New York State Department of Transportation

Work Zone Traffic Control
for Design/Construction on State Highways in Region 5

STC/Technical Operations January 2012
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Notes for
Work Zone Traffic Control

GENERAL NOTES

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD, REFLECT THE MINIMUM REQUIREMENTS.

2. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.


ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. WHEN TWO OR MORE AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

SIGNS

1. THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL BY THE ENGINEER-IN-CHARGE.
Notes for
Work Zone Traffic Control

SIGNS

2. Any existing signs, including overhead signs, which conflict with the temporary traffic control sign layout shall be covered, removed, stored or reset, as approved by the engineer. All appropriate existing signs shall be restored to their original condition and/or location unless otherwise replaced in this contract.

3. Signs at or near intersections shall be placed so that they do not obstruct a motorist’s line of sight.

4. All warning and regulatory signs shall be posted on both sides of multi-lane divided highways, multi-lane ramps, and one-way streets. In cases where lane restrictions reduce the travel lane to one lane, signs shall be posted on the right side of the active travel lane, unless otherwise authorized by the engineer.

5. Signs mounted on the median of divided highways where median barrier is in place may be mounted on the barrier with a saddle type bracket. Laying the sign down in a horizontal position is not permitted.

6. The dimensions of work zone traffic control signs are described in the MUTCD. Any changes to the dimensions shall be approved by the regional director or by his/her designee.

7. NYR9-12 may be used in place of NYR9-11.

CHANNELIZING DEVICES

1. Where possible all channelizing and guiding devices are to be placed so as to provide a minimum 2’ lateral clearance to the traveled way.

PUBLIC ACCESS

1. 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. For multiple access properties, at least one driveway shall be open at all times. Access shall be restored to all driveways as soon as possible.
Notes for Work Zone Traffic Control

2. Suitable ramps shall be installed to maintain smooth transitions from residential and commercial driveways to and from the work area.

Lane Closures

1. The contractor shall locate lane closures to provide optimum visibility, i.e. before curves and crests, to the extent conditions permit.

2. The engineer may require that all lanes be re-opened at any time if the route is needed for emergency purposes. This could include incidents at locations outside the contract limits.

Lane Widths

1. Unless authorized by the engineer, the minimum lane widths for work zone travel lanes shall be as follows: freeways and/or expressways is 11’. The minimum lane width for all other types of roadways is 10’.

2. The contractor shall provide a written notice to the engineer, a minimum of 21 calendar days in advance of performing any work that results in the reduced width of an existing roadway, so that the engineer may notify the regional permit engineer in a timely manner.

Barrier/Shadow Vehicles

1. Barrier and shadow vehicles shall be required as per standard sheet titled "Work Zone Traffic Control Legends and Notes".

2. No work activity, equipment, vehicles and/or materials shall be located between the barrier or shadow vehicle and the active work area (roll ahead distance).

3. The contractor may be required to provide a barrier vehicle in conjunction with police presence in the work zone, to be included in the unit bid price for basic work zone traffic control.

REV 01/20/12
NOTE

This Work Zone Traffic Control Manual is a "Refinement/Update" to the Manual on Uniform Traffic Control Devices (MUTCD) and the New York State Addendum to the M.U.T.C.D.

As per the Vehicle and Traffic Law, Section 1680, The Department of Transportation shall adopt a Manual on Uniform Traffic Control Devices.

(a) The Department of Transportation shall adopt a manual and specifications for a uniform system of traffic-control devices consistent with the provisions of this chapter for the use upon highways within this state. Such uniform system shall correlate with and so far as practicable conform to nationally accepted standards.
Time and Holiday Restrictions for Road Work

Designers shall complete and include the following notes on the Work Zone Traffic Control Plans for any route whose project limits are listed in Table A or Table B:

NOTE:
1) No work/shoulder closure/lane closure shall be allowed on (Route Number & Direction) during (Time Restrictions from Table A or Table B). These time restrictions include the set-up and take-down of work zones.

2) No work/shoulder closure/lane closure will be allowed from noon Friday until Tuesday, on the following observed holiday weekend:

- Victoria Day (List Dates of Observed Holiday Weekend)
- Memorial Day (List Dates of Observed Holiday Weekend)
- Canada Day (List Dates of Observed Holiday Weekend)
- Independence Day (List Dates of Observed Weekend)
- Labor Day (List Dates of Observed Holiday Weekend)
- Canada Civic Holiday (List Dates of Observed Holiday Weekend)

3) No work/shoulder closure/lane closure will be allowed from noon the day before until noon the day after, on the following weekday holidays:

- Independence Day (List Dates of Observed Weekdays)
- Thanksgiving Day (List Dates of Observed Weekdays)
- Christmas Day (List Dates of Observed Weekdays)

4) Time restrictions are for single lane closures and shoulder closures. Site specific variances to time restrictions will be considered on a case-by-case basis and only with approval of the Surface Transportation Controller (STC). All double lane closures will require approval by the STC. E-mail the STC at R05-STC@dot.state.ny.us for prior approval. E-mail shall contain date(s), time(s), route, lane(s), duration, reason for waiver and any other relevant information/justification that will assist in making a determination.

5) Time restrictions are for any work day, Sunday through Saturday, inclusive. Any waiver of these restrictions need to be approved by the Surface Transportation Contoller (STC). E-mail the STC at R05-STC@dot.state.ny.us for prior approval. E-mail shall contain date(s), time, route, lane(s) duration, reason for waiver and any other relevant information/justification that will assist in making a determination.

6) Roadwork is defined as any lane and/or shoulder work that requires closure.
# TABLE A

**Time and Holiday Restrictions**

**Erie County**

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<th>LIMITS</th>
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<td>NY Route 5</td>
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<td>EB &amp; WB</td>
<td>US Rte 62 to US Rte 219</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>NY Route 198</td>
<td>Eastbound</td>
<td>See Page XXVI to XXVII</td>
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<tr>
<td>NY Route 198</td>
<td>Westbound</td>
<td>See Page XXVI to XXVII</td>
<td></td>
</tr>
<tr>
<td>US Route 219</td>
<td>Northbound</td>
<td>Armour Duells to Interstate 90</td>
<td>6am-9am</td>
</tr>
<tr>
<td>US Route 219</td>
<td>Southbound</td>
<td>Interstate 90 to Armour Duells</td>
<td>3pm-6pm</td>
</tr>
</tbody>
</table>

Note: 1) See page XVIII for additional information
### TABLE A

**Time and Holiday Restrictions**

**Erie County**

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>DIRECTION</th>
<th>LIMITS</th>
<th>TIME RESTRICTIONS</th>
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<tbody>
<tr>
<td>NY Route 240</td>
<td>Northbound</td>
<td>Genesee St to NY Rte 324</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>NY Route 240</td>
<td>Southbound</td>
<td>NY Rte 324 to Genesee St</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>NY Route 240</td>
<td>Southbound</td>
<td>Mile Strip Rd to Union Rd</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>NY Route 263</td>
<td>Northbound</td>
<td>NY Rte 324 to NY Route 270</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 263</td>
<td>Southbound</td>
<td>NY Route 270 to NY Rte 324</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 277</td>
<td>Northbound</td>
<td>Seneca St to Wehrle Dr</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 277</td>
<td>Southbound</td>
<td>Wehrle Dr to Seneca St</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>Interstate 290</td>
<td>Eastbound</td>
<td>See Page XXVIII to XXXI</td>
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<td>Interstate 290</td>
<td>Westbound</td>
<td>See Page XXVIII to XXXI</td>
<td></td>
</tr>
<tr>
<td>NY Route 324</td>
<td>Eastbound</td>
<td>Belmont Ave. to NY Route 78</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 324</td>
<td>Westbound</td>
<td>NY Route 78 to Belmont Ave.</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 384</td>
<td>Northbound</td>
<td>Nottingham Terr to NY Rte 324</td>
<td>7am-9am</td>
</tr>
<tr>
<td>NY Route 384</td>
<td>Southbound</td>
<td>NY Rte 324 to Nottingham Terr</td>
<td>3pm-6pm</td>
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<td>NY Route 384</td>
<td>Southbound</td>
<td>I-290 to NY Rte324</td>
<td>3pm-7pm</td>
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<tr>
<td>NY Route 400</td>
<td>Northbound</td>
<td>See Page XXXII</td>
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<tr>
<td>NY Route 400</td>
<td>Southbound</td>
<td>See Page XXXII</td>
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</tr>
<tr>
<td>NY Route 425</td>
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<td>Eggert Rd to Youngs St</td>
<td>7am-9am &amp; 3pm-6pm</td>
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<td>NY Route 425</td>
<td>Southbound</td>
<td>Youngs St to Eggert Rd</td>
<td>7am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 425</td>
<td>Northbound</td>
<td>Youngs St to Niagara CL</td>
<td>3pm-6pm</td>
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<tr>
<td>NY Route 425</td>
<td>Southbound</td>
<td>Niagara CL to Youngs St</td>
<td>7am-9am</td>
</tr>
<tr>
<td>Interstate 990</td>
<td>Northbound</td>
<td>See Page XXXII</td>
<td></td>
</tr>
<tr>
<td>Interstate 990</td>
<td>Southbound</td>
<td>See Page XXXII</td>
<td></td>
</tr>
<tr>
<td>Walden Ave (952Q)</td>
<td>Eastbound</td>
<td>NY Rte 240 to Interstate 90</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>Walden Ave (952Q)</td>
<td>Westbound</td>
<td>Interstate 90 to NY Rte 240</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>Walden Ave (952Q)</td>
<td>Eastbound</td>
<td>Interstate 90 to NY Rte 277</td>
<td>7am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>Walden Ave (952Q)</td>
<td>Westbound</td>
<td>NY Rte 277 to Interstate 90</td>
<td>7am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>Walden Ave (952Q)</td>
<td>Eastbound</td>
<td>NY Rte 277 to NY Rte 78</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>Walden Ave (952Q)</td>
<td>Westbound</td>
<td>NY Rte 78 to NY Rte 277</td>
<td>7am-9am</td>
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</table>

*Note: 1) See page XVIII for additional information*
## TABLE A

Time and Holiday Restrictions
Erie County

- **NY Rte 33 - Kensington Expressway**

### Lane Closures

<table>
<thead>
<tr>
<th>Segment</th>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elm/Oak Arterial to Jefferson Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 4pm to 6pm</td>
<td>M - F</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 8am to 4pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6pm to 7pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 7pm to 8am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - Does Not Apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - Anytime</td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Does Not Apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - Anytime</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - Anytime</td>
<td></td>
</tr>
<tr>
<td>Jefferson Ave to Best Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 3pm to 6pm</td>
<td>M - F</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7am to 3pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6pm to 8pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 8pm to 7am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - Does Not Apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 4pm to 6pm</td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Does Not Apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - Anytime</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - Anytime</td>
<td></td>
</tr>
<tr>
<td>Best Street to Humboldt Pkwy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 3pm to 6pm</td>
<td>M - F</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7am to 3pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6pm to 8pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 8pm to 7am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - Does Not Apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 11am to 7pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - Any Other Time</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: 1) See page XVIII for additional information
# TABLE A

**Time and Holiday Restrictions**

**Erie County**

## NY Rte 33 - Kensington Expressway

### Lane Closures

<table>
<thead>
<tr>
<th>Segment</th>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Best Street to Humboldt Pkwy</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Does Not Apply</td>
<td>1 Lane Closed - 10pm to 7am (Mon)</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 1pm to 5pm</td>
<td>2 Lanes Closed - 7pm to 7am (Mon)</td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - Any Other Time</td>
<td></td>
</tr>
<tr>
<td><strong>Humboldt Pkwy to NY Rte 198</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 3pm to 6pm</td>
<td>1 Lane Closed - 10am to 7pm</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 6pm to 8pm</td>
<td>2 Lanes Closed - 7pm to 7am</td>
</tr>
<tr>
<td></td>
<td>7am to 3pm</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - Does Not Apply</td>
<td>1 Lane Closed - 11am to 6pm</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 11pm to 6pm</td>
<td>2 Lanes Closed - Any other time</td>
</tr>
<tr>
<td></td>
<td>(until 12pm Sun.)</td>
<td>(until 9am Sun.)</td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Does Not Apply</td>
<td>1 Lane Closed - 2pm to 7am</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 2pm to 5pm</td>
<td>2 Lanes Closed - Any Other Time</td>
</tr>
<tr>
<td></td>
<td>(until 7am Mon.)</td>
<td>(until 7am Mon.)</td>
</tr>
<tr>
<td><strong>NY Rte 198 to Grider Street</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 7am to 7pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7am to 10pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 10pm to 7am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - Noon to 4pm</td>
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<tr>
<td></td>
<td>1 Lane Closed - Before Noon</td>
<td></td>
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<tr>
<td></td>
<td>4pm to 11pm</td>
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</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 11pm to 10am(Sun.)</td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Does Not Apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 10am to 9pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 9pm to 7am (Mon)</td>
<td></td>
</tr>
<tr>
<td><strong>Grider Street to NY Rte 198</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 6am to 7pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7am to 11pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 11pm to 6am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - Does not apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 8am to Midnight</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - Prior to 8am</td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Does not Apply</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 9am to Midnight</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - Prior to 9am</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** 1) See page XVIII for additional information
### TABLE A

**Time and Holiday Restrictions**

**Erie County**

**NY Rte 33 - Kensington Expressway**

#### Lane Closures

<table>
<thead>
<tr>
<th>Segment</th>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grider St to NY Rte 240 (Harlem Rd)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - Noon to 6pm</td>
<td>M - F</td>
</tr>
<tr>
<td>1 Lane Closed - 7am to Noon</td>
<td>1 Lane Closed - 10am to 10pm</td>
<td></td>
</tr>
<tr>
<td>2 Lanes Closed - 10pm to 7am</td>
<td>2 Lanes Closed - 10pm to 6am</td>
<td></td>
</tr>
<tr>
<td>Sat</td>
<td>No Lane Closures - Does Not Apply</td>
<td>Sat</td>
</tr>
<tr>
<td>1 Lane Closed - 8am to 8pm</td>
<td>1 Lane Closed - 9am to 10pm</td>
<td></td>
</tr>
<tr>
<td>2 Lanes Closed - Prior to 8am</td>
<td>2 Lanes Closed - 10pm to Noon</td>
<td></td>
</tr>
<tr>
<td>8pm to 10am(Sun)</td>
<td>(Sun, Only)</td>
<td></td>
</tr>
<tr>
<td>Sun</td>
<td>No Lane Closures - Does Not Apply</td>
<td>Sun</td>
</tr>
<tr>
<td>1 Lane Closed - 10am to 6pm</td>
<td>1 Lane Closed - Noon to to 8pm</td>
<td></td>
</tr>
<tr>
<td>2 Lanes Closed - 6pm to 7am(Mon)</td>
<td>2 Lanes Closed - Prior to Noon</td>
<td></td>
</tr>
<tr>
<td>8pm to 6am(Mon)</td>
<td>8pm to 6am(Mon)</td>
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</tr>
<tr>
<td><strong>NY Rte 240 (Harlem Rd) to I-90</strong></td>
<td></td>
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</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - Noon to 6pm</td>
<td>M - F</td>
</tr>
<tr>
<td>1 Lane Closed - 7am to Noon</td>
<td>1 Lane Closed - 10am to 2pm</td>
<td></td>
</tr>
<tr>
<td>2 Lanes Closed - 10pm to 7am</td>
<td>6pm to 11pm</td>
<td></td>
</tr>
<tr>
<td>2 Lanes Closed - Prior to 9am</td>
<td>11pm to 6am</td>
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</tr>
<tr>
<td>Sat</td>
<td>No Lane Closures - Does Not Apply</td>
<td>Sat</td>
</tr>
<tr>
<td>1 Lane Closed - 9am to 10pm</td>
<td>1 Lane Closed - 10pm to Noon</td>
<td></td>
</tr>
<tr>
<td>2 Lanes Closed - Prior to Noon</td>
<td>(Sun, Only)</td>
<td></td>
</tr>
<tr>
<td>Prior to 9am</td>
<td>8pm to 6am(Mon)</td>
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<tr>
<td>Sun</td>
<td>No Lane Closures - Does Not Apply</td>
<td>Sun</td>
</tr>
<tr>
<td>1 Lane Closed - Noon to to 8pm</td>
<td>1 Lane Closed - 9am to 6am</td>
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</tr>
<tr>
<td>2 Lanes Closed - Prior to Noon</td>
<td>8pm to 10am (Sun)</td>
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</tr>
<tr>
<td>8pm to 6am(Mon)</td>
<td>7pm to 6am(Mon)</td>
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</tr>
<tr>
<td><strong>I-90 to NY Rte 277 (Union Rd)</strong></td>
<td></td>
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</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 6am to 8pm</td>
<td>M - F</td>
</tr>
<tr>
<td>1 Lane Closed - 8pm to 6am</td>
<td>1 Lane Closed - 9am to 6am</td>
<td></td>
</tr>
<tr>
<td>Sat</td>
<td>No Lane Closures - 9am to 7pm</td>
<td>Sat</td>
</tr>
<tr>
<td>1 Lane Closed - Prior to 9pm</td>
<td>1 Lane Closed - Prior to 9am</td>
<td></td>
</tr>
<tr>
<td>7pm to Noon (Sun)</td>
<td>8pm to 10am (Sun)</td>
<td></td>
</tr>
<tr>
<td>Sun</td>
<td>No Lane Closures - Noon to 7pm</td>
<td>Sun</td>
</tr>
<tr>
<td>1 Lane Closed - Prior to Noon</td>
<td>1 Lane Closed - Prior to 10am</td>
<td></td>
</tr>
<tr>
<td>7pm to 6am(Mon)</td>
<td>7pm to 6am(Mon)</td>
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</table>

**Note:** 1) See page XVIII for additional information
# TABLE A

Time and Holiday Restrictions
Erie County

<table>
<thead>
<tr>
<th>NY Rte 33 - Kensington Expressway</th>
<th>Lane Closures</th>
<th>Segment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EASTBOUND</strong></td>
<td></td>
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</tr>
<tr>
<td>NY Rte 277 (Union Rd.) to Dick Rd./Cayuga Rd.</td>
<td>M - F</td>
<td>No Lane Closures - 6am to 6pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Lane Closed - 6pm to 6am</td>
</tr>
<tr>
<td></td>
<td>Sat.</td>
<td>1 Lane Closed - Anytime</td>
</tr>
<tr>
<td></td>
<td>Sun.</td>
<td>1 Lane Closed - Anytime</td>
</tr>
<tr>
<td>Dick Rd./Cayuga Rd. to NY Rte 33 (Genesee St)</td>
<td>M - F</td>
<td>No Lane Closures - 7am to 9am</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2pm to 6pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Lane Closed - 9am to 2pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6pm to 7am</td>
</tr>
<tr>
<td><strong>WESTBOUND</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dick Rd./Cayuga Rd. to NY Rte 277 (Union Rd.)</td>
<td>M - F</td>
<td>No Lane Closures - 6am to 7pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Lane Closed - 7pm to 6am</td>
</tr>
<tr>
<td></td>
<td>Sat.</td>
<td>1 Lane Closed - Anytime</td>
</tr>
<tr>
<td></td>
<td>Sun.</td>
<td>1 Lane Closed - Anytime</td>
</tr>
<tr>
<td>NY Rte 33 (Genesee St) to Dick Rd./Cayuga Rd.</td>
<td>M - F</td>
<td>No Lane Closures - 6am to 9am</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3pm to 6pm</td>
</tr>
<tr>
<td></td>
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<td>1 Lane Closed - 9am to 3pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6pm to 6am</td>
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</table>

Note: 1) See page XVIII for additional information
### TABLE A

Time and Holiday Restrictions
Erie County

#### US 62

<table>
<thead>
<tr>
<th>Lane Closures</th>
<th>Segment</th>
<th>NORTHBOUND</th>
<th>SOUTHBOUND</th>
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</thead>
<tbody>
<tr>
<td>Robinson Rd to Niagara County Line</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 6am to 9am</td>
<td>Niagara County Line to Robinson Rd</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3pm to 6pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 9am to 3pm, 6pm to 6am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-290 to Robinson Rd.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 10am to 8pm</td>
<td>Robinson Rd. to 1-290</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 8pm to 10am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - Noon to 7pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7pm to Noon(Sun)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Noon to 5pm</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 5pm to 10am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NY 324 to Ridge Lea/Koenig</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon - Sun</td>
<td>1 Lane Closed - Anytime</td>
<td>Ridge Lea/Koenig to NY 324</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 8pm - 6am</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NY 5 to NY 324</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 6am to 9am</td>
<td>NY 324 to NY 5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3pm to 6pm</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: 1) See page XVIII for additional information

