

| CLOSURE TYPE | EXPOSURE CONDITION ¹ | USE REQUIREMENTS ^{4,5} | | | |
|------------------|--|--|-----------------------|-----------------------|-----------------------|
| | | NON-FREEMAN (PRECONSTRUCTION POSTED SPEED LIMIT) | FREEMAN | OPTIONAL ² | OPTIONAL ² |
| LANE CLOSURE | WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC | REQUIRED ³ | REQUIRED ³ | OPTIONAL ² | OPTIONAL ² |
| | NON-TRAVERSABLE HAZARD (E. EQUIPMENT, MATERIALS, EXCAVATION) ONLY NO WORKERS EXPOSED | REQUIRED ³ | REQUIRED ³ | OPTIONAL ² | OPTIONAL ² |
| SHOULDER CLOSURE | WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC | REQUIRED ³ | REQUIRED ³ | OPTIONAL ² | OPTIONAL ² |
| | NON-TRAVERSABLE HAZARD (E. EQUIPMENT, MATERIALS, EXCAVATION) ONLY NO WORKERS EXPOSED | REQUIRED ³ | OPTIONAL ² | OPTIONAL ² | OPTIONAL ² |

- THE EXPOSURE CONDITIONS DESCRIBED IN TABLE NY1-A ASSUMES THERE IS NO POSITIVE PROTECTION (TEMPORARY TRAFFIC BARRIER) PRESENT. WHERE WORKERS OR HAZARDS ARE PROTECTED BY A TEMPORARY TRAFFIC BARRIER, BARRIER VEHICLES ARE NOT REQUIRED.
- WHERE THE REQUIREMENT IS "OPTIONAL", EITHER A BARRIER VEHICLE FOR THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
- REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE BARRIER VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER 8' OR GREATER IN WIDTH. IF THE WORK SPACE MOVES WITHIN THE STATIONARY CLOSURE, THE BARRIER VEHICLE SHALL BE REPOSITIONED ACCORDINGLY.
- BARRIER VEHICLES PROTECTING NON-TRAVERSABLE HAZARDS SHALL REMAIN IN PLACE DURING BOTH WORKING AND NON-WORKING HOURS UNTIL THE HAZARD NO LONGER EXISTS. EXCEPTIONS TO THESE REQUIREMENTS MAY BE MADE, AS APPROVED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGN EE WHERE BARRIER VEHICLE PLACEMENT WOULD BE INEFFECTIVE OR WOULD INTERFERE WITH THE SAFE OPERATION OF TRAFFIC.
- BARRIER VEHICLES ARE NOT REQUIRED FOR MILLING AND/OR PAVING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED. BARRIER VEHICLES ARE NOT REQUIRED FOR FLAGGING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.

| SPEED LIMIT (S) (MPH) | TAPER LENGTH (L) (FT.) | L = TAPER LENGTH WS = WIDTH OF OFFSET (FT.) - PRECONSTRUCTION POSTED SPEED LIMIT (MPH) |
|-----------------------|------------------------|--|
| (40 MPH) OR LESS | $L = WS^2 / 60$ | |
| (45 MPH) OR MORE | $L = WS$ | |

| LATERAL SHIFT OF TRAFFIC FLOW PATH | (25 MPH) | (30 MPH) | (35 MPH) | (40 MPH) | (45 MPH) | (50 MPH) | (55 MPH) | (60 MPH) | (65 MPH) | (70 MPH) |
|------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 4 | 45 | 60 | 85 | 110 | 180 | 200 | 220 | 240 | 260 | 280 |
| 5 | 55 | 75 | 105 | 135 | 225 | 250 | 275 | 300 | 325 | 350 |
| 6 | 65 | 90 | 125 | 160 | 270 | 300 | 330 | 360 | 390 | 420 |
| 7 | 75 | 105 | 145 | 190 | 315 | 350 | 385 | 420 | 455 | 490 |
| 8 | 85 | 120 | 165 | 215 | 360 | 400 | 440 | 480 | 520 | 560 |
| 9 | 95 | 135 | 185 | 240 | 405 | 450 | 495 | 540 | 585 | 630 |
| 10 | 105 | 150 | 205 | 270 | 450 | 500 | 550 | 600 | 650 | 700 |
| 11 | 115 | 165 | 225 | 295 | 495 | 550 | 605 | 660 | 715 | 770 |
| 12 | 125 | 180 | 245 | 320 | 540 | 600 | 660 | 720 | 780 | 840 |

