to West Gun Hill Road/Van Cortlandt Park South
Nereid Avenue – Bronx Boulevard to Seton Avenue
Pelham Parkway – Boston Road to Burr Avenue
Pelham Parkway – Hutchinson River Parkway to City Island Road
Riverdale Avenue – West 252nd Street to West 263rd Street
Rosedale Avenue – Sound View Avenue to East Tremont Avenue
Sedgwick Avenue (Dr. Martin Luther King Boulevard) – Jerome Avenue to Mosholu Parkway
Shore Road – City Island Road to Park Drive
Soundview Avenue – Metcalf Avenue to White Plains Road
Southern Boulevard – Bruckner Boulevard to East Fordham Road
Third Avenue – Bruckner Boulevard to Webster Avenue/West Fordham Road
Throgs Neck Boulevard – Harding Avenue to Layton Avenue
Tillotson Avenue – Eastchester Road to Hutchinson Avenue
Tremont Avenue – Sedgwick Avenue to Schurz Avenue
Union Port Road – White Plains Road to Westchester Avenue
University Avenue – Sedgwick Avenue (Dr. Martin Luther King Boulevard) to Kingsbridge Road
Van Cortlandt Park South – Broadway to Mosholu Parkway Service Road
Webster Avenue – Brook Avenue to Nereid Avenue
West 225th Street – Broadway to Bailey Avenue
West 230th Street – Broadway to Bailey Avenue
West 230th Street – East Henry Hudson Parkway to West Henry Hudson Parkway Service Roads
West 231st Street – Broadway to Bailey Avenue
West 232nd Street – East Henry Hudson Parkway to West Henry Hudson Parkway Service Roads
West 233rd Street – Broadway to Bailey Avenue
West 234th Street – Broadway to Bailey Avenue
West 238th Street – Broadway to Bailey Avenue
West 239th Street – East Henry Hudson Parkway to West Henry Hudson Parkway Service Roads
West 246th Street – East Henry Hudson Parkway to West Henry Hudson Parkway Service Roads
West 252nd Street – East Henry Hudson Parkway to West Henry Hudson Parkway Service Roads
West 256th Street – East Henry Hudson Parkway to West Henry Hudson Parkway Service Roads
Westchester Avenue – Third Avenue to Bruckner Expressway
White Plains Road – East 243rd Street to Sound View Avenue
Whitlock Avenue – Westchester Avenue to East 163rd Street
Williamsbridge Road – White Plains Road to Westchester Avenue
Willis Avenue – Bruckner Boulevard to 149th Street

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

QUEENS:

108th Street – Astoria Boulevard to Queens Boulevard
114th Street – Northern Boulevard to 44th Avenue
130th Avenue – 238th Street to Brookville Boulevard
130th Street – South Conduit Avenue to North Conduit Avenue
14th Avenue – College Point Boulevard to Francis Lewis Boulevard
150th Street – Rockaway Boulevard to South Conduit Avenue
164th Street – Hillside Avenue to Northern Boulevard
21st Street – Borden Avenue to Ditmars Boulevard
225th Street – North Conduit Avenue to South Conduit Avenue
27th Street – Queens Plaza South to 44th Drive
31st Drive – Astoria Boulevard to Ditmars Boulevard
31st Street – 39th Avenue to Ditmars Boulevard
34th Avenue – Vernon Boulevard to Northern Boulevard
37th Avenue – 108th Street to 114th Street
37th Avenue – College Point Boulevard to Union Avenue
38th Avenue – College Point Boulevard to Union Avenue
39th Avenue – College Point Boulevard to Union Avenue
39th Street – Northern Boulevard to Hunters Point Avenue
44th Drive – Vernon Boulevard to Jackson Avenue
48th Street – Greenpoint Avenue to Northern Boulevard
49th Avenue – Vernon Boulevard to 21st Street
50th Avenue – Vernon Boulevard to 21st Street
51st Avenue – Hunters Point Avenue to 58th Street
58th Street – Maspeth Avenue to Queens Boulevard
69th Road – Queens Boulevard to Park Drive East
69th Street – Broadway to Metropolitan Avenue
73rd Avenue – Kissena Boulevard to Springfield Boulevard
80th Street – Cooper Avenue to Furmanville Avenue
82nd Street – Ditmars Boulevard to Roosevelt Avenue
94th Street – Ditmars Boulevard to 32nd Avenue
Archer Avenue – 138th Street to Merrick Boulevard
Astoria Boulevard – 82nd Street to Northern Boulevard
Astoria Boulevard North – 31st Street to 82nd Street
Astoria Boulevard South – 31st Street to 82nd Street
Atlantic Avenue – Eldert Lane to 94th Avenue
Beach 20th Street – Seagirt Boulevard to Mott Avenue
Beach Channel Drive – Cronston Avenue to Horton Avenue
Bell Boulevard – 158th Street to 86th Avenue
Belt Parkway – Laurelton Parkway to Brooklyn County Line
Booth Memorial Avenue – College Point Boulevard to Long Island Expressway
Borden Avenue – Vernon Boulevard to Greenpoint Avenue
Braddock Avenue – Springfield Boulevard to Jericho Turnpike
Broadway – Vernon Boulevard to Queens Boulevard
Brookville Boulevard – South Conduit Avenue to Francis Lewis Boulevard
Caldwell Avenue – 69th Street to Dry Harbor Road
Central Avenue – Mott Avenue to Virginia Street
College Point Boulevard – 14th Avenue to Long Island Expressway
Commonwealth Boulevard – Littleneck Parkway to Hillside Avenue
Continental Avenue – Metropolitan Avenue to Queens Boulevard

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

Cooper Avenue – Irving Avenue to Woodhaven Boulevard
Crescent Street – 39th Avenue to 44th Drive
Cronston Avenue – Beach 169th Street to Beach Channel Drive
Cross Bay Boulevard – Woodhaven Boulevard to Rockaway Beach Boulevard
Cypress Hills Street – Fresh Pond Road to Jamaica Avenue
Ditmars Boulevard – 21st Street to Astoria Boulevard
Douglaston Parkway – Northern Boulevard to Winchester Boulevard
Dry Harbor Road – Furmanville Avenue to Woodhaven Boulevard
Edgemere Avenue – Fernside Place to Rockaway Beach Boulevard
Eliot Avenue – Metropolitan Avenue to Queens Boulevard
Elmhurst Avenue – 108th Street to Broadway
Farmers Boulevard – Hollis Avenue to Rockaway Boulevard
Flushing Avenue – Cypress Avenue to Grand Avenue
Francis Lewis Boulevard – 15th Avenue to Hooks Creek Boulevard
Fresh Pond Road – Maspeth Avenue to Myrtle Avenue
Grand Avenue – 47th Street to Queens Boulevard
Greenpoint Avenue – Review Avenue to Queens Boulevard
Guy R. Brewer Boulevard – Jamaica Avenue to Rockaway Boulevard
Hempstead Turnpike – Jamaica Avenue to Cross Island Parkway
Hillside Avenue – Myrtle Avenue to Langdale Street
Hollis Avenue – Jamaica Avenue to Springfield Boulevard
Hollis Court Boulevard – Utopia Parkway to Francis Lewis Boulevard
Hollis Hill Terrace – 73rd Avenue to 86th Avenue
Home Lawn Street – Hillside Avenue to 82nd Road
Hook Creek Boulevard – Francis Lewis Boulevard to Merrick Boulevard
Hoyt Avenue North – 21st Avenue to 31st Street
Hoyt Avenue South – 21st Avenue to 31st Street
Hunters Point Avenue – 21st Street to 51st Avenue
Jackson Avenue – 51st Avenue to Queens Boulevard
Jamaica Avenue – Eldert Lane to Jericho Turnpike
Jewel Avenue – 108th Street to 73rd Avenue
Junction Boulevard – 32nd Avenue to Queens Boulevard
Kissena Boulevard – Main Street to Parsons Boulevard
Laurel Hill Boulevard – Review Avenue to Queens Boulevard
Laurelton Parkway – Southern State Parkway to Belt Parkway
Lefferts Boulevard – South Conduit Avenue to Queens Boulevard
Liberty Avenue – 75th Street to Farmers Boulevard
Linden Boulevard – Rockaway Boulevard to Cross Island Parkway
Linden Place – 23rd Avenue to Northern Boulevard
Little Neck Parkway – Jamaica Avenue to Marathon Parkway
Main Street – Northern Boulevard to Queens Boulevard
Marathon Parkway – Littleneck Parkway to Commonwealth Boulevard
Maurice Avenue – Maspeth Avenue to 69th Street
Merrick Boulevard – Hillside Avenue to Hook Creek Boulevard
Metropolitan Avenue – Onderdonk Avenue to Jamaica Avenue
Myrtle Avenue – Wychoff Avenue to Jamaica Avenue

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

North Conduit Avenue – Sutter Avenue to Hook Creek Boulevard
Northern Boulevard – Queens Plaza North to City Limits
Park Drive East – Union Turnpike to 136th Street
Parsons Avenue – Parsons Boulevard to Utopia Parkway
Parsons Boulevard – North Drive to Jamaica Avenue
Queens Boulevard – Jackson Avenue to Jamaica Avenue
Queens Plaza East – Queens Boulevard to 39th Avenue
Queens Plaza North – Northern Boulevard to 21st Street
Queens Plaza South – Vernon Boulevard to Jackson Avenue
Rockaway Beach Boulevard – Beach 149th Street to Beach Channel Drive
Rockaway Boulevard – Eldert Lane to 3rd Street
Rockaway Freeway – Beach Channel Drive to Regina Avenue
Rockaway Point Boulevard/Rockaway Breezy Boulevard – Beach 222nd Street to Beach 193rd Street
Roosevelt Avenue – Queens Boulevard to Northern Boulevard
Sanford Avenue – College Point Boulevard to Northern Boulevard
Seagirt Boulevard – Edgemere Avenue to Beach 6th Street
Skillman Avenue – Hunters Point Avenue to Roosevelt Avenue
South Conduit Avenue – Sutter Avenue to Hook Creek Boulevard
South Road – Sutphin Boulevard to Liberty Avenue
Spencer Avenue – 86th Avenue to Springfield Boulevard
Springfield Boulevard – Northern Boulevard to 47th Avenue
State Road – Beach 193rd Street to Beach 169th Street
Steinway Street – Ditmars Boulevard to Northern Boulevard
Sutphin Boulevard – Hillside Avenue to Rockaway Boulevard
Thomson Avenue – Jackson Avenue to Van Dam Street
Union Street – Sanford Avenue to Willets Point Boulevard
Union Turnpike – Myrtle Avenue to Langdale Street
Utopia Parkway – 14th Avenue to 82nd Road
Van Dam Street – Greenpoint Avenue to Skillman Avenue
Vernon Boulevard – 21st Street to 51st Avenue
West Alley Road – 230th Street to Douglaston Parkway
Willets Point Boulevard – Union Street to Utopia Parkway
Woodhaven Boulevard – Queens Boulevard to Liberty Avenue
Yellowstone Boulevard – Woodhaven Boulevard to Queens Boulevard

STATEN ISLAND:

Amboy Road – Richmond Road to Main Street
Arden Avenue – Hylan Boulevard to Arthur Kill Road
Arthur Kill Road – Richmond Road to Main Street
Bay Street – School Road to Richmond Terrace
Bloomingdale Road – Amboy Road to Arthur Kill Road
Bradley Avenue – Brielle Avenue to Victory Boulevard
Brielle Avenue – Manor Road to Rockland Avenue
Castleton Avenue – Jersey Street to Port Richmond Avenue
Clarke Avenue – Amboy Road to Arthur Kill Road
Clove Road – Hylan Boulevard to Richmond Road
Clove Road – Narrows Road South to Richmond Terrace
Ebbitts Street – Mill Road to Hylan Boulevard

