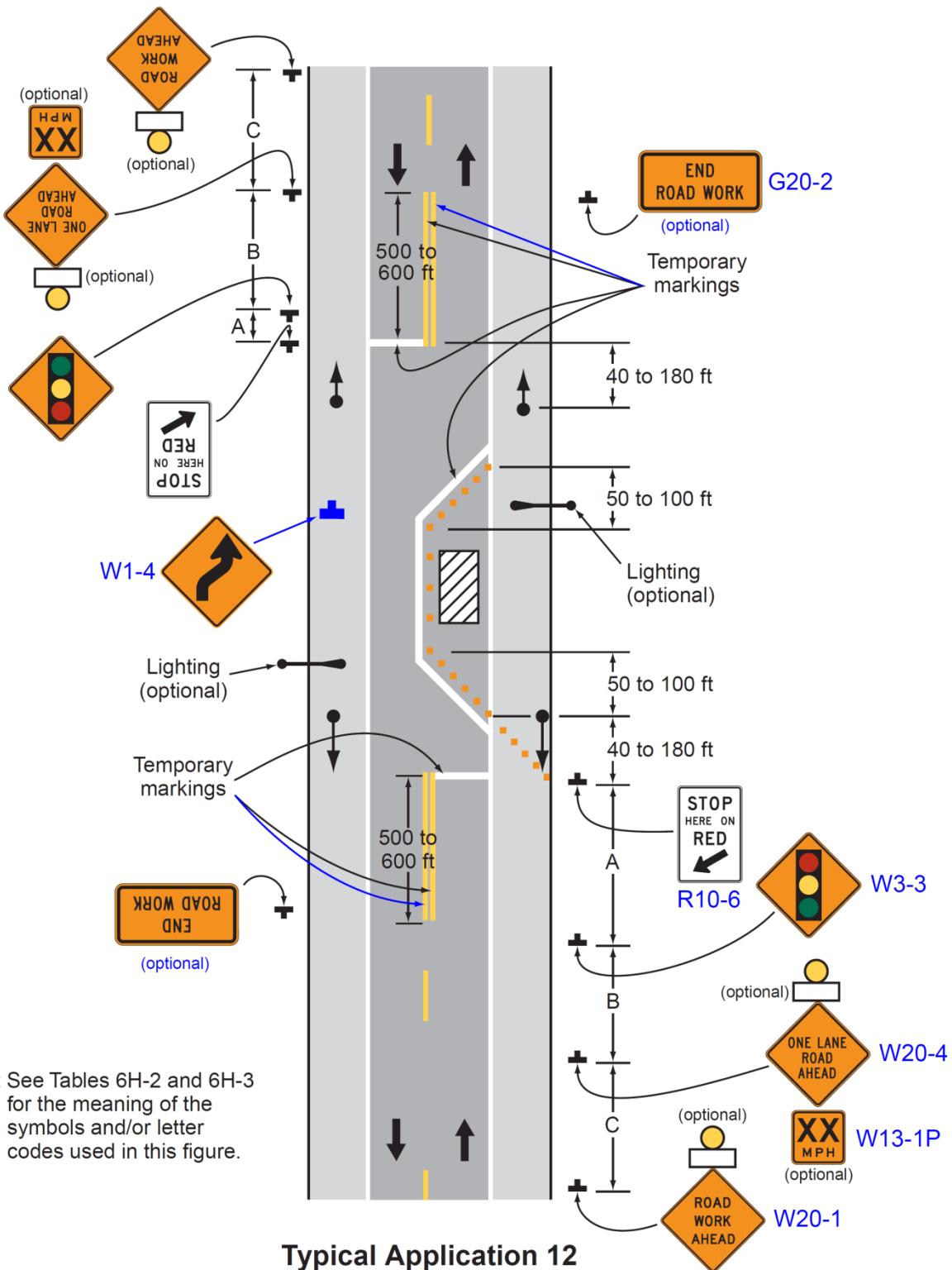


Figure 6H-12. Lane Closure on a Two-Lane Road Using Traffic Control Signals (TA-12)



Notes for Figure 6H-13 —Typical Application 13 Temporary Road Closure

Support:

1. Conditions represented are a planned closure not exceeding 20 minutes during the daytime.

Standard:

2. A flagger or uniformed law enforcement officer shall be used for this application. The flagger, if used for this application, shall follow the procedures provided in Sections 6E.07 and 6E.08.

Guidance:

3. The uniformed law enforcement officer, if used for this application, should follow the procedures provided in Sections 6E.07 and 6E.08.

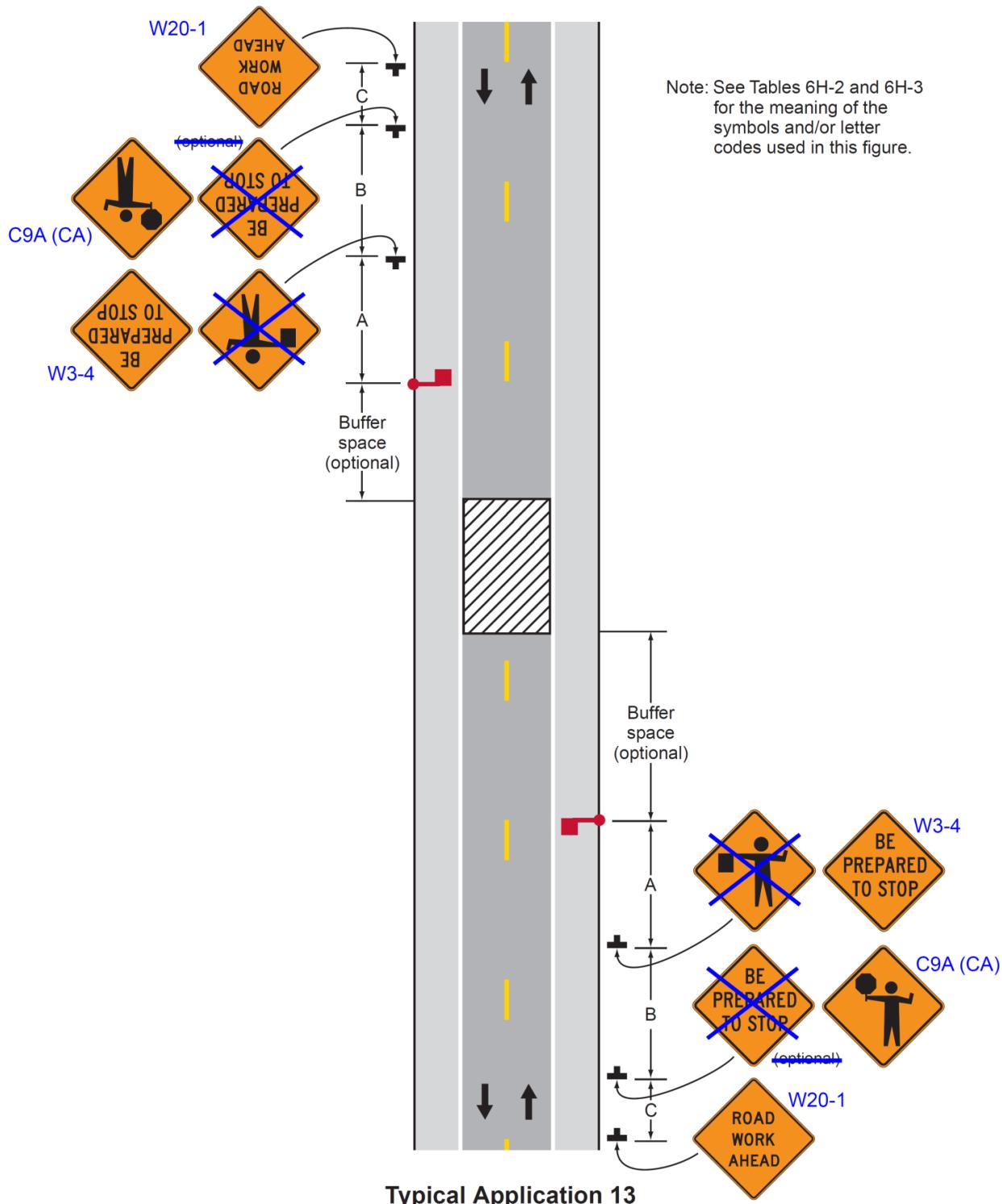
Option:

4. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

5. When used, the BE PREPARED TO STOP sign should be located before after the Flagger symbol sign.

Figure 6H-13. Temporary Road Closure (TA-13)



Notes for Figure 6H-14 6H-14(CA) —Typical Application 14 Haul Road Crossing

Guidance:

1. Floodlights should be used to illuminate haul road crossings where existing light is inadequate.
2. Where no-passing lines are not already in place, they should be added.

Standard:

3. The traffic control method selected shall be used in both directions.

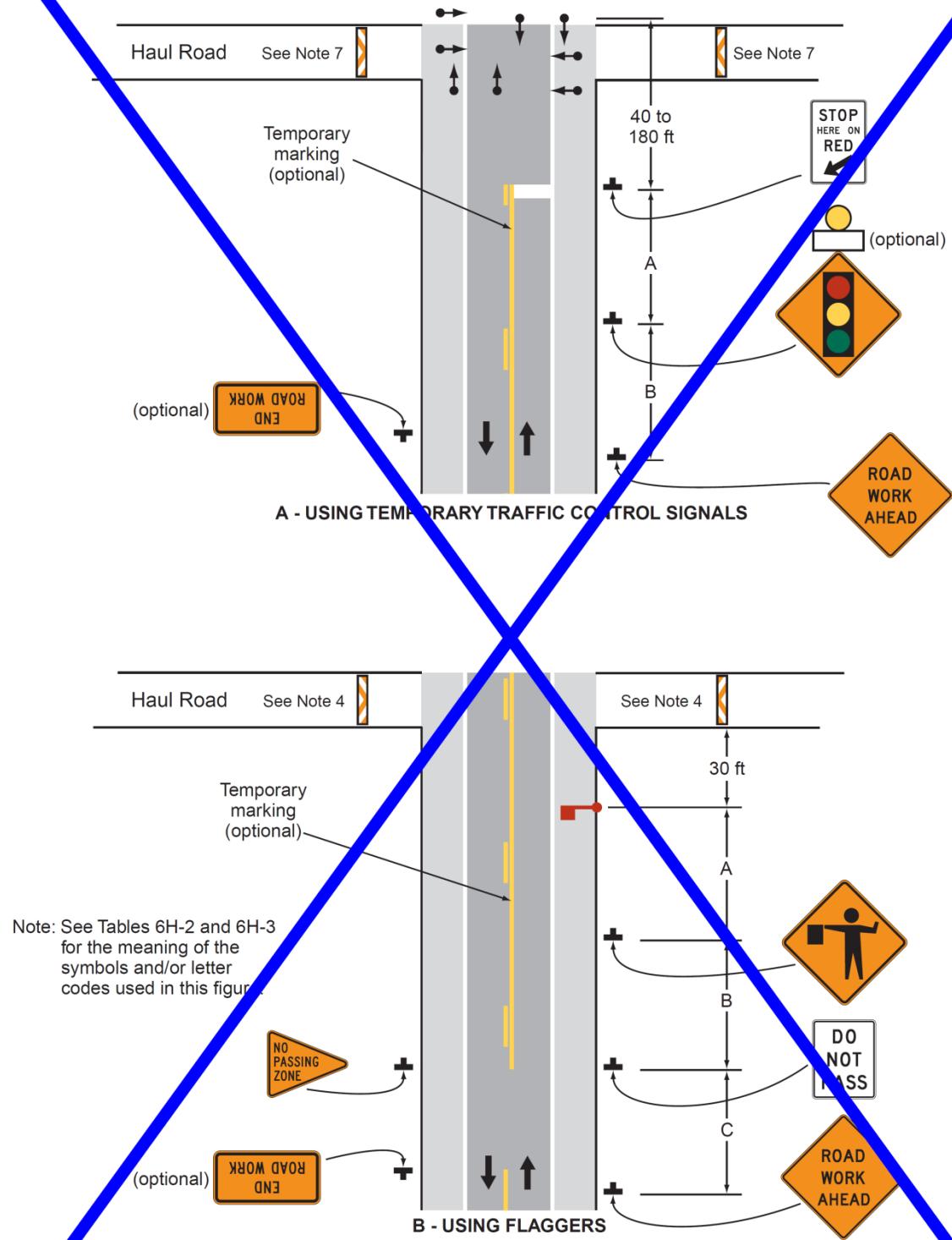
Flagging Method

4. When a road used exclusively as a haul road is not in use, the haul road shall be closed with Type 3 Barricades and the Flagger symbol signs covered.
5. The flagger shall follow the procedures provided in Sections 6E.07 and 6E.08.
6. At night, flagger stations shall be illuminated, except in emergencies.

Signalized Method

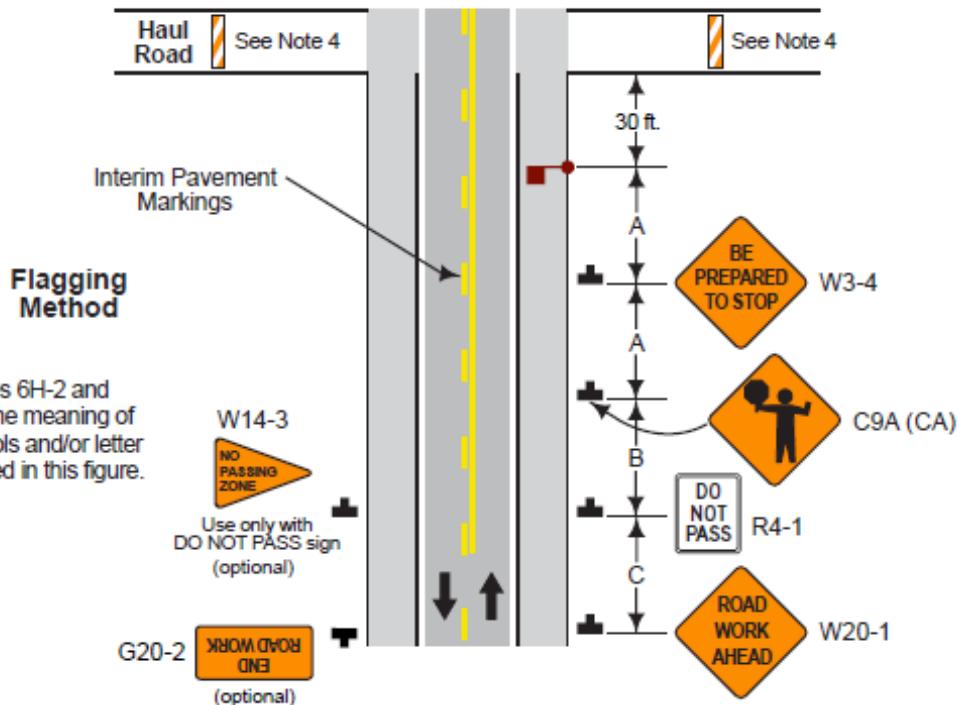
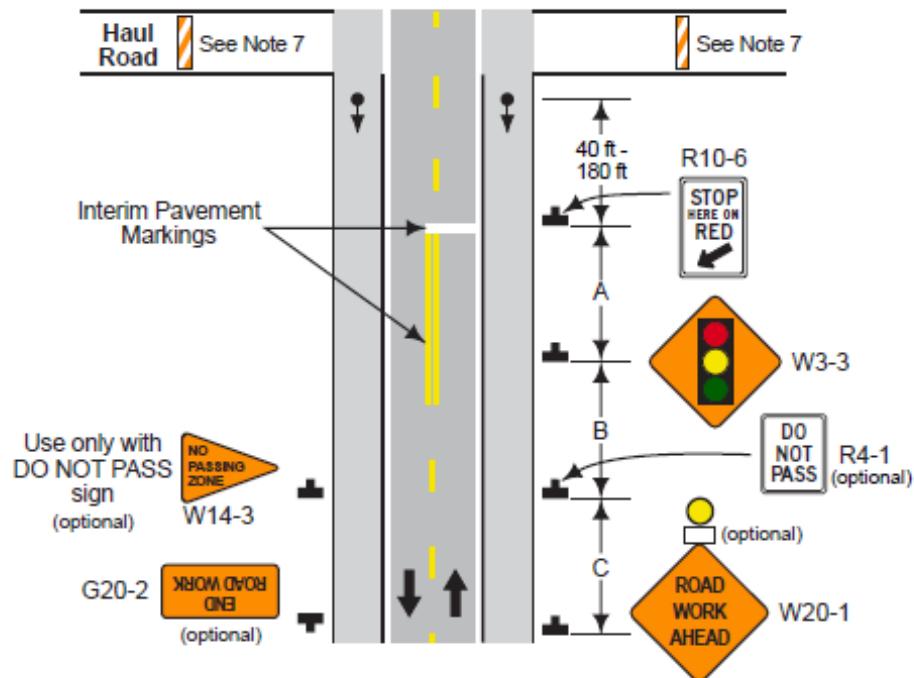
7. When a road used exclusively as a haul road is not in use, the haul road shall be closed with Type 3 Barricades. The signals shall either flash yellow on the main road or be covered, and the Signal Ahead and STOP HERE ON RED signs shall be covered or hidden from view.
8. The temporary traffic control signals shall control both the highway and the haul road and shall meet the physical display and operational requirements of conventional traffic control signals as described in Part 4. Traffic control signal timing shall be established by authorized officials.
9. Stop lines shall be used on existing highway with temporary traffic control signals.
10. Existing conflicting pavements markings between the stop lines shall be removed. After the temporary traffic control signal is removed, the stop lines and other temporary pavement markings shall be removed and the permanent pavement markings restored.

Figure 6H-14. Haul Road Crossing (TA-14)



Typical Application 14

Figure 6H-14 (CA). Haul Road Crossing (TA-14)



Typical Application 14

**Notes for Figure 6H-15—Typical Application 15
Work in the Center of a Road with Low Traffic Volumes
(Refer to Part 5, Section 5A.01)**

Guidance:

1. *The lanes on either side of the center work space should have a minimum width of 10 feet as measured from the near edge of the channelizing devices to the edge of the pavement or the outside edge of the paved shoulder.*

Option:

2. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
3. If the closure continues overnight, warning lights may be used on the channelizing devices.
4. A lane width of 9 feet may be used for short-term stationary work on low-volume, low-speed roadways when motor vehicle traffic does not include longer and wider heavy commercial vehicles.
5. A work vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights may be used instead of the channelizing devices forming the tapers or the high-level warning devices.
6. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

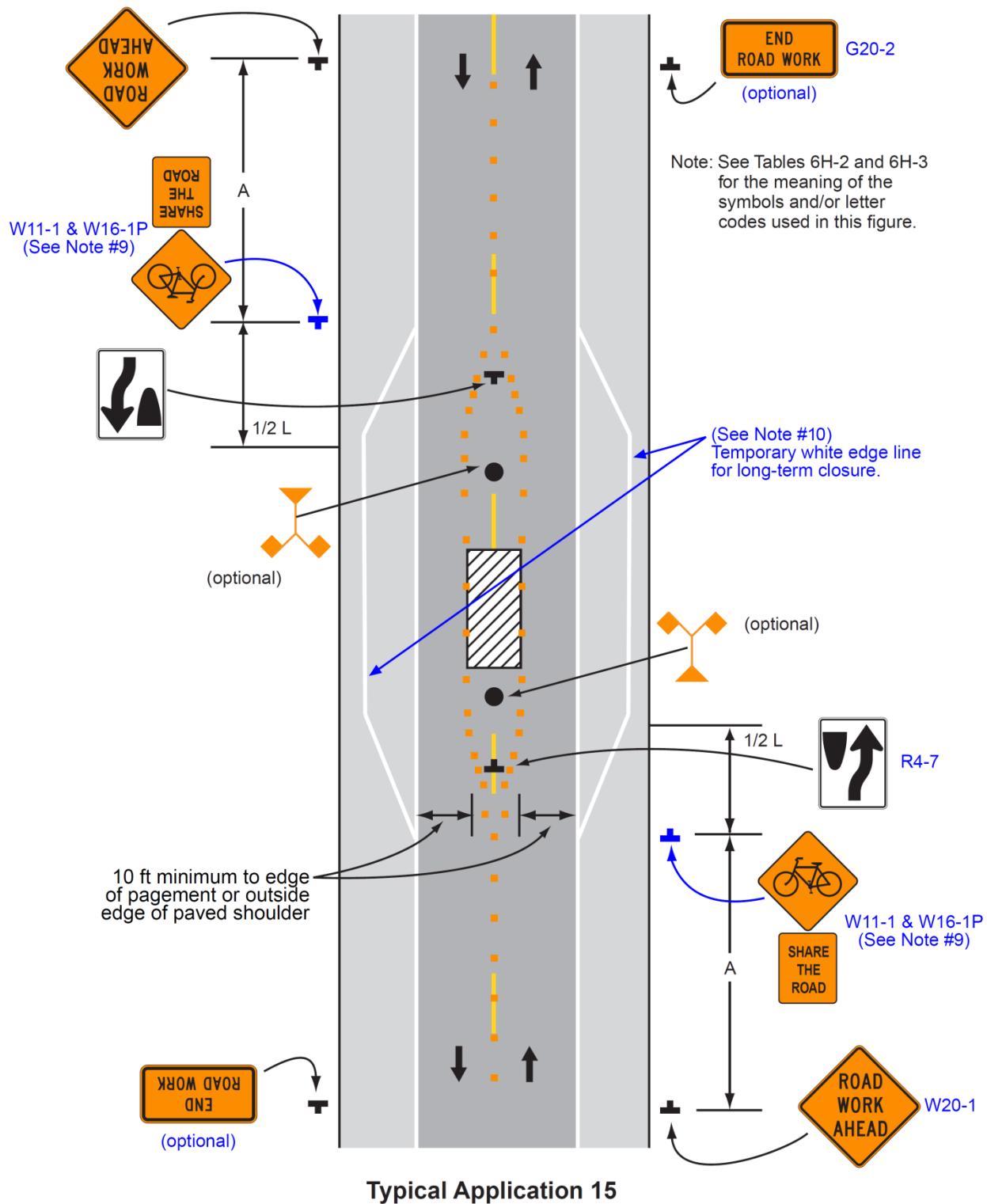
Standard:

7. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Guidance:

8. *All advance warning signs should be placed so that the path of travel for bicycles is not blocked while maintaining visibility for road users.*
9. *When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02) and the roadway width is inadequate for allowing bicyclists and motor vehicles to travel side by side, the Bicycle Crossing (W11-1) sign and the SHARE THE ROAD (W16-1P) plaque should be used to advise motorists of the presence of bicyclists in the travel way lanes.*
10. *When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02), the temporary white edge line should be used on the shoulder to indicate the use of a portion of the shoulder as a traveled way lane.*

Figure 6H-15. Work in Center of Road with Low Traffic Volumes (TA-15)



Notes for Figure 6H-16—Typical Application 16
Surveying Along the Center Line of a Road with Low Traffic Volumes
(Refer to Part 5, Section 5A.01)

Guidance:

1. *The lanes on either side of the center work space should have a minimum width of 10 feet as measured from the near edge of the channelizing devices to the edge of the pavement or the outside edge of the paved shoulder.*
2. *Cones should be placed 6 to 12 inches on either side of the center line.*
3. *A flagger should be used to warn workers who cannot watch road users.*

Standard:

4. **For surveying on the center line of a high-volume road, one lane shall be closed using the information illustrated in Figure 6H-10 6H-10(CA).**

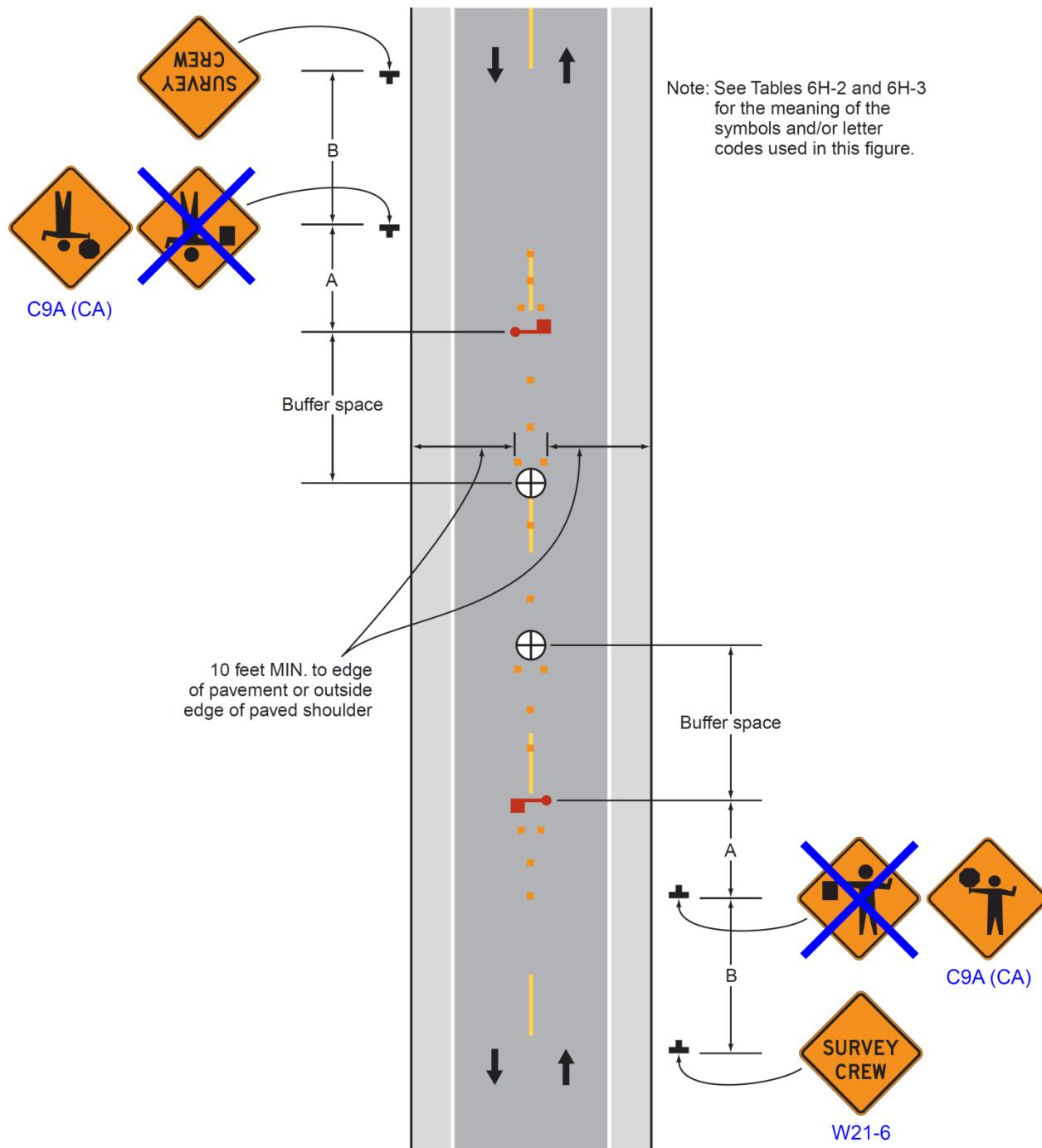
Option:

5. A high-level warning device may be used to protect a surveying device, such as a target on a tripod.
6. Cones may be omitted for a cross-section survey.
7. ROAD WORK AHEAD signs may be used in place of the SURVEY CREW AHEAD signs.
8. Flags may be used to call attention to the advance warning signs.
9. If the work is along the shoulder, the flagger may be omitted.
10. For a survey along the edge of the road or along the shoulder, cones may be placed along the edge line.
11. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

12. *When used, the BE PREPARED TO STOP sign should be located before after the Flagger symbol sign.*

Figure 6H-16. Surveying Along the Center Line of a Road with Low Traffic Volumes (TA-16)



Typical Application 16

Notes for Figure 6H-17—Typical Application 17 Mobile Operations on a Two-Lane Road

Standard:

- 1. Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.**
- 2. Shadow and work vehicles shall display high-intensity rotating, flashing, oscillating, or strobe lights.**
- 3. If an arrow board is used, it shall be used in the caution mode.**

Guidance:

- 4. Where practical and when needed, the work and shadow vehicles should pull over periodically to allow vehicular traffic to pass.*
- 5. Whenever adequate stopping sight distance exists to the rear, the shadow vehicle should maintain the minimum distance from the work vehicle and proceed at the same speed. The shadow vehicle should slow down in advance of vertical or horizontal curves that restrict sight distance.*
- 6. The shadow vehicles should also be equipped with two high-intensity flashing lights mounted on the rear, adjacent to the sign.*

Option:

7. The distance between the work and shadow vehicles may vary according to terrain, paint drying time, and other factors.
8. Additional shadow vehicles to warn and reduce the speed of oncoming or opposing vehicular traffic may be used. Law enforcement vehicles may be used for this purpose.
9. A truck-mounted attenuator may be used on the shadow vehicle or on the work vehicle.
10. If the work and shadow vehicles cannot pull over to allow vehicular traffic to pass frequently, a DO NOT PASS sign may be placed on the rear of the vehicle blocking the lane.