| PRECONSTRUCTION POSTED SPEED LIMIT (MPH) | PLACEMENT DISTANCE (FT.) BARRIER VEHICLES | |
|--|---|-------------|
| | (1800 LBS.) | (2400 LBS.) |
| > 55 | 100 FT. | 200 FT. |
| 45 - 55 | 100 FT. | 200 FT. |
| < 45 | 85 FT. | 165 FT. |

| PRECONSTRUCTION POSTED SPEED LIMIT (MPH) | DISTANCE |
|--|----------|
| 25 | 155 FT. |
| 30 | 200 FT. |
| 35 | 250 FT. |
| 40 | 305 FT. |
| 45 | 360 FT. |
| 50 | 425 FT. |
| 55 | 495 FT. |
| 60 | 570 FT. |
| 65 | 645 FT. |

BARRIER VEHICLE - VEHICLE USED FOR STATIONARY SHOULDER CLOSURES, LANE CLOSURES, AND OTHER STATIONARY WORK ZONES.

MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.

| ROAD TYPE | DISTANCE BETWEEN SIGNS | | | |
|----------------------|------------------------|---------|---------|-------------------|
| | A (FT.) | B (FT.) | C (FT.) | XX YY |
| URBAN (1-30 MPH) | 100 | 100 | 100 | AHEAD AHEAD |
| URBAN (35-40 MPH) | 200 | 200 | 200 | AHEAD AHEAD |
| URBAN (45 MPH) | 350 | 350 | 350 | 1000 FT. AHEAD |
| RURAL | 500 | 500 | 500 | 1500 FT. 1000 FT. |
| EXPRESSWAY / FREEWAY | 1000 | 1500 | 2640 | 1 MILE 1/2 MILE |

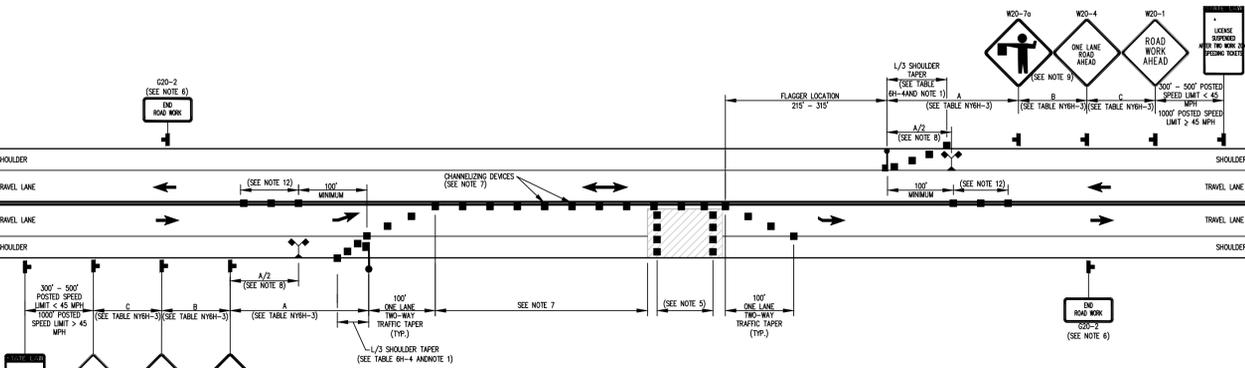
| TYPE OF TAPER | TAPER LENGTH (L) |
|---------------------------------|------------------|
| MERGING TAPER | L |
| SHIFTING TAPER | L/2 |
| SHOULDER TAPER | L/3 |
| ONE-LANE, TWO-WAY TRAFFIC TAPER | 100 FT. MAXIMUM |
| DOWNSLOPE TAPER | 100 FT. PER LANE |

