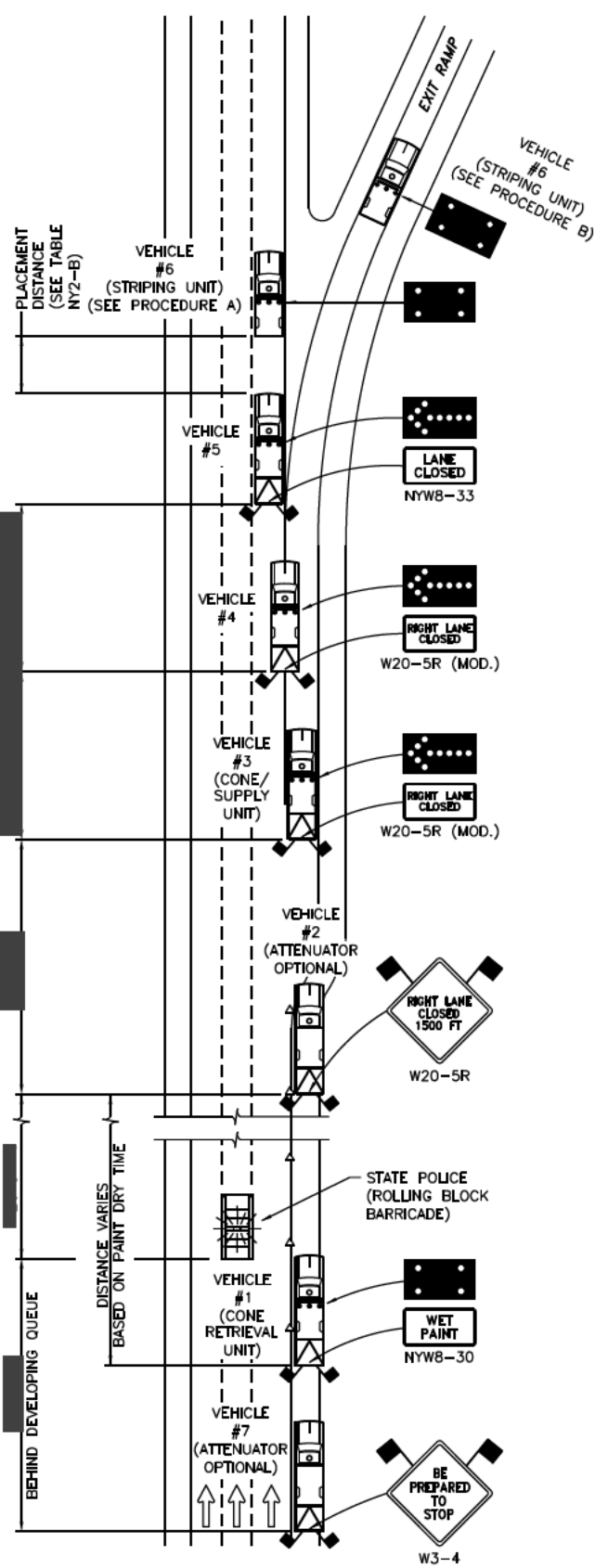


CHECKED BY: R. COUNOVER

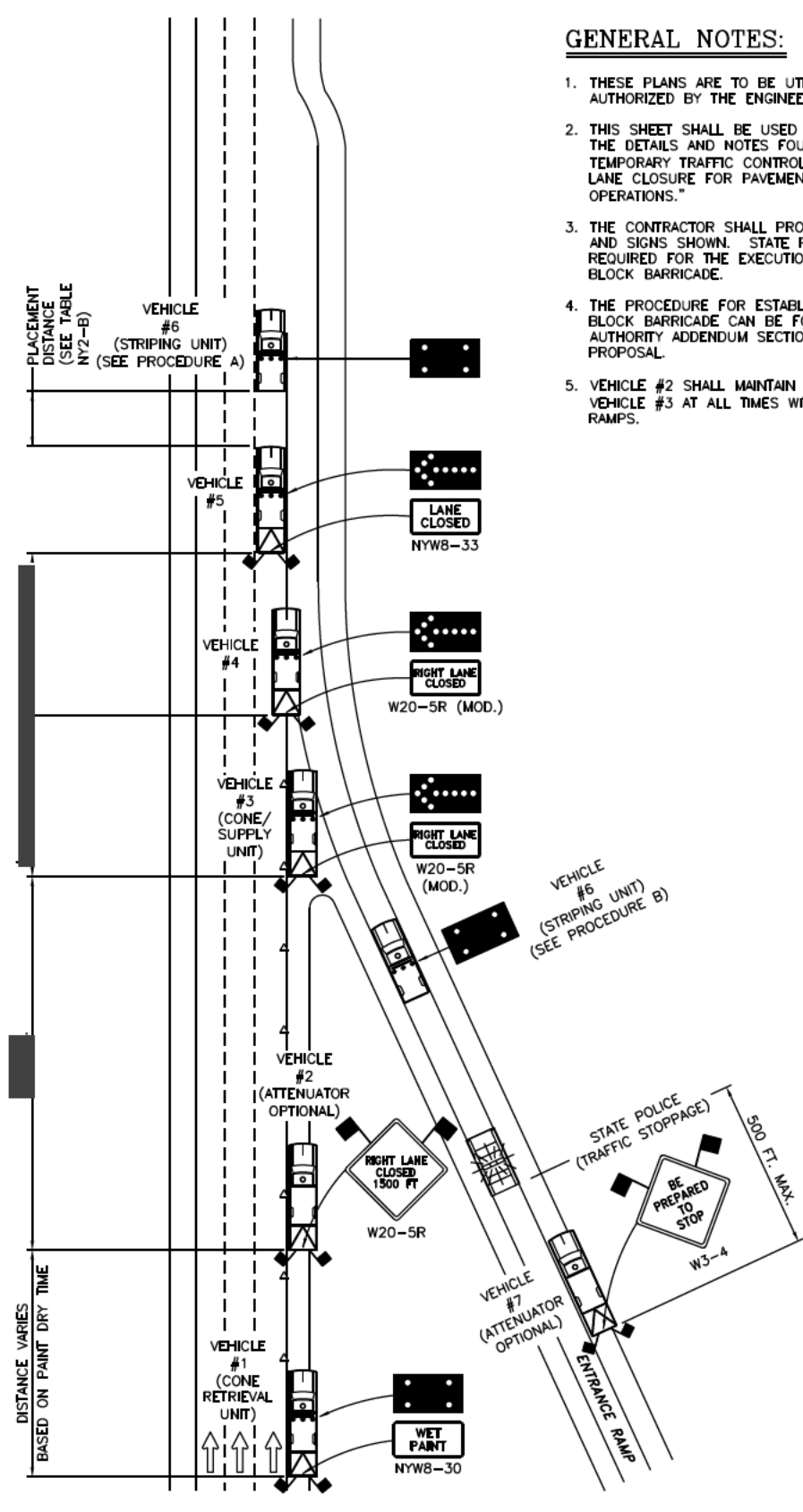
DRAFTED BY: CAD

DESIGNED BY: JA

IN CHARGE OF: JA



STRIPING OPERATION
TYPICAL DECELERATION LANE



STRIPING OPERATION
TYPICAL ACCELERATION LANE

GENERAL NOTES:

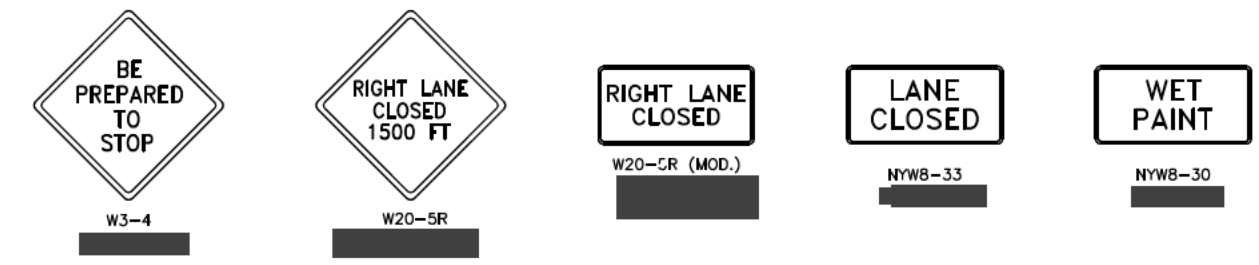
1. THESE PLANS ARE TO BE UTILIZED ONLY WHEN AUTHORIZED BY THE ENGINEER.
2. THIS SHEET SHALL BE USED IN CONJUNCTION WITH THE DETAILS AND NOTES FOUND ON THE TEMPORARY TRAFFIC CONTROL DRAWING "MOBILE LANE CLOSURE FOR PAVEMENT STRIPING OPERATIONS."
3. THE CONTRACTOR SHALL PROVIDE ALL VEHICLES AND SIGNS SHOWN. STATE POLICE ASSISTANCE IS REQUIRED FOR THE EXECUTION OF THE ROLLING BLOCK BARRICADE.
4. THE PROCEDURE FOR ESTABLISHING THE ROLLING BLOCK BARRICADE CAN BE FOUND IN THE THRUWAY AUTHORITY ADDENDUM SECTION OF THE CONTRACT PROPOSAL.
5. VEHICLE #2 SHALL MAINTAIN ITS DISTANCE FROM VEHICLE #3 AT ALL TIMES WITHOUT BLOCKING THE RAMPS.

PROCEDURE A:
MAINLINE (RIGHT EDGE) STRIPING AT
DECELERATION AND ACCELERATION LANES

1. APPROACH THE DECELERATION LANE USING THE TEMPORARY TRAFFIC CONTROL PLAN FOR STRIPING OPERATION (RIGHT EDGE LINE ONLY).
2. WHEN THE STRIPING UNIT, VEHICLE #6, REACHES THE BEGINNING OF THE DECELERATION LANE, ALL UNITS SHALL COME TO A COMPLETE STOP UNTIL THE STATE POLICE IMPLEMENT THE ROLLING BLOCK BARRICADE.
3. WHEN ALL TRAFFIC HAS CLEARED BETWEEN THE STATE POLICE AND THE STRIPING UNIT, VEHICLES #3, #4, #5, AND #6 MAY THEN PROCEED ACROSS THE DECELERATION LANE AND STRIPE THE COMBINATION BROKEN/SOLID LINE AT THE EXIT RAMP AND THE MAINLINE SIDE OF THE GORE. THE STRIPING OPERATION MAY THEN CONTINUE ALONG THE RIGHT EDGE LINE.
4. WHEN VEHICLES #3, #4, #5, AND #6 ARE COMPLETELY ACROSS THE DECELERATION LANE AND EXIT RAMP, THE STATE POLICE SHALL RELEASE TRAFFIC AND, ALONG WITH VEHICLE #7, PROCEED TO THE BEGINNING OF THE ENTRANCE RAMP WHERE TRAFFIC SHALL BE STOPPED.
5. WHEN VEHICLE #6 REACHES THE GORE OF THE ACCELERATION LANE, ALL UNITS SHALL COME TO A COMPLETE STOP UNTIL ALL ENTRANCE RAMP TRAFFIC HAS CLEARED IN FRONT OF THE STATE POLICE. VEHICLES #3, #4, #5, AND #6 MAY THEN STRIPE THE MAINLINE SIDE OF THE GORE AND THE COMBINATION SOLID/BROKEN LINE AT THE ENTRANCE RAMP.
6. WHEN VEHICLES #3, #4, #5, AND #6 ARE COMPLETELY ACROSS THE ACCELERATION LANE, THE STATE POLICE SHALL RELEASE TRAFFIC.
7. STRIPING OPERATIONS SHALL THEN RESUME ALONG THE RIGHT EDGE LINE UNTIL THE NEXT INTERCHANGE, SERVICE AREA, OR PARKING AREA IS REACHED. THE ABOVE PROCEDURE SHALL THEN BE REPEATED.

