



April 12, 2019

Brent Cross, Village Engineer
Village of Cayuga Heights
836 Hanshaw Road
Ithaca, NY 14850

Dear Brent and members of the Village of Cayuga Heights Planning Board,

Below please find responses to questions from your March 25th planning board meeting regarding site plan review for the North Campus Residential Expansion project. As you already know, work within the Village includes landscaping, pavements and temporary contractor operations.

1. Lighting Temperature.

The project will incorporate dark-sky lighting at 3,000k, as requested.

2. Contractor Parking north of A-lot

The project will not include contractor parking north of A-lot.

3. Will the pedestrian crossings on Jessup be high visibility?

The project includes improving two pedestrian crossings on Jessup Road between the Robert Purcell Community Center (RPCC) and the Townhouses. Raised crossings are proposed at the Northcross, Jessup Road intersection and from the Townhouses to the RPCC. In addition to being raised crossings, the crossings will include pedestrian crossing signage, piano/ladder striping on the path of travel and chevron markings for approaching motorists as per Cornell design standards. A copy of the Cornell typical detail for raised crosswalks is attached.

4. How will pedestrian travel from A-lot be managed during construction?

Pedestrians from A-Lot and the Townhouses will be routed around the site during construction. Signage will be provided at A-Lot and along Jessup Road directing pedestrians along existing walkways to crosswalks which connect to the North Campus pedestrian system for travel through campus. Site fences will enclose work sites, preventing pedestrians from entering dangerous areas. Fencing, pedestrian routes and signage will be coordinated with project sequencing.

There are three routes of travel connecting A-lot to north campus. There is a sidewalk along Northcross Road, a sidewalk along Pleasant Grove Road and a paved walkway which travels through the middle of the Townhouses north of Jessup Road and connects to (approximately) the middle of A-lot.

There are four crosswalks across Jessup Road. In order from west to east they are located at Northcross Road and Jessup Road, the Townhouses and RPCC, the Townhouses and Low-Rise 6, and Jessup Road and Pleasant Grove Road.

While work is happening in front of RPCC, the sidewalk along Northcross Road will be closed to pedestrian traffic. Pedestrians will be routed to the sidewalks east, connecting to crossings on the east side of North Campus.

While work is happening on the east side of North Campus (site two), RPCC work will be completed and the sidewalk along Northcross Road will be open.

5. Construction route

Construction traffic will be directed to use Route 13 to North Triphammer Road to Hanshaw Road to Pleasant Grove Road, as stated and diagrammed in previous documentation. The planning board has speculated about the possibility of an alternate construction route. The project is not pursuing and does not recommend that construction delivery traffic be routed from Pleasant Grove Road to Hanshaw Road to Warren Road. As proposed, the project construction route remains Route 13 to North Triphammer Road to Hanshaw Road to Pleasant Grove Road.

6. Construction Deliveries and Peak Hour Traffic.

Peak hour traffic for the Village occurs between 7:45 and 8:45 in the morning and 4:40 to 5:30 in the afternoon. The contractor plans to organize work flow and deliveries to avoid peak hour.

If you have any questions or require further information, please do not hesitate to call. We are looking forward to reviewing the site design for the project at your April 22nd meeting, in which we ask that the project be considered for site plan approval.

I am copying the City of Ithaca and the Town of Ithaca on this letter and all of the materials.