URBAN: (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA) SIDEWALKS, BICYCLE USAGE, CURBING, CLOSED DRAINAGE SYSTEMS, DRIVEWAY DENSITIES GREATER THAN 24 DRIVEWAYS PER MILE, MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS PER MILE OR GREATER, MAJOR COMMERCIAL DRIVEWAYS, NUMEROUS RIGHT OF WAY CONSTRAINTS, HIGH DENSITY OF CROSS STREETS, 85TH PERCENTILE SPEEDS OF 45 MPH OR LESS.

RURAL: ANY AREA NOT EXHIBITING MORE THAN ONE OF THE ABOVE CHARACTERISTICS.

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

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



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

2 FLAGGING OPERATIONS SHORT OR INTERMEDIATE TERM STATIONARY LANE CLOSURE ON 2-LANE 2-WAY ROADWAY
SCALE: NTS SOURCE: NYSDOT STANDARD SEET 619-60 (01/08/09)

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

| SIGN NO. | LOCATION # | TEXT | MUTCD # | MINIMUM SIZE | COLOR CODE |
|----------|------------|------|---------|--------------|------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |

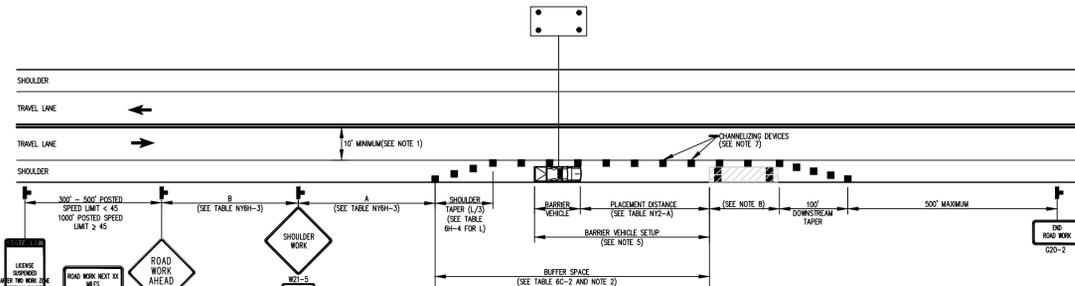
SIGN SCHEDULE
SCALE: NOT TO SCALE

ADD APPLICABLE SIGNS FROM TABLE ON M&PT2

SIGNAGE COLOR CODE LEGEND

- BLACK LEGEND AND BORDER ON A ORANGE BACKGROUND
- BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
- WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
- WHITE LEGEND AND BORDER ON A RED BACKGROUND
- RED LEGEND AND BORDER ON A WHITE BACKGROUND
- BLACK LEGEND AND BORDER ON A FLORESCENT YELLOW-GREEN BACKGROUND

2 EXAMPLES OF CLOSURES SEE NMUTCD FOR OTHER CLOSURE OPTIONS



- WHEN THE MINIMUM LANE WIDTH OF 10' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAIL FOR SHORT OR INTERMEDIATE TERM STATIONARY FLAGGING OPERATION.
- NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
- WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK IS 2 MILES TO 5 MILES, A SUPPLEMENTAL DISTANCE PLAQUE (W7-3a) SHOULD BE USED WITH THE SHOULDER WORK SIGN (W21-5).
- THE ROAD WORK NEXT XX MILES SIGN (G20-1) MAY BE USED INSTEAD OF THE ROAD WORK AHEAD SIGN (W20-1) IF WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.
- FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
- IN SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.

