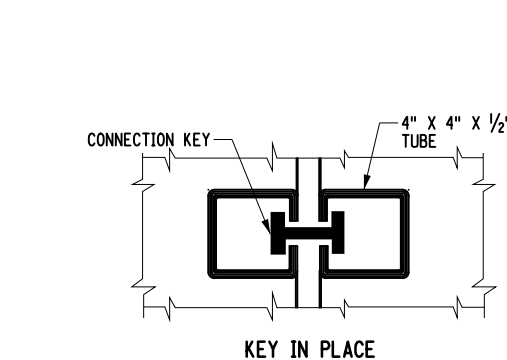
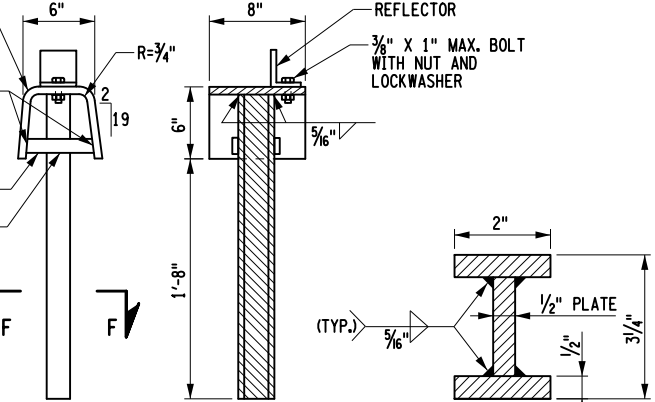
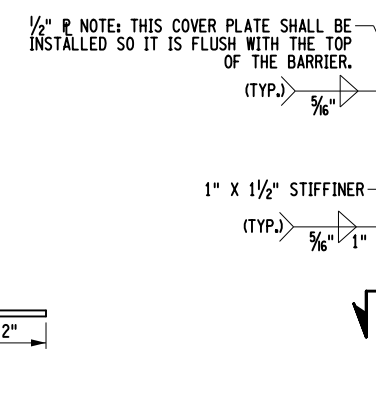
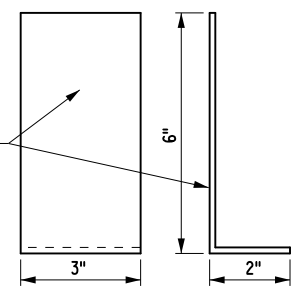
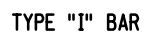
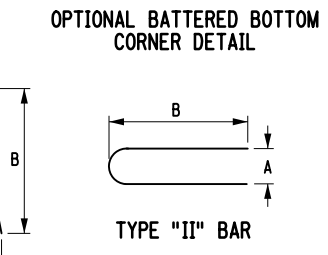


- NOTES:
- TEMPORARY CONCRETE BARRIER SHALL BE PRECAST IN ACCORDANCE WITH THE REQUIREMENTS OF §704-05 PRECAST CONCRETE BARRIER.
 - TEMPORARY CONCRETE BARRIER SHALL BE PRECAST UNITS OF ONE OF THE FOLLOWING NOMINAL LENGTHS 8', 10', 12', 14', 16', 18', 20'.
 - STEEL PLATE REINFORCEMENT SHALL BE ASTM A36M, A572M, GRADE 345 STEEL, TUBE REINFORCEMENT SHALL BE ASTM A500, GRADE B OR C, AND REINFORCING BARS SHALL BE A615, GRADE 420. EPOXY BARS ARE NOT REQUIRED.
 - ALL WELDING SHALL BE PERFORMED BY A WELDER QUALIFIED IN ACCORDANCE WITH SECTION 8 OF THE NYS STEEL CONSTRUCTION MANUAL.
 - SURFACES TO BE WELDED SHALL BE FREE OF SLAG, RUST, MOISTURE, GREASE OR ANY OTHER MATERIAL THAT WILL PREVENT PROPER WELDING OR PRODUCE OBJECTIONABLE FUMES.
 - WELDING SHALL BE SHIELDED METAL ARC WELDING USING PROPERLY DRIED 5/32" E7018 ELECTRODES CONFORMING TO THE REQUIREMENTS OF SECTION 7 OF THE NYS STEEL CONSTRUCTION MANUAL.
 - THE NUMBER AND PLACEMENT OF THE 4B4 AND 4B5 BARS WILL VARY WITH THE LENGTH OF THE BARRIER SEGMENT.
 - CONCRETE CLEAR COVER FOR REINFORCING BARS SHALL BE 1/2" (MIN.) UNLESS OTHERWISE SPECIFIED.
 - A MINIMUM OF (2) TWO RECESSED LIFTING DEVICES, EACH WITH THE CAPACITY TO LIFT A MASS OF 6 TONS (MINIMUM), SHALL BE INSTALLED ON EACH SEGMENT. SEGMENT MASS IS APPROXIMATELY 400 LBS/FT.
 - ONE DRAINAGE POCKET SHALL BE INCLUDED IN THE CENTER OF 8'-0" AND 10'-0" SEGMENTS, TWO DRAINAGE POCKETS IN ALL OTHER SEGMENTS.
 - CONNECTION KEY COVER PLATE SHALL BE INSTALLED FLUSH WITH THE BARRIER TOP.
 - 1" Ø ASTM A36M ANCHOR PINS SHALL BE PLACED IN FOUR ANCHOR HOLES OF EACH SEGMENT TO BE PINNED.
 - BASED ON SEGMENT LENGTH AND MAXIMUM JOINT ROTATION, TEMPORARY CONCRETE BARRIER CAN ONLY BE INSTALLED TO THE FOLLOWING MINIMUM RADII: 8' - 92', 10' - 115', 12' - 138', 14' - 161', 16' - 184', 18' - 207', 20' - 230'.

FULL SECTION BAR LIST								
MARK	SIZE	NUMBER PER SECTION	LENGTH	TYPE	A	B	C	LOCATION
4B1	4	6	4'-11"	I	5"	28"	1"	STIRRUPS
4B4	4	1 PER RECESS	3'-1"	II	4"	15 1/2"		ANCHOR RECESS HOOPS
4B5	4	SEE TABLE	4'-11"	I	5"	28"	1"	STIRRUPS
6B2	6	2	SEE NOTE 7	STR.				LONGITUDINAL (TOP)
6B3	6	2	SEE NOTE 7	STR.				LONGITUDINAL (BOTTOM)
6B4	6	2	1'-2"	STR.				TRANSVERSE (BOTTOM)
6B5	6	2	6"	STR.				TRANSVERSE (TOP)

4B5 BAR LOCATION TABLE		
NOMINAL LENGTH OF BARRIER UNIT	X	NO. EACH SECTION
20'	6'-11"	2
18'	6'-5"	2
16'	5'-11"	2
14'	7'	1
12'	6'	1
10'	5'	1
8'	N/A	0

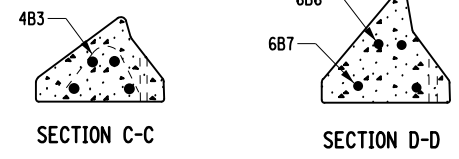
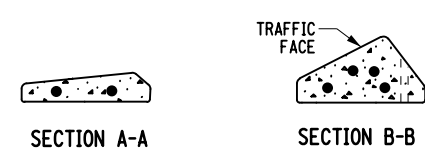
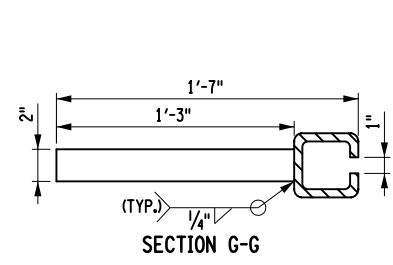
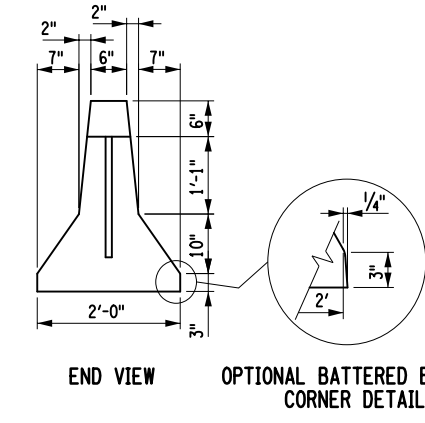
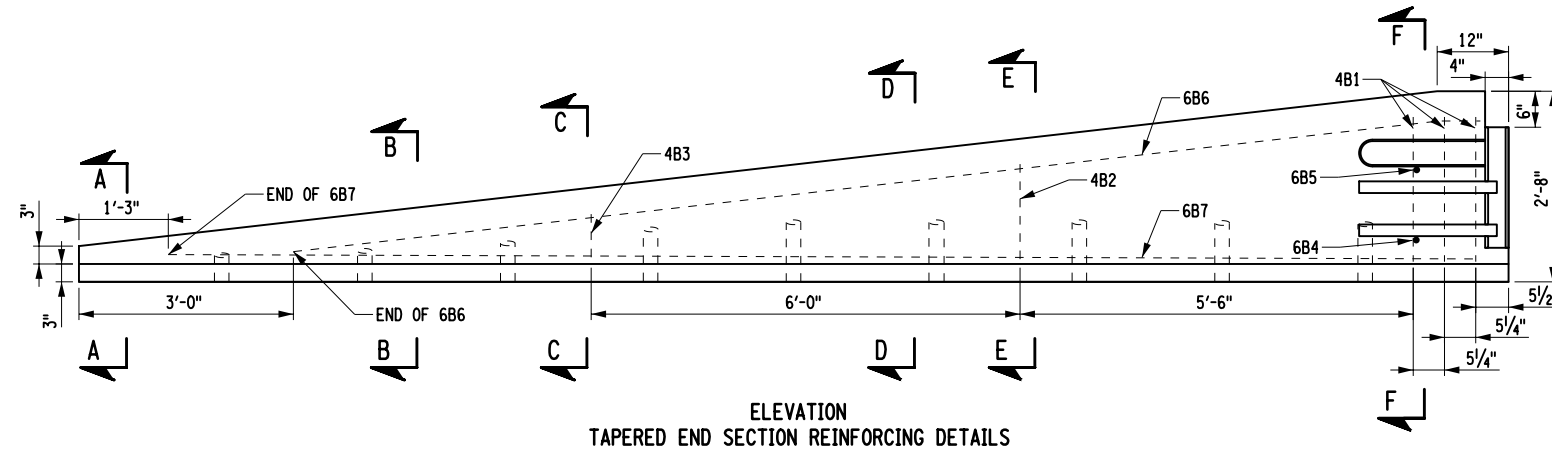
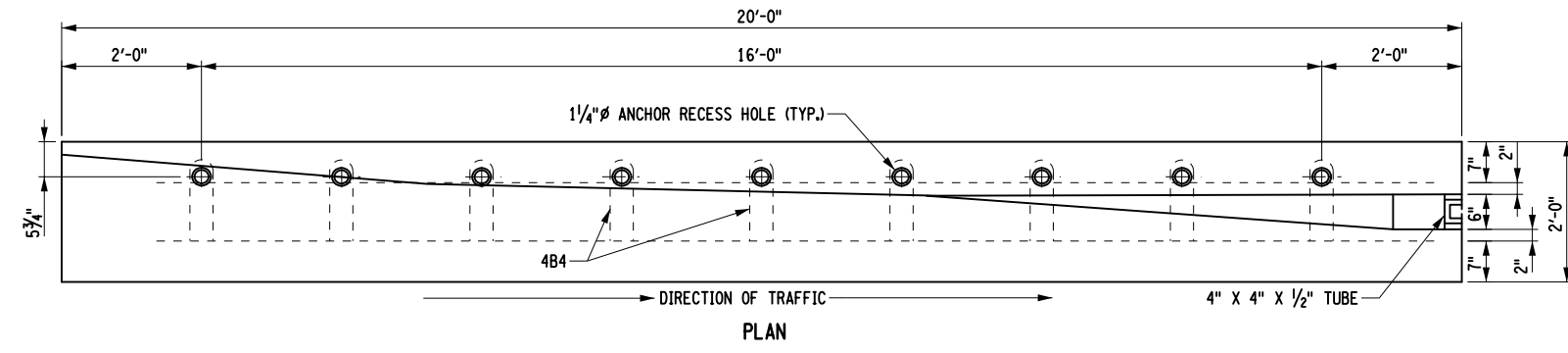
"X" DISTANCE FROM END OF BARRIER TO 4B5 BAR



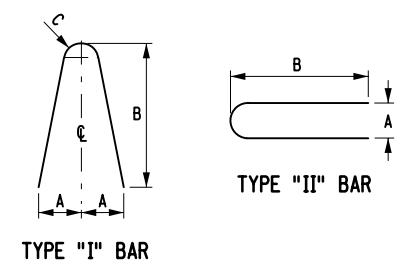
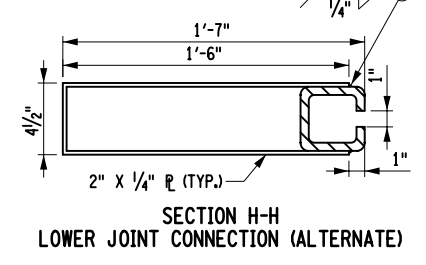
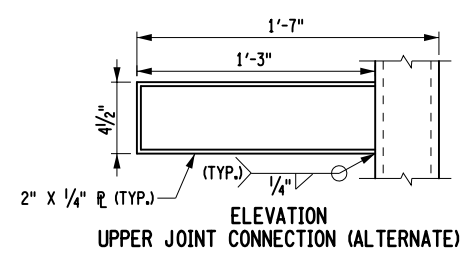
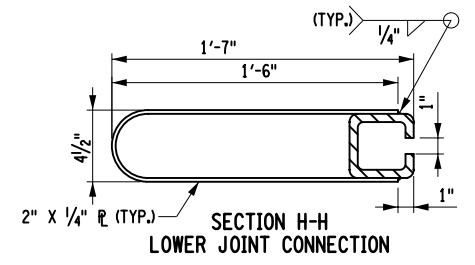
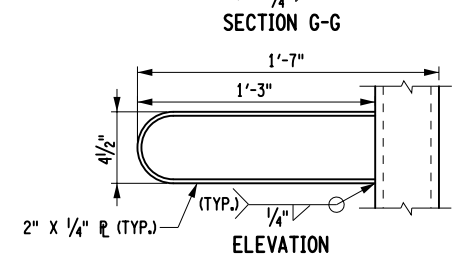
ERRATA 1 EFF. 01/09/2014
ISSUED WITH EB 13-042
EFFECTIVE DATE: 01/07/10

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION		
U.S. CUSTOMARY STANDARD SHEET		
TEMPORARY CONCRETE BARRIER (SHEET 1 OF 3)		
APPROVED: NOVEMBER 4, 2013 /S/ J. F. TYNAN, P.E. DEPUTY CHIEF ENGINEER (CONSTRUCTION)	ISSUED UNDER EB 09-025	619-01

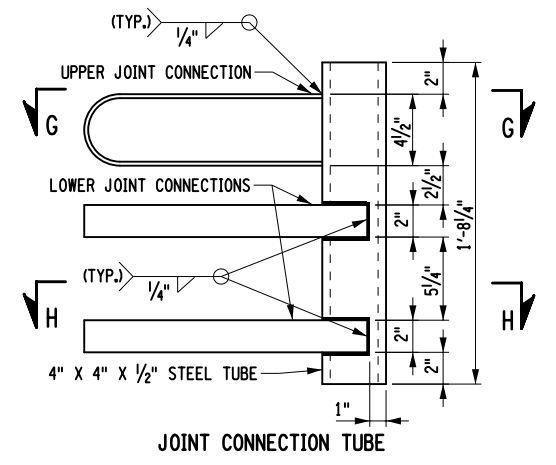
FILE NAME = 619-0101_010710e1.dgn
DATE/TIME = 14-NOV-2013 09:01
USER = rlohse



TRANSITION SECTIONS



TAPERED END SECTION BAR LIST								
MARK	SIZE	NUMBER PER SECTION	LENGTH	TYPE	A	B	C	LOCATION
4B1	13	3	4'-11"	I	5"	28"	1"	STIRRUPS
4B2	13	1	3'-3"	I	5"	18"	1"	STIRRUPS
4B3	13	1	1'-8"	I	5"	8"	1"	STIRRUPS
4B4	13	9	3'-1"	II	4"	15 1/2"		HOOPS
6B4	19	1	1'-2"	STR.				
6B5	19	1	6"	STR.				
6B6	19	2	16'-7"	STR.				TRANSVERSE (TOP)
6B7	19	2	18'-2"	STR.				TRANSVERSE (BOTTOM)



NOTES:

- TEMPORARY CONCRETE BARRIER SHALL BE PRECAST IN ACCORDANCE WITH THE REQUIREMENTS OF §704-05, PRECAST CONCRETE BARRIER.
- STEEL PLATE SHALL BE ASTM A36M, A572M, GRADE 345, TUBE STEEL SHALL BE ASTM A500 GRADE B OR C, AND REINFORCING BARS SHALL BE A615 GRADE 420.
- ALL WELDING SHALL BE PERFORMED BY A QUALIFIED WELDER IN ACCORDANCE WITH SECTION 8 OF THE NYS STEEL CONSTRUCTION MANUAL.
- SURFACES TO BE WELDED SHALL BE FREE OF SLAG, RUST, MOISTURE, GREASE OR ANY OTHER MATERIAL THAT WILL PREVENT PROPER WELDING OR PRODUCE OBJECTIONABLE FUMES.
- WELDING SHALL BE SHIELDED METAL ARC WELDING USING PROPERLY DRIED 5/32" E7018 ELECTRODES CONFORMING TO THE REQUIREMENTS OF SECTION 7 OF THE NYS STEEL CONSTRUCTION MANUAL.
- CONCRETE CLEAR COVER FOR REINFORCING BARS SHALL BE 1/2" (MIN.) EXCEPT WHERE OTHERWISE SPECIFIED.
- A MINIMUM OF (2) TWO RECESSED LIFTING DEVICES, WITH THE CAPACITY TO LIFT A MASS OF 6 TONS (MINIMUM) SHALL BE INSTALLED ON EACH SEGMENT.
- 1" ASTM A36M ANCHOR PINS SHALL BE PLACED IN FOUR RECESSES OF EACH SEGMENT TO BE PINNED.
- CONNECTION KEY COVER PLATE SHALL BE INSTALLED FLUSH WITH THE BARRIER TOP.
- THE DETAILS SHOWN FOR THE END SECTIONS ON THIS SHEET ARE FOR APPROACH ENDS WHICH ARE TO BE LOCATED TO THE LEFT OF THE TRAFFIC FLOW ON ONE-WAY OPERATIONS OR BETWEEN OPPOSING FLOWS OF TRAFFIC ON TWO-WAY OPERATIONS. WHEN AN APPROACH END IS TO BE LOCATED TO THE RIGHT OF THE TRAFFIC FLOW, THE END SEGMENT SHALL BE CONSTRUCTED SO THAT IT IS OPPOSITE-HAND (REVERSED IN ALL CONFIGURATIONS, ANCHOR HOLE LOCATIONS AND REINFORCEMENT).
- ALL CORNERS ON THE TOP OF THE SEGMENT SHALL BE ROUNDED TO A 1" RADIUS. THE SEGMENT SHALL HAVE A SMOOTH TRANSITION TO A 6" END-OF-SECTION HEIGHT. ALL END SECTIONS SHALL BE PINNED UNLESS OTHERWISE NOTED.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

TEMPORARY CONCRETE BARRIER
(SHEET 2 OF 3)

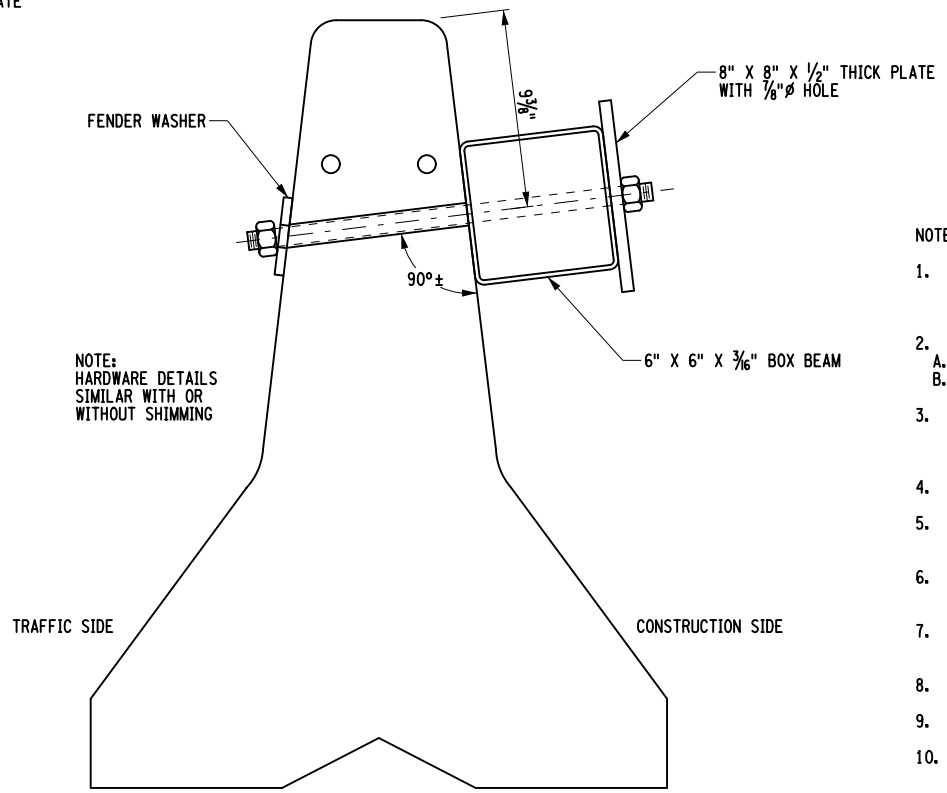
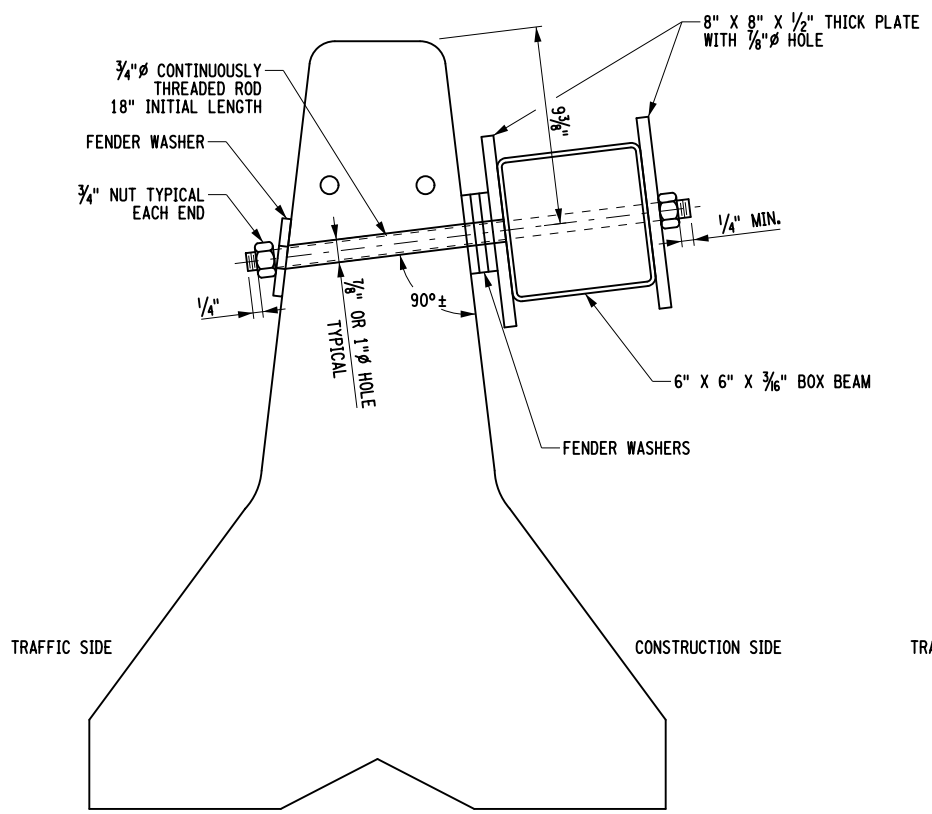
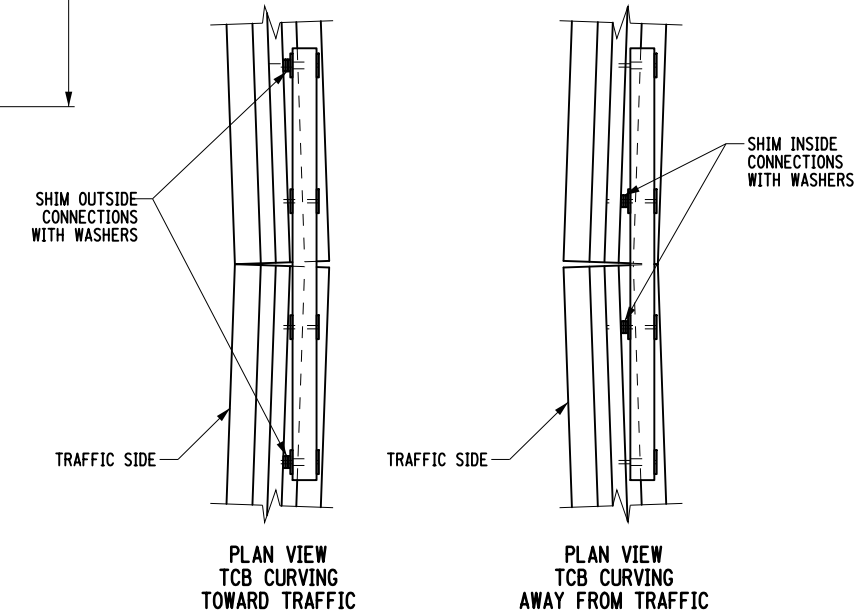
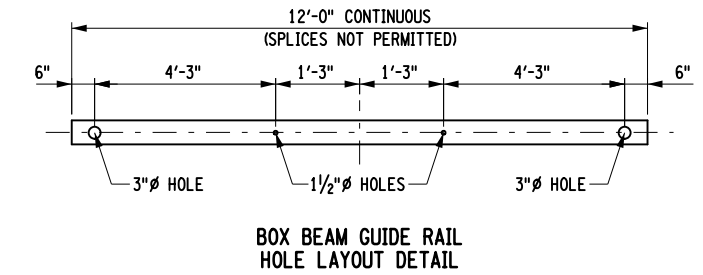
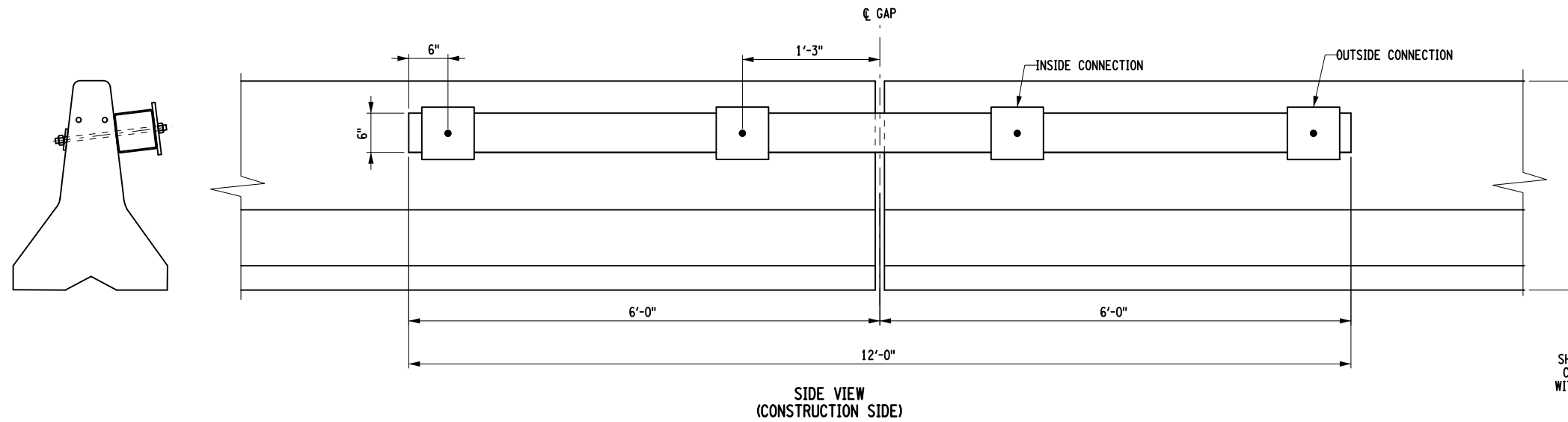
APPROVED SEPTEMBER 30, 2009 ISSUED UNDER EB 09-025

