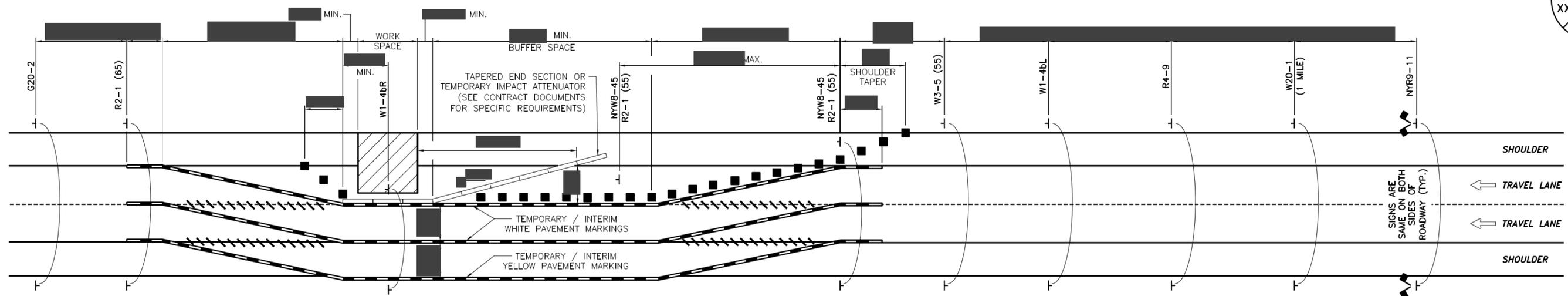


CHECKED BY: CAD

DRAFTED BY: CAD

DESIGNED BY: IA

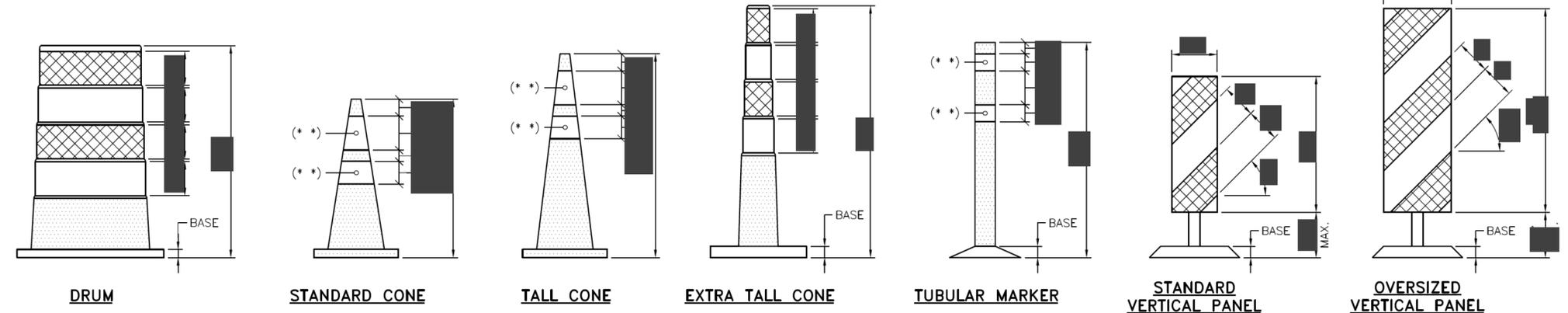
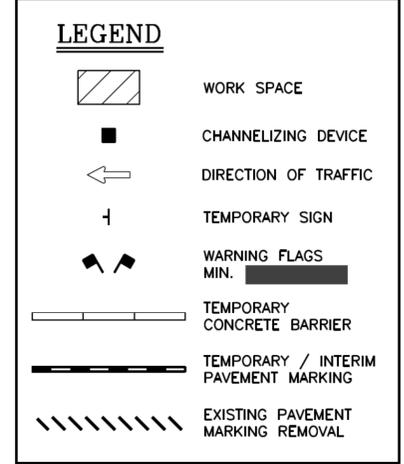
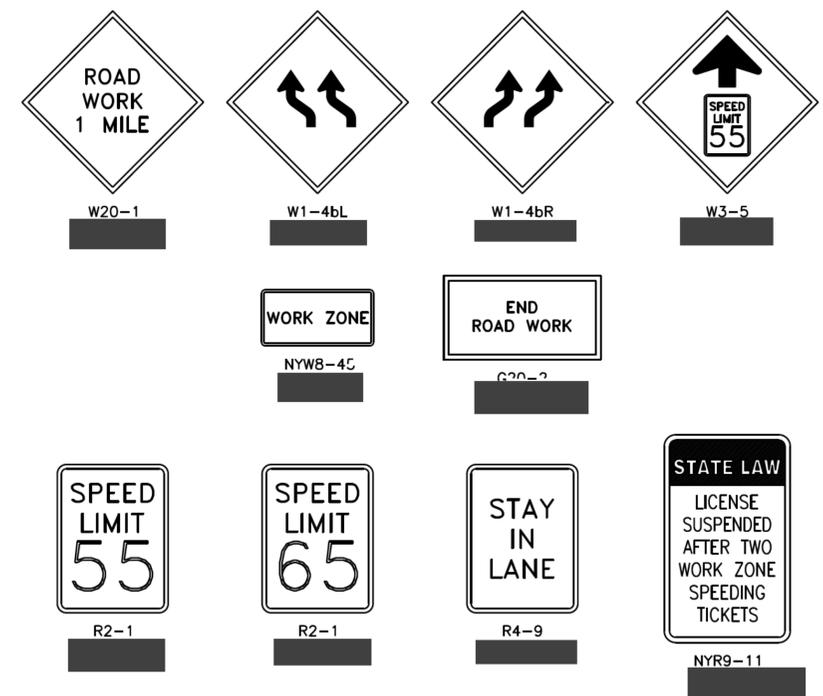
IN CHARGE OF: IA