V. CRITICAL ROADWAYS (CONTINUED)

Note: All service roads abutting highways, parkways, expressway, etc. are considered to be critical streets)

Fahy Avenue – South Avenue to Richmond Avenue
Father Capodanno Boulevard (northbound) – Midland Avenue to Ocean Avenue
Father Capodanno Boulevard (southbound) – Ocean Avenue to Lincoln Avenue
Fingerboard Road – Hylan Boulevard to Bay Street
Forest Avenue – Victory Boulevard to South Avenue
Forest Hill Road – Richmond Avenue to Willowbrook Road
Giffords Lane – Amboy Road to Arthur Kill Road
Goethals Road North – Richmond Avenue to Western Avenue
Howard Avenue – Clove Road to Louis Street
Huguenot Avenue – Hylan Boulevard to Arthur Kill Road
Hylan Boulevard – Bay Street to Arden Avenue
Jewett Avenue – Victory Boulevard to Richmond Terrace
Lily Pond Avenue – Ocean Avenue to Tompkins Avenue
Lincoln Avenue – Father Capodanno Boulevard to Hylan Boulevard
Little Clove Road – Clove Road to Victory Boulevard
Manor Road – Rockland Avenue to Forest Avenue
Midland Avenue – Father Capodanno Boulevard to Richmond Road
Morningstar Road – Forest Avenue to Richmond Terrace
Narrows Road North – Fingerboard Road to Clove Road
Narrows Road South – Clove Road to Lily Pond Avenue
Nelson Avenue – Hylan Boulevard to Amboy Road
New Dorp Lane – Mill Road to Richmond Road
North Gannon Avenue – Slosson Avenue to Victory Boulevard
Ocean Terrace – Manor Road to Milford Drive
Page Avenue – Hylan Boulevard to South Bridge Street
Port Richmond Avenue – Forest Avenue to Richmond Terrace
Richmond Avenue – Forest Avenue to Hylan Boulevard
Richmond Hill Road – Richmond Road to Richmond Avenue
Richmond Road – Targee Street to Arthur Kill Road
Richmond Terrace – South Avenue to Bay Street
Rockland Avenue – Richmond Road to Richmond Avenue
Schmidts Lane – Manor Road to Slosson Avenue
School Road – Tompkins Avenue to Bay Street
Seguine Avenue – Hylan Boulevard to Amboy Road
Slosson Avenue – Westwood Avenue to Martling Avenue
South Avenue – Chelsea Road to Richmond Terrace
South Gannon Avenue – Victory Boulevard to Manor Road
St. Paul's Avenue – Hyatt Street to Van Duzer Street
Targee Street – Richmond Road to Van Duzer Street
Todt Hill Road – Richmond Road to Westwood Avenue
Travis Avenue – Richmond Avenue to South Avenue
Tysens Lane – Mill Road to Hylan Boulevard
Van Duzer Street – St. Paul's Avenue to Richmond Terrace
Victory Boulevard – Bay Street to West Service Road
West Fingerboard Road – Hylan Boulevard to Richmond Road
Western Avenue – Gulf Avenue to Richmond Terrace
Willowbrook Road – Victory Boulevard to Forest Avenue
Windsor Road – Little Clove Road to Slosson Avenue
Woolley Avenue – Willowbrook Road to North Gannon Avenue

5. MANDATORY MPT WORK

Department of Design and Construction

MAINTENANCE & PROTECTION OF TRAFFIC GUIDELINES

(FOR STANDARD PEDESTRIAN RAMP & SIDEWALK CONTRACTS)

NOVEMBER 2022

NOTES:
1- ITEMS IN COLUMN (2) WILL ONLY BE PAID IF THEY ARE FOUND IN THE BID SCHEDULE WITH THE EXCEPTION OF ADA COMPLIANT TEMPORARY PEDESTRIAN RAMP WHICH IS NOT A PAY ITEM.
2- IF ITEM NUMBER 6.70 (-G, -P, -R, -S), LUMP SUM IS IN THE BID SCHEDULE THEN ITEM NUMBERS IN COLUMN (2) WILL BE DEEMED INCLUDED IN THE PRICE OF ITEM NUMBER 6.70 (-G, -P, -R, -S).

LEGEND (1)	ITEM NUMBER (2)
CONSTRUCTION WORK AREA	
FLASHING ARROW BOARD	9.99 (A, D, M, AD, AM) AS PER SITE CONDITIONS
ONE WAY TRAFFIC (EXISTING)	
TWO-WAY TRAFFIC (EXISTING)	
NEW TRAFFIC DIRECTION DURING CONSTRUCTION	
LIGHTED TIMBER BARRICADE	6.28AA
TIMBER CURB (WITH ORANGE FENCING)	6.26
PEDESTRIAN CHANNELIZER	7.35
SURFACE APPLIED DETECTABLE WARNING UNITS (TEMPORARY)	4.13 DSAT
PLASTIC BARRELS	6.87
TEMPORARY SIGN WITH TEXT	6.25RS
CROSSING GUARD	6.52 CG
UNIFORMED FLAGPERSON (FEDERALLY FUNDED PROJECTS ONLY)	6.52 FED
ADA COMPLIANT TEMPORARY PEDESTRIAN RAMP (SECTION 7.70 TPR)	NOT A PAY ITEM

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CONSTRUCTION OF NEW PEDESTRIAN RAMPS: MID-BLOCK RAMPS ROAD WIDTH GREATER THAN OR EQUAL TO 30 FEET (2-WAY TRAFFIC) AND ROAD WIDTH GREATER THAN OR EQUAL TO 19 FEET (1-WAY TRAFFIC) (PROVIDE 5 FOOT WIDTH ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY)	PR MPT 6
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REVISED OCTOBER 2023

PR MPT 1

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 1

MAINTENANCE AND PROTECTION OF TRAFFIC

GENERAL NOTES

GENERAL NOTES
APPLICABLE TO ALL STAGES

1. THESE GUIDELINES COVER THE MINIMUM REQUIREMENTS FOR A TYPICAL STREET INTERSECTION. THE ENGINEER RESERVES THE RIGHT TO REQUEST ADDITIONAL P.E. STAMPED MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) PLANS ON A CASE-BY-CASE BASIS.

2. THE CONTRACTOR MUST NOTIFY THE DEPARTMENT OF TRANSPORTATION'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (O.C.M.C.) (TELEPHONE NO. 1-212-839-9621) AND THE DIVISION OF TRAFFIC OPERATIONS (TELEPHONE NO. 1-718-433-3370) AT LEAST 20 DAYS BEFORE THE START OF CONSTRUCTION TO SCHEDULE A PRE-CONSTRUCTION MEETING.

3. PRIOR TO ANY WORK PERMITS BEING ISSUED, A PRE-CONSTRUCTION MEETING WILL BE HELD TWENTY (20) DAYS IN ADVANCE BY DDC CONSTRUCTION. AT THAT TIME, THE CONTRACTOR MUST PROVIDE A CONSTRUCTION SCHEDULE TO THE ENGINEER. ARRANGEMENTS FOR THE MEETING WILL BE COORDINATED BY DDC CONSTRUCTION.

4. ADDITIONAL MPT DEVICES MAY BE REQUIRED. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING MPT CONFORMING TO THE REQUIREMENTS OF THE ENGINEER, O.C.M.C., THE CONTRACT AND SPECIFICATIONS SET FORTH IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD).

5. CONSTRUCTION SEQUENCE: UNLESS OTHERWISE DIRECTED OR APPROVED BY THE ENGINEER, THE CONSTRUCTION MUST BE COMPLETED IN THE FOLLOWING SEQUENCE:

   CONSTRUCTION OF NEW CURBS

   CONSTRUCTION OF NEW SIDEWALKS AND PEDESTRIAN RAMPS

   THE CONTRACTOR MUST WAIT 24 HOURS AFTER THE POURING OF THE NEW CURBS BEFORE THE CONSTRUCTION OF NEW SIDEWALKS.

6. TO PERMIT ADEQUATE VISIBILITY AT INTERSECTION AREAS, ALL BARRICADES MUST BE PLACED SO AS NOT TO HINDER PEDESTRIAN OR VEHICULAR SIGHT LINES.

7. EXCAVATIONS MUST BE COMPLETELY ENCLOSED WITH TIMBER CURBS, LIGHTED BARRICADES, AND PEDESTRIAN CHANNELIZERS UNLESS OTHERWISE SHOWN HEREIN OR DIRECTED BY THE ENGINEER. ALL BOUNDARIES BETWEEN CONSTRUCTION WORK AREAS AND TEMPORARY PEDESTRIAN WALKWAYS IN THE ROAD MUST BE CLEARLY AND CONTINUOUSLY DELINEATED WITH ADA COMPLIANT PEDESTRIAN CHANNELIZERS AS SHOWN ON THE MPT PLANS AND AS APPROVED OR DIRECTED BY THE ENGINEER.

8. ALL INTERSECTIONS MUST BE OPEN TO TRAFFIC AFTER WORKING HOURS.

9. MAINTENANCE OF PEDESTRIAN ACCESS TO ALL ABUTTING PROPERTIES, ENTRANCES, AND EXITS FROM DWELLINGS, EMERGENCY EXITS AND PEDESTRIAN USAGE OF CROSSWALK AND SIDEWALK AREAS BOTH NEW AND EXISTING MUST BE CONTINUOUS AT ALL TIMES.

10. THE CONTRACTOR MUST PROVIDE ACCESS FOR EMERGENCY TRAFFIC, SCHOOL BUSES AND LOCAL TRAFFIC AT ALL TIMES UPON DEMAND. THE CONTRACTOR WILL BE REQUIRED TO MOVE AND RESTORE BARRICADES AS ORDERED BY THE ENGINEER FOR ACCESS AT NO COST TO THE CITY.

11. ALL SIGNS AND BARRICADES MUST CONFORM TO STANDARDS SPECIFIED IN THE NATIONAL "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (EXCEPT WHERE OTHERWISE REQUIRED HEREIN) WHERE APPLICABLE AND APPROVED BY THE ENGINEER.

12. ALL ADVANCE WARNING SIGNS MUST BE INSTALLED BETWEEN 150 AND 200 FEET BEFORE THE CONSTRUCTION ZONE. ALL "END ROAD WORK" SIGNS MUST BE INSTALLED 200 FEET AFTER THE CONSTRUCTION ZONE. TWO (2) 24"X24" ORANGE FLEXIBLE PLASTIC FLAGS MUST BE ATTACHED TO THE TWO SIDE CORNERS OF EACH DIAMOND SHAPED ADVANCE WARNING SIGN.

13. ALL IDENTIFICATION MARKINGS ON BARRELS MUST NOT FACE TRAFFIC AND MUST BE BELOW THE BOTTOM REFLECTORIZED BAND.

14. THE CONTRACTOR IS REQUIRED TO INSTALL TEMPORARY PAVEMENT MARKINGS AFTER THE EXISTING MARKINGS ARE REMOVED. THIS OPERATION MUST BE DONE ON THE SAME DAY. WHEN THE TEMPORARY MARKINGS ARE NO LONGER NECESSARY, THEY MUST BE OBLITERATED BY SCARIFICATION, UNTIL THEY ARE NO LONGER VISIBLE AT NO ADDITIONAL COST TO THE CITY.

15. THE CONTRACTOR MUST EMPLOY AND ASSIGN CROSSING GUARD/FLAGPERSON AT LOCATIONS SPECIFIED BY THE ENGINEER AND TRAFFIC ENFORCEMENT AGENTS WHEN STIPULATED BY O.C.M.C., TO ASSIST IN CONTROLLING THE FLOW OF TRAFFIC AS REQUIRED AND DIRECTED BY THE ENGINEER.