/S/ J. F. TYNAN, P.E.
DEPUTY CHIEF ENGINEER
(CONSTRUCTION)

EFFECTIVE DATE: 01/07/10

619-01

FILE NAME = 619-0102_010710.dgn
DATE/TIME = 10-SEP-2010 14:55
USER = rlohse



SECTION WITH SHIMMING

SECTION WITHOUT SHIMMING

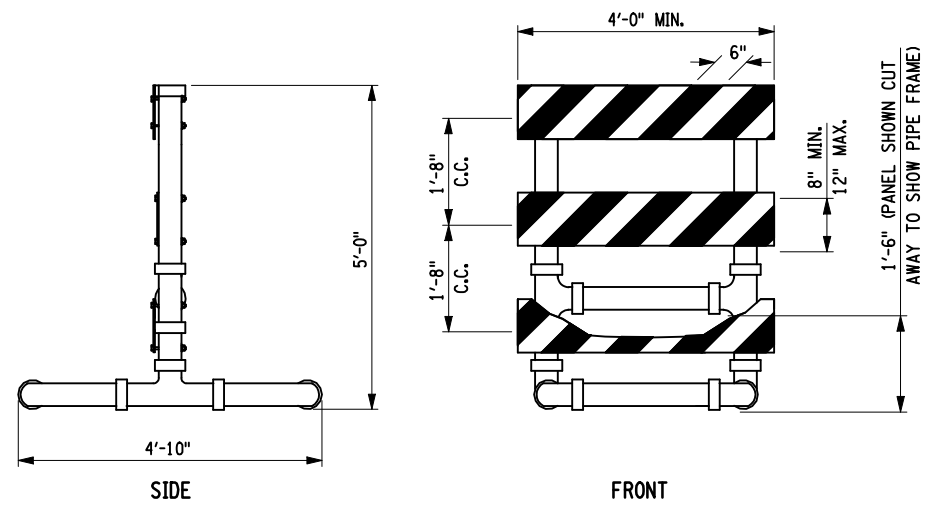
BOX BEAM STIFFENING OF TEMPORARY CONCRETE BARRIER

NOTES:

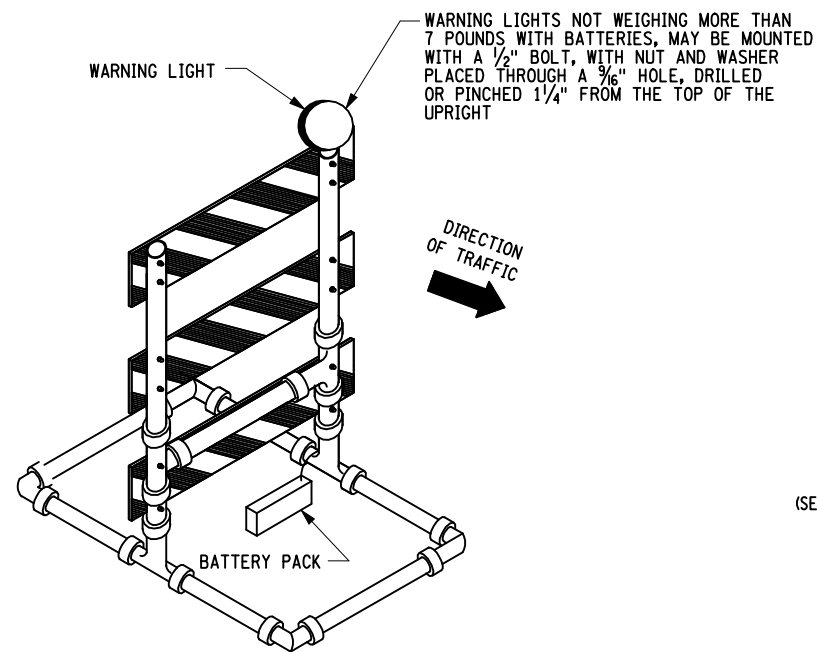
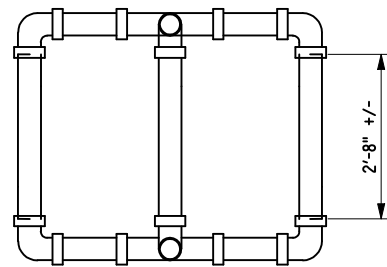
- TEMPORARY CONCRETE BARRIER (TCB) SHALL BE PRECAST IN ACCORDANCE WITH THE REQUIREMENTS OF §704-05 PRECAST CONCRETE BARRIER AND STANDARD SHEET TITLED "TEMPORARY CONCRETE BARRIER - SHEET 1 OF 3" AND "TEMPORARY CONCRETE BARRIER - SHEET 2 OF 3".
- BOX BEAM SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF §710-21, BOX BEAM RAILING AND MEDIAN BARRIER, RAILS.
 - HOWEVER, THE BOX BEAM NEED NOT BE NEW.
 - THE GALVANIZING REMAINING ON THE OLD PIECES SHALL BE SUFFICIENT TO ENSURE THE STEEL IS STRUCTURALLY INTACT.
- TCB WITH BOX BEAM STIFFENER SHALL BEGIN AT LEAST 50'-0" PRIOR TO, BE CONTINUOUS THROUGH AND EXTEND AT LEAST 50'-0" BEYOND THE AREA REQUIRING LIMITED DEFLECTIONS. WHERE SPACE LIMITS SUCH EXTENSIONS, THE FIRST/LAST TCB SEGMENT SHOULD BE PINNED WITH 4 PINS ON THE CONSTRUCTION SIDE.
- TEMPORARY CONCRETE BARRIER WITH BOX BEAM STIFFENER MAY ONLY BE USED WITH TCB SEGMENTS 14'-0" OR LONGER.
- TEMPORARY CONCRETE BARRIER MAY ONLY BE INSTALLED TO THE FOLLOWING MINIMUM RADII: 14'-0" SEGMENT - 161'-0" RADIUS, 16'-0" SEGMENT - 184'-0" RADIUS, 18'-0" SEGMENT - 207'-0" RADIUS, AND 20'-0" SEGMENT - 230'-0" RADIUS.
- WHERE TEMPORARY CONCRETE BARRIERS ARE PLACED ON A RADIUS, THE RESULTING GAPS BETWEEN THE BOX BEAM AND CONCRETE BARRIER SHALL BE SHIMMED.
- THE SHIMMING SHALL CONSIST OF 8" X 8" X 1/2" SQUARE PLATE, AND FENDER WASHERS AS NEEDED TO SNUG THE BOX BEAM STIFFENER TO THE TCB.
- FENDER WASHERS SHALL BE 3" NOMINAL O.D.
- HARDWARE OTHER THAN THE BOX BEAM NEED NOT BE GALVANIZED.
- THE PRESENCE OF NORMAL HOLES DRILLED PER THIS SHEET WILL NOT AFFECT THE REUSABILITY OF THE CONCRETE SEGMENTS.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
TEMPORARY CONCRETE BARRIER (SHEET 3 OF 3)		
ERRATA 1 EFF. 01/09/2014 ISSUED WITH EB 13-042	APPROVED: NOVEMBER 4, 2013 /S/ J.F. TYNAN, P.E. DEPUTY CHIEF ENGINEER (CONSTRUCTION)	ISSUED UNDER EB 10-034 619-01
EFFECTIVE DATE: 01/06/11		

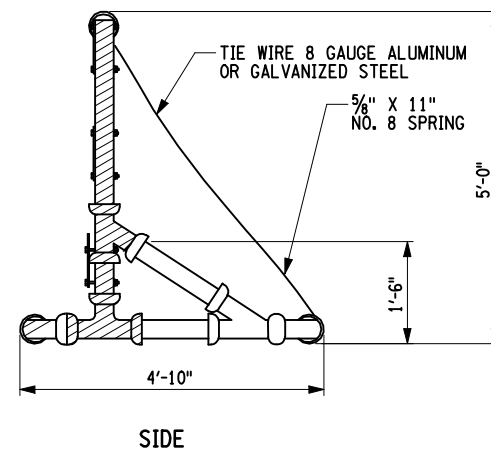
FILE NAME = 619-0103_010611e1.dgn
DATE/TIME = 14-NOV-2013 09:01
USER = rlohse



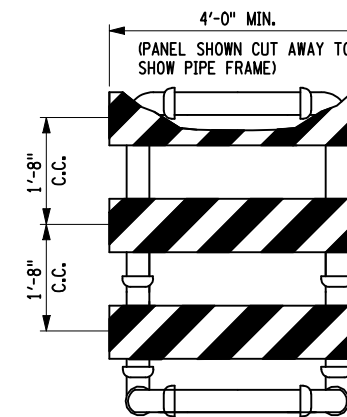
TYPE III CONSTRUCTION BARRICADE ALTERNATE "A"



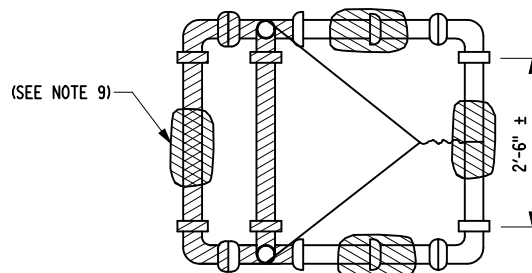
DETAILS FOR FASTENING LIGHTS ON TOP OF BARRICADE



SIDE



FRONT




TYPE III CONSTRUCTION BARRICADE ALTERNATE "B"

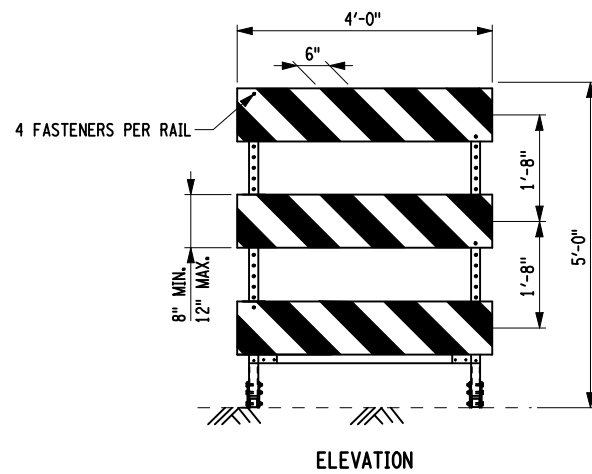
NOTES:

1. THE DETAILS AND MATERIALS FOR TYPE III CONSTRUCTION BARRICADES ARE NCHRP 350 APPROVED. IF THE CONTRACTOR ELECTS TO USE AN ALTERNATE DESIGN OR MATERIALS, THE ALTERNATIVE SHALL BE NCHRP 350 APPROVED.
2. THE ALTERNATES SHOWN ON THIS SHEET ARE EQUALLY ACCEPTABLE AND THE CONTRACTOR MAY USE ANY ONE OR A MIXTURE OF TYPES.
3. PANELS SHALL HAVE 6" WIDE REFLECTORIZED ORANGE AND WHITE DIAGONAL STRIPES OF TYPE I OR TYPE III SHEETING SLOPING AT AN ANGLE OF 45°, IN ACCORDANCE WITH §729-08. THE STRIPES SHALL SLOPE DOWNWARD TOWARD THE SIDE ON WHICH TRAFFIC IS TO PASS.
4. BALLAST MAY BE PLACED ON THE BASE MEMBERS OF THE BARRICADE. BALLAST SHALL NOT EXTEND INTO THE ACCESSIBLE PASSAGE WIDTH OF 5' WHERE BARRICADES ARE USED TO CHANNELIZE PEDESTRIANS.
5. PANELS FOR BARRICADES MAY BE WOOD, PLASTIC, OR ALUMINUM. PIPE FOR BARRICADES SHALL USE SDR SIZES 21 TO 32.5.
6. WHEN THE BATTERY AND LIGHT WEIGH MORE THAN 7 LBS, THE BATTERY SHALL BE MOUNTED ON THE BOTTOM OF THE BARRICADE.
7. ALL PIPES SHALL BE WHITE. WHITE FITTINGS ARE PREFERRED, BLACK MAY BE USED. ALL JOINTS IN ALTERNATE "A" SHALL BE GLUED WITH A SOLVENT CEMENT COMPATIBLE WITH THE P.V.C. PIPE.
8. ALL JOINTS IN ALTERNATE "B" SHALL BE FREE TO SEPARATE UPON VEHICLE IMPACT. SHADED PIPES AND FITTINGS SHALL BE TIED TOGETHER WITH A MINIMUM 3/8" DIA. NYLON, OR EQUIVALENT ROPE THREADED INTO THE PIPE AND FITTING INTERIOR.
9. IF BARRICADES ARE USED TO TEMPORARILY CHANNELIZE PEDESTRIANS, THERE SHALL BE A CONTINUOUS DETECTABLE BOTTOM AND TOP RAILS WITH NO GAP BETWEEN INDIVIDUAL BARRICADES TO BE DETECTABLE TO BLIND OR VISUALLY IMPAIRED USERS OF LONG CANES. THE BOTTOM OF THE BOTTOM RAIL SHALL BE NO HIGHER THAN 6" ABOVE THE GROUND AND THE TOP OF THE TOP RAIL SHALL BE NO LOWER THAN 3' ABOVE THE GROUND.

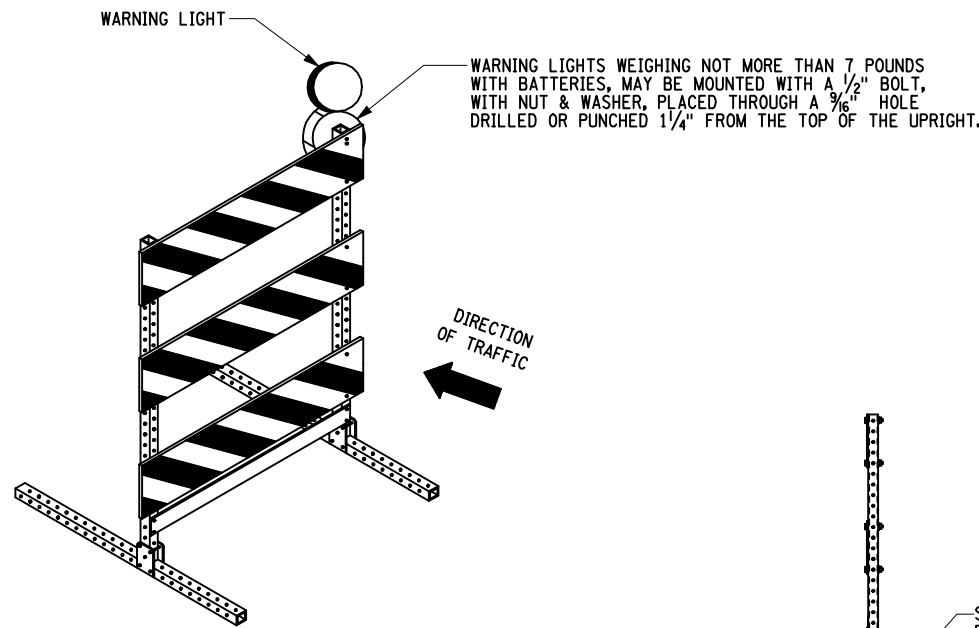
FILE NAME = IP_PWP:\0109553\619-0201.dgn
DATE/TIME = 06-NOV-2008 15:03
USER = jturley

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
TYPE III CONSTRUCTION BARRICADES (SHEET 1 OF 2)	
APPROVED OCTOBER 06, 2008	ISSUED UNDER EB 08-036
/S/ J. F. TYNAN, P.E. DEPUTY CHIEF ENGINEER (CONSTRUCTION)	619-02

EFFECTIVE DATE: 01/08/09

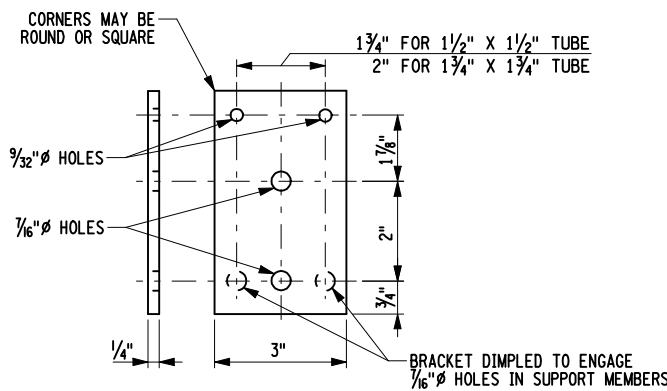


ELEVATION

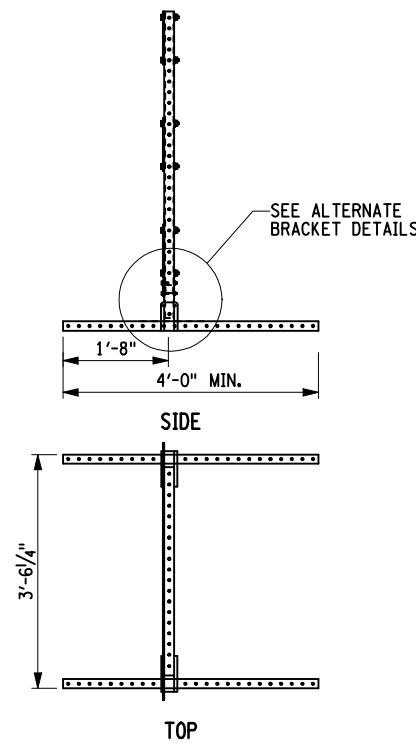


DETAIL FOR FASTENING LIGHT ON TOP OF BARRICADE

WARNING LIGHTS WEIGHING NOT MORE THAN 7 POUNDS WITH BATTERIES, MAY BE MOUNTED WITH A 1/2" BOLT, WITH NUT & WASHER, PLACED THROUGH A 3/8" HOLE DRILLED OR PUNCHED 1/4" FROM THE TOP OF THE UPRIGHT.



BRACKET DETAIL

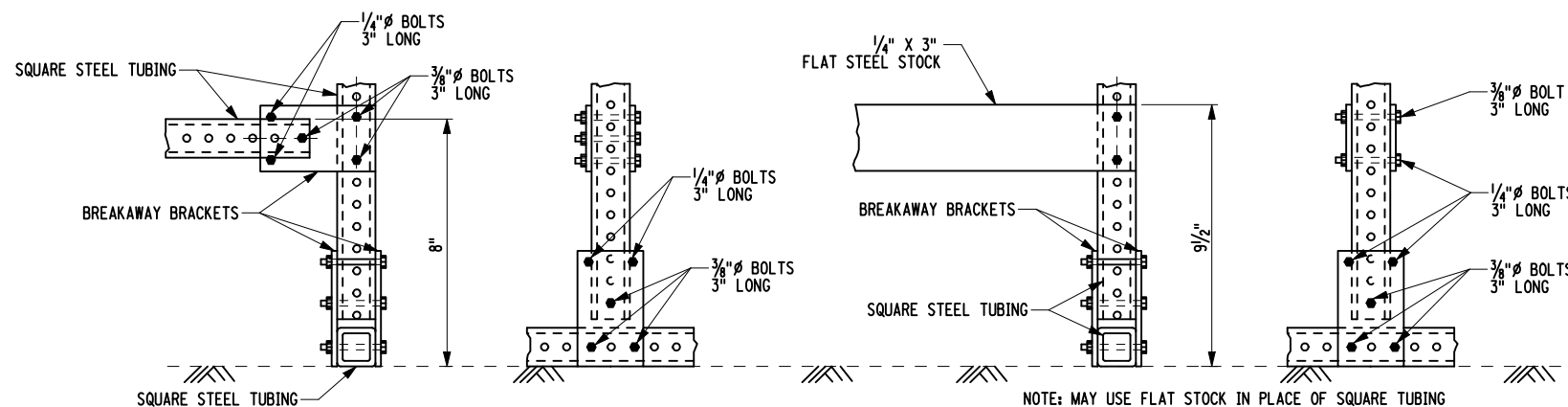


TYPE III CONSTRUCTION BARRICADE ALTERNATE "M"

NOTES:

- THE DETAILS AND MATERIALS FOR TYPE III CONSTRUCTION BARRICADES ARE NCHRP 350 APPROVED. IF THE CONTRACTOR ELECTS TO USE AN ALTERNATE DESIGN OR MATERIALS, THE ALTERNATIVE SHALL BE NCHRP 350 APPROVED.
- THE ALTERNATES SHOWN ON THIS SHEET ARE EQUALLY ACCEPTABLE AND THE CONTRACTOR MAY USE ANY ONE OR A MIXTURE OF TYPES.
- PANELS SHALL HAVE 6" WIDE REFLECTORIZED ORANGE AND WHITE DIAGONAL STRIPES OF TYPE I OR TYPE III SHEETING SLOPING AT AN ANGLE OF 45°, IN ACCORDANCE WITH §729-08. THE STRIPES SHALL SLOPE DOWNWARD TOWARD THE SIDE ON WHICH TRAFFIC IS TO PASS.
- BALLAST MAY BE PLACED ON THE BASE MEMBERS OF THE BARRICADE. BALLAST SHALL NOT EXTEND INTO THE ACCESSIBLE PASSAGE WIDTH OF 5' WHERE BARRICADES ARE USED TO CHANNELIZE PEDESTRIANS.
- PANELS FOR BARRICADES MAY BE WOOD, PLASTIC, OR ALUMINUM.
- WHEN THE BATTERY AND LIGHT WEIGH MORE THAN 7 LBS, THE BATTERY SHALL BE MOUNTED AT THE BOTTOM OF THE BARRICADE.
- ALTERNATE "M" BARRICADES SHALL BE EXTENDED WITH INTERNAL SPLICE MEMBERS. THE INTERNAL SPLICE MEMBERS SHALL BE ONE 1 FOOT LENGTHS OF SQUARE STEEL TUBING INSERTED 6" INTO EACH UPRIGHT. THE EXTENSION SHALL THEN BE PLACED OVER THE TOP OF THE INTERNAL SPLICE MEMBER. THE EXTENSION AND INTERNAL SPLICE MEMBER SHALL BE HELD IN PLACE WITH 3/8" BOLTS WITH NUTS AND WASHERS PLACED 4"(±1") ABOVE AND BELOW THE JOINT FORMED BY THE EXTENSION. THE INTERNAL SPLICE MEMBERS SHALL BE ONE OF THE FOLLOWING SIZES DEPENDING UPON THE TUBING USED TO FABRICATE THE BARRICADE. GAUGES FOR SQUARE TUBES SHALL BE UNITED STATES STANDARD GAUGE.