3 SHOULDER CLOSURE SHORT OR INTERMEDIATE TERM STATIONARY 2-LANE 2-WAY ROADWAY
SCALE: NTS SOURCE: NYSDOT STANDARD SEET 619-20 (01/08/09)

- MAINTENANCE AND PROTECTION OF TRAFFIC (M&PT):**
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC (M&PT) FOR THE DURATION OF THE CONTRACT. M&PT SHALL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING DOCUMENTS:
 - THE TRAFFIC CONTROL PLAN AND REQUIREMENTS SET FORTH IN THE PLANS AND/OR PROPOSAL OF THIS CONTRACT.
 - THE MOST CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
 - NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATIONS - CHAPTER 19 WORK ZONE TRAFFIC CONTROL.
 - NYSDOT STANDARD SHEETS FOR WORK ZONE TRAFFIC CONTROL FOR LONG TERM OPERATION - 619 SERIES FOR LONG TERM OPERATIONS, I.E. THE WORK ZONE IS IN EFFECT FOR OVERNIGHT.
 - NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL FOR SHORT TERM OPERATIONS, I.E. THE WORK ZONE IS IN EFFECT ONLY DURING THE DAY AND IS NOT MAINTAINED OVERNIGHT.
 - THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) IS DEFINED AS THE NATIONAL MUTCD FOR STREETS AND HIGHWAYS (US DEPARTMENT OF TRANSPORTATION/FEDERAL HIGHWAY ADMINISTRATION) AS MODIFIED BY THE NEW YORK STATE SUPPLEMENT TO THE NATIONAL MUTCD. WHEN MUTCD IS NOTED IT REFERS TO THE MOST CURRENT EDITION.
 - THE TYPICAL DETAILS PRESENTED IN MUTCD AND NYSDOT STANDARDS SHEETS REFLECT MINIMUM REQUIREMENTS. ADDITIONAL DEVICES AND/OR METHODS OF TRAFFIC CONTROL MAY BE ORDERED BY THE ENGINEER TO MEET FIELD CONDITIONS.
 - PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN MUST BE SUBMITTED FOR APPROVAL BY THE CONTRACTOR TO THE REGULATORY AGENCY WITH AUTHORITY OVER THE ROADWAY OR ITS REPRESENTATIVE, I.E. ENGINEER. PROPOSED REVISIONS MUST BE SUBMITTED FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF THE PROPOSED REVISIONS.
 - THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH CONTACT INFORMATION FOR STAFF AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE OF NORMAL WORK HOURS. THE CONTACT INFORMATION SHALL INCLUDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS (HOME AND CELL). THE ENGINEER SHALL PROVIDE THE CONTACT INFORMATION TO THE APPROPRIATE REGULATORY AGENCIES, LOCAL POLICE AND NEW YORK STATE POLICE, AND THE LOCAL NYSDOT MAINTENANCE RESIDENCY.
 - THE CONTRACTOR SHALL PROVIDE A TENTATIVE SCHEDULE OF OPERATIONS TO THE ENGINEER AND ALL LOCAL AUTHORITIES AND EMERGENCY SERVICE PROVIDERS TWO WEEKS BEFORE BEGINNING CONSTRUCTION ACTIVITIES. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE NOTIFICATION TO THE ENGINEER, LOCAL AUTHORITIES, AND EMERGENCY SERVICE PROVIDERS OF CHANGES TO THE PREVIOUS WORK PLAN/WORK LOCATIONS. PROVISIONS SHALL BE MADE AT THE CONSTRUCTION MEETING OR OTHER MEETING PRIOR TO THE START OF WORK BETWEEN THE CONTRACTOR, LOCAL AUTHORITIES AND EMERGENCY SERVICE PROVIDERS TO ADDRESS A SITUATION WHEN EMERGENCY ACCESS IS NEEDED THROUGH A CONSTRUCTION OPERATION OF CONTRACT LIMITS.

