STATE OF NEW YORK
OFFICE OF GENERAL SERVICES
DESIGN AND CONSTRUCTION GROUP
THE GOVERNOR NELSON A. ROCKEFELLER
EMPIRE STATE PLAZA
ALBANY, NY 12242

ADDENDUM NO. 2 TO PROJECT NO. 44188

CONSTRUCTION WORK
PROVIDE WATERLINE
MAINTENANCE HEADQUARTERS
DOT REGION 7, JEFFERSON COUNTY
WATERTOWN, NEW YORK

January 2, 2013

NOTE: This Addendum forms a part of the Contract Documents. Insert it in the Project Manual. Acknowledge receipt of this Addendum in the space provided on the Bid Form.

DRAWINGS

1. Addendum Drawings:
   a. Drawing Nos. C-503 and C-504, accompany this Addendum and form part of the Contract Documents.

END OF ADDENDUM

James Dirolf, P.E.
Director of Design

Dec 28,2012 – 4:26pm
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36x24 PLOT SHEET

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.

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.

EFFECTIVE DATE: 01/08/09

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

FILE NAME = IP_PWP:d0095553\619-11.dgn
DATE/TIME = 06-NOV-2008 15:03
USER = jturley

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

CLOSURE TYPE	EXPOSURE CONDITION[1]	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]

(USE REQUIREMENTS[4,5])

1. 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.
2. WHERE THE REQUIREMENT IS "OPTIONAL", EITHER A BARRIER VEHICLE OR THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
3. 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-TRANSVERSABLE 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.
4. BARRIER VEHICLES ARE NOT REQUIRED FOR MILLING AND/OR PAVING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
5. BARRIER VEHICLES ARE NOT REQUIRED FOR FLAGGING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE6C-2) SHALL BE PROVIDED.

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

CLOSURE TYPE	EXPOSURE CONDITION	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]

(USE REQUIREMENTS)

1. 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.
2. 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.
3. 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.
4. 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

TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT

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

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 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.) MINIMUM	MAXIMUM	(24000 LBS.) 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 NYSDOT 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.) MINIMUM	MAXIMUM	(24000 LBS.) 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 NYSDOT 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 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 A (FT.)	B (FT.)	C (FT.)	SIGN LEGEND 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	½ 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

EFFECTIVE DATE: 01/08/09

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

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"
	M1-1†	G	3 DIGITS 30"X24"	45"X36"	45"X36"
	M1-4	B	1 OR 2 DIGITS 24"X24"	36"X36"	36"X36"
	M1-4†	B	3 DIGITS 30"X24"	45"X36"	45"X36"
	M3-1, M3-2, M3-3, M3-4	SEE NOTE 3	24"X12"	36"X18"	36"X18"
	M4-8	A	24"X12"	36"X18"	36"X18"
	M4-8a	A	24"X18"	24"X18"	24"X18"
	M4-9, M4-9L, M4-9R	A	30"X24"	48"X36"	48"X36"
	M4-9a	A	30"X24"	30"X24"	-------
	M4-9b	A	30"X24"	30"X24"	-------
	M4-9c	A	30"X24"	30"X24"	-------
	M4-10L, M4-10R	A	48"X18"	48"X18"	48"X18"
	M5-1	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M5-2	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	M6-1, M6-2, M6-3, M6-4	SEE NOTE 3	21"X15"	30"X21"	30"X21"
	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"
	NYR9-30	A	48"X24"	48"X24"	48"X24"
	NYR9-31	A	48"X24"	48"X24"	48"X24"
	NYR9-32	A	48"X24"	48"X24"	48"X24"
	NYR9-33	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"
	R4-7a NARROW	B	18"X30"	-------	-------
	R4-8	B	24"X30"	36"X48"	36"X48"
	R4-8a 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"	-------
	R9-11aL, R9-11aR	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			
	W1-8L	A (NO BORDER)	18"X24"	30"X36"	30"X36"
	W1-8R	A (NO BORDER)			
	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 FLUORESCENT YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

NOTES:

1. DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
2. FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
3. 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.
4. MULTICOLORED SYMBOL IMPOSED ON SIGN WITH BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
5. FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.