PROCEDURE B:
RIGHT AND LEFT EDGE LINE STRIPING
ON EXIT AND ENTRANCE RAMPS

1. APPROACH THE DECELERATION LANE USING THE TEMPORARY TRAFFIC CONTROL PLAN FOR STRIPING OPERATION (RIGHT EDGE LINE ONLY).
2. WHEN THE STRIPING UNIT, VEHICLE #6, REACHES THE BEGINNING OF THE DECELERATION LANE, ALL UNITS SHALL COME TO A COMPLETE STOP UNTIL THE STATE POLICE IMPLEMENT THE ROLLING BLOCK BARRICADE.
3. WHEN ALL TRAFFIC HAS CLEARED BETWEEN THE STATE POLICE AND THE STRIPING UNIT, VEHICLE #6 SHALL PROCEED ALONG THE DECELERATION LANE AND EXIT RAMP WHILE STRIPING THE RIGHT AND/OR LEFT EDGE LINES. UPON COMPLETION OF THE DECELERATION LANE AND EXIT RAMP STRIPING, VEHICLE #6 SHALL PROCEED TO THE BEGINNING OF ENTRANCE RAMP AND PARK ON THE RIGHT SHOULDER. VEHICLES #3, #4, AND #5 SHALL PROCEED ACROSS THE DECELERATION LANE AND EXIT RAMP TO THE GORE OF THE ACCELERATION LANE AND COME TO A COMPLETE STOP.
4. THE STATE POLICE SHALL THEN RELEASE TRAFFIC AND, ALONG WITH VEHICLE #7, PROCEED TO THE BEGINNING OF THE ENTRANCE RAMP AND PARK BEHIND VEHICLE #6 ON THE RIGHT SHOULDER.
5. THE STATE POLICE SHALL THEN STOP TRAFFIC FROM ENTERING THE RAMP, AND VEHICLE #6 SHALL PROCEED TO STRIPE THE RIGHT AND/OR LEFT EDGE LINES ON THE ENTRANCE RAMP AND ACCELERATION LANE.
6. UPON COMPLETION OF THE ENTRANCE RAMP AND ACCELERATION LANE STRIPING, VEHICLES #3, #4, #5, AND #6 SHALL CLOSE THE RIGHT LANE AND PROCEED PAST THE ACCELERATION LANE. AT THIS TIME, THE STATE POLICE SHALL RELEASE TRAFFIC ON THE RAMP.



LEGEND

- ARROW PANEL
- ARROW PANEL (CAUTION MODE)
- ARROW PANEL SUPPORT OR TRAILER
- WORK VEHICLE
- SHADOW VEHICLE WITH ATTENUATOR
- WARNING FLAGS (OPTIONAL) MIN.
- TRAFFIC CONES @ 80 FT. SPACING PLACED ADJACENT TO WET PAINT STRIPE AND REMOVED SUBSEQUENT TO DRYING.

| DATE | DESCRIPTION | BY | SYM. |
|---|-------------|---------------|------|
| REVISIONS | | | |
| NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209 | | | |
| TITLE OF PROJECT TITLE OF PROJECT LINE 1 TITLE OF PROJECT LINE 2 | | | |
| LOCATION OF PROJECT LOCATION OF PROJECT LINE 1 LOCATION OF PROJECT LINE 2 | | | |
| TITLE OF DRAWING WORK ZONE TRAFFIC CONTROL FOR PAVEMENT STRIPING OPERATIONS AT INTERCHANGES, SERVICE AREAS AND PARKING AREAS | | | |
| CONTRACT NUMBER: TA | | DATE: 2/09 | |
| DRAWING NUMBER: INT-PS | | | |