

Notes for Figure 6P-53—Typical Application 53
Flagging Operation on a Single-Lane Circular Intersection

Standard:

1. **Flaggers shall follow the procedures provided in Sections 6D.05 and 6D.06.**
2. **When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities (see Figure 6P-29) shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**
3. **At night, flagger stations shall be illuminated, except in emergencies.**

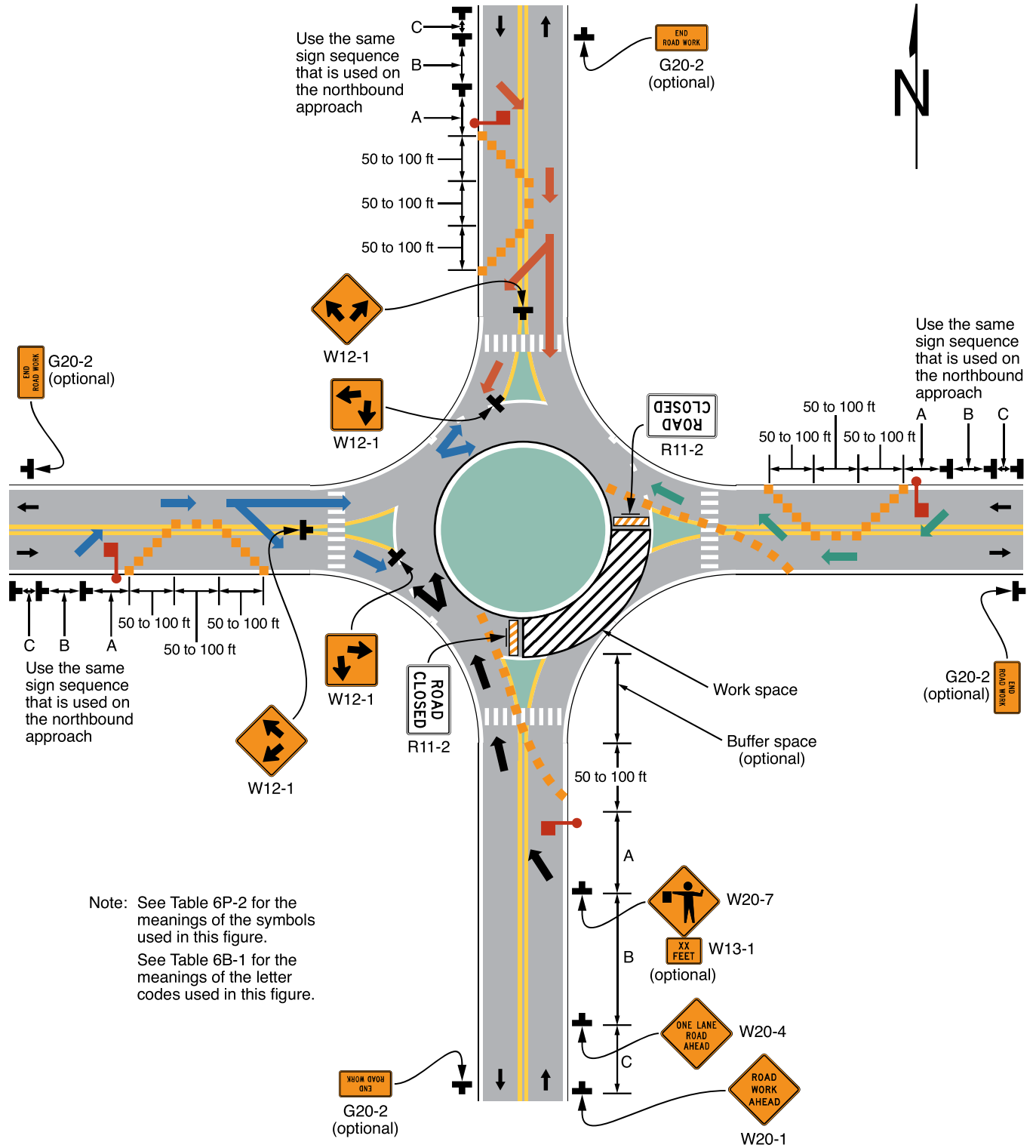
Guidance:

4. *Flaggers on each approach to the intersection should coordinate with each other so that traffic proceeds through the circular intersection from only one entry point at any one time.*
5. *When designing the TTC and installing the channelizing devices for work activities at circular intersections, accommodations for the turning radius of wider heavy commercial vehicles should be considered.*
6. *Since the geometrics of the circular intersection will temporarily be altered, consideration should be given to establishing a truck detour for the duration of the project.*
7. *For intermediate or long-term work, the circular intersection should be closed if traffic cannot be accommodated, and traffic detoured with appropriate detour signing (see Figure 6P-8) provided.*
8. *Conflicting pavement markings should be removed for long-term projects. For short-term and intermediate-term projects where this is impracticable, the channelizing devices in the area where the pavement markings conflict should be placed at a maximum spacing of $\frac{1}{2} S$ feet where S is the speed in mph. Temporary markings should be installed where needed.*
9. *When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.*
10. *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.*
11. *Care should be exercised when establishing the limits of the TTC zone to ensure adequate sight distance in advance of the transition.*

Option:

12. Periodic adjustments to the channelizing devices may be allowed in an active TTC zone to accommodate the turning movements of tractor trailer vehicles and other large vehicles.
13. On the approaches where traffic flow will be split, two pilot vehicles may be used to guide traffic through the circular intersection.

Figure 6P-53. Flagging Operation on a Single-Lane Circular Intersection (TA-53)



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