BARRICADE MEMBERS	INTERNAL SPLICE MEMBERS
12 GAUGE 1 3/4" X 1 3/4"	12 GAUGE 1 1/2" X 1 1/2"
14 GAUGE 1 3/4" X 1 3/4"	14 GAUGE 1 1/2" X 1 1/2"
12 GAUGE 1 1/2" X 1 1/2"	12 GAUGE 1 1/4" X 1 1/4"
- IF BARRICADES ARE USE TO TEMPORALLY CHANNELIZE PEDESTRIANS, THERE SHALL BE CONTINUOUS DETECTABLE BOTTOM AND TOP RAILS WITH NO GAP BETWEEN INDIVIDUAL BARRICADES, TO BE DETECTABLE TO BLIND OR VISUALLY IMPAIRED USERS OF LONG CANES. THE BOTTOM OF THE BOTTOM RAIL SHALL BE NO LOWER THAN 6" ABOVE THE GROUND SURFACE. THE TOP OF THE TOP RAIL SHALL BE NO LOWER THAN 3' ABOVE THE GROUND SURFACE.




ALTERNATE BRACKET DETAIL

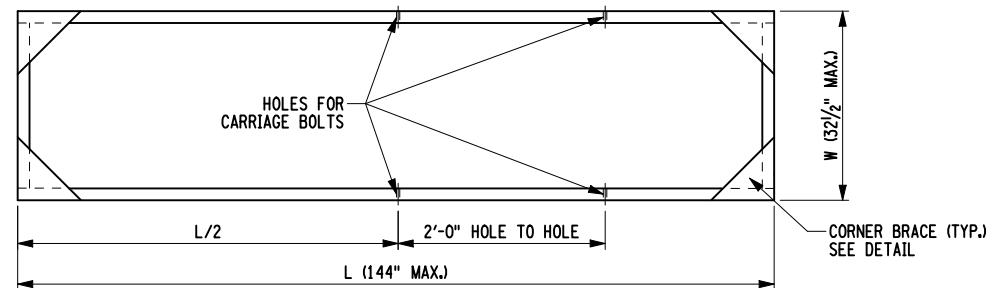
NOTE: SQUARE STEEL TUBING SHALL MEET ONE OF THE FOLLOWING MATERIAL REQUIREMENTS:

- 12 GAUGE 1 3/4" X 1 3/4", ASTM A653
 - 12 GAUGE 1 1/2" X 1 1/2", ASTM A653
 - 14 GAUGE 1 3/4" X 1 3/4", ASTM A1011
- ALL BOLTS ARE A325 OR EQUIVALENT BOLTS

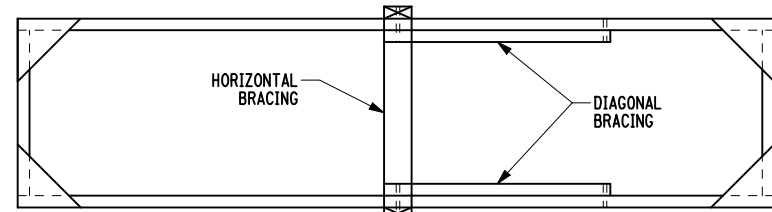
NOTE: MAY USE FLAT STOCK IN PLACE OF SQUARE TUBING

FILE NAME = IP_PWP-d0109553\619-0202.dgn
DATE/TIME = 06-NOV-2008 15:03
USER = jturley

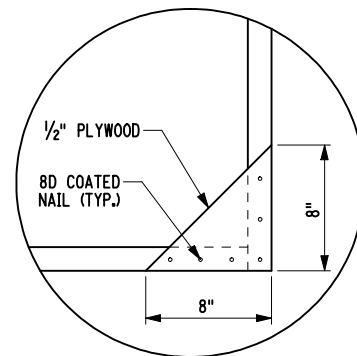
 <p>STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION</p>	
U.S. CUSTOMARY STANDARD SHEET	
<p>TYPE III CONSTRUCTION BARRICADES (SHEET 2 OF 2)</p>	
APPROVED OCTOBER 06, 2008	ISSUED UNDER EB 08-036
<p>/S/ J. F. TYNAN, P.E. DEPUTY CHIEF ENGINEER (CONSTRUCTION)</p>	619-02
EFFECTIVE DATE: 01/08/09	



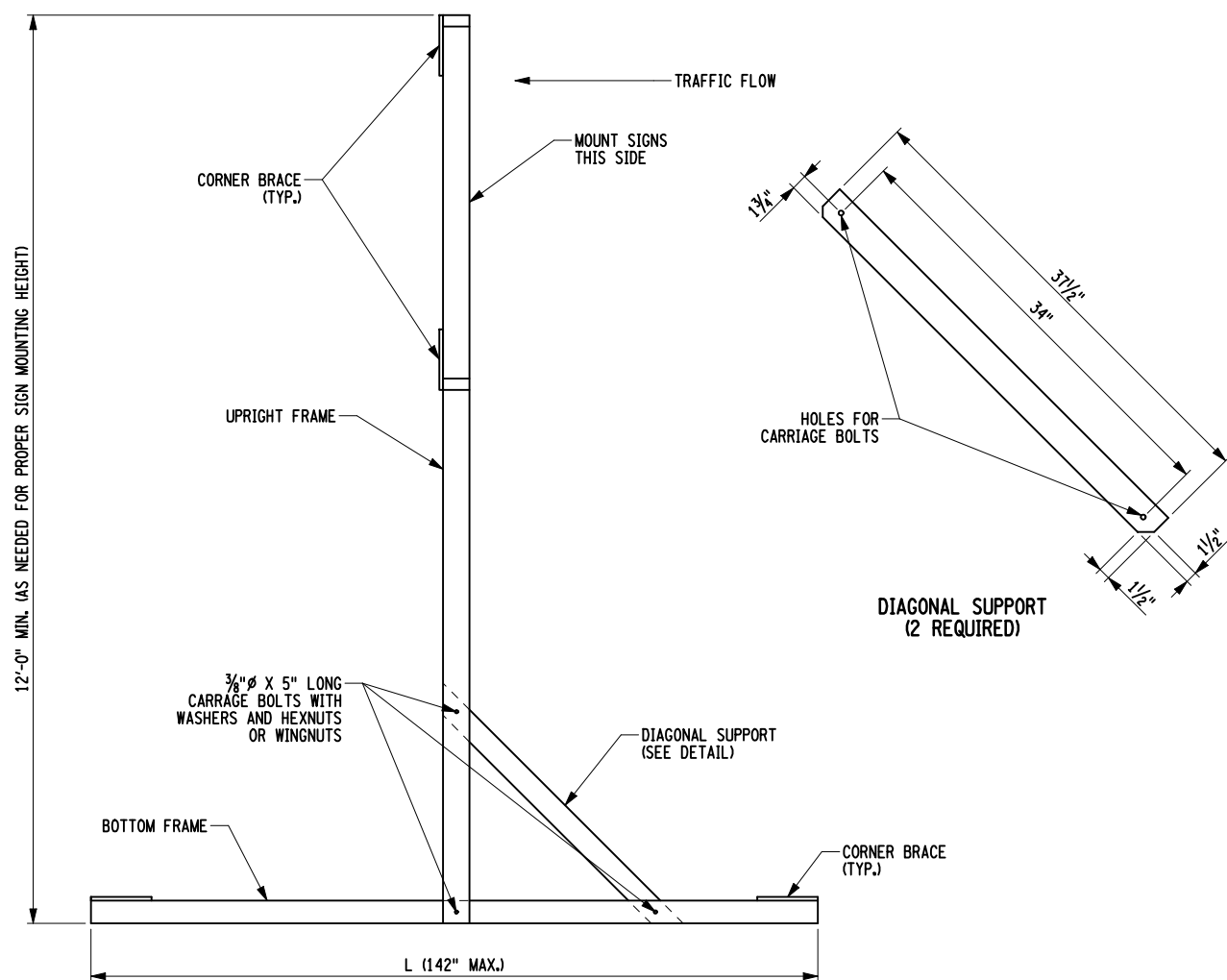
BOTTOM FRAME
TOP VIEW



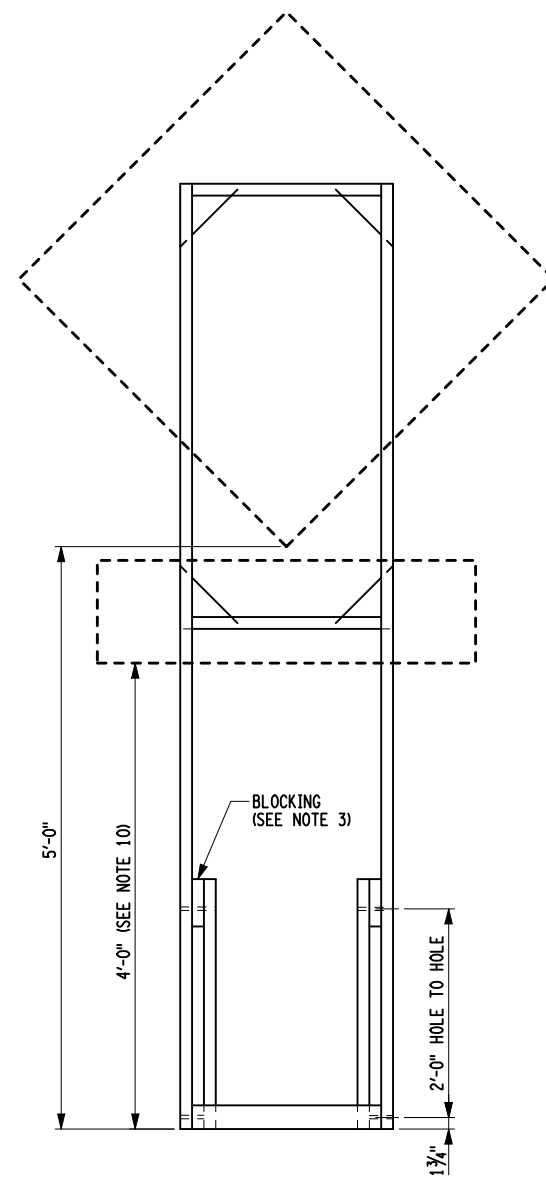
TEMPORARY WOODEN SIGN STAND
TOP VIEW



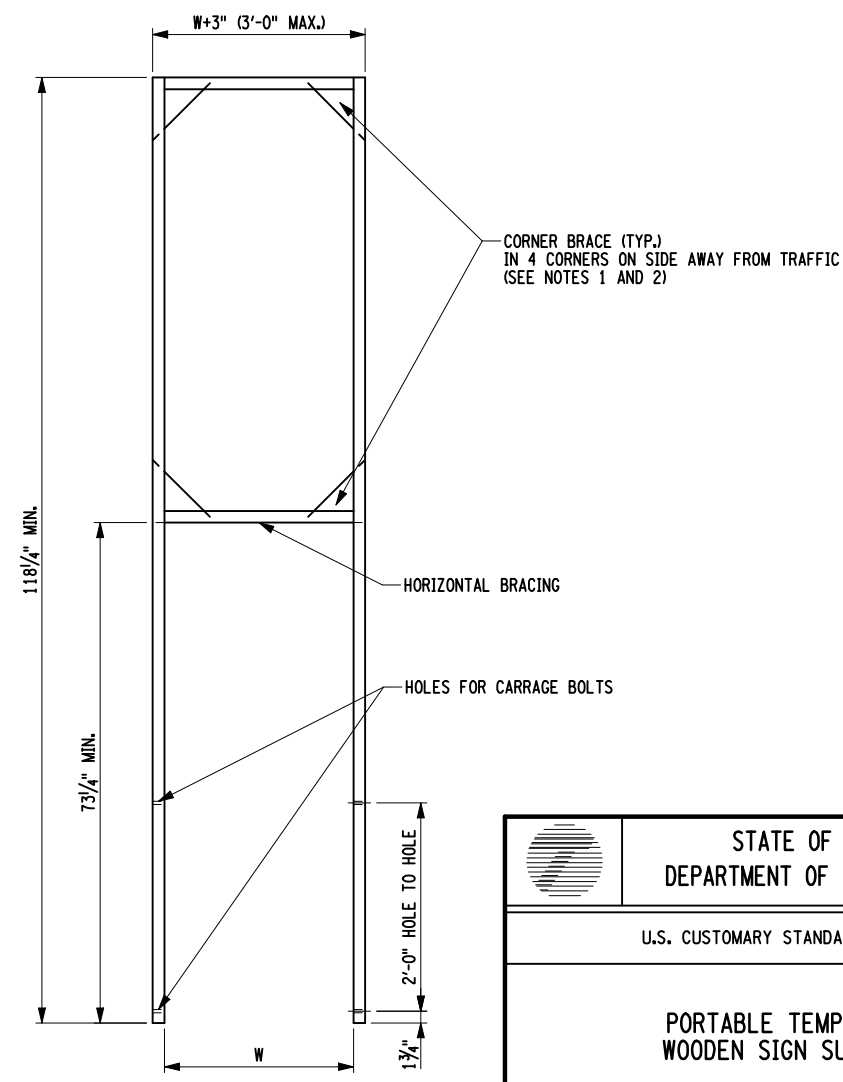
CORNER BRACE DETAIL
(TO BE USED ON UPRIGHT AND BOTTOM FRAMES)



TEMPORARY WOODEN SIGN STAND
SIDE VIEW



TEMPORARY WOODEN SIGN STAND
FRONT VIEW




UPRIGHT FRAME
FRONT VIEW

NOTES:

1. ALL LUMBER SHALL BE 2 X 4 DIMENSIONAL LUMBER. CONNECT FRAME MEMBERS WITH 2 EACH 12D COATED NAILS.
2. ALL HOLES SHALL BE DRILLED IN CENTERLINE OF FRAME MEMBERS AND DIAGONAL BRACES.
3. 6" BLOCK SPACER MAY BE USED BETWEEN DIAGONAL BRACE AND VERTICAL SUPPORT.
4. CONNECT FRAME CORNER BRACES TO FRAME MEMBERS WITH 6 EACH - 8D COATED NAILS. (3 NAILS INTO EACH FRAME MEMBER).
5. UPRIGHT FRAME MOUNTS ON THE OUTSIDE OF THE BOTTOM FRAME.
6. PAINT SIGN SUPPORT WITH 2 COATS OF WHITE PAINT.
7. DIAGONAL SUPPORTS MOUNT INSIDE BOTH UPRIGHT AND BOTTOM FRAMES. ALL UPRIGHT DIAGONAL BRACING SHALL BE SLOPED SUCH THAT BRACING COLLAPSES DOWNWARD UPON IMPACT BY A VEHICLE.
8. A SINGLE LAYER OF BALLAST PLACED ON THE BOTTOM FRAME MAY BE USED TO PREVENT SIGNS FROM TIPPING OVER FROM WIND AND VEHICLE GUSTS.
9. NO HORIZONTAL BRACING ALLOWED BETWEEN 2' AND 5' ON UPRIGHT VERTICALS, MEASURED FROM THE BOTTOM OF THE SKID BASE.
10. 5' MINIMUM SIGN MOUNTING HEIGHT, MEASURED FROM THE BOTTOM OF THE SKID BASE TO THE BOTTOM OF THE SIGN. VERTICAL SUPPORTS SHALL BE TALL ENOUGH TO ALLOW FOR HIGHER MOUNTING HEIGHTS FOR THOSE LOCATIONS REQUIRED BY THE MUTCD (I.E. SIDEWALKS, ROADSIDE PARKING AND EMBANKMENTS).
11. CONNECTIONS ALLOW FOR THE FOLDING, TRANSPORT AND STORAGE OF THE SUPPORT. WHEN FOLDED IN THE DOWN POSITION WITHIN THE CLEAR ZONE, THE MAXIMUM ASSEMBLY HEIGHT SHALL NOT EXCEED 4'. SIMILAR NON-FOLDING SUPPORTS SHALL BE STORED OUTSIDE THE CLEAR ZONE OR BEHIND A BARRIER.
12. L = LENGTH OF BOTTOM FRAME.
W = WIDTH OF BOTTOM FRAME.

FILE NAME = IP_PWP-0109553\619-04.dgn
DATE/TIME = 06-NOV-2008 15:03
USER = jturley

 <p>STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION</p>	
<p>U.S. CUSTOMARY STANDARD SHEET</p>	
<p>PORTABLE TEMPORARY WOODEN SIGN SUPPORT</p>	
<p>APPROVED OCTOBER 06, 2008</p>	<p>ISSUED UNDER EB 08-036</p>
<p>/S/ J. F. TYNAN, P.E. DEPUTY CHIEF ENGINEER (CONSTRUCTION)</p>	
<p>619-04</p>	

EFFECTIVE DATE: 01/08/09

GENERAL NOTES

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.
2. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. WHEN TWO OR MORE AREAS 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

1. 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.
2. 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.
3. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
4. ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
5. SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
6. THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE REGIONAL DIRECTOR OR BY HIS/HER DESIGNEE.
7. NYR9-12 MAY BE USED IN PLACE OF NYR9-11.

CHANNELIZING DEVICES

1. 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

1. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR 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.
2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

LANE CLOSURES

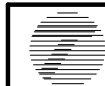
1. THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
2. THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

LANE WIDTHS

1. 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'.
2. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.

BARRIER/SHADOW VEHICLES

1. BARRIER AND SHADOW VEHICLES SHALL BE REQUIRED AS PER STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
2. NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE BARRIER OR SHADOW VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).
3. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE A BARRIER VEHICLE IN CONJUNCTION WITH POLICE PRESENCE IN THE WORK ZONE, TO BE INCLUDED IN THE UNIT BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
GENERAL NOTES

APPROVED SEPTEMBER 18, 2008

ISSUED UNDER EB 08-036

/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF
TRAFFIC SAFETY AND MOBILITY

619-10

EFFECTIVE DATE: 01/08/09

**TABLE NY1-A
BARRIER VEHICLE USE REQUIREMENTS
(LONG TERM, INTERMEDIATE TERM, AND SHORT TERM STATIONARY CLOSURES)**

CLOSURE TYPE	EXPOSURE CONDITION ¹	USE REQUIREMENTS ^{4,5}			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)		
			≥ 45 MPH	35-40 MPH	≤ 30 MPH
LANE CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED ³	REQUIRED ³	REQUIRED ³	OPTIONAL ²
	NON-TRAVERSABLE HAZARD (IE. 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 (IE. 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 OR 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 DESIGNEE 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.

**TABLE NY1-B
SHADOW VEHICLE USE REQUIREMENTS
(MOBILE CLOSURES)**

CLOSURE TYPE	EXPOSURE CONDITION	USE REQUIREMENTS			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)		
			≥ 45 MPH	35-40 MPH	≤ 30 MPH
LANE CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}
SHOULDER CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}	REQUIRED ^{2,4}

- A MOBILE CLOSURE SHALL BE USED FOR ANY WORK ACTIVITY THAT MOVES CONTINUOUSLY OR INTERMITTENTLY ALONG THE TRAVELED WAY OR SHOULDER SLOWER THAN THE PREVAILING SPEED OF TRAFFIC. CHANNELIZING DEVICES ARE NOT USED FOR MOBILE CLOSURES.
- SHADOW VEHICLES SHALL BE EQUIPPED WITH AN APPROVED REAR MOUNTED ATTENUATOR (TRUCK MOUNTED OR TRAILER MOUNTED) FOR THE FOLLOWING MOBILE CLOSURES: LANE CLOSURES ON FREEWAYS, LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 35 MPH OR MORE, SHOULDER CLOSURES ON FREEWAYS, AND SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE.
- FOR MOBILE LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 30 MPH OR LESS AND MOBILE SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 40 MPH OR LESS, SHADOW VEHICLES ARE NOT REQUIRED TO BE EQUIPPED WITH A REAR MOUNTED ATTENUATOR.
- A SHADOW VEHICLE IS USED TO PROTECT EXPOSED WORKERS (ON FOOT OR IN A VEHICLE) AND SHALL BE REQUIRED FOR ALL MOBILE CLOSURES. SHADOW VEHICLE REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE SHADOW VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER 8' OR GREATER IN WIDTH. ADDITIONAL SHADOW VEHICLES MAY BE REQUIRED TO PROMOTE THE SAFE OPERATION OF TRAFFIC AND THE INCREASED PROTECTION OF EXPOSED WORKERS, AS DIRECTED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS

SPEED LIMIT (S) (MPH)	TAPER LENGTH (L) (FT.)
(40 MPH) OR LESS	$L = WS^2 / 60$
(45 MPH) OR MORE	$L = WS$

L = TAPER LENGTH
W = WIDTH OF OFFSET (FT.)
S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)

STANDARD TAPER LENGTHS

LATERAL SHIFT OF TRAFFIC FLOW PATH	TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT									
	(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

**TABLE 6C-2
LONGITUDINAL BUFFER SPACE**

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.

**TABLE NY2-A
PLACEMENT DISTANCE FOR BARRIER VEHICLES**

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT.) BARRIER VEHICLES*			
	(18000 LBS.)		(24000 LBS.)	
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
> 55	100 FT.	200 FT.	100 FT.	200 FT.
45 - 55	100 FT.	200 FT.	85 FT.	165 FT.
< 45	85 FT.	165 FT.	50 FT.	100 FT.

* AS DEFINED IN NYS DOT STANDARD SPECIFICATION 619:

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.

**TABLE NY2-B
PLACEMENT DISTANCE FOR SHADOW VEHICLES**

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT.) SHADOW VEHICLES**			
	(18000 LBS.)		(24000 LBS.)	
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
> 55	230 FT.	330 FT.	180 FT.	280 FT.
45 - 55	180 FT.	280 FT.	150 FT.	250 FT.
< 45	100 FT.	200 FT.	100 FT.	200 FT.

* AS DEFINED IN NYS DOT STANDARD SPECIFICATION 619:

SHADOW VEHICLE - VEHICLE USED FOR MOBILE OR SHORT DURATION WORK OPERATIONS.

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

**TABLE 6C-3
TAPER LENGTH FOR TEMPORARY
TRAFFIC CONTROL ZONES**

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
DOWNSTREAM TAPER	100 FT. PER LANE

**TABLE 619-4
FLARE RATES FOR POSITIVE BARRIER**

TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT				
	30 MPH	40 MPH	50 MPH	55 MPH	65 MPH
TEMPORARY CONCRETE BARRIER	8:1	11:1	14:1	16:1	20:1
BOX BEAM OR HEAVY POST CORRUGATED BEAM	7:1	9:1	11:1	12:1	15:1

**TABLE NY6H-3
ADVANCE WARNING SIGN SPACING**

ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 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

* PRECONSTRUCTION POSTED SPEED LIMIT

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 SEPARATIONS AT MAJOR CROSSROADS.

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

WORK DURATION DEFINITIONS

LONG-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.

INTERMEDIATE-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.

SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

WORK ZONE TRAFFIC CONTROL LEGEND

SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL TRAILER OR SUPPORT
	CHANGEABLE MESSAGE SIGN (PVMS)
	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



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
LEGENDS AND NOTES

APPROVED SEPTEMBER 18, 2008

ISSUED UNDER EB 08-036

/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF
TRAFFIC SAFETY AND MOBILITY

619-11

EFFECTIVE DATE: 01/08/09

FILE NAME = 619-1201_050312.dgn
 DATE/TIME = 18-APR-2012 11:00
 USER = rlohse

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	E5-1	C	-----	72"X60"	72"X60"
	G20-1	A	36"X18"	48"X24"	48"X24"
	G20-2	A	36"X18"	48"X24"	48"X24"
	G20-4	A	36"X18"	-----	-----
	G20-5aP	A	24"X18"	36"X24"	36"X24"
	M1-1	G	1 OR 2 DIGITS 24"X24"	36"X36"	36"X36"
	M1-1t	G	3 DIGITS 30"X24"	45"X36"	45"X36"
	M1-4	B	1 OR 2 DIGITS 24"X24"	36"X36"	36"X36"
	M1-4t	B	3 DIGITS 30"X24"	45"X36"	45"X36"
	M3-1	SEE NOTE 3	24"X12"	36"X18"	36"X18"
	M3-2				
	M3-3				
	M3-4				
	M4-8	A	24"X12"	36"X18"	36"X18"
	M4-8a	A	24"X18"	24"X18"	24"X18"
	M4-9	A	30"X24"	48"X36"	48"X36"
	M4-9L M4-9R				
	M4-9a	A	30"X24"	30"X24"	-----
	M4-9b	A	30"X24"	30"X24"	-----
	M4-9c	A	30"X24"	30"X24"	-----
	M4-10L	A	48"X18"	48"X18"	48"X18"
	M4-10R				
	M5-1	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M5-2	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M6-1	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M6-2				
	M6-3				
	M6-4				
	NYM3-1	B	24"X24"	36"X36"	36"X36"
	NYM3-2	B	30"X24"	45"X36"	45"X36"
	NYM3-3	B	30"X24"	45"X36"	45"X36"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	NYR9-11	B	24"X42"	48"X84"	48"X84"
	NYR9-12	B	24"X36"	36"X54"	48"X72"
	NYW4-17	A	36"X36"	48"X48"	48"X48"
	NYW8-30	A	48"X24"	48"X24"	48"X24"
	NYW8-31	A	48"X24"	48"X24"	48"X24"
	NYW8-32	A	48"X24"	48"X24"	48"X24"
	NYW8-33	A	48"X24"	48"X24"	48"X24"
	R1-1	D	36"X36"	36"X36"	48"X48"
	R1-2	E	36"X36"X36"	48"X48"X48"	60"X60"X60"
	R2-1	B	24"X30" OR 30"X36" (SEE NOTE 5)	36"X48"	36"X48"
	R2-11	B	24"X30"	36"X48"	36"X48"
	R2-12	B	24"X36"	36"X54"	36"X54"
	R4-1	B	24"X30"	36"X48"	36"X48"
	R4-7	B	24"X30"	36"X48"	36"X48"
	R4-7c NARROW	B	18"X30"	-----	-----
	R4-8	B	24"X30"	36"X48"	36"X48"
	R4-8c NARROW	B	18"X30"	-----	-----
	R4-9	B	24"X30"	36"X48"	36"X48"
	R5-1	E	36"X36"	36"X36"	48"X48"
	R9-8	B	36"X18"	36"X18"	-----
	R9-9	B	24"X12"	24"X12"	-----
	R9-10L R9-10R	B	24"X12"	24"X12"	-----
	R9-11L R9-11R	B	24"X18"	24"X18"	-----
	R9-11dL R9-11dR	B	24"X12"	24"X12"	-----
	R10-6	B	24"X36"	24"X36"	-----
	R11-2	B	48"X30"	48"X30"	48"X30"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	R11-3a	B	60"X30"	60"X30"	-----
	W1-4L W1-4R	A	36"X36"	48"X48"	48"X48"
	W1-4bL W1-4bR	A	36"X36"	48"X48"	48"X48"
	W1-4cL W1-4cR	A	36"X36"	48"X48"	48"X48"
	W1-6L	A	48"X24"	60"X30"	60"X30"
	W1-6R	A	48"X24"	60"X30"	60"X30"
	W1-8L	A (NO BORDER)	18"X24"	30"X36"	30"X36"
	W1-8R	A (NO BORDER)	18"X24"	30"X36"	30"X36"
	W3-1	A ⁴	36"X36"	48"X48"	48"X48"
	W3-2	A ⁴	36"X36"	48"X48"	48"X48"
	W3-3	A ⁴	36"X36"	48"X48"	48"X48"
	W3-4	A	36"X36"	48"X48"	48"X48"
	W3-5	A ⁴	36"X36"	48"X48"	48"X48"
	W4-1L W4-1R	A	36"X36"	48"X48"	48"X48"
	W4-2L W4-2R	A	36"X36"	48"X48"	48"X48"

ROADWAY DEFINITIONS:
 CONVENTIONAL ROAD - A STREET OR HIGHWAY OTHER THAN A FREEWAY, OR EXPRESSWAY.
 EXPRESSWAY - A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
 FREEWAY - A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A FLOURESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
 - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
 - COLORS FOR DIRECTION PLAQUES, ADVANCE TURN ARROWS, AND DIRECTIONAL ARROWS SHALL MATCH THE ROUTE OR INTERSTATE SIGN THAT THEY SUPPLEMENT AS PER THE M.U.T.C.D.
 - MULTICOLORED SYMBOL IMPOSED ON SIGN WITH BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
 - FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

SIGN TABLE
 (SHEET 1 OF 2)

APPROVED APRIL 1, 2012 ISSUED UNDER EB 12-010
 /S/ TODD WESTHUIS, P.E.
 DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY

619-12

EFFECTIVE DATE: 05/03/2012

FILE NAME = 619-1202.050312.dgn
 DATE/TIME = 18-APR-2012 11:07
 USER = rlohse

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	W5-1	A	36"X36"	48"X48"	48"X48"
	W5-4	A	36"X36"	48"X48"	48"X48"
	W6-3	A	36"X36"	48"X48"	48"X48"
	W7-3dP	A	24"X18"	36"X30"	36"X30"
	W8-1	A	36"X36"	48"X48"	48"X48"
	W8-3	A	36"X36"	48"X48"	48"X48"
	W8-7	A	36"X36"	48"X48"	48"X48"
	W8-8	A	36"X36"	48"X48"	48"X48"
	W8-9	A	36"X36"	48"X48"	48"X48"
	W8-12	A	36"X36"	-----	-----
	W8-14	A	36"X36"	48"X48"	48"X48"
	W8-15	A	36"X36"	48"X48"	48"X48"
	W8-17	A	36"X36"	48"X48"	48"X48"
	W8-17p	A	24"X18"	30"X24"	30"X24"
	W8-23	A	36"X36"	48"X48"	48"X48"
	W8-24	A	36"X36"	48"X48"	48"X48"
	W9-3	A	36"X36"	48"X48"	48"X48"
	W11-1L W11-1R	A OR F	36"X36"	36"X36"	-----
	W11-2L W11-2R	F	36"X36"	36"X36"	-----
	W11-15L W11-15R	F	36"X36"	36"X36"	-----

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	W13-1P	A	24"X24"	30"X30"	30"X30"
	W14-3	A	36"X36"	36"X36"	36"X36"
	W13-4P	A	48"X48"X36"	-----	-----
	W16-1P	SEE NOTE 3 A OR F	18"X24"	24"X30"	-----
	W16-2P	A	24"X18"	30"X24"	-----
	W16-4P	SEE NOTE 3 A OR F	30"X24"	-----	-----
	W16-5PL W16-5PR	A	24"X18"	-----	-----
	W16-7PL W16-7PR	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W16-9P	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W20-1	A	36"X36"	48"X48"	48"X48"
	W20-2	A	36"X36"	48"X48"	48"X48"
	W20-3	A	36"X36"	48"X48"	48"X48"
	W20-4	A	36"X36"	48"X48"	48"X48"
	W20-5	A	36"X36"	48"X48"	48"X48"
	W20-5	A	36"X36"	48"X48"	48"X48"
	W20-5a	A	36"X36"	48"X48"	48"X48"
	W20-5a	A	36"X36"	48"X48"	48"X48"
	W20-7	A	36"X36"	48"X48"	48"X48"

WORK ZONE TRAFFIC CONTROL SIGN TABLE					
SIGN	SIGN DESIGNATION	COLOR CODE	CONVENTIONAL ROAD	EXPRESSWAY	FREEWAY
	W21-1	A	36"X36"	48"X48"	48"X48"
	W21-4	A	36"X18"	48"X24"	48"X24"
	W21-5	A	36"X36"	48"X48"	48"X48"
	W21-5dL W21-5dR	A	36"X36"	48"X48"	48"X48"
	W21-5dL W21-5dR	A	36"X36"	48"X48"	48"X48"
	W21-8	A	36"X36"	48"X48"	48"X48"
	W22-1	A	36"X36"	48"X48"	48"X48"
	W22-2	A	42"X36"	42"X36"	42"X36"
	W22-3	A	42"X36"	42"X36"	42"X36"
	W23-2	A	36"X36"	48"X48"	48"X48"
	W24-1L W24-1R	A	36"X36"	48"X48"	48"X48"
	W24-1dL W24-1dR	A	36"X36"	48"X48"	48"X48"
	W24-1bL W24-1bR	A	36"X36"	48"X48"	48"X48"

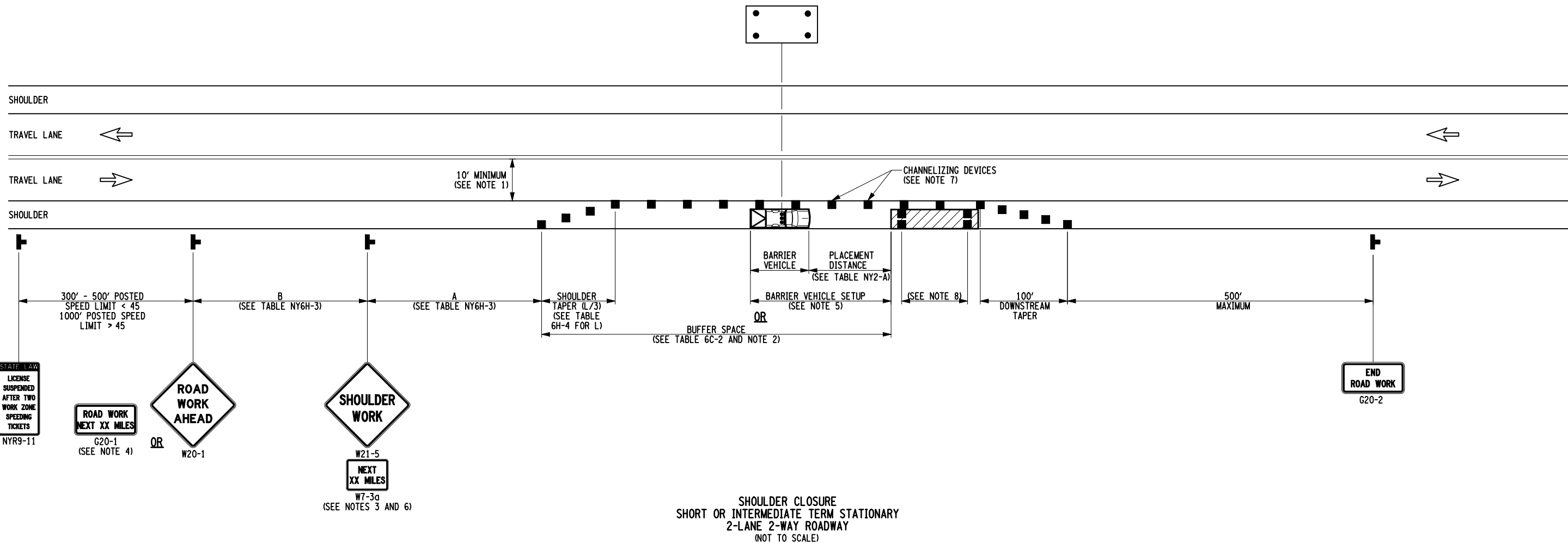
ROADWAY DEFINITIONS:
 CONVENTIONAL ROAD - A STREET OR HIGHWAY OTHER THAN A FREEWAY, OR EXPRESSWAY.
 EXPRESSWAY - A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
 FREEWAY - A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A FLOURESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
 - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
 - WHEN USED IN CONJUNCTION WITH A BICYCLE SIGN (W11-1) OR PEDESTRIAN CROSSING (W11-2) COLOR CODE SHALL MATCH.

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
SIGN TABLE (SHEET 2 OF 2)	
APPROVED APRIL 1, 2012	ISSUED UNDER EB 12-010
/S/ TODD WESTHUIS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-12

EFFECTIVE DATE: 05/03/2012



SHOULDER CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY
2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

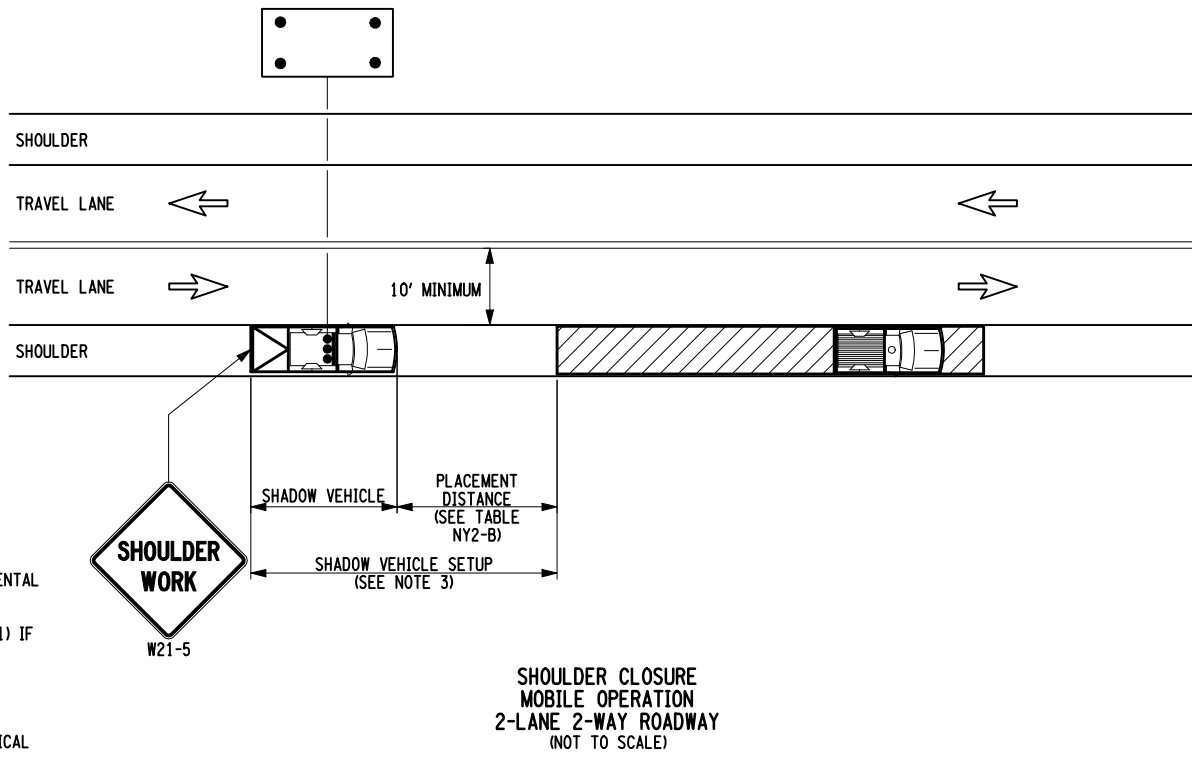
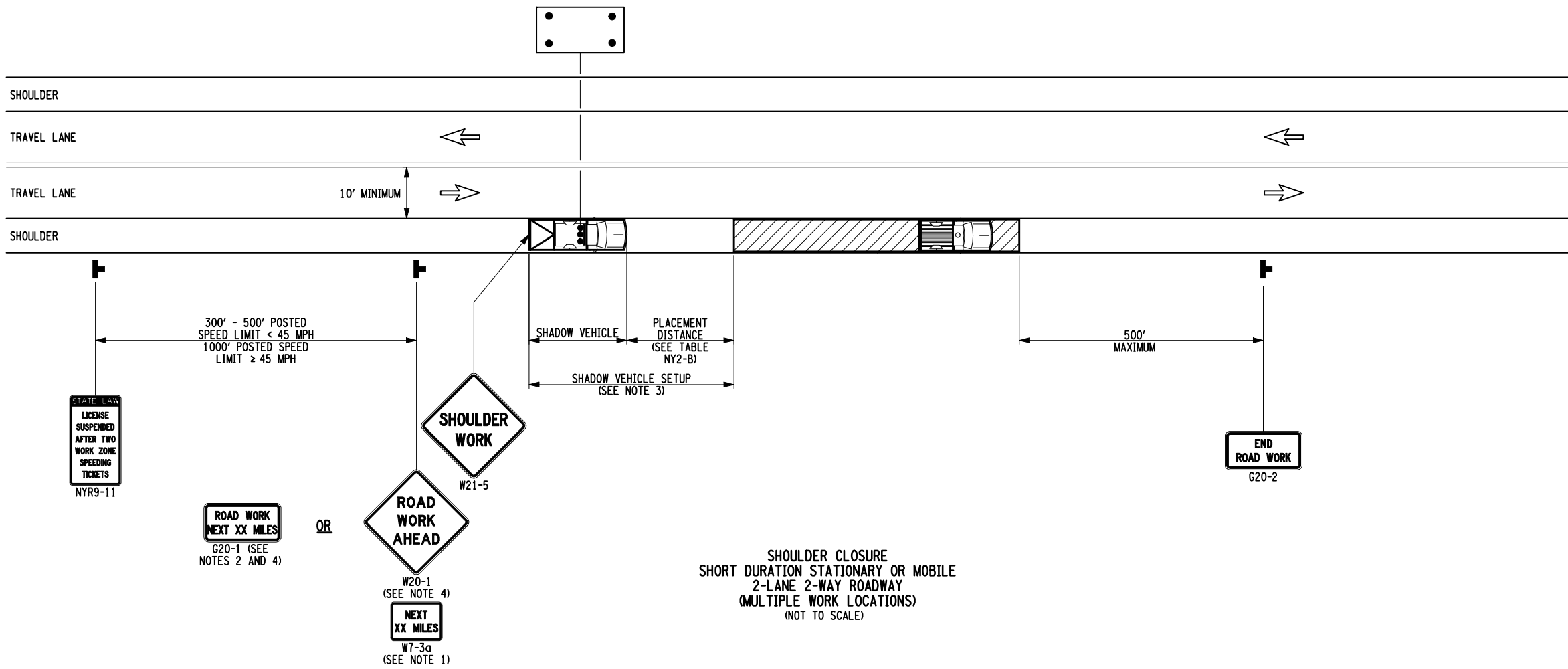
- NOTES:
1. WHEN THE MINIMUM LANE WIDTH OF 10' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAIL FOR SHORT OR INTERMEDIATE TERM STATIONARY FLAGGING OPERATION.
 2. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
 3. WHEN THE DISTANCE BETWEEN 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).
 4. 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.
 5. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
 6. IN THOSE SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE MAKE IT PRACTICAL TO PLACE STATIONARY SIGNS, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.
 7. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
 8. 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'.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
SHOULDER CLOSURE 2-LANE 2-WAY ROADWAY		
APPROVED SEPTEMBER 15, 2009 /S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	ISSUED UNDER EB 09-025	619-20


EFFECTIVE DATE: 01/07/10

FILE NAME = 619-20_010710.dgn
DATE/TIME = 09-OCT-2009 10:46
USER = jturley



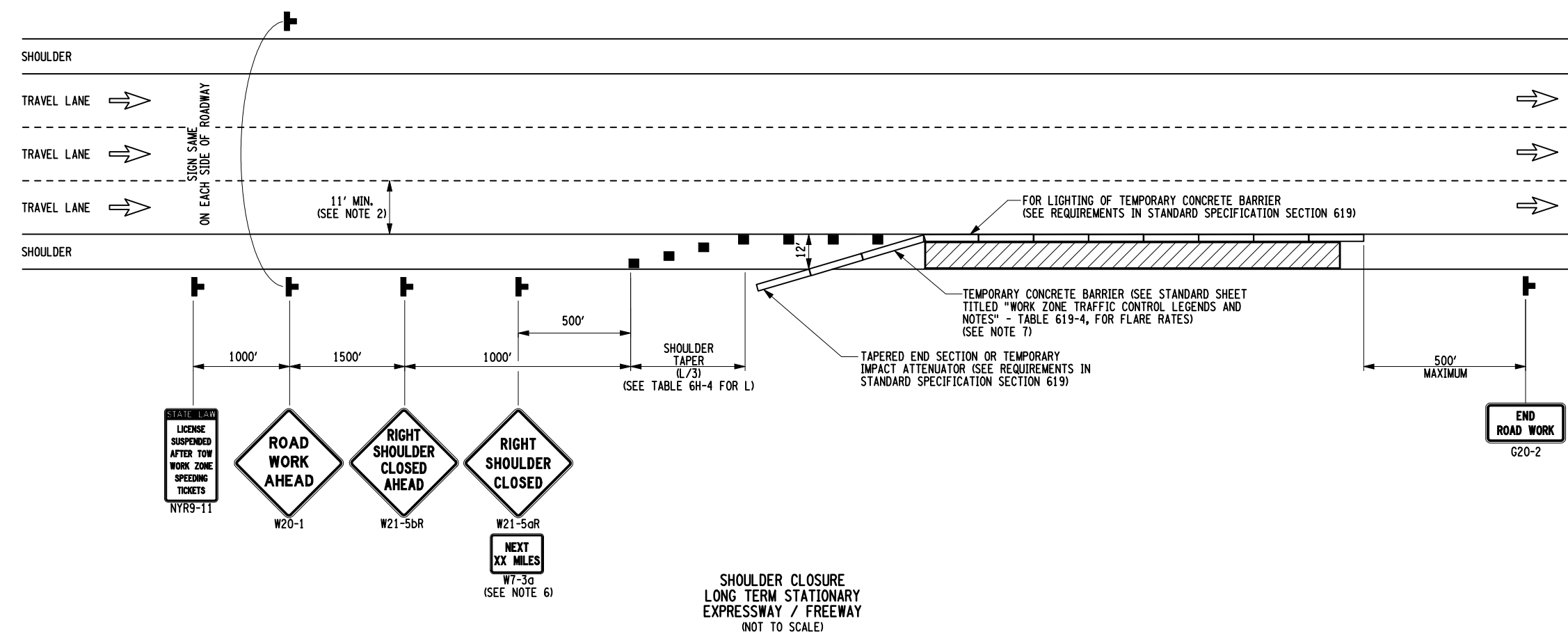
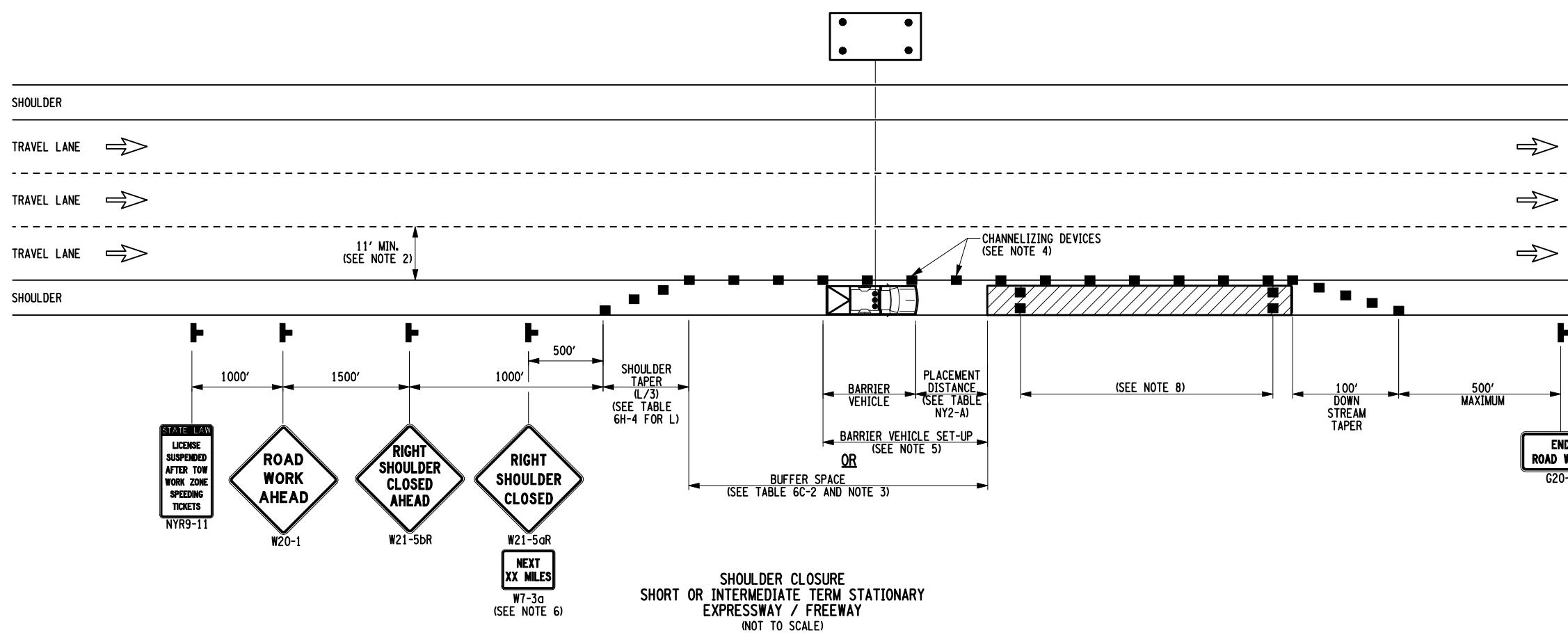
- NOTES:
1. WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK IS 2 MILES TO 5 MILES, A SUPPLEMENTAL DISTANCE PLAQUE (W7-3a) SHOULD BE USED WITH THE ROAD WORK AHEAD SIGN (W20-1).
 2. THE ROAD WORK NEXT XX MILES SIGN (G20-1) MAY BE USED INSTEAD OF THE ROAD WORK AHEAD SIGN (W20-1) IF WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.
 3. FOR SHADOW VEHICLE USE REQUIREMENTS SEE TABLES NY1-B AND NY2-B ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
 4. IN THOSE SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE MAKE IT PRACTICAL TO PLACE STATIONARY SIGNS, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 <p>STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION</p>	
<p>U.S. CUSTOMARY STANDARD SHEET</p>	
<p>SHOULDER CLOSURE 2-LANE 2-WAY ROADWAY MULTIPLE WORK LOCATIONS</p>	
<p>APPROVED SEPTEMBER 15, 2009</p> <p>/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY</p>	<p>ISSUED UNDER EB 09-025</p> <p>619-21</p>