16. ALL CONTRACTOR'S VEHICLES, EQUIPMENT AND PERSONNEL MUST BE KEPT WITHIN THE DESIGNATED WORK AREAS.

17. NOTWITHSTANDING PROVISIONS HEREIN CONTAINED, IT REMAINS THE CONTRACTOR'S RESPONSIBILITY TO IMPLEMENT MINOR ADDITIONAL MEASURES THAT ARE NECESSARY TO PROVIDE FOR AND MAINTAIN THE SAFETY OF VEHICULAR TRAFFIC AND PEDESTRIANS DURING CONSTRUCTION. THE PROVISION AND USE OF SUPPLIES SUCH AS TRAFFIC CONES, HIGH VISIBILITY RIBBONS, AND FLAGS WHERE NECESSARY OR DIRECTED BY THE ENGINEER, WILL BE CONSIDERED AS MINOR AND INCIDENTAL ITEMS. PAYMENT TO BE INCLUDED IN THE PRICE BID FOR ALL SCHEDULED ITEMS.

18. PEDESTRIAN CHANNELIZATION DEVICES MUST BE PROVIDED BETWEEN PEDESTRIAN CIRCULATION PATHS AND WORK ZONES, WHEREVER PEDESTRIANS ARE DETOURED INTO THE ROADWAY. ALL PEDESTRIAN CHANNELIZATION DEVICES MUST BE ADA COMPLIANT AND MUST HAVE A CONTINUOUS DETECTABLE EDGE. THE USE OF CONES, PLASTIC BARRELS, STEEL PEDESTRIAN BARRICADES, OR CAUTION TAPE STRETCHED BETWEEN TRAFFIC CONTROL DEVICES ARE NOT ADEQUATE AND NOT ACCEPTABLE.

19. PEDESTRIAN DETOURS/TEMPORARY PEDESTRIAN WALKWAYS, FOR ALL STAGES IN CONSTRUCTION, MUST BE ACCESSIBLE AND MEET CURRENT ADA REQUIREMENTS.

20. AN ADA COMPLIANT TEMPORARY PEDESTRIAN RAMP MUST BE PROVIDED WHEN PEDESTRIANS ARE BEING DETOURED OFF THE SIDEWALK AND ONTO THE ROADWAY AND THERE IS NO EXISTING PEDESTRIAN RAMP OR IF EXISTING PEDESTRIAN RAMP IS NON-ADA COMPLIANT. NO PAYMENT WILL BE MADE FOR ADA COMPLIANT TEMPORARY PEDESTRIAN RAMP.

21. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH OTHER CONTRACTORS WHO HAVE ON-GOING STREET IMPROVEMENT CONSTRUCTION IN THE AREA AND/OR WITHIN THE PROJECT LIMITS AND WILL ARRANGE THE PROJECT'S SCHEDULE OF CONSTRUCTION IN SUCH A TIME FRAME AS NOT TO DISRUPT OR INTERFERE WITH THE WORKABILITY OF EITHER MAINTENANCE OF TRAFFIC PLAN.

22. NO DEVIATION OR DEPARTURE FROM THE O.C.M.C. TRAFFIC STIPULATIONS WILL BE PERMITTED WITHOUT THE PRIOR WRITTEN APPROVAL FROM O.C.M.C. REQUEST FOR SUCH MODIFICATIONS MUST BE SUBMITTED TO O.C.M.C. A MINIMUM OF TWENTY (20) DAYS IN ADVANCE FOR CONSIDERATION.

23. THE CONTRACTOR MUST PROVIDE STORAGE AREAS OFF THE JOB SITE AS REQUIRED (NO SEPARATE PAYMENT). SEE NYC DEPARTMENT OF TRANSPORTATION (DOT) STANDARD DETAILS OF CONSTRUCTION DRAWING #H-1057 FOR MAINTENANCE OF TRAFFIC DEVICES REQUIRED AT THESE STORAGE AREAS.

24. PROVISIONS FOR BUSES AND PASSENGERS:

   a. THE CONTRACTOR MUST MAINTAIN ACCESS TO AND EGRESS FROM BUSES AT ALL TIMES DURING EXECUTION OF THE WORK BY TEMPORARILY RELOCATING BUS STOPS AS DIRECTED AND APPROVED BY THE ENGINEER.

   b. THE CONTRACTOR MUST NOT COMMENCE WORKING IN THE AREA OF ANY EXISTING BUS STOP UNTIL IT HAS BEEN TEMPORARILY RELOCATED AS DIRECTED AND APPROVED BY THE ENGINEER.

   c. THE CONTRACTOR MUST KEEP THE AREA TO WHICH A BUS STOP IS RELOCATED FREE FROM AND UNDISTURBED BY ANY CONSTRUCTION ACTIVITY OR OTHER IMPEDIMENT DURING THE PERIOD OF IT'S USE AS A BUS STOP.

   d. ADJUSTMENT TO BUS STOP NO STANDING, BUS LAYOVER, BUS PARKING SIGNS, OR ANY OTHER SUCH SIGNS AND SUPPORTS WHICH ARE LIKELY TO BE AFFECTED BY THE PROJECT AND/OR FOR CONFIRMING BUS STOP LOCATIONS FOR THE INSTALLATION OF NEW BUS PADS, NEW CURB CUTS, TREES, TREE PITS, FIRE HYDRANT, BIOSWALE ETC. WILL REQUIRE COORDINATION THROUGH:

      TAJINDER JASSAL
      DIRECTOR, BUS STOP MANAGEMENT GROUP
      NYC DEPARTMENT OF TRANSPORTATION
      58-50 57TH ROAD, ROOM # 209
      MASPETH, NY 11378

      BUS ROUTES AFFECTED BY THE PROJECT MAY REQUIRE BUS DIVERSIONS. ARRANGEMENTS WILL BE MADE THROUGH:

      MS. SARAH WYSS
      ACTING DIRECTOR, OPERATIONS PLANNING
      NEW YORK CITY TRANSIT
      2 BROADWAY, 17TH FLOOR
      NEW YORK, NY 10004
      646.252.5517

      TEMPORARY RELOCATION OF BUS STOP SIGNS WILL INCLUDE:

      CONTRACTOR WILL PAY A FEE PER BUS STOP TO NYC DOT TO RELOCATE BUS STOP SIGNS, BUS LAYOVER SIGNS, BUS PARKING SIGN OR RELATED POLES. CONTRACTOR MAY NOT REMOVE AND/OR BAG THE AFFECTED SIGNS AND POLES ABOVE. NO SEPARATE PAYMENT WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.

      THE INSTALLATION OF ONE "BUS STOP RELOCATED" SIGN (BLACK LETTERS ON ORANGE BACKGROUND) ON EXISTING POST, WITH THE FOLLOWING LEGEND:

      THE INSTALLATION OF ONE "BUS STOP RELOCATION" SIGN (BLACK LETTERS ON ORANGE BACKGROUND) WITH THE FOLLOWING LEGEND:

   e. THE CONTRACTOR MAY NOT WORK WITHIN AN AREA IN WHICH A BUS STOP HAS BEEN TEMPORARILY RELOCATED UNTIL REQUIRED WORK WITHIN THE AREA OF THE PERMANENT BUS STOP THEREOF HAS BEEN SUBSTANTIALLY COMPLETED INCLUDING TEMPORARY PAVEMENT RESTORATION, AND UNTIL THE AREA OF THE PERMANENT BUS STOP HAS BEEN RESTORED TO PUBLIC USE TO THE SATISFACTION AND APPROVAL OF THE ENGINEER.

25. THE CONTRACTOR IS REQUIRED TO MAINTAIN EXISTING BICYCLE FACILITIES WITH A SMOOTH RIDING SURFACE AND FREE OF DEBRIS OR OTHER OBSTRUCTIONS, AT ALL TIMES. IF THIS IS NOT POSSIBLE A TEMPORARY BICYCLE DETOUR PLAN MUST BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO O.C.M.C. FOR APPROVAL.

26. FOR ANY CHANGES IN PARKING REGULATIONS DURING THE CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSTALL, MAINTAIN AND RELOCATE THE EXISTING SIGNS, IN ACCORDANCE WITH O.C.M.C. STIPULATIONS OF ADVANCED NOTICE.

27. "NO STANDING" SIGNS TO BE INSTALLED WHERE REQUIRED AT LEAST TWENTY-FOUR (24) HOURS PRIOR TO THE START OF WORK IN EACH SECTION AND REMOVED WITHIN TWENTY- FOUR HOURS AFTER COMPLETION OF THE WORK IN THAT SECTION. ALL SIGNS MUST BE OBTAINED FROM NYC DOT.

28. ALL TEMPORARY SIGNS FOR PEDESTRIAN TRAFFIC ARE TO BE SECURED TO PEDESTRIAN STEEL BARRICADES OR PEDESTRIAN CHANNELIZERS.

29. ALL TEMPORARY SIGNS FOR VEHICULAR TRAFFIC ARE TO BE MOUNTED TO LAMPPOSTS OR ON CRASHWORTHY DUAL-SPRING SIGN STANDS PLACED ON THE ROAD. TEMPORARY SIGNS CANNOT BE MOUNTED ON PLASTIC BARRELS. TEMPORARY TRAFFIC SIGNS, INCLUDING THEIR SUPPORTS, MUST NOT IMPEDE PEDESTRIAN WALKWAY WIDTH.

30. THE CONTRACTOR WILL BE PERMITTED TO OCCUPY ONE TEN (10) FEET WIDE TRAFFIC LANE IMMEDIATELY ADJACENT TO THE CURB AS PART OF THE WORK AREA FOR CONDUCTING CONSTRUCTION OPERATIONS DURING WORK PERIODS. AS APPROVED AND DIRECTED BY THE ENGINEER.

31. THE CONTRACTOR MUST SUPPLY, INSTALL, RELOCATE AND MAINTAIN SIGNS AND OTHER APPROVED DEVICES FOR WARNING, CONTROLLING, ROUTING, DIRECTING AND DETOURING TRAFFIC AS INDICATED AND AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THE EXACT LOCATION, SIZE, WORDING AND DETAILS OF THE SIGN, PLANTS AND MOUNTINGS, AND OTHER DEVICES WILL BE SUBJECT TO APPROVAL BY THE ENGINEER.

32. A MINIMUM FIVE (5) FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED IF BOTH OF THE FOLLOWING CONDITIONS EXIST: STREET WIDTH GREATER THAN OR EQUAL TO THIRTY (30) FEET FOR A TWO-WAY STREET, AND STREET WIDTH GREATER THAN OR EQUAL TO NINETEEN (19) FEET FOR A ONE-WAY STREET.

33. IF A FIVE (5) FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED AS PER GENERAL NOTE 32, THE CONTRACTOR MUST PROVIDE TWO (2) CROSSING GUARDS/UNIFORMED FLAGPERSON (ONE AT EACH CROSSWALK), ITEM NO. 6.52 CG/6.52 FED, WHEN HEAVY MACHINERY NEEDS TO ACCESS THE WORK AREA AND THE FIVE (5) FOOT WIDE TEMPORARY PEDESTRIAN WALKWAY CANNOT BE MAINTAINED AS APPROVED AND DIRECTED BY THE ENGINEER. THE SOLE PURPOSE OF THESE CROSSING GUARDS IS TO REDIRECT THE PEDESTRIANS SAFELY AROUND THE WORK AREA.