XXII  REV 01/20/12
**TABLE A**

**Time and Holiday Restrictions**

**Erie County**

**NY Rte 198**

<table>
<thead>
<tr>
<th>Lane Closures</th>
<th>Segment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EASTBOUND</td>
</tr>
<tr>
<td><strong>1-190 to Grant St.</strong></td>
<td>M - F No Lane Closures - 6am to 9am 3pm to 6pm</td>
</tr>
<tr>
<td></td>
<td>Sat/Sun - Can close 1 Lane anytime</td>
</tr>
<tr>
<td><strong>Grant St. to Elmwood Ave.</strong></td>
<td>M - F No Lane Closures - 6am to 9am 3pm to 6pm</td>
</tr>
<tr>
<td></td>
<td>Sat/Sun - Can close 1 Lane anytime</td>
</tr>
<tr>
<td><strong>Elmwood Ave. to Delaware Ave.</strong></td>
<td>M - F No Lane Closures - 7am to 9am 2pm to 6pm</td>
</tr>
<tr>
<td></td>
<td>Sat/Sun - Can close 1 Lane anytime</td>
</tr>
<tr>
<td><strong>Delaware Ave. to Elmwood Ave.</strong></td>
<td>M - F No Lane Closures - 6am to 9am 3pm to 6pm</td>
</tr>
</tbody>
</table>

Note: 1) See page XVIII for additional information
## TABLE A

### Time and Holiday Restrictions

#### Erie County

<table>
<thead>
<tr>
<th>Lane Closures</th>
<th>Segment</th>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NY Rte 198</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Segment</strong></th>
<th><strong>EASTBOUND</strong></th>
<th><strong>WESTBOUND</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Delaware Ave. to Parkside</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F No Lane Closures - 7am to 7pm</td>
<td></td>
<td>M - F No Lane Closures - 7am to 7pm</td>
</tr>
<tr>
<td>Sat. No Lane Closures - 11am to 5pm</td>
<td></td>
<td>Sat. No Lane Closures - 1pm to 5pm</td>
</tr>
<tr>
<td>Sun. No Lane Closures - 2pm to 4pm</td>
<td></td>
<td>Sun. Can Close 1 Lane anytime</td>
</tr>
</tbody>
</table>

| Parkside to NY Rte 33 | | |
|-----------------------|---------------|
| M - F No Lane Closures - 7am to 3pm | | M - F No Lane Closures - 7am to 3pm |
| 1 Lane Closed - 9am to 3pm | | 1 Lane Closed - 9am to 3pm |
| 2 Lanes Closed - 7pm to 7am | | 2 Lanes Closed - 7pm to 7am |
| Sat. No Lane Closures - N/A | | Sat. No Lane Closures - N/A |
| 1-Lane Closure - N/A | | 1-Lane Closure - N/A |
| 2-Lane Closure - 9am to 8pm | | 2-Lane Closure - 10am to 8pm |
| Sun. No Lane Closures - N/A | | Sun. No Lane Closures - N/A |
| 1-Lane Closure - N/A | | 1-Lane Closure - N/A |
| 2-Lane Closure - 11am to 6pm | | 2-Lane Closure - Noon to 8pm |

### Note:
1) See page XVIII for additional information

XXIV REV 01/20/12
## TABLE A
Time and Holiday Restrictions
Erie County

### I - 290

**Lane Closures**

<table>
<thead>
<tr>
<th>Segment</th>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I-190 to Delaware Ave.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 7am to 9am, 3pm to 6pm</td>
<td>M - F</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 9am to 3pm, 6pm to 8pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 8pm to 7am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - N/A</td>
<td>Sat.</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 9am to 8pm</td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - N/A</td>
<td>Sun.</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 11am to 6pm</td>
<td></td>
</tr>
</tbody>
</table>

| **Delaware Ave. to I-190** | | |
| M - F  | No Lane Closures - 7am to 9am, 3pm to 7pm | M - F  | No Lane Closures - 7am to 9am, 3pm to 7pm |
|         | 1 Lane Closed - 9am to 3pm, 7pm to 10pm, |         | 1 Lane Closed - 9am to 3pm, 7pm to 10pm, |
|         | 2 Lanes Closed - 10pm to 6am |         | 2 Lanes Closed - 10pm to 6am |
| Sun.    | No Lane Closures - N/A | Sun.    | No Lane Closures - N/A |
|         | 1 Lane Closed - N/A |         | 1 Lane Closed - N/A |
|         | 2 Lanes Closed - Noon to 7pm |         | 2 Lanes Closed - Noon to 7pm |

| **Delaware Ave. to Colvin Blvd.** | | |
| M - F  | No Lane Closures - 7am to 7pm | M - F  | No Lane Closures - 7am to 9am |
|         | 1 Lane Closed - 6am to 7am, 7pm to 10pm |         | 1 Lane Closed - 6am to 7am, 7pm to 10pm |
|         | 2 Lanes Closed - 10pm to 6am |         | 2 Lanes Closed - 10pm to 6am |
| Sat.    | No Lane Closures - 10am to 6pm | Sat.    | No Lane Closures - 11am to 7pm |
|         | 1 Lane Closed - 7am to 10am, 6pm to 11pm |         | 1 Lane Closed - 8am to 11am, 7pm to Midnight |
|         | 2 Lanes Closed - 11pm to 9am(Sun) |         | 2 Lanes Closed - Midnight to 9am(Sun) |
| Sun.    | No Lane Closures - 11am to 5pm | Sun.    | No Lane Closures - 11am to 7pm |
|         | 1 Lane Closed - 9am to 11am, 5pm to 11pm |         | 1 Lane Closed - 9am to Noon, 6pm to 11pm |
|         | 2 Lanes Closed - 11pm to 6am(Mon) |         | 2 Lanes Closed - 11pm to 6am(Mon) |

| **Colvin Blvd. to Delaware Ave.** | | |
| M - F  | No Lane Closures - 7am to 9am, 3pm to 7pm | M - F  | No Lane Closures - 7am to 9am, 3pm to 7pm |
|         | 1 Lane Closed - 9am to 3pm, 7pm to 10pm, |         | 1 Lane Closed - 9am to 3pm, 7pm to 10pm, |
|         | 2 Lanes Closed - 10pm to 6am |         | 2 Lanes Closed - 10pm to 6am |
| Sat.    | No Lane Closures - N/A | Sat.    | No Lane Closures - N/A |
|         | 1 Lane Closed - N/A |         | 1 Lane Closed - N/A |
|         | 2 Lanes Closed - 11am to 7pm |         | 2 Lanes Closed - 11am to 7pm |
| Sun.    | No Lane Closures - N/A | Sun.    | No Lane Closures - N/A |
|         | 1 Lane Closed - N/A |         | 1 Lane Closed - N/A |
|         | 2 Lanes Closed - Noon to 6pm |         | 2 Lanes Closed - Noon to 6pm |

Note: 1) See page XVIII for additional information
<table>
<thead>
<tr>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Colvin Blvd. to US Rte 62</strong></td>
<td><strong>US Rte 62 to Colvin Blvd.</strong></td>
</tr>
<tr>
<td>M - F</td>
<td>M - F</td>
</tr>
<tr>
<td>No Lane Closures - 7am to 7pm</td>
<td>No Lane Closures - 7am to 7pm</td>
</tr>
<tr>
<td>1 Lane Closed - 6am to 7am, 7pm to 10pm</td>
<td>1 Lane Closed - 6am to 7am, 7pm to 10pm</td>
</tr>
<tr>
<td>2 Lanes Closed - 10pm to 6am</td>
<td>2 Lanes Closed - 10pm to 6am</td>
</tr>
<tr>
<td>Sat.</td>
<td>Sat.</td>
</tr>
<tr>
<td>No Lane Closures - 10am to 6pm</td>
<td>No Lane Closures - 11am to 7pm</td>
</tr>
<tr>
<td>1 Lane Closed - 7am to 10am, 6pm to 11pm</td>
<td>1 Lane Closed - 8am to 11am, 7pm to Midnight</td>
</tr>
<tr>
<td>2 Lanes Closed - 11pm to 9am(Sun)</td>
<td>2 Lanes Closed - Midnight to 9am(Sun)</td>
</tr>
<tr>
<td>No Lane Closures - 11am to 5pm</td>
<td>No Lane Closures - Noon to 6pm</td>
</tr>
<tr>
<td>1 Lane Closed - 9am to 11am, 5pm to 11pm</td>
<td>1 Lane Closed - 9am to Noon, 6pm to 11pm</td>
</tr>
<tr>
<td>2 Lanes Closed -11pm to 6am (Mon)</td>
<td>2 Lanes Closed -11pm to 6am (Mon)</td>
</tr>
</tbody>
</table>

**US Rte 62 to I-990**

| M - F   | M - F |
| No Lane Closures - 6am to 7pm | No Lane Closures - 7am to 7pm |
| 1 Lane Closed - 7pm to 10pm | 1 Lane Closed - 6am to 7am, 7pm to 10pm |
| 2 Lanes Closed - 10pm to 6am | 2 Lanes Closed - 10pm to 6am |

**I-990 to US Rte 62**

| M - F   | M - F |
| No Lane Closures - 7am to 7pm | No Lane Closures - 7am to 7pm |
| 1 Lane Closed - 6am to 7am, 7pm to 10pm | 1 Lane Closed - 6am to 7am, 7pm to 10pm |
| 2 Lanes Closed - 10pm to 6am | 2 Lanes Closed - 10pm to 6am |

Note: 1) See page XVIII for additional information
# Table A

## Time and Holiday Restrictions

### Erie County

#### I - 290

**Lane Closures**

<table>
<thead>
<tr>
<th>Segment</th>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I-990 to NY Rte 263</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 6am to 7pm</td>
<td>M - F</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 5am to 6am, 7pm to 11pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 11pm to 5am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - 9am to 6pm</td>
<td>Sat.</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7am to 9am, 6pm to 10pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 10pm to 9am (Sun)</td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - Noon to 4pm</td>
<td>Sun.</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 9am to Noon, 4pm to 9pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 9pm to 5am (Mon)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NY Rte 263 to NY Rte 324</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M - F</td>
<td>No Lane Closures - 6am to 7pm</td>
<td>M - F</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7pm to 10pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 10pm to 6am</td>
<td></td>
</tr>
<tr>
<td>Sat.</td>
<td>No Lane Closures - 9am to 6pm</td>
<td>Sat.</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 7am to 9am, 6pm to 10pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 10pm to 8am (Sun)</td>
<td></td>
</tr>
<tr>
<td>Sun.</td>
<td>No Lane Closures - 11am to 4pm</td>
<td>Sun.</td>
</tr>
<tr>
<td></td>
<td>1 Lane Closed - 8am to 11am, 4pm to 9pm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Lanes Closed - 9pm to 6am (Mon)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

Note: 1) See page XVIII for additional information
## TABLE A

**Time and Holiday Restrictions**

**Erie County**

### I - 290

#### Lane Closures

#### Segment

<table>
<thead>
<tr>
<th>EASTBOUND</th>
<th>WESTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NY Rte 324 to NY Rte 5</strong></td>
<td><strong>NY Rte 5 to NY Rte 324</strong></td>
</tr>
<tr>
<td><strong>M - F</strong></td>
<td><strong>M - F</strong></td>
</tr>
<tr>
<td>No Lane Closures - 6am to 7pm</td>
<td>No Lane Closures - 7am to 7pm</td>
</tr>
<tr>
<td>1 Lane Closed - 7pm to 10pm</td>
<td>1 Lane Closed - 6am to 7am</td>
</tr>
<tr>
<td>2 Lanes Closed - 10pm to 6am</td>
<td>7pm to 11pm</td>
</tr>
<tr>
<td><strong>Sat.</strong></td>
<td><strong>Sat.</strong></td>
</tr>
<tr>
<td>No Lane Closures - 10am to 5pm</td>
<td>No Lane Closures - Noon to 5pm</td>
</tr>
<tr>
<td>1 Lane Closed - 7am to 10am</td>
<td>1 Lane Closed - 7am to Noon</td>
</tr>
<tr>
<td>5pm to 10pm</td>
<td>5pm to 11pm</td>
</tr>
<tr>
<td>2 Lanes Closed - 10pm to 9am(Sun)</td>
<td>2 Lanes Closed - 11pm to 9am(Sun)</td>
</tr>
<tr>
<td><strong>Sun.</strong></td>
<td><strong>Sun.</strong></td>
</tr>
<tr>
<td>No Lane Closures - Noon to 4pm</td>
<td>No Lane Closures - 2pm to 5pm</td>
</tr>
<tr>
<td>1 Lane Closed - 9am to Noon</td>
<td>1 Lane Closed - 5pm to 9pm</td>
</tr>
<tr>
<td>4pm to 9pm</td>
<td>4pm to 9pm</td>
</tr>
<tr>
<td>2 Lanes Closed - 9pm to 7am(Mon)</td>
<td>2 Lanes Closed - 9pm to 6am(Mon)</td>
</tr>
</tbody>
</table>

| **I-290 EAST & WEST (Ramp)** | **I-990 North** |
| **to** | **to** |
| **I-990 North** | **I-990 North** |
| **M - F** | **M - F** |
| No Lane Closures - 6am to 9am | No Lane Closures - 6am to 9am |
| 3pm to 6pm | 3pm to 6pm |

---

**Note:** 1) See page XVIII for additional information
# Table A

**Time and Holiday Restrictions**  
**Erie County**

## NY Rte 400 - Aurora Expressway

### Lane Closures

<table>
<thead>
<tr>
<th>Segment</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
</table>
| **NY Route 78 to Interstate 90** | M - F No Lane Closures - 6am to 9am  
3pm to 6pm | M - F No Lane Closures - 6am to 9am  
3pm to 6pm |
| **Maple Rd. to NY Route 78** | M - F No Lane Closures - 6am to 9am | M - F No Lane Closures - 3pm to 6pm |

**Note:** 1) See page XVIII for additional information
## Table A
Time and Holiday Restrictions
Erie County

### I-990

<table>
<thead>
<tr>
<th>Lane Closures</th>
<th>NORTHBOUND</th>
<th>SOUTHBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Segment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-290 to UB Exit</td>
<td>1 lane can be closed during both peak periods. Multiple lane closures allowed during other hours.</td>
<td>NY 263 to N. French Rd.</td>
</tr>
<tr>
<td>UB Exit to Sweethome Rd.</td>
<td>1 lane can be closed during both peak periods. Multiple lane closures allowed during other hours.</td>
<td>N. French Rd. to Audubon Pkwy.</td>
</tr>
<tr>
<td>Sweethome Rd. to Audubon Pkwy.</td>
<td>1 lane can be closed during both peak periods. Multiple lane closures allowed during other hours.</td>
<td>Audubon Pkwy. to Sweethome Rd.</td>
</tr>
<tr>
<td>Audubon Pkwy. to North French Rd.</td>
<td>Cannot close a lane between 3PM to 6PM. Can close lane during other hours.</td>
<td>Sweethome Rd. to I-990 Ramp</td>
</tr>
<tr>
<td>North French Rd. to NY 263</td>
<td>Cannot close a lane between 3 PM and 6 PM. Can close lane during other hours.</td>
<td>I-990 Ramp to I-290 East &amp; WEST</td>
</tr>
</tbody>
</table>

Note: 1) Peak Periods defined as 6 AM to 9 AM and 3 PM to 6 PM
2) See page XVIII for additional information
# TABLE B

## Time and Holiday Restrictions

**Niagara County**

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>DIRECTION</th>
<th>LIMITS</th>
<th>TIME RESTRICTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>US Route 62</td>
<td>Northbound</td>
<td>Niagara Co Line to N Ton CL (south)</td>
<td>2pm-7pm</td>
</tr>
<tr>
<td>US Route 62</td>
<td>Northbound</td>
<td>N Ton CL (south) to NY 425</td>
<td>2pm-7pm</td>
</tr>
<tr>
<td>US Route 62</td>
<td>Northbound</td>
<td>NY 425 to N Ton CL (north)</td>
<td>3pm-6pm</td>
</tr>
<tr>
<td>US Route 62</td>
<td>Southbound</td>
<td>N Ton CL (north) to NY 425</td>
<td>7am-9am</td>
</tr>
<tr>
<td>US Route 62</td>
<td>Southbound</td>
<td>NY 425 to N Ton CL (south)</td>
<td>7am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>US Route 62</td>
<td>Southbound</td>
<td>N Ton CL (south) to Niagara Co Line</td>
<td>7am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 78</td>
<td>Northbound</td>
<td>Robinson Rd to Lockport NCL</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>NY Route 78</td>
<td>Southbound</td>
<td>Lockport NCL to Robinson Rd</td>
<td>6am-9am &amp; 3pm-6pm</td>
</tr>
<tr>
<td>Interstate 190</td>
<td>Northbound</td>
<td>N. Grand Island Bridge to US 62</td>
<td>7am-7pm</td>
</tr>
<tr>
<td>Interstate 190</td>
<td>Northbound</td>
<td>US 62 to Porter/NY 182</td>
<td>2pm-7pm</td>
</tr>
<tr>
<td>Interstate 190</td>
<td>Northbound</td>
<td>Porter/NY 182 to NY 31</td>
<td>2pm-7pm</td>
</tr>
<tr>
<td>Interstate 190</td>
<td>Northbound</td>
<td>NY 31 to LQ Bridge</td>
<td>No Restrictions</td>
</tr>
<tr>
<td>Interstate 190</td>
<td>Southbound</td>
<td>LQ Bridge to NY 31</td>
<td>No Restrictions</td>
</tr>
<tr>
<td>Interstate 190</td>
<td>Southbound</td>
<td>NY 31 to Porter/NY 182</td>
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Note: 1) See page XVIII for additional information
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<td>WORK VEHICLE W/ TRUCK MOUNTED ATTENUATOR</td>
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COMPONENTS OF A WORK ZONE TRAFFIC CONTROL ZONE

with out Barrier Vehicle

with Barrier Vehicle

ADVANCED WARNING AREA: TELLS TRAFFIC WHAT TO EXPECT AHEAD
TRANSITION AREA: MOVES TRAFFIC OUT OF ITS NORMAL PATH
ACTIVITY AREA: WHERE WORK TAKES PLACE
LONGITUDINAL BUFFER SPACE (B): PROVIDES PROTECTION FOR TRAFFIC AND WORKERS
WORK AREA: SET ASIDE FOR WORKERS, EQUIPMENT AND MATERIAL STORAGE
TRAVEL LANE: ALLOWS TRAFFIC TO PASS THROUGH THE ACTIVITY AREA
LATERAL BUFFER SPACE: USE WHEN POSSIBLE TO SEPARATE THE TRAFFIC SPACE FROM THE WORK SPACE OR HAZARDOUS AREA SUCH AS AN EXCAVATION OR PAVEMENT DROP-OFF
TERMINATION AREA: LETS TRAFFIC RESUME NORMAL DRIVING
TYPICAL SIGNING

SIGN SHALL BE LOCATED ON THE OPPOSITE SIDE OF THE ROAD FROM THE FIRST LEAD IN SIGN

TRAFFIC CONTROL DEVICES AND FLAGGER TO BE USED AS NECESSARY THROUGHOUT LENGTH OF CONSTRUCTION PROJECT AS DIRECTED BY THE ENGINEER.

Note to Designer:
A SIGN FACE LAYOUT IS REQUIRED IN THE P & E PACKAGE FOR ANY SIGN NOT FOUND IN THE M.U.T.C.D. AS WELL AS SPECIAL CONSTRUCTION SIGNS. SEE THE SPECIAL DESIGN ENGINEER FOR APPROPRIATE SIGN FACE LAYOUTS.

NOTE:
1. THE W20-1 SIGN SHALL ONLY BE DISPLAYED WHEN THERE ARE NO OTHER COUNTDOWN SIGNS NEEDED. THEREFORE, IT MAY BE NECESSARY TO TEMPORARILY COVER THE W20-1 SIGN TO AVOID CONFUSION WITH THE COUNTDOWN SIGNS. THE W20-1 SIGN SHALL BE LOCATED FAR ENOUGH UPSTREAM, SO IT DOES NOT INTERFERE WITH THE SEQUENCE OF THE COUNTDOWN SIGNS. LOCATION OF W20-1: SEE TABLE NY6H-3

2. G20-1 SIGN SHALL BE OMITTED FOR PROJECTS LESS THAN 2 MILES. THE SIGN SHALL BE PLACED AFTER THE ROAD WORK XX SIGN, BUT BEFORE ANY OTHER ROAD WORK OR COUNTDOWN SIGNS. DISTANCES SHOWN SHALL BE IN HALF MILE OR WHOLE MILE INCREMENTS. (NO DECIMALS)

3. SIGNING ADVISING MOTORISTS OF LICENSE SUSPENDED SHALL BE INSTALLED ON THE MAINLINE OF ANY HIGHWAY WORK AREA, WHEN THE WORK ENCROACHES ON A TRAVEL LANE. IT SHOULD ALSO BE USED WHERE WORK ENCROACHES ON THE SHOULDER FOR MORE THAN ONE DAY, OR WHERE WORKERS ON THE SHOULDER ARE EXPOSED TO HIGH SPEED TRAFFIC. LICENSE SUSPENDED SIGN TO BE LOCATED UPSTREAM FROM THE FIRST WARNING SIGN AS FOLLOWS:
300 FT - 500 FT FOR SPEEDS ≤ 45MPH, 1,000 FT FOR SPEEDS > 45 MPH.