EFFECTIVE DATE: 05/03/2012

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

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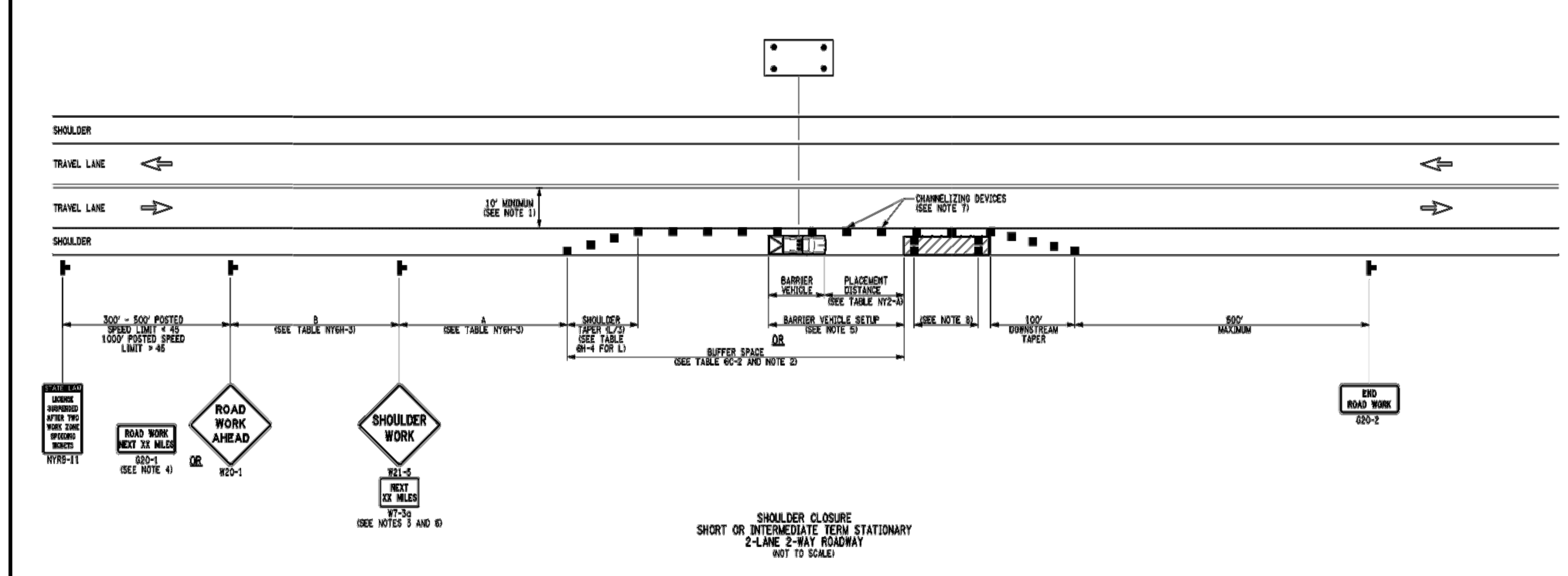

SHOULDER CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY
2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

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.

EFFECTIVE DATE: 01/07/10

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
U.S. CUSTOMARY STANDARD SHEET
SHOULDER CLOSURE
2-LANE 2-WAY ROADWAY
APPROVED SEPTEMBER 15, 2009 | ISSUED UNDER EB 09-026
/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY
619-20

NOTE: "MEN WORKING" AND "END ROAD WORK" SIGNS MUST BE IN PLACE DURING WORK BEING PERFORMED IN THE GRASS AREA (OUTSIDE THE PAVEMENT WHEN A SHOULDER CLOSURE OR OTHER WORK SETUP IS NOT REQUIRED.

ADDENDUM DRAWING
12/28/12

NYS OFFICE OF GENERAL SERVICES
Serving New York
ANDREW M. CUOMO
Governor
ROANN M. DESTITO
Commissioner

CONSULTANT

WARNING:
THE ALTERATION OF THIS MATERIAL IN ANY WAY, UNLESS DONE UNDER THE DIRECTION OF A COMPARABLE PROFESSIONAL, I.E. ARCHITECT FOR AN ARCHITECT, ENGINEER FOR AN ENGINEER OR LANDSCAPE ARCHITECT FOR A LANDSCAPE ARCHITECT, IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND/OR REGULATIONS AND IS A CLASS 'A' MISDEMEANOR.

