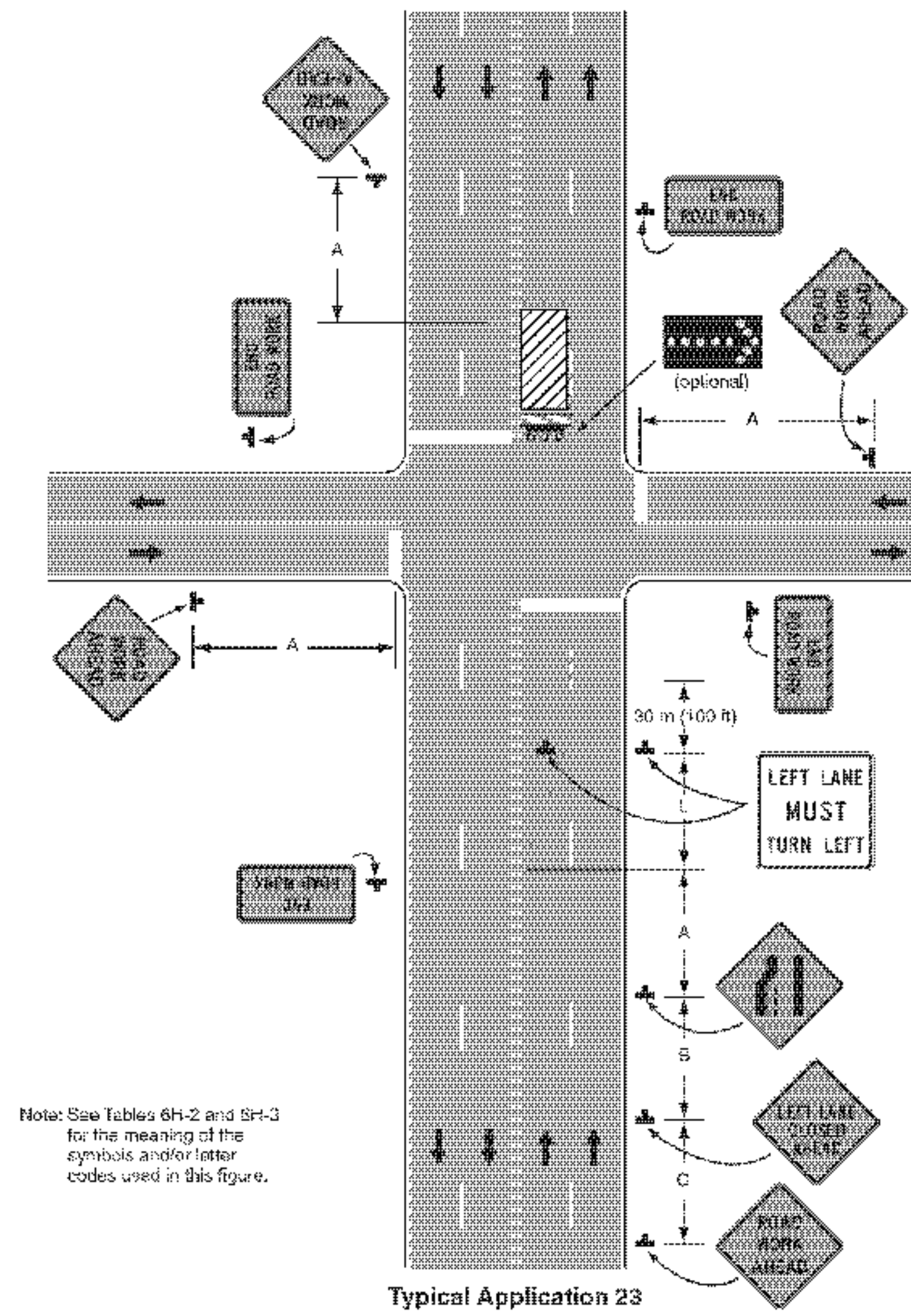


Figure 6H-23. Left Lane Closure on Far Side of Intersection (TA-23)