EFFECTIVE DATE: 01/07/10

FILE NAME = 619-21_010710.dgn
DATE/TIME = 09-OCT-2009 10:46
USER = jturley



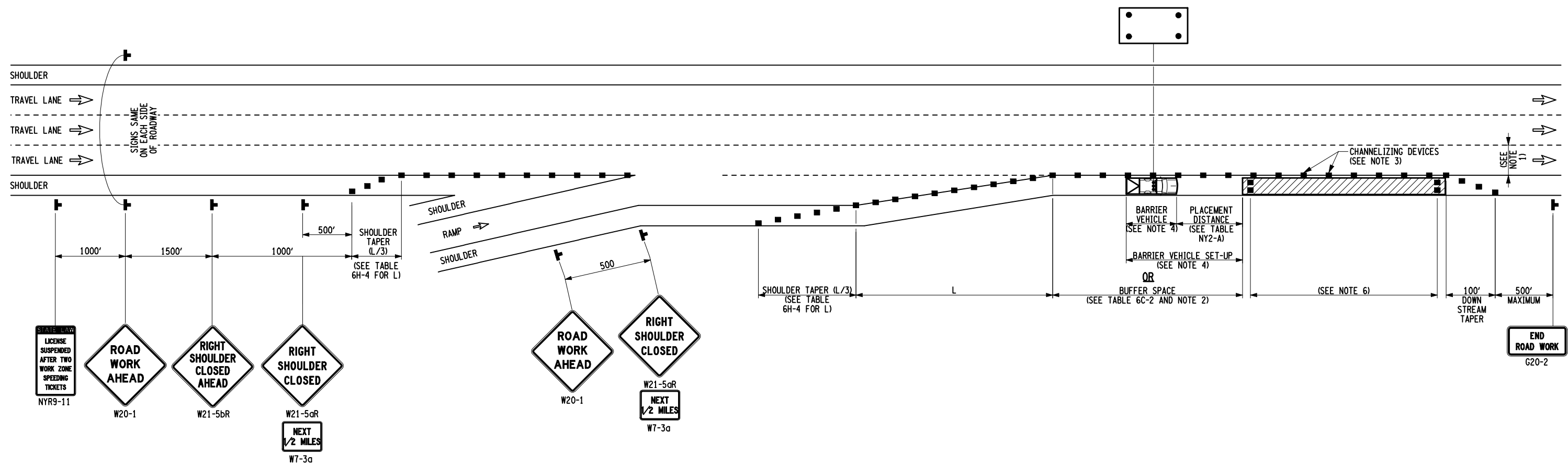
- NOTES:
- LEFT SHOULDER CLOSURES ARE SYMMETRICAL. SUBSTITUTE LEFT SHOULDER CLOSED AHEAD SIGN (W21-5bL) AND LEFT SHOULDER CLOSED SIGN (21-5aL) FOR RIGHT SHOULDER CLOSED SIGNS (W21-5bR AND W21-5aR).
 - WHEN THE MINIMUM LANE WIDTH OF 11' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAILS FOR SHORT, INTERMEDIATE, OR LONG TERM, STATIONARY SINGLE LANE CLOSURES.
 - NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
 - CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
 - FOR SHADOW VEHICLE USE REQUIREMENTS SEE TABLES NY1-B AND NY2-B ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
 - THE "NEXT X MILE" SUPPLEMENTAL SIGN (W7-3a) IS REQUIRED WHEN THE SHOULDER IS CLOSED FOR A DISTANCE GREATER THAN 2 MILES.
 - THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE SHOULDER SHALL BE CLOSED USING CHANNELIZING DEVICES.
 - 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'.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 <p>STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION</p>	
<p>U.S. CUSTOMARY STANDARD SHEET</p>	
<p>SHOULDER CLOSURE EXPRESSWAY / FREEWAY</p>	
<p>APPROVED SEPTEMBER 18, 2008</p>	<p>ISSUED UNDER EB 08-036</p>
<p>/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY</p>	<p>619-22</p>

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP-d0109553\619-22.dgn
DATE/TIME = 06-NOV-2008 15:04
USER = jturley



SHOULDER CLOSURE
 SHORT OR INTERMEDIATE TERM STATIONARY
 EXPRESSWAY / FREEWAY / WITH APPROACH RAMP
 (NOT TO SCALE)

NOTES:

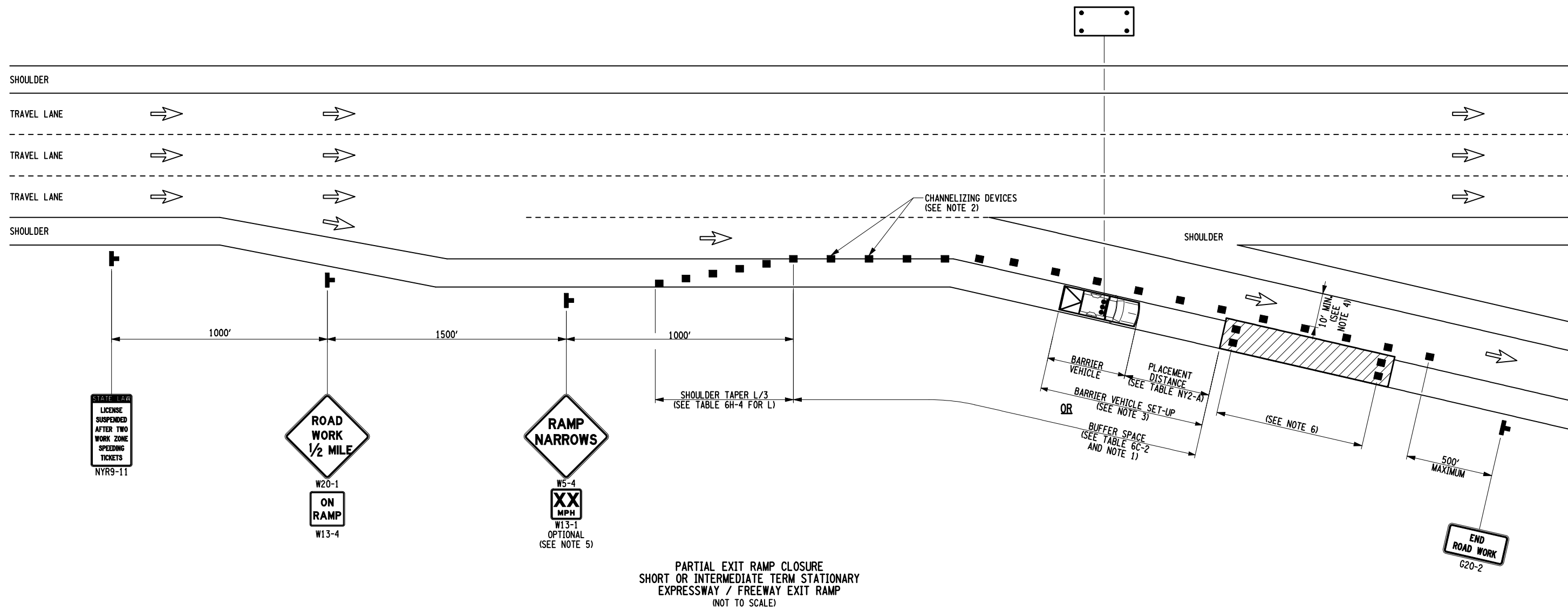
1. WHEN THE MINIMUM LANE WIDTH OF 11' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAIL FOR SHORT OR INTERMEDIATE TERM, STATIONARY SINGLE LANE CLOSURE NEAR ENTRANCE RAMP.
2. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
3. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
4. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
5. THE "NEXT X MILE" SUPPLEMENTAL SIGN (W7-3a) IS REQUIRED WHEN THE SHOULDER IS CLOSED FOR A DISTANCE GREATER THAN 2 MILES.
6. 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'.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
U.S. CUSTOMARY STANDARD SHEET	
SHOULDER CLOSURE EXPRESSWAY / FREEWAY RAMP APPROACH	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-23

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP:\0109553\619-23.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley




PARTIAL EXIT RAMP CLOSURE
 SHORT OR INTERMEDIATE TERM STATIONARY
 EXPRESSWAY / FREEWAY EXIT RAMP
 (NOT TO SCALE)

NOTES:

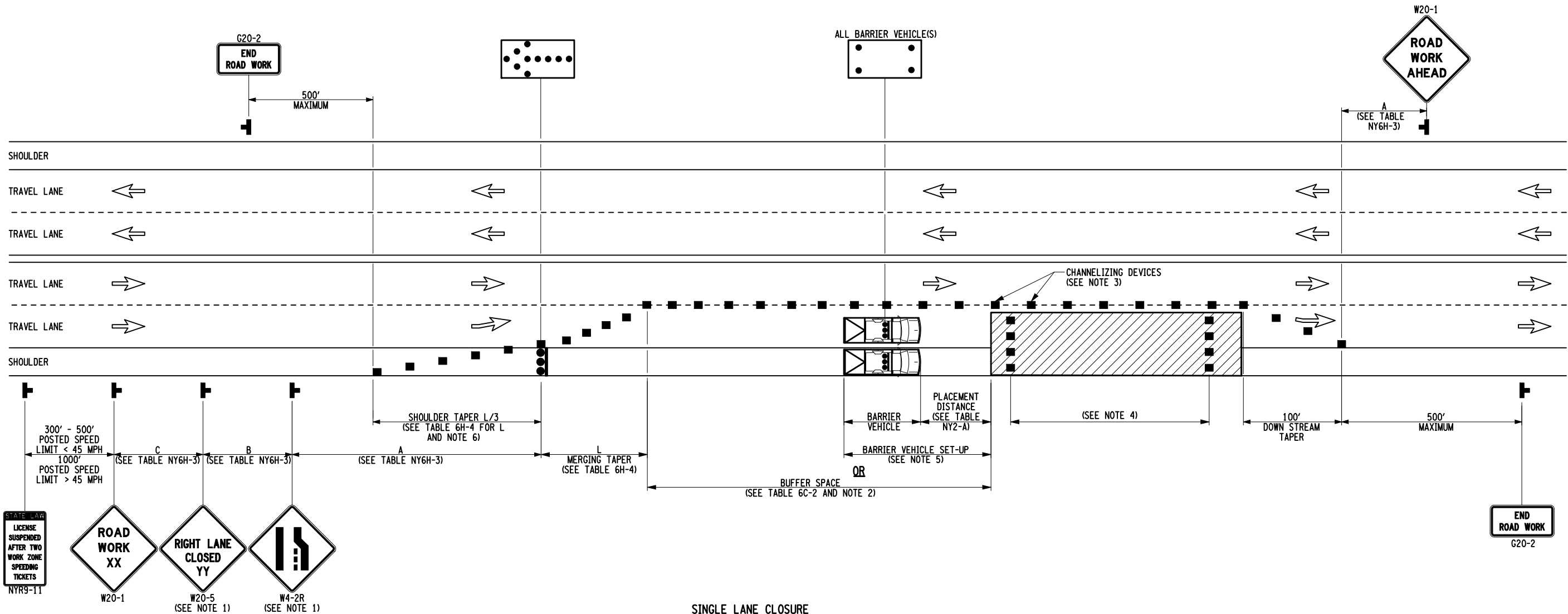
1. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
2. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT TO EXCEED 40' IN THE ACTIVE WORK SPACE.
3. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
4. TRUCK OFF-TRACKING SHOULD BE CONSIDERED WHEN DETERMINING WHETHER THE MINIMAL LANE WIDTH OF 10' IS ADEQUATE.
5. THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1) TO SUPPLEMENT A WARNING SIGN. THE PLAQUE WILL BE USED TO INDICATE AN ADVISORY SPEED FOR THE WORK ZONE CONDITION. (IE, NARROW LANES, BUMPS, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/OR POOR SIGHT CONDITIONS).
6. 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'.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
PARTIAL EXIT RAMP CLOSURE EXPRESSWAY / FREEWAY	
APPROVED SEPTEMBER 15, 2009	ISSUED UNDER EB 09-025
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-24

EFFECTIVE DATE: 01/07/10

FILE NAME = 619-24_010710.dgn
 DATE/TIME = 09-OCT-2009 10:46
 USER = jturley



**SINGLE LANE CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY
MULTI LANE HIGHWAY (UNDIVIDED)
(NOT TO SCALE)**

- NOTES:
- LEFT LANE CLOSURES ARE SYMMETRICAL TO RIGHT LANE CLOSURES. SUBSTITUTE LEFT LANE CLOSED SIGN (W20-5) AND THE CORRESPONDING LANE ENDS SIGN (W4-2L).
 - 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'.
 - FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
 - WHEN PAVED SHOULDER 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 SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.

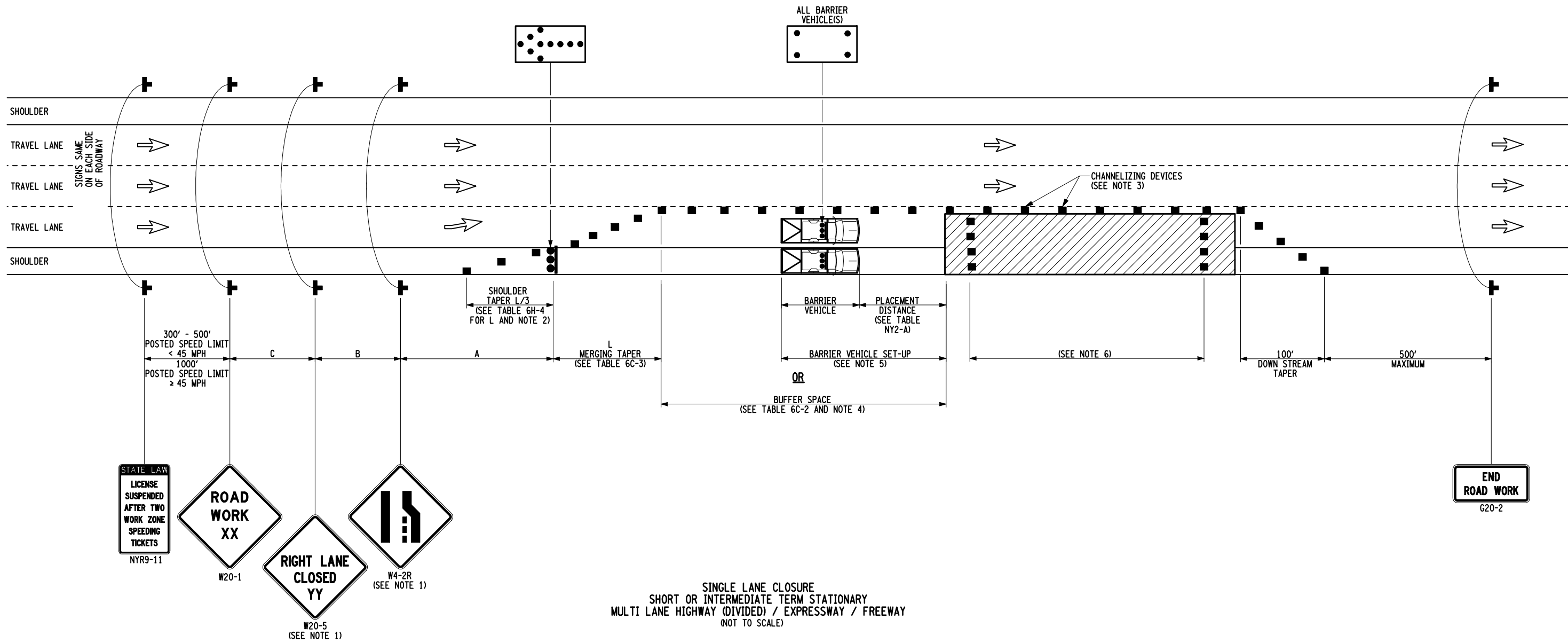
NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
U.S. CUSTOMARY STANDARD SHEET	
SINGLE LANE CLOSURE MULTI LANE HIGHWAY	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-30

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP_06109553\619-30.dgn
DATE/TIME = 06-NOV-2008 15:04
USER = jturley


FILE NAME = IP_PWP-0109553\619-31.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley



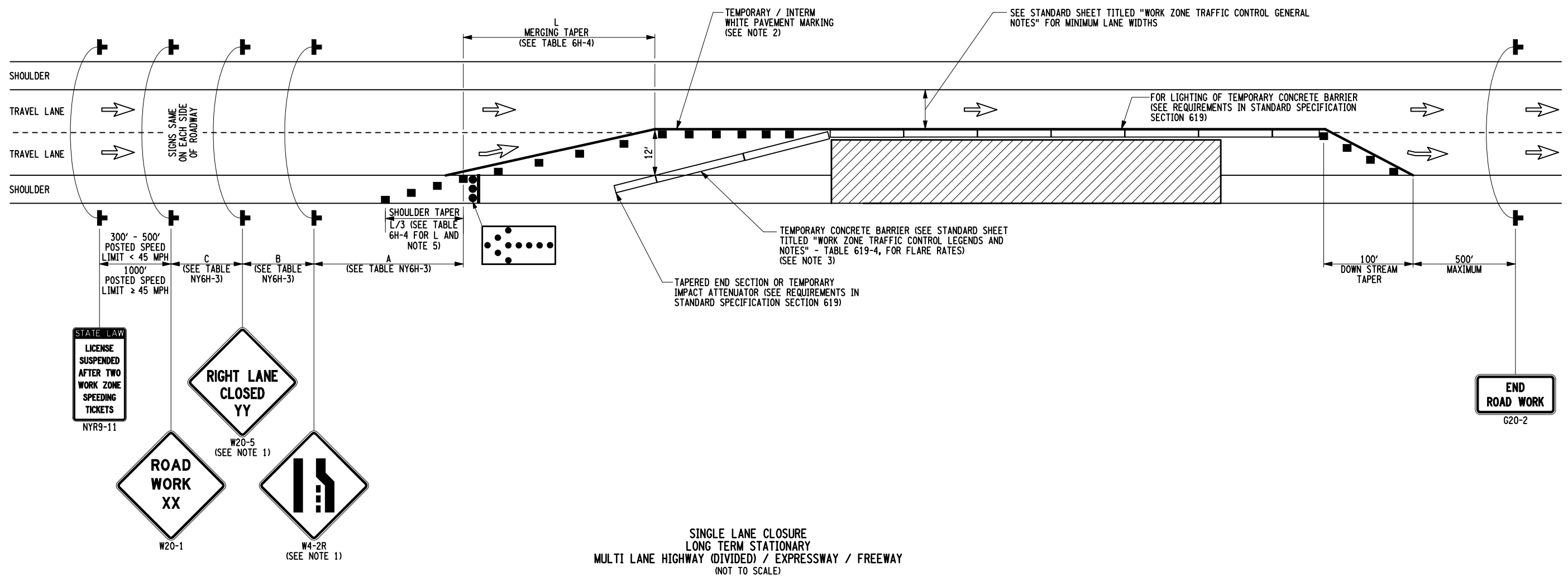
NOTES:

- LEFT LANE CLOSURES ARE SYMMETRICAL TO RIGHT LANE CLOSURES. SUBSTITUTE LEFT LANE CLOSED SIGN (W20-5) AND THE CORRESPONDING LANE ENDS SIGN (W4-2L).
- 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 SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
- 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'.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
SINGLE LANE CLOSURE MULTI LANE DIVIDED HIGHWAY	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	
619-31	

EFFECTIVE DATE: 01/08/09




SINGLE LANE CLOSURE
LONG TERM STATIONARY
MULTI LANE HIGHWAY (DIVIDED) / EXPRESSWAY / FREEWAY
(NOT TO SCALE)

NOTES:

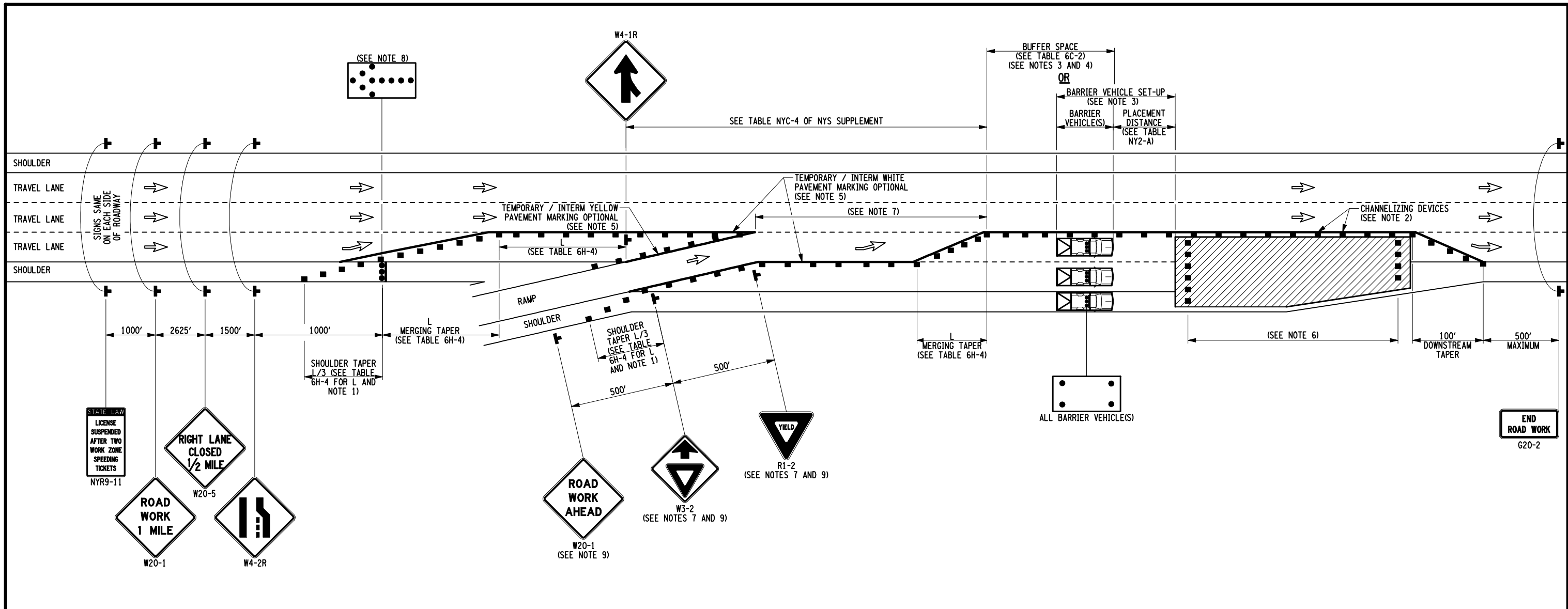
- LEFT LANE CLOSURES ARE SYMMETRICAL TO RIGHT LANE CLOSURES. SUBSTITUTE LEFT LANE CLOSED SIGN (W20-5) AND THE CORRESPONDING LANE ENDS SIGN (W4-2L).
- FOR LONG DURATION LANE CLOSURES, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
- THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE LANE SHALL BE CLOSED USING CHANNELIZING DEVICES AND PAVEMENT MARKINGS.
- IF WORK ACTIVITY PERMITS, A MOVABLE BARRIER MAY BE USED AND RELOCATED TO THE SHOULDER DURING NON WORK PERIODS OR AS PEAK PERIOD VEHICULAR TRAFFIC CONDITIONS EXIST. WHEN MOVABLE BARRIER IS USED, THE TEMPORARY WHITE PAVEMENT MARKINGS SHALL NOT BE USED. DURING THE PERIOD WHEN THE RIGHT LANE IS OPENED, THE SIGN LEGENDS AND CHANNELIZATION SHALL BE CHANGED TO INDICATE THAT ONLY THE SHOULDER IS CLOSED AS SHOWN ON THE LONG TERM SHOULDER CLOSURE DETAIL. IN ADDITION, THE ARROW PANEL SHALL BE PLACED AT THE END OF THE SHOULDER TAPER AND SHALL DISPLAY IN THE CAUTION MODE.
- WHEN PAVED SHOULDER 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 SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 <p>STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION</p>	
U.S. CUSTOMARY STANDARD SHEET	
<p>SINGLE LANE CLOSURE MULTI LANE HIGHWAY / EXPRESSWAY / FREEWAY</p>	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
<p>/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY</p>	
619-32	

