

SYRACUSE DIVISION
PLANS FOR THE
REPAIR OF THREE IMPACT DAMAGED
BRIDGES
AT
VARIOUS MILEPOSTS
IN
VARIOUS COUNTIES

31 SHEETS

TAS 11-44B

D214102

BIN 5510090	M.P. 278.93
BIN 5510160	M.P. 283.79
BIN 5510960	M.P. 337.47

TYPE OF CONSTRUCTION:
STEEL REPAIRS TO IMPACT DAMAGED BRIDGES.

STANDARD SHEETS:
NA

BRIDGE MAINTENANCE GUIDELINES

UPON COMPLETION OF THIS PROJECT, THE BRIDGE STRUCTURES REPAIRED, REHABILITATED OR RECONSTRUCTED HEREUNDER SHALL BE MAINTAINED IN ACCORDANCE WITH THE CURRENT AASHTO MANUAL FOR BRIDGE MAINTENANCE, AND THE NEW YORK STATE THRUWAY AUTHORITY MAINTENANCE DIRECTIVES: BRIDGE MANAGEMENT PROGRAM MD 05-16, BRIDGE MANAGEMENT ACTIVITIES MD 05-3, AND BRIDGE INSPECTION PROGRAM MD 95-5.

SPECIAL MAINTENANCE REQUIREMENTS: NONE

NOTES:

THESE PLANS WERE PREPARED IN ENGLISH UNITS. ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS - CONSTRUCTION AND MATERIALS U.S. CUSTOMARY UNITS" ADOPTED MAY 1, 2008 EXCEPT AS MODIFIED IN THESE PLANS AND BY THE PROPOSAL.

WARNING: IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER AN ITEM ON THESE PLANS IN ANY WAY. IF ALTERATIONS TO THESE PLANS ARE REQUIRED, THE ALTERATIONS SHALL BE MADE IN ACCORDANCE WITH ARTICLE 145 - SUBSECTION 7209 OF THE NEW YORK STATE EDUCATION LAW.

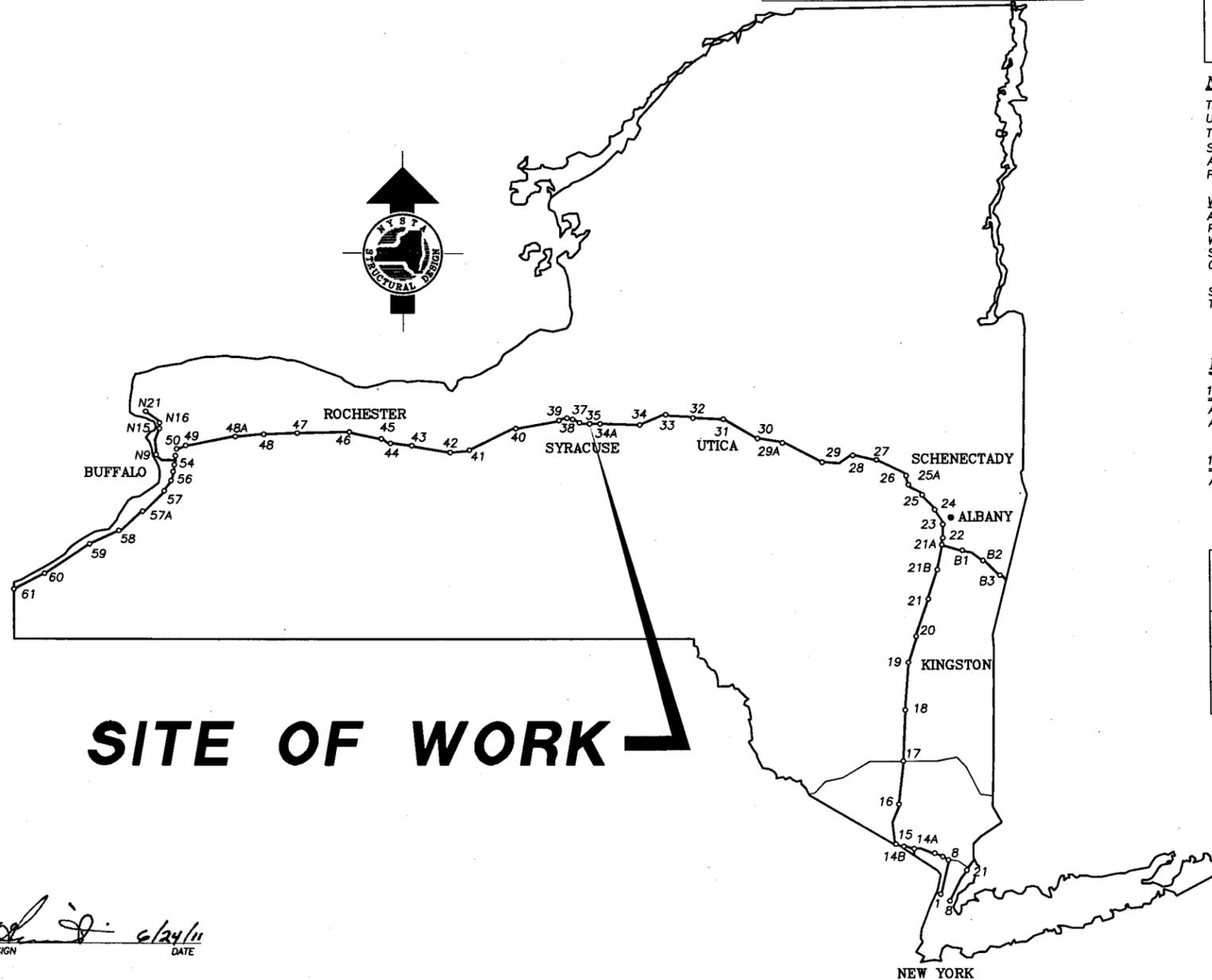
SIGNATURES HEREON HAVE BEEN AFFIXED BY PERSONS ACTING IN THEIR OFFICIAL CAPACITY AS INDICATED.

MAINTENANCE JURISDICTION

100% MUNICIPALITY
APPROACH GUIDE RAILING, APPROACH PAVEMENT, APPROACH SLAB AND SHOULDERS, WEARING COURSE AND BRIDGE FENCING.

100% AUTHORITY
ALL OTHER BRIDGE ELEMENTS NOT LISTED ABOVE.

MILE POST	PROJECT LIMITS	
	FROM M.P.	TO M.P.
278.93	277.9	279.0
283.79	282.8	283.9
337.47	336.4	338.6



REVIEWED BY *Michael C. Coffey*

DIRECTOR, STRUCTURAL DESIGN BUREAU

Keith M. Pappas

PROJECT ENGINEER

CONTRACTOR'S NAME:

AWARD DATE:

COMPLETION DATE:

FINAL ACCEPTANCE DATE:

INSPECTION FIRM'S NAME:

RESIDENT ENG./EIC:

FINAL COST TOTAL:

FISCAL SHARE	COST(S)

INSPECTION FIRM CONSULTANT STAMP:

RECOMMENDED BY: *[Signature]* 6/24/11
DIRECTOR, OFFICE OF DESIGN DATE

RECOMMENDED BY: *[Signature]* 6/27/11
DIVISION DIRECTOR DATE

RECOMMENDED BY: *[Signature]* 6/27/11
TRAFFIC ENGINEER DATE

RECOMMENDED BY: *[Signature]* 6-27-11
DIRECTOR, OFFICE OF CONSTRUCTION MANAGEMENT DATE

RECOMMENDED BY: *[Signature]* 6-27-11
DIRECTOR OF MAINTENANCE AND OPERATIONS DATE

APPROVED BY: *[Signature]* 6/27/11
CHIEF ENGINEER DATE

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ESTIMATE OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
564.85011725	REPAIR OF STRUCT STL - SYRACUSE INTERCHANGE M.P. 278.93	LS	NEC	
564.85011825	REPAIR OF STRUCT STL - ELECTRONICS PARKWAY M.P. 283.79	LS	NEC	
564.85011925	REPAIR OF STRUCT STL - PORT GIBSON ROAD M.P. 337.47	LS	NEC	
619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	NEC	
619.110204	PORTABLE, VARIABLE MESSAGE SIGN, WITH CELLULAR COMMUNICATIONS AND RADAR	EACH	2	
619.24	NIGHTTIME OPERATIONS	LS	NEC	
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697.020325	FIELD CHANGE ORDER (THRUWAY)	DC	50000	
699.0425	MOBILIZATION	LS	NEC	

DESIGNED BY: M. CIOFFI
 DRAWN BY: K. KAYSER
 CHECKED BY: J. DISHON
 CONTRACT NO. 11-44B

DATE	DESCRIPTION	BY	SYM.
<i>REVISIONS</i>			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
INDEX OF DRAWINGS			
		CONTRACT NUMBER: TAS 11-44B	
		DATE: 04/11	
		DRAWING NUMBER: I	

DESCRIPTION:

THE WORK SHALL INCLUDE REPAIR OF DAMAGE TO STRUCTURAL STEEL COMPONENTS OF PRIMARY AND SECONDARY STRUCTURAL MEMBERS RESULTING FROM IMPACT, CORROSION LOSS, FATIGUE CRACKS, ETC.; INCLUDING REPAIRS TO STRINGERS, GIRDERS, FLOOR BEAMS, COLUMNS, BENTS, STEEL PIER CAPS, DIAPHRAGMS, CROSS FRAMES, ETC. AS IDENTIFIED AND AS LOCATED ON THE PLANS OR OTHER CONTRACT DOCUMENTS. ALL WORK SHALL BE INCLUDED IN THE SPECIFIC STEEL REPAIR ITEM FOR THAT SITE.

UNDEFINED DAMAGE:

THE CONTRACTOR SHALL NOTE THAT ADDITIONAL REPAIR WORK MAY BE NECESSARY AS THE CONTRACT PROGRESSES. PRIOR TO MAKING ANY REPAIRS NOT IDENTIFIED ON THE CURRENT CONTRACT DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND SUBMIT A DESCRIPTION OF THE DAMAGE TO THE AUTHORITY FOR EVALUATION AND PREPARATION OF REPAIR METHODS.

CONTRACTOR SUBMITTALS REQUIRING APPROVAL PRIOR TO THE START OF WORK:

1. WELDING PROCEDURE SPECIFICATIONS AND WHEN REQUIRED BY SECTION 8 OF THE NYSSCM, WELDING PROCEDURE QUALIFICATION RECORDS.
2. EVIDENCE THAT ALL WELDERS/WELDING OPERATORS ARE QUALIFIED TO PROCESS AND POSITION ETC. IN ACCORDANCE WITH SECTION 8 OF THE NYSSCM.
3. PAINT TYPE AND THE MANUFACTURER'S RECOMMENDED PAINT APPLICATION INSTRUCTIONS
4. CERTIFICATIONS OF ALL PERSONNEL ENGAGED IN NONDESTRUCTIVE TESTING.
5. CONTRACTOR PROPOSED FLAME STRAIGHTENING JACKING AND RESTRAINING PROCEDURES STAMPED BY AN ENGINEER LICENSED TO PRACTICE IN THE STATE OF NEW YORK. INCLUDE SPECIFIC DETAILS OF ALL EQUIPMENT, BRACING DEVICES, JACKING PRESSURES AND LATERAL MOVEMENT DIMENSIONS EXPECTED AS A RESULT OF APPLIED RESTRAINING LOADS.

GENERAL REQUIREMENTS:

1. ALL STRUCTURAL STEEL FABRICATION, ERECTION, WELDING, HEATING, NONDESTRUCTIVE TESTING, ETC. SHALL BE PERFORMED IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (NYSSCM) WITH CURRENT ADDENDA, EXCEPT AS MODIFIED HEREIN.
2. ALL REPAIRS TO IMPACT DAMAGED STRUCTURES SHALL BE DONE USING THE GUIDELINES PROVIDED IN THE "U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, HEAT-STRAIGHTENING REPAIRS OF DAMAGED STEEL BRIDGES, A TECHNICAL GUIDE AND MANUAL PRACTICE", REPORT NO. FHWA-1F-99-004, OCTOBER 1998.
3. ONLY FLAME STRAIGHTENING PROCEDURES MAY BE USED, AS DESCRIBED IN THE ABOVE DOCUMENT UNLESS OTHERWISE MODIFIED BY THE CONTRACT DOCUMENTS. EXCEPTIONS MAY BE MADE TO ALLOW HOT MECHANICAL STRAIGHTENING SUBJECT TO APPROVAL OF THE DIRECTOR OF ENGINEERING SERVICES. COLD MECHANICAL STRAIGHTENING WILL NOT BE ALLOWED.
4. PRELOAD COMPRESSIVE STRESS WILL BE PERMITTED UP TO A MAXIMUM OF 20,000 PSI. PRELOAD STRESS IS INTENDED TO REDUCE THE NUMBER OF HEATING PATTERNS REQUIRED TO STRAIGHTEN DAMAGED MEMBERS.
5. HEATING, INCLUDING PREHEATING, MAINTENANCE OF INTERPASS TEMPERATURE, POST-HEATING, FLAME STRAIGHTENING, ETC. SHALL BE CONTROLLED BY THE USE OF TEMPERATURE INDICATING CRAYONS. CRAYONS MANUFACTURED FOR 250°F (120°C), 400°F (200°C), 600°F (316°C), 1150°F (620°C) AND 1250°F (677°C) SHALL BE AVAILABLE AT THE WORK SITE. ANY HEATING PROCEDURE THAT CAUSES A PORTION OF THE STEEL TO BE HEATED IN EXCESS OF 1250°F SHALL BE CONSIDERED DESTRUCTIVE HEATING AND SHALL BE CAUSE FOR REPAIR OR REPLACEMENT OF THE STEEL AT THE CONTRACTOR'S EXPENSE.
6. WHEN THE DAMAGED FLANGE IS GREATER THAN 1 INCH IN THICKNESS OR A COVER PLATE IS ATTACHED TO THE DAMAGED FLANGE, HEAT SHALL BE APPLIED TO THE TOP AND BOTTOM OF THE DAMAGED MEMBER (S) USING TWO TORCHES SIMULTANEOUSLY.
7. CONTRACTOR PERSONNEL ENGAGED IN HEATING OPERATIONS SHALL HAVE IN THEIR POSSESSION, TEMPERATURE INDICATION CRAYONS IN THE FOLLOWING INCREMENTS: 600°F, 1050°F, 1150°F, 1200°F, AND 1250°F.
8. QUENCHING WITH WATER, OR WATER AND AIR, OR OTHER COOLING MEDIUM WILL NOT BE ALLOWED. COOLING WITH DRY COMPRESSED AIR WILL BE PERMITTED AFTER THE STEEL HAS COOLED TO 600°F.
9. THE MANUAL SHIELDED METAL ARC WELDING (SMAW) PROCESS SHALL BE USED FOR ALL FIELD REPAIR WELDING. THE FLUX CORED ARC WELDING (FCAW) PROCESS WITH EXTERNAL GAS SHIELDING OR THE SUBMERGED ARC WELDING (SAW) PROCESS MAY BE USED AS APPROPRIATE, SUBJECT TO APPROVAL OF THE DIRECTOR OF ENGINEERING SERVICES, AND SUBJECT TO QUALIFICATION AS REQUIRED BY THE NYS STEEL CONSTRUCTION MANUAL. ALL COSTS ASSOCIATED WITH THE QUALIFICATION OF THE FCAW AND SAW PROCESSES SHALL BE BORNE BY THE CONTRACTOR.
10. ALL NEW WELDS IN TENSION AREAS OF MAIN MEMBERS MUST BE TESTED FOR SOUNDNESS USING THE APPROPRIATE TEST METHOD, AS SHOWN IN THE CONTRACT DOCUMENTS. EXISTING WELDS IN TENSION AREAS; WELDS IN COMPRESSION AREAS OF MAIN MEMBERS; BASE METAL; AND SECONDARY MEMBERS MAY REQUIRE TESTING, AS SHOWN IN THE CONTRACT DOCUMENTS.
11. AFTER ALL REQUIRED REPAIRS ARE COMPLETE, A MAGNETIC PARTICLE INSPECTION SHALL BE PERFORMED ON AND WITHIN 12" OF ANY AREAS THAT WERE HEATED, STRAIGHTENED, GROUND TO REMOVE SCRAPES AND GOUGES OR WELDED.

MATERIALS:

1. RECORD DRAWINGS INDICATE THAT EXISTING STRUCTURAL STEEL IS ASTM A7 (FY=33 KSI), UNLESS NOTED OTHERWISE.
2. ALL NEW STEEL COMPONENTS SHALL BE OF DOMESTIC ORIGIN. THIS SHALL INCLUDE STRUCTURAL STEEL SHAPES, PLATES, FASTENERS ETC.
3. NEW MATERIALS FOR THIS WORK MUST CONFORM TO THE LATEST EDITION OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, OFFICE OF ENGINEERING, INCLUDING CURRENT ADDENDA, OTHERWISE SHOWN IN THE CONTRACT DOCUMENTS OR OTHERWISE DESCRIBED HEREIN, AS FOLLOWS: (ALL REFERENCES TO METRIC DIMENSIONS SHALL BE CONVERTED TO ENGLISH)
4. TWO COPIES OF CERTIFIED MILL TEST REPORTS FOR ALL STRUCTURAL STEEL AND FASTENERS SHALL BE PROVIDED TO THE ENGINEER.
5. TWO COPIES OF CERTIFICATES OF CONFORMANCE FROM THE GALVANIZER FOR ALL GALVANIZED SURFACES SHALL BE PROVIDED TO THE ENGINEER.

A. STRUCTURAL STEEL - STANDARD SPECIFICATION 715-01

ALL NEW STRUCTURAL STEEL SHAPES AND PLATES SHALL BE ASTM A709 GR 36, UNLESS NOTED OTHERWISE. THE CONTRACTOR MAY SUBSTITUTE ASTM A709 GR 50 OR GR 50W, IF MATERIAL SUBSTITUTIONS ARE MADE, THE CONTRACTOR SHALL NOTIFY THE AUTHORITY PRIOR TO THEIR PURCHASE.

ALL NEW STRUCTURAL STEEL SHAPES AND PLATES USED IN AREAS SUBJECT TO TENSILE STRESS (GIRDER WEBS, FLANGES, COVER PLATES ETC.) SHALL BE FURNISHED TO MEET MINIMUM CVN-TOUGHNESS REQUIREMENTS (15 FT.LBS. @ 40°F). THE DIRECTION OF ROLLING MUST BE PARALLEL TO THE DIRECTION OF PRIMARY STRESS. STRUCTURAL STEEL USED FOR REPLACEMENT CONNECTION PLATES AND DIAPHRAGMS SHALL NOT REQUIRE CVN TOUGHNESS TESTING.

B. HIGH STRENGTH BOLTS, NUTS AND WASHERS - STANDARD SPECIFICATION 715-14

ALL PLAIN FASTENERS SHALL BE ASTM A325 TYPE 1 HIGH STRENGTH BOLTS WITH ASTM A563 GR C, D, DH OR ASTM A194 GR 2, 2H NUTS AND TWO ASTM F436 WASHERS.

WHEN SHOWN ON THE CONTRACT DRAWINGS, GALVANIZED FASTENERS SHALL BE ASTM A325 TYPE 1 HIGH STRENGTH BOLTS WITH ASTM A563 GR DH OR ASTM A194 GR 2H NUTS AND TWO ASTM F436 WASHERS. GALVANIZING SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 719-01, GALVANIZED COATINGS AND REPAIR METHODS, TYPE II, ASTM A153, ZINC COATING (HOT DIP) ON IRON AND STEEL HARDWARE OR ASTM B695 COATING OF ZINC MECHANICALLY DEPOSITED ON IRON AND STEEL.

WASHERS SHALL BE INSTALLED UNDER BOTH THE BOLT HEAD AND NUT.

C. STAINLESS STEEL CONNECTING PRODUCTS - STANDARD SPECIFICATION 715-18

STAINLESS STEEL CONNECTING PRODUCTS SHALL BE OF THE SIZE, TYPE AND GRADE SHOWN ON THE CONTRACT DRAWINGS.

D. PAINTING METAL STRUCTURES - STANDARD SPECIFICATION 740-01

ALL PAINT MUST BE EXTERIOR GRADE, ABRASION RESISTANT, LEAD AND CHROMATE FREE, AND COMPATIBLE WITH THE EXISTING PAINT SYSTEM.

THE PAINT AND PAINT SYSTEM MUST BE SELECTED FROM THE LATEST NYS DOT MATERIALS BUREAU APPROVED LIST, AND APPROVED BY THE ENGINEER IN THE FIELD. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH TWO COPIES OF THE MANUFACTURER'S CERTIFICATION STATING THAT THE PAINT MEETS THE ABOVE REQUIREMENTS, AND THAT IT IS APPROPRIATE FOR THE INTENDED APPLICATION.

THE CONTRACTOR MUST PROVIDE A WRITTEN PROCEDURE PREPARED BY THE MANUFACTURER DESCRIBING THE PROPER SURFACE PREPARATION, APPLICATION AND CURING OF THE NEW PAINT SYSTEM, PLUS ANY NECESSARY INSPECTION EQUIPMENT AS RECOMMENDED BY THE PAINT MANUFACTURER.

E. GALVANIZING - STANDARD SPECIFICATION 719-01

MATERIAL SHALL BE GALVANIZED WHEN SPECIFIED ON THE CONTRACT PLANS.

F. ANCHOR BOLTS (NON-STAINLESS STEEL) STANDARD SPECIFICATION 723-60

ANCHOR BOLTS SHALL BE OF THE DIAMETER, TYPE AND GRADE SPECIFIED ON THE CONTRACT PLANS

LOCALIZED CLEANING OF EXISTING STEEL:

1. EXISTING PAINT AND PAINT CHIPS: BE ADVISED THAT ALL EXISTING PAINT AND PAINT CHIPS MAY CONTAIN LEAD, UNLESS SPECIFICALLY STATED OTHERWISE IN THE CONTRACT DOCUMENTS. THE FOLLOWING REGULATIONS WILL APPLY AS APPROPRIATE:

A. FEDERAL REGULATIONS FOR TRANSPORT, TREATMENT AND DISPOSAL OF HAZARDOUS WASTE INCLUDE 40CFR 263, 264, 265, AND 268.

B. NEW YORK STATE REGULATIONS FOR TRANSPORT, TREATMENT AND DISPOSAL OF HAZARDOUS WASTE INCLUDE 6NYCRR 364, 370, 371, 372, 373-3 AND 376.

2. HAZARDOUS WASTE MATERIALS: SHALL INCLUDE EXISTING PAINT, OLD PAINT CHIPS, CORROSION RESIDUE, AND USED OR SPENT ABRASIVES THAT RESULT FROM BLASTING AND OTHER CLEANING AND COATING OPERATIONS PERFORMED IN THE FIELD, UNLESS STATED OTHERWISE IN THE CONTRACT DOCUMENTS.

3. COMMERCIAL BLAST CLEANING: SHALL MEAN THAT ALL SURFACES MUST BE CLEANED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS FOR COMMERCIAL BLAST CLEANING, SSPC-SP6, AS PUBLISHED BY THE STEEL STRUCTURES PAINTING COUNCIL.

4. THE CONTRACTOR MUST CONFORM TO ALL FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS DURING PERFORMANCE OF THE WORK.

5. ALL EQUIPMENT TO BE USED IN THE WORK MUST BE IN GOOD OPERATING CONDITION AND MUST BE APPROVED BY THE ENGINEER PRIOR TO PLACING IT IN SERVICE.

6. ALL PAINT, DIRT, CORROSION, OIL, GREASE AND OTHER FOREIGN MATERIALS MUST BE REMOVED WITHIN 12 INCHES OF ANY REPAIR AREA BY COMMERCIAL BLAST CLEANING OR OTHER APPROVED MEANS PRIOR TO BEGINNING THE REPAIR WORK. A REPAIR AREA IS DEFINED AS ANY LOCATION THAT HAS BEEN DISTORTED AS A RESULT OF IMPACT; WELDS JOINING MEMBER COMPONENTS WITHIN THE DISTORTED AREA, INCLUDING CONNECTION PLATES AT LOCATIONS WHERE FASTENERS ARE TO BE REPLACED; AND ANY BASE METAL THAT IS TO BE HEATED, FLAME CUT, WELDED, GROUND OR TESTED. WHEN CLEANING AREAS TO BE HEATED OR WELDED, IT IS INTENDED THAT BOTH SIDES OF THE MEMBER BE CLEANED: I.E. BOTH SIDES OF THE WEB, FLANGE, CONNECTION PLATE, ETC.

A. THE CLEANING METHOD MUST BE DRY ABRASIVE BLASTING USING A CLOSED CYCLE, RECIRCULATING, ABRASIVE SYSTEM WITH COMPRESSED AIR BLAST NOZZLE AND ABRASIVE, WITH A VACUUM FOR DUST, PAINT WASTE AND ABRASIVE RECOVERY. COMMERCIAL BLAST CLEANED SURFACES MUST CONFORM TO SSPC-SP6/SSPC VIS. 1-89 SPECIFICATIONS. ALTERNATELY, VACUUM POWER TOOLS MAY BE USED IN LIEU OF THE DRY ABRASIVE BLAST SYSTEM, PROVIDING THE CLEANED SURFACES CONFORM TO SSPC-SP 11/SSPC VIS. 3 SPECIFICATIONS FOR POWER TOOL CLEANING TO BARE METAL.

B. ALL ABRASIVES SHALL BE FREE OF CORROSION PRODUCING CONTAMINANTS, OIL, GREASE, SOLUBLE SALTS, OR OTHER DELETERIOUS CONTAMINANTS. SILICA SAND WILL NOT BE ALLOWED FOR BLAST CLEANING PURPOSES. THE ABRASIVE MUST BE OF SUCH SIZE AS TO PRODUCE A UNIFORM SURFACE PROFILE THAT IS SUITABLE FOR THE APPLICATION OF THE SPECIFIED PAINT. THE ABRASIVE MAY BE RECYCLED A MAXIMUM OF FIVE TIMES. THE TYPE OF ABRASIVE MATERIAL MAY BE SELECTED BY THE CONTRACTOR PROVIDING ALL OF THE ABOVE REQUIREMENTS ARE MET.

C. THE VACUUM BLAST CLEANING MUST REMOVE ALL EXISTING COATINGS; CAPTURE A MINIMUM OF 95% OF THE ABRASIVE; RECYCLE THE ABRASIVE; PRODUCE A CLEAN SURFACE IN ACCORDANCE WITH THIS SPECIFICATION; AND MEET CURRENT EPA REGULATIONS.

D. POTENTIAL HAZARDOUS WASTE GENERATED DURING CLEANING OPERATIONS SHALL BE COLLECTED AND THEN STORED IN RESEALABLE (55) GALLON (250 LITER) BARRELS. THE BARRELS SHALL BE PROPERLY LABELED IN ACCORDANCE WITH FEDERAL DOT REGULATIONS AND STORED ON SITE. THE CONTRACTOR SHALL OFFICIALLY RECORD THE WEIGHT OF WASTE GENERATED AT EACH SITE.

E. THE CONTRACTOR SHALL NOTIFY THE ENGINEER ONCE A BARREL IS FULL OR IF NO MORE WASTE WILL BE ADDED TO THE BARREL. THE ENGINEER SHALL ARRANGE FOR TRANSPORTATION AND DISPOSAL OF THE WASTE UNDER THE PROVISIONS OF A SEPARATE CONTRACT THAT THE AUTHORITY HAS WITH A WASTE DISPOSAL CONTRACTOR.

CONSTRUCTION DETAILS:

1. ALL REPAIR WORK SHALL BE PERFORMED TO THE STRUCTURAL STEEL AS LOCATED AND/OR SHOWN IN THE CONTRACT DOCUMENTS AND ON THE APPROVED REPAIR DRAWINGS. COPIES OF ORIGINAL SHOP DRAWINGS FOR IMPACT DAMAGED MEMBERS AND EXAMPLES OF VARIOUS IMPACT DAMAGE REPAIR DETAILS CAN BE FURNISHED TO THE CONTRACTOR UPON REQUEST.

2. CERTAIN SPECIALTY WORK MAY REQUIRE SPECIFIC PERSONNEL QUALIFICATION, AS IDENTIFIED IN THE CONTRACT DOCUMENTS.

3. UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL SUBMIT A COMPLETE DESCRIPTION OF THEIR PROPOSED PLANS AND PROCEDURES FOR ACCOMPLISHING THE WORK SHOWN ON THE CONTRACT DOCUMENTS TO THE AUTHORITY FOR PRIOR REVIEW AND APPROVAL FOR EACH REPAIR TO BE MADE. THE SUBMITTAL MUST BE PREPARED ON FULL SIZE DRAWINGS AS DEFINED BY THE NYS STEEL CONSTRUCTION MANUAL IN ACCORDANCE WITH THE ABOVE SPECIFICATIONS. ONCE APPROVED, THE CONTRACTOR SHALL NOT DEVIATE FROM SAME WITHOUT SPECIFIC APPROVAL FROM THE DIRECTOR OF ENGINEERING SERVICES. ALL DRAWING SUBMITTALS SHALL BE TRANSMITTED TO THE NEW YORK STATE THRUWAY AUTHORITY METALS ENGINEERING UNIT THRU THE RESIDENT ENGINEER USING PROCESSING ENGINEERING CONTRACT SUBMITTALS # 430-010, FORM TA-4011. THESE DRAWINGS MUST SHOW SPECIFIC INFORMATION, INCLUDING:

- A. THE EXISTING CONDITION OF THE DAMAGED MEMBERS.
- B. THE LOCATION OF PAINT OR COATING REMOVAL.
- C. INITIAL NONDESTRUCTIVE TESTS TO BE PERFORMED, IF REQUIRED.
- D. LIFTING AND TEMPORARY SUPPORT DETAILS, IF APPLICABLE.
- E. PRELOAD JACKING DETAILS AND MEMBER DISPLACEMENT DIMENSIONS, IF APPLICABLE.
- F. DETAILS OF COMPONENTS TO BE STRAIGHTENED, IF APPLICABLE.
- G. DETAILS OF COMPONENTS TO BE REPLACED, IF APPLICABLE.
- H. WELDING PROCESSES AND WELDING PROCEDURE SPECIFICATIONS TO BE USED, IF APPLICABLE.
- I. DETAILS FOR COMPLETE PENETRATION GROOVE WELDING, OR PARTIAL PENETRATION GROOVE WELDING, IF APPLICABLE, INCLUDING THE CONTRACTOR'S PREFERRED JOINT DESIGNATION.
- J. FINAL NONDESTRUCTIVE TESTS.
- K. FINAL PROTECTIVE COATINGS.
- L. FOR REPAIR OF IMPACT DAMAGED STRUCTURES, DETAILS OF HEATING PROCEDURES, INCLUDING AREAS TO BE HEATED AND METHOD OF HEATING, MUST BE SHOWN.
- M. FOR IMPACT DAMAGED STRUCTURES, OR WHEN REQUIRED BY THE CONTRACT DOCUMENTS, THE PROPOSED REPAIR DRAWINGS MUST BE SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN NEW YORK STATE, UNLESS THIS REQUIREMENT IS EXCLUDED IN THE PLANS OR BY SPECIAL NOTE.