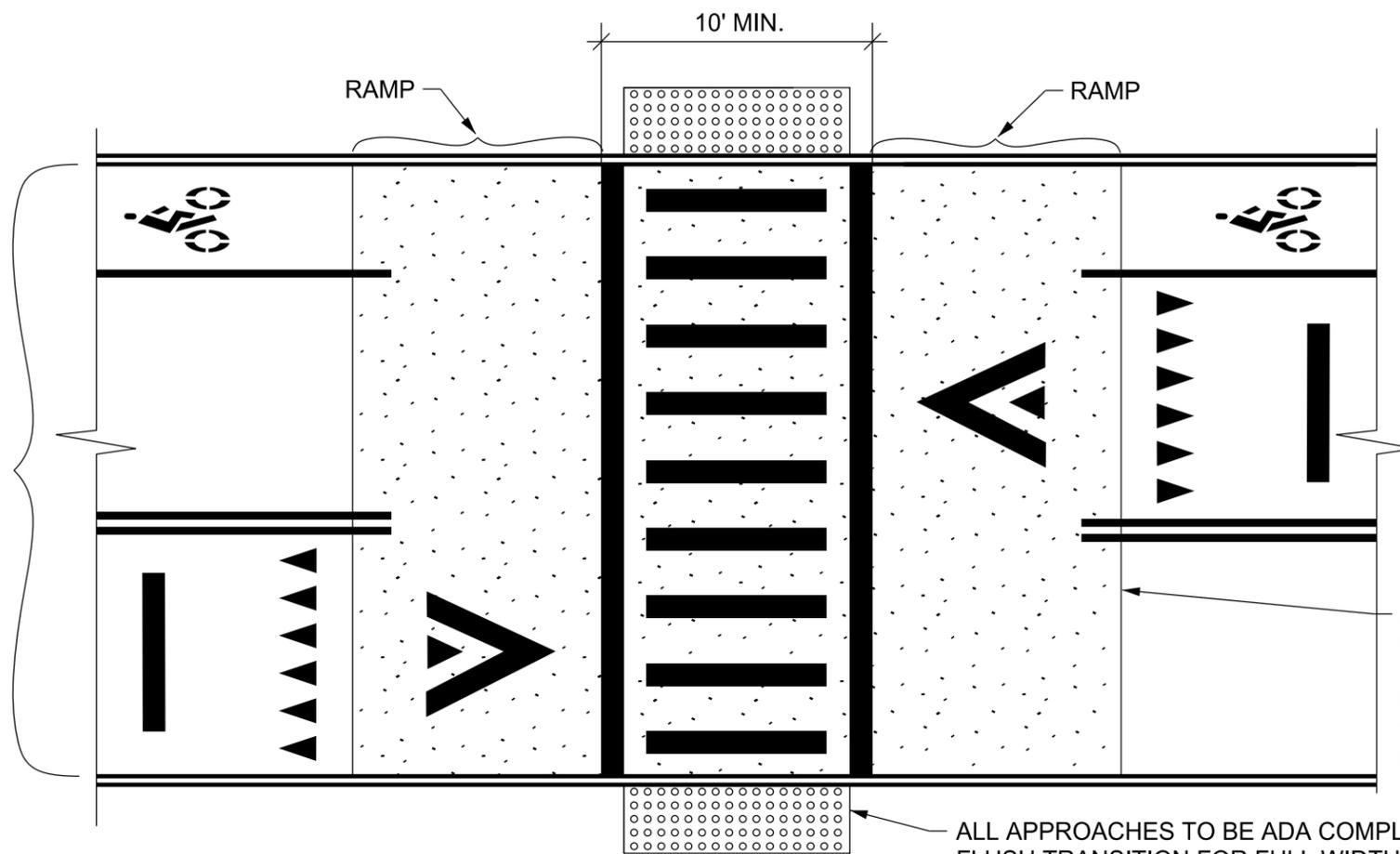
Sincerely,



Kimberly Michaels
Principal

Cc: Susan Ritter, Town of Ithaca
Lisa Nicholas, City of Ithaca

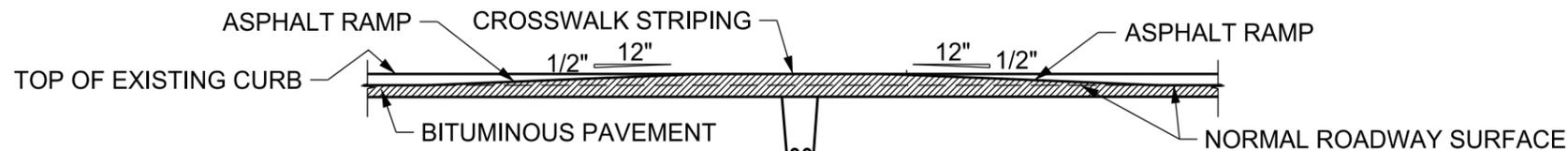
SEE RAISED CROSSWALK
ADVANCE WARNING
MARKINGS STANDARD
DETAIL



ALL APPROACHES TO BE ADA COMPLIANT WITH FLUSH TRANSITION FOR FULL WIDTH OF CURBING AND DETECTABLE WARNING PANEL STANDARD. SEE ADA ACCESSIBLE CURB RAMP STANDARD DETAIL.

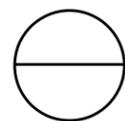
NOTE: PROVIDE DRAINAGE REMEDIATION AS NECESSARY

RAISED ASPHALT CROSS WALK PLAN



CROSS SECTION

PROVIDE (2) 1-IN. RGS CONDUITS (CAP ENDS) A MINIMUM OF 24-IN. BELOW FINISHED GRADE. EXTEND CONDUITS 1-FT. BEYOND ALL PAVEMENTS, SIDEWALKS, AND CURBS TO ALLOW CONDUITS TO BE EXCAVATED FOR FUTURE USE. BED CONDUITS WITH 6-IN. SAND TOP AND BOTTOM AND PROVIDE TRACEABLE WARNING TAPE 6-IN. BELOW GRADE. SEE DIRECT BURIED CONDUIT DETAIL.



RAISED CROSSWALK

NO SCALE

DESIGN and CONSTRUCTION STANDARD
CORNELL UNIVERSITY

REVIEWED BY: JT
DATE: 6/30/2017

REVISED BY: BC/AS
DATE: 6/17/2015

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