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP-0109553\619-32.dgn
DATE/TIME = 06-NOV-2008 15:04
USER = jturley



**SINGLE LANE CLOSURE
NEAR ENTRANCE RAMP
SHORT, INTERMEDIATE, OR LONG TERM STATIONARY
EXPRESSWAY / FREEWAY
(NOT TO SCALE)**

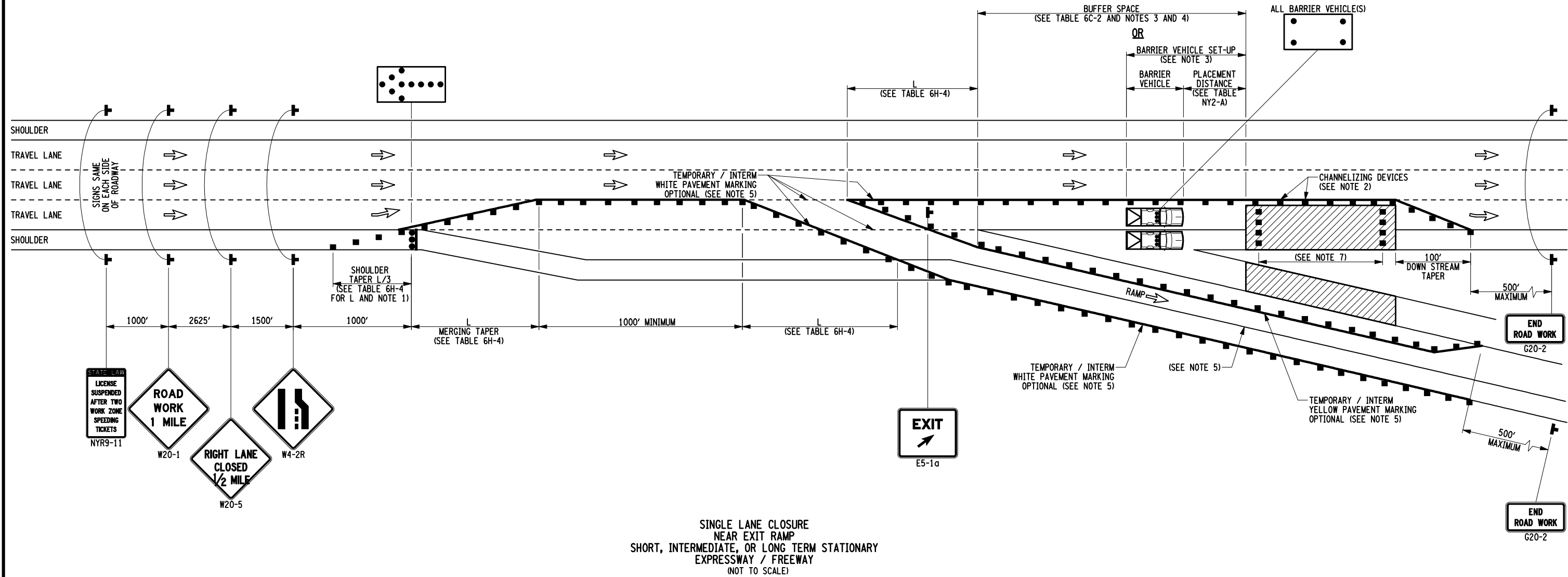
- NOTES:
1. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
 2. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
 3. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
 4. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
 5. FOR LONG DURATION LANE CLOSURES, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE TO THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
 6. 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'.
 7. CONTRACTOR SHALL PROVIDE ADEQUATE ACCELERATION DISTANCE FOR YIELD CONDITION AS PER THE CONTRACT PLANS.
 8. MAINLINE MERGING TAPER WITH THE ARROW PANEL AT ITS STARTING POINT SHALL BE LOCATED SUFFICIENTLY IN ADVANCE SO THAT THE ARROW PANEL IS NOT VISIBLE TO DRIVERS ON THE ENTRANCE RAMP, AND SO THAT THE MAINLINE MERGING TRAFFIC FROM THE LANE CLOSURE HAS THE OPPORTUNITY TO STABILIZE BEFORE ENCOUNTERING THE VEHICULAR TRAFFIC MERGING FROM THE RAMP.
 9. IF THE RAMP CURVES SHARPLY TO THE RIGHT, WARNING SIGNS WITH ADVISORY SPEED PLAQUES LOCATED IN ADVANCE OF THE ENTRANCE TERMINAL SHALL BE PLACED IN PAIRS (ONE ON EACH SIDE OF THE RAMP).

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
U.S. CUSTOMARY STANDARD SHEET	
SINGLE LANE CLOSURE NEAR ENTRANCE RAMP EXPRESSWAY / FREEWAY	
APPROVED SEPTEMBER 15, 2009	ISSUED UNDER EB 09-025
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-33

EFFECTIVE DATE: 01/07/10

FILE NAME = 619-33_010710.dgn
DATE/TIME = 09-OCT-2009 10:46
USER = jturley



**SINGLE LANE CLOSURE
NEAR EXIT RAMP
SHORT, INTERMEDIATE, OR LONG TERM STATIONARY
EXPRESSWAY / FREEWAY
(NOT TO SCALE)**

NOTES:

- 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 SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
- NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- FOR LONG DURATION LANE CLOSURES, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE TO THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
- IF WORK ACTIVITY PERMITS, A MOVABLE BARRIER MAY BE USED AND RELOCATED TO THE SHOULDER.
- DURING NON WORK PERIODS OR AS PEAK PERIOD VEHICULAR TRAFFIC CONDITIONS EXIST, WHEN MOVABLE BARRIER IS USED, THE TEMPORARY / INTERIM WHITE PAVEMENT MARKINGS SHALL NOT BE USED. DURING THE PERIOD WHEN THE RIGHT LANE IS OPENED, THE SIGN LEGENDS AND CHANNELIZATION SHALL BE CHANGED TO INDICATE THAT ONLY THE SHOULDER IS CLOSED AS SHOWN IN THE DETAIL "SHOULDER CLOSURE - LONG TERM STATIONARY - EXPRESSWAY / FREEWAY" ON THE STANDARD SHEET TITLED "SHOULDER CLOSURE EXPRESSWAY - FREEWAY". IN ADDITION, THE ARROW PANEL SHALL BE PLACED AT THE END OF THE SHOULDER TAPER AND SHALL DISPLAY IN THE CAUTION MODE.
- 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'.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.



**STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION**

U.S. CUSTOMARY STANDARD SHEET

**SINGLE LANE CLOSURE NEAR EXIT RAMP
EXPRESSWAY / FREEWAY**

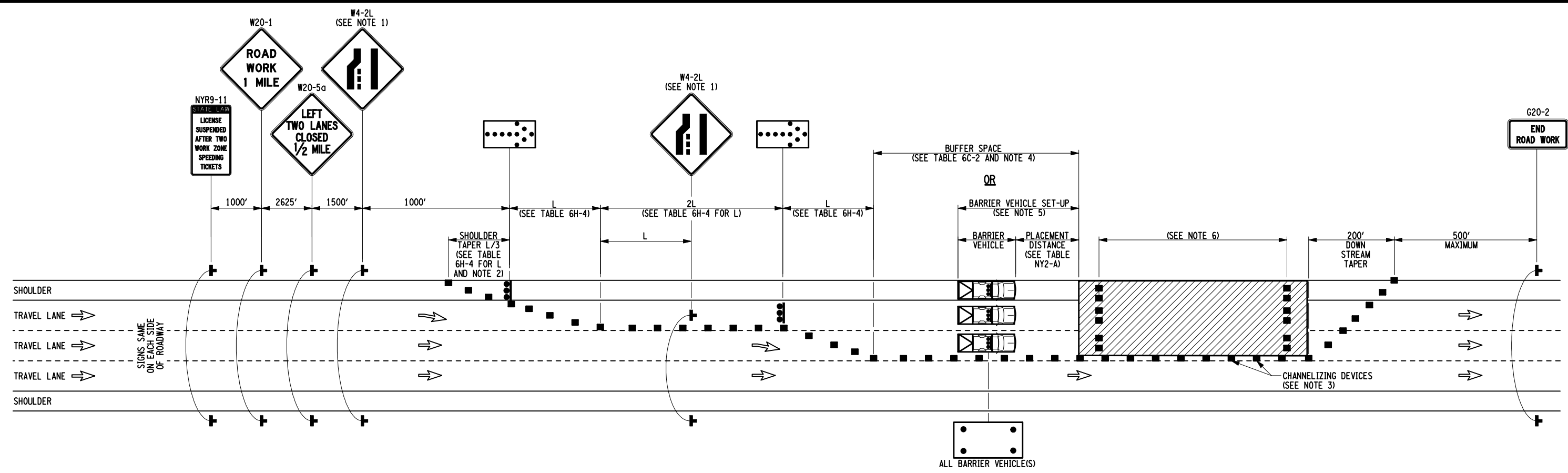
APPROVED SEPTEMBER 15, 2009

ISSUED UNDER EB 09-025

/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF
TRAFFIC SAFETY AND MOBILITY

619-34

EFFECTIVE DATE: 01/07/10




DOUBLE LANE CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY
FREEWAY / EXPRESSWAY
(NOT TO SCALE)

NOTES:

- RIGHT LANE CLOSURES ARE SYMMETRICAL TO LEFT LANE CLOSURES. SUBSTITUTE RIGHT TWO LANES CLOSED 1/2 MILE SIGN (W20-5a) AND THE CORRESPONDING LANE ENDS SIGN (W4-2R).
- 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 SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
- 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'.

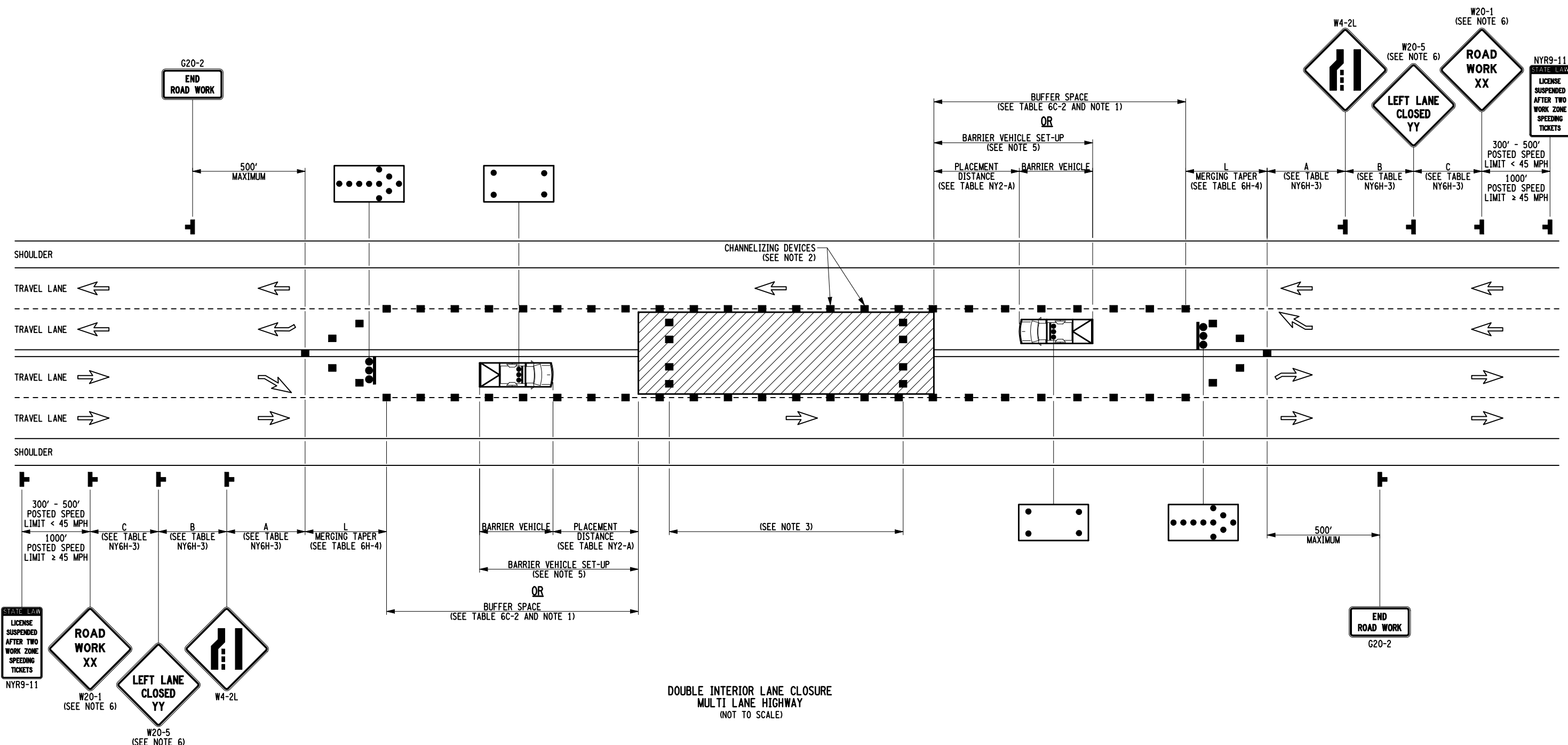
NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 <p>STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION</p>	
<p>U.S. CUSTOMARY STANDARD SHEET</p>	
<p>DOUBLE LANE CLOSURE EXPRESSWAY / FREEWAY</p>	
<p>APPROVED SEPTEMBER 18, 2008</p>	<p>ISSUED UNDER EB 08-036</p>
<p>/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY</p>	<p>619-40</p>

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP:\0109553\619-40.dgn
DATE/TIME = 06-NOV-2008 15:04
USER = jturley

FILE NAME = IP_PWP-d0109553\619-41.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley




DOUBLE INTERIOR LANE CLOSURE
 MULTI LANE HIGHWAY
 (NOT TO SCALE)

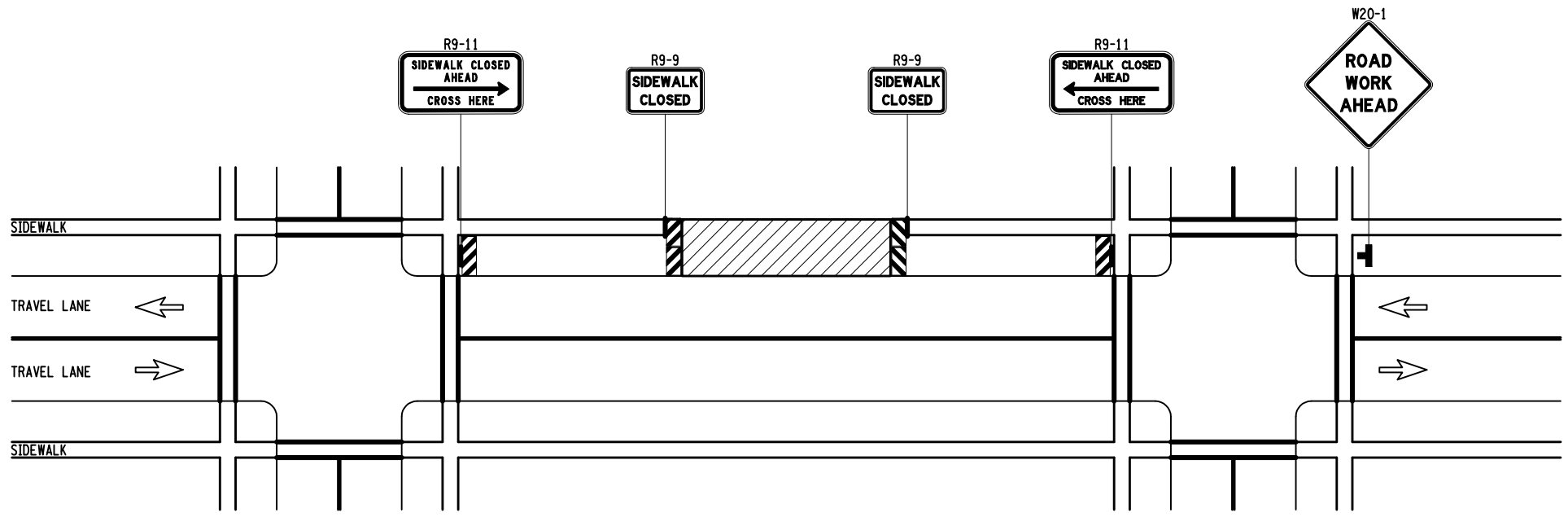
NOTES:

1. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
2. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
3. 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'.
4. FOR LONG DURATION LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE TO THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
5. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
6. FOR LOW SPEED, LOW VOLUME URBAN STREETS, THE LEFT LANE CLOSED XXX FT. SIGN (W20-5) CAN BE OMITTED AND THE ROAD WORK AHEAD SIGN (W20-1) RELOCATED TO THAT LOCATION.

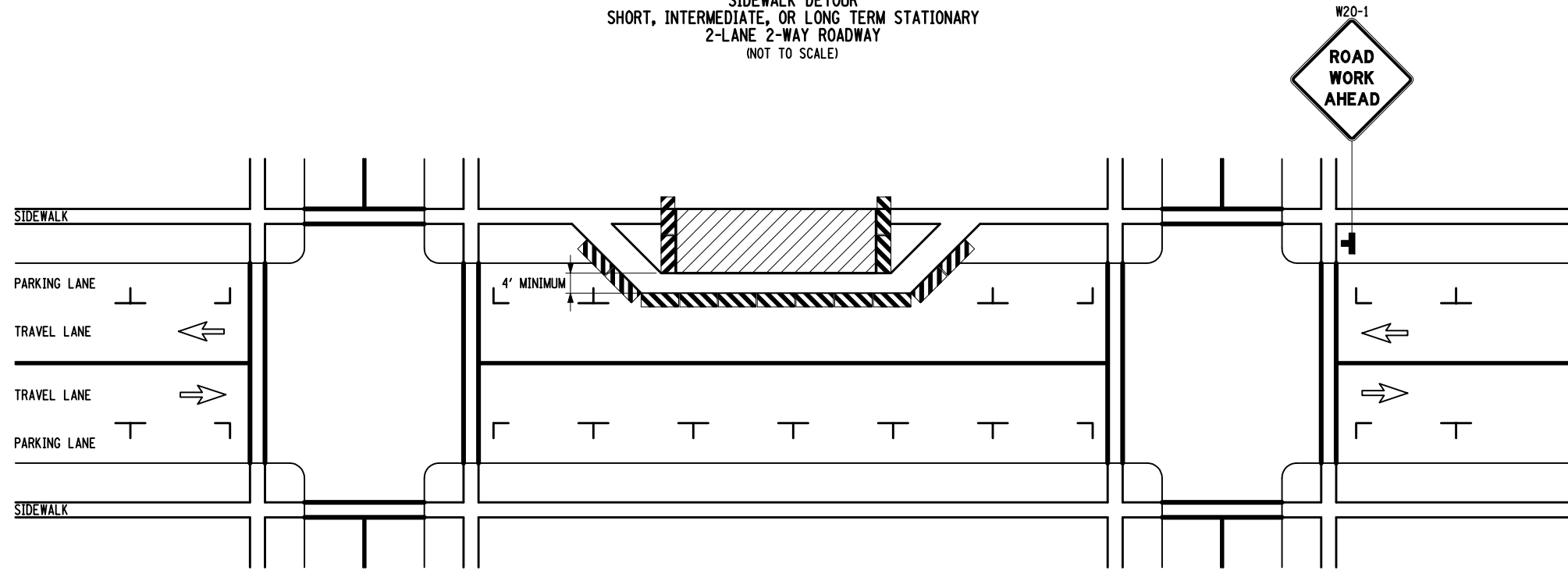
NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
DOUBLE INTERIOR LANE CLOSURE MULTI LANE HIGHWAY	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-41

EFFECTIVE DATE: 01/08/09



SIDEWALK DETOUR
SHORT, INTERMEDIATE, OR LONG TERM STATIONARY
2-LANE 2-WAY ROADWAY
(NOT TO SCALE)




SIDEWALK DIVERSION
SHORT, INTERMEDIATE, OR LONG TERM STATIONARY
2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

NOTES:

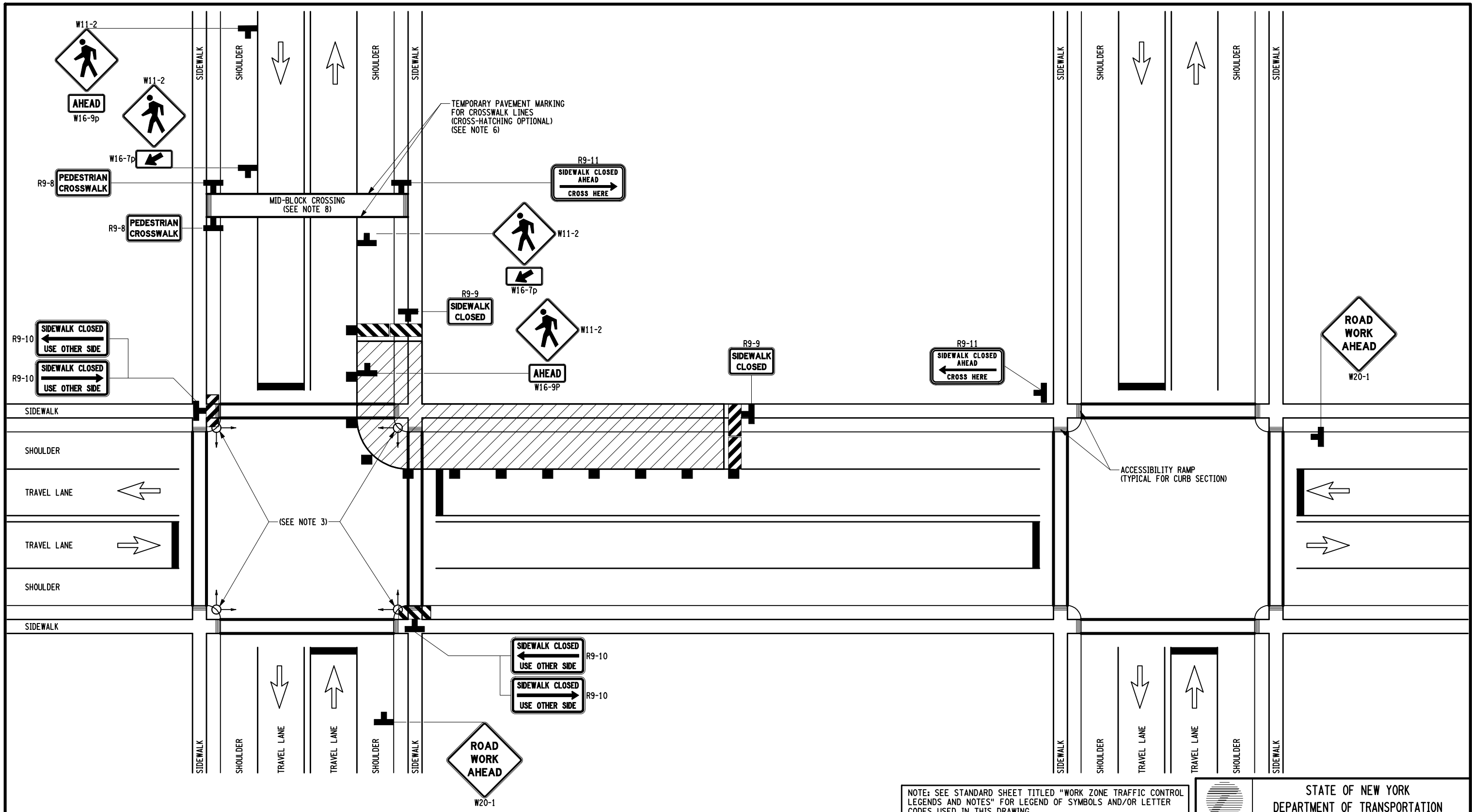
1. WHEN CROSSWALKS OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY.
2. WHERE HIGH SPEEDS ARE ANTICIPATED, A TEMPORARY TRAFFIC BARRIER AND TEMPORARY IMPACT ATTENUATOR SHOULD BE USED TO SEPARATE THE TEMPORARY SIDEWALKS FROM VEHICULAR TRAFFIC.
3. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS (W5-4), MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
4. FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.
5. SIGNS SUCH AS KEEP RIGHT (LEFT) SHALL BE PLACED ALONG A TEMPORARY SIDEWALK, WHERE APPLICABLE AND ACCORDING TO AMERICAN WITH DISABILITIES STANDARDS, TO GUIDE OR DIRECT PEDESTRIANS.
6. TYPE II BARRICADES MAY BE SUBSTITUTED FOR TYPE III BARRICADES AS PER 619 STANDARD SPECIFICATIONS.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
	U.S. CUSTOMARY STANDARD SHEET
SIDEWALK DETOUR OR DIVERSION	
APPROVED SEPTEMBER 15, 2009 /S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	ISSUED UNDER EB 09-025 619-50