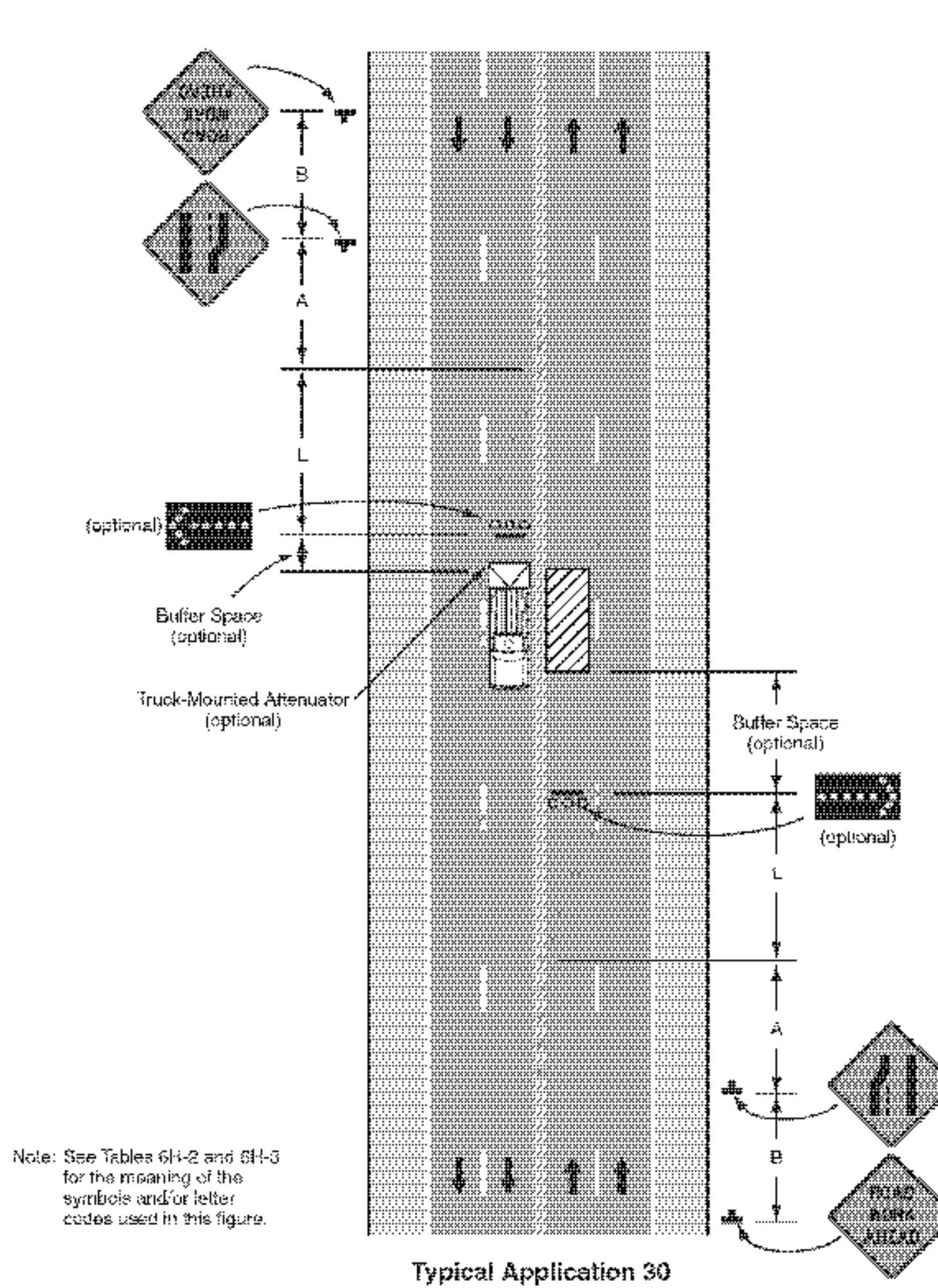
Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 23

Notes for Figure 6H-23—Typical Application 23  
Left Lane Closure on Far Side of 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, 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-30. Interior Lane Closure on Multi-lane Street (TA-30)



