NOTES:

3. No work activity or storage of equipment, vehicles, or material shall occur within a buffer space.

4. Channelizing device spacing (center to center) shall not exceed 40’ in the active work space.

5. For narrow vehicles, see requirements for the active work space and note 4 on the standard sheet titled "Road Zone Traffic Control Legends and Notes.

6. Truck off-tracking should be considered when determining whether the minimal lane width of 10’ is adequate.

7. 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 (i.e., narrow lanes, sharp curves, surface, or no shoulder, drop-offs, geometric constraints, and/or poor sight conditions).

8. Transverse devices shall be installed as per DOT standards specifications when a paved shoulder having a width of 6’ or greater is closed for a distance greater than 300’. 

CHANNELIZING DEVICES
(SHOWN WITH SHADE)

BUFFER SPACE
(SHOWN WITH SHADE)

PARTIAL EXIT RAMP CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY
EXPRESSWAY / FREEWAY EXIT RAMP

NOTES:

1. See standard sheet titled "Road Zone Traffic Control Legends and Notes.

2. roadway work ends

3. maximum license suspended after two work zone speeding tickets on ramp

4. channelizing devices spacing (center to center) shall not exceed 40’ in the active work space.

5. truck off-tracking should be considered when determining whether the minimal lane width of 10’ is adequate.

6. 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 (i.e., narrow lanes, sharp curves, surface, or no shoulder, drop-offs, geometric constraints, and/or poor sight conditions).

7. transverse devices shall be installed as per DOT standards specifications when a paved shoulder having a width of 6’ or greater is closed for a distance greater than 300’.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
U.S. CUSTOMARY STANDARD SHEET
PARTIAL EXIT RAMP CLOSURE
EXPRESSWAY / FREEWAY

APPROVED: SEPTEMBER 15, 2009
ISSUED UNDER CR 03-001
DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY

Note: See standard sheet titled "Road Zone Traffic Control Legends and Notes for legends of symbols and/or letter codes used in this drawing.

NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.

CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT TO EXCEED 40’ IN THE ACTIVE WORK SPACE.

FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES.

TRUCK OFF-TRACKING SHOULD BE CONSIDERED WHEN DETERMINING WHETHER THE MINIMAL LANE WIDTH OF 10’ IS ADEQUATE.

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 (I.E., NARROW LANES, SHARP CURVES, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/OR POOR SIGHT CONDITIONS).