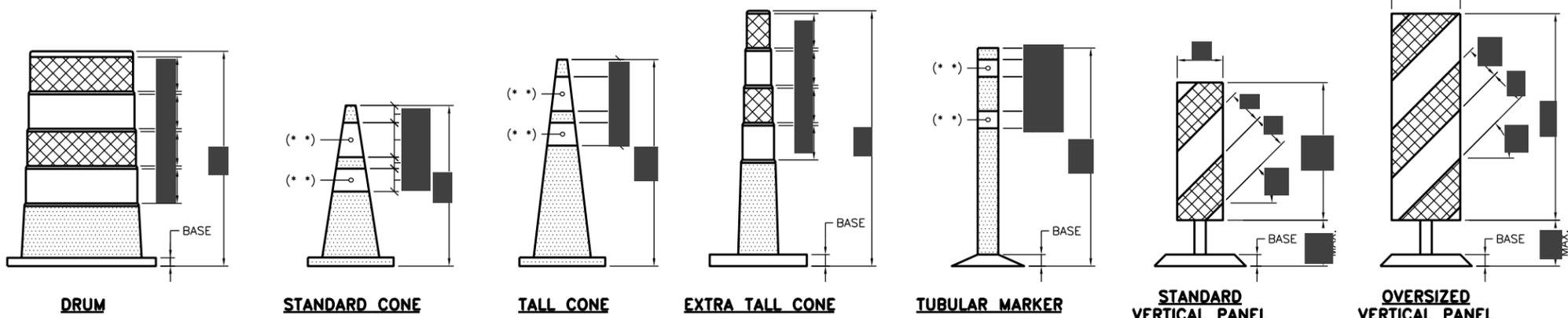
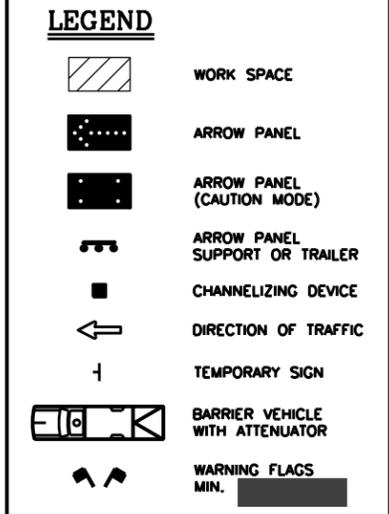
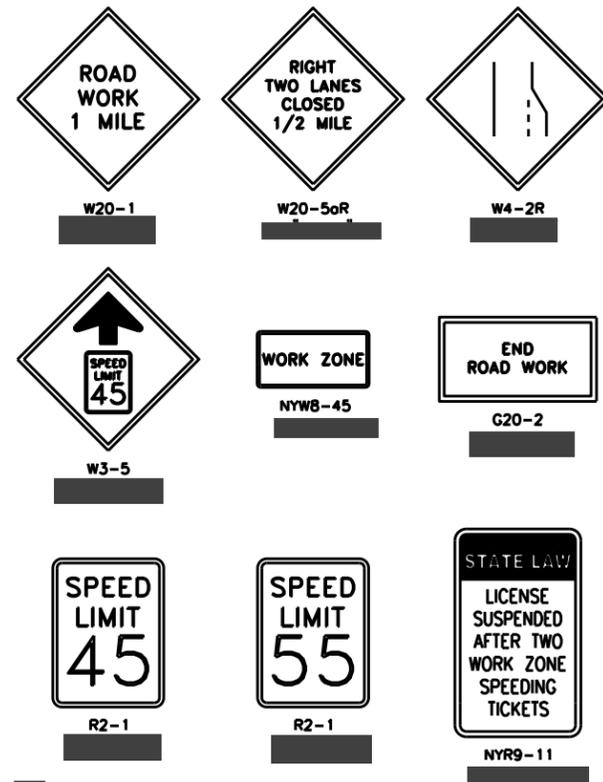


WORK ZONE TRAFFIC CONTROL PLAN

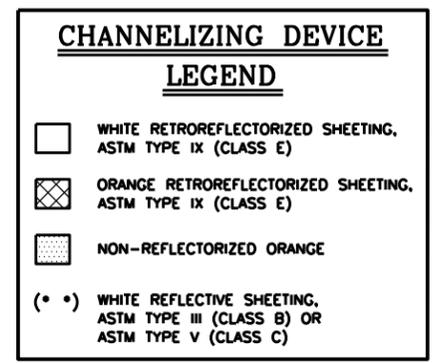
N.T.S.

