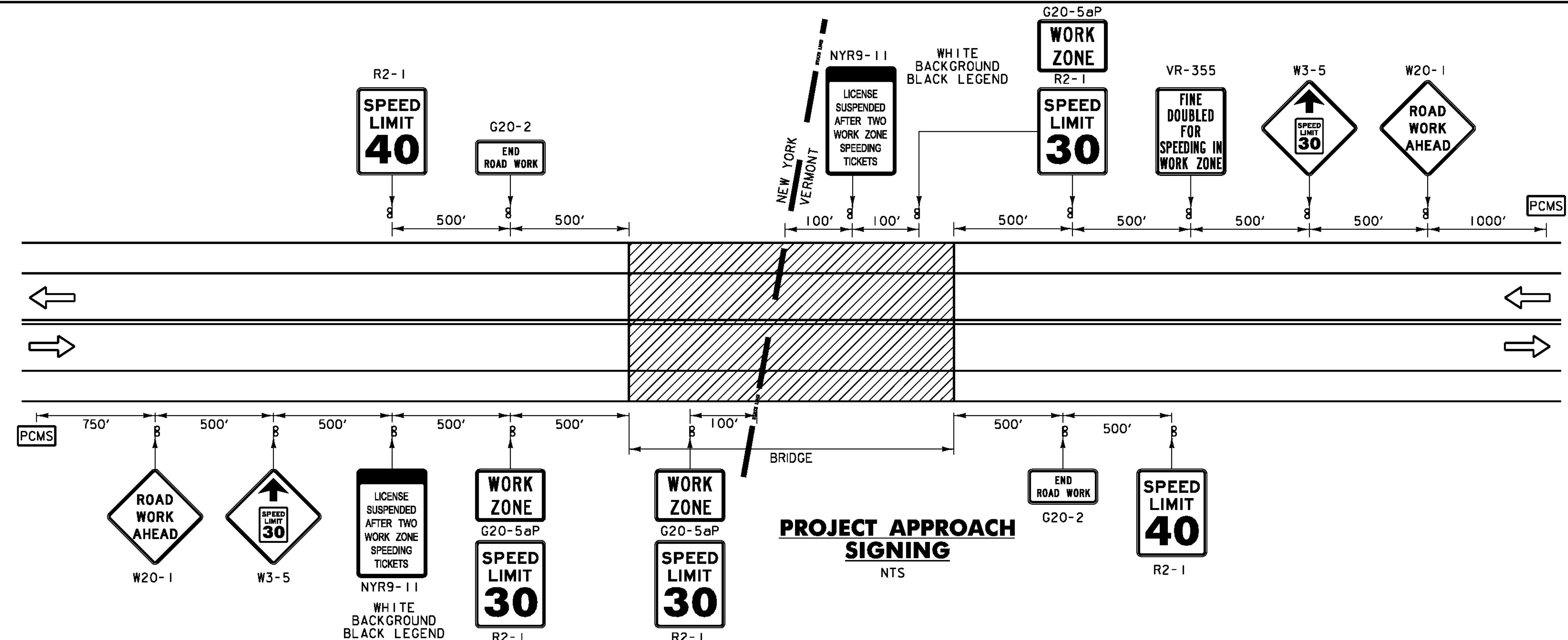


TRAFFIC CONTROL NOTES:

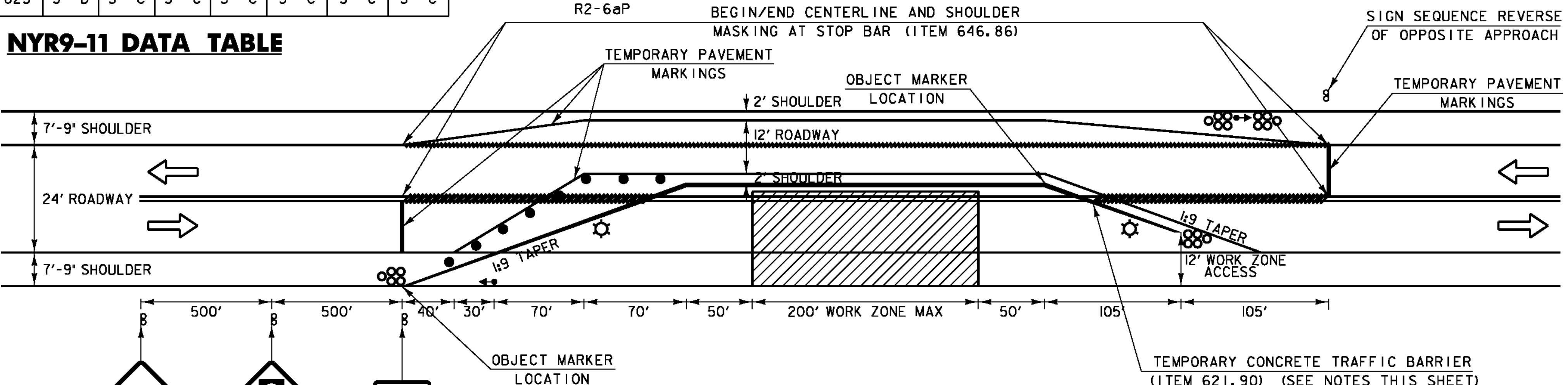
1. THE EXISTING ROUTE 2 SPEED LIMIT IS 40 MPH. THE SPEED LIMIT WILL BE REDUCED TO 30 MPH IN THE WORK ZONE FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED.
2. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
3. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" BOOK (SHS) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
4. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
5. ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM TYPE VI.
6. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
7. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE GUARDRAIL.
8. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND AT ONE FOOT MINIMUM ABOVE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
9. WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
10. THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF RIGHT AND LEFT LANES ON PROJECT BEFORE WORK COMMENCES.
11. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADE AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED IS TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.) PER THE MUTCD. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES. MAXIMUM BARREL SPACING FOR 30 MPH SHOULD BE 35 FT IN THE TAPER AND 70 FT IN THE WORK ZONE (SEE STD. DWG. E-103).
12. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 641.5. "PORTABLE CHANGEABLE MESSAGE SIGN". THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD. THE PCMS SHALL READ "SIGNAL AHEAD, PREPARE TO STOP" OR "FLAGGERS AHEAD, PREPARE TO STOP".
13. THE MINIMUM WIDTH BETWEEN CHANNELIZATION DEVICES SHALL BE 14 FEET FOR 2-PHASE SETUPS.
14. THE MINIMUM WIDTH BETWEEN CHANNELIZATION DEVICES SHALL BE 12 FEET FOR 3-PHASE SETUPS.
15. EQUIPMENT MAY REMAIN ON THE BRIDGE DURING NON-WORK HOURS IN CONJUNCTION WITH 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER* IF STORED BEHIND THE CONCRETE BARRIER, OR IN CONJUNCTION WITH 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS FOR SHORT DURATION (SEE TRAFFIC CONTROL SHEET 2) IF THE EQUIPMENT IS STORED AGAINST THE CONCRETE BARRIER CURB AND REMAINS OUTSIDE OF THE CLEAR ZONE FOR 30 MPH TRAFFIC (SEE CURRENT EDITION OF THE AASHTO ROADSIDE DESIGN GUIDE). IF NEITHER SCENARIO IS ATTAINABLE DURING NON-WORK HOURS, ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF THE BRIDGE APPROVED BY THE ENGINEER.