CONTRACT: CONSTRUCTION
TITLE: PROVIDE WATERLINE MAINTENANCE HEADQUARTERS
LOCATION: DOT REGION 7, JEFFERSON COUNTY
22430 ROUTE 342, PAMELIA
WATERTOWN, NEW YORK
CLIENT: DEPARTMENT OF TRANSPORTATION

MARK	DATE	DESCRIPTION
	11/14/2012	BID DOCUMENTS

PROJECT NUMBER: 44188 – C
DESIGNED BY: B. MOREY
DRAWN BY: B. MOREY
FIELD CHECK:
APPROVED:
SHEET TITLE: MAINTENANCE AND PROTECTION OF TRAFFIC NOTES & DETAILS
DRAWING NUMBER: C–503
SHEET OF

Dec 28,2012 – 4:34pm
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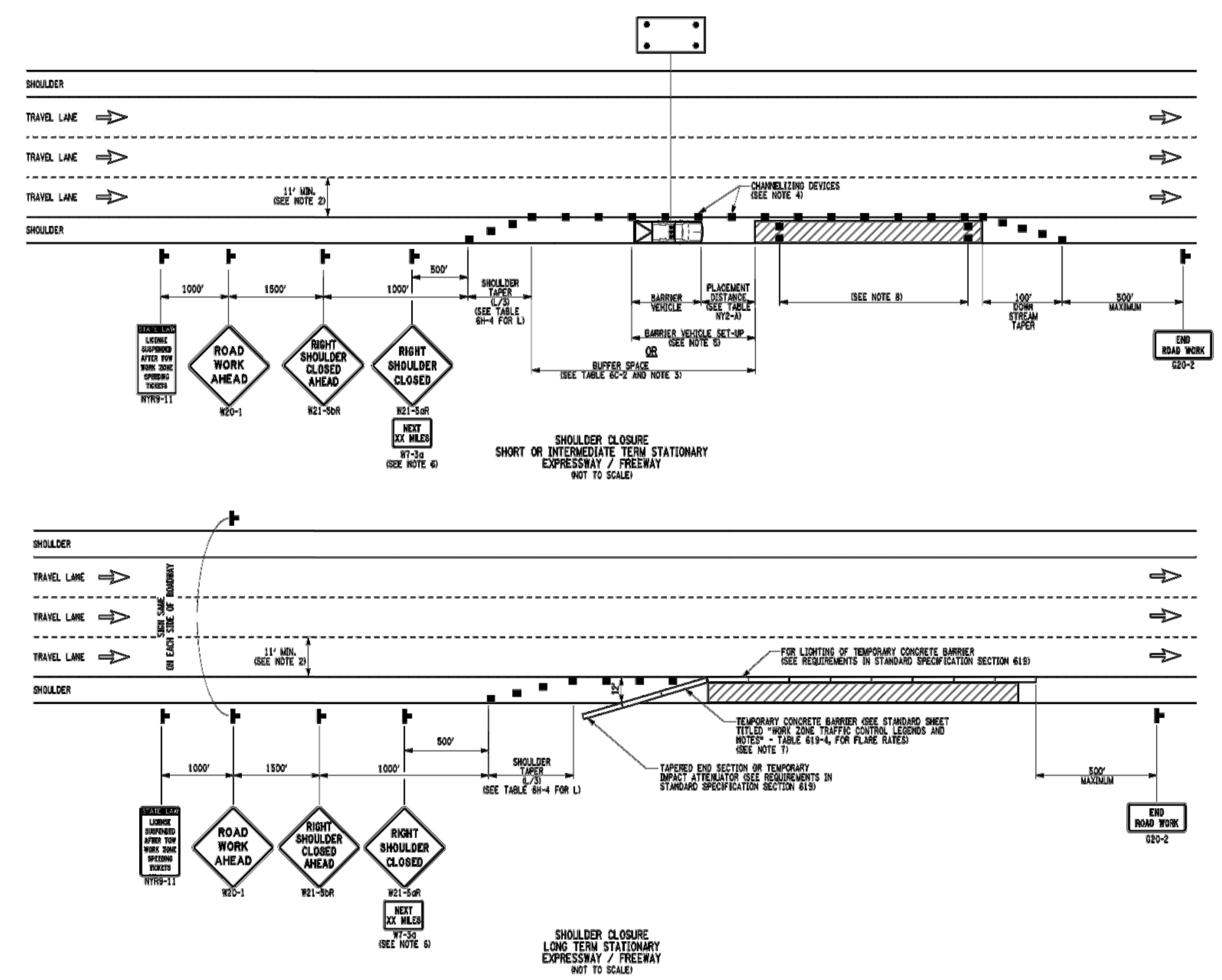
36x24 PLOT SHEET



NOTES:

1. 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).
2. 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.
3. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
4. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
5. FOR SHADOW VEHICLE USE REQUIREMENTS SEE TABLES NY1-B AND NY2-B ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
6. THE "NEXT X MILE" SUPPLEMENTAL SIGN (W7-3a) IS REQUIRED WHEN THE SHOULDER IS CLOSED FOR A DISTANCE GREATER THAN 2 MILES.
7. THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE SHOULDER SHALL BE CLOSED USING CHANNELIZING DEVICES.
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
EXPRESSWAY / FREEWAY
APPROVED SEPTEMBER 18, 2008 | ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY
619-22
EFFECTIVE DATE: 01/08/09

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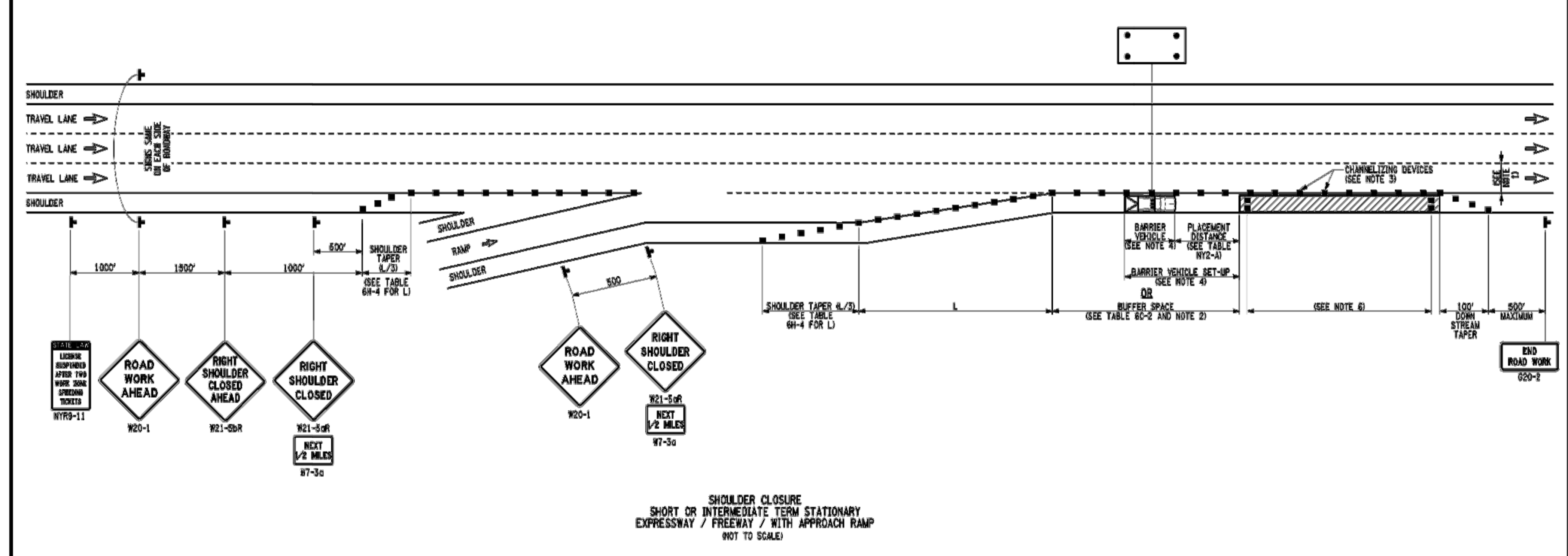
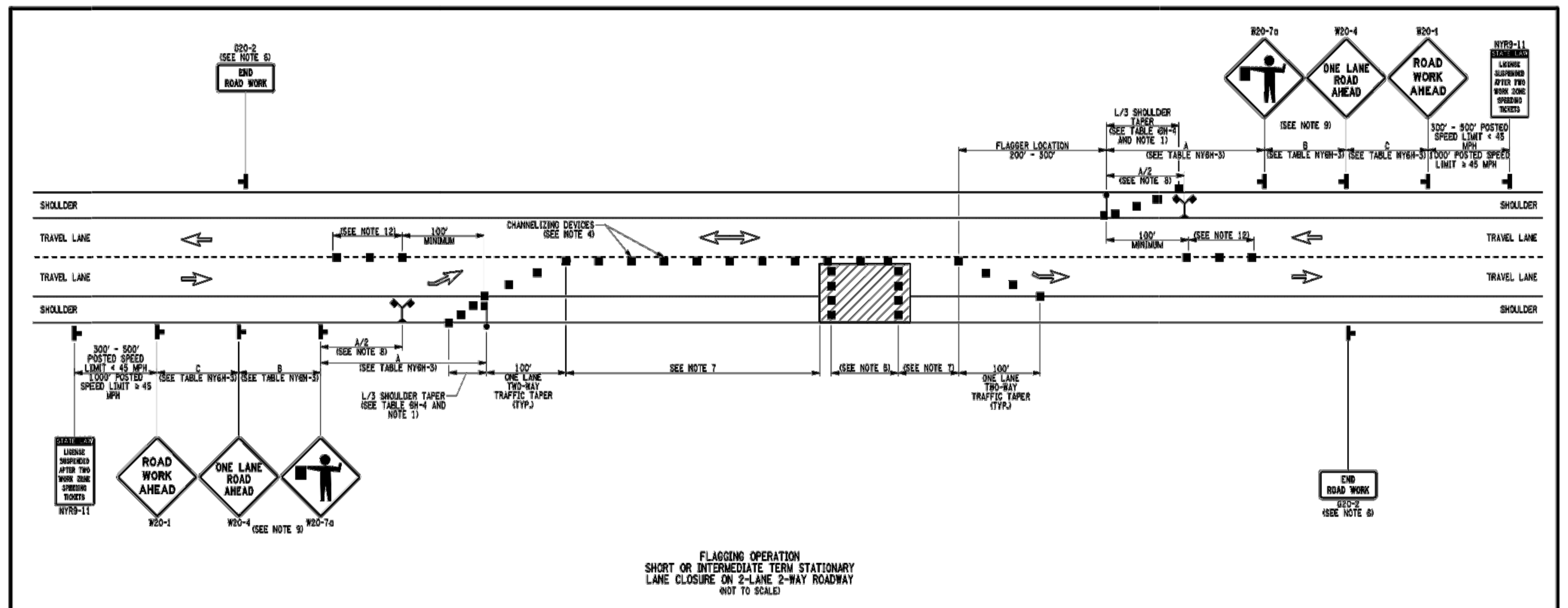


NOTES:

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 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



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 ½ 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 | ISSUED UNDER EB 09-025
/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY
619-60
EFFECTIVE DATE: 01/07/10

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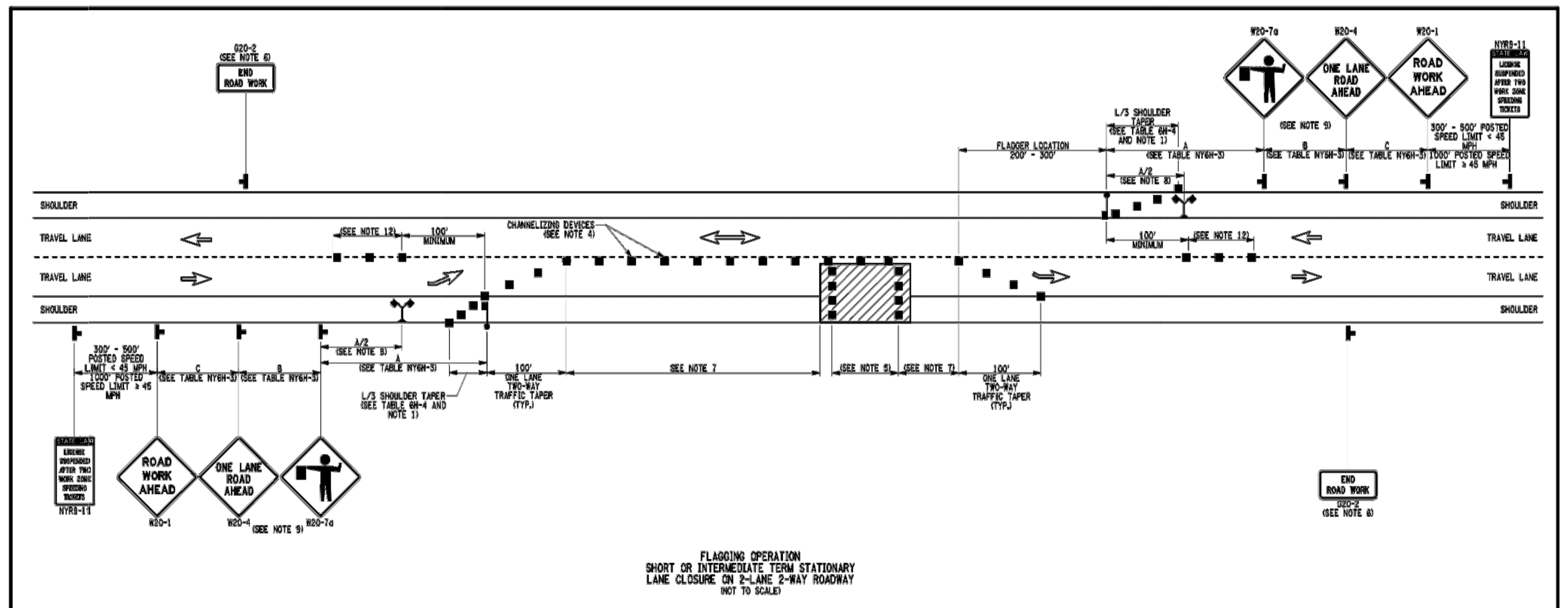
DATE/TIME = 09-OCT-2009 10:46
USER = jturley



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 ½ 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 | ISSUED UNDER EB 09-025
/S/ DAVID J. CLEMENTS, P.E.
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY
619-60
EFFECTIVE DATE: 01/07/10

NOTE: "MEN WORKING" AND "END ROAD WORK" SIGNS MUST BE IN PLACE DURING WORK BEING PERFORMED IN THE GRASS AREA (OUTSIDE THE PAVEMENT WHEN A SHOULDER CLOSURE OR OTHER WORK SETUP IS NOT REQUIRED.

ADDENDUM DRAWING
12/28/12

NYS OFFICE OF GENERAL SERVICES
Serving New York
ANDREW M. CUOMO
Governor
ROANN M. DESTITO
Commissioner

CONSULTANT

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CONTRACT: CONSTRUCTION
TITLE: PROVIDE WATERLINE MAINTENANCE HEADQUARTERS
LOCATION: DOT REGION 7, JEFFERSON COUNTY
22430 ROUTE 342, PAMELIA
WATERTOWN, NEW YORK
CLIENT: DEPARTMENT OF TRANSPORTATION

MARK	DATE	DESCRIPTION
	11/14/2012	BID DOCUMENTS

PROJECT NUMBER: 44188 – C
DESIGNED BY: B. MOREY
DRAWN BY: B. MOREY
FIELD CHECK:
APPROVED:
SHEET TITLE: MAINTENANCE AND PROTECTION OF TRAFFIC NOTES & DETAILS
DRAWING NUMBER: C–504
SHEET OF