- PUBLIC ACCESS:**
- THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE ACCESS TO EACH ADJACENT PROPERTY DURING ALL CONSTRUCTION OPERATIONS.
 - IF CONDITIONS REQUIRE THAT ACCESS TO A PROPERTY BE TEMPORARILY CLOSED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND OCCUPANT AT LEAST 24 HOURS IN ADVANCE.
 - ALL PROPERTIES SHALL HAVE AT LEAST ONE ACCESS DRIVE OPEN FOR SAFE USE AT THE END OF EACH WORK DAY.
 - FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE ACCESS SHALL BE OPEN AT ALL TIMES.
 - SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

- WORK LOCATIONS:**
- A MINIMUM 500' LONGITUDINAL DISTANCE SHALL BE MAINTAINED BETWEEN WORK OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - IF TWO OR MORE WORK AREAS ARE ADJACENT, OVERLAP, OR IN CLOSE PROXIMITY (LESS THAN 500' APART), THE CONTRACTOR SHALL ENSURE THAT THERE ARE NO CONFLICTING SIGNS OR PAVEMENT MARKINGS, AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

- LANE CLOSURES:**
- THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. PRIOR TO HORIZONTAL CURVES AND VERTICAL CRESTS, TO THE EXTENT CONDITIONS PERMIT.
 - THE CONTRACTOR MAY BE REQUIRED TO RE-OPEN ALL TRAVEL LANES AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES, INCLUDING INCIDENTS OUTSIDE THE CONTRACT LIMITS.
 - LANE CLOSURES MUST CONFORM TO THE TIME REQUIREMENTS OF THE CONTRACT DOCUMENTS AND HIGHWAY WORK PERMITS IF ISSUED.
 - TEMPORARY LANE CLOSURES MAY NOT BE PERMITTED DURING THE PEAK TRAVEL PERIODS OF 7:00 TO 9:00 AM AND 3:30 TO 6:00 PM UNLESS APPROVED BY THE ENGINEER.
 - TEMPORARY LANE CLOSURES MAY NOT BE PERMITTED DURING THE FOLLOWING HOLIDAY PERIODS: EASTER WEEKEND, MEMORIAL DAY WEEKEND, JULY 4TH, COLUMBUS DAY, THANKSGIVING, CHRISTMAS, AND NEW YEAR'S DAY.

- WORK ZONE TRAVEL LANES:**
- THE MINIMUM LANE WIDTH FOR WORK ZONE TRAVEL LANES SHALL BE 11' FOR FREEWAYS AND/OR EXPRESSWAYS, AND 10' FOR ALL OTHER TYPES OF ROADWAYS.

- EXCEPTIONS TO THESE MINIMUM LANES WIDTHS MUST BE AUTHORIZED BY THE ENGINEER.
- WRITTEN NOTICE SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER AT LEAST 21 DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY. THE ENGINEER SHALL NOTIFY THE LOCAL NYSDOT RESIDENCY PERMIT ENGINEER IN A TIMELY MANNER OF THE CONTRACTOR'S NOTICE.

- 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.

