

*PLAN UPDATE WITH COMPLETED PROJECTS — JULY 17, 2018*

# Town of Ticonderoga, Montcalm Street Streetscape & Gateway Enhancement Plan

**CONTRACT NAME:** Streetscape & Gateway Enhancement Plan

**PROJECT FUNDING:**



The Town of Ticonderoga's Streetscape and Gateway Enhancement Plan was funded by an award from the 2005 Quality Communities Grant Program, which is administered by the New York Department of State, Office of Coastal, Local Government, and Community Sustainability.

**NYS DOS CONTRACT #:** C059946

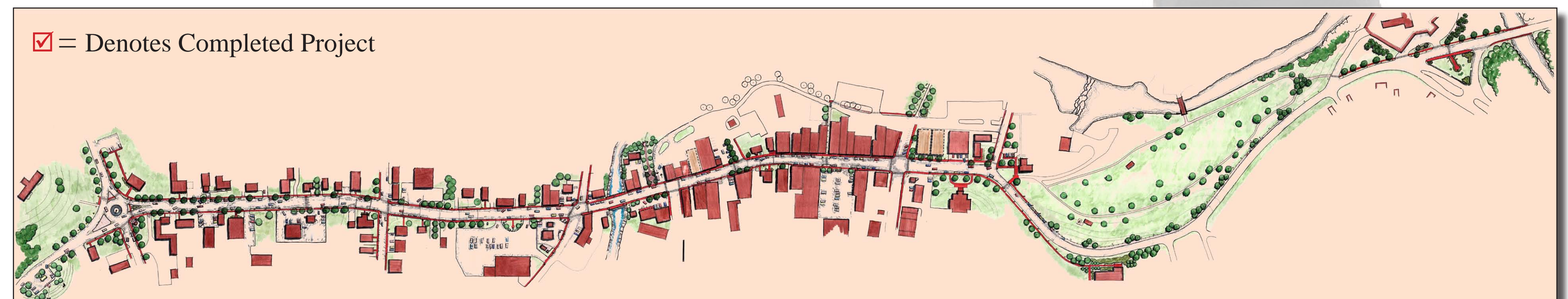
**UPDATED SUBMISSION:** Final (07/17/2018)

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**PREPARED BY:**



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PROJECT:

**Town of  
 Ticonderoga  
 Montcalm Street,  
 Streetscape  
 & Gateway  
 Enhancements**

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DATE:  
 07/17/2018

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**L-1**

# PROJECT INTRODUCTION

## INTRODUCTION TO THE MONTCALM STREET DOWNTOWN ENHANCEMENT PLAN

The goal of this project is to create a Downtown Streetscape and Gateway Enhancement Plan for Montcalm Street from the Liberty Monument at Moses Circle east to the intersection of NYS Route 22. The focus of this project is to enhance the streetscape along Montcalm Street, including pedestrian amenities and safety, connections to existing parking areas, connections to the LaChute Riverwalk, potential infill development areas, and the general overall image of the downtown. Work has been completed on projects including enhancements to handicap accessibility at street crossings, crosswalk markings, traffic islands, street tree and landscape plantings, and directional signage to municipal parking lots and sites.

The vision for Ticonderoga is to create a vibrant community by capitalizing on its waterfront location, cultural heritage and connections to regional centers. Town wide improvements are inclusive of infrastructure, housing, and the strengthening of community identity through a consistent signage, lighting and street furniture. The goals of this project fit into the overall vision for the Town as these improvements will help to continue to attract visitors to downtown and increase the quality of life for residents and business owners.

The development of this plan and the projects outlined in it were created and implemented through partnerships between the Town of Ticonderoga, the Ticonderoga Main Street Partnership (TMSP), Pride of Ticonderoga and the Ticonderoga Area Chamber of Commerce (TACC).



The LaChute River adjacent to Downtown

## THE TOWN SETTING

The Town of Ticonderoga is located at the eastern edge of New York in the Adirondack Park at the border of Vermont. The Town lies between two of New York's most notable water bodies; Lake George's northern terminus to the south, and Lake Champlain's southern shore to the west. The LaChute River bisects downtown Ticonderoga and connects the two lakes. It is these water bodies and the connecting land form that gave rise to Ticonderoga as an accessible travel route and an energy source for water-powered industry.

The population of the Town is approximately 5,200 residents and covers 88 square miles. Ticonderoga has an additional 3,200 seasonal residents and receives over 100,000 visitors a year for recreational, entertainment and cultural tourism activities. Primary vehicle routes that converge near Ticonderoga's center include New York Routes 9N, 22, and 74. The Town has an AMTRAK train stop that connects New York City to Montreal and points in between. Seasonal ferry service is provided between New York and Vermont at Ticonderoga.

The Town of Ticonderoga developed and prospered around the LaChute River because of transportation, industry, and recreation, which have continued to today. Development of the surrounding road network has channeled the vehicular traffic away from Montcalm Street, the "Main Street", resulting in reduced traffic and pedestrian activity in the downtown. The relocation of the paper mill industry away from the LaChute River has been both a positive and a negative: the water and air quality have dramatically improved, yet the number of people using the Montcalm Street corridor for shopping, services, and entertainment has diminished. Recently, tourist activities within and around the Town has seen an increase in businesses and services relocate to its center, particularly along Montcalm Street.

## THE DOWNTOWN SETTING

Ticonderoga's downtown is centered on the Montcalm Street corridor. The corridor extends beyond the buildings at the street's edge to include the LaChute River, which provides a dramatic and scenic backdrop for the downtown. The building character of the downtown is historic in appearance and collectively includes architectural styles from various eras beginning in the mid-1800's.

The downtown has many positive elements which can be capitalized on to continue to aid in the revitalization of Ticonderoga's historical center. The important downtown elements are summarized as follows:

- **Historic Buildings and Structures:** Hancock House, Liberty Monument, Black Watch Memorial Library, American Legion Hall, Glens Falls Bank, The Community Building, and the Heritage Museum Building
- **Commercial Entities:** six restaurants, four gas and service stations, three convenience stores, one liquor store, three motels, a florist, several art and gift stores, a hardware store, two banks, a laundromat, and several health and beauty service providers
- **Entertainment Amenities:** Star Trek Original Series Set Tour

- **Municipal Services:** Fire Station, Post Office, and the Visitor's Center
- **Educational:** North Country Community College and several fraternal organizations
- **Recreational Amenities:** Bicentennial Park and outdoor event place, LaChute River and trail, nearby lake access, five miles of walking trail with access points in the downtown, visitors information kiosk, sports fields and courts.
- **Downtown Amenities:** Street trees are located along Montcalm Street in turf grass strips adjacent to sidewalk and the roads, and vehicle parking is provided at several locations both on-street and in public parking lots adjacent to Montcalm Street.
- **Transportation Amenities:** Converging State vehicle routes, lake ferry service, and the AMTRAK station.
- **Pedestrian Designated Routes:** Sidewalks line both sides of Montcalm Street beginning at the Moses Circle and stopping at the Heritage Museum Building adjacent to the Percy Thompson Bicentennial Park, which has several walking paths within the park.
- **People:** Along both sides of Montcalm Street, bordering the downtown district are single family, multi-family and assisted living residences, as well as schools and churches. The majority of Ticonderoga's population resides within walking distance of downtown.

## THE PHYSICAL ASSESSMENT OF THE MONTCALM STREET

Montcalm Street is 1.25 miles in length. Over this distance the street traverses hills from both its eastern and western gateways into the relatively flat stretch at the center, with the street alignment alternating between straight and curved sections. These horizontal and vertical changes of the street correlate directly to the different view sheds experienced while traveling through downtown. Coincidentally, the building type and density found within each view shed is loosely related in scale and style.

To define the character of each view-shed, the term "District" has been applied for the purposes of this plan. Montcalm Street has been divided into seven districts and are named in sequence, beginning at the Moses Circle and continuing east along Montcalm Street to the intersection with Route 74, which is identified as the eastern gateway into downtown. The seven project districts are as follows:

- **Project District #1 – Moses Circle:** At the west end of Montcalm Street
- **Project District #2 – The Hill:** From Moses Circle to the Fire Station
- **Project District #3 – The Crossing:** Where the LaChute River crosses Montcalm Street
- **Project District #4 – Downtown:** The most dense concentration of multi-story buildings
- **Project District #5 – The Heritage Museum:** The area surrounding the Heritage Museum
- **Project District #6 – Percy Thompson Bicentennial Park:** The community's festival space and river view
- **Project District #7 – East Gateway:** Entrance to downtown from the east at Route 74

### Project District #1: Moses Circle

The approach to downtown from the west at Moses Circle is accessible and inviting. The physical elements of the Moses Circle compose an elegant entrance to downtown at Montcalm Street and contribute to this overall "front door" experience. The predominant features of the space are the Liberty Monument at the center of the roundabout, the lawn of hospital hill which acts as a backdrop to the monument and the Hancock House. The composition of the northern side of the round-about is unbalanced with the Hancock House to the east and the expansive lawn of hospital hill to the west. The scale and placement of features on the southern side of the round about vary as they are smaller and closer to each other. The outside edge of the roundabout requires elements to create visual balance between the existing features.

Moses Circle is a place of entry and movement into the Town. Missing from the circle are a welcome sign to downtown and additional seasonal landscaping.

### Project District #2: The Hill

After traveling through Moses Circle, Montcalm Street begins with the district identified as "The Hill". This district hosts a mix of uses includes lodging, restaurants, food and beverage shops, a gas station, the fire station, and residential uses such as single family homes, apartments and group homes. The street cross-section is comprised of two travel lanes, curb side parking, a green strip with trees, and sidewalks. Street crosswalks have been improved in this area with the addition of handicap accessible sidewalks and signage. Street lighting is a mix of cobra head style lights and post mounted period style light fixtures. The period style fixture installation is limited and not consistent in its placement.

There is a break in the streetscape created at the fire station, with the building set back from the street and an expansive asphalt paved parking area located at the front. A sloping green strip with smaller ornamental trees separates the sidewalk from the parking lot.



The Liberty Monument viewed from the eastern side of Moses Circle looking west.

### Project District #3: The Crossings

The Crossings is viewed as the gateway to downtown. This district begins at the intersection of Wiley and Montcalm Street, crosses the LaChute River, and continues to Lake George Avenue. This area of downtown has numerous active features that include the river and bridge crossing as well as the LaChute River Trail. This district is also home to many active businesses, the Lakes to Locks information panel plaza with seating, landscaping and access points to public parking which is a starting location for people walking around the downtown.

Showcasing this area as the gateway of downtown is hampered by several factors. One of the primary factors to be addressed in this district is the visibility of the LaChute River from the Montcalm Street bridge, due to the location of on-street parking spaces and a solid form bridge side rails that blocks views of the river. Improvements in this area have been made through improvements to pedestrian amenities such as benches, street trees, landscape plantings and lighting with enhancements and greater access to public parking currently in process.

### Project District #4: The Downtown

The Downtown is the section of Montcalm Street that has the most dense concentration of buildings, with heights ranging from one to four stories. This district is bounded by Lake George Avenue to the west and Champlain Avenue to the east.

Visible along this section of Montcalm Street are various vacant store fronts. The first floor uses for several of these buildings have changed from business enterprises to apartments and or residential uses, which is not an appropriate first floor use in a business district. In 2011 the Town of Ticonderoga updated their zoning ordinance to restrict residential uses on the first floor of buildings in the central commercial district to combat this issue by promoting commercial development and improving the general image of the downtown.

The appearance of building façades is a key step in the revitalization of downtown as they create the character of the street and attract potential businesses. Improvements to facades are on going and have been made possible through grants obtained from the New York State Main Street Program. Approximately twelve facade renovations have already occurred and include structures housing the Ticonderoga Natural Food Co-op, Your Quilt Shoppe, Star Trek Original Series Set Tour, PRIDE of Ticonderoga, Montcalm Manor, Robinson Antiques and the Country Florist.

While the street width in this district appears narrow for a main street, it contributes to the character of the district by providing a human scale enclosure that is comfortable for pedestrians and assists in slowing vehicular traffic. The adjacent sidewalks on both sides of the street are narrow. The sidewalk paving is concrete, which is a durable material for



View of Montcalm Street crossing the LaChute River looking east.

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& Gateway  
Enhancements

#### DRAWING TITLE:

PROJECT  
INTRODUCTION

the local climate. Sidewalk panels in many locations are fractured, spalling and or uneven, creating a trip hazard. The sidewalk width does not afford the opportunity to locate many street trees in this district, though they do exist in locations where it is feasible. Due to the narrowness of the street corridor, the presence of too many trees clutters the space.

The existing street lights are a combination of cobra head and period style standards and fixtures. With the continued number of projects being completed within the downtown district, a more consistent lighting style is to be achieved which leans toward a period style lighting scheme that fits the existing character of the downtown. This style of lighting currently exists within the downtown and will continued to be used.