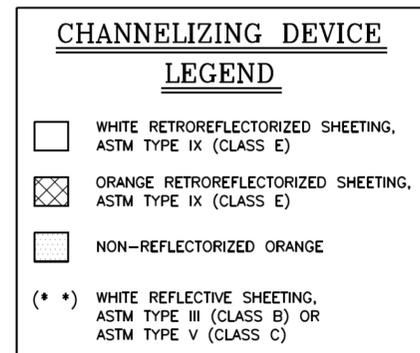
**WORK ZONE TRAFFIC CONTROL PLAN**

**NOTES:**

- ALL SIGNS SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (NMUTCD) AND NEW YORK STATE SUPPLEMENT. ORANGE SIGNS ON RIGID PANELS SHALL BE FLUORESCENT-ORANGE ASTM TYPE IX (CLASS E) RETROREFLECTIVE SHEETING. ALL OTHER COLORS OF CONSTRUCTION SIGN FACES ON RIGID PANELS SHALL BE ASTM TYPE III (CLASS B) REFLECTIVE SHEETING.
- THE ENGINEER SHALL APPROVE THE CONDITION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES PRIOR TO USE. THE ENGINEER SHALL ALSO REVIEW THE PROPOSED WORK ZONE TRAFFIC CONTROL PLAN FOR PRECISE DEVICE POSITIONING PRIOR TO INSTALLATION.
- THE PLAN SHOWN IS FOR A DOUBLE LANE SHIFT TO THE LEFT. FOR A DOUBLE LANE SHIFT TO THE RIGHT, CHANGE REVERSE CURVE SIGNS W1-4BL TO W1-4BR AND W1-4BR TO W1-4BL. THE DOUBLE LANE SHIFT PLAN TO THE RIGHT SHALL BE THE MIRROR IMAGE OF THE DOUBLE LANE SHIFT PLAN TO THE LEFT.
- FOR LANE SHIFTS CONSISTING OF MORE THAN TWO LANES, THE NUMBER OF ARROWS DEPICTED ON THE REVERSE CURVE SIGNS SHALL BE THE SAME AS THE NUMBER OF THROUGH LANES AVAILABLE TO TRAFFIC.
- TO DETERMINE THE TAPER LENGTH (L), SEE TABLE 6H-4 ON THE "LEGEND AND TABLES" DRAWING. IF CONSTRAINTS EXIST AND L CANNOT BE ACHIEVED, A REDUCTION IN THE TAPER LENGTH TO L/2 MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
- CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE NMUTCD AND SECTION 729 OF THE STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT SHEETING REQUIREMENTS SHALL BE AS SPECIFIED ON THIS DRAWING. CHANNELIZING DEVICE TYPE AND SPACING REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS.
- WHEN THE DISTANCE BETWEEN THE SECOND "WORK ZONE/SPEED LIMIT 55" SIGN (NYW8-45/R2-1) AND THE END OF THE LANE SHIFT PATTERN EXCEEDS [REDACTED] ADDITIONAL "WORK ZONE/SPEED LIMIT 55" SIGN(S) (NYW8-45/R2-1) SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY TO MAINTAIN A MAXIMUM SPACING OF [REDACTED].
- IN ADDITION TO THE SIGNING SHOWN, "ROAD WORK AHEAD" (W20-1) AND "WORK ZONE/SPEED LIMIT 55" (NYW8-45/R2-1) SIGNS SHALL BE PLACED ALONG ANY ENTRANCE RAMP THAT TERMINATES WITHIN THE WORK ZONE TRAFFIC CONTROL LIMITS. THE LOCATION OF THESE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
- EXISTING SPEED LIMIT SIGNS WITHIN THE WORK ZONE SHALL BE COMPLETELY COVERED TO AVOID CONFLICT WITH THE WORK ZONE SPEED LIMIT SIGNS.
- WHEN A SPEED DISPLAY TRAILER IS DEPLOYED, IT MAY BE USED AS A SUBSTITUTE FOR THE SECOND "WORK ZONE/SPEED LIMIT 55" SIGN (NYW8-45/R2-1). THE UNIT SHALL BE PROVIDED IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS. WHEN NOT IN OPERATION, THE SPEED DISPLAY TRAILER SHALL BE REMOVED FROM THE WORK ZONE.
- 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.



**CHANNELIZING DEVICES**



DATE	DESCRIPTION	BY	SYM.

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT PROJECT OF PROJECT LINE 1 PROJECT OF PROJECT LINE 2			
LOCATION OF PROJECT LOCATION OF PROJECT LINE 1 LOCATION OF PROJECT LINE 2			
TITLE OF DRAWING			

LANE SHIFT	
CONTRACT NUMBER: TA	DATE: 3/10
DRAWING NUMBER: LS-65	