EFFECTIVE DATE: 01/07/10

FILE NAME = 619-50_010710.dgn
 DATE/TIME = 09-OCT-2009 10:46
 USER = jturley



(SEE NOTE 3)




NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

CROSSWALK CLOSURE AND PEDESTRIAN DETOUR
 SHORT, INTERMEDIATE, OR LONG TERM STATIONARY
 CROSSWALK CLOSURE ON 2-LANE 2-WAY ROADWAY
 (NOT TO SCALE)

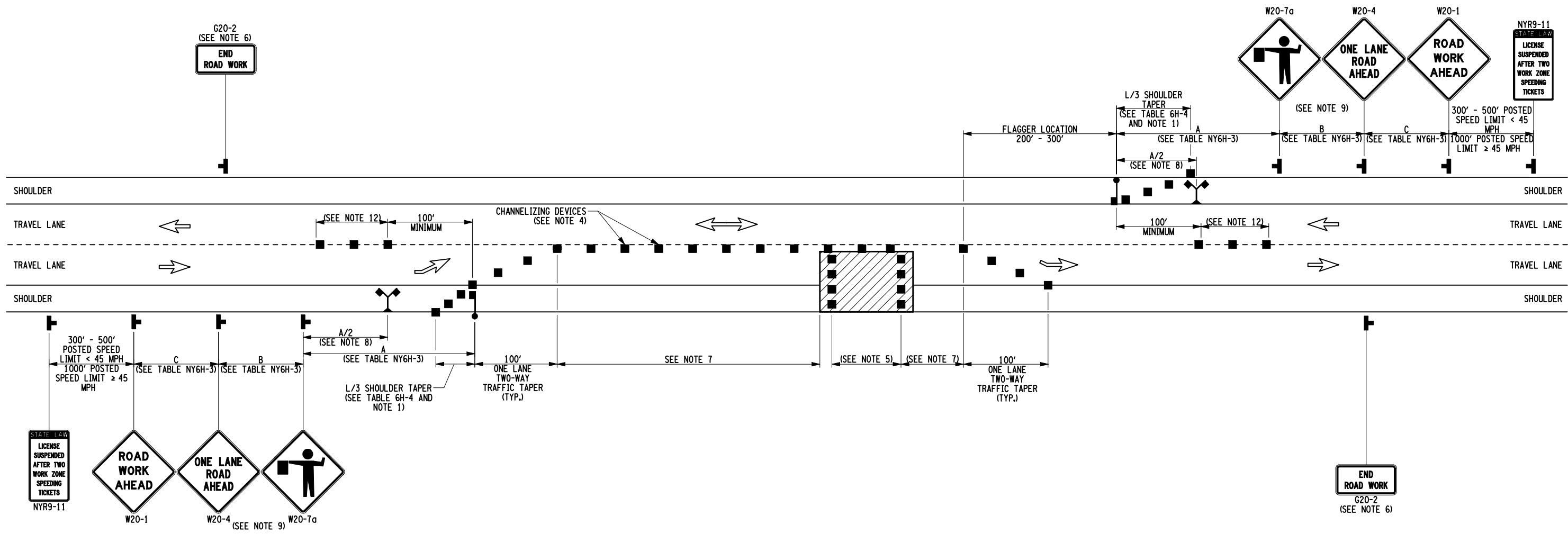
NOTES:

- WHEN CROSSWALKS OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY.
- CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50' IN ADVANCE OF THE MID-BLOCK CROSSWALK.
- PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHOULD BE COVERED OR DEACTIVATED.
- ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS (W5-4), MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
- FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.
- FOR LONG-TERM STATIONARY WORK, THE DOUBLE YELLOW CENTERLINE AND/OR LANE LINES SHOULD BE REMOVED BETWEEN THE TEMPORARY CROSSWALK LINES.
- AREA SHALL BE RECONSTRUCTED TO BE ACCESSIBLE TO PEDESTRIANS.
- ALL MID-BLOCK CROSSINGS REQUIRE THE APPROVAL OF THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.
- TYPE II BARRICADES MAY BE SUBSTITUTED FOR TYPE III BARRICADES AS PER 619 STANDARD SPECIFICATIONS.

 <p>STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION</p>	
<p>U.S. CUSTOMARY STANDARD SHEET</p>	
<p>CROSSWALK CLOSURE AND PEDESTRIAN DETOUR</p>	
<p>APPROVED SEPTEMBER 18, 2008</p>	<p>ISSUED UNDER EB 08-036</p>
<p>/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY</p>	<p>619-51</p>

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP-d0109553\619-51.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley



**FLAGGING OPERATION
SHORT OR INTERMEDIATE TERM STATIONARY
LANE CLOSURE ON 2-LANE 2-WAY ROADWAY
(NOT TO SCALE)**

NOTES:

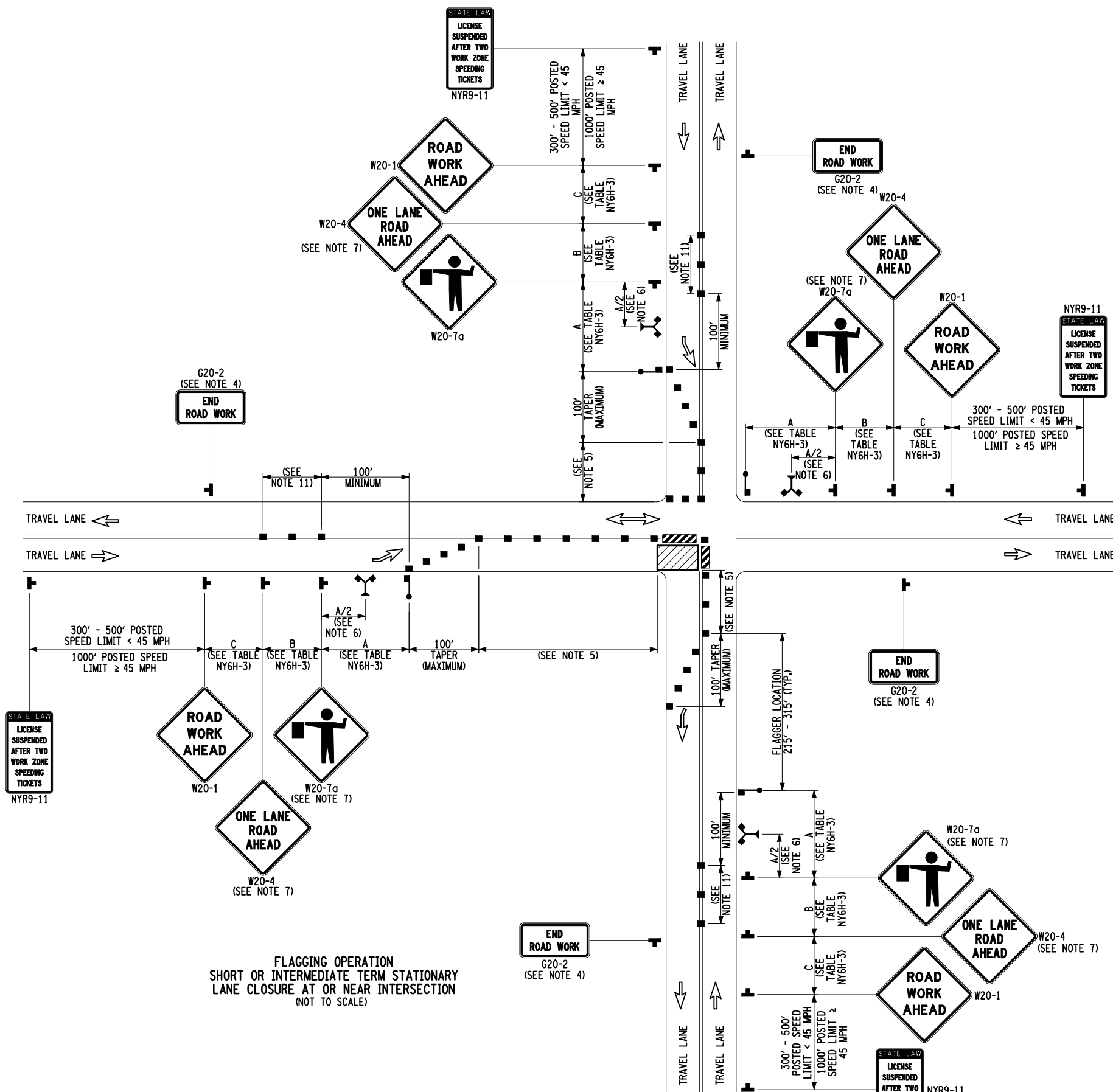
1. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
2. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK 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.
3. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
4. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
5. 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'.
6. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
7. 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.
8. THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
9. 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.
10. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
11. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
12. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
FLAGGING OPERATION 2-LANE 2-WAY ROADWAY		
APPROVED SEPTEMBER 15, 2009 /S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	ISSUED UNDER EB 09-025 619-60	EFFECTIVE DATE: 01/07/10

FILE NAME = 619-60_010710.dgn
 DATE/TIME = 09-OCT-2009 10:46
 USER = jturley

FILE NAME = IP_PWP-0109553\619-61.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley




FLAGGING OPERATION
 SHORT OR INTERMEDIATE TERM STATIONARY
 LANE CLOSURE AT OR NEAR INTERSECTION
 (NOT TO SCALE)

NOTES:

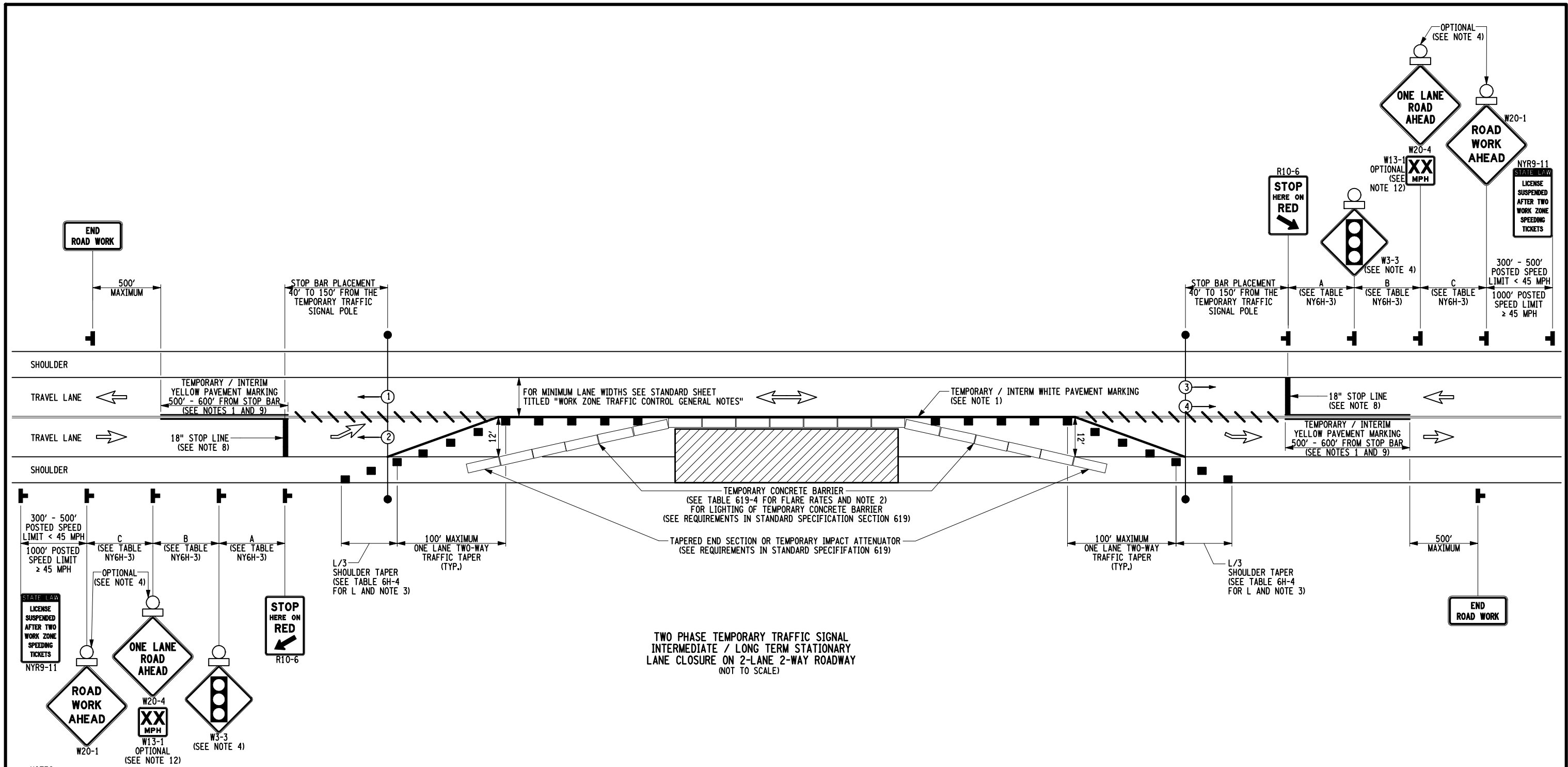
1. AT SIGNALIZED INTERSECTIONS, SIGNALS SHALL BE TURNED OFF FOR ANY FLAGGING OPERATIONS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
2. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
3. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
4. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
5. 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.
6. THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
7. 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.
8. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
9. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
10. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
11. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.
12. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
13. FOR PEDESTRIAN DETOUR ACCOMMODATIONS REFER TO THE STANDARD SHEETS TITLED "SIDEWALK DETOUR OR DIVERSION" AND "CROSSWALK CLOSURE AND PEDESTRIAN DETOUR".

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
FLAGGING OPERATION 2-LANE 2-WAY ROADWAY INTERSECTION	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	
619-61	

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP-0109553\619-62.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley



NOTES:

- FOR LONG DURATION LANE CLOSURES, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE TO THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
- THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE LANE SHALL BE CLOSED USING CHANNELIZING DEVICES AND PAVEMENT MARKINGS.
- 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 SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
- FLASHING WARNING LIGHTS ARE REQUIRED ON THE W3-3 SIGNAL AHEAD SIGN. FLASHING WARNING LIGHTS ARE AN OPTION ON THE ROAD WORK AHEAD SIGN (W20-1) AND ONE LANE ROAD AHEAD SIGNS (W20-4) AND MAY BE USED TO INCREASE TARGET VALUE AND VISIBILITY, AS DETERMINED BY THE ENGINEER.
- REFER TO MUTCD FOR ADDITIONAL TRAFFIC SIGNAL REQUIREMENTS.
- DETECTORS SHALL BE INSTALLED ON ALL APPROACH LANES AND ALL PHASES SHALL BE ACTUATED. DURATION OF RED CLEARANCE INTERVALS SHALL BE ADEQUATE TO CLEAR THE ONE-LANE SECTION OF CONFLICTING TRAFFIC.
- THE TRAFFIC SIGNAL CYCLE SHALL REST IN RED. WHEN THE SIGNAL IS CHANGED TO THE FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL INDICATIONS SHALL BE FLASHED TO ALL APPROACHES.
- STOP LINES SHALL BE INSTALLED WITH TEMPORARY TRAFFIC SIGNALS FOR INTERMEDIATE AND LONG-TERM CLOSURES. EXISTING, CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKINGS, BETWEEN THE ACTIVITY AREA AND THE STOP LINE, SHALL BE REMOVED. AFTER THE TEMPORARY TRAFFIC SIGNAL IS REMOVED, THE STOP LINES AND ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND PERMANENT PAVEMENT MARKINGS RESTORED.
- WHERE NO-PASSING LINES ARE NOT ALREADY IN PLACE, THEY SHALL BE ADDED FOR A DISTANCE OF 500'-600' FROM THE STOP BAR. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
- ADJUSTMENTS IN THE LOCATION OF ADVANCED WARNING SIGNS SHOULD BE MADE TO ACCOMMODATE THE HORIZONTAL AND VERTICAL ALIGNMENT OF THE ROADWAY, RECOGNIZING THAT THE DISTANCES SHOWN FOR SIGN SPACING ARE MINIMUMS. ADJUSTMENTS IN THE HEIGHT OF THE SIGNAL HEADS SHALL BE MADE AS NEEDED TO CONFORM TO THE VERTICAL ALIGNMENT.
- THE SUPPORTS FOR TEMPORARY TRAFFIC CONTROL SIGNALS SHALL NOT ENCROACH INTO THE MINIMUM REQUIRED WIDTH OF A "PEDESTRIAN ACCESS ROUTE" OF 4' OR AN "ALTERNATE CIRCULATION PATH" OF 3'.
- THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1) TO SUPPLEMENT A WARNING SIGN. THE PLAQUE WILL BE USED TO INDICATE AN ADVISORY SPEED FOR THE WORK ZONE CONDITION. (IE. NARROW LANES, BUMPS, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/OR POOR SIGHT CONDITIONS).

NOTE: TEMPORARY SIGNAL TIMING SHALL BE DETERMINED BY THE REGIONAL TRAFFIC OFFICE

**OPERATIONAL SCHEDULE
FOR TEMPORARY TRAFFIC SIGNALS**

PHASE	FACE	1	2	3	4
1	CLEARANCE	G	G	R	R
	ALL RED	R	R	R	R
2	CLEARANCE	R	R	Y	Y
	ALL RED	R	R	R	R
EMERGENCY FLASH		FR	FR	FR	FR

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

**TEMPORARY TRAFFIC SIGNAL
2-LANE 2-WAY ROADWAY**

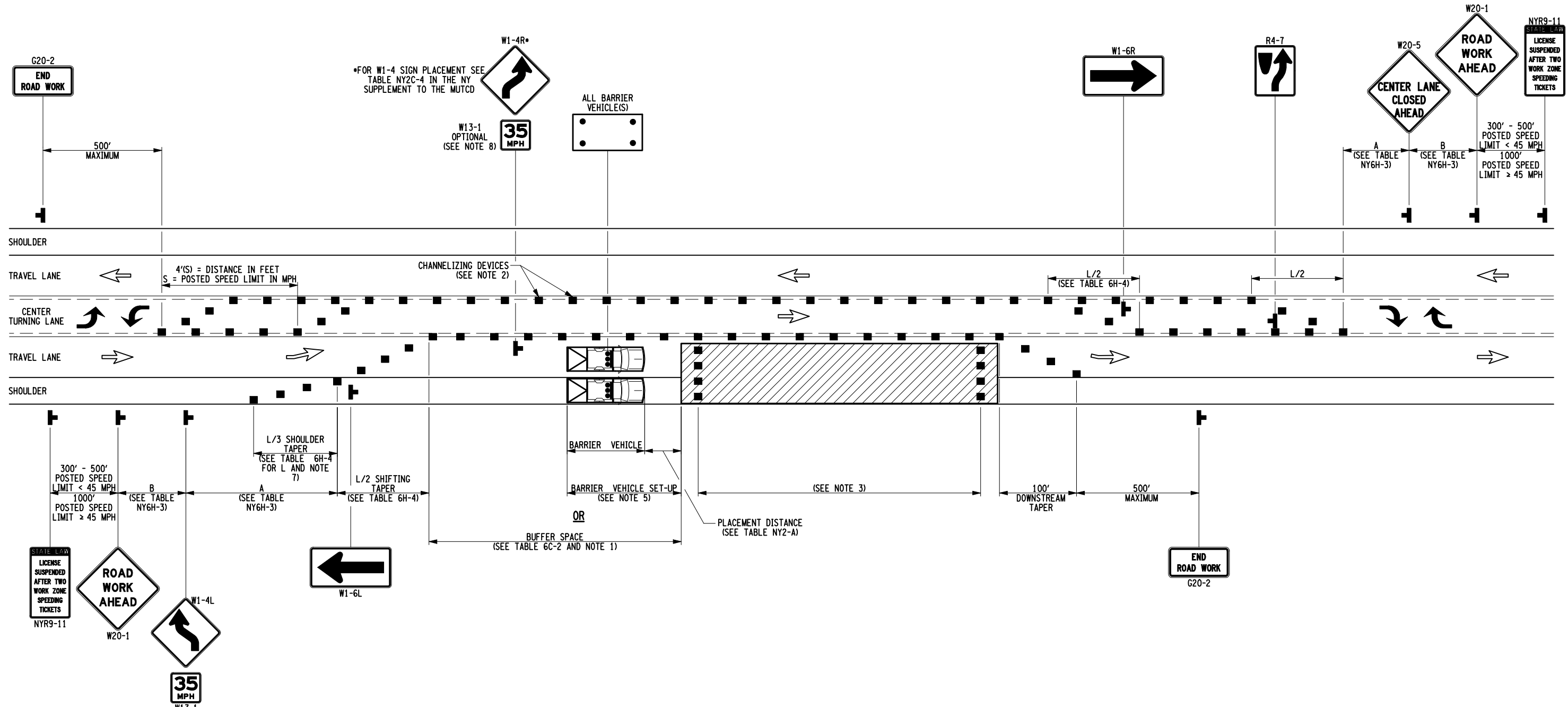
APPROVED SEPTEMBER 18, 2008 ISSUED UNDER EB 08-036

/s/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY

619-62

EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP-0109553\619-63.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley




**SINGLE LANE SHIFT
 SHORT OR INTERMEDIATE TERM STATIONARY
 2-LANE 2-WAY ROADWAY WITH CENTER TURN LANE
 (NOT TO SCALE)**

NOTES:

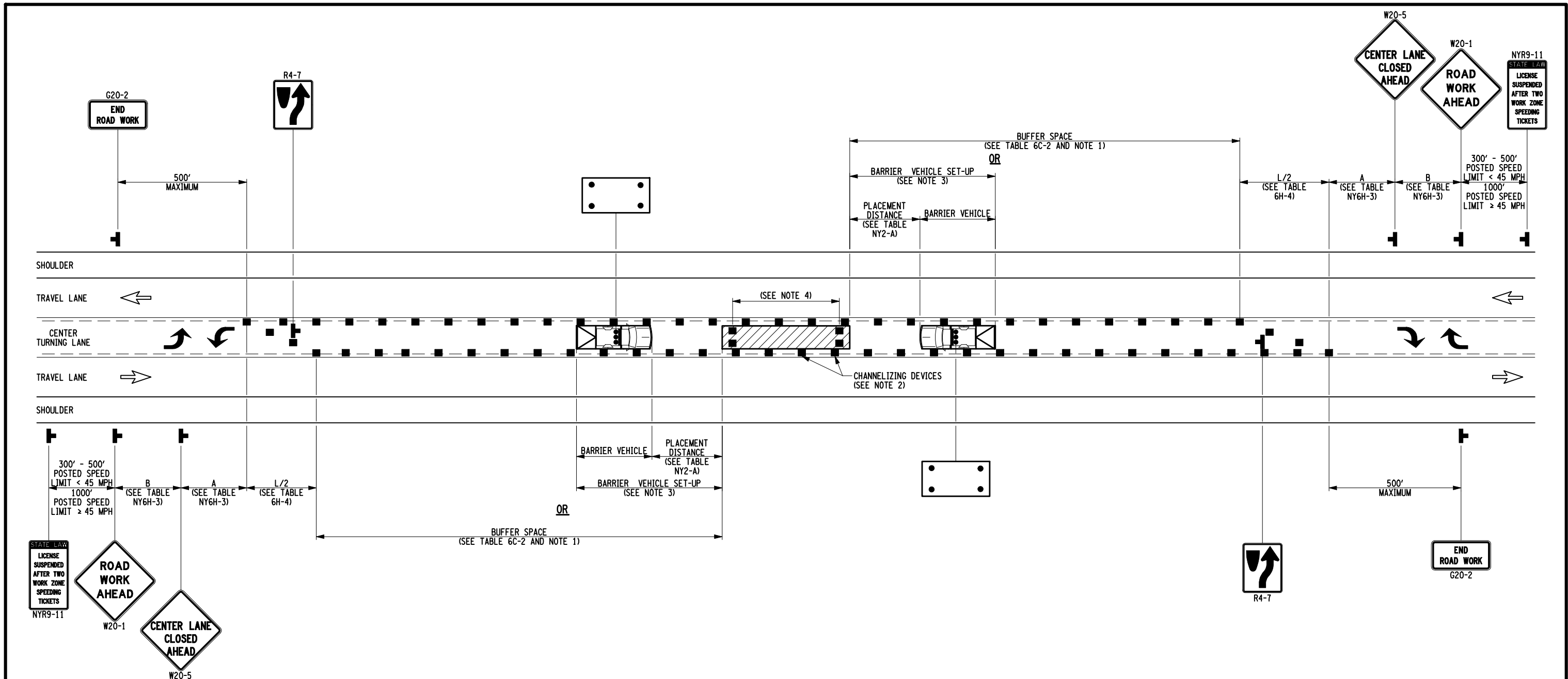
- NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
- FOR LONG DURATION LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE TO THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
- FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
- WHERE THE SHIFTED SECTION IS LONGER THAN 600', ONE SET OF REVERSE CURVE SIGNS SHOULD BE USED TO SHOW THE INITIAL SHIFT AND A SECOND SET SHOULD BE USED TO SHOW THE RETURN TO THE NORMAL ALIGNMENT. IF THE TANGENT DISTANCE ALONG THE TEMPORARY DIVERSION IS LESS THAN 600', THE DOUBLE REVERSE CURVE SIGN (W24-1L) SHOULD BE USED INSTEAD OF THE FIRST REVERSE CURVE SIGN (W1-4L) AND THE SECOND REVERSE CURVE SIGN (W1-4L) SHOULD BE OMITTED.
- 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 SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
- THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1) TO SUPPLEMENT A WARNING SIGN. THE PLAQUE WILL BE USED TO INDICATE AN ADVISORY SPEED FOR THE WORK ZONE CONDITION. (IE. NARROW LANES, BUMPS, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/OR POOR SIGHT CONDITIONS).