4. SIGN NYR9-11 SHALL ONLY BE USED ON PROJECTS THAT DO NOT HAVE A WORK ZONE SPEED LIMIT
NOTES:

1. CONFIRMATION SIGNING A & B SHALL BE REPEATED A MINIMUM DISTANCE OF EVERY 1/2 MILE.

2. IF THE ROAD IS OPENED FOR SOME DISTANCE BEYOND THE INTERSECTION AND/OR THERE ARE SIGNIFICANT ORIGIN/DESTINATION POINTS BEYOND THE INTERSECTION, THE R11-3A ROAD CLOSED SIGN AND THE M4-10(L/R) SIGN ON TYPE III BARRICADES MAY BE LOCATED AT THE EDGE OF THE TRAVELED WAY.

3. SEE REQUIREMENTS IN THE STANDARD SPECIFICATION SECTION 619 FOR VEHICLE BARRIER SYSTEM REQUIREMENTS.

4. ANY EXISTING SIGN, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET ABOVE. BLANK COVERS USED TO COVER PORTIONS OF EXISTING SIGNS SHALL BE OF A COLOR AND REFLECTORIZED MATERIAL MATCHING THAT OF THE SIGN BEING PARTIALLY COVERED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO SIGNS CAUSED BY THE METHODS USED TO TEMPORARILY REMOVE, REPLACE, RELOCATE OR COVER SIGN PANELS OR SIGN TEXT. AT NO ADDITIONAL COST TO THE STATE, ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THE CONTACT DOCUMENTS.

5. SIGN GROUPINGS D, F, H, J, K, AND L SHALL ALWAYS BE POSTED A MAXIMUM OF 50’ FROM AN INTERSECTION.

6. FOR LOCAL AND/OR COUNTY ROAD DETOUR SIGNAGE DETAILS REFER TO MUTCD WITH NEW YORK STATE SUPPLEMENT FOR GUIDANCE.
**Typical Delineation and Signing for Unsignalized Intersection Reconstruction**

It may be necessary to adjust the delineated radii to provide truck access.

- **Type III Barricades**
- **Drum with Type 'A' Light**
- **Stop Sign**

**Required Distance**

Delineation Spacing =

**Provide Truck Access.**

Cover Existing Stop Sign

Drum with Type 'A' Light

PER 619.3.02(J)

Delineator Spacing =

6 FT around Radii Max.

**Intersection Treatment**

**Typical Delineation for Driveway Entrances**

- **Type III Barricades**
- **W20-1**
- **Drum with Type 'A' Light**

**Driveway Treatments**

The contractor must maintain at least one driveway entrance to all commercial properties.

When it is necessary to close a commercial driveway due to construction operations, the contractor must provide a temporary driveway to the property unless the work is completed during the establishment's non-working hours.

The contractor must notify the property owner at least 24 hours in advance of closing the driveway.

A minimum of 6 delineation devices should be used around the radius for either driveways and/or intersections.

- **See Const. Specification 619-3.02(J) for more details.**

**Rev. 01/20/12**
SUGGESTED TRAFFIC SIGNING AND LAYOUT FOR TEMPORARY RUMBLE STRIPS

2 - LANE HIGHWAY

500 Ft 500 Ft 500 Ft 500 Ft
50 Ft 50 Ft 50 Ft 50 Ft

6 STRIP PATTERN

ROAD WORK 1500 FT
DETOUR 1000 FT
PAVEMENT ENDS 500 FT

MULTI - LANE EXPRESSWAY

NOTE:
THE WORK ZONE SIGNING SHOWN IN BOTH CASES IS FOR EXAMPLE PURPOSES ONLY. SIGNING SHALL BE SPECIFIC TO TEMPORARY TRAFFIC CONTROL SCHEME FOR PROJECT.

ROAD WORK 1 MILE
RIGHT LANE CLOSED 1/2 MILE

6 STRIP PATTERN

ROAD WORK 1 MILE
RIGHT LANE CLOSED 1/2 MILE
TWO PHASE TEMPORARY TRAFFIC SIGNAL
INTERMEDIATE / LONG TERM STATIONARY
LANE CLOSURE ON 2-LANE 2-WAY ROADWAY

NOT TO SCALE

Standard Sheet 619-62

EFFECTIVE DATE 01/08/09

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 DELINATE THE BEGINNING OF THE WORK SPACE AND TO DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVELED WAY.

4. FLASHING WARNING LIGHTS ARE REQUIRED ON THE HS-3 SIGNAL AHEAD SIGN, FLASHING WARNING LIGHTS ARE AN OPTION ON THE ROAD WORK AHEAD SIGN H00-11 AND ONE LANE ROAD AHEAD SIGNS H00-41 AND MAY BE USED TO INCREASE TARGET VALUE AND VISIBILITY, AS DETERMINED BY THE ENGINEER.

5. REFER TO MUTCD FOR ADDITIONAL TRAFFIC SIGNAL REQUIREMENTS.

6. DECTORS 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

7. 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, CONTROLLED TRAFFIC.

8. 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.

9. 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.

10. 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.

11. THE SUPPORTS FOR TEMPORARY TRAFFIC CONTROL SIGNS SHALL NOT ENTRAP THE MINIMUM REQUIRED WIDTH OF A "PEDESTRIAN ACCESS ROUTE" OF 4' OR AN "ALTERNATE CIRCULATION PATH" OF 2'.

12. 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. (E. I. NARROW LANES, BUMPS, POOR ROADWAY SURFACE, LOW OR NO SHOULDER, DROP-OFFS, GEOMETRIC CONSTRAINTS, AND/or POOR SIGHT CONDITIONS.)
TEMPORARY TRAFFIC SIGNAL with PEDESTRIAN FEATURES

**NOT TO SCALE**

**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 ft 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. Flashing warning lights are required on the W3-3 signal ahead sign. Flashing warning lights are an option on the road work ahead sign (W20-11) and one lane road ahead signs (W20-4) and may be used to increase target value and visibility, as determined by the engineer.
5. Refer to WTD for additional traffic signal requirements.
6. 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.
7. 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.
8. 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.
9. Where no-passing lines are not already in place, they shall be added for a distance of 500 ft - 600 ft from the stop bar. Any existing pavement markings that are conflicting or misleading shall be removed or covered.
10. Adjustments in the location of advanced warning signs shall 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.
11. The supports for temporary traffic control signals shall not encroach into the minimum required width of a “pedestrian access route” of 4 ft or an “alternate circulation path” of 3 ft.
12. A temporary facility shall be provided if a shoulder is not available. If handicap ramps are necessary the price shall be included item 619.01. Proper signing for a closed sidewalk is required. See Standard Sheet 619-50 and 619-51.
13. Sign NYR9-11 shall only be used in work zones with out a work zone speed limit. Sign NYR9-12 shall only be used in work zones that have a work zone speed limit.

**TEMPORARY SIGNAL TIMING SHALL BE DETERMINED BY THE REGIONAL TRAFFIC OFFICE**

**OPERATIONAL SCHEDULE FOR TEMPORARY TRAFFIC SIGNALS**

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**PEDESTRIAN PUSH BUTTONS, INDICATIONS AND CROSSWALKS SHALL BE PROVIDED IF NO SEPARATE/PROTECTED PEDESTRIAN FACILITY IS PROVIDED. PEDESTRIAN COUNT DOWN TIMER INDICATION IS THE PREFERRED CHOICE.**
ROAD CLOSURE WITH
BRIDGE OR CULVERT OUT

PLACE TEMPORARY CONCRETE BARRIER AT A 15° ANGLE.
BARRIER IS NOT STAKED TO PAVEMENT.
AREA BEHIND THE BARRIER MUST REMAIN FREE OF DEBRIS
AND PARKED EQUIPMENT TO ASSURE BARRIER DEFLECTION.

PROVIDE LIGHTING FOR BARRICADES
IF BARRICADES ARE NOT VISABLE
FROM ADVANCED CLOSURE.

SEE DETAIL 1
FOR SIGN PLACEMENT

ROAD CLOSED

W20-3

R11-3a or R11-3b
SEE NOTE 1 & DETAIL 1

TYPE III BARRICADE

WITH LIGHTS

TYPE II BARRICADE

WITH LIGHTS

NOTE:
1. R11-3a OR R11-3b MAY BE LOCATED ON THE RIGHT
SHOULDER, IF EXISTING PAVEMENT IS TOO NARROW.
THE SIGN PANEL SHALL BE ON A SEPARATE SIGN
SUPPORT, NOT ON THE TYPE III BARRICADE.
2. SEE M.U.T.C.D SECTION 6F.63 AND FIGURE 6F-7
FOR DETAILS ON THE DIRECTION OF STRIPING ON
BARRICADES.
3. THE TEMPORARY CONCRETE BARRIER SHALL BE
REPLACED WITH TYPE III BARRICADES WHEN THE
DROP-OFF NO LONGER EXISTS.
4. THE COST OF THE TEMPORARY CONCRETE BARRIER
WILL BE PAID UNDER ITEM 619.1701.

ROAD CLOSED

ROAD CLOSED

1000 FT

500 FT

15°

WORK AREA

500 FT

1000 FT

(15°)

Distance can
be adjusted
to fit field conditions

50'

Distance can
be adjusted
to fit field conditions

NOTES:
THIS DETAIL SHOULD ONLY BE USED WHEN THE FOLLOWING CONDITIONS
ARE MET:

THE ROADWAY IS CLOSED TO TRAFFIC DUE TO A CULVERT OR BRIDGE
REMOVAL.

THE REMOVAL OF THE BRIDGE OR CULVERT RESULTS IN A DROP OF MORE
THAN 4 FT.

THE LOCATION OF DRIVEWAYS AND INTERSECTIONS WHICH INTERFERE
WITH THIS SCHEME SHALL BE NOTED ON THE DRAWING.

PROVISIONS FOR DRIVEWAYS WITHIN THE WORK ZONE SHALL BE MADE.
THE "B" DIMENSION IN THE DRAWING SHALL BE CHANGED TO AN ACTUAL
LENGTH. SEE TABLE 6C-2.
NOTES:
1. SEE SECTION 2C.09 AND CHAPTER 6 of the M.U.T.C.D.
2. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
PEDESTRIANS PROHIBITED

PEDESTRIAN CROSSWALK

PEDESTRIANS
NOTE:
THIS TYPICAL CAN ONLY BE USED WHEN A POSITIVE TRAFFIC CONTROL SYSTEM IS IN PLACE, [E: A TEMP. TRAFFIC SIGNAL OR A FLAGGER 24/7]
NOTES:

1. WHEN CROSSEWALKS OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISITNG FACILITY.

2. WHERE HIGH SPEEDS ARE EXPECTED, A TEMPORARY TRAFFIC BARRIER AND TEMPORARY IMPACT ATTENUATOR SHOULD BE USED TO SEPARATE THE TEMPORARY SIDEWALKS FROM VEHICULAR TRAFFIC.

3. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS (W5-1), MAY BE USED TO CONTROL VEHICULAR TRAFFIC.

4. FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.

5. SIGNS SUCH AS KEEP RIGHT (LEFT) SHALL BE PLACED ALONG A TEMPORARY SIDEWALK, WHERE APPLICABLE AND ACCORDING TO AMERICAN WITH DISABILITIES STANDARDS, TO GUIDE OR DIRECT PEDESTRIANS.

6. AREA SHALL BE RE-CONSTRUCTED TO BE ACCESSIBLE TO PEDESTRIANS.
PEDESTRIAN TRAFFIC CONTROL FOR SIDEWALK CLOSURES IN THE VICINITY OF A WORK AREA WITH TEMPORARY SIDEWALK

NOTE:
SURFACE CONDITIONS OF ALL TEMPORARY PEDESTRIAN ACCESS ROUTES (PAR) SHALL AT A MINIMUM BE STABLE, FIRM AND SKID RESISTANT ALL WEATHER COMPACTED GRAVEL SURFACE OR OTHER MATERIAL CAPABLE OF MEETING ADAAG REQUIREMENTS.

RECOMMENDED USE OF FENCING OR CONTINUOUS BARRIER

TYPE III BARRICADE with LIGHTS

WITH TEMPORARY SIDEWALK CLOSURES IN THE VICINITY OF A WORK AREA
PEDESTRIAN TRAFFIC CONTROL FOR SIDEWALK
PEDESTRIAN TRAFFIC CONTROL FOR SIDEWALK CLOSURES WITH PEDESTRIAN DIVERSION IN PARKING LANE

Standard Sheet 519-50
EFFECTIVE DATE: 01/07/10
REV 01/20/12

NOTES:

1. WHEN CROSSWALKS OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY.

2. WHERE HIGH SPEEDS ARE ANTICIPATED, A TEMPORARY TRAFFIC BARRIER AND TEMPORARY IMPACT ATTENUATOR SHOULD BE USED TO SEPARATE THE TEMPORARY SIDEWALKS FROM VEHICULAR TRAFFIC.

3. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNS OR ROAD NARROWS SIGNS (W5-1), MAY BE USED TO CONTROL VEHICULAR TRAFFIC.

4. FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.

5. SIGNS SUCH AS KEEP RIGHT (LEFT) SHALL BE PLACED ALONG A TEMPORARY SIDEWALK, WHERE APPLICABLE AND ACCORDING TO AMERICAN WITH DISABILITIES STANDARDS, TO GUIDE OR DIRECT PEDESTRIANS.

6. AREA SHALL BE RE-CONSTRUCTED TO BE ACCESSIBLE TO PEDESTRIANS.
NOTES:
1. WHEN CROSSWAKES OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY.
2. CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50' IN ADVANCE OF THE MID-BLOCK CROSSWALK.
3. PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHOULD BE COVERED OR DEACTIVATED.
4. ONLY THE WORK ZONE TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS (W5-1), MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
5. FOR NIGHTTIME CLOSURES, FLASHING WARNING LIGHTS SHALL BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.
6. FOR LONG-TERM STATIONARY WORK, THE DOUBLE YELLOW CENTERLINE AND/OR LANE LINES SHOULD BE REMOVED BETWEEN THE TEMPORARY CROSSWALK LINES.
7. AREA SHALL BE RECONSTRUCTED TO BE ACCESSIBLE TO PEDESTRIANS.
8. ALL MID-BLOCK CROSSINGS REQUIRE THE APPROVAL OF THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.
9. TYPE II BARRICADES MAY BE SUBSTITUTED FOR TYPE III BARRICADES AS PER 619 STANDARD SPECIFICATIONS.
INTERSECTIONS
NOTES:
1. AT SIGNALIZED INTERSECTIONS, SIGNALS SHALL BE TURNED OFF FOR ANY FLAGGING OPERATIONS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
2. WHEN PAVED SHOULDERs HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELLING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
3. CHANNELLING DEVICE SPACING CENTER TO CENTER SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
4. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
5. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR CURVICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
7. FLAGGER SIGN (W20-7) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
8. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
9. ALL FLAGGERS SHALL USE 24" OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
10. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVES LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
11. CENTERLINE CHANNELLING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.
12. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
13. FOR PEDESTRIAN DETOUR ACCOMMODATIONS REFER TO THE STANDARD SHEETS TITLED "SIDEWALK DETOUR OR DIVERSION" AND "CROSSWALK CLOSURE AND PEDESTRIAN DETOUR".

LEGENDS AND NOTES "FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

WORK SEE STANDARD SHEET TITLED "ROAD WORK TRAFFIC CONTROL SIGNS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

FLAGGING OPERATION
SHORT OR INTERMEDIATE TERM STATIONARY LANE CLOSURE AT OR NEAR INTERSECTION
NOT TO SCALE
STANDARD SHEET 619-61
EFFECTIVE DATE: 01/08/09
LEFT LANE CLOSURE ON FAR SIDE OF INTERSECTION

NOTES:
1. SEE CHAPTER 6F OF THE MUTCD.
2. LEGEND: ■ DELINEATION DEVICE, □ TYPE III BARRICADE
4. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
5. THE W1-6 SHALL BE USED IF SPEED < 40MPH. (Pre-Construction)
   THE FLASHING ARROW BOARD IS REQUIRED FOR SPEED ≥ 40MPH. (Pre-Construction)
6. SEE TABLE NY6H-3 FOR XX/YY LEGENDS
7. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK
   SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE
   A WORK ZONE SPEED LIMIT.
**NOTES:**

1. SEE CHAPTER 6F OF THE MUTCD.
2. LEGEND: □ DELINEATION DEVICE, △ TYPE III BARRICADE
4. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
5. THE W1-6 SHALL BE USED IF SPEED < 40 MPH. (Pre-Construction) THE FLASHING ARROW BOARD IS REQUIRED FOR SPEED ≥ 40 MPH. (Pre-Construction)
6. SEE TABLE NY6H-3 FOR XX/YY LEGENDS
7. WHEN CHANNELIZING DEVICES ARE USED INSTEAD OF PAVEMENT MARKINGS FOR SHORT TERM PROJECTS, THE MAXIMUM SPACING SHOULD BE 1/2 OF THE NORMAL DEVICE SPACING.
8. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITHOUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.

**SPECIAL NOTE:**
ALL TURN RESTRICTIONS REQUIRE PRIOR APPROVAL BY THE REGIONAL TRAFFIC ENGINEER.
MULTIPLE LANE CLOSURES ON FAR SIDE OF INTERSECTIONS

NOTES:
1. SEE CHAPTER 6F OF THE MUTCD.
2. LEGEND: ■ DELINEATION DEVICE, □ TYPE III BARRICADE
4. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
5. THE W1-6 SHALL BE USED IF SPEED < 40 MPH. (Pre-Construction) THE FLASHING ARROW BOARD IS REQUIRED FOR SPEED ≥ 40 MPH. (Pre-Construction)
6. SEE TABLE NY6H-3 FOR XX/YY LEGENDS
7. WHEN CHANNELIZING DEVICES ARE USED INSTEAD OF PAVEMENT MARKINGS FOR SHORT TERM PROJECTS, THE MAXIMUM SPACING SHOULD BE 1/2 OF THE NORMAL DEVICE SPACING.
8. SIGN NY9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
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PAVEMENT MARKINGS
CROSSWALK/STOP BAR PAVEMENT MARKING INSTALLATION
(RIGHT LANE)

Flaggers/Spotters to control traffic
and/or pedestrians.

See Const. Spec. 619-3.02(L) for
number of Flaggers and Flagging
procedures.

Flaggers shall safely control/direct
pedestrians crossing any road at the
intersection

Special Note:
Shoulder or
Parking Space Allowed
(No Sidewalks)
CROSSWALK/STOP BAR PAVEMENT MARKING INSTALLATION
(ON FAR SIDE OF INTERSECTION)

Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of Flaggers and Flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.
CROSSWALK/STOP BAR PAVEMENT MARKING INSTALLATION
(LEFT LANE)

Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of Flaggers and Flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.

Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of Flaggers and Flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.
Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of Flaggers and Flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.

**CAUTION MODE**

**IN ARROW BOARD**

**FLASHING**
CROSSWALK/STOP BAR PAVEMENT MARKING INSTALLATION
(ON 2-LANE, 2-WAY ROADWAY)
SHORT TERM LANE CLOSURE
FOR PREFORMED STRIPING INSTALLATION

Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of Flaggers and Flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.

CAUTION MODE
IN
ARROW BOARD
FLASHING
XX
WORK
ROAD
XX
WORK
ROAD
XX
WORK
ROAD
XX
WORK
ROAD
XX

REV 01/20/12
CROSSWALK/STOP BAR PAVEMENT MARKING INSTALLATION
(ON 5-LANE ROADWAY, 3-LANES CLOSED)
SHORT TERM LANE CLOSURE
FOR PREFORMED STRIPING INSTALLATION

Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of Flaggers and Flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.

CAUTION MODE
IN
ARROW BOARD
FLASHING

500 FT BETWEEN FLAGGER & FLAGMAN AHEAD SIGN TYP.
EPOXY CROSSWALK/STOP BAR PAVEMENT MARKING INSTALLATION on a THREE LANE ROADWAY (RIGHT LANE CLOSED)

Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of flaggers and flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.
Flaggers/Spotters to control traffic and/or pedestrians.