REVISED NOVEMBER 2022

PR MPT 2

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 2

MAINTENANCE AND PROTECTION OF TRAFFIC

GENERAL NOTES - CONSTRUCTION OF NEW CURBS, SIDEWALKS AND RAMPS

CONSTRUCTION OF NEW CURBS

1. THE CONTRACTOR MAY INITIALIZE THE CONSTRUCTION OF NEW CURBS IN A WORK AREA OF 200 FEET LONG ONLY. AFTER A SATISFACTORY START OF THE WORK, AS APPROVED AND DIRECTED BY THE ENGINEER, THE CONTRACTOR WILL BE PERMITTED TO EXTEND THE WORK AREA TO THE MAXIMUM LENGTH OF 600 FEET.
2. PLASTIC BARRELS OR TIMBER CURBS MAY BE USED TO DELINEATE THE WORK AREA AND THE ROADWAY AS SHOWN IN TYPICAL PLANS. PLASTIC BARRELS MAY NOT BE USED TO CHANNELIZE PEDESTRIANS. ONLY PEDESTRIAN CHANNELIZERS MAY BE USED TO CHANNELIZE/GUIDE PEDESTRIANS AS SHOWN IN TYPICAL PLANS AND AS DIRECTED AND APPROVED BY THE ENGINEER.
3. PLACE CONSTRUCTION SIGNS AS SHOWN IN TYPICAL PLANS AND AS DIRECTED BY THE ENGINEER.
4. MAINTAIN PEDESTRIAN CROSSING AT CORNERS AT ALL TIMES BY RELOCATING CROSSWALKS TO AREAS OF STRAIGHT CURB ADJACENT TO CORNERS UNDER CONSTRUCTION. ONLY ONE CORNER AT A TIME, PER INTERSECTION MAY BE CONSTRUCTED, EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER. WORKING SIMULTANEOUSLY ON BOTH SIDES OF THE STREET WILL NOT BE PERMITTED. THE USE OF AN ADA COMPLIANT TEMPORARY PEDESTRIAN RAMP MAY BE REQUIRED AS PER GENERAL NOTE 20 ON SHEET PR MPT 1.
5. MAINTENANCE OF PEDESTRIAN ACCESS TO ALL ABUTTING PROPERTIES, ENTRANCES AND EXITS FROM DWELLINGS, EMERGENCY EXIT AREAS MUST BE CONTINUOUS AT ALL TIMES.
6. UPON COMPLETION OF CURB WORK AT EACH LOCATION THE CONTRACTOR MUST BACKFILL AROUND CURB AND PLACE 4" ASPHALTIC CONCRETE MIXTURE TO RESTORE STREET. RESTORE SIDEWALK WITH 2" ASPHALTIC CONCRETE MIXTURE AT CORNERS ONLY WHERE DIRECTED BY THE ENGINEER. SEE NYC DOT STANDARD DETAILS OF CONSTRUCTION DRAWING #H-1054. MAINTAIN PEDESTRIAN TRAFFIC AT CROSSWALK AREAS.
7. IF A TEMPORARY PEDESTRIAN WALKWAY IS NOT REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, UPON COMPLETION OF EACH DAYS WORK THE CONTRACTOR MUST RELOCATE THE BARRELS AND BARRICADES ADJACENT TO THE CURB. THERE WILL BE NO DIRECT PAYMENT FOR THE DAILY RELOCATION OF BARREL AND BARRICADES HEREUNDER.

   IF A TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, UPON COMPLETION OF EACH DAYS WORK THE CONTRACTOR MUST PLACE THE MPT ITEMS AND TEMPORARY WALKWAY AS SHOWN IN TYPICAL PLANS. THERE WILL BE NO DIRECT PAYMENT FOR THE DAILY RELOCATION OF MPT ITEMS AND TEMPORARY WALKWAY.
8. EACH DAY THE WORK AREA MAY BE ADVANCED A MAXIMUM DISTANCE EQUAL TO THE LENGTH OF CURB SUBSTANTIALLY COMPLETED ON THAT DAY, WHICH WILL BE DEFINED AS INCLUDING TEMPORARY PAVEMENT RESTORATION, AS APPROVED BY THE ENGINEER.

CONSTRUCTION OF NEW SIDEWALKS AND PEDESTRIAN RAMPS

1. SIDEWALK CONSTRUCTION MUST PROCEED IMMEDIATELY UPON COMPLETION OF CURB AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR MAY OCCUPY AND INSTALL PEDESTRIAN RAMPS AT A MAXIMUM OF ONE (1) CORNER OF ANY INTERSECTION AT A TIME.
3. IF A TEMPORARY PEDESTRIAN WALKWAY AROUND THE WORK AREA IS REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, IT MUST BE PROVIDED WHEN THE SITE IS UNATTENDED.

   IF ROAD WIDTH DOES NOT ALLOW FOR A TEMPORARY WALKWAY, THE CORNER IS TO REMAIN CLOSED TO PEDESTRIAN TRAFFIC AT ALL TIMES OR IF A FIVE (5) FOOT WIDE ADA COMPLIANT PEDESTRIAN WALKWAY CANNOT BE MAINTAINED, THE CONTRACTOR MUST CLOSE THE SIDEWALK AND DIVERT PEDESTRIANS AROUND THE WORK AREA AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR MUST PROVIDE MPT ITEMS AND WARNING SIGNS TO DELINEATE THE WORK AREAS AS SHOWN ON PLAN OR AS DIRECTED AND APPROVED BY THE ENGINEER.
5. SIDEWALK ADJACENT TO CORNER CURBS AND SIDEWALK ADJACENT TO STRAIGHT CURB MUST NOT BE DISTURBED SIMULTANEOUSLY WITHIN THE SAME BLOCK.
6. THE CONTRACTOR MUST PROVIDE ACCESS TO PRIVATE PROPERTY AT ALL TIMES BY FURNISHING AND INSTALLING PEDESTRIAN BRIDGES AS AND WHERE DIRECTED BY THE ENGINEER. ONCE ACCESS IS RESTORED TO THE PRIVATE PROPERTY, THE CONTRACTOR MUST REMOVE THE PEDESTRIAN BRIDGES.
7. THE CONTRACTOR MUST LIMIT THE EXTENT OF EXISTING SIDEWALK TO BE REMOVED EACH DAY TO THE SAME AREA OF CONCRETE SIDEWALK THAT WILL BE REPLACED THE FOLLOWING DAY. NO UNPROTECTED EXCAVATION MAY REMAIN AT THE END OF EACH DAY'S WORK.
8. THE CONTRACTOR WILL PROVIDE SMOOTH TRANSITION WITH ASPHALTIC CONCRETE MIXTURE BETWEEN SIDEWALK COMPLETED AND WORK YET TO BE STARTED.
9. THE CONTRACTOR MUST PROVIDE LOCAL PEDESTRIAN ACCESS AT ALL TIMES.
10. AFTER COMPLETING THE WORK IN THE SIDEWALK AREA THE CONTRACTOR MUST REMOVE ALL MPT ITEMS AND ALL SURPLUS CONSTRUCTION MATERIAL, AND MUST REOPEN THE SIDEWALK TO PEDESTRIAN TRAFFIC AS DIRECTED BY ENGINEER.

REVISED OCTOBER 2021

PR MPT 3

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 3

MAINTENANCE AND PROTECTION OF TRAFFIC

TEMPORARY TRAFFIC SIGNS TABLE

TEMPORARY TRAFFIC SIGNS TABLE

NAME	SIGN	MUTCD CODE	COLOR CODE	SIZE	DESCRIPTION
(A)		W20-1	A	36"X36"	ROAD WORK AHEAD
(B)		W20-2	A	36"X36"	DETOUR AHEAD
(C1)		M4-9	A	30"X24"	DETOUR (WITH ARROW)
(C2)		M4-9L	A	30"X24"	DETOUR (WITH LEFT ARROW)
(C3)		M4-9R	A	30"X24"	DETOUR (WITH RIGHT ARROW)
(DL)		W1-4	A	30"X30"	LARGE ARROW KEEP LEFT
(DR)		W1-4	A	30"X30"	LARGE ARROW KEEP RIGHT
(E)		R11-2	B	48"X30"	ROAD CLOSED
(F)		R11-3a	B	60"X30"	ROAD CLOSED (EXCEPT LOCAL & EMERGENCY TRAFFIC)
(GL)		W1-6L	A	48"X24"	ONE WAY (ARROW POINTING LEFT)
(GR)		W1-6R	A	48"X24"	ONE WAY (ARROW POINTING RIGHT)
(J)		CUSTOM	B	24"X12"	CROSSWALK CLOSED, USE OTHER SIDE
(K)		R9-11	B	24"X18"	SIDEWALK CLOSED AHEAD, CROSS HERE (WITH ARROW)
(L)		R9-10	B	24"X12"	SIDEWALK CLOSED, USE OTHER SIDE
(M)		R3-2	B	24"X24"	NO LEFT TURN
(N)		R3-1	B	24"X24"	NO RIGHT TURN
(O)		G20-2	A	36"X18"	END ROAD WORK
(P)		W6-3	A	36"X36"	TWO WAY TRAFFIC

TEMPORARY TRAFFIC SIGNS TABLE

NAME	SIGN	MUTCD CODE	COLOR CODE	SIZE	DESCRIPTION
(Q)		W4-2L	A	36"X36"	LANE REDUCTION TRANSITION SIGN
		W4-2R	A	36"X36"	
(R)		R3-3	B	24"X24"	NO TURNS
(S)		W20-3	A	36"X36"	ROAD CLOSED AHEAD
(T)		M6-4	B	21"X15"	DOUBLE ARROW
(U)		CUSTOM COMBINATION	TOP C	TOP 12"X18"	TOP NO STANDING ANYTIME (WITH DOUBLE ARROW)
			BOTTOM A	BOTTOM 6"X18"	BOTTOM TEMPORARY CONSTRUCTION REGULATION
(V)		M6-1	B	21"X15"	ARROW (LEFT OR RIGHT)
(W)		R3-5	B	30"X36"	RIGHT (LEFT) TURN ONLY
(X)		R9-9	B	24"X12"	SIDEWALK CLOSED, USE WALKWAY
(Y)		W20-5	A	36"X36"	LANE CLOSED AHEAD
(Z)		W20-7a	A	36"X36"	CROSSING GUARD

COLOR CODE LEGEND

CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	RED LEGEND AND BORDER ON A WHITE BACKGROUND
D	**BLACK AND WHITE LEGEND AND BLACK BORDER ON AN ORANGE BACKGROUND**

NOTES:

1. ALL SIGNS AS PER LATEST EDITION OF THE NATIONAL "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD).
2. DIMENSIONS ARE SHOWN IN INCHES AND ARE SHOWN AS WIDTH x HEIGHT.
3. THESE TABLES ARE FOR REFERENCE PURPOSES ONLY. FOR ADDITIONAL SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE MUTCD.
4. ALL SIGNS TO BE REFLECTORIZED.
5. LETTERS ON SIGNS TO BE 5" HIGH.
6. SIGN LOCATION TO BE AS DIRECTED AND APPROVED BY THE ENGINEER.
7. MOUNTING OF SIGNS TO BE AS DIRECTED AND APPROVED BY THE ENGINEER.