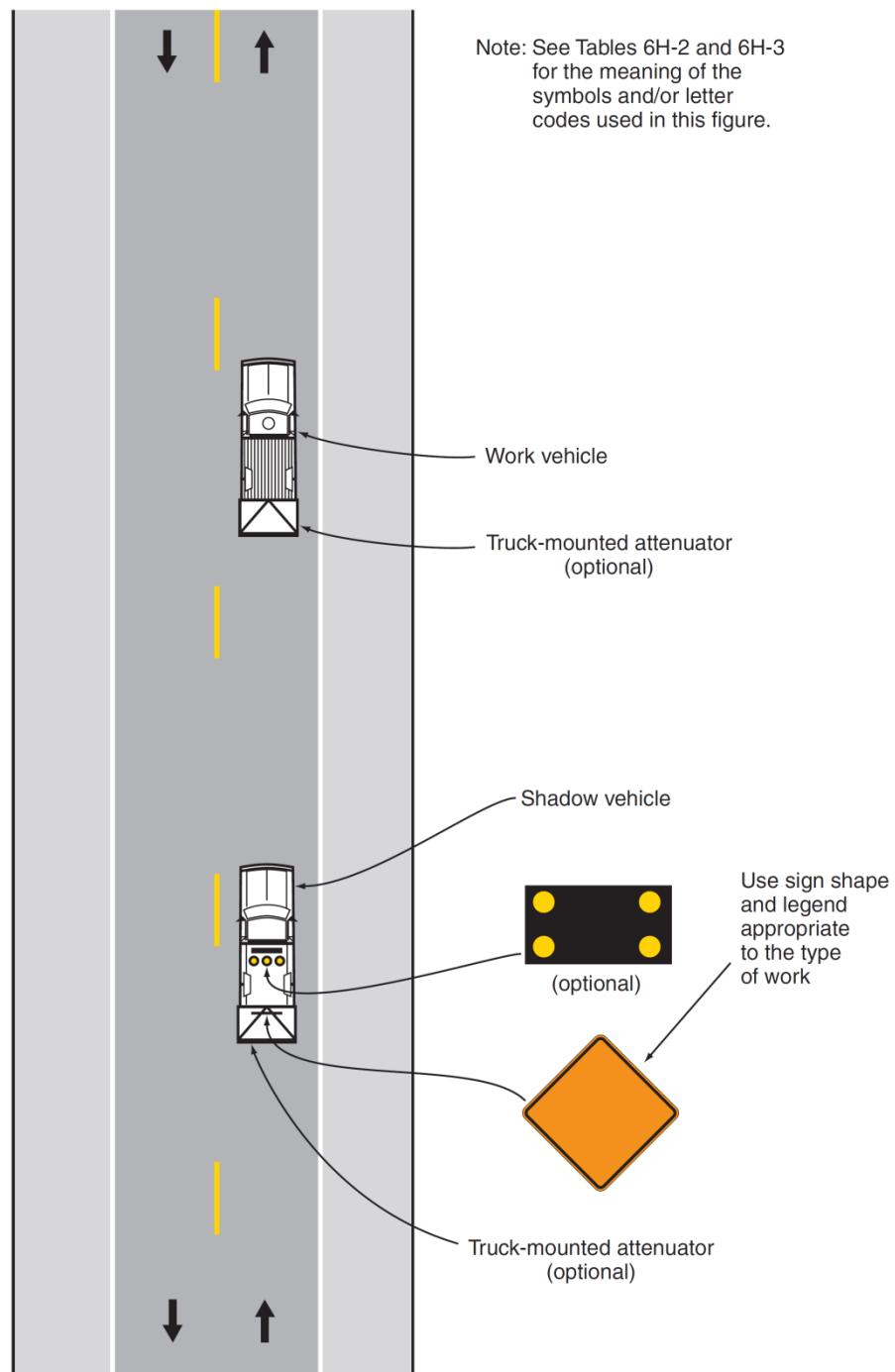
Support:

11. Shadow vehicles are used to warn motor vehicle traffic of the operation ahead.

Standard:

- 12. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**
- 13. This typical application shall not be used on State highways, Caltrans' Standard Plan T17 for moving lane closure shall be used instead. See Section 1A.11 for information regarding this publication.**

Figure 6H-17. Mobile Operations on a Two-Lane Road (TA-17)



Typical Application 17

Notes for Figure 6H-18—Typical Application 18 Lane Closure on a Minor Street

Standard:

- 1. This TTC shall be used only for low-speed facilities having low traffic volumes (Refer to Part 5, Section 5A.01).**

Option:

2. Where the work space is short, where road users can see the roadway beyond, and where volume is low, vehicular traffic may be self-regulating.

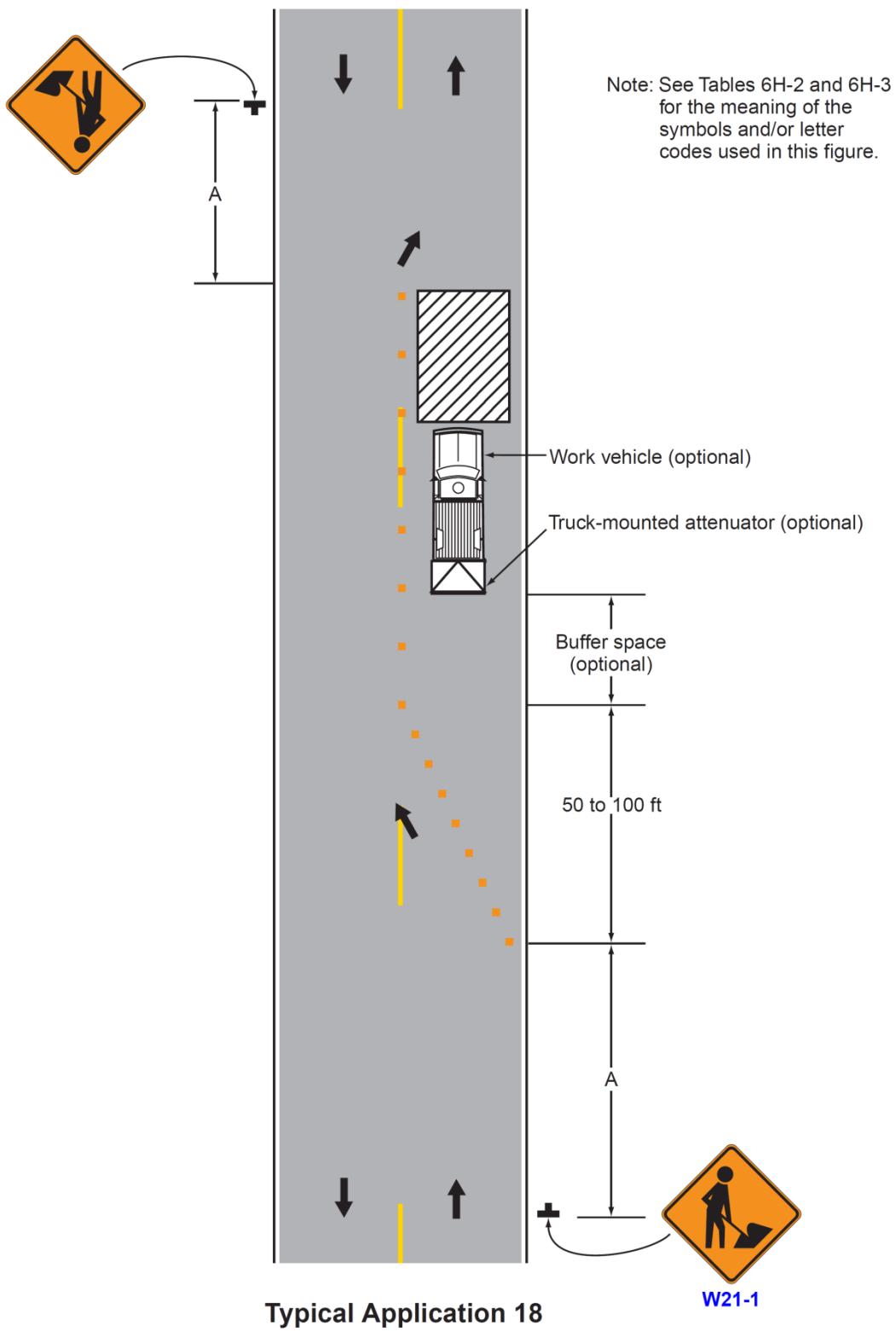
Standard:

- 3. Where vehicular traffic cannot effectively self-regulate, one or two flaggers shall be used as illustrated in Figure 6H-10 6H-10(CA).**

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. A truck-mounted attenuator may be used on the work vehicle and the shadow vehicle.

Figure 6H-18. Lane Closure on a Minor Street (TA-18)



Notes for Figure 6H-19—Typical Application 19 Detour for One Travel Direction

Guidance:

1. This plan should be used for streets without posted route numbers.
2. On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in advance of a turn.

Option:

3. The STREET CLOSED legend may be used in place of ROAD CLOSED.
4. Additional DO NOT ENTER signs may be used at intersections with intervening streets.
5. Warning lights may be used on Type 3 Barricades.
6. Detour signs may be located on the far side of intersections.
7. A Street Name sign may be mounted with the Detour sign. The Street Name sign may be either white on green or black on orange.

Standard:

- 8. When used, the Street Name sign shall be placed above the Detour sign.**

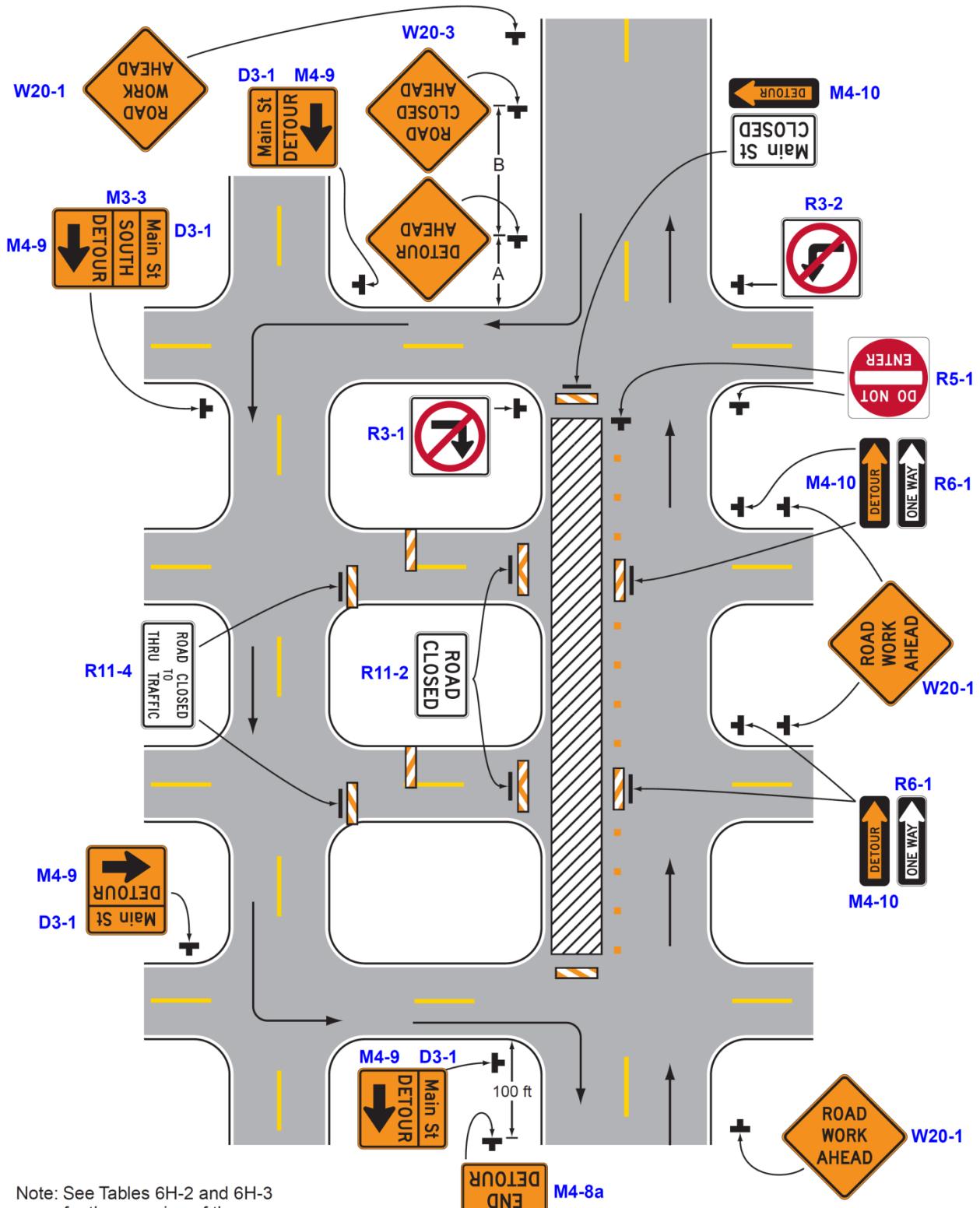
Guidance:

- 9. The DETOUR (M4-8) sign should be placed on tangent sections at intervals not to exceed 1300 feet and at major intersections.*

Option:

- 10. In urban areas, the M4-8 signs may be placed at every intersection.*

Figure 6H-19. Detour for One Travel Direction (TA-19)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 19

Notes for Figure 6H-20—Typical Application 20 Detour for a Closed Street

Guidance:

1. *This plan should be used for streets without posted route numbers.*
2. *On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in advance of a turn.*

Option:

3. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
4. Flashing warning lights may be used on Type 3 Barricades.
5. Detour signs may be located on the far side of intersections. A Detour sign with an advance arrow may be used in advance of a turn.
6. A Street Name sign may be mounted with the Detour sign. The Street Name sign may be either white on green or black on orange.

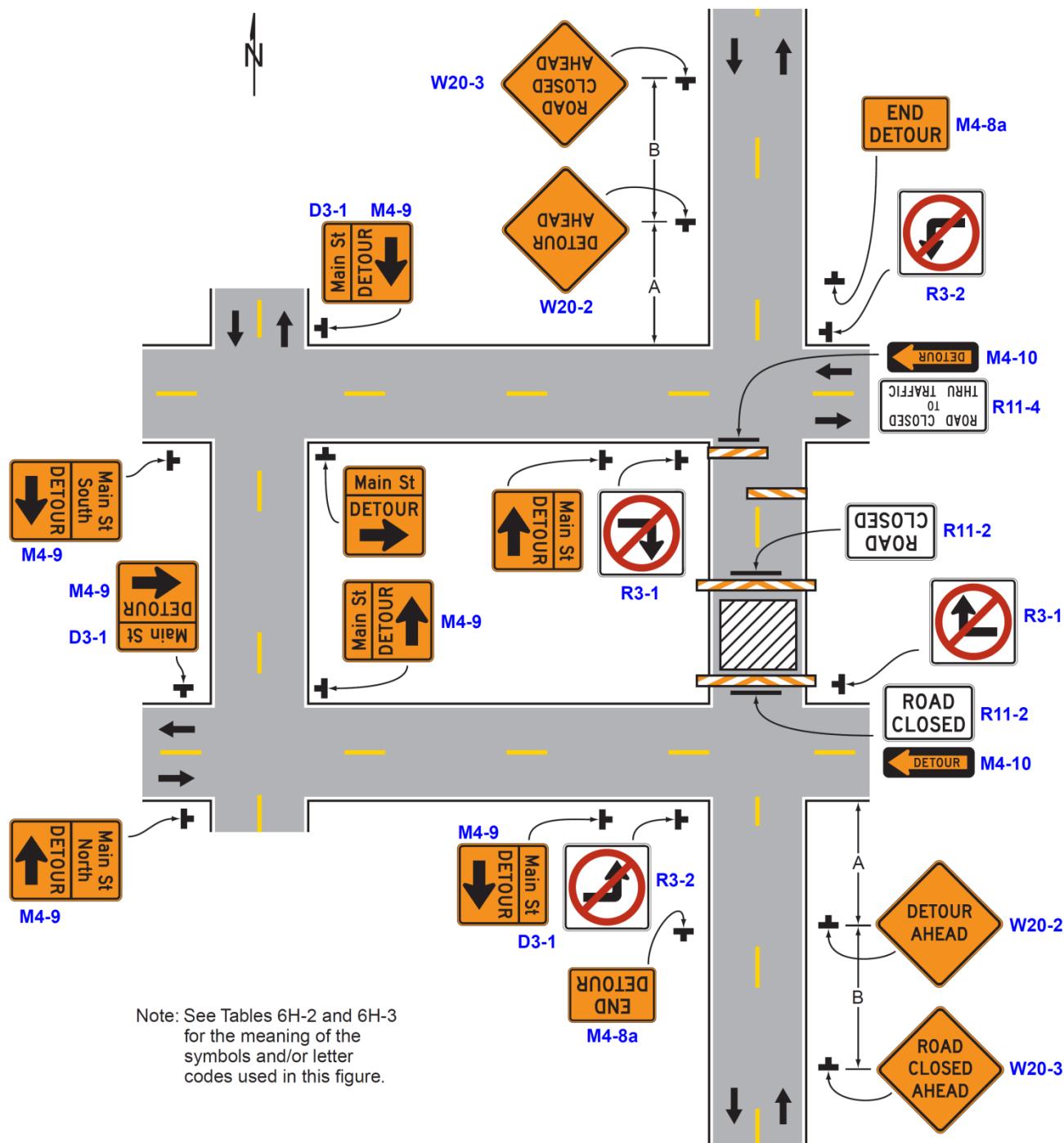
Standard:

7. **When used, the Street Name sign shall be placed above the Detour sign.**

Support:

8. See Figure 6H-9 for the information for detouring a numbered highway.

Figure 6H-20. Detour for a Closed Street (TA-20)



Typical Application 20

Notes for Figure 6H-21—Typical Application 21 Lane Closure on the Near Side of an Intersection

Standard:

- 1. The merging taper shall direct vehicular traffic into either the right-hand or left-hand lane, but not both.**

Guidance:

- 2. In this typical application, a left taper should be used so that right-turn movements will not impede through motor vehicle traffic. However, the reverse should be true for left-turn movements.*
- 3. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.*

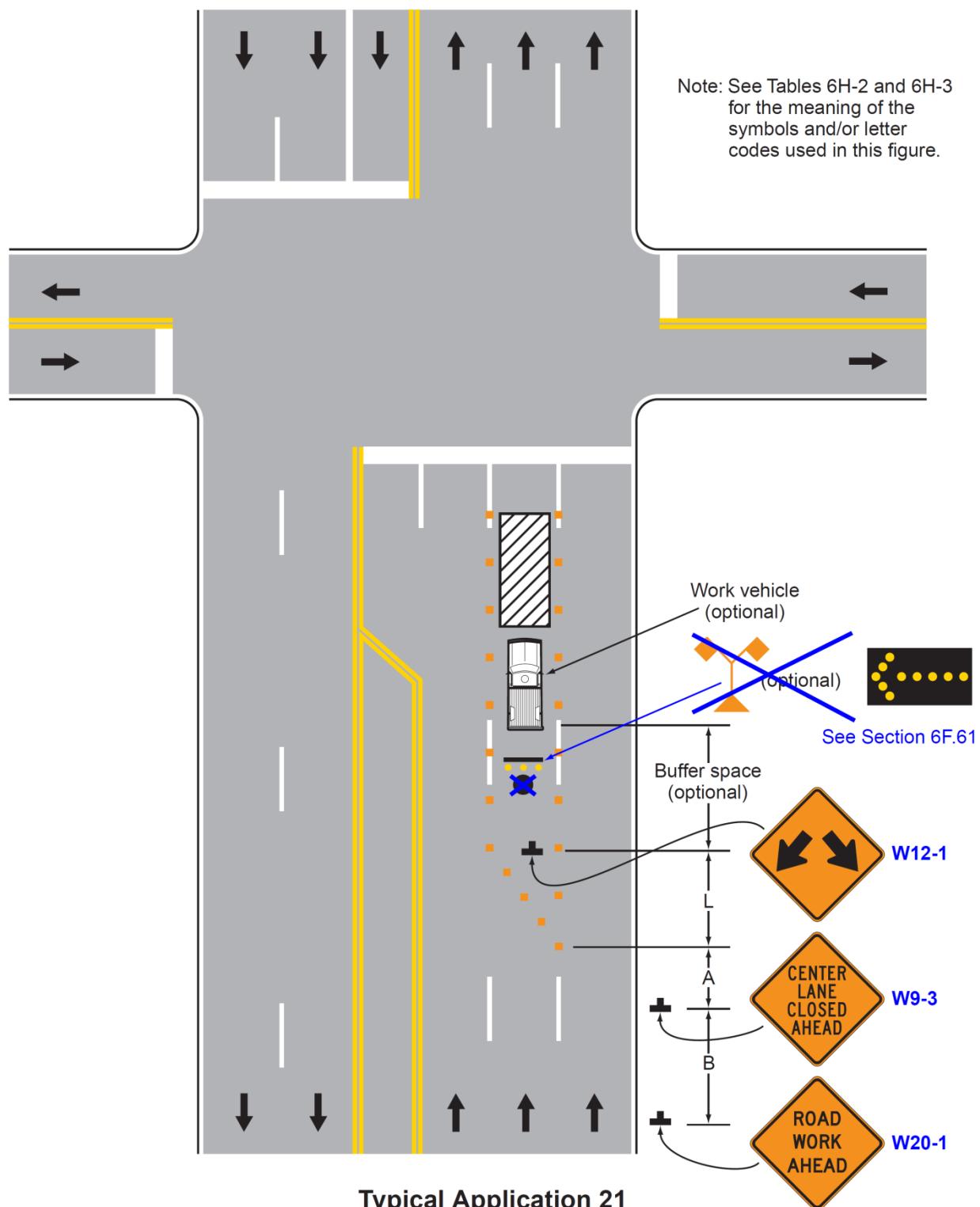
Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. A shadow vehicle with a truck-mounted attenuator may be used.
6. A work vehicle with high-intensity rotating, flashing, oscillating, or strobe lights may be used with the ~~high-level warning device~~ **arrow board**.
7. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

- 8. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6H-21. Lane Closure on the Near Side of an Intersection (TA-21)



Notes for Figure 6H-22, 6H-22A(CA) and 6H-22B(CA) —Typical Application 22 Right-Hand Lane Closure on the Far Side of an Intersection

Guidance:

1. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.

Option:

2. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a right-hand lane having significant right turning movements, then the right-hand lane may be restricted to right turns only, as shown. This procedure increases the through capacity by eliminating right turns from the open through lane.
3. For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through vehicular traffic.
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. Where the turning radius is large, it may be possible to create a right-turn island using channelizing devices or pavement markings.
6. See Figure 3B-14(CA) Page 3 of 3 for lane reduction markings. See Section 2C.40 for merge signs.

Support:

7. Figure 6H-22 is appropriate for short-term and intermediate-term duration where it is not appropriate to install temporary markings.
8. Figure 6H-22A(CA) is appropriate for long-term duration.
9. Figure 6H-22B(CA) is appropriate to avoid through movements from the right lane by first closing the right lane and then reopening it as a turn bay.

Figure 6H-22. Right-Hand Lane Closure on the Far Side of an Intersection (TA-22)

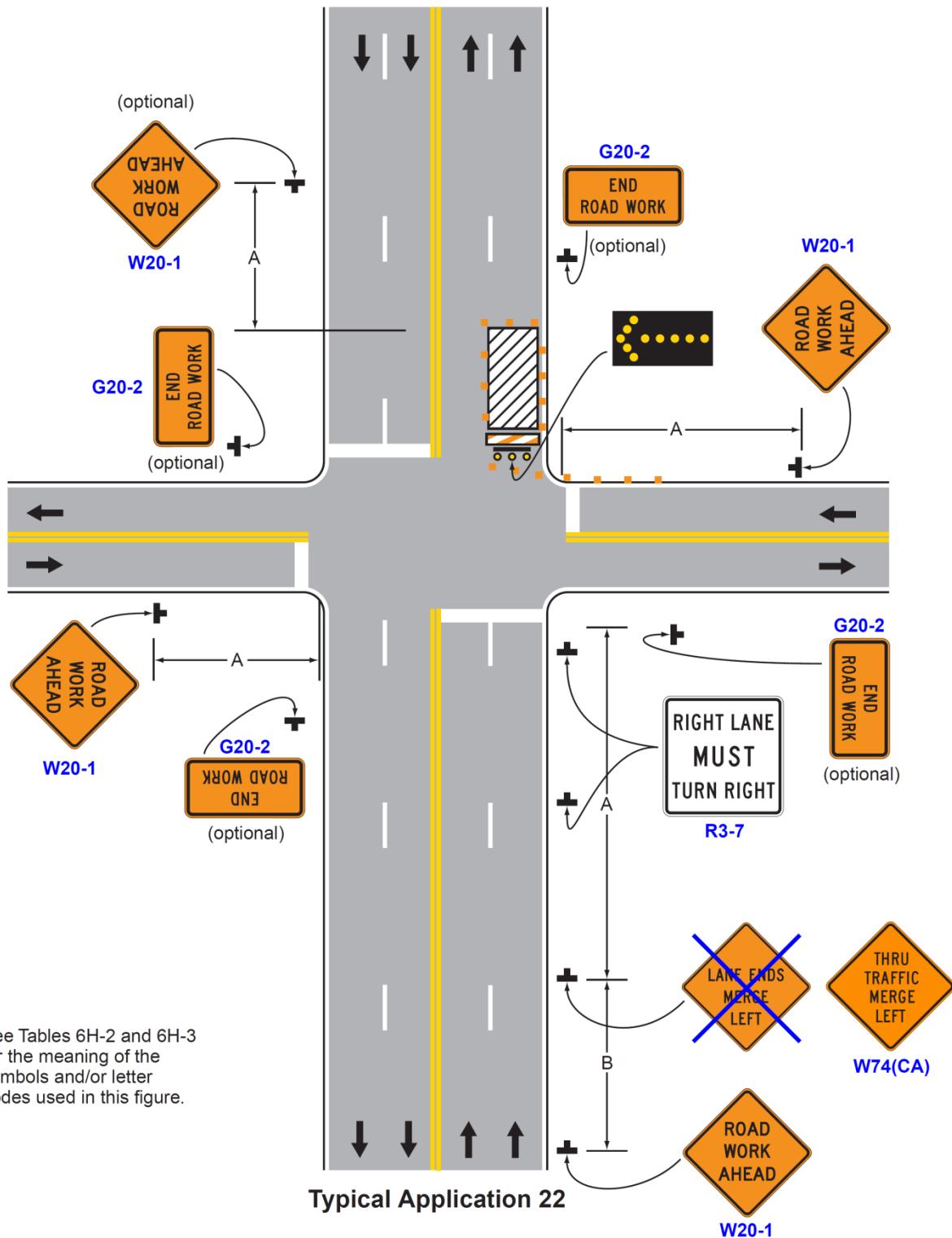


Figure 6H-22A(CA). Right-Hand Lane Closure on the Far Side of an Intersection (TA-22A (CA))

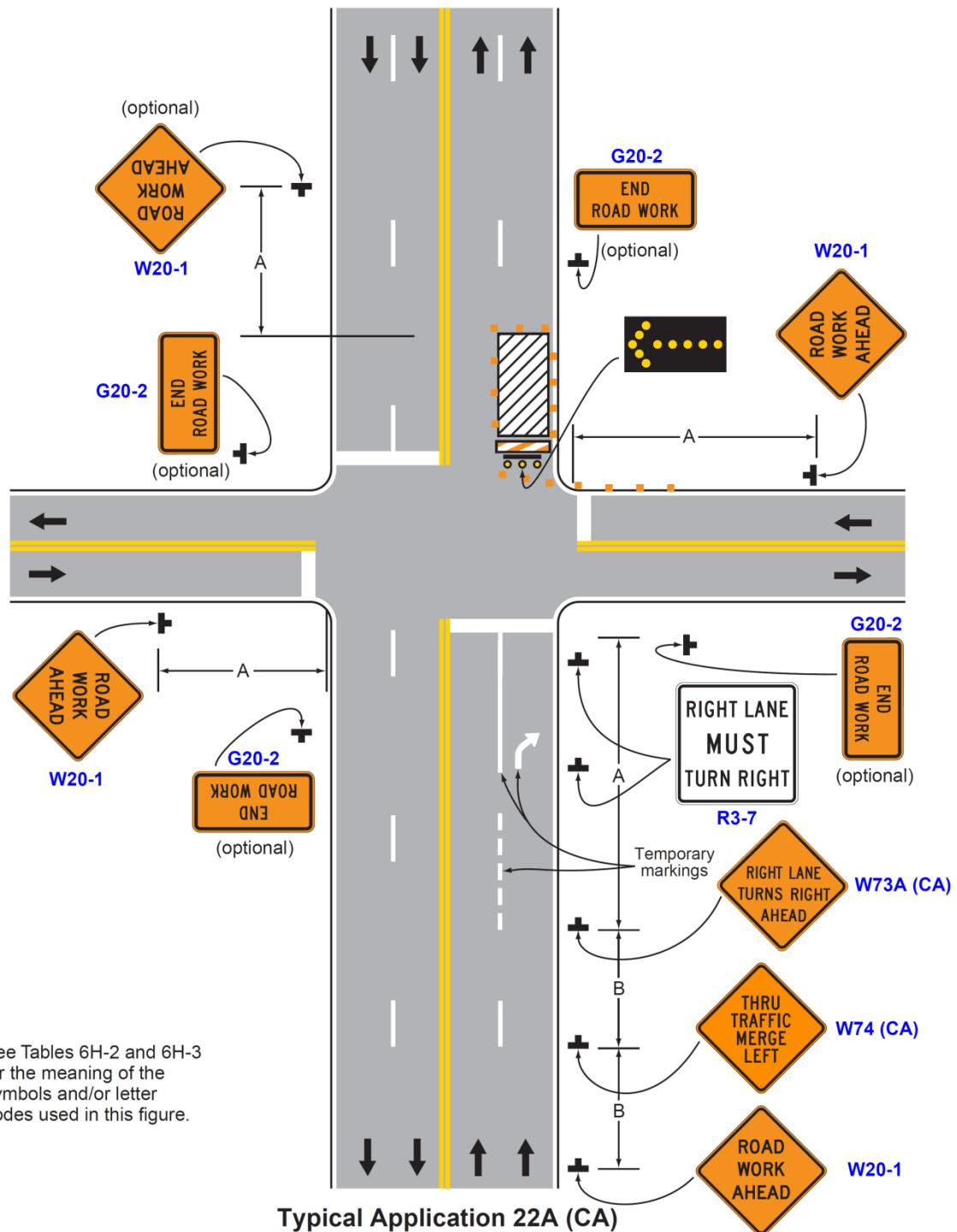
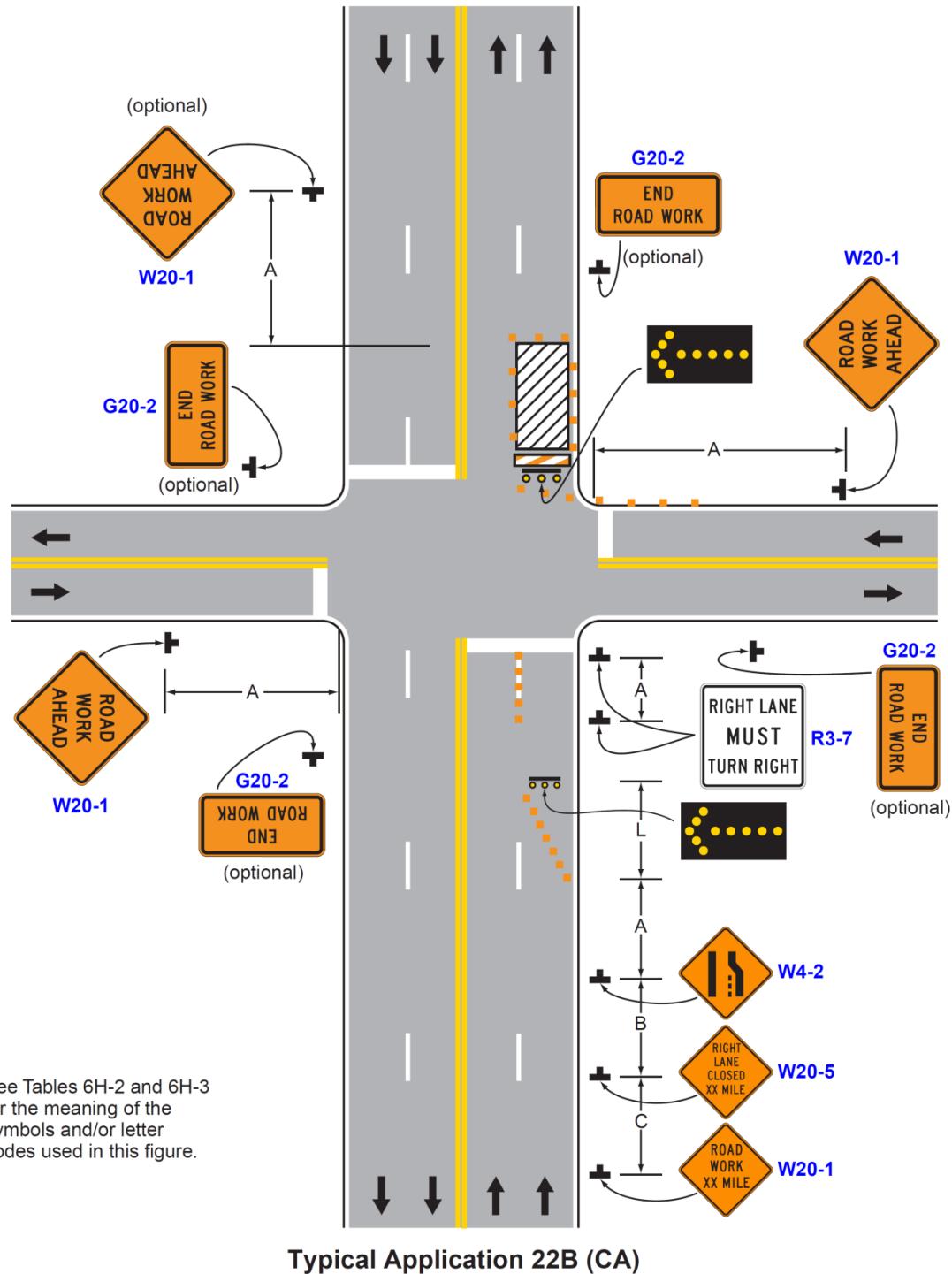