See Const. Spec. 619-3.02(L) for number of Flaggers and Flagging procedures.

Flaggers shall safely control/direct pedestrians crossing any road at the intersection.
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WORK ZONE TRAFFIC CONTROL FOR SPEED REDUCTION
ON 2-LANE or 3-LANE, 1 - WAY EXPRESSWAY/FREEWAY (1-STEP SPEED REDUCTION)

On an expressway with a posted speed of 65 MPH use a Work Zone speed limit of 55 MPH
On an expressway with a posted speed of 55 MPH use a Work Zone speed limit of 45 MPH

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, FORMULAS FOR DETERMINING TAPER LENGTHS
3. "D" APPROX. = BUFFER ZONE SEE TABLE 6C-2, LONITUDINAL BUFFER SPACES
4. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
5. ADDITIONAL "WORK ZONE" AND "SPEED LIMIT" SIGN COMBINATIONS ARE NECESSARY AFTER EVERY ON RAMP.
6. ADDITIONAL WORK ZONE SIGNING FROM SPECIFIC TYPICALS, DEPENDING ON SPECIFIC SET-UP, WOULD BEGIN AT THIS POINT.
7. "D" - SEE TABLE NY2-A.
8. MAX. SPACING BETWEEN SPEED LIMIT SIGNS IS 1/2 MILE.
9. IF THERE IS ONLY ONE TRAVEL LANE OPEN, THEN YOU ONLY NEED TO INSTALL SIGNS ON THE RIGHT SIDE OF THE ROAD. IF TWO TRAVEL LANES ARE OPEN, THEN YOU NEED TO SIGN BOTH THE LEFT AND THE RIGHT SIDE OF THE ROAD.
10. SIGN NYR9-12 SHALL ONLY BE USED ON PROJECTS WITH A WORK ZONE SPEED LIMIT.

SEE NOTE 10
NYR9-12
STATE LAW:
FINES DOUBLED FOR SPEEDING IN WORK ZONES

SEE TABLE 212-1, FOR SPEED LIMIT SIGN SPACING
SEE NYS SUPPLEMENT SECTION 2B-18 FOR SPEED LIMIT SIGNING

SEE NOTE 8
100'-500'
BARRIER VEHICLE W/CRASH ATTENUATOR
REQUIRED WHEN PAVED SHOULDER IS 8' OR GREATER

BARRIER VEHICLE W/CRASH ATTENUATOR

1,000' - 2,640' - 1,000' - 2,640'

SEE NOTE 7
NY9-12
STATE LAW:
FINES DOUBLED FOR SPEEDING IN WORK ZONES

SEE NOTE 9

FLASING ARROW BOARD
WORK ZONE TRAFFIC CONTROL FOR SPEED REDUCTION OF 10 MPH ON 2-LANE/3-LANE/4-LANE/5-LANE & 6-LANE, 2-WAY ROADWAY

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADDITIONAL "WORK ZONE" AND "SPEED LIMIT" SIGN COMBINATIONS ARE NECESSARY AFTER EVERY INTERSECTING SIDE ROAD.
3. THIS SIGN REPRESENTS THE START OF ROAD WORK SIGNING FOR THE WORK AREA. REFER TO SPECIFIC TYPICAL DETAILS FOR ADDITIONAL SIGNING REQUIREMENTS.
4. SEE TABLE NY2C-4 (NYS SUPPLEMENT) FOR MINIMUM DISTANCE.
5. SIGN NYR9-12 SHALL ONLY BE USED ON PROJECTS WITH A WORK ZONE SPEED LIMIT.

"XX" = LEGAL POSTED SPEED LIMIT
"YY" = POSTED SPEED LIMIT MINUS 10 MPH

See Typical Sign Spacing in Other Direction

See Note 4

State Law Fines Doubled for Speeding in Work Zones

See NYS Supplement Section 2B-18 for Speed Limit Signing

See Table 212-1 for Speed Limit Sign Spacing

See Table 2A-8 for Speed Limit Signing

Notes:
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RAMP 25 MPH

ON RAMP

RAMP 45 MPH

RAMP NARROWS

RAMPS

REV 01/20/12
The Contractor shall place a portable variable message sign (PVMS) in advance of pavement that has been milled or grooved and is open to traffic, warning motorcycle riders to the condition.

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADVANCE POSTING DISTANCE AS PER TABLE NY2C-4.
TRAFFIC SIGNING FOR MILLED ON RAMP

The Contractor shall place a portable variable message sign (PVMS) in advance of pavement that has been milled or grooved and is open to traffic, warning motorcycle riders to the condition.

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADVANCE POSTING DISTANCE AS PER TABLE NY2C-4.
DELINEATION SPACING IN THE VICINITY OF A CLOSED EXIT RAMP

13' Max. Typ. Spacing Required When Workers Are Present

500' Minimum

40' Max. (Typ.)

40' Max. (Typ.)

VARIES

Road Closed
R11-2

Use either Type III Barricades, or drums to close ramp when no work is being performed.

Use a barrier vehicle w/flashng arrow board in caution mode & crash attenuator to close ramp when workers are present or need to protect errant vehicle from a hazard.
NOTES:

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 vehicular 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 tables 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 / 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.

6. Transverse devices shall be required (as per 619 Standard Specifications) when a paved shoulder having a width of 2.4 m or greater is closed for a distance greater than 450 m.

7. Contractor shall provide adequate acceleration distance for yield condition as per the contract plans.

8. Mainline merging taper with the arrow panel at 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 mainline merging traffic from the lane closure has the opportunity to stabilize before encountering the vehicular traffic merging from the ramp.

9. If the ramp curves sharply to the right, warning signs with advisory speed plaques located in advance of the entrance terminal shall be placed in pairs (one on each side of the ramp).
WORK ZONE TRAFFIC CONTROL FOR WORK AREA IN A TRAVEL LANE IN THE VICINITY OF AN ENTRANCE RAMP

NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, FORMULAS FOR DETERMINING STANDARD TAPER LENGTHS
2. "BU" APPROX. = BUFFER ZONE, SEE TABLE 6C-2, LONGITUDINAL BUFFER
3. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT, SEE TABLE NY2-A - ROLL-AHEAD DISTANCE FOR BARRIER VEHICLES
4. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
5. "L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDEROADS OR INTERCHANGES, IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.
6. INSTALL SIGN 1000 FT. UPSTREAM OF THE WARNING SIGN ON HIGHWAYS WITH THE 85th PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT. - 500 FT. UPSTREAM FOR SPEEDS UNDER 45 MPH.
7. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
WORK ZONE TRAFFIC CONTROL FOR WORK AREA
BEFORE THE VICINITY OF AN EXIT RAMP

NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, FORMULAS FOR DETERMINING STANDARD TAPER LENGTHS
2. "BU" APPROX. = BUFFER ZONE, SEE TABLE 6C-2, LONGITUDINAL BUFFER
3. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT, SEE TABLE NY2-A - ROLL-AHEAD DISTANCE FOR BARRIER VEHICLES
4. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
5. "L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDERoads OR INTERCHANGES, IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.
6. INSTALL SIGN 1000 FT. UPSTREAM OF THE WARNING SIGN ON HIGHWAYS WITH THE 85th PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT. - 500 FT. UPSTREAM FOR SPEEDS UNDER 45 MPH.
7. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITHOUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
SINGLE LANE CLOSURE NEAR EXIT RAMP
SHORT, INTERMEDIATE, OR LONG TERM STATIONARY
EXPRESSWAY / FREEWAY
NOT TO SCALE

NOTES:
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 VEHICULAR 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 TABLES 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 / 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.
6. IF WORK ACTIVITY PERMITS, A MOBILE BARRIER MAY BE USED AND RELOCATED TO THE SHOULDER.
8. TRANSVERSE DEVICES SHALL BE REQUIRED AS PER 619 STANDARD SPECIFICATIONS WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
DELINEATION SPACING IN THE VICINITY OF AN ENTRANCE RAMP ON A 2-LANE OR 3-LANE FREEWAY or EXPRESSWAY

40' 100' 20' C to C

40' 100' 20' C to C

200' Max.

W20-1

STOP

R1-1

ROAD WORK AHEAD

W3-1

ROAD WORK AHEAD

W20-1
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2 LANE ROADS

CONVENTIONAL ROAD -
A STREET OR HIGHWAY OTHER THAN A FREEWAY OR EXPRESSWAY
NOTES:
1. When the minimum lane width of 10' cannot be maintained due to a shoulder closure, use the detail for short or intermediate term stationary flagging operation.
2. No work activity or storage of equipment, vehicles, or material should occur within a buffer space.
3. When the distance between the advance warning signs and work is 2 miles to 5 miles, a supplemental distance plaque (W7-3aP) should be used with the shoulder work sign (W21-5).
4. The 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.
5. For barrier vehicle use requirements see Tables NY1-A and NY2-A on the standard sheet titled "Work Zone Traffic Control Legends and Notes".
6. In situations where multiple work locations exist within a limited distance, the distance between the advance warning sign and work shall not exceed 5 miles.
7. Channelizing device spacing (center to center) shall not exceed 40' in the active work space.
8. Transverse devices shall be required (as per 619 standard specifications) when a paved shoulder having a width of 8' or greater is closed for a distance greater than 1500'.
SHADOW VEHICLE SETUP

MAXIMUM 500’ TRAVEL LANE

SHOULDER AHEAD WORK ROAD WORK

TICKETS SPEEDING WORK ZONE AFTER TWO SUSPENDED LICENSE

NEXT XX MILES ROAD WORK NEXT XX MILES

NYR9-11 (SEE NOTE 4) W20-1 XX MILES NEXT W21-5 G20-2

NOTES 2 AND 4) G20-1 (SEE

W21-5 NOTE 4) NY2-B)

(SEE TABLE DISTANCE PLACEMENT (SEE NOTE 3)

SHADOW VEHICLE (SEE TABLE DISTANCE PLACEMENT (SEE NOTE 3)

SHADOW VEHICLE (SEE TABLE DISTANCE PLACEMENT (SEE NOTE 3)

10’ MINIMUM LIMIT > 45 MPH 1000’ POSTED SPEED LIMIT < 45 MPH

300’ - 500’ POSTED SPEED LIMIT > 45 MPH

NOTE 3)

SHADOW VEHICLE SETUP

SHADOW VEHICLE

NY1-B (NOT TO SCALE)

NY2-B (NOT TO SCALE)

Standard Sheet 619-21 EFFECTIVE DATE: 01/07/10

REV 01/20/12

SHOULDER CLOSURE

SHORT DURATION STATIONARY OR MOBILE

2-LANE 2-WAY ROADWAY (MULTIPLE WORK LOCATIONS)

(NOT TO SCALE)

Standard Sheet 619-21

EFFECTIVE DATE: 01/07/10

SHOULDER CLOSURE

MOBILE OPERATION 2-LANE 2-WAY ROADWAY

(NOT TO SCALE)

Standard Sheet 619-21

NOTES:

1. WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK IS 2 MILES TO 5 MILES, A SUPPLEMENTAL DISTANCE PLAQUE (W7-30P) SHOULD BE USED WITH THE ROAD WORK AHEAD SIGN (W20-1).

2. THE 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.

3. FOR SHADOW VEHICLE USE REQUIREMENTS SEE TABLES NY1-B AND NY2-B ON THE STANDARD SHEET TITLED “WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES”.

4. IN SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE AND MAKE IT PRACTICAL TO PLACE STATIONARY SIGNS, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.
NOTES:

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 BEGGINNING OF THE WORK AREA AND DIRECT VEHICLE TRAFFIC TO REMAIN IN THE TRAVEL WAY.

2. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.

3. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.

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

5. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.

6. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.

7. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.


9. FLAGGER SIGN (W20-7) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.

10. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.

11. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6" STAFF.

12. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.
NOTES:

1. SEE CHAPTER 6F OF THE M.U.T.C.D.

2. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.

3. STOP/SLOW PADDLES ARE MANDATORY FLAGGING DEVICES.

4. "L" APPROX. = TRANSITION LENGTH. SEE TABLE 6H-4, STANDARD TAPER LENGTHS

5. WHEN COMPANION FLAGGERS ARE FAR APART, OR OUT OF SIGHT OF EACH OTHER, ELECTRONIC COMMUNICATION BETWEEN FLAGGERS IS REQUIRED.

6. "BU" APPROX. = BUFFER ZONE. SEE TABLE 6C-2. LONGITUDINAL BUFFER. THIS LONGITUDINAL BUFFER SPACE IS USED TO POSITION THE TAPER IN ADVANCE OF THE CURVE.

7. WHERE THE DISTANCE BETWEEN FLAGGERS IS MORE THAN 1/2 MILE OR WHERE SHOWN IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL USE PILOT CARS TO LEAD LINES OF VEHICLES THROUGH THE WORK ZONE.
NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. "L" APPROX. = TRANSITION LENGTH. SEE TABLE 6H-4
3. "BU" APPROX. = BUFFER ZONE. SEE TABLE 6C-2, LONGITUDINAL BUFFER
4. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
5. "XX" POSTED SPEED IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.
   ADVANCE POSTING DISTANCE SHALL BE PER TABLE NY2C-4, ADVANCE PLACEMENT OF WARNING SIGNS
6. ADVANCE POSTING DISTANCE AS PER TABLE NY2C-4, ADVANCE PLACEMENT OF WARNING SIGNS
7. THE MINIMUM SHOULDER WIDTH NEEDS TO BE 10 FT. FOR USE AS A TEMPORARY LANE.
8. ADDITIONAL SIGNING, SUPPLEMENTED WITH AUXILIARY MILEAGE SUBPANELS MAY BE REQUIRED AT APPROPRIATE INTERVALS
9. WHEN CHANNELIZING DEVICES ARE USED INSTEAD OF PAVEMENT MARKINGS FOR SHORT TERM PROJECTS, THE MAXIMUM SPACING SHOULD BE 1/2 OF THE NORMAL DEVICE SPACING.
10. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT.
    SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
TRAFFIC SIGNING FOR MILLED ROADWAY

**NOTES:**

1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADVANCE POSTING DISTANCE AS PER TABLE NY2C-4.
3. SIGN TO BE LOCATED AS PER TABLE NY2C-4.
4. W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF MILLED AREA IS WITHIN PROJECT LIMITS.
5. DISTANCES LESS THAN ONE MILE SHOULD BE STATED TO THE NEAREST QUARTER MILE. DISTANCES BETWEEN ONE AND THREE MILES SHOULD BE STATED TO THE NEAREST HALF MILE. DISTANCES OVER THREE MILES SHOULD BE STATED TO THE NEAREST WHOLE MILE.
6. WHEN GROOVED PAVEMENT EXTENDS FOR LONG DISTANCE, ADDITIONAL W8-15 WITH SUPPLEMENTAL DISTANCES OVER THREE MILES SHOULD BE STATED TO THE NEAREST WHOLE MILE. ADDITIONAL W8-15 WITH SUPPLEMENTAL DISTANCES BETWEEN ONE AND THREE MILES SHOULD BE STATED TO THE NEAREST HALF MILE. ADDITIONAL W8-15 WITH SUPPLEMENTAL POSTING DISTANCES LESS THAN ONE MILE SHOULD BE STATED TO THE NEAREST QUARTER MILE.
7. WHEN GROOVED PAVEMENT IS LOCATED WITHIN 1,000 FT OF MILLED AREA, THE W7-30P PANEL SHALL BE OMITTED.
8. ADDITIONAL SIGNING, SUPPLEMENTED WITH AUXILIARY MILEAGE SUBPANELS, MAY BE REQUIRED AT APPROPRIATE INTERVALS.
TRAFFIC SIGNING FOR MILLED ROADWAY with Side Road

NOTES:

1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADVANCE POSTING DISTANCE AS PER TABLE NY2C-4.
3. SIGN TO BE LOCATED AS PER TABLE NY2C-4.
4. W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF MILLED AREA IS WITHIN PROJECT LIMITS.
5. DISTANCES LESS THAN ONE MILE SHOULD BE STATED TO THE NEAREST QUARTER MILE.
DISTANCES BETWEEN ONE AND THREE MILES SHOULD BE STATED TO THE NEAREST HALF MILE.
DISTANCES OVER THREE MILES SHOULD BE STATED TO THE NEAREST WHOLE MILE.
6. WHEN GROOVED PAVEMENT EXTENDS FOR LONG DISTANCE, ADDITIONAL W8-15 WITH SUPPLEMENTAL
W7-3aP PANELS SHALL BE POSTED AS FOLLOWS:

   - GROOVED PAVEMENT DISTANCE
   - LESS THAN ONE MILE
   - EVERY QUARTER MILE
   - BETWEEN ONE AND THREE MILES
   - EVERY HALF MILE
   - GREATER THAN THREE MILES
   - EVERY WHOLE MILE

WHEN THE W8-15 IS LOCATED WITHIN 1,000 FT OF MILLED AREA, THE W7-3aP PANEL SHALL BE
OMITTED.
7. ADDITIONAL SIGNING, SUPPLEMENTED WITH AUXILIARY MILEAGE SUBPANELS MAY BE REQUIRED AT
APPROPRIATE INTERVALS.
8. WHEN SIDE STREET IS MILLED AS WELL, THE STREET NAME SIGN IS NOT REQUIRED.
9. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITHOUT A WORK ZONE SPEED LIMIT.
SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
3 LANE 2 WAY

CONVENTIONAL ROAD - A STREET OR HIGHWAY OTHER THAN A FREEWAY OR EXPRESSWAY
NOTES:

1. No work activity, equipment, or storage of vehicles, or material shall occur within the buffer space at any time.

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

3. Transverse devices shall be required (as per 619 Standard Specifications) when a paved shoulder having a width of 8' or greater is closed for a distance greater than 1500'.

4. For long duration lane closures, temporary 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.

5. For barrier vehicle use requirements see tables NY1-A and NY2-A on the standard sheet titled "Work Zone Traffic Control Legends and Notes".

6. Where the shifted section is longer than 600', one set of reverse curve signs should be used to show the initial shift and a second set should be used to show the return to the normal alignment. If the tangent distance along the temporary diversion is less than 600', the double reverse curve sign (W24-1L) should be used instead of the first reverse curve sign (W1-4L) and the second reverse curve sign (W1-4L) should be omitted.

7. 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.

8. The engineer may require the use of an advisory speed plaque (W13-1P) to supplement a warning sign. The plaque will be used to indicate an advisory speed for the work zone condition (e.g. narrow lanes, bumps, poor roadway surface, low or no shoulder, drop-offs, geometric constraints, and/or poor sight conditions).
NOTES:

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

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

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

4. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
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3 LANE 1 WAY

CONVENTIONAL ROAD -
A STREET OR HIGHWAY OTHER THAN A FREEWAY OR EXPRESSWAY
WORK ZONE TRAFFIC CONTROL FOR WORK AREA
ON 3-LANE, 1-WAY ROADWAY (2-LANE CLOSURE)
(Change appropriate signs for right lanes)

NOTES:
1) "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS

2) "BU" APPROX. = BUFFER ZONE, SEE TABLE 6C-2, LONGITUDINAL BUFFER

3) THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT. MAX.

4) "2L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDERoads OR INTERCHANGES, OTHERWISE SHORTEN TO A MINIMUM OF "L". IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.

5) INSTALL SIGN 1000 FT. UPSTREAM OF THE WARNING SIGN ON HIGHWAYS WITH THE 85th PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT - 500 FT. UPSTREAM FOR SPEEDS UNDER 45 MPH.

6) BUFFER SPACE IS REQUIRED BUT MAY BE MODIFIED AS EXISTING CONDITIONS PERMIT.

7) SEE TABLE NY1-A ON THE LEGEND AND TABLES DRAWING (619-11) FOR BARRIER USE REQUIREMENTS.

8) FOR LONG LANE CLOSURES (> 1500 FT), TWO CONES/DRUMS/VERTICAL PANELS SHALL BE PLACED TRANSVERSELY ACROSS EACH CLOSED LANE AT 800 FT MAXIMUM INTERVALS.

9) SIGN NY9-11 SHALL BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
10

4 LANE

2 WAY

CONVENTIONAL ROAD -
A STREET OR HIGHWAY OTHER THAN A FREEWAY OR EXPRESSWAY
NOTES:

1. LEFT LANE CLOSURES ARE SYMMETRICAL TO RIGHT LANE CLOSURES. SUBSTITUTE LEFT LANE CLOSED SIGN (W20-5) AND THE CORRESPONDING LANE ENDS SIGN (W4-2L).

2. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.

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

4. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.