REVISED OCTOBER 2021

PR MPT 4

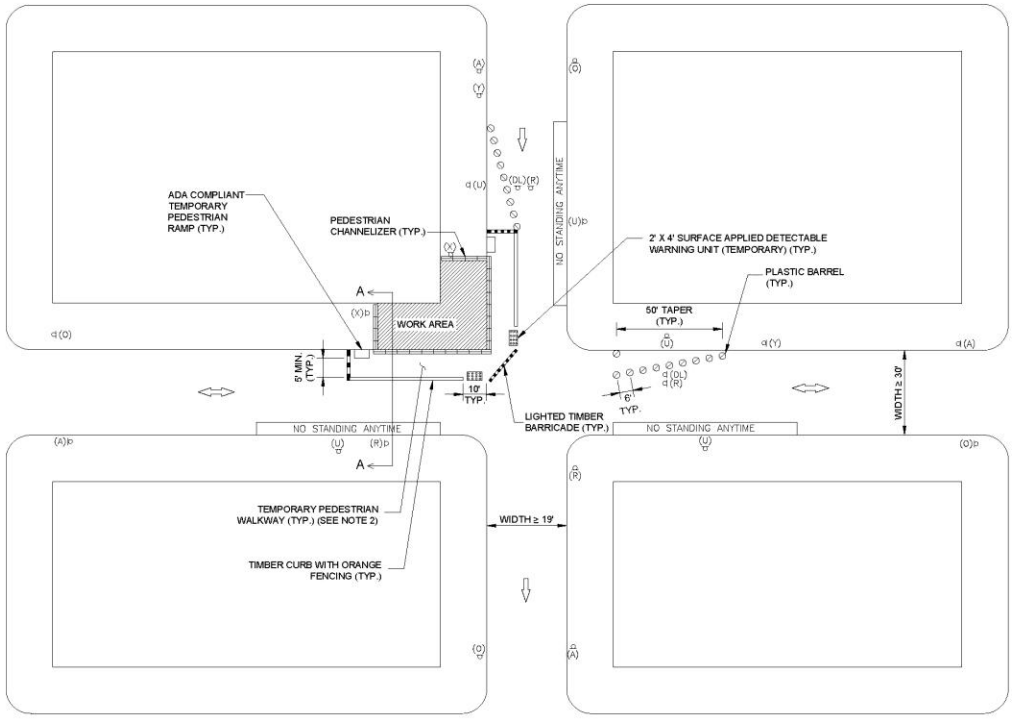
CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 4

MAINTENANCE AND PROTECTION OF TRAFFIC

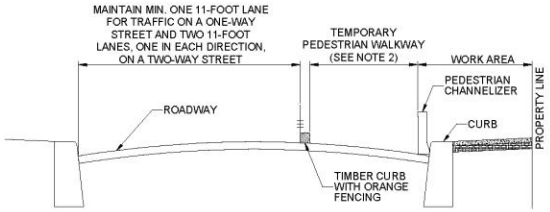
CONSTRUCTION OF NEW PEDESTRIAN RAMPS: 4-WAY INTERSECTIONS

ROAD WIDTH GREATER THAN OR EQUAL TO 30 FEET(2-WAY TRAFFIC) AND
ROAD WIDTH GREATER THAN OR EQUAL TO 19 FEET (1-WAY TRAFFIC)
(PROVIDE 5 FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY)



TYPICAL PLAN
NOT TO SCALE

THIS MPT SKETCH IS SHOWING THE UNATTENDED CONDITIONS



SECTION A-A
N.T.S

NOTES:

1. THE CONTRACTOR MAY OCCUPY A MAXIMUM OF ONE CORNER IN AN INTERSECTION AT ANY TIME.
2. IF A MINIMUM FIVE (5) FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, WHEN THE SITE IS UNATTENDED A TEMPORARY PEDESTRIAN WALKWAY MUST BE PROVIDED IN THE ROADWAY AS SHOWN OR IN THE SIDEWALK.
3. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT-OF-WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR MUST USE PEDESTRIAN CHANNELIZERS TO DELINEATE THE TEMPORARY PEDESTRIAN WALKWAY FROM THE WORK AREA. THE TEMPORARY TRAFFIC SIGNS AND OTHER MPT ITEMS LEADING UP TO THE WORK AREA MUST BE ADJUSTED IN ORDER TO GUIDE THE PEDESTRIAN PROPERLY.
4. TIMBER CURBS WITH ORANGE FENCING MUST BE INSTALLED WHEN THE SITE IS UNATTENDED. PLASTIC BARRELS MAY BE USED IN LIEU OF TIMBER CURBS WHEN THE SITE IS ATTENDED. WHEN PLASTIC BARRELS ARE USED IN LIEU OF TIMBER CURBS, PEDESTRIANS MUST NOT USE THE TEMPORARY PEDESTRIAN WALKWAY AND CROSSING GUARDS MUST BE PROVIDED BY THE CONTRACTOR AS PER GENERAL NOTE 33 ON SHEET PR MPT 1 TO GUIDE PEDESTRIANS SAFELY AROUND THE WORK AREA.
5. TEMPORARY SURFACE APPLIED DETECTABLE WARNING UNIT (DWS) TO BE REMOVED, AND ROADWAY TO BE RESTORED, WHEN CONSTRUCTION IS COMPLETED. NO ADDITIONAL PAYMENT FOR REPAIR OF THE ROADWAY FROM THE DAMAGE OF THE TEMPORARY DWS.
6. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

REVISED OCTOBER 2023

PR MPT 5

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

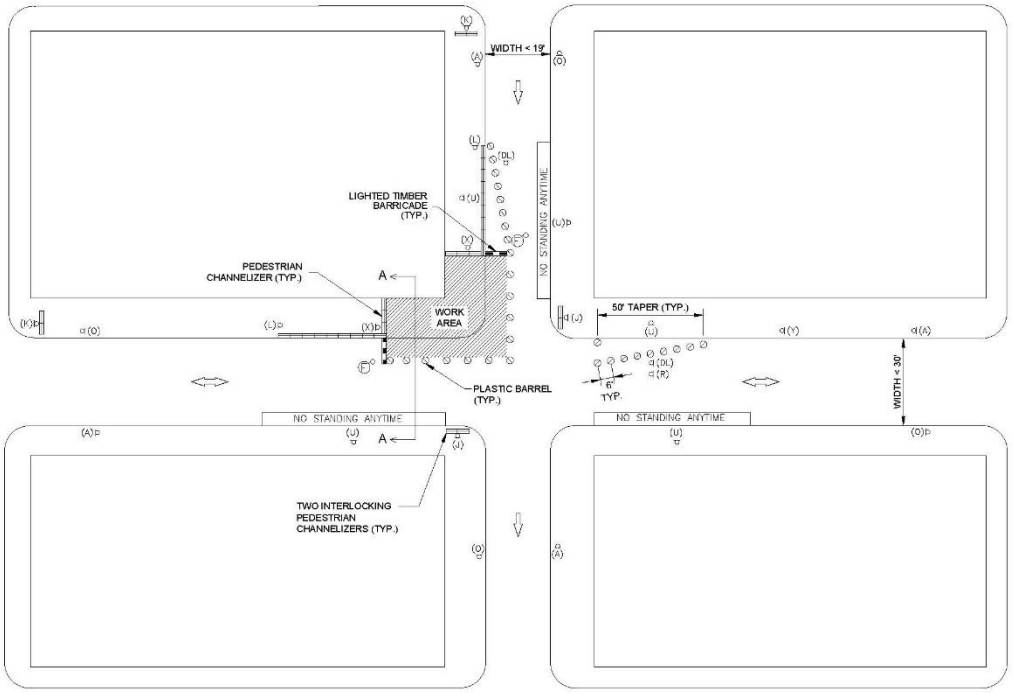
PR MPT 5

MAINTENANCE AND PROTECTION OF TRAFFIC

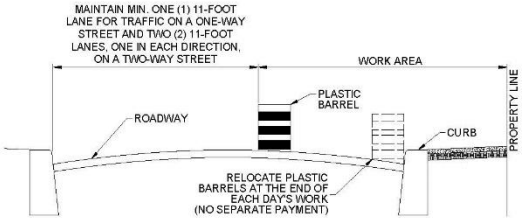
CONSTRUCTION OF NEW PEDESTRIAN RAMPS: 4-WAY INTERSECTIONS

ROAD WIDTH LESS THAN 30 FEET (2-WAY TRAFFIC) OR
ROAD WIDTH LESS THAN 19 FEET (1-WAY TRAFFIC)

THIS MPT SKETCH IS SHOWING THE ATTENDED CONDITIONS



TYPICAL PLAN
NOT TO SCALE



SECTION A-A
N.T.S.

NOTES:

1. THE CONTRACTOR MAY OCCUPY A MAXIMUM OF ONE CORNER IN AN INTERSECTION AT ANY TIME.
2. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT-OF-WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR MUST USE PEDESTRIAN CHANNELIZERS TO DELINEATE THE TEMPORARY PEDESTRIAN WALKWAY FROM THE WORK AREA. THE TEMPORARY TRAFFIC SIGNS AND OTHER MPT ITEMS LEADING UP TO THE WORK AREA MUST BE ADJUSTED IN ORDER TO GUIDE THE PEDESTRIAN PROPERLY.
3. AT THE END OF THE WORK DAY OR WHEN THE SITE IS LEFT UNATTENDED, BARRELS MUST BE PUSHED IN ALONG THE CURB. CORNER AND ADJACENT CROSSWALKS ARE TO REMAIN CLOSED TO PEDESTRIAN TRAFFIC.
4. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

REVISED OCTOBER 2021

PR MPT 6

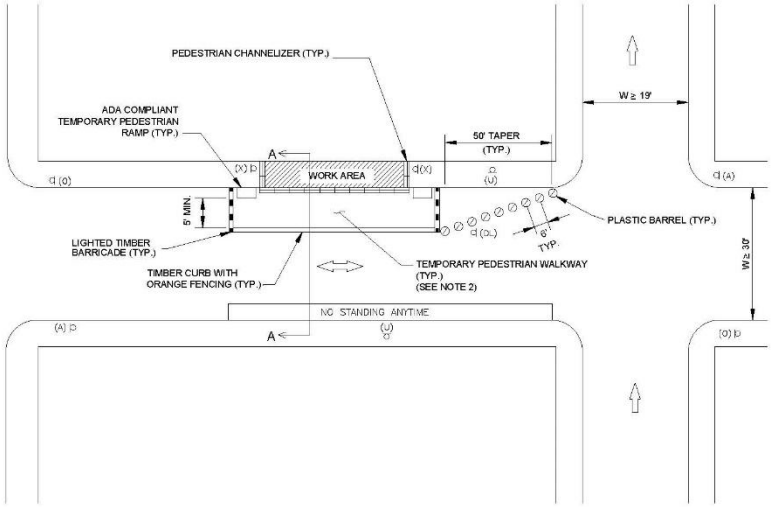
CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 6

MAINTENANCE AND PROTECTION OF TRAFFIC

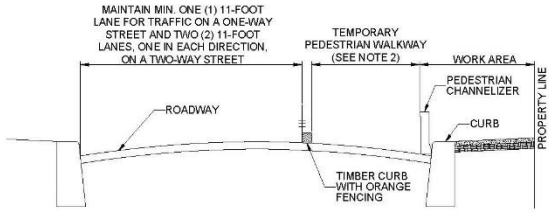
CONSTRUCTION OF NEW PEDESTRIAN RAMPS: MID-BLOCK RAMPS

ROAD WIDTH GREATER THAN OR EQUAL TO 30 FEET (2-WAY TRAFFIC) AND
ROAD WIDTH GREATER THAN OR EQUAL TO 19 FEET (1-WAY TRAFFIC)
(PROVIDE 5 FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY)



TYPICAL PLAN
NOT TO SCALE

THIS MPT SKETCH IS SHOWING THE UNATTENDED CONDITIONS



SECTION A-A
N.T.S.

