

PSEG LONG ISLAND LLC
On Behalf of and as Agent for
the LONG ISLAND POWER AUTHORITY f/k/a LONG ISLAND
LIGHTING COMPANY d/b/a LONG ISLAND POWER AUTHORITY

Commercial Avenue Equipment Project
Case 25-T-0243

Terminal
Environmental Management and Construction Plan

APPENDIX H
Maintenance and Protection of Traffic Plan

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1 MAINTENANCE AND PROTECTION OF TRAFFIC PLAN1

LIST OF ATTACHMENTS

ATTACHMENT H-1 – MAINTENANCE AND PROTECTION OF TRAFFIC PLAN FIGURE

1 MAINTENANCE AND PROTECTION OF TRAFFIC PLAN

This Maintenance and Protection of Traffic Plan (MPT) was developed to support activities associated with the construction of the Commercial Avenue Terminal (Terminal), for the Commercial Avenue Equipment Project (Project). A plan prepared by KAG Engineering, PLLC (KAGe) in accordance with the MUTCD and Section 17 NYCRR Chapter V (New York Supplement) is included as Attachment H-1 – Maintenance and Protection of Traffic Plan Figure.

The figure in Attachment H-1 includes a stationary work zone with public warning signs of construction, road work, lane closure, and sidewalk closure. The Certificate Holder will request permission from the Nassau County Police to install “no parking” signage along both sides of Commercial Avenue within the Limits of Disturbance (LOD) to allow construction equipment and contractor parking, while maintaining roadway travel. Due to the stationary nature of the construction activities, no haul routes are specified. Traffic control needs will vary based on the activity being performed, weather, road conditions, and other factors that may affect the safety of crew members and the general public.

A qualified on-site Safety individual will be responsible for verifying that all site activities comply with this MPT. This role may be fulfilled by another full-time on-site individual.

During construction, the Certificate Holder will periodically consult with transportation agencies regarding traffic conditions near the Project corridor and will notify each such transportation agency of the approximate date work will begin on roads under its respective jurisdiction. The Certificate Holder will regularly advise the County about traffic conditions near work in the Project corridor.

1.1 Project Site Description

The LOD for the construction of the Terminal includes the LIPA-owned parcel and extends onto Commercial Avenue and Quentin Roosevelt Boulevard. Due to construction vehicles and trucks carrying equipment entering and exiting the parcel, the installation of temporary and permanent access off Commercial Avenue, and the removal and construction of fencing along the entire parcel's perimeter, site activities will require modifications to existing typical traffic and pedestrian movements.

1.2 Vehicle Traffic

When two-way traffic is alternately placed in one lane, traffic flow will be maintained by flaggers or portable electric signaling (red lights). Flaggers will be employed, as necessary, to direct traffic through work zones, protecting motorists and pedestrians from injury and construction workers from oncoming motor vehicles.

All vehicles used in Project construction will use public roads in compliance with applicable local law.

1.3 Pedestrian Traffic

On sidewalks, appropriate construction and safety practices, including signs, will be implemented by the Certificate Holder to minimize pedestrian inconvenience and avoid risks to safety from construction activities, as detailed in Attachment H-1. A temporary closure of a pedestrian pathway within the LOD

(along Commercial Avenue) will be required for the duration of construction, and pedestrians will be detoured in accordance with MUTCD work-zone requirements.

Construction practices, such as steel plates, temporary barricades, barrier tape and fencing, will be used to restrict pedestrian access to construction zones and limit pedestrian impacts from the Project. Sidewalk closure and detour signage will be installed for the duration of the closure, and access will be restored in kind once work in the area is complete. Additional traffic safety personnel may be supplied at the direction of the Project Manager.

1.4 Maintenance and Cleaning

As part of this MPT, the Contractor will be required to perform maintenance and cleaning of the affected pavements within the contract limits when directed by the Construction Inspector. Maintenance cleaning means the removal of debris from any source which, in the opinion of the Construction Inspector or the Environmental Monitor(s), impedes the flow of traffic or storm water or poses a potential health and safety hazard. In the event the Contractor’s construction vehicles track dirt or other debris outside the construction area and into the ROW, the Construction Inspector will direct them to perform maintenance cleaning. Any travel lane closed for construction will be swept clean by the Contractor and inspected for debris or road hazards before the lane is reopened to traffic.