Public parking lots are located behind the buildings on the north side of Montcalm Street. The walkways connecting the parking lots to Montcalm Street are not clearly defined and can be difficult to find. The walkways are unpaved in areas and the unpaved parking lots make for difficult walking, especially in inclement weather.

*Project District #5: The Heritage Museum*

The fifth district is inclusive of the area immediately surrounding the Heritage Museum and running the length of the block from the Montcalm Street and Champlain Avenue intersection to the Heritage Museum. This block contains a mix of uses that include a gas station, hardware store, community building, Elk's club, and the Heritage Museum. This area is very active based on these uses and is the districts' gateway location for downtown and the Bicentennial Park.

Adjacent to Auduchon Hardware is a vacant lot that the store has purchased and has used to expand their business. Next to the hardware store is Bodette's Barbecue, a popular catering business. The Heritage Museum, with its gabled end roof and red brick façade, artistically terminates the view along Montcalm Street from downtown. The Community Building, whose access is from Champlain Avenue, is a place of significant activity.

The pedestrian accommodations in this district are limited. On the north side of Montcalm Street the sidewalk stops immediately before the hardware store parking at the entrance to the building. As pedestrians travel through this area they must pass along the backside of vehicles, which poses a safety concern. Past the hardware store the walk begins again and leads to the Heritage Museum. The walkway on the south side of Montcalm Street concludes at the front of the Community Building. All crosswalks in this district require improvement and most of the sidewalks require repair.

An ornamental street clock is located at the front of the vacant lots that have recently been repaired with seasonal landscape plantings around its base. The street tree plantings in this area are limited and the trees that are planted are of a small size and do not provide a street canopy. Street lighting is limited to large pole-mounted cobra-style standards.

The roadway in this area has an in balance between green space and asphalt paving, with the paved area directly in front of the Heritage Museum designated as a parking area that is wide enough for vehicles to make U-turns. This large expanse of asphalt is inappropriate as the front door entrance to the Heritage Museum.

The Percy Thompson Bicentennial Park has a vehicle entrance adjacent to the Heritage Museum. It is necessary to retain this entrance as it is currently the only way for larger equipment trucks to enter the park for event set up.

*Project District # 6: Percy Thompson Bicentennial Park*

The Bicentennial Park is a tremendous asset to the community. Not only does it afford long expansive views of the river and falls, it also become a regional outdoor festival and event venue. The park is accessible to the community through an easement granted to the Town by International Paper. The park has numerous features including walking paths, riverside access, play structures and a pavilion.

At the top of the hill, where Montcalm Street parallels the park, is an area used for event parking. This parking area is approximately 700 feet long and consists of a broken asphalt edge of road, a course of gravel laid down for vehicles to park on, and large angular rocks that form a vehicle barrier. Utility poles with cobra head lights illuminate the roadway. The current condition of the road edge and parking area along this section of Montcalm Street



*Downtown Montcalm Street, looking east*



*Montcalm Street, looking west at Aubuchon Hardware store*

detracts from the views of the river and falls beyond the park. No dedicated pedestrian walkway exists on either side of Montcalm Street beyond Bicentennial Park eastward to the bridge crossing the LaChute River.

The North Country Community College is located on the hill directly across from the park. The grounds have recently been landscaped with shrubs and tree plantings and improvements made to the college's entrance sign. The College building does not have a sidewalk that links into downtown, an element that would benefit pedestrian safety, support nearby businesses, and expand Ticonderoga's walking trail system.

*Project District #7: The Eastern Gateway*

The Route 74 bypass road at the eastern terminus of Montcalm Street has diverted much needed customers and activity away from downtown, but has also rerouted tractor trailer traffic away from this pedestrian centered district to the benefit of the street ambiance.

The Town owns the majority of the property at the northwest corner of this intersection while the other three properties bordering the corners of the intersection are privately owned. The Town's parcel has installed upon it a "Welcome to Ticonderoga" sign panel. The panel has recently been renovated because of its deteriorating condition with the addition of flags around its perimeter. Also located on the parcel is a brochure information booth modeled after a lean-to and a vehicle pull-off area. The site is being considered as the future location of the Tichonderoga Chamber of Commerce offices. The building would house not only the offices but also public bathrooms and informational kiosks for visitors. The general view point expressed is that this site is under utilized in its potential to serve as a gateway to downtown.

**THE PHYSICAL DOWNTOWN REVITALIZATION PLAN**

The proposed downtown improvements represent both short and long-term efforts. Similarly, the proposed improvements identify everything from "can of paint" projects to infill buildings, with the approach being that not all improvements are expansive and costly but can be accomplished with a volunteer group of citizens. Volunteer work has already occurred with residents undertaking street cleaning, painting and small scale beautification projects. Partnerships between the Town of Tichonderoga, the Tichonderoga Main Street Partnership (TMSP), Pride of Tichonderoga and the Tichonderoga Area Chamber of Commerce (TACC) have been instrumental in implementing larger scale projects.

Many of the larger scale project that have occurred in the Town have been made possible through grants administered by various New York State agencies. Further grant monies will be applied for to design and construct the project outlined in this plan. Below are a list of grants awarded to Tichonderoga to complete projects located throughout the streetscape enhancement plan project area:

- 2009 Lake Champlain Basin Program grant for \$4,519 for the clean-up of the LaChute River.
- 2009 DOT Transportation Enhancement Program grant for \$325,000 for the conversion of the historic train trestle on Alexandria Avenue.
- 2010 Essex County Public Health, Healthy Communities grant for \$2,000 for LaChute River Trail signs and lighting.
- 2010 New York Main Street Program grant for \$387,000 for renovation and restoration of 24 downtown buildings.
- 2011 Stewarts Grant for \$500 for the renovation of the Ti Chamber of Commerce's information booth at Moses Circle.
- 2012 Healthy Communities Grant for \$500 for trail signage and road stripping at the intersection of Montcalm Street and Lake George Avenue.
- 2013 Essex County DOS - LaChute expansion
- 2014 Local Waterfront Revitalization Program grant (CFA 2013-14) through Essex County Planning for the Town of Ticonderoga for \$22,500 to complete an engineering study for the upper LaChute River Trail connection to the train trestle.
- 2014 Community Development Block Grant for Town of Ticonderoga Community Building and Armory automatic entranceways for \$100,000.

- 2015 Creating Healthy Places/Essex County to fund boating docks on the LaChute River for \$5,000.
- 2015 New York Main Street Grant for \$300,000 for the Town of Ticonderoga.
- 2017 Clinton and Essex Creating Healthy Communities for \$2,000 to fund new period lighting in downtown leveraging a NYMS 2015 grant for streetscape enhancements.

The present state of Ticonderoga's downtown is not unlike the downtowns of other communities across upstate New York. Ticonderoga separates itself through its history, local waterside setting, regional connection to other places of complementing qualities, and has residents with the commitment to making things happen for the betterment of the community. The physical improvements recommended for each of the seven districts of downtown Ticonderoga's Montcalm Street are intended to capitalize on these unique qualities and assets.



*View of the East Gateway looking west towards the Downtown from the intersection of Montcalm Street and State Route 22/74*

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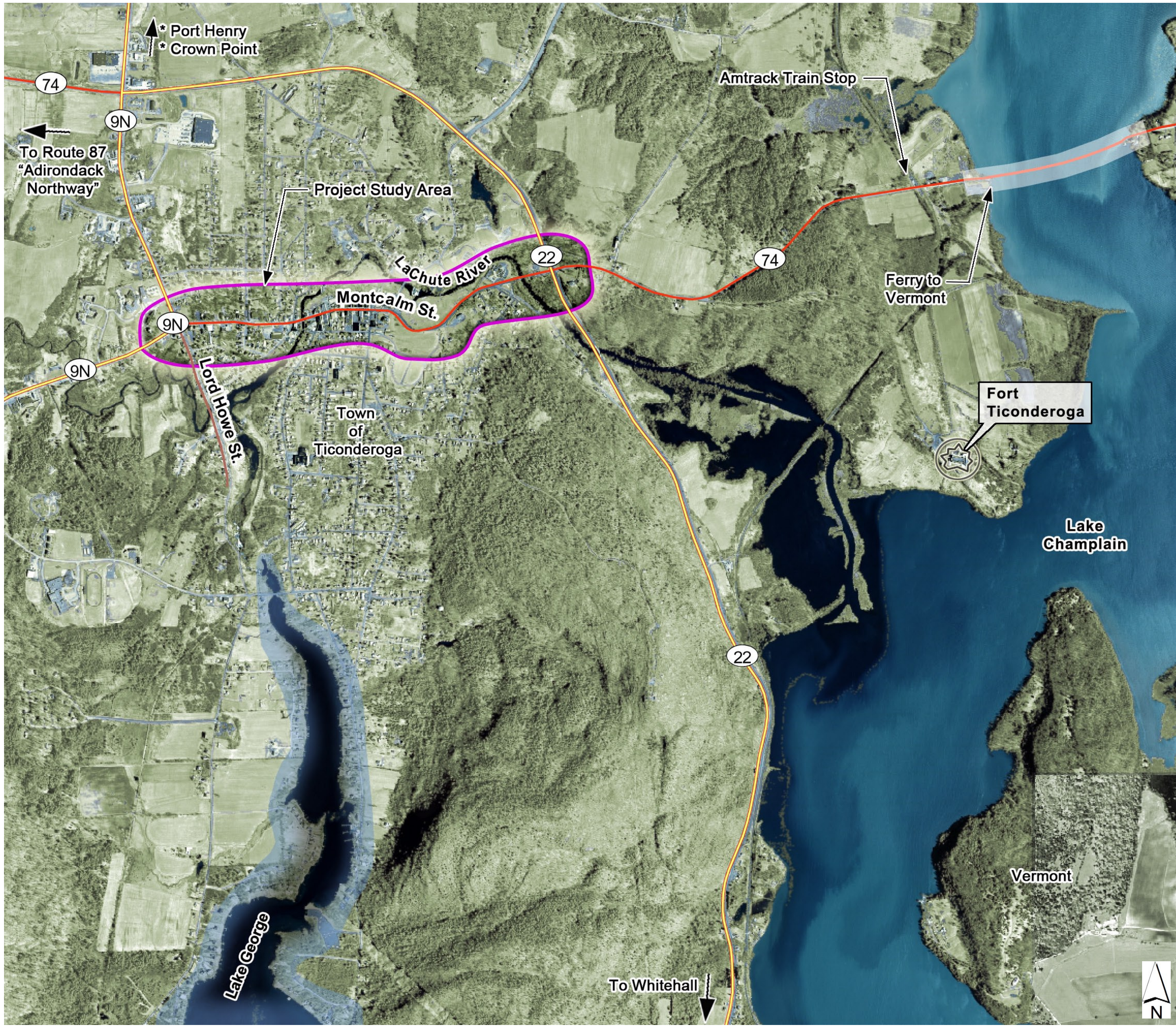
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**PROJECT  
INTRODUCTION,  
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**L-3**



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OVERALL  
 PROJECT  
 SETTING

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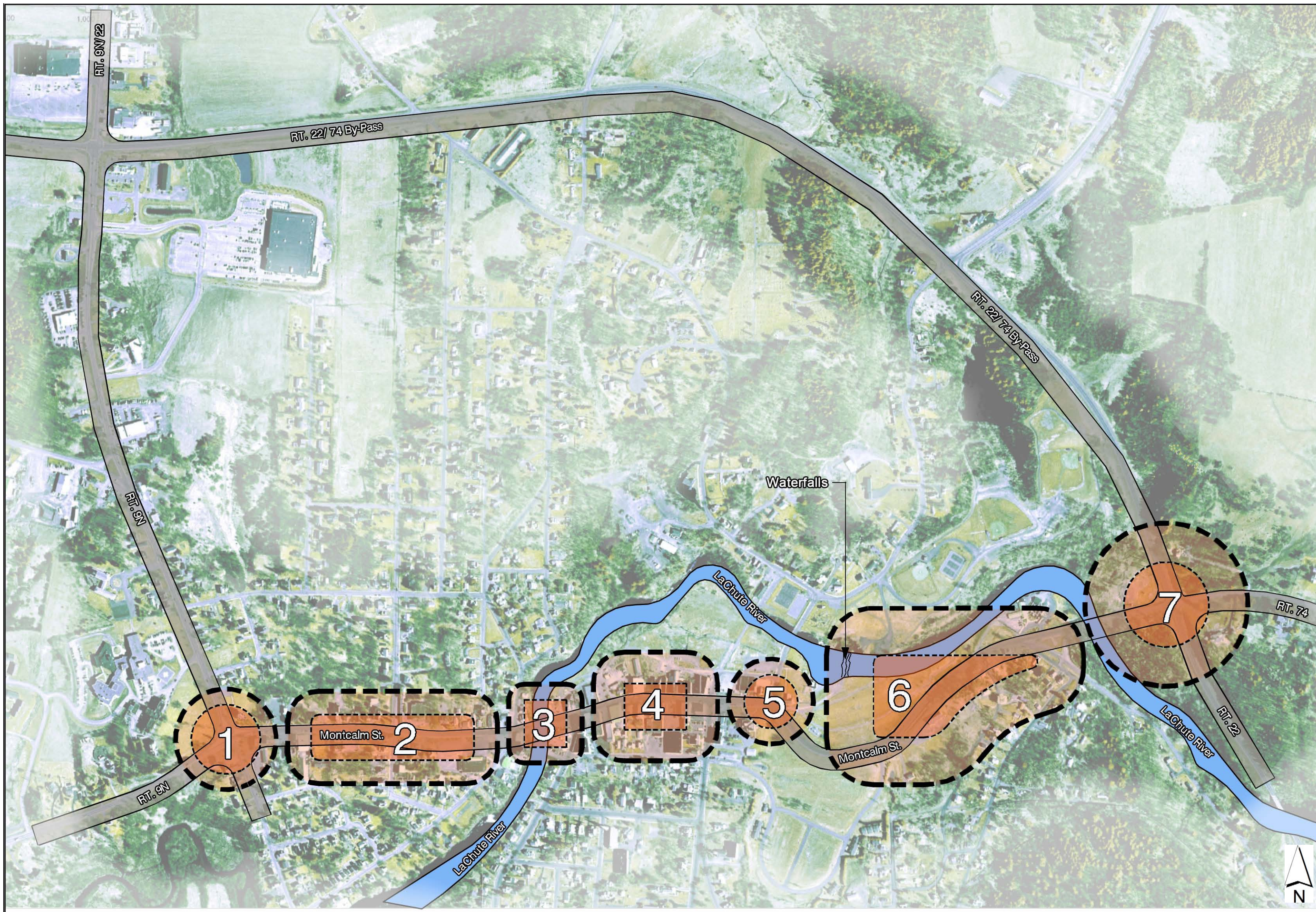
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DRAWING TITLE:

PROJECT  
 DISTRICT  
 DELINEATION  
 PLAN



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## TOWN OF TICONDEROGA, MONTCALM STREET STREETSCAPE ENHANCEMENT PROJECT DISTRICTS

1. MOSES CIRCLE AND THE LIBERTY MONUMENT
2. THE HILL
3. THE CROSSING
4. DOWNTOWN
5. THE HERITAGE MUSEUM
6. PERCY THOMPSON BICENTENNIAL PARK
7. EASTERN GATEWAY

**DESIGN INTENT NARRATIVE**

**Moses Circle and its Benefits to Downtown**

Moses Circle is an important downtown gateway because of the confluence of roads that occurs at the west terminus of Montcalm Street. This area acts as a gateway to downtown with motorists traveling south along Route 9N from Lake George and north from Northern New York and Vermont.

The roundabout has a setting that contributes greatly to its role as a front door to downtown Ticonderoga. Site features situated at the circle include the iconic Liberty Monument, Hancock House (location of the Tichonderoga Historical Society), visitor's information booth, street views into downtown, and a view over the valley that at one time hosted the encampments of Revolutionary War armies. The lawn of the hospital hill immediately to the west provides a green backdrop to the circle when navigating through it. The roundabout by design slows traffic to allow the consideration for turning into downtown.

**DESIGN IMPROVEMENT SUMMARY**

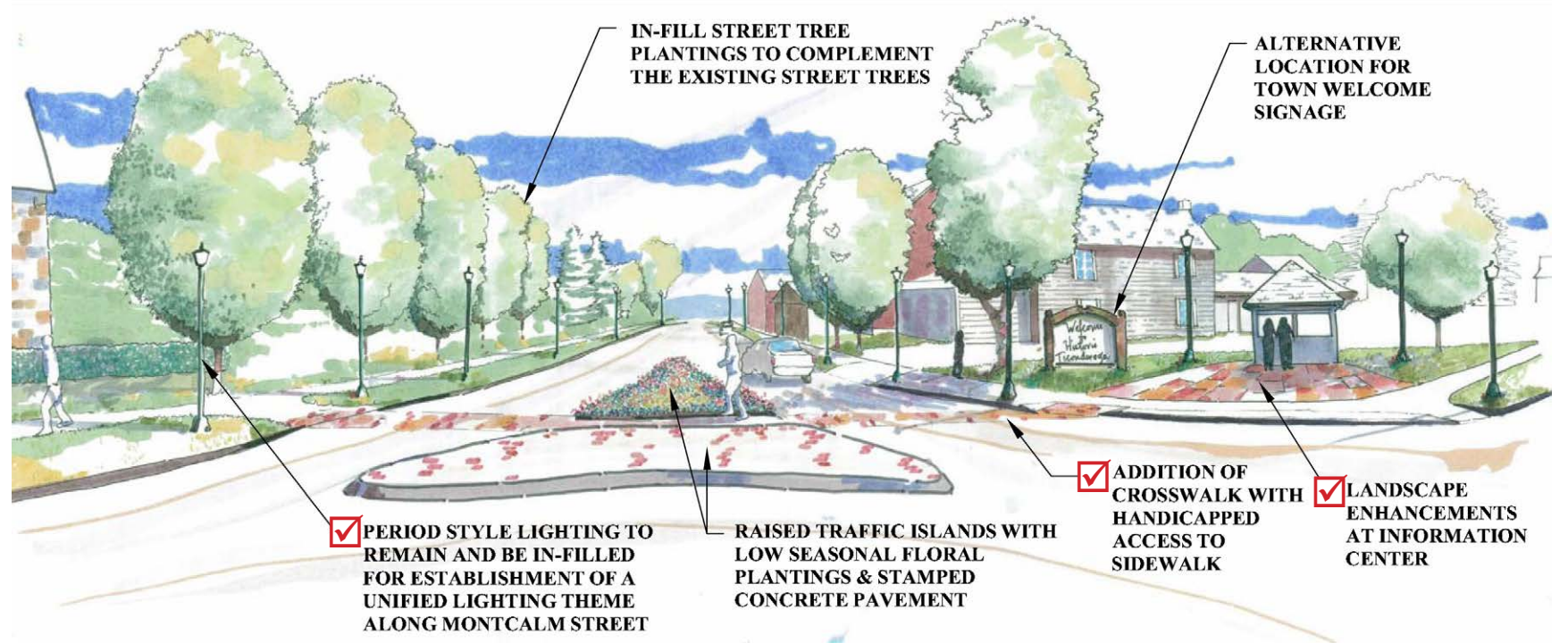
Moses Circle improvements are inclusive of better providing for pedestrians, reducing visual clutter, and offering a "greener" landscaped downtown introduction.

- 1. Relocate fast food restaurant "Turn Left" sign away from the gateway and the "Ticonderoga Downtown" sign located at the historical marker viewing point south of the circle.
- 2. Provide an additional "Ticonderoga Downtown" sign at the north- and east-bound roads entering the circle to direct motorists to services located in downtown.
- 3. Install raised mountable traffic islands within the circle that better direct and slow traffic, and that visually reduce the extent of asphalt pavement at this gateway
- 4. Provide expanded pedestrian crosswalk markings and signs at the traffic circle to enhance pedestrian safety and encourage foot traffic at this starting point to downtown.
- 5. Renovate up-lighting at the Liberty Monument.
- 6. Duplicate the memorial plaque located at the base of the monument and place at the Hancock House yard for safer viewing.
- 7. Continue Montcalm Street period style lighting around the circle perimeter.
- 8. Highlight the Visitor Information Booth with enhanced paint scheme, tree limb pruning, and providing nearby on-street parking for patrons.
- 9. Continue the sidewalks across the driveways to establish a pedestrian hierarchy and create a safer route.
- 10. Relocate the U.S. Postal Service mailbox to a safer user location.
- 11. Provide street trees at the perimeter of the circle in locations that don't block key elements such as the Hancock House.
- 12. At the proposed traffic island at the traffic circle adjacent to Montcalm Street, utilize the island for seasonal floral plantings to add a burst of color at the front door to downtown.
- 13. Place "Welcome Sign" along Route 9N entering the Hamlet. Install walkway to Welcome Center with landscape on either side.

= Completed Project



PROJECT DISTRICT #1: MOSES CIRCLE – STREETSCAPE ENHANCEMENT PLAN



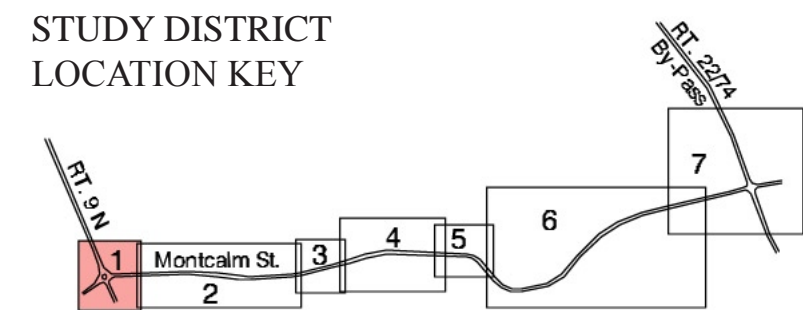
PROPOSED DESIGN IMPROVEMENTS LOOKING EAST ON MONTCALM STREET FROM MOSES CIRCLE



Image B: View of Moses Circle and Liberty Monument with the Hancock House in the background. The traffic circle has been enhanced with pedestrian crossings. Large expanses of asphalt paving remain with proposed raised islands in the roundabout to provide additional pedestrian safety.



Image A: Example of traffic circle with raised islands and striped crosswalks, helping to bring definition and order to a large roundabout intersection.



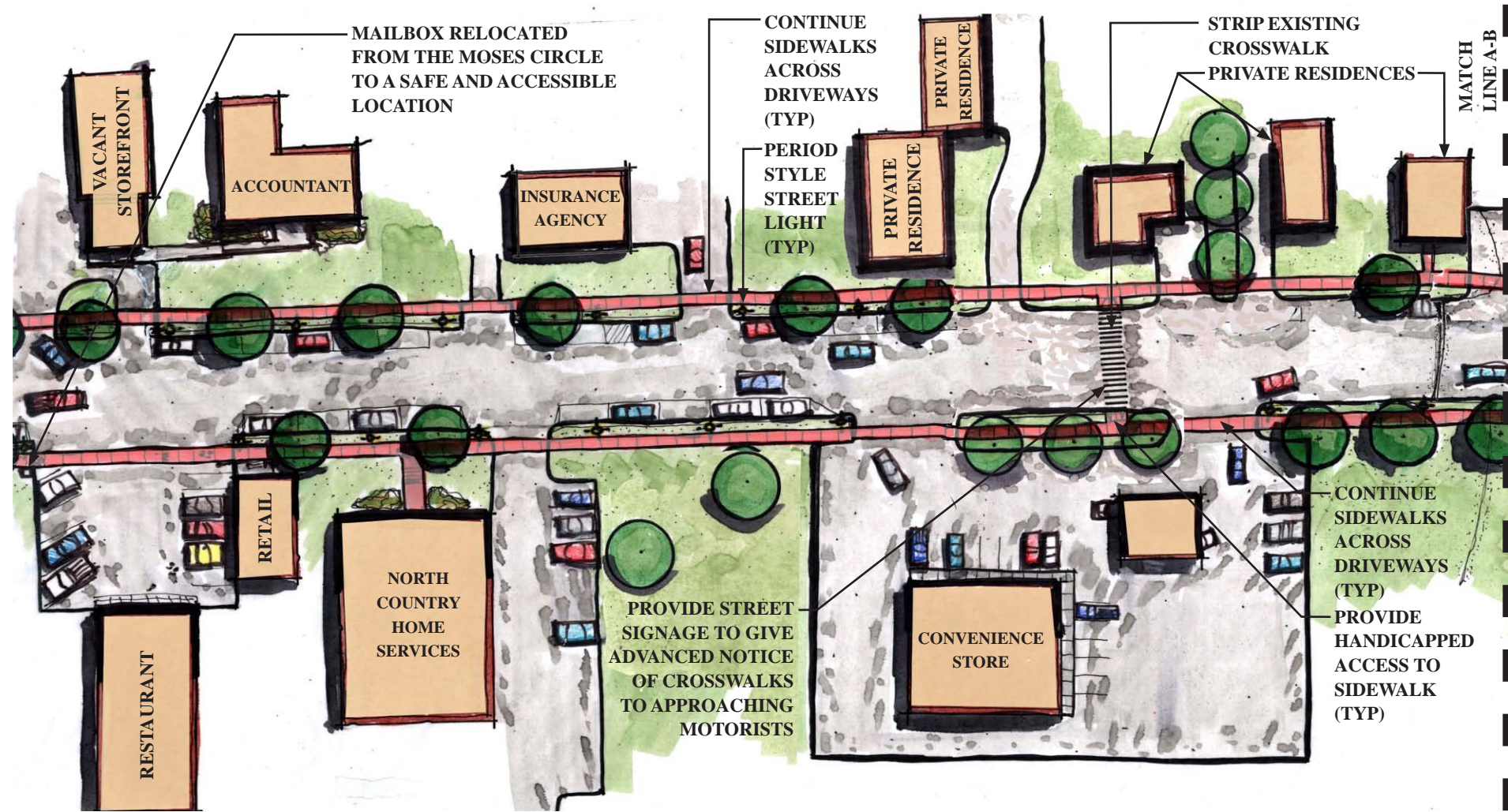
STUDY DISTRICT LOCATION KEY

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PROJECT:  
**Town of Ticonderoga, Montcalm Street Streetscape & Gateway Enhancements**

DRAWING TITLE:  
**PROJECT DISTRICT #1: MOSES CIRCLE ENHANCEMENT PLAN**

DATE:  
 07/17/2018



PROJECT DISTRICT #2: THE HILL – STREETScape ENHANCEMENT PLAN



Image C: Period style lighting currently to be implemented as part of a unified lighting theme consistent throughout all seven districts.