- SIGNS:**
- ALL SIGNS SHALL BE LOCATED AS SHOWN IN THE WORK ZONE TRAFFIC CONTROL PLANS OR AS SPECIFIED BY THE CURRENT MUTCD, NYSDOT STANDARD SHEETS, OR NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL. SIGNS GENERALLY SHALL BE LOCATED ALONG THE RIGHT SIDE OF THE ROADWAY FACING ONCOMING TRAFFIC AT RIGHT ANGLES.
 - THE LOCATIONS OF SIGNS MAY BE ADJUSTED FROM THAT SHOWN IN THE WORK ZONE TRAFFIC CONTROL PLANS BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO THE ENGINEER'S APPROVAL.
 - EXISTING SIGNS THAT CONFLICT IN MESSAGE OR VISIBILITY WITH THE SIGNS REQUIRED BY THE WORK ZONE TRAFFIC CONTROL PLAN 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 PLACED UNDER THIS CONTRACT.
 - SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
 - WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMP, AND ONE WAY STREETS. IF LANE RESTRICTIONS REDUCE THE TRAVEL WAY TO ONE LANE, SIGNS SHALL BE PLACED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
 - THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD AND OTHER DOCUMENTS NOTED IN "GENERAL NOTES 1"; ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER.
 - SIGN INSTALLATION NOTES:
 - SIGN SUPPORT - THE CONTRACTOR SHALL SUPPLY ADEQUATE SUPPORTS SO THAT THE SIGNS ARE IMPROPER POSITION AND ALIGNMENT AS SHOWN IN THE WORK ZONE TRAFFIC CONTROL PLAN, AND OTHER M&PT REQUIREMENT DOCUMENTATION. ALL WOOD SUPPORTS SHALL BE PAINTED WITH TWO COATS OF WHITE PAINT.
 - SIGN PANELS MAY BE MADE OF ALUMINUM, STEEL, OR PLYWOOD. THE BACKS OF ALL PLYWOOD PANELS SHALL BE PAINTED WITH TWO (2) COATS OF WHITE PAINT.
 - SIGN LEGEND - SIGN LEGEND, BORDERS AND MARGINS SHALL BE IN ACCORDANCE WITH THE MUTCD.
 - SIGN COLOR - THE COLOR OF THE SIGN BACKGROUND AND LEGEND SHALL BE AS SPECIFIED IN THE MUTCD. THE MARGIN SHALL BE THE SAME COLOR SPECIFIED FOR THE BACKGROUND, AND THE BORDER SHALL BE THE SAME COLOR SPECIFIED FOR THE LEGEND.
 - SIGN SHAPE - THE SHAPE OF ALL SIGNS SHALL BE AS SPECIFIED IN THE MUTCD. CORNERS OF SIGNS SHALL BE ROUNDED.
 - REFLECTORIZATOR - ALL SIGNS SHALL BE REFLECTIVE USING HIGH INTENSITY REFLECTORIZED TAPE OR PAINT. ALL SIGNS SHALL BE REVIEWED AT NIGHT AFTER ERECTION FOR VISIBILITY AND REFLECTORIZATOR. ANY SIGNS NOT MEETING PROPER REFLECTION REQUIREMENTS SHALL BE REPLACED.
 - THE CONTRACTOR SHALL KEEP SIGNS CLEANED AND CLEARED AT ALL TIMES. ALL SIGNS ARE THE PROPERTY OF THE CONTRACTOR AND SHALL BE MAINTAINED IN GOOD CONDITION FOR THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE REMOVED FROM THE WORK SITE WHEN THE CONTRACT WORK IS ACCEPTED.

- PAVEMENT MARKINGS:**
- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED (LOCATED) IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND THE MUTCD.
 - ALL TEMPORARY PAVEMENT MARKINGS SHALL CONFORM TO THE MATERIAL AND PLACEMENT REQUIREMENTS OF THE CONTRACT DOCUMENTS, MUTCD, AND NYSDOT STANDARD SPECIFICATIONS.
 - IF REQUIRED TEMPORARY PAVEMENT MARKINGS CONFLICT IN MESSAGE OR LOCATION WITH EXISTING PAVEMENT MARKINGS, THE EXISTING PAVEMENT MARKINGS WILL BE REMOVED OR COVERED FOR THE DURATION OF THE USE OF THE TEMPORARY MARKINGS AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING MARKINGS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS REPLACED UNDER THIS CONTRACT.