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

6. 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.
NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS
2. "BU" APPROX. = BUFFER ZONE, SEE TABLE 6C-2, LONGITUDINAL BUFFER
3. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT., MAX.
4. "L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDERoadS OR INTERCHANGES, IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.
5. INSTALL SIGN 1000 FT. UPSTREAM OF THE WARNING SIGN ON HIGHWAYS WITH THE 85th PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT.-500 FT. UPSTREAM FOR SPEEDS UNDER 45 MPH.
6. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
NOTES:

1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS
2. "BU" APPROX. = BUFFER ZONE, SEE TABLE 6C-2, LONGITUDINAL BUFFER
3. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL 40 FT. MAX.
4. "L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDEROADS OR INTERCHANGES. IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.
5. INSTALL SIGN 1000 FT. UPSTREAM OF THE WARNING SIGN ON HIGHWAYS WITH THE 85TH PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT.-500 FT. UPSTREAM FOR SPEEDS UNDER 45 MPH.
6. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
WORK ZONE TRAFFIC CONTROL FOR WORK AREA
ON 4 or 5-LANE, 2-WAY ROADWAY
(2-Lanes Closed)

SEE OPPOSITE DIRECTION FOR SIGN SPACING
LEFT LANE CLOSED YY FT
ROAD WORK XX
W4-2(L)

END ROAD WORK
W20-5

STATE LAW
SEE NOTE # 8

SEE NOTE # 6

ROAD WORK XX
W20-1

W4-2(R)

XX MPH
W13-1P

FLAShING ARROW BOARD

XX MPH
W1-6L

SEE NOTE 5

W14

FLAShING ARROW BOARD

END ROAD WORK
G20-2

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10-4

NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS
2. "BU" APPROX. = BUFFER ZONE, SEE TABLE 6C-2, LONGITUDINAL BUFFER
3. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT MAX.
4. "L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDEROADS OR INTERCHANGES. IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.
5. "XX" SPEED TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER. ADVANCE POSTING DISTANCE SHALL BE PER TABLE NY2C-4.
6. INSTALL SIGN 1000 FT UPSTREAM OF THE WARNING SIGN ON HIGHWAYS WITH THE 85th PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT-500 FT. UPSTREAM FOR SPEEDS UNDER 45 MPH.
7. WHEN CHANNELIZING DEVICES ARE USED INSTEAD OF PAVEMENT MARKINGS FOR SHORT TERM PROJECTS, THE MAXIMUM SPACING SHOULD BE 1/2 OF THE NORMAL DEVICE SPACING.
8. SIGN NYR9-11 SHALL BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
TRAFFIC SIGNING FOR 1-LANE MILLED ON A MULTI-LANE ROADWAY

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADVANCE POSTING DISTANCE AS PER TABLE NY2C-4.
3. W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF MILLED AREA IS WITHIN PROJECT LIMITS.
4. DISTANCES LESS THAN ONE MILE SHOULD BE STATED TO THE NEAREST QUARTER MILE.
5. WHEN GROOVED PAVEMENT EXTENDS FOR A LONG DISTANCE, ADDITIONAL W8-15 WITH SUPPLEMENTAL DISTANCES OF THE NEAREST WHOLE MILE.

619-3.02 The Contractor shall place a portable variable message sign (PVMS) in advance of pavement that has been milled or grooved and is open to traffic, warning motorcycle riders to the condition.
1. No work activity, equipment, or storage of vehicles, or material shall occur within the buffer space at any time.

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

3. Transverse devices shall be required (as per 619 Standard Specifications) when a paved shoulder having a width of 8' or greater is closed for a distance greater than 1500'.

4. For long duration lane closures, temporary 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.

5. For barrier vehicle use requirements see tables NY1-A and NY2-A on the standard sheet titled "Work Zone Traffic Control Legends and Notes".

6. For low speed, low volume urban streets, the left lane closed XXX ft. sign (W20-5) can be omitted and the road work ahead sign (W20-1) relocated to that location.
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5 LANES

CONVENTIONAL ROAD -
A STREET OR HIGHWAY OTHER THAN A FREeway OR EXPRESSWAY
2-LANES CLOSED ON A 5-LANE ROADWAY

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. "L" APPROX. = TRANSITION LENGTH. SEE TABLE 6H-4, STANDARD TAPER LENGTHS.
3. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 FT.
4. THE W1-6 SHALL BE USED IF SPEED \( \leq 40 \) MPH. (Pre-Construction)
   THE FLASHING ARROW PANEL IS REQUIRED FOR SPEED \( > 40 \) MPH. (Pre-Construction)
5. "XX" POSTED SPEED IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER. ADVANCE POSTING DISTANCE SHALL BE PER TABLE 2C-4 OF THE M.U.T.C.D.
6. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITHOUT A WORK ZONE SPEED LIMIT.
   SIGN NYR9-12 SHALL BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
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EXPRESSWAYS

EXPRESSWAY - A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS

FREEWAY - A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.
NOTES:

1. LEFT LANE CLOSURES ARE SYMMETRICAL TO RIGHT LANE CLOSURES. SUBSTITUTE LEFT LANE CLOSED SIGN (W20-5) AND THE CORRESPONDING LANE ENDS SIGN (W4-2L).

2. 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.

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

4. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.

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

6. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
NOTES:

1. LEFT LANE CLOSURES ARE SYMMETRICAL TO RIGHT LANE CLOSURES. SUBSTITUTE LEFT LANE CLOSED SIGN (W20-5) AND THE CORRESPONDING LANE ENDS SIGN (W4-2L).

2. FOR LONG DURATION LANE CLOSURES, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.

3. THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE LANE SHALL BE CLOSED USING CHANNELIZING DEVICES AND PAVEMENT MARKINGS.


5. 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.
NOTES:

1. RIGHT LANE CLOSURES ARE SYMMETRICAL TO LEFT LANE CLOSURES. SUBSTITUTE "2 RIGHT LANES CLOSED 1/2 MILE SIGN" (W20-5a) AND THE CORRESPONDING LANE ENDS SIGN (W4-2R).

2. 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.

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

4. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.

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

6. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8’ OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500’.
WORK ZONE TRAFFIC CONTROL
FOR MULTIPLE WORK AREAS WITHIN A
WORK ZONE ON MULTI-LANE EXPRESSWAY

NOTES:
D - SEE TABLE NY2-A ROLL-AHEAD DISTANCE FOR BARRIER VEHICLES
SHOULDER CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY EXPRESSWAY / FREEWAY

(NOT TO SCALE)

STANDARD SHEET 619-22

EFFECTIVE DATE: 01/08/09

NOTES:

1. LEFT SHOULDER CLOSURES ARE SYMMETRICAL, SUBSTITUTE LEFT SHOULDER CLOSED AHEAD SIGN (W21-56L) AND LEFT SHOULDER CLOSED SIGN (W21-56L) FOR RIGHT SHOULDER CLOSED SIGNS (W21-56R AND W21-56R).

2. WHEN THE MINIMUM LANE WIDTH OF 11' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAILS FOR SHORT, INTERMEDIATE, OR LONG TERM, STATIONARY SINGLE LANE CLOSURES.

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

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

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

6. THE "NEXT XX MILE" SUPPLEMENTAL SIGN (W7-35P) IS REQUIRED WHEN THE SHOULDER IS CLOSED FOR A DISTANCE GREATER THAN 2 MILES.

7. THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE SHOULDER SHALL BE CLOSED USING CHANNELIZING DEVICES.

8. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
NOTES:

1. LEFT SHOULDER CLOSURES ARE SYMMETRICAL. SUBSTITUTE LEFT SHOULDER CLOSED AHEAD SIGN (W21-5bL) AND LEFT SHOULDER CLOSED SIGN (W21-5aL) FOR RIGHT SHOULDER CLOSED SIGNS (W21-5bR AND W21-5aR). 

2. WHEN THE MINIMUM LANE WIDTH OF 11' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAILS FOR SHORT, INTERMEDIATE, OR LONG TERM, STATIONARY SINGLE LANE CLOSURES. 

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

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

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

6. THE "NEXT XX MILE" SUPPLEMENTAL SIGN (W7-3dP) IS REQUIRED WHEN THE SHOULDER IS CLOSED FOR A DISTANCE GREATER THAN 2 MILES. 

7. THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERGING TAPER. THE SHOULDER SHALL BE CLOSED USING CHANNELIZING DEVICES. 

8. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'. 

SHOULDER CLOSURE
LONG TERM STATIONARY EXPRESSWAY / FREeway
(NOT TO SCALE)

STANDARD SHEET 619-22
EFFECTIVE DATE: 01/08/09
SHOULDER CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY
EXPRESSWAY / FREEWAY / WITH APPROACH RAMP

NOTES:

1. WHEN THE MINIMUM LANE WIDTH OF 11’ CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAIL FOR SHORT OR INTERMEDIATE TERM, STATIONARY SINGLE LANE CLOSURE NEAR ENTRANCE RAMP.

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

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

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

5. THE “NEXT X MILE” SUPPLEMENTAL SIGN (W7-3aP) IS REQUIRED WHEN THE SHOULDER IS CLOSED FOR A DISTANCE GREATER THAN 2 MILES.

6. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8’ OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500’.
WORK ZONE TRAFFIC CONTROL FOR EMERGENCY CLOSURE OF AN EXPRESSWAY

OPTION A (PREFERRED)

NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS
2. "BU" APPROX. = BUFFER ZONE SEE TABLE 6C-2, LONGITUDINAL BUFFER
3. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 L.F. MAX.
4. "L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDEROADS OR INTERCHANGES, IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.
5. ANY AND ALL "U" TURNS BETWEEN THE POINT OF CLOSURE AND THE EMERGENCY SHALL BE CLOSED WITH TYPE III BARRICADES OR DELINEATION DEVICES (DRUMS)
WORK ZONE TRAFFIC CONTROL FOR EMERGENCY CLOSURE
OF AN EXPRESSWAY

OPTION B

SHADOW VEHICLE W/
CRASH ATTENUATOR &
FLASHING ARROW BOARD
IN CAUTION MODE

WHEN PAVED SHOULDER IS GREATER THAN 8 FT

SEE DETAIL 1
FOR SIGN PLACEMENT

ROAD CLOSED
R11-2

PVMS
ACCIDENT AHEAD
TRAFFIC MUST EXIT
Message 1 Message 2

NOTES:
1. "L" APPROX. = TRANSITION LENGTH. SEE TABLE 6H-4, STANDARD TAPER LENGTHS

2. "BU" APPROX. = BUFFER ZONE. SEE TABLE 6C-2, LONGITUDINAL BUFFER

3. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 L.F. MAX.

4. "L" DISTANCE SHOULD BE PROVIDED WHERE NO INTERFERENCE OCCURS WITH SIDERoads OR INTERCHANGES, IF AN INTERSECTION FALLS WITHIN THE "L" DISTANCE THEN THE FULL TAPER SHALL BE COMPLETED BEFORE THE INTERSECTION.
TRAFFIC SIGNING FOR MILLED EXPRESSWAYS
OR MULTI-LANE DIVIDED HIGHWAY

619-3.02
The Contractor shall place a portable variable message sign (PVMS) in advance of pavement that has been milled or grooved and is open to traffic, warning motorcycle riders to the condition.

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADVANCE POSTING DISTANCE AS PER NY2C-4.
3. W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF MILLED AREA IS WITHIN PROJECT LIMITS.
4. DISTANCES LESS THAN ONE MILE SHOULD BE STATED TO THE NEAREST QUARTER MILE.
   DISTANCES BETWEEN ONE AND THREE MILES SHOULD BE STATED TO THE NEAREST HALF MILE.
   DISTANCES OVER THREE MILES SHOULD BE STATED TO THE NEAREST WHOLE MILE.
5. WHEN GROOVED PAVEMENT EXTENDS FOR A LONG DISTANCE, ADDITIONAL W8-15 WITH SUPPLEMENTAL W7-3aP PANELS SHALL BE POSTED AS FOLLOWS:
   GROOVED PAVEMENT DISTANCE
   LESS THAN ONE MILE: EVERY QUARTER MILE
   BETWEEN ONE AND THREE MILES: EVERY HALF MILE
   GREATER THAN THREE MILES: EVERY WHOLE MILE

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GREATER THAN THREE MILES                  EVERY WHOLE MILE
BETWEEN ONE AND THREE MILES
LESS THAN ONE MILE                    EVERY QUARTER MILE

W7-3aP PANELS SHALL BE POSTED AS FOLLOWS:
GROOVED PAVEMENT DISTANCE
LESS THAN ONE MILE: EVERY QUARTER MILE
BETWEEN ONE AND THREE MILES: EVERY HALF MILE
GREATER THAN THREE MILES: EVERY WHOLE MILE

NOTES:
1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. ADVANCE POSTING DISTANCE AS PER NY2C-4.
3. W20-1 AND G20-2 SIGNS ARE NOT REQUIRED IF MILLED AREA IS WITHIN PROJECT LIMITS.
4. DISTANCES LESS THAN ONE MILE SHOULD BE STATED TO THE NEAREST QUARTER MILE.
   DISTANCES BETWEEN ONE AND THREE MILES SHOULD BE STATED TO THE NEAREST HALF MILE.
   DISTANCES OVER THREE MILES SHOULD BE STATED TO THE NEAREST WHOLE MILE.
5. WHEN GROOVED PAVEMENT EXTENDS FOR A LONG DISTANCE, ADDITIONAL W8-15 WITH SUPPLEMENTAL W7-3aP PANELS SHALL BE POSTED AS FOLLOWS:
   GROOVED PAVEMENT DISTANCE
   LESS THAN ONE MILE: EVERY QUARTER MILE
   BETWEEN ONE AND THREE MILES: EVERY HALF MILE
   GREATER THAN THREE MILES: EVERY WHOLE MILE

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WORK ZONE TRAFFIC CONTROL FOR SURVEY WORK on a 2-WAY ROADWAY

NOTES:
1. INSTALL SIGN 1000 FT UPSTREAM OF THE FIRST WARNING SIGN ON HIGHWAYS WITH THE 85th PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT - 500 FT UPSTREAM FOR SPEEDS UNDER 45 MPH.

2. SEE TABLE NY2C-4.

3. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
WORK ZONE TRAFFIC CONTROL FOR SURVEY WORK ALONG CENTERLINE OF LOW-VOLUME ROAD

1. Install sign 1000 ft upstream of the first warning sign on highways with the 85th percentile speeds equal to or greater than 45 MPH and 300 ft - 500 ft upstream for speeds under 45 MPH.
2. See Table NY2C-4.
3. For surveying on the centerline of a high-volume road, one lane shall be closed.
4. A low-volume road shall be defined as follows:
   A) A low-volume road shall be a facility lying outside of built-up areas of cities, towns, and communities, and it shall have a traffic volume of less than 400 AADT.
   B) A low-volume road shall not be a freeway, expressway, interchange ramp, freeway service road, or a road on a designated state highway system. (In terms of highway classification, it shall be a variation of a conventional road or a special purpose road as defined in Section 2A.01 of the MUTCD.
   C) A low-volume road shall be classified as either paved or unpaved.
5. Sign NYR9-11 shall only be used in work zones without a work zone speed limit. Sign NYR9-12 shall only be used in work zones that have a work zone speed limit.

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MOBILE

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.
WORK ZONE TRAFFIC CONTROL FOR MOBILE WORK ON 2-LANE or 3-LANE, 1-WAY EXPRESSWAY
1-LANE CLOSED

SHADOW VEHICLE W/ FLASHING ARROW BOARD & CRASH ATTENUATOR

NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS DISTANCE FOR SHADOW VEHICLES
2. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT. SEE TABLE NY2-B - ROLL-AHEAD DISTANCE FOR SHADOW VEHICLES
3. MOBILE IS A CONSTANTLY MOVING OR STOPPED OPERATION. A STOPPED OPERATION SHALL NOT EXCEED 15 MINUTES.
4. THIS TYPICAL MAY BE USED FOR VEHICLE BASED OPERATIONS, IT IS NOT TO BE USED FOR OPERATIONS THAT INVOLVE WORKERS ON FOOT PERFORMING ROADWAY AND/OR APPURTENANCE REPAIRS.
WORK ZONE CONTROL FOR MOBILE WORK
ON 3-LANE, 1-WAY EXPRESSWAY
2-LANES CLOSED

NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS
2. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT. SEE TABLE NY2-B - ROLL-AHEAD DISTANCE FOR SHADOW VEHICLES
3. MOBILE IS A CONSTANTLY MOVING OR STOPPED OPERATION. A STOPPED OPERATION SHALL NOT EXCEED 15 MINUTES.
4. THIS TYPICAL MAY BE USED FOR VEHICLE BASED OPERATIONS, IT IS NOT TO BE USED FOR OPERATIONS THAT INVOLVE WORKERS ON FOOT PERFORMING ROADWAY AND/OR APPURTENANCE REPAIRS.
WORK ZONE  TRAFFIC CONTROL FOR MOBILE WORK ON 3-LANE, 1-WAY EXPRESSWAY
2-LANES CLOSED
(LEFT LANES CLOSED)
PAVED SHOULDER LESS THAN 8'

NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS
2. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT. SEE TABLE NY2-B - ROLL-AHEAD DISTANCE FOR SHADOW VEHICLES
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WORK ZONE TRAFFIC CONTROL FOR MOBILE WORK
ON 3-LANE, 1-WAY EXPRESSWAY
SHOULDER CLOSED

NOTES:
1. MOBILE IS A CONSTANTLY MOVING OR STOPPED OPERATION. A STOPPED OPERATION SHALL NOT EXCEED 15 MINUTES.
2. THIS TYPICAL MAYBE USED FOR VEHICLE BASED OPERATIONS, IT IS NOT TO BE USED FOR OPERATIONS THAT INVOLVE WORKERS ON FOOT PERFORMING ROADWAY AND/OR APPURTENANCE REPAIRS.
NOTES:

1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 1, STANDARD TAPER LENGTHS
2. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT. SEE TABLE NY2-B
   - ROLL-AHEAD DISTANCE FOR SHADOW VEHICLES
3. MOBILE IS A CONSTANTLY MOVING OR STOPPED OPERATION. A STOPPED
   OPERATION SHALL NOT EXCEED 15 MINUTES.
4. THIS TYPICAL MAYBE USED FOR VEHICLE BASED OPERATIONS. IT IS NOT TO BE
   USED FOR OPERATIONS THAT INVOLVE WORKERS ON FOOT PERFORMING
   ROADWAY AND/OR APPURTENANCE REPAIRS.
WORK ZONE TRAFFIC CONTROL FOR MOBILE MAINTENANCE
ON A SHOULDER OF AN EXPRESSWAY EXIT RAMP

This vehicle shall stay as far on the shoulder as possible. Once this vehicle reaches the ramp, it shall follow the work on the shoulder where the work is being performed. This vehicle shall adjust its spacing to accommodate changing sight distance and other field conditions.

1. "D" shall be determined based on vehicle weight. See Table NY2-A & B.
2. The maximum spacing between delineation devices shall be 40 l.f. max.
3. Mobile is a constantly moving or stopped operation. A stopped operation shall not exceed 15 minutes.
4. This typical may be used for vehicle-based operations, it is not to be used for operations that involve workers on foot performing roadway and/or appurtenance repairs.
5. The 80 foot roll-ahead distance is based on ramp speeds of 45 mph or less. If speeds are greater than 40 mph, increase distance to 160'.
WORK ZONE TRAFFIC CONTROL FOR MOBILE MAINTENANCE WORK
IN THE CENTER TURN LANE WITH THE LEFT LANE CLOSED OF A 5-LANE ROADWAY

NOTES:
1. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT. SEE TABLE NY2-B - ROLL-AHEAD DISTANCE FOR SHADOW VEHICLES
WORK ZONE TRAFFIC CONTROL for MOBILE OPERATION

PLACEMENT OF RAPID-DRY

PAVEMENT MARKING W/O DELINEATION

ON EXPRESSWAYS

<table>
<thead>
<tr>
<th>1500 FT</th>
<th>240 FT to 500 FT</th>
<th>240 FT to 500 FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MINIMUM</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

W20-5  NYW8-33  NYW8-30

RIGHT LANE CLOSED AHEAD

LANE CLOSED

WET PAINT

SHADOW VEHICLE W/ FLASHING ARROW BOARD & CRASH ATTENUATOR

SHADOW VEHICLE W/ FLASHING ARROW BOARD & CRASH ATTENUATOR

SHADOW VEHICLE W/ FLASHING ARROW BOARD IN CAUTION MODE & CRASH ATTENUATOR

SHADOW VEHICLE W/ FLASHING ARROW BOARD IN CAUTION MODE & CRASH ATTENUATOR
Work Zone Traffic Control for Mobile Operation
Placement of Rapid-Dry Pavement Marking
(W/O Delineation, Narrow Shoulder)
On 3-Lane or 2-Lane, 1-Way Expressway
(1-Lane Closed)

Notes:

1. "L" Approx. = Transition Length See Table 6H-4, Standard Taper Lengths

2. Advance Warning Vehicle Shall Not Encroach on To the Travel Lane. If Shoulder Area Becomes Too Narrow for Vehicle to Be Completely on the Shoulder, the Vehicle Shall Stay on the Shoulder Area Until Operator Can Safely Drive Around Narrow Shoulder to New Set-Up Point.