DESIGN INTENT NARRATIVE

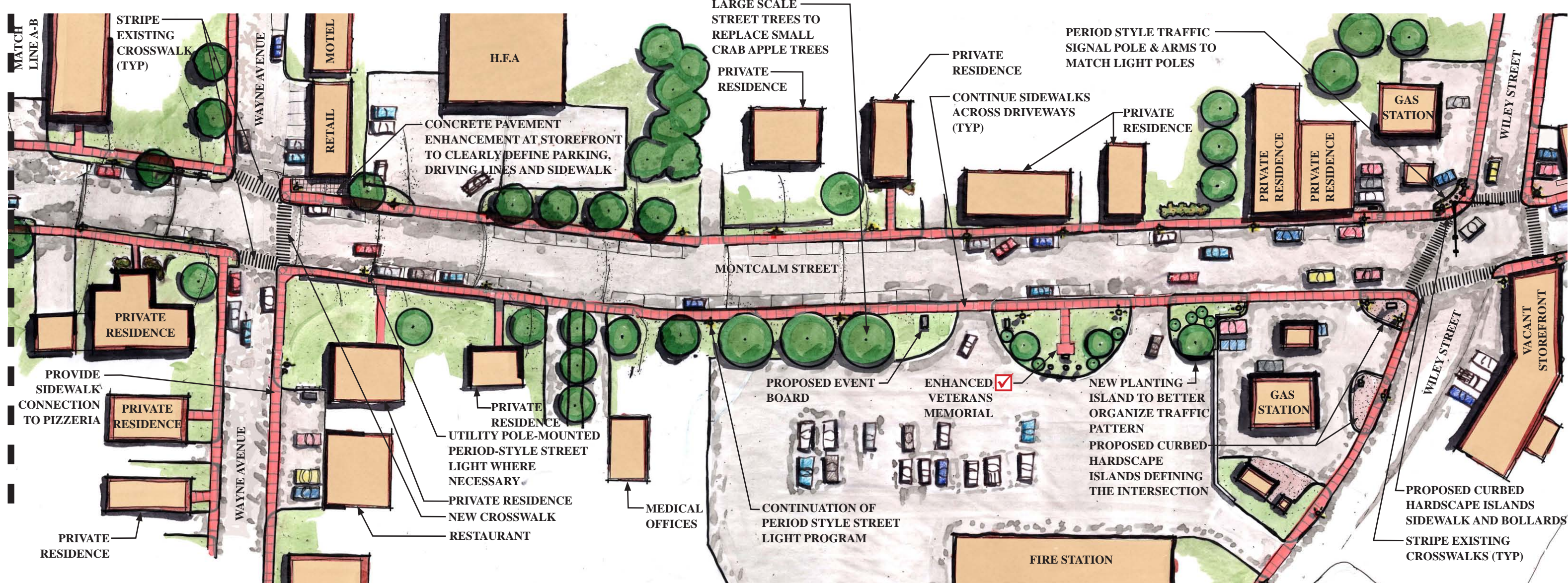
The Hill and its Benefits to Downtown

This portion of Montcalm Street is an introduction to downtown, as well as a vehicular and pedestrian conduit between the Moses Circle gateway and the downtown center. It is primarily a business district with some single family homes and apartments. Businesses in this district provide dining, lodging, car repair and municipal services. The street corridor is comprised of two travel lanes, adjacent curbside parking, sidewalks, and a narrow tree planted green strip separating pedestrians from vehicles.

DESIGN IMPROVEMENT SUMMARY

1. Continue pedestrian designated walkways across the driveway entrances.
2. Infill street lighting with period style lighting fixtures.
3. Add enhanced and correctly signed pedestrian designated crossings at roadway intersections.
4. Infill street trees where needed.
5. Utilize the large expanse of green area in front of the fire station parking area as a location for a permanent event board with enhancing landscaping.
6. Reduce the expanse of uninterrupted asphalt paving in the area of the two gas stations located at the intersection of Montcalm and Wiley Streets. To achieve this, consider planting strips, pavement material change, and decorative bollards that better define the road edge.

= Completed Project



PROJECT DISTRICT #2: THE HILL – STREETScape ENHANCEMENT PLAN



Image D: Existing view of Wayne Street intersection. The area is safer and more attractive by effectively re-striping and adding sidewalks along Wayne Street. Proposed enhancement of the storefront with stamped concrete will provide a visual separation between the parking, the concrete sidewalk and the storefront.



Image E: Example of proposed striping method for existing and new crosswalks along Montcalm Street.

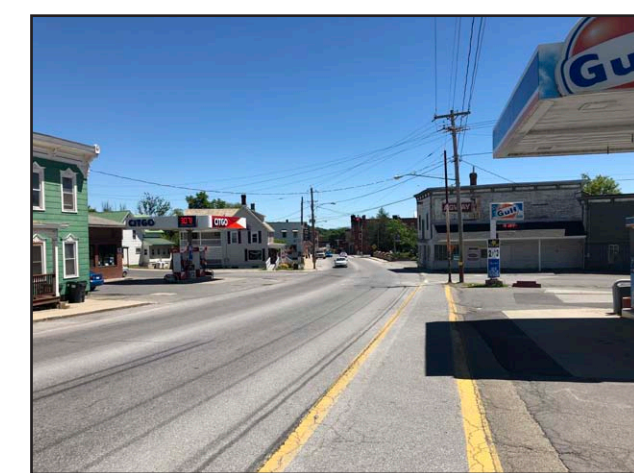
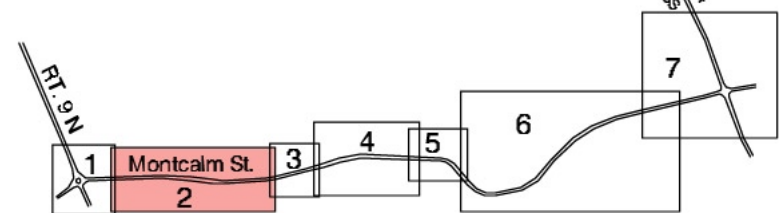


Image F: View of the Wiley Street intersection depicting a lack of organization and definition of vehicular and pedestrian access. Define the intersection with proposed raised islands, sidewalks and effectively striped sidewalks.

STUDY DISTRICT LOCATION KEY



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PROJECT:  
 Town of  
 Ticonderoga,  
 Montcalm Street  
 Streetscape  
 & Gateway  
 Enhancements

DRAWING TITLE:  
 PROJECT  
 DISTRICT #2:  
 THE HILL  
 ENHANCEMENT  
 PLAN

DATE:  
 07/17/2018

DRAWING NO.:  
**L-7**



**DESIGN IMPROVEMENT SUMMARY**

1. Highlight the bridge and the LaChute River.
2. Remove four parking stalls that are situated on the bridge to provide unencumbered views to the river.
3. Replace the existing bridge guide rail with a more transparent structure that affords views of the passing river.
4. Improve pedestrian walkways at the bridge.
5. Further highlight the bridge with clusters of period style lights installed at each end of the guide rail.
6. Improve the pedestrian crosswalks with applied markings.
7. Continue sidewalks across drive entrances to establish a hierarchy of pedestrians over vehicles.
8. Continuation of period lighting theme along the street.
9. Add seasonal floral baskets to the themed light poles.
10. Enhance the Pocket Park setting with the development of a courtyard with trees, benches, and seasonal floral plantings. Promote the LaChute River Trail at this location.
11. Develop a public parking directional signage logo to better direct motorist to available parking locations.
12. Define and enhance the entrance points to the public parking locations.
13. Bury overhead utilities when feasible (long term goal).

= Completed Project

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**PROJECT:**

**Town of Ticonderoga, Montcalm Street Streetscape & Gateway Enhancements**

**DRAWING TITLE:**

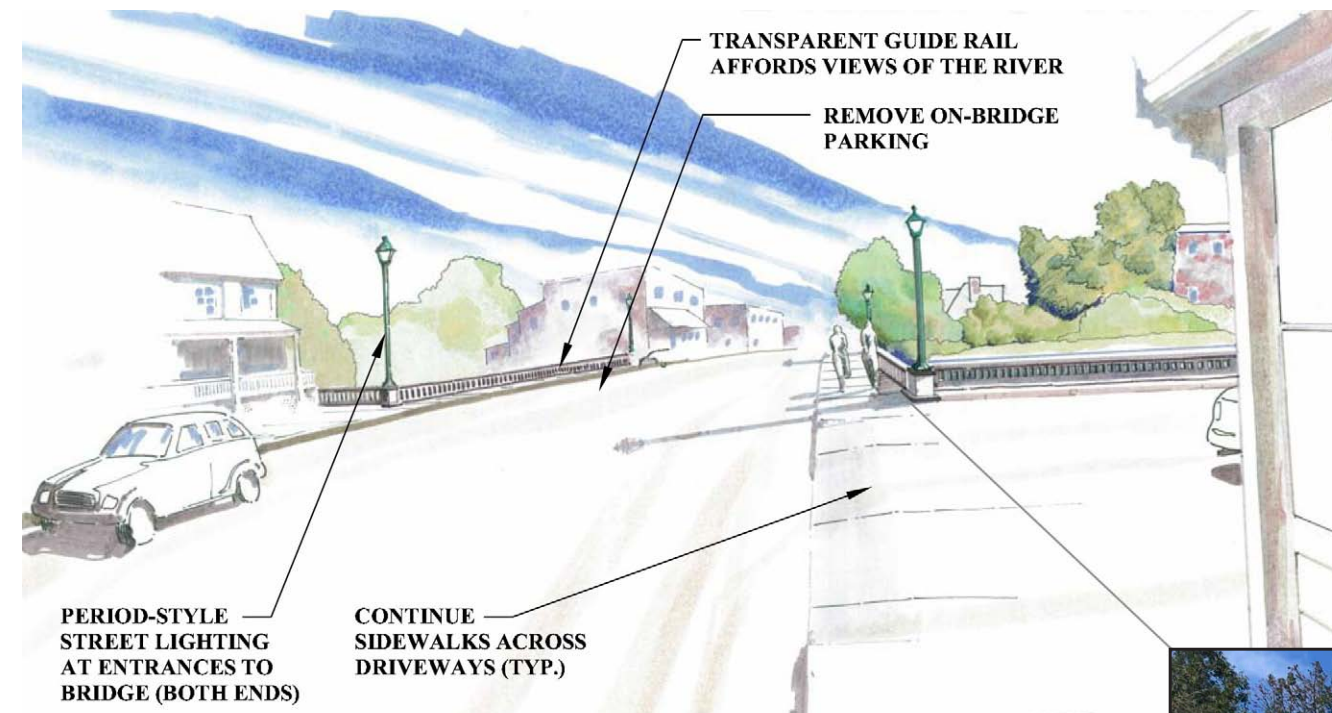
**PROJECT DISTRICT #3: THE CROSSING ENHANCEMENT PLAN**