**Attachment H-1 – Maintenance and Protection of Traffic
Plan Figure**

GENERAL WZTC NOTES:

- PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN SHALL BE PROVIDED, IN WRITING, TO THE ENGINEER FOR REVIEW AND APPROVAL FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS
- NYSDOT STANDARD SHEET 619-503 MAY BE USED FOR AN OFFSITE DETOUR SETUP FOR BOTH LONG TERM AND SHORT TERM DETOURS.
- SEE NYSDOT EI 17-010 FOR MAJOR HOLIDAYS RESTRICTIONS. NO LANE CLOSURE WILL BE ALLOWED ON WEEKENDS AND ON THE FOLLOWING DAYS:
 - FROM 6:00AM ON THE FRIDAY BEFORE MEMORIAL DAY THROUGH MEMORIAL DAY
 - FROM 6:00 AM THE DAY BEFORE INDEPENDENCE DAY THROUGH 6:00AM MONDAY AFTER INDEPENDENCE DAY
 - FROM 6:00AM ON THE FRIDAY BEFORE LABOR DAY THROUGH LABOR DAY
 - VETERANS DAY
 - FROM 6:00AM ON THE DAY BEFORE THANKSGIVING THROUGH THE SUNDAY FOLLOWING THANKSGIVING
 - THE DAY BEFORE CHRISTMAS AND CHRISTMAS DAY
 - THE DAY BEFORE NEW YEARS AND NEW YEARS DAY
- INTENTIONALLY LEFT BLANK.

ACTIVITY AREA:

- A 500' MINIMUM LONGITUDINAL DISTANCE SHALL BE MAINTAINED BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- WHEN TWO OR MORE ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

SIGNS:

- THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
- FOR LONG TERM WORK DURATIONS, ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
- SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
- RIGID SIGNS MUST BE MOUNTED AT LEAST 7 FEET ABOVE GRADE. MESH SIGNS SHALL NOT BE USED. USE RETRO REFLECTORIZED RIGID SIGNS FOR NIGHTTIME WORK.

CHANNELIZING DEVICES:

- WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.

PUBLIC ACCESS:

- PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
- SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

LANE WIDTHS:

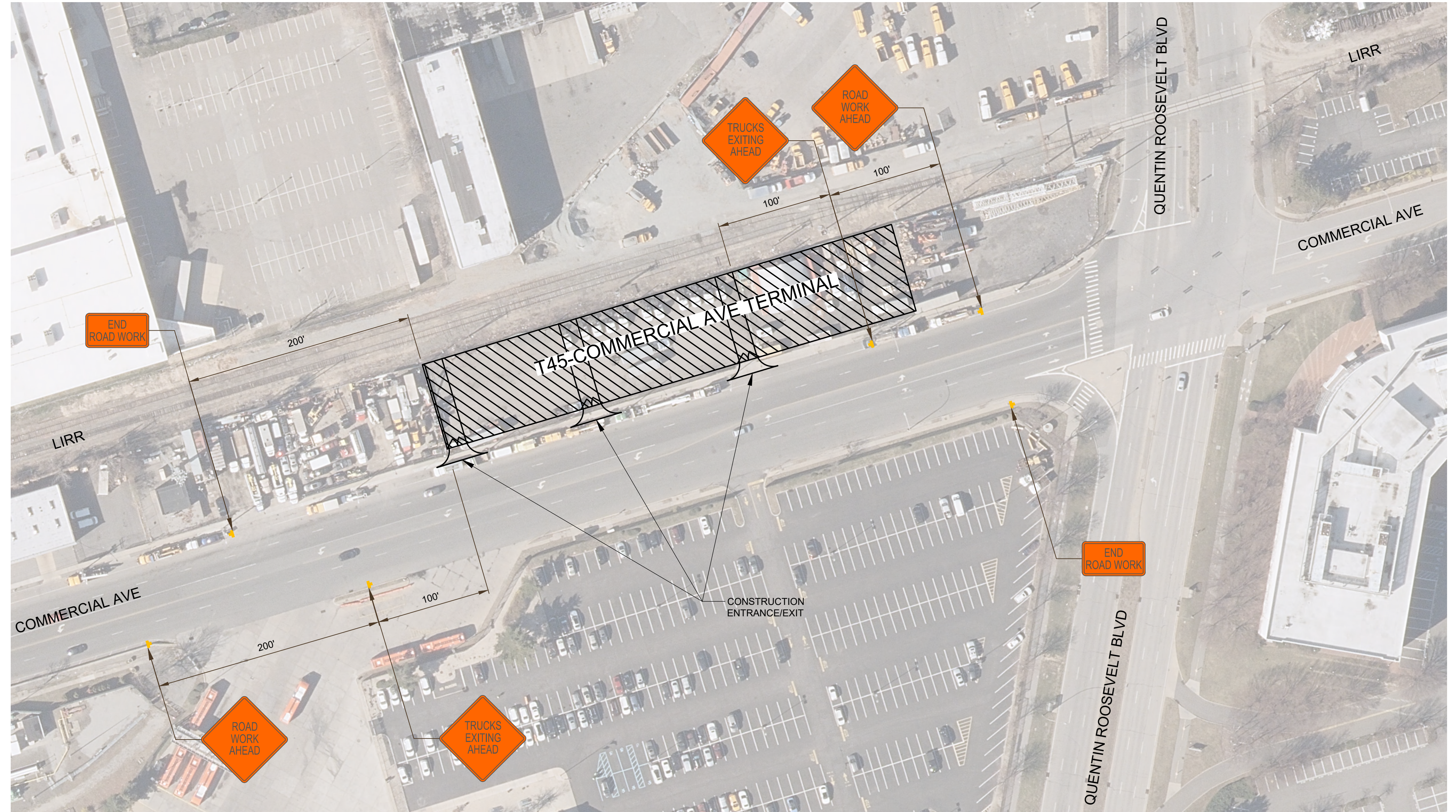
- UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'. THE MINIMUM LANE WIDTH FOR ALL OTHER TYPES OF ROADWAYS IS 10'.