Signs Shall be Changed to Reflect This
Single Right Lane Closure Similar.
Work Zone Traffic Control for Mobile Operation on 3-Lane, 1-Way Expressway (2-Lanes Closed) (Pavement Marking Operation)

Notes:
Right/Center Lane Closure Similar, Signs Shall be Changed to Reflect This

1. "L" Approx. = Transition Length See Table 6H-4, Standard Taper Lengths
2. Advance Warning Vehicle Shall Not Encroach on to the Travel Lane. If Shoulder Area Becomes Too Narrow for Vehicle to Be Completely on the Shoulder, the Vehicle Shall Stay on the Shoulder Area Until Operator Can Safely Drive Around Narrow Shoulder to New Set-up Point.

Sign W23-1 (Mod) to be used during pavement marking operations only
WORK ZONE TRAFFIC CONTROL for MOBILE PAVEMENT MARKING OPERATIONS
(Slow Drying) w/ Delineation, 2-Way Mult-Lane Highway

---

Note:
Either lead vehicle or trailing vehicle will disperse cones.

---

PAVEMENT MARKING VEHICLE W/FLASHING ARROW BOARD IN CAUTION MODE

---

SHADOW VEHICLE W/FLASHING ARROW BOARD & CRASH ATTENUATOR

---

LANE CLOSED
WET PAINT
NYW8-33

---

LANE CLOSED
WET PAINT
NYW8-30

---

STAY IN
LANE NYW8-31

---

IN CAUTION MODE w/FLASHING ARROW BOARD

PAVEMENT MARKING VEHICLE

---

LANE CLOSED
WET PAINT
NYW8-30

---

LANE CLOSED
WET PAINT
NYW8-33

---

Note:
Either lead vehicle or trailing vehicle will disperse cones.
WORK ZONE TRAFFIC CONTROL for MOBILE OPERATION
(MULCHING/HERBICIDE)
2-LANE, 2-WAY ROADWAY

500 FT MIN. 1 MILE MAX.
180 FT MIN. > 40 MPH
90 FT MIN. ≤ 40 MPH

NOTE
1. ADVANCE WARNING VEHICLE SHALL NOT ENCROACH ON TO THE TRAVEL LANE. IF SHOULDER AREA BECOMES TOO NARROW FOR VEHICLE TO BE COMPLETELY ON THE SHOULDER, THE VEHICLE SHALL STAY ON SHOULDER AREA UNTIL OPERATOR CAN SAFELY DRIVE AROUND NARROW SHOULDER TO NEW SET-UP POINT.

See Note 1
When using advance warning vehicle, recommend 1/2 mile maximum placement

ROAD WORK AHEAD
W20-1

ROAD WORK AHEAD

DO NOT PASS
NYW8-32

SHADOW VEHICLE W/ FLASHING ARROW BOARD IN CAUTION MODE & CRASH ATTENUATOR

STAY IN LANE
NYW8-31
NOTES:

1. When the distance between the advance warning signs and work is 2 miles to 5 miles, a supplemental distance plaque (W7-3p) should be used with the road work ahead sign (W20-1).

2. The 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.

3. For shadow vehicle use requirements see tables NY1-B and NY2-B on the standard sheet titled "Work Zone Traffic Control Legends and Notes".

4. In situations where multiple work locations exist within a limited distance and make it practical to place stationary signs, the distance between the advance warning sign and work shall not exceed 5 miles.
SHORT DURATION

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.
WORK ZONE TRAFFIC CONTROL for SHORT DURATION OPERATION (MOWING)
OFF SHOULDER FOR EXPRESSWAYS

- IF MOWING IN THE MEDIAN
ADD WARNING SIGNS FOR
OPPOSITE DIRECTION

1. Mowers shall have a rotating amber beacon operating at all times. If the beacon becomes inoperable and it is necessary for the mower to encroach onto the pavement, the mower shall be followed by a vehicle with operating flashing lights.

2. Hard hat, eye protection, approved vests, shirts, or jackets, hearing protection, and seat belts shall be worn at all times while operating the mower.
MOWING AHEAD sign shall be located on the side of the roadway where the mowing operation is occurring and shall be moved periodically so that it is kept as close as practical to the actual location of the mower. (2 Mile Maximum)

NOTES:

1. Mowers shall have a rotating amber beacon operating at all times. If the beacon becomes inoperable and it is necessary for the mower to encroach onto the pavement, the mower shall be followed by a vehicle with operating flashing lights.

2. Hard hat, eye protection, approved vests, shirts, or jackets, hearing protection, and seat belts shall be worn at all times while operating the mower.
WORK ZONE TRAFFIC CONTROL for SHORT DURATION OPERATION
(MOWING)
WITH SHOULDER ENCROACHMENT

1. Mowers shall have a rotating amber beacon operating at all times. If the beacon becomes inoperable and it is necessary for the mower to encroach onto the pavement, the mower shall be followed by a vehicle with operating flashing lights.

2. Hard hat, eye protection, approved vests, shirts, or jackets, hearing protection, and seat belts shall be worn at all times while operating the mower.

SHOULDER TO NEW SET-UP POINT.
CAN SAFELY DRIVE AROUND NARROW STAY ON SHOULDER AREA UNTIL OPERATOR ON THE SHOULDER, THE VEHICLE SHALL NARROW FOR VEHICLE TO BE COMPLETELY IF SHOULDER AREA BECOMES TOO ENCROACH ON TO THE TRAVEL LANE.

NOTES:

ADVANCE WARNING VEHICLE SHALL NOT ENCROACH ON TO THE TRAVEL LANE. IF SHOULDER AREA BECOMES TOO NARROW FOR VEHICLE TO BE COMPLETELY ON THE SHOULDER, THE VEHICLE SHALL STAY ON SHOULDER AREA UNTIL OPERATOR CAN SAFELY DRIVE AROUND NARROW SHOULDER TO NEW SET-UP POINT.

MOWING AHEAD sign shall be located on the side of the roadway where the mowing operation is occurring and shall be moved periodically so that it is kept as close as practical to the actual location of the mower. (2 Mile Maximum)
NOTES:

1. Mowers shall have a rotating amber beacon operating at all times. If the beacon becomes inoperable and it is necessary for the mower to encroach onto the pavement, the mower shall be followed by a vehicle with operating flashing lights.

2. Hard hat, eye protection, approved vests, shirts, or jackets, hearing protection, and seat belts shall be worn at all times while operating the mower.
WORK ZONE TRAFFIC CONTROL
FOR SHORT DURATION STATIONARY
RIGHT SHOULDER CLOSED
(PAVED SHOULDER 8 FT OR WIDER)
(WORK THAT OCCUPIES A LOCATION FOR UP TO 1 HOUR)

REQUIRED
BARRIER VEHICLE W/
FLASHING ARROW BOARD
IN CAUTION MODE
& CRASH ATTENUATOR

RIGHT SHOULDER CLOSED
OR
SHOULDER WORK

Delineators are optional if work duration is less than 15 minutes
Maximum Delineation Spacing is 40'

Spacing is 40'

Sign is Optional if work duration is less than 15 minutes

END ROAD WORK
G20-2

200' (30-40 MPH)
350' (45-55 MPH)
500' for Rural

40' (30-40 MPH)
80' (45-55 MPH)

Sign is Optional if work duration is less than 15 minutes

Sign is Optional if work duration is less than 15 minutes

REV 02/10/10
WORK ZONE TRAFFIC CONTROL
FOR SHORT DURATION STATIONARY INTERIOR LANE CLOSURE
(4-LANE CONVENTIONAL HIGHWAY)
(Work that occupies a location for up to 1 Hour)

- ROAD WORK AHEAD
- END ROAD WORK
- LANE CLOSED
- NYW8-33
- REQUIRED BARRIER VEHICLE W/ FLASHING ARROW BOARD & CRASH ATTENUATOR

Sign is Optional if work duration is less than 15 minutes

Maximum Delineation Spacing is 40'

Delineators are optional if work duration is less than 15 minutes

Spacing is 40'

Minimum Delineation Spacing is 80'

- 10 FT min.
- 80 FT

- ROAD WORK AHEAD
- END ROAD WORK
- 200' (30-40 MPH)
- 350' (45-55 MPH)
- 500' for Rural

- Right Lane Closure is Typical
(Change Arrow Board to Left Arrow Mode)
WORK ZONE TRAFFIC CONTROL FOR SHORT DURATION STATIONARY
RIGHT SHOULDER CLOSED
(PAVED SHOULDER 8 FT OR WIDER)
ON FREEWAY OR EXPRESSWAY
(Work that occupies a location for up to 1 Hour)

- Shadow Vehicle and Sign are Optional if work duration is less than 15 minutes
- Maximum Delineation Spacing is 40'

![Diagram showing traffic control for right shoulder closure](image_url)
WORK ZONE TRAFFIC CONTROL FOR SHORT DURATION STATIONARY
RIGHT SHOULDER CLOSED
(PAVED SHOULDER LESS THAN 8 FT)
ON FREEWAY OR EXPRESSWAY
(For work that occupies a location for up to 1 Hour)

THIS VEHICLE SHALL STAY AS FAR ON THE SHOULDER AS POSSIBLE AND SHALL ADJUST ITS SPACING TO ACCOMMODATE CHANGING SIGHT DISTANCE AND OTHER FIELD CONDITIONS.

* Left Shoulder Closure is Typical
WORK ZONE TRAFFIC CONTROL FOR SHORT DURATION STATIONARY
RIGHT SHOULDER CLOSED
(PAVED SHOULDER 8 FT OR WIDER)
ON FREEWAY OR EXPRESSWAY
(Work that occupies a location for up to 1 Hour)

Barrier Vehicle and Sign are Optional if work duration is less than 15 minutes

Maximum Delineation Spacing is 40'

End Road Work

* Left Lane Closure is Typical
WORK ZONE TRAFFIC CONTROL FOR SHORT DURATION STATIONARY RIGHT 2-LANES CLOSED (PAVED SHOULDER 8 FT OR WIDER) ON FREEWAY OR EXPRESSWAY (Work that occupies a location for up to 1 Hour)

Barrier Vehicle and Sign are Optional if work duration is less than 15 minutes

- 2 Lanes Closed Ahead
- Barrier Vehicle with Flashing Arrow Board & Crash Attenuator
- Right Shoulder Closed
- Recommended Barrier Vehicle with Flashing Arrow Board in Caution Mode & Recommended Crash Attenuator

Spacing is 40'

Sign is Optional if work duration is less than 15 minutes

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* Left 2-Lanes Closure is Typical
WORK ZONE TRAFFIC CONTROL FOR SHORT DURATION STATIONARY
RIGHT 2-LANES CLOSED
(PAVED SHOULDER LESS THAN 8 FT)
ON FREEWAY OR EXPRESSWAY
(Work that occupies a location for up to 1 Hour)

Sign is Optional if work duration is less than 15 minutes

This vehicle shall stay as far right as possible and shall adjust its spacing to accommodate changing sight distance and other field conditions.

<table>
<thead>
<tr>
<th>1,500 FT</th>
<th>1,500 FT</th>
<th>1,000 FT</th>
</tr>
</thead>
</table>

BARrier VEHICLE w/ FLASHING ARROW BOARD & CRASH ATTENUATOR

NYW8-33 LANE CLOSED

SPOTTER RECOMMENDED

Maximum Delineation Spacing is 40'

END ROAD WORK

Sign is Optional if work duration is less than 15 minutes

* Left 2-Lane Closure is Typical
AHEAD
MOWING

of the mower. (2 Mile Maximum)

close as practical to the actual location
moved periodically so that it is kept as
operation is occurring and shall be
of the roadway where the mowing
shall be located on the side
MOWING AHEAD sign

operating the mower.

hearing protection, and seat belts shall be worn at all times while

2. Hard hat, eye protection, approved vests, shirts, or jackets,
vehicle with operating flashing lights.

1. Mowers shall have a rotating amber beacon operating at all times. If
the beacon becomes inoperable and it is necessary for the mower
to encroach onto the pavement, the mower shall be followed by a
vehicle with operating flashing lights.

2. Hard hat, eye protection, approved vests, shirts, or jackets,
hearing protection, and seat belts shall be worn at all times while
operating the mower.
WORK ZONE TRAFFIC CONTROL for SHORT DURATION OPERATION (MOWING)
WITH SHOULDER ENCROACHMENT (PAVED SHOULDER 8 FT. OR WIDER)
ON FREEWAY OR EXPRESSWAY

1. Mowers shall have a rotating amber beacon operating at all times. If the beacon becomes inoperable and it is necessary for the mower to encroach onto the pavement, the mower shall be followed by a vehicle with operating flashing lights.

2. Hard hat, eye protection, approved vests, shirts, or jackets, hearing protection, and seat belts shall be worn at all times while operating the mower.

NOTES:

MOWING AHEAD sign shall be located on the side of the roadway where the mowing operation is occurring and shall be moved periodically so that it is kept as close as practical to the actual location of the mower.

(500 Ft. Minimum/2 Mile Maximum)
WORK ZONE TRAFFIC CONTROL for SHORT DURATION
STATIONARY CENTER LEFT TURN LANE AND INTERIOR LANE CLOSED
on HIGH SPEED (45-55 mph) 4-LANE CONVENTIONAL HIGHWAY

END ROAD WORK

G20-2
OPTIONAL

ROAD WORK AHEAD

W20-1

ROAD WORK AHEAD

W20-5

BARRIER VEHICLE W/ FLAShING ARROW BOARD & CRASH ATTENUATOR

LEFT LANE CLOSED AHEAD

W1-6R

LANE CLOSED OR LANE CLOSED

NYW8-33

BARRIER VEHICLE W/ FLAShING ARROW BOARD & CRASH ATTENUATOR

LANE CLOSED

CRASH ATTENUATOR

FLASHING ARROW BOARD

BARRIER VEHICLE W/

IN CAUTION MODE

END ROAD WORK

G20-2

500 FT

500 FT

120 FT

120 FT

RECOMMENDED SPOTTER

All Cones are Optional
if work duration is
less than 15 minutes

ROAD WORK AHEAD Sign
is Required if work duration
is greater than 15 minutes

BARRIER VEHICLE W/
FLASHING ARROW BOARD & CRASH ATTENUATOR

OPTIONAL

W1-6R
WORK ZONE TRAFFIC CONTROL for SHORT DURATION
STATIONARY CENTER LEFT TURN LANE AND INTERIOR LANE CLOSED
on LOW SPEED (30-40 mph) 4-LANE CONVENTIONAL HIGHWAY

- REQUIRED BARRIER VEHICLE & OPTIONAL CRASH ATTENUATOR
- ROAD WORK AHEAD Sign is Required if work duration is greater than 15 minutes
- All Cones are Optional if work duration is less than 15 minutes
- SPOTTER RECOMMENDED
- ROAD WORK AHEAD Sign
- CRASH ATTENUATOR & OPTIONAL FLASHING ARROW BOARD
- BARRIER VEHICLE W/ CRASH ATTENUATOR & FLASHING ARROW BOARD
- BARRIER VEHICLE W/ FLASHING ARROW BOARD & CRASH ATTENUATOR
- W1-6R
- NYW8-33
- LANE CLOSED
- LANE CLOSED
- END ROAD WORK
NOTES:

1. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 L.F. MAX.
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SHORT TERM

SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
WORK ZONE TRAFFIC CONTROL FOR SHORT TERM STATIONARY WORK AREA ON A SHOULDER OF AN EXPRESSWAY EXIT RAMP (LEFT SHOULDER)

NOTES:
1. "D" = SEE TABLE NY2-A.
2. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 L.F. MAX.
3. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT.
SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
NOTES:
1. "L" APPROX. = TRANSITION LENGTH SEE TABLE 6H-4, STANDARD TAPER LENGTHS.
2. "BU" APPROX. = BUFFER ZONE SEE TABLE 6C-2, LONGITUDINAL BUFFER.
3. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 L.F. MAX.
4. INSTALL SIGN 1000 FT UPSTREAM OF THE FIRST WARNING SIGN ON HIGHWAYS WITH THE 85TH PERCENTILE SPEEDS EQUAL TO OR GREATER THAN 45 MPH AND 300 FT - 500 FT UPSTREAM FOR SPEEDS UNDER 45 MPH.
5. "D" SHALL BE DETERMINED BASED ON VEHICLE WEIGHT. SEE TABLE NY2-A-ROLL-AHEAD DISTANCE FOR BARRIER VEHICLES.
6. THE NEED FOR A FLAGGER IS TO BE DETERMINED BASED ON THE NEED TO CONTROL TRAFFIC WHILE WORK VEHICLES ENTER AND EXIT THE WORK ZONE.
7. SIGN NY9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT, SIGN NY9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
NOTES:

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

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

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

4. TRUCK OFF-TRACKING SHOULD BE CONSIDERED WHEN DETERMINING WHETHER THE MINIMAL LANE WITH OF 10' IS ADEQUATE.

5. THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1P) 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).

6. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
NOTES:

1. SEE CHAPTER 6F OF THE M.U.T.C.D.
2. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 40 LF.
5. STOP/SLOW PADDLES ARE MANDATORY FLAGGING DEVICES.
6. "D" ROLL AHEAD DISTANCE, SEE TABLE NY2-A
7. "BU" = BUFFER.
8. WHEN COMPANION FLAGGERS ARE FAR APART, OR OUT OF SIGHT OF EACH OTHER, ELECTRONIC COMMUNICATION BETWEEN FLAGGERS IS REQUIRED.
9. SEE CONST. SPEC.619-3.02(L) FOR FLagger REQUIREMENTS.
10. SIGN NYR9-11 SHALL ONLY BE USED IN WORK ZONES WITH OUT A WORK ZONE SPEED LIMIT. SIGN NYR9-12 SHALL ONLY BE USED IN WORK ZONES THAT HAVE A WORK ZONE SPEED LIMIT.
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NOTES:
1. RIGHT LANE SHIFTS ARE SYMMETRICAL TO LEFT LANE SHIFTS. SUBSTITUTE REVERSE CURVE SIGN (W1-4cL OR W24-1bL) AND THE CORRESPONDING REVERSE CURVE SIGN (W1-4cR) FOR LEFT LANE SHIFTS.

2. 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 AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.

3. FOR LONG DURATION LANE SHIFTS, TEMPORARY / INTERIM PAVEMENT MARKINGS SHALL BE USED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ANY EXISTING PAVEMENT MARKINGS THAT ARE CONFLICTING OR MISLEADING SHALL BE REMOVED OR COVERED.

4. THE TEMPORARY CONCRETE BARRIER SHALL NOT BE PLACED ALONG THE MERMING TAPER. THE LANE SHALL BE CLOSED USING CHANNELIZING DEVICES AND PAVEMENT MARKINGS.

5. WHERE THE SHIFTED SECTION IS LONGER THAN 600', ONE SET OF REVERSE CURVE SIGNS SHOULD BE USED TO SHOW THE INITIAL SHIFT AND A SECOND SET SHOULD BE USED TO SHOW THE RETURN TO THE NORMAL ALIGNMENT. IF THE TANGENT DISTANCE ALONG THE TEMPORARY DIVERSION IS LESS THAN 600', THE DOUBLE REVERSE CURVE SIGN (W24-1bR OR W24-1bL) SHOULD BE USED INSTEAD OF THE FIRST REVERSE CURVE SIGN AND THE SECOND REVERSE CURVE SIGN SHOULD BE OMITTED.

6. THE ENGINEER MAY REQUIRE THE USE OF AN ADVISORY SPEED PLAQUE (W13-1P) 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).

7. IF CONSTRAINTS EXIST AND L/CANNOT BE ACHIEVED, A REDUCTION IN THE TAPER TO L/2 MAY BE USED WITH THE APPROVAL OF THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.
WORK ZONE TRAFFIC CONTROL FOR SIGNAL WORK AT AN INTERSECTION
FOR LESS THAN 1 HOUR, DAYTIME ONLY

NOTES:
1. THE MAXIMUM SPACING BETWEEN DELINEATION DEVICES SHALL BE 5 L.F.
2. SEE STAND. SPEC. 619-3.02(L) FOR ADDITIONAL REQUIREMENTS.
WORK ZONE TRAFFIC CONTROL for ALL DURATION OPERATION INvolving WORK BEYOND THE SHOULDER ALL ROADWAY TYPES

NOTES:
1. The ROAD WORK AHEAD sign may be replaced with other appropriate signs such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.