NOTES:

- THIS PLAN APPLIES TO THREE-, FOUR-, AND FIVE-LANE SECTIONS.
- THE MAXIMUM LENGTH OF ANY CONTINUOUS WORK SPACE SHALL NOT EXCEED [REDACTED] FOR MILLING AND PAVING OPERATIONS). ALL TRAFFIC SHALL BE RE-ESTABLISHED TO ITS NORMAL LANE CONFIGURATION FOR A MINIMUM 2 MILES PRIOR TO A SUCCESSIVE LANE CLOSURE. (THE SEPARATION BETWEEN SUCCESSIVE LANE CLOSURES IS MEASURED FROM THE LAST SIGN OF THE FIRST LANE CLOSURE TO THE BEGINNING OF THE MERGING TAPER OF THE SECOND LANE CLOSURE).
- THE ENGINEER SHALL APPROVE THE CONDITION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES PRIOR TO USE. THE ENGINEER SHALL ALSO REVIEW THE PROPOSED WORK ZONE TRAFFIC CONTROL PLAN FOR PRECISE DEVICE POSITIONING PRIOR TO INSTALLATION.
- ALL SIGNS SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (NMUTCD) AND NEW YORK STATE SUPPLEMENT. ORANGE SIGNS ON RIGID PANELS SHALL BE FLUORESCENT-ORANGE ASTM TYPE IX (CLASS E) RETROREFLECTIVE SHEETING. ALL OTHER COLORS OF CONSTRUCTION SIGN FACES ON RIGID PANELS SHALL BE ASTM TYPE III (CLASS B) REFLECTIVE SHEETING.
- THE PLAN SHOWN IS FOR A STATIONARY RIGHT DOUBLE LANE CLOSURE. FOR A STATIONARY LEFT DOUBLE LANE CLOSURE, SUBSTITUTE "LEFT TWO LANES CLOSED 1/2 MILE" SIGN (W20-50L) FOR THE "RIGHT TWO LANES CLOSED 1/2 MILE" SIGN (W20-50R) AND LEFT LANE ENDS SYMBOL SIGN (W4-2L) FOR THE RIGHT LANE ENDS SYMBOL SIGN (W4-2R). THE STATIONARY LEFT DOUBLE LANE CLOSURE PLAN SHALL BE THE MIRROR IMAGE OF THE PLAN SHOWN WITH THE EXCEPTION THAT THE "WORK ZONE/SPEED LIMIT 45" SIGNS (NYWB-45/R2-1) AND THE "SPEED LIMIT 55" SIGN (R2-1) AT THE END OF THE WORK ZONE SHALL BE INSTALLED ON THE RIGHT SIDE OF THE ROADWAY.
- FOR A STATIONARY DOUBLE LANE CLOSURE IN AN AREA WHERE THE USABLE LEFT SHOULDER/MEDIAN WIDTH IS LESS THAN [REDACTED] LEFT SIDE SIGNS SHALL BE MOUNTED ON THE MEDIAN BARRIER. IF THE TOTAL MEDIAN WIDTH IS LESS THAN [REDACTED] LEFT SIDE SIGNS SHALL NOT BE REQUIRED.
- ON ROADWAY SECTIONS WHERE THE USABLE SHOULDER IS LESS THAN [REDACTED] A MOBILE LANE CLOSURE PLAN SHALL BE USED TO INSTALL AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. THE SAME SHALL ALSO APPLY WHEN COVERING AND UNCOVERING PREVIOUSLY INSTALLED SIGNS.
- WHEN TRAFFIC IS REDUCED TO A SINGLE LANE, THE "WORK ZONE/SPEED LIMIT 45" SIGNS (NYWB-45/R2-1) AND THE "SPEED LIMIT 55" SIGN (R2-1) AT THE END OF THE WORK ZONE SHALL BE INSTALLED ON THE RIGHT SIDE OF THE ROADWAY ONLY. IF MULTIPLE LANES ARE OPEN TO TRAFFIC, THE SIGNS SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY.
- WHEN THE DISTANCE BETWEEN THE SECOND "WORK ZONE/SPEED LIMIT 45" SIGN (NYWB-45/R2-1) AND THE END OF THE WORK SPACE EXCEEDS [REDACTED] ADDITIONAL "WORK ZONE/SPEED LIMIT 45" SIGN(S) (NYWB-45/R2-1) SHALL BE INSTALLED ON THE RIGHT SIDE OF THE OPEN TRAVEL LANE, OR BOTH SIDES OF MULTIPLE OPEN TRAVEL LANES, TO MAINTAIN A MAXIMUM SPACING OF [REDACTED].
- IN ADDITION TO THE SIGNING SHOWN, "ROAD WORK AHEAD" (W20-1) AND "WORK ZONE/SPEED LIMIT 45" (NYWB-45/R2-1) SIGNS SHALL BE PLACED ALONG ANY ENTRANCE RAMP THAT TERMINATES WITHIN THE WORK ZONE TRAFFIC CONTROL LIMITS. THE LOCATION OF THESE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
