



**Lockport-Batavia Line #112  
Rebuild Project**

**Appendix X**

**Traffic Management Plans**



DATE	6/06/2025
PROJECT	TRAFFIC MANAGEMENT PLAN
SHEET INDEX	(1 OF 2)
REBUILD PROJECT	LOCKPORT-BATAVIA 112
6.1-10-M5	
L141568	
IN-1	

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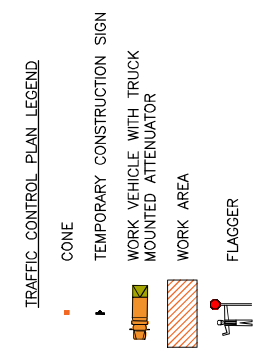
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Dwg.No.	Description	Road Crossing	Route No.	Jurisdiction	Posted Speed limit	Sheet	Total
C-1	Cover Page	N/A		N/A		1	67
IN-1	Index and Abbreviations	N/A		N/A		2	67
IN-2	Index and Abbreviations	N/A		N/A		3	67
GN-1	General Notes	N/A		N/A		4	67
GN-2	General Notes	N/A		N/A		5	67
IM-01	Index Map (TCP-100s - Driveway Entrance Construction TCP Plans)	N/A	N/A	N/A	N/A	6	67
IM-02	Index Map (TCP-100s - Driveway Entrance Construction TCP Plans)	N/A	N/A	N/A	N/A	7	67
TCP-101	Traffic Control Plan	Lockport Bypass SW	NY 93	NYSDOT	55	8	67
TCP-102	Traffic Control Plan	Lockport Bypass SW	NY 93	NYSDOT	55	9	67
TCP-103	Traffic Control Plan	Londonnaire Drive	N/A	Lockport (T)*	35	10	67
TCP-104	Traffic Control Plan	Londonnaire Drive	N/A	Lockport (T)*	35	11	67
TCP-105	Traffic Control Plan	Snyder Drive	N/A	Lockport (T)*	35	12	67
TCP-106	Traffic Control Plan	Locust Street Ext	N/A	Lockport (T)*	35	13	67
TCP-107	Traffic Control Plan	Beattie Ave	N/A	Lockport (T)*	35	14	67
TCP-108	Traffic Control Plan	Bowmiller Rd	N/A	Lockport (T)*	55	15	67
TCP-109	Traffic Control Plan	Wykoop Rd	N/A	Lockport (T)*	45	16	67
TCP-110	Traffic Control Plan	Oak Lane	N/A	Lockport (T)*	not posted	17	67
TCP-111	Traffic Control Plan	Akron	N/A	Royalton (T)*	55	18	67
TCP-112	Traffic Control Plan	Singer Rd	N/A	Royalton (T)*	55	19	67
TCP-113	Traffic Control Plan	Singer Rd	N/A	Royalton (T)*	55	20	67
TCP-114	Traffic Control Plan	Gasport Rd	CR 10	Niagara County	55	21	67
TCP-115	Traffic Control Plan	Ward Rd	N/A	Royalton (T)*	not posted	22	67
TCP-116	Traffic Control Plan	Royalton Center Rd	CR 55	Niagara County	not posted	23	67
TCP-117	Traffic Control Plan	Arnold Rd	N/A	Royalton (T)*	not posted	24	67
TCP-118	Traffic Control Plan	Lewiston Rd	NY 77	NYSDOT	55	25	67
TCP-119	Traffic Control Plan	Johnson Rd	N/A	Royalton (T)*	not posted	26	67
TCP-120	Traffic Control Plan	Griswold St	CR 905	Niagara County	not posted	27	67
TCP-121	Traffic Control Plan	Lewiston Rd	NY 77	NYSDOT	55	28	67
TCP-122	Traffic Control Plan	Meadville Rd	N/A	Alabama (T)*	not posted	29	67
TCP-123	Traffic Control Plan	Meadville Rd	N/A	Alabama (T)*	not posted	30	67
TCP-124	Traffic Control Plan	Lewiston Rd	NY 77	NYSDOT	55	31	67
TCP-125	Traffic Control Plan	Lewiston Rd	NY 77	NYSDOT	55	32	67
TCP-126	Traffic Control Plan	Lewiston Rd	NY 77	NYSDOT	55	33	67
TCP-127	Traffic Control Plan	Stamp Rd	N/A	Alabama (T)*	not posted	34	67
TCP-128	Traffic Control Plan	Alleghany Rd	NY 7763	NYSDOT	55	35	67
TCP-129	Traffic Control Plan	Judge Rc	NY 63	NYSDOT	55	36	67
TCP-130	Traffic Control Plan	Kenyon Rd	N/A	Alabama (T)*	not posted	37	67
TCP-131	Traffic Control Plan	Kenyon Rd	N/A	Alabama (T)*	not posted	38	67
TCP-132	Traffic Control Plan	Wight Rd	N/A	Alabama (T)*	not posted	39	67

NOTE: TRAFFIC CONTROL DESIGN FOR ROADWAYS WITHOUT POSTED SPEED LIMITS WERE DESIGNED WITH AN ASSUMED SPEED LIMIT OF 55 MPH.

\* (T) REPRESENTS TOWN ROADS



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Dwg.No.	Description	Road Crossing	Route No.	Jurisdiction	Posted Speed limit	Sheet	Total
IM-03	Index Map (TCP-2000s - Transmission line Installation TCP Plans)	N/A	N/A	N/A	N/A	40	67
IM-04	Index Map (TCP-2000s - Transmission line Installation TCP Plans)	N/A	N/A	N/A	N/A	41	67
TCP-201	Traffic Control Plan	Bear Ridge Road	N/A	Lockport (T)*	45	42	67
TCP-202	Traffic Control Plan	Lockport Bypass SW	NY 93	NYSDOT	55	43	67
TCP-203	Traffic Control Plan	Londmaire Drive	N/A	Lockport (T)*	35	44	67
TCP-204	Traffic Control Plan	South Transit Road	NY 78	NYSDOT	45	45	67
TCP-205	Traffic Control Plan	Snyder Drive	N/A	Lockport (T)*	35	46	67
TCP-206	Traffic Control Plan	Locust Street Ext	N/A	Lockport (T)*	35	47	67
TCP-207	Traffic Control Plan	Beattie Ave	N/A	Lockport (T)*	35	48	67
TCP-208	Traffic Control Plan	Bowmiller Rd	N/A	Lockport (T)*	55	49	67
TCP-209	Traffic Control Plan	Wynkoop Rd	N/A	Lockport (T)*	45	50	67
TCP-210	Traffic Control Plan	Oak Lane	N/A	Lockport (T)*	not posted	51	67
TCP-211	Traffic Control Plan	Akron	N/A	Royalton (T)*	55	52	67
TCP-212	Traffic Control Plan	Singer Rd	N/A	Royalton (T)*	55	53	67
TCP-213	Traffic Control Plan	Gasport Rd	CR 10	Niegara County	55	54	67
TCP-214	Traffic Control Plan	Ward Rd	N/A	Royalton (T)*	not posted	55	67
TCP-215	Traffic Control Plan	Royalton Center Rd	CR 55	Niegara County	not posted	56	67
TCP-216	Traffic Control Plan	Arnold Rd	N/A	Royalton (T)*	not posted	57	67
TCP-217	Traffic Control Plan	Lewiston Rd	NY 77	NYSDOT	55	58	67
TCP-218	Traffic Control Plan	Griswold St	CR 905	Niegara County	not posted	59	67
TCP-219	Traffic Control Plan	Lewiston Rd	NY 77	NYSDOT	55	60	67
TCP-220	Traffic Control Plan	Meadville Rd	N/A	Alabama (T)*	not posted	61	67
TCP-221	Traffic Control Plan	Stamp Rd	N/A	Alabama (T)*	not posted	62	67
TCP-222	Traffic Control Plan	Allegheny Rd	NY 77/63	NYSDOT	55	63	67
TCP-223	Traffic Control Plan	Judge Rd	NY 63	NYSDOT	55	64	67
TCP-224	Traffic Control Plan	Kenyon Rd	N/A	Alabama (T)*	not posted	65	67
TCP-225	Traffic Control Plan	Wight Rd	N/A	Alabama (T)*	not posted	66	67
TCP-226	Traffic Control Plan	Ledge Rd	N/A	Alabama (T)	not posted	67	67

NOTE: TRAFFIC CONTROL DESIGN FOR ROADWAYS WITHOUT POSTED SPEED LIMITS WERE DESIGNED WITH AN ASSUMED SPEED LIMIT OF 55 MPH.

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#### TRAFFIC CONTROL PLAN LEGEND

-  CONE
-  TEMPORARY CONSTRUCTION SIGN
-  WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR
-  WORK AREA
-  FLAGGER

**MAINTENANCE AND PROTECTION OF TRAFFIC GENERAL NOTES**

**A. 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.
3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

**B. 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.

**C. 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.
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.

**D. 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.
2. DRIVAYS SHALL BE USED FOR ANY LANE CLOSURES OR SHOULDER CLOSURES WHICH ARE TO REMAIN OVERNIGHT.
3. 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.
4. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

**E. 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.

**F. 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.

**H. BARRIER/SHADOW VEHICLES**

1. BARRIER AND SHADOW VEHICLES SHALL BE REQUIRED AS PER STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGEND AND TABLES".
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.

**WORK RESTRICTION NOTE**

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THE FOLLOWING HOLIDAY WORK RESTRICTIONS ARE APPLICABLE TO THIS PROJECT. DURING THESE HOLIDAY PERIODS, THE CONTRACTOR WILL NOT BE ALLOWED TO PERFORM ANY WORK THAT WILL BE DISRUPTIVE TO TRAFFIC, INCLUDING, BUT NOT LIMITED TO, LANE CLOSURES. LANE CLOSURES WILL NOT BE PERMITTED DURING THE FOLLOWING HOLIDAY PERIODS: EASTER WEEKEND; MEMORIAL DAY WEEKEND; JULY 4TH; LABOR DAY; COLUMBUS DAY; THANKSGIVING; CHRISTMAS AND NEW YEAR'S DAY. IF THE HOLIDAY IS A MONDAY, NO LANE CLOSURES WILL BE PERMITTED FROM 12 NOON, FRIDAY TO 10 A.M., TUESDAY. IF THE HOLIDAY IS A TUESDAY, NO LANE CLOSURES WILL BE PERMITTED FROM 12 NOON, FRIDAY TO 10 A.M., WEDNESDAY. IF THE HOLIDAY IS A WEDNESDAY, NO LANE CLOSURES WILL BE PERMITTED FROM 12 NOON, TUESDAY TO 10 A.M., THURSDAY. IF THE HOLIDAY IS A THURSDAY OR FRIDAY, NO LANE CLOSURES WILL BE PERMITTED FROM 12 NOON, THE DAY BEFORE THE HOLIDAY, TO 10 A.M., MONDAY. IF THE HOLIDAY IS A WEEKEND DAY, NO LANE CLOSURES WILL BE PERMITTED FROM 12 NOON ON FRIDAY TO 10 A.M., MONDAY.

THE CONTRACTOR IS ALSO ADVISED THAT THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION RESERVES THE RIGHT TO RECLUSE LANE CLOSURES DURING PERIODS OF INCLEMENT WEATHER, WET OR ICY PAVEMENT, REDUCED VISIBILITY, TRAFFIC ACCIDENTS OR ANY OTHER EMERGENCIES. THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION MAY ALTER ANY LANE CLOSURES SHOULD TRAFFIC CONDITIONS OR OTHER UNFORESEEN CIRCUMSTANCES ARISE WHICH WOULD ADVERSELY AFFECT THE TRAFFIC FLOW. THE CONTRACTOR IS ALSO ALERTED TO THE FACT THAT INCIDENT MANAGEMENT OR TRAFFIC CONDITIONS MIGHT FORCE HIS/HER CONSTRUCTION OPERATION TO STOP, EVEN DURING TIME WHERE SUCH OPERATION WOULD NORMALLY BE PERMITTED. THE CONTRACTOR SHALL HAVE NO CLAIM AGAINST THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR EXTRA COSTS INCURRED IN COMPLYING WITH THESE RESTRICTIONS.

THE NEW YORK STATE DEPARTMENT MAY GRANT A WAIVER FROM THESE RESTRICTIONS, UPON A TIMELY RECEIPT OF A REQUEST FOR SAID WAIVER FROM THE CONTRACTOR. A MINIMUM OF FIVE (5) WORKING DAYS FOR THE REVIEW OF THE CONTRACTOR'S REQUEST WILL BE REQUIRED.

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APPROVED	TV
DATE	6/11/2025
PROJECT	REBUILD PROJECT
PROJECT NO.	6.1-1-10-MS
PROJECT NAME	LOCKPORT-BATAVIA 112
PROJECT TYPE	TRAFFIC MANAGEMENT PLAN
PROJECT NUMBER	GN-1



**TEMPORARY LANE CLOSURES**

IT WILL BE NECESSARY TO TEMPORARILY CLOSE TRAVEL LANES IN ORDER TO PERFORM THE CONTRACT WORK. THE FOLLOWING RESTRICTIONS SHALL APPLY TO LANE CLOSURES:

- A. IN AREAS OF MAJOR SHOPPING MALLS, THE SAME NUMBER OF TRAVEL LANES (INCLUDING TURNING LANES), AS EXIST PRIOR TO THIS CONTRACT, SHALL BE MAINTAINED IN EACH DIRECTION DURING THE HOURS OF 10:00 A.M. TO 4:00 P.M. ON SATURDAYS.
- B. THE TIME RESTRICTIONS LISTED ABOVE CAN BE SHIFTED AS TRAFFIC CONDITIONS WARRANT, AND THE CONTRACTOR SHALL BE AWARE THAT THE ENGINEER-IN-CHARGE HAS THE ABILITY TO ORDER ADDITIONAL TIME RESTRICTIONS OF UP TO ONE HOUR PER WORK DAY TO THE TIME RESTRICTIONS LISTED ABOVE IF TRAFFIC CONDITIONS WARRANT, AT NO COST TO THE STATE. THE CONTRACTOR SHALL NOT HAVE ANY DELAY CLAIMS AGAINST THE STATE IF THE ENGINEER-IN-CHARGE ORDERS UP TO ONE HOUR OF ADDITIONAL TIME RESTRICTIONS PER DAY.
- C. THE ENGINEER-IN-CHARGE IS AUTHORIZED TO REDUCE THE ABOVE TIME RESTRICTIONS ON THE NON-KEY CORRIDORS AS TRAFFIC CONDITIONS WARRANT.

<p><b>EXISTING FEATURES</b></p> <ul style="list-style-type: none"> <li>PROPERTY/COUNTY TAX MAP</li> <li>CONTOUR LINE</li> <li>TOWN LINE</li> <li>FENCE</li> <li>OVERHEAD ELECTRIC</li> <li>UNDERGROUND ELECTRIC</li> <li>UNDERGROUND GAS LINE</li> <li>UNDER GROUND FIBER OPTIC</li> <li>UNDER GROUND WATER</li> <li>UNDERGROUND PETROLEUM</li> <li>UNDERGROUND STORM SEWER</li> <li>UNDERGROUND SANITARY SEWER</li> <li>UNDERGROUND TELEPHONE</li> <li>NIAGARA MOHAWK POWER CORP. EXISTING PROPERTY LINES</li> <li>NIAGARA MOHAWK POWER CORP. EXISTING EASEMENT LIMITS</li> <li>NIAGARA MOHAWK POWER CORP. LEGACY PROPERTY LINES</li> <li>PARK BOUNDARY LINE</li> <li>ADJOINER PROPERTY LINES</li> <li>TAX MAP IDENTIFICATION NUMBER (S.B.L.)</li> <li>SUB-TRANSMISSION &amp; TRANSMISSION LINES</li> <li>NIAGARA MOHAWK CORP. L&amp;T DOCUMENT NUMBER</li> <li>WOOD POLES</li> <li>FLEX TOWERS</li> <li>SQUARE BASE TOWERS</li> <li>3 LEGGED TOWERS</li> <li>GUY WIRES</li> <li>CULVERT</li> <li>PULL BOX</li> <li>LINE MARKER</li> <li>BOLLARDS</li> <li>DITCH</li> <li>STREAM CENTERLINE, I.D. NUMBER CLASS</li> <li>STREAM BANK, I.D. NUMBER &amp; CLASS</li> </ul>	<p><b>PROPOSED FEATURES</b></p> <ul style="list-style-type: none"> <li>DEC WETLAND</li> <li>DEC WETLAND 100' ADJACENT AREA</li> <li>DELINEATED WETLANDS</li> <li>WATER BODY</li> <li>FEMA FLOODPLAIN</li> <li>SILT FENCE</li> <li>FILTER SOCK</li> <li>CULVERT</li> <li>BOX CULVERT</li> <li>ROCK OUTLET PROTECTION</li> <li>DITCH</li> <li>CONTOUR LINE (MAJOR)</li> <li>CONTOUR LINE (MINOR)</li> <li>PERMANENT STABILIZED CONSTRUCTION ENTRANCE</li> <li>TEMPORARY STABILIZED CONSTRUCTION ENTRANCE</li> <li>LIMIT OF DISTURBANCE</li> <li>FENCE</li> <li>PROPOSED PERMANENT EASEMENT</li> <li>TRANSMISSION LINES (115KV)</li> <li>PROPOSED STRUCTURE LOCATION</li> <li>PROPOSED INVASIVE SPECIES CLEANING STATION</li> <li>GATE TO BE INSTALLED</li> <li>TEMPORARY ORANGE CONSTRUCTION FENCE</li> <li>TYPE 1 - PROPOSED ACCESS OVER EXISTING, IMPROVE AS NECESSARY</li> </ul>
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**SHEET NUMBER | STANDARD SHEET TITLE**

619-010	WORK ZONE TRAFFIC CONTROL - GENERAL NOTES
619-011	WORK ZONE TRAFFIC CONTROL - LEGEND AND NOTES
619-012	SIGN TABLE (TOTAL OF 2 SHEETS)
619-080	TWO-WAY TWO-LANE TEMPORARY ROAD CLOSURE
619-310	SHOULDER CLOSURE
619-314	TWO-LANE TWO-WAY LANE CLOSURE WITH MOVING FLAGGERS SHORT TERM OPERATION

**PROPOSED FEATURES**

	TYPE 2 - PERMANENT ACCESS ROADS & WORK AREAS
	TYPE 3 - TIMBER MAT DURING CONSTRUCTION PERVIOUS POST CONSTRUCTION
	TYPE 4 - TEMPORARY CONSTRUCTION WORK AREAS, PULLING PADS OR ACCESS, IMPROVE AS NECESSARY
	TYPE 5 - TIMBER MAT ACCESS ROADS & WORK AREAS
	TYPE 6 - BERM ACCESS, IMPROVE AS NECESSARY
	WILDLIFE MANAGEMENT AREA
	EROSION CONTROL FILTER STRIP

**TRAFFIC CONTROL SIGNS**

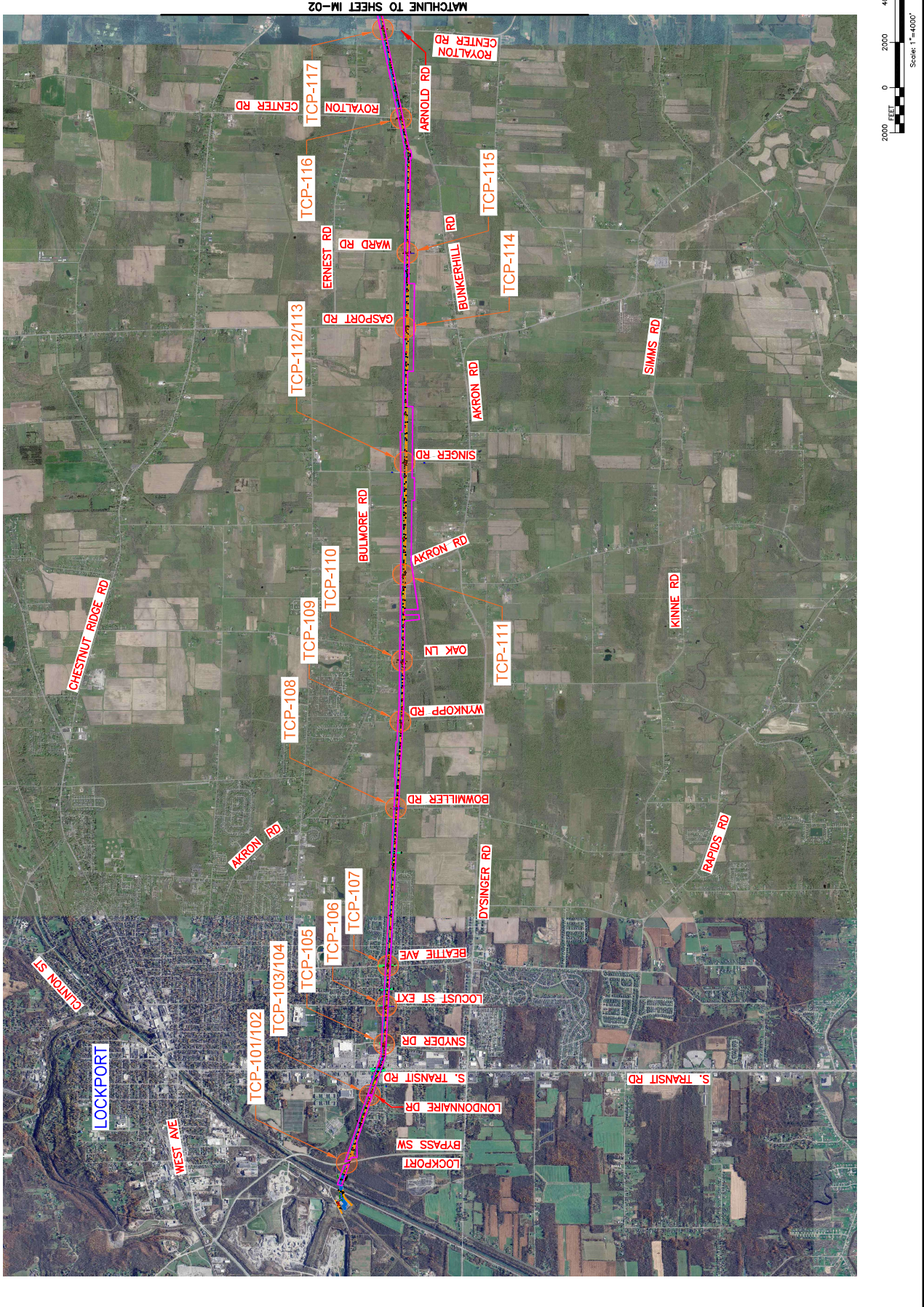
	W20-4
	W20-1
	W3-4
	W20-7
	W8-23
	ARROW PANEL (CAUTION MODE)
	LANE CLOSED 48"X24"
	END ROAD WORK
	W11-10

EXISTING #12 LINE STRUCTURES TO BE REMOVED. CLEARING LIMITS FOR THE PROJECT WILL BE THE SAME AS THE LIMITS OF DISTURBANCE.

SYMBOLS SHOWN HERE MAY BE LARGER OR SMALLER THEN REPRESENTED ON DETAILED DRAWING.

DATE	DESIGNER'S USE ONLY OR REVIEW	TITLE	
		PROJECT NAME	
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DATE	DESIGNER'S USE ONLY OR REVIEW	TITLE	
		PROJECT NAME	
		PROJECT NUMBER	
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		APPROVED BY	
		DATE	

6/06/2025  
 TRAFFIC MANAGEMENT PLAN  
 LOCKPORT-BATAVIA 112  
 REBUILD PROJECT  
 ENTRANCE INDEX MAP (1 OF 2)  
 IM-01

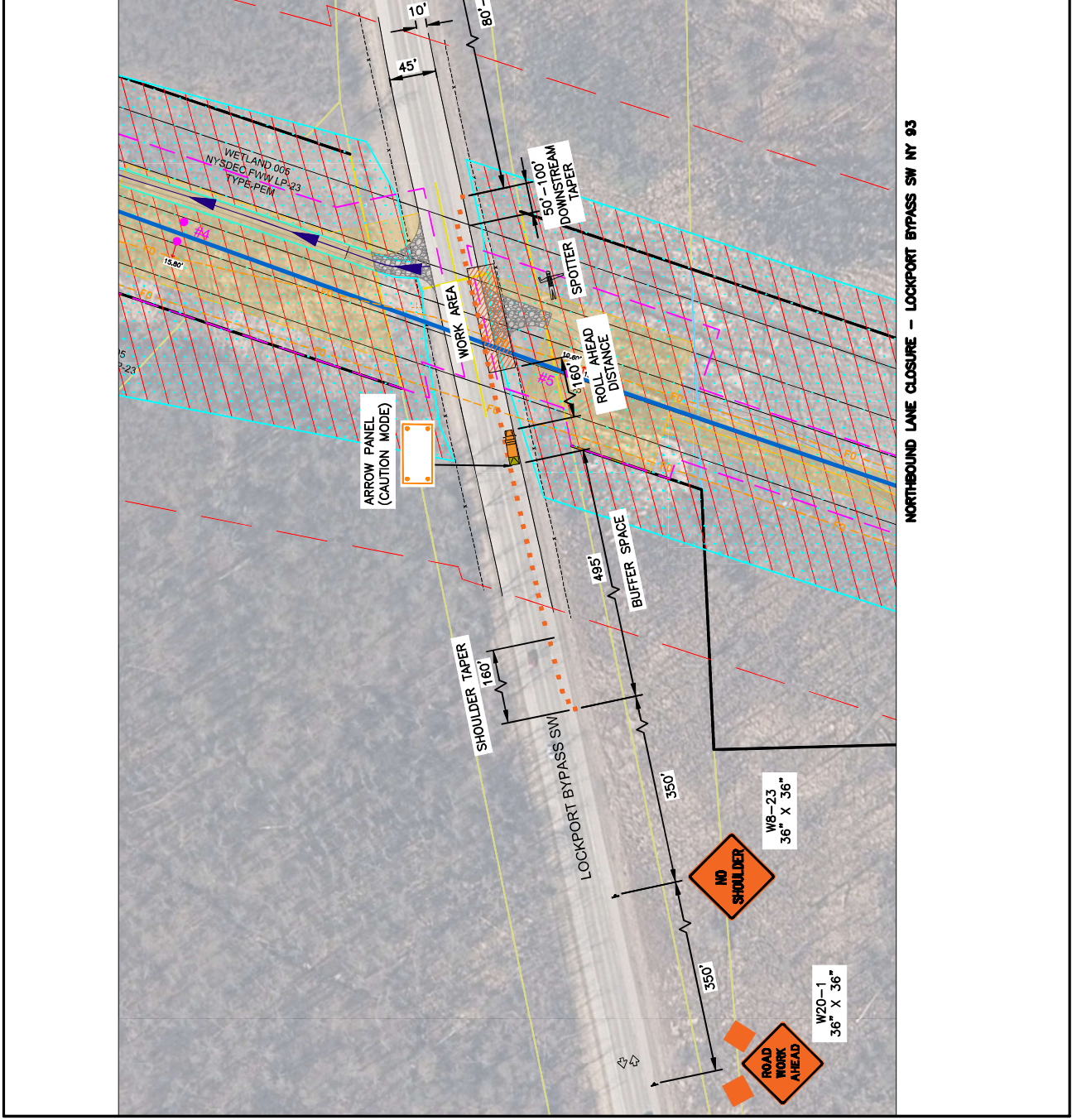
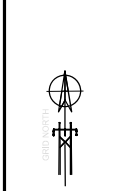


CONSENT STATEMENT  
 The design contains information and planning prepared for the project by National Grid. The design is intended for the project as shown and is not to be used for any other purpose. The design is provided as a guide only and does not constitute a warranty of any kind. National Grid is not responsible for any errors or omissions in this design. National Grid is not responsible for any damage or loss caused by the use of this design. For the latest authorized version please refer to the Engineering Cabinet in Documentation.



DATE	DESCRIPTION OF STUDY OR PROJECT	APPROVED BY	DATE
NO.			
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97			
98			
99			
100			

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT



CONSTRUCTION STAFF/PROJECT  
 The design contains information and proprietary information of the State of New York. It is to be used only for the project and not to be used for any other project. Any use for any other project is prohibited. It is to be used only for the project and not to be used for any other project. Any use for any other project is prohibited.

DATE: 6/20/23  
 PROJECT: TOWN OF LOCKPORT - LOCKPORT BYPASS SW  
 DRAWING: TPC-101

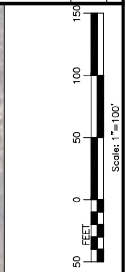
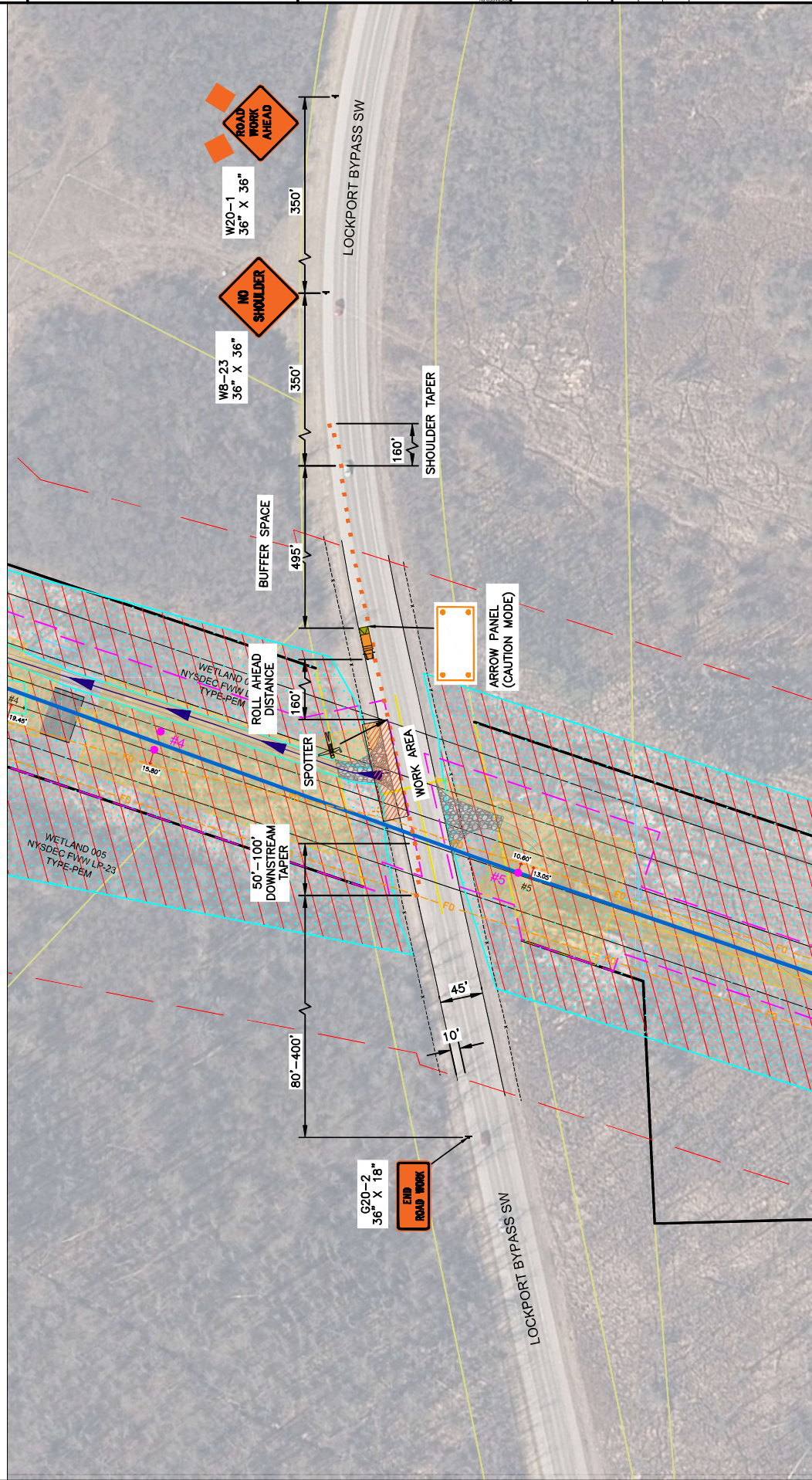
DATE: 6/06/2025  
PROJECT: TCP PLAN - LOCKPORT BYPASS SW  
DRAWN: J. FISHER  
CHECKED: T. FISHER  
DATE: 6/1-10-15  
PROJECT: REBUILD PROJECT  
DRAWN: J. FISHER  
CHECKED: T. FISHER  
DATE: L141568  
PROJECT: TCF-102

nationalgrid

ACCOUNT NUMBER: [BLANK]  
JOB NUMBER: [BLANK]  
APPROVED: SM [BLANK]  
DATE: [BLANK]

DATE: [BLANK]  
PROJECT: [BLANK]  
DRAWN: [BLANK]  
CHECKED: [BLANK]  
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DRAWN: [BLANK]  
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POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT

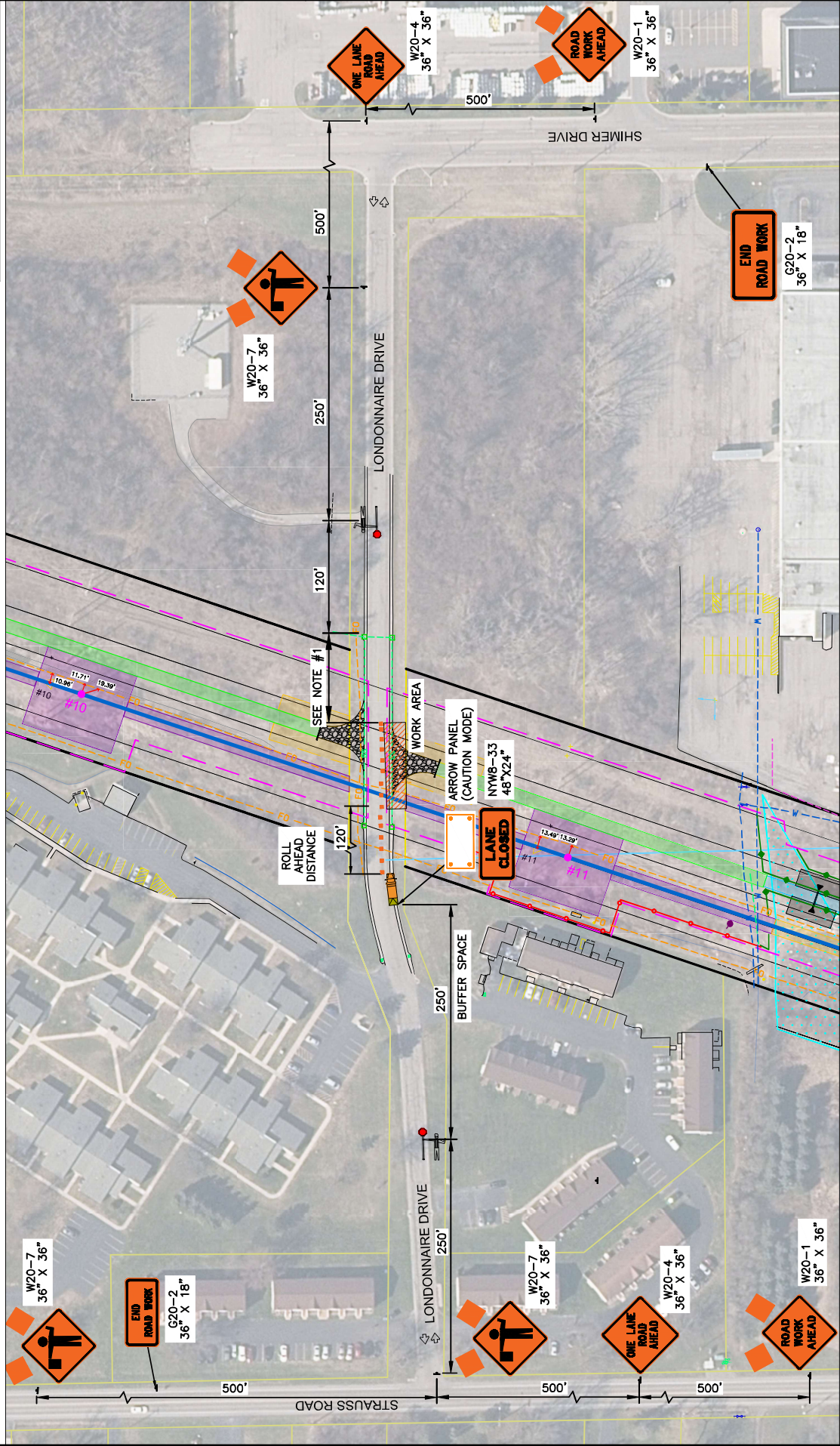
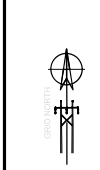


