

## 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 Pavement markings no longer applicable shall be removed or obliterated as soon as practical.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.

[illegible]

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

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Note:

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

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