NOTES:

1. THE CONTRACTOR MAY OCCUPY A MAXIMUM OF ONE CORNER IN AN INTERSECTION AT ANY TIME.
2. IF A MINIMUM FIVE (5) FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, WHEN THE SITE IS UNATTENDED A TEMPORARY PEDESTRIAN WALKWAY MUST BE PROVIDED IN THE ROADWAY AS SHOWN OR IN THE SIDEWALK.
3. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT-OF-WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR MUST USE PEDESTRIAN CHANNELIZERS TO DELINEATE THE TEMPORARY PEDESTRIAN WALKWAY FROM THE WORK AREA. THE TEMPORARY TRAFFIC SIGNS AND OTHER MPT ITEMS LEADING UP TO THE WORK AREA MUST BE ADJUSTED IN ORDER TO GUIDE THE PEDESTRIAN PROPERLY.
4. TIMBER CURBS WITH ORANGE FENCING MUST BE INSTALLED WHEN THE SITE IS UNATTENDED. PLASTIC BARRELS MAY BE USED IN LIEU OF TIMBER CURBS WHEN THE SITE IS ATTENDED. WHEN PLASTIC BARRELS ARE USED IN LIEU OF TIMBER CURBS, PEDESTRIANS MUST NOT USE THE TEMPORARY PEDESTRIAN WALKWAY AND CROSSING GUARDS MUST BE PROVIDED BY THE CONTRACTOR AS PER GENERAL NOTE 33 ON SHEET PR MPT 1 TO GUIDE PEDESTRIANS SAFELY AROUND THE WORK AREA.
5. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

REVISED OCTOBER 2023

PR MPT 7

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

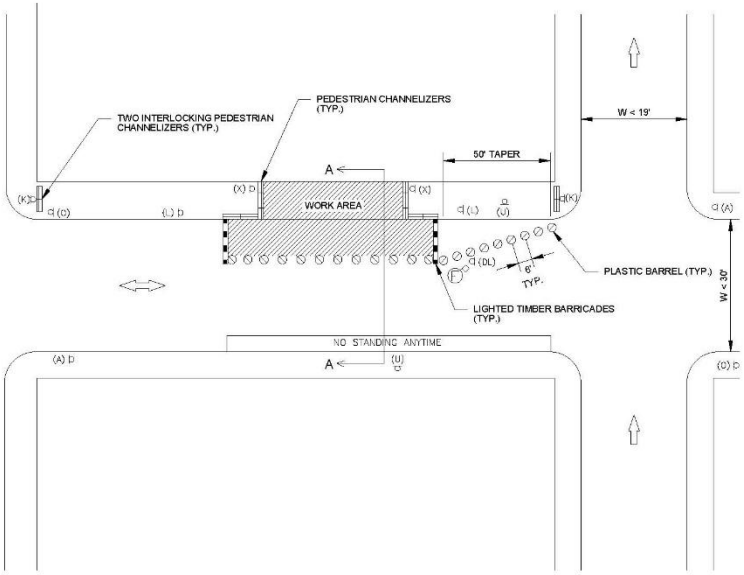
PR MPT 7

MAINTENANCE AND PROTECTION OF TRAFFIC

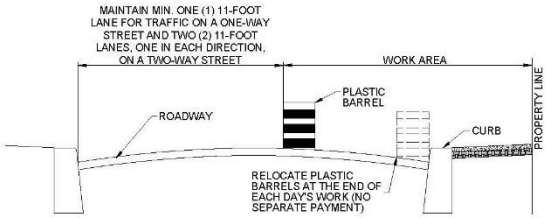
CONSTRUCTION OF NEW PEDESTRIAN RAMPS: MID-BLOCK RAMPS

ROAD WIDTH LESS THAN 30 FEET (2-WAY TRAFFIC) OR
ROAD WIDTH LESS THAN 19 FEET (1-WAY TRAFFIC)

THIS MPT SKETCH IS SHOWING THE ATTENDED CONDITIONS



TYPICAL PLAN
NOT TO SCALE



SECTION A-A
N.T.S

NOTES:

1. THE CONTRACTOR MAY WORK AT A MAXIMUM OF ONE MID-BLOCK RAMP AT ANY TIME ON ANY STREET.
2. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT-OF-WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR MUST USE PEDESTRIAN CHANNELIZERS TO DELINEATE THE TEMPORARY PEDESTRIAN WALKWAY FROM THE WORK AREA. THE TEMPORARY TRAFFIC SIGNS AND OTHER MPT ITEMS LEADING UP TO THE WORK AREA MUST BE ADJUSTED IN ORDER TO GUIDE THE PEDESTRIAN PROPERLY.
3. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN IN DRAWINGS)

REVISED OCTOBER 2021

PR MPT 8

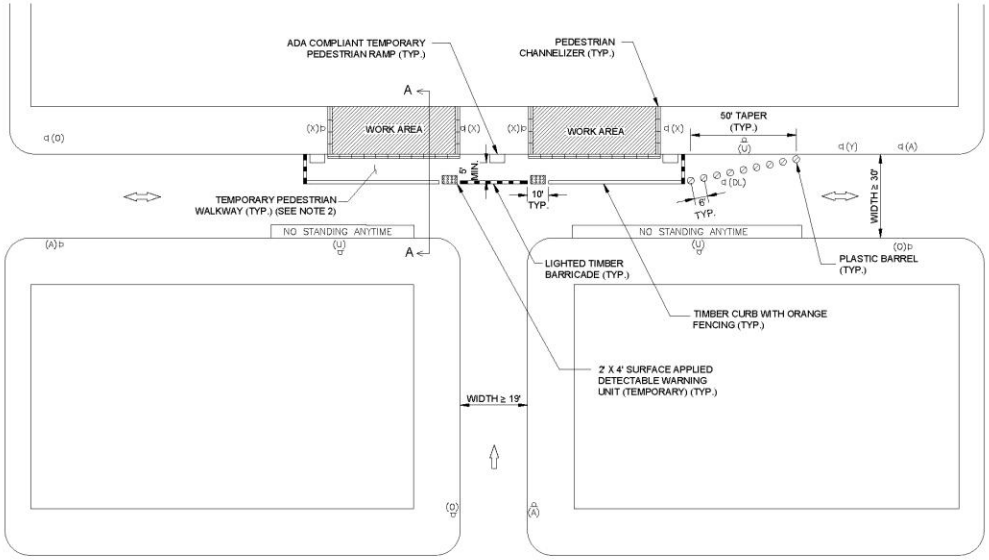
CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 8

MAINTENANCE AND PROTECTION OF TRAFFIC

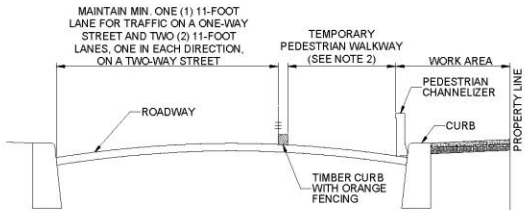
CONSTRUCTION OF NEW PEDESTRIAN RAMPS: T-INTERSECTION

ROAD WIDTH GREATER THAN OR EQUAL TO 30 FEET (2-WAY TRAFFIC) AND
ROAD WIDTH GREATER THAN OR EQUAL TO 19 FEET (1-WAY TRAFFIC)
(PROVIDE 5 FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY)



TYPICAL PLAN
NOT TO SCALE

THIS MPT SKETCH IS SHOWING THE UNATTENDED CONDITIONS



SECTION A-A
N.T.S

NOTES:

1. THE CONTRACTOR MAY WORK AT 2 CORNERS SIMULTANEOUSLY AT THE TOP OF THE T-INTERSECTION ONLY.
2. IF A MINIMUM FIVE (5) FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, WHEN THE SITE IS UNATTENDED A TEMPORARY PEDESTRIAN WALKWAY MUST BE PROVIDED IN THE ROADWAY AS SHOWN OR IN THE SIDEWALK.
3. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT-OF-WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR MUST USE PEDESTRIAN CHANNELIZERS TO DELINEATE THE TEMPORARY PEDESTRIAN WALKWAY FROM THE WORK AREA. THE TEMPORARY TRAFFIC SIGNS AND OTHER MPT ITEMS LEADING UP TO THE WORK AREA MUST BE ADJUSTED IN ORDER TO GUIDE THE PEDESTRIAN PROPERLY.
4. TIMBER CURBS WITH ORANGE FENCING MUST BE INSTALLED WHEN THE SITE IS UNATTENDED. PLASTIC BARRELS MAY BE USED IN LIEU OF TIMBER CURBS WHEN THE SITE IS ATTENDED. WHEN PLASTIC BARRELS ARE USED IN LIEU OF TIMBER CURBS, PEDESTRIANS MUST NOT USE THE TEMPORARY PEDESTRIAN WALKWAY AND CROSSING GUARDS MUST BE PROVIDED BY THE CONTRACTOR AS PER GENERAL NOTE 33 ON SHEET PR MPT 1 TO GUIDE PEDESTRIANS SAFELY AROUND THE WORK AREA.
5. TEMPORARY SURFACE APPLIED DETECTABLE WARNING UNIT (DWS) TO BE REMOVED, AND ROADWAY TO BE RESTORED, WHEN CONSTRUCTION IS COMPLETED. NO ADDITIONAL PAYMENT FOR REPAIR OF THE ROADWAY FROM THE DAMAGE OF THE TEMPORARY DWS.
6. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

REVISED OCTOBER 2023

PR MPT 9

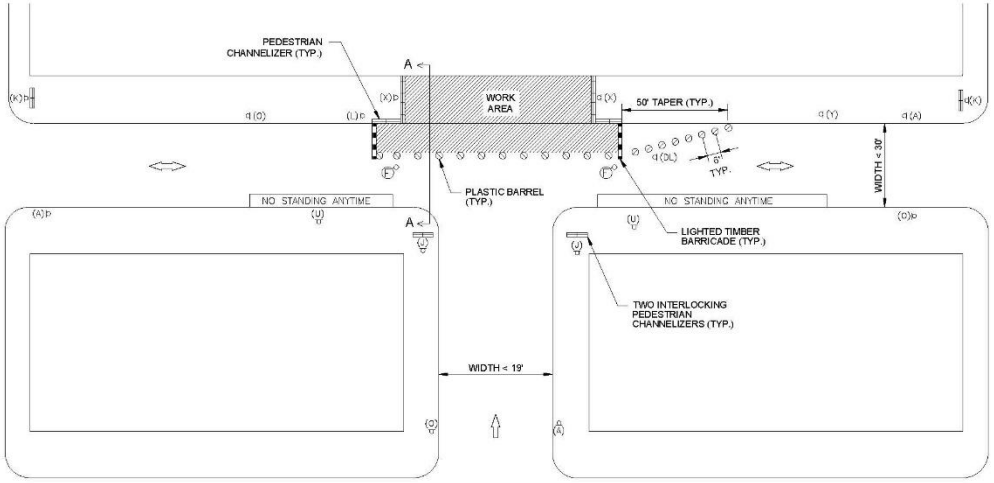
CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 9

MAINTENANCE AND PROTECTION OF TRAFFIC

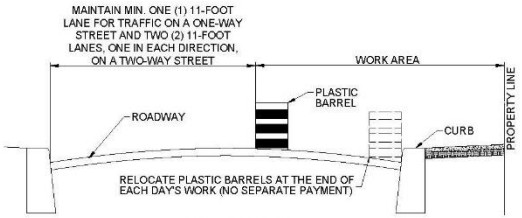
CONSTRUCTION OF NEW PEDESTRIAN RAMPS: T-INTERSECTION

ROAD WIDTH LESS THAN 30 FEET (2-WAY TRAFFIC) OR
ROAD WIDTH LESS THAN 19 FEET (1-WAY TRAFFIC)



TYPICAL PLAN
NOT TO SCALE

THIS MPT SKETCH IS SHOWING THE ATTENDED CONDITIONS



SECTION A-A
N.T.S

NOTES:

1. THE CONTRACTOR MAY WORK AT 2 CORNERS SIMULTANEOUSLY AT THE TOP OF THE T-INTERSECTION ONLY.
2. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT-OF-WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR MUST USE PEDESTRIAN CHANNELIZERS TO DELINEATE THE TEMPORARY PEDESTRIAN WALKWAY FROM THE WORK AREA. THE TEMPORARY TRAFFIC SIGNS AND OTHER MPT ITEMS LEADING UP TO THE WORK AREA MUST BE ADJUSTED IN ORDER TO GUIDE THE PEDESTRIAN PROPERLY.
3. AT THE END OF THE WORK DAY OR WHEN THE SITE IS LEFT UNATTENDED, BARRELS MUST BE PUSHED IN ALONG THE CURB. CORNER AND ADJACENT CROSSWALKS ARE TO REMAIN CLOSED TO PEDESTRIAN TRAFFIC.
4. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