**DESIGN INTENT NARRATIVE**

**The Crossing and its Benefits to Downtown**

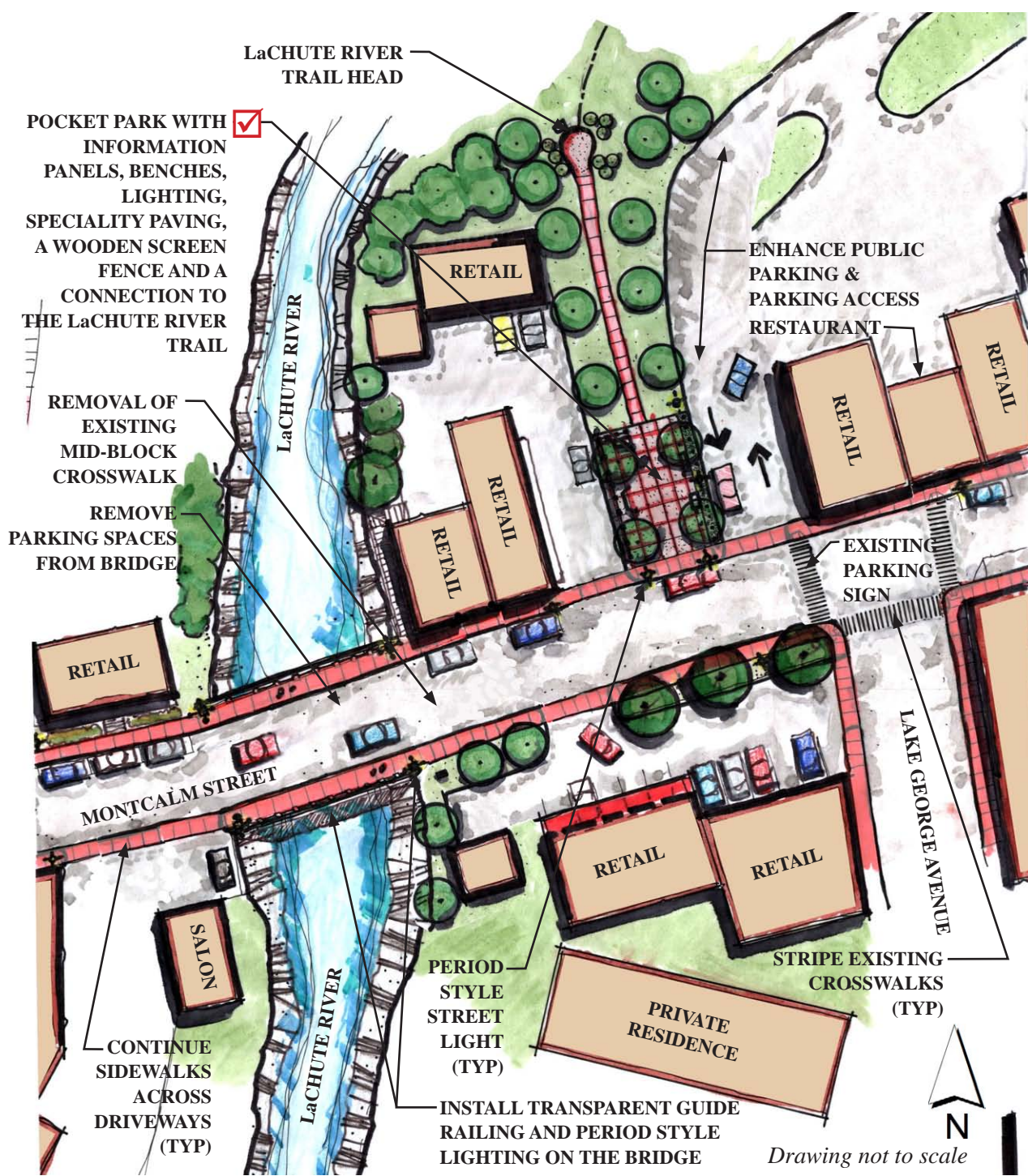
This section of Montcalm Street is the center of downtown from both a physical and activity perspective for the following reasons:

- The buildings are situated closer to the street to enhance the “downtown feel”
- The LaChute River intersects Montcalm Street at this point
- The bridge crossing adds drama to the area
- The Lakes-to-Locks information and public space are located here and the Pocket Park
- The LaChute River Trail begins at this point
- The site of the planned trail linkage to the south
- Many of downtown’s most popular business are situated here
- Pedestrian activity is high in this area



**PROPOSED DESIGN IMPROVEMENTS CELEBRATING THE BRIDGE AND RE-ESTABLISHING THE LaCHUTE RIVER'S PRESENCE IN THE DOWNTOWN**

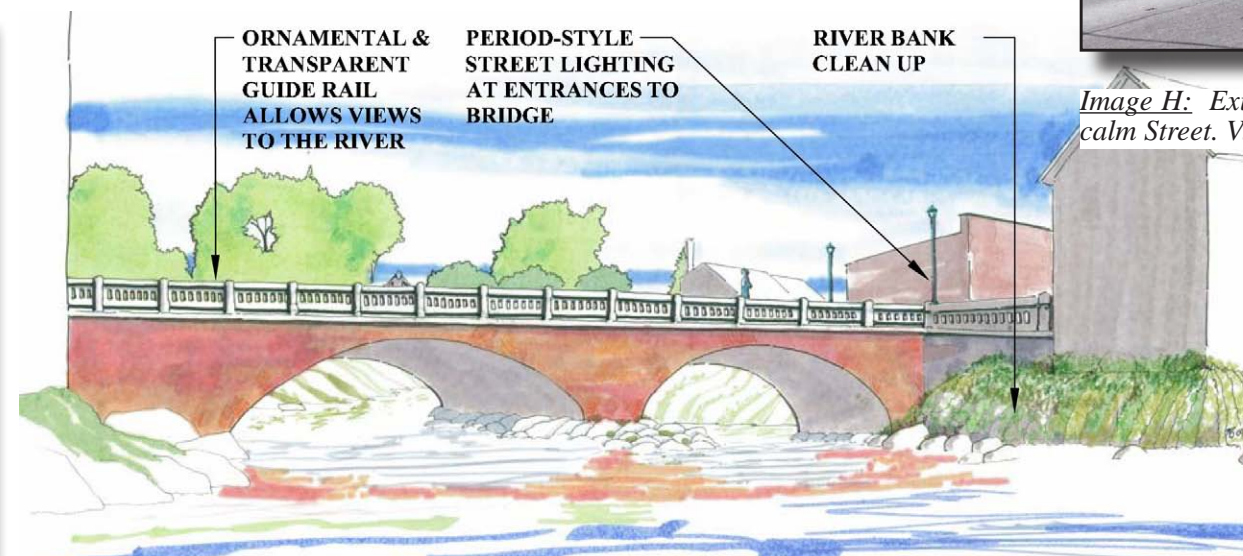
Proposed design improvements to the bridge will help to re-establish the presence of the LaChute River in downtown Ticonderoga. Period style lighting fixtures flanking each end of the bridge will celebrate the bridge, while the use of a transparent guide rail will afford views of the river. On-bridge parking should be removed.



**PROJECT DISTRICT #3: THE CROSSING – STREETSCAPE ENHANCEMENT PLAN**



Image G: Lakes-to-Locks public plaza on Montcalm Street with informational signage, seating, trash receptacles and landscape plantings.

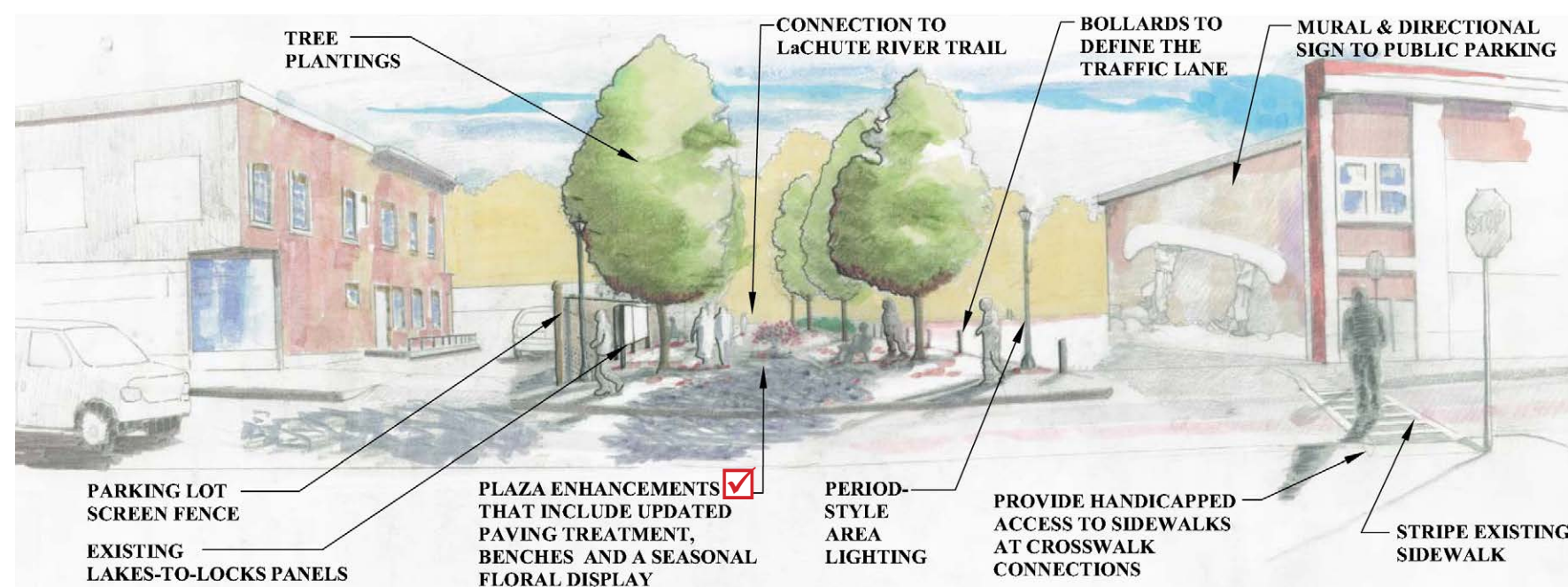


**PROPOSED BRIDGE DESIGN IMPROVEMENTS**

Image H: Existing view looking west where the LaChute River passes underneath Montcalm Street. Views of the river are blocked by the solid concrete bridge rails.



Image I: Directional public parking and community amenities signage along Montcalm Street.



**PROPOSED IMPROVEMENTS AT THE LAKES-TO-LOCKS PUBLIC PLAZA**

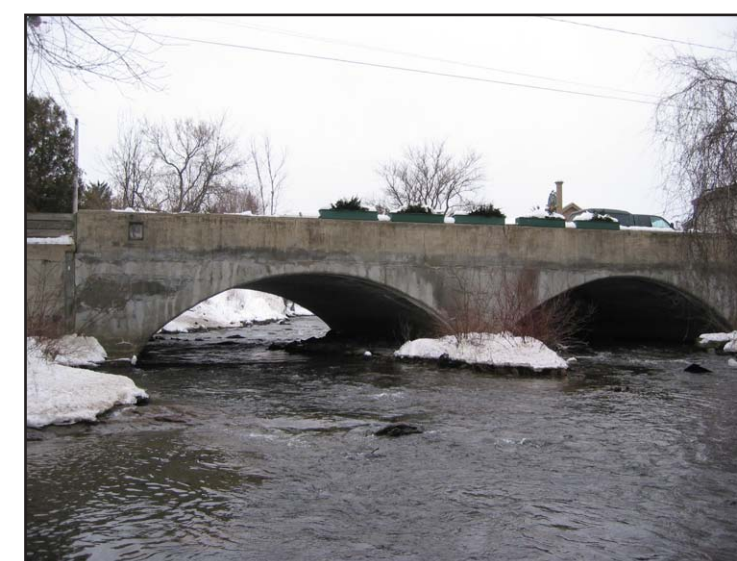
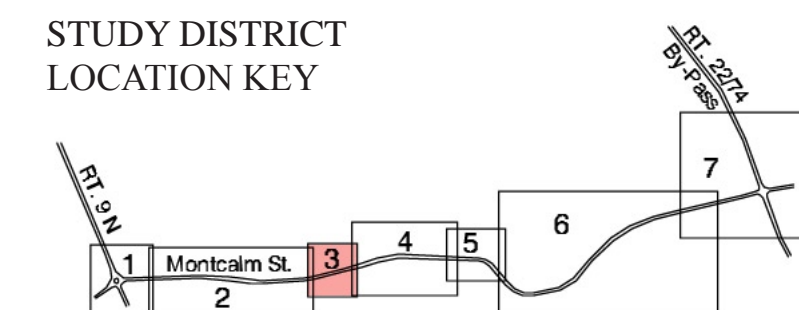


Image J: Existing view of Montcalm Street bridge with solid non-transparent bridge guardrail over the LaChute river looking south.