4. PRIOR TO THE START OF WORK ANY LOOSE OR DAMAGED CONCRETE WHICH MAY POSE A HAZARD SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER.

5. FLAME STRAIGHTENING OPERATIONS SHALL NOT BEGIN UNTIL ALL BLAST CLEANED AREAS HAVE BEEN VISUALLY INSPECTED AND MAGNETIC PARTICLE TESTED TO IDENTIFY ANY CRACKS. CRACKS FOUND SHALL BE REPORTED TO THE METALS ENGINEERING UNIT FOR DISPOSITION.

6. ALL NICKS, GOUGES, TEARS, CRACKS ETC. SHALL BE REPAIRED AND TESTED PRIOR TO FLAME STRAIGHTENING. ALL DAMAGED CONNECTION PLATES SHALL BE REMOVED AND REMOVAL AREAS TESTED PRIOR TO FLAME STRAIGHTENING.

7. DURING FLAME STRAIGHTENING PROCEDURES, THE ROADWAY ABOVE SHALL HAVE A SHOULDER AND/OR LANE CLOSURE TO REDUCE LIVE LOADS.

8. AT THE END OF DAILY WORK OPERATIONS, ALL EQUIPMENT OVER HEAD AND ADJACENT TO TRAVEL LANES SHALL BE REMOVED FROM THE STRUCTURE TO THE SATISFACTION OF THE ENGINEER. THIS SHALL INCLUDE BUT NOT BE LIMITED TO THE REMOVAL OF JACKING DEVICES, TEMPORARY BRACING, COME-ALONGS, STEEL SHIMS, WOOD BLOCKING, BEAM CLAMPS, DRILLING EQUIPMENT, LOSE MISCELLANEOUS IRON, FASTENERS ETC.

CONTINUED ON SHEET 4

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING GENERAL NOTES - 1			
		CONTRACT NUMBER: TAS 11-44B	
		DATE: 04/11	
		DRAWING NUMBER: GN-1	

DESIGNED BY: M. CIOFFI
CHECKED BY: K. KAISER
DRAWN BY: J. DISHON
CONTRACTED BY: MC

BOLTED CONNECTIONS:

1. ALL BOLTED CONNECTIONS SHALL BE FRICTION TYPE. PRIOR TO ASSEMBLY, INNER PLIES SHALL BE FREE OF OIL, GREASE, LOOSE SCALE, BURRS, DIRT, PAINT AND OTHER FOREIGN MATERIAL THAT WILL PREVENT THE SOLID SEATING OF THE PARTS.
2. BOLT HOLES SHALL BE 1/16" LARGER IN DIAMETER THAN THE BOLT DIAMETER.
3. WHENEVER EXISTING HOLES IN STEEL MEMBERS ARE USED AS A TEMPLATE FOR THE DRILLING OF NEW HOLES, THE NEW BOLT HOLES SHALL BE MADE USING HOUGEN OR JANCY TYPE DRILLS. TWIST DRILLS WILL NOT BE ALLOWED.
4. BOLTING AND BOLT TENSION VERIFICATION SHALL BE IN ACCORDANCE WITH SECTION 10 OF THE NYSSCM.

WELDING:

1. ALL FIELD WELDING SHALL BE PERFORMED USING PROPERLY DRIED E7018 ELECTRODES, AND APPROVED SMAW WELDING PROCEDURE SPECIFICATIONS
2. PROPERLY DRIED ELECTRODES SHALL BE DEFINED AS FOLLOWS: ALL SMAW ELECTRODES SHALL BE FURNISHED IN HERMETICALLY SEALED CONTAINERS AND SHALL BE DRIED AT LEAST TWO HOURS, BUT NOT TO EXCEED FOUR HOURS, BETWEEN 450°F (230°C) AND 500°F (260°C) BEFORE THEY ARE USED. AFTER DRYING, ELECTRODES SHALL IMMEDIATELY BE PLACED IN A STORAGE OVEN HELD CONTINUOUSLY AT 250°F (120°C) UNTIL THEY ARE USED IN THE WORK. ONE OVEN MAY BE USED PROVIDING PROPER TEMPERATURE CONTROLS ARE MAINTAINED. THE TIME THAT THE ELECTRODES MAY BE KEPT FROM THE OVEN BEFORE USE WILL BE AS DESCRIBED IN ARTICLE 711 OF THE NYSSCM.
3. ALL WELDING SHALL BE PERFORMED BY NEW YORK STATE CERTIFIED WELDERS/WELDING OPERATORS QUALIFIED TO PROCESS AND POSITION IN ACCORDANCE WITH SECTION 8 OF THE NYSSCM. ALL COSTS ASSOCIATED WITH WELDER/WELDING OPERATOR QUALIFICATION SHALL BE BORNE BY THE CONTRACTOR.
4. MINIMUM PREHEAT AND INTERPASS TEMPERATURES SHALL BE 400°F, EXCEPT AS APPROVED BY THE DIRECTOR OF ENGINEERING SERVICES FOR SPECIFIC APPLICATIONS. HEAT MEASUREMENTS SHALL BE MADE AT LEAST 3 INCHES BOTH Laterally AND IN ADVANCE OF THE WELDING.
5. MINIMUM PREHEAT AND INTERPASS TEMPERATURES SHALL ALSO APPLY TO THE INSTALLATION OF TACK WELDS.
6. TEMPERATURE INDICATING CRAYONS SHALL BE IN THE POSSESSION OF ALL WELDERS WHILE PERFORMING WORK.
7. THE INSTALLATION OF TEMPORARY ATTACHMENTS, TEMPORARY WELDS AND/OR TACK WELDS, NOT TO BE INCORPORATED INTO PERMANENT WELDS, WILL NOT BE ALLOWED UNLESS SPECIFICALLY APPROVED. ALL UNAUTHORIZED WELDING WILL BE CAUSE FOR THE REJECTION OF THE AFFECTED MATERIAL. THE COST TO REPAIR OR REPLACE THE REJECTED MATERIAL SHALL BE BORNE BY THE CONTRACTOR
8. ALL AIR CARBON ARC GOUGING SHALL BE FOLLOWED BY GRINDING TO REMOVE ANY CARBON PICK UP.

REPAIR TOLERANCES:

THE FINAL REPAIR TOLERANCES SHALL BE IN ACCORDANCE WITH TABLE 12.1, RECOMMENDED TOLERANCES FOR HEAT STRAIGHTENING REPAIR, OF THE "HEAT-STRAIGHTENING REPAIRS OF DAMAGED STEEL BRIDGES, A TECHNICAL GUIDE AND MANUAL OF PRACTICE", REPORT NO. FHWA-1F-99-004, OCTOBER 1998.

EVALUATING, REMOVING AND INSTALLING REPLACEMENT DIAPHRAGMS AND CONNECTION PLATES:

1. WHEN AN EXISTING DIAPHRAGM AND/OR CONNECTION PLATE IS TO BE EVALUATED FOR REUSE, THEY SHALL BE EVALUATED AS FOLLOWS:
 REMOVE PAINT AND DEBRIS FROM WITHIN 6" OF THE DIAPHRAGM CONNECTION BOLTS AND /OR CONNECTION PLATE AND 12" ON EITHER SIDE OF THE CONNECTION PLATE FILLET WELDS.
 CAREFULLY REMOVE THE EXISTING FASTENERS WITHOUT CAUSING ANY DAMAGE TO THE DIAPHRAGM OR CONNECTION PLATE.
 A VISUAL INSPECTION AND MAGNETIC PARTICLE TEST OF THE CLEANED AREAS SHALL BE PERFORMED TO IDENTIFY DAMAGE. AREAS OF INTEREST SHALL INCLUDE COMPONENT SURFACES, BOLT HOLES AND CONNECTION PLATE FILLET WELDS.
 ALL REJECTABLE CONDITIONS AND INDICATIONS SHALL BE REPORTED TO THE NYS THRUWAY AUTHORITY FOR DISPOSITION.
2. WHEN AN EXISTING DIAPHRAGM AND/OR CONNECTION PLATE IS TO BE REMOVED AND REPLACED, PAINT AND DEBRIS SHALL BE REMOVED FROM THE CONNECTION PLATE AND 12" ON EITHER SIDE OF THE CONNECTION PLATE WELDS AND ON BOTH SIDES OF THE GIRDER.
 REMOVAL MAY BE BY AIR CARBON ARC GOUGING OR FLAME CUTTING.
 CONNECTION PLATES SHALL BE REMOVED BY CUTTING TO WITHIN 1/8" MIN. OF ADJACENT BASE METAL. THE REMAINING WELD AND CONNECTION PLATE BASE METAL SHALL BE REMOVED BY GRINDING FLUSH WITH ADJACENT BASE METAL.
 A VISUAL AND MAGNETIC PARTICLE TEST SHALL BE PERFORMED OF THE WELD REMOVAL AREA AND ADJACENT BASE METAL.
 ALL REJECTABLE INDICATIONS SHALL BE REPORTED TO THE NYS THRUWAY AUTHORITY METALS ENGINEERING UNIT FOR DISPOSITION.
3. UPON COMPLETION OF ALL FLAME STRAIGHTENING REPAIR PROCEDURES AND ALL ASSOCIATED NON-DESTRUCTIVE TESTING, INSTALL REPLACEMENT DIAPHRAGMS AND CONNECTION PLATES IN ACCORDANCE WITH DETAILS PROVIDED IN THE CONTRACT DOCUMENTS.

REPAIR OF NICKS, SCRAPES AND GOUGES:

1. NICKS, SCRAPES AND GOUGES IN COMPONENTS OF STEEL MEMBERS MAY BE REPAIRED BY GRINDING TO A SLOPE OF 1 ON 10, AND BLENDING IN SMOOTHLY TO ADJACENT BASE METAL, PROVIDING:
 - A. THE THICKNESS OF THE MATERIAL IS NOT REDUCED BY MORE THAN 20% OF THE ORIGINAL NOMINAL THICKNESS.
 - B. THE WIDTH OF THE FLANGE OR COVER PLATE IS NOT REDUCED BY MORE THAN 5% OF THE ORIGINAL NOMINAL WIDTH.

- C. THE GOUGE DOES NOT REDUCE THE NOMINAL CROSS SECTIONAL AREA OF THE COMPONENT BY MORE THAN 5% OF THE ORIGINAL NOMINAL CROSS SECTION. A COMPONENT IS DEFINED AS A WEB OR FLANGE OF A PLATE GIRDER, A WEB OR FLANGE OF A ROLLED BEAM GIRDER, A COVER PLATE EXCLUSIVE OF WELDS, A LEG OF AN ANGLE, ETC.
2. NICKS, SCRAPES AND GOUGES THAT EXCEED THE ABOVE LIMITS MUST BE REPAIRED USING AN APPROVED PROCEDURE SIMILAR TO THE FOLLOWING:
 - A. PREPARE THE SURFACE BY GRINDING.
 - B. WELD WITH APPROVED PROCEDURES TO COMPLETELY FILL THE GOUGE.
 - C. GRIND FLUSH AND SMOOTH WITH THE ADJACENT BASE METAL.
 - D. ULTRASONIC TEST THE REPAIR WELD.
 3. ALL FINAL GRINDING MUST BE PARALLEL TO THE DIRECTION OF APPLIED STRESS IN THE MEMBER UNLESS THE SURFACE ROUGHNESS MEETS OR EXCEEDS AN ANSI 125 FINISH.

INSPECTION AND NONDESTRUCTIVE TESTING:

QUALIFICATIONS

1. THE CONTRACTOR SHALL EMPLOY THE SERVICES OF QUALIFIED PERSONNEL TO PERFORM INSPECTION AND TESTING OF THE WORK. THE TYPE OF INSPECTION AND THE LOCATION SHALL BE AS SHOWN IN THE CONTRACT DOCUMENTS. THE FOLLOWING ARE CONSIDERED ACCEPTABLE QUALIFICATIONS:
 2. PERSONNEL PERFORMING VISUAL INSPECTION SHALL POSSESS A CURRENT CERTIFICATION AS AN AMERICAN WELDING SOCIETY(AWS) CERTIFIED WELDING INSPECTOR (CWI) IN ACCORDANCE WITH THE PROVISIONS OF AWS QCT1, STANDARD AND GUIDE FOR QUALIFICATION AND CERTIFICATION OF WELDING INSPECTORS.
 3. PERSONNEL PERFORMING DYE PENETRANT, MAGNETIC PARTICLE OR RADIOGRAPHIC INSPECTION SHALL BE QUALIFIED IN ACCORDANCE WITH THE CURRENT EDITION OF THE AMERICAN SOCIETY FOR NONDESTRUCTIVE TESTING RECOMMENDED PRACTICE NO. SNT-TC-1A. ONLY INDIVIDUALS QUALIFIED FOR NDT LEVEL I AND WORKING UNDER THE SUPERVISION OF AN INDIVIDUAL QUALIFIED TO NDT LEVEL II, OR AN INDIVIDUAL QUALIFIED FOR NDT LEVEL II MAY PERFORM NONDESTRUCTIVE TESTING.
 4. PERSONNEL PERFORMING ULTRASONIC TESTING MUST BE CERTIFIED BY TESTS ADMINISTERED BY NYS DOT. A LIST OF NYS DOT CERTIFIED ULTRASONIC TECHNICIANS IS AVAILABLE UPON REQUEST.

NONDESTRUCTIVE TESTING:

1. RADIOGRAPHIC INSPECTION (RT), WHEN REQUIRED, SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF SECTION 16 OF THE NYSSCM.
2. ULTRASONIC TESTING (UT), WHEN REQUIRED, SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF SECTION 17 OF THE NYSSCM. WELD FLAWS SHALL BE EVALUATED FOR ACCEPTANCE OR REJECTION IN ACCORDANCE WITH TABLE 1700B-HIGHWAY & RAILWAY BRIDGES.
3. MAGNETIC PARTICLE INSPECTION (MT), WHEN REQUIRED, MUST BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF SECTION 18 OF THE NYSSCM USING THE YOKE TECHNIQUE, EXCEPT THAT SEPARATE TESTS MUST BE PERFORMED USING BOTH AC OUTPUT CURRENT TO INSPECT FOR SURFACE DISCONTINUITIES AND HALF WAVE RECTIFIED DC OUTPUT CURRENT TO INSPECT FOR NEAR SURFACE DISCONTINUITIES. THE YOKE MUST BE CAPABLE OF PRODUCING A FIELD STRENGTH OF 10 POUNDS (4.5 KG) MINIMUM FOR ALTERNATING CURRENT AND 40 POUNDS (18 KG) MINIMUM FOR DIRECT CURRENT AT THE MAXIMUM POLE SPACING TO BE USED IN THE WORK. THE PROD METHOD SHALL NOT BE USED.
4. DYE PENETRANT INSPECTION (PT), WHEN REQUIRED, MUST BE PERFORMED IN ACCORDANCE WITH SECTION 19 OF THE NYSSCM. DYE PENETRANT TESTING MAY BE SUBSTITUTED FOR MAGNETIC PARTICLE TESTING WHEN APPROVED BY THE ENGINEER.

REPORTS:

DISCONTINUITIES FOUND AS A RESULT OF VISUAL INSPECTION OR NONDESTRUCTIVE TESTING SHOULD BE LOCATED, EVALUATED AND REPORTED IN ACCORDANCE WITH THE APPROPRIATE SECTIONS OF THE NYSSCM UPON COMPLETION OF THE INSPECTION. INDICATIONS OF CRACKS MUST ALSO BE REPORTED TO THE ENGINEER IMMEDIATELY. TWO (2) COPIES OF THE REPORT SHOULD BE SUBMITTED TO THE ENGINEER.

FINAL PAINTING:

THE CONTRACTOR SHALL RECOAT THE ENTIRE AREA THAT WAS PREVIOUSLY CLEANED OR DAMAGED DURING REPAIR OPERATIONS AS FOLLOWS:

1. SURFACE PREPARATION AND RECOATING MUST BE DONE AS DESCRIBED IN THE MANUFACTURER'S WRITTEN PROCEDURE UNLESS OTHERWISE REQUIRED BY THE CONTRACT DOCUMENTS.
2. ALL RECOATING MUST BE DONE IN A NEAT, WORKMANLIKE MANNER WITH NO RUNS, SAGS OR DRIPS.
3. RECOATING SYSTEMS REQUIRING MULTIPLE COATS MUST HAVE A DIFFERENT COLOR FOR EACH COAT, WITH THE FINAL COAT MATCHING THE COLOR OF THE EXISTING COATING SYSTEM.

FINAL AS BUILT DRAWINGS:

UPON COMPLETION OF ALL WORK THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH AS BUILT DRAWINGS OF ALL REPAIR WORK PERFORMED. THESE AS BUILT DRAWINGS SHALL BE INCLUDED IN THE FINAL SUBMITTAL OF THE REPAIR WORK DOCUMENTS FOR INCLUSION IN THE B.I.N. FOLDER FOR FUTURE BRIDGE INSPECTIONS.

WORK ZONE TRAFFIC CONTROL:

AT LEAST TWO WEEKS PRIOR TO IMPLEMENTING THIS TRAFFIC CONTROL PLAN, THE CONTRACTOR SHALL CONTACT NYSTA REPRESENTATIVE DAVID MELLEN AT (315) 438-2391 TO COORDINATE CONCURRENT PROJECT WORK AND NOTIFICATION WHEN SETTING UP AND TAKING DOWN LANE CLOSURES.

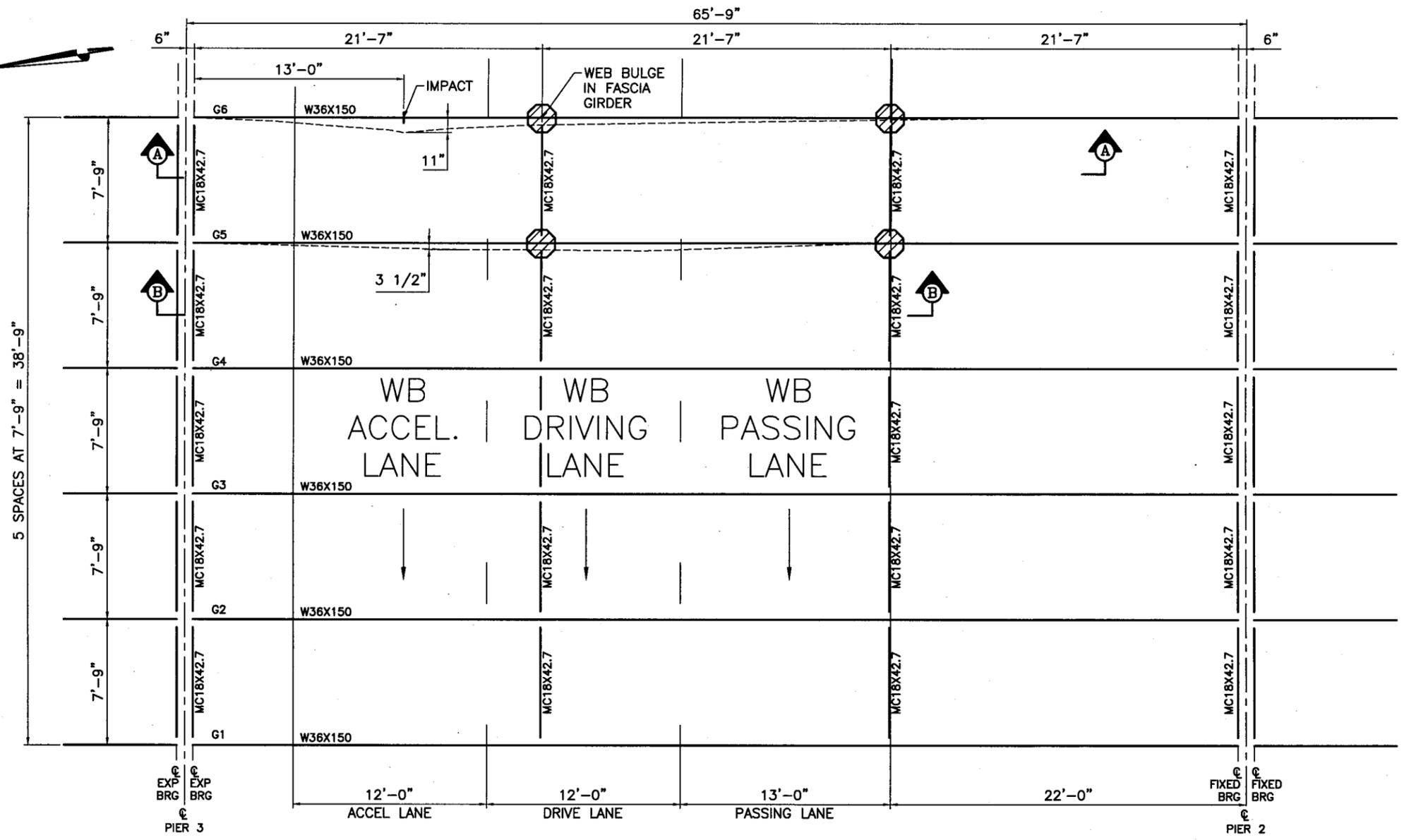
GENERAL WORK ZONE TRAFFIC CONTROL NOTES:

1. WORK ZONE TRAFFIC CONTROL SHALL BE COMPLIED WITH THROUGHOUT THE LENGTH AND DURATION OF THE CONTRACT IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CONTRACT DOCUMENTS.
2. 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.
3. ALL SIGNS SHALL CONFORM TO THE MUTCD. 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.
4. FOR A STATIONARY LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN IS LESS THAN 6 FEET, LEFT SIDE SIGNS SHALL BE MOUNTED ON THE MEDIAN BARRIER. IF THE TOTAL MEDIAN WIDTH IS LESS THAN 6 FEET, LEFT SIDE SIGNING SHALL NOT BE REQUIRED.
5. ON ROADWAY SECTIONS WHERE THE USABLE SHOULDER IS LESS THAN 8 FEET, A MOBILE LANE CLOSURE PLAN SHALL BE USED TO INSTALL AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. THE SAME SHALL ALSO APPLY WHEN COVERING AND UNCOVERING PREVIOUSLY INSTALLED SIGNS.
6. CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD AND SECTION 729 OF THE STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT THE REFLECTIVE SHEETING REQUIREMENTS SHALL BE AS SPECIFIED ON DRAWING # SLC. CHANNELIZING DEVICE TYPE AND SPACING REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS.
7. ARROW PANELS SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE ADVANCE WARNING ARROW DISPLAY SHALL BE A FULL FLASHING ARROW ONLY. CHEVRONS AND SEQUENTIAL ARROW DISPLAYS SHALL NOT BE PERMITTED. THE CAUTION MODE DISPLAY SHALL BE FOUR FLASHING CORNERS. FLASHING BAR DISPLAYS SHALL NOT BE PERMITTED.
8. THE LENGTH OF THE BUFFER SPACE SHALL BE EXTENDED, AS ORDERED BY THE ENGINEER, TO ENSURE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING THE LANE CLOSURE TAPER. IN CASES WHERE RESTRICTIVE FEATURES ARE PRESENT, A REDUCTION IN THE BUFFER SPACE LENGTH MAY BE PERMITTED WITH THE APPROVAL OF THE ENGINEER.
9. BARRIER VEHICLES SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS. FOR BARRIER VEHICLE USE AND PLACEMENT REQUIREMENTS, SEE TABLES NY1-A AND NY2-A ON THE "WORK ZONE TRAFFIC CONTROL TABLES AND LEGEND" DRAWING.
10. THERE SHALL BE NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS LOCATED WITHIN THE BUFFER SPACE. THE SAME SHALL ALSO APPLY TO THE SPACE BETWEEN THE BARRIER VEHICLE(S) AND THE ACTIVE WORK AREA (BARRIER VEHICLE PLACEMENT DISTANCE).
11. EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE WORK ZONE TRAFFIC CONTROL LIMITS.
12. THE WORK ZONE TRAFFIC CONTROL SIGNING SHOWN IS A MINIMUM ONLY. ADDITIONAL SIGNING MAY BE REQUIRED TO MEET TRAFFIC AND/OR FIELD CONDITIONS.
13. NYS DOT STANDARD SHEETS 619-10 THROUGH 619-66, IF REFERENCED IN THE CONTRACT DOCUMENTS, ARE NOT TO BE USED ON THE NYSTA MAINLINE, NEW ENGLAND SECTION, GARDEN STATE PARKWAY CONNECTOR, BERKSHIRE SPUR AND NIAGARA SECTION.
14. WHEN TERMINATING THE APPROACH END OF TEMPORARY CONCRETE BARRIER (TCB), AN APPROVED TEMPORARY IMPACT ATTENUATOR SHALL BE USED WHEN THE BLUNT END OF THE TCB IS LESS THAN 12'-0" FROM THE WZTC EDGE OF TRAVELED WAY.

DESIGNED BY: M. GIOFFI
 CHECKED BY: K. KAISER
 DRAWN BY: J. DISHON
 CONTRACT NO. TAS 11-44B

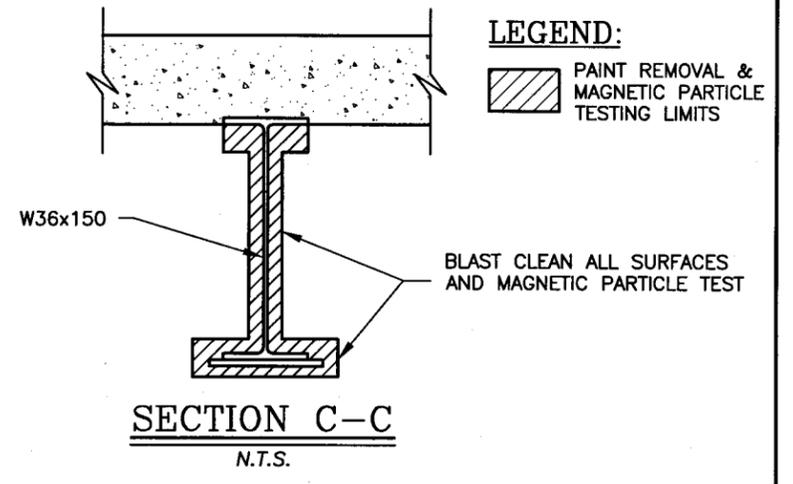
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
GENERAL NOTES - 2			
		CONTRACT NUMBER:	TAS 11-44B
		DATE:	04/11
		DRAWING NUMBER:	GN-2

DESIGNED BY: M. CIOFFI
 DRAFTED BY: K. KATSER
 CHECKED BY: J. DISHON
 CONTRACT BY: MC

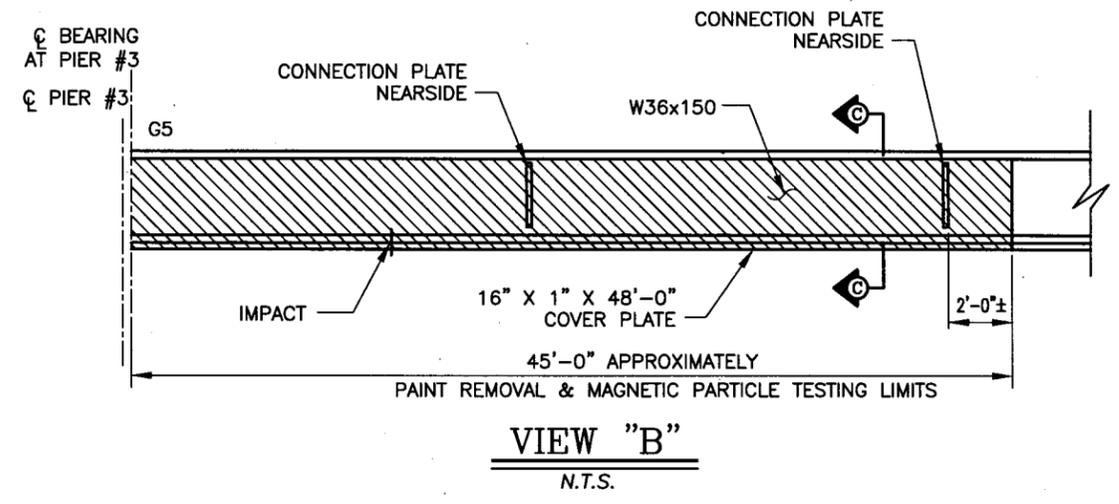
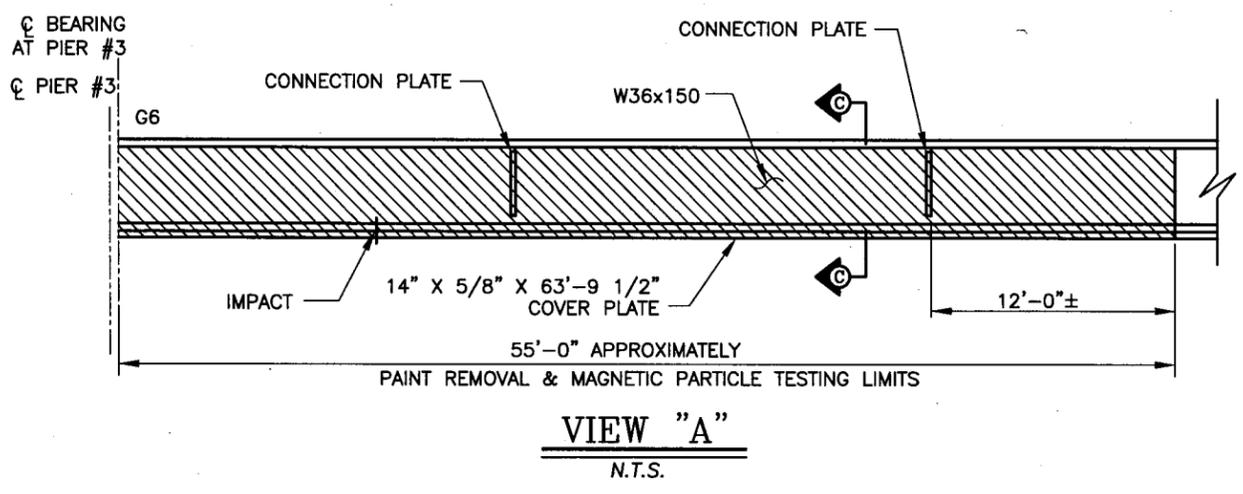


EXISTING FRAMING PLAN
SPAN 3
 NOT TO SCALE

NOTE:
 ALL WORK ON THIS SHEET TO BE PAID
 UNDER ITEM 564.86011725.



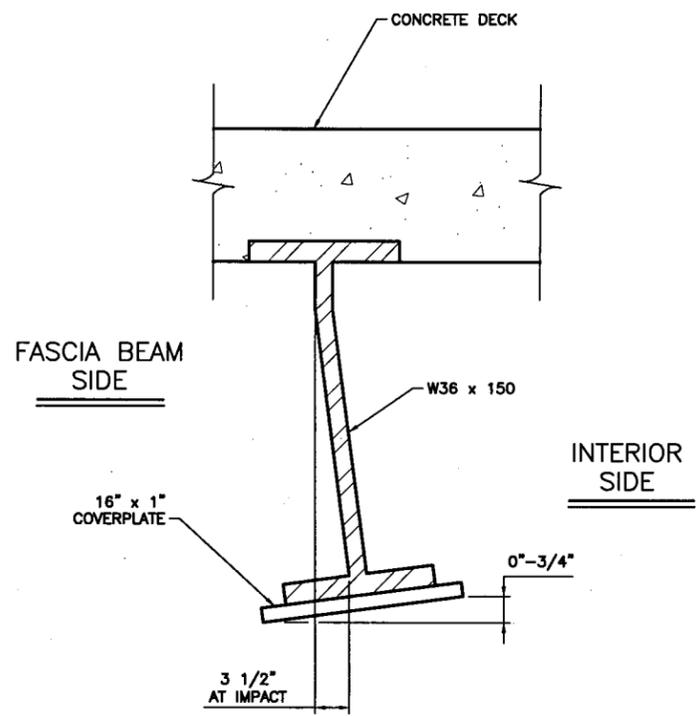
LEGEND:
 PAINT REMOVAL & MAGNETIC PARTICLE TESTING LIMITS
 REPLACE CONNECTION PLATE (SEE DWG 278G6RD) AND FASTENERS WITH NEW A325 FASTENERS.



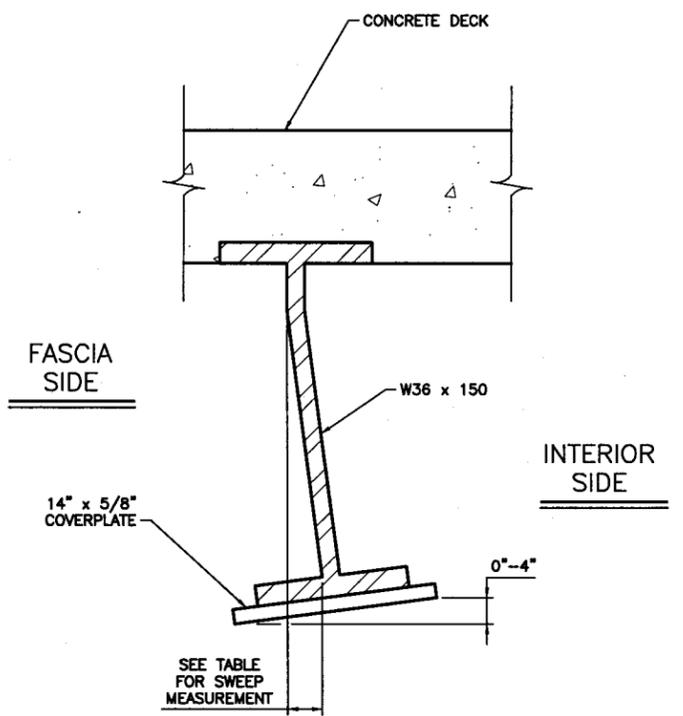
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT			
REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT			
INTERCHANGE 35 BRIDGE OVER THRUWAY M.P. 278.93			
TITLE OF DRAWING			
FRAMING PLAN - SPAN 3 WITH PAINT REMOVAL DETAILS			
CONTRACT NUMBER:			TAS 11-44B
DATE:			04/11
DRAWING NUMBER:			278FP



DESIGNED BY: M. CIOFFI
 DESIGNED BY: K. KAYSER
 DRAFTED BY: J. DISHON
 CHECKED BY: MC
 PROJECT: 11-44B 2 Bridge/Thruway/Structure



NOTE:
 ALL WORK ON THIS SHEET TO BE PAID
 UNDER ITEM 564.86011725.



DISTANCE SOUTH OF PIER 3 (ft.)	SWEEP MEASUREMENT (in.)
5	6
9	9 1/2
13	11
17	9 1/4
22	6 1/4
26	3 7/8
30	2 3/4
37	1 1/4
43	1/2
47	1/4
51	0

G5 - SWEEP & FLANGE TILT MEASUREMENTS

N.T.S.
 ALL DIMENSIONS SHOWN ARE APPROXIMATE

G6 - SWEEP & FLANGE TILT MEASUREMENTS

N.T.S.
 ALL DIMENSIONS SHOWN ARE APPROXIMATE

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
 DEPARTMENT OF ENGINEERING SERVICES
 200 SOUTHERN BLVD., ALBANY, N.Y. 12209

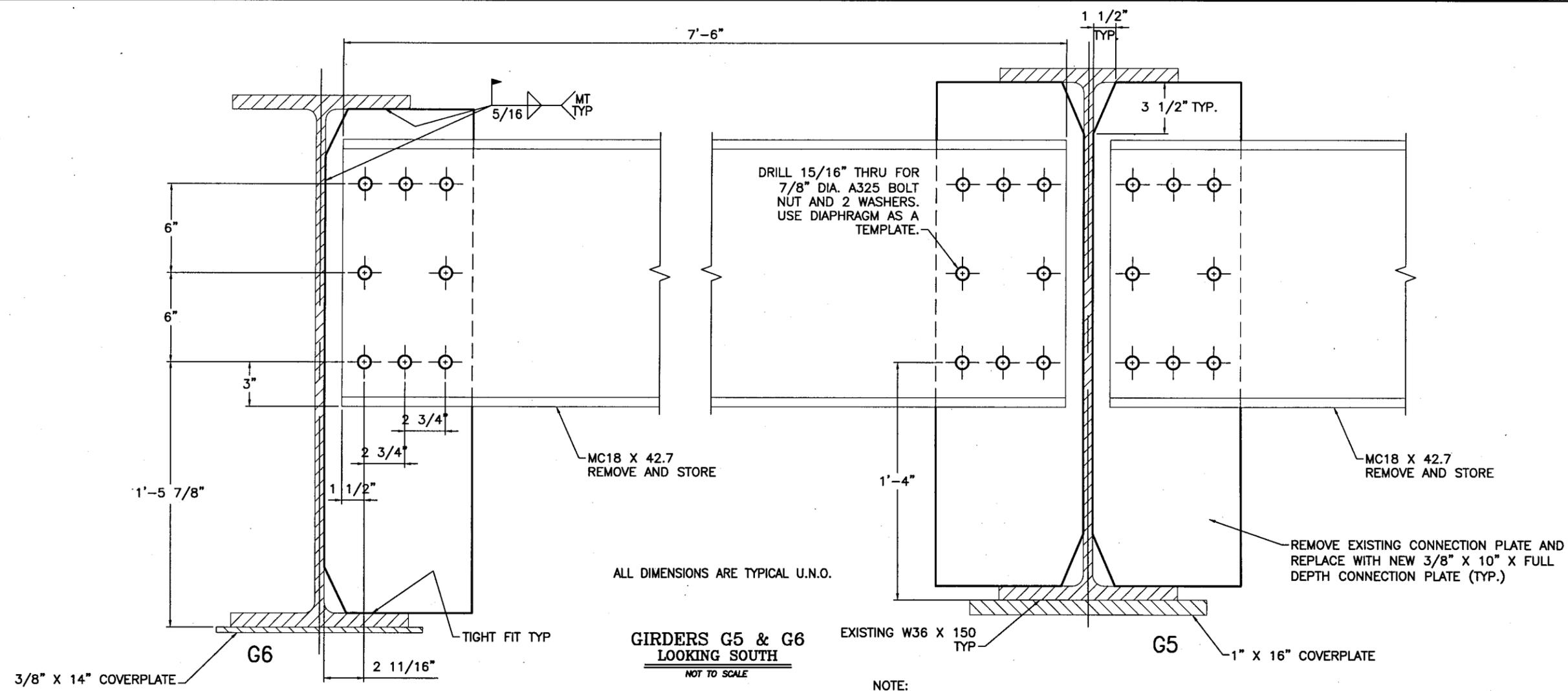
TITLE OF PROJECT
 REPAIR OF THREE BRIDGES
 IN THE SYRACUSE DIVISION

LOCATION OF PROJECT
 INTERCHANGE 35 BRIDGE
 OVER THRUWAY M.P. 278.93

TITLE OF DRAWING
 SWEEP DETAILS

	CONTRACT NUMBER: TAS 11-44B
	DATE: 04/11
	DRAWING NUMBER: 278SD

DESIGNED BY: M. CIOFFI
 DRAWN BY: K. KAYSER
 CHECKED BY: J. DUSHON
 PROJECT: NYSDOT 278G6RD



ALL DIMENSIONS ARE TYPICAL U.N.O.

**GIRDERS G5 & G6
LOOKING SOUTH**
NOT TO SCALE

NOTE:
ALL WORK ON THIS SHEET TO BE PAID
UNDER ITEM 564.86011725.

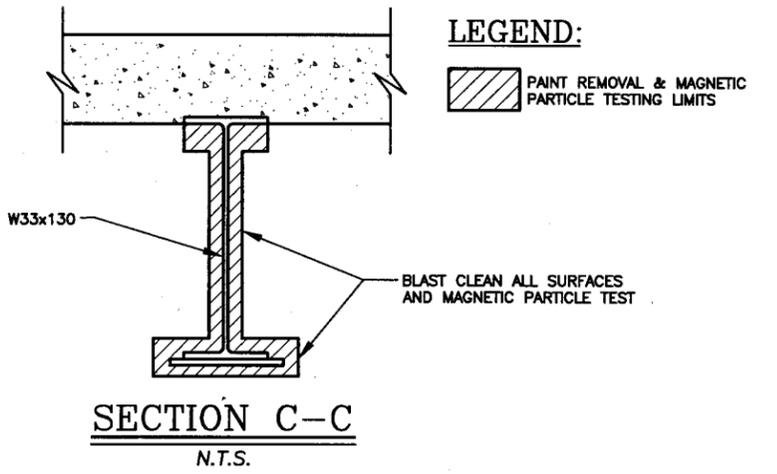
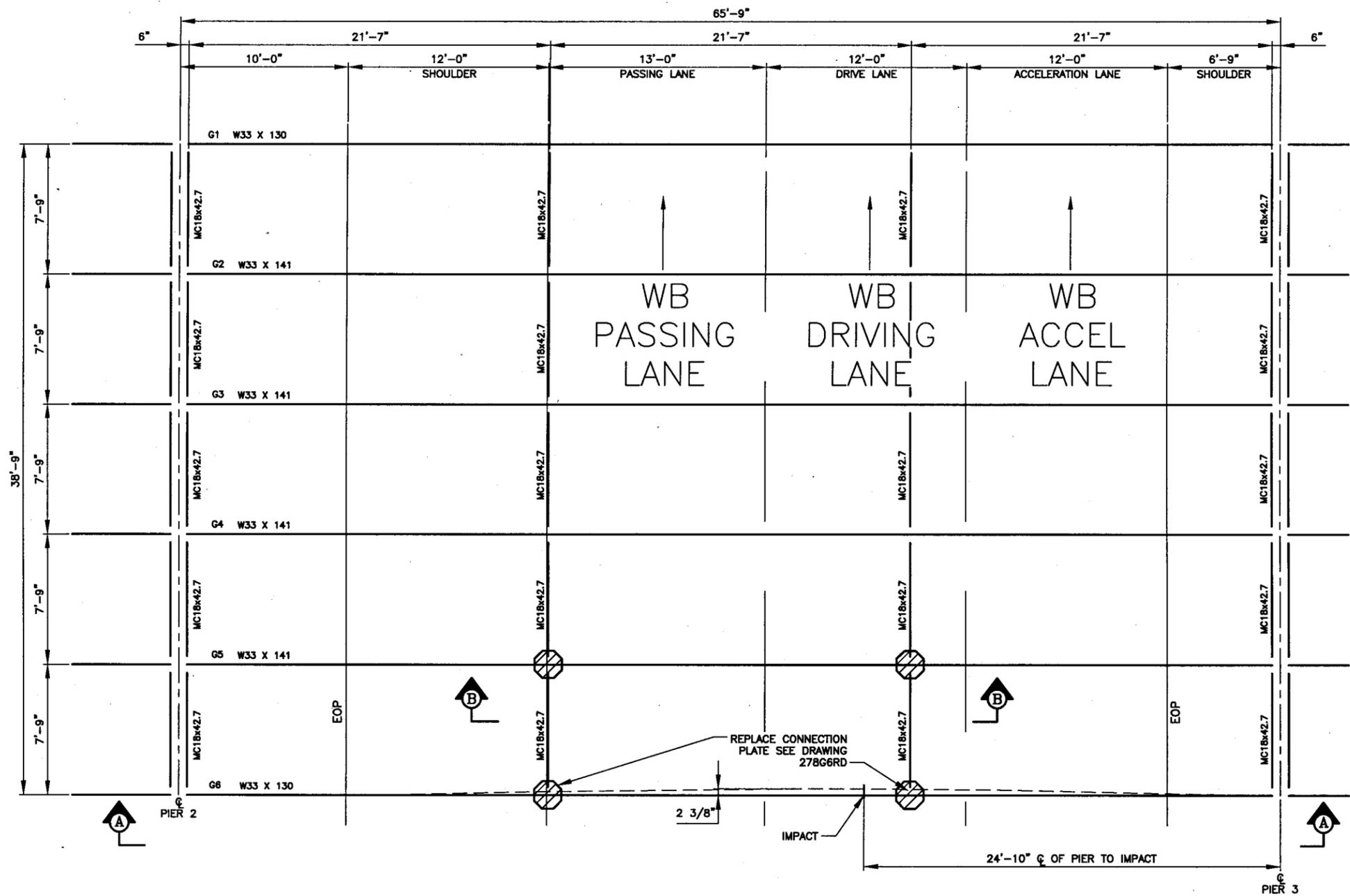
REPAIR PROCEDURE FOR GIRDERS 5 AND 6:

1. REMOVE PAINT AS SHOWN ON DRAWING 278FP SHEET.
2. GRIND ALL MISCELLANEOUS SCRAPES AND GOUGES AS ORDERED BY THE ENGINEER IN CHARGE. REPAIR OF SCRAPES AND GOUGES SHOULD BE DONE IN ACCORDANCE WITH DIRECTIONS GIVEN IN REPAIR OF NICKS, SCRAPES AND GOUGES ON GENERAL NOTES - 2.
3. THE BENT PORTION OF CONNECTION PLATE LOCATED 21'-7" SOUTH OF CENTERLINE OF BEARING PIER 3 HAS BEEN REMOVED. THE DIAPHRAGM SHALL REMAIN ATTACHED UNTIL THE GIRDER HAS BEEN HEAT STRAIGHTENED. THE PURPOSE OF LEAVING THE DIAPHRAGM IS TO AID IN THE RESTRAINT OF THE GIRDER.
4. REMOVE AND STORE THE DIAPHRAGM AND REMOVE THE CONNECTION PLATES ON GIRDER G6 AND G5 CONNECTING THE DIAPHRAGM LOCATED AT 43'-2" SOUTH OF PIER 3 BY AIR CARBON ARC GOUGING AND/OR BY FLAME CUTTING THE CONNECTION PLATES TO WITHIN 1/8" OF THE WEB. THE REMAINING CONNECTION PLATE AND WELD METAL SHALL BE REMOVED BY GRINDING FLUSH AND SMOOTH WITH THE WEB SURFACE.
5. PERFORM INITIAL MAGNETIC PARTICLE TESTS AS SHOWN ON DRAWING 278FP AND WITHIN 12 INCHES OF THE ABOVE REPAIR AREAS, INCLUDING WELDS AND BASE METAL, TO DETERMINE THE PRESENCE OF CRACKS. IF CRACKS ARE FOUND AND CONFIRMED, FLAME-STRAIGHTENING OPERATIONS WILL NOT BE ALLOWED TO BEGIN UNTIL THE CRACKS HAVE BEEN REPAIRED TO THE SATISFACTION OF THE ENGINEER. MAGNETIC PARTICLE INSPECTION SHALL BE PERFORMED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
6. CORRECT SWEEP AND FLANGE TILT ON GIRDERS 5 AND 6 USING HEATING METHODS DESCRIBED IN GENERAL REQUIREMENTS ON GENERAL NOTES -1 AND DRAWING HD. DIMENSIONAL TOLERANCES FOR HEAT STRAIGHTENING SHALL BE AS DESCRIBED IN REPAIR TOLERANCES ON GENERAL NOTES - 2.
7. HEAT STRAIGHTEN THE WEB BULGE NOTED ON DRAWING 278FP USING HEATING METHODS DESCRIBE ON DRAWING HD.
8. AFTER ALL HEAT STRAIGHTENING OPERATIONS HAVE BEEN COMPLETED REMOVE AND STORE THE DIAPHRAGM AND REMOVE THE PARTIAL CONNECTION PLATES ON GIRDERS 5 AND 6 LOCATED AT 21'-7" SOUTH OF CENTERLINE OF BEARING OF PIER 3 (AS NOTED ON DRAWING 278FP). REMOVE THE PARTIAL CONNECTION PLATES BY AIR CARBON ARC GOUGING AND/OR BY FLAME CUTTING THE CONNECTION PLATE TO WITHIN 1/8" OF THE WEB. THE REMAINING CONNECTION PLATE AND WELD METAL SHALL BE REMOVED BY GRINDING FLUSH AND SMOOTH WITH THE WEB SURFACE.
9. PERFORM MAGNETIC PARTICLE TESTS WITHIN 12 INCHES OF THE ABOVE REPAIR AREAS, INCLUDING WELDS AND BASE METAL, TO DETERMINE THE PRESENCE OF CRACKS. IF CRACKS ARE FOUND AND CONFIRMED, THEY SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. MAGNETIC PARTICLE INSPECTION SHALL BE PERFORMED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
10. INSTALL (4) NEW FULL DEPTH CONNECTION PLATES THAT WERE REMOVED IN NOTES 4 AND 8. SEE DRAWING 278G6RD FOR DETAILS.
11. INSTALL THE EXISTING DIAPHRAGMS THAT WERE REMOVED IN NOTES 4 AND 8. SEE DIAPHRAGM DETAILS DRAWING 278G6RD.
12. AFTER ALL REQUIRED REPAIRS ARE COMPLETE, PERFORM MAGNETIC PARTICLE TESTS WITHIN 12 INCHES OF ALL AREAS THAT WERE: A) HEATED, B) STRAIGHTENED, C) GROUND TO REMOVE SCRAPES AND GOUGES, OR D) WELDED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
13. BLAST CLEAN AND PAINT ALL REPAIR AREAS AS DESCRIBED IN FINAL PAINTING ON GENERAL NOTES-2, WITH 3 COATS OF PAINT.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT			
REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT			
INTERCHANGE 35 BRIDGE OVER THRUWAY M.P. 278.93			
TITLE OF DRAWING			
GIRDERS G5 & G6 REPAIR DETAILS			
CONTRACT NUMBER:			TAS 11-44B
DATE:			04/11
DRAWING NUMBER:			278G6RD



DESIGNED BY: M. CIUFFI
 CHECKED BY: K. KAYSER
 DRAWN BY: J. DISHON
 CONCEPT BY: MC

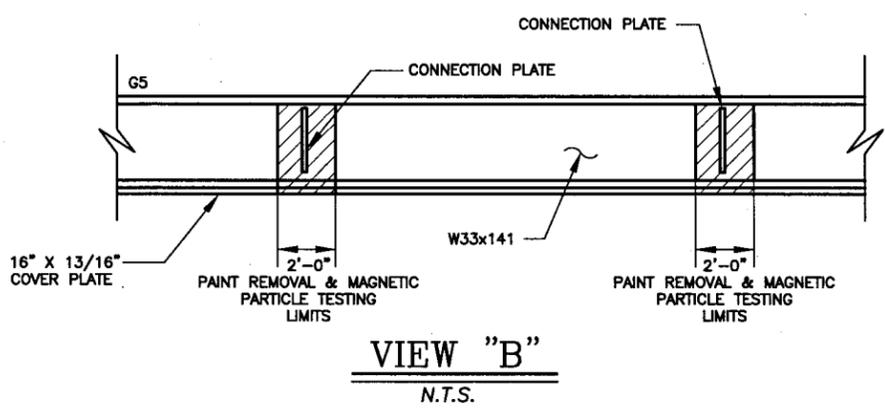
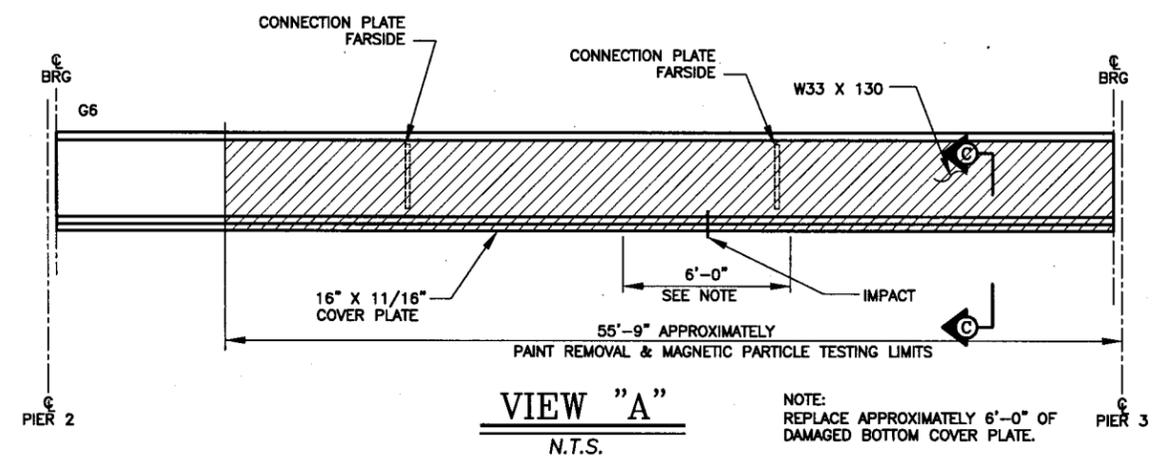


LEGEND:

BLAST CLEAN & MAGNETIC PARTICLE TEST 12" EACH SIDE OF CONNECTION PLATES AND CONNECTION PLATES AND REPLACE FASTENERS WITH NEW A325 FASTENERS.

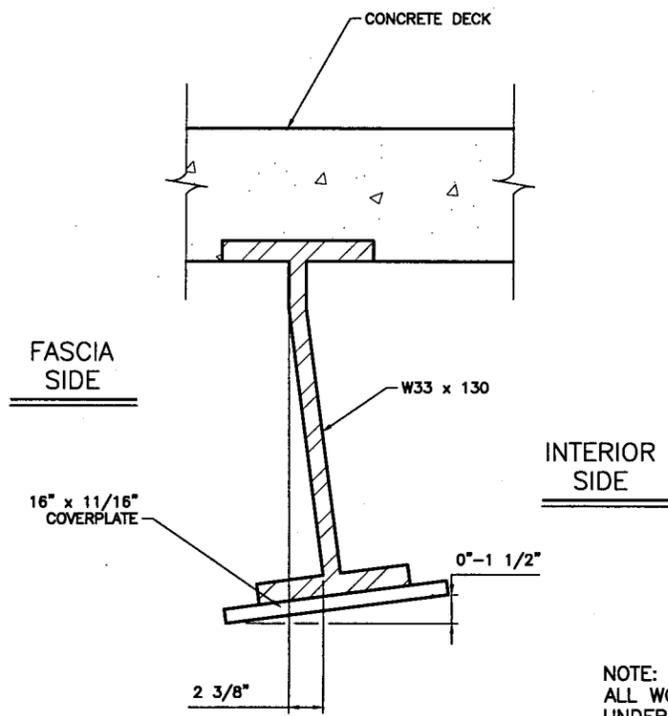
**EXISTING FRAMING PLAN
SPAN 3**
NOT TO SCALE

NOTE:
ALL WORK ON THIS SHEET TO BE PAID
UNDER ITEM 564.86011825.



DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT			
REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT			
COUNTY ROUTE 33 EXIT 37 RAMP OVER THRUWAY M.P. 283.79			
TITLE OF DRAWING			
FRAMING PLAN - SPAN 3 WITH PAINT REMOVAL DETAILS			
CONTRACT NUMBER:			TAS 11-44B
DATE:			04/11
DRAWING NUMBER:			283FP





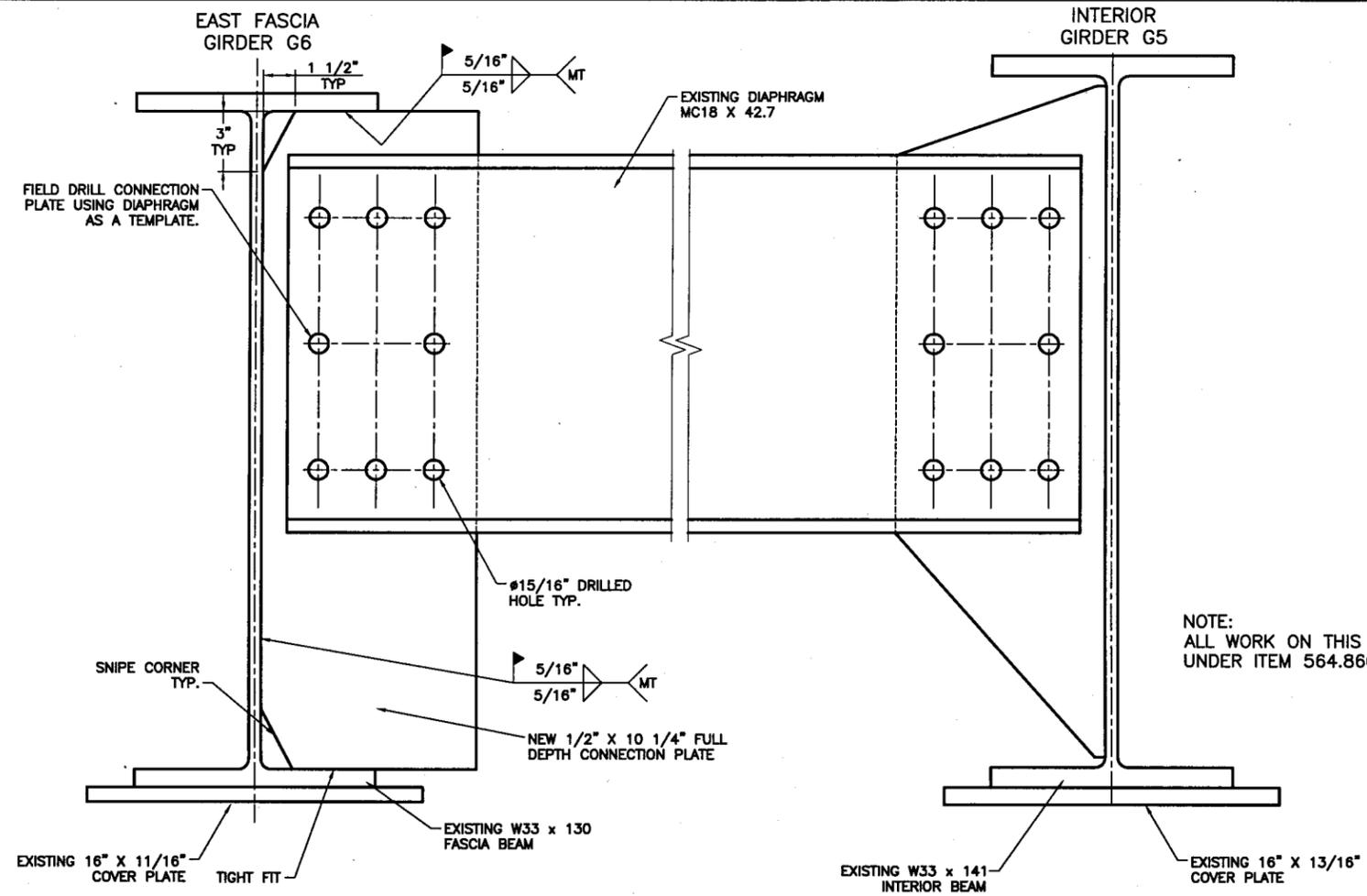
NOTE:
ALL WORK ON THIS SHEET TO BE PAID
UNDER ITEM 564.86011825.

G6 - SWEEP & FLANGE TILT MEASUREMENTS

N.T.S.
ALL DIMENSIONS SHOWN ARE APPROXIMATE

IN CHARGE OF: M. CIOFFI
 DESIGNED BY: K. KAYSER
 DRAFTED BY: J. DISHON
 CHECKED BY: MC
 PROJECT: 11-44B - 283SD - 11

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT COUNTY ROUTE 33 EXIT 37 RAMP OVER THRUWAY M.P. 283.79			
TITLE OF DRAWING SWEEP DETAILS			
CONTRACT NUMBER: TAS 11-44B		DATE: 04/11	
DRAWING NUMBER: 283SD			



NOTE:
ALL WORK ON THIS SHEET TO BE PAID
UNDER ITEM 564.86011825.

DIAPHRAGM DETAIL
N.T.S.

REPAIR PROCEDURE FOR FASCIA GIRDER G6:

1. REMOVE PAINT AS SHOWN ON DRAWING 283FP.
2. REMOVE DIAPHRAGM LOCATED AT 21'-7" SOUTH OF PIER 3 ON GIRDER G6 SPAN 3. BLAST CLEAN DIAPHRAGM AND MAGNETIC PARTICLE TEST HOLES AND FAYING SURFACES OF THE DIAPHRAGM.
3. REMOVE THE CONNECTION PLATE ON FASCIA GIRDER G6 CONNECTING DIAPHRAGM LOCATED AT 21'-7" SOUTH OF PIER 3 BY AIR CARBON ARC GOUGING AND/OR BY FLAME CUTTING THE CONNECTION PLATE TO WITHIN 1/8" OF THE WEB. THE REMAINING CONNECTION PLATE AND WELD METAL SHALL BE REMOVED BY GRINDING FLUSH AND SMOOTH WITH THE WEB SURFACE.
4. GRIND ALL MISCELLANEOUS SCRAPES AND GOUGES AS ORDERED BY THE ENGINEER IN CHARGE. REPAIR OF SCRAPES AND GOUGES SHOULD BE DONE IN ACCORDANCE WITH DIRECTIONS GIVEN IN REPAIR OF NICKS, SCRAPES AND GOUGES ON GENERAL NOTES - 2.
5. PERFORM INITIAL MAGNETIC PARTICLE TESTS WITHIN 12 INCHES OF THE ABOVE REPAIR AREAS AND AS NOTED ON FP DRAWING SHEET 6 OF 10, INCLUDING WELDS AND BASE METAL, TO DETERMINE THE PRESENCE OF CRACKS. IF CRACKS ARE FOUND AND CONFIRMED, FLAME STRAIGHTENING OPERATIONS WILL NOT BE ALLOWED TO BEGIN UNTIL THE CRACKS HAVE BEEN REPAIRED TO THE SATISFACTION OF THE ENGINEER. MAGNETIC PARTICLE INSPECTION SHALL BE PERFORMED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
6. CORRECT FLANGE DAMAGE USING HEATING METHODS DESCRIBED IN GENERAL REQUIREMENTS ON GENERAL NOTES -1 SHEET 3 (AND DRAWING HD SHEET 10 OF 10). DIMENSIONAL TOLERANCES FOR HEAT STRAIGHTENING SHALL BE AS DESCRIBED IN REPAIR TOLERANCES ON GENERAL NOTES -2.
7. CORRECT SWEEP AND FLANGE TILT USING HEATING METHODS DESCRIBED IN GENERAL REQUIREMENTS ON GENERAL NOTES -1 SHEET 3 (AND DRAWING HD SHEET 10 OF 10). DIMENSIONAL TOLERANCES FOR HEAT STRAIGHTENING SHALL BE AS DESCRIBED IN REPAIR TOLERANCES ON GENERAL NOTES -2.
8. INSTALL NEW FULL DEPTH CONNECTION PLATE ON FASCIA GIRDER G6 CONNECTING DIAPHRAGMS LOCATED AT 21'-7" SOUTH OF PIER 3 AS SHOWN ON DRAWING 283G6RD.
9. INSTALL DIAPHRAGM REMOVED IN NOTE 2 USING NEW 7/8" A325 BOLTS, NUTS AND 2 WASHERS.
10. AFTER ALL REQUIRED REPAIRS ARE COMPLETE, PERFORM MAGNETIC PARTICLE TESTS WITHIN 12 INCHES OF ALL AREAS THAT WERE: A) HEATED, B) STRAIGHTENED, C) GROUND TO REMOVE SCRAPES AND GOUGES, OR D) WELDED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
11. BLAST CLEAN AND PAINT ALL REPAIR AREAS AS DESCRIBED IN FINAL PAINTING ON GENERAL NOTES-2, WITH 2 COATS OF PAINT.

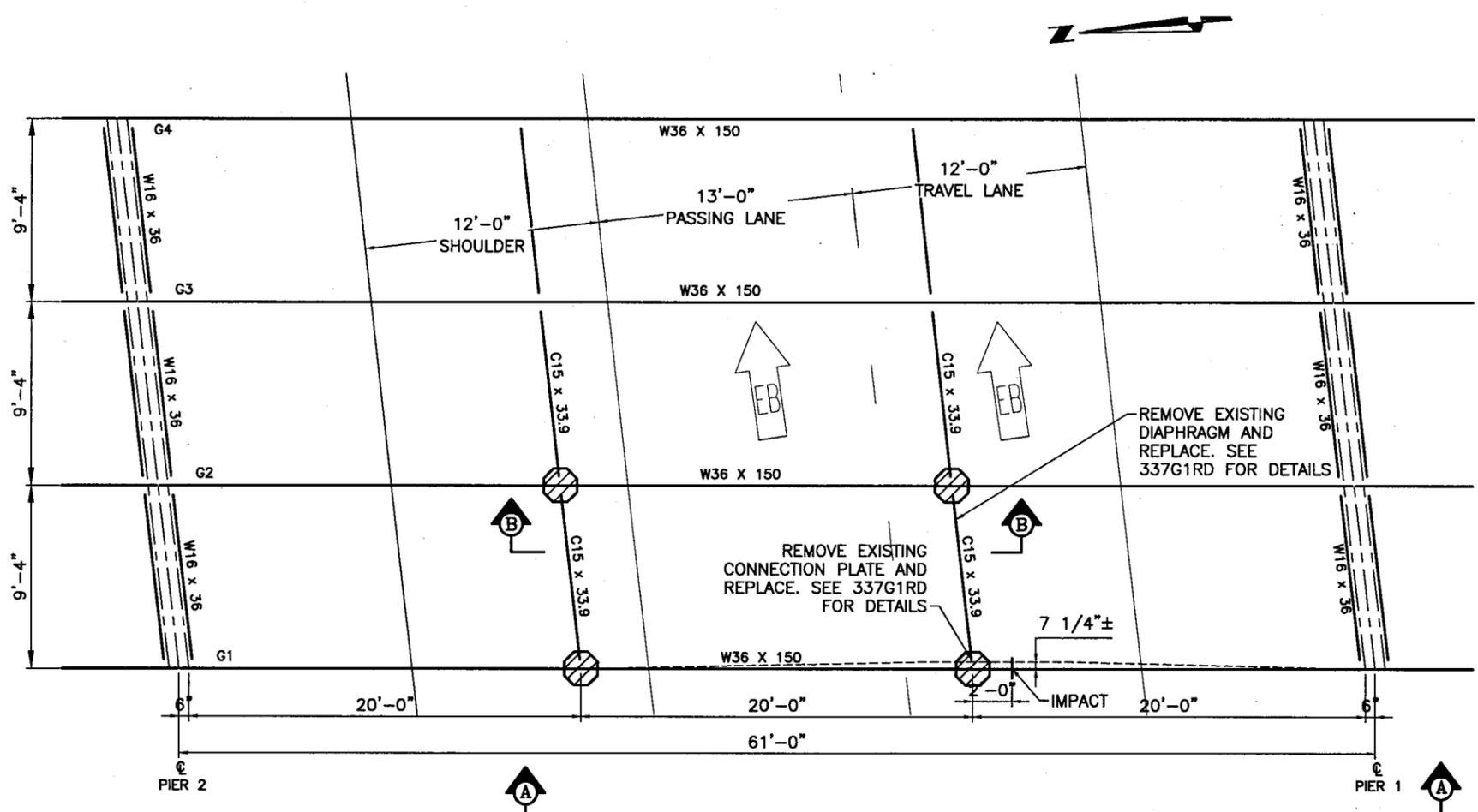
REPAIR PROCEDURE FOR GIRDER G5:

1. REMOVE PAINT AROUND CONNECTION PLATES LOCATED AT 22'-1" AND 43'-8" SOUTH OF THE CENTERLINE OF PIER 3 ON GIRDER 5 SPAN 3 (SEE 283FP DRAWING).
2. PERFORM MAGNETIC PARTICLE TESTS AS NOTED ON 283FP DRAWING, INCLUDING WELDS AND BASE METAL, TO DETERMINE THE PRESENCE OF CRACKS. MAGNETIC PARTICLE INSPECTION SHALL BE PERFORMED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
3. GRIND ALL MISCELLANEOUS SCRAPES AND GOUGES AS ORDERED BY THE ENGINEER IN CHARGE. REPAIR OF SCRAPES AND GOUGES SHOULD BE DONE IN ACCORDANCE WITH DIRECTIONS GIVEN IN REPAIR OF NICKS, SCRAPES AND GOUGES ON GENERAL NOTES - 2.
4. AFTER ALL REQUIRED REPAIRS ARE COMPLETE, PERFORM MAGNETIC PARTICLE TESTS WITHIN 12 INCHES OF ALL AREAS THAT WERE: A) HEATED, B) STRAIGHTENED, C) GROUND TO REMOVE SCRAPES AND GOUGES, OR D) WELDED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
5. BLAST CLEAN AND PAINT ALL REPAIR AREAS AS DESCRIBED IN FINAL PAINTING ON GENERAL NOTES-2, WITH 2 COATS OF PAINT.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT COUNTY ROUTE 33 EXIT 37 RAMP OVER THRUWAY M.P. 283.79			
TITLE OF DRAWING GIRDER 6 REPAIR DETAILS			
		CONTRACT NUMBER: TAS 11-44B	
		DATE: 04/11	
		DRAWING NUMBER: 283G6RD	

DESIGNED BY: M. CIOFFI
 CHECKED BY: K. KAYSER
 DRAFTED BY: J. DISHON
 CONCEPT BY: MC

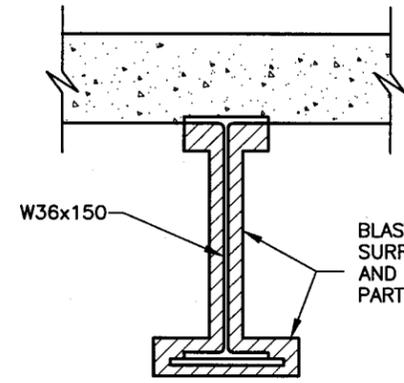
IN CHARGE OF: M. GIOFFI
 DESIGNED BY: K. KATSER
 CHECKED BY: J. DUSHON
 CONTRACTED BY: M.C.



**EXISTING FRAMING PLAN
SPAN 2**
NOT TO SCALE

NOTE:
ALL WORK ON THIS SHEET TO BE PAID
UNDER ITEM 564.86011925.

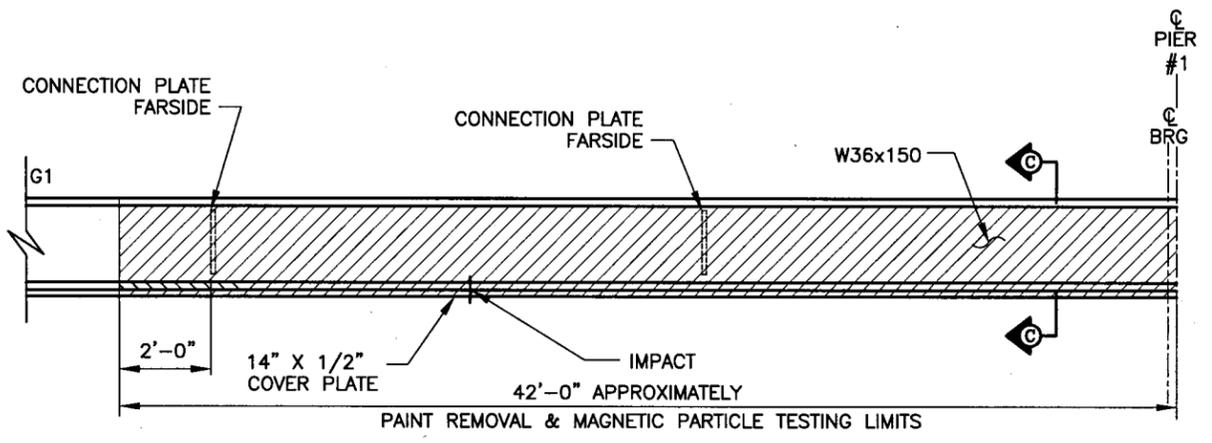
LEGEND:



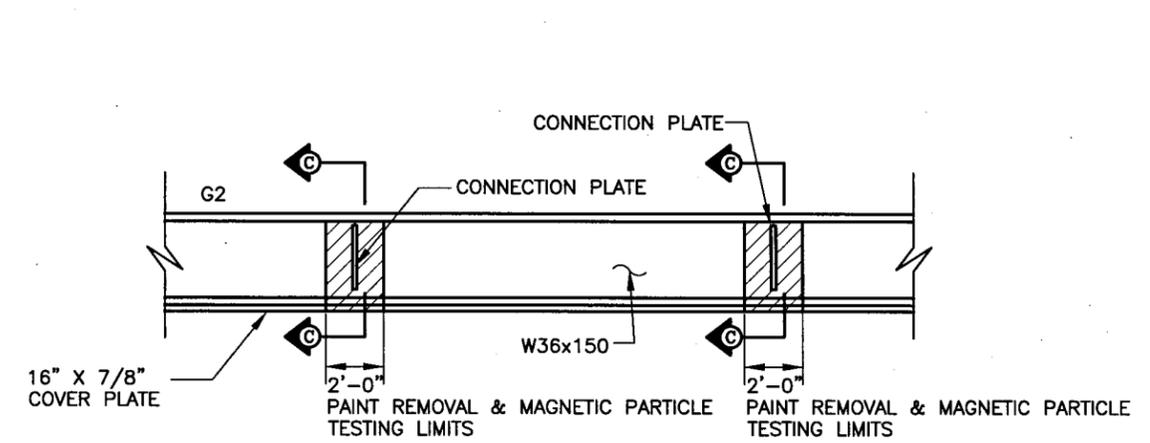
SECTION C-C
N.T.S.

LEGEND:

BLAST CLEAN & MAGNETIC PARTICLE TEST 12" EACH SIDE OF CONNECTION PLATES AND CONNECTION PLATES AND REPLACE FASTENERS WITH NEW A325 FASTENERS.

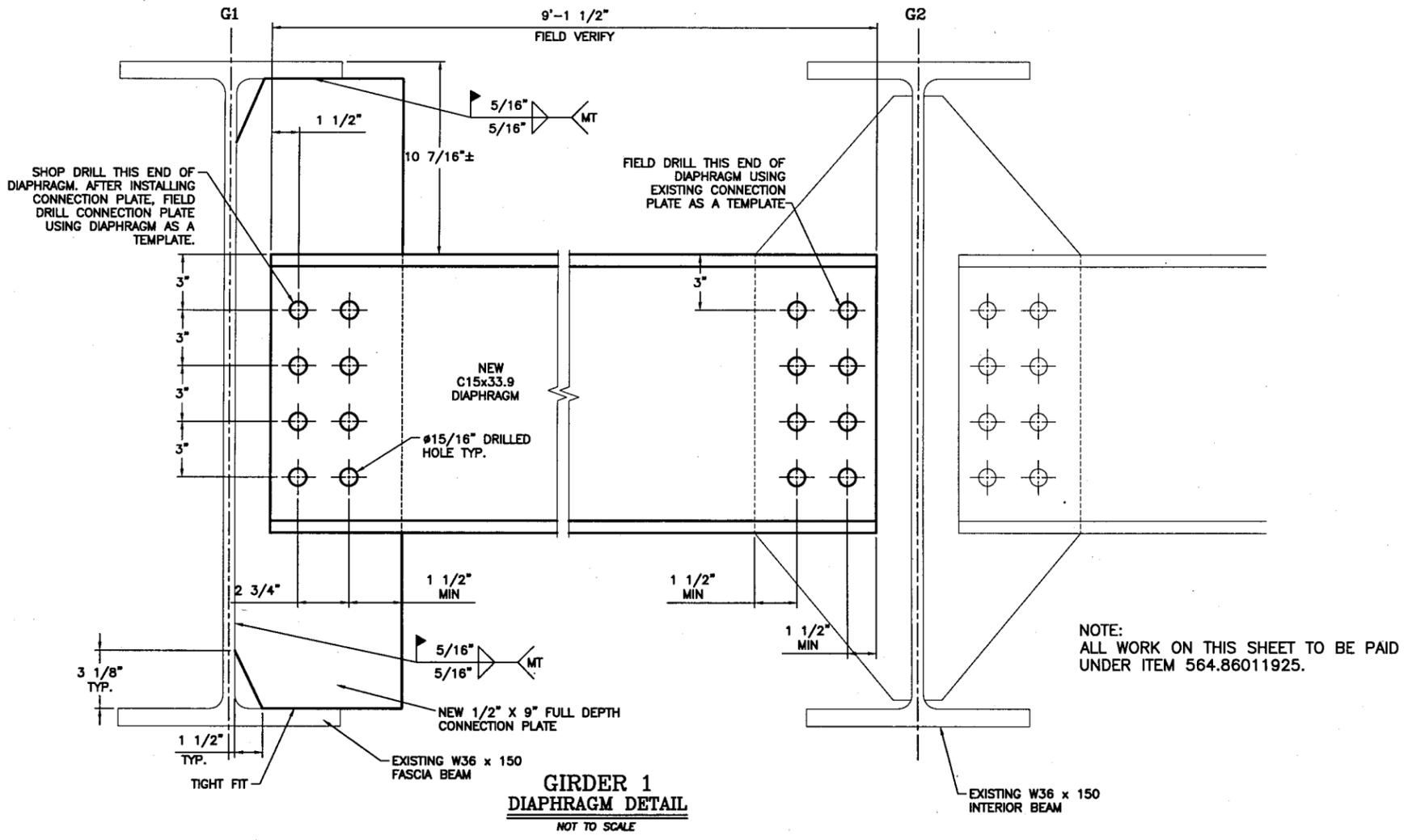


VIEW "A"
N.T.S.



VIEW "B"
N.T.S.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT PORT GIBSON ROAD OVER THRUWAY M.P. 357.47			
TITLE OF DRAWING FRAMING PLAN - SPAN 2 WITH PAINT REMOVAL DETAILS			
CONTRACT NUMBER: TAS 11-44B		DATE: 04/11	
DRAWING NUMBER: 337FP			



NOTE:
ALL WORK ON THIS SHEET TO BE PAID
UNDER ITEM 564.86011925.

REPAIR PROCEDURE FOR FASCIA GIRDER G1:

1. REMOVE PAINT AS SHOWN ON DRAWING 337FP.
2. REMOVE DIAPHRAGM LOCATED AT 20'-0" NORTH OF PIER 1 ON GIRDER G1 SPAN 2. BLAST CLEAN DIAPHRAGM AND MAGNETIC PARTICLE TEST HOLES AND FAYING SURFACES OF THE DIAPHRAGM.
3. REMOVE THE CONNECTION PLATE ON FASCIA GIRDER G1 CONNECTING DIAPHRAGM LOCATED AT 20'-0" NORTH OF PIER 1 BY AIR CARBON ARC GOUGING AND/OR BY FLAME CUTTING THE CONNECTION PLATE TO WITHIN 1/8" OF THE WEB. THE REMAINING CONNECTION PLATE AND WELD METAL SHALL BE REMOVED BY GRINDING FLUSH AND SMOOTH WITH THE WEB SURFACE.
4. GRIND ALL MISCELLANEOUS SCRAPES AND GOUGES AS ORDERED BY THE ENGINEER IN CHARGE. REPAIR OF SCRAPES AND GOUGES SHOULD BE DONE IN ACCORDANCE WITH DIRECTIONS GIVEN IN REPAIR OF NICKS, SCRAPES AND GOUGES ON GENERAL NOTES - 2.
5. PERFORM INITIAL MAGNETIC PARTICLE TESTS WITHIN 12 INCHES OF THE ABOVE REPAIR AREAS AND AS NOTED ON 337FP DRAWING, INCLUDING WELDS AND BASE METAL, TO DETERMINE THE PRESENCE OF CRACKS. IF CRACKS ARE FOUND AND CONFIRMED, FLAME STRAIGHTENING OPERATIONS WILL NOT BE ALLOWED TO BEGIN UNTIL THE CRACKS HAVE BEEN REPAIRED TO THE SATISFACTION OF THE ENGINEER. MAGNETIC PARTICLE INSPECTION SHALL BE PERFORMED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
6. CORRECT FLANGE DAMAGE USING HEATING METHODS DESCRIBED IN GENERAL REQUIREMENTS ON GENERAL NOTES -1 AND DRAWING HD. DIMENSIONAL TOLERANCES FOR HEAT STRAIGHTENING SHALL BE AS DESCRIBED IN REPAIR TOLERANCES ON GENERAL NOTES -2.
7. CORRECT SWEEP AND FLANGE TILT USING HEATING METHODS DESCRIBED IN GENERAL REQUIREMENTS ON GENERAL NOTES -1 AND DRAWING HD. DIMENSIONAL TOLERANCES FOR HEAT STRAIGHTENING SHALL BE AS DESCRIBED IN REPAIR TOLERANCES ON GENERAL NOTES -2.
8. INSTALL NEW FULL DEPTH CONNECTION PLATES ON FASCIA GIRDER G1 CONNECTING DIAPHRAGMS LOCATED AT 20'-0" NORTH OF PIER 1 AS SHOWN ON DRAWING 337G1RD.
9. AFTER ALL REQUIRED REPAIRS ARE COMPLETE, PERFORM MAGNETIC PARTICLE TESTS WITHIN 12 INCHES OF ALL AREAS THAT WERE: A) HEATED, B) STRAIGHTENED, C) GROUND TO REMOVE SCRAPES AND GOUGES, OR D) WELDED AS DESCRIBED IN INSPECTION AND NONDESTRUCTIVE TESTING ON GENERAL NOTES - 2.
10. BLAST CLEAN AND PAINT ALL REPAIR AREAS AS DESCRIBED IN FINAL PAINTING ON GENERAL NOTES-2, WITH 2 COATS OF PAINT.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT PORT GIBSON ROAD OVER THRUWAY M.P. 357.47			
TITLE OF DRAWING GIRDER 1 REPAIR DETAILS			
		CONTRACT NUMBER: TAS 11-44B	
		DATE: 04/11	
		DRAWING NUMBER: 337G1RD	

DESIGNED BY: M. CIOFFI
 DRAWN BY: K. KAYSER
 CHECKED BY: J. DISHON
 CADD BY: MC

RECOMMENDED MINOR COVER PLATE REPAIR PROCEDURE

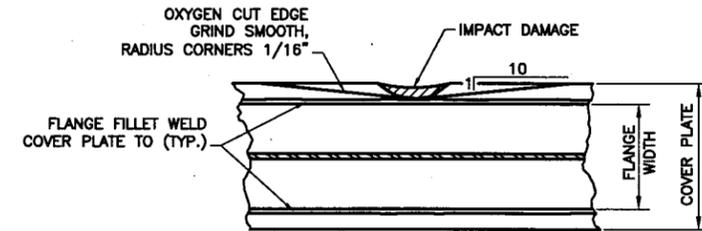
1. NICKS, SCRAPES AND GOUGES IN COMPONENTS OF STEEL MEMBERS MAY BE REPAIRED BY GRINDING TO A SLOPE OF 1 ON 10, AND BLENDING IN SMOOTHLY TO ADJACENT BASE METAL, PROVIDING:

- A. THE THICKNESS OF THE MATERIAL IS NOT REDUCED BY MORE THAN 20% OF THE ORIGINAL NOMINAL THICKNESS.
- B. THE WIDTH OF THE FLANGE OR COVER PLATE IS NOT REDUCED BY MORE THAN 5% OF THE ORIGINAL NOMINAL WIDTH.
- C. THE GOUGE DOES NOT REDUCE THE NOMINAL CROSS SECTIONAL AREA OF THE COMPONENT BY MORE THAN 5% OF THE ORIGINAL NOMINAL CROSS SECTION. A COMPONENT IS DEFINED AS A WEB OR FLANGE OF A PLATE GIRDER, A WEB OR FLANGE OF A ROLLED BEAM GIRDER, A COVER PLATE EXCLUSIVE OF WELDS, A LEG OF AN ANGLE, ETC.

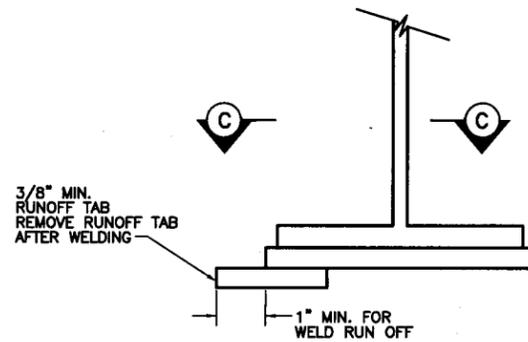
2. NICKS, SCRAPES AND GOUGES THAT EXCEED THE ABOVE LIMITS MUST BE REPAIRED USING AN APPROVED PROCEDURE SIMILAR TO THE FOLLOWING:

- A. PREPARE THE SURFACE BY GRINDING.
- B. WELD WITH APPROVED PROCEDURES TO COMPLETELY FILL THE GOUGE.
- C. GRIND FLUSH AND SMOOTH WITH THE ADJACENT BASE METAL.
- D. ULTRASONIC TEST THE REPAIR WELD.

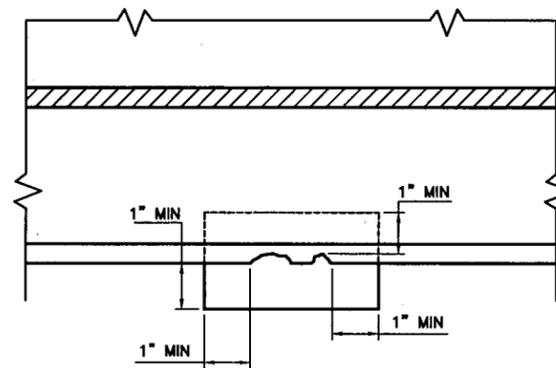
3. ALL FINAL GRINDING MUST BE PARALLEL TO THE DIRECTION OF APPLIED STRESS IN THE MEMBER UNLESS THE SURFACE ROUGHNESS MEETS OR EXCEEDS AN ANSI 125 FINISH.



GRIND DETAIL
N.T.S.



MINOR COVER PLATE REPAIR DETAIL
N.T.S.



SECTION C-C
N.T.S.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

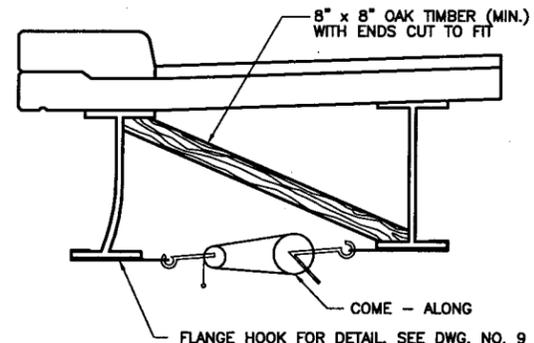
TITLE OF PROJECT
**REPAIR OF THREE BRIDGES
IN THE SYRACUSE DIVISION**

LOCATION OF PROJECT
MP 278.93 MP 283.79
MP 337.47

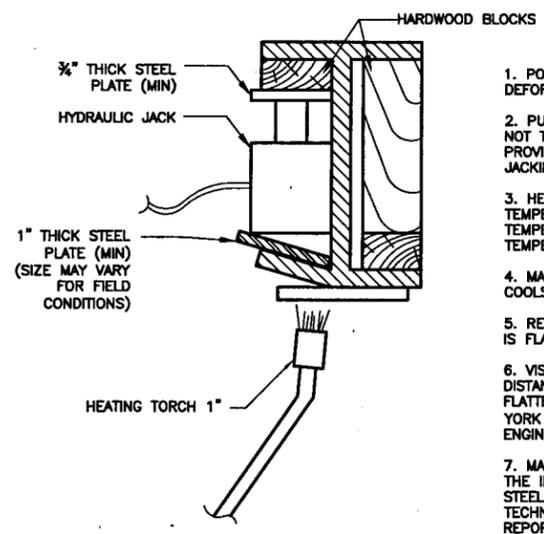
TITLE OF DRAWING
**COVER PLATE
REPAIR DETAILS**

	CONTRACT NUMBER: TAS 11-44B
	DATE: 04/11
	DRAWING NUMBER: CPR

DESIGNED BY: M. CIOFFI
 DESIGNED BY: K. KAYSER
 DRAFTED BY: J. DISHON
 CHECKED BY: J.C.



JACKING OF BOTTOM FLANGE
N.T.S.



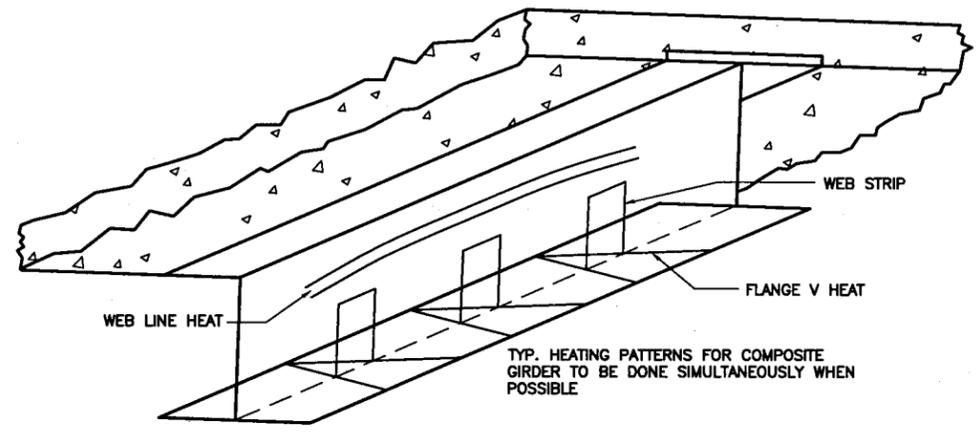
PROCEDURE FOR FLATTENING FLANGE AT IMPACT AREA
N.T.S.

1. POSITION THE JACKING FIXTURE OVER THE DEFORMED AREA OF THE FLANGE AS SHOWN.
2. PUMP THE JACK TO PROVIDE A PRELOAD STRESS NOT TO EXCEED 20,000 PSI. CONTRACTOR SHALL PROVIDE A MAXIMUM DISPLACEMENT DIMENSION AND JACKING PRESSURE.
3. HEAT THE PERIMETER OF THE DEFORMATION TO A TEMPERATURE OF BETWEEN 1100° AND 1150° F. USE TEMPERATURE INDICATING CRAYONS TO VERIFY TEMPERATURE.
4. MAINTAIN PRESSURE ON THE JACK AS THE STEEL COOLS.
5. REPEAT LINES 2 THRU 4 UNTIL THE DEFORMATION IS FLATTENED.
6. VISUALLY INSPECT THE BASE METAL FOR A DISTANCE OF ONE FOOT BEYOND EACH END OF THE FLATTENED AREA. REPORT ANY CRACKS TO THE NEW YORK STATE THRUWAY AUTHORITY'S METALS ENGINEERING UNIT.
7. MAGNETIC PARTICLE TEST THE REPAIRED AREA IN THE ACCORDANCE WITH SECTION 18 OF THE NYS STEEL CONSTRUCTION MANUAL USING THE YOKE TECHNIQUE TO TEST IN THE AC OUTPUT MODE. REPORT ANY CRACK IN ACCORDANCE WITH NOTE 6.

HEATING NOTES:

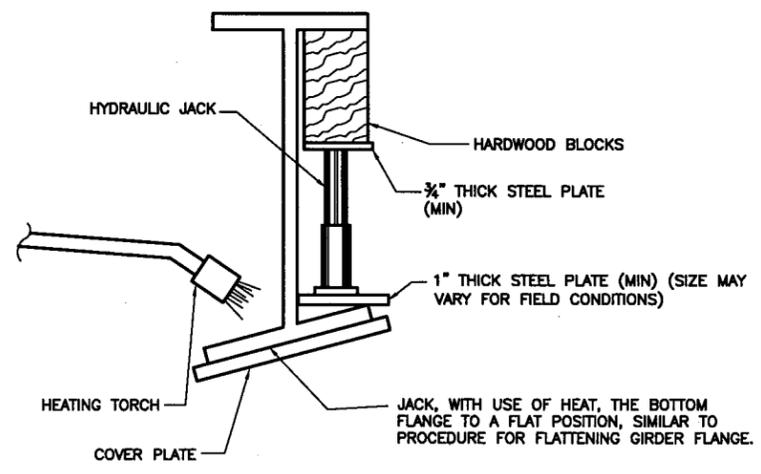
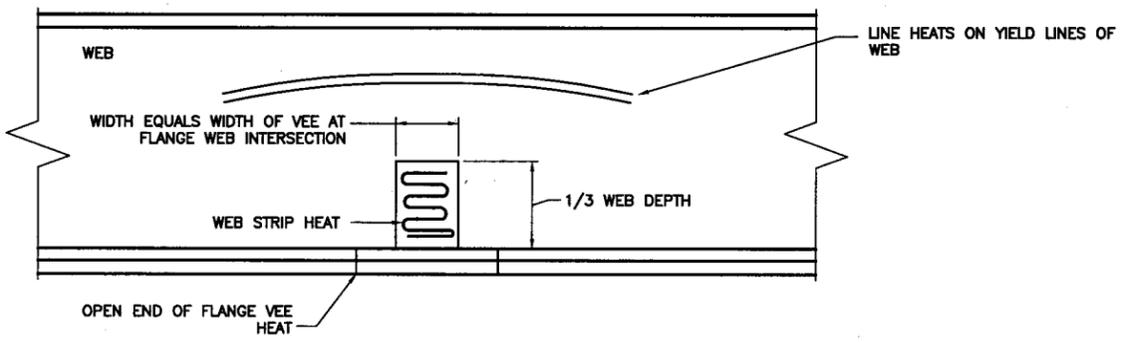
VEE HEATS

1. THE INITIAL SEQUENCE OF HEATS SHALL BE APPLIED TO THE CONVEX SIDE OF THE BENT MEMBER AT THE POINT OF IMPACT.
2. HEATING PATTERNS SHALL BE LOCATED AND SPACED BY THE CONTRACTOR TO SUIT FIELD CONDITIONS.
3. WHEN AN APPLIED PRELOAD IS USED, ADJUSTMENT TO THE JACKING DEVICES OR COME-LONGS SHALL NOT BE MADE UNTIL THE STEEL HAS COOLED TO 200°F.
4. WHEN THE DAMAGED FLANGE IS GREATER THAN 1 INCH IN THICKNESS OR A COVER PLATE IS ATTACHED TO THE DAMAGED FLANGE, HEAT SHALL BE APPLIED TO THE TOP AND BOTTOM OF THE DAMAGED MEMBER (S) USING TWO TORCHES SIMULTANEOUSLY.
5. IN GENERAL HEATING SHALL BE PERFORMED USING SINGLE ORIFICE TORCHES. THE CONTRACTOR SHALL SELECT TIP SIZES BASED UPON FIELD CONDITIONS WHICH WILL PROMOTE HEATING EFFICIENCY AND PREVENT UNNECESSARY DISTORTION. SEE SUGGESTED TORCH TIPS FOR VARIOUS MATERIAL THICKNESS.
6. BEGINNING AT THE TRUNCATED END OF THE TRIANGLE, BRING THE STEEL TO A TEMPERATURE BETWEEN 1100°F. AND 1150°F. AS RAPIDLY AS POSSIBLE. HEATING SHOULD PROGRESS SLOWLY TOWARDS THE BASE OF THE TRIANGLE IN A SERPENTINE PATTERN. ONCE HEATING BEGINS TO PROGRESS TOWARDS THE BASE OF THE PATTERN, THE HEATING TORCH SHALL NOT RETURN TO THE APEX OF THE TRIANGLE.

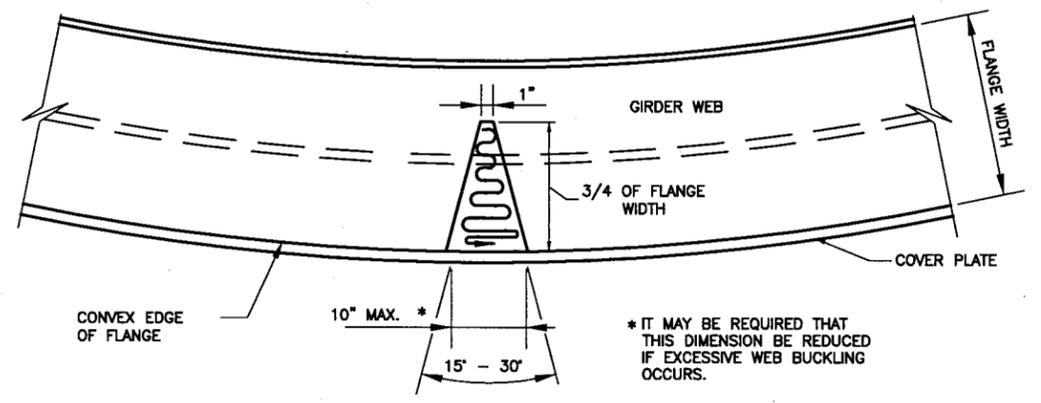


LINE HEAT, STRIP HEATS, SPOT HEATS

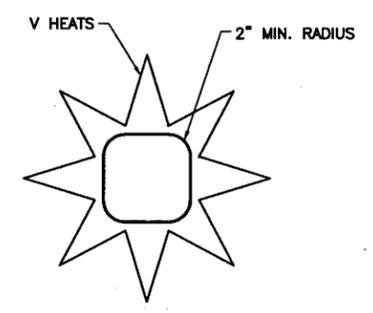
1. WHEN REQUIRED, THE CONTRACTOR SHALL USE LINE HEATS, STRIP HEATS, SPOT HEATS IN CONJUNCTION WITH VEE HEATS TO HEAT STRAIGHTEN MEMBERS.
2. ALL LINE HEATING SHALL BE PERFORMED USING SINGLE ORIFICE TORCH TIPS.
3. TORCH TIP SIZE SHALL BE SELECTED BY THE CONTRACTOR TO PROMOTE HEATING EFFICIENCY AND PREVENT DISTORTION. SEE SUGGESTED TORCH TIPS FOR VARIOUS MATERIAL THICKNESS.
4. HEATING PATTERNS AND LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR TO SUIT FIELD CONDITIONS.
5. THE STEEL SHALL BE BROUGHT TO A TEMPERATURE OF BETWEEN 1100°F. AND 1150°F. AS QUICKLY AS POSSIBLE. ONCE AN AREA HAS BEEN HEATED THE TORCH SHALL NOT RETURN TO THE AREA.



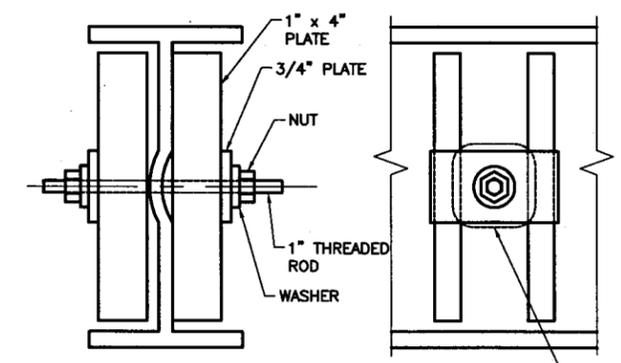
PROCEDURE FOR REMOVING GIRDER FLANGE TILT
N.T.S.



TYPICAL VEE HEATING PATTERN & PROGRESSION OF HEATING TORCH
N.T.S.



DETAIL 'A'
N.T.S.



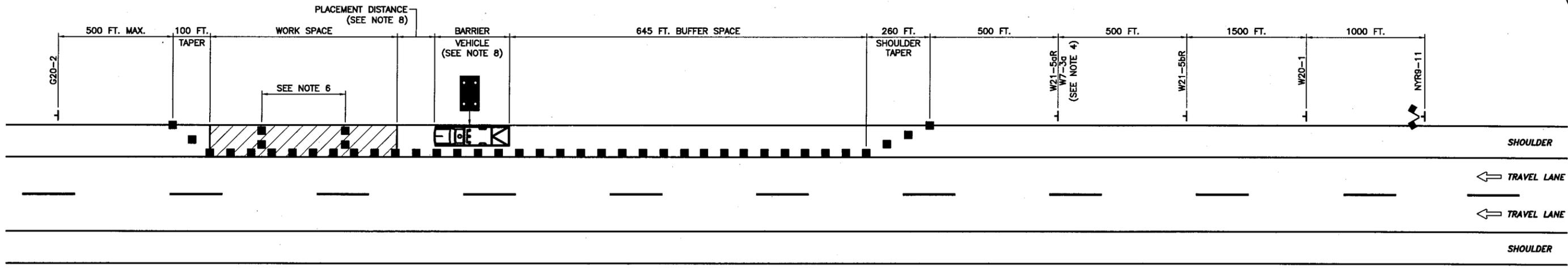
PROCEDURE FOR FLATTENING WEB BUCKLE AT PUNCTURE
N.T.S.

SEE DETAIL 'A' FOR HEATING PATTERN

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING HEATING DETAILS			
CONTRACT NUMBER: TAS 11-44B			DATE: 04/11
DRAWING NUMBER: HD			



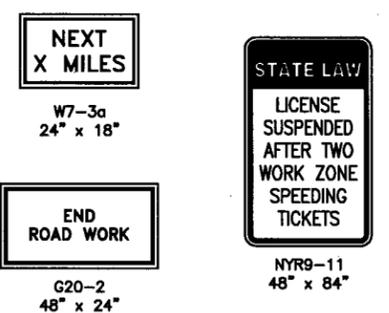
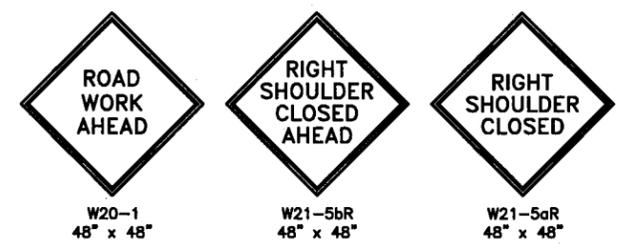
DESIGNED BY: M. GIOFFI
 DRAWING BY: K. KATSER
 DRAFTED BY: J. DISHON
 CHECKED BY: MC



WORK ZONE TRAFFIC CONTROL PLAN
N.T.S.

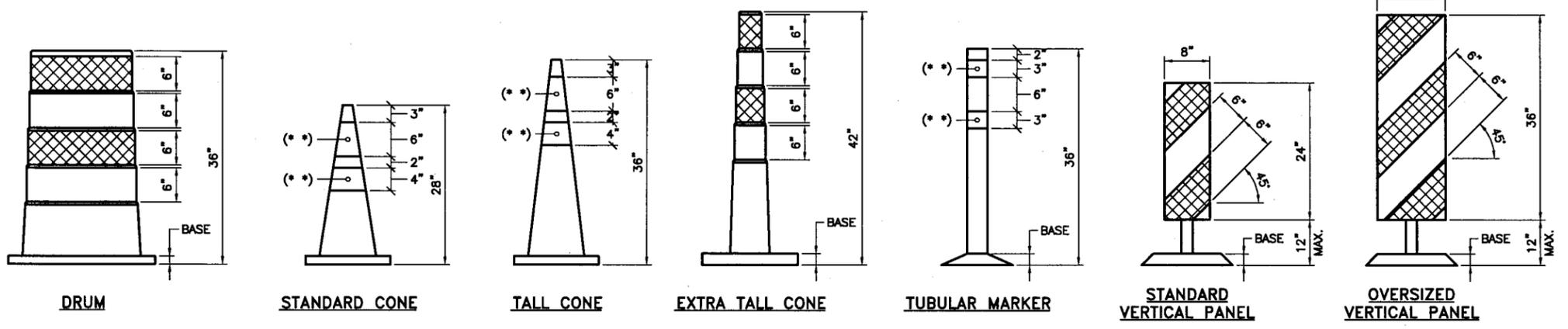
NOTES:

1. 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.
2. ALL SIGNS SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (N MUTCD) 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.
3. THE PLAN SHOWN IS FOR A SHORT- OR INTERMEDIATE-TERM STATIONARY RIGHT SHOULDER CLOSURE. FOR A SHORT- OR INTERMEDIATE-TERM STATIONARY LEFT SHOULDER CLOSURE, SUBSTITUTE "LEFT SHOULDER CLOSED AHEAD" SIGN (W21-5bL) FOR THE "RIGHT SHOULDER CLOSED AHEAD" SIGN (W21-5bR) AND "LEFT SHOULDER CLOSED" SIGN (W21-5aL) FOR THE "RIGHT SHOULDER CLOSED" SIGN (W21-5aR). THE SHORT- OR INTERMEDIATE-TERM STATIONARY LEFT SHOULDER CLOSURE PLAN SHALL BE THE MIRROR IMAGE OF THE PLAN SHOWN.
4. THE "NEXT X MILES" SUPPLEMENTAL SIGN (W7-3a) IS REQUIRED WHEN THE SHOULDER IS CLOSED FOR A DISTANCE GREATER THAN 2 MILES.
5. 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.
6. IN LONG WORK SPACES (1500 FEET AND GREATER) ON PAVED SHOULDERS HAVING A WIDTH OF 8 FEET OR GREATER, TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE PLACED TRANSVERSELY ACROSS THE CLOSED SHOULDER AT MAXIMUM INTERVALS OF 800 FEET. IN ADDITION, TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE SIMILARLY PLACED IN ADVANCE OF ANY TRANSVERSE DROP-OFF OF 1 1/2 INCHES OR GREATER.
7. ARROW PANELS SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE CAUTION MODE DISPLAY SHALL BE FOUR FLASHING CORNERS. FLASHING BAR DISPLAYS SHALL NOT BE PERMITTED.
8. THE BARRIER VEHICLE SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS. FOR BARRIER VEHICLE USE AND PLACEMENT REQUIREMENTS, SEE TABLES NY1-A AND NY2-A ON THE "WORK ZONE TRAFFIC CONTROL TABLES AND LEGEND" DRAWING. THE BARRIER VEHICLE SHALL BE LOCATED COMPLETELY ON THE SHOULDER.
9. THERE SHALL BE NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS LOCATED WITHIN THE BUFFER SPACE. THE SAME SHALL ALSO APPLY TO THE SPACE BETWEEN THE BARRIER VEHICLE AND THE ACTIVE WORK AREA (BARRIER VEHICLE PLACEMENT DISTANCE).



LEGEND

- WORK SPACE
- ARROW PANEL (CAUTION MODE)
- ARROW PANEL SUPPORT OR TRAILER
- CHANNELIZING DEVICE
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN
- BARRIER VEHICLE WITH ATTENUATOR
- WARNING FLAGS MIN. 18 x 18 IN.



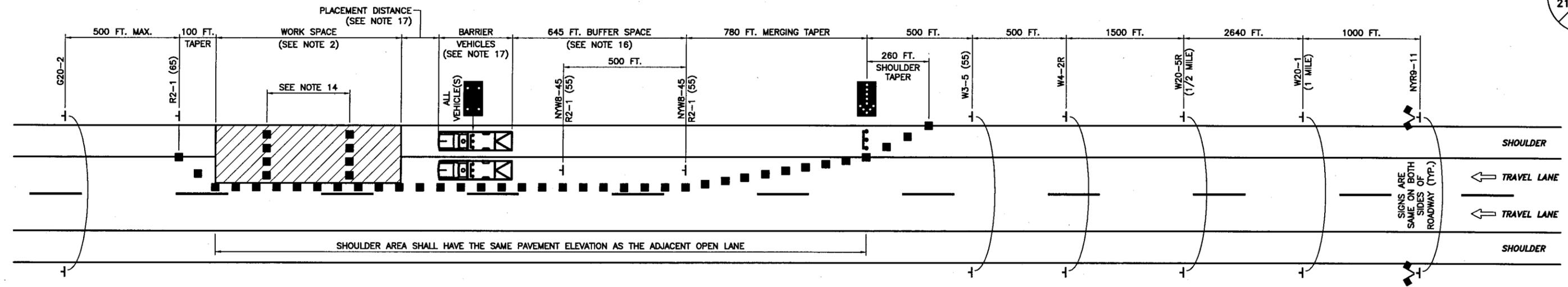
CHANNELIZING DEVICES
N.T.S.

CHANNELIZING DEVICE LEGEND

- WHITE RETROREFLECTORIZED SHEETING, ASTM TYPE IX (CLASS E)
- ORANGE RETROREFLECTORIZED SHEETING, ASTM TYPE IX (CLASS E)
- NON-REFLECTORIZED ORANGE
- (**) WHITE REFLECTIVE SHEETING, ASTM TYPE III (CLASS B) OR ASTM TYPE V (CLASS C)

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING SHOULDER CLOSURE (SHORT- OR INTERMEDIATE- TERM STATIONARY)			
CONTRACT NUMBER: TAS 11-44B			DATE: 2/09
DRAWING NUMBER: SC			

DESIGNED BY: J.A. DRAWN BY: J.A. CHECKED BY: J. PECARELLA DATE: 2/09 PROJECT: MP 278.93-337.47

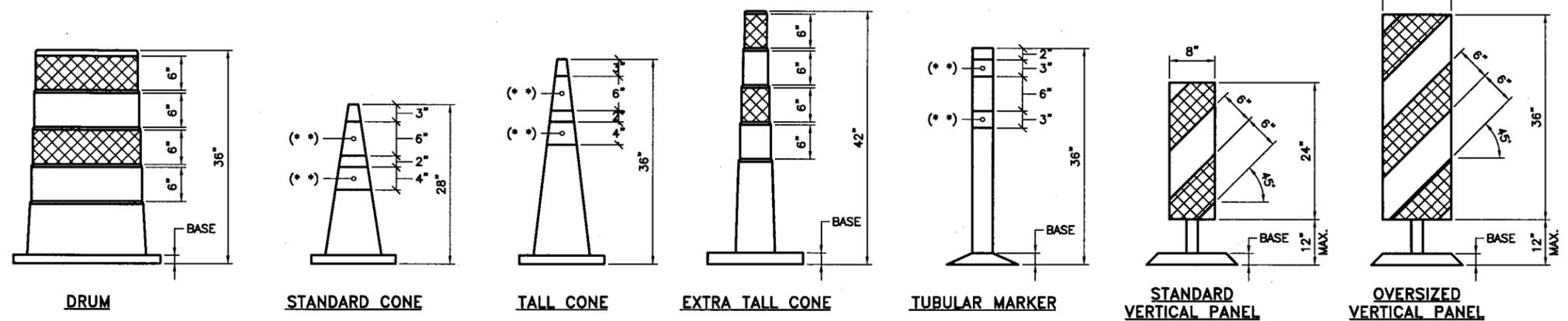
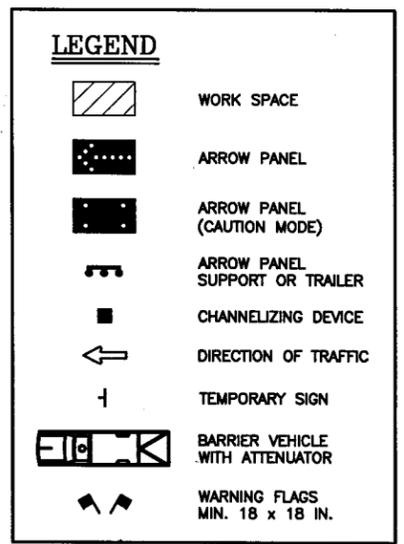
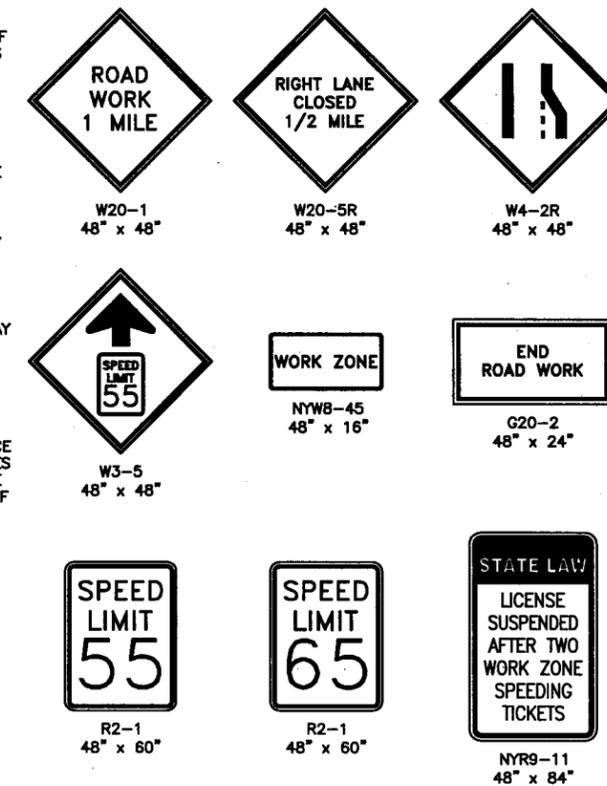


WORK ZONE TRAFFIC CONTROL PLAN

N.T.S.

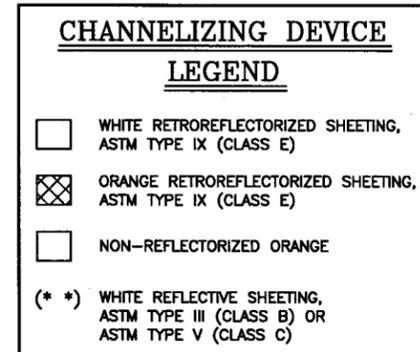
NOTES:

- THIS PLAN APPLIES TO TWO-, THREE-, FOUR-, AND FIVE-LANE SECTIONS.
- THE MAXIMUM LENGTH OF ANY CONTINUOUS WORK SPACE SHALL NOT EXCEED 3 MILES (2 MILES FOR MILLING AND PAVING OPERATIONS). ALL TRAFFIC SHALL BE RE-ESTABLISHED TO ITS NORMAL LANE CONFIGURATION FOR A MINIMUM 2 MILES PRIOR TO A SUCCESSIVE LANE CLOSURE. (THE SEPARATION BETWEEN SUCCESSIVE LANE CLOSURES IS MEASURED FROM THE LAST SIGN OF THE FIRST LANE CLOSURE TO THE BEGINNING OF THE MERGING TAPER OF THE SECOND LANE CLOSURE).
- 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.
- ALL SIGNS SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (NMTUCD) 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 PLAN SHOWN IS FOR A STATIONARY RIGHT LANE CLOSURE. FOR A STATIONARY LEFT LANE CLOSURE, SUBSTITUTE "LEFT LANE CLOSED 1/2 MILE" SIGN (W20-5L) FOR THE "RIGHT LANE CLOSED 1/2 MILE" SIGN (W20-5R) AND LEFT LANE ENDS SYMBOL SIGN (W4-2L) FOR THE RIGHT LANE ENDS SYMBOL SIGN (W4-2R). THE STATIONARY LEFT LANE CLOSURE PLAN SHALL BE THE MIRROR IMAGE OF THE PLAN SHOWN WITH THE EXCEPTION THAT THE "WORK ZONE/SPEED LIMIT 55" SIGNS (NYW8-45/R2-1) AND THE "SPEED LIMIT 65" SIGN (R2-1) AT THE END OF THE WORK ZONE SHALL BE INSTALLED ON THE RIGHT SIDE OF THE ROADWAY.
- FOR A STATIONARY LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN WIDTH IS LESS THAN 6 FEET, LEFT SIDE SIGNS SHALL BE MOUNTED ON THE MEDIAN BARRIER. IF THE TOTAL MEDIAN WIDTH IS LESS THAN 6 FEET, LEFT SIDE SIGNS SHALL NOT BE REQUIRED.
- ON ROADWAY SECTIONS WHERE THE USABLE SHOULDER IS LESS THAN 8 FEET, A MOBILE LANE CLOSURE PLAN SHALL BE USED TO INSTALL AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. THE SAME SHALL ALSO APPLY WHEN COVERING AND UNCOVERING PREVIOUSLY INSTALLED SIGNS.
- WHEN TRAFFIC IS REDUCED TO A SINGLE LANE, THE "WORK ZONE/SPEED LIMIT 55" SIGNS (NYW8-45/R2-1) AND THE "SPEED LIMIT 65" SIGN (R2-1) AT THE END OF THE WORK ZONE SHALL BE INSTALLED ON THE RIGHT SIDE OF THE ROADWAY ONLY. IF MULTIPLE LANES ARE OPEN TO TRAFFIC, THE SIGNS SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY.
- WHEN THE DISTANCE BETWEEN THE SECOND "WORK ZONE/SPEED LIMIT 55" SIGN (NYW8-45/R2-1) AND THE END OF THE WORK SPACE EXCEEDS 1/2 MILE, ADDITIONAL "WORK ZONE/SPEED LIMIT 55" SIGN(S) (NYW8-45/R2-1) SHALL BE INSTALLED ON THE RIGHT SIDE OF THE OPEN TRAVEL LANE, OR BOTH SIDES OF MULTIPLE OPEN TRAVEL LANES, TO MAINTAIN A MAXIMUM SPACING OF 1/2 MILE.
- 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.
- CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE NMTUCD 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.
- IN LONG WORK SPACES (1500 FEET AND GREATER), TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE PLACED TRANSVERSELY ACROSS EACH CLOSED LANE (AND SHOULDER IF WIDTH IS 8 FEET OR GREATER) AT MAXIMUM INTERVALS OF 800 FEET. IN ADDITION, TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE SIMILARLY PLACED IN ADVANCE OF ANY TRANSVERSE DROP-OFF OF 1 1/2 INCHES OR GREATER.
- ARROW PANELS SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE ADVANCE WARNING ARROW DISPLAY SHALL BE A FULL FLASHING ARROW ONLY. CHEVRONS AND SEQUENTIAL ARROW DISPLAYS SHALL NOT BE PERMITTED. THE CAUTION MODE DISPLAY SHALL BE FOUR FLASHING CORNERS. FLASHING BAR DISPLAYS SHALL NOT BE PERMITTED.
- THE LENGTH OF THE BUFFER SPACE SHALL BE EXTENDED, AS ORDERED BY THE ENGINEER, TO ENSURE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING THE LANE CLOSURE TAPER. IN CASES WHERE RESTRICTIVE FEATURES ARE PRESENT, A REDUCTION IN THE BUFFER SPACE LENGTH MAY BE PERMITTED WITH THE APPROVAL OF THE ENGINEER.
- BARRIER VEHICLES SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS. FOR BARRIER VEHICLE USE AND PLACEMENT REQUIREMENTS, SEE TABLES NY1-A AND NY2-A ON THE "WORK ZONE TRAFFIC CONTROL TABLES AND LEGEND" DRAWING.
- THERE SHALL BE NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS LOCATED WITHIN THE BUFFER SPACE. THE SAME SHALL ALSO APPLY TO THE SPACE BETWEEN THE BARRIER VEHICLE(S) AND THE ACTIVE WORK AREA (BARRIER VEHICLE PLACEMENT DISTANCE).
- EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE WORK ZONE TRAFFIC CONTROL LIMITS.



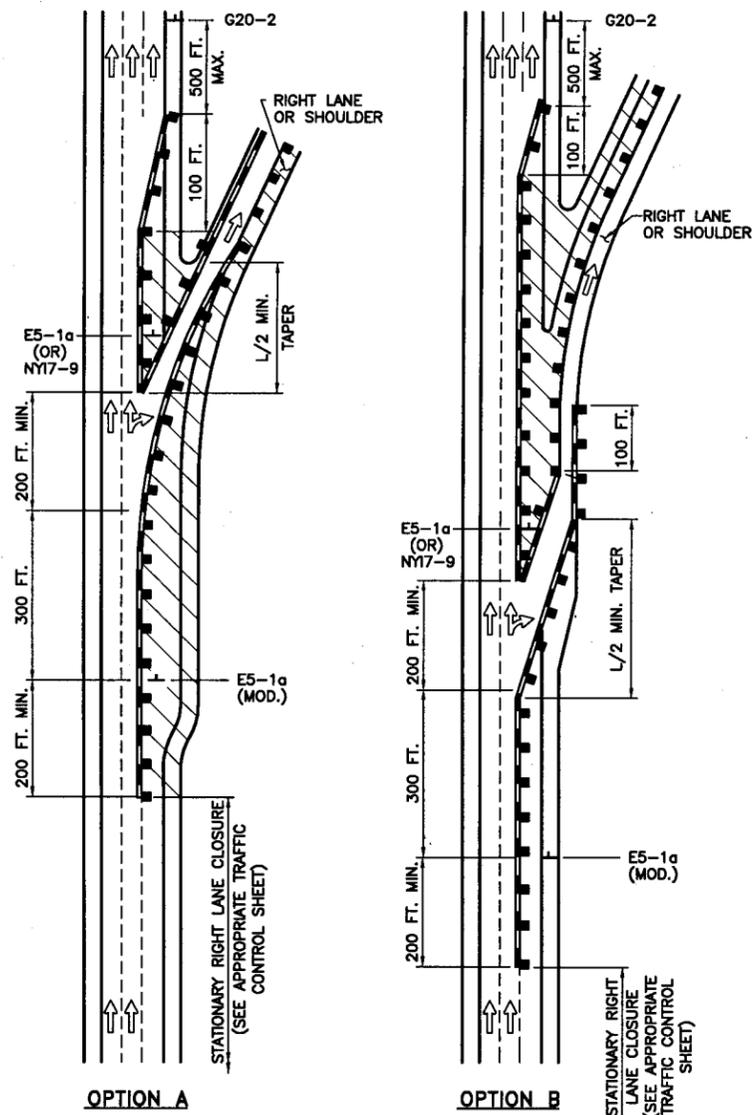
CHANNELIZING DEVICES

N.T.S.



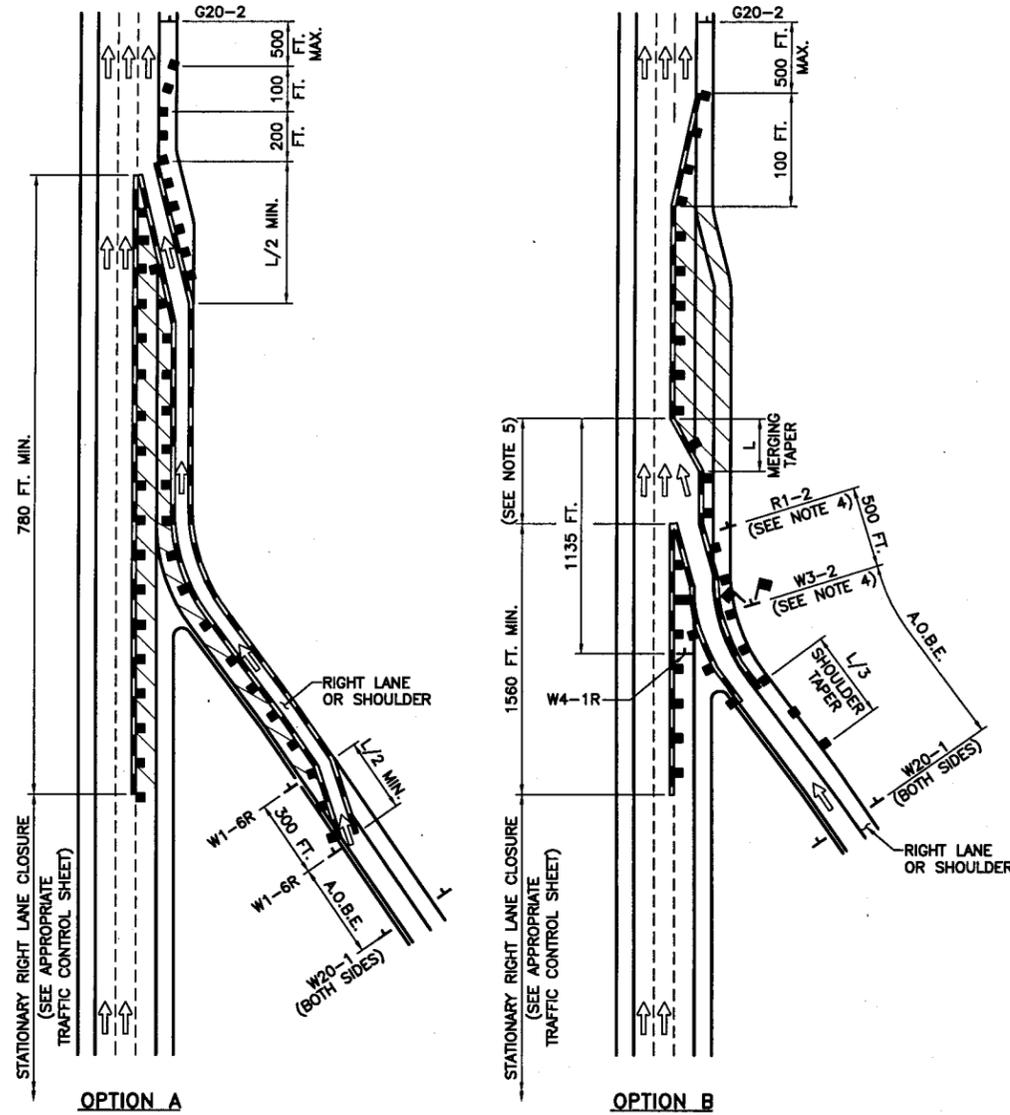
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING SINGLE LANE CLOSURE (SHORT- OR INTERMEDIATE- TERM STATIONARY)			
CONTRACT NUMBER: TAS 11-44B			DATE: 3/10
DRAWING NUMBER: SLC-65			





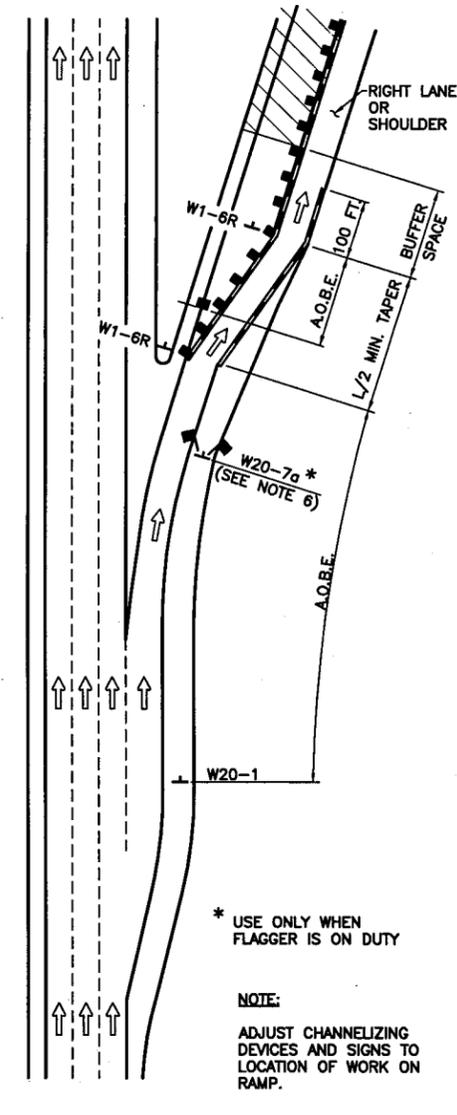
TYPICAL DECELERATION LANE

N.T.S.



TYPICAL ACCELERATION LANE

N.T.S.

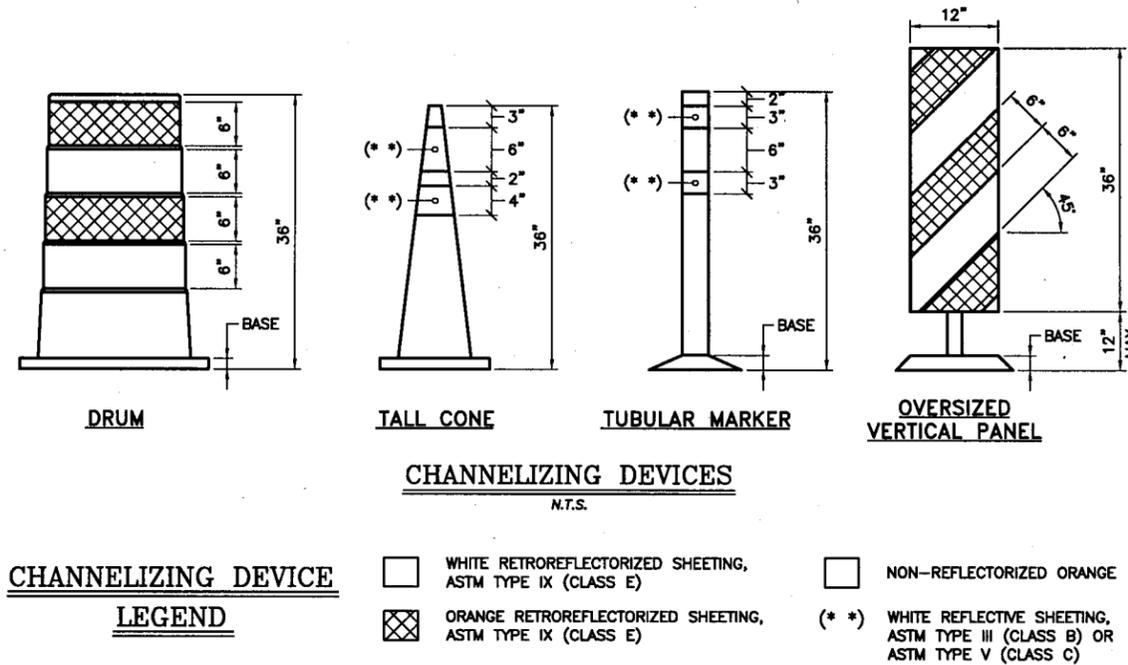
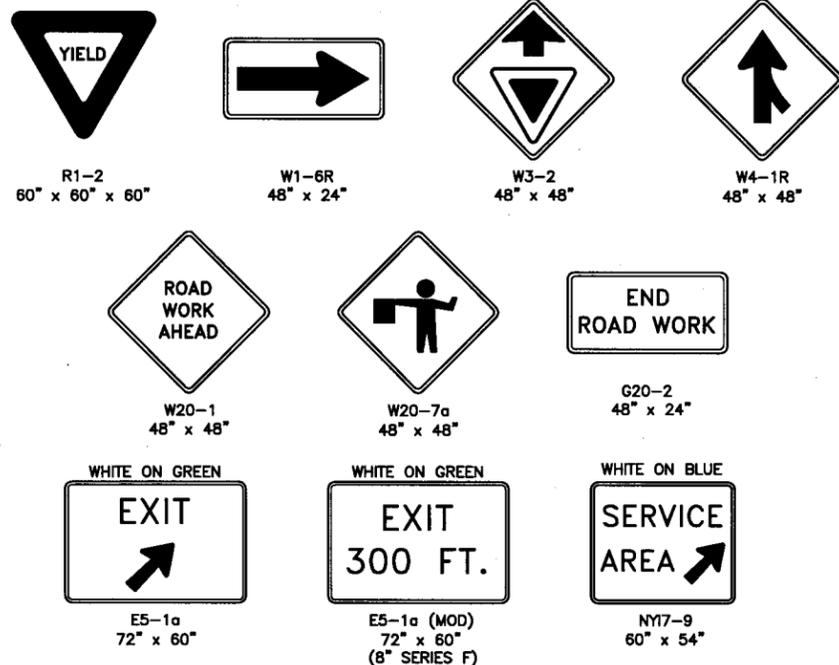


TYPICAL WORK ZONE ON RAMP

N.T.S.

NOTES:

- ALL SIGNS SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (NMTUCD) 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 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.
- CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE NMTUCD 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.
- "YIELD" (R1-2) AND "YIELD AHEAD" (W3-2) SIGNS ARE REQUIRED WHENEVER A MAINLINE LANE ADJACENT TO AN ACCELERATION LANE (ENTRANCE RAMP) IS CLOSED. IN AREAS WHERE THE MAINLINE ADJACENT TO AN ACCELERATION LANE (ENTRANCE RAMP) IS REDUCED TO A SINGLE THROUGH LANE, A FLAGGER WITH ACCOMPANYING "FLAGGER AHEAD" (W20-7a) SIGN MAY BE USED IN LIEU OF THE "YIELD" AND "YIELD AHEAD" SIGNS. THE FLAGGER WITH ACCOMPANYING "FLAGGER AHEAD" SIGN SHALL BE PLACED ON THE ACCELERATION LANE (ENTRANCE RAMP) IN ACCORDANCE WITH THE GUIDELINES ESTABLISHED IN THE MUTCD. THIS SUBSTITUTION IS NOT PERMITTED IN AREAS WHERE THE ACCELERATION LANE (ENTRANCE RAMP) IS A HIGH-SPEED FREEWAY-TO-FREEWAY CONNECTION RAMP.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE ACCELERATION DISTANCE FOR THE YIELD CONDITION AS PER THE CONTRACT PLANS OR AS APPROVED BY THE ENGINEER.
- THE "FLAGGER AHEAD" (W20-7a) SIGN SHALL BE USED WHENEVER THE FLAGGER IS ON DUTY AT THE FLAGGING STATION. THE "FLAGGER AHEAD" SIGN SHALL BE PROMPTLY REMOVED, COVERED, TURNED AWAY FROM TRAFFIC OR CHANGED TO ANOTHER APPROPRIATE LEGEND WHENEVER THE FLAGGER IS NOT AT THE FLAGGING STATION.
- EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE PROJECT LIMITS. IF THE CONTRACTOR'S OPERATIONS IN ANY WORK SPACE WILL EXCEED A PERIOD OF 2 (TWO) WEEKS, OR IF DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL COMPLETELY REMOVE OR COVER PORTIONS OF THE EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ON THIS SHEET. TEMPORARY MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE MUTCD, CONTRACT PLANS AND/OR PROPOSAL. WHEN ALL WORK IS COMPLETED IN THE WORK SPACE(S), OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.



LEGEND

- WORK SPACE
- CHANNELIZING DEVICE
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN
- WARNING FLAGS MIN. 18 x 18 IN.
- FLAGGER
- TEMPORARY PAVEMENT MARKING

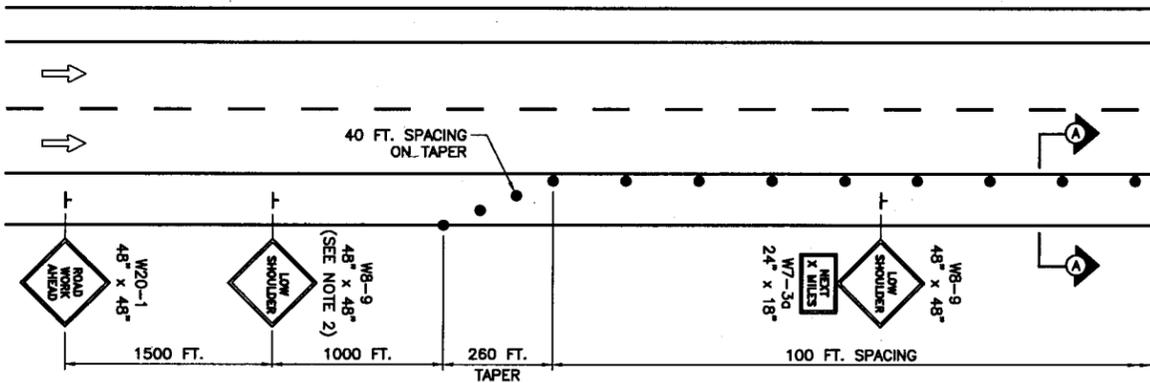
NOTE:

IF NECESSARY, CONSULT THE DIVISION TRAFFIC SUPERVISOR FOR OTHER TRAFFIC CONTROL OPTIONS.

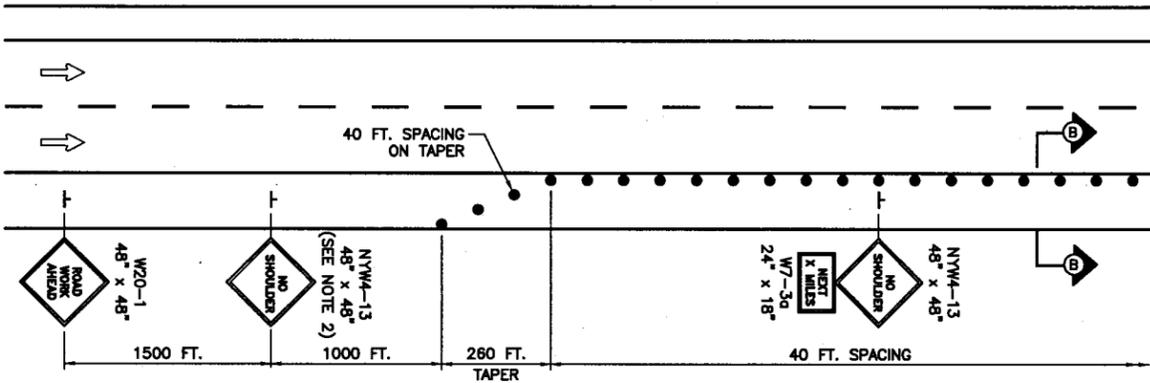
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING WORK ZONE TRAFFIC CONTROL AT INTERCHANGES, SERVICE AREAS AND PARKING AREAS			
CONTRACT NUMBER: TAS 11-44B			DATE: 2/09
DRAWING NUMBER: INT			



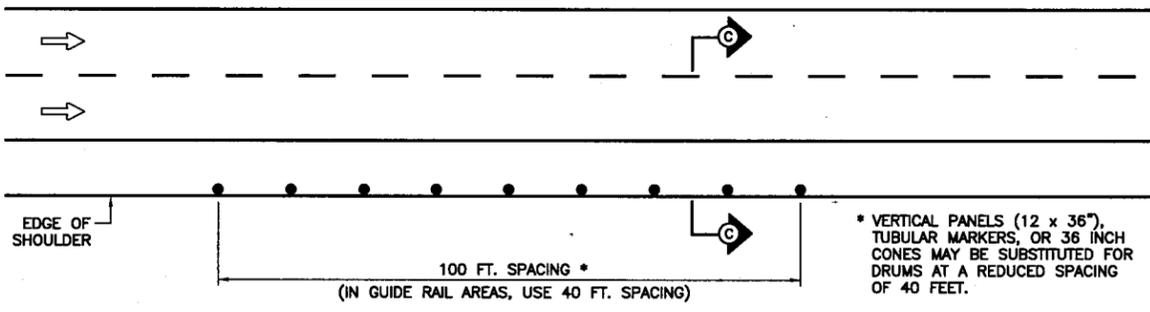
DESIGNED BY: J.A. PEGARELLA
 DRAFTED BY: CAD
 CHECKED BY: J. PEGARELLA
 SYSTEMS-OPERATIONS.DWG



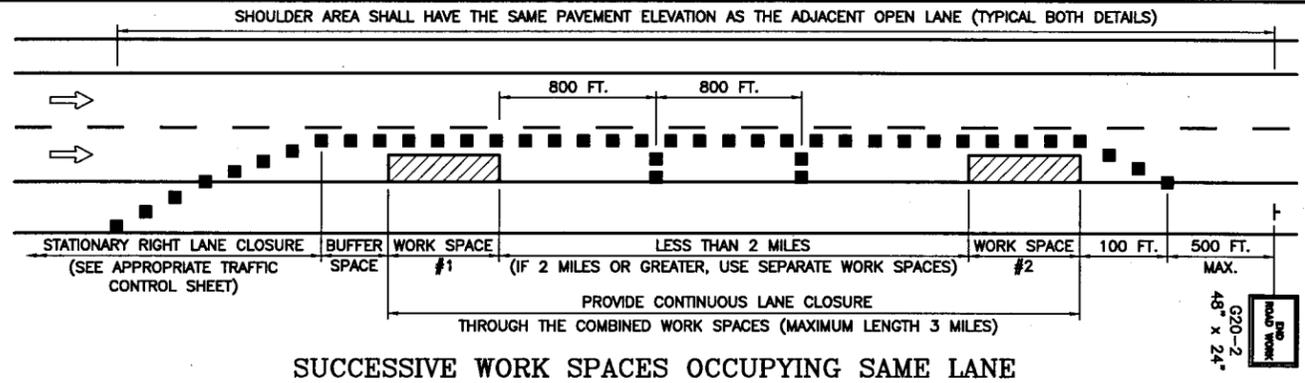
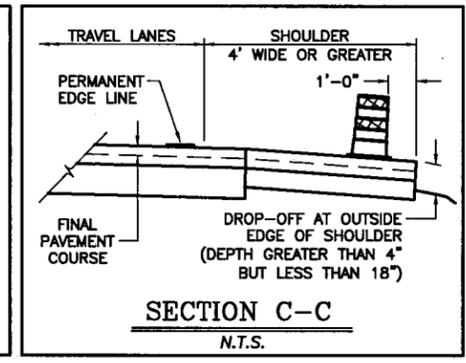
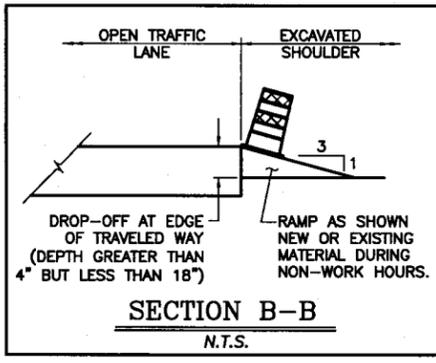
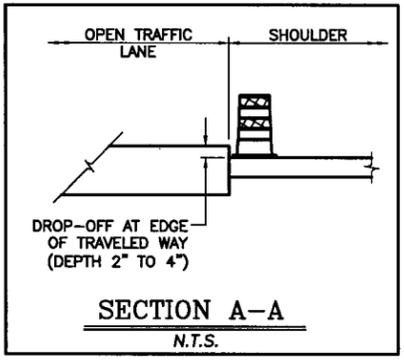
**DROP-OFF AT EDGE OF TRAVELED WAY
DEPTH 2 INCHES TO 4 INCHES**
N.T.S.



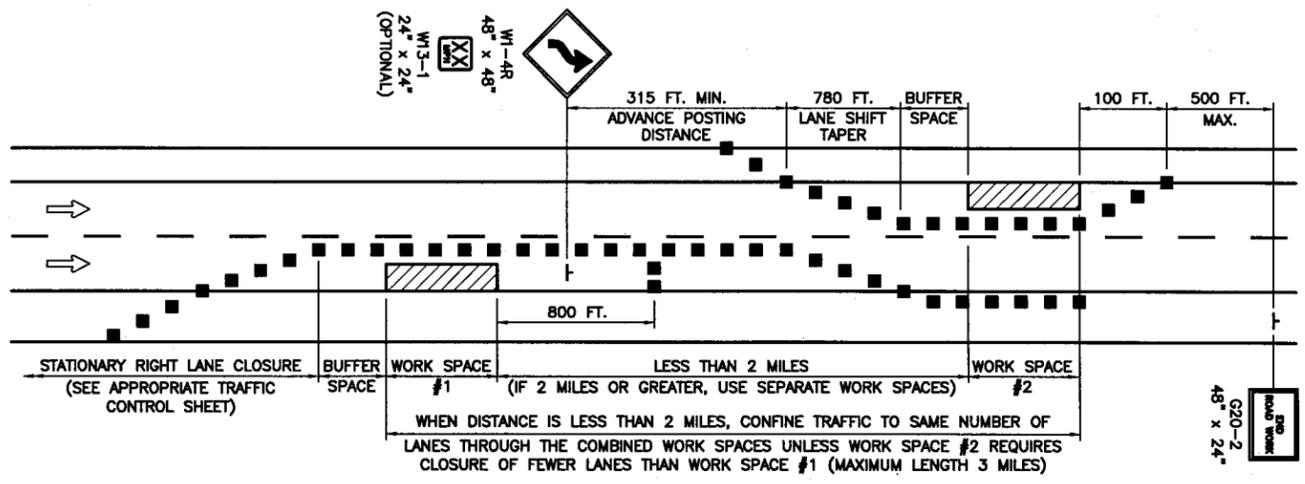
**DROP-OFF AT EDGE OF TRAVELED WAY
DEPTH GREATER THAN 4 INCHES, BUT LESS THAN 18 INCHES**
N.T.S.



**DROP-OFF AT OUTSIDE EDGE OF SHOULDER
DEPTH GREATER THAN 4 INCHES, BUT LESS THAN 18 INCHES
AND SHOULDER WIDTH 4 FEET OR GREATER**
N.T.S.



SUCCESSIVE WORK SPACES OCCUPYING SAME LANE
N.T.S.



SUCCESSIVE WORK SPACES OCCUPYING DIFFERENT LANES
N.T.S.

DROP-OFF DELINEATION NOTES:

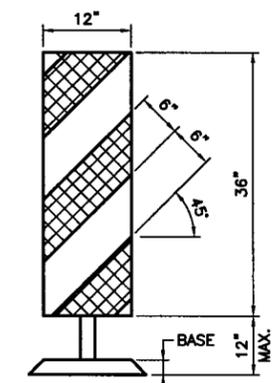
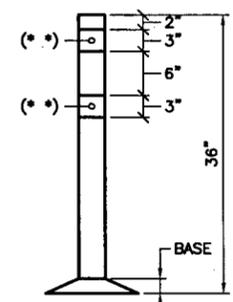
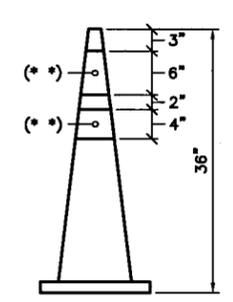
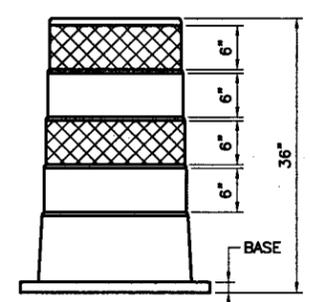
- SIGNING AND DELINEATION ARE SHOWN ALONG THE RIGHT SHOULDER. SIGNING AND DELINEATION FOR THE LEFT SHOULDER SHALL BE THE MIRROR IMAGE OF THE SAME DETAILS.
- THE "LOW SHOULDER" (W8-9) SIGN OR "NO SHOULDER" (NY4-13) SIGN SHALL BE PLACED IN ADVANCE OF THE DRUM TAPER AS SHOWN. SIGNING SHALL BE REPEATED EVERY 1/2 MILE WITH "NEXT X MILES" (W7-3a) SUPPLEMENTAL PLAQUES.
- VERTICAL PANELS (12 x 36 IN.) MAY BE SUBSTITUTED FOR DRUMS. DRUMS OR VERTICAL PANELS SHALL BE PLACED AND MAINTAINED SUCH THAT AT LEAST TWO-THIRDS OF THEIR HEIGHT IS EXPOSED ABOVE THE PAVEMENT.
- IF THE DEPTH OF EXCAVATION EXCEEDS 18 INCHES, THE ADJACENT LANE SHALL BE CLOSED OR TEMPORARY CONCRETE BARRIER SHALL BE USED TO PROTECT THE CONDITION.

SUCCESSIVE WORK SPACE NOTE:

EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE PROJECT LIMITS. IF THE CONTRACTOR'S OPERATIONS IN ANY WORK SPACE WILL EXCEED A PERIOD OF 2 (TWO) WEEKS, OR IF DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL COMPLETELY REMOVE OR COVER PORTIONS OF THE EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. WHEN ALL WORK IS COMPLETED IN THE WORK SPACE(S), OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.

LEGEND:

- WORK SPACE
- DIRECTION OF TRAFFIC
- DRUM
- CHANNELIZING DEVICE
- TEMPORARY SIGN

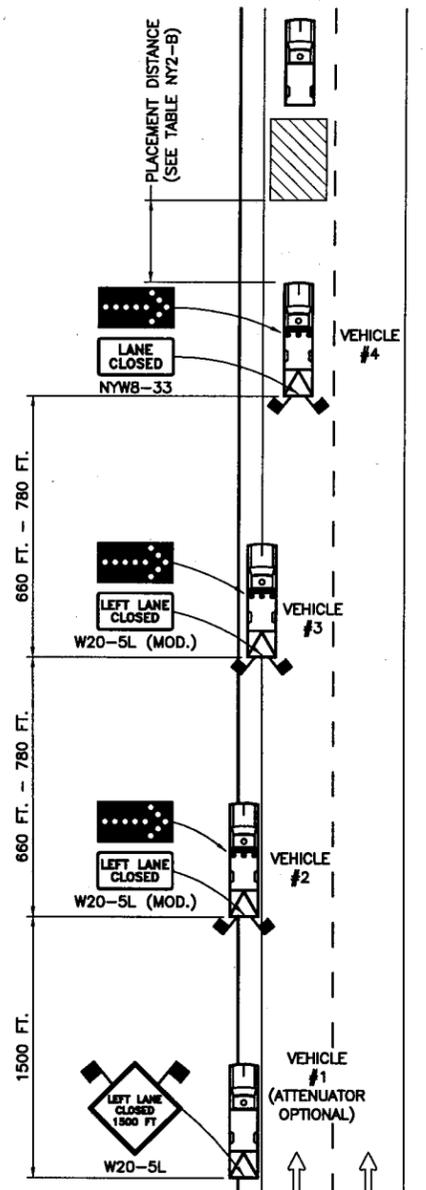


**CHANNELIZING DEVICE
LEGEND**

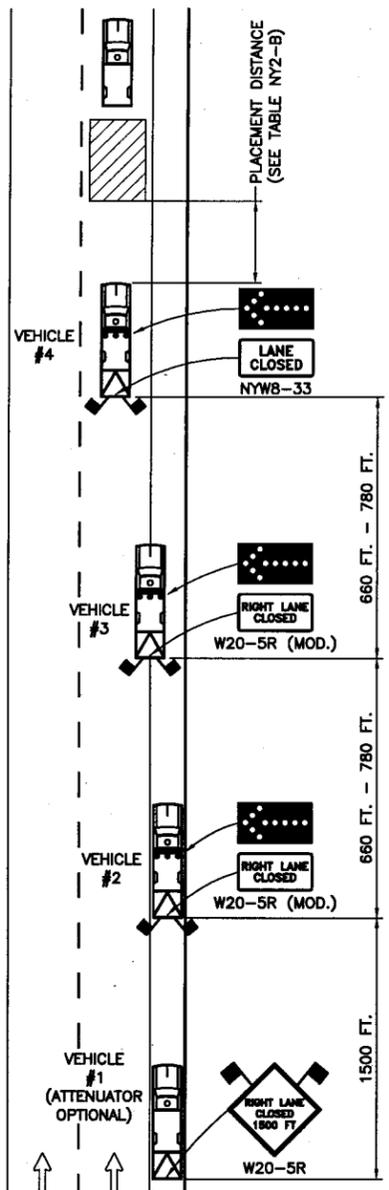
- WHITE RETROREFLECTORIZED SHEETING, ASTM TYPE IX (CLASS E)
- ORANGE RETROREFLECTORIZED SHEETING, ASTM TYPE IX (CLASS E)
- (* *) WHITE REFLECTIVE SHEETING, ASTM TYPE III (CLASS B) OR ASTM TYPE V (CLASS C)
- NON-REFLECTORIZED ORANGE

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING WORK ZONE TRAFFIC CONTROL FOR MISCELLANEOUS OPERATIONS			
CONTRACT NUMBER: TAS 11-44B			DATE: 2/09
DRAWING NUMBER: MO			

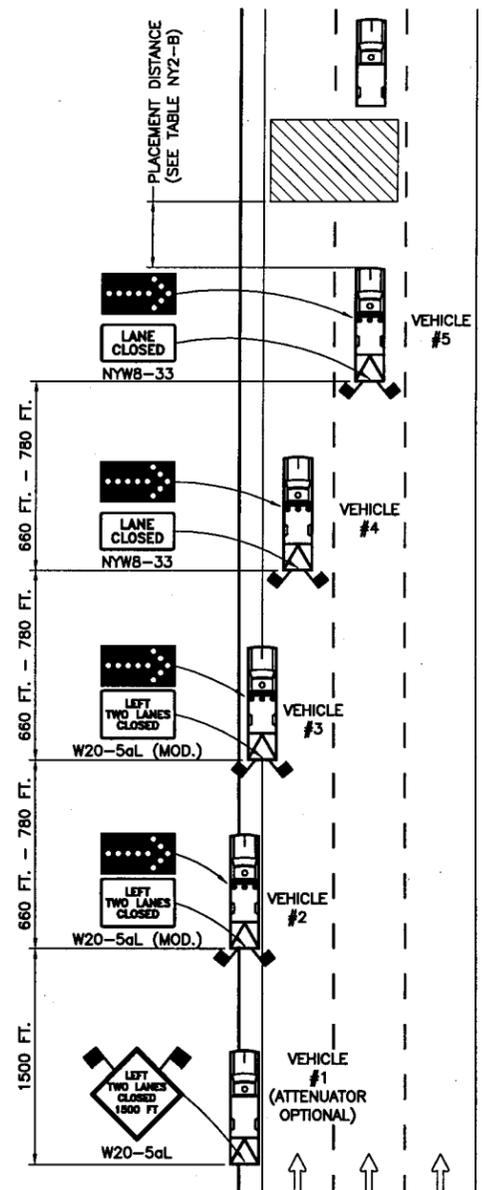




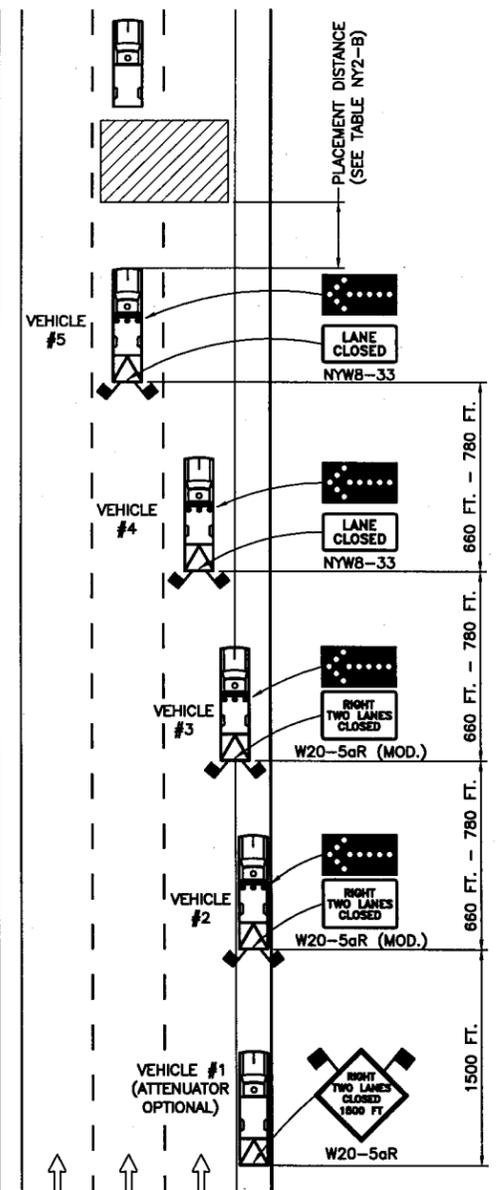
**MOBILE OPERATION
LEFT LANE CLOSURE**
N.T.S.



**MOBILE OPERATION
RIGHT LANE CLOSURE**
N.T.S.



**MOBILE OPERATION
LEFT DOUBLE LANE CLOSURE**
N.T.S.



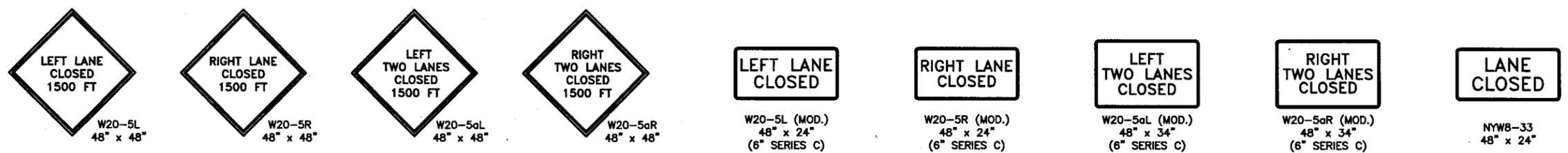
**MOBILE OPERATION
RIGHT DOUBLE LANE CLOSURE**
N.T.S.

LEGEND

- MOBILE OPERATION
- ARROW PANEL
- ARROW PANEL SUPPORT OR TRAILER
- WORK VEHICLE
- SHADOW VEHICLE WITH ATTENUATOR
- WARNING FLAGS (OPTIONAL) MIN. 18 x 18 IN.

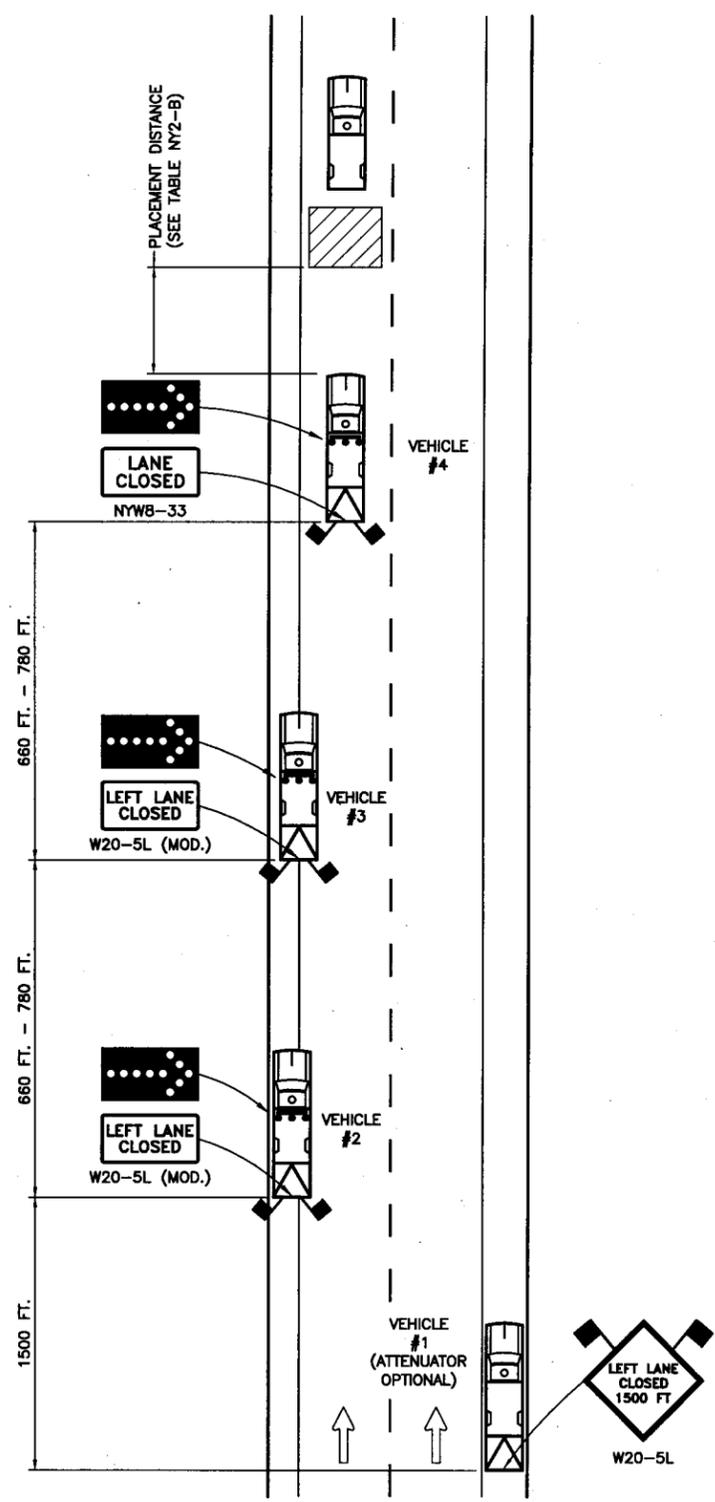
NOTES:

1. THESE PLANS ARE TO BE UTILIZED ONLY WHEN AUTHORIZED BY THE ENGINEER.
2. MOBILE OPERATIONS ARE WORK ACTIVITIES THAT MOVE CONTINUOUSLY OR STOP INTERMITTENTLY FOR SHORT PERIODS IN THE ROADWAY. THE DURATION FOR EACH INTERMITTENT STOP MAY BE APPROXIMATELY 15 MINUTES BEFORE MOVING TO A NEW LOCATION.
3. VEHICLE #4 (LEFT LANE CLOSURE AND RIGHT LANE CLOSURE PLANS) AND VEHICLE #5 (LEFT DOUBLE LANE CLOSURE AND RIGHT DOUBLE LANE CLOSURE PLANS) SHALL NOT BE USED TO TRANSPORT WORKERS, MATERIALS, AND/OR EQUIPMENT TO THE WORK SITE. A SEPARATE WORK VEHICLE(S) SHALL BE REQUIRED.
4. THESE TEMPORARY TRAFFIC CONTROL PLANS SHALL NOT BE ADVANCED THROUGH AN AREA WHERE THERE IS AN EXIT OR ENTRANCE RAMP.
5. WHERE THE LEFT LANE IS TO BE CLOSED, VEHICLE #1 AND VEHICLE #2 ARE TO BE LOCATED COMPLETELY ON THE LEFT SHOULDER, VEHICLE #3 STRADDLES THE LEFT SHOULDER AND THE LEFT LANE, AND VEHICLE #4 IS IN THE LEFT LANE.
6. WHERE THE RIGHT LANE IS TO BE CLOSED, VEHICLE #1 AND VEHICLE #2 ARE TO BE LOCATED COMPLETELY ON THE RIGHT SHOULDER, VEHICLE #3 STRADDLES THE RIGHT SHOULDER AND THE RIGHT LANE, AND VEHICLE #4 IS IN THE RIGHT LANE.
7. WHERE THE LEFT TWO LANES ARE TO BE CLOSED, VEHICLE #1 AND VEHICLE #2 ARE TO BE LOCATED COMPLETELY ON THE LEFT SHOULDER, VEHICLE #3 STRADDLES THE LEFT SHOULDER AND THE LEFT LANE, VEHICLE #4 IS IN THE LEFT LANE, AND VEHICLE #5 IS IN THE CENTER LANE.
8. WHERE THE RIGHT TWO LANES ARE TO BE CLOSED, VEHICLE #1 AND VEHICLE #2 ARE TO BE LOCATED COMPLETELY ON THE RIGHT SHOULDER, VEHICLE #3 STRADDLES THE RIGHT SHOULDER AND THE RIGHT LANE, VEHICLE #4 IS IN THE RIGHT LANE, AND VEHICLE #5 IS IN THE CENTER LANE.
9. FOR VEHICLE #2, A TRAILER-MOUNTED ARROW PANEL MAY BE SUBSTITUTED FOR THE TRUCK-MOUNTED ARROW PANEL.
10. FOR VEHICLE #2, THE ATTENUATOR IS OPTIONAL FOR DAYTIME OPERATIONS. FOR NIGHTTIME OPERATIONS, ALL VEHICLES, INCLUDING VEHICLE #1 AND VEHICLE #2 ON THE SHOULDER, SHALL BE EQUIPPED WITH AN ATTENUATOR.
11. ARROW PANELS SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE DISPLAY SHALL BE A FULL FLASHING ARROW ONLY. CHEVRONS AND SEQUENTIAL ARROW DISPLAYS SHALL NOT BE PERMITTED.
12. ALL SIGNS SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (NMTCD) AND NEW YORK STATE SUPPLEMENT. ORANGE SIGNS ON RIGID PANELS SHALL BE FLUORESCENT-ORANGE ASTM TYPE IX (CLASS E) RETROREFLECTIVE SHEETING. ALL SIGNS SHALL BE MOUNTED BELOW THE ARROW PANEL.
13. FOR VEHICLE #1, A TRUCK-MOUNTED OR TRAILER-MOUNTED PORTABLE VARIABLE MESSAGE SIGN (PVMS) MAY BE USED IN LIEU OF THE SIGN SHOWN. THE PVMS UNIT SHALL BE COMPLETELY ON THE SHOULDER AND SHALL HAVE NO PORTION PROTRUDE OVER THE TRAVEL LANE AT ANY TIME. THE MESSAGE DISPLAYED SHALL BE THE SAME AS THAT SHOWN.

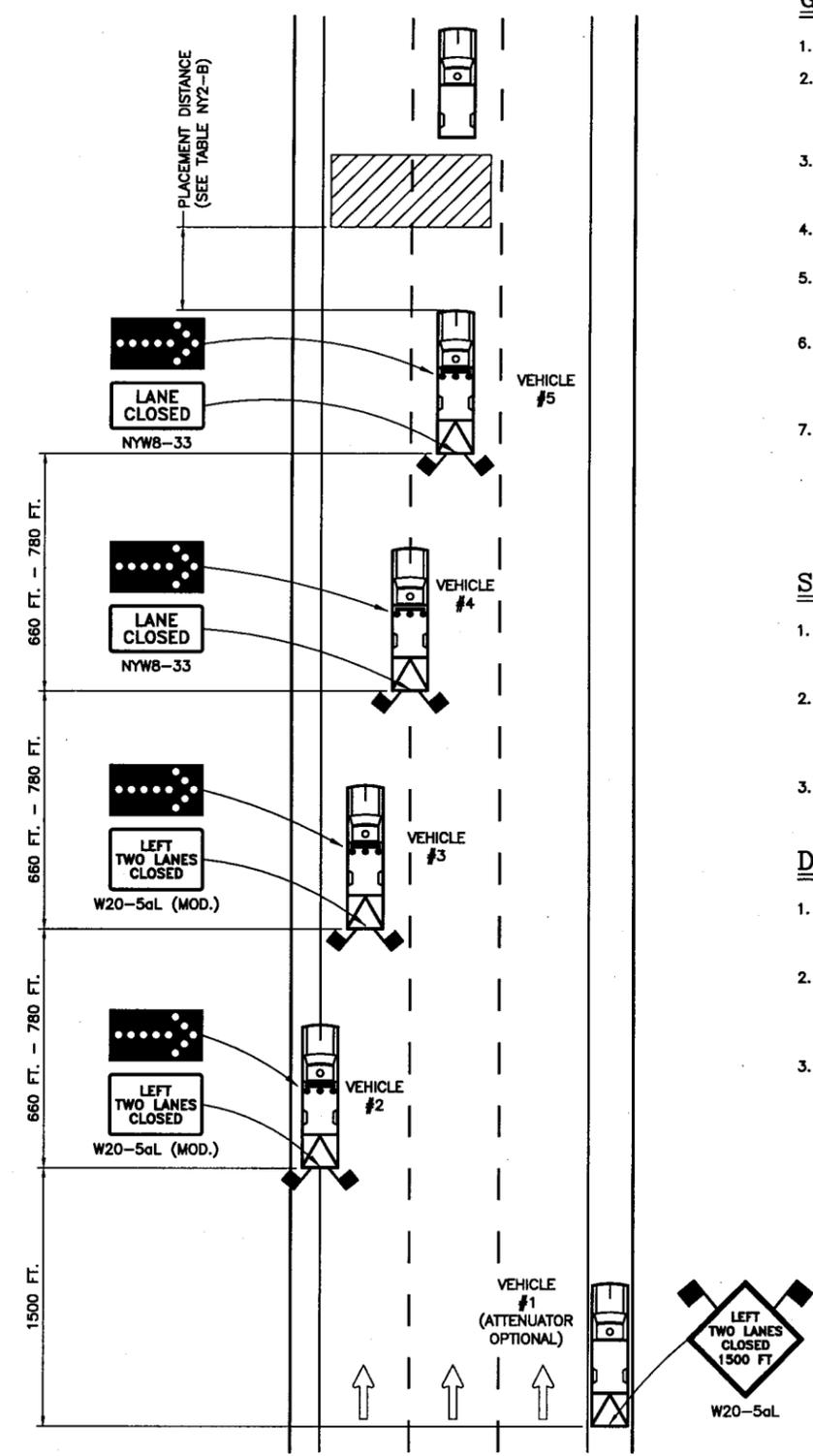


DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING MOBILE LANE CLOSURE			
CONTRACT NUMBER: TAS 11-44B		DATE: 2/09	
DRAWING NUMBER: MLC			

SS \Mobile_Lane_Closure-NS.dwg
 DESIGNED BY: J.A.
 CHECKED BY: J.A.
 DRAFTED BY: CAD
 APPROVED BY: J. PECARELLA
 BY CHANGE OF: J.A.



**MOBILE OPERATION - SINGLE LANE CLOSURE
IN NARROW SHOULDER AREA**
N.T.S.



**MOBILE OPERATION - DOUBLE LANE CLOSURE
IN NARROW SHOULDER AREA**
N.T.S.

GENERAL NOTES:

1. THESE PLANS ARE TO BE UTILIZED ONLY WHEN AUTHORIZED BY THE ENGINEER.
2. MOBILE OPERATIONS ARE WORK ACTIVITIES THAT MOVE CONTINUOUSLY OR STOP INTERMITTENTLY FOR SHORT PERIODS IN THE ROADWAY. THE DURATION FOR EACH INTERMITTENT STOP MAY BE APPROXIMATELY 15 MINUTES BEFORE MOVING TO A NEW LOCATION.
3. VEHICLE #4 (SINGLE LANE CLOSURE PLAN) AND VEHICLE #5 (DOUBLE LANE CLOSURE PLAN) SHALL NOT BE USED TO TRANSPORT WORKERS, MATERIALS, AND/OR EQUIPMENT TO THE WORK SITE. A SEPARATE WORK VEHICLE(S) SHALL BE REQUIRED.
4. THESE TEMPORARY TRAFFIC CONTROL PLANS SHALL NOT BE ADVANCED THROUGH AN AREA WHERE THERE IS AN EXIT OR ENTRANCE RAMP.
5. ARROW PANELS SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE DISPLAY SHALL BE A FULL FLASHING ARROW ONLY. CHEVRONS AND SEQUENTIAL ARROW DISPLAYS SHALL NOT BE PERMITTED.
6. ALL SIGNS SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (NMTCD) AND NEW YORK STATE SUPPLEMENT. ORANGE SIGNS ON RIGID PANELS SHALL BE FLUORESCENT-ORANGE ASTM TYPE IX (CLASS E) RETROREFLECTIVE SHEETING. ALL SIGNS SHALL BE MOUNTED BELOW THE ARROW PANEL.
7. FOR VEHICLE #1, A TRUCK-MOUNTED OR TRAILER-MOUNTED PORTABLE VARIABLE MESSAGE SIGN (PVMS) MAY BE USED IN LIEU OF THE SIGN SHOWN. THE PVMS UNIT SHALL BE COMPLETELY ON THE SHOULDER AND SHALL HAVE NO PORTION PROTRUDE OVER THE TRAVEL LANE AT ANY TIME. THE MESSAGE DISPLAYED SHALL BE THE SAME AS THAT SHOWN.

SINGLE LANE CLOSURE NOTES:

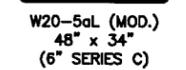
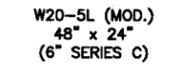
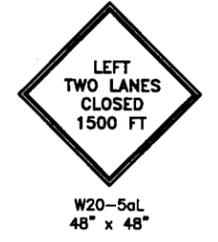
1. THE PLAN SHOWN IS FOR A MOBILE OPERATION INVOLVING A LEFT SINGLE LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN WIDTH IS LESS THAN 8 FEET.
2. WHERE THE LEFT LANE IS TO BE CLOSED, VEHICLE #1 IS TO BE LOCATED COMPLETELY ON THE RIGHT SHOULDER, VEHICLE #2 IS AS FAR LEFT ON THE LEFT SHOULDER AS CONDITIONS PERMIT, VEHICLE #3 STRADDLES THE LEFT SHOULDER AND THE LEFT LANE, AND VEHICLE #4 IS IN THE LEFT LANE.
3. IN AREAS WHERE THERE IS LITTLE TO NO LEFT SHOULDER/MEDIAN WIDTH, VEHICLE #2 AND VEHICLE #3 SHALL BE IN THE LEFT LANE.

DOUBLE LANE CLOSURE NOTES:

1. THE PLAN SHOWN IS FOR A MOBILE OPERATION INVOLVING A LEFT DOUBLE LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN WIDTH IS LESS THAN 8 FEET.
2. WHERE THE LEFT TWO LANES ARE TO BE CLOSED, VEHICLE #1 IS TO BE LOCATED COMPLETELY ON THE RIGHT SHOULDER, VEHICLE #2 STRADDLES THE LEFT SHOULDER AND THE LEFT LANE, VEHICLE #3 IS IN THE LEFT LANE, VEHICLE #4 STRADDLES THE LEFT LANE AND THE CENTER LANE, AND VEHICLE #5 IS IN THE CENTER LANE.
3. IN AREAS WHERE THERE IS LITTLE TO NO LEFT SHOULDER/MEDIAN WIDTH, VEHICLE #2 SHALL BE IN THE LEFT LANE.

LEGEND

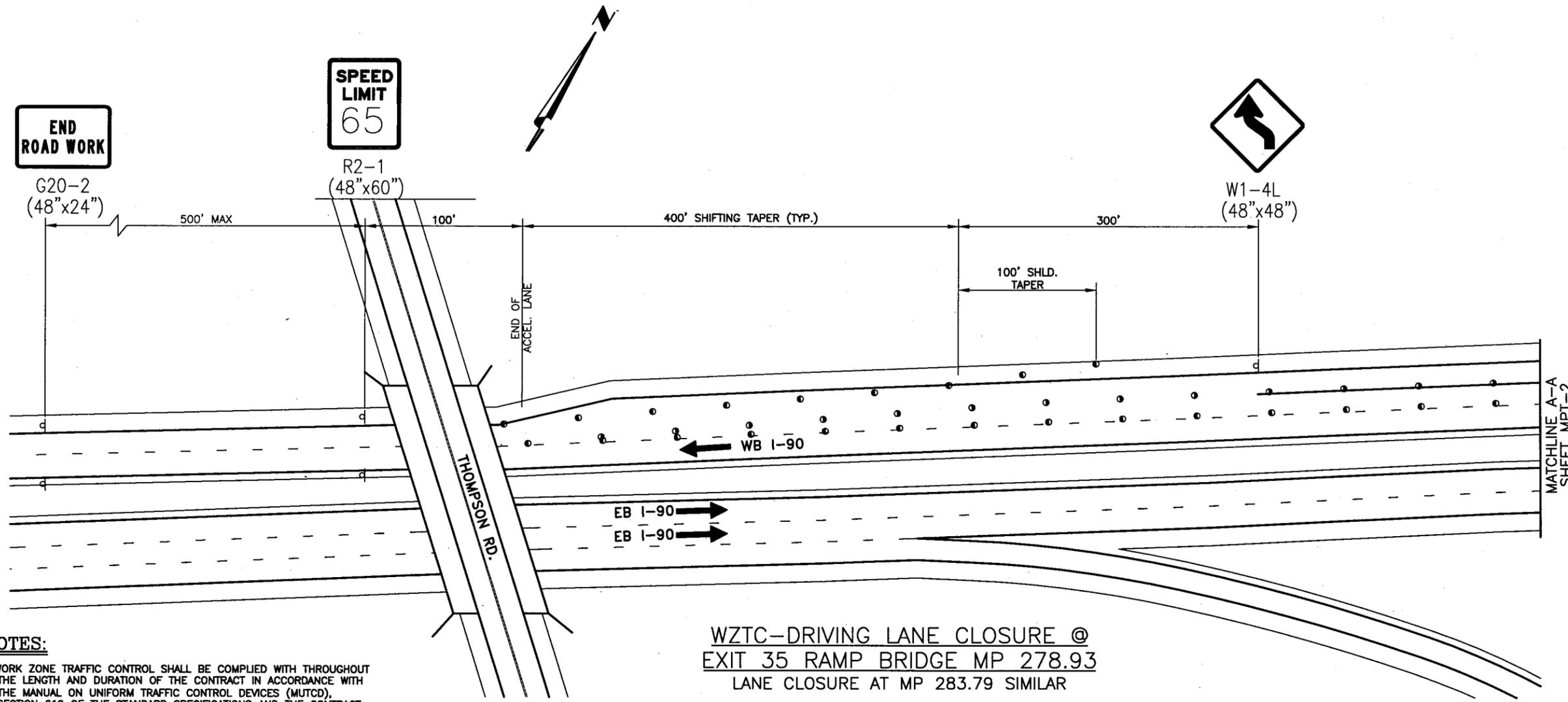
- MOBILE OPERATION
- ARROW PANEL
- ARROW PANEL SUPPORT OR TRAILER
- WORK VEHICLE
- SHADOW VEHICLE WITH ATTENUATOR
- WARNING FLAGS (OPTIONAL) MIN. 18 x 18 IN.



DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
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LOCATION OF PROJECT MP 278.93 MP 283.79 MP 337.47			
TITLE OF DRAWING MOBILE LANE CLOSURE (NARROW SHOULDER AREA)			
CONTRACT NUMBER: TAS 11-44B			DATE: 2/09
DRAWING NUMBER: MLC-NS			



DESIGNED BY: M. CIOFFI
 CHECKED BY: K. KAISER
 DRAFTED BY: J. DISHON
 CONTRACTOR BY: MC
 E:\Working\2011\Contract\NY 11-288 3 Bridges\WZTC\WZTC.dwg



**WZTC-DRIVING LANE CLOSURE @
 EXIT 35 RAMP BRIDGE MP 278.93
 LANE CLOSURE AT MP 283.79 SIMILAR**

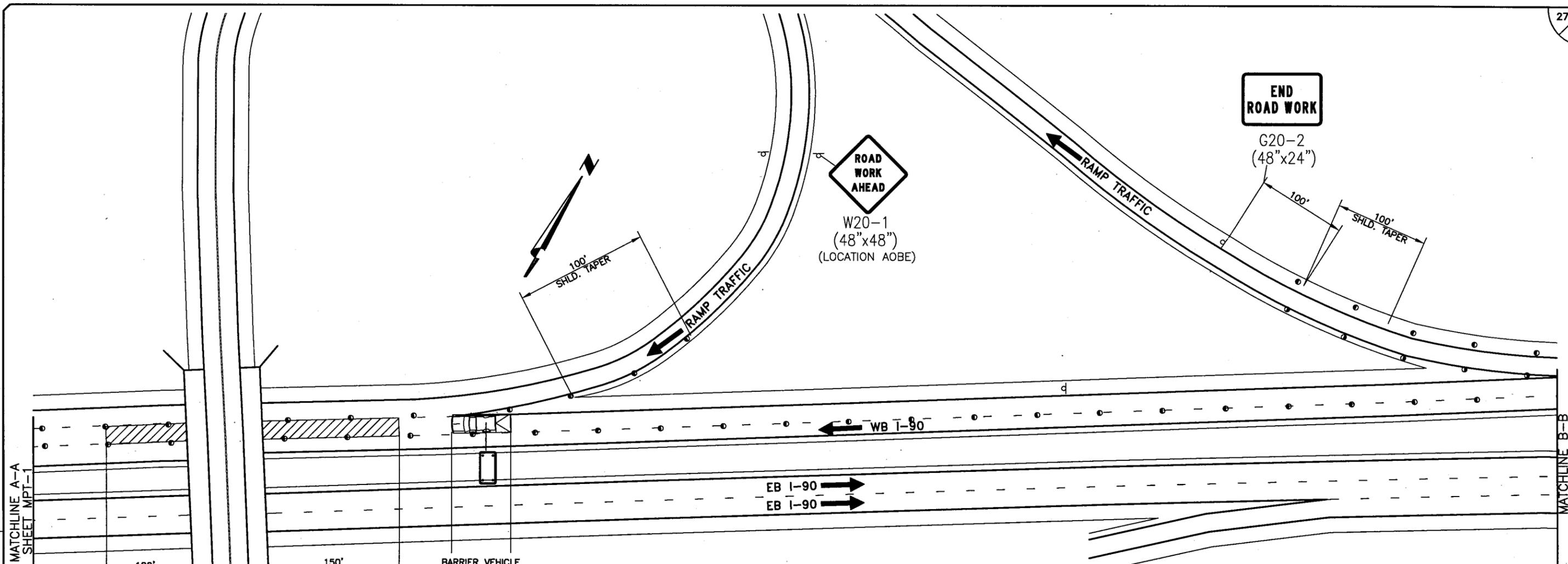
NOTES:

1. WORK ZONE TRAFFIC CONTROL SHALL BE COMPLIED WITH THROUGHOUT THE LENGTH AND DURATION OF THE CONTRACT IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), SECTION 619 OF THE STANDARD SPECIFICATIONS AND THE CONTRACT DOCUMENTS.
2. 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.
3. ALL SIGNS SHALL CONFORM TO THE MUTCD. 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.
4. FOR A STATIONARY LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN IS LESS THAN 6 FEET, LEFT SIDE SIGNS SHALL BE MOUNTED ON THE MEDIAN BARRIER. IF THE TOTAL MEDIAN WIDTH IS LESS THAN 6 FEET, LEFT SIDE SIGNING SHALL NOT BE REQUIRED.
5. ON ROADWAY SECTIONS WHERE THE USABLE SHOULDER IS LESS THAN 8 FEET, A MOBILE LANE CLOSURE PLAN SHALL BE USED TO INSTALL AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. THE SAME SHALL ALSO APPLY WHEN COVERING AND UNCOVERING PREVIOUSLY INSTALLED SIGNS.
6. EXISTING SPEED LIMIT SIGNS WITHIN THE WORK ZONE SHALL BE COVERED TO AVOID CONFLICT WITH THE WORK ZONE SPEED LIMIT SIGNS.
7. CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD AND SECTION 729 OF THE STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT THE REFLECTIVE SHEETING REQUIREMENTS SHALL BE AS SPECIFIED ON DWG. SLC-65. CHANNELIZING DEVICE TYPE AND SPACING REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS.
8. IN LONG WORK SPACES (1500' AND GREATER), TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE PLACED TRANSVERSELY ACROSS EACH CLOSED LANE (AND SHOULDER IF WIDTH IS 8' OR GREATER) AT MAXIMUM INTERVALS OF 800'. IN ADDITION, TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE SIMILARLY PLACED IN ADVANCE OF ANY TRANSVERSE DROP-OFF OF 1-1/2" OR GREATER.
9. THE ARROW PANEL SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE ADVANCE WARNING ARROW DISPLAY SHALL BE A FULL FLASHING ARROW ONLY. CHEVRONS AND SEQUENTIAL DISPLAYS SHALL NOT BE PERMITTED. CAUTION MODE DISPLAY SHALL BE FOUR FLASHING CORNERS. FLASHING BAR DISPLAYS SHALL NOT BE PERMITTED.
10. THE LENGTH OF THE BUFFER SPACE SHALL BE EXTENDED, AS ORDERED BY THE ENGINEER, TO ENSURE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING THE LANE CLOSURE TAPER. IN CASES WHERE RESTRICTIVE FEATURES ARE PRESENT, A REDUCTION IN THE BUFFER SPACE LENGTH MAY BE PERMITTED WITH APPROVAL OF THE ENGINEER.
11. BARRIER VEHICLES SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS. FOR BARRIER VEHICLE USE AND PLACEMENT REQUIREMENTS, SEE TABLES NY1-A AND NY2-A ON THE "WORK ZONE TRAFFIC CONTROL TABLES AND LEGEND" DRAWING.
12. THERE SHALL BE NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS LOCATED WITHIN THE BUFFER SPACE. THE SAME SHALL ALSO APPLY TO THE SPACE BETWEEN THE BARRIER VEHICLE(S) AND THE ACTIVE WORK AREA (BARRIER VEHICLE PLACEMENT DISTANCE).
13. EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE TEMPORARY TRAFFIC CONTROL LIMITS.
14. 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.
15. THE WORK ZONE TRAFFIC CONTROL SIGNING SHOWN IS A MINIMUM ONLY. ADDITIONAL SIGNING MAY BE REQUIRED TO MEET TRAFFIC AND/OR FIELD CONDITIONS.

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL, TRAILER OR SUPPORT
	SIGN, TEMPORARY
	CONSTRUCTION FLAG
	CHANNELIZING DEVICE: CONES AT 20' SPACING
	DIRECTION OF TRAFFIC
	WORK SPACE

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 INTERCHANGE 35 MP 283.79 INTERCHANGE 37			
TITLE OF DRAWING MPT FOR DRIVE LANE CLOSURE AT M.P. 278.93 & M.P. 283.79			
CONTRACT NUMBER: TAS 11-44B		DATE: 04/11	
DRAWING NUMBER: MPT-1			

DESIGNED BY: J. DISHON
 CHECKED BY: M. CIOFFI
 DRAWN BY: K. KATSER
 CONTRACTOR BY: MC
 FILE: E:\net\eng\2011\Contract\11-1-108 3 Bridge\WZTC\MPT.dwg



NOTES:

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4. FOR A STATIONARY LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN IS LESS THAN 6 FEET, LEFT SIDE SIGNS SHALL BE MOUNTED ON THE MEDIAN BARRIER. IF THE TOTAL MEDIAN WIDTH IS LESS THAN 6 FEET, LEFT SIDE SIGNING SHALL NOT BE REQUIRED.
5. ON ROADWAY SECTIONS WHERE THE USABLE SHOULDER IS LESS THAN 8 FEET, A MOBILE LANE CLOSURE PLAN SHALL BE USED TO INSTALL AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. THE SAME SHALL ALSO APPLY WHEN COVERING AND UNCOVERING PREVIOUSLY INSTALLED SIGNS.
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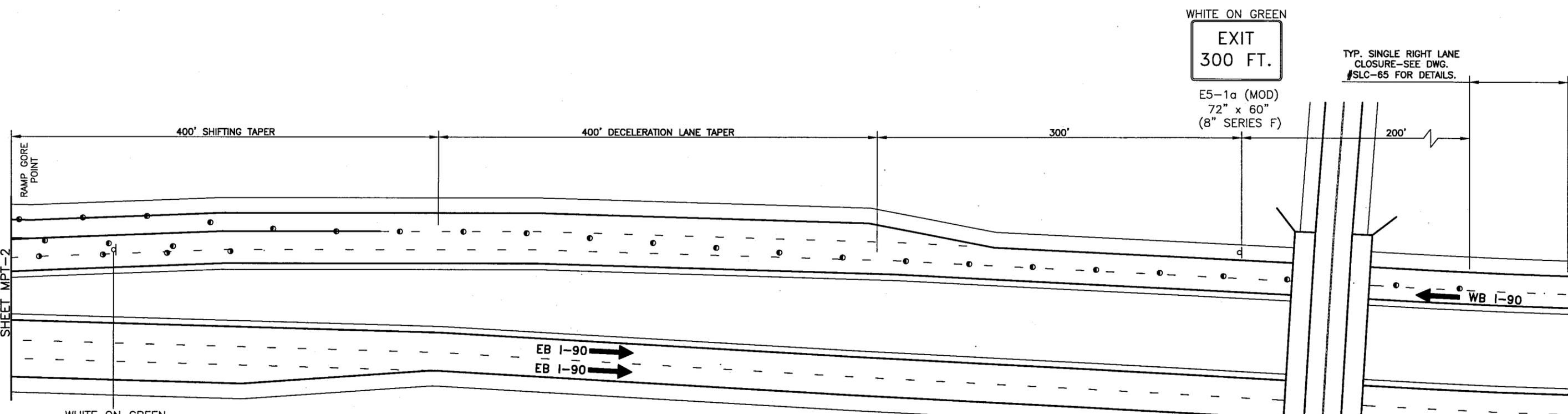
**WZTC-DRIVING LANE CLOSURE @
EXIT 35 RAMP BRIDGE MP 278.93
LANE CLOSURE AT MP 283.79 SIMILAR**

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL, TRAILER OR SUPPORT
	SIGN, TEMPORARY
	CONSTRUCTION FLAG
	CHANNELIZING DEVICE: CONES AT 20' SPACING
	DIRECTION OF TRAFFIC
	WORK SPACE

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 INTERCHANGE 35 MP 283.79 INTERCHANGE 37			
TITLE OF DRAWING MPT FOR DRIVE LANE CLOSURE AT M.P. 278.93 & M.P. 283.79			
CONTRACT NUMBER: TAS 11-44B		DATE: 04/11	
DRAWING NUMBER: MPT-2			



DESIGNED BY: M. CIOFFI
 CHECKED BY: K. KAYSER
 DRAWN BY: J. DISHON
 CONTRACT NO. 11-308 3 BRIDGES VAD01 MPT.03



WHITE ON GREEN
EXIT
 300 FT.
 E5-1a (MOD)
 72" x 60"
 (8" SERIES F)

TYP. SINGLE RIGHT LANE
 CLOSURE-SEE DWG.
 #SLC-65 FOR DETAILS.

WHITE ON GREEN
EXIT
 E5-1a
 72" x 60"
 (LOCATION AOB)

**WZTC-DRIVING LANE CLOSURE @
 EXIT 35 RAMP BRIDGE MP 278.93
 LANE CLOSURE AT MP 283.79 SIMILAR**

NOTES:

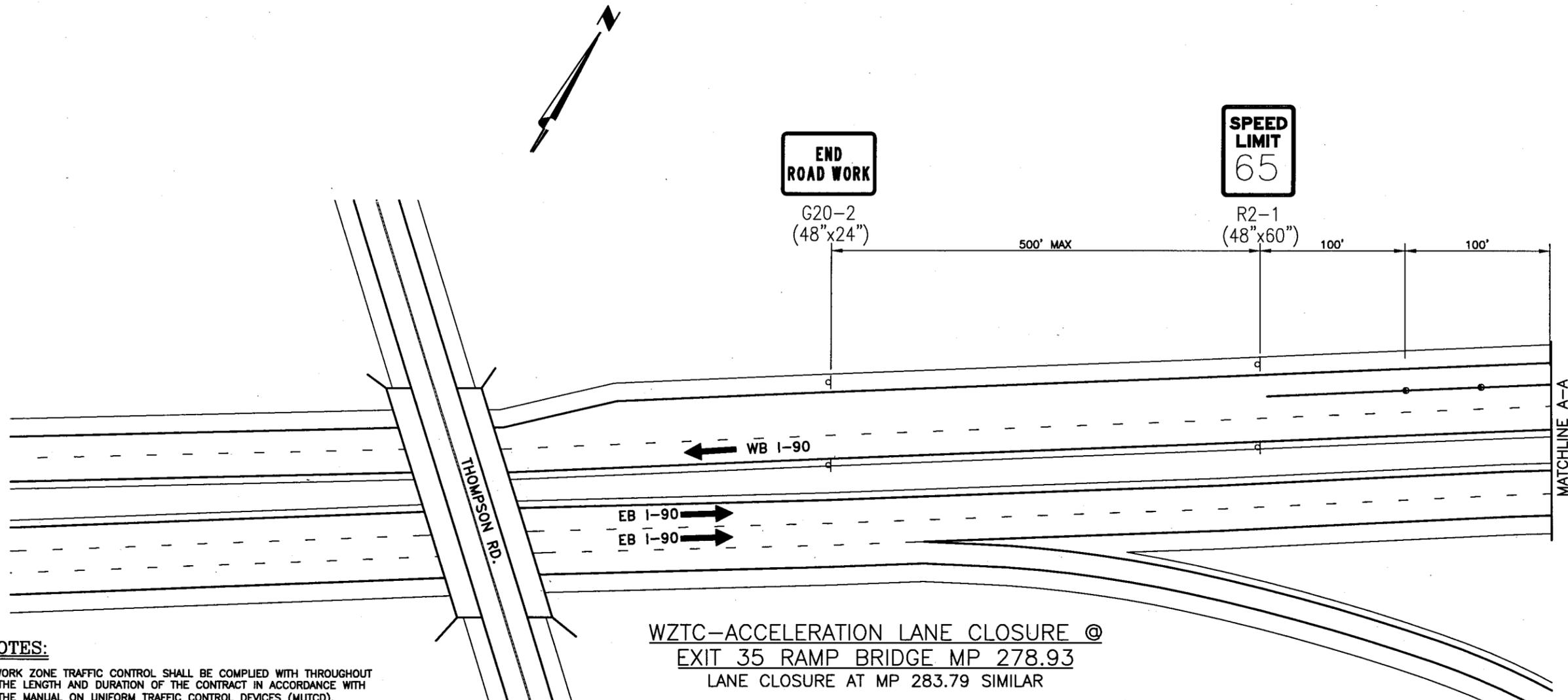
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	SIGN, TEMPORARY
	CONSTRUCTION FLAG
	CHANNELIZING DEVICE: CONES AT 20' SPACING
	DIRECTION OF TRAFFIC
	WORK SPACE

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
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LOCATION OF PROJECT MP 278.93 INTERCHANGE 35 MP 283.79 INTERCHANGE 37			
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CONTRACT NUMBER:		TAS 11-44B	
DATE:		04/11	
DRAWING NUMBER:		MPT-3	



IN CHARGE OF: M. CIOFFI
 DESIGNED BY: K. KAYSER
 DRAFTED BY: J. DISHON
 CHECKED BY: MC
 E:\neteng\2011\Continues\11-108 3 Bridge\ACAD\MPT.dwg



WZTC-ACCELERATION LANE CLOSURE @
EXIT 35 RAMP BRIDGE MP 278.93
LANE CLOSURE AT MP 283.79 SIMILAR

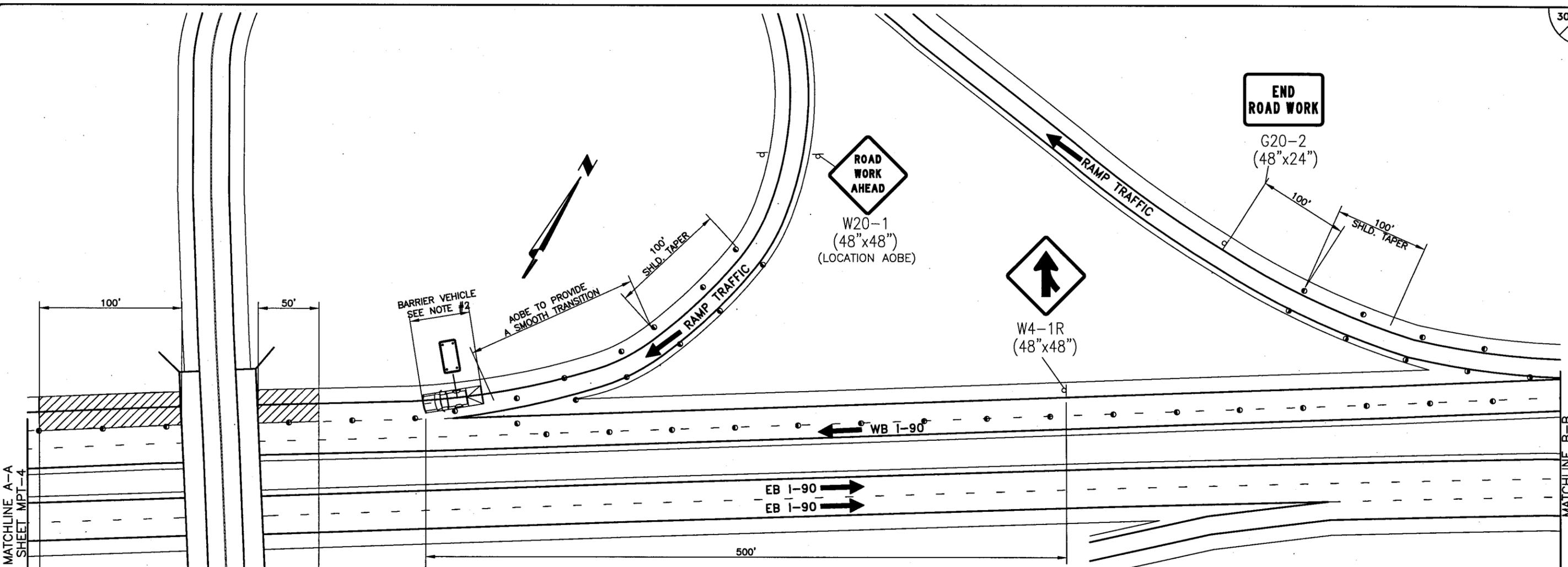
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4. FOR A STATIONARY LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN IS LESS THAN 6 FEET, LEFT SIDE SIGNS SHALL BE MOUNTED ON THE MEDIAN BARRIER. IF THE TOTAL MEDIAN WIDTH IS LESS THAN 6 FEET, LEFT SIDE SIGNING SHALL NOT BE REQUIRED.
5. ON ROADWAY SECTIONS WHERE THE USABLE SHOULDER IS LESS THAN 8 FEET, A MOBILE LANE CLOSURE PLAN SHALL BE USED TO INSTALL AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. THE SAME SHALL ALSO APPLY WHEN COVERING AND UNCOVERING PREVIOUSLY INSTALLED SIGNS.
6. EXISTING SPEED LIMIT SIGNS WITHIN THE WORK ZONE SHALL BE COVERED TO AVOID CONFLICT WITH THE WORK ZONE SPEED LIMIT SIGNS.
7. CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD AND SECTION 729 OF THE STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT THE REFLECTIVE SHEETING REQUIREMENTS SHALL BE AS SPECIFIED ON DWG. SLC-65. CHANNELIZING DEVICE TYPE AND SPACING REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS.
8. IN LONG WORK SPACES (1500' AND GREATER), TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE PLACED TRANSVERELY ACROSS EACH CLOSED LANE (AND SHOULDER IF WIDTH IS 8' OR GREATER) AT MAXIMUM INTERVALS OF 800'. IN ADDITION, TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE SIMILARLY PLACED IN ADVANCE OF ANY TRANSVERSE DROP-OFF OF 1-1/2" OR GREATER.
9. THE ARROW PANEL SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE ADVANCE WARNING ARROW DISPLAY SHALL BE A FULL FLASHING ARROW ONLY. CHEVRONS AND SEQUENTIAL DISPLAYS SHALL NOT BE PERMITTED. CAUTION MODE DISPLAY SHALL BE FOUR FLASHING CORNERS. FLASHING BAR DISPLAYS SHALL NOT BE PERMITTED.
10. THE LENGTH OF THE BUFFER SPACE SHALL BE EXTENDED, AS ORDERED BY THE ENGINEER, TO ENSURE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING THE LANE CLOSURE TAPER. IN CASES WHERE RESTRICTIVE FEATURES ARE PRESENT, A REDUCTION IN THE BUFFER SPACE LENGTH MAY BE PERMITTED WITH APPROVAL OF THE ENGINEER.
11. BARRIER VEHICLES SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS. FOR BARRIER VEHICLE USE AND PLACEMENT REQUIREMENTS, SEE TABLES NY1-A AND NY2-A ON THE "WORK ZONE TRAFFIC CONTROL TABLES AND LEGEND" DRAWING.
12. THERE SHALL BE NO WORK ACIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS LOCATED WITHIN THE BUFFER SPACE. THE SAME SHALL ALSO APPLY TO THE SPACE BETWEEN THE BARRIER VEHICLE(S) AND THE ACTIVE WORK AREA (BARRIER VEHICLE PLACEMENT DISTANCE).
13. EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE TEMPORARY TRAFFIC CONTROL LIMITS.
14. 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.
15. THE WORK ZONE TRAFFIC CONTROL SIGNING SHOWN IS A MINIMUM ONLY. ADDITIONAL SIGNING MAY BE REQUIRED TO MEET TRAFFIC AND/OR FIELD CONDITIONS.

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL, TRAILER OR SUPPORT
	SIGN, TEMPORARY
	CONSTRUCTION FLAG
	CHANNELIZING DEVICE: CONES AT 20' SPACING
	DIRECTION OF TRAFFIC
	WORK SPACE

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
LOCATION OF PROJECT MP 278.93 INTERCHANGE 35 MP 283.79 INTERCHANGE 37			
TITLE OF DRAWING MPT FOR DRIVE LANE CLOSURE AT M.P. 278.93 & M.P. 283.79			
CONTRACT NUMBER: TAS 11-44B		DATE: 04/11	
DRAWING NUMBER: MPT-4			

DESIGNED BY: M. CIOFFI
 CHECKED BY: K. KAYSER
 DRAWN BY: J. DISHON
 CONTRACTOR BY: MC
 FILED BY: J. DISHON
 DATE: 11-15-98
 PROJECT: 3 BRIDGES



NOTES:

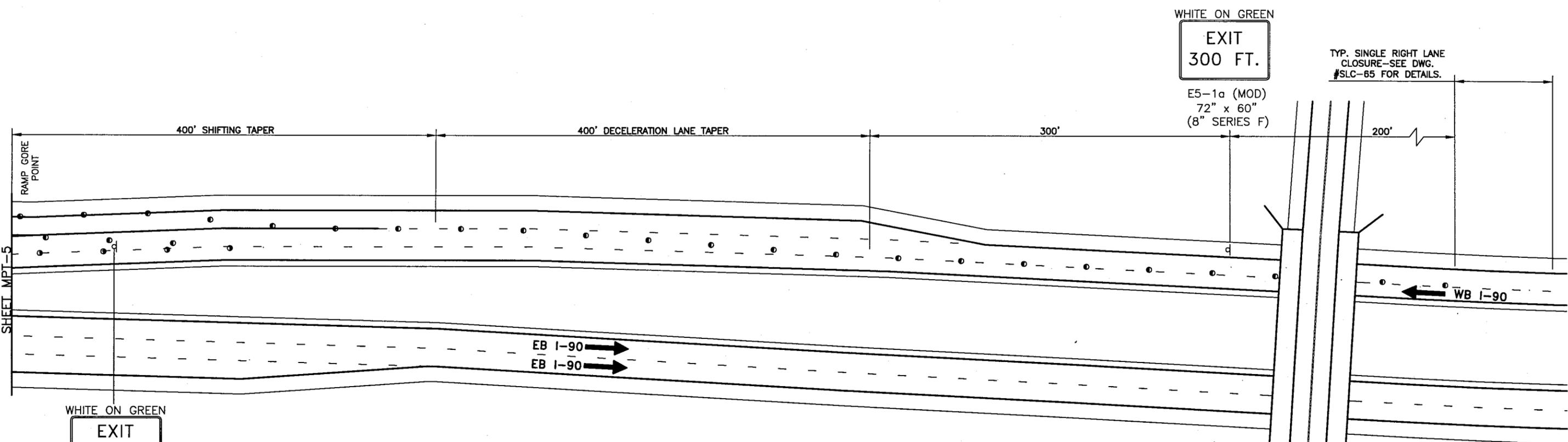
1. WORK ZONE TRAFFIC CONTROL SHALL BE COMPLIED WITH THROUGHOUT THE LENGTH AND DURATION OF THE CONTRACT IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), SECTION 619 OF THE STANDARD SPECIFICATIONS AND THE CONTRACT DOCUMENTS.
2. THE ENGINEER SHALL APPROVE THE CONDITION OF ALL TEMPORARY 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.
3. ALL SIGNS SHALL CONFORM TO THE MUTCD. 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.
4. FOR A STATIONARY LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN IS LESS THAN 6 FEET, LEFT SIDE SIGNS SHALL BE MOUNTED ON THE MEDIAN BARRIER. IF THE TOTAL MEDIAN WIDTH IS LESS THAN 6 FEET, LEFT SIDE SIGNING SHALL NOT BE REQUIRED.
5. ON ROADWAY SECTIONS WHERE THE USABLE SHOULDER IS LESS THAN 8 FEET, A MOBILE LANE CLOSURE PLAN SHALL BE USED TO INSTALL AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. THE SAME SHALL ALSO APPLY WHEN COVERING AND UNCOVERING PREVIOUSLY INSTALLED SIGNS.
6. EXISTING SPEED LIMIT SIGNS WITHIN THE WORK ZONE SHALL BE COVERED TO AVOID CONFLICT WITH THE WORK ZONE SPEED LIMIT SIGNS.
7. CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD AND SECTION 729 OF THE STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT THE REFLECTIVE SHEETING REQUIREMENTS SHALL BE AS SPECIFIED ON DWG. SLC-65. CHANNELIZING DEVICE TYPE AND SPACING REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS.
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10. THE LENGTH OF THE BUFFER SPACE SHALL BE EXTENDED, AS ORDERED BY THE ENGINEER, TO ENSURE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING THE LANE CLOSURE TAPER. IN CASES WHERE RESTRICTIVE FEATURES ARE PRESENT, A REDUCTION IN THE BUFFER SPACE LENGTH MAY BE PERMITTED WITH APPROVAL OF THE ENGINEER.
11. BARRIER VEHICLES SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS. FOR BARRIER VEHICLE USE AND PLACEMENT REQUIREMENTS, SEE TABLES NY1-A AND NY2-A ON THE "WORK ZONE TRAFFIC CONTROL TABLES AND LEGEND" DRAWING.
12. THERE SHALL BE NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS LOCATED WITHIN THE BUFFER SPACE. THE SAME SHALL ALSO APPLY TO THE SPACE BETWEEN THE BARRIER VEHICLE(S) AND THE ACTIVE WORK AREA (BARRIER VEHICLE PLACEMENT DISTANCE).
13. EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE TEMPORARY TRAFFIC CONTROL LIMITS.
14. WHEN A SPEED DISPLAY TRAILER IS DEPLOYED, IT MAY BE USED AS A SUBSTITUTE FOR THE SECOND "WORK ZONE/SPEED LIMIT 55" SIGN (NYWB-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.
15. THE WORK ZONE TRAFFIC CONTROL SIGNING SHOWN IS A MINIMUM ONLY. ADDITIONAL SIGNING MAY BE REQUIRED TO MEET TRAFFIC AND/OR FIELD CONDITIONS.

**WZTC-ACCELERATION LANE CLOSURE @
EXIT 35 RAMP BRIDGE MP 278.93
LANE CLOSURE AT MP 283.79 SIMILAR**

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL, TRAILER OR SUPPORT
	SIGN, TEMPORARY
	CONSTRUCTION FLAG
	CHANNELIZING DEVICE: CONES AT 20' SPACING
	DIRECTION OF TRAFFIC
	WORK SPACE

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REPAIR OF THREE BRIDGES IN THE SYRACUSE DIVISION			
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TITLE OF DRAWING MPT FOR DRIVE LANE CLOSURE AT M.P. 278.93 & M.P. 283.79			
CONTRACT NUMBER: TAS 11-44B		DATE: 04/11	
DRAWING NUMBER: MPT-5			

DESIGNED BY: J. DUSHON
 CHECKED BY: K. KAYSER
 DRAWN BY: M. GIOFFI
 DATE: 04/11
 PROJECT: MPT-6
 CONTRACT: TAS 11-44B
 LOCATION: MP 278.93 INTERCHANGE 35
 MP 283.79 INTERCHANGE 37
 TITLE: MPT FOR DRIVE LANE CLOSURE AT
 M.P. 278.93 & M.P. 283.79
 NEW YORK STATE THRUWAY AUTHORITY



WHITE ON GREEN
EXIT
 300 FT.
 E5-1a (MOD)
 72" x 60"
 (8" SERIES F)

TYP. SINGLE RIGHT LANE
 CLOSURE—SEE DWG.
 #SLC-65 FOR DETAILS.

WHITE ON GREEN
EXIT
 ↗
 E5-1a
 72" x 60"
 (LOCATION AOB)

**WZTC—ACCELERATION LANE CLOSURE @
 EXIT 35 RAMP BRIDGE MP 278.93
 LANE CLOSURE AT MP 283.79 SIMILAR**

NOTES:

- WORK ZONE TRAFFIC CONTROL SHALL BE COMPLIED WITH THROUGHOUT THE LENGTH AND DURATION OF THE CONTRACT IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), SECTION 619 OF THE STANDARD SPECIFICATIONS AND THE CONTRACT DOCUMENTS.
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REVISIONS			
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CONTRACT NUMBER: TAS 11-44B		DATE: 04/11	
DRAWING NUMBER: MPT-6			