REVISED OCTOBER 2023

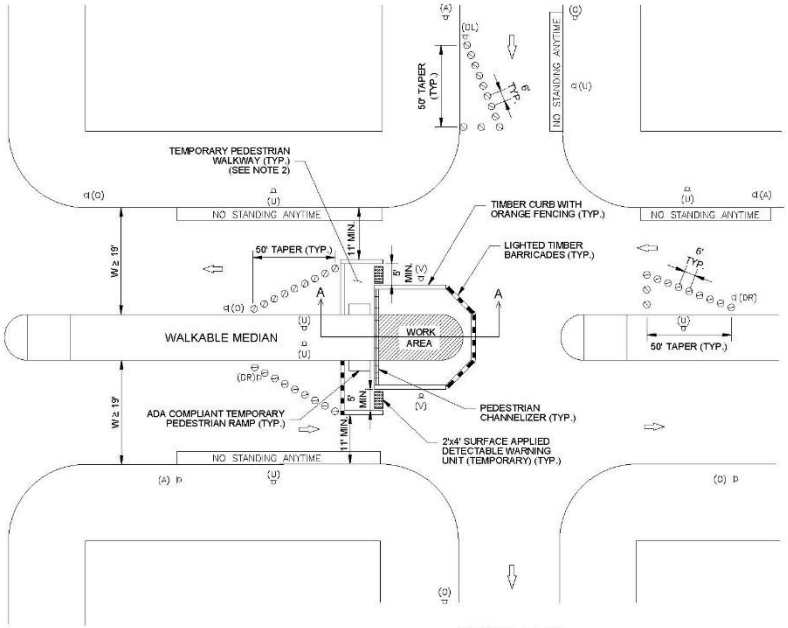
PR MPT 10

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 10

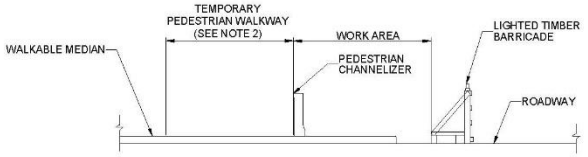
MAINTENANCE AND PROTECTION OF TRAFFIC

CONSTRUCTION OF PEDESTRIAN RAMPS IN MEDIANS AND ISLANDS
TEMPORARY PEDESTRIAN WALKWAY - WALKABLE MEDIAN



TYPICAL PLAN
NOT TO SCALE

THIS MPT SKETCH IS SHOWING THE UNATTENDED CONDITIONS



SECTION A-A
N.T.S

NOTES:

1. THE CONTRACTOR MAY OCCUPY A MAXIMUM OF ONE CORNER OR MEDIAN IN AN INTERSECTION AT ANY TIME.
2. IF A MINIMUM FIVE (5) FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, WHEN THE SITE IS UNATTENDED A TEMPORARY PEDESTRIAN WALKWAY MUST BE PROVIDED IN THE ROADWAY AS SHOWN.
3. TIMBER CURBS WITH ORANGE FENCING MUST BE INSTALLED WHEN THE SITE IS UNATTENDED. PLASTIC BARRELS MAY BE USED IN LIEU OF TIMBER CURBS WHEN THE SITE IS ATTENDED. WHEN PLASTIC BARRELS ARE USED IN LIEU OF TIMBER CURBS, PEDESTRIANS MUST NOT USE THE TEMPORARY PEDESTRIAN WALKWAY AND CROSSING GUARDS MUST BE PROVIDED BY THE CONTRACTOR AS PER GENERAL NOTE 33 ON SHEET PR MPT 1 TO GUIDE PEDESTRIANS SAFELY AROUND THE WORK AREA.
4. TEMPORARY SURFACE APPLIED DETECTABLE WARNING UNIT (DWS) TO BE REMOVED, AND ROADWAY TO BE RESTORED, WHEN CONSTRUCTION IS COMPLETED. NO ADDITIONAL PAYMENT FOR REPAIR OF THE ROADWAY FROM THE DAMAGE OF THE TEMPORARY DWS.
5. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

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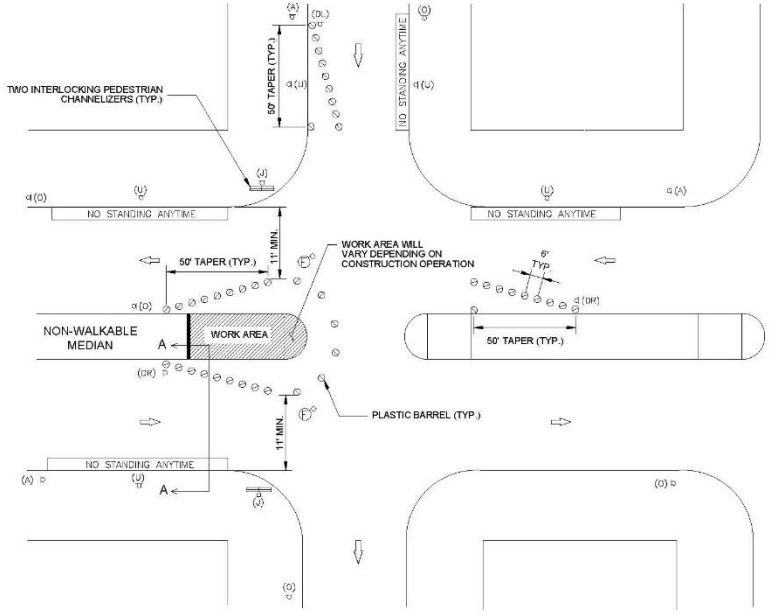
PR MPT 11

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

PR MPT 11

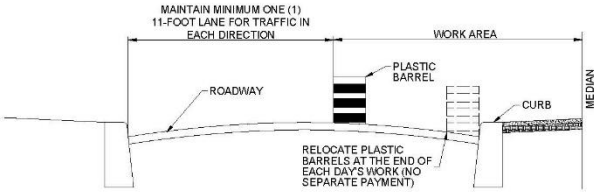
MAINTENANCE AND PROTECTION OF TRAFFIC

CONSTRUCTION OF PEDESTRIAN RAMPS IN MEDIANS AND ISLANDS
FULL MEDIAN OR ISLAND CLOSURE



TYPICAL PLAN
NOT TO SCALE

THIS MPT SKETCH IS SHOWING THE ATTENDED CONDITIONS



SECTION A-A
N.T.S

NOTES:

1. THE CONTRACTOR MAY OCCUPY A MAXIMUM OF ONE CORNER OR MEDIAN IN AN INTERSECTION AT ANY TIME.
2. AT THE END OF THE WORK DAY OR WHEN THE SITE IS LEFT UNATTENDED, BARRELS MUST BE PUSHED IN ALONG THE CURB. CORNER AND ADJACENT CROSSWALKS ARE TO REMAIN CLOSED TO PEDESTRIAN TRAFFIC.
3. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

OCTOBER 2021

SW MPT 12

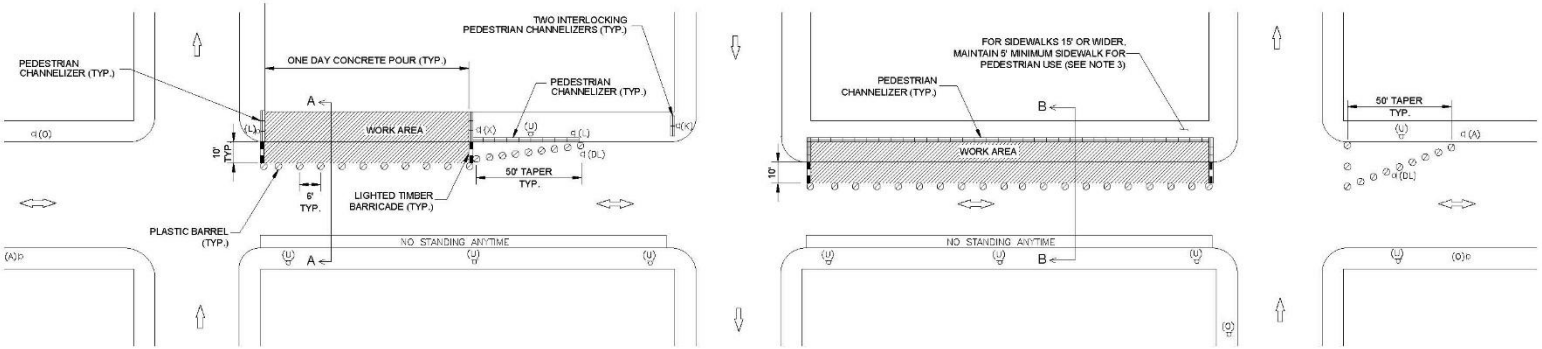
CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

SW MPT 12

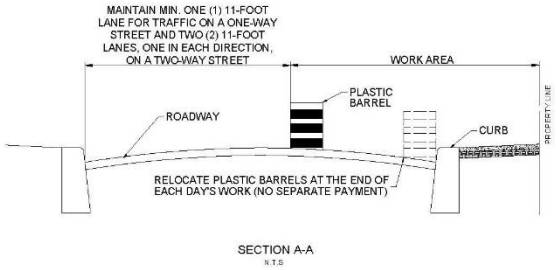
MAINTENANCE AND PROTECTION OF TRAFFIC

CONSTRUCTION OF NEW SIDEWALKS
RESIDENTIAL AREA

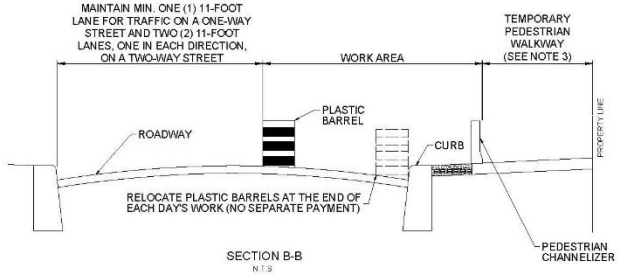
THIS MPT SKETCH IS SHOWING THE ATTENDED CONDITIONS



TYPICAL PLAN
NOT TO SCALE



SECTION A-A
N.T.S



SECTION B-B
N.T.S

NOTES:

1. AT THE END OF THE WORK DAY OR WHEN THE SITE IS LEFT UNATTENDED, BARRELS MUST BE PUSHED IN ALONG THE CURB.
2. PLASTIC BARRELS, SIX (6) FEET ON CENTER, IS REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)
3. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT OF WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR SHOULD USE THE SKETCH WITH SECTION B-B ON THIS PAGE.

