

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.*

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.

Barrier and Lights (optional)

Crash cushion (optional)

DETOUR M4-9a or M4-9c

DETOUR M4-9a or M4-9c

↑ M6-3

↑ M6-3

RIGHT LANE CLOSED XXX FT W20-5 or C20(CA)

ROAD WORK AHEAD W20-1

W4-2

LANE BIKES

LANE BIKES

Chapter 6H – Typical Applications

Part 6 – Temporary Traffic Control