Figure 6H-22B(CA). Right-Hand Lane Closure on the Far Side of an Intersection (TA-22B (CA))



Notes for Figure 6H-23—Typical Application 23 Left-Hand Lane Closure on the Far Side of an Intersection

Guidance:

- 1. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.*

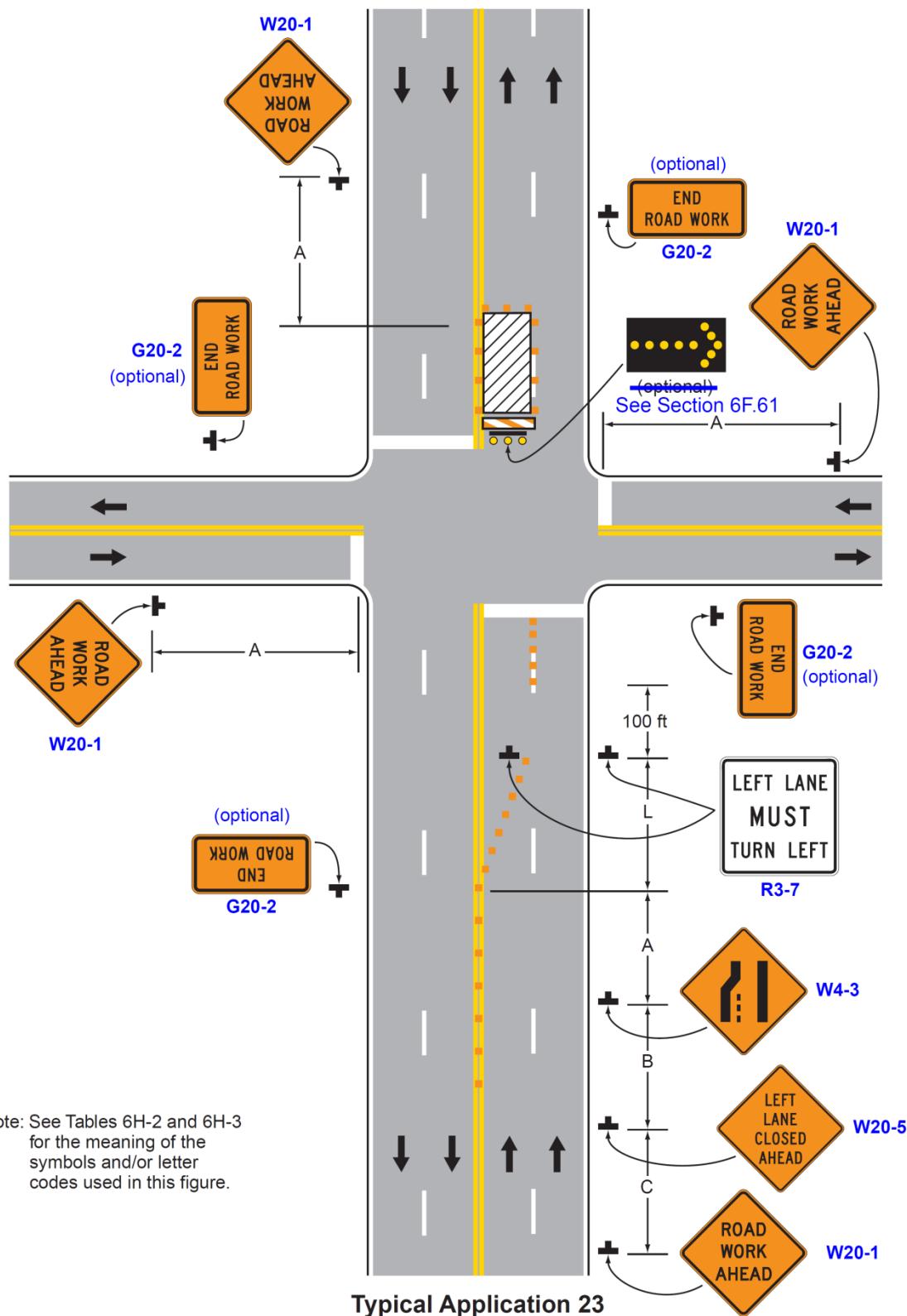
Option:

- 2. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.*
- 3. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a left lane having significant left-turning movements, then the left lane may be reopened as a turn bay for left turns only, as shown.*

Support:

- 4. By first closing off the left lane and then reopening it as a turn bay, the left-turn bay allows storage of turning vehicles so that the movement of through traffic is not impeded. A left-turn bay that is long enough to accommodate all turning vehicles during a traffic signal cycle will provide the maximum benefit for through traffic. Also, an island is created with channelizing devices that allows the LEFT LANE MUST TURN LEFT sign to be repeated on the left adjacent to the lane that it controls.*

Figure 6H-23. Left-Hand Lane Closure on the Far Side of an Intersection (TA-23)



Notes for Figure 6H-24 and 6H-24A(CA) —Typical Application 24 Half Road Closure on the Far Side of an Intersection

Guidance:

1. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.
2. When turn prohibitions are implemented, two turn prohibition signs should be used, one on the near side and, space permitting, one on the far side of the intersection.

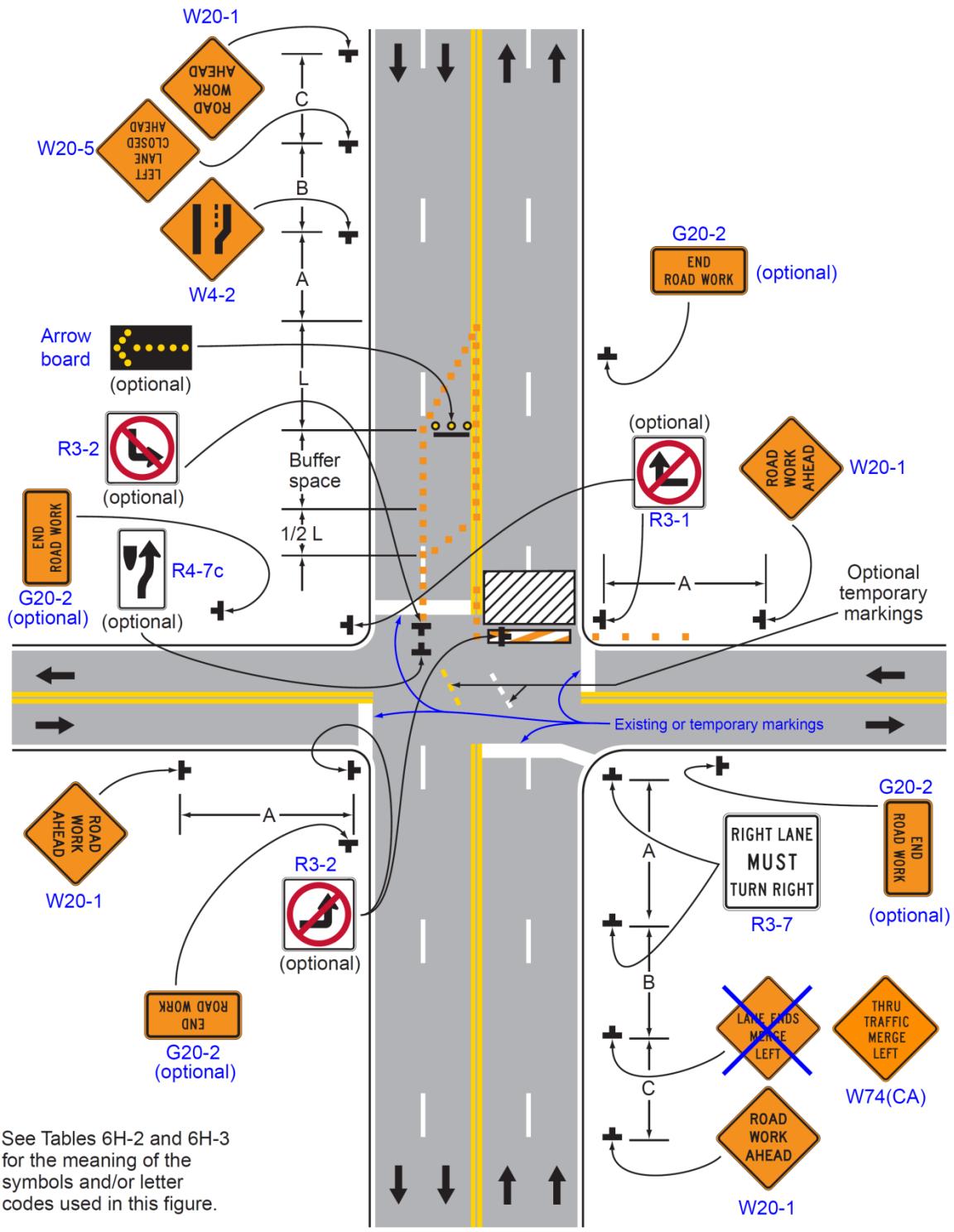
Option:

3. A buffer space may be used between opposing directions of vehicular traffic as shown in this application.
4. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, if there is a significant right-turning movement, then the right-hand lane may be restricted to right turns only, as shown.
5. Where the turning radius is large, a right-turn island using channelizing devices or pavement markings may be used.
6. There may be insufficient space to place the back-to-back Keep Right sign and No Left Turn symbol signs at the end of the row of channelizing devices separating opposing vehicular traffic flows. In this situation, the No Left Turn symbol sign may be placed on the right and the Keep Right sign may be omitted.
7. For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through vehicular traffic.
8. Flashing warning lights and/or flags may be used to call attention to advance warning signs.
9. Temporary pavement markings may be used to delineate the travel path through the intersection.

Support:

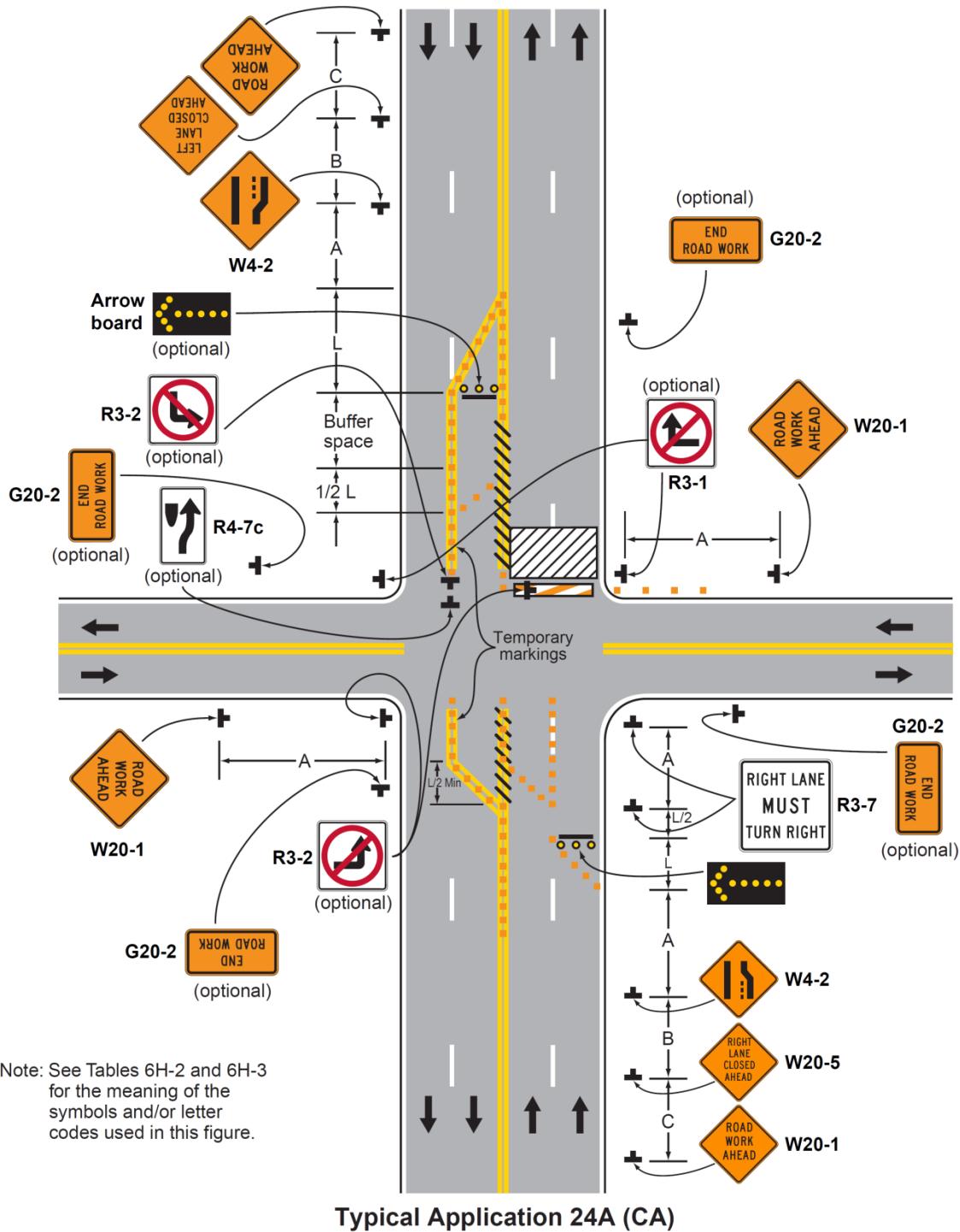
10. Keeping the right-hand lane open increases the through capacity by eliminating right turns from the open through lane.
11. A temporary turn island reinforces the nature of the temporary exclusive right-turn lane and enables a second RIGHT LANE MUST TURN RIGHT sign to be placed in the island.
12. Figure 6H-24 is appropriate for situations where the approach is stop-controlled (Stop sign and/or red flashing beacons) due to the abrupt transition through the intersection.
13. Figure 6H-24A(CA) is appropriate for situations where the approach is uncontrolled or controlled by traffic signals.

Figure 6H-24. Half Road Closure on the Far Side of an Intersection (TA-24)



Typical Application 24

Figure 6H-24A (CA). Half Road Closure on the Far Side of an Intersection (TA-24A(CA))



Notes for Figure 6H-25 and 6H-25A(CA) —Typical Application 25 Multiple Lane Closures at an Intersection

Guidance:

1. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.
2. If the left through lane is closed on the near-side approach, the LEFT LANE MUST TURN LEFT sign should be placed in the median to discourage through vehicular traffic from entering the left-turn bay.

Support:

3. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection ([see Figure 6H-25A\(CA\)](#)).

Option:

4. If the left-turning movement that normally uses the closed turn bay is small and/or the gaps in opposing vehicular traffic are frequent, left turns may be permitted on that approach.
5. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

Figure 6H-25. Multiple Lane Closures at an Intersection (TA-25)

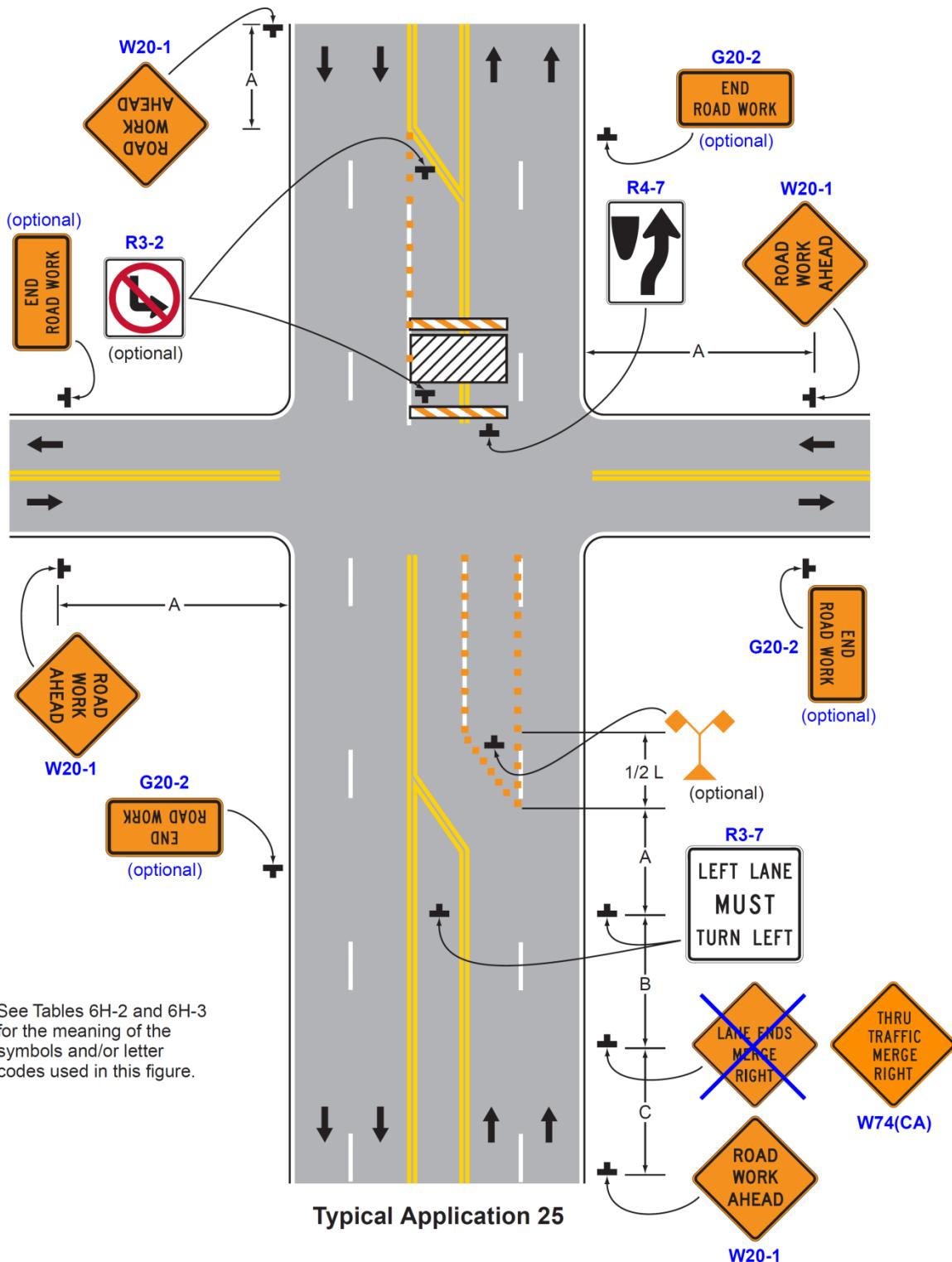
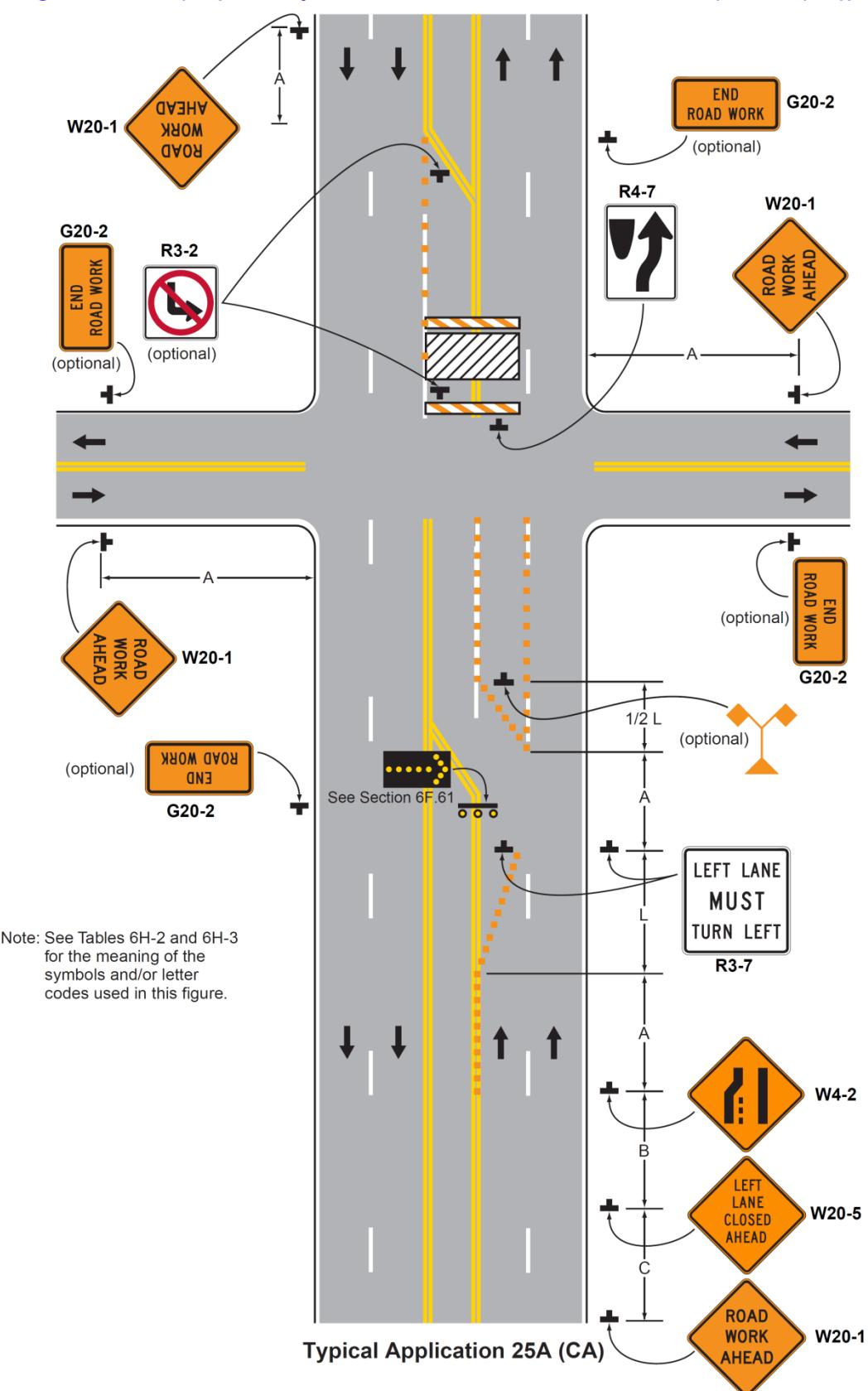


Figure 6H-25A (CA). Multiple Lane Closures at an Intersection (TA-25A(CA))



Notes for Figure 6H-26—Typical Application 26 Closure in the Center of an Intersection

Guidance:

- 1. All lanes should be a minimum of 10 feet in width as measured to the near face of the channelizing devices.*

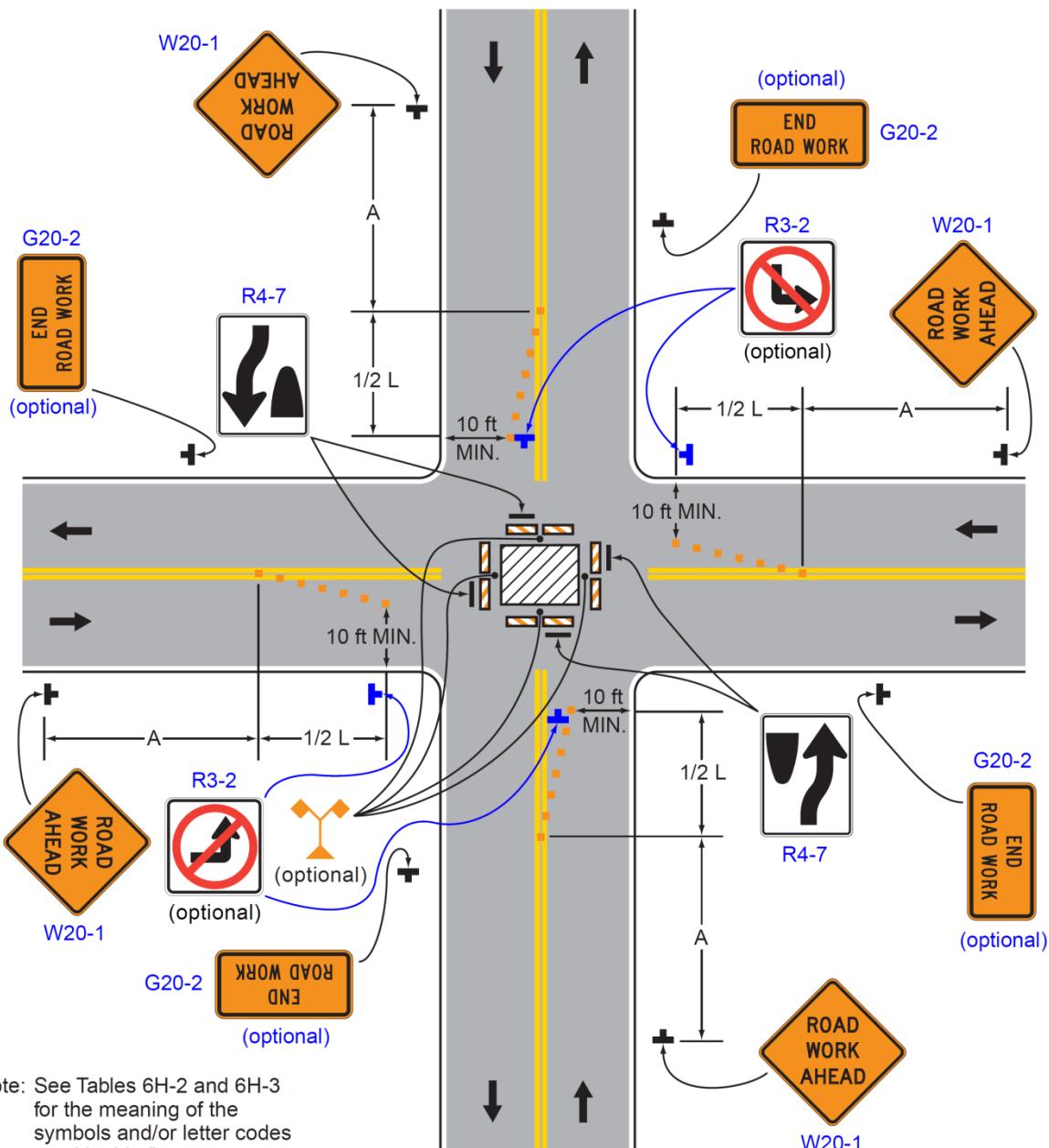
Option:

2. A high-level warning device may be placed in the work space, if there is sufficient room.
3. For short-term use on low-volume, low-speed roadways with vehicular traffic that does not include longer and wider heavy commercial vehicles, a minimum lane width of 9 feet may be used.
4. Flashing warning lights and/or flags may be used to call attention to advance warning signs.
5. Unless the streets are wide, it may be physically impossible to turn left, especially for large vehicles. Left turns may be prohibited as required by geometric conditions. If used, No Left Turn (R3-2) signs may be placed on left side of approaching traffic. If space is limited, the R3-2 signs may be placed on right side of approaching traffic.
6. For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
7. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

- 8. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6H-26. Closure in the Center of an Intersection (TA-26)



Notes for Figure 6H-27—Typical Application 27 Closure at the Side of an Intersection

Guidance:

1. *The situation depicted can be simplified by closing one or more of the intersection approaches. If this cannot be done, and/or when capacity is a problem, through vehicular traffic should be directed to other roads or streets.*
2. *Depending on road user conditions, flagger(s) or uniformed law enforcement officer(s) should be used to direct road users within the intersection.*

Standard:

- 3. At night, flagger stations shall be illuminated, except in emergencies.**

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. For short-duration work operations, the channelizing devices may be eliminated if a vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights is positioned in the work space.
6. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

7. *When used, the BE PREPARED TO STOP sign should be located before after the Flagger symbol sign.*
8. *ONE LANE ROAD AHEAD signs should also be used to provide adequate advance warning.*

Support:

9. Turns can be prohibited as required by vehicular traffic conditions. Unless the streets are wide, it might be physically impossible to make certain turns, especially for large vehicles.

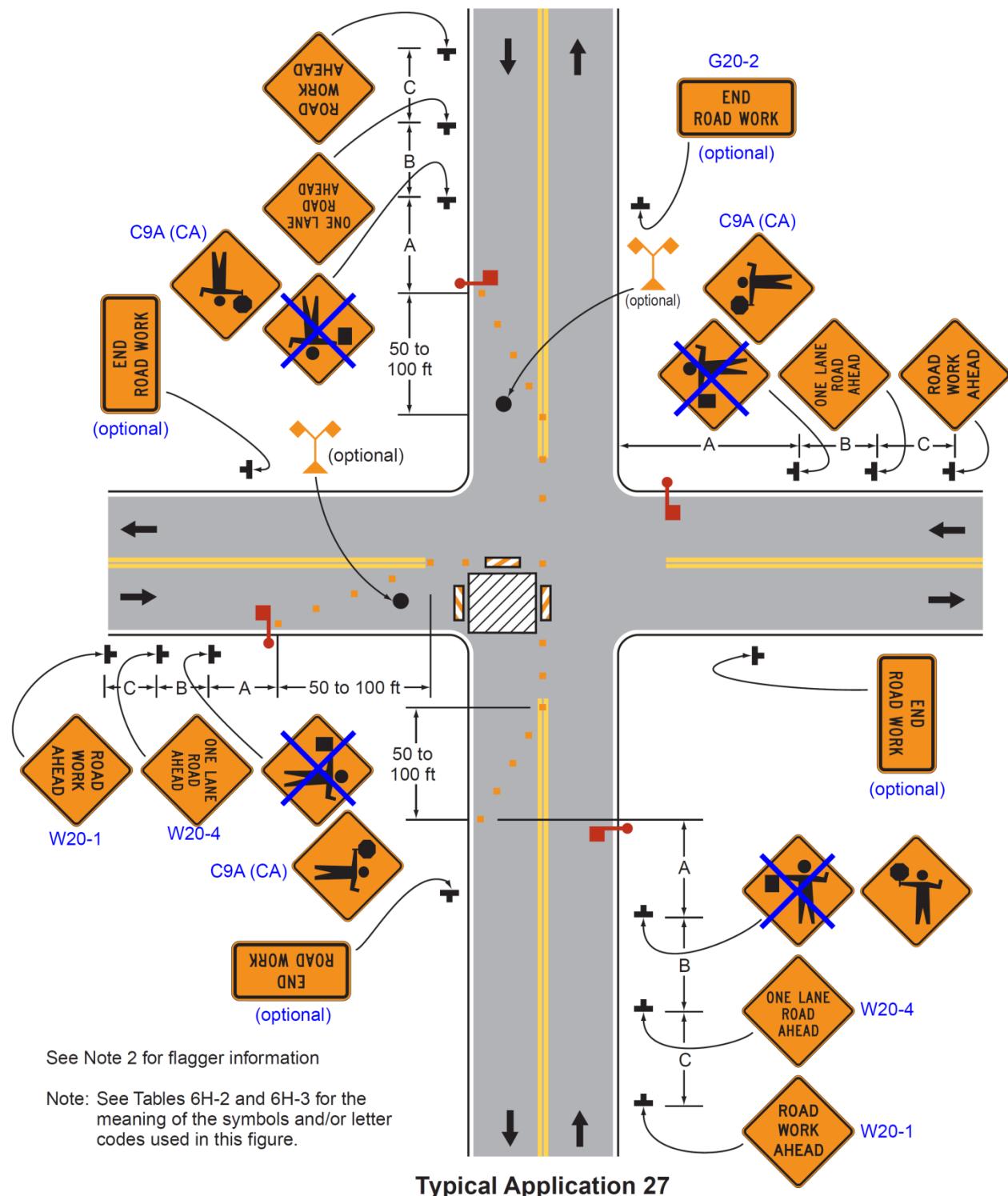
Option:

10. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

- 11. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6H-27. Closure at the Side of an Intersection (TA-27)



Notes for Figure 6H-28—Typical Application 28 Sidewalk Detour or Diversion

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.**

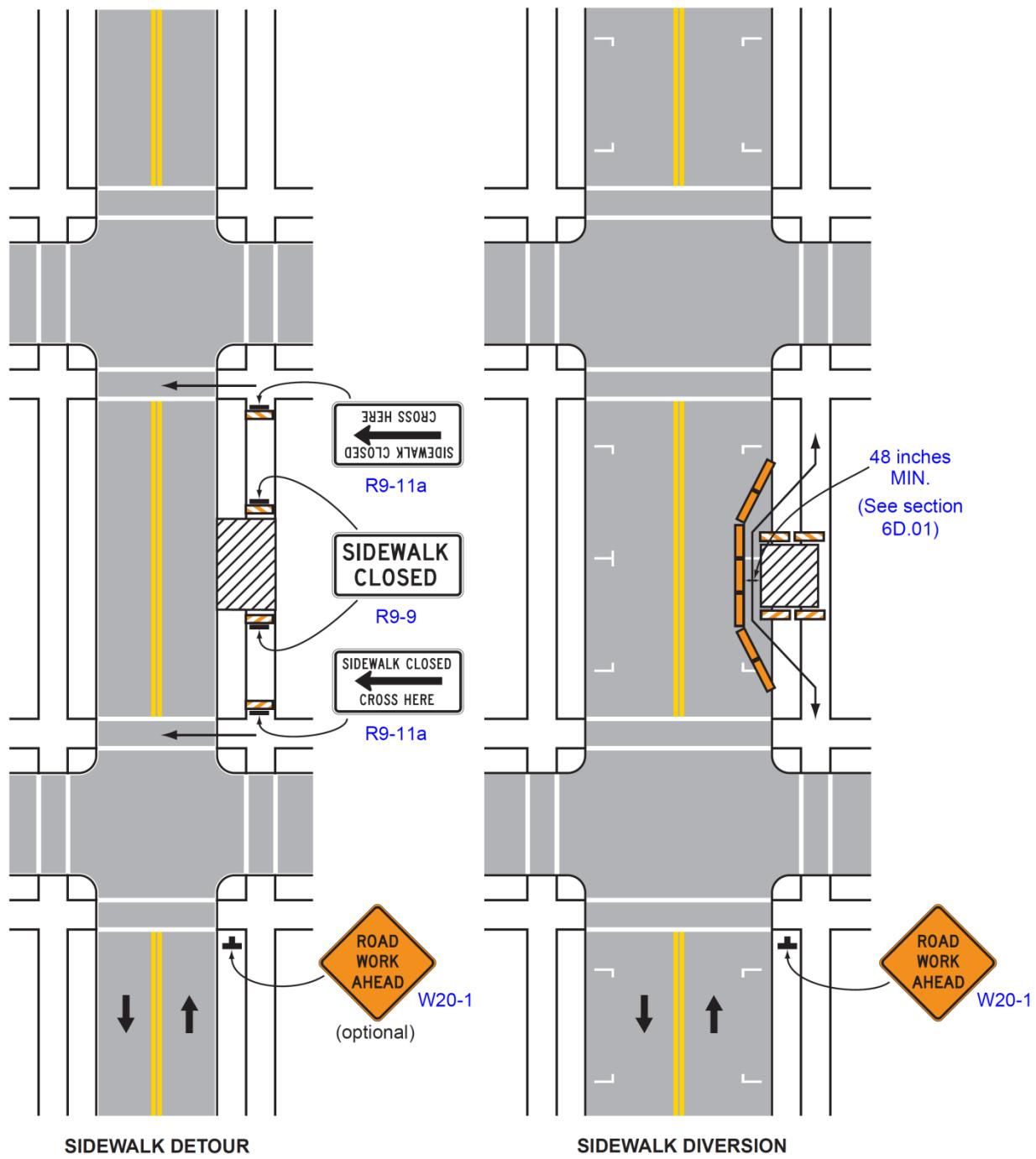
Guidance:

- 2. Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from vehicular traffic.*
- 3. Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.*

Option:

4. Street lighting may be considered.
5. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS signs, may be used to control vehicular traffic.
6. For nighttime closures, Type A Flashing warning lights may be used on barricades that support signs and close sidewalks.
7. Type C Steady-Burn or Type D 360-degree Steady-Burn warning lights may be used on channelizing devices separating the temporary sidewalks from vehicular traffic flow.
8. Signs, such as KEEP RIGHT (LEFT), may be placed along a temporary sidewalk to guide or direct pedestrians.

Figure 6H-28. Sidewalk Detour or Diversion (TA-28)



Typical Application 28

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Notes for Figure 6H-29—Typical Application 29 Crosswalk Closures and Pedestrian Detours

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.
2. ~~Curb parking shall be prohibited for at least 50 feet in advance of the midblock crosswalk.~~

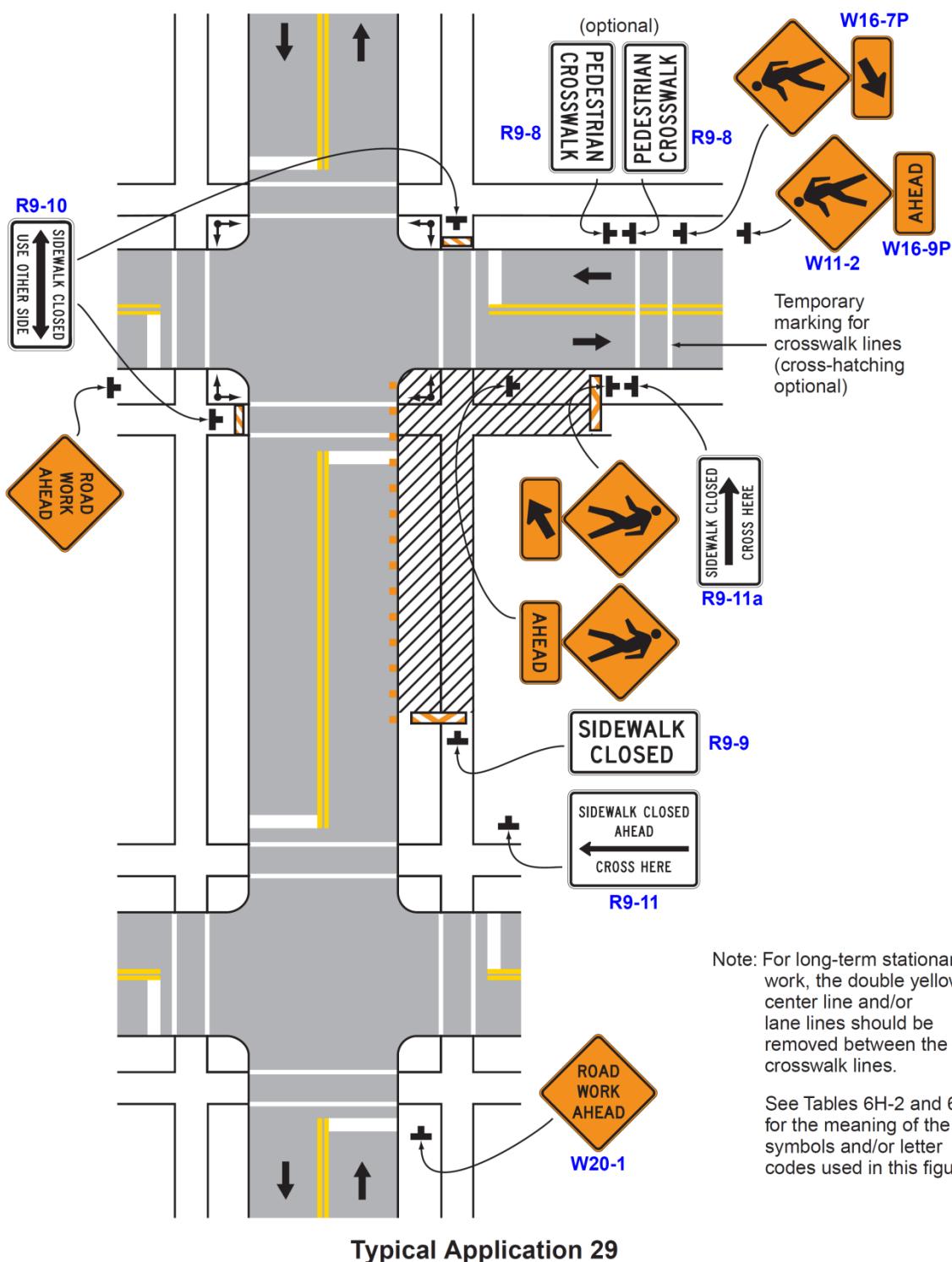
Guidance:

2. *Parking should be prohibited in advance of mid-block crosswalks. Mid-block crosswalks should be avoided, when possible. See Section 3B.18.*
3. *Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.*
4. *Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.*

Option:

5. Street lighting may be considered.
6. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS signs, may be used to control vehicular traffic.
7. For nighttime closures, Type A Flashing warning lights may be used on barricades supporting signs and closing sidewalks.
8. Type C Steady-Burn or Type D 360-degree Steady-Burn warning lights may be used on channelizing devices separating the work space from vehicular traffic.
9. In order to maintain the systematic use of the fluorescent yellow-green background for pedestrian, bicycle, and school warning signs in a jurisdiction, the fluorescent yellow-green background for pedestrian, bicycle, and school warning signs may be used in TTC zones.

Figure 6H-29. Crosswalk Closures and Pedestrian Detours (TA-29)



Notes for Figure 6H-30—Typical Application 30 Interior Lane Closure on a Multi-Lane Street

Guidance:

1. This information applies to low-speed, low-volume urban streets. Where speed or volume is higher, additional signing such as LEFT LANE CLOSED XX FT should be used between the signs shown.

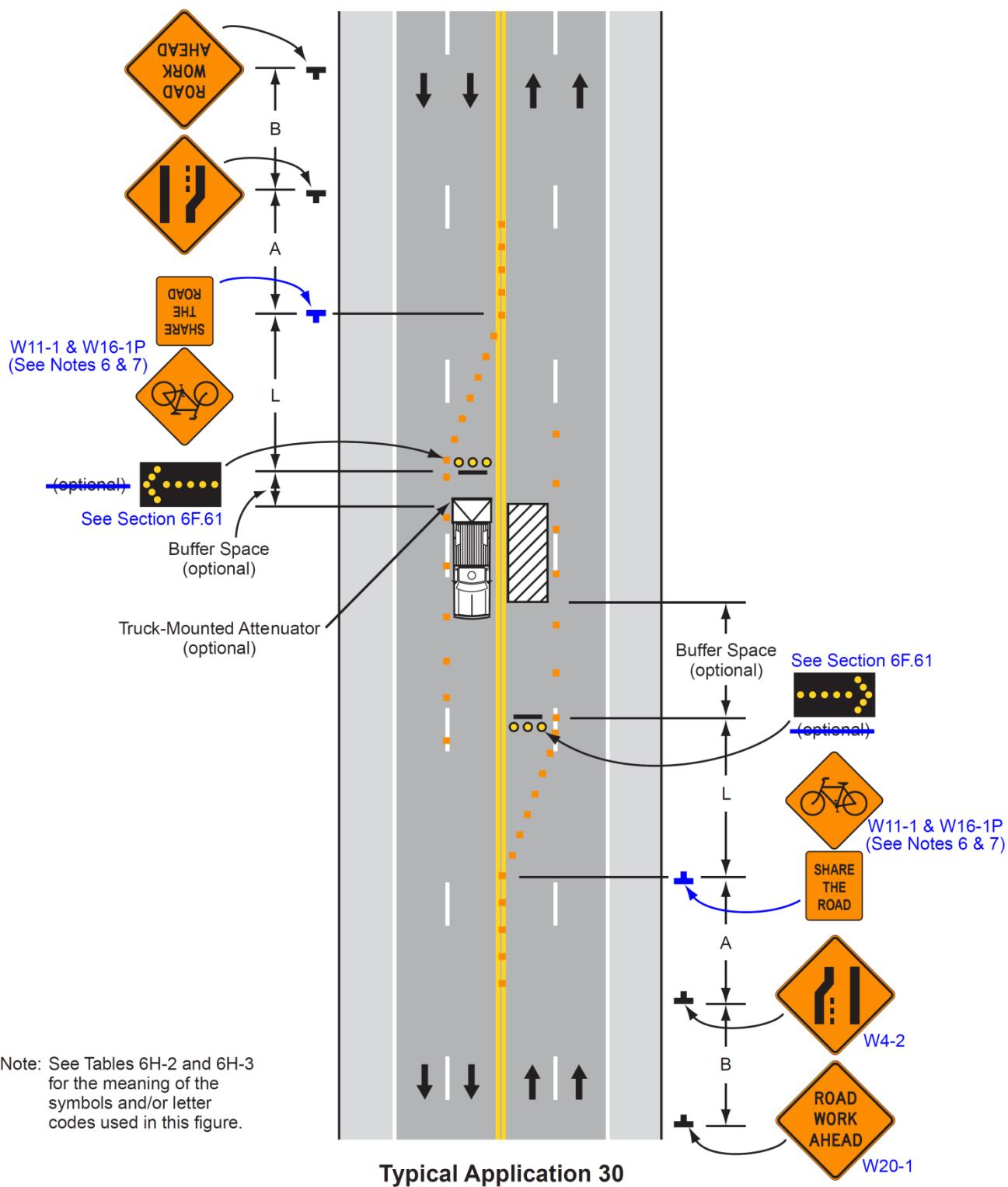
Option:

2. The closure of the adjacent interior lane in the opposing direction may not be necessary, depending upon the activity being performed and the work space needed for the operation.
3. Shadow vehicles with a truck-mounted attenuator may be used.
4. The RIGHT (LEFT) LANE(S) CLOSED (W20-5 or C20(CA)) sign may be used instead of the Lane Reduction (W4-2) sign.

Guidance:

5. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.
6. When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02) and the roadway width is inadequate for allowing bicyclists and motor vehicles to travel side by side, the Bicycle Crossing (W11-1) sign and the SHARE THE ROAD (W16-1P) plaque should be used to advise motorists of the presence of bicyclists in the travel way lanes.
7. If bicyclists are able to use the shoulder throughout the TTC zone, the Bicycle Crossing (W11-1) sign and the SHARE THE ROAD (W16-1P) plaque should be omitted.

Figure 6H-30. Interior Lane Closure on Multi-lane Street (TA-30)



Notes for Figure 6H-31 —Typical Application 31 Lane Closure on a Street with Uneven Directional Volumes

Standard:

1. The illustrated information shall be used only when the vehicular traffic volume indicates that two lanes of vehicular traffic shall be maintained in the direction of travel for which one lane is closed.

Option:

2. The procedure may be used during a peak period of vehicular traffic and then changed to provide two lanes in the other direction for the other peak.

Guidance:

3. For high speeds, a LEFT LANE CLOSED XX FT sign should be added for vehicular traffic approaching the lane closure, as shown in Figure 6H-32-6H-32(CA).
4. 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 $1/2 S$ feet where S is the speed in mph. Temporary markings should be installed where needed. The spacing of channelizing devices should not exceed the maximum distances shown in Table 6F-101(CA). Refer to Section 6F.63 for spacing of channelizing devices.
5. If the lane shift has curves with recommended speeds of 30 mph or less, Reverse Turn signs should be used.
6. Where the shifted section is long, a Reverse Curve sign should be used to show the initial shift and a second sign should be used to show the return to the normal alignment.
7. If the tangent distance along the temporary diversion is less than 600 feet, the Double Reverse Curve sign should be used at the location of the first Two Lane Reverse Curve sign. The second Two Lane Reverse Curve sign should be omitted. Use the Reverse Curve (W1-4) signs for both locations instead of the Double Reverse Curve or Two Lane Reverse Curve signs.

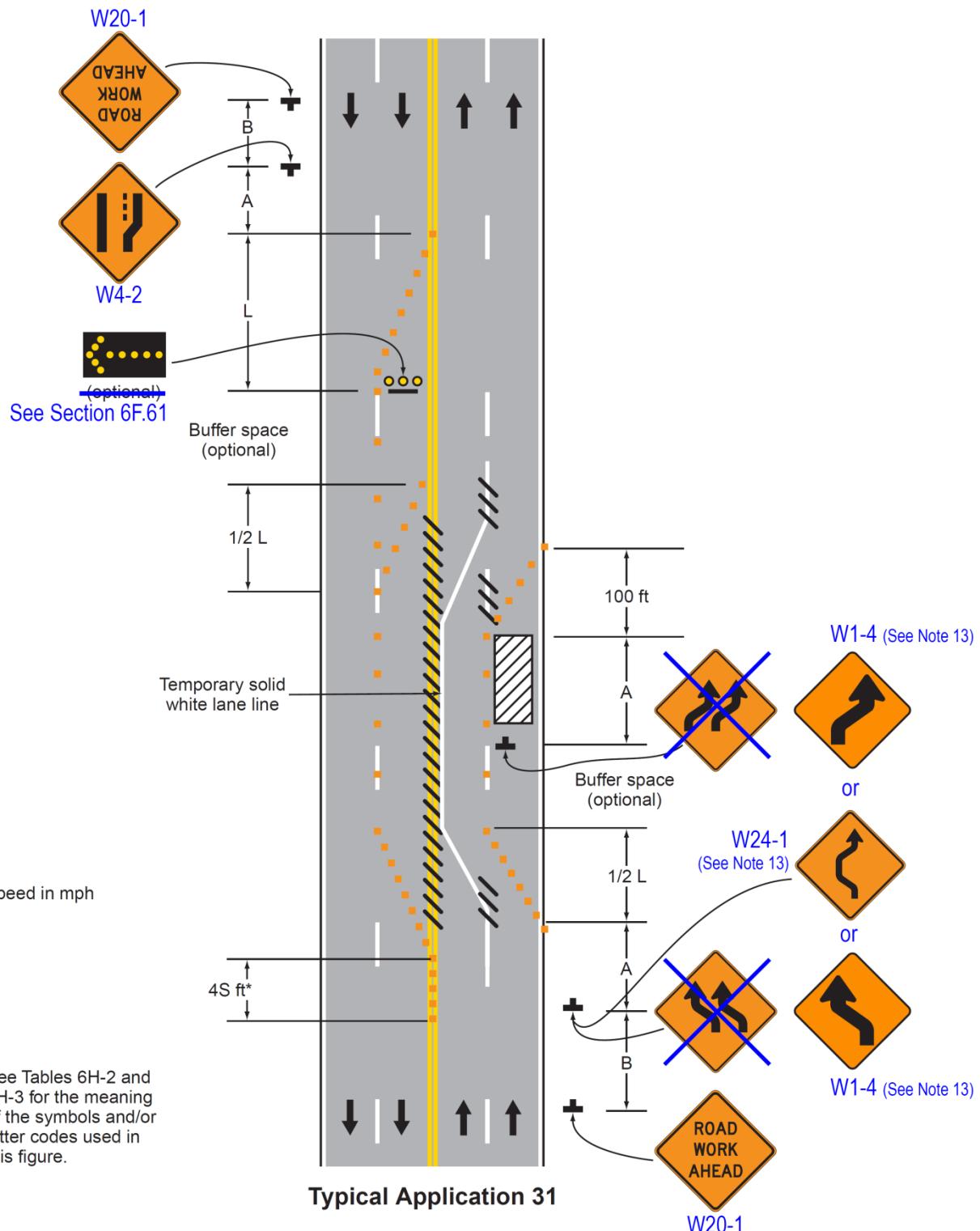
Standard:

8. ~~The number of lanes illustrated on the Reverse Curve or Double Reverse Curve signs shall be the same as the number of through lanes available to road users, and the direction of the reverse curves shall be appropriately illustrated. Curve warning signs with multiple arrows shall not be used in California. Only W1-3, W1-4 and W24-1 signs shall be used.~~

Option:

9. A longitudinal buffer space may be used in the activity area to separate opposing vehicular traffic.
10. Where two or more lanes are being shifted, a W1-4 (or W1-3) sign with an ALL LANES (W24-1cP) plaque (see Figure 6F-4) may be used instead of a sign that illustrates the number of lanes.
11. Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.
12. A work vehicle or a shadow vehicle may be equipped with a truck-mounted attenuator.
13. When recommended speeds are the same for each curve, one Double Reverse Curve (W24-1) sign may be used, instead of two Reverse Curve (W1-4) signs, in advance of the first curve.

Figure 6H-31. Lane Closures on a Street with Uneven Directional Volumes (TA-31)



Notes for Figure 6H-32 6H-32(CA) —Typical Application 32 Half Road Closure on a Multi-Lane, High-Speed Highway

Standard:

1. Pavement markings no longer applicable shall be removed or obliterated as soon as practical. Except for intermediate-term and short-term situations, temporary markings shall be provided to clearly delineate the temporary travel path. For short-term and intermediate-term situations where it is not feasible to remove and restore pavement markings, channelization shall be made dominant by using a very close device spacing.

Guidance:

2. When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.
3. Where channelizing devices are used instead of pavement markings, the maximum spacing should be $1/2 S$ feet where S is the speed in mph. The spacing of channelizing devices should not exceed the maximum distances shown in Table 6F-101(CA). Refer to Section 6F.63 for spacing of channelizing devices.
4. If the tangent distance along the temporary diversion is less than 600 feet, a Double Reverse Curve sign should be used instead of the first Reverse Curve sign, and the second Reverse Curve sign should be omitted.

Option:

5. Warning lights may be used to supplement channelizing devices at night.
6. A truck-mounted attenuator may be used on the work vehicle and/or the shadow vehicle.

Support:

7. See Section 6F.106(CA) for use of the Slow For The Cone Zone (SC19(CA) and SC20(CA)) Signs.

Guidance:

8. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.
9. If bicyclists are able to use the shoulder throughout the TTC zone, the Bicycle Crossing (W11-1) sign should be used and the SHARE THE ROAD (W16-1P) plaque should be omitted.
10. The speeds used for the shoulder taper calculations should be of bicyclists in the project vicinity or if a special event such as a bike race, the expected speed of bicyclists approaching the TTC zone.
11. If bicyclists are sharing the traveled way lanes with motorists, speed reduction countermeasures should be used to reduce traffic speeds in the TTC zone. Refer to Sections 6C.01 and 6D.03.
12. When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02) and the roadway width is inadequate for allowing bicyclists and motor vehicles to travel side by side, the Bicycle Crossing (W11-1) sign and the SHARE THE ROAD (W16-1P) plaque should be used to advise motorists of the presence of bicyclists in the travel way lanes.

Figure 6H-32. Half Road Closure on a Multi-Lane, High-Speed Highway (TA-32)

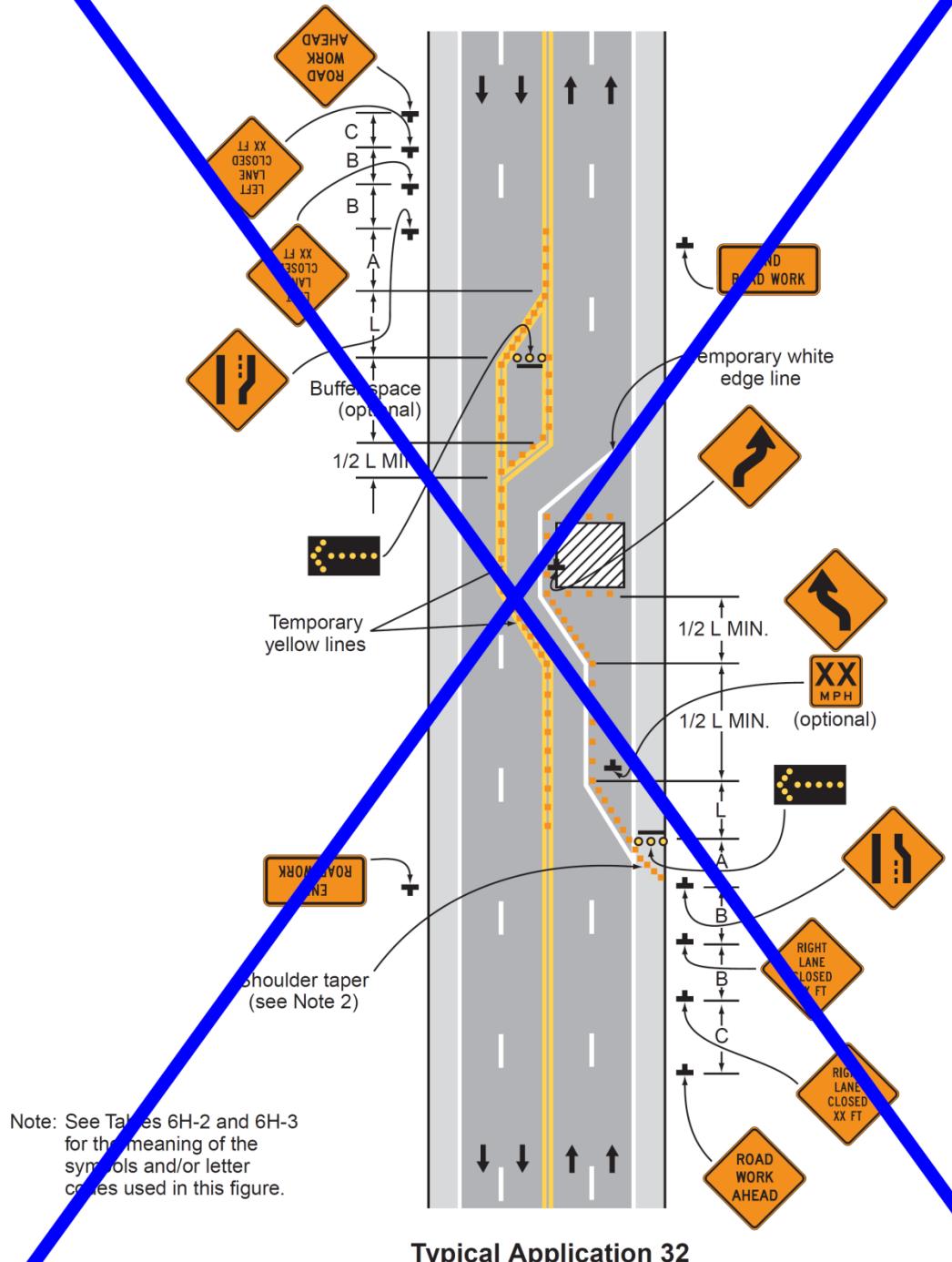
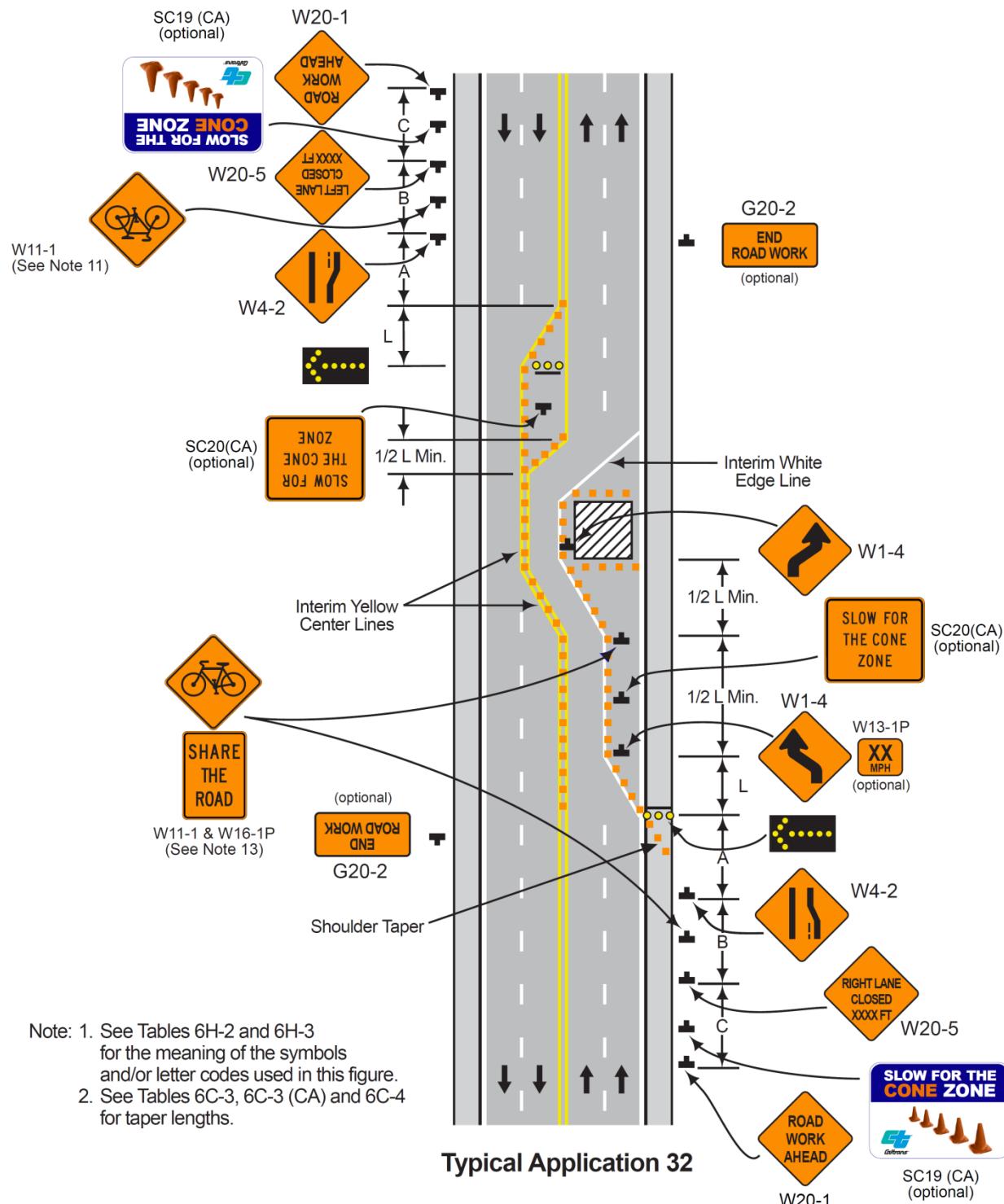


Figure 6H-32 (CA). Half Road Closure on a Multilane, High-Speed Highway (TA-32)



Note: 1. See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.
 2. See Tables 6C-3, 6C-3 (CA) and 6C-4 for taper lengths.

Notes for Figure 6H-33 —Typical Application 33 Stationary Lane Closure on a Divided Highway

Standard:

1. This information also shall be used when work is being performed in the lane adjacent to the median on a divided highway. In this case, the LEFT LANE CLOSED signs and the corresponding Lane Ends signs shall be substituted.
2. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.

Guidance:

3. When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.

Option:

4. A truck-mounted attenuator may be used on the work vehicle and/or shadow vehicle.

Support:

5. Where conditions permit, restricting all vehicles, equipment, workers, and their activities to one side of the roadway might be advantageous.

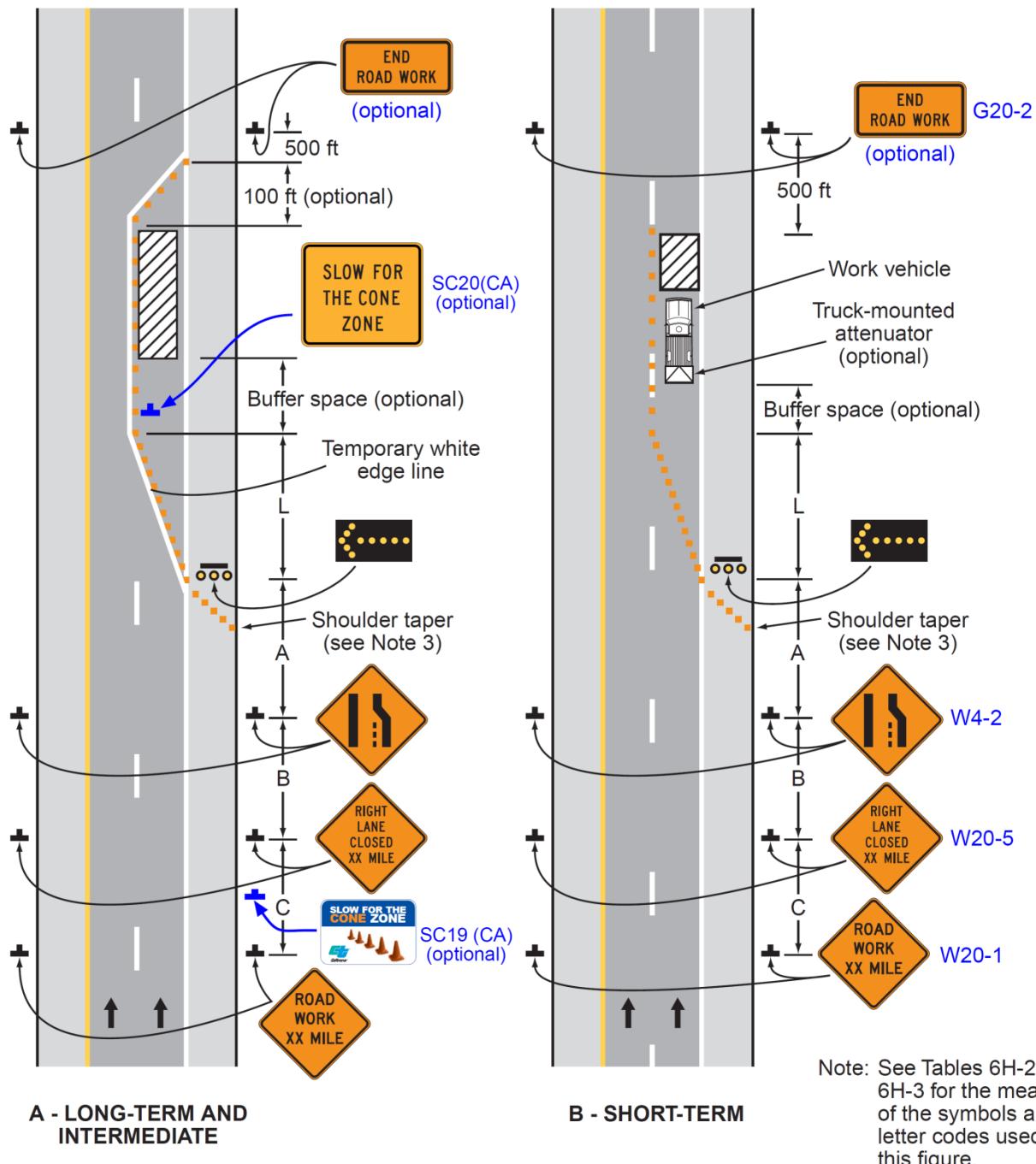
Standard:

6. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.

Support:

7. See Section 6F.106(CA) for use of the Slow For The Cone Zone (SC19(CA) and SC20(CA)) Signs.

Figure 6H-33. Stationary Lane Closure on a Divided Highway (TA-33)



Typical Application 33

Notes for Figure 6H-34—Typical Application 34 Lane Closure with a Temporary Traffic Barrier

Standard:

1. This information also shall be used when work is being performed in the lane adjacent to the median on a divided highway. In this case, the LEFT LANE CLOSED signs and the corresponding Lane Ends signs shall be substituted.

Guidance:

2. For long-term lane closures on facilities with permanent edge lines, a temporary edge line should be installed from the upstream end of the merging taper to the downstream end of the downstream taper, and conflicting pavement markings should be removed.
3. The use of a barrier should be based on engineering judgment.

Standard:

4. Temporary traffic barriers, if used, shall comply with the provisions of Section 6F.85.
5. The barrier shall not be placed along the merging taper. The lane shall first be closed using channelizing devices and pavement markings.

Option:

6. Type C Steady-Burn warning lights may be placed on channelizing devices and the barrier parallel to the edge of pavement for nighttime lane closures.
7. The barrier shown in this typical application is an example of one method that may be used to close a lane for a long-term project. If the work activity permits, a movable barrier may be used and relocated to the shoulder during non-work periods or peak-period vehicular traffic conditions, as appropriate.

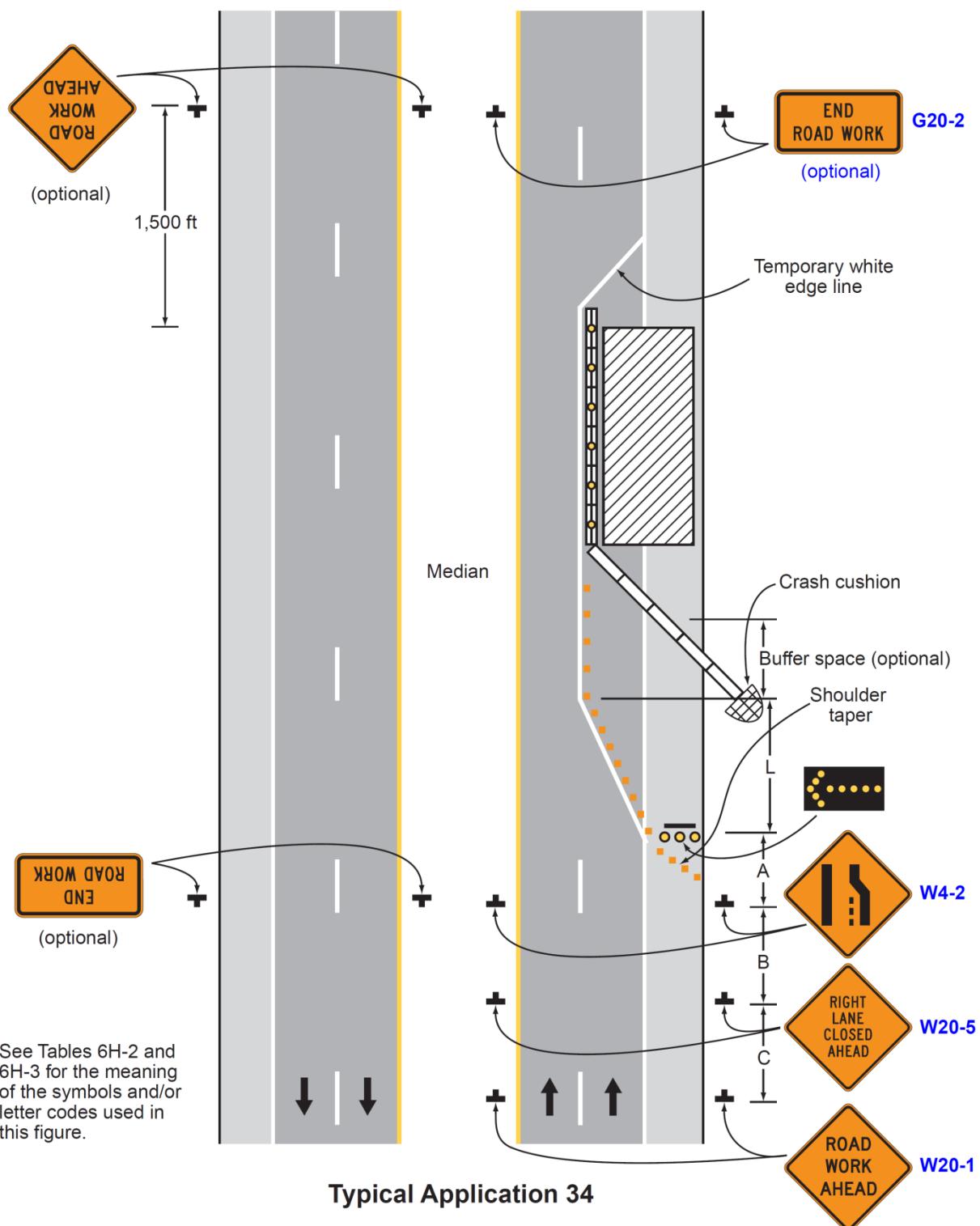
Standard:

8. If a movable barrier is used, the temporary white edge line shown in the typical application shall not be used. During the period when the right-hand lane is opened, the sign legends and the channelization shall be changed to indicate that only the shoulder is closed, as illustrated in Figure 6H-5 6H-5(CA). The arrow board, if used, shall be placed at the downstream end of the shoulder taper and shall display the caution mode.

Guidance:

9. If a movable barrier is used, the shift should be performed in the following manner. When closing the lane, the lane should be initially closed with channelizing devices placed along a merging taper using the same information employed for a stationary lane closure. The lane closure should then be extended with the movable-barrier transfer vehicle moving with vehicular traffic. When opening the lane, the movable barrier transfer vehicle should travel against vehicular traffic from the termination area to the transition area. The merging taper should then be removed using the same information employed for a stationary lane closure.

Figure 6H-34. Lane Closure with a Temporary Traffic Barrier (TA-34)



Notes for Figure 6H-35—Typical Application 35 Mobile Operation on a Multi-Lane Road

Standard:

1. Arrow boards shall, as a minimum, be Type B, with a size of 60 x 30 inches. **For State highways, the arrow boards shall, as a minimum, be type II, with a size of 72 x 36 inch. Refer to Caltrans' Standard Specifications Section 12-3.03 for minimum size and type of arrow panels cited above. See Section 1A.11 for information regarding this publication.**
2. Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.
3. Shadow and work vehicles shall display high-intensity rotating, flashing, oscillating, or strobe lights.
4. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.

Guidance:

5. Vehicles used for these operations should be made highly visible with appropriate equipment, such as flags, signs, or arrow boards.
6. Shadow Vehicle 1 should be equipped with an arrow board and truck-mounted attenuator.
7. Shadow Vehicle 2 should be equipped with an arrow board. An appropriate lane closure sign should be placed on Shadow Vehicle 2 so as not to obscure the arrow board.
8. Shadow Vehicle 2 should travel at a varying distance from the work operation so as to provide adequate sight distance for vehicular traffic approaching from the rear.
9. The spacing between the work vehicles and the shadow vehicles, and between each shadow vehicle should be minimized to deter road users from driving in between.
10. Work should normally be accomplished during off-peak hours.
11. When the work vehicle occupies an interior lane (a lane other than the far right or far left) of a directional roadway having a right-hand shoulder 10 feet or more in width, Shadow Vehicle 2 should drive the right-hand shoulder with a sign indicating that work is taking place in the interior lane.

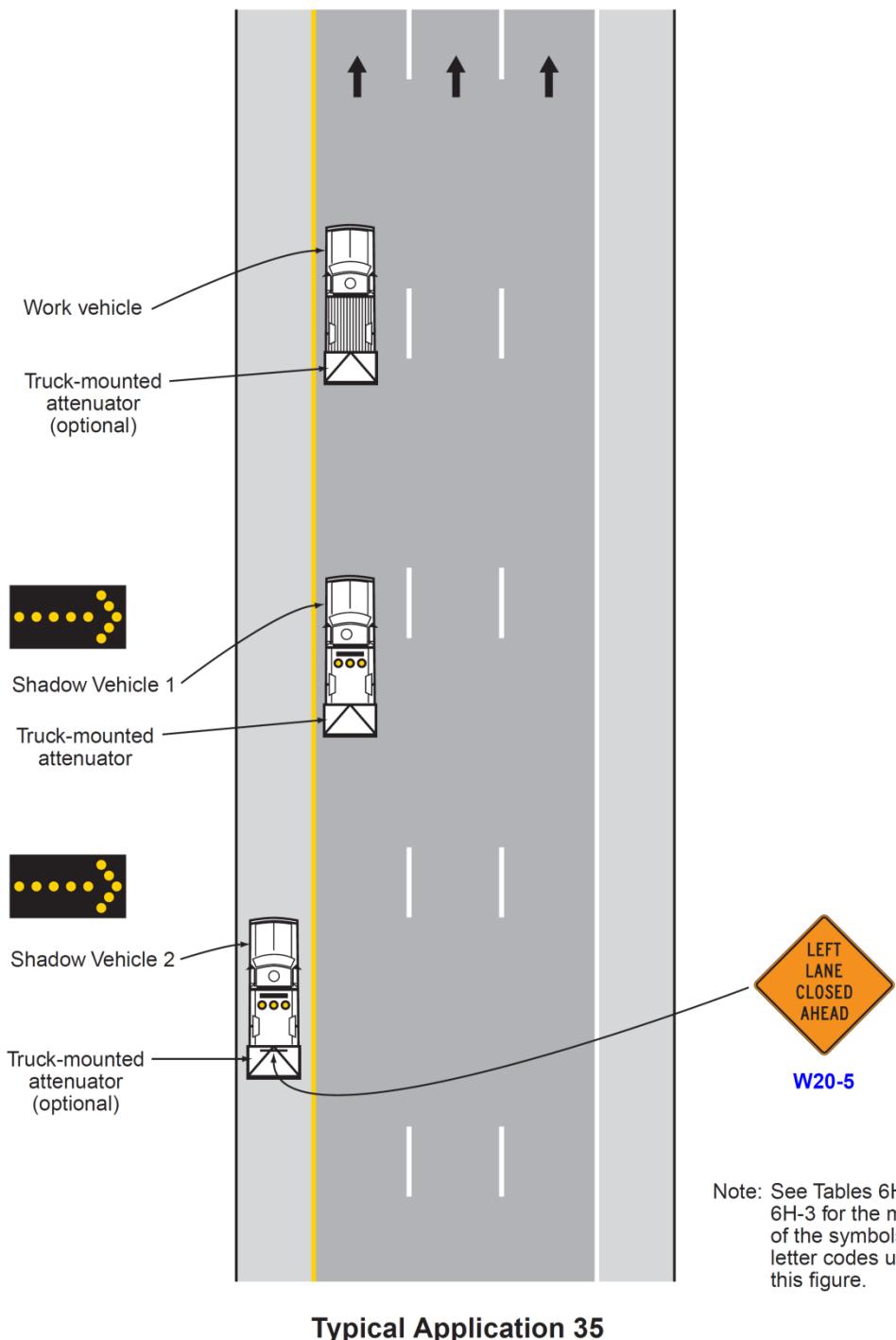
Option:

12. A truck-mounted attenuator may be used on Shadow Vehicle 2.
13. On high-speed roadways, a third shadow vehicle (not shown) may be used with Shadow Vehicle 1 in the closed lane, Shadow Vehicle 2 straddling the edge line, and Shadow Vehicle 3 on the shoulder.
14. Where adequate shoulder width is not available, Shadow Vehicle 3 may also straddle the edge line.

Support:

15. For State highways, see Caltrans' Standard Plan T15 and T16. See Section 1A.11 for information regarding this publication.

Figure 6H-35. Mobile Operation on a Multi-Lane Road (TA-35)



Notes for Figure 6H-36 6H-36(CA) —Typical Application 36 Lane Shift on a Freeway

Guidance:

1. *The lane shift should be used when the work space extends into either the right-hand or left-hand lane of a divided highway and it is not practical, for capacity reasons, to reduce the number of available lanes.*

Support:

2. When a lane shift is accomplished by using
 - (1) geometry that meets the design speed at which the permanent highway was designed,
 - (2) full normal cross-section (full lane width and full shoulders), and
 - (3) complete pavement markings, then only the initial general work-zone warning sign is required.

Guidance:

3. *When the conditions in Note 2 are not met, the information shown in the typical application should be employed and all the following notes apply.*

Standard:

4. **Temporary traffic barriers, if used, shall comply with the provisions of Section 6F.85.**
5. **The barrier shall not be placed along the shifting taper. The lane shall first be shifted using channelizing devices and pavement markings.**

Guidance:

6. *A warning sign should be used to show the changed alignment.*

Standard:

7. ~~**The number of lanes illustrated on the Reverse Curve signs shall be the same as the number of through lanes available to road users, and the direction of the reverse curves shall be appropriately illustrated.**~~

Option:

8. Where two or more lanes are being shifted, a W1-4 (or W1-3) sign with an ALL LANES (W24-1cP) plaque (see Figure 6F-4) ~~may~~ shall be used instead of a sign that illustrates the number of lanes. **The Reverse Curve (W1-4) sign shall be used instead of the Reverse Curve (W1-4a & W1-4b) signs which show the number of lanes.**

Option:

9. Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.

Guidance:

10. *Where the shifted section is longer than 600 feet, one set of Reverse Curve signs should be used to show the initial shift and a second set should be used to show the return to the normal alignment. If the tangent distance along the temporary diversion is less than 600 feet, a Double Reverse Curve sign should be used instead of the first Reverse Curve sign, and the second Reverse Curve sign should be omitted. Use the Reverse Curve (W1-4) signs for both locations instead of the Double Reverse Curve (W24-1) sign.*

11. *If a STAY IN LANE sign is used, then solid white lane lines should be used.*

Standard:

12. **The minimum width of the shoulder lane shall be 10 feet.**
13. **For long-term stationary work, existing conflicting pavement markings shall be removed and temporary markings shall be installed before traffic patterns are changed.**

Option:

14. For short-term stationary work, lanes may be delineated by channelizing devices or removable pavement markings instead of temporary markings.

Guidance:

15. *If the shoulder cannot adequately accommodate trucks, trucks should be directed to use the travel lanes.*
16. *The use of a barrier should be based on engineering judgment.*

Option:

17. Type C Steady-Burn warning lights may be placed on channelizing devices and the barrier parallel to the edge of the pavement for nighttime lane closures.

Option:

18. Detail 11 (see Figure 3A-102(CA)) may be used instead of the temporary solid white lane line, which is shown in Figure 6H-36(CA).

Support:

19. See Section 6F.106(CA) for use of the Slow For The Cone Zone (SC19(CA) and SC20(CA)) Signs.

Guidance:

20. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.
21. When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02) and the roadway width is inadequate for allowing bicyclists and motor vehicles to travel side by side, the Bicycle Crossing (W11-1) sign and the SHARE THE ROAD (W16-1P) plaque should be used to advise motorists of the presence of bicyclists in the travel way lanes.
22. Except for short durations and mobile operations, when a highway shoulder is occupied and bicyclists would be sharing a lane with vehicular traffic, as a result of the TTC zone, speed reduction countermeasures should be used to reduce traffic speeds in the TTC zone. Refer to Sections 6C.01 and 6D.03.
23. Except for short durations and mobile operations, when a highway shoulder is occupied and bicyclists would be sharing a lane with vehicular traffic, as a result of the TTC zone, before narrowing the outside lane other measures such as widening the outside shoulder to allow bicyclists and motor vehicles to travel side by side through the TTC zone should be considered.
24. If traffic volumes make it feasible, the two left lanes should be merged into one lane to avoid using the shoulder as a traveled way lane and allowing continued use for emergency purposes and bicycle travel.
25. When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02) and the roadway width is inadequate for allowing bicyclists and motor vehicles to travel side by side, a separate path should be considered for bicyclists.

Figure 6H-36. Lane Shift on a Freeway (TA-36)

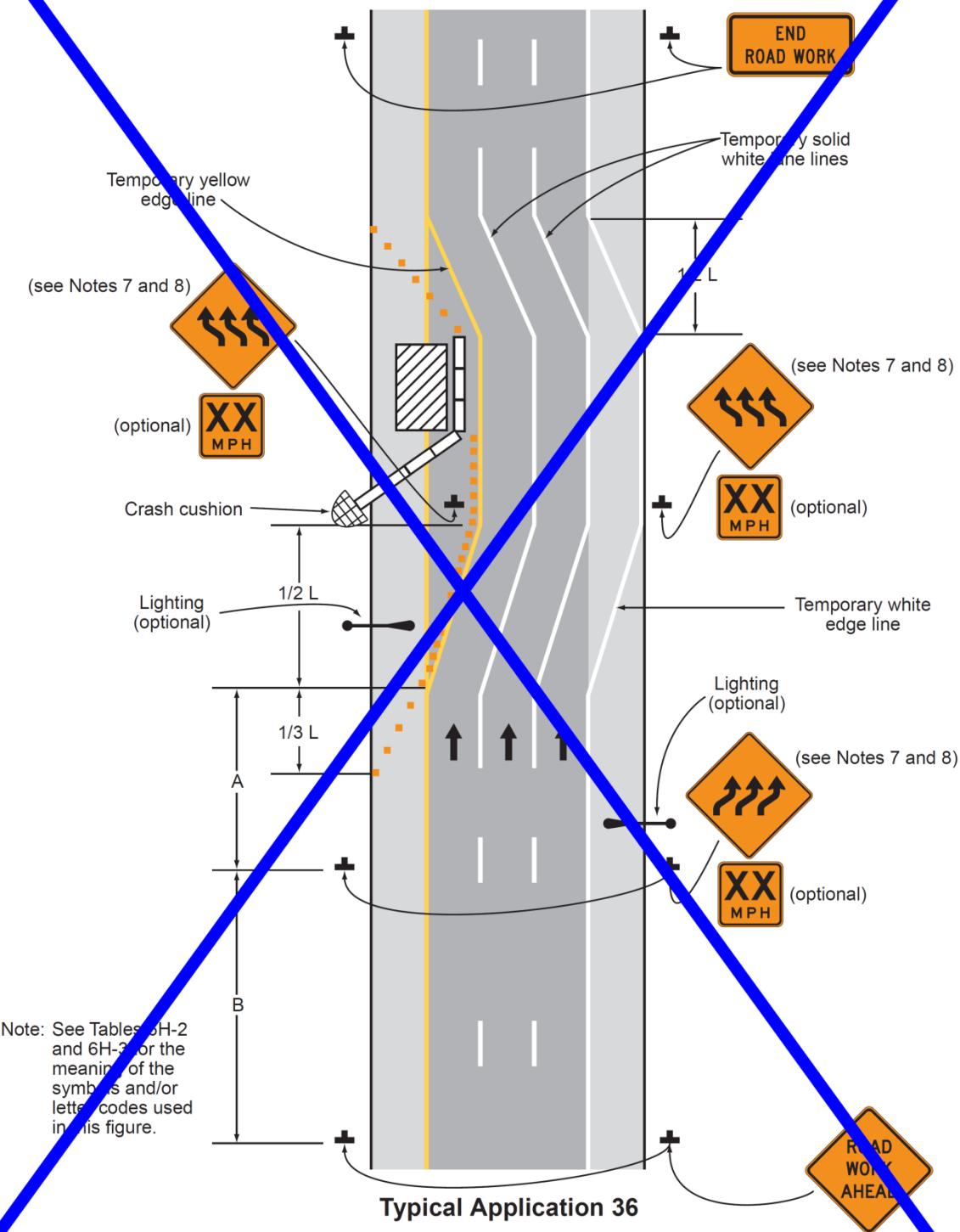
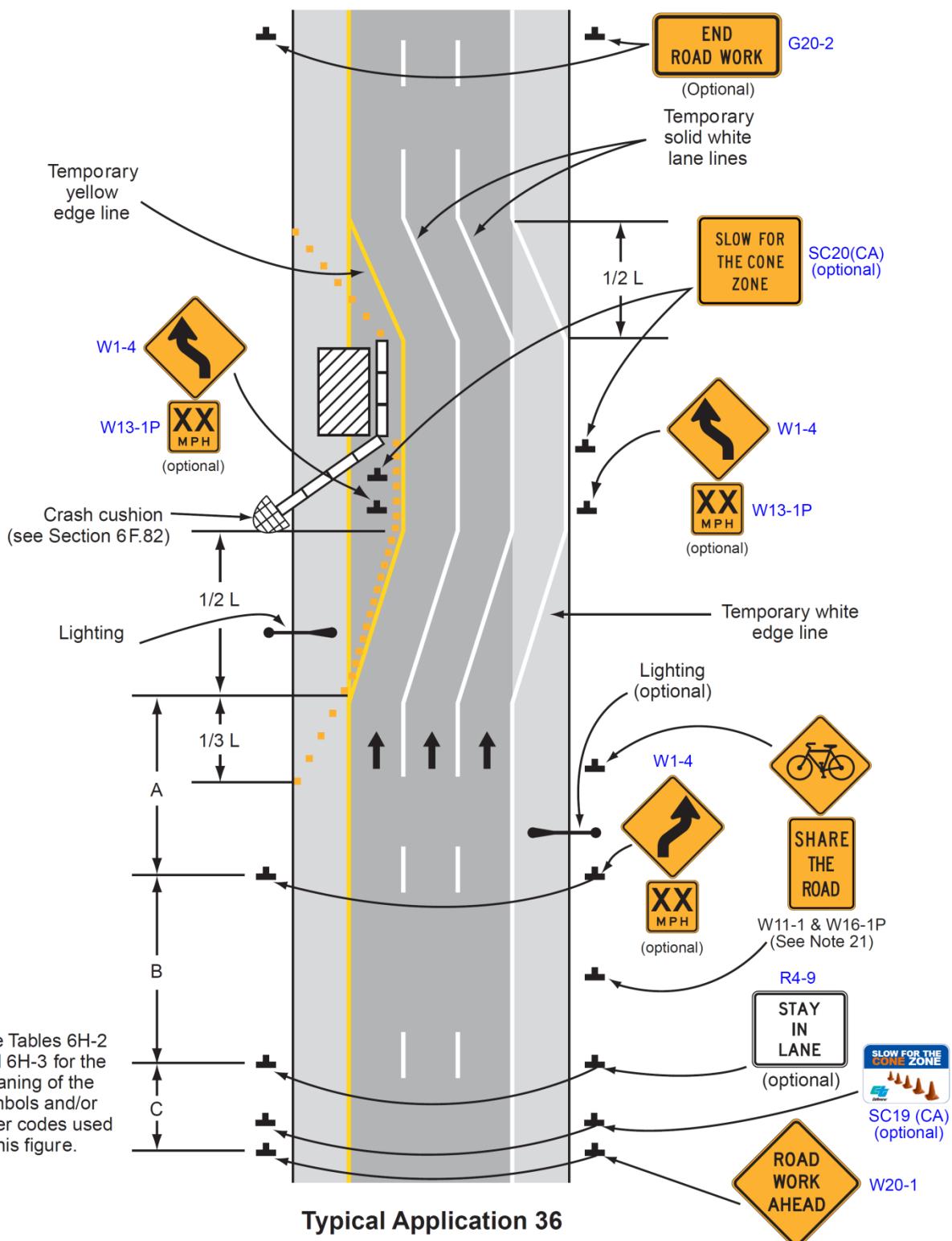


Figure 6H-36 (CA). Lane Shift on Freeway (TA-36)



Notes for Figure 6H-37—Typical Application 37 Double Lane Closure on a Freeway

Standard:

- 1. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Guidance:

- 2. Ordinarily, the preferred position for the second arrow board is in the closed exterior lane at the upstream end of the second merging taper. However, the second arrow board should be placed in the closed interior lane at the downstream end of the second merging taper in the following situations:*
 - a. When a shadow vehicle is used in the interior closed lane, and the second arrow board is mounted on the shadow vehicle;*
 - b. If alignment or other conditions create any confusion as to which lane is closed by the second arrow board; and*
 - c. When the first arrow board is placed in the closed exterior lane at the downstream end of the first merging taper (the alternative position when the shoulder is narrow).*

Standard:

- 3. All advance warning signs mounted on portable supports shall be equipped with at least two flags or a flashing warning beacon. Each flag shall be at least 16 X16 inches in size and shall be orange or red in color. Flashing warning beacons (Section 6F.83) shall be used to call attention to the initial warning signs during hours of darkness. Flashing warning beacons is optional during daytime operations.**

Option:

4. A truck-mounted attenuator may be used on the shadow vehicle.
5. If a paved shoulder having a minimum width of 10 feet and sufficient strength is available, the left and adjacent interior lanes may be closed and vehicular traffic carried around the work space on the right-hand lane and a right-hand shoulder.

Guidance:

- 6. When a shoulder lane is used that cannot adequately accommodate trucks, trucks should be directed to use the normal travel lanes.*

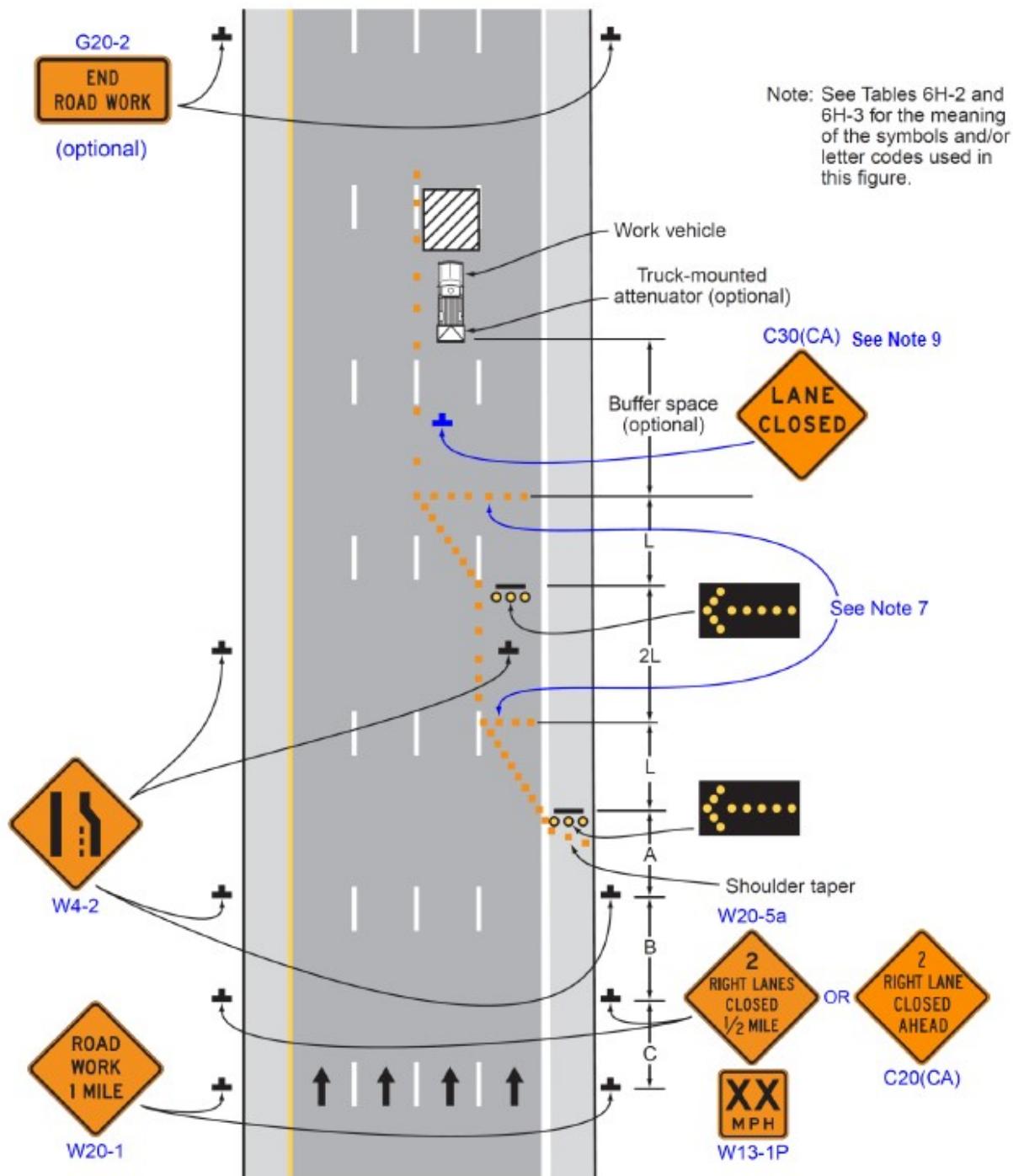
Standard:

- 7. 3 cones or 2 Type II barricades shall be placed transversely across each closed lane at end of each merging taper and every 2000 feet throughout the lane closure.**
- 8. On freeways, maximum spacing of channelizing devices shall be 50 feet in advance warning and transition areas, 100 feet in activity and termination areas (see figure 6C-1).**
- 9. LANE CLOSED C30(CA) sign shall be placed every 2000 feet throughout the lane closure adjacent to the open lane within the closed lane.**

Support:

- 10. For State highways, see the Caltrans' Standard Plan T10. See Section 1A.11 for information regarding this publication.*

Figure 6H-37. Double Lane Closure on a Freeway (TA-37)



Typical Application 37

Notes for Figure 6H-38—Typical Application 38 Interior Lane Closure on a Freeway

Standard:

- ~~1. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.~~
- ~~2. If temporary traffic barriers are installed, they shall comply with the provisions and requirements in Section 6F.85.~~
- ~~3. The barrier shall not be placed along the shifting taper. The lane shall first be shifted using channelizing devices and pavement markings.~~
- ~~4. For long-term stationary work, existing conflicting pavement markings shall be removed and temporary markings shall be installed before traffic patterns are changed.~~

Guidance:

- ~~5. For a long term closure, a barrier should be used to provide additional safety to the operation in the closed interior lane. A buffer space should be used at the upstream end of the closed interior lane.~~
- ~~6. The first arrow board displaying an arrow pointing to the right should be on the left hand shoulder at the beginning of the taper. The arrow board displaying a double arrow should be centered in the closed interior lane and placed at the downstream end of the shifting taper.~~
- ~~7. If the two arrow boards create confusion, the 2L distance between the end of the merging taper and beginning of the shift taper should be extended so that road users can focus on one arrow board at a time.~~
- ~~8. The placement of signs should not obstruct or obscure arrow boards.~~
- ~~9. For long term use, the dashed lane lines should be made solid white in the two-lane section.~~

Option:

- ~~10. As an alternative to initially closing the left hand lane, as shown in the typical application, the right hand lane may be closed in advance of the interior lane closure with appropriate channelization and signs.~~
- ~~11. A short, single row of channelizing devices in advance of the vehicular traffic split to restrict vehicular traffic to their respective lanes may be added.~~
- ~~12. DO NOT PASS signs may be used.~~
- ~~13. If a paved shoulder having a minimum width of 10 feet and sufficient strength is available, the left hand and center lanes may be closed and motor vehicle traffic carried around the work space on the right hand lane and a right hand shoulder.~~

Guidance:

- ~~14. When a shoulder lane is used that cannot adequately accommodate trucks, trucks should be directed to use the normal travel lanes.~~

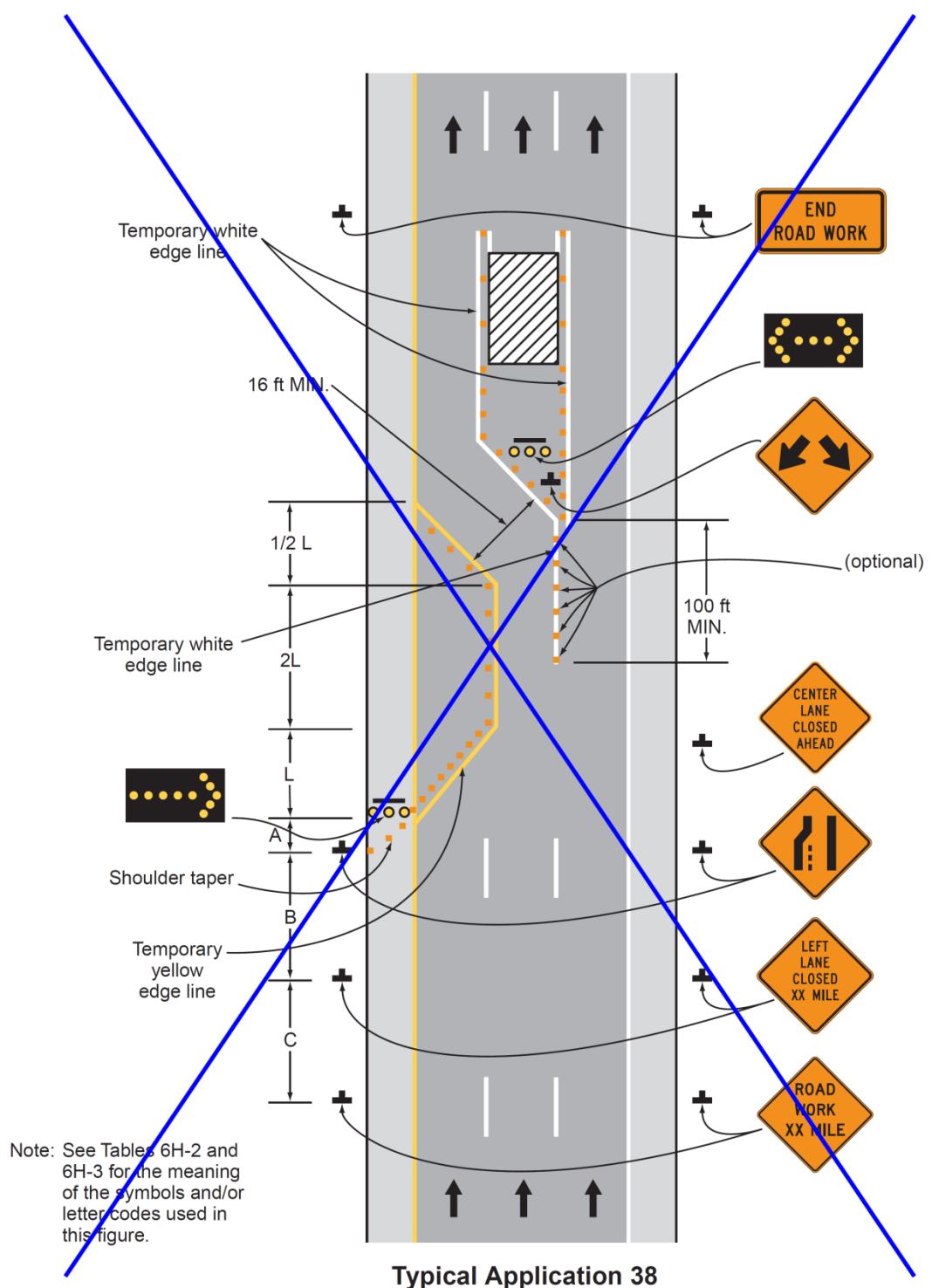
Standard:

This typical application is deleted for application and shall not be used on freeways in California. Whenever an interior lane needs to be closed on freeways, all adjacent lane(s) to one side of this lane shall be closed as illustrated in Figure 6H-37.

Support:

For State highways, see Caltrans' Standard Plan T10, T10A and T14. For interior lane closure on Freeways using mobile operation, see Caltrans' Standard Plan T16. See Section 1A.11 for information regarding this publication.

Figure 6H-38. Interior Lane Closure on a Freeway (TA-38)



Notes for Figure 6H-39—Typical Application 39 Median Crossover on a Freeway

Standard:

1. Channelizing devices or temporary traffic barriers shall be used to separate opposing vehicular traffic.
2. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.

Guidance:

3. For long-term work on high-speed, high-volume highways, consideration should be given to using a temporary traffic barrier to separate opposing vehicular traffic.

Option:

4. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic, Do Not Pass, KEEP RIGHT, and DO NOT ENTER signs may be eliminated.
5. The alignment of the crossover may be designed as a reverse curve.

Guidance:

6. When the crossover follows a curved alignment, the design criteria contained in the AASHTO "Policy on the Geometric Design of Highways and Streets" (see Section 1A.11) should be used.
7. When channelizing devices have the potential of leading vehicular traffic out of the intended traffic space, the channelizing devices should be extended a distance in feet of 2.0 times the speed limit in mph beyond the downstream end of the transition area as depicted.
8. Where channelizing devices are used, the Two-Way Traffic signs should be repeated every 1 mile.

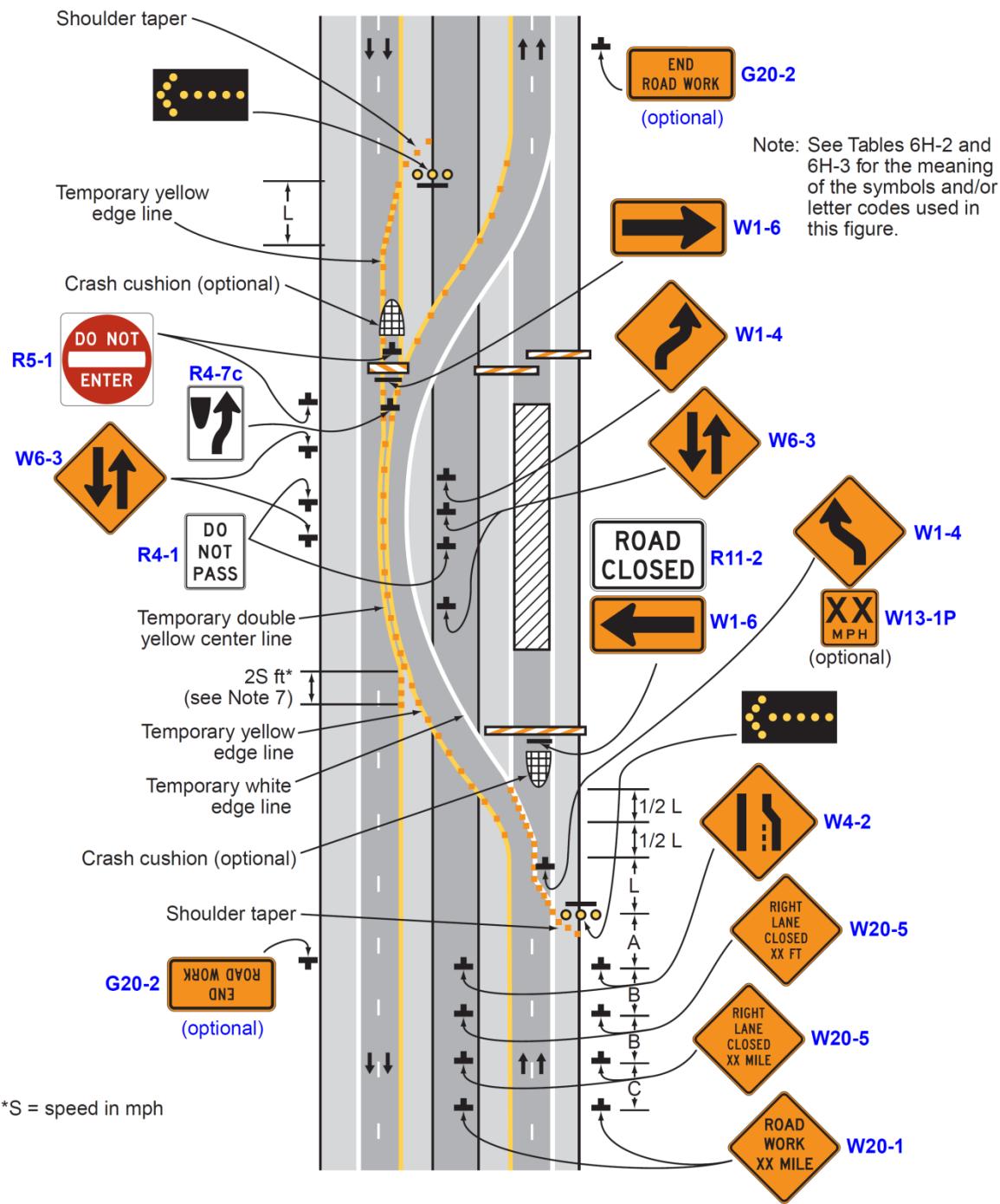
Option:

9. NEXT XX MILES Supplemental Distance plaques may be used with the Two-Way Traffic signs, where XX is the distance to the downstream end of the two-way section.

Support:

10. When the distance is sufficiently short that road users entering the section can see the downstream end of the section, they are less likely to forget that there is opposing vehicular traffic.
11. The sign legends for the four pairs of signs approaching the lane closure for the non-crossover direction of travel are not shown. They are similar to the series shown for the crossover direction, except that the left lane is closed.

Figure 6H-39. Median Crossover on a Freeway (TA-39)



Typical Application 39

Notes for Figure 6H-40—Typical Application 40 Median Crossover for an Entrance Ramp

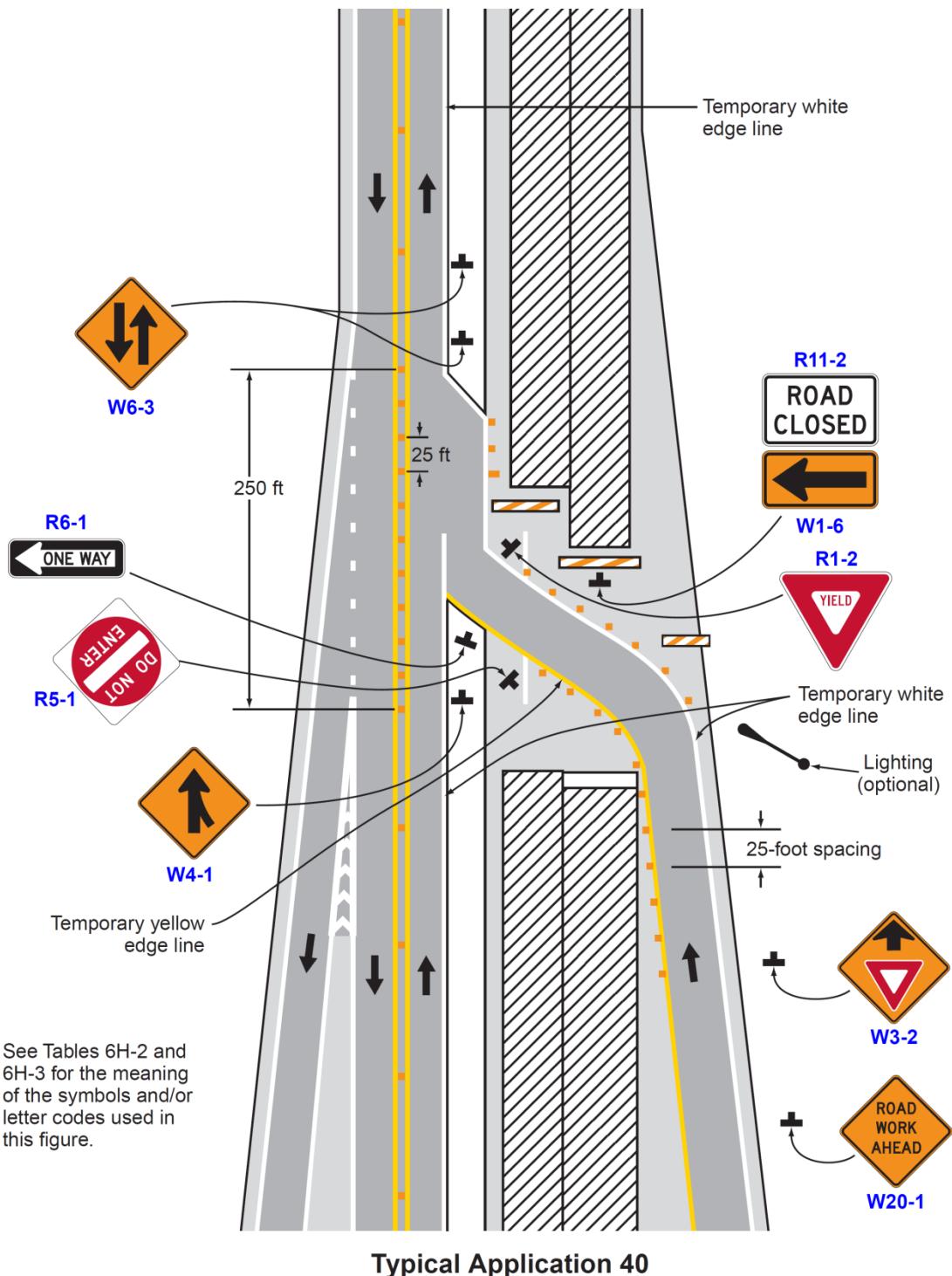
Guidance:

1. *The typical application illustrated should be used for carrying an entrance ramp across a closed directional roadway of a divided highway.*
2. *A temporary acceleration lane should be used to facilitate merging.*
3. *When used, the YIELD or STOP sign should be located far enough forward to provide adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. If needed, yield or stop lines should be installed across the ramp to indicate the point at which road users should yield or stop. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed.*

Option:

4. *If vehicular traffic conditions allow, the ramp may be closed.*
5. *A broken edge line may be carried across the temporary entrance ramp to assist in defining the through vehicular traffic lane.*
6. *When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic signs and the DO NOT ENTER signs may be eliminated.*

Figure 6H-40. Median Crossover for an Entrance Ramp (TA-40)



Notes for Figure 6H-41—Typical Application 41 Median Crossover for an Exit Ramp

Guidance:

1. This typical application should be used for carrying an exit ramp across a closed directional roadway of a divided highway. The design criteria contained in the AASHTO "Policy on the Geometric Design of Highways and Streets" (see Section 1A.11) should be used for determining the curved alignment.
2. The guide signs should indicate that the ramp is open, and where the temporary ramp is located. Conversely, if the ramp is closed, guide signs should indicate that the ramp is closed.
3. When the exit is closed, a black on orange EXIT CLOSED sign panel should be placed diagonally across the interchange/intersection guide signs and channelizing devices should be placed to physically close the ramp.
4. In the situation (not shown) where channelizing devices are placed along the mainline roadway, the devices' spacing should be reduced in the vicinity of the off ramp to emphasize the opening at the ramp itself. Channelizing devices and/or temporary pavement markings should be placed on both sides of the temporary ramp where it crosses the median and the closed roadway.
5. Advance guide signs providing information related to the temporary exit should be relocated or duplicated adjacent to the temporary roadway.

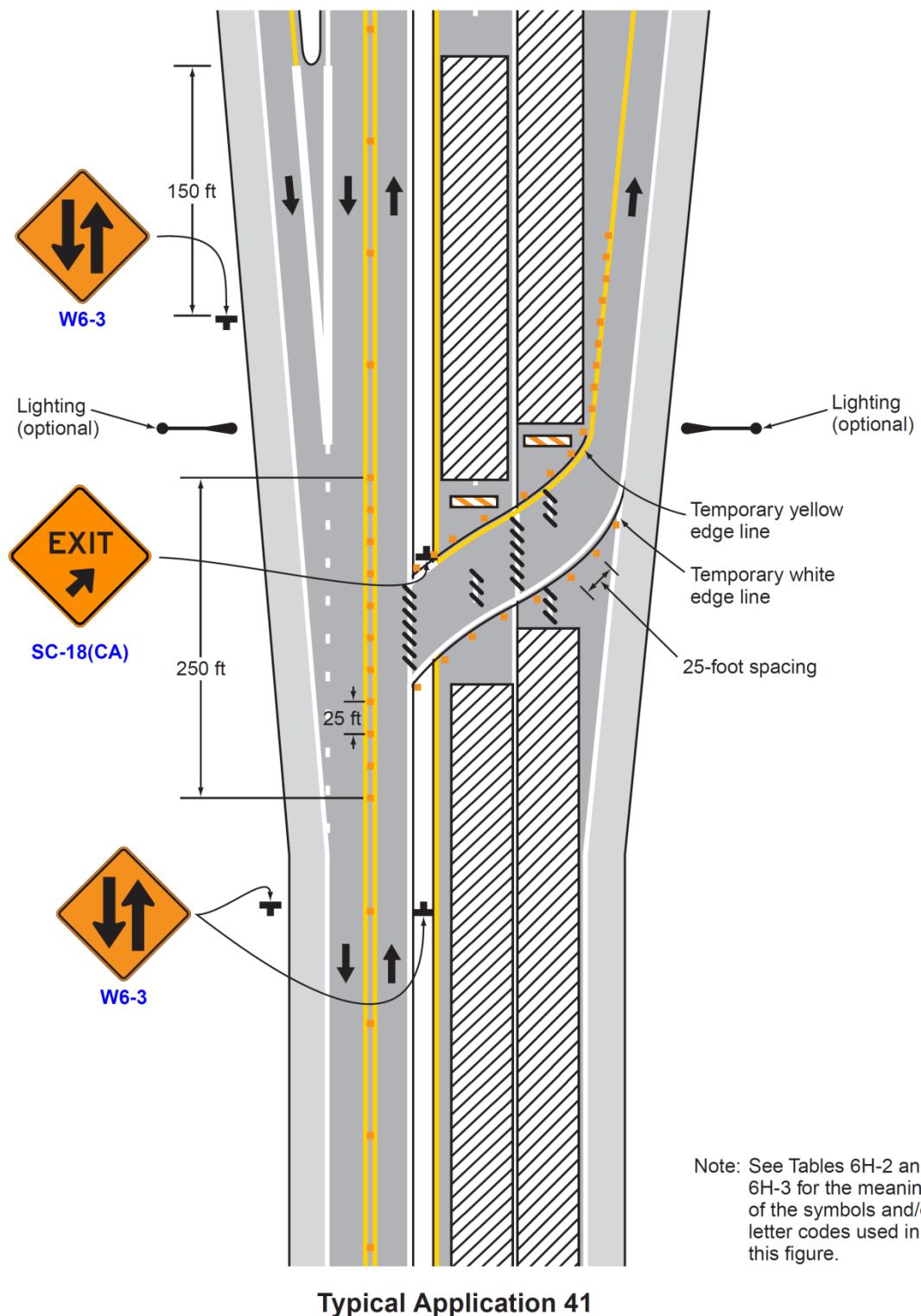
Standard:

6. A temporary EXIT sign shall be located in the temporary gore. For better visibility, it shall be mounted a minimum of 7 feet from the pavement surface to the bottom of the sign.

Option:

7. Guide signs referring to the exit may need to be relocated to the median.
8. The temporary EXIT sign placed in the temporary gore may be either black on orange or white on green.
9. In some instances, a temporary deceleration lane may be useful in facilitating the exiting maneuver.
10. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic signs may be omitted.

Figure 6H-41. Median Crossover for an Exit Ramp (TA-41)



Typical Application 41

Notes for Figure 6H-42—Typical Application 42 **Work in the Vicinity of an Exit Ramp**

Guidance:

1. *The guide signs should indicate that the ramp is open, and where the temporary ramp is located. However, if the ramp is closed, guide signs should indicate that the ramp is closed.*
2. *When the exit ramp is closed, a black on orange EXIT CLOSED sign panel should be placed diagonally across the interchange/intersection guide signs.*
3. *The design criteria contained in the AASHTO "Policy on the Geometric Design of Highways and Streets" (see Section 1A.11) should be used for determining the alignment.*

Standard:

- 4. A temporary EXIT sign shall be located in the temporary gore. For better visibility, it shall be mounted a minimum of 7 feet from the pavement surface to the bottom of the sign.**

Option:

5. The temporary EXIT sign placed in the temporary gore may be either black on orange or white on green.
6. An alternative procedure that may be used is to channelize exiting vehicular traffic onto the right-hand shoulder and close the lane as necessary.

Standard:

- 7. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

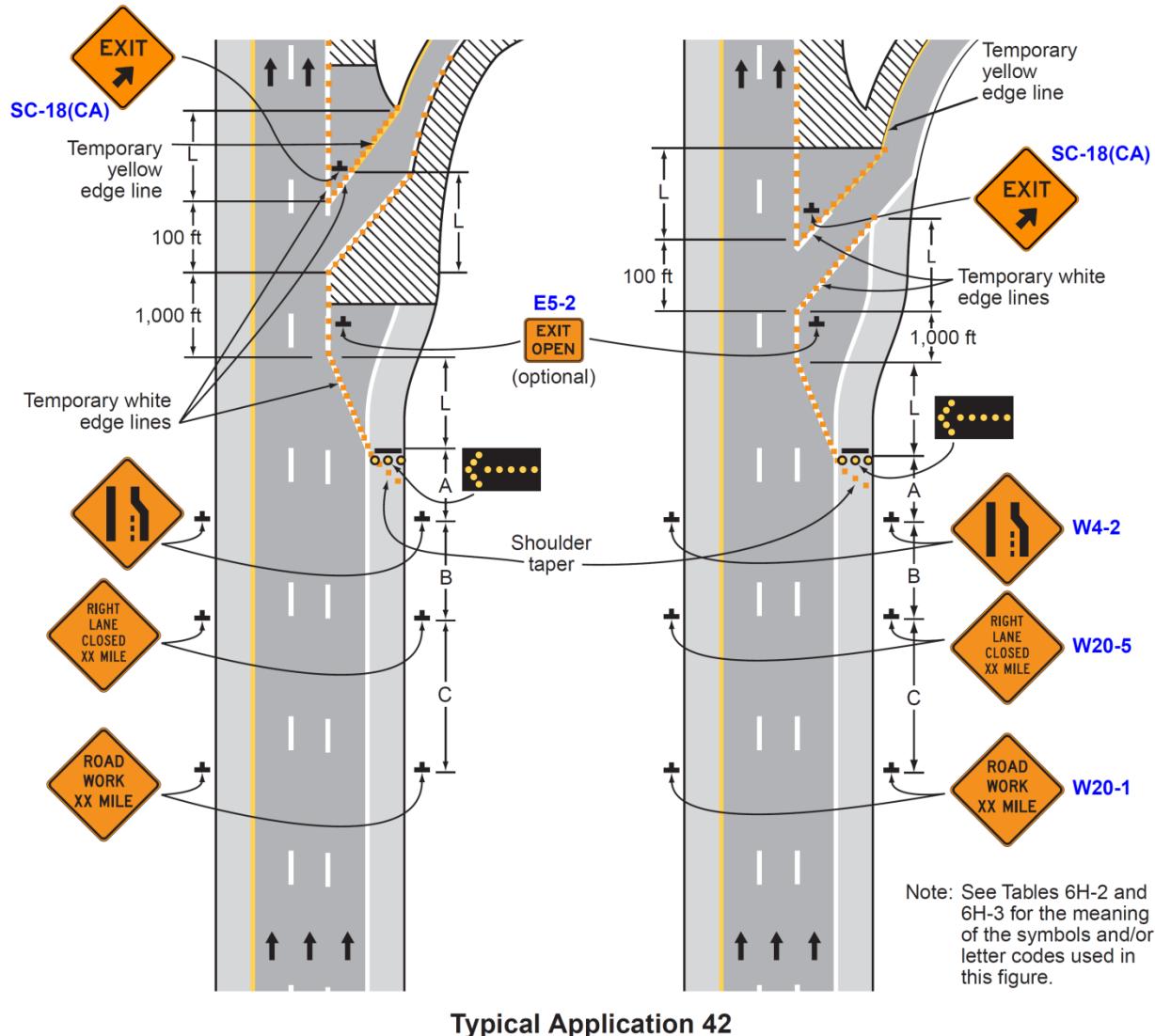
Option:

The Caltrans' Standard Plan T10, T10A and T14 may be used instead of this typical application.

Support:

See Section 1A.11 for information regarding this publication.

Figure 6H-42. Work in the Vicinity of an Exit Ramp (TA-42)



Notes for Figure 6H-43—Typical Application 43 Partial Exit Ramp Closure

Guidance:

1. Truck off-tracking should be considered when determining whether the minimum lane width of 10 feet is adequate (see Section 6G.08).

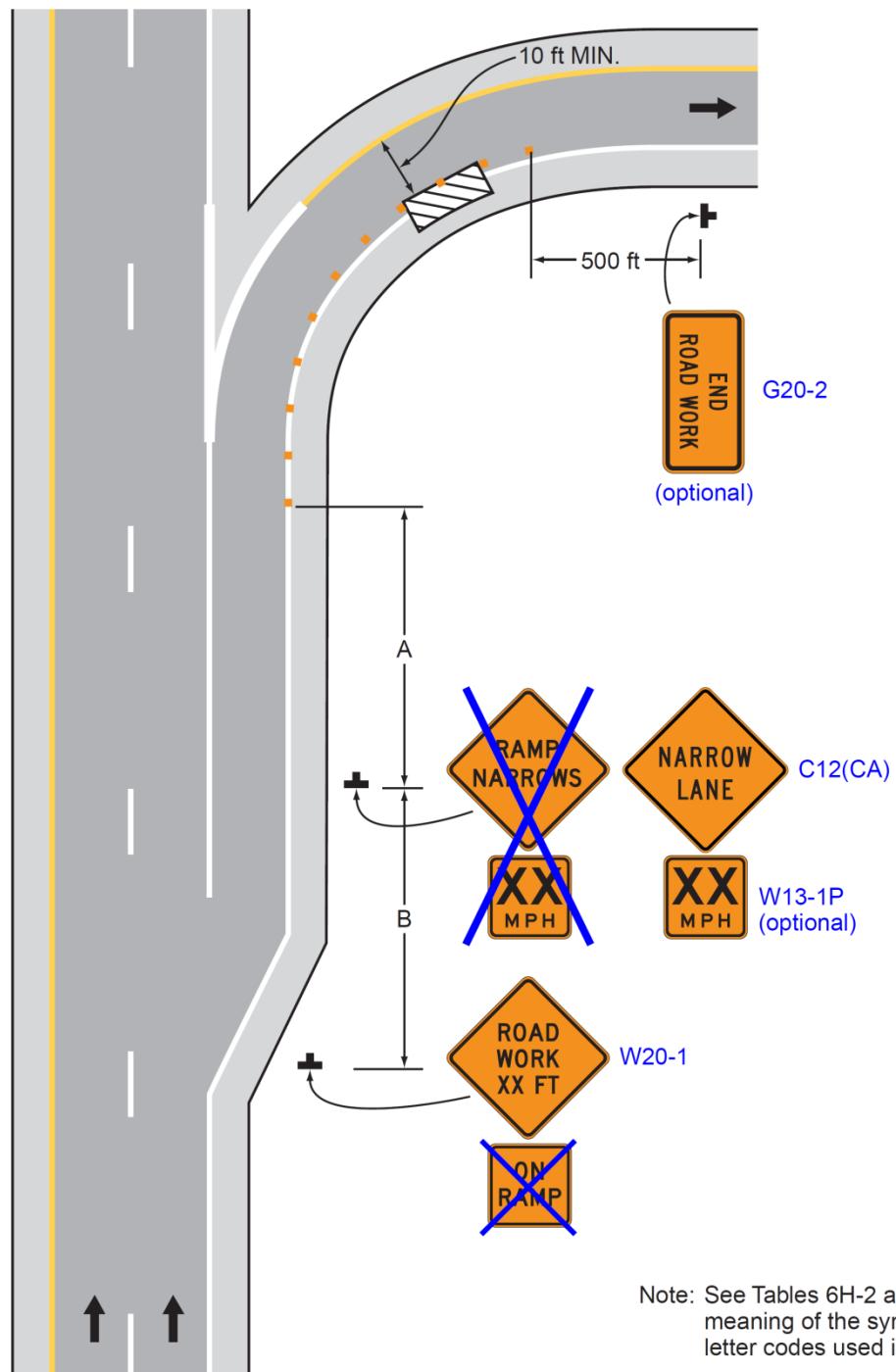
Standard:

2. The RAMP NARROWS (W5-4) sign and ON RAMP (W13-4P) plaque shall not be used in California. The ROAD NARROWS (W5-1) sign or NARROW LANE(S) (C12(CA)) sign, as appropriate, shall be used instead. See Sections 2C.19 and 6F.102(CA).

Guidance:

3. For planned partial ramp closure, consideration should be given to closing the entire exit ramp. Refer to the Caltrans' Standard Plan T14. See Section 1A.11 for information regarding this publication.

Figure 6H-43. Partial Exit Ramp Closure (TA-43)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 43

Notes for Figure 6H-44—Typical Application 44 Work in the Vicinity of an Entrance Ramp

Guidance:

1. An acceleration lane of sufficient length should be provided whenever possible as shown on the left diagram.

Standard:

2. For the information shown on the diagram on the right-hand side of the typical application, where inadequate acceleration distance exists for the temporary entrance, the YIELD sign shall be replaced with STOP signs (one on each side of the approach).

Guidance:

3. When used, the YIELD or STOP sign should be located so that ramp vehicular traffic has adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap in the mainline vehicular traffic flow, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed. If insufficient gaps are available, consideration should be given to closing the ramp.
4. Where STOP signs are used, a temporary stop line should be placed across the ramp at the desired stop location.
5. The mainline merging taper with the arrow board at its starting point should be located sufficiently in advance so that the arrow board is not confusing to drivers on the entrance ramp, and so that the mainline merging vehicular traffic from the lane closure has the opportunity to stabilize before encountering the vehicular traffic merging from the ramp.
6. If the ramp curves sharply to the right, warning signs with advisory speeds located in advance of the entrance terminal should be placed in pairs (one on each side of the ramp).

Option:

7. A Stop Beacon (see Section 4L.05) or a Type B high-intensity warning flasher with a red lens may be placed above the STOP sign.
8. Where the acceleration distance is significantly reduced, a supplemental plaque may be placed below the Yield Ahead sign reading NO MERGE AREA.

Standard:

9. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.

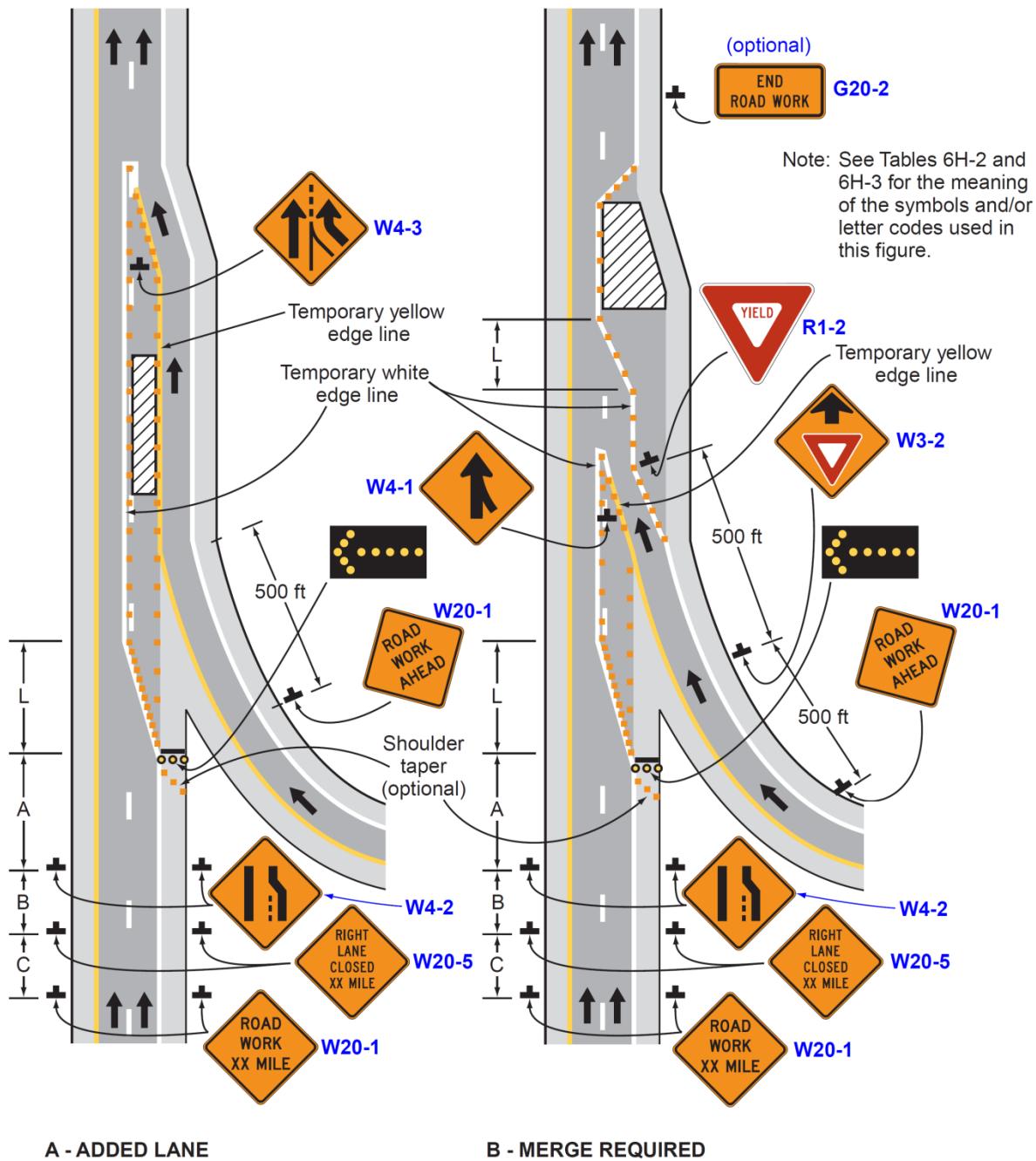
Option:

The Caltrans' Standard Plan T10, T10A and T14 may be used instead of this typical application.

Support:

See Section 1A.11 for information regarding this publication.

Figure 6H-44. Work in the Vicinity of an Entrance Ramp (TA-44)



Notes for Figure 6H-45—Typical Application 45 Temporary Reversible Lane Using Movable Barriers

Support:

1. This application addresses one of several uses for movable barriers (see Section 6F.85) in highway work zones. In this example, one side of a 6-lane divided highway is closed to perform the work operation, and vehicular traffic is carried in both directions on the remaining 3-lane roadway by means of a median crossover.

To accommodate unbalanced peak-period vehicular traffic volumes, the direction of travel in the center lane is switched to the direction having the greater volume, with the transfer typically being made twice daily. Thus, there are four vehicular traffic phases described as follows:

- a. Phase A—two travel lanes northbound and one lane southbound;
- b. Transition A to B—one travel lane in each direction;
- c. Phase B—one travel lane northbound and two lanes southbound; and
- d. Transition B to A—one travel lane in each direction.

The typical application on the left illustrates the placement of devices during Phase A. The typical application on the right shows conditions during the transition (Transition A to B) from Phase A to Phase B.

Guidance:

2. *For the reversible-lane situation depicted, the ends of the movable barrier should terminate in a protected area or a crash cushion should be provided. During Phase A, the transfer vehicle should be parked behind the downstream end of the movable barrier for southbound traffic as shown in the typical application on the left. During Phase B, the transfer vehicle should be parked behind between the downstream ends of the movable barriers at the north end of the TTC zone as shown in the typical application on the right.*

The transition shift from Phase A to B should be as follows:

- a. *Change the signs in the northbound advance warning area and transition area from a LEFT LANE CLOSED AHEAD to a 2 LEFT LANES CLOSED AHEAD. Change the mode of the second northbound arrow board from Caution to Right Arrow.*
- b. *Place channelizing devices to close the northbound center lane.*
- c. *Move the transfer vehicle from south to north to shift the movable barrier from the west side to the east side of the reversible lane.*
- d. *Remove the channelizing devices closing the southbound center lane.*
- e. *Change the signs in the southbound transition area and advance warning area from a 2 LEFT LANES CLOSED AHEAD to a LEFT LANE CLOSED AHEAD. Change the mode of the second southbound arrow board from Right Arrow to Caution.*

3. *Where the lane to be opened and closed is an exterior lane (adjacent to the edge of the traveled way or the work space), the lane closure should begin by closing the lane with channelizing devices placed along a merging taper using the same information employed for a stationary lane closure. The lane closure should then be extended with the movable-barrier transfer vehicle moving with vehicular traffic. When opening the lane, the transfer vehicle should travel against vehicular traffic. The merging taper should be removed in a method similar to a stationary lane closure.*

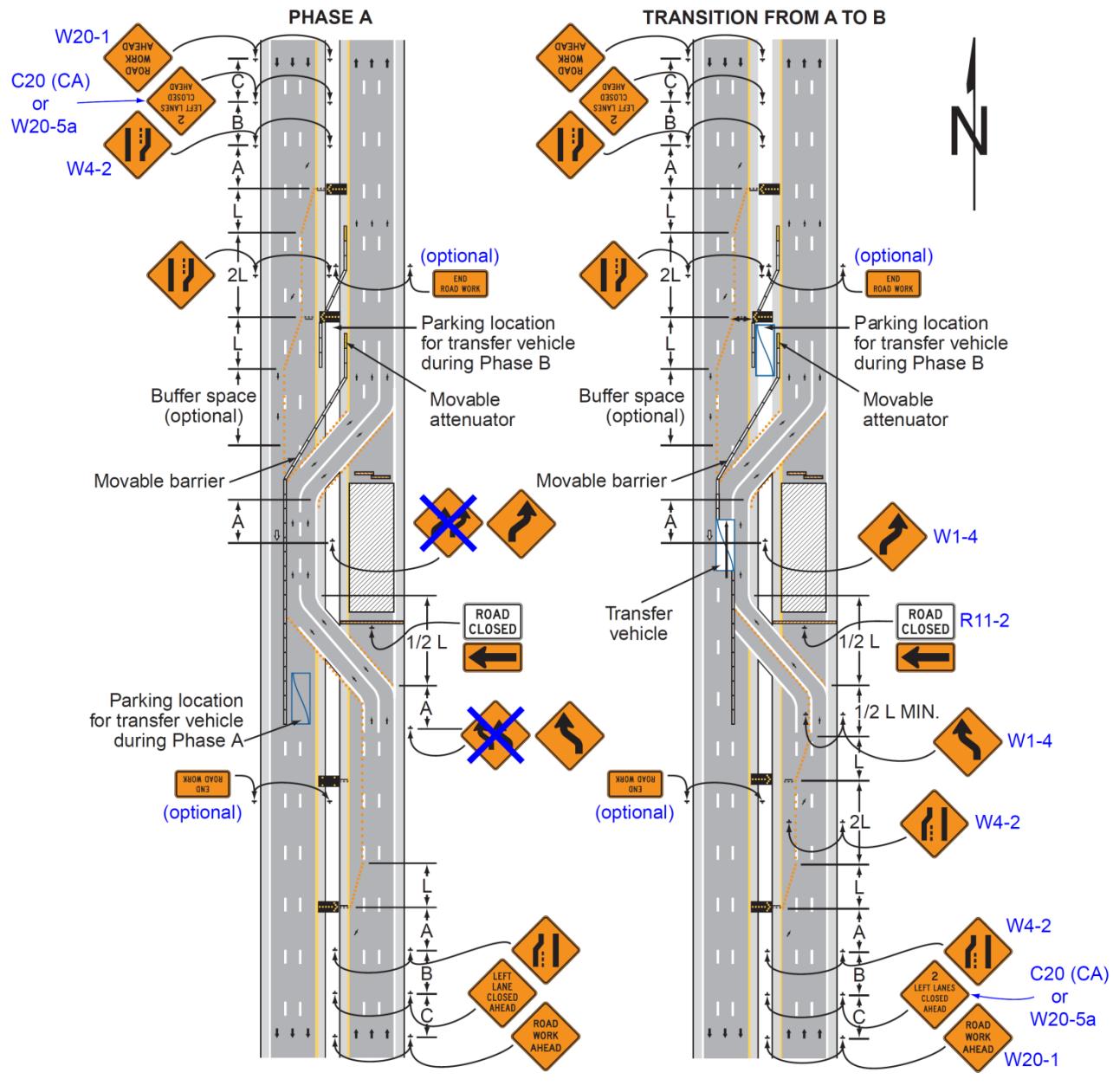
Option:

4. The procedure may be used during a peak period of vehicular traffic and then changed to provide two lanes in the other direction for the other peak.
5. A longitudinal buffer space may be used in the activity area to separate opposing vehicular traffic.
6. A work vehicle or a shadow vehicle may be equipped with a truck-mounted attenuator.

Standard:

7. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Figure 6H-45. Temporary Reversible Lane Using Movable Barriers (TA-45)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.
 Although leader lines point to the signs on the right-hand side of the roadway, most of these signs should be installed on both sides of the roadway.

Notes for Figure 6H-46—Typical Application 46 Work in the Vicinity of a Grade Crossing

Guidance:

1. When grade crossings exist either within or in the vicinity of roadway work activities, extra care should be taken to minimize the probability of conditions being created, by lane restrictions, flagging, or other operations, where vehicles might be stopped within the grade crossing, considered as being 15 feet on either side of the closest and farthest rail. This should include roadway work activities on a street parallel to a highway-rail grade crossing where right-hand turns or left-hand turns could be impacted.

Standard:

2. If the queuing of vehicles across active rail tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the grade crossing to prevent **through or turning** vehicles from stopping within the grade crossing (as described in Note 1), even if automatic warning devices are in place.

Guidance:

3. Early coordination with the railroad company or light rail transit agency should occur before work starts.
4. In the example depicted, the buffer space of the activity area should be extended upstream of the grade crossing (as shown) so that a queue created by the flagging operation will not extend across the grade crossing.
5. The **DO NOT STOP ON TRACKS** sign should be used on all approaches to a grade crossing within the limits of a TTC zone.

Option:

6. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
7. A **BE PREPARED TO STOP** sign may be added to the sign series.

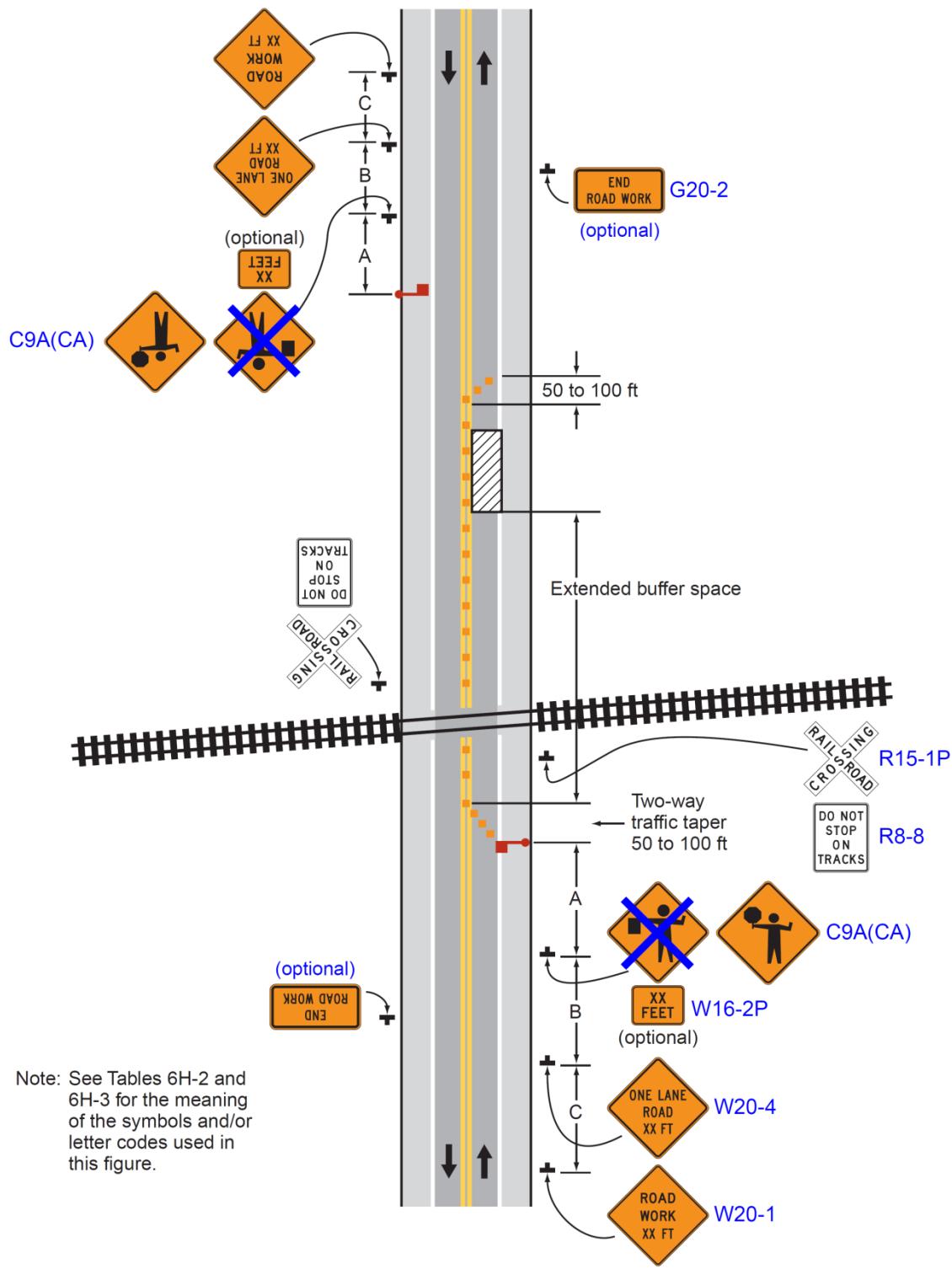
Guidance:

8. When used, the **BE PREPARED TO STOP** sign should be located **before** **after** the Flagger symbol sign.

Standard:

9. At night, flagger stations shall be illuminated, except in emergencies.

Figure 6H-46. Work in the Vicinity of a Grade Crossing (TA-46)



Typical Application 46

Notes for Figure 6H-101CA) – Typical Application 101(CA) Shoulder Closure on Urban (Low Speed) Locations to Accommodate Bicyclists

Guidance:

1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.
2. **SHOULDER CLOSED** signs should be used on limited-access roadways where there is no opportunity for disabled vehicles to pull off the roadway.
3. If road users cannot see a pull-off area beyond the closed shoulder, information regarding the length of the shoulder closure should be provided in feet or miles, as appropriate.
4. The use of a temporary traffic barrier should be based on engineering judgment.

Standard:

5. Temporary traffic barriers, including their end treatments, shall be crashworthy. In order to mitigate the effect of striking the upstream end of a temporary traffic barrier, the end shall be installed in accordance with AASHTO's "Roadside Design Guide" (see Section 1A.11) by flaring until the end is outside the acceptable clear zone or by providing crashworthy end treatments. See Section 6F.85 for more details.

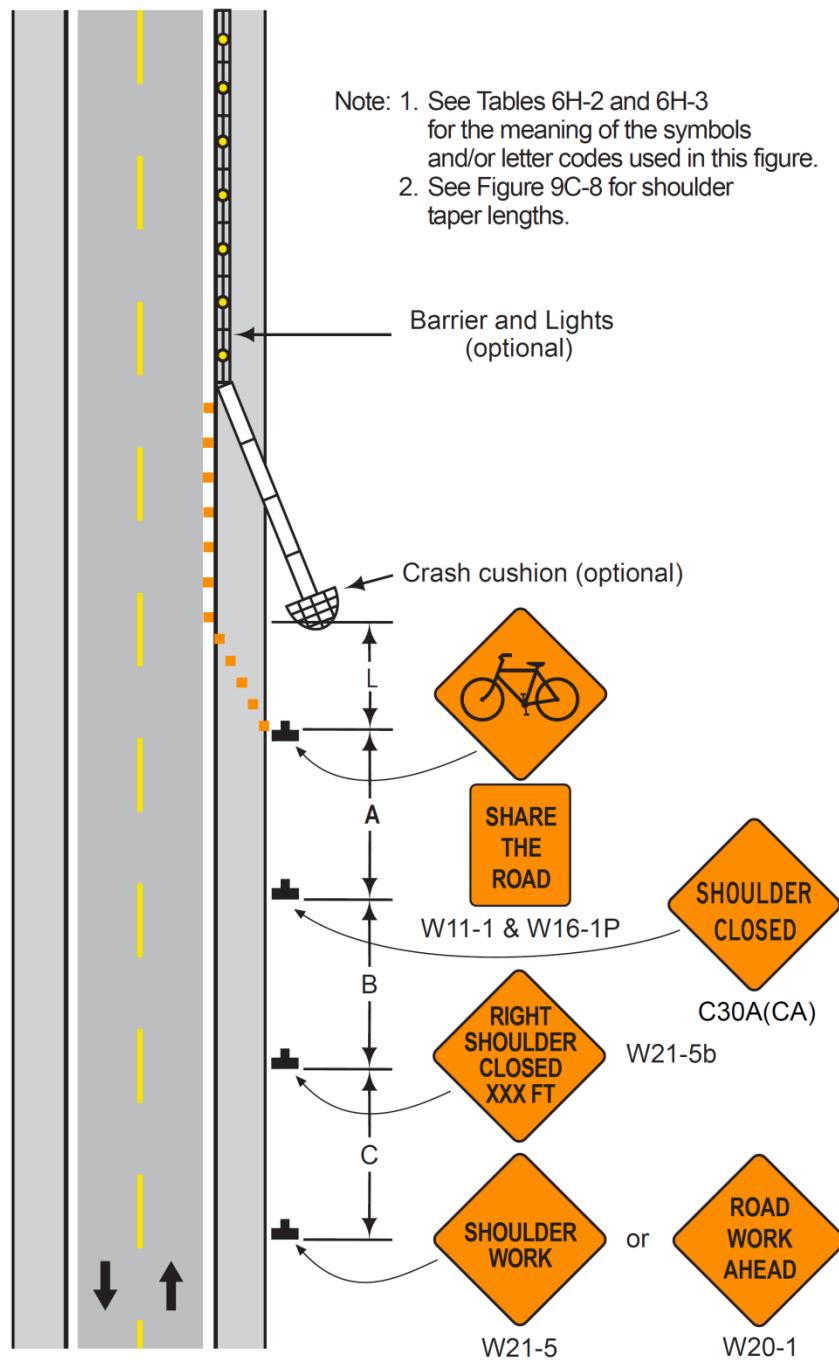
Option:

6. The barrier shown in this typical application is an example of one method that may be used to close a shoulder of a long-term project.
7. The warning lights shown on the barrier may be used.

Guidance:

9. This typical application should only be used in urban areas where posted speed is 25 mph or less. For applications on roadway with a posted speed of 30 mph or more use typical application TA-102(CA).
10. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.
11. Where feasible, an adequate lane width should be provided to allow bicyclists and motor vehicles to travel side by side throughout the TTC zone. If lane width conditions are not met, use the SHARE THE ROAD or Bicycles May Use Full Lane sign.
12. The speeds used for the shoulder taper calculations should be of bicyclists in the project vicinity or if a special event such as a bike race, the expected speed of bicyclists approaching the TTC zone.

Figure 6H-101 (CA). Shoulder Closure on Urban (Low Speed) locations to accommodate bicyclists (TA-101 (CA))



Typical Application 101 (CA)

**Notes for Figure 6H-102(CA) – Typical Application 102(CA)
Lane Closure on Freeway, Expressway, Rural and Urban (High Speed)
Locations to Accommodate Bicyclists**

Guidance:

1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.
2. **SHOULDER CLOSED** signs should be used on limited-access highways where there is no opportunity for disabled vehicles to pull off the roadway.
3. If road users cannot see a pull-off area beyond the closed shoulder, information regarding the length of the shoulder closure should be provided in feet or miles, as appropriate.
4. The use of a temporary traffic barrier should be based on engineering judgment.

Standard:

5. Temporary traffic barriers, including their end treatments, shall be crashworthy. In order to mitigate the effect of striking the upstream end of a temporary traffic barrier, the end shall be installed in accordance with AASHTO's "Roadside Design Guide" (see Section 1A.11) by flaring until the end is outside the acceptable clear zone or by providing crashworthy end treatments. See Section 6F.85 for more details.

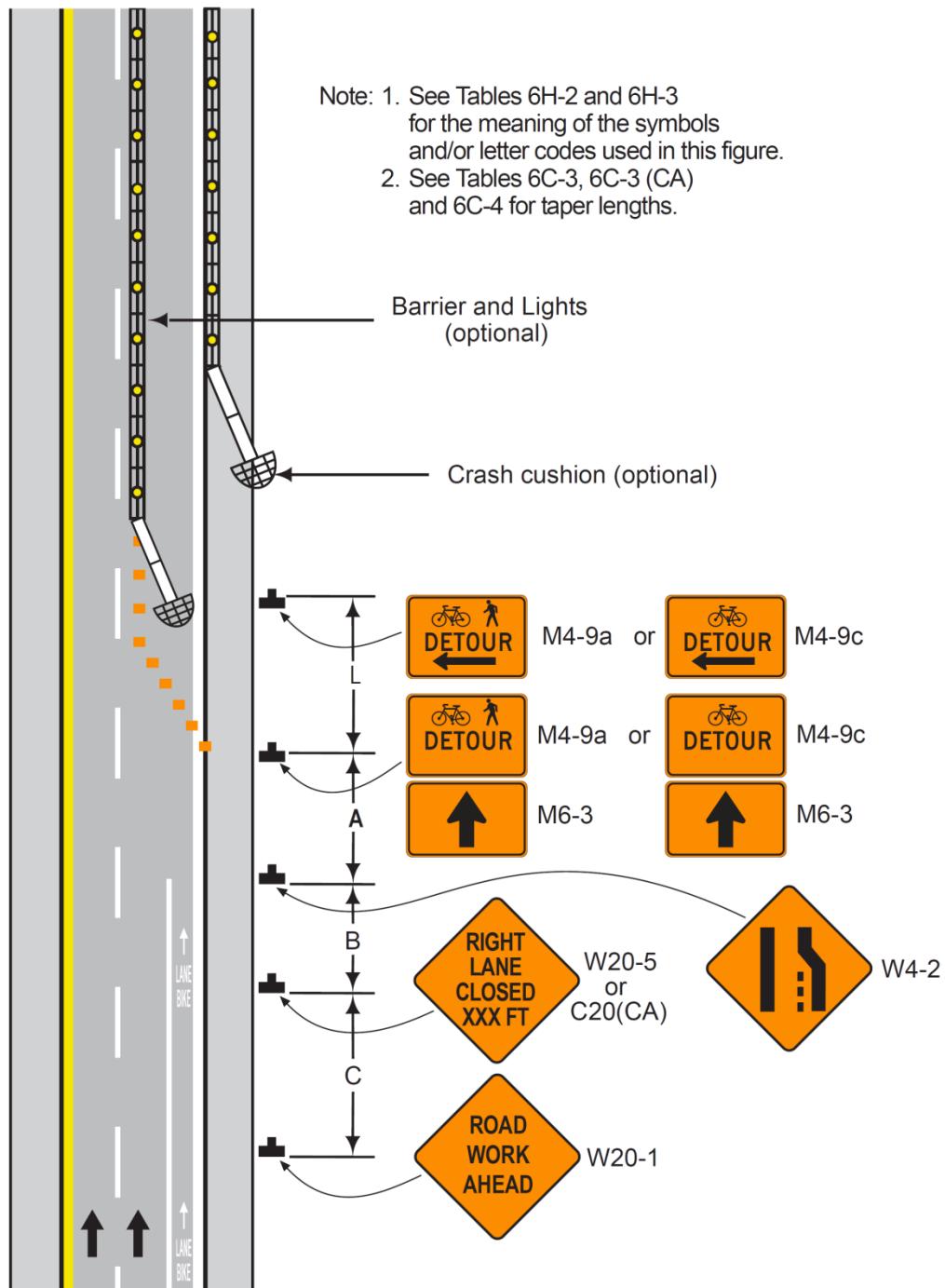
Option:

6. The barrier shown in this typical application is an example of one method that may be used to close a shoulder of a long-term project.
7. The warning lights shown on the barrier may be used.

Guidance:

9. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.
10. The width of the existing pedestrian facility should be provided for the temporary facility, if practical. When it is not possible to maintain a minimum width of 60 inch throughout the entire length of the pedestrian pathway, a 60 x 60 inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.

Figure 6H-102 (CA). Lane Closure on Freeway, Expressway, Rural and Urban (High Speed) locations to accommodate bicyclists (TA-102 (CA))



Typical Application 102 (CA)

**Notes for Figure 6H-103(CA)—Typical Application 103(CA)
Detour for Bike Lane on Roads with Closure of One Travel Direction**

Guidance:

1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.
2. This plan should be used for streets without posted route numbers.
3. On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in advance of a turn.

Option:

4. The STREET CLOSED legend may be used in place of ROAD CLOSED.
5. Additional DO NOT ENTER signs may be used at intersections with intervening streets.
6. Warning lights may be used on Type III Barricades.
7. Detour signs may be located on the far side of intersections.
8. A Street Name sign may be mounted with the Detour sign. The Street Name sign may be either white on green or black on orange.

Standard:

9. When used, the Street Name sign shall be placed above the Detour sign.

Guidance:

10. The DETOUR (M4-8) sign should be placed on tangent sections at intervals not to exceed 1300 feet and at major intersections.

Option:

11. In urban areas, the M4-8 signs may be placed at every intersection.

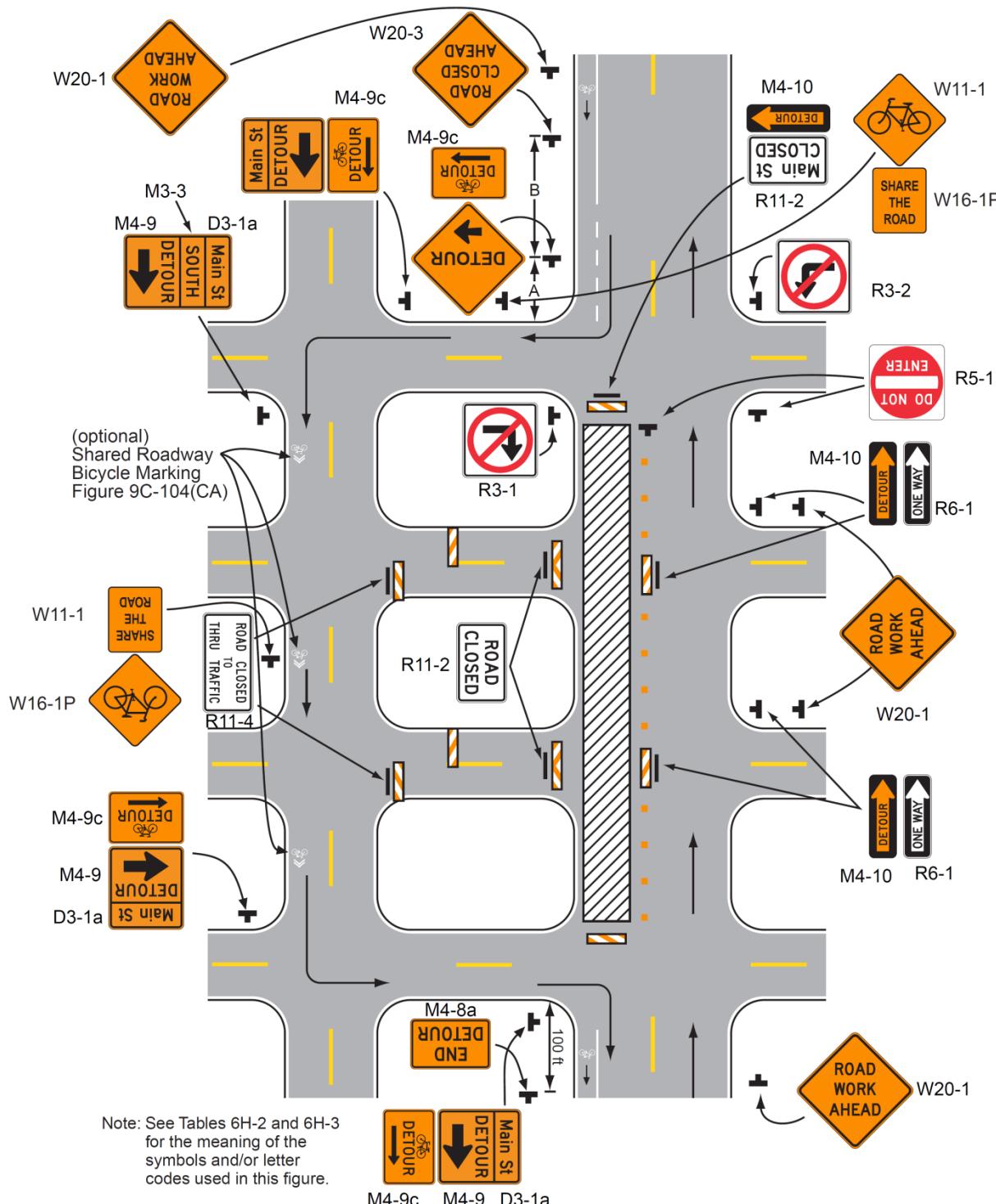
Guidance:

12. When the detour is applicable to bicyclists and not pedestrians, the Bicycle Detour (M4-9c) sign should be used instead of the Pedestrian/Bicycle Detour (M4-9a) sign.
13. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.

Option:

14. For long-term duration projects (see Section 6G.02), the shared roadway bicycle marking may be used along detours with on-street parking and inadequate lane width.

Figure 6H-103 (CA). Detour for Bike Lane on Roads with Closure of One Travel Direction (TA-103 (CA))



Typical Application 103 (CA)

**Notes for Figure 6H-104(CA)—Typical Application 104(CA)
Right Lane and Bike Lane Closure on Far Side of Intersection**

Guidance:

1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.
2. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.

Option:

3. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a right lane having significant right turning movements, then the right lane may be restricted to right turns only, as shown. This procedure increases the through capacity by eliminating right turns from the open through lane.
4. For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through vehicular traffic.
5. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
6. Where the turning radius is large, it may be possible to create a right-turn island using channelizing devices or pavement markings.

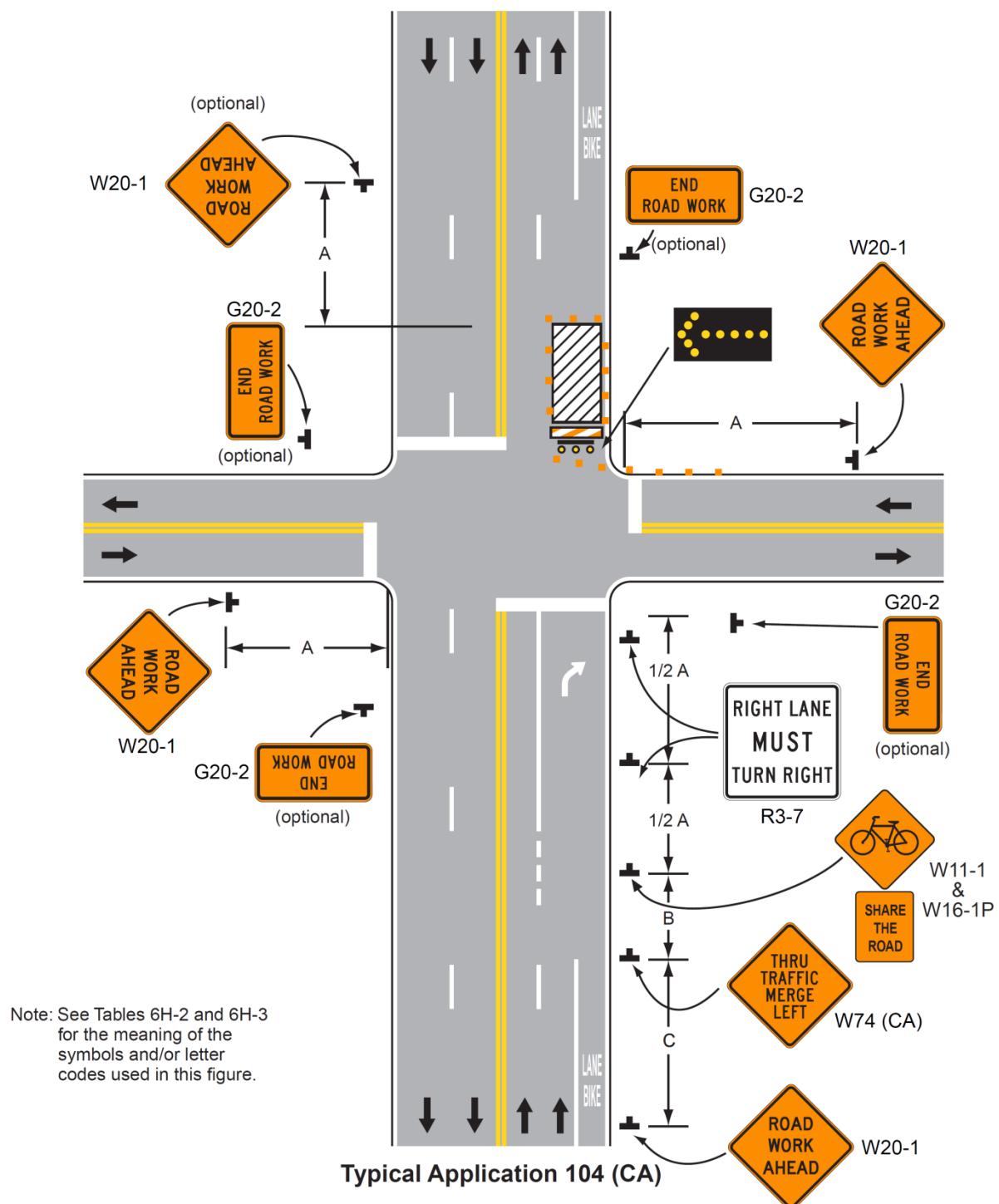
Guidance:

7. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.
8. For long-term duration projects (see Section 6G.02), consideration should be given to installing signs in an overhead location.

Option:

9. A high-level warning device (flag tree) may supplement the advance warning signs. Refer to Section 6F.62.

Figure 6H-104 (CA). Right Lane and Bike Lane Closure on Far Side of Intersection (TA-104 (CA))



**Notes for Figure 6H-105(CA)—Typical Application 105(CA)
Lane Shift on Road with Low Traffic Volumes
(Refer to Part 5, Section 5A.01)**

Guidance:

1. *The lanes on either side of the center work space should have a minimum width of 10 feet as measured from the near edge of the channelizing devices to the edge of pavement or the outside edge of paved shoulder.*
2. *All advance warning signs should be placed so that the path of travel for bicycles is not blocked while maintaining visibility for road users.*

Standard:

3. **Workers in the roadway shall wear high-visibility safety apparel as described in Section 6D.03.**

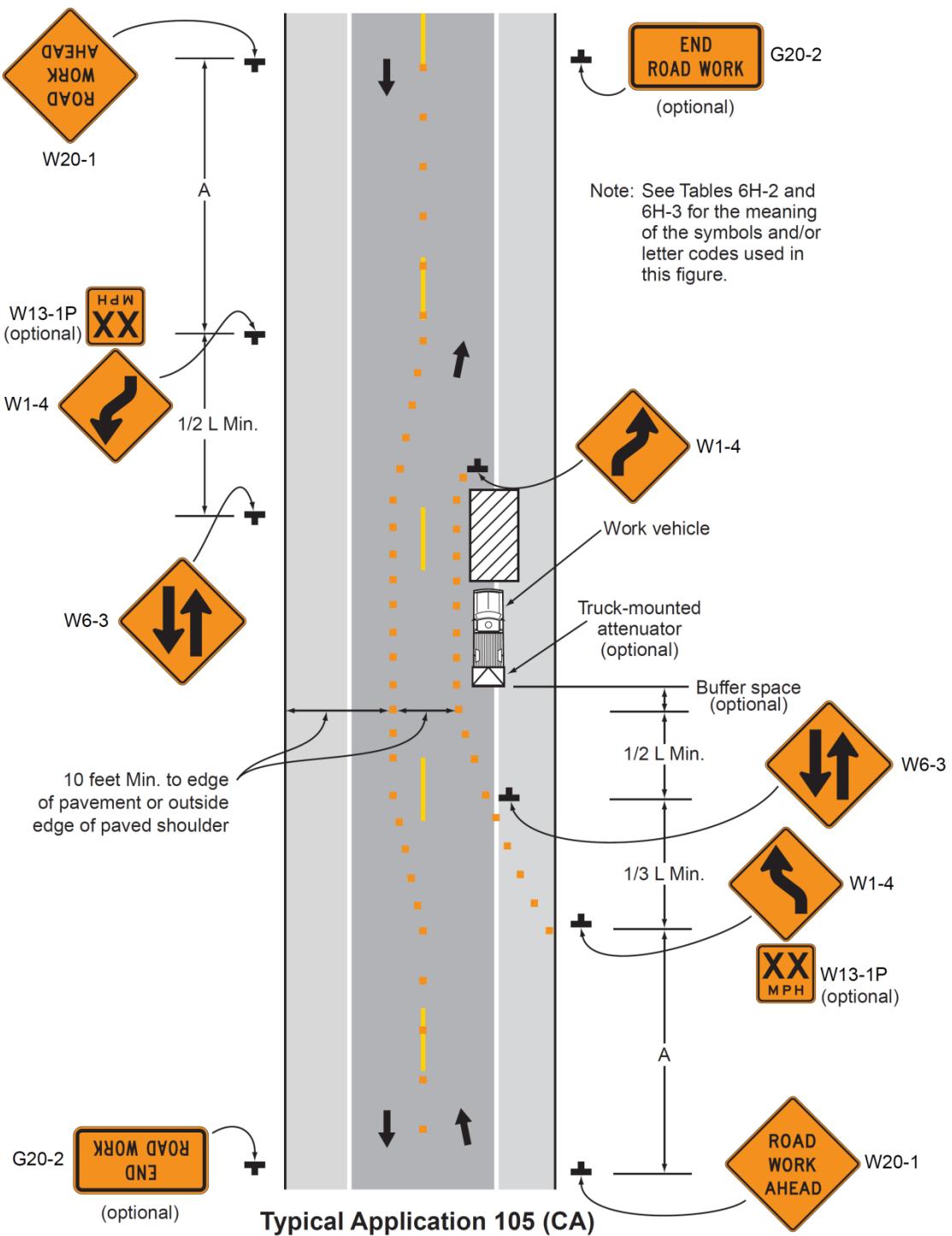
Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. If the closure continues overnight, warning lights may be used on the channelizing devices.
6. A lane width of 9 feet may be used for short-term stationary work on low-volume, low-speed roadways when motor vehicle traffic does not include longer and wider heavy commercial vehicles.
7. A work vehicle displaying high-intensity rotating, flashing, oscillating, or strobe lights may be used instead of the channelizing devices forming the tapers or the high-level warning devices.
8. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

9. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6H-105 (CA). Lane Shift on Road With Low Traffic Volumes (TA-105 (CA))



Notes for Figure 6H-106(CA) – Typical Application 106(CA) Partial Closure in a Single Lane Roundabout

Option:

1. Flashing warning lights and/or flags may be used to call attention to the advance warning sign. A BE PREPARED TO STOP (W3-4) sign may be added to the sign series.
2. If closure continues overnight, warning lights may be used on the channelizing devices.

Standard:

3. Where a quadrant of the roundabout is closed as shown in Figure 6H-106(CA), only one direction of the approach traffic shall be released at a time.
4. At night, flagger stations shall be illuminated, except in emergencies.
5. WRONG WAY (R5-1a) signs shall be covered.

Guidance:

6. When used, the BE PREPARED TO STOP (W3-4) sign should be located between the California Flagger symbol (C9A(CA)) sign and the ONE LANE ROAD (W20-4) sign.
7. YIELD (R1-2), ONE WAY (R6-1 and R6-2), and Roundabout Directional Arrow (R6-4, R6-4a, and R6-4b) signs should be covered or removed.
8. Confusing or misleading guide or lane-use control signs should be covered.

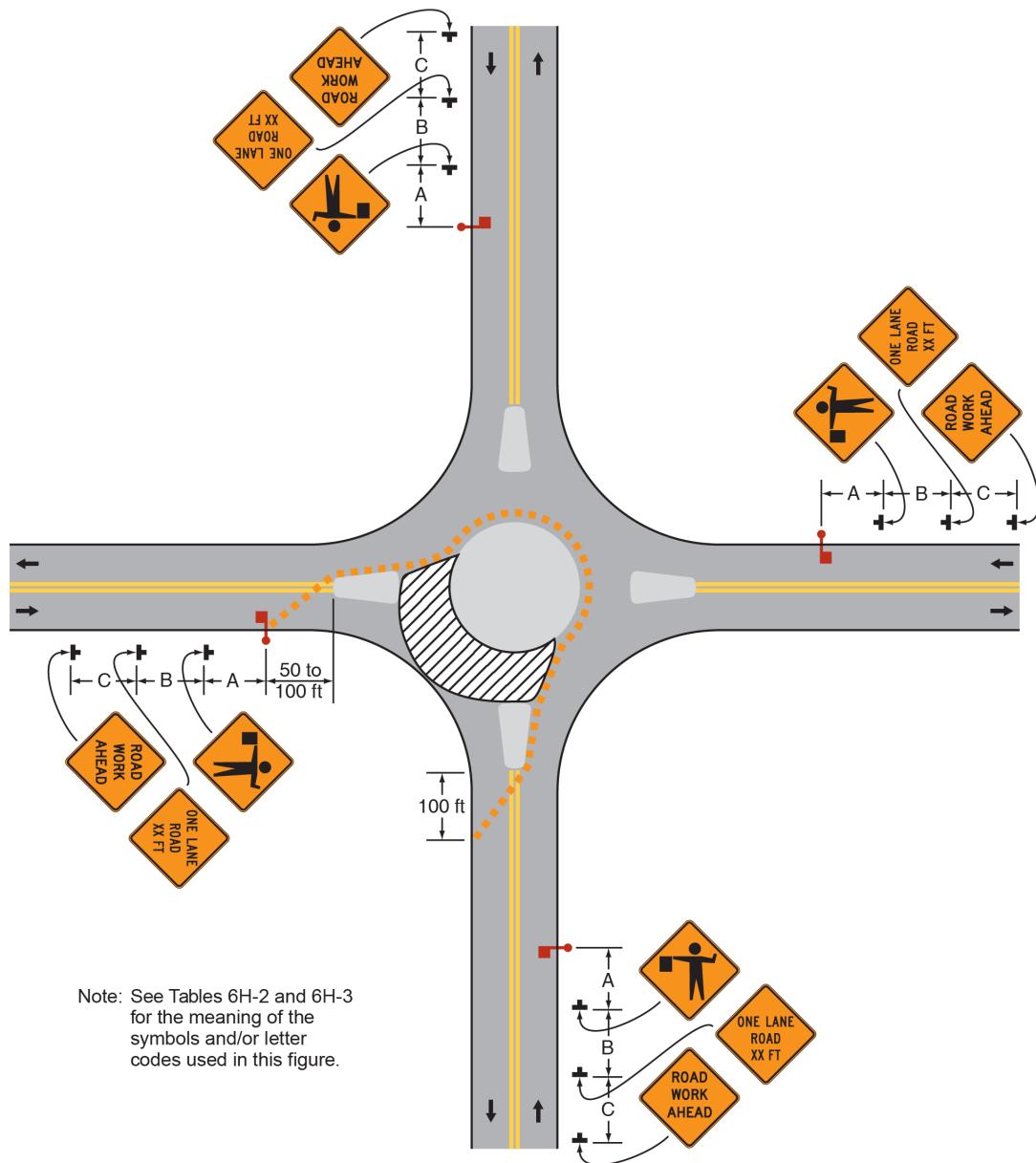
Option:

9. Crosswalks may be closed.
10. As an alternative to closing crosswalks, warning signs may be added informing pedestrians that there is traffic coming from the left.

Guidance:

11. Since the geometrics of the roundabout will be temporarily altered, consideration should be given to establishing a truck detour for the duration of the project.
12. For intermediate or long-term work, the roundabout should be closed and traffic detoured, with appropriate detour signing provided.

Figure 6H-106 (CA). Partial Closure in a Single Lane Roundabout ((TA-106(CA))



Typical Application 106 (CA)

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).

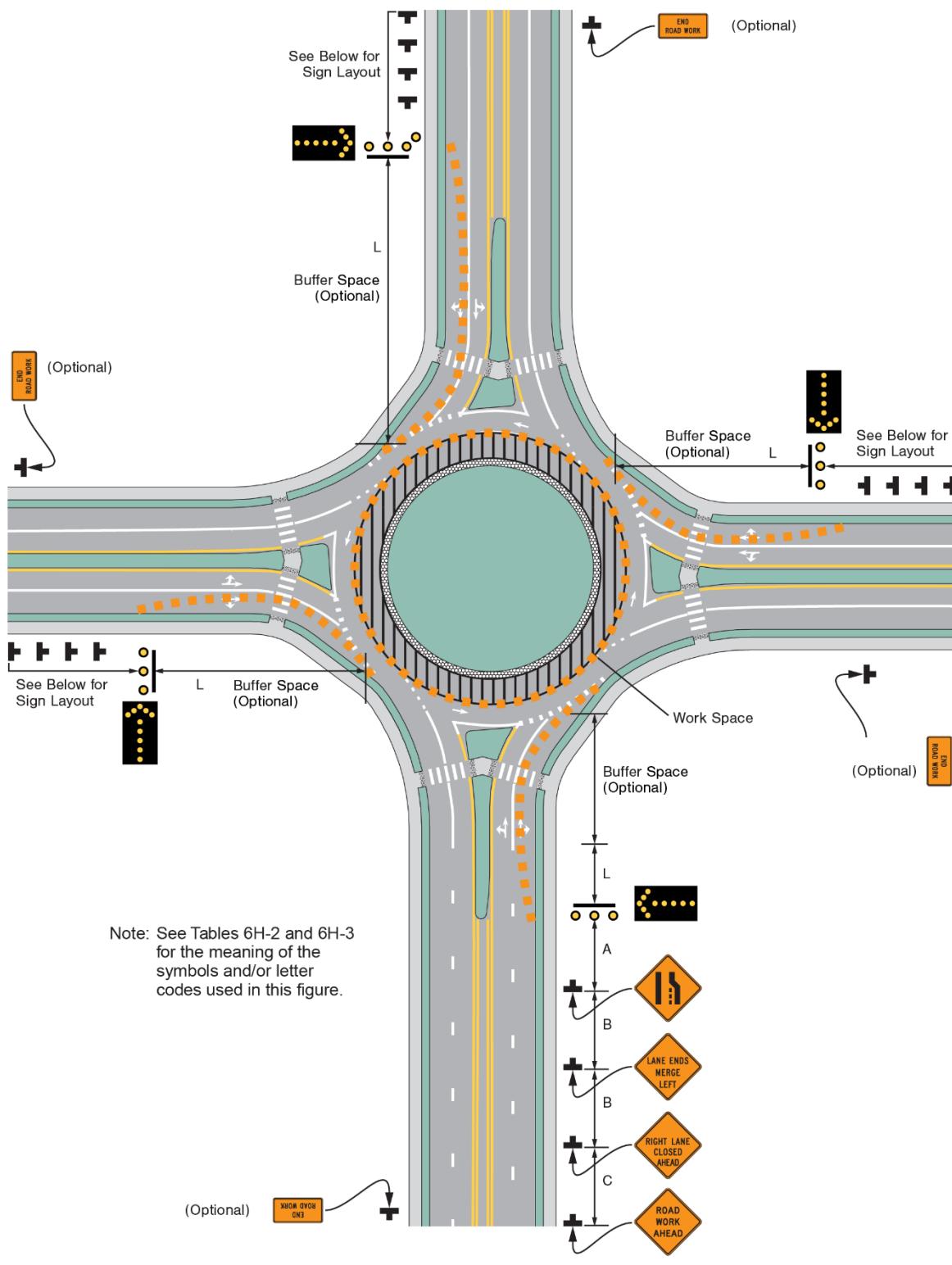
Guidance:

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)