**STUDY DISTRICT LOCATION KEY**



DATE: 07/17/2018

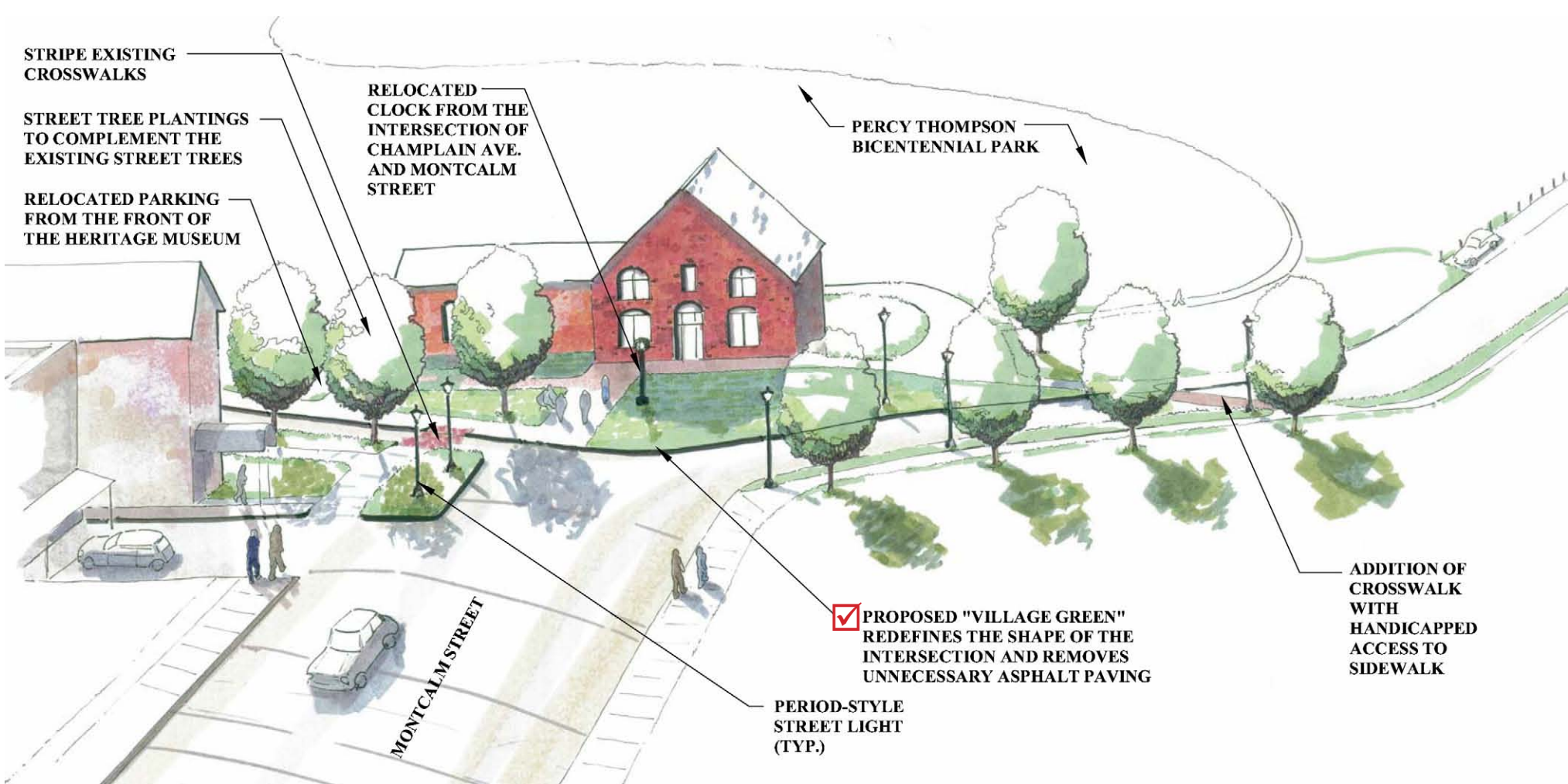
DRAWING NO.:





PROJECT DISTRICT #5: THE HERITAGE MUSEUM – STREETScape ENHANCEMENT PLAN

Drawing not to scale



PROPOSED "VILLAGE GREEN" AT THE HERITAGE MUSEUM

A "Village Green" is at the existing paved area at the front of the Heritage Museum. The post-mounted clock from the Champlain Avenue intersection is relocated to the new "Village Green". The public space will benefit this gateway into downtown and be a focal point at the terminus of Montcalm street. The parking that is currently provided at this location will be relocated adjacent to the northern side of the building and accessed from Tower Road.

DESIGN INTENT NARRATIVE

The Heritage Museum and its Benefits to Downtown:

The setting of the Heritage Museum provides both a gateway to the heart of downtown when arriving from the east and a terminus of the downtown district when arriving from the west. The configuration of buildings, which includes the Heritage Museum, Community Building, and Bodette's Barbecue, provides an introduction to the period-style architecture found throughout the Town. This triangular configuration of buildings and the surrounding setting affords an opportunity to develop a Village green. The open lots next to the hardware store can best contribute to downtown by supporting in-fill development in the future.

DESIGN IMPROVEMENT SUMMARY

1. Create a Village Green at the front of the Heritage Museum by reducing the amount of asphalt paving, and relocate the needed parking to the area north of the building. Create a green lawn as the front door to the Heritage Museum and relocate the pole-mounted clock (currently located near the bank intersection) to the new green.
2. Provide an uninterrupted walkway across all driveways.
3. Strategic tree plantings to enhance the streetscape.
4. Locate parking directional signage.
5. Continue the period style street lighting infill.
6. Enhance the pedestrian crosswalk with striping and signage at all intersections and crossing point.
7. As a long term project, provide infill buildings at the now vacant lots. Locate the buildings adjacent to the Montcalm Street sidewalk so as to provide for a continuous façade condition along the street.
8. Repairs to the Community Building entrance steps and walkways to be completed while the building remains in use.

☑ = Completed Project



Image L: Montcalm Street and Tower Avenue intersection with enhanced crosswalk striping and handicap accessible pavement markings.

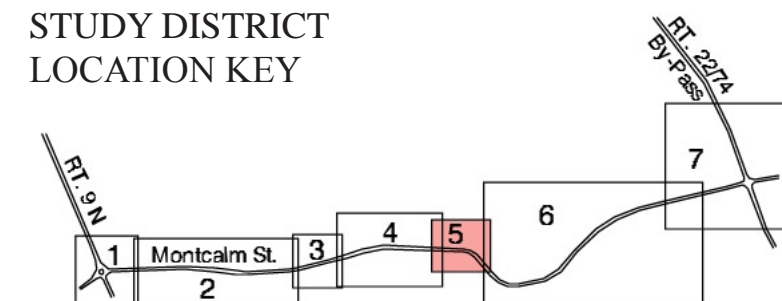


Image M: There is a lack of definition between the Heritage Museum parking and the driving lanes at the Montcalm Street and Tower Avenue intersection. The aesthetics and safety of this intersection has been improved by the re-striping of crosswalks on Tower Avenue.



Image N: Existing empty lots at the Champlain Avenue intersection create a disconnect in the streetscape between downtown and the Heritage Museum. The decorative post mounted clock on this corner is isolated and could be utilized in a more prominent location at the Heritage Museum.

STUDY DISTRICT LOCATION KEY



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PROJECT:  
 Town of Ticonderoga,  
 Montcalm Street  
 Streetscape  
 & Gateway  
 Enhancements

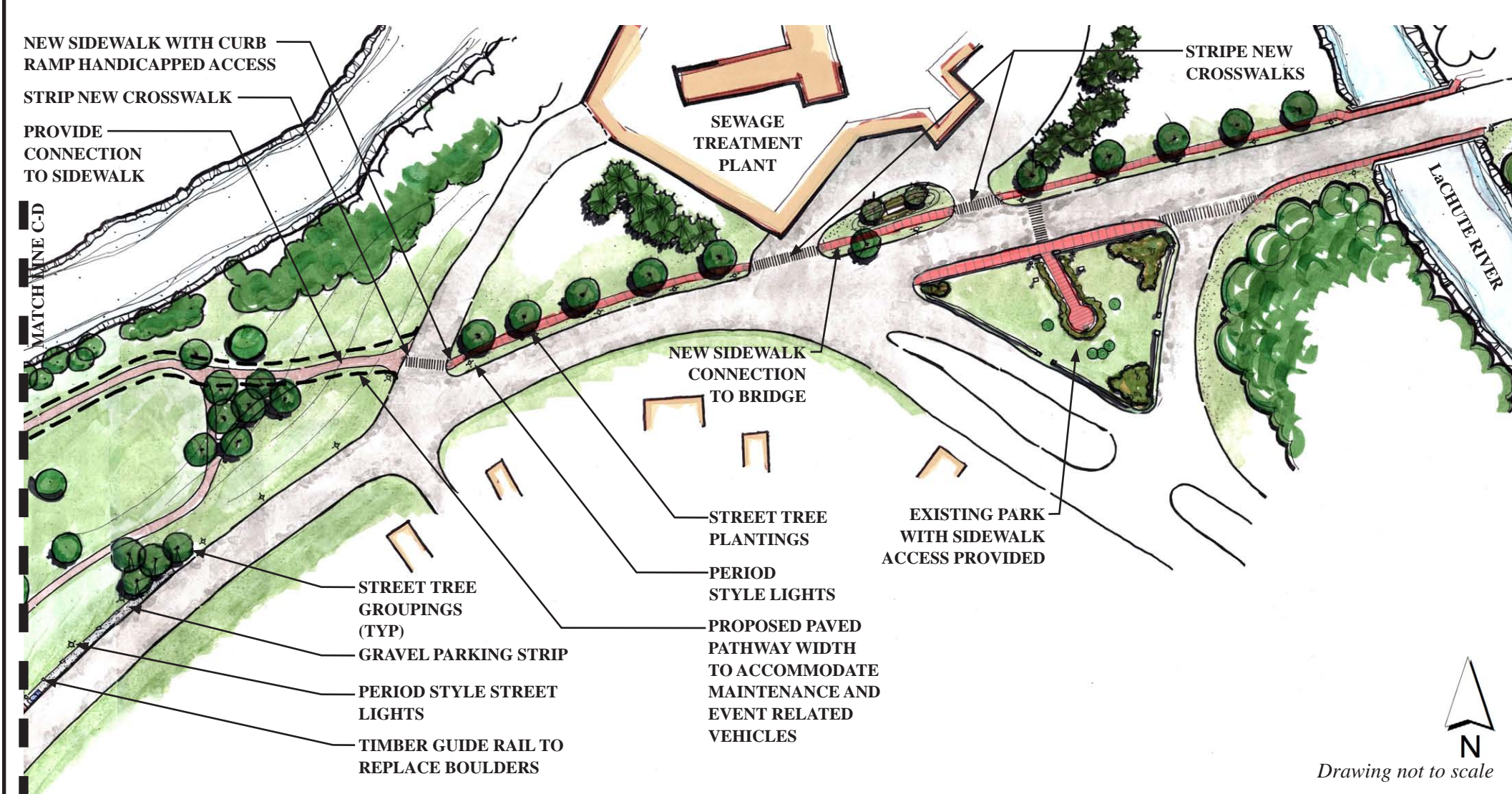
DRAWING TITLE:  
 PROJECT  
 DISTRICT #5:  
 THE HERITAGE  
 MUSEUM  
 ENHANCEMENT  
 PLAN

DATE:  
 07/17/2018

DRAWING NO.:



PROJECT DISTRICT #6: PERCY THOMPSON BICENTENNIAL PARK – STREETScape ENHANCEMENT PLAN



PROJECT DISTRICT #6: PERCY THOMPSON BICENTENNIAL PARK – STREETScape ENHANCEMENT PLAN

DESIGN INTENT NARRATIVE

Percy Thompson Bicentennial Park and North Country Community College Corridor and their Benefits to Downtown:

This district of downtown is both a destination and is the location of a travel corridor. The park provides an area for hosting large festivals. The LaChute Falls allows for views into downtown, and is a recreational amenity linking to an extensive trail system. The vehicular experience on Montcalm Street along the park is an impressive entrance into downtown.

The North Country Community College, located on the south side of Montcalm Street, is an architectural element that has the necessary size and height to appropriately fill the hillside. The building and use are compatible with its gateway setting.

DESIGN IMPROVEMENT SUMMARY

- Improvements to Montcalm Street proper include defining the edge of asphalt pavement, installing a gravel parking lane, and replacing the boulder edge with a low timber barrier that is approximately two feet in height.
- Provide a pedestrian sidewalk that connects the college building to the sidewalk in the area of the Community Building and into downtown.
- Extend the park walkways to connect with the Montcalm Street parking strip and to the sidewalks located immediately to the north, east, and west.
- At the west end of the park provide a new vehicle accessible drive that allows for equipment to access the site for festival set up. This access point for vehicles eliminates the pedestrian/vehicle conflict point near the Heritage Museum.
- Provide pedestrian crosswalks for safe access to the park across the street from the treatment plant.
- Continuation of the period-style lighting program along Montcalm Street to the east bridge crossing the LaChute River.
- Provide street tree plantings along both sides of Montcalm Street to provide a sense of enclosure and to better identify the street as a component of the park.
- Install seasonal dock on river.
- Install lighting at fishing pier.
- Install bollards along park walkways.

☑ = Completed Project



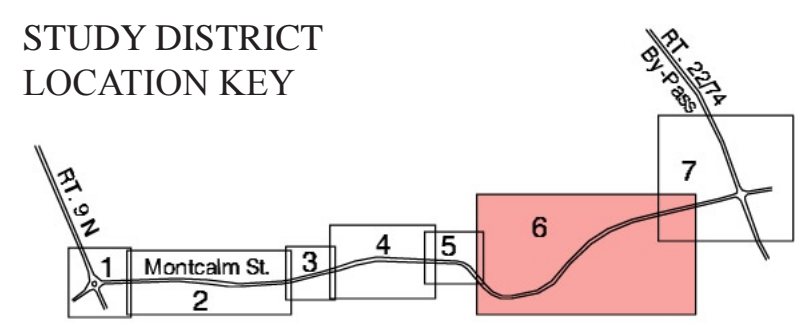
Image P: Proposed pedestrian connections to the North Country Community College would promote connectivity between the downtown and the College.