NOTES ON NIGHTTIME WORK:

- WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
- ALL SIGNS, STOP/SLOW PADDLES AND RED FLAGS USED TO WARN/ALERT/CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
- ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMET AND NIGHTTIME APPAREL IN ACCORDANCE WITH §107-05A. HIGH VISIBILITY APPAREL AT ALL TIMES.
- VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS AT ALL TIMES.
- LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDED THE SETUP AND REMOVAL OF THE CLOSURE TAPERS.
- LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, MILLING AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS, INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 100 FEET BEHIND A PAVING OR MILLING MACHINE.
- LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL EQUIPMENT OR OTHER ELECTRICAL/MECHANICAL, AND OTHER TASKS INVOLVING FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
- ALL LIGHTING SHALL BE DESIGNED, INSTALLED AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR RESIDENCES ADJOINING THE ROADWAY.
- PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL.
- SEE NIGHTTIME SAFETY BULLETIN, HDM §16.5.7 & STANDARD SPECIFICATIONS 619 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS.

SITE SPECIFIC NOTES:

- CONSTRUCTION ENTRANCE / EXIT SHALL CONFORM TO NYSDOT STANDARD SHEET 209-05.
- DRIVEWAY WIDTH SHALL BE AS SHOWN ON SITE DEVELOPMENT PLANS.
- CONTRACTOR SHALL CONFIRM CONSTRUCTION ENTRANCE / EXIT ALIGN WITH PROPOSED GATE AND FENCING.
- POSTED SPEED LIMIT ON COMMERCIAL AVE IS 30 MPH AND QUENTIN ROOSEVELT RD IS 45 MPH.



MAINTENANCE AND PROTECTION OF TRAFFIC PLAN

SCALE: 1" = 60'

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	WORK ZONE
	TEMPORARY SIGN, RIGID
	EXISTING TRAFFIC FLOW

ABBREVIATIONS	
ABBR.	DESCRIPTION
HDM	HIGHWAY DESIGN MANUAL
WZTC	WORK ZONE TRAFFIC CONTROL

ADVANCED PLACEMENT SIGN DISTANCE	
ROAD TYPE	DISTANCE BETWEEN SIGNS
URBAN (< 30 MPH)	100
URBAN (35-40 MPH)	200
URBAN (>45 MPH)	350
RURAL	500
FREEWAY	1000

APPROVED WITH CORRECTIONS AS NOTED
PSEG Long Island

THIS APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM ENTIRE RESPONSIBILITY FOR DIMENSIONAL ACCURACY, CONFORMANCE WITH REFERENCED SPECIFICATIONS, CODES AND ALL LIABILITY UNDER CONTRACT.