SOUTHBOUND LANE CLOSURE - LOCKPORT BYPASS SW NY 83

**NOTE #1:**  
THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). THE FLAGGER SHALL BE CLEARLY VISIBLE TO OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

DATE	DESCRIPTION OF WORK OR REVISION	BY	CHK	APP	APPROVED
					SM
					TL
					FISHER
					TW

POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT

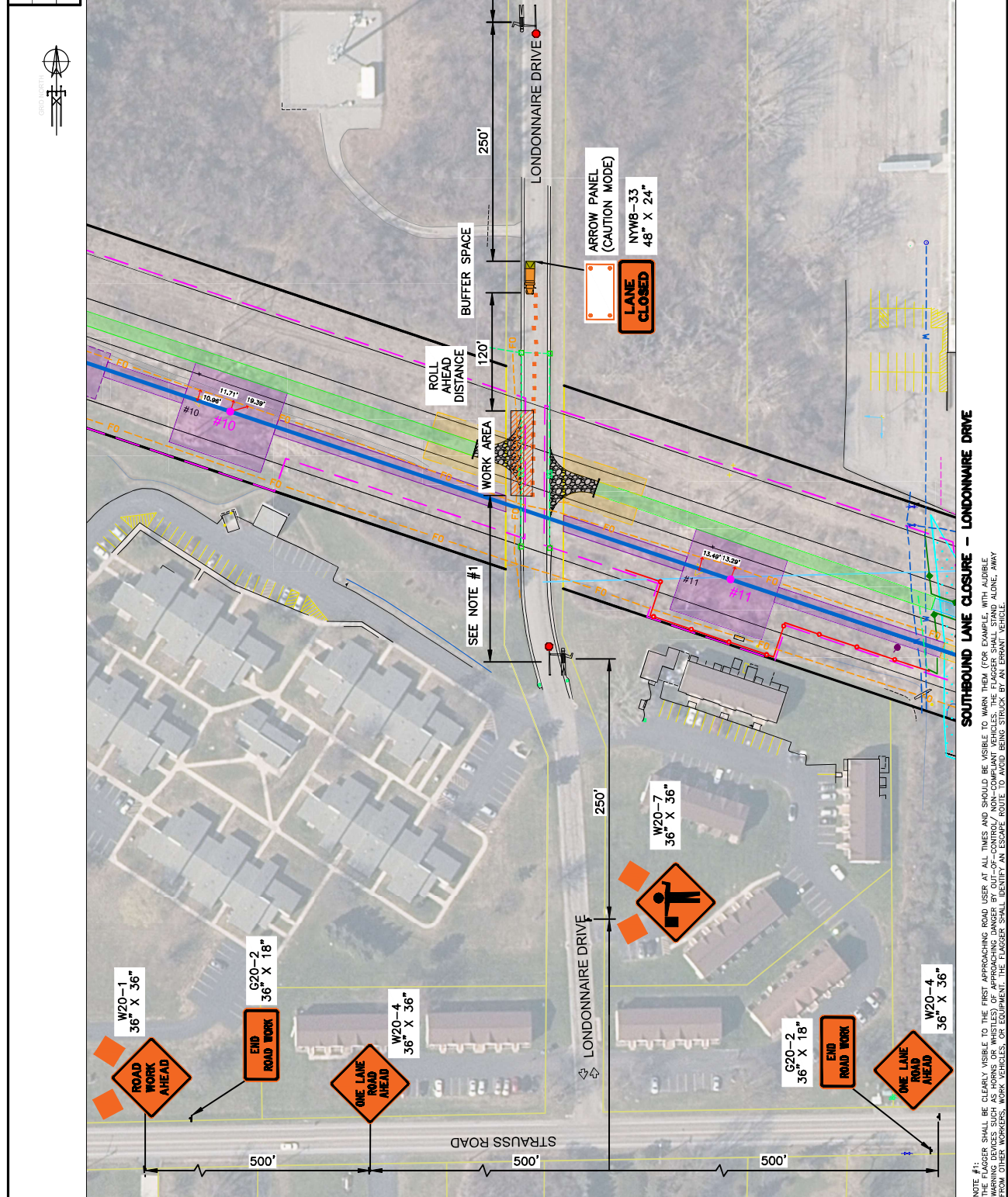


**NORTHBOUND LANE CLOSURE - LONDONNAIRE DRIVE**

NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE WHISTLES, FLASHING LIGHTS, OR OTHER MEANS). THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.  
 FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

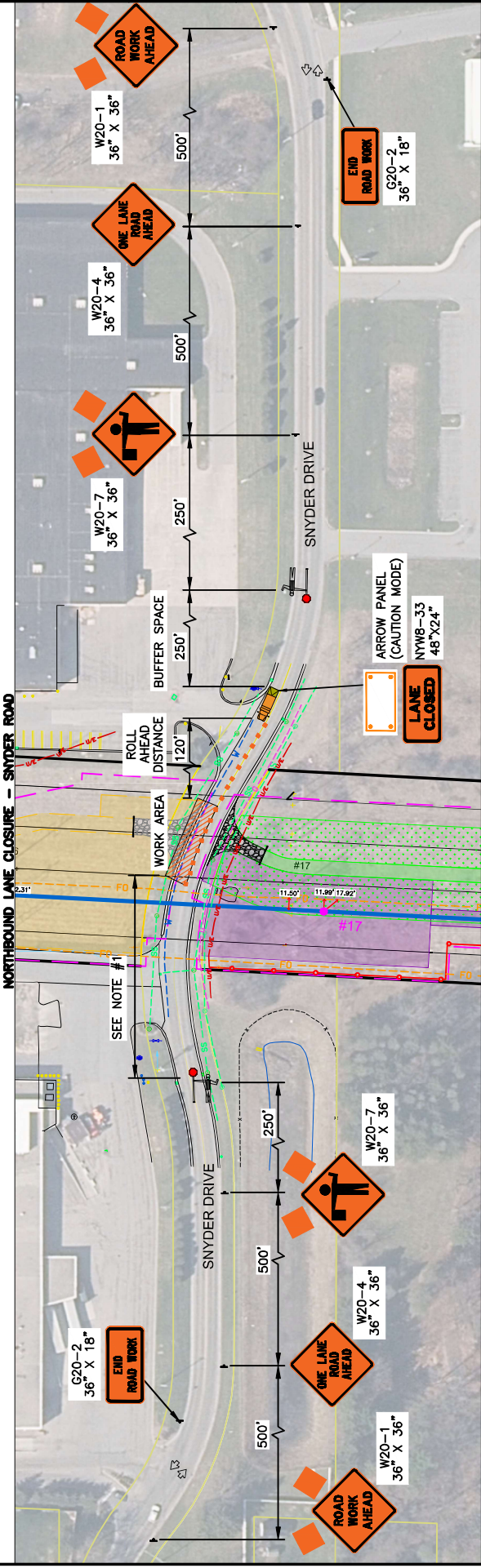
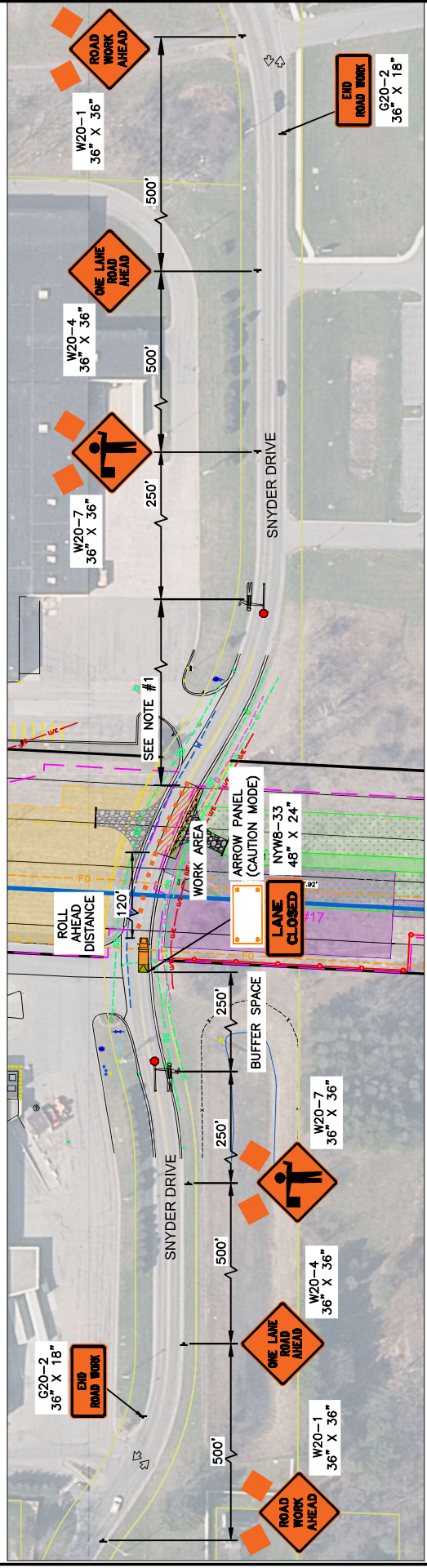
DATE	6/06/2025
PROJECT	LOCKPORT-BATAVIA 112 REBUILD PROJECT
PLAN	TCP PLAN - LONNONNAIRE DRIVE
SHEET	L1-L10-M5
SCALE	1" = 100'

POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT



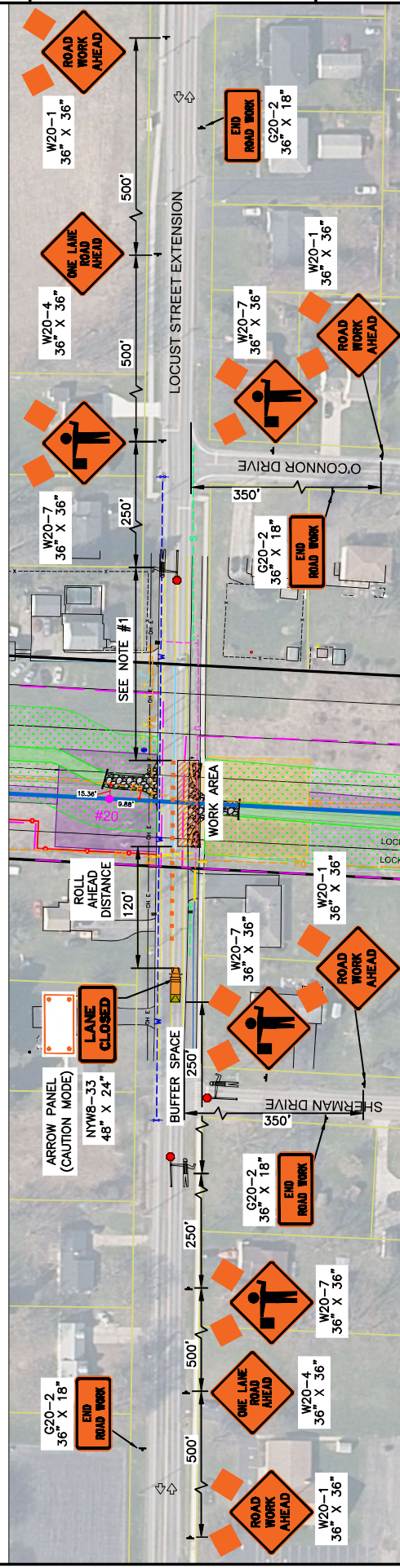
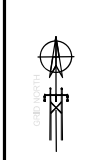
**NOTE #1:** THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH ALDRE) FROM THE WORK AREA. THE FLAGGER SHALL BE VISIBLE TO ALL APPROACHING ROAD USERS. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE. FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT AT THE WORK AREA. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	LOCKPORT

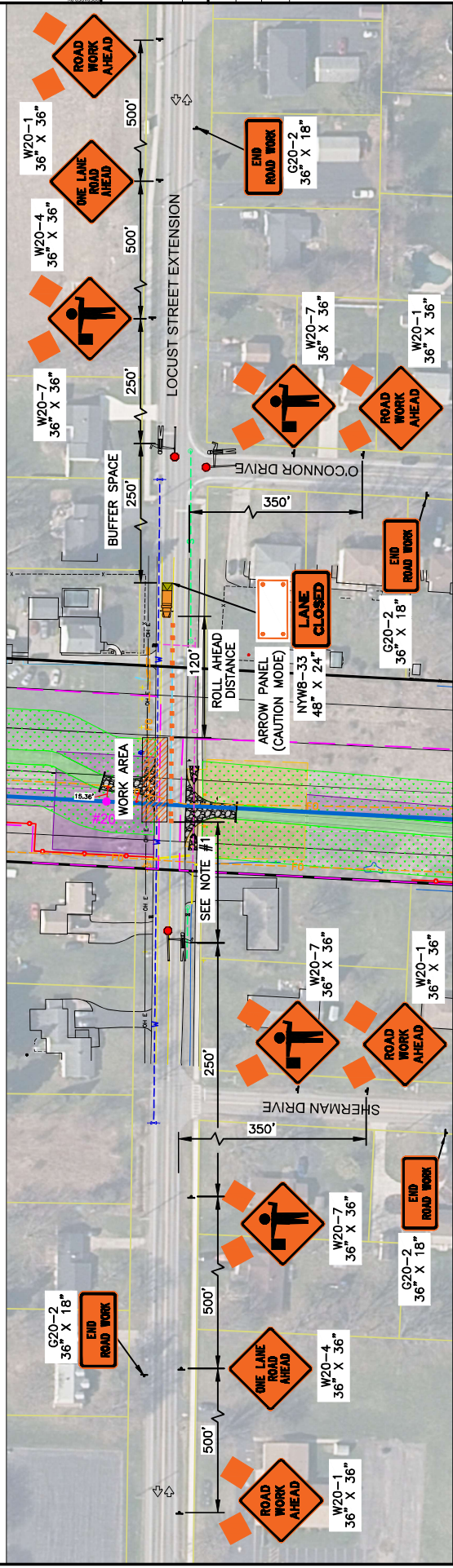


**NOTE #1:**  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE WARNING DEVICES SUCH AS HORNS OR WHISTLES) OF APPROACHING DANGER BY OUT-OF-CONTROL AND/OR COMPLIANT WITH THE FLAGGER SHALL STAND ALONE, AWAY FROM OTHER WORKERS, VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

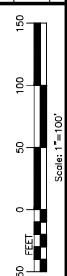
POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT



**NORTHBOUND LANE CLOSURE - LOCUST STREET EXTENSION**



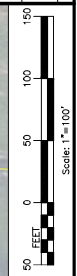
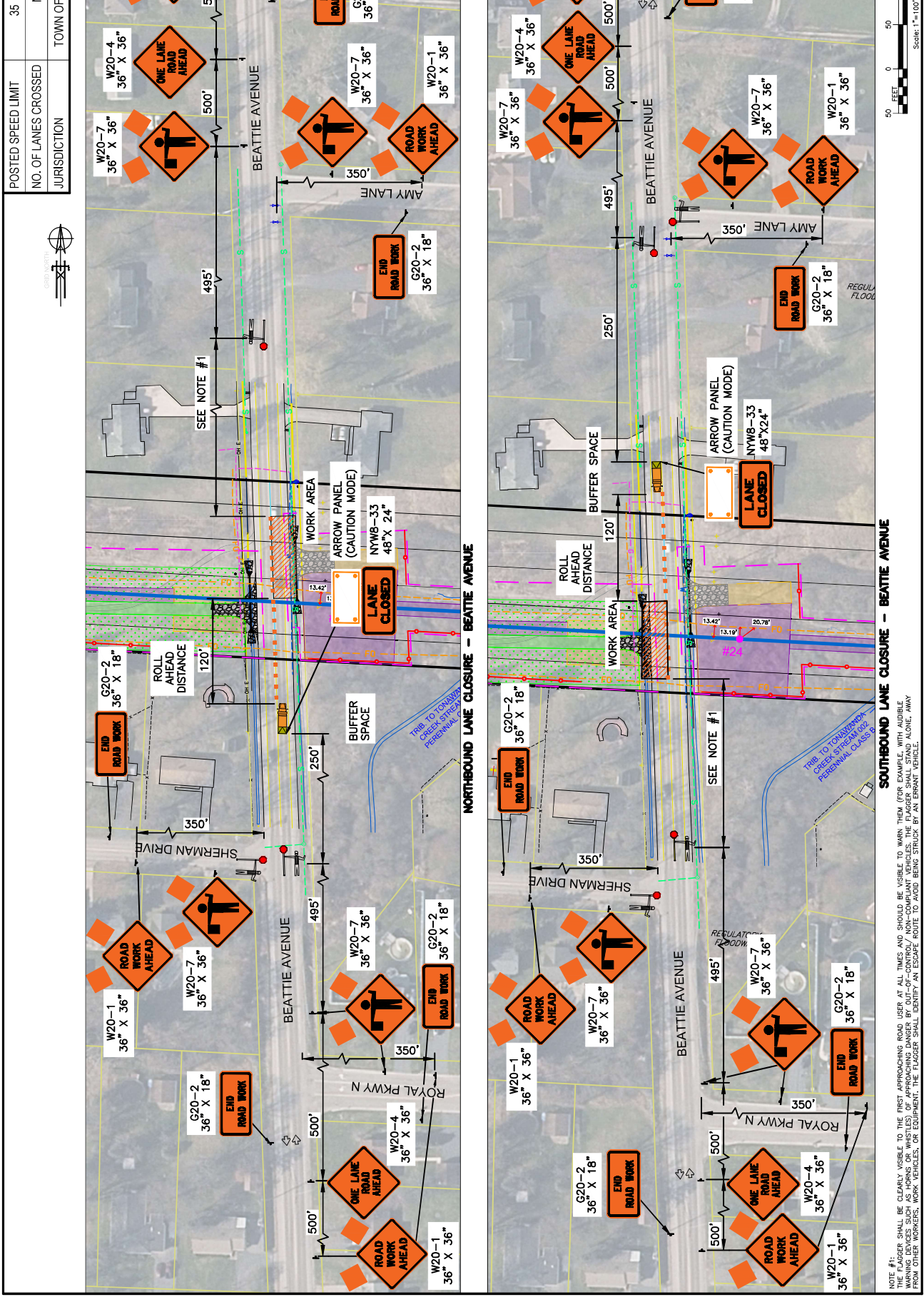
**SOUTHBOUND LANE CLOSURE - LOCUST STREET EXTENSION**



**NOTE #1:**  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE WARNING DEVICES SUCH AS HORNS OR WHISTLES) OF APPROACHING DANGER BY OUT-OF-CONTROL, NON-COMPLIANT VEHICLES. THE FLAGGER SHALL STAND ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.



POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT



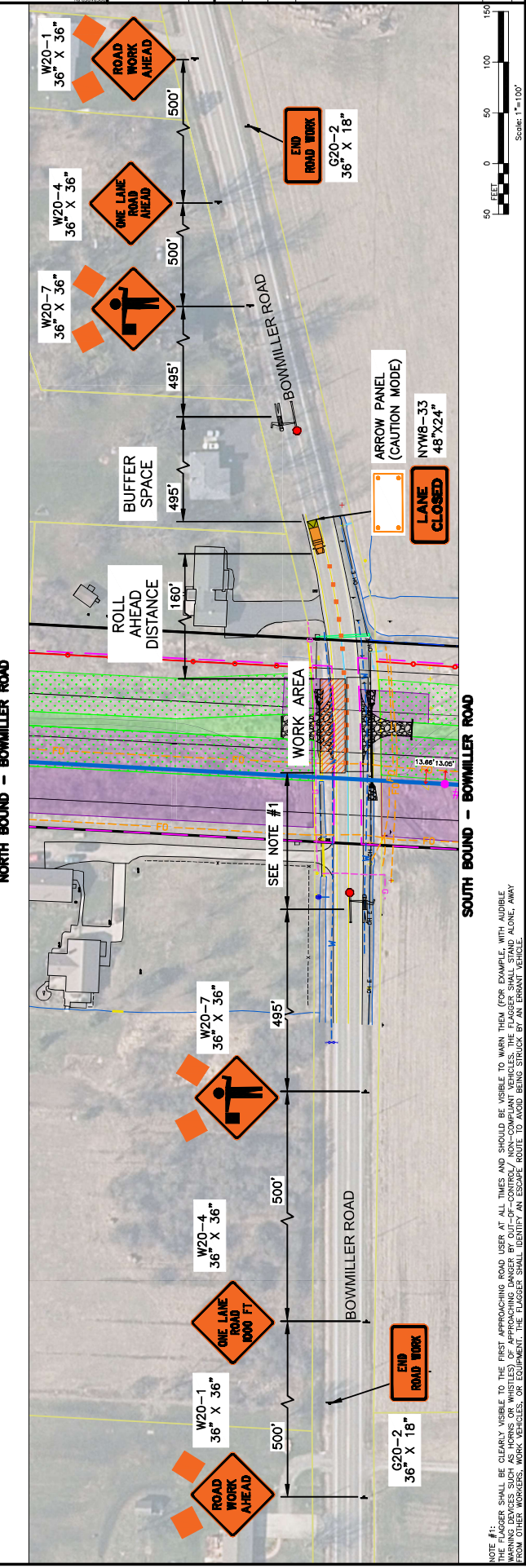
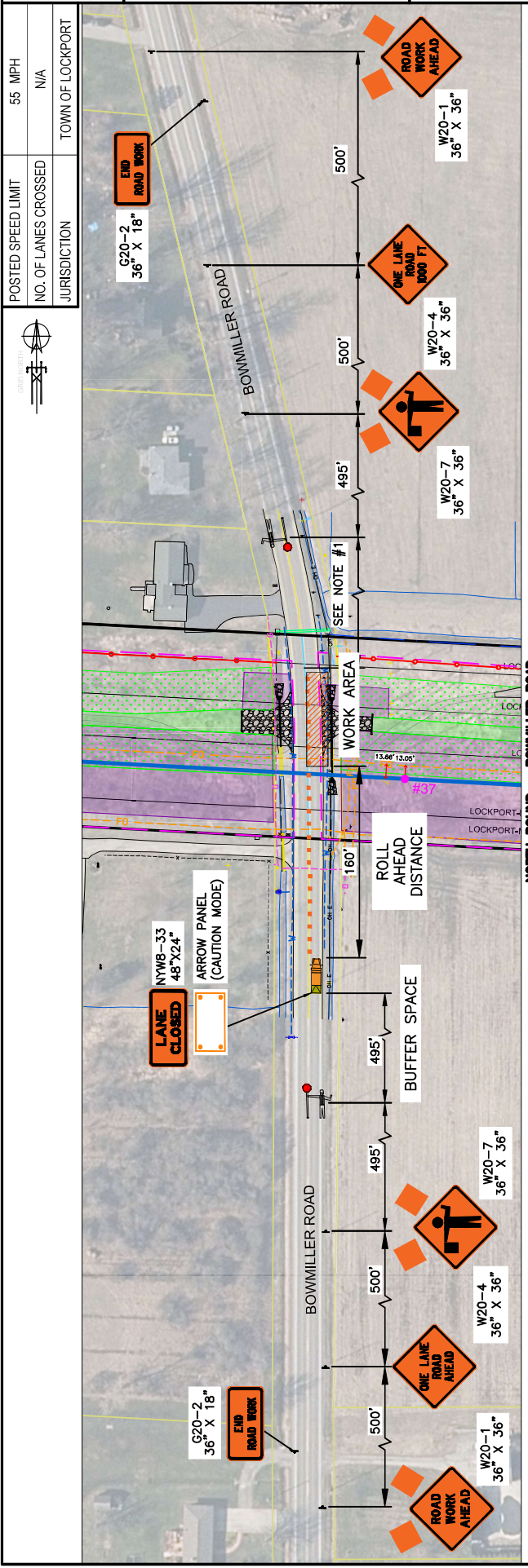
**NOTE #1:**  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS) OF THE PRESENCE OF THE ROAD WORK ZONE. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.



DATE	_____
DESIGN BY	R. J. BISHOP, P.E.
APPR'D BY	_____
APPR'D BY	_____
APPR'D BY	_____
APPR'D BY	_____

TITLE	TPC PLAN - BOWMILLER ROAD
PROJECT	LOCKPORT-BATAVIA 112 REBUILD PROJECT
DATE	6-1-10-MS
DATE	6/06/2025

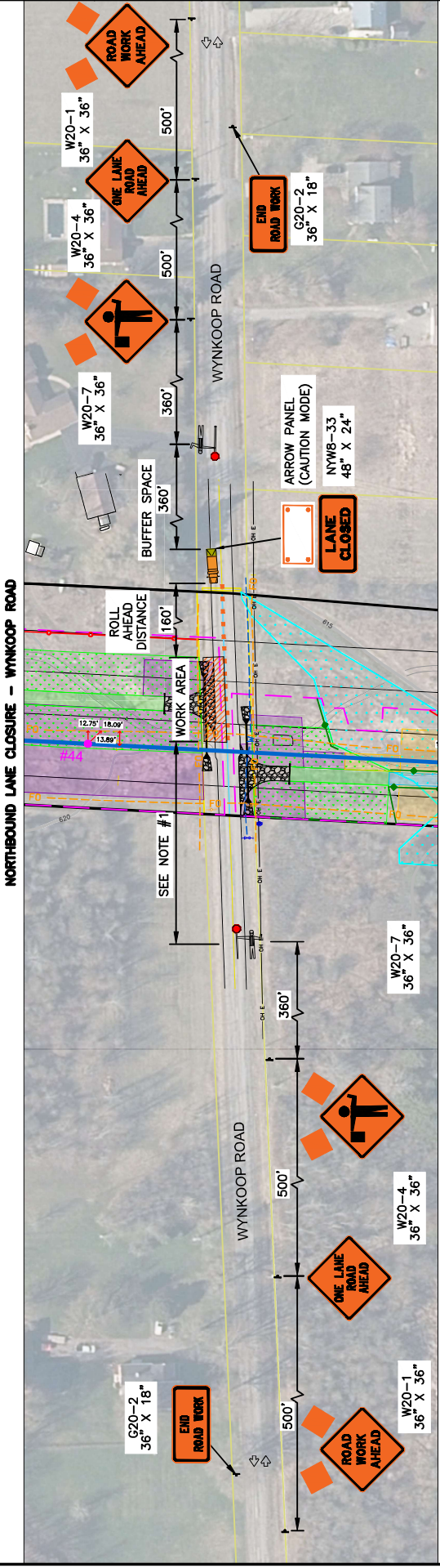
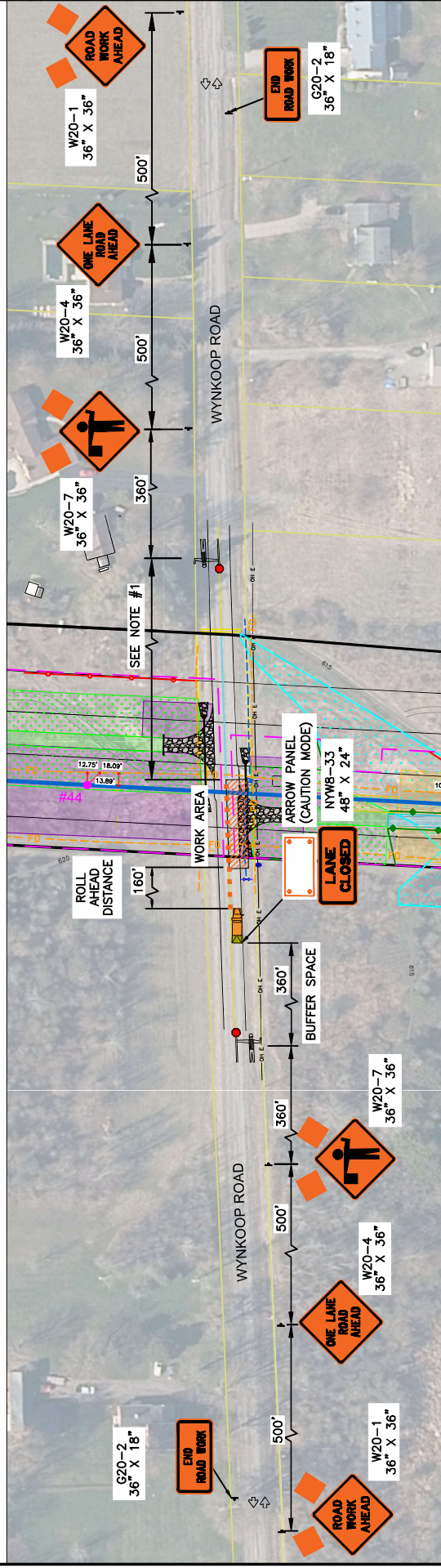
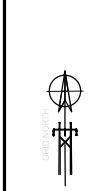
POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT



NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). WHEN WORKING IN THE WORK AREA, THE FLAGGER SHALL WEAR HIGHLY VISIBLE CLOTHING, WORK ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK.

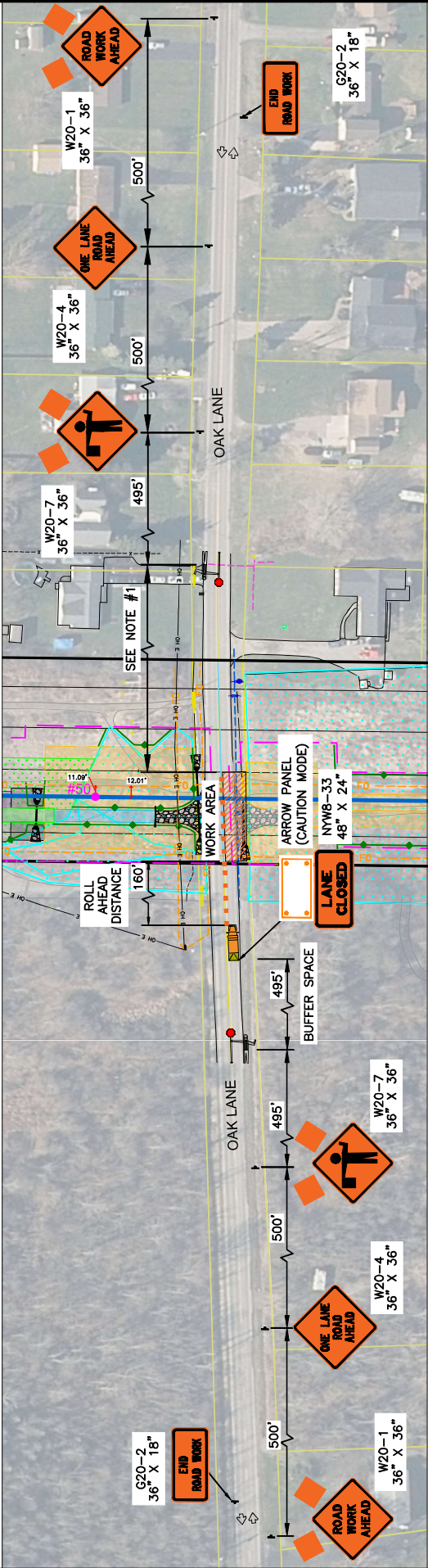
FOR THE LATEST AUTHORIZED REVISION PLEASE REFER TO THE ENGINEERING CABINET IN DOCUMENTATION.  
 PENALTIES APPLY FOR VIOLATIONS OF ANY OF THE RULES OF THE PROFESSION.

POSTED SPEED LIMIT	45 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT

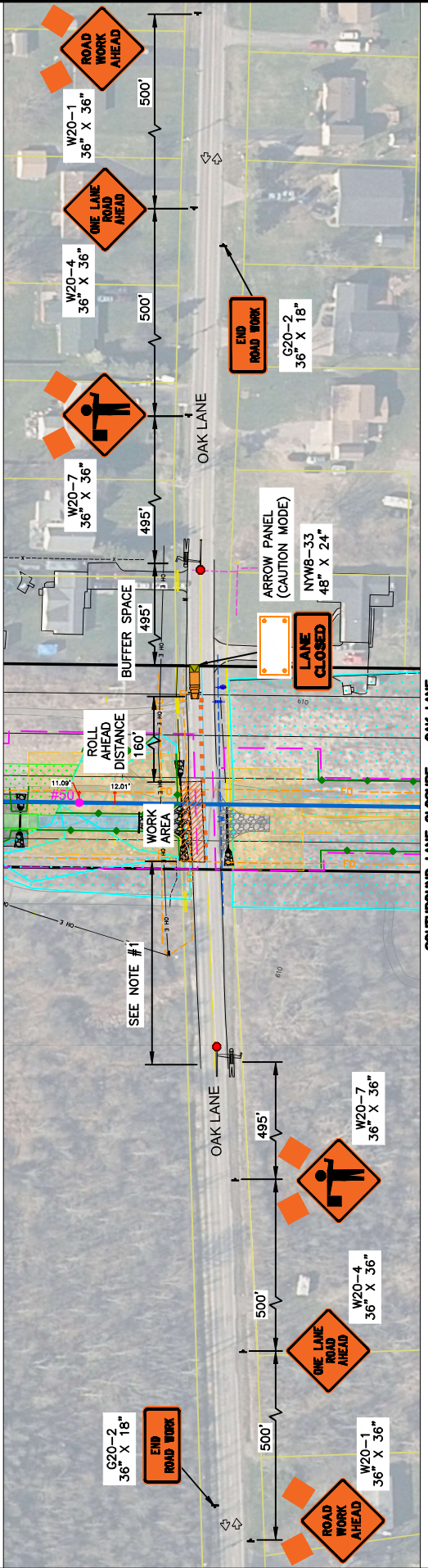


**NOTE #1:**  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE DEVICES SUCH AS WHISTLES, AIR HORN, OR OTHER DEVICES). APPROXIMATELY 100 FEET PRIOR TO THE WORK AREA, THE FLAGGER SHALL BE BY HIMSELF, STAND ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL BE ON AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN APPROACHING VEHICLE.

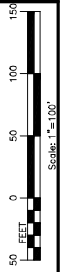
POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT



NORTHBOUND LANE CLOSURE - OAK LANE

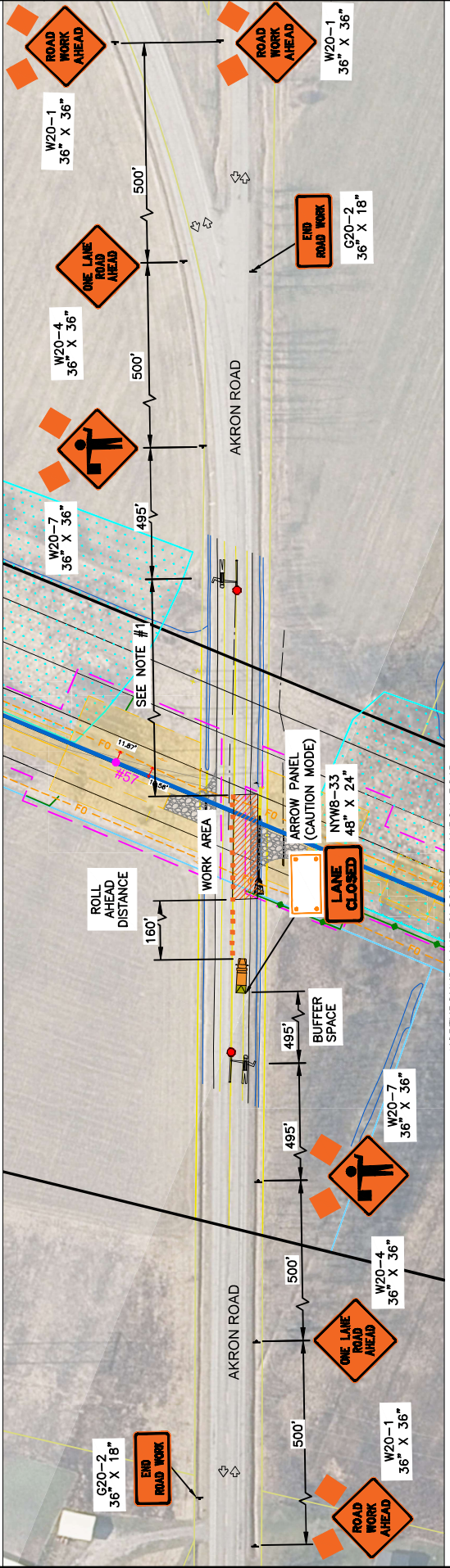


SOUTHBOUND LANE CLOSURE - OAK LANE

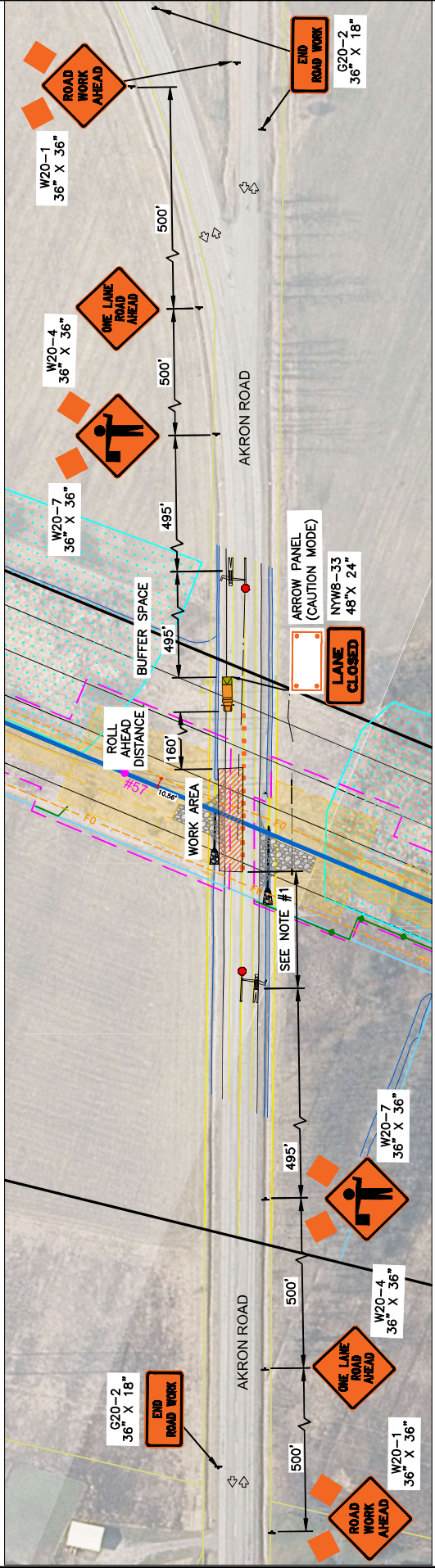


NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS) OF THE LANE CLOSURE. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

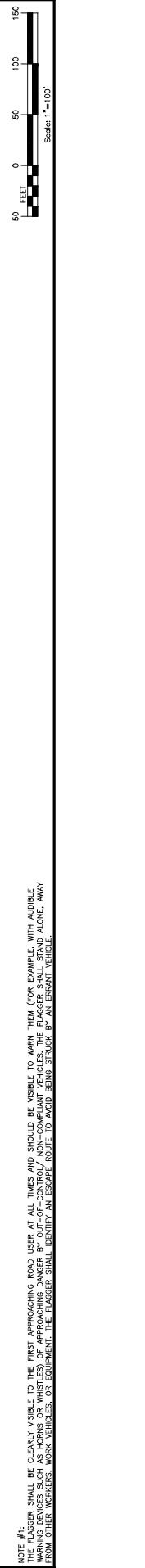
POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	ROYALTON



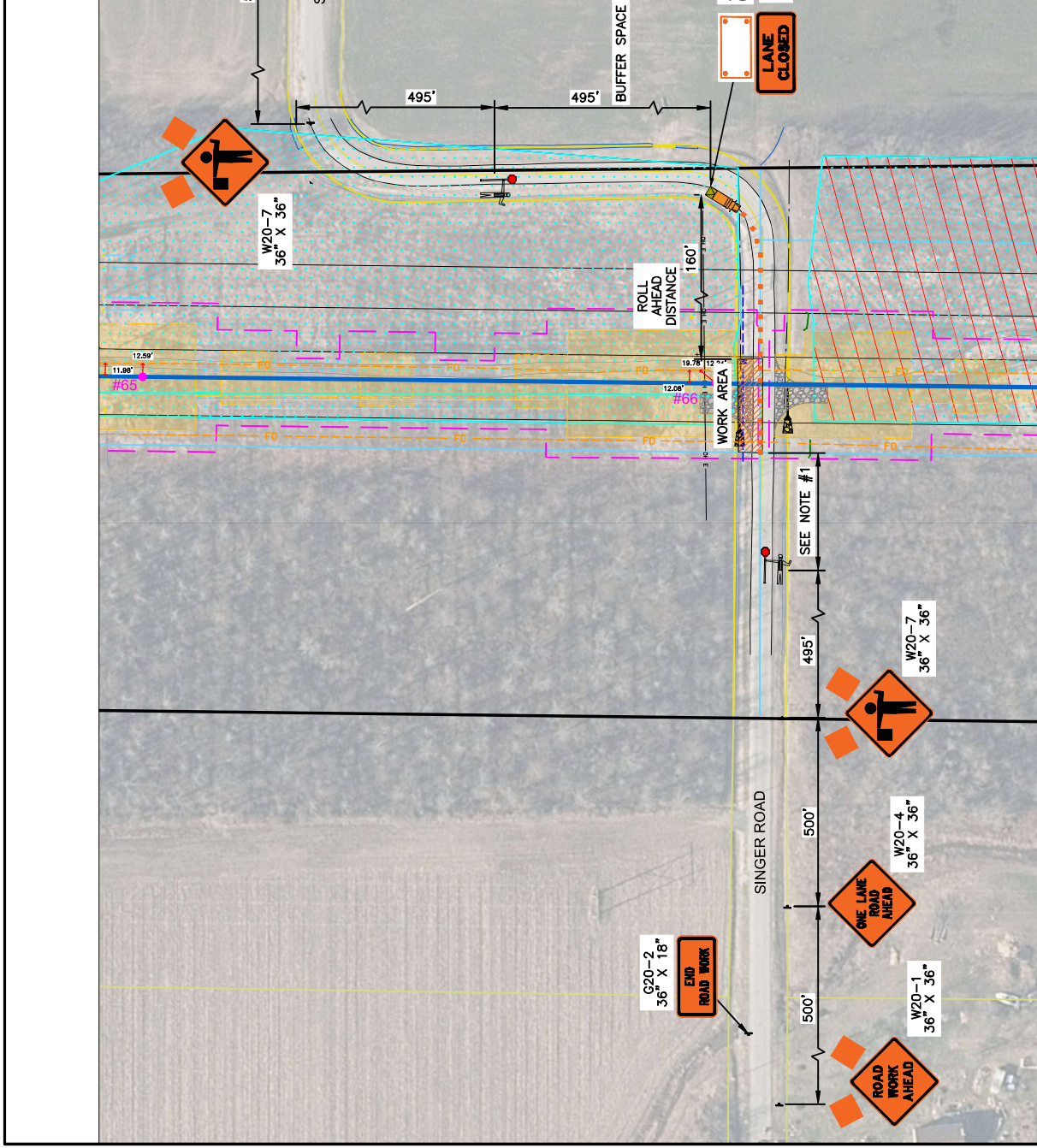
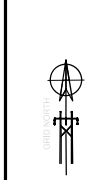
**NORTHBOUND LANE CLOSURE - AKRON ROAD**



**SOUTHBOUND LANE CLOSURE - AKRON ROAD**



POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	ROYALTON

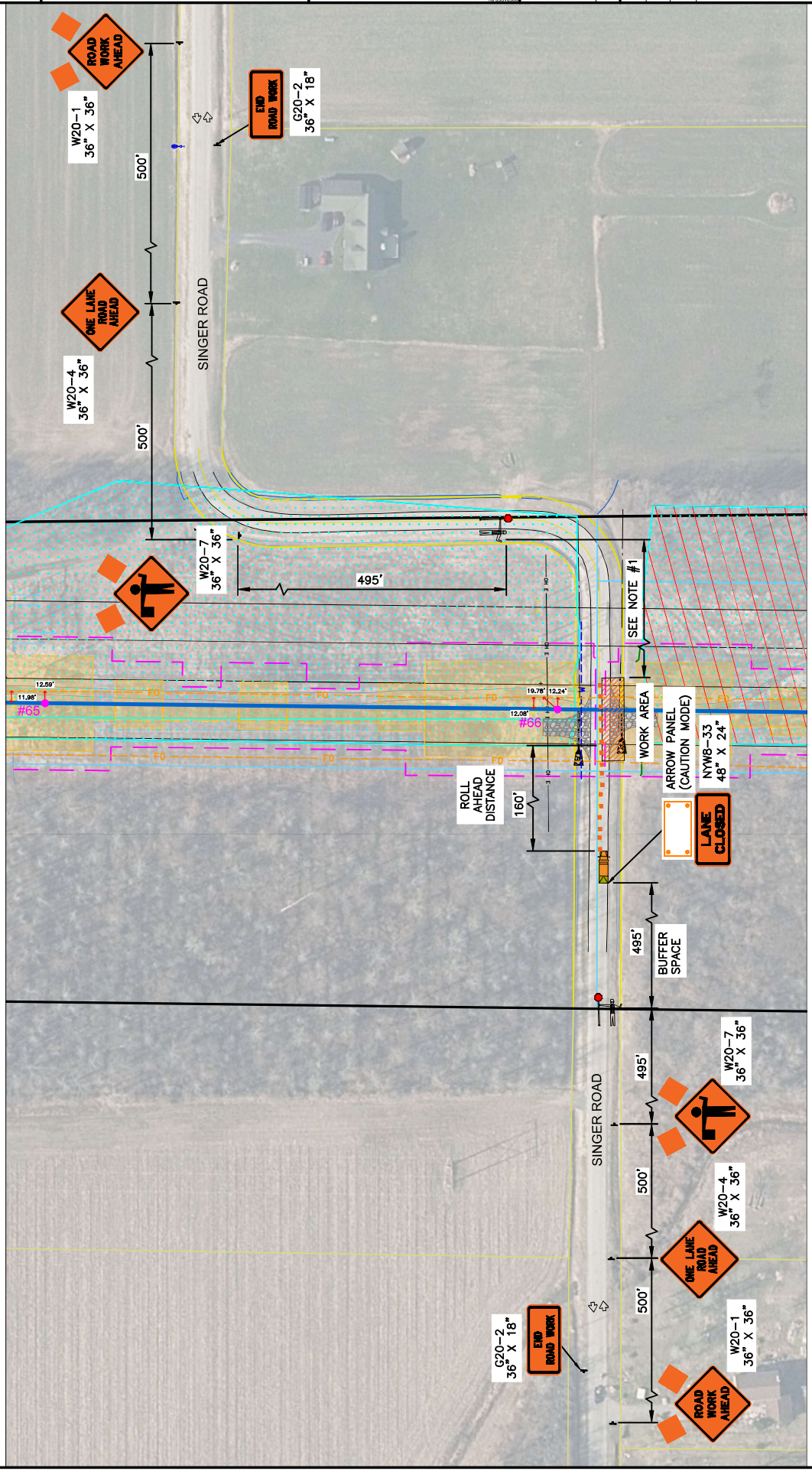


**SOUTHBOUND LANE CLOSURE - SINGER ROAD**

NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE WARNING DEVICES SUCH AS HORNS OR WHISTLES) OF APPROACHING DANGER BY OUT-OF-CONTROL / NON-COMPLIANT VEHICLES. THE FLAGGER SHALL STAND ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY ALL WORKER LANE CLOSURE LOCATIONS TO ALL APPROACHING TRAFFIC.



NORTHBOUND LANE CLOSURE - SINGER ROAD



NOTE #1: THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). THE FLAGGER SHALL WEAR HIGHLY VISIBLE CLOTHING, INCLUDING A REFLECTIVE VEST. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT.

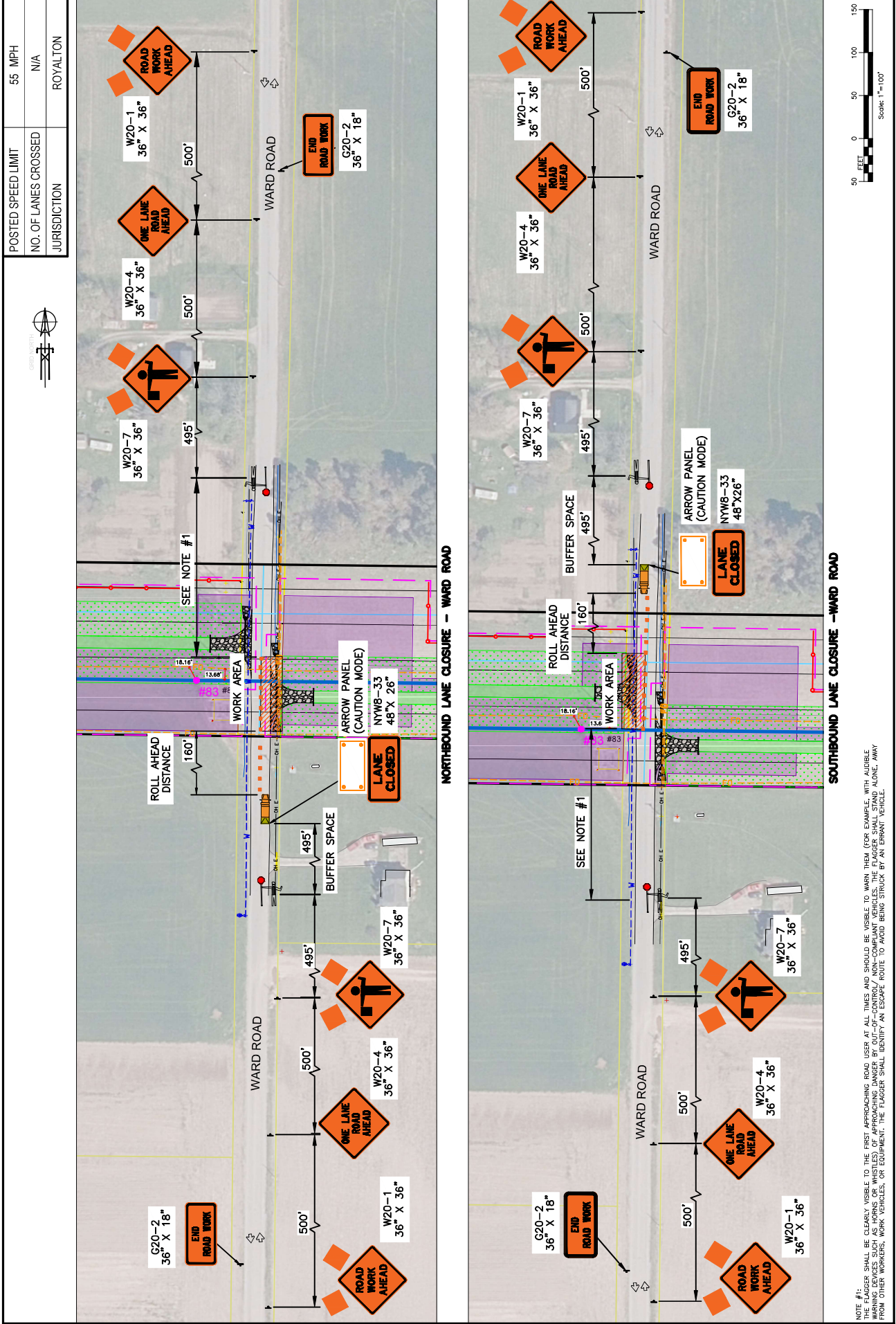
POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	TOWN OF LOCKPORT



SIGNAGE CANNOT BE SEEN WITH DOCUMENT ENLARGED  
 FOR THE LATEST AUTHORIZED VERSION PLEASE REFER TO THE ENGINEERING CABINET IN DOCUMENTUM

CONSENT AND LIABILITY STATEMENT  
 The information contained herein and any drawings, specifications, or schedules are for general information only and are not intended to be used for any specific project. The user of this information is advised that the user is responsible for all liability and risk associated with the use of this information. NATIONAL GRID, INC. does not assume any liability for any loss or damage resulting from the use of this information. NATIONAL GRID, INC. is not responsible for any loss or damage resulting from the use of this information.



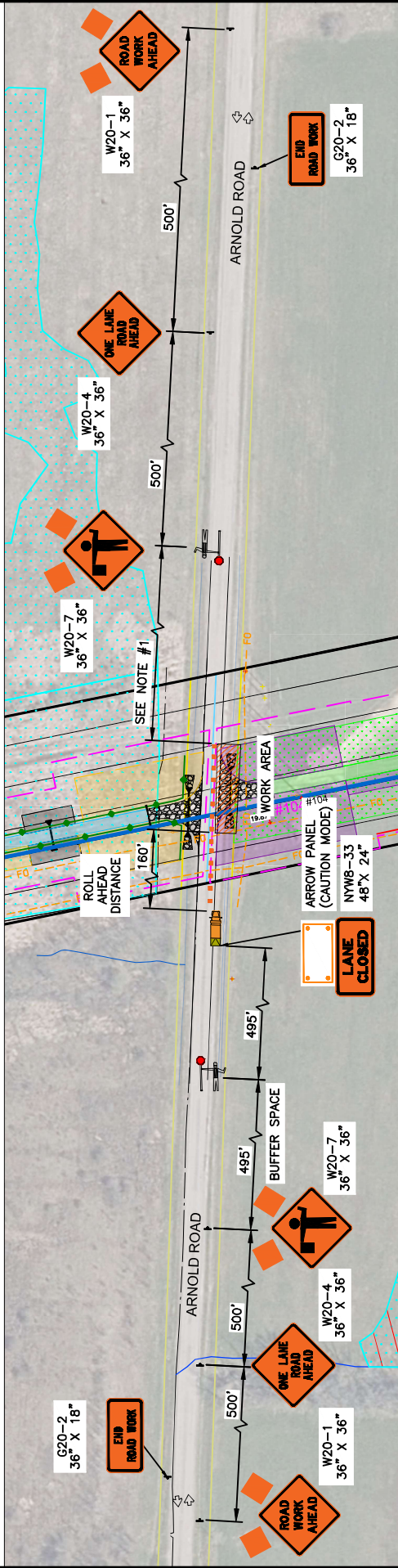


NOTE: #1: THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH ALBUDELE WARNING DEVICES SUCH AS HORNS OR WHISTLES) OF APPROACHING DANGER BY OUT-OF-CONTROL/ NON-COMPLIANT VEHICLES. THE FLAGGER SHALL STAND ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

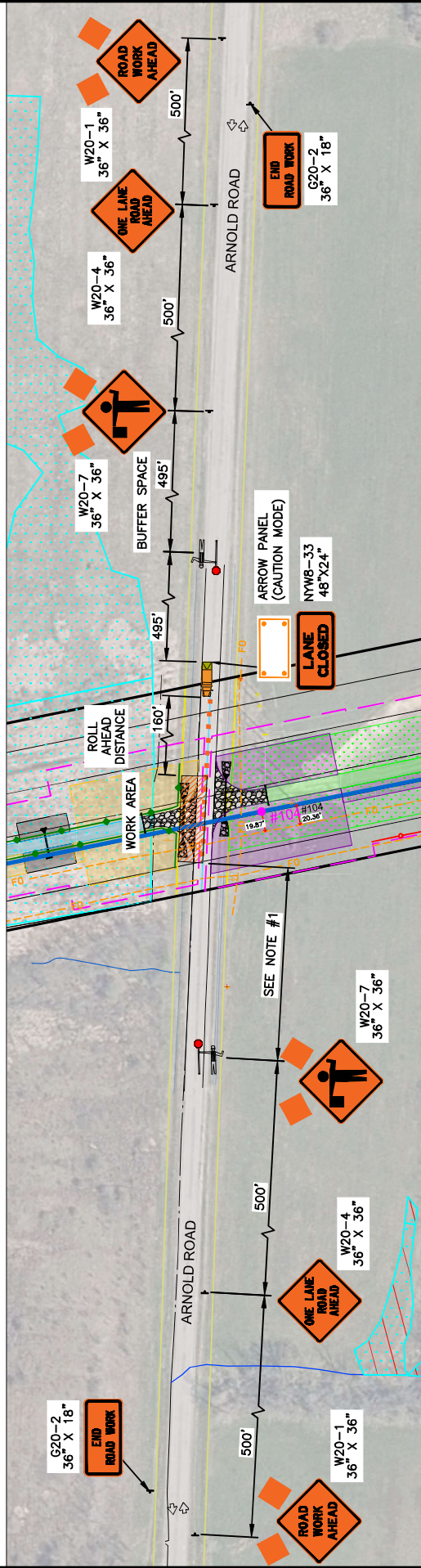
CONSTRUCTION ALTY STATEMENT  
 The design herein is intended to be used as a guide only and is not intended to be used as a final design. It is the responsibility of the user to verify the design and to ensure that it meets the requirements of the project. The user shall be responsible for any errors or omissions in the design and for any consequences thereof. The user shall be responsible for any errors or omissions in the design and for any consequences thereof.



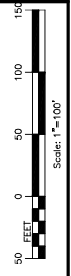
POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	ROYALTON



**NORTHBOUND LANE CLOSURE - ARNOLD ROAD**

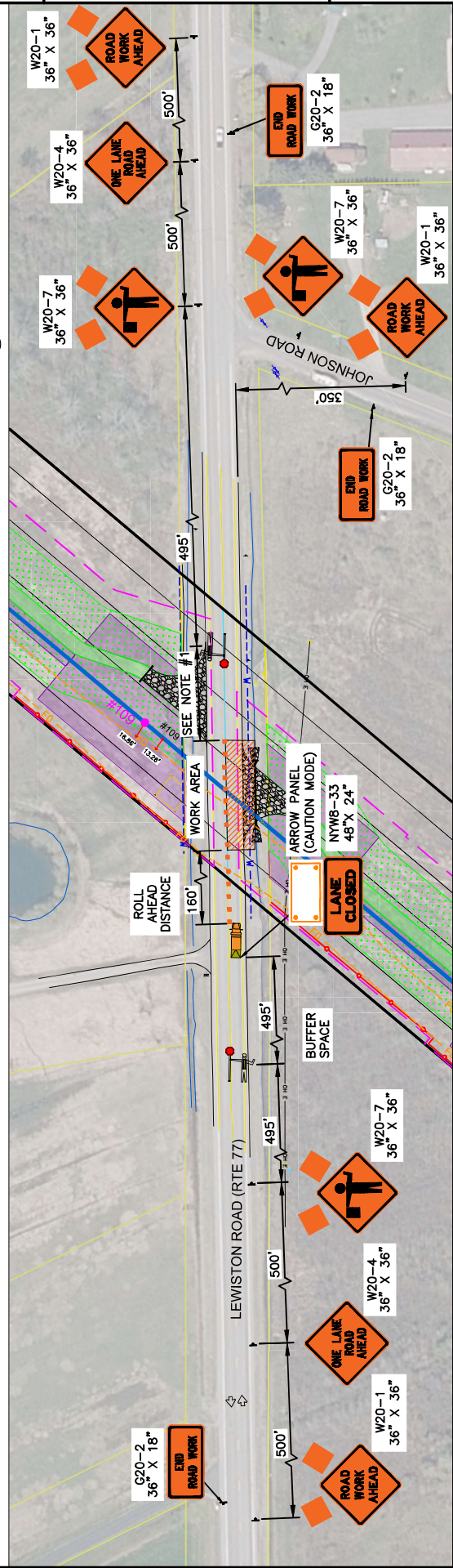


**SOUTHBOUND LANE CLOSURE - ARNOLD ROAD**

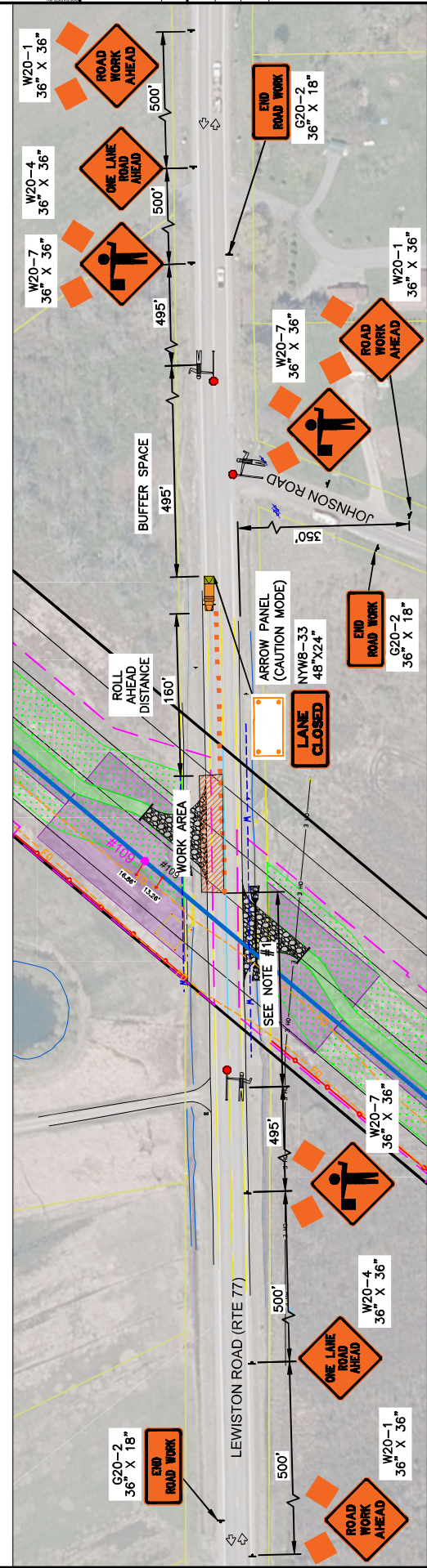


NOTE #1: THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WHOM THEY (FOR EXAMPLE, WITH ALDIBLE) FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	NYS DOT

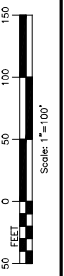


NORTHBOUND LANE CLOSURE - LEWISTON ROAD (RTE 77)



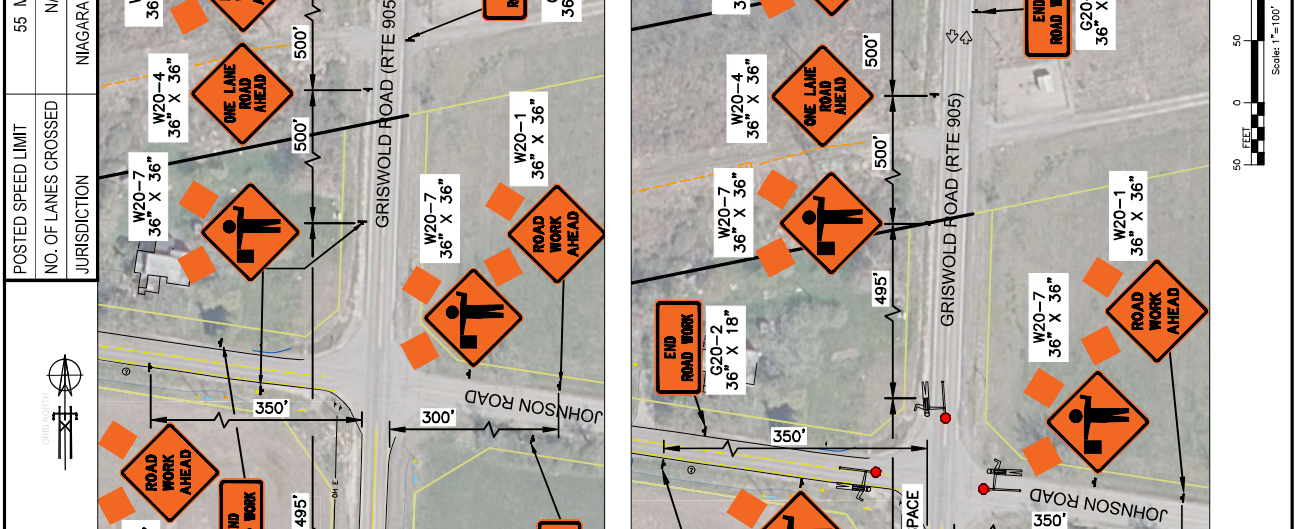
SOUTHBOUND LANE CLOSURE - LEWISTON ROAD (RTE 77)

NOTE #1:  
THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS) OF THE STOPPING OF TRAFFIC TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.  
FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

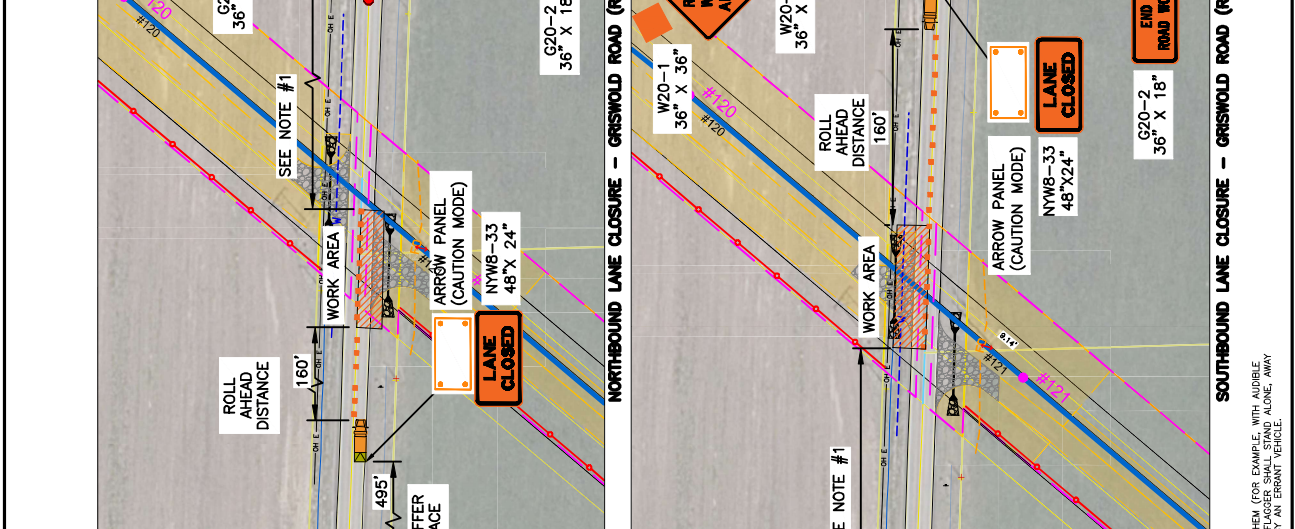




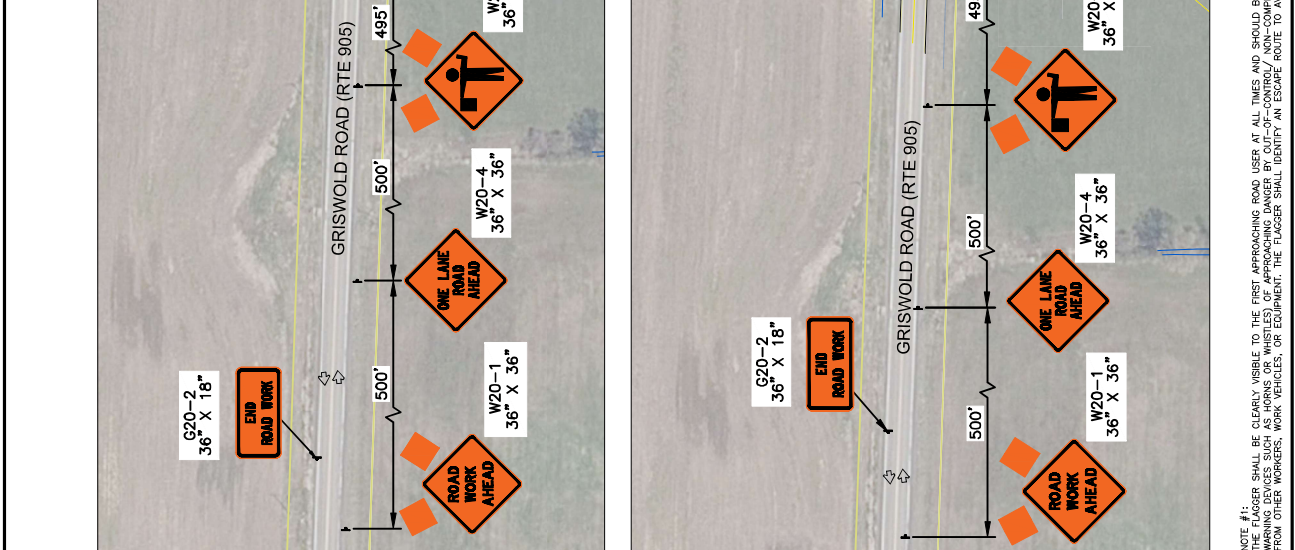
POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	NIAGARA COUNTY



**NORTHBOUND LANE CLOSURE - GRISWOLD ROAD (RTE 905)**

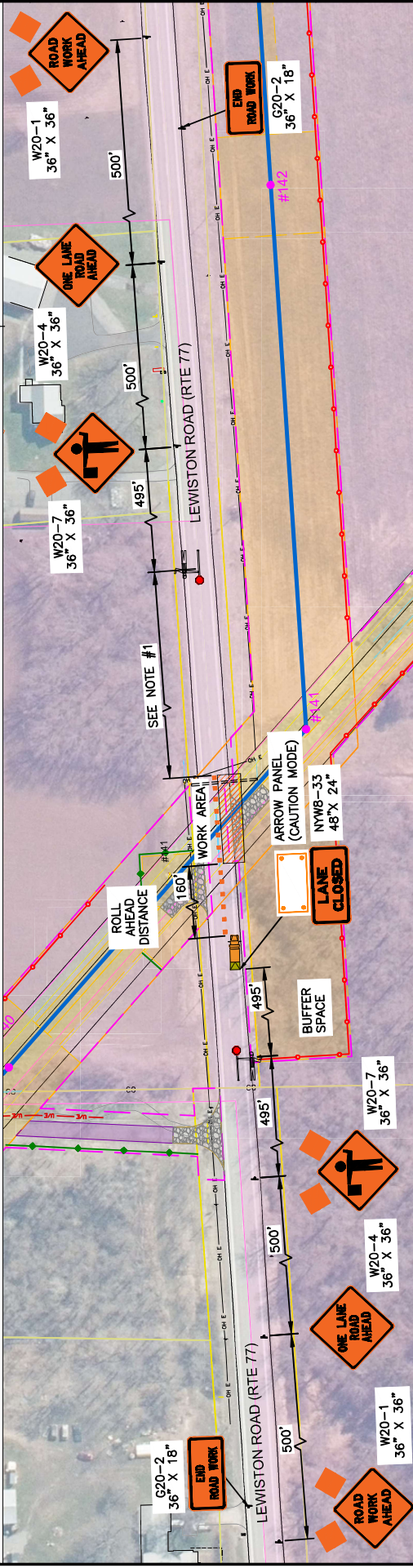


**SOUTHBOUND LANE CLOSURE - GRISWOLD ROAD (RTE 905)**

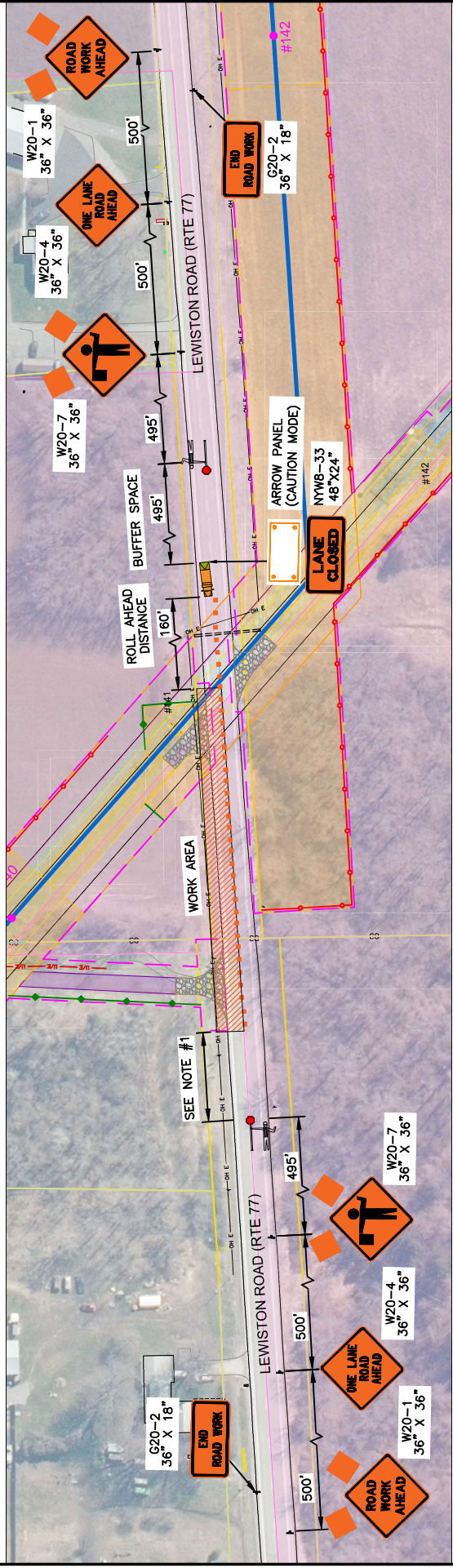


NOTE #1: FLAGGERS SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WHEN THEM (FOR EXAMPLE, WITH AUDIBLE WARNING DEVICES SUCH AS HORNS OR WHISTLES) OF APPROACHING DANGER BY OUT-OF-CONTROL/ NON-COMPLIANT VEHICLES. THE FLAGGER SHALL STAND ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	NYS DOT



**EASTBOUND LANE CLOSURE - LEWISTON ROAD (RTE 77)**

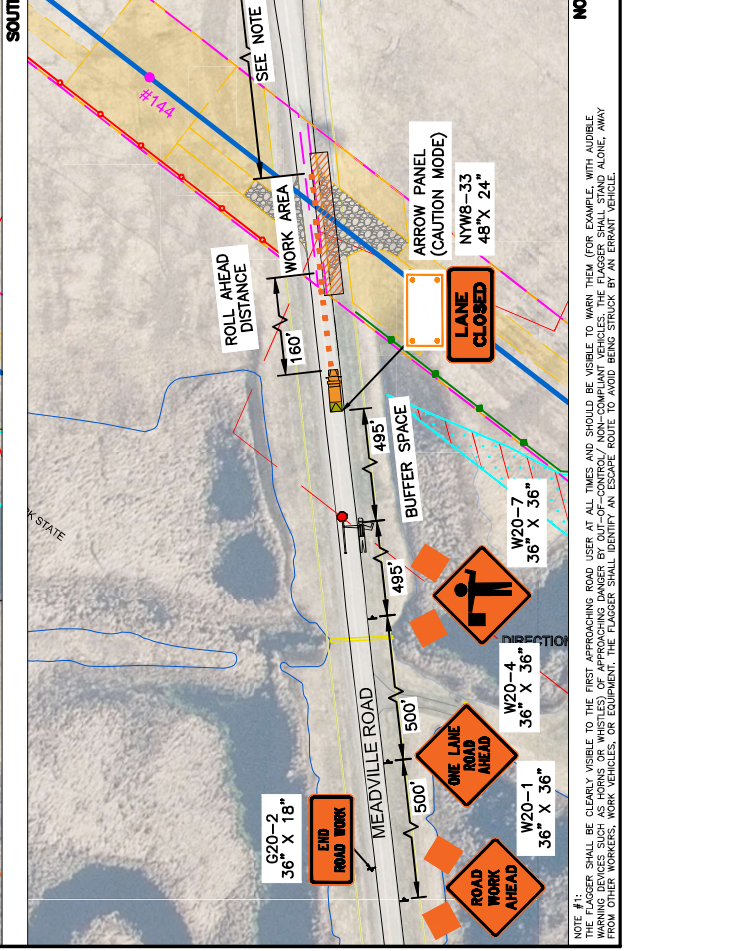
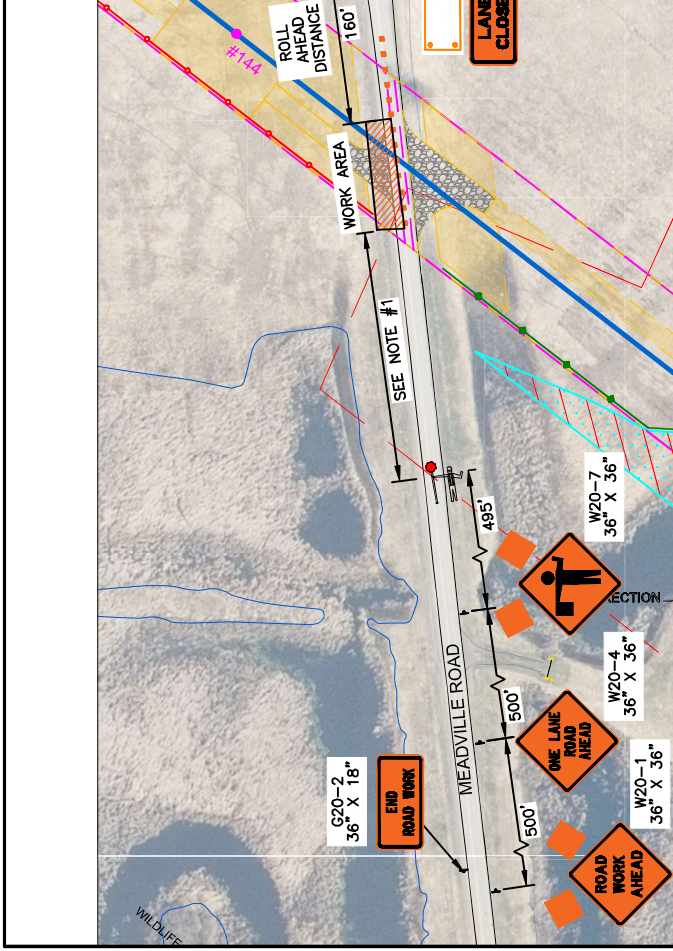


**WESTBOUND LANE CLOSURE - LEWISTON ROAD (RTE 77)**

NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT.

DATE	DESCRIPTION OF STUDY OR DESIGN	DESIGNED BY	CHECKED BY	APPROVED BY	SCALE
6/1-10/15	LOOKPORT-BATAVIA 112	SHISHIR	TRAVIS	TRAVIS	AS SHOWN
6/06/2025	TRAFFIC MANAGEMENT PLAN				
6/1-10/15	REBUILD PROJECT				
L141568					
TCP-122	TOP PLAN - MEADVILLE ROAD				

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	ALABAMA



NOTE #1: THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS) OF THE PRESENCE OF THE WORK AREA. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE. FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

CONSTRUCTION AUTHORITY STATEMENT

The information contained on this drawing was prepared by the design professional named on the title block and is intended for the use of the client. It is not to be used for any other purpose without the written consent of the design professional. The design professional shall not be responsible for any errors or omissions in this drawing or for any consequences arising therefrom. The design professional shall not be responsible for any damage or injury to any person or property caused by the use of this drawing.

DESIGNER'S CERTIFICATE AND NOTIFICATION TO CONTRACTOR

I, the undersigned, certify that I am a duly licensed Professional Engineer in the State of Alabama, and that I have prepared the design shown on this drawing. I am not aware of any falsification of information on this drawing.

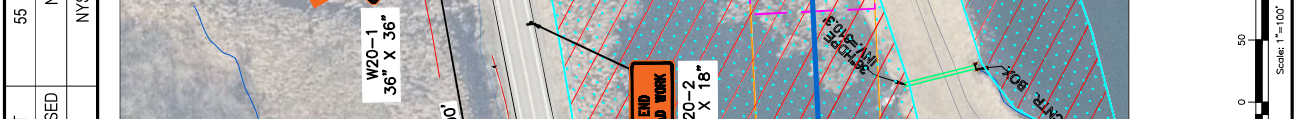
DATE: 6/1-10/15

PROJECT: LOOKPORT-BATAVIA 112

SCALE: AS SHOWN



POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	NYS DOT



NOTE #1: SIGNS SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WORK TRUCKS (FOR EXAMPLE, WITH AIRBIDE WARNING DEVICES SUCH AS HORNS OR WHISTLES) OF APPROACHING DANGER BY OUT-OF-CONTROL / NON-COMPLIANT VEHICLES; THE FLAGGER SHALL STAND ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

ARROW PANEL (CAUTION MODE)	NYWB-33 48" X 24"
END ROAD WORK	G20-2 36" X 18"
LANE CLOSED	NYWB-33 48" X 24"
ONE LANE ROAD AHEAD	W20-4 36" X 36"
ONE LANE ROAD AHEAD	W20-7 36" X 36"
ROAD WORK AHEAD	W20-1 36" X 36"
ROAD WORK AHEAD	W20-2 36" X 36"



SEE NOTE #1

LEWISTON ROAD (RTE 77)

WORK AREA

WORK AREA #148

SOUTHBOUND LANE CLOSURE - LEWISTON ROAD

ROLL AHEAD DISTANCE 160'

495' BUFFER SPACE

500'

500'

500'

500'

500'

500'

500'

500'

500'

500'

500'

500'

500'

500'

500'

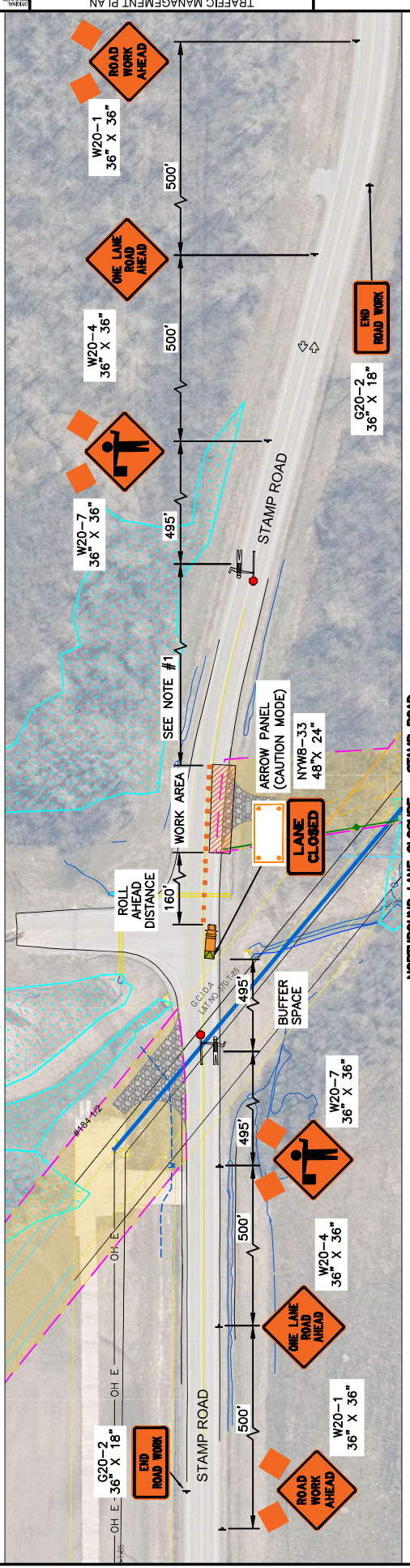
500'



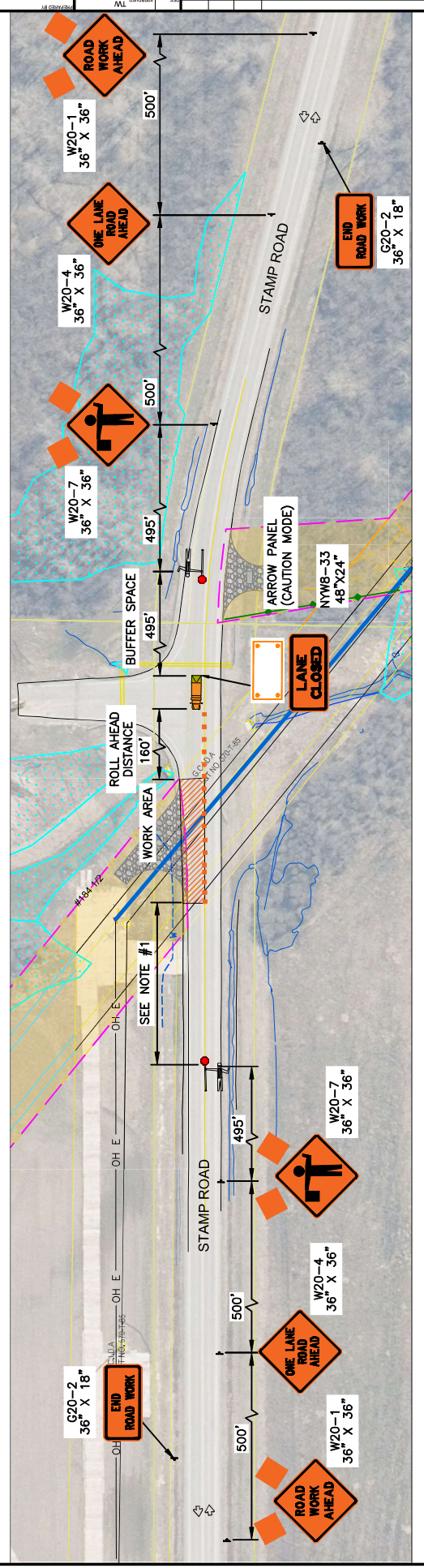


POSTED SPEED LIMIT 55 MPH  
NO. OF LANES CROSSED N/A  
JURISDICTION ALABAMA

TRAFFIC MANAGEMENT PLAN  
LOCKPORT-BATAVIA 112  
REBUILD PROJECT  
6.1-10-15  
L141568  
TCP-127



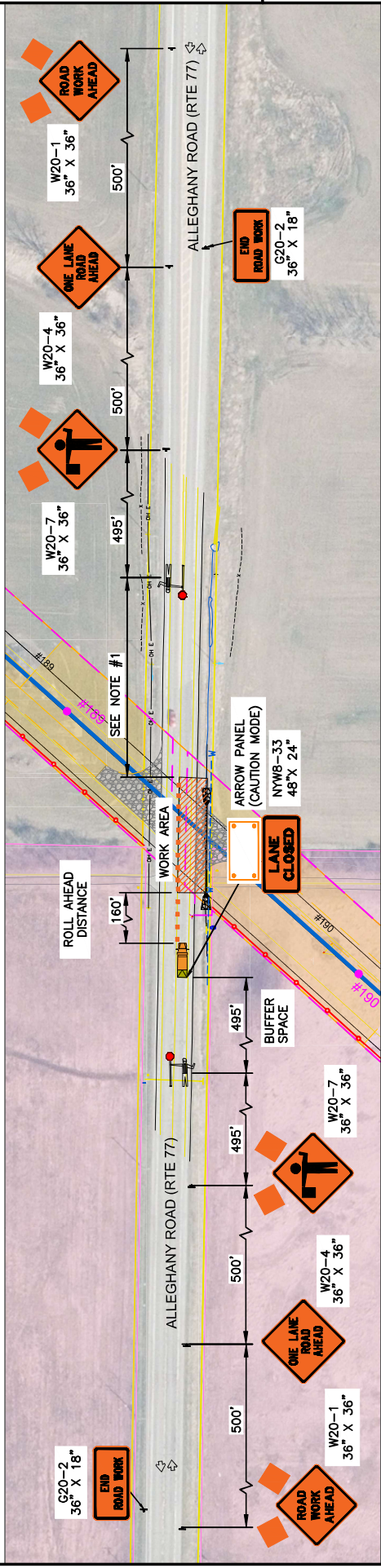
NORTHBOUND LANE CLOSURE - STAMP ROAD



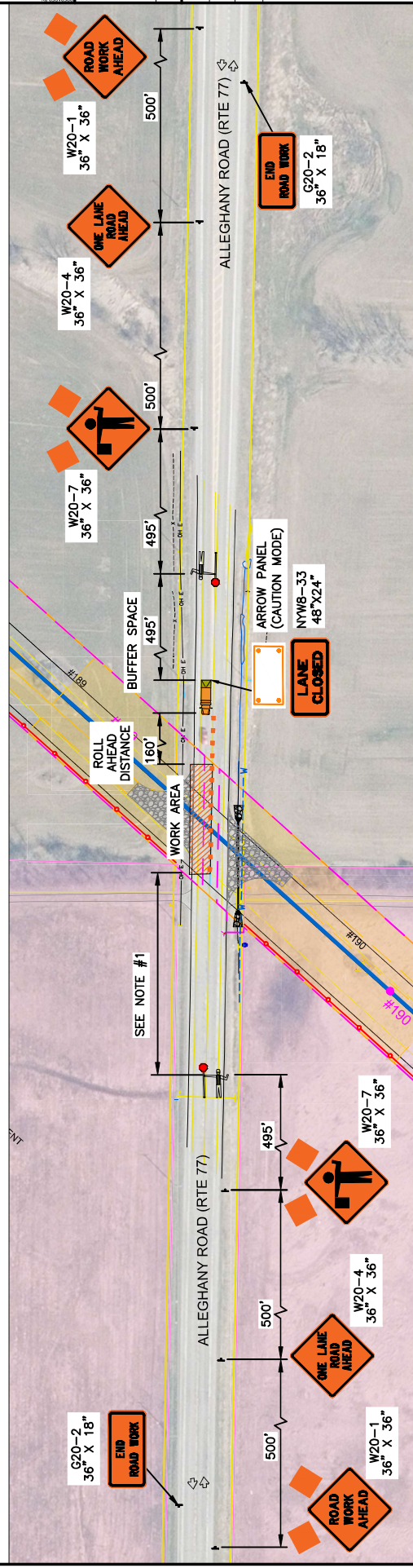
SOUTHBOUND LANE CLOSURE - STAMP ROAD

NOTE #1:  
THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS) OF THE LANE CLOSURE. THE FLAGGER SHALL BE CLEARLY VISIBLE TO APPROACHING ROAD USERS AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS) OF THE LANE CLOSURE. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.  
FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	NYS DOT



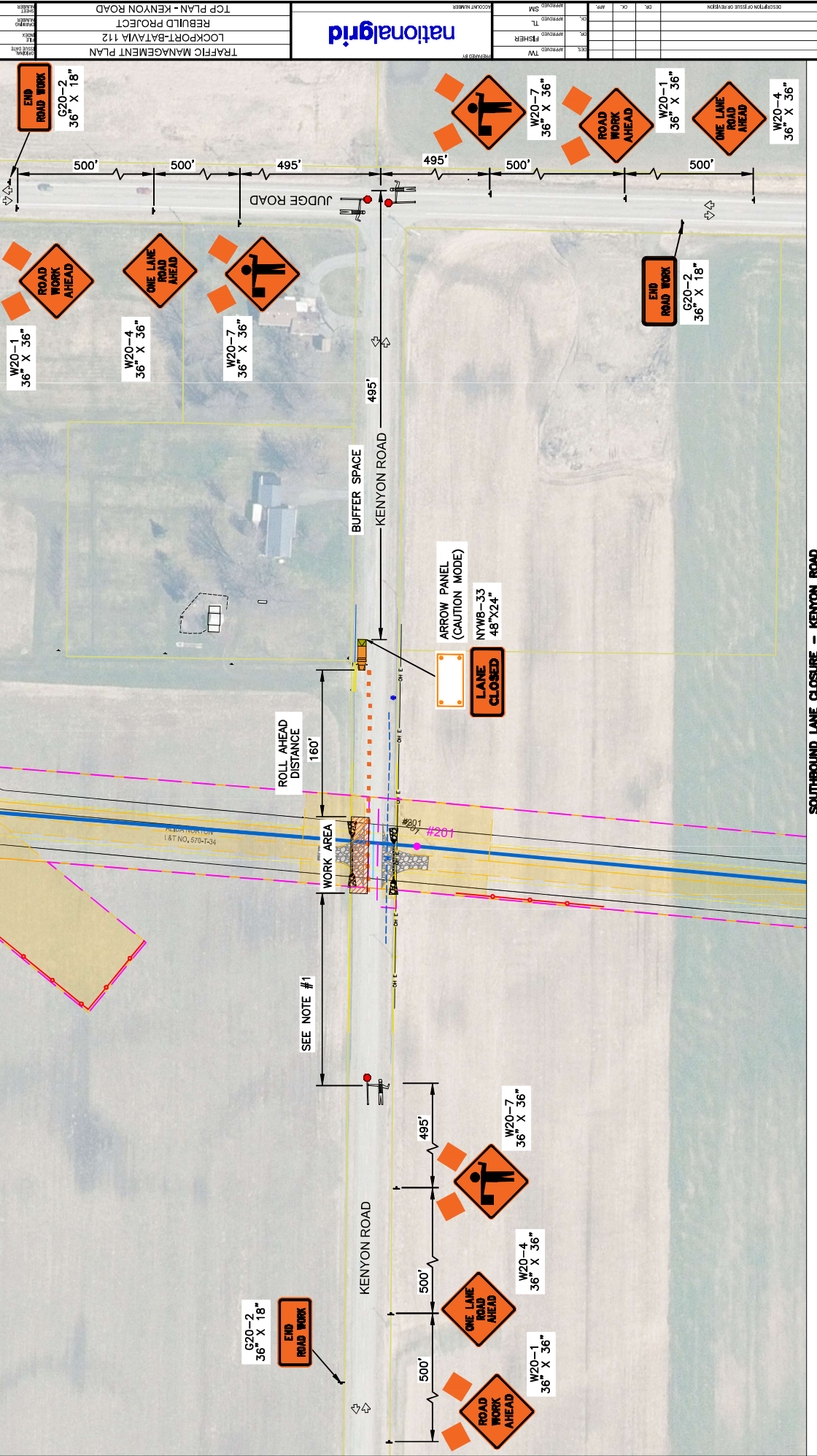
NORTHBOUND LANE CLOSURE - ALLEGHANY ROAD



SOUTHBOUND LANE CLOSURE - ALLEGHANY ROAD

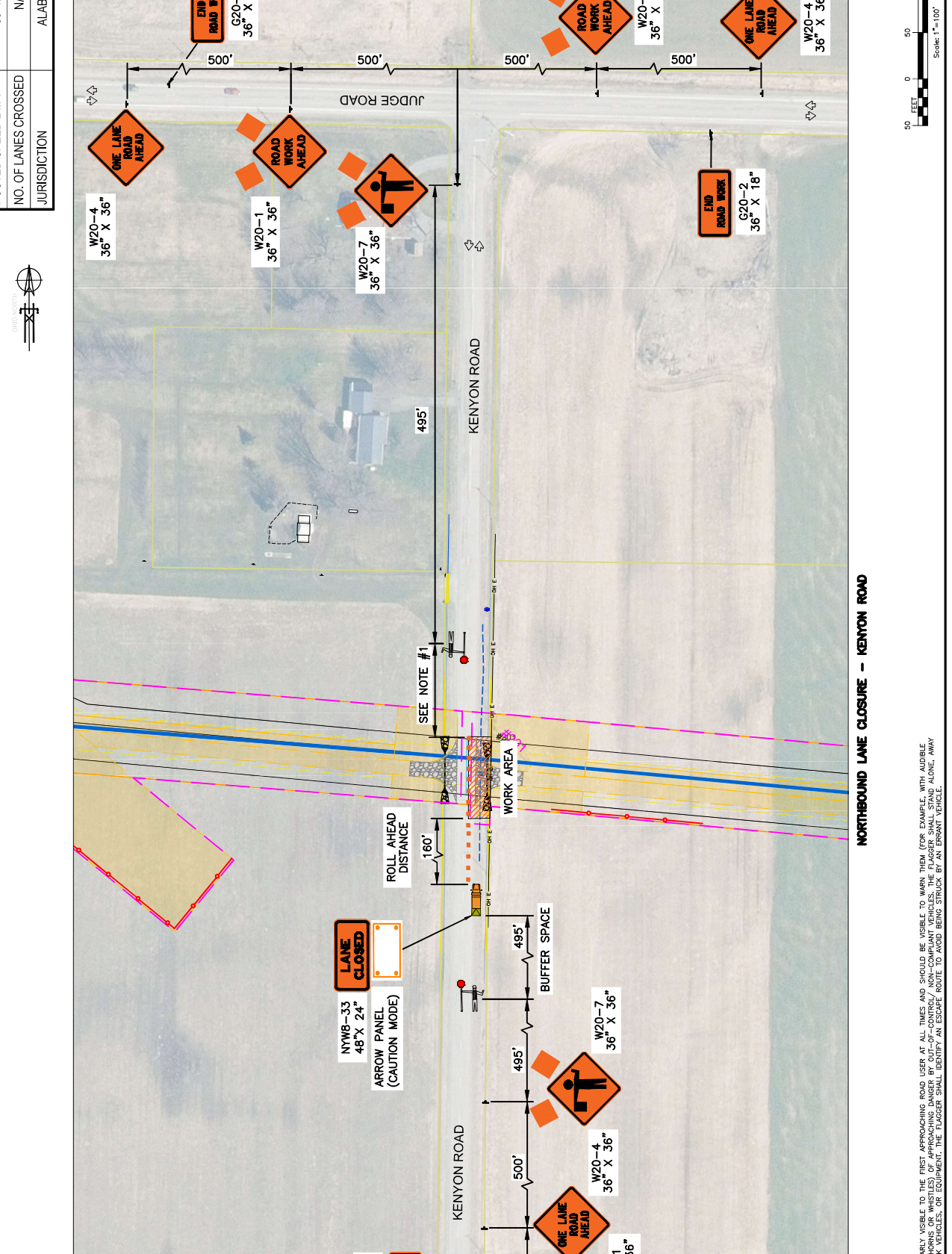
NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.





NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). THE FLAGGER SHALL REMAIN IN POSITION AT ALL TIMES AND SHALL NOT LEAVE THE WORK AREA UNLESS AVOIDING BEING STRUCK BY AN ERRANT VEHICLE. FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). THE FLAGGER SHALL REMAIN IN POSITION AT ALL TIMES AND SHALL NOT LEAVE THE WORK AREA UNLESS AVOIDING BEING STRUCK BY AN ERRANT VEHICLE. FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.



**NOTE #1:**  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS). THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.  
 FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT.

**NORTHBOUND LANE CLOSURE - KENYON ROAD**

DATE	
DESCRIPTION OF WORK OR REVISION	
BY	
CHK	
APP	
APPROVED	SM
APPROVED	TL
APPROVED	ISHIER
APPROVED	NV
CHK	
APP	
APPROVED	SM
ACCOUNT NUMBER	

nationalgrid

TRAFFIC MANAGEMENT PLAN  
 LOCKPORT-BATAVIA 112  
 REBUILD PROJECT  
 6-1-10-MS  
 6/06/2025

TCP PLAN - KENYON ROAD  
 L1414688  
 TCP-131

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	ALABAMA

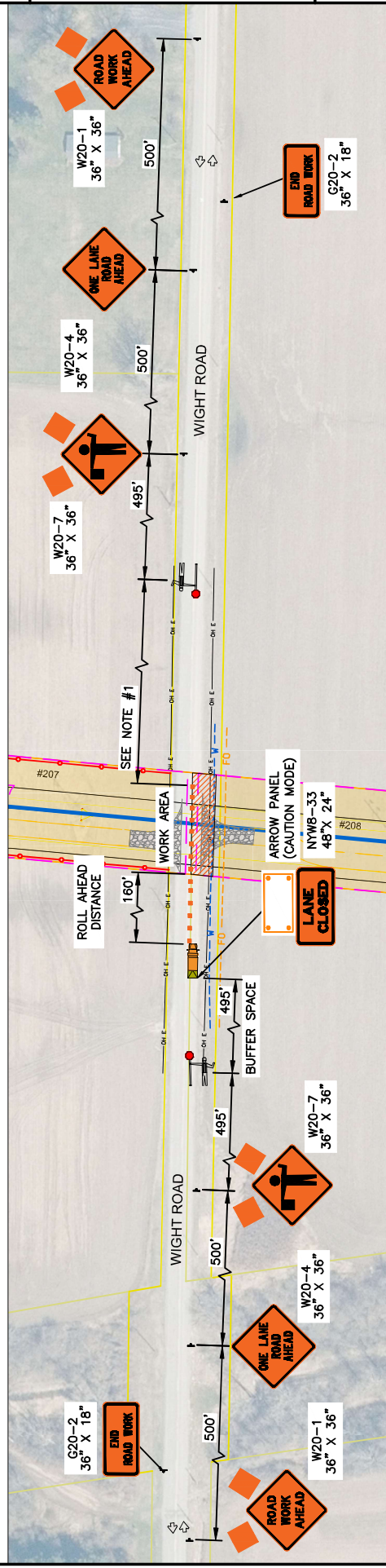


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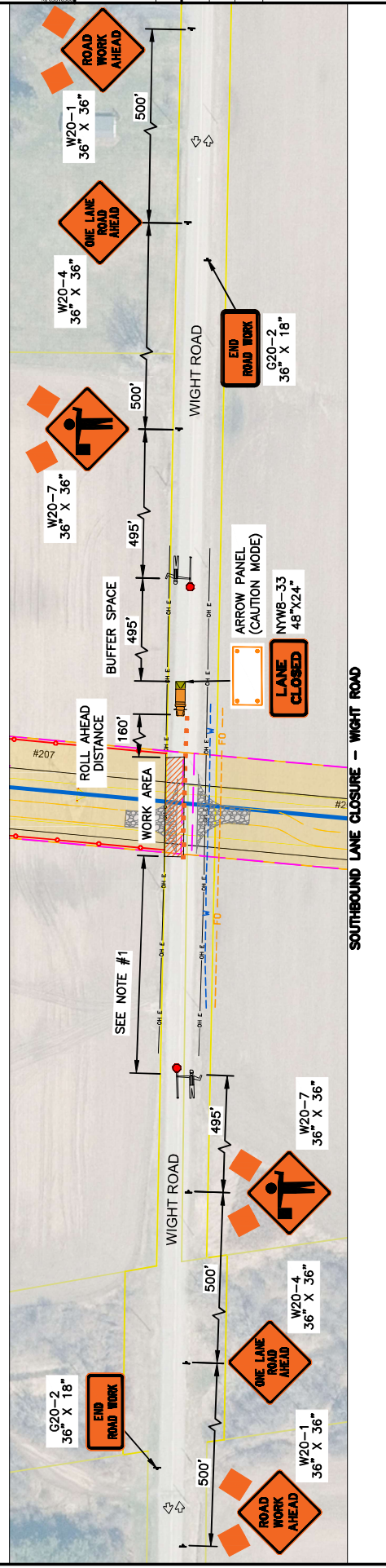
FOR THE LATEST AUTHORIZED REVISION PLEASE REFER TO THE ENGINEERING CABINET IN DOCUMENTATION. FOR THE LATEST AUTHORIZED REVISION PLEASE REFER TO THE ENGINEERING CABINET IN DOCUMENTATION.

DATE	DESCRIPTION OF WORK OR REVISION	APPROVED
6/06/2025	TRAFFIC MANAGEMENT PLAN	APPROVED: TV
6/11/10/MS	LOOKPORT-BATAVIA 112	APPROVED: ISHER
L141568	REBUILD PROJECT	APPROVED: TL
TCP-132	TCP PLAN - WIGHT ROAD	APPROVED: SM

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	N/A
JURISDICTION	ALABAMA



**NORTHBOUND LANE CLOSURE - WIGHT ROAD**



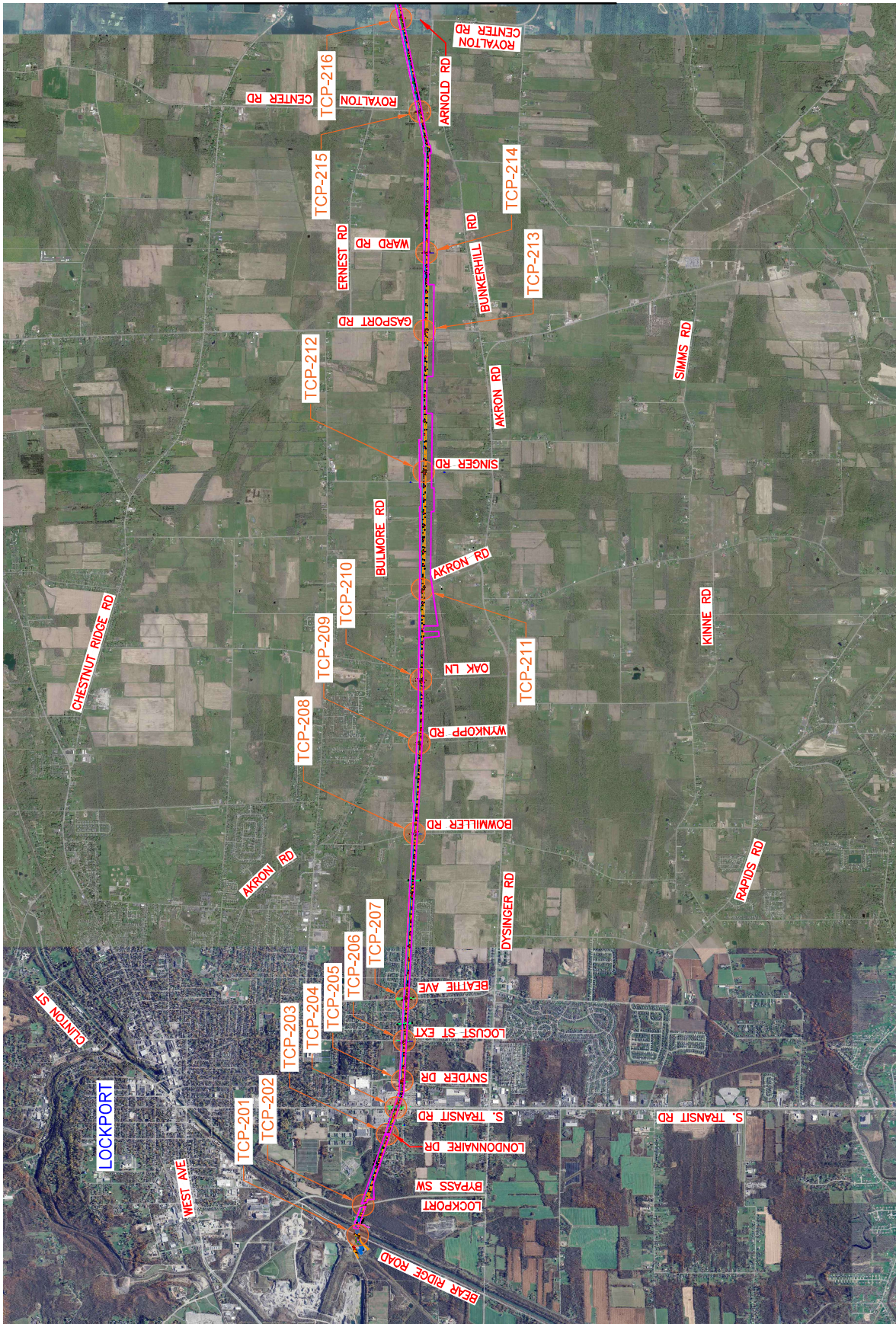
**SOUTHBOUND LANE CLOSURE - WIGHT ROAD**

NOTE #1:  
 THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE VISIBLE TO WARN THEM (FOR EXAMPLE, WITH AUDIBLE SIGNALS) THAT WORK IS BEING PERFORMED. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.  
 FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.

DATE	DESCRIPTION OF SHEET OR REVISION	DESIGNED BY	DATE
APPROVED	SM	DATE	APPROVED
APPROVED	TL	DATE	APPROVED
APPROVED	FISHER	DATE	APPROVED
APPROVED	TW	DATE	APPROVED

**nationalgrid**

PROJECT NAME	TRAFFIC MANAGEMENT PLAN
PROJECT NO.	6-1-L10-MS
DATE	6/06/2025
PROJECT LOCATION	LOCKPORT-BATAVIA 112
PROJECT TYPE	REBUILD PROJECT
PROJECT NUMBER	CONDUCTOR CROSSING INDEX MAP (1 OF 2)
PROJECT NUMBER	IM-03

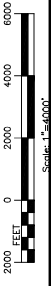
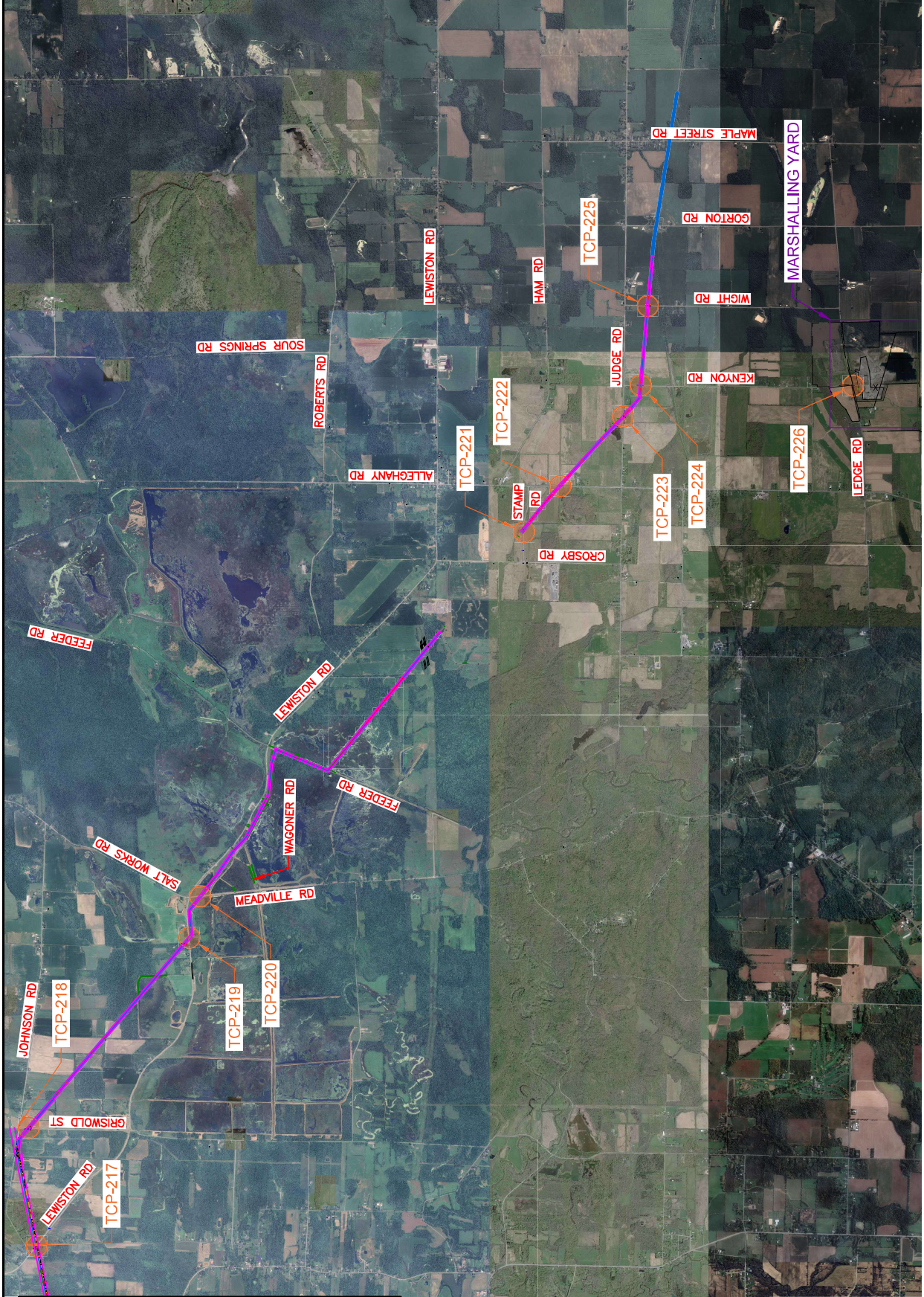


MATCHLINE TO SHEET IM-04



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MATCHLINE TO SHEET IM-03



NO.	DATE	DESCRIPTION OF WORK OR REVISION	BY	CHK.	APP.	APPROVED	SM
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

PROJECT NO.	6/06/2025
PROJECT NAME	TRAFFIC MANAGEMENT PLAN
PROJECT LOCATION	LOCKPORT-BATAVIA 112
PROJECT DRAWING NO.	6.1-L10-MS
PROJECT DATE	L1-41568
PROJECT REVISION	CONDUCTOR CROSSING INDEX MAP (2 OF 2)

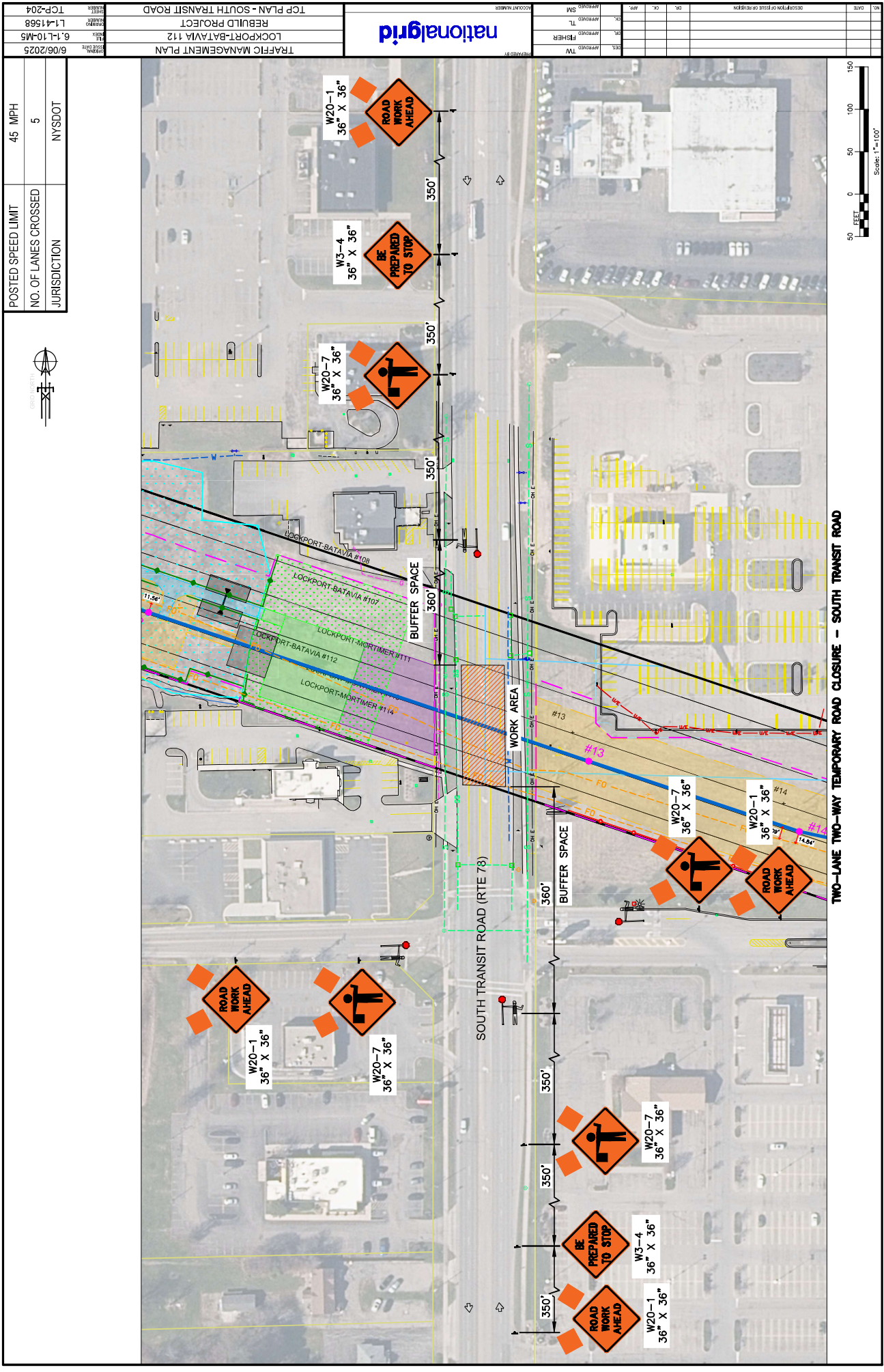
nationalgrid









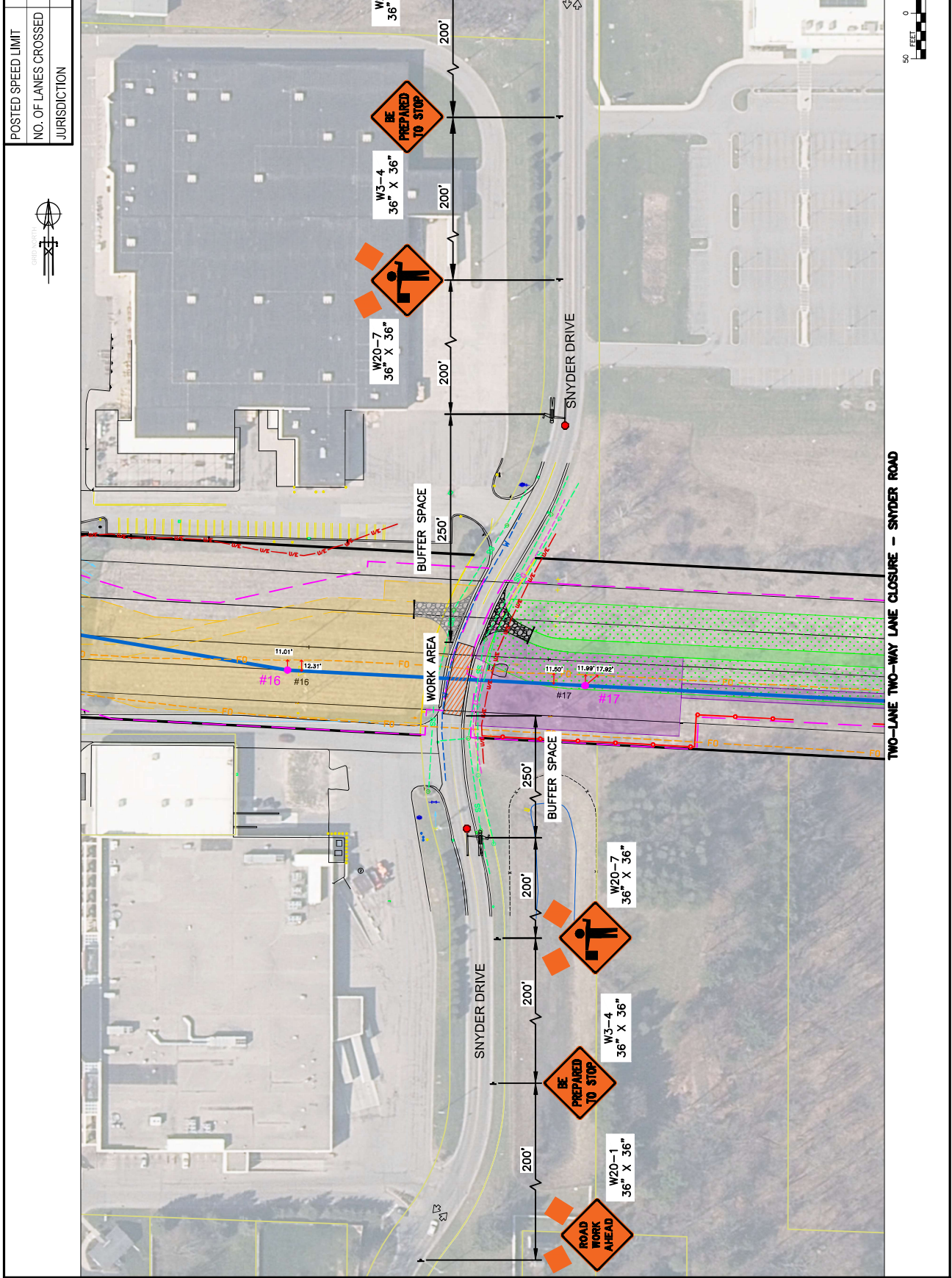


CONSTRUCTION STATEMENT  
 The owner certifies that the project is in compliance with the provisions of the New York State Environmental Conservation Law (ECL) and the New York State Environmental Conservation Regulations (6 NYCRR Part 613). The project is not subject to the provisions of ECL and 6 NYCRR Part 613. The project is not subject to the provisions of ECL and 6 NYCRR Part 613. The project is not subject to the provisions of ECL and 6 NYCRR Part 613.

FOR THE LATEST AUTHORIZED VERSION PLEASE REFER TO THE ENGINEERING CABINET IN DOCUMENTATION  
 SIGNATURE, DATE AND WORK DOCUMENT NUMBER

POSTED SPEED LIMIT 45 MPH  
 NO. OF LANES CROSSED 5  
 JURISDICTION NYS DOT

POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	2
JURISDICTION	TOWN OF LOCKPORT

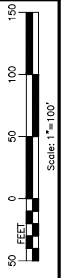
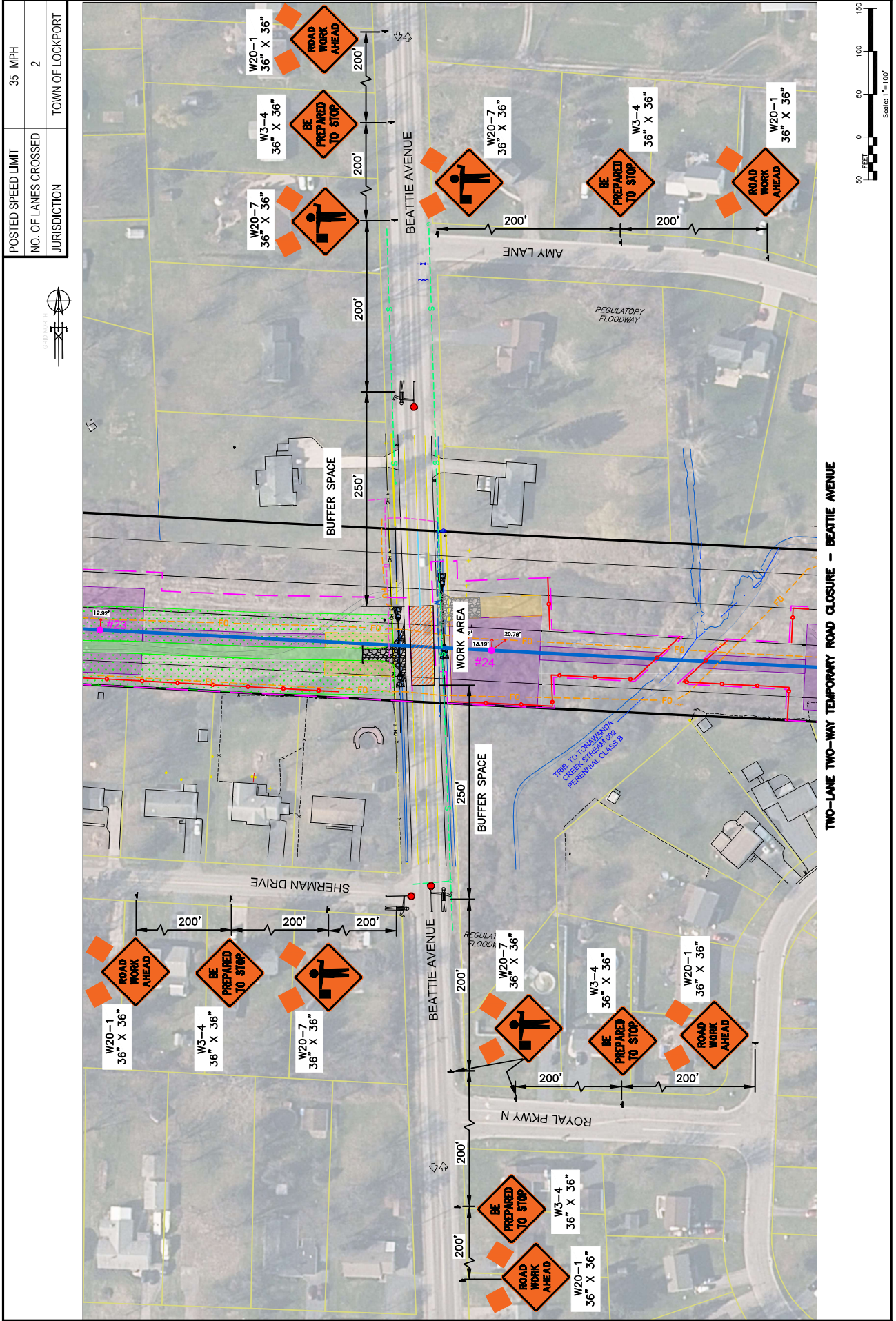


TRAFFIC MANAGEMENT PLAN  
 LOCKPORT-BATAVIA 112  
 REBUILD PROJECT  
 TOWN OF LOCKPORT  
 TOWN OF LOCKPORT

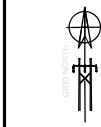
POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	2
JURISDICTION	TOWN OF LOCKPORT



FOR THE LATEST AUTHORIZED VERSION PLEASE REFER TO THE ENGINEERING CABINET IN DOCUMENTUM  
 STATE MACHINE, INC. ALL WORK DOCUMENT CONTROL LTD.

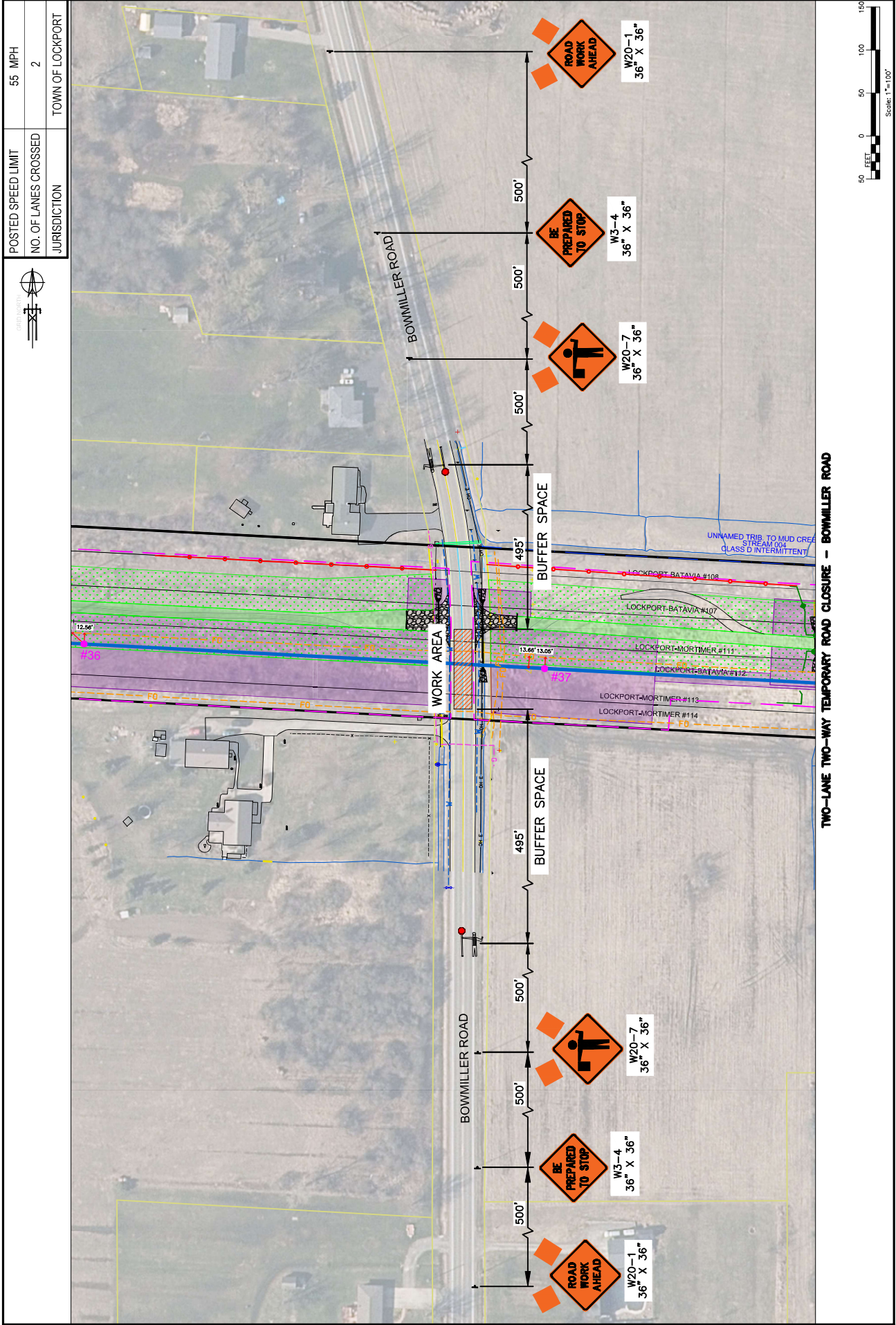


POSTED SPEED LIMIT	35 MPH
NO. OF LANES CROSSED	2
JURISDICTION	TOWN OF LOCKPORT



DATE	DESCRIPTION OF STUDY OR PROJECT	APPROVED BY	DATE
6/06/2025	TRAFFIC MANAGEMENT PLAN	TW	6/06/2025
6-1-10-MS	LOCKPORT-BATAVIA 112	SHSHER	6-1-10-MS
L141568	REBUILD PROJECT	TL	L141568
TCF-208	TCF PLAN - BOWMILLER ROAD	SM	TCF-208

**nationalgrid**



CONSENT TO PUBLISH STATEMENT  
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CONSENT TO STATEMENT OF WORK AND RELEASE OF LIABILITY

CONTRACT NO. 2023-001 (03.000)

PROJECT: LOCKPORT-BATAVIA 112 REBUILD PROJECT

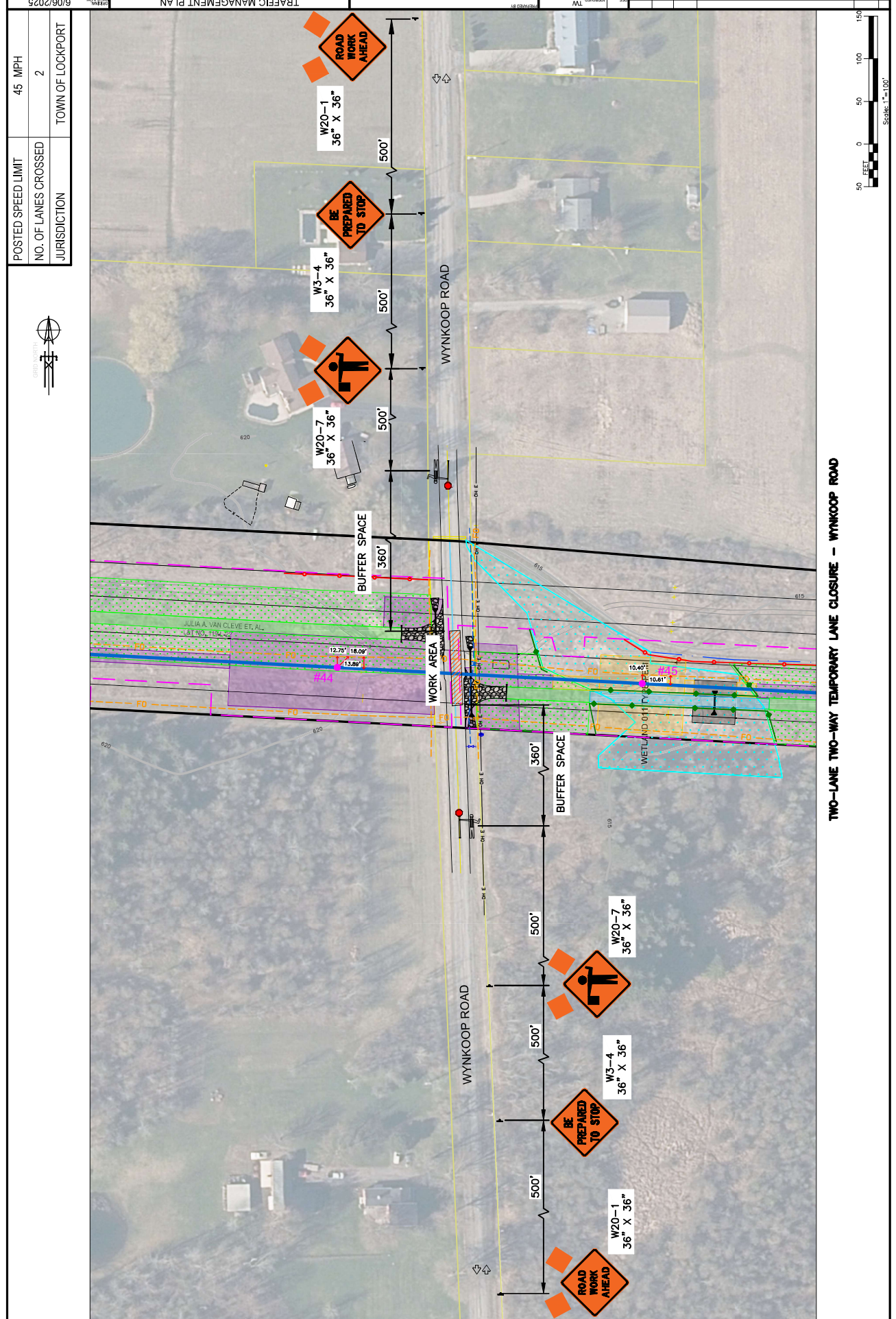
DATE: 6/06/2025

PREPARED BY: NATIONAL GRID

CHECKED BY: [REDACTED]

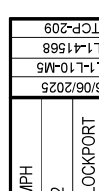
APPROVED BY: [REDACTED]

ACCOUNT NUMBER: [REDACTED]



DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
6/06/2025	TRAFFIC MANAGEMENT PLAN		

POSTED SPEED LIMIT	45 MPH
NO. OF LANES CROSSED	2
JURISDICTION	TOWN OF LOCKPORT



NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
1	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
2	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
3	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
4	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
5	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
6	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
7	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
8	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
9	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
10	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
11	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
12	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
13	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
14	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
15	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
16	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
17	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
18	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
19	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
20	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
21	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
22	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
23	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
24	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
25	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
26	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
27	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
28	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
29	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
30	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
31	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
32	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
33	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
34	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
35	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
36	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
37	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
38	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
39	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
40	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
41	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
42	6/06/2025	TRAFFIC MANAGEMENT PLAN		

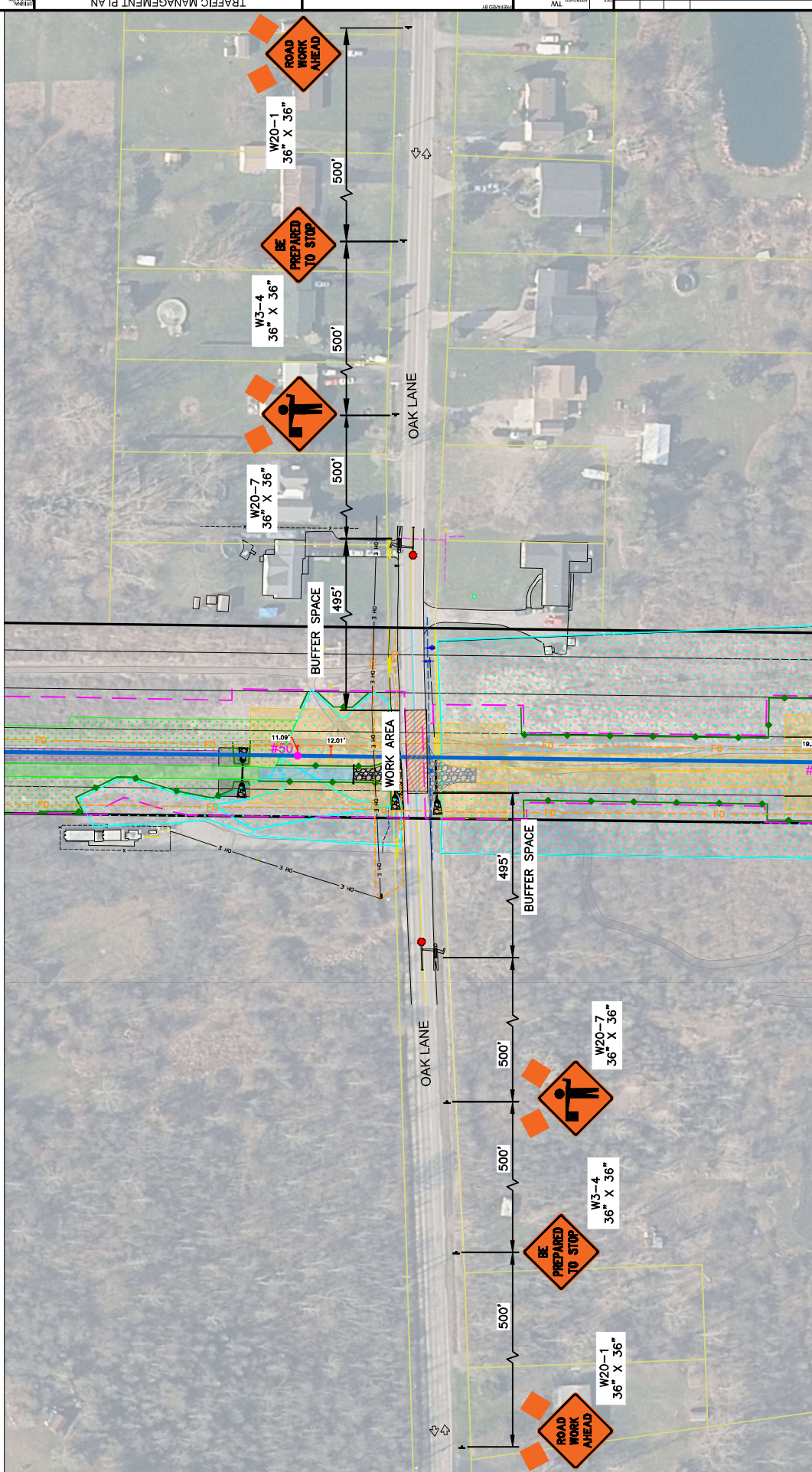
NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
43	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
44	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
45	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
46	6/06/2025	TRAFFIC MANAGEMENT PLAN		

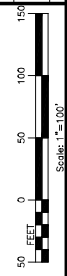
NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
47	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
48	6/06/2025	TRAFFIC MANAGEMENT PLAN		

NO.	DATE	DESCRIPTION OF PROJECT	CLIENT	PROJECT NUMBER
49	6/06/2025	LOCKPORT-BATAVIA 112 REBUILD PROJECT	TCP PLAN - WYNKOOP ROAD	6-1-L-10-MS
50	6/06/2025	TRAFFIC MANAGEMENT PLAN		

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	2
JURISDICTION	TOWN OF LOCKPORT



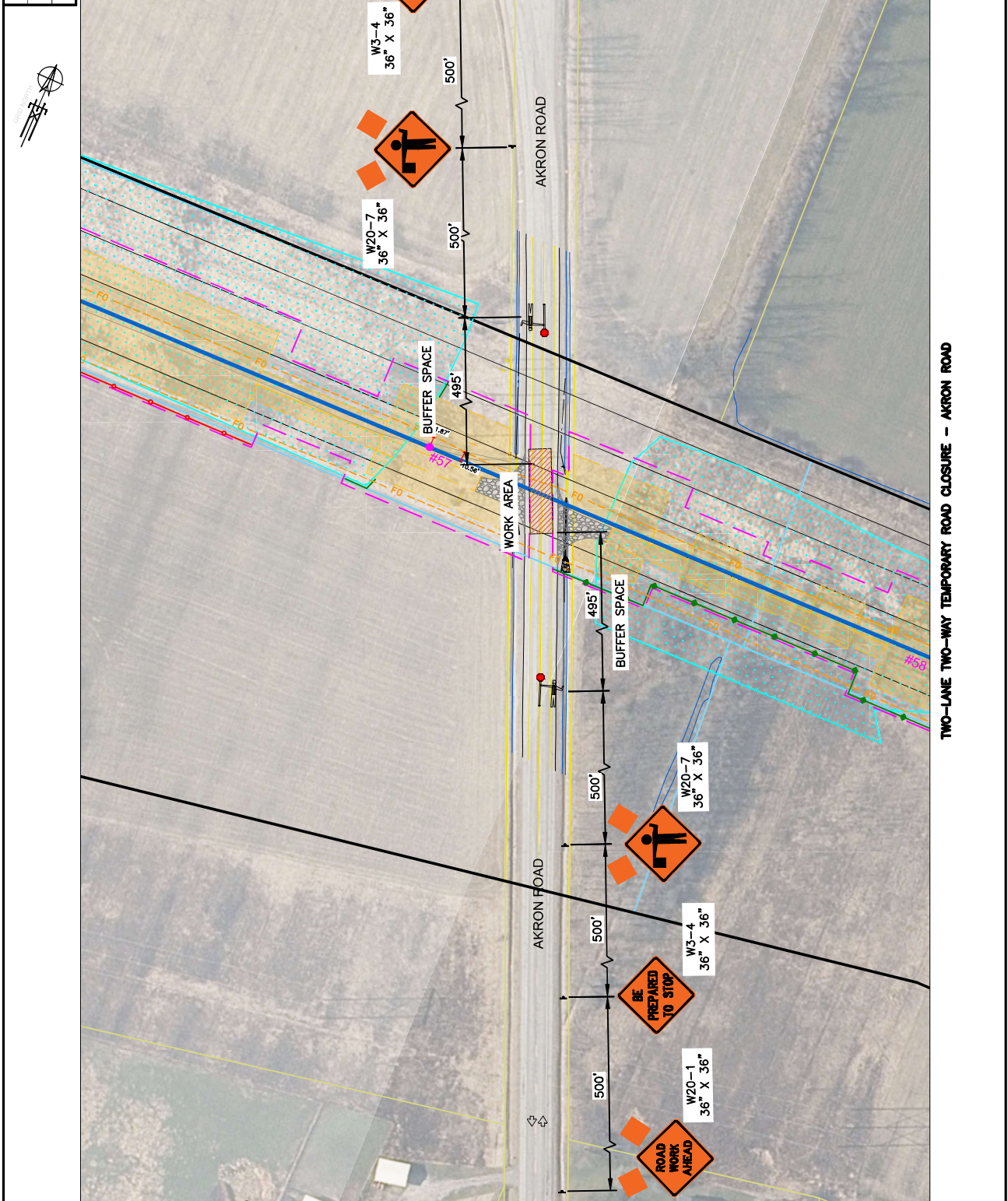
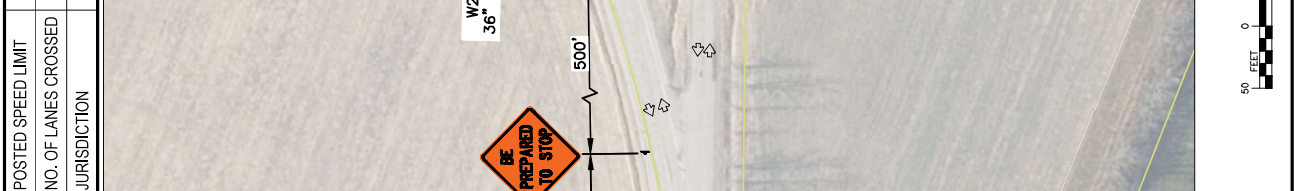
TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - OAK LANE



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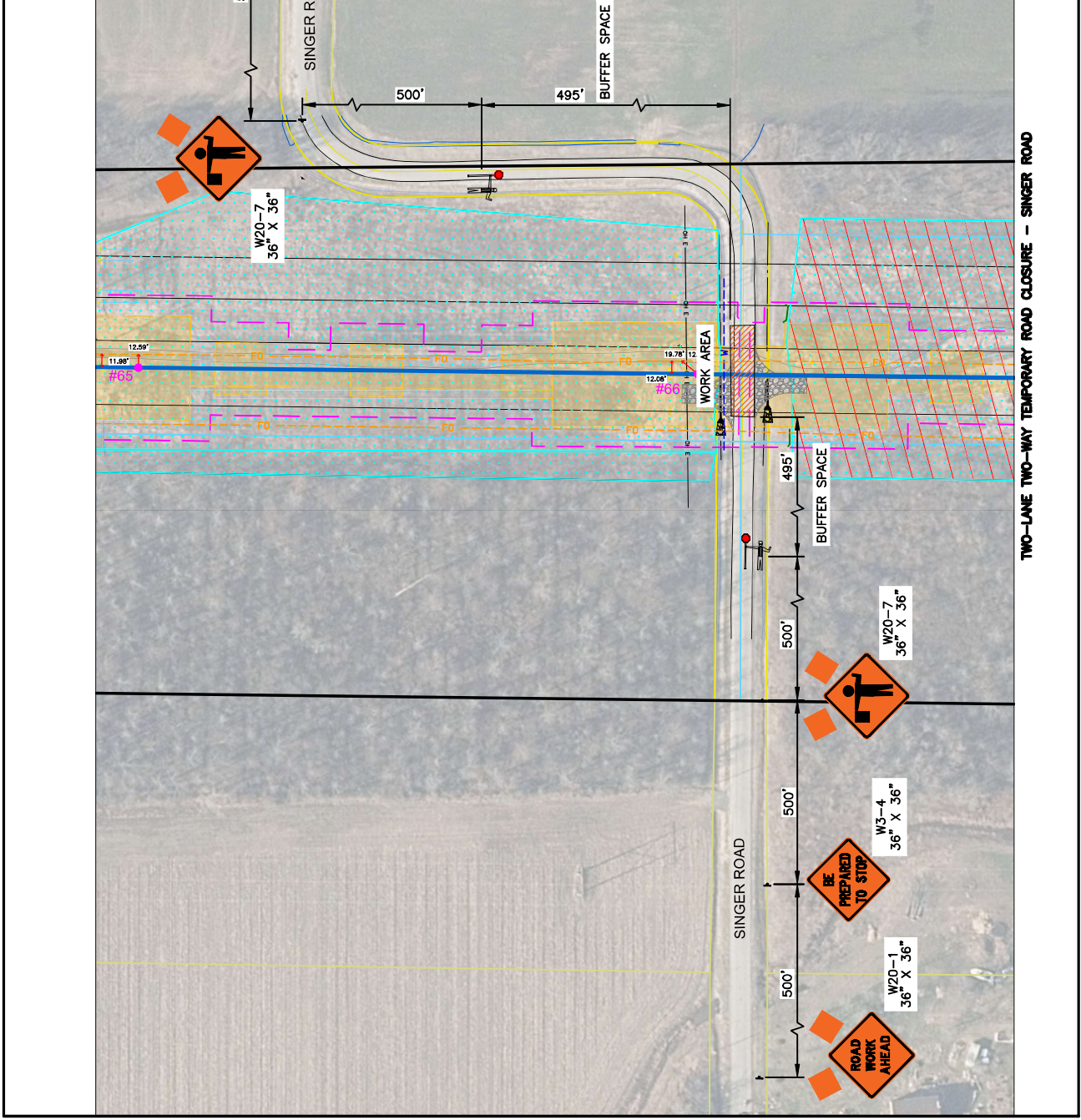
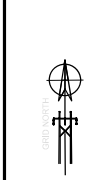
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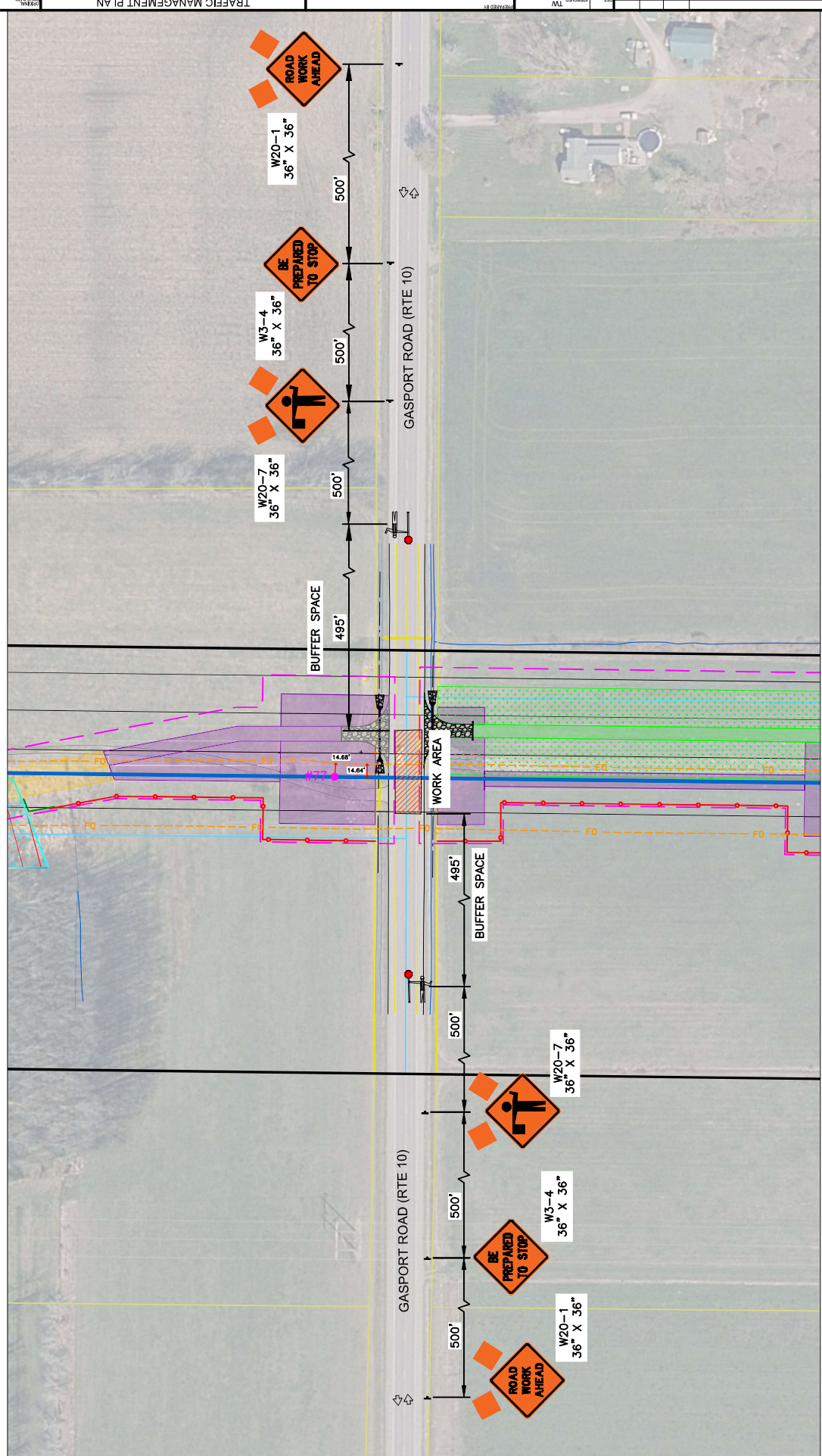
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TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - SINGER ROAD

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	2
JURISDICTION	NIAGARA COUNTY

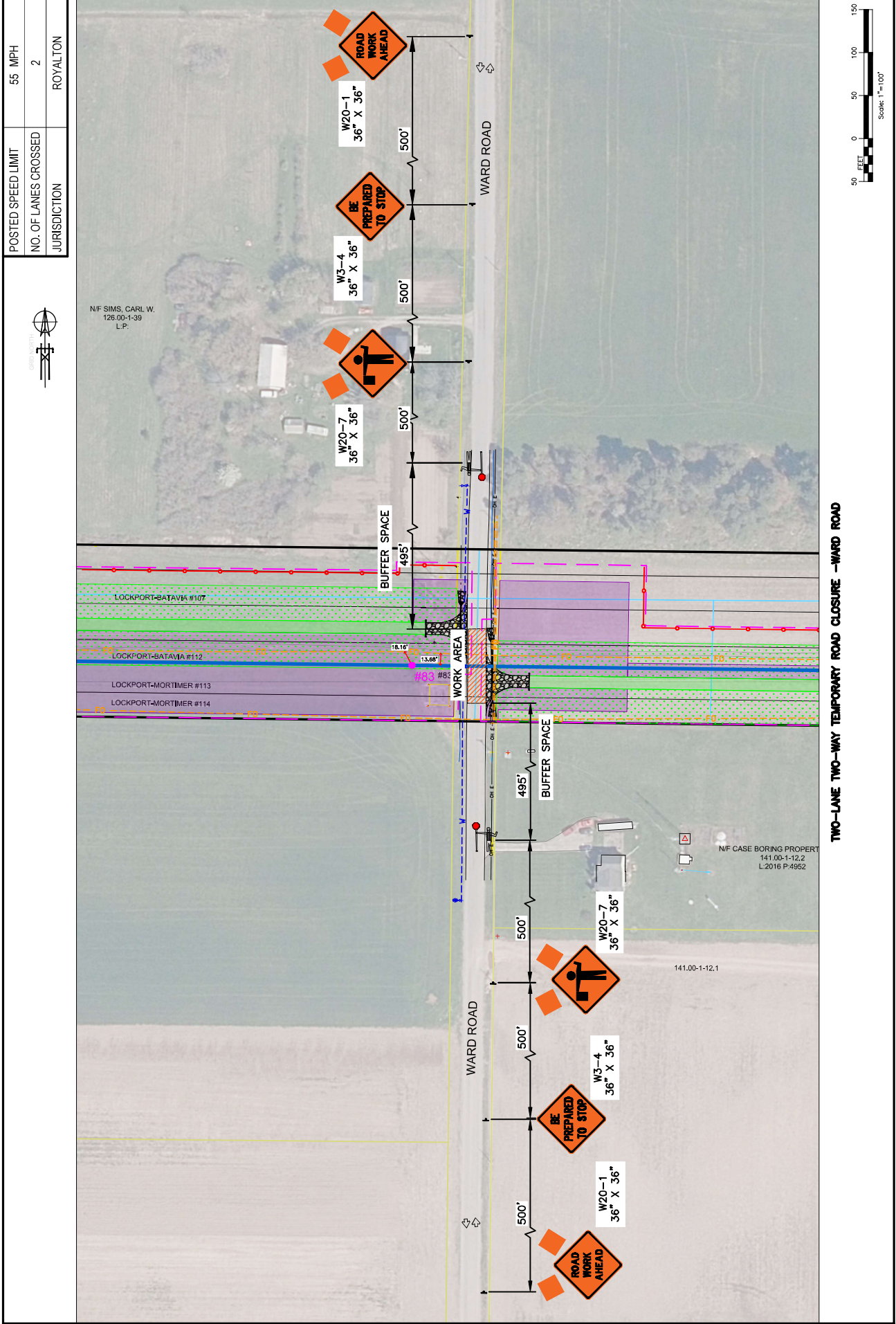


**TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - SINGER ROAD**



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NO.	DATE	DESCRIPTION OF CHANGES OR REVISIONS	BY	CHK.	APP.

TCP PLAN - ROYALTON CENTER ROAD  
 REBUILD PROJECT  
 LOCKPORT-BATAVIA 112  
 TRAFFIC MANAGEMENT PLAN

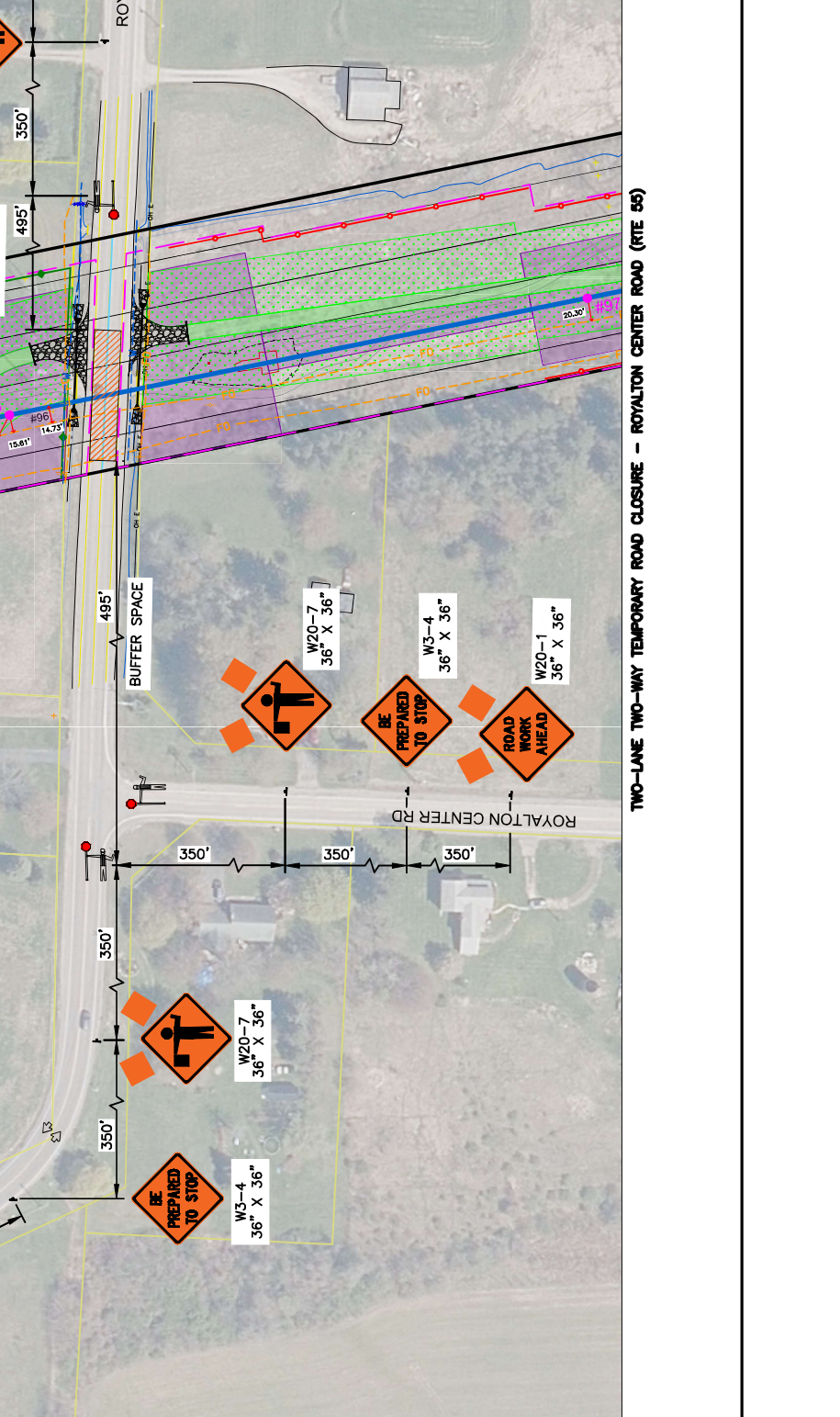
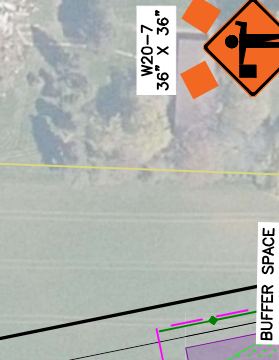
6/06/2025  
 6, 1-10-MS  
 L141568  
 TCP-215



ACCOUNT NUMBER	
APPROVED BY	SM
CHECKED BY	TL
DESIGNED BY	FISHER
DRAWN BY	TW

NO.	DATE	DESCRIPTION OF CHANGES OR REVISIONS	BY	CHK.	APP.

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	2
JURISDICTION	NIAGARA COUNTY



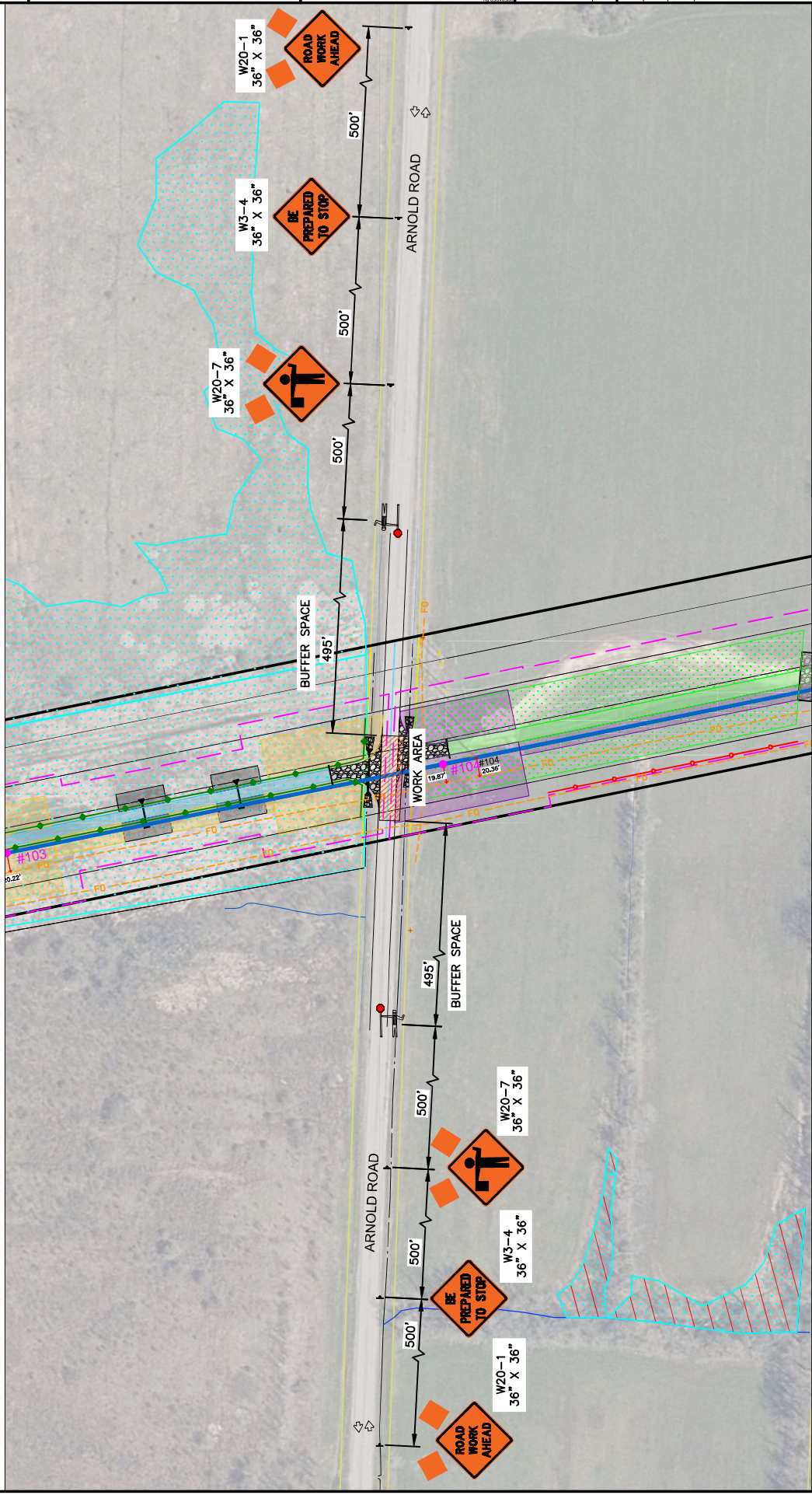
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		TL		
		FISHER		
		TM		
ACCOUNT NUMBER				

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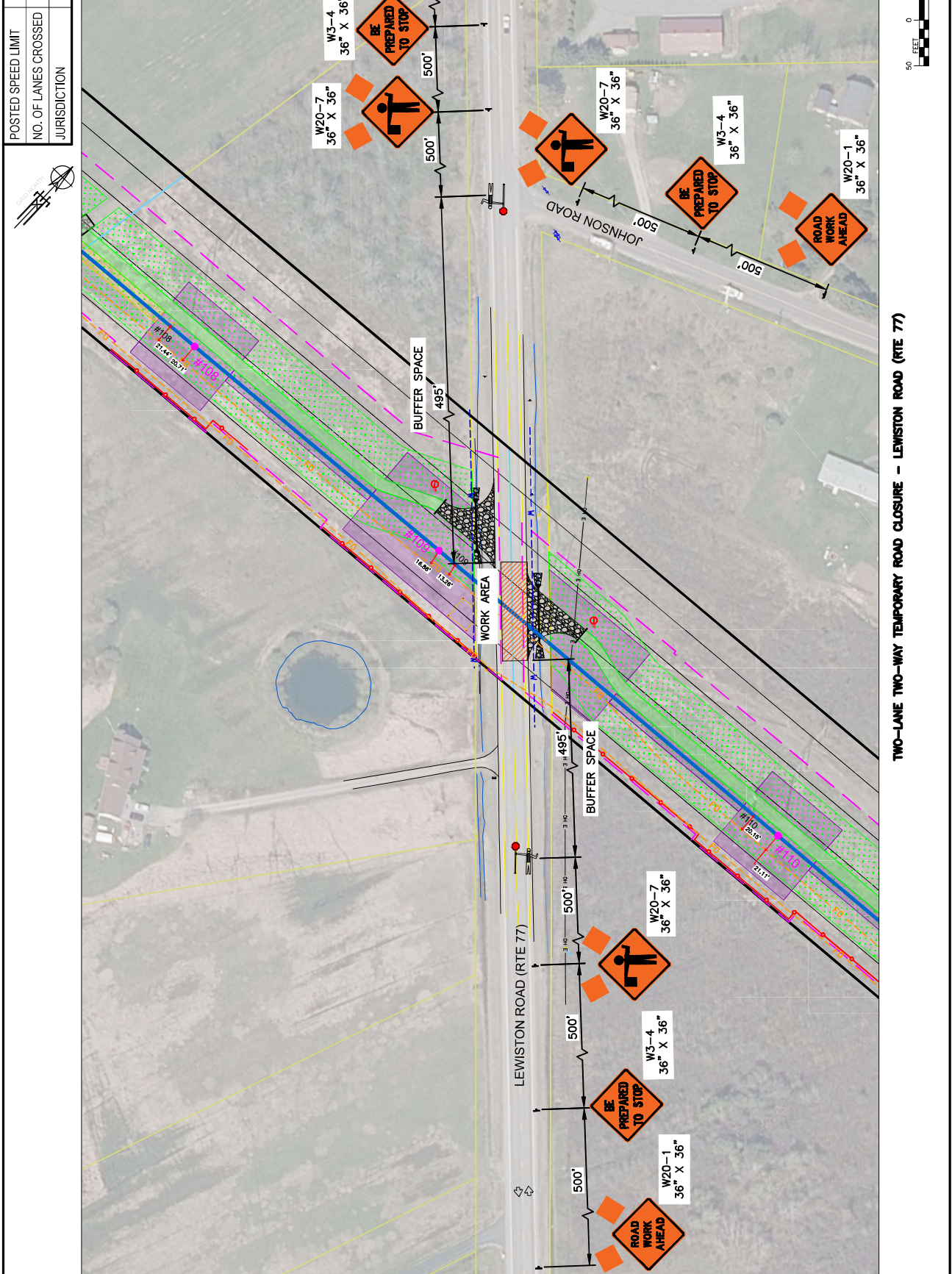
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PROJECT NO.	6-1-L-10-MS
PROJECT NAME	LOCKPORT-BATAVIA 112
PROJECT LOCATION	REBUILD PROJECT
PROJECT NUMBER	TCP PLAN - ARNOLD ROAD
PROJECT TITLE	TCF-216

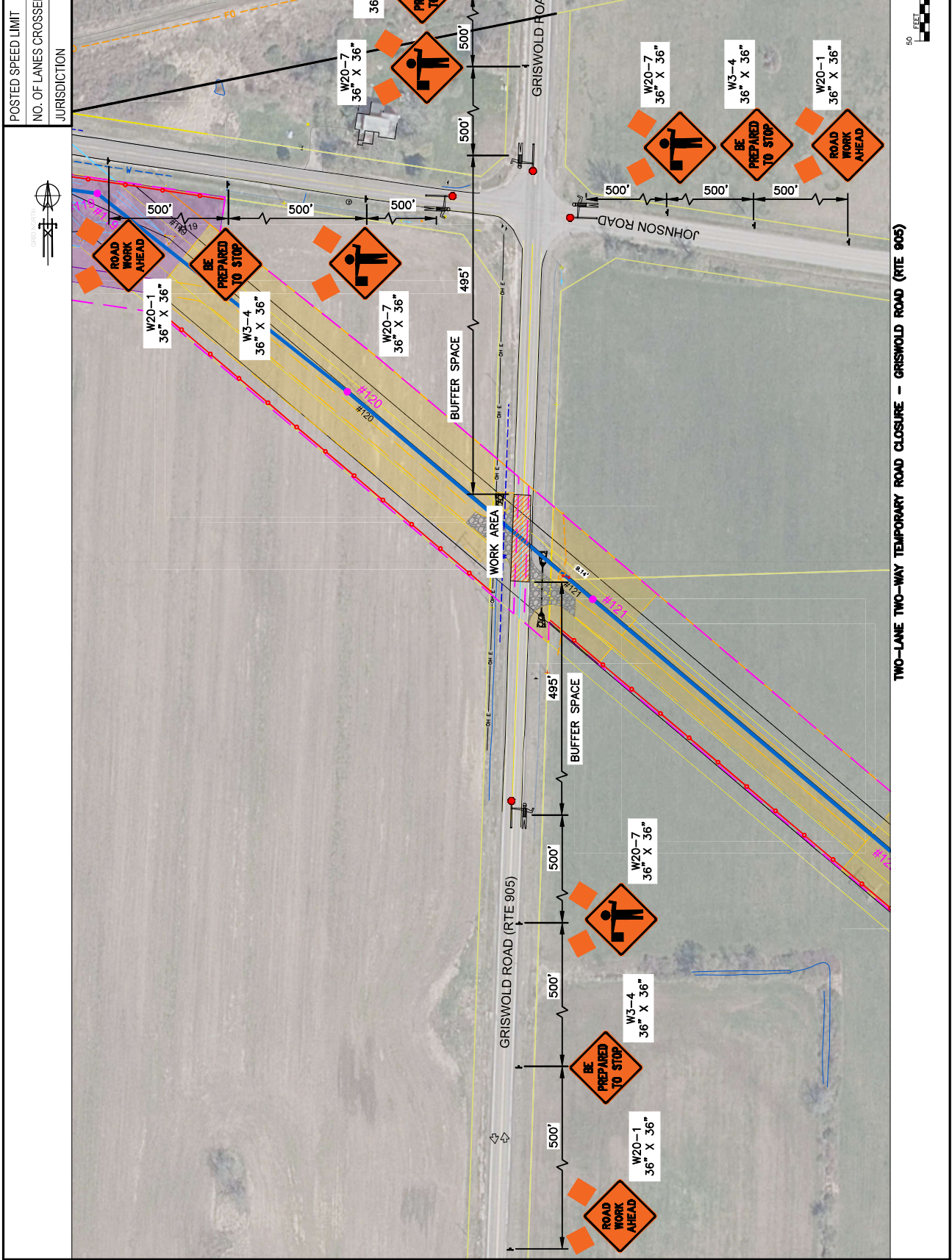
POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	2
JURISDICTION	ROYALTON



TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - ARNOLD ROAD

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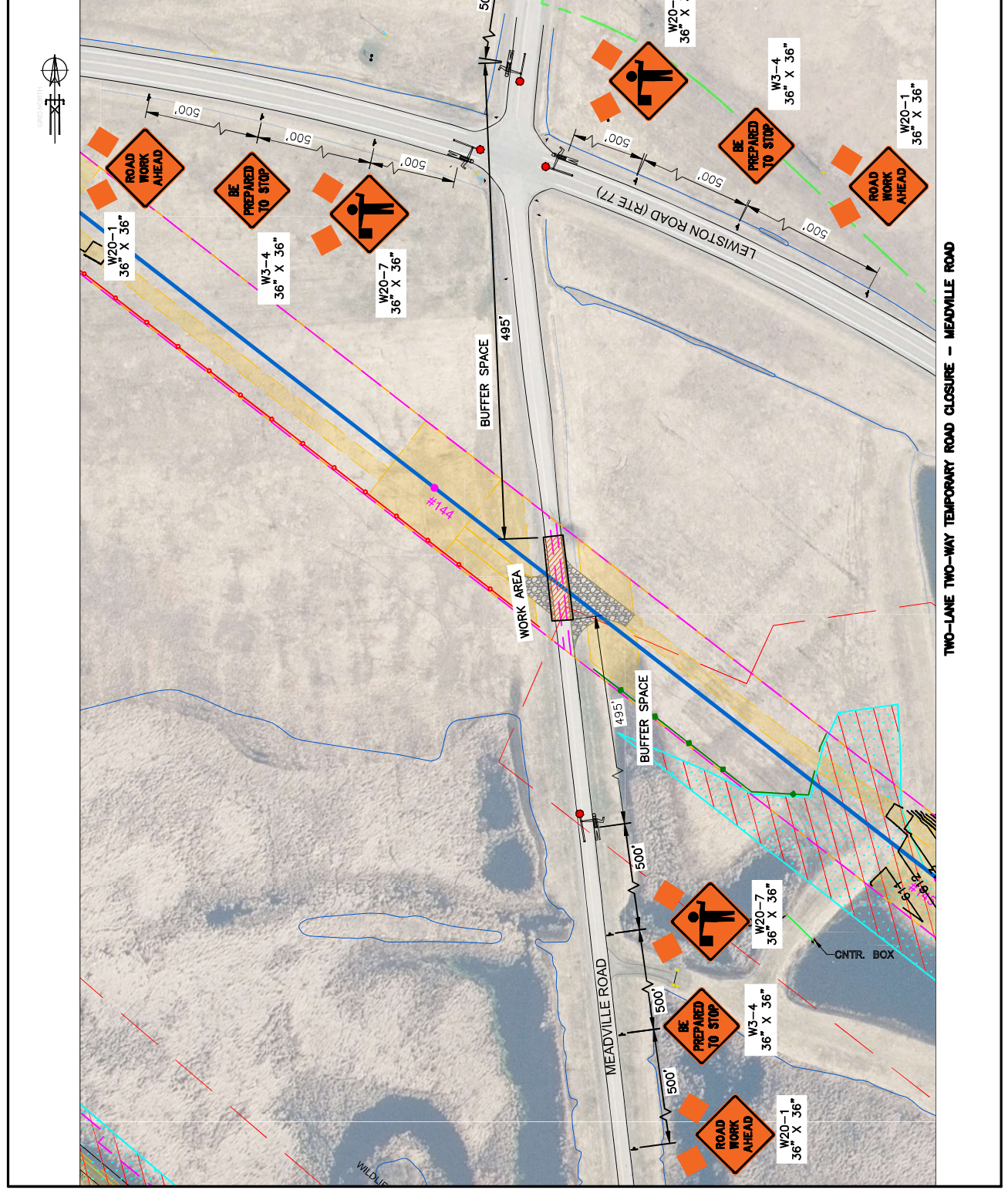




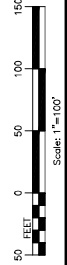
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6/11/2025	REBUILD PROJECT	6/11/2025				APPROVED		
6/11/2025	L14-1568							
	TCF-220							



POSTED SPEED LIMIT	55 MPH
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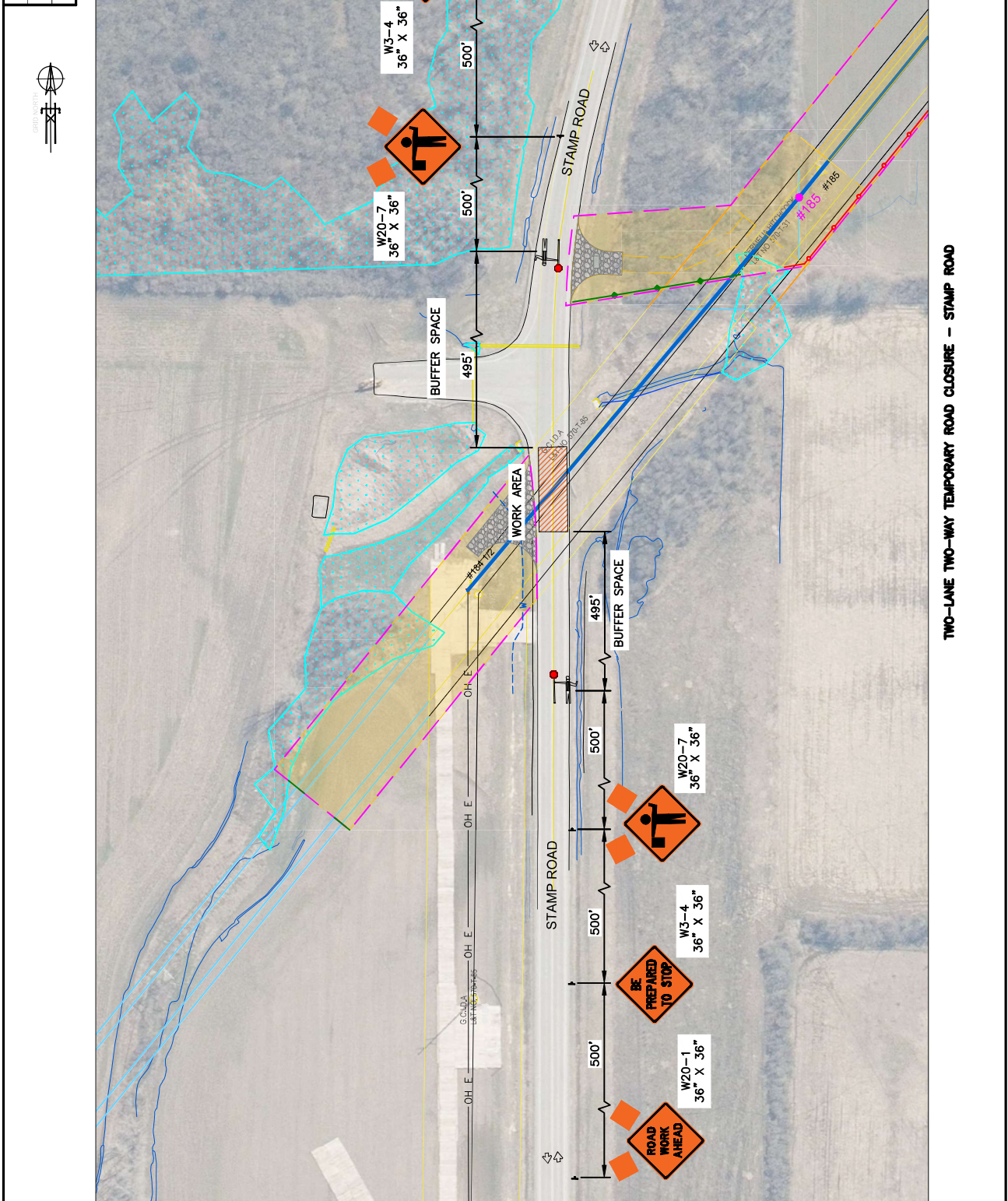


TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - MEADVILLE ROAD



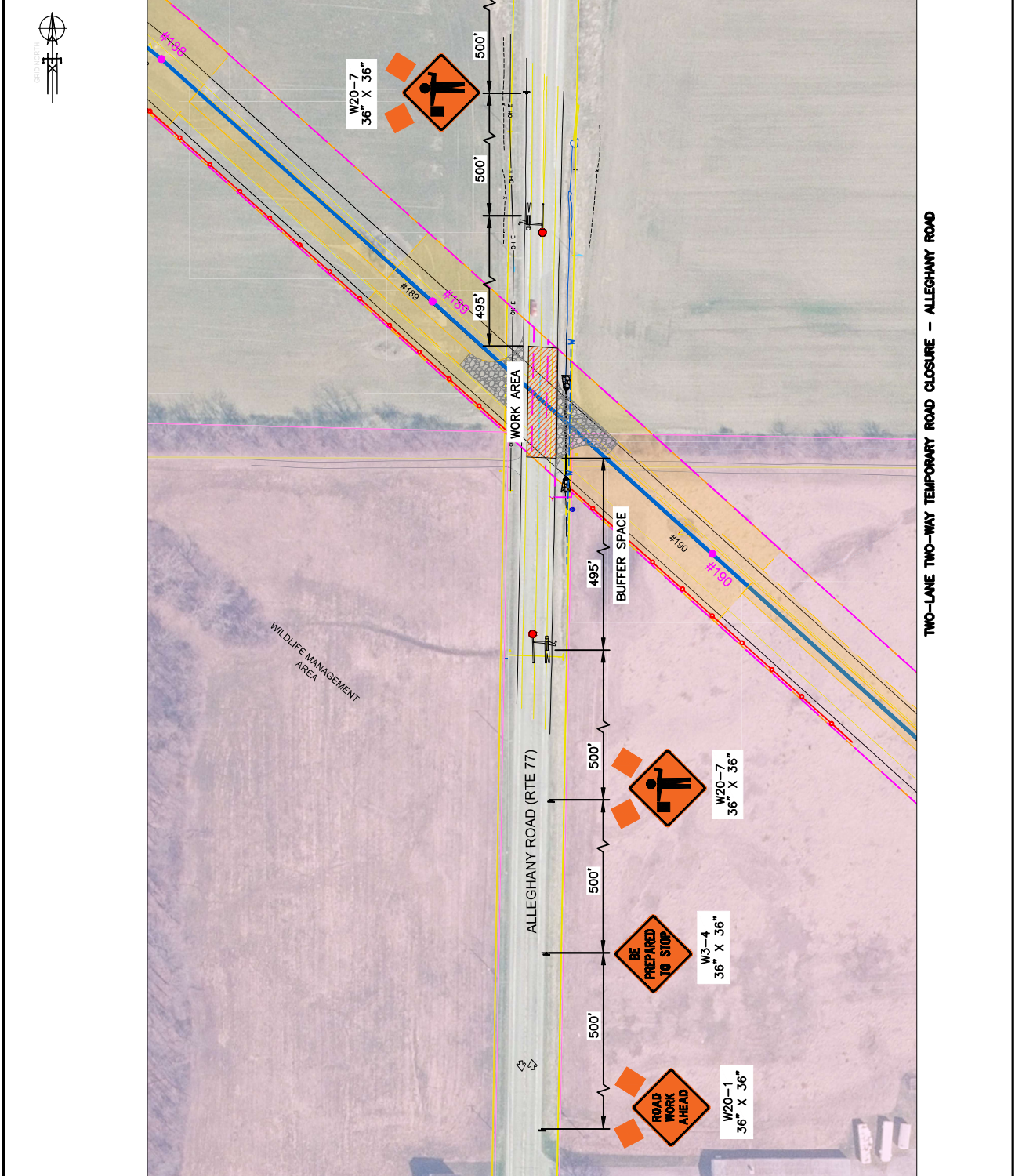
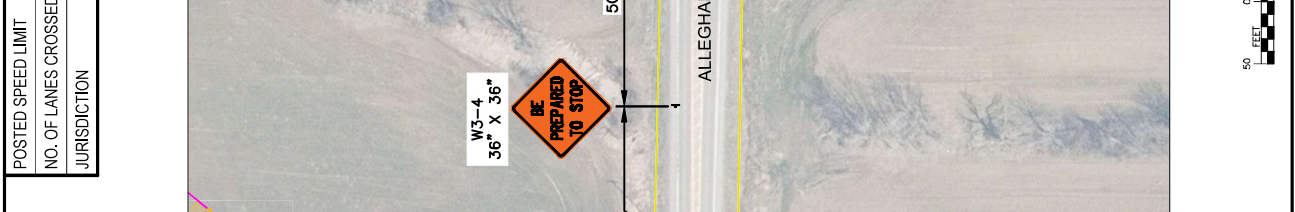
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NO. OF LANES CROSSED	2
JURISDICTION	ALABAMA



**TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - STAMP ROAD**

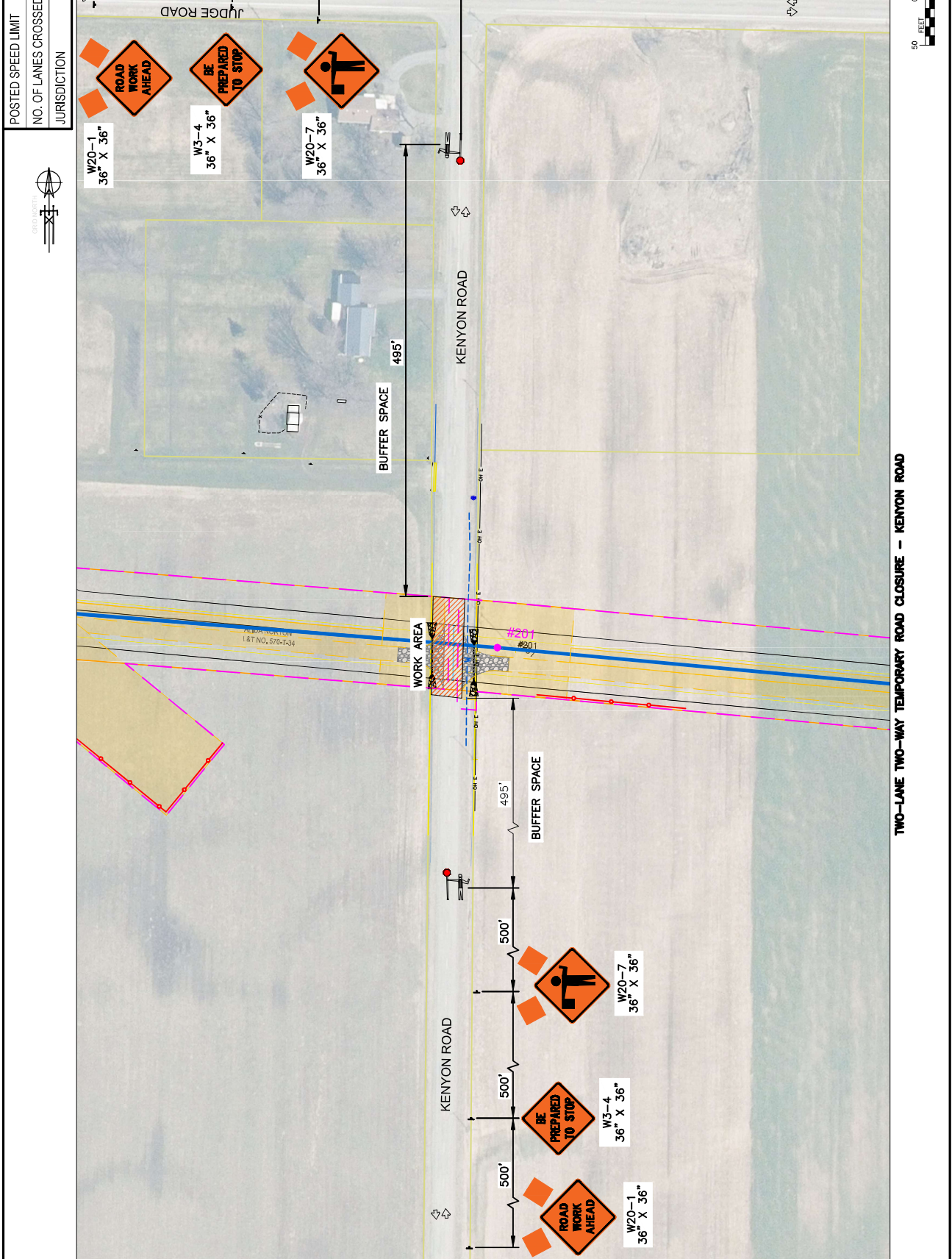
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**TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - ALLEGHANY ROAD**

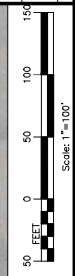
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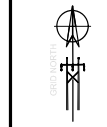
TWO-LANE TWO-WAY TEMPORARY ROAD CLOSURE - KENYON ROAD





**MARSHALL YARD ENTRANCE - LEDGE ROAD**

POSTED SPEED LIMIT	55 MPH
NO. OF LANES CROSSED	1
JURISDICTION	ALABAMA



**GENERAL NOTES**

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE NOTION, REFLECT THE MINIMUM REQUIREMENTS.
2. PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN SHALL BE PROVIDED, IN WRITING, DESIGNED 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. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE APPROVED IN WRITING BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORK DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
3. THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS SHALL BE PROVIDED, IN WRITING, TO THE NYSDOT ENGINEER, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.
4. STANDARD SHEET 619-503 MAY BE USED FOR AN OFFSITE DETOUR SETUP FOR BOTH LONG TERM AND SHORT TERM WORK DURATIONS.
5. REGIONAL HIGH-VOLUME RESTRICTIONS SHALL BE FOLLOWED, CONSULT WITH DOT ENGINEER IF EXCEPTION NEEDED.
6. PLAN AHEAD TO AVOID CONFLICTING WORK ZONES. CHECK FOR CONSTRUCTION PROJECTS, CLOSURES, & RESTRICTIONS AT [WWW.511.NY.ORG](http://WWW.511.NY.ORG), [WWW.DOT.NY.GOV/PROJECTS](http://WWW.DOT.NY.GOV/PROJECTS), AND WITH NYSDOT ENGINEER.
7. WORK ZONE INCIDENTS SHALL BE DOCUMENTED AND REPORTED USING EITHER THE DEPARTMENT'S WORK ZONE INCIDENT FORM, OR THE CONSTRUCTION INCIDENT REPORTING SYSTEM, AS APPROPRIATE.
8. CONSIDER CLOSURE WIDTH AND THE ABILITY TO ACCOMMODATE WIDE LOAD VEHICLES BEFORE ESTABLISHING WORK ZONES.
9. IF THE WORK ZONE AFFECTS AN EXISTING ACCESSIBLE AND DETECTABLE PEDESTRIAN FACILITY, ACCESSIBILITY AND DETECTABILITY SHALL BE PROVIDED ALONG THE ALTERNATE ROUTE.

**ACTIVITY AREA**

1. A 60' MINIMUM LONGITUDINAL DISTANCE SHALL BE MAINTAINED 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 SHALL BE ADJUSTED BASED ON LIGHT OBSTRUCTION AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
2. FOR LONG TERM DURATIONS, ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, 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. 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 OR OMMITTED WITH THE APPROVAL OF THE DOT ENGINEER. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
5. 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.
6. NYSP-12 SHALL BE USED IN PLACE OF NYSP-11 WHEN A REDUCED REGULATORY SPEED LIMIT SIGN IS AUTHORIZED.
7. RIGID AND FLEXIBLE "ROLL-UP" SIGNS MAY BE USED FOR MOBILE, SHORT DURATION AND SHORT-TERM STATIONARY WORK. RIGID SIGNS MUST BE MOUNTED AT LEAST 5 FEET ABOVE THE ROADWAY SURFACE. FLEXIBLE SIGNS MUST BE MOUNTED AT LEAST ONE FOOT ABOVE GRADE. MESH SIGNS SHALL NOT BE USED. USE RETRO REFLECTORIZED RIGID SIGNS FOR NIGHTTIME WORK.

**LANE WIDTHS**

1. UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANE SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'. THE MINIMUM LANE WIDTH FOR ALL OTHER TYPES OF ROADWAYS IS 10'.
2. A WRITTEN NOTE SHALL BE PROVIDED TO THE ENGINEER, IN THE REDUCED 21' CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REMOVAL OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.
3. IF THE WORK ZONE AFFECTS PEDESTRIANS, A MINIMUM PEDESTRIAN PATHWAY WIDTH OF 5 FEET SHALL BE MAINTAINED UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
4. TEMPORARY BICYCLE ACCOMMODATIONS SHALL NOT BE LESS THAN WHAT CURRENTLY EXISTS UNLESS AUTHORIZED BY THE ENGINEER.

**PROTECTIVE VEHICLES**

1. PROTECTIVE VEHICLES ARE DIVIDED INTO 2 CATEGORIES BASED ON THE GROSS VEHICLE WEIGHT (GVW):
  - PROTECTIVE VEHICLE LIGHT (PVL) SHALL HAVE A MINIMUM GVW OF 9,500 LBS. OR GREATER.
  - PROTECTIVE VEHICLE HEAVY (PVH) SHALL HAVE A MINIMUM GVW OF 22,000 LBS. OR GREATER.
2. IF THE PROTECTIVE VEHICLE ENDS UP INTO THE TRAVEL LANE, OR IF IT REMAINS ENTIRELY ON THE SHOULDER OF ANY HIGH SPEED ROAD (HSR), IT SHALL BE EQUIPPED WITH A DEPLOYED TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR (TMIA). SEE TABLE 011-01 INDICATED WEIGHT PROVIDED. THE BALLAST IS SECURELY FASTENED WITHIN AN ENCLOSED BODY OR OTHERWISE SECURELY FASTENED TO THE VEHICLE PURSUANT TO FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA) CARBO SECUREMENT RULES, SUCH THAT:
  - THE BALLAST WILL NOT SEPARATE FROM THE VEHICLE UPON IMPACT AND
  - THE BALLAST WEIGHT WILL NOT EXCEED THE MANUFACTURER'S GROSS VEHICLE WEIGHT RATING (GVWR).
3. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS SHALL NOT BE MOUNTED/INSTALLED ON PROTECTIVE VEHICLES WITH LIGHT GVW LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.
4. WHEN A PROTECTIVE VEHICLE IS USED BETWEEN THE WORK VEHICLE CREW OR HAZARD AND THE TRAFFIC IN A MOVING OPERATION IT IS REFERRED TO AS A SLOWDOWN VEHICLE.
5. WHEN A PROTECTIVE VEHICLE IS USED BETWEEN THE WORK VEHICLE CREW OR HAZARD AND STATIONARY TRAFFIC IN A STATIONARY OPERATION IT IS REFERRED TO AS A BARRIER VEHICLE(S).

**WORK ZONE TRAFFIC CONTROL**

1. WHEN A PROTECTIVE VEHICLE IS USED IN A MOVING OPERATION THAT OCCUPIES A LOCATION FOR UP TO 1 HOUR, THE OPERATOR SHALL REMAIN IN THE PROTECTIVE VEHICLE WITH THE SAFETY BELT AND HANDS ON THE WHEELS. THE OPERATOR SHALL MAINTAIN THE WHEELS IN CONTACT WITH THE LANE STRIPING AND LANE TO MAINTAIN DISCIPLINE AND TO STAY IN LANE. IF STRUCK, THE PARKING BRAKE SHALL BE SET WHENEVER POSSIBLE. TWO-WAY RADIOS SHOULD BE USED TO COMMUNICATE BETWEEN THE OPERATOR AND THE CREW.
2. IN A STATIONARY OPERATION THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR, ONCE THE PROTECTIVE VEHICLE HAS BEEN APPROPRIATELY PLACED, THE OPERATOR SHALL BE UNOCCUPIED. THE OPERATOR SHALL REMAIN IN THE PROTECTIVE VEHICLE WITH THE SAFETY BELT, PLACED IN 2ND GEAR MANUAL TRANSMISSIONS (ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS). THE FRONT WHEELS SHALL BE ALIGNED WITH THE LANE STRIPING AND LANE TO MAINTAIN LANE DISCIPLINE AND TO STAY IN LANE. IF STRUCK, DIRECT VERBAL COMMUNICATION BETWEEN THE PROTECTIVE VEHICLES AND THE WORK VEHICLE(S) / EQUIPMENT SHALL BE UTILIZED WHERE AVAILABLE.

**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.
2. A DROP-OFF OF GREATER THAN 24 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAFFIC WAY TO REMAIN AT THE END OF THE WORK SHEET SHALL BE SEPARATED FROM TRAFFIC WITH POSITIVE BARRIER. FOR POSTED SPEED LIMIT OF 45 MPH AND LESS, A DROP-OFF OF GREATER THAN 18 INCHES WITHIN 10 FEET FROM THE EDGE OF THE TRAVELED WAY SHALL BE SEPARATED FROM TRAFFIC WITH POSITIVE BARRIER. OVERSIZED VERTICAL PANELS DEVICES CONSISTING OF DRUMS, EXTRA TALL CONES, OR OVERSIZED VERTICAL PANELS ONLY AT A MAXIMUM SPACING OF 20 FEET FOR SHORT DURATIONS NOR TO EXCEED ONE WORK SHEET.
3. TEMPORARY POSITIVE BARRIER MAY BE SUBSTITUTED WITH DRUM CHANNELIZING DEVICES, IN SOME CIRCUMSTANCES, WITH APPROVAL OF THE REGIONAL TRAFFIC ENGINEER BASED ON GUIDANCE PROVIDED IN THE HIGHWAY DESIGN MANUAL AND ENGINEERING JUDGEMENT.

**PUBLIC ACCESS**


1. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MORE INACCESSIBLE SHALL BE NOTICED 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.
2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

**LANE CLOSURES**

1. LANE CLOSURES SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND OBSTACLES, 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.
3. EACH ARROW PANEL SHALL BE VISIBLE 1500 FEET IN ADVANCE FROM ANY POINT WITHIN THE ROADWAY.

**TOLERANCE NOTE**

1. ALL DIMENSIONS ON ANY 619 STANDARD SHEET ARE NOMINAL.
  - WHEN A DECIMAL POINT WITH SIGNIFICANT DIGITS) TO THE RIGHT OF IT IS/ARE PRESENT-TOLERANCE FOR EACH DIMENSION IS ONE HALF OF THE LAST SIGNIFICANT DIGIT IN THE UNITS SHOWN (e.g. 1.0' IS .005' & 1.00' IS .0005').
  - OTHERWISE, TOLERANCE FOR EACH DIMENSION IS THE LESSER OF 10% OF THE NOMINAL DIMENSION SHOWN OR 6" (e.g. TOLERANCE FOR 3' IS 3.0" & TOLERANCE FOR 10' IS 6").
2. TOLERANCE ARE NOT CUMULATIVE. ABOVE DOES NOT APPLY WHEN ANY RANGE, MAXIMUM OR MINIMUM DIMENSION OR A CONTEXT SPECIFIC TOLERANCE IS SPECIFIED.

 <b>NEW YORK</b> STATE OPPORTUNITY	U.S. CUSTOMARY STANDARD SHEET
	DEPARTMENT OF <b>Transportation</b>
<b>WORK ZONE TRAFFIC CONTROL</b> GENERAL NOTES (SHEET 1 OF 2)	
APPROVED DECEMBER 21, 2022 Robert Lamogres DIRECTOR, OTSM	ISSUED UNDER E1 22-033 619-010

FORM 1A, 3. EFF. 05/01/24 ISSUED WITH EB 24-007
FORM 1A, 2. EFF. 05/01/23 ISSUED WITH EB 23-016
FORM 1A, 1. EFF. 05/01/23 ISSUED WITH EB 22-033

**WORK DURATION DEFINITIONS**

1. THERE ARE MAINLY FIVE WORK DURATIONS:
  - A. LONG-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.
  - B. INTERMEDIATE-TERM IS STATIONARY WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.
  - C. SHORT-TERM IS STATIONARY DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
  - D. SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR. IT CAN BE PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N11 NOTES ON NIGHTTIME WORK.
  - E. MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY WHERE THE WORK AT ANY SPECIFIC LOCATION COMPLETES WITHIN 15 MINUTES. IT IS USED FOR WORK THAT IS PERFORMED DURING THE DAYTIME OR AT NIGHT IN ACCORDANCE WITH NOTES N1 TO N10 NOTES ON NIGHTTIME WORK.

2. SPECIAL OPERATIONS ARE WORK OPERATIONS THAT DO NOT FIT INTO ONE OF THE ABOVE FIVE CATEGORIES. SPECIAL OPERATIONS INCLUDE:
  - A. STOP AND GO OPERATIONS - WORK THAT COMPLETES WITHIN 5 MINUTES AND ALLOWS WORKERS ON FOOT.
  - B. OTHER OPERATIONS INCLUDING MOWING, MULDING/HERBICIDE OPERATIONS, TEMPORARY ROAD/INTERSECTION CLOSURES, ETC.


**ROADWAY TYPE DEFINITIONS**

1. FREEWAY:
  - A. INTERSTATE: INTERREGIONAL HIGH-SPEED, HIGH-VOLUME, DIVIDED FACILITIES WITH COMPLETE CONTROL OF ACCESS.
  - B. PARKWAY: DIVIDED HIGHWAYS FOR NON-COMMERCIAL TRAFFIC WITH FULL CONTROL OF ACCESS, GRADE, PARKWAY SEPARATIONS, INTERCHANGES, AND OCCASIONAL AT-GRADE INTERSECTIONS. PARKWAYS ARE DESIGNATED BY LAW.
2. EXPRESSWAY: DIVIDED HIGHWAYS FOR THROUGH TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS. ALL FREEWAY STANDARD SHEETS ARE APPLICABLE TO EXPRESSWAY.
3. NON-FREEWAY:
  - A. MULTILANE DIVIDED HIGHWAY
  - B. MULTILANE UNDIVIDED HIGHWAY
  - C. TPO-LINE TWO-WAY ROADWAY

- ALL NON-FREWAYS CAN BE EITHER URBAN OR RURAL:
- URBAN: MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA
- HIGH DENSITY DEVELOPMENT
  - DENSE BUILDING FOOTPRINTS
  - MULTI-STORY AND LOW-TO-MEDIUM-RISE STRUCTURES FOR RESIDENTIAL, COMMERCIAL, AND EDUCATIONAL USES, STRUCTURES THAT ACCOMMODATE MIXED USES, AND SOME LIGHT INDUSTRIAL AND SOME HEAVY INDUSTRIAL LAND USE
  - PROMINENT DESTINATIONS WITH SPECIALIZED STRUCTURES, E.G., LARGE THEATERS, SHORT-TERM FACILITIES OR CONFERENCE CENTERS
  - SIDEWALKS AND MARKED CROSSWALKS
  - HIGHER DENSITY OF TRANSIT STOPS AND ROUTES
  - DRIVEWAY DENSITIES GREATER THAN 25 DRIVEWAYS/MILE ON EACH SIDE OF THE ROAD
  - MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS/MILE OR GREATER
  - MAJOR COMMERCIAL DRIVEWAYS
  - HIGH DENSITY OF CROSS STREETS
- RURAL: DOES NOT MEET MORE THAN ONE OF THE ABOVE CRITERIA.

**NOTES FOR NIGHTTIME OPERATIONS:**

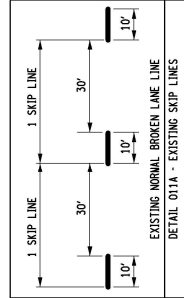
- N1. WORK OCCURRING AFTER SUNSET AND BEFORE SUNRISE WILL BE CONSIDERED NIGHTTIME OPERATIONS.
- N2. ALL SIGNS, STOP/NO-PADDOLES AND RED FLAGS USED TO WARN/ALERT/CONTROL TRAFFIC SHALL BE RETROREFLECTIVE.
- N3. ALL WORKERS INVOLVED SHALL WEAR PROTECTIVE HELMETS AND NIGHTTIME APPAREL IN ACCORDANCE WITH 8107-05A, HIGH VISIBILITY APPAREL AT ALL TIMES.
- N4. VEHICLES OPERATING ON THE PAVEMENT OF A CLOSED ROADWAY OR TRAVEL LANE SHALL DISPLAY ROTATING AMBER BEACONS OR FLASHING LED BEACONS AT ALL TIMES.
- N5. LEVEL I ILLUMINATION SHALL BE PROVIDED NEAR THE BEGINNING OF LANE CLOSURE TAPERS AND AT ROAD CLOSURES, INCLUDING THE SETUP AND REMOVAL OF THE CLOSURE TAPERS.
- N6. LEVEL II ILLUMINATION SHALL BE PROVIDED FOR FLAGGING STATIONS, ASPHALT PAVING, DECKS, AND CONCRETE PLACEMENT AND/OR REMOVAL OPERATIONS, INCLUDING BRIDGE DECKS, 50 FEET AHEAD OF AND 100 FEET BEHIND A PAVING OR MILLING MACHINE.
- N7. LEVEL III ILLUMINATION SHALL BE PROVIDED FOR PAVEMENT OR STRUCTURAL CRACK FILLING, JOINT REPAIR, PAVEMENT PATCHING AND REPAIRS, INSTALLATION OF SIGNAL FINE DETAILS OR INTRICATE PARTS AND EQUIPMENT.
- N8. ALL LIGHTING SHALL BE DESIGNED, INSTALLED, AND OPERATED TO AVOID GLARE THAT AFFECTS TRAFFIC ON THE ROADWAY OR THAT CAUSES ANNOYANCE OR DISCOMFORT FOR RESIDENCES ADJOINING THE ROADWAY.
- N9. PRIOR TO THE START OF NIGHTTIME OPERATIONS, A WRITTEN NIGHTTIME OPERATIONS AND LIGHTING PLAN IS REQUIRED FOR APPROVAL FROM THE DOT ENGINEER.
- N10. SEE STANDARD SPECIFICATIONS 9619 FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS. FLAGGERS SHALL USE A FLASHLIGHT WITH RED GLOW COMBINED LED BAYON FOR FLAGGING IN NON-ILLUMINATED FLAGGER STATIONS DURING NIGHTTIME OPERATIONS.
- N11.

 <b>NEW YORK</b> STATE OPPORTUNITY	<b>Department of Transportation</b>  U.S. CUSTOMARY STANDARD SHEET  <b>WORK ZONE TRAFFIC CONTROL</b> GENERAL NOTES (SHEET 2 OF 2)	ISSUED UNDER EIT 22-033  <b>619-010</b>  Robert Lamoignon ROBERT LAMOIGNON, P.E. DIRECTOR, OTSM
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ERRATA 1: eff. 08/01/23  
 ISSUED WITH EB 23-016

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL, TRAILER OR SUPPORT
	CHANGEABLE MESSAGE SIGN (PMS)
	CHANNELIZING DEVICE
	CONE
	CRASH CUSHION/TEMPORARY IMPACT ATTENUATOR
	DIRECTION OF TEMPORARY TRAFFIC DETOUR
	DIRECTION OF TRAFFIC
	AUTOMATED FLAGGER ASSISTANCE DEVICE WITH OPERATOR
	FLAGGER
	FLAG TREE
	LUMINAIRE
	MOWER
	PARKWAY GRASS SHOULDER
	PAVEMENT MARKINGS THAT SHALL BE REMOVED FOR A LONG TERM PROJECT
	PORTABLE VARIABLE MESSAGE SIGN
	ORANGE FLAGS (MIN. 18" X 18")
	TRAILER FOR ARROW PANEL OR PORTABLE VARIABLE MESSAGE SIGN (PMS)

WORK ZONE TRAFFIC CONTROL LEGEND	
SYMBOL	DESCRIPTION
	SIGN, TEMPORARY
	SPOTTER
	TEMPORARY POSITIVE BARRIER
	TEMPORARY POSITIVE BARRIER WITH WARNING LIGHTS
	TEMPORARY TRAFFIC SIGNAL HEAD
	TYPE III BARRICADE
	WARNING LIGHTS
	WORK AREA
	WORK VEHICLE
	WORK VEHICLE (MULCHING/HERBICIDE OPERATION)
	WORK VEHICLE (PAVEMENT MARKING)
	WORK VEHICLE (SIGNAL WORK)
	PROTECTIVE VEHICLE
	PROTECTIVE VEHICLE LIGHT
	PROTECTIVE VEHICLE HEAVY
	TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR (TMIA)



**NEW YORK**  
STATE  
OPPORTUNITY.

**Department of  
Transportation**

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U.S. CUSTOMARY STANDARD SHEET

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**WORK ZONE TRAFFIC CONTROL  
GENERAL TABLES AND LEGEND  
(SHEET 1 OF 2)**

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APPROVED DECEMBER 21, 2022  
Robert Lamoignon  
ROBERT LAMOIGNON, P.E.  
DIRECTOR, OTSM

ISSUED UNDER EIT 22-033  
619-011

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FERRATA 2, EFF. 08/01/23  
ISSUED WITH EB 22-016

FERRATA 1, EFF. 08/01/2023  
ISSUED WITH EB 22-033

TABLE 011-01: PROTECTIVE VEHICLE REQUIREMENTS A-B

CLOSURE TYPE	DURATION	MOBILE OPERATION AND STOP & GO		SHORT DURATION OPERATION		SHORT TERM OPERATION		INTERMEDIATE TERM OPERATION		LONG TERM OPERATION	
		FREEWAY	NON-FREEWAY	FREEWAY	NON-FREEWAY	FREEWAY	NON-FREEWAY	FREEWAY	NON-FREEWAY	FREEWAY	NON-FREEWAY
ROAD TYPE & SPEED EXPOSURE CONDITIONS (SEE NOTE 1)		≥ 45 MPH 35 - 40 MPH ≤ 30 MPH	NON-FREEWAY	≥ 45 MPH 35 - 40 MPH ≤ 30 MPH	NON-FREEWAY	≥ 45 MPH 35 - 40 MPH ≤ 30 MPH	NON-FREEWAY	≥ 45 MPH 35 - 40 MPH ≤ 30 MPH	NON-FREEWAY	≥ 45 MPH 35 - 40 MPH ≤ 30 MPH	NON-FREEWAY
WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC		PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA
LANE CLOSURE OR ENCROACHMENT			PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA
NO WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC (IE EQUIPMENT, MATERIALS)			PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA
WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC			PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA
SHOULDER CLOSURE OR ENCROACHMENT			PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA
NO WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC (IE EQUIPMENT, MATERIALS, EXCAVATION)			PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA	PVH+TMIA

LEGEND  
 PVH - PROTECTIVE VEHICLE LIGHT MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER (SEE NOTE 5)  
 PVL - PROTECTIVE VEHICLE LIGHT MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER  
 TMIA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR  
 A. THESE PROTECTIVE VEHICLE REQUIREMENTS ARE NOT APPLICABLE TO PAVING AND MILLING OPERATIONS. A STANDARD BUFFER SPACE SHALL BE PROVIDED FOR THESE OPERATIONS IN ACCORDANCE WITH TABLE 011-03.  
 B. THESE PROTECTIVE VEHICLE REQUIREMENTS ARE NOT APPLICABLE TO FLAGGING OPERATIONS. PROTECTIVE VEHICLES WITH APPROPRIATE ROLL AHEAD DISTANCE MAY BE USED IN ADVANCE OF THE WORK AREA IF DEEMED NECESSARY BY THE DOT ENGINEER AND THEIR DESIGNER.

NOTES  
 1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT.  
 2. EITHER A PROTECTIVE LIGHT (PVL) OR THE STANDARD BUFFER SPACE (SEE TABLE 011-03) SHALL BE PROVIDED.  
 3. EITHER A PROTECTIVE VEHICLE HEAVY (PVH) OR THE STANDARD BUFFER SPACE (SEE TABLE 011-03) SHALL BE PROVIDED.  
 4. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMIA) SHALL NOT BE ADAPTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMIA.  
 5. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≤ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

TABLE 011-02: TAPER LENGTHS & NUMBER OF CONES CHART

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	TAPER LENGTH: (FT.) * OF SKIP LINES/ * OF CHANNELIZING DEVICES												
	FOR SHOULDER WIDTH												
25	40/1/2	80/2/3	80/2/3	120/3/4	120/3/4	120/3/4	120/3/4	120/3/4	120/3/4	120/3/4	120/3/4	120/3/4	120/3/4
30	80/2/3	80/2/3	120/3/4	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5	160/4/5
35	80/2/3	120/3/4	160/4/5	200/5/6	240/6/7	240/6/7	240/6/7	240/6/7	240/6/7	240/6/7	240/6/7	240/6/7	240/6/7
40	120/3/4	160/4/5	200/5/6	240/6/7	280/7/8	320/8/9	320/8/9	320/8/9	320/8/9	320/8/9	320/8/9	320/8/9	320/8/9
45	200/5/6	240/6/7	280/7/8	320/8/9	360/9/10	400/10/11	440/11/12	520/13/14	560/14/15	560/14/15	560/14/15	560/14/15	560/14/15
50	200/5/6	240/6/7	320/8/9	360/9/10	400/10/11	440/11/12	520/13/14	560/14/15	600/15/16	600/15/16	600/15/16	600/15/16	600/15/16
55	240/6/7	280/7/8	320/8/9	400/10/11	440/11/12	520/13/14	560/14/15	600/15/16	680/17/18	680/17/18	680/17/18	680/17/18	680/17/18
60	240/6/7	320/8/9	360/9/10	440/11/12	480/12/13	560/14/15	600/15/16	640/16/17	720/18/19	720/18/19	720/18/19	720/18/19	720/18/19
65	280/7/8	320/8/9	400/10/11	480/12/13	520/13/14	600/15/16	640/16/17	720/18/19	800/19/20	800/19/20	800/19/20	800/19/20	800/19/20

\* THIS TABLE WAS CREATED WITH REFERENCE TO MUTCD TABLE 6A-4  
 \*\* THE NUMBER OF CHANNELIZING DEVICES SHOWN IS CALCULATED BASED ON A 40FT DEVICE SPACING. THE NUMBER OF CHANNELIZING DEVICES CAN BE ADJUSTED AS NECESSARY.

TABLE 011-03: LONGITUDINAL BUFFER SPACE

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE (FT.) * OF SKIP LINES
25	155 / 4
30	200 / 5
35	250 / 6
40	305 / 8
45	360 / 9
50	425 / 11
55	495 / 13
65	645 / 16

\* THIS TABLE IS THE SAME AS MUTCD TABLE 6C-2.

TABLE 011-04: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	ROLL AHEAD DISTANCE (FT.) * OF SKIP LINES FOR VEHICLES
25	PROTECTIVE VEHICLES WEIGHING 9,500 TO 21,999 LBS. OR GREATER GVW
30	STATIONARY MOVING OPERATION (15 MPH MAX)
35	STATIONARY MOVING OPERATION (15 MPH MAX)
40	200/5
45	160/4
50	120/3
55	80/2

\* THIS TABLE IS THE SAME AS MUTCD TABLE 6B-3.

TABLE 011-05: ADVANCE WARNING SIGN SPACING

ROAD TYPE	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH)	100	100	100	AHEAD	AHEAD
URBAN (35-50 MPH)	200	200	200	AHEAD	AHEAD
URBAN (55-70 MPH)	350	350	350	1000 FT. AHEAD	1000 FT. AHEAD
RURAL	500	500	500	1500 FT. AHEAD	1500 FT. AHEAD
FREEWAY	1000	1500	2500	1 MILE	1/2 MILE

\* THIS TABLE IS THE SAME AS MUTCD TABLE 6B-3.

TABLE 011-07: TAPER LENGTH FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	L
SHOULDER TAPER	L/2
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT. MIN - 100 FT. MAX
DOWNSIDE TAPER	50 FT. MIN - 100 FT. MAX

\* THIS TABLE IS THE SAME AS MUTCD TABLE 6C-3.

TABLE 011-06: FLARE RATES FOR POSITIVE BARRIER

TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT (MPH)	7:1	9:1	11:1	12:1	15:1
TEMPORARY POSITIVE BARRIER	30	40	50	55	65	
BOX BEAM OR HEAVY POST CORRUGATED BEAM	60	11:1	14:1	16:1	20:1	

\* THIS TABLE IS THE SAME AS MUTCD TABLE 6C-2.

WORK ZONE TRAFFIC CONTROL SIGN TABLE						
SIGN	STN. DESIGNATION	COLOR CODE	NON-FREEMWAY	EXPRESSWAY	FREEMWAY	
	ES-1	C	-----	72"x60"	72"x60"	
	G20-1	A	36"x18"	48"x24"	48"x24"	
	G20-2	A	36"x18"	48"x24"	48"x24"	
	G20-4	A	36"x18"	-----	-----	
	G20-50P	A	24"x18"	36"x24"	36"x24"	
	MI-1	C	1 OR 2 DIGITS 24"x24"	36"x36"	36"x36"	
	MI-11	C	3 DIGITS 45"x36"	45"x36"	45"x36"	
	MI-4	B	1 OR 2 DIGITS 24"x24"	36"x36"	36"x36"	
	MI-41	B	3 DIGITS 30"x24"	45"x36"	45"x36"	
	M3-1					
	M3-2	SEE NOTE 3	24"x12"	36"x18"	36"x18"	
	M3-3					
	M3-4					
	M4-8	A	24"x12"	36"x18"	36"x18"	
	M4-80	A	24"x18"	24"x18"	24"x18"	
	M4-9	A	30"x24"	48"x36"	48"x36"	
	M4-90	A	30"x24"	30"x24"	-----	
	M4-9b	A	30"x24"	30"x24"	-----	
	M4-9c	A	30"x24"	30"x24"	-----	
	M4-10L	A	48"x18"	48"x18"	48"x18"	
	M4-10R	A	48"x18"	48"x18"	48"x18"	
	M5-1	SEE NOTE 3	21"x15"	30"x21"	30"x21"	
	M5-2	SEE NOTE 3	21"x15"	30"x21"	30"x21"	
	M6-1					
	M6-2	SEE NOTE 3	21"x15"	30"x21"	30"x21"	
	M6-3					
	M6-4					
	NWB-1	E	24"x24"	36"x36"	36"x36"	
	NWB-2	E	30"x24"	45"x36"	45"x36"	
	NWB-3	E	30"x24"	45"x36"	45"x36"	

WORK ZONE TRAFFIC CONTROL SIGN TABLE						
SIGN	STN. DESIGNATION	COLOR CODE	NON-FREEMWAY	EXPRESSWAY	FREEMWAY	
	NYR9-11	B	24"x42"	48"x84"	48"x84"	
	NYR9-12	B	24"x36"	36"x54"	48"x72"	
	NYR4-17	A	36"x36"	48"x48"	48"x48"	
	NYR8-30	A	48"x24"	48"x24"	48"x24"	
	NYR8-31	A	48"x24"	48"x24"	48"x24"	
	NYR8-32	A	48"x24"	48"x24"	48"x24"	
	NYR8-33	A	48"x24"	48"x24"	48"x24"	
	R1-1	D	36"x36"	36"x36"	48"x48"	
	R1-2	E	36"x36"x36"	48"x48"x48"	60"x60"x60"	
	R2-1	B	24"x30" OR 36"x30" (SEE NOTE 5)	36"x48"	36"x48"	
	R2-11	B	24"x30"	36"x48"	36"x48"	
	R2-12	B	24"x36"	36"x54"	36"x54"	
	R4-1	B	24"x30"	36"x48"	36"x48"	
	R4-7C NARROW	B	18"x30"	36"x48"	36"x48"	
	R4-8	B	24"x30"	36"x48"	36"x48"	
	R4-8C NARROW	B	18"x30"	-----	-----	
	R4-9	B	24"x30"	36"x48"	36"x48"	
	R5-1	E	36"x36"	36"x36"	48"x48"	
	R8-3	E	24"x24"	36"x36"	48"x48"	
	R9-8	B	36"x18"	36"x18"	-----	
	R9-9	B	24"x12"	24"x12"	-----	
	R9-10	B	24"x12"	24"x12"	-----	
	R9-10L R9-10R	B	24"x12"	24"x12"	-----	
	R9-11L R9-11R	B	24"x18"	24"x18"	-----	
	R9-11dL R9-11dR	B	24"x12"	24"x12"	-----	
	R10-6	B	24"x36"	24"x36"	-----	

WORK ZONE TRAFFIC CONTROL SIGN TABLE						
SIGN	STN. DESIGNATION	COLOR CODE	NON-FREEMWAY	EXPRESSWAY	FREEMWAY	
	R11-2	B	48"x30"	48"x30"	48"x30"	
	R11-2 (MOD.)					
	R11-30	B	60"x30"	60"x30"	-----	
	W1-4L W1-4R	A	36"x36"	48"x48"	48"x48"	
	W1-4L W1-4R	A	36"x36"	48"x48"	48"x48"	
	W1-4L W1-4R	A	36"x36"	48"x48"	48"x48"	
	W1-6L W1-6R	A	48"x24"	48"x48"	60"x30"	
	W1-6L	A	48"x24"	48"x48"	60"x30"	
	W1-6R	A	48"x24"	48"x48"	60"x30"	
	W1-8L AND BORDER	A	18"x24"	30"x36"	30"x36"	
	W1-8R AND BORDER	A	18"x24"	30"x36"	30"x36"	
	W3-1	A <sup>1</sup>	36"x36"	48"x48"	48"x48"	
	W3-2	A <sup>1</sup>	36"x36"	48"x48"	48"x48"	
	W3-3	A <sup>1</sup>	36"x36"	48"x48"	48"x48"	
	W3-4	A	36"x36"	48"x48"	48"x48"	
	W3-5	A <sup>1</sup>	36"x36"	48"x48"	48"x48"	
	W4-1L W4-1R	A	36"x36"	48"x48"	48"x48"	
	W4-2L W4-2R	A	36"x36"	48"x48"	48"x48"	

WORK ZONE TRAFFIC CONTROL SIGN TABLE						
SIGN	STN. DESIGNATION	COLOR CODE	NON-FREEMWAY	EXPRESSWAY	FREEMWAY	
	NY23-1	A	36"x36"	48"x48"	48"x48"	
	G20-50P	6F-12	24"x18"	36"x24"	36"x24"	
	ES-2	6F-28	48"x36"	48"x36"	48"x36"	
	EE-20	6F-28	48"x36"	48"x36"	48"x36"	

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A FLOURESCEN YELLOW GREEN BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
1. DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
  2. FOR STORAGE NOT SHOWN ON THESE TABLES REFER TO THE MUTCD.
  3. COLORS FOR DIRECTION PLAQUES, ADVANCE TURN ARROWS, AND DIRECTIONAL ARROWS SHALL MATCH THE ROUTE OR INTERSTATE SIGN THAT THEY SUPPLEMENT AS PER THE MUTCD.
  4. MULTICOLORED SYMBOL IMPOSED ON SIGN WITH BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
  5. FOR R2-1 SIGN LARGER DIMENSIONS SHALL BE USED WHEN SIGN FACES MULTIPLE LANES ON A CONVENTIONAL ROAD.

**NEW YORK STATE**  
**Department of Transportation**

U.S. CUSTOMARY STANDARD SHEET

**WORK ZONE TRAFFIC CONTROL SIGN TABLE**  
 (SHEET 1 OF 3)

APPROVED DECEMBER 2, 2021  
 Robert Lamoress, P.E.  
 DIRECTOR, OTSM

ISSUED UNDER E1 21-028  
 619-012

**WORK ZONE TRAFFIC CONTROL SIGN TABLE**

SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEMWAY	EXPRESSWAY	FREEMWAY
	W5-1	A	36"X36"	48"X48"	48"X48"
	W5-4	A	36"X36"	48"X48"	48"X48"
	W6-3	A	36"X36"	48"X48"	48"X48"
	W7-3aP	A	24"X18"	36"X30"	36"X30"
	W8-1	A	36"X36"	48"X48"	48"X48"
	W8-3	A	36"X36"	48"X48"	48"X48"
	W8-7	A	36"X36"	48"X48"	48"X48"
	W8-8	A	36"X36"	48"X48"	48"X48"
	W8-9	A	36"X36"	48"X48"	48"X48"
	W8-12	A	36"X36"	-----	-----
	W8-14	A	36"X36"	48"X48"	48"X48"
	W8-15	A	36"X36"	48"X48"	48"X48"
	W8-17	A	36"X36"	48"X48"	48"X48"
	W8-17p	A	24"X18"	30"X24"	30"X24"
	W8-23	A	36"X36"	48"X48"	48"X48"
	W8-24	A	36"X36"	48"X48"	48"X48"
	W9-3	A	36"X36"	48"X48"	48"X48"
	W11-11* W11-11P	A OR F	36"X36"	-----	-----
	W11-21* W11-21P	F	36"X36"	36"X36"	-----
	W11-18* W11-18P	F	36"X36"	36"X36"	-----
	WY05-32P*	A	24"X18"	-----	-----

**WORK ZONE TRAFFIC CONTROL SIGN TABLE**

SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEMWAY	EXPRESSWAY	FREEMWAY
	W13-1P	A	24"X24"	30"X30"	30"X30"
	W13-4	A	36"X36"	36"X36"	36"X36"
	W13-4P	A	48"X48"X36"	-----	-----
	W16-2P	A	24"X18"	30"X24"	-----
	W16-4P	SEE NOTE 3 A OR F	30"X24"	-----	-----
	W16-5PL W16-5PR	A	24"X18"	-----	-----
	W16-7PL W16-7PR	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W16-9P	SEE NOTE 3 A OR F	24"X12"	30"X18"	-----
	W20-1	A	36"X36"	48"X48"	48"X48"
	W20-2	A	36"X36"	48"X48"	48"X48"
	W20-3	A	36"X36"	48"X48"	48"X48"
	W20-4	A	36"X36"	48"X48"	48"X48"
	W20-5	A	36"X36"	48"X48"	48"X48"
	W20-7	A	36"X36"	48"X48"	48"X48"

**WORK ZONE TRAFFIC CONTROL SIGN TABLE**

SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEMWAY	EXPRESSWAY	FREEMWAY
	W21-1	A	36"X36"	48"X48"	48"X48"
	W21-4	A	36"X18"	48"X24"	48"X24"
	W21-5	A	36"X36"	48"X48"	48"X48"
	W21-5AL W21-5AR	A	36"X36"	48"X48"	48"X48"
	W21-5AL W21-5AR	A	36"X36"	48"X48"	48"X48"
	W21-8	A	36"X36"	48"X48"	48"X48"
	W22-1	A	36"X36"	48"X48"	48"X48"
	W22-2	A	42"X36"	42"X36"	42"X36"
	W22-3	A	42"X36"	42"X36"	42"X36"
	W23-1	A	48"X24"	48"X24"	48"X24"
	W23-2	A	36"X36"	48"X48"	48"X48"

**COLOR CODE LEGEND**

CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A GREEN BACKGROUND WITH YELLOW CENTER
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
  - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE M.U.T.C.D.
  - WHEN USED IN CONJUNCTION WITH A BICYCLE SIGN (W11-1) OR PEDESTRIAN CROSSING (W11-2) COLOR CODE SHALL MATCH.
- \* A FLOURESCENT YELLOW-GREEN BACKGROUND COLOR SHALL BE USED FOR THIS SIGN PLaque.

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**Department of Transportation**

**WORK ZONE TRAFFIC CONTROL SIGN TABLE (SHEET 2 OF 3)**

APPROVED DECEMBER 2, 2021  
 Robert Lamogres, P.E.  
 DIRECTOR, OTSM

ISSUED UNDER EIT 21-028  
 619-012


FERRATA 1 EFF. 05/01/24  
 ISSUED WITH EB 24-007

WORK ZONE TRAFFIC CONTROL SIGN TABLE				
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEMWAY	FREEMWAY
	W24-1L W24-1R	A	35"x36"	48"x48"
	W24-1dL W24-1dR	A	35"x36"	48"x48"
	W24-1nL W24-1nR	A	35"x36"	48"x48"

WORK ZONE TRAFFIC CONTROL SIGN TABLE				
SIGN	SIGN DESIGNATION	COLOR CODE	NON-FREEMWAY	FREEMWAY
	R2-1	B	24"x30" OR 30"x36" (SEE NOTE 3)	36"x48"
	NYR2-2	B	24"x30" OR 30"x36" (SEE NOTE 3)	36"x48"
	NYR2-3	B	24"x30" OR 30"x36" (SEE NOTE 3)	36"x48"
	NYR2-4	B	24"x30" OR 30"x36" (SEE NOTE 3)	36"x48"
	NYR2-5	B	24"x30" OR 30"x36" (SEE NOTE 3)	36"x48"
	NYR2-6	B	24"x30" OR 30"x36" (SEE NOTE 3)	36"x48"

COLOR CODE LEGEND	
CODE	DESCRIPTION
A	BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND
B	BLACK LEGEND AND BORDER ON A WHITE BACKGROUND
C	WHITE LEGEND AND BORDER ON A GREEN BACKGROUND
D	WHITE LEGEND AND BORDER ON A RED BACKGROUND
E	RED LEGEND AND BORDER ON A WHITE BACKGROUND
F	BLACK LEGEND AND BORDER ON A YELLOW BACKGROUND
G	WHITE LEGEND AND BORDER ON A BLUE AND RED BACKGROUND

- NOTES:
- DIMENSIONS ARE SHOWN AS WIDTH X HEIGHT.
  - FOR SIGNAGE NOT SHOWN ON THESE TABLES REFER TO THE MULT.C.D.
  - MULTIPLE LANES ON A CONVENTIONAL ROAD.



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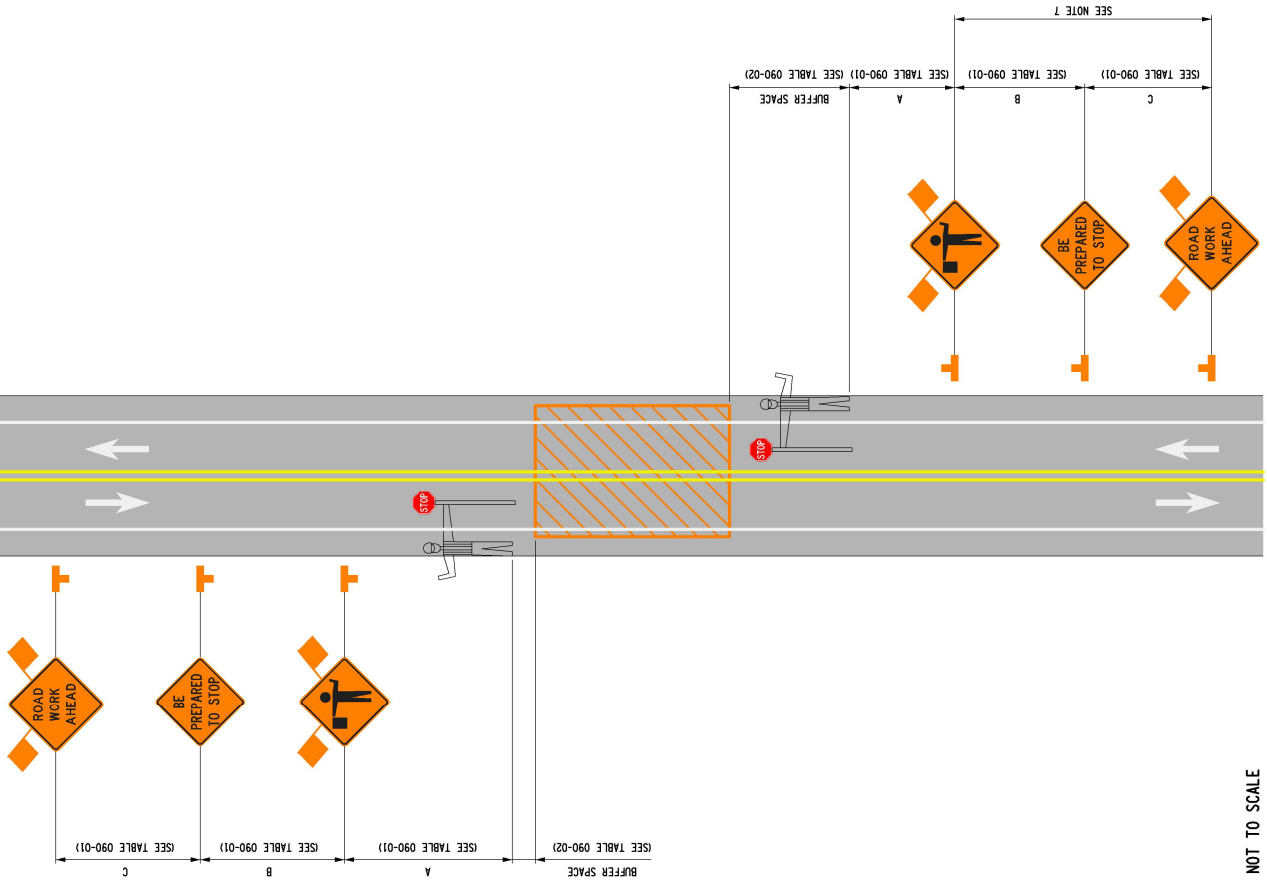
**WORK ZONE TRAFFIC CONTROL  
SIGN TABLE  
(SHEET 3 OF 3)**

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APPROVED DECEMBER 2, 2021  
*Robert Longo*  
 ROBERT LONGO, P.E.  
 DIRECTOR, OTSM

ISSUED UNDER EIT 21-028  
**619-012**

ERRATA 1 EFF. 05/01/24  
ISSUED WITH EB 24-007



**TABLE 090-01: ADVANCE WARNING SIGN SPACING**

ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH)	200	200	200	AHEAD	AHEAD
URBAN (45-50 MPH)	300	300	300	AHEAD	AHEAD
RURAL	500	500	500	1500 FT. (1000 FT.)	1000 FT.

\* PRECONSTRUCTION POSTED SPEED LIMIT

**TABLE 090-02: LONGITUDINAL BUFFER SPACE**

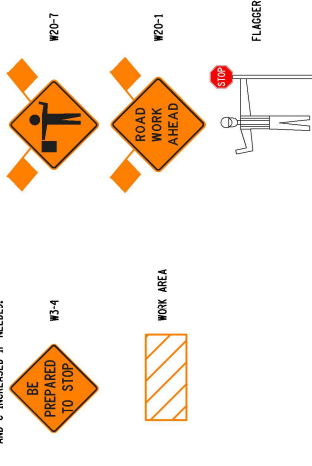
PRECONSTRUCTION SPEED LIMIT (MPH)	DISTANCE (FT.) / # OF STOP LINES
25	155/4
30	200/5
35	245/6
40	300/8
45	350/9
50	400/11
55	450/13

**TABLE 090-03: REQUIRED SIGN SIZE\***

SDM	NON-FREEMWAY	FREEMWAY
W3-4	36x36	48x48
W20-1	36x36	48x48
W20-7	36x36	48x48
WARNING FLAG	18x18	18x18

\* FREEMWAY SIZES MAY BE USED ON NON-FREEMWAY, IF SPACE CONSTRAINTS DO NOT EXIST.

- NOTES:**
- DURATION OF THE CLOSURE SHALL NOT EXCEED 5 MINUTES.
  - IN URBAN CONDITIONS, ADVANCE WARNING SIGN SPACINGS MAY BE ADJUSTED IN ORDER TO ACCOMMODATE SIDE STREETS AND DRIVEWAYS. IF THERE IS A CONFLICT, MOVE THE SIGN UPSTREAM.
  - FLAGGER SYMBOL SIGN (W20-7) AND "BE PREPARED TO STOP" (W3-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
  - FOR MULTI LANE ROADWAYS, A SITE SPECIFIC PLAN IS REQUIRED ILLUSTRATING PROPOSED STRATEGIES / SIGNAGE TO REDUCE THE ROAD TO A SINGLE LANE ON EACH APPROACH TO THE WORK AREA.
  - TRAFFIC IN BOTH DIRECTIONS WILL BE STOPPED FOR THE ENTIRE DURATION OF THE WORK. PEAK HOURS SHALL BE SUSPENDED DURING PERIODS OF POOR VISIBILITY AND DURING PEAK HOURS.
  - WORK SHOULD BE SCHEDULED DURING NON-PEAK HOURS.
1. PRIOR TO PLACING THE ADVANCE WARNING SIGNS, CONSIDERATION NEEDS TO BE GIVEN TO THE EXPECTED VOLUME OF TRAFFIC THAT NEEDS TO BE HELD AND DISTANCES B AND C INCREASED IF NEEDED.



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U.S. CUSTOMARY STANDARD SHEET

**WORK ZONE TRAFFIC CONTROL**  
TWO-LANE TWO-WAY ROADWAY  
TEMPORARY ROAD CLOSURE

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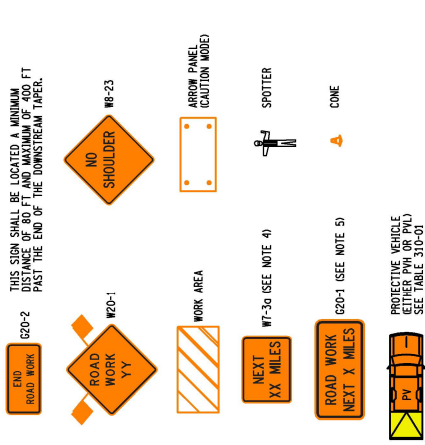
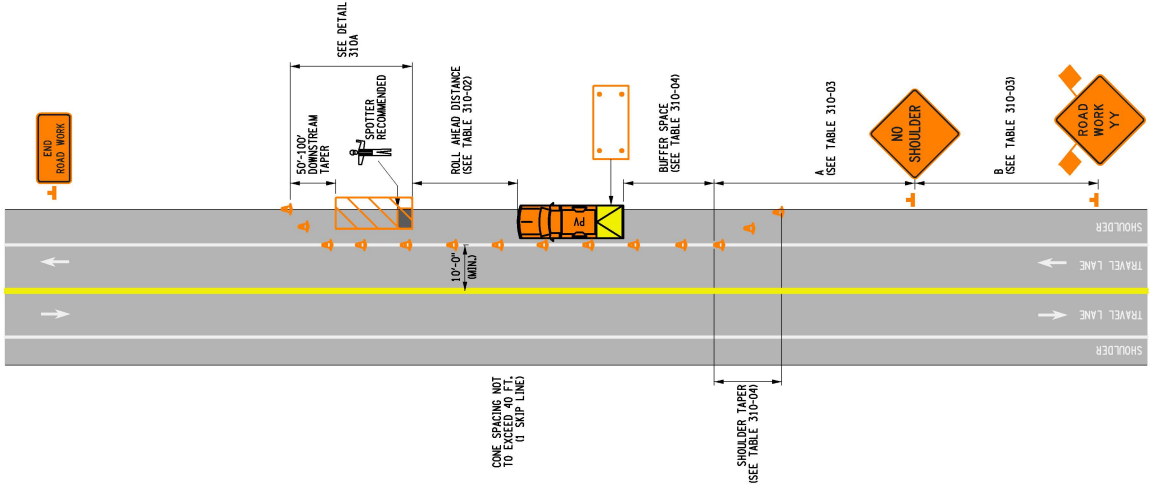
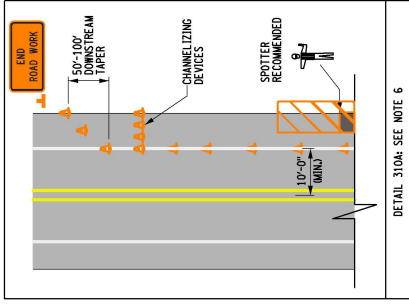
APPROVED DECEMBER 2, 2021  
 Robert L. Longo, P.E.  
 DIRECTOR, OTSM

ISSUED UNDER EIT 21-028  
 619-090

NOT TO SCALE

**NOTES:**

1. SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
2. THE PROTECTIVE VEHICLES SHALL MAINTAIN THE APPROPRIATE ROLL AHEAD DISTANCE, BE AN UNOCCUPIED TRUCK POSITIONED PARALLEL TO TRAFFIC, PARKING BRAKE SET, PLACED IN 2ND GEAR MANUAL TRANSMISSIONS, ENGINE OFF) OR PARK / NEUTRAL TRANSMISSIONS AND HAVE THE FRONT WHEELS ALIGNED WITH THE LANE STRIPING.
3. THERE SHALL BE NO WORKERS, EQUIPMENT OR OTHER VEHICLES IN THE BUFFER SPACE OR THE ROLL AHEAD DISTANCE.
4. XX IS THE EXPECTED OVERALL LENGTH OF THE OPERATION TO BE COMPLETED WITHIN THE ROLL AHEAD DISTANCE. WHEN THE ROLL AHEAD SIGN IS PLACED WITHIN A DISTANCE GREATER THAN 2 MILES AS A RESULT OF THE FOLLOWING SITUATIONS:
  - MULTIPLE WORK LOCATIONS ARE ANTICIPATED WITHIN XX MILES FROM THE W20-1 SIGN.
  - MULTIPLE WORK LOCATIONS ARE ANTICIPATED WITHIN XX MILES FROM THE W20-1 SIGN.
  - THE SUPPLEMENT SIGN W7-30 SHALL INDICATE THE MAXIMUM ANTICIPATED DISTANCE BETWEEN THE W20-1 SIGN AND THE FARTHEST WORK LOCATION.
5. WHEN MULTIPLE WORK LOCATIONS EXIST WITHIN XX MILES FROM THE W20-1 SIGN, A G20-1 SIGN SHALL BE PLACED EVERY 100 MILES INDICATING THE DISTANCE FROM THE SIGN TO THE FARTHEST WORK LOCATION.
6. CHANNELIZING DEVICES SHALL BE PLACED TRANSVERSELY A MINIMUM OF EVERY 800' AS SHOWN WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 800'.
7. IN URBAN CONDITIONS, ADVANCE WARNING SIGN SPACINGS MAY BE ADJUSTED IN ORDER TO ACCOMMODATE SIDE STREETS AND DRIVERS; IF THERE IS A CONFLICT, MOVE THE SIGN UPSTREAM.



REFER TO SHEET 2 OF 2 FOR ALL TABLES

<p><b>NEW YORK</b> Department of Transportation</p>	<p>U.S. CUSTOMARY STANDARD SHEET</p>
	<p><b>WORK ZONE TRAFFIC CONTROL</b> <b>NON-FREEMWAY</b> <b>SHOULDER CLOSURE</b> <b>SHORT TERM OPERATION</b> (SHEET 1 OF 2)</p>

APPROVED DECEMBER 2, 2021  
 Robert Longo, P.E.  
 DIRECTOR, OTSM

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FERRATA 1, EFF. 01/01/23  
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NOT TO SCALE



**NEW YORK**  
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U.S. CUSTOMARY STANDARD SHEET

**WORK ZONE TRAFFIC CONTROL  
NON-FREEMWAY  
SHOULDER CLOSURE  
SHORT TERM OPERATION  
(SHEET 2 OF 2)**

APPROVED DECEMBER 2, 2021 ISSUED UNDER ET 21-028  
Robert Lomagre  
ROBERT LOMAGRE, P.E.  
DIRECTOR, OTSM 619-310

**TABLE 310-02: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES**

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	ROLL AHEAD DISTANCE (FT.) <sup>a</sup> OF SKIP LINES FOR VEHICLES	
	STATIONARY OPERATION	PROTECTIVE VEHICLES WEIGHING 22,000 LBS. OR GREATER GVW
≥ 60	200/5	160/4
45 - 55	160/4	120/3
≤ 40	120/3	80/2

**TABLE 310-03: ADVANCE WARNING SIGN SPACING**

ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND		
	A (FT.)	B (FT.)	XX	YY	XX	YY
URBAN (≤ 30 MPH)	100	100	AHEAD	AHEAD		
URBAN (35-40 MPH)	200	200	AHEAD	AHEAD		
URBAN (≥ 45 MPH)	350	350	1000 FT. AHEAD	1000 FT. AHEAD		
RURAL	500	500	1500 FT. AHEAD	1500 FT. AHEAD		

<sup>a</sup> PRECONSTRUCTION POSTED SPEED LIMIT

**TABLE 310-01: PROTECTIVE VEHICLE REQUIREMENTS**

CLOSURE TYPE	ROAD TYPE & SPEED		NON-FREEMWAY	
	EXPOSURE CONDITIONS (SEE NOTE 1)	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	≥ 45 MPH	35 - 40 MPH
LANE CLOSURE OR ENCRoACHMENT	-NO WORKERS ON FOOT EXPOSED TO TRAFFIC (OR EQUIPMENT/MATERIALS)	-NO WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PWH+TMA	PWH+TMA
SHOULDER CLOSURE OR ENCRoACHMENT	-NO WORKERS ON FOOT EXPOSED TO TRAFFIC (OR EQUIPMENT/MATERIALS)	-NO WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PWH+TMA	PWH+TMA

**LEGEND**  
 PVL - PROTECTIVE VEHICLE LIGHT MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER (SEE NOTE 4)  
 PWH - PROTECTIVE VEHICLE HEAVY MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER  
 TMA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR

**NOTES:**  
 1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT.  
 2. EITHER A PROTECTIVE LIGHT (PVL) OR THE STANDARD BUFFER SPACE (SEE TABLE 01-03) SHALL BE PROVIDED.  
 3. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMA) SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMA.  
 4. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEMWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≤ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

**TABLE 310-04: LONGITUDINAL BUFFER SPACE AND TAPER LENGTHS**

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE (FT.) <sup>a</sup> OF SKIP LINES/ CHANNELIZING DEVICES		SHOULDER TAPER LENGTH (FT.) <sup>a</sup> OF SKIP LINES/ CHANNELIZING DEVICES	
	LATERAL SHIFT OF TRAFFIC FLOW PATH (FT.)		FOR SHOULDER WIDTH	
	10	11	12	12
25	155 / 4	120/3/4	120/3/4	120/3/4
30	200 / 5	160/4/5	160/4/5	200/5/6
35	250 / 6	200/5/6	240/6/7	240/6/7
40	305 / 8	280/7/8	320/8/9	320/8/9
45	360 / 9	440/11/12	520/13/14	560/14/15
50	425 / 11	520/13/14	560/14/15	600/15/16
55	495 / 13	560/14/15	600/15/16	680/17/18

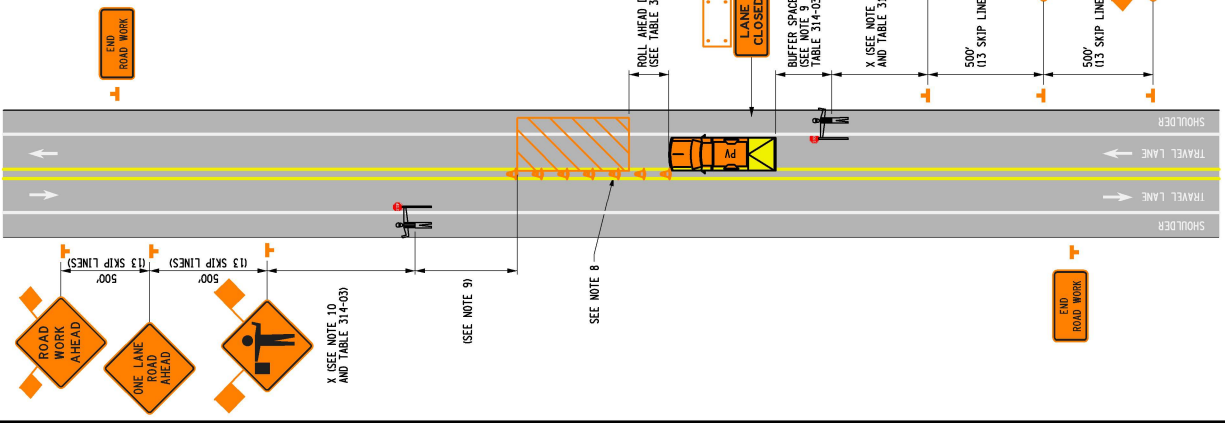
**TABLE 310-05: REQUIRED SIGN SIZES\***

SIGN	NON-FREEMWAY		FREEMWAY	
	36x18	48x24	48x24	36x30
G20-1	36x18	48x24	48x24	36x30
G20-2	36x18	48x24	48x24	36x30
W1-30	36x36	48x48	48x48	36x36
W20-1	36x36	48x48	48x48	36x36
WARNING FLAG	18x18	18x18	18x18	18x18

\*FREEMWAY SIZES MAY BE USED ON NON-FREEMWAY, IF SPACE CONSTRAINTS DO NOT EXIST.

**TABLE 314-02: ROLL AHEAD DISTANCE FOR PROTECTIVE VEHICLES**

ROLL AHEAD DISTANCE (F <sub>1</sub> ) <sup>a</sup> OF SKIP LINES FOR VEHICLES	STATIONARY OPERATION
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PROTECTIVE VEHICLES WEIGHING 22,000 LBS. OR GREATER (GVW)
45 - 55	160/4
≤ 40	120/3
	80/2



**TABLE 314-01: PROTECTIVE VEHICLE REQUIREMENTS**

CLOSURE TYPE	ROAD TYPE & SPEED EXPOSURE CONDITIONS (SEE NOTE 1)	NON-FREEWAY	
		≥ 45 MPH	35 - 40 MPH ≤ 30 MPH
LANE CLOSURE OR ENCRoACHMENT	WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PW+TMA	PW+TMA
	-NO WORK VEHICLE EXPOSED TO TRAFFIC -NO WORK VEHICLE EXPOSED TO TRAFFIC (EQUIPMENT, MATERIALS)	PW+TMA	PV
	-NO WORKERS ON FOOT OR WORK VEHICLE EXPOSED TO TRAFFIC	PW+TMA	PV
SHOULDER CLOSURE OR ENCRoACHMENT	-NO WORKERS ON FOOT EXPOSED TO TRAFFIC -NO WORK VEHICLE EXPOSED TO TRAFFIC (EQUIPMENT, MATERIALS, EXCAVATION)	PW+TMA	PV
	-NO WORKERS ON FOOT EXPOSED TO TRAFFIC -NO WORK VEHICLE EXPOSED TO TRAFFIC (EQUIPMENT, MATERIALS, EXCAVATION)	PW+TMA	SEE NOTE 2

**LEGEND**  
 PVL - PROTECTIVE VEHICLE LIGHT MINIMUM GROSS WEIGHT 9,500 LBS. OR GREATER (SEE NOTE 4)  
 PW - PROTECTIVE VEHICLE HEAVY MINIMUM GROSS WEIGHT 22,000 LBS. OR GREATER  
 TMA - TRUCK/TRAILER MOUNTED IMPACT ATTENUATOR

**NOTES**  
 1. THE EXPOSURE CONDITIONS ASSUME THERE IS NO POSITIVE PROTECTION PRESENT.  
 2. EITHER A PROTECTIVE VEHICLE LIGHT (PVL) OR THE STANDARD BUFFER SPACE (SEE TABLE 314-03) SHALL BE PROVIDED.  
 3. TRUCK/TRAILER MOUNTED IMPACT ATTENUATORS (TMA) SHALL NOT BE MOUNTED/INSTALLED ON VEHICLES WITH A GROSS VEHICLE WEIGHT (GVW) LESS THAN WHAT IS MINIMALLY REQUIRED BY THE MANUFACTURER OF THE TMA.  
 4. THE USE OF A PROTECTIVE VEHICLE LIGHT (PVL) AS A SHADOW VEHICLE IS LIMITED TO NON-FREEWAY ROADWAYS WHERE THE POSTED SPEED LIMITS IS ≤ 40 MPH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

**TABLE 314-03: LONGITUDINAL BUFFER SPACE / STOPPING SIGHT DISTANCE (D)**

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE / STOPPING SIGHT DISTANCE (D) <sup>a</sup> OF SKIP LINES
25	155/4
30	200/5
35	250/6
40	305/8
45	360/9
50	425/11
55	495/13

**TABLE 314-04: REQUIRED SIGN SIZES<sup>a</sup>**

SIGN	NON-FREEWAY	FREEWAY
G20-1	36x18	48x24
G20-2	36x18	48x24
W1B-33	48x24	48x24
W1-30	24x18	36x30
W3-4	36x36	48x48
W20-1	36x36	48x48
W20-4	36x36	48x48
W20-7	36x36	48x48
WARNING FLAG	18x18	18x18

<sup>a</sup>FREEWAY SIZES MAY BE USED ON NON-FREEWAY, IF SPACE CONSTRAINTS DO NOT EXIST.

- NOTES:**
- SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.
  - FLAGGER SYMBOL SIGN (W20-7), "BE PREPARED TO STOP" SIGN (W3-4), AND "ONE LANE ROAD AHEAD" SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
  - IF THE TRAFFIC IS EXPECTED TO QUEUE PAST THE W20-4 SIGN, A W3-4 SIGN SHOULD BE ADDED HALFWAY BETWEEN THE W20-4 AND W20-1 SIGNS.
  - APPROVED LED STOP/SLOW PADDELS SHOULD BE USED FOR THIS OPERATION.
  - XX IS THE EXPECTED OVERALL LENGTH OF THE OPERATION TO BE COMPLETED WITHIN THE WORK DAY. A FLAGGER SHALL BE POSITIONED AT THE END OF THE WORK AREA TO ADVISE TRAFFIC OF THE END OF THE WORK AREA. ADVANCE WARNING SIGNS AND WORK AREA SHOULD BE LOCATED AT LEAST 2 MILES AS A RESULT OF THE FOLLOWING SITUATIONS:
    - MULTIPLE FLAGGING LOCATIONS ARE ANTICIPATED WITHIN XX MILES FROM THE W20-1 SIGN
    - WORK AREA WILL BE RELOCATED DURING THE DURATION OF THE WORK WITHIN X MILES FROM THE W20-1 SIGN
  - WHEN MULTIPLE FLAGGING LOCATIONS EXIST WITHIN XX MILES FROM THE W20-1 SIGN, A G20-1 SIGN SHALL BE PLACED EVERY TWO MILES INDICATING THE DISTANCE FROM THE SIGN TO THE FARTHEST FLAGGING LOCATION.
  - WHEN MOVING, THE PROTECTIVE VEHICLE SHALL MAINTAIN THE APPROPRIATE ROLL AHEAD DISTANCE AND THE OPERATOR SHALL REMAIN IN THE VEHICLE WITH THE SAFETY BELT AND HEADREST PROPERLY ADJUSTED AND HELD. THE PROTECTIVE VEHICLE SHALL BE IN AN UNOCCUPIED TRUCK POSITIONED PARKED TO THE REAR OF THE WORK AREA. BRAKE SET, PLACED IN 2ND GEAR MANUAL TRANSMISSIONS (ENGINE OFF) OR PARK / NEUTRAL (AUTOMATIC TRANSMISSIONS) AND HAVE THE FRONT WHEELS ALIGNED WITH THE LANE STRIPING.
  - CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
  - THE FLAGGER SHALL BE CLEARLY VISIBLE TO THE FIRST APPROACHING ROAD USER AT ALL TIMES AND SHOULD BE POSITIONED AT THE END OF THE WORK AREA TO ADVISE TRAFFIC OF THE END OF THE WORK AREA. WORKERS TO WARN THEM FOR EXAMPLE, WITH AUDIBLE WARNING DEVICES SUCH AS HORNS OR WHISTLES) OF APPROACHING DANGER BY OUT-OF-CONTROL, NON-COMPLIANT VEHICLES. THE FLAGGER SHALL STAND ALONE, AWAY FROM OTHER WORKERS, WORK VEHICLES, OR EQUIPMENT. THE FLAGGER SHALL IDENTIFY AN ESCAPE ROUTE TO AVOID BEING STRUCK BY AN ERRANT VEHICLE.
  - FLAGGERS SHALL BE POSITIONED TO ENSURE ADEQUATE STOPPING SIGHT DISTANCE (D) FOR THE APPROACHING ROAD USER. FLAGGERS SHALL BE POSITIONED TO MAINTAIN ADEQUATE STOPPING SIGHT DISTANCE TO A POINT WHERE ADEQUATE STOPPING SIGHT DISTANCE CAN BE ACHIEVED.
  - TO PROVIDE COORDINATION OF THE CONTROL OF THE TRAFFIC, THE FLAGGERS MUST BE ABLE TO COMMUNICATE WITH EACH OTHER ORALLY, ELECTRONICALLY VIA TWO WAY RADIOS OR VISUALLY, IF NECESSARY, AN ADDITIONAL FLAGGER MAY BE POSITIONED WITHIN VISIBILITY OF THE OTHER FLAGGERS TO COORDINATE THE FLAGGING OPERATION IN AREAS WHERE HILLS, CURVES OR OTHER OBJECTS HINDER EFFECTIVE COMMUNICATION BETWEEN THE FLAGGERS.

THIS SIGN SHALL BE LOCATED A MINIMUM OF 40 FT PAST THE END OF THE DOWNSTREAM TAPER.

**Department of Transportation**  
 NEW YORK STATE  
 U.S. CUSTOMARY STANDARD SHEET  
**WORK ZONE TRAFFIC CONTROL**  
**TWO-LANE TWO-WAY ROADWAY**  
**LANE CLOSURE WITH MOVING FLAGGERS**  
**SHORT TERM OPERATION**  
 APPROVED JANUARY 10, 2025 ISSUED UNDER E1 25-001  
 Robert Limoges, P.E. DIRECTOR, OTSM  
 619-314

NOT TO SCALE