

Notes for Figure 6P-12—Typical Application 12
Lane Closure on a Two-Lane Road Using Temporary 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 long-term closures. Existing conflicting pavement markings and raised pavement marker reflectors between the activity area and each 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. Positive protection devices may be used per Section 6M.02.
9. Flashing warning lights shown on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs may be used.
10. Removable pavement markings may be used.

Support:

11. Temporary traffic control signals are preferable to flaggers for long-term projects and other activities that would require flagging at night.
12. 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 6P-12. Lane Closure on a Two-Lane Road Using Temporary Traffic Control Signals (TA-12)

