

Notes for Figure 6H-107(CA) – Typical Application 107(CA) Inside Lane Closure on a Multi-Lane Roundabout

Standard:

1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility. See Figure 6H-28, Crosswalk Closures and Pedestrians Detours (TA-28).

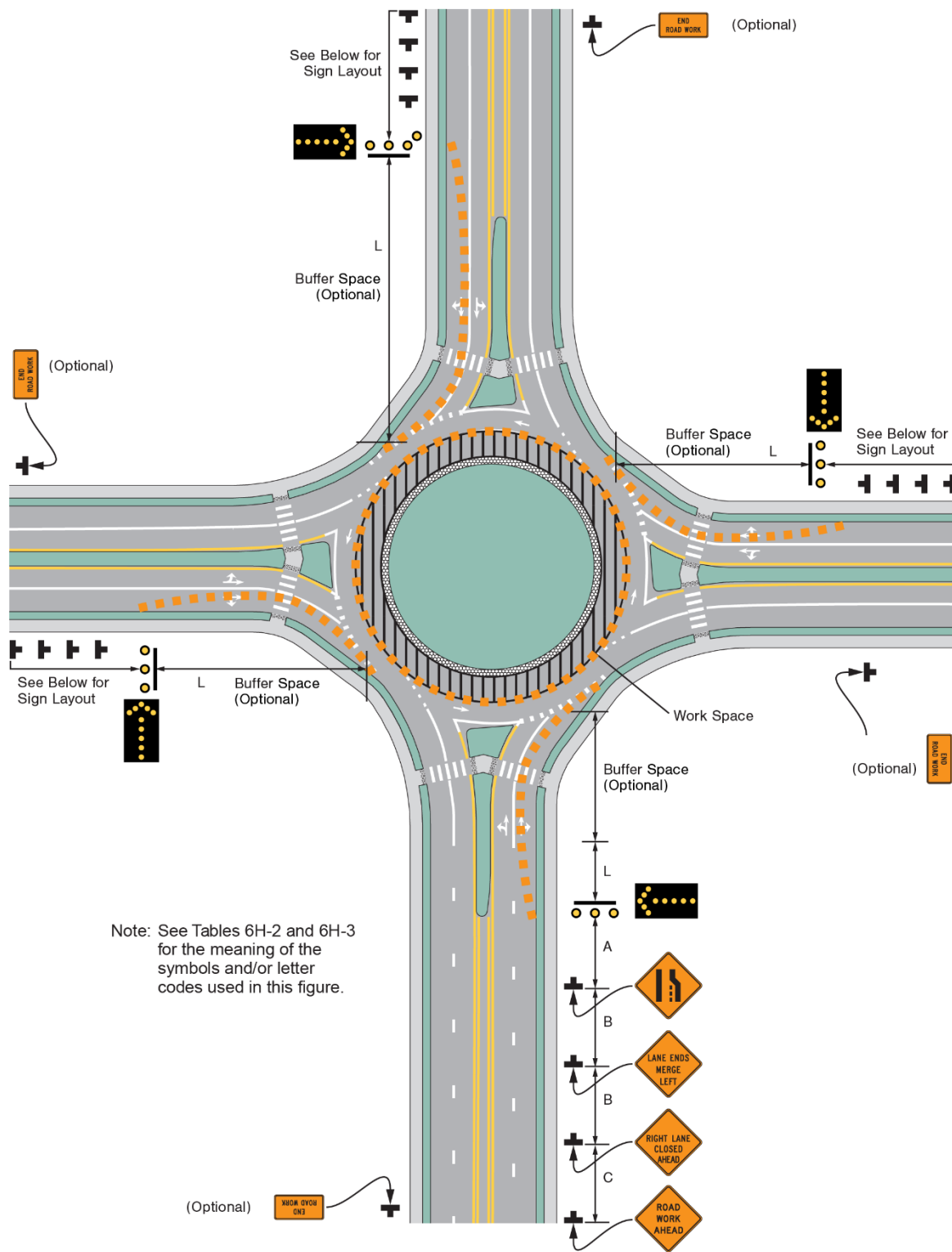
Guidance:

2. Care should be exercised when establishing the limits of the work zone to sight distance in advance of the transition.
3. When designing the temporary traffic control and installing the channelizing devices for work activities at roundabouts, accommodations for the turning radius of wider heavy commercial vehicles should be considered.
4. Since geometrics of the roundabout will temporarily be altered, consideration should be given to establishing a truck detour for the duration of the project.
5. For intermediate or long-term work, the roundabout should be closed if traffic cannot be accommodated, and traffic detoured with appropriate detour signing provided. See Figure 6H-8, Road Closure with an Off-Site Detour (TA-8).
6. Conflicting pavement markings should be removed for long-term projects. For short-term and intermediate-term projects where this is not practical, the channelizing devices in the area where the pavement markings conflict should be placed at a maximum spacing of $\frac{1}{2} S$ feet, where S is the speed in mph. Temporary markings should be installed where needed.

Option:

7. A portable changeable message sign may be utilized as part of the temporary traffic control plan to provide clear guidance to motorists on all approaches of the roundabout.
8. On a multi-lane approach, either lane may be closed.

Figure 6H-107. (CA) - Inside Lane Closure on a Multi-Lane Roundabout ((TA 107(CA))



Typical Application 107 (CA)