REVISED OCTOBER 2021

SW MPT 13

CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

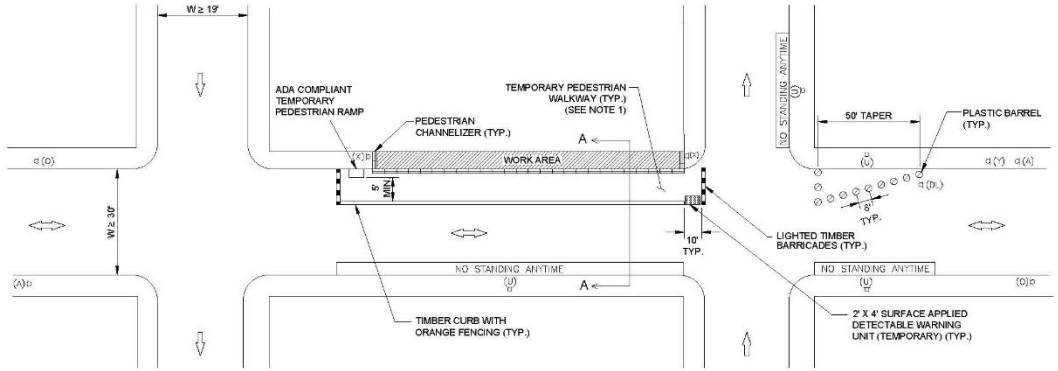
SW MPT 13

MAINTENANCE AND PROTECTION OF TRAFFIC

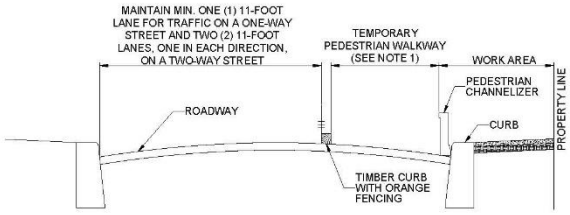
CONSTRUCTION OF NEW SIDEWALKS
COMMERCIAL & HIGH DENSITY PEDESTRIAN TRAFFIC AREA

(PROVIDE 5 FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY)

THIS MPT SKETCH IS SHOWING THE UNATTENDED CONDITIONS



TYPICAL PLAN
NOT TO SCALE



SECTION A-A
N.T.S

NOTES:

1. IF A MINIMUM FIVE (5) FOOT WIDE ADA COMPLIANT TEMPORARY PEDESTRIAN WALKWAY IS REQUIRED AS PER GENERAL NOTE 32 ON SHEET PR MPT 1, WHEN THE SITE IS UNATTENDED A TEMPORARY PEDESTRIAN WALKWAY MUST BE PROVIDED IN THE ROADWAY AS SHOWN OR IN THE SIDEWALK.
2. TIMBER CURBS WITH ORANGE FENCING MUST BE INSTALLED WHEN THE SITE IS UNATTENDED. PLASTIC BARRELS MAY BE USED IN LIEU OF TIMBER CURBS WHEN THE SITE IS ATTENDED. WHEN PLASTIC BARRELS ARE USED IN LIEU OF TIMBER CURBS, PEDESTRIANS MUST NOT USE THE TEMPORARY PEDESTRIAN WALKWAY AND CROSSING GUARDS MUST BE PROVIDED BY THE CONTRACTOR AS PER GENERAL NOTE 33 ON SHEET PR MPT 1 TO GUIDE PEDESTRIANS SAFELY AROUND THE WORK AREA.
3. TEMPORARY SURFACE APPLIED DETECTABLE WARNING UNIT (DWS) TO BE REMOVED, AND ROADWAY TO BE RESTORED, WITHIN 24 HOURS AFTER CONSTRUCTION IS COMPLETED. NO ADDITIONAL PAYMENT FOR REPAIR OF THE ROADWAY FROM THE DAMAGE OF THE TEMPORARY DWS.
4. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)

REVISED OCTOBER 2021

SW MPT 14

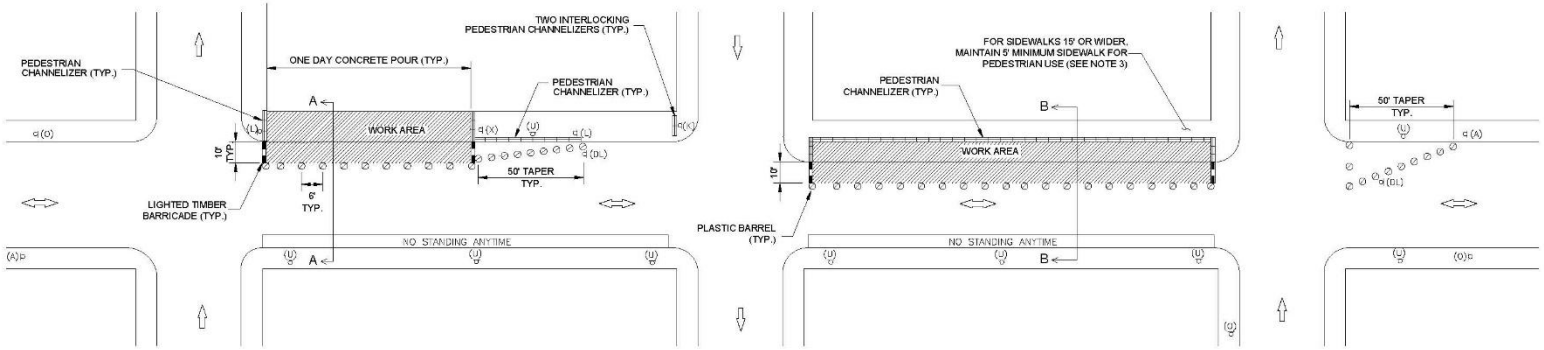
CITY OF NEW YORK
DEPARTMENT OF DESIGN AND CONSTRUCTION

SW MPT 14

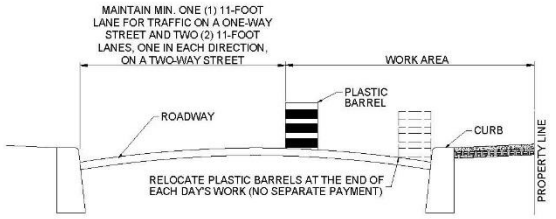
MAINTENANCE AND PROTECTION OF TRAFFIC

CONSTRUCTION OF NEW SIDEWALKS
COMMERCIAL & HIGH DENSITY PEDESTRIAN TRAFFIC AREA

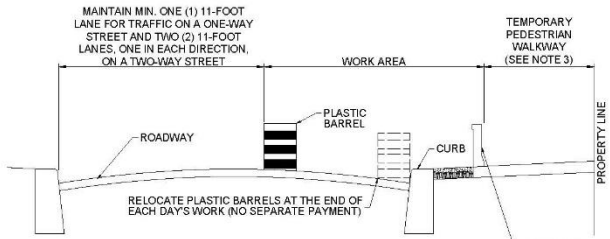
THIS MPT SKETCH IS SHOWING THE ATTENDED CONDITIONS



TYPICAL PLAN
NOT TO SCALE



SECTION A-A
N.T.S



SECTION B-B
N.T.S

NOTES:

1. AT THE END OF THE WORK DAY OR WHEN THE SITE IS LEFT UNATTENDED, BARRELS MUST BE PUSHED IN ALONG THE CURB.
2. PLASTIC BARRELS, SIX (6) FEET ON CENTER, ARE REQUIRED TO SEPARATE LANES TRAVELING IN THE OPPOSITE DIRECTION WHENEVER TRAFFIC IS REDIRECTED PAST THE YELLOW PAVEMENT MARKINGS. (NOT SHOWN ON DRAWINGS)
3. IF THE SIDEWALK IS WIDER THAN FIFTEEN (15) FEET, THE CONTRACTOR MAY USE FIVE (5) FEET ALONG THE RIGHT OF WAY (R.O.W.) LINE AS A TEMPORARY PEDESTRIAN WALKWAY IF THAT PORTION OF THE SIDEWALK IS ADA COMPLIANT, AS DIRECTED AND APPROVED BY THE ENGINEER. IF BOTH CONDITIONS EXIST, THE CONTRACTOR SHOULD USE THE SKETCH WITH SECTION B-B ON THIS PAGE.

REVISED OCTOBER 2021

(C) SEWER & WATER MAIN PROJECT SPECIFIC PROVISIONS

(NO TEXT)

(D) GREEN INFRASTRUCTURE PROVISIONS

(NO TEXT)

(NO TEXT ON THIS PAGE)

SW - PAGES

SEWER AND WATER MAIN REVISIONS TO SPECIFICATIONS

NOTICE

The Standard Sewer And Water Main Specifications of the Department of Environmental Protection, Sewer Design Standards of the Department of Environmental Protection, Water Main Standard Drawings of the Department of Environmental Protection, Specifications For Trunk Main Work of the Department of Environmental Protection and the Standard Highway Specifications of the Department of Transportation of The City of New York, must be included as part of the contract documents. These said specifications and standard drawings are hereby revised under the following section headings:

A. NOTICE TO BIDDERS
B. REVISIONS TO THE STANDARD SEWER AND WATER MAIN SPECIFICATIONS
C. REVISIONS TO THE SPECIFICATIONS FOR TRUNK MAIN WORK

(NO TEXT ON THIS PAGE)

A. NOTICE TO BIDDERS

NO TEXT

B. REVISIONS TO THE STANDARD SEWER AND WATER MAIN SPECIFICATIONS

(1) **Refer** to **Subsection 10.21 - Contractor To Notify City Departments**, Page 21:
Add the following to **Subsection 10.21**:

(1) N.Y.C. D.E.P., BUREAU OF WATER AND SEWERS OPERATIONS

The Contractor will notify Mr. Peter Gordon, P.E., Chief, Linear Capital Program Management Division at the Department of Environmental Protection, 59-17 Junction Blvd., 3rd floor low rise, Corona N.Y. 11368, at (718) 595-4347 at least thirty (30) days prior to the start of construction.

(2) N.Y.C. DEPARTMENT OF TRANSPORTATION

The Contractor will notify Mr. Hasib Amini / Akmal Mikhail – Traffic Signal/Street Lighting Operations, 34-02 Queens Blvd., Long Island City, N.Y. 11101 at (212) 839-3386 / (212) 839-3368, at least seventy-two (72) hours prior to the start of construction.

(3) N.Y.C. TRANSIT AUTHORITY

The Contractor is advised that bus routes as well as bus stops, within the scope of this project may be affected during construction operations. The Contractor shall notify the Transit Authority at least two (2) weeks prior to the start of construction, in order to make the necessary arrangements.

Arrangements shall be made through:

MICHAEL WALLIN
Acting Director, MTA-NYCT & MTA Bus, Bus Service Planning
NEW YORK CITY TRANSIT
2 Broadway, Room B17.143
New York, N.Y. 10004
Michael.Wallin@nyct.com
(646) 252-2844 O

(2) **Refer** to **Subsection 10.24 – Damaged Water Service Pipes To Be Repaired By A Licensed Plumber**, Page 22:
Add the following to **Subsection 10.24**:

If the damaged or cut water service pipe is lead, galvanized steel, or galvanized iron, the service pipe must not be partially replaced, but fully replaced from the main to the house control valve. If the service pipe was damaged, cut, or otherwise interrupted due to the Contractor's actions or means & methods (including selection of shoring systems), the water service pipe will be replaced at the Contractor's own cost.

(3) **Refer** to **Subsection 10.30 - Contractor To Provide For Traffic**, Page 24:
Add the following to **Subsection 10.30**:

(1) Traffic Stipulations:

The Contractor shall refer to Traffic Stipulations identified in the maintenance of traffic requirements under Highway Contract No. HWCB27QXM.

(4) **Refer** to **Subsection 71.41.4 - Specific Pavement Restoration Provisions**, Page 531:
Add the following to **Subsection 71.41.4**:

(E) Specific Pavement Restoration Provisions:

(1) Within the limits of the highway reconstruction the restoration shall be accomplished and paid for in accordance with Highway Construction Plans, Details and Specifications for Highway Project ID. HWCB27QXM.

C. REVISIONS TO THE SPECIFICATIONS FOR TRUNK MAIN WORK

1) **Refer** to **Part 1 – Furnishing And Delivering Steel Pipes And Appurtenances 30 Inches In Diameter And Larger, Section 11. Fabrication:** Page 4;
Add the following to **Section 11:**

All steel water mains shall be spiral welded pipes, and all steel water main fittings shall be fabricated from qualified spiral welded pipe. Can type pipe is not acceptable.

2) **Refer** to **Part 1 – Furnishing And Delivering Steel Pipes And Appurtenances 30 Inches In Diameter And Larger, Section 13. Special Fittings,** Page 5;
Add the following to **Section 13:**

The steel reducer shall have a length of seven (7) feet for every twelve (12) inches reduction in diameter.

END OF SECTION
This Section consists of Four (4) pages.

NO TEXT ON THIS PAGE

Department of Design and Construction

DIVISION OF INFRASTRUCTURE
BUREAU OF DESIGN

VOLUME 3 OF 3

PROJECT ID: HWCB27QXM
REPLACEMENT OF CONCRETE, STEEL FACED & GRANITE CURBS AND RELATED SIDEWALK AND ROADWAY RESTORATION

Together With All Work Incidental Thereto
BOROUGH OF QUEENS, THE BRONX, AND MANHATTAN
CITY OF NEW YORK

_____
Contractor

Dated_____, **20**_____