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
SINGLE LANE SHIFT 2-LANE 2-WAY ROADWAY WITH CENTER TURN LANE	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	
619-63	

EFFECTIVE DATE: 01/08/09


FILE NAME = IP_PWP:\0109553\619-64.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley



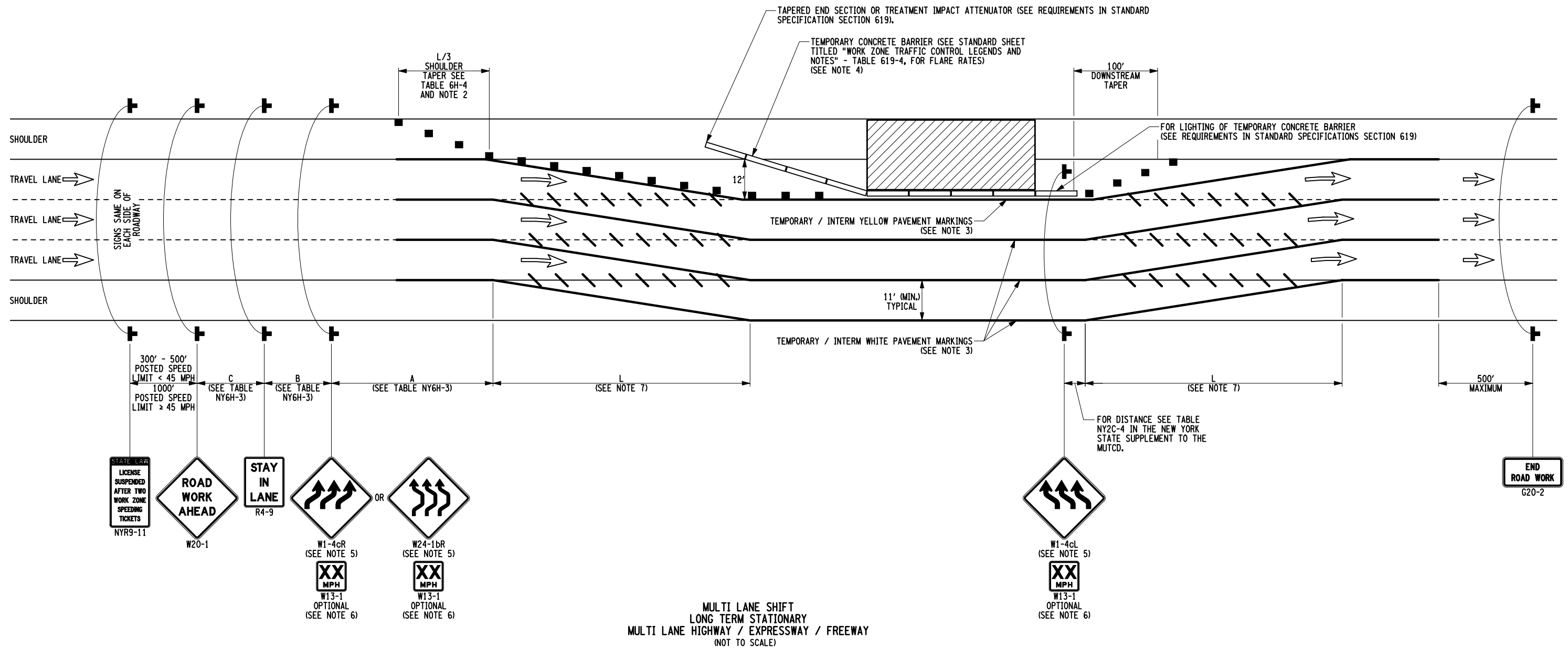
**CENTER TURN LANE CLOSURE
 SHORT OR INTERMEDIATE TERM STATIONARY
 2-LANE 2-WAY WITH CENTER TURN LANE
 (NOT TO SCALE)**

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

- NOTES:
1. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
 2. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
 3. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
 4. 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'.


 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
CENTER TURN LANE CLOSURE 2-LANE 2-WAY ROADWAY WITH CENTER TURN LANE	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	
619-64	

EFFECTIVE DATE: 01/08/09



- NOTES:
- RIGHT LANE SHIFTS ARE SYMMETRICAL TO LEFT LANE SHIFTS. SUBSTITUTE REVERSE CURVE SIGN (W1-4cL OR W24-1bL) AND THE CORRESPONDING REVERSE CURVE SIGN (W1-4cR) FOR LEFT LANE SHIFTS.
 - 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.
 - FOR LONG DURATION LANE SHIFTS, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
 - THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE LANE SHALL BE CLOSED USING CHANNELIZING DEVICES AND PAVEMENT MARKINGS.
 - WHERE THE SHIFTED SECTION IS LONGER THAN 600', ONE SET OF REVERSE CURVE SIGNS SHOULD BE USED TO SHOW THE INITIAL SHIFT AND A SECOND SET SHOULD BE USED TO SHOW THE RETURN TO THE NORMAL ALIGNMENT. IF THE TANGENT DISTANCE ALONG THE TEMPORARY DIVERSION IS LESS THAN 600', THE DOUBLE REVERSE CURVE SIGN (W24-1bR OR W24-1bL) SHOULD BE USED INSTEAD OF THE FIRST REVERSE CURVE SIGN AND THE SECOND REVERSE CURVE SIGN SHOULD BE OMITTED.
 - THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1) TO SUPPLEMENT A WARNING SIGN. THE PLAQUE WILL BE USED TO INDICATE AN ADVISORY SPEED FOR THE WORK ZONE CONDITION. (E. NARROW LANES, BUMPS, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/OR POOR SIGHT CONDITIONS).
 - IF CONSTRAINTS EXIST AND L CANNOT BE ACHIEVED, A REDUCTION IN THE TAPER TO L/2 MAY BE USED WITH THE APPROVAL OF THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

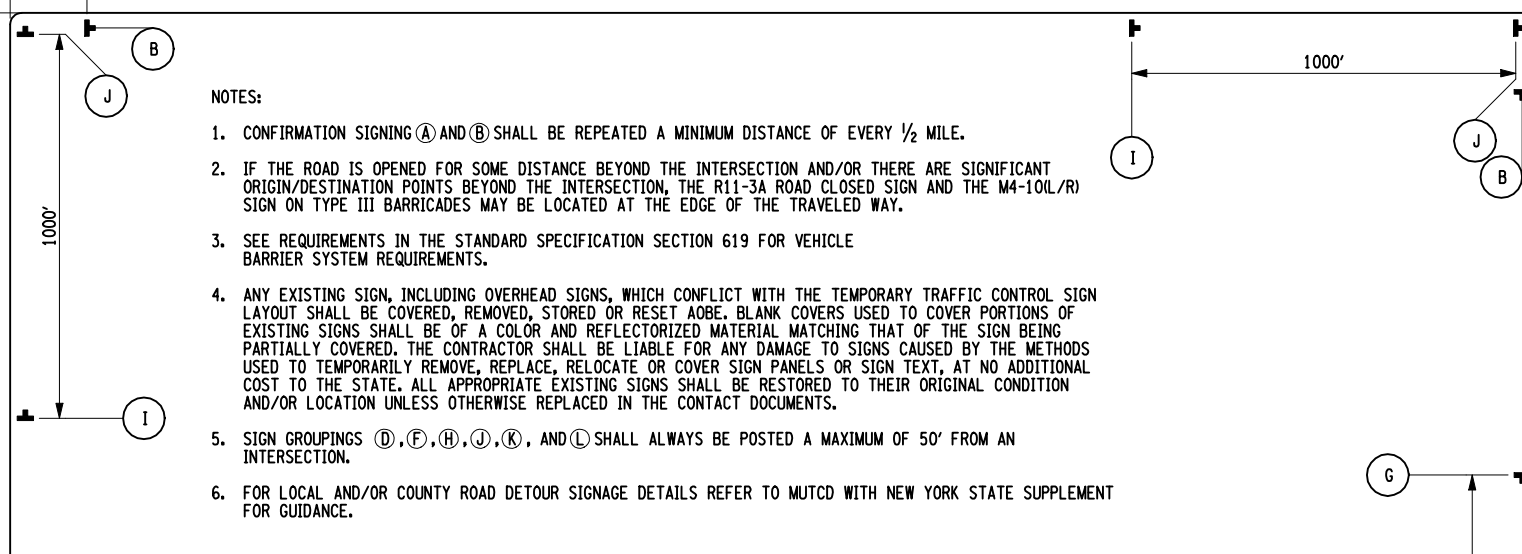
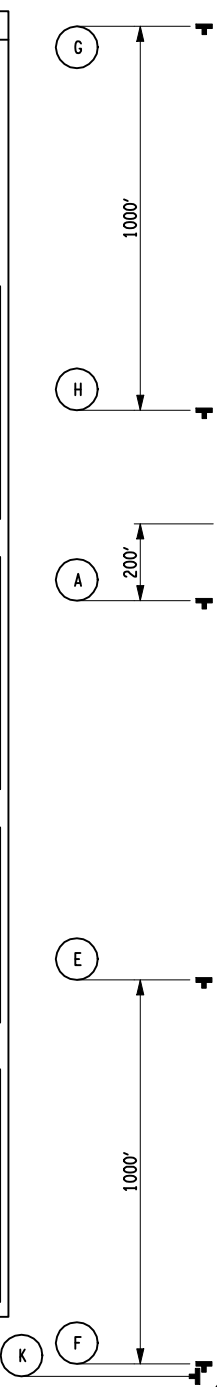
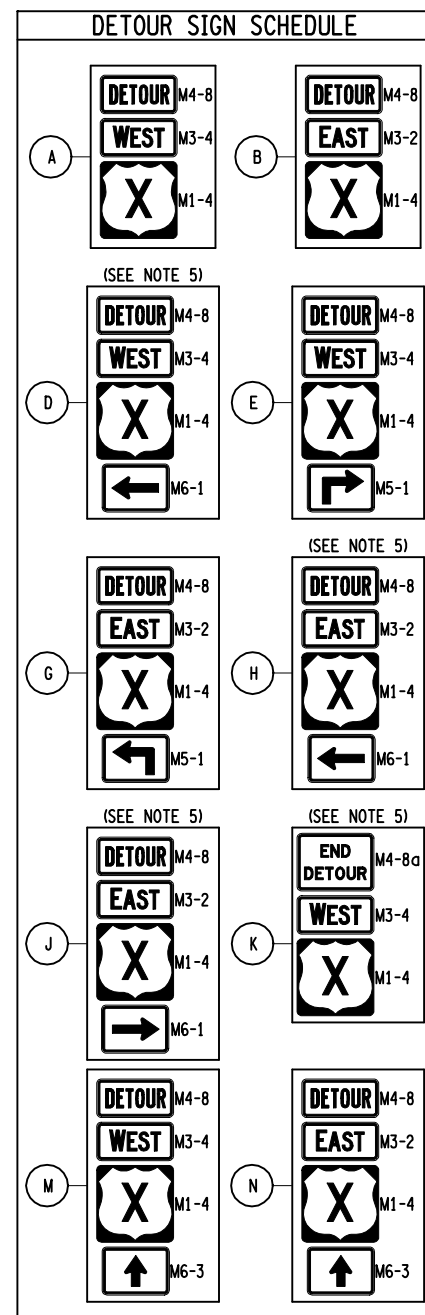
NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
U.S. CUSTOMARY STANDARD SHEET	
MULTI LANE SHIFT EXPRESSWAY / FREEWAY	
APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-65

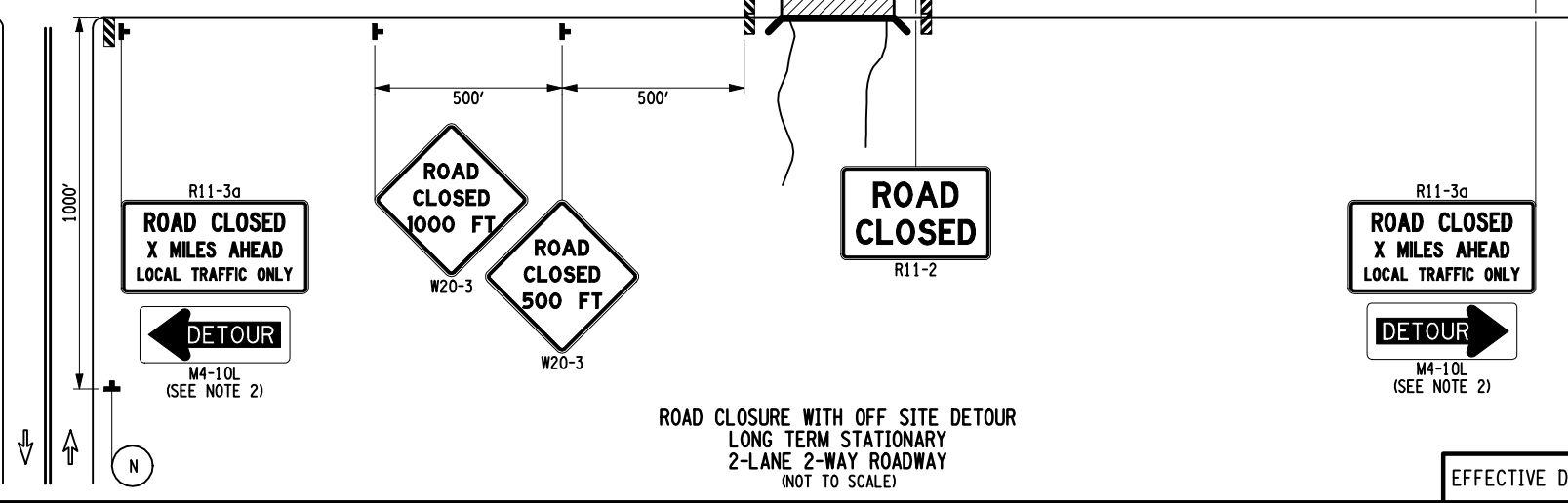
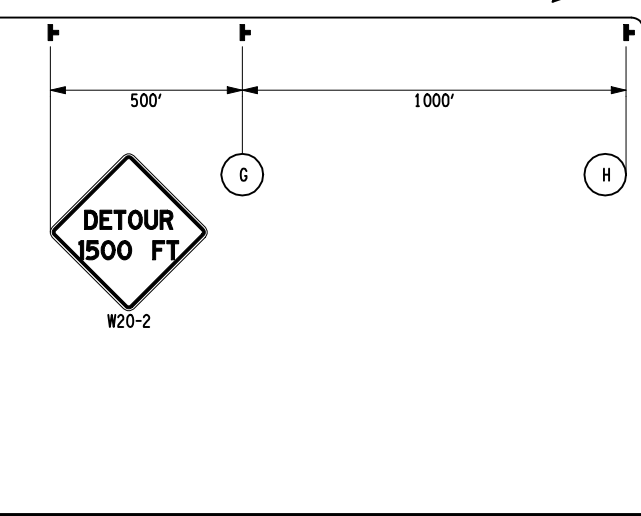
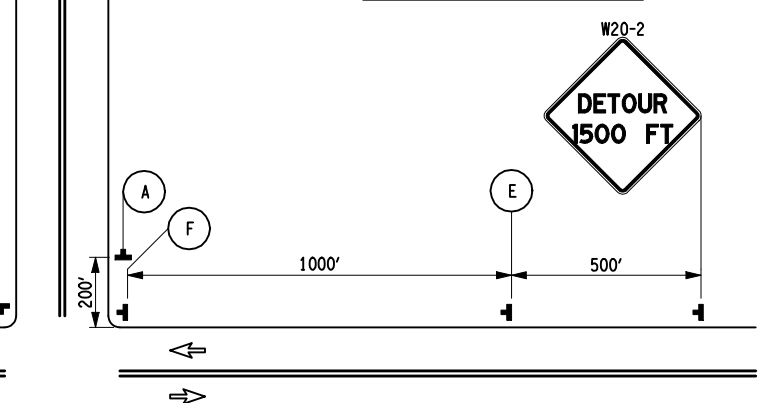
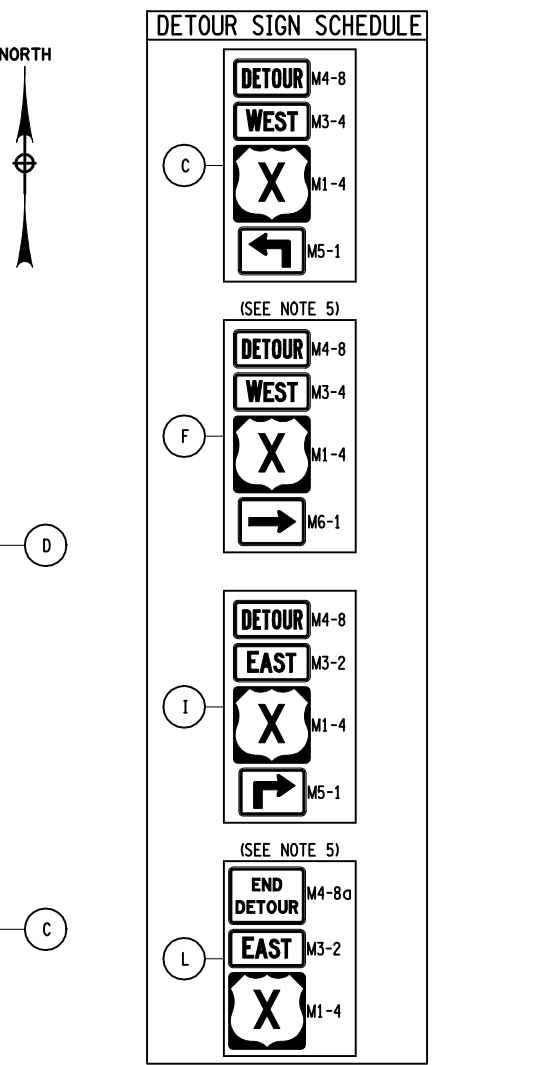
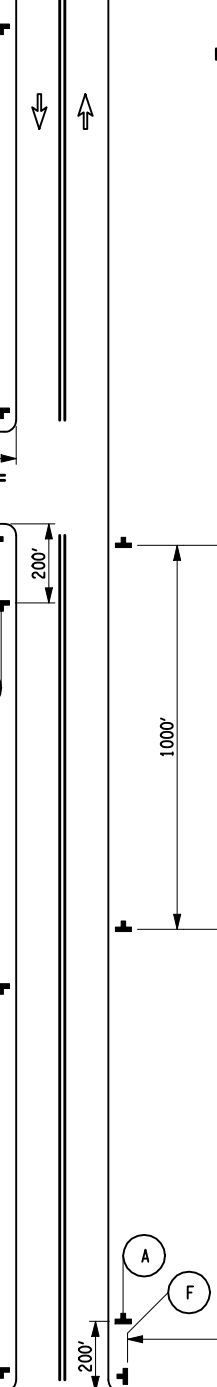
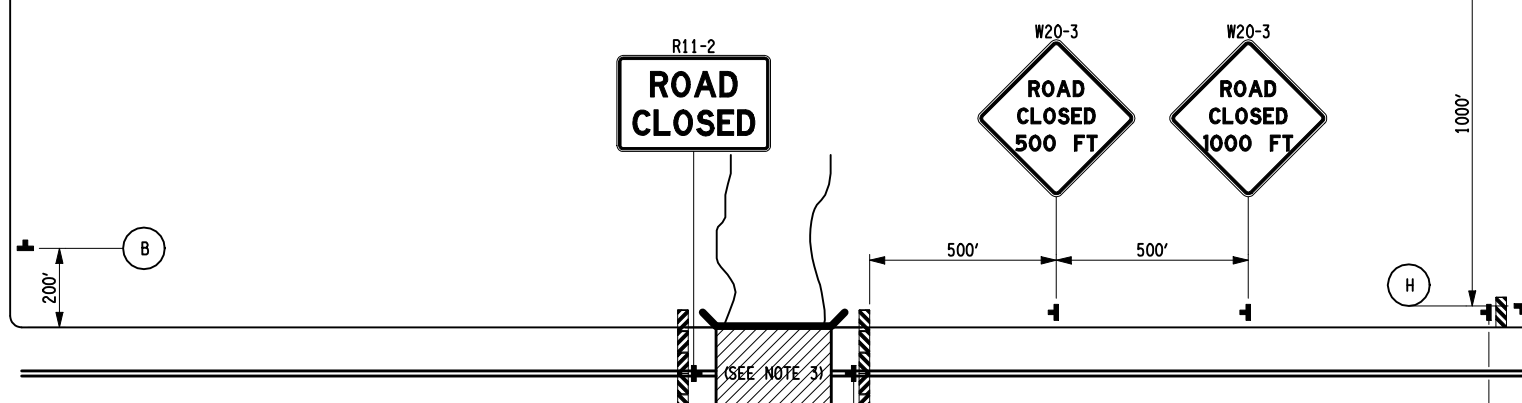
EFFECTIVE DATE: 01/08/09

FILE NAME = IP_PWP-0109553\619-65.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley

FILE NAME = IP_PWP-0109553\619-66.dgn
 DATE/TIME = 06-NOV-2008 15:04
 USER = jturley



- NOTES:
1. CONFIRMATION SIGNING (A) AND (B) SHALL BE REPEATED A MINIMUM DISTANCE OF EVERY 1/2 MILE.
 2. IF THE ROAD IS OPENED FOR SOME DISTANCE BEYOND THE INTERSECTION AND/OR THERE ARE SIGNIFICANT ORIGIN/DESTINATION POINTS BEYOND THE INTERSECTION, THE R11-3A ROAD CLOSED SIGN AND THE M4-10L/R SIGN ON TYPE III BARRICADES MAY BE LOCATED AT THE EDGE OF THE TRAVELED WAY.
 3. SEE REQUIREMENTS IN THE STANDARD SPECIFICATION SECTION 619 FOR VEHICLE BARRIER SYSTEM REQUIREMENTS.
 4. ANY EXISTING SIGN, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET ABOVE. BLANK COVERS USED TO COVER PORTIONS OF EXISTING SIGNS SHALL BE OF A COLOR AND REFLECTORIZED MATERIAL MATCHING THAT OF THE SIGN BEING PARTIALLY COVERED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO SIGNS CAUSED BY THE METHODS USED TO TEMPORARILY REMOVE, REPLACE, RELOCATE OR COVER SIGN PANELS OR SIGN TEXT, AT NO ADDITIONAL COST TO THE STATE. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THE CONTACT DOCUMENTS.
 5. SIGN GROUPINGS (D), (F), (H), (J), (K), AND (L) SHALL ALWAYS BE POSTED A MAXIMUM OF 50' FROM AN INTERSECTION.
 6. FOR LOCAL AND/OR COUNTY ROAD DETOUR SIGNAGE DETAILS REFER TO MUTCD WITH NEW YORK STATE SUPPLEMENT FOR GUIDANCE.



NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

ROAD CLOSURE WITH OFF SITE DETOUR
 2-LANE 2-WAY ROADWAY

APPROVED SEPTEMBER 18, 2008 ISSUED UNDER EB 08-036

/S/ DAVID J. CLEMENTS, P.E.
 DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY

619-66

EFFECTIVE DATE: 01/08/09

ROAD CLOSURE WITH OFF SITE DETOUR
 LONG TERM STATIONARY
 2-LANE 2-WAY ROADWAY
 (NOT TO SCALE)