PER: _____
DATE: _____

IT IS A VIOLATION OF THE PROFESSIONAL LICENSE LAW FOR ANY PERSON TO ALTER THIS DRAWING IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER. THE ALTERING CONSULTANT SHALL AFFIX THEIR SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE AND DATE OF ALTERATION.

NO.	DATE	W.O.	DESCRIPTION	DWN BY	CKD BY	REVIEWED	APPD

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Burns & McDonnell EGS, P.C.
PROJ. NO. 178669

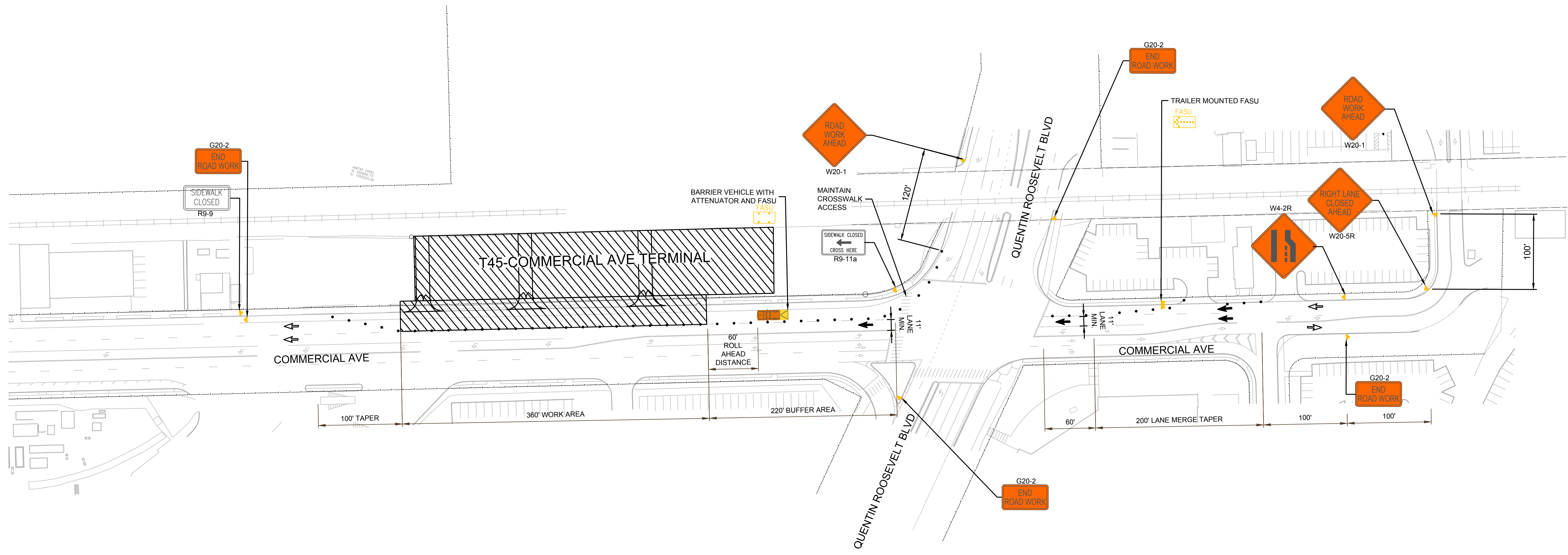
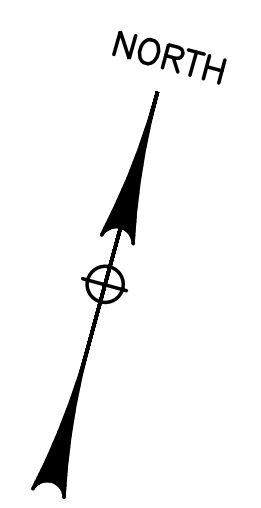
Long Island Power Authority
STEWART AVE - NEWBRIDGE ROAD
138KV TRANSMISSION LINE

STEWART AVE TO NEWBRIDGE ROAD
138KV UNDERGROUND TRANSMISSION
MAINTENANCE AND PROTECTION OF TRAFFIC - 01

PSEG LONG ISLAND
175 East Old Country Road
Hicksville, New York

SCALE: AS SHOWN
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DRAWING NO. **F1144XX**
SMART NO. **HLC38-FU-0XXXX**
REVISION: **000**

SYSTEM: _____
CABINET NO. _____
FOLDER NO. _____



MAINTENANCE AND PROTECTION OF TRAFFIC PLAN
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- SEE MPT-01 FOR NOTES, TABLES AND LEGEND.