2. The ROAD WORK AHEAD and END ROAD WORK signs may be omitted where: The work space is behind a barrier or guide rail, or more than 2 FT behind the curb or 15 FT or more from the edge of any roadway.
TABLES

WORK DURATION DEFINITIONS

TABLE II

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### TABLE 6C-3
**TAPER LENGTH CRITERIA FOR TEMP. TRAFFIC CONTROL ZONES**

<table>
<thead>
<tr>
<th>TYPE OF TAPER</th>
<th>TAPER LENGTH (L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merging Taper</td>
<td>L</td>
</tr>
<tr>
<td>Shifting Taper</td>
<td>L/2</td>
</tr>
<tr>
<td>Shoulder Taper</td>
<td>L/3</td>
</tr>
<tr>
<td>One-Lane, Two-Way Traffic Taper</td>
<td>100 FT MAXIMUM</td>
</tr>
<tr>
<td>Downstream Taper</td>
<td>100 FT PER LANE</td>
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</tbody>
</table>

### TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS

<table>
<thead>
<tr>
<th>SPEED LIMIT (S) (MPH)</th>
<th>TAPER LENGTH (L) (FEET)</th>
<th>L =</th>
<th>W = WIDTH OF OFFSET (FT)</th>
<th>S = PRE CONSTRUCTION POSTED SPEED LIMIT (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(40 MPH) OR LESS</td>
<td>L = WS² /60</td>
<td></td>
<td>W</td>
<td>S</td>
</tr>
<tr>
<td>(45 MPH) OR MORE</td>
<td>L = WS</td>
<td></td>
<td>W</td>
<td>S</td>
</tr>
</tbody>
</table>

### STANDARD TAPER LENGTHS

<table>
<thead>
<tr>
<th>LATERAL SHIFT OF TRAFFIC FLOW PATH</th>
<th>TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>(20 MPH)</td>
<td>(25 MPH) (30 MPH) (35 MPH) (40 MPH) (45 MPH) (50 MPH) (55 MPH) (60 MPH) (65 MPH) (70 MPH)</td>
</tr>
<tr>
<td>4</td>
<td>30 45 60 85 110 180 200 220 240 260 280</td>
</tr>
<tr>
<td>5</td>
<td>35 55 75 105 135 225 250 275 300 325 350</td>
</tr>
<tr>
<td>6</td>
<td>40 65 90 125 160 270 300 330 360 390 420</td>
</tr>
<tr>
<td>7</td>
<td>50 75 105 145 190 315 350 385 420 455 490</td>
</tr>
<tr>
<td>8</td>
<td>55 85 120 165 215 360 400 440 480 520 560</td>
</tr>
<tr>
<td>9</td>
<td>60 95 135 185 240 405 450 495 540 585 630</td>
</tr>
<tr>
<td>10</td>
<td>70 105 150 205 270 450 500 550 600 650 700</td>
</tr>
<tr>
<td>11</td>
<td>75 115 165 225 295 495 550 605 660 715 770</td>
</tr>
<tr>
<td>12</td>
<td>80 125 180 245 320 540 600 660 720 780 840</td>
</tr>
</tbody>
</table>
## TABLE II

ADVANCE DISTANCE BETWEEN INITIAL WARNING SIGN AND BEGINNING OF LANE CLOSURE OR WORK AREA

<table>
<thead>
<tr>
<th>HIGHWAY SITUATION</th>
<th>WORK LOCATION</th>
<th>WORK AREA TYPE</th>
<th>ADVANCE DISTANCE FEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Speed Conventional</td>
<td>Shoulder or Parking Lane</td>
<td>Long Duration</td>
<td>150 - 300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Short Duration</td>
<td>150 - 300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slow Moving</td>
<td>150 - 500</td>
</tr>
<tr>
<td></td>
<td>Travel Lane</td>
<td>Long Duration</td>
<td>300 - 600</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Short Duration</td>
<td>150 - 600</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slow Moving</td>
<td>150 - 600</td>
</tr>
<tr>
<td>High Speed Conventional</td>
<td>Shoulder or Parking Lane</td>
<td>Long Duration</td>
<td>300 - 750</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Short Duration</td>
<td>300 - 750</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slow Moving</td>
<td>300 - 1000</td>
</tr>
<tr>
<td></td>
<td>Travel Lane</td>
<td>Long Duration</td>
<td>1500 - 5000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Short Duration</td>
<td>600 - 2500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slow Moving</td>
<td>400 - 1500</td>
</tr>
<tr>
<td>Freeway and Expressway</td>
<td>Shoulder or Parking Lane</td>
<td>Long Duration</td>
<td>1000 - 1500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Short Duration</td>
<td>1000 - 1500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slow Moving</td>
<td>1000 - 1500</td>
</tr>
<tr>
<td></td>
<td>Travel Lane</td>
<td>Long Duration</td>
<td>2500 - 5000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Short Duration</td>
<td>1500 - 5000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slow Moving</td>
<td>1000 - 2000</td>
</tr>
</tbody>
</table>

Note: Low Speed - Less than or equal to 40 MPH
High Speed - Greater than 40 MPH

REV 01/01/10 18-2
Table NY2C-4. Guidelines for Advance Placement of Warning Signs

<table>
<thead>
<tr>
<th>Posted or 85th Percentile Speed (mph)</th>
<th>Condition A: Speed reduction and lane changing in heavy traffic</th>
<th>Condition B: Deceleration to the listed advisory speed (mph) for the condition</th>
<th>Condition C: No speed reduction necessary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0&lt;sup&gt;3&lt;/sup&gt;</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>20</td>
<td>410</td>
<td>115</td>
<td>110</td>
</tr>
<tr>
<td>25</td>
<td>515</td>
<td>155</td>
<td>160</td>
</tr>
<tr>
<td>30</td>
<td>620</td>
<td>200</td>
<td>205</td>
</tr>
<tr>
<td>35</td>
<td>720</td>
<td>250</td>
<td>255</td>
</tr>
<tr>
<td>40</td>
<td>825</td>
<td>305</td>
<td>320</td>
</tr>
<tr>
<td>45</td>
<td>930</td>
<td>360</td>
<td>380</td>
</tr>
<tr>
<td>50</td>
<td>1030</td>
<td>425</td>
<td>455</td>
</tr>
<tr>
<td>55</td>
<td>1135</td>
<td>495</td>
<td>530</td>
</tr>
<tr>
<td>60</td>
<td>1280</td>
<td>570</td>
<td>605</td>
</tr>
<tr>
<td>65</td>
<td>1365</td>
<td>645</td>
<td>670</td>
</tr>
<tr>
<td>70</td>
<td>1445</td>
<td>730</td>
<td>785</td>
</tr>
<tr>
<td>75</td>
<td>1545</td>
<td>820</td>
<td>880</td>
</tr>
</tbody>
</table>

Notes:

1. The distances have not been modified to account for sign legibility.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are taken from the 2004 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E.
3. Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are taken from the 2004 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1.
4. Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distances are determined by providing a 2.5 second PRT and a vehicle deceleration rate of 10 ft/second<sup>2</sup>.
5. Typical signs are Added Lane, Road Narrows, Divided Highway, and Condition B signs displayed without an advisory speed.
### TABLE NY6H-3
**ADVANCE WARNING SIGN SPACING**

<table>
<thead>
<tr>
<th>ROAD TYPE</th>
<th>DISTANCE BETWEEN SIGNS</th>
<th>SIGN LEGEND</th>
</tr>
</thead>
<tbody>
<tr>
<td>A (FT.)</td>
<td>B (FT.)</td>
<td>C (FT.)</td>
</tr>
<tr>
<td>URBAN (≤ 30 MPH*)</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>URBAN (35-40 MPH*)</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>URBAN (≥ 45 MPH*)</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td>RURAL</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>EXPRESSWAY / FREEWAY</td>
<td>1000</td>
<td>1500</td>
</tr>
</tbody>
</table>

- **PRECONSTRUCTION POSTED SPEED LIMIT**

**URBAN:** (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA)
- SIDEWALKS, BICYCLE USAGE, CURBING, CLOSED DRAINAGE SYSTEMS
- DRIVEWAY DENSITIES GREATER THAN 24 DRIVEWAYS PER MILE, MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS PER MILE OR GREATER, MAJOR COMMERCIAL DRIVEWAYS, NUMEROUS RIGHT OF WAY CONSTRAINTS, HIGH DENSITY OF CROSS STREETS, 85TH PERCENTILE SPEEDS OF 45 MPH OR LESS.

**RURAL:** ANY AREA NOT EXHIBITING MORE THAN ONE OF THE ABOVE CHARACTERISTICS.

**EXPRESSWAY:** DIVIDED HIGHWAYS FOR TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS.

**FREEWAYS/INTERSTATE:** LOCAL OR INTER REGIONAL HIGH-SPEED, DIVIDED, HIGH-VOLUME FACILITIES WITH FULL OR PARTIAL CONTROL OF ACCESS.
TABLE 619-4
FLARE RATES FOR POSITIVE BARRIER

<table>
<thead>
<tr>
<th>TYPE OF POSITIVE BARRIER</th>
<th>POSTED SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30 MPH</td>
</tr>
<tr>
<td>TEMPORARY CONCRETE BARRIER</td>
<td>8:1</td>
</tr>
<tr>
<td>BOX BEAM OR HEAVY POST CORRUGATED BEAM</td>
<td>7:1</td>
</tr>
</tbody>
</table>

WORK DURATION DEFINITIONS

LONG-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.

INTERMEDIATE-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.

SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

TABLE 6C-2
LONGITUDINAL BUFFER SPACE

<table>
<thead>
<tr>
<th>PRECONSTRUCTION POSTED SPEED LIMIT (MPH)</th>
<th>DISTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>155 FT</td>
</tr>
<tr>
<td>30</td>
<td>200 FT</td>
</tr>
<tr>
<td>35</td>
<td>250 FT</td>
</tr>
<tr>
<td>40</td>
<td>305 FT</td>
</tr>
<tr>
<td>45</td>
<td>360 FT</td>
</tr>
<tr>
<td>50</td>
<td>425 FT</td>
</tr>
<tr>
<td>55</td>
<td>495 FT</td>
</tr>
<tr>
<td>60</td>
<td>570 FT</td>
</tr>
<tr>
<td>65</td>
<td>645 FT</td>
</tr>
</tbody>
</table>
## WORK ZONE TRAFFIC CONTROL SIGN TABLE

<table>
<thead>
<tr>
<th>SIGN</th>
<th>M.U.T.C.D. CODE</th>
<th>COLOR CODE</th>
<th>CONVENTIONAL ROAD*</th>
<th>EXPRESSWAY</th>
<th>FREEWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXIT</td>
<td>ES-10</td>
<td>C</td>
<td>72&quot;X60&quot;</td>
<td>72&quot;X60&quot;</td>
<td></td>
</tr>
<tr>
<td>ROAD WORK</td>
<td>G20-1</td>
<td>A</td>
<td>36'X18&quot;</td>
<td>42'X24&quot;</td>
<td>42'X24&quot;</td>
</tr>
<tr>
<td>END ROAD WORK</td>
<td>G20-2</td>
<td>A</td>
<td>36'X18&quot;</td>
<td>42'X24&quot;</td>
<td>42'X24&quot;</td>
</tr>
<tr>
<td>X</td>
<td>M1-4</td>
<td>B</td>
<td>1 OR 2 DIGIT (24&quot;X24&quot;)</td>
<td>30'X24&quot;</td>
<td>30'X24&quot;</td>
</tr>
<tr>
<td>NORTH</td>
<td>M3-1</td>
<td>B</td>
<td>24&quot;X12&quot; OR 30&quot;X15&quot;</td>
<td>30'X15&quot;</td>
<td>30'X15&quot;</td>
</tr>
<tr>
<td>EAST</td>
<td>M3-2</td>
<td>B</td>
<td>24&quot;X12&quot; OR 30&quot;X15&quot;</td>
<td>30'X15&quot;</td>
<td>30'X15&quot;</td>
</tr>
<tr>
<td>SOUTH</td>
<td>M3-3</td>
<td>B</td>
<td>24&quot;X12&quot; OR 30&quot;X15&quot;</td>
<td>30'X15&quot;</td>
<td>30'X15&quot;</td>
</tr>
<tr>
<td>WEST</td>
<td>M3-4</td>
<td>B</td>
<td>24&quot;X12&quot; OR 30&quot;X15&quot;</td>
<td>30'X15&quot;</td>
<td>30'X15&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-7</td>
<td>A</td>
<td>24&quot;X12&quot; OR 30&quot;X15&quot;</td>
<td>30'X15&quot;</td>
<td>30'X15&quot;</td>
</tr>
<tr>
<td>END DETOUR</td>
<td>M4-8a</td>
<td>A</td>
<td>24&quot;X12&quot; OR 30&quot;X15&quot;</td>
<td>30'X15&quot;</td>
<td>30'X15&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-9</td>
<td>A</td>
<td>30'X24&quot;</td>
<td>48&quot;X36&quot;</td>
<td>48&quot;X36&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-9L</td>
<td>A</td>
<td>30'X24&quot;</td>
<td>48&quot;X36&quot;</td>
<td>48&quot;X36&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-9R</td>
<td>A</td>
<td>30'X24&quot;</td>
<td>48&quot;X36&quot;</td>
<td>48&quot;X36&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-9c</td>
<td>A</td>
<td>30'X24&quot;</td>
<td>48&quot;X36&quot;</td>
<td>48&quot;X36&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-9d</td>
<td>A</td>
<td>30'X24&quot;</td>
<td>48&quot;X36&quot;</td>
<td>48&quot;X36&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-10L</td>
<td>A</td>
<td>48&quot;X18&quot;</td>
<td>48&quot;X18&quot;</td>
<td>48&quot;X18&quot;</td>
</tr>
<tr>
<td>DETOUR</td>
<td>M4-10R</td>
<td>A</td>
<td>48&quot;X18&quot;</td>
<td>48&quot;X18&quot;</td>
<td>48&quot;X18&quot;</td>
</tr>
<tr>
<td>M5-1</td>
<td>B</td>
<td>21&quot;X15&quot;</td>
<td>27&quot;X21&quot;</td>
<td>27&quot;X21&quot;</td>
<td></td>
</tr>
<tr>
<td>M6-1</td>
<td>B</td>
<td>21&quot;X15&quot;</td>
<td>27&quot;X21&quot;</td>
<td>27&quot;X21&quot;</td>
<td></td>
</tr>
<tr>
<td>M6-2</td>
<td>B</td>
<td>21&quot;X15&quot;</td>
<td>27&quot;X21&quot;</td>
<td>27&quot;X21&quot;</td>
<td></td>
</tr>
<tr>
<td>M6-3</td>
<td>B</td>
<td>21&quot;X15&quot;</td>
<td>27&quot;X21&quot;</td>
<td>27&quot;X21&quot;</td>
<td></td>
</tr>
<tr>
<td>M6-4</td>
<td>B</td>
<td>21&quot;X15&quot;</td>
<td>27&quot;X21&quot;</td>
<td>27&quot;X21&quot;</td>
<td></td>
</tr>
<tr>
<td>MNY3-1</td>
<td>B</td>
<td>24&quot;X24&quot;</td>
<td>36&quot;X36&quot;</td>
<td>36&quot;X36&quot;</td>
<td></td>
</tr>
<tr>
<td>MNY3-2</td>
<td>B</td>
<td>30&quot;X24&quot;</td>
<td>45&quot;X36&quot;</td>
<td>45&quot;X36&quot;</td>
<td></td>
</tr>
<tr>
<td>MNY3-3</td>
<td>B</td>
<td>30&quot;X24&quot;</td>
<td>45&quot;X36&quot;</td>
<td>45&quot;X36&quot;</td>
<td></td>
</tr>
</tbody>
</table>

### ROADWAY DEFINITIONS:
- **CONVENTIONAL ROAD**: A STREET OR HIGHWAY OTHER THAN A FREEWAY, OR EXPRESSWAY.
- **EXPRESSWAY**: A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
- **FREEWAY**: A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

### COLOR CODE LEGEND

<table>
<thead>
<tr>
<th>CODE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>BLACK LEGEND AND BORDER ON A ORANGE BACKGROUND</td>
</tr>
<tr>
<td>B</td>
<td>BLACK LEGEND AND BORDER ON A WHITE BACKGROUND</td>
</tr>
<tr>
<td>C</td>
<td>WHITE LEGEND AND BORDER ON A RED BACKGROUND</td>
</tr>
<tr>
<td>D</td>
<td>WHITE LEGEND AND BORDER ON A GREEN BACKGROUND</td>
</tr>
<tr>
<td>E</td>
<td>RED LEGEND AND BORDER ON A WHITE BACKGROUND</td>
</tr>
<tr>
<td>F</td>
<td>BLACK LEGEND AND BORDER ON A FLUORESCENT YELLOW GREEN BACKGROUND</td>
</tr>
</tbody>
</table>

### NOTES:
1. FOR MULTI-LANE UNDIVIDED CONVENTIONAL ROADWAYS USE EXPRESSWAY SIGN SIZES.
2. DIMENSIONS ARE SHOWN IN INCHES AND ARE SHOWN AS WIDTH X HEIGHT.
3. THESE TABLES ARE FOR REFERENCE PURPOSES ONLY. FOR ADDITIONAL SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
4. WHEN USED IN CONJUNCTION WITH A PEDESTRIAN CROSSING SIGN 181-2, COLOR CODE F IS TO BE USED.
5. MULTICOLORED SYMBOL IMPOSED ON BLACK ON ORANGE SIGN.

**EFFECTIVE DATE: 01/07/10**
### Work Zone Traffic Control Sign Table

#### Sign | MUTCD Code | Color Code | Conventional Road* | Expressway | Freeway
---|---|---|---|---|---
Mowing Ahead | NYW-44 | A | 36"x36" | 48"x48" | 48"x48"
Mowing Ahead | NYW-45 | A | 24"x24" | 36"x12" | 48"x16"
Stop | R1-1 | D | 30"x30" | 36"x36" | 48"x48"
Not Pass | R1-2 | E | 36"x36" | 48"x48" | 48"x48" | 60"x60" | 60"x60"
Speed Limit XX | R2-1 | B | 24"x30" | 36"x48" | 48"x50"
Do Not Pass | R4-1 | B | 24"x30" | 36"x48" | 48"x50"
Do Not Pass | R4-7 | B | 24"x30" | 36"x48" | 48"x50"
Do Not Pass | R4-8 | B | 24"x30" | 36"x48" | 48"x50"
Stay in Lane | R4-9 | B | 24"x30" | 36"x48" | 48"x50"
Do Not Stop | R5-1 | E | 30"x30" | 36"x36" | 48"x48"
Pedestrian Crosswalks | R9-8 | B | 36"x18" | 36"x18" | -------
Pedestrian Crosswalks | R9-9 | B | 24"x12" | 24"x12" | -------
Pedestrian Crosswalks | R9-10 | B | 24"x12" | 24"x12" | -------
Pedestrian Crosswalks | R9-11 | B | 24"x12" | 24"x12" | -------
Pedestrian Crosswalks | R9-11a | B | 24"x12" | 24"x12" | -------
Pedestrian Crosswalks | R10-6 | B | 24"x36" | 24"x36" | -------
Road Closed | R11-2 | B | 48"x30" | 48"x30" | 48"x30" |
Road Closed | R11-3o | B | 60"x30" | 60"x30" | 60"x30" |
Road Closed | W1-4L | A | 30"x30" | 36"x36" | 48"x48" |

#### Color Code Legend

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Black legend and border on an orange background</td>
</tr>
<tr>
<td>B</td>
<td>Black legend and border on a white background</td>
</tr>
<tr>
<td>C</td>
<td>White legend and border on a green background</td>
</tr>
<tr>
<td>D</td>
<td>White legend and border on a red background</td>
</tr>
<tr>
<td>E</td>
<td>Red legend and border on a white background</td>
</tr>
<tr>
<td>F</td>
<td>Black legend and border on a fluorescent yellow green background</td>
</tr>
</tbody>
</table>

#### Notes:
1. For multi-lane undivided conventional roadways use expressway sign sizes.
2. Dimensions are shown in inches and are shown as Width x Height.
3. These tables are for reference purposes only. For additional signage not shown on these tables refer to the MUTCD.
4. When used in conjunction with a pedestrian crossing sign (W11-2) color code F is to be used.
5. Multicolored symbol imposed on black on orange sign.

