

**Table 6F-1. Temporary Traffic Control Zone Sign and Plaque Sizes (Sheet 1 of 3)**

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Stop	R1-1	6F.06	30 x 30*	—	—
Stop (on Stop/Slow Paddle)	R1-1	6E.03	18 x 18	—	—
Yield	R1-2	6F.06	36 x 36 x 36*	—	30 x 30 x 30
To Oncoming Traffic (plaque)	R1-2aP	6F.06	36 x 30	48 x 36	24 x 18
Wait on Stop	R1-7	6E.05	24 x 30	24 x 30	—
Go on Slow	R1-8	6E.05	24 x 30	24 x 30	—
Speed Limit	R2-1	6F.12	24 x 30*	36 x 48	—
Fines Higher (plaque)	R2-6P	6F.12	24 x 18	36 x 24	—
Fines Double (plaque)	R2-6aP	6F.12	24 x 18	36 x 24	—
\$XX Fine (plaque)	R2-6bP	6F.12	24 x 18	36 x 24	—
Begin Higher Fines Zone	R2-10	6F.12	24 x 30	36 x 48	—
End Higher Fines Zone	R2-11	6F.12	24 x 30	36 x 48	—
End Work Zone Speed Limit	R2-12	6F.12	24 x 36	36 x 54	—
Movement Prohibition	R3-1,2,3,4,18,27	6F.06	24 x 24*	36 x 36	—
Mandatory Movement (1 lane)	R3-5	6F.06	30 x 36	—	—
Optional Movement (1 lane)	R3-6	6F.06	30 x 36	—	—
Mandatory Movement (text)	R3-7	6F.06	30 x 30*	—	—
Advance Intersection Lane Control	R3-8	6F.06	Varies x 30	—	—
Do Not Pass	R4-1	6F.06	24 x 30	36 x 48	—
Pass With Care	R4-2	6F.06	24 x 30	36 x 48	—
Keep Right	R4-7	6F.06	24 x 30	36 x 48	—
Narrow Keep Right	R4-7c	6F.06	18 x 30	—	—
Stay in Lane	R4-9	6F.11	24 x 30	36 x 48	—
Do Not Enter	R5-1	6F.06	30 x 30*	36 x 36	—
Wrong Way	R5-1a	6F.06	36 x 24*	42 x 30	—
One Way	R6-1	6F.06	36 x 12*	54 x 18	—
One Way	R6-2	6F.06	24 x 30*	36 x 48	—
No Parking (symbol)	R8-3	6F.06	24 x 24	36 x 36	—
Pedestrian Crosswalk	R9-8	6F.13	36 x 18	—	—
Sidewalk Closed	R9-9	6F.14	24 x 12	—	—
Sidewalk Closed, Use Other Side	R9-10	6F.14	24 x 12	—	—
Sidewalk Closed Ahead, Cross Here	R9-11	6F.14	24 x 18	—	—
Sidewalk Closed, Cross Here	R9-11a	6F.14	24 x 12	—	—
Road Closed	R11-2	6F.08	48 x 30	—	—
Road Closed - Local Traffic Only	R11-3a,3b,4	6F.09	60 x 30	—	—
Weight Limit	R12-1,2	6F.10	24 x 30	36 x 48	—
Weight Limit (with symbols)	R12-5	6F.10	24 x 36	36 x 48	—
Turn and Curve Signs	W1-1,2,3,4	6F.16	36 x 36	48 x 48	30 x 30
Reverse Curve (2 or more lanes)	W1-4b,4c	6F.48	36 x 36	48 x 48	30 x 30
One-Direction Large Arrow	W1-6	6F.16	48 x 24	60 x 30	—
Chevron	W1-8	6F.16	18 x 24	30 x 36	—
Stop Ahead	W3-1	6F.16	36 x 36	48 x 48	30 x 30
Yield Ahead	W3-2	6F.16	36 x 36	48 x 48	30 x 30
Signal Ahead	W3-3	6F.16	36 x 36	48 x 48	30 x 30
Be Prepared to Stop	W3-4	6F.16	36 x 36	48 x 48	30 x 30
Reduced Speed Limit Ahead	W3-5	6F.16	36 x 36	48 x 48	30 x 30



**Table 6F-1. Temporary Traffic Control Zone Sign and Plaque Sizes (Sheet 2 of 3)**

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
XX MPH Speed Zone Ahead	W3-5a	6F.16	36 x 36	48 x 48	30 x 30
Merging Traffic	W4-1,5	6F.16	36 x 36	48 x 48	36 x 36
Lane Ends	W4-2	6F.24	36 x 36	48 x 48	30 x 30
Added Lane	W4-3,6	6F.16	36 x 36	48 x 48	30 x 30
No Merge Area (plaque)	W4-5P	6F.16	18 x 24	24 x 30	—
Road Narrows	W5-1	6F.16	36 x 36	48 x 48	30 x 30
Narrow Bridge	W5-2	6F.16	36 x 36	48 x 48	30 x 30
One Lane Bridge	W5-3	6F.16	36 x 36	48 x 48	30 x 30
Ramp Narrows	W5-4	6F.26	36 x 36	48 x 48	30 x 30
Divided Highway	W6-1	6F.16	36 x 36	48 x 48	30 x 30
Divided Highway Ends	W6-2	6F.16	36 x 36	48 x 48	30 x 30
Two-Way Traffic	W6-3	6F.32	36 x 36	48 x 48	30 x 30
Two-Way Traffic	W6-4	6F.76	12 x 18	12 x 18	—
Hill (symbol)	W7-1	6F.16	36 x 36	48 x 48	30 x 30
Next XX Miles (plaque)	W7-3aP	6F.53	24 x 18	36 x 30	—
Bump	W8-1	6F.16	36 x 36	48 x 48	30 x 30
Dip	W8-2	6F.16	36 x 36	48 x 48	30 x 30
Pavement Ends	W8-3	6F.16	36 x 36	48 x 48	30 x 30
Soft Shoulder	W8-4	6F.44	36 x 36	48 x 48	30 x 30
Slippery When Wet	W8-5	6F.16	36 x 36	48 x 48	30 x 30
Truck Crossing	W8-6	6F.36	36 x 36	48 x 48	30 x 30
Loose Gravel	W8-7	6F.16	36 x 36	48 x 48	30 x 30
Rough Road	W8-8	6F.16	36 x 36	48 x 48	30 x 30
Low Shoulder	W8-9	6F.44	36 x 36	48 x 48	30 x 30
Uneven Lanes	W8-11	6F.45	36 x 36	48 x 48	30 x 30
No Center Line	W8-12	6F.47	36 x 36	48 x 48	30 x 30
Fallen Rocks	W8-14	6F.16	36 x 36	48 x 48	30 x 30
Grooved Pavement	W8-15	6F.16	36 x 36	48 x 48	30 x 30
Motorcycle (plaque)	W8-15P	6F.54	24 x 18	30 x 24	—
Shoulder Drop Off (symbol)	W8-17	6F.44	36 x 36	48 x 48	30 x 30
Shoulder Drop-Off (plaque)	W8-17P	6F.44	24 x 18	30 x 24	—
Road May Flood	W8-18	6F.16	36 x 36	48 x 48	24 x 24
No Shoulder	W8-23	6F.16	36 x 36	48 x 48	30 x 30
Steel Plate Ahead	W8-24	6F.46	36 x 36	48 x 48	30 x 30
Shoulder Ends	W8-25	6F.16	36 x 36	48 x 48	30 x 30
Lane Ends	W9-1,2	6F.16	36 x 36	48 x 48	30 x 30
Center Lane Closed Ahead	W9-3	6F.23	36 x 36	48 x 48	30 x 30
Grade Crossing Advance Warning	W10-1	6F.16	36 dia.	—	—
Truck	W11-10	6F.36	36 x 36	48 x 48	30 x 30
Double Arrow	W12-1	6F.16	30 x 30	—	—
Low Clearance	W12-2	6F.16	36 x 36	48 x 48	30 x 30
Advisory Speed (plaque)	W13-1P	6F.52	24 x 24	30 x 30	18 x 18
On Ramp (plaque)	W13-4P	6F.25	36 x 36	36 x 36	—
No Passing Zone (pennant)	W14-3	6F.16	48 x 48 x 36	64 x 64 x 48	40 x 40 x 30
XX Feet (plaque)	W16-2P	6F.16	24 x 18	30 x 24	—
Road Work (with distance)	W20-1	6F.18	36 x 36	48 x 48	30 x 30



**Table 6F-1. Temporary Traffic Control Zone Sign and Plaque Sizes (Sheet 3 of 3)**

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway	Minimum
Detour (with distance)	W20-2	6F.19	36 x 36	48 x 48	30 x 30
Road (Street) Closed (with distance)	W20-3	6F.20	36 x 36	48 x 48	30 x 30
One Lane Road (with distance)	W20-4	6F.21	36 x 36	48 x 48	30 x 30
Lane(s) Closed (with distance)	W20-5,5a	6F.22	36 x 36	48 x 48	30 x 30
Flagger (symbol)	W20-7	6F.31	36 x 36	48 x 48	30 x 30
Flagger	W20-7a	6F.31	36 x 36	48 x 48	30 x 30
Slow (on Stop/Slow Paddle)	W20-8	6E.03	18 x 18	—	—
Workers	W21-1,1a	6F.33	36 x 36	48 x 48	30 x 30
Fresh Oil (Tar)	W21-2	6F.34	36 x 36	48 x 48	30 x 30
Road Machinery Ahead	W21-3	6F.35	36 x 36	48 x 48	30 x 30
Slow Moving Vehicle	W21-4	6G.06	36 x 18	—	—
Shoulder Work	W21-5	6F.37	36 x 36	48 x 48	30 x 30
Shoulder Closed	W21-5a	6F.37	36 x 36	48 x 48	30 x 30
Shoulder Closed (with distance)	W21-5b	6F.37	36 x 36	48 x 48	30 x 30
Survey Crew	W21-6	6F.38	36 x 36	48 x 48	30 x 30
Utility Work Ahead	W21-7	6F.39	36 x 36	48 x 48	30 x 30
Mowing Ahead	W21-8	6G.06	36 x 36	48 x 48	30 x 30
Blasting Zone Ahead	W22-1	6F.41	36 x 36	48 x 48	30 x 30
Turn Off 2-Way Radio and Cell Phone	W22-2	6F.42	42 x 36	42 x 36	—
End Blasting Zone	W22-3	6F.43	42 x 36	42 x 36	36 x 30
Slow Traffic Ahead	W23-1	6F.27	48 x 24	48 x 24	—
New Traffic Pattern Ahead	W23-2	6F.30	36 x 36	48 x 48	30 x 30
Double Reverse Curve (1 lane)	W24-1	6F.49	36 x 36	48 x 48	30 x 30
Double Reverse Curve (2 lanes)	W24-1a	6F.49	36 x 36	48 x 48	30 x 30
Double Reverse Curve (3 lanes)	W24-1b	6F.49	36 x 36	48 x 48	30 x 30
All Lanes	W24-1cP	6F.49	24 x 24	30 x 30	—
Road Work Next XX Miles	G20-1	6F.56	36 x 18	48 x 24	—
End Road Work	G20-2	6F.57	36 x 18	48 x 24	—
Pilot Car Follow Me	G20-4	6F.58	36 x 18	—	—
Work Zone (plaque)	G20-5aP	6F.12	24 x 18	36 x 24	—
Exit Open	E5-2	6F.28	48 x 36	48 x 36	—
Exit Closed	E5-2a	6F.28	48 x 36	48 x 36	—
Exit Only	E5-3	6F.29	48 x 36	48 x 36	—
Detour	M4-8	6F.59	24 x 12	30 x 15	—
End Detour	M4-8a	6F.59	24 x 18	24 x 18	—
End	M4-8b	6F.59	24 x 12	24 x 12	—
Detour	M4-9	6F.59	30 x 24	48 x 36	—
Bike/Pedestrian Detour	M4-9a	6F.59	30 x 24	—	—
Pedestrian Detour	M4-9b	6F.59	30 x 24	—	—
Bike Detour	M4-9c	6F.59	30 x 24	—	—
Detour	M4-10	6F.59	48 x 18	—	—

\* See Table 2B-1 for minimum size required for signs facing traffic on multi-lane conventional roads

Notes: 1. Larger signs may be used wherever necessary for greater legibility or emphasis

2. Dimensions are shown in inches and are shown as width x height

3. Along State owned, operated, and maintained roadways, the standard warning sign dimensions shall be 48"x 48" for work zones. In areas of reduced lateral clearance, alternative sign dimensions may be used. Information on sign dimensions can be found in the Maryland Standard Sign Book which can be obtained by contacting the Office of Traffic & Safety, Traffic Engineering Design Division, at the address listed on Page i.



**Standard:**

- 02a Signs shall be placed along both sides of the roadway in accordance with the typical standards found in the SHA Book of Standards.

**Support:**

- 02b A copy of the Book of Standards can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD) at the address shown on Page i.

- 03 The provisions of this Section regarding mounting height apply unless otherwise provided for a particular sign elsewhere in this Manual.

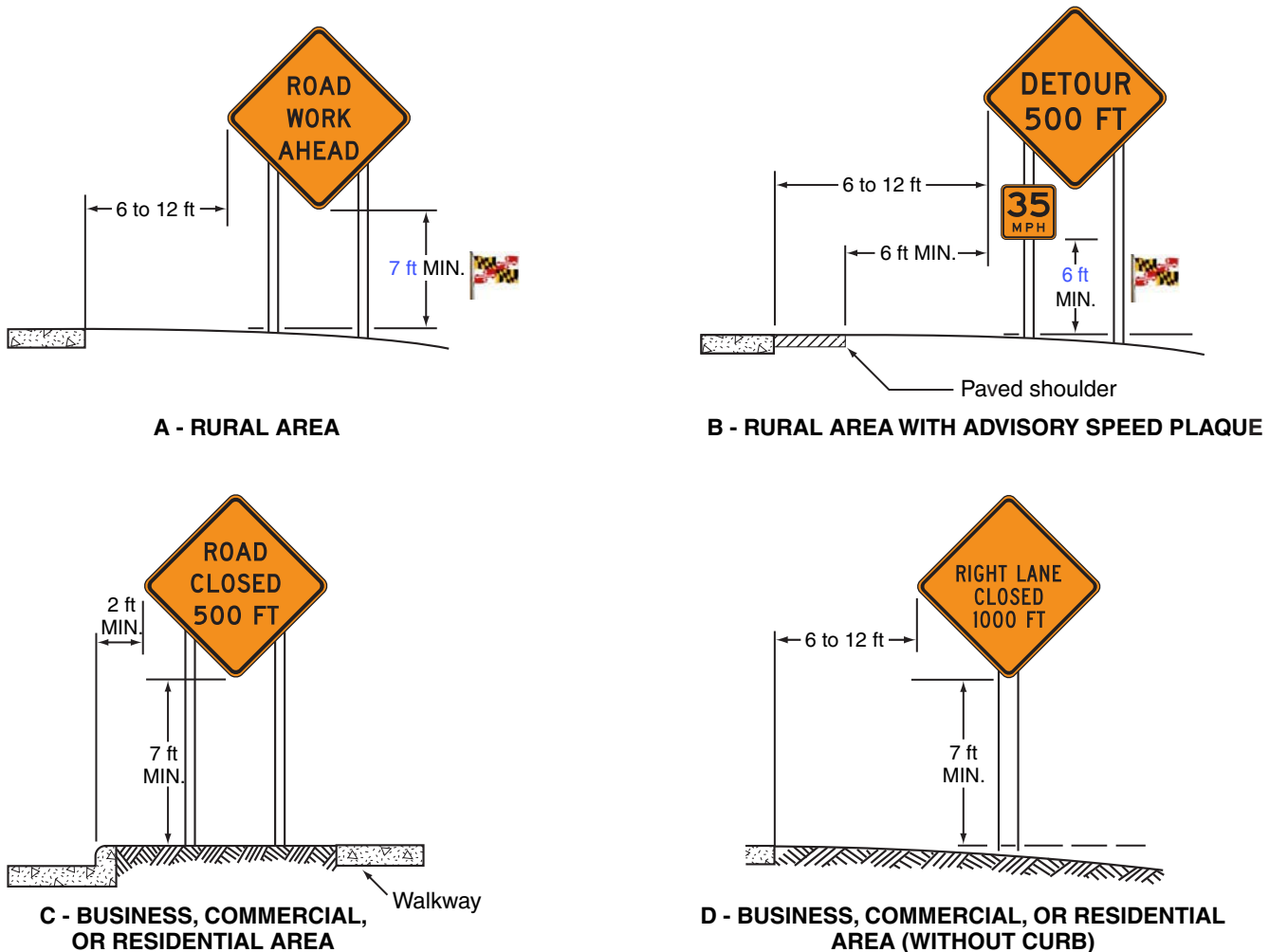
**Standard:**

- 04 The minimum height, measured vertically from the bottom of the sign to the elevation of the near edge of the pavement, of signs installed at the side of the road in rural areas shall be 5 feet (see Figure 6F-1).

04a Along State owned, operated, and maintained roadways, ground-mounted signs installed on the side of the road shall be mounted at a minimum height of 7 feet, in either rural or urban areas.

- 05 The minimum height, measured vertically from the bottom of the sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way, of signs installed at the side of the road in business, commercial, or residential areas where parking or pedestrian movements are likely to occur, or where the view of the sign might be obstructed, shall be 7 feet (see Figure 6F-1).

**Figure 6F-1. Height and Lateral Location of Signs—Typical Installations**





- 06 **The minimum height, measured vertically from the bottom of the sign to the sidewalk, of signs installed above sidewalks shall be 7 feet.**

Option:

- 06a Signs with modified dimensions may be used on barricades in areas of reduced lateral clearance.

Support:

- 06b Information on sign dimensions can be found in the Maryland Standard Sign Book, which may be obtained from the SHA's Office of Traffic & Safety, Traffic Engineering Design Division (TEDD) at the address shown on Page i.

Option:

- 07 The height to the bottom of a secondary sign mounted below another sign may be 1 foot less than the height provided in Paragraphs 4 through 6.

Guidance:

- 08 *Neither portable nor permanent sign supports should be located on sidewalks, bicycle facilities, or areas designated for pedestrian or bicycle traffic. If the bottom of a secondary sign that is mounted below another sign is mounted lower than 7 feet above a pedestrian sidewalk or pathway (see Section 6D.02), the secondary sign should not project more than 4 inches into the pedestrian facility.*

**Standard:**

- 09 **Where it has been determined that the accommodation of pedestrians with disabilities is necessary, signs shall be mounted and placed in accordance with Section 4.4 of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).**

- 10 **Signs mounted on barricades and barricade/sign combinations shall be crashworthy.**

Guidance:

- 11 *Except as provided in Paragraph 12, signs mounted on portable sign supports that do not meet the minimum mounting heights provided in Paragraphs 4 through 6 should not be used for a duration of more than 3 days.*

Option:

- 12 The R9-8 through R9-11a series, R11 series, W1-6 through W1-8 series, M4-10, E5-1, or other similar type signs (see Figures 6F-3, 6F-4, and 6F-5) may be used on portable sign supports that do not meet the minimum mounting heights provided in Paragraphs 4 through 6 for longer than 3 days.

Support:

- 13 Methods of mounting signs other than on posts are illustrated in Figure 6F-2.

Guidance:

- 14 *Signs mounted on Type 3 Barricades should not cover more than 50 percent of the top two rails or 33 percent of the total area of the three rails.*

**Standard:**

- 14a **Along State owned, operated, and maintained roadways, for signs mounted on Type III barricades, the bottom of rectangular signs shall be mounted no higher than the bottom of the top rail.**

Support:

- 14ba Along State owned, operated, and maintained roadways, supplemental specifications and provisions are provided for sign supports. The document can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD) at the address shown on Page i.

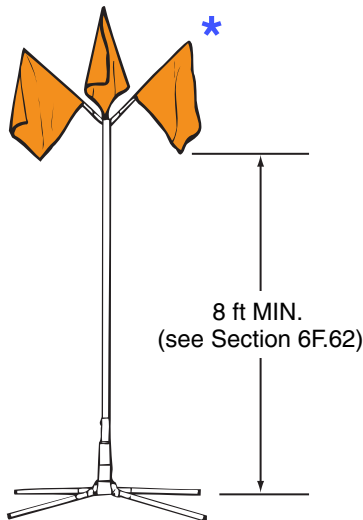
**Standard:**

- 15 **Sign supports shall be crashworthy. Where large signs having an area exceeding 50 square feet are installed on multiple breakaway posts, the clearance from the ground to the bottom of the sign shall be at least 7 feet.**

- 16 **The bottom of a sign mounted on a barricade, or other portable support, shall be at least 1 foot above the traveled way.**

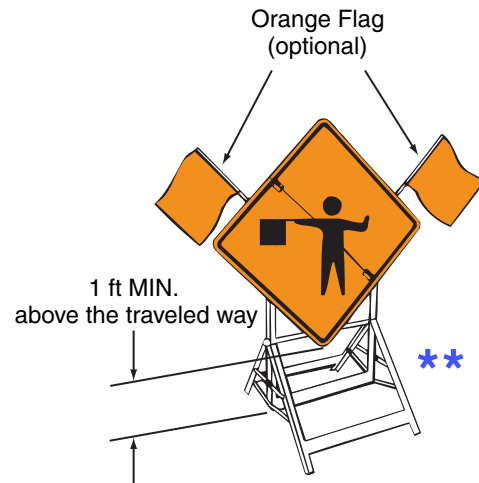
- 16a **Along State owned, operated, and maintained roadways, if alterations are made to specific traffic control device supports that have been successfully crash tested in accordance with NCHRP Report 350 (See Section 1A.11), the altered supports are not considered crashworthy and shall not be used.**



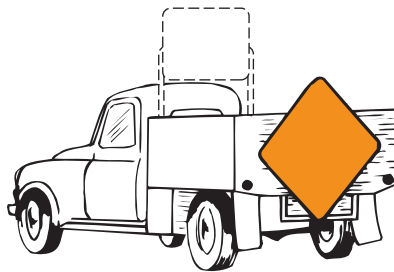
**Figure 6F-2. Methods of Mounting Signs Other Than on Posts**

High-Level Warning Device (FlagTree)

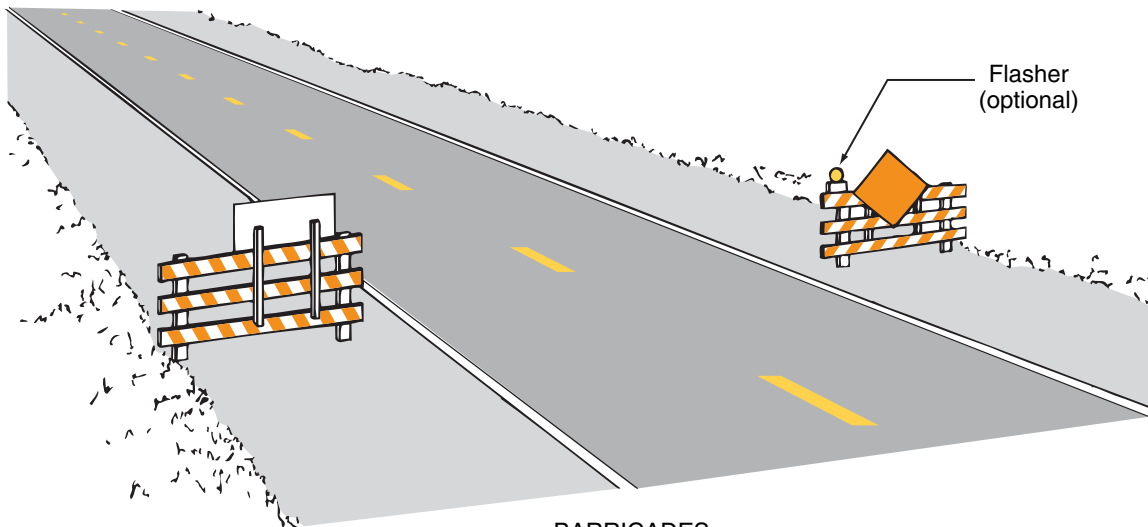
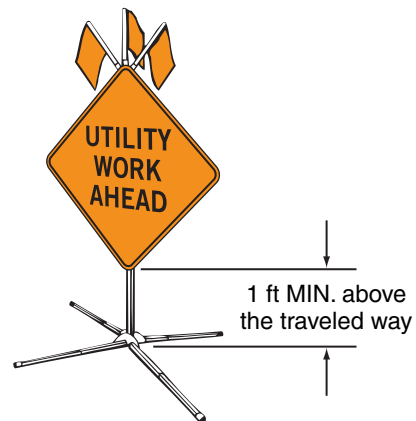
- ★ **High-Level Warning Devices shall not be used along State owned, operated and maintained roadways.**



- ★★ **This type of sign support shall not be used along State owned, operated and maintained roadways**



PORTABLE AND TEMPORARY MOUNTINGS



BARRICADES

The Maryland State Highway Administration's "Qualified Product List" contains further information regarding traffic devices for work zone. This document can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD) at the address shown on Page i.

Flashing lights may be mounted on barricades.

Along State owned, operated and maintained roadways, standard specifications are provided for barricades. This document can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD) at the address shown on Page i.



Option:

- 17 For mobile operations, a sign may be mounted on a work vehicle, a shadow vehicle, or a trailer stationed in advance of the TTC zone or moving along with it.

Support:

- 18 If alterations are made to specific traffic control device supports that have been successfully crash tested in accordance with NCHRP Report 350, the altered supports might not be considered to be crashworthy.

- 06 **The minimum height, measured vertically from the bottom of the sign to the sidewalk, of signs installed above sidewalks shall be 7 feet.**

Option:

- 06a Signs with modified dimensions may be used on barricades in areas of reduced lateral clearance.

#### **Section 6F.04 Sign Maintenance**

Support:

- 00a Along State owned, operated and maintained roadways, supplemental specifications and provisions are provided for sign visibility and retroreflectivity. This document can be obtained from the SHA's Office of Traffic & Safety, Traffic Engineering Design Division (TEDD), at the address shown on Page i.

Guidance:

- 01 *Signs should be properly maintained for cleanliness, visibility, and correct positioning.*
- 02 *Signs that have lost significant legibility should be promptly replaced.*

Support:

- 03 Section 2A.08 contains information regarding the retroreflectivity of signs, including the signs that are used in TTC zones.

#### **Section 6F.05 Regulatory Sign Authority**

Support:

- 01 Regulatory signs such as those shown in Figure 6F-3 inform road users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Standard:

- 02 **Regulatory signs shall be authorized by the public agency or official having jurisdiction and shall conform with Chapter 2B.**

#### **Section 6F.06 Regulatory Sign Design**

Support:

- 00a The Maryland Standard Sign Book can be obtained from the SHA's Office of Traffic & Safety, Traffic Engineering Design Division (TEDD), at the address shown on Page i.

Standard:

- 01 **TTC regulatory signs shall comply with the Standards for regulatory signs presented in Part 2 and in the FHWA's "Standard Highway Signs and Markings" book and the Maryland Standard Sign Book (see Section 1A.11).**

Support:

- 02 Regulatory signs are generally rectangular with a black legend and border on a white background. Exceptions include the STOP, YIELD, DO NOT ENTER, WRONG WAY, and ONE WAY signs.

Option:

- 03 The ONE WAY sign may be either a horizontal or vertical rectangular sign.

#### **Section 6F.07 Regulatory Sign Applications**

Standard:

- 01 **If a TTC zone requires regulatory measures different from those existing, the existing permanent regulatory devices shall be removed or covered and superseded by the appropriate temporary regulatory signs. This change shall be made in compliance with applicable ordinances or statutes of the jurisdiction.**



**Figure 6F-3. Regulatory Signs and Plaques in Temporary Traffic Control Zones**  
(Sheet 1 of 2)

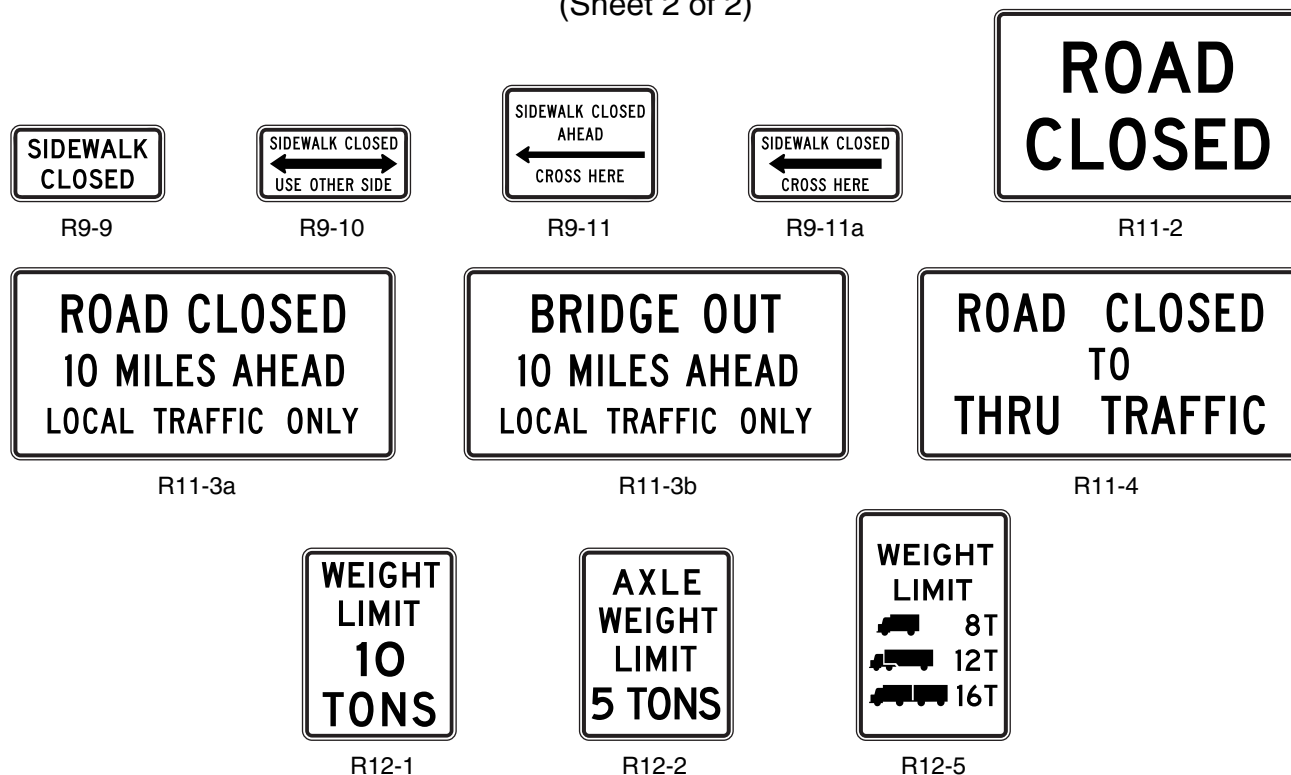


\* Sign shall not be used along State owned, operated and maintained roadways.





**Figure 6F-3. Regulatory Signs and Plaques in Temporary Traffic Control Zones**  
(Sheet 2 of 2)



#### **Section 6F.08 ROAD (STREET) CLOSED Sign (R11-2)**

##### *Guidance:*

- 01 The ROAD (STREET) CLOSED (R11-2) sign (see Figure 6F-3) should be used when the roadway is closed to all road users except contractors' equipment or officially authorized vehicles. The R11-2 sign should be accompanied by appropriate warning and detour signing.

##### *Option:*

- 02 The words BRIDGE OUT (or BRIDGE CLOSED) may be substituted for ROAD (STREET) CLOSED where applicable.

##### *Guidance:*

- 03 The ROAD (STREET) CLOSED sign should be installed at or near the center of the roadway on or above a Type 3 Barricade that closes the roadway (see Section 6F.68).

##### **Standard:**

- 04 The ROAD (STREET) CLOSED sign shall not be used where road user flow is maintained through the TTC zone with a reduced number of lanes on the existing roadway or where the actual closure is some distance beyond the sign.

#### **Section 6F.09 Local Traffic Only Signs (R11-3a, R11-4)**

##### *Guidance:*

- 01 The Local Traffic Only signs (see Figure 6F-3) should be used where road user flow detours to avoid a closure some distance beyond the sign, but where local road users can use the roadway to the point of closure. These signs should be accompanied by appropriate warning and detour signing.

- 02 In rural applications, the Local Traffic Only sign should have the legend ROAD CLOSED XX MILES AHEAD, LOCAL TRAFFIC ONLY (R11-3a).

##### *Option:*

- 03 In urban areas, the legend ROAD (STREET) CLOSED TO THRU TRAFFIC (R11-4) or ROAD CLOSED, LOCAL TRAFFIC ONLY may be used.



04 In urban areas, a word message that includes the name of an intersecting street name or well-known destination may be substituted for the words XX MILES AHEAD on the R11-3a sign where applicable.

05 The words BRIDGE OUT (or BRIDGE CLOSED) may be substituted for the words ROAD (STREET) CLOSED on the R11-3a or R11-4 sign where applicable.

### **Section 6F.10 Weight Limit Signs (R12-1, R12-2, R12-5)**

#### **Standard:**

01 A Weight Limit sign (see Figure 6F-3), which shows the gross weight or axle weight that is permitted on the roadway or bridge, shall be consistent with State or local regulations and shall not be installed without the approval of the authority having jurisdiction over the highway.

02 When weight restrictions are imposed because of the activity in a TTC zone, a marked detour shall be provided for vehicles weighing more than the posted limit.

### **Section 6F.11 STAY IN LANE Sign (R4-9)**

#### **Option:**

01 A STAY IN LANE (R4-9) sign (see Figure 6F-3) may be used where a multi-lane shift has been incorporated as part of the TTC on a highway to direct road users around road work that occupies part of the roadway on a multi-lane highway.

### **Section 6F.12 Work Zone and Higher Fines Signs and Plaques**

#### **Option:**

01 A WORK ZONE (G20-5aP) plaque (see Figure 6F-3) may be mounted above a Speed Limit sign to emphasize that a reduced speed limit is in effect within a TTC zone. An END WORK ZONE SPEED LIMIT (R2-12) sign (see Figure 6F-3) may be installed at the downstream end of the reduced speed limit zone.

#### **Guidance:**

02 A BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 6F-3) should be installed at the upstream end of a work zone where increased fines are imposed for traffic violations, and an END HIGHER FINES ZONE (R2-11) sign (see Figure 6F-3) should be installed at the downstream end of the work zone.

#### **Option:**

03 Alternate legends such as BEGIN (or END) DOUBLE FINES ZONE may also be used for the R2-10 and R2-11 signs.

04 A FINES HIGHER, FINES DOUBLE, or \$XX FINE plaque (see Section 2B.17 and Figure 6F-3) may be mounted below the Speed Limit sign if increased fines are imposed for traffic violations within the TTC zone.

05 Individual signs and plaques for work zone speed limits and higher fines may be combined into a single sign or may be displayed as an assembly of signs and plaques.

05a When the END ROAD WORK (G20-2(1)) sign is used, the END HIGHER FINES ZONE (R2-11) sign and the END WORK ZONE SPEED LIMIT (R2-12) sign may be omitted.

#### **Standard:**

05b Along State owned, operated, and maintained roadways, FINES DOUBLE plaques shall be used.

### **Section 6F.13 PEDESTRIAN CROSSWALK Sign (R9-8)**

#### **Option:**

01 The PEDESTRIAN CROSSWALK (R9-8) sign (see Figure 6F-3) may be used to indicate where a temporary crosswalk has been established.

#### **Standard:**

02 If a temporary crosswalk is established, it shall be accessible to pedestrians with disabilities in accordance with Section 6D.02.

### **Section 6F.14 SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, R9-11a)**

#### **Guidance:**

01 SIDEWALK CLOSED signs (see Figure 6F-3) should be used where pedestrian flow is restricted. Bicycle/Pedestrian Detour (M4-9a) signs or Pedestrian Detour (M4-9b) signs should be used where pedestrian flow is rerouted (see Section 6F.59).



- 02     *The SIDEWALK CLOSED (R9-9) sign should be installed at the beginning of the closed sidewalk, at the intersections preceding the closed sidewalk, and elsewhere along the closed sidewalk as needed.*
- 03     *The SIDEWALK CLOSED, (ARROW) USE OTHER SIDE (R9-10) sign should be installed at the beginning of the restricted sidewalk when a parallel sidewalk exists on the other side of the roadway.*
- 04     *The SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE (R9-11) sign should be used to indicate to pedestrians that sidewalks beyond the sign are closed and to direct them to open crosswalks, sidewalks, or other travel paths.*
- 05     *The SIDEWALK CLOSED, (ARROW) CROSS HERE (R9-11a) sign should be installed just beyond the point to which pedestrians are being redirected.*

**Support:**

- 06     These signs are typically mounted on a detectable barricade to encourage compliance and to communicate with pedestrians that the sidewalk is closed. Printed signs are not useful to many pedestrians with visual disabilities. A barrier or barricade detectable by a person with a visual disability is sufficient to indicate that a sidewalk is closed. If the barrier is continuous with detectable channelizing devices for an alternate route, accessible signing might not be necessary. An audible information device is needed when the detectable barricade or barrier for an alternate channelized route is not continuous.

### **Section 6F.15 Special Regulatory Signs**

**Option:**

- 01     Special regulatory signs may be used based on engineering judgment consistent with regulatory requirements.

**Guidance:**

- 02     *Special regulatory signs should comply with the general requirements of color, shape, and alphabet size and series. The sign message should be brief, legible, and clear.*

### **Section 6F.16 Warning Sign Function, Design, and Application**

**Support:**

- 01     TTC zone warning signs (see Figure 6F-4) notify road users of specific situations or conditions on or adjacent to a roadway that might not otherwise be apparent.

**Standard:**

- 02     **TTC warning signs shall comply with the Standards for warning signs presented in Part 2 and in FHWA's "Standard Highway Signs and Markings" book and the [Maryland Standard Sign Book](#) (see Section 1A.11). Except as provided in Paragraph 3, TTC warning signs shall be diamond-shaped with a black legend and border on an orange background, except for the W10-1 sign which shall have a black legend and border on a yellow background, and except for signs that are required or recommended in Parts 2 or 7 to have fluorescent yellow-green backgrounds.**

**Option:**

- 03     Warning signs used for TTC incident management situations may have a black legend and border on a fluorescent pink background.
- 04     Mounting or space considerations may justify a change from the standard diamond shape.
- 05     In emergencies, available warning signs having yellow backgrounds may be used if signs with orange or fluorescent pink backgrounds are not at hand.

**Guidance:**

- 06     *Where roadway or road user conditions require greater emphasis, larger than standard size warning signs should be used, with the symbol or legend enlarged approximately in proportion to the outside dimensions.*
- 07     *Where any part of the roadway is obstructed or closed by work activities or incidents, advance warning signs should be installed to alert road users well in advance of these obstructions or restrictions.*
- 08     *Where road users include pedestrians, the provision of supplemental audible information or detectable barriers or barricades should be considered for people with visual disabilities.*

**Support:**

- 09     Detectable barriers or barricades communicate very clearly to pedestrians who have visual disabilities that they can no longer proceed in the direction that they are traveling.



**Option:**

- 10 Advance warning signs may be used singly or in combination.
- 11 Where distances are not displayed on warning signs as part of the message, a supplemental plaque with the distance legend may be mounted immediately below the sign on the same support.

**Standard:**

- 11a **Along State owned, operated and, maintained roads, diamond shaped TTC warning signs shall be a minimum of 48 x 48 inches, except where otherwise noted.**

**Section 6F.17 Position of Advance Warning Signs***Guidance:*

- 01 *Where highway conditions permit, warning signs should be placed in advance of the TTC zone at varying distances depending on roadway type, condition, and posted speed. Table 6C-1 contains information regarding the spacing of advance warning signs. Where a series of two or more advance warning signs is used, the closest sign to the TTC zone should be placed approximately 100 feet for low-speed urban streets to 1,000 feet or more for freeways and expressways.*
- 02 *Where multiple advance warning signs are needed on the approach to a TTC zone, the ROAD WORK AHEAD (W20-1) sign should be the first advance warning sign encountered by road users.*

**Support:**

- 03 Various conditions, such as limited sight distance or obstructions that might require a driver to reduce speed or stop, might require additional advance warning signs.

**Option:**

- 04 As an alternative to a specific distance on advance warning signs, the word AHEAD may be used.

**Support:**

- 05 At TTC zones on lightly-traveled roads, all of the advance warning signs prescribed for major construction might not be needed.

**Option:**

- 06 Utility work, maintenance, or minor construction can occur within the TTC zone limits of a major construction project, and additional warning signs may be needed.