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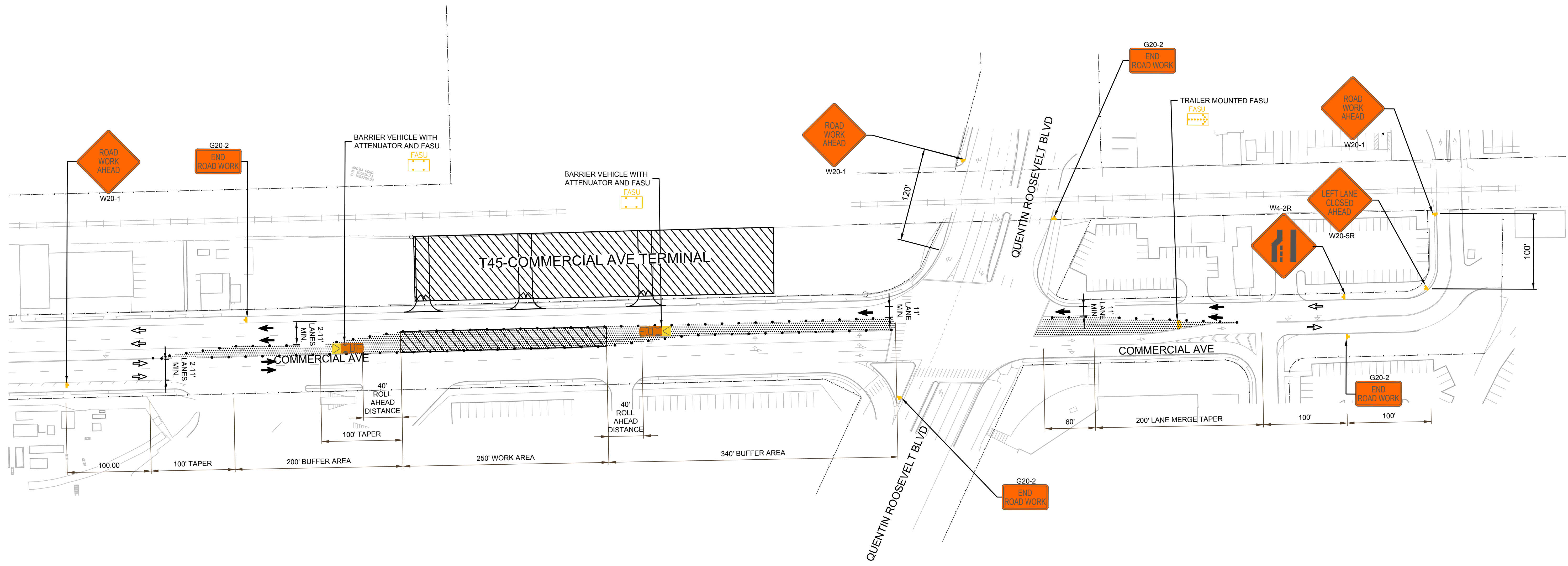
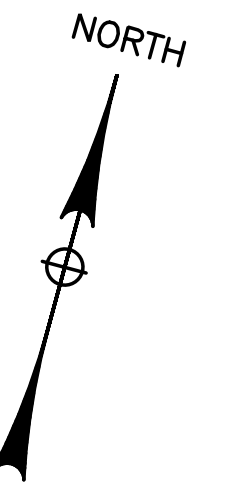
STEWART AVE TO NEWBRIDGE ROAD
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MAINTENANCE AND PROTECTION OF TRAFFIC - 02

PSEG LONG ISLAND
175 East Old Country Road
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SCALE: AS SHOWN

DRAWING NO. **F1144XX** SMART NO. **HLC38-FU-OXXXX** REVISION **000**

SYSTEM GRID NUMBER: _____ CABINET NO. _____ FOLDER NO. _____



MAINTENANCE AND PROTECTION OF TRAFFIC PLAN
SCALE: 1" = 60'

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MAINTENANCE AND PROTECTION OF TRAFFIC - 02

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Hicksville, New York

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DRAWING NO. **F1144XX** SMART NO. **HLC38-FU-OXXXX** REVISION **000**