**Effective Date:** 01/07/10
| W3-1 | A | 36"x36" | 48"x48" | 48"x48" |
| W3-2 | A | 36"x36" | 48"x48" | 48"x48" |
| W3-3 | A | 36"x36" | 48"x48" | 48"x48" |
| W3-4 | A | 36"x36" | 48"x48" | 48"x48" |
| W3-5 | B | 36"x36" | 48"x48" | 48"x48" |
| W4-1L | A | 36"x36" | 48"x48" | 48"x48" |
| W4-1R | A | 36"x36" | 48"x48" | 48"x48" |
| W4-2L | A | 36"x36" | 48"x48" | 48"x48" |
| W4-2R | A | 36"x36" | 48"x48" | 48"x48" |
| W5-4 | A | 36"x36" | 48"x48" | 48"x48" |
| W6-3 | A | 30"x30" | 48"x48" | 48"x48" |
| W7-3a | A | 24"x24" | 24"x24" | 24"x24" |
| W8-1 | A | 30"x30" | 36"x36" | 48"x48" |
| W8-4 | A | 30"x30" | 36"x36" | 48"x48" |
| W8-7 | A | 30"x30" | 36"x36" | 48"x48" |

**ROADWAY DEFINITIONS:**

- **CONVENTIONAL ROAD** - A STREET OR HIGHWAY OTHER THAN A FREEWAY, OR EXPRESSWAY.
- **EXPRESSWAY** - A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
- **FREEWAY** - A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

**COLOR CODE LEGEND**

<table>
<thead>
<tr>
<th>CODE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>BLACK LEGEND AND BORDER ON A ORANGE BACKGROUND</td>
</tr>
<tr>
<td>B</td>
<td>BLACK LEGEND AND BORDER ON A WHITE BACKGROUND</td>
</tr>
<tr>
<td>C</td>
<td>WHITE LEGEND AND BORDER ON A GREEN BACKGROUND</td>
</tr>
<tr>
<td>D</td>
<td>WHITE LEGEND AND BORDER ON A RED BACKGROUND</td>
</tr>
<tr>
<td>E</td>
<td>RED LEGEND AND BORDER ON A WHITE BACKGROUND</td>
</tr>
<tr>
<td>F</td>
<td>BLACK LEGEND AND BORDER ON A FLUORESCENT YELLOW GREEN BACKGROUND</td>
</tr>
</tbody>
</table>

**NOTES:**

1. FOR MULT-LANE UNDIVIDED CONVENTIONAL ROADWAYS USE EXPRESSWAY SIGN SIZE.
2. DIMENSIONS ARE SHOWN IN INCHES AND ARE SHOWN AS WIDTH X HEIGHT.
3. THESE TABLES ARE FOR REFERENCE PURPOSES ONLY. FOR ADDITIONAL SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE MULTI.CD.
4. WHEN USED IN CONJUNCTION WITH A PEDESTRIAN CROSSING SIGN (W11-2) COLOR CODE F IS TO BE USED.
5. MULTICOLORED SYMBOL IMPOSED ON BLACK ON ORANGE SIGN.

**EFFECTIVE DATE:** 01/07/10
### Work Zone Traffic Control Sign Table

<table>
<thead>
<tr>
<th>Sign</th>
<th>MUTCD Code</th>
<th>Color Code</th>
<th>Conventional Road*</th>
<th>Expressway</th>
<th>Freeway</th>
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<tbody>
<tr>
<td>DETOUR AHEAD</td>
<td>W20-2</td>
<td>A</td>
<td>36&quot;x36&quot;</td>
<td>48&quot;x48&quot;</td>
<td>48&quot;x48&quot;</td>
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<tr>
<td>ROAD CLOSED</td>
<td>W20-3</td>
<td>A</td>
<td>36&quot;x36&quot;</td>
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<td>48&quot;x48&quot;</td>
</tr>
<tr>
<td>CENTER LANE CLOSER</td>
<td>W20-4</td>
<td>A</td>
<td>36&quot;x36&quot;</td>
<td>48&quot;x48&quot;</td>
<td>48&quot;x48&quot;</td>
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<tr>
<td>LEFT LANE CLOSER</td>
<td>W20-5</td>
<td>A</td>
<td>36&quot;x36&quot;</td>
<td>48&quot;x48&quot;</td>
<td>48&quot;x48&quot;</td>
</tr>
<tr>
<td>RIGHT LANE CLOSER</td>
<td>W20-5a</td>
<td>A</td>
<td>36&quot;x36&quot;</td>
<td>48&quot;x48&quot;</td>
<td>48&quot;x48&quot;</td>
</tr>
<tr>
<td>TURN OFF 2-WAY RADIO AND CELL PHONE</td>
<td>W22-2</td>
<td>A</td>
<td>42&quot;x36&quot;</td>
<td>42&quot;x36&quot;</td>
<td>42&quot;x36&quot;</td>
</tr>
<tr>
<td>END BLASTING ZONE</td>
<td>W22-3</td>
<td>A</td>
<td>42&quot;x36&quot;</td>
<td>42&quot;x36&quot;</td>
<td>42&quot;x36&quot;</td>
</tr>
<tr>
<td>W20-1L</td>
<td>W24-1L</td>
<td>A</td>
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<td>48&quot;x48&quot;</td>
<td>48&quot;x48&quot;</td>
</tr>
</tbody>
</table>

### Roadway Definitions:
- **Conventional Road** - A street or highway other than a freeway, or expressway.
- **Expressway** - A divided highway with partial control of access.
- **Freeway** - A divided highway with full control of access.

### Color Code Legend

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
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<tr>
<td>B</td>
<td>BLACK LEGEND AND BORDER ON A WHITE BACKGROUND</td>
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<td>RED LEGEND AND BORDER ON A WHITE BACKGROUND</td>
</tr>
<tr>
<td>F</td>
<td>BLACK LEGEND AND BORDER ON A FLORESCENT YELLOW GREEN BACKGROUND</td>
</tr>
</tbody>
</table>

### Notes:
1. FOR MULTI-LANE UNDIVIDED CONVENTIONAL ROADWAYS USE EXPRESSWAY SIGN SIZE.
2. DIMENSIONS ARE SHOWN IN INCHES AND ARE SHOWN AS WIDTH X HEIGHT.
3. THESE TABLES ARE FOR REFERENCE PURPOSES ONLY. FOR ADDITIONAL SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE MUTCD.
4. WHEN USED IN CONJUNCTION WITH A PEDESTRIAN CROSSING SIGN (W11-2) COLOR CODE F IS TO BE USED.
5. MULTI-COLORED SYMBOL IMPOSED ON BLACK ON ORANGE SIGN.
<table>
<thead>
<tr>
<th>WORK ZONE TRAFFIC CONTROL SIGN TABLE</th>
<th>WORK ZONE TRAFFIC CONTROL SIGN TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SIGN</strong></td>
<td><strong>SIGN</strong></td>
</tr>
<tr>
<td>BLASTING ZONE AHEAD</td>
<td>BLASTING ZONE AHEAD</td>
</tr>
<tr>
<td>W22-1</td>
<td>W22-1</td>
</tr>
<tr>
<td>48&quot;X48&quot;</td>
<td>1500 FT</td>
</tr>
</tbody>
</table>

**COLOR CODE LEGEND**

<table>
<thead>
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<th>CODE</th>
<th>DESCRIPTION</th>
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<tbody>
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</tr>
<tr>
<td>B</td>
<td>BLACK LEGEND AND BORDER ON A WHITE BACKGROUND</td>
</tr>
<tr>
<td>C</td>
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</tr>
<tr>
<td>D</td>
<td>WHITE LEGEND AND BORDER ON A RED BACKGROUND</td>
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</tr>
<tr>
<td>F</td>
<td>BLACK LEGEND AND BORDER ON A FLUORESCENT YELLOW GREEN BACKGROUND</td>
</tr>
</tbody>
</table>

**NOTES:**

1. FOR MULTI-LANE UNDIVIDED CONVENTIONAL ROADWAYS USE EXPRESSWAY SIGN SIZES.
2. DIMENSIONS ARE SHOWN IN INCHES AND ARE SHOWN AS WIDTH X HEIGHT.
3. THESE TABLES ARE FOR REFERENCE PURPOSES ONLY. FOR ADDITIONAL SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE MULT.I.C.D.
4. WHEN USED IN CONJUNCTION WITH A PEDESTRIAN CROSSING SIGN (W11-2) COLOR CODE F IS TO BE USED.
5. MULTICOLORED SYMBOL IMPOSED ON BLACK ON ORANGE SIGN.

**ROADWAY DEFINITIONS:**

- **CONVENTIONAL ROAD** - A STREET OR HIGHWAY OTHER THAN A FREEWAY, OR EXPRESSWAY.
- **EXPRESSWAY** - A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
- **FREEWAY** - A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

**EFFECTIVE DATE:** 01/07/10
### TABLE NY2-A
**PLACEMENT DISTANCE FOR BARRIER VEHICLES**

<table>
<thead>
<tr>
<th>Preconstruction Posted Speed Limit (MPH)</th>
<th>Placement Distance (FT)</th>
<th><strong>Barrier Vehicles</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(18000 LBS.)</td>
<td>(24000 LBS.)</td>
</tr>
<tr>
<td></td>
<td>Minimum</td>
<td>Maximum</td>
</tr>
<tr>
<td>&gt; 55</td>
<td>100 FT</td>
<td>200 FT</td>
</tr>
<tr>
<td>45 - 55</td>
<td>100 FT</td>
<td>200 FT</td>
</tr>
<tr>
<td>&lt; 45</td>
<td>85 FT</td>
<td>165 FT</td>
</tr>
</tbody>
</table>

**AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:**

**BARRIER VEHICLE:** VEHICLE USED FOR STATIONARY SHOULDER CLOSURES, LANE CLOSURES AND OTHER STATIONARY WORK ZONES.

**MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.**

### TABLE NY2-B
**PLACEMENT DISTANCE FOR SHADOW VEHICLES**

| Preconstruction Posted Speed Limit (MPH) | Placement Distance (FT) | **Shadow Vehicles** **||** |
|-----------------------------------------|--------------------------|--------------------------|
|                                         | (18000 LBS.)             | (24000 LBS.)             |
|                                         | Minimum       | Maximum | Minimum  | Maximum |
| > 55                                    | 230 FT        | 330 FT  | 180 FT  | 280 FT  |
| 45 - 55                                 | 180 FT        | 280 FT  | 150 FT  | 250 FT  |
| < 45                                    | 100 FT        | 200 FT  | 100 FT  | 200 FT  |

**AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:**

**SHADOW VEHICLE:** VEHICLE USED FOR MOBILE OR SHORT DURATION WORK OPERATIONS.

**MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.**
### TABLE 212-1
WORK ZONE LINEAR SPEED LIMIT SIGN SPACING

<table>
<thead>
<tr>
<th>Numerical Limit (Miles Per Hour)</th>
<th>Maximum Spacing for Intermediate Signs Feet (Meters)</th>
<th>First Intermediate Sign</th>
<th>Subsequent Intermediate Signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>30</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>45</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>50</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>55</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>60</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
<tr>
<td>65</td>
<td></td>
<td>1100 (335m)</td>
<td>2640 (805m)</td>
</tr>
</tbody>
</table>

**Note:**
For additional information regarding Speed Limit signs, see the M.U.T.C.D. and Section 2B-13 to Section 2B-18 of the York State Addendum to the M.U.T.C.D.

### TABLE 619-1 REQUIRED TREATMENT FOR TRANSVERSE BUMPS

<table>
<thead>
<tr>
<th>HEIGHT OF BUMP IN (MM)</th>
<th>ANTICAPATED EXPOSURE TIME (CALENDAR DAYS)</th>
<th>POSTED SPEED ≤ 45 MPH</th>
<th>POSTED SPEED &gt; 45 MPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (25)</td>
<td>&lt; 7</td>
<td>6:1</td>
<td>10:1</td>
</tr>
<tr>
<td>6 (150)</td>
<td>&gt; 7</td>
<td>15:1</td>
<td>30:1</td>
</tr>
</tbody>
</table>
## TABLE NY1-A
**BARRIER VEHICLE USE REQUIREMENTS (LONG TERM, INTERMEDIATE TERM, AND SHORT TERM STATIONARY CLOSURES)**

<table>
<thead>
<tr>
<th>CLOSURE TYPE</th>
<th>USE REQUIREMENTS&lt;br&gt;FREEWAY</th>
<th>USE REQUIREMENTS&lt;br&gt;NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FREWAY</td>
<td>NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)</td>
</tr>
<tr>
<td></td>
<td>≥ 45 MPH</td>
<td>35-40 MPH</td>
</tr>
<tr>
<td></td>
<td>30 MPH</td>
<td>≤ 30 MPH</td>
</tr>
<tr>
<td>LANE CLOSURE</td>
<td>WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC&lt;br&gt;NON-TRAVERSABLE HAZARD (EQUIPMENT, MATERIALS, EXCAVATION) ONLY</td>
<td>REQUIRED</td>
</tr>
<tr>
<td></td>
<td>NO WORKERS EXPOSED</td>
<td>REQUIRED</td>
</tr>
<tr>
<td></td>
<td>WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC&lt;br&gt;NON-TRAVERSABLE HAZARD (EQUIPMENT, MATERIALS, EXCAVATION) ONLY</td>
<td>REQUIRED</td>
</tr>
<tr>
<td></td>
<td>NO WORKERS EXPOSED</td>
<td>REQUIRED</td>
</tr>
<tr>
<td>SHOULDER CLOSURE</td>
<td>WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC&lt;br&gt;NON-TRAVERSABLE HAZARD (EQUIPMENT, MATERIALS, EXCAVATION) ONLY</td>
<td>REQUIRED</td>
</tr>
<tr>
<td></td>
<td>NO WORKERS EXPOSED</td>
<td>REQUIRED</td>
</tr>
</tbody>
</table>

1. The exposure conditions described in Table NY1-A assumes there is no positive protection (temporary traffic barrier) present. Where workers or hazards are protected by a temporary traffic barrier, barrier vehicles are not required.

2. Where the requirement is “optional”, either a barrier vehicle or the standard longitudinal buffer space (Table 6C-2) shall be provided.

3. Requirements shall include providing a separate barrier vehicle for each closed lane and each closed paved shoulder 8' or greater in width. If the work space moves within the stationary closure, the barrier vehicle shall be repositioned accordingly. Barrier vehicles protecting non-transversable hazards shall remain in place during both working and non-working hours until the hazard no longer exists. Exceptions to these requirements may be made, as approved by the regional director or his/her designee, where barrier vehicle placement would be ineffective or would interfere with the safe operation of traffic.

4. Barrier vehicles are not required for milling and/or paving operations, but the standard longitudinal buffer space (Table 6C-2) shall be provided.

5. Barrier vehicles are not required for flagging operations, but the standard longitudinal buffer space (Table 6C-2) shall be provided.

## TABLE NY1-B
**SHADOW VEHICLE USE REQUIREMENTS (MOBILE CLOSURES)**

<table>
<thead>
<tr>
<th>CLOSURE TYPE</th>
<th>USE REQUIREMENTS&lt;br&gt;FREEWAY</th>
<th>USE REQUIREMENTS&lt;br&gt;NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FREWAY</td>
<td>NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)</td>
</tr>
<tr>
<td></td>
<td>≥ 45 MPH</td>
<td>35-40 MPH</td>
</tr>
<tr>
<td></td>
<td>30 MPH</td>
<td>≤ 30 MPH</td>
</tr>
<tr>
<td>LANE CLOSURE</td>
<td>WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC</td>
<td>REQUIRED</td>
</tr>
<tr>
<td></td>
<td>WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC</td>
<td>REQUIRED</td>
</tr>
<tr>
<td></td>
<td>WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC</td>
<td>REQUIRED</td>
</tr>
<tr>
<td>MEANS CLOSURE</td>
<td>WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC</td>
<td>REQUIRED</td>
</tr>
</tbody>
</table>

1. A mobile closure shall be used for any work activity that moves continuously or intermittently along the traveled way or shoulder slower than the prevailing speed of traffic. Channelizing devices are not used for mobile closures.

2. Shadow vehicles shall be equipped with an approved rear mounted attenuator (truck mounted or trailer mounted) for the following mobile closures: lane closures on freeways, lane closures on non-freeway roadways having a pre-construction posted speed limit of 35 mph or more, shoulder closures on freeways, and shoulder closures on non-freeway roadways having a pre-construction speed limit of 45 mph or more.

3. For mobile lane closures on non-freeway roadways having a pre-construction posted speed limit of 30 mph or less and mobile shoulder closures on non-freeway roadways having a pre-construction speed limit of 40 mph or less, shadow vehicles are not required to be equipped with a rear mounted attenuator.

4. A shadow vehicle is used to protect exposed workers (on foot or in a vehicle) and shall be required for mobile closures. Shadow vehicle requirements shall include providing a separate shadow vehicle for each closed lane and each closed paved shoulder 8' or greater in width. Additional shadow vehicles may be required to promote the safe operation of traffic and the increased protection of exposed workers, as directed by the regional director or his/her designee.
# TRAFFIC CONTROL

## PAVEMENT MARKINGS

<table>
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<tr>
<th>Policy</th>
<th>HDM Chap 16, MUTCD Chap 3</th>
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<tr>
<td>Temporary Pavement Markings</td>
<td>Stand. Spec. 619-1.06, 619-2.06, 619-3.06, 619-4.06, 619-5.06</td>
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<tr>
<td>Interim Pavement Markings</td>
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<tr>
<td>Final Pavement Markings</td>
<td>Stand. Spec. Sections 685, 687 and 688</td>
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<tr>
<td>Covering or Removal of Pavement Markings</td>
<td>Stand. Spec. 619-1.05, 619-2.05, 619-3.05, 619-4.05, 619-5.05</td>
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## TRAFFIC SIGNS

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<th>Sign Attributes:</th>
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<tr>
<td>Reflectivity</td>
<td>Stand. Spec. 730-05</td>
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<tr>
<td>Condition</td>
<td>ATSSA Quality Standards Booklet</td>
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<tr>
<th>Sign Placement:</th>
<th>Location</th>
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<tr>
<td></td>
<td>MUTCD Chap. 2 &amp; 6, Stand Sheet 619-11</td>
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<td>Spacing</td>
<td>Stand. Sheet 619-11, MUTCD Chap. 6</td>
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<td>Mounting</td>
<td>Stand. Spec. 619-3.02-H, MUTCD Chap 6F</td>
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<tr>
<td>Lateral Offset</td>
<td>MUTCD Chap. 6F</td>
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<tr>
<th>Sizing Special Construction Signs</th>
<th>Special Design Squad</th>
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<tbody>
<tr>
<td>Typical Work Zone Signing</td>
<td>MUTCD Chap. 6, 619 Series Stand. Sheets</td>
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# Traffic Control

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<th>Work Zone Speed Reduction</th>
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<tr>
<td>Sign Covers</td>
<td>Stand. Spec. 619-2.02-H-3, 619-3.02-H-3, 645-2.09, 645-3.09, 645-5.09</td>
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<tr>
<td>Flashing Arrow Panels</td>
<td>Stand. Spec. 619-1.02-3, 619-2.02-I, 619-3.02-I, MUTCD Chap. 6F</td>
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## Temporary Traffic Signals

| General Information | Stand. Spec. 619-1.18, 619-2.18, 619-3.18, 619-4.18, 619-5.18, MUTCD Chap. 6F |
| Two Phase on 2-Lane, 2-Way Highway | Stand. Sheet M619-62 |
| Additional Design Guidance | Special Design Squad |

## Channelization/Delineation

| Devices, Reflectivity, Spacing | Stand. Spec. 619-1.02-J, 619-2.02-J, 619-3.02-J, EI 07-001, MUTCD Chap. 6F |
| Condition | ATSSA Quality Standards Booklet, MUTCD Chap. 6F |
| Taper Length | Stand. Sheet 619-11, MUTCD Chap. 6C |
| Buffer Spaces | Stand. Sheet 619-11 |
| Nighttime Work Requirements | Stand. Spec 619-1.19, 619-3.19, 619-4.19, 619-5.19, MUTCD Chap. 6F |
# Traffic Control

## Detours

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<td>Policy</td>
<td>Highway Design Manual - Chap. 16, EI 91-001</td>
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<td>Signing</td>
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## Pedestrian & Bicycle Requirements

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<td>Policy</td>
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## Flagging

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<td>Attire</td>
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<tr>
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## REFERENCE GUIDE for WORK ZONE TRAFFIC CONTROL

### TRAFFIC CONTROL

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### SIGN SUPPORTS

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# TRAFFIC CONTROL

## Nighttime Construction


## Transverse Bumps

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   Microstation Format or Adobe Acrobat Format

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