Image R: Large imposing boulders and an undefined parking area creates a poor introduction to downtown from the east on Montcalm Street. The parking area creates an undefined transition between the roadway and the park.

Image Q: Interior Percy Thompson Bicentennial Park trail and lighting looking west toward Montcalm Street.

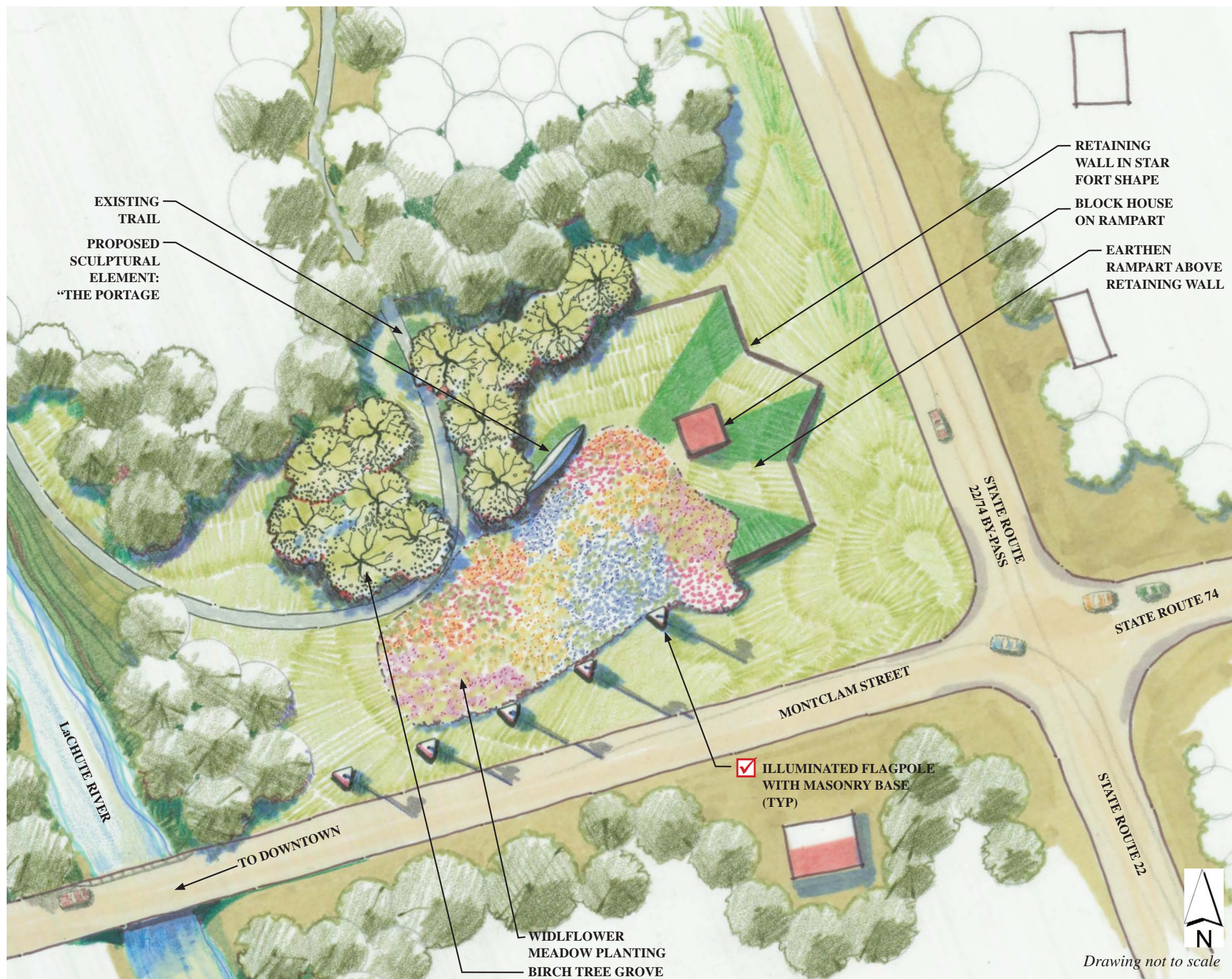
STUDY DISTRICT LOCATION KEY



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Town of Ticonderoga,  
 Montcalm Street Streetscape & Gateway Enhancements

PROJECT DISTRICT #6:  
 PERCY THOMPSON BICENTENNIAL PARK ENHANCEMENT PLAN



PROJECT DISTRICT #7: THE EAST GATEWAY – STREETScape ENHANCEMENT PLAN

**DESIGN INTENT NARRATIVE**

**The East Gateway and its Benefits to Downtown**

A visible gateway element at this roadway intersection will further the enhancement and promotion of downtown Ticonderoga. It will accomplish this by remotely linking the downtown, which is not visible from the intersection, to this seasonally busy roadway which carries visitors from the Fort and lake-side routes.

A new design element at this intersection will suggest the character and quality of downtown. The goal is to stir enough interest for a traveler to want turn onto Montclam Street. The parcel of land on which the gateway feature would be built is a large parcel that forms the northwest corner of the intersection. Based on old drawings of the area, when Ticonderoga was in its first stages of development, the site has not changed significantly.

The proposed concept for the gateway is a combination of regional historical features and abstract design. This approach makes a connection with the rich history while depicting Ticonderoga as dynamic place in the present.

**DESIGN IMPROVEMENT SUMMARY**

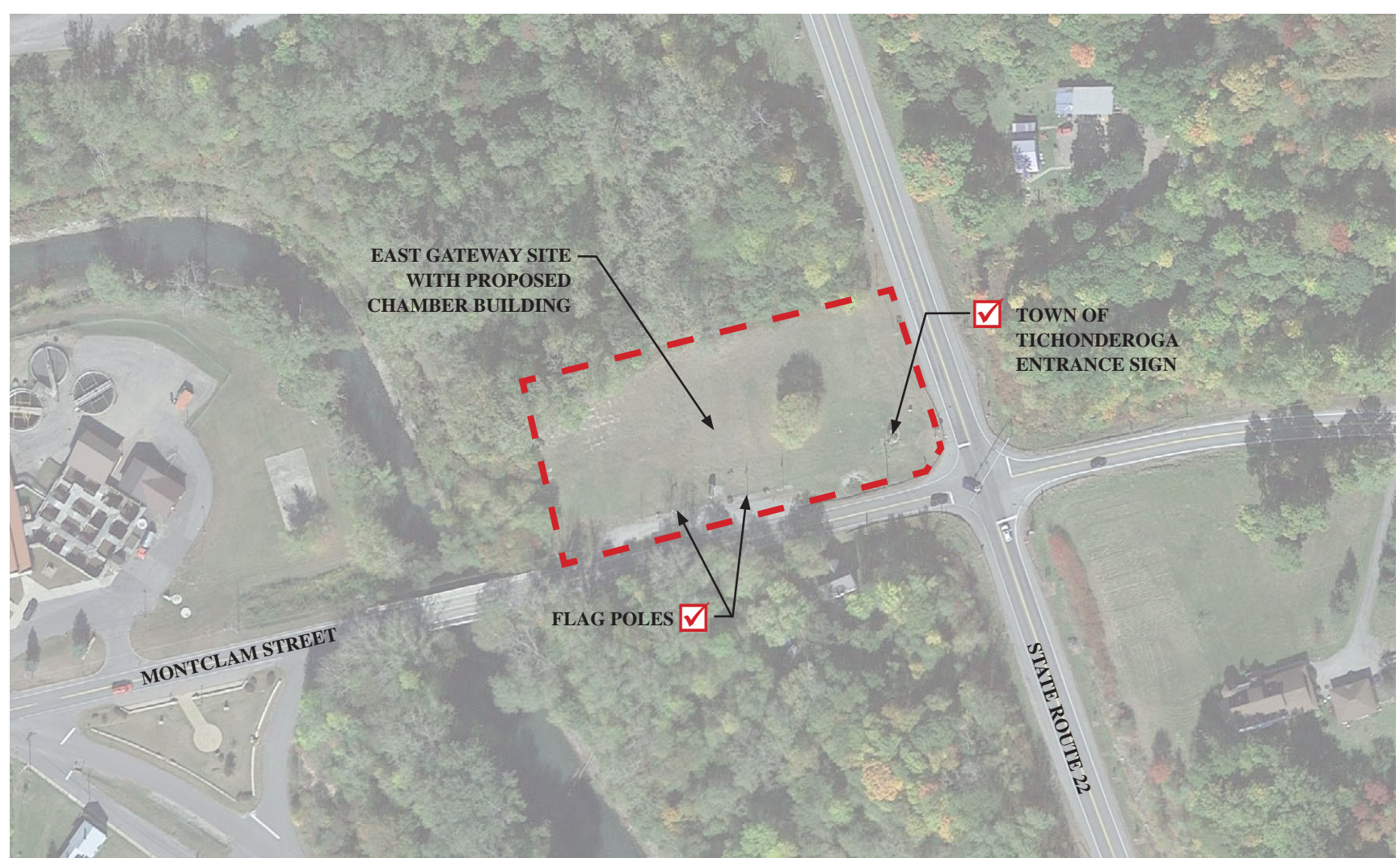
- The proposed gateway will address the following items:
  - Provide a statement as to what Ticonderoga is about as described through design form and material selections.
  - Portray the community character and depict a high level of quality
  - Create visual link to downtown from the road intersection

- The gateway concept utilizes a combination of features to compose the overall design theme. The design will utilize a masonry block house form, as would have been used at the Fort. This block house is approximately twenty feet long on each side and eight feet in height. The stone used in its construction would be the same as was used to build the fort.

The block house would be positioned atop a grass-covered earthen berm that is reminiscent of a star shape of a fort's rampart. At the lower edge of the rampart is a stone wall that outlines the pattern.

- Applied to three of the walls of the block element are the words in script; "Welcome to Historic Ticonderoga." Uplighting will wash the masonry walls and script with accent lighting.
- As one turns the corner onto Montclam Street driving pass the earthen rampart, a series of five flag poles with trapezoidal masonry bases parallel the street and lead the way into downtown along Montclam Street.
- The rear of the rampart earthen embankment is planted with a large swath of wildflowers that provide a summertime burst of color at this front door to downtown.
- Considered site as the new location for the Tichonderoga Chamber with the building having offices, a public bathroom facility and parking.

= Completed Project



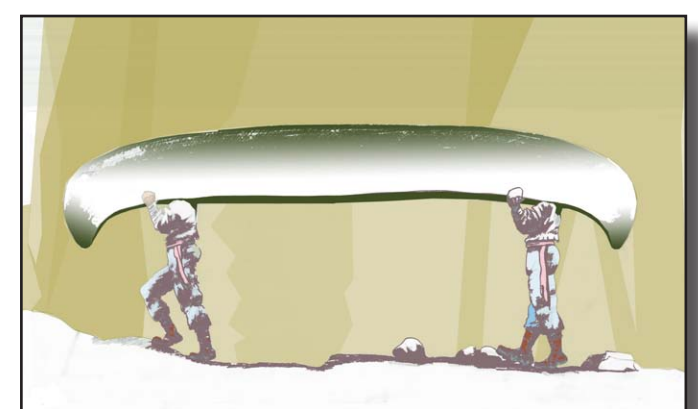
EXITING SITE CONDITION: EASTERN GATEWAY



Photograph S: Existing view of the East Gateway from Montclam Str to the Bypass Road, State Route 22/74.

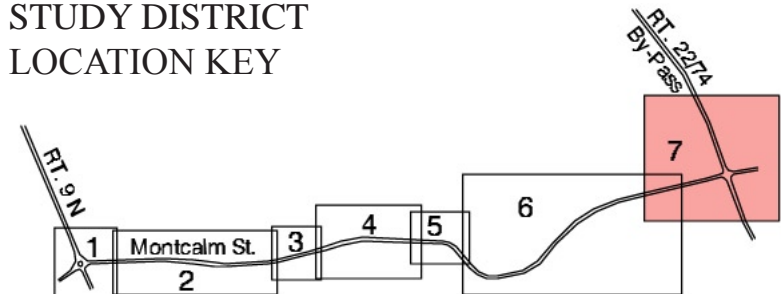


Photograph T: This image shows a turf grass berm that is lower to the ground and would require less fill material.