- TEMPORARY TRAFFIC SIGNALS:**
- THE OPERATION, I.E. PHASING AND TIMING, OF TEMPORARY TRAFFIC SIGNALS OR EXISTING TRAFFIC SIGNALS MODIFIED TO CONTROL WORK ZONE ACTIVITY SHALL BE APPROVED BY THE REGULATORY AUTHORITY HAVING CONTROL OVER THE ROADWAY AND/OR EXISTING TRAFFIC SIGNAL.
 - TEMPORARY TRAFFIC SIGNALS INSTALLED FOR WORK ZONE ACTIVITIES SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD AND NYSDOT STANDARD SHEET 619-62, EFFECTIVE DATE 01/08/09.
 - ALL WORK ZONE OPERATIONS AND WORK SHALL BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO THE REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL(S) INSTALLED TO CONTROL TRAFFIC FOR THOSE ACTIVITIES.
 - THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH CONTACT INFORMATION FOR STAFF AUTHORIZED TO PERFORM MAINTENANCE AND REPAIRS TO TEMPORARY TRAFFIC SIGNALS DURING AND OUTSIDE OF NORMAL WORK HOURS. THE CONTACT INFORMATION SHALL INCLUDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS (HOME AND CELL). THE ENGINEER SHALL PROVIDE THE CONTACT INFORMATION TO THE APPROPRIATE REGULATORY AGENCIES, LOCAL POLICE, AND NEW YORK STATE POLICE.

- WORK DURATION**
- WORK DURATION DIRECTLY INFLUENCES THE REQUIREMENTS FOR WORK ZONE TRAFFIC CONTROL TO FACILITATE THE UNDERSTANDING OF THE INFORMATION PRESENTED IN THE CONTRACT PLANS AND DOCUMENTS, ESPECIALLY THE NYSDOT DOCUMENTS REFERENCED IN THE M&PT GENERAL NOTES, THE FOLLOWING DEFINITIONS ARE PRESENTED.

- LONG TERM STATIONARY WORK - WORK THAT OCCUPIES A LOCATION MORE THAN THREE CONSECUTIVE DAYS. TYPICALLY THE WORK AREA IS OCCUPIED BY EXCAVATIONS, MATERIALS, AND/OR EQUIPMENT AT TIMES WHEN WORKERS ARE NOT PRESENT.
- INTERMEDIATE-TERM STATIONARY WORK - WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO THREE CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN ONE HOUR. TYPICALLY THE WORK AREA IS OCCUPIED BY EXCAVATIONS, MATERIALS, AND/OR EQUIPMENT AT TIMES WHEN WORKERS ARE NOT PRESENT.
- SHORT-TERM STATIONARY WORK - DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN ONE HOUR WITHIN A SINGLE DAYLIGHT PERIOD. EXAMPLES ARE GUIDERAIL REPAIR, DITCH MAINTENANCE, AND BRIDGE INSPECTION.
- SHORT DURATION WORK - WORK THAT OCCUPIES A LOCATION UP TO ONE HOUR. EXAMPLES ARE POT HOLE REPAIR, MINOR GUIDERAIL REPAIR, AND SIGN REPAIR.
- MOBILE WORK - WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY. EXAMPLES ARE PAINT STRIPING OPERATIONS, SWEEPING OPERATIONS, AND HERBICIDE SPRAYING.

THE ABOVE DEFINITIONS ARE ON PER NYSDOT STANDARD SHEET 619-11, EFFECTIVE DATE 01/08/09, AND THE NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL.

LONG-TERM AND INTERMEDIATE-TERM WORK ZONE TRAFFIC CONTROL REQUIREMENTS ARE COVERED BY THE 619 SERIES OF THE NYSDOT STANDARD SHEETS.

SHORT-TERM, SHORT DURATION, AND MOBILE WORK ZONE TRAFFIC CONTROL REQUIREMENTS ARE COVERED BY THE NYSDOT WORK ZONE TRAFFIC CONTROL MANUAL.

NOTE: TABLES, TABLE NOTES & WORK ZONE TRAFFIC CONTROL AREA FROM NYSDOT STANDARD SHEET 619-11 (01/08/09)

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