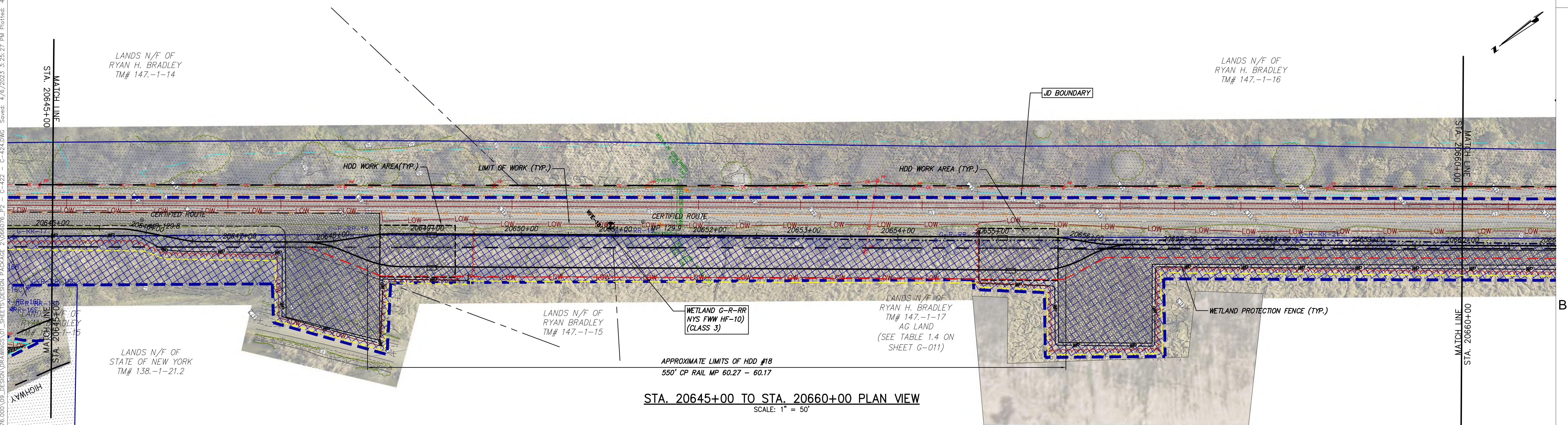




STA. 20630+00 TO STA. 20645+00 PLAN VIEW
SCALE: 1" = 50'




STA. 20645+00 TO STA. 20660+00 PLAN VIEW
SCALE: 1" = 50'



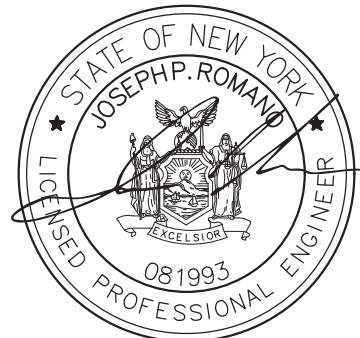
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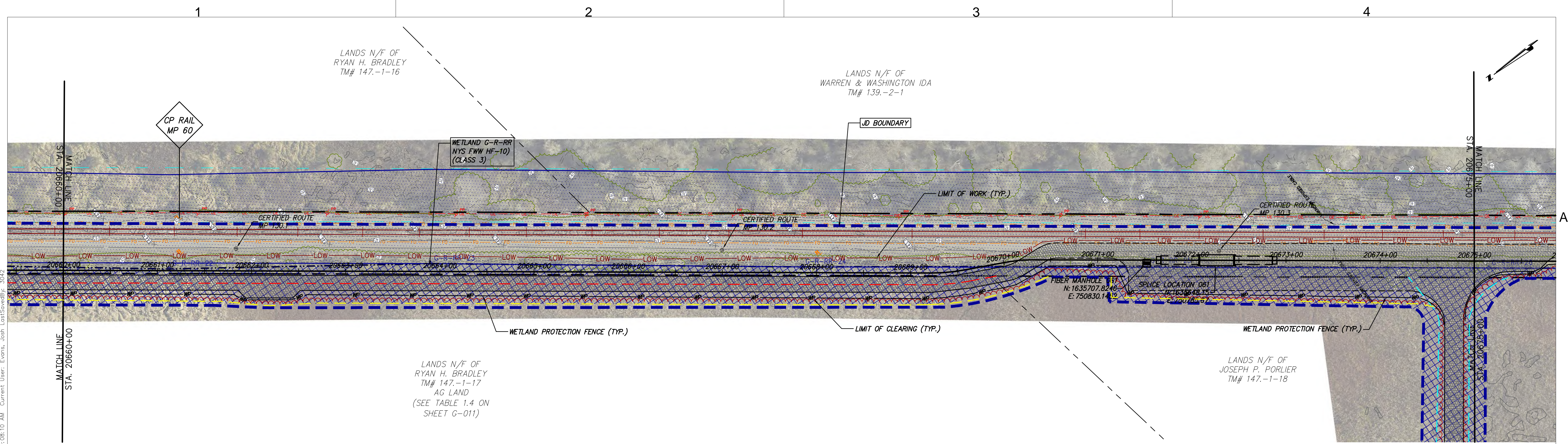
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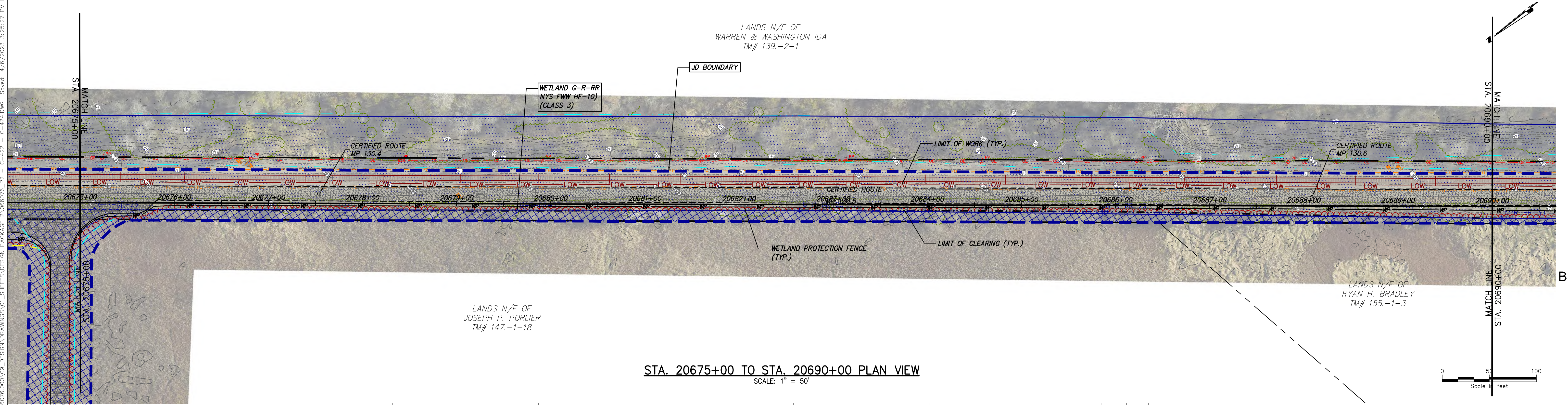
CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY
STA. 20630+00 TO STA. 20660+00 EROSION AND
SEDIMENT CONTROL PLAN

DRAWN BY:	JJE	DESIGNED BY:	JTM	APPROVED BY:	JPR	SCALE	AS NOTED
						REV. NO.	X


KIEWIT PROJECT NO.	21162
CHA PROJECT NO.	066076
DRAWING NO.	C-422
DATE	03/22/2023




STA. 20660+00 TO STA. 20675+00 PLAN VIEW
SCALE: 1" = 50'




STA. 20675+00 TO STA. 20690+00 PLAN VIEW
SCALE: 1" = 50'



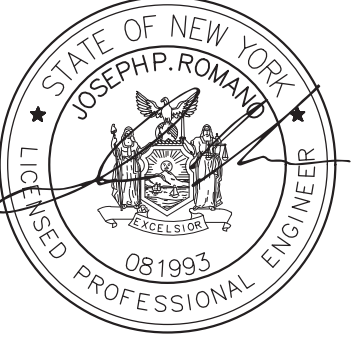
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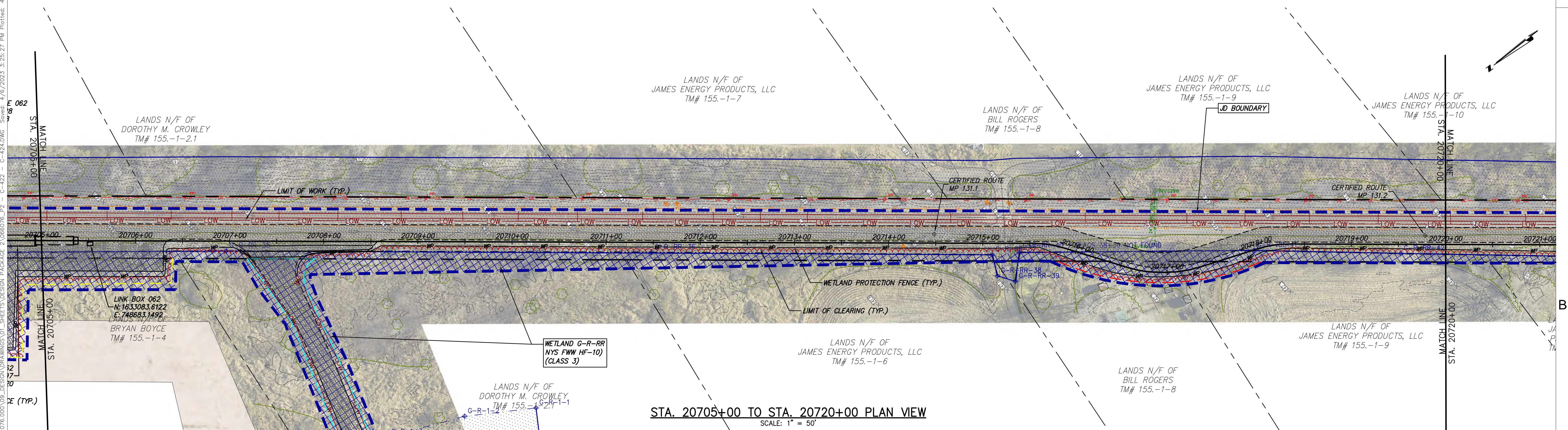
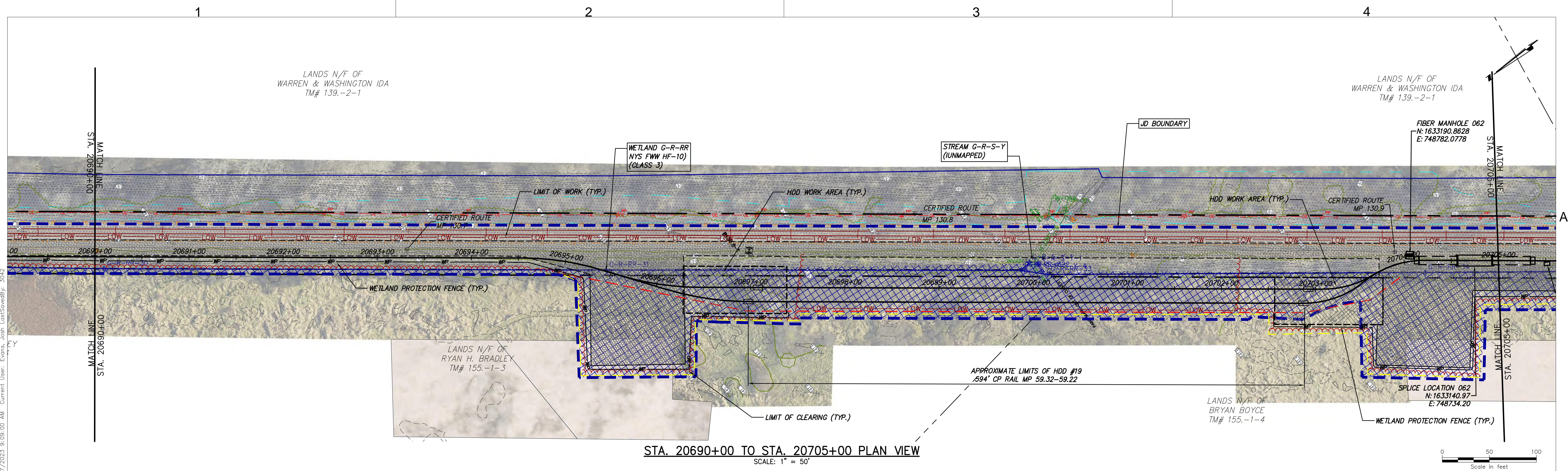
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CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY
STA. 20660+00 TO STA. 20690+00 EROSION AND
SEDIMENT CONTROL PLAN


DRAWN BY:	JJE	DESIGNED BY:	JTM	APPROVED BY:	JPR	SCALE:	AS NOTED
						REV. NO.	X

KIEWIT PROJECT NO. 21162
CHA PROJECT NO. 068076
DRAWING NO. C-423
DATE 03/22/2023







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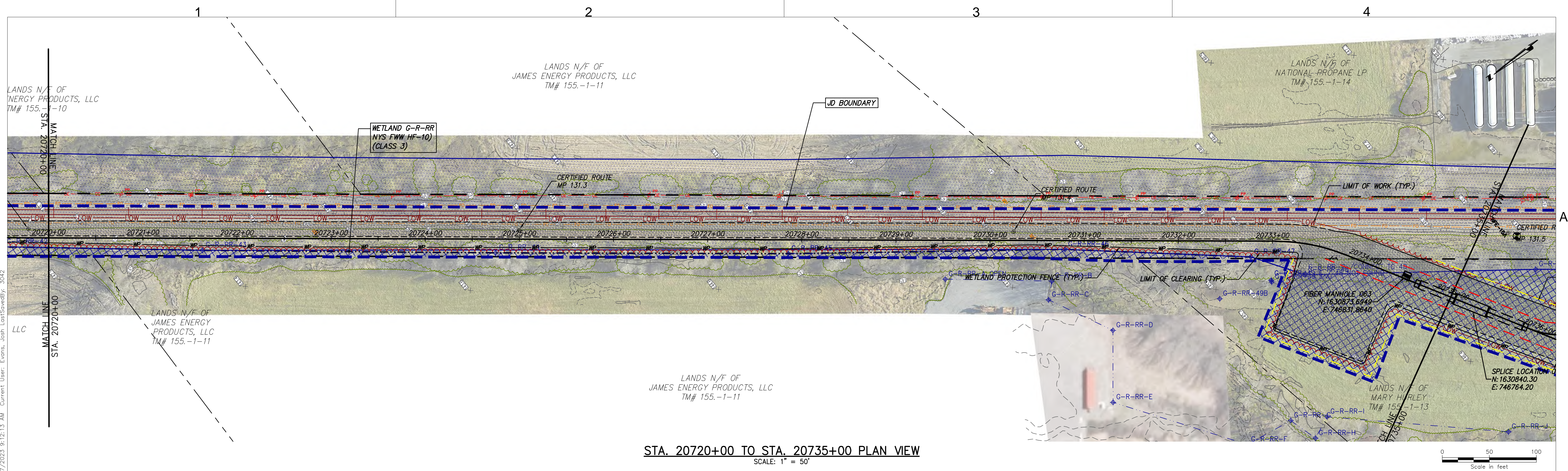
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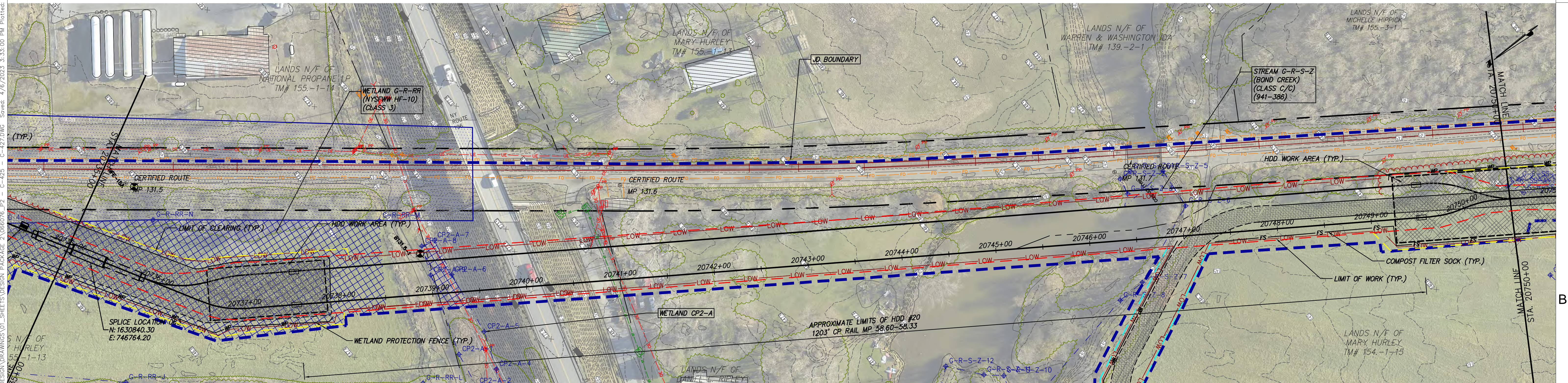
CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY
STA. 20690+00 TO STA. 20720+00 EROSION AND
SEDIMENT CONTROL PLAN

DRAWN BY:	DESIGNED BY:	APPROVED BY:	SCALE	AS NOTED
JJE	JTM	JPR	REV. NO.	X





KIEWIT PROJECT NO. 21162
CHA PROJECT NO. 068076
DRAWING NO. C-424
DATE 03/22/2023



STA. 20720+00 TO STA. 20735+00 PLAN VIEW
SCALE: 1" = 50'



STA. 20735+00 TO STA. 20750+00 PLAN VIEW
SCALE: 1" = 50'



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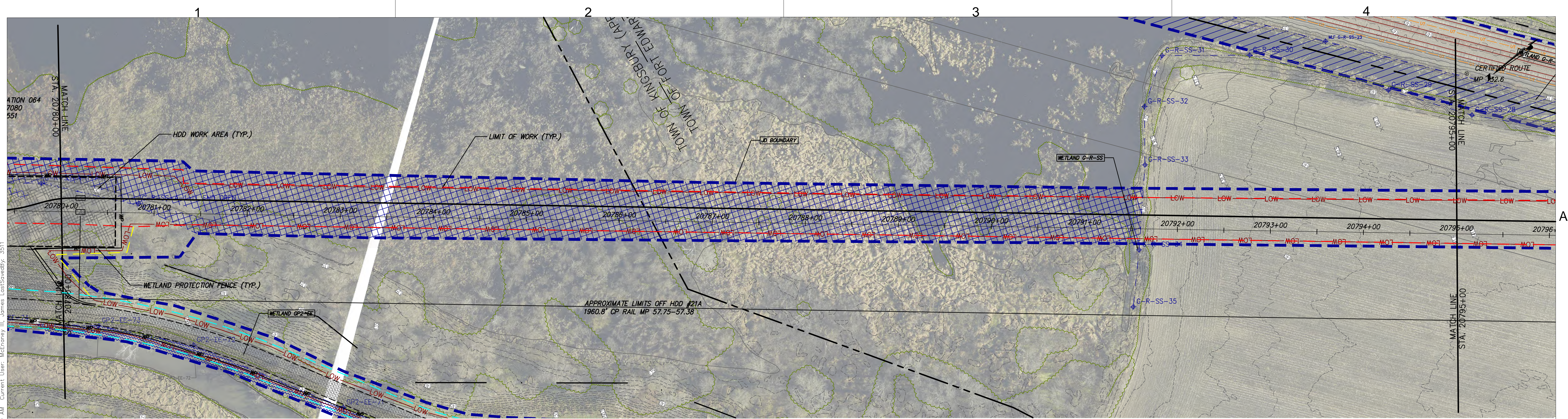
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CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY
STA. 20720+00 TO STA. 20750+00 EROSION AND
SEDIMENT CONTROL PLAN

DRAWN BY: JJE DESIGNED BY: JTM APPROVED BY: JPR SCALE AS NOTED
REV. NO. X

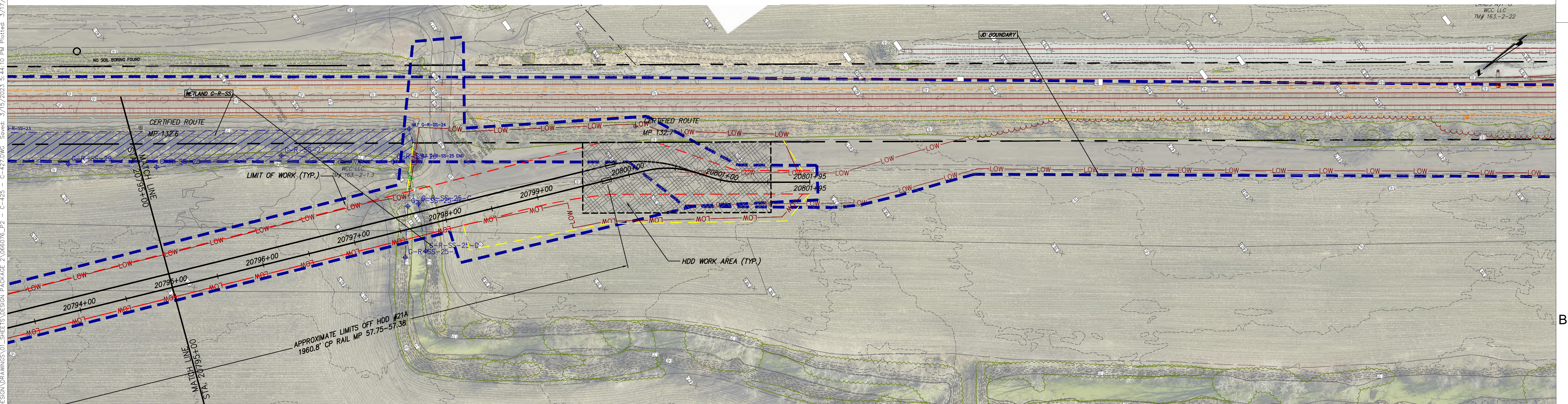
KIEWIT PROJECT NO.
21162
CHA PROJECT NO.
066076
DRAWING NO.
C-425

DATE
03/22/2023



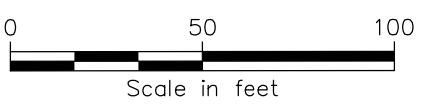
STA. 20780+00 TO STA. 20795+00 PLAN VIEW


SCALE: 1" = 50'




STA. 20795+00 TO STA. 20801+81 PLAN VIEW

SCALE: 1" = 50'







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CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY
STA. 20780+00 TO STA. 20801+81 EROSION AND
SEDIMENT CONTROL PLAN

DRAWN BY: JJE DESIGNED BY: JTM APPROVED BY: JPR SCALE AS NOTED
REV. NO. X

KIEWIT PROJECT NO. 21162
CHA PROJECT NO. 066076
DRAWING NO. C-427
DATE 03/22/2023

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NOTES:

1. ALL TRAFFIC CONTROL AND WORK AREA PROTECTION DEVICES SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS, LATEST EDITION, EXCEPT AS NOTED AND THIS EM&CP.
2. ALL TEMPORARY TRAFFIC CONTROL AND WORK AREA PROTECTION DEVICES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE CONTRACT DRAWINGS AND APPROVED BY THE ENGINEER PRIOR TO COMMENCING WORK AND WILL BE INCLUDED IN THIS EM&CP.
3. ALL MAINTENANCE AND PROTECTION OF TRAFFIC WORK SHALL CONFORM TO THE CONTRACT DRAWINGS. MAINTENANCE AND PROTECTION OF TRAFFIC SCHEMES SHOWN ON THE CONTRACT DRAWINGS SHALL NOT BE CHANGED BY THE CONTRACTOR WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER AND WILL BE INCLUDED IN THIS EM&CP.
4. THE TEMPORARY MAINTENANCE OF TRAFFIC AND WORK AREA PROTECTION DEVICE LOCATIONS SHOWN ON THE CONTRACT DRAWINGS ARE SCHEMATIC EXCEPT AS NOTED. LOCATION OF TRAFFIC CONTROL DEVICES MAY BE MODIFIED TO MEET FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
5. ALL CLOSURES SHALL BE COORDINATED WITH THE ENGINEER. A SCHEDULE OF WORK SHALL BE SUBMITTED AT LEAST TWO WEEKS IN ADVANCE FOR APPROVAL BY THE ENGINEER.
6. THERE MAY BE ONGOING CONSTRUCTION CONTRACTS WITHIN THE VICINITY OF THE WORK AREA. DO NOT MOVE, MODIFY, OR RELOCATE ANY ITEM ASSOCIATED WITH THESE CONTRACTS WITHOUT PROPER APPROVAL OF AND COORDINATION WITH THE ENGINEER.
7. PERFORM WORK IN SUCH A MANNER AND SEQUENCE AS TO INTERFERE AS LITTLE AS POSSIBLE WITH THE PASSAGE OF VEHICLES, PEDESTRIANS, AND OTHER KINDS OF PUBLIC TRAFFIC.
8. ALL TEMPORARY MAINTENANCE OF TRAFFIC AND WORK AREA PROTECTION SIGN SUPPORTS AND MOUNTINGS SHALL BE IN CONFORMANCE WITH NYSDOT STANDARD SHEETS AND STANDARD SPECIFICATIONS.
9. ALL CONSTRUCTION SIGNS SHALL BE COVERED WITH THICK PLASTIC WHEN THE WORK THEY ARE INTENDED FOR IS NOT IN PROGRESS.
10. ALL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF THE WORK TO WHICH THEY APPLY, AND SHALL BE MAINTAINED BY THE CONTRACTOR THEREAFTER. THE DEVICES SHALL REMAIN IN PLACE AS LONG AS THEY ARE APPLICABLE.
11. TRAFFIC CONTROL DEVICES SHALL NOT BE PLACED AT ANY LOCATIONS WHERE THEY MAY OBSCURE OR INTERFERE WITH THE MOTORIST'S VIEW OF APPROACHING, MERGING, OR INTERSECTING TRAFFIC; OBSTRUCT OTHER TEMPORARY OR PERMANENT TRAFFIC CONTROL DEVICES WHICH ARE STILL APPLICABLE TO ROADWAY CONDITIONS; MISLEAD OR MISDIRECT MOTORISTS, OR ARE BLOCKED BY OTHER TEMPORARY OR PERMANENT OBJECTS.
12. ALL EXISTING ROADWAY ITEMS SUCH AS GUIDE RAILS, PAVEMENT MARKINGS, CURBS, SIGNALS AND SIGNS DAMAGED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.
13. TRAFFIC LANES AND OTHER AREAS CLOSED BY THE CONTRACTOR DURING PERMITTED WORK HOURS SHALL BE CLEARED OF ALL MATERIAL, EQUIPMENT, AND DEBRIS, AND SAFELY REOPENED TO TRAFFIC BY THE END OF THE WORK PERIOD UNLESS OTHERWISE INDICATED ON THE CONTRACT DRAWINGS.
14. IF THE CONTRACTOR REQUIRES A LANE CLOSURE TO PERFORM OPERATIONS, THEY MAY DO SO WITH THE APPROVAL OF THE ENGINEER. ANY LANE CLOSURES WILL BE SHORT TERM AND IN ACCORDANCE WITH NYS STANDARD SHEETS UNLESS OTHERWISE SHOWN IN CONTRACT PLANS.
15. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
16. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 20' IN THE ACTIVE WORK SPACE.
17. ALL OPEN TRENCH EXCAVATIONS SHALL BE BACKFILLED OR COVERED BY A STEEL PLATE (HS-20 LOAD RATED) AT THE END OF EACH WORK DAY, OR AS DIRECTED BY THE ENGINEER.
18. ROAD WORK NEXT XX MILES SIGN (G20-1) MAY BE USED INSTEAD OF THE ROAD WORK AHEAD SIGN (W20-1) IF WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.
19. ALL ADDITIONAL TEMPORARY SIGNAGE, NOT COVERED IN FHWA MUTCD, SHALL COMPLY WITH NYS SUPPLEMENT TO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

20. DURING NON-WORK HOURS, LEAVE DRUMS AND TCB IN PLACE, OR AS DIRECTED BY THE ENGINEER.
21. DURING WINTER MORATORIUM, COVER EXCAVATIONS WITH TEMPORARY ASPHALT AND OPEN ALL LANES TO TRAFFIC.
22. THE WZTC DETAILS CONTAINED IN THE CONTRACT PLANS SUPPLEMENT THE CURRENT NYSDOT STANDARD SHEETS. REFERENCE SHALL BE MADE TO THE APPLICABLE NYSDOT STANDARD SHEETS FOR ALL NOTES AND TABLES. THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY NYSDOT, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.
23. MAINTAIN SAFE AND ADEQUATE ACCESS FOR INTERSECTING ROADWAYS, HOMES, AND BUSINESSES, AT ALL TIMES, TO THE SATISFACTION OF THE ENGINEER.
24. ACCESS TO RESIDENTIAL AND COMMERCIAL DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. UNLESS OTHER AGREEMENTS SUITABLE TO THE PROPERTY OWNERS CAN BE MADE, PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. THE CONTRACTOR SHALL MAINTAIN ACCESS TO COMMERCIAL DRIVEWAYS AT ALL TIMES WHEN A FACILITY IS IN USE. FOR MULTIPLE ACCESS PROPERTIES, ONLY ONE DRIVEWAY MAY BE CLOSED AT ANY ONE TIME. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE, OR AS DIRECTED BY THE ENGINEER.
25. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THE FOLLOWING HOLIDAY WORK RESTRICTIONS ARE APPLICABLE TO THIS PROJECT. DURING THESE HOLIDAY PERIODS, THE CONTRACTOR WILL NOT BE ALLOWED TO PERFORM ANY WORK THAT WILL BE DISRUPTIVE TO TRAFFIC, INCLUDING BUT NOT LIMITED TO LANE CLOSURES. LANE CLOSURES WILL NOT BE PERMITTED DURING THE FOLLOWING STATE RECOGNIZED HOLIDAYS:

1) MEMORIAL DAY - MONDAY, MAY 29, 2023

2) INDEPENDENCE DAY - TUESDAY, JULY 4, 2023

3) LABOR DAY - MONDAY, SEPTEMBER 4, 2023

4) THANKSGIVING DAY - THURSDAY, NOVEMBER 23, 2023

5) CHRISTMAS DAY - MONDAY, DECEMBER 25, 2023

6) NEW YEAR'S DAY - MONDAY, JANUARY 1, 2024

7) MEMORIAL DAY - MONDAY, MAY 27, 2024

8) INDEPENDENCE DAY - THURSDAY, JULY 4, 2024

9) LABOR DAY - MONDAY, SEPTEMBER 2, 2024

10) THANKSGIVING DAY - THURSDAY, NOVEMBER 28, 2024

11) CHRISTMAS DAY - WEDNESDAY, DECEMBER 25, 2024

12) NEW YEAR'S DAY - WEDNESDAY, JANUARY 1, 2025

13) MEMORIAL DAY - MONDAY, MAY 26, 2025

14) INDEPENDENCE DAY - FRIDAY, JULY 4, 2025

15) LABOR DAY - MONDAY, SEPTEMBER 1, 2025

16) THANKSGIVING DAY - THURSDAY, NOVEMBER 27, 2025

17) CHRISTMAS DAY - THURSDAY, DECEMBER 25, 2025
26. LANE CLOSURES SHALL BE SUSPENDED AS FOLLOWS:

- BEGINNING 6AM, FRIDAY MAY 26, 2023 AND ENDING 6AM, TUESDAY MAY 30, 2023

- BEGINNING 6AM, SATURDAY JULY 1, 2023 AND ENDING 6AM, WEDNESDAY JULY 5, 2023

- BEGINNING 6AM, FRIDAY SEPTEMBER 1, 2023 AND ENDING 6AM, TUESDAY SEPTEMBER 5, 2023

- BEGINNING 6AM, WEDNESDAY NOVEMBER 22, 2023 AND ENDING 6AM, MONDAY NOVEMBER 27, 2023

- BEGINNING 6AM, FRIDAY DECEMBER 22, 2023 AND ENDING 6AM, TUESDAY DECEMBER 26, 2023

- BEGINNING 6AM, FRIDAY DECEMBER 29, 2023 AND ENDING 6AM, TUESDAY JANUARY 2, 2024

- BEGINNING 6AM, FRIDAY MAY 24, 2024 AND ENDING 6AM, TUESDAY MAY 28, 2024

- BEGINNING 6AM, WEDNESDAY JULY 3, 2024 AND ENDING 6AM, MONDAY JULY 8, 2024

- BEGINNING 6AM, FRIDAY AUGUST 30, 2024 AND ENDING 6AM, TUESDAY SEPTEMBER 3, 2024

- BEGINNING 6AM, WEDNESDAY NOVEMBER 27, 2024 AND ENDING 6AM, MONDAY DECEMBER 2, 2024

- BEGINNING 6AM, TUESDAY DECEMBER 24, 2024 AND ENDING 6AM, MONDAY DECEMBER 30, 2024

- BEGINNING 6AM, TUESDAY DECEMBER 30, 2024 AND ENDING 6AM, FRIDAY JANUARY 3, 2025

- BEGINNING 6AM, FRIDAY MAY 23, 2025 AND ENDING 6AM, TUESDAY MAY 27, 2025

- BEGINNING 6AM, THURSDAY JULY 3, 2025 AND ENDING 6AM, MONDAY JULY 7, 2025

- BEGINNING 6AM, FRIDAY AUGUST 29, 2025 AND ENDING 6AM, TUESDAY SEPTEMBER 2, 2025

- BEGINNING 6AM, WEDNESDAY NOVEMBER 26, 2025 AND ENDING 6AM, MONDAY DECEMBER 1, 2025

- BEGINNING 6AM, WEDNESDAY DECEMBER 24, 2025 AND ENDING 6AM, MONDAY DECEMBER 29, 2025
27. DURING WINTER STORM EVENTS, NO WORK WITHIN THE ROAD RIGHT-OF-WAY IS PERMITTED TO ALLOW FOR SNOW REMOVAL AND PLOWING ACTIVITIES.
28. ANY EARTHWORK DONE BETWEEN NOVEMBER 1ST AND APRIL 1ST MUST CONFORM TO NYSDOT STANDARD SPECIFICATION SECTION 203-1.01 P.
29. PRIOR TO COMMENCING ANY WORK, THE CONTRACTOR SHALL COORDINATE WITH CP RAILROAD FOR RAILROAD FLAGGING FOR ALL WORK IN THE VICINITY OF ANY RAILROAD GRADE CROSSING AND WHENEVER WITHIN THE RAILROAD ROW.

LEGEND

- TEMPORARY SIGN
- ARROW PANEL (CAUTION MODE)
- WORK ZONE
- DRUM
- TEMPORARY CONCRETE BARRIER (TCB)
- FLAGGER
- TYPE III BARRICADE
- TEMPORARY TRAFFIC FLOW ARROW

ABBREVIATIONS

- FASU

FLASHING ARROW SIGN UNIT
- FHWA

FEDERAL HIGHWAY ADMINISTRATION
- MIN.

MINIMUM
- MUTCD

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- NYS

NEW YORK STATE
- NYSDOT

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
- STA.

STATION

CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY

WORK ZONE TRAFFIC CONTROL NOTES
LEGEND AND ABBREVIATIONS SHEET 1 OF 2

DRAWN BY: JAH

DESIGNED BY: JPS

APPROVED BY: MDH

SCALE AS SHOWN
REV. NO.

KIEWIT PROJECT NO.	
21162	
CHA PROJECT NO.	
066076	
DRAWING NO.	
C-501	
DATE	03/22/2023



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3

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DESIGN SEGMENT 3 PACKAGE 2 WORK ZONE TRAFFIC CONTROL MAIN STAGES								
MAIN STAGE	STA. START	STA. END	ROUTE(S)	CLOSURE TYPE	PLAN SHEET	TRAFFIC COUNTS (AADT)	DHV	WORK NOTES
1	20000+00	20005+00	N OLD RTE 4	ROAD CLOSURE AT END OF DEAD END ROAD	C-503			TRENCHING & CONDUIT INSTALLATION
2	20000+00		N OLD RTE 4	WORK OFF ROADWAY				SPLICE VAULT INSTALLATION
3	20005+00	20010+45	N OLD RTE 4	WORK BEYOND SHOULDER	C-505			HORIZONTAL DIRECTIONAL DRILL
4	20010+45	20075+20	N OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC	C-503			TRENCHING & CONDUIT INSTALLATION
5	20032+45		N OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC - TEMPORARY SIGNAL	C-504			SPLICE VAULT INSTALLATION
6	20064+00		N OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC - TEMPORARY SIGNAL	C-504			SPLICE VAULT INSTALLATION
7	20075+20	20087+30	N OLD RTE 4/NYS RTE 22	WORK BEYOND SHOULDER	C-505	3894 (2019)		HORIZONTAL DIRECTIONAL DRILL
8	20087+30	20105+00	S OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC	C-503			TRENCHING & CONDUIT INSTALLATION
9	20095+50		S OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC - TEMPORARY SIGNAL	C-504			SPLICE VAULT INSTALLATION
10	20105+00	20117+30	S OLD RTE 4	WORK BEYOND SHOULDER	C-505			HORIZONTAL DIRECTIONAL DRILL
11	20117+30	20171+50	S OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC	C-503			TRENCHING & CONDUIT INSTALLATION
12	20127+05		S OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC - TEMPORARY SIGNAL	C-504			SPLICE VAULT INSTALLATION
13	20158+05		S OLD RTE 4	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC - TEMPORARY SIGNAL	C-504			SPLICE VAULT INSTALLATION
14	20171+50	20178+40	S OLD RTE 4	ROAD CLOSURE AT END OF DEAD END ROAD	C-503			TRENCHING & CONDUIT INSTALLATION
15	20178+40	20187+60	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
16	20187+60	20193+10	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
17	20189+90		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
18	20193+10	20208+00	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
19	20208+00	20248+60	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
20	20219+15		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
21	20236+90		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
22	20248+60	20263+85	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
23	20263+85	20281+00	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
24	20268+90		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
25	20279+10		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
26	20281+00	20290+00	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
27	20290+00	20292+00	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
28	20292+00	20300+30	CP RAIL /ANN ST	WORK BEYOND SHOULDER	C-505	718 (2019)		HORIZONTAL DIRECTIONAL DRILL
29	20300+30	20331+40	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
30	20307+60		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
31	20324+45		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
32	20331+40	20337+45	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
33	20337+45	20382+50	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
34	20353+60		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
35	20381+10		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
36	20382+50	20382+85	CP RAIL /BALDWIN CORNERS RD	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC	C-503	335 (2019)		TRENCHING & CONDUIT INSTALLATION
37	20382+85	20418+15	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
38	20412+80		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
39	20418+15	20424+45	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
40	20424+45	20498+95	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
41	20445+10		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
42	20477+55		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
43	20498+95	20505+40	CP RAIL/NYS RTE 149	WORK BEYOND SHOULDER	C-505	1452 (2019)		HORIZONTAL DIRECTIONAL DRILL
44	20505+40	20537+50	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
45	20510+10		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
46	20537+50	20540+50	TOWPATH RD	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC	C-503			TRENCHING & CONDUIT INSTALLATION
47	20540+50	20545+50	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
48	20542+45		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
49	20545+50	20552+00	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
50	20552+00	20614+45	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
51	20574+85		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
52	20607+30		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
53	20614+15	20614+45	CP RAIL / NEW SWAMP RD	LANE CLOSURE WITH ALTERNATING ONE WAY TRAFFIC	C-503	96 (2019)		TRENCHING & CONDUIT INSTALLATION
54	20614+45	20648+90	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
55	20639+80		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
56	20648+90	20655+10	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
57	20655+10	20696+80	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
58	20672+30		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
59	20696+80	20702+75	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
60	20702+75	20737+50	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
61	20704+75		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
62	20735+10		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
63	20737+50	20749+45	RTE 196	WORK BEYOND SHOULDER	C-505	7791 (2019)		HORIZONTAL DIRECTIONAL DRILL
64	20749+45	20756+40	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
65	20756+40	20777+50	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL
66	20777+50	207888+90	CP RAIL R.O.W.					TRENCHING & CONDUIT INSTALLATION
67	20778+40		CP RAIL R.O.W.					SPLICE VAULT INSTALLATION
68	20778+90	20801+81	CP RAIL R.O.W.					HORIZONTAL DIRECTIONAL DRILL



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY:" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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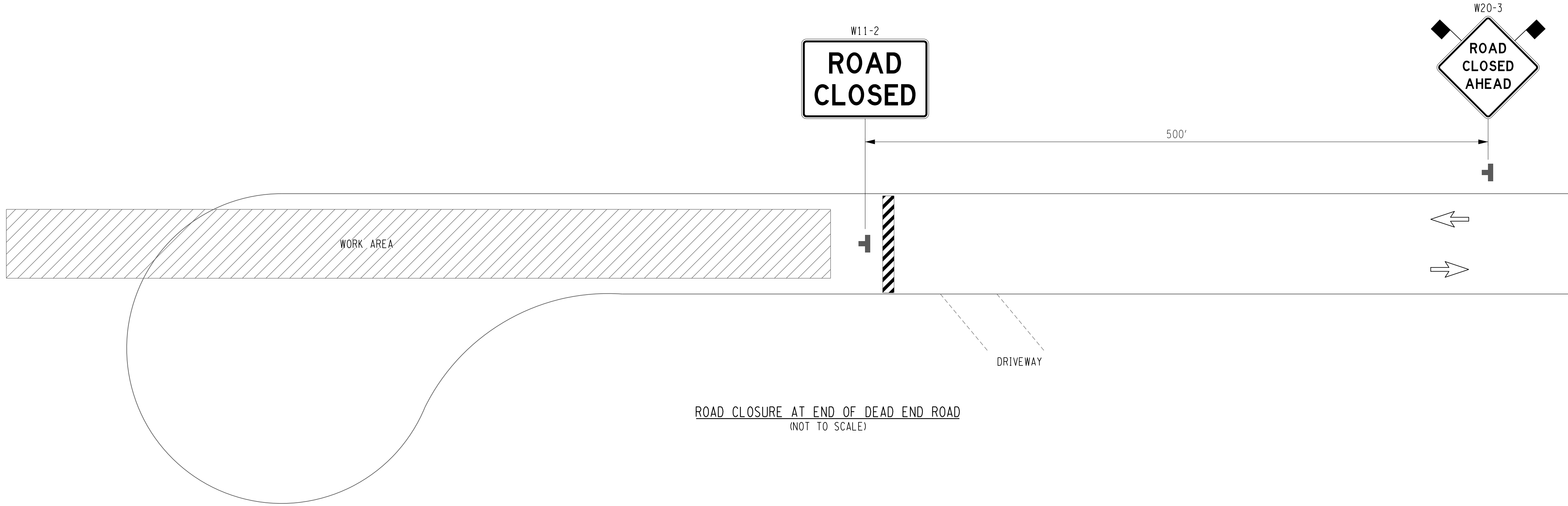
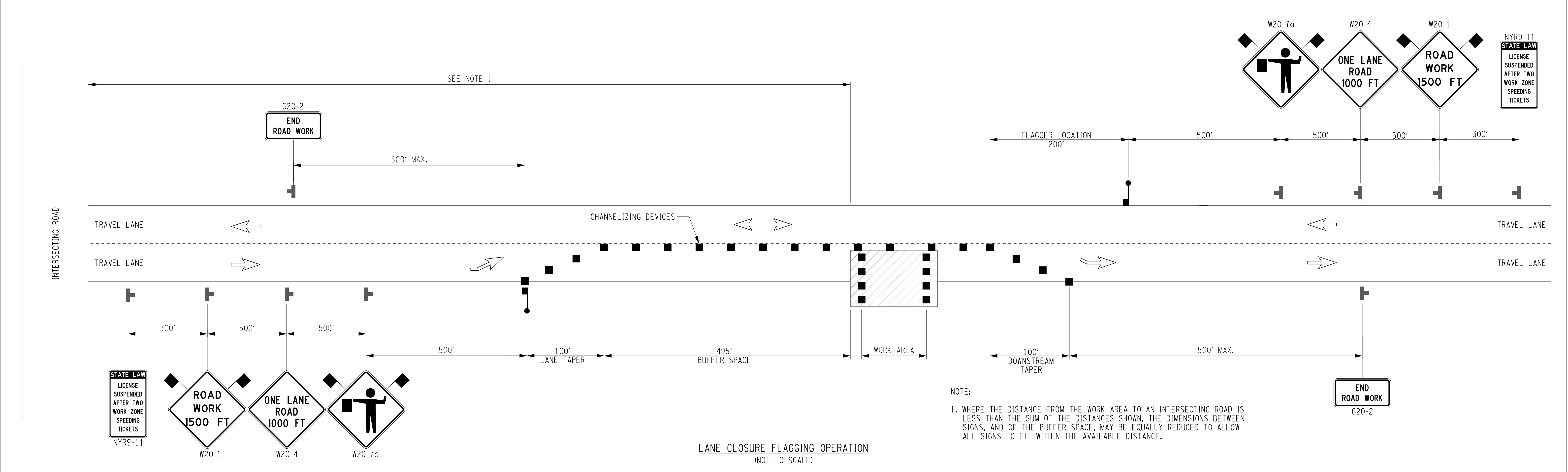
CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY

WORK ZONE TRAFFIC CONTROL NOTES
LEDGEND AND ABBREVIATIONS SHEET 2 OF 2

DRAWN BY: JAH	DESIGNED BY: JPS	APPROVED BY: MDH	SCALE AS SHOWN	DATE 03/22/2023
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KIEWIT PROJECT NO.	21162
CHA PROJECT NO.	066076
DRAWING NO.	C-502

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CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 3 - PACKAGE 2 - FORT ANN TO KINGSBURY
WORK ZONE TRAFFIC CONTROL DETAILS
SHEET 1 OF 4

KIEWIT PROJECT NO.	21162
CHA PROJECT NO.	066076
DRAWING NO.	C-503
DATE	03/22/2023

DRAWN BY: JAH	DESIGNED BY: JPS	APPROVED BY: MDH	SCALE AS SHOWN
REV. NO.			



NOTES:

1. FOR LONG DURATION LANE CLOSURES, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE TO THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
2. THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE LANE SHALL BE CLOSED USING CHANNELIZING DEVICES AND PAVEMENT MARKINGS.
3. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.
4. REFER TO MUTCD FOR ADDITIONAL TRAFFIC SIGNAL REQUIREMENTS.
5. DETECTORS SHALL BE INSTALLED ON ALL APPROACH LANES AND ALL PHASES SHALL BE ACTUATED. DURATION OF RED CLEARANCE INTERVALS SHALL BE ADEQUATE TO CLEAR THE ONE-LANE SECTION OF CONFLICTING TRAFFIC.
6. THE TRAFFIC SIGNAL CYCLE SHALL REST IN RED. WHEN THE SIGNAL IS CHANGED TO THE FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL INDICATIONS SHALL BE FLASHED TO ALL APPROACHES.
7. STOP LINES SHALL BE INSTALLED WITH TEMPORARY TRAFFIC SIGNALS FOR INTERMEDIATE AND LONG-TERM CLOSURES. EXISTING, CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKINGS, BETWEEN THE ACTIVITY AREA AND THE STOP LINE, SHALL BE REMOVED. AFTER THE TEMPORARY TRAFFIC SIGNAL IS REMOVED, THE STOP LINES AND ALL TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND PERMANENT PAVEMENT MARKINGS RESTORED.
8. WHERE NO-PASSING LINES ARE NOT ALREADY IN PLACE, THEY SHALL BE ADDED FOR A DISTANCE OF 500'-600' FROM THE STOP BAR. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.
9. ADJUSTMENTS IN THE LOCATION OF ADVANCED WARNING SIGNS SHOULD BE MADE TO ACCOMMODATE THE HORIZONTAL AND VERTICAL ALIGNMENT OF THE ROADWAY, RECOGNIZING THAT THE DISTANCES SHOWN FOR SIGN SPACING ARE MINIMUMS. ADJUSTMENTS IN THE HEIGHT OF THE SIGNAL HEADS SHALL BE MADE AS NEEDED TO CONFORM TO THE VERTICAL ALIGNMENT.
10. THE SUPPORTS FOR TEMPORARY TRAFFIC CONTROL SIGNALS SHALL NOT ENCROACH INTO THE MINIMUM REQUIRED WIDTH OF A "PEDESTRIAN ACCESS ROUTE" OF 4' OR AN "ALTERNATE CIRCULATION PATH" OF 3'.
11. THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1) TO SUPPLEMENT A WARNING SIGN. THE PLAQUE WILL BE USED TO INDICATE AN ADVISORY SPEED FOR THE WORK ZONE CONDITION. (IE. NARROW LANES, BUMPS, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/OR POOR SIGHT CONDITIONS).
12. TEMPORARY CONCRETE BARRIER TAPER SHALL BE 8:1 (30 MPH), 11:1 (40 MPH), 14:1 (50 MPH), AND 16:1 (55 MPH).
13. LIMITS OF LONG-TERM LANE CLOSURES WITH TEMPORARY CONCRETE BARRIER SHALL BE ESTABLISHED BETWEEN EXISTING DRIVEWAYS AND SIDEROADS; UNLESS TEMPORARY SIGNALIZATION OF EXISTING DRIVEWAYS AND/OR SIDE ROADS CAN BE PROVIDED AND COORDINATED WITH THE MAINLINE TEMPORARY SIGNALS, AS DIRECTED BY THE ENGINEER.
14. LONG-TERM LANE CLOSURES ARE ANTICIPATED TO BE IN PLACE AT ANY ONE LOCATION FOR APPROXIMATELY 10 DAYS.
15. IF EXISTING PAVEMENT CANNOT ACCOMMODATE A 10 FT LANE, TEMPORARY PAVEMENT MUST BE PLACED TO MAINTAIN THE MINIMUM OF 10 FT AS DIRECTED BY THE ENGINEER.

OPERATIONAL SCHEDULE FOR TEMPORARY TRAFFIC SIGNALS				
PHASE \ FACE	1	2	3	4
1	Y	G	R	R
CLEARANCE	G	Y	R	R
ALL RED	R	R	R	R
2	R	R	G	G
CLEARANCE	R	R	Y	Y
ALL RED	R	R	R	R
EMERGENCY FLASH	FR	FR	FR	FR



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