

FLAGGING OPERATION SHORT OR INTERMEDIATE TERM STATIONARY LANE CLOSURE ON 2-LANE 2-WAY ROADWAY (NOT TO SCALE)

NOTES:

- 1. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
- 2. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED, ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
- NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
- 4. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
- 5. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
- THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
- 7. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.

- THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY 1/2 THE DISTANCE BETWEEN THE FLAGGER SIGN (N/20-7a) AND THE FLAGGER.
- FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
- 10. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
- 11. ALL FLAGGERS SHALL USE 24" OMIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
- 12. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.
- 13. ROAD WORK AHEAD SIGNS SHOULD ONLY BE USED IF ANOTHER IS NOT ALREADY IN PLACE IN ADVANCE OF THE WORK ZONE.

TABLE NY6H-3 ADVANCE WARNING SIGN SPACING						
ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND		
	A (FT.)	B (FT.)	C (FT.)	ХХ	YY	
URBAN (≤ 30 MPH+)	100	100	100	AHEAD	AHEAD	
URBAN (35-40 MPH+)	200	200	200	AHEAD	AHEAD	
URBAN (≥ 45 MPH+)	350	350	350	1000 FT.	AHEAD	
RURAL	500	500	500	1500 FT.	1000 FT.	
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	1/2 MILE	

TABL	.E 6H-4 FORMULAS FOI	R DETERMINING TAPER LENGTHS
SPEED LIMIT (S) (MPH)	TAPER LENGTH (L) (FT.)	L = TAPER LENGTH
(40 MPH) OR LESS	L = WS ² /60	W = WIDTH OF OFFSET (FT.) S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)
(45 MPH) OR MORE	L = WS	

JEFFERSON AVENUE REVITALIZATION
SOUTH PLYMOUTH AVE. TO WEST MAIN ST.,
CITY OF ROCHESTER, N.Y.

THILL OF DARBING
WORK ZONE TRAFFIC CONTROL DETAILS

JEFFERSON AVENUE

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WORK ZONE TRAFFIC CONTROL DETAILS

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