SCULPTURAL ELEMENT: "THE PORTAGE"

**STUDY DISTRICT LOCATION KEY**



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**PROJECT:**

**Town of Ticonderoga, Montclam Street Streetscape & Gateway Enhancements**

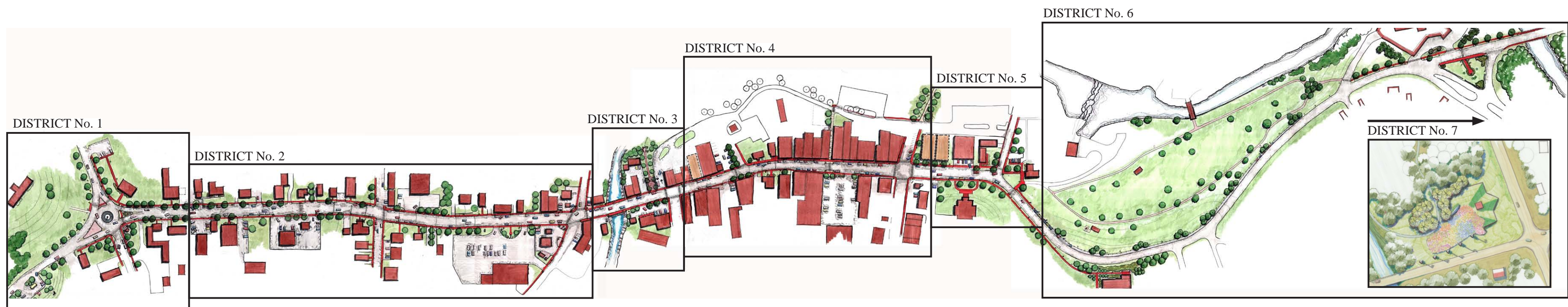
**DRAWING TITLE:**

**PROJECT DISTRICT #7: THE EAST GATEWAY ENHANCEMENT PLAN**

DATE: 07/17/2018

DRAWING NO.:

**L-12**



TOWN OF TICONDEROGA,  
MONTCALM STREET OVERALL ENHANCEMENT PLAN

### OVERALL PROJECT SUMMARY MATRIX:

The following project matrix identifies improvement projects along Montcalm Street. The project costs represent construction values revised for the year 2018.

Project District No.	Project Description	Project component and implementation unit cost. (Overall cost value includes a 20% multiplier for design, engineering and general condition costs).	Project Summary Cost	Level of Design & Construction Complexity 1, 2 & 3 (most complex)
No. 1	<b>The Liberty Monument and Moses Circle</b>		\$82,500	
	✓ A.	Raised traffic islands with sloped granite curbs, tamped concrete infill paving.	\$180,000	3
	✓ B.	Crosswalk enhancement includes curb and sidewalk modifications, striping and signage	3 crosswalks @ \$4,509 crosswalk = \$13,527	2
		C. Period style street light standards	27 light standards @ \$2,000 EA = \$54,000	2
		D. Concrete sidewalk pavement extensions across driveways and of other repachment	500 SF @ \$15 SF = \$7,500	2
	✓ E.	Renovation to the Liberty Monument uplighting	\$7,500	2
	✓ F.	Street tree infills ( 3 in. caliper)	30 Trees @ \$700/Tree = \$21,000	1
No. 1	<b>Information Center at Moses Circle</b>		\$66,500	
	✓ A.	On street parking pull-offs 4 stalls	\$42,000	2
		B. Enhanced paved area and walkways at front of the information building	\$18,000	2
		C. Enhanced lighting at information booth	\$6,500	2
		D. Relocation of U.S. Postal mailbox	\$0	1
No. 1	<b>The Lord Howe Memorial and Overlook</b>		\$25,200	
		A. Unit pavers at the base of the Lord Howe Monument	\$8,000	1
	✓ B.	Landscaping: 1. Shade and ornamental trees 2. Shrub beds	\$8,000	1
		C. "Welcome to Historic Ticonderoga" sign	\$5,000	2
		D. Benches 2 @ \$1,600 = \$3,200	\$3,200	1
No. 2	<b>Veterans Monument at the Fire Station</b>		\$0	
	✓ A.	Landscape enhancements to the Veterans Monument located at the entrance to the fire station	\$3,000	1
No. 2	<b>Event Board</b>		\$11,000	
	A.	Permanent event board located in the grass area at the front of fire station	\$11,000	3
No. 2	<b>Improvements to the intersection of Montcalm and Wiley Streets</b>		\$95,000	
	A.	Raised curb islands to reduce and contain the visual expense of asphalt pavement 1. Granite curb 2. Stamped concrete infill 3. Bollards	\$40,000	3
	B.	Period style traffic light mast and extension arm, style to match street lights	\$55,000	3
No. 3	<b>Enhancements to the Montcalm Street bridge that crosses the LaChute River near Wiley Street.</b>		\$328,000	
	A.	Conduct engineering material testing evaluation of existing bridge structure	\$30,000	2

✓ = Completed Project\*

\* Completed component costs are excluded from the total project cost.



Drawing not to scale

Project District No.	Project Description	Project component and implementation unit cost. (Overall cost value includes a 20% multiplier for design, engineering and general condition costs).	Project Summary Cost	Level of Design & Construction Complexity 1, 2 & 3 (most complex)
	B.	If the structural integrity of the bridge can accommodate installation of a new pre-cast concrete guiderail system. Extend width of sidewalk	\$280,000	3+
	C.	Pole mounted light fixture clusters at each of the bridges four corners	4 @ \$4,500 EA = \$18,000	2
	<b>Enhancements to the Pocket Park</b>		\$26,600	
No. 3	✓ A.	Enhanced paving at plaza and granite curb planting beds edging	\$18,000	2
	✓ B.	Landscaping 1. Tree planting 2. Shrub beds	\$8,000	1
		C. Screen fence to visually separate adjacent parking lot and dumpster from plaza	\$3,600	2
		D. Bollards to separate plaza from adjacent public parking vehicle access drive	\$6,000	2
	✓ E.	Enhanced connection to River-walk Trail 1. Pavement 2. Signage	\$16,000	2
No. 4	<b>Enhancements to public parking lot (access drive only)</b>		\$17,200	
	A.	Install asphalt paving at entrance drive	\$16,000	2
No. 4	<b>Walkway connecting Montcalm Street to the public parking (adjacent to the Pride building)</b>		\$75,000	2
	A.	Concrete walkway paving and stormwater control		
	B.	Walkway assist railing		
	C.	Directional signage		
No. 4	<b>Period style traffic light pole and mast arm installed at Montcalm Street and Champlain Avenue intersection</b>		\$60,000	3
	<b>Village Green Development at front of the Heritage Museum</b>		\$33,600	2
No. 5	A.	Asphalt pavement and curb removal	\$8,000	
	B.	New granite curb to define edge of "green"	\$16,000	
	✓ C.	Establishment of Village green lawn (sod turf grass)	\$12,000	
	✓ D.	Relocate street clock from the intersection of Montcalm Street and Champlain Avenue to the Village green	\$2,200	
	E.	Benches 6 Benches @ \$1,600 EA = \$9,600	\$9,600	
No. 5	<b>Development of a new 6 vehicle parking lot at the north side of the Heritage Museum. This is to replace the parking lot displaced by the village green project</b>		\$25,500	2
	A.	Asphalt Pavement	\$12,000	
	B.	Sidewalk Extension	\$6,000	

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PROJECT:

## Town of Ticonderoga, Montcalm Street Streetscape & Gateway Enhancements

DRAWING TITLE:

### OVERALL PROJECT SUMMARY MATRIX PLAN

DATE:  
07/17/2018

DRAWING NO.:

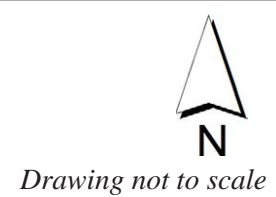


TOWN OF TICONDEROGA,  
 MONTCALM STREET OVERALL ENHANCEMENT PLAN

**OVERALL PROJECT SUMMARY MATRIX:**

The following project matrix identifies improvement projects along Montcalm Street. The project costs represent construction values revised for the year 2018.

= Completed Project\*  
 \* Completed component costs are excluded from the total project cost.



Drawing not to scale

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PROJECT:  
 Town of Ticonderoga,  
 Montcalm Street  
 Streetscape  
 & Gateway  
 Enhancements

DRAWING TITLE:  
 OVERALL  
 PROJECT  
 SUMMARY  
 MATRIX  
 PLAN

Project District No.	Project Description	Project component and implementation unit cost. (Overall cost value includes a 20% multiplier for design, engineering and general condition costs).	Project Summary Cost	Level of Design & Construction Complexity 1, 2 & 3 (most complex)
	C. Curbing	\$6,000		
	D. Lawn Repair	\$1,000		
	E. Directional Sign to Parking	\$500		
No. 5	<b>Improvements to the Montcalm Street and Bicentennial Park interface</b>		\$78,000	2
	A. Remove large boulders installed to deter parking along edge of street	\$5,000		
	B. Install a low timber barrier along the entire length of road	\$45,000		
	C. Install compacted stone (12 foot width) to provide for off-road parking for length of the timber barrier	\$28,000		
No. 6	<b>Bicentennial Park East End</b>		\$28,000	2
	A. Install a vehicle entrance road to connect with Montcalm Street to accommodate service and event vehicles. Widen the existing main park path to a 12 foot width to better accommodate service vehicles.	\$28,000		
No. 7	<b>Option 1: Montcalm Street East Gateway feature at the intersection with State Route 22/74 By-Pass.</b>		\$73,000	3
	A. Block House style structure with the greeting "Welcome To Historic Ticonderoga". Uplight sign panel.	\$24,000		
	B. Raised earthen rampart	\$11,000		
	C. Low stone retaining wall at base of the rampart	\$38,000		
	D. Birch tree grove with wildflower meadow	\$24,000		
	E. Flag poles with masonry bases and uplighting	\$30,000		
No. 7	<b>Option 2: Montcalm Street East Gateway Visitor Center/Chamber of Commerce Offices</b>		\$800,000	3
	A. Building with surrounding site development	\$800,000		
<b>The following street improvement items are proposed for use over the entire length of Montcalm Street.</b>				
Overall No. 1	<b>Sidewalks are proposed to be 6 ft. in width, of cast-in-place concrete. The unit price for sidewalks is based on a lineal foot length x 6 ft. width, and includes site preparation.</b>	Concrete sidewalk per LF cost \$60	\$154,000	
	A. Proposed sidewalk improvement projects are summarized by study district. Refer to the district plans for specific improvement locations.			2
	District #1 - Moses Circle	100 LF @ \$60 LF = \$6,000		
	District #2 - The Hill	1,000 LF @ \$60 LF = \$60,000		
	District #3 - The Crossing	250 LF @ \$60 LF = \$15,000		
	District #4 - The Downtown	500 LF @ \$60 LF = \$30,000		
	District #5 - The Heritage Museum	500 LF @ \$60 LF = \$30,000		
	District #6 - East Gateway (no walks)	800 LF @ \$60 LF = \$48,000		

Project District No.	Project Description	Project component and implementation unit cost. (Overall cost value includes a 20% multiplier for design, engineering and general condition costs).	Project Summary Cost	Level of Design & Construction Complexity 1, 2 & 3 (most complex)
Overall No. 2	<b>Crosswalks improvements at street intersections include handicapped accessible walk-to-street transitions, pavement striping, and site preparation.</b>	\$6,000/crossing	\$92,000	3
	A. Proposed crosswalk improvement projects are summarized by study district			
	District #1 - Moses Circle • Crossing Route 9N, Lord Howe Street and Montcalm Street.	\$15,000		
	District #2 - The Hill • At Stewart's shop, Montcalm and Wayne Street intersection and at the Wiley and Montcalm Street intersection.	\$35,000		
	District #3 - The Crossing • Montcalm Street and Lake George Avenue intersection.	\$9,000		
	District #4 - The Downtown • Mid block crossings in the area of the library and at the Pride office • Montcalm Street and Champlain Avenue	\$21,000		
	District #5 - The Heritage Museum • Two Crosswalks at the front of the Heritage Museum one of these crossings links to the North Country sidewalk connection.	\$6,000		
	District #6 - Bicentennial Park • Crosswalk to link the existing park across from the treatment plant.	\$6,000		
	District #7 - East gateway (no crosswalks).			
Overall No. 3	<b>Period style street light fixtures located along Montcalm Street.</b>		\$507,500	
	A. The individual light standard cost, installed and wired.	\$3,500/light standard		3
	B. The total number of fixtures proposed per the overall plan.	145 light standards = \$507,500		
Overall No. 4	<b>Street trees are proposed by the plan to infill deficient areas along Montcalm Street. The proposed trees are specific to street applications.</b>		\$84,000	1
	A. The individual street tree cost installed.	\$700/Tree (2.5" cal.)		
	B. The total approximate number of street trees proposed.	120 Trees @ \$700/Tree = \$84,000		
Overall No. 5	<b>Montcalm Street benches need to be of high quality and with back rest.</b>		\$28,000	1
	A. Approximate per bench cost.	\$1,600/Bench		
	B. Total quantity of benches proposed as per the plan.	18 Benches @ \$1,600/Bench = \$28,000		

DATE:  
 07/17/2018

DRAWING NO.: