NOTE:
1. 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 occasional traffic to remain in the traveled way.
2. Channelizing device spacing center to center shall not exceed 40' in the active work space.
3. For barrier vehicle use requirements, see Table NY1-A and NY2-A on the standard sheet titled "Work Zone Traffic Control Legends and Notes".
4. No work activity, equipment, or storage of vehicles, or material shall occur within the buffer space at any time.
5. For long duration lane closures, temporary or permanent pavement markings shall be used in accordance to the contract documents, and existing pavement markings that are conflicting or misleading shall be removed or corrected.
6. Channelizing devices shall be required as per the standard specifications when a paved shoulder having a width of 8' or greater is closed for a distance shorter than that specified in the contract documents.
7. Contractor shall provide adequate acceleration distance for yellow condition as per the contract plans.
8. Whenever possible, when the ramp turns left, its starting point shall be located sufficiently in advance so that the arrow panel is not visible to drivers on the entrance ramp and so that the merging traffic flows from the lane closure and the opportunity to stabilize before encountering the vehicular traffic to remain in the traveled way.
9. If the ramp changes direction to the left, warning signs with advisory speed plaques located in advance of the entrance terminal shall be placed in pairs on each side of the ramp.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.