*Guidance:*

- 07 *Utility, maintenance, and minor construction signing and TTC should be coordinated with appropriate authorities so that road users are not confused or misled by the additional TTC devices.*

**Section 6F.18 ROAD (STREET) WORK Sign (W20-1)***Guidance:*

- 01 *The ROAD (STREET) WORK (W20-1) sign (see Figure 6F-4), which serves as a general warning of obstructions or restrictions, should be located in advance of the work space or any detour, on the road where the work is taking place.*
- 02 *Where traffic can enter a TTC zone from a crossroad or a major (high-volume) driveway, an advance warning sign should be used on the crossroad or major driveway.*

**Standard:**

- 03 **The ROAD (STREET) WORK (W20-1) sign shall have the legend ROAD (STREET) WORK, XX FEET, XX MILES, or AHEAD.**

**Section 6F.19 DETOUR Sign (W20-2)***Guidance:*

- 01 *The DETOUR (W20-2) sign (see Figure 6F-4) should be used in advance of a road user detour over a different roadway or route.*

**Standard:**

- 02 **The DETOUR sign shall have the legend DETOUR, XX FEET, XX MILES, or AHEAD.**



**Section 6F.20 ROAD (STREET) CLOSED Sign (W20-3)***Guidance:*

- 01 The *ROAD (STREET) CLOSED (W20-3) sign (see Figure 6F-4) should be used in advance of the point where a highway is closed to all road users, or to all but local road users.*

**Standard:**

- 02 The **ROAD (STREET) CLOSED sign shall have the legend ROAD (STREET) CLOSED, XX FEET, XX MILES, or AHEAD.**

**Section 6F.21 ONE LANE ROAD Sign (W20-4)****Standard:**

- 01 The **ONE LANE ROAD (W20-4) sign (see Figure 6F-4) shall be used only in advance of that point where motor vehicle traffic in both directions must use a common single lane (see Section 6C.10). It shall have the legend ONE LANE ROAD, XX FEET, XX MILES, or AHEAD.**

**Section 6F.22 Lane(s) Closed Signs (W20-5, W20-5a)****Standard:**

- 01 The **Lane(s) Closed sign (see Figure 6F-4) shall be used in advance of that point where one or more through lanes of a multi-lane roadway are closed.**
- 02 For a single lane closure, the **Lane Closed (W20-5) sign (see Figure 6F-4) shall have the legend RIGHT (LEFT) LANE CLOSED, XX FEET, XX MILES, or AHEAD. Where two adjacent lanes are closed, the W20-5a sign (see Figure 6F-4) shall have the legend XX RIGHT (LEFT) LANES CLOSED, XX FEET, XX MILES, or AHEAD.**

**Section 6F.23 CENTER LANE CLOSED AHEAD Sign (W9-3)***Guidance:*

- 01 The *CENTER LANE CLOSED AHEAD (W9-3) sign (see Figure 6F-4) should be used in advance of that point where work occupies the center lane(s) and approaching motor vehicle traffic is directed to the right or left of the work zone in the center lane.*

**Section 6F.24 Lane Ends Sign (W4-2)***Option:*

- 01 The **Lane Ends (W4-2) symbol sign (see Figure 6F-4) may be used to warn drivers of the reduction in the number of lanes for moving motor vehicle traffic in the direction of travel on a multi-lane roadway.**

**Section 6F.25 ON RAMP Plaque (W13-4P)***Guidance:*

- 01 *When work is being done on a ramp, but the ramp remains open, the ON RAMP (W13-4P) plaque (see Figure 6F-4) should be used to supplement the advance ROAD WORK sign.*

**Section 6F.26 RAMP NARROWS Sign (W5-4)***Guidance:*

- 01 The **RAMP NARROWS (W5-4) sign (see Figure 6F-4) should be used in advance of the point where work on a ramp reduces the normal width of the ramp along a part or all of the ramp.**

**Section 6F.27 SLOW TRAFFIC AHEAD Sign (W23-1)***Option:*

- 01 The **SLOW TRAFFIC AHEAD (W23-1) sign (see Figure 6F-4) may be used on a shadow vehicle, usually mounted on the rear of the most upstream shadow vehicle, along with other appropriate signs for mobile operations to warn of slow moving work vehicles. A ROAD WORK (W20-1) sign may also be used with the SLOW TRAFFIC AHEAD sign.**



**Figure 6F-4. Warning Signs and Plaques in Temporary Traffic Control Zones**  
(Sheet 1 of 3)



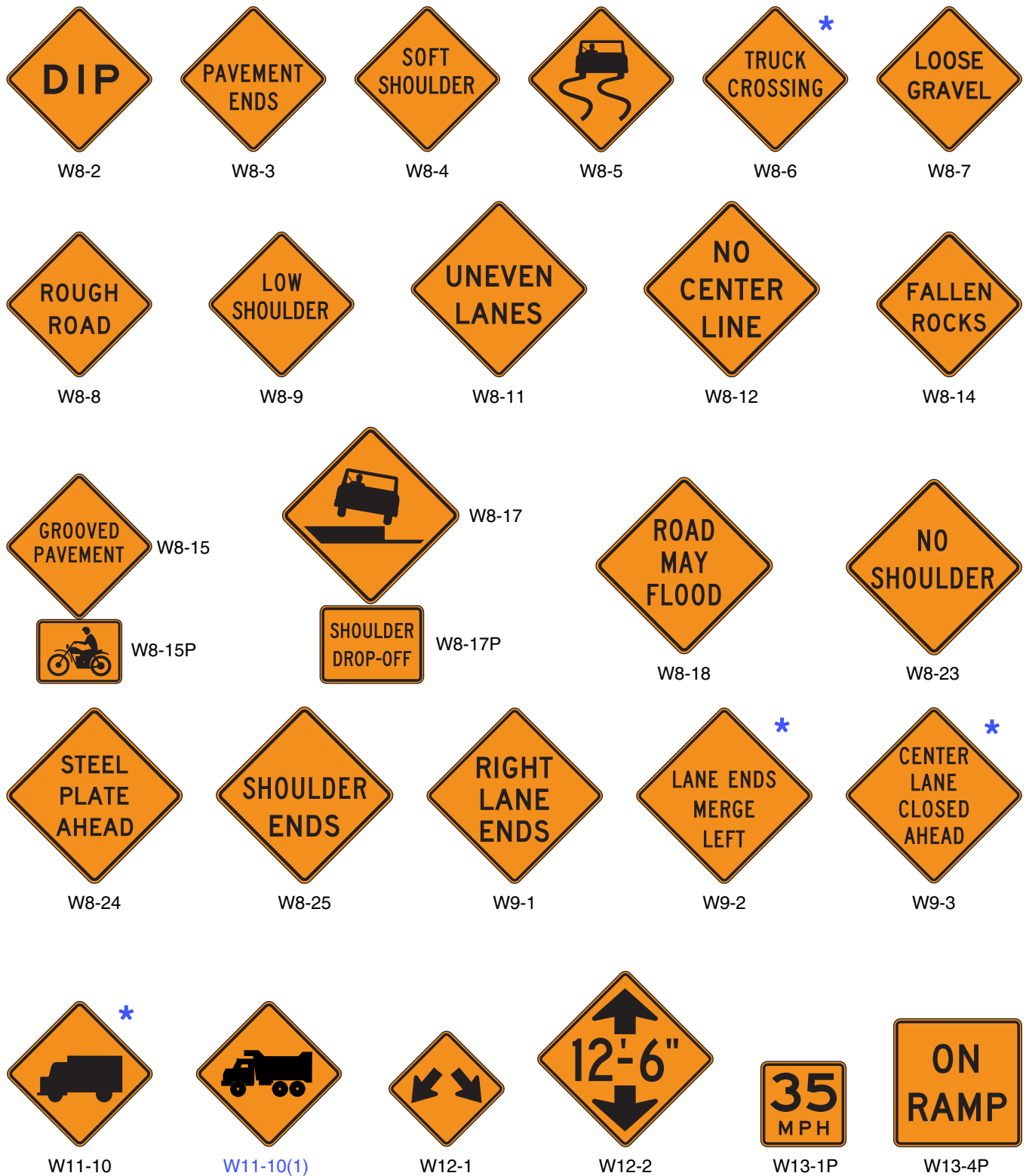
\* Sign shall not be used along State owned, operated and maintained roadways.

Note: The "Maryland Standard Sign Book" contains additional Warning Signs for use in temporary traffic control zones.





**Figure 6F-4. Warning Signs and Plaques in Temporary Traffic Control Zones**  
(Sheet 2 of 3)



\* Sign shall not be used along State owned, operated and maintained roadways.

Note: The "Maryland Standard Sign Book" contains additional Warning Signs for use in temporary traffic control zones.





**Figure 6F-4. Warning Signs and Plaques in Temporary Traffic Control Zones**  
(Sheet 3 of 3)



\* An optional STREET WORK word message sign is shown in the "Standard Highway Signs and Markings" book.

\*\* An optional STREET CLOSED word message sign is shown in the "Standard Highway Signs and Markings" book.

\*\*\* An optional FLAGGER (W20-7a) word message sign is shown in the "Standard Highway Signs and Markings" book.

\*\*\*\* An optional FRESH TAR word message sign is shown in the "Standard Highway Signs and Markings" book.

\* Sign shall not be used along State owned, operated and maintained roadways.

Note: The "Maryland Standard Sign Book" contains additional Warning Signs for use in temporary traffic control zones.





**Section 6F.28 EXIT OPEN and EXIT CLOSED Signs (E5-2, E5-2a)**

Option:

- 01 An EXIT OPEN (E5-2) or EXIT CLOSED (E5-2a) sign (see Figure 6F-5) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.

Guidance:

- 02 When an exit ramp is closed, an EXIT CLOSED sign panel with a black legend and border on a *retroreflective orange* background should be placed diagonally across the interchange/intersection guide signs.

**Section 6F.29 EXIT ONLY Sign (E5-3)**

Option:

- 01 An EXIT ONLY (E5-3) sign (see Figure 6F-5) may be used to supplement other warning signs where work is being conducted in the vicinity of an exit ramp and where the exit maneuver for vehicular traffic using the ramp is different from the normal condition.

**Section 6F.30 NEW TRAFFIC PATTERN AHEAD Sign (W23-2)**

Option:

- 01 A NEW TRAFFIC PATTERN AHEAD (W23-2) sign (see Figure 6F-4) may be used on the approach to an intersection or along a section of roadway to provide advance warning of a change in traffic patterns, such as revised lane usage, roadway geometry, or signal phasing.

Guidance:

- 02 To retain its effectiveness, the W23-2 sign should be displayed for up to 2 weeks, and then it should be covered or removed until it is needed again.

**Section 6F.31 Flagger Signs (W20-7, W20-7a)**

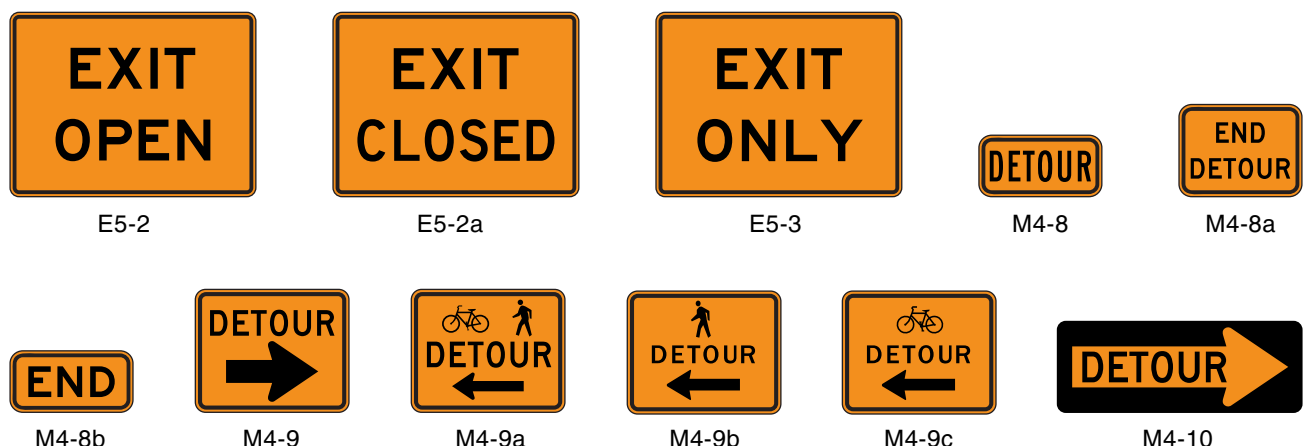
Guidance:

- 01 The Flagger (W20-7) symbol sign (see Figure 6F-4) should be used in advance of any point where a flagger is stationed to control road users.

Option:

- 02 A distance legend may be displayed on a supplemental plaque below the Flagger *symbol* sign. The sign may be used with appropriate legends or in conjunction with other warning signs, such as the BE PREPARED TO STOP (W3-4) sign (see Figure 6F-4).
- 03 The FLAGGER (W20-7a) word message sign with distance legends may be substituted for the Flagger (W20-7) symbol sign.

**Figure 6F-5. Exit Open and Closed and Detour Signs**





**Section 6F.32 Two-Way Traffic Sign (W6-3)***Guidance:*

- 01 *When one roadway of a normally divided highway is closed, with two-way vehicular traffic maintained on the other roadway, the Two-Way Traffic (W6-3) sign (see Figure 6F-4) should be used at the beginning of the two-way vehicular traffic section and at intervals to remind road users of opposing vehicular traffic.*

**Section 6F.33 Workers Signs (W21-1, W21-1a)***Option:*

- 01 A Workers (W21-1) symbol sign (see Figure 6F-4) may be used to alert road users of workers in or near the roadway.

*Guidance:*

- 02 *In the absence of other warning devices, a Workers symbol sign should be used when workers are in the roadway.*

*Option:*

- 03 The WORKERS (W21-1a) word message sign may be used as an alternate to the Workers (W21-1a) symbol sign.

**Section 6F.34 FRESH OIL (TAR) Sign (W21-2)***Guidance:*

- 01 *The FRESH OIL (TAR) (W21-2) sign (see Figure 6F-4) should be used to warn road users of the surface treatment.*

**Section 6F.35 ROAD MACHINERY AHEAD Sign (W21-3)***Option:*

- 01 The ROAD MACHINERY AHEAD (W21-3) sign (see Figure 6F-4) may be used to warn of machinery operating in or adjacent to the roadway.

**Section 6F.36 Motorized Traffic Signs (W8-6, W11-10)***Option:*

- 01 Motorized Traffic (W8-6, W11-10) signs may be used to alert road users to locations where unexpected travel on the roadway or entries into or departures from the roadway by construction vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck Crossing (W11-10) symbol sign (see Figure 6F-4) where there is an established construction vehicle crossing of the roadway.

*Support:*

- 02 These locations might be relatively confined or might occur randomly over a segment of roadway.

**Section 6F.37 Shoulder Work Signs (W21-5, W21-5a, W21-5b)***Support:*

- 01 Shoulder Work signs (see Figure 6F-4) warn of maintenance, reconstruction, or utility operations on the highway shoulder where the roadway is unobstructed.

**Standard:**

- 02  The Shoulder Work sign shall have the legend **SHOULDER WORK (W21-5), or SHOULDER CLOSED (W21-5(2)).**

*Option:*

- 03 The Shoulder Work sign may be used in advance of the point on a non-limited access highway where there is shoulder work. It may be used singly or in combination with a ROAD WORK NEXT XX MILES or ROAD WORK AHEAD sign.

*Guidance:*

- 04 *On freeways and expressways, the **SHOULDER WORK (W21-5)** sign followed by **SHOULDER CLOSED (W21-5(2))** sign should be used in advance of the point where the shoulder work occurs and should be preceded by a **ROAD WORK XX (FT.)** sign.*



**Section 6F.38 SURVEY CREW Sign (W21-6)***Guidance:*

- 01 The SURVEY CREW (W21-6) sign (see Figure 6F-4) should be used to warn of surveying crews working in or adjacent to the roadway.

**Section 6F.39 UTILITY WORK Sign (W21-7)***Option:*

- 01 The UTILITY WORK (W21-7) sign (see Figure 6F-4) may be used as an alternate to the ROAD (STREET) WORK (W20-1) sign for utility operations on or adjacent to a highway.

*Support:*

- 02 Typical examples of where the UTILITY WORK sign is used appear in Figures 6H-4, 6H-6, 6H-10, 6H-15, 6H-18, 6H-21, 6H-22, 6H-26, and 6H-33.

**Standard:**

- 03 The UTILITY WORK sign shall carry the legend UTILITY WORK, XX FEET, XX MILES, or AHEAD.

**Section 6F.40 Signs for Blasting Areas***Support:*

- 01 Radio-Frequency (RF) energy can cause the premature firing of electric detonators (blasting caps) used in TTC zones.

**Standard:**

- 02 Road users shall be warned to turn off mobile radio transmitters and cellular telephones where blasting operations occur. A sequence of signs shall be prominently displayed to direct operators of mobile radio equipment, including cellular telephones, to turn off transmitters in a blasting area. These signs shall be covered or removed when there are no explosives in the area or the area is otherwise secured.

**Section 6F.41 BLASTING ZONE AHEAD Sign (W22-1)****Standard:**

- 01 The BLASTING ZONE AHEAD (W22-1) sign (see Figure 6F-4) shall be used in advance of any TTC zone where explosives are being used. The TURN OFF 2-WAY RADIO AND CELL PHONE and END BLASTING ZONE signs shall be used in sequence with this sign.

**Section 6F.42 TURN OFF 2-WAY RADIO AND CELL PHONE Sign (W22-2)****Standard:**

- 01 The TURN OFF 2-WAY RADIO AND CELL PHONE (W22-2) sign (see Figure 6F-4) shall follow the BLASTING ZONE AHEAD sign and shall be placed at least 1,000 feet before the beginning of the blasting zone.

**Section 6F.43 END BLASTING ZONE Sign (W22-3)****Standard:**

- 01 The END BLASTING ZONE (W22-3) sign (see Figure 6F-4) shall be placed a minimum of 1,000 feet past the blasting zone.

*Option:*

- 02 The END BLASTING ZONE sign may be placed either with or preceding the END ROAD WORK sign.

**Section 6F.44 Shoulder Signs and Plaque (W8-4, W8-9, W8-17, and W8-17P)***Option:*

- 01 The SOFT SHOULDER (W8-4) sign (see Figure 6F-4) may be used to warn of a soft shoulder condition.
- 02 The LOW SHOULDER (W8-9) sign (see Figure 6F-4) may be used to warn of a shoulder condition where there is an elevation difference of 3 inches or less between the shoulder and the travel lane.

*Guidance:*

- 03 The Shoulder Drop Off (W8-17) sign (see Figure 6F-4) should be used when an unprotected shoulder drop-off, adjacent to the travel lane, exceeds 3 inches in depth for a continuous length along the roadway, based on engineering judgment.



Option:

- 04 A SHOULDER DROP-OFF (W8-17P) supplemental plaque (see Figure 6F-4) may be mounted below the W8-17 sign.

**Standard:**

- 04a **The shoulder signs (W8-4, W8-9, and W8-9a) shall not be used along State owned, operated or maintained roadways.**

**Section 6F.45 UNEVEN LANES Sign (W8-11)**

Guidance:

- 01 *The UNEVEN LANES (W8-11) sign (see Figure 6F-4) should be used during operations that create a difference in elevation between adjacent lanes that are open to travel.*

**Section 6F.46 STEEL PLATE AHEAD Sign (W8-24)**

Option:

- 01 A STEEL PLATE AHEAD (W8-24) sign (see Figure 6F-4) may be used to warn road users that the presence of a temporary steel plate(s) might make the road surface uneven and might create slippery conditions during wet weather.

**Section 6F.47 NO CENTER LINE Sign (W8-12)**

Guidance:

- 01 *The NO CENTER LINE (W8-12) sign (see Figure 6F-4) should be used when the work obliterates the center line pavement markings. This sign should be placed at the beginning of the TTC zone and repeated at 2-mile intervals in long TTC zones.*

Support:

- 02 Section 6F.78 contains information regarding temporary markings.

**Section 6F.48 Reverse Curve Signs (W1-4 Series)**

Guidance:

- 01 *In order to give road users advance notice of a lane shift, a Reverse Curve (W1-4, W1-4b, or W1-4c) sign (see Figure 6F-4) should be used when a lane (or lanes) is being shifted to the left or right. If the design speed of the curves is 30 mph or less, a Reverse Turn (W1-3) sign should be used.*

**Standard:**

- 02 **If a Reverse Curve (or Turn) sign is used, the direction of the reverse curve (or turn) shall be appropriately illustrated. Except as provided in Paragraph 3, the number of lanes illustrated on the sign shall be the same as the number of through lanes available to road users.**

Option:

- 03 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.
- 04 Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.

**Section 6F.49 Double Reverse Curve Signs (W24-1 Series)**

Option:

- 01 The Double Reverse Curve (W24-1, W24-1a, or W24-1b) sign (see Figure 6F-4) may be used where the tangent distance between two reverse curves is less than 600 feet, thus making it difficult for a second Reverse Curve (W1-4 series) sign to be placed between the curves. If the design speed of the curves is 30 mph or less, Double Reverse Turn signs should be used.

**Standard:**

- 02 **If a Double Reverse Curve (or Turn) sign is used, the direction of the double reverse curve (or turn) shall be appropriately illustrated. Except as provided in Paragraph 3, the number of lanes illustrated on the sign shall be the same as the number of through lanes available to road users.**

Option:

- 03 Where two or more lanes are being shifted, a W24-1 (or Double Reverse Turn sign showing one lane) 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.



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

### **Section 6F.50 Other Warning Signs**

Option:

- 01 Advance warning signs may be used by themselves or with other advance warning signs.
- 02 Besides the warning signs specifically related to TTC zones, several other warning signs in Part 2 may apply in TTC zones.

**Standard:**

- 03 **Except as provided in Section 6F.02, other warning signs that are used in TTC zones shall have black legends and borders on an orange background.**

### **Section 6F.51 Special Warning Signs**

Option:

- 01 Special warning signs may be used based on engineering judgment.

*Guidance:*

- 02 *Special warning signs should comply with the general requirements of color, shape, and alphabet size and series. The sign message should be brief, legible, and clear.*

### **Section 6F.52 Advisory Speed Plaque (W13-1P)**

Option:

- 01 In combination with a warning sign, an Advisory Speed (W13-1P) plaque (see Figure 6F-4) may be used to indicate a recommended speed through the TTC zone.

**Standard:**

- 02 **The Advisory Speed plaque shall not be used in conjunction with any sign other than a warning sign, nor shall it be used alone. When used with orange TTC zone signs, this plaque shall have a black legend and border on an orange background. The sign shall be at least 24 x 24 inches in size when used with a sign that is 36 x 36 inches or larger. Except in emergencies, an Advisory Speed plaque shall not be mounted until the recommended speed is determined by the highway agency.**

### **Section 6F.53 Supplementary Distance Plaque (W7-3aP)**

Option:

- 01 In combination with a warning sign, a Supplementary Distance (W7-3aP) plaque (see Figure 6F-4) with the legend NEXT XX MILES may be used to indicate the length of highway over which a work activity is being conducted, or over which a condition exists in the TTC zone.
- 02 In long TTC zones, Supplementary Distance plaques with the legend NEXT XX MILES may be placed in combination with warning signs at regular intervals within the zone to indicate the remaining length of highway over which the TTC work activity or condition exists.

**Standard:**

- 03 **The Supplementary Distance plaque with the legend NEXT XX MILES shall not be used in conjunction with any sign other than a warning sign, nor shall it be used alone. When used with orange TTC zone signs, this plaque shall have a black legend and border on an orange background. The sign shall be at least 30 x 24 inches in size when used with a sign that is 36 x 36 inches or larger.**

*Guidance:*

- 04 *When used in TTC zones, the Supplementary Distance plaque with the legend NEXT XX MILES should be placed below the initial warning sign designating that, within the approaching zone, a temporary work activity or condition exists.*

### **Section 6F.54 Motorcycle Plaque (W8-15P)**

Option:

- 01 A Motorcycle (W8-15P) plaque (see Figure 6F-4) may be mounted below a LOOSE GRAVEL (W8-7) sign, a GROOVED PAVEMENT (W8-15) sign, a METAL BRIDGE DECK (W8-16) sign, or a STEEL PLATE AHEAD (W8-24) sign if the warning is intended to be directed primarily to motorcyclists.



## Section 6F.55 Guide Signs

Support:

- 01 Guide signs along highways provide road users with information to help them along their way through the TTC zone. The design of guide signs is presented in Part 2.

Guidance:

- 02 *The following guide signs should be used in TTC zones as needed:*
- A. *Standard route markings, where temporary route changes are necessary,*
  - B. *Directional signs and street name signs, and*
  - C. *Special guide signs relating to the condition or work being done.*

**Standard:**

- 03 **If additional temporary guide signs are used in TTC zones, they shall have a black legend and border on an orange background.**

Option:

- 04 Guide signs used in TTC incident management situations may have a black legend and border on a fluorescent pink background.
- 05 When directional signs and street name signs are used in conjunction with detour routing, these signs may have a black legend and border on an orange background.
- 06 When permanent directional signs or permanent street name signs are used in conjunction with detour signing, they may have a white legend on a green background.

**Standard:**

- 06a **Along State owned, operated, and maintained roadways, street name signs for non-numbered routes, when used with detour routing, shall be black on white above a black on fluorescent orange detour sign.**

## Section 6F.56 ROAD WORK NEXT XX MILES Sign (G20-1)

Guidance:

- 01 *The ROAD WORK NEXT XX MILES (G20-1) sign (see Figure 6F-4) should be installed in advance of TTC zones that are more than 2 miles in length.*

Option:

- 02 The ROAD WORK NEXT XX MILES sign may be mounted on a Type 3 Barricade. The sign may also be used for TTC zones of shorter length.

**Standard:**

- 03 **The distance displayed on the ROAD WORK NEXT XX MILES sign shall be stated to the nearest whole mile.**

## Section 6F.57 END ROAD WORK Sign (G20-2)

Guidance:

- 01 *When used, the END ROAD WORK (G20-2) sign (see Figure 6F-4) should be placed near the downstream end of the termination area, as determined by engineering judgment.*

Option:

- 02 The END ROAD WORK sign may be installed on the back of a warning sign facing the opposite direction of road users or on the back of a Type 3 Barricade.

## Section 6F.58 PILOT CAR FOLLOW ME Sign (G20-4)

**Standard:**

- 01 **The PILOT CAR FOLLOW ME (G20-4) sign (see Figure 6F-4) shall be mounted in a conspicuous position on the rear of a vehicle used for guiding one-way vehicular traffic through or around a TTC zone (see Section 6C.13).**

## Section 6F.59 Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, and M4-10)

**Standard:**

- 01 **Each detour shall be adequately marked with standard temporary route signs and destination signs.**



## Option:

02 Detour signs in TTC incident management situations may have a black legend and border on a fluorescent pink background.

03 The Detour Arrow (M4-10) sign (see Figure 6F-5) may be used where a detour route has been established.

04 The DETOUR (M4-8) sign (see Figure 6F-5) may be mounted at the top of a route sign assembly to mark a temporary route that detours from a highway, bypasses a section closed by a TTC zone, and rejoins the highway beyond the TTC zone.

## Guidance:

05 *The Detour Arrow (M4-10) sign should normally be mounted just below the ROAD CLOSED (R11-2, R11-3a, or R11-4) sign. The Detour Arrow sign should include a horizontal arrow pointed to the right or left as required.*

06 *The DETOUR (M4-9) sign (see Figure 6F-5) should be used for unnumbered highways, for emergency situations, for periods of short durations, or where, over relatively short distances, road users are guided along the detour and back to the desired highway without route signs.*

07 *A Street Name sign should be placed above, or the street name should be incorporated into, a DETOUR (M4-9) sign to indicate the name of the street being detoured.*

## Option:

08 The END DETOUR (M4-8a) or END (M4-8b) sign (see Figure 6F-5) may be used to indicate that the detour has ended.

## Guidance:

09 *When the END DETOUR sign is used on a numbered highway, the sign should be mounted above a route sign after the downstream end of the detour.*

10 *The Pedestrian/Bicycle Detour (M4-9a) sign (see Figure 6F-5) should be used where a pedestrian/bicycle detour route has been established because of the closing of a pedestrian/bicycle facility to through traffic.*

**Standard:**

11 **If used, the Pedestrian/Bicycle Detour sign shall have an arrow pointing in the appropriate direction.**

## Option:

12 The arrow on a Pedestrian/Bicycle Detour sign may be on the sign face or on a supplemental plaque.

13 The Pedestrian Detour (M4-9b) sign or Bicycle Detour (M4-9c) sign (see Figure 6F-5) may be used where a pedestrian or bicycle detour route (not both) has been established because of the closing of the pedestrian or bicycle facility to through traffic.

**Section 6F.60 Portable Changeable Message Signs**

## Support:

01 Portable changeable message signs (PCMS) are TTC devices installed for temporary use with the flexibility to display a variety of messages. In most cases, portable changeable message signs follow the same provisions for design and application as those given for changeable message signs in Chapter 2L. The information in this Section describes situations where the provisions for portable changeable message signs differ from those given in Chapter 2L.

02 Portable changeable message signs are used most frequently on high-density urban freeways, but have applications on all types of highways where highway alignment, road user routing problems, or other pertinent conditions require advance warning and information.

03 Portable changeable message signs have a wide variety of applications in TTC zones including: roadway, lane, or ramp closures; incident management; width restriction information; speed control or reductions; advisories on work scheduling; road user management and diversion; warning of adverse conditions or special events; and other operational control.

04 The primary purpose of portable changeable message signs in TTC zones is to advise the road user of unexpected situations. Portable changeable message signs are particularly useful as they are capable of:

- A. Conveying complex messages,
- B. Displaying real time information about conditions ahead, and
- C. Providing information to assist road users in making decisions prior to the point where actions must be taken.



- 05 Some typical applications include the following:
- A. Where the speed of vehicular traffic is expected to drop substantially;
  - B. Where significant queuing and delays are expected;
  - C. Where adverse environmental conditions are present;
  - D. Where there are changes in alignment or surface conditions;
  - E. Where advance notice of ramp, lane, or roadway closures is needed;
  - F. Where crash or incident management is needed; and/or
  - G. Where changes in the road user pattern occur.

*Guidance:*

- 06 *The components of a portable changeable message sign should include: a message sign, control systems, a power source, and mounting and transporting equipment. The front face of the sign should be covered with a protective material.*

**Standard:**

- 07 **Portable changeable message signs shall comply with the applicable design and application principles established in Chapter 2A. Portable changeable message signs shall display only traffic operational, regulatory, warning, and guidance information, and shall not be used for advertising messages.**

Support:

- 08 Section 2L.02 contains information regarding overly simplistic or vague messages that is also applicable to portable changeable message signs.

**Standard:**

- 09 **The colors used for legends on portable changeable message signs shall comply with those shown in Table 2A-5.**

Support:

- 10 Section 2L.04 contains information regarding the luminance, luminance contrast, and contrast orientation that is also applicable to portable changeable message signs.

*Guidance:*

- 11 *Portable changeable message signs should be visible from 1/2 mile under both day and night conditions.*

Support:

- 12 Section 2B.13 contains information regarding the design of portable changeable message signs that are used to display speed limits that change based on operational conditions, or are used to display the speed at which approaching drivers are traveling.

*Guidance:*

- 13 *A portable changeable message sign should be limited to three lines of eight characters per line or should consist of a full matrix display.*

- 14 *Except as provided in Paragraph 15, the letter height used for portable changeable message sign messages should be a minimum of 18 inches.*

Option:

- 15 For portable changeable message signs mounted on service patrol trucks or other incident response vehicles, a letter height as short as 10 inches may be used. Shorter letter sizes may also be used on a portable changeable message sign used on low speed facilities provided that the message is legible from at least 650 feet.

- 16 The portable changeable message sign may vary in size.

*Guidance:*

- 17 *Messages on a portable changeable message sign should consist of no more than two phases, and a phase should consist of no more than three lines of text. Each phase should be capable of being understood by itself, regardless of the order in which it is read. Messages should be centered within each line of legend. If more than one portable changeable message sign is simultaneously legible to road users, then only one of the signs should display a sequential message at any given time.*

Support:

- 18 Road users have difficulties in reading messages displayed in more than two phases on a typical three-line portable changeable message sign.



**Standard:**

- 19 **Techniques of message display such as animation, rapid flashing, dissolving, exploding, scrolling, travelling horizontally or vertically across the face of the sign, or other dynamic elements shall not be used.**

*Guidance:*

- 20 *When a message is divided into two phases, the display time for each phase should be at least 2 seconds, and the sum of the display times for both of the phases should be a maximum of 8 seconds.*
- 21 *All messages should be designed with consideration given to the principles provided in this Section and also taking into account the following:*
- A. *The message should be as brief as possible and should contain three thoughts (with each thought preferably shown on its own line) that convey:*
    - 1. *The problem or situation that the road user will encounter ahead,*
    - 2. *The location of or distance to the problem or situation, and*
    - 3. *The recommended driver action.*
  - B. *If more than two phases are needed to display a message, additional portable changeable message signs should be used. When multiple portable changeable message signs are needed, they should be placed on the same side of the roadway and they should be separated from each other by a distance of at least 1,000 feet on freeways and expressways, and by a distance of at least 500 feet on other types of highways.*

**Standard:**

- 21a **Along State owned, operated, and maintained roadways, portable Changeable Messages signs shall be visible from at least 0.5 mile and legible from a minimum of 900 feet under both day and night conditions.**

**Standard:**

- 22 **When the word messages shown in Tables 1A-1 or 1A-2 need to be abbreviated on a portable changeable message sign, the provisions described in Section 1A.15 shall be followed.**
- 23 **In order to maintain legibility, portable changeable message signs shall automatically adjust their brightness under varying light conditions.**
- 24 **The control system shall include a display screen upon which messages can be reviewed before being displayed on the message sign. The control system shall be capable of maintaining memory when power is unavailable.**
- 25 **Portable changeable message signs shall be equipped with a power source and a battery back-up to provide continuous operation when failure of the primary power source occurs.**
- 26 **The mounting of portable changeable message signs on a trailer, a large truck, or a service patrol truck shall be such that the bottom of the message sign shall be a minimum of 7 feet above the roadway in urban areas and 5 feet above the roadway in rural areas when it is in the operating mode.**
- 26a **Along State owned, operated, and maintained roadways, The mounting of portable changeable message signs on a trailer, a large truck, or a service patrol truck shall be such that the bottom of the message sign shall be a minimum of 7 feet above the roadway in urban areas and rural areas when it is in the operating mode.**

*Guidance:*

- 27 *Portable changeable message signs should be used as a supplement to and not as a substitute for conventional signs and pavement markings.*
- 28 *When portable changeable message signs are used for route diversion, they should be placed far enough in advance of the diversion to allow road users ample opportunity to perform necessary lane changes, to adjust their speed, or to exit the affected highway.*
- 29 *Portable changeable message signs should be sited and aligned to provide maximum legibility and to allow time for road users to respond appropriately to the portable changeable message sign message.*
- 30 *Portable changeable message signs should be placed off the shoulder of the roadway and behind a traffic barrier, if practical. Where a traffic barrier is not available to shield the portable changeable message sign, it should be placed off the shoulder and outside of the clear zone. If a portable changeable message sign has to be placed on the shoulder of the roadway or within the clear zone, it should be delineated with retroreflective TTC devices.*
- 31 *When portable changeable message signs are used in TTC zones, they should display only TTC messages.*



- 32 *When portable changeable message signs are not being used to display TTC messages, they should be relocated such that they are outside of the clear zone or shielded behind a traffic barrier and turned away from traffic. If relocation or shielding is not practical, they should be delineated with retroreflective TTC devices.*
- 33 *Portable changeable message sign trailers should be delineated on a permanent basis by affixing retroreflective material, known as conspicuity material, in a continuous line on the face of the trailer as seen by oncoming road users.*

**Support:**

- 33a The “Functional Guidelines for Portable Changeable Message Signs” contains further information regarding the use of portable changeable message signs in temporary traffic control zones. This document can be obtained from the SHA’s Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i.

## **Section 6F.61 Arrow Boards**

**Standard:**

- 01 **An arrow board shall be a sign with a matrix of elements capable of either flashing or sequential displays. This sign shall provide additional warning and directional information to assist in merging and controlling road users through or around a TTC zone.**

*Guidance:*

- 02 *An arrow board in the arrow or chevron mode should be used to advise approaching traffic of a lane closure along major multi-lane roadways in situations involving heavy traffic volumes, high speeds, and/or limited sight distances, or at other locations and under other conditions where road users are less likely to expect such lane closures.*
- 03 *If used, an arrow board should be used in combination with appropriate signs, channelizing devices, or other TTC devices.*
- 04 *An arrow board should be placed on the shoulder of the roadway or, if practical, farther from the traveled lane. It should be delineated with retroreflective TTC devices. When an arrow board is not being used, it should be removed; if not removed, it should be shielded; or if the previous two options are not feasible, it should be delineated with retroreflective TTC devices.*

**Standard:**

- 05 **Arrow boards or full matrix display boards shall meet the minimum size, legibility distance, number of elements, and other specifications shown in Figure 6F-6.**

- 05a **Along State owned, operated, and maintained roadways, the sequential arrow, sequential chevron and single bar caution panel display shall not be used.**

**Support:**

- 05b The specifications for the use of arrow panels or full matrix display boards along State owned, operated and maintained roadways can be obtained from the SHA’s Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown Page i.

**Support:**

- 06 Type A arrow boards are appropriate for use on low-speed urban streets. Type B arrow boards are appropriate for intermediate-speed facilities and for maintenance or mobile operations on high-speed roadways. Type C arrow boards are intended to be used on high-speed, high-volume motor vehicle traffic control projects. Type D arrow boards are intended for use on vehicles authorized by the State or local agency.

**Standard:**

- 07 **Type A, B, and C arrow boards shall have solid rectangular appearances. A Type D arrow board shall conform to the shape of the arrow.**

- 08 **All arrow boards or full matrix display boards shall be finished in non-reflective black. The arrow board or full matrix display board shall be mounted on a vehicle, a trailer, or other suitable support.**

*Guidance:*

- 09 *The minimum mounting height, measured vertically from the bottom of the board to the roadway below it or to the elevation of the near edge of the roadway, of an arrow board or full matrix display board should be 7 feet, except on vehicle-mounted arrow boards, which should be as high as practical.*
- 10 *A vehicle-mounted arrow board or full matrix display board should be provided with remote controls.*



**Standard:**

- 11 **Arrow board or full matrix display board** elements shall be capable of at least a 50 percent dimming from full brilliance. The dimmed mode shall be used for nighttime operation of arrow boards.

*Guidance:*

- 12 *Full brilliance should be used for daytime operation of arrow boards.*

**Standard:**

- 13 **The arrow board or full matrix display board** shall have suitable elements capable of the various operating modes. The color presented by the elements shall be yellow.

*Guidance:*

- 14 *If an arrow board consisting of a bulb matrix is used, the elements should be recess-mounted or equipped with an upper hood of not less than 180 degrees.*

**Standard:**

- 15 **The minimum element on-time shall be 50 percent for the flashing mode, with equal intervals of 25 percent for each sequential phase. The flashing rate shall be not less than 25 or more than 40 flashes per minute.**

- 16 **An arrow board or full matrix display board** shall have the following three mode selections:

- A. A Flashing Arrow, Sequential Arrow, or Sequential Chevron mode;
- B. A flashing Double Arrow mode; and
- C. A flashing Caution or Alternating Diamond mode.

- 16a **Along State owned, operated, or maintained roadways, the sequential arrow and the sequential chevron mode shall not be used.**

- 17 **An arrow board in the arrow or chevron mode shall be used only for stationary or moving lane closures on multi-lane roadways.**

- 18 **For shoulder work, blocking the shoulder, for roadside work near the shoulder, or for temporarily closing one lane on a two-lane, two-way roadway, an arrow board or full matrix display board shall be used only in the caution mode.**

*Guidance:*

- 19 *For a stationary lane closure, the arrow board should be located on the shoulder at the beginning of the merging taper.*

- 20 *Where the shoulder is narrow, the arrow board should be located in the closed lane.*

**Standard:**

- 21 **When arrow boards or full matrix display board are used to close multiple lanes, a separate arrow board shall be used for each closed lane.**

*Guidance:*

- 22 *When arrow boards are used to close multiple lanes, if the first arrow board is placed on the shoulder, the second arrow board should be placed in the first closed lane at the upstream end of the second merging taper (see Figure 6H-37). When the first arrow board is placed in the first closed lane, the second arrow board should be placed in the second closed lane at the downstream end of the second merging taper.*

- 23 *For mobile operations where a lane is closed, the arrow board should be located to provide adequate separation from the work operation to allow for appropriate reaction by approaching drivers.*

**Standard:**

- 24 **A vehicle displaying an arrow board shall be equipped with high-intensity rotating, flashing, oscillating, or strobe lights.**












- 25 **Arrow boards shall only be used to indicate a lane closure. Arrow boards shall not be used to indicate a lane shift.**

*Option:*

- 26 **A portable changeable message sign may be used to simulate an arrow board display.**




Figure 6F-6. Advance Warning Arrow Board Display Specifications

Operating Mode	Display (Type C arrow board illustrated)		
1. At least one of the three following modes shall be provided:	(right arrow shown; left is similar)		
Flashing Arrow	 Merge Right		
*** Sequential Arrow		 Merge Right	
*** Sequential Chevron		 Merge Right	
2. The following mode shall be provided:	 Merge Right or Left		
3. At least one of the following modes shall be provided: Flashing Caution or Alternating Diamond Caution	 Flashing Caution	or  Flashing Caution	*** or  Alternating Diamond Caution ***

Arrow Board Type	Minimum Size	Minimum Legibility Distance	Minimum Number of Elements
A	48 x 24 inches	1/2 mile	12
B	60 x 30 inches	3/4 mile	13
C	96 x 48 inches	1 mile	15
D	None*	1/2 mile	12

\* Length of arrow equals 48 inches, width of arrowhead equals 24 inches

\*\*\* Display shall not be used along State owned, operated, or maintained roadways. 



## Section 6F.62 High-Level Warning Devices (Flag Trees)

Option:

- 01 A high-level warning device (flag tree) may supplement other TTC devices in TTC zones.

Support:

- 02 A high-level warning device is designed to be seen over the top of typical passenger cars. A typical high-level warning device is shown in Figure 6F-2.

**Standard:**

- 03 A high-level warning device shall consist of a minimum of two flags with or without a Type B high-intensity flashing warning light. The distance from the roadway to the bottom of the lens of the light and to the lowest point of the flag material shall be not less than 8 feet. The flag shall be 16 inches square or larger and shall be orange or fluorescent red-orange in color.

Option:

- 04 An appropriate warning sign may be mounted below the flags.

Support:

- 05 High-level warning devices are most commonly used in high-density road user situations to warn road users of short-term operations.

**Standard:**

- 05a Along State owned, operated or maintained roadways, high-level warning flags shall not be used.

## Section 6F.63 Channelizing Devices

**Standard:**

- 01 Designs of various channelizing devices shall be as shown in Figure 6F-7. All channelizing devices shall be crashworthy.

Support:

- 02 The function of channelizing devices is to warn road users of conditions created by work activities in or near the roadway and to guide road users. Channelizing devices include cones, tubular markers, vertical panels, drums, barricades, and longitudinal channelizing devices.

- 03 Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way. They are also used to channelize vehicular traffic away from the work space, pavement drop-offs, pedestrian or shared-use paths, or opposing directions of vehicular traffic.

**Standard:**

- 04 Devices used to channelize pedestrians shall be detectable to users of long canes and visible to persons having low vision.

- 05 Where channelizing devices are used to channelize pedestrians, there shall be continuous detectable bottom and top surfaces to be detectable to users of long canes. The bottom of the bottom surfaces shall be no higher than 2 inches above the ground. The top of the top surfaces shall be no lower than 32 inches above the ground.

Option:

- 06 A gap not exceeding 2 inches between the bottom rail and the ground surface may be used to facilitate drainage.

Support:

- 06a Along State owned, operated and maintained roadways, supplemental specification and provisions are provided for channelizing devices. The document can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i.

Guidance:

- 07 Where multiple channelizing devices are aligned to form a continuous pedestrian channelizer, connection points should be smooth to optimize long-cane and hand trailing.

- 08 The spacing between cones, tubular markers, vertical panels, drums, and barricades should not exceed a distance in feet equal to 1.0 times the speed limit in mph when used for taper channelization, and a distance in feet equal to 2.0 times the speed limit in mph when used for tangent channelization.

- 09 When channelizing devices have the potential of leading vehicular traffic out of the intended vehicular traffic space as shown in Figure 6H-39, 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.



## Option:

- 10 Warning lights (see Section 6F.83) may be added to channelizing devices in areas with frequent fog, snow, or severe roadway curvature, or where visual distractions are present.

**Standard:**

- 11 **Warning lights shall flash when placed on channelizing devices used alone or in a cluster to warn of a condition. Except for the sequential flashing warning lights discussed in Paragraphs 12 and 13, warning lights placed on channelizing devices used in a series to channelize road users shall be steady-burn.**

## Option:

- 12 A series of sequential flashing warning lights may be placed on channelizing devices that form a merging taper in order to increase driver detection and recognition of the merging taper.

**Standard:**

- 13 **When used, the successive flashing of the sequential warning lights shall occur from the upstream end of the merging taper to the downstream end of the merging taper in order to identify the desired vehicle path. Each warning light in the sequence shall be flashed at a rate of not less than 55 nor more than 75 times per minute.**

- 14 **The retroreflective material used on channelizing devices shall have a smooth, sealed outer surface that will display a similar color day or night.**

-  14a **Along State owned, operated and maintained roadways, Warning lights shall not be used on drums or cones.**

## Option:

- 15 The name and telephone number of the highway agency, contractor, or supplier may be displayed on the non- retroreflective surface of all types of channelizing devices.

**Standard:**

- 16 **The letters and numbers of the name and telephone number shall be non-retroreflective and not over 2 inches in height.**

*Guidance:*

- 17 *Particular attention should be given to maintaining the channelizing devices to keep them clean, visible, and properly positioned at all times.*

**Standard:**

- 18 **Devices that are damaged or have lost a significant amount of their retroreflectivity and effectiveness shall be replaced.**

**Section 6F.64 Cones****Standard:**

- 01 **Cones (see Figure 6F-7) shall be predominantly orange and shall be made of a material that can be struck without causing damage to the impacting vehicle. For daytime and low-speed roadways, cones shall be not less than 18 inches in height. When cones are used on freeways and other high-speed highways or at night on all highways, or when more conspicuous guidance is needed, cones shall be a minimum of 28 inches in height.**

- 02 **For nighttime use, cones shall be retroreflectorized or equipped with lighting devices for maximum visibility. Retroreflectorization of cones that are 28 to 36 inches in height shall be provided by a 6-inch wide white band located 3 to 4 inches from the top of the cone and an additional 4-inch wide white band located approximately 2 inches below the 6-inch band.**

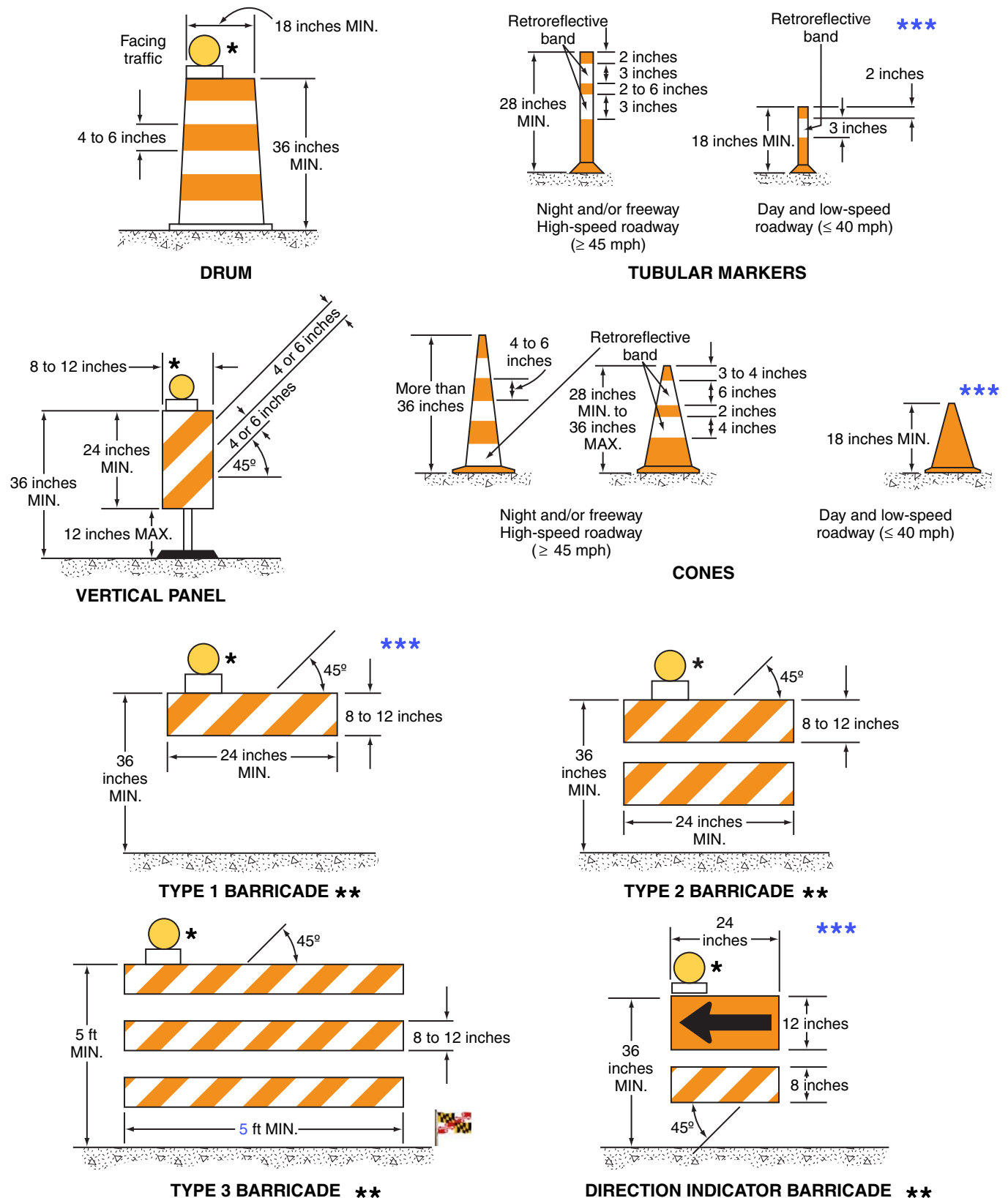
- 03 **Retroreflectorization of cones that are more than 36 inches in height shall be provided by horizontal, circumferential, alternating orange and white retroreflective stripes that are 4 to 6 inches wide. Each cone shall have a minimum of two orange and two white stripes with the top stripe being orange. Any non-retroreflective spaces between the orange and white stripes shall not exceed 3 inches in width.**

-  03a **Along State owned, operated and maintained roadways, cones shall have a minimum height of 28 inches, be retroreflectorized, and shall not be equipped with lights or lighting devices.**

## Option:

- 04 Traffic cones may be used to channelize road users, divide opposing vehicular traffic lanes, divide lanes when two or more lanes are kept open in the same direction, and delineate short duration maintenance and utility work.



**Figure 6F-7. Channelizing Devices**

\* Warning lights (optional). Along State owned, operated and maintained roadways, warning lights are not permitted on drums, cones, vertical panels, or tubular markers.

\*\* Rail stripe widths shall be 6 inches, except that 4-inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces. Type 2 Barricades shall be used by approval of SHA's Office of Traffic & Safety, Traffic Development & Support Division at the address shown on Page i.

\*\*\* These Channelizing Devices shall not be used along State owned, operated and maintained roadways.



*Guidance:*

- 05 *Steps should be taken to minimize the possibility of cones being blown over or displaced by wind or moving vehicular traffic.*

*Option:*

- 06 Cones may be doubled up to increase their weight.

*Support:*

- 07 Some cones are constructed with bases that can be filled with ballast. Others have specially weighted bases, or weight such as sandbag rings that can be dropped over the cones and onto the base to provide added stability.

*Guidance:*

- 08 *Ballast should be kept to the minimum amount needed.*

**Section 6F.65 Tubular Markers****Standard:**

- 01 **Tubular markers (see Figure 6F-7) shall be predominantly orange and shall be not less than 28 inches high and 2 inches wide facing road users. They shall be made of a material that can be struck without causing damage to the impacting vehicle.**

- 02 **Tubular markers shall be a minimum of 28 inches in height when they are used on freeways and other high-speed highways, on all highways during nighttime, or whenever more conspicuous guidance is needed.**

- 03 **For daytime or nighttime use, tubular markers shall be retroreflectorized. Retroreflectorization of tubular markers that have a height of less than 42 inches shall be provided by two 3-inch wide white bands placed a maximum of 2 inches from the top with a maximum of 6 inches between the bands. Retroreflectorization of tubular markers that have a height of 42 inches or more shall be provided by four 4- to 6-inch wide alternating orange and white stripes with the top stripe being orange.**

- 03a **Along State owned, operated, and maintained roadways, tubular markers shall not be used as channelizing devices except as approved by SHA's Office of Traffic & Safety, Traffic Engineering Design Division (TEDD).**

*Guidance:*

- 04 *Tubular markers have less visible area than other devices and should be used only where space restrictions do not allow for the use of other more visible devices.*

- 05 *Tubular markers should be stabilized by affixing them to the pavement, by using weighted bases, or weights such as sandbag rings that can be dropped over the tubular markers and onto the base to provide added stability. Ballast should be kept to the minimum amount needed.*

*Option:*

- 06 Tubular markers may be used effectively to divide opposing lanes of road users, divide vehicular traffic lanes when two or more lanes of moving vehicular traffic are kept open in the same direction, and to delineate the edge of a pavement drop off where space limitations do not allow the use of larger devices.

**Standard:**

- 07 **A tubular marker shall be attached to the pavement to display the minimum 2-inch width to the approaching road users.**

**Section 6F.66 Vertical Panels****Standard:**

- 01 **Vertical panels (see Figure 6F-7) shall have retroreflective striped material that is 8 to 12 inches in width and at least 24 inches in height. They shall have alternating diagonal orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction vehicular traffic is to**

- 02 **Where the height of the retroreflective material on the vertical panel is 36 inches or more, a stripe width of 6 inches shall be used.**

*Option:*

- 03 Where the height of the retroreflective material on the vertical panel is less than 36 inches, a stripe width of 4 inches may be used.

- 04 Where space is limited, vertical panels may be used to channelize vehicular traffic, divide opposing lanes, or replace barricades.



**Support:**

- 04a Vertical panel specifications and dimensions can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i.

**Section 6F.67 Drums****Standard:**

- 01 **Drums (see Figure 6F-7) used for road user warning or channelization shall be constructed of lightweight, deformable materials. They shall be a minimum of 36 inches in height and have at least an 18-inch minimum width regardless of orientation. Metal drums shall not be used. The markings on drums shall be horizontal, circumferential, alternating orange and white retroreflective stripes 4 to 6 inches wide. Each drum shall have a minimum of two orange and two white stripes with the top stripe being orange. Any non-retroreflectorized spaces between the horizontal orange and white stripes shall not exceed 3 inches wide. Drums shall have closed tops that will not allow collection of construction debris or other debris.**

**Support:**

- 02 Drums are highly visible, have good target value, give the appearance of being formidable obstacles and, therefore, command the respect of road users. They are portable enough to be shifted from place to place within a TTC zone in order to accommodate changing conditions, but are generally used in situations where they will remain in place for a prolonged period of time.

**Option:**

- 03 Although drums are most commonly used to channelize or delineate road user flow, they may also be used alone or in groups to mark specific locations.

**Guidance:**

- 04 *Drums should not be weighted with sand, water, or any material to the extent that would make them hazardous to road users or workers when struck. Drums used in regions susceptible to freezing should have drain holes in the bottom so that water will not accumulate and freeze causing a hazard if struck by a road user.*

**Standard:**

- 05 **Ballast shall not be placed on the top of a drum.**

**Section 6F.68 Type 1, 2, or 3 Barricades****Support:**

- 01 A barricade is a portable or fixed device having from one to three rails with appropriate markings and is used to control road users by closing, restricting, or delineating all or a portion of the right-of-way.

- 02 As shown in Figure 6F-7, barricades are classified as Type 1, Type 2, or Type 3.

**Standard:**

- 03 **Stripes on barricade rails shall be alternating orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Except as provided in Paragraph 4, the stripes shall be 6 inches wide.**

**Option:**

- 04 When rail lengths are less than 36 inches, 4-inch wide stripes may be used.

**Standard:**

- 05 **The minimum length for Type 1 and Type 2 Barricades shall be 24 inches, and the minimum length for Type 3 Barricades shall be 48 inches. Each barricade rail shall be 8 to 12 inches wide. Barricades used on freeways, expressways, and other high-speed roadways shall have a minimum of 270 square inches of retroreflective area facing road users.**

**Guidance:**

- 06 *Where barricades extend entirely across a roadway, the stripes should slope downward in the direction toward which road users must turn.*

- 07 *Where both right and left turns are provided, the barricade stripes should slope downward in both directions from the center of the barricade or barricades.*

- 08 *Where no turns are intended, the stripes should be positioned to slope downward toward the center of the barricade or barricades.*

- 09 *Barricade rails should be supported in a manner that will allow them to be seen by the road user, and in a manner that provides a stable support that is not easily blown over or displaced.*



10 *The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches 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.*

11 *Barricade rail supports should not project into pedestrian circulation routes more than 4 inches from the support between 27 and 80 inches from the surface as described in Section 4.4.1 of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).*

**Option:**

12 For Type 1 Barricades, the support may include other unstriped horizontal rails necessary to provide stability.  
*Guidance:*

13 *On high-speed expressways or in other situations where barricades may be susceptible to overturning in the wind, ballasting should be used.*

**Option:**

14 Sandbags may be placed on the lower parts of the frame or the stays of barricades to provide the required ballast.

**Support:**

15 Type 1 or Type 2 Barricades are intended for use in situations where road user flow is maintained through the TTC zone.

**Standard:**

15a **Type 1 Barricades shall not be used along State owned, operated and maintained roadways. Along State owned, operated and maintained roadways Type 2 or Type 3 Barricades shall be used in situations where road user flow is maintained through the TTC zone.**

**Option:**

16 Barricades may be used alone or in groups to mark a specific condition or they may be used in a series for channelizing road users.

17 Type 1 Barricades may be used on conventional roads or urban streets.

**Standard:**

17a **Along State owned, operated and maintained roadways only Type 3 Barricades shall be used on freeways, expressways or other high speed (greater than or equal to 45 mph) roadways.**

**Guidance:**

18 *Type 2 or Type 3 Barricades should be used on freeways and expressways or other high-speed roadways. Type 3 Barricades should be used to close or partially close a road.*

**Option:**

19 Type 3 Barricades used at a road closure may be placed completely across a roadway or from curb to curb.

**Guidance:**

20 *Where provision is made for access of authorized equipment and vehicles, the responsibility for Type 3 Barricades should be assigned to a person who will provide proper closure at the end of each work day.*

**Support:**

21 When a highway is legally closed but access must still be allowed for local road users, barricades usually are not extended completely across the roadway.

**Standard:**

22 **A sign shall be installed with the appropriate legend concerning permissible use by local road users (see Section 6F.09). Adequate visibility of the barricades from both directions shall be provided.**

**Option:**

23 Signs may be installed on barricades (see Section 6F.03).

## **Section 6F.69 Direction Indicator Barricades**

**Standard:**

01 **The Direction Indicator Barricade (see Figure 6F-7) shall consist of a One-Direction Large Arrow (W1-6) sign mounted above a diagonal striped, horizontally aligned, retroreflective rail.**



- 02 **The One-Direction Large Arrow (W1-6) sign shall be black on an orange background. The stripes on the bottom rail shall be alternating orange and white retroreflective stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. The stripes shall be 4 inches wide. The One-Direction Large Arrow (W1-6) sign shall be 24 x 12 inches. The bottom rail shall have a length of 24 inches and a height of 8 inches.**

Option:

- 03 The Direction Indicator Barricade may be used in tapers, transitions, and other areas where specific directional guidance to drivers is necessary.

Guidance:

- 04 *If used, Direction Indicator Barricades should be used in series to direct the driver through the transition and into the intended travel lane.*

**Standard:**

- 04a **Along State owned, operated and maintained roadways, the Direction Indicator Barricades shall not be used.**

## **Section 6F.70 Temporary Traffic Barriers as Channelizing Devices**

Support:

- 01 Temporary traffic barriers are not TTC devices in themselves; however, when placed in a position identical to a line of channelizing devices and marked and/or equipped with appropriate channelization features to provide guidance and warning both day and night, they serve as TTC devices.

**Standard:**

- 02 **Temporary traffic barriers serving as TTC devices shall comply with requirements for such devices as set forth throughout Part 6.**

- 03 **Temporary traffic barriers (see Section 6F.85) shall not be used solely to channelize road users, but can be used to protect the work space. If used to channelize vehicular traffic, the temporary traffic barrier shall be supplemented with delineation, pavement markings, or channelizing devices for improved daytime and nighttime visibility.**

- 03a **Along State owned, operated and maintained roadways, temporary traffic barriers shall not be used for a merging taper.**

Guidance:

- 04 *Temporary traffic barriers should not be used for a merging taper except in low-speed urban areas.*
- 05 *When it is necessary to use a temporary traffic barrier for a merging taper in low-speed urban areas or for a constricted/restricted TTC zone, the taper length should be designed to optimize road user operations considering the available geometric conditions.*

**Standard:**

- 06 **When it is necessary to use a temporary traffic barrier for a merging taper in low-speed urban areas or for a constricted/restricted TTC zone, the taper shall be delineated.**

Guidance:

- 07 *When used for channelization, temporary traffic barriers should be of a light color for increased visibility.*

Option:

- 07a **Temporary traffic barriers may be used for a merging taper in low-speed urban areas.**

## **Section 6F.71 Longitudinal Channelizing Devices**

Support:

- 01 Longitudinal channelizing devices are lightweight, deformable devices that are highly visible, have good target value, and can be connected together and can be connected together.

**Standard:**

- 02 **If used singly as Type 1, 2, or 3 barricades, longitudinal channelizing devices shall comply with the general size, color, stripe pattern, retroreflectivity, and placement characteristics established for the devices described in this Chapter .**

Guidance:

- 03 *If used to channelize vehicular traffic at night, longitudinal channelizing devices should be supplemented with retroreflective material or delineation for improved nighttime visibility.*



**Option:**

- 04 Longitudinal channelizing devices may be used instead of a line of cones, drums, or barricades.
- 05 Longitudinal channelizing devices may be hollow and filled with water as a ballast.
- 06 Longitudinal channelizing devices may be used for pedestrian traffic control.

**Standard:**

- 07 **If used for pedestrian traffic control, longitudinal channelizing devices shall be interlocked to delineate or channelize flow. The interlocking devices shall not have gaps that allow pedestrians to stray from the channelizing path.**

*Guidance:*

- 08 *Longitudinal channelizing devices have not met the crashworthy requirements for temporary traffic barriers and should not be used to shield obstacles or provide positive protection for pedestrians or workers.*

*Guidance:*

- 08a *Channelizing barricades approved for use along State owned, operated, and maintained roadways are found on SHA's Qualified Product List.*

**Support:**

- 08b *A copy of the Qualified Product List can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address on Page i.*

**Section 6F.72 Temporary Lane Separators****Option:**

- 01 Temporary lane separators may be used to channelize road users, to divide opposing vehicular traffic lanes, to divide lanes when two or more lanes are open in the same direction, and to provide continuous pedestrian channelization.

**Standard:**

- 02 **Temporary lane separators shall be crashworthy. Temporary lane separators shall have a maximum height of 4 inches and a maximum width of 1 foot, and shall have sloping sides in order to facilitate crossover by emergency vehicles.**

**Option:**

- 03 Temporary lane separators may be supplemented with any of the approved channelizing devices contained in this Chapter, such as tubular markers, vertical panels, and opposing traffic lane dividers.

**Standard:**

- 04 **If appropriate channelizing devices are used to supplement a temporary lane separator, the channelizing devices shall be retroreflectorized to provide nighttime visibility. If channelizing devices are not used, the temporary lane separator shall contain retroreflectorization to enhance its visibility.**

*Guidance:*

- 05 *A temporary lane separator should be stabilized by affixing it to the pavement in a manner suitable to its design, while allowing the unit to be shifted from place to place within the TTC zone in order to accommodate changing conditions.*

**Standard:**

- 06 **At pedestrian crossing locations, temporary lane separators shall have an opening or be shortened to provide a pathway that is at least 60 inches wide for crossing pedestrians.**

**Section 6F.73 Other Channelizing Devices****Option:**

- 01 Channelizing devices other than those described in this Chapter may be used in special situations based on an engineering study.

*Guidance:*

- 02 *Other channelizing devices should comply with the general size, color, stripe pattern, retroreflection, and placement characteristics established for the devices described in this Chapter.*



## Section 6F.74 Detectable Edging for Pedestrians

Support:

- 01 Individual channelizing devices, tape or rope used to connect individual devices, other discontinuous barriers and devices, and pavement markings are not detectable by persons with visual disabilities and are incapable of providing detectable path guidance on temporary or realigned sidewalks or other pedestrian facilities.

Guidance:

- 02 *When it is determined that a facility should be accessible to and detectable by pedestrians with visual disabilities, a continuously detectable edging should be provided throughout the length of the facility such that it can be followed by pedestrians using long canes for guidance. This edging should protrude at least 6 inches above the surface of the sidewalk or pathway, with the bottom of the edging a maximum of 2 inches above the surface. This edging should be continuous throughout the length of the facility except for gaps at locations where pedestrians or vehicles will be turning or crossing. This edging should consist of a prefabricated or formed-in-place curbing or other continuous device that is placed along the edge of the sidewalk or walkway. This edging should be firmly attached to the ground or to other devices. Adjacent sections of this edging should be interconnected such that the edging is not displaced by pedestrian or vehicular traffic or work operations, and such that it does not constitute a hazard to pedestrians, workers, or other road users.*

Support:

- 03 Examples of detectable edging for pedestrians include:
- A. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected and fixed in place to form a continuous edge.
  - B. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected, fixed in place, and placed at ground level to provide a continuous connection between channelizing devices located at intervals along the edge of the sidewalk or walkway.
  - C. Sections of lumber interconnected and fixed in place to form a continuous edge.
  - D. Formed-in-place asphalt or concrete curb.
  - E. Prefabricated concrete curb sections that are interconnected and fixed in place to form a continuous edge.
  - F. Continuous temporary traffic barrier or longitudinal channelizing barricades placed along the edge of the sidewalk or walkway that provides a pedestrian edging at ground level.
  - G. Chain link or other fencing equipped with a continuous bottom rail.

Guidance:

- 04 *Detectable pedestrian edging should be orange, white, or yellow and should match the color of the adjacent channelizing devices or traffic control devices, if any are present.*

## Section 6F.75 Temporary Raised Islands

Standard:

- 01 **Temporary raised islands shall be used only in combination with pavement striping and other suitable channelizing devices.**

Option:

- 02 A temporary raised island may be used to separate vehicular traffic flows in two-lane, two-way operations on roadways having a vehicular traffic volume range of 4,000 to 15,000 average daily traffic (ADT) and on freeways having a vehicular traffic volume range of 22,000 ADT to 60,000 ADT.
- 03 Temporary raised islands also may be used in other than two-lane, two-way operations where physical separation of vehicular traffic from the TTC zone is not required.

Guidance:

- 04 *Temporary raised islands should have the basic dimensions of 4 inches high by at least 12 inches wide and have rounded or chamfered corners.*
- 05 *The temporary raised islands should not be designed in such a manner that they would cause a motorist to lose control of the vehicle if the vehicle inadvertently strikes the temporary raised island. If struck, pieces of the island should not be dislodged to the extent that they could penetrate the occupant compartment or involve other vehicles.*

Standard:

- 06 **At pedestrian crossing locations, temporary raised islands shall have an opening or be shortened to provide at least a 60-inch wide pathway for the crossing pedestrian.**



## **Section 6F.76 Opposing Traffic Lane Divider and Sign (W6-4)**

Support:

- 01 Opposing traffic lane dividers are delineation devices used as center lane dividers to separate opposing vehicular traffic on a two-lane, two-way operation.

**Standard:**

- 02 **Opposing traffic lane dividers shall not be placed across pedestrian crossings.**
- 03 **The Opposing Traffic Lane Divider (W6-4) sign (see Figure 6F-4) shall be an upright, retroreflective orange-colored sign placed on a flexible support and sized at least 12 inches wide by 18 inches high.**

## **Section 6F.77 Pavement Markings**

Support:

- 01 Pavement markings are installed or existing markings are maintained or enhanced in TTC zones to provide road users with a clearly defined path for travel through the TTC zone in day, night, and twilight periods under both wet and dry pavement conditions.

*Guidance:*

- 02 *The work should be planned and staged to provide for the placement and removal of the pavement markings in a way that minimizes the disruption to traffic flow approaching and through the TTC zone during the placement and removal process.*

**Standard:**

- 03 **Existing pavement markings shall be maintained in all long-term stationary (see Section 6G.02) TTC zones in accordance with Chapters 3A and 3B, except as otherwise provided for temporary pavement markings in Section 6F.78. Pavement markings shall match the alignment of the markings in place at both ends of the TTC zone. Pavement markings shall be placed along the entire length of any paved detour or temporary roadway prior to the detour or roadway being opened to road users.**

- 04 **For long-term stationary operations, pavement markings in the temporary traveled way that are no longer applicable shall be removed or obliterated as soon as practical. Pavement marking obliteration shall remove the non-applicable pavement marking material, and the obliteration method shall minimize pavement scarring. Painting over existing pavement markings with black paint or spraying with asphalt shall not be accepted as a substitute for removal or obliteration.**

*Option:*

- 05 Removable, non-reflective, preformed tape that is approximately the same color as the pavement surface may be used where markings need to be covered temporarily.

## **Section 6F.78 Temporary Markings**

Support:

- 01 Temporary markings are those pavement markings or devices that are placed within TTC zones to provide road users with a clearly defined path of travel through the TTC zone when the permanent markings are either removed or obliterated during the work activities. Temporary markings are typically needed during the reconstruction of a road while it is open to traffic, such as overlays or surface treatments or where lanes are temporarily shifted on pavement that is to remain in place.

*Guidance:*

- 02 *Unless justified based on engineering judgment, temporary pavement markings should not remain in place for more than 14 days after the application of the pavement surface treatment or the construction of the final pavement surface on new roadways or over existing pavements.*

- 03 *The temporary use of edge lines, channelizing lines, lane-reduction transitions, gore markings, and other longitudinal markings, and the various non-longitudinal markings (such as stop lines, railroad crossings, crosswalks, words, symbols, or arrows) should be in accordance with the State's or highway agency's policy.*

**Standard:**

- 04 **Warning signs, channelizing devices, and delineation shall be used to indicate required road user paths in TTC zones where it is not possible to provide a clear path by pavement markings.**

- 05 **Except as otherwise provided in this Section, all temporary pavement markings for no-passing zones shall comply with the requirements of Chapters 3A and 3B. All temporary broken-line pavement markings shall use the same cycle length as permanent markings and shall have line segments that are at least 2 feet long.**





05a **Along State owned, operated, and maintained roadways, temporary pavement markings shall conform to the Maryland State Highway Administration's Temporary Pavement Marking Policy.**

Support:

05b A copy of the Temporary Pavement Marking Policy can be found at the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i.

Guidance:

06 *All pavement markings and devices used to delineate road user paths should be reviewed during daytime and nighttime periods.*

Option:

07 Half-cycle lengths with a minimum of 2-foot stripes may be used on roadways with severe curvature (see Section 3A.06) for broken line center lines in passing zones and for lane lines.

08 For temporary situations of 14 days or less, for a two- or three-lane road, no-passing zones may be identified by using DO NOT PASS (R4-1), PASS WITH CARE (R4-2), and NO PASSING ZONE (W14-3) signs (see Sections 2B.28, 2B.29, and 2C.45) rather than pavement markings. Also, DO NOT PASS,

PASS WITH CARE, and NO PASSING ZONE signs may be used instead of pavement markings on roads with low volumes for longer periods in accordance with the State's or highway agency's policy.

Guidance:

09 *If used, the DO NOT PASS, PASS WITH CARE, and NO PASSING ZONE signs should be placed in accordance with Sections 2B.28, 2B.29, and 2C.45.*

10 *If used, the NO CENTER LINE sign should be placed in accordance with Section 6F.47.*

## **Section 6F.79 Temporary Raised Pavement Markers**

Option:

01 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective raised pavement markers supplemented by retroreflective or internally illuminated markers, may be substituted for markings of other types in TTC zones.

Standard:

02 **If used, the color and pattern of the raised pavement markers shall simulate the color and pattern of the markings for which they substitute.**

03 **If temporary raised pavement markers are used to substitute for broken line segments, a group of at least three retroreflective markers shall be equally spaced at no greater than  $N/8$  (see Section 3B.14). The value of  $N$  for a broken or dotted line shall equal the length of one line segment plus one gap.**

04 **If temporary raised pavement markers are used to substitute for solid lines, the markers shall be equally spaced at no greater than  $N/4$ , with retroreflective or internally illuminated units at a spacing no greater than  $N/2$ . The value of  $N$  referenced for solid lines shall equal the  $N$  for the broken or dotted lines that might be adjacent to or might extend the solid lines (see Section 3B.11).**

Option:

05 Temporary raised pavement markers may be used to substitute for broken line segments by using at least two retroreflective markers placed at each end of a segment of 2 to 5 feet in length, using the same cycle length as permanent markings.

Guidance:

06 *Temporary raised pavement markers used on 2- to 5-foot segments to substitute for broken line segments should not be in place for more than 14 days unless justified by engineering judgment.*

07 *Raised pavement markers should be considered for use along surfaced detours or temporary roadways, and other changed or new travel-lane alignments.*

Option:

08 Retroreflective or internally illuminated raised pavement markers, or non-retroreflective raised pavement markers supplemented by retroreflective or internally illuminated markers, may also be used in TTC zones to supplement markings as prescribed in Chapters 3A and 3B.

Standard:

08a **Along State owned, operated, and maintained roadways, where called for, temporary raised pavement markers shall be used as directed in the SHA's Temporary Pavement Marking Policy.**

Support:

08b A copy of the Temporary Pavement Marking Policy can be found at the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i





## Section 6F.80 Delineators

### Standard:

- 01 When used, delineators shall combine with or supplement other TTC devices. They shall be mounted on crashworthy supports so that the reflecting unit is approximately 4 feet above the near roadway edge. The standard color for delineators used along both sides of two-way streets and highways and the right-hand side of one-way roadways shall be white. Delineators used along the left-hand side of one-way roadways shall be yellow.

### Guidance:

- 02 *Spacing along roadway curves should be as set forth in Section 3F.04 and should be such that several delineators are constantly visible to the driver.*

### Option:

- 03 Delineators may be used in TTC zones to indicate the alignment of the roadway and to outline the required vehicle path through the TTC zone.

## Section 6F.81 Lighting Devices

### Guidance:

- 01 *Lighting devices should be provided in TTC zones based on engineering judgment.*
- 02 *When used to supplement channelization, the maximum spacing for warning lights should be identical to the channelizing device spacing requirements.*

### Option:

- 03 Lighting devices may be used to supplement retroreflectorized signs, barriers, and channelizing devices.
- 04 During normal daytime maintenance operations, the functions of flashing warning beacons may be provided by high-intensity rotating, flashing, oscillating, or strobe lights on a maintenance vehicle.

### Standard:

- 05 Although vehicle hazard warning lights are permitted to be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights, they shall not be used instead of high-intensity rotating, flashing, oscillating, or strobe lights.

-  05a Along State owned, operated, and maintained roadways, warning lights shall not be used to supplement channelizing devices.

### Option:

- 05b Warning lights may be used on barricades along State owned, operated, and maintained roadways.

## Section 6F.82 Floodlights

### Support:

- 01 Utility, maintenance, or construction activities on highways are frequently conducted during nighttime periods when vehicular traffic volumes are lower. Large construction projects are sometimes operated on a double-shift basis requiring night work (see Section 6G.19).

### Guidance:

- 02 *When nighttime work is being performed, floodlights should be used to illuminate the work area, equipment crossings, and other areas.*

### Standard:

- 03 Except in emergency situations, flagger stations shall be illuminated at night.
- 04 Floodlighting shall not produce a disabling glare condition for approaching road users, flaggers, or workers.

### Guidance:

- 05 *The adequacy of the floodlight placement and elimination of potential glare should be determined by driving through and observing the floodlighted area from each direction on all approaching roadways after the initial floodlight setup, at night, and periodically.*

### Support:

- 06 Desired illumination levels vary depending upon the nature of the task involved. An average horizontal luminance of 5 foot candles can be adequate for general activities. Tasks requiring high levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.



**Section 6F.83 Warning Lights**

Support:

- 01 Type A, Type B, Type C, and Type D 360-degree warning lights are portable, powered, yellow, lens-directed, enclosed lights.

**Standard:**

- 02 **Warning lights shall be in accordance with the current ITE “Purchase Specification for Flashing and Steady-Burn Warning Lights” (see Section 1A.11).**

- 03 **When warning lights are used, they shall be mounted on signs or channelizing devices in a manner that, if hit by an errant vehicle, they will not be likely to penetrate the windshield.**

*Guidance:*

- 04 *The maximum spacing for warning lights should be identical to the channelizing device spacing requirements.*

Support:

- 05 The light weight and portability of warning lights are advantages that make these devices useful as supplements to the retroreflectorization on signs and channelizing devices. The flashing lights are effective in attracting road users’ attention.

Option:

- 06 Warning lights may be used in either a steady-burn or flashing mode.

**Standard:**

- 07 **Except for the sequential flashing warning lights that are described in Paragraphs 8 and 9, flashing warning lights shall not be used for delineation, as a series of flashers fails to identify the desired vehicle path.**

Option:

- 08 A series of sequential flashing warning lights may be placed on channelizing devices that form a merging taper in order to increase driver detection and recognition of the merging taper.

**Standard:**

- 08a **Along State owned, maintained or operated roadways, warning lights shall not be used to supplement channelizing devices.**

- 09 **If a series of sequential flashing warning lights is used, the successive flashing of the lights shall occur from the upstream end of the merging taper to the downstream end of the merging taper in order to identify the desired vehicle path. Each flashing warning light in the sequence shall be flashed at a rate of not less than 55 or more than 75 times per minute.**

- 10 **Type A Low-Intensity Flashing warning lights, Type C Steady-Burn warning lights, and Type D 360-degree Steady-Burn warning lights shall be maintained so as to be capable of being visible on a clear night from a distance of 3,000 feet. Type B High-Intensity Flashing warning lights shall be maintained so as to be capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1,000 feet.**

- 11 **Warning lights shall have a minimum mounting height of 30 inches to the bottom of the lens.**

Support:

- 12 Type A Low-Intensity Flashing warning lights are used to warn road users during nighttime hours that they are approaching or proceeding in a potentially hazardous area.

Option:

- 13 Type A warning lights may be mounted on channelizing devices.

Support:

- 14 Type B High-Intensity Flashing warning lights are used to warn road users during both daylight and nighttime hours that they are approaching a potentially hazardous area.

Option:

- 15 Type B warning lights are designed to operate 24 hours per day and may be mounted on advance warning signs or on independent supports.

- 16 Type C Steady-Burn warning lights and Type D 360-degree Steady-Burn warning lights may be used during nighttime hours to delineate the edge of the traveled way.

*Guidance:*

- 17 *When used to delineate a curve, Type C and Type D 360-degree warning lights should only be used on devices on the outside of the curve, and not on the inside of the curve.*



**Support:**

- 17a Additional information regarding the use of Type A low-intensity flashing lights can be found in the Standard Specifications for Construction and Materials and can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i.

**Standard:**

- 17b **Along State owned, operated, and maintained roadways, warning lights shall not be placed on channelizing devices.**

**Option:**

- 17c Type A warning lights may be used on Barricades and Type A and C warning lights may be used on Temporary Traffic Barriers.

**Section 6F.84 Temporary Traffic Control Signals****Standard:**

- 01 **Temporary traffic control signals (see Section 4D.32) used to control road user movements through TTC zones and in other TTC situations shall comply with the applicable provisions of Part 4.**

**Support:**

- 02 Temporary traffic control signals are typically used in TTC zones such as temporary haul road crossings; temporary one-way operations along a one-lane, two-way highway; temporary one-way operations on bridges, reversible lanes, and intersections.

**Standard:**

- 03 **A temporary traffic control signal that is used to control traffic through a one-lane, two-way section of roadway shall comply with the provisions of Section 4H.02.**

**Guidance:**

- 04 *Where pedestrian traffic is detoured to a temporary traffic control signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals (see Section 4E.09) are needed for crossing along an alternate route.*

- 05 *When temporary traffic control signals are used, conflict monitors typical of traditional traffic control signal operations should be used.*

**Option:**

- 06 Temporary traffic control signals may be portable or temporarily mounted on fixed supports.

**Guidance:**

- 07 *Temporary traffic control signals should only be used in situations where temporary traffic control signals are preferable to other means of traffic control, such as changing the work staging or work zone size to eliminate one-way vehicular traffic movements, using flaggers to control one-way or crossing movements, using STOP or YIELD signs, and using warning devices alone.*

**Support:**

- 08 Factors related to the design and application of temporary traffic control signals include the following:
- A. Safety and road user needs;
  - B. Work staging and operations;
  - C. The feasibility of using other TTC strategies (for example, flaggers, providing space for two lanes, or detouring road users, including bicyclists and pedestrians);
  - D. Sight distance restrictions;
  - E. Human factors considerations (for example, lack of driver familiarity with temporary traffic control signals);
  - F. Road-user volumes including roadway and intersection capacity;
  - G. Affected side streets and driveways;
  - H. Vehicle speeds;
  - I. The placement of other TTC devices;
  - J. Parking;
  - K. Turning restrictions;
  - L. Pedestrians;
  - M. The nature of adjacent land uses (such as residential or commercial);
  - N. Legal authority;



- O. Signal phasing and timing requirements;
- P. Full-time or part-time operation;
- Q. Actuated, fixed-time, or manual operation;
- R. Power failures or other emergencies;
- S. Inspection and maintenance needs;
- T. Need for detailed placement, timing, and operation records; and
- U. Operation by contractors or by others.

- 09 Although temporary traffic control signals can be mounted on trailers or lightweight portable supports, fixed supports offer superior resistance to displacement or damage by severe weather, vehicle impact, and vandalism.

*Guidance:*

- 10 *Other TTC devices should be used to supplement temporary traffic control signals, including warning and regulatory signs, pavement markings, and channelizing devices.*
- 11 *Temporary traffic control signals not in use should be covered or removed.*
- 12 *If a temporary traffic control signal is located within 1/2 mile of an adjacent traffic control signal, consideration should be given to interconnected operation.*

**Standard:**

- 13 **Temporary traffic control signals shall not be located within 200 feet of a grade crossing unless the temporary traffic control signal is provided with preemption in accordance with Section 4D.27, or unless a uniformed officer or flagger is provided at the crossing to prevent vehicles from stopping within the crossing.**

## **Section 6F.85 Temporary Traffic Barriers**

*Support:*

- 01 Temporary traffic barriers, including shifting portable or movable barriers, are devices designed to help prevent penetration by vehicles while minimizing injuries to vehicle occupants, and to protect workers, bicyclists, and pedestrians.
- 02 The four primary functions of temporary traffic barriers are:
- A. To keep vehicular traffic from entering work areas, such as excavations or material storage sites;
  - B. To separate workers, bicyclists, and pedestrians from motor vehicle traffic;
  - C. To separate opposing directions of vehicular traffic; and
  - D. To separate vehicular traffic, bicyclists, and pedestrians from the work area such as false work for bridges and other exposed objects.

*Option:*

- 03 Temporary traffic barriers may be used to separate two-way vehicular traffic.

*Guidance:*

- 04 *Because the protective requirements of a TTC situation have priority in determining the need for temporary traffic barriers, their use should be based on an engineering study.*

**Standard:**

- 05 **Temporary traffic barriers shall be supplemented with standard delineation, pavement markings, or channelizing devices for improved daytime and nighttime visibility if they are used to channelize vehicular traffic. The delineation color shall match the applicable pavement marking color.**
- 06 **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.**

*Option:*

- 07 Warning lights or steady-burn lamps may be mounted on temporary traffic barrier installations.

*Support:*

- 08 Movable barriers are capable of being repositioned laterally using a transfer vehicle that travels along the barrier. Movable barriers enable short-term closures to be installed and removed on long-term projects. Providing a barrier-protected work space for short-term closures and providing unbalanced flow to accommodate changes in the direction of peak-period traffic flows are two of the advantages of using movable barriers.



- 09 Figure 6H-45 shows a temporary reversible lane using movable barriers. The notable feature of the movable barrier is that in both Phase A and Phase B, the lanes used by opposing traffic are separated by a barrier.
- 10 Figure 6H-34 shows an exterior lane closure using a temporary traffic barrier. Notes 7 through 9 address the option of using a movable barrier. By using a movable barrier, the barrier can be positioned to close the lane during the off-peak periods and can be relocated to open the lane during peak periods to accommodate peak traffic flows. With one pass of the transfer vehicle, the barrier can be moved out of the lane and onto the shoulder. Furthermore, if so desired, with a second pass of the transfer vehicle, the barrier could be moved to the roadside beyond the shoulder.
- 11 More specific information on the use of temporary traffic barriers is contained in Chapters 8 and 9 of AASHTO's "Roadside Design Guide" (see Section 1A.11).

**Option:**

- 11a Type A warning lights may be used on barricades and Type A and C warning lights may be used on temporary traffic barriers.

## **Section 6F.86 Crash Cushions**

**Support:**

- 01 Crash cushions are systems that mitigate the effects of errant vehicles that strike obstacles, either by smoothly decelerating the vehicle to a stop when hit head-on, or by redirecting the errant vehicle. The two types of crash cushions that are used in TTC zones are stationary crash cushions and truck-mounted attenuators. Crash cushions in TTC zones help protect the drivers from the exposed ends of barriers, fixed objects, shadow vehicles, and other obstacles. Specific information on the use of crash cushions can be found in AASHTO's "Roadside Design Guide" (see Section 1A.11).

**Standard:**

- 02 **Crash cushions shall be crashworthy. They shall also be designed for each application to stop or redirect errant vehicles under prescribed conditions. Crash cushions shall be periodically inspected to verify that they have not been hit or damaged. Damaged crash cushions shall be promptly repaired or replaced to maintain their crashworthiness.**

**Support:**

- 03 Stationary crash cushions are used in the same manner as permanent highway installations to protect drivers from the exposed ends of barriers, fixed objects, and other obstacles.

**Standard:**

- 04 **Stationary crash cushions shall be designed for the specific application intended.**

- 05 **Truck or trailer mounted attenuators shall be energy-absorbing devices attached to the rear of protection vehicles. If used, the protection vehicle with the attenuator shall be located in advance of the work area, workers, or equipment according to the manufacturer-specified roll-ahead distance, to reduce the severity of rear-end crashes from errant vehicles.**

**Support:**

- 06 Trucks or trailers are often used as shadow vehicles to protect workers or work equipment from errant vehicles. These shadow vehicles are normally equipped with flashing arrows, changeable message signs, and/or high-intensity rotating, flashing, oscillating, or strobe lights located properly in advance of the workers and/or equipment that they are protecting. However, these shadow vehicles might themselves cause injuries to occupants of the errant vehicles if they are not equipped with truck-mounted attenuators.

- 07 *The shadow truck should be positioned a sufficient distance in advance of the workers or equipment being protected so that there will be sufficient distance, but not so much so that errant vehicles will travel around the shadow truck and strike the protected workers and/or equipment.*

**Support:**

- 08 Chapter 9 of AASHTO's "Roadside Design Guide" (see Section 1A.11) contains additional information regarding the use of shadow vehicles.

**Guidance:**

- 09 *If used, the truck-mounted attenuator should be used in accordance with the manufacturer's specifications.*



## Section 6F.87 Rumble Strips

### Support:

- 01 Transverse rumble strips consist of intermittent, narrow, transverse areas of rough-textured or slightly raised or depressed road surface that extend across the travel lanes to alert drivers to unusual vehicular traffic conditions. Through noise and vibration they attract the driver's attention to such features as unexpected changes in alignment and to conditions requiring a stop.
- 02 Longitudinal rumble strips consist of a series of rough-textured or slightly raised or depressed road surfaces located along the shoulder to alert road users that they are leaving the travel lanes.

### Standard:

- 03 **If it is desirable to use a color other than the color of the pavement for a longitudinal rumble strip, the color of the rumble strip shall be the same color as the longitudinal line the rumble strip supplements.**
- 04 **If the color of a transverse rumble strip used within a travel lane is not the color of the pavement, the color of the rumble strip shall be white, black, or orange.**

### Option:

- 05 Intervals between transverse rumble strips may be reduced as the distance to the approached conditions is diminished in order to convey an impression that a closure speed is too fast and/or that an action is imminent. A sign warning drivers of the onset of rumble strips may be placed in advance of any transverse rumble strip installation.

### Guidance:

- 06 *Transverse rumble strips should be placed transverse to vehicular traffic movement. They should not adversely affect overall pavement skid resistance under wet or dry conditions.*
- 07 *In urban areas, even though a closer spacing might be warranted, transverse rumble strips should be designed in a manner that does not promote unnecessary braking or erratic steering maneuvers by road users.*
- 08 *Transverse rumble strips should not be placed on sharp horizontal or vertical curves.*
- 09 *Rumble strips should not be placed through pedestrian crossings or on bicycle routes.*
- 10 *Transverse rumble strips should not be placed on roadways used by bicyclists unless a minimum clear path of 4 feet is provided at each edge of the roadway or on each paved shoulder as described in AASHTO's "Guide to the Development of Bicycle Facilities" (see Section 1A.11).*
- 11 *Longitudinal rumble strips should not be placed on the shoulder of a roadway that is used by bicyclists unless a minimum clear path of 4 feet is also provided on the shoulder.*

## Section 6F.88 Screens

### Support:

- 01 Screens are used to block the road users' view of activities that can be distracting. Screens might improve safety and motor vehicle traffic flow where volumes approach the roadway capacity because they discourage gawking and reduce headlight glare from oncoming motor vehicle traffic.

### Guidance:

- 02 *Screens should not be mounted where they could adversely restrict road user visibility and sight distance and adversely affect the reasonably safe operation of vehicles.*

### Option:

- 03 Screens may be mounted on the top of temporary traffic barriers that separate two-way motor vehicle traffic.

### Guidance:

- 04 *Design of screens should be in accordance with Chapter 9 of AASHTO's "Roadside Design Guide" (see Section 1A.11).*



## CHAPTER 6G. TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES

### Section 6G.01 Typical Applications

Support:

- 01 Each TTC zone is different. Many variables, such as location of work, highway type, geometrics, vertical and horizontal alignment, intersections, interchanges, road user volumes, road vehicle mix (buses, trucks, and cars), and road user speeds affect the needs of each zone. The goal of TTC in work zones is safety with minimum disruption to road users. The key factor in promoting TTC zone safety is proper judgment.
- 02 Typical applications (TAs) of TTC zones are organized according to duration, location, type of work, and highway type. Table 6H-1 is an index of these typical applications. These typical applications include the use of various TTC methods, but do not include a layout for every conceivable work situation.
- 03 Well-designed TTC plans for planned special events will likely be developed from a combination of treatments from several of the typical applications.

Guidance:

- 04 *For any planned special event that will have an impact on the traffic on any street or highway, a TTC plan should be developed in conjunction with and be approved by the agency or agencies that have jurisdiction over the affected roadways.*
- 05 *Typical applications should be altered, when necessary, to fit the conditions of a particular TTC zone.*

Option:

- 06 Other devices may be added to supplement the devices shown in the typical applications, while others may be deleted. The sign spacings and taper lengths may be increased to provide additional time or space for driver response.

Support:

- 07 Decisions regarding the selection of the most appropriate typical application to use as a guide for a specific TTC zone require an understanding of each situation. Although there are many ways of categorizing TTC zone applications, the four factors mentioned earlier (work duration, work location, work type, and highway type) are used to characterize the typical applications illustrated in Chapter 6H.

 **Standard:**

- 07a **For work performed along State owned, maintained or operated roadways, the TTC typical applications found in the Maryland Book of Standards, Section 100 shall be used.**

Support:

- 07b A copy of the Maryland Book of Standards can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown of Page i.

### Section 6G.02 Work Duration

Support:

- 01 Work duration is a major factor in determining the number and types of devices used in TTC zones. The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot location.

**Standard:**

- 02 **The five categories of work duration and their time at a location shall be:**
- A. Long-term stationary is work that occupies a location more than 3 days.**
  - B. Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.**
  - C. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.**
  - D. Short duration is work that occupies a location up to 1 hour.**
  - E. Mobile is work that moves intermittently or continuously.**

Support:

- 03 At long-term stationary TTC zones, there is ample time to install and realize benefits from the full range of TTC procedures and devices that are available for use. Generally, larger channelizing devices, temporary roadways, and temporary traffic barriers are used.



**Standard:**

- 04 **Since long-term operations extend into nighttime, retroreflective and/or illuminated devices shall be used in long-term stationary TTC zones.**

*Guidance:*

- 05 *Inappropriate markings in long-term stationary TTC zones should be removed and replaced with temporary markings.*

*Support:*

- 06 In intermediate-term stationary TTC zones, it might not be feasible or practical to use procedures or devices that would be desirable for long-term stationary TTC zones, such as altered pavement markings, temporary traffic barriers, and temporary roadways. The increased time to place and remove these devices in some cases could significantly lengthen the project, thus increasing exposure time.

**Standard:**

- 07 **Since intermediate-term operations extend into nighttime, retroreflective and/or illuminated devices shall be used in intermediate-term stationary TTC zones.**

*Support:*

- 08 Most maintenance and utility operations are short-term stationary work.
- 09 As compared to stationary operations, mobile and short-duration operations are activities that might involve different treatments. Devices having greater mobility might be necessary such as signs mounted on trucks. Devices that are larger, more imposing, or more visible can be used effectively and economically. The mobility of the TTC zone is important.

*Guidance:*

- 10 *Safety in short-duration or mobile operations should not be compromised by using fewer devices simply because the operation will frequently change its location.*

*Option:*

- 11 Appropriately colored or marked vehicles with high-intensity rotating, flashing, oscillating, or strobe lights may be used in place of signs and channelizing devices for short-duration or mobile operations. These vehicles may be augmented with signs or arrow boards.

*Support:*

- 12 During short-duration work, it often takes longer to set up and remove the TTC zone than to perform the work. Workers face hazards in setting up and taking down the TTC zone. Also, since the work time is short, delays affecting road users are significantly increased when additional devices are installed and removed.

*Option:*

- 13 Considering these factors, simplified control procedures may be warranted for short-duration work. A reduction in the number of devices may be offset by the use of other more dominant devices such as high-intensity rotating, flashing, oscillating, or strobe lights on work vehicles.

*Support:*

- 14 Mobile operations often involve frequent short stops for activities such as litter cleanup, pothole patching, or utility operations, and are similar to short-duration operations.

**Standard:**

- 14a **Along State owned, operated, and maintained roadways, flags shall not be used during mobile operations.**

*Guidance:*

- 15 *Warning signs and high-intensity rotating, flashing, oscillating, or strobe lights should be used on the vehicles that are participating in the mobile work.*

*Option:*

- 16 Flags and/or channelizing devices may additionally be used and moved periodically to keep them near the mobile work area.

- 17 Flaggers may be used for mobile operations that often involve frequent short stops.

*Support:*

- 18 Mobile operations also include work activities where workers and equipment move along the road without stopping, usually at slow speeds. The advance warning area moves with the work area.



*Guidance:*

- 19 When mobile operations are being performed, a *protection* vehicle equipped with an arrow board or a sign should follow the work vehicle, especially when vehicular traffic speeds or volumes are high. Where feasible, warning signs should be placed along the roadway and moved periodically as work progresses.
- 20 Under high-volume conditions, consideration should be given to scheduling mobile operations work during off-peak hours.
- 21 If there are mobile operations on a high-speed travel lane of a multi-lane divided highway, arrow boards should be used.

**Standard:**

- 22 Mobile operations shall have appropriate devices on the equipment (that is, high-intensity rotating, flashing, oscillating, or strobe lights, signs, or special lighting), or shall use a separate vehicle with appropriate warning devices.

*Option:*

- 23 For mobile operations that move at speeds of less than 3 mph, mobile signs or stationary signing that is periodically retrieved and repositioned in the advance warning area may be used.

**Section 6G.03 Location of Work***Support:*

- 01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.
- 02 The choice of TTC needed for a TTC zone depends upon where the work is located. As a general rule, the closer the work is to road users (including bicyclists and pedestrians), the greater the number of TTC devices that are needed. Procedures are described later in this Chapter for establishing TTC zones in the following locations:
- A. Outside the shoulder,
  - B. On the shoulder with no encroachment,
  - C. On the shoulder with minor encroachment,
  - D. Within the median, and
  - E. Within the traveled way.

**Standard:**

- 03 When the work space is within the traveled way, except for short-duration and mobile operations, advance warning shall provide a general message that work is taking place and shall supply information about highway conditions. TTC devices shall indicate how vehicular traffic can move through the TTC zone.

**Section 6G.04 Modifications To Fulfill Special Needs***Support:*

- 01 The typical applications in Chapter 6H illustrate commonly encountered situations in which TTC devices are employed.

*Option:*

- 02 Other devices may be added to supplement the devices provided in the typical applications, and device spacing may be adjusted to provide additional reaction time. When conditions are less complex than those depicted in the typical applications, fewer devices may be needed.

*Guidance:*

- 03 When conditions are more complex, typical applications should be modified by giving particular attention to the provisions set forth in Chapter 6B and by incorporating appropriate devices and practices from the following list:
- A. Additional devices:
    - 1. Signs
    - 2. Arrow boards
    - 3. More channelizing devices at closer spacing (see Section 6F.74 for information regarding detectable edging for pedestrians)
    - 4. Temporary raised pavement markers
    - 5. High-level warning devices (See Section 6F.62)
    - 6. Portable changeable message signs



7. *Temporary traffic control signals (including pedestrian signals and accessible pedestrian signals)*
8. *Temporary traffic barriers*
9. *Crash cushions*
10. *Screens*
11. *Rumble strips*
12. *More delineation*
- B. *Upgrading of devices:*
  1. *A full complement of standard pavement markings*
  2. *Brighter and/or wider pavement markings*
  3. *Larger and/or brighter signs*
  4. *Channelizing devices with greater conspicuity*
  5. *Temporary traffic barriers in place of channelizing devices*
- C. *Improved geometrics at detours or crossovers*
- D. *Increased distances:*
  1. *Longer advance warning area*
  2. *Longer tapers*
- E. *Lighting:*
  1. *Temporary roadway lighting*
  2. *Steady-burn lights used with channelizing devices*
  3. *Flashing lights for isolated hazards (See Section 6F.83)*
  4. *Illuminated signs*
  5. *Floodlights*
- F. *Pedestrian routes and temporary facilities*
- G. *Bicycle diversions and temporary facilities*

## **Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities**

### **Support:**

01 It is not uncommon, particularly in urban areas, that road work and the associated TTC will affect existing pedestrian or bicycle facilities. It is essential that the needs of all road users, including pedestrians with disabilities, are considered in TTC zones.

02 In addition to specific provisions identified in Sections 6G.06 through 6G.14, there are a number of provisions that might be applicable for all of the types of activities identified in this Chapter.

### **Guidance:**

03 *Where pedestrian or bicycle usage is high, the typical applications should be modified by giving particular attention to the provisions set forth in Chapter 6D, this Chapter, Section 6F.74, and in other Sections of Part 6 related to accessibility and detectability provisions in TTC zones.*

04 *Pedestrians should be separated from the worksite by appropriate devices that maintain the accessibility and detectability for pedestrians with disabilities.*

05 *Bicyclists and pedestrians should not be exposed to unprotected excavations, open utility access, overhanging equipment, or other such conditions.*

06 *Except for short duration and mobile operations, when a highway shoulder is occupied, a SHOULDER WORK (W21-5) sign should be placed in advance of the activity area. When work is performed on a paved shoulder 8 feet or more in width, channelizing devices should be placed on a taper having a length that conforms to the requirements of a shoulder taper. Signs should be placed such that they do not narrow any existing pedestrian passages to less than 48 inches.*

07 *Pedestrian detours should be avoided since pedestrians rarely observe them and the cost of providing accessibility and detectability might outweigh the cost of maintaining a continuous route. Whenever possible, work should be done in a manner that does not create a need to detour pedestrians from existing routes or crossings.*

### **Standard:**

08 **Where pedestrian routes are closed, alternate pedestrian routes shall be provided.**

09 **When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**



## Section 6G.06 Work Outside of the Shoulder

### Support:

- 01 When work is being performed off the roadway (beyond the shoulders, but within the right-of-way), little or no TTC might be needed. TTC generally is not needed where work is confined to an area 15 feet or more from the edge of the traveled way. However, TTC is appropriate where distracting situations exist, such as vehicles parked on the shoulder, vehicles accessing the worksite via the highway, and equipment traveling on or crossing the roadway to perform the work operations (for example, mowing). For work beyond the shoulder, see Figure 6H-1.

### Guidance:

- 02 Where the situations described in Paragraph 1 exist, a single warning sign, such as ROAD WORK AHEAD (W20-1), WORKERS symbol (W21-1a), SURVEY CREW (W21-6), or MOWERS AHEAD (W21-7(3)) should be used. If the equipment travels on the roadway, the equipment should be equipped with appropriate flags, high-intensity rotating, flashing, oscillating, or strobe lights, and/or a SLOW MOVING VEHICLE (W21-4) sign.

### Option:

- 03 If work vehicles are on the shoulder, a SHOULDER WORK (W21-5) sign may be used. For mowing operations, the sign MOWING AHEAD (W21-8) may be used.
- 04 Where the activity is spread out over a distance of more than 2 miles, the SHOULDER WORK (W21-5) sign may be repeated every 1 mile.
- 05 A supplementary plaque with the message NEXT XX MILES (W7-3aP) may be used.

### Guidance:

- 06 A general warning sign like ROAD MACHINERY AHEAD (W21-3) should be used if workers and equipment must occasionally move onto the shoulder.

## Section 6G.07 Work on the Shoulder with No Encroachment

### Support:

- 01 The provisions of this Section apply to short-term through long-term stationary operations.

### Standard:

- 02 When paved shoulders having a width of 8 feet or more are closed, at least one advance warning sign shall be used. In addition, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and direct motor vehicle traffic to remain within the traveled way.

### Guidance:

- 03 When paved shoulders having a width of 8 feet or more are closed on freeways and expressways, road users should be warned about potential disabled vehicles that cannot get off the traveled way. An initial general warning sign, such as ROAD WORK XX FEET (W20-1(1)), should be used, followed by a SHOULDER CLOSED (W21-5(2)) sign. Where the downstream end of the shoulder closure extends beyond the distance that can be perceived by road users, a supplementary plaque bearing the message NEXT XX FEET (W16-4P) or MILES (W7-3aP) should be placed below the SHOULDER CLOSED (W21-5(2)) sign. On multi-lane, divided highways, signs advising of shoulder work or the condition of the shoulder should be placed only on the side of the affected shoulder.
- 04 When an improved shoulder is closed on a high-speed roadway, it should be treated as a closure of a portion of the road system because road users expect to be able to use it in emergencies. Road users should be given ample advance warning that shoulders are closed for use as refuge areas throughout a specified length of the approaching TTC zone. The sign(s) should read SHOULDER CLOSED (W21-5(2)) with distances indicated. The work space on the shoulder should be closed off by a taper or channelizing devices with a length of 1/3 L using the formulas in Tables 6C-3 and 6C-4.
- 05 When the shoulder is not occupied but work has adversely affected its condition, the LOW SHOULDER (W8-9) or SOFT SHOULDER (W8-4) sign should be used, as appropriate.
- 06 Where the condition extends over a distance in excess of 1 mile, the sign should be repeated at 1-mile intervals.

### Option:

- 07 In addition, a supplementary plaque bearing the message NEXT XX MILES (W7-3aP) may be used. Temporary traffic barriers may be needed to inhibit encroachment of errant vehicles into the work space and to protect workers.



**Standard:**

- 08 **When used for shoulder work, arrow boards shall operate only in the caution mode.**

**Support:**

- 09 A typical application for stationary work operations on shoulders is shown in Figure 6H-3. Short duration or mobile work on shoulders is shown in Figure 6H-4. Work on freeway shoulders is shown in Figure 6H-5.

**Section 6G.08 Work on the Shoulder with Minor Encroachment****Support:**

- 01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

**Guidance:**

- 02 *When work takes up part of a lane, vehicular traffic volumes, vehicle mix (buses, trucks, cars, and bicycles), speed, and capacity should be analyzed to determine whether the affected lane should be closed. Unless the lane encroachment permits a remaining lane width of 10 feet, the lane should be closed.*

- 03 *Truck off-tracking should be considered when determining whether the minimum lane width of 10 feet is adequate.*

**Option:**

- 04 A lane width of 9 feet may be used for short-term stationary work on low-volume, low-speed roadways when vehicular traffic does not include longer and wider heavy commercial vehicles.

**Support:**

- 05 Figure 6H-6 illustrates a method for handling vehicular traffic where the stationary or short duration work space encroaches slightly into the traveled way.

**Standard:**

- 05a **Under temporary traffic control conditions, lane widths on expressways and freeways shall not be less than 11 feet (or 10 feet on other State owned, operated and maintained roadways) unless in accordance with the Book of Standards or the Standard Specifications for Construction Materials.**

**Support:**

- 05b The Book of Standards and the Standard Specifications for Construction Materials can be obtained from SHA's Office of Traffic & Safety, Traffic Development & Support Division, at the address shown on Page i.

**Section 6G.09 Work Within the Median****Support:**

- 01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

**Guidance:**

- 02 *If work in the median of a divided highway is within 15 feet from the edge of the traveled way for either direction of travel, TTC should be used through the use of advance warning signs and channelizing devices.*

**Standard:**

- 02a **If work in the median of a divided highway is within 15 feet from the edge of the travel way in both directions, the appropriate TTC layout shall be used in both directions, per the Book of Standards.**

**Support:**

- 02b The Book of Standards can be obtained by contacting the SHA's Office of Traffic & Safety, Traffic Development & Support Division, at the address shown on Page i.

**Section 6G.10 Work Within the Traveled Way of a Two-Lane Highway****Support:**

- 01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

- 02 Detour signs are used to direct road users onto another roadway. At diversions, road users are directed onto a temporary roadway or alignment placed within or adjacent to the right-of-way. Typical applications for detouring or diverting road users on two-lane highways are shown in Figures 6H-7, 6H-8, and 6H-9. Figure 6H-7 illustrates the controls around an area where a section of roadway has been closed and a diversion has been constructed. Channelizing devices and pavement markings are used to indicate the transition to the temporary roadway.



*Guidance:*

03 *When a detour is long, Detour (M4-8, M4-9) signs should be installed to remind and reassure road users periodically that they are still successfully following the detour.*

04 *When an entire roadway is closed, as illustrated in Figure 6H-8, a detour should be provided and road users should be warned in advance of the closure, which in this example is a closure 10 miles from the intersection. If local road users are allowed to use the roadway up to the closure, the ROAD CLOSED AHEAD, LOCAL TRAFFIC ONLY (R11-3a) sign should be used. The portion of the road open to local road users should have adequate signing, marking, and delineation.*

05 *Detours should be signed so that road users will be able to traverse the entire detour route and back to the original roadway as shown in Figure 6H-9.*

*Support:*

06 Techniques for controlling vehicular traffic under one-lane, two-way conditions are described in Section 6C.10.

*Option:*

07 Flaggers may be used as shown in Figure 6H-10.

08 STOP/YIELD sign control may be used on roads with low traffic volumes as shown in Figure 6H-11.

09 A temporary traffic control signal may be used as shown in Figure 6H-12.

**Section 6G.11 Work Within the Traveled Way of an Urban Street***Support:*

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 In urban TTC zones, decisions are needed on how to control vehicular traffic, such as how many lanes are required, whether any turns need to be prohibited at intersections, and how to maintain access to business, industrial, and residential areas.

03 Pedestrian traffic needs separate attention. Chapter 6D contains information regarding pedestrian movements near TTC zones.

**Standard:**

04 **If the TTC zone affects the movement of bicyclists, adequate access to the roadway or shared-use paths shall be provided (see Part 9).**

05 **Where transit stops are affected or relocated because of work activity, both pedestrian and vehicular access to the affected or relocated transit stops shall be provided.**

*Guidance:*

06 *If a designated bicycle route is closed because of the work being done, a signed alternate route should be provided. Bicyclists should not be directed onto the path used by pedestrians.*

07 *Worksites within the intersection should be protected against inadvertent pedestrian incursion by providing detectable channelizing devices.*

*Support:*

08 Utility work takes place both within and outside the roadway to construct and maintain services such as power, gas, light, water, or telecommunications. Operations often involve intersections, since that is where many of the network junctions occur. The work force is usually small, only a few vehicles are involved, and the number and types of TTC devices placed in the TTC zone is usually minimal.

**Standard:**

09 **All TTC devices shall be retroreflective or illuminated if utility work is performed during nighttime hours.**

 09a **Along State owned, operated, and maintained roadways, all TTC devices shall be retroreflective.**

*Guidance:*

10 *As discussed under short-duration projects, however, the reduced number of devices in utility work zones should be offset by the use of high-visibility devices, such as high-intensity rotating, flashing, oscillating, or strobe lights on work vehicles or high-level warning devices.*

*Support:*

11 Figures 6H-6, 6H-10, 6H-15, 6H-18, 6H-21, 6H-22, 6H-23, 6H-26, and 6H-33 are examples of typical applications for utility operations. Other typical applications might apply as well.



- 11a Along State owned, operated, and maintained roadways, typical TTC applications used for work zones are illustrated in the Maryland Book of Standards, Section 100. This reference can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i.

## **Section 6G.12 Work Within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway**

Support:

- 01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.
- 02 Work on multi-lane (two or more lanes of moving motor vehicle traffic in one direction) highways is divided into right-lane closures, left-lane closures, interior-lane closures, multiple-lane closures, and closures on five-lane roadways.

**Standard:**

- 03 **When a lane is closed on a multi-lane road for other than a mobile operation, a transition area containing a merging taper shall be used.**

*Guidance:*

- 04 *When justified by an engineering study, temporary traffic barriers (see Section 6F.70) should be used to prevent incursions of errant vehicles into hazardous areas or work space.*

**Standard:**

- 04a **Along State owned, operated, and maintained roadways, installation of temporary traffic barriers shall be considered for work zones in conjunction with SHA's Barrier Policy.**

Support:

- 04b A copy of the Barrier Policy can be obtained from the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD), at the address shown on Page i.

Support:

- 05 Figure 6H-34 illustrates a lane closure in which temporary traffic barriers are used.

Option:

- 06 When the right lane is closed, TTC similar to that shown in Figure 6H-33 may be used for undivided or divided four-lane roads.

*Guidance:*

- 07 *If morning and evening peak hour vehicular traffic volumes in the two directions are uneven and the greater volume is on the side where the work is being done in the right-hand lane, consideration should be given to closing the inside lane for opposing vehicular traffic and making the lane available to the side with heavier vehicular traffic, as shown in Figure 6H-31.*

- 08 *If the larger vehicular traffic volume changes to the opposite direction at a different time of the day, the TTC should be changed to allow two lanes for opposing vehicular traffic by moving the devices from the opposing lane to the center line. When it is necessary to create a temporary center line that is not consistent with the pavement markings, channelizing devices should be used and closely spaced.*

Option:

- 09 When closing a left lane on a multi-lane undivided road, as vehicular traffic flow permits, the two interior lanes may be closed, as shown in Figure 6H-30, to provide drivers and workers additional lateral clearance and to provide access to the work space.

**Standard:**

- 10 **When only the left lane is closed on undivided roads, channelizing devices shall be placed along the center line as well as along the adjacent lane.**

*Guidance:*

- 11 *When an interior lane is closed, an adjacent lane should also be considered for closure to provide additional space for vehicles and materials and to facilitate the movement of equipment within the work space.*
- 12 *When multiple lanes in one direction are closed, a capacity analysis should be made to determine the number of lanes needed to accommodate motor vehicle traffic needs. Vehicular traffic should be moved over one lane at a time. As shown in Figure 6H-37, the tapers should be separated by a distance of 2L, with L being determined by the formulas in Tables 6C-3 and 6C-4.*

Option:

- 13 If operating speeds are 40 mph or less and the space approaching the work area does not permit moving traffic over one lane at a time, a single continuous taper may be used.



**Standard:**

- 14 **When a directional roadway is closed, inapplicable WRONG WAY signs and markings, and other existing traffic control devices at intersections within the temporary two-lane, two-way operations section shall be covered, removed, or obliterated.**

**Option:**

- 15 When half the road is closed on an undivided highway, both directions of vehicular traffic may be accommodated as shown in Figure 6H-32. When both interior lanes are closed, temporary traffic controls may be used as provided in Figure 6H-30. When a roadway must be closed on a divided highway, a median crossover may be used (see Section 6G.16).

**Support:**

- 16 TTC for lane closures on five-lane roads is similar to other multi-lane undivided roads. Figure 6H-32 can be adapted for use on five-lane roads. Figure 6H-35 can be used on a five-lane road for short duration and mobile operations.

**Section 6G.13 Work Within the Traveled Way at an Intersection****Support:**

- 01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

- 02 The typical applications for intersections are classified according to the location of the work space with respect to the intersection area (as defined by the extension of the curb or edge lines). The three classifications are near side, far side, and in-the-intersection. Work spaces often extend into more than one portion of the intersection. For example, work in one quadrant often creates a near-side work space on one street and a far-side work space on the cross street. In such instances, an appropriate TTC plan is obtained by combining features shown in two or more of the intersection and pedestrian typical applications.

- 03 TTC zones in the vicinity of intersections might block movements and interfere with normal road user flows. Such conflicts frequently occur at more complex signalized intersections having such features as traffic signal heads over particular lanes, lanes allocated to specific movements, multiple signal phases, signal detectors for actuated control, and accessible pedestrian signals and detectors.

**Guidance:**

- 04 *The effect of the work upon signal operation should be considered, and temporary corrective actions should be taken, if necessary, such as revising signal phasing and/or timing to provide adequate capacity, maintaining or adjusting signal detectors, and relocating signal heads to provide adequate visibility as described in Part 4.*

**Standard:**

- 05 **When work will occur near an intersection where operational, capacity, or pedestrian accessibility problems are anticipated, the highway agency having jurisdiction shall be contacted.**

**Guidance:**

- 06 *For work at an intersection, advance warning signs, devices, and markings should be used on all cross streets, as appropriate. The typical applications depict urban intersections on arterial streets. Where the posted speed limit, the off-peak 85th-percentile speed prior to the work starting, or the anticipated speed exceeds 40 mph, additional warning signs should be used in the advance warning area.*

- 07 *Pedestrian crossings near TTC sites should be separated from the worksite by appropriate barriers that maintain the accessibility and detectability for pedestrians with disabilities.*

**Support:**

- 08 Near-side work spaces, as depicted in Figure 6H-21, are simply handled as a midblock lane closure. A problem that might occur with near-side lane closure is a reduction in capacity, which during certain hours of operation could result in congestion and backups.

**Option:**

- 09 When near-side work spaces are used, an exclusive turn lane may be used for through vehicular traffic.

- 10 Where space is restricted in advance of near-side work spaces, as with short block spacings, two warning signs may be used in the advance warning area, and a third action-type warning or a regulatory sign (such as Keep Left) may be placed within the transition area.

**Support:**

- 11 Far-side work spaces, as depicted in Figures 6H-22 through 6H-25, involve additional treatment because road users typically enter the activity area by straight-through and left- or right-turning movements.



*Guidance:*

- 12 *When a lane through an intersection must be closed on the far side, it should also be closed on the near-side approach to preclude merging movements within the intersection.*

*Option:*

- 13 If there are a significant number of vehicles turning from a near-side lane that is closed on the far side, the near-side lane may be converted to an exclusive turn lane.

*Support:*

- 14 Figures 6H-26 and 6H-27 provide guidance on applicable procedures for work performed within the intersection.

*Option:*

- 15 If the work is within the intersection, any of the following strategies may be used:
- A. A small work space so that road users can move around it, as shown in Figure 6H-26;
  - B. Flaggers or uniformed law enforcement officers to direct road users, as shown in Figure 6H-27;
  - C. Work in stages so the work space is kept to a minimum; and
  - D. Road closures or upstream diversions to reduce road user volumes.

*Guidance:*

- 16 *Depending on road user conditions, a flagger(s) and/or a uniformed law enforcement officer(s) should be used to control road users.*

**Section 6G.14 Work Within the Traveled Way of a Freeway or Expressway***Support:*

- 01 Problems of TTC might occur under the special conditions encountered where vehicular traffic must be moved through or around TTC zones on high-speed, high-volume roadways. Although the general principles outlined in the previous Sections of this Manual are applicable to all types of highways, high-speed, access-controlled highways need special attention in order to accommodate vehicular traffic while also protecting road users and workers. The road user volumes, road vehicle mix (buses, trucks, cars, and bicycles, if permitted), and speed of vehicles on these facilities require that careful TTC procedures be implemented, for example, to induce critical merging maneuvers well in advance of work spaces and in a manner that creates minimum turbulence and delay in the vehicular traffic stream. These situations often require more conspicuous devices than specified for normal rural highway or urban street use. However, the same important basic considerations of uniformity and standardization of general principles apply for all roadways.
- 02 Work under high-speed, high-volume vehicular traffic on a controlled access highway is complicated by the roadway design and operational features. The presence of a median that establishes separate roadways for directional vehicular traffic flow might prohibit the closing of one of the roadways or the diverting of vehicular traffic to the other roadway. Lack of access to and from adjacent roadways prohibits rerouting of vehicular traffic away from the work space in many cases. Other conditions exist where work must be limited to night hours, thereby necessitating increased use of warning lights, illumination of work spaces, and advance warning systems.
- 03 TTC for a typical lane closure on a divided highway is shown in Figure 6H-33. Temporary traffic controls for short duration and mobile operations on freeways are shown in Figure 6H-35. A typical application for shifting vehicular traffic lanes around a work space is shown in Figure 6H-36. TTC for multiple and interior lane closures on a freeway is shown in Figures 6H-37 and 6H-38.

*Guidance:*

- 04 *The method for closing an interior lane when the open lanes have the capacity to carry vehicular traffic should be as shown in Figure 6H-37. When the capacity of the other lanes is needed, the method shown in Figure 6H-38 should be used.*

**Section 6G.15 Two-Lane, Two-Way Traffic on One Roadway of a Normally Divided Highway***Support:*

- 01 Two-lane, two-way operation on one roadway of a normally divided highway is a typical procedure that requires special consideration in the planning, design, and work phases, because unique operational problems (for example, increasing the risk of head-on crashes) can arise with the two-lane, two-way operation.

**Standard:**

- 02 **When two-lane, two-way traffic control must be maintained on one roadway of a normally divided highway, opposing vehicular traffic shall be separated with either temporary traffic barriers (concrete safety-shape or approved alternate), channelizing devices, or a temporary raised island throughout the**



**length of the two-way operation. The use of markings and complementary signing, by themselves, shall not be used.**

Support:

- 03 Figure 6H-39 shows the procedure for two-lane, two-way operation. Treatments for entrance and exit ramps within the two-way roadway segment of this type of work are shown in Figures 6H-40 and 6H-41.

## **Section 6G.16 Crossovers**

Guidance:

- 01 *The following are considered good guiding principles for the design of crossovers:*
- A. *Tapers for lane drops should be separated from the crossovers, as shown in Figure 6H-39.*
  - B. *Crossovers should be designed for speeds no lower than 10 mph below the posted speed, the off-peak 85th-percentile speed prior to the work starting, or the anticipated operating speed of the roadway, unless unusual site conditions require that a lower design speed be used.*
  - C. *A good array of channelizing devices, delineators, and full-length, properly placed pavement markings should be used to provide drivers with a clearly defined travel path.*
  - D. *The design of the crossover should accommodate all vehicular traffic, including trucks and buses.*

Support:

- 02 Temporary traffic barriers and the excessive use of TTC devices cannot compensate for poor geometric and roadway cross-section design of crossovers.

## **Section 6G.17 Interchanges**

Guidance:

- 01 *Access to interchange ramps on limited-access highways should be maintained even if the work space is in the lane adjacent to the ramps. Access to exit ramps should be clearly marked and delineated with channelizing devices. For long-term projects, conflicting pavement markings should be removed and new ones placed. Early coordination with officials having jurisdiction over the affected cross streets and providing emergency services should occur before ramp closings.*

Option:

- 02 If access is not possible, ramps may be closed by using signs and Type 3 Barricades. As the work space changes, the access area may be changed, as shown in Figure 6H-42. A TTC zone in the exit ramp may be handled as shown in Figure 6H-43.
- 03 When a work space interferes with an entrance ramp, a lane may need to be closed on the freeway (see Figure 6H-44). A TTC zone in the entrance ramp may require shifting ramp vehicular traffic (see Figure 6H-44).

## **Section 6G.18 Work in the Vicinity of a Grade Crossing**

Standard:

- 01 **When grade crossings exist either within or in the vicinity of a TTC zone, lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.**

Support:

- 02 Figure 6H-46 shows work in the vicinity of a grade crossing.
- 03 Section 8A.08 contains additional information regarding temporary traffic control zones in the vicinity of grade crossings.

Guidance:

- 04 *Early coordination with the railroad company or light rail transit agency should occur before work starts.*

## **Section 6G.19 Temporary Traffic Control During Nighttime Hours**

Support:

- 01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.
- 02 Conducting highway construction and maintenance activities during night hours could provide an advantage when traditional daytime traffic control strategies cannot achieve an acceptable balance between worker and public safety, traffic and community impact, and constructability. The two basic advantages of working at night



are reduced traffic congestion and less involvement with business activities. However, the two basic conditions that must normally be met for night work to offer any advantage are reduced traffic volumes and easy set up and removal of the traffic control patterns on a nightly basis.

- 03 Shifting work activities to night hours, when traffic volumes are lower and normal business is less active, might offer an advantage in some cases, as long as the necessary work can be completed and the worksite restored to essentially normal operating conditions to carry the higher traffic volume during non-construction hours.

- 04 Although working at night might offer advantages, it also includes safety issues. Reduced visibility inherent in night work impacts the performance of both drivers and workers. Because traffic volumes are lower and congestion is minimized, speeds are often higher at night necessitating greater visibility at a time when visibility is reduced. Finally, the incidence of impaired (alcohol or drugs), fatigued, or drowsy drivers might be higher at night.

- 05 Working at night also involves other factors, including construction productivity and quality, social impacts, economics, and environmental issues. A decision to perform construction or maintenance activities at night normally involves some consideration of the advantages to be gained compared to the safety and other issues that might be impacted.

*Guidance:*

- 06 *Considering the safety issues inherent to night work, consideration should be given to enhancing traffic controls (see Section 6G.04) to provide added visibility and driver guidance, and increased protection for workers.*

- 07 *In addition to the enhancements listed in Section 6G.04, consideration should be given to providing additional lights and retroreflective markings to workers, work vehicles, and equipment.*

*Option:*

- 08 Where reduced traffic volumes at night make it feasible, the entire roadway may be closed by detouring traffic to alternate facilities, thus removing the traffic risk from the activity area.

*Guidance:*

- 09 *Consideration should be given to stationing uniformed law enforcement officers and lighted patrol cars at night work locations where there is a concern that high speeds or impaired drivers might result in undue risks for workers or other drivers.*

**Standard:**

- 10 **Except in emergencies, temporary lighting shall be provided at all flagger stations.**

*Support:*

- 11 Desired illumination levels vary depending upon the nature of the task involved. An average horizontal luminance of 5 foot candles can be adequate for general activities. An average horizontal luminance of 10 foot candles can be adequate for activities around equipment. Tasks requiring high levels of precision and extreme care can require an average horizontal luminance of 20 foot candles.

**Standard:**

- 11a **Along State owned, operated, and maintained roadways, floodlighting systems shall be capable of maintaining 20 foot candles without producing a debilitating glare condition for approaching road users, as required in the Book of Standards, Section 100.**

*Support:*

- 11b The Book of Standards can be obtained at the SHA's Office of Traffic & Safety, Traffic Development & Support Division (TDSD) at the address shown on Page i.



(This page left intentionally blank)





## CHAPTER 6H. TYPICAL APPLICATIONS

### Section 6H.01 Typical Applications

#### Support:

- 01 Chapter 6G contains discussions of typical TTC activities. This Chapter presents typical applications for a variety of situations commonly encountered. While not every situation is addressed, the information illustrated can generally be adapted to a broad range of conditions. In many instances, an appropriate TTC plan is achieved by combining features from various typical applications. For example, work at an intersection might present a near-side work zone for one street and a far-side work zone for the other street. These treatments are found in two different typical applications, while a third typical application shows how to handle pedestrian crosswalk closures. For convenience in using the typical application diagrams, Tables 6C-1 and 6C-4 are reproduced in this Chapter as Tables 6H-3 and 6H-4, respectively.
- 02 Procedures for establishing TTC zones vary with such conditions as road configuration, location of the work, work activity, duration of work, road user volumes, road vehicle mix (buses, trucks, cars, motorcycles, and bicycles), and road user speeds.
- 03 In general, the procedures illustrated represent minimum solutions for the situations depicted. Except for the notes (which are clearly classified using headings as being Standard, Guidance, Option, or Support), the information presented in the typical applications can generally be regarded as Guidance.

#### Option:

- 04 Other devices may be added to supplement the devices and device spacing may be adjusted to provide additional reaction time or delineation. Fewer devices may be used based on field conditions.

#### Support:

- 05 Figures and tables found throughout Part 6 provide information for the development of TTC plans. Also, Table 6H-3 is used for the determination of sign spacing and other dimensions for various area and roadway types.
- 06 Table 6H-1 is an index of the 46 typical applications. Typical applications are shown on the right-hand page with notes on the facing page to the left. The legend for the symbols used in the typical applications is provided in Table 6H-2. In many of the typical applications, sign spacings and other dimensions are indicated by letters using the criteria provided in Table 6H-3. The formulas for determining taper lengths are provided in Table 6H-4.
- 07 Most of the typical applications show TTC devices for only one direction.

Typical applications for a variety of work zone situations commonly encountered are illustrated in the Maryland Book of Standards, Section 100. The “Guidelines for Work Zone on 65/60 mph Roadways” contains further information regarding mandatory reduction of speed limits in work zones along 65 mph and 60 mph roadways. The “Temporary Traffic Control Guidelines for Installation/Removal of Temporary Traffic Counters” used in combination with the Maryland Book of Standards and State Highway Administration’s Standard Specification for Construction and Materials contains further information regarding temporary traffic counter installation/removal. This document can be obtained from the SHA’s Office of Traffic & Safety, Traffic Development & Support Division (TDSD) at the address shown on Page i.



**Table 6H-1. Index to Typical Applications \***

Typical Application Description	Typical Application Number
<b>Work Outside of the Shoulder (see Section 6G.06)</b>	
Work Beyond the Shoulder	TA-1
Blasting Zone	TA-2
<b>Work on the Shoulder (see Sections 6G.07 and 6G.08)</b>	
Work on the Shoulders	TA-3
Short Duration or Mobile Operation on a Shoulder	TA-4
Shoulder Closure on a Freeway	TA-5
Shoulder Work with Minor Encroachment	TA-6
<b>Work Within the Traveled Way of a Two-Lane Highway (see Section 6G.10)</b>	
Road Closed with a Diversion	TA-7
Roads Closed with an Off-Site Detour	TA-8
Overlapping Routes with a Detour	TA-9
Lane Closure on a Two-Lane Road Using Flaggers	TA-10
Lane Closure on a Two-Lane Road with Low Traffic Volumes	TA-11
Lane Closure on a Two-Lane Road Using Traffic Control Signals	TA-12
Temporary Road Closure	TA-13
Haul Road Crossing	TA-14
Work in the Center of a Road with Low Traffic Volumes	TA-15
Surveying Along the Center Line of a Road with Low Traffic Volumes	TA-16
Mobile Operations on a Two-Lane Road	TA-17
<b>Work Within the Traveled Way of an Urban Street (see Section 6G.11)</b>	
Lane Closure on a Minor Street	TA-18
Detour for One Travel Direction	TA-19
Detour for a Closed Street	TA-20
<b>Work Within the Traveled Way at an Intersection and on Sidewalks (see Section 6G.13)</b>	
Lane Closure on the Near Side of an Intersection	TA-21
Right-Hand Lane Closure on the Far Side of an Intersection	TA-22
Left-Hand Lane Closure on the Far Side of an Intersection	TA-23
Half Road Closure on the Far Side of an Intersection	TA-24
Multiple Lane Closures at an Intersection	TA-25
Closure in the Center of an Intersection	TA-26
Closure at the Side of an Intersection	TA-27
Sidewalk Detour or Diversion	TA-28
Crosswalk Closures and Pedestrian Detours	TA-29
<b>Work Within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway (see Section 6G.12)</b>	
Interior Lane Closure on a Multi-Lane Street	TA-30
Lane Closure on a Street with Uneven Directional Volumes	TA-31
Half Road Closure on a Multi-Lane, High-Speed Highway	TA-32
Stationary Lane Closure on a Divided Highway	TA-33
Lane Closure with a Temporary Traffic Barrier	TA-34
Mobile Operation on a Multi-Lane Road	TA-35
<b>Work Within the Traveled Way of a Freeway or Expressway (see Section 6G.14)</b>	
Lane Shift on a Freeway	TA-36
Double Lane Closure on a Freeway	TA-37
Interior Lane Closure on a Freeway	TA-38
Median Crossover on a Freeway	TA-39
Median Crossover for an Entrance Ramp	TA-40
Median Crossover for an Exit Ramp	TA-41
Work in the Vicinity of an Exit Ramp	TA-42
Partial Exit Ramp Closure	TA-43
Work in the Vicinity of an Entrance Ramp	TA-44
Temporary Reversible Lane Using Movable Barriers	TA-45
<b>Work in the Vicinity of a Grade Crossing (see Section 6G.18)</b>	
Work in the Vicinity of a Grade Crossing	TA-46

\* Along State owned, operated, and maintained roadways, use the TTC Typical Applications found in the Maryland Book of Standards, Section 100. This reference can be obtained from the SHA's Office of Traffic Safety, Traffic Development and Support Division (TDSD), at the address shown on Page i.





**Table 6H-2. Meaning of Symbols on Typical Application Diagrams**

	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of traffic		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	High-level warning device (flag tree) shall not be used along State owned, operated, or maintained roadways.		Work space
	Longitudinal channelizing device		Work vehicle
	Luminaire		
	Pavement markings that should be removed for a long-term project		

**Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams**

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

\* Speed category to be determined by highway agency  
 Along State owned, operated, and maintained roadways, urban low speed shall be defined as less than or equal to 40 mph and urban high speed shall be defined as greater than 40 mph

\*\* The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

**Table 6H-4. Formulas for Determining Taper Length**

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet  
 W = width of offset in feet  
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph



### Notes for Figure 6H-1—Typical Application 1 Work Beyond the Shoulder

*Guidance:*

1. *If the work space is in the median of a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.*

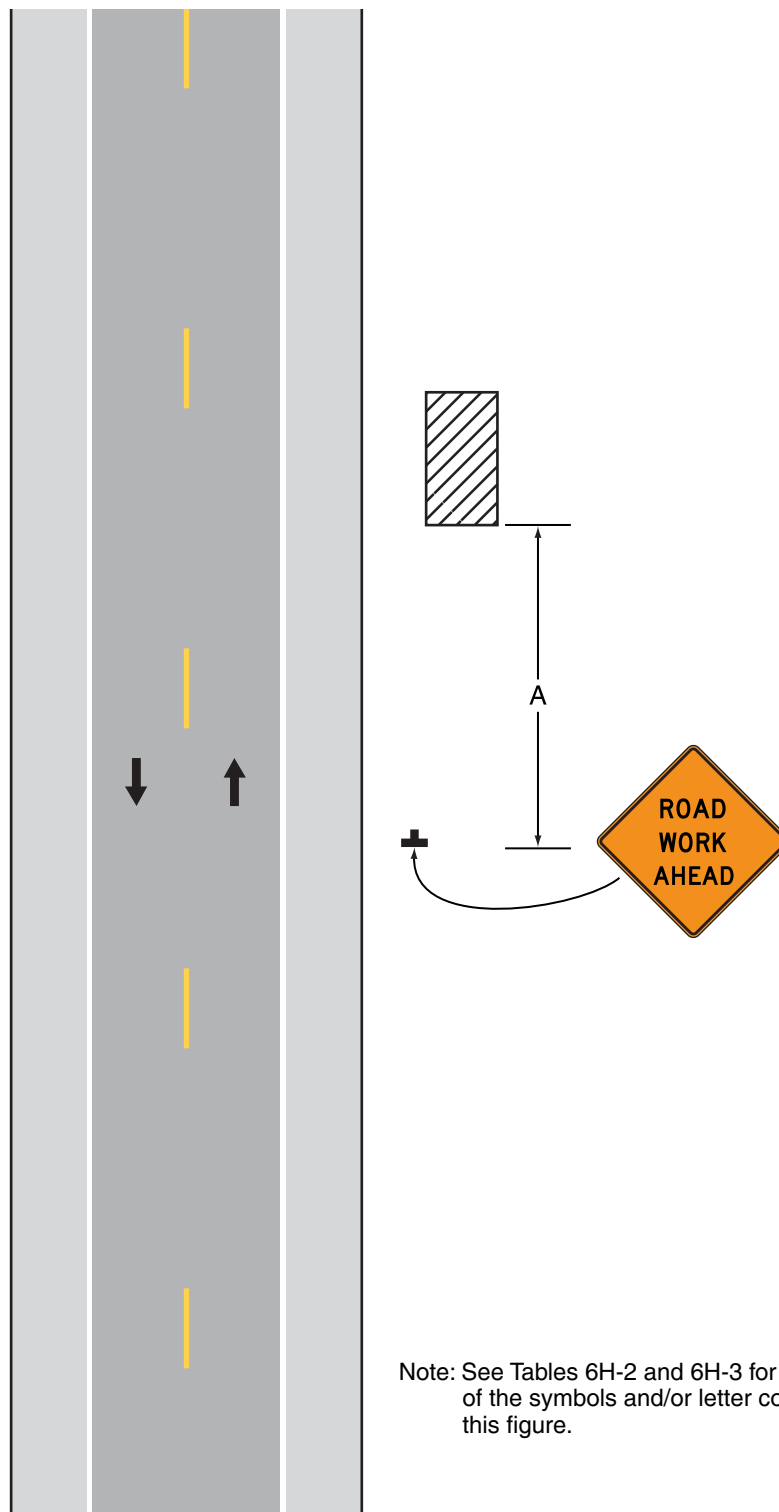
*Option:*

2. The ROAD WORK AHEAD sign may be replaced with other appropriate signs such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.
3. The ROAD WORK AHEAD sign may be omitted where the work space is behind a barrier, more than 24 inches behind the curb, or 15 feet or more from the edge of any roadway.
4. For short-term, short duration or mobile operation, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
5. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

**Standard:**

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



**Figure 6H-1. Work Beyond the Shoulder (TA-1)****Typical Application 1**



**Notes for Figure 6H-2—Typical Application 2  
Blasting Zone**

**Standard:**

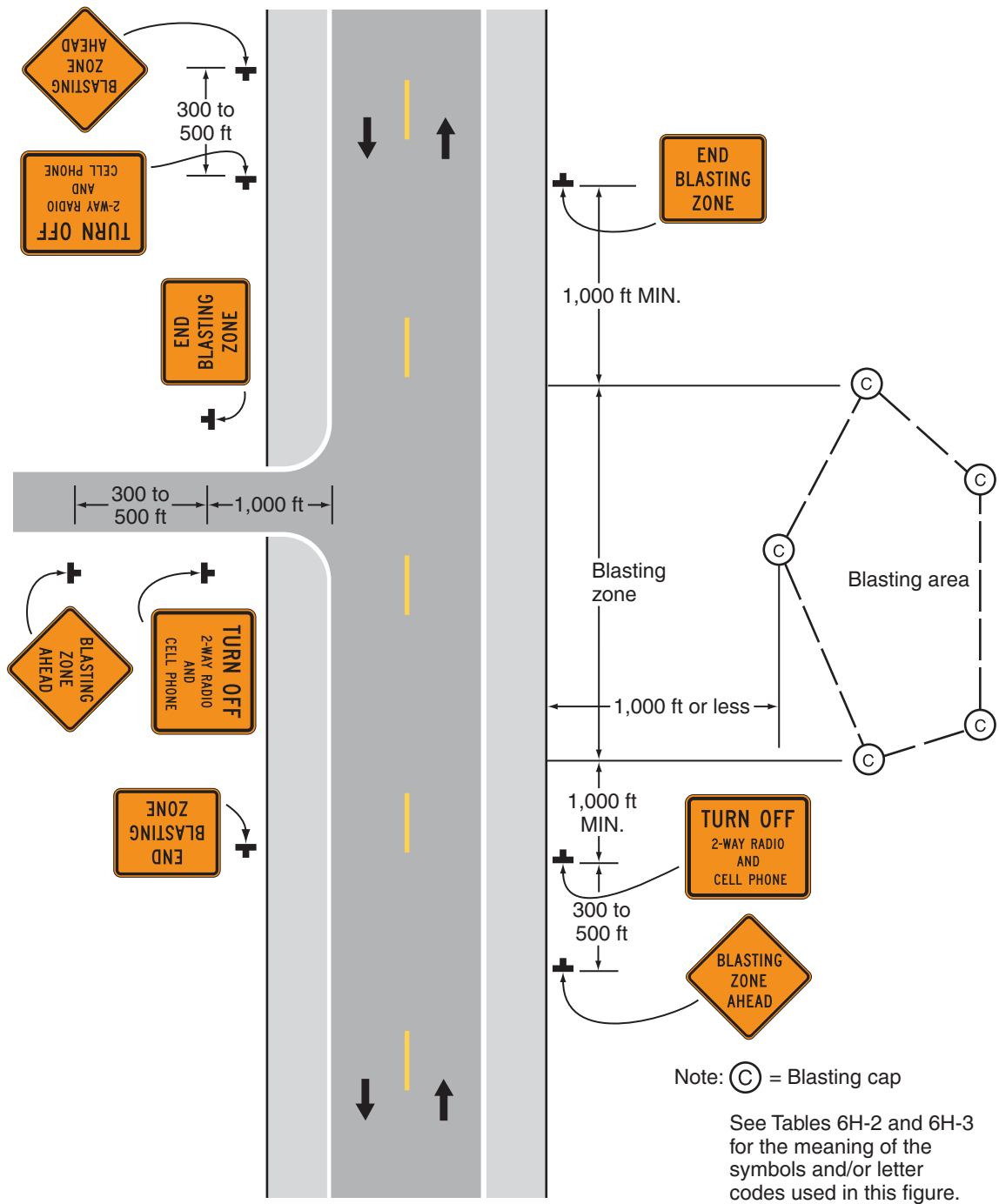
- 1. Whenever blasting caps are used within 1,000 feet of a roadway, the signing shown shall be used.**
- 2. The signs shall be covered or removed when there are no explosives in the area or the area is otherwise secure.**
- 3. Whenever a side road intersects the roadway between the BLASTING ZONE AHEAD sign and the END BLASTING ZONE sign, or a side road is within 1,000 feet of any blasting cap, similar signing, as on the mainline, shall be installed on the side road.**
- 4. Prior to blasting, the blaster in charge shall determine whether road users in the blasting zone will be endangered by the blasting operation. If there is danger, road users shall not be permitted to pass through the blasting zone during blasting operations.**

*Guidance:*

- 5. On a divided highway, the signs should be mounted on both sides of the directional roadways.*



Figure 6H-2. Blasting Zone (TA-2)



Typical Application 2



### Notes for Figure 6H-3—Typical Application 3 Work on the Shoulders

*Guidance:*

1. *A SHOULDER WORK sign should be placed on the left side of the roadway for a divided or one-way street only if the left shoulder is affected.*

*Option:*

2. The Workers symbol signs may be used instead of SHOULDER WORK signs.
3. The SHOULDER WORK AHEAD sign on an intersecting roadway may be omitted where drivers emerging from that roadway will encounter another advance warning sign prior to this activity area.
4. For short duration operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
5. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

**Standard:**

6. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**
7. **When paved shoulders having a width of 8 feet or more are closed, at least one advance warning sign shall be used. In addition, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and direct vehicular traffic to remain within the traveled way.**







**Notes for Figure 6H-4—Typical Application 4**  
**Short Duration or Mobile Operation on a Shoulder**

*Guidance:*

1. *In those situations where multiple work locations within a limited distance make it practical to place stationary signs, the distance between the advance warning sign and the work should not exceed 5 miles.*
2. *In those situations where the distance between the advance signs and the work is 2 miles to 5 miles, a Supplemental Distance plaque should be used with the ROAD WORK AHEAD sign.*

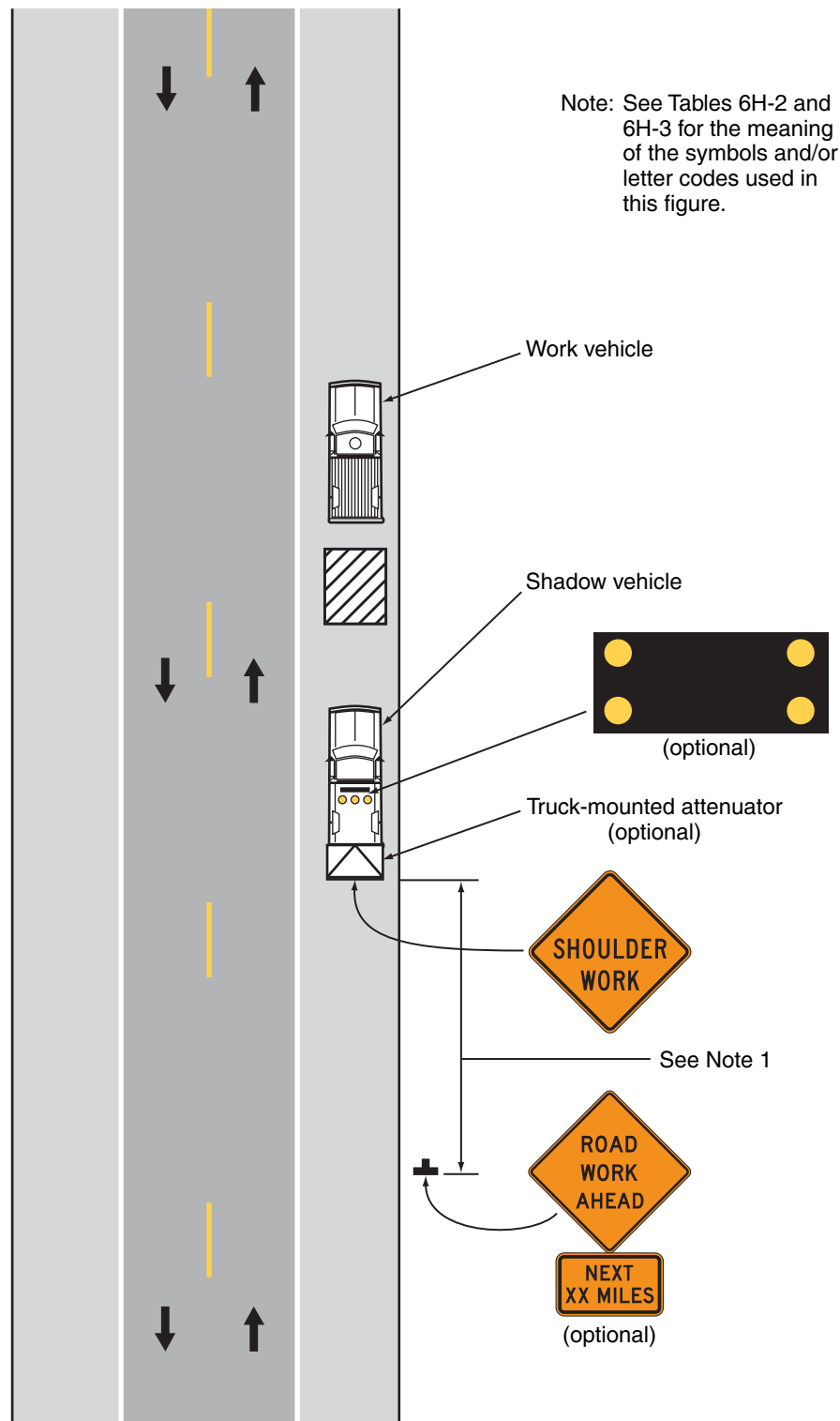
*Option:*

3. The ROAD WORK NEXT XX MILES sign may be used instead of the ROAD WORK AHEAD sign if the work locations occur over a distance of more than 2 miles.
4. Stationary warning signs may be omitted for short duration or mobile operations if the work vehicle displays high-intensity rotating, flashing, oscillating, or strobe lights.
5. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

**Standard:**

6. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**
7. **If an arrow board is used for an operation on the shoulder, the caution mode shall be used.**
8. **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.**



**Figure 6H-4. Short-Duration or Mobile Operation on a Shoulder (TA-4)****Typical Application 4**



**Notes for Figure 6H-5—Typical Application 5**  
**Shoulder Closure on a Freeway**

*Guidance:*

1. *SHOULDER CLOSED* signs should be used on limited-access highways where there is no opportunity for disabled vehicles to pull off the roadway.
2. *If drivers 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.*
3. *The use of a temporary traffic barrier should be based on engineering judgment.*

**Standard:**

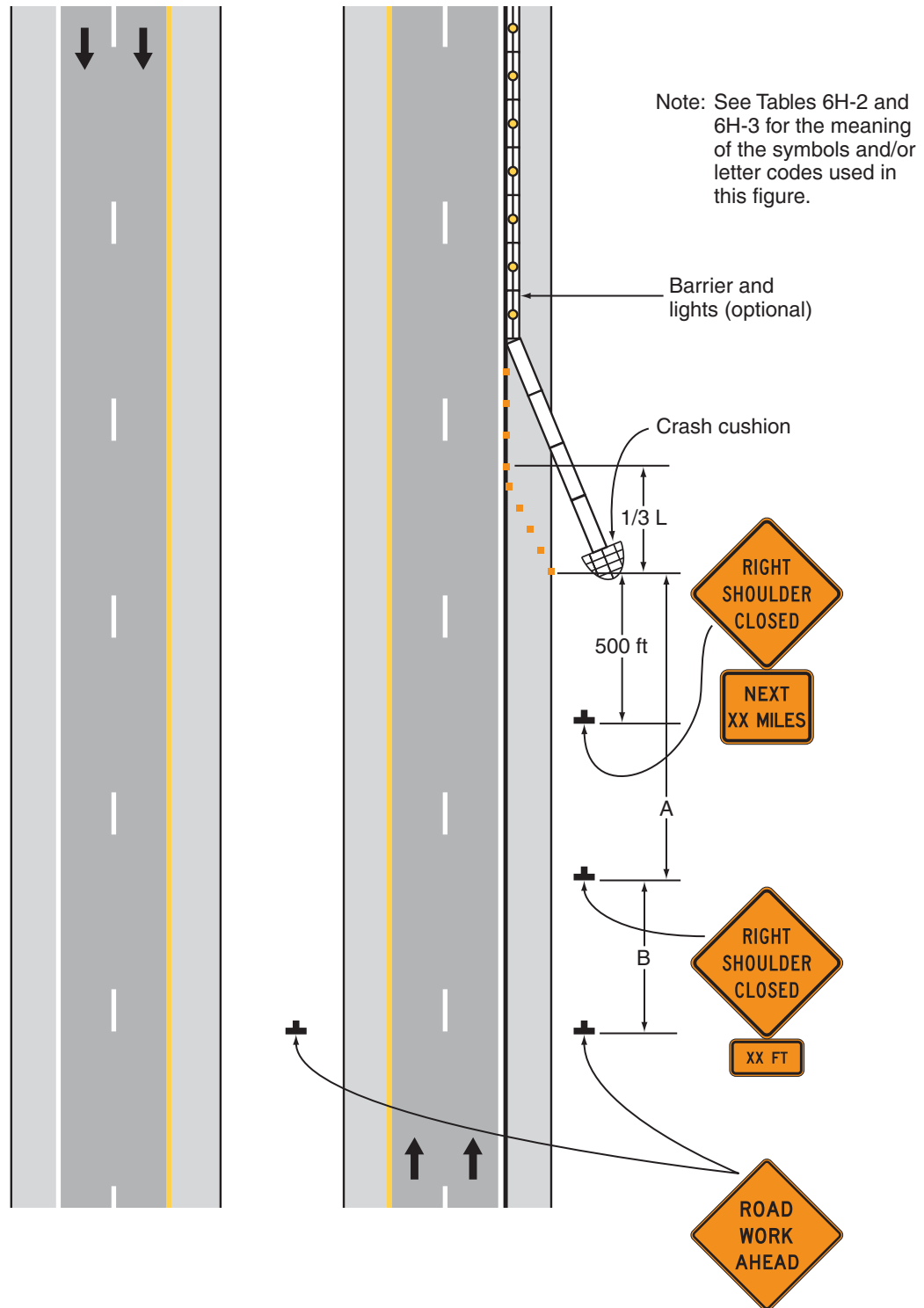
- 4. Temporary traffic barriers, if used, shall comply with the provisions of Section 6F.85.**

*Option:*

5. 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.
6. The warning lights shown on the barrier may be used.



### Figure 6H-5. Shoulder Closure on a Freeway (TA-5)



## Typical Application 5



### **Notes for Figure 6H-6—Typical Application 6 Shoulder Work with Minor Encroachment**

#### *Guidance:*

1. *All lanes should be a minimum of 10 feet in width as measured to the near face of the channelizing devices.*
2. *The treatment shown should be used on a minor road having low speeds. For higher-speed traffic conditions, a lane closure should be used.*

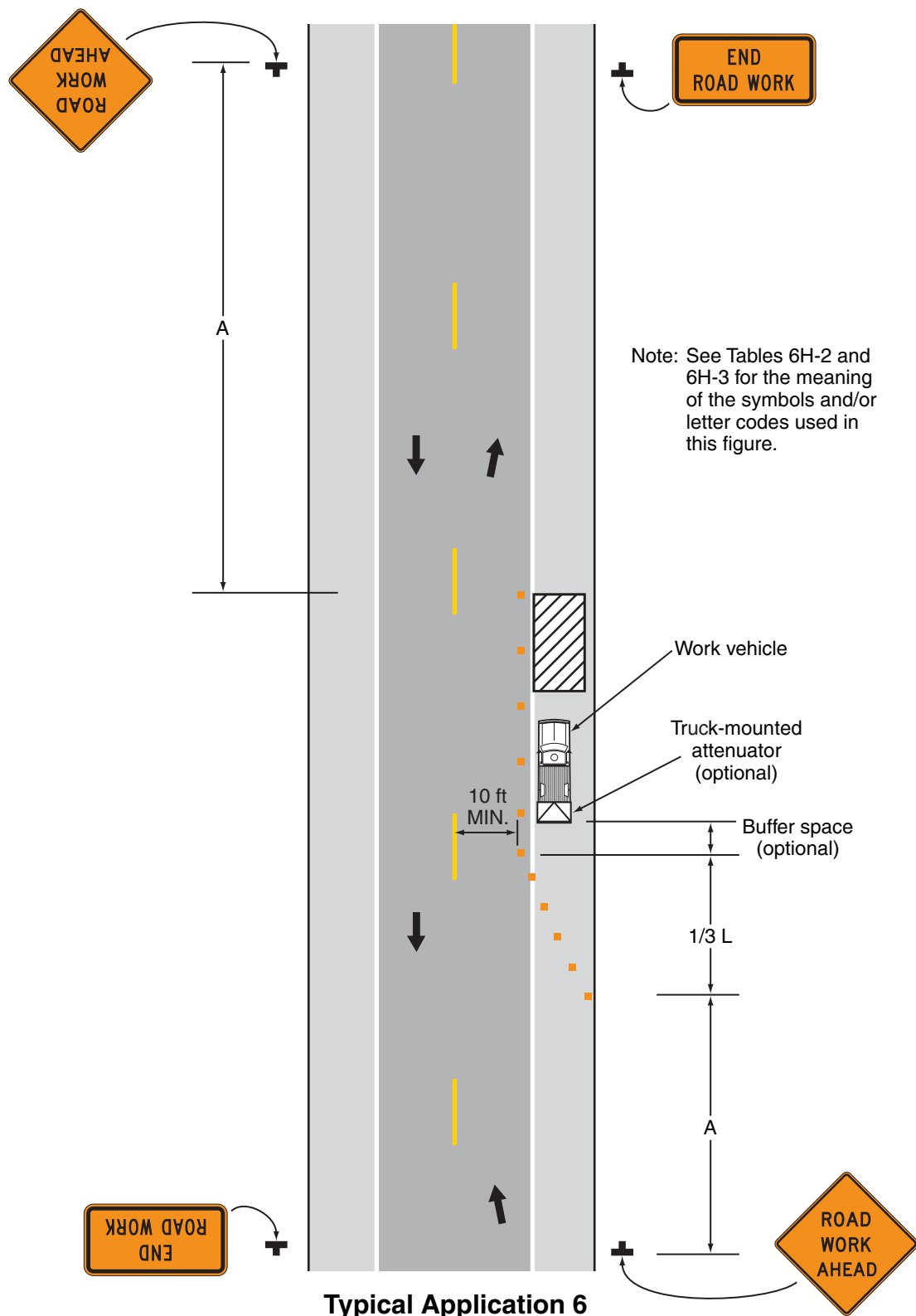
#### **Option:**

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. Where the opposite shoulder is suitable for carrying vehicular traffic and of adequate width, lanes may be shifted by use of closely-spaced channelizing devices, provided that the minimum lane width of 10 feet is maintained.
5. Additional advance warning may be appropriate, such as a ROAD NARROWS sign.
6. Temporary traffic barriers may be used along the work space.
7. The shadow vehicle may be omitted if a taper and channelizing devices are used.
8. A truck-mounted attenuator may be used on the shadow vehicle.
9. For short-duration work, the taper and channelizing devices may be omitted if a shadow vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
10. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

#### **Standard:**

11. **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.**
12. **Shadow and work vehicles shall display high-intensity rotating, flashing, oscillating, or strobe lights.**
13. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**



**Figure 6H-6. Shoulder Work with Minor Encroachment (TA-6)**



### Notes for Figure 6H-7—Typical Application 7 Road Closure with a Diversion

**Support:**

1. Signs and object markers are shown for one direction of travel only.

**Standard:**

2. **Devices similar to those depicted shall be placed for the opposite direction of travel.**
3. **Pavement markings no longer applicable to the traffic pattern of the roadway shall be removed or obliterated before any new traffic patterns are open to traffic.**
4. **Temporary barriers and end treatments shall be crashworthy.**

**Guidance:**

5. *If the tangent distance along the temporary diversion is more than 600 feet, a Reverse Curve sign, left first, should be used instead of the Double Reverse Curve sign, and a second Reverse Curve sign, right first, should be placed in advance of the second reverse curve back to the original alignment.*
6. *When the tangent section of the diversion is more than 600 feet, and the diversion has sharp curves with recommended speeds of 30 mph or less, Reverse Turn signs should be used.*
7. *Where the temporary pavement and old pavement are different colors, the temporary pavement should start on the tangent of the existing pavement and end on the tangent of the existing pavement.*

**Option:**

8. Flashing warning lights and/or flags may be used to call attention to the warning signs.
9. On sharp curves, large arrow signs may be used in addition to other advance warning signs.
10. Delineators or channelizing devices may be used along the diversion.







**Notes for Figure 6H-8—Typical Application 8**  
**Road Closure with an Off-Site Detour**

*Guidance:*

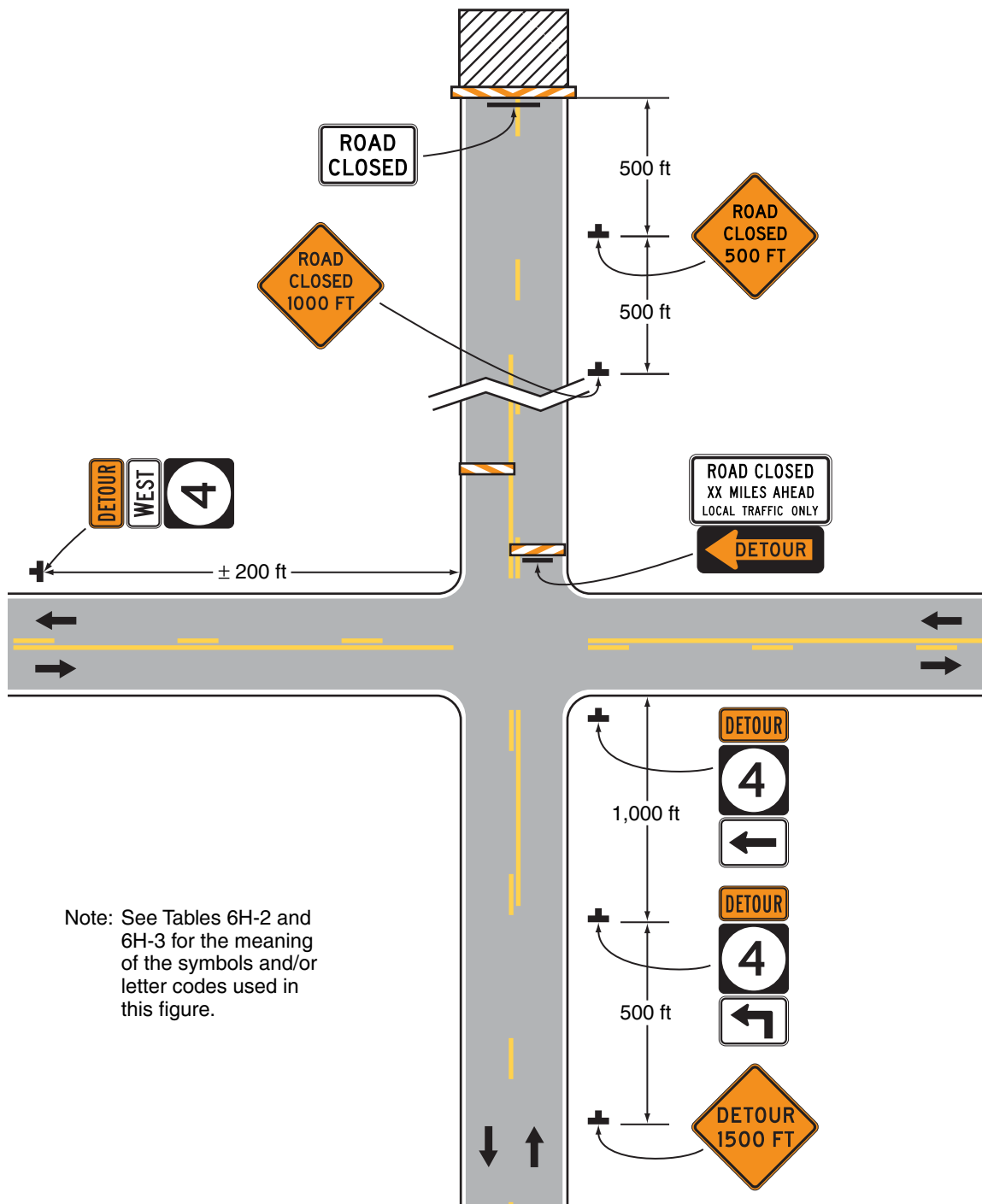
1. *Regulatory traffic control devices should be modified as needed for the duration of the detour.*

*Option:*

2. If the road is opened for some distance beyond the intersection and/or there are significant origin/destination points beyond the intersection, the ROAD CLOSED and DETOUR signs on Type 3 Barricades may be located at the edge of the traveled way.
3. A Route Sign Directional assembly may be placed on the far left corner of the intersection to augment or replace the one shown on the near right corner.
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. Cardinal direction plaques may be used with route signs.



**Figure 6H-8. Road Closure with an Off-Site Detour (TA-8)**



## Typical Application 8



**Notes for Figure 6H-9—Typical Application 9**  
**Overlapping Routes with a Detour**

**Support:**

1. TTC devices are shown for one direction of travel only.

**Standard:**

2. **Devices similar to those depicted shall be placed for the opposite direction of travel.**

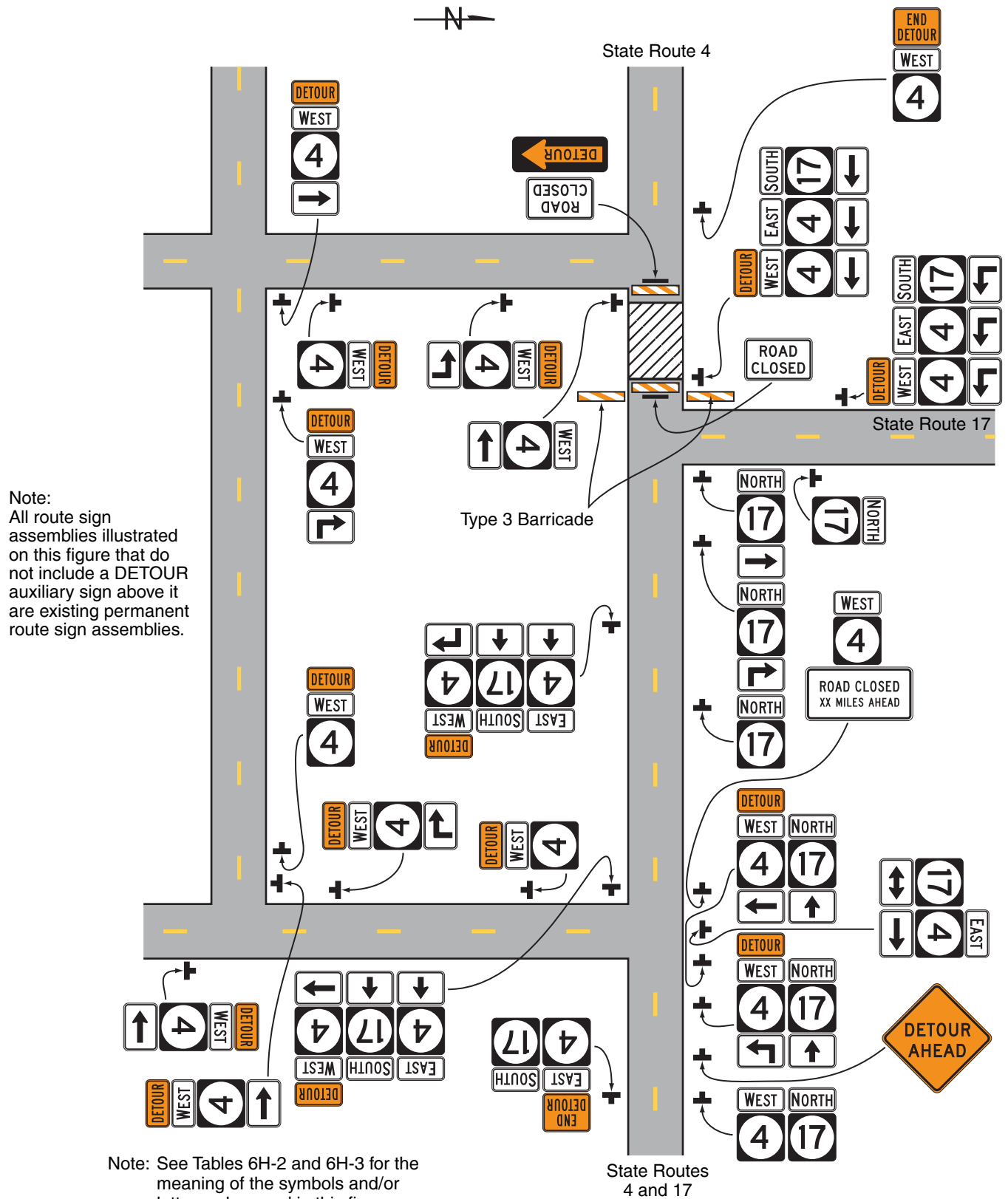
*Guidance:*

3. *STOP or YIELD signs displayed to side roads should be installed as needed along the temporary route.*

**Option:**

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. Flashing warning lights may be used on the Type 3 Barricades.
6. Cardinal direction plaques may be used with route signs.



**Figure 6H-9. Overlapping Routes with a Detour (TA-9)**



### Notes for Figure 6H-10—Typical Application 10 Lane Closure on a Two-Lane Road Using Flaggers

**Option:**

1. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).
2. The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short-duration operations.
3. Flashing warning lights and/or flags may be used to call attention to the advance warning signs. A BE PREPARED TO STOP sign may be added to the sign series.

**Guidance:**

4. *The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.*

**Standard:**

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

**Guidance:**

6. *When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.*
7. *When a grade crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the grade crossing, the TTC zone should be extended so that the transition area precedes the grade crossing.*
8. *When a grade crossing equipped with active warning devices exists within the activity area, provisions should be made for keeping flaggers informed as to the activation status of these warning devices.*
9. *When a grade crossing exists within the activity area, drivers operating on the left-hand side of the normal center line should be provided with comparable warning devices as for drivers operating on the right-hand side of the normal center line.*
10. *Early coordination with the railroad company or light rail transit agency should occur before work starts.*

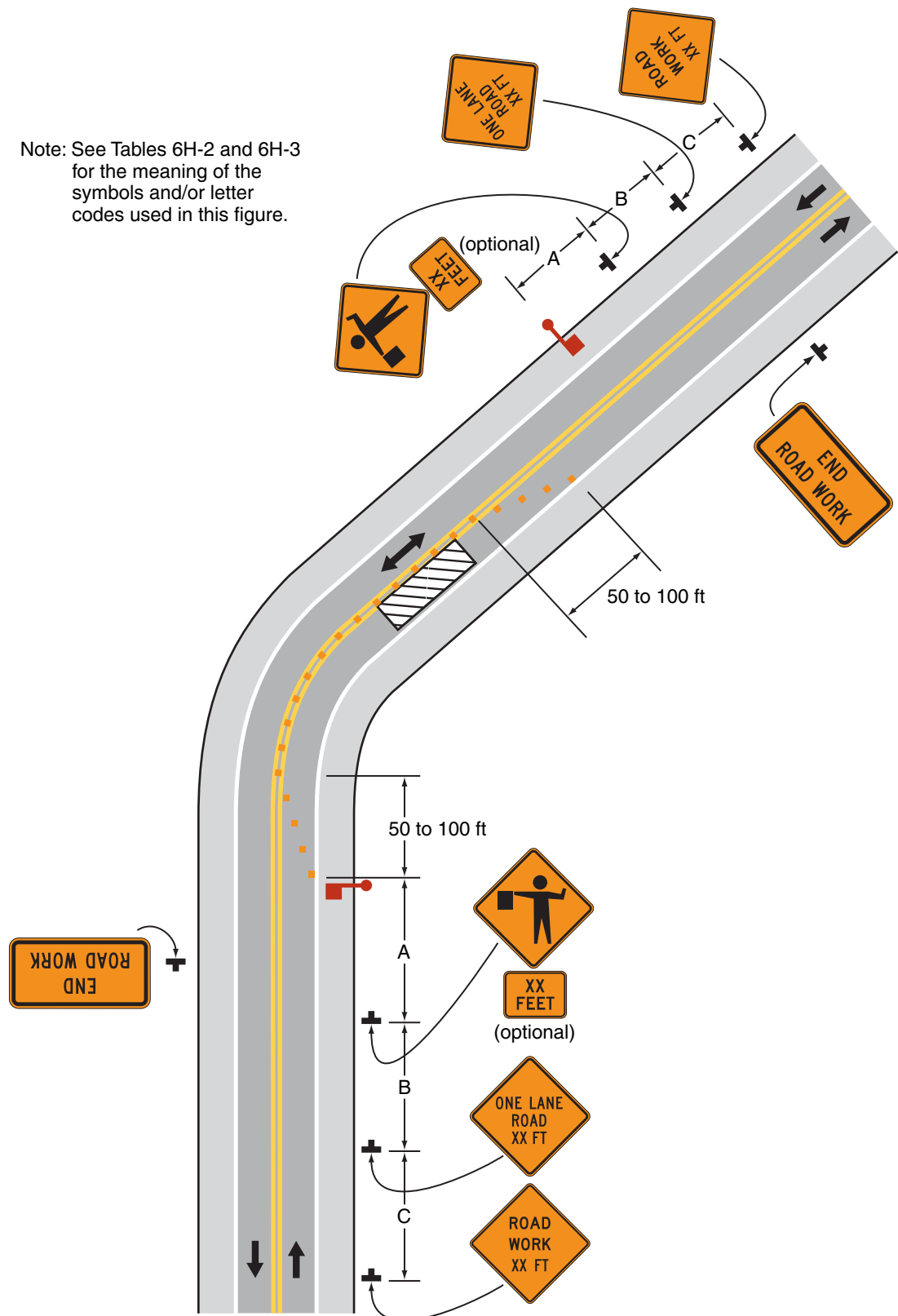
**Option:**

11. A flagger or a uniformed law enforcement officer may be used at the grade crossing to minimize the probability that vehicles are stopped within 15 feet of the grade crossing, measured from both sides of the outside rails.



**Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)**

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

**Typical Application 10**



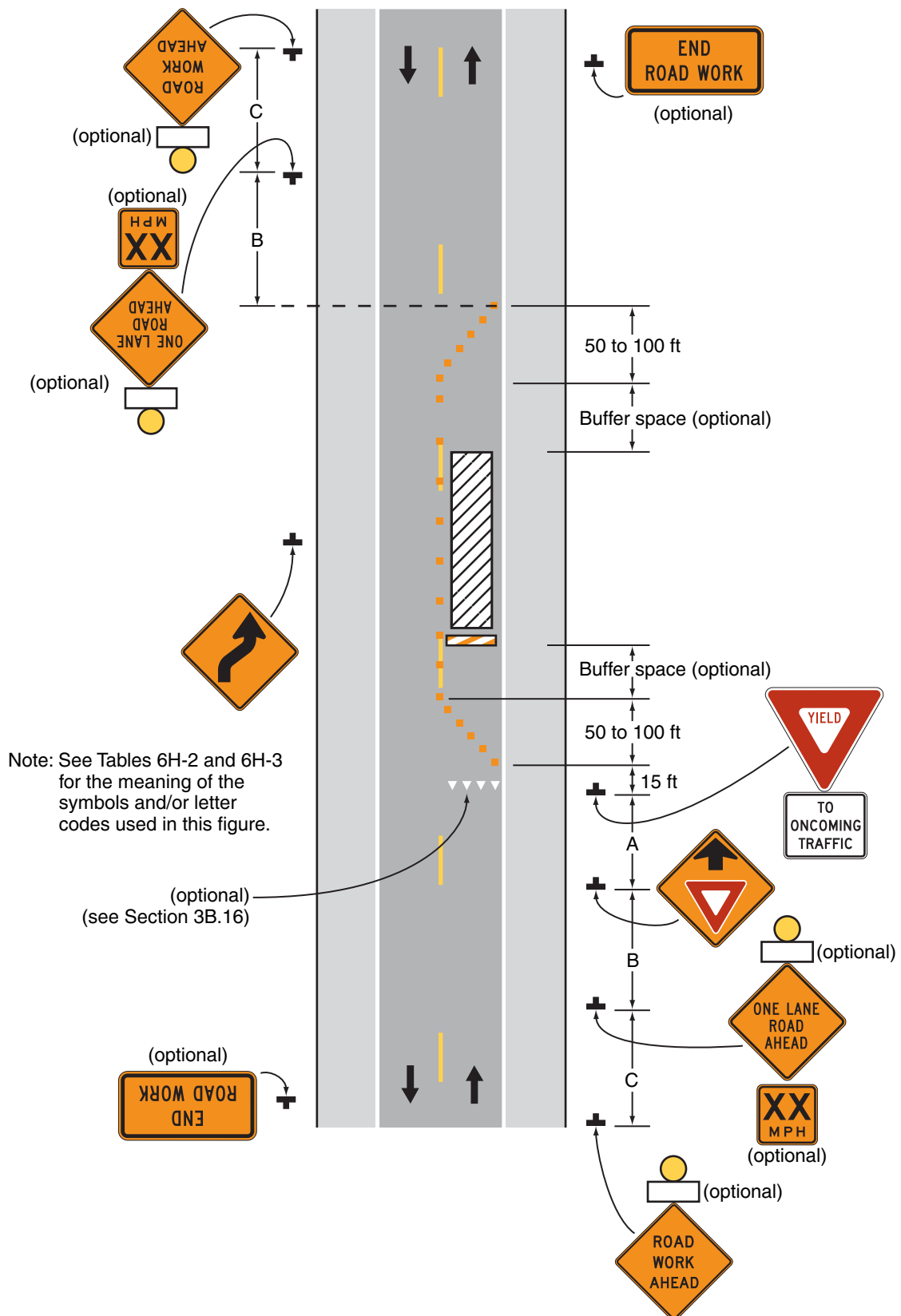
**Notes for Figure 6H-11—Typical Application 11**  
**Lane Closure on a Two-Lane Road with Low Traffic Volumes**

Option:

1. This TTC zone application may be used as an alternate to the TTC application shown in Figure 6H-10 (using flaggers) when the following conditions exist:
  - a. Vehicular traffic volume is such that sufficient gaps exist for vehicular traffic that must yield.
  - b. Road users from both directions are able to see approaching vehicular traffic through and beyond the worksite and have sufficient visibility of approaching vehicles.
2. The Type B flashing warning lights may be placed on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs whenever a night lane closure is necessary.



**Figure 6H-11. Lane Closure on a Two-Lane Road with Low Traffic Volumes (TA-11)**



**Typical Application 11**



**Notes for Figure 6H-12—Typical Application 12**  
**Lane Closure on a Two-Lane Road Using Traffic Control Signals**

**Standard:**

1. Temporary traffic control signals shall be installed and operated in accordance with the provisions of Part 4. Temporary traffic control signals shall meet the physical display and operational requirements of conventional traffic control signals.
2. Temporary traffic control signal timing shall be established by authorized officials. Durations of red clearance intervals shall be adequate to clear the one-lane section of conflicting vehicles.
3. When the temporary traffic control signal is changed to the flashing mode, either manually or automatically, red signal indications shall be flashed to both approaches.
4. Stop lines shall be installed with temporary traffic control signals for intermediate and long-term closures. Existing conflicting pavement markings and raised pavement marker reflectors between the activity area and the stop line 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.
5. Safeguards shall be incorporated to avoid the possibility of conflicting signal indications at each end of the TTC zone.

**Guidance:**

6. *Where no-passing lines are not already in place, they should be added.*
7. *Adjustments in the location of the advance warning signs should be made as needed to accommodate the horizontal or vertical alignment of the roadway, recognizing that the distances shown for sign spacings are minimums. Adjustments in the height of the signal heads should be made as needed to conform to the vertical alignment.*

**Option:**

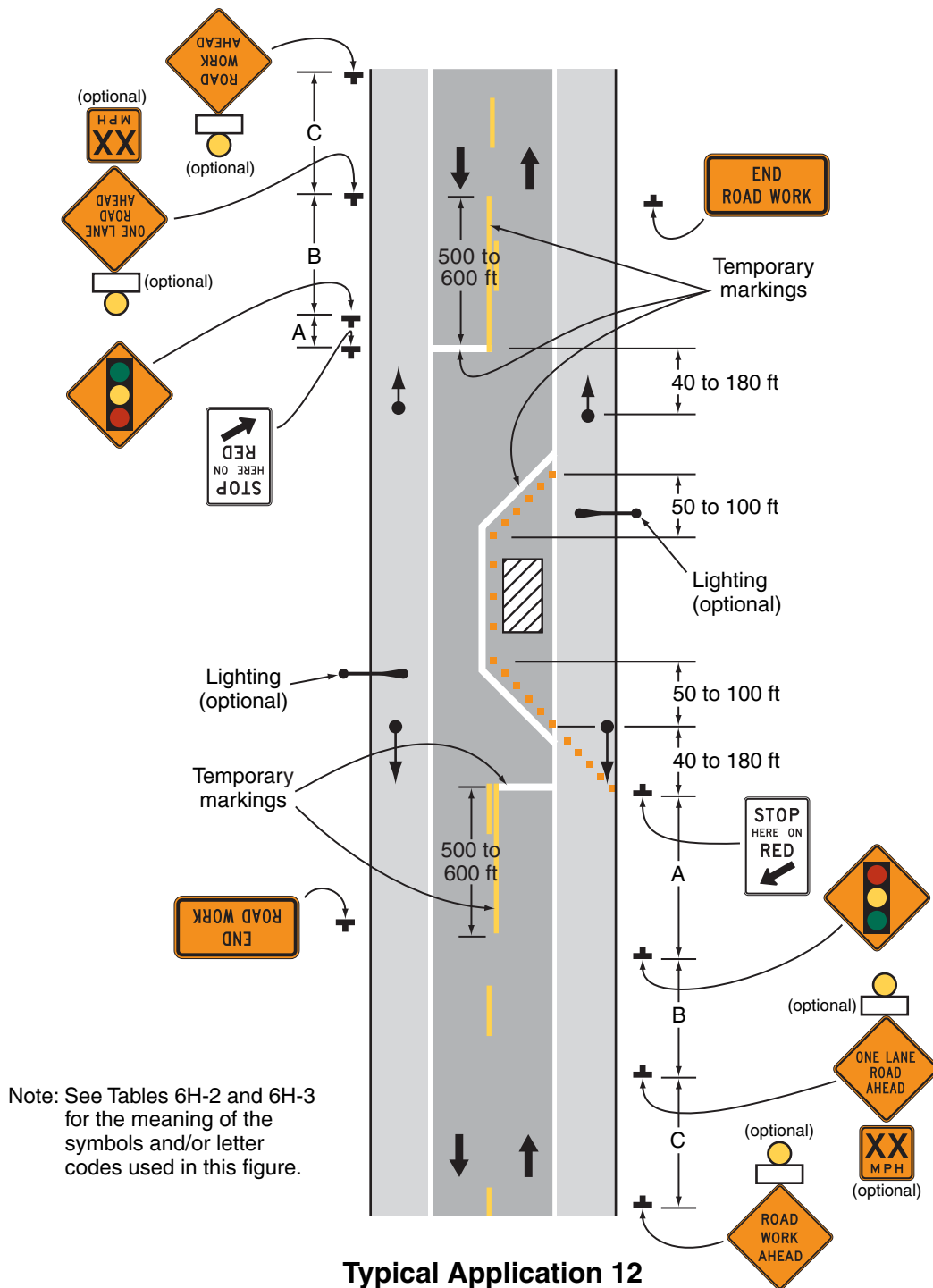
8. Flashing warning lights shown on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs may be used.
9. Removable pavement markings may be used.

**Support:**

10. Temporary traffic control signals are preferable to flaggers for long-term projects and other activities that would require flagging at night.
11. The maximum length of activity area for one-way operation under temporary traffic control signal control is determined by the capacity required to handle the peak demand.



**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.*

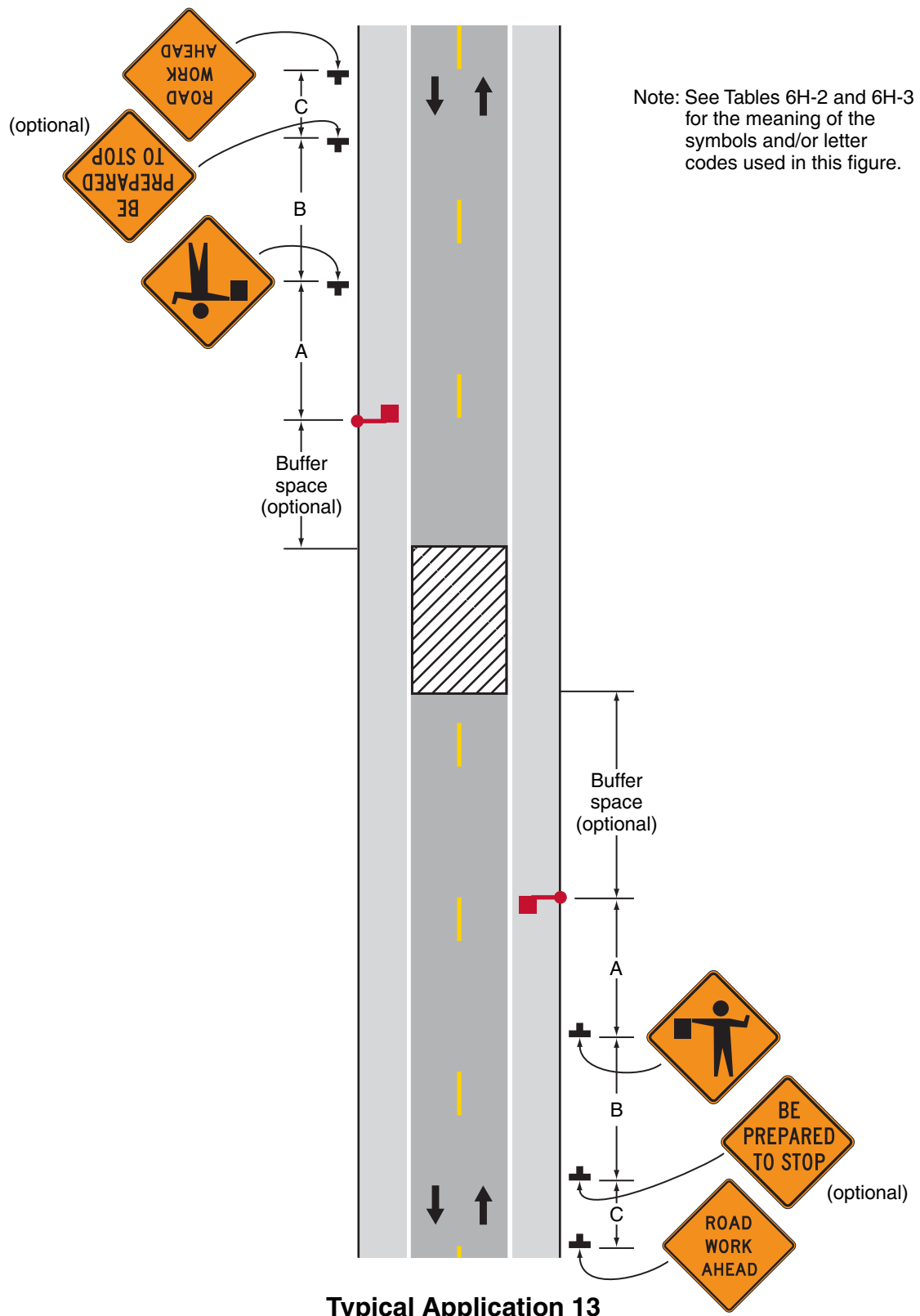
**Option:**

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 the Flagger symbol sign.*



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



### Notes for Figure 6H-14—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.

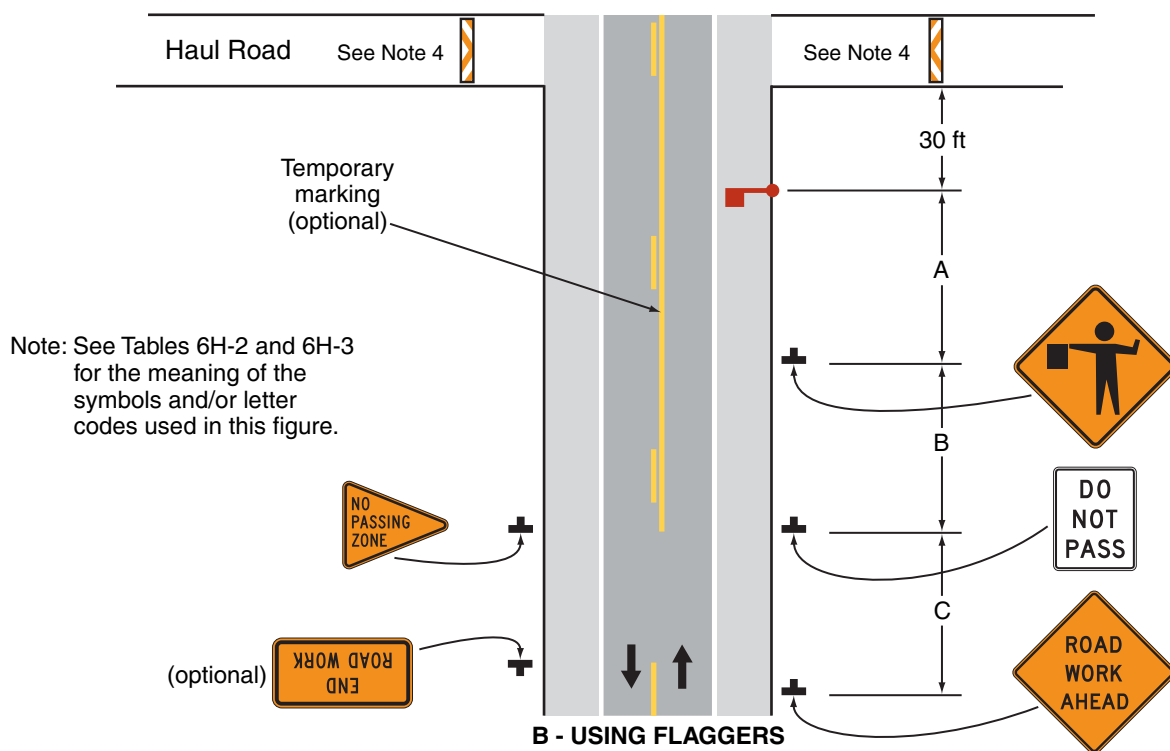
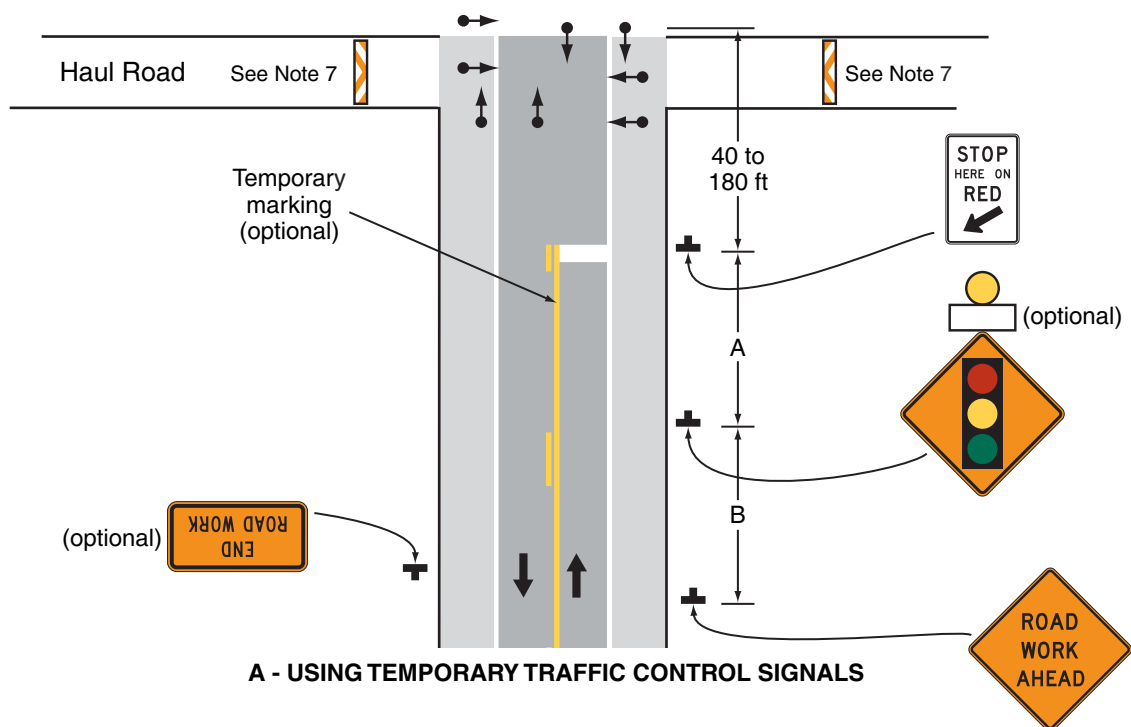
**Flagging Method**

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**



**Notes for Figure 6H-15—Typical Application 15**  
**Work in the Center of a Road with Low Traffic Volumes**

*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.*

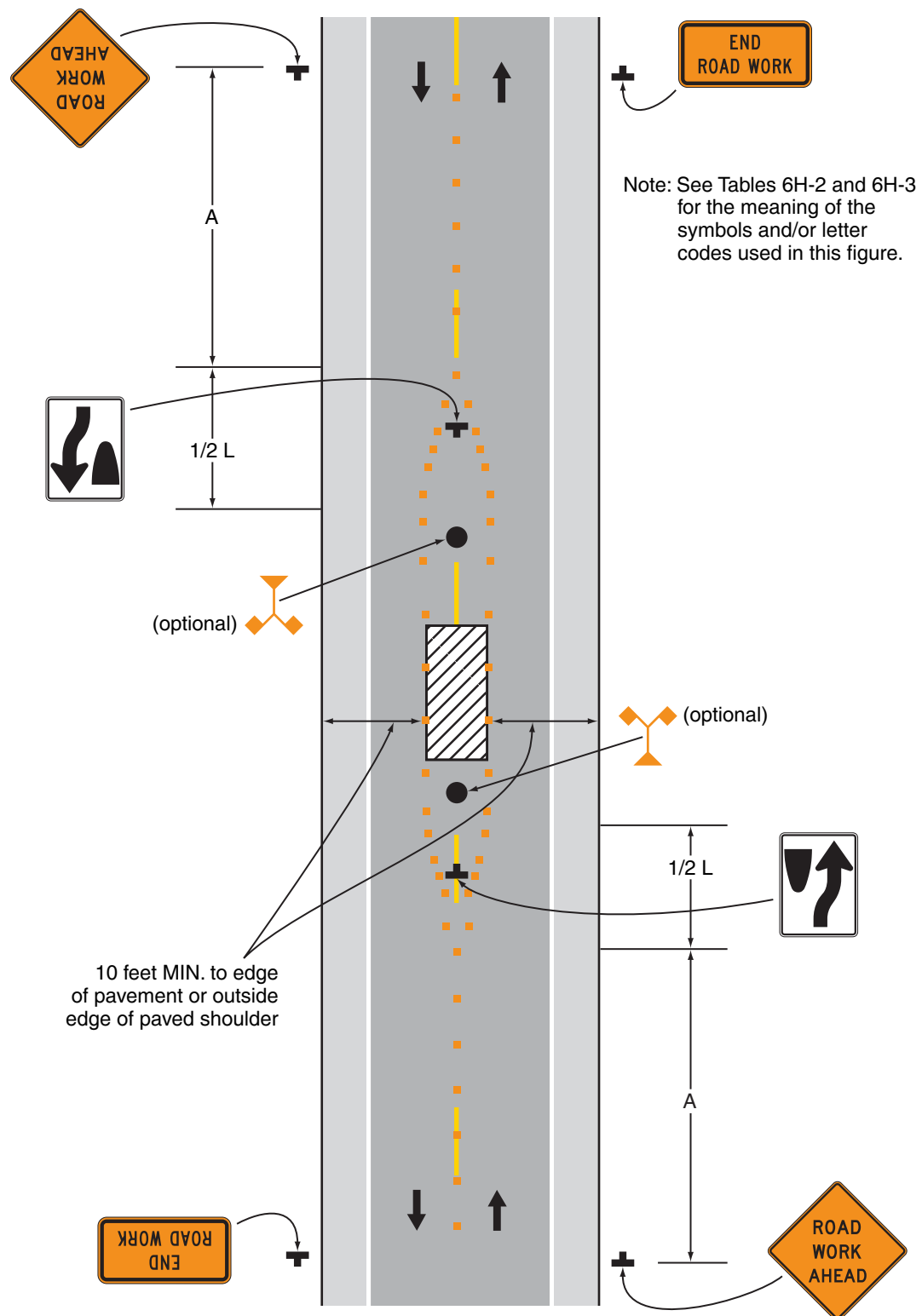
*Option:*

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.**



**Figure 6H-15. Work in the Center of a 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**

*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.**

*Option:*

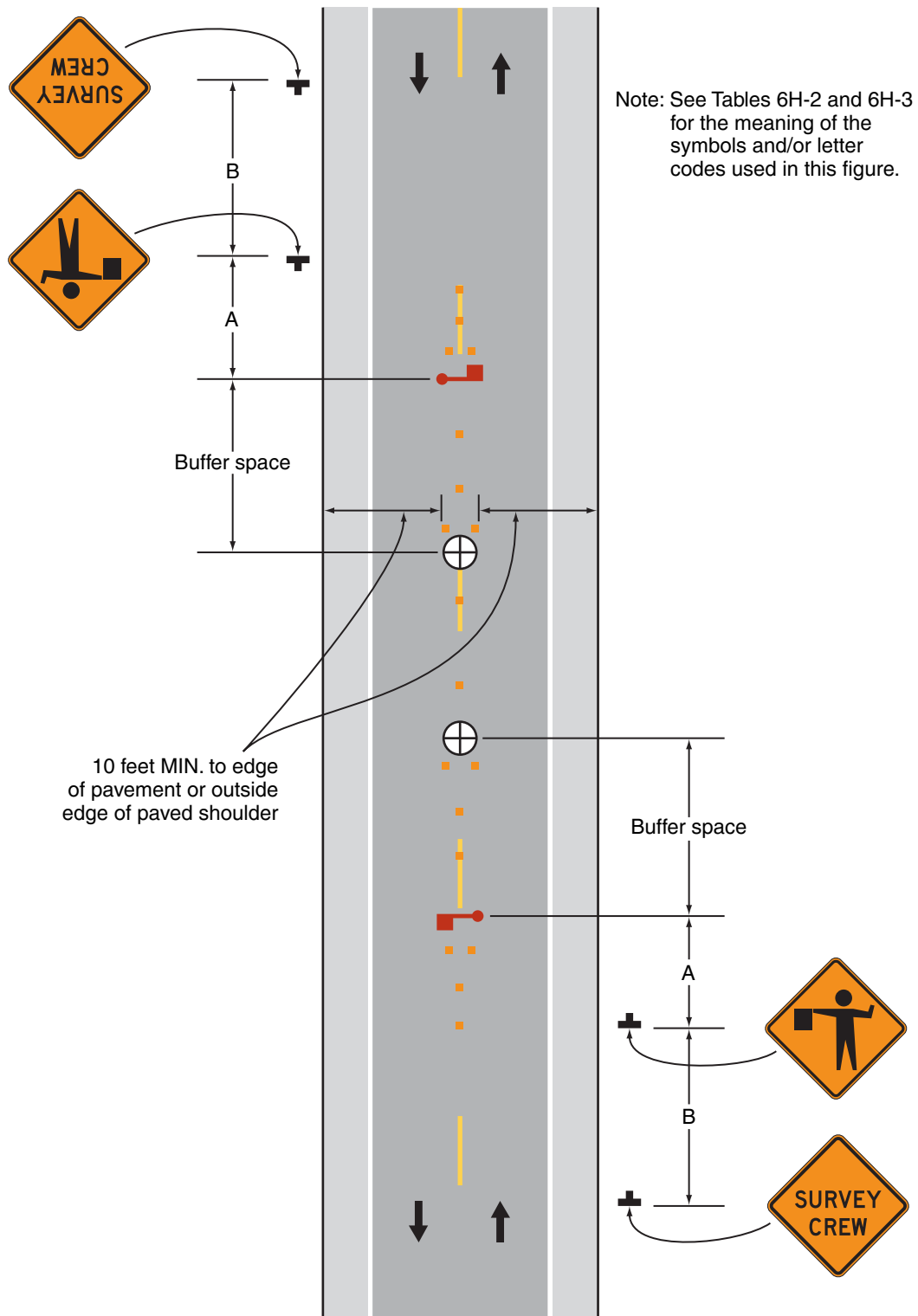
5. A high-level warning device may be used to protect a surveying device, such as a target on a tripod.
6. Cones may be omitted for a cross-section survey.
7. ROAD WORK AHEAD signs may be used in place of the SURVEY CREW AHEAD signs.
8. Flags may be used to call attention to the advance warning signs.
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 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.

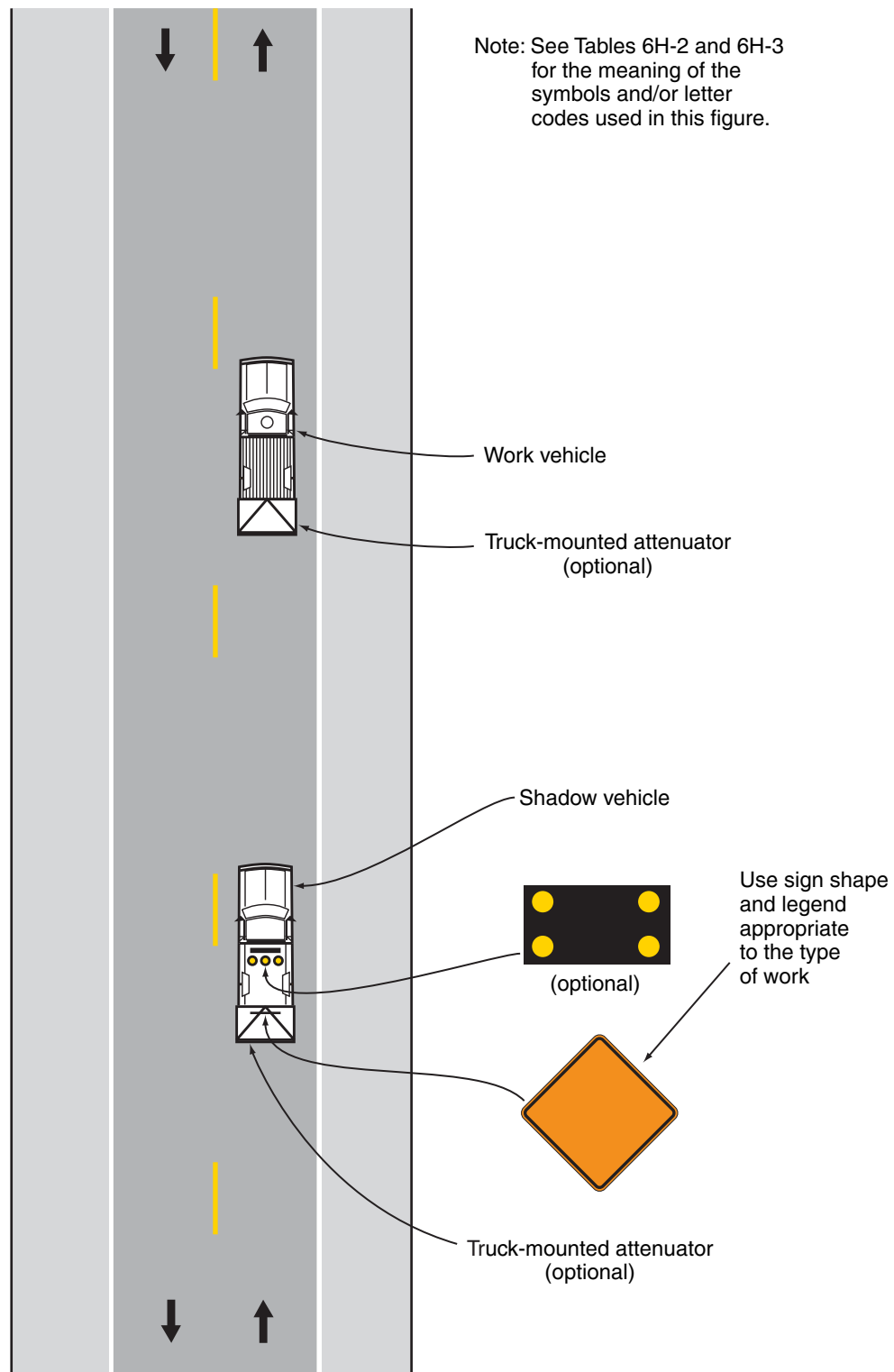
**Support:**

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.**



**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.**

**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.

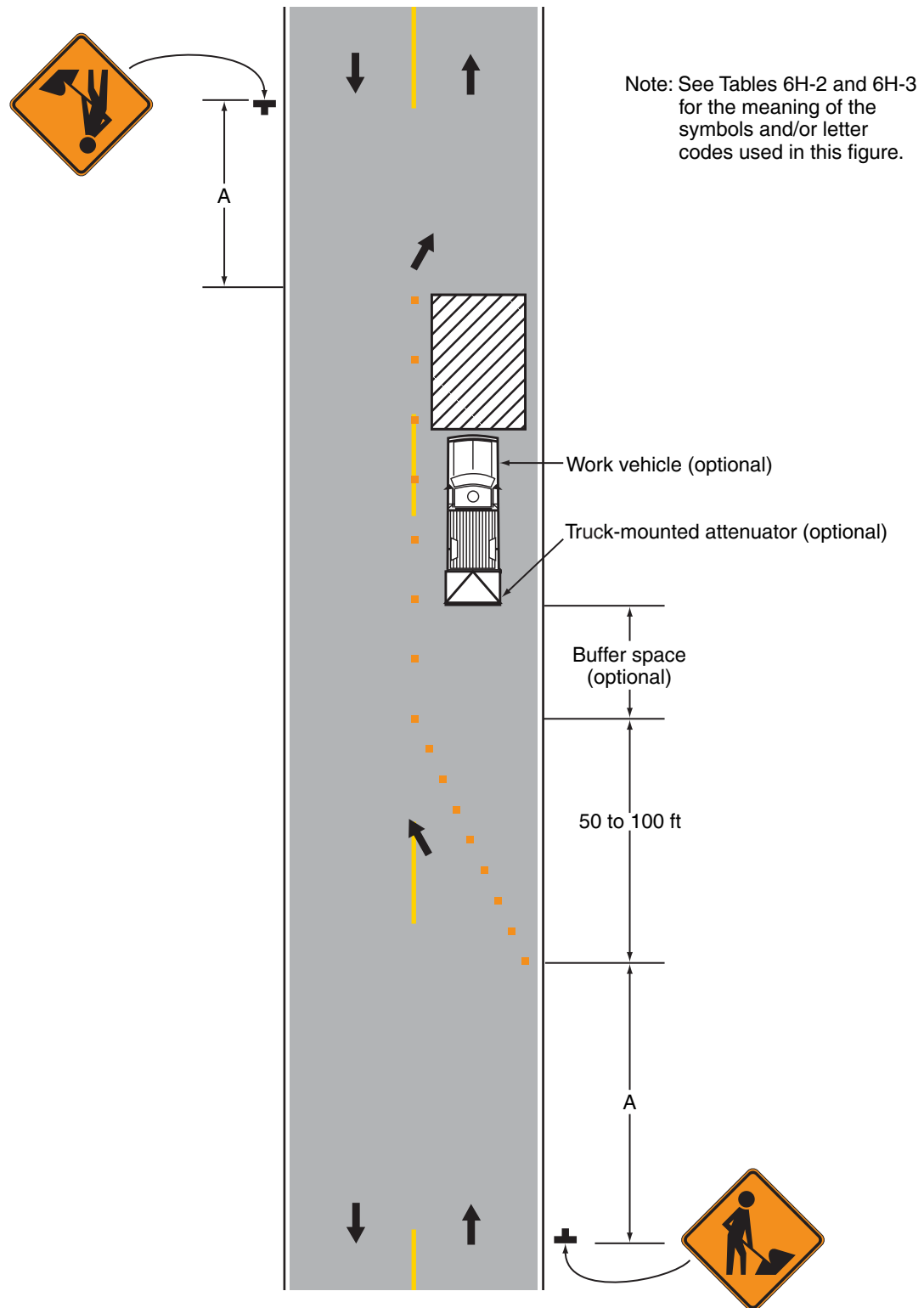
**Standard:**

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

**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)****Typical Application 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.**







### **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:**

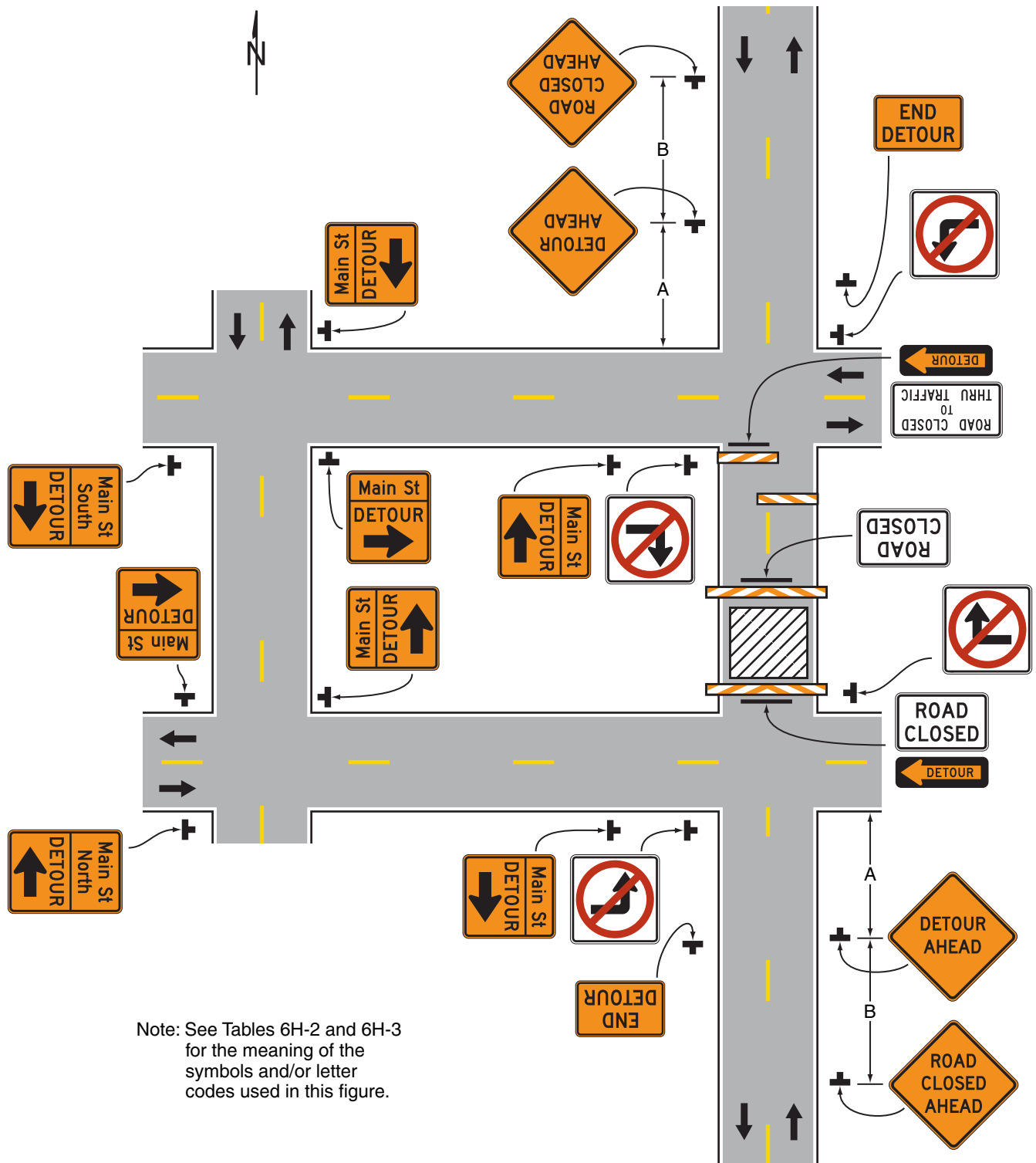
7. **When used, the Street Name sign shall be placed above the Detour sign.**

*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.*

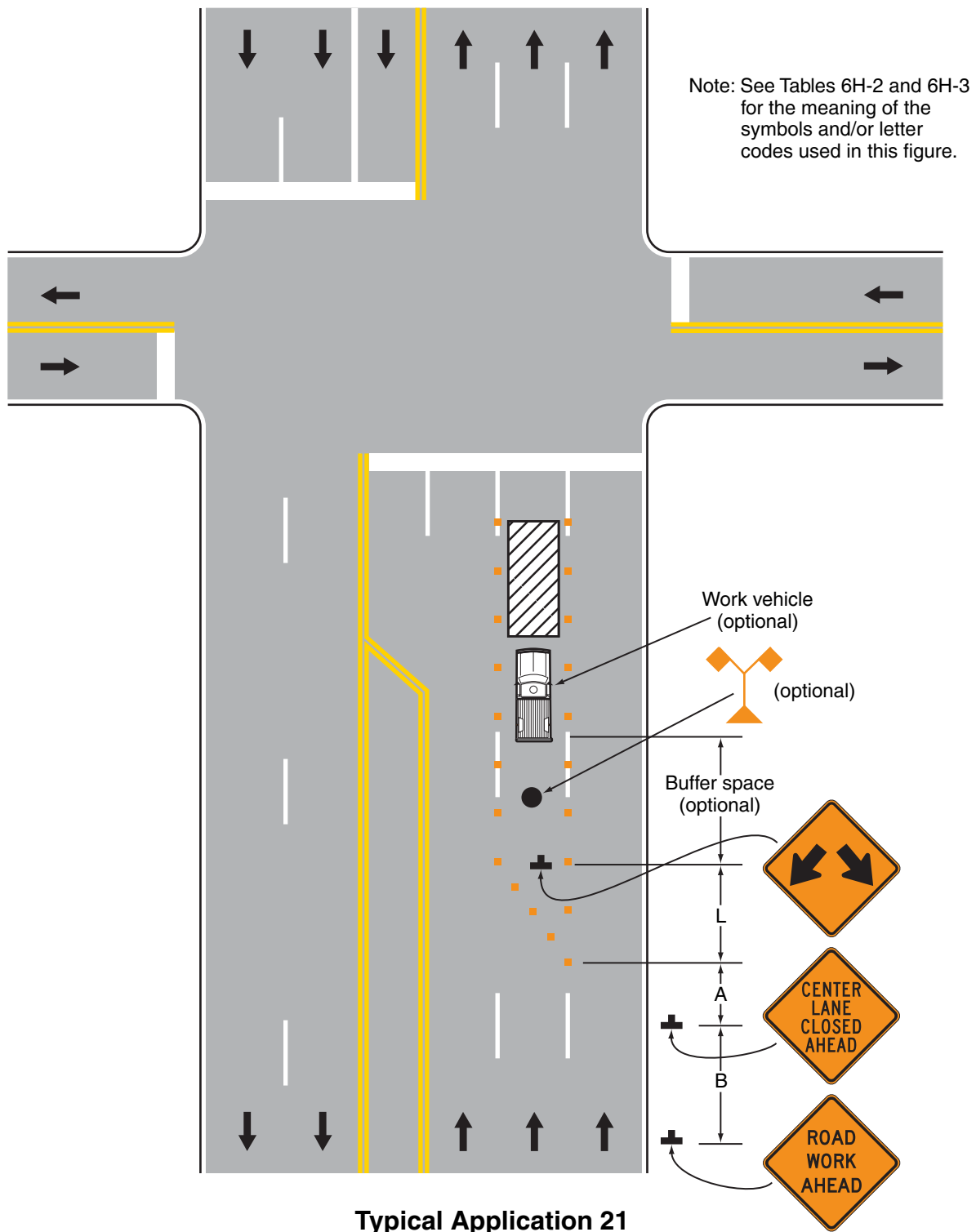
*Option:*

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.
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—Typical Application 22**  
**Right-Hand Lane Closure on the Far Side of an Intersection**

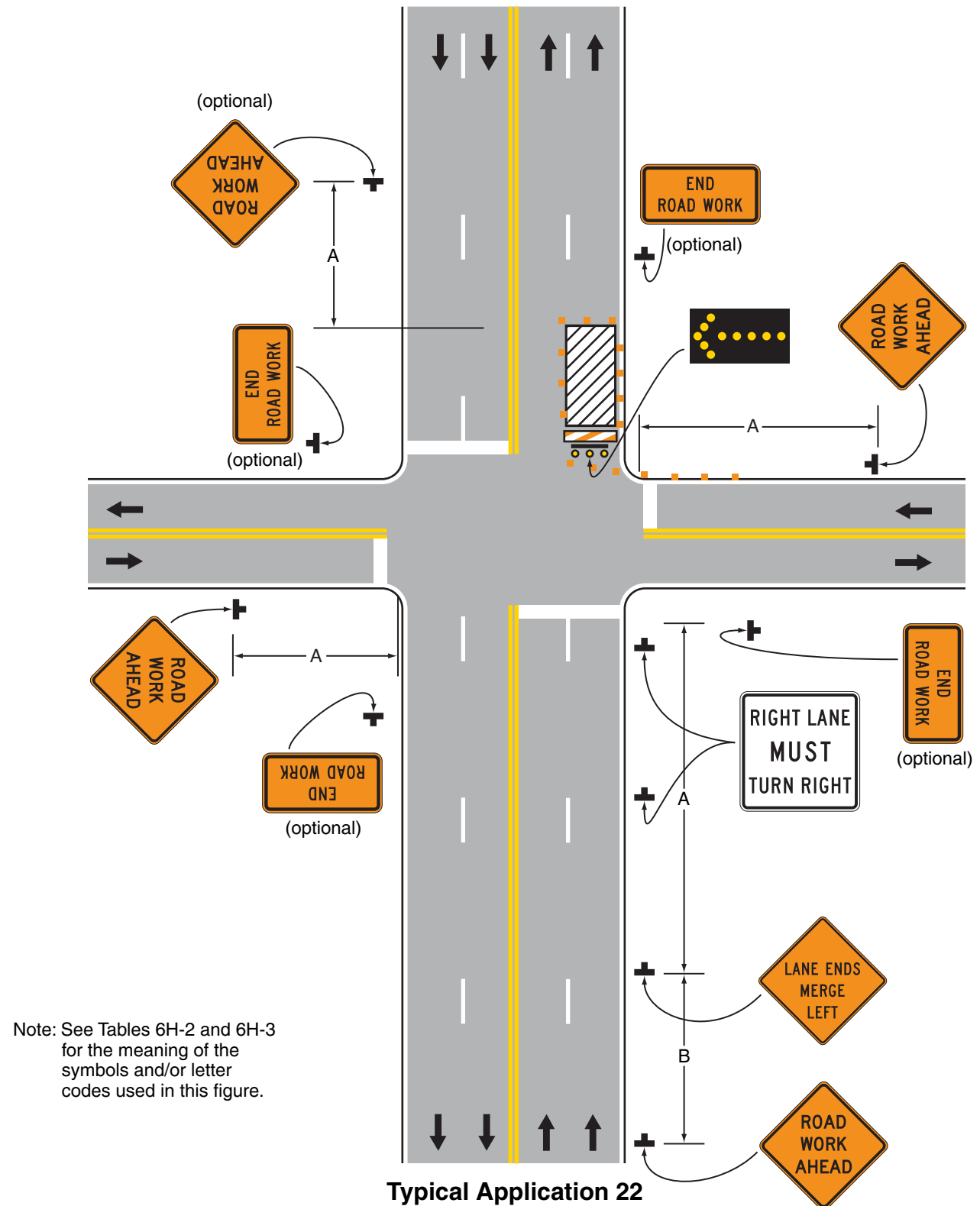
*Guidance:*

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.



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



**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.*

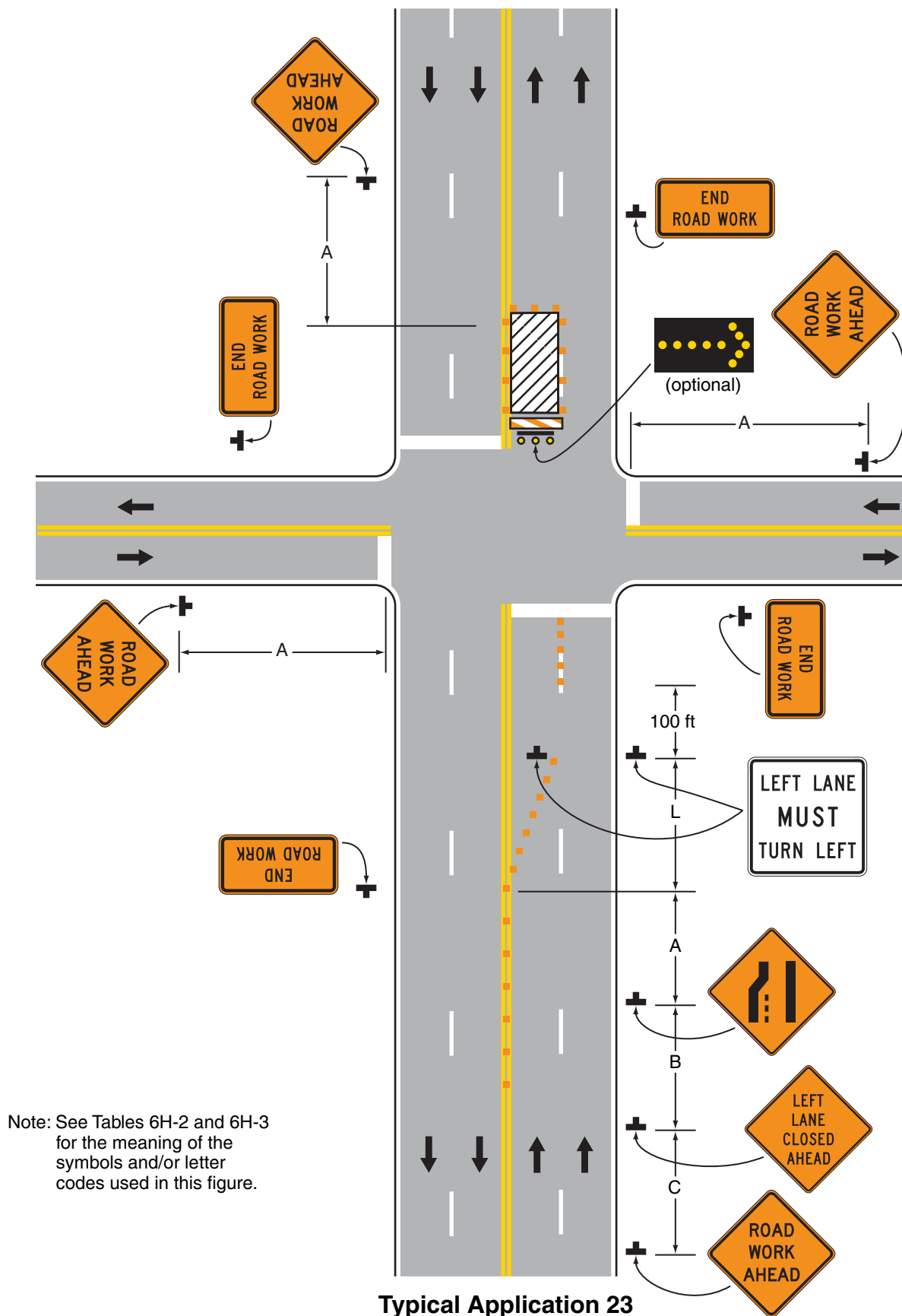
*Option:*

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—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.*

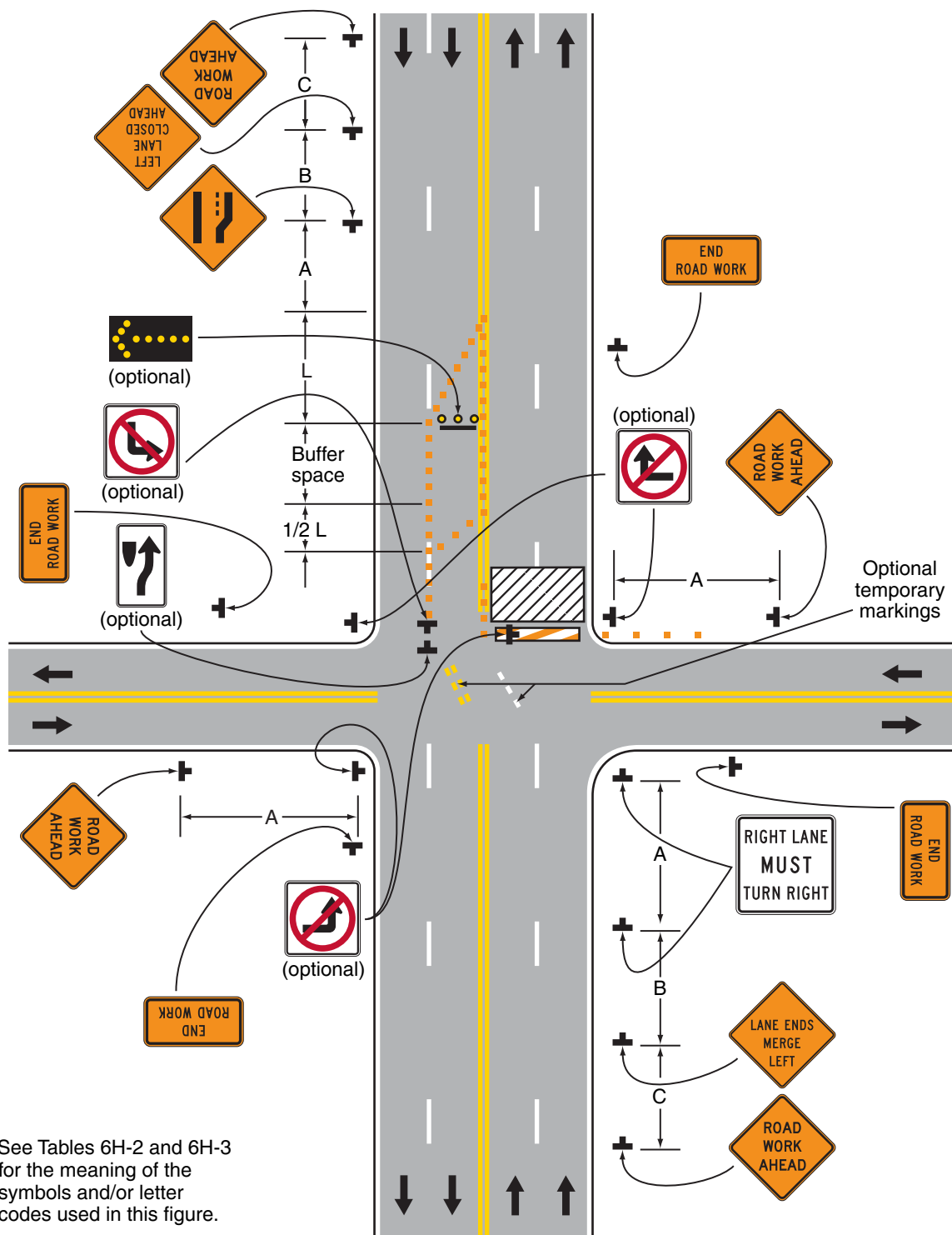
#### *Option:*

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.



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



### **Notes for Figure 6H-25—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.*

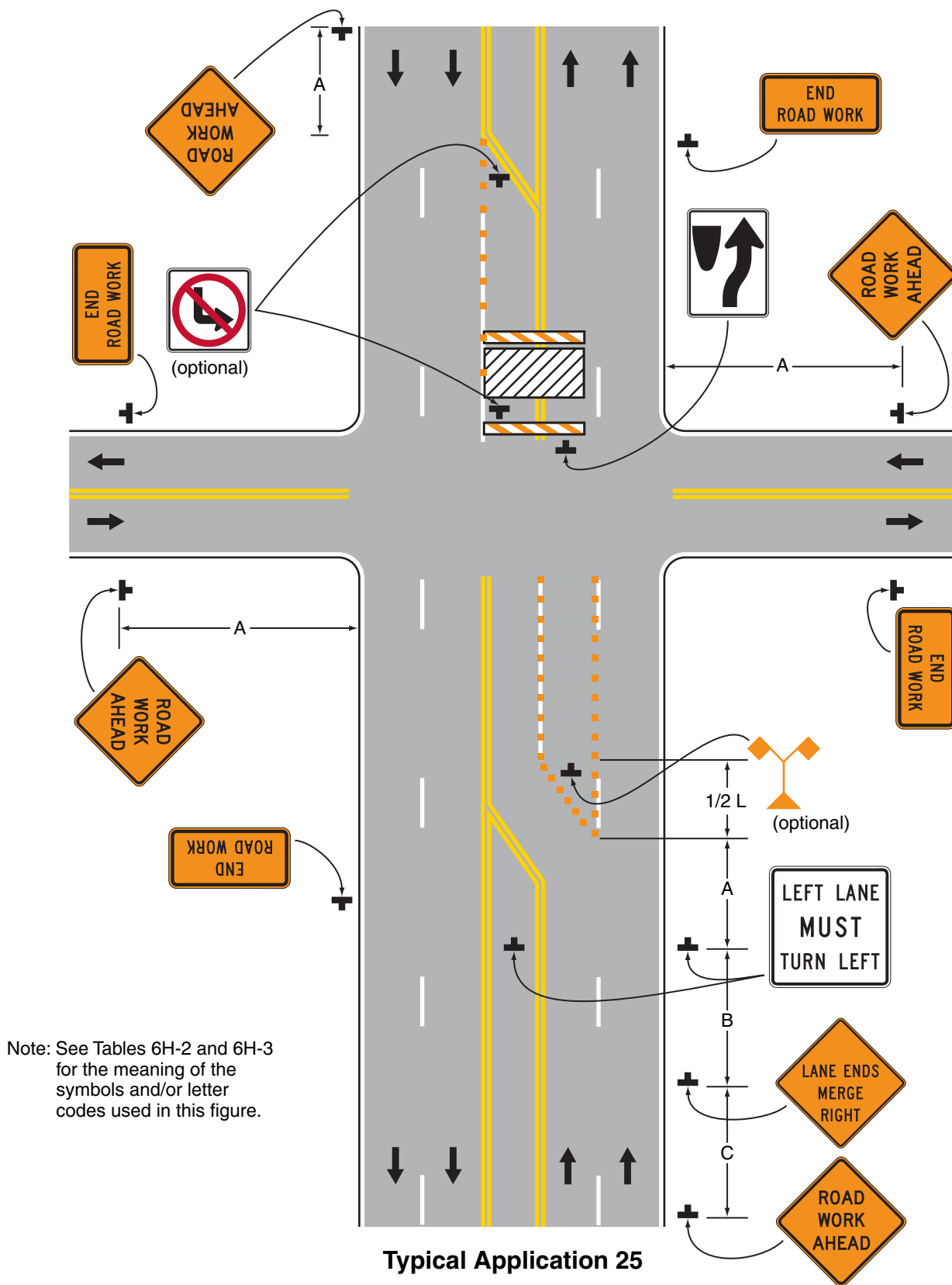
**Support:**

3. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection.

**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)****Typical Application 25**



**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.*

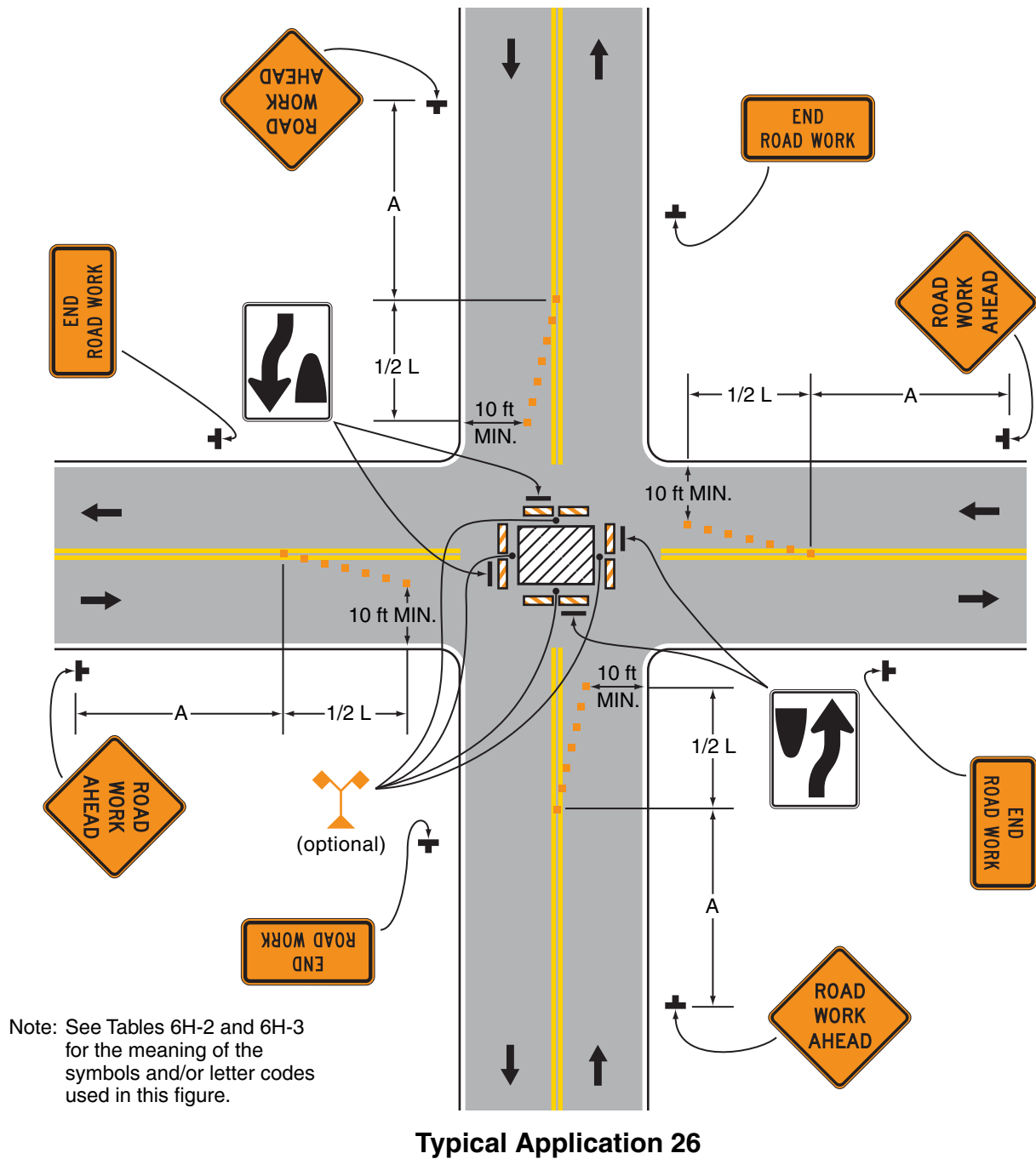
*Option:*

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.
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 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.

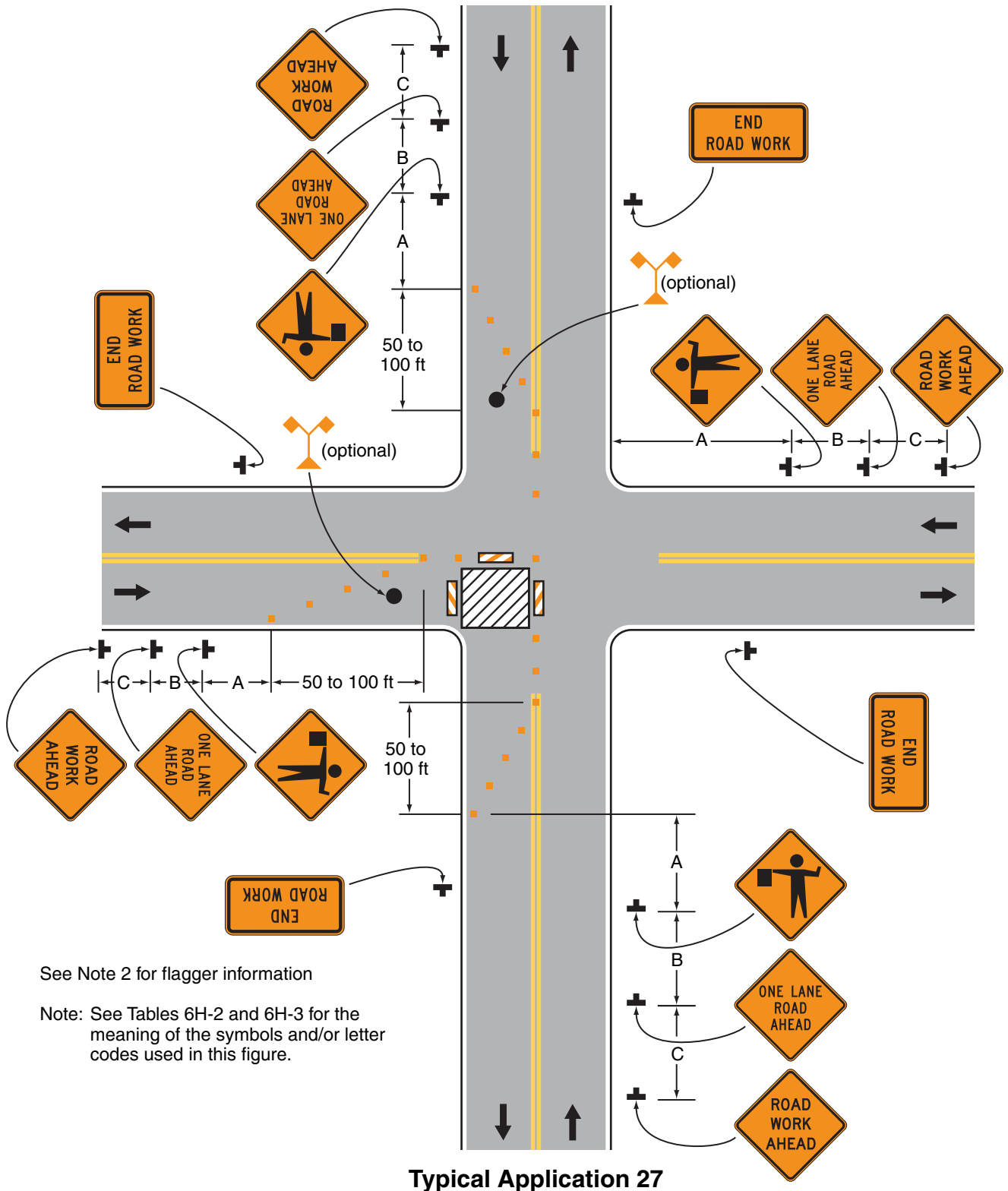
*Option:*

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.**

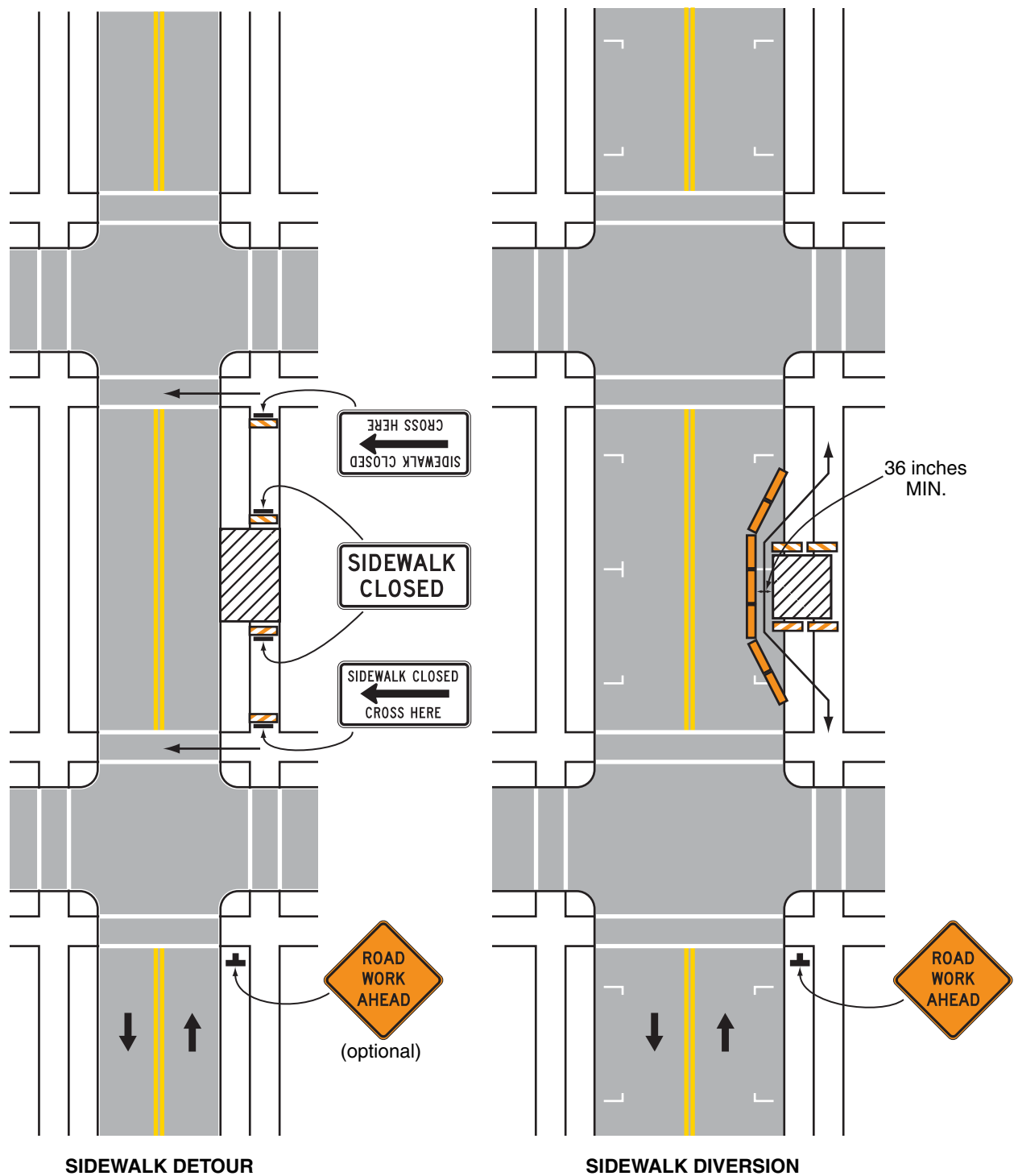
*Guidance:*

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.

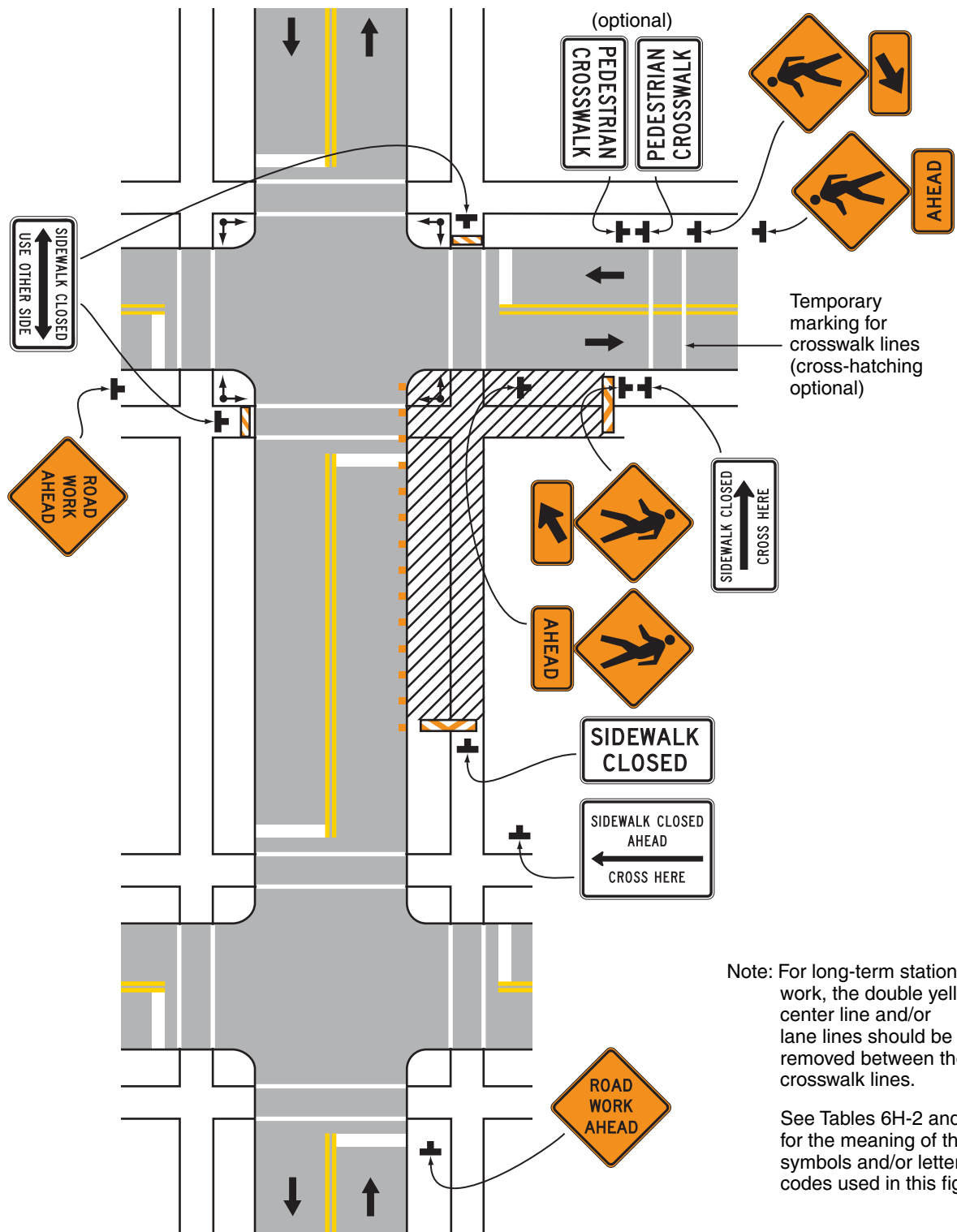
**Guidance:**

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)****Typical Application 29**



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

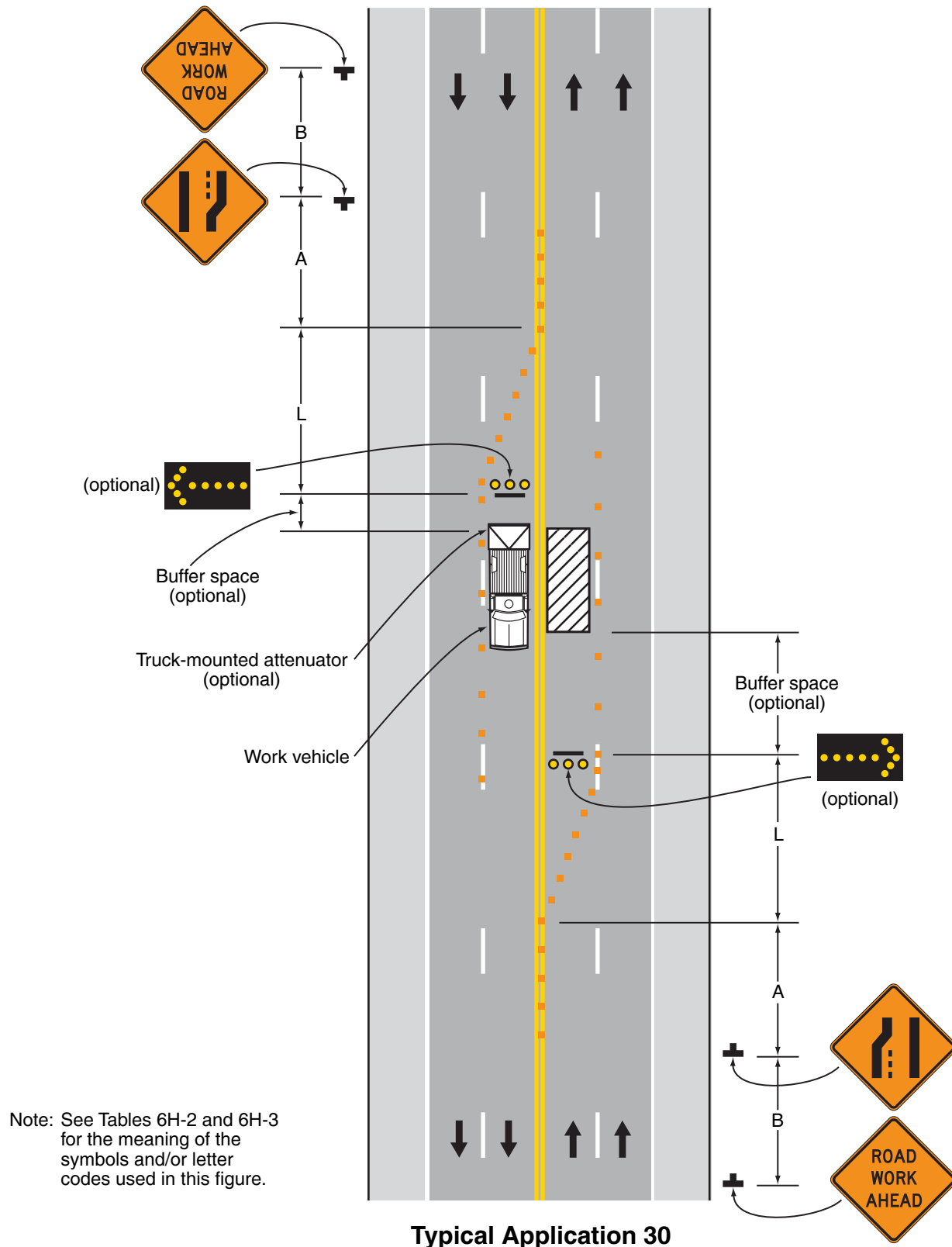
*Guidance:*

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.



**Figure 6H-30. Interior Lane Closure on a 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.*
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.*
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.*

**Standard:**

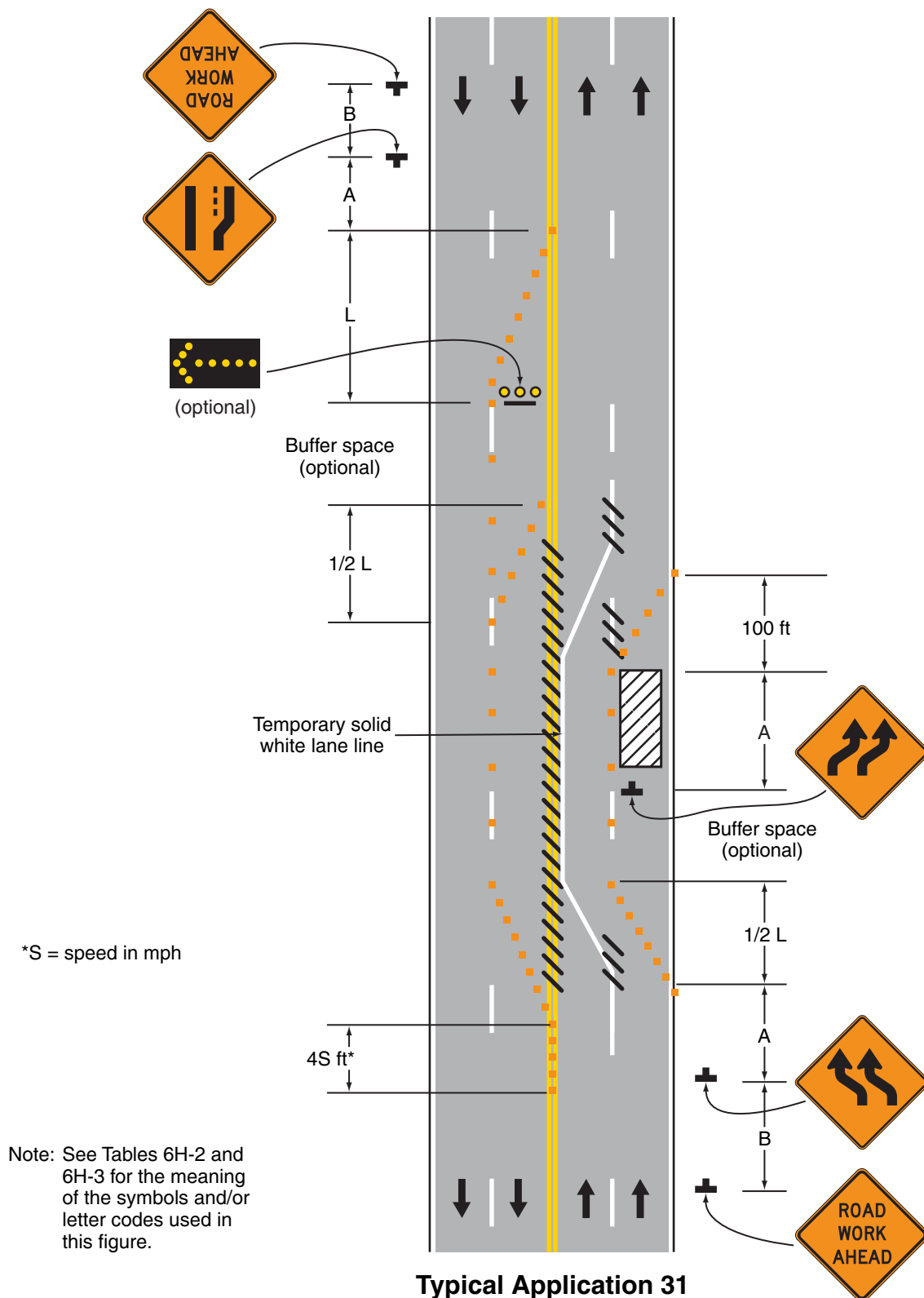
8. **The number of lanes illustrated on the Reverse Curve or Double Reverse Curve signs shall be the same as the number of through lanes available to road users, and the direction of the reverse curves shall be appropriately illustrated.**

**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.



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





**Notes for Figure 6H-32—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:*

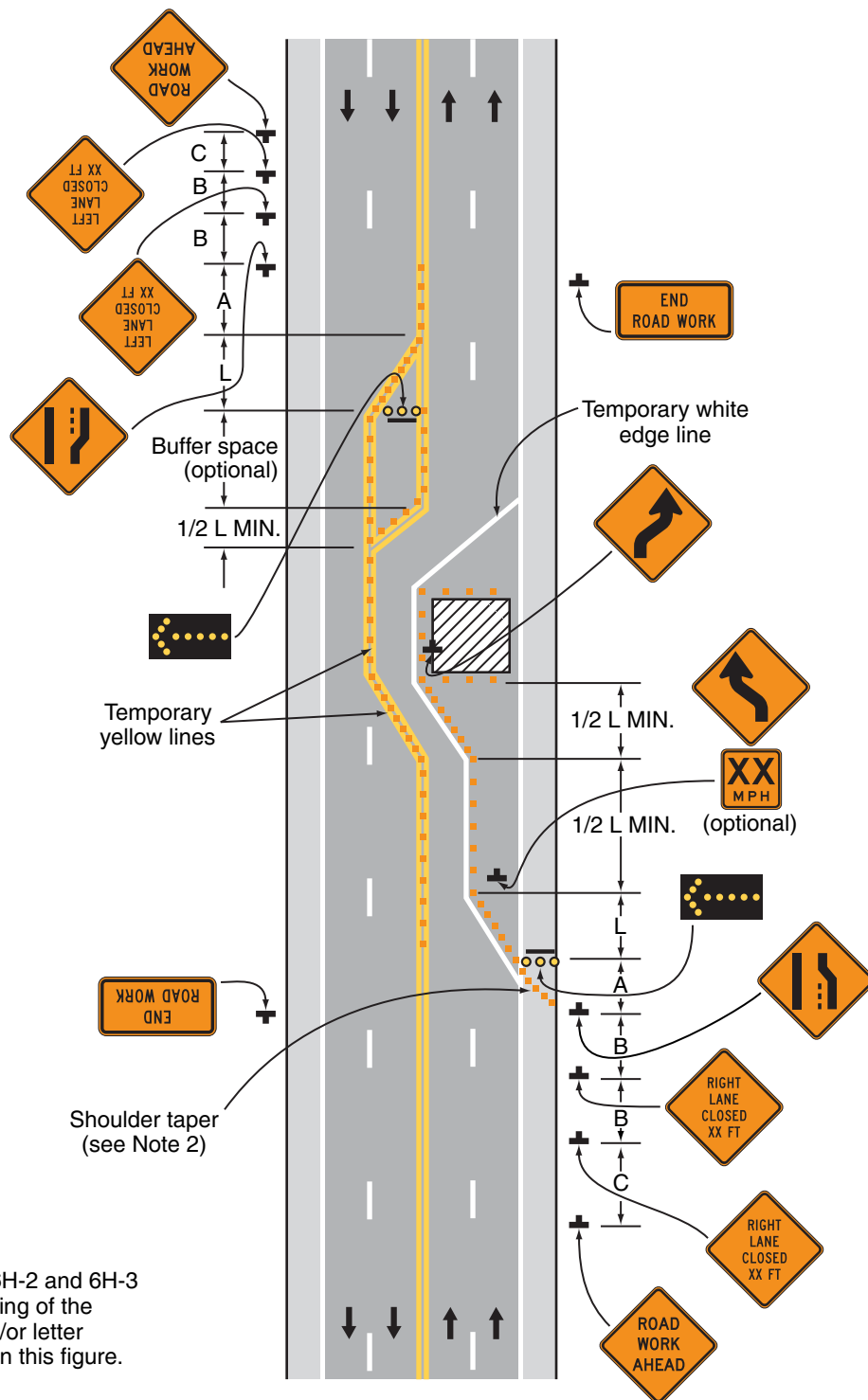
2. *When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.*
3. *Where channelizing devices are used instead of pavement markings, the maximum spacing should be  $1/2 S$  feet where  $S$  is the speed in mph.*
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.



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



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

**Typical Application 32**



**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.

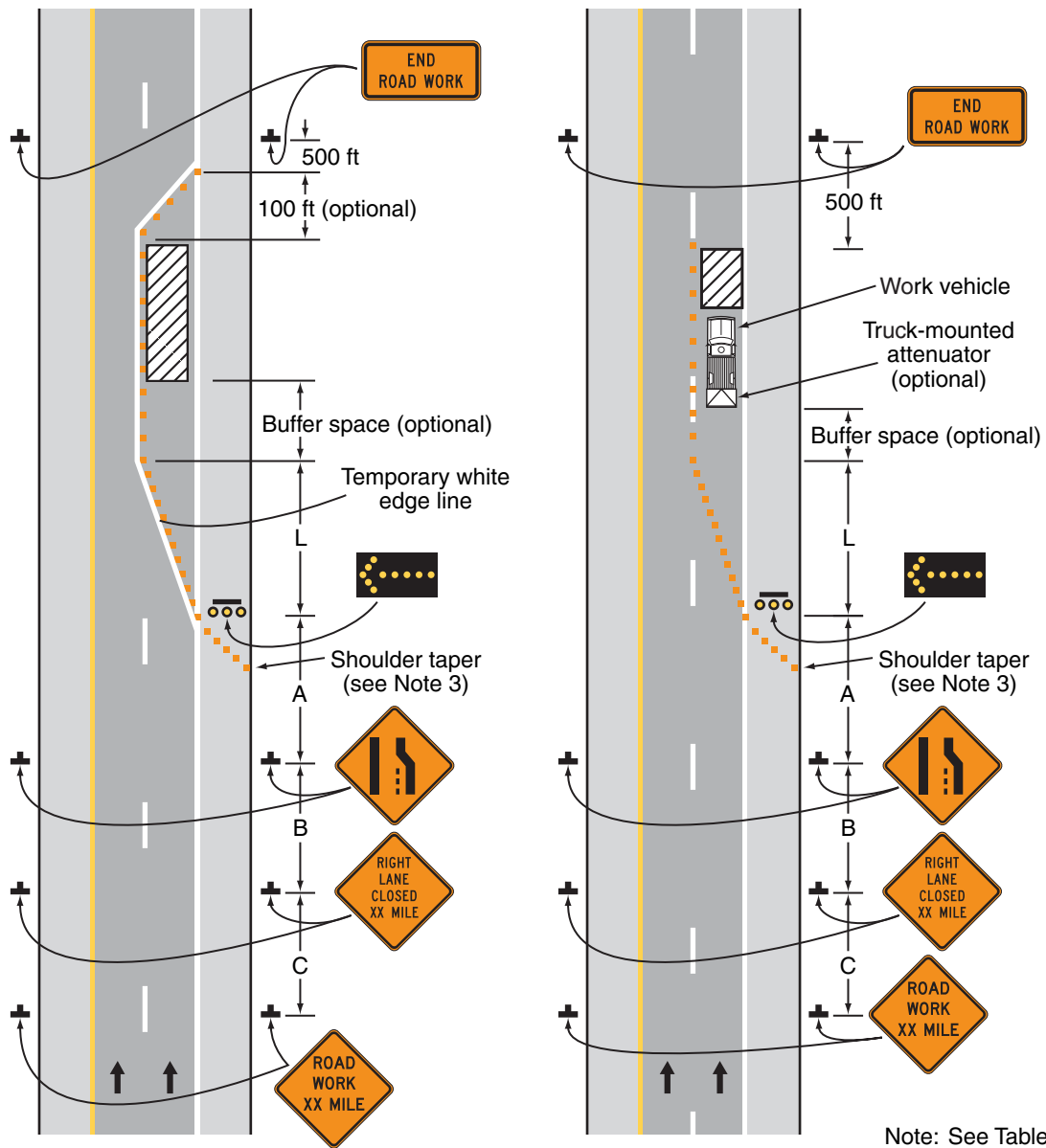
**Support:**

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.**



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

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

### 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.

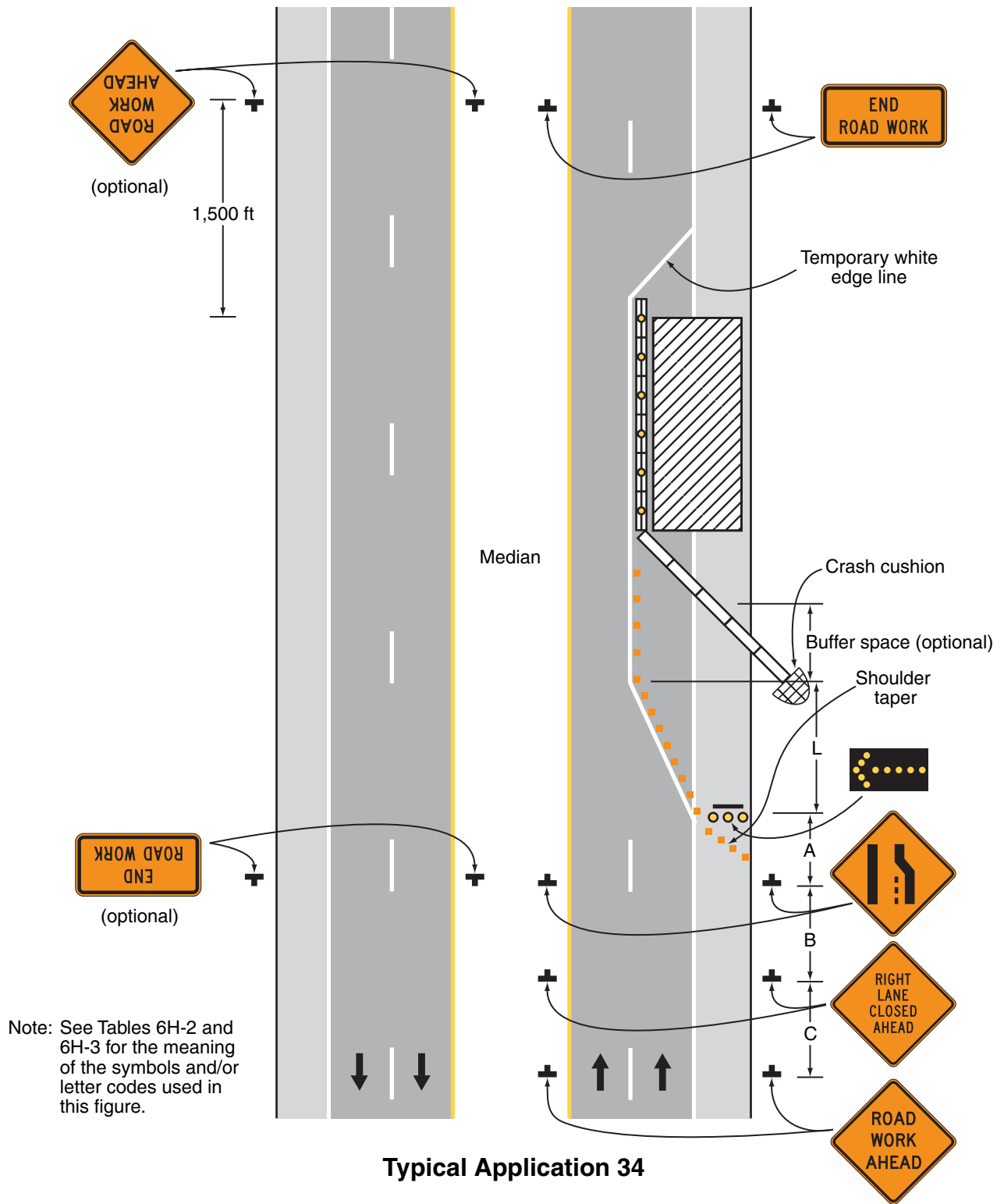
**Standard:**

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. 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.**
- 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.**

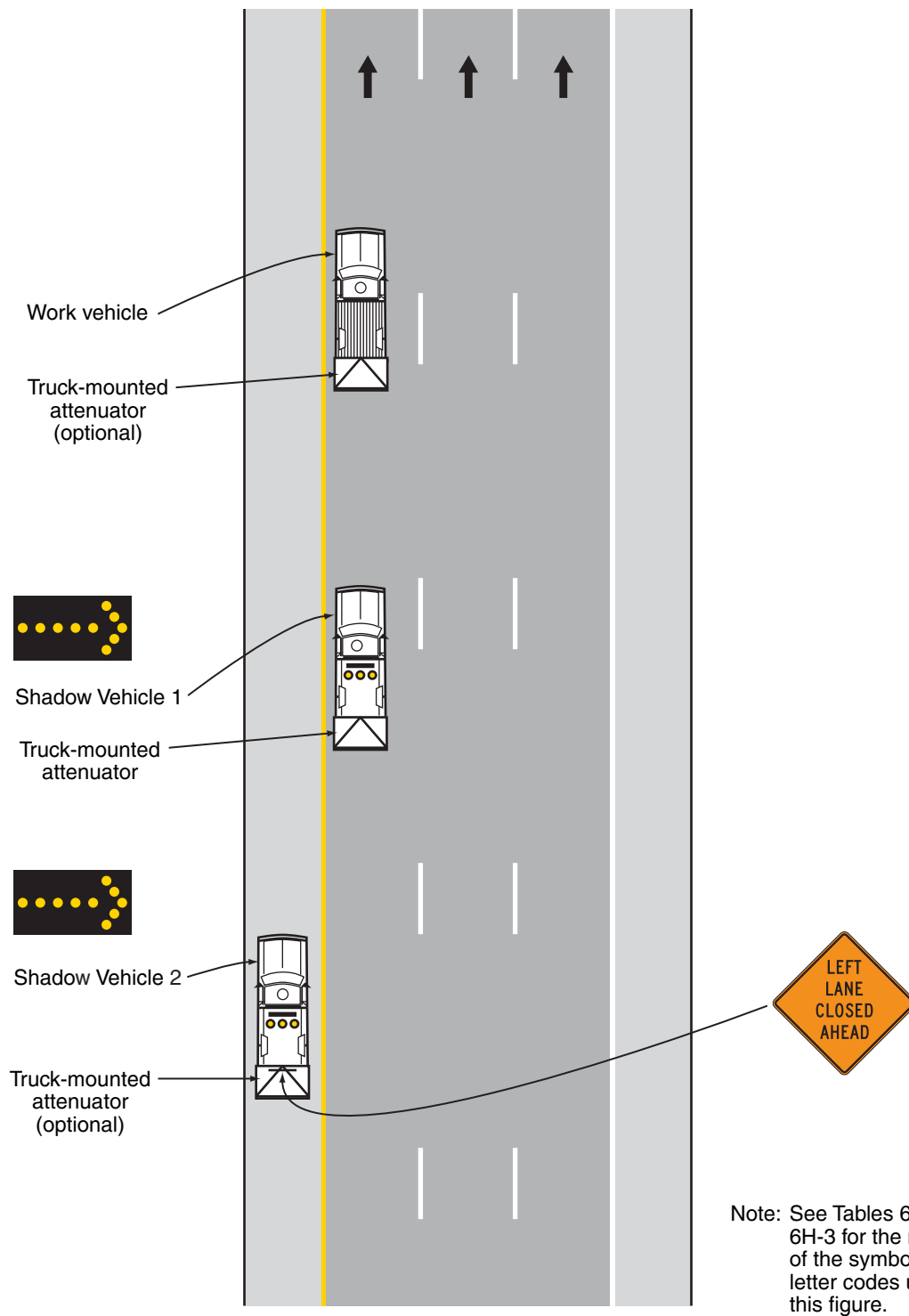
*Guidance:*

- 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.**



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



### Notes for Figure 6H-36—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 be used instead of a sign that illustrates the number of lanes.
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.*
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.

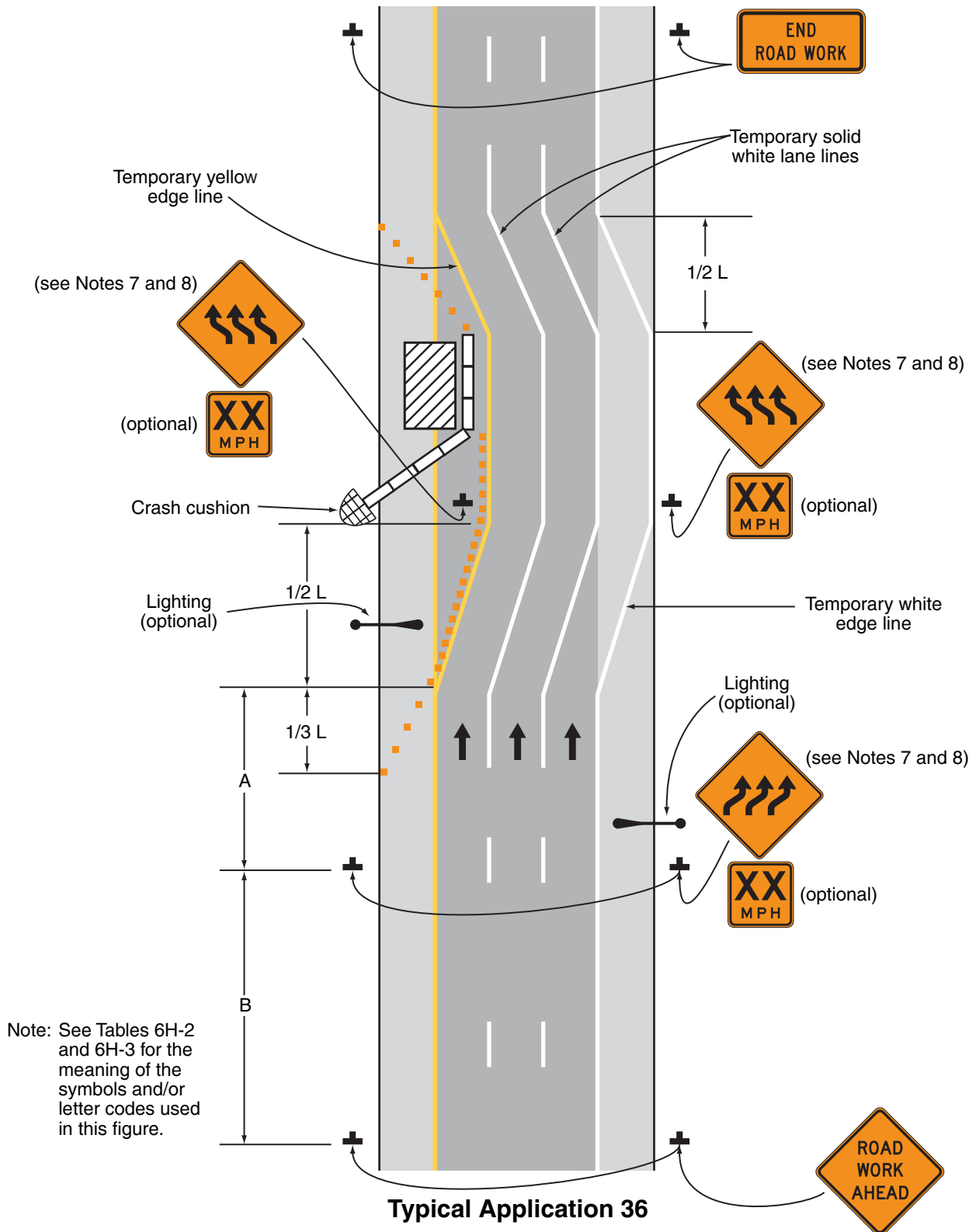
*Guidance:*

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.



**Figure 6H-36. Lane Shift on a 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).*

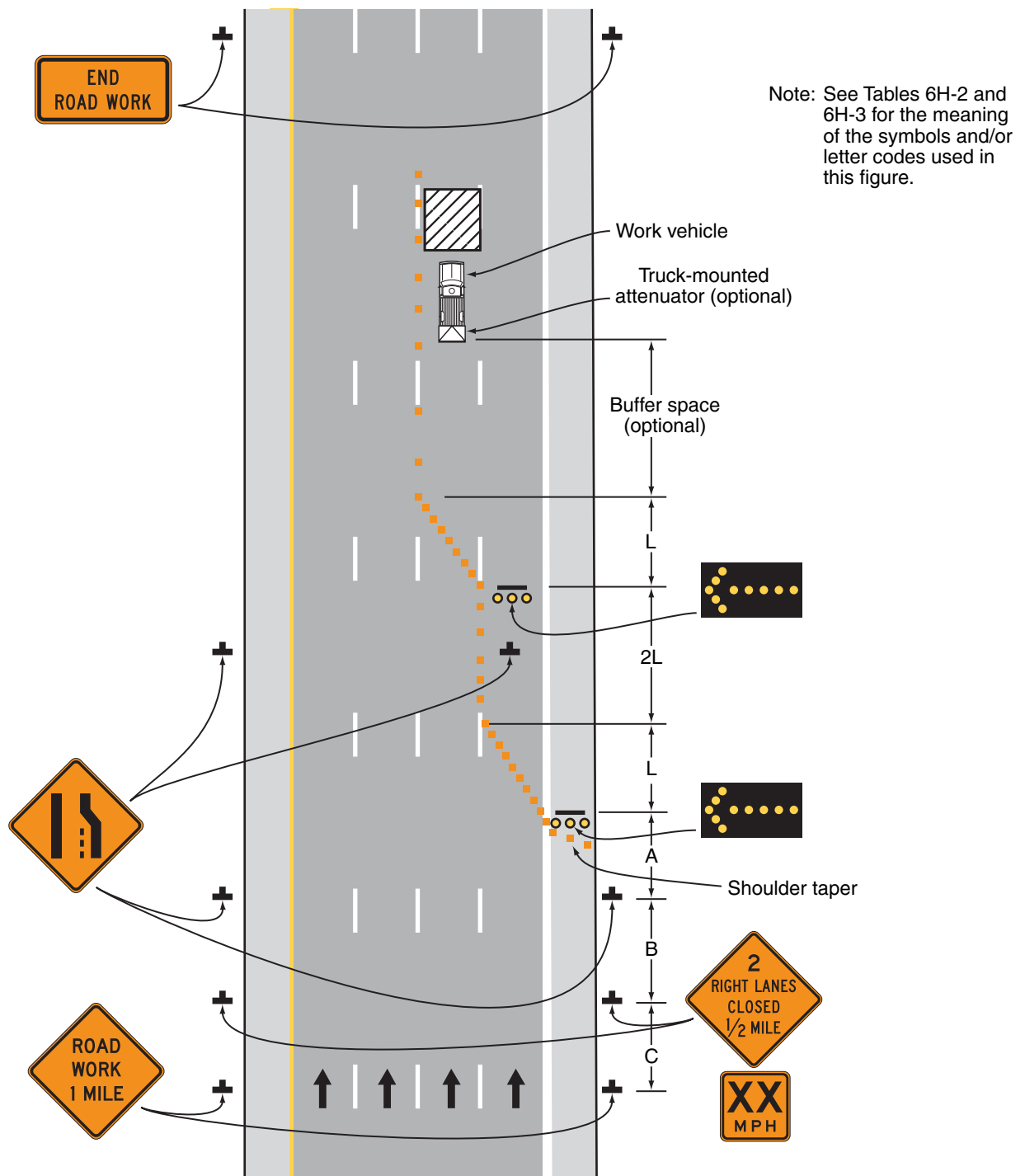
**Option:**

3. Flashing warning lights and/or flags may be used to call attention to the initial warning signs.
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.*



**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.*

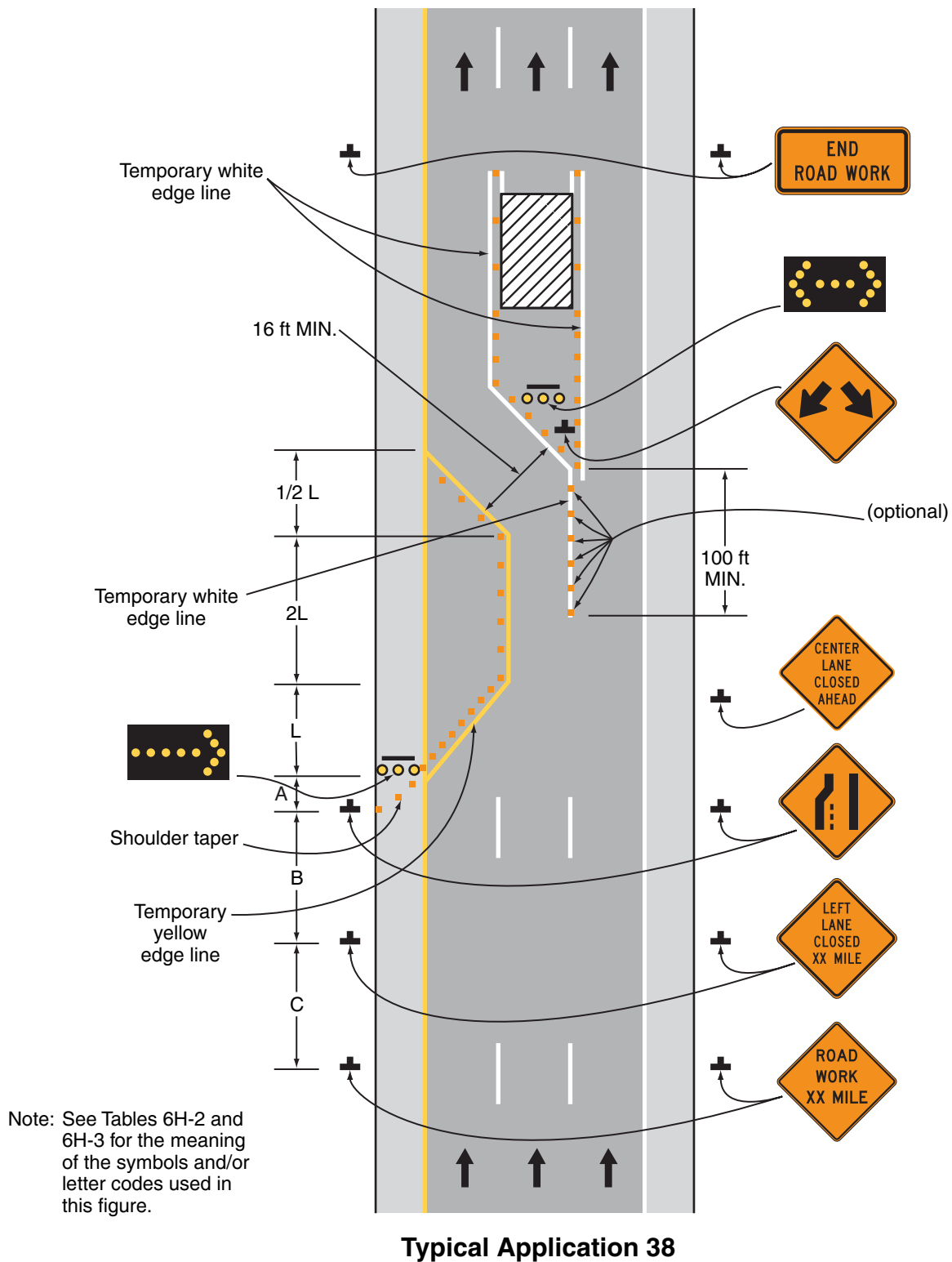
**Option:**

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.*



**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.*

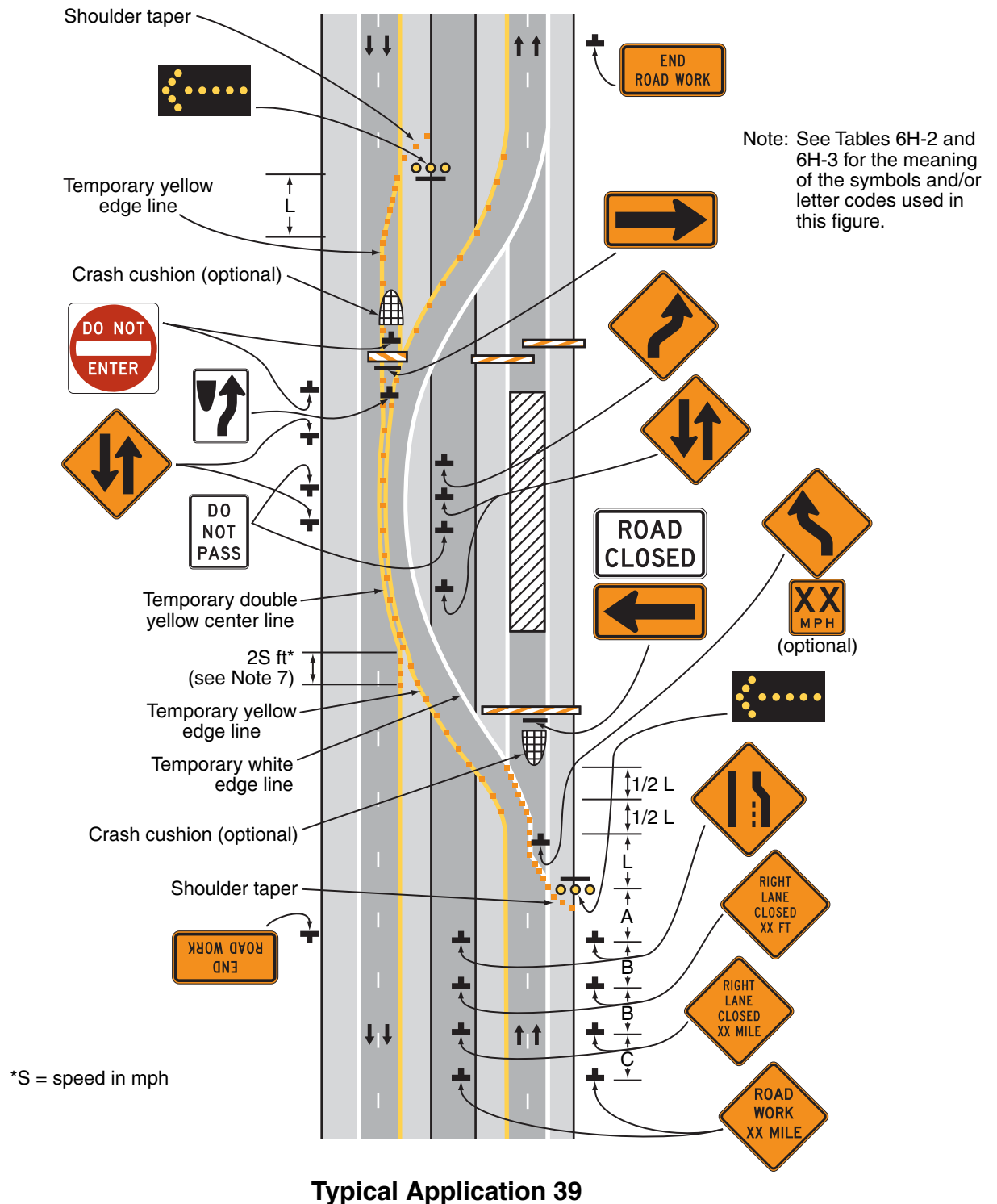
*Option:*

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)**



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

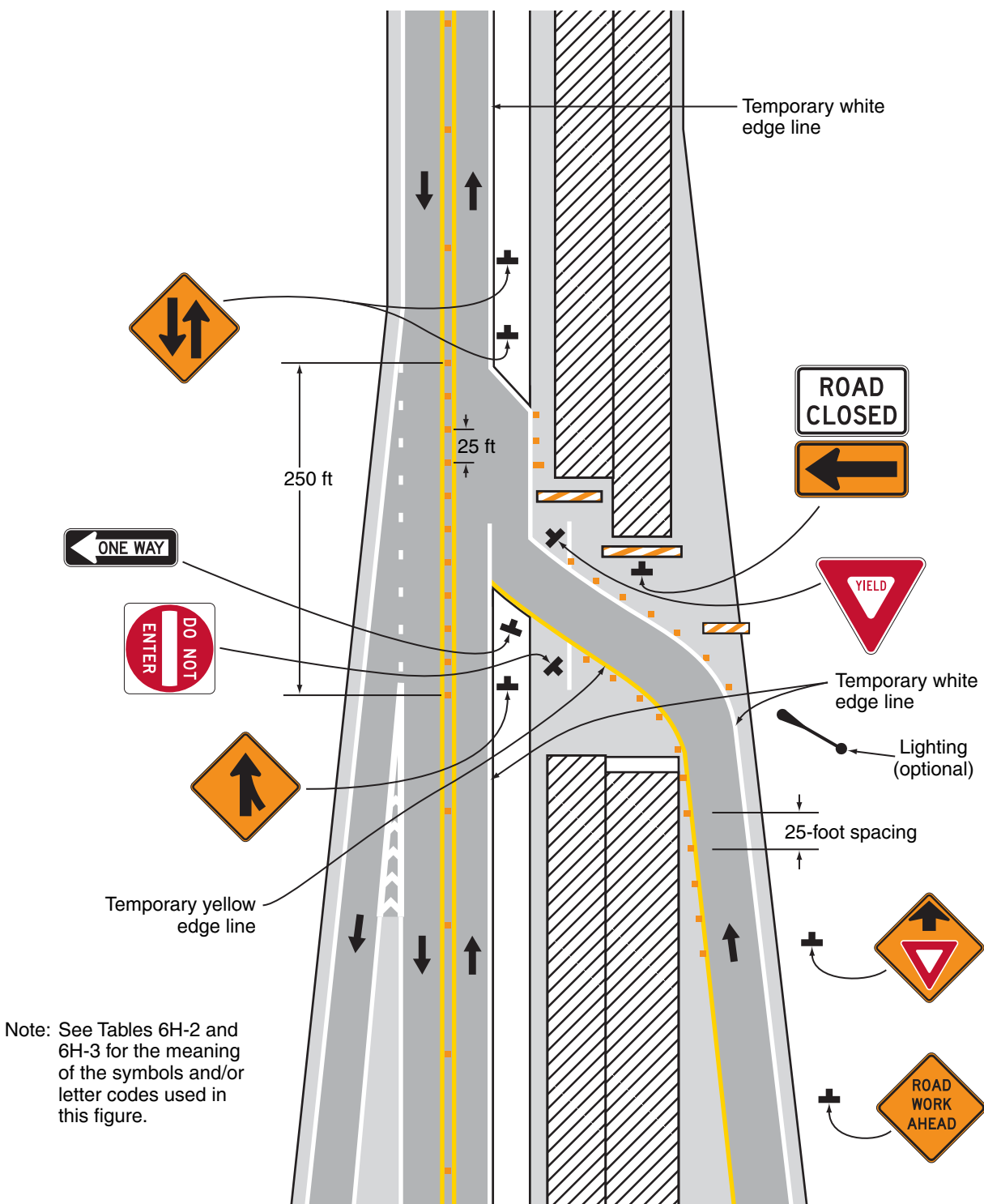
*Guidance:*

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)****Typical Application 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.*

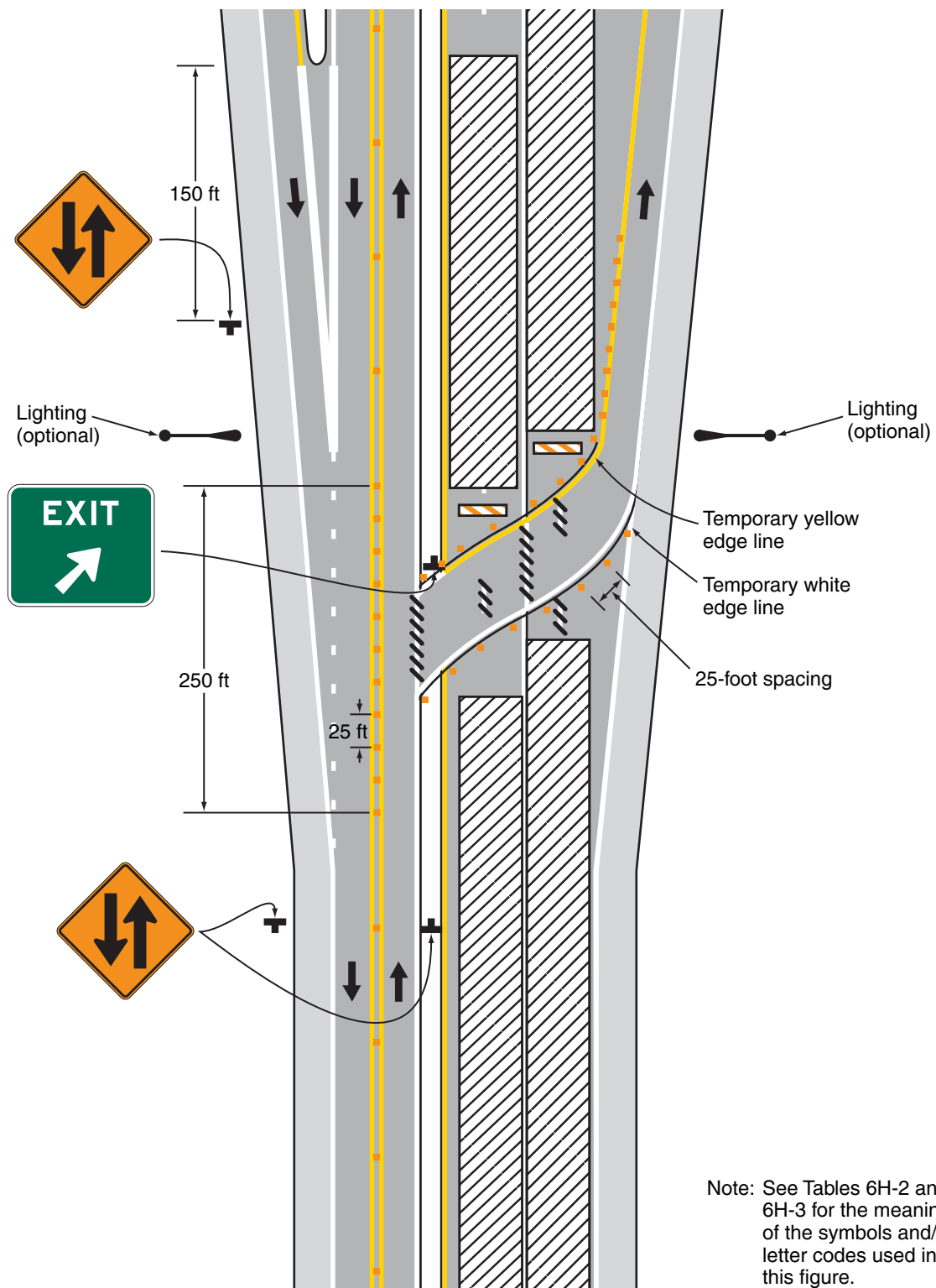
#### Standard:

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.**

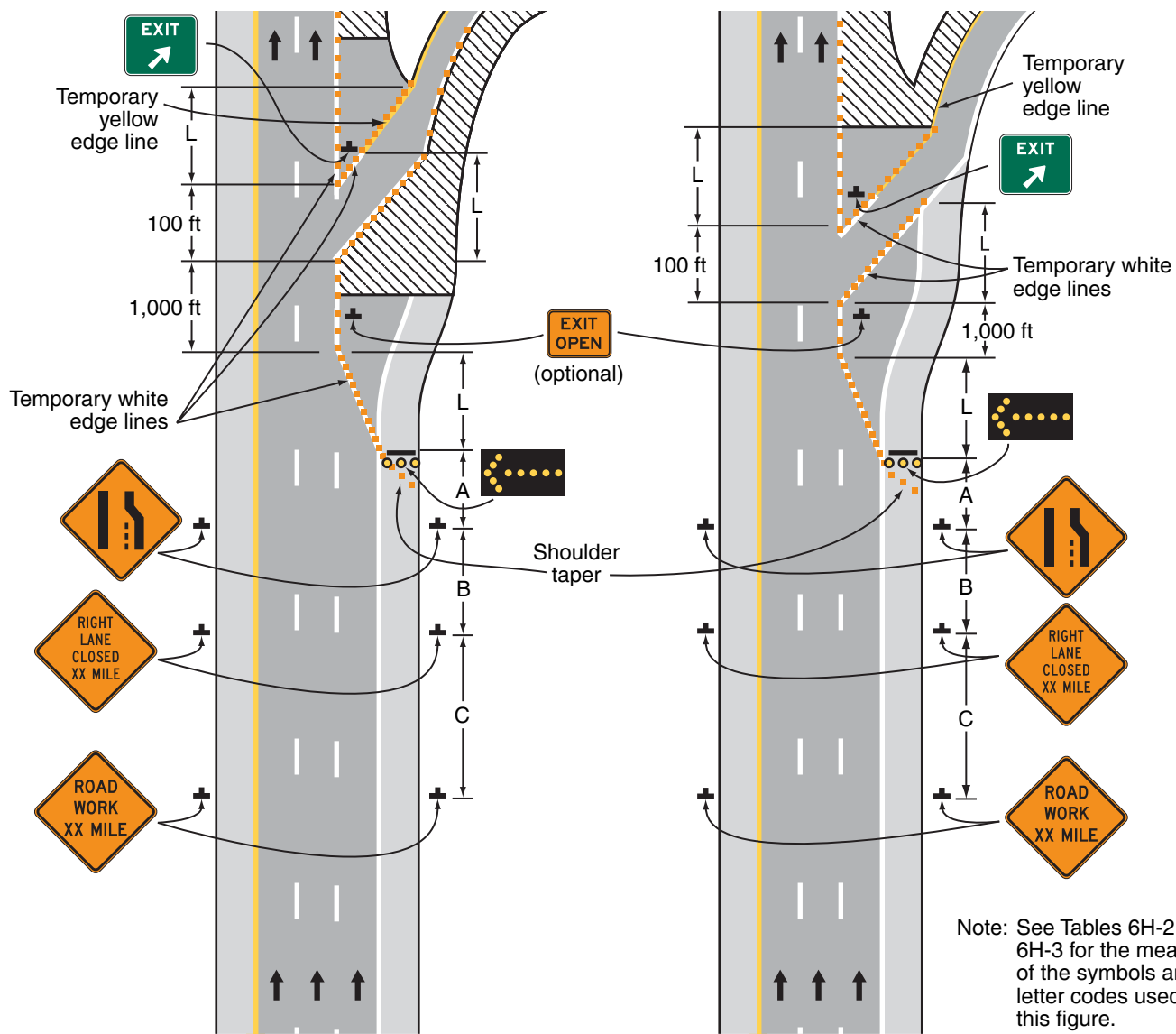
*Option:*

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.**



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

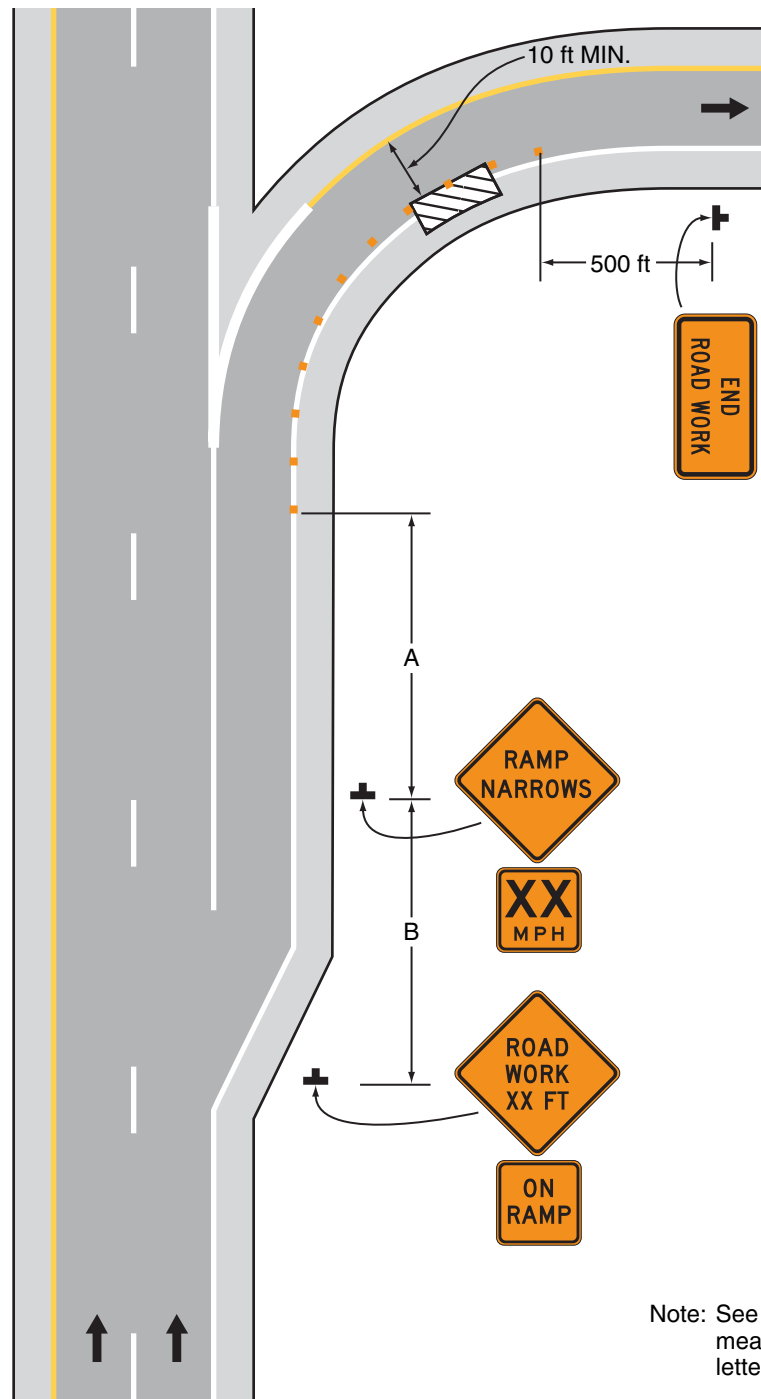


**Notes for Figure 6H-43—Typical Application 43**  
**Partial Exit Ramp Closure**

*Guidance:*

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



**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).*

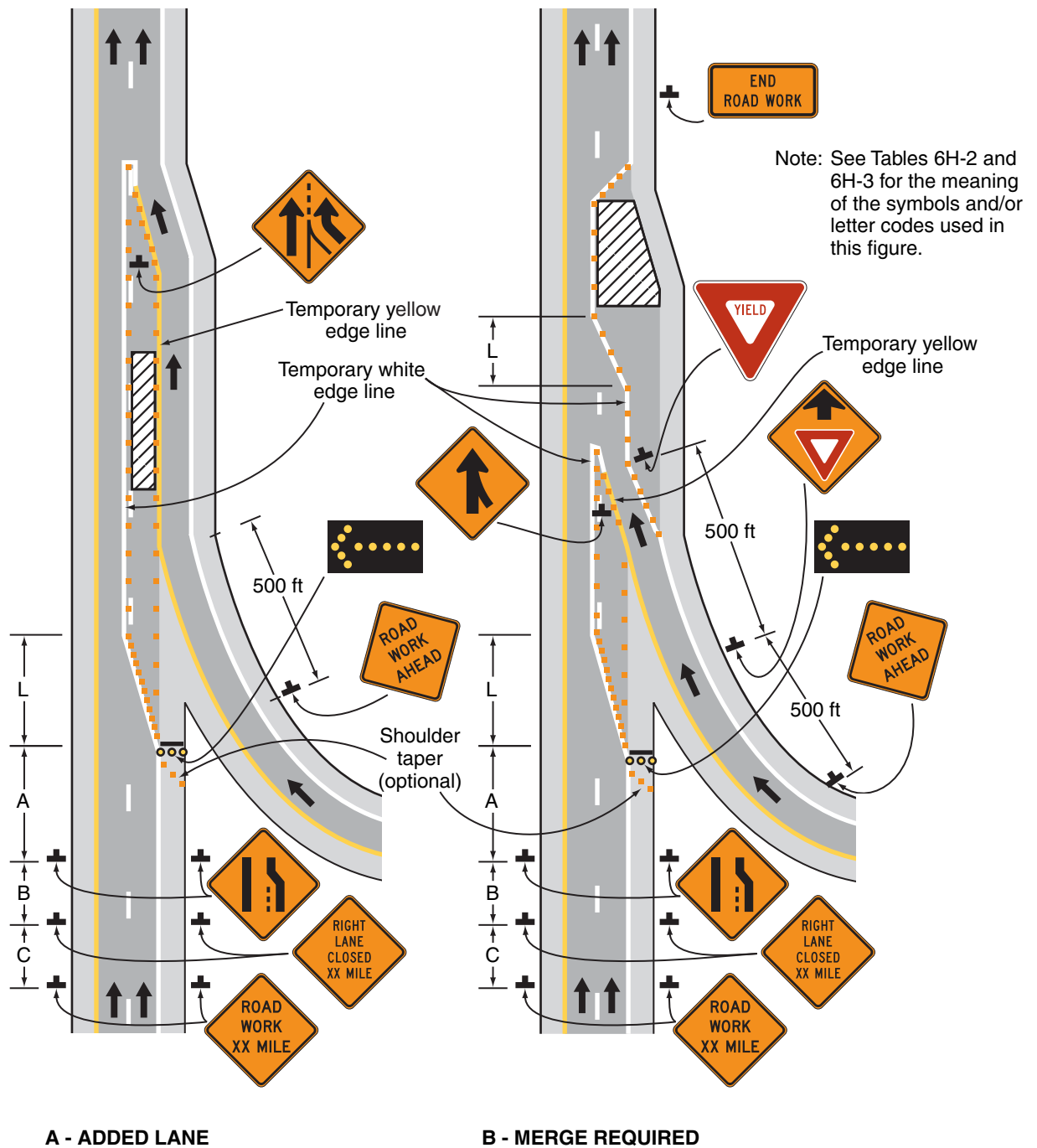
**Option:**

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.**



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

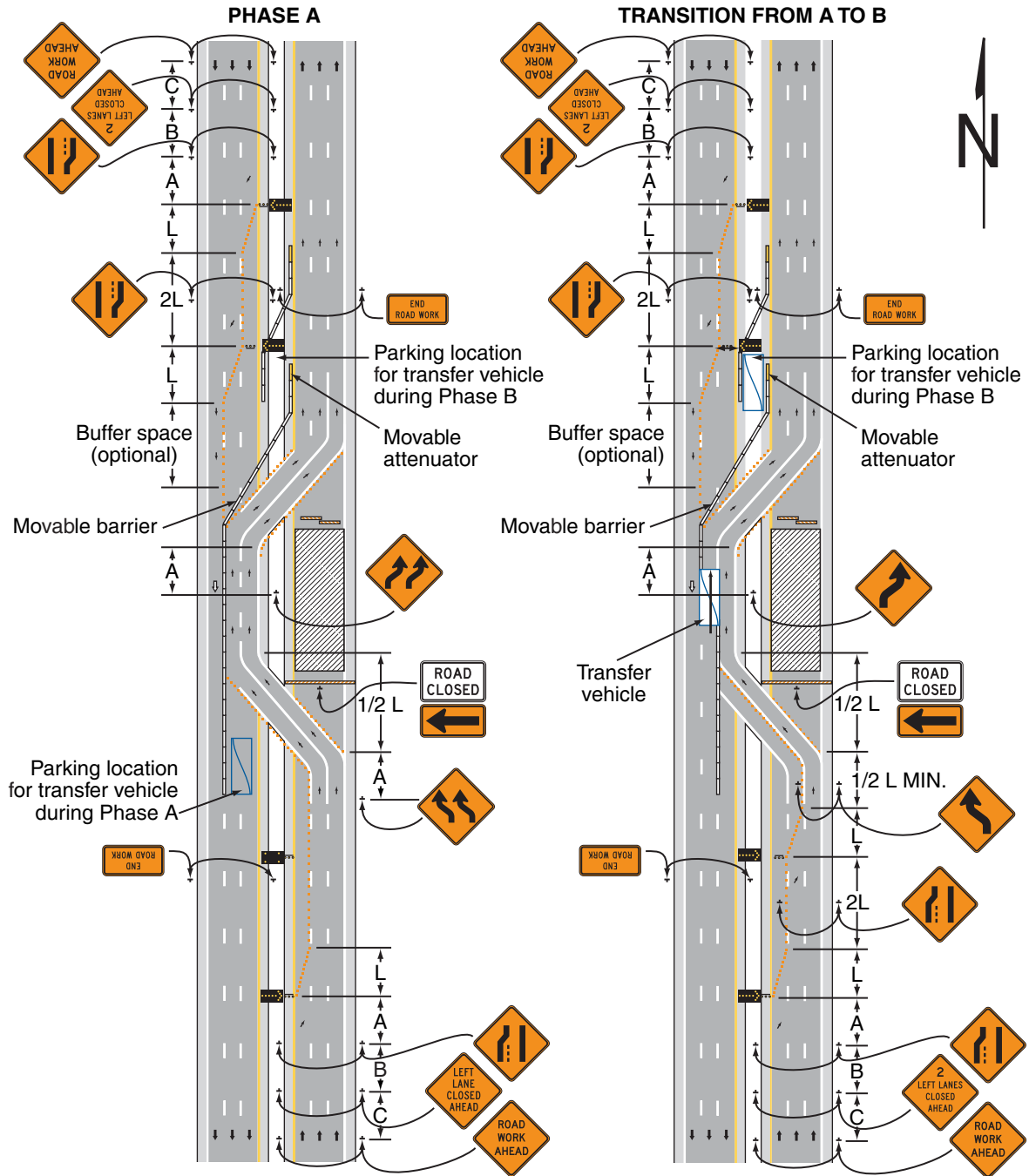
#### Option:

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)****Typical Application 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.*

**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 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.

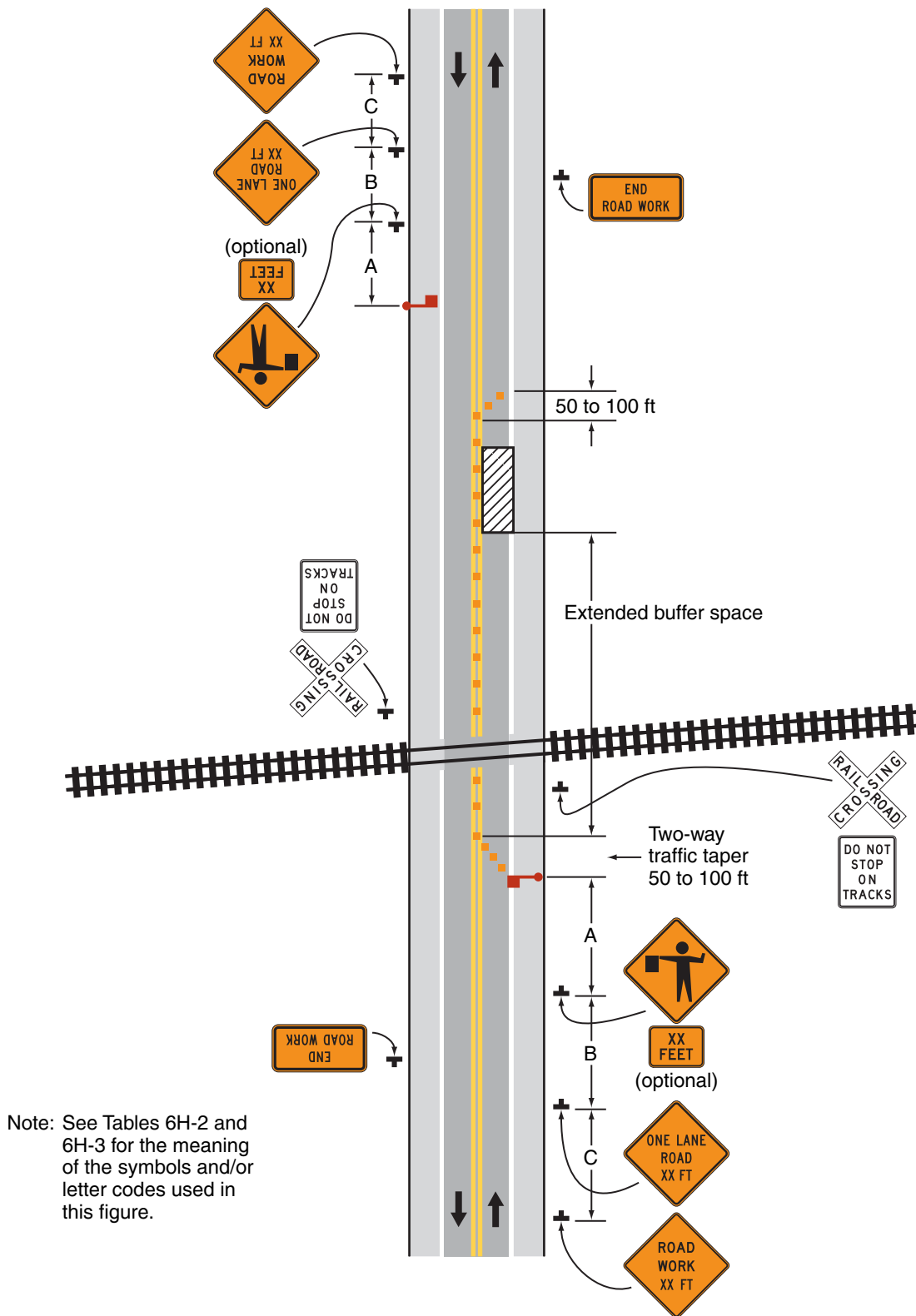
**Guidance:**

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



(This page left intentionally blank)