
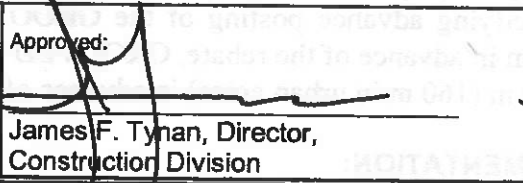


To: <p style="text-align: center;">SUPERSEDED BY <u>EB 06-004</u> EFFECTIVE 9/7/06</p>		<p style="text-align: center;"><i>New York State Department of Transportation</i> ENGINEERING INSTRUCTION</p>	<p style="text-align: center;">EI 05-014</p>
Title: MOTORCYCLE SAFETY MEASURES ON MILLED PAVEMENTS - DESIGN GUIDANCE			
Distribution: <input type="checkbox"/> Manufacturers (18) <input checked="" type="checkbox"/> Local Govt. (31) <input checked="" type="checkbox"/> Agencies (32)		<input type="checkbox"/> Surveyors (33) <input checked="" type="checkbox"/> Consultants (34) <input checked="" type="checkbox"/> Contractors (39) <input type="checkbox"/> _____	Approved:  James F. Tynan, Director, Construction Division 5-2-05 Date

ADMINISTRATIVE INFORMATION:

- This Engineering Instruction (EI) is effective upon signature.
- This EI does not supersede any other issuance.
- This guidance in this EI will be incorporated into Chapter 16 of the Highway Design Manual.

PURPOSE: The purpose of this EI is to issue design guidance for signing to address motorcycle safety measures on milled pavement.

TECHNICAL INFORMATION:

- Revisions to §619-3.02 of the Standard Specifications are being issued concurrently with EI 05-013.
- To warn motorcyclists of the presence of milled pavement, the contract documents should show GROOVED PAVEMENT (W4-5) signs on each approach (including side streets) to milled pavement.
- On multilane highways where only one lane in a direction is milled and both lanes are open to traffic, supplement the GROOVED PAVEMENT sign with the appropriate LEFT LANE or RIGHT LANE panel below the sign. While the MUTCD allows repeated use of GROOVED PAVEMENT signs with W9-2 auxiliary mileage panels, the presence of other work zone traffic control devices reminds motorcyclists of the continuing milled pavement, and repetition is not recommended unless warranted by project-specific conditions.
- Where only a ramp is milled, sign the mainline with a GROOVED PAVEMENT sign and a supplemental RAMP panel.
- Consider using a variable message display unit (VMD) on high-speed, mainline approaches to the milled pavement. An appropriate two-part message would be GROOVED PAVEMENT AHEAD, MOTO CYCLES USE CAUTION. Since the shelf note revising §619-3.02 does not include them, VMD units and messages deemed appropriate must be shown in the contract documents and paid for under their own item.
- Milled, longitudinal or transverse vertical faces exceeding 25 mm in height that will be exposed to traffic during nonwork hours shall be sloped or tapered by temporary patches or shims to avoid creating a traffic hazard. Where vertical transverse faces cannot be adequately sloped or tapered, BUMP (W4-1) signs shall be installed in advance of milling rebates in accordance with the MUTCD. An object marker (W7-10) shall be installed on the right side of the roadway at the rebate. On divided highways, an object marker shall be installed on both sides of the roadway. A drum with a Type B, flashing warning light may be used instead of an object marker.

EI 05-014 Page 2 of 2

- When both the BUMP and GROOVED PAVEMENT signs are used, strict conformance to the advance posting distances in the MUTCD results in the signs being placed too close together. §619.3.02 of the Standard Specifications directs Contractors to install the GROOVED PAVEMENT sign in nonurban areas 150 m (100 m in urban areas) upstream of the BUMP sign so that the signs are adequately spaced. Designers should consider the possibility that a bump sign will be needed when specifying advance posting of the GROOVED PAVEMENT sign. Since BUMP signs are usually 60 m in advance of the rebate, GROOVED PAVEMENT signs in nonurban areas should be located 210 m (160 m in urban areas) in advance of the rebate to maintain adequate spacing.

IMPLEMENTATION:

- The 2004 revisions to the MUTCD permitting use of the GROOVED PAVEMENT sign for temporary pavement grooves will be printed and distributed by the Secretary of State.
- A typical signing detail will also be included in the Work Zone Traffic Control Manual developed by the Traffic Engineering & Highway Safety Division.
- The Transportation Maintenance Division will issue appropriate guidance for maintenance activities.

TRANSMITTED MATERIALS: None.

BACKGROUND:

Motorcycle advocates have expressed concern that the surface texture of milled pavements can adversely affect the handling of motorcycles and that the ROUGH ROAD (W4-4) sign does not adequately warn motorcyclists of approaching conditions. The MUTCD was recently revised to specifically indicate that GROOVED PAVEMENT signs may be used for temporary grooves such as might occur in construction zones.

CONTACT:

Direct questions to the Regional Traffic Group or Chuck Riedel of the Traffic Engineering & Highway Safety Division by e-mail at criedel@dot.state.ny.us or at (518) 457-2185.