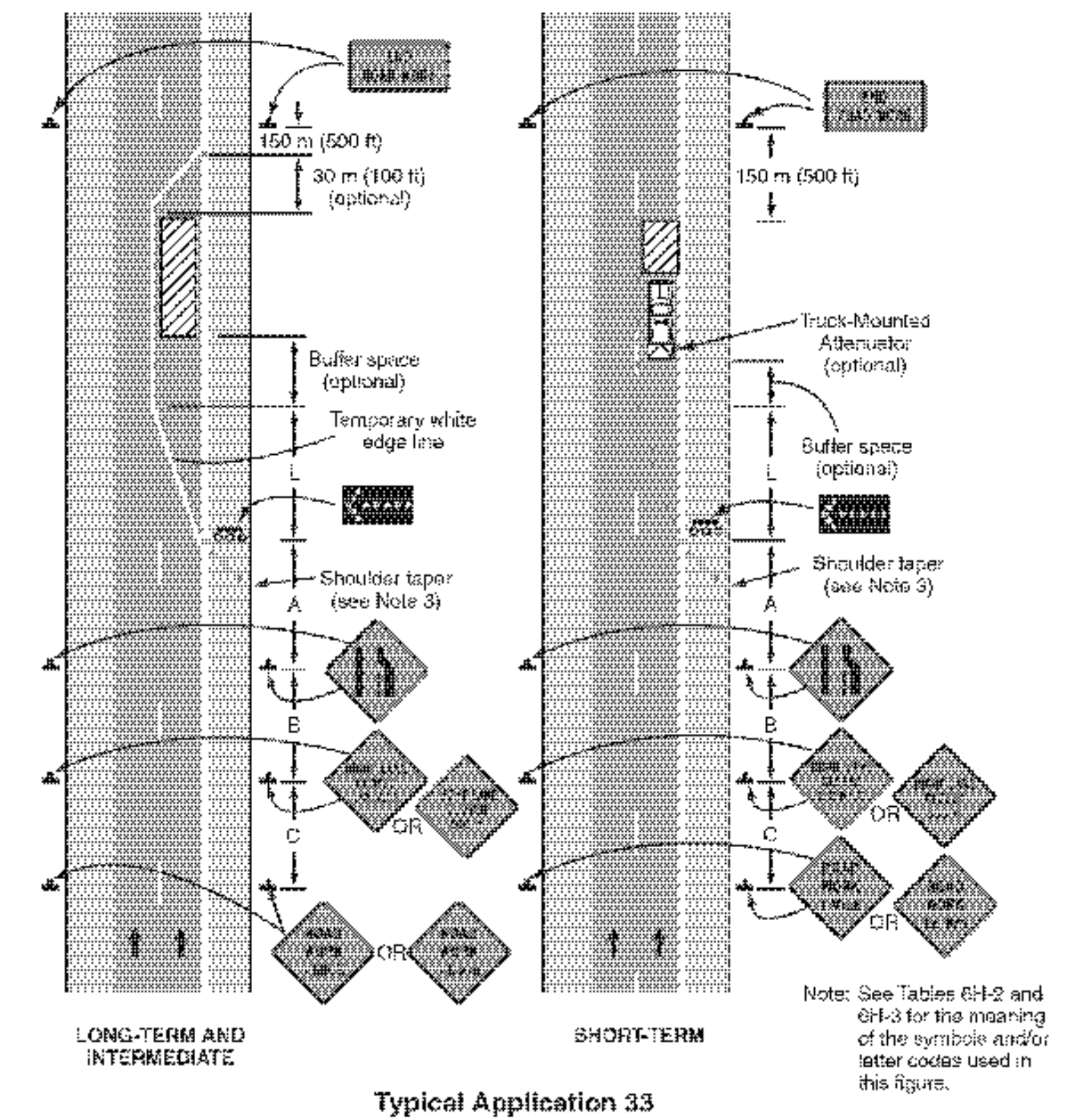
Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 30

Notes for Figure 6H-30—Typical Application 30  
Interior Lane Closure on 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 m (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.
- Guidance:
4. When a highway-rail grade crossing exists within or upstream of the transition area and it is anticipated that back ups resulting from the lane closure might extend through the highway-rail grade crossing, the TTC zone should be extended so that the transition area precedes the highway-rail grade crossing.
  5. Early coordination with the railroad company should occur before work starts.

Figure 6H-33. Stationary Lane Closure on 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-33—Typical Application 33  
Stationary Lane Closures on 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 2.4 m (8 ft) 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.

**TRAFFIC CONTROL  
DETAILS  
SHEET 4**

PROJECT NAME: WATERBURY - WINOOSKI  
PROJECT NUMBER: IMG SIGN(18)  
FILE NAME: z09a018+cp.dgn  
PROJECT LEADER: CRB  
DESIGNED BY: JBZ  
CLD REF. NO.: 09-0124  
PLOT DATE: 10/27/2009  
DRAWN BY: JBZ  
CHECKED BY: BDB  
SHEET 172 OF 174