- EXISTING SPEED LIMIT SIGNS WITHIN THE WORK ZONE SHALL BE COMPLETELY COVERED TO AVOID CONFLICT WITH THE WORK ZONE SPEED LIMIT SIGNS.
- WHEN A SPEED DISPLAY TRAILER IS DEPLOYED, IT MAY BE USED AS A SUBSTITUTE FOR THE SECOND "WORK ZONE/SPEED LIMIT 45" SIGN (NYWB-45/R2-1). THE UNIT SHALL BE PROVIDED IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS. WHEN NOT IN OPERATION, THE SPEED DISPLAY TRAILER SHALL BE REMOVED FROM THE WORK ZONE.
- CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE NMUTCD AND SECTION 729 OF THE STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT SHEETING REQUIREMENTS SHALL BE AS SPECIFIED ON THIS DRAWING. CHANNELIZING DEVICE TYPE AND SPACING REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS.
- IN LONG WORK SPACES ([REDACTED] AND GREATER), TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE PLACED TRANSVERSELY ACROSS EACH CLOSED LANE (AND SHOULDER IF WIDTH IS [REDACTED] OR GREATER) AT MAXIMUM INTERVALS OF [REDACTED]. IN ADDITION, TWO DRUMS, TWO TALL CONES, OR TWO OVERSIZED VERTICAL PANELS SHALL BE SIMILARLY PLACED IN ADVANCE OF ANY TRANSVERSE DROP-OFF OF [REDACTED] OR GREATER.
- ARROW PANELS SHALL CONFORM TO SECTION 729-15 OF THE STANDARD SPECIFICATIONS. THE ADVANCE WARNING ARROW DISPLAY SHALL BE A FULL FLASHING ARROW ONLY. CHEVRONS AND SEQUENTIAL ARROW DISPLAYS SHALL NOT BE PERMITTED. THE CAUTION MODE DISPLAY SHALL BE FOUR FLASHING CORNERS. FLASHING BAR DISPLAYS SHALL NOT BE PERMITTED.
- THE LENGTH OF THE TANGENT AND/OR BUFFER SPACE SHALL BE EXTENDED, AS ORDERED BY THE ENGINEER, TO ENSURE ADEQUATE SIGHT DISTANCE FOR VEHICLES APPROACHING THE LANE CLOSURE TAPER(S). IN CASES WHERE RESTRICTIVE FEATURES ARE PRESENT, A REDUCTION IN THE TANGENT AND/OR BUFFER SPACE LENGTH MAY BE PERMITTED WITH THE APPROVAL OF THE ENGINEER.
- BARRIER VEHICLES SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS. FOR BARRIER VEHICLE USE AND PLACEMENT REQUIREMENTS, SEE TABLES NY1-A AND NY2-A ON THE "WORK ZONE TRAFFIC CONTROL TABLES AND LEGEND" DRAWING.
- THERE SHALL BE NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS LOCATED WITHIN THE BUFFER SPACE. THE SAME SHALL ALSO APPLY TO THE SPACE BETWEEN THE BARRIER VEHICLES AND THE ACTIVE WORK AREA (BARRIER VEHICLE PLACEMENT DISTANCE).
- EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE WORK ZONE TRAFFIC CONTROL LIMITS.



CHANNELIZING DEVICES



| DATE | DESCRIPTION | BY | SYM. |
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REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
TITLE OF PROJECT LINE 1
TITLE OF PROJECT LINE 2

LOCATION OF PROJECT
LOCATION OF PROJECT LINE 1
LOCATION OF PROJECT LINE 2

TITLE OF DRAWING
DOUBLE LANE CLOSURE (SHORT- OR INTERMEDIATE-TERM STATIONARY)

CONTRACT NUMBER:
TA

DATE:
3/10

DRAWING NUMBER:
DLC-55



CHECKED BY: [REDACTED] DRAFTED BY: CAD DESIGNED BY: TA IN CHARGE OF: TA