Attachment 13

NYSDOT Work Zone Traffic Control Drawings

TAST-C1

CONVENTIONAL ROADWAY

Notes:

1. In urban conditions, advance warning sign spacings may be adjusted in order to accomodate side streets and driveways.
2. Centerline cones may be added to enhance the visibility of the flagger station. If cones are used, place them 100 ft. (minimum) from flagger.
3. Flagger Symbol Sign (W20-7) and "ONE LANE ROAD AHEAD" Sign (W20-4) shall be removed, covered or turned away from road users when flagging operations are not occuring.
4. Should the traffic queue prior to the advance warning signs, the 'BE PREPARED TO STOP" sign can be added to the sign series at location shown or the entire advance warning sign series shall be moved to a location prior to the queued traffic.
5. If condition warrants, Barrier Vehicle with appropriate roll ahead distance may be used in advance of the work area. To use Barrier Vehicle, Buffer Space shall be provided accordingly.
6. For moving flagging operation, refer to TAST-CMF.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS		
		A (FT.)	B(FT.)	C(FT.)
URBAN LOW (≤30 MPH)	30	100	100	100
URBAN (35-40 MPH)	35	200	200	200
	40			
URBAN HIGH (≥45MPH)	45	350	350	350
RURAL		500	500	500

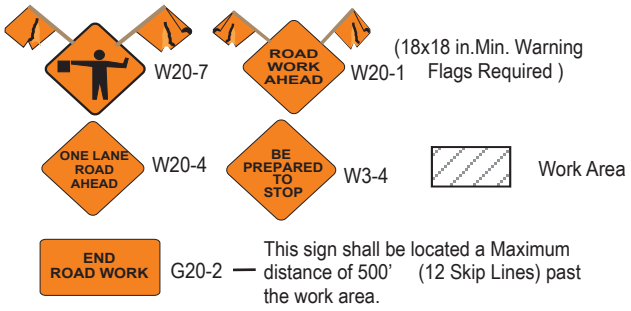
TABLE 2

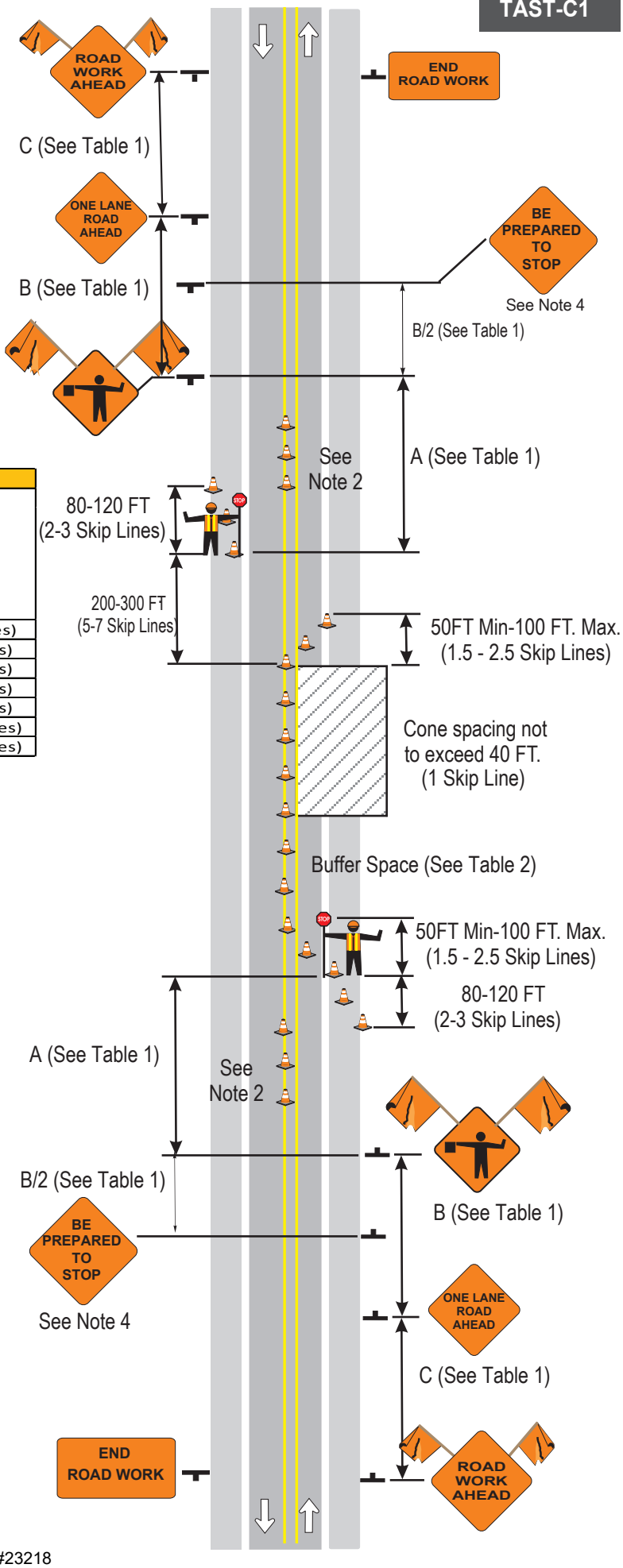
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT
25	155 (~4 Skip Lines)
30	200 (~5 Skip Lines)
35	250 (~6 Skip Lines)
40	305 (~8 Skip Lines)
45	360 (~9 Skip Lines)
50	425 (~11 Skip Lines)
55	495 (~13 Skip Lines)

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/EXPRESSWAY
W20-7	36X36 in.	48X48 in.
W20-1	36X36 in.	48X48 in.
W20-4	36X36 in.	48X48 in.
W3-4	36X36 in.	48X48 in.
G20-2	36X18 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways, if space constraints do not exist.





NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE WITH FLAGGERS
ON
TWO LANE CONVENTIONAL ROADWAY

DECEMBER 2019

Rev. 2019V.01

TAST-C1

NOT TO SCALE

CONVENTIONAL ROADWAY

TAST-C2

Notes:

1. In urban conditions, advance warning sign spacings may be adjusted in order to accomodate side streets and driveways.
2. Centerline cones may be added to enhance the visibility of the flagger station. If cones are used, place them 100 ft. (minimum) from flagger.
3. Flagger Symbol Sign (W20-7) and "ONE LANE ROAD AHEAD" Sign (W20-4) shall be removed, covered or turned away from road users when flagging operations are not occuring.
4. Should the traffic queue prior to the advance warning signs, the "BE PREPARED TO STOP" sign can be added to the sign series at location shown or the entire advance warning sign series shall be moved to a location prior to the queued traffic.
5. If condition warrants, Barrier Vehicle with appropriate roll ahead distance may be used in advance of the work area. To use Barrier Vehicle, Buffer Space shall be provided accordingly.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS		
		A (FT.)	B(FT.)	C(FT.)
URBAN LOW (≤30 MPH)	30	100	100	100
URBAN (35-40 MPH)	35	200	200	200
	40			
URBAN HIGH (≥45MPH)	45	350	350	350
RURAL		500	500	500

TABLE 2

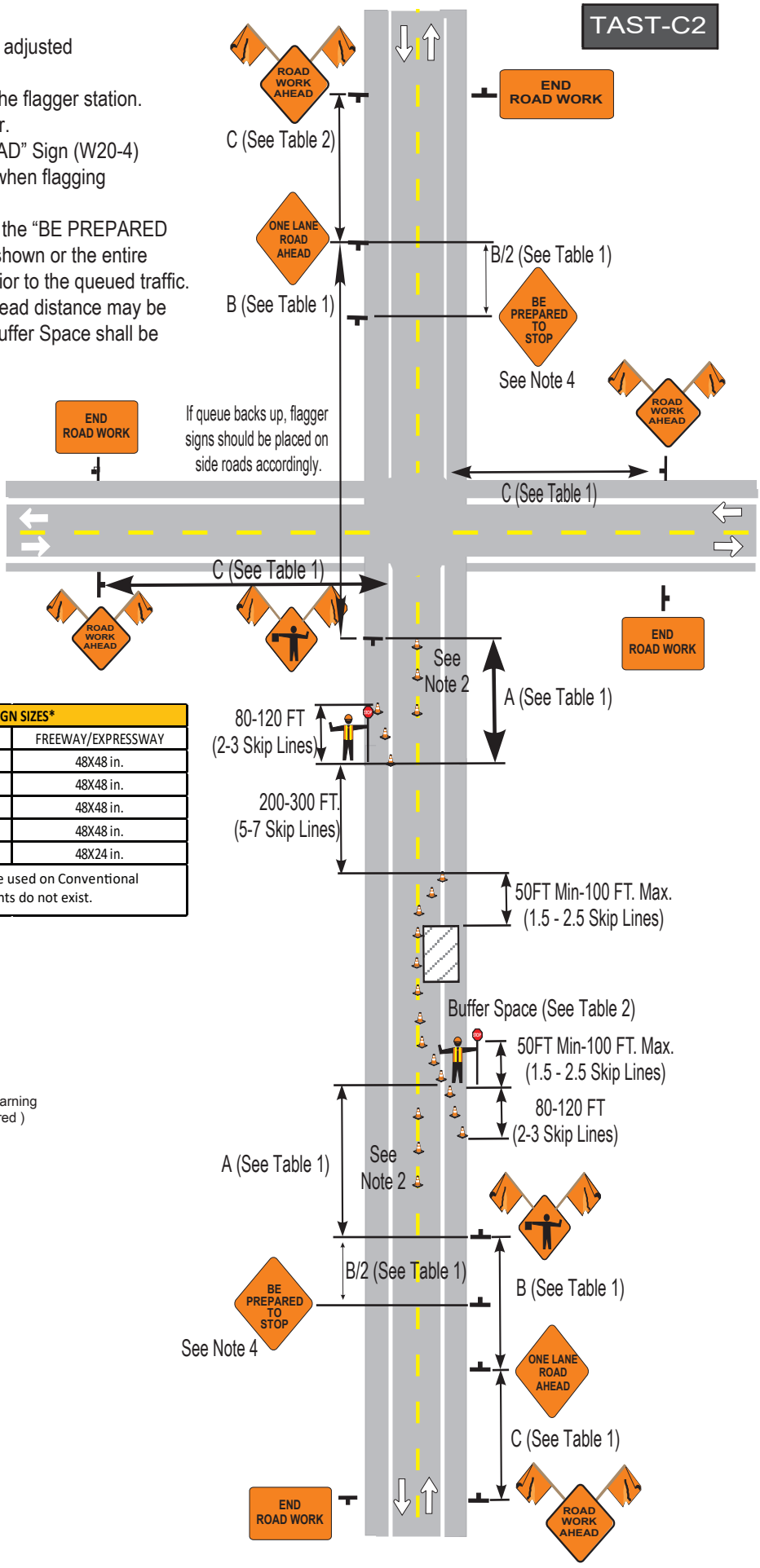
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT
25	155 (~4 Skip Lines)
30	200 (~5 Skip Lines)
35	250 (~6 Skip Lines)
40	305 (~8 Skip Lines)
45	360 (~9 Skip Lines)
50	425 (~11 Skip Lines)
55	495 (~13 Skip Lines)

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/EXPRESSWAY
W20-7	36X36 in.	48X48 in.
W20-1	36X36 in.	48X48 in.
W20-4	36X36 in.	48X48 in.
W3-4	36X36 in.	48X48 in.
G20-2	36X18 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways, if space constraints do not exist.





NYSDOT
WORK ZONE TRAFFIC CONTROL
SHORT TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE PRIOR TO AN INTERSECTION WITH FLAGGER CONTROL
ON
TWO LANE CONVENTIONAL ROADWAY
DECEMBER 2019 **TAST-C2**
Rev. 2019V.01

NOT TO SCALE

CONVENTIONAL ROADWAY

TAST-C3OF

Notes:

1. In urban conditions, advance warning sign spacings may be adjusted in order to accomodate side streets and driveways.
2. This typical application shall be used with both Red/Yellow Lens Automated Flagger Assistance Devices (AFAD) and STOP/SLOW AFADs.
3. AFADs shall only be used in situations where there is only one lane of approaching traffic in the direction to be controlled.
4. The operator of the AFAD SHALL:
   a. Be trained on the operation of the model AFAD they are using,
   b. Have an unobstructed view of the AFAD,
   c. Have an unobstructed view of approaching traffic in BOTH directions, and
   d. Not leave the AFAD(s) unattended at any time while the AFAD(s) is being used.
5. The AFAD shall be placed on the shoulder adjacent to the travel lane ensuring that the gate arm reaches at least to the center of the lane being controlled.
6. Cones/drums may be placed on the shoulder and/or centerline to assist/guide road users with proper lane position/alignment.
7. The operator of the AFAD shall not display the AFAD's SLOW face or Yellow lens phase until all oncoming vehicles have cleared the one-lane portion of the work zone.
8. The operator of the AFAD shall maintain verbal and/or visual (in the absence of two-way radios) contact with the flagger.
9. "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.
10. Appropriate flagger tools (STOP/SLOW paddle, red flag, high visibility apparel, etc.) shall be on-site, available and ready to use in the event of an AFAD malfunction or traffic volumes exceed the capability of the AFAD to effectively control traffic.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS		
		A (FT.)	B(FT.)	C(FT.)
URBAN LOW (≤30 MPH)	30	100	100	100
URBAN (35-40 MPH)	35	200	200	200
	40			
URBAN HIGH (≥45MPH)	45	350	350	350
RURAL		500	500	500

TABLE 2

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT
25	155 (~4 Skip Lines)
30	200 (~5 Skip Lines)
35	250 (~6 Skip Lines)
40	305 (~8 Skip Lines)
45	360 (~9 Skip Lines)
50	425 (~11 Skip Lines)
55	495 (~13 Skip Lines)

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/EXPRESSWAY
W20-7	36X36 in.	48X48 in.
W20-1	36X36 in.	48X48 in.
W20-4	36X36 in.	48X48 in.
W3-4	36X36 in.	48X48 in.
G20-2	36X18 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways, if space constraints do not exist.

Automated Flagger Device

ONE LANE ROAD AHEAD W20-4

Work Area

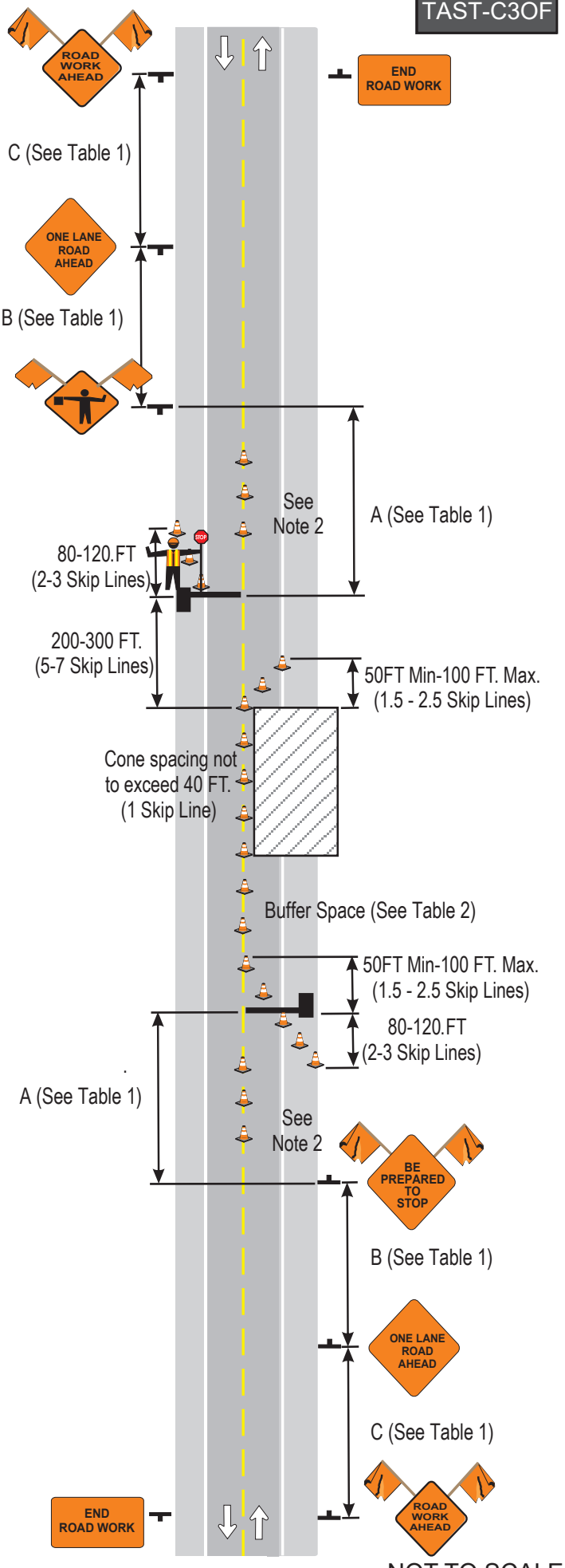
END ROAD WORK G20-2 36x18 in.

This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

ROAD WORK AHEAD W20-1

BE PREPARED TO STOP W3-4

W20-7 (18x18in.Min Warning Flags Required)



NOT TO SCALE

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE WITH ONE AUTOMATED FLAGGER ASSISTANCE DEVICE & ONE FLAGGER ON CONVENTIONAL ROADWAY

Rev. 2019V.01 **DECEMBER 2019** **TAST-C3OF**

CONVENTIONAL ROADWAY

TAST-C3TF

Notes:

1. In urban conditions, advance warning sign spacings may be adjusted in order to accomodate side streets and driveways.
2. This typical application shall be used with both Red/Yellow Lens Automated Flagger Assistance Devices (AFAD) and STOP/SLOW AFADs.
3. AFADs shall only be used in situations where there is only one lane of approaching traffic in the direction to be controlled.
4. The operator of the AFAD SHALL:
   a. Be trained on the operation of the model AFAD they are using,
   b. Have an unobstructed view of the AFAD,
   c. Have an unobstructed view of approaching traffic in BOTH directions, and
   d. Not leave the AFAD(s) unattended at any time while the AFAD(s) is being used.
5. The AFAD shall be placed on the shoulder adjacent to the travel lane ensuring that the gate arm reaches at least to the center of the lane being controlled.
6. Cones/drums may be placed on the shoulder and/or centerline to assist/guide road users with proper lane position/alignment.
7. The operator of the AFAD shall not display the AFAD's SLOW face or Yellow lens phase until all oncoming vehicles have cleared the one-lane portion of the work zone.
8. "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.
9. Appropriate flagger tools (STOP/SLOW paddle, red flag, high visibility apparel, etc.) shall be on-site, available and ready to use in the event of an AFAD malfunction or traffic volumes exceed the capability of the AFAD to effectively control traffic.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS A (FT.)	B(FT.)	C(FT.)
URBAN LOW (≤30 MPH)	30	100	100	100
URBAN (35-40 MPH)	35	200	200	200
	40			
URBAN HIGH (≥45MPH)	45	350	350	350
RURAL		500	500	500

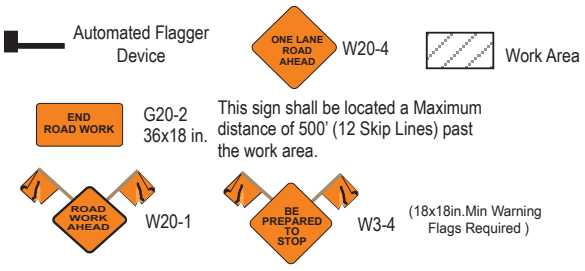
TABLE 2

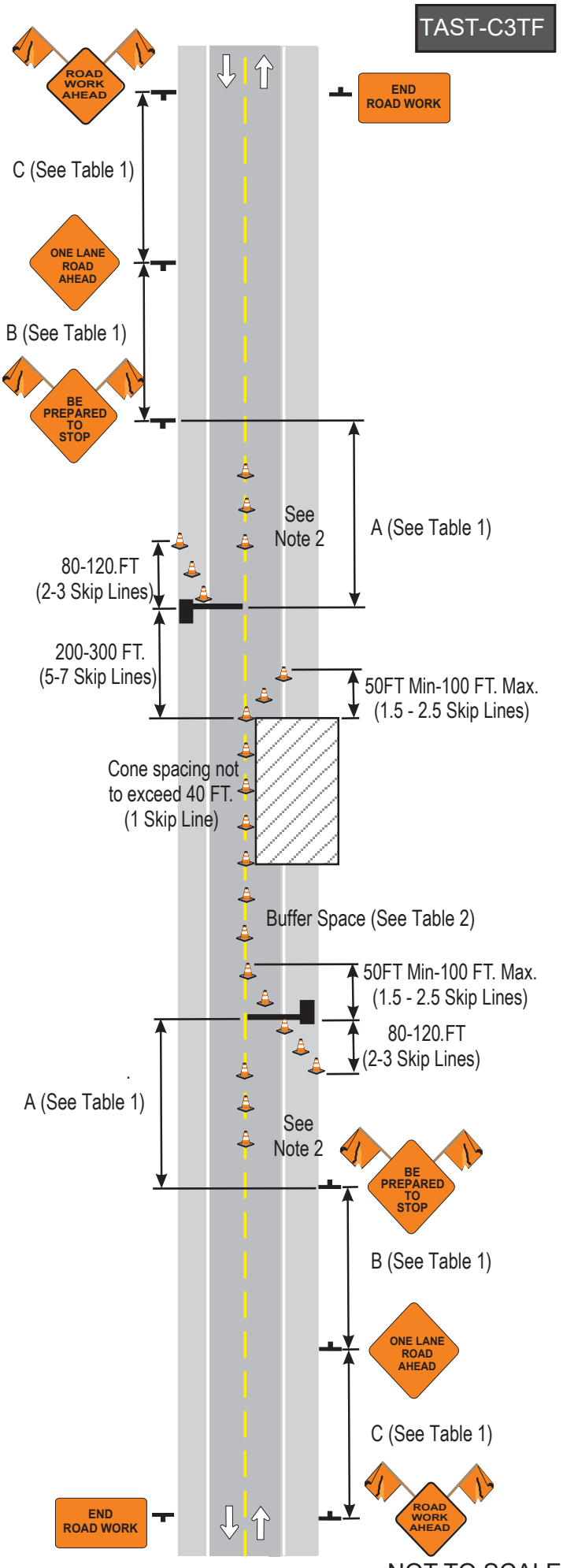
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT
25	155 (~4 Skip Lines)
30	200 (~5 Skip Lines)
35	250 (~6 Skip Lines)
40	305 (~8 Skip Lines)
45	360 (~9 Skip Lines)
50	425 (~11 Skip Lines)
55	495 (~13 Skip Lines)

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/ EXPRESSWAY
W20-7	36X36 in.	48X48 in.
W20-1	36X36 in.	48X48 in.
W20-4	36X36 in.	48X48 in.
W3-4	36X18 in.	48X48 in.
G20-2	36X18 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways





NOT TO SCALE

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT TERM STATIONARY
OPERATION INVOLVING
DAYTIME
LANE CLOSURE WITH TWO AUTOMATED FLAGGER ASSISTANCE DEVICES ON CONVENTIONAL ROADWAY

DECEMBER 2019

Rev. 2019V.01

TAST-C3TF

CONVENTIONAL ROADWAY

TAST-C7

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be adjusted in order to accomodate side streets and driveways.
3. There shall be no workers, equipment or other vehicles in the buffer space or the roll ahead distance.
4. The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park / Neutral), have the wheels aligned with the lane striping and lane to maintain lane discipline and to stay in lane if struck.
5. If using BOTH a Barrier Vehicle and a Buffer Space, first place the Barrier Vehicle at the required roll-ahead distance from the work area, and the provide as much Buffer Space as practical.
6. Depending upon the activitiy being performed and the work space needed for the operation, closing adjacent lane should be considered.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS A (FT.)	B(FT.)
URBAN LOW (≤30 MPH)	30	100	100
URBAN (35-40 MPH)	35	200	200
	40		
URBAN HIGH (≥45MPH)	45	350	350
RURAL		500	500

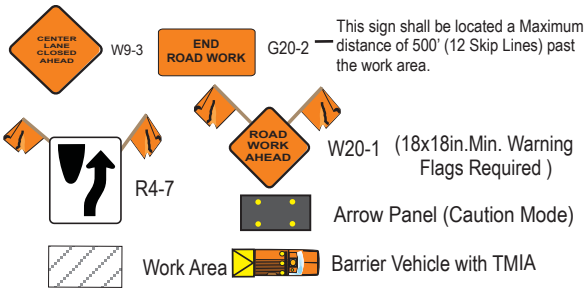
TABLE 2

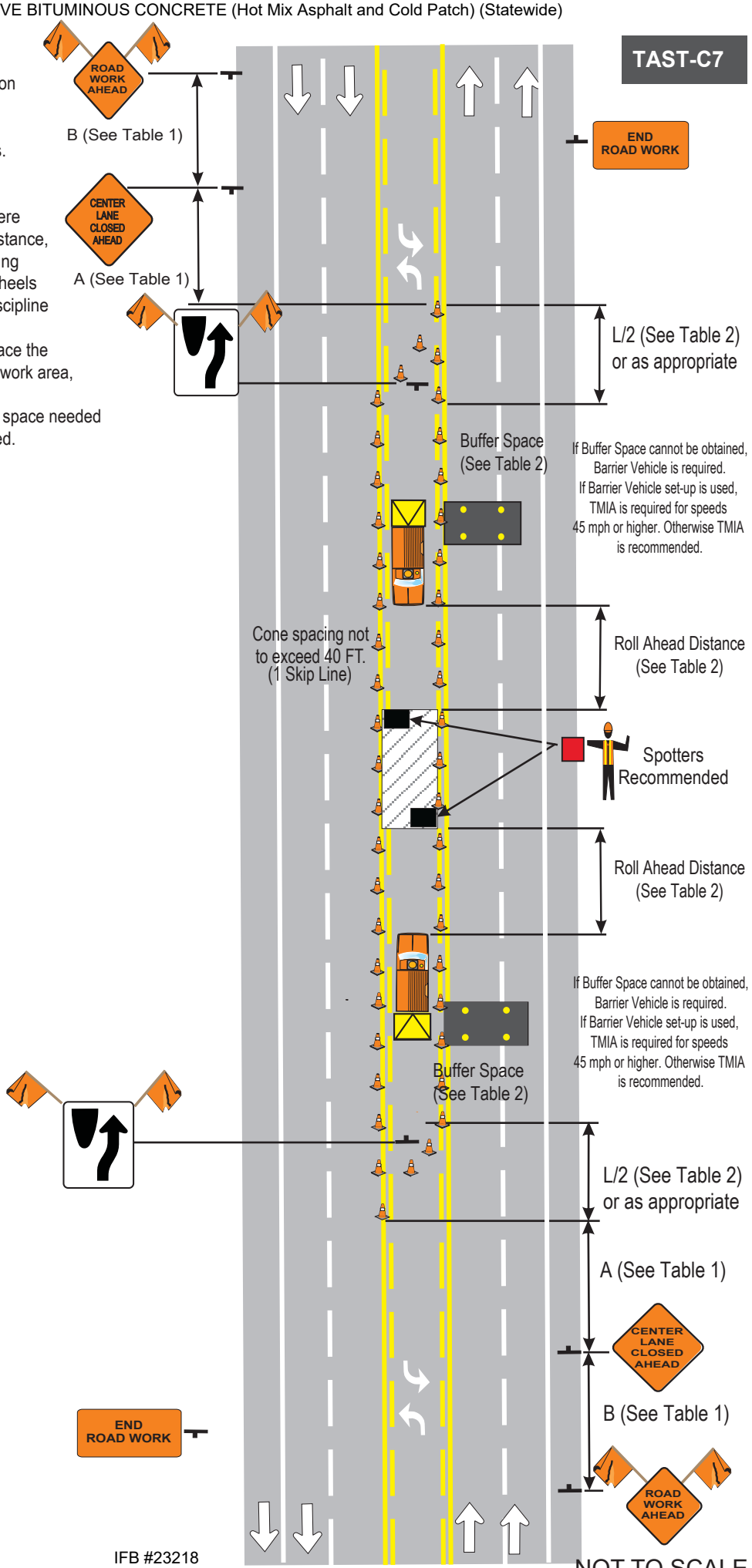
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT	ROLL AHEAD DISTANCE IN FT MIN	ROLL AHEAD DISTANCE IN FT MAX	LANE TAPER : L (IN FT.) /# SKIP LINES/# OF CONES FOR LANE WIDTH 10 FT	11 FT	12 FT
25	155 (~4 Skip Lines)	50	100	120/3/4	120/3/4	140/3/5
30	200 (~5 Skip Lines)			160/4/5	180/5/6	180/5/6
35	250 (~6 Skip Lines)			220/6/7	240/6/7	260/7/8
40	305 (~8 Skip Lines)			280/7/8	300/8/9	320/8/9
45	360 (~9 Skip Lines)	75	150	460/12/12	500/13/13	540/14/14
50	425 (~11 Skip Lines)			500/13/14	560/14/15	600/15/16
55	495 (~13 Skip Lines)	100	200	560/14/15	620/16/17	660/17/18

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/ EXPRESSWAY
W20-1	36X36 in.	48X48 in.
W9-3	36X36 in.	48X48 in.
R4-7	24X30 in.	36X48 in.
G20-2	36X18 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways, if space constraints do not exist.





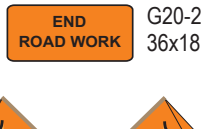
NYSDOT
WORK ZONE TRAFFIC CONTROL
SHORT TERM STATIONARY
OPERATION INVOLVING
TWO-WAY LEFT TURN LANE CLOSURE
ON
CONVENTIONAL ROADWAY
DECEMBER 2019

Rev. 2019V.01 **TASK-C7**

CONVENTIONAL ROADWAY

Notes:
1. Barrier vehicles are not required for flagging operations. A buffer space may be provided where traffic conditions allow
2. Centerline cones are required.
3. Flagger Symbol Sign (W20-7) and "ONE LANE ROAD AHEAD" Sign (W20-4) shall be removed, covered or turned away from road users when flagging operations are not occurring.
4. Should the traffic queue up prior to the advance warning signs,the "BE PREPARED TO STOP" sign can be added to the sign series and shall be moved to a location prior to the queued traffic.
5. LED stop/slow paddles are required for this operation.

Speed Limit	Buffer Space
30	200' (5 Skip Lines)
35	250' (~6 Skip Lines)
40	305' (~8 Skip Lines)
45	360' (9 Skip Lines)
50	425' (~11 Skip Lines)
55	495' (~13 Skip Lines)



G20-2
36x18 in.

This sign shall be located a maximum distance of 500' (13 Skip Lines) and minimum of 100' (2.5 Skip Lines) past the work area.



W20-7 (18x18in.Min Warning)
36x36 in.



W20-4
36x36 in.



work area



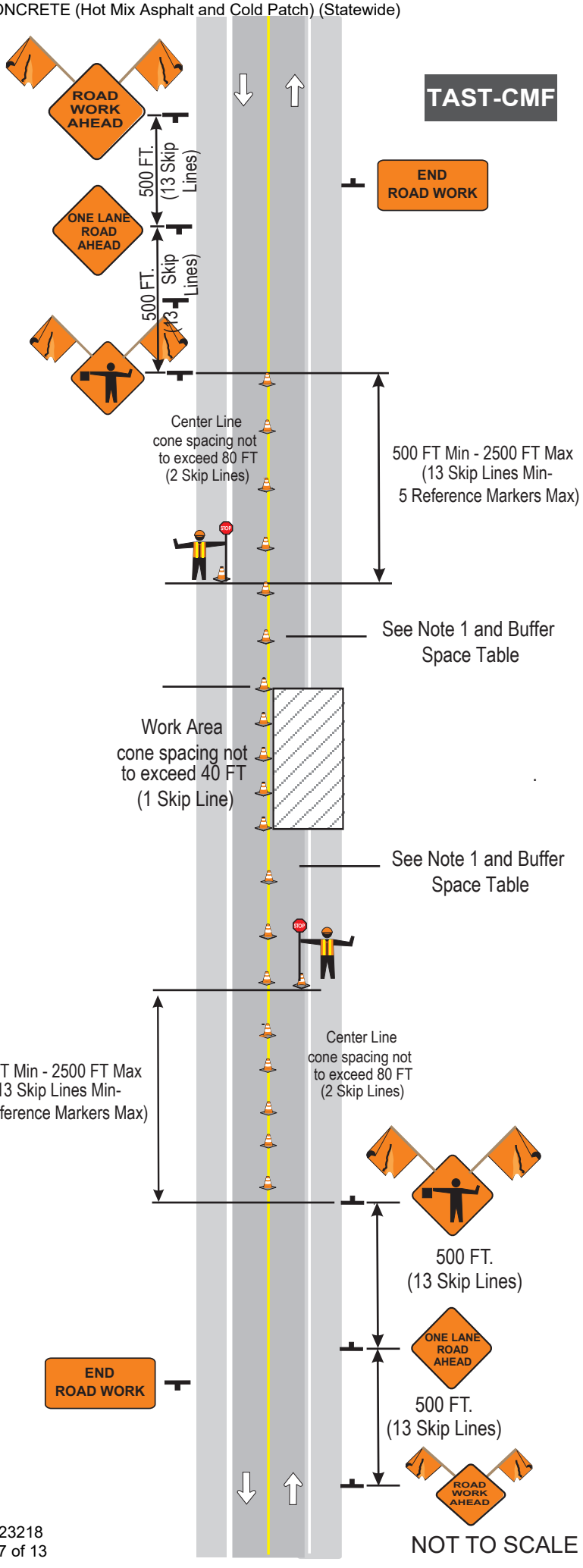
W3-4
36x36 in.
(optional, see note 5)



W20-1 (18x18in.Min Warning)
36x36 in.

NYSDOT
WORK ZONE TRAFFIC CONTROL
SHORT-TERM STATIONARY OPERATION INVOLVING DAYTIME LANE CLOSURE WITH MOVING FLAGGERS ON RURAL TWO-LANE TWO-WAY CONVENTIONAL ROADWAY

Rev. 2019V.02 **OCTOBER 2019** **TAST-CMF**



ALL ROADWAYS

TAST-CE1

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacings may be adjusted in order to accomodate side streets and driveways.
3. There shall be no workers, equipment or other vehicles in the buffer space or the roll ahead distance.
4. The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park / Neutral), have the wheels aligned with the lane striping and lane to maintain lane discipline and to stay in lane if struck.
5. Barrier Vehicle and TMIA are required if speeds are 45 mph or greater. Barrier Vehicle is required and TMIA is recommended if speeds are less than 45 mph.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
		A (FT.)	B(FT.)	C(FT.)	XX	YY
URBAN LOW (≤30 MPH)	30	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH)	35	200	200	200		
	40					
URBAN HIGH (≥45MPH)	45	350	350	350	1000 FT.	AHEAD
RURAL		500	500	500	1500 FT.	1000 FT.
Expressway /Freeway		1000	1500	2640	1 MILE	1/2 MILE

TABLE 2

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT	ROLL AHEAD DISTANCE IN FT		LANE TAPER : L (IN FT.) /# SKIP LINES/# OF CONES			SHOULDER TAPER : L/3 (IN FT.) /# SKIP LINES/# OF CONES	
				FOR LANE WIDTH			FOR SHOULDER WIDTH	
		MIN	MAX	10 FT	11 FT	12 FT	Less than 8 FT. (MIN -MAX)	8 FT OR WIDER (MIN)
25	155 (~4 Skip Lines)	50	100	120/3/4	120/3/4	140/3/5	20/1/2 - 40/1/2	40/1/2
30	200 (~5 Skip Lines)			160/4/5	180/5/6	180/5/6	20/1/2 - 40/1/2	40/1/2
35	250 (~6 Skip Lines)			220/6/7	240/6/7	260/7/8	40/1/2- 60/2/3	80/2/3
40	305 (~8 Skip Lines)			280/7/8	300/8/9	320/8/9	40/1/2 - 60/2/3	80/2/3
45	360 (~9 Skip Lines)	75	150	460/12/12	500/13/13	540/14/14	60/2/3 - 100/3/4	120/3/4
50	425 (~11 Skip Lines)			500/13/14	560/14/15	600/15/16	80/2/3 - 100/3/4	140/4/5
55	495 (~13 Skip Lines)	100	200	560/14/15	620/16/17	660/17/18	80/2/3 - 120/3/4	160/4/5
65	645(~16 Skip Lines)			660/17/18	720/18/19	780/20/21	100/3/4 - 140/4/5	180/5/6

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/ EXPRESSWAY
W20-1	36X36 in.	48X48 in.
W20-5R	36X36 in.	48X48 in.
W4-2R	36X36 in.	48X48 in.
NYW8-33	48x24 in.	48x24 in.
G20-2	36X18 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways, if space constraints do not exist.

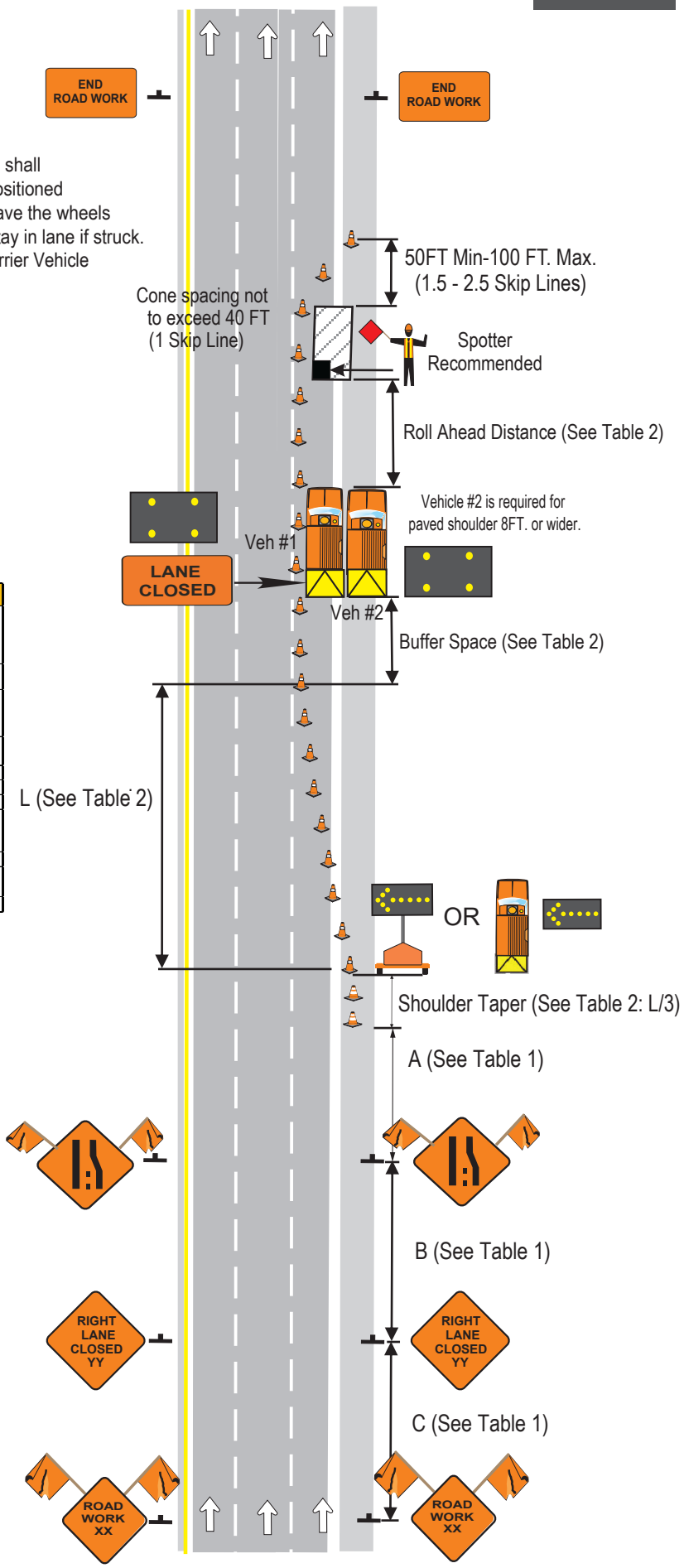
END ROAD WORK G20-2 — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

W4-2R — ROAD WORK XX W20-1 (18x18in.Min. Warning Flags Required)

LANE CLOSED NYW8-33 — RIGHT LANE CLOSED YY W20-5R

Arrow Panel (Caution Mode) — Work Area

Barrier Vehicle with TMIA



NOT TO SCALE

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT TERM STATIONARY
OPERATION INVOLVING
RIGHT LANE CLOSURE
ON
MULTI-LANE DIVIDED ROADWAY

Rev. 2019V.01 **DECEMBER 2019** **TAST-CE1**

ALL ROADWAYS

TAST-CE2

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacings may be adjusted in order to accomodate side streets and driveways.
3. There shall be no workers, equipment or other vehicles in the buffer space or the roll ahead distance.
4. The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park / Neutral), have the wheels aligned with the lane striping and lane to maintain lane discipline and to stay in lane if struck.
5. Barrier Vehicle and TMIA are required if speeds are 45 mph or greater. Barrier Vehicle is required and TMIA is recommended if speeds are less than 45 mph.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
		A (FT.)	B(FT.)	C(FT.)	XX	YY
URBAN LOW (≤30 MPH)	30	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH)	35	200	200	200		
	40					
URBAN HIGH (≥45MPH)	45	350	350	350	1000 FT.	AHEAD
RURAL		500	500	500	1500 FT.	1000 FT.
Expressway /Freeway		1000	1500	2640	1 MILE	1/2 MILE

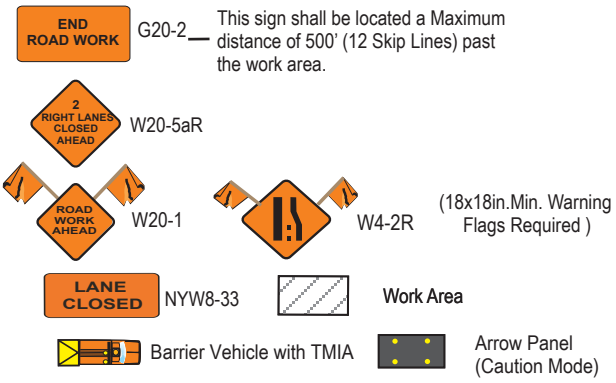
TABLE 2

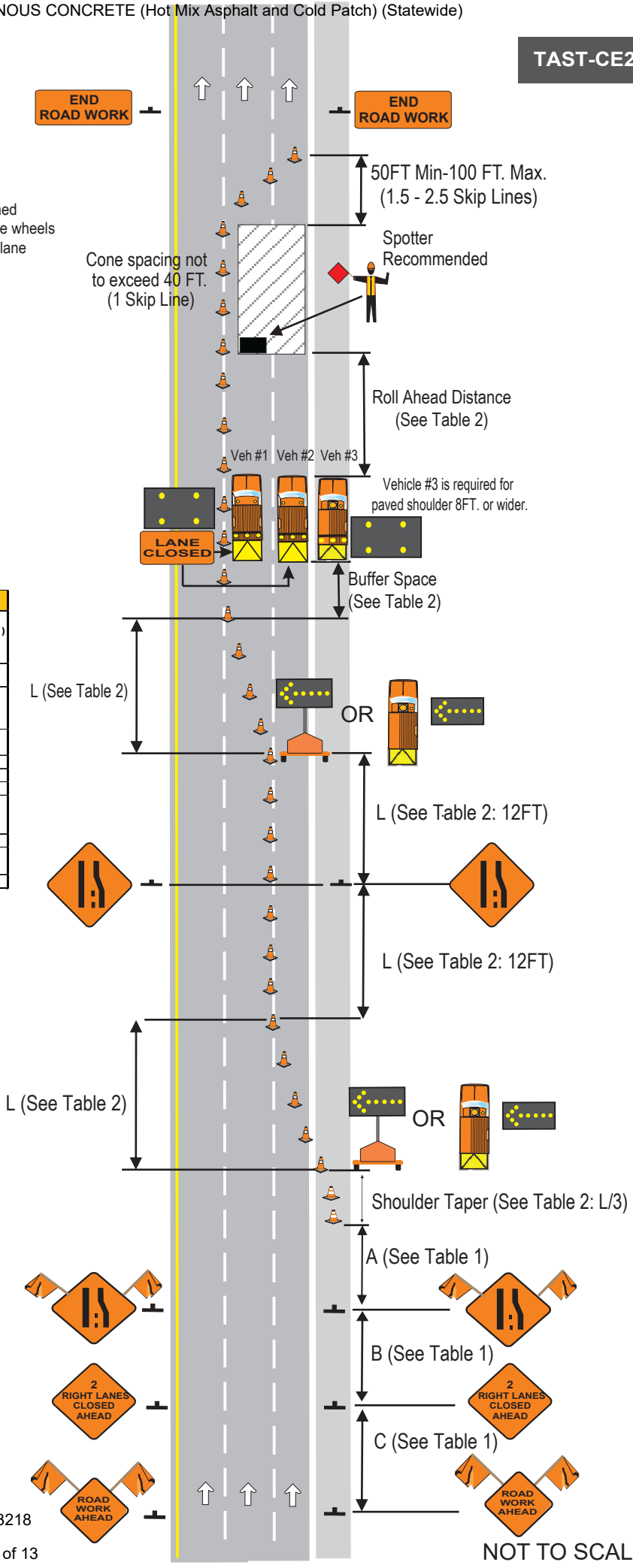
PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT	ROLL AHEAD DISTANCE IN FT		LANE TAPER : L (IN FT.) /# SKIP LINES/# OF CONES			SHOULDER TAPER : L/3 (IN FT.) /# SKIP LINES/# OF CONES	
				FOR LANE WIDTH			FOR SHOULDER WIDTH	
		MIN	MAX	10 FT	11 FT	12 FT	Less than 8 FT. (MIN -MAX)	8 FT OR WIDER (MIN)
25	155 (~4 Skip Lines)	50	100	120/3/4	120/3/4	140/3/5	20/1/2 - 40/1/2	40/1/2
30	200 (~5 Skip Lines)			160/4/5	180/5/6	180/5/6	20/1/2 - 40/1/2	40/1/2
35	250 (~6 Skip Lines)			220/6/7	240/6/7	260/7/8	40/1/2- 60/2/3	80/2/3
40	305 (~8 Skip Lines)			280/7/8	300/8/9	320/8/9	40/1/2 - 60/2/3	80/2/3
45	360 (~9 Skip Lines)	75	150	460/12/12	500/13/13	540/14/14	60/2/3 - 100/3/4	120/3/4
50	425 (~11 Skip Lines)			500/13/14	560/14/15	600/15/16	80/2/3 - 100/3/4	140/4/5
55	495 (~13 Skip Lines)	100	200	560/14/15	620/16/17	660/17/18	80/2/3 - 120/3/4	160/4/5
65	645(~16 Skip Lines)			660/17/18	720/18/19	780/20/21	100/3/4 - 140/4/5	180/5/6

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/ EXPRESSWAY
W20-1	36X36 in.	48X48 in.
W20-5aR	36X36 in.	48X48 in.
W4-2R	36X36 in.	48X48 in.
NYW8-33	48x24 in.	48x24 in.
G20-2	36X18 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways, if space constraints do not exist.





NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT TERM STATIONARY
OPERATION INVOLVING
RIGHT TWO LANE CLOSURE
ON
MULTI-LANE DIVIDED ROADWAY
DECEMBER 2019
Rev. 2019V.01
TAST-CE2

NOT TO SCALE

CONVENTIONAL ROADWAY

TAST-C8

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. In urban conditions, advance warning sign spacing may be reduced to a 100 FT. (Min.) in order to accomodate side streets and driveways.
3. There shall be no workers, equipment or other vehicles in the buffer space or the roll ahead distance.
4. The Barrier Vehicle shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park/Neutral), have the wheels aligned with lane striping and lane to maintain lane discipline and to stay in lane if struck.
5. Barrier Vehicle and TMIA are required if speeds are 45 mph or higher. Barrier Vehicle is required and TMIA is recommended if speeds are less than 45 mph.
6. Side road traffic control may be modified depending on available site distance.

TABLE 1 : ADVANCE WARNING SIGN SPACING

Roadway	PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE BETWEEN SIGNS		
		A (FT.)	B(FT.)	C(FT.)
URBAN LOW (≤30 MPH)	30	100	100	100
URBAN (35-40 MPH)	35	200	200	200
	40			
URBAN HIGH (≥45MPH)	45	350	350	350
RURAL		500	500	500

TABLE 2

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	LONGITUDINAL BUFFER SPACE IN FT	ROLL AHEAD DISTANCE IN FT		LANE TAPER : L (IN FT.) /# SKIP LINES/# OF CONES			SHOULDER TAPER : L/3 (IN FT.) /# SKIP LINES/# OF CONES
				FOR LANE WIDTH			FOR SHOULDER WIDTH
		MIN	MAX	10 FT	11 FT	12 FT	Less than 8 FT. (MIN -MAX)
25	155 (~4 Skip Lines)	50	100	120/3/4	120/3/4	140/3/5	20/1/2 - 40/1/2
30	200 (~5 Skip Lines)			160/4/5	180/5/6	180/5/6	20/1/2 - 40/1/2
35	250 (~6 Skip Lines)			220/6/7	240/6/7	260/7/8	40/1/2- 60/2/3
40	305 (~8 Skip Lines)			280/7/8	300/8/9	320/8/9	40/1/2 - 60/2/3
45	360 (~9 Skip Lines)	75	150	460/12/12	500/13/13	540/14/14	60/2/3 - 100/3/4
50	425 (~11 Skip Lines)			500/13/14	560/14/15	600/15/16	80/2/3 - 100/3/4
55	495 (~13 Skip Lines)	100	200	560/14/15	620/16/17	660/17/18	80/2/3 - 120/3/4

TABLE 3: REQUIRED SIGN SIZES*

SIGN	CONVENTIONAL HIGHWAY	FREEWAY/ EXPRESSWAY
W20-1	36X36 in.	48X48 in.
W20-5R	36X36 in.	48X48 in.
W4-2R	36X36 in.	48X48 in.
G20-2	36X18 in.	48X24 in.
NYW8-33	48X24 in.	48X24 in.

*Freeway/Expressway sizes may be used on Conventional Highways, if space constraints do not exist.



W20-5R



NYW8-33



W20-1


W4-2R (18x18in.Min. Warning Flags Required)

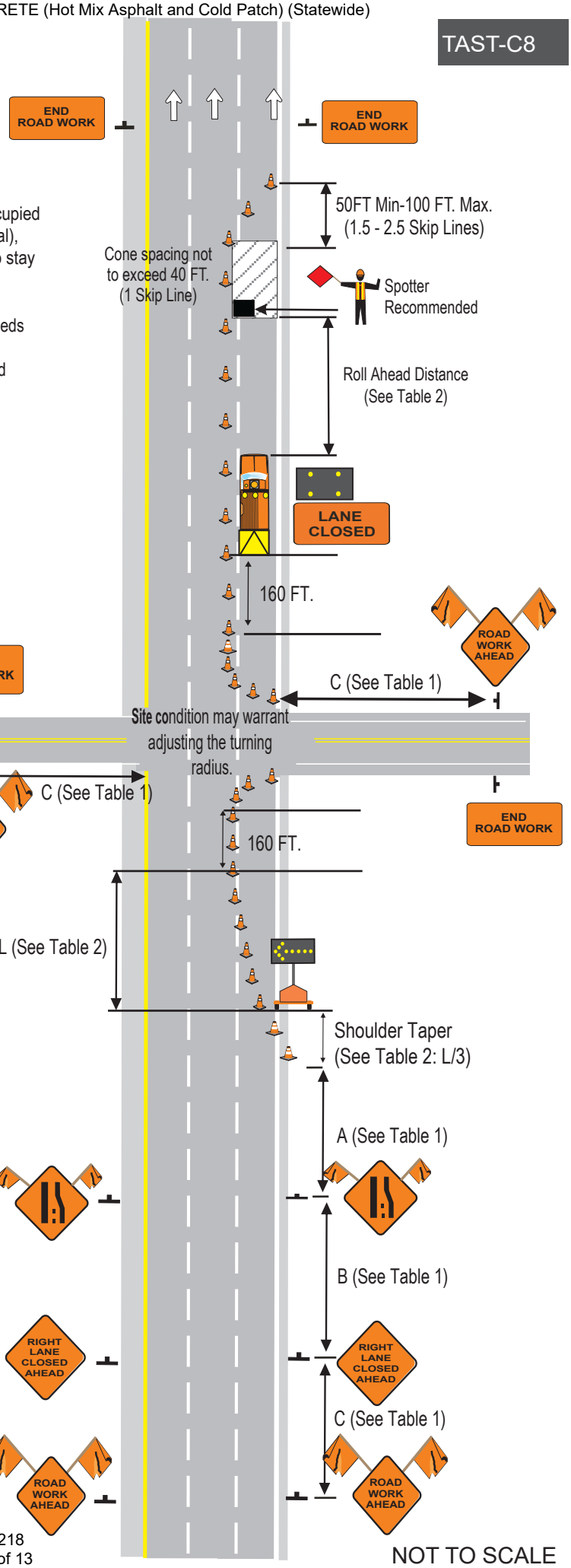


G20-2 — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.


Arrow Panel (Caution Mode)


Work Area


Barrier Vehicle with TMIA



NYSDOT
WORK ZONE TRAFFIC CONTROL
SHORT TERM STATIONARY
OPERATION INVOLVING
RIGHT LANE CLOSURE THRU INTERSECTION
ON
ONE-WAY CONVENTIONAL ROADWAY
DECEMBER 2019
Rev. 2019V.01
TAST-C8

NOT TO SCALE

FREEWAY OR EXPRESSWAY

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park / Neutral), have the wheels aligned with the lane striping and lane to maintain lane discipline and to stay in lane if struck.
3. <u>There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.</u>

Speed Limit (mph)	Buffer Space
50	425' (~11 Skip Lines
55	495' (~13 Skip Lines
65	645' (~16 Skip Lines

END ROAD WORK — G20-2 48x24 in. — This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.

SHOULDER WORK — W21-5 48x48 in.

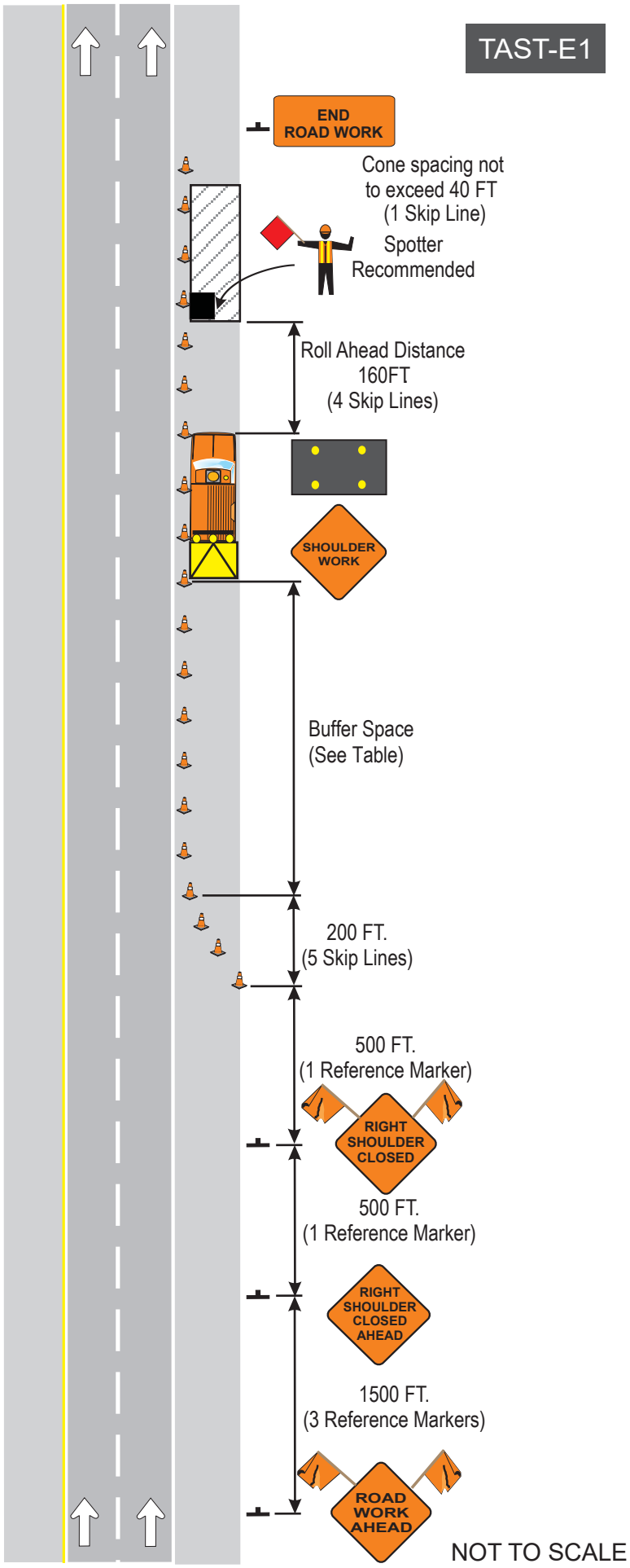
ROAD WORK AHEAD — W20-1 48x48 in. — 18"x18" (Minimum) Warning Flags

RIGHT SHOULDER CLOSED AHEAD — W21-5bR 48x48 in.

Arrow Panel (Caution Mode)

Work Area

Barrier Vehicle with TMIA



NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT-TERM STATIONARY
OPERATION INVOLVING
SHOULDER CLOSURE
(PAVED SHOULDER 8 FT. OR WIDER)
ON
FREEWAY OR EXPRESSWAY

Rev. 2019V.03 — **MAY 2019** — **TAST-E1**

FREEWAY OR EXPRESSWAY

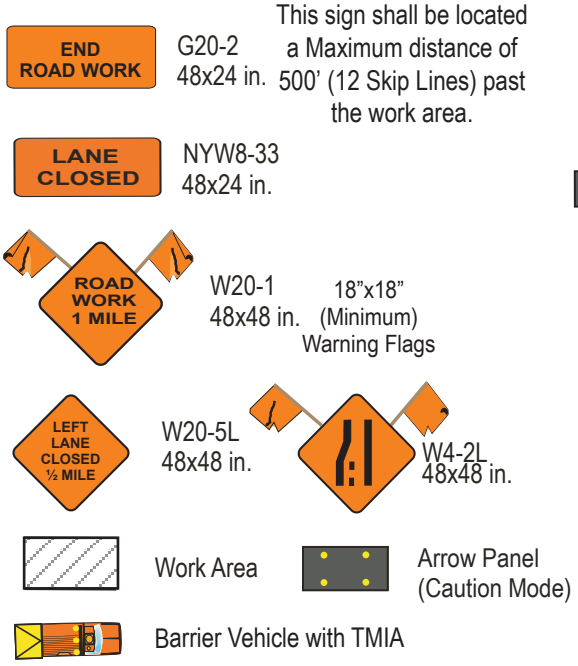
TAST-E6

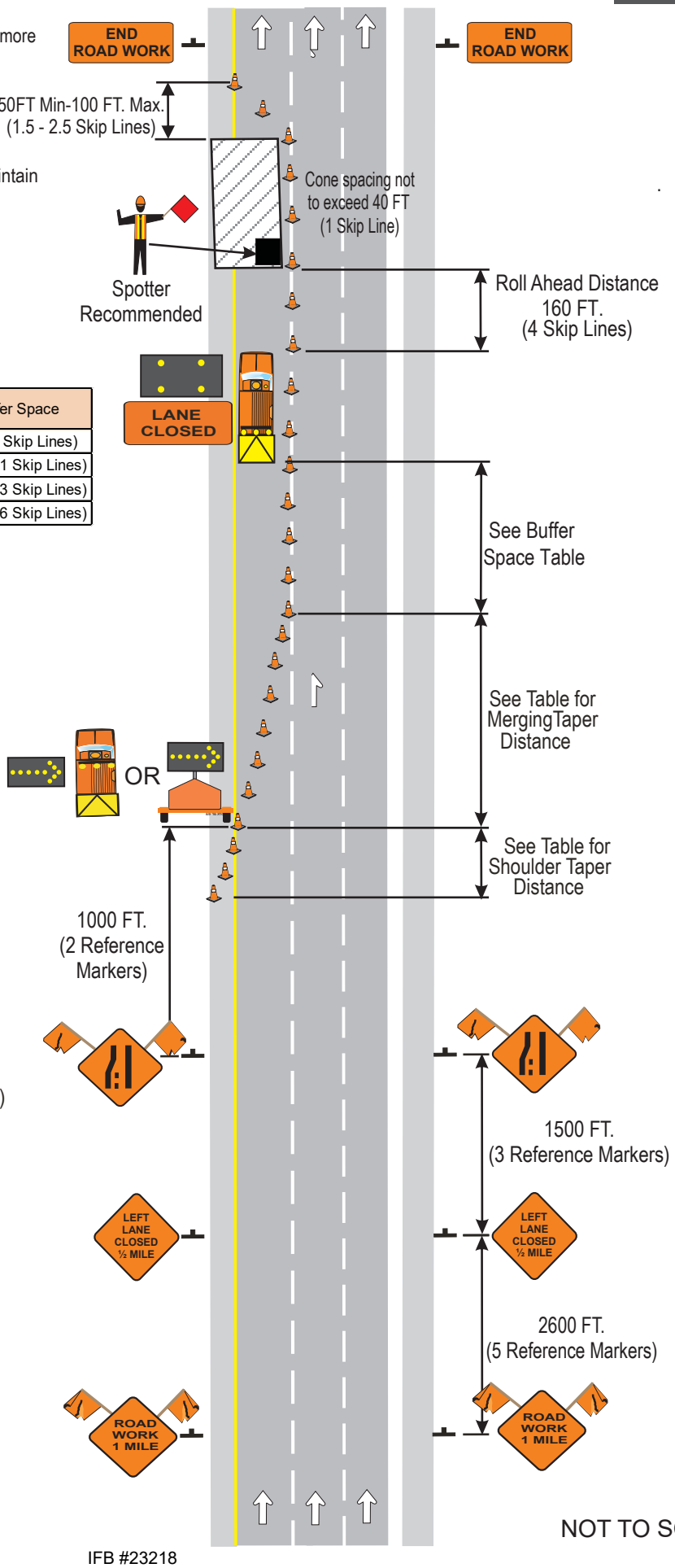
Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park / Neutral), have the wheels aligned with the lane striping and lane to maintain lane discipline and to stay in lane if struck.
3. <u>There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.</u>

Speed Limit (MPH)	Merging Taper Lengths Based on Lane Shift			Shoulder Taper from 4'-6' Shift
	10'	11'	12'	
45	450'	495'	540'	60'-90'
50	500'	550'	600'	70'-100'
55	550'	605'	660'	75'-110'
65	650'	715'	760'	90'-130'

Speed Limit	Buffer Space
45	360' (9 Skip Lines)
50	425' (~11 Skip Lines)
55	495' (~13 Skip Lines)
65	645' (~16 Skip Lines)





NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT TERM STATIONARY
OPERATION INVOLVING
LEFT LANE CLOSURE
(PAVED SHOULDER LESS THAN 8 FT.)
ON
FREEWAY OR EXPRESSWAY

NOVEMBER 2019

Rev. 2019V.02

TAST-E6

NOT TO SCALE

FREEWAY OR EXPRESSWAY

TAST-E7

Notes:

1. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.
2. The Barrier Vehicle (and Advance Warning Vehicle(s) where appropriate) shall maintain the appropriate Roll-Ahead Distance, be an unoccupied truck, positioned parallel to traffic, parking brake set, placed in 2nd gear (Park / Neutral), have the wheels aligned with the lane striping and lane to maintain lane discipline and to stay in lane if struck.
3. <u>There shall be no workers, equipment, or other vehicles in the buffer space or the roll ahead distance.</u>

Speed Limit (MPH)	Merging Taper Lengths Based on Lane Shift			Shoulder Taper from 4'-6' Shift
	10'	11'	12'	
45	450'	495'	540'	60'-90'
50	500'	550'	600'	70'-100'
55	550'	605'	660'	75'-110'
65	650'	715'	760'	90'-130'

Speed Limit	Buffer Space
45	360' (9 Skip Lines)
50	425' (~11 Skip Lines)
55	495' (~13 Skip Lines)
65	645' (~16 Skip Lines)



NYW8-33
48x24 in.



G20-2
48x24 in.

This sign shall be located a Maximum distance of 500' (12 Skip Lines) past the work area.



W20-1
48x48 in.

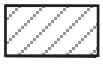
18"x18"
(Minimum)
Warning Flags



W20-5aL
48x48 in.



W4-2L
48x48 in.



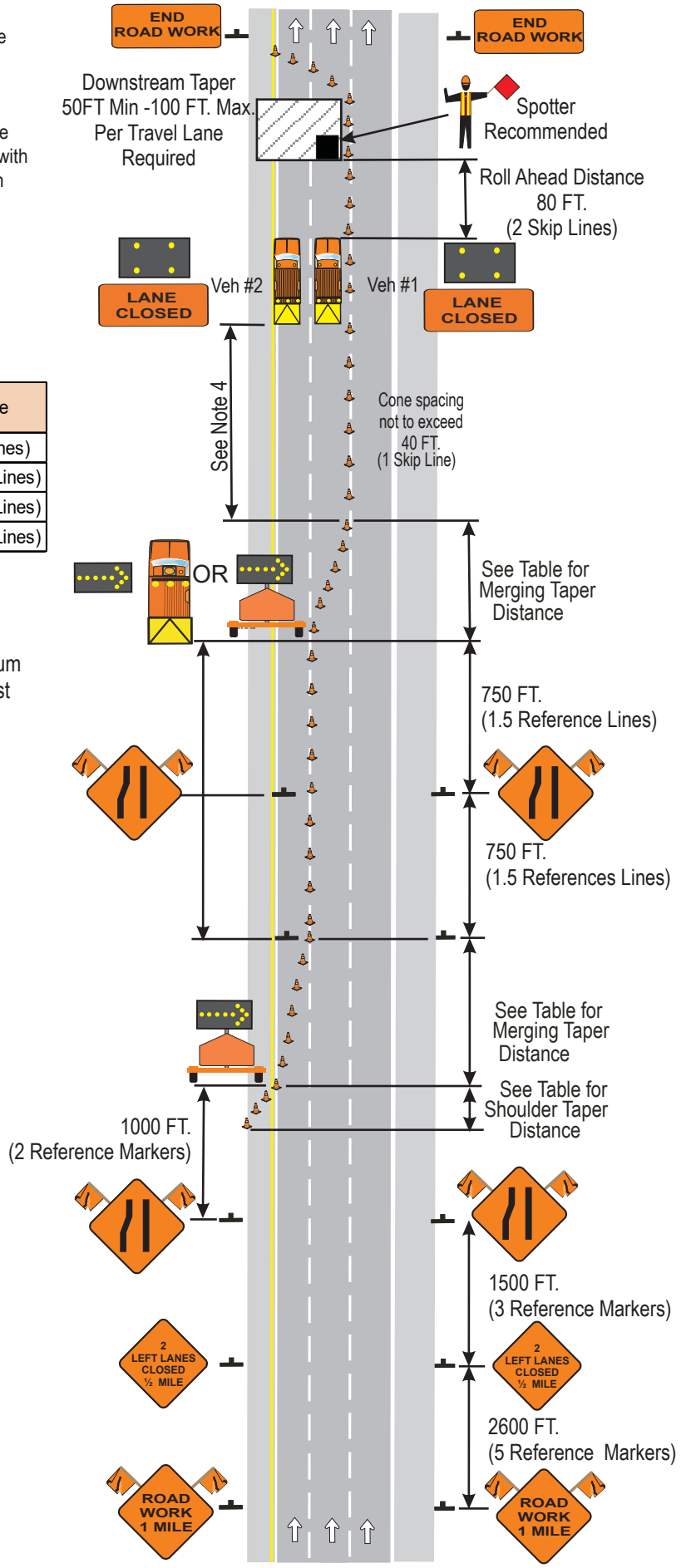
Work Area



Arrow Panel
(Caution Mode)



Barrier Vehicle with TMIA



NOT TO SCALE

NYSDOT
WORK ZONE TRAFFIC CONTROL

SHORT TERM STATIONARY
OPERATION INVOLVING
LEFT TWO LANE CLOSURE
(PAVED SHOULDER LESS THAN 8 FT.)
ON
FREEWAY OR EXPRESSWAY

NOVEMBER 2019

Rev. 2019V.02

TAST-E7