(NOTES CONTINUED NEXT SHEET)



SIZE	MARGIN	BORDER	LINE 1	LINE 2	LINE 3	LINE 4	LINE 5	LINE 6	LINE 7
24" x 42"	0.375	0.625	3"-D	3"-C	3"-C	3"-C	3"-C	3"-C	3"-C

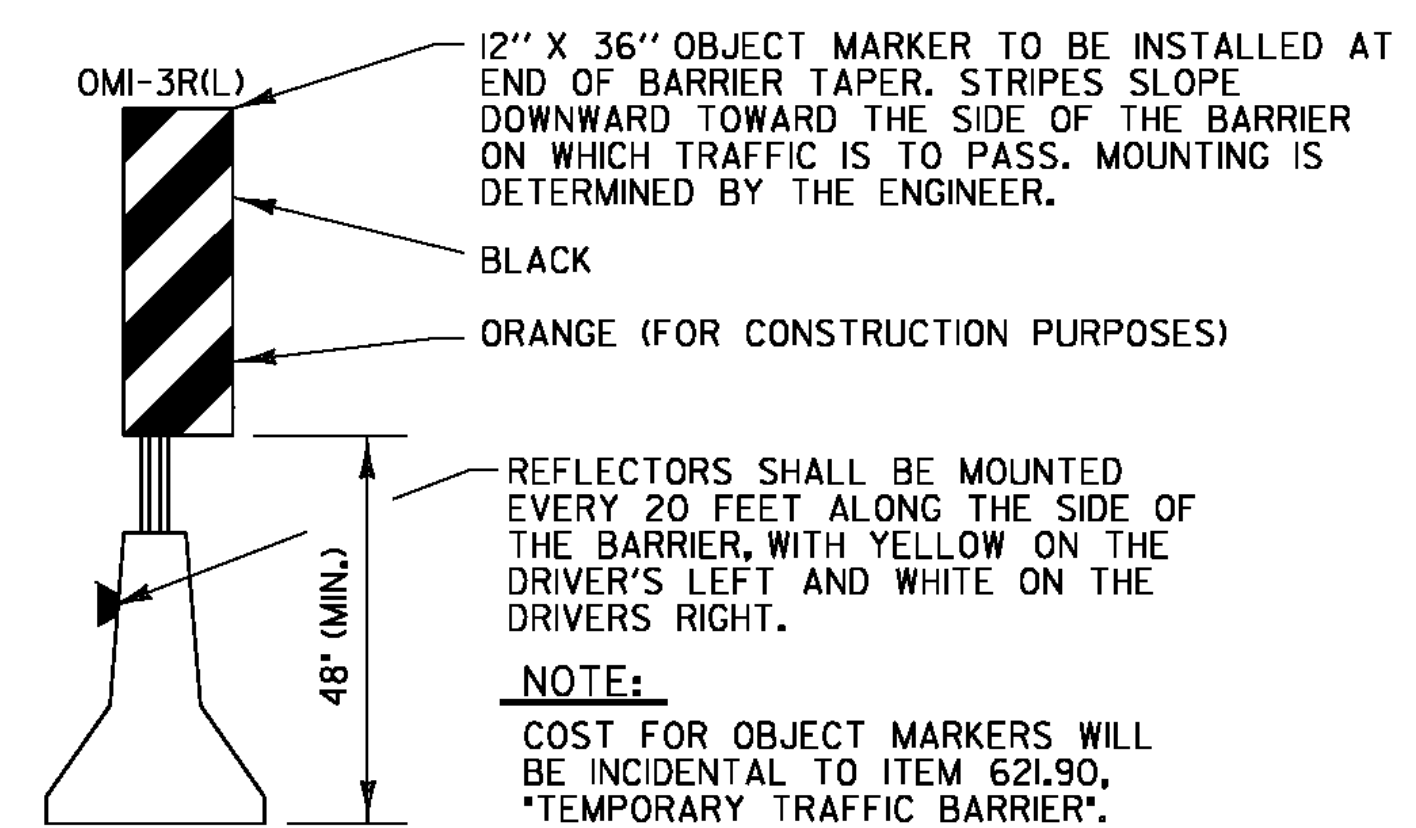
NYR9-11 DATA TABLE



2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER*

CONCRETE MEDIAN BARRIER NOTES:

1. THE EXISTING TRAVEL LANE WIDTH SHOULD BE MAINTAINED.
2. TEMPORARY TAPE EDGE LINES SHALL BE APPLIED AND SHALL MAINTAIN A ONE FOOT MINIMUM DISTANCE FROM THE BARRIER WITH TWO FEET DESIRABLE.
3. RAISED PAVEMENT MARKERS (RPM'S) SHALL BE OF A TYPE THAT CAN BE EASILY REMOVED AND SHALL BE PLACED TO THE OUTSIDE OF THE TEMPORARY TAPE PAVEMENT MARKINGS. THE RPM'S SHALL BE SPACED AT 20 FEET. THE RPM'S SHALL BE PAID FOR UNDER ITEM 646.75, "RAISED PAVEMENT MARKERS, TYPE II".
4. PROVIDE A 1:9 TAPER RATE AS SHOWN ON PLANS.
5. THE END OF THE BARRIER FACING APPROACHING TRAFFIC SHALL MEET THE FOLLOWING REQUIREMENTS.
 - A. WHEN NO GUARDRAIL IS PRESENT, A 30 FOOT OFFSET SHALL BE USED FROM THE EDGE OF TRAVELED WAY. IF A 30' OFFSET IS NOT ATTAINABLE, THEN AN ENERGY ABSORPTION ATTENUATOR SHALL BE LOCATED AT THE END OF THE BARRIER.
 - B. IF GUARDRAIL IS PRESENT, TEMPORARY CONCRETE TRAFFIC BARRIER SHALL BE CONNECTED TO EXISTING GUARDRAIL (COST INCIDENTAL TO ITEM 621.90, "TEMPORARY TRAFFIC BARRIER"). COSTS FOR DISMANTLING BARRIER CONNECTION AND RESTORING EXISTING BARRIER TO ORIGINAL CONFIGURATION SHALL BE INCIDENTAL TO ITEM 621.90, "TEMPORARY TRAFFIC BARRIER". PLANNED CONNECTION METHOD SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
6. THE QUANTITIES INCLUDE EIGHT ENERGY ABSORPTION ATTENUATORS PER EACH ITEM 900.620, "TEMPORARY TRAFFIC SYSTEM, PORTABLE", AND ONE BACKUP ATTENUATOR FOR THE PROJECT TO BE USED THE EVENT AN IN-SERVICE ATTENUATOR IS DAMAGED AND NEEDS TO BE REPLACED. THE COST FOR THE ATTENUATORS AND TO MOVE ATTENUATORS FOR SHIFTING LANE CLOSURES SHALL BE PAID FOR AS ITEM 621.56, "ENERGY ABSORPTION ATTENUATOR". THE COST FOR ENERGY ABSORPTION ATTENUATORS USED FOR ANY OTHER TRAFFIC CONTROL SETUP SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
7. ALL EQUIPMENT SHALL BE PARKED BEHIND TEMPORARY CONCRETE TRAFFIC BARRIERS AT NIGHT AND ON WEEKENDS WHEN NOT IN USE, REMOVED FROM THE WORK ZONE, OR STORED IN ACCORDANCE WITH TRAFFIC CONTROL NOTE 15 (THIS SHEET).



LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- LIGHTING (INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL")
- WORK AREA
- TRUCK/TRAILER MOUNTED ATTENUATOR (ITEM 608.45)
- ENERGY ABSORPTION ATTENUATOR (ITEM 621.56)
- PORTABLE CHANGEABLE MESSAGE SIGN (ITEM 641.5) (SEE NOTE 12)
- TEMPORARY PORTABLE TRAFFIC CONTROL SIGNAL (SEE NOTES NEXT SHEET)

PROJECT NAME:	ALBURGH - ROUSES POINT
PROJECT NUMBER:	BHF MEMB(24)
FILE NAME:	sl0b032+sl.dgn
PROJECT LEADER:	JPB
DESIGNED BY:	JJB/SRB
TRAFFIC CONTROL SHEET 1	
PLOT DATE:	12/23/2011
DRAWN BY:	JJB
CHECKED BY:	DH/